

ENVIRONMENTAL STUDY REPORT

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 2017AINLEY FILE # 112166

280 PRETTY RIVER PARKWAY, COLLINGWOOD, ON L9Y 4J5 TEL: (705) 445-3451 • FAX: (705) 445-0968

VOLUME 3 OF 3 APPENDIX E – APPENDIX P

WWW.AINLEYGROUP.COM

Appendix E

County Traffic Data

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

County Road 22 - Spring 2011

Coulson/7th Line to

Date Start: 03-May-11 Date End: 05-May-11

Horseshoe	Valley R	esort Ent														
Start	02-May	/-11	Tue		We		Thu		Fri		Sat		Sun		Week Av	erage
Time	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	0	0	1943	1842	2227	2017	2292	2137	0	0	0	0	0	0	2154	1998
Day	0		378	5	424	4	4429	9	0		0		0		415	2
AM			08:00	08:00	08:00	09:00	09:00	09:00							08:00	09:00
Peak																
Vol.			119	192	129	190	118	190							120	186
PM			18:00	17:00	18:00	17:00	18:00	17:00							18:00	17:00
Peak																
Vol.			215	148	244	196	238	197							232	180
Comb. Total	0		378	5	424	4	4429	9	0		0		0		415	2
ADT	ΑГ	OT 4,153	ААГ	OT 4,153												

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

County Road 22 - Spring 2011

Horseshoe Valley Resort Ent. to CR 93

Date Start: 03-May-11 Date End: 05-May-11

Start	02-Ma	.v-11	Tue	<u> </u>	We	d	Thu		Fri		Sat		Sur	`	Week Av	erage
Time	SB	NB	SB	, NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00	JD	IND	JU	IND	JD_	IND	<u> </u>	IND	30	IND	30	IAD	30	ND	JD	IND
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	0	0	2204	2074	2482	2237	2544	2372	0	0	0	0	0	0	2411	2227
Day AM	0		427	8	471	9	491	Ь	0		0		0		463	8
			09:00	08:00	10:00	09:00	09:00	09:00							09:00	09:00
Peak Vol.			129	217	151	218	156	214							144	208
PM																
Peak			18:00	18:00	18:00	17:00	18:00	17:00							18:00	17:00
Vol.			246	166	282	196	242	197							257	186
Comb. Total	0		427	8	471	9	491	6	0		0		0		463	8
ADT	Not C	alculated														
ושא	1401 0	aiouiatou														

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

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

EB													Date E	End: 06-l	Иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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 23	14	0	0	0	0	1	0	0	0	0	0	2	72
23:00 Total	0 15	1028	367	<u> </u>	71	<u> </u>	0	<u>0</u> 8	0 4	0 4	0	0	0	18	28 1526
	1.0%	67.4%	24.0%		4.7%		0.0%			0.3%		0.0%	0.0%		1520
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	22:00	18:00	18:00	16:00	12:00	14:00		14:00	17:00	18:00				19:00	18:00
Vol.	6	160	52	2	13	2		3	2	2				6	234
										_ _					

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

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

EB													Date E	:na: uo-i	иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00:00	08:00	08:00	09:00	07:00	09:00		11:00	09:00	11:00				08:00	08:00
Peak	4														
Vol. PM	1	75	28	4	9	4		4	2	2				5	120
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
Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

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

Start Time Cars & 2 Axle Trailer 2 Axle Long Buses 2 Axle 6 Tire Single Single Double Double Double Double Double Double Double Double Multi Multi Multi Multi Classe Not Classe 5/4/11 0 14 0 1 0	Total 16 11 6 7 6 6 19 68 130 107
Time Bikes Trailer Long Buses 6 Tire Single Double Double Double Multi Multi Multi Classe 5/4/11 0 14 0 1 0 0 0 0 1 0 0 0 01:00 0 8 3 0	16 11 6 7 6 6 19 68 130
5/4/11 0 14 0 1 0 </th <th>16 11 6 7 6 6 19 68 130</th>	16 11 6 7 6 6 19 68 130
02:00 0 4 2 0 <td>6 7 6 6 19 68 130</td>	6 7 6 6 19 68 130
03:00 0 7 0 <td>7 6 6 19 68 130</td>	7 6 6 19 68 130
04:00 0 6 0 <td>6 6 19 68 130</td>	6 6 19 68 130
05:00 0 4 2 0 <td>6 19 68 130 107</td>	6 19 68 130 107
06:00 0 8 7 0 3 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	19 68 130 107
07:00 0 31 22 3 8 2 0 0 2 0 0 0 0	68 130 107
	130 107
00.00 0 74 44 0 0 0 0 0 0 0 4 0 0 0	107
08:00 0 74 41 3 6 3 0 0 1 0 0 0 0 2	
09:00 0 67 28 3 2 1 0 1 0 0 0 0 5	127
10:00 0 74 30 1 9 3 0 1 5 0 0 0 0 4	
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 6	225
18:00 0 169 61 5 7 3 0 1 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	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	08:00
Vol.	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

County of Simcoe

County Road 22 - Spring 2011 Coulson/7th Line to Horseshoe Valley Resort Ent. Transportation and Engineering Department Midhurst, Ontario (705)-726-9300

Date Start: 02-May-11

Site Code: 022 02

Date End: 06-May-11 ΕB 2 Axle 3 Axle 4 Axle Start Cars & 2 Axle <5 AxI 5 Axle >6 AxI <6 Axl 6 Axle >6 AxI Not Long Single **Double** Time Bi<u>kes</u> Trailer Buses 6 Tire Single Double Double Multi Multi Multi Classe Total 5/5/11 01:00 02:00 5 03:00 04:00 05:00 06:00 07:00 08:00 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 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 11:00 09:00 08:00 10:00 06:00 07:00 09:00 11:00 11:00 07:00 09:00 Peak Vol. РМ 18:00 18:00 15:00 16:00 12:00 14:00 18:00 14:00 18:00 17:00 18:00 Peak Vol.

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

Site Code: 022 02

EB													Date E	=nd: 06-l	иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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%	600
i elcelit	0.2 /0	37.370	20.770	2.070	3.7 70	3.370	0.076	1.570	0.576	1.070	0.076	0.076	0.070	1.070	
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	68	5545	2105	91	388	102	0	87	45	34	0	0	1	122	8588
Total													0.00/		
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

Site Code: 022 02

WB													Date E	-11a. 06-1	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	18:00	18:00	18:00	17:00	13:00	14:00		14:00	12:00	14:00			16:00	14:00	18:00
Peak									12.00	14.00			10.00		
Vol.	4	115	45	3	12	2		5	1	1			1	6	177

87

45

5 13

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

Date Start: 02-May-11

Site Code: 022 02

WB													Date E	End: 06-l	May-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	09:00	09:00	08:00	08:00	09:00	08:00		09:00	09:00					09:00	08:00
Peak															
Vol.	1_	124	55	3	8	1_		5_	1					6	192
PM Peak	16:00	18:00	17:00	17:00	16:00	13:00	19:00	12:00		14:00			13:00	16:00	17:00

147

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

Date Start: 02-May-11

WB													Date E	End: 06-l	Way-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	05:00	09:00	08:00	09:00	07:00	09:00		06:00	09:00					09:00	09:00
Peak	03.00								03.00						
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
Midhurst, Ontario (705)-726-9300

Site Code: 022 02

WB													Date	_11u. 00-1	viay-i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	05:00	09:00	08:00	08:00	09:00	08:00		09:00		09:00	11:00			11:00	09:00
Peak															
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 SimcoeTransportation and Engineering Department

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

Percent

0.7%

1.1%

6.0%

Midhurst, Ontario (705)-726-9300

Date Start: 02-May-11

Site Code: 022 02

Date End: 06-May-11 WB 2 Axle 3 Axle 4 Axle Cars & 2 Axle <5 AxI 5 Axle >6 AxI <6 Axl 6 Axle >6 AxI Not Start Long Double Time Bikes Trailer Buses 6 Tire Single Single Double Double Multi Multi Multi Classe Total 5/6/11 0 28 10 0 0 01:00 0 2 0 0 0 0 0 0 0 12 02:00 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 05:00 0 0 10 3 0 0 0 0 0 0 0 16 06:00 19 0 0 0 31 07:00 50 25 0 9 0 0 0 0 0 0 0 88 38 4 08:00 0 118 8 0 0 3 0 0 0 0 3 175 09:00 125 31 4 8 0 0 2 0 0 0 0 0 8 179 10:00 64 38 3 9 0 123 66 5 11:00 26 2 13 0 0 0 0 0 115 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 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 05:00 09:00 08:00 08:00 11:00 11:00 08:00 02:00 08:00 09:00 09:00 Peak Vol. 125 38 4 13 5 3 179 РМ Peak Vol. Grand 56 5146 1872 84 478 54 2 85 15 15 2 0 4 174 7987 Total 64.4% 23.4% 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

Site Code: 022 03

EB													Date E	=na: 06-l	иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	22:00	18:00	18:00	12:00	18:00	18:00		14:00	17:00	12:00			18:00	18:00	18:00
Peak										50					
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

Site Code: 022 03

EB													Date	=11a. 00-i	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	09:00	08:00	09:00	09:00	09:00	09:00	09:00	11:00	06:00	09:00				09:00	09:00
Peak															
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

Site Code: 022 03

EB													Date L	_11a. 00-i	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	10:00	10:00	09:00	09:00	10:00	10:00		09:00	07:00	10:00			07:00	10:00	10:00
Peak													4		
Vol.	1	88	44	4	13	6		2	2	2			1	7	151
PM Peak	15:00	18:00	18:00	18:00	17:00	18:00		16:00	12:00	12:00				18:00	18:00
Vol.	6	184	65	4	12	2		4	2	1				12	282

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

Site Code: 022 03

EB													Date L	_11u. 00-i	nay-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	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
Peak						09.00	11.00		06.00				00.00		
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

Site Code: 022 03

EB													vate E	=na: 06-1	viay-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00.00	40:00	00.00	07.00	07:00	07.00	00.00	07:00	00.00	07.00				00.00	00.00
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

Site Code: 022 03

WB													Date E	=na: 06-1	<i>viay-11</i>
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	18:00	18:00	15:00	13:00	16:00	15:00		13:00	14:00	14:00				18:00	18:00
Peak															
Vol.	6	119	39	2	11	2		3	2	2				4	175

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

Site Code: 022 03

WB													Date E	=11a: 00-1	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	10:00	08:00	08:00	08:00	09:00	08:00		09:00	09:00	10:00				09:00	08:00
Vol.	2	145	57	3	8	1_		3	1	1				4	217
PM Peak	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
Vol.	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

Site Code: 022 03

WB													Date 1	:na: vo-i	way-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	05:00	09:00	08:00	09:00	09:00	09:00		10:00	09:00					10:00	09:00
Peak															
Vol.	1	159	45	4	10	5_		2	1					3	217
PM Peak	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
Vol.	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

Site Code: 022 03

WB													Date L	_//u. 00-/	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	11:00	09:00	08:00	08:00	10:00	09:00		10:00						10:00	09:00
Peak															
Vol.	3	162	49	5	7	3		4						8	219
PM Peak	15:00	17:00	17:00	12:00	12:00	15:00		12:00	12:00	12:00			12:00	16:00	17:00
Vol.	7	135	39	4	14	7		5	3	1			1	7	196

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

Site Code: 022 03

WB													Date E	End: 06-l	May-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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%	720
1 CICCIII	0.070	00.070	21.070	1.470	0.470	1.170	0.070	1.270	0.070	0.570	0.070	0.070	0.070	1.170	
AM	20.00				20.00	40.00		20.00	20.00	07.00				20.00	
Peak	09:00	09:00	08:00	09:00	08:00	10:00		09:00	09:00	07:00				09:00	09:00
Vol.	2	131	41	4	8	6		4	2	1				5	186
PM															
Peak															
Vol.															
Grand	74	5729	2006	82	373	68	1	84	25	20	1	0	3	164	8630
Total	0.007	00.40/	22.204	4.00/	4.007		0.007	4.007	0.207	0.00/	0.007	0.007		4.00/	
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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 02

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

Start	15-A	ug-11	7	Гие	V	Ved		Γhu		ri	Sa	ıt	Su	n	Week A	verage
Time	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		775	47		500		52		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.				4=43		=00-								•		40=0
Total		4775		4712		5069		5250		0		0		0		4953
ADT		ADT	4,952	Д	ADT 4,952											

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

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

Site Code: 022 03

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

Start	15-A	ug-11	-	Tue	\	Ved	-	Thu	F	ri	Sa	ıt	Sur	1	Week A	verage
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WВ
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		320	66			89	72		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	A	AADT 6,966	3										

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

Site Code: 022 02

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

EB													Date E	:na: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	17:00	18:00		15:00										16:00	18:00
Vol.	53	2		7										131	185

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

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

EB													Date E	=nd: 19-/	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	18:00	22:00	14:00	18:00				21:00						17:00	18:00
Peak			14.00					21.00							
Vol.	65	2	1	14				1						148	212

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

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

EB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00	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

Date Start: 15-Aug-11

EB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
8/18/11	0	0	Ö	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				11:00	05:00			08:00						10:00	10:00
Peak Vol.				139	2			3						38	167
PM			14:00	18:00	19:00			16:00						17:00	18:00
Peak															
Vol.			1	204	3			2						32	238

County of SimcoeTransportation and Engineering Department

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

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%

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

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11 EΒ 2 Axle 2 Axle 3 Axle 4 Axle >6 AxI Start Cars & <5 AxI 5 Axle >6 AxI <6 Axl 6 Axle Not <u>Bikes</u> Long Single Double Time Trailer B<u>uses</u> 6 Tire Single Double Double Multi Multi Multi Classe Total 8/19/11 25 22 0 0 18 0 0 01:00 0 0 0 0 0 0 0 0 02:00 5 6 2 0 0 0 0 03:00 0 0 0 0 0 0 0 0 4 04:00 6 0 0 0 10 05:00 0 0 0 6 0 0 0 0 0 0 0 0 0 2 8 06:00 16 0 0 0 13 30 07:00 0 0 0 59 3 0 0 0 0 0 0 0 0 28 90 08:00 106 0 0 123 09:00 0 0 130 3 0 0 0 0 0 0 23 156 10:00 0 0 132 4 0 0 25 161 0 0 0 0 0 0 0 11:00 187 2 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 14 0 0 689 0 0 0 0 0 0 156 860 Total 0 0 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 11:00 10:00 11:00 11:00 11:00 Peak 187 Vol. 225 РМ Peak Vol. Grand 859 27 3 5224 81 9 0 20 0 0 0 0 0 3821 10044 Total

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

Site Code: 022 02

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

WB													Date E	=na: 19-/	4ug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	17:00	14:00	16:00	15:00	17:00	16:00								18:00	18:00
Peak															
Vol.	53	2	1	11	2	2								134	196

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

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

8/16/11	WB													Date E	=na: 19-7	4ug-11
Trailer Bikes Trailer Long Buses 6 Tire Single Single Double Double Double Multi Multi Multi Classe Tot	Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
8/16/11		Bikes	Trailer		Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
03:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0		0	0								26
03:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
04:00 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																5
05:00		-	0						-	0		-				8
06:00 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1													8
07:00 6 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0													13
08:00			1													32
09:00 33 3 0 5 0 0 0 0 0 0 0 0 0 0 0 0 96 13 10:00 29 1 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 105 11:00 32 2 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 99 13 12 PM 31 0 0 3 1 0 0 0 3 1 0 0 0 0 0 0 0 0 0			2		0											70
10:00 29 1 0 4 0 0 0 0 0 0 0 0 0 0 0 0 105 13 11:00 32 2 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 99 13 12 PM 31 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1		1											111
11:00 32 2 0 5 0 0 0 0 0 0 0 0 0 0 0 99 13 12 PM 31 0 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 102 13 13:00 29 0 0 0 5 0 1 0 0 0 0 0 0 0 0 0 0 104 13 14:00 37 1 0 9 1 0 0 0 0 0 0 0 0 0 0 0 0 101 14 15:00 34 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			3	0	5				-			-				137
12 PM 31 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 102 13 13:00 29 0 0 0 5 0 1 0 0 0 0 0 0 0 0 0 0 104 13 14:00 37 1 0 0 9 1 0 0 0 0 0 0 0 0 0 0 0 101 1 15:00 34 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 79 1 16:00 41 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 112 11 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 129 13 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 129 13 18:00 67 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1													139
13:00	11:00	-	2	0	5	0	0	0	0	0	0	0	0	0	99	138
14:00 37 1 0 9 1 0 0 0 0 0 0 0 0 0 0 0 101 14 15:00 34 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 79 11 16:00 41 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 112 18 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 129 11 18:00 67 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 PM	31	0	0	3	1	0	0	0	0	0	0	0	0	102	137
15:00 34 0 0 2 0 0 0 0 0 0 0 0 0 0 0 79 1: 16:00 41 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 112 1! 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 129 1! 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 166 1! 20:00 26 2 0 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0	13:00	29	0	0	5	0	1	0	0	0	0	0	0	0	104	139
16:00 41 0 0 0 5 0 0 0 0 0 0 0 0 0 0 0 112 18 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 129 18 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 166 18 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14:00	37	1	0	9	1	0	0	0	0	0	0	0	0	101	149
17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 129 18 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 166 19 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15:00	34	0	0	2	0	0	0	0	0	0	0	0	0	79	115
18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 106 19 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16:00	41	0	0	5	0	0	0	0	0	0	0	0	0	112	158
19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 106 18 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17:00	57	1	0	5	0	0	0	0	0	0	0	0	0	129	192
20:00	18:00	67	1	0	2	0	0	0	0	0	0	0	0	0	150	220
21:00 18 0 0 3 0 0 0 0 0 0 0	19:00	44	1	0	3	0	0	0	0	0	0	0	0	0	106	154
22:00 15 0 0 1 0 0 0 0 0 0 0	20:00	26	2	0	2	0	0	0	0	0	0	0	0	0	84	114
23:00 4 0 0 1 0 1 0 0 0 0 0	21:00	18	0	0	3	0	0	0	0	0	0	0	0	0	89	110
Total 524 17 0 56 2 2 0 0 0 0 0 0 0 0	22:00	15	0	0	1	0	0	0	0	0	0	0	0	0	72	88
Percent 22.7% 0.7% 0.0% 2.4% 0.1% 0.1% 0.0%																32
AM Peak	Total											-				2307
Peak 09:00 09:00 09:00 10:00 10:00 Vol. 33 3 5 105 13 PM Peak 18:00 20:00 14:00 12:00 13:00 18:00 18:00	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%	
Vol. 33 3 5 105 13 PM Peak 18:00 20:00 14:00 12:00 13:00 18:00		09:00	09:00		09:00										10:00	10:00
PM 18:00 20:00 14:00 12:00 13:00 18:00 18:00		33	3		5										105	139
	PM					12:00	13:00									18:00
		67	2		9	1	1_								150	220

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

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

WB													Date E	End: 19-A	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00:00	03:00	10:00	10:00	08:00			07:00						00:00	10:00
Vol.	4	3	1	129	3			1						24	157
PM Peak		13:00	15:00	18:00	15:00			18:00						17:00	18:00
Vol.		3	1	188	9			1						30	216

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

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

WB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		08:00	11:00	11:00	07:00			08:00						11:00	11:00
Peak								20.00							
Vol.		2	1_	126	4			1						27	156
PM Peak		23:00	15:00	17:00	13:00			19:00						17:00	17:00
Vol.		2	1_	197	5			3						34	233

County of SimcoeTransportation and Engineering Department

County Road 22 - Summer 2011 7th Line Coulson to Horseshoe Valley Resort Transportation and Engineering Departmen Midhurst, Ontario (705)-726-9300

Date Start: 15-Aug-11

Site Code: 022 02

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

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

Date Start: 15-Aug-11

EB													Date E	End: 19-	Aug-11
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	*	*	Long	*	*	Unigic *	*	*	*	*	*	*	*	*	*
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.															
PM Peak	20:00	18:00	13:00	13:00	17:00	15:00		12:00	12:00	14:00			14:00	14:00	18:00
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

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

EB													Date E	=nd: 19-/	Aug-11
Start		Cars &	2 Axle	,	2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	11:00	10:00	09:00	09:00	08:00	08:00		09:00	08:00	09:00				09:00	10:00
Peak															
Vol.	4	139	39	2	25	7		3	5	5				9	219
PM Peak	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
Vol	1	267	72	2	28	5		5	2	2	1	1		۵	397

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

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

EB													Date I	=na: 19-7	4ug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	20.00	40.00	44.00		20.00	20.00							00.00	44.00	40.00
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

Date Start: 15-Aug-11

EB													Date E	End: 19-A	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	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
Peak							4								
Vol. PM	3	132	41	4	28	5	1	5	6	7			1	5	228
Pivi 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

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

EB													Date I	End: 19-	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	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%	0.0%	2.5%	1055
AM	11:00	10:00	11:00	09:00	09:00	07:00		10:00	09:00	06:00				11:00	10:00
Peak															
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

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

WB													Date E	ind: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	11	33	11_	0	1	0	0	0	0	0	0	0	0	11	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.															
PM	17:00	16:00	18:00	13:00	18:00	14:00		14:00	12:00	13:00	14:00			17:00	17:00
Peak									50						
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

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

WB													Date E	:110. 19-A	aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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

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

WB													Date 1	=na: 19-7	4ug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	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
Peak															
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

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

WB													Date E	ind: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	11	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	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
Peak							07.00					10.00			
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	107	64	1	25	2		7	2	2			1	21	224

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

Date Start: 15-Aug-11

WB													Date I	End: 19-	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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			400							10					1000
Total	8 0.8%	672 64.9%	199 19.2%	10 1.0%	78 7.5%	4 0.4%	0.1%	11 1.1%	8 0.8%	16 1.5%	0 0.0%	0 0.0%	1 0.1%	28 2.7%	1036
Percent	0.6%	04.9%	19.2%	1.0%	7.5%	0.4%	0.1%	1.170	0.0%	1.5%	0.0%	0.0%	0.1%	2.170	
AM	07.00	44.00	40.00	40.00	10.00	40.00		40.00		44.00			44.00	44.00	40.00
Peak	07:00	11:00	10:00	10:00	10:00	10:00	08:00	10:00	03:00	11:00			11:00	11:00	10:00
Vol.	2	165	45	3	20	3	1	3	2	5			1	12	236
PM															
Peak															
Vol.															
Crond															
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%	
reitent	1.1%	03.1%	20.1%	0.7%	0.0%	0.4%	0.0%	1.3%	0.4%	0.5%	0.0%	0.0%	0.0%	5.1%	

County Road 22 - Fall 2011 7th Line - Coulson to Horseshoe Valley Resort Entrance County of Simcoe
Transportation and Engineering Department
Midhurst, Ontario (705)-726-9300

Site Code: 022 02

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

Start	17-C	Oct-11	7	Tue	V	Ved	7	Γhu	F	ri	Sa	at	Su	n	Week A	Average
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WВ
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_		305	38		36		37		0		0		0		377	
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.								0700								
Total		3805		3886		3619		3783		0		0		0		3774
ADT		ADT	3,773	P	AADT 3,773	3										

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

Site Code: 022 03

Date Start: 18-Oct-11 Date End: 19-Oct-11

Start	17-Oct	t-11		Гие		Ved	Th			ri	Sa	ıt	Su	n	Week Av	/erage
Time	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		51	-	48		0		0		0		0		4997	
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	Д	ADT 4,910	1										

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

Site Code: 022 02

Start	12-Ma	y-14	Τι	ie	We	ed	Th	าน	Fr	ri	Sa	ıt	Sur	า	Week A	verage
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	ŴВ
12:00 AM	13	9	11	10	14	9	11	7	*	*	*	*	*	*	12	9
01:00	8	8	4	4	6	4	7	5	*	*	*	*	*	*	6	5
02:00	5	2	7	0	8	3	10	3	*	*	*	*	*	*	8	2
03:00	1	9	7	3	3	1	6	4	*	*	*	*	*	*	4	4
04:00	9	9	8	5	4	6	4	12	*	*	*	*	*	*	6	8
05:00	14	35	19	42	22	34	20	34	*	*	*	*	*	*	19	36
06:00	47	77	34	75	46	80	34	80	*	*	*	*	*	*	40	78
07:00	122	128	99	158	107	153	75	158	*	*	*	*	*	*	101	149
08:00	122	204	142	242	117	215	152	242	*	*	*	*	*	*	133	226
09:00	125	180	120	154	123	157	124	165	*	*	*	*	*	*	123	164
10:00	127	169	114	110	109	87	125	118	*	*	*	*	*	*	119	121
11:00	131	119	112	110	96	108	123	106	*	*	*	*	*	*	116	111
12:00 PM	106	141	117	99	143	122	150	127	*	*	*	*	*	*	129	122
01:00	104	113	121	120	126	118	144	113	*	*	*	*	*	*	124	116
02:00	122	98	119	131	140	130	139	141	*	*	*	*	*	*	130	125
03:00	150	126	138	127	131	133	181	146	*	*	*	*	*	*	150	133
04:00	200	152	217	149	201	153	229	150	*	*	*	*	*	*	212	151
05:00	236	168	238	176	245	202	275	183	*	*	*	*	*	*	248	182
06:00	214	150	207	150	244	174	205	136	*	*	*	*	*	*	218	152
07:00	113	103	137	128	115	94	129	98	*	*	*	*	*	*	124	106
08:00	90	61	89	64	99	55	108	58	*	*	*	*	*	*	96	60
09:00	72	43	87	51	96	54	95	55	*	*	*	*	*	*	88	51
10:00	85	18	49	28	71	36	64	29	*	*	*	*	*	*	67	28
11:00	23	12	27	20	29	26	26	32	*	*	*	*	*	*	26	22
Lane	2239	2134	2223	2156	2295	2154	2436	2202	0	0	0	0	0	0	2299	2161
Day	437		437		444		463		0		0		0		446	
AM Peak	11:00	08:00	08:00	08:00	09:00	08:00	08:00	08:00	-	-	-	-	-	-	08:00	08:00
Vol.	131	204	142	242	123	215	152	242	-	-	-	-	-	-	133	226
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	236	168	238	176	245	202	275	183	-	-	-	-	-	-	248	182
Comb. Total	43	73	4	379	4	1449	4	638		0		0		0	4	460
ADT	ΑI	OT 4,460	AAI	OT 4,460												

ADT

ADT 4,820

AADT 4,820

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

Site Code: 022 03

Start	12-Ma	y-14	Tu		We		Th		Fr		Sa		Su		Week Av	/erage
Time	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	431		494		490		512		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	43	17	4	940	4	902	5	122		0		0		0	48	319

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	Classifica	tion Side	= Length	in Inches.	From:12	2-May-14 1	1:00 AM	To:16-Ma	ay-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 AxI 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

Ton – Ayle Classification Side – Length in Inches From: 12-May-14 11:00 AM To: 16-May-14 08:00 AM

I op = Axle	Classifica	ation Side	e = Length	in Inches.	From:1	2-May-14	11:00 AM	10:16-1/1	ay-14 08:0	O AM		T	T			
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
Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

Site Code: 022 02

EB															
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		11:00	11:00		11:00			11:00	11:00	-					11:00
Peak								11.00	11.00						
Vol.		81	40		8			1	1						131
PM Peak	14:00	17:00	18:00	15:00	17:00	12:00		14:00	12:00	12:00				17:00	17:00
Vol.	1_	165	47	4	13	6		5	1	1				10	236

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

Site Code: 022 02

EB														•	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	08:00	08:00	09:00	08:00	11:00	09:00		10:00	05:00	08:00			07:00	08:00	08:00
Peak															
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

Site Code: 022 02

State	EB														•	
Time	Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
OSTINATION OST		Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
02:00 0 6 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	05/14/14	0	12	1	0	0	0	0	0	1	0	0	0	0		14
03:00 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0			0	0	0	0		0	0		0	0	0	
04:00 0 2 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0																
05:00 0 8 10 0 0 0 0 0 0 0 0 0 2 2 2 0 0 0 0 0 2 2 0 0 0 0 2 2 0 0 0 0 0 2 2 0 0 0 0 0 1 46 0 0 0 1 5 0 0 0 0 1 46 0 0 0 0 1 5 0 0 0 0 1 46 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		-		-	-	-		-			-	-		-	-	
06:00 0 16 15 2 2 4 0 0 0 1 5 0 0 0 1 46 07:00 0 54 30 3 11 2 0 0 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 0 0 17 09:00 1 66 34 3 6 2 0 0 0 2 1 0 0 0 0 0 0 7 123 10:00 2 60 24 3 9 5 5 0 2 1 2 0 0 0 0 0 1 109 11:00 1 54 18 1 12 1 0 2 1 2 0 0 0 0 0 1 1 109 11:00 1 54 18 1 12 1 0 2 1 1 2 0 0 0 0 0 1 1 109 11:00 1 54 18 1 1 12 1 0 2 1 1 2 0 0 0 0 0 1 1 103 13:00 0 0 70 37 1 10 0 2 0 3 0 0 1 0 0 0 0 1 1 143 13:00 0 0 70 37 1 10 0 2 0 3 0 0 1 0 0 0 0 1 1 143 13:00 0 0 70 37 1 10 0 2 0 3 0 0 1 0 0 0 0 2 126 14:00 1 85 34 1 10 1 1 0 3 2 1 1 0 0 0 0 0 1 1 131 16:00 2 91 19 2 10 3 0 2 0 1 0 0 0 0 0 1 1 131 16:00 0 122 58 3 16 0 0 0 0 0 0 0 0 0 0 0 0 0 1 131 16:00 1 166 49 5 16 0 0 4 1 1 1 0 0 0 0 0 0 2 115 18:00 4 160 50 1 166 1 0 0 4 1 1 1 0 0 0 0 0 0 2 115 20:00 0 68 24 1 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 15 15 20:00 0 68 24 1 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																
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 66 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 12PM 0 83 46 1 8 0 0 2 1 1 0 0 0 0 0 0 0 0 1		-	-			-		-		2		~	-	-	0	
08:00 0 78 23 2 8 3 0 2 1 0 0 0 0 0 0 117 09:00 1 66 34 3 6 2 0 0 0 2 2 2 0 0 0 0 7 123 10:00 2 60 24 3 9 5 0 2 1 2 0 0 0 0 0 1 109 11:00 1 54 18 1 12 1 0 2 1 2 0 0 0 0 0 4 96 12 PM 0 83 46 1 8 0 0 2 1 1 2 0 0 0 0 1 143 13:00 0 70 37 1 10 2 0 3 0 1 0 0 0 0 2 126 14:00 1 85 34 1 10 1 0 1 0 3 2 1 0 0 0 0 0 2 140 15:00 2 91 19 2 10 3 0 2 0 1 0 0 0 0 1 131 16:00 0 122 58 3 16 0 0 0 0 0 0 0 0 0 0 1 131 16:00 0 122 58 3 16 0 0 0 0 0 0 0 0 0 0 0 1 131 16:00 0 122 58 3 16 0 0 0 0 0 0 0 0 0 0 0 0 2 201 17:00 0 166 49 5 16 0 0 0 4 1 0 0 0 0 0 2 201 18:00 4 160 50 1 16 10 1 0 4 1 1 0 0 0 0 0 2 21 18:00 4 160 50 1 16 10 0 4 1 1 0 0 0 0 0 2 21 18:00 1 87 21 0 3 0 0 1 0 0 0 0 0 0 0 0 0 2 21 19:00 0 68 24 1 6 0 0 0 0 0 0 0 0 0 0 0 0 0 2 201 20:00 0 68 24 1 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	06:00	0		15			4	0	0	1	5	0	0	0	1	46
09:00	07:00	0	54	30	3	11	2	0	0	0	3	0	0	1	3	107
10:00	08:00	0	78	23	2	8	3	0	2	1	0	0	0	0	0	117
11:00	09:00	1	66	34	3	6	2	0	0	2	2	0	0	0	7	123
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 2 146 15:00 2 91 19 2 10 3 0 2 0 1 0	10:00	2	60	24	3	9	5	0	2	1	2	0	0	0	1	109
13:00	11:00	1	54	18	1	12	1	0	2	1	2	0	0	0	4	96
13:00	12 PM	0	83	46	1	8	0	0	2	1	1	0	0	0	1	143
15:00					1	10				0	1				2	
15:00	14:00	1	85	34	1	10	1	0	3	2	1	0	0	0	2	140
16:00 0 122 58 3 16 0 0	15:00	2	91	19	2	10	3	0	2		1	0	0	0	1	131
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 0 6 244 19:00 1 87 21 0 3 0 0 1 0<	16:00	0	122		3	16	0	0	0		0	0	0	0	2	
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									4			0				
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		-				-		-		1			-	-	=	
20:00 0 68 24 1 6 0 </td <td></td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>					•					0						
21:00 0 68 20 0 5 1 0 1 1 3 2 2 2 0 0 0 0 0 0 0 0 0 </td <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td>		0							0					-		
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 11:00 10:00 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 15:00 15:00 17:00 14:00 12:00 12:00 18:00 17:00	21:00	0	68	20	0	5		0	0	0	0	0	0	0	2	96
Total Percent 12 1439 535 62.7% 30 151 26 0.0 27 14 21 0.0 0 0 1 39 2295 AM Peak Vol. 2 78 34 3 12 5 2 78 Peak Peak Peak Peak Peak Peak Peak Peak	22:00	0	54	13	1	1	0	0	2	0	0	0	0	0	0	71
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 Peak Pool 10:00 08:00 09:00 11:00 10:00 08:00 05:00 06:00 07:00 09:00 0															<u>'</u>	29
AM Peak Peak Vol. 2 78 34 3 12 5 2 2 5 1 7 123 PM Peak Peak Peak Peak Peak Peak Peak Peak								-				-		•		2295
Peak 10:00 08:00 09:00 07:00 10:00 08:00 05:00 06:00 07:00 09:00	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%	
PM 18:00 17:00 16:00 17:00 16:00 15:00 17:00 14:00 12:00 18:00 17:00		10:00	08:00	09:00	07:00	11:00	10:00		08:00	05:00	06:00			07:00	09:00	09:00
Peak 18:00 17:00 16:00 17:00 16:00 15:00 17:00 14:00 12:00 18:00 17:00		2	78	34	3	12	5		2	2	5			1	7	123
		18:00	17:00	16:00	17:00	16:00	15:00		17:00	14:00	12:00				18:00	17:00
		4	166	58	5	16	3		4	2	1				6	245

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

Site Code: 022 02

EB														,	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	09:00	08:00	09:00	08:00	11:00	08:00		07:00	08:00	06:00				09:00	08:00
Peak															
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

Site Code: 022 02

EB															
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	5	180	88		31	4	1	2			0		1	5	341
Total		52.8%	25.8%	10	9.1%	1.2%		0.6%	5 1.5%	9 2.6%	-	0 0.0%	0.3%		341
Percent	1.5%	52.8%	25.8%	2.9%	9.1%	1.2%	0.3%	0.6%	1.5%	2.0%	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		70	33	- 4	10	3	<u> </u>	<u> </u>					<u> </u>	3	122
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%	
	/0			,0	,0	,0	/0	/0	/0	/0	,0				

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

Site Code: 022 02

Start Time Bikes Trailer Long Buses 6 Tire Single Single Double	WB														•	
Time Bikes Trailer Long Buses 6 Tire Single Single Double Double Double Multi Multi Multi Classe Total			Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
OFFICE Color Col		Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
02:00	05/12/14		*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00			*	*		*	*	*		*	*		*	*	*	*
06:00 06:00 07:00 08:00 09:00 09:00 09:00 11:00 11:00 12 PM 0 80 27 1 17 7 0 3 1 1 0 0 0 0 0 1 11 1 1 1 1 1 1 1 1	03:00	*	*	*	*	*	*	*		*	*	*	*	*	*	*
06:00			*					*		*	*		*			*
07:00 08:00					*			*			*		*			*
08:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 00 00 00 00 00 00 00 00 00 00 00 00					*			*			*		*			*
09:00 09:00 10:00											*		*			*
10:00											*		*			*
11:00													*			*
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 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>*</td> <td>*</td> <td></td> <td></td> <td>*</td> <td>*</td> <td></td> <td>*</td>									*	*			*	*		*
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 0 3 0 2 0 0 0 0 0 98 15:00 1 77 31 0 9 0 0 6 0 0 0 0 0 0 0 2 126 16:00 3 93 23 4 14 1 0 5 0 0 0 0 0 0 0 0 9 152 17:00 2 108 37 2 7 4 0 2 1 0 0 0 0 0 0 0 5 168 18:00 1 94 33 2 17 0 0 0 0 1 0 0 0 0 0 0 0 2 150 19:00 1 73 21 1 6 0 0 0 0 0 0 0 0 0 0 0 1 103 20:00 0 38 15 0 5 0 0 0 1 1 0 0 0 0 1 103 20:00 0 38 15 0 5 0 0 1 1 1 0 0 0 0 0 1 103 20:00 0 15 0 0 3 0 0 0 0 0 0 0 0 0 0 1 61 21:00 0 32 8 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 61 21:00 0 15 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11:00	2	74	18	4	-	10	0	1	1	2	0	0	0	0	119
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	12 PM	0	80	27	1	17	7	0	3	1	1	0	0	0	4	141
15:00	13:00	0	71	19	3	6	7	0	3	0	1	0	0	0	3	113
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 <	14:00	1	66	16	0	10	0	0	3	0	2	0	0	0	0	98
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	15:00	1	77	31	0	9	0	0	6	0	0	0	0	0	2	126
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	16:00	3	93	23	4	14	1	0	5	0	0	0	0	0	9	152
18:00 1 94 33 2 17 0 0 0 1 0<	17:00		108		2	7	4	0	2	1	0	0	0	0		
19:00	18:00	1			2	17	0	0	0	1		0	0			
21:00 0 32 8 0 3 0 <td>19:00</td> <td>1</td> <td>73</td> <td></td> <td>1</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>103</td>	19:00	1	73		1	6	0	0	0	0	0	0	0	0	1	103
22:00 0 15 0 0 3 0 <td>20:00</td> <td>0</td> <td>38</td> <td>15</td> <td>0</td> <td>5</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>61</td>	20:00	0	38	15	0	5	0	0	1	1	0	0	0	0	1	61
23:00 0 10 1 0 1 0 0 0 0	21:00	0	32	8	0	3	0	0	0	0	0	0	0	0	0	43
Total Percent 11 831 249 63.7% 17 105 29 0.0% 24 5 6 0.0% 6 0.0% 0 0.0% 0.0% 27 1304 AM Peak Vol. 11:00 1	22:00	0		0	0	3	0	0	0	0	0	0	0	0	0	
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 Peak Vol. 11:00 1				1_		<u> </u>		0				0	0	0		
AM Peak Peak Vol. 2 74 18 4 7 10 11:00 12:00 12:00 12:00 12:00 12:00 12:00 14:00 14:00 14:00 14:00 15:00 14:00 15:00 14:00 15:00 15:00 14:00 16:00 17:00																1304
Peak 11:00	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%	
Peak Vol. 2 74 18 4 7 10 1 1 2 119 PM Peak 16:00 17:00 16:00 12:00 12:00 12:00 14:00 16:00 17:00		11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00	11:00					11:00
PM 16:00 17:00 16:00 12:00 12:00 15:00 12:00 14:00 16:00 17:00										11.00						
Peak 16:00 17:00 16:00 12:00 12:00 15:00 12:00 14:00 14:00 16:00 17:00		2	74	18_	4	7	10		1	1	2					119
		16:00	17:00	17:00	16:00	12:00	12:00		15:00	12:00	14:00				16:00	17:00
		3	108	37	4	17	7		6	1	2				9	168

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

Site Code: 022 02

WB														,	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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 Transportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 02

WB														,	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	13:00	17:00	17:00	16:00	17:00	12:00		13:00	14:00	12:00	18:00			17:00	17:00
Peak									17.00		10.00				
Vol.	2	112	51	6	23	3		4	1	1_	1_			8	202

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

Site Code: 022 02

WB														,	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	16:00	17:00	17:00	16:00	15:00	15:00		13:00	12:00	22:00		15:00		16:00	17:00
Peak Vol.	3	99	42	6	21	7		6	4	1		4		7	183
VOI.		99	42		۷۱							<u> </u>			103

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

Site Code: 022 02

WB												1101000	vanc	, y 1100011 L	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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															101
Total Percent	2 0.4%	296 61.5%	104 21.6%	5 1.0%	56 11.6%	3 0.6%	0 0.0%	8 1.7%	1 0.2%	1 0.2%	0 0.0%	0 0.0%	0 0.0%	5 1.0%	481
AM Peak	08:00	08:00	08:00	07:00	08:00	07:00		08:00	08:00	08:00				08:00	08:00
Vol.	2	127	39	2	23	2		4	1	1				4	204
PM Peak Vol.															
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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 03

EB														•	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 03

EB															
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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%	2000
AM		00.00	10.00	00.00	10.00	00.00		40.00	00.00	00.00				00.00	
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	16:00	17:00	17:00	13:00	15:00	15:00		14:00	13:00	19:00			18:00	18:00	17:00
Peak															
Vol.	2	175	68	3	15	4		3	3	2			1	7	255

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

Site Code: 022 03

EB															
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	Ö	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	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
Peak Vol.	2	83	39	6	16	4	1	3	2	5			1	5	138
PM							<u> </u>						<u> </u>		
Peak	18:00	17:00	17:00	17:00	18:00	13:00		17:00	14:00	12:00				17:00	17:00
Vol.	4	186	63	5	14	2		5	2	1				6	279

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

Site Code: 022 03

EB															
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	10:00	08:00	10:00	08:00	09:00	08:00		07:00	06:00	05:00				11:00	08:00
Peak															
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 SimcoeTransportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

Site Code: 022 03

EB														County	roud oo
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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				11	39	4	1		4		0		1		348
Total	3	179 51.4%	85		39 11.2%		-	3	1.1%	10 2.9%		0	-	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	51	6266	2316	106	625	90	2	101	45	68	1	0	5	165	9841
Total															
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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 03

Start Cars & 2 Axle 2 Axle 3 Axle 4 Axle <5 Axl	Total * * * * * * * *
05/12/14	* * * * * * * * * * * *
05/12/14	* * * * * *
01:00	* * *
	* * *
03:00 * * * * * * * * * * * * * * * *	*
	*
04:00	*
05:00 * * * * * * * * * * * * * * * * * *	
06:00 * * * * * * * * * * * * * * * * * *	*
07.00	*
08:00	*
09:00 * * * * * * * * * * * * * * * * * *	*
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
13.00	113
	139
	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	135
19:00 1 52 23 1 4 0 0 0 0 0 0 0 1	82
20:00	64 54
21:00	38
23:00 0 13 3 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 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%	1002
AM 11:00 11:00 11:00 11:00 11:00 11:00 11:00 11:00 11:00 11:00 11:00	11:00
Vol. 5 77 28 5 4 9 1 2 1 4	136
PM	12:00
Vol. 2 111 37 4 13 9 5 1 2 3	159

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

Site Code: 022 03

WB															
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		08:00	08:00	09:00	08:00	07:00		11:00	09:00	-				08:00	08:00
Peak				09.00		07.00		11.00	09.00					06.00	00.00
Vol.		189	56	4	19	2		3	1					2	267
PM	13:00	16:00	17:00	16:00	15:00	15:00		14:00	12:00	13:00				18:00	16:00
Peak Vol.	16	115	55	4	14	6		4	1	2				9	182

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

Site Code: 022 03

WB														,	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00.00	00.00	00.00	00.00	07:00	44.00		00.00	00.00	00.00				00.00	00:00
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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 03

WB														•	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	09:00	08:00	08:00	06:00	07:00	06:00		11:00	10:00					10:00	08:00
Peak															
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_		11		5	208

County of SimcoeTransportation and Engineering Department
Midhurst, Ontario
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Site Code: 022 03

WB														•••••	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	Ō	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	08:00	08:00	08:00	07:00	08:00	07:00	01:00	08:00		08:00				08:00	08:00
Vol.	1	142	40	2	19	1	1	4		1				2	211
PM		142	40		13	<u> </u>									
Peak															
Vol.		-													
Grand	60	5000	2422	100	050	00	4	100	05	04	^	4	4	407	0454
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 SimcoeTransportation and Engineering Department
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Site Code: 022 02

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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	11	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

Site Code: 022 02

ED 14/D											потъез	nice valle	y Keson	Entrance
EB, WB								404	444	101	101		454	
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	999	Total
05/13/14	0	0	2	1	1	9	3	3	1	0	1	0	0	21
01:00	0	0	0	0	0	3	0	2	2	1	0	0	0	8
02:00	0	0	0	0	0	5	1	0	1	0	0	0	0	7
03:00	0	0	0	0	2	2	2	4	0	0	0	0	0	10
04:00	0	0	0	0	1	4	5	1	1	0	0	0	0	12
05:00	0	0	0	4	6	12	14	6	7	3	0	0	0	52
06:00	0	1	1	2	12	23	25	23	5	1	1	0	0	94
07:00	0	0	3	7	36	61	64	13	6	0	0	0	0	190
08:00	2	6	6	8	58	104	44	16	3	0	0	0	0	247
09:00	4	8	10	5	42	72	42	8	2	1	0	0	0	194
10:00	0	2	6	5	42	62	38	20	5	3	0	0	0	183
11:00	3	4	8	13	43	55	39	11	0	1	0	0	0	177
12 PM	2	2	5	13	31	53	40	14	6	1	0	0	0	167
13:00	2	1	2	6	38	58	49	17	3	1	0	0	0	177
14:00	4	0	3	9	48	62	39	20	2	2	0	0	0	189
15:00	2	6	8	6	46	67	37	12	4	0	0	0	0	188
16:00	6	7	15	18	59	90	42	9	4	0	0	0	0	250
17:00	3	6	4	14	60	90	61	22	10	1	0	0	0	271
18:00	4	4	9	7	59	73	69	15	3	1	0	0	0	244
19:00	1	3	6	8	48	67	35	11	7	1	0	0	0	187
20:00	2	2	3	9	29	45	25	9	5	0	0	0	0	129
21:00	3	3	7	8	33	42	21	6	2	0	0	0	0	125
22:00	0	1	0	1	19	32	13	7	1	1	0	0	0	75
23:00	0	0	3	3	11	10	9	5	3	0	0	0	0	44_
Total	38	56	101	147	724	1101	717	254	83	18	2	0	0	3241
Percent	1.2%	1.7%	3.1%	4.5%	22.3%	34.0%	22.1%	7.8%	2.6%	0.6%	0.1%	0.0%	0.0%	

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

Site Code: 022 02

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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	11	11	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 SimcoeTransportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

Site Code: 022 02

											погоез	silve valle	y Kesuit	Entrance
EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	999	Total
05/15/14	0	0	0	0	4	6	4	1	2	0	0	0	0	17
01:00	0	0	0	0	3	3	3	1	0	1	0	0	0	11
02:00	0	0	0	0	2	3	5	3	0	0	0	0	0	13
03:00	0	0	0	0	1	6	2	0	0	0	0	0	0	9
04:00	0	0	0	0	5	2	4	3	1	0	0	0	0	15
05:00	0	0	1	0	9	14	9	8	10	0	0	0	0	51
06:00	0	0	0	1	8	30	28	20	7	0	0	0	0	94
07:00	2	2	8	4	25	53	53	22	3	0	0	0	1	173
08:00	1	6	9	13	77	102	44	18	3	0	0	0	0	273
09:00	2	16	11	3	56	79	38	6	3	0	0	0	0	214
10:00	1	3	4	8	44	64	37	19	1	0	0	0	0	181
11:00	1	4	4	8	31	61	38	11	10	0	0	0	0	168
12 PM	3	1	5	13	50	72	43	10	4	0	0	0	0	201
13:00	2	2	9	13	51	60	35	16	4	0	0	0	0	192
14:00	0	2	7	9	38	71	52	17	2	0	0	0	0	198
15:00	2	2	8	11	44	80	53	19	1	1	0	0	0	221
16:00	9	5	7	17	90	80	33	7	1	0	0	0	0	249
17:00	4	4	6	15	69	110	56	16	6	1	0	0	0	287
18:00	3	2	7	9	47	87	60	14	5	0	0	0	0	234
19:00	3	1	1	7	28	53	40	15	6	2	1	0	0	157
20:00	0	3	4	3	34	51	24	9	3	0	0	0	0	131
21:00	0	1	2	4	25	50	26	8	0	0	0	0	0	116
22:00	1	1	3	4	23	26	15	6	2	0	0	0	0	81
23:00	0	1	0	0	15	17	12	5	2	0	0	0	0	52
Total	34	56	96	142	779	1180	714	254	76	5	11	0	1_	3338
Percent	1.0%	1.7%	2.9%	4.3%	23.3%	35.4%	21.4%	7.6%	2.3%	0.1%	0.0%	0.0%	0.0%	

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

Site Code: 022 02

Coulson/7th Line Horseshoe Valley Resort Entrance

EB, WB											1101300	siloe valle	y resort	Littianico
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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

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

Stats

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

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

Site Code: 022 03

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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	11	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

Site Code: 022 03

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	0	0	0	0	53
Total	34	12	39	297	1255	1209	567	118	25	4	0 000	00	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 SimcoeTransportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

Site Code: 022 03

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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%	

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

Site Code: 022 03

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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%	

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

Site Code: 022 03

Horseshoe Valley Resort Entrance County Road 93

EB, WB														
Start	1	41	51	61	71	81	91	101	111	121	131	141	151	
Time	40	50	60	70	80	90	100	110	120	130	140	150	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	00	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

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

82 KPH

Stats

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

County of Simcoe

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

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

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

Top = Axie	Classifica	illori Siul	- Opecu	III IXI I I.	1 10111.12	way-14 11.	OU AIVI	U. IU-iviay-	14 00.00 /	71VI				,		
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 - 40	2	5	3	2	3	6				1				46	68	1.1
41 - 50		106	22	12	10	1		2							153	2.4
51 - 60	2	113	47		12	1		4	1	2					182	2.9
61 - 70	1	231	57	8	10	4		2	3				1		317	5.0
71 - 80	5	1124	368	23	103	20		26	15	9			1	6	1700	26.6
81 - 90	12	1509	620	24	152	36	1	30	12	36			2	2	2436	38.2
91 - 100	2	773	307	23	102	10		22	11	11			2	1	1264	19.8
101 - 110	1	139	47	1	25	2			1	8				1	225	3.5
111 - 120		25	4		3										32	0.5
121 - 130		4													4	0.1
131 - 140		1			1										2	0.0
141 - 150																
151 +																

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

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

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

TOP - AXIE	Classilica	tion Side	= Speeu	III IXETT.	From: 12-1	//ay-14 11.	UU AIVI	10.10-iviay	- 14 U8:UU <i>F</i>	1VI			T		1	
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 AxI Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total	%
1 - 40	1	28	4	2	3									62	100	1.6
41 - 50	1	47	17	2	7	3			1	2					80	1.3
51 - 60	1	120	32	10	16	3		3						2	187	3.0
61 - 70		145	58	2	26	2		6							239	3.8
71 - 80	14	794	242	25	95	30		19	2	6	1			2	1230	19.8
81 - 90	10	1224	380	29	188	25		30	4	5				1	1896	30.5
91 - 100	6	860	321	12	150	20		26	10	3				1	1409	22.6
101 - 110	2	442	184	6	80			15	1	2					732	11.8
111 - 120	1	184	56	3	49			4	1						298	4.8
121 - 130	1	30	8	1	9			1							50	0.8
131 - 140		3													3	0.0
141 - 150					1										1	0.0
151 +		1													1	0.0

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

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

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

i op = Axie C	iassiiica	ilion Side	= Speed	ш кгп.	F10111.12-	iviay-14 11	.UU AIVI	10.10-IVIAY	- 14 00.00 /	-\IVI	П					1
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 - 40								1						58	59	0.9
41 - 50		1	2		2			1							6	0.1
51 - 60	1	12	5	1	4		1								24	0.4
61 - 70	1	220	72	13	18	9	1	3	5	1			1	3	347	5.2
71 - 80	9	1343	490	39	106	31		34	13	18			1	4	2088	31.5
81 - 90	16	1482	631	28	159	25		22	9	28			2	4	2406	36.3
91 - 100	5	863	326	9	87	9		15	7	8	1		1		1331	20.1
101 - 110		182	75	5	42	4		4	5	6					323	4.9
111 - 120		22	12	1	3					1					39	0.6
121 - 130		5													5	0.1
131 - 140		2													2	0.0
141 - 150																
151 +																

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

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

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

Top = Axie C	riassilica	illori Olde	– Opecu	111111111	1 10111.12	iviay-14 11	JOO AIVI	O. TO IVIAY	17 00.00 /	VIVI			T			
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 - 40	1	1	1			1		1						55	60	0.9
41 - 50		4	3	5	2	2			1						17	0.2
51 - 60	1	63	20	12	4	6		1	1	1				1	110	1.6
61 - 70	1	433	154	24	45	3		9	2	1				2	674	9.8
71 - 80	10	1776	642	24	170	45		30	9	7			1	1	2715	39.3
81 - 90	15	1510	536	22	166	25		27	9	10				5	2325	33.7
91 - 100	2	520	186	3	86	4	1	8	1	1				1	813	11.8
101 - 110	1	95	32		21										149	2.2
111 - 120	1	19	6		7										33	0.5
121 - 130	1	2	2		1										6	0.1
131 - 140																
141 - 150																
151 +																

County Of Simcoe



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	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 COURS	Springwater	4
7940	HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY RO	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 [Springwater	3
6685	HORSESHOE VALLEY ROAD W btwn BEECHWOOD ROAD & BIRCH GR	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 RIC	Oro-Medonte	1

TOTAL COLLISIONS: 398

County Of Simcoe

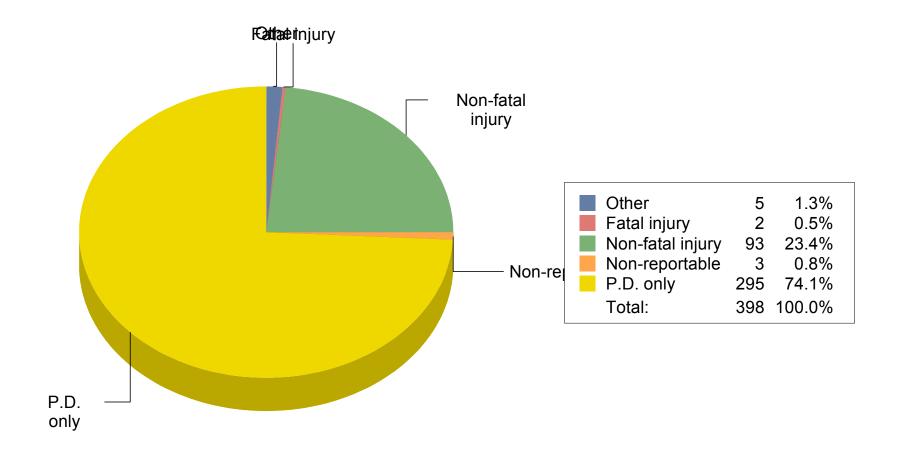


GROUP COLLISIONS BY CLASSIFICATION OF ACCIDENT

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)



County Of Simcoe



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

Accider Notes:	nt ID:	06-0448	Date & Time:	March 1, 2006 7:10 pm
	Accide	nt Location:		Intersection related
	Appare	ent Driver 1 Action:		Failed to yield right-of-way
	Appare	ent Driver 2 Action:		Driving properly
	Classif	ication of Accident:		P.D. only
	Driver	1 Age:		22
	Driver	1 Condition:		Normal
	Driver	1 Sex:		Female
	Driver 2	2 Age:		50
		2 Condition:		Normal
	Driver :	2 Sex:		Female
	Enviror	nment Condition 1:		Clear
		Location:		Within intersection
		Direction of Travel 1:		South
		Direction of Travel 2:		East
		mpact Type:		Angle (t-bone)
		ocation of Vehicle 1 Damage or Area of Impact:		Left rear corner
		ocation of Vehicle 2 Damage or Area of Impact:		Right centre
	Light:	Southern of Veriloic 2 Burnage of Area of Impubli		Dusk, artificial
		Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Dry
		2 Alignment:		Straight on level
		! Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings: Surface:		Exist
		Surface.		Asphalt
		urisdiction:		Wet
		***************************************		County or district
		nce of Events 1:		Other motor vehicle
		nce of Events 4:		Other motor vehicle
		nce of Events 5:		Curb
		Control:		Stop sign
		Control Condition:		Functioning
		e 1 Condition:		No apparent defect
		e 1 Damage:		Moderate
		a 1 Manoeuver:		Turning left
		e 1 Type:		Automobile
		2 Condition:		No apparent defect
		e 2 Damage:		Severe
	Vehicle	2 Manoeuver:		Going ahead
	Vehicle	2 Type:		Automobile

INTERSECTION ID: INT4326 MUNICIPALITY: Oro-Medonte

DESCRIPTION: CATHEDRAL PINES ROAD @ HORSESHOE VALLEY ROAD W

iden es:	at ID: 07-0419	Date & Time:	August 19, 2007 1:07 pm
	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 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:		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:			
Accide	nt Location:		At intersection
Appare	ent Driver 1 Action:		Failed to yield right-of-way
Appare	ent Driver 2 Action:		Driving properly
Classif	ication 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
Enviro	nment Condition 1:		Fog, mist, smoke, dust
Impact	Location:		Within intersection
Initial D	Direction of Travel 1:		South
Initial D	Direction of Travel 2:		West
Initial I	mpact Type:		Angle (t-bone)
Light:			Dark
	Alignment:		Straight on hill
	Character:		Undivided - two-way
Road 1	Condition:		Good
	Pavement Markings:		Obscured
	Surface:		Asphalt
	Surface Condition:		Loose snow
	2 Alignment:		Straight on level
	? Character:		Undivided - two-way
	2 Condition:		Good
	Pavement Markings:		Non-existent
	2 Surface:		Asphalt
	2 Surface Condition:		Loose snow
	lurisdiction:		County or district
	nce of Events 1:		Other motor vehicle
	nce of Events 4:		Other motor vehicle
·	Control:		No control
	2 1 Condition:		
	e 1 Manoeuver:		No apparent defect
			Turning left
	2 1 Type: 2 2 Condition:		Automobile, station wagon
	e 2 Manoeuver:		No apparent defect
			Going ahead
venicie	e 2 Type:		Automobile, station wagon
Accident ID:	06-1035	Date & Time:	September 30, 2006 8:00 pm
Notes:			
	nt Location:		At intersection
Appare	ent Driver 1 Action:		Speed too fast for condition
Appare	ent Driver 2 Action:		Driving properly
Classif	ication of Accident:		Non-fatal injury
Driver	1 Age:		45
Driver	1 Condition:		Normal
Driver	1 Injury:		None
Driver			Male
Driver			46
	2 Condition:		Normal
201	- · · · · - · · ·		

INTERSECTION ID: INT4384 MUNICIPALITY: Oro-Medonte

DESCRIPTION: COUNTRY CLUB LANE @ HORSESHOE VALLEY ROAD W

Accident ID: Notes:	06-1035	Date & Time:	September 30, 2006	8:00 pm	cont'd
Driver	2 Injury:		Minor		
Driver	2 Sex:		Male		
Enviro	nment Condition 1:		Rain		
Impac	t Location:		Right turn lane		
Initial	Direction of Travel 1:		East		
Initial I	Direction of Travel 2:		East		
Initial	Impact Type:		Rear end		
Initial I	Location of Vehicle 1 Damage or Area of Impact:		Front complete		
Initial I	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		
Seque	ence of Events 1:		Skidding/sliding		
Seque	ence of Events 2:		Other motor vehicle		
Vehicle	e 1 Condition:		No apparent defect		
Vehicl	e 1 Damage:		Severe		
Vehicle	e 1 Manoeuver:		Slowing or stopping		
Vehicl	e 1 Type:		Automobile		
Vehicle	e 2 Condition:		No apparent defect		
Vehicl	e 2 Damage:		Moderate		
Vehicle	e 2 Manoeuver:		Slowing or stopping		
Vehicl	e 2 Type:		Passenger van (SUV)		

Accident ID: Notes:	02-00116	Date & Time:	February 3, 2002 4:43 pm
Accide	nt Location:		Intersection related
Appare	ent Driver 1 Action:		Driving properly
Appare	ent Driver 2 Action:		Driving properly
Classit	fication 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
Enviro	nment Condition 1:		Clear
Impact	Location:		Thru lane
	Direction of Travel 1:		South
	Direction of Travel 2:		South
	mpact Type:		Rear end
Light:			Daylight
	1 Alignment:		Straight on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
	1 Pavement Markings:		Obscured
	1 Surface:		Asphalt
	1 Surface Condition:		Ice
	2 Alignment:		Straight on level
	2 Character:		Undivided - two-way
	2 Condition:		Good
	2 Pavement Markings:		Obscured
	2 Surface:		Asphalt
	2 Surface Condition:		Wet
	Jurisdiction:		County or district
	nce of Events 1:		Other motor vehicle
	nce of Events 1:		Other motor vehicle
	Control:		Stop sign
	Control Condition:		Functioning
	e 1 Condition:		No apparent defect
	e 1 Manoeuver:		Stopped
			Automobile, station wagon
	e 1 Type: e 2 Condition:		No apparent defect
	e 2 Manoeuver:		Going ahead
Accident ID:	e 2 Type: 03-675	Date & Time:	Automobile, station wagon August 9, 2003 2:40 pm
Notes:			
Accide	ent Location:		Intersection related
Appare	ent Driver 1 Action:		Lost control
	fication of Accident:		Non-fatal injury
	1 Age:		19
	1 Condition:		Normal
	1 Injury:		· ·
Driver			Male
	Location:		Right shoulder
			-
Initial [Direction of Travel 1:		East

Assidan	4 ID: 02	675	Data ⁹ Times	August 0, 2002	2:40 pm	a a mál d
Accident Notes:	נוט: עו	-675	Date & Time:	August 9, 2003	2.40 pm	cont'd
	Initial Impa	ct Type:		Other		
	Light:			Daylight		
	Road 1 Alig	gnment:		Straight on level		
	Road 1 Ch			Undivided - two-w	ay ay	
	Road 1 Co	ndition:		Good	•	
	Road 1 Pa	vement Markings:		Exist		
	Road 1 Su	_		Asphalt		
		rface Condition:		Dry		
	Road Juris			County or district		
		of Events 2:		Ran off road		
	Traffic Con			No control		
	Vehicle 1 C			No apparent defe	ot	
					σι	
	Vehicle 1 N			Going ahead		
	Vehicle 1 T	уре:		Automobile, statio	n wagon	
Accident Notes:	t ID: 03	-0718	Date & Time:	August 21, 2003	3 10:36 pm	
	Accident L	ocation:		At intersection		
	Apparent D	Priver 1 Action:		Following too clos	e	
		Priver 2 Action:		Driving properly		
		on of Accident:		P.D. only		
	Driver 1 Ag			16		
	Driver 1 Co			Normal		
	Driver 1 Se			Male		
	Driver 2 Ag			59		
	Driver 2 Co			Normal		
	Driver 2 Se			Male		
		nt Condition 1:		Rain		
	Impact Loc			Within intersection	1	
		tion of Travel 1:		East		
		tion of Travel 2:		East		
	Initial Impa	ct Type:		Rear end		
	Light:			Dark		
	Road 1 Alig	gnment:		Straight on level		
	Road 1 Ch	aracter:		Undivided - two-w	ay ay	
	Road 1 Co	ndition:		Good		
	Road 1 Pa	vement Markings:		Exist		
	Road 1 Su	rface:		Asphalt		
	Road 1 Su	rface Condition:		Wet		
	Road 2 Alig	gnment:		Straight on level		
	Road 2 Ch			Undivided - two-w	ay	
	Road 2 Co			Good		
		vement Markings:		Exist		
	Road 2 Su	-		Asphalt		
		rface Condition:		Wet		
	Road Juris			County or district		
				-	do	
		of Events 1:		Other motor vehic		
		of Events 4:		Other motor vehic	ie	
	Traffic Con			No control		
	Vehicle 1 C			No apparent defe	ct	
	1/-I-:-I- 4 N	Manoeuver:		Going ahead		

Vehicle 1 Type: Vehicle 2 Condition: Vehicle 2 Manoeuver: Vehicle 2 Type: Accident ID: 03-811 Notes: Accident Location:		Automobile, station wagon No apparent defect	
Vehicle 2 Manoeuver: Vehicle 2 Type: Accident ID: 03-811 Notes:		No apparent defect	
Vehicle 2 Type: Accident ID: 03-811 Notes:			
Accident ID: 03-811 Notes:		Stopped	
Notes:		Automobile, station wagon	
Accident Location:	Date & Time:	October 2, 2003 9:30 pm	
		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	:	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 Markir	as:	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 Markir	IS:	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 Notes:	Date & Time:	March 28, 2004 12:45 am	
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	
Dilvoi T OCA.		Unknown	
Driver 2 Condition:		C. 113.10 TV 11	
Driver 2 Condition: Environment Condition 1		Rain	

Accident ID	o : 04-322	Date & Time:	March 28, 2004 12:45 am	cont'd
Init	tial Direction of Travel 1:		West	
Init	tial Direction of Travel 2:		East	
Init	tial Impact Type:		SMV - Other	
Init	tial Location of Vehicle 1 Damage or Area of Impact:		Front centre	
Init	tial Location of Vehicle 2 Damage or Area of Impact:		No contact	
Lig	-		Dark	
Ro	pad 1 Alignment:		Straight on level	
	pad 1 Character:		Undivided - two-way	
Ro	pad 1 Condition:		Good	
Ro	pad 1 Pavement Markings:		Exist	
	pad 1 Surface:		Asphalt	
	pad 1 Surface Condition:		Dry	
	pad 2 Alignment:		Straight on level	
	pad 2 Character:		Undivided - two-way	
	pad 2 Condition:		Good	
	pad 2 Pavement Markings:		Exist	
	pad 2 Surface:		Asphalt	
	pad 2 Surface Condition:		·	
			Dry County or district	
	and Jurisdiction:		County or district	
	equence of Events 1:		Skidding/sliding	
	equence of Events 2:		Ditch	
	affic Control:		Stop sign	
	affic Control Condition:		Functioning	
	hicle 1 Condition:		No apparent defect	
Vel	hicle 1 Damage:		Light	
Vel	hicle 1 Manoeuver:		Going ahead	
Vel	hicle 1 Type:		Automobile	
Vel	hicle 2 Condition:		No apparent defect	
Vel	hicle 2 Damage:		None	
Vel	hicle 2 Manoeuver:		Going ahead	
Vel	hicle 2 Type:		Passenger van (SUV)	
Accident ID) : 05-331	Date & Time:	April 2, 2005 2:21 pm	
Ace	cident Location:		Intersection related	
Ap	parent Driver 2 Action:		Speed too fast for condition	
	assification of Accident:		P.D. only	
	iver 1 Age:		42	
	iver 1 Injury:		None	
	iver 1 Sex:		Male	
	iver 2 Condition:		Normal	
	vironment Condition 1:		Snow	
	vironment Condition 2:		Drifting snow	
	pact Location:		Off highway	
	tial Direction of Travel 1:		South	
	tial Impact Type:		SMV - Other	
	tial Location of Vehicle 1 Damage or Area of Impact:		Undercarriage	
_	pht:		Dark	
	pad 1 Alignment:		Straight on level	
	pad 1 Character:		Undivided - two-way	
Ro	oad 1 Condition:		Good	

Acciden	t ID:	05-331	Date & Time:	April 2, 2005 2:21 pm	cont'd
	Road 1	Pavement Markings:		Obscured	
	Road 1	Surface:		Asphalt	
	Road 1	Surface Condition:		Loose snow	
	Road J	urisdiction:		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)	
Acciden	t ID:	06-725	Date & Time:	September 3, 2006 10:48 am	
	Accide	nt Location:		Intersection related	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
	Appare	nt Driver 2 Action:		Driving properly	
	Classifi	cation of Accident:		P.D. only	
	Driver '	1 Age:		73	
		1 Condition:		Other	
	Driver '	1 Sex:		Female	
	Driver 2	2 Age:		41	
		2 Condition:		Normal	
	Driver 2			Female	
		nment Condition 1:		Clear	
		Location:		Thru lane	
		Direction of Travel 1:		South	
		Direction of Travel 2:		South	
		mpact Type:		Rear end	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	
		ocation of Vehicle 2 Damage or Area of Impact:		Back complete	
	Light:	ocation of vehicle 2 Damage of Area of Impact.		Daylight	
		Alignment:			
		Character:		Straight on level	
				Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
	Road 2	Surface Condition:		Wet	
	Road J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce of Events 4:		Other motor vehicle	
	Thru La	ane No.:		1	
	Traffic	Control:		Stop sign	
	Traffic	Control Condition:		Functioning	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Moderate	
		3**		"	

Accident ID: Notes:	06-725	Date & Time:	September 3, 2006	10:48 am	cont'd
Vehicle	e 1 Manoeuver:		Slowing or stopping		
Vehicle	e 1 Type:		Automobile		
Vehicle	e 2 Condition:		No apparent defect		
Vehicle	e 2 Damage:		Light		
Vehicle	e 2 Manoeuver:		Stopped		
Vehicle	e 2 Type:		Automobile		
Accident ID: Notes:	06-797	Date & Time:	September 30, 2006	6 6:10 am	
Accide	ent Location:		Non intersection		
Appare	ent Driver 1 Action:		Following too close		
Appare	ent Driver 2 Action:		Driving properly		
Classi	fication 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		
	2 Sex:		Male		
Enviro	nment Condition 2:		Clear		
Impac	t Location:		Within intersection		
	Direction of Travel 1:		South		
Initial [Direction of Travel 2:		South		
	mpact Type:		Rear end		
	Location of Vehicle 1 Damage or Area of Impact:		Right front corner		
	Location of Vehicle 2 Damage or Area of Impact:		Left rear corner		
Light:			Daylight, artificial		
-	1 Alignment:		Straight on level		
	1 Character:		Undivided - two-way		
	1 Condition:		Good		
	1 Pavement Markings:		Exist		
	1 Surface:		Asphalt		
	1 Surface Condition:		Wet		
	2 Alignment:		Straight on level		
	2 Character:		Undivided - one-way		
	2 Condition:		Poor		
	2 Pavement Markings:		Exist		
	2 Surface:		Asphalt		
	2 Surface. 2 Surface Condition:		Dry		
			•		
	Jurisdiction:		Township Other meter vehicle		
	ence of Events 1:		Other motor vehicle		
	ence of Events 4:		Other motor vehicle		
	ane No.:		2		
	Control:		Traffic signal		
	Control Condition:		Not functioning		
	e 1 Condition:		No apparent defect		
	e 1 Damage:		Moderate		
	e 1 Manoeuver:		Slowing or stopping		
Vehicle	e 1 Type:		Automobile		

Accident ID: Notes:	06-797	Date & Time:	September 30, 2006	6:10 am	cont'd
Vehicle	e 2 Condition:		No apparent defect		
Vehicle	e 2 Damage:		Light		
Vehicle	e 2 Manoeuver:		Stopped		
Vehicle	e 2 Type:		Automobile		
Accident ID: Notes:	06-881	Date & Time:	November 2, 2006 3	3:00 pm	
Accide	ent Location:		Non intersection		
Appare	ent Driver 2 Action:		Driving properly		
	fication of Accident:		P.D. only		
Driver	2 Age:		72		
	2 Condition:		Normal		
Driver	2 Sex:		Female		
Enviro	nment Condition 1:		Clear		
Enviro	nment Condition 2:		Strong wind		
Impact	t Location:		Thru lane		
	Direction of Travel 2:		South		
	mpact Type:		SMV - Other		
	Location of Vehicle 1 Damage or Area of Impact:		Right front		
Light:			Daylight		
	1 Alignment:		Straight on level		
	1 Character:		Undivided - two-way		
	1 Condition:		Good		
	1 Pavement Markings:		Exist		
	1 Surface:		Asphalt		
	1 Surface Condition:		Dry		
	Jurisdiction:		County or district		
	dary Location of Vehicle 1 Damage or Area of Impact:		Right front corner		
	nce of Events 4:	•	Other		
	e 2 Condition:		No apparent defect		
	e 2 Damage:		Light		
	e 2 Manoeuver:		Going ahead		
	e 2 Type:		Automobile		
Vernois	, 2 Type.		Automobile		
Accident ID: Notes:	07-0727	Date & Time:	July 29, 2007 5:45 p	om	
	ent Location:		Intersection related		
Appare	ent Driver 1 Action:		Failed to yield right-of-w	<i>ı</i> ay	
Appare	ent Driver 2 Action:		Driving properly		
Classif	fication 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		
	nment Condition 1:		Clear		
Enviro					
	t Location:		Thru lane		
Impact	t Location: Direction of Travel 1:		Thru lane South		
Impact Initial [

Acciden	t ID: 07-0727	Date & Time: July 29, 2007 5:45 pm cont'd
	Initial Location of Vehicle 1 Damage or Area or	Impact: Right front corner
	Initial Location of Vehicle 2 Damage or Area or	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)
Acciden Notes:	t ID: 10-00421	Date & Time: May 30, 2010 1:50 pm
	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 or	
	Initial Location of Vehicle 2 Damage or Area or	
	initial Location of Vehicle 2 Damage of Area of	
	Light:	Daylight
	Light: Road 1 Alignment:	Daylight Straight on level

Notes:	10-00421	Date & Time:	May 30, 2010	1:50 pm	cont'd
Road 1	Character:		Undivided - two-v	vay	
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-v	vay	
Road 2	Condition:		Good		
Road 2	Pavement Markings:		Exist		
Road 2	Surface:		Asphalt		
Road 2	Surface Condition:		Dry		
Road J	urisdiction:		County or district		
Sequer	nce of Events 1:		Other		
	nce of Events 4:		Skidding/sliding		
•	nce of Events 5:		Ran off road		
	nce of Events 6:		Rollover		
Traffic (Stop sign		
	Control Condition:		Functioning		
	1 Condition:		No apparent defe	ct	
	1 Damage:		None		
	1 Manoeuver:		Stopped		
	1 Type:		Automobile		
	2 Condition:		No apparent defe	ot	
	2 Damage:		Light	oct	
	2 Manoeuver:				
	2 Type:		Going ahead Motorcycle		
Accident ID:	11-00065		Wiotoroyolo		
	11 00000	Date & Time:	January 15, 201	11 3:43 pm	
Notes:	11 00000	Date & Time:			
	nt Location:	Date & Time:	January 15, 201 Intersection relate		
Accider		Date & Time:			
Accider Appare	nt Location:	Date & Time:	Intersection relate		
Accider Appare Appare	nt Location: nt Driver 1 Action:	Date & Time:	Intersection relate		
Accider Appare Appare Appare	nt Location: nt Driver 1 Action: nt Driver 2 Action:	Date & Time:	Intersection related Lost control Driving properly		
Accider Appare Appare Appare	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident:	Date & Time:	Intersection related Lost control Driving properly Driving properly		
Accider Appare Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only		
Accider Appare Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53		
Accider Appare Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female		
Accider Appare Appare Appare Classifi Driver Driver Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal		
Accider Appare Appare Appare Classifi Driver Driver Driver Driver Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23		
Accider Appare Appare Appare Classifi Driver Driver Driver Driver Driver Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female		
Accider Appare Appare Appare Classifi Driver Driver Driver Driver Driver Driver Driver Driver Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37		
Accider Appare Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal		
Accider Appare Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male		
Accider Appare Appare Appare Classifi Driver Enter Driver Enter	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow		
Accider Appare Appare Appare Appare Classifi Driver Driver Driver Driver Driver Driver Driver Driver Driver Enviror Enviror	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex: 4 March 2 Sex: 5 Age: 6 Condition: 6 Sex: 7 March 2 Sex: 7 March 2 Sex: 8 March 2 Sex:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow Drifting snow	ed	
Accider Appare Appare Appare Appare Classifi Driver Driver Driver Driver Driver Driver Driver Driver Driver Enviror Enviror Impact	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex: mment Condition 1: mment Condition 2: Location:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow Drifting snow Within intersectio	ed	
Accider Appare Appare Appare Classifi Driver Driver Driver Driver Driver Driver Driver Driver Enviror Impact Initial D	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex: mment Condition 1: mment Condition 2: Location: birection of Travel 1:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow Drifting snow Within intersectio South	ed	
Accider Appare Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex: ment Condition 1: ment Condition 2: Location: Direction of Travel 1:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow Drifting snow Within intersection South	ed	
Accider Appare Appare Appare Classifi Driver Driver Driver Driver Driver Driver Driver Driver Enviror Impact Initial D	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex: ment Condition 1: ment Condition 2: Location: Direction of Travel 1: Direction of Travel 3:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow Drifting snow Within intersection South South	ed	
Accider Appare Appare Appare Appare Classifi Driver Inver Environ Impact Initial D Initial D	nt Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: cation of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: 3 Age: 3 Condition: 3 Sex: ment Condition 1: ment Condition 2: Location: Direction of Travel 1:	Date & Time:	Intersection related Lost control Driving properly Driving properly P.D. only 53 Normal Female 23 Normal Female 37 Normal Male Snow Drifting snow Within intersection South	ed	

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

INTERSECTION ID: INT3563 MUNICIPALITY: Oro-Medonte

DESCRIPTION: EDITH DRIVE @ HORSESHOE VALLEY ROAD E

Accident ID: lotes:	01-1046	Date & Time:	August 21, 2001 11:35 am
Accide	nt Location:		At intersection
Appare	ent Driver 1 Action:		Driving properly
Classif	ication of Accident:		P.D. only
Driver	1 Age:		119
Driver	1 Condition:		Normal
Driver	1 Sex:		Male
Enviro	nment Condition 1:		Clear
Impact	Location:		Within intersection
Initial [Direction of Travel 1:		West
Initial I	mpact 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 J	lurisdiction:		County or district
Traffic	Control:		No control
Vehicle	e 1 Condition:		No apparent defect
Vehicle	e 1 Manoeuver:		Going ahead
Vehicle	e 1 Type:		Automobile, station wagon

DESCRIPTION: GILL ROAD @ HORSESHOE VALLEY ROAD W

Accident Notes:	ID: 04-0180	Date & Time: February 2, 2004 12:55 pm
1	Accident Location:	At/near private drive
1	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
E	Environment Condition 1:	Clear
I	Impact Location:	Within intersection
ı	Initial Direction of Travel 1:	South
ı	Initial Direction of Travel 2:	West
ı	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
F	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
F	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
	verilide 2 Type.	i ick-up tiuck
Accident Notes:	ID : 07-0890	Date & Time: September 22, 2007 9:19 am
,	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
(P.D. only 67
]	Classification of Accident: Driver 1 Age: Driver 1 Condition:	

DESCRIPTION: GILL ROAD @ HORSESHOE VALLEY ROAD W

Accident Notes:	ID:	07-0890	Date & Time:	September 22, 2007	9:19 am	cont'd
Γ	Driver 2	2 Age:		34		
[Driver 2	2 Condition:		Normal		
[Driver 2	2 Sex:		Female		
Е	Enviror	nment Condition 1:		Clear		
I	Impact	Location:		Within intersection		
ı	Initial D	Pirection of Travel 1:		North		
I	Initial D	Pirection of Travel 2:		East		
I	Initial Ir	npact Type:		Turning movement		
I	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
I	Initial L	ocation of Vehicle 2 Damage or Area of Impact:		Right centre		
L	Light:			Daylight		
F	Road 1	Alignment:		Straight on level		
F	Road 1	Character:		Undivided - two-way		
F	Road 1	Condition:		Good		
F	Road 1	Pavement Markings:		Exist		
F	Road 1	Surface:		Asphalt		
F	Road 1	Surface Condition:		Dry		
F	Road 2	Alignment:		Straight on level		
F	Road 2	Character:		Undivided - two-way		
F	Road 2	Condition:		Good		
F	Road 2	Pavement Markings:		Non-existent		
F	Road 2	Surface:		Asphalt		
F	Road 2	Surface Condition:		Dry		
F	Road J	urisdiction:		County or district		
9	Sequer	nce of Events 1:		Other motor vehicle		
9	Sequer	nce of Events 4:		Other motor vehicle		
٦	Traffic (Control:		Stop sign		
7	Traffic (Control Condition:		Functioning		
\	Vehicle	1 Condition:		No apparent defect		
\	Vehicle	1 Damage:		Severe		
\	Vehicle	1 Manoeuver:		Turning left		
\	Vehicle	1 Type:		Automobile		
١	Vehicle	2 Condition:		No apparent defect		
\	Vehicle	2 Damage:		Moderate		
\	Vehicle	2 Manoeuver:		Going ahead		
\	Vehicle	2 Type:		Automobile		

DESCRIPTION: GOLF COURSE ROAD @ HORSESHOE VALLEY ROAD W

dent ID: 07-773 s:	Date & Time:	August 5, 2007 4:04 pm
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

Accident II Notes:	D: 10-000579 No driver information	Date & Time:	December 15, 2010 10:50 am
Ad	ccident Location:		At intersection
Aŗ	oparent Driver 1 Action:		Other
Ar	oparent Driver 2 Action:		Driving properly
CI	assification of Accident:		P.D. only
Dı	river 1 Age:		6
Dı	river 1 Condition:		Normal
Dı	river 2 Age:		6
Dı	river 2 Condition:		Normal
Er	nvironment Condition 1:		Clear
Im	npact Location:		Thru lane
In	itial Direction of Travel 1:		East
In	itial Direction of Travel 2:		West
In	itial Impact Type:		Approaching (head on)
In	itial Location of Vehicle 1 Damage or Area of Impact:		Back centre
In	itial Location of Vehicle 2 Damage or Area of Impact:		Front centre
Lig	ght:		Dark
Ro	oad 1 Alignment:		Straight on level
Ro	oad 1 Character:		Undivided - two-way
Ro	oad 1 Condition:		Good
Ro	oad 1 Pavement Markings:		Exist
Ro	oad 1 Surface:		Asphalt
Ro	oad 1 Surface Condition:		Wet
Ro	oad Jurisdiction:		County or district
Se	equence of Events 1:		Other motor vehicle
Th	nru Lane No.:		1
Tr	affic Control:		No control
Ve	ehicle 1 Condition:		No apparent defect
Ve	ehicle 1 Damage:		Light
Ve	ehicle 1 Manoeuver:		Reversing
Ve	ehicle 1 Type:		Pick-up truck
Ve	ehicle 2 Damage:		Light
Ve	ehicle 2 Manoeuver:		Stopped
Ve	ehicle 2 Type:		Automobile

Accident	t ID:	06-0940a	Date & Time:	November 14, 2006 7:13 am
	Accider	nt Location:		Intersection related
	Appare	nt Driver 1 Action:		Driving properly
		nt Driver 2 Action:		Driving properly
		cation of Accident:		Non-fatal injury
	Driver 1	Age:		40
		Condition:		Normal
	Driver 1			None
	Driver 1	· ·		Male
	Driver 2			20
		2 Condition:		Normal
	Driver 2			Minimal
	Driver 2			Male
		ment Condition 1:		Rain
		Object Offset 5:		Right of Roadway - Less than 3.1m
		Location:		Thru lane
		irection of Travel 1:		East
		irection of Travel 2:		East
		npact Type:		Rear end
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre
		- · · · · · · · · · · · · · · · · · · ·		Left rear corner
		ocation of Vehicle 2 Damage or Area of Impact:		
	Light:	Alignman		Dawn
		Alignment:		Straight on hill
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Wet
		urisdiction:		County or district
		ary Location of Vehicle 1 Damage or Area of Impact:		Left front corner
		ary Location of Vehicle 2 Damage or Area of Impact:		Right side complete
		ice of Events 1:		Other motor vehicle
		ice of Events 2:		Other motor vehicle
		ice of Events 3:		Other motor vehicle
		ice of Events 4:		Other motor vehicle
		ice of Events 5:		Cable guide rail
	Thru La	ine 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 Notes:	t ID:	07-0417	Date & Time:	August 6, 2007 2:46 am
	Accider	nt Location:		At intersection
	Appare	nt Driver 1 Action:		Lost control
	, , •			

Accident ID: Notes:	07-0417	Date & Time:	August 6, 2007	2:46 am	cont'd
Classi	fication of Accident:		P.D. only		
Driver	1 Age:		23		
Driver	1 Condition:		Ability impaired, a	lcohol	
Driver	1 Sex:		Male		
Enviro	nment Condition 1:		Clear		
Enviro	nment Condition 2:		Fog, mist, smoke,	dust	
Impac	t 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-w	<i>r</i> ay	
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-w	<i>y</i> ay	
Road	2 Condition:		Good		
Road	2 Pavement Markings:		Non-existent		
Road	2 Surface:		Gravel or crushed	l stone	
Road	2 Surface Condition:		Dry		
Road	Jurisdiction:		County or district		
	ndary Location of Vehicle 1 Damage or Area of Impact	:	Undercarriage		
Seque	ence of Events 1:		Ran off road		
Seque	ence of Events 2:		Ditch		
Traffic	Control:		Stop sign		
Traffic	Control Condition:		Functioning		
Vehicl	e 1 Condition:		No apparent defe	ct	
Vehicl	e 1 Damage:		Light		
Vehicl	e 1 Manoeuver:		Turning left		
Vehicl	e 1 Type:		Pick-up truck		

Acciden	t ID: 05-001267		Date & Time:	November 17, 2005 3:52 pm	
	Accident Location:			Non intersection	
	Apparent Driver 1 Action	on:		Speed too fast for condition	
	Classification of Accide	ent:		P.D. only	
	Driver 1 Age:			45	
	Driver 1 Condition:			Inattentive	
	Driver 1 Sex:			Male	
	Environment Condition	11:		Snow	
	Impact Location:			Right shoulder	
	Initial Direction of Trave	el 1:		West	
	Initial Impact Type:			SMV - Other	
	Initial Location of Vehic	cle 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 Mar	kings:		Obscured	
	Road 1 Surface:			Asphalt	
	Road 1 Surface Condit	tion:		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	
				. Ton up a don	
Accident	t ID: 07-402		Date & Time:	July 3, 2007 11:10 am	
Notes:	t ID: 07-402 Accident Location:		Date & Time:		
Notes:		on:	Date & Time:	July 3, 2007 11:10 am	
Notes:	Accident Location:		Date & Time:	July 3, 2007 11:10 am Non intersection	
Notes:	Accident Location: Apparent Driver 1 Action	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident Driver 1 Age:	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident Driver 1 Age: Driver 1 Condition: Driver 1 Sex:	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal	
Notes:	Accident Location: Apparent Driver 1 Actio Apparent Driver 2 Actio Classification of Accide Driver 1 Age: Driver 1 Condition:	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male	
Notes:	Accident Location: Apparent Driver 1 Actic Apparent Driver 2 Actic Classification of Accide Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition:	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age:	on:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury:	on: ent:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition	on: ent:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female	
Notes:	Accident Location: Apparent Driver 1 Actio Apparent Driver 2 Actio Classification of Accide Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex:	on: ent:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location:	on: ent: 11:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Acciden Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Trave	on: ent: 11:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Travel Initial Impact Type:	on: ent: 11: el 1: el 2:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Travel Initial Impact Type: Initial Location of Vehic	on: ent: 11: el 1: el 2: cle 1 Damage or Area of Impact:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Travel Initial Direction of Travel Initial Impact Type: Initial Location of Vehic Initial Location of Vehic	on: ent: 11: el 1: el 2:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement Right rear	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Travel Initial Impact Type: Initial Location of Vehic Initial Location of Vehic Initial Location of Vehic Light:	on: ent: 11: el 1: el 2: cle 1 Damage or Area of Impact:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement Right rear	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accident Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Travel Initial Direction of Travel Initial Location of Vehicl Initial Location of Vehicl Initial Location of Vehicl Light: Road 1 Alignment:	on: ent: 11: el 1: el 2: cle 1 Damage or Area of Impact:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement Right rear Daylight Straight on level	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Trave Initial Direction of Trave Initial Impact Type: Initial Location of Vehic Light: Road 1 Alignment: Road 1 Character:	on: ent: 11: el 1: el 2: cle 1 Damage or Area of Impact:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement Right rear Daylight Straight on level Undivided - two-way	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Travel Initial Direction of Travel Initial Location of Vehical Initial Location of Vehical Light: Road 1 Alignment: Road 1 Condition:	on: ent: 11: el 1: el 2: cle 1 Damage or Area of Impact:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement Right rear Daylight Straight on level Undivided - two-way Good	
Notes:	Accident Location: Apparent Driver 1 Action Apparent Driver 2 Action Classification of Accided Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Trave Initial Direction of Trave Initial Impact Type: Initial Location of Vehic Light: Road 1 Alignment: Road 1 Character:	on: ent: 11: el 1: el 2: cle 1 Damage or Area of Impact: cle 2 Damage or Area of Impact:	Date & Time:	July 3, 2007 11:10 am Non intersection Improper turn Driving properly Non-fatal injury 49 Normal Male 28 Normal Minimal Female Clear Within intersection West East Turning movement Right rear Daylight Straight on level Undivided - two-way	

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

INTERSECTION ID: INT4641 MUNICIPALITY: Springwater

dent ID: 08-20187 s:	Date & Time: July 20, 2008 4:15 pm
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

Accident	t ID: 06-0280	Date & Time:	March 10, 2006 4:49 am
	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 Ir	mnact:	Top
	Sequence of Events 1:	прасі.	Skidding/sliding
			Ran off road
	Sequence of Events 2:		
	Sequence of Events 3:		Ditch No central
	Traffic Control:		No control
	Vehicle 1 Condition:		No apparent defect
	Vehicle 1 Damage:		Demolished Oping a based
	Vehicle 1 Manoeuver:		Going ahead
	Vehicle 1 Type:		Automobile
Accident	t ID: 08-0019	Date & Time:	January 5, 2008 12:30 pm
	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

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

Accident	t ID : 01	-0942	Date & Time:	July 30, 2001	2:30 pm
	Accident Lo	ocation:		At intersection	
	Apparent D	Priver 1 Action:		Driving properly	
		Priver 2 Action:		Disobeyed traffic	control
		on of Accident:		Non-fatal injury	
	Driver 1 Ac			46	
	Driver 1 Co			Normal	
	Driver 1 Inj			None	
	Driver 1 Se	·		Male	
	Driver 2 Ag			35	
	Driver 2 Co			Normal	
	Driver 2 Inj			Minor	
	Driver 2 Se	-		Male	
		nt Condition 1:		Clear	
				Within intersectio	n.
	Impact Loc	ation. tion of Travel 1:			41
				North	
		tion of Travel 2:		West	
	Initial Impa	• •		Angle (t-bone)	
		tion of Vehicle 1 Damage or Area of Impact:		Right centre	
		tion of Vehicle 2 Damage or Area of Impact:		Left front corner	
	Light:			Daylight	
	Road 1 Alig			Straight on level	
	Road 1 Ch			Undivided - two-v	vay
	Road 1 Co			Good	
		vement Markings:		Exist	
	Road 1 Su	face:		Asphalt	
	Road 1 Su	face Condition:		Dry	
	Road 2 Alio	gnment:		Straight on hill	
	Road 2 Ch	aracter:		Undivided - two-v	vay
	Road 2 Co	ndition:		Good	
		vement Markings:		Non-existent	
	Road 2 Su	face:		Asphalt	
	Road 2 Su	face Condition:		Dry	
	Road Juris	diction:		County or district	
	Secondary	Location of Vehicle 2 Damage or Area of Impact:			
	Sequence	of Events 1:		Other motor vehic	cle
	Sequence	of Events 4:		Other motor vehic	cle
	Sequence	of Events 5:		Pole (utility, towe	r)
	Traffic Con	trol:		Stop sign	
	Traffic Con	trol Condition:		Functioning	
	Vehicle 1 C			No apparent defe	ect
	Vehicle 1 D			Moderate	
	Vehicle 1 M	_		Going ahead	
	Vehicle 1 T			Truck - dump	
	Vehicle 2 C			No apparent defe	ect
	Vehicle 2 D			Demolished	
	Vehicle 2 N	-		Going ahead	
	Vehicle 2 T			Automobile	
Accident Notes:	t ID: 05	-0986	Date & Time:	September 13,	2005 5:20 pm
	Accident Lo	ocation:		Intersection relate	ed
	Apparent D	Priver 1 Action:		Disobeyed traffic	control

Accident Notes:	t ID:	05-0986	Date & Time:	September 13, 2005	5:20 pm	cont
	Appare	nt Driver 2 Action:		Driving properly		
	Classifi	cation of Accident:		Non-fatal injury		
	Driver 1	Age:		18		
	Driver 1	Condition:		Normal		
	Driver 1	l Injury:		None		
	Driver 1	Sex:		Male		
	Driver 2	2 Age:		67		
		2 Condition:		Normal		
	Driver 2	2 Injury:		None		
	Driver 2			Female		
	Environ	ment Condition 1:		Clear		
	Impact	Location:		Within intersection		
		irection of Travel 1:		North		
		irection of Travel 2:		West		
		npact Type:		Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Right centre		
		ocation of Vehicle 2 Damage or Area of Impact:		Front centre		
	Light:	boation of verifice 2 barriage of 74 ea of impact.		Daylight		
	_	Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
				Exist		
		Pavement Markings:				
		Surface:		Asphalt		
		Surface Condition:		Dry		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		Municipal (excl. Twp. Ro	1.)	
	•	ice of Events 1:		Other motor vehicle		
		nce 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:		Moderate		
	Vehicle	2 Manoeuver:		Going ahead		
	Vehicle	2 Type:		Automobile		
Accident		06-0879	Date & Time:	August 6, 2006 5:45	pm	
	Accidor	nt Location:		Intersection related		
		nt Driver 1 Action:		Disobeyed traffic control		
		nt Driver 2 Action:		Driving properly		
	Ciassifi	cation of Accident:		Non-fatal injury		

Acciden	t ID:	06-0879	Date & Time:	August 6, 2006	5:45 pm	cont'd
	Driver 1	Condition:		Inattentive		
	Driver 1	Sex:		Male		
	Driver 2	? Age:		49		
	Driver 2	2 Condition:		Normal		
	Driver 2	? Sex:		Female		
	Environ	ment Condition 1:		Clear		
	Impact	Location:		Within intersection		
	Initial D	irection of Travel 1:		North		
	Initial D	irection of Travel 2:		East		
	Initial In	npact Type:		Other		
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
	Initial L	ocation of Vehicle 2 Damage or Area of Impact:				
	Light:			Daylight, artificial		
		Alignment:		Straight on level		
		Character:		Divided - no barrie	er	
	Road 1	Condition:		Good		
	Road 1	Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		Alignment:		Straight on level		
		Character:		Divided - no barrie	·r	
		Condition:		Good	•	
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		ice of Events 1:		Other motor vehicl	ام	
		ice of Events 4:		Other motor vehicle		
	Traffic (
		Control Condition:		Stop sign Functioning		
		1 Condition:			.	
				No apparent defec	, i	
		1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile		
		2 Condition:		No apparent defec	CI Comments	
		2 Damage:		Light		
		2 Manoeuver:		Going ahead	180	
	venicie	2 Type:		Passenger van (SI	UV)	
Acciden	t ID:	07-504 @911#770	Date & Time:	October 18, 2007	7 7:42 am	
	Accider	nt Location:		Non intersection		
		nt Driver 1 Action:		Improper passing		
		nt Driver 1 Action:		Driving properly		
		cation of Accident:		Non-fatal injury		
				22		
	Driver 1					
		Condition:		Normal		
	Driver 1			Minimal		
	Driver 1			Male		
	Driver 2			48		
	Driver 2	? Condition:		Normal		

Accident ID: Notes:	07-504 @911#770	Date & Time:	October 18, 2007 7:42 am	cont'd
Driver	2 Injury:		Minor	
	2 Sex:		Female	
Enviro	onment Condition 1:		Fog, mist, smoke, dust	
Impac	t 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:		Тор	
Initial	Location of Vehicle 2 Damage or Area of Impact:		Тор	
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	
Secon	ndary Location of Vehicle 1 Damage or Area of Impac	t:	Undercarriage	
Seque	ence of Events 1:		Ran off road	
Seque	ence of Events 2:		Ditch	
Seque	ence of Events 3:		Rollover	
Seque	ence of Events 4:		Other motor vehicle	
Thru L	ane No.:		1	
Traffic	: Control:		No control	
Vehicl	e 1 Condition:		No apparent defect	
Vehicl	e 1 Damage:		Severe	
Vehicl	e 1 Manoeuver:		Overtaking	
Vehicl	e 1 Type:		Pick-up truck	
Vehicl	e 2 Condition:		No apparent defect	
Vehicl	e 2 Damage:		Severe	
Vehicl	e 2 Manoeuver:		Slowing or stopping	
Vehicl	e 2 Type:		Automobile	

ccident ID: lotes:	02-0349	Date & Time: March 9, 2002 2:25 pm
Accide	nt Location:	At intersection
Appare	nt Driver 1 Action:	Driving properly
Appare	nt Driver 2 Action:	Speed too fast for condition
Classif	cation 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
Enviror	nment Condition 1:	Snow
Impact	Location:	Thru lane
Initial D	Direction of Travel 1:	South
Initial D	Direction of Travel 2:	South
Initial I	mpact 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 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 J	urisdiction:	Township
Sequei	nce 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
	2 Condition:	No apparent defect
Vehicle	2 Manoeuver:	Slowing or stopping
	2 Type:	Pick-up truck

Accident ID:	04-0490	Date & Time:	March 30, 2004	3:15 am
Notes:	Deer			
Accid	ent Location:		At intersection	
Appa	rent Driver 1 Action:		Driving properly	
Class	ification of Accident:		P.D. only	
Drive	r 1 Age:		34	
Drive	r 1 Condition:		Normal	
Drive	r 1 Sex:		Male	
Envir	onment Condition 1:		Rain	
Impa	ct Location:		Within intersection	
Initial	Direction of Travel 1:		West	
Initial	Impact Type:		SMV - Other	
Initial	Location of Vehicle 1 Damage or Area of Impa	ct:	Front centre	
Light:			Dark	
Road	1 Alignment:		Straight on level	
Road	1 Character:		Undivided - two-wa	ay
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-wa	ay
Road	2 Condition:		Good	
Road	2 Pavement Markings:		Exist	
Road	2 Surface:		Asphalt	
Road	2 Surface Condition:		Wet	
Road	Jurisdiction:		County or district	
Seco	ndary Location of Vehicle 1 Damage or Area of	Impact:	Left front corner	
Sequ	ence of Events 1:		Animal - wild	
Traffi	c Control:		No control	
Vehic	le 1 Condition:		No apparent defec	t
Vehic	le 1 Damage:		Light	
Vehic	le 1 Manoeuver:		Going ahead	
Vehic	le 1 Type:		Pick-up truck	

Notes:	02-0766	Date & Time:	July 7, 2002 11:30 am
Accider	nt Location:		Non intersection
Appare	nt Driver 1 Action:		Driving properly
Appare	nt Driver 2 Action:		Driving properly
Classifi	cation of Accident:		P.D. only
Driver 1	1 Age:		82
Driver 1	1 Condition:		Normal
Driver 1	1 Sex:		Male
Driver 2	2 Age:		73
Driver 2	2 Condition:		Normal
Driver 2	2 Sex:		Male
Enviror	nment Condition 1:		Clear
Impact	Location:		Thru lane
Initial D	Pirection of Travel 1:		East
Initial D	Pirection of Travel 2:		West
Initial Ir	mpact Type:		Approaching (head on)
Light:			Daylight
	Alignment:		Straight on level
	Character:		Undivided - two-way
	Condition:		Good
	Pavement Markings:		Exist
	Surface:		Asphalt
Road 1	Surface Condition:		Dry
	Character:		Undivided - one-way
	urisdiction:		County or district
	nce of Events 1:		Animal - wild
	Control:		No control
	1 Condition:		No apparent defect
Vehicle	1 Manoeuver:		Going ahead
	1 Type:		Automobile, station wagon
	2 Condition:		No apparent defect
	2 Manoeuver:		Going ahead
			Pick-up truck
	= .,po.		
Vehicle			Tion up addition
Vehicle Accident ID:	05-629 Deer	Date & Time:	May 17, 2005 9:15 pm
Vehicle Accident ID: Notes:	Deer	Date & Time:	May 17, 2005 9:15 pm
Accident ID: Notes: Accider	Deer nt Location:	Date & Time:	May 17, 2005 9:15 pm Non intersection
Accident ID: Notes: Accider Driver	Deer nt Location: 1 Age:	Date & Time:	May 17, 2005 9:15 pm Non intersection 24
Accident ID: Notes: Accider Driver	Deer nt Location: 1 Age: 1 Sex:	Date & Time:	May 17, 2005 9:15 pm Non intersection 24 Male
Accident ID: Notes: Accider Driver	Deer nt Location: 1 Age: 1 Sex: nment Condition 1:	Date & Time:	May 17, 2005 9:15 pm Non intersection 24 Male Clear
Accident ID: Notes: Accider Driver	Deer nt Location: 1 Age: 1 Sex:	Date & Time:	May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane
Accident ID: Notes: Accider Driver a Driver a Environ Impact Light:	Deer nt Location: 1 Age: 1 Sex: nment Condition 1: Location:	Date & Time:	May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight
Accident ID: Notes: Accider Driver of Environ Impact Light:	Deer nt Location: 1 Age: 1 Sex: nment Condition 1:	Date & Time:	May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane
Accident ID: Notes: Accider Driver of Environ Impact Light:	Deer nt Location: 1 Age: 1 Sex: nment Condition 1: Location:		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight
Accident ID: Notes: Accident Driver of Environ Impact Light: Traffic of Accident ID: Notes:	Deer nt Location: 1 Age: 1 Sex: Inment Condition 1: Location: Control:		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight No control
Accident ID: Notes: Accident Driver of Environ Impact Light: Traffic of Accident ID: Notes: Accident Accident ID: Accident Accident Accident Accident ID:	Deer nt Location: 1 Age: 1 Sex: nment Condition 1: Location: Control: 5070-2285 Deer		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight No control May 17, 2005 9:15 pm
Accident ID: Notes: Accident Driver of Environ Impact Light: Traffic of Accident ID: Notes: Accident Accident Appare	Deer nt Location: 1 Age: 1 Sex: nment Condition 1: Location: Control: 5070-2285 Deer nt Location: nt Driver 1 Action:		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight No control May 17, 2005 9:15 pm Non intersection
Accident ID: Notes: Accident Driver of Driver of Environ Impact Light: Traffic Of Accident ID: Notes: Accident Appare	Deer nt Location: 1 Age: 1 Sex: nment Condition 1: Location: Control: 5070-2285 Deer nt Location: nt Driver 1 Action:		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight No control May 17, 2005 9:15 pm Non intersection Driving properly
Accident ID: Notes: Accident Driver of Driver of Environ Impact Light: Traffic Of Accident ID: Notes: Accident Appare	Deer nt Location: 1 Age: 1 Sex: Imment Condition 1: Location: Control: 5070-2285 Deer nt Location: nt Driver 1 Action: 1 Age: 1 Condition:		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight No control May 17, 2005 9:15 pm Non intersection Driving properly 24 Normal
Accident ID: Notes: Accident ID: Driver of Environ Impact Light: Traffic O Accident ID: Notes: Accident ID: Oriver of Environ Impact Light: Traffic O Accident ID: Notes: Accident ID: Oriver of Driver of Environ Impact Driver of Environ Impac	Deer nt Location: 1 Age: 1 Sex: Imment Condition 1: Location: Control: 5070-2285 Deer nt Location: nt Driver 1 Action: 1 Age: 1 Condition:		May 17, 2005 9:15 pm Non intersection 24 Male Clear Thru lane Daylight No control May 17, 2005 9:15 pm Non intersection Driving properly 24

Accident	t ID:	5070-2285 Deer	Date & Time:	May 17, 2005 9:15 pm	cont'd
	Initial D	Direction of Travel 1:		North	
		mpact Type:		SMV - Other	
	Light:	npact Type.		Dark	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
				Exist	
		Pavement Markings: Surface:			
		· · · · · · · · · · · · · · · · · ·		Asphalt	
		Surface Condition:		Dry	
		nce of Events 1:		Animal - wild	
		Control:		No control	
		Control Condition:		Not functioning	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Accident	t ID:	07-0408	Date & Time:	August 11, 2007 12:50 pm	
	Accide	nt Location:		At intersection	
	Appare	nt Driver 1 Action:		Lost control	
		cation of Accident:		P.D. only	
	Driver '	1 Age:		23	
		1 Condition:		Ability impaired, alcohol	
	Driver			Female	
		2 Condition:		Normal	
		nment Condition 1:		Clear	
		Location:		Not on roadway - left side	
		Direction of Travel 1:		West	
				SMV - Other	
		mpact Type:			
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:	Al'		Dark	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Dry	
	Road 2	Alignment:		Straight on level	
		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 J	urisdiction:		County or district	
	Second	dary Location of Vehicle 1 Damage or Area of Im	pact:	Undercarriage	
		nce of Events 1:		Ran off road	
		nce of Events 2:		Ditch	
		Control:		Stop sign	
		Control Condition:		Functioning	
		1 Condition:		No apparent defect	

Acciden Notes:	t ID:	07-0408	Date & Time:	August 11, 2007 12:50 pm	cont'd
	Vehicle	1 Manoeuver:		Turning left	
	Vehicle	1 Type:		Pick-up truck	
Assidan	4 ID:	11-00024	Data & Times	January 0, 2011, 0:30 am	
Acciden Notes:	t ID:	No driver information	Date & Time:	January 9, 2011 9:30 am	
NOIES.	۸ : -ا			latera estica veleta d	
		at Driver 1 Action:		Intersection related	
		nt Driver 1 Action:		Speed too fast for condition	
		nt Driver 2 Action: cation of Accident:		Driving properly	
				P.D. only	
	Driver 1	_			
		Condition:		Normal 6	
	Driver 2				
		Condition: ment Condition 1:		Normal	
				Clear	
		Location:		Within intersection	
		irection of Travel 1:		South	
		irection of Travel 2:		West	
		npact Type:		Angle (t-bone)	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	
		ocation of Vehicle 2 Damage or Area of Impact:		Right rear	
	Light:	A.F.		Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Loose snow	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Ice	
		urisdiction:		County or district	
		ce of Events 1:		Other motor vehicle	
		ce of Events 2:		Other motor vehicle	
		ce of Events 4:		Other motor vehicle	
	Traffic C			Stop sign	
		Control Condition:		Functioning	
		1 Condition:		No apparent defect	
		1 Damage:		Severe	
		1 Manoeuver:		Slowing or stopping	
	Vehicle			Passenger van (SUV)	
		2 Condition:		No apparent defect	
		2 Damage:		Moderate	
		2 Manoeuver:		Going ahead	
	Vehicle	2 Type:		Automobile	

Accident ID: 11-00450 Notes:	Date & Time:	October 15, 2011 11:45 am
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 Manoeuver:		Turning left
Vehicle 1 Type:		Pick-up truck
Vehicle 2 Condition:		No apparent defect
Vehicle 2 Damage:		Demolished
Vehicle 2 Manoeuver:		Going ahead

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

Acciden Notes:	nt ID: 05-0225	Date & Time:	January 24, 2005 10:20 pm
	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
Acciden	nt ID: 06-0459	Date & Time:	March 24, 2006 12:40 pm
Acciden Notes:		Date & Time:	March 24, 2006 12:40 pm
	Accident Location:	Date & Time:	March 24, 2006 12:40 pm At intersection
	Accident Location: Apparent Driver 1 Action:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Minimal
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 3 Sex: Environment Condition 1:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Enjury: Driver 2 Sex: Environment Condition 1: Impact Location:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Enjury: Driver 3 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Condition: Driver 2 Injury: Driver 3 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East North
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Age: Driver 2 Injury: Driver 2 Injury: Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East North Angle (t-bone)
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Injury: Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East North Angle (t-bone) Front complete
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East North Angle (t-bone) Front complete Left rear
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Vehicle 1 Damage or Area of Impact: Light:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East North Angle (t-bone) Front complete Left rear Daylight
	Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Injury: Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:	Date & Time:	March 24, 2006 12:40 pm At intersection Exceeding speed limit Driving properly Non-fatal injury 19 Normal Minimal Male 36 Normal Minimal Female Clear Within intersection East North Angle (t-bone) Front complete Left rear

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

Accident Notes:	ID: 01-0466	Date & Time:	May 31, 2001 1:40 pm
	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
	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 Age. Driver 1 Condition:		Normal
	Driver 1 Sex:		
			Male
	Driver 2 Age:		22 Normal
	Driver 2 Condition:		Normal
	Driver 2 Sex:		Female
	Environment Condition 1:		Clear
	Impact Location:		Within intersection

Accident ID lotes:	o: 04-0791	Date & Time:	July 31, 2004 2:43 pm	cont
Initi	ial Direction of Travel 1:		East	
Initi	ial Direction of Travel 2:		West	
Initi	ial Impact Type:		Approaching (head on)	
Init	ial Location of Vehicle 1 Damage or Area of Impact:		Right rear corner	
Initi	ial Location of Vehicle 2 Damage or Area of Impact:			
Ligi	ht:		Daylight	
Roa	ad 1 Alignment:		Straight on level	
Roa	ad 1 Character:		Undivided - two-way	
Roa	ad 1 Condition:		Good	
Roa	ad 1 Pavement Markings:		Exist	
Roa	ad 1 Surface:		Asphalt	
Roa	ad 1 Surface Condition:		Dry	
Roa	ad 2 Alignment:		Straight on level	
Roa	ad 2 Character:		Undivided - two-way	
Roa	ad 2 Condition:		Good	
Roa	ad 2 Pavement Markings:		Exist	
Roa	ad 2 Surface:		Asphalt	
Roa	ad 2 Surface Condition:		Dry	
Roa	ad Jurisdiction:		County or district	
Sec	quence of Events 1:		Other motor vehicle	
Sec	quence of Events 4:		Other motor vehicle	
Tra	affic Control:		Stop sign	
Tra	affic Control Condition:		Functioning	
Veh	hicle 1 Condition:		No apparent defect	
Veh	hicle 1 Damage:		Light	
Veh	hicle 1 Manoeuver:		Going ahead	
Veh	hicle 1 Type:		Passenger van (SUV)	
Veh	hicle 2 Condition:		No apparent defect	
Veh	hicle 2 Damage:		Light	
Veh	hicle 2 Manoeuver:		Slowing or stopping	
Veh	hicle 2 Type:		Automobile	

DESCRIPTION: HORSESHOE VALLEY ROAD E @ OLIVE DRIVE

Accident ID: Notes:	710500 deer	Date & Time:	May 15, 2008 1:34 pm
	ent Location:		Non intersection
	**** = * * * * * * * * * * * * * * * *		
	rent Driver 1 Action:		Driving properly
	ification of Accident:		P.D. only
	r 1 Age:		23
	1 Condition:		Normal
	r 1 Injury:		None
	r 1 Sex:		Male
	onment Condition 1:		Clear
	ct Location:		Thru lane
	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
Sequ	ence of Events 1:		Animal - wild
Thru	Lane No.:		1
Traffic	c Control:		No control
Vehic	le 1 Condition:		No apparent defect
Vehic	le 1 Damage:		Moderate
	le 1 Manoeuver:		Going ahead
Vehic	le 1 Type:		Automobile

MIDBLOCK ID: 5295 MUNICIPALITY: Oro-Medonte

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

ccident ID: otes:	02-0964	Date & Time: August 31, 2002 12:15 pm
Accide	nt Location:	Non intersection
Appare	ent Driver 1 Action:	Improper turn
Appare	ent Driver 2 Action:	Driving properly
Classif	ication 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
Enviro	nment Condition 1:	Clear
Impact	Location:	Thru lane
Initial [Direction of Travel 2:	North
Initial I	mpact Type:	Turning movement
Light:		Daylight
Road ²	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	2 Surface Condition:	Dry
Road .	lurisdiction:	County or district
Seque	nce of Events 1:	Other motor vehicle
Seque	nce of Events 4:	Other motor vehicle
Traffic	Control:	No control
Traffic	Control Condition:	Functioning
Vehicle	e 1 Condition:	No apparent defect
Vehicle	e 1 Manoeuver:	Turning left
	e 1 Type:	Automobile, station wagon
	2 Condition:	No apparent defect
Vehicle	2 Manoeuver:	Going ahead
	2 Type:	Automobile, station wagon

MIDBLOCK ID: 5148 MUNICIPALITY: Oro-Medonte

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

Accident ID: Notes:	08-20262d Swerved to avoid animal	Date & Time:	September 13, 2008	8:10 pm
Accid	ent Location:		Non intersection	
Appai	rent Driver 1 Action:		Driving properly	
Class	ification of Accident:		Non-fatal injury	
Drive	r 1 Age:		17	
Drive	r 1 Condition:		Normal	
Drive	r 1 Injury:		Minimal	
Drive	r 1 Sex:		Male	
Enviro	onment Condition 1:		Fog, mist, smoke, dust	
Impad	ct 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	
Seco	ndary Location of Vehicle 1 Damage or Area of Imp	act:	Тор	
Sequ	ence of Events 1:		Steel guide rail	
Traffic	Control:		No control	
Vehic	le 1 Condition:		No apparent defect	
Vehic	le 1 Damage:		Severe	
Vehic	le 1 Manoeuver:		Going ahead	
Vehic	le 1 Type:		Automobile	

MIDBLOCK ID: 4822 MUNICIPALITY: Oro-Medonte

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

Acciden	nt ID:	07-0345	Date & Time:	June 28, 2007 5	:14 pm
	Acciden	t Location:		Intersection related	
	Apparen	t Driver 1 Action:		Other	
	Apparen	t Driver 2 Action:		Driving properly	
	Classific	ation 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	
	Environr	ment Condition 1:		Clear	
	Impact L	ocation:		Thru lane	
	Initial Di	rection of Travel 1:		East	
	Initial Di	rection of Travel 2:		East	
	Initial Im	pact Type:		Rear end	
		cation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:	•		Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	V
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Exist	
	Road 1	-		Asphalt	
	Road 1	Surface Condition:		Dry	
	Road 2	Alignment:		Straight on level	
		Character:		Undivided - one-wa	V
	Road 2	Condition:		Good	,
	Road 2	Pavement Markings:		Exist	
	Road 2	-		Asphalt	
	Road 2	Surface Condition:		Dry	
	Road Ju	risdiction:		County or district	
	Sequen	ce of Events 1:		Other motor vehicle	
		ce of Events 4:		Other motor vehicle	
	Thru Laı			1	
	Traffic C	ontrol:		Traffic signal	
	Traffic C	control Condition:		Not functioning	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		None	
		1 Manoeuver:		Going ahead	
	Vehicle			Pick-up truck	
		2 Condition:		No apparent defect	
		2 Damage:		Light	
		2 Manoeuver:		Stopped	
	Vehicle :	2 Type:		Automobile	
Acciden	nt ID:	01-00369 100m east of Highway 12	Date & Time:	September 3, 201	0 1:10 pm
		t Location:		Non intersection	
		at Driver 1 Action:		Other	
		at Driver 2 Action:		Driving properly	
	Driver 1			19	
		Condition:		Normal	
	Driver 1			Female	
	2701 1			· Silialo	

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'o
Notes:	100m east of Highway 12				
Driver	2 Age:		43		
Driver	2 Condition:		Normal		
Driver	2 Sex:		Male		
Enviro	nment Condition 1:		Rain		
Enviro	nment Condition 2:		Strong wind		
Impac	t Location:		Thru lane		
Initial I	Direction of Travel 1:		East		
Initial I	Direction of Travel 2:		East		
Initial I	mpact Type:		Rear end		
Initial I	Location of Vehicle 1 Damage or Area of Impact:		Front centre		
Initial I	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		
Seque	nce of Events 1:		Other motor vehicle		
Seque	nce of Events 4:		Other motor vehicle		
Thru L	ane No.:		1		
Traffic	Control:		Traffic signal		
Traffic	Control Condition:		Functioning		
Vehicle	e 1 Condition:		No apparent defect		
Vehicle	e 1 Damage:		Light		
Vehicle	e 1 Manoeuver:		Slowing or stopping		
Vehicle	e 1 Type:		Automobile		
Vehicle	e 2 Condition:		No apparent defect		
Vehicle	e 2 Damage:		Light		
Vehicle	e 2 Manoeuver:		Stopped		
Vehicle	e 2 Type:		Automobile		

MIDBLOCK ID: 5893 MUNICIPALITY: Oro-Medonte

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

Accident	t ID: 02-0762	Date & Time:	July 8, 2002 7:45 pm
	A soldont I sostion.		Now interpreting
	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
	Malatala A. Tomas		
	Vehicle 1 Type:		Truck - dump
Accident		Date & Time:	Truck - dump September 17, 2005 1:30 am
Accident Notes:		Date & Time:	
Accident Notes:	t ID: 05-1003dd	Date & Time:	September 17, 2005 1:30 am
Accident Notes:	t ID: 05-1003dd Accident Location: Classification of Accident:	Date & Time:	September 17, 2005 1:30 am Non intersection
Accident Notes:	t ID: 05-1003dd Accident Location:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only
Accident Notes:	t ID: 05-1003dd Accident Location: Classification of Accident: Driver 1 Age:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Dry
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Left centre
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Left centre Ran off road
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Left centre Ran off road Tree, shrub, stump
Accident Notes:	Accident Location: Classification of Accident: Driver 1 Age: Driver 1 Sex: Environment Condition 1: Fixed Object Offset 2: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1:	Date & Time:	September 17, 2005 1:30 am Non intersection P.D. only 46 Female Clear Right of Roadway - Greater than 9.0m Off highway West SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Left centre Ran off road

MIDBLOCK ID: 5893 MUNICIPALITY: Oro-Medonte

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

Acciden	t ID:	05-1003dd	Date & Time:	September 17, 2005	1:30 am	cont'd
Notes:						
		1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Pick-up truck		
Acciden Notes:	t ID:	05-1426	Date & Time:	December 23, 2005	10:55 am	
		nt Location:		At/near private drive		
		nt Driver 1 Action:		Failed to yield right-of-	way	
		nt Driver 2 Action:		Driving properly		
	Classifi	cation of Accident:		Non-fatal injury		
	Driver 1	I Age:		16		
	Driver 1	Condition:		Normal		
	Driver 1	l Injury:		None		
	Driver 1	1 Sex:		Male		
	Driver 2	2 Age:		29		
	Driver 2	2 Condition:		Normal		
	Driver 2	2 Injury:		Minimal		
	Driver 2	2 Sex:		Female		
	Enviror	ment Condition 1:		Rain		
	Impact	Location:		Thru lane		
	Initial D	rirection of Travel 1:		South		
	Initial D	rirection of Travel 2:		East		
	Initial Ir	npact Type:		Angle (t-bone)		
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Right rear		
	Initial L	ocation 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 J	urisdiction:		Township		
	Sequer	nce of Events 1:		Other motor vehicle		
	Sequer	nce of Events 4:		Other motor vehicle		
	Thru La	ane No.:		1		
	Traffic (Control:		Stop sign		
	Traffic (Control Condition:		Functioning		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
		2 Condition:		No apparent defect		
	Vehicle	2 Damage:		Severe		
		2 Manoeuver:		Going ahead		
	Vehicle	2 Type:		Automobile		
Acciden Notes:	t ID:	05-1437	Date & Time:	December 25, 2005	6:30 pm	
	Accider	nt Location:		At/near private drive		
	Appare	nt 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: (Notes:	05-1437	Date & Time:	December 25, 2005	6:30 pm	cont'd
Apparent	Driver 2 Action:		Driving properly		
Classifica	ation of Accident:		Non-fatal injury		
Driver 1 A	Age:		41		
Driver 1 (Condition:		Normal		
Driver 1 I	njury:		None		
Driver 1 S	Sex:		Male		
Driver 2	√ge:		66		
Driver 2 (Condition:		Normal		
Driver 2 I	njury:		Minimal		
Driver 2 S	Sex:		Male		
Environm	ent Condition 1:		Rain		
Impact Lo	ocation:		Thru lane		
Initial Dire	ection of Travel 1:		North		
Initial Dire	ection of Travel 2:		East		
Initial Imp	pact Type:		Angle (t-bone)		
Initial Loc	cation of Vehicle 1 Damage or Area of Impact:		Left rear		
Initial Loc	cation of Vehicle 2 Damage or Area of Impact:		Left front corner		
Light:			Dark		
Road 1 A	lignment:		Straight on hill		
Road 1 C	character:		Undivided - two-way		
Road 1 C	Condition:		Good		
Road 1 P	avement Markings:		Exist		
Road 1 S	urface:		Asphalt		
Road 1 S	surface Condition:		Wet		
Road Jur	isdiction:		Township		
Sequence	e of Events 1:		Other motor vehicle		
Sequence	e of Events 4:		Other motor vehicle		
Thru Lan	e No.:		1		
Traffic Co	ontrol:		Stop sign		
Traffic Co	ontrol Condition:		Functioning		
Vehicle 1	Condition:		No apparent defect		
Vehicle 1	Damage:		Severe		
Vehicle 1	Manoeuver:		Turning left		
Vehicle 1	Type:		Automobile		
	Condition:		No apparent defect		
Vehicle 2	Damage:		Severe		
	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

Acciden	i t ID: 03-	1283 or	Date & Time:	November 2, 2003 3:20 am
Notes.				New interception
	Accident Loc			Non intersection
		iver 1 Action:		Driving properly
		n of Accident:		P.D. only
	Driver 1 Age			32
	Driver 1 Cor			Normal
	Driver 1 Sex			Male
		t Condition 1:		Rain
	Impact Loca			Thru lane
		on of Travel 1:		East
	Initial Impact	t Type:		SMV - fixed object or unattended vehicle
	Light:			Dark
	Road 1 Align			Straight on hill
	Road 1 Cha			Undivided - two-way
	Road 1 Con			Good
		ement Markings:		Exist
	Road 1 Surfa			Asphalt
		ace Condition:		Wet
	Road Jurisdi			County or district
	Sequence of			Animal - wild
	Traffic Contr			No control
	Vehicle 1 Co			No apparent defect
	Vehicle 1 Ma			Going ahead
	Vehicle 1 Ty	pe:		Automobile, station wagon
Acciden Notes:		0736 Fell Asleep	Date & Time:	July 12, 2004 4:53 am
	Accident Loc	cation:		Non intersection
	Apparent Dr	iver 1 Action:		Improper turn
	Classification	n of Accident:		P.D. only
				P.D. only 23
	Classification Driver 1 Age Driver 1 Sex	r:		
	Driver 1 Age Driver 1 Sex	e: C		23
	Driver 1 Age Driver 1 Sex Environment	e: :: t Condition 1:		23 Male Clear
	Driver 1 Age Driver 1 Sex Environment Impact Loca	e: :: t Condition 1: tion:		23 Male
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi	e: :: t Condition 1: tion: on of Travel 1:		23 Male Clear Not on roadway - right side East
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact	e: :: t Condition 1: tion: on of Travel 1: t Type:		23 Male Clear Not on roadway - right side East SMV - Other
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location	e: :: t Condition 1: tion: on of Travel 1:		23 Male Clear Not on roadway - right side East
	Driver 1 Age Driver 1 Sex Environment Impact Local Initial Directi Initial Impact Initial Location Light:	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact:		23 Male Clear Not on roadway - right side East SMV - Other Front complete Dawn
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Char	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: nment: racter:		23 Male Clear Not on roadway - right side East SMV - Other Front complete Dawn
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Control	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good
	Driver 1 Age Driver 1 Sex Environment Impact Local Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Char Road 1 Pave	e: tt Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Locati Light: Road 1 Aligr Road 1 Cont Road 1 Pave Road 1 Surf	e: tt Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Locati Light: Road 1 Align Road 1 Cone Road 1 Pave Road 1 Surfa Road 1 Surfa	e: tt Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Cone Road 1 Pave Road 1 Surfa Road 1 Surfa Road Jurisd	e: tt Condition 1: tion: on of Travel 1: tt Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Cone Road 1 Pave Road 1 Surfi Road 1 Surfi Road Jurisdi Secondary L	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: .ocation of Vehicle 1 Damage or Area of Impact		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Locatio Light: Road 1 Aligr Road 1 Con Road 1 Pave Road 1 Surf Road 1 Surf Road Jurisd Secondary L Sequence of	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: .ocation of Vehicle 1 Damage or Area of Impact		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top Ran off road
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Light: Road 1 Align Road 1 Char Road 1 Cont Road 1 Surfa Road 1 Surfa Road Jurisd Secondary L Sequence of Sequence of	e: t: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: .ocation of Vehicle 1 Damage or Area of Impact f Events 1: f Events 2:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top Ran off road Rollover
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Locati Light: Road 1 Align Road 1 Con Road 1 Surfa Road 1 Surfa Road Jurisd Secondary L Sequence of Sequence of Sequence of	e: t Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: cocation of Vehicle 1 Damage or Area of Impact f Events 1: f Events 2: f Events 3:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top Ran off road Rollover Ditch
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Cone Road 1 Surfa Road 1 Surfa Road Jurisd Secondary L Sequence of Sequence of Traffic Contr	e: tt Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: cocation of Vehicle 1 Damage or Area of Impact f Events 1: f Events 2: f Events 3: ol:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top Ran off road Rollover Ditch No control
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Cone Road 1 Surfa Road 1 Surfa Road Jurisdi Secondary L Sequence of Sequence of Traffic Contr	e: tt Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: .ocation of Vehicle 1 Damage or Area of Impact f Events 1: f Events 3: ool: ondition:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top Ran off road Rollover Ditch No control Defect
	Driver 1 Age Driver 1 Sex Environment Impact Loca Initial Directi Initial Impact Initial Location Light: Road 1 Align Road 1 Cone Road 1 Surfa Road 1 Surfa Road Jurisd Secondary L Sequence of Sequence of Traffic Contr	e: tt Condition 1: tion: on of Travel 1: t Type: on of Vehicle 1 Damage or Area of Impact: mment: racter: dition: ement Markings: ace: ace Condition: iction: .ocation of Vehicle 1 Damage or Area of Impact f Events 1: f Events 2: f Events 3: ol: ondition: amage:		Male Clear Not on roadway - right side East SMV - Other Front complete Dawn Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Top Ran off road Rollover Ditch No control

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

Vehicle 1 Type: 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: 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 Asphalt Road 1 Surface: Road 1 Surface Condition: Dry Road Jurisdiction: County or district Other motor vehicle Sequence of Events 1: Other motor vehicle Sequence of Events 4: Thru Lane No.: 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:

Apparent Driver 1 Action:

Apparent Driver 2 Action:

Classification of Accident:

Driver 1 Age:

Driver 1 Condition:

Non intersection

Improper passing

Driving properly

P.D. only

18

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: Notes:	06-0762 @638	Date & Time:	July 17, 2006 3:27 pm	cont'd
Drive	er 2 Age:		67	
Drive	er 2 Condition:		Normal	
Drive	er 2 Sex:		Female	
Envir	ronment Condition 1:		Clear	
Impa	ct 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	I 1 Alignment:		Straight on level	
Road	I 1 Character:		Undivided - two-way	
Road	1 1 Condition:		Good	
Road	1 1 Pavement Markings:		Exist	
Road	I 1 Surface:		Asphalt	
Road	1 1 Surface Condition:		Dry	
Road	Jurisdiction:		County or district	
Traffi	c Control:		No control	
Vehic	cle 1 Condition:		No apparent defect	
Vehic	cle 1 Type:		Automobile	
Vehic	cle 2 Condition:		No apparent defect	
Vehic	cle 2 Type:		Automobile	

MIDBLOCK ID: 5686 MUNICIPALITY: Oro-Medonte

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

Accident ID: Notes:	02-1192	Date & Time:	November 7, 2002 8:39 am
Accide	ent Location:		Non intersection
Appare	ent Driver 1 Action:		Driving properly
Classi	fication of Accident:		P.D. only
Driver	1 Age:		124
Driver	1 Condition:		Normal
Driver	1 Sex:		Male
Enviro	nment Condition 1:		Clear
Impac	t Location:		Thru lane
Initial I	Direction of Travel 1:		East
Initial I	mpact 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
Seque	nce of Events 1:		Animal - wild
Vehicle	e 1 Condition:		No apparent defect
Vehicle	e 1 Manoeuver:		Going ahead
Vehicle	e 1 Type:		Pick-up truck

MIDBLOCK ID: 5639 MUNICIPALITY: Oro-Medonte

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

Accident Notes:	ID: 02-111	Date & Time:	October 19, 2002 5:40 pm
A	Accident Location:		At intersection
A	Apparent Driver 1 Action:		Speed too fast for condition
A	Apparent Driver 2 Action:		Driving properly
(Classification of Accident:		P.D. only
[Oriver 1 Age:		51
[Oriver 1 Condition:		Normal
[Oriver 1 Sex:		Male
[Oriver 2 Age:		27
[Oriver 2 Condition:		Normal
[Oriver 2 Sex:		Male
E	Environment Condition 1:		Rain
Į	mpact Location:		Thru lane
ı	nitial Direction of Travel 1:		North
I	nitial Direction of Travel 2:		North
ı	nitial Impact Type:		Rear end
	_ight:		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 Automobile station wagen
	Vehicle 2 Type:		Automobile, station wagon
Accident Notes:	ID: 02-1137	Date & Time:	October 31, 2002 9:45 pm
A	Accident Location:		Non intersection
A	Apparent Driver 1 Action:		Driving properly
(Classification of Accident:		P.D. only
[Oriver 1 Condition:		Normal
	Oriver 1 Sex:		Female
E	Environment Condition 1:		Snow
	mpact Location:		Thru lane
	nitial Direction of Travel 1:		West
	nitial Impact Type:		SMV - fixed object or unattended vehicle
	_ight:		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
ı	Road 1 Surface Condition:		Loose snow

Road Jurisdiction: Sequence of Events 1: Animal - wild Traffic Control: No control No control No control No apparent defect Controle 1 Type: Passenger van (SUV) Accident ID: 03-1214 Notes: Deer Accident ID: 03-1214 Notes: Deer Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Action of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Dark Road 1 Alignment: Road 1 Condition: Classification: Road 1 Condition: Classification of Topic II Road 1 Surface: Road I Su
Traffic Control: Vehicle 1 Condition: 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: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Accident Location: Normal Driver 1 Age: Ade Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Uyest Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road I Surface: Road
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 Non intersection 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 Impact Location: Thru lane Initial Impact Type: SMV - fixed object or unattended vehicle Light: Dark Road 1 Character: Undivided - two-way Road 1 Character: Undivided - two-way Road 2 Surface: Asphalt Road 3 Surface: Asphalt Road 4 Surface Condition: Dry Road 3 Surface Condition: Ocury or district
Vehicle 1 Manoeuver:
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 Impact Location: Thru lane Initial Direction of Travel 1: Vest 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 Character: Undivided - two-way Road 1 Pavement Markings: Exist Road 1 Surface Condition: Good Road 2 Surface Condition: Outpack Road 3 Jurisdiccion: Dry Road 3 Jurisdiccion: County or district Sequence of Events 1: Animal - wild Sequence of Events 2: Rollover Sequence of Events 3: Ditch Traffic Control
Notes: Deer Accident Location: Non intersection Apparent Driver 1 Action: Driving property 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 2 Character: Undivided - two-way Road 1 Condition: Good Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road 3 Jurisdiction: County or district Sequence of Events 1: Animal - wild Sequence of Events 2: Rollover Sequence of Events 2: Rollover Sequence of Events 3: Ditch Traffic Control: No apparent defect Vehicle 1 Manoeuver: Going ahead Vehicl
Notes: Deer Accident Location: Non intersection Apparent Driver 1 Action: Driving property 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 2 Character: Undivided - two-way Road 1 Condition: Good Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road 3 Jurisdiction: County or district Sequence of Events 1: Animal - wild Sequence of Events 2: Rollover Sequence of Events 2: Rollover Sequence of Events 3: Ditch Traffic Control: No apparent defect Vehicle 1 Manoeuver: Going ahead Vehicl
Apparent Driver 1 Action:
Classification of Accident: P.D. only
Driver 1 Age:
Driver 1 Condition: Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West Initial Impact Type: Uight: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: Road Uight: Road Uigh
Driver 1 Sex:
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: Asphalt Road 1 Surface Condition: Dry Road J Surface Condition: Dry Road J Surface of Events 1: Animal - wild Sequence of Events 2: Rollover Sequence of Events 3: Ditch Traffic Control: No control Vehicle 1 Condition: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: 05-1278 Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
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: Asphalt Road 1 Surface Condition: Dry Road Jurface Condition: 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
Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road J Surface Of Events 1: Sequence of Events 1: Sequence of Events 3: Traffic Control: Vehicle 1 Condition: Vehicle 1 Type: Accident ID: O5-1278 Notes: Accident Location: Apparent Driver 1 Action: Classification of Accident: Non intersection Light: SMV - fixed object or unattended vehicle Strad object or unattended vehicle Strady object or unattended vehicle Strady on hill Straight on hill Classification of Accident: Straigh on hill Straigh on hil
Initial Impact Type: Light: Dark Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road 1 Surface Condition: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Traffic Control: Vehicle 1 Condition: No apparent defect Vehicle 1 Type: Accident ID: O5-1278 Aparent Driver 1 Action: Apparent Driver 1 Action: Classification of Accident: Conditivided - two-way Undivided
Light: Straight on hill Road 1 Alignment: Straight on hill Road 1 Character: Undivided - two-way Road 1 Pavement Markings: Exist 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 Type: Automobile, station wagon Accident ID: 05-1278 Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road Jurisdiction: County or district Sequence of Events 1: Animal - wild Sequence of Events 2: Roal Sequence of Events 3: Ditch Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Type: Automobile, station wagon Accident ID: Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only
Road 1 Character: Road 1 Condition: Good Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction: Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Rollover Sequence of Events 3: Ditch Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Type: Accident ID: O5-1278 Notes: Animal Accident Location: Apparent Driver 1 Action: Classification of Accident: Pixist Good Good Aapparent Driver 1 Action: Classification of Accident: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident ID: Odo Asparent Driver 1 Action: Classification of Accident: Driver 1 Action: Classification of Accident: Odo Apparent Driver 1 Action: Classification of Accident: Driver 1 Action: Apparent Driver 1 Action: Classification of Accident: Driver 1 Action: Apparent Driver 1 Action: Appar
Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 3 Surface Condition: Road Jurisdiction: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface: Road 1 Surf
Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Ditch Traffic Control: Vehicle 1 Condition: Vehicle 1 Type: Accident ID: Accident Location: Apparent Driver 1 Action: Classification of Accident: Road 1 Surface: Asphalt Asphalt Dry County or district Animal - wild Rollover Rollover Rollover Rollover Rollover Rollover Sequence of Events 3: Ditch No control No apparent defect Going ahead Automobile, station wagon
Road 1 Surface: Road 1 Surface Condition: Dry Road Jurisdiction: County or district Sequence of Events 1: Sequence of Events 2: Rollover Sequence of Events 3: Ditch Traffic Control: Vehicle 1 Condition: Vehicle 1 Manoeuver: Outline 1 Type: Automobile, station wagon Accident ID: Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only
Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Traffic Control: Vehicle 1 Condition: Vehicle 1 Type: Accident ID: Accident Location: Apparent Driver 1 Action: Classification of Accident: Portugation: County or district County or district County or district County or district Animal - wild Rollover Rollover No control No control No control No apparent defect Going ahead Automobile, station wagon Automobile, station wagon Non intersection Lost control P.D. only
Road Jurisdiction: Sequence of Events 1: Animal - wild Sequence of Events 2: Sequence of Events 3: Ditch Traffic Control: No control Vehicle 1 Condition: Vehicle 1 Type: Accident ID: O5-1278 Notes: Animal Accident Location: Apparent Driver 1 Action: Classification of Accident: County or district Country or district Country or district Country or district Animal Animal Animal Notes: No apparent defect Going ahead Automobile, station wagon Non intersection Lost control Lost control P.D. only
Sequence of Events 1: 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: Notes: Animal Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only
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 Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
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 Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
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 Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
Traffic Control: Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Type: Accident ID: O5-1278 Notes: Animal Accident Location: Apparent Driver 1 Action: Classification of Accident: No control No apparent defect Going ahead Automobile, station wagon Lost control Apparent Driver 1 Action: Classification of Accident: P.D. only
Vehicle 1 Condition: No apparent defect Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: 05-1278 Notes: Animal Accident Location: Apparent Driver 1 Action: Classification of Accident: No apparent defect Going ahead Automobile, station wagon Automobile, station wagon Non intersection Lost control P.D. only P.D. only Accident Control P.D. only Accident Services Se
Vehicle 1 Manoeuver: Vehicle 1 Type: Accident ID: 05-1278 Notes: Animal Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only Going ahead Automobile, station wagon Automobile, station wagon Automobile, station wagon Animal Accident Location: Non intersection Lost control P.D. only
Vehicle 1 Type: Automobile, station wagon Accident ID: 05-1278 Date & Time: January 28, 2005 3:55 am Notes: Animal Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
Accident ID: 05-1278 Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
Notes: Animal Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only
Accident Location: Apparent Driver 1 Action: Classification of Accident: Non intersection Lost control P.D. only
Apparent Driver 1 Action: Classification of Accident: Lost control P.D. only
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:
Initial Impact Type: SMV - Other
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

Accident	t ID:	05-1278	Date & Time:	January 28, 2005 3	3:55 am cont'd
Notes:		Animal			
	Light:	• 11		Dark	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		urisdiction:		County or district	
		nce of Events 1:		Animal - wild	
		nce of Events 2:		Steel guide rail	
		nce of Events 3:		Steel guide rail	
	Traffic (No control	
		1 Condition:		No apparent defect	
		1 Damage:		Moderate	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Accident	t ID:	05-0830	Date & Time:	July 27, 2005 6:00	pm
Notes:		deer			
		nt Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			33	
		Condition:		Normal	
	Driver 1			Female	
		ment Condition 1:		Rain	
		Location:		Thru lane	
		irection of Travel 1:		East	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	
	Light:			Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		urisdiction:		County or district	
		nce of Events 1:		Animal - wild	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Damage:		Severe	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Passenger van (SUV)	
Accident	t ID:	1B00-05-1278	Date & Time:	November 28, 2005	3:55 pm
Notes:		lost control			
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	Age:		38	

Accident Notes:		1B00-05-1278 lost control	Date & Time:	November 28, 2005	3:55 pm	cont'd
		Condition:		Normal		
	Driver 1			None		
	Driver 1	• •		Female		
		ment Condition 1:		Clear		
					a than 2 1m	
		bject Offset 2:		Right of Roadway - Les		
		bject Offset 3:		Left of Roadway - Less		
		Location:		Not on roadway - right :	side	
		rection of Travel 1:		East		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner		
	Light:			Dark		
		Alignment:		Straight on level		
ļ	Road 1	Character:		Undivided - two-way		
	Road 1	Condition:		Good		
ļ	Road 1	Pavement Markings:		Exist		
	Road 1	Surface:		Asphalt		
ľ	Road 1	Surface Condition:		Wet		
	Road Ju	risdiction:		County or district		
	Second	ary Location of Vehicle 1 Damage or Area of Impac	t:	Right rear		
		ce of Events 1:		Animal - wild		
		ce of Events 2:		Steel guide rail		
		ce of Events 3:		Steel guide rail		
	Traffic C			No control		
		1 Condition:		No apparent defect		
,	Vehicle	1 Damage:		Moderate		
,	Vehicle	1 Damage: 1 Manoeuver:				
,	Vehicle Vehicle Vehicle	1 Damage: 1 Manoeuver:	Date & Time:	Moderate Going ahead	am	
,	Vehicle Vehicle Vehicle	1 Damage: 1 Manoeuver: 1 Type:	Date & Time:	Moderate Going ahead Automobile	am	
Accident Notes:	Vehicle Vehicle Vehicle	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer	Date & Time:	Moderate Going ahead Automobile	am	
Accident	Vehicle Vehicle Vehicle t ID:	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: nt Driver 1 Action:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only	am	
Accident Notes:	Vehicle Vehicle Vehicle ID: Acciden Apparer Classific Driver 1	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: nt Driver 1 Action: cation of Accident: Condition: Age:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: nt Driver 1 Action: cation of Accident: Condition: Age: Sex:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane	am	
Accident Notes:	Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial Di	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial Di Initial Im	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial In Initial Lo	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial In Initial Lc Light:	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: acation of Vehicle 1 Damage or Area of Impact:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial In Initial Lc Light:	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete	am	
Accident Notes:	Vehicle Vehicle Vehicle It ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial Di Initial In Initial Lo Light: Road 1 Road 1	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: cocation of Vehicle 1 Damage or Area of Impact: Character:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight	am	
Accident Notes:	Vehicle Vehicle Vehicle It ID: Acciden Apparer Classific Driver 1 Driver 2 Driver 2 Environ Impact I Initial Di Initial In Initial Lo Light: Road 1 Road 1	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: It Driver 1 Action: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight Straight on hill	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Environ Impact I Initial Im Initial Ic Light: Road 1 Road 1	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: cocation of Vehicle 1 Damage or Area of Impact: Character:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight Straight on hill Divided - no barrier	am	
Accident Notes:	Vehicle Vehicle Vehicle t ID: Acciden Apparer Classific Driver 1 Driver 2 Environ Impact I Initial In Initial Ir Initial LC Light: Road 1 Road 1 Road 1	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: cocation: rection of Travel 1: apact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight Straight on hill Divided - no barrier Good	am	
Accident Notes:	Vehicle Vehicle Vehicle Vehicle Initial Initia	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight Straight on hill Divided - no barrier Good Exist Asphalt	am	
Accident Notes:	Vehicle Vehicle Vehicle Initial Di Initial Initial Lo Light: Road 1	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight Straight on hill Divided - no barrier Good Exist Asphalt Dry	am	
Accident Notes:	Vehicle Vehicle Vehicle Initial Di Vehicle Veh	1 Damage: 1 Manoeuver: 1 Type: 08-20166 Deer t Location: at Driver 1 Action: cation of Accident: Condition: Age: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: acation of Vehicle 1 Damage or Area of Impact: Character: Condition: Pavement Markings: Surface:	Date & Time:	Moderate Going ahead Automobile June 19, 2008 6:00 Non intersection Driving properly P.D. only Normal 55 Male Clear Thru lane East SMV - Other Right side complete Daylight Straight on hill Divided - no barrier Good Exist Asphalt	am	

Acciden	t ID:	08-20166	Date & Time:	June 19, 2008 6:00 am	cont'd
Notes:		Deer			
		Control:		No control	
		1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Motorcycle	
Acciden	t ID:	08-20214	Date & Time:	August 7, 2008 9:45 am	
Notes:		Bear			
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
	Classifi	cation of Accident:		P.D. only	
	Driver '	Age:		34	
	Driver '	Condition:		Normal	
	Driver 1	Sex:		Female	
	Enviror	ment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		East	
	Initial Ir	npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner	
	Light:	, , , , , , , , , , , , , , , , , , ,		Daylight	
	_	Alignment:		Straight on level	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Dry	
		urisdiction:		County or district	
	Seguer	nce of Events 1:		Animal - wild	
		ne No.:		1	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Damage:		Light	
		1 Manoeuver:		Going ahead	
		1 Type:		Automobile	
	VOITIOIC	T Type.		Automobile	
Acciden Notes:	t ID:	09-00022	Date & Time:	January 4, 2009 3:45 pm	
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver '	I Age:		19	
		Condition:		Normal	
	Driver '	Sex:		Female	
		ment Condition 1:		Freezing rain	
		Location:		Not on roadway - right side	
		irection of Travel 1:		East	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left side complete	
	Light:	coalion of verificion i Balliage of Area of Impact.		Daylight	
	-	Alignment:		Straight on level	
		Character:		Undivided - two-way	
	Noau I	Character.		Sharvided - two-way	

Accident ID: Notes:	09-00022	Date & Time:	January 4, 2009	3:45 pm	cont'd
Road 1	Condition:		Good		
Road 1	Pavement Markings:		Obscured		
Road 1	Surface:		Asphalt		
Road 1	Surface Condition:		Packed snow		
Road J	urisdiction:		County or district		
Second	dary Location of Vehicle 1 Damage or Area of Impact		Тор		
Sequer	nce of Events 1:		Skidding/sliding		
Sequer	nce of Events 2:		Snowbank/drift		
Sequer	nce of Events 3:		Rollover		
Vehicle	1 Condition:		No apparent defec	t	
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

Acciden	nt ID:	01-0012	Date & Time:	January 3, 2001 6:00 pm
Notes:		Rolled Over into Pond		
	Accide	nt Location:		Non intersection
	Appare	nt Driver 1 Action:		Lost control
	Classifi	cation of Accident:		Non-reportable
	Driver '	1 Age:		37
	Driver '	1 Condition:		Normal
	Driver '	1 Injury:		Minimal
	Driver '	1 Sex:		Female
	Enviror	ment Condition 1:		Clear
	Enviror	ment Condition 2:		Snow
	Impact	Location:		Not on roadway - right side
	Initial D	irection of Travel 1:		South
	Initial Ir	npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre
	Light:			Dark
	-	Alignment:		Straight on level
		Character:		Undivided - two-way
	Road 1	Condition:		Poor
		Pavement Markings:		Obscured
		Surface:		Asphalt
	Road 1	Surface Condition:		Packed snow
		urisdiction:		County or district
		lary Location of Vehicle 1 Damage or Area of Impact	•	Back complete
		nce of Events 2:		Ran off road
		nce of Events 3:		Water course
	Traffic			No control
		1 Condition:		No apparent defect
		1 Damage:		None
		1 Manoeuver:		Going ahead
		1 Type:		Passenger van (SUV)
	10111010	1 1,500.		Tabbonger van (COV)
Acciden Notes:	nt ID:	01-0285	Date & Time:	February 23, 2001 8:40 am
	Accide	nt Location:		Non intersection
	Appare	nt Driver 1 Action:		Speed too fast for condition
	Classifi	cation of Accident:		P.D. only
	Driver 1	I Age:		32
	Driver '	Condition:		Normal
	Driver 1	I Sex:		Female
	Enviror	ment Condition 1:		Snow
	Impact	Location:		Not on roadway - right side
	•	irection of Travel 1:		East
	Initial Ir	npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Left side complete
	Light:			Daylight
	-	Alignment:		Straight on hill
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Obscured
		Surface:		Asphalt
		Surface Condition:		Slush
		urisdiction:		County or district
		nce of Events 2:		Rollover
	- 54001			

MIDBLOCK ID: 4971 MUNICIPALITY: Oro-Medonte

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

Accident Notes:	t ID:	01-0285	Date & Time:	February 23, 2001 8:40	o am cont'o
	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	t ID:	01-0377d	Date & Time:	March 9, 2001 11:10 pn	n
	Accider	nt Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		nt Driver 2 Action:		Speed too fast for condition	n
		cation of Accident:		Non-fatal injury	
	Driver 1			34	
		I Condition:		Normal	
	Driver 1			None	
	Driver 1			Male	
	Driver 2			44	
		2 Condition:		Normal	
	Driver 2			Minimal	
	Driver 2			Female	
		ment Condition 1:		Snow	
		Location:		Thru lane	
		virection of Travel 1:		East	
		virection of Travel 2:		West	
		npact Type:		Approaching (head on)	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front	
		ocation of Vehicle 2 Damage or Area of Impact:		Left front corner	
	Light:	ocation of vehicle 2 Damage of Area of Impact.		Dark	
	-	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Poor	
		Pavement Markings:		Obscured	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
		urisdiction:		County or district	
		nce of Events 1:		Other motor vehicle	
		nce of Events 4:		Other motor vehicle	
		ane No.:		1	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Damage:		Demolished	
		1 Manoeuver:		Going ahead	
		1 Type:		Pick-up truck	
		2 Condition:		No apparent defect	
		2 Damage:		Severe	
		2 Manoeuver:		Going ahead	
	Vehicle	2 Type:		Automobile	

Accident Location: Non intersection

MIDBLOCK ID: 4971 MUNICIPALITY: Oro-Medonte

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

Accident ID: Notes:	11-00475d	Date & Time: November 6, 2011 9:35 pm conf
App	arent Driver 1 Action:	Driving properly
Clas	ssification of Accident:	P.D. only
Driv	er 1 Age:	48
Driv	er 1 Condition:	Normal
Driv	er 1 Sex:	Female
Envi	ironment Condition 1:	Clear
Impa	act Location:	Thru lane
Initia	al Direction of Travel 1:	West
Initia	al Impact Type:	SMV - Other
Initia	al Location of Vehicle 1 Damage or Area of Impact:	Right side complete
Ligh	ıt:	Dark
Roa	d 1 Alignment:	Straight on hill
Roa	d 1 Character:	Undivided - two-way
Roa	d 1 Condition:	Good
Roa	d 1 Pavement Markings:	Exist
Roa	d 1 Surface:	Asphalt
Roa	d 1 Surface Condition:	Dry
Roa	d Jurisdiction:	County or district
Seq	uence of Events 1:	Animal - wild
Thru	ı Lane No.:	1
Traff	fic Control:	No control
Vehi	icle 1 Condition:	No apparent defect
Vehi	icle 1 Damage:	Moderate
Vehi	icle 1 Manoeuver:	Going ahead
Vehi	icle 1 Type:	Automobile

	01-0531	Date & Time:	April 28, 2001 6:30 pm
	nt Location:		Non intersection
	nt Driver 1 Action:		Lost control
	cation of Accident:		P.D. only
Driver :	I Age:		154
	Condition:		Normal
Driver :			Male
	ment Condition 1:		Snow
Impact	Location:		Off highway
Initial D	rirection of Travel 1:		East
Initial Ir	mpact 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
	Surface:		Asphalt
Road 1	Surface Condition:		Slush
Road J	urisdiction:		County or district
Sequer	nce of Events 2:		Ran off road
	Control:		No control
Vehicle	1 Condition:		No apparent defect
	1 Manoeuver:		Going ahead
	1 Type:		Automobile, station wagon
otes: Accide	nt Location:		Non intersection
Annare			
Appaie	nt Driver 1 Action:		Driving properly
	nt Driver 1 Action: cation of Accident:		Driving properly P.D. only
Classifi	cation of Accident:		
Classifi Driver	cation of Accident:		P.D. only
Classifi Driver	cation of Accident: I Age: I Condition:		P.D. only 156
Classifi Driver Driver Driver	cation of Accident: I Age: I Condition:		P.D. only 156 Normal
Classifi Driver Driver Driver Enviror	cation of Accident: I Age: I Condition: I Sex:		P.D. only 156 Normal Male
Classifi Driver Driver Driver Enviror Impact	cation of Accident: I Age: I Condition: I Sex: Iment Condition 1:		P.D. only 156 Normal Male Clear
Classifi Driver Driver Driver Enviror Impact Initial D	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Virection of Travel 1:		P.D. only 156 Normal Male Clear Thru lane
Classifi Driver Driver Driver Enviror Impact Initial I	cation of Accident: I Age: I Condition: I Sex: Iment Condition 1: Location:		P.D. only 156 Normal Male Clear Thru lane West
Classifi Driver Driver Driver Enviror Impact Initial I Light:	cation of Accident: I Age: I Condition: I Sex: Inment Condition 1: Location: Direction of Travel 1: Inpact Type:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark
Classifi Driver Driver Driver Enviror Impact Initial Ir Light: Road 1	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Virection of Travel 1:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill
Classifi Driver Driver Enviror Impact Initial Ir Light: Road 1	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Irrection of Travel 1: Impact Type: Alignment:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark
Classifi Driver Driver Enviror Impact Initial I Light: Road 1 Road 1	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Irrection of Travel 1: Inpact Type: Alignment: Character: Condition:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way
Classifi Driver Driver Enviror Impact Initial Ir Light: Road 1 Road 1 Road 1	cation of Accident: I Age: I Condition: I Sex: Inment Condition 1: Location: Irrection of Travel 1: Inpact Type: Alignment: Character: Condition: Pavement Markings:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist
Classifi Driver Driver Enviror Impact Initial I Initial I Road 1 Road 1 Road 1 Road 1	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Irrection of Travel 1: Inpact Type: Alignment: Character: Condition:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good
Classifi Driver Driver Enviror Impact Initial Ir Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	cation of Accident: I Age: I Condition: I Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet
Classifi Driver Driver Enviror Impact Initial Ir Light: Road 1	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Irrection of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt
Classiff Driver Driver Enviror Impact Initial Ir Light: Road 1	cation of Accident: I Age: I Condition: I Sex: Imment Condition 1: Location: Irrection of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: Ince of Events 1:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Animal - wild
Classifi Driver of Driver	cation of Accident: I Age: I Condition: I Sex: Iment Condition 1: Location: Irrection of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: Ince of Events 1: Control:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Animal - wild No control
Classiff Driver Driver Enviror Impact Initial In Light: Road 1	cation of Accident: I Age: I Condition: I Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Urisdiction: Ince of Events 1: Control: 1 Condition:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Animal - wild No control No apparent defect
Classifi Driver Driver Driver Enviror Impact Initial In Light: Road 1 Road J Sequer Traffic Vehicle	cation of Accident: I Age: I Condition: I Sex: Inment Condition 1: Location: Injection of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Injection: Inj		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Animal - wild No control No apparent defect Going ahead
Classifi Driver Driver Driver Enviror Impact Initial In Light: Road 1 Road J Sequer Traffic Vehicle	cation of Accident: I Age: I Condition: I Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Urisdiction: Ince of Events 1: Control: 1 Condition:		P.D. only 156 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Animal - wild No control No apparent defect

Accident Notes:	t ID:	04-0492 Horse	Date & Time:	March 31, 2004 10:10 pm	cont'd
	A = =!=!==			Neglintage estima	
		nt Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			23 Normal	
	Driver 1	Condition:		Normal	
				Male	
		ment Condition 1:		Clear	
	•	Location:		Within intersection	
		irection of Travel 1:		West	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	
	Light:			Dark	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
	Road 1	Surface:		Asphalt	
		Surface Condition:		Dry	
	Road J	urisdiction:		County or district	
	Second	ary Location of Vehicle 1 Damage or Area of Impact		Front centre	
	Sequer	ice of Events 1:		Animal - domestic	
	Thru La	ine No.:		1	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Severe	
		· ·			
	Vehicle	1 Manoeuver:		Going ahead	
		-			
	Vehicle	1 Manoeuver:	Date & Time:	Going ahead	
	Vehicle	1 Manoeuver: 1 Type:	Date & Time:	Going ahead Automobile	
Accident	Vehicle	1 Manoeuver: 1 Type:	Date & Time:	Going ahead Automobile	
Accident	Vehicle t ID: Accider	1 Manoeuver: 1 Type: 06-0679	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am	
Accident Notes:	Vehicle t ID: Accider Appare	1 Manoeuver: 1 Type: 06-0679 nt Location:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related	
Accident Notes:	t ID: Accider Appare Appare	1 Manoeuver: 1 Type: 06-0679 It Location: Int Driver 1 Action:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing	
Accident Notes:	t ID: Accider Appare Appare	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Cation of Accident:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Cation of Accident:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition: Sex:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 1 Driver 2	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition: Sex:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 1 Driver 2	1 Manoeuver: 1 Type: 06-0679 at Location: at Driver 1 Action: at Driver 2 Action: cation of Accident: Age: Condition: Sex: 2 Age: 2 Condition:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Driver 2	1 Manoeuver: 1 Type: 06-0679 At Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 2 Action: Int Condition: Int Sex: Int Condition: Int Condit	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Environ	1 Manoeuver: 1 Type: 06-0679 at Location: at Driver 1 Action: at Driver 2 Action: cation of Accident: Age: Condition: Sex: 2 Age: 2 Condition:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 2 Driver 2 Environ Fixed C	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition: Sex: Age: Condition: Sex: Condition: Sex: Condition:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 2 Driver 2 Environ Fixed C Impact	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition: Sex: Age: Condition: Sex: Condition: Sex: Condition:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Driver 2 Environ Fixed C Impact Initial D	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition: Sex: 2 Age: 2 Condition: 2 Sex: Imment Condition 1: Diject Offset 2: Location: Interved 1 Action: Interved 1 Action: Interved 2 Action: Interved 3 Action: Interved 4 Action: Interved 4 Action: Interved 5 Action: Interved 6 Action: Interved 7 Action: Interved 7 Action: Interved 7 Action: Interved 8 Action: Interved 9 Action: I	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection West	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Environ Fixed C Impact Initial D	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Cation of Accident: Age: Condition: Sex: Age: Condition: Sex: Condition: Sex: Condition:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection West West	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Environ Fixed C Impact Initial D Initial In	1 Manoeuver: 1 Type: 06-0679 at Location: ant Driver 1 Action: ant Driver 2 Action: cation of Accident: Age: Condition: Sex: 2 Age: Condition: 2 Sex: ment Condition 1: abject Offset 2: Location: irection of Travel 1: irection of Travel 2: appact Type:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection West West Sideswipe	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Environ Fixed C Impact Initial D Initial Ir Initial L	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 2 Action: Int Driver 2 Action: Int Driver 3 Action: Int Driver 4 Action: Int Driver 5 Action: Int Driver 6 Action: Int Driver 7 Action: Int Driver 8 Action: Int Driver 9 Action: Int Dr	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection West West Sideswipe Left centre	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Environ Fixed C Impact Initial D Initial Ir Initial L Initial L	1 Manoeuver: 1 Type: 06-0679 at Location: ant Driver 1 Action: ant Driver 2 Action: cation of Accident: Age: Condition: Sex: 2 Age: Condition: 2 Sex: ment Condition 1: abject Offset 2: Location: irection of Travel 1: irection of Travel 2: appact Type:	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection West West Sideswipe Left centre Right front corner	
Accident Notes:	Vehicle t ID: Accider Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Environ Fixed C Impact Initial D Initial Ir Initial L Light:	1 Manoeuver: 1 Type: 06-0679 Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 2 Action: Int Driver 2 Action: Int Driver 3 Action: Int Driver 4 Action: Int Driver 5 Action: Int Driver 6 Action: Int Driver 7 Action: Int Driver 8 Action: Int Driver 9 Action: Int Dr	Date & Time:	Going ahead Automobile June 16, 2006 7:10 am Intersection related Improper passing Driving properly P.D. only 37 Normal Male 21 Normal Female Clear Right of Roadway - 3.1m to 6.0m Within intersection West West Sideswipe Left centre	

Acciden Notes:	t ID:	06-0679	Date & Time:	June 16, 2006 7:10 am	cont'd
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Exist	
	Road 1	Surface:		Asphalt	
	Road 1	Surface Condition:		Loose snow	
	Road J	urisdiction:		Municipal (excl. Twp. Rd.)	
	Seque	nce of Events 1:		Other motor vehicle	
	Seque	nce of Events 2:		Ditch	
	Seque	nce 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	
A!-!	4 ID:	7.440	Data & Times	Fabruary 2, 2007, 0:20 are	
Acciden	t ID:	7-149	Date & Time:	February 3, 2007 9:30 am	
Notes:		Location of collision not stated			
		nt Location:		Other	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver			54	
		1 Condition:		Normal	
	Driver			Female	
		nment Condition 1:		Drifting snow	
		Location:		Thru lane	
		Direction of Travel 1:		West	
		mpact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner	
	Light:			Dark	
		rian 1 Action:		Pushing/working on vehicle	
		rian 1 Condition:		Normal	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Obscured	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
	Road 2	Surface Condition:		Loose snow	
	Road J	urisdiction:		County or district	
	Second	dary Location of Vehicle 1 Damage or Area of Impa	ict:	Right front	
		nce of Events 1:		Pedestrian	
		ane 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	

Acciden Notes:	t ID:	08-20286d	Date & Time:	October 8, 2008 12:30 pm
	Accider	nt Location:		Non intersection
	Appare	nt Driver 1 Action:		Speed too fast for condition
	Classifi	cation of Accident:		P.D. only
	Driver 1	I Age:		32
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Female
	Enviror	ment Condition 1:		Rain
	Impact	Location:		Not on roadway - right side
		irection of Travel 1:		East
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre
	Light:	boation of vollide i Balliage of 7 to a of impact.		Daylight
		Alignment:		Straight on hill
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Wet
		urisdiction:		County or district
		lary Location of Vehicle 1 Damage or Area of Impact:		Тор
		nce of Events 1:		Skidding/sliding
		nce of Events 2:		Ran off road
		nce of Events 3:		Ditch
	Traffic (Control:		No control
	Vehicle	1 Condition:		No apparent defect
	Vehicle	1 Damage:		Demolished
		1 Manoeuver:		Slowing or stopping
	Vehicle	2 Type:		Automobile
Acciden Notes:	t ID:	09-00005 Near 911#200	Date & Time:	December 31, 2008 5:42 pm
1101001	Accidor	nt Location:		Non intersection
				Lost control
		nt Driver 1 Action: cation of Accident:		
				P.D. only
	Driver			52
		Condition:		Inattentive
	Driver 1			Female
		ment Condition 1:		Clear
		Location:		Not on roadway - left side
		irection of Travel 1:		West
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Right front
	Light:			Dark
		Alignment:		Straight on hill
		Character:		Undivided - two-way
		Condition:		Good
	Road 1	Pavement Markings:		Exist
	Road 1	Surface:		Asphalt
	Road 1	Surface Condition:		Ice
	Road J	urisdiction:		County or district
	Second	lary Location of Vehicle 1 Damage or Area of Impact:		Left side complete

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

Accident Notes:	t ID:	09-00005 Near 911#200	Date & Time	: December 31, 2008	5:42 pm	cont'
	Seque	nce of Events 1:		Skidding/sliding		
	Seque	nce of Events 2:		Ran off road		
	Seque	nce of Events 3:		Ditch		
	Traffic	Control:		No control		
	Vehicle	e 1 Condition:		No apparent defect		
	Vehicle	e 1 Damage:		Moderate		
		e 1 Manoeuver:		Going ahead		
	Vehicle	e 1 Type:		Pick-up truck		
Acciden	t ID:	10-00676	Date & Time	: August 13, 2010 12	:30 pm	
Notes:		Location on Horseshoe Valle	Road isn't stated			
	Accide	nt Location:		Non intersection		
	Appare	ent Driver 1 Action:		Failed to yield right-of-	way	
	Appare	ent Driver 2 Action:		Exceeding speed limit		
	Classif	ication 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		
	Enviro	nment Condition 1:		Clear		
	Impact	Location:		Thru lane		
	Initial D	Direction of Travel 1:		West		
	Initial E	Direction of Travel 2:		East		
	Initial I	mpact Type:		Turning movement		
	Initial L	ocation of Vehicle 1 Damage or A	rea of Impact:	Back complete		
	Initial L	ocation of Vehicle 2 Damage or A	rea of Impact:	Right front corner		
	Light:	•	·	Daylight		
	-	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		lurisdiction:		County or district		
		nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
		Control:		No control		
		e 1 Condition:		No apparent defect		
		e 1 Damage:		Moderate		
		e 1 Manoeuver:		Turning left		
		e 1 Type:		Automobile		
		e 2 Condition:		No apparent defect		
		e 2 Damage:		Light		
				-		
		e 2 Manoeuver:		Going ahead		
	venicie	e 2 Type:		Automobile		

Accident Location: Non intersection

Accident ID:	11-00095	Date & Time:	January 15, 2011 7:10 pm	cont'o
Notes:	No driver information			
Appar	ent Driver 1 Action:		Speed too fast for condition	
Appar	ent Driver 2 Action:		Driving properly	
Classi	fication of Accident:		P.D. only	
Driver	1 Age:		6	
Driver	1 Condition:		Normal	
Driver	2 Age:		6	
Driver	2 Condition:		Normal	
Enviro	onment Condition 1:		Clear	
Impac	t 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	
Secor	ndary Location of Vehicle 1 Damage or Area of Impac	t:	Left rear corner	
Seque	ence of Events 1:		Other motor vehicle	
Seque	ence of Events 2:		Other motor vehicle	
Seque	ence of Events 4:		Other motor vehicle	
Thru L	ane No.:		1	
Traffic	: Control:		No control	
Vehicl	e 1 Condition:		No apparent defect	
Vehicl	e 1 Damage:		Moderate	
Vehicl	e 1 Manoeuver:		Slowing or stopping	
Vehicl	e 1 Type:		Automobile	
Vehicl	e 2 Condition:		No apparent defect	
Vehicl	e 2 Damage:		Moderate	
Vehicl	e 2 Manoeuver:		Slowing or stopping	
Vehicl	e 2 Type:		Automobile	

Accident ID: Notes:	01-0900	Date & Time:	November 3, 2001 2:45 pm
Accide	nt Location:		Non intersection
Appare	ent Driver 1 Action:		Improper passing
Appare	ent Driver 2 Action:		Driving properly
Classit	fication 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
Enviro	nment Condition 1:		Clear
Impact	Location:		Not on roadway - right side
	Direction of Travel 1:		East
Initial [Direction of Travel 2:		East
Initial I	mpact Type:		Sideswipe
Light:	F M		Daylight
	1 Alignment:		Straight on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
	1 Pavement Markings:		Exist
	1 Surface:		Asphalt
	1 Surface Condition:		Dry
	Jurisdiction:		County or district
	nce of Events 1:		Other motor vehicle
	nce of Events 1:		Ran off road
•	nce of Events 4:		Other motor vehicle
	Control:		No control
	e 1 Condition:		
	e 1 Manoeuver:		No apparent defect
			Overtaking
	e 1 Type: e 2 Condition:		Automobile, station wagon
			No apparent defect
	e 2 Manoeuver:		Turning right
Venicie	e 2 Type:		Pick-up truck
Accident ID: Notes:	02-1133	Date & Time:	October 31, 2002 7:20 pm
Accide	ent Location:		Non intersection
Appare	ent Driver 1 Action:		Speed too fast for condition
	fication of Accident:		P.D. only
	1 Age:		45
	1 Condition:		Normal
Driver			Male
	nment Condition 1:		Snow
	Location:		Left shoulder
•	Direction of Travel 1:		East
	mpact Type:		SMV - fixed object or unattended vehicle
Light:	(A)		Dark
	1 Alignment:		Straight on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
	1 Pavement Markings:		Obscured

Road 1 Surface Condition: Loose snow Road Jurisdiction: County or district Sequence of Events 1: Other Sequence of Events 3: Ditch Traffic Control: No control Vehicle 1 Condition: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: 06-0124 Date 8 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 Impact Location: Right shoulder Initial Direction of Travel 1: West Initial Impact Type: SMV - Other Initial Impact Type: SMV - Other Initial Impact Type: Strippe or Area of Impact: Back centre Light: Road 1 Alignment: Straight on hill Road 1 Character: Undivided - Iwo-way Road 1 Surface: Asphalt Road 1 Surface: Road 3 Surface: Rain Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface: Road 3 Surface: Left centre Sequence of Events 2: Rain of road Sequence of Events 2: Rain of road Traffic Control: No control No control	cont'd
Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Ditch Traffic Control: No control Vehicle 1 Condition: Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Manoeu	
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 Manoeuver: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: 06-0124 Date & Time: January 17, 2006 7:00 pm Notes: January 17, 2006 7:00 pm Nores Accident Location: Non intersection Nores Accident Location: Non-fatal injury Nores Apparent Driver 1 Action: Lost control Octave control Classification of Accident: Non-fatal injury Normal Driver 1 Age: 81 Normal Driver 1 Condition: Normal Normal Driver 1 Injury: Minor Male Driver 1 Sex: Male Residence of Res	
Sequence of Events 2: Ditch 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: 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 Age: 81 Driver 1 Injury: Minor Driver 1 Injury: Minor Driver 1 Injury: Minor Driver 1 Sex: Male Environment Condition 1: Freezing rain Environment Condition 2: Rain Impact Location: Right of Roadway - Less than 3.1m Impact Location: Right of Roadway - Less than 3.1m Impact Location 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 Character: Undivided - two-way Road 1 Condition: Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 3 Surface: Asphalt Road 3 Surface: Asphalt Road 4 Surface: Asphalt Road 3 Surface: Asphalt Road 3 Surface: Road 3 Surface: Road 4 Surface: Road 5 Surface: Road 4 Surface: Road 4 Surface: Road 5 Surface: Road 4 Surface: Road 4 Surface: Road 5 Surface: Road 4 Surface: Road 5 Surface: Road 5 Surface: Road 4 Surface: Road 5 Surface: Road 4 Surface: Road 4 Surface: Road 5 Surface: Road 5 Surface: Road 4 Surface: Road 5 Surface: Road 5 Surface: Road 4 Surface: Road 4 Surface: Road 5 Surface: Road 5 Surface: Road 6 Sur	
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: 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 Age: 81 Driver 1 Injury: Minor 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: Road 1 Alignment: Straight on hill Road 1 Condition: Poor Road 1 Surface: Asphalt Road 3 Surface: Asphalt Road 3 Surface: Asphalt Road 4 Surface: Asphalt Road 4 Surface: Asphalt Road 3 Surface Condition: Received Asphalt Road 4 Surface: Asphalt Road 3 Surface Sequence of Events 2: Rain of road Sequence of Events 2: Rain of road Sequence of Events 3: No control	
Traffic Control: Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Type: Automobile, station wagon Accident ID: Of-0124 Date & Time: Accident Location: Accident Location: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Environment Condition 1: Environment Condition 2: Right of Roadway - Less than 3.1m Impact Location of Travel 1: Initial Direction of Travel 1: Driver 1 Initial Location of Vehicle 1 Damage or Area of Impact: Road 1 Alignment: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 3 Jurface Condition: Road 3 Jurface Condition: Road 4 Sequence of Events 2: Road 5 Sequence of Events 2: Road 6 Feents 3: Road 6 Feents 3: Road 6 Feents 3: Road 7 Freed Condition: Road 1 Condition: Road 1 Surface: Road 3 Jurface Condition: Road 4 Sequence of Events 2: Road 6 Feents 3: Road 6 Feents 3: Road 7 Freed Condition: Road 8 Sequence of Events 3: Road 9 Sequence of Events 3: Road 1 Control: Road 1 Control: Road 1 Control: Road 1 Control: Road 1 Surface: Road 3 Sequence of Events 3: Road 6 Feents 3: Road 6 Feents 3: Road 7 Freed Condition: Road 8 Sequence of Events 3: Road 9 Sequence of Events 3: Road 1 Control: Road 1 Freed Road 3 Sequence of Events 3: Road 6 Feents 3: Road 7 Freed Road 3 Sequence of Events 3: Road 6 Feents 3: Road 7 Freed Road 3 Sequence of Events 3: Road 6 Feents 3: Road 7 Freed Road 3 Sequence of Events 3: Road 8 Sequence of Events 3: Road 9 Sequence of Events 3: Road 1 Road 8 Sequence of Events 3: Road 8 Road 8 Sequence of Events 3: Road 9	
Traffic Control: Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Type: Automobile, station wagon Accident ID: O6-0124 Date 8 Time: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Environment Condition 2: Environment Condition 2: Right of Roadway - Less than 3.1m Impact Location of Travel 1: Initial Direction of Travel 1: Light: Road 1 Alignment: Road 1 Alignment: Road 1 Character: Road 1 Surface: Road 2 Sequence of Events 1: Sequence of Events 2: Requence of Events 2: Requence of Events 2: Requence of Events 2: Requence of Events 3: Requence of Events 4: Requence of Events 4	
Vehicle 1 Manoeuver: 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 Injury: Minor Driver 1 Injury: Male Environment Condition: Rain Environment Condition 2: Rain Environment Condition 2: Right shoulder Initial Direction of Travel 1: West Initial Impact Type: SMV - Other Initial Impact Type: SMV - Other Initial Impact Type: Sack centre Initial Impact Type: Straight on hill Road 1 Alignment: Straight on hill Road 1 Character: Undivided - two-way Road 1 Condition: Poor Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface: Asphalt	
Accident ID: 06-0124 Date & Time: January 17, 2006 7:00 pm Notes: Accident Location: Non intersection Accident Driver 1 Action: Lost control Apparent Driver 1 Action: Lost control Classification of Accident: Non-fatal injury Driver 1 Age: 81 Driver 1 Condition: Normal 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 Location: Right shoulder Initial Location of Vehicle 1 Damage or Area of Impact: Back centre Initial Location of Vehicle 1 Damage or Area of Impact: Back centre Road 1 Alignment: Straight on hill Road 1 Condition: Poor Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 2 Surface Condition: Municipal (excl. Twp. Rd.) Road 3 Surface:	
Accident ID: 06-0124 Date & Time: January 17, 2006 7:00 pm Notes: Accident Location: Non intersection Accident Location: Lost control Apparent Driver 1 Action: Lost control Classification of Accident: Non-fatal injury Driver 1 Age: 81 Driver 1 Condition: Normal 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 Location: SMV - Other Initial Location of Vehicle 1 Damage or Area of Impact: Back centre Light: Dark Road 1 Alignment: Straight on hill Road 2 Condition: Poor Road 3 Favement Markings: Exist Road 1 Surface: Asphalt Road 2 Surface Condition: Municipal (excl. Twp. Rd.) Secondary Location of Vehicle 1 Damage or Area of Impact: Left centre <td></td>	
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 Environment Condition 2: Right shoulder Initial Direction of Travel 1: West Initial Direction of Travel 1: West Initial Impact Type: SMV - Other 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 Condition: Poor Road 1 Surface: Undivided - two-way Road 1 Surface Condition: Exist Road 1 Surface Condition: Ice Road 1 Surface Condition: Key Road 1 Surface Condition: Ren off road Sequence of Events 1: Skidding/sliding S	
Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 1 Injury: Minor Driver 1 Sex: Male Environment Condition 1: Environment Condition 2: Environment Condition 2: Rain Impact Location: Right of Roadway - Less than 3.1m Impact Location of Travel 1: West Initial Direction of Travel 1: Dark Road 1 Alignment: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 S	
Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Injury: Minor Driver 1 Injury: Minor Driver 1 Sex: Male Environment Condition 1: 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: Initial Location of Vehicle 1 Damage or Area of Impact: Dark Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 2 Sequence of Events 1: Sequence of Events 3: Rain Right of Roadway - Less than 3.1m Right shoulder Road 1 Markings: Right of Roadway - Less than 3.1m Right shoulder Right	
Driver 1 Age: Driver 1 Condition: Normal Driver 1 Injury: Minor Driver 1 Sex: Male Environment Condition 1: Environment Condition 2: Rain Fixed Object Offset 3: Impact Location: Initial Direction of Travel 1: West Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Dark Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Over Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 2 Sequence of Events 1: Sequence of Events 3: Traffic Control: No control	
Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Environment Condition 2: Environment Condition 2: Environment Condition 2: Rain Fixed Object Offset 3: Impact Location: Right of Roadway - Less than 3.1m 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: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Poor Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface Condition: Road 1 Surface Condition: Secondary Location of Vehicle 1 Damage or Area of Impact: Left centre Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
Driver 1 Injury: Driver 1 Sex: Male Environment Condition 1: Environment Condition 2: Rain Fixed Object Offset 3: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface of Events 1: Sequence of Events 2: Requence of Events 3: Traffic Control: Right reversing main Male Receing rain Rain Receing ra	
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	
Driver 1 Sex: Environment Condition 1: Environment Condition 2: Fixed Object Offset 3: Impact Location: Initial Direction of Travel 1: Initial Direction of Vehicle 1 Damage or Area of Impact: Road 1 Pavement Markings: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Sequence of Events 2: Road 1 Sequence of Events 3: Road 1 Sequence of Events 3: Road 1 Sequence of Events 3: Road Directions Rain Rain Rain Rain Rain Rain Rain Rain	
Environment Condition 2: Fixed Object Offset 3: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Pavement Markings: Road 1 Surface Condition: Road 3 Sequence of Events 3: Road 1 Control: Road 1 Control: Road 1 Surface Control: Road 1 Sequence of Events 3: Road Sequence of Events 3: Road Surface: Road Surface Control: Road Surface: Road Sequence of Events 3: Road Surface: Road Surface: Road Sequence of Events 3: Road Sequence of Events 4: Road Sequence	
Environment Condition 2: Fixed Object Offset 3: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Pavement Markings: Road 1 Surface: Asphalt Road 1 Surface Condition: Road 3 Urrisdiction: Road 3 Urrisdiction: Road 4 Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Traffic Control: Right shoulder Right of Roadway - Less than 3.1m Right of R	
Fixed Object Offset 3: Impact Location: Initial Direction of Travel 1: West Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Back centre Light: Dark Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Of Impact: Road 1 Surface Of Impact: Road 2 Sequence of Events 2: Sequence of Events 3: Traffic Control: No control	
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	
Initial Direction of Travel 1: Initial Impact Type: 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: Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
Initial Impact Type: 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: Sequence of Events 2: Ran off road Sequence of Events 3: Traffic Control: No control	
Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control:	
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	
Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 2 Surface Co	
Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
Road 1 Pavement Markings: 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	
Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Traffic Control: Asphalt Ice Municipal (excl. Twp. Rd.) Left centre Skidding/sliding Ran off road Ditch Traffic Control: No control	
Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Traffic Control: No control	
Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
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: Ditch Traffic Control: No control	
Sequence of Events 1: Skidding/sliding Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
Sequence of Events 2: Ran off road Sequence of Events 3: Ditch Traffic Control: No control	
Sequence of Events 3: Ditch Traffic Control: No control	
Traffic Control: No control	
Vohiolo 1 Condition:	
Vehicle 1 Condition: No apparent defect	
Vehicle 1 Damage: Severe	
Vehicle 1 Manoeuver: 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	

Driver 1 Condition: Driver 2 Age: Driver 2 Condition: Normal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West Initial Impact Type: Rear end Initial Location of Vehicle 2 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Asphalt	
Driver 2 Condition: Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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: Light: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Driver 2 Condition: Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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: Light: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Driver 2 Sex: Environment Condition 1: Clear Impact Location: 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: Light: Dark Road 1 Alignment: Straight on level Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Environment Condition 1: Impact Location: 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: Light: Dark Road 1 Alignment: Straight on level Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Impact Location: 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: Light: Dark Road 1 Alignment: Straight on level Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Initial Direction of Travel 1: Initial Direction of Travel 2: West Initial Impact Type: Rear end Initial Location of Vehicle 2 Damage or Area of Impact: Light: Dark Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Initial Direction of Travel 2: Initial Impact Type: Rear end Initial Location of Vehicle 2 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	
Initial Impact Type: Initial Location of Vehicle 2 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	
Initial Location of Vehicle 2 Damage or Area of Impact: Light: Road 1 Alignment: Straight on level Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
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 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Road 1 Character: Road 1 Condition: Good Road 1 Pavement Markings: Exist	
Road 1 Condition: Good Road 1 Pavement Markings: Exist	
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.:	
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	
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	

Accident	t ID:	08-20363	Date & Time:	November 28, 2008	10:00 am	cont'd
	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 J	urisdiction:		County or district		
	Second	dary Location of Vehicle 1 Damage or Area of Im	pact:			
	Sequer	nce of Events 1:		Skidding/sliding		
	Sequer	nce of Events 2:		Culvert		
		Control:		No control		
	Traffic (Control Condition:		Functioning		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile		
Accident Notes:	t ID:	11-00422 1km east of Line 8	Date & Time:	September 30, 2011	2:40 pm	
	Accide	nt Location:		Non intersection		
		ent Driver 1 Action:		Lost control		
		cation of Accident:		Non-fatal injury		
	Driver			51		
		1 Condition:		Normal		
		1 Injury:		Minor		
	Driver			Male		
		nment Condition 1:		Rain		
		Location:		Right shoulder		
	•	Direction of Travel 1:		East		
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
	Light:	Alianment		Daylight		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Wet		
		urisdiction:		County or district		
		dary Location of Vehicle 1 Damage or Area of Im	ipact:	Тор		
		nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Ran off road		
		nce of Events 3:		Rollover		
		Control:		No control		
		1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Demolished		
	Vehicle	1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		

Accident	t ID : 05-0674d	Date & Time:	June 14, 2005 5:05 am
	Agaidant Location:		Interportion related
	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	t ID : 06-807	Date & Time:	July 29, 2006 1:29 pm
	Accident Location:		Intersection related
	Apparent Driver 2 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

Acciden Notes:	it ID:	06-807	Date & Time:	July 29, 2006	1:29 pm	cont'd
	Initial	Direction of Travel 1:		South		
	Initial	Direction of Travel 2:		East		
	Initial	mpact Type:		Turning moveme	ent	
		Location of Vehicle 1 Damage or Area of Impact:		Front complete		
		Location of Vehicle 2 Damage or Area of Impact:		Left front		
	Light:			Dark, artificial		
		Alignment:		Curve on level		
		1 Character:		Undivided - two-	wav	
		1 Condition:		Good	,	
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Wet		
		2 Alignment:		Straight on hill		
		2 Character:			14/01/	
		2 Condition:		Undivided - two-	way	
		• • • • • • • • • • • • • • • • • • • •		Good		
		2 Pavement Markings:		Non-existent		
		2 Surface:		Asphalt		
		2 Surface Condition:		Wet		
		Jurisdiction:		County or distric	t	
		dary Location of Vehicle 2 Damage or Area of Impact	:	Undercarriage		
		nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Other motor veh		
		nce of Events 4:		Other motor veh	icle	
		Control:		No control		
		e 1 Damage:		Severe		
	Vehicl	e 1 Manoeuver:		Going ahead		
	Vehicl	e 1 Type:		Automobile		
	Vehicl	e 2 Damage:		Light		
	Vehicl	e 2 Manoeuver:		Turning left		
				A 4 I- !! -		
	Vehicl	e 2 Type:		Automobile		
		08-0121 Deer	Date & Time:	February 18, 2	008 11:50 pm	
	it ID:	08-0121	Date & Time:		008 11:50 pm	
	nt ID:	08-0121 Deer	Date & Time:	February 18, 2	008 11:50 pm	
	Accide	08-0121 Deer int Location:	Date & Time:	February 18, 2	008 11:50 pm	
	Accide Appar Classi	08-0121 Deer Int Location: ent Driver 1 Action:	Date & Time:	February 18, 2 Non intersection Driving properly	008 11:50 pm	
	Accide Appar Classi Driver	08-0121 Deer int Location: ent Driver 1 Action: fication of Accident:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only	008 11:50 pm	
	Accide Appar Classi Driver	08-0121 Deer int Location: ent Driver 1 Action: fication of Accident: 1 Age:	Date & Time:	February 18, 20 Non intersection Driving properly P.D. only 31	008 11:50 pm	
	Accide Appar Classi Driver Driver	08-0121 Deer int Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition:	Date & Time:	Non intersection Driving properly P.D. only 31 Normal	008 11:50 pm	
	Accide Appar Classi Driver Driver Driver Enviro	08-0121 Deer Int Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only 31 Normal Male Snow	008 11:50 pm	
	Accide Appar Classi Driver Driver Driver Enviro	08-0121 Deer Int Location: Ent Driver 1 Action: Cication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: I Location:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane	008 11:50 pm	
	Accide Appar Classi Driver Driver Driver Enviro Impac Initial	08-0121 Deer Int Location: Int Driver 1 Action: Incation of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: I Location: Direction of Travel 1:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West	008 11:50 pm	
	Accide Appar Classi Driver Driver Driver Enviro Impac Initial	08-0121 Deer Int Location: Int Driver 1 Action: Ication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: I Location: Direction of Travel 1: Impact Type:	Date & Time:	February 18, 20 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other	008 11:50 pm	
	Accided Appar Classis Driver Driver Driver Environ Impact Initial Initial Initial	08-0121 Deer Int Location: Int Driver 1 Action: Incation of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: I Location: Direction of Travel 1:	Date & Time:	Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other Left front corner	008 11:50 pm	
	Accide Appar Classi Driver Driver Environ Impac Initial Light:	08-0121 Deer Int Location: Int Location: Int Location: Int Location: Int Location: Int Location: I Age: I Condition: I Sex: Inment Condition 1: I Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	February 18, 20 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other Left front corner Dark	008 11:50 pm	
	Accide Appar Classi Driver Driver Environ Impac Initial Initial Light: Road	08-0121 Deer Int Location: Int Location of Accident: Int Location: Int Location of Travel 1: Int Location of Vehicle 1 Damage or Area of Impact: Int Location of Vehicle 1 Damage or Area of Impact: Int Location of Vehicle 1 Damage or Area of Impact: Int Location of Vehicle 1 Damage or Area of Impact: Int Location of Vehicle 1 Damage or Area of Impact: Int Location:	Date & Time:	February 18, 20 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other Left front corner Dark Straight on hill		
	Accide Appar Classi Driver Driver Environ Impact Initial Initial Light: Road Road	08-0121 Deer Int Location: Ent Driver 1 Action: Fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: I Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: I Alignment: I Character:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other Left front corner Dark Straight on hill Divided - no barr		
	Accide Appar Classi Driver Driver Enviro Impac Initial Initial Light: Road Road Road	08-0121 Deer Int Location: Int Location: Int Location: Int Location: Int Age: I Condition: I Sex: Internet Condition 1: I Location: I Location: I Sex: Internet Condition 1: I Location: I Location: I Alignment: I Character: I Condition:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other Left front corner Dark Straight on hill Divided - no barr Good		
Acciden Notes:	Accide Appar Classi Driver Driver Enviro Impac Initial Initial Light: Road Road Road Road	08-0121 Deer Int Location: Ent Driver 1 Action: Fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: I Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: I Alignment: I Character:	Date & Time:	February 18, 2 Non intersection Driving properly P.D. only 31 Normal Male Snow Thru lane West SMV - Other Left front corner Dark Straight on hill Divided - no barr		

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

ccident	t ID:	01-0020		January 5, 2001 6:35 pm
otes:	Apple	4 veh - 4 Injfor page 2 of police report soft Location:	oce ille	Interportion related
				Intersection related
		nt Driver 1 Action:		Other
		nt Driver 2 Action:		Following too close
		nt Driver 3 Action:		Driving properly
		nt Driver 4 Action:		Driving properly
		cation of Accident:		Non-fatal injury
	Driver 1			43
		Condition:		Normal
	Driver 1			None
	Driver 1			Male
	Driver 2	-		21
		? Condition:		Normal
	Driver 2			Minor
	Driver 2			Male
	Driver 3	-		36
		3 Condition:		Normal
	Driver 3			Major
	Driver 3			Male
	Driver 4			44
	Driver 4	Injury:		Minimal
	Driver 4	Sex:		Female
	Environ	ment Condition 1:		Snow
	Impact	Location:		Thru lane
	Initial D	irection of Travel 1:		East
	Initial D	irection of Travel 2:		East
	Initial D	irection of Travel 3:		West
	Initial D	irection of Travel 4:		East
	Initial In	npact Type:		Rear end
	Initial L	ocation of Vehicle 1 Damage or Area of Impact	:	No contact
	Initial L	ocation of Vehicle 2 Damage or Area of Impact	:	Front complete
	Initial L	ocation of Vehicle 3 Damage or Area of Impact	:	Front complete
	Initial L	ocation 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 J	urisdiction:		County or district
	Sequer	ce of Events 10:		Other motor vehicle
		ce of Events 4:		Other motor vehicle
		ce of Events 5:		Skidding/sliding
		ce of Events 7:		Other motor vehicle
	-	ine No.:		1
	Traffic (No control
		1 Condition:		No apparent defect
		1 Damage:		None
		1 Manoeuver:		Turning right
		1 Type:		Passenger van (SUV)
		2 Condition:		No apparent defect
	* CI 1101C	- condition.		110 apparent acrest

Accident		01-0020		January 5, 2001 6:35 pm	cont
Notes:		4 veh - 4 Injfor 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 Notes:	t ID:	01-246	Date & Time:	February 4, 2001 4:45 pm	
	Acciden	t Location:		At intersection	
	Apparer	nt Driver 1 Action:		Lost control	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			21	
		Condition:		Inattentive	
	Driver 1			Female	
	Driver 2			54	
		Condition:		Normal	
	Driver 2			Female	
		ment Condition 1:		Clear	
		Location:		Within intersection	
		rection of Travel 1:		East	
		rection of Travel 2:			
				North	
		npact Type:		Angle (t-bone)	
	Light:	A.P		Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Obscured	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
		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 Ju	risdiction:		County or district	
	Sequen	ce of Events 1:		Other motor vehicle	
	Sequen	ce of Events 2:		Skidding/sliding	
	Sequen	ce of Events 4:		Other motor vehicle	
	Traffic C			Stop sign	
		Control Condition:		Functioning	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Going ahead	
	Vehicle			Automobile	
		2 Condition:		No apparent defect	

Accident Notes:	ID:	01-246	Date & Time:	February 4, 2001	4:45 pm	cont'd
\	√ehicle	2 Manoeuver:		Stopped		
١	Vehicle	2 Type:		Automobile		
Accident Notes:	ID:	06-0352	Date & Time:	February 27, 2006	3 10:30 am	
A	Accider	nt Location:		Intersection related		
A	Appare	nt Driver 1 Action:		Speed too fast for co	ondition	
(Classifi	cation of Accident:		P.D. only		
	Driver 1	Age:		18		
[Oriver 1	Condition:		Normal		
	Oriver 1	Sex:		Female		
Е	Environ	ment Condition 1:		Clear		
li	mpact	Location:		Off highway		
		irection of Travel 1:		East		
l	nitial Ir	npact Type:		Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	_ight:			Daylight		
		Alignment:		Straight on hill		
		Character:		Undivided - two-way	1	
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:				
				Dry		
		Alignment:		Straight on level		
		Character:		Undivided - two-way	/	
		Condition:		Good		
		Pavement Markings:		Non-existent		
		Surface:		Oil treated gravel		
		Surface Condition:		Packed snow		
		urisdiction:		County or district		
		nce of Events 1:		Skidding/sliding		
1	Traffic (Control:		Stop sign		
T	Traffic (Control Condition:		Functioning		
\	Vehicle	1 Condition:		No apparent defect		
\	Vehicle	1 Damage:		Moderate		
\	Vehicle	1 Manoeuver:		Going ahead		
١	Vehicle	1 Type:		Other		
Accident Notes:	ID:	06-0593	Date & Time:	June 15, 2006 4:	09 pm	
	Accider	nt Location:		Intersection related		
F	Appare	nt Driver 1 Action:		Disobeyed traffic co	ntrol	
		nt Driver 2 Action:		Driving properly		
		cation of Accident:		Non-fatal injury		
	Driver 1			19		
		Condition:		Inattentive		
		Injury:		Minor		
	Driver 1			Female		
				21		
	Driver 2	_				
		2 Condition:		Normal		
Г	Oriver 2	2 Injury:		Minor		

Acciden Notes:	t ID:	06-0593	Date & Time:	June 15, 2006 4:09	9 pm cont'o
	Driver 2	2 Sex:		Female	
	Enviror	nment Condition 1:		Clear	
	Impact	Location:		Within intersection	
	Initial D	Pirection of Travel 1:		North	
	Initial D	Pirection of Travel 2:		East	
	Initial I	mpact Type:		Turning movement	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Left rear	
	Initial L	ocation 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	
		Surface:		Asphalt	
		Surface Condition:		Dry	
		urisdiction:		County or district	
				Other motor vehicle	
	Sequence of Events 1: Sequence of Events 4:			Other motor vehicle	
		Control:		Stop sign	
		1 Condition:		No apparent defect	
		1 Damage:		Severe	
		1 Manoeuver:		Turning left	
		1 Type:		Automobile	
		2 Condition:		No apparent defect	
				Demolished	
		2 Damage:			
		2 Manoeuver:		Going ahead	
	venicie	2 Type:		Automobile	
Acciden Notes:	t ID:	06-1259 Deer	Date & Time:	December 6, 2006	5:45 pm
	Accide	nt Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver			46	
		1 Condition:		Normal	
	Driver			Male	
		nment Condition 1:		Snow	
				Thru lane	
		Location: Direction of Travel 1:		South	
				SMV - Other	
		mpact Type:			
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner	
	Light:			Dark	
	Des-14	A lianment:			
		Alignment: Character:		Straight on level Undivided - two-way	

	ID:	06-1259	Date & Time:	December 6, 2006 5:45 pm	cont'd	
Notes:		Deer				
	Road 1	Pavement Markings:		Exist		
1	Road 1	Surface:		Asphalt		
ſ	Road 1	Surface Condition:		Slush		
ı	Road J	urisdiction:		County or district		
:	Sequen	ce of Events 1:		Animal - wild		
		ne No.:		1		
	Traffic (Control:		No control		
,	Vehicle	1 Condition:		No apparent defect		
		1 Damage:		Light		
		1 Manoeuver:		Going ahead		
		1 Type:		Pick-up truck		
		,,,,,		. Tok up truck		
Accident Notes:	ID:	08-20055	Date & Time:	March 26, 2008 3:00 pm		
,	Accider	t Location:		Non intersection		
1	Appare	nt Driver 1 Action:		Speed too fast for condition		
	• •	cation of Accident:		P.D. only		
1	Driver 1	Age:		46		
		Condition:		Normal		
	Driver 1			Female		
		ment Condition 1:		Snow		
				Not on roadway - right side		
	Impact Location:			West		
	Initial Direction of Travel 1:			SMV - Other		
	Initial Impact Type:					
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner		
	Light:	A II		Daylight Charles I and I are I		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
	Road 1	Surface:		Asphalt		
	Road 1	Surface Condition:		Packed snow		
	Road J	urisdiction:		County or district		
;	Sequen	ce of Events 1:		Skidding/sliding		
,	Sequen	ce 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		
		000054		M 45 0000 0.40		
Accident	ID:	060354	Date & Time:	May 15, 2008 2:12 pm		
Notes:		lost control				
		t Location:		Intersection related		
		nt Driver 1 Action:		Speed too fast for condition		
,	Classifi	cation of Accident:		P.D. only		
		Age:		20		
(Driver 1					
(Condition:		Normal		
(Driver 1	Condition:		Normal None		
(Driver 1	Condition: Injury:				

lotes:	t ID: 060	354 control	Date & Time:	May 15, 2008 2:12 pm	cont
.0100.		on of Travel 1:		West	
		on of Travel 2:		South	
	Initial Impact				
		on of Vehicle 1 Damage or Area of Impact:		Angle (t-bone) Front centre	
	Road 1 Align			Straight on hill	
	Road 1 Char			Undivided - one-way	
	Road 1 Cond			Poor	
		ment Markings:		Exist	
	Road 1 Surfa			Oil treated gravel	
		ace Condition:		Dry	
	Road 2 Align			Straight on level	
	Road 2 Char			Undivided - two-way	
	Road 2 Cond	lition:		Good	
	Road 2 Pave	ment Markings:		Non-existent	
	Road 2 Surfa	ice:		Asphalt	
	Road 2 Surfa	ace Condition:		Dry	
	Road Jurisdi	ction:		County or district	
	Sequence of	Events 1:		Skidding/sliding	
	Sequence of	Events 2:		Ditch	
	Thru Lane N	o.:		12	
	Traffic Contro	ol:		Traffic signal	
	Traffic Contro	ol Condition:		Not functioning	
	Vehicle 1 Co	ndition:		No apparent defect	
	Vehicle 1 Da	mage:		Moderate	
	Vahiala 4 Ma	noothyor:		Online albertal	
	Vehicle 1 Ma	noeuver.		Going ahead	
	Vehicle 1 Typ			Other	
Acciden	Vehicle 1 Typ		Date & Time:		
Acciden	Vehicle 1 Typ	oe:	Date & Time:	Other	
	Vehicle 1 Typ	oe: 0120 driver information	Date & Time:	Other	
	Vehicle 1 Type t ID: 11-0 No o	oe: 0120 driver information ation:	Date & Time:	Other February 12, 2011 9:51 am Non intersection	
	Vehicle 1 Typet ID: 11-0	oe: 0120 driver information ation: ver 1 Action:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition	
	t ID: 11-0 No of Accident Loc Apparent Dri Classification	oe: 0120 driver information ation: ver 1 Action: of Accident:	Date & Time:	Other February 12, 2011 9:51 am Non intersection	
	t ID: 11-0 No of Accident Loc Apparent Dri	oe: 0120 driver information ation: ver 1 Action: of Accident:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only	
	t ID: 11-0 No of Accident Loc Apparent Dri Classification Driver 1 Age Driver 1 Con	oe: 0120 driver information ation: ver 1 Action: of Accident: dition:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal	
	t ID: 11-0 No of Accident Loc Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con	oe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal	
	t ID: 11-0 No of Accident Loc Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment	oe: 0120 driver information ation: ver 1 Action: of Accident: idition: dition: Condition 1:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local	oe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder	
	t ID: 11-0 No of Accident Loc Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Direction	oe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East	
	t ID: 11-0 No of Accident Loc Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Directic Initial Impact	oe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Impact Initial Local Initial Initial Local Initial Initi	oe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Impact Initial Location Light:	one: 0120 driver information ation: ver 1 Action: of Accident: dition: Condition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Impact Initial Localic Light: Road 1 Align	oe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Direction Initial Impact Local Initial Local Light: Road 1 Align Road 1 Char	obe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way	
	vehicle 1 Type It ID: 11-0 No of Accident Local Apparent Driver 1 Age Driver 1 Condition Driver 2 Condition Environment Impact Local Initial Direction Initial Impact Initial Location Light: Road 1 Align Road 1 Condition Impact Initial Road 1 Condition Impact Initial Location Light: Road 1 Condition Impact Initial Location Initial Location Light: Road 1 Condition Impact Initial Location Initial Location Initial Location Initial Location Light:	obe: 0120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter: dition:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Direction Initial Impact Initial Location Light: Road 1 Align Road 1 Char Road 1 Pave	one: O120 driver information ation: or 1 Action: or of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter: lition: ment Markings:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Direction Initial Impact Initial Location Light: Road 1 Align Road 1 Cond Road 1 Pave Road 1 Surfa	one: O120 driver information ation: or 1 Action: or of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter: lition: ment Markings: ace:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Environment Impact Local Initial Directic Initial Location Light: Road 1 Align Road 1 Conc Road 1 Pave Road 1 Surfa Road 1 Surf	one: O120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter: dition: ment Markings: ace: ace Condition:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Packed snow	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Driver 2 Con Environment Impact Local Initial Direction Initial Impact Initial Location Light: Road 1 Align Road 1 Cond Road 1 Pave Road 1 Surfa	one: O120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter: dition: ment Markings: ace: ace Condition:	Date & Time:	Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt	
	t ID: 11-0 No of Accident Local Apparent Dri Classification Driver 1 Age Driver 1 Con Environment Impact Local Initial Impact Initial Local Initial Local Light: Road 1 Align Road 1 Char Road 1 Conc Road 1 Pave Road 1 Surfa Road 1 Surfa Road Jurisdi	one: O120 driver information ation: ver 1 Action: of Accident: dition: dition: Condition 1: ion: on of Travel 1: Type: on of Vehicle 1 Damage or Area of Impact: ment: acter: dition: ment Markings: ace: ace Condition:		Other February 12, 2011 9:51 am Non intersection Speed too fast for condition P.D. only 6 Normal Normal Drifting snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Packed snow	

Accident II	D: 11-00120 No driver information	Date & Time:	February 12, 2011 9:51 am	cont'd
Tra	affic Control:		No control	
	chicle 1 Condition:		No apparent defect	
	Phicle 1 Damage:		Light	
	chicle 1 Manoeuver:		Going ahead	
	chicle 1 Type:		Automobile	
Accident II	D: 11-00417	Date & Time:	September 23, 2011 9:30 am	
Notes:	-			
Ac	cident Location:		At intersection	
Ap	pparent Driver 1 Action:		Improper turn	
Ap	pparent Driver 2 Action:		Driving properly	
Cl	assification of Accident:		Non-fatal injury	
Dr	iver 1 Age:		56	
Dr	iver 1 Condition:		Inattentive	
Dr	iver 1 Injury:		Minor	
Dr	iver 1 Sex:		Male	
Dr	iver 2 Age:		50	
Dr	iver 2 Condition:		Normal	
Dr	iver 2 Sex:		Male	
Er	nvironment Condition 1:		Rain	
Fix	xed Object Offset 5:		Right of Roadway - Less than 3.1m	
Im	pact Location:		Within intersection	
	tial Direction of Travel 1:		West	
Ini	tial Direction of Travel 2:		East	
lni	tial Impact Type:		Turning movement	
	tial Location of Vehicle 1 Damage or Area of Impact:		Right front	
	tial Location of Vehicle 2 Damage or Area of Impact:		Front centre	
	ght:		Daylight	
	pad 1 Alignment:		Straight on hill	
	oad 1 Character:		Undivided - two-way	
Ro	oad 1 Condition:		Good	
Ro	oad 1 Pavement Markings:		Exist	
	pad 1 Surface:		Asphalt	
Ro	pad 1 Surface Condition:		Wet	
	pad 2 Alignment:		Straight on hill	
	pad 2 Character:		Undivided - two-way	
	pad 2 Condition:		Good	
	pad 2 Pavement Markings:		Exist	
	pad 2 Surface:		Asphalt	
	pad 2 Surface Condition:		Wet	
	pad Jurisdiction:		County or district	
	equence of Events 1:		Other motor vehicle	
	equence of Events 4:		Other motor vehicle	
	equence of Events 5:		Ditch	
	affic Control:		No control	
	chicle 1 Condition:		No apparent defect	
	Phicle 1 Damage:		Demolished	
	enicie i Damage.			
			Turning left Automobile	
	shicle 1 Type: shicle 2 Condition:		No apparent defect	
\ /-				

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 aheadVehicle 2 Type:Automobile

Acciden	it ID: 09-00395	Date & Time: /	August 7, 2009 11:03 am
	Accident Location:	I	Intersection related
	Apparent Driver 1 Action:	I	Improper passing
	Apparent Driver 2 Action:	I	Improper turn
	Classification of Accident:	ſ	P.D. only
	Driver 1 Age:	3	39
	Driver 1 Condition:	I	Inattentive
	Driver 1 Sex:	F	Female
	Driver 2 Age:	4	47
	Driver 2 Condition:	ı	Inattentive
	Driver 2 Sex:	F	Female
	Environment Condition 1:	(Clear
	Impact Location:	1	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 Straight on lovel
	Road 2 Alignment:		Straight on level
	Road 2 Character: Road 2 Condition:		Undivided - two-way
			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:	F	Pick-up truck
Acciden	it ID: 10-00279	Date & Time:	July 14, 2010 5:55 am
	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
	DIIVOLI JOA.		muio

ccident ID:	10-00279	Date & Time:	July 14, 2010 5:55 am	cont
	onment Condition 1:		Fog, mist, smoke, dust	
Fixed	Object Offset 1:		Right of Roadway - 3.1m to 6.0m	
	et Location:		Not on roadway - right side	
	Direction of Travel 1:		South	
Initial	Impact Type:		SMV - Other	
	Location of Vehicle 1 Damage or Area of Impact:		Front complete	
Light:			Dawn	
	1 Alignment:		Straight on hill	
	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	
Seque	ence of Events 1:		Cable guide rail	
Traffic	Control:		Stop sign	
Traffic	Control Condition:		Functioning	
Vehic	le 1 Condition:		No apparent defect	
Vehic	le 1 Damage:		Severe	
Vehic	le 1 Manoeuver:		Slowing or stopping	
Vehic	le 1 Type:		Automobile	

Accident Notes:	t ID: 01-0427	Date & Time:	February 6, 2001 6:25 am
	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
	Tomas 2 Type.		Additionals, station magen
Accident Notes:	t ID: 02-0773	Date & Time:	July 10, 2002 7:30 pm
	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
	Ligiti.		Dayiigiit

Notes:) : 02-0773	Date & Time: July 10, 200	2 7:30 pm cont'd
Roa	ad 1 Alignment:	Straight on hi	II
Roa	ad 1 Character:	Undivided - tv	vo-way
Roa	ad 1 Condition:	Good	
Roa	ad 1 Pavement Markings:	Exist	
Roa	ad 1 Surface:	Asphalt	
Roa	ad 1 Surface Condition:	Dry	
Roa	ad 2 Alignment:	Straight on hi	II
	ad 2 Character:	Undivided - tv	
Roa	ad 2 Condition:	Good	•
Roa	ad 2 Pavement Markings:	Non-existent	
	ad 2 Surface:	Asphalt	
Roa	ad 2 Surface Condition:	Dry	
	ad Jurisdiction:	County or dis	trict
	quence of Events 1:	Other motor v	
	quence of Events 4:	Other motor v	
	affic Control:	Stop sign	remote
	affic Control Condition:	Functioning	
	hicle 1 Condition:	No apparent	defect
	hicle 1 Manoeuver:		uelect
		Stopped	Action was a
	hicle 1 Type:	Automobile, s	-
	hicle 2 Condition:	No apparent of	<u>аетест</u>
	hicle 2 Manoeuver:	Going ahead	
Ver	hicle 2 Type:	Automobile, s	station wagon
Accident ID Notes:	0 : 02-0820	Date & Time: July 19, 200	2 11:20 am
Acc	cident Location:	Intersection re	elated
Apr	parent Driver 1 Action:	Driving prope	rly
App	parent Driver 2 Action:	Driving prope	rly
Cla	assification of Accident:	P.D. only	
Driv	ver 1 Age:		
		141	
	ver 1 Condition:	141 Normal	
Driv	ver 1 Condition: ver 1 Sex:	Normal	
	ver 1 Sex:	Normal Female	
Driv	ver 1 Sex: ver 2 Age:	Normal Female 40	
Driv Driv	ver 1 Sex: ver 2 Age: ver 2 Condition:	Normal Female 40 Normal	
Driv Driv Driv	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex:	Normal Female 40 Normal Female	
Driv Driv Driv Env	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1:	Normal Female 40 Normal Female Clear	
Driv Driv Driv Env Imp	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location:	Normal Female 40 Normal Female Clear Thru lane	
Driv Driv Driv Env Imp Initi	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1:	Normal Female 40 Normal Female Clear Thru lane East	
Driv Driv Driv Env Imp Initi	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tital Direction of Travel 1: tital Direction of Travel 2:	Normal Female 40 Normal Female Clear Thru lane East East	
Driv Driv Driv Env Imp Initi Initi	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type:	Normal Female 40 Normal Female Clear Thru lane East East Rear end	
Driv Driv Env Imp Initi Initi Ligl	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: iht:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight	
Driv Driv Env Imp Initi Initi Ligt Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: ht: ad 1 Alignment:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi	
Driv Driv Env Imp Initi Initi Ligl Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: iht: ad 1 Alignment: ad 1 Character:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi	
Driv Driv Env Imp Initi Initi Ligt Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: tht: ad 1 Alignment: ad 1 Character: ad 1 Condition:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi Undivided - tv	
Driv Driv Env Imp Initi Initi Ligl Roa Roa Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: lht: ad 1 Alignment: ad 1 Character: ad 1 Condition: ad 1 Pavement Markings:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi Undivided - tv Good Exist	
Driv Driv Env Imp Initi Initi Ligl Roa Roa Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: tht: ad 1 Alignment: ad 1 Character: ad 1 Condition:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi Undivided - tv	
Driv Driv Env Imp Initi Initi Ligl Roa Roa Roa Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: lht: ad 1 Alignment: ad 1 Character: ad 1 Condition: ad 1 Pavement Markings:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi Undivided - tv Good Exist	wo-way
Driv Driv Env Imp Initi Initi Ligl Roa Roa Roa Roa Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: lht: ad 1 Alignment: ad 1 Character: ad 1 Condition: ad 1 Pavement Markings: ad 1 Surface:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi Undivided - tw Good Exist Asphalt	wo-way
Driv Driv Env Imp Initi Initi Ligi Roa Roa Roa Roa Roa Roa Roa	ver 1 Sex: ver 2 Age: ver 2 Condition: ver 2 Sex: vironment Condition 1: pact Location: tial Direction of Travel 1: tial Direction of Travel 2: tial Impact Type: iht: ad 1 Alignment: ad 1 Condition: ad 1 Pavement Markings: ad 1 Surface: ad 2 Alignment:	Normal Female 40 Normal Female Clear Thru lane East East Rear end Daylight Straight on hi Undivided - tw Good Exist Asphalt Straight on hi	wo-way

Accident II Notes:	D : 02-0820	Date & Time:	July 19, 2002 11:20 am	cont'd
R	oad 2 Surface:		Asphalt	
Ro	oad 2 Surface Condition:		Dry	
Ro	oad Jurisdiction:		County or district	
Se	equence of Events 1:		Other motor vehicle	
	equence of Events 4:		Other motor vehicle	
	affic Control:		Stop sign	
Tr	affic Control Condition:		Functioning	
	ehicle 1 Condition:		No apparent defect	
	ehicle 1 Manoeuver:		Slowing or stopping	
	ehicle 1 Type:		Pick-up truck	
	ehicle 2 Condition:		No apparent defect	
	ehicle 2 Manoeuver:		Slowing or stopping	
	ehicle 2 Type:		Pick-up truck	
•	Silicie 2 Type.		1 ick-up truck	
Accident II	D : 02-1044	Date & Time:	September 16, 2002 8:30 am	
A	ccident Location:		Intersection related	
	pparent Driver 1 Action:		Driving properly	
	pparent Driver 2 Action:		Disobeyed traffic control	
	assification of Accident:		P.D. only	
			35	
	iver 1 Age:			
	iver 1 Condition:		Normal	
	iver 1 Injury:		Famala	
	iver 1 Sex:		Female	
	iver 2 Age:		53	
	iver 2 Condition:		Normal	
	iver 2 Sex:		Female	
	nvironment Condition 1:		Clear	
	pact Location:		Within intersection	
	itial Direction of Travel 1:		East	
	itial Direction of Travel 2:		North	
In	itial Impact Type:		Angle (t-bone)	
Lig	ght:		Daylight	
Ro	oad 1 Alignment:		Straight on level	
Ro	oad 1 Character:		Undivided - two-way	
Ro	oad 1 Condition:		Good	
Ro	oad 1 Pavement Markings:		Non-existent	
Ro	oad 1 Surface:		Asphalt	
Ro	oad 1 Surface Condition:		Dry	
Ro	oad 2 Alignment:		Straight on hill	
	oad 2 Character:		Undivided - two-way	
Ro	oad 2 Condition:		Good	
Ro	oad 2 Pavement Markings:		Non-existent	
	oad 2 Surface:		Asphalt	
	oad 2 Surface Condition:		Dry	
	oad Jurisdiction:		Township	
	equence of Events 1:		Other motor vehicle	
	affic Control:		Stop sign	
	affic Control Condition:		Functioning	
	anic contion condition.			
	ehicle 1 Condition:		No apparent defect	

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

Accident Notes:	ID:	05-1056	Date & Time:	October 3, 2005	5:50 pm	cont'd
\	/ehicle	2 Manoeuver:		Turning left		
١	Vehicle	2 Туре:		Automobile		
Accident Notes:	ID:	06-0949	Date & Time:	August 29, 2006	5:02 pm	
F	Acciden	t Location:		Intersection related		
P	Apparer	nt Driver 1 Action:		Improper lane chan	ige	
P	Apparer	nt Driver 2 Action:		Improper passing		
(Classific	cation of Accident:		P.D. only		
[Oriver 1	Age:		28		
	Oriver 1	Condition:		Normal		
	Oriver 1	Sex:		Male		
[Driver 2	Age:		68		
		Condition:		Normal		
[Driver 2	Sex:		Male		
E	Environ	ment Condition 1:		Clear		
		bject Offset 4:		Right of Roadway -	Less than 3.1m	
		Location:		Not on roadway - ri		
		irection of Travel 1:		East	g o.u.o	
		irection of Travel 2:		East		
		npact Type:		Rear end		
		ocation of Vehicle 1 Damage or Area of Impact:		No contact		
		ocation of Vehicle 2 Damage or Area of Impact:		Front centre		
		ocation of vehicle 2 Damage of Area of Impact.				
	_ight:	Alignment		Daylight		
		Alignment:		Straight on hill		
		Character:		Undivided - two-wa	у	
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		Character:		Ramp		
		urisdiction:		County or district		
5	Sequen	ce of Events 1:		Other motor vehicle		
	•	ce of Events 4:		Cable guide rail		
1	Traffic C	Control:		No control		
\	Vehicle	1 Condition:		No apparent defect		
\	Vehicle	1 Damage:		None		
\	Vehicle	1 Manoeuver:		Turning right		
\	Vehicle	1 Type:		Moped		
\	Vehicle	2 Damage:		Moderate		
١	Vehicle	2 Type:		Passenger van (SU	JV)	
Accident Notes:	ID:	07-0429	Date & Time:	August 23, 2007	1:36 pm	
F	Acciden	t Location:		Intersection related		
		nt Driver 1 Action:		Speed too fast for o		
		nt Driver 2 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Oriver 1			44		
		Condition:		Inattentive		
		Sex:		Female		

Notes:	nt ID:	07-0429	Date & Time:	August 23, 2007	1.36 μπ	cont'o
	Driver 2	Age:		56		
	Driver 2	Condition:		Normal		
	Driver 2	Sex:		Male		
	Environm	ent Condition 1:		Clear		
	Impact Lo	ocation:		Thru lane		
	Initial Dire	ection of Travel 1:		East		
	Initial Dire	ection of Travel 2:		East		
	Initial Imp	pact Type:		Rear end		
	Initial Loc	cation of Vehicle 1 Damage or Area of Impact:		Right front corner		
		cation of Vehicle 2 Damage or Area of Impact:		Back centre		
	Light:			Daylight		
	Road 1 A	lianment:		Straight on hill		
		Character:		Undivided - two-wa	V	
	Road 1 C			Good	,	
	Road 1 F	Pavement Markings:		Exist		
	Road 1 S			Asphalt		
		surface Condition:		Wet		
	Road 2 A			Straight on level		
		Character:		Undivided - two-wa	v	
	Road 2 C			Good	у	
				Exist		
		avement Markings:				
	Road 2 S			Asphalt		
		surface Condition:		Wet		
	Road Jur			County or district		
		ry Location of Vehicle 1 Damage or Area of Impact:		Right front		
		ry Location of Vehicle 2 Damage or Area of Impact:		Left rear corner		
		e of Events 1:		Other motor vehicle		
		e of Events 4:		Other motor vehicle	9	
	Thru Lan			1		
	Traffic Co	ontrol:		No control		
	Vehicle 1	Condition:		No apparent defect		
	Vehicle 1	Damage:		Moderate		
	Vehicle 1	Manoeuver:		Turning right		
	Vehicle 1	Type:		Automobile		
	Vehicle 2	Condition:		No apparent defect		
	Vehicle 2	Damage:		Light		
	Vehicle 2	Manoeuver:		Turning right		
	Vehicle 2	Type:		Automobile		
Acciden Notes:		08-20197 Deer	Date & Time:	July 6, 2008 9:3	0 pm	
		Location:		At intersection		
		Driver 1 Action:		Driving properly		
		ation of Accident:		P.D. only		
	Driver 1			40		
		Age. Condition:		Normal		
	Driver 1 S			Male		
		nent Condition 1:		Clear		
	Impact Lo			Within intersection		
		ection of Travel 1:		West		
		pact Type:		SMV - Other		

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	
Seque	ence of Events 1:	Animal - wild	
Traffic	Control:	Stop sign	
Traffic	Control Condition:	Functioning	
Vehicle	e 1 Condition:	No apparent defect	
Vehicl	e 1 Damage:	Moderate	
Vehicl	e 1 Manoeuver:	Going ahead	
Vehicle	e 1 Type:	Passenger van (SUV)	

Accident ID:	: 01-1472	Date & Time:	November 16, 2001 5:00 pm
Acc	sident Location:		Intersection related
App	parent Driver 1 Action:		Lost control
Clas	ssification of Accident:		P.D. only
Driv	ver 1 Age:		117
Driv	ver 1 Condition:		Normal
Driv	ver 1 Sex:		Male
Env	vironment Condition 1:		Clear
Imp	pact Location:		Thru lane
Initia	al Direction of Travel 1:		North
Initia	al Impact Type:		SMV - fixed object or unattended vehicle
Ligh	nt:		Dusk
Roa	ad 1 Alignment:		Curve on hill
Roa	ad 1 Character:		Undivided - two-way
Roa	ad 1 Condition:		Good
Roa	ad 1 Pavement Markings:		Non-existent
Roa	ad 1 Surface:		Asphalt
Roa	ad 1 Surface Condition:		Loose sand or gravel
Roa	ad Jurisdiction:		County or district
Seq	quence of Events 3:		Steel guide rail
Traf	ffic Control:		No control
Veh	nicle 1 Condition:		No apparent defect
Veh	nicle 1 Manoeuver:		Turning left
Veh	nicle 1 Type:		Automobile, station wagon
Accident ID:	: 02-0245	Date & Time:	February 11, 2002 2:30 am
Acc	sident Location:		Intersection related
App	parent Driver 1 Action:		Lost control
Clas	ssification of Accident:		P.D. only
Driv	ver 1 Age:		133
Driv	ver 1 Condition:		Normal
Driv	ver 1 Sex:		Female
Env	vironment Condition 1:		Freezing rain
Imp	pact Location:		Right shoulder
Initia	al Direction of Travel 1:		West
Initia	al Impact Type:		SMV - fixed object or unattended vehicle
Ligh	nt:		Dark
Roa	ad 1 Alignment:		Straight on hill
Roa	ad 1 Character:		
. 100			Undivided - two-way
	ad 1 Condition:		-
Roa	ad 1 Condition: ad 1 Pavement Markings:		Undivided - two-way
Roa Roa			Undivided - two-way Poor
Roa Roa Roa	ad 1 Pavement Markings:		Undivided - two-way Poor Exist
Roa Roa Roa Roa	ad 1 Pavement Markings: ad 1 Surface:		Undivided - two-way Poor Exist Asphalt
Roa Roa Roa Roa Roa	ad 1 Pavement Markings: ad 1 Surface: ad 1 Surface Condition:		Undivided - two-way Poor Exist Asphalt Ice
Roa Roa Roa Roa Roa Roa	ad 1 Pavement Markings: ad 1 Surface: ad 1 Surface Condition: ad 2 Alignment:		Undivided - two-way Poor Exist Asphalt Ice Straight on level
Roa Roa Roa Roa Roa Roa	ad 1 Pavement Markings: ad 1 Surface: ad 1 Surface Condition: ad 2 Alignment: ad 2 Character:		Undivided - two-way Poor Exist Asphalt Ice Straight on level Undivided - two-way
Roa Roa Roa Roa Roa Roa Roa Roa	ad 1 Pavement Markings: ad 1 Surface: ad 1 Surface Condition: ad 2 Alignment: ad 2 Character: ad 2 Condition: ad 2 Pavement Markings:		Undivided - two-way Poor Exist Asphalt Ice Straight on level Undivided - two-way Poor Exist
Roa Roa Roa Roa Roa Roa Roa Roa	ad 1 Pavement Markings: ad 1 Surface: ad 1 Surface Condition: ad 2 Alignment: ad 2 Character: ad 2 Condition:		Undivided - two-way Poor Exist Asphalt Ice Straight on level Undivided - two-way Poor Exist Asphalt
Roa Roa Roa Roa Roa Roa Roa Roa Roa	and 1 Pavement Markings: and 1 Surface: and 1 Surface Condition: and 2 Alignment: and 2 Character: and 2 Condition: and 2 Pavement Markings: and 2 Surface: and 2 Surface: and 2 Surface Condition:		Undivided - two-way Poor Exist Asphalt Ice Straight on level Undivided - two-way Poor Exist Asphalt Ice
Roa Roa Roa Roa Roa Roa Roa Roa Roa Roa	and 1 Pavement Markings: and 1 Surface: and 1 Surface Condition: and 2 Alignment: and 2 Character: and 2 Condition: and 2 Pavement Markings: and 2 Surface: and 2 Surface: and 2 Surface Condition: and 3 Surface Condition:		Undivided - two-way Poor Exist Asphalt Ice Straight on level Undivided - two-way Poor Exist Asphalt Ice Township
Roa Roa Roa Roa Roa Roa Roa Roa Roa Roa	and 1 Pavement Markings: and 1 Surface: and 1 Surface Condition: and 2 Alignment: and 2 Character: and 2 Condition: and 2 Pavement Markings: and 2 Surface: and 2 Surface: and 2 Surface Condition:		Undivided - two-way Poor Exist Asphalt Ice Straight on level Undivided - two-way Poor Exist Asphalt Ice

Accident II Notes:	D : 02-0245	Date & Time:	February 11, 2002 2:30 am cont
Tr	raffic Control:		Stop sign
Tr	raffic Control Condition:		Functioning
Ve	ehicle 1 Condition:		No apparent defect
Ve	ehicle 1 Manoeuver:		Slowing or stopping
Ve	ehicle 1 Type:		Automobile, station wagon
Accident II Notes:	D : 03-1041	Date & Time:	August 4, 2003 7:00 pm
Ad	ccident Location:		Intersection related
Ap	pparent Driver 1 Action:		Speed too fast for condition
Αŗ	pparent Driver 2 Action:		Driving properly
CI	lassification of Accident:		P.D. only
Dr	river 1 Age:		44
Dr	river 1 Condition:		Normal
Dr	river 1 Sex:		Female
Dr	river 2 Age:		54
Dr	river 2 Condition:		Normal
Dr	river 2 Sex:		Male
Er	nvironment Condition 1:		Rain
Im	npact Location:		Thru lane
In	itial Direction of Travel 1:		West
Ini	itial Direction of Travel 2:		East
Ini	itial Impact Type:		Approaching (head on)
	ght:		Daylight
	oad 1 Alignment:		Straight on hill
	oad 1 Character:		Undivided - two-way
Ro	oad 1 Condition:		Good
Ro	oad 1 Surface:		Asphalt
Ro	oad 1 Surface Condition:		Wet
Ro	oad Jurisdiction:		Township
	equence of Events 1:		Other motor vehicle
	equence of Events 4:		Other motor vehicle
	raffic Control:		No control
	ehicle 1 Condition:		No apparent defect
	ehicle 1 Manoeuver:		Slowing or stopping
	ehicle 1 Type:		Automobile, station wagon
	ehicle 2 Condition:		No apparent defect
	ehicle 2 Manoeuver:		Stopped
	ehicle 2 Type:		Automobile, station wagon
Accident II	D : 03-1010	Date & Time:	August 4, 2003 7:15 pm
Notes:			
Ac	ccident Location:		Intersection related
Ap	pparent Driver 1 Action:		Lost control
	pparent Driver 2 Action:		Driving properly
	lassification of Accident:		P.D. only
	river 1 Age:		29
Dr			
	river 1 Condition:		Normal
Dr	-		Normal Female
Dr Dr	river 1 Condition:		

ccident ID: lotes:	03-1010	Date & Time:	August 4, 2003 7:15 pm	cont
Driv	er 2 Sex:		Male	
Env	ronment Condition 1:		Rain	
Impa	act Location:		Thru lane	
Initia	I Direction of Travel 1:		East	
Initia	I Direction of Travel 2:		West	
Initia	I Impact Type:		Approaching (head on)	
Ligh	· · · · · · · · · · · · · · · · · · ·		Daylight	
	d 1 Alignment:		Straight on hill	
	d 1 Character:		Undivided - two-way	
	d 1 Condition:		Good	
	d 1 Pavement Markings:		Exist	
	d 1 Surface:		Asphalt	
	d 1 Surface Condition:		Wet	
	d Jurisdiction:		County or district	
	uence of Events 1:		Other motor vehicle	
			Other motor vehicle	
	uence of Events 4:			
	ic Control:		No control	
	cle 1 Condition:		No apparent defect	
	cle 1 Manoeuver:		Slowing or stopping	
	cle 1 Type:		Automobile, station wagon	
	cle 2 Condition:		No apparent defect	
	cle 2 Manoeuver:		Turning left	
Vehi	cle 2 Type:		Pick-up truck	
ccident ID: otes:	04-0853d	Date & Time:	August 15, 2004 3:55 pm	
Acci	dent Location:		At intersection	
App	arent Driver 1 Action:		Following too close	
	arent Driver 2 Action:		Driving properly	
	sification of Accident:		Non-fatal injury	
	er 1 Age:		19	
	er 1 Condition:		Inattentive	
	er 1 Injury:		Minimal	
	er 1 Sex:		Male	
	er 2 Age:		37	
	er 2 Condition:		Normal	
	er 2 Injury:		Minimal	
	er 2 Sex:		Male	
	ronment Condition 1:		Clear	
	act Location:		Within intersection	
	I Direction of Travel 1:		West	
	I Direction of Travel 2:		West	
	I Impact Type:		Rear end	
	I Location of Vehicle 1 Damage or Area of Impact:		Front centre	
Initia	I Location of Vehicle 2 Damage or Area of Impact:			
Ligh	:		Daylight	
	d 1 Alignment:		Straight on hill	
	d 1 Character:		Undivided - two-way	
	d 1 Condition:		Good	
	d 1 Pavement Markings:		Exist	

Acciden	it ID:	04-0853d	Date & Time:	August 15, 2004	3:55 pm	cont'd
	Road 1	Surface Condition:		Dry		
	Road 2	Alignment:		Straight on hill		
	Road 2	Character:		Undivided - two-wa	ıy	
	Road 2	Condition:		Good		
	Road 2	Pavement Markings:		Exist		
	Road 2	Surface:		Asphalt		
	Road 2	Surface Condition:		Dry		
	Road J	urisdiction:		County or district		
	Second	lary Location of Vehicle 1 Damage or Area of Impact		Right front corner		
	Sequer	nce of Events 1:		Other motor vehicle	Э	
	Sequer	nce of Events 4:		Other motor vehicle	Э	
	Traffic (Stop sign		
	Traffic (Control Condition:		Functioning		
		1 Condition:		No apparent defect	t	
	Vehicle	1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
		2 Condition:		No apparent defect	t	
		2 Damage:		Demolished	•	
		2 Manoeuver:		Turning left		
		2 Type:		Automobile		
		- 176-1				
Acciden Notes:	t ID:	04-1031d Deer	Date & Time:	October 14, 2004	3:20 am	
	Accider	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Driving properly		
	Classifi	cation of Accident:		P.D. only		
	Driver 1	I Age:		42		
	Driver 1	Condition:		Normal		
	Driver 1	l Injury:		None		
	Driver 1			Male		
	Enviror	ment Condition 1:		Clear		
	Impact	Location:		Thru lane		
		irection of Travel 1:		North		
	Initial Ir	npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
	Light:			Dark		
		Alignment:		Straight on level		
		Character:		Undivided - two-wa	ıv	
	Road 1	Condition:		Good	,	
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		nce of Events 1:		Animal - wild		
		ane No.:		1		
	Traffic (No control		
		1 Condition:		No apparent defect		
		1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
	venicle	1 Type:		Automobile		

Acciden Notes:	t ID: 05-0387	Date & Time:	March 17, 2005 9:35 am
	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
Acciden	t 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 1: Initial Direction of Travel 2:		East Rear end
	Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type:		East Rear end
	Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		East Rear end Front centre
	Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		East Rear end Front centre Back centre
	Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Light:		East Rear end Front centre Back centre Dark, artificial
	Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		East Rear end Front centre Back centre

lotes:	nt ID: 5-943	Date & Time:	August 27, 2005 9:45 pm	cont'
	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 Manoeuver:		Going ahead	
	Vehicle 1 Type:		Automobile	
	Vehicle 2 Condition:		No apparent defect	
	Vehicle 2 Damage:		Light	
	Vehicle 2 Manoeuver:		Slowing or stopping	
	Vehicle 2 Type:		Automobile	
ccider otes:	nt ID: 06-0348	Date & Time:	February 26, 2006 4:18 pm	
	Accident Location:		Non intersection	
	Apparent Driver 1 Action:			
			Speed too fast for condition	
	Apparent Driver 2 Action:		Speed too fast for condition Other	
	Apparent Driver 2 Action: Classification of Accident:		Other	
	Classification of Accident:			
	Classification of Accident: Driver 1 Age:		Other P.D. only 45	
	Classification of Accident: Driver 1 Age: Driver 1 Condition:		Other P.D. only 45 Normal	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex:		Other P.D. only 45 Normal Male	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition:		Other P.D. only 45 Normal Male Unknown	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1:		Other P.D. only 45 Normal Male Unknown Clear	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Pavement Markings:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Pavement Markings:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent Gravel or crushed stone	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:	oct:	Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent Gravel or crushed stone Packed snow	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:	oct:	Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent Gravel or crushed stone Packed snow Township	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impacts Sequence of Events 1:	oct:	Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent Gravel or crushed stone Packed snow Township Left centre Other motor vehicle	
	Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Condition: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact	ıct:	Other P.D. only 45 Normal Male Unknown Clear Left shoulder South Other Left front corner Daylight Curve on level Undivided - two-way Good Non-existent Gravel or crushed stone Packed snow Township Left centre	

Accident ID: Notes:	06-0348	Date & Time:	February 26, 2006	4:18 pm	cont'd
Vehicl	e 1 Damage:		Moderate		
Vehicl	e 1 Manoeuver:		Going ahead		
Vehicl	e 1 Type:		Automobile		
Vehicl	e 2 Type:		Pick-up truck		
Accident ID: Notes:	07-0471	Date & Time:	September 26, 2007	' 1:19 pm	
Accide	ent Location:		Intersection related		
Appar	ent Driver 1 Action:		Following too close		
Appar	ent Driver 2 Action:		Driving properly		
	fication of Accident:		Non-fatal injury		
Driver	1 Age:		51		
	1 Condition:		Inattentive		
	1 Sex:		Male		
	2 Age:		63		
	2 Condition:		Normal		
	2 Sex:		Female		
	onment Condition 1:		Clear		
	t Location:		Two-way left turn lane		
	Direction of Travel 1:		West		
	Direction of Travel 2:		West		
	Impact Type:		Rear end		
	Location of Vehicle 1 Damage or Area of Impact:		Left front corner		
	Location of Vehicle 2 Damage or Area of Impact:		Front complete		
Light:	Education of vehicle 2 Damage of Area of Impact.		Daylight		
	1 Alignment:		Straight on hill		
	1 Character:		Undivided - two-way		
	1 Condition:		Good		
	1 Pavement Markings:		Exist		
	1 Surface:		Asphalt		
	1 Surface Condition:		<u>'</u>		
			Dry County or district		
	Jurisdiction:		County or district		
	ence of Events 1:		Other motor vehicle		
· .	ence of Events 4:		Other motor vehicle		
	Control:		No control		
	e 1 Condition:		No apparent defect		
	e 1 Damage:		Light		
	e 1 Manoeuver:		Going ahead		
	e 1 Type:		Truck - dump		
	e 2 Condition:		No apparent defect		
	e 2 Damage:		Moderate		
	e 2 Manoeuver:		Slowing or stopping		
Vehicl	e 2 Type:		Pick-up truck		
Accident ID:	11-00462	Date & Time:	October 4, 2011 8:0	00 am	
Notes:					
	ent Location:		Intersection related		
Accide			Following too close		
Accide Appar	ent Driver 1 Action:		Following too close Non-fatal injury		
Accide Appar Classi			Following too close Non-fatal injury 50		

Accident ID: Notes:	11-00462	Date & Time:	October 4, 2011	8:00 am	cont'
Drive	r 1 Injury:		Minimal		
Drive	r 1 Sex:		Male		
Drive	r 2 Age:		44		
Drive	r 2 Condition:		Normal		
Drive	r 2 Sex:		Female		
Envir	onment 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	
Impa	ct 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 Impa	ct:	Front centre		
Initial	Location of Vehicle 2 Damage or Area of Impa	ct:	Left centre		
Light:			Daylight		
Road	1 Alignment:		Curve on hill		
	1 Character:		Undivided - two-wa	ау	
Road	1 Condition:		Good	•	
Road	1 Pavement Markings:		Exist		
Road	1 Surface:		Asphalt		
Road	1 Surface Condition:		Wet		
Road	Jurisdiction:		County or district		
Seco	ndary Location of Vehicle 1 Damage or Area of	Impact:	Right front corner		
	ndary Location of Vehicle 2 Damage or Area of		Front centre		
	ence of Events 1:	•	Other motor vehicl	е	
Sequ	ence of Events 2:		Skidding/sliding		
	ence of Events 3:		Steel guide rail		
Segu	ence of Events 4:		Other motor vehicl	e	
Sequ	ence of Events 5:		Steel guide rail		
Thru	Lane No.:		2		
Traffic	c Control:		No control		
Vehic	le 1 Condition:		No apparent defec	:t	
Vehic	le 1 Damage:		Moderate		
	le 1 Manoeuver:		Going ahead		
Vehic	le 1 Type:		Truck - closed		
	le 2 Condition:		No apparent defec	et	
	le 2 Damage:		Severe		
	le 2 Manoeuver:		Slowing or stoppin	a	

Accident ID:	01-0792d	Date & Time:	October 6, 2001 10:54 pm
Notes:			A
	ent Location:		At intersection
	ent Driver 1 Action:		Driving properly
	ent Driver 2 Action:		Speed too fast for condition
	fication of Accident:		P.D. only
	1 Age:		124
	1 Condition:		Had been drinking
	1 Sex:		Male
	2 Age:		144
Driver	2 Condition:		Normal
	2 Sex:		Male
Enviro	nment Condition 1:		Rain
· ·	t Location:		Thru lane
Initial	Direction of Travel 1:		North
Initial	Direction of Travel 2:		East
Initial	mpact Type:		Angle (t-bone)
Light:			Dark
Road	1 Alignment:		Straight on level
	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 Non-existent
Road	2 Surface:		Gravel or crushed stone
Road	2 Surface Condition:		Wet
Road	Jurisdiction:		County or district
Seque	nce of Events 1:		Other motor vehicle
	nce of Events 4:		Other motor vehicle
	Control:		Stop sign
Traffic	Control Condition:		Functioning
Vehicl	e 1 Condition:		No apparent defect
	e 1 Manoeuver:		Slowing or stopping
	e 1 Type:		Automobile, station wagon
	e 2 Condition:		No apparent defect
	e 2 Manoeuver:		Going ahead
	e 2 Type:		Ambulance
. 3.1101	- 7r -		
Accident ID:	04-0770	Date & Time:	July 21, 2004 2:00 pm
Notes:			
Accide	ent Location:		Intersection related
Appar	ent Driver 1 Action:		Speed too fast for condition
	ent Driver 2 Action:		Driving properly
	fication of Accident:		P.D. only
	1 Age:		19
	1 Condition:		Normal
	1 Sex:		Male
	2 Age:		25
	2 Condition:		Normal
	2 Sex:		Male
DIIVEI	200/		maio

Acciden	nt ID: 04-0770	Date & Time:	July 21, 2004 2:00 pm	cont'd
	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 Manoeuver:		Going ahead	
	Vehicle 1 Type:		Automobile	
	Vehicle 2 Condition:			
			No apparent defect	
	Vehicle 2 Damage:		Moderate	
	Vehicle 2 Type:		Slowing or stopping Automobile	
	Vehicle 2 Type:		Automobile	
Acciden	nt ID: 05-0432	Date & Time:	April 2, 2005 1:25 pm	
	Accident Location:		Intersection related	
	Apparent Driver 1 Action:		Improper passing	
	Apparent Driver 1 Action: Apparent Driver 2 Action:		Improper turn	
	Classification of Accident:		Non-fatal injury	
			29	
	Driver 1 Age: Driver 1 Condition:			
	Driver 1 Sex:		Inattentive	
			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	
			Sideswipe	
	Initial Impact Type:			
	Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Right front corner	
			Right front corner Left front	
	Initial Location of Vehicle 1 Damage or Area of Impact:		-	
	Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		Left front	
	Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Light:		Left front Daylight	

Accident Notes:	ID:	05-0432	Date & Time:	April 2, 2005	1:25 pm	cont'd
	Road 1	Pavement Markings:		Exist		
ı	Road 1	Surface:		Asphalt		
	Road 1	Surface Condition:		Wet		
ı	Road J	urisdiction:		Township		
;	Second	dary Location of Vehicle 1 Damage or Area of Impact:		Right centre		
;	Second	dary Location of Vehicle 2 Damage or Area of Impact:		Left centre		
;	Sequer	nce of Events 1:		Other motor ve	hicle	
•	Traffic (Control:		Stop sign		
-	Traffic (Control Condition:		Functioning		
,	Vehicle	1 Condition:		No apparent de	efect	
,	Vehicle	1 Damage:		Severe		
,	Vehicle	1 Manoeuver:		Overtaking		
,	Vehicle	1 Type:		Automobile		
,	Vehicle	2 Condition:		No apparent de	efect	
,	Vehicle	2 Damage:		Severe		
,	Vehicle	2 Manoeuver:		Turning left		
,	Vehicle	2 Type:		Automobile		
Accident Notes:	ID:	09-00016	Date & Time:	January 7, 20	09 6:00 pm	
	Accider	nt Location:		At intersection		
,	Appare	nt Driver 1 Action:		Lost control		
		cation of Accident:		P.D. only		
ı	Driver 1	1 Age:		51		
		1 Condition:		Normal		
I	Driver 1	1 Sex:		Male		
		nment Condition 1:		Snow		
I	Impact	Location:		Not on roadway	/ - right side	
		Pirection of Travel 1:		North	•	
	Initial Ir	mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Left front		
	Light:			Dark		
	Road 1	Alignment:		Straight on hill		
[Road 1	Character:		Undivided - two	o-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 J	urisdiction:		Township		
;	Sequer	nce of Events 1:		Skidding/sliding	1	
;	Sequer	nce of Events 2:		Pole (sign, park	king meter)	
		Control:		Stop sign	, 	
	Traffic (Control Condition:		Functioning		
		1 Condition:		No apparent de	efect	
		1 Damage:		Moderate		
		1 Manoeuver:		Slowing or stop	ping	
Accident	ID:	11-00056d Driver info unknown	Date & Time:	January 22, 2	010 8:20 pm	

Accident ID:	11-00056d	Date & Time:	January 22, 2010 8:20 pm	cont'o
Notes:	Driver info unknown			
Accide	ent Location:		Non intersection	
	ent Driver 1 Action:		Lost control	
Classi	fication of Accident:		P.D. only	
Driver	1 Age:		5	
Driver	1 Condition:		Normal	
Enviro	nment Condition 1:		Snow	
Fixed	Object Offset 3:		Right of Roadway - Less than 3.1m	
Impac	t 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 Imp	oact:	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	
Secon	dary Location of Vehicle 1 Damage or Area	of Impact:	Undercarriage	
Seque	ence of Events 1:		Other motor vehicle	
Seque	ence of Events 2:		Ran off road	
Seque	ence of Events 3:		Ditch	
Traffic	Control:		No control	
Vehicl	e 1 Condition:		No apparent defect	
Vehicl	e 1 Damage:		Moderate	
Vehicl	e 1 Manoeuver:		Going ahead	
Vehicl	e 1 Type:		Automobile	

Accident I Notes:	ID: 02-347	Date & Time:	April 13, 2002 3:57 am
A	Accident Location:		At intersection
A	Apparent Driver 1 Action:		Improper turn
С	Classification of Accident:		Non-reportable
D	Oriver 1 Age:		53
D	Oriver 1 Condition:		Fatigue
D	Oriver 1 Sex:		Male
E	Environment Condition 1:		Clear
In	mpact Location:		Not on roadway - right side
In	nitial Direction of Travel 1:		West
In	nitial Impact Type:		SMV - fixed object or unattended vehicle
Li	_ight:		Dark
R	Road 1 Alignment:		Straight on level
R	Road 1 Character:		Undivided - two-way
R	Road 1 Condition:		Good
R	Road 1 Pavement Markings:		Exist
	Road 1 Surface:		Asphalt
R	Road 1 Surface Condition:		Dry
R	Road 2 Alignment:		Straight on level
	Road 2 Character:		Undivided - two-way
R	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
	Fraffic Control:		No control
	/ehicle 1 Condition:		No apparent defect
	/ehicle 1 Manoeuver:		Turning right
	/ehicle 1 Type:		Automobile, station wagon
Accident I	ID : 03-605	Date & Time:	July 20, 2003 2:50 pm
A	Accident Location:		Intersection related
Aı	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
	mpact Location:		Thru lane
	nitial Direction of Travel 1:		West
	nitial Direction of Travel 1.		West
	nitial Impact Type:		Rear end
ın	muai mipati Type.		
Li	_ight:		Daylight
Li R	.ight: Road 1 Alignment:		Straight on level
Li R R	.ight: Road 1 Alignment: Road 1 Character:		Straight on level Undivided - two-way
Li R R R	Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:		Straight on level Undivided - two-way Good
Li Ri Ri Ri	.ight: Road 1 Alignment: Road 1 Character:		Straight on level Undivided - two-way

Accident II	D : 03-605	Date & Time:	July 20, 2003 2:50 pm	cont'
	oad 1 Surface Condition:		Wet	
	oad Jurisdiction:		County or district	
	equence of Events 1:		Other motor vehicle	
			Other motor vehicle	
	equence of Events 4: affic Control:			
			No control	
	ehicle 1 Condition:		No apparent defect	
	ehicle 1 Manoeuver:		Going ahead	
	ehicle 1 Type:		Automobile, station wagon	
	ehicle 2 Condition:		No apparent defect	
	ehicle 2 Manoeuver:		Stopped	
Ve	ehicle 2 Type:		Automobile, station wagon	
Accident II Notes:	D : 08-20745	Date & Time:	November 25, 2008 4:07 pm	
Ad	ccident Location:		At intersection	
Ap	pparent Driver 1 Action:		Failed to yield right-of-way	
Ar	oparent Driver 2 Action:		Driving properly	
	assification of Accident:		Non-fatal injury	
Dı	river 1 Age:		37	
	river 1 Condition:		Inattentive	
Dı	river 1 Injury:		Minimal	
	river 1 Sex:		Female	
	river 2 Age:		52	
	river 2 Condition:		Normal	
	river 2 Injury:		Major	
	river 2 Sex:		Male	
	nvironment Condition 1:		Clear	
	npact Location:		Within intersection	
	itial Direction of Travel 1:		North	
	itial Direction of Travel 2:			
			West	
	itial Impact Type:		Angle (t-bone)	
	itial Location of Vehicle 1 Damage or Area of Impact:		Right centre	
	itial Location of Vehicle 2 Damage or Area of Impact:		Front complete	
	ght:		Daylight	
	oad 1 Alignment:		Straight on level	
	oad 1 Character:		Undivided - two-way	
Ro	oad 1 Condition:		Good	
R	oad 1 Pavement Markings:		Exist	
R	oad 1 Surface:		Asphalt	
Ro	oad 1 Surface Condition:		Wet	
Ro	oad 2 Alignment:		Straight on level	
Ro	oad 2 Character:		Undivided - two-way	
Ro	oad 2 Condition:		Good	
Ro	oad 2 Pavement Markings:		Non-existent	
	oad 2 Surface:		Gravel or crushed stone	
	oad 2 Surface Condition:		Wet	
	oad Jurisdiction:		County or district	
	equence of Events 1:		Other motor vehicle	
	equence of Events 4:		Other motor vehicle	
	raffic Control:		Stop sign	
- 11	raffic Control Condition:		Functioning	

Accident Notes:	:ID:	08-20745	Date & Time:	November 25, 2008 4:07 pm	cont'd
,	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 Notes:	: ID:	09-00739	Date & Time:	August 14, 2009 1:01 pm	
,	Accider	nt Location:		At intersection	
,	Appare	nt Driver 1 Action:		Following too close	
	Appare	nt Driver 2 Action:		Driving properly	
		cation of Accident:		P.D. only	
[Driver 1	Age:		62	
		Condition:		Normal	
	Driver 1			Male	
	Driver 2			56	
		? Condition:		Normal	
	Driver 2			Male	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		East	
		irection of Travel 1:			
				East	
		npact Type:		Rear end	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
		ocation of Vehicle 2 Damage or Area of Impact:		Right rear	
	Light:	A.I.		Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
	Road 1	Surface:		Asphalt	
l	Road 1	Surface Condition:		Dry	
	Road 2	Alignment:		Straight on level	
ı	Road 2	Character:		Undivided - two-way	
ı	Road 2	Condition:		Good	
ı	Road 2	Pavement Markings:		Non-existent	
ı	Road 2	Surface:		Asphalt	
ı	Road 2	Surface Condition:		Dry	
ı	Road J	urisdiction:		County or district	
;	Second	ary Location of Vehicle 2 Damage or Area of Impact		Right rear corner	
	Sequen	ice of Events 1:		Other motor vehicle	
	Traffic (Control:		No control	
,	Vehicle	1 Condition:		No apparent defect	
\	Vehicle	1 Damage:		Light	
		1 Manoeuver:		Going ahead	
		1 Type:		Automobile	
		2 Condition:		No apparent defect	
		2 Damage:		Light	
	. 0010	=======================================		J	

Acciden Notes:	t ID:	09-00739	Date & Time:	August 14, 2009 1:01 pm	cont'd
	Vehicle	2 Manoeuver:		Turning left	
	Vehicle	2 Type:		Automobile	
Acciden Notes:	t ID:	09-00835	Date & Time:	September 21, 2009 4:18	pm
	Accide	nt Location:		Intersection related	
	Appare	nt Driver 1 Action:		Following too close	
	Appare	nt Driver 2 Action:		Driving properly	
	Classif	cation 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	
	Enviror	nment Condition 1:		Rain	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		East	
	Initial D	irection of Travel 2:		East	
	Initial I	mpact Type:		Rear end	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Initial L	ocation 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 J	urisdiction:		County or district	
	Second	dary Location of Vehicle 1 Damage or Area of Impac	t:	Right front corner	
	Seque	nce of Events 1:		Other motor vehicle	
	Seque	nce of Events 4:		Other motor vehicle	
	Thru La	ane 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	

DESCRIPTION: HORSESHOE VALLEY ROAD W @ OLD SECOND S

Accident ID: Notes:	11-0009	Date & Time:	January 4, 2011 11:30 am
Accid	lent Location:		At intersection
Appa	rent Driver 1 Action:		Failed to yield right-of-way
Appa	rent Driver 2 Action:		Driving properly
Class	sification of Accident:		Non-fatal injury
Drive	r 1 Age:		32
Drive	r 1 Condition:		Normal
Drive	r 1 Sex:		Male
Drive	r 2 Age:		58
Drive	r 2 Condition:		Normal
Drive	r 2 Injury:		Minimal
Drive	r 2 Sex:		Male
Envir	onment Condition 1:		Clear
Impa	ct Location:		Within intersection
	Direction of Travel 1:		North
Initial	Direction of Travel 2:		West
Initial	Impact Type:		Angle (t-bone)
	Location of Vehicle 1 Damage or Area of Impact:		Front centre
	Location of Vehicle 2 Damage or Area of Impact:		Left rear
Light:	-		Daylight
	1 Alignment:		Curve on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
	1 Pavement Markings:		Exist
	1 Surface:		Asphalt
	1 Surface Condition:		Wet
	2 Alignment:		Straight on level
	2 Character:		Undivided - two-way
	2 Condition:		Good
	2 Pavement Markings:		Non-existent
	2 Surface:		Asphalt
	2 Surface Condition:		Wet
	Jurisdiction:		County or district
	ence of Events 1:		Other motor vehicle
	ence of Events 4:		Ran off road
	ence of Events 5:		Rollover
	c Control:		Stop sign
	c Control Condition:		Functioning
	cle 1 Condition:		No apparent defect
	cle 1 Condition.		Moderate
	ale i Damage. ale 1 Manoeuver:		Going ahead
	ale 1 Manoeuver. Ble 1 Type:		Pick-up truck
	cle 2 Condition:		No apparent defect
			Severe
	cle 2 Damage: cle 2 Manoeuver:		
	cle 2 Manoeuver: cle 2 Type:		Going ahead Automobile
Accident ID:	11-00174	Date & Time:	February 10, 2011 9:26 am
Notes:			
	lent Location:		At intersection
	rent Driver 1 Action:		Speed too fast for condition
Appa	rent Driver 2 Action:		Driving properly

Accident II Notes:	D: 11-00174	Date & Time:	February 10, 2011	9:26 am	cont'
Cla	assification of Accident:		P.D. only		
Dr	iver 1 Age:		20		
Dr	iver 1 Condition:		Normal		
Dr	iver 1 Sex:		Female		
Dr	iver 2 Age:		39		
Dr	iver 2 Condition:		Normal		
Dr	iver 2 Sex:		Male		
En	vironment Condition 1:		Drifting snow		
lm	pact Location:		Within intersection		
Ini	tial Direction of Travel 1:		West		
Ini	tial Direction of Travel 2:		West		
lni	tial Impact Type:		Rear end		
Ini	tial Location of Vehicle 1 Damage or Area of Impact:		Left rear corner		
Ini	tial Location of Vehicle 2 Damage or Area of Impact:		Right rear corner		
Lig	pht:		Daylight		
Ro	pad 1 Alignment:		Curve on level		
Ro	pad 1 Character:		Undivided - two-way		
Ro	pad 1 Condition:		Good		
Ro	pad 1 Pavement Markings:		Exist		
Ro	pad 1 Surface:		Asphalt		
Ro	pad 1 Surface Condition:		Loose snow		
Ro	pad 2 Alignment:		Straight on level		
Ro	pad 2 Character:		Undivided - two-way		
Ro	pad 2 Condition:		Good		
Ro	pad 2 Pavement Markings:		Exist		
Ro	pad 2 Surface:		Asphalt		
Ro	pad 2 Surface Condition:		Loose snow		
Ro	pad Jurisdiction:		County or district		
Se	equence of Events 1:		Other motor vehicle		
Se	equence of Events 4:		Other motor vehicle		
Tra	affic Control:		No control		
Ve	hicle 1 Condition:		No apparent defect		
Ve	hicle 1 Damage:		Severe		
Ve	hicle 1 Manoeuver:		Going ahead		
Ve	hicle 1 Type:		Automobile		
	hicle 2 Condition:		No apparent defect		
Ve	hicle 2 Damage:		Moderate		
	hicle 2 Manoeuver:		Slowing or stopping		
	hicle 2 Type:		Automobile		

Accident	: ID:	01-0354	Date & Time:	April 5, 2001 11:08 am
Notes:		COLISION INVOLVES 3 VEHICLES.		
	Accider	nt Location:		Intersection related
	Appare	nt Driver 1 Action:		Driving properly
	Appare	nt Driver 2 Action:		Other
	Classifi	cation 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
	Environ	ment Condition 1:		Clear
	Impact	Location:		Thru lane
	Initial D	irection of Travel 1:		North
	Initial D	irection of Travel 2:		North
	Initial In	npact Type:		Rear end
	Light:			Daylight
	-	Alignment:		Straight on level
		Character:		Undivided - two-way
	Road 1	Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
	Road 1	Surface Condition:		Dry
		Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Dry
		urisdiction:		County or district
		ice of Events 1:		Other motor vehicle
	•	ice of Events 4:		Other motor vehicle
	Traffic (Traffic signal
		Control Condition:		Functioning
		1 Condition:		No apparent defect
		1 Manoeuver:		Slowing or stopping
				Pick-up truck
		1 Type: 2 Condition:		No apparent defect
		2 Manoeuver:		Going ahead
				Pick-up truck
	verilde	2 Type:		rick-up tluck
Accident	ID:	01-0856	Date & Time:	October 29, 2001 5:30 pm
Notes:				
	Accider	nt Location:		Intersection related
	Appare	nt Driver 1 Action:		Improper turn
	Appare	nt Driver 2 Action:		Driving properly
	Classifi	cation of Accident:		Non-fatal injury
	Driver 1	Age:		152
		Condition:		Normal
	Driver 1			Male
	Driver 2	? Age:		121
		! Condition:		Normal
	Driver 2			Male

Acciden Notes:	t ID:	01-0856	Date & Time:	October 29, 2001	5:30 pm	cont'd
	Enviror	ment Condition 1:		Clear		
	Impact	Location:		Within intersection		
	Initial D	irection of Travel 1:		North		
	Initial D	irection of Travel 2:		South		
	Initial Ir	mpact 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 J	urisdiction:		County or district		
	Sequer	nce of Events 1:		Cyclist		
	Sequer	nce of Events 4:		Other motor vehicle		
		nce of Events 5:		Ran off road		
		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	
Acciden Notes:	t ID:	02-0359	Date & Time:	March 11, 2002 1	2:25 pm	
	Accide	nt Location:		Intersection related		
	Appare	nt Driver 1 Action:		Disobeyed traffic cor	ntrol	
	Appare	nt Driver 2 Action:		Driving properly		
	Classifi	cation of Accident:		P.D. only		
	Driver '	I Age:		74		
		Condition:		Inattentive		
	Driver '	I Sex:		Male		
	Driver 2	2 Age:		35		
		2 Condition:		Normal		
	Driver 2			Male		
		ment Condition 1:		Clear		
		Location:		Within intersection		
	•	irection of Travel 1:		East		
		virection of Travel 2:		North		
		npact Type:		Angle (t-bone)		
	Light:			Daylight		
	_	Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
	Noau I	i avenient markings.		LAISI		

Accident Notes:	ID:	02-0359	Date & Time:	March 11, 2002 12:25 pm	cont'd
F	Road 1	Surface:		Asphalt	
F	Road 1	Surface Condition:		Dry	
F	Road 2	Alignment:		Straight on level	
F	Road 2	Character:		Undivided - two-way	
F	Road 2	Condition:		Good	
F	Road 2	Pavement Markings:		Exist	
F	Road 2	Surface:		Asphalt	
F	Road 2	Surface Condition:		Dry	
F	Road J	urisdiction:		County or district	
5	Sequer	nce of Events 1:		Other motor vehicle	
5	Sequer	nce of Events 4:		Other motor vehicle	
1	Traffic (Control:		Traffic signal	
Т	Traffic (Control Condition:		Functioning	
\	Vehicle	1 Condition:		No apparent defect	
١	Vehicle	1 Manoeuver:		Going ahead	
\	Vehicle	1 Type:		Automobile, station wagon	
		2 Condition:		No apparent defect	
\	Vehicle	2 Manoeuver:		Going ahead	
١	Vehicle	2 Type:		Automobile, station wagon	
Accident Notes:		02-0493	Date & Time:	April 10, 2002 8:15 pm	
		nt Location:		Parking lot	
		ent Driver 1 Action:		Other	
		cation of Accident:		P.D. only	
	Driver '			17	
		1 Condition:		Normal	
	Driver '			Male	
		nment Condition 1:		Clear	
		Location:		Off highway	
		Direction of Travel 1:		West	
		Direction of Travel 2:		North	
		mpact Type:		SMV - animal or pedestrian	
	Light:			Dark, artificial	
		Alignment:		Straight on level	
		Condition:		Good	
F	Road 1	Pavement Markings:		Non-existent	
F	Road 1	Surface:		Asphalt	
F	Road 1	Surface Condition:		Dry	
F	Road J	urisdiction:		Regional municipality	
5	Sequer	nce of Events 1:		Other motor vehicle	
5	Sequer	nce of Events 4:		Other motor vehicle	
7	Traffic	Control:		No control	
١,		1 Condition:		No apparent defect	
,	Vehicle			Davianian	
		1 Manoeuver:		Reversing	
١	Vehicle	: 1 Manoeuver: : 1 Type:		Automobile, station wagon	
\	Vehicle Vehicle				
\	Vehicle Vehicle Vehicle	1 Type:		Automobile, station wagon	

Accident Notes:	t ID : 04-0999	Date & Time:	August 18, 2004 6:20 pm
	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 Impact Type. Initial Location of Vehicle 1 Damage or Area of Impact:		Left front corner
	Initial Location of Vehicle 2 Damage of 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
		Data 8 Times	
Accident Notes:	t ID : 05-252	Date & Time:	February 17, 2005 6:31 pm
	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

Light: Road 1 Alignmer Road 1 Characte Road 1 Condition Road 1 Pavemen Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction Sequence of Eve Thru Lane No.: Traffic Control: Vehicle 1 Conditi Vehicle 1 Damag Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0063 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Direction of Initial Impact Typ Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition	n: of Travel 1:		Clear	
Initial Direction of Initial Impact Typ Initial Location of Light: Road 1 Alignmer Road 1 Character Road 1 Condition Road 1 Pavemer Road 1 Surface: Road 1 Damage Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Type: Accident ID: Accident Location Apparent Driver Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Initial Direction of Initial Direction of Initial Direction of Initial Impact Typ Initial Location of Initial Loc	of Travel 1:		Olodi	
Initial Impact Typ Initial Location of Light: Road 1 Alignmer Road 1 Condition Road 1 Pavemen Road 1 Surface: Road 1 Condition Road 1 Condition Road 1 Characte Road 1 Condition			Thru lane	
Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition Road 1 Pavemer Road 1 Surface: Road Jurisdiction Sequence of Ever Thru Lane No.: Traffic Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Collimpact Location: Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition	rpe:		East	
Light: Road 1 Alignmer Road 1 Characte Road 1 Condition Road 1 Pavemen Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction Sequence of Eve Thru Lane No.: Traffic Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: O6-0063 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Road: Driver 2 Sex: Environment Collimpact Location: Initial Direction of Initial Direction of Initial Location of Initial Location of Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition			SMV - Other	
Road 1 Alignmer Road 1 Characte Road 1 Condition Road 1 Pavemer Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction Sequence of Eve Thru Lane No.: Traffic Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Age: Driver 1 Condition Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Direction of Initial Location of	of Vehicle 1 Damage or Area of Impact:		Front complete	
Road 1 Character Road 1 Condition Road 1 Pavemen Road 1 Surface: Road 1 Condition Sequence of Even Thru Lane No.: Traffic Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: O6-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Direction of Initial Impact Typ Initial Location of Initial Location of Light: Road 1 Alignmen Road 1 Character Road 1 Condition			Dark	
Road 1 Character Road 1 Condition Road 1 Pavemen Road 1 Surface: Road 1 Condition Sequence of Even Thru Lane No.: Traffic Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: O6-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Direction of Initial Impact Typ Initial Location of Initial Location of Light: Road 1 Alignmen Road 1 Character Road 1 Condition	ent:		Straight on level	
Road 1 Pavement Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction Sequence of Event From Lane No.: Traffic Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Initial Direction of Initial Direction of Initial Direction of Initial Location of Initial Loca			Undivided - two-way	
Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction Sequence of Eve Thru Lane No.: Traffic Control: Vehicle 1 Conditi Vehicle 1 Damag Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Sex: Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Direction of Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Characte Road 1 Condition	on:		Good	
Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction Sequence of Eve Thru Lane No.: Traffic Control: Vehicle 1 Conditi Vehicle 1 Damag Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Sex: Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Direction of Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Characte Road 1 Condition	ent Markings:		Obscured	
Road 1 Surface Road Jurisdiction Sequence of Everometric Control: Vehicle 1 Condition Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Sex: Driver 2 Condition Driver 2 Sex: Environment Continuation Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Condition Road 1 Alignment Road 1 Character Road 1 Condition			Asphalt	
Road Jurisdiction Sequence of Eve Thru Lane No.: Traffic Control: Vehicle 1 Conditi Vehicle 1 Damag Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-006/ Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Coll Impact Location: Initial Direction of Initial Direction of Initial Location of Light: Road 1 Alignment Road 1 Characte Road 1 Condition			Packed snow	
Sequence of Ever Thru Lane No.: Traffic Control: Vehicle 1 Conditivehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-006: Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Collimpact Location: Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Character Road 1 Condition Initial Location of Light: Road 1 Condition Road 1 Condition Road 1 Character Road 1 Condition R			Municipal (excl. Twp. Rd.)	
Thru Lane No.: Traffic Control: Vehicle 1 Conditi Vehicle 1 Damag Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Locatio Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Conditio Driver 2 Age: Driver 2 Conditio Driver 2 Sex: Environment Col Impact Location: Initial Direction of Initial Direction of Initial Location of In			Animal - wild	
Traffic Control: Vehicle 1 Conditivehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Driver 2 Sex: Environment Condition Driver 1 Driver 2 Sex: Environment Condition Driver 2 S			1	
Vehicle 1 Conditive Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Driver 2 Sex: Environment Condition Driver 1 Driver 1 Driver 1 Driver 1 Driver 2 Sex: Environment Condition Driver 2 Sex: Envir			No control	
Vehicle 1 Damage Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Age: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Driver 2 Sex: Environment Condition Driver 1 Driver 2 Sex: Environment Condition Driver 2 Sex: Environment Con	ition:		No apparent defect	
Vehicle 1 Manoe Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Locatio Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Conditio Driver 2 Age: Driver 2 Conditio Driver 2 Sex: Environment Col Impact Location: Initial Direction of Initial Direction of Initial Location of Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition			Moderate	
Vehicle 1 Type: Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Sex: Driver 2 Condition Driver 2 Sex: Environment Collimpact Location: Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location				
Accident ID: 06-0062 Notes: Accident Location Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location of Initial Location of Initial Location of Initial Condition Initial Location of Initial			Going ahead	
Accident Location Apparent Driver Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Initial Direction of Initial Location of Initial			Automobile	
Apparent Driver Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location of Initial Location of Initial Location of Initial Condition Initial Location of	52	Date & Time:	January 17, 2006 2:10 p	om
Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Initial Direction of Initial Location of Light: Road 1 Alignment Road 1 Condition	on:		Intersection related	
Apparent Driver Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Initial Direction of Initial Location of Light: Road 1 Alignment Road 1 Condition			Speed too fast for condition	
Classification of Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Initial Impact Type Initial Location of Initial Locati			Driving properly	
Driver 1 Age: Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Condition Impact Location: Initial Direction of Initial Impact Type Initial Location of Initial Loca			P.D. only	
Driver 1 Condition Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Continuate Direction of Initial Direction of Initial Location of Initial L	7 tooldone.		33	
Driver 1 Sex: Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Content Impact Location: Initial Direction of Initial Impact Type Initial Location of Initial	ion:		Unknown	
Driver 2 Age: Driver 2 Condition Driver 2 Sex: Environment Continued Impact Location of Initial Direction of Initial Impact Type Initial Location of Initial Location	OII.			
Driver 2 Condition Driver 2 Sex: Environment Con Impact Location: Initial Direction of Initial Impact Typ Initial Location of			Male	
Driver 2 Sex: Environment Cor Impact Location: Initial Direction of Initial Impact Typ Initial Location of Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Characte Road 1 Condition			46	
Environment Col Impact Location: Initial Direction of Initial Impact Typ Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Condition	on:		Normal	
Impact Location: Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition			Male	
Initial Direction of Initial Direction of Initial Impact Type Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Character Road 1 Condition			Clear	
Initial Direction of Initial Impact Typ Initial Location of Initial Location of Light: Road 1 Alignment Road 1 Character Road 1 Condition			Within intersection	
Initial Impact Typ Initial Location of Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition			West	
Initial Location of Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition			North	
Initial Location of Light: Road 1 Alignmer Road 1 Characte Road 1 Condition			Other	
Light: Road 1 Alignmer Road 1 Characte Road 1 Condition	of Vehicle 1 Damage or Area of Impact:		Left front corner	
Road 1 Alignmer Road 1 Characte Road 1 Condition	of Vehicle 2 Damage or Area of Impact:		Left centre	
Road 1 Characte Road 1 Condition			Daylight	
Road 1 Condition	ent:		Straight on level	
	ter:		Undivided - two-way	
Road 1 Pavemor	on:		Good	
Noau i Favellie	ent Markings:		Obscured	
Road 1 Surface:	-		Asphalt	
Road 1 Surface			Ice	
Road 2 Alignmer			Straight on level	
	4111		-	
Road 2 Characte			Undivided - two-way	
Road 2 Condition Road 2 Pavemen	ter:		Good	

Accident	t ID:	06-0062	Date & Time:	January 17, 2006	2:10 pm	cont'd
	Road 2	Surface:		Asphalt		
	Road 2	Surface Condition:		Ice		
	Road J	urisdiction:		Township		
	Second	dary Location of Vehicle 1 Damage or Area of Impact:		Left front		
	Sequer	nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
		Control:		Traffic signal		
	Traffic (Control Condition:		Functioning		
	Vehicle	1 Condition:		No apparent defect		
		1 Damage:		Moderate		
		1 Manoeuver:		Turning right		
		1 Type:		Other		
		2 Condition:		No apparent defect		
		2 Damage:		Moderate		
		2 Manoeuver:		Stopped		
		2 Type:		Truck - dump		
	VOITIOIO	, 2 Typo.		Track damp		
Accident Notes:	t ID:	06-0967	Date & Time:	September 6, 2006	6:31 pm	
	Accide	nt Location:		Intersection related		
	Appare	ent Driver 1 Action:		Disobeyed traffic cor	ntrol	
		ent Driver 2 Action:		Driving properly		
		cation of Accident:		Non-fatal injury		
	Driver '			41		
		1 Condition:		Normal		
		1 Injury:		Minimal		
	Driver			Female		
	Driver 2			60		
		2 Condition:		Normal		
				None		
	Driver 2	2 Injury:		Male		
		nment Condition 1:		Clear		
		Location:		Thru lane		
		Direction of Travel 1:		East		
		Direction of Travel 2:		East		
		mpact Type:		Rear end		
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner		
		ocation of Vehicle 2 Damage or Area of Impact:		Right rear corner		
	Light:			Daylight		
		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		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
	2	Sundo Condition.				

Accident Notes:	ID: 06-0	0967		Date & Time:	September 6, 2006	6:31 pm	cont'd
F	Road Jurisdi	ction:			Regional municipality		
5	Sequence of	Events 1:			Other motor vehicle		
	Sequence of				Other motor vehicle		
	Thru Lane N				1		
	Traffic Contr				Traffic signal		
		ol Condition:			Functioning		
\	Vehicle 1 Co	ndition:			No apparent defect		
	Vehicle 1 Da				Moderate		
	Vehicle 1 Ma	=			Going ahead		
	Vehicle 1 Ty				Automobile		
	Vehicle 2 Co				No apparent defect		
	Vehicle 2 Da	=			Moderate		
	Vehicle 2 Ma				Stopped		
	Vehicle 2 Ty				Automobile		
Accident Notes:		00028		Date & Time:	November 17, 2008	11:11 am	
F	Accident Loc	ation:			At intersection		
P	Apparent Dr	ver 1 Action:			Failed to yield right-of-	-way	
A	Apparent Dr	ver 2 Action:			Failed to yield right-of-	-way	
(Classification	n of Accident:			Non-fatal injury		
	Driver 1 Age	:			58		
[Driver 1 Con	dition:			Normal		
[Driver 1 Inju	y:			Minimal		
	Driver 1 Sex				Male		
[Driver 2 Age	:			40		
	Driver 2 Con				Unknown		
[Driver 2 Sex	•			Male		
E	Environment	Condition 1:			Clear		
	Impact Loca				Within intersection		
		on of Travel 1:			North		
		on of Travel 2:			West		
	Initial Impact				Angle (t-bone)		
			ge or Area of Impact:		Right front corner		
	Light:	on or venicle i Dama	ge of Area of Impact.		-		
		mont			Daylight		
	Road 1 Aligr				Straight on level		
	Road 1 Chai				Divided - no barrier		
	Road 1 Con				Good		
		ement Markings:			Exist		
	Road 1 Surfa				Asphalt		
		ace Condition:			Dry		
	Road Jurisdi				County or district		
	-		Damage or Area of Impac	t:			
	Sequence of	Events 1:			Other motor vehicle		
9	Sequence of	Events 4:			Other motor vehicle		
7	Traffic Contr	ol:			Traffic signal		
]	Traffic Contr	ol Condition:			Not functioning		
\	Vehicle 1 Co	ndition:			No apparent defect		
,	Vehicle 1 Da	mage:			Moderate		
,							
	Vehicle 1 Ma	noeuver:			Going ahead		

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

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PINE RIDGE TRAIL

Accident Notes:	: ID : 03-0399	Date & Time:	February 14, 2003 1:25 pm
	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:		-
	Road 1 Condition:		Undivided - two-way 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 Notes:	t ID : 05-0107d	Date & Time:	January 22, 2005 3:14 pm
	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 Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Front complete
	Initial Location of Vehicle 2 Damage of Area of Impact:		Back complete
	Light:		Daylight
	Light		Dajiigiit

DESCRIPTION: HORSESHOE VALLEY ROAD W @ PINE RIDGE TRAIL

Accident ID: Notes:	05-0107d	Date & Time:	January 22, 2005	3:14 pm	cont'd
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 J	urisdiction:		Township		
Sequer	nce 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		

DESCRIPTION: HORSESHOE VALLEY ROAD W @ TRILLIUM TRAIL

ident ID: es:	02-1111	Date & Time: October 26, 2002 1:10 pm
Accide	nt Location:	Non intersection
Appare	ent Driver 1 Action:	Following too close
Appare	ent Driver 2 Action:	Driving properly
Classif	ication 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
Enviro	nment Condition 1:	Clear
Impact	Location:	Thru lane
Initial [Direction of Travel 1:	East
Initial [Direction of Travel 2:	East
Initial I	mpact 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	2 Alignment:	Straight on level
Road 2	2 Character:	Undivided - two-way
Road 2	2 Condition:	Good
Road 2	2 Pavement Markings:	Exist
Road 2	2 Surface:	Asphalt
Road 2	2 Surface Condition:	Dry
Road .	Jurisdiction:	County or district
Seque	nce of Events 1:	Other motor vehicle
Seque	nce of Events 4:	Other motor vehicle
Traffic	Control:	No control
Traffic	Control Condition:	Functioning
Vehicle	e 1 Condition:	No apparent defect
Vehicle	e 1 Manoeuver:	Going ahead
Vehicle	e 1 Type:	Automobile, station wagon
Vehicle	2 Condition:	No apparent defect
Vehicle	e 2 Manoeuver:	Slowing or stopping
Vehicle	e 2 Type:	Automobile, station wagon

DESCRIPTION: HORSESHOE VALLEY ROAD W @ WILSON DRIVE

Acciden Notes:	nt ID: 03-1047	Date & Time:	December 11, 2003 3:05 pm
	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
			Pick-up truck
	Vehicle 2 Type:		Fick-up truck
Acciden Notes:	t ID: 06-203	Date & Time:	February 20, 2006 1:30 am
	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
			· -
			Normal
	Driver 1 Condition:		Normal Male
			Normal Male 26

DESCRIPTION: HORSESHOE VALLEY ROAD W @ WILSON DRIVE

Accident ID: Notes:	06-203	Date & Time:	February 20, 2006	1:30 am	cont'o
Driver	2 Sex:		Male		
Enviro	onment Condition 1:		Clear		
Impac	t 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		
Seque	ence of Events 1:		Other motor vehicle		
Seque	ence of Events 4:		Other motor vehicle		
Traffic	: Control:		No control		
Vehicl	e 1 Condition:		No apparent defect		
Vehicl	e 1 Damage:		Light		
Vehicl	e 1 Manoeuver:		Going ahead		
Vehicl	e 1 Type:		Automobile		
Vehicl	e 2 Condition:		No apparent defect		
Vehicl	e 2 Damage:		Light		
Vehicl	e 2 Manoeuver:		Going ahead		
Vehicl	e 2 Type:		Passenger van (SUV)		

MIDBLOCK ID: 8452 MUNICIPALITY: Springwater

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

Accident ID: Notes:	03-1051	Date & Time:	December 12, 2003 10:40 am
Accide	ent Location:		At/near private drive
Appar	ent Driver 1 Action:		Lost control
Classi	fication of Accident:		P.D. only
Driver	1 Age:		27
Driver	1 Condition:		Normal
Driver	1 Sex:		Male
Enviro	nment Condition 1:		Snow
Impac	t Location:		Not on roadway - right side
Initial	Direction of Travel 1:		East
Initial	Impact Type:		SMV - fixed object or unattended vehicle
Light:			Daylight
	1 Alignment:		Straight on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
Road	1 Pavement Markings:		Exist
	1 Surface:		Asphalt
	1 Surface Condition:		Loose snow
	Jurisdiction:		County or district
	ence of Events 2:		Ran off road
	ence of Events 3:		Ditch
•	Control:		No control
	e 1 Condition:		No apparent defect
	e 1 Manoeuver:		Going ahead
	e 1 Type:		Automobile, station wagon
	05-637	Date & Time:	July 15, 2005 9:15 am
Notes:		Date & Time:	July 15, 2005 9:15 am
Notes:	ent Location:	Date & Time:	July 15, 2005 9:15 am Non intersection
Notes: Accide Appare	ent Location: ent Driver 1 Action:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly
Notes: Accide Appare Appare	ent Location: ent Driver 1 Action: ent Driver 2 Action:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other
Notes: Accide Appare Appare Classi	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury
Accide Appar Appar Classi Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37
Notes: Accide Appare Appare Classi Driver Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal
Accide Appar Appar Classi Driver Driver Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal
Accide Appare Appare Appare Classi Driver Driver Driver Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female
Accide Appare Appare Appare Classi Driver Driver Driver Driver Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46
Accided Appare Appare Classi Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal
Accided Appare Appare Classi Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None
Notes: Accide Appare Appare Classi Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male
Accided Appare Appare Classis Driver Enviro	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: mment Condition 1:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear
Accide Appare Appare Appare Classi Driver	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: enment Condition 1: t Location:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane
Accide Appare Appare Appare Classi Driver Inpace Initial	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: t Location: Direction of Travel 1:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East
Accide Appare Appare Appare Classi Driver Intical	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East
Notes: Accide Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Driver Inter Impac Initial I	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: enment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end
Notes: Accide Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Driver Intial Initial Initial	ent Location: ent Driver 1 Action: ent Driver 2 Action: flication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type: Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre
Notes: Accide Appar Appar Classi Driver Driver Driver Driver Driver Driver Driver Driver Driver Intical Initial Initial	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: enment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre Back centre
Notes: Accide Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Driver Intical Initial Initial Light:	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: It Location: Direction of Travel 1: Direction of Travel 2: Impact Type: Location of Vehicle 1 Damage or Area of Impact: Location of Vehicle 2 Damage or Area of Impact:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre Back centre Daylight
Notes: Accide Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Intical Initial Initial Light: Road	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: enment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type: Location of Vehicle 1 Damage or Area of Impact: Location of Vehicle 2 Damage or Area of Impact: Location of Vehicle 2 Damage or Area of Impact: 1 Alignment:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre Back centre Daylight Straight on level
Notes: Accide Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Intial Initial Initial Initial Light: Road Road	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type: Location of Vehicle 1 Damage or Area of Impact: Location of Vehicle 2 Damage or Area of Impact: 1 Alignment: 1 Character:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre Back centre Daylight Straight on level Undivided - two-way
Notes: Accide Appare Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Intial Initial Initial Light: Road Road	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type: Location of Vehicle 1 Damage or Area of Impact: Location of Vehicle 2 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre Back centre Daylight Straight on level Undivided - two-way Good
Notes: Accide Appare Appare Classi Driver Driver Driver Driver Driver Driver Driver Driver Driver Light: Road Road Road Road	ent Location: ent Driver 1 Action: ent Driver 2 Action: fication of Accident: 1 Age: 1 Condition: 1 Injury: 1 Sex: 2 Age: 2 Condition: 2 Injury: 2 Sex: Inment Condition 1: t Location: Direction of Travel 1: Direction of Travel 2: Impact Type: Location of Vehicle 1 Damage or Area of Impact: Location of Vehicle 2 Damage or Area of Impact: 1 Alignment: 1 Character:	Date & Time:	July 15, 2005 9:15 am Non intersection Driving properly Other Non-fatal injury 37 Normal Minimal Female 46 Normal None Male Clear Thru lane East East Rear end Front centre Back centre Daylight Straight on level Undivided - two-way

MIDBLOCK ID: 8452 MUNICIPALITY: Springwater

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

Acciden	nt ID:	05-637	Date & Time:	July 15, 2005 9:15 am	cont'd
	Road 1	Surface Condition:		Dry	
	Road J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce of Events 4:		Other motor vehicle	
	Thru La	ane No.:		1	
	Towed	Vehicle 1:		Other	
	Traffic	Control:		No control	
	Trailer	1 Type:		Livestock	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Pick-up truck	
		2 Condition:		No apparent defect	
		2 Damage:		Light	
		2 Manoeuver:		Overtaking	
		2 Type:		Delivery van	
		7,F-0.			
Acciden	nt ID:	06-916d Coyote	Date & Time:	November 8, 2006 7:10 pm	
	Accide	nt Location:		Non intersection	
		ent Driver 1 Action:		Driving properly	
		ication of Accident:		P.D. only	
	Driver			44	
		1 Condition:		Normal	
	Driver :			Male	
		nment Condition 1:		Clear	
		Location:		Thru lane	
		Direction of Travel 1:		West	
				SMV - Other	
		npact Type: ocation of Vehicle 1 Damage or Area of Impact:		Siviv - Other	
		ocation of verlicle 1 Damage of Area of Impact.		Dark	
	Light:	Alignment			
		Alignment: Character:		Straight on level	
				Undivided - one-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Dry	
		urisdiction:		County or district	
		nce of Events 1:		Animal - wild	
		Control:		No control	
		Control Condition:		Functioning	
		1 Condition:		No apparent defect	
		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 & PENETANGUISHENE

Accident ID: Notes:	02-0996	Date & Time:	September 8, 2002 1:38 pm	
Accide	nt Location:		At/near private drive	
Appare	ent Driver 1 Action:		Following too close	
Appare	ent Driver 2 Action:		Driving properly	
Classifi	ication of Accident:		P.D. only	
Driver :	1 Age:		46	
Driver '	1 Condition:		Normal	
Driver '	1 Sex:		Female	
Driver 2	2 Age:		131	
Driver 2	2 Condition:		Normal	
Driver 2	2 Sex:		Female	
Enviror	nment Condition 1:		Clear	
Impact	Location:		Thru lane	
	Direction of Travel 1:		West	
	Direction of Travel 2:		West	
	mpact Type:		Rear end	
Light:	.,,		Daylight	
-	Alignment:		Straight on level	
	Character:		Divided - no barrier	
	Condition:		Good	
	Pavement Markings:		Exist	
	Surface:		Asphalt	
	Surface Condition:		Dry	
	urisdiction:		County or district	
	nce of Events 1:		Other motor vehicle	
	nce of Events 4:		Other motor vehicle	
	Control:		No control	
	e 1 Condition:		No apparent defect	
	e 1 Manoeuver:		Slowing or stopping	
	e 1 Type:		Passenger van (SUV)	
	2 Condition:		No apparent defect	
	2 2 Type:		Automobile, station wagon	
			•	
Accident ID: Notes:	03-0059	Date & Time:	January 13, 2003 7:00 am	
Accide	nt Location:		At railway crossing	
Appare	ent Driver 2 Action:		Driving properly	
Classif	ication of Accident:		P.D. only	
Driver '	1 Age:		27	
Driver '	1 Condition:		Normal	
Driver '	1 Sex:		Male	
Driver 2	2 Age:		49	
	2 Condition:		Normal	
Driver 2			Female	
	nment Condition 1:		Snow	
	Location:		Thru lane	
	Direction of Travel 1:		West	
	Direction of Travel 2:		West	
	mpact Type:		Rear end	
	прасстурс.		Daylight	
Light:	Alignment:			
	Alignment:		Straight on level	
	Character:		Undivided - two-way	
Road 1	Condition:		Poor	

Accident Notes:	ID: 03-0059	Date & Time:	January 13, 2003	7:00 am	cont'd
-	Road 1 Pavement Markings:		Obscured		
	Road 1 Surface:		Asphalt		
	Road 1 Surface Condition:		Packed snow		
	Road Jurisdiction:		Municipal (excl. Twp	. Rd.)	
	Seguence 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 v	wagon	
Accident Notes:	ID : 05-0146	Date & Time:	January 25, 2005	8:15 pm	
	Accident Location:		Non intersection		
	Apparent Driver 1 Action:		Driving properly		
(Classification of Accident:		P.D. only		
I	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 Notes:	ID : 5-0678	Date & Time:	June 9, 2005 2:42	2 pm	
	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		

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

Notes:	: ID: 07-0483		Date & Time:	October 5, 2007 11:40 am	cont
	Impact Location:			Thru lane	
	Initial Direction of Tr	avel 1:		South	
	Initial Direction of Tr	avel 2:		East	
	Initial Impact Type:			Turning movement	
		hicle 1 Damage or Area of Impact:		Front centre	
		hicle 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 M	larkings:		Exist	
	Road 1 Surface:	·-··········9-··		Asphalt	
	Road 1 Surface Cor	dition:		Dry	
	Road Jurisdiction:			County or district	
	Sequence of Events	1:		Other motor vehicle	
	Sequence of Events			Other motor vehicle	
	Thru Lane No.:			2	
	Traffic Control:			No control	
	Vehicle 1 Condition:			No apparent defect	
	Vehicle 1 Damage:			Light	
	Vehicle 1 Manoeuve	ır·		Turning left	
	Vehicle 1 Type:			Passenger van (SUV)	
	Vehicle 2 Condition:			No apparent defect	
	Vehicle 2 Condition. Vehicle 2 Damage:			Light	
	venicie 2 Damage. Vehicle 2 Manoeuve			Going ahead	
	Vehicle 2 Type:			Automobile	
A a a ! a!					
			Date & Time:	October 10, 2007 9:50 am	
Accident Notes:	: ID: 07-0494 3 Veh		Date & Time:	October 10, 2007 9:50 am	
Notes:			Date & Time:	October 10, 2007 9:50 am At intersection	
Notes:	3 Veh	ction:	Date & Time:		
Notes:	3 Veh Accident Location:		Date & Time:	At intersection	
Notes:	3 Veh Accident Location: Apparent Driver 1 A	ction:	Date & Time:	At intersection Driving properly	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A	ction:	Date & Time:	At intersection Driving properly Driving properly	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc	ction:	Date & Time:	At intersection Driving properly Driving properly P.D. only	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age:	ction:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex:	ction:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition:	ction:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition:	ction:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex:	ction: ident:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condition	ction: ident:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location:	ction: ident:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr	ction: ident: ion 1: avel 1:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Direction of Tr	ction: ident: ion 1: avel 1:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Impact Type:	ction: ident: ion 1: avel 1: avel 2:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East Rear end	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Direction of Tr Initial Impact Type: Initial Location of Ve	ction: ident: fon 1: avel 1: avel 2: hicle 1 Damage or Area of Impact:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East Rear end Back centre	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Direction of Tr Initial Impact Type: Initial Location of Ve	ction: ident: ion 1: avel 1: avel 2:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East Rear end Back centre Back centre	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Direction of Tr Initial Impact Type: Initial Location of Ve Initial Location of Ve Light:	ction: ident: fon 1: avel 1: avel 2: hicle 1 Damage or Area of Impact:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East Rear end Back centre Back centre Daylight	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Direction of Tr Initial Impact Type: Initial Location of Ve Initial Location of Ve Light: Road 1 Alignment:	ction: ident: fon 1: avel 1: avel 2: hicle 1 Damage or Area of Impact:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East Rear end Back centre Back centre Daylight Straight on level	
Notes:	3 Veh Accident Location: Apparent Driver 1 A Apparent Driver 2 A Classification of Acc Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Environment Condit Impact Location: Initial Direction of Tr Initial Direction of Tr Initial Impact Type: Initial Location of Ve Initial Location of Ve Light:	ction: ident: fon 1: avel 1: avel 2: hicle 1 Damage or Area of Impact:	Date & Time:	At intersection Driving properly Driving properly P.D. only 44 Normal Male 63 Normal Female Clear Thru lane East East Rear end Back centre Back centre Daylight	

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

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

cident ID: (tes:	09-00020d	Date & Time:	January 8, 2009 6:30 pm
Accident	Location:		Non intersection
Apparent	Driver 1 Action:		Driving properly
Classifica	ation of Accident:		P.D. only
Driver 1	Age:		18
Driver 1	Condition:		Normal
Driver 1	Sex:		Male
Environn	nent Condition 1:		Clear
Impact L	ocation:		Thru lane
Initial Dir	ection of Travel 1:		East
Initial Imp	pact Type:		SMV - Other
Initial Loc	cation of Vehicle 1 Damage or Area of Impact:		Left front corner
Light:			Dark
Road 1 A	lignment:		Straight on hill
Road 1 C	Character:		Undivided - two-way
Road 1 C	Condition:		Good
Road 1 F	avement Markings:		Exist
Road 1 S	Surface:		Asphalt
Road 1 S	Surface Condition:		Wet
Road Jui	isdiction:		County or district
Sequenc	e of Events 1:		Animal - wild
Thru Lan	e No.:		1
Traffic Co	ontrol:		No control
Vehicle 1	Condition:		No apparent defect
Vehicle 1	Damage:		Moderate
Vehicle 1	Type:		Automobile

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

Accident Notes:	t ID: 02-1022	Date & Time:	September 21, 2002 5:00 pm
	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
Acciden	t ID: 05-0349	Date & Time:	March 8, 2005 10:30 am
	Accident Location:		At/near private drive
	Apparent Driver 1 Action:		Driving properly
	Classification of Accident:		P.D. only
	Driver 1 Age:		
	211101 171go.		43
	Driver 1 Condition:		-
	•		43
	Driver 1 Condition:		43 Normal
	Driver 1 Condition: Driver 1 Injury:		Normal None
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex:		Normal None Female
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1:		43 Normal None Female Clear
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location:		43 Normal None Female Clear Thru lane
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:		A3 Normal None Female Clear Thru lane East
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:		A3 Normal None Female Clear Thru lane East SMV - Other
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Normal None Female Clear Thru lane East SMV - Other Front centre
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet County or district
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet County or district Other
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Thru Lane No.:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet County or district Other 1
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Thru Lane No.: Traffic Control:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet County or district Other 1 No control
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Thru Lane No.: Traffic Control: Vehicle 1 Condition:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet County or district Other 1 No control No apparent defect
	Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Thru Lane No.: Traffic Control:		Normal None Female Clear Thru lane East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Wet County or district Other 1 No control

Sequence of Events 3:

Vehicle 1 Condition:

Vehicle 1 Damage:

Vehicle 1 Type:

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: Ability impaired, alcohol Driver 1 Condition: Driver 1 Injury: Minimal Driver 1 Sex: Male **Environment Condition 1:** Rain Left of Roadway - 3.1m to 6.0m Fixed Object Offset 2: Impact Location: Not on roadway - left side Initial Direction of Travel 1: East SMV - Other Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Front complete Dark Light: 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

Rollover

Demolished Pick-up truck

No apparent defect

Accident ID:	01-0729	Date & Time:	September 16, 2001 2:35 pm
Notes:	@Resort Entrance	Date & Tille.	2.00 pm
Accide	ent Location:		Intersection related
Appare	ent Driver 1 Action:		Following too close
Appare	ent Driver 2 Action:		Driving properly
Classif	fication 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
Enviro	nment Condition 1:		Clear
Impact	: Location:		Within intersection
Initial [Direction of Travel 1:		West
Initial [Direction of Travel 2:		West
Initial I	mpact Type:		Rear end
Light:			Daylight
Road 1	1 Alignment:		Straight on hill
	1 Character:		Undivided - two-way
Road 1	1 Condition:		Good
Road 1	1 Pavement Markings:		Exist
Road 1	1 Surface:		Asphalt
Road 1	1 Surface Condition:		Dry
Road .	Jurisdiction:		County or district
Seque	nce of Events 1:		Other motor vehicle
Seque	nce of Events 4:		Other motor vehicle
	Control:		No control
	e 1 Condition:		No apparent defect
	e 1 Manoeuver:		Going ahead
	e 1 Type:		Automobile
	e 2 Condition:		No apparent defect
	e 2 Manoeuver:		Turning left
Vehicle	e 2 Type:		Automobile
Accident ID:	01-0773	Date & Time:	October 5, 2001 9:30 pm
Notes:	@Resort Entrance		
Accide	nt Location:		Non intersection
Annar	ent Driver 1 Action:		Following too close
Appart			1 Glowing too close
	ent Driver 2 Action:		Driving properly
Appare	ent Driver 2 Action: fication of Accident:		•
Appare	fication of Accident:		Driving properly
Appare Classif Driver	fication of Accident:		Driving properly P.D. only
Appare Classif Driver	fication of Accident: 1 Age: 1 Condition:		Driving properly P.D. only 43
Appare Classif Driver Driver	fication of Accident: 1 Age: 1 Condition: 1 Sex:		Driving properly P.D. only 43 Normal
Appare Classit Driver Driver Driver Driver	fication of Accident: 1 Age: 1 Condition: 1 Sex:		Driving properly P.D. only 43 Normal Female
Appare Classit Driver Driver Driver Driver	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition:		Driving properly P.D. only 43 Normal Female 50
Appare Classif Driver Driver Driver Driver Driver Driver Driver	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition:		Driving properly P.D. only 43 Normal Female 50 Normal
Appare Classif Driver Driver Driver Driver Driver Driver Driver Enviro	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex:		Driving properly P.D. only 43 Normal Female 50 Normal Male
Appare Classif Driver Driver Driver Driver Driver Driver Enviro	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: nment Condition 1:		Driving properly P.D. only 43 Normal Female 50 Normal Male Rain
Appare Classif Driver Driver Driver Driver Driver Driver Environ Impact	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: nment Condition 1: t Location:		Driving properly P.D. only 43 Normal Female 50 Normal Male Rain Within intersection
Appare Classif Driver Driver Driver Driver Driver Enviror Impact Initial I	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: nment Condition 1: t Location: Direction of Travel 1:		Driving properly P.D. only 43 Normal Female 50 Normal Male Rain Within intersection East
Appare Classif Driver Driver Driver Driver Driver Enviror Impact Initial I	fication of Accident: 1 Age: 1 Condition: 1 Sex: 2 Age: 2 Condition: 2 Sex: nment Condition 1: 1 Location: Direction of Travel 1: Direction of Travel 2:		Driving properly P.D. only 43 Normal Female 50 Normal Male Rain Within intersection East East

Acciden	t ID:	01-0773 @Resort Entrance	Date & Time	: October 5, 2001 9:30 pm	cont'd
	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 J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce of Events 4:		Other motor vehicle	
		Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
	Vehicle	2 Condition:		No apparent defect	
		2 Manoeuver:		Turning right	
	Vehicle	2 Type:		Automobile	
Acciden	t ID:	01-837	Date & Time	: October 21, 2001 12:10 pm	
Notes:		Near Resort Entrance			
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	1 Age:		80	
	Driver '	1 Condition:		Normal	
	Driver '	1 Sex:		Female	
	Enviror	nment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		West	
	Initial Ir	mpact Type:		SMV - fixed object or unattended vehicle	е
	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 J	urisdiction:		County or district	
		nce of Events 2:		Skidding/sliding	
		nce of Events 3:		Cable guide rail	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Slowing or stopping	
	Vehicle	1 Type:		Automobile, station wagon	
Acciden	t ID:	01-0864 @Resort Entrance	Date & Time	: November 1, 2001 1:26 pm	
	Accide	nt Location:		Intersection related	
	Appare	nt Driver 1 Action:		Following too close	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver '			77	
		1 Condition:		Inattentive	

Accident ID Notes:	: 01-0864 @Resort Entrance	Date & Time:	November 1, 2001	1:26 pm	cont'd
Driv	ver 1 Injury:		Minor		
Driv	ver 1 Sex:		Female		
Driv	ver 2 Age:		49		
Driv	ver 2 Condition:		Normal		
Driv	ver 2 Sex:		Female		
Env	vironment Condition 1:		Clear		
Imp	pact Location:		Within intersection		
	ial Direction of Travel 1:		West		
	ial Direction of Travel 2:		West		
Initi	ial Impact Type:		Rear end		
Ligh			Daylight		
	ad 1 Alignment:		Straight on hill		
	ad 1 Character:		Undivided - two-way		
	ad 1 Condition:		Good		
	ad 1 Pavement Markings:		Exist		
	ad 1 Surface:		Asphalt		
	ad 1 Surface Condition:		•		
			Dry		
	ad Jurisdiction:		County or district		
	quence of Events 1:		Other motor vehicle		
	quence of Events 4:		Other motor vehicle		
	ffic Control:		No control		
	nicle 1 Condition:		No apparent defect		
	nicle 1 Manoeuver:		Going ahead		
	nicle 1 Type:		Automobile		
	nicle 2 Condition:		No apparent defect		
	nicle 2 Manoeuver:		Turning left		
Veh	nicle 2 Type:		Pick-up truck		
Accident ID	e: 01-0897	Date & Time:	November 11, 2001	7:05 pm	
Notes:	Deer				
Acc	cident Location:		Non intersection		
	parent Driver 1 Action:		Driving properly		
	ssification of Accident:		P.D. only		
	ver 1 Age:		22		
			Normal		
	ver 1 Condition: ver 1 Sex:		Female		
	vironment Condition 1:		Clear		
	pact Location:		Thru lane		
	ial Direction of Travel 1:		West		
	ial Impact Type:		SMV - Other		
Ligh			Dark		
	ad 1 Alignment:		Straight on level		
	ad 1 Character:		Undivided - two-way		
	ad 1 Condition:		Good		
Roa	ad 1 Pavement Markings:		Exist		
Roa	ad 1 Surface:		Asphalt		
Roa	ad 1 Surface Condition:		Dry		
Roa	ad Jurisdiction:		County or district		
Sec	quence of Events 1:		Animal - wild		
Traf	ffic Control:		No control		
Veh	nicle 1 Condition:		No apparent defect		

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 Deer Notes: Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Automobile 01-1007d Accident ID: 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 38 Driver 1 Age: 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 SMV - Other Initial Impact Type: Light: Daylight Road 1 Alignment: Straight on hill Undivided - two-way Road 1 Character: 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 @Resort Entrance Notes: Intersection related Accident Location: 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 Left shoulder Impact Location: Initial Direction of Travel 1: SMV - fixed object or unattended vehicle Initial Impact Type: 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

Accider	nt ID:	02-0125	Date & Time:	January 31, 2002	5:15 pm	cont'd
Notes:		@Resort Entrance				
	Sequer	nce 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		
Accider	nt ID:	02-0174	Date & Time:	February 2, 2002	9:30 pm	
Notes:		Snowmobile-Near Resort entrance		, ,	·	
	Accide	nt Location:		Trail		
		nt Driver 1 Action:		Lost control		
		cation of Accident:		Non-fatal injury		
	Driver '			36		
		1 Condition:		Normal		
		I Injury:		Major		
	Driver '	• •		Female		
	Enviror	ment Condition 1:		Clear		
		Location:		Off highway		
		virection of Travel 1:		East		
		npact Type:		SMV - Other		
	Light:			Dark		
		urisdiction:		County or district		
	Sequer	nce of Events 2:		Rollover		
		nce of Events 3:		Steel guide rail		
		1 Condition:		No apparent defect		
	Vehicle	1 Manoeuver:		Going ahead		
	Vehicle	2 Type:		Motorized snow veh	icle	
Accider	nt ID:	02-0246	Date & Time:	February 17, 2002	2 4:30 pm	
	Accide	nt Location:		At/near private drive		
		nt Driver 1 Action:		Improper turn		
		nt Driver 2 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver			18		
		1 Condition:		Normal		
	Driver			Male		
	Driver 2			52		
		2 Condition:		Normal		
	Driver 2			Male		
		ment Condition 1:		Clear		
		Location:		Within intersection		
	•	virection of Travel 1:		West		
		virection of Travel 2:		North		
	Initial Ir	mpact Type:		Angle (t-bone)		
	Light:			Daylight		
	-	Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
				•		

Accident Notes:	t ID:	02-0246	Date & Time:	February 17, 2002	4:30 pm	cont'o
	Road Ju	urisdiction:		Township		
;	Sequen	ice of Events 1:		Other motor vehicle		
;	Sequen	ice of Events 4:		Other motor vehicle		
	Traffic C			No control		
,	Vehicle	1 Condition:		No apparent defect		
,	Vehicle	1 Manoeuver:		Turning left		
,	Vehicle	1 Type:		Automobile		
		2 Condition:		No apparent defect		
		2 Manoeuver:		Going ahead		
,	Vehicle	2 Type:		Automobile		
Accident	t ID:	02-0302	Date & Time:	February 27, 2002	4:45 pm	
lotes:		@Resort Entrance				
	Accider	nt Location:		At intersection		
	Appare	nt Driver 1 Action:		Speed too fast for co	ndition	
	Appare	nt Driver 2 Action:		Driving properly		
(Classific	cation of Accident:		P.D. only		
	Driver 1	Age:		39		
	Driver 1	Condition:		Normal		
	Driver 1	Sex:		Male		
	Driver 2	? Age:		22		
		? Condition:		Normal		
	Driver 2	! Sex:		Male		
	Environ	ment Condition 1:		Snow		
		Location:		Thru lane		
		irection of Travel 1:		East		
		irection of Travel 2:		North		
		npact Type:		Angle (t-bone)		
	Light:	ipadi Typo.		Daylight Daylight		
	_	Alignment:		Straight on hill		
		Character:		-		
		Condition:		Undivided - two-way		
				Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Loose snow		
		urisdiction:		County or district		
		ce of Events 1:		Other motor vehicle		
		ce of Events 4:		Other motor vehicle		
	Traffic (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 Notes:	t ID:	02-0489 @Resort Entrance	Date & Time:	April 6, 2002 8:35	am	
	Accider	nt Location:		At intersection		
		nt Driver 1 Action:		Failed to yield right-o	_	

Accident	t ID:	02-0489	Date & Time:	April 6, 2002 8:35 am	cont'd
Notes:		@Resort Entrance			
	Apparei	nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver 1	Age:		58	
		Condition:		Normal	
	Driver 1			Minimal	
	Driver 1			Male	
	Driver 2			16	
		Condition:		Normal	
	Driver 2			Female	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		West	
		irection of Travel 2:		West	
		npact Type:		Rear end	
	Light:	A.F.		Daylight	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Dry	
		urisdiction:		County or district	
	Sequen	ce of Events 1:		Other motor vehicle	
	Sequen	ce 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	t ID:	02-0749	Date & Time:	July 6, 2002 7:10 pm	
Notes:					
	Accider	t Location:		At/near private drive	
	Apparei	nt Driver 1 Action:		Failed to yield right-of-way	
	Apparei	nt Driver 2 Action:		Driving properly	
	Classific	cation of Accident:		P.D. only	
	Driver 1	Age:		45	
		Condition:		Had been drinking	
	Driver 1	Sex:		Male	
	Driver 2			18	
		Condition:		Normal	
	Driver 2			Female	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		West	
				West	
		irection of Travel 2:			
		npact Type:		Sideswipe	
	Light:	Alleman		Daylight	
	Road 1	Alignment:		Straight on hill	

Accider Notes:	it ID:	02-0749	Date & Time:	July 6, 2002 7:10 pm	cont'd	
	Road 1	Character:		Undivided - two-way		
	Road 1	Condition:		Good		
	Road 1	Pavement Markings:		Exist		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Dry		
	Road J	urisdiction:		County or district		
	Seguer	nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
	Traffic (No control		
		1 Condition:		No apparent defect		
		1 Manoeuver:		Going ahead		
		1 Type:		Pick-up truck		
		2 Condition:		No apparent defect		
		2 Manoeuver:		Going ahead		
		2 Type:		Automobile		
	70111010	,,,,,		, tatoo		
Accider Notes:	it ID:	02-0855 @Resort Entrance	Date & Time:	July 29, 2002 7:15 pm		
	Accider	nt Location:		Intersection related		
	Appare	nt Driver 1 Action:		Speed too fast for condition		
	Appare	nt Driver 2 Action:		Driving properly		
	Classification of Accident:			P.D. only		
	Driver 1 Age:			43		
		1 Condition:		Normal		
	Driver 1	1 Sex:		Female		
	Driver 2	2 Age:		10		
		2 Condition:		Normal		
	Driver 2	2 Sex:		Female		
		ment Condition 1:		Rain		
		Location:		Thru lane		
	•	virection of Travel 1:		West		
		virection of Travel 2:		West		
		mpact Type:		Rear end		
	Light:	приот туро.		Daylight		
	_	Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
				Exist		
		Pavement Markings: Surface:		Asphalt		
		Surface Condition:		'		
		urisdiction:		Wet		
				County or district		
		nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile		
		2 Condition:		No apparent defect		
	Vehicle	2 Manoeuver:		Stopped		
	Vehicle	2 Type:		Automobile		

Accident	ID:	02-1008	Date & Time:	December 26, 2002 12:15 pm
Notes:		@Resort Entrance		
A	Acciden	t Location:		At/near private drive
A	Apparer	nt Driver 1 Action:		Lost control
A	Apparer	nt Driver 2 Action:		Driving properly
(Classific	ation of Accident:		Non-fatal injury
[Driver 1	Age:		44
[Driver 1	Condition:		Inattentive
[Driver 1	Injury:		Minor
	Driver 1			Female
[Driver 2	Age:		47
		Condition:		Normal
	Driver 2			Female
Е	Environi	ment Condition 1:		Clear
		ocation:		Not on roadway - right side
		rection of Travel 1:		West
		rection of Travel 2:		North
•		pact Type:		Angle (t-bone)
	Light:			Daylight
		Alignment:		Straight on hill
		Character:		Undivided - two-way
•		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Wet
		risdiction:		County or district
		ce of Events 1:		Other motor vehicle
		ce of Events 2:		Skidding/sliding
		ce of Events 3:		Tree, shrub, stump
	Sequeni Traffic C	ce of Events 4:		Other motor vehicle
				No control
		1 Condition:		No apparent defect
		1 Manoeuver:		Going ahead
	Vehicle			Automobile
		2 Condition:		No apparent defect
		2 Manoeuver:		Stopped
	Vehicle:	2 Type:		Automobile
Accident Notes:	ID:	03-0089	Date & Time:	January 17, 2003 8:00 am
-	Acciden	t Location:		Intersection related
		nt Driver 1 Action:		Lost control
		nt Driver 2 Action:		Driving properly
		cation of Accident:		P.D. only
	Driver 1			36
		Condition:		Normal
	Driver 1			Female
	Driver 2			47
		Condition:		
				Normal
	Driver 2			Male
	Covider - ::	mont Condition 1:		Clear
E		ment Condition 1: Location:		Clear Thru lane

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

Accider Notes:	nt ID:	03-0089	Date & Time:	January 17, 2003	8:00 am	cont'd
	Initial D	Direction of Travel 2:		East		
	Initial Ir	mpact Type:		Approaching (head of	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 J	urisdiction:		County or district		
	Sequer	nce of Events 1:		Other motor vehicle		
	Sequer	nce of Events 2:		Skidding/sliding		
	Sequer	nce of Events 4:		Other motor vehicle		
	Traffic	Control:		No control		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Manoeuver:		Slowing or stopping		
	Vehicle	e 1 Type:		Automobile, station v	wagon	
	Vehicle	2 Condition:		No apparent defect		
	Vehicle	2 Manoeuver:		Going ahead		
	Vehicle	e 2 Type:		Automobile, station v	vagon	
Accider	nt ID:	03-0019	Date & Time:	February 20, 2003	4:30 pm	
	Accide	nt Location:		Non intersection		
	Appare	ent Driver 1 Action:		Lost control		
		ication of Accident:		P.D. only		
	Driver '	1 Age:		22		
		1 Condition:		Normal		
	Driver '	1 Sex:		Female		
		nment Condition 1:		Snow		
	Impact	Location:		Not on roadway - rig	ht side	
		Direction of Travel 1:		West		
	Initial Ir	mpact Type:		SMV - fixed object of	r unattended vehicle	
	Light:	, ,,		Daylight		
	_	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
	Road 1	Pavement Markings:		Exist		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Loose snow		
	Road J	urisdiction:		County or district		
	Sequer	nce of Events 2:		Ran off road		
		nce of Events 3:		Ditch		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile, station v	vagon	
Accider		04-0157	Date & Time:	January 15, 2004	-	
Notes:	۸ ! -ا	nt Location:		Non intersection		

Accident Location: Non intersection

Accident Notes:	ID : 04-0157	Pate & Time: January 15, 2004 11:15 am cont'd
A	Apparent Driver 1 Action:	Lost control
P	Apparent Driver 2 Action:	Driving properly
C	Classification of Accident:	Non-fatal injury
	Oriver 1 Age:	59
	Oriver 1 Condition:	Normal
	Driver 1 Injury:	
	Oriver 1 Sex:	Male
	Driver 2 Age:	39
	Driver 2 Condition:	Normal
	Driver 2 Sex:	Female
E	Environment Condition 1:	Clear
b	mpact Location:	Thru lane
l)	nitial Direction of Travel 1:	West
l)	nitial Direction of Travel 2:	East
l)	nitial Impact Type:	Approaching (head on)
	ight:	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
	Fraffic Control:	No control
	/ehicle 1 Condition:	No apparent defect
	/ehicle 1 Manoeuver:	Going ahead
	/ehicle 1 Type:	Automobile, station wagon
	/ehicle 2 Condition:	No apparent defect
	/ehicle 2 Manoeuver:	Going ahead
	/ehicle 2 Type:	Pick-up truck
V	Verilicie 2 Type.	Fick-up tiuck
Accident Notes:	ID : 04-278	Pate & Time: January 30, 2004 2:10 pm
	Accident Location:	Non intersection
P	Apparent Driver 1 Action:	Speed too fast for condition
F	Apparent Driver 2 Action:	Driving properly
C	Classification of Accident:	Non-fatal injury
Г	Driver 1 Age:	43
Γ	Oriver 1 Injury:	Major
Г	Driver 1 Sex:	Male
Г	Driver 2 Age:	44
	Driver 2 Condition:	Normal
	Driver 2 Injury:	None
	Driver 2 Sex:	Male
	Environment Condition 1:	Snow
F		
		Snow
Е	Environment Condition 2: mpact Location:	Snow Passing lane

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

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 Manoeuver: Going ahead Vehicle 1 Type: Passenger van (SUV) 04-0367 Accident ID: 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 Dark Light: 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 Manoeuver: Going ahead Vehicle 1 Type: Automobile **Accident ID:** 04-0402 Date & Time: February 22, 2004 4:00 pm Dog - 1 Km east of Line 3 Notes: 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

Acciden	t 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 J	urisdiction:		County or district	
	Second	lary Location of Vehicle 1 Damage or Area of Impact		Left front	
	Sequen	nce of Events 1:		Animal - domestic	
	Thru La	ane No.:		1	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Acciden	t ID:	5-0658	Date & Time:	June 8, 2005 2:40 pm	
Notes:					
		nt Location:		Intersection related	
		nt Driver 1 Action:		Speed too fast for condition	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			17	
		1 Condition:		Normal	
	Driver 1			None	
	Driver 1			Male	
	Driver 2			41	
		2 Condition:		Normal	
	Driver 2			None	
	Driver 2			Male	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		East	
		irection of Travel 2:		East	
		npact Type:		Rear end	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner	
		ocation of Vehicle 2 Damage or Area of Impact:		Back centre	
	Light:			Daylight	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
	Road 1	Pavement Markings:		Exist	
	Road 1	Surface:		Asphalt	
	Road 1	Surface Condition:		Dry	
		Pavement Markings:		Non-existent	
		urisdiction:		County or district	
		nce of Events 1:		Other motor vehicle	
		nce 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	

Acciden	t ID:	5-0658	Date & Time:	June 8, 2005 2:40 pm	cont'd
	Vehicle	2 Condition:		No apparent defect	
	Vehicle	2 Damage:		None	
	Vehicle	2 Manoeuver:		Slowing or stopping	
	Vehicle	2 Type:		Pick-up truck	
Acciden Notes:	t ID:	05-1144 deer	Date & Time:	November 5, 2005 7:30 pm	
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
	Classif	cation of Accident:		P.D. only	
	Driver	1 Age:		51	
	Driver	1 Condition:		Normal	
	Driver	1 Sex:		Male	
	Enviror	nment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	Direction of Travel 1:		West	
	Initial I	mpact Type:		SMV - Other	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:	<u> </u>		Dark	
	_	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Exist	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Dry	
	Road J	urisdiction:		County or district	
	Seque	nce of Events 1:		Animal - wild	
		ane No.:		1	
	Traffic	Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
		1 Damage:		Moderate	
		1 Manoeuver:		Going ahead	
		1 Type:		Automobile	
Acciden	t ID:	06-0113	Date & Time:	January 17, 2006 2:05 pm	
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
	Appare	nt Driver 2 Action:		Lost control	
	Classif	cation of Accident:		P.D. only	
	Driver	1 Age:		26	
	Driver	1 Condition:		Normal	
	Driver	1 Sex:		Female	
	Driver 2	2 Age:		23	
	Driver :	2 Condition:		Normal	
	Driver 2	2 Sex:		Female	
	Enviror	nment Condition 1:		Freezing rain	
	Impact	Location:		Thru lane	
	-	mpact Type:		Turning movement	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
		ocation of Vehicle 2 Damage or Area of Impact:		Left centre	

Accident Notes:	ID: 06-0113	Date & Time:	January 17, 2006 2:05 pm	cont'd
L	ight:		Daylight	
R	Road 1 Alignment:		Straight on hill	
R	Road 1 Character:		Undivided - two-way	
R	Road 1 Condition:		Good	
R	Road 1 Pavement Markings:		Obscured	
R	Road 1 Surface:		Asphalt	
R	Road 1 Surface Condition:		Ice	
R	Road Jurisdiction:		County or district	
S	Sequence of Events 1:		Other motor vehicle	
	Sequence of Events 4:		Other motor vehicle	
	Thru Lane No.:		1	
Т	raffic Control:		No control	
	/ehicle 1 Condition:		No apparent defect	
	/ehicle 1 Damage:		Severe	
	/ehicle 1 Manoeuver:		Going ahead	
	/ehicle 1 Type:		Automobile	
	/ehicle 2 Condition:		No apparent defect	
	/ehicle 2 Damage:		Severe	
	/ehicle 2 Manoeuver:		Turning left	
	/ehicle 2 Type:		Automobile	
V	remote 2 Type.		Automobile	
Accident Notes:	ID : 06-750	Date & Time:	March 15, 2006 7:10 pm	
	Accident Location:		At/near private drive	
	Apparent Driver 1 Action:		Improper turn	
	Apparent Driver 2 Action:		Driving properly	
	Classification of Accident:		P.D. only	
			21	
	Oriver 1 Age: Oriver 1 Condition:			
	onver i Condition.			
L	Only and A Cover		Normal	
_	Oriver 1 Sex:		Male	
	Oriver 2 Age:		Male 37	
D	Oriver 2 Age: Oriver 2 Condition:		Male 37 Normal	
D D	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex:		Male 37 Normal Female	
D D E	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1:		Male 37 Normal Female Strong wind	
D D E Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: mpact Location:		Male 37 Normal Female Strong wind Within intersection	
D D E Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:		Male 37 Normal Female Strong wind Within intersection East	
D D E Ir Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2:		Male 37 Normal Female Strong wind Within intersection East South	
D D E Ir Ir Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type:		Male 37 Normal Female Strong wind Within intersection East South Other	
D D E Ir Ir Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner	
D E Ir Ir Ir Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre	
C E Ir Ir Ir Ir Ir	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark	
D D Ir Ir Ir Ir E R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location Of Vehicle 3 Damage or Area of Impact: Initial Location Of Vehicle 3 Damage or Area of Impact: Initial Location Of Vehicle 3 Damage or Area of Impact:		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level	
C E Ir Ir Ir Ir E R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way	
D E Ir Ir Ir Ir E R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good	
D E Ir Ir Ir Ir E R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 4 Damage or Area of Impact: Initial Location of Vehicle 5 Damage or Area of Impact: Initial Location of Vehicle 6 Damage or Area of Impact: Initial Location of Vehicle 8 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good Obscured	
C E Ir Ir Ir Ir C R R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 4 Damage or Area of Impact: Initial Location of Vehicle 5 Damage or Area of Impact: Initial Location of Vehicle 6 Damage or Area of Impact: Initial Location of Vehicle 8 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good	
C E Ir Ir Ir Ir C R R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 4 Damage or Area of Impact: Initial Location of Vehicle 5 Damage or Area of Impact: Initial Location of Vehicle 6 Damage or Area of Impact: Initial Location of Vehicle 8 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good Obscured	
C E Ir Ir Ir Ir R R R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 4 Damage or Area of Impact: Initial Location of Vehicle 5 Damage or Area of Impact: Initial Location of Vehicle 6 Damage or Area of Impact: Initial Location of Vehicle 8 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good Obscured Asphalt	
D D E Ir Ir Ir C R R R R R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 4 Damage or Area of Impact: Initial Location of Vehicle 5 Damage or Area of Impact: Initial Location of Vehicle 6 Damage or Area of Impact: Initial Location of Vehicle 8 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good Obscured Asphalt Ice	
E Ir Ir Ir Ir E R R R R R	Oriver 2 Age: Oriver 2 Condition: Oriver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 3 Damage or Area of Impact: Initial Location of Vehicle 4 Damage or Area of Impact: Initial Location of Vehicle 5 Damage or Area of Impact: Initial Location of Vehicle 8 Damage or Area of Impact: Initial Location of Vehicle 9 Damage or Area of Impact: Initial Location of Vehic		Male 37 Normal Female Strong wind Within intersection East South Other Right front corner Front centre Dark Straight on level Undivided - two-way Good Obscured Asphalt Ice County or district	

Accident ID: Notes:	06-750	Date & Time:	March 15, 2006	7:10 pm	cont'd
Traffic	Control Condition:		Functioning		
Vehic	le 1 Condition:		No apparent defect		
Vehic	le 1 Damage:		Light		
Vehic	le 1 Manoeuver:		Turning right		
Vehic	le 1 Type:		Automobile		
Vehic	le 2 Condition:		No apparent defect	t	
Vehic	le 2 Damage:		Moderate		
	le 2 Manoeuver:		Stopped		
Vehic	le 2 Type:		Automobile		
Accident ID: Notes:	06-0558	Date & Time:	May 13, 2006 1:	:55 pm	
Accid	ent Location:		Non intersection		
Appai	rent Driver 1 Action:		Lost control		
	ification of Accident:		Non-fatal injury		
	r 1 Age:		42		
	r 1 Condition:		Normal		
	r 1 Injury:		Minimal		
	r 1 Sex:		Female		
	onment Condition 1:		Rain		
	et Location:		Not on roadway - le	off cida	
	Direction of Travel 1:		West	sit side	
			SMV - Other		
	Impact Type:				
	Location of Vehicle 1 Damage or Area of Impact:		Right front		
Light:			Daylight		
	1 Alignment:		Straight on hill		
	1 Character:		Undivided - two-wa	ıy	
	1 Condition:		Poor		
	1 Pavement Markings:		Exist		
	1 Surface:		Asphalt		
	1 Surface Condition:		Wet		
Road	Jurisdiction:		Township		
Seque	ence of Events 1:		Animal - wild		
Seque	ence of Events 2:		Ran off road		
Seque	ence of Events 3:		Jackknifing		
Towe	d Vehicle 1:		Other		
Traffic	Control:		No control		
Traile	r 1 Type:		Livestock		
	le 1 Condition:		No apparent defect	t	
	le 1 Damage:		Moderate		
	le 1 Manoeuver:		Going ahead		
Vehic	le 1 Type:		Pick-up truck		
Accident ID: Notes:	06-0921	Date & Time:	August 25, 2006	8:18 pm	
Accid	ent Location:		Non intersection		
	rent Driver 1 Action:		Lost control		
	ification of Accident:		P.D. only		
	r 1 Age:		27		
	r 1 Condition:		Normal		
	r 1 Sex:		Male		
Deirec			WAIP		

Acciden Notes:	t ID: 06-09	21	Date & Time:	August 25, 2006	8:18 pm	cont'd
	Environment C	ondition 1:		Rain		
	Impact Location			Left shoulder		
	Initial Direction	of Travel 1:		West		
	Initial Impact Ty	vpe:		SMV - Other		
		of Vehicle 1 Damage or Area of Impact:		Тор		
	Light:			Dark		
	Road 1 Alignm	ent:		Straight on hill		
	Road 1 Charac			Undivided - two-way	/	
	Road 1 Conditi			Good		
	Road 1 Pavem			Exist		
	Road 1 Surface			Asphalt		
	Road 1 Surface			Wet		
	Road Jurisdicti				h.,	
				Regional municipalit	ıy	
	Sequence of E			Ran off road		
	Sequence of E	/ents 2:		Rollover		
	Traffic Control:			No control		
	Vehicle 1 Cond			No apparent defect		
	Vehicle 1 Dama	•		Demolished		
	Vehicle 1 Mano			Going ahead		
	Vehicle 1 Type:			Pick-up truck		
Acciden Notes:	t ID: 06-01	206	Date & Time:	November 22, 200	06 7:59 pm	
	Accident Locat	on:		Non intersection		
	Apparent Drive	r 1 Action:		Lost control		
	Classification o	f Accident:		Non-fatal injury		
	Driver 1 Age:			51		
	Driver 1 Condit	ion:		Normal		
	Driver 1 Sex:			Male		
	Environment C	ondition 1:		Fog, mist, smoke, d	ust	
	Impact Location	ո:		Thru lane		
	Initial Direction			West		
	Initial Impact Ty			SMV - Other		
		of Vehicle 1 Damage or Area of Impact:		Left side complete		
	Light:			Dark		
	Road 1 Alignme	ent·		Straight on hill		
	Road 1 Charac			Undivided - two-way	,	
	Road 1 Conditi			Good		
	Road 1 Pavem			Exist		
	Road 1 Surface			Asphalt		
	Road 1 Surface			Ice		
	Road Jurisdicti			County or district		
	TOOU JUISUICII	лı.		County of district		
	Cocondonili	ation of Vohiola 1 Damage at Area of In	naat:	Ton		
	-	ation of Vehicle 1 Damage or Area of In	npact:	Top		
	Sequence of E	vents 1:	npact:	Skidding/sliding		
	Sequence of E	vents 1: vents 2:	npact:	Skidding/sliding Cable guide rail		
	Sequence of E Sequence of E Sequence of E	vents 1: vents 2: vents 3:	npact:	Skidding/sliding Cable guide rail Rollover		
	Sequence of E Sequence of E Sequence of E Thru Lane No.:	vents 1: vents 2: vents 3:	npact:	Skidding/sliding Cable guide rail		
	Sequence of E Sequence of E Sequence of E	vents 1: vents 2: vents 3:	npact:	Skidding/sliding Cable guide rail Rollover		
	Sequence of E Sequence of E Sequence of E Thru Lane No.:	vents 1: vents 2: vents 3:	npact:	Skidding/sliding Cable guide rail Rollover		
	Sequence of E Sequence of E Sequence of E Thru Lane No.: Traffic Control:	vents 1: vents 2: vents 3:	npact:	Skidding/sliding Cable guide rail Rollover 1 No control		

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: Driver 1 Condition: Normal Male Driver 1 Sex: **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 Animal - wild Sequence of Events 1: Thru Lane No .: 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:** Impact Location: Not on roadway - right side Initial Direction of Travel 1: West SMV - Other Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Daylight Road 1 Alignment: Straight on level Road 1 Character: Undivided - two-way Good Road 1 Condition: Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface Condition: Wet

Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Unknown Driver 1 Sex: Environment Condition 1: Snow Impact Location: Initial Direction of Travel 1: West Initial Direction of Travel 1: West Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Good Road 1 Pawement Markings: Road 1 Surface: Road 3 Surface: Road 3 Surface: Road 4 Surface: Road 5 Sequence of Events 2: Road 6 County or district Sequence of Events 2: Roal 1 Raneewer: Vehicle 1 Damage: Vehicle 1 Type: Vestation: November 19, 2007 8:55 am	Accident ID: Notes:	07-0337	Date & Time:	June 19, 2007 2:23	pm	cont'd
Sequence of Events 2:	Road	Jurisdiction:		County or district		
Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Type: Vehicle 1 Type: Automobile Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Age: Driver 1 Condition: Driver 1 Age: Driver 1 Condition of the incomment Condition of Co	Sequ	ence of Events 1:		Skidding/sliding		
Wehicle Condition: No apparent defect Severe Wehicle Manoeuver: Going ahead Automobile Wehicle Type:	Sequ	ence of Events 2:		Cable guide rail		
Vehicle 1 Damage:	Traffic	c Control:				
Vehicle 1 Damage: Severe Vehicle 1 Type: Automobile	Vehic	ele 1 Condition:		No apparent defect		
Vehicle 1 Type: Automobile	Vehic	cle 1 Damage:				
Vehicle 1 Type: Automobile	Vehic	cle 1 Manoeuver:		Going ahead		
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 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 Condition: Good Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface: Secondary Location of Vehicle 1 Damage or Area of Impact: Top Sequence of Events 1: Skidding/sliding Sequence of Events 2: Road Secondary Location of Vehicle 1 Damage or Area of Impact: Secondary Location of Vehicle 1 Damage or Area of Impact: Output or district Vehicle 1 Damage: Moderate Vehicle 1 Damage: Moderate Vehicle 1 Damage: Moderate Vehicle 1 Type: Pick-up truck Accident ID: 07-0548 Date & Time: November 19, 2007 8:55 am lotes: Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only Driver 1 Age: GO Driver 1 Sex: Male Environment Condition 1: Clear Environment Condition 1:	Vehic	ele 1 Type:				
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 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 Condition: Good Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface: Secondary Location of Vehicle 1 Damage or Area of Impact: Top Sequence of Events 1: Skidding/sliding Sequence of Events 2: Road Secondary Location of Vehicle 1 Damage or Area of Impact: Secondary Location of Vehicle 1 Damage or Area of Impact: Output or district Vehicle 1 Damage: Moderate Vehicle 1 Damage: Moderate Vehicle 1 Damage: Moderate Vehicle 1 Type: Pick-up truck Accident ID: 07-0548 Date & Time: November 19, 2007 8:55 am lotes: Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only Driver 1 Age: GO Driver 1 Sex: Male Environment Condition 1: Clear Environment Condition 1:	Accident ID:	07-636	Date & Time:	November 16, 2007	6:28 pm	
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 Direction of Travel 1: West Initial Impact Type: SMY - 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 Character: Good Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface: Condition: Road Jurisdiction: County or district Secondary Location of Vehicle 1 Damage or Area of Impact: Top Sequence of Events 1: Skidding/silding Sequence of Events 2: Rollover Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Moderate Vehicle 1 Type: Pick-up truck Location: No on the State of the State of the State of the State of St	Notes:				·	
Classification of Accident: Driver 1 Age: Driver 1 Condition: Unknown Driver 1 Sex: Environment Condition 1: Impact Location: Not on roadway - right side Unitial Direction of Travel 1: West Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Alignment: Road 1 Character: Divided - no barrier Road 1 Condition: Road 1 Pavement Markings: Exist Road 1 Surface: Road 1 Surface Road 1 Surf	Accid	lent Location:		Non intersection		
Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Snow Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 3 Surface Condition: Road 3 Surface Condition: Road 4 Surface: Road 4 Surface: Road 5 Surface: Road 5 Surface: Road 5 Surface: Road 6 Surface: Road 7 Surface: Road 7 Surface: Road 1 Surface Condition: Road 3 Surface Condition: Road 5 Sequence of Events 2: Road 6 Surface Surfa	Appa	rent Driver 1 Action:		Speed too fast for cond	ition	
Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Snow Impact Location: Initial Direction of Travel 1: Initial Impact Type: SMV - Other Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Condition: Road 1 Surface Road 1 Surface Road 1 Surface Condition: Road 1 Surface Condition: Secondary Location of Vehicle 1 Damage or Area of Impact: Road 1 Surface Condition: Road 1 Surface Road I Su	Class	sification of Accident:		P.D. only		
Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Divided - no barrier Road 1 Condition: Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: Road Jurisdiction: Road Jurisdiction: Road Jurisdiction: Road Jurisdiction: Road Individual Road Sequence of Events 1: Road Sequence of Events 1: Road Individual Road Sequence of Events 2: Road Road Individual Road Sequence Of Events 2: Road Road Road Road Road Sequence Of Events 2: Road Road Road Road Road Road Road Road	Drive	r 1 Age:		24		
Environment Condition 1: Snow Impact Location: Not on roadway - right side Initial Direction of Travel 1: West Initial Direction of Travel 1: SMV - Other Initial Docation 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 Character: Divided - no barrier Road 1 Surface Condition: Good Road 1 Surface Condition: Lee Road 1 Surface Condition: Lee Road 1 Surface Condition: Location: 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 Damage: Moderate Vehicle 1 Damage: Moderate Vehicle 1 Type: Pick-up truck cocident ID: 07-0548 Date & Time: November 19, 2007 8:55 am lottes: Accident Location: Normal Driver 1 Age: 60 Driver 1 Age: 60 Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition: Normal Driver 1 Sex: Male Environment Condition: Normal Initial Direction of Travel 1: West	Drive	r 1 Condition:		Unknown		
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 Character: Divided - no barrier Road 1 Character: Good Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface: Ondition: Ice Road 1 Juriface Condition: Ice Road 1 Juriface Condition: Ice Road 2 Juriface Condition: Ice Road 3 Juriface Condition: Ice Road 1 Surface: Skidding/sliding Sequence of Events 1: Skidding/sliding 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 Damage: Moderate Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Pick-up truck Locident ID: 07-0548 Date & Time: November 19, 2007 8:55 am Location: Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only Driver 1 Age: 60 Driver 1 Age: Male Environment Condition: Normal Driver 1 Sex: Male Environment Condition: Thru Iane Initial Direction of Travel 1: West	Drive	r 1 Sex:		Female		
Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Road 1 Charlarder: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road J Surface Condition in in items of the surface Condition in items of the surface Con	Envir	onment Condition 1:		Snow		
Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Road 1 Charlarder: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road J Surface Condition in in items of the surface Condition in items of the surface Con	Impad	ct Location:		Not on roadway - right s	side	
Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Road Damage or Area of Impact: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Road Damage or Area of Impact: Road Jurisdiction: Road 1 Surface: Road 1 Surfa						
Initial Location of Vehicle 1 Damage or Area of Impact: Light: Dark Road 1 Alignment: Road 1 Character: Divided - no barrier Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 3 Surface: Road 3 Surface: Road 4 Surface: Road 5 Surface: Road 5 Surface: Road 5 Surface: Road 6 Surface: Road 6 Surface: Road 7 Surface: Road 7 Surface: Road 9 Surface: Road 9 Surface: Road 1 Surface: Road				SMV - Other		
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 J Surface Condition: 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 Type: Pick-up truck cocident ID: 07-0548 Date & Time: November 19, 2007 8:55 am lotes: Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only Driver 1 Age: Go Driver 1 Sex: Male Environment Condition 1: Clear Initial Direction of Travel 1: West				Front complete		
Road 1 Alignment: Straight on hill Road 1 Condition: Good Road 1 Pavement Markings: Exist Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface Condition: Ice Road Jurface Condition: Vehicle 1 Damage or Area of Impact: Skidding/sliding Sequence of Events 1: Skidding/sliding Sequence of Events 2: Rollover Traffic Control: No control Vehicle 1 Condition: No captraint defect Vehicle 1 Damage: Moderate 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 Interest ID Classification of Accident: P.D. only Driver 1 Age: 60 Driver 1 Age: 60 Driver 1 Sex: Male Environment Condition: Normal Driver 1 Sex: Male Environment Condition: Thru lane Initial Direction of Travel 1: West		·				
Road 1 Character: Road 1 Condition: Good Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Rollover Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Wehicle 1 Damage: Wehicle 1 Type: Rollover Vehicle 1 Type: Rollover Rollove						
Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: County or district Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Rollover Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Type: Rollover Vehicle 1 Type: Rollover Accident ID: O7-0548 Date & Time: November 19, 2007 8:55 am Notes: Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only Driver 1 Sex: Environment Condition: Normal Driver 1 Sex: Environment Condition: Intial Direction of Travel 1: West						
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 Damage: Going ahead Vehicle 1 Type: Pick-up truck Accident ID: 07-0548 Date & Time: November 19, 2007 8:55 am Iotes: Accident Location: Non intersection Apparent Driver 1 Action: Lost control Classification of Accident: P.D. only Driver 1 Age: 60 Driver 1 Age: 60 Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Thru lane Initial Direction of Travel 1: West						
Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: County or district Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Rollover Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Type: Pick-up truck Accident ID: Accident ID: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Sex: Ambieut Sequence of Events 2: Rollover						
Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Top Sequence of Events 1: Skidding/sliding Sequence of Events 2: Rollover Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Vehicle 1 Type: Vehicle 1						
Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Type: Cocident ID: O7-0548 Date & Time: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Sex: Alignment Condition 1: Driver 1 Sex: Impact Location: Clear Impact Location: Thru lane Initial Direction of Travel 1: West						
Secondary Location of Vehicle 1 Damage or Area of Impact: Sequence of Events 1: Sequence of Events 2: Rollover Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Nowderate Vehicle 1 Manoeuver: Oricle 1 Type: Pick-up truck Accident ID: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Sex: Male Environment Condition 1: Classification: Thru lane Initial Direction of Travel 1: West						
Sequence of Events 1: Sequence of Events 2: Rollover Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Wehicle 1 Manoeuver: Wehicle 1 Type: Roccident ID: O7-0548 Date & Time: November 19, 2007 8:55 am Sequence of Events 2: Rollover Rockient ID: No apparent defect No apparent defect No apparent defect No apparent defect Rockient ID: No apparent defect Rockient ID: Rock						
Sequence of Events 2: Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Moderate Vehicle 1 Manoeuver: Of-0548 Caccident ID: O7-0548 Caccident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Initial Direction of Travel 1: West Rollover No control No apparent defect Moderate Going ahead November 19, 2007 8:55 am November 19, 2007 8:55 am Normal Lost control Lost control Classification of Accident: P.D. only Male Clear Thru lane West						
Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Wehicle 1 Manoeuver: Vehicle 1 Type: Vehicle 1 Type: Pick-up truck Cacident ID: O7-0548 Date & Time: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Inpact Location: No control No apparent defect Moderate Going ahead Pick-up truck November 19, 2007 8:55 am Non intersection Lost control P.D. only 60 Normal Normal Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West						
Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Type: Or-0548 Accident ID: 07-0548 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Inpact Location: Initial Direction of Travel 1: No apparent defect Moderate Moderate Moderate Moderate Moderate Moderate Moderate November 19, 2007 8:55 am Norment 20, 20	·					
Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Type: Cacident ID: O7-0548 Date & Time: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Oriver 1 Condition: Aperate Condition: Aperate Condition: Apparent Driver 1 Condition: Apparent Driver 1 Age: Accident Location: Apparent Driver 1 Action: Apparent Driver 1 Age: Accident Location: Apparent Driver 1 Action: Apparent Driver 1 Age: Accident Location: Apparent Driver 1 Action:						
Vehicle 1 Manoeuver: Vehicle 1 Type: Ccident ID: 07-0548 Date & Time: November 19, 2007 8:55 am Non intersection Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Initial Direction of Travel 1: West						
Vehicle 1 Type: Cocident ID: 07-0548 Date & Time: November 19, 2007 8:55 am 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						
Accident ID: 07-0548 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Apriver 1 Sex: Male Environment Condition 1: Initial Direction of Travel 1: West Date & Time: November 19, 2007 8:55 am Non intersection Lost control P.D. only P.D. only 60 Normal Normal Normal Vest						
Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Impact Location: Initial Direction of Travel 1: West						
Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: 60 Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West	Accident ID: Notes:	07-0548	Date & Time:	November 19, 2007	8:55 am	
Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: 60 Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West	Accid	lent Location:		Non intersection		
Classification of Accident: Driver 1 Age: 60 Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West						
Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Clear Impact Location: Initial Direction of Travel 1: West						
Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Normal Male Clear Thru lane West				· · · · · · · · · · · · · · · · · · ·		
Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Male Clear Thru lane West		-				
Environment Condition 1: Clear Impact Location: Thru lane Initial Direction of Travel 1: West						
Impact Location: Thru lane Initial Direction of Travel 1: West						
Initial Direction of Travel 1: West						
initial impact Type: SMV - Other						
	initial	ппрасс туре:		Siviv - Other		

Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Surface: Road 1 Surface Condition: Road Juriance: Road 1 Surface: Road 1 Surface Condition: Road Juriance: Road 1 Surface: Road 1 Surface Condition: Road Juriance: Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Ran off road Sequence of Events 3: Road Road Road Road Road Road Road Road	Accident ID: Notes:	07-0548	Date & Time:	November 19, 2007	8:55 am	cont'd
Road 1 Alignment: Straight on hill Road 1 Character: Undivided - two-way Road 1 Character: Undivided - two-way Road 1 Character: Undivided - two-way Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 3 Surface: Asphalt Road 3 Surface Condition: Ice Road Juriacte Condition: Ice Road Juriacter 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 Damage: Light 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 2 Action: Driving property Classification of Accident: Non-fatal injury Driver 1 Age: 42 Driver 1 Age: 42 Driver 1 Condition: Normal Driver 2 Age: 23 Driver 2 Condition: Normal Driver 2 Roy: Female Driver 2 Roy: Female Driver 2 Roy: Female Environment Condition: Normal Driver 2 Sex: Female Environment Condition: Normal Initial Direction of Travel 1: North Initial Direction of Travel 2: South Initial Impact Location of Vehicle 2 Damage or Area of Impact: Front centre Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Damage or Area of Impact: Initial Drection of Vehicle 2 Dam	Initial	Location of Vehicle 1 Damage or Area of Impact:		Left side complete		
Road 1 Character: Road 1 Condition: Good Road 1 Pavement Markings: Exist Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road Jurisdiction: County or district Sequence of Events 1: Sequence of Events 2: Ran off road Sequence of Events 3: Cable guide rail Traffic Control: Vehicle 1 Condition: Vehicle 1 Condition: Vehicle 1 Damage: Ught Vehicle 1 Type: Accident ID: Or-666 Date & Time: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 lipuy: Driver 1 lipuy: Driver 1 Sex: Driver 2 Condition: Normal Driver 2 Reg: Driver 2 Condition: Normal Driver 2 Sex: Environment Condition 1: Initial Direction of Vehicle 1 Damage or Area of Impact: Initial Inpact Location of Vehicle 1 Damage or Area of Impact: Initial Inpact Location of Vehicle 1 Damage or Area of Impact: Initial Inpact Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Directin of Vehicle 2 Damage or Area of Impact: Initial Directin of Vehicle 2 Damage or Area of Impact: Initial Driver 1 Centre Initial Driver 1 Of Vehicle 2 Damage or Area of Impact: Initial Driver Centre Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damage or Area of Impact: Initial Draction of Vehicle 2 Damag	Light:			Daylight		
Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 3 Surface Condition: Road Jurisdiction: Sequence of Events 1: Skidding/skiding Sequence of Events 2: Ran off road Sequence of Events 3: Cable guide rail Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Vehicle 1 Type: Pick-up truck Accident ID: O7-666 Date & Time: December 1, 2007 11:26 am Notes: Accident Location: Apparent Driver 2 Action: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Pemale Driver 1 Sex: Female Driver 2 Condition: Normal Driver 2 Condition: Normal Driver 2 Condition: Normal Driver 2 Sex: Female Environment Condition 1: Initial Direction of Travel 1: Initial Direction of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Front centre	Road	1 Alignment:		Straight on hill		
Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface Condition: Ice Road Jurisdiction: County or district Sequence of Events 1: Skidding/slidling 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 Manoeuver: 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: Intu 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	Road	1 Character:		Undivided - two-way		
Road 1 Surface: Road 1 Surface Condition: Road 3 Jurísdiction: County or district Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Traffic Control: No control Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Type: Accident ID: O7-666 Date & Time: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Driver 1 Condition: Non-intersection Normal Driver 1 Sex: Female Driver 2 Age: Driver 2 Condition: Normal Driver 2 Sex: Female Environment Condition 1: Initial Direction of Travel 1: Initial Inject Type: Apparent Pick of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Dama	Road	1 Condition:		Good		
Road J Surface Condition: Road Jurisdiction: County or district Sequence of Events 1: 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: Vehicle 1 Damage: Vehicle 1 Type: Pick-up truck Accident ID: Accident ID: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Sex: Female Driver 2 Age: Driver 2 Rodition: Normal Driver 2 Sex: Female Environment Condition 1: Initial Direction of Travel 1: Initial Impact Type: Apparent Driver 1 Center Initial Location of Vehicle 1 Damage or Area of Impact: Initial Impact Type: Apparent Driver 2 Damage or Area of Impact: Initial Impact Type: Apging Damage or Area of Impact: Initial Impact Type: Approaching (lead on) Right centre Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Coentine Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Coentine Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Coentine Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Coentine Initial Impact Coentine Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Coentine Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Impact Coentine Initial Impact C	Road	1 Pavement Markings:		Exist		
Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Sequence of Events 3: Cable guide rail Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Damage: Vehicle 1 Type: Accident ID: O7-666 Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Driving property Classification of Accident: Driver 1 Sex: Driver 2 Age: Driver 2 Age: Driver 2 Condition: Normal Driver 2 Sex: Environment Condition 1: Impact Location: North Initial Direction of Travel 2: Initial Impact Type: Approaching (Read on) Initial Impact Type: Approaching (Read on) Initial Location: Apparent Driver 1 Action: Apparent Driver 1 Age: Accident Location: Apparent Driver 2 Age: Driver 1 Condition: Driver 1 Injury: Aliminal Driver 2 Age: Driver 2 Condition: Driver 2 Sex: Female Driver 3 Sex: Female Female Feminent Condition 1: Intital Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Location of Vehicle 2 Location of Vehicle 2 Location of	Road	1 Surface:		Asphalt		
Sequence of Events 1: 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 Manoeuver: Going ahead Vehicle 1 Type: Pick-up truck Accident ID: 07-666 Date & Time: December 1, 2007 11:26 am Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 1 Sex: Female Driver 2 Age: Driver 2 Condition: Normal Driver 2 Sex: Environment Condition 1: Clear Impact Location: North Initial Direction of Travel 1: Initial Impact Type: Skidding/sliding Ran of road Ran	Road	1 Surface Condition:		Ice		
Sequence of Events 2: Sequence of Events 3: 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: O7-666 Date & Time: December 1, 2007 11:26 am Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Apparent Driver 2 Action: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Injury: Minimal Driver 1 Injury: Minimal Driver 2 Age: Driver 2 Age: Driver 2 Sex: Pemale Driver 2 Injury: Minimal Driver 2 Injury: Minimal Driver 2 Sex: Pemale Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage	Road	Jurisdiction:		County or district		
Sequence of Events 3: Traffic Control: No control Vehicle 1 Condition: Vehicle 1 Damage: Light Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Pick-up truck Accident ID: 07-666 Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Driving properly Classification of Accident: Non-fatal injury Driver 1 Age: Driver 1 Condition: Normal Driver 1 Injury: Minimal Driver 1 Sex: Driver 2 Age: Driver 2 Condition: Normal Driver 2 Remale Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Cocation of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehic	Seque	ence of Events 1:		Skidding/sliding		
Sequence of Events 3: Traffic Control: No 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: O7-666 Date & Time: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Injury: Minimal Driver 1 Sex: Driver 2 Age: Driver 2 Reg: Driver 2 Condition: Normal Driver 2 Reg: Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 2: Initial Impact Type: Initial Impact Type: Initial Impact Type: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or	Seque	ence of Events 2:		Ran off road		
Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Pick-up truck Accident ID: 07-666 Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Noures: Driver 1 Condition: Normal Driver 1 Normal Driver 1 Sex: Female Driver 2 Age: Driver 2 Condition: Normal Driver 2 Normal Driver 2 Normal Driver 2 Normal Driver 1 Sex: Female Driver 2 Sex: Female Driver 2 Sex: Female Environment Condition 1: Impact Location: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Cocatio				Cable guide rail		
Vehicle 1 Damage: Vehicle 1 Manoeuver: Oblice 1 Type: Pick-up truck Accident ID: 07-666 Date & Time: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Oriver 1 Age: Driver 1 Condition: Apriver 1 Condition: Apriver 1 Sex: Female Driver 1 Sex: Female Driver 2 Age: Driver 2 Age: Driver 2 Condition: Apriver 2 Condition: Apriver 2 Sex: Environment Condition 1: Clear Impact Location: Apriver 1 Injury: Minitial Direction of Travel 1: Apriver 1 Injury: Minitial Impact Type: Ape: Apriver 1 Sex: Apemale Apriver 2 Sex: Apemale Apriver 2 Sex: Apemale Apriver 3 Sex: Apemale Apriver 4 Injury: Appirer 4 Injury: Appirer 5 Sex: Apemale Apriver 5 Sex: Apemale Apriver 6 Sex: Apemale Apriver 6 Sex: Apemale Apriver 7 Sex: Apemale Apriver 8 Sex: Apemale Appirer 1 Sex: Approaching (head on) Appirer 1 Sight centre Approaching (head on) Appirer 1 Sight centre Approaching (head on) Appired to the first of				=		
Vehicle 1 Damage: Light Vehicle 1 Manoeuver: 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 2 Age: 23 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 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	Vehicl	e 1 Condition:		No apparent defect		
Vehicle 1 Manoeuver: Vehicle 1 Type: Accident ID: 07-666 Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Accident Location: Apparent Driver 2 Action: Driver 1 Age: Apparent Driver 2 Accident: Non-fatal injury Accident: Apparent Driver 1 Age: Accident Location: Apparent Driver 2 Age: Accident Location: Apparent Driver 1 Action: Apparent Driver 1 Action: Apparent Driver 1 Accident: Accident Location: Accident Loca	Vehicl	e 1 Damage:				
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 2 Age: 23 Driver 2 Rondition: 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: Suth 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						
Accident ID: 07-666 Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Injury: Minimal Driver 1 Sex: Female Driver 2 Age: Driver 2 Condition: Normal Driver 2 Sex: Female Environment Condition 1: Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location				-		
Apparent Driver 1 Action: 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 Injury: Minimal Driver 2 Injury: Minimal Driver 3 Sex: Female Driver 5 Sex: Female Driver 6 Clear Impact Location: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Front centre	Accident ID: Notes:	07-666	Date & Time:	December 1, 2007	11:26 am	
Apparent Driver 2 Action: 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 Injury: Minimal Driver 2 Condition: Normal Driver 2 Injury: Minimal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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 Front centre						
Classification of Accident: 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 Injury: Minimal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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: Rever 2 Impact Centre Initial Location of Vehicle 2 Damage or Area of Impact: Front centre					dition	
Driver 1 Age: 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 Injury: Minimal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: Impact Location: 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						
Driver 1 Condition: Driver 1 Injury: Minimal Driver 1 Sex: Female Driver 2 Age: 23 Driver 2 Condition: Normal Driver 2 Injury: Minimal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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	Classi	ification of Accident:				
Driver 1 Injury: Driver 1 Sex: Female Driver 2 Age: 23 Driver 2 Condition: Normal Driver 2 Injury: Minimal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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	Driver	1 Age:		42		
Driver 1 Sex: Driver 2 Age: 23 Driver 2 Condition: Normal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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	Driver	1 Condition:		Normal		
Driver 2 Age: Driver 2 Condition: Normal Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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	Driver	1 Injury:		Minimal		
Driver 2 Condition: Driver 2 Injury: Minimal Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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	Driver	1 Sex:		Female		
Driver 2 Injury: Driver 2 Sex: Female Environment Condition 1: Clear Impact Location: 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 House 2 Sex: Female Clear Thru lane North North South Approaching (head on) Fight centre Front centre	Driver	2 Age:		23		
Driver 2 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Female Clear Thru lane North South Approaching (head on) Right centre Front centre	Driver	2 Condition:		Normal		
Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Direction of Travel 2: South Initial Impact Type: Approaching (head on) Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Front centre	Driver	2 Injury:		Minimal		
Impact Location: 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	Driver	2 Sex:		Female		
Initial Direction of Travel 1: 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	Enviro	onment Condition 1:		Clear		
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	Impac	t Location:		Thru lane		
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	Initial	Direction of Travel 1:		North		
Initial Location of Vehicle 1 Damage or Area of Impact: Right centre Front centre	Initial	Direction of Travel 2:		South		
Initial Location of Vehicle 2 Damage or Area of Impact: Front centre	Initial	Impact Type:		Approaching (head on)	
•	Initial	Location of Vehicle 1 Damage or Area of Impact:		Right centre		
Light: Daylight	Initial	Location of Vehicle 2 Damage or Area of Impact:		Front centre		
Light. Daylight	Light:			Daylight		
Road 1 Alignment: Straight on hill	-	1 Alignment:		* =		
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						
	Seque					
Thru Lane No.: 1				Ditch		

		27.000		D 1 4 0007 44 00	
Accident Notes:	t ID:	07-666	Date & Time:	December 1, 2007 11:26 am co	ont'd
	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	t ID:	07-0652	Date & Time:	December 6, 2007 5:25 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
		cation of Accident:		P.D. only	
	Driver 1			53	
		Condition:		Normal	
	Driver 1			Female	
		ment Condition 1:		Clear	
		Location:		Not on roadway - left side	
		irection of Travel 1:		East	
				SMV - Other	
		npact Type:			
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:	A linear and a state of the sta		Dark	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Ice	
		urisdiction:		County or district	
	Second	ary Location of Vehicle 1 Damage or Area of Impact:		Left front corner	
	Sequen	ce of Events 1:		Skidding/sliding	
	Sequen	ce 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 Notes:	t ID:	08-0115	Date & Time:	February 10, 2008 9:59 am	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Wrong way on one-way road	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver 1			81	
		Condition:		Normal	
	Driver 1			Major	
	Driver 1			Female	
	Driver 2			31	
		: Age. ! Condition:		Normal	
	Driver 2	. irijury.		Minor	

Acciden Notes:	t ID:	08-0115	Date & Time:	February 10, 2008	9:59 am	cont'd
	Driver 2	? Sex:		Female		
	Enviror	ment Condition 1:		Snow		
		ment Condition 2:		Drifting snow		
	Impact	Location:		Thru lane		
		irection of Travel 1:		West		
		irection of Travel 2:		East		
	Initial In	npact Type:		Approaching (head or	n)	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	,	
		ocation of Vehicle 2 Damage or Area of Impact:		Front complete		
	Light:	boation of Vollidio 2 Barriago of 7 tod of impact.		Daylight		
	-	Alignment:		Straight on hill		
		Character:		Divided - no barrier		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Slush		
		urisdiction:		County or district		
		lary Location of Vehicle 1 Damage or Area of Impact		Back complete		
		lary Location of Vehicle 2 Damage or Area of Impact				
		nce of Events 1:		Other motor vehicle		
	Sequer	ice of Events 2:		Skidding/sliding		
	Sequer	nce of Events 4:		Other motor vehicle		
	Thru La	ne 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		
		2 Condition:		No apparent defect		
	Vehicle	2 Damage:		Severe		
		2 Manoeuver:		Going ahead		
		2 Type:		Automobile		
	VCITIOIC	2 Type.		Automobile		
Acciden Notes:	t ID:	08-20106 Wild turkey	Date & Time:	May 4, 2008 4:30	pm	
	Accide	nt Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1			48		
		_				
		Condition:		Normal		
	Driver 1			Male		
		ment Condition 1:		Clear		
		Location:		Thru lane		
		irection of Travel 1:		West		
		npact Type:		SMV - Other		
	Initial L	ocation 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		

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

Acciden Notes:	t ID:	08-20272 @ HVR Entrance - Bicycle	Date & Time:	September 21, 2008	8:10 am	cont'd
	Driver '	Sex:		Female		
	Driver 2			52		
		2 Condition:		Normal		
		2 Injury:		Minor		
	Driver 2			Male		
		ment Condition 1:		Clear		
		Location:		Within intersection		
		irection of Travel 1:		North		
		irection of Travel 2:		West		
		npact Type:		Angle (t-bone)		
		ocation of Vehicle 1 Damage or Area of Impact:		Angle (Laborie)		
		ocation of vehicle 1 Damage of Area of Impact.		Daylight		
	Light:	Alignment		Daylight		
		Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
	Traffic	Control:		Stop sign		
		Control Condition:		Functioning		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
	Vahicla	2 Condition:		No apparent defect		
	VEHICLE	2 Condition.		No apparent defect		
		2 Manoeuver:		Going ahead		
	Vehicle					
Acciden	Vehicle Vehicle	2 Manoeuver: 2 Type: 09-00033	Date & Time:	Going ahead	:08 am	
Acciden	Vehicle Vehicle	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance	Date & Time:	Going ahead Bicycle	:08 am	
	Vehicle Vehicle	2 Manoeuver: 2 Type: 09-00033	Date & Time:	Going ahead Bicycle	:08 am	
	Vehicle Vehicle It ID:	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance	Date & Time:	Going ahead Bicycle January 13, 2009 8	:08 am	
	Vehicle Vehicle It ID: Accide Appare	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection	:08 am	
	Vehicle Vehicle It ID: Accide Appare	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control	:08 am	
	Vehicle Vehicle It ID: Accide Appare Classifi Driver	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury	:08 am	
	Vehicle Vehicle Accide Appare Classifi Driver	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32	:08 am	
	Vehicle Vehicle Accide Appare Classifi Driver	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal	:08 am	
	Vehicle Vehicle It ID: Accided Appare Classifi Driver Driver Driver	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal	:08 am	
	Vehicle Vehicle Vehicle It ID: Accider Appare Classiff Driver Driver Driver Enviror	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance Int Location: Int Driver 1 Action: Int Age: Int Condition: Int Injury: Injury: Injury: Insert Sex:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow	:08 am	
	Vehicle Vehicle Vehicle It ID: Accider Appare Classiff Driver Driver Driver Enviror Enviror	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: Age: Condition: Injury: Sex: Inment Condition 1:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind	:08 am	
	Vehicle Vehicle Vehicle It ID: Accided Appare Classiff Driver Driver Driver Enviror Enviror Impact	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Iment Condition 1:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow	:08 am	
	Vehicle Vehicle Vehicle Accider Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial D	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: iirection of Travel 1:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West	:08 am	
	Vehicle Vehicle Vehicle It ID: Accider Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial I	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: irrection of Travel 1: Inpact Type:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other	:08 am	
	Vehicle Vehicle It ID: Accider Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial Ir Initial L	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: iirection of Travel 1:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete	:08 am	
	Vehicle Vehicle Vehicle It ID: Accider Appare Classiff Driver Driver Driver Enviror Enviror Impact Initial Ir Initial L Light:	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: iirection of Travel 1: Inpact Type: ocation of Vehicle 1 Damage or Area of Impact:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete Dark	:08 am	
	Vehicle Vehicle Vehicle It ID: Accide Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial Ir Initial L Light: Road 1	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: irrection of Travel 1: Inpact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete Dark Straight on level	:08 am	
	Vehicle Vehicle Vehicle Vehicle Accider Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial Ir Initial L Light: Road 1 Road 1	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: Age: Condition: Injury: Sex: Imment Condition 1: Imment Condition 2: Location: irrection of Travel 1: Inpact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete Dark Straight on level Undivided - two-way	:08 am	
	Vehicle Vehicle Vehicle Vehicle Accider Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial Ir Initial L Light: Road 1 Road 1 Road 1	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: irrection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Character: Condition:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete Dark Straight on level Undivided - two-way Good	:08 am	
	Vehicle Vehicle Vehicle Accider Appare Classifi Driver Driver Driver Enviror Enviror Impact Initial Ir Initial Ir Initial L Light: Road 1 Road 1 Road 1 Road 1	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: irrection of Travel 1: Inpact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete Dark Straight on level Undivided - two-way Good Obscured	:08 am	
	Vehicle Vehicle Vehicle Accider Appare Classiff Driver Driver Driver Enviror Enviror Impact Initial Ir Initial Ir Initial Ir Road 1 Road 1 Road 1 Road 1 Road 1	2 Manoeuver: 2 Type: 09-00033 @ Horseshoe entrance nt Location: nt Driver 1 Action: cation of Accident: I Age: I Condition: I Injury: I Sex: Imment Condition 1: Imment Condition 2: Location: irrection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Character: Condition:	Date & Time:	Going ahead Bicycle January 13, 2009 8 At intersection Lost control Non-fatal injury 32 Normal Minimal Female Snow Strong wind Within intersection West SMV - Other Left side complete Dark Straight on level Undivided - two-way Good	:08 am	

Acciden	t ID:	09-00033	Date & Time:	January 13, 2009 8:08 am	cont'd
Notes:		@ Horseshoe entrance			
	Second	dary Location of Vehicle 1 Damage or Area of Impact		Тор	
		nce of Events 1:		Snowbank/drift	
	Sequer	nce of Events 2:		Rollover	
		Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
		1 Damage:		Severe	
		1 Manoeuver:		Going ahead	
		1 Type:		Passenger van (SUV)	
		7 F -		, , ,	
Acciden	t ID:	09-00082	Date & Time:	January 18, 2009 5:29 pm	
Notes:					
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Exceeding speed limit	
		cation of Accident:		P.D. only	
	Driver '	1 Age:		23	
		1 Condition:		Normal	
	Driver '			Female	
		nment Condition 1:		Snow	
		Location:		Right shoulder	
	•	Direction of Travel 1:		West	
		mpact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner	
		ocation of vehicle i Damage of Area of Impact.		Dark	
	Light:	Alignment			
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
		urisdiction:		County or district	
		nce 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	
A a alala sa	4 ID.	00.00430	Data 8 Times	January 31, 2000, 2:00 nm	
Acciden	t ID:	09-00139	Date & Time:	January 31, 2009 3:00 pm	
Notes:					
		nt Location:		Non intersection	
		nt Driver 1 Action:		Speed too fast for condition	
	Classifi	cation of Accident:		P.D. only	
	Driver '	-		51	
	Driver '	1 Condition:		Normal	
	Driver '	1 Sex:		Female	
	Enviror	nment Condition 1:		Drifting snow	
	Impact	Location:		Right shoulder	
	Initial D	irection of Travel 1:		West	
	Initial Ir	mpact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Right centre	
	Light:			Daylight	
	J			. •	

Accident Notes:	t ID:	09-00139	Date & Time:	January 31, 2009 3:00 pm	cont'o
	Road 1	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Poor	
	Road 1	Pavement Markings:		Obscured	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Packed snow	
		urisdiction:		County or district	
		ary Location of Vehicle 1 Damage or Area of Impac	∵ †∙	Front centre	
		ice of Events 1:		Skidding/sliding	
		ce of Events 2:		Steel guide rail	
	Traffic (No control	
		1 Condition:			
				No apparent defect	
		1 Manoeuver:		Going ahead	
	venicie	1 Type:		Automobile	
Accident Notes:	i ID:	09-00426 Location on Horseshoe Valley Road not spec		August 20, 2009 1:07 pm trance	
	Accider	nt Location:		Intersection related	
		nt Driver 1 Action:		Failed to yield right-of-way	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver 1			26	
		Condition:			
				Inattentive	
	Driver 1			Female	
	Driver 2	-		25	
		? Condition:		Normal	
	Driver 2			Male	
		ment Condition 1:		Clear	
		Location:		Within intersection	
	Initial D	irection of Travel 1:		South	
	Initial D	irection of Travel 2:		West	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Back centre	
	Initial L	ocation of Vehicle 2 Damage or Area of Impact:		Front complete	
	Light:			Daylight	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:			
				Dry Straight on level	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
	Road 2	Surface Condition:		Dry	
	Road J	urisdiction:		County or district	
	Second	ary Location of Vehicle 1 Damage or Area of Impac	ot:	Left side complete	
	Sequen	ce of Events 1:		Other motor vehicle	
	Sequen	ce of Events 4:		Other motor vehicle	

Accident I	D : 09-00426		Date & Time:	August 20, 2009	1:07 pm	cont'
Notes:	Location on Hors	eshoe Valley Road not spec	ified - Resort En	trance	·	
Tr	raffic Control Condition:			Functioning		
Ve	ehicle 1 Condition:			No apparent defect		
Ve	ehicle 1 Damage:			Severe		
Ve	ehicle 1 Manoeuver:			Going ahead		
Ve	ehicle 1 Type:			Pick-up truck		
Ve	ehicle 2 Condition:			No apparent defect		
Ve	ehicle 2 Damage:			Demolished		
Ve	ehicle 2 Manoeuver:			Going ahead		
Ve	ehicle 2 Type:			Automobile		
Accident I Notes:	D : 11-00473		Date & Time:	November 6, 2011	7:50 am	
A	ccident Location:			Non intersection		
A	pparent Driver 1 Action:			Lost control		
С	lassification of Accident:			P.D. only		
D	river 1 Age:			53		
D	river 1 Condition:			Normal		
D	river 1 Sex:			Male		
E	nvironment Condition 1:			Clear		
In	npact Location:			Left shoulder		
In	itial Direction of Travel 1:			West		
In	itial Impact Type:			SMV - Other		
In	itial Location of Vehicle 1	Damage or Area of Impact:		Тор		
Li	ght:			Dawn		
R	oad 1 Alignment:			Straight on hill		
R	oad 1 Character:			Divided - no barrier		
R	oad 1 Condition:			Good		
R	oad 1 Pavement Markings	s:		Exist		
R	oad 1 Surface:			Asphalt		
R	oad 1 Surface Condition:			Ice		
R	oad Jurisdiction:			County or district		
S	equence of Events 1:			Skidding/sliding		
S	equence of Events 2:			Ran off road		
S	equence of Events 3:			Rollover		
Tr	raffic Control:			No control		
Ve	ehicle 1 Condition:			No apparent defect		
Ve	ehicle 1 Damage:			Severe		
Ve	ehicle 1 Manoeuver:			Going ahead		
Ve	ehicle 1 Type:			Pick-up truck		

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

Acciden	t ID: 03-0721	Date & Time: May 10, 2003 1:33 pm
	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:	
	Road 2 Condition:	Undivided - two-way Good
		Exist
	Road 2 Pavement Markings: Road 2 Surface:	
	Road 2 Surface Condition:	Asphalt
	Road Jurisdiction:	Dry
		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)
Acciden	t ID: 04-0423	Date & Time: March 5, 2004 5:30 am
	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
	impact Location.	Mynt shoulder

Accider Notes:	nt ID:	04-0423	Date & Time:	March 5, 2004	5:30 am	cont'd
	Initial D	Direction of Travel 1:		West		
	Initial I	npact Type:		SMV - Other		
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Back complete		
	Light:			Dark		
	Road 1	Alignment:		Straight on hill		
	Road 1	Character:		Undivided - two-v	way	
	Road 1	Condition:		Good		
	Road 1	Pavement Markings:		Exist		
	Road 1	Surface:		Asphalt		
	Road 1	Surface Condition:		Slush		
	Road J	urisdiction:		County or district		
	Seque	nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Cable guide rail		
		Control:		No control		
	Vehicle	1 Condition:		No apparent defe	ect	
	Vehicle	1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Туре:		Automobile		
Acciden	nt ID:	05-0154	Date & Time:	January 25, 200	05 6:30 pm	
	Accide	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Lost control		
		cation of Accident:		P.D. only		
	Driver	1 Age:		67		
		1 Condition:		Normal		
	Driver	1 Sex:		Male		
		nment Condition 1:		Snow		
		Object Offset 3:		Left of Roadway	- Less than 3.1m	
		Location:		Not on roadway -		
		Direction of Travel 1:		West		
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner		
	Light:	coalien en vermole i Dannage en inica en inicpaesi		Dark		
	-	Alignment:		Straight on hill		
		Character:		Divided - no barri	ier	
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		·	raval	
		urisdiction:		Loose sand or gr		
				County or district		
		nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Ran off road		
		nce of Events 3:		Cable guide rail		
		Control:		No control		
	Vahiala	1 Condition:		No apparent defe	ect	
	Vehicle	1 Damage:		Moderate		
	Vehicle Vehicle			Moderate Going ahead Automobile		

Accident Notes:	t ID:	05-0236	Date & Time:	February 14, 2005	7:20 am
	Acciden	t Location:		Non intersection	
	Apparer	nt Driver 1 Action:		Lost control	
	Apparer	nt Driver 2 Action:		Driving properly	
	Classific	cation 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	
	Environ	ment Condition 1:		Freezing rain	
	Impact I	Location:		Right shoulder	
	Initial Di	irection of Travel 1:		West	
	Initial Di	irection of Travel 2:		West	
	Initial Im	npact Type:		Rear end	
		ocation of Vehicle 1 Damage or Area of Impact:		Back centre	
	Initial Lo	ocation of Vehicle 2 Damage or Area of Impact:		Back centre	
	Light:	•		Daylight	
	_	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Obscured	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Ice	
	Road Ju	urisdiction:		County or district	
	Seguen	ce of Events 1:		Skidding/sliding	
		ce of Events 2:		Other motor vehicle	
		ce of Events 4:		Other motor vehicle	
	Traffic C			No control	
	Vehicle	1 Condition:		No apparent defect	
		1 Damage:		Moderate	
		1 Manoeuver:		Slowing or stopping	
	Vehicle			Pick-up truck	
		2 Condition:		No apparent defect	
		2 Damage:		Moderate	
		2 Manoeuver:		Slowing or stopping	
	Vehicle			Automobile	
Accident	t ID:	05-0350	Date & Time:	March 9, 2005 6:3	5 pm
	Acciden	t Location:		Non intersection	
	Apparer	nt Driver 1 Action:		Speed too fast for con	dition
		cation of Accident:		Non-fatal injury	
	Driver 1			42	
		Condition:		Normal	
	Driver 1			Minor	
	Driver 1			Female	
		ment Condition 1:		Snow	
		bject Offset 2:		Left of Roadway - Les	s than 3 1m
		Location:		Left shoulder	
		irection of Travel 1:		West	

Acciden Notes:	t ID:	05-0350	Date & Time:	March 9, 2005	6:35 pm	cont'd
	Initial In	mpact Type:		SMV - Other		
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:			Dark		
	Road 1	Alignment:		Straight on hill		
	Road 1	Character:		Undivided - two-v	way	
	Road 1	Condition:		Good	•	
	Road 1	Pavement Markings:		Exist		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Ice		
	Road J	urisdiction:		Township		
	Second	dary Location of Vehicle 1 Damage or Area of Impact:		Back complete		
		nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Snowbank/drift		
		nce of Events 3:		Rollover		
	Traffic (No control		
		1 Condition:		No apparent defe	not	
				Moderate	,	
		1 Damage: 1 Manoeuver:				
				Going ahead		
	venicie	1 Type:		Automobile		
Acciden Notes:	t ID:	5-0392	Date & Time:	July 4, 2005 9	:00 pm	
	Accider	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Driving properly		
	Classifi	cation of Accident:		P.D. only		
	Driver 1	1 Age:		53		
	Driver 1	1 Condition:		Normal		
	Driver 1	1 Sex:		Male		
	Environ	nment Condition 1:		Snow		
	Fixed C	Object Offset 2:		Right of Roadway	y - Less than 3.1m	
		Location:		Left shoulder		
		Pirection of Travel 1:		West		
	Initial In	mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Left side complet	æ	
	Light:			Dark		
		Alignment:		Straight on hill		
		Character:		Undivided - two-v	wav	
		Condition:		Good	way	
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Loose snow		
		urisdiction:				
				County or district		
		nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Snowbank/drift		
		nce of Events 3:		Rollover		
		Control:		No control		
		1 Condition:		No apparent defe	ect	
		1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		

Accider Notes:	nt ID: 05-1115	Date & Time: October 14, 2005 7:43 pm
	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:	Тор
	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
Accider	nt ID: 05-01079	Date & Time: October 15, 2005 12:50 am
140103.	Agaident Logation:	Non interportion
	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 Condition:	Good Obscured
	Road 1 Condition: Road 1 Pavement Markings:	Obscured
	Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:	Obscured Asphalt
	Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:	Obscured Asphalt Wet
	Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:	Obscured Asphalt Wet Township
	Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact	Obscured Asphalt Wet Township :: Front complete
	Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact Sequence of Events 1:	Obscured Asphalt Wet Township Front complete Skidding/sliding
	Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact	Obscured Asphalt Wet Township :: Front complete

Notes: Traffic Control: Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Automobile Accident ID: 06-0439 Notes: Accident Location: Apparent Driver 1 Action: No control No apparent defect Severe Going ahead Automobile Date & Time: March 11, 2006 7:05 am Non intersection Speed too fast for condition	nt'd
Vehicle 1 Condition: Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Automobile Accident ID: 06-0439 Date & Time: March 11, 2006 7:05 am Notes: Accident Location: Apparent Driver 1 Action: Speed too fast for condition	
Vehicle 1 Damage: Vehicle 1 Manoeuver: Vehicle 1 Type: Accident ID: 06-0439 Notes: Accident Location: Apparent Driver 1 Action: Severe Severe Automobile March 11, 2006 7:05 am Non intersection Speed too fast for condition	
Vehicle 1 Manoeuver: Vehicle 1 Type: Accident ID: 06-0439 Notes: Accident Location: Apparent Driver 1 Action: Going ahead Automobile March 11, 2006 7:05 am Non intersection Speed too fast for condition	
Vehicle 1 Type: Accident ID: 06-0439 Date & Time: March 11, 2006 7:05 am Notes: Accident Location: Apparent Driver 1 Action: Speed too fast for condition	
Accident ID: 06-0439 Notes: Accident Location: Apparent Driver 1 Action: Date & Time: March 11, 2006 7:05 am Non intersection Speed too fast for condition	
Notes: Accident Location: Apparent Driver 1 Action: Non intersection Speed too fast for condition	
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	
verificie i Type.	
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	
Impact Location: Left shoulder Initial Direction of Travel 1: East	
Impact Location: Left shoulder	

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

Accident	t ID : 06-1178	Date & Time:	November 3, 2006 6:30 pm
	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
			Other motor vehicle
	Sequence of Events 4:		
	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	t ID: 07-0547	Date & Time:	November 11, 2007 8:07 am
	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
			Exist
	Road 1 Pavement Markings:		
	Road 1 Surface:		Asphalt

Accident ID:	07-0547	Date & Time:	November 11, 2007	8:07 am	cont'd
	d 1 Surface Condition:		Ice		
	d Jurisdiction:		County or district		
	ondary Location of Vehicle 1 Damage or Area of Impact		Left side complete		
	uence of Events 1:	•	Skidding/sliding		
	uence of Events 2:		Ran off road		
	uence of Events 3:		Ditch		
	ic Control:		No control		
	cle 1 Condition:		No apparent defect		
	cle 1 Manoeuver:		Going ahead		
	cle 1 Type:		Automobile		
Accident ID:	07-0562d	Date & Time:	November 26, 2007	5:30 pm	
Notes:	3 Veh	2410 4 1111101		5.55 p	
	dent Location:		Non intersection		
	arent Driver 1 Action:		Driving properly		
	arent Driver 2 Action:		Failed to yield right-of-	way	
	sification of Accident:		Non-fatal injury		
	er 1 Age:		43		
	er 1 Condition:		Normal		
	er 1 Injury:		Minor		
	er 1 Sex:		Female		
	er 2 Age:		71		
	er 2 Condition:		Normal		
	er 2 Sex:		Male		
Envi	ronment Condition 1:		Snow		
	ronment Condition 2:		Freezing rain		
	act Location:		Thru lane		
	al Direction of Travel 1:		West		
	al Direction of Travel 2:		West		
Initia	al Impact Type:		Sideswipe		
Initia	I Location of Vehicle 1 Damage or Area of Impact:		Left front		
Initia	l Location of Vehicle 2 Damage or Area of Impact:				
Light	t:		Dark		
Road	d 1 Alignment:		Straight on hill		
Road	d 1 Character:		Undivided - two-way		
Road	d 1 Condition:		Good		
Road	d 1 Pavement Markings:		Obscured		
Road	d 1 Surface:		Asphalt		
Road	d 1 Surface Condition:		Ice		
Road	d 2 Alignment:		Straight on hill		
	d 2 Character:		Undivided - two-way		
	d 2 Condition:		Good		
	d 2 Pavement Markings:		Obscured		
	d 2 Surface:		Asphalt		
	d 2 Surface Condition:		Ice		
	d Jurisdiction:		County or district		
	ondary Location of Vehicle 1 Damage or Area of Impact		Right front		
	uence of Events 1:	•	Other motor vehicle		
	uence of Events 1:		Other motor vehicle		
	Lane No.:		1		
	îc Control:		No control		
IIalli	ic Condu.		INO CONTO		

Accident Notes:	ID:	07-0562d 3 Veh	Date & Time:	November 26, 2007	5:30 pm	cont'd
,	Vehicle	1 Condition:		No apparent defect		
,	Vehicle	1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
,	Vehicle	1 Type:		Passenger van (SUV)		
		2 Condition:		No apparent defect		
,	Vehicle	2 Damage:		Moderate		
		2 Manoeuver:		Reversing		
,	Vehicle	2 Туре:		Automobile		
Accident Notes:	ID:	08-0009	Date & Time:	January 5, 2008 1:4	·0 pm	
,	Acciden	t Location:		Non intersection		
,	Apparer	nt Driver 1 Action:		Lost control		
(Classific	cation of Accident:		P.D. only		
ı	Driver 1	Age:		48		
1	Driver 1	Condition:		Normal		
ı	Driver 1	Sex:		Male		
ı	Environ	ment Condition 1:		Snow		
ı	Impact I	_ocation:		Not on roadway - left si	de	
		rection of Travel 1:		West		
ı	Initial In	npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner		
	Light:	, and a sign of the part of th		Daylight		
	_	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
	Road 1	Pavement Markings:		Non-existent		
		Surface:		Asphalt		
		Surface Condition:		Ice		
		urisdiction:		County or district		
		ary Location of Vehicle 1 Damage or Area of Impact				
		ce of Events 1:		Ran off road		
		ce of Events 2:		Ditch		
	•	ce of Events 3:		Tree, shrub, stump		
	Traffic C			No control		
		1 Condition:		No apparent defect		
		1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
		1 Type:		Pick-up truck		
Accident Notes:	ID:	09-00014	Date & Time:	January 7, 2009 8:1	0 am	
	Acciden	t Location:		Non intersection		
		nt Driver 1 Action:		Lost control		
		cation of Accident:		P.D. only		
	Driver 1			60		
		Condition:		Normal		
	Driver 1			Female		
		ment Condition 1:		Snow		
		Location:		Thru lane		
		rection of Travel 1:		South		
	ווווומו ט	TOUGH OF HAVOI 1.		Count		

Acciden	t ID:	09-00014	Date & Time:	January 7, 2009 8	3:10 am	cont'd
	Initial In	npact Type:		SMV - Other		
	Initial Lo	ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
	Light:			Daylight		
	Road 1	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
	Road 1	Pavement Markings:		Obscured		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Packed snow		
		urisdiction:		County or district		
		lary Location of Vehicle 1 Damage or Area of Impact		Back complete		
		nce of Events 1:		Cable guide rail		
	Thru La			1		
	Traffic (No control		
		1 Condition:		No apparent defect		
				Moderate		
		1 Damage:				
		1 Manoeuver:		Going ahead		
	venicie	1 Type:		Automobile		
Acciden	t ID:	10-00595 200m west of Line 4 - No driver information	Date & Time:	December 30, 2010	0 11:47 am	
	Accider	nt Location:		Non intersection		
	Apparei	nt Driver 1 Action:		Driving properly		
	Apparei	nt Driver 2 Action:		Other		
	Classific	cation of Accident:		P.D. only		
	Driver 1	Age:		6		
	Driver 1	Condition:		Normal		
	Driver 2	2 Age:		6		
		2 Condition:		Normal		
	Environ	ment Condition 1:		Clear		
	Impact	Location:		Thru lane		
		irection of Travel 1:		East		
		irection of Travel 2:		East		
		npact Type:		Rear end		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
		ocation of Vehicle 2 Damage of Area of Impact:		Back complete		
	Light:	ocation of vehicle 2 barriage of Area of Impact.		Daylight		
		Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Non-existent		
		Surface:		Asphalt		
		Surface Condition:		Wet		
		urisdiction:		County or district		
		ice of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
	Thru La	ne No.:		1		
	Traffic (Control:		No control		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Light		
	Vehicle	1 Manoeuver:		Going ahead		

Assidan	4 ID:	10.00505	Data 9 Times	December 20, 2010, 11:17 cm	al .
Acciden Notes:	it ID:	10-00595 200m west of Line 4 - No driver information	Date & Time:	December 30, 2010 11:47 am cont'o	a
110103.	Vohiclo	1 Type:		Automobile	
		2 Condition:		No apparent defect	
		2 Damage:		Moderate	
		2 Manoeuver:		Going ahead	
		2 Type:		Automobile	
	70	,,,,,			
Acciden	t ID:	11-00103	Date & Time:	February 4, 2011 4:45 pm	
Notes:		500m west of Line 4 - No driver information			
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	Age:		6	
	Driver 1	Condition:		Normal	
	Environ	ment Condition 1:		Clear	
	Fixed C	bject Offset 2:		Left of Roadway - Less than 3.1m	
	Impact	Location:		Left shoulder	
	Initial D	irection of Travel 1:		West	
	Initial In	npact Type:		SMV - Other	
	Initial L	ocation 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 J	urisdiction:		County or district	
	Second	ary Location of Vehicle 1 Damage or Area of Impact	:	Front centre	
	Sequen	ice of Events 1:		Skidding/sliding	
	Sequen	ice 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	
Acciden	it ID:	11-00177 200m west of 4th Line - No driver info	Date & Time:	May 12, 2011 9:27 pm	
	Accider	nt Location:		Non intersection	
		nt Driver 1 Action:		Lost control	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver 1	Age:		7	
		Condition:		Normal	
	Driver 2	Age:		7	
		? Condition:		Normal	
	Environ	ment Condition 1:		Snow	
		Location:		Within intersection	
		irection of Travel 1:		West	
		irection of Travel 2:		East	
		npact Type:		Approaching (head on)	
		• • • • • • • • • • • • • • • • • • • •		,,	

Accident ID: 11-00177	Accident	t ID·	11-00177	Date & Time	May 12 2011	9·27 nm	cont'd
Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road Jurisdiction: Road Turisdiction: Road Turisdiction: Road 1 Surface Road 1 Rignment: Road 2 Road Road Road Road Road Road Road Road				Date & Time.	ay 12, 2011	0.21 p	ooni u
Initial Location of Vehicle 2 Damage or Area of Impact:		Initial I			Front centre		
Light Road 1 Alignment: Straight on hill			-				
Road 1 Alignment:			2 2 amage 6.7 and 6.1 mpage				
Road 1 Character:		-	Alignment:				
Road 1 Condition: Good Road 1 Pavement Markings: Exist						wav	
Road 1 Pavement Markings:							
Road 1 Surface: Road 1 Surface Condition: County or district Sequence of Events 1: Cother motor vehicle Sequence of Events 4: Other motor vehicle Sequence of Events 4: Other motor vehicle Sequence of Events 4: Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Oemolished Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Vehicle 2 Condition: No apparent defect Vehicle 2 Damage: Oemolished Vehicle 2 Damage: Oemolished Vehicle 2 Damage: Oemolished Vehicle 2 Type: Automobile Accident ID: 11-00533 Date & Time: December 8, 2011 7:40 am Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Oriver 1 Age: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Injury: Fatal Driver 1 Condition: Normal Driver 2 Age: Oriver 2 Age: Driver 2 Condition: Normal Driver 2 Sex: Male Environment Condition 1: Driver 2 Sex: Male Environment Condition: Left shoulder Initial Direction of Travel 1: Initial Direction of Travel 2: Initial Impact Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact: Light: Road 1 Alignment: Drivief on him are free from the marker of the partier Unived 1 Alignment: Straight on hill Venedation between the marker of the partier Unived 1 Alignment: Straight on hill Venedation on the partier Unived 1 Alignment: Straight on hill Venedation on the partier Unived 1 Alignment: Unived 1 Alignment: Unived 1 Alignment: Straight on hill Venedation on the partier Unived 1 Alignment: U							
Road 1 Surface Condition: Road Jurisdiction: County or district Sequence of Events 1: Cother 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 Type: Automobile Vehicle 2 Condition: Vehicle 2 Damage: Oehicle 2 Condition: Vehicle 2 Damage: Oehicle 2 Manoeuver: Going ahead Vehicle 2 Type: Automobile Accident ID: 11-00533 Date & Time: Oecember 8, 2011 7:40 am Notes: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Olassification of Accident: Fatal injury Driver 1 Age: Driver 1 Age: Driver 1 Sex: Driver 2 Age: Oriver 2 Sex: Driver 2 Condition: Normal Driver 3 Condition: Normal Driver 4 Condition: Normal Driver 5 Condition: Normal Driver 6 Condition: Normal Driver 7 Condition: Normal Driver 8 Condition: Normal Driver 9 Condition: Normal Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 2 Condition: Normal Driver 3 Condition: Normal Driver 4 Condition: Normal Driver 5 Condition: Normal Driver 6 Condition: Normal Driver 7 Condition: Normal Driver 8 Condition: Normal Driver 9 Condition: Normal Driver 9 Condition: Normal Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 1 Condition: Normal Driver 2 Condition: Normal Driver 3 Condition: Normal Driver 4 Condition: Normal Driver 5 Condition: Normal Driver 6 Condition: Normal Driver 7 Condition: Normal Driver 8 Condition: Normal Driver 9 Condition: Normal Driver 9 Condition: Normal Driver 1 Condition: Normal Drive							
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 Manoeuver: Going ahead Vehicle 2 Condition: No apparent defect Vehicle 2 Damage: Demolished Vehicle 2 Damage: Demolished Vehicle 2 Damage: Demolished Vehicle 2 Type: Automobile Vehicle 2 Type: Demolished Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing ahead Vehicle 2 Type: University of the Manoeuver: Origing origing ahead Vehicle 2 Type: University of the Manoeuver: Origing origing origing ahead Vehicle 2 Type: University of the Manoeuver: Origing origing ahead Vehicle 2 Type: University of the Manoeuver: Origing origing ahead Vehicle 2 Type: University of the Manoeuver: Origing origing ahead Vehicle 2 Type: University of the Manoeuver: Origing original origin					•		
Sequence of Events 1: Other motor vehicle Sequence of Events 4: Other motor vehicle Sequence of Events 4: Other motor vehicle Vehicle 1 Condition: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Demolished Vehicle 1 Manoeuver: Going ahead Vehicle 2 Domdition: No apparent defect Vehicle 2 Condition: No apparent defect Vehicle 2 Damage: Demolished Vehicle 2 Damage: Demolished Vehicle 2 Manoeuver: Going ahead Vehicle 2 Manoeuver: Going ahead Vehicle 2 Manoeuver: Going ahead Vehicle 2 Manoeuver: Manoeuver: Going ahead Vehicle 2 Damage: December 8, 2011 7:40 am **Notes:** **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 Condition: Normal **Driver 1 Sex: Female **Driver 2 Sex: Male **Driver 2 Condition: Normal **Driver 2 Sex: Male **Environment Condition 1: Drifting snow **Fixed Object Offset 2: Left shoulder **Initial Direction of Travel 1: East **Initial Direction of Travel 2: West **Initial Impact Location: Vehicle 1 Damage or Area of Impact: Right side complete **Initial Location of Vehicle 2 Damage or Area of Impact: Right side complete **Initial Location of Vehicle 2 Damage or Area of Impact: Front complete **Light: Dawn, artificial ***Driver 1 Alignment: Straight on hill **Driver 1 Alignment: Driving Approach in lill **Driver 1 Alignment: Straight on hill **Driver 2 Aged Three: Driving Approach in lill **Driver 1 Alignment: Driving Approach in lill **Driver 1 Alignment: Straight on hill **Driver 2 Aged Three: Straight on hill **Driver 2 Aged Three: Straight on hill **Driver 2 Aged Three: Straight on hill **Driver 3 Alignment: Straight on hill **Driver 4 Aged Three: Straight on hill						'	
Sequence of Events 4: Other motor vehicle Traffic Control: No control Vehicle 1 Condition: No apparent defect Vehicle 1 Damage: Demolished Vehicle 1 Type: Automobile Vehicle 2 Condition: No apparent defect Vehicle 2 Condition: No apparent defect Vehicle 2 Damage: Demolished Vehicle 2 Manoeuver: Going ahead Vehicle 2 Manoeuver: Going ahead Vehicle 2 Manoeuver: Molished 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 1 Action: Speed too fast for condition Apparent Driver 2 Action: Driving properly Classification of Accident: Fatal Injury Driver 1 Age: Ratal Injury Driver 1 Condition: Normal Driver 1 Sex: Female Driver 2 Age: Speed too fast for condition Driver 3 Age and Age and Age and Alignment Driver 4 Age: Speed too fast for condition Driver 4 Age: Speed too fa					-		
Traffic Control: Vehicle 1 Condition: No apparent defect Vehicle 1 Manoeuver: Cehicle 2 Condition: No apparent defect Vehicle 3 Manoeuver: Cehicle 2 Condition: Vehicle 2 Damage: Demolished Vehicle 2 Damage: Pehicle 2 Damage: Demolished Vehicle 2 Damage: Demolished Vehicle 2 Manoeuver: Cehicle 2 Manoeuver: Vehicle 2 Type: Automobile Accident ID: 11-00533 Date & Time: Accident Location: Apparent Driver 1 Action: Apparent Driver 2 Action: Apparent Driver 2 Action: Apparent Driver 2 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Age: Driver 1 Sex: Pemale Driver 2 Sex: Pemale Driver 2 Sex: And Bell Driver 2 Sex: Male Environment Condition 1: Driver 3 Sex: Pemale Driver 2 Sex: And Bell Driver 2 Sex: And Bell Driver 3 Sex: Pemale Driver 2 Sex: And Bell Driver 3 Sex: Pemale Driver 2 Sex: And Bell Driver 3 Sex: And Bell Driver 3 Sex: And Bell Driver 4 Sex: And Bell Driver 5 Sex: And Bell Driver 5 Sex: And Bell Driver 5 Sex: And Bell Driver 6 Condition: Driver 1 Sex: And Bell Driver 1 Sex: And Bell Driver 2 Sex: And Bell Driver 3 Sex: And Bell Driver 4 Sex: And Bell Driver 5 Sex: And Bell Driver 5 Sex: And Bell Driver 6 Condition: Driver 1 Sex: And Bell Driver 3 Sex: And Bell Driver 4 Sex: And Bell Driver 5 Sex: And Bell Driver 6 Condition: And Bell Driver 7 Sex: And Bell Driver 8 Sex: And Bell Driver 9 Sex: And Bell							
Vehicle 1 Condition: No apparent defect Vehicle 1 Manoeuver: Oemished Vehicle 1 Manoeuver: Going ahead Vehicle 2 Condition: No apparent defect Vehicle 2 Condition: No apparent defect Vehicle 2 Damage: Demolished Vehicle 2 Damage: Oemolished Vehicle 2 Damage: Oemolished Vehicle 2 Type: Automobile Vehicle 3 Type: Automobile Vehicle 4 Type: Automobile Vehicle 5 Type: Automobile Vehicle 5 Type: Automobile Vehicle 6 Type: Automobile Vehicle 6 Type: Automobile Vehicle 7 Type: Automobile Vehicle 8 Type: Automobile Vehicle 9 Type: Au						oic .	
Vehicle 1 Damage: Demolished Vehicle 1 Type: Automobile Vehicle 2 Condition: No apparent defect Vehicle 2 Damage: Demolished Vehicle 2 Type: Automobile Accident ID: 11-00533 Date & Time: December 8, 2011 7:40 am 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 Age: 18 Driver 1 Sex: Female Driver 1 Sex: Female Driver 2 Age: 57 Driver 2 Condition: Normal Driver 2 Sex: Male Environment Condition 1: Driting 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 Vehicle 1 Damage or Area of Impact: Right side complete Initial Location of Vehicle 2 Damage or Area of Impact: Front complete Initial Loc						act	
Vehicle 1 Manoeuver: Going ahead						JOI.	
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 Injury: Fatal Driver 1 Sex: Female Driver 2 Age: 57 Driver 2 Age: 57 Driver 2 Age: 57 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 Location of Vehicle 1 Damage or A			-				
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Road 1 Alignment: Straight on hill Road 1 Character: Divided - no barrier							
Road 1 Character: Divided - no barrier		-	Alignment:				
						ier	
Road 1 Pavement Markings: Obscured							
Road 1 Surface: Asphalt			-				
Road 1 Surface Condition: Packed snow							
Road Jurisdiction: County or district						·	

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

Notes:	01-0987	Date & Time:	December 20, 2001 3:55 am
Acci	dent Location:	1	Non intersection
Appa	arent Driver 1 Action:	5	Speed too fast for condition
Clas	sification of Accident:	F	P.D. only
Drive	er 1 Age:	1	139
Drive	er 1 Condition:	1	Normal
Drive	er 1 Sex:	F	Female
Envi	ronment Condition 1:	5	Snow
Impa	act Location:	1	Not on roadway - right side
Initia	Il Direction of Travel 1:	E	East
Initia	Il Impact Type:	5	SMV - fixed object or unattended vehicle
Light	t:]	Dark
Road	d 1 Alignment:	9	Straight on hill
	d 1 Character:	l	Undivided - two-way
Road	d 1 Condition:		Good
Roa	d 1 Pavement Markings:	(Obscured
	d 1 Surface:	A	Asphalt
Roa	d 1 Surface Condition:		Loose snow
Roa	d Jurisdiction:	(County or district
Segr	uence of Events 2:		Rollover
	uence of Events 3:	7	Tree, shrub, stump
•	ic Control:		No control
	cle 1 Condition:		No apparent defect
	cle 1 Manoeuver:		Going ahead
	cle 1 Type:		Automobile, station wagon
Notes: Acci			
	dent Location:		At/near private drive
	dent Location: arent Driver 1 Action:		At/near private drive
Арра	arent Driver 1 Action:	I	Improper passing
Appa Appa	arent Driver 1 Action: arent Driver 2 Action:	l I	Improper passing Improper turn
Appa Appa Clas	arent Driver 1 Action: arent Driver 2 Action: sification of Accident:	l I F	Improper passing Improper turn P.D. only
Appa Appa Clas Drive	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age:	 	Improper passing Improper turn P.D. only 48
Appa Appa Clas Drive Drive	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition:	 	Improper passing Improper turn P.D. only 48 Normal
Appa Appa Clas Drive Drive	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex:	 F 2 N	Improper passing Improper turn P.D. only 48 Normal Male
Appa Appa Clas Drive Drive Drive	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex: er 2 Age:	 	Improper passing Improper turn P.D. only 48 Normal Male
Appa Appa Clas Drive Drive Drive Drive	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex: er 2 Age: er 2 Condition:	 	Improper passing Improper turn P.D. only 48 Normal Male 146 Normal
Appa Appa Clas Drive Drive Drive Drive Drive	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex: er 2 Age: er 2 Condition: er 2 Sex:		Improper passing Improper turn P.D. only 48 Normal Male 146 Normal Male
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Appa Appa Clas Drive Drive Drive Drive Impa Initia Initia Light	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex: er 2 Age: er 2 Condition: er 2 Sex: ronment Condition 1: act Location: all Direction of Travel 1: all Impact Type:		Improper passing Improper turn P.D. only 48 Normal Male 146 Normal Male Clear Thru lane South South Sideswipe Daylight
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Appa Appa Clas Drive Drive Drive Drive Envi Impa Initia Light Roac	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex: er 2 Age: er 2 Condition: er 2 Sex: ronment Condition 1: act Location: all Direction of Travel 1: all Direction of Travel 2: all Impact Type: t: d 1 Alignment: d 1 Character:		Improper passing Improper turn P.D. only 48 Normal Male 146 Normal Male Clear Thru lane South South Sideswipe Daylight Straight on hill Undivided - two-way
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Appa Appa Clas Drive Drive Drive Drive Envi Impa Initia Initia Light Road Road Road Road Road Road	arent Driver 1 Action: arent Driver 2 Action: sification of Accident: er 1 Age: er 1 Condition: er 1 Sex: er 2 Age: er 2 Condition: er 2 Sex: ronment Condition 1: act Location: all Direction of Travel 1: all Direction of Travel 2: all Impact Type: tt: d 1 Alignment: d 1 Condition: d 1 Pavement Markings: d 1 Surface:		Improper passing Improper turn P.D. only 48 Normal Male 146 Normal Male Clear Thru lane South South Sideswipe Daylight Straight on hill Undivided - two-way Good Exist Asphalt

Accident II Notes:	D : 02-0118	Date & Time:	January 27, 2002 1:05 pm cont'd
Tra	affic Control:		No control
Ve	hicle 1 Condition:		No apparent defect
Ve	hicle 1 Manoeuver:		Overtaking
Ve	hicle 1 Type:		Passenger van (SUV)
Ve	hicle 2 Condition:		No apparent defect
Ve	hicle 2 Manoeuver:		Turning right
Ve	hicle 2 Type:		Pick-up truck
Accident II Notes:	D : 02-0362	Date & Time:	March 11, 2002 8:40 am
Ac	cident Location:		Non intersection
Ap	parent Driver 1 Action:		Lost control
Ap	parent Driver 2 Action:		Driving properly
Cla	assification of Accident:		Non-fatal injury
Dr	iver 1 Age:		57
Dr	iver 1 Condition:		Normal
Dr	iver 1 Injury:		
Dr	iver 1 Sex:		Male
Dr	iver 2 Age:		157
Dr	iver 2 Condition:		Normal
Dr	iver 2 Sex:		Male
En	vironment Condition 1:		Snow
Im	pact Location:		Thru lane
Ini	tial Direction of Travel 1:		West
Ini	tial Direction of Travel 2:		West
Ini	tial Impact Type:		Rear end
Lig	ght:		Daylight
Ro	pad 1 Alignment:		Straight on hill
Ro	pad 1 Character:		Undivided - two-way
Ro	pad 1 Condition:		Good
Ro	pad 1 Pavement Markings:		Exist
	pad 1 Surface:		Asphalt
Ro	pad 1 Surface Condition:		Ice
Ro	pad Jurisdiction:		Municipal (excl. Twp. Rd.)
Se	equence of Events 1:		Other motor vehicle
	equence of Events 2:		Skidding/sliding
Se	equence of Events 4:		Other motor vehicle
	affic Control:		No control
Ve	hicle 1 Condition:		No apparent defect
Ve	hicle 1 Manoeuver:		Going ahead
	hicle 1 Type:		Automobile, station wagon
	hicle 2 Condition:		No apparent defect
	hicle 2 Manoeuver:		Going ahead
Ve	hicle 2 Type:		Motorcycle
Accident II Notes:	o: 03-0137	Date & Time:	January 15, 2003 6:30 pm
Ac	cident Location:		Non intersection
Ap	parent Driver 1 Action:		Driving properly
	assification of Accident:		P.D. only
Dr	iver 1 Age:		71

Accident Notes:	t ID:	03-0137	Date & Time:	January 15, 2003 6:30 pm	cont'd
	Driver 1	Condition:		Normal	
	Driver 1	Sex:		Male	
	Environ	ment Condition 1:		Snow	
	Impact	Location:		Within intersection	
	Initial D	irection of Travel 1:		East	
	Initial In	npact Type:		SMV - fixed object or unattended vehicl	e
	Light:			Dark	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
		urisdiction:		County or district	
				Other	
		ice of Events 1:			
	•	ice of Events 2:		Ran off road	
		ce of Events 3:		Concrete guide rail	
	Traffic (No control	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile, station wagon	
Accident Notes:	t ID:	06-0346	Date & Time:	February 25, 2006 10:30 am	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
		cation of Accident:		P.D. only	
	Driver 1	Age:		48	
		Condition:		Normal	
	Driver 1			Male	
		ment Condition 1:		Snow	
		ment Condition 1:		Clear	
		Object Offset 2:		Left of Roadway - 3.1m to 6.0m	
		•			
	impaci			•	
	L-141-1 D	Location:		Right shoulder	
		irection of Travel 1:		Right shoulder East	
	Initial In	irection of Travel 1: npact Type:		Right shoulder East SMV - Other	
	Initial In Initial Lo	irection of Travel 1:		Right shoulder East SMV - Other Left front corner	
	Initial In Initial Lo Light:	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact:		Right shoulder East SMV - Other Left front corner Daylight	
	Initial In Initial Lo Light: Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment:		Right shoulder East SMV - Other Left front corner	
	Initial In Initial Lo Light: Road 1 Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character:		Right shoulder East SMV - Other Left front corner Daylight	
	Initial In Initial Lo Light: Road 1 Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill	
	Initial In Initial Lo Light: Road 1 Road 1 Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way	
	Initial In Initial Le Light: Road 1 Road 1 Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good	
	Initial In Initial Lo Light: Road 1 Road 1 Road 1 Road 1 Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured	
	Initial In Initial Lo Light: Road 1 Road 1 Road 1 Road 1 Road 1	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt	
	Initial In Initial Le Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	irection of Travel 1: inpact Type: coation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow	
	Initial In Initial Le Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1 Road J	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ary Location of Vehicle 1 Damage or Area of Impact	:	Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Left front	
	Initial In Initial Li Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road Ji Second Sequen	irection of Travel 1: Inpact Type: Docation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Urisdiction: ary Location of Vehicle 1 Damage or Area of Impactice of Events 1:	:	Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Left front Skidding/sliding	
	Initial In Initial Li Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road Ji Second Sequen	irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ary Location of Vehicle 1 Damage or Area of Impactice of Events 1: ice of Events 2:		Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Left front Skidding/sliding Ditch	
	Initial In Initial Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1 Road 5 Second Sequen Traffic (irection of Travel 1: npact Type: ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ary Location of Vehicle 1 Damage or Area of Impactice of Events 1: ice of Events 2:	:	Right shoulder East SMV - Other Left front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Left front Skidding/sliding	

Accident Notes:	t ID:	06-0346	Date & Time:	February 25, 2006 10:30 am	cont'd
,	Vehicle	1 Manoeuver:		Slowing or stopping	
,	Vehicle	1 Type:		Passenger van (SUV)	
Accident Notes:	t ID:	06-409	Date & Time:	March 14, 2006 6:20 pm	
	Acciden	t Location:		Non intersection	
	Apparer	nt Driver 1 Action:		Lost control	
	Classific	cation of Accident:		P.D. only	
	Driver 1	Age:		22	
	Driver 1	Condition:		Normal	
	Driver 1	Sex:		Female	
	Environ	ment Condition 1:		Drifting snow	
	Impact I	_ocation:		Not on roadway - right side	
	Initial Di	rection of Travel 1:		West	
	Initial In	pact Type:		Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:	· ·		Dark	
	_	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
	Road 1	Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Ice	
		risdiction:		County or district	
		ce of Events 1:		Skidding/sliding	
		ce of Events 2:		Ditch	
	Traffic C			No control	
		1 Condition:		No apparent defect	
		1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle			Automobile	
Accident Notes:		07-0592	Date & Time:	November 7, 2007 6:30 am	
	Acciden	t Location:		Non intersection	
	Apparer	nt Driver 1 Action:		Lost control	
		cation of Accident:		P.D. only	
	Driver 1	Age:		59	
	Driver 1	Condition:		Normal	
	Driver 1	Sex:		Male	
	Environ	ment Condition 1:		Snow	
	Impact I	_ocation:		Not on roadway - left side	
	Initial D	rection of Travel 1:		West	
	Initial Im	npact Type:		SMV - Other	
	Initial Lo	ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:			Dawn	
	-	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
	Nuau i				
		Pavement Markings:		Exist	

Accident ID: 07-0592 Notes:	Date & Time: November 7, 2007 6:30 am	cont'd
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	

Accident	t ID:	04-0333	Date & Time:	April 1, 2004 3:40 pm
Notes:		Clipped mirrors		
	Accider	t Location:		Non intersection
	Appare	nt Driver 1 Action:		Driving properly
	Appare	nt Driver 2 Action:		Improper lane change
	Classifi	cation of Accident:		P.D. only
	Driver 1	Age:		54
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Male
	Driver 2	Condition:		Unknown
	Environ	ment Condition 1:		Clear
	Impact	Location:		Thru lane
	Initial D	irection of Travel 1:		West
	Initial D	irection of Travel 2:		East
	Initial In	npact Type:		Approaching (head on)
	Initial Lo	ocation of Vehicle 1 Damage or Area of Impact:		Left centre
	Initial L	ocation of Vehicle 2 Damage or Area of Impact:		
	Light:			Daylight
	Road 1	Alignment:		Straight on hill
		Character:		Undivided - two-way
	Road 1	Condition:		Good
	Road 1	Pavement Markings:		Exist
	Road 1	Surface:		Asphalt
	Road 1	Surface Condition:		Dry
	Road J	urisdiction:		County or district
	Sequen	ce of Events 1:		Other motor vehicle
	-	ce of Events 4:		Other motor vehicle
	Thru La			1
	Traffic (Control:		No control
	Vehicle	1 Condition:		No apparent defect
	Vehicle	1 Damage:		Light
		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	t ID:	08-20833	Date & Time:	December 20, 2008 12:38 pm
Notes:		3 Veh		
	Accider	t Location:		Non intersection
	Appare	nt Driver 1 Action:		Driving properly
	Appare	nt Driver 2 Action:		Driving properly
	Appare	nt Driver 3 Action:		Driving properly
	Classifi	cation of Accident:		P.D. only
	Driver 1	Age:		40
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Male
	Driver 2	Age:		27
		Condition:		Normal
	Driver 2			Male
	Driver 3			60
		Condition:		Normal
	Driver 3	Sex:		Male

Notes: 3 Veh	Date & Time.	December 20, 2008 12:38 pm	cont'd
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	
		Other motor vehicle	
Sequence of Events 1:			
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 Notes: 300m east of Golf Course Road	Date & Time:	December 4, 2009 5:55 pm	
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	
		Dark	
Light:		- · · · · · · · · ·	
Lignt: Road 1 Alignment: Road 1 Character:		Straight on level Undivided - two-way	

Accident	t ID:	09-01036 300m east of Golf Course Road	Date & Time:	December 4, 2009	5:55 pm	cont'd
	Dood 1	Condition:		Good		
		Pavement Markings:		Exist		
		-				
		Surface:		Asphalt		
		Surface Condition:		Dry		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Non-existent		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		nce of Events 1:		Animal - wild		
		ane 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		
Acciden	t ID:	10-00740	Date & Time:	August 22, 2010 3	3:50 pm	
Notes:		350m east of Golf Course Road				
	Accide	nt Location:		Non intersection		
	Appare	ent Driver 1 Action:		Following too close		
	Appare	nt Driver 2 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver '			42		
	Driver '	-		Male		
	Driver 2			45		
	Driver 2			Male		
		nment Condition 1:		Clear		
		Location:		Thru lane		
		Direction of Travel 1:		West		
		Direction of Travel 2:		West		
		mpact Type:		Rear end		
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
		ocation of Vehicle 2 Damage or Area of Impact:		Back centre		
	Light:	Southern of Vollidio 2 Barriago of 7 troa of Impaot.		Daylight		
	•	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings: Surface:		Exist		
				Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
		ane No.:		1		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Damage:		Moderate		
	Vehicle	1 Manoeuver:		Going ahead		

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

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

cident ID: 02-1278 tes:	Date & Time: November 5, 2002 11:57 pm
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)

Accident ID: Notes:	01-1062	Date & Time:	December 14, 2001 5:30 pm
Accide	ent Location:		Non intersection
Appare	ent Driver 1 Action:		Lost control
Classi	fication of Accident:		P.D. only
Driver	1 Age:		143
Driver	1 Sex:		Male
Enviro	nment Condition 1:		Snow
Impac	t Location:		Within intersection
Initial I	Direction of Travel 1:		East
Initial I	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
Seque	ence of Events 2:		Rollover
	ence of Events 3:		Ditch
	e 1 Condition:		No apparent defect
Vehicle	e 1 Manoeuver:		Going ahead
Vehicle	e 1 Type:		Automobile, station wagon
Accident ID: Notes:	01-1100 ent Location:	Date & Time:	December 30, 2001 1:50 pm
Accide	ant rocation:		Non-interpretion
Annar			Non intersection
	ent Driver 1 Action:		Speed too fast for condition
Classi	ent Driver 1 Action: fication of Accident:		Speed too fast for condition P.D. only
Classi Driver	ent Driver 1 Action: fication of Accident: 1 Age:		Speed too fast for condition P.D. only 117
Classi Driver Driver	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex:		Speed too fast for condition P.D. only 117 Female
Classi Driver Driver Enviro	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: nment Condition 1:		Speed too fast for condition P.D. only 117 Female Drifting snow
Classi Driver Driver Enviro Impac	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: nment Condition 1: t Location:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder
Classi Driver Driver Enviro Impac Initial I	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East
Classi Driver Driver Enviro Impac Initial I Initial	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: nment Condition 1: t Location:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle
Classi Driver Driver Enviro Impac Initial I Light:	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight
Classi Driver Driver Enviro Impac Initial I Light: Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level
Classi Driver Driver Enviro Impac Initial I Light: Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way
Classi Driver Driver Enviro Impac Initial I Light: Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good
Classi Driver Driver Enviro Impac Initial I Light: Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured
Classi Driver Driver Enviro Impac Initial I Light: Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt
Classi Driver Driver Enviro Impac Initial I Light: Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: finment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow
Classi Driver Driver Enviro Impac Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level
Classi Driver Driver Enviro Impac Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way
Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: It Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good
Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: It Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Cose snow Straight on level Undivided - two-way Good Obscured
Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: It Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings: 2 Surface:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Asphalt Cood Obscured Asphalt Asphalt Asphalt Asphalt Asphalt
Classi Driver Driver Enviro Impact Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings: 2 Surface: 2 Surface: 2 Surface: 3 Surface: 4 Surface: 5 Surface: 6 Surface: 7 Surface: 8 Surface: 9 Surface: 9 Surface: 9 Surface: 9 Surface: 9 Surface Condition:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow
Classi Driver Driver Enviro Impac Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: t Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings: 2 Surface: 2 Surface: 3 Surface: 4 Surface: 5 Surface: 6 Surface: 7 Surface: 7 Surface: 8 Surface: 9 Surface: 9 Surface: 9 Surface: 9 Surface: 9 Surface Condition: 9 Jurisdiction:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured County or district
Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: It Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings: 2 Surface: 3 Surface: 4 Surface: 5 Surface: 6 Surface: 7 Surface: 8 Surface: 9 Surface: 9 Surface: 9 Surface Condition: 9 Jurisdiction: 9 Ince of Events 2:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow County or district Skidding/sliding
Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: It Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings: 2 Surface: 2 Surface: 2 Surface: 3 Surface: 4 Surface: 5 Surface: 6 Surface: 7 Surface: 8 Surface: 9 Surface: 9 Surface: 9 Surface: 9 Surface: 9 Surface Condition: 9 Jurisdiction: 9 Ince of Events 2: 9 Ince of Events 3:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow County or district Skidding/sliding Pole (sign, parking meter)
Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Sex: Inment Condition 1: It Location: Direction of Travel 1: Impact Type: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: 2 Alignment: 2 Character: 2 Condition: 2 Pavement Markings: 2 Surface: 3 Surface: 4 Surface: 5 Surface: 6 Surface: 7 Surface: 8 Surface: 9 Surface: 9 Surface: 9 Surface Condition: 9 Jurisdiction: 9 Ince of Events 2:		Speed too fast for condition P.D. only 117 Female Drifting snow Right shoulder East SMV - fixed object or unattended vehicle Daylight Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow Straight on level Undivided - two-way Good Obscured Asphalt Loose snow County or district Skidding/sliding

Acciden	t ID:	01-1100	Date & Time:	December 30, 2001 1:50 pm	cont'd
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile, station wagon	
Acciden	t ID:	03-0305	Date & Time:	March 23, 2003 8:40 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		Non-fatal injury	
	Driver 1	1 Age:		22	
	Driver 1	1 Condition:		Normal	
	Driver 1	1 Sex:		Male	
	Enviror	ment Condition 1:		Clear	
	•	Location:		Off highway	
	Initial D	irection of Travel 1:		West	
	Initial Ir	mpact 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	
		Condition:		Good	
	Road 2	Pavement Markings:		Exist	
	Road J	urisdiction:		County or district	
	Sequer	nce of Events 2:		Rollover	
		nce of Events 3:		Ditch	
	Traffic (No control	
	Vehicle	1 Condition:		No apparent defect	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile, station wagon	
Acciden	t ID:	04-426 medical problem (lost control)	Date & Time:	May 19, 2004 9:35 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Other	
		cation of Accident:		P.D. only	
	Driver 1	I Age:		61	
		Condition:		Unknown	
		1 Injury:		Fatal	
	Driver 1	• •		Male	
	Enviror	ment Condition 1:		Clear	
		Object Offset 2:		Left of Roadway - 6.1m to 9.0m	
		Object Offset 3:		Left of Roadway - 6.1m to 9.0m	
		Location:		Not on roadway - left side	
		irection of Travel 1:		West	
	Initial Ir	npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:			Daylight	
		Alignment:		Straight on level	
				•	

Acciden	t ID:	04-426	Date & Time:	May 19, 2004	9:35 pm	cont'd
Notes:		medical problem (lost control)		• •	·	
	Road 1	Character:		Undivided - two-	-wav	
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		Alignment:		Straight on level		
		Character:		Undivided - two-		
		Condition:		Good	y	
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		Township		
		ce of Events 1:		Ran off road		
		ce of Events 1:		Ditch		
		ce of Events 3:		Ditch		
					or)	
		ce of Events 4:		Pole (utility, tower	EI)	
	Traffic C			No control		
		1 Condition:		No apparent def	ect	
		1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Truck - closed		
Acciden	t ID:	04-673	Date & Time:	August 7, 2004	1 10:31 am	
Notes:		@Park Entrance		_		
	Accider	t Location:		Intersection rela	ted	
	Apparei	nt Driver 1 Action:		Improper turn		
		nt Driver 2 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1			48		
		Condition:		Inattentive		
	Driver 1			Male		
	Driver 2			47		
		Condition:		Normal		
	Driver 2			Female		
		ment Condition 1:		Clear		
		Location:		Left turn lane		
	•	irection of Travel 1:		West		
		irection of Travel 2:		West		
		npact Type:		Turning moveme	ant	
		ocation of Vehicle 1 Damage or Area of Impact:		Left rear	511 L	
		ocation of Vehicle 2 Damage of Area of Impact:		Right front corne	\r	
		ocation of vehicle 2 Damage of Area of Impact.		-	; 1	
	Light:	Alignment:		Daylight		
				Straight on level		
		Character:		Undivided - two-	way	
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or distric	T	
		ary Location of Vehicle 2 Damage or Area of Impact		OII : :	• •	
	Sequen	ce of Events 1:		Other motor veh	licie	

Accident Notes:	t ID:	04-673 @Park Entrance	Date & Time:	August 7, 2004 10:31 am	cont'd
	Sequen	ce of Events 4:		Other motor vehicle	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Moderate	
		1 Manoeuver:		Turning left	
	Vehicle	1 Type:		Automobile	
		2 Condition:		No apparent defect	
		2 Damage:		Moderate	
		2 Manoeuver:		Going ahead	
		2 Type:		Automobile	
Accident Notes:	t ID:	04-1020	Date & Time:	December 3, 2004 7:00 am	
	Accider	t Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
		cation of Accident:		P.D. only	
	Driver 1	Age:		63	
		Condition:		Normal	
	Driver 1			None	
	Driver 1			Male	
		ment Condition 1:		Snow	
		bject Offset 3:		Left of Roadway - 3.1m to 6.0m	
		Location:		Not on roadway - left side	
		irection of Travel 1:		East	
				SMV - Other	
		npact Type:	4.		
		ocation of Vehicle 1 Damage or Area of Impac	l.	Front centre	
	Light:	A linear and a		Dark	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Ice	
		urisdiction:		County or district	
		ce of Events 1:		Skidding/sliding	
	Sequen	ce of Events 2:		Ran off road	
	Sequen	ce of Events 3:		Other	
	Traffic C	Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Moderate	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Accident	t ID:	06-138a	Date & Time:	February 5, 2006 3:00 am	
	Accider	t Location:		Non intersection	
		nt Driver 1 Action:		Speed too fast for condition	
		cation of Accident:		P.D. only	
	Classific				
	Driver 1			38 Normal	

Accident	iD:	06-138a	Date & Time:	February 5, 2006 3	3:00 am	cont'd
	Environ	ment Condition 1:		Freezing rain		
	Impact I	Location:		Off highway		
	Initial D	irection of Travel 1:		West		
	Initial In	npact 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		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Non-existent		
		Surface:		Asphalt		
		Surface Condition:		Packed snow		
		urisdiction:		Township		
		ary Location of Vehicle 1 Damage or Area of Impact:		Top		
		•		Skidding/sliding		
		ice of Events 1: ice of Events 2:		Ran off road		
		ice of Events 3:		Ditch		
	Traffic C			No control		
		1 Condition:		No apparent defect		
		1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
Accident	ID:	06-608	Date & Time:	July 28, 2006 9:30	pm	
Notes:						
		t Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
	Classific	cation of Accident:		P.D. only		
	Driver 1	Age:		45		
	Driver 1	Condition:		Normal		
	Driver 1	Sex:		Female		
	Environ	ment Condition 1:		Clear		
	Impact	Location:		Thru lane		
	Initial D	irection of Travel 1:		West		
	Initial In	npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:			Dark		
	_	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		ary Location of Vehicle 1 Damage or Area of Impact:		Right front corner		
		-		-		
	Sequen	ce of Events 1:		Debris on road		

Acciden	it ID:	06-608	Date & Time:	July 28, 2006 9:30 pm con	t'd
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Light	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Acciden	nt ID:	07-1211	Date & Time:	December 24, 2007 11:19 am	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
	Classifi	cation of Accident:		Non-fatal injury	
	Driver 1	Age:		19	
		Condition:		Normal	
	Driver 1	Injury:		Minimal	
	Driver 1			Male	
		ment Condition 1:		Freezing rain	
		Location:		Not on roadway - left side	
		irection of Travel 1:		West	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front	
	Light:	boatton of veriloie 1 barrage of 7 feet of impact.		Dark	
		Alignment:		Straight on level	
		Character:			
		Condition:		Undivided - one-way	
				Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Ice	
		urisdiction:		County or district	
		ary Location of Vehicle 1 Damage or Area of Impact	:	Left side complete	
		ce of Events 1:		Skidding/sliding	
		ce of Events 2:		Ran off road	
		ce 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	
Acciden	it ID:	09-00225d 500m west of Gill	Date & Time:	February 23, 2009 6:55 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
		cation of Accident:		P.D. only	
	Driver 1			27	
		Condition:		Normal	
	Driver 1			Female	
		ment Condition 1:		Drifting snow	
		Location:		Not on roadway - left side	
				East	
		irection of Travel 1:			
		npact Type:		SMV - Other	
	Light:			Dark	

Accident	t ID:	09-00225d 500m west of Gill	Date & Time:	February 23, 2009 6:5	55 pm c o	ont'd
	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 J	urisdiction:		County or district		
	Sequer	nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Ran off road		
	•	nce of Events 3:		Ditch		
	Traffic (No control		
	Vehicle	1 Condition:		No apparent defect		
		1 Damage:				
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
Accident Notes:	t ID:	11-00037 200m east of CR 27	Date & Time:	January 4, 2011 3:00	pm	
	Accider	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Lost control		
	Classifi	cation of Accident:		P.D. only		
	Driver 1	I Age:		45		
		Condition:		Normal		
	Driver 1			Male		
	Environ	ment Condition 1:		Strong wind		
		Location:		Thru lane		
		irection of Travel 1:		East		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:	,		Daylight		
	_	Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Obscured		
		Surface:		Asphalt		
		Surface Condition:		Ice		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Obscured		
		Surface:		Asphalt		
		Surface Condition:		Ice		
	Noau Z	Carrage Condition.		100		
	Road I	urisdiction:		County or district		
		urisdiction: ace of Events 1:		County or district Skidding/sliding		

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

Accident Notes:	t ID: 04-579	Date & Time:	July 14, 2004 4:10 pm
	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
			Approaching (head on)
	Initial Impact Type:		Left centre
	Initial Location of Vehicle 1 Damage or Area of Impact: Initial Location of Vehicle 2 Damage or Area of Impact:		Left front corner
	- · · · · · · · · · · · · · · · · · · ·		
	Light:		Daylight Straight on lovel
	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	t ID: 06-0699	Date & Time:	August 25, 2006 6:50 pm
	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
	Dittol E rigo.		

Notes:	nt ID:	06-0699	Date & Time:	August 25, 2006 6:50 pm	cont'
	Driver 2	? Condition:		Normal	
	Environ	ment Condition 1:		Rain	
	Impact	Location:		Thru lane	
		irection of Travel 1:		East	
	Initial D	irection of Travel 2:		East	
	Initial In	npact Type:		Sideswipe	
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner	
		ocation of Vehicle 2 Damage or Area of Impact:		Left front corner	
	Light:			Dusk	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		urisdiction:		County or district	
		ice of Events 1:		Other motor vehicle	
		ice of Events 4:		Other motor vehicle	
	Thru La			1	
	Traffic (No control	
		1 Condition:			
				No apparent defect	
		1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle			Pick-up truck	
		2 Condition:		No apparent defect	
		2 Damage:		Light	
		2 Manoeuver:		Pulling away from shoulder or curb	
	Vehicle	2 Type:		Pick-up truck	
Acciden	t ID:	09-00579 Driver 2 information is unknown	Date & Time:	June 30, 2009 10:00 am	
		Driver 2 information is unknown			
Notes:					
lotes:		nt Location:		Non intersection	
lotes:	Appare	nt Driver 1 Action:		Driving properly	
lotes:	Appare Classifi	nt Driver 1 Action: cation of Accident:		Driving properly P.D. only	
lotes:	Appare Classific Driver 1	nt Driver 1 Action: cation of Accident: Age:		Driving properly	
lotes:	Appare Classific Driver 1	nt Driver 1 Action: cation of Accident:		Driving properly P.D. only	
lotes:	Appare Classific Driver 1	nt Driver 1 Action: cation of Accident: Age: Condition:		Driving properly P.D. only 51	
Notes:	Appare Classific Driver 1	nt Driver 1 Action: cation of Accident: Age: Condition: Sex:		Driving properly P.D. only 51 Normal	
Notes:	Appare Classific Driver 1 Driver 1 Driver 2	nt Driver 1 Action: cation of Accident: Age: Condition: Sex:		Driving properly P.D. only 51 Normal Male	
Notes:	Appare Classific Driver 1 Driver 1 Driver 2 Driver 2	nt Driver 1 Action: cation of Accident: Age: Condition: Sex:		Driving properly P.D. only 51 Normal Male 5	
Notes:	Appare Classific Driver 1 Driver 1 Driver 2 Driver 2 Environ	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition:		Driving properly P.D. only 51 Normal Male 5 Unknown	
Notes:	Appare Classific Driver 1 Driver 1 Driver 2 Driver 2 Environ Impact	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear	
lotes:	Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Environ Impact Initial D	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder	
lotes:	Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Environ Impact Initial D	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irection of Travel 1:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East	
lotes:	Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Environ Impact Initial D Initial In	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irrection of Travel 1: irrection of Travel 2: inpact Type:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East East SMV - Other	
lotes:	Appare Classifi Driver 1 Driver 2 Driver 2 Environ Impact Initial D Initial In Initial L	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irection of Travel 1: irection of Travel 2:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East East SMV - Other Right front	
lotes:	Appare Classifi Driver 1 Driver 2 Driver 2 Environ Impact Initial D Initial In Initial Le Light:	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irrection of Travel 1: irrection of Travel 2: npact Type: ocation of Vehicle 1 Damage or Area of Impact:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East East SMV - Other Right front Daylight	
lotes:	Appare Classific Driver 1 Driver 2 Driver 2 Environ Impact Initial D Initial In Initial L Light: Road 1	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irrection of Travel 1: irrection of Travel 2: npact Type: cocation of Vehicle 1 Damage or Area of Impact: Alignment:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East East SMV - Other Right front Daylight Straight on level	
Notes:	Appare Classifider of Classifider of Classificer of Classifider of Classificer of	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irrection of Travel 1: irrection of Travel 2: npact Type: cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East East SMV - Other Right front Daylight Straight on level Undivided - two-way	
Notes:	Appare Classifin Driver 1 Driver 2 Driver 2 Environ Impact Initial D Initial In Initial Le Light: Road 1 Road 1	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: Age: Condition: ment Condition 1: Location: irrection of Travel 1: irrection of Travel 2: npact Type: cocation of Vehicle 1 Damage or Area of Impact: Alignment:		Driving properly P.D. only 51 Normal Male 5 Unknown Clear Right shoulder East East SMV - Other Right front Daylight Straight on level	

Acciden	t ID:	09-00579	Date & Time:	June 30, 2009 10:00 am	cont'd
Notes:		Driver 2 information is unknown	Duto a Timo.	5 di 10 00, 2000 10:00 di 11	ooni u
	Road 1	Surface Condition:		Dry	
		urisdiction:		County or district	
		nce of Events 1:		Ran off road	
		nce of Events 1:		Pole (sign, parking meter)	
		Control:		No control	
		e 1 Condition:		No apparent defect	
		e 1 Damage:		Light	
		e 1 Manoeuver:			
		e 1 Type:		Going ahead Automobile	
		••			
		2 Condition:		No apparent defect	
		2 Damage:		None	
		2 Manoeuver:		Going ahead	
	Vehicle	2 Type:		Truck - dump	
Acciden	t ID:	12-00042	Date & Time:	December 27, 2011 1:55 pm	
Notes:					
	Accide	nt Location:		Non intersection	
	Appare	ent Driver 1 Action:		Lost control	
	Appare	ent Driver 2 Action:		Driving properly	
	Classif	ication of Accident:		Non-fatal injury	
	Driver	1 Age:		20	
	Driver	1 Condition:		Normal	
	Driver	1 Injury:		Major	
	Driver	1 Sex:		Female	
	Driver 2	2 Age:		46	
	Driver :	2 Condition:		Normal	
	Driver 2	2 Injury:		Major	
	Driver 2			Female	
	Enviror	nment Condition 1:		Snow	
	Enviror	nment Condition 2:		Strong wind	
	Impact	Location:		Thru lane	
		Direction of Travel 1:		West	
		Direction of Travel 2:		East	
		mpact Type:		Approaching (head on)	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	
		ocation of Vehicle 2 Damage or Area of Impact:		Front complete	
	Light:	Soution of Vernoic 2 Barriage of Area of Impaol.		Daylight	
	-	Alignment:		Straight on level	
		Character:		•	
		Condition:		Undivided - two-way Good	
		Pavement Markings:		Exist	
		Surface:			
				Asphalt	
		Surface Condition:		Packed snow	
		? Alignment:		Straight on level	
		Character:		Undivided - two-way	
		? Condition:		Good	
		Pavement Markings:		Exist	
		! Surface:		Asphalt	
		Surface Condition:		Packed snow	
		urisdiction:		County or district	
	Second	dary Location of Vehicle 2 Damage or Area of Impac	t:	Тор	

Accident ID: Notes:	12-00042	Date & Time:	December 27, 2011	1:55 pm	cont'd
Sequer	nce of Events 1:		Skidding/sliding		
Sequer	nce of Events 2:		Other motor vehicle		
Sequer	nce of Events 4:		Other motor vehicle		
Sequer	nce of Events 5:		Rollover		
Thru La	ane 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		

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

Accident ID: Notes:	01-997	Date & Time:	December 3, 2001 7:30 pm
Accid	dent Location:		Non intersection
Appa	rent Driver 1 Action:		Other
Class	sification of Accident:		P.D. only
Drive	er 1 Age:		143
Drive	er 1 Condition:		Normal
Drive	r 1 Sex:		Male
Envir	onment Condition 1:		Clear
Impa	ct Location:		Thru lane
Initial	Direction of Travel 1:		South
Initial	Impact Type:		SMV - fixed object or unattended vehicle
Light:	:		Dark
Road	I 1 Alignment:		Curve on level
Road	I 1 Character:		Undivided - two-way
Road	I 1 Condition:		Good
Road	I 1 Pavement Markings:		Exist
	I 1 Surface:		Asphalt
Road	I 1 Surface Condition:		Dry
Road	I 2 Alignment:		Straight on level
	I 2 Character:		Undivided - two-way
	I 2 Condition:		Good
	1 2 Pavement Markings:		Exist
	1 2 Surface:		Asphalt
	I 2 Surface Condition:		Dry
	Jurisdiction:		County or district
	ence of Events 2:		Rollover
	ence of Events 3:		Ditch
	c Control:		No control
	cle 1 Condition:		No apparent defect
	cle 1 Manoeuver:		Going ahead
	cle 1 Type:		Passenger van (SUV)
Accident ID:	02-191	Date & Time:	February 27, 2002 2:45 pm
	dent Location:		Non intersection
	rent Driver 1 Action:		Speed too fast for condition
	sification of Accident:		P.D. only
	er 1 Age:		155
	er 1 Condition:		Normal
	er 1 Sex:		
	ronment Condition 1:		Male
			Snow
•	ct Location:		Not on roadway - left side
	Direction of Travel 1:		East
	Direction of Travel 2:		North
	I Impact Type:		SMV - fixed object or unattended vehicle
Light			Daylight
	I 1 Alignment:		Straight on level
	I 1 Character:		Undivided - two-way
	I 1 Condition:		Good
	I 1 Pavement Markings:		Obscured
	1 1 Surface:		Asphalt
Road	I 1 Surface Condition:		Packed snow
rtoau			

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

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

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	d 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:	
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 Mangeuver: Going ahead	
Vehicle 1 Manoeuver:Going aheadVehicle 1 Type:Automobile, station wagon	
-	
Vehicle 1 Type: Accident ID: 04-355d Notes: Deer Accident Location: Accident Location: Automobile, station wagon Date & Time: April 10, 2004 6:13 am Non intersection	
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	
Vehicle 1 Type: Accident ID: 04-355d Date & Time: April 10, 2004 6:13 am Notes: Deer Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only	
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	
Vehicle 1 Type: Accident ID: 04-355d Date & Time: April 10, 2004 6:13 am Notes: Deer Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only	
Vehicle 1 Type: Accident ID: 04-355d Notes: Deer Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Automobile, station wagon Date & Time: April 10, 2004 6:13 am Non intersection Driving properly P.D. only 33	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerNon intersectionAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:Normal	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:Female	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:Clear	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerNon intersectionAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:ClearImpact Location:Thru lane	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:ClearImpact Location:Thru laneInitial Direction of Travel 1:East	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerNon intersectionAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:ClearImpact Location:Thru laneInitial Direction of Travel 1:EastInitial Impact Type:SMV - Other	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerNon intersectionAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:ClearImpact Location:Thru laneInitial Direction of Travel 1:EastInitial Impact Type:SMV - OtherInitial Location of Vehicle 1 Damage or Area of Impact:Left front corner	
Vehicle 1 Type:Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerNon intersectionAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:ClearImpact Location:Thru laneInitial Direction of Travel 1:EastInitial Impact Type:SMV - OtherInitial Location of Vehicle 1 Damage or Area of Impact:Left front cornerLight:Dawn	
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	
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	
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	
Automobile, station wagonAccident ID:04-355dDate & Time:April 10, 2004 6:13 amNotes:DeerNon intersectionAccident Location:Non intersectionApparent Driver 1 Action:Driving properlyClassification of Accident:P.D. onlyDriver 1 Age:33Driver 1 Condition:NormalDriver 1 Sex:FemaleEnvironment Condition 1:ClearImpact Location:Thru laneInitial Direction of Travel 1:EastInitial Impact Type:SMV - OtherInitial Location of Vehicle 1 Damage or Area of Impact:Left front cornerLight:DawnRoad 1 Alignment:Straight on levelRoad 1 Character:Undivided - two-wayRoad 1 Condition:GoodRoad 1 Pavement Markings:Exist	
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 Inpact 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 Condition: Good Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface Condition: Dry	
Vehicle 1 Type: Automobile, station wagon Accident ID: 04-355d Deer 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 Sex: Female Environment Condition 1: Clear Impact Location: Thru lane Initial Direction of Travel 1: East Initial Location of Vehicle 1 Damage or Area of Impact: Left front corner Light: Dawn Road 1 Alignment: Dawn Road 1 Condition: Good Road 1 Condition: Good Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road 1 Surface Condition: Dry County or district <td></td>	
Vehicle 1 Type: Automobile, station wagon Accident ID: 04-355d Deer 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 Sex: Female Environment Condition 1: Clear Impact Location: Thru lane Initial Direction of Travel 1: East Initial Location of Vehicle 1 Damage or Area of Impact: Left front corner Light: Dawn Road 1 Alignment: Dawn Road 1 Condition: Good Road 1 Condition: Good Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road 1 Surface Condition: Dry County or district <td></td>	
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 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	
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: County or district Road 1 Surface Condition: County or district Road 1 Surface Condition: County or district Road 1 Surface Condition: Animal - wild Road 1 Surface Control: Animal - wild	
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 Inpact 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 Condition: Good Road 1 Pavement Markings: Exist Road 1 Surface: Asphalt Road 1 Surface Condition: Dry Road 3 Urisdiction: County or district Sequence of Events 1: Animal - wild Thru Lane No.: 1	

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 04-852 Date & Time: October 18, 2004 7:50 am Accident ID: 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 West Initial Direction of Travel 1: 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 West Initial Direction of Travel 1: 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

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

Acciden	t ID:	09-01006	Dato & Timo:	November 26, 2009 5:28 pm cont*
Notes:	it iD.	09-01000	Date & Time.	3.28 pm
	Road 1	Condition:		Good
	Road 1	Pavement Markings:		Exist
	Road 1	Surface:		Asphalt
	Road 1	Surface Condition:		Dry
	Road 2	Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Dry
		urisdiction:		County or district
		ce of Events 1:		Animal - wild
	Thru La			1
	Traffic (No control
		1 Condition:		
				No apparent defect
		1 Damage:		Severe
		1 Manoeuver:		Going ahead
	Vehicle	1 Type:		Pick-up truck
Acciden	t ID:	11-01018	Date & Time:	November 30, 2011 12:15 pm
Notes:		200m west of Vespra Valley Rd		
	Accider	nt Location:		Non intersection
	Apparei	nt Driver 1 Action:		Speed too fast for condition
	Classific	cation of Accident:		P.D. only
	Driver 1	Age:		34
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Male
	Environ	ment Condition 1:		Strong wind
	Fixed C	bject Offset 3:		Right of Roadway - 3.1m to 6.0m
		Location:		Not on roadway - right side
		irection of Travel 1:		East
	Initial In	npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre
	Light:	Ŭ I		Daylight
	-	Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Slush
		urisdiction:		County or district
		ice of Events 1:		Skidding/sliding
		ice of Events 1:		Ran off road
	•	ice of Events 3:		Fence/noise barrier
	Traffic (No control
		1 Condition:		No apparent defect
		1 Damage:		Light Colon phood
		1 Manoeuver:		Going ahead
	Vehicle	т туре:		Delivery van

Accident	ID:	02-190	Date & Time:	February 26, 2002 7:50 pm	
Notes:		Colision involves 3 vehicles.			
		t Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		nt Driver 2 Action:		Other	
		cation of Accident:		P.D. only	
	Driver 1	-		134	
		Condition:		Normal	
	Driver 1			Male	
	Driver 2			41	
		Condition:		Normal	
	Driver 2			Female	
ı	Environ	ment Condition 1:		Snow	
		_ocation:		Thru lane	
		rection of Travel 1:		East	
	Initial Di	rection of Travel 2:		West	
	Initial In	npact Type:		Approaching (head on)	
	Light:			Dark	
ı	Road 1	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
ı	Road 1	Condition:		Good	
ı	Road 1	Pavement Markings:		Obscured	
ı	Road 1	Surface:		Asphalt	
ı	Road 1	Surface Condition:		Packed snow	
ſ	Road 2	Alignment:		Straight on hill	
ı	Road 2	Character:		Undivided - two-way	
	Road 2	Condition:		Good	
ı	Road 2	Pavement Markings:		Obscured	
ſ	Road 2	Surface:		Asphalt	
ı	Road 2	Surface Condition:		Packed snow	
	Road Ju	risdiction:		County or district	
(Sequen	ce of Events 2:		Skidding/sliding	
;	Sequen	ce of Events 4:		Unattended vehicle	
-	Traffic C	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 Notes:	ID:	02-268	Date & Time:	March 21, 2002 12:15 pm	
	Acciden	t Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver 1			33	
		Condition:		Normal	
	Driver 1			TOTAL	
	Driver 1			Female	
		ment Condition 1:		Snow	
		Location: rection of Travel 1:		Not on roadway - right side East	
!	mual Iff	npact Type:		SMV - fixed object or unattended vehicle	

Accident	t ID:	02-268	Date & Time:	March 21, 2002 12:15 pm	cont'd
	Light:			Daylight	
	Road 1	Alignment:		Straight on level	
	Road 1	Character:		Undivided - two-way	
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Obscured	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Packed snow	
	Road J	urisdiction:		Township	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Manoeuver:		Going ahead	
		1 Type:		Automobile, station wagon	
Assidan	4 ID.	02-763	Data ⁹ Time	August 26, 2002 11:15 am	
Acciden	t ID:	Colision involves 3 vehicles.	Date & Time:	August 20, 2002 11.15 am	
Notes:					
		nt Location:		Non intersection	
		nt Driver 1 Action:		Improper passing	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver '			82	
	Driver '	1 Condition:		Normal	
	Driver 1	1 Injury:			
	Driver '			Male	
	Driver 2	2 Age:		118	
	Driver 2	2 Condition:		Normal	
	Driver 2	2 Sex:		Male	
	Enviror	nment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	Pirection of Travel 1:		East	
	Initial D	Pirection of Travel 2:		East	
	Initial Ir	mpact 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 J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce of Events 2:		Rollover	
		nce of Events 3:		Ditch	
		nce of Events 4:		Other motor vehicle	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Overtaking	
		1 Type:		Automobile, station wagon	
		2 Condition:		No apparent defect	
		2 Manoeuver:		Overtaking	
		2 Type:		Automobile, station wagon	

Accident ID: Notes:	02-991	Date & Time:	November 16, 2002 12:45 am
Accide	nt Location:		Non intersection
Appare	nt Driver 1 Action:		Driving properly
Classifi	cation of Accident:		P.D. only
Driver '	I Age:		150
Driver '	I Sex:		Male
Enviror	ment Condition 1:		Clear
Impact	Location:		Thru lane
Initial D	rirection of Travel 1:		East
Initial Ir	npact Type:		SMV - fixed object or unattended vehicle
Light:	, ,,		Dark
_	Alignment:		Straight on hill
	Character:		Undivided - two-way
	Condition:		Good
	Pavement Markings:		Exist
	Surface:		Asphalt
	Surface Condition:		Dry
	urisdiction:		County or district
			•
	nce of Events 1:		Animal - wild
	1 Condition:		No apparent defect
	1 Manoeuver:		Going ahead
venicie	1 Type:		Pick-up truck
Accident ID: Notes:	03-271	Date & Time:	March 9, 2003 6:00 pm
Accide	nt Location:		Non intersection
Appare	nt Driver 2 Action:		Speed too fast for condition
Classifi	cation of Accident:		P.D. only
Driver '	I Age:		20
Driver '	I Sex:		Female
Driver 2	2 Condition:		Normal
Enviror	ment Condition 1:		Snow
Impact	Location:		Not on roadway - right side
	rirection of Travel 1:		East
Initial D	rirection of Travel 2:		East
	npact Type:		Rear end
Light:			Daylight
_	Alignment:		Straight on level
	Character:		Undivided - two-way
	Condition:		Good
	Pavement Markings:		Obscured
	Surface:		Asphalt
	Surface Condition:		Loose snow
	Surface Condition:		Packed snow
	urisdiction:		County or district
	Control:		No control
	2 Condition:		No apparent defect
	2 Manoeuver:		Going ahead
Vehicle	2 Type:		Automobile, station wagon
Accident ID:	03-0816		October 4, 2003 7:15 pm

Notes:	ID : 03-0816	Date & Time:	October 4, 2003 7:15 pm	cont'
-	Accident Location:		At/near private drive	
/	Apparent Driver 1 Action:		Driving properly	
(Classification of Accident:		P.D. only	
Γ	Driver 1 Age:		29	
	Driver 1 Condition:		Normal	
Γ	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:		-	
	Road 1 Condition:		Undivided - two-way	
			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	
Accident Notes:	ID : 04-1024	Date & Time:	December 3, 2004 7:20 pm	
1	Accident Location:		Non intersection	
	Accident Location: Apparent Driver 1 Action:		Non intersection Driving properly	
A			Driving properly	
<i>(</i>	Apparent Driver 1 Action: Classification of Accident:			
) (Apparent Driver 1 Action:		Driving properly P.D. only	
)]]	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition:		Driving properly P.D. only 55 Normal	
)]]]	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury:		Driving properly P.D. only 55 Normal None	
)]]]]	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex:		Driving properly P.D. only 55 Normal None Male	
)]]]]	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1:		Driving properly P.D. only 55 Normal None Male Clear	
)))))))	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location:		Driving properly P.D. only 55 Normal None Male Clear Thru lane	
))]]]]]] [Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East	
) 1 1 1 1 1 1 1	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other	
) () () () () () () () () () () () () ()	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre	
)) 1 1 1 1 1 1 1	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark	
,)) 1 1 1 1 1 1 1 1 1	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level	
, 0 1 1 1 1 1 1 1 1 1 1	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way	
,)))))))))))))))))))	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good	
, () () () () () () () () () (Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist	
, () () () () () () () () () (Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good	
, , , , , , , , , , , , , , , , , , ,	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist	
, 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt	
, C C C C C C C C C C C C C C C C C C C	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Wet	
, , , , , , , , , , , , , , , , , , ,	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Wet County or district	
, , , , , , , , , , , , , , , , , , ,	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1:		Driving properly P.D. only 55 Normal None Male Clear Thru lane East SMV - Other Front centre Dark Straight on level Undivided - two-way Good Exist Asphalt Wet County or district Animal - wild	

Accident Notes:	ID:	04-1024	Date & Time:	December 3, 2004	7:20 pm	cont'd
\	Vehicle	1 Damage:		Moderate		
,	Vehicle	1 Manoeuver:		Going ahead		
\	Vehicle	1 Type:		Passenger van (SUV))	
Accident Notes:	ID:	04-1153 Deer	Date & Time:	December 30, 2004	7:30 pm	
,	Accider	nt Location:		Non intersection		
,	Appare	nt Driver 1 Action:		Driving properly		
(Classifi	cation of Accident:		P.D. only		
ı	Driver 1	Age:		50		
		Condition:		Unknown		
ı	Driver 1	Injury:		None		
	Driver 1			Male		
		ment Condition 1:		Freezing rain		
		Location:		Thru lane		
		irection of Travel 1:		East		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner		
	Light:	seation of verticle 1 barriage of Area of Impact.		Dark		
	-	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:				
		Surface Condition:		Asphalt		
				Wet		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Non-existent		
		Surface:		Asphalt		
		Surface Condition:		Wet		
		urisdiction:		County or district		
		ary Location of Vehicle 1 Damage or Area of Impact		Right front		
		ce of Events 1:		Animal - wild		
		ne No.:		1		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Damage:		Moderate		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Pick-up truck		
Accident Notes:	ID:	06-0119	Date & Time:	January 30, 2006	9:13 pm	
,	Accider	nt Location:		Non intersection		
,	Appare	nt Driver 1 Action:		Lost control		
		cation of Accident:		Non-fatal injury		
	Driver 1	Age:		20		
		Condition:		Normal		
		Injury:		Minimal		
	Driver 1			Male		
		ment Condition 1:		Clear		

Accident	t ID:	06-0119	Date & Time:	January 30, 2006 9	:13 pm	cont'd
	Fixed O	bject Offset 3:		Left of Roadway - 3.1m	n to 6.0m	
	Impact	Location:		Off highway		
	Initial D	irection of Travel 1:		West		
	Initial In	npact Type:		SMV - Other		
	Initial Lo	ocation 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 Ju	urisdiction:		County or district		
	Second	ary Location of Vehicle 1 Damage or Area of Impact		Тор		
		ce of Events 1:		Skidding/sliding		
		ce of Events 2:		Rollover		
	•	ce of Events 3:		Ditch		
	Traffic C			No control		
		1 Condition:		No apparent defect		
		1 Manoeuver:		Going ahead		
	Vehicle			Pick-up truck		
	VETTICIE	т турс.		1 lok-up truck		
Acciden	t ID:	06-964 Deer	Date & Time:	November 20, 2006	7:05 am	
	Acciden	t Location:		Non intersection		
		nt Driver 2 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1			59		
	Driver 1			Male		
		Condition:		Normal		
		ment Condition 1:		Clear		
		Location:		Thru lane		
	•	irection of Travel 1:		West		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:	ocation of vehicle 1 Damage of Area of Impact.		Dark		
	_	Alignment:				
		Character:		Straight on level		
		Condition:		Undivided - two-way		
				Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
	Road Ju	urisdiction:		County or district		
	Sequen	ce of Events 1:		Animal - wild		
	Thru La	ne No.:		1		

Acciden	t 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			Automobile		
		2 Condition:		No apparent defect		
		2 Manoeuver:		Going ahead		
				-		
Acciden	t ID:	06-1105d	Date & Time:	December 30, 2006	8:00 pm	
Notes:		Deer				
	Accider	nt Location:		Non intersection		
	Apparei	nt Driver 1 Action:		Driving properly		
	Classific	cation of Accident:		P.D. only		
	Driver 1	Age:		51		
		Condition:		Normal		
	Driver 1	Sex:		Male		
		ment Condition 1:		Clear		
		Location:		Thru lane		
		irection of Travel 1:		West		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:	ocation of vehicle 1 Damage of Area of Impact.		Dark		
	_	Alignment:		Straight on level		
		_		-		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		ce of Events 1:		Animal - wild		
	Thru La			1		
	Traffic (No control		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Severe		
	Vehicle	1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Pick-up truck		
Acciden Notes:	it ID:	07-090	Date & Time:	January 26, 2007 7	:00 pm	
	Accider	nt Location:		Non intersection		
	Apparei	nt Driver 1 Action:		Driving properly		
		nt Driver 2 Action:		Improper passing		
		cation of Accident:		Non-fatal injury		
	Driver 1			38		
		Condition:		Normal		
	Driver 1			Male		
	Driver 2			50		
		? Condition:		Normal		
	Driver 2			Minimal		
	Driver 2			Male		
		ment Condition 1:		Snow		
				Thru lane		
	impact	Location:		mu lane		

Acciden	it ID: 07-090	Date & Time:	January 26, 2007 7:00 pm	cont'd
	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 Impac	ct·	County of allowing	
	Sequence of Events 1:	O	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	at ID: 07-679 @911#2989	Date & Time:	July 12, 2007 12:10 pm	
			Other	
	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	
			Exist	
	Road 1 Pavement Markings:			
	Road 1 Pavement Markings: Road 1 Surface:		Asphalt	
	-		Asphalt Dry	
	Road 1 Surface:		Dry	
	Road 1 Surface: Road 1 Surface Condition:			

Acciden	t ID:	07-679	Date & Time:	July 12, 2007 12:10 pm	cont'd
Notes:		@911#2989			
		1 Condition:		No apparent defect	
		1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Accident Notes:	it ID:	09-00131 @911#3198	Date & Time:	January 26, 2009 6:45 pm	
	Accider	t Location:		At/near private drive	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	Age:		51	
	Driver 1	Condition:		Ability impaired, alcohol (over .08)	
	Driver 1	Sex:		Male	
	Environ	ment Condition 1:		Clear	
	Impact	Location:		Not on roadway - right side	
	Initial D	irection of Travel 1:		East	
	Initial In	npact Type:		SMV - Other	
	Initial L	ocation 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 J	urisdiction:		County or district	
	Sequen	ce of Events 1:		Ran off road	
	Sequen	ce of Events 2:		Snowbank/drift	
	Sequen	ce 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	
Acciden	it ID:	10-00916d 400m west of Fox Farm Rd	Date & Time:	November 9, 2010 5:50 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			21	
		Condition:		Normal	
	Driver 1			Female	
		ment Condition 1:		Clear	
		Location:		Thru lane	
	•	irection of Travel 1:		West	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete	
	Light:			Dark	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
				,	

Accident ID: Notes:	10-00916d 400m west of Fox Farm Rd	Date & Time:	November 9, 2010	5:50 pm	cont'd
Road 1	Condition:		Good		
Road 1	Pavement Markings:		Exist		
Road 1	Surface:		Asphalt		
Road 1	Surface Condition:		Dry		
Road Ju	urisdiction:		County or district		
Sequen	ce of Events 1:		Animal - wild		
Thru La	ne 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		

Notes:	at ID: 01-910	Date & Time:	November 1, 2001 5:30 pm
	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
Acciden	t ID: 05-033	Date & Time:	January 13, 2005 10:45 pm
	Accident Location:		Overpass or bridge
	Apparent Driver 1 Action:		l ant named
	Classification of Accident:		Lost control
	Classification of Accident.		P.D. only
	Driver 1 Age:		
			P.D. only
	Driver 1 Age:		P.D. only 20
	Driver 1 Age: Driver 1 Condition:		P.D. only 20 Normal
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury:		P.D. only 20 Normal None
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex:		P.D. only 20 Normal None Female Snow
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1:		P.D. only 20 Normal None Female
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location:		P.D. only 20 Normal None Female Snow Off highway
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:		P.D. only 20 Normal None Female Snow Off highway East
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:		P.D. only 20 Normal None Female Snow Off highway East Other
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Slush
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road 2 Alignment:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Slush Straight on level
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface Condition: Road 2 Alignment: Road 2 Pavement Markings:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Slush Straight on level Exist
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment: Road 2 Pavement Markings: Road 2 Surface Condition:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Slush Straight on level Exist Loose snow
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment: Road 2 Pavement Markings: Road 2 Pavement Markings: Road 3 Surface Condition: Road 4 Surface Condition: Road 5 Surface Condition: Road 6 Surface Condition: Road 7 Surface Condition: Road 8 Surface Condition: Road 9 Surface Condition: Road 9 Jurisdiction:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Slush Straight on level Exist Loose snow County or district
	Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment: Road 2 Pavement Markings: Road 2 Surface Condition: Road 3 Surface Condition: Road 4 Surface Condition: Road 5 Surface Condition: Road 6 Surface Condition: Road 7 Surface Condition: Road 8 Surface Condition: Road 9 Surface Condition:		P.D. only 20 Normal None Female Snow Off highway East Other Front complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Slush Straight on level Exist Loose snow County or district Rollover

Acciden Notes:	t ID:	05-033	Date & Time:	January 13, 2005 10:45 pm	cont'd
	Vehicle	1 Damage:		Demolished	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Acciden Notes:		05-0326d	Date & Time:	April 2, 2005 1:35 pm	
		nt Location:		Non intersection	
		nt Driver 1 Action:		Lost control	
		cation of Accident:		P.D. only	
	Driver 1			89	
	Driver 1	Condition:		Inattentive	
	Driver 1	l Injury:		None	
	Driver 1	Sex:		Male	
	Environ	ment Condition 1:		Rain	
	Initial D	irection of Travel 1:		West	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:			Daylight	
	Road 1	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
				Non-existent	
		Pavement Markings: Surface:			
		Surface Condition:		Asphalt	
				Wet	
		urisdiction:		Township	
		lary Location of Vehicle 1 Damage or Area of Impact	:	Right front corner	
		nce of Events 1:		Ran off road	
		nce of Events 2:		Cable guide rail	
	Traffic (No control	
		1 Condition:		No apparent defect	
		1 Damage:		Severe	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Acciden Notes:	t ID:	06-134	Date & Time:	February 4, 2006 5:00 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
	Appare	nt Driver 2 Action:		Driving properly	
	Classifi	cation of Accident:		Non-fatal injury	
	Driver 1	Age:		25	
		Condition:		Normal	
	Driver 1			Female	
	Driver 2			5	
		2 Condition:		Normal	
	Driver 2			Female	
	2114012	- OOA.		Tomalo	

Accident Notes:	ID : 06-134	Date & Time:	February 4, 2006	5:00 pm c	ont'd
E	Environment Condition 1:		Snow		
I	mpact Location:		Thru lane		
I	nitial Direction of Travel 1:		West		
I	nitial Direction of Travel 2:		East		
I	nitial Impact Type:		Approaching (head	on)	
I	nitial Location of Vehicle 1 Damage or Area of Impact:		Right front corner		
I	nitial Location of Vehicle 2 Damage or Area of Impact:		Front centre		
	_ight:		Dark		
	Road 1 Alignment:		Straight on level		
	Road 1 Character:		Undivided - two-way	/	
	Road 1 Condition:		Good		
F	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		
	Fraffic Control:		Stop sign		
7	Fraffic Control Condition:		Functioning		
	/ehicle 1 Condition:		No apparent defect		
1	/ehicle 1 Damage:		Demolished		
\	/ehicle 1 Manoeuver:		Going ahead		
\	/ehicle 1 Type:		Automobile		
\	/ehicle 2 Condition:		No apparent defect		
\	/ehicle 2 Damage:		Demolished		
\	/ehicle 2 Manoeuver:		Going ahead		
\	/ehicle 2 Type:		Automobile		
Accident Notes:	ID: 07-360 @911#2688	Date & Time:	March 18, 2007 1	2:01 am	
-	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		
				ft side	
	mpact Location:		Not on roadway - lef	i siue	
	nitial Direction of Travel 1:		West		
	nitial Impact Type:		SMV - Other		

_	1#2688			
Light:	of Vehicle 1 Damage or Area of Impact:		Front complete	
Ligiti.			Dark	
Road 1 Alignm	nent:		Straight on level	
Road 1 Charac	cter:		Undivided - two-way	
Road 1 Condit	tion:		Good	
Road 1 Paver	nent Markings:		Exist	
Road 1 Surfac	ee:		Asphalt	
Road 1 Surfac	e Condition:		Dry	
Road Jurisdict	ion:		County or district	
Sequence of E	Events 1:		Ran off road	
Sequence of E	Events 2:		Ditch	
Sequence of E	Events 3:		Culvert	
Traffic Control:	:		No control	
Vehicle 1 Cond	dition:		No apparent defect	
Vehicle 1 Dam	nage:		Demolished	
Vehicle 1 Man	oeuver:		Going ahead	
Vehicle 1 Type	e:		Pick-up truck	
Accident ID: 08-20 Notes:	0474 D	ate & Time:	August 24, 2008 4:04 pm	
Accident Local	tion:		Non intersection	
Apparent Drive	er 1 Action:		Following too close	
Apparent Drive			Driving properly	
Classification of			P.D. only	
Driver 1 Age:			44	
Driver 1 Condi	ition:		Inattentive	
Driver 1 Sex:			Male	
Driver 2 Age:			55	
Driver 2 Condi	ition:		Normal	
Driver 2 Sex:			Male	
Environment C	Condition 1:		Clear	
Impact Locatio			Thru lane	
Initial Direction			West	
Initial Direction	n of Travel 2:		West	
Initial Impact T			Rear end	
·	of Vehicle 1 Damage or Area of Impact:		Front complete	
	of Vehicle 2 Damage or Area of Impact:		·	
Light:	,		Daylight	
Road 1 Alignm	nent:		Straight on level	
Road 1 Charac			Undivided - two-way	
Road 1 Condit			Good	
Road 1 Paver			Exist	
Road 1 Surfac	-		Asphalt	
Road 1 Surfac			Dry	
Road Jurisdict			County or district	
Sequence of E			Other motor vehicle	
			Other motor vehicle	
Sequence of E				
Sequence of E Thru Lane No.	:		1	
			No control	
Thru Lane No.	:			

Acciden Notes:	t ID:	08-20474	Date & Time:	August 24, 2008 4:04 pm cont'd
	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)
		00 00747		N
Acciden	t ID:	08-20747	Date & Time:	November 25, 2008 8:50 pm
Notes:				
		nt Location:		Intersection related
	Appare	nt Driver 1 Action:		Following too close
	Appare	nt Driver 2 Action:		Driving properly
	Classifi	cation of Accident:		P.D. only
	Driver 1			59
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Male
	Driver 2	2 Age:		18
	Driver 2	2 Condition:		Normal
	Driver 2	2 Sex:		Male
	Environ	ment Condition 1:		Snow
	Impact	Location:		Thru lane
		irection of Travel 1:		East
	Initial D	irection of Travel 2:		East
		npact Type:		Rear end
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete
	Light:	Joanna Comolo : Damago el 7 lloa el Impael		Dark
		Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Obscured
		Surface:		Asphalt
		Surface Condition:		Ice
		urisdiction:		County or district
		lary Location of Vehicle 1 Damage or Area of Impact:		Back complete
		nce of Events 1:		Other motor vehicle
		nce of Events 4:		Other motor vehicle
	Thru La			1
	Traffic (No control
		1 Condition:		No apparent defect
		1 Damage:		Light
		1 Manoeuver:		Going ahead
		1 Type:		Pick-up truck
		2 Condition:		No apparent defect
		2 Damage:		Light
		2 Manoeuver:		Slowing or stopping
	Vehicle	2 Type:		Automobile
Acciden	t ID:	10-00584	Date & Time:	July 23, 2010 10:20 am
Notes:	CID.	Address #2703	Date & Tille.	cary 20, 2010 10.20 am
NUCES.	A = =! =! :			Attaca mai rata dali ra
		nt Location:		At/near private drive
	Appare	nt Driver 1 Action:		Improper passing

Acciden	t ID:	10-00584	Date & Time:	July 23, 2010 10:20 am	cont'd	
Notes:		Address #2703				
	Appare	nt Driver 2 Action:		Driving properly		
	Classifi	cation 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		
	Environ	ment Condition 1:		Clear		
	Impact	Location:		Thru lane		
		irection of Travel 1:		West		
		irection of Travel 2:		West		
		npact Type:		Turning movement		
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner		
		ocation of Vehicle 2 Damage of Area of Impact:		Right rear corner		
		ocation of vehicle 2 Damage of Area of Impact.		_		
	Light:	Alignment		Daylight Straight on level		
		Alignment:		_		
		Character:		Undivided - two-way		
	Road 1 Condition:			Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		ce of Events 1:		Other motor vehicle		
	Sequen	ce of Events 4:		Other motor vehicle		
	Thru La	ne 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		
		2 Manoeuver:		Turning left		
		2 Type:		Automobile		
Acciden Notes:	t ID:	11-01092 300m west of Old Second South	Date & Time:	December 22, 2011 4:30 am		
	Accider	nt Location:		Non intersection		
		nt Driver 1 Action:		Speed too fast for condition		
		cation of Accident:		P.D. only		
	Driver 1			21		
		Condition:		Normal		
	Driver 1			Female		
		ment Condition 1:		Clear		
		Object Offset 3:		Right of Roadway - Less than 3.1m		
		Location:		Not on roadway - right side		
		irection of Travel 1:		West		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:			Dark		

Accident ID: Notes:	11-01092 300m west of Old Second South	Date & Time:	December 22, 2011	4:30 am	cont'd
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 J	urisdiction:		County or district		
Second	lary Location of Vehicle 1 Damage or Area of Impact:		Undercarriage		
Sequer	nce of Events 1:		Skidding/sliding		
Sequer	nce of Events 2:		Ran off road		
Sequer	nce 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:	03-670	Date & Time:	August 8, 2003 5:04 pm
Notes:		@911#4340		
А	Acciden	: Location:		At/near private drive
Α	Apparer	t Driver 1 Action:		Improper turn
А	Apparer	t Driver 2 Action:		Driving properly
C	Classific	ation of Accident:		P.D. only
С	Oriver 1	Age:		35
	Oriver 1	Condition:		Inattentive
С	Oriver 1	Sex:		Male
	Oriver 2	Age:		28
С	Oriver 2	Condition:		Normal
	Oriver 2	Sex:		Male
Е	Environi	nent Condition 1:		Clear
lr	mpact L	ocation:		Thru lane
		ection of Travel 1:		East
lr	nitial Di	rection of Travel 2:		East
Ir	nitial Im	pact Type:		Sideswipe
	_ight:			Daylight
	-	Alignment:		Straight on level
		Character:		Undivided - two-way
F	Road 1	Condition:		Good
F	Road 1	Pavement Markings:		Exist
		Surface:		Asphalt
F	Road 1	Surface Condition:		Dry
		risdiction:		County or district
S	Seauen	ce of Events 1:		Other motor vehicle
		ce of Events 4:		Other motor vehicle
		ce of Events 5:		Skidding/sliding
		ce of Events 6:		Ditch
	Γraffic C			No control
		1 Condition:		No apparent defect
		1 Manoeuver:		Turning left
V	/ehicle	1 Type:		Automobile, station wagon
		2 Condition:		No apparent defect
		2 Manoeuver:		Overtaking
V	/ehicle	2 Type:		Truck - open
		71: -		
Accident		03-897	Date & Time:	November 7, 2003 10:35 pm
Notes:		Roll Over		New intersection
		Location:		Non intersection
		t Driver 1 Action:		Speed too fast for condition
		ation of Accident:		Non-fatal injury
	Oriver 1	=		18
		Condition:		Normal
	Oriver 1			
	Oriver 1			Male
		nent Condition 1:		Snow
Ir		ocation:		Not on roadway - right side
	nitial Di	rection of Travel 1:		West
Ir		pact Type:		SMV - fixed object or unattended vehicle
lr Ir		•		
Ir Ir L	₋ight:			Dark
Ir L F	₋ight: Road 1 .	Alignment:		Straight on level
lr lr L F F	₋ight: Road 1 / Road 1 /			

Accident Notes:	t ID:	03-897 Roll Over	Date & Time:	November 7, 2003 10:35 pm	cont'd
	Road 1	Pavement Markings:		Obscured	
		Surface:		Gravel or crushed stone	
	Road 1	Surface Condition:		Ice	
		urisdiction:		County or district	
		ice of Events 2:		Ran off road	
		ice of Events 3:		Ditch	
	Traffic (No control	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Going ahead	
		1 Type:		Pick-up truck	
Accident	t ID:	04-0011 @911#4329	Date & Time:	January 6, 2004 6:45 am	
	Accider	nt Location:		Non intersection	
		nt Driver 1 Action:		Speed too fast for condition	
		cation of Accident:		P.D. only	
	Driver 1			32	
		Condition:		Inattentive	
	Driver 1			Female	
		ment Condition 1:		Strong wind	
		ment Condition 2:		Snow	
		Location:		Not on roadway - right side	
		irection of Travel 1:		East	
		npact Type:		SMV - Other	
	Initial L	ocation 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 J	urisdiction:		County or district	
	Second	ary Location of Vehicle 1 Damage or Area of Impact		Right side complete	
		ice of Events 1:		Ran off road	
		ice of Events 2:		Rollover	
		ice of Events 3:		Pole (sign, parking meter)	
	Traffic (No control	
		1 Condition:		No apparent defect	
		1 Damage:		Severe	
		1 Manoeuver:		Going ahead	
		1 Type:		Automobile	
Accident	t ID:	04-1121 snowmobile	Date & Time:	December 22, 2004 3:50 pm	
	A			Last surtual	
		nt Driver 1 Action:		Lost control	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		Non-fatal injury	
	Driver 1	-		0	
	Driver 1			Minimal	
		Sex:		Male	

Assident	ID.	04-1121	Data 9 Times	December 22, 2004 3:50 pm	a a mál al
Accident Notes:	ID:	snowmobile	Date & Time:	December 22, 2004 5.50 pm	cont'd
E	Enviror	ment Condition 1:		Clear	
lı	Initial D	irection of Travel 1:		North	
lı	Initial Ir	npact Type:		Other	
lı	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Left front corner	
		ocation of Vehicle 2 Damage or Area of Impact:		Right rear	
L	Light:			Daylight	
F	Road 1	Surface:		Gravel or crushed stone	
F	Road 1	Surface Condition:		Ice	
F	Road J	urisdiction:		Private property	
Т	Traffic (Control:		No control	
V	Vehicle	1 Damage:		Moderate	
		1 Manoeuver:		Turning right	
		1 Type:		Motorized snow vehicle	
		2 Damage:		Light	
		2 Type:		Pick-up truck	
		- 176-1			
Accident Notes:	ID:	06-282	Date & Time:	March 13, 2006 7:26 pm	
F	Accider	nt Location:		Non intersection	
P	Appare	nt Driver 1 Action:		Failed to yield right-of-way	
	• •	cation of Accident:		P.D. only	
Г	Driver 1	I Age:		71	
		Condition:		Unknown	
	Driver 1			Female	
		ment Condition 1:		Fog, mist, smoke, dust	
		Object Offset 2:		Left of Roadway - 6.1m to 9.0m	
		Location:		Not on roadway - left side	
		irection of Travel 1:		East	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front	
	Light:	boation of veriloid 1 Bulliage of Area of Impaot.		Dark	
	-	Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		•	
_				Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		urisdiction:		County or district	
		nce of Events 1:		Ran off road	
		nce of Events 2:		Ditch	
		Control:		No control	
		1 Condition:		No apparent defect	
V	Vehicle	1 Damage:		Moderate	
		1 Manoeuver:		Going ahead	
V					
V		1 Type:		Automobile	
V	Vehicle	1 Type: 07-1022d	Date & Time:	Automobile November 7, 2007 10:20 am	
Accident Notes:	Vehicle		Date & Time:		
Accident Notes:	Vehicle ID: Accider	07-1022d	Date & Time:	November 7, 2007 10:20 am	

Accident ID: 07-1022d Notes:	Date & Time:	November 7, 2007 10:20 am	cont'd
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)	

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

dent ID: s:	02-682	Date & Time: August 7, 2002 4:45 pm
Accide	nt Location:	Intersection related
Appare	ent Driver 1 Action:	Driving properly
Appare	ent Driver 2 Action:	Driving properly
Classif	ication 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
Enviro	nment Condition 1:	Clear
Impact	Location:	Thru lane
Initial [Direction of Travel 1:	South
Initial [Direction of Travel 2:	South
Initial I	mpact Type:	Rear end
Light:		Daylight
Pedest	trian 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
Seque	nce of Events 1:	Other motor vehicle
Seque	nce of Events 4:	Other motor vehicle
Traffic	Control:	Stop sign
Traffic	Control Condition:	Functioning
Vehicle	e 1 Condition:	No apparent defect
Vehicle	e 1 Manoeuver:	Going ahead
Vehicle	e 1 Type:	Automobile, station wagon
Vehicle	2 Condition:	No apparent defect
Vehicle	e 2 Manoeuver:	Slowing or stopping
Vehicle	e 2 Type:	Automobile, station wagon

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

ccident ID: otes:	03-0925	Date & Time: July 22, 2003 4:10 pm	
Accide	ent Location:	Intersection related	
Appare	ent Driver 1 Action:	Following too close	
Appare	ent Driver 2 Action:	Driving properly	
Classif	fication 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	
Enviro	nment Condition 1:	Clear	
Impact	Location:	Thru lane	
Initial [Direction of Travel 1:	East	
Initial [Direction of Travel 2:	East	
Initial I	mpact Type:	Rear end	
Light:		Daylight	
Road 1	1 Alignment:	Straight on hill	
Road 1	1 Character:	Undivided - two-way	
Road 1	1 Condition:	Good	
Road 1	1 Pavement Markings:	Exist	
Road 1	1 Surface:	Asphalt	
Road 1	1 Surface Condition:	Dry	
Road .	Jurisdiction:	Township	
Seque	nce of Events 1:	Other motor vehicle	
Seque	nce of Events 4:	Other motor vehicle	
Vehicle	e 1 Condition:	No apparent defect	
Vehicle	e 1 Manoeuver:	Slowing or stopping	
Vehicle	e 1 Type:	Truck - tractor	
Vehicle	e 2 Condition:	No apparent defect	
Vehicle	e 2 Manoeuver:	Slowing or stopping	
Vehicle	e 2 Type:	Automobile, station wagon	

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

dent ID: s:	02-351	Date & Time: March 10, 2002 11:00 pm
Accide	nt Location:	Non intersection
Appare	nt Driver 1 Action:	Lost control
Appare	nt Driver 2 Action:	Driving properly
Classifi	cation of Accident:	P.D. only
Driver '	Age:	118
Driver '	Condition:	Normal
Driver '	Sex:	Female
Driver 2	2 Age:	117
Driver 2	2 Condition:	Normal
Driver 2	2 Sex:	Male
Enviror	ment Condition 1:	Snow
Impact	Location:	Thru lane
Initial D	irection of Travel 1:	East
Initial D	irection of Travel 2:	West
Initial Ir	npact 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 J	urisdiction:	County or district
Sequer	nce of Events 1:	Other motor vehicle
Sequer	nce 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 Notes:	nt ID: 01-0348	Date & Time:	April 1, 2001 8:30 am
	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:		
	Road 1 Surface Condition:		Asphalt Wet
	Road Jurisdiction:		Township
	Sequence of Events 2:		Skidding/sliding
	Traffic Control:		No control
	Vehicle 1 Condition:		No apparent defect
	V/ 1 1 4 M		
	Vehicle 1 Manoeuver:		Going ahead
	Vehicle 1 Manoeuver: Vehicle 1 Type:		Going ahead Automobile, station wagon
Accider	Vehicle 1 Type:	Date & Time:	-
	Vehicle 1 Type:	Date & Time:	Automobile, station wagon
	Vehicle 1 Type: at ID: 02-0075	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am
	Vehicle 1 Type: at ID: 02-0075 Accident Location:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition
	Vehicle 1 Type: at ID: 02-0075 Accident Location: Apparent Driver 1 Action:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection
	Vehicle 1 Type: Int ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury
	Vehicle 1 Type: at ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury
	Vehicle 1 Type: Int ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear
	Vehicle 1 Type: It ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way
	Vehicle 1 Type: Int ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow
	Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction: Road Jurisdiction: Sequence of Events 2:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Ran off road
	Vehicle 1 Type: At ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction: Sequence of Events 2: Sequence of Events 3:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Ran off road Snowbank/drift
	Vehicle 1 Type: Int ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 2: Sequence of Events 3: Traffic Control:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Ran off road Snowbank/drift No control
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 2: Sequence of Events 3: Traffic Control: Vehicle 1 Condition:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Ran off road Snowbank/drift No control No apparent defect
	Vehicle 1 Type: Int ID: 02-0075 Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 2: Sequence of Events 3: Traffic Control:	Date & Time:	Automobile, station wagon January 18, 2002 2:35 am Non intersection Speed too fast for condition Non-fatal injury Had been drinking Male Clear Not on roadway - right side West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Ran off road Snowbank/drift No control

Acciden	t ID:	03-988	Date & Time:	November 30, 2003 1:54 pm
Notes:		@Rail Crossing		
	Accider	nt Location:		At railway crossing
	Appare	nt Driver 1 Action:		Speed too fast for condition
	Appare	nt Driver 2 Action:		Driving properly
	Classifi	cation of Accident:		P.D. only
	Driver 1	Age:		27
	Driver 1	Condition:		Inattentive
	Driver 1	Sex:		Male
	Driver 2	? Age:		45
		? Condition:		Normal
	Driver 2	! Sex:		Female
	Enviror	ment Condition 1:		Clear
	Impact	Location:		Thru lane
		irection of Travel 1:		East
	Initial D	irection of Travel 2:		East
	Initial Ir	npact Type:		Rear end
	Light:	F		Daylight
	_	Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Wet
		urisdiction:		County or district
		ce of Events 1:		Other motor vehicle
		ce of Events 4:		Other motor vehicle
	Traffic (Traffic signal
		Control Condition:		Functioning
		1 Condition:		No apparent defect
		1 Manoeuver:		Going ahead
		1 Type:		Automobile, station wagon
		2 Condition:		No apparent defect
		2 Manoeuver:		Stopped
		2 Type:		Automobile, station wagon
	VEHICLE	2 Type.		Adioniobile, station wayon
Accident Notes:	t ID:	5-1005	Date & Time:	September 21, 2005 6:18 pm
	Accider	nt Location:		Non intersection
	Appare	nt Driver 2 Action:		Exceeding speed limit
	Classifi	cation of Accident:		Non-fatal injury
	Driver 1	Age:		19
	Driver 1	Injury:		Minor
	Driver 1	Sex:		Female
	Driver 2	? Condition:		Normal
		ment Condition 1:		Clear
		bject Offset 3:		Left of Roadway - 3.1m to 6.0m
		Location:		Not on roadway - left side
		irection of Travel 1:		East
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Left side complete
	Light:			Daylight
	_	Alignment:		Straight on level
	. todu i	,g		Chaight off love

Acciden	t ID:	5-1005	Date & Time:	September 21, 2005	6:18 pm	cont'd
	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 J	urisdiction:		County or district		
	Sequer	nce of Events 1:		Skidding/sliding		
	Sequer	nce of Events 2:		Rollover		
		nce of Events 3:		Ditch		
		Control:		No control		
	Vehicle	e 1 Condition:		No apparent defect		
		a 1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
		e 1 Type:		Passenger van (SUV)		
Acciden	t ID:	08-20263d	Date & Time:	September 15, 2008	9:16 am	
Notes:						
		nt Location:		Non intersection		
		ent Driver 1 Action:		Following too close		
		ent Driver 2 Action:		Driving properly		
	Classif	ication of Accident:		P.D. only		
	Driver '	1 Age:		55		
	Driver '	1 Condition:		Inattentive		
	Driver :	1 Sex:		Male		
	Driver 2	2 Age:		77		
	Driver 2	2 Condition:		Normal		
	Driver 2	2 Sex:		Male		
	Enviror	nment Condition 1:		Rain		
	Impact	Location:		Thru lane		
	Initial D	Direction of Travel 1:		West		
	Initial D	Direction of Travel 2:		West		
	Initial Ir	mpact Type:		Rear end		
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Left front corner		
		ocation 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 J	urisdiction:		County or district		
	Sequer	nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
		ane No.:		1		
		Control:		No control		
		21 Condition:		No apparent defect		
		e 1 Damage:		Moderate		
		e 1 Manoeuver:		Slowing or stopping		
		e 1 Type:		Pick-up truck		
		2 Condition:		No apparent defect		
	10111010			apparent delete		

Acciden	nt 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	
Acciden	t ID:	09-00026	Date & Time:	January 10, 2009 9:30 pm	
Notes:		Deer			
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	1 Age:		39	
	Driver 1	1 Condition:		Normal	
	Driver 1	1 Sex:		Male	
	Enviror	nment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		East	
	Initial Ir	mpact Type:		SMV - Other	
	Initial L	ocation 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	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Dry	
	Road J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Animal - wild	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Severe	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Acciden	t ID:	09-00157	Date & Time:	January 23, 2009 4:30 am	
Notes:		Deer			
	Accider	nt Location:		Non intersection	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1	1 Age:		48	
		1 Condition:		Normal	
	Driver 1			Male	
		nment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	-	Pirection of Travel 1:		West	
	Initial Ir	mpact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:			
	Light:			Dark	
	-	Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	

Acciden	nt ID:	09-00157	Date & Time:	January 23, 2009 4:30 am	cont'd
Notes:		Deer			
	Road J	urisdiction:		County or district	
	Thru La	ne No.:		1	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Light	
		1 Type:		Automobile	
	Vehicle	2 Manoeuver:		Reversing	
Acciden	of ID:	09-00195	Dato & Timo:	February 17, 2009 11:55 pm	
Notes:	IL ID.	Deer	Date & Tille.	1 ebidary 17, 2009 11.33 pm	
NOIES.	A aaidan	nt Location:		Non interpostion	
				Non intersection	
		nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
		Condition:		Normal	
		ment Condition 1:		Clear	
	•	Location:		Thru lane	
		irection of Travel 1:		East	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:			Dark	
		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 J	urisdiction:		County or district	
	Second	ary Location of Vehicle 1 Damage or Area of Impact		Left front corner	
	Thru La			1	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Moderate	
		1 Type:		Automobile	
		2 Manoeuver:		Reversing	
Acciden	it ID:	10-00253	Date & Time:	June 30, 2010 4:21 pm	
Notes:		100m east of Highway 400			
	Accider	nt Location:		At intersection	
	Appare	nt Driver 1 Action:		Improper turn	
	Appare	nt Driver 2 Action:		Driving properly	
	Classifi	cation of Accident:		Non-fatal injury	
	Driver 1	Age:		53	
	Driver 1	Condition:		Normal	
	Driver 1	Injury:		Minor	
	Driver 1	Sex:		Male	

Accident Notes:	t ID:	10-00253 100m east of Highway 400	Date & Time:	June 30, 2010 4:21 pm	cont'd
	Driver 2	Age:		47	
		? Condition:		Normal	
	Driver 2			Minimal	
	Driver 2	• •		Male	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		West	
		irection of Travel 1:		East	
		npact Type:			
				Turning movement	
		ocation of Vehicle 1 Damage or Area of Impact:		Right front	
		ocation of Vehicle 2 Damage or Area of Impact:		Front complete	
	Light:			Daylight	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		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	
		Surface:		Asphalt	
	Road 2	Surface Condition:		Dry	
		urisdiction:		County or district	
		ce of Events 1:		Other motor vehicle	
		ce of Events 4:		Other motor vehicle	
	Traffic (No control	
		1 Condition:			
				No apparent defect	
		1 Damage:		Demolished	
		1 Manoeuver:		Turning left	
		1 Type:		Passenger van (SUV)	
		2 Condition:		No apparent defect	
		2 Damage:		Demolished	
		2 Manoeuver:		Going ahead	
	Vehicle	2 Type:		Automobile	
Accident	t ID:	11-00180	Date & Time:	March 11, 2011 10:10 pm	
Notes:		100m east of Highway 400			
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			7	
		Condition:		Normal	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		East	
		npact Type:		SMV - Other	
	Initial Lo	ocation of Vehicle 1 Damage or Area of Impact:		Right centre	
	Light:	Alignment:		Dark	

Accident ID: Notes:	11-00180 100m east of Highway 400	Date & Time:	March 11, 2011 10:10 pm	cont'd
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 Ju	risdiction:		County or district	
Sequen	ce of Events 1:		Animal - wild	
Thru La	ne No.:		1	
Traffic C	Control:		No control	
Vehicle	1 Condition:		No apparent defect	
Vehicle	1 Damage:		Light	
Vehicle	1 Manoeuver:		Going ahead	
Vehicle	1 Type:		Passenger van (SUV)	

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

Accident Notes:	ID:	01-958	Date & Time:	November 20, 2001 1:00 am
	Accider	t Location:		Non intersection
	Apparei	nt Driver 1 Action:		Speed too fast for condition
(Classific	cation of Accident:		P.D. only
	Driver 1	Age:		118
1	Driver 1	Condition:		Inattentive
	Driver 1	Sex:		Male
1	Environ	ment Condition 1:		Snow
	Impact I	Location:		Right shoulder
	Initial D	rection of Travel 1:		West
	Initial In	npact 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
		Surface:		Asphalt
ļ	Road 1	Surface Condition:		Loose snow
	Road 2	Alignment:		Straight on level
		Character:		Undivided - two-way
	Road 2	Pavement Markings:		Non-existent Section 1
		Surface:		Asphalt
		Surface Condition:		Loose snow
		urisdiction:		County or district
		ce of Events 2:		Skidding/sliding
		ce of Events 3:		Ditch
	Traffic C			No control
		1 Condition:		No apparent defect
		1 Manoeuver:		Going ahead
		1 Type:		Automobile, station wagon
Apple		02-908	Date & Time:	October 24, 2002 1:30 am
Accident Notes:	i ID:	02-906		
Notes:		t Location:		Non intersection
Notes:	Accider	t Location:		Non intersection
Notes:	Accider Apparei			
Notes:	Accider Apparei Classific	nt Location: nt Driver 1 Action: cation of Accident:		Non intersection Driving properly P.D. only
Notes:	Accider Apparei Classific Driver 1	nt Location: nt Driver 1 Action: cation of Accident: Age:		Non intersection Driving properly P.D. only 165
Notes:	Accider Apparei Classific Driver 1 Driver 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition:		Non intersection Driving properly P.D. only 165 Normal
Notes:	Accider Apparei Classific Driver 1 Driver 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex:		Non intersection Driving properly P.D. only 165 Normal Male
Notes:	Accider Apparei Classifio Driver 1 Driver 1 Driver 1 Environ	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1:		Non intersection Driving properly P.D. only 165 Normal Male Clear
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact Initial D	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial D Light:	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial D Light: Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial D Light: Road 1 Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment: Character:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact Initial D Light: Road 1 Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: direction of Travel 1: Alignment: Character: Condition:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good
Notes:	Accider Apparei Classifie Driver 1 Driver 1 Driver 1 Environ Impact Initial D Light: Road 1 Road 1 Road 1 Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment: Character: Condition: Pavement Markings:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good Exist
Notes:	Accider Apparei Classifie Driver 1 Driver 1 Driver 1 Environ Impact I Initial D Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment: Character: Condition: Pavement Markings: Surface:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good Exist Asphalt
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial D Light: Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good Exist Asphalt Dry
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial D Light: Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: firection of Travel 1: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: unisdiction:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district
Notes:	Accider Apparer Classific Driver 1 Driver 1 Driver 1 Environ Impact Initial D Light: Road 1 Road J	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ce of Events 1:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district Animal - wild
Notes:	Accider Apparer Classific Driver 1 Driver 1 Environ Impact Initial D Light: Road 1	at Location: at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ce of Events 1:		Non intersection Driving properly P.D. only 165 Normal Male Clear Thru lane West Dark Straight on level Undivided - two-way Good Exist Asphalt Dry County or district

Accider Notes:	nt ID:	02-908	Date & Time:	October 24, 2002 1:30 am	cont'd
	Vehicle	1 Type:		Automobile, station wagon	
Accider Notes:	nt ID:	03-722	Date & Time:	August 23, 2003 4:20 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		Non-fatal injury	
	Driver 1	Age:		79	
	Driver 1	Condition:		Fatigue	
	Driver 1	l Injury:			
	Driver 1	Sex:		Male	
	Enviror	ment Condition 1:		Clear	
	Impact	Location:		Not on roadway - left side	
	Initial D	irection of Travel 1:		West	
	Initial Ir	npact 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 J	urisdiction:		County or district	
	Sequer	nce of Events 2:		Ran off road	
	Sequer	nce 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	
Accider Notes:	nt ID:	03-0919 Roll Over- FATAL	Date & Time:	November 11, 2003 7:05 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
		nt Driver 2 Action:		Failed to yield right-of-way	
		cation of Accident:		Fatal injury	
	Driver 1	Age:		29	
		Condition:		Normal	
	Driver 1	I Injury:			
	Driver 1	Sex:		Female	
	Driver 2	2 Age:		51	
	Driver 2	2 Condition:		Normal	
	Driver 2	? Sex:		Male	
	Enviror	ment Condition 1:		Rain	
	Impact	Location:		Not on roadway - right side	
		irection of Travel 1:		East	
		irection of Travel 2:		West	
	Initial Ir	npact Type:		SMV - fixed object or unattended vehicle	
	Light:			Dark	
		Alignment:		Curve on level	
		Character:		Undivided - two-way	

		00.0040		N	7.05	
Accider Notes:	nt ID:	03-0919 Roll Over- FATAL	Date & Time:	November 11, 2003	7:05 pm	cont'd
	Road 1	Condition:		Good		
	Road 1	Pavement Markings:		Exist		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Loose snow		
	Road J	urisdiction:		County or district		
		nce of Events 2:		Rollover		
		nce of Events 3:		Ditch		
		nce of Events 5:		Rollover		
		nce of Events 6:		Ditch		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Manoeuver:		Changing lanes		
		1 Type:		Automobile, station wa	aon	
		2 Condition:		No apparent defect	gon	
		2 Manoeuver:		Changing lanes		
					aon	
	verncie	2 Type:		Automobile, station wa	gon	
Accider	nt ID:	03-0939	Date & Time:	November 15, 2003	4:25 pm	
Notes:						
	Accide	nt Location:		At/near private drive		
	Appare	nt Driver 1 Action:		Following too close		
	Appare	nt Driver 2 Action:		Driving properly		
	Classifi	cation of Accident:		P.D. only		
	Driver '	1 Age:		77		
		1 Condition:		Normal		
	Driver	1 Sex:		Male		
	Driver 2	2 Age:		37		
		2 Condition:		Normal		
	Driver 2	2 Sex:		Male		
	Enviror	nment Condition 1:		Clear		
	Impact	Location:		Thru lane		
		Direction of Travel 1:		West		
		Direction of Travel 2:		West		
		mpact Type:		Rear end		
	Light:	праветурс.		Daylight		
	_	Alignment:		Curve on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:				
		Surface: Surface Condition:		Asphalt		
				Wet		
		urisdiction:		County or district		
	•	nce of Events 1:		Other motor vehicle		
		nce of Events 4:		Other motor vehicle		
		nce of Events 5:		Rollover		
		nce of Events 6:		Ditch		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile, station wa	gon	
	Vehicle	2 Condition:		No apparent defect		

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

Acciden	it ID:	04-1045	Date & Time:	December 9, 2004	8:30 pm	cont'd
	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 J	lurisdiction:		County or district		
	Second	dary Location of Vehicle 2 Damage or Area of Impact:		Тор		
		nce of Events 4:		Ran off road		
		nce of Events 5:		Ditch		
		nce of Events 6:		Rollover		
		Control:		No control		
		e 1 Damage:		None		
		e 1 Manoeuver:		Changing lanes		
		e 1 Type:		Unknown		
		e 2 Condition:		No apparent defect		
		e 2 Damage:		Demolished		
		e 2 Manoeuver:		Going ahead		
				Automobile		
	verlicie	2 2 Type:		Automobile		
Acciden	t ID:	05-025	Date & Time:	January 12, 2005	10:28 am	
	Accide	nt Location:		Non intersection		
		ent Driver 2 Action:		Speed too slow		
		ication of Accident:		P.D. only		
	Driver			47		
		1 Age. 1 Injury:		None		
	Driver			Male		
		2 Condition:		Normal		
		nment Condition 1:			^	
				Fog, mist, smoke, due	51	
		nment Condition 2:		Strong wind	4 = : =	
		Location:		Not on roadway - righ	it side	
		Direction of Travel 2:		North		
		mpact Type:		Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
	Light:			Dark		
		Alignment:		Curve on level		
		Character:		Undivided - two-way		
	Road 1	Condition:		Good		
		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		
		? Surface:		Asphalt		
	Road 2	2 Surface Condition:		Wet		
	Road J	lurisdiction:		County or district		
		dary Location of Vehicle 1 Damage or Area of Impact:		Undercarriage		
		nce of Events 1:		Ran off road		
		nce of Events 2:		Tree, shrub, stump		
	Joque			, ornab, stamp		

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Acciden	t 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		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Dry		
		urisdiction:		County or district		
		nce of Events 1:		Skidding/sliding		
		nce of Events 2:		Ran off road		
		nce of Events 3:		Ditch		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile		
	Vernicie	т туре.		Automobile		
Acciden	t ID:	07-217	Date & Time:	February 18, 2007 9	9:44 pm	
Notes:				•	·	
	Accide	nt Location:		Non intersection		
		ent Driver 1 Action:		Lost control		
		ication of Accident:		P.D. only		
	Driver			20		
		1 Condition:		Ability impaired, alcohol	L(over 08)	
	Driver			Male	1 (0 v c 1 .00)	
		nment Condition 1:		Clear		
		Location:		Not on roadway - right s	sido	
		Direction of Travel 1:		West	Siuc	
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:				
		ocation of vehicle i Damage of Area of Impact.		Right front corner Dark		
	Light:	Alignment:				
		Character:		Straight on level		
				Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Wet		
		urisdiction:		County or district		
		dary Location of Vehicle 1 Damage or Area of Impact		Front centre		
	•	nce of Events 1:		Ran off road		
		nce of Events 2:		Snowbank/drift		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Damage:		None		
		1 Manoeuver:		Slowing or stopping		
	Vehicle	: 1 Type:		Automobile		
Acciden	it ID:	07-858	Date & Time:	August 28, 2007 2:5	57 pm	
	Accide	nt Location:		Non intersection		
	Appare	ent Driver 1 Action:		Following too close		
		ent Driver 2 Action:		Driving properly		
		cation of Accident:		Non-fatal injury		
				, ,		

Accident ID: Notes:	07-858	Date & Time:	August 28, 2007	2:57 pm	cont'd
Driver '	1 Age:		88		
Driver 1	1 Condition:		Inattentive		
Driver '	1 Injury:		Minimal		
Driver '	1 Sex:		Male		
Driver 2	2 Age:		40		
	2 Condition:		Normal		
	2 Injury:		Minimal		
Driver 2	_ · ·		Female		
	nment Condition 1:		Clear		
	Direction of Travel 1:		East		
	Direction of Travel 2:		East		
	mpact Type:		Rear end		
	ocation of Vehicle 1 Damage or Area of Impact:		Left front corner		
	ocation of Vehicle 2 Damage or Area of Impact:		Right rear corner		
Light:	All:		Daylight		
	Alignment:		Curve on level		
	Character:		Undivided - two-way	У	
	Condition:		Good		
	Pavement Markings:		Exist		
	Surface:		Asphalt		
Road 1	Surface Condition:		Dry		
Road J	urisdiction:		County or district		
Second	dary Location of Vehicle 2 Damage or Area of Impact:	:			
Sequer	nce of Events 1:		Other motor vehicle		
Sequer	nce of Events 4:		Other motor vehicle		
Traffic (Control:		School bus		
Traffic	Control Condition:		Functioning		
Vehicle	1 Condition:		No apparent defect		
Vehicle	e 1 Damage:		Severe		
	1 Manoeuver:		Going ahead		
Vehicle	e 1 Type:		Automobile		
	2 Condition:		No apparent defect		
	2 Damage:		Severe		
	2 Manoeuver:		Stopped		
	2 2 Type:		Automobile		
Accident ID: Notes:	08-094	Date & Time:	January 24, 2008	9:50 pm	
Accide	nt Location:		Non intersection		
Appare	ent Driver 2 Action:		Driving properly		
	ication of Accident:		P.D. only		
Driver 2	2 Age:		27		
	2 Condition:		Normal		
Driver 2			Male		
	nment Condition 1:		Snow		
	nment Condition 1:		Drifting snow		
			-		
	Location:		Thru lane		
	Direction of Travel 1:		East		
	Direction of Travel 2:		West		
	mpact Type:		SMV - Other		
Initial L	ocation of Vehicle 2 Damage or Area of Impact:		Right front corner		

Accident	t ID:	08-094	Date & Time:	January 24, 2008 9:50 pm	cont'd
	Light:			Dusk	
	-	Alignment:		Curve on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Obscured	
		Surface:		Asphalt	
		Surface Condition:		Loose snow	
		Surface Condition:		Packed snow	
		urisdiction:		County or district	
		lary Location of Vehicle 2 Damage or Area of Impact		County of district	
		nce of Events 4:		Ran off road	
		nce of Events 5:		Pole (utility, tower)	
		ane No.:		1	
		Control:		No control	
		2 Condition:		No apparent defect	
		2 Damage:		Light	
		2 Manoeuver:		Going ahead	
	Vehicle	2 Type:		Automobile	
Accident	t ID:	08-20527	Date & Time:	September 12, 2008 3:45 am	
Notes:		Swerved to miss Deer			
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
		cation of Accident:		Non-fatal injury	
	Driver '	I Age:		19	
	Driver '	Condition:		Normal	
	Driver '	1 Injury:		Minimal	
	Driver '	1 Sex:		Male	
	Enviror	ment Condition 1:		Rain	
	Impact	Location:		Not on roadway - right side	
	Initial D	rirection of Travel 1:		West	
	Initial Ir	npact Type:		SMV - Other	
	Initial L	ocation 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	
		urisdiction:		County or district	
		lary Location of Vehicle 1 Damage or Area of Impact		Тор	
		nce of Events 1:		Animal - wild	
		nce of Events 2:		Ran off road	
		nce of Events 3:		Rollover	
		Control:		No control	
		1 Condition:			
				No apparent defect	
		1 Damage:		Demolished Coing shood	
		1 Manoeuver:		Going ahead	
	venicle	1 Type:		Automobile	

Accident ID: Notes:	08-20811	Date & Time:	December 15, 2008 8:18 pm
Accid	ent Location:		Non intersection
Appai	ent Driver 1 Action:		Speed too fast for condition
Class	fication of Accident:		P.D. only
Drive	1 Age:		17
Drive	1 Condition:		Normal
Drive	1 Sex:		Male
Enviro	onment Condition 1:		Strong wind
Enviro	onment Condition 2:		Snow
Impac	t 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
	1 Alignment:		Straight on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
	1 Pavement Markings:		Exist
	1 Surface:		Asphalt
	1 Surface Condition:		Ice
	2 Alignment:		Straight on level
	2 Character:		Undivided - two-way
	2 Condition:		Good
	2 Pavement Markings:		Non-existent
	2 Surface:		
			Asphalt
	2 Surface Condition:		Loose snow
	Jurisdiction:		County or district
	ndary Location of Vehicle 1 Damage or Area of Impact:		Top
	ence of Events 1:		Skidding/sliding
	ence of Events 2:		Ditch
	: Control:		No control
	e 1 Condition:		No apparent defect
	e 1 Damage:		Demolished
Vehic	e 1 Manoeuver:		Going ahead
Vehic	e 1 Type:		Automobile
Accident ID: Notes:	11-00416 200m from Old Second South	Date & Time:	May 6, 2011 10:03 pm
Accid	ent Location:		Non intersection
Appai	rent Driver 1 Action:		Speed too fast for condition
	ification of Accident:		P.D. only
	1 Age:		55
	1 Condition:		Ability impaired, alcohol
	1 Sex:		Male
	nment Condition 1:		Fog, mist, smoke, dust
	Object Offset 2:		Right of Roadway - Less than 3.1m
	t Location:		Thru lane
	Direction of Travel 1:		East
			SMV - Other
	Impact Type:		
	Location of Vehicle 1 Damage or Area of Impact:		Front centre
Light:	A Allerance and		Dark
Road	1 Alignment:		Curve on level

Accident ID: Notes:	11-00416 200m from Old Second South	Date & Time:	May 6, 2011 10:03 pm	cont'd
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 J	urisdiction:		County or district	
Sequer	ice of Events 1:		Ran off road	
Sequer	ice of Events 2:		Ditch	
Thru La	ine 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	

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

Accident ID Notes:		Date & Time:	October 27, 2002 8:00 pm
	cident Location:		Non intersection
Арј	parent Driver 1 Action:		Driving properly
	ssification of Accident:		P.D. only
Dri	ver 1 Age:		30
	ver 1 Sex:		Male
	vironment Condition 1:		Clear
Imp	pact Location:		Thru lane
	al Direction of Travel 1:		East
Init	al Impact Type:		SMV - fixed object or unattended vehicle
Lig	ht:		Dark
Roa	ad 1 Alignment:		Straight on level
Roa	ad 1 Character:		Undivided - two-way
Roa	ad 1 Condition:		Good
Roa	ad 1 Pavement Markings:		Exist
Roa	ad 1 Surface:		Asphalt
Roa	ad 1 Surface Condition:		Dry
Roa	ad Jurisdiction:		County or district
Sec	quence of Events 1:		Animal - wild
	ffic Control:		No control
Vel	nicle 1 Condition:		No apparent defect
Vel	nicle 1 Manoeuver:		Going ahead
Vel	nicle 1 Type:		Automobile, station wagon
Accident ID	: 02-1274	Date & Time:	November 21, 2002 8:15 pm
lotes:	@911#1246-Deer		
Acc	cident Location:		Non intersection
Acc Ap _l	sident Location: parent Driver 1 Action:		Driving properly
Acc Ap _l Cla	cident Location: parent Driver 1 Action: ssification of Accident:		Driving properly P.D. only
Acc Ap _l Cla	sident Location: parent Driver 1 Action:		Driving properly
Acc App Cla Dri	cident Location: parent Driver 1 Action: ssification of Accident:		Driving properly P.D. only
Acc App Cla Dri Dri	cident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age:		Driving properly P.D. only 49
Acc App Cla Dri Dri Dri	oident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition:		Driving properly P.D. only 49 Normal
Acc App Cla Dri Dri Dri Env	cident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex:		Driving properly P.D. only 49 Normal Male
Acc App Cla Dri Dri Env	cident Location: coarent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex: vironment Condition 1:		Driving properly P.D. only 49 Normal Male Clear
Acc App Cla Dri Dri Env Imp	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location:		Driving properly P.D. only 49 Normal Male Clear Thru lane
Acc App Cla Dri Dri Env Imp	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: fal Direction of Travel 1: fal Impact Type:		Driving properly P.D. only 49 Normal Male Clear Thru lane West
Acc App Cla Driv Driv Env Imp Init Lig	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: fal Direction of Travel 1: fal Impact Type:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle
Acc App Cla Driv Driv Env Imp Init Lig Ros	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: dal Direction of Travel 1: dal Impact Type: ent:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark
Acc App Cla Driv Driv Env Imp Init Lig Ros	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: dal Direction of Travel 1: dal Impact Type: ht: ad 1 Alignment:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill
Acc App Cla Driv Driv Env Imp Init Lig Roo Roo	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: ial Direction of Travel 1: ial Impact Type: int: ad 1 Alignment: ad 1 Character:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way
Acc App Cla Dri Dri Env Imp Init Lig Roo Roo Roo	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: cal Direction of Travel 1: cal Impact Type: ht: cad 1 Alignment: cad 1 Character: cad 1 Condition:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist
Acc App Cla Driv Driv Env Imp Init Lig Ros Ros Ros Ros	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: fal Direction of Travel 1: fal Impact Type: ht: fad 1 Alignment: fad 1 Character: fad 1 Condition: fad 1 Pavement Markings:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt
Acc App Cla Driv Driv Env Imp Init Lig Roo Roo Roo Roo Roo	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: fal Direction of Travel 1: fal Impact Type: ht: fad 1 Alignment: fad 1 Character: fad 1 Condition: fad 1 Pavement Markings: fad 1 Surface:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry
Acc App Cla Driv Driv Env Imp Init Lig Roo Roo Roo Roo Roo Roo Roo Roo Roo Ro	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: cal Direction of Travel 1: cal Impact Type: cal 1 Alignment: cal 1 Condition: cal 1 Condition: cal 1 Pavement Markings: cal 1 Surface: cal 1 Surface Condition: cal Jurisdiction:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district
Acc App Cla Dri Dri Env Imp Init Lig Roo Roo Roo Roo Roo Roo Roo See	sident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex: vironment Condition 1: pact Location: ial Direction of Travel 1: ial Impact Type: int: ad 1 Alignment: ad 1 Character: ad 1 Condition: ad 1 Pavement Markings: ad 1 Surface: ad 1 Surface Condition: ad Jurisdiction: quence of Events 1:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Animal - wild
Acc App Cla Dri Dri Env Imp Init Lig Roa Roa Roa Roa Roa Roa Roa See	cident Location: coarent Driver 1 Action: coarent Driver 1 Action: coarent Driver 1 Action: coarent Age: coarent Age: coarent Condition: coarent Condition: coarent Condition 1: coarent Location: coarent Locatio		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Animal - wild No control
Acc App Cla Driv Driv Env Imp Init Lig Ros	cident Location: coarent Driver 1 Action: ssification of Accident: ever 1 Age: ever 1 Condition: ever 1 Sex: evironment Condition 1: coact Location: fal Direction of Travel 1: fal Impact Type: ht: fad 1 Alignment: fad 1 Character: fad 1 Condition: fad 1 Pavement Markings: fad 1 Surface: fad 1 Surface: fad 1 Surface Condition: fad Jurisdiction:		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Animal - wild No control No apparent defect
Acc App Cla Driv Driv Env Imp Init Lig Ros Ros Ros Ros Ros Ros Ros Vet Vet	cident Location: coarent Driver 1 Action: coarent Driver 1 Action: coarent Driver 1 Action: coarent Age: coarent Age: coarent Condition: coarent Condition: coarent Condition 1: coarent Location: coarent Locatio		Driving properly P.D. only 49 Normal Male Clear Thru lane West SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Animal - wild No control

Accident Location: Non intersection

Accident	t ID:	02-1328	Date & Time:	December 3, 2002 11:58 am	cont'd
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	I Age:		121	
	Driver 1	Condition:		Normal	
	Driver 1	I Sex:		Female	
	Enviror	ment Condition 1:		Drifting snow	
		Location:		Not on roadway - left side	
		irection of Travel 1:		West	
	Initial Ir	npact Type:		SMV - fixed object or unattended vehicle	
	Light:			Dark	
	_	Alignment:		Curve on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Obscured	
		Surface:			
				Asphalt	
		Surface Condition:		Loose snow	
		urisdiction:		County or district	
		nce of Events 1:		Other	
		nce of Events 2:		Skidding/sliding	
		Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Passenger van (SUV)	
Accident Notes:	t ID:	06-161	Date & Time:	January 29, 2006 3:50 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
		cation of Accident:		Non-fatal injury	
	Driver 1			27	
		1 Condition:		Normal	
		I Injury:		Minimal	
	Driver 1			Male	
		ment Condition 1:		Rain	
		Object Offset 3:		Left of Roadway - Less than 3.1m	
		Location: virection of Travel 1:		Not on roadway - left side	
				West	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:			Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
				Exist	
	Road 1	Pavement Markings:		LAIGU	
		Pavement Markings: Surface:		Asphalt	
	Road 1	-			
	Road 1 Road 1	Surface:		Asphalt Slush	
	Road 1 Road 1 Road J	Surface: Surface Condition: urisdiction:		Asphalt Slush County or district	
	Road 1 Road 1 Road J Sequer	Surface: Surface Condition: urisdiction: nce of Events 1:		Asphalt Slush County or district Skidding/sliding	
	Road 1 Road 1 Road J Sequer Sequer	Surface: Surface Condition: urisdiction:		Asphalt Slush County or district	

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

Notes:	it ID:	07-0599	Date & Time:	November 26, 2007	6:30 pm	cont'd
	Initial Di	rection of Travel 1:		West		
	Initial Im	pact Type:		SMV - Other		
	Initial Lo	ocation 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 Ju	risdiction:		County or district		
	Seconda	ary Location of Vehicle 1 Damage or Area of Impact				
	Sequen	ce of Events 1:		Ran off road		
	Sequen	ce of Events 2:		Skidding/sliding		
	Sequen	ce of Events 3:		Cable guide rail		
	Traffic C	Control:		No control		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		None		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
Acciden Notes:		07-607	Date & Time:	December 4, 2007	9:55 pm	
	Acciden	t Location:				
				Non intersection		
		nt Driver 1 Action:		Lost control		
	Classific	nt Driver 1 Action: cation of Accident:		Lost control P.D. only		
	Classific Driver 1	nt Driver 1 Action: cation of Accident: Age:		Lost control P.D. only 35		
	Classific Driver 1 Driver 1	nt Driver 1 Action: cation of Accident: Age: Condition:		Lost control P.D. only 35 Normal		
	Classific Driver 1 Driver 1 Driver 1	nt Driver 1 Action: cation of Accident: Age: Condition: Sex:		Lost control P.D. only 35 Normal Male		
	Classific Driver 1 Driver 1 Driver 1 Environ	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1:		Lost control P.D. only 35 Normal Male Clear		
	Classific Driver 1 Driver 1 Driver 1 Environi Impact I	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s	side	
	Classific Driver 1 Driver 1 Driver 1 Environi Impact I Initial Di	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East	side	
	Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial Di Initial Im	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: apact Type:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other	side	
	Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial Di Initial Im	nt Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top	side	
	Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial Im Initial Lo Light:	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: coation of Vehicle 1 Damage or Area of Impact:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark	side	
	Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial Im Initial Lo Light: Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: capact Type: cocation of Vehicle 1 Damage or Area of Impact: Alignment:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill	side	
	Classific Driver 1 Driver 1 Driver 1 Environ Impact I Initial Im Initial Lo Light: Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: apact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Dri Initial Im Initial Lo Light: Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Im Initial Im Initial Lo Light: Road 1 Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: rection of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Di Initial Im Initial Lo Light: Road 1 Road 1 Road 1 Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Di Initial Im Initial Lo Light: Road 1 Road 1 Road 1 Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: rection of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Im Initial Lo Light: Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Im Initial Im Initial Lo Light: Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: rection of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Skidding/sliding	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Im Initial Lo Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: cocation: rection of Travel 1: cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: unsdiction:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Im Initial Lo Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ce of Events 1: ce of Events 2:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Skidding/sliding	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Di Initial Im Initial Lo Light: Road 1	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: ce of Events 1: ce of Events 2:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Skidding/sliding Rollover	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Di Initial Im Initial Lo Light: Road 1 R	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: crisdiction: ce of Events 1: ce of Events 2: control:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Skidding/sliding Rollover No control	side	
	Classific Driver 1 Driver 1 Environ Impact I Initial Im Initial Im Initial Im Road 1 R	at Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: cation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: crisdiction: ce of Events 1: ce of Events 2: control: 1 Condition:		Lost control P.D. only 35 Normal Male Clear Not on roadway - left s East SMV - Other Top Dark Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Skidding/sliding Rollover No control No apparent defect	side	

Accident Notes:	ID: 08-0061	Date & Time:	February 1, 2008 4:30 pm
Α	Accident Location:		Non intersection
Α	Apparent Driver 1 Action:		Driving properly
C	Classification of Accident:		P.D. only
D	Oriver 1 Age:		37
D	Oriver 1 Condition:		Normal
D	Oriver 1 Sex:		Female
E	Environment Condition 1:		Snow
Ir	mpact Location:		Thru lane
lr	nitial Direction of Travel 1:		West
lr	nitial Impact Type:		SMV - Other
	nitial Location of Vehicle 1 Damage or Area of Impact:		Left front corner
	ight:		Daylight
	Road 1 Alignment:		Straight on level
	Road 1 Character:		Undivided - two-way
	Road 1 Condition:		Good
R	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
	•		Ran off road
	Sequence of Events 2:		
	Sequence of Events 3:		Cable guide rail
	Thru Lane No.:		1
	Traffic Control:		No control
	/ehicle 1 Condition:		No apparent defect
	/ehicle 1 Damage:		Moderate
	/ehicle 1 Manoeuver:		Going ahead
V	/ehicle 1 Type:		Passenger van (SUV)
Accident Notes:	ID: 08-20349	Date & Time:	November 24, 2008 4:00 pm
Α	Accident Location:		Non intersection
А	Apparent Driver 1 Action:		Lost control
_	Classification of Accident:		P.D. only
D	Oriver 1 Age:		20
	Driver 1 Condition:		Normal
D	Driver 1 Sex:		Male
	Environment Condition 1:		Snow
	mpact Location:		Left shoulder
	nitial Direction of Travel 1:		West
	nitial Impact Type:		SMV - Other
			Siviv - Other
	nitial Location of Vehicle 1 Damage or Area of Impact:		Duck
	ight: Road 1 Alignment:		Dusk Straight on lovel
			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
R	Road Jurisdiction:		County or district

Accident ID: 08-20349 Notes:	Date & Time: November 24, 2008 4:00 pm	cont'd
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	

Accident ID: 01-0747 Notes: @911#1		Time: September 26, 2001 5:00 pm
Accident Location		Non intersection
Apparent Driver 1		Lost control
Classification of A		P.D. only
Driver 1 Age:	iccident.	128
Driver 1 Age. Driver 1 Condition		Normal
Driver 1 Sex:	1.	Male
Environment Con	dition 1:	Clear
Impact Location:	dition 1.	Not on roadway - right side
Initial Direction of	Travel 1:	East
Initial Impact Type		SMV - fixed object or unattended vehicle
	. .	
Light:	.	Daylight
Road 1 Alignmen		Straight on level
Road 1 Character		Undivided - two-way
Road 1 Condition		Good
Road 1 Pavemen	t Markings:	Exist
Road 1 Surface:		Asphalt
Road 1 Surface C		Dry
Road Jurisdiction		County or district
Sequence of Eve		Ran off road
Sequence of Eve	nts 3:	Ditch
Traffic Control:		No control
Vehicle 1 Condition	on:	No apparent defect
Vehicle 1 Manoeu	iver:	Going ahead
Vehicle 1 Type:		Automobile, station wagon
Accident ID: 02-0007 Notes:	Date &	Time: January 1, 2002 8:15 pm
Accident Location	:	Non intersection
Apparent Driver 1	Action:	Driving properly
Classification of A	ccident:	P.D. only
Driver 1 Age:		25
Driver 1 Sex:		Male
Environment Con	dition 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 Alignmen	t:	Straight on level
Road 1 Character		Undivided - two-way
Road 1 Condition		Good
Road 1 Pavemen		Exist
Road 1 Surface:	t manungo.	Asphalt
Road 1 Surface C	Condition:	Loose snow
Road Jurisdiction		County or district
Sequence of Eve		Animal - wild
Traffic Control:	III. 1.	No control
	on:	
Vehicle 1 Condition		No apparent defect
Vehicle 1 Manoeu	ivei.	Going ahead
Vehicle 1 Type:		Automobile, station wagon
Accident ID: 02-0089	Date &	Time: January 19, 2002 4:30 pm

Apparent Driver 1 Acidon: Apparent Driver 1 Acidon: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Female Environment Condition 1: Snow Impact Location: Initial Direction of Travel 1: East Initial Impact Type: Light Road 1 Alignment: Road 1 Condition: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Cost 1 Surface Condition: Road 2 Surface Condition: Road 2 Surface Condition: Road 3 Surface Condition: Road 4 Surface Condition: Road 5 Sequence of Events 1: County or district Vehicle 1 Condition: Vehicle 1 Condition: Apparent Driver 1 Acidon: Apparent Driver 1 Acidon: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Age: Driver 1 Condition: Normal Driver 1 Age: Driver 1 Condition: Normal Driver 1 Age: Driver 1 Condition: Curve on level Undivided - two-way Road 1 Surface Road 1 Roadwert Road 1 Condition: No apparent defect Coing ahead Roadwert Road 1 Roadwert Roadwert Road 1 Roadwert Roadwert Roadwert Roadwert Roadwert Roadwert Roadwert R	Accident ID: Notes:	02-0089	Date & Time:	January 19, 2002	4:30 pm	cont'd
Classification of Accident: P.D. only	Accide	nt Location:		Non intersection		
Driver 1 Age:	Appare	ent Driver 1 Action:		Lost control		
Driver 1 Condition: Normal	Classifi	ication of Accident:		P.D. only		
Driver 1 Sex:	Driver '	1 Age:		152		
Environment Condition 1:	Driver '	1 Condition:		Normal		
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 Condition: Loses enow Road 2 Surface Condition: Packet snow Road 2 Surface Condition: County or district Sequence of Events 1: Other Sequence of Events 2: Ran off road Traffic Control: No control Vehicle 1 Condition: 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: So Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: West Initial Impact Type: SMV - fixed object or unattended vehicle Light: Our on level Road 1 Alignment: Curve on level Road 1 Alignment: Curve on level Road 1 Surface: Asphalt Road Jurisdiction: Common in Township Sequence of Events 2: Rollower Road Jurisdiction: Township Sequence of Events 2: Rollower	Driver '	1 Sex:		Female		
Initial Direction of Travel 1: Initial Impact Type:	Enviror	nment Condition 1:		Snow		
Initial Direction of Travel 1: Initial Impact Type:	Impact	Location:		Not on roadway - rig	ht side	
Light: Daylight Road 1 Alignment: Straight on level Road 1 Character: Undivided - two-way Road 1 Pavement Markings: Obscured Road 1 Surface: Asphalt Road 1 Surface Condition: Loose snow Road 2 Surface Condition: County or district Road Jurisdiction: County or district Sequence of Events 1: Other Sequence of Events 2: Ran off road Sequence of Events 2: Ran off road Vehicle 1 Condition: 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: Automobile, station wagon Lost control Apparent Driver 1 Action: Lost control Lost control Classification of Accident: P.D. only Driver 1 Age: 56 Driver 1 Sex: Male Sequence of Event 2: Normal Impact Location: Normal	Initial D	Direction of Travel 1:		East		
Light: Daylight Road 1 Alignment: Straight on level Road 1 Character: Undivided - two-way Road 1 Pavement Markings: Obscured Road 1 Surface: Asphalt Road 1 Surface Condition: Loose snow Road 2 Surface Condition: County or district Road Jurisdiction: County or district Sequence of Events 1: Other Sequence of Events 2: Ran off road Sequence of Events 2: Ran off road Vehicle 1 Condition: 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: Automobile, station wagon Lost control Apparent Driver 1 Action: Lost control Lost control Classification of Accident: P.D. only Driver 1 Age: 56 Driver 1 Sex: Male Sequence of Event 2: Normal Impact Location: Normal	Initial Ir	mpact Type:		SMV - fixed object o	r unattended vehicle	
Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Character: Undivided - two-way Road 1 Character: Road 1 Character: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 2 Surface Condition: Road 3 Surface Condition: Road 2 Surface Condition: Road 3 Surface Condition: Road 4 Surface Condition: Road 5 Sequence of Events 1: Sequence of Events 2: Ran off road Traffic Control: Vehicle 1 Condition: Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Vehicle 1 Manoeuver: Vehicle 1 Type: Automobile, station wagon Accident ID: 03-0007 Date & Time: January 2, 2003 10:45 pm Notes: Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition: Not on roadway - right side Initial Direction of Travel 1: West Initial Impact Type: SMV - fixed object or unattended vehicle Initial Impact Type: Road 1 Alignment: Road 1 Alignment: Road 1 Condition: Good Road 1 Pawement Markings: Road 1 Surface: Asphalt Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road Jurisacicion: Road Jurisacicion: Road Jurisace Condition: Road Jurisace Road Surface: Road Jurisace Condition: Road Jurisace Road Surface Road Surface Road Surface Road		71		-		
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 2 Surface Condition: County or district 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 Moneuver: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: 03-0007 Date & Time: January 2, 2003 10:45 pm Notes: January 2, 2003 10:45 pm Notes: Accident Location: Non intersection Notes: Accident Location: Non intersection Notes: Classification of Accident: P.D. only P.D. only Driver 1 Age: So Normal Driver 1 Sex: Male Normal Environment Condition 1: Sonow Normal		Alianment:				
Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 2 Surface Condition: Sequence of Events 1: Sequence of Events 2: Road I Condition: Vehicle 1 Condition: Vehicle 1 Condition: Vehicle 1 Type: Vehicle 1 Type: Accident ID: Vehicle 1 Type: Accident ID: Vehicle 1 Type: Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only Driver 1 Age: Sequence of Events: Normal Driver 1 Age: Sequence of Events 2: Male Environment Condition 1: Snow Impact Location: Not on roadway - right side Initial Direction of Travel 1: Vest Road 1 Condition: Course on level Light: Road 1 Condition: Course on level Road 1 Condition: Road 1 Condition: Road 1 Condition: Road 1 Surface: Road 3 Surface: Road 4 Surface Condition: Road 4 Surface: Road 3 Surface: Road 3 Surface: Road 4 Surface: Road 4 Surface Condition: Road 4 Surface Condition: Road 4 Surface Condition: Road 5 Sequence of Events 2: Road 5 Cource on Events 2: Road 5 Cource on Events 2: Road 5 Cource on Events 2: Road 6 Cource on Events 2: Road 7 Cource on Events 2: Road 8 Road 9 R						
Road 1 Pavement Markings:						
Road 1 Surface: Road 2 Surface Condition: Road 2 Surface Condition: Road 2 Surface Condition: Road 3 Surface Condition: Road Jurisdiction: County or district Sequence of Events 1: Sequence of Events 2: Ran off road Traffic Control: No control Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Type: Automobile, station wagon Accident ID: O3-0007 Date & Time: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Age: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Initial Impact Coation: Initial Impact Type: SMV - fixed object or unattended vehicle Light: Road 1 Character: Undivided: Road 1 Condition: Road 1 Pavement Markings: Road 1 Condition: Road 1 Surface: Road 3 Surface: Road 4 Surface: Road 5 Surface: Road 6 Surface: Road 7 Surface: Road 7 Surface: Road 8 Surface: Road 9 Surface:						
Road 1 Surface Condition: Road 2 Surface Condition: Road 2 Surface Condition: Road 2 Surface Condition: Sequence of Events 1: Sequence of Events 2: Ran off road Traffic Control: Vehicle 1 Condition: No control Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: O3-0007 Date 8 Time: January 2, 2003 10:45 pm Notes: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Soft Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Initial Impact Type: Soft Road 1 Alignment: Road 1 Character: Undivided - two-way Road 1 Character: Road 1 Pavement Markings: Soquence of Events 1: Soquence of Events 1: Soquence of Events 1: Soquence of Events 1: Soquence of Events 2: Road Jurispiction 1 Source Road Jurispiction: Soquence of Events 1: Soquence of Events 2: Roal Sollover						
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 Initial Direction of Travel 1: 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 Jurisdiction:						
Sequence of Events 1: Sequence of Events 2: Ran off road Traffic Control: No control Vehicle 1 Condition: Vehicle 1 Manoeuver: Going ahead Vehicle 1 Type: Automobile, station wagon Accident ID: O3-0007 Date & Time: Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Environment Condition 1: Snow Impact Location: Not on roadway - right side Initial Direction of Travel 1: West Initial Impact Type: Classification of Accident: Dark Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Character: Road 1 Surface: Road 3 Sequence of Events 1: Curve on level Cother Road Jurisdiction: Clee Road Jurisdiction: Clee Road Jurisdiction: Cover of Events 1: Curve on level Curve on level Curve on level Road 1 Surface: Road 1 Surface: Road 3 Surface: Road 3 Surface: Road 4 Surface Condition: Cover on Events 1: Curve on Events 2: Rollover						
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: Sonow Impact Location: Not on roadway - right side Initial Direction of Travel 1: West Initial Impact Type: SMV - fixed object or unattended vehicle Light: Card 1 Alignment: Curve on level Road 1 Alignment: Good Road 1 Condition: Osscured Road 1 Condition: Good Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road 1 Surface: Asphalt Road Jurisdiction: Ice Road Jurisdiction: Ice Road Jurisdiction: Cover ice Road Jurisdiction: Cover ice Road Jurisdiction: Ice Road Jurisdiction: Ice Road Jurisdiction: Cover ice Road Jurisdiction: Cover ice Road Jurisdiction: Ice Road Jurisdiction: Ice Road Jurisdiction: Ice Road Jurisdiction: Cover ice Road Londrisdiction: Ice Road Jurisdiction: Ice Road Jurisdic				•		
Traffic Control: Vehicle 1 Condition: Vehicle 1 Manoeuver: Vehicle 1 Type: Automobile, station wagon Accident ID: 03-0007 Date & Time: January 2, 2003 10:45 pm Notes: Accident Location: Apparent Driver 1 Action: Classification of Accident: P.D. only Driver 1 Age: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Male Environment Condition 1: Snow Impact Location: Not on roadway - right side Initial Direction of Travel 1: Uset Initial Impact Type: SMV - fixed object or unattended vehicle Light: Road 1 Alignment: Road 1 Character: Road 1 Character: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 3 Surface: Road 3 Surface: Road 3 Surface: Road 3 Surface: Road 4 Surface: Road 5 Sequence of Events 2: Rollover						
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 Sex: Male Environment 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 Condition: Good Road 1 Condition: Good Road 1 Pavement Markings: Obscured Road 1 Surface: Asphalt Road 3 Surface: Asphalt Road 3 Jurisdiction: Township Sequence of Events 1: Other Sequence o						
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 Condition: Good Road 1 Condition: Good Road 1 Pavement Markings: Obscured Road 1 Surface: Asphalt Road 3 Juríace: Asphalt Road 3 Juríace: Township Sequence of Events 1: Other Sequence of Events 2: Rollover						
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 3 Unisdiction: Township Sequence of Events 1: Other Sequence of Events 2: Rollover						
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 Condition: Good 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				=		
Notes:Accident Location:Non intersectionApparent Driver 1 Action:Lost controlClassification of Accident:P.D. onlyDriver 1 Age:56Driver 1 Condition:NormalDriver 1 Sex:MaleEnvironment Condition 1:SnowImpact Location:Not on roadway - right sideInitial Direction of Travel 1:WestInitial Impact Type:SMV - fixed object or unattended vehicleLight:DarkRoad 1 Alignment:Curve on levelRoad 1 Character:Undivided - two-wayRoad 1 Condition:GoodRoad 1 Pavement Markings:ObscuredRoad 1 Surface:AsphaltRoad 3 Surface Condition:IceRoad 3 Surface Condition:IceRoad Jurisdiction:TownshipSequence of Events 1:OtherSequence of Events 2:Rollover	Venicie	e 1 Type:		Automobile, station	wagon	
Notes:Accident Location:Non intersectionApparent Driver 1 Action:Lost controlClassification of Accident:P.D. onlyDriver 1 Age:56Driver 1 Condition:NormalDriver 1 Sex:MaleEnvironment Condition 1:SnowImpact Location:Not on roadway - right sideInitial Direction of Travel 1:WestInitial Impact Type:SMV - fixed object or unattended vehicleLight:DarkRoad 1 Alignment:Curve on levelRoad 1 Character:Undivided - two-wayRoad 1 Condition:GoodRoad 1 Pavement Markings:ObscuredRoad 1 Surface:AsphaltRoad 3 Surface Condition:IceRoad 3 Surface Condition:IceRoad Jurisdiction:TownshipSequence of Events 1:OtherSequence of Events 2:Rollover	Accident ID:	03-0007	Date & Time:	January 2, 2003, 1	0:45 pm	
Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Impact Location: 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: Road 1 Pavement Markings: Obscured Road 1 Surface: Road 3 Surface: Road 3 Surface Condition: Road 3 Sequence of Events 1: Curve of Events 1: Cother Co			2410 4 1111101		от то р	
Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Impact Location: Initial Direction of Travel 1: Light: Road 1 Alignment: Road 1 Condition: Road 1 Condition: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Condition: Road 2 Sequence of Events 1: Sequence of Events 2: Road Suriadica Sequence of Events 2: Road 1 Condition: Classification Normal Road 1 Condition: Road 1 Sequence of Events 2: Road Road Road Road Road Sequence of Events 2: Road Road Road Road Road Road Road Road		nt Location:		Non intersection		
Classification of Accident: Driver 1 Age: Driver 1 Condition: Normal Driver 1 Sex: Male Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Road Jurisdiction: Road Jurisdiction: Road 1 Surface Condition: Road 1 Surface Condition: Road 1 Surface Condition: Road 2 Sequence of Events 1: Other Sequence of Events 2: Rollover						
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						
Driver 1 Condition: Driver 1 Sex: Male Environment Condition 1: Snow Impact Location: 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: Road J				•		
Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: 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: Road 3 Unisdiction: Road 4 Surface Condition: Road 5 Sequence of Events 1: Curve on level Curve on le						
Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Road 1 Surface Condition: Road 3 Urisdiction: Road 4 Surface Condition: Road 5 Sequence of Events 1: Road 6 Sequence of Events 2: Road 7 Surface Road 8 Snow Not on roadway - right side West Not on roadway - right side West Not on roadway - right side West Should side side Not on roadway - right side						
Impact Location:Not on roadway - right sideInitial Direction of Travel 1:WestInitial Impact Type:SMV - fixed object or unattended vehicleLight:DarkRoad 1 Alignment:Curve on levelRoad 1 Character:Undivided - two-wayRoad 1 Condition:GoodRoad 1 Pavement Markings:ObscuredRoad 1 Surface:AsphaltRoad 1 Surface Condition:IceRoad Jurisdiction:TownshipSequence of Events 1:OtherSequence of Events 2:Rollover				Male		
Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road 3 Jurisdiction: Road 4 Surface Condition: Road 5 Sequence of Events 2: Road 6 SMV - fixed object or unattended vehicle Shall - Surface of Events 1: Other Sequence of Events 2: Rollover						
Initial Impact Type: Light: Dark Road 1 Alignment: Curve on level Road 1 Condition: Good Road 1 Pavement Markings: Obscured Road 1 Surface: Asphalt Road 1 Surface Condition: Ice Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Road Surface on unattended vehicle Surface on unattended vehicle Surface on unattended vehicle Surface of Events 1: Surface on level Undivided - two-way Surface of Events 0 Surface of Events 1: Surface on level Surface on le				, ,	ht side	
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				West		
Road 1 Alignment: 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: Sequence of Events 1: Other Sequence of Events 2: Road I Surface Road Jurisdiction: Road Jurisdiction:	Initial Ir	mpact Type:		SMV - fixed object o	r unattended vehicle	
Road 1 Character: Road 1 Condition: Good Road 1 Pavement Markings: Obscured Road 1 Surface: Road 1 Surface: Road 1 Surface Condition: Ice Road Jurisdiction: Township Sequence of Events 1: Other Sequence of Events 2: Rollover	Light:			Dark		
Road 1 Condition: 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	Road 1	Alignment:		Curve on level		
Road 1 Pavement Markings: Road 1 Surface: Asphalt Road 1 Surface Condition: Ice Road Jurisdiction: Township Sequence of Events 1: Other Sequence of Events 2: Rollover	Road 1	Character:		Undivided - two-way		
Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Road Jurisdiction: Other Rollover	Road 1	Condition:		Good		
Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 2: Rollover	Road 1	Pavement Markings:		Obscured		
Road 1 Surface Condition: Ice Road Jurisdiction: Township Sequence of Events 1: Other Sequence of Events 2: Rollover		-		Asphalt		
Road Jurisdiction: Township Sequence of Events 1: Other Sequence of Events 2: Rollover						
Sequence of Events 1: Other Sequence of Events 2: Rollover						
Sequence of Events 2: Rollover						
DELOCATE OF A VEHICA O				Ditch		
Traffic Control: No control						
Vehicle 1 Condition: No apparent defect						

Acciden	it ID:	03-0007	Date & Time:	January 2, 2003 10:45 pm	cont'd
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile, station wagon	
Acciden	t ID:	05-0732d	Date & Time:	July 1, 2005 7:30 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	I Age:		49	
	Driver 1	1 Condition:		Normal	
	Driver 1	I Sex:		Male	
	Enviror	ment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		East	
	Initial Ir	mpact Type:		SMV - Other	
	Initial L	ocation 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 J	urisdiction:		Provincial highway	
	Sequer	nce of Events 1:		Other	
	Thru La	ane 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	
Acciden	t ID:	05-0785	Date & Time:	July 17, 2005 3:40 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Failed to yield right-of-way	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1	I Age:		17	
		Condition:		Normal	
	Driver 1	l Injury:		None	
	Driver 1	· ·		Male	
	Driver 2			49	
		2 Condition:		Normal	
		2 Injury:		None	
	Driver 2	• •		Male	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		irection of Travel 1:		East	
		virection of Travel 2:		West	
		npact Type:		Turning movement	

Accident ID: Notes:	05-0785	Date & Time:	July 17, 2005 3:40 pm	cont'd
Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Right front corner	
Light:			Daylight	
Road '	1 Alignment:		Straight on level	
Road ²	I Character:		Undivided - two-way	
Road 1	I Condition:		Good	
Road ²	Pavement Markings:		Exist	
Road ²	Surface:		Asphalt	
Road ²	Surface Condition:		Dry	
Road 2	2 Alignment:		Straight on level	
	2 Condition:		Good	
Road 2	2 Pavement Markings:		Exist	
	2 Surface:		Asphalt	
	2 Surface Condition:		Dry	
	Jurisdiction:		Municipal (excl. Twp. Rd.)	
	dary Location of Vehicle 1 Damage or Area of Impact:		Left front corner	
	ane No.:		3	
	Control:		No control	
	e 1 Condition:			
			No apparent defect	
	e 1 Damage:		Light	
	e 1 Manoeuver:		Turning right	
	e 1 Type:		Automobile	
	e 2 Condition:		No apparent defect	
	e 2 Damage:		Light	
	e 2 Manoeuver:		Going ahead	
Vehicle	e 2 Type:		Automobile	
Accident ID:	5-1320	Date & Time:	December 7, 2005 2:15 p	m
Notes:				
140103.				
	nt Location:		Non intersection	
Accide	nt Location: ent Driver 1 Action:		Non intersection Speed too fast for condition	
Accide Appare				
Accide Appare	ent Driver 1 Action: ication of Accident:		Speed too fast for condition	
Accide Appare Classit Driver	ent Driver 1 Action: ication of Accident:		Speed too fast for condition P.D. only	
Accide Appare Classit Driver	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition:		Speed too fast for condition P.D. only 27	
Accide Appare Classif Driver Driver Driver	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex:		Speed too fast for condition P.D. only 27 Normal	
Accide Appare Classif Driver Driver Driver Enviro	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1:		Speed too fast for condition P.D. only 27 Normal Female Clear	3.1m
Accide Appare Classif Driver Driver Driver Enviro	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than	
Accide Appare Classif Driver Driver Driver Enviro Fixed (ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than	
Accide Appare Classif Driver Driver Driver Enviro Fixed Impact	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side	
Accide Appare Classif Driver Driver Enviro Fixed (Impact	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Oirection of Travel 1:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West	
Accide Appare Classif Driver Driver Enviro Fixed Impace Initial I	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Direction of Travel 1: mpact Type:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial I	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Oirection of Travel 1:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial L Light:	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Direction of Travel 1: mpact Type: Location of Vehicle 1 Damage or Area of Impact:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight	
Accide Appare Classif Driver Driver Enviro Fixed Impact Initial I Light: Road	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Direction of Travel 1: mpact Type: Location of Vehicle 1 Damage or Area of Impact: I Alignment:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial I Light: Road	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Diject Offset 1: Diject Offset 2: Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: I Alignment: I Character:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way	
Accide Appare Classif Driver Driver Driver Enviro Fixed (Impact Initial I Initial I Light: Road (Road (ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Diject Offset 1: Diject Offset 2: Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: I Alignment: I Character: I Condition:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial L Light: Road (Road (Road (ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Dipict Offset 1: Dipict Offset 2: Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: I Character: I Character: I Condition: I Pavement Markings:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial L Light: Road (R	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Direction of Travel 1: mpact Type: Location of Vehicle 1 Damage or Area of Impact: I Alignment: I Character: I Condition: I Pavement Markings: I Surface:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial I Light: Road (R	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Oirection of Travel 1: mpact Type: Location of Vehicle 1 Damage or Area of Impact: I Character: I Character: I Condition: I Pavement Markings: I Surface: I Surface Condition:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Slush	
Accide Appare Classif Driver Driver Enviro Fixed (Impact Initial I Initial I Light: Road (R	ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Object Offset 1: Object Offset 2: Location: Oirection of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: I Character: I Condition: I Pavement Markings: I Surface: I Surface: I Surface Condition: Jurisdiction:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Slush County or district	
Accide Appare Classif Driver Driver Driver Enviro Fixed (Impact Initial I Initial I Light: Road (R	ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: Object Offset 1: Object Offset 2: Location: Oirection of Travel 1: mpact Type: Location of Vehicle 1 Damage or Area of Impact: I Character: I Character: I Condition: I Pavement Markings: I Surface: I Surface Condition:		Speed too fast for condition P.D. only 27 Normal Female Clear Right of Roadway - Less than Right of Roadway - Less than Not on roadway - right side West SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Exist Asphalt Slush	

Acciden	t 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
Acciden	t ID:	06-0021	Doto ⁹ Timo	January 0, 2006, 11:00 pm
Notes:	t iD:	Deer	Date & Time:	January 9, 2006 11:00 pm
Notes.	A : -l			Non-linkous sellon
		nt Location:		Non intersection
		nt Driver 1 Action:		Driving properly
		cation of Accident:		P.D. only
	Driver 1	-		66
		Condition:		Normal
	Driver 1			Male
		ment Condition 1:		Snow
	•	Location:		Thru lane
		irection of Travel 1:		West
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Right front
	Light:			Dark
		Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
	Road 1	Pavement Markings:		Exist
	Road 1	Surface:		Asphalt
	Road 1	Surface Condition:		Wet
	Road J	urisdiction:		Provincial highway
	Second	ary Location of Vehicle 1 Damage or Area of Impact:		Right centre
	Sequen	ce of Events 1:		Animal - wild
	Thru La	ne 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
Acciden	t ID:	06-1273	Date & Time:	December 12, 2006 10:30 pm
Notes:		Deer	2400 00 1111101	
	Accider	nt Location:		Non intersection
		nt Driver 1 Action:		Driving properly
		cation of Accident:		P.D. only
	Driver 1			52
		Condition:		Normal
	Driver 1			Female
		ment Condition 1:		Clear
		Location:		Thru lane
		irection of Travel 1:		West SMV Other
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner
	Light:	A linear and		Dark
	Road 1	Alignment:		Straight on level

A!-!	4 ID:	00.4072	D-4- 0 Ti	December 42, 2000, 40:20 mm	41 -1
Acciden	t ID:	06-1273	Date & Time:	December 12, 2006 10:30 pm	cont'd
Notes:		Deer			
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		urisdiction:		County or district	
		nce of Events 1:		Animal - wild	
		ane No.:		1	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Damage:		Light	
		1 Manoeuver:		Going ahead	
	Vehicle	: 1 Type:		Automobile	
Acciden	t ID:	07-0189	Date & Time:	March 5, 2007 5:45 am	
Notes:		Deer			
	Accide	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	
	Classif	cation of Accident:		P.D. only	
	Driver	1 Age:		42	
		1 Condition:		Normal	
	Driver	1 Sex:		Male	
	Enviror	nment Condition 1:		Snow	
	Impact	Location:		Thru lane	
		Direction of Travel 1:		East	
	Initial I	mpact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner	
	Light:	<u> </u>		Dawn	
	_	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Obscured	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Loose snow	
		urisdiction:		County or district	
		dary Location of Vehicle 1 Damage or Area of Impact	:	Front centre	
		nce of Events 1:		Animal - wild	
		ane No.:		1	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Manoeuver:		Going ahead	
		1 Type:		Automobile	
Acciden	t ID:	08-0040	Date & Time:	January 22, 2008 9:30 am	
	Accide	nt Location:		Non intersection	
		ent Driver 1 Action:		Lost control	
		ication of Accident:		P.D. only	
	Driver			30	
		1 Age. 1 Condition:		Normal	
	Driver				
	Dilver	I JCA.		Female	

Accident ID: Notes:	: 08-0040	Date & Time:	January 22, 2008	9:30 am	cont'd
Env	rironment Condition 1:		Snow		
Imp	act Location:		Right shoulder		
Initia	al Direction of Travel 1:		West		
Initia	al Impact Type:		SMV - Other		
Initia	al Location of Vehicle 1 Damage or Area of Impact:		Front centre		
Ligh	nt:		Daylight		
Roa	ad 1 Alignment:		Straight on level		
Roa	ad 1 Character:		Undivided - two-way	1	
Roa	ad 1 Condition:		Good		
Roa	ad 1 Pavement Markings:		Obscured		
Roa	ad 1 Surface:		Asphalt		
Roa	ad 1 Surface Condition:		Packed snow		
Roa	ad Jurisdiction:		County or district		
Seq	quence of Events 1:		Skidding/sliding		
Seq	quence of Events 2:		Ran off road		
Seq	quence of Events 3:		Cable guide rail		
Traf	ffic Control:		No control		
Veh	nicle 1 Condition:		No apparent defect		
Veh	nicle 1 Damage:		Moderate		
Veh	nicle 1 Manoeuver:		Going ahead		
Veh	nicle 1 Type:		Passenger van (SU\	V)	
Accident ID: Notes:	: 08-0059	Date & Time:	February 1, 2008	5:50 pm	
Notes:	: 08-0059 cident Location:	Date & Time:	February 1, 2008 Non intersection	5:50 pm	
Notes:		Date & Time:		5:50 pm	
Notes: Acc App	sident Location:	Date & Time:	Non intersection	5:50 pm	
Notes: Acc App Class	cident Location: parent Driver 1 Action:	Date & Time:	Non intersection Lost control	5:50 pm	
Notes: Acc App Clas Driv	cident Location: parent Driver 1 Action: ssification of Accident:	Date & Time:	Non intersection Lost control P.D. only	5:50 pm	
Acc App Class Driv	eident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age:	Date & Time:	Non intersection Lost control P.D. only 44	5:50 pm	
Notes: Acc App Clas Driv Driv Driv	orident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition:	Date & Time:	Non intersection Lost control P.D. only 44 Normal	5:50 pm	
Acc App Clas Driv Driv Env	cident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female	5:50 pm	
Acc App Class Driv Driv Env	cident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex: vironment Condition 1:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow	5:50 pm	
Acc App Class Driv Driv Env Imp Initia	cident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex: vironment Condition 1: pact Location:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder	5:50 pm	
Notes: Acc App Clas Driv Driv Driv Imp Initia	cident Location: parent Driver 1 Action: ssification of Accident: ver 1 Age: ver 1 Condition: ver 1 Sex: vironment Condition 1: pact Location: al Direction of Travel 1:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West	5:50 pm	
Notes: Acc App Clas Driv Driv Driv Imp Initia	cident Location: parent Driver 1 Action: parent Driver 1 Action: parent Driver 1 Action: parent Age: parent Condition: parent Condition: parent Sex: parent Condition 1: parent Location: parent Location: parent Location of Travel 1: parent Location of Travel 1: parent Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other	5:50 pm	
Notes: Acc App Clas Driv Driv Driv Env Imp Initia Initia Ligh	cident Location: parent Driver 1 Action: parent Driver 1 Action: parent Driver 1 Action: parent Age: parent Condition: parent Condition: parent Sex: parent Condition 1: parent Location: parent Location: parent Location of Travel 1: parent Location of Travel 1: parent Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre	5:50 pm	
Acc App Clas Driv Driv Driv Imp Initia Initia Ligh	cident Location: parent Driver 1 Action: parent Driver 1 Action: parent Driver 1 Action: parent Age: parent Condition: parent Condition: parent Condition 1: parent Location: parent Location: parent Location: parent Location: parent Location: parent Location: parent Location of Travel 1: parent Location of Travel 1: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark	5:50 pm	
Acc App Clas Driv Driv Env Imp Initia Initia Ligh Roa Roa	cident Location: parent Driver 1 Action: passification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level	5:50 pm	
Acc App Clas Driv Driv Env Imp Initia Initia Ligh Roa Roa	cident Location: parent Driver 1 Action: passification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: pal Direction of Travel 1: pal Impact Type: pal Location of Vehicle 1 Damage or Area of Impact: pat 1 Alignment: pad 1 Alignment: pad 1 Character:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier	5:50 pm	
Acc App Clas Driv Driv Env Imp Initia Initia Ligh Roa Roa Roa	cident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: al Direction of Travel 1: al Impact Type: al Location of Vehicle 1 Damage or Area of Impact: and 1 Alignment: and 1 Character: and 1 Condition:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good	5:50 pm	
Notes: Acc App Clas Driv Driv Driv Env Imp Initia Initia Ligh Roa Roa Roa Roa Roa	cident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: pact Location: pact Location of Travel 1: pal Impact Type: pal Location of Vehicle 1 Damage or Area of Impact: pad 1 Alignment: pad 1 Character: pad 1 Condition: pad 1 Condition: pad 1 Pavement Markings:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist	5:50 pm	
Notes: Acc App Clas Driv Driv Driv Env Imp Initia Initia Ligh Roa Roa Roa Roa Roa Roa Roa Roa	cident Location: parent Driver 1 Action: parent Driver 1 Action: passification of Accident: per 1 Age: per 1 Condition: per 1 Sex: p	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow	5:50 pm	
Notes: Acc App Clas Driv Driv Env Imp Initia Initia Ligh Roa	cident Location: parent Driver 1 Action: passification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: pal Direction of Travel 1: pal Impact Type: pal Location of Vehicle 1 Damage or Area of Impact: pat 1 Alignment: pad 1 Alignment: pad 1 Condition: pad 1 Pavement Markings: pad 1 Surface: pad 1 Surface Condition: pad 3 Jurisdiction:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow County or district	5:50 pm	
Notes: Acc App Class Driv Driv Env Imp Initia Initia Ligh Roa	cident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: pal Direction of Travel 1: pal Impact Type: pal Location of Vehicle 1 Damage or Area of Impact: pat 1 Alignment: pad 1 Alignment: pad 1 Condition: pad 1 Pavement Markings: pad 1 Surface: pad 1 Surface Condition: pad 1 Jurisdiction: pad 3 Jurisdiction: pad 3 Jurisdiction: pad 4 Jurisdiction: pad 5 Jurisdiction: pad 6 Jurisdiction: pad 6 Jurisdiction: pad 7 Jurisdiction: pad 8 Jurisdiction: pad 9 Jurisdiction:	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow County or district Cable guide rail	5:50 pm	
Notes: Acc App Class Driv Driv Env Imp Initia Initia Ligh Roa	cident Location: parent Driver 1 Action: parint Driver 1 Action: parint Age: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow County or district Cable guide rail Curb	5:50 pm	
Notes: Acc App Clas Driv Driv Env Imp Initia Initia Initia Roa Roa Roa Roa Roa Roa Roa Roa Roa Ro	cident Location: parent Driver 1 Action: parint Driver 1 Action: parint Jape: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: part Location of Travel 1: pal Impact Type: pal Location of Vehicle 1 Damage or Area of Impact: part 1 Alignment: part 1 Alignment: part 1 Alignment: part 2 Alignment: part 3 Alignment: part 4 Condition: part 4 Surface: part 5 Alignment Markings: part 6 Alignment Markings: part 7 Alignment Markings: part 7 Alignment Markings: part 8 Alignment Markings: part 9 Alignment Markings: part 9 Alignment Markings: part 1 Surface Condition: part 9 Alignment Markings: part 1 Alignment Markings: part 1 Alignment Markings: part 2 Alignment Markings: part 3 Alignment Markings: part 4 Alignment M	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow County or district Cable guide rail Curb No control	5:50 pm	
Notes: Acc App Clas Driv Driv Env Imp Initia Initia Ligh Roa	cident Location: parent Driver 1 Action: parint Driver 1 Action: parint Jape: parent Age: parent Condition: parent Sex: parent Condition 1: pact Location: parent Location of Travel 1: parent Location of Travel 1: parent Location of Vehicle 1 Damage or Area of Impact: parent Location of	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow County or district Cable guide rail Curb No control No apparent defect	5:50 pm	
Notes: Acc App Clas Driv Driv Driv Env Imp Initia Initia Ligh Roa	cident Location: parent Driver 1 Action: parint Driver 1 Action: parint Jape: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: pact Location: part Location of Travel 1: pal Impact Type: pal Location of Vehicle 1 Damage or Area of Impact: part 1 Alignment: part 1 Alignment: part 1 Alignment: part 2 Alignment: part 3 Alignment: part 4 Condition: part 4 Surface: part 5 Alignment Markings: part 6 Alignment Markings: part 7 Alignment Markings: part 7 Alignment Markings: part 8 Alignment Markings: part 9 Alignment Markings: part 9 Alignment Markings: part 1 Surface Condition: part 9 Alignment Markings: part 1 Alignment Markings: part 1 Alignment Markings: part 2 Alignment Markings: part 3 Alignment Markings: part 4 Alignment M	Date & Time:	Non intersection Lost control P.D. only 44 Normal Female Snow Right shoulder West SMV - Other Front centre Dark Straight on level Divided - no barrier Good Exist Asphalt Packed snow County or district Cable guide rail Curb No control	5:50 pm	

Accident	ID:	08-0105	Date & Time:	February 15, 2008 10:00 pm	
Notes:		Deer			
Α	Acciden	t Location:		Intersection related	
		at Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			57	
		Condition:		Normal	
	Driver 1			Female	
		ment Condition 1:		Clear	
		Location:		Thru lane	
		rection of Travel 1:		East	
		pact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner	
		cation of vehicle 1 Damage of Area of Impact.		Dark	
	_ight:	Alignment:			
		Character:		Straight on level	
		Condition:		Undivided - two-way	
				Good Obscured	
		Pavement Markings: Surface:			
		Surface: Surface Condition:		Asphalt Pagked anow	
				Packed snow	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
•		Condition:		Good	
		Pavement Markings:		Obscured	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
		risdiction:		County or district	
		ary Location of Vehicle 1 Damage or Area of Impact:		Front centre	
		ce of Events 1:		Animal - wild	
		ne No.:		1	
	Traffic C			No control	
		1 Condition:		No apparent defect	
		1 Damage:		Moderate	
		1 Manoeuver:		Going ahead	
\	√ehicle	1 Type:		Automobile	
Accident Notes:	ID:	08-0128 2 Pedestrians Struck	Date & Time:	February 29, 2008 6:05 pm	
		t Location:		Non intersection	
A	Apparer	t Driver 1 Action:		Lost control	
A	Apparer	t Driver 2 Action:		Other	
(Classific	eation of Accident:		Non-fatal injury	
	Driver 1	Age:		18	
[Driver 1	Condition:		Normal	
[Oriver 1	Sex:		Female	
[Oriver 2	Condition:		Other	
Е	Environ	ment Condition 1:		Drifting snow	
E	Environ	ment Condition 2:		Strong wind	
ı	mpact I	ocation:		Right shoulder	
		rection of Travel 1:		West	
		rection of Travel 2:		West	
- 1	nitial Im	pact Type:		SMV - Other	
		cation of Vehicle 1 Damage or Area of Impact:		Right front corner	

Acciden Notes:	t ID:	08-0128 2 Pedestrians Struck	Date & Time:	February 29, 2008 6	6:05 pm	cont'd
	Initial L	ocation of Vehicle 2 Damage or Area of Impact:		Front centre		
	Light:			Dusk		
	Pedest	rian 1 Action:		On sidewalk or shoulde	er	
	Pedest	rian 2 Action:		On sidewalk or shoulde	er	
	Road 1	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Obscured		
		Surface:		Asphalt		
		Surface Condition:		Ice		
		Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Obscured		
		Surface:		Asphalt		
		Surface Condition:		Ice		
		urisdiction:		County or district		
		dary Location of Vehicle 1 Damage or Area of Impact		Right centre		
		dary Location of Vehicle 2 Damage or Area of Impact		Undercarriage		
	Seque	nce of Events 1:		Pedestrian		
	Seque	nce 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		
		2 Condition:		No apparent defect		
	Vehicle	2 Damage:		Severe		
		2 Type:		Automobile		
Acciden Notes:	t ID:	08-20030 Deer	Date & Time:	March 15, 2008 10:3	30 pm	
	Accide	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Driving properly		
		ication of Accident:		P.D. only		
	Driver	1 Age:		21		
		1 Condition:		Normal		
	Driver			Female		
		nment Condition 1:				
				Clear Thru lane		
	Impact Location:					
	Initial Direction of Travel 1:			West		
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner		
	Light:			Dark		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
	Road 1	Surface:		Asphalt		

Accident	ID:	08-20030	Date & Time:	March 15, 2008 10:30 pm	cont'd
Notes:		Deer			
	Road 1	Surface Condition:		Dry	
		Character:		Undivided - two-way	
I	Road 2	Condition:		Good	
I	Road 2	Surface:		Asphalt	
I	Road 2	Surface Condition:		Dry	
l	Road J	urisdiction:		County or district	
;	Second	lary Location of Vehicle 1 Damage or Area of Impact:			
;	Sequer	nce of Events 1:		Animal - wild	
-	Thru La	ane 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 Notes:	ID:	08-20350	Date & Time:	November 24, 2008 5:55 pm	
,	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
(Classifi	cation of Accident:		P.D. only	
	Driver 1	I Age:		58	
		Condition:		Normal	
I	Driver 1	I Sex:		Female	
	Enviror	ment Condition 1:		Snow	
		Location:		Right shoulder	
		irection of Travel 1:		West	
	Initial Ir	npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
	Light:	γ		Dark	
	-	Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Obscured	
		Surface:		Asphalt	
		Surface Condition:		Ice	
		urisdiction:		County or district	
		lary Location of Vehicle 1 Damage or Area of Impact:		Left front	
		nce of Events 1:		Skidding/sliding	
		nce of Events 2:		Cable guide rail	
		Control:		No control	
		1 Condition:			
				No apparent defect	
		1 Damage: 1 Manoeuver:		Light Coing shood	
		1 Type:		Going ahead Automobile	
Accident Notes:		09-00010	Date & Time:	January 4, 2009 6:30 pm	
Notes.	۸ i - i	nt Location:		Non intersection	
	Accidei				
		nt Driver 1 Action:		Speed too fast for condition	
,	Appare	nt Driver 1 Action: cation of Accident:		Speed too fast for condition P.D. only	

Accider Notes:	nt ID: 09-00010	Date & Time:	January 4, 2009 6:30 pm	cont'd
	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	
Accider Notes:	nt ID: 09-00047	Date & Time:	January 11, 2009 11:25 pm	
	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:			
	Driver 1 Sex: Environment Condition 1:		Normal	
			Normal Male	
	Environment Condition 1:		Normal Male Snow	
	Environment Condition 1: Impact Location:		Normal Male Snow Left shoulder	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1:		Normal Male Snow Left shoulder West	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:		Normal Male Snow Left shoulder West SMV - Other	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact:		Normal Male Snow Left shoulder West SMV - Other Front centre	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light:		Normal Male Snow Left shoulder West SMV - Other Front centre Dark	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment:		Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character:		Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition:		Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings:		Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured Asphalt	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:	ot:	Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured Asphalt Loose snow	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:	ct:	Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured Asphalt Loose snow	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impact	ct:	Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impacts Sequence of Events 1:	ct:	Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Snowbank/drift	
	Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Initial Location of Vehicle 1 Damage or Area of Impact: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Secondary Location of Vehicle 1 Damage or Area of Impacts Sequence of Events 1: Traffic Control:	ct:	Normal Male Snow Left shoulder West SMV - Other Front centre Dark Curve on hill Undivided - two-way Good Obscured Asphalt Loose snow County or district Snowbank/drift No control	

Accident ID: Notes:	09-00070	Date & Time:	January 18, 2009 2:46 pm
Accide	ent Location:		Non intersection
Appar	ent Driver 1 Action:		Speed too fast for condition
Classi	fication of Accident:		P.D. only
Driver	1 Age:		38
Driver	1 Condition:		Normal
Driver	1 Sex:		Female
Enviro	nment Condition 1:		Snow
Impac	t Location:		Right shoulder
Initial I	Direction of Travel 1:		West
Initial	mpact Type:		SMV - Other
	Location of Vehicle 1 Damage or Area of Impact:		Front centre
Light:			Daylight
<u> </u>	1 Alignment:		Straight on level
	1 Character:		Undivided - two-way
	1 Condition:		Good
Road	1 Pavement Markings:		Exist
	1 Surface:		Asphalt
	1 Surface Condition:		Loose snow
	Jurisdiction:		County or district
	ence of Events 1:		Cable guide rail
	Control:		No control
	e 1 Condition:		No apparent defect
			Moderate
	e 1 Damage:		
	e 1 Manoeuver:		Going ahead
venici	e 1 Type:		Passenger van (SUV)
Accident ID:			
ACCIDENT ID:	09-00169	Date & Time:	February 18, 2009 8:45 pm
	09-00169	Date & Time:	February 18, 2009 8:45 pm
Notes:		Date & Time:	
Notes:	ent Location:	Date & Time:	Non intersection
Notes: Accide Appare	ent Location: ent Driver 1 Action:	Date & Time:	Non intersection Lost control
Notes: Accide Appare Classi	ent Location: ent Driver 1 Action: fication of Accident:	Date & Time:	Non intersection Lost control P.D. only
Notes: Accide Appar Classi Driver	ent Location: ent Driver 1 Action: fication of Accident: 1 Age:	Date & Time:	Non intersection Lost control P.D. only 23
Accide Appare Classi Driver	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition:	Date & Time:	Non intersection Lost control P.D. only 23 Normal
Accided Appare Classis Driver Driver Driver	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female
Accided Apparent Classis Driver Driver Driver Environ	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow
Notes: Accide Appar Classi Driver Driver Enviro Impac	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder
Notes: Accide Appare Classi Driver Driver Enviro Impac Initial	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West
Accided Apparent Classis Driver Driver Driver Environ Impact Initial Initial	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other
Accided Appare Classis Driver Driver Environ Impact Initial Initial Initial	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light:	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight
Notes: Accide Appare Classi Driver Driver Enviro Impac Initial Initial Light: Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front
Notes: Accide Appare Classi Driver Driver Enviro Impac Initial Initial Light: Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light: Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light: Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light: Road Road Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light: Road Road Road Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good Obscured
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light: Road Road Road Road Road Road Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface:	Date & Time:	Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good Obscured Asphalt
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial Initial Light: Road Road Road Road Road Road Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: mpact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition:		Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow
Notes: Accide Appar Classi Driver Driver Enviro Impac Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Alignment: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface: 1 Surface Condition: Jurisdiction:		Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow County or district Left side complete
Notes: Accide Appare Classi Driver Driver Enviro Impace Initial I Initial I Light: Road Road Road Road Road Road Road Road	ent Location: ent Driver 1 Action: fication of Accident: 1 Age: 1 Condition: 1 Sex: nment Condition 1: t Location: Direction of Travel 1: Impact Type: Location of Vehicle 1 Damage or Area of Impact: 1 Character: 1 Condition: 1 Pavement Markings: 1 Surface: 1 Surface Condition: Jurisdiction: dary Location of Vehicle 1 Damage or Area of Impact		Non intersection Lost control P.D. only 23 Normal Female Snow Right shoulder West SMV - Other Left front Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow County or district

Acciden	t ID:	09-00169	Date & Time:	February 18, 2009	8:45 pm	cont'd
Notes:						
		1 Damage:		Severe		
		1 Manoeuver:		Slowing or stopping		
	Vehicle	1 Type:		Automobile		
Acciden Notes:	t ID:	09-00181	Date & Time:	February 21, 2009	7:45 pm	
		nt Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1			37		
		Condition:		Normal		
	Driver 1			Male		
		ment Condition 1:		Snow		
		ment Condition 2:		Strong wind		
		Location:		Off highway		
		irection of Travel 1:		West		
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:			Dark		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Obscured		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Loose snow		
	Road 2	Surface Condition:		Ice		
	Road Ju	urisdiction:		County or district		
	Second	ary Location of Vehicle 1 Damage or Area of Impact				
		ce of Events 1:		Skidding/sliding		
	Sequen	ce of Events 2:		Construction marker		
	Sequen	ce of Events 3:		Culvert		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Moderate		
	Vehicle	1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
Acciden Notes:	t ID:	11-00031 500m west of Penetanguishene Road - no driv		January 12, 2011	5:40 am	
	Accider	nt Location:		Non intersection		
	Apparei	nt Driver 1 Action:		Driving properly		
	Classific	cation of Accident:		P.D. only		
	Driver 1	Age:		6		
	Driver 1	Condition:		Normal		
	Environ	ment Condition 1:		Snow		
	Impact	Location:		Thru lane		
	Initial D	irection of Travel 1:		West		
	Initial In	npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete		
	Light:			Dark		
		Alignment:		Straight on hill		
		Character:		Undivided - two-way		

Accident ID: Notes:	11-00031 500m west of Penetanguishene Road - no driv	January 12, 2011	5:40 am	cont'd
Road 1	Condition:	Good		
Road 1	Pavement Markings:	Obscured		
Road 1	Surface:	Asphalt		
Road 1	Surface Condition:	Loose snow		
Road J	urisdiction:	County or district		
Sequer	ice of Events 1:	Animal - wild		
Thru La	ine 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		

Acciden	t ID:	04-0452	Date & Time:	March 12, 2004 8:00 pm
Notes:		50m west of Line 3		
		t Location:		Non intersection
	• •	nt Driver 1 Action:		Lost control
		cation of Accident:		Non-fatal injury
	Driver 1	Age:		51
		Condition:		Normal
	Driver 1			Male
		ment Condition 1:		Snow
	Impact	Location:		Off highway
	Initial D	irection of Travel 1:		East
	Initial In	npact Type:		SMV - Other
	Initial L	ocation 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
		Surface:		Asphalt
	Road 1	Surface Condition:		Dry
	Road J	urisdiction:		County or district
	Second	ary Location of Vehicle 1 Damage or Area of Impact:		Тор
		ce of Events 1:		Ran off road
		ce of Events 2:		Rollover
		ce of Events 3:		Ditch
	Traffic (No control
		1 Condition:		No apparent defect
	Vehicle	1 Damage:		Severe
		1 Manoeuver:		Going ahead
	Vehicle	1 Type:		Truck - closed
Acciden	t ID:	05-0224	Date & Time:	January 24, 2005 8:50 pm
	Accider	t Location:		Non intersection
		nt Driver 1 Action:		Driving properly
		cation of Accident:		P.D. only
	Driver 1			27
		Condition:		Normal
	Driver 1			Female
		ment Condition 1:		Snow
		Location:		Not on roadway - left side
	•	irection of Travel 1:		East
				SMV - Other
		npact Type:		
		ocation of Vehicle 1 Damage or Area of Impact:		Top
		ocation of Vehicle 2 Damage or Area of Impact:		Back complete
	Light:	Alignment		Dark
		Alignment:		Straight on hill
		Character:		Divided - no barrier
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Ice
	Road J	urisdiction:		Township
		ce of Events 1:		Rollover

Acciden Notes:	t ID:	05-0224	Date & Time:	January 24, 2005 8:50 pm	cont'd
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Severe	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Truck - closed	
Acciden Notes:	t ID:	05-0357d	Date & Time:	March 11, 2005 1:45 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Failed to yield right-of-way	
	Appare	nt Driver 2 Action:		Driving properly	
	Classifi	cation of Accident:		Non-fatal injury	
	Driver 1	Age:		20	
	Driver 1	Condition:		Normal	
	Driver 1	Injury:		Minor	
	Driver 1	Sex:		Female	
	Driver 2	2 Age:		46	
	Driver 2	2 Condition:		Normal	
	Driver 2	2 Injury:		None	
	Driver 2	2 Sex:		Male	
	Environ	ment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		West	
	Initial D	irection of Travel 2:		East	
	Initial In	npact Type:		Approaching (head on)	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Left side complete	
	Initial L	ocation 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 J	urisdiction:		Township	
	Second	lary Location of Vehicle 1 Damage or Area of Impact	:	Back complete	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce of Events 4:		Other motor vehicle	
	Thru La	ne 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	

Acciden	t ID: 05-0392d	Date & Time:	March 20, 2005 9:00 pm
	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
			Dark
	Light:		
	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
Acciden	t ID: 05-0405d	Date & Time:	March 20, 2005 10:59 pm
	A 11 41 E		N
	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

Accident Notes:	t ID:	05-0405d	Date & Time:	March 20, 2005 10:59 pm	cont'd
	Road J	urisdiction:		County or district	
	Second	dary Location of Vehicle 1 Damage or Area of Impact:		Left front corner	
	Sequer	nce of Events 1:		Skidding/sliding	
	Sequer	nce 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	t ID:	05-1006	Date & Time:	September 22, 2005 10:40 am	
	Accider	nt Location:		At intersection	
		nt Driver 1 Action:		Speed too fast for condition	
		nt Driver 2 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			22	
		1 Age. 1 Condition:		Normal	
	Driver 1			Female	
				53	
	Driver 2				
		2 Condition:		Normal	
	Driver 2			Female	
		nment Condition 1:		Rain	
		Location:		Thru lane	
		virection of Travel 1:		West	
		Direction of Travel 2:		West	
		mpact Type:		Rear end	
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
		ocation of Vehicle 2 Damage or Area of Impact:		Back centre	
	Light:			Dusk	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
		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	
		Condition:		Good	
	Road 2	Pavement Markings:		Non-existent	
	Road 2	Surface:		Asphalt	
	Road 2	Surface Condition:		Wet	
	Road J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce of Events 4:		Other motor vehicle	
		Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Severe	
		1 Manoeuver:		Going ahead	
		1 Type:		Automobile	
		2 Condition:		No apparent defect	

Accident	t ID:	05-1006	Date & Time:	September 22, 2005	10:40 am	cont'd
Notes:						
	Vehicle	2 Damage:		Light		
		2 Manoeuver:		Slowing or stopping		
	Vehicle	2 Type:		Automobile		
Accident	t ID:	05-1468 deer	Date & Time:	December 27, 2005	6:15 pm	
	Accider	t Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1			63		
		Condition:		Normal		
	Driver 1			Male		
		ment Condition 1:		Freezing rain		
	Impact	Location:		Thru lane		
		irection of Travel 1:		East		
	Initial In	npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:	, , , , , , , , , , , , , , , , , , ,		Dark		
		Alignment:		Straight on level		
		Character:		Divided with restraining	barrier	
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Ice		
	Road Ju	urisdiction:		Provincial highway		
	Sequen	ce of Events 1:		Animal - wild		
	Thru La			2		
	Traffic C	Control:		No control		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Light		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
Accident	t ID:	06-0982	Date & Time:	August 31, 2006 11:0	03 am	
Notes:						
		t Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1	-		42		
		Condition:		Normal		
	Driver 1			Male		
	Driver 2			41		
	Driver 2			Male		
		ment Condition 1:		Clear		
	•	Location:		Thru lane		
		irection of Travel 1:		West		
		irection of Travel 2:		East		
		npact Type:		Approaching (head on)		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:			Daylight		
	Road 1	Alignment:		Straight on hill		

Acciden Notes:	it ID:	06-0982	Date & Time:	August 31, 2006 11:03 am	cont'o
	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 J	urisdiction:		Provincial highway	
	Thru La	ane No.:		2	
	Traffic	Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Moderate	
	Vehicle	1 Manoeuver:		Stopped	
	Vehicle	e 1 Type:		Passenger van (SUV)	
	Vehicle	2 Damage:		None	
	Vehicle	2 Manoeuver:		Going ahead	
	Vehicle	e 2 Type:		Pick-up truck	
Acciden	it ID:	11-00175	Date & Time:	March 12, 2011 9:40 pm	
Notes:		Driver information blacked out			
	Accide	nt Location:		Non intersection	
	Appare	ent Driver 1 Action:		Speed too fast for condition	
	Classifi	ication of Accident:		Non-fatal injury	
	Driver '	1 Age:		7	
	Driver '	1 Condition:		Normal	
	Enviror	nment Condition 1:		Snow	
	Impact	Location:		Not on roadway - left side	
	Initial D	Direction of Travel 1:		West	
	Initial Ir	mpact 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 J	urisdiction:		County or district	
		Control:		No control	
		1 Condition:		No apparent defect	
		a 1 Damage:		None	
	venicie	- J			
		1 Manoeuver:		Going ahead	

Accident ID: Notes:	1B00-05-1175 deer	Date & Time:	November 13, 2005 6:20 pm	
Accide	nt Location:		Non intersection	
Appare	ent Driver 1 Action:		Driving properly	
Classif	ication of Accident:		P.D. only	
Driver '	1 Age:		25	
Driver :	1 Condition:		Normal	
Driver '	1 Injury:		None	
Driver '	1 Sex:		Female	
Enviror	nment Condition 1:		Clear	
Impact	Location:		Thru lane	
Initial D	Direction of Travel 1:		East	
Initial Ir	mpact Type:		SMV - Other	
Initial L	ocation 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	
	Surface:		Asphalt	
Road 1	Surface Condition:		Dry	
Road J	urisdiction:		County or district	
Seguer	nce of Events 1:		Animal - domestic	
	Control:		No control	
Vehicle	e 1 Condition:		No apparent defect	
Vehicle	e 1 Damage:		Moderate	
	1 Manoeuver:		Going ahead	
Vehicle	e 1 Type:		Automobile	
Accident ID:	05-1428	Date & Time:		
Accident ID: Notes:	05-1428	Date & Time:	Automobile December 23, 2005 1:09 pm	
Accident ID: Notes:	05-1428 nt Location:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection	
Accident ID: Notes: Accide Appare	05-1428 nt Location: ent Driver 1 Action:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control	
Accident ID: Notes: Accide Appare Classifi	05-1428 nt Location: ent Driver 1 Action: ication of Accident:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only	
Accident ID: Notes: Accide Appare Classifi Driver	05-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54	
Accident ID: Notes: Accide Appare Classifi Driver Driver	ont Location: ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal	
Accident ID: Notes: Accide Appare Classifi Driver Driver	05-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror	05-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact	05-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial D	05-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East	
Accident ID: Notes: Accide Appare Classiff Driver Driver Enviror Impact Initial II	o5-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II	05-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial L Light:	ont Location: ent Driver 1 Action: ication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial L Light: Road 1	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial IL Light: Road 1 Road 1	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial L Light: Road 1 Road 1 Road 1	ont Location: Int Driver 1 Action: Int Driver 1 Action: Int Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial IL Light: Road 1 Road 1 Road 1 Road 1	o5-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial IL Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial IL Light: Road 1	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Indication of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Slush	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial II Road 1	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Interview of the Artificial Condition: Surface: Surface Condition: Interview of Artificial Condition: Interview of Arti	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Slush County or district	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial II Road 1 Road 3 Road 3 Road 3 Road 4 Road 4 Road 5 Road 7 Road 8 Road 9 Road	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Iurisdiction: Ince of Events 1:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Slush County or district Ran off road	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial II Road 1 Road 3 Sequer Traffic	obs-1428 Int Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Imment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Iurisdiction: Ince of Events 1: Control:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Slush County or district Ran off road No control	
Accident ID: Notes: Accide Appare Classifi Driver Driver Enviror Impact Initial II Initial II Road 1	ont Location: Int Driver 1 Action: Idication of Accident: 1 Age: 1 Condition: 1 Sex: Inment Condition 1: Location: Direction of Travel 1: Impact Type: Incoation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Iurisdiction: Ince of Events 1:	Date & Time:	Automobile December 23, 2005 1:09 pm Non intersection Lost control P.D. only 54 Normal Female Freezing rain Not on roadway - right side East SMV - Other Right front corner Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Slush County or district Ran off road	

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)

Notes:	nt ID: 01-0866	Date & Time:	November 1, 2001 5:00 pm
	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
	venicie i Type.		, ration oblic, station wagon
Accident Notes:	at ID: 02-0255	Date & Time:	February 22, 2002 9:15 pm
	Accident Location:		Non intersection
	Accident Location: Apparent Driver 1 Action:		Non intersection Speed too fast for condition
	Apparent Driver 1 Action:		Speed too fast for condition
	Apparent Driver 1 Action: Classification of Accident:		Speed too fast for condition Non-fatal injury
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age:		Speed too fast for condition Non-fatal injury 22
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition:		Speed too fast for condition Non-fatal injury 22
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury:		Speed too fast for condition Non-fatal injury 22 Had been drinking
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction: Sequence of Events 1:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Other
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction: Sequence of Events 1: Sequence of Events 2:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Other Skidding/sliding
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road Jurisdiction: Sequence of Events 1: Sequence of Events 3:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Other Skidding/sliding Snowbank/drift
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 3: Traffic Control:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Other Skidding/sliding Snowbank/drift No control
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 3: Traffic Control: Vehicle 1 Condition:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Other Skidding/sliding Snowbank/drift No control Defect
	Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Injury: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition: Road Jurisdiction: Sequence of Events 1: Sequence of Events 3: Traffic Control:		Speed too fast for condition Non-fatal injury 22 Had been drinking Male Clear Not on roadway - left side East SMV - fixed object or unattended vehicle Dark Straight on hill Undivided - two-way Good Exist Asphalt Dry County or district Other Skidding/sliding Snowbank/drift No control

otes:	: 02-0291	Date & Time:	February 26, 2002 10:30 am
Acc	ident Location:		Non intersection
Арр	arent Driver 1 Action:		Lost control
Clas	ssification of Accident:		P.D. only
Driv	er 1 Age:		59
Driv	er 1 Condition:		Normal
Driv	er 1 Sex:		Female
Env	ironment Condition 1:		Snow
	act Location:		Right shoulder
	al Direction of Travel 1:		East
	al Impact Type:		SMV - fixed object or unattended vehicle
Ligh			Dark
	id 1 Alignment:		Straight on level
	nd 1 Character:		Undivided - two-way
	d 1 Condition:		Good
			Obscured
	d 1 Pavement Markings:		
	d 1 Surface:		Asphalt
	d 1 Surface Condition:		Packed snow
	d Jurisdiction:		Regional municipality
	uence of Events 1:		Other
	uence of Events 2:		Skidding/sliding
	fic Control:		No control
Veh	icle 1 Condition:		No apparent defect
	icle 1 Manoeuver:		Going ahead
Veh	icle 1 Type:		Automobile, station wagon
ccident ID:			
	: 02-419	Date & Time:	March 23, 2002 8:30 pm
otes:	ident Location:	Date & Time:	March 23, 2002 8:30 pm Non intersection
otes:		Date & Time:	
Acci	ident Location:	Date & Time:	Non intersection
Acci App Clas	ident Location: parent Driver 1 Action:	Date & Time:	Non intersection Speed too fast for condition
Acci App Clas	ident Location: larent Driver 1 Action: ssification of Accident:	Date & Time:	Non intersection Speed too fast for condition P.D. only
Acci App Clas Driv Driv	ident Location: parent Driver 1 Action: passification of Accident: per 1 Age:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122
Acci App Clas Driv Driv	ident Location: parent Driver 1 Action: parent Driver 1 Action: parent 1 Age: per 1 Condition:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal
Acci App Clas Driv Driv Driv Env	ident Location: parent Driver 1 Action: parent Driver 1 Action: parent Age: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow
Acci App Clas Driv Driv Env	ident Location: parent Driver 1 Action: parity of Accident: per 1 Age: per 1 Condition: per 1 Sex:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side
Acci App Clas Driv Driv Driv Env Imp.	ident Location: parent Driver 1 Action: parent Driver 1 Action: parent Age: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East
Acci App Clas Driv Driv Driv Env Impa	ident Location: parent Driver 1 Action: parent Driver 1 Action: parent Age: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle
Acci App Clas Driv Driv Env Imp Initia Ligh	ident Location: parent Driver 1 Action: parent Driver 1 Action: parent Age: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark
Acci App Clas Driv Driv Env Imp Initia Ligh Roa	ident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level
Acci App Clas Driv Driv Env Impo Initia Ligh Roa Roa	ident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way
Acci App Clas Driv Driv Env Impi Initia Ligh Roa Roa	ident Location: larent Driver 1 Action: lassification of Accident: ler 1 Age: ler 1 Condition: ler 1 Sex: ler 1 Sex: lironment Condition 1: lact Location: lal Direction of Travel 1: lal Impact Type: lat: lat 1 Alignment: lat 1 Character: lat 1 Condition:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good
Acci App Clas Driv Driv Env Imp Initia Ligh Roa Roa Roa	ident Location: larent Driver 1 Action: lassification of Accident: ler 1 Age: ler 1 Condition: ler 1 Sex: lironment Condition 1: lact Location: lal Direction of Travel 1: lal Impact Type: lit: lid 1 Alignment: lid 1 Character: lid 1 Condition: lid 1 Pavement Markings:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured
Acci App Clas Driv Driv Env Imp Initia Ligh Roa Roa Roa Roa	ident Location: parent Driver 1 Action: parent Driver 1 Action: parent Age: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt
Acci App Clas Driv Driv Env Imp Initia Ligh Roa Roa Roa Roa Roa Roa Roa	ident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush
Acci App Clas Driv Driv Driv Env Impo Initia Ligh Roa	ident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Condition 1: per 1 Sex: per 1 Sex: per 1 Condition 1: per 1 Sex:	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush County or district
Acci App Clas Driv Driv Driv Env Impa Initia Ligh Roa	ident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: per 1 Sex: per 1 Se	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush County or district Other
Acci App Clas Driv Driv Driv Env Impi Initia Ligh Roa Roa Roa Roa Roa Roa Roa Seq Seq	ident Location: larent Driver 1 Action: sification of Accident: ler 1 Age: ler 1 Condition: ler 1 Sex: lironment Condition 1: lact Location: lal Direction of Travel 1: lal Impact Type: lat: lat 1 Alignment: lat 1 Character: lat 1 Condition: lat 1 Pavement Markings: lat 1 Surface: lat 1 Surface: lat 1 Surface Condition: lat 2 Jurisdiction: lat 2 Jurisdiction: lat 3 Jurisdiction: lat 4 Location: lat 6 Location: lat 6 Location: lat 7 Location: lat 8 Location: lat 9 Location: lat 1 Location: lat 2 Location: lat 1 Location: lat 1 Location: lat 2 Location: lat 3 Location: lat 3 Location: lat 4 Location: lat 5 Location: lat 6 Location: lat 6 Location: lat 7 Location: lat 7 Location: lat 7 Location: lat 8 Location: lat 8 Location: lat 9 Location: lat 9 Location: lat 9 Location: lat 1 Location: lat 2 Location: lat 2 Location: lat 2 Location: lat 3 Location: lat 4 Location: lat 5 Location: lat 6 Location: lat 7 Location: lat 8 Location: l	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush County or district Other Skidding/sliding
Acci App Clas Driv Driv Driv Env Imp Initia Initia Ligh Roa	ident Location: parent Driver 1 Action: pasification of Accident: per 1 Age: per 1 Condition: per 1 Sex: per 1 Sex: per 1 Condition 1: per 1 Sex: per 1 Se	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush County or district Other
Acci App Class Driv Driv Env Impi Initia Ligh Roa	ident Location: larent Driver 1 Action: sification of Accident: ler 1 Age: ler 1 Condition: ler 1 Sex: lironment Condition 1: lact Location: lal Direction of Travel 1: lal Impact Type: lat: lat 1 Alignment: lat 1 Character: lat 1 Condition: lat 1 Pavement Markings: lat 1 Surface: lat 1 Surface: lat 1 Surface Condition: lat 2 Jurisdiction: lat 2 Jurisdiction: lat 3 Jurisdiction: lat 4 Location: lat 6 Location: lat 6 Location: lat 7 Location: lat 8 Location: lat 9 Location: lat 1 Location: lat 2 Location: lat 1 Location: lat 1 Location: lat 2 Location: lat 3 Location: lat 3 Location: lat 4 Location: lat 5 Location: lat 6 Location: lat 6 Location: lat 7 Location: lat 7 Location: lat 7 Location: lat 8 Location: lat 8 Location: lat 9 Location: lat 9 Location: lat 9 Location: lat 1 Location: lat 2 Location: lat 2 Location: lat 2 Location: lat 3 Location: lat 4 Location: lat 5 Location: lat 6 Location: lat 7 Location: lat 8 Location: l	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush County or district Other Skidding/sliding
Acci App Class Driv Driv Env Imp. Initia Ligh Roa Roa Roa Roa Roa Roa Seq Seq Seq Traf	ident Location: larent Driver 1 Action: lassification of Accident: ler 1 Age: ler 1 Condition: ler 1 Sex: ler 1 Sex: lironment Condition 1: lact Location: lal Direction of Travel 1: lal Impact Type: left: lad 1 Alignment: lad 1 Character: lad 1 Condition: lad 1 Pavement Markings: lad 1 Surface: lad 2 Surface: lad 3 Surface: lad 3 Surface: lad 4 Surface: lad 5 Surface: lad 5 Surface: lad 6 Surface: lad 6 Surface: lad 6 Surface: lad 7 Surface: lad 7 Surface: lad 8 Surface: lad 9 Surf	Date & Time:	Non intersection Speed too fast for condition P.D. only 122 Normal Male Snow Not on roadway - right side East SMV - fixed object or unattended vehicle Dark Straight on level Undivided - two-way Good Obscured Asphalt Slush County or district Other Skidding/sliding Cable guide rail

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & LINE 6 N

Accident ID: Date & Time: March 23, 2002 8:30 pm 02-419 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: Driver 1 Condition: Normal Female Driver 1 Sex: **Environment Condition 1:** Snow Impact Location: Not on roadway - right side Initial Direction of Travel 1: 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 @911#459- Deer Notes: Non intersection Accident Location: 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: 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: Drv Road Jurisdiction: County or district Sequence of Events 1: Animal - wild Traffic Control: No control

Accident	t 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	t ID:	02-1397	Date & Time:	December 13, 2002 8:00 pm	
	Accider	nt Location:		Non intersection	
	Apparei	nt Driver 1 Action:		Driving properly	
	Classific	cation of Accident:		P.D. only	
	Driver 1	Age:		136	
	Driver 1	Condition:		Normal	
	Driver 1	Sex:		Male	
	Environ	ment Condition 1:		Clear	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		East	
	Initial In	npact Type:		SMV - fixed object or unattended vehicle	9
	Light:			Dark	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Wet	
		urisdiction:		County or district	
		ice of Events 1:		Animal - wild	
	Traffic (No control	
		1 Condition:		No apparent defect	
		1 Manoeuver:			
				Going ahead Pick-up truck	
	VEHICLE	1 Type:		Fick-up tidek	
Accident Notes:	t ID:	03-1129 Deer	Date & Time:	September 13, 2003 7:57 pm	
	Accider	nt Location:		Non intersection	
	Apparei	nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver 1			39	
		Condition:		Normal	
	Driver 1			Female	
		ment Condition 1:		Clear	
		Location:		Thru lane	
	•	irection of Travel 1:		East	
		npact Type:		SMV - fixed object or unattended vehicle	<u> </u>
	Light:	ipaot Typo.		Dark	
	_	Alignment:		Straight on level	
		Character:		-	
		Condition:		Undivided - two-way Good	
	Noau I	COTIGITION.		G000	

Accident	ID.	03-1129	Data & Times	September 13, 2003	7:57 nm	cont'd
Notes:	ID.	Deer	Date & Time.	September 13, 2003	7.57 pm	Cont a
	Road 1	Pavement Markings:		Exist		
I	Road 1	Surface:		Asphalt		
	Road 1	Surface Condition:		Dry		
I	Road J	urisdiction:		County or district		
	Sequer	nce 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 wag	gon	
Accident Notes:	ID:	05-1003	Date & Time:	September 17, 2005	1:30 am	
	Accider	nt Location:		Non intersection		
	Classifi	cation of Accident:		P.D. only		
	Driver 1	I Age:		46		
	Driver 1	I Injury:		None		
	Driver 1			Female		
	Enviror	ment Condition 1:		Clear		
	Fixed C	Object Offset 2:		Right of Roadway - Gre	ater than 9.0m	
		Location:		Off highway		
		irection of Travel 1:		West		
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Front centre		
	Light:			Dark		
	_	Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		lary Location of Vehicle 1 Damage or Area of Impact:		Left centre		
		nce of Events 1:		Ran off road		
		nce of Events 2:		Tree, shrub, stump		
		Control:		No control		
		1 Condition:		No apparent defect		
		1 Damage:		Severe		
		1 Manoeuver:		Going ahead		
		1 Type:		Pick-up truck		
Accident	יחו	05-1175	Date & Time:	November 13, 2005	6:10 nm	
Notes:	ıD.	deer	Date & Tille:	140 (6111)61 13, 2003	o. To pili	
	Accider	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1			30		
		1 Condition:		Normal		
	Driver 1			Female		
		ment Condition 1:		Clear		
		Location:		Thru lane		
		virection of Travel 1:		East		
'		er remember tr				

Accident	ID:	05-1175	Date & Time:	November 13, 2005	6:10 pm	cont'd
Notes:		deer				
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Right front corner		
	Light:			Dark		
		Alignment:		Straight on level		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
	Road 1	Surface Condition:		Dry		
	Road J	urisdiction:		County or district		
	Sequer	nce 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 Notes:	t ID:	07-0553	Date & Time:	November 16, 2007	6:45 pm	
	Accider	nt Location:		Non intersection		
	Appare	nt Driver 1 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1	1 Age:		38		
		1 Condition:		Normal		
	Driver 1			Female		
		nment Condition 1:		Snow		
		Location:		Not on roadway - right	side	
		Direction of Travel 1:		West		
		mpact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		OW Outer		
	Light:	ocation of vehicle 1 barriage of Area of Impact.		Dark		
	_	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		•		
				Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		lce		
		urisdiction:		County or district		
		nce of Events 1:		Ran off road		
		nce of Events 2:		Ditch		
	•	nce of Events 3:		Jackknifing		
		Vehicle 1:		Small utility trailer		
		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	t ID:	08-00125	Date & Time:	October 24, 2008 6	:45 am	
Notes:		Deer				
	Accider	nt Location:		Non intersection		

Notes:	nt ID:	08-00125 Deer	Date & Time:	October 24, 2008 6:45 am	cont
	Appare	nt Driver 1 Action:		Driving properly	
		cation of Accident:		P.D. only	
	Driver '	1 Age:		26	
		1 Condition:		Normal	
	Driver '	1 Sex:		Male	
	Enviror	nment Condition 1:		Clear	
		Location:		Thru lane	
	•	Direction of Travel 1:		North	
		mpact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Left front	
	Light:	Joans of Tomoro - Damago of Filod of Impact		Dark	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		•	
		urisdiction:		Dry County or district	
				County or district	
		ane No.:		1	
		Control:		No control	
		1 Condition:		No apparent defect	
		1 Damage:		Light	
		1 Manoeuver:		Reversing	
	Vehicle	1 Type:		Automobile	
Accider					
Notes:	nt ID:	08-20382d	Date & Time:	November 30, 2008 6:30 am	
		08-20382d nt Location:	Date & Time:	November 30, 2008 6:30 am Non intersection	
	Accide	nt Location:	Date & Time:	Non intersection	
	Accide: Appare	nt Location: nt Driver 1 Action:	Date & Time:	Non intersection Speed too fast for condition	
	Accide Appare Appare	nt Location:	Date & Time:	Non intersection Speed too fast for condition Driving properly	
	Accider Appare Appare Classifi	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only	
	Accider Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22	
	Accided Appare Appare Classifi Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male	
	Accided Appared Appared Classific Driver	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40	
	Accided Appared Appared Classiff Driver 2 Driver 2 Driver 2	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female	
	Accided Appared Appared Classiff Driver 10 Driver 10 Driver 12 Environ	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow	
	Accided Appared Appared Classiff Driver Driv	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane	
	Accided Appared Appared Classiff Driver Driv	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: birection of Travel 1:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North	
	Accided Appared Appared Classiff Driver Driv	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: Direction of Travel 1:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South	
	Accided Appared Appared Classiff Driver Driv	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: Direction of Travel 1: Direction of Travel 2: npact Type:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on)	
	Accided Appared Appared Classification Driver Control Driver Control Impact Initial Control Initial In	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: Direction of Travel 1: Direction of Travel 2: npact Type: ocation of Vehicle 1 Damage or Area of Impact:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre	
	Accided Appared Appared Classification Driver 2 Driver 2 Driver 2 Enviror Impact Initial Driver Initial Initial Lanitial	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: Direction of Travel 1: Direction of Travel 2: npact Type:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete	
	Accided Appared Appared Classification Driver 2 Driver 2 Enviror Impact Initial Initial Initial Light:	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: Direction of Travel 1: Direction of Travel 2: mpact Type: ocation of Vehicle 1 Damage or Area of Impact: ocation of Vehicle 2 Damage or Area of Impact:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark	
	Accided Appared Appared Classiff Driver 2 Driver 2 Driver 2 Enviror Impact Initial Elinitial Initial Light: Road 1	Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 3 Action 4 Action 4 Action 5 Action 6 Act	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level	
	Accided Appared Appared Classiff Driver of Driver of Driver of Enviror Impact Initial Driver of Initial Light: Road 1 Road 1	Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 3 Action 4 Action 4 Action 5 Action 6 Action	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level Undivided - two-way	
	Accided Appared Appared Classiff Driver of Driver of Driver of Environ Impact Initial Environ	Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Sex: Int Age: Int Sex: Int Sex	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level	
	Accided Appared Appared Classiff Driver of Driver of Driver of Environ Impact Initial Environ	Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 3 Action 4 Action 4 Action 5 Action 6 Action	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level Undivided - two-way	
	Accided Appared Appared Appared Classiff Driver Control Driver Control Indian Control Initial	Int Location: Int Driver 1 Action: Int Driver 2 Action: Int Sex: Int Age: Int Sex: Int Sex	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level Undivided - two-way Good	
	Accided Appared Appared Appared Classification Driver 2 Driver 2 Driver 2 Enviror Impact Initial Elemental Initial Elemental E	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: Direction of Travel 1: Direction of Travel 2: npact Type: ocation of Vehicle 1 Damage or Area of Impact: ocation of Vehicle 2 Damage or Area of Impact: Character: Character: Condition: Pavement Markings:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level Undivided - two-way Good Exist	
	Accided Appared Appared Classification Driver 2 Driver 2 Driver 2 Enviror Impact Initial Elementaria Initi	nt Location: nt Driver 1 Action: nt Driver 2 Action: cation of Accident: 1 Age: 1 Sex: 2 Age: 2 Sex: nment Condition 1: Location: birection of Travel 1: birection of Travel 2: mpact Type: ocation of Vehicle 1 Damage or Area of Impact: ocation of Vehicle 2 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:	Date & Time:	Non intersection Speed too fast for condition Driving properly P.D. only 22 Male 40 Female Snow Thru lane North South Approaching (head on) Front centre Left side complete Dark Straight on level Undivided - two-way Good Exist Asphalt	

Accident Notes:	ID:	08-20382d	Date & Time:	November 30, 2008	6:30 am	cont'd
5	Sequen	ce of Events 2:		Skidding/sliding		
5	Sequen	ce of Events 4:		Other motor vehicle		
5	Sequen	ce of Events 5:		Ran off road		
T	Thru La	ne No.:		1		
T	Traffic C	Control:		No control		
\	Vehicle	1 Damage:		Moderate		
١	Vehicle	1 Manoeuver:		Going ahead		
\	Vehicle	1 Type:		Automobile		
١	Vehicle	2 Damage:		Moderate		
\	Vehicle	2 Manoeuver:		Going ahead		
١	Vehicle	2 Type:		Automobile		
Accident Notes:	ID:	08-20438	Date & Time:	December 22, 2008	1:00 pm	
	م. م.ا ما م. م	t Lagation.		Non-interpretion		
		t Location:		Non intersection		
		nt Driver 1 Action:		Lost control		
		cation of Accident:		P.D. only		
	Driver 1	-		37		
		Condition:		Inattentive		
	Driver 1			Female		
		ment Condition 1:		Snow		
		_ocation:		Not on roadway - left si	ide	
		rection of Travel 1:		East		
		pact Type:		SMV - Other		
l	Initial Lo	ocation of Vehicle 1 Damage or Area of Impact:		Left front		
	Light:			Daylight		
F	Road 1	Alignment:		Straight on hill		
F	Road 1	Character:		Undivided - two-way		
F	Road 1	Condition:		Good		
F	Road 1	Pavement Markings:		Obscured		
F	Road 1	Surface:		Asphalt		
F	Road 1	Surface Condition:		Loose snow		
F	Road Ju	risdiction:		County or district		
5	Sequen	ce of Events 1:		Skidding/sliding		
5	Sequen	ce of Events 2:		Ran off road		
5	Sequen	ce of Events 3:		Ditch		
1	Traffic C	Control:		No control		
\	Vehicle	1 Condition:		No apparent defect		
\	Vehicle	1 Damage:		Light		
		1 Manoeuver:		Going ahead		
\	Vehicle	1 Type:		Automobile		
		00.0000		1 05 0000 46	200	
Accident	ID:	09-00088	Date & Time:	January 25, 2009 12	2:30 pm	
Notes:	A : 1	A.L. a. a.K. a.a.		New interest "		
		t Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
		nt Driver 2 Action:		Driving properly		
		cation of Accident:		P.D. only		
	Driver 1	-		33		
		Condition:		Normal		
	Driver 1	Sex:		Male		

Accident II Notes:	D : 09-00088	Date & Time:	January 25, 2009 12:30 pm	cont'd
Dr	river 2 Age:		45	
Dr	river 2 Condition:		Normal	
Dr	river 2 Sex:		Female	
Er	nvironment Condition 1:		Clear	
Im	npact Location:		Thru lane	
In	itial Direction of Travel 1:		East	
In	itial Direction of Travel 2:		East	
	itial Impact Type:		Rear end	
	itial Location of Vehicle 1 Damage or Area of Impact:		Left front corner	
	itial Location of Vehicle 2 Damage or Area of Impact:		zon nom como	
	ght:		Daylight	
	oad 1 Alignment: oad 1 Character:		Straight on hill	
			Undivided - two-way	
	oad 1 Condition:		Good	
	oad 1 Pavement Markings:		Obscured	
	oad 1 Surface:		Asphalt	
	oad 1 Surface Condition:		Ice	
	oad Jurisdiction:		County or district	
	equence of Events 1:		Other motor vehicle	
Se	equence of Events 4:		Other motor vehicle	
Th	hru Lane No.:		1	
Tr	raffic Control:		No control	
Ve	ehicle 1 Condition:		No apparent defect	
Ve	ehicle 1 Damage:		Light	
Ve	ehicle 1 Manoeuver:		Slowing or stopping	
Ve	ehicle 1 Type:		Pick-up truck	
Ve	ehicle 2 Condition:		No apparent defect	
Ve	ehicle 2 Damage:		Light	
	ehicle 2 Manoeuver:		Slowing or stopping	
Ve	ehicle 2 Type:		Automobile	
Accident II Notes:	D : 09-00148	Date & Time:	January 28, 2009 12:40 pm	
Ac	ccident Location:		Non intersection	
	pparent Driver 1 Action:		Driving properly	
	lassification of Accident:		P.D. only	
	river 1 Age:		28	
	river 1 Condition:		Normal	
	river 1 Sex:		Female	
			Snow	
	nvironment Condition 1:			
	npact Location:		Not on roadway - right side	
	itial Direction of Travel 1:		West	
	itial Impact Type:		SMV - Other	
	itial Location of Vehicle 1 Damage or Area of Impact:		Front complete	
	ght:		Daylight	
	oad 1 Alignment:		Straight on hill	
R	oad 1 Character:		Undivided - two-way	
	oud i orial dotor.			
Ro	oad 1 Condition:		Good	
Ro Ro			Good Exist	
Ro Ro Ro	oad 1 Condition:			

Accident ID Notes:	: 09-00148	Date & Time:	January 28, 2009 12:40 pm	cont'd
Roa	ad Jurisdiction:		County or district	
Sec	uence of Events 1:		Skidding/sliding	
Sec	uence of Events 2:		Ran off road	
Sec	uence of Events 3:		Snowbank/drift	
Tra	fic Control:		No control	
Veh	icle 1 Condition:		No apparent defect	
Veh	icle 1 Damage:		Light	
	icle 1 Manoeuver:		Going ahead	
Veh	icle 1 Type:		Automobile	
Accident ID	: 09-00111	Date & Time:	January 30, 2009 6:45 pm	
	ident Location:		Non intersection	
	parent Driver 1 Action:		Lost control	
	parent Driver 2 Action:		Driving properly	
	ssification of Accident:		P.D. only	
	ver 1 Age:		24	
	rer 1 Condition:		Normal	
	ver 1 Sex:		Female	
			34	
	ver 2 Age: ver 2 Condition:			
			Normal	
	rer 2 Sex:		Female	
	ironment Condition 1:		Snow	
	rironment Condition 2:		Strong wind	
	act Location:		Thru lane	
	al Direction of Travel 1:		West	
	al Direction of Travel 2:		East	
	al Impact Type:		Approaching (head on)	
	al Location of Vehicle 1 Damage or Area of Impact:		Right front	
Initi	al Location of Vehicle 2 Damage or Area of Impact:		Front centre	
Ligh			Dark	
	ad 1 Alignment:		Straight on hill	
Roa	ad 1 Character:		Undivided - two-way	
Roa	ad 1 Condition:		Good	
Roa	nd 1 Pavement Markings:		Obscured	
Roa	nd 1 Surface:		Asphalt	
Roa	nd 1 Surface Condition:		Packed snow	
Roa	d Jurisdiction:		County or district	
Sec	ondary Location of Vehicle 1 Damage or Area of Impact		Front complete	
Sec	condary Location of Vehicle 2 Damage or Area of Impact		Front complete	
Sec	uence of Events 1:		Other motor vehicle	
Sec	juence of Events 2:		Other motor vehicle	
	juence of Events 4:		Other motor vehicle	
	u Lane No.:		1	
Tra	fic Control:		No control	
Veh	icle 1 Condition:		No apparent defect	
	icle 1 Damage:		Severe	
	icle 1 Manoeuver:		Going ahead	
	icle 1 Type:		Automobile	
	icle 2 Condition:		No apparent defect	
	= 30			

Acciden Notes:	t ID:	09-00111	Date & Time:	January 30, 2009 6:45 pm	cont'd
	Vehicle	2 Manoeuver:		Going ahead	
	Vehicle	2 Type:		Automobile	
Acciden Notes:	t ID:	09-00374	Date & Time:	July 26, 2009 5:45 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Speed too fast for condition	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	I Age:		36	
	Driver 1	1 Condition:		Normal	
	Driver 1	I Sex:		Male	
	Enviror	ment Condition 1:		Rain	
		Object Offset 2:		Right of Roadway - Less than 3.1m	
	Impact	Location:		Thru lane	
	Initial D	irection of Travel 1:		North	
	Initial Ir	npact Type:		SMV - Other	
	Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Left rear corner	
	Light:			Daylight	
		Alignment:		Straight on hill	
		Character:		Undivided - two-way	
	Road 1	Condition:		Good	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
	Road 1	Surface Condition:		Wet	
		urisdiction:		County or district	
		lary Location of Vehicle 1 Damage or Area of Impact		Left front	
		nce of Events 1:		Skidding/sliding	
	Sequer	nce of Events 2:		Cable guide rail	
	Thru La	ane No.:		1	
		1 Condition:		No apparent defect	
		1 Damage:		Moderate	
	Vehicle	1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Automobile	
Acciden Notes:	t ID:	10-00301 Address #460	Date & Time:	July 31, 2010 4:50 pm	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Other	
	Classifi	cation of Accident:		P.D. only	
	Driver 1			54	
	Driver 1	1 Condition:		Fatigue	
	Driver 1	I Sex:		Male	
	Enviror	ment Condition 1:		Clear	
		Object Offset 1:		Left of Roadway - Less than 3.1m	
		Location:		Left shoulder	
		irection of Travel 1:		East	
		mpact Type:		SMV - Other	
	Initial L	ocation 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	

Acciden	t ID:	10-00301	Date & Time:	July 31, 2010 4:50 pm	cont'
Notes:		Address #460			
	Road 1	Condition:		Good	
	Road 1	Pavement Markings:		Exist	
	Road 1	Surface:		Asphalt	
	Road 1	Surface Condition:		Dry	
	Road J	urisdiction:		County or district	
	Sequer	ice 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	
Acciden	t ID:	11-00096	Date & Time:	January 28, 2011 9:25 am	
Notes:	t ID.	No driver information	Date & Tille.	3andary 20, 2011 9.23 am	
140103.	Accidor	nt Location:		Non intersection	
		nt Driver 1 Action:		Speed too fast for condition	
	• •	cation of Accident:		P.D. only	
	Driver 1			6	
		Condition:		Normal	
		ment Condition 1:		Clear	
		Location:		Right shoulder	
		irection of Travel 1:		West	
		npact Type:		SMV - Other	
		ocation of Vehicle 1 Damage or Area of Impact:		Top	
	Light:	ocation of vehicle 1 Damage of Area of Impact.		Daylight	
		Alignment:		Straight on level	
		Character:		Undivided - two-way	
		Condition:		Poor	
		Pavement Markings:		Exist	
		Surface:		Asphalt	
		Surface Condition:		Packed snow	
		urisdiction:		County or district	
		arry Location of Vehicle 1 Damage or Area of Impac	+ ·	Left side complete	
		ary Education of Vehicle 1 Damage of Area of Impactice of Events 1:	ι.	Skidding/sliding	
	•	ice of Events 1:		Rollover	
	•	nce of Events 3:		Rollover	
		ace of Events 4:		Rollover	
	Traffic (No control	
		1 Condition:		No apparent defect	
				• • • • • • • • • • • • • • • • • • • •	
		1 Damage:		Moderate Coing shood	
		1 Manoeuver:		Going ahead	
	venicie	1 Type:		Automobile	

MIDBLOCK ID: 6527 MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL

Accident II Notes:	D : 02-1268d	Date & Time:	November 22, 2002 7:00 pm
Ac	ccident Location:		Non intersection
Ap	pparent Driver 1 Action:		Driving properly
Cla	lassification of Accident:		P.D. only
Dr	river 1 Age:		41
Dr	river 1 Condition:		Normal
Dr	river 1 Sex:		Male
En	nvironment Condition 1:		Clear
lm	npact Location:		Thru lane
Ini	itial Direction of Travel 1:		East
Ini	itial Impact Type:		SMV - fixed object or unattended vehicle
Lig	ght:		Dark
Ro	oad 1 Alignment:		Straight on level
Ro	oad 1 Character:		Undivided - two-way
Ro	oad 1 Condition:		Good
Ro	oad 1 Pavement Markings:		Exist
	oad 1 Surface:		Asphalt
Ro	oad 1 Surface Condition:		Dry
Ro	oad Jurisdiction:		Township
Se	equence of Events 1:		Animal - wild
	raffic Control:		No control
	ehicle 1 Condition:		No apparent defect
Ve	ehicle 1 Manoeuver:		Going ahead
	ehicle 1 Type:		Pick-up truck
Accident II Notes:	D : 06-0981	Date & Time:	August 26, 2006 8:00 am
	ccident Location:		Non intersection
	ccident Location: pparent Driver 1 Action:		Non intersection Lost control
Ap			
Ap Cla	pparent Driver 1 Action:		Lost control
Ap Cli Dr	pparent Driver 1 Action: lassification of Accident:		Lost control P.D. only
Ap Cli Dr Dr	pparent Driver 1 Action: lassification of Accident: river 1 Age:		Lost control P.D. only 53
Ap Cli Dr Dr Dr	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition:		Lost control P.D. only 53 Normal
Ap Cli Dr Dr Dr En	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex:		Lost control P.D. only 53 Normal Female
Ap Cli Dr Dr Er Fix	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1:		Lost control P.D. only 53 Normal Female Rain
Ap Cli Dr Dr Dr En Fix	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m
Ap Cla Dr Dr Dr En Fix Im	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side
Ap Cla Dr Dr Dr Er Fix Im Ini	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West
Ap Cla Dr Dr Dr En Fix Im Ini	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other
Ap Cla Dr Dr En Fix Im Ini Ini	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete
Ap Cla Dr Dr Dr En Fib Im Ini Ini Lig Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark
Ap Cla Dr Dr Dr En Fib Im Ini Ini Lig Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill
Ap Cla Dr Dr Dr En Fib Im Ini Ini Lig Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment: oad 1 Character:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way
Ap Cla Dr Dr Dr Er Fib Im Ini Ini Liq Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: litial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: load 1 Alignment: load 1 Character: load 1 Condition:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good
Ap Cla Dr Dr Dr En Fix Im Ini Ini Lig Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment: oad 1 Character: oad 1 Condition: oad 1 Pavement Markings:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist
Ap Cla Dr Dr Dr En Fib Im Ini Ini Lig Ro Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment: oad 1 Condition: oad 1 Pavement Markings: oad 1 Surface:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet
Ap Cla Dr Dr Dr En Fib Im Ini Ini Lig Ro Ro Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment: oad 1 Character: oad 1 Condition: oad 1 Pavement Markings: oad 1 Surface: oad 1 Surface Condition: oad Jurisdiction:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.)
Ap Cla Dr Dr Dr En Fib Im Ini Ini Liç Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment: oad 1 Character: oad 1 Condition: oad 1 Pavement Markings: oad 1 Surface: oad 1 Surface Condition: oad Jurisdiction: equence of Events 1:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Skidding/sliding
Ap Cla Dr Dr Dr Er Fib Im Ini Ini Lig Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: litial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: load 1 Alignment: load 1 Character: load 1 Condition: load 1 Pavement Markings: load 1 Surface: load 3 Surface Condition: load 4 Surface Condition: load 5 Jurisdiction: lequence of Events 1: lequence of Events 2:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Skidding/sliding Ditch
Ap Cla Dr Dr Dr Er Fib Im Ini Ini Lig Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: itial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: oad 1 Alignment: oad 1 Character: oad 1 Condition: oad 1 Pavement Markings: oad 1 Surface: oad 1 Surface: oad Jurisdiction: equence of Events 1: equence of Events 2: raffic Control:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Skidding/sliding Ditch No control
Ap Cla Dr Dr Dr Er Fib Im Ini Ini Lig Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro Ro	pparent Driver 1 Action: lassification of Accident: river 1 Age: river 1 Condition: river 1 Sex: nvironment Condition 1: xed Object Offset 2: npact Location: litial Direction of Travel 1: itial Impact Type: itial Location of Vehicle 1 Damage or Area of Impact: ght: load 1 Alignment: load 1 Character: load 1 Condition: load 1 Pavement Markings: load 1 Surface: load 3 Surface Condition: load 4 Surface Condition: load 5 Jurisdiction: lequence of Events 1: lequence of Events 2:		Lost control P.D. only 53 Normal Female Rain Right of Roadway - 6.1m to 9.0m Not on roadway - right side West SMV - Other Right side complete Dark Straight on hill Undivided - two-way Good Exist Asphalt Wet Municipal (excl. Twp. Rd.) Skidding/sliding Ditch

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL

ACCIDANT	ID·	08-20100	Date & Time	April 15, 2008 3:00 pm
Accident Notes:		Deer	Date & Tillie.	7.pm 10, 2000 0.00 pm
		t Location:		Non intersection
		at Driver 1 Action:		Driving properly
	• •	eation of Accident:		P.D. only
	Oriver 1			36
		Condition:		Normal
	Oriver 1			Male
Е	Environi	ment Condition 1:		Clear
		Location:		Thru lane
		rection of Travel 1:		East
lr	nitial Im	pact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Front complete
	_ight:	,		Daylight
		Alignment:		Straight on hill
		Character:		Undivided - two-way
F	Road 1	Condition:		Good
F	Road 1	Pavement Markings:		Exist
		Surface:		Asphalt
F	Road 1	Surface Condition:		Dry
F	Road Ju	risdiction:		County or district
S	Sequen	ce of Events 1:		Animal - wild
Т	Γhru La	ne No.:		1
Т	Traffic C	Control:		No control
V	/ehicle	1 Condition:		No apparent defect
V	/ehicle	1 Damage:		Light
V	/ehicle	1 Manoeuver:		Going ahead
V	/ehicle	1 Type:		Pick-up truck
Accident	ID:	09-00160	Date & Time:	February 12, 2009 2:32 pm
Notes:				
Α	Acciden	t Location:		Non intersection
A	Apparer	nt Driver 1 Action:		Lost control
C	Classific	cation of Accident:		
	Oriver 1			P.D. only
		Age:		P.D. only 22
	Oriver 1	Age: Condition:		
	Oriver 1 Oriver 1	Condition:		22
	Oriver 1	Condition:		Normal Female Snow
E Ir	Oriver 1 Environi mpact l	Condition: Sex: ment Condition 1: .ocation:		Normal Female
E Ir Ir	Oriver 1 Environi mpact I nitial Di	Condition: Sex: ment Condition 1: cocation: rection of Travel 1:		Normal Female Snow Left shoulder East
E Ir Ir	Oriver 1 Environi mpact I nitial Di nitial Im	Condition: Sex: ment Condition 1: cocation: rection of Travel 1: pact Type:		Normal Female Snow Left shoulder
E Ir Ir Ir	Oriver 1 Environi mpact I nitial Di nitial Im nitial Lo	Condition: Sex: ment Condition 1: cocation: rection of Travel 1:		Normal Female Snow Left shoulder East
E Ir Ir Ir L	Oriver 1 Environi mpact I nitial Di nitial Im nitial Lo Light:	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: scation of Vehicle 1 Damage or Area of Impact:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight
E Ir Ir Ir L R	Oriver 1 Environi mpact I nitial Di nitial Im nitial Lo Light: Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: secation of Vehicle 1 Damage or Area of Impact: Alignment:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill
E Ir Ir Ir Ir L R	Oriver 1 Environ mpact I nitial Di nitial Im nitial Lo Light: Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: location of Vehicle 1 Damage or Area of Impact: Alignment: Character:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way
E Ir Ir Ir Ir E R	Oriver 1 Environi mpact I nitial Di nitial Im nitial Lo Light: Road 1 Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: scation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good
E Ir Ir Ir Ir L R R R	Driver 1 Environ mpact I nitial Di nitial Im nitial Lo Light: Road 1 Road 1 Road 1 Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: location of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured
E Ir Ir Ir L R R R R	Driver 1 Environ mpact I nitial Di nitial Im nitial Lo ight: Road 1 Road 1 Road 1 Road 1 Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: location of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt
E Ir Ir Ir L R R R R R	Driver 1 Environ mpact I nitial Di nitial Im nitial Lc Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: socation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice
E Ir Ir Ir Ir R R R R R	Driver 1 Environ mpact I nitial Di nitial Im nitial Lo Light: Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: location of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Irrisdiction:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt
E Ir Ir Ir Ir R R R R R R R	Driver 1 Environ mpact I nitial Di nitial Im nitial Lo Light: Road 1	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: location of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: lirisdiction: ary Location of Vehicle 1 Damage or Area of Impact		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district
E Ir Ir Ir E R R R R R S S	Driver 1 Environ mpact I nitial Di nitial Im nitial Lo Light: Road 1 Road Second	Condition: Sex: ment Condition 1: Location: rection of Travel 1: spact Type: location of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Irrisdiction:		Normal Female Snow Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice

MIDBLOCK ID: 6527 MUNICIPALITY: Oro-Medonte

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn LINE 5 N & TRILLIUM TRAIL

Accident ID: 09-00160 Notes:	Date & Time: February 12, 2009 2:32 pm cont	d
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: Notes:		Date & Time:	February 6, 2001 7:20 am
	dent Location:		Non intersection
Appa	arent Driver 1 Action:		Lost control
Appa	arent Driver 2 Action:		Driving properly
Clas	sification of Accident:		P.D. only
Drive	er 1 Age:		120
Drive	er 1 Condition:		Normal
Drive	er 1 Sex:		Female
Drive	er 2 Age:		132
Drive	er 2 Condition:		Normal
Drive	er 2 Sex:		Male
Envi	ronment Condition 1:		Clear
Impa	act Location:		Thru lane
Initia	Il Direction of Travel 1:		West
Initia	Il Direction of Travel 2:		West
Initia	ıl Impact Type:		Rear end
Light			Dawn
	d 1 Alignment:		Straight on hill
	d 1 Character:		Undivided - two-way
	d 1 Condition:		Good
	d 1 Pavement Markings:		Exist
	d 1 Surface:		Asphalt
	d 1 Surface Condition:		Ice
	d Jurisdiction:		Provincial highway
	uence of Events 1:		Other motor vehicle
•	uence of Events 4:		Other motor vehicle
	ic Control:		No control
	cle 1 Condition:		No apparent defect
	cle 1 Manoeuver:		Slowing or stopping
	cle 1 Type:		Automobile, station wagon
	cle 2 Condition:		No apparent defect
	cle 2 Manoeuver:		Slowing or stopping
venii	cle 2 Type:		Automobile, station wagon
Accident ID: Notes:	01-0641	Date & Time:	August 8, 2001 7:00 pm
Acci	dent Location:		Intersection related
Appa	arent Driver 1 Action:		Speed too fast for condition
	arent Driver 2 Action:		Driving properly
	sification of Accident:		P.D. only
	er 1 Age:		117
	er 1 Condition:		Inattentive
	er 1 Sex:		Male
	er 2 Age:		160
	er 2 Condition:		Normal
	er 2 Sex:		Male
	ronment Condition 1:		Clear
	act Location:		Thru lane
	Il Direction of Travel 1:		West
	Il Direction of Travel 2:		West
	il Impact Type:		Rear end
Light			Daylight
Road	d 1 Alignment:		Straight on hill

Accident	t ID:	01-0641	Date & Time:	August 8, 2001 7:00 pm	cont'd
	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 J	urisdiction:		County or district	
	Sequer	nce of Events 1:		Other motor vehicle	
	Sequer	nce 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	t ID:	04-1091	Date & Time:	November 4, 2004 6:00 am	
	Accider	nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Lost control	
	Classifi	cation of Accident:		P.D. only	
	Driver 1	I Age:		46	
	Driver 1	Condition:		Normal	
	Driver 1	I Injury:		None	
	Driver 1	I Sex:		Female	
	Environ	ment Condition 1:		Clear	
	Fixed C	Object Offset 2:		Right of Roadway - Less than 3.1m	
	Impact	Location:		Not on roadway - right side	
	Initial D	rirection of Travel 1:		West	
	Initial In	npact Type:		SMV - Other	
	Initial L	ocation 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 J	urisdiction:		Municipal (excl. Twp. Rd.)	
	Sequer	nce of Events 1:		Skidding/sliding	
	Sequer	nce of Events 2:		Ditch	
	Traffic (Control:		No control	
	Vehicle	1 Condition:		No apparent defect	
	Vehicle	1 Damage:		Moderate	
		1 Manoeuver:		Going ahead	
	Vehicle	1 Type:		Pick-up truck	
Accident	t ID:	06-1008 Danie	Date & Time:	September 21, 2006 5:50 pm	
Notes:		Deer		N	
		nt Location:		Non intersection	
	Appare	nt Driver 1 Action:		Driving properly	

Acciden Notes:	t ID:	06-1008 Deer	Date & Time:	September 21, 2006	5:50 pm	cont'o
	Classifi	cation of Accident:		P.D. only		
	Driver '	Age:		84		
		Condition:		Normal		
	Driver 1	Sex:		Male		
		ment Condition 1:		Rain		
		Location:		Not on roadway - right s	ide	
	•	irection of Travel 1:		West	140	
		npact Type:		SMV - Other		
		ocation of Vehicle 1 Damage or Area of Impact:		Left front		
		Scatton of Vehicle 1 Damage of Area of Impact.		Dark		
	Light:	Alignment				
		Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Wet		
		urisdiction:		Provincial highway		
	Second	lary Location of Vehicle 1 Damage or Area of Impact	t:	Left centre		
	Sequer	nce of Events 1:		Rollover		
		Control:		No control		
	Vehicle	1 Condition:		No apparent defect		
	Vehicle	1 Damage:		Severe		
	Vehicle	1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Automobile		
Acciden Notes:		11-00125 No driver information	Date & Time:	February 10, 2011 8:	40 am	
		nt Location:		Non intersection		
		nt Driver 1 Action:		Loct control		
		cation of Accident:		Lost control		
				Non-fatal injury		
		Age:				
				Non-fatal injury		
	Driver '	Age:		Non-fatal injury 6		
	Driver 'Enviror	Age: Condition:		Non-fatal injury 6 Normal	ihan 3.1m	
	Driver of Enviror Fixed C	Age: I Condition: Iment Condition 1:		Non-fatal injury 6 Normal Clear	than 3.1m	
	Driver of Environ Fixed Compact	Age: Condition: I Condition: I Condition 1: Object Offset 3:		Non-fatal injury 6 Normal Clear Left of Roadway - Less	than 3.1m	
	Driver C Enviror Fixed C Impact Initial D	Age: Condition: I Condition: I Condition 1: I Condition:		Non-fatal injury 6 Normal Clear Left of Roadway - Less to Left shoulder	ihan 3.1m	
	Driver of Environ Fixed Compact Initial Driver Initial	Age: I Condition: Iment Condition 1: Object Offset 3: Location: irection of Travel 1:		Non-fatal injury 6 Normal Clear Left of Roadway - Less to Left shoulder East	ihan 3.1m	
	Driver of Environ Fixed Compact Initial Driver Initial	Age: I Condition: Iment Condition 1: Dipict Offset 3: Location: irrection of Travel 1: Inpact Type:		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other	than 3.1m	
	Driver of Environ Fixed Compact Initial Driving Initial Initial Loght:	Age: I Condition: Iment Condition 1: Dipict Offset 3: Location: irrection of Travel 1: Inpact Type:		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other Front centre	than 3.1m	
	Driver of Enviror Fixed Of Impact Initial Driving Initial Ir Initial L Light: Road 1	I Age: I Condition: Imment Condition 1: Object Offset 3: Location: Irrection of Travel 1: Inpact Type: Inpact		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other Front centre Daylight Straight on hill	than 3.1m	
	Driver of Enviror Fixed C Impact Initial Ir Initial L Light: Road 1	I Age: I Condition: Iment Condition 1: Dipject Offset 3: Location: Irrection of Travel 1: Inpact Type: Inpact		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way	than 3.1m	
	Driver C Enviror Fixed C Impact Initial Ir Initial L Light: Road 1 Road 1	Age: I Condition: Iment Condition 1: Diject Offset 3: Location: Iirection of Travel 1: Inpact Type: Iocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good	ihan 3.1m	
	Driver of Enviror Fixed Collingtial Drivial Initial Initial Laught: Road 1 Road 1 Road 1 Road 1	Age: I Condition: Iment Condition 1: Object Offset 3: Location: Iirection of Travel 1: Inpact Type: Iocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured	than 3.1m	
	Driver of Enviror Fixed Collingtial Initial In	Alignment: Character: Condition: Pavement Markings: Surface:		Non-fatal injury 6 Normal Clear Left of Roadway - Less t Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt	than 3.1m	
	Driver of Environ Fixed Colling Impact Initial	I Age: I Condition: Imment Condition 1: Dipict Offset 3: Location: Irrection of Travel 1: Impact Type: Impact		Non-fatal injury 6 Normal Clear Left of Roadway - Less of Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice	ihan 3.1m	
	Driver of Enviror Fixed C Impact Initial Ir Initial Ir Initial Ir Road 1 Road 3	I Age: I Condition: Imment Condition 1: Disject Offset 3: Location: Irrection of Travel 1: Inpact Type: Inpac	t	Non-fatal injury 6 Normal Clear Left of Roadway - Less of Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district	than 3.1m	
	Driver of Environ Fixed Colling Initial Initia	Age: Condition: Imment Condition 1: Dipict Offset 3: Location: Irrection of Travel 1: Inpact Type: Inpact Typ	t:	Non-fatal injury 6 Normal Clear Left of Roadway - Less of Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Right rear	than 3.1m	
	Driver of Environ Fixed Colling Impact Initial	Age: I Condition: Iment Condition 1: Object Offset 3: Location: Iirection of Travel 1: Inpact Type: Ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: lary Location of Vehicle 1 Damage or Area of Impact are of Events 1:	t:	Non-fatal injury 6 Normal Clear Left of Roadway - Less to Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Right rear Other motor vehicle	than 3.1m	
	Driver of Environ Fixed Colling Impact Initial	Age: Condition: Iment Condition 1: Diject Offset 3: Location: Irrection of Travel 1: Impact Type: Impact Type	t:	Non-fatal injury 6 Normal Clear Left of Roadway - Less the Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Right rear Other motor vehicle Ran off road	than 3.1m	
	Driver of Enviror Fixed Colling Initial Initia	Age: I Condition: Iment Condition 1: Object Offset 3: Location: Iirection of Travel 1: Inpact Type: Ocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: urisdiction: lary Location of Vehicle 1 Damage or Area of Impact are of Events 1:	t:	Non-fatal injury 6 Normal Clear Left of Roadway - Less to Left shoulder East SMV - Other Front centre Daylight Straight on hill Undivided - two-way Good Obscured Asphalt Ice County or district Right rear Other motor vehicle	than 3.1m	

Accident ID: Notes:	11-00125 No driver information	Date & Time: February 10, 2011 8:40 am	cont'd
Vehicle	e 1 Condition:	No apparent defect	
Vehicle	e 1 Damage:	Light	
Vehicle	e 1 Manoeuver:	Going ahead	
Vehicle	e 1 Type:	Automobile	

Notes:	t ID:	04-0801d Deer	Date & Time:	July 29, 2004 3:00 am
	Accider	nt Location:		Non intersection
	Appare	nt Driver 1 Action:		Driving properly
	Classifi	cation of Accident:		P.D. only
	Driver 1	Age:		54
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Male
	Environ	ment Condition 1:		Clear
	Impact	Location:		Thru lane
	Initial D	irection of Travel 1:		West
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner
	Light:	μ		Dark
	_	Alignment:		Straight on level
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Dry
		urisdiction:		County or district
		ice of Events 1:		Animal - wild
		ine No.:		1
	Traffic (No control
		1 Condition:		No apparent defect
				Moderate
		1 Damage: 1 Manoeuver:		
	vernicie	i Mailleuvei.		
	\/abiala			Going ahead
	Vehicle	1 Type:		Automobile
Accident Notes:			Date & Time:	
Accident Notes:	t ID:	1 Type:	Date & Time:	Automobile
Accident Notes:	t ID: Accider	1 Type: 05-0249d nt Location:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related
Accident Notes:	t ID: Accider Appare	1 Type: 05-0249d	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition
Accident Notes:	Accider Appare Classifi	1 Type: 05-0249d at Location: at Driver 1 Action: cation of Accident:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related
Accident Notes:	Accider Appare Classifi Driver 1	1 Type: 05-0249d at Location: at Driver 1 Action: cation of Accident: Age:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54
Accident Notes:	Accider Appare Classifi Driver 1	1 Type: 05-0249d at Location: at Driver 1 Action: cation of Accident: Age: Condition:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ	1 Type: 05-0249d Int Location: Int Driver 1 Action: Int Driver 1 Action: Int Condition: Int Driver 1 Action: Int	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact	1 Type: 05-0249d Int Location: Int Driver 1 Action: Coation of Accident: Age: Condition: Sex: Iment Condition 1: Location:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial D	1 Type: 05-0249d at Location: Int Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial D	1 Type: 05-0249d at Location: ant Driver 1 Action: cation of Accident: Age: Condition: Sex: ament Condition 1: Location: irection of Travel 1: apact Type:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Driver 1 Environ Impact Initial D Initial Ir	1 Type: 05-0249d at Location: Int Driver 1 Action: cation of Accident: Age: Condition: Sex: ment Condition 1: Location: irection of Travel 1:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial D Initial Li Light:	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Iment Condition 1: Location: Irection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial Ir Initial L Light: Road 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Coation of Accident: Age: Condition: Sex: Iment Condition 1: Location: Irection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial Ir Initial Li Light: Road 1 Road 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Coation of Accident: Age: Condition: Sex: Iment Condition 1: Location: Irection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Driver 1 Initial D Initial L Light: Road 1 Road 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Coation of Accident: Age: Condition: Sex: Imment Condition 1: Location: Irection of Travel 1: Impact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial Ir Initial L Light: Road 1 Road 1 Road 1 Road 1	1 Type: 05-0249d at Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Imment Condition 1: Location: irection of Travel 1: Impact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good Obscured
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial D Initial Ir Initial L Light: Road 1 Road 1 Road 1 Road 1 Road 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Imment Condition 1: Location: Irection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good Obscured Asphalt
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial Ir Initial L Light: Road 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Iment Condition 1: Location: Irrection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition:	Date & Time:	Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Environ Impact Initial Ir Initial Light: Road 1	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Iment Condition 1: Location: Irrection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Unisdiction:		Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow County or district
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Driver 1 Initial D Initial L Light: Road 1 Road 1 Road 1 Road 1 Road 1 Road 1 Road J Second	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Imment Condition 1: Location: Irrection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Cary Location of Vehicle 1 Damage or Area of Impact Inpact Type: Condition: Character: Condition: Conditi		Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow County or district Top
Accident Notes:	Accider Appare Classifi Driver 1 Driver 1 Driver 1 Initial D Initial Ir Initial Light: Road 1 Road 5 Second	1 Type: 05-0249d Int Location: Int Driver 1 Action: Cation of Accident: Age: Condition: Sex: Iment Condition 1: Location: Irrection of Travel 1: Inpact Type: Cocation of Vehicle 1 Damage or Area of Impact: Alignment: Character: Condition: Pavement Markings: Surface: Surface Condition: Unisdiction:		Automobile February 17, 2005 4:15 pm Intersection related Speed too fast for condition P.D. only 54 Normal Female Clear Not on roadway - right side East SMV - Other Left centre Daylight Straight on level Undivided - two-way Good Obscured Asphalt Packed snow County or district

Acciden	t ID:	05-0249d	Date & Time:	February 17, 2005 4:15 pm cont'd
Notes:	· 15.	00 02 100	Date & Time.	Toblady 17, 2000 1.10 pm
	Traffic C	Control:		No control
	Vehicle	1 Condition:		No apparent defect
	Vehicle	1 Damage:		Moderate
	Vehicle	1 Manoeuver:		Slowing or stopping
	Vehicle	1 Type:		Automobile
Acciden	t ID:	08-20080	Date & Time:	April 13, 2008 6:45 pm
Notes:		Wild Turkey		
	Accider	nt Location:		Non intersection
	Apparei	nt Driver 1 Action:		Driving properly
	Classific	cation of Accident:		P.D. only
	Driver 1	Age:		45
	Driver 1	Condition:		Normal
	Driver 1	Sex:		Female
	Environ	ment Condition 1:		Clear
	Impact	Location:		Thru lane
	Initial D	irection of Travel 1:		East
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Left front corner
	Light:	,		Daylight
		Alignment:		Straight on hill
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
		Surface:		Asphalt
		Surface Condition:		Dry
		urisdiction:		County or district
		ary Location of Vehicle 1 Damage or Area of Impact		Front complete
		ce of Events 1:		Animal - wild
	Thru La			1
	Traffic (No control
		1 Condition:		No apparent defect
		1 Damage:		
		1 Manoeuver:		Light Coing shoot
		1 Type:		Going ahead
	verlicie	т туре.		Automobile
Acciden Notes:	t ID:	08-20254	Date & Time:	September 5, 2008 4:00 pm
	Accider	nt Location:		Non intersection
	Apparei	nt Driver 1 Action:		Lost control
		cation of Accident:		Non-fatal injury
	Driver 1	Age:		41
		Condition:		Inattentive
	Driver 1	Injury:		Minimal
	Driver 1	• •		Female
		ment Condition 1:		Rain
		Location:		Not on roadway - left side
		irection of Travel 1:		West
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Left front
	Light:	200. S. Vollisio i Bulliago di Alica di Illipadi.		Daylight
	Ligit.			Dayingin

Accident Notes:	t ID:	08-20254	Date & Time:	September 5, 2008	4:00 pm	cont'd
	Road 1	Alignment:		Straight on hill		
		Character:		Undivided - two-way		
	Road 1	Condition:		Good		
	Road 1	Pavement Markings:		Exist		
	Road 1	Surface:		Asphalt		
	Road 1	Surface Condition:		Wet		
	Road Ju	urisdiction:		County or district		
	Sequen	ce of Events 1:		Skidding/sliding		
	Sequen	ce of Events 2:		Ditch		
	Sequen	ce of Events 3:		Rollover		
	Traffic (No control		
	Vehicle	1 Condition:		No apparent defect		
		1 Damage:		Demolished		
		1 Manoeuver:		Going ahead		
		1 Type:		Automobile		
Accident Notes:	t ID:	10-00589d 300m west of Line 7 - no driver info	Date & Time:	December 26, 2010	6:43 pm	
	Accider	nt Location:		Non intersection		
		nt Driver 1 Action:		Driving properly		
	• •	cation of Accident:		P.D. only		
	Driver 1			6		
		Condition:		Normal		
		ment Condition 1:		Clear		
		Location:		Thru lane		
		irection of Travel 1:		West		
		npact Type:		SMV - Other		
				Left front corner		
		ocation of Vehicle 1 Damage or Area of Impact:				
	Light:	Alignment		Dark		
		Alignment:		Straight on hill		
		Character:		Undivided - two-way		
		Condition:		Good		
		Pavement Markings:		Exist		
		Surface:		Asphalt		
		Surface Condition:		Dry		
		urisdiction:		County or district		
		ce of Events 1:		Animal - wild		
		ne No.:		1		
	Traffic (No control		
		1 Condition:		No apparent defect		
		1 Damage:		Light		
		1 Manoeuver:		Going ahead		
	Vehicle	1 Type:		Pick-up truck		
Accident	t ID:	11-00056	Date & Time:	January 22, 2011 8	3:20 pm	
Notes:		Just west of Line 7 - Driver info blacked out				
		nt Location:		Non intersection		
		nt Driver 1 Action:		Lost control		
		cation of Accident:		P.D. only		
	Driver 1	Condition:		Normal		
		ment Condition 1:		Snow		

Accident ID: Notes:	11-00056 Just west of Line 7 - Driver info blacked out	Date & Time:	January 22, 2011 8:20 p	om cont'd
Fixed (Object Offset 3:		Right of Roadway - Less tha	an 3.1m
Impact	Location:		Not on roadway - right side	
Initial [Direction of Travel 1:		East	
Initial I	mpact Type:		SMV - Other	
Initial L	ocation of Vehicle 1 Damage or Area of Impact:		Front centre	
Light:			Dark	
Road 1	I Alignment:		Straight on hill	
Road 1	I Character:		Undivided - two-way	
Road 1	I Condition:		Good	
Road 1	Pavement Markings:		Obscured	
Road 1	Surface:		Asphalt	
Road 1	Surface Condition:		Loose snow	
Road J	Jurisdiction:		County or district	
Second	dary Location of Vehicle 1 Damage or Area of Impact	:	Undercarriage	
Seque	nce of Events 1:		Skidding/sliding	
Seque	nce of Events 2:		Ran off road	
Seque	nce of Events 3:		Ditch	
Traffic	Control:		No control	
Vehicle	e 1 Condition:		No apparent defect	
Vehicle	e 1 Damage:		Moderate	
Vehicle	e 1 Manoeuver:		Going ahead	
Vehicle	e 1 Type:		Automobile	

Accident ID:	11-00041	Date & Time:	January 18, 2011 7:30 pm
Notes:	No driver information		
Accide	ent Location:		Non intersection
Appare	ent Driver 1 Action:		Lost control
Appare	ent Driver 2 Action:		Driving properly
Classi	fication 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
Enviro	nment Condition 1:		Snow
Impac	Location:		Thru lane
Initial [Direction of Travel 1:		East
Initial I	Direction of Travel 2:		West
Initial I	mpact Type:		Approaching (head on)
Initial I	ocation of Vehicle 1 Damage or Area of Impact:		Back complete
Initial I	ocation 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
Seque	nce of Events 1:		Other motor vehicle
Seque	nce of Events 4:		Other motor vehicle
Thru L	ane No.:		1
Traffic	Control:		No control
Vehicle	e 1 Condition:		No apparent defect
Vehicle	e 1 Damage:		Demolished
Vehicle	e 1 Manoeuver:		Going ahead
Vehicle	e 1 Type:		Automobile
Vehicle	e 2 Condition:		No apparent defect
Vehicle	e 2 Damage:		Demolished
Vehicle	e 2 Manoeuver:		Going ahead
Vehicle	e 2 Type:		Automobile

MIDBLOCK ID: 8280 MUNICIPALITY: Springwater

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn NURSERY ROAD & WILSON DRIVE

Notes:	nt ID: 02-0055	Date & Time:	January 17, 2002 8:35 pm
	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:		
	Vehicle 1 Manoeuver:		No apparent defect Going ahead
			-
	Vehicle 1 Type:		Automobile, station wagon
Acciden			Automobile, station wagon May 30, 2003 1:00 pm
	nt ID: 03-448	Date & Time:	May 30, 2003 1:00 pm
	Accident Location:	Date & Time:	May 30, 2003 1:00 pm At intersection
	Accident Location: Apparent Driver 1 Action:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly
	Accident Location: Apparent Driver 1 Action: Classification of Accident:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 1 Surface Condition:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry Straight on level
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment: Road 2 Alignment: Road 2 Character:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry Straight on level Undivided - two-way
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment: Road 2 Character: Road 2 Condition:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry Straight on level Undivided - two-way Good
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Alignment: Road 2 Alignment: Road 2 Character:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry Straight on level Undivided - two-way Good Non-existent
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Character: Road 2 Condition: Road 2 Pavement Markings: Road 2 Pavement Markings: Road 2 Surface:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry Straight on level Undivided - two-way Good
	Accident Location: Apparent Driver 1 Action: Classification of Accident: Driver 1 Age: Driver 1 Condition: Driver 1 Sex: Environment Condition 1: Impact Location: Initial Direction of Travel 1: Initial Impact Type: Light: Road 1 Alignment: Road 1 Character: Road 1 Condition: Road 1 Pavement Markings: Road 1 Surface: Road 2 Character: Road 2 Condition: Road 2 Pavement Markings:	Date & Time:	May 30, 2003 1:00 pm At intersection Driving properly P.D. only 57 Normal Male Clear Within intersection West SMV - fixed object or unattended vehicle Daylight Straight on hill Undivided - two-way Good Exist Asphalt Dry Straight on level Undivided - two-way Good Non-existent

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
Traf	ffic Control:		Stop sign		
Traf	ffic Control Condition:		Functioning		
Veh	nicle 1 Condition:		Defect		
Veh	nicle 1 Manoeuver:		Going ahead		
Veh	nicle 1 Type:		Tow truck		
Accident ID	: 07-1150	Date & Time:	December 1, 2	007 2:20 pm	
Acc	cident Location:		Non intersection		
App	parent Driver 1 Action:		Speed too slow		
	parent Driver 2 Action:		Driving properly		
	ssification of Accident:		P.D. only		
Driv	ver 1 Age:		22		
	ver 1 Condition:		Ability impaired,	alcohol (over .08)	
Driv	ver 1 Sex:		Male		
Driv	ver 2 Age:		48		
	ver 2 Condition:		Normal		
Driv	ver 2 Sex:		Male		
Env	vironment Condition 1:		Clear		
Imp	pact Location:		Thru lane		
	ial Direction of Travel 1:		West		
Initi	ial Direction of Travel 2:		West		
Initi	ial Impact Type:		Rear end		
	ial Location of Vehicle 1 Damage or Area of Impact:		Front complete		
Ligh			Daylight		
	ad 1 Alignment:		Straight on level		
	ad 1 Character:		Undivided - two-		
Roa	ad 1 Condition:		Good	•	
Roa	ad 1 Pavement Markings:		Exist		
	ad 1 Surface:		Asphalt		
Roa	ad 1 Surface Condition:		Wet		
Roa	ad Jurisdiction:		County or distric	t	
Sec	condary Location of Vehicle 1 Damage or Area of Impact	t:	Back complete		
	quence of Events 1:		Other motor veh	icle	
	quence of Events 4:		Other motor veh	icle	
	ru Lane No.:		1		
	ffic Control:		No control		
Trat	ffic Control Condition:		Not functioning		
	nicle 1 Condition:		No apparent def	ect	
Veh	nicle 1 Damage:		Moderate		
	nicle 1 Manoeuver:		Going ahead		
Veh	nicle 1 Type:		Passenger van (SUV)	
	nicle 2 Condition:		No apparent def		
	nicle 2 Damage:		Light		
	nicle 2 Manoeuver:		Going ahead		
	nicle 2 Type:		Passenger van ((SUV)	
	J.C.		3-1-1	,	

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn Unknown & LINE 6 N

Acciden	t ID:	06-0840	Date & Time:	August 7, 2005 1:20 pm
Notes:		Deer		
		t Location:		Non intersection
		nt Driver 1 Action:		Driving properly
		cation of Accident:		P.D. only
	Driver 1	-		63
		Condition:		Normal
	Driver 1			Female
		ment Condition 1:		Clear
		Location:		Within intersection
		irection of Travel 1:		West
		npact Type:		SMV - Other
		ocation of Vehicle 1 Damage or Area of Impact:		Left front
	Light:			Daylight
		Alignment:		Straight on hill
		Character:		Undivided - two-way
		Condition:		Good
		Pavement Markings:		Exist
	Road 1	Surface:		Asphalt
	Road 1	Surface Condition:		Dry
	Road J	urisdiction:		County or district
	Sequer	ce of Events 1:		Skidding/sliding
	Thru La	ne No.:		1
	Traffic (Control:		No control
	Vehicle	1 Condition:		No apparent defect
	Vehicle	1 Damage:		Moderate
	Vehicle	1 Manoeuver:		Going ahead
				· · · 3 · · · · · · · · ·
	Vehicle	1 Type:		Automobile
Acciden		1 Type: 07-0561	Date & Time:	Automobile
Acciden Notes:			Date & Time:	-
	t ID:	07-0561 4 Veh	Date & Time:	Automobile November 26, 2007 5:02 pm
	t ID:	07-0561 4 Veh at Location:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related
	t ID: Accider Appare	07-0561 4 Veh at Location: nt Driver 1 Action:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way
	Accider Appare Appare	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly
	Accider Appare Appare Appare	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly
	Accider Appare Appare Appare Appare Appare	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly
	Accider Appare Appare Appare Appare Appare Classifi	07-0561 4 Veh at Location: nt Driver 1 Action: nt Driver 2 Action: nt Driver 3 Action: nt Driver 4 Action: cation of Accident:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only
	Accider Appare Appare Appare Appare Classifi	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36
	Accider Appare Appare Appare Appare Appare Classifi Driver 1	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 1	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 1 Driver 2	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: 4 Age:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: 4 Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Driver 3	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 2 Driver 3	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition: Sex: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3 Driver 3	07-0561 4 Veh It Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 3 Action: Int Driver 4 Action: Int Driver 4 Action: Int Driver 4 Action: Int Driver 5 Action: Int Driver 6 Accident: Int Driver 7 Action: Int Driver 8 Action: Int Driver 9 Action:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3 Driver 4 Driver 4	07-0561 4 Veh It Location: Int Driver 1 Action: Int Driver 2 Action: Int Driver 3 Action: Int Driver 4 Action: Int Driver 4 Action: Int Driver 4 Action: Int Driver 5 Accident: Int Driver 6 Accident: Int Driver 7 Action: Int Driver 8 Action: Int Driver 9 Action	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59 Female
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3 Driver 4 Environ	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition: Sex: Age: Condition: Sex: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59 Female Snow
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 4 Driver 4 Driver 4 Driver 4 Environ Environ	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59 Female Snow Freezing rain
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3 Driver 4 Driver 4 Driver 4 Driver 5 Driver 5 Driver 6 Driver 6 Driver 6 Driver 7 Driver 7 Driver 7 Driver 8 Driver 9 Drive	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59 Female Snow Freezing rain Within intersection
	Accider Appare Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3 Driver 4 Driver 4 Driver 4 Driver 5 Driver 5 Driver 6 Driver 6 Driver 1 Driver 1 Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 4 Driver 4 Initial D	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Age: Sex: Age: Age: Sex: Age: Age: Age: Age: Age: Age: Age: Age	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59 Female Snow Freezing rain Within intersection South
	Accider Appare Appare Appare Appare Classifi Driver 1 Driver 2 Driver 2 Driver 3 Driver 3 Driver 3 Driver 4 Environ Impact Initial D	07-0561 4 Veh at Location: at Driver 1 Action: at Driver 2 Action: at Driver 3 Action: at Driver 4 Action: cation of Accident: Age: Condition: Sex: Age: Condition:	Date & Time:	Automobile November 26, 2007 5:02 pm Intersection related Failed to yield right-of-way Driving properly Driving properly P.D. only 36 Normal Male 24 Normal Female 73 Normal Male 59 Female Snow Freezing rain Within intersection

DESCRIPTION: HORSESHOE VALLEY ROAD W btwn Unknown & LINE 6 N

Accider Notes:	nt ID:	07-0561 4 Veh	Date & Time:	November 26, 2007	5:02 pm	cont'
	Initial	Direction of Travel 4:		West		
		Impact Type:		Approaching (head on)		
		Location of Vehicle 1 Damage or Area of Impact:		Right rear corner		
		Location of Vehicle 2 Damage of Area of Impact:		Right front corner		
		Location of Vehicle 3 Damage of Area of Impact:		Front complete		
		Location of Vehicle 4 Damage of Area of Impact:		Front complete		
	Light:	Location of Vehicle 4 Damage of Area of Impact.		Dark		
		1 Alignment:		Straight on hill		
		1 Character:		Undivided - two-way		
		1 Condition:		Good		
				Exist		
		1 Pavement Markings: 1 Surface:				
				Asphalt		
		1 Surface Condition: 2 Character:		Loose snow		
				Undivided - two-way		
		2 Condition:		Good		
		2 Surface:		Asphalt		
		2 Surface Condition:		Ice		
		Jurisdiction:		County or district		
		dary Location of Vehicle 2 Damage or Area of Impact		Front complete		
		dary Location of Vehicle 3 Damage or Area of Impact		Back complete		
	•	ence of Events 1:		Other motor vehicle		
		ence of Events 10:		Other motor vehicle		
		ence of Events 4:		Other motor vehicle		
		ence of Events 5:		Other motor vehicle		
		ence of Events 7:		Other motor vehicle		
		ence of Events 8:		Other motor vehicle		
		ane No.:		1		
		Control:		No control		
		e 1 Condition:		No apparent defect		
		e 1 Damage:		None		
		e 1 Manoeuver:		Going ahead		
		e 1 Type:		Pick-up truck		
	Vehicl	e 2 Condition:		No apparent defect		
	Vehicl	e 2 Damage:		Severe		
	Vehicl	e 2 Manoeuver:		Slowing or stopping		
		e 2 Type:		Pick-up truck		
	Vehicl	e 3 Condition:		No apparent defect		
		e 3 Damage:		Severe		
	Vehicl	e 3 Manoeuver:		Slowing or stopping		
	Vehicl	e 3 Type:		Pick-up truck		
	Vehicl	e 4 Condition:		No apparent defect		
	Vehicl	e 4 Damage:		Moderate		
	Vehicl	e 4 Manoeuver:		Slowing or stopping		
	Vehicl	e 4 Type:		Automobile		

County Of Simcoe

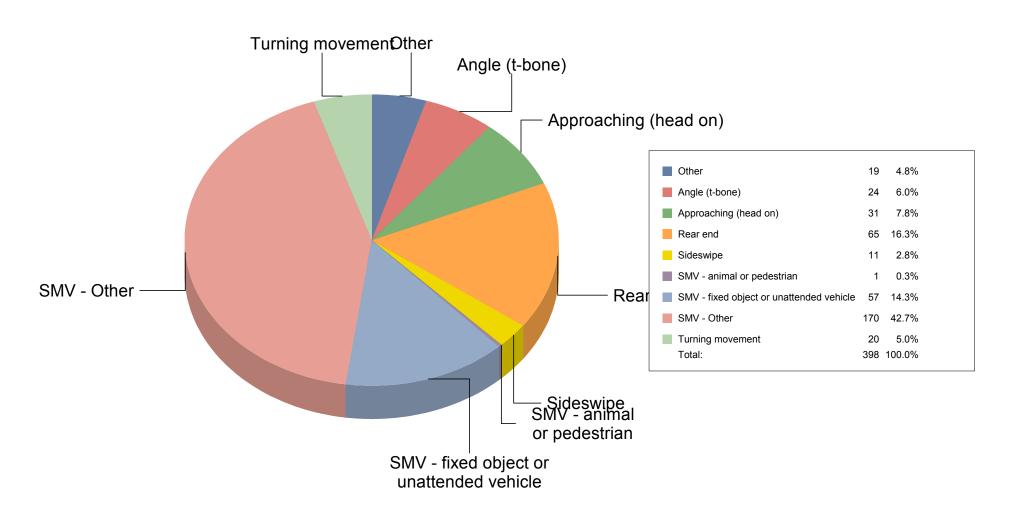


GROUP COLLISIONS BY INITIAL IMPACT TYPE

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)



County Of Simcoe

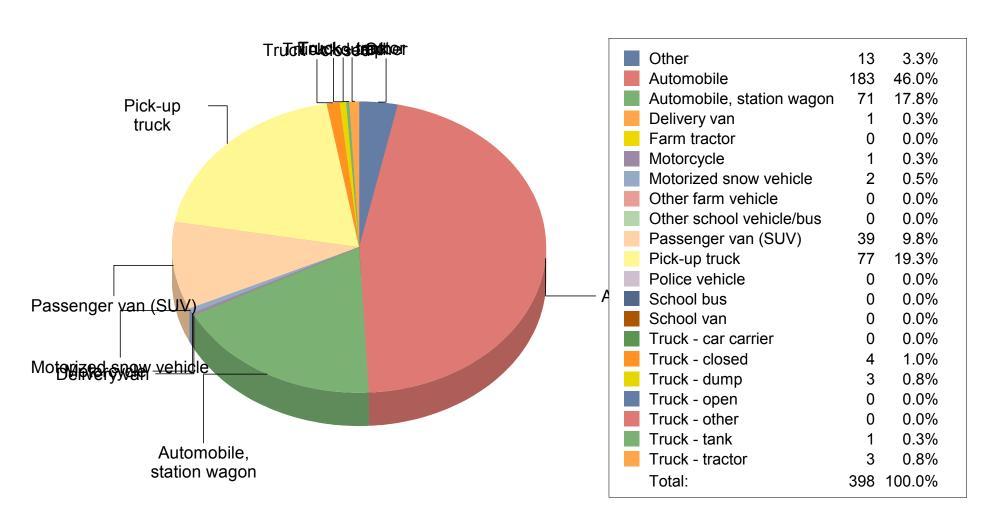


GROUP COLLISIONS BY VEHICLE 1 TYPE

Vehicle Type

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

GROUP ID: CR 22 MUNICIPALITY: N/A DESCRIPTION: County Road 22 (32.7 Km)



County Of Simcoe



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

County Of Simcoe

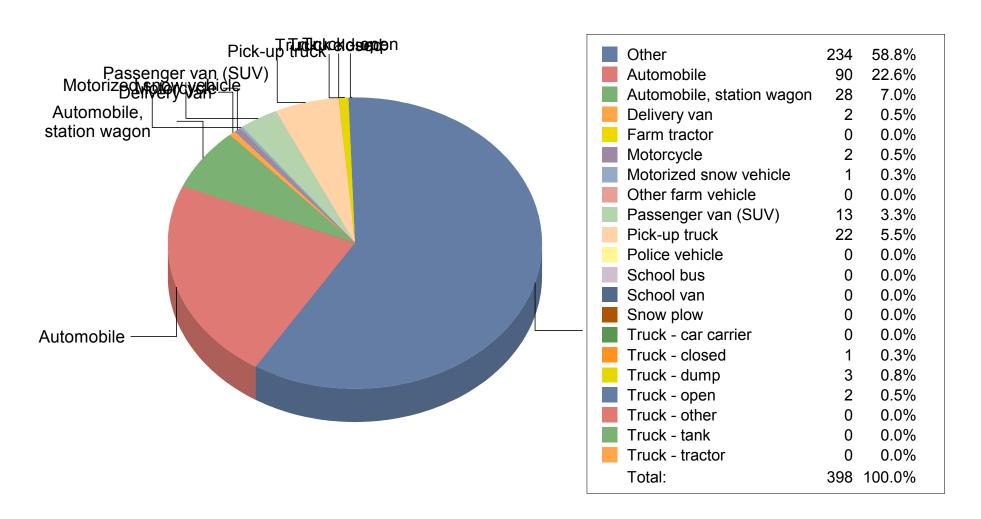


GROUP COLLISIONS BY VEHICLE 2 TYPE

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)



County Of Simcoe



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



MEMORANDUM

Ainley & Associates Limited

280 Pretty River Parkway, Collingwood, ON L9Y 4J5 Tel: (705) 445-3451 Fax: (705) 445-0968

Email: collingwood@ainleygroup.com

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

County Road 22 (Horseshoe Valley Road) – Truck Ref: 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:

- One of the following conditions exists: 1.
- 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

Ainley Group Page 1 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.

Ainley Group Page 2

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

This message has been scanned for viruses and dangerous content by **VPNetworks MailScanner**, and is believed to be clean.

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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 LOL 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: Sent: Shauna T <shaunatoz@gmail.com> 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 od dual wheeled pickup trucks, it was it is skewed because Class 5 vehicles, all of them, were included int he volume counts. I do not know where Ms. Korolnek has drawn this conclusion from?

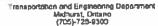
Residents did not want to know how many dual wheeled trucks were in the counts, they wanted to know how many Class 5 vehicles were deemed to be heavy: "What is a heavy truck? What is a 2 axle 6 wheeled truck?" We now know what the definition is but want to know why they were chosen to be included and 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.

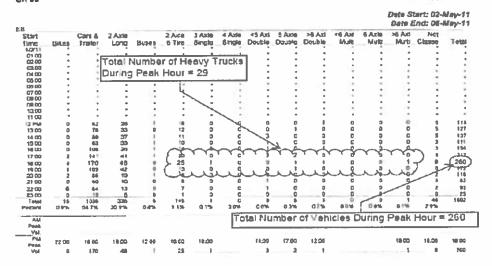
It is because of this lack of data, that I am compelled to ask, once again, for a retraction or at the every least a clarification of what I have been asking for six months.

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.





Sito Code: 022 03



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

County of Simcoe, Engineering Planning and Environment 1110 Highway #26, Midhurst, Ontario L0L 1X0

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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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MEMORANDUM

Ainley & Associates Limited

280 Pretty River Parkway, Collingwood, ON L9Y 4J5 Tel: (705) 445-3451 Fax: (705) 445-0968

Email: collingwood@ainleygroup.com

To: Paul Murphy Copies to: Debbie Korolnek

Christian Meile Chris Doherty

Date: October 20, 2014

Mike Neumann, Brad Kalus

From:

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-topower 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;



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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 is information to further support the alternatives being considered and to address the Problem Statement, including the analysis of truck climbing lane warrants.



- 4 -

CIMA' Response: We have no further comments regarding this recommendation.

Final Comments

- 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 regraded 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 consist 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.

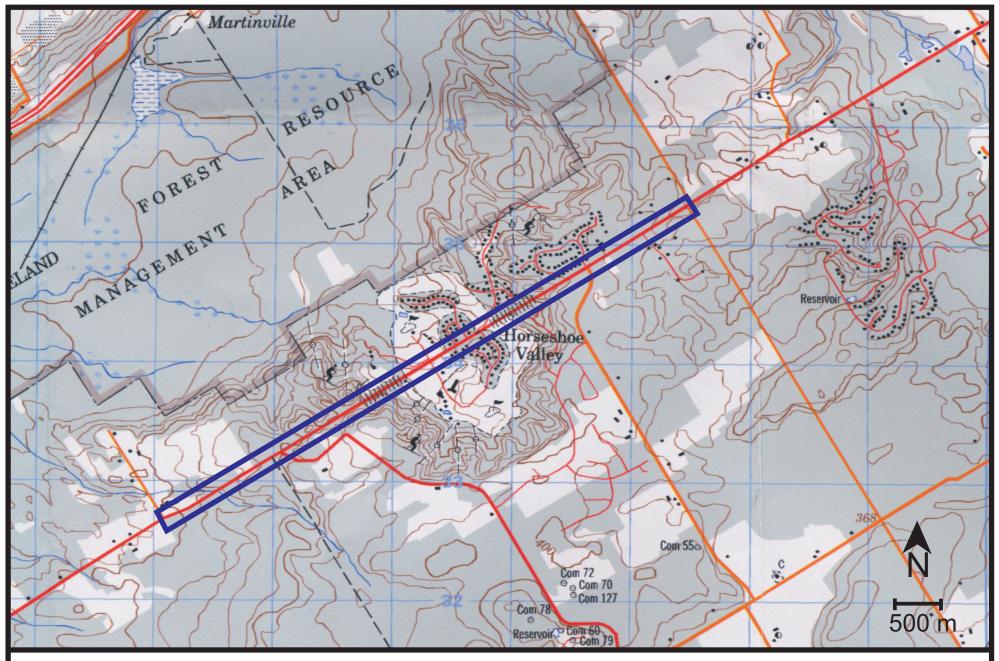


Figure 1: Horseshoe Valley Natural Heritage Review Study Location

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Environmental Consultants

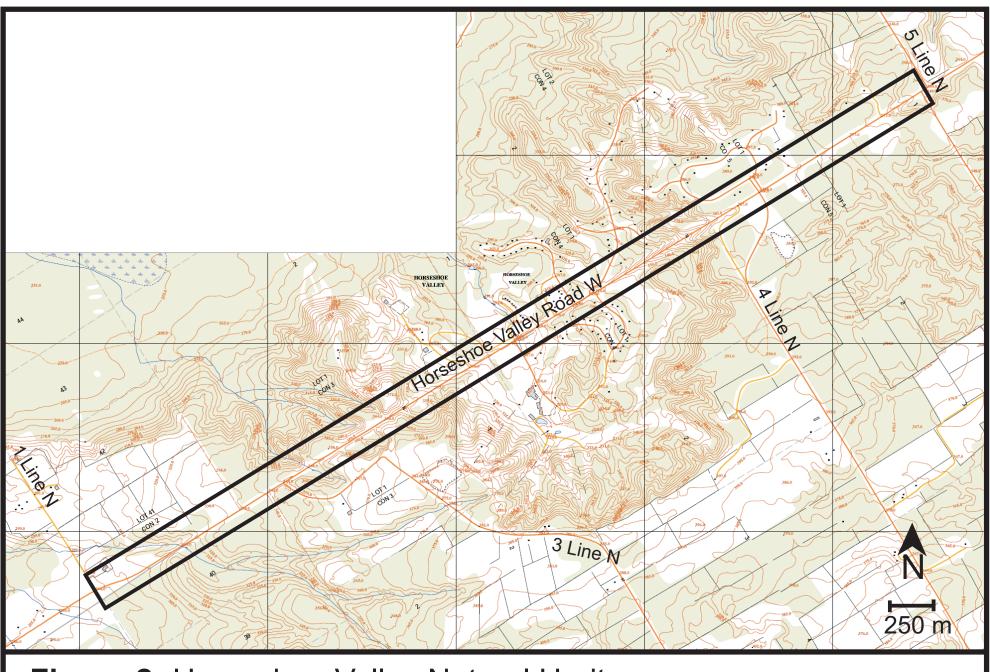


Figure 2: Horseshoe Valley Natural Heritage Review Study Area

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Environmental Consultants

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 of the stage of plant maturity. All species, such as sugar maple (*Acer saccarum*), 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 (*Zenaida 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 int 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*), Rosebreasted 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 studyarea 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)

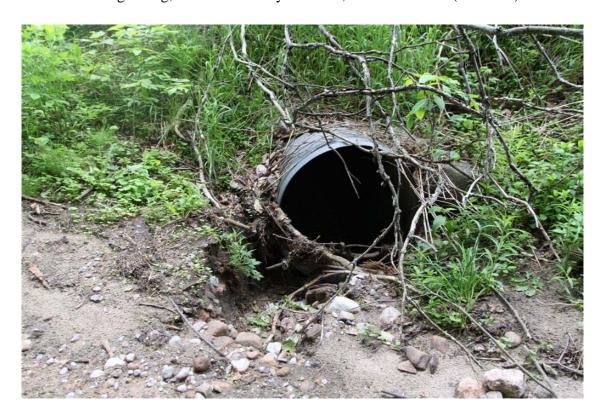


Photo 2: Equalization culvert between Horseshoe Resort and Line 1 N; south side of County Road 22 (08/06/13)



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	Acer platanoides	Exotic
Sugar Maple	Acer saccharum	
Manitoba Maple	Acer negundo	on residential properties
American Beach	Fagus grandifolia	
Silver Maple	Acer saccharinum	
Speckled Alder	Alnus incana ssp. rugosa	
American Elm	Ulmus americana	
Basswood	Tilia americana	
White Birch	Betula papyrifera	
Red-Osier Dogwood	Cornus sericea	
Eastern White Cedar	Thuja occidentalis	
Eastern Red Cedar	Juniperus virginiana	landscape trees
Eastern Hemlock	Tsuga canadensis	
White Spruce	Picea glauca	
Blue Spruce	Picea pungens	Introduced, used for ornamental purposes
Norway Spruce	Picea abies	Introduced, used for ornamental purposes
Scots Pine	Pinus sylvestris	Exotic
Raspberry/Blackberry	Rubus sp.	
Highbush Cranberry	Viburnum trilobium	
Wild Grape	Vitis sp.	
Staghorn Sumac	Rhus typhina	
Common Yarrow	Achillea millefolium	Exotic
Common Ragweed	Ambrosia artemisiifolia	
Common Plantain	Plantago major	
Chicory	Cichorium intybus	Exotic
Bull Thistle	Cirsium vulgare	Exotic
Cat's Ear	Hypochaeris radicata	Exotic
Blue Lettuce	Lactuca biennis	
Scotch Thistle	Onopordum acanthium	Exotic
Goldenrod	Solidago sp.	
Dandelion	Taraxacum officinale	Exotic

Coltsfoot	Tussilago farfara	Exotic
False Nettle	Boehmeria cylindrica	
Common Mullein	Verbascum thapsus	Exotic
Garlic Mustard	Alliaria petiolata	Exotic
Queen Anne's Lace	Daucus carota	Exotic
Wild Teasel	Dipsacus fullonum	Exotic
Bedstraw	Galium sp.	
Common Milkweed	Asclepias syriaca	
White Clover	Trifolium repens	Exotic
Cow Vetch	Vicia cracca	Exotic
Grasses		Poaceae Family, at least 4 different sp.
Crabgrass	Digitaria sp.	
Horsetail	Equisetum	

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	Pimephales notatus	MNRF
Blacknose Dace	Rhinichthys atratulus	MNRF
Longnose Dace	Rhinichthys cataractae	MNRF
Common Shiner	Luxilus cornutus	MNRF
Johnny Darter	Etheostoma nigrum	MNRF
Rainbow Darter	Etheostoma caeruleum	MNRF
White Sucker	Catostomus commersonii	MNRF
Creek Chub	Semotilus atromaculatus	MNRF
Hognose Sucker	Hypentelium nigricans	MNRF
Pearly Dace	Margariscus margarita	MNRF
Northern Redbelly Dace	Chrosomus eos	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		
		Repti	les				
Milksnake	Lampropeltis triangulum	SC	SC	✓	- NHIC		
Snapping Turtle	Chelydra serpentina	SC	SC	✓	- MNRF record		
Plants							
Butternut	Juglans cinerea	END	END	✓	- MNRF record		
American Ginseng	Panax quinquefolius	END	END	1	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

Prepared for: **County of Simcoe**

Prepared by:

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April 2014



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Appendices

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- **B** Operational Analyses
- **C** Specific Development Traffic Volumes
- **D** Signal Warrants



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 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 3^{rd} Line is serving as a collector road. Upon approaching County Road 22, 3^{rd} 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 3^{rd} Line is a "T" intersection with stop control on 3^{rd} 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.



TARIF1_	INTERSECTION OPERATIONS –	2013 TRAFFIC VOLUMES
IADLE I -	- III I ENSECTION OPENATIONS -	- ZUIS INAFFIC VOLUMES

INTERSECTION		CONTROL	AM F	PEAK HO	UR	PM PEAK HOUR		
		CONTROL	Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	12.0	В	0.09	18.2	С	0.29
County Road 22 & 3 Ellie	WBL	free	7.9	Α	0.02	8.5	Α	0.02
County Road 22 &	NBL	ston	12.9	В	0.05	20.1	С	0.24
	NBT-R	stop	8.8	Α	0.01	10.3	В	0.07
Horseshoe Resort Entrance	EBL	fraa	7.6	Α	0.01	7.7	Α	0.01
	WBL	free	7.7	Α	0.03	8.4	Α	0.03
	SB	stop	10.3	В	0.02	14.6	В	0.04
	NB	stop	11.1	В	0.09	16.0	С	0.19
County Road 22 & 4 th Line	EBL	fraa	7.7	Α	0.01	7.7	Α	0.02
County Road 22 & 1 Ellie	WBL	free	7.7	Α	0.03	8.3	Α	0.04
	SB	stop	11.1	В	0.07	14.3	В	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.



YEAR		TO HORSESHOE RT ENTRANCE	FROM HORSESHOE VALLEY RESORT ENTRANCE TO COUNT ROAD 93			
TEAN	AADT	AADT ANNUAL GROWTH RATE		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	F	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.	Land Use	Rate/	Unit/	WEEK	CDAY AM	PEAK	WEEKDAY PM PEAK			
No.	Land Use	Estimate	Size	In	Out	Total	ln	Out	Total	
1	condominium units	rate	unit	0.07	0.37	0.44	0.35	0.17	0.52	
'	Condominant dints	estimate	110	8	40	48	38	19	57	
	single detached units	rate	unit	0.19	0.56	0.75	0.64	0.37	1.01	
	single detached dime	estimate	84	16	47	63	53	32	85	
2	medium density units	rate	unit	0.11	0.05	0.16	0.11	0.15	0.26	
	mearam density anno	estimate	1000	107	53	160	107	153	260	
	sub-total		1084	123	100	223	160	185	345	
3	single detached units	rate	unit	0.19	0.56	0.75	0.64	0.37	1.01	
	on great detaction diffes	estimate	97	18	55	73	62	36	98	



Dev.	Land Use	Rate/	Unit/	WEEKDAY AM PEAK			WEEKDAY PM PEAK			
No.		Estimate	Size	In	Out	Total	In	Out	Total	
4 res	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		
		CONTROL	Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	12.9	В	0.15	21.9	С	0.38
	WBL	free	8.0	Α	0.02	8.8	Α	0.03
County Road 22 & Horseshoe Resort Entrance	NBL	stop	13.5	В	0.07	22.5	С	0.27
	NBT-R		8.9	Α	0.01	10.5	В	0.07
	EBL	free	7.7	Α	0.01	7.8	Α	0.01
	WBL		7.8	Α	0.03	8.5	Α	0.03
	SB	stop	10.5	В	0.02	15.5	С	0.04
County Road 22 & 4 th Line	NB	stop	11.6	В	0.13	17.8	С	0.25



INTERSECTION		CONTROL	AM PEAK HOUR			PM PEAK HOUR		
		CONTROL	Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
	EBL	fraa	7.8	Α	0.01	7.8	Α	0.02
	WBL	free	7.8	Α	0.03	8.4	Α	0.05
	SB	stop	11.4	В	0.07	15.4	С	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		
		CONTROL	Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	14.2	В	0.20	30.8	D	0.54
County Road 22 & 5 Eme	WBL	free	8.1	Α	0.03	9.0	Α	0.04
County Road 22 &	NBL	stop	14.3	В	0.09	26.5	D	0.32
	NBT-R		9	Α	0.02	10.7	В	0.08
Horseshoe Resort Entrance	EBL	free	7.7	Α	0.01	7.8	Α	0.01
	WBL		7.8	Α	0.03	8.7	Α	0.03
	SB	stop	10.8	В	0.02	16.9	С	0.05
	NB	stop	12.4	В	0.16	21.2	С	0.35
County Road 22 & 4 th Line	EBL	fraa	7.8	Α	0.01	7.8	Α	0.02
	WBL	free	7.9	Α	0.04	8.6	Α	0.06
	SB	stop	11.9	В	0.08	17.2	С	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		
		CONTROL	Delay(s)	LOS	v/c	Delay(s)	LOS	v/c
County Road 22 & 3 rd Line	NB	stop	18.0	С	0.32	117.5	F	1.03
	WBL	free	8.3	Α	0.04	9.6	Α	0.06
County Road 22 & Horseshoe Resort Entrance	NBL	stop	16.6	С	0.14	40.8	E	0.46
	NBT-R		9.1	Α	0.03	11.4	В	0.09
	EBL	free	7.9	Α	0.01	8.0	Α	0.01
	WBL		7.9	Α	0.03	9.1	Α	0.04
	SB	stop	11.4	В	0.02	20.7	С	0.06
	NB	stop	14.5	В	0.25	39.3	E	0.63
County Road 22 & 4 th Line	EBL	froo	7.9	Α	0.01	8.0	Α	0.02
	WBL	free	8.1	Α	0.06	9.0	Α	0.09
	SB	stop	13.1	В	0.09	22.3	С	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
- 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.

AM PEAK HOUR PM PEAK HOUR CONTROL INTERSECTION Delay(s) LOS v/c Delay(s) LOS v/c overall 12.6 В 16.7 В **EBT** 14.4 В 0.51 22.5 В 0.82 В **EBR** 12.4 В 0.19 11.6 0.26 County Road 22 & 3rd Line В **WBL** signal 10.5 В 0.12 12.2 0.20 В **WBT** В 0.48 10.4 0.49 11.4 В **NBL** В 0.31 13.0 0.17 18.4 В **NBR** 12.4 В 16.7 0.15 0.08

TABLE 8 - 2033 INTERSECTION OPERATIONS WITH IMPROVEMENTS

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 I ANFS -	STOP CONTROL	CONDITION
IADEE 3		I OI III EAILE	CIOI CONTINCE	

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	
County Road 22 d 1 Ellie	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 PERCENTILI	REQUIRED STORAGE		
MOVEMENT	AM PEAK HOUR	PM PEAK HOUR	LENGTH (m)	
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)		
LOCATION	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

Lilly Chen

Reported by:

Reviewed by:

Lilly Chen, P. Eng. Senior Transportation Engineer Mike Neumann, P. Eng. Vice-President, Transportation Engineering

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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

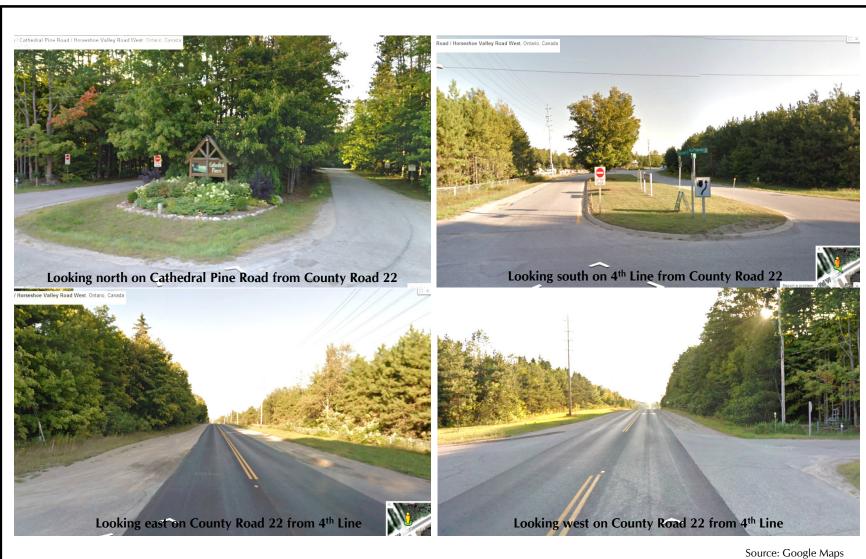




Figure 3 - Study Area Road System - County Road 22 & 4th Line

CONSULTING ENGINEERS County of Simcoe, County Road 22 Intersection Improvements at Horseshoe Resort Entrance, 3rd Line and 4th Line

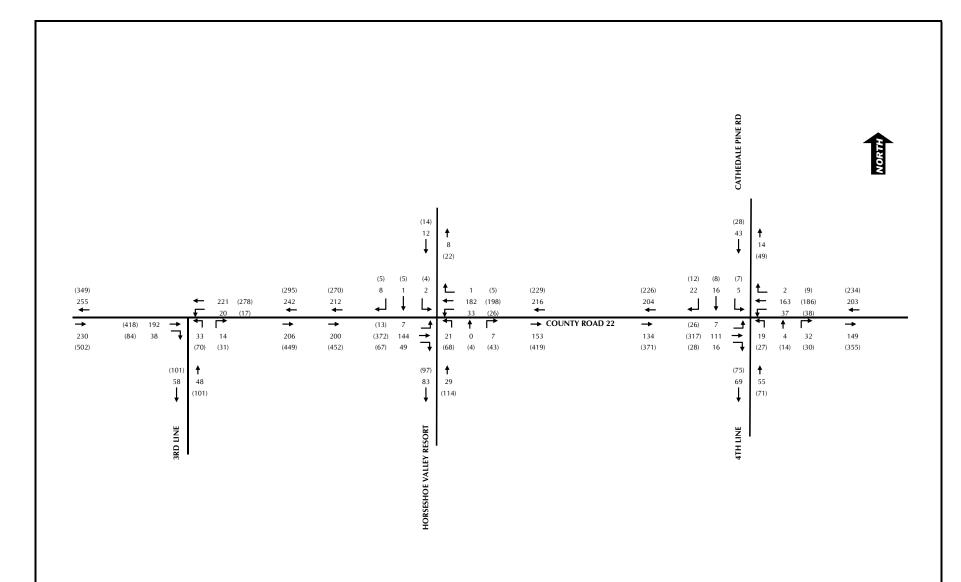


Figure 4
Existing 2013 Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



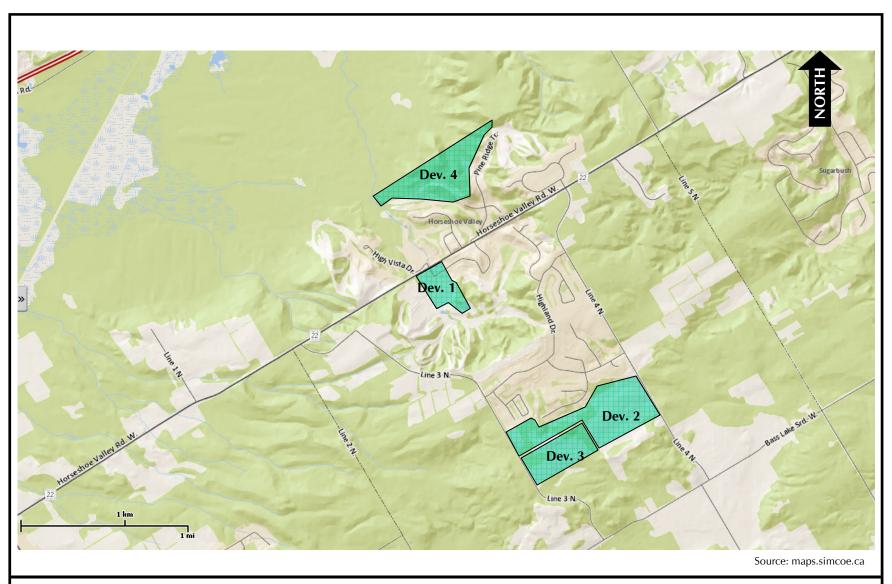




Figure 5 – Specific Develpments

CONSULTING ENGINEERS PLANNERS

County of Simcoe, County Road 22 Intersection Improvements at Horseshoe Resort Entrance, 3rd Line and 4th Line

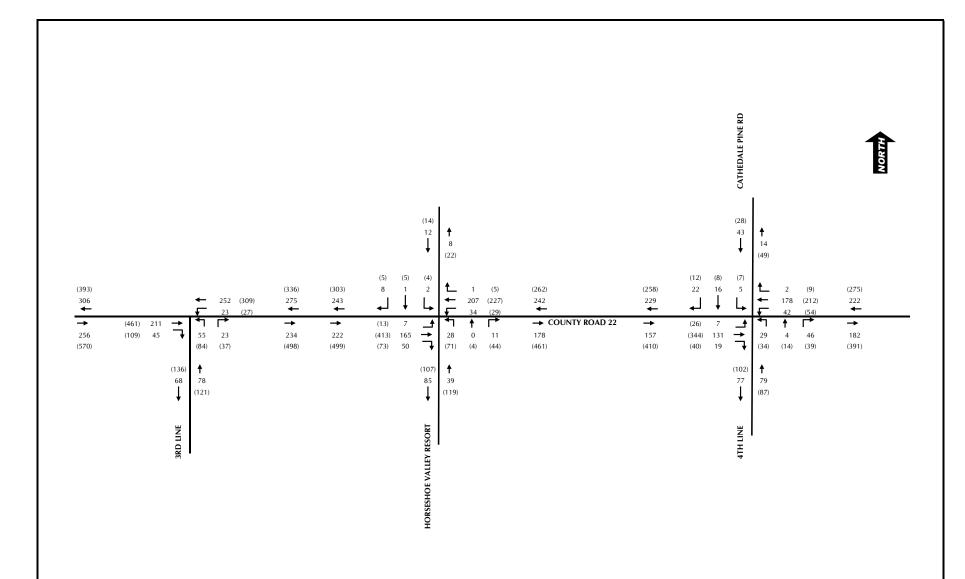


Figure 6
2018 Future Total Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



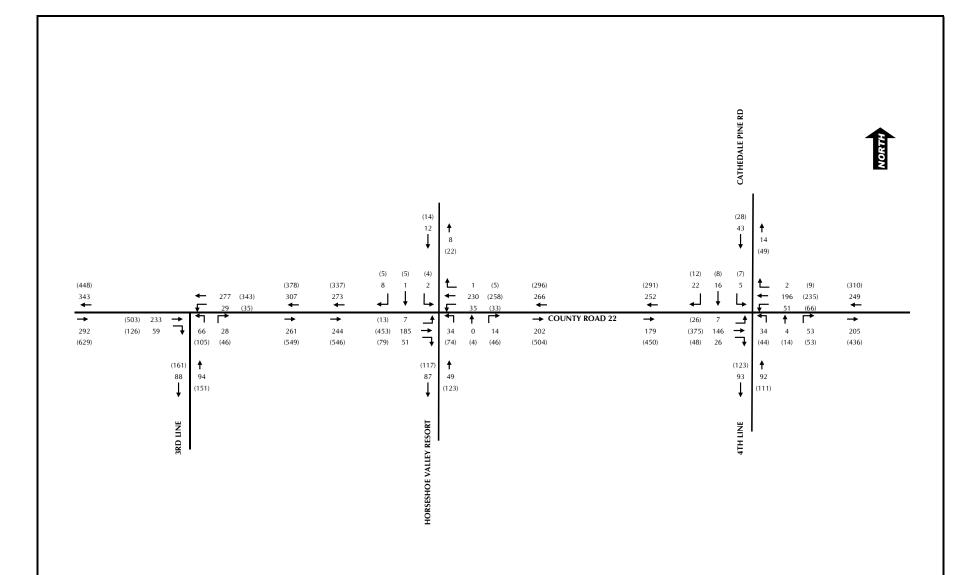


Figure 7
2023 Future Total Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



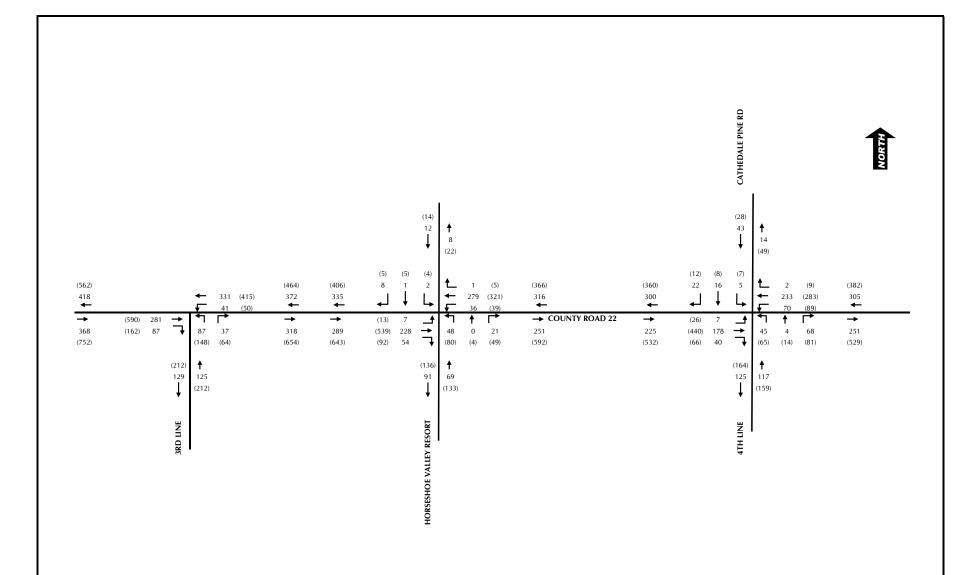


Figure 8
2033 Future Total Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



APPENDIX A

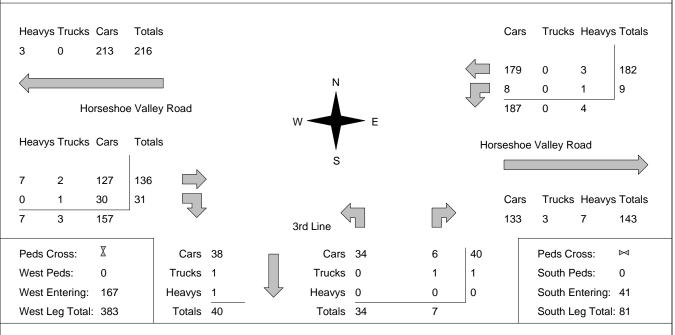
Traffic Counts



Morning	y Peak Diagram	•	ried Period 7:00:00 10:00:00		our Peak 7:45:00 8:45:00	
Municipality: Site #: Intersection: TFR File #: Count date:	Horseshoe Valley 1400100002 Horseshoe Valley Road & 3rd Line 1 14-Jan-14		er conditions: n(s) who count	ed:		
** Non-Signali	ized Intersection **	Maior I	Road: Horsesho	oe Valley F	Road runs W/E	

East Leg Total: 334
East Entering: 191
East Peds: 0

East Peds: 0
Peds Cross:





Mid-day Peak Diagram	Specifi	ied Period	One Ho	our Peak
a day i dan ziagia	From:	11:00:00	From:	12:00:00
	To:	13:00:00	То:	13:00:00

Municipality: Horseshoe Valley Weather conditions:

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

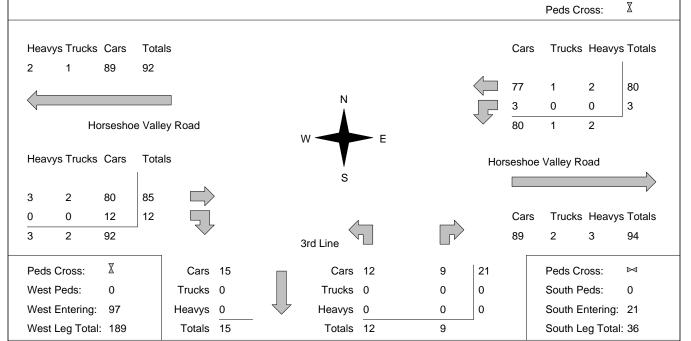
TFR File #: 1

Count date: 14-Jan-14

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 177
East Entering: 83
East Peds: 0

Person(s) who counted:





Afternoon Peak Diagram	Specifi	ied Period	One Ho	our Peak
7	From:	15:00:00	From:	16:30:00
	To:	18:00:00	To:	17:30:00

Municipality: Horseshoe Valley Weather conditions:

Site #: 1400100002

Heavys 1

Totals 50

Intersection: Horseshoe Valley Road & 3rd Line

TFR File #: 1

West Entering: 319

West Leg Total: 566

Count date: 14-Jan-14

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 517
East Entering: 230
East Peds: 0

Person(s) who counted:

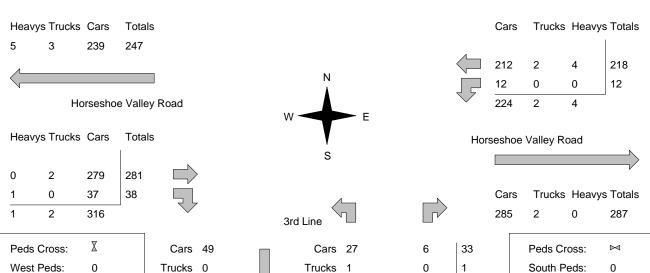
0

1

Peds Cross:

South Entering: 35

South Leg Total: 85



Comments

Heavys 1

Totals 29



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

TFR File #: 1

Count date: 14-Jan-14

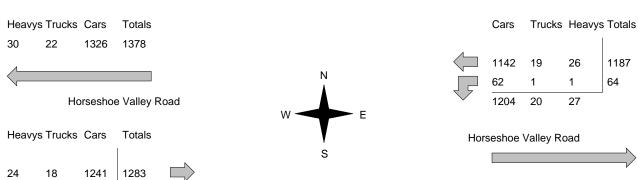
Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection ** Major Road: Hor

Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 2607
East Entering: 1251
East Peds: 0
Peds Cross: $\[\]$



 24
 18
 1241
 1283

 3
 1
 205

 27
 19
 1446

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

Peds Cross:
South Peds: 0
South Entering: 264
South Leg Total: 537

Cars

1313

Trucks Heavys Totals

1356



Accu-Traffic Inc. Traffic Count Summary

Intersection	Horsesh	oe Valle	v Road	& 3rd Lir	Count D	ate 14-Jan-14	. N	Munici	i ^{pality} Ho	rseshoe	· Vallev		
•			ach Tot			1104111					ach Tot	als	
			rucks, & H			North/South			Include	es Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	g	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	1	7:00:0		0	0	1	1	0
8:00:00 9:00:00	0	0	0	0	0	26 38	8:00:0 9:00:0		22 33	0	4 5	26 38	0
10:00:00	0	Ö	0	0	Ö	20	10:00:		12	0	8	20	0
12:00:00	0	0	0	0	0	32	12:00:0		22	0	10	32	0
13:00:00	0	0	0	0	0	27	13:00:		17	0	10	27	0
16:00:00 17:00:00	0	0	0	0	0		16:00:0 17:00:0		34 24	0	14 15	48 39	0
18:00:00	0	0	0	0	0	33			27	0	6	33	0
				Š		o o				·			
Totals:			0 ach Tota		0	264					73 ach Tot arucks, & H		0
Hour	Left			Grand	Total Peds	East/West Total	Hour	_	Left	Thru		Grand	Total
7:00:00	Leit 0	Thru 4	Right 0	Total 4	Peus 0	Approaches 9	7:00:0	_	Leit 0	- Iniu 5	Right 0	Total 5	Peds 0
8:00:00	6	173	0	179	Ö	326	8:00:		Ö	132	15	147	0
9:00:00	10	162	0	172	0	339	9:00:0		0	133	34	167	0
10:00:00	8	111	0	119	0	260			0	110	31	141	0
12:00:00 13:00:00	5 7	91 102	0	96 109	0		12:00:0 13:00:0		0	103 124	11 18	114 142	0 0
16:00:00	11	148	0	159	0		16:00:0		ő	170	28	198	0
17:00:00	9	210	Ö	219	Ö	507	17:00:0		Ö	249	39	288	Ö
18:00:00	8	186	0	194	0	484	18:00:0	00	0	257	33	290	0
Totals:	64	1187	0	1251	0	2743			0	1283	209	1492	0
						or Traffic Cr	_		-				
Hours En Crossing		8:00 22	9:00 33	10:00 12	12:00 22		13:0	00 17	16:00 34	17:00 24	18:00 27		



		Passen	ger Cars	- North A	pproach			Tru	cks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Le	eft	Т	nru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	C	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0
8:15:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
8:30:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
8:45:00	0	0			-	0	0	0	0	0	0	0		0	0	0	0	0	0	0
9:00:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
9:15:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
9:30:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
9:45:00	0	0				0	0	0	0	0	0	0		0	0	0	0	0	0	0
10:00:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
11:15:00	0	0	-			0	0	0		0	0	0		0	0	0	0	0	0	0
11:30:00	0	0	-			0	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	0	0			-	0	0	0	0	0	0	0		0	0	0	0	0	0	0
12:00:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
12:15:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
12:30:00	0	0				0	0	0	0	0	0	0		0	0	0	0	0	0	0
12:45:00	0	0				0	0	0		0	0	0		0	0	U	0	0	0	0
13:00:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
15:15:00 15:30:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
15:30:00	0	0	1			0	0	0		0	0	0		0	0	0	0	0	0	0
16:00:00	0	0	1		-	0	0	0		0	0	0		0	0	0	0	0	0	0
16:15:00	0	0			-	0	0	0	_	0	0	0		0	0	0	0	0	0	0
16:30:00	0	0	1			0	0	0	0	0	0	0		0	0	0	0	0	0	0
16:45:00	0	0	1			0	0	0		0	0	0		0	0	0	0	0	0	0
17:00:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
17:00:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
17:30:00	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0
17:45:00	0	0	_			0	0	0		0	0	0		0	0	0	0	0	0	0
18:00:00	0	0	1			0	0	0		0	0	0		0	0	0	0	0	0	0
18:15:00	0	0	-			0	0	0		0	0	0		0	0	0	0	0	0	0
18:15:15	0	0				0	0	0		0	0	0		0	0	0	0	0	0	0



		Passer	ger Cars	- East Ap	proach			Tru	ıcks - Eas	st Appro	ach			Hea	avys - Eas	st Approa	ich		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15:00	0	0	41	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30:00	3	3	82	41	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	
7:45:00	4	1	124	42	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	
8:00:00	5	1	175	51	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	
8:15:00	9	4	224	49	0	0	1	0	0	0	0	0	0	0	4	2	0	0	0	
8:30:00	10	1	258	34	0	0	1	0	0	0	0	0	0	0	5	1	0	0	0	
8:45:00	12	2	303	45	0	0	1	0	0	0	0	0	1	1	5	0	0	0	0	
9:00:00	14	2	334	31	0	0	1	0	0	0	0	0	1	0	5	0	0	0	0	
9:15:00	17	3	359	25	0	0	1	0	1	1	0	0	1	0	5	0	0	0	0	
9:30:00	20	3	392	33	0	0	1	0	1	0	0	0	1	0	6	1	0	0	0	
9:45:00	20	0	415	23	0	0	1	0	2	1	0	0	1	0	7	1	0	0	0	
10:00:00	22	2	439	24	0	0	1	0	3	1	0	0	1	0	8	1	0	0	0	
11:15:00	24	2	459	20	0	0	1	0	3	0	0	0	1	0	8	0	0	0	0	
11:30:00	25	1	481	22	0	0	1	0	3	0	0	0	1	0	8	0	0	0	0	
11:45:00	27	2	506	25	0	0	1	0	4	1	0	0	1	0	8	0	0	0	0	
12:00:00	27	0	527	21	0	0	1	0	6	2	0	0	1	0	8	0	0	0	0	
12:15:00	27	0	554	27	0	0	1	0	6	0	0	0	1	0	10	2	0	0	0	
12:30:00	28	1	580	26	0	0	1	0	6	0	0	0	1	0	10	0	0	0	0	
12:45:00	30	2	604	24	0	0	1	0	7	1	0	0	1	0	10	0	0	0	0	
13:00:00	34	4	625	21	0	0	1	0	8	1	0	0	1	0	10	0	0	0	0	
15:15:00	37	3	656	31	0	0	1	0	8	0	0	0	1	0	11	1	0	0	0	
15:30:00	42	5	684	28	0	0	1	0	10	2	0	0	1	0	11	0	0	0	0	
15:45:00	44	2	712	28	0	0	1	0	11	1	0	0	1	0	14	3	0	0	0	
16:00:00	45	1	759	47	0	0	1	0	15	4	0	0	1	0	17	3	0	0	0	
16:15:00	45	0	800	41	0	0	1	0		0	0	0	1	0	17	0	0	0	0	
16:30:00	46	1	844	44	0	0	1	0	17	2	0	0	1	0	20	3	0	0	0	
16:45:00	51	5	901	57	0	0	1	0	17	0	0	0	1	0	23	3	0	0	0	
17:00:00	54	3	960	59	0	0	1	0	18	1	0	0	1	0	23	0	0	0	0	
17:15:00	55	1	1011	51	0	0	1	0	18	0	0	0	1	0	23	0	0	0	0	
17:30:00	58	3		45	0	0	1	0	19	1	0	0	1	0	24	1	0	0	0	
17:45:00	61	3	1102	46	0	0	1	0	19	0	0	0	1	0	25	1	0	0	0	
18:00:00	62	1	1142	40	0	0	1	0		0		0		0	26	1	0	0	0	
18:15:00	62	0	1142	0		0	1	0		0		0		0	26	0	0	0	0	
18:15:15	62	0	1142	0	0	0	1	0	19	0	0	0	1	0	26	0	0	0	0	



		Passen	ger Cars -	South A	pproach			Tru	icks - Sou	th Appro	ach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	4	4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	7	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:45:00	13	6	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	C
8:00:00	21	8	0	0	5	2	0	0		0	0	0	1	0	0	0	0	0	0	C
8:15:00	29	8	0	0	5	0	0	0		0		0		0		0	0	0	0	C
8:30:00	39	10		0	7	2	0	0		0		1		0		0	0	0	0	C
8:45:00	47	8	0	0	9	2	0	0		0	1	0		0	0	0	0	0	0	C
9:00:00	53	6	0	0	9	0	1	1	0	0		0		0		0	0	0	0	C
9:15:00	57	4	0	0	10	1	1	0		0		0		0		0	0	0	0	C
9:30:00	59	2	0	0	11	1	1	0		0	1	0		0	0	0	0	0	0	C
9:45:00	62	3	0	0	15	4	1	0		0		0		0		0	0	0	0	C
10:00:00	65	3	0	0	17	2	1	0		0	-	0		0	0	0	0	0	0	
11:15:00	71	6	0	0	19	2	1	0		0	1	0		0	0	0	0	0	0	C
11:30:00	76	5	0	0	19	0	2	1	0	0		0		0	0	0	0	0	0	C
11:45:00	79	3	0	0	24	5	2	0		0		0		0		0	0	0	0	C
12:00:00	86		0	0	27	3	2	0		0		0		0		0	0	0	0	C
12:15:00	93	/	0	0	29	2	2	0		0	1	0		0	0	0	0	0	0	C
12:30:00	95 98		0	0	33 36	3	2	0		0		0		0	0	0	0		0	
12:45:00 13:00:00	103	3 5	0	0	36	3	2	0		0		0		0		0	0	0	0	
15:15:00	115	<u>5</u> 12	0	0	40	3	2	0		0	1	0	1	0	0	0	0	0	0	C
15:30:00	122	7	0	0	43	3	2	0		0		0		1	0	0	0	0	0	C
15:45:00	129	7	0	0	49	6	2	0		0		0		0	0	0	0	0	0	
16:00:00	135	6		0	51	2	2	0		0		0		0		0	0	0	0	
16:15:00	141	6	0	0	63	12	2	0		0		0	-	0		0	0	0	0	
16:30:00	144	3	0	0	64	1	2	0		0	1	0		0	0	0	0	0	0	C
16:45:00	154	10	-	0	64	0	2	0		0	1	0		0		0	0	0	0	
17:00:00	159	5	0	0	66	2	2	0		0		0	_	0	0	0	0	0	0	
17:15:00	165	6	0	0	67	1	3	1	0	0	1	0		0	0	0	0	0	0	Č
17:30:00	171	6	0	0	70	3	3	0		0	1	0	_	1	0	0	0	0	0	Č
17:45:00	179	8	0	0	71	1	3	0		0		0		0	0	0	0	0	0	C
18:00:00	184	5	0	0	72	1	3	0		0	1	0		0		0	0	0	0	C
18:15:00	184	0	0	0	72	0	3	0		0	1	0		0		0	0	0	0	Č
18:15:15	184	0	0	0	72	0	3	0		0	1	0		0		0	0	0	0	C



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Thi	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	C
7:15:00	0	0	35	31	1	1	0	0	0	0	0	0	0	0	2	1	0	0	0	C
7:30:00	0	0	70	35	3	2	0	0	0	0	0	0	0	0	2	0	1	1	0	C
7:45:00	0	0	98	28	7	4	0	0	1	1	0	0	0	0	3	1	1	0	0	C
8:00:00	0	0		34	14	7	0	0		0	0	0	0	0	4	1	1	0	0	C
8:15:00	0	0	166	34	25	11	0	0		1	0	0	0	0	6		1	0	0	C
8:30:00	0	0		31	34	9	0	0		0	1	1		0			1	0	0	C
8:45:00	0	0		28	37	3	0	0		1	1	0		0	10		1	0	0	C
9:00:00	0	0	257	32	46	9	0	0	3	0	1	0	0	0	10	0	2	1	0	C
9:15:00	0	0	290	33	55	9	0	0		0	1	0	-	0		1	2	0	0	C
9:30:00	0	0		21	65	10	0	0	1	2	1	0	-	0	11	0	2	0	0	C
9:45:00	0	0		28	70	5	0	0		1	1	0		0		0	2	0	0	C
10:00:00	0	0		22	77	7	0	0		1	1	0		0	12		2	0	0	C
11:15:00	0	0		20	83	6	0	0	-	0	1	0		0				0	0	C
11:30:00	0	0		27	86	3	0	0	-	0		0		0				0	0	C
11:45:00	0	0		27	87	1	0	0		1	1	0	-	0				0	0	C
12:00:00	0	0		27	88	1	0	0		1	1	0	-	0			2	0	0	C
12:15:00	0	0		24	92	4	0	0		1	1	0		0			2	0	0	C
12:30:00	0	0		25	96	4	0	0		0	1	0	-	0			2	0	0	C
12:45:00	0	0		31	100	4	0	0		1	1	0		0				0	0	C
13:00:00	0	0		37	106	6	0	0		1	1	0		0			2	0	0	C
15:15:00	0	0	615	36	111	5	0	0		1	1	0		0			2	0	0	C
15:30:00	0	0		43	116	5	0	0		1	1	0		0			2	0	0	C
15:45:00	0	0		42	122	6	0	0		0	-	0		0				0	0	C
16:00:00	0	0		40	134	12	0	0	-	0	1	0	-	0			2	0	0	C
16:15:00	0	0		50	144	10	0	0		0		0		0			2	0	0	C
16:30:00	0	0		50	152	8	0	0		2	1	0		0				0	0	C
16:45:00	0	0		74	161	9	0	0		0	1	0	-	0			2	0	0	C
17:00:00	0	0		72	172	11	0	0		1	1	0		0				1	0	C
17:15:00	0	0	1054	68	181	9	0	0		1	1	0		0				0	0	C
17:30:00	0	0		65	189	8	0	0		0		0		0				0	0	C
17:45:00	0	0		68	197	8	0	0		0		0	_	0				0	0	C
18:00:00	0	0	1241	54	205	8	0	0		0	1	0		0			3	0	0	
18:15:00	0	0		0	205	0	0	0		0		0		0			3	0	0	
18:15:15	0	0	1241	0	205	0	0	0	18	0	1	0	0	0	24	0	3	0	0	C



Morning P	Peak Diagram	Specified Period From: 7:00:00	One Hour Peak From: 7:45:00
		To: 10:00:00	To: 8:45:00
Site #: 140 Intersection: Ho TFR File #: 1	rseshoe Valley 00100001 rseshoe Valley Road & Horsesh -Jan-14	Weather conditions: Person(s) who coun	ted:
** Non-Signalized	d Intersection **	Major Road: Horsesh	oe Valley Road runs W/E
North Leg Total: 22 North Entering: 16 North Peds: 0 Peds Cross:	Trucks 0 0 0 Cars 8 2 5 Totals 8 2 6	Heavys 1 Trucks 0 Cars 5 Totals 6	East Leg Total: 323 East Entering: 196 East Peds: 0 Peds Cross:
,	Totals 187 Valley Road W	N E	Cars Trucks Heavys Totals 2 0 0 2 167 1 3 171 22 0 1 23 191 1 4
1 0 1 2 5 2 112 1	Totals 2 119 Horseshoe Resort Entranc	s A	Cars Trucks Heavys Totals 119 2 6 127
Peds Cross: West Peds: 0 West Entering: 147 West Leg Total: 334	Trucks 1 Tru	tars 7 2 2 11	Peds Cross: South Peds: 0 South Entering: 12 South Leg Total: 63



A	T CC' -	
$\Delta CCII$	Traffic	ınc
AUU	Hallic	II I U .

Mid-day	Pea	ak Di	ag	ıram			Spec Fron To:		Perio :00:00 :00:00	d		om:	ur Pe 12:00:0 13:00:0	00
Municipality: Site #: ntersection: FFR File #: Count date:	14001	shoe Val		Road & F	Horse			ther c						
* Non-Signali	zed In	itersec	tior	า **			Majo	r Roa	id: H	orsesl	hoe Va	alley R	oad rur	ns W/E
North Leg Total: 23 North Entering: 12 North Peds: 2 Peds Cross: Heavys Trucks Cars 2 1 80	Total	Heavys Trucks Cars Totals	0 5	0 0 3 3	1 0 3 4	>	seshoe	Resort E	Heavys Trucks Cars Totals Entrance	0	Cars 1 60	East E		73 2 X
Horsesl	noe Valle	y Road			\\/ -	N	_ =			5	9 70	1	2	9
Heavys Trucks Cars 0 0 7 2 2 62	7 66	s			v	S				Hoi	rseshoe	Valley F	₹oad	
0 0 17 2 2 86	17	H	lorses	shoe Reso	rt Entra	< ance					Cars 71	Trucks	s Heavy 3	/s Totals 76
Peds Cross: X West Peds: 0 West Entering: 90		Cars Trucks Heavys	0		7	Cars Trucks Heavys	-	3 0 0	6 0 0	24 0 0		Peds C South I		⋈0: 24
West Leg Total: 173	,	Totals	29			Totals	15	3	6	_			Leg Tota	



Afterno	on P	eak	Di	agra	ım		Spec Fron To:	n: 15	Perio :00:00 :00:00	d		om:	16:30:0 17:30:0	00
Municipality: Site #: Intersection: FR File #: Count date:	140010 Horses 1 14-Jan	shoe Val	ley f	Road & I	Horse				who d					
[*] Non-Signal	ized In	tersec	tior	า **			Majo	or Roa	ad: Ho	orsesh	noe Va	alley R	oad rur	ns W/E
North Leg Total: 25		Heavys	0	0	0	0		$\langle \cdot \rangle$	Heavys	0		East L	.eg Total:	491
North Entering: 12		Trucks	0	0	0	0			Trucks	1		East E	Entering:	206
North Peds: 0		Cars	7	1	4	12			Cars	12	_	East F	'eds:	0
Peds Cross:		Totals	7	1	4				Totals	13		Peds (Cross:	X
Heavys Trucks Car 3 2 227	232					Hors	seshoe	Resort E	Entrance		Cars 5 173 23	0 2 0	o Heavy 0 3 0	7s Totals 5 178 23
Horses	hoe Valle	y Road			w -	4	► E			~	201	2	3	
Heavys Trucks Car 0 1 6 0 1 240	7					S				Hor	seshoe	Valley	Road	
0 0 41	41						4	^	N.		Cars	Truck	ks Heavy	s Totals
0 2 287		Н	orses	shoe Reso	rt Entra	ance <	7				284	1	0	285
Peds Cross:		Cars	65			Cars	47	1	40	88		Peds (Cross:	M
West Peds: 1		Trucks	0			Trucks	0	0	0	0		South	Peds:	0
West Entering: 28	9	Heavys	0	1	ı	Heavys	0	0	0	0		South	Entering:	88



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100001

Intersection: Horseshoe Valley Road & Horsesho

TFR File #:

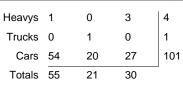
Count date: 14-Jan-14 Weather conditions:

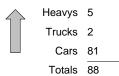
Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 194 North Entering: 106 North Peds: 2 Peds Cross: ⋈

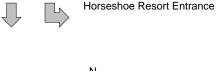


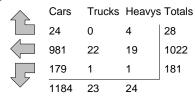


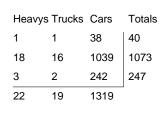
East Leg Total: 2469 East Entering: 1231 East Peds: 7 \mathbb{X} Peds Cross:

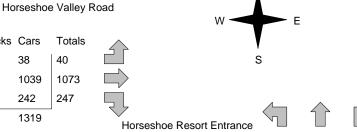
Heavys Trucks Cars Totals 25 23 1209 1257

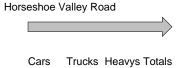








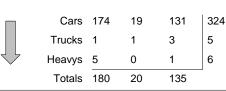




1197

 \mathbb{X} Peds Cross: West Peds: 1 West Entering: 1360 West Leg Total: 2617





 \bowtie Peds Cross: South Peds: 2 South Entering: 335 South Leg Total: 784

22

1238



Accu-Traffic Inc. Traffic Count Summary

Intersection	laraaah	\/alla	Daad	0 110,000	- L Count C	late 4.4 lam 4.4		Munic	rinality I I a	*****	Valley		
Intersection					sn odani z	^{pate} 14-Jan-14	•	Wall	cipality Ho			-1-	
	Norti	n Appro	rucks, & H	als					Include	n Appro	rucks, & H	als	
Hour				Grand	Total	North/South Total	Но	our				Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Enc		Left	Thru	Right	Total	Peds
7:00:00	0	0	0	0	0	0		0:00	0	0	0	0	0
8:00:00 9:00:00	2 5	1	6 7	9 14	0	19 31		0:00	4 11	3 2	3 4	10 17	0
10:00:00	3	2 3	9	15	0	37	10:0		8	4	10	22	0
12:00:00	2	5	4	11	Ö		12:0		19	3	12	34	ŏ
13:00:00	2 5	5 5	6	16	2		13:0		19	4	11	34	0
16:00:00	4	3	9	16	0	90			42	0	32	74	0 2 0
17:00:00	7	1	11	19	0	100		0:00	35	3	43	81	2
18:00:00	2	1	3	6	0	69	18:0	0:00	42	1	20	63	0
Totals:	30	21	55	106	2	441			180	20	135	335	2
	Include	: Appro : es Cars. T	rucks, & H	alS eavvs		5 100/ 1			Include	Appro es Cars. T	ach Tota	ais eavvs	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Ho End	ding	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00	0 13	1 169	0	1 184	0	1 320		0:00	0	0 123	0 13	0 136	0
9:00:00	26	150	2 2	178	0	320		0:00	0 2	115	27	144	0
10:00:00	30	103	7	140	1		10:0		6	77	40	123	0
12:00:00	13	74	3	90	Ö		12:0		3	84	25	112	Ö
13:00:00	13	85	1	99	2		13:0		8	91	29	128	0
16:00:00	28	111	5	144	0		16:0		8	140	35	183	0
17:00:00 18:00:00	31 27	178 151	6 2	215 180	4 0		17:0 18:0		8 5	217 226	43 35	268 266	1
18.00.00	21	131	2	100	J	440	10.0	0.00	3	220	33	200	O
Totala	404	1000	20	4004	7	0504			40	1070	0.47	1200	
Totals:	181	1022	28 Calc	1231 ulated V		2591 or Traffic Cr	neci:	na M	40	1073	247	1360	1
Hours En Crossing		8:00 9	9:00 18	10:00 16	12:00 26	OF TRAFFIC OF		3:00 31	16:00 49	17:00 50	18:00 45		



		Passen	ger Cars -	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	avys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
7:30:00	1	1	0	0	4	4	0	0	1	1	0	0	0	0	0	0	1	1	0	C
7:45:00	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
8:00:00	2	1	0	0	5	1	0	0	1	0	-	0		0	0	0	1	0	0	(
8:15:00	3	1	1	1	7	2	0	0		0	_	0		0		0	1	0	0	
8:30:00	5	2	2	1	10	3	0	0	1	0	_	0		0		0		0	0	
8:45:00	6	1	2	0	12	2	0	0	1	0	_	0		1	0	0	1	0	0	
9:00:00	6	0	_	0	12	0	0	0		0		0		0		0		0	0	
9:15:00	6	0	4	2	14	2	0	0		0	_	0		0		0	1	0	0	
9:30:00	6	0	4	0	15	1	0	0		0	_	0		0		0	1	0	0	
9:45:00	7	1	4	0	17	2	0	0		0		0	1	0		0	1	0	0	
10:00:00	9	2	5	1	21	4	0	0		0		0		0		0		0	0	
11:15:00	9	0		0	21	0	0	0		0		0		0		0	1	0	0	
11:30:00	9	0		3	24	3	0	0		0		0		0		0	1	0	0	
11:45:00	11	2		2	25	1	0	0		0		0		0		0	1	0	0	
12:00:00	11	0		0	25	0	0	0		0	_	0		0		0	1	0	0	
12:15:00	12	1	10	0	25	0	0	0		0	_	0		0		0	1	0	0	
12:30:00	13	1	11		27	3	0	0		0	_	0		1	0	0		0	0	
12:45:00 13:00:00	14 15	1	13 15	2		3	0	0		0	_	0	1	0		0		0	2	
15:15:00	15	0		2	33	2	0	0		0		0	1	0		0	1	0	2	
15:30:00	17	2		0	35	2	0	0		0		0		0		0	<u> </u>	0	2	
15:45:00	18		18	1	36	1	0	0		0		0		0		0		0	2	
16:00:00	19	1	18	0	40	1	0	0		0		0		0		0	1	0	2	
16:15:00	22	3		0	44	4	0	0		0	_	0		0		0	1	0	2	
16:30:00	23	1	19	1	47	3	0	0		0		0		1	0	0	1	0	2	
16:45:00	24	1	19	0	49	2	0	0		0		0		0		0	1	0	2	
17:00:00	25	1	19	0	51	2	0	0		0	_	0	1	0		0	1	0	2	
17:15:00	26	1	20	1	52	1	0	0	1	0		0		0		0	1	0	2	
17:30:00	27	1	20	0	54	2	0	0	1	0		0		0		0	1	0	2	
17:45:00	27	0		0	54	0	0	0		0	_	0		0		0		0	2	
18:00:00	27	0		0	54	0	0	0		0		0		0		0	1	0	2	
18:15:00	27	0		0	54	0	0	0		0		0		0		0	1	0	2	
18:15:15	27	0		0	54	0	0	0		0		0		0		0		0	2	



		Passen	ger Cars -	- East Ap	proach			Tru	ucks - Eas	st Appro	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Let	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	3	3	37	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O
7:30:00	5	2	76	39	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	C
7:45:00	8	3	119	43	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0
8:00:00	13	5	169	50	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0
8:15:00	17	4	214	45	1	1	0	0	0	0	0	0	0	0	2	1	2	0	0	C
8:30:00	26	9		31	2	1	0	0	1	1	0	0	1	1	3	1	2	0	0	0
8:45:00	30	4	286	41	2	0	0	0	1	0	0	0		0	4	1	2	0	0	C
9:00:00	37	7	315	29	2	0	1	1	1	0	0	0	1	0	4	0	2	0	0	C
9:15:00	41	4	339	24	3	1	1	0		1	0	0	1	0	4	0	2	0	1	1
9:30:00	55	14	373	34	6	3	1	0		1	0	0		0	4	0	2	0	1	C
9:45:00	64	9	392	19	7	1	1	0		1	0	0	1	0		1	3	1	1	C
10:00:00	67	3	412	20	8	1	1	0	5	1	0	0		0	6	1	3	0	1	0
11:15:00	70	3	432	20	8	0	1	0		0	0	0	· ·	0	7	1	3	0	1	0
11:30:00	71	1	446	14	9	1	1	0		0		0		0	7	0	3	0	1	0
11:45:00	75	4	466	20	10	1	1	0	6	1	0	0		0		0		0	1	C
12:00:00	80	5	481	15	11	1	1	0	9	3	0	0		0		0	3	0	1	0
12:15:00	86	6	509	28	11	0	1	0		0	0	0		0	9	2	3	0	1	0
12:30:00	89	3	526	17	11	0	1	0		0	0	0		0	9	0	3	0	1	0
12:45:00	89	0		15	12	1	1	0		1	0	0	1	0	9	0	3	0	3	2
13:00:00	93	4	562	21	12	0	1	0		1	0	0	1	0		0		0	3	
15:15:00	98	5	591	29	12	0	1	0		0	0	0		0	10	1	3	0	3	0
15:30:00	104	6	611	20	12	0	1	0		2	0	0		0		0	3	0	3	
15:45:00	113	9		19	13	1	1	0		1	0	0		0		0		0	3	0
16:00:00	121	8	663	33	17	4	1	0		4	0	0	· ·	0		2	3	0	3	
16:15:00	126	5	695	32	19	2	1	0		0		0		0		0	3	0	4	1
16:30:00	137	11	733	38	19	0	1	0		2	0	0		0		3	4	1	7	3
16:45:00	144	7	784	51	19	0	1	0		0	0	0		0		3	4	0	7	0
17:00:00	152	8	832	48	22	3	1	0		1	0	0		0	18	0	4	0	7	
17:15:00	158	6	868	36	22	0	1	0	21	0	0	0		0		0	4	0	7	0
17:30:00	160	2		38	24	2	1	0		1	0	0		0		0		0	7	
17:45:00	167	7	944	38	24	0	1	0		0		0		0		1	4	0	7	
18:00:00	179	12	981	37	24	0	1	0		0	0	0	· ·	0		0	4	0	7	
18:15:00	179	0		0	24	0	1	0		0		0		0		0	4	0	7	
18:15:15	179	0	981	U	24	0	1	0	22	U	0	0	1	0	19	0	4	U	/	



		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	ıvys - Sou	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	2	2	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	C
7:30:00	3	1	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	C
7:45:00	3	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	C
8:00:00	3	0	2	2	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	C
8:15:00	7	4	2	0	4	1	1	0	1	0		0		1	0	0	0	0	0	
8:30:00	7	0	2	0	4	0	1	0	1	0		0		0		0	0	0	0	
8:45:00	10	3	2	0	4	0	1	0	1	0	0	0		0	0	0	0	0	0	
9:00:00	13	14 1 5 1			5	1	1	0		0		2		0		0	0	0	0	C
9:15:00		16 2		1	8	3	1	0		0		0		0		0	0	0	0	
9:30:00		16 2 18 2		1	10	2	1	0		0	2	0		1	0	0	1	1	0	
9:45:00		2		2	10	0	1	0		0		0		0		0	1	0	0	
10:00:00	20	2	8	0	14	4	1	0	1	0		0		0	0	0	1	0	0	
11:15:00	21	1	8	0	15	1	1	0		0	2	0		0	0	0	1	0	0	
11:30:00	26	5	8	0	19	4	1	0	1	0		0		0	0	0	1 1	0	0	
11:45:00	33 39	7	10 11	2	21 26	2	1 1	0	1 1	0		0		0		0	1 1	•	0	
12:00:00 12:15:00	40	6	11	1	31	5 5	1	0	'	0	2 2	0		0	0	0	1	0	0	
12:30:00	46	6	13	0 2	31	0	1	0	1	0	2	0		0	0	0	1	0	0	C
12:30:00	54	8		1	32	1	1	0		0		0		0	0	0	1	0	0	C
13:00:00	58	4	15	1	37	5	1	0		0		0		0	_	0	1	0	0	
15:15:00	64	6	15	0	48	11	1	0	1	0	2	0	1	0	0	0	1	0	0	
15:30:00	76	12		0	51	3	<u>'</u> 1	0	1	0		1		0		0	1	0	0	
15:45:00	86	10		0	61	10	<u>_</u>	0	1	0		0		2	0	0	<u>_</u>	0	0	
16:00:00	98	12	15	0	68	7	<u>-</u>	0		0	3	0		0		0	<u>-</u>	0	0	
16:15:00	105	7	17	2	77	9	1	0		0		0		0		0	1	0	2	
16:30:00	110	5	18	1	82	5	1	0	1	0	3	0		0	0	0	1	0	2	
16:45:00	120	10		0	93	11	1	0	1	0		0		0		0	1	0	2	
17:00:00	133	13	18	0	111	18	1	0		0	3	0	4	0	0	0	1	0	2	
17:15:00	148	15		1	115	4	1	0	1	0	3	0		0	0	0	1	0	2	
17:30:00	157	9		0	122	7	1	0	1	0	3	0	4	0	0	0	1	0	2	
17:45:00	169	12	19	0	128	6	1	0	1	0	3	0	5	1	0	0	1	0	2	C
18:00:00	174	5	19	0	131	3	1	0	1	0		0	5	0	0	0	1	0	2	
18:15:00	174	0	19	0	131	0	1	0	1	0	3	0	5	0	0	0	1	0	2	C
18:15:15	174	0	19	0	131	0	1	0	1	0	3	0	5	0	0	0	1	0	2	C
		10 0 10																		



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	t Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Lef	t	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	29	29	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	C
7:30:00	0	0	64	35	2	0	0	0	0	0	0	0		0	1	0	0	0	0	
7:45:00	0	0	90	26	6	4	0	0	1	1	0	0	0	0	2	1	0	0	0	
8:00:00	0	0	120	30	13	7	0	0	1	0	0	0	_	0	2	0	0	0	0	C
8:15:00	1	1	148	28	19	6	0	0		1	0	0		0	5	3	1	1	0	
8:30:00	1	0	175	27	26	7	0	0		1	0	0		1	5	0	1	0	0	
8:45:00	1	0	202	27	30	4	0	0	3	0	1	1		0	7	2	1	0	0	C
9:00:00	1	0	226	24	38	8	0	0		1	1	0		0		1	1	0	0	
9:15:00	2	1	251	25	48	10	0	0		0	1	0		0	9	1	1	0	0	
9:30:00	4	2	262	11	58	10	0	0		2	1	0		0	9	0	1	0	0	C
9:45:00	7	3	279	17	71	13	0	0		1	1	0		0		0	1	0	0	
10:00:00	7	0	298	19	78	7	0	0		1	1	0		0	9	0	1	0	0	
11:15:00	8	0	313	15	84 91	6 7	0	0		0		0		0	9	0	1	0	0	C
11:30:00 11:45:00	9	1	332 357	19 25	97	6	0	0	8	0	1	0		0		1	1	0	0	C
12:00:00	10	1	380	23	103	6	0	0		1	1	0	· ·	0		0	1	0	0	
12:00:00	12	2	398	18	103	3	0	0		1	1	0		0	10	0	1	0	0	
12:30:00	13	1	420	22	113	7	0	0	10	0	1	0		0		1	1	0	0	
12:45:00	17	4	442	22	120	7	0	0		1	1	0		0		1	1	0	0	
13:00:00	18	1	465	23	132	12	0	0		1	1	0		0		1	1	0	0	
15:15:00	20	2	496	31	138	6	0	0		1	1	0	-	0	13	0	1	0	0	
15:30:00	21	1	531	35	148	10	0	0		0		0		0		3	1	0	0	
15:45:00	23	2	568	37	157	9	0	0		0	2	0		0		0	1	0	0	Č
16:00:00	26	3	599	31	166	9	0	0		0	2	0		0		2	1	0	0	
16:15:00	28	2	653	54	174	8	0	0		0		0	1	0	_	0	2	1	0	
16:30:00	30	2	691	38	185	11	0	0	15	2	2	0		0		0	2	0	0	C
16:45:00	32	2	752	61	196	11	0	0		0		0	1	0		0	2	0	1	1
17:00:00	33	1	814	62	208	12	1	1	15	0	2	0	1	0	18	0	2	0	1	C
17:15:00	36	3	869	55	219	11	1	0	16	1	2	0	1	0	18	0	2	0	1	C
17:30:00	36	0	931	62	226	7	1	0	16	0	2	0	1	0	18	0	2	0	1	C
17:45:00	38	2	989	58	236	10	1	0	16	0	2	0	1	0	18	0	2	0	1	C
18:00:00	38	0	1039	50	242	6	1	0	16	0	2	0	1	0	18	0	3	1	1	C
18:15:00	38	0	1039	0	242	0	1	0		0		0	1	0		0	3	0	1	C
18:15:15	38	0	1039	0	242	0	1	0	16	0	2	0	1	0	18	0	3	0	1	C

Accu-Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:00:00 **From:** 7:45:00 To: 10:00:00 To: 8:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line Person(s) who counted: TFR File #: Count date: 14-Jan-14 ** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E North Leg Total: 28 Heavys 0 Heavys 1 East Leg Total: 322 0 Trucks 0 North Entering: 17 0 Trucks 0 East Entering: 193 North Peds: Cars 7 6 2 15 Cars 10 East Peds: 0 \mathbb{X} Totals 7 Totals 11 Peds Cross: 3 Peds Cross: 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 185 190 0 161 4 166 22 25 Horseshoe Valley Road 185 Heavys Trucks Cars Totals Horseshoe Valley Road 0 0 4 4 3 95 100 44 Trucks Heavys Totals 0 0 44 Cars 9 143 117 129 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 72 Cars 17 20 41 West Peds: 0 Trucks 0 Trucks 0 1 1 South Peds: 0 6 West Entering: 148 Heavys 4 Heavys 0 5 South Entering: 48 West Leg Total: 338 Totals 17 South Leg Total: 124 Totals 76 **Comments**

Accu-Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:30:00 To: 13:00:00 To: 12:30:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line Person(s) who counted: TFR File #: Count date: 14-Jan-14 ** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E North Leg Total: 22 Heavys 0 1 2 Heavys 0 East Leg Total: 217 0 Trucks 0 North Entering: 13 0 Trucks 0 East Entering: 103 East Peds: North Peds: Cars 5 2 4 11 Cars 9 1 \mathbb{X} Totals 9 Peds Cross: Peds Cross: ⋈ Totals 5 3 5 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals 99 105 0 84 2 89 12 0 13 Horseshoe Valley Road Heavys Trucks Cars Totals Horseshoe Valley Road 0 0 5 5 3 89 93 19 19 Trucks Heavys Totals 0 0 Cars 5 113 108 114 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 33 Cars 10 15 28 West Peds: 0 Trucks 1 Trucks 1 0 0 1 South Peds: 0 West Entering: 117 Heavys 1 Heavys 0 1 1 South Entering: 30 West Leg Total: 222 Totals 11 South Leg Total: 65 Totals 35 **Comments**

Accu-Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 **From:** 16:30:00 To: 18:00:00 To: 17:30:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line Person(s) who counted: TFR File #: Count date: 14-Jan-14 ** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E North Leg Total: 59 Heavys 0 1 Heavys 1 East Leg Total: 447 Trucks 0 0 North Entering: 16 0 Trucks 0 East Entering: 203 East Peds: North Peds: Cars 8 5 2 15 Cars 42 0 \mathbb{X} Peds Cross: Peds Cross: Totals 8 5 3 Totals 43 ⋈ 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 190 196 167 4 172 25 2 27 Horseshoe Valley Road 195 Heavys Trucks Cars Totals Horseshoe Valley Road 0 31 31 1 209 211 20 20 Trucks Heavys Totals 0 0 Cars 241 2 260 244 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 50 Cars 15 30 53 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 Heavys 2 1 West Entering: 262 Heavys 1 0 South Entering: 54 West Leg Total: 458 Totals 16 South Leg Total: 106 Totals 52 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100003

Intersection: Horseshoe Valley Road & 4th Line

TFR File #:

North Leg Total: 250

North Entering: 102

North Peds:

Peds Cross:

Count date: 14-Jan-14

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Heavys 0 4 Trucks 0 1

Cars 46 20 26 Totals 46 25 31 Heavys 8 Trucks 3 Cars 137

Totals 148

East Leg Total: 2320 East Entering: 1156 East Peds: 2 \mathbb{X} Peds Cross:

22

989

145

2

Heavys Trucks Cars Totals 24 19 1112 1155

O

⋈

Horseshoe Valley Road

Heavys Trucks Cars Totals 4 1 84 89 16 941 978 185 185 0 0 25 1210

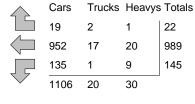
 \mathbb{X} Peds Cross: Cars 340 West Peds: 0 Trucks 1 West Entering: 1252 Heavys 14 West Leg Total: 2407 Totals 355



92

4th Line





Cars

Major Road: Horseshoe Valley Road runs W/E

Horseshoe Valley Road

Cars 114 141 289 Trucks 2 0 2 4 Heavys 4 12 19 Totals 120 155

1108 37 1164 Peds Cross: \bowtie

South Peds:

South Entering: 312

South Leg Total: 667

Trucks Heavys Totals

Accu-Traffic Inc. Traffic Count Summary

				Han		ount o						
Intersection:					ie Count D	^{Date:} 14-Jan-14	Munio	cipality: Ho				
			ach Tot rucks, & H							ach Tot rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00 9:00:00	5	4 6	5 6	14 15	0	41 67	8:00:00 9:00:00	9 19	1 5	17 28	27 52	1 0
10:00:00	5	3	5	13	0	53	10:00:00	21	4	15	40	0
12:00:00 13:00:00	3 5	1 2	3 5	7 12	0	40	12:00:00 13:00:00	11 8	3 2	19 11	33 21	0
16:00:00	3	1	3	7	0		16:00:00	10	4	15	29	0
17:00:00	5	7	11	23	0		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 Fast	25 Approx	46 ach Tota	102	0	414		120 Wast	37 * Appro	155 ach Tot a	312	2
	Include	es Cars, T	rucks, & H	eavys		East/West				rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00	0 19	0 166	0	0 185	0	0 323	7:00:00 8:00:00	0	0 105	0 29	0 138	0
9:00:00	23	144	3	170	ő	314	9:00:00	6	97	41	144	0
10:00:00 12:00:00	16 6	105 77	2	123 84	0	235	10:00:00 12:00:00	1 4	74 79	37 13	112 96	0 0
13:00:00	14	83	3	100	1		13:00:00	6	92	15	113	0
16:00:00	19	104	4	127	0		16:00:00	15	138	17	170	0
17:00:00 18:00:00	21 27	167 143	4 5	192 175	1 0	435	17:00:00 18:00:00	25 28	195 198	23 10	243 236	0
	145	989	22	1156	2	2408		89	978	185	1252	0
Totals:	170		Cala	1112424 1	/aliiaa f	ar Traffia A-	accina M	210" C1"	10 4			
Totals:		8:00	Calc 9:00	ulated V 10:00	alues f olicition / 12:00	or Traffic Cr	ossing Ma 13:00	ajor Stre 16:00	17:00	18:00		

		Passeng Left		North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	irians
Interval	Lef	t	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	1	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00	3	2	0	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00	3	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	5	2	0	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	5	0	1	1	24	5	0	0	_	0	0	0	1	0		0	0	0	0	0
11:45:00	6	1	2	1	24	0	0	0	_	0	0	0		0	0	0	0	0	0	0
12:00:00	6	0	2	0	29	5	0	0		0	0	0		0		0	0	0	0	0
12:15:00	8	2		3		4	0	0	_	0	0	0		0		0	0	0	0	0
12:30:00	8	0		1	34	1	0	0	_	0	1	1	_	0		0	0	0	0	0
12:45:00	10	2	6	0	38	4	0	0	0	0	1	0	0	0		0	0	0	0	0
13:00:00	13	3	8	2	43	5	0	0		0	1	0		0		0	0	0	0	0
13:15:00	14	1	8	0	46	3	0	0		0	1	0		0	0	0	0	0	0	0
13:30:00	15	1	9	1	47	1	0	0		0	1	0		0	0	0	0	0	0	0
13:45:00	15	0	9	0	51	4	0	0	_	0	1	0		0		0	0	0	0	0
14:00:00	15	0		2		1	0	0		0	1	0		0		0	0	0	0	0
14:15:00	15	0		0	54	2	0	0	_	0	1	0		0		0	0	0	0	0
14:30:00	15	0		0	55	1	0	0	_	0	1	0		0	0	0	0	0	0	0
14:45:00	15	0		0	57	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:00:00	16	1	13	2		1	0	0	1	0	1	0	-	0		0	0	0	0	0
15:15:00	16	0		0	61	3	0	0	1	0	1	0		0	0	0	0	0	0	0
15:30:00	17	1	14	1	64	3	0	0		0	1	0		0		0	0	0	0	0
15:45:00	20	3		1	64	0	0	0	_	0	1	0	1	0		0	0	0	0	0
16:00:00	20	0		1	68	4	0	0		0	1	0		0		0	0	0	0	0
16:15:00	21	1	16	0	69	1	0	0		0	1	0		0	0	0	0	0	0	0
16:30:00	22	1	17	1	74	5	0	0		0	1	0		0		0	0	0	0	0
16:45:00	22	0		1	75	1	0	0		0	1	0		0		0	0	0	0	0
17:00:00	24	2		0	79	4	0	0	_	0	1	0		0	0	0	0	0	0	0
17:15:00	24	0		0	81	2	0	0	_	0	1	0		0		0	0	0	0	0
17:30:00	24	0		0	88	7	0	0	_	0	1	0		0		0	0	0	0	0
17:45:00	24	0		0	90	2	0	0	_	0	1	0	1	0		0	0	0	0	0
18:00:00	24	0		0	92	2	0	0	_	0	1	0		0	0	0	0	0	0	0
18:15:00	24	0		0	92	0	0	0		0	1	0		0		0	0	0	0	0
18:15:15	24	0	18	0	92	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

		Passen	ger Cars ·	- East Ap	proach			Tru	ucks - Eas	st Approa	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	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	27	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00	5	3	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00	14	9	67	26	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
11:00:00	19	5	97	30	2	1	0	0	2	1	0	0	0	0	0	0	0	0	0	
11:15:00	24	5	120	23	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
11:30:00	30	6	145	25	4	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
11:45:00	35	5	182	37	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:00:00	39	4	212	30	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:15:00	47	8	234	22	7	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:30:00	53	6	258	24	9	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:45:00	56	3	287	29	10	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:00:00	63	7	313	26	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:15:00	66	3	341	28	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:30:00	69	3	360	19	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:45:00	73	4	387	27	10	0	0	0	3	1	0	0	0	0	0	0	0	0	0	
14:00:00	77	4	406	19	11	1	0	0	3	0	0	0	0	0	0	0	0	0	0	
14:15:00	81	4	433	27	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
14:30:00	84	3	464	31	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
14:45:00	91	7	493	29	14	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
15:00:00	96	5	514	21	15	1	0	0	3	0	0	0	0	0	0	0	0	0	0	
15:15:00	103	7	539	25	18	3	0	0	4	1	0	0	0	0	0	0	0	0	0	
15:30:00	108	5	566	27	18	0	0	0	4	0	0	0	0	0	0	0	0	0	0	
15:45:00	115	7	593	27	19	1	0	0	4	0	0	0	0	0	0	0	0	0	0	
16:00:00	123	8	616	23	21	2	0	0	5	1	0	0	0	0	0	0	0	0	0	
16:15:00	130	7	657	41	21	0	0	0	6	1	0	0	0	0	0	0	0	0	0	
16:30:00	138	8	690	33	22	1	0	0	6	0	0	0	0	0	0	0	0	0	0	
16:45:00	141	3	723	33	22	0	0	0	6	0	0	0	0	0	0	0	0	0	0	
17:00:00	144	3	749	26	22	0	0	0	6	0	0	0	0	0	0	0	0	0	0	
17:15:00	151	7	770	21	23	1	0	0	7	1	0	0	0	0	0	0	0	0	0	
17:30:00	153	2	781	11	23	0	0	0	7	0	0	0	0	0	0	0	0	0	0	
17:45:00	157	4	816	35	23	0	0	0	7	0	0	0	0	0	0	0	0	0	0	
18:00:00	161	4	837	21	24	1	0	0	7	0	0	0	0	0	0	0	0	0	0	
18:15:00	161	0	837	0	24	0	0	0	7	0	0	0	0	0	0	0	0	0	0	
18:15:15	161	0	837	0	24	0	0	0	7	0	0	0	0	0	0	0	0	0	0	

	I	Passenç	ger Cars -	South A	pproach			Tru	ıcks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	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	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	6	4	4	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00	9	3	4	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00	15	6	4	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	26	11	6	2	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	29	3		0	24	5	0	0	-	0		0		0	0	0		0	0	0
11:45:00	35	6	6	0	31	7	0	0		0		0		0	0	0	0	0	0	0
12:00:00	41	6	6	0	33	2	0	0		0	1	1		0	0	0		0	0	0
12:15:00	44	3	6	0	39	6	0	0		0		0		0	0	0		0	0	0
12:30:00	50	6	7	1	49	10	0	0		0	1	0		0	0	0		0	0	0
12:45:00	53	3	9	2	53	4	0	0		0	-	0	-	0	0	0	0	0	0	0
13:00:00	58	5	9	0	54	1	0	0		0	-	0		0	0	0	0	0	0	0
13:15:00	63	5		1	55	1	0	0		0	1	0		0	0	0		0	0	0
13:30:00	65	2		0	59	4	0	0		0	1	0		0	0	0		0	0	0
13:45:00	68	3	10	0	65	6	1	1	0	0	-	0		0	0	0	0	0	0	0
14:00:00	74	6		1	69	4	1	0		0		0		0	0	0		0	0	0
14:15:00	82	8		1	75	6	1	0	-	0		0		0	0	0		0	0	0
14:30:00	87	5	12	0	77	2	1	0		0				0	0	0	0	0	0	0
14:45:00	93	6		3	83	6	1	0		0	_			0	0	0		0	0	0
15:00:00	100	7	15	0	90	7	1	0		0	_	0	-	0	0	0	0	0	0	0
15:15:00	101	1	15	0	109	19	1	0		0	3			0	0	0	0	0	0	0
15:30:00	101	0		1	116	7	1	0		0				0	0	0	0	0	0	0
15:45:00	109	8	17	1	124	8	1	0		0		0	-	0	0	0		0	0	0
16:00:00	116	7	19	2	128	4	1	0		0				0	0	0		0	0	0
16:15:00	121	5	21	2	132	4	1	0		0				0	0	0	0	0	0	0
16:30:00	124	3	21	0	138	6	1	0		0	_			0	0	0	0	0	0	0
16:45:00	127	3		0	148	10		0		0	_	0		0	0	0		0	0	0
17:00:00	136	9		0	149	1	1	0		0	_			0	0	0	0	0	0	0
17:15:00	143	7	22	1	152	3	1	0		0		0		0	0	0	0	0	0	0
17:30:00	148	5		0	158	6	1	0		0		0	_	0	0	0		0	0	0
17:45:00	152	4	24	2	165		1	0		0		0		0	0	0		0	0	0
18:00:00	155	3		0	166	1	1	0		0				0	0	0		0	0	0
18:15:00	155	0		0	166	0	1	0		0				0	0	0		0	0	0
18:15:15	155	0	24	0	166	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	t Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Let	ft	The	ru	Rig	ht	Le	ft	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	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	
10:30:00	2	0	37	22	11	6	0	0	0	0	0	0	0	0	1	1	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	
11:00:00	4	1	83	29	19	5	0	0	1	0	0	0	0	0	1	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	
11:30:00	8	1	135	27	27	7	0	0		1	1	0		0	1	0	0	0	0	
11:45:00	11	3		16	34	7	0	0		0	1	0		0	1	0	0	0	0	
12:00:00	14	3	171	20	36	2	0	0		1	1	0		0	1	0	0	0	0	
12:15:00	20	6		35	47	11	0	0		0		0		0		0	0	0	0	
12:30:00	26	6		24	54	7	1	1	3	0		0		0		0	0	0	0	
12:45:00	32	6	257	27	57	3	1	0		0	1	0		0	1	0	0	0	0	
13:00:00	34	2		28	62	5	1	0		1	1	0		0	-	0	0	0	0	
13:15:00	38	4	302	17	72	10	1	0		0	1	0		0	1	0	0	0	0	
13:30:00	40	2	332	30	77	5	1	0	-	0	2	1		0	1	0	0	0	0	
13:45:00	41	1	362	30	82	5	1	0		0		0		0	1	0	0	0	0	
14:00:00	42	1	385	23	86	4	1	0	5	1	2	0	-	0		0	0	0	0	
14:15:00	43	1	405	20	91	5	1	0		0		0		0		0	0	0	0	
14:30:00	43	0		31	96	5	1	0		0		0		0	2	1	0	0	0	
14:45:00	48	5	483	47	111	15	1	0	5	0	2	0		0	2	0	0	0	0	
15:00:00	51	3		22	118	7	1	0		1	2	0		0	2	0	0	0	0	
15:15:00	55	4	523	18	123	5	1	0		1	2	0		0		0	0	0	0	
15:30:00	59	4	552	29	132	9	1	0	7	0	2	0		0	2	0	0	0	0	
15:45:00	62	3	597	45	139	7	1	0		0		0		0			0	0	0	
16:00:00	66	4	632	35	144	5	1	0		0		0		0	3	0	0	0	0	
16:15:00	71	5	671	39	150	6	1	0		0		0	-	0		0	0	0	0	
16:30:00	77	6	718	47	161	11	1	0		0		0		0			0	0	0	
16:45:00	80	3		33	172	11	1	0	7	0	2	0		0	3	0	0	0	0	
17:00:00	85	5		36	180	8	1	0		0	2	0		0			0	0	0	
17:15:00	91	6	818	31	185	5	1 1	0		1	2	0		0	3		0	0	0	
17:30:00	97	6	853	35 27	189 196	4	1 1	0	8	0	2	0		0		0	0	0	0	
17:45:00	99	2				7	•	0			2	0		0			0	0		
18:00:00	99	0		26	199	3	1 1	0		0		0		0		0	0	0	0	
18:15:00 18:15:15	99	0	906 906	0	199 199	0	1 1	0	9	0	2 2	0		0		0	0	0	0	
								·									•			



 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 Weather conditions:

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

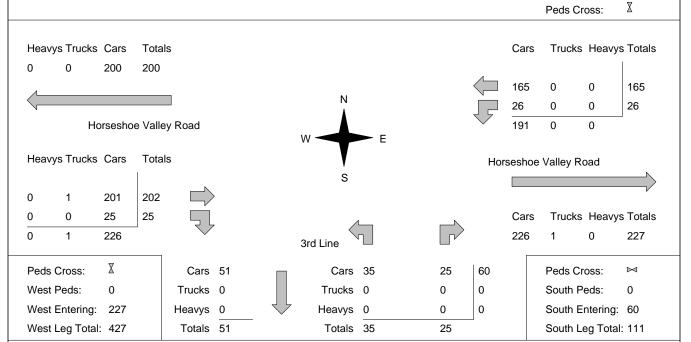
TFR File #: 1

Count date: 11-Jan-14

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

Person(s) who counted:

East Leg Total: 418
East Entering: 191
East Peds: 0





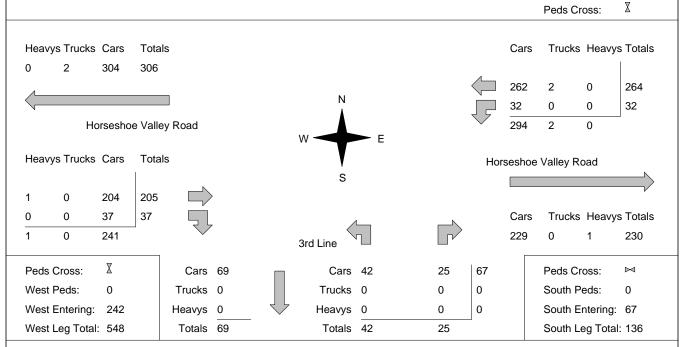
Afterno	on Peak Diagram		ied Period 14:00:00 18:00:00		our Peak 15:30:00 16:30:00	
Municipality: Site #:	Horseshoe Valley	Weath	er conditions:			
Intersection: TFR File #:	Horseshoe Valley Road & 3rd Line 1	Persoi	n(s) who count	ted:		

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

Count date:

11-Jan-14

East Leg Total: 526
East Entering: 296
East Peds: 0





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

West Leg Total: 3281

Totals 504

Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

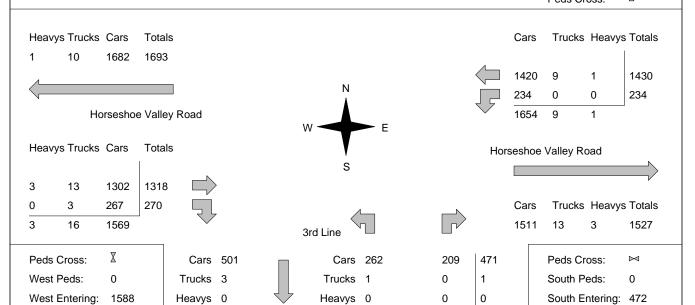
** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 3191
East Entering: 1664
East Peds: 0
Peds Cross:

X

South Leg Total: 976



Comments

Totals 263

209



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

TFR File #: 1

Count date: 11-Jan-14

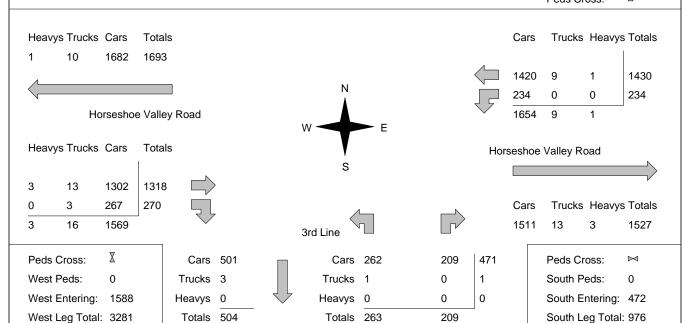
Weather conditions:

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:

X





Accu-Traffic Inc. Traffic Count Summary

Intersection	Horsesh	oe Valle	y Road	& 3rd Line	Count D	Date 11-Jan-14		Munio	cipality Ho	rseshoe	Valley		
	Nortl	1 Appro	ach Tot	als					South	1 Appro	ach Tot	als	
			rucks, & H	eavys		North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endir		Left	Thru	Right	Grand Total	Total Peds
11:00:00	0	0	0	0	0	• • • • • • • • • • • • • • • • • • • •	11:00		34	0	21	55	0
12:00:00	Ö	Ö	Ö	ő	Ö		12:00		20	Ö	25	45	Ö
13:00:00	Ö	Ö	Ö	Ö	Ö		13:00		35	Ö	25	60	Ö
14:00:00	Ö	Ö	Ö	Ö	Ö		14:00		34	Ö	25	59	Ö
15:00:00	ő	Ö	Ö	ő	Ö		15:00		21	Ö	51	72	Ö
16:00:00	Ö	Ō	Ö	Ö	0		16:00		34	Ō	22	56	Ō
17:00:00	Ö	Ō	Ö	Ö	0		17:00		42	Ō	24	66	0
18:00:00	0	0	0	0	0	59			43	0	16	59	0
Totals:	0	0	0	0	0	472			263	0	209	472	0
	East Include	: Appro a	ach Tota rucks, & H	als eavys							ach Tota rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hou Endir	ır	Left	Thru	Right	Grand Total	Total Peds
11:00:00	25	121	0	146	0	311	11:00		0	138	27	165	0
12:00:00	27	141	Ö	168	0		12:00			162	21	183	ő
13:00:00	26	165	Ö	191	0		13:00		Ö	202	25	227	ő
14:00:00	25	132	Ö	157	0		14:00		Ö	167	37	204	ő
15:00:00	48	186	Ö	234	0		15:00		Ö	148	41	189	0
16:00:00	31	270	Ö	301	0		16:00		Ö	152	39	191	0 0
17:00:00	31	259	Ö	290	0		17:00		Ö	204	42	246	ő
18:00:00	21	156	0	177	0		18:00			145	38	183	0
Totals:	234	1430		1664	0	3252			0	1318	270	1588	0
Totals:	234	1430				3252 or Traffic Cr	ossin	g Ma			270	1588	0
Totals:		1430 11:00						g M a 5:00	ajor Stre		18:00	1588	0



		Passen	ger Cars ·	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	avys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:15:00	0	0		0	0	0	0	0		0		0		0	0	0	0	0	0	(
11:30:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
11:45:00	0	0		0	0	0	0	0	_	0	_	0		0		0		0	0	(
12:00:00	0	0	0	0	0	0	0	0		0		0		0		0	0	0	0	(
12:15:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
12:30:00	0	0	_	0	0	0	0	0		0		0		0		0		0	0	(
12:45:00	0	0	0	0	0	0	0	0		0	-	0		0		0	0	0	0	(
13:00:00	0	0		0	0	0	0	0		0		0		0		0	0	0	0	(
13:15:00	0	0		0	0	0	0	0		0	_	0		0		0		0	0	(
13:30:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
13:45:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
14:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
14:15:00	0	0		0	0	0	0	0		0		0	-	0		0	0	0	0	(
14:30:00	0	0		0	0	0	0	0		0		0		0		0	0	0	0	(
14:45:00	0		0	0	0	0	0	0		0		0		0		0			0	(
15:00:00 15:15:00	0	0		0	0	0	0	0		0	_	0	1	0		0		0	0	(
15:15:00	0	0	0	0	0	0	0	0		0		0	1	0		0	0	0	0	
15:30:00	0	0	1	0	0	0	0	0		0		0		0		0		0	0	(
16:00:00	0	0		0	0	0	0	0		0		0	_	0		0		0	0	(
16:15:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
16:30:00	0	0		0	0	0	0	0	-	0	-	0		0		0	0	0	0	(
16:45:00	0	0	_	0	0	0	0	0		0		0	_	0		0		0	0	(
17:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
17:15:00	0	0		0	0	0	0	0		0	_	0	1	0		0	0	0	0	(
17:30:00	0	0		0	0	0	0	0		0		0		0		0	0	0	0	(
17:45:00	0	0	1	0	0	0	0	0		0		0		0		0		0	0	(
18:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
18:15:00	0	0		0	0	0	0	0	_	0		0		0		0	0	0	0	(
18:15:15	0	0	0	0	0	0	0	0		0	+	0		0	1	0		0	0	



		Passen	ger Cars -	- East Ap	proach			Tru	ucks - Eas	t Appro	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	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	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00	11	3	53	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00	17	6	86	33	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
11:00:00	25	8	119	33	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	
11:15:00	33	8	146	27	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
11:30:00	39	6		31	0	0	0	0		0	0	0	0	0	0	0	0	0	0	(
11:45:00	46	7	216	39	0	0	0	0		0		0		0		0	0	0	0	(
12:00:00	52	6	260	44	0	0	0	0		0	0	0	0	0	0	0	0	0	0	(
12:15:00	59	7	299	39	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	(
12:30:00	69	10	345	46	0	0	0	0		0	-	0	-	0		0	0	0	0	(
12:45:00	73	4	385	40	0	0	0	0		0	0	0		0	0	0	0	0	0	
13:00:00	78	5	425	40	0	0	0	0		0		0		0	-	0	0	0	0	
13:15:00	91	13	464	39	0	0	0	0		1	0	0		0	0	0	0	0	0	(
13:30:00	97	6		29	0	0	0	0		0		0	0	0	0	0	0	0	0	(
13:45:00	100	3	529	36	0	0	0	0		2	0	0		0	1	1	0	0	0	
14:00:00	103	3	553	24	0	0	0	0	5	0		0	0	0		0	0	0	0	
14:15:00	112	9	595	42	0	0	0	0		0		0		0		0	0	0	0	
14:30:00	116	4	630	35	0	0	0	0		0		0		0	1	0	0	0	0	
14:45:00	139	23	683	53	0	0	0	0		0	0	0	0	0	1	0	0	0	0	
15:00:00	151	12	739	56	0	0	0	0		0		0		0	1	0	0	0	0	
15:15:00	156	5		55	0	0	0	0		1	0	0		0	-	0	0	0	0	
15:30:00	168	12	862	68	0	0	0	0		0	0	0		0	1	0	0	0	0	
15:45:00	179	11	940	78	0	0	0	0		0		0		0		0	0	0	0	
16:00:00	182	3	1007	67	0	0	0	0		1	0	0		0	1	0	0	0	0	
16:15:00	192	10	1068	61	0	0	0	0		1	0	0		0		0	0	0	0	(
16:30:00	200	8	1124	56	0	0	0	0		0		0		0		0	0	0	0	(
16:45:00	208	8	1199	75	0	0	0	0		0	0	0		0	1	0	0	0	0	(
17:00:00	213	5	1265	66	0	0	0	0	_	0		0	-	0		0	0	0	0	(
17:15:00	217	4	1310	45	0	0	0	0		1	0	0		0	1	0	0	0	0	
17:30:00	220	3	1347	37	0	0	0	0		0		0	0	0		0	0	0	0	
17:45:00	231	11	1392	45	0	0	0	0		0		0		0		0	0	0	0	(
18:00:00	234	3	1420	28	0	0	0	0		0		0		0	1	0	0	0	0	
18:15:00	234	0	1420	0	0	0	0	0		0	0	0		0	1	0	0	0	0	
18:15:15	234	0	1420	0	0	0	0	0	9	0	0	0	0	0	1	0	0	0	0	



		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	11	11	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	C
10:30:00	18	7	0	0	12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	C
10:45:00	27	9	0	0	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	C
11:00:00	33	6	0	0	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	C
11:15:00	37	4	0	0	28	7	1	0	0	0	0	0		0	0	0	0	0	0	C
11:30:00	44	7	0	0	31	3	1	0	0	0		0		0	0	0	0	0	0	C
11:45:00	49	5	0	0	41	10	1	0		0		0		0		0	0	0	0	C
12:00:00	53	4	0	0	46	5	1	0			0	0		0	0	0	0	0	0	C
12:15:00	64	11	0	0	48	2	1	0	0		-	0		0		0	0	0	0	C
12:30:00	71	7	0	0	54	6	1	0		0	-	0	-	0		0	0	0	0	C
12:45:00	79	8	0	0	62	8	1	0			0	0		0	0	0	0	0	0	C
13:00:00	88	9	0	0	71	9	1	0				0		0		0	0	0	0	C
13:15:00	94	6	0	0	81	10	1	0	0	0		0		0	0	0	0	0	0	
13:30:00	103	9	0	0	90	9	1	0				0		0	0	0	0	0	0	C
13:45:00	112	9	0	0	92	2	1	0				0		0	0	0	0	0	0	C
14:00:00	122	10	0	0	96	4	1	0	0			0	-	0		0	0	0	0	C
14:15:00	126	4	0	0	110	14		0	0	0		0	_	0		0	0	0	0	C
14:30:00	133		0	0	124	14	1	0				0		0	0	0	0	0	0	C
14:45:00	138	5	0	0	137 147	13 10	1	0	0	0	0	0		0	0	0	0	0	0	
15:00:00 15:15:00	143 150	5 7	0	0	158	10	1_ 1	0	_		-	0	_	0	_	0	0	0	0	C
15:15:00	150	/	0	0	161	3	<u> </u> 1	0	0		0	0		0	0	0	0	0	0	
15:30:00	167	10	0	0	163	2	<u> </u> 1	0				0	_	0		0	0	0	0	C
16:00:00	177	10		0	169	6	<u>'</u>	0		0		0		0	0	0	0	0	0	
16:15:00	183	6	0	0	179	10	1	0				0		0		0	0	0	0	
16:30:00	199	16	0	0	186	7	1	0				0		0		0	0	0	0	
16:45:00	205	6	0	0	188	2	1	0	0	0	0	0	-	0	0	0	0	0	0	C
17:00:00	219	14	0	0	193	5	1	0		0	-	0	-	0		0	0	0	0	
17:15:00	236	17	0	0	198	5	1	0			_	0	-	0	0	0	0	0	0	C
17:30:00	248	12	0	0	203	5	<u>.</u> 1	0	0		0	0		0		0	0	0	0	Č
17:45:00	258	10		0	206	3	1	0				0		0		0	0	0	0	Č
18:00:00	262	4	0	0	209	3	1	0				0		0		0	0	0	0	C
18:15:00	262	0	0	0	209	0	1	0			0	0		0		0	0	0	0	C
18:15:15	262	0	0	0	209	0	1	0	0			0		0		0	0	0	0	C



Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 26 53 85 135 173 218 251 294 352 412 457 495 526 562 622 659 701 727 772	26 27 32 50 38 45 33 43 58 60 45 38 31 36 60 37 42	9 15 21 27 35 41 44 47 53 60 65 72 79 90 97 109 117	9 6 6 6 8 6 3 3 6 7 7 7 11 7 12 8	Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 2 3 4 4 5 6 6 6 6 7 7 7	u	0 0 0 0 0 1 1 1 1 1 1	Incr	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thi Cum 0 1 1 1 1 1 1 1 1 1 1 1 1	nu	Rig Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Incr	0 0 0 0 0 0 0 0 0 0 0 0	Incr
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0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	352 412 457 495 526 562 622 659 701 727	58 60 45 38 31 36 60 37 42 26	53 60 65 72 79 90 97 109	6 7 5 7 7 11 7 12 8	0 0 0 0 0 0	0 0 0 0 0 0	6 6 6 7 7 7 9	0 0 1 0	1 1 1 1 1 1 1	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	1 1 1 1 1 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0
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0	0	834	29	163	13	0	0	11	1	1	0	0	0	2	0	0	0	0	0
0	0	868	34	171	8	0	0	11	0	1	0	0	0	2	0	0	0	0	0
0	0	911	43	180	9	0	0	11	0	1	0	0	0	3	1	0	0	0	0
0	0	955	44	189	9	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1007	52	196	7	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1072	65	208	12	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1111	39	221	13	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1159	48	231	10	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1204	45	244	13	0	0	12	1	1	0	0	0	3	0	0	0	0	0
0	0	1232	28	254	10	0	0	12	0	3	2	0	0	3	0	0	0	0	0
0	0	1267	35	256	2	0	0	13	1	3	0	0	0	3	0	0	0	0	0
0	0	1302	35	267	11	0	0	13	0	3	0	0	0	3	0	0	0	0	0
0	0	1302	0	267	0	0	0	13	0	3	0	0	0	3	0	0	0	0	0
0	0	1302	0	267	0	0	0	13	0	3	0	0	0	3	0	0	0	0	0
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Mid-day	Pea	ak Di	ag	ram			Spec Fron To:	1 : 10:	Perio :00:00 :00:00	d	-		ur Pe 11:45:0 12:45:0	00
Municipality: Site #: ntersection: FFR File #: Count date:	140010 Horses 1 11-Jar	shoe Val	lley R		lorses				onditi who					
* Non-Signali	zed In	tersec	tion	**			Мајо	r Roa	nd: H	orsesl	noe Va	alley R	oad rur	ns W/I
North Leg Total: 73 North Entering: 44 North Peds: 1 Peds Cross:		Heavys Trucks Cars Totals	0 24	0 0 9	0 0 11 11	0 0 44			Heavys Trucks Cars Totals	0 29	_			304 146 1 X
			ı 🔲			Hors	seshoe	Resort E	Intrance					
Heavys Trucks Cars	s Total	s		1						12	Cars	Trucks	s Heavy	s Total
0 1 194	195										6	0	0	6
		1				N					105	1	0	106 34
Horses	hoe Valle	y Road			w -	4	► E			7	34 145	1	0	34
Heavys Trucks Car	s Total	s				V				Hor	seshoe	Valley F	Road	
0 0 11	11					S								
0 2 115	117		•											,
0 0 102	102	57					4	$\langle \cdot \rangle$			Cars		s Heavy	
0 2 228		Н	lorsesl	noe Resor	t Entrar	nce	7				156	2	0	158
Peds Cross:		Cars	145			Cars	65	12	30	107		Peds C	ross:	M
West Peds: 0		Trucks	0		-	Γrucks	0	0	0	0		South I	Peds:	0
West Entering: 236		Heavys	0	_ 💛	Н	leavys	0	0	0	0		South I	Entering:	107
West Leg Total: 425	5	Totals	145	-		Totals	65	12	30			South I	_eg Tota	l: 252



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Afterno	on	Pe	eak	Dia	agra	ım		Spec From To:	1 : 14:	Perio :00:00 :00:00	d		om:	our Pe 16:00:0 17:00:0	00
Municipality Site #: ntersection FFR File #: Count date:	140 : Ho 1 11-	00100 rsesh -Jan-	noe Val	ley F	Road & I	Horse				who					
* Non-Signa	alizec	d Int	ersec	tion	**			Мајо	r Roa	ad: Ho	orsesh	hoe V	alley R	oad rur	ns W/I
North Peds:	98 68 0 ∞		Heavys Trucks Cars Totals	0 42	0 0 9	0 0 17	0 0 68			Heavys Trucks Cars Totals	0 30	_			382 167 2 X
			1				Hor	seshoe	Resort E	Intrance					
Heavys Trucks C		Totals 290	4		₹ <u></u>		N					Cars 6 123	0 1	s Heavy 0 0	6 124
Hors	eshoe \	/alley	Road			w -	4	► E			75	37 166	1	0	37
Heavys Trucks C 0 0 1 0 0 1	7 1	Γotals 17 133					s				Hor	rseshoe	Valley I	Road	
$\frac{0}{0}$ 0 7	6 7 26	76	H	orses	hoe Reso	rt Entra	< ance		Î			Cars 215	Truck 0	s Heavy 0	s Total
Peds Cross:	X		Cars	122			Cars	124	7	65	196		Peds 0	Cross:	\bowtie
West Peds:	0		Trucks	0			Trucks	0	0	0	0		South	Peds:	0
3	226		Heavys	0	_ 1	7	Heavys	0	0	0	0			Entering:	
West Leg Total:	516		Totals	122			Totals	124	7	65			South	Leg Tota	l: 318



Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00 To: 18:00:00

Municipality: Horseshoe Valley

Site #: 1400100001

Intersection: Horseshoe Valley Road & Horsesho

TFR File #:

North Leg Total: 622

North Peds:

Peds Cross:

Count date: 11-Jan-14 Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Heavys 0

North Entering: 383 Trucks 0 Cars 231 66 \bowtie

86 Totals 231 86 66

0

0

0

0

383

Major Road: Horseshoe Valley Road runs W/E

Horseshoe Resort Entrance

Heavys 0

Trucks 0 Cars 239 Totals 239 East Leg Total: 2374 East Entering: 1123

East Peds: 7 \mathbb{X} Peds Cross:

Heavys Trucks Cars Totals 1642 1651



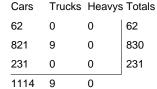
Horseshoe Valley Road

Heavys Trucks Cars Totals 0 0 112 112 13 845 861 0 0 546 546 1503









Horseshoe Valley Road

Horseshoe Resort Entrance

Trucks Heavys Totals Cars 1235 1251

 \mathbb{X} Peds Cross: West Peds: 1 West Entering: 1519 West Leg Total: 3170

Cars 843 Trucks 0 Heavys 0 Totals 843



Cars 590 304 959 Trucks 0 0 0 0 0 Heavys 0 0 Totals 590 304

 \bowtie Peds Cross: South Peds: 1 South Entering: 959 South Leg Total: 1802



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100001

Intersection: Horseshoe Valley Road & Horsesho

TFR File #: 1

Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Horseshoe Valley Road

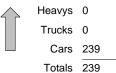
Major Road: Horseshoe Valley Road runs W/E

Heavys 0 0 0 0 0

Trucks 0 0 0 0

Cars 231 66 86

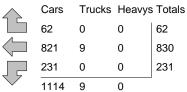
Totals 231 66 86



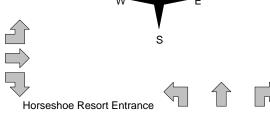
Heavys Trucks Cars Totals
0 9 1642 1651



Horseshoe Resort Entrance



Heavys Trucks Cars Totals
0 0 112 112
3 13 845 861
0 0 546 546
3 13 1503



Hors	esnoe \	/alley Ro	oad	
				,
	Coro	Truoko	Hooveyo Totalo	

1235

Peds Cross:

West Peds: 1

West Entering: 1519

West Leg Total: 3170

 Cars
 843

 Trucks
 0

 Heavys
 0

 Totals
 843

Tr He

Cars 590 65 304 959
Trucks 0 0 0 0
Heavys 0 0 0 0
Totals 590 65 304

Peds Cross:
South Peds: 1
South Entering: 959
South Leg Total: 1802

3

1251



Accu-Traffic Inc. Traffic Count Summary

						ount 3						
Intersection	Horsesh	oe Valle	y Road	& Horses	Sh Count D	^{ate} 11-Jan-14	ļ. Muni	cipality Ho	rseshoe	· Valley		
			ach Tot		·					ach Tot		
Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total	North/South Total	Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Ending	Left	Thru	Right	Total	Peds
11:00:00 12:00:00	9 7	4 10	15 18	28 35	0 1		11:00:00 12:00:00		7 14	23 23	52 69	1
13:00:00	13	7	27	47	0		13:00:00		8	32	105	0
14:00:00	6	4	21	31	Ö		14:00:00		10	27	83	0
15:00:00	15	13	34	62	0		15:00:00		8	41	140	0
16:00:00	12	14	45	71	0		16:00:00		8	53	210	0
17:00:00 18:00:00	17 7	9 5	42 29	68 41	0		17:00:00 18:00:00	124 61	7 3	65 40	196 104	0
18.00.00		3	29	41	U	143	18.00.00	01	3	40	104	U
Totals:	86	66	231	383	1	1342		590	65	304	959	1
TOtals.			ach Tota			1342				ach Tota		<u>I</u>
			rucks, & H	eavys		East/West				rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
11:00:00	22	108	8	138	4	296			76	58	158	0
12:00:00	31 36	116	11	158 143	1		12:00:00		92	79 05	187	1
13:00:00 14:00:00	27	98 88	9 7	122	0	371 312	13:00:00 14:00:00	9	124 103	95 73	228 190	0
15:00:00	26	108	9	143	0		15:00:00		118	68	198	ő
16:00:00	18	102	9	129	0		16:00:00	8	106	58	172	0
17:00:00	37	124	6	167	2		17:00:00	17 12	133	76	226	0
18:00:00	34	86	3	123	O	203	18:00:00	12	109	39	160	U
Totals:	231	830	62	1123	7	2642		112	861	546	1519	1
_						or Traffic Cr	_	•				
Hours En		11:00 42	12:00 55	13:00 86	14:00 62		15:00 119		17:00 152	18:00 73		



		Passen	ger Cars -	North A	oproach			Tru	cks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	3	3	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:30:00	6	3	1	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:45:00	8	2	3	2	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00	9	1	4	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:15:00	11	2	4	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:30:00	11	0	6	2	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:45:00	14	3	9	3	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	(
12:00:00	16	2	14	5	33	4	0	0	0	0	0	0	0	0	0	0	0	0	1	•
12:15:00	20	4	15	1	37	4	0	0	0	0	0	0	0	0	0	0	0	0	1	(
12:30:00	21	1	15	0	48	11	0	0	0	0	0	0	0	0	0	0	0	0	1	(
12:45:00	25	4	18	3	53	5	0	0	0	0	0	0	0	0	0	0	0	0	1	(
13:00:00	29	4	21	3	60	7	0	0	0	0	0	0	0	0	0	0	0	0	1	(
13:15:00	30	1	21	0	69	9	0	0	0	0	0	0	0	0	0	0	0	0	1	(
13:30:00	31	1	23	2	71	2	0	0		0		0	0	0	0	0	0	0	1	(
13:45:00	33	2		1	78	7	0	0		0		0		0	0	0		0	1	(
14:00:00	35	2		1	81	3	0	0	0	0		0	0	0	0	0	0	0	1	(
14:15:00	36	1	28	3		4	0	0	0	0		0		0		0	0	0	1	(
14:30:00	41	5	30	2	88	3	0	0		0		0		0	0	0	0	0	1	(
14:45:00	45	4	34	4	97	9	0	0	0	0	_	0		0	0	0	0	0	1	(
15:00:00	50	5		4	115	18	0	0	0	0	0	0	0	0	0	0	0	0	1	(
15:15:00	51	1	42	4	126	11	0	0		0		0		0	0	0		0	1	(
15:30:00	58	7	50	8	139	13	0	0		0		0		0	0	0	0	0	1	(
15:45:00	60	2		1	152	13	0	0		0	-	0		0		0		0	1	(
16:00:00	62	2		1	160	8	0	0		0		0		0	0	0		0	1	(
16:15:00	67	5	53	1	167	7	0	0		0		0		0	-	0	0	0	1	(
16:30:00	70	3		2	178	11	0	0		0		0		0		0	0	0	1	(
16:45:00	77	7	57	2		16	0	0		0		0		0	0	0	0	0	1	(
17:00:00	79	2		4	202	8	0	0		0	_	0	-	0	-	0	0	0	1	(
17:15:00	81	2		3	210	8	0	0		0		0		0	0	0	0	0	1	(
17:30:00	82	1	64	0	221	11	0	0	0	0		0	0	0		0	0	0	1	(
17:45:00	84	2		2		7	0	0		0		0		0		0		0	1	(
18:00:00	86	2		0	231	3	0	0		0		0		0		0		0	1	(
18:15:00	86	0	66	0	231	0	0	0		0		0		0		0	0	0	1	(
18:15:15	86	0	66	0	231	0	0	0	0	0	0	0	0	0	0	0	0	0	1	(



10:15:00 10:30:00 10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	Lef Cum 4 9 11 22 31 35 43 53 62	1 Incr 4 5 2 11 9 4	Thr Cum 27 45 76 106	Incr 27 18	Rig Cum	Incr	Cum	ft Incr	Thru Cum Inc	er Cu	Righ	nt Incr	Let	ft	Thi	ru Incr	Rig Cum	ht Incr	East C	
10:15:00 10:30:00 10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	4 9 11 22 31 35 43 53	4 5 2 11 9	27 45 76	27 18	4			Incr	Cum Inc	r Cı	ım	Incr	Cum	lnor	0	lnar	Cum	Incr	Cum	_
10:30:00 10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	9 11 22 31 35 43 53	5 2 11 9	45 76	18		1					****	11101	Cum	IIICI	Cum	incr	Cuili	IIICI	Cuiii	Incr
10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	11 22 31 35 43 53	2 11 9	76				0	0	0	0	0	0	0	0	0	0	0	0	0	(
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11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	35 43 53		106	30	8	0	0	0	2	1	0	0	0	0	0	0	0	0	4	
11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	43 53	1	129	23	9	1	0	0	2	0	0	0	0	0	0	0	0	0	4	(
12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	53	-	152	23	15	6	0	0	2	0	0	0	0	0	0	0	0	0	4	
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12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	62	10	222	36	19	1	0	0	2	0	0	0	0	0	0	0	0	0	5	
12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	~_	9	243	21	22	3	0	0	2	0	0	0	0	0	0	0	0	0	5	
13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	73	11	263	20	22	0	0	0	3	1	0	0	0	0	0	0	0	0	5	
13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	77	4	291	28	24	2	0	0	3	0	0	0	0	0	0	0	0	0	5	
13:30:00 13:45:00 14:00:00 14:15:00	89	12	319	28	28	4	0	0	3	0	0	0	0	0	0	0	0	0	5	
13:45:00 14:00:00 14:15:00	96	7	341	22	30	2	0	0	3	0	0	0	0	0	0	0	0	0	5	
14:00:00 14:15:00	102	6	361	20	31	1	0	0	3	0	0	0	0	0	0	0	0	0	5	
14:15:00	107	5	389	28	31	0	0	0	5	2	0	0	0	0	0	0	0	0	5	
	116	9	405	16	35	4	0	0	5	0	0	0	0	0	0	0	0	0	5	
440000	120	4	434	29	37	2	0	0	5	0	0	0	0	0	0	0	0	0	5	
14:30:00	129	9	463	29	39	2	0	0	5	0	0	0	0	0	0	0	0	0	5	(
14:45:00	136	7	494	31	41	2	0	0	5	0	0	0	0	0	0	0	0	0	5	(
15:00:00	142	6	513	19	44	3	0	0	5	0	0	0	0	0	0	0	0	0	5	(
15:15:00	146	4	536	23	47	3	0	0	6	1	0	0	0	0	0	0	0	0	5	
15:30:00	151	5	561	25	48	1	0	0	6	0	0	0	0	0	0	0	0	0	5	
15:45:00	155	4	587	26	51	3	0	0		0	0	0		0		0	0	0	5	(
16:00:00	160	5	613	26	53	2	0	0		1	0	0		0	0	0	0	0	5	(
16:15:00	171	11	646	33	55	2	0	0		1	0	0		0	0	0	0	0	5	(
16:30:00	179	8	678	32	57	2	0	0	8	0	0	0	0	0	0	0	0	0	7	
16:45:00	185	6	710	32	57	0	0	0	8	0	0	0	0	0	0	0	0	0	7	
17:00:00	197	12	736	26	59	2	0	0	_	0	0	0		0		0	0	0	7	
17:15:00	206	9	757	21	61	2	0	0		1	0	0		0	0	0	0	0	7	
17:30:00	214	8	771	14	62	1	0	0		0	0	0	0	0		0	0	0	7	(
17:45:00	219	5	807	36	62	0	0	0		0	0	0		0		0	0	0	7	
18:00:00	231	12	821	14	62	0	0	0		0	0	0		0		0	0	0	7	
18:15:00	231	0	821	0	62	0	0	0		0	0	0		0	0	0	0	0	7	
18:15:15	231	0	821	0	62	0	0	0	9	0	0	0	0	0	0	0	0	0	7	(
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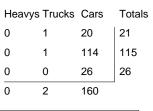
		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	8	8	2	2	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	C
10:30:00	12	4	4	2	15	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45:00	16	4	6	2	16	1	0	0	0	0	0	0	0	0	0	0	0	0	1	C
11:00:00	22	6	7	1	23	7	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:15:00	30	8	9	2	27	4	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:30:00	38	8	13	4	38	11	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45:00	45	7	15	2	43	5	0	0		0		0		0		0		0	1	
12:00:00	54	9	21	6	46	3	0	0		0	0	0	_	0	0	0	0	0	1	
12:15:00	75	21	23	2	58	12	0	0	0	0	0	0	0	0	0	0	0	0	1	(
12:30:00	99	24	26	3		10	0	0		0		0		0		0	0	0	1	
12:45:00	110	11	27	1	73	5	0	0		0	0	0		0	0	0	0	0	1	
13:00:00	119	9		2	78	5	0	0		0		0	1	0	-	0	0	0	1	
13:15:00	140	21	31	2		9	0	0	0	0		0		0	0	0	0	0	1	
13:30:00	153	13		3	95	8	0	0		0	0	0	_	0	0	0	0	0	1	
13:45:00	157	4		3	101	6	0	0		0		0		0	0	0	0	0	1	
14:00:00	165	8		2	105	4	0	0	0	0		0	-	0		0	0	0	1	
14:15:00	183	18		2	110	5	0	0	0	0		0	_	0		0	0	0	1	
14:30:00	190	7		1	118	8	0	0		0		0		0	0	0	0	0	1	
14:45:00	226	36		3	141	23	0	0	0	0	0	0	_	0	0	0	0	0	1	(
15:00:00	256	30		2		5	0	0		0	_	0	1	0	0	0		0	1	(
15:15:00	281	25		3		8	0	0		0		0	1	0		0		0	1	(
15:30:00	321	40		3	164	10	0	0		0	0	0		0	0	0	0	0	1	(
15:45:00	370	49		0	188	24	0	0		0		0		0		0		0	1	C
16:00:00	405	35		2		11	0	0		0		0		0	0	0		0	1	
16:15:00	437	32		2	211	12	0	0		0		0		0	0	0	0	0	1	(
16:30:00	458	21	60	3	234	23	0	0		0		0		0		0	0	0	1	(
16:45:00	492	34		1	249	15	0	0		0	0	0		0	0	0	0	0	1	
17:00:00	529	37	62	1	264	15	0	0		0		0	_	0	-	0	0	0	1	
17:15:00	548	19		0	269	5	0	0		0		0		0	0	0	0	0	1	
17:30:00	564	16		0	292	23	0	0	0	0	0	0	_	0		0	0	0	1	
17:45:00	577	13		2		7	0	0		0		0		0		0		0	1	
18:00:00	590	13		1	304	5	0	0		0		0		0		0		0	1	
18:15:00	590	0		0	304	0	0	0	0	0	0	0		0		0	0	0	1	
18:15:15	590	U	65	0	304	U	0	U	U	0	0	U		0	0	0	0	U	ı	(



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	(
10:30:00	11	3	31	20	23	12	0	0	0	0	0	0	0	0	1	1	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	(
11:00:00	24	8	74	24	58	22	0	0	1	0	0	0	0	0	1	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	(
11:30:00	30	3	121	24	99	22	0	0	3	1	0	0	0	0	1	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	1	(
12:00:00	40	4	163	21	137	23	0	0	4	1	0	0	0	0	1	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	1	(
12:30:00	45	4	232	31	189	32	0	0	5	1	0	0	0	0	1	0	0	0	1	(
12:45:00	47	2		25	216	27	0	0		0	0	0	0	0	1	0	0	0	1	(
13:00:00	49	2		28	232	16	0	0		1	0	0		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	1	(
13:30:00	56	1	335	29	259	14	0	0		1	0	0	0	0	1	0	0	0	1	(
13:45:00	59	3	364	29	288	29	0	0		0		0		0	1	0	0	0	1	(
14:00:00	63	4	385	21	305	17	0	0		2	0	0	0	0		0	0	0	1	(
14:15:00	65	2		26	333	28	0	0		0		0		0	1	0	0	0	1	(
14:30:00	65	0	436	25	346	13	0	0		0	0	0		0	2	1	0	0	1	(
14:45:00	70	5	476	40	360	14	0	0		0	0	0	0	0	2	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	1	(
15:15:00	78	3	520	19	390	17	0	0		1	0	0		0	2	0	0	0	1	(
15:30:00	79	1	545	25	400	10	0	0		0	0	0	0	0	2	0	0	0	1	(
15:45:00	82	3	575	30	413	13	0	0		0		0		0			0	0	1	(
16:00:00	83	1	605	30	431	18	0	0		0		0		0	3	0	0	0	1	(
16:15:00	86	3		35	455	24	0	0		0	0	0	0	0	3	0	0	0	1	(
16:30:00	94	8	680	40	478	23	0	0		0		0	_	0		0	0	0	1	(
16:45:00	97	3	705	25	491	13	0	0		0	0	0		0	3	0	0	0	1	(
17:00:00	100	3		33	507	16	0	0		0	0	0	_	0		0	0	0	1	(
17:15:00	104	4	773	35	519	12	0	0		1	0	0		0	3	0	0	0	1	(
17:30:00	109	5	794	21	526	7	0	0		0	0	0	0	0	3	0	0	0	1	(
17:45:00	110	1	820	26	536	10	0	0		1	0	0		0		0	0	0	1	(
18:00:00	112	2		25	546	10	0	0		0		0	_	0	3	0	0	0	1	(
18:15:00	112	0	845	0	546	0	0	0		0	0	0		0	3	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	1	(



Mid-day	Pe	ak Di	iag	jram	1		Specifi From:			d		ne Ho om:	our Pe 12:00:0	
							To:	14:	00:00		Тс) :	13:00:0	00
Municipality:	Horse	eshoe Va	lley				Weath	er c	ondit	ions	:			
Site #:	1400	100003												
Intersection:	Horse	eshoe Va	lley l	Road &	4th Lin	e	Persor	า(ร)	who	coun	ited:			
TFR File #:	1		•					` '						
Count date:	11-Ja	ın-14												
** Non-Signali	zed I	ntersec	tio	n **			Major I	Roa	id: H	orsesl	hoe Va	alley F	Road rur	ns W/E
North Leg Total: 56		Heavys	0	0	0	0		Δ	Heavys	0		East I	Leg Total:	272
North Entering: 28		Trucks	1	0	0	1			Trucks	1		East I	Entering:	129
North Peds: 0		Cars	14	6	7	27	. [Cars	27		East I	Peds:	0
Peds Cross: ⋈		Totals	15	6	7	_			Totals	28		Peds	Cross:	X
Heavys Trucks Car	s Tota	als				4th	n Line			\triangle	Cars	Truc	ks Heavy	rs Totals
0 1 132	133	i									4	0	0	4
		_								\leftarrow	101	0	0	101
						N	l				24	0	0	24
Horses	hoe Vall	ley Road			w -						129	0	0	
					VV									









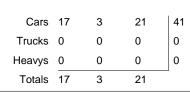
Horseshoe Valley Road



Peds Cross:	\mathbb{X}
West Peds:	0
West Entering:	162
West Leg Total:	295







Peds Cross: \bowtie South Peds: 0 South Entering: 41 South Leg Total: 97

143



				ACC	u-ı	laiii		6.					
Afterno	on F	eak	Di	agra	ım	Spe Fro		Perio :00:00 :00:00	d		om:	ur Pe 15:30:0 16:30:0	00
Municipality: Site #: Intersection: TFR File #: Count date:	14001	shoe Va 00003 shoe Va		Road & 4	4th Lin		ather c						
** Non-Signali	zed Ir	ntersec	tio	า **		Ma	jor Roa	ad: Ho	orsesh	noe Va	alley R	oad rur	ns W/E
North Leg Total: 45		Heavys	0	0	0	0	\triangle	Heavys	0		East Le	eg Total:	354
North Entering: 18		Trucks	0	0	0	0		Trucks	0		East E	ntering:	160
North Peds: 0		Cars	10	3	5	18		Cars	27		East P	eds:	0
Peds Cross: ⋈		Totals	10	3	5			Totals	27		Peds C	ross:	X
Heavys Trucks Car 0 2 157		ls <		Ţ		4th Line				Cars 4 124	Truck 0 2	s Heavy 0 0	s Totals 4 126
\		_				N Å			7	30	0	0	30
Horses	hoe Valle	y Road			w -	—	E		\checkmark	158	2	0	
Heavys Trucks Car	s Total	ls 🛆				V			Hors	seshoe	Valley F	Road	
0 0 18	18		•			s							
1 0 166	167												
0 0 29	29	<u> </u>				4				Cars	Truck	s Heavy	s Totals
1 0 213					4th L	ine				193	0	1	194
Peds Cross:		Cars	62			Cars 23	5	22	50		Peds C	ross:	M
West Peds: 0		Trucks	0		-	Γrucks 0	0	0	0		South	Peds:	0
West Entering: 21	4	Heavys	0	11	7 Н	leavys 0	0	0	0		South	Entering:	50

Comments

Totals 23 5

22

South Leg Total: 112

West Leg Total: 373

Totals 62



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 #:

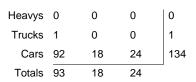
Count date: 11-Jan-14 Weather conditions:

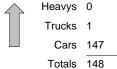
Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283 North Entering: 135 North Peds: 0 Peds Cross: \bowtie







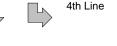
24

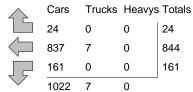
844

161



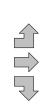




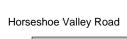


Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
0	1	99	100
3	9	906	918
0	2	199	201
3	12	1204	







345 4

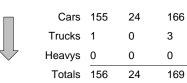
0



Cars	Trucks	Heavys	Totals
1096	12	3	1111

Peds Cross:	X
West Peds:	0
West Entering:	1219
West Leg Total:	2312





Peds Cross: M South Peds: 0 South Entering: 349 South Leg Total: 729



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100003

Intersection: Horseshoe Valley Road & 4th Line

TFR File #:

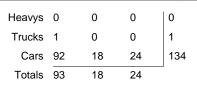
Count date: 11-Jan-14 Weather conditions:

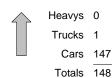
Person(s) who counted:

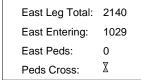
** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283 North Entering: 135 North Peds: 0 Peds Cross: \bowtie





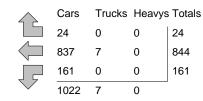


Heavys Trucks Cars Totals 1084 1093





4th Line

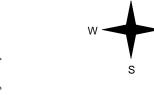


Horseshoe Valley Road

1096

Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
0	1	99	100
3	9	906	918
0	2	199	201
3	12	1204	'

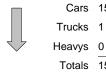


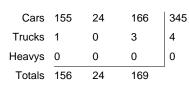


		V
Cars	Trucks	Heavys Totals

 \mathbb{X} Peds Cross: West Peds: 0 West Entering: 1219 West Leg Total: 2312







Peds Cross: \bowtie South Peds: 0 South Entering: 349 South Leg Total: 729

3

1111



Accu-Traffic Inc. Traffic Count Summary

Intersection	Horsesh	oe Valle	y Road	& 4th Line	Count E	Date 11-Jan-14	ļ.	Muni	icipality Ho	rseshoe	Valley		
	North	Appro	ach Tot	als							ach Tot		
	Include	es Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
11:00:00	3	0	17	20	0	54	11:00	0:00	15	4	15	34	0
12:00:00	3	2	12	17	0	64	12:00	0:00		2	19	47	0
13:00:00	7	6	15	28	0		13:00			3	21	41	0
14:00:00	2 1	3 2	9	14	0		14:00			2	15	34	0
15:00:00		2	6	9	0		15:00			4	23	53	0
16:00:00	4	3	10	17	0		16:00			4	38	58	0
17:00:00	4	2	11	17	0		17:00			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		349	0
			ach Tota rucks, & H						West	t Appro	ach Tota rucks, & H	als	
Hour Ending	Left	Thru		Grand	Total Peds	East/West Total	Hou	ur	Left	Thru		Grand	Total Peds
11:00:00	19	99	Right 2	Total 120	0	Approaches 228	Endi 11:00			85	Right 19	Total 108	Peus 0
12:00:00	20	115	4	139	0		12:00			90	18	118	0
13:00:00	24	101	4	129	0		13:00			115	26	162	Ö
14:00:00	14	94	1	109	Ö		14:00			101	25	134	0
15:00:00	19	108	4	131	0		15:00			122	32	163	0
16:00:00	27	104	6	137	0	307	16:00	0:00	15	129	26	170	0
17:00:00	21	134	1	156	0		17:00			155	36	210	0
18:00:00	17	89	2	108	0	262	18:00	0:00	14	121	19	154	0
Totals:	161	844	24 Calc	1029	0 Nues f	2248 or Traffic Cr		a M	100	918	201	1219	0
Цошто Г ∵	dina:	11.00				or traffic Cl		_	-		10.00		
Hours En Crossing		11:00 22	12:00 31	13:00 30	14:00 22		15	5:00 31		17:00 26	18:00 22		
CHUSSING	values.	22	ા .	30	22			31	∠4	∠0	22		



		Passen	ger Cars ·	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ıru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	C
10:30:00	1	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	C
10:45:00	3	2	0	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	C
11:00:00	3	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15:00	5	2	0	0	19	2	0	0		0	-	0		0	0	0	0	0	0	(
11:30:00	5	0		1	24	5	0	0	_	0		0		0		0	0	0	0	
11:45:00	6	1	2		24	0	0	0	_	0	_	0		0		0	0	0	0	
12:00:00	6	0		0	29	5	0	0			_	0		0	0	0	0	0	0	
12:15:00	8	2		3	33	4	0	0	_			0		0		0	0	0	0	
12:30:00	8	0		1	34	1	0	0	_	0		1		0		0	0	0	0	(
12:45:00	10	2	6	0	38	4	0	0				0		0	0	0	0	0	0	(
13:00:00	13	3	8	2	43	5	0	0				0		0		0	0	0	0	(
13:15:00	14	1	8	0	46	3	0	0		0	-	0		0	0	0	0	0	0	
13:30:00	15	1	9	1	47	1	0	0				0		0	0	0	0	0	0	
13:45:00	15	0		0	51	4	0	0				0		0	0	0	0	0	0	
14:00:00	15	0		2	52	1	0	0	_			0		0		0	0	0	0	(
14:15:00	15	0		0	54	2	0	0		0		0	_	0		0	0	0	0	
14:30:00	15	0		0	55	1	0	0	_			0		0	0	0	0	0	0	(
14:45:00	15 16	0		0	57 58	2	0	0		0		0		0	0	0	0	0	0	(
15:00:00 15:15:00	16	0	13 13	2 0		3	0	0	_			0	1	0	_	0	0	0	0	(
15:30:00	17	- 0	13	1	61 64	3	0	0				0	1	0	0	0	0	0	0	
15:30:00	20	3		1	64	0	0	0				0		0		0	0	0	0	(
16:00:00	20	0		1	68	4	0	0		0		0		0	0	0	0	0	0	(
16:15:00	21	1	16	0	69	1	0	0	_			0		0		0	0	0	0	
16:30:00	22	1	17	1	74	5	0	0				0		0		0	0	0	0	
16:45:00	22	0		1	75	1	0	0	_	0		0		0	0	0	0	0	0	
17:00:00	24	2		0	79	4	0	0	_	0		0		0		0	0	0	0	
17:15:00	24	0		0	81	2	0	0			-	0	_	0	0	0	0	0	0	
17:30:00	24	0		0	88	7	0	0				0		0		0	0	0	0	Č
17:45:00	24	0		0	90	2	0	0			1	0		0		0	0	0	0	Č
18:00:00	24	0		0	92	2	0	0				0		0		0	0	0	0	
18:15:00	24	0		0	92	0	0	0	_			0		0		0	0	0	0	
18:15:15	24	0		0	92	0	0	0			1	0		0		0	0	0	0	(



		Passen	ger Cars	- East Ap	proach			Tr	ucks - Eas	st Appro	ach			He	avys - Ea	st Approa	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	lht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	East C	ross
Time	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	27	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	5	3	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00	14	9		26	1	0	0	0		1	0			0		0		0	0	0
11:00:00	19	5	97	30	2	1	0	0			0	0	_	0		0	0	0	0	0
11:15:00	24	5	120	23	3	1	0	0				0		0		0	0	0	0	0
11:30:00	30	6	145	25	4	1	0	0				0		0		0	0	0	0	0
11:45:00	35	5	182	37	4	0	0	0				0	-	0		0	0	0	0	0
12:00:00	39	4	212	30	6	2	0	0			_	0	_	0		0		0	0	0
12:15:00	47	8	234	22	7	1	0	0			_	0		0		0	0	0	0	0
12:30:00	53	6	258	24	9	2	0	0			_	0	-	0		0	0	0	0	0
12:45:00	56	3		29	10	1	0	0				0	_	0		0	0	0	0	0
13:00:00	63	7	313	26	10	0	0	0				0		0		0	0	0	0	0
13:15:00	66	3	341	28	10	0	0	0				0		0		0	0	0	0	0
13:30:00	69	3	360	19	10	0	0	0				0		0		0	0	0	0	0
13:45:00	73	4	387	27	10	0	0	0			0	0		0		0	0	0	0	0
14:00:00	77	4	406	19	11	1	0	0				0	-	0		0	0		0	0
14:15:00	81 84	4	433	27 31	11	0	0	0			_	0		0		0		0	0	0
14:30:00		7	464		11 14	0	0	0			_	0		•		0	0	0	0	0
14:45:00 15:00:00	91 96	5	493 514	29 21	15	3	0	0			_	0		0		0		0	0	0
15:00:00	103	7	514	25	18	3	0	0		0	0	0	-	0		0		0	0	
15:30:00	103	5	566	25 27	18	0	0	0		0	1	0		0		0	0	0	0	0
15:30:00	115	7	593	27	19	1	0	0		0	-	0		0		0		0	0	0
16:00:00	123	8	616	23	21	2	0	0		0	0	0		0		0		0	0	0
16:15:00	130	7	657	41	21	0	0	0		1	0	0	-	0		0	0	0	0	0
16:30:00	138	8	690	33	22	1	0	0			_	0	-	0		0	0	0	0	0
16:45:00	141	3		33	22	0	0	0		0	-	0		0		0		0	0	0
17:00:00	144	3	749	26	22	0	0	0			-	0		0		0	0	0	0	0
17:15:00	151	7	770	21	23	1	0	0		1	0	0	_	0		0	0	0	0	0
17:30:00	153	2		11	23	0	0	0		. 0	-	0	_	0		0		0	0	0
17:45:00	157	4	816	35	23	0	0	0			_	0		0		0		0	0	0
18:00:00	161	4	837	21	24	1	0	0				0	-	0		0	0	0	0	0
18:15:00	161	0		0	24	0	0	0			_	0	-	0		0	0	0	0	0
18:15:15	161	0		0	24	0	0	0			_	0	_	0		0		0	0	0
										-		-							-	
															1					



		Passen	ger Cars -	South A	pproach			Tru	icks - Sou	th Appro	ach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	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	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:30:00	6	4	4	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:45:00	9	3	4	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00	15	6	4	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:15:00	26	11	6	2	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:30:00	29	3	6	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:45:00	35	6	6	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	(
12:00:00	41	6	6	0	33	2	0	0	0	0	1	1	0	0	0	0	0	0	0	(
12:15:00	44	3	6	0	39	6	0	0	0	0	1	0	0	0	0	0	0	0	0	(
12:30:00	50	6	7	1	49	10	0	0	0	0	1	0	0	0	0	0	0	0	0	(
12:45:00	53	3	9	2	53	4	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:00:00	58	5		0	54	1	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:15:00	63	5	10	1	55	1	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:30:00	65	2		0	59	4	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:45:00	68	3		0	65	6	1	1	0	0	1	0	0	0	0	0	0	0	0	(
14:00:00	74	6		1	69	4	1	0	0	0	1	0	0	0	0	0	0	0	0	(
14:15:00	82	8		1	75	6	1	0	0	0	1	0	0	0	0	0	0	0	0	(
14:30:00	87	5		0	77	2	1	0	0	0	2	1	0	0	0	0	0	0	0	(
14:45:00	93	6		3	83	6	1	0	0	0	3	1	0	0	0	0	0	0	0	(
15:00:00	100	7		0	90	7	1	0	0	0		0	0	0	0	0	0	0	0	(
15:15:00	101	1	15	0	109	19	1	0	0	0	3	0	0	0	0	0	0	0	0	(
15:30:00	101	0	16	1	116	7	1	0	0	0	3	0	0	0	0	0	0	0	0	(
15:45:00	109	8		1	124	8	1	0				0		0		0	0	0	0	(
16:00:00	116	7		2		4	1	0		0		0		0	0	0	0	0	0	(
16:15:00	121	5		2	132	4	1	0				0		0	0	0	0	0	0	(
16:30:00	124	3		0	138	6	1	0	0	0		0	0	0	0	0	0	0	0	(
16:45:00	127	3		0	148	10	1	0	0	0	3	0	0	0	0	0	0	0	0	(
17:00:00	136	9		0	149	1	1	0		0		0	_	0		0	0	0	0	(
17:15:00	143	7	22	1	152	3	1	0				0		0	0	0	0	0	0	(
17:30:00	148	5	22	0	158	6	1	0				0	0	0	0	0	0	0	0	(
17:45:00	152	4		2		7	1	0				0		0		0	0	0	0	(
18:00:00	155	3		0	166	1	1	0				0	_	0		0	0	0	0	(
18:15:00	155	0		0	166	0	1	0			3	0		0		0	0	0	0	(
18:15:15	155	0	24	0	166	0	1	0	0	0	3	0	0	0	0	0	0	0	0	(



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	
10:30:00	2	0	37	22	11	6	0	0	0	0	0	0	0	0	1	1	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	
11:00:00	4	1	83	29	19	5	0	0	1	0	0	0	0	0	1	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	
11:30:00	8	1	135	27	27	7	0	0		1	1	0		0	1	0	0	0	0	(
11:45:00	11	3		16	34	7	0	0		0	1	0		0	1	0		0	0	(
12:00:00	14	3	171	20	36	2	0	0		1	1	0		0	1	0	0	0	0	(
12:15:00	20	6		35	47	11	0	0	3	0	1	0	0	0	1	0	0	0	0	(
12:30:00	26	6	230	24	54	7	1	1	3	0	1	0		0	1	0	0	0	0	(
12:45:00	32	6	257	27	57	3	1	0		0	1	0		0	1	0	0	0	0	
13:00:00	34	2		28	62	5	1	0		1	1	0		0	-	0	0	0	0	(
13:15:00	38	4	302	17	72	10	1	0		0	1	0		0	1	0	0	0	0	(
13:30:00	40	2	332	30	77	5	1	0	-	0	2	1		0	1	0	0	0	0	(
13:45:00	41	1	362	30	82	5	1	0		0		0		0	1	0	0	0	0	
14:00:00	42	1	385	23	86	4	1	0	5	1	2	0	-	0		0	0	0	0	
14:15:00	43	1	405	20	91	5	1	0		0		0		0		0	0	0	0	
14:30:00	43	0		31	96	5	1	0		0		0		0	2	1	0	0	0	
14:45:00	48	5	483	47	111	15	1	0	5	0	2	0		0	2	0	0	0	0	
15:00:00	51	3		22	118	7	1	0		1	2	0		0	2	0		0	0	
15:15:00	55	4	523	18	123	5	1	0		1	2	0		0		0		0	0	
15:30:00	59	4	552	29	132	9	1	0	7	0	2	0		0	2	0	0	0	0	(
15:45:00	62	3	597	45	139	7	1	0		0		0		0		1	0	0	0	(
16:00:00	66	4	632	35	144	5	1	0		0		0		0	3	0	0	0	0	
16:15:00	71	5	671	39	150	6	1	0		0		0	-	0		0	0	0	0	(
16:30:00	77	6	718	47	161	11	1	0		0		0		0		0	0	0	0	
16:45:00	80	3		33	172	11	1	0	7	0	2	0		0	3	0	0	0	0	(
17:00:00	85	5		36	180	8	1	0		0	2	0		0	-	0	0	0	0	(
17:15:00	91	6	818	31	185	5	1	0		1	2	0		0	3	0	0	0	0	
17:30:00	97	6	853	35	189	4	1_	0	8	0	2	0		0		0	0	0	0	
17:45:00	99	2		27	196	7	1	0		1	2	0		0		0		0	0	(
18:00:00	99	0		26	199	3	1	0		0		0		0		0		0	0	
18:15:00	99	0	906	0	199	0	1	0		0	2	0		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	

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 8:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500006 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 14 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 34 Heavys 0 0 0 Heavys 0 East Leg Total: 269 0 North Entering: 20 Trucks 0 0 Trucks 0 East Entering: 144 North Peds: Cars 7 4 9 20 Cars 14 East Peds: 1 \mathbb{X} Totals 7 Peds Cross: 4 9 Totals 14 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 134 138 0 110 0 112 24 24 CR 22 (Horseshoe Valley Rd) 142 2 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 5 5 102 104 0 3 53 56 Cars Trucks Heavys Totals 123 160 0 125 Horseshoe Valley Resort Entrance \mathbb{X} Cars 81 Peds Cross: \bowtie Peds Cross: Cars 17 12 30 West Peds: 0 Trucks 3 Trucks 2 0 2 South Peds: 0 0 0 West Entering: 165 Heavys 0 Heavys 0 0 South Entering: 32 West Leg Total: 303 Totals 19 South Leg Total: 116 Totals 84 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:30:00 To: 13:00:00 To: 12:30:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500006 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 14 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 34 Heavys 0 0 0 Heavys 0 East Leg Total: 407 0 North Entering: 18 Trucks 0 0 Trucks 0 East Entering: 207 North Peds: 0 Cars 6 8 4 18 Cars 16 East Peds: 0 \mathbb{X} Peds Cross: Totals 6 8 4 Totals 16 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Heavys Trucks Cars Trucks Heavys Totals Totals Cars 2 222 224 0 0 174 0 176 27 0 27 CR 22 (Horseshoe Valley Rd) 205 0 2 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 7 7 0 178 178 0 1 62 63 Cars Trucks Heavys Totals 247 200 0 200 Horseshoe Valley Resort Entrance \mathbb{X} Cars 97 Peds Cross: \bowtie Peds Cross: Cars 42 18 65 West Peds: 0 Trucks 1 Trucks 0 0 0 South Peds: 0 0 0 West Entering: 248 Heavys 0 Heavys 0 0 South Entering: 65 West Leg Total: 472 Totals 42 South Leg Total: 163 Totals 98 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 **From:** 15:15:00 To: 18:00:00 To: 16:15:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500006 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 14 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 33 Heavys 0 0 0 Heavys 0 East Leg Total: 427 0 North Entering: 14 Trucks 0 0 Trucks 0 East Entering: 197 North Peds: Cars 5 4 5 14 Cars 19 East Peds: 0 \mathbb{X} Peds Cross: Totals 5 4 5 Totals 19 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Heavys Trucks Cars Trucks Heavys Totals Totals Cars 2 242 244 0 160 0 161 28 28 CR 22 (Horseshoe Valley Rd) 0 196 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 8 8 0 175 175 74 0 0 74 Cars Trucks Heavys Totals 229 257 0 230 Horseshoe Valley Resort Entrance \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 106 Cars 77 49 129 West Peds: 0 Trucks 0 Trucks 1 1 2 South Peds: 0 0 0 West Entering: 257 Heavys 0 Heavys 0 0 South Entering: 131 West Leg Total: 501 Totals 78 South Leg Total: 237 Totals 106 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500006

Intersection: CR 22 (Horseshoe Valley Rd) & Hor | Person(s) who counted:

TFR File #: 14

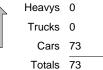
Count date: 8-Jun-13 Weather conditions:

** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 151 North Entering: 78 North Peds: Peds Cross: ⋈

Heavys 0 0 0 0 Trucks 0 0 Cars 32 20 26 78 Totals 32 20 26

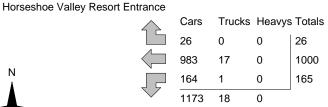


East Leg Total: 2472 East Entering: 1191 East Peds: 3 \mathbb{X} Peds Cross:

Heavys Trucks Cars Totals 21 1344 1365







CR 22 (Horseshoe Valley Rd)

CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	0	34	34
0	10	341072404	1082
0	6	404	410
0	16	1510	





Cars	Trucks	Heavys	Totals
1260	12	Λ	1281

 \mathbb{X} Peds Cross: 2 West Peds: West Entering: 1526 West Leg Total: 2891

Cars 588 Trucks 7 Heavys 0 Totals 595

Cars 329 171 513 Trucks 4 0 2 6 0 Heavys 0 0 Totals 333 173

Peds Cross: \bowtie South Peds: 0 South Entering: 519 South Leg Total: 1114

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	Horsesh	oe Valle	v Rd) & l	Hc Count D	Pate: 8-Jun-13		Munio	ipality: Ho	rseshoe	· Vallev		
	•		ach Tot	• •							ach Tot	als	
	Include	es Cars, T	rucks, & H	eavys		North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Ho End		Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:0	0:00	0	0	0	0	0
7:00:00	0	0	0	0	0	8		0:00	4	0	4	8	0
8:00:00	0	0	1	1	0	41		0:00	17	0	23	40	0
9:00:00	9	4	7 1	20	0	52 1	9:00	0:00	19	1	12	32	0
11:00:00 12:00:00	0 3	0 6	4	1 13	0	- 1	12:0		0 41	0 2	0 24	0 67	0
13:00:00	3	5	6	14	0		13:0		44	5	19	68	0
15:00:00	Ö	Ö	Ö	0	Ö	0			0	Ö	0	0	Ö
16:00:00	5	4	5	14	0		16:0		64	3	42	109	0
17:00:00	2	0	4	6	0		17:0		86	0	33	119	0
18:00:00	4	1	4	9	0	85	18:0	0:00	58	2	16	76	0
Totals:	26	20	32	78	0	597			333	13	173	519	0
7 0 10.101	East	Appro	ach Tota	als							ach Tota		
	Include	es Cars, T	rucks, & H			East/West			Include	es Cars, T	rucks, & H	-	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Ho End	ing	Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0		0:00	0	0	0	0	0
7:00:00 8:00:00	17 10	44 64	0	61 74	0	127 174		0:00 0:00	0	23 72	43 28	66 100	0
9:00:00	24	112	8	144	1	309		0:00	5	104	56	165	0
11:00:00	1	4	Ö	5	Ö	9			ő	4	0	4	ő
12:00:00	28	195	3	226	1		12:0		5	170	54	229	0
13:00:00	22	150	4	176	0		13:0		5	181	69	255	0
15:00:00	2	0	0	2	0		15:0		0	12	3	15	0
16:00:00 17:00:00	28 14	166 161	4 6	198 181	0		16:00 17:00		8	178 177	85 41	271 221	2
18:00:00	19	104	1	124	0		18:0		8	161	29	198	0
Totals:	165	1000		1191	3	2715			34	1082	408	1524	2
-						or Traffic Cr		_	-		40.00		
Hours En	ding: Values:	7:00 4	8:00 17	9:00 33	12:00 51		13	3:00 52	16:00 75	17:00 89	18:00 64		

Count Date: 8-Jun-13 Site #: 1309500006

		Passen	ger Cars -	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:15:00	0	0	0	0	1	1	0	0		0		0		0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	0	0	0		0	0	0	-	0	0	0	0	0	0	0
7:45:00	0	0	0	0	1	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	0	0	1	0	0	0		0		0		0	0	0	0	0	0	0
8:15:00	0	0	1	1	1	0	0	0		0	0	0	-	0	0	0	0	0	0	0
8:30:00	3	3	2	1	5	4	0	0		0	_	0	-	0	0	0	0	0	0	0
8:45:00	6	3	2	0	7	2	0	0		0	0	0	_	0	0	0	0	0	0	0
9:00:00	9	3	4	2	8	1	0	0		0		0		0	0	0	0	0	0	0
9:00:10	9	0	4	0	8	0	0	0		0	0	0		0	0	0	0	0	0	0
11:00:00	9	0	4	0	9	1	0	0		0	0	0	-	0	0	0	0	0	0	0
11:15:00	10	1	4	0	9	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	10	0	6	2	10	1	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	10	0	7	1	12	2	0	0		0	0	0		0	0	0	0	0	0	0
12:00:00	12	2		3	13	1	0	0		0	_	0		0	0	0	0	0	0	0
12:15:00	13	1	12	2		3	0	0		0		0		0	0	0	0	0	0	0
12:30:00	14	1	14	2	16	0	0	0		0	0	0		0	0	0	0	0	0	0
12:45:00	15	1	15	1	19	3	0	0		0		0		0	0	0	0	0	0	0
13:00:00	15	0		0	19	0	0	0		0	0	0	-	0	0	0	0	0	0	0
13:00:23	15	0		0	19	0	0	0		0		0		0	0	0	0	0	0	0
15:00:00	15	0	15	0	19	0	0	0		0		0		0	0	0	0	0	0	0
15:15:00	15	0		0	20	1	0	0		0	0	0	-	0	0	0	0	0	0	0
15:30:00	16	1	15	0	22	2	0	0		0		0		0	0	0	0	0	0	0
15:45:00	18	2		3	23	1	0	0		0	0	0	-	0	0	0	0	0	0	0
16:00:00	20	2	19	1	24	1	0	0		0	0	0	_	0	0	0	0	0	0	0
16:15:00	20	0		0	25	1	0	0		0		0		0	0	0	0	0	0	0
16:30:00	21	1	19	0	25	0	0	0		0		0		0	0	0	0	0	0	0
16:45:00	21	0	19	0	28	3	0	0		0	0	0	-	0	0	0	0	0	0	0
17:00:00	22	1	19	0	28	0	0	0		0		0		0	0	0	0	0	0	0
17:15:00	25	3	19	0	31	3	0	0		0	0	0		0	0	0	0	0	0	0
17:30:00	25	0		1	32	1	0	0		0	0	0	-	0	0	0	0	0	0	0
17:45:00	26	1	20	0	32	0	0	0		0	_	0		0	0	0	0	0	0	0
18:00:00	26	0		0	32	0	0	0		0	0	0	_	0	0	0	0	0	0	0
18:15:00	26	0		0	32	0	0	0	1	0		0		0	0	0	0	0	0	0
18:15:14	26	0	20	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Date: 8-Jun-13 Site #: 1309500006

		Passen	ger Cars ·	East Ap	proach			Tr	ucks - Eas	st Approa	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	East C	cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	7	7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	3	1	18	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	7	4	28	10	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	17	10	42	14	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:15:00	18	1	51	9	0	0	0	0	_	0	0	0		0	0	0	0	0	0	0
7:30:00	19	1	63	12	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:45:00	20	1	69	6	0	0	0	0		0	0	0		0	0	0	0	0	0	0
8:00:00	27	7	105	36	0	0	0	0	_	1	0	0	_	0	0	0	0	0	0	0
8:15:00	31	4	127	22	1	1	0	0		1	0	0	-	0	0	0	0	0	1	1
8:30:00	32	1	150	23	3	2	0	0		0	0	0	-	0	0	0	0	0	1	0
8:45:00	40	8	187	37	4	1	0	0	-	0	0	0	_	0	0	0	0	0	1	0
9:00:00	51	11	215	28	8	4	0	0		1	0	0	1	0	0	0	0	0	1	0
9:00:10	51	0	215	0	8	0	0	0		0	0	0		0	0	0	0	0	1	0
11:00:00	52	1	219	4	8	0	0	0	_	0	0	0	-	0	0	0	0	0	1	0
11:15:00	57	5	262	43	8	0	0	0		0	0	0		0	0	0	0	0	1	0
11:30:00	63	6 7		54 47	10	0	0	0		1	0	0		0	0	0	0	0	2	1
11:45:00	70	10	363		10	0	0	0		0	0	0			0	0	0	0	2	0
12:00:00 12:15:00	80 81	10	412 454	49 42	11 12	I	0	0		0		0	_	0	0	0	0	0	2	0
12:30:00	90	9	490	36	14	2	0	0		1	0	0	-	0	0	0	0	0	2	0
12:30:00	93	3	525	35	15		0	0	1	1	0	0		0	0	0	0	0	2	0
13:00:00	101		559	34	15	0	1	1	10	0	0	0		0	0	0	0	0	2	0
13:00:23	101	0		0	15	0	1	0	_	0		0	-	0	0	0	0	0	2	0
15:00:20	103	2	559	0	15	0	1	0	1	0	0	0		0	0	0	0	0	2	0
15:15:00	107	4	596	37	15	0	1	0		0	0	0	-	0	0	0	0	0	2	0
15:30:00	118	11	643	47	16	1	1	0		1	0	0	-	0	0	0	0	0	2	0
15:45:00	128	10		42	17	1	1	0		0	0	0		0	0	0	0	0	2	0
16:00:00	131	3	724	39	19	2	1	0		0	0	0		0	0	0	0	0	2	0
16:15:00	135	4	756	32	23	4	1	0		0	0	0	_	0	0	0	0	0	2	0
16:30:00	136	1	796	40	24	1	1	0		0	0	0	1	0	0	0	0	0	2	0
16:45:00	141	5	837	41	24	0	1	0	13	2	0	0	0	0	0	0	0	0	2	0
17:00:00	145	4	881	44	25	1	1	0		2	0	0	0	0	0	0	0	0	3	1
17:15:00	150	5	919	38	25	0	1	0		1	0	0	0	0	0	0	0	0	3	0
17:30:00	153	3	936	17	25	0	1	0	16	0	0	0	0	0	0	0	0	0	3	0
17:45:00	158	5	960	24	26	1	1	0		0	0	0	0	0	0	0	0	0	3	0
18:00:00	164	6	983	23	26	0	1	0		1	0	0	0	0	0	0	0	0	3	0
18:15:00	164	0	983	0	26	0	1	0	17	0	0	0	0	0	0	0	0	0	3	0
18:15:14	164	0	983	0	26	0	1	0	17	0	0	0	0	0	0	0		0	3	0

Count Date: 8-Jun-13 Site #: 1309500006

		Passenç	jer Cars -	South A	pproach			Tru	ıcks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	4	3	0	0	4	1	0	0	0	0	0	0		0	0	0	0	0	0	0
7:15:00	9	5	0	0	5	1	0	0		0	0	0	-	0	0	0	0	0	0	0
7:30:00	13	4	0	0	9	4	0	0		0	0	0		0	0	0	0	0	0	0
7:45:00	18	5	0	0	17	8	0	0		0	1	1		0	0	0	0	0	0	0
8:00:00	21	3	0	0	26	9	0	0	-	0	1	0	-	0	0	0	0	0	0	0
8:15:00	27	6	1	1	28	2	0	0	_	0	1	0	-	0	0	0	0	0	0	0
8:30:00	29	2	1	0	33	5	1	1	0	0	1	0		0	0	0	0	0	0	0
8:45:00	33	4	1	0	34	1	2	1	0	0	1	0	_	0	0	0	0	0	0	0
9:00:00	38	5	1	0	38	4	2	0	_	0	1	0	-	0	0	0	0	0	0	0
9:00:10	38	0	1	0	38	0	2	0	_	0	1	0	_	0	0	0	0	0	0	0
11:00:00	38	0	1	0	38	0	2	0		0	1	0	-	0	0	0	0	0	0	0
11:15:00	50	12	1	0	44	6	2	0	_	0	1	0		0	0	0	0	0	0	0
11:30:00	59	9	1	0	52	8	2	0		0	1	0		0	0	0	0	0	0	0
11:45:00	66	/	2	1	56	4	2	0	-	0	1	0		0	0	0	0	0	0	0
12:00:00	79	13	3	1	62	6	2	0		0	1	0		0	0	0	0		0	0
12:15:00	89	10	5	2	66	4	2	0	1	0	1	0		0	0	0	0	0	0	0
12:30:00	101	12	6 7	1	70	4	2	0	1	0	1	0	_	0	0	0	0	0	0	0
12:45:00 13:00:00	112	11 11	8	1	75 81	5	2	0	1	0	1	0	_	0	0	0	0	0	0	0
13:00:00	123 123	0	8	0	81	6 0	2	0		0	1	0		0	0	0	0	0	0	0
15:00:23	123	0	8	0	81	0	2	0		0		0		0		0	0	0	0	0
15:00:00	133	10	8	0	89	8	2	0	1	0	1	0		0	0	0	0	0	0	0
15:30:00	146	13	10	2	99	10	2	0	-	0	1	0		0	0	0	0	0	0	0
15:45:00	166	20	11	1	112	13	2	0	_	0	2	1	-	0	0	0	0	0	0	0
16:00:00	187	21	11	0	122	10	2	0	1	0	2	0	_	0	0	0	0	0	0	0
16:15:00	210	23	11	0	138	16	3	1	0	0	2	0		0	0	0	0	0	0	0
16:30:00	230	20	11	0	144	6	3	0	-	0	2	0		0	0	0	0	0	0	0
16:45:00	246	16	11	0	149	5	4	1	0	0	2	0		0	0	0	0	0	0	0
17:00:00	271	25	11	0	155	6	4	. 0		0	2	0	-	0	0	0	0	0	0	0
17:15:00	285	14	11	0	161	6	4	0		0	2	0		0	0	0	0	0	0	0
17:30:00	302	17	12	1	165	4	4	0		0	2	0		0	0	0	0	0	0	0
17:45:00	315	13	12	0	168	3	4	0		0		0	-	0	0	0		0	0	0
18:00:00	329	14	13	1	171	3	4	0	_	0	2	0		0	0	0	0	0	0	0
18:15:00	329	0	13	0	171	0	4	0		0	2	0	1	0	0	0	0	0	0	0
18:15:14	329	0	13	0	171	0	4	0		0				0		0		0	0	
											_									

		Passen	ger Cars -	West Ap	proach			Tru	ucks - Wes	st Appro	ach			Hea	avys - Wes	st Appro	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	jht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	2	2	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	9	7	17	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	19	10	32	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	22	3	42	10	0	0	1	0	1	1	0	0	0	0	0	0	0	0
7:15:00	0	0		20	51	9	0	0		1	1	0		0	0	0	0	0	0	0
7:30:00	0	0	56	14	57	6	0	0		0	1	0		0	0	0	0	0	0	0
7:45:00	0	0		13	61	4	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	93	24	69	8	0	0	_	0		1		0	0	0	0	0	0	0
8:15:00	0	0		20	71	2	0	0		0	3	1		0	0	0	0	0	0	0
8:30:00	2	2	136	23	86	15	0	0	2	0	3	0	0	0	0	0	0	0	0	0
8:45:00	2	0	168	32	102	16	0	0	1	1	3	0	_	0	0	0	0	0	0	0
9:00:00	5	3	195	27	122	20	0	0	4	1	5	2		0	0	0	0	0	0	0
9:00:10	5	0	195	0	122	0	0	0		0	5	0		0	0	0	0	0	0	0
11:00:00	5	0	198	3	122	0	0	0	_	1	5	0	-	0	0	0	0	0	0	0
11:15:00	6	1	240	42	132	10	0	0		3	5	0		0	0	0	0	0	0	0
11:30:00	6	0	274	34	143	11	0	0		1	5	0		0	0	0	0	0	0	0
11:45:00	7	1	322	48	161	18	0	0		0	5	0		0	0	0	0	0	0	0
12:00:00	10	3	364	42	176	15	0	0		0	_	0	-	0	0	0	0	0	0	0
12:15:00	12	2		36	189	13	0	0	1	0		1		0	0	0	0	0	0	0
12:30:00	13	1	452	52	205	16	0	0	1	0	6	0		0	0	0	0	0	0	0
12:45:00	13	0	499	47	228	23	0	0		0		0	_	0	0	0	0	0	0	0
13:00:00	15	2		46	244	16	0	0	_	0	6	0	-	0	0	0	0	0	0	0
13:00:23	15	0		4	244	0	0	0		0		0	_	0	0	0	0	0	0	0
15:00:00	15	0	557	8	247	3	0	0		0	6	0		0	0	0	0	0	0	0
15:15:00	17	2		53	272	25	0	0		0	6	0	-	0	0	0	0	0	2	2
15:30:00	22	5	654	44	292	20	0	0		0		0	-	0	0	0	0	0	2	0
15:45:00	22	0		50	315	23	0	0		0	6	0	-	0	0	0	0	0	2	0
16:00:00	23	1	735	31	332	17	0	0	1	0	6	0		0	0	0	0	0	2	0
16:15:00	25	2		50	346	14	0	0		0	6	0		0	0	0	0	0	2	0
16:30:00	25	0		49	354	8	0	0		1	6	0		0	0	0	0	0	2	0
16:45:00	26	1	874	40	364	10	0	0		0	6	0	-	0	0	0	0	0	2	0
17:00:00	26	0		37	373	9	0	0		0		0		0	0	0	0	0	2	0
17:15:00	28	2		50	376	3	0	0		0	6	0	-	0	0	0	0	0	2	0
17:30:00	31	3	1006	45	382	6	0	0		0	6	0	-	0	0	0	0	0	2	0
17:45:00	32	1	1042	36	393	11	0	0		0	_	0		0	0	0	0	0	2	0
18:00:00	34	2	1072	30	402	9	0	0	1	0	6	0	_	0	0	0	0	0	2	0
18:15:00	34	0	1072	0	403	1	0	0		0		0		0	0	0	0	0	2	0
18:15:14	34	0	1072	0	404	1	0	0	10	0	6	0	0	0	0	0	0	0	2	0

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 From: 6:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500005 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & 4th TFR File #: Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 24 Heavys 0 0 0 Heavys 0 East Leg Total: 267 North Entering: 19 Trucks 1 0 Trucks 0 East Entering: 132 North Peds: Cars 9 4 5 18 Cars 5 East Peds: 1 \mathbb{X} Totals 5 Peds Cross: Totals 10 4 5 Peds Cross: ⋈ 4th Line Heavys Trucks Cars Trucks Heavys Totals Totals Cars 3 141 144 0 114 0 116 16 0 16 CR 22 (Horseshoe Valley Rd) 130 2 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 3 3 0 111 112 13 Trucks Heavys Totals 0 0 13 Cars 127 134 0 135 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 33 Cars 18 18 38 West Peds: 2 Trucks 0 Trucks 0 0 0 0 South Peds: 0 0 West Entering: 128 Heavys 0 Heavys 0 0 South Entering: 38 West Leg Total: 272 Totals 18 South Leg Total: 71 Totals 33 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:00:00 To: 13:00:00 To: 12:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500005 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & 4th TFR File #: Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 39 Heavys 0 0 0 Heavys 0 East Leg Total: 404 Trucks 0 0 North Entering: 17 0 Trucks 0 East Entering: 216 North Peds: Cars 12 4 17 Cars 22 East Peds: 7 1 Totals 22 \mathbb{X} Peds Cross: Totals 12 4 1 Peds Cross: ⋈ 4th Line 7 Totals Trucks Heavys Totals Heavys Trucks Cars Cars 225 226 0 188 0 189 18 18 CR 22 (Horseshoe Valley Rd) 215 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 5 5 0 157 159 Trucks Heavys Totals 32 32 0 0 Cars 0 194 186 0 188 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 54 Cars 25 28 61 4 West Peds: Trucks 0 Trucks 0 0 0 South Peds: 0 0 0 West Entering: 196 Heavys 0 Heavys 0 0 South Entering: 61 West Leg Total: 422 Totals 25 South Leg Total: 115 Totals 54 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 **From:** 15:15:00 To: 18:00:00 To: 16:15:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500005 Intersection: CR 22 (Horseshoe Valley Rd) & 4th Person(s) who counted: TFR File #: Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 35 Heavys 0 0 0 Heavys 0 East Leg Total: 413 Trucks 0 0 North Entering: 19 0 Trucks 0 East Entering: 193 North Peds: 0 Cars 10 4 5 19 Cars 16 East Peds: 1 \mathbb{X} Peds Cross: Peds Cross: Totals 10 4 5 Totals 16 ⋈ 4th Line 7 Heavys Trucks Cars Totals Trucks Heavys Totals Cars 193 193 0 160 0 0 160 28 0 28 CR 22 (Horseshoe Valley Rd) 193 0 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 9 9 0 185 185 Trucks Heavys Totals 33 33 0 0 Cars 219 227 0 220 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 65 Cars 23 29 54 West Peds: 5 Trucks 0 Trucks 0 0 1 1 South Peds: 1 0 West Entering: 227 Heavys 0 Heavys 0 0 South Entering: 55 West Leg Total: 420 Totals 23 South Leg Total: 120 Totals 65 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500005

Intersection: CR 22 (Horseshoe Valley Rd) & 4th

TFR File #:

Count date: 8-Jun-13

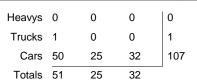
Weather conditions:

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: Peds Cross: ⋈



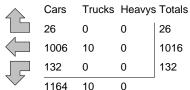


East Leg Total: 2410 East Entering: 1174 East Peds: 13 \mathbb{X} Peds Cross:

Heavys Trucks Cars Totals 12 1184 1196



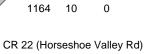




CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	0	50	50
0	6	1044	1050
0	1	187	188
0	7	1281	'



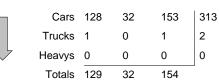




Cars	Trucks	Heavys	Totals
1229	7	0	1236

 \mathbb{X} Peds Cross: West Peds: 12 West Entering: 1288 West Leg Total: 2484





Peds Cross: M South Peds: 5 South Entering: 315 South Leg Total: 660

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	lorsesh	ne Valle	v Rd) & i	11 Count D	Oate: 8-Jun-13		Munic	cipality: Ho	rseshoe	· Vallev		
	`		ach Tot	<u> </u>	TU	0-3411-13					ach Tot	ale	
			rucks, & H			North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoi Endi	ing	Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 0 5 5 0 1 8 0 5 3 5	0 0 0 4 0 4 4 0 3 6 4	0 4 3 10 0 12 5 0 11 1 5	0 4 8 19 0 17 17 17 0 19 10	0 0 4 0 0 1 3 0 0 1 0	0 12 32 57 3 78 66 1	6:00 7:00 8:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:0	0 1 5 18 1 25 18 1 21 22 15	0 0 1 2 0 8 8 0 2 8 3	0 7 18 18 2 28 23 0 26 21 9	0 8 24 38 3 61 49 1 49 51 27	0 0 2 0 0 0 2 0 1 0 0
Totals:	32	25	51	108	9	419			127	32	152	311	5
			ach Tota rucks, & H			C+/\/\+					ach Totarucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hoi Endi		Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 2 5 16 0 18 21 1 27 24 18	0 59 67 116 5 189 147 4 164 159 106	00100960532	0 61 73 132 5 216 174 5 196 186 126	0 0 1 1 0 7 1 0 2	376 11 420 397	7:00	0:00 0:00 0:00 0:00 0:00	0 1 0 3 0 5 11 0 11 10 9	0 22 76 112 0 159 167 5 185 173 149	0 9 25 13 2 32 24 1 28 28 26	0 32 101 128 2 196 202 6 224 211 184	0 0 0 2 0 4 1 0 5 0
Totals:	132	1016	26	1174	13	2460			50	1048	188	1286	12
Hours End Crossing		7:00 1	Calc 8:00 12	ulated V 9:00 30	7alues f 12:00 45	or Traffic Cr		ig Ma 3:00 36	ajor Stre 16:00 35	17:00 33	18:00 26		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	4	2	0	0	0	0	0	0		0	0	0	0	0	0	0
7:15:00	1	1	0	0	5	1	0	0	-	0	0	0	-	0	0	0	0	0	1	1
7:30:00	2	1	0	0	6	1	0	0	_	0	0	0		0		0	0	0	1	0
7:45:00	3	1	0	0	6	0	0	0		0	0	0		0	0	0	0	0	4	3
8:00:00	5	2	0	0	7	1	0	0	_	0	0	0	-	0	0	0	0	0	4	0
8:15:00	5	0	1	1	9	2	0	0		0	1	1		0		0	0	0	4	0
8:30:00	5	0	2	1	12	3	0	0	1	0	1	0		0	0	0	0	0	4	0
8:45:00	7	2	2	0	14	2	0	0	-	0	1	0	1	0	0	0	0	0	4	0
9:00:00	10	3	4	2	16	2	0	0		0		0		0		0	0	0	4	0
9:00:56	10	0	4	0	16	0	0	0		0	1	0	_	0	0	0	0	0	4	0
11:00:00	10	0	4	0	16	0	0	0	_	0	1	0	-	0		0	0	0	4	0
11:15:00	10	0	5	1	18	2	0	0	_	0	1	0		0	0	0	0	0	4	0
11:30:00	10	0	6	1	22	4	0	0		0	1	0		0	0	0	0	0	4	0
11:45:00	11	1	6	0	25	3	0	0	_	0	1	0		0	0	0	0	0	4	0
12:00:00	11	0	8	2	28	3	0	0		0	1	0		0	0	0	0	0	5	1
12:15:00	11	0	8	0	29	1	0	0	_	0		0	_	0	-	0	0	0	5	0
12:30:00	13	2	10	2	30	1	0	0	1	0	1	0	_	0	0	0	0	0	5	0
12:45:00 13:00:00	18 19	5	10 12	0	31 33	2	0	0	1	0		0	_	0		0	0	0	6 8	1
13:00:59	19	0		2 0	33	0	0	0		0	1	0		0	0	0	0	0	<u>8</u>	2
15:00:59	19	0		0	33	0	0	0	-	0		0		0		0	0	0	8	0
15:15:00	19	0	13	1	34	1	0	0		0	1	0		0	0	0	0	0	8	0
15:30:00	19	0		1	38	1	0	0	-	0	1	0		0	_	0	0	0	8	0
15:45:00	23	- 0	15	1	41	2	0	0	_	0		0	_	0		0	0	0	8	0
16:00:00	24	1	15	0	44	3	0	0	1	0	1	0	-	0	0	0	0	0	8	0
16:00:00	24	0		2	44	0	0	0		0	1	0		0	0	0	0	0	8	0
16:30:00	25	1	17	0	44	0	0	0		0	1	0	_	0	0	0	0	0	8	0
16:45:00	25	0		2	44	0	0	0	_	0	1	0		0	0	0	0	0	9	1
17:00:00	27	2		2	45	1	0	0	-	0	1	0	-	0		0	0	0	9	0
17:15:00	28	1	22	1	50	5	0	0		0	1	0		0	0	0	0	0	9	0
17:30:00	31	3	24	2	50	0	0	0		0	1	0		0	0	0	0	0	9	0
17:45:00	31	0		1	50	0	0	0		0		0	-	0	0	0		0	9	0
18:00:00	32	1	25	0	50	0	0	0	_	0	1	0		0	0	0	0	0	9	0
18:15:00	32	0	25	0	50	0	0	0		0	1	0	1	0	0	0	0	0	9	0
18:15:44	32	0		0	50	0	0	0			1	0		0		0		0	9	0
					- 30															
											I									

		Passen	ger Cars ·	East Ap	proach			Tr	ucks - Eas	st Appro	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	East C	ross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	9	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	23	14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	37	14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	57	20	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	1	67	10	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	0		12	1	1	0	0		0	0	0		0	0	0	0	0	0	0
7:45:00	4	1	86	7	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00:00	7	3	124	38	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1
8:15:00	11	4	146	22	1	0	0	0		1	0	0	-	0	0	0	0	0	2	1
8:30:00	15	4	168	22	1	0	0	0		0	0	0		0	0	0	0	0	2	0
8:45:00	20	5	208	40	1	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0
9:00:00	23	3		30	1	0	0	0	4	1	0	0		0	0	0	0	0	2	0
9:00:56	23	0	239	1	1	0	0	0		0	0	0	_	0	0	0	0	0	2	0
11:00:00	23	0	243	4	1	0	0	0	1	0	0	0	-	0	0	0	0	0	2	0
11:15:00	31	8	283	40	4	3	0	0	1	0	0	0		0	0	0	0	0	2	0
11:30:00	34	3	334	51	5	1	0	0		0	0	0		0	0	0	0	0	7	5
11:45:00	35	1	379	45	8	3	0	0	_	1	0	0		0	0	0	0	0	7	0
12:00:00	41	6	431	52	10	2	0	0		0	0	0	-	0	0	0	0	0	9	2
12:15:00	44	3		41	10	0	0	0	-	0	0	0		0	0	0	0	0	10	1
12:30:00	50	6	511	39	11	1	0	0		0	0	0	_	0	0	0	0	0	10	0
12:45:00	54	4	542	31	11	0	0	0		1	0	0	_	0	0	0	0	0	10	0
13:00:00	62	8	577	35	16	5	0	0	1	0	0	0		0	0	0	0	0	10	0
13:00:59	62	0		2	16	0	0	0		0	0	0		0	0	0	0	0	10	0
15:00:00	63	1	581	2	16	0	0	0		0		0		0		0	0	0	10	0
15:15:00	69	6	618	37	16	0	0	0		0	0	0	-	0	0	0	0	0	10	0
15:30:00	76	7	664	46	18	2	0	0	-	0	0	0	-	0	0	0	0	0	11	1
15:45:00	81	5	705	41	18	0	0	0		0	0	0	-	0	0	0	0	0	11	0
16:00:00	90	9	745	40	21	3	0	0	-	0	0	0	_	0	0	0	0	0	11	0
16:15:00	97	7	778	33	21	0	0	0		0	0	0		0	0	0	0	0	11	0
16:30:00	102	5	817	39	22	1	0	0		0	0	0	-	0	0	0	0	0	11	0
16:45:00	108	6	858	41	23	1	0	0	-	0	0	0	-	0	0	0	0	0	11	0
17:00:00	114	6	902	44	24	1	0	0		2	0	0		0	0	0	0	0	11	0
17:15:00	118	4	936	34	26	2	0	0		1	0	0	-	0	0	0	0	0	13	2
17:30:00	118	0	956	20	26	0	0	0		0	0	0	-	0	0	0	0	0	13	0
17:45:00	120	2		27	26	0	0	0		0	0	0		0	0	0	0	0	13	0
18:00:00	132	12	1006	23	26	0	0	0		1	0	0	_	0	0	0	0	0	13	0
18:15:00	132	0	1006	0	26	0	0	0		0	0	0		0	0	0	0	0	13	0
18:15:44	132	0	1006	0	26	0	0	0	10	0	0	0	0	0	0	0	0	0	13	0

	ı				pproach			Tru	ıcks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	t	Th	ru	Rig	ht	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	0	0	7	5	0	0	0	0	0	0		0		0	0	0	0	0
7:15:00	2	1	0	0	13	6	0	0		0	0	0	-	0	0	0	0	0	0	0
7:30:00	3	1	0	0	19	6	0	0	_	0	0	0	_	0		0	0	0	2	
7:45:00	3	0	0	0	21	2	0	0		0	0	0		0	0	0	0	0	2	
8:00:00	6	3	1	1	25	4	0	0	_	0	0	0	-	0	0	0	0	0	2	
8:15:00	8	2	1	0	27	2	0	0		0	0	0		0	_	0	0	0	2	
8:30:00	10	2	2	1	31	4	0	0	1	0	0	0		0	0	0	0	0	2	
8:45:00	13	3	2	0	36	5	0	0	-	0	0	0	1	0	0	0	0	0	2	0
9:00:00	24	11	3	1	43	7	0	0		0	0	0		0	0	0	0	0	2	
9:00:56	24	0	3	0	45	2	0	0		0	0	0	_	0	0	0	0	0	2	
11:00:00	25	1	3	0	45	0	0	0		0	0	0	-	0	0	0	0	0	2	
11:15:00	30	5	4	1	48	3	0	0	_	0	0	0		0	0	0	0	0	2	
11:30:00	36	6	5	1	56	8	0	0		0	0	0		0	0	0	0	0	2	
11:45:00	45	9	9	4	65	9	0	0	_	0	0	0		0	0	0	0	0	2	
12:00:00	50	5	11	2	73	8	0	0		0	0	0		0	0	0	0	0	2	
12:15:00	51	1	12	1	80	7	0	0		0	0	0	_	0	0	0	0	0	2	
12:30:00	59	8	14	2	90	10	0	0	1	0	0	0	_	0	0	0	0	0	2	
12:45:00 13:00:00	64 68	5 4	18 19	4	93 96	3	0	0	1	0	0	0	_	0	0	0	0	0	2	
13:00:59	68	0		0	96	0	0	0		0	0	0	-	0	0	0	0	0	4	2
15:00:59	69	1	19	0	96	0	0	0		0		0		0		0	0	0	4	0
15:00:00	73	4	20	1	100	4	0	0	1	0	0	0		0	0	0	0	0	4	0
15:30:00	81	8	21	1	100	4	0	0	-	0	0	0		0	0	0	0	0	4	0
15:45:00	88	7	21	0	114	10	0	0		0	0	0	_	0	0	0	0	0	4	0
16:00:00	90	2	21	0	121	7	0	0	1	0	1	1	1	0	0	0	0	0	5	1
16:15:00	96	6	22	1	129	8	0	0		0	1	0		0	0	0	0	0	5	0
16:30:00	100	4	25	3	132	3	0	0	_	0	1	0		0	0	0	0	0	5	0
16:45:00	106	6	25	0	134	2	1	1	0	0	1	0		0	0	0	0	0	5	0
17:00:00	111	5	29	4	142	8	1	0		0	1	0	-	0	0	0	0	0	5	0
17:15:00	115	4	29	0	143	1	1	0		0	1	0		0	0	0	0	0	5	0
17:13:00	119	4	30	1	147	4	1	0		0	1	0		0	0	0	0	0	5	0
17:45:00	121	2	31	1	149	2	1	0	1	0		0	-	0	0	0		0	5	0
18:00:00	126	5	32	1	151	2	1	0	_	0	1	0		0	0	0	0	0	5	0
18:15:00	127	1	32	0	152	1	1	0		0	1	0	1	0	0	0	0	0	5	0
18:15:44	128	1	32	0	153	1	1	0		0		0		0		0		0	5	
10.10.44	120		32		100	1										- 0			<u> </u>	

Interval Time C 6:00:00 6:15:00 6:30:00 6:45:00 7:00:00	Cum 0 0 0 1	Incr 0	Cum	u Incr	Rig	ht	Le	••											101	
6:00:00 6:15:00 6:30:00 6:45:00	0 0 0	0		Incr			Le	rt	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ht	west (Cross
6:15:00 6:30:00 6:45:00	0	-			Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:30:00 6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00		•	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	9	6	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:00:00	ı	1	16	7	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	1	0	21	5	9	4	0	0		0	0	0		0	0	0	0	0	0	0
7:15:00	1	0	41	20	13	4	0	0		0	0	0		0		0	0	0	0	0
7:30:00	1	0	57	16	16	3	0	0		1	0	0		0	0	0	0	0	0	0
7:45:00	1	0	75	18	19	3	0	0		0	0	0	-	0	0	0	0	0	0	0
8:00:00	1	0	95	20	34	15	0	0		1	0	0		0	0	0	0	0	0	0
8:15:00	1	0	117	22	36	2	0	0	_	0	0	0	-	0	0	0	0	0	0	0
8:30:00	1	0	144	27	41	5	0	0	_	0	0	0		0		0	0	0	0	0
8:45:00	4	3	175	31	45	4	0	0		1	0	0	_	0	0	0	0	0	2	2
9:00:00	4	0	206	31	47	2	0	0		0	0	0	1	0	0	0	0	0	2	0
9:00:56	4	0	206	0	49	2	0	0	1	0	0	0		0	0	0	0	0	2	0
11:00:00	4	0	206	0	49	0	0	0		0	0	0	-	0	0	0	0	0	2	0
11:15:00	4	0	244	38	61	12	0	0		1	0	0	-	0	0	0	0	0	2	0
11:30:00	7	3	278	34	67	6	0	0		1	0	0		0	0	0	0	0	5	3
11:45:00	8	1	322	44	72	5	0	0		0	0	0		0	0	0	0	0	6	1
12:00:00	9	1	363	41	81	9	0	0	_	0	0	0		0	0	0	0	0	6	0
12:15:00	10	1	399	36	87	6	0	0	_	0	0	0	1	0	0	0	0	0	6	0
12:30:00 12:45:00	16 17	6	441 488	42 47	94 98	1	0	0		0	0	0	_	0	0	0	0	0	7	0
13:00:00	20	3	530	47	105	7	0	0		0	0	0	_	0		0	0	0	7	0
13:00:59	20	0	530	2	105	0	0	0		0	0	0	-	0	0	0	0	0	7	0
15:00:09	20	0	535	3	105	1	0	0	-	0	0	0		0	0	0	0	0	7	0
15:15:00	22	2	586	51	115	9	0	0		0	0	0	-	0		0	0	0	7	0
15:30:00	27	5	628	42	122	7	0	0		0	0	0	_	0	0	0	0	0	8	1
15:45:00	31	4	682	54	130	8	0	0	_	0	0	0	-	0	0	0	0	U	11	3
16:00:00	31	0	720	38	134	4	0	0	_	0	0	0	_	0	0	0	0	0	12	1
16:15:00	31	0	771	51	148	14	0	0		0	0	0	1	0	0	0	0	0	12	0
16:30:00	36	5	817	46	154	6	0	0		0	1	1	1	0		0	0	0	12	0
16:45:00	39	3	855	38	158	4	0	0		0	1	0	-	0	0	0	0	0	12	0
17:00:00	41	2	893	38	161	3	0	0		0	1	0		0	0	0	0	0	12	0
17:15:00	43	2	944	51	168	7	0	0		0	1	0	-	0	0	0	0	0	12	0
17:30:00	46	3	980	36	177	9	0	0		0	1	0	-	0	0	0	0	0	12	0
17:45:00	50	4	1013	33	182	5	0	0	1	0	1	0		0	0	0	0	0	12	0
18:00:00	50	0	1042	29	187	5	0	0		0	1	0	-	0	0	0	0	0	12	0
18:15:00	50	0	1043	1	187	0	0	0		0	1	0		0		0	0	0	12	0
18:15:44	50	0	1044	1	187	0	0	0		0	1	0		0		0	0	0	12	0
													1							

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 From: 6:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500004 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 27 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 307 East Entering: 142 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 132 136 118 0 121 20 21 CR 22 (Horseshoe Valley Rd) 138 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 144 147 31 32 Trucks Heavys Totals 0 1 Cars 0 175 161 165 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 51 Cars 14 17 31 West Peds: 0 Trucks 2 Trucks 1 1 2 South Peds: 0 Heavys 0 0 West Entering: 179 Heavys 0 0 South Entering: 33 West Leg Total: 315 Totals 15 South Leg Total: 86 Totals 53

Comments

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak From:** 11:00:00 **From:** 11:00:00 To: 13:00:00 To: 12:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500004 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 27 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 472 East Entering: 241 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 271 274 224 0 226 15 15 CR 22 (Horseshoe Valley Rd) 239 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 211 213 44 45 Trucks Heavys Totals 0 1 Cars 229 255 0 231 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 59 Cars 47 18 65 West Peds: 0 Trucks 1 Trucks 1 0 1 South Peds: 0 0 0 West Entering: 258 Heavys 0 Heavys 0 South Entering: 66 West Leg Total: 532 Totals 48 South Leg Total: 126 Totals 60 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 15:00:00 **From:** 15:00:00 To: 18:00:00 To: 16:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500004 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 27 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 501 East Entering: 231 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 250 251 207 207 0 24 24 CR 22 (Horseshoe Valley Rd) 231 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 240 240 0 68 68 Trucks Heavys Totals 0 Cars 270 270 308 0 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 92 Cars 43 30 73 West Peds: 0 Trucks 0 Trucks 1 0 1 South Peds: 0 0 0 West Entering: 308 Heavys 0 Heavys 0 South Entering: 74 West Leg Total: 559 Totals 92 Totals 44 South Leg Total: 166 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500004

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd

TFR File #: 27

Count date: 8-Jun-13

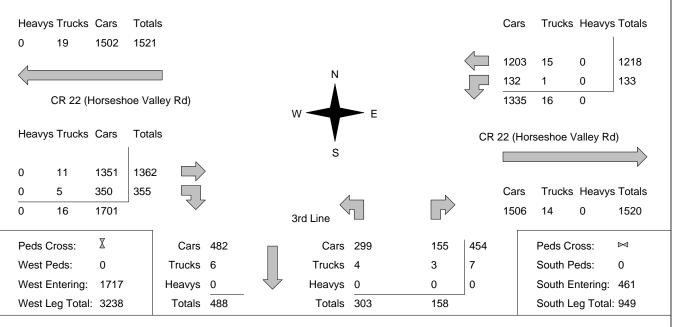
Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs \

East Leg Total: 2871
East Entering: 1351
East Peds: 0
Peds Cross:

X



Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (`D 22 (L	Jorgoch	oo Valle	v Pd) & 1	3r Count D	Pate: 8-Jun-13		Munic	ipality: Ho	reachad	\/allov		
(ach Tot		31(0-Juli-13					ach Tot	ale	
			rucks, & H			North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Houi Endin		Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:00		0	0	0	0	0
7:00:00 8:00:00	0	0	0	0	0	20 36	7:00: 8:00:		12 23	0	8 13	20 36	0
9:00:00	0	0	0	0	0	33	9:00		15	0	18	33	0
11:00:00	ő	ő	ŏ	ŏ	ő	1	11:00		1	Ö	0	1	ő
12:00:00	0	0	0	0	0		12:00		48	0	18	66	0
13:00:00	0	0	0	0	0		13:00		43	0	27	70	0
15:00:00	0	0	0	0	0	1	15:00		1	0	0	1	0
16:00:00 17:00:00	0	0	0	0	0	74 75	16:00: 17:00:		44 57	0	30 18	74 75	0
18:00:00	0	0	0	0	0	81	18:00		55	0	26	81	0
Totals:	0	0	0	0	0	457			299	0	158	457	0
			ach Tota rucks, & H			C+/\/\+					ach Totarucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hour Endin	ng	Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:00		0	0	0	0	0
7:00:00 8:00:00	1 12	46 70	0	47 82	0	117 192	7:00: 8:00:		0	63 89	7 21	70 110	0 0
9:00:00	21	121	0	142	0	321	9:00		0	147	32	179	0
11:00:00	0	0	ő	0	Ö	1	11:00		ő	1	0	1	Ö
12:00:00	15	226	0	241	0		12:00		0	213	45	258	0
13:00:00	12	190	0	202	0		13:00		0	230	45	275	0
15:00:00	0	207	0	0	0		15:00		0	240	0	200	0
16:00:00 17:00:00	24 32	207 214	0	231 246	0		16:00: 17:00:		0	240 204	68 80	308 284	0
18:00:00	16	144	0	160	0		18:00		0	173	55	228	0
Totals:	133	1218	0	1351	0	3066			0	1362	353	1715	0
	-1:	7.00				or Traffic Cr	_	_	-		40.00		ļ
Hours End Crossing		7:00 12	8:00 23	9:00 15	12:00 48		13:	:00 43	16:00 44	17:00 57	18:00 55		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0		0	_	0		0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0		0		0	1	0	0	0	0	0	0	0
9:00:11	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:00:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0		0	_	0		_	0	0	0	0	0	0
12:00:00 12:15:00	0	0	0	0	0	0	0	0	-	0		0		0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0		0		0	1	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
13:00:25	0	0	0	0	0	0	0	0	-	0		0	-	0	0	0	0	0	0	0
15:00:20	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0		0		0	-	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0		0	_	0		0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:04	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
						_		_		_		_		_				_	_	

		Passen	ger Cars -	East Ap	proach			Tr	ucks - Eas	st Appro	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	East C	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	6	6	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	17	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	30	13	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	44	14	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	4	56	12	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	1	69	13	0	0	0	0		0		0		0	0	0	0	0	0	0
7:45:00	10	4	79	10	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00:00	13	3	113	34	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
8:15:00	21	8	135	22	0	0	0	0	4	1	0	0	-	0	0	0	0	0	0	0
8:30:00	25	4	161	26	0	0	1	1	4	0	0	0		0	0	0	0	0	0	0
8:45:00	31	6	198	37	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0
9:00:00	33	2		33	0	0	1	0	-	1	0	0		0	0	0	0	0	0	0
9:00:11	33	0	231	0	0	0	1	0	_	0		0	_	0	0	0	0	0	0	0
11:00:00	33	0	231	0	0	0	1	0		0		0	-	0	0	0	0	0	0	0
11:15:00	34	1	286	55	0	0	1	0	-	0	0	0		0	0	0	0	0	0	0
11:30:00	37	3	348	62	0	0	1	0	-	1	0	0		0	0	0	0	0	0	0
11:45:00	41	4	401	53	0	0	1	0	-	1	0	0		0	0	0	0	0	0	0
12:00:00	48	7	455	54	0	0	1	0	-	0		0		0	0	0	0	0	0	0
12:15:00	49	1	510	55	0	0	1	0	-	0		0	_	0	0	0	0	0	0	0
12:30:00	54	5	555	45	0	0	1	0	-	1	0	0	_	0	0	0	0	0	0	0
12:45:00	56	2		46	0	0	1	0		0		0	_	0	0	0	0	0	0	0
13:00:00	60	4	643	42	0	0	1	0		1	0	0		0	0	0	0	0	0	0
13:00:25	60	0		0	0	0	1	0		0		0		0	0	0	0	0	0	0
15:00:00	60	0	643	0	0	0	1	0		0		0		0		0	0	0	0	0
15:15:00	61	1	688	45	0	0	1	0		0		0		0	0	0	0	0	0	0
15:30:00	66	5	744	56	0	0	1	0		0		0	-	0	0	0	0	0	0	0
15:45:00	74	8	800	56	0	0	1	0		0		0	-	0	0	0	0	0	0	0
16:00:00	84	10	850	50	0	0	1	0		0	0	0	_	0	0	0	0	0	0	0
16:15:00	92	8	899	49	0	0	1	0		1	0	0		0	0	0	0	0	0	0
16:30:00	99	7	950	51	0	0	1	0		0		0		0	0	0	0	0	0	0
16:45:00	108	9	1000	50	0	0	1	0		1	0	0	-	0	0	0	0	0	0	0
17:00:00	116	8	1060	60	0	0	1	0		2		0		0	0	0	0	0	0	0
17:15:00	118	2	1111	51	0	0	1	0			0	0	-	0	0	0	0	0	0	0
17:30:00	120	2	1141	30	0	0	1	0		0		0	-	0	0	0	0	0	0	0
17:45:00	127	7	1172	31	0	0	1	0		0		0		0	0	0		0	0	0
18:00:00	132	5	1203	31	0	0	1	0	1	0		0	_	0	0	0	0	0	0	0
18:15:00	132	0	1203	0	0	0	1	0		0		0	-	0	0	0	0	0	0	0
18:15:04	132	0	1203	0	0	0	1	0	15	0	0	0	0	0	0	0	0	0	0	0

		Passenç	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	4	2	0	0	4	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0
6:45:00	10	6	0	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00:00	12	2	0	0	7	1	0	0		0	1	0	_	0	0	0	0	0	0	0
7:15:00	19	7	0	0	9	2	0	0		0		0		0	0	0	0	0	0	0
7:30:00	21	2	0	0	14	5	0	0		0	1	0	-	0	0	0	0	0	0	0
7:45:00	28	7	0	0	15	1	0	0		0		0	1	0	0	0	0	0	0	0
8:00:00	35	7	0	0	20	5	0	0		0	1	0		0	0	0	0	0	0	0
8:15:00	37	2	0	0	21	1	0	0		0	2	1		0	0	0	0	0	0	0
8:30:00	45	8	0	0	25	4	0	0		0		0	-	0	0	0	0	0	0	0
8:45:00	46	1	0	0	28	3	0	0	0	0	2	0	_	0	0	0	0	0	0	0
9:00:00	49	3	0	0	37	9	1	1	0	0		0	1	0	0	0	0	0	0	0
9:00:11	49	0	0	0	37	0	2	1	0	0	2	0		0	0	0	0	0	0	0
11:00:00	49	0	0	0	37	0	2	0		0	2	0	-	0	0	0	0	0	0	0
11:15:00	59	10	0	0	42	5	2	0		0		0		0	0	0	0	0	0	0
11:30:00	71	12	0	0	45 51	3	2	0	0	0	2	0	-	0	0	0	0		0	0
11:45:00	81 96	10 15	0	0	55	6	3	0	-	0		0	-	0	0	0	0	0	0	0
12:00:00 12:15:00	105	9	0	0	60	5	3	0		0		0		0	0	0	0	0	0	0
12:30:00	112	7	0	0	66	6	3	0		0	3	1	_	0	0	0	0	0	0	0
12:30:00	124	12	0	0	72	6	3	0		0		0		0	0	0	0	0	0	0
13:00:00	139	15	0	0	81	9	3	0		0	3	0	_	0	0	0	0	0	0	0
13:00:25	140	13	0	0	81	0	3	0	-	0		0	-	0	0	0	0	0	0	0
15:00:20	140	0	0	0	81	0	3	0		0	3	0		0	0	0	0	0	0	0
15:15:00	153	13	0	0	90	9	4	1	0	0	3	0	-	0	0	0	0	0	0	0
15:30:00	165	12	0	0	96	6	4	. 0	_	0		0	-	0	0	0	0	0	0	0
15:45:00	169	4	0	0	103	7	4	0		0	3	0		0	0	0	0	0	0	0
16:00:00	183	14	0	0	111	8	4	0		0	3	0		0	0	0	0	0	0	0
16:15:00	201	18	0	0	116	5	4	0		0		0	_	0	0	0	0	0	0	0
16:30:00	217	16	0	0	120	4	4	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45:00	225	8	0	0	122	2	4	0	0	0	3	0	0	0	0	0	0	0	0	0
17:00:00	240	15	0	0	129	7	4	0	0	0		0	0	0	0	0	0	0	0	0
17:15:00	258	18	0	0	132	3	4	0		0	3	0		0	0	0	0	0	0	0
17:30:00	273	15	0	0	143	11	4	0	0	0		0	0	0	0	0	0	0	0	0
17:45:00	282	9	0	0	146	3	4	0	0	0	3	0	0	0	0	0	0	0	0	0
18:00:00	295	13	0	0	155	9	4	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15:00	297	2	0	0	155	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15:04	299	2	0	0	155	0	4	0		0		0		0	0	0	0	0	0	0
			_			_		_		_		_						_		

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - West	Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ıht	Le	ft	Thru	l	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:15:00	0	0	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	25	17	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:45:00	0	0	49	24	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	C
7:00:00	0	0	61	12	7	3	0	0	2	1	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	89	28	12	5	0	0	3	1	0	0	0	0	0	0	0	0	0	C
7:30:00	0	0	103	14	15	3	0	0	3	0	1	1	0	0	0	0	0	0	0	C
7:45:00	0	0		19	19	4	0	0	4	1	1	0	_	0		0	0	0	0	C
8:00:00	0	0	148	26	27	8	0	0	4	0	1	0	_	0		0	0	0	0	C
8:15:00	0	0		22	40	13	0	0	4	0	1	0		0		0	0	0	0	C
8:30:00	0	0		37	44	4	0	0		0	2	1	0	0		0	0	0	0	C
8:45:00	0	0		43	53	9	0	0		1	2	0	_	0		0	0	0	0	C
9:00:00	0	0		42	58	5	0	0	-	2	2	0	_	0		0	0	0	0	C
9:00:11	0	0		1	58	0	0	0		0	2	0		0		0	0	0	0	C
11:00:00	0	0		0	58	0	0	0		0	2	0		0		0	0	0	0	C
11:15:00	0	0		49	71	13	0	0		1	2	0	-	0		0	0	0	0	C
11:30:00	0	0		44	79	8	0	0	-	1	3	1		0		0	0	0	0	C
11:45:00	0	0		63	95	16	0	0		0	3	0	_	0		0	0	0	0	C
12:00:00	0	0		55	102	7	0	0		0	3	0		0		0	0	0	0	C
12:15:00	0	0		47	117	15	0	0		1	4	1	0	0		0	0	0	0	C
12:30:00	0	0		61	125	8	0	0		0	4	0		0		0	0	0	0	
12:45:00	0	0	677	65	138	13	0	0		0	4	0	_	0		0	0	0	0	
13:00:00	0	0		56	146	8	0	0		0	4	0	_	0		0	0	0	0	C
13:00:25	0	0		2	146	0	0	0		0	4	0	_	0		0	0	0	0	
15:00:00	0	0		0	146	0	0	0		0	4	0		0		0	0	0	0	C
15:15:00	0	0		72	168	22	0	0		0	4	0	_	0		0	0	0	0	C
15:30:00	0	0		62	186	18	0	0		0	4	0	_	0		0	0	0	0	
15:45:00	0	0		66	200	14	0	0		0	4	0		0		0	0	0	0	C
16:00:00	0	0		40	214	14	0	0		0	4	0	_	0		0	0	0	0	C
16:15:00	0	0	1035	60	234	20	0	0		1	4	0		0		0	0	0	0	C
16:30:00 16:45:00	0	0		54 49	254 274	20 20	0	0		0	4	0	_	0		0	0	0	0	C
		0			274	20	0			0	4	0		0		-	0	0	0	
17:00:00 17:15:00	0	0	1178 1229	40 51	317	23	0	0		0	4	0		0		0	0	0	0	C
17:15:00	0	0		42	317	23 7	0	0		0	4	0	_	0		0	0	0	0	
17:30:00	0	0	1319	42	333	9	0	0		0	5	1	_	0		0	0	0	0	
18:00:00	0	0		32	348	15	0	0		0	_	0	_	0		0	0	0	0	
18:15:00	0	0		0	349	15	0	0		0		0		0		0	0	0	0	
18:15:04	0	0		0	350	1	0	0		0		0		0		0	0	0	0	
10.15.04	U	0	1331	U	330	I	U	0	11	U	3	0	U	0	U	U	U	U	0	

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 7:45:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500003 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 11 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 17 Heavys 0 0 0 Heavys 0 East Leg Total: 338 Trucks 0 0 North Entering: 10 0 Trucks 0 East Entering: 208 North Peds: 0 Cars 7 2 10 Cars 7 East Peds: 0 Totals 7 \mathbb{X} Totals 7 2 Peds Cross: Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 14 186 200 0 0 163 12 0 175 30 32 CR 22 (Horseshoe Valley Rd) 194 0 14 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 6 6 10 111 121 40 41 0 1 Cars Trucks Heavys Totals 157 119 130 Horseshoe Valley Resort Entrance \mathbb{X} Cars 71 22 Peds Cross: \bowtie Peds Cross: Cars 16 West Peds: 0 Trucks 3 Trucks 2 1 3 South Peds: 0 0 West Entering: 168 Heavys 0 Heavys 0 South Entering: 25 West Leg Total: 368 Totals 18 South Leg Total: 99 Totals 74 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 12:00:00 To: 13:00:00 To: 13:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500003 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 11 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 15 Heavys 0 0 0 Heavys 0 East Leg Total: 342 North Entering: 10 Trucks 0 1 Trucks 0 East Entering: 153 Cars 5 North Peds: 0 Cars 8 0 1 9 East Peds: 0 \mathbb{X} 2 Totals 5 Peds Cross: Totals 8 0 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 13 155 168 0 126 0 135 16 17 CR 22 (Horseshoe Valley Rd) 143 0 10 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 4 4 170 178 4 41 0 45 Cars Trucks Heavys Totals 215 179 10 0 189 Horseshoe Valley Resort Entrance \mathbb{X} Cars 57 29 Peds Cross: \bowtie Peds Cross: Cars 21 8 West Peds: 0 Trucks 5 Trucks 4 1 5 South Peds: 0 0 0 West Entering: 227 Heavys 0 Heavys 0 0 South Entering: 34 West Leg Total: 395 Totals 25 South Leg Total: 96 Totals 62 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 From: 15:45:00 To: 18:00:00 To: 16:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500003 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 11 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 31 Heavys 0 0 0 Heavys 0 East Leg Total: 578 North Entering: 12 Trucks 0 1 Trucks 1 East Entering: 220 North Peds: Cars 4 4 3 11 Cars 18 East Peds: 1 \mathbb{X} Peds Cross: Totals 4 4 4 Totals 19 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 12 239 251 0 179 11 0 190 25 25 CR 22 (Horseshoe Valley Rd) 0 208 12 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 11 11 0 304 313 0 0 56 56 Cars Trucks Heavys Totals 371 347 358 Horseshoe Valley Resort Entrance \mathbb{X} Cars 85 Peds Cross: \bowtie Peds Cross: Cars 56 40 99 West Peds: 0 Trucks 0 Trucks 1 1 2 South Peds: 0 0 0 West Entering: 380 Heavys 0 Heavys 0 0 South Entering: 101 West Leg Total: 631 Totals 57 South Leg Total: 186 Totals 85 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500003

Intersection: CR 22 (Horseshoe Valley Rd) & Hor | Person(s) who counted:

TFR File #: 11

Count date: 12-Jun-13

Weather conditions:

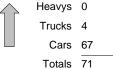
** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 149 Heavys 0 North Entering: 78 Trucks 1 Cars 48 North Peds: 0 Peds Cross: Totals 49 ⋈

Totals

0 0 4 3 9 17 74 9 20



Horseshoe Valley Resort Entrance

East Leg Total: 2982 East Entering: 1381 East Peds: 4 \mathbb{X} Peds Cross:



45

1399

292

1736

Heavys Trucks Cars

Heavys Trucks Cars

1

59

13

73

0

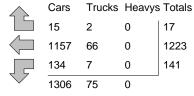
0



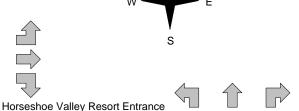
46

305





CR 22 (Horseshoe Valley Rd)



Trucks Heavys Totals Cars 1535 0 1601

 \mathbb{X} Peds Cross: West Peds: 6 West Entering: 1809 West Leg Total: 3302

Cars 435 Trucks 20 Heavys 0 Totals 455

Cars 206 119 332 4 20 Trucks 15 0 Heavys 0 0 Totals 221 123

Peds Cross: \bowtie South Peds: 0 South Entering: 352 South Leg Total: 807

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection:	CR 22 (H	Horsesh	oe Valle	y Rd) & I	Hc Count [Date: 12-Jun-13	3	Munio	cipality: Ho	rseshoe	Valley		
	North	Appro	ach Tot	als					South	h Appro	ach Tot	als	
	Include	s Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endir		Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:00	00:0	0	0	0	0	0
7:00:00	1	0	5	6	0	11	7:00		4	1	0	5	0
8:00:00	2	2	7	11	0	25	8:00		6	1	7	14	0
9:00:00 11:00:00	2	0	9	11	0	37	9:00 11:00		19 1	0	7 0	26	0
12:00:00	1	0	3	0 4	0	49	12:00		27	0	18	1 45	0 0
13:00:00	2	0	8	10	0		13:00		25	0	9	34	0
15:00:00	0	0	0	0	0	0			0	0	0	0	0
16:00:00	4	3 3	5 5	12	0	73	16:00		41	2	18	61	0
17:00:00	5			13	0	107	17:00		56	3	35	94	0
18:00:00	3	1	7	11	0	83	18:00	0:00	42	1	29	72	0
Totals:	20	9	49	78	0	430			221	8	123	352	0
			ach Tota								ach Tota		
Hour	mciade	s Cars, I	rucks, & H	Grand	Total	East/West Total	Hou	ır	IIICIUUE	es Cars, i	rucks, & H	Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endir	ng	Left	Thru	Right	Total	Peds
6:00:00 7:00:00	0 5	0 99	0	0 104	0	0 177	6:00 7:00		0 2	0 64	0 7	0 73	0
8:00:00	16	156	1	173	0	307	8:00		3	107	24	134	0
9:00:00	34	166		201	0	364	9:00		5	116	42	163	Ő
11:00:00	0	0	0	0	0	5	11:00		0	5	0	5	0
12:00:00	11	128	2	141	1		12:00		6	148	30	184	0
13:00:00	17	135	1	153	0		13:00		4	178	45	227	0
15:00:00 16:00:00	1 23	3 154	0 4	4 181	0		15:00 16:00		1 7	8 223	3 70	12 300	0 0
17:00:00	23	192	4	219	1		17:00		10	305	52	367	0
18:00:00	11	190	4	205	2		18:00		8	301	32	341	6
Totals:	141	1223	17 Calc	1381	4 Zaluge f	3187 or Traffic Cr	neein	a M	46	1455	305	1806	6
l	al!	7.00		9:00	12:00			_	-		18:00		
I Houre La	MIDA:												
Hours En Crossing		7:00 6	8:00 10	9.00	29		13	3:00	16:00 48	17:00 65	54		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Lef	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	4	3	0	0		0		0		0	0	0	0	0	0	0
7:00:00	1	1	0	0	5	1	0	0		0		0		0	0	0	0	0	0	0
7:15:00	1	0	1	1	6	1	0	0		0		0		0	0	0	0	0	0	0
7:30:00	1	0	1	0	10	4	0	0		0	1	1		0	0	0	0	0	0	0
7:45:00	2	1	1	0	10	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	3	1	2	1	11	1	0	0		0		0		0	0	0	0	0	0	0
8:15:00	3	0	2	0	15	4	0	0		0		0		0	0	0	0	0	0	0
8:30:00	3	0	2	0	15	0	0	0		0		0		0	0	0	0	0	0	0
8:45:00	4	1	2	0	17	2	0	0		0		0	_	0	0	0	0	0	0	0
9:00:00	5	1	2	0	20	3	0	0		0		0	1	0	0	0	0	0	0	0
9:00:12	5	0	2	0	20	0	0	0		0		0		0	0	0	0	0	0	0
11:00:00	5	0	2	0	20	0	0	0		0		0	_	0	0	0	0	0	0	0
11:15:00	5	0	2	0	20	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	5	0	2	0	22	2	0	0		0		0		0	0	0	0	0	0	0
11:45:00	6	1	2	0	23	1	0	0		0	1	0		0	0	0	0	0	0	0
12:00:00	6	0	2	0	23	0	0	0		0		0		0	0	0	0	0	0	0
12:15:00	6	0	2	0	26	3	0	0		0		0	-	0	0	0	0	0	0	0
12:30:00	7	1	2	0	28	2	0	0		0	1	0	1	0	0	0	0	0	0	0
12:45:00	7	0	2	0	29	1	1	1	0	0	-	0		0	0	0	0	0	0	0
13:00:00	7	0	2	0	31	2	1	0		0	1	0	-	0	0	0	0	0	0	0
13:00:19	7	0	2	0	31	0	1	0		0		0		0	0	0	0	0	0	0
15:00:00	7	0	2	0	31	0	1	0		0		0		0	0	0	0	0	0	0
15:15:00	8	1	3	1	31	0	1	0		0		0	-	0	0	0	0	0	0	0
15:30:00	9	1	3	0	33	2	2	1	0	0		0		0	0	0	0	0	0	0
15:45:00	9	0	4	1	35	2	2	0		0		0	-	0	0	0	0	0	0	0
16:00:00	10	1	5	1	36	1	2	0		0		0	_	0	0	0	0	0	0	0
16:15:00	11	1	7	2	37	1	2	0		0		0		0	0	0	0	0	0	0
16:30:00	11	0	7	0	37	0	3	1	0	0		0		0	0	0	0	0	0	0
16:45:00	12	1	8	1	39	2	3	0		0	1	0	-	0	0	0	0	0	0	0
17:00:00	14	2	8	0	41	2	3	0		0		0		0	0	0	0	0	0	0
17:15:00	14	0	8	0	45	4	3	0		0		0		0	0	0	0	0	0	0
17:30:00	15	1	8	0	45	0	3	0		0		0		0	0	0	0	0	0	0
17:45:00	16	1	8	0	48	3	3	0		0		0		0	0	0	0	0	0	0
18:00:00	17	1	9	1	48	0	3	0		0		0		0	0	0	0	0	0	0
18:00:27	17	0	9	0	48	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

		Passen	ger Cars	- East Ap	proach			Tr	ucks - Eas	st Appro	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	East (cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	1	0	40	17	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:45:00	2	1	67	27	0	0	0	0		2	0	0		0	0	0	0	0	0	0
7:00:00	5	3	94	27	0	0	0	0		1	0	0		0	0	0	0	0	0	0
7:15:00	6	1	126	32	0	0	0	0	-	0	0	0		0	0	0	0	0	0	0
7:30:00	9	3	163	37	0	0	0	0		4	1	1	· · · · · ·	0	0	0	0	0	0	0
7:45:00	16	7		44	0	0	0	0		2	1	0		0		0	0	0	0	0
8:00:00	20	4		36	0	0	1	1		1	1	0		0	0	0	0	0	0	0
8:15:00	29	9		39	0	0	1	0		4	1	0	-	0		0	0	0	0	0
8:30:00	40	11	324	42	1	1	1	0		0		0		0		0	0	0	0	0
8:45:00	46	6		46	1	0	2	1		7	1	0		0	0	0	0	0	0	0
9:00:00	51	5		24	1	0	4	2		4	1	0		0		0	0	0	0	0
9:00:12	51	0		0	1	0	4	0		0		0		0	0	0	0	0	0	0
11:00:00	51	0		0	1	0	4	0		0	1	0		0	0	0	0	0	0	0
11:15:00	52	1	430	36	1	0	4	0		2	1	0		0	0	0	0	0	0	0
11:30:00	54	2		22	1	0	5	1	00	1	1	0		0	0	0	0	0	0	0
11:45:00	61	7	491	39	2	1	5	0		1	1	0		0	0	0	0	0	0	0
12:00:00	61	0		25	3	1	5	0		2		0		0		0	0	0	1	1
12:15:00	66	5	549	33	3	0	5	0		3	1	0		0		0	0	0	1	0
12:30:00	70	4	572	23	3	0	5	0		2	1	0	1	0	0	0	0	0	1	0
12:45:00	72	2		38	3	0	6	1	.0	2	1	0		0		0	0	0	1	0
13:00:00	77	5	642	32	4	1	6	0		2	1	0	-	0	0	0	0	0	1	0
13:00:19	77	0		0	4	0	6	0		1	1	0		0		0	0	0	1	0
15:00:00	78	1	644	2	4	0	6	0		0		0		0	0	0	0	0	1	0
15:15:00	84	6		28	6	2	7	1		1	1	0		0	0	0	0	0	1	0
15:30:00	90	6		37	6	0	7	0		0		0		0		0	0	0	1	0
15:45:00	94	4	745	36	7	1	7	0		2	1	0		0	0	0	0	0	1	0
16:00:00	100	6	793	48	8	1	7	0		2	1	0	-	0	0	0	0	0	1	0
16:15:00	109	9		43	10	2	7	0		3	1	0		0	0	0	0	0	1	0
16:30:00	112	3		47	11	1	7	0		3	2	1	ļ	0	0	0	0	0	2	1
16:45:00	119	7	924	41	11	0	7	0		3	2	0		0	0	0	0	0	2	0
17:00:00	123	4		50	11	0	7	0		2	2	0		0		0	0	0	2	0
17:15:00	125	2	1013	39	11	0	7	0		1	2	0		0	0	0	0	0	2	0
17:30:00	128	3	1064	51	13	2	7	0			2			0		0	0	0	4	2
17:45:00	132	4	1114	50	13	0	7	0		4	2	0		0		0	0	0	4	0
18:00:00	134	2		43	15	2	7	0		0		0		0		0	0	0	4	0
18:00:27	134	0	1157	0	15	0	7	0	66	0	2	0	0	0	0	0	0	0	4	0

		Passenç	jer Cars -	South A	pproach			Tru	ıcks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	2	2	0	0	0	0	0	0	_	0	0	0		0	0	0	0	0	0	0
7:00:00	4	2	1	1	0	0	0	0		0		0		0	0	0	0	0	0	0
7:15:00	5	1	1	0	2	2	0	0	_	0		0		0	0	0	0	0	0	0
7:30:00	7	2	1	0	4	2	0	0	-	0	0	0	_	0	0	0	0	0	0	0
7:45:00	8	1	2	1	6	2	0	0		0		0		0	0	0	0	0	0	0
8:00:00	9	1	2	0	6	0	1	1	0	0		1		0	0	0	0	0	0	0
8:15:00	15	6	2	0	7	1	1	0	-	0		0		0	0	0	0	0	0	0
8:30:00	19	4	2	0	12	5	1	0	-	0		0	-	0	0	0	0	0	0	0
8:45:00	24	5	2	0	12	0	2	1	0	0	1	0	_	0	0	0	0	0	0	0
9:00:00	26	2	2	0	13	1	3	1	0	0		0	1	0	0	0	0	0	0	0
9:00:12	26	0	2	0	13	0	3	0		0		0		0	0	0	0	0	0	0
11:00:00	27	1	2	0	13	0	3	0		0	1	0		0	0	0	0	0	0	0
11:15:00	30	3	2	0	15	2	3	0	_	0		1		0	0	0	0	0	0	0
11:30:00	38	8	2	0	18	3	3	0	-	0		0	-	0	0	0	0	0	0	0
11:45:00	45	7	2	0	24	6	3	0	-	0	2	0		0	0	0	0	0	0	0
12:00:00	52	7	2	0	30	6	5	2		0		0		0	0	0	0	0	0	0
12:15:00	57	5	2	0	31	1	6	1	0	0		0	_	0	0	0	0	0	0	0
12:30:00	63	6	2	0	31	0	6	0	1	0	2	0	1	0	0	0	0	0	0	0
12:45:00	67	4	2	0	34	3	7	1	0	0		0		0	0	0	0	0	0	0
13:00:00	73	6	2	0	38	4	9	2	-	0	3	1		0	0	0	0	0	0	0
13:00:19	73	0	2	0	38	0	9	0		0		0		0	0	0	0	0	0	0
15:00:00	73	0	2	0	38	0	9	0		0		0		0	0	0	0	0	0	0
15:15:00	83	10	2	0	40	2	9	0		0	3	0	-	0	0	0	0	0	0	0
15:30:00	91	8	2	0	43	3	12	3		0		0		0	0	0	0	0	0	0
15:45:00	99	8	3	1	46	3	12	0		1	3	0	-	0	0	0	0	0	0	0
16:00:00	111	12	3	0	56	10	12	0	1	0	3	0		0	0	0	0	0	0	0
16:15:00	127	16	4	1	63	7	13	1	1	0	-	1	0	0	0	0	0	0	0	0
16:30:00	140	13	4	0	74	11	13	0		0	4	0		0	0	0	0	0	0	0
16:45:00	155	15	6	2	86	12	13	0		0	4	0	-	0	0	0	0	0	0	0
17:00:00	166	11	6	0	90	4	13	0	1	0		0		0	0	0	0	0	0	0
17:15:00	176	10	6	0	98	8	14	1	1	0	4	0	-	0	0	0	0	0	0	0
17:30:00	191	15	7	1	103	5	14	0		0		0	-	0	0	0	0	0	0	0
17:45:00	199	8	7	0	113	10	15	1	1	0		0	-	0	0	0	0	0	0	0
18:00:00	206	7	7	0	119	6	15	0	-	0	-	0		0	0	0	0	0	0	0
18:00:27	206	0	7	0	119	0	15	0	1	0	4	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ıht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:15:00	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	20	11	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:45:00	1	1	41	21	2	2	0	0	4	3	0	0	0	0	0	0	0	0	0	C
7:00:00	2	1	58	17	7	5	0	0	6	2	0	0	0	0	0	0	0	0	0	
7:15:00	2	0	84	26	9	2	0	0	9	3	_	0	0	0	0	0	0	0	0	
7:30:00	3	1	104	20	15	6	0	0	-	2	-	1		0	0	0	0	0	0	C
7:45:00	3	0	130	26	18	3	0	0	-	3	3	2		0		0	0	0	0	C
8:00:00	5	2	151	21	28	10	0	0	20	6	3	0	0	0	0	0	0	0	0	C
8:15:00	7	2	183	32	38	10	0	0		1	3	0		0		0	0	0	0	C
8:30:00	8	1	220	37	45	7	0	0		2	3	0	-	0		0	0	0	0	C
8:45:00	9	1	241	21	58	13	0	0	1	1	4	1	0	0		0	0	0	0	
9:00:00	10	1	261	20	68	10	0	0		2		1	0	0		0	0	0	0	C
9:00:12	10	0		0	68	0	0	0		0		0		0		0	0	0	0	C
11:00:00	10	0	266	5	68	0	0	0		0	_	0		0		0	0	0	0	C
11:15:00	12	2	301	35	72	4	0	0		1	6	1		0		0	0	0	0	C
11:30:00	13	1	331	30	77	5	0	0		1	7	1		0		0	0	0	0	C
11:45:00	14	1	366	35	91	14	0	0		0		0	-	0		0	0	0	0	C
12:00:00	16	2	410	44	96	5	0	0		2	7	0		0		0	0	0	0	C
12:15:00	19	3		42	106	10	0	0		3	_	2		0		0	0	0	0	C
12:30:00	19	0		42	115	9	0	0		3	_	0		0		0	0	0	0	C
12:45:00	19	0	543	49	122	7	0	0		0	1	2		0		0	0	0	0	
13:00:00	20	1	580	37	137	15	0	0		2		0		0		0	0	0	0	C
13:00:19	20	0	583	3	137	0	0	0		0		0		0		0	0	0	0	C
15:00:00	21	1	588	5	140	3	0	0		0		0		0		0	0	0	0	C
15:15:00	22	1	636	48	153	13	0	0		3		0		0		0	0	0	0	C
15:30:00	23	1	682	46	171	18	1	1	42	1	11	0		0		0	0	0	0	C
15:45:00	23	0		51	189	18	1	0		1	11	0		0		0	0	0	0	C
16:00:00	27	4	804	71	210	21	1	0	1	2	1	0		0		0	0	0	0	C
16:15:00	29	2	884	80	221	11	1	0		2	-	0		0		0	0	0	0	C
16:30:00	31	2		79	230	9	1	0		2		0		0		0	0	0	0	C
16:45:00	34	3	1037	74	245	15	1	0		3		0		0		0	0	0	0	C
17:00:00	37	3	1099	62	260	15	1	0		3	13	2		0		0	0	0	0	
17:15:00	39	2	1169	70	271	11	1	0		1	13	0		0		0	0	0	0	
17:30:00	41	2	1241	72	276	5	1	0		1	13	0		0		0	0	0	0	
17:45:00	43	2	1314	73	281	5	1	0		1	13	0	-	0		0	0	0	3	3
18:00:00	45	2	1396	82	292	11	1	0		1	13	0	1	0	1	0	0	0	6	3
18:00:27	45	0	1399	3	292	0	1	0	59	0	13	0	0	0	0	0	0	0	6	C

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 From: 6:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Rd Site #: 1309500002 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & 4th TFR File #: Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 54 Heavys 0 0 0 Heavys 0 East Leg Total: 338 Trucks 0 North Entering: 41 0 Trucks 1 East Entering: 195 North Peds: Cars 21 14 5 40 Cars 12 East Peds: 2 \mathbb{X} Totals 21 Totals 13 Peds Cross: 15 5 Peds Cross: ⋈ 4th Line 7 Trucks Heavys Totals Heavys Trucks Cars Totals Cars 12 184 196 0 2 148 0 157 30 36 CR 22 (Horseshoe Valley Rd) 180 0 15 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 1 6 7 104 107 Trucks Heavys Totals 15 0 0 15 Cars 125 137 0 143 \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 59 Cars 15 28 47 West Peds: 1 Trucks 7 Trucks 3 3 6 South Peds: 0 0 West Entering: 129 Heavys 0 Heavys 0 0 South Entering: 53 West Leg Total: 325 Totals 18 South Leg Total: 119 Totals 66 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 12:00:00 To: 13:00:00 To: 13:00:00 Weather conditions: Municipality: Horseshoe Valley Rd Site #: 1309500002 Intersection: CR 22 (Horseshoe Valley Rd) & 4th Person(s) who counted: TFR File #: Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 36 Heavys 0 0 0 Heavys 0 East Leg Total: 335 0 North Entering: 15 Trucks 0 0 Trucks 0 East Entering: 149 North Peds: 0 Cars 8 4 3 15 Cars 21 East Peds: 1 \mathbb{X} Totals 21 Peds Cross: Totals 8 4 3 Peds Cross: ⋈ 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 6 146 152 0 5 118 6 0 124 19 0 20 CR 22 (Horseshoe Valley Rd) 142 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 7 7 0 7 156 163 Trucks Heavys Totals 0 17 17 0 Cars 180 178 0 186 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 40 Cars 20 19 48 West Peds: 0 Trucks 1 Trucks 0 0 1 1 South Peds: 0 0 West Entering: 187 Heavys 0 Heavys 0 0 South Entering: 49 West Leg Total: 339 Totals 20 South Leg Total: 90 Totals 41 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 From: 15:45:00 To: 18:00:00 To: 16:45:00 Weather conditions: Municipality: Horseshoe Valley Rd Site #: 1309500002 Intersection: CR 22 (Horseshoe Valley Rd) & 4th Person(s) who counted: TFR File #: Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 74 Heavys 0 0 0 Heavys 0 East Leg Total: 566 2 North Entering: 27 Trucks 1 1 Trucks 3 East Entering: 225 North Peds: Cars 11 8 6 25 Cars 44 East Peds: 2 7 \mathbb{X} Peds Cross: Totals 12 8 Totals 47 Peds Cross: ⋈ 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 9 208 217 0 172 0 179 34 37 CR 22 (Horseshoe Valley Rd) 214 0 11 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 1 24 25 0 299 305 Trucks Heavys Totals 26 27 0 1 Cars 349 333 0 341 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 68 Cars 25 28 65 4 West Peds: Trucks 4 Trucks 1 1 3 South Peds: 0 0 West Entering: 357 Heavys 0 Heavys 0 0 South Entering: 68 West Leg Total: 574 Totals 26 South Leg Total: 140 Totals 72 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley Rd

Site #: 1309500002

Intersection: CR 22 (Horseshoe Valley Rd) & 4th

TFR File #: 1

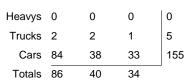
Count date: 12-Jun-13

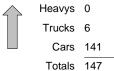
Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs '



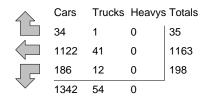


East Leg Total: 3011
East Entering: 1396
East Peds: 10
Peds Cross:

Heavys Trucks Cars Totals
0 49 1330 1379



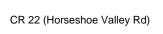
4th Line



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals	
0	3	64	67	
0	41	1357 123	1398	
0	5	123	128	
0	49	1544		•







Cars	Trucks	Heavys	Totals
1565	50	0	1615

Peds Cross:

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

 Totals
 130
 45
 183

Peds Cross:
South Peds: 0
South Entering: 358
South Leg Total: 724

Comments

Ontario Traffic Inc.Traffic Count Summary

						ount 3						
Intersection: (CR 22 (H	Horsesh	oe Valle	y Rd) & 4	4tl Count D	^{Date:} 12-Jun-13	3 Mur	nicipality: Ho	rseshoe	Valley I	Rd	
	North	1 Appro	ach Tot	als	•			Sout	h Appro	ach Tot	als	
_Hour			rucks, & H	Grand	Total	North/South Total	_Hour			rucks, & H	Grand	Total
Ending 6:00:00	Left 0	Thru 0	Right 0	Total 0	Peds 0	Approaches 0	Ending 6:00:00	Left 0	Thru 0	Right 0	Total 0	Peds 0
7:00:00	1	1	7	9	0	16	7:00:00		0	4	7	0
8:00:00	3	6	13	22	0	65	8:00:00		4	20	43	0
9:00:00	5	15	21	41	0	94	9:00:00	- 1	4	31	53	0
11:00:00	0	0	1	1	0	3	11:00:00		0	0	2 27	0
12:00:00 13:00:00	1	1 4	13 8	15 15	0	42 64	12:00:00 13:00:00		2 9	20 20	49	0 0
15:00:00	2	ō	0	2	0	2	15:00:00		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			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
Totals.			ach Tota			310				ach Tot		
			rucks, & H	eavys		East/West				rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	2	0	2	0	2	6:00:00		0	0	0	0
7:00:00 8:00:00	2 27	92 134	2 1	96 162	1 0	166 274	7:00:00 8:00:00		65 101	5 11	70 112	1 0
9:00:00	36	157	2	195	2	324	9:00:00		107	15	129	1
11:00:00	0	2	0	2	0	3	11:00:00	0 0	0	1	1	0
12:00:00	14	121	2	137	0		12:00:00		148	14	166	0
13:00:00 15:00:00	20 3	124 5	5 0	149 8	1 0	336 22	13:00:00 15:00:00		163 13	17 1	187 14	0
16:00:00	32	151	5	188	0	430			203	27	242	1
17:00:00	36	182	14	232	4		17:00:00		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
			Calc	ulated V	alues f	or Traffic Cr	ossing N	lajor Str	eet			
Hours En Crossing		7:00 7	8:00 28	9:00 41	12:00 8		13:00 33		17:00 54	18:00 32		

Interval Time Cum 6:00:00 6:15:00 6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00 8:30:00	0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The Cum 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	nu	Rig Cum 0 1 1 5 7 9 12 16	1 Incr 0 1 0 4 2 2 2 3	Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0	Incr 0		Incr 0	Thr Cum	Incr 0	Rig Cum	Incr 0	North Cum	Incr
6:00:00 6:15:00 6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 0 0 0 0	0 1 1 5 7 9	0 1 0 4	0 0 0 0	0 0 0	0 0 0 0	0	0	0	0	0		0	0	0		
6:15:00 6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0	1 1 5 7 9	1 0 4	0 0 0 0	0 0	0 0 0	0	0				0			-	0	_
6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 (1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 0 1 0 1 0 3 1 6 2 7	0 0 0 2	5 7 9 12	4	0 0 0	0	0			0	l _					_		0
6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 0 1 1 0 1 1 0 2 4 2 5	0 1 0 1 0 1 0 3 1 6 2 7	0 0 0 2	5 7 9 12	4	0	0	0	0	_	U	0	0	0	0	0	0	0	0
7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 0 1 0 1 0 2 4 2 5	1 0 1 0 3 1 6 2 7	0 0 2	7 9 12	4 2 2	0		1			0	0	0	0	0	0	0	0	0
7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 0 1 0 2 4 2 5	0 1 0 3 1 6 2 7	0 2	9	2 2 3		0		0	0	0	0	0	0	0	0	0	0	0
7:30:00 7:45:00 8:00:00 8:15:00	1 2 4 2 5	3 1 6 2 7	2	12	2	0			0	0	0	0	0	0	0	0	0	0	0
7:45:00 8:00:00 8:15:00	2 4 5	1 6 2 7			2		0		0		1	0	0	0	0	0	0	0	0
8:00:00 8:15:00	4 2 5	2 7	3	16	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15:00	5	-			4	0	0		0	1	0	0	0	0	0	0	0	0	0
			1	19	3	0	0		0	1	0	0	0	0	0	0	0	0	0
8:30:00		1 10	3	27	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0
		0 14	4	31	4	0	0	-	0	1	0	0	0	0	0	0	0	0	0
8:45:00		2 17	3	36	5	0	0		1	1	0	0	0	0	0	0	0	0	0
9:00:00	-	2 21	4	40	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0
9:01:06		21	0	41	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
11:00:00		21	0	41	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	10	1 21	0	45 47	4	0	0	· '	0	1	0	0	0	0	0	0		0	0
		-		52	2	0	0	1	0	1	0		0	0	0	0	0	0	0
		22	0		5	0		1	0	1	0	0	•	0		0	0	0	0
		22 23	0	54 55	2	0	0	· ·	0	1	0	_	0	0	0	0	0	0	0
		23	1	55	0	0	0	-	0	1	0	0	0	0	0	0	0	0	0
		3 25	1	55 59	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0
		25	1	62	3	0	0	1	0	1	0		0	0	0	0	0	0	0
		2 26	0	62	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
		26	0	62	0	0	0		0	1	0	0	0	0	0	0	0	0	0
		3 26	0	62	0	0	0		0	1	0	_	0	0	0	0	0	0	0
		26	0	65	3	0	0	2	1	1	0	0	0	0	0	0	0	0	0
		2 27	1	68	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0
	21	1 27	0	73	5	0	0		0	1	0	0	0	0	0	0	0	0	0
		2 29	2	75	2	0	0	2	0	2	1	0	0	0	0	0	0	0	0
		2 31	2	76	1	1	1	2	0	2	0	0	0	0	0	0	0	0	0
	26	1 35	4	79	3	1	0	2	0	2	0	0	0	0	0	0	0	0	0
		3 35	0	81	2	1	0	2	0	2	0	0	0	0	0	0	0	1	1
		3 35	0	82	1	1	0	2	0	2	0	0	0	0	0	0	0	1	0
		36	1	83	1	1	0	2	0	2	0	0	0	0	0	0	0	1	0
	33	1 37	1	83	0	1	0	2	0	2	0	0	0	0	0	0	0	1	0
		38	1	84	1	1	0	2	0		0	_	0	0	0	0	0	1	0
		38	0	84	0	1	0	2	0		0	0	0	0	0	0	0	1	0
		38	0	84	0	1	0		0		0		0	0	0	0	0	1	0

		Passen	ger Cars -	East Ap	proach			Tre	ucks - Eas	st Appro	ach			He	avys - Ea	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- (
6:15:00	0	0	23	21	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	38	15	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	C
6:45:00	1	1	63	25	1	0	0	0	3	2	0	0	0	0	0	0	0	0	1	1
7:00:00	2	1	90	27	2	1	0	0	4	1	0	0	0	0	0	0	0	0	1	(
7:15:00	7	5	121	31	2	0	1	1	4	0	0	0	0	0	0	0	0	0	1	
7:30:00	15	8	149	28	2	0	1	0	-	3	0	0	0	0	0	0	0	0	1	
7:45:00	23	8	191	42	3	1	1	0	7	0	0	0	0	0	0	0	0	0	1	
8:00:00	28	5	221	30	3	0	1	0	7	0	0	0	0	0	0	0	0	0	1	
8:15:00	33	5	256	35	4	1	1	0	7	0	0	0	0	0	0	0	0	0	2	1
8:30:00	38	5	301	45	4	0	7	6		1	0	0	0	0	0	0	0	0	3	1
8:45:00	45	7	347	46	5	1	7	0	12	4	0	0	0	0	0	0	0	0	3	0
9:00:00	58	13	369	22	5	0	7	0	16	4	0	0	0	0	0	0	0	0	3	0
9:01:06	58	0		2	5	0	7	0		0	0	0	0	0	0	0	0	0	3	0
11:00:00	58	0		0	5	0	7	0		0		0		0		0	0	0	3	C
11:15:00	63	5	401	30	5	0	7	0	18	2	0	0	0	0	0	0	0	0	3	C
11:30:00	66	3	424	23	5	0	7	0		0	0	0	0	0	0	0	0	0	3	C
11:45:00	68	2	463	39	6	1	7	0	19	1	0	0	0	0	0	0	0	0	3	0
12:00:00	72	4	487	24	7	1	7	0	21	2	0	0	0	0	0	0	0	0	3	0
12:15:00	78	6	521	34	11	4	8	1	24	3	0	0	0	0	0	0	0	0	3	0
12:30:00	82	4	546	25	11	0	8	0	24	0	0	0	0	0	0	0	0	0	3	0
12:45:00	88	6	579	33	11	0	8	0	26	2	0	0	0	0	0	0	0	0	4	1
13:00:00	91	3	605	26	12	1	8	0		1	0	0		0		0	0	0	4	C
13:01:32	92	1	608	3	12	0	8	0		0	0	0		0		0	0	0	4	0
15:00:00	94	2	610	2	12	0	8	0		0	0	0	0	0	0	0	0	0	4	0
15:15:00	100	6	643	33	13	1	9	1	28	1	0	0		0	0	0	0	0	4	C
15:30:00	110	10	678	35	13	0	9	0	28	0	0	0	0	0	0	0	0	0	4	C
15:45:00	119	9	713	35	16	3	9	0		2	0	0	1	0		0	0	0	4	0
16:00:00	125	6	756	43	17	1	9	0		2	0	0	-	0		0	0	0	4	0
16:15:00	136	11	803	47	19	2	9	0		2	0	0	_	0		0	0	0	4	0
16:30:00	144	8	845	42	22	3	10	1	00	1	1	1		0		0	0	0	4	0
16:45:00	153	9		40	24	2	12	2		2	-	0		0		0	0	0	6	2
17:00:00	158	5	933	48	30	6	12	0		0		0		0		0	0	0	8	2
17:15:00	164	6	974	41	32	2	12	0		0		0	-	0		0	0	0	8	0
17:30:00	169	5	1019	45	32	0	12	0		2	1	0	-	0		0	0	0	8	0
17:45:00	182	13	1073	54	33	1	12	0		2	1	0		0		0	0	0	9	1
18:00:00	186	4	1116	43	34	1	12	0		0		0		0		0	0	0	10	1
18:15:00	186	0	1119	3	34	0	12	0		0		0	_	0		0	0	0	10	C
18:15:44	186	0	1122	3	34	0	12	0	41	0	1	0	0	0	0	0	0	0	10	0

		Passeng	jer Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	3	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	3	0	0	0	4	0	0	0	0	0	0	0		0	0	0	0	0	0	0
7:15:00	4	1	0	0	6	2	0	0	1	1	3	3		0	0	0	0	0	0	0
7:30:00	12	8	0	0	10	4	1	1	1	0	3	0	-	0	0	0	0	0	0	0
7:45:00	15	3	2	2	17	7	1	0		0			1	0	0	0	0	0	0	0
8:00:00	21	6	3	1	21	4	1	0	1	0	3	0		0	0	0	0	0	0	0
8:15:00	26	5	4	1	30	9	2	1	1	0	4	1		0	0	0	0	0	0	0
8:30:00	32	6	4	0	39	9	2	0		0	4	0		0	0	0	0	0	0	0
8:45:00	32	0	6	2	44	5	4	2	· ·	0	5	1	0	0	0	0	0	0	0	0
9:00:00	36	4	7	1	49	5	4	0		0	6	1	0	0	0	0	0	0	0	0
9:01:06	38	2	7	0	49	0	4	0		0	6	0		0	0	0	0	0	0	0
11:00:00	38	0	7	0	49	0	4	0	· ·	0	6	0	-	0	0	0	0	0	0	0
11:15:00	39	1	9	2	55	6	4	0	· ·	0	6	0		0	0	0	0	0	0	0
11:30:00	41	2	9	0	60	5	4	0	· ·	0	6	0		0	0	0	0	0	0	0
11:45:00	42 43	1	9	0	65 69	5	4	0		0	_	0	-		0	0	0	0	0	0
12:00:00 12:15:00	43	4	11	2	74	5	4	0		0	7	0		0	0	0	0	0	0	0
12:30:00	50	3	12	1	80	6	4	0		0	7	0	-	0	0	0	0	0	0	0
12:45:00	55	5	16	4	84	4	4	0		0	7	0		0	0	0	0	0	0	0
13:00:00	63	8	18	2	88	4	4	0	1	0	7	0		0	0	0	0	0	0	0
13:01:32	63	0	18	0	88	0	4	0	1	0		0	_	0	0	0	0	0	0	0
15:00:00	63	0	18	0	88	0	4	0		0	7			0	0	0	0	0	0	0
15:15:00	67	4	20	2	94	6	5	1	1	0	7	0	-	0	0	0	0	0	0	0
15:30:00	72	5	22	2	99	5	5	. 0	1	0		0		0	0	0	0	0	0	0
15:45:00	76	4	22	0	110	11	5	0		0	7	0		0	0	0	0	0	0	0
16:00:00	82	6	26	4	113	3	5	0	1	0	8	1		0	0	0	0	0	0	0
16:15:00	88	6	29	3	123	10	5	0	2	1	8	0	0	0	0	0	0	0	0	0
16:30:00	95	7	32	3	132	9	6	1	2	0	8	0	0	0	0	0	0	0	0	0
16:45:00	101	6	34	2	138	6	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:00:00	107	6	35	1	147	9	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:15:00	110	3	35	0	158	11	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:30:00	118	8	39	4	165	7	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:45:00	119	1	40	1	170	5	6	0	2	0	8	0	0	0	0	0	0	0	0	0
18:00:00	124	5	43	3	175	5	6	0	2	0	8	0	0	0	0	0	0	0	0	0
18:15:00	124	0	43	0	175	0	6	0	2	0	8	0	0	0	0	0	0	0	0	0
18:15:44	124	0	43	0	175	0	6	0	2	0	8	0	0	0	0	0	0	0	0	0

					proach				ıcks - Wes	st Appro	acii			пеа	avys - We	ar Ahbi o	acii		i cucs	trians
Interval	Lef	t	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	8	8	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	19	11	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	42	23	2	0	0	0	5	4	0	0	0	0	0	0	0	0	1	1
7:00:00	0	0	58	16	5	3	0	0	-	2	0	0		0		0	0	0	1	0
7:15:00	0	0	84	26	7	2	0	0		1	1	1		0		0	0	0	1	0
7:30:00	0	0	104	20	10	3	0	0		2	1	0		0		0	0	0	1	0
7:45:00	0	0	129	25	11	1	0	0		2	1	0	-	0		0	0	0	1	0
8:00:00	0	0	150	21	15	4	0	0		4	1	0		0		0	0	0	1	0
8:15:00	2	2	179	29	18	3	0	0	16	0	1	0	0	0	0	0	0	0	1	0
8:30:00	3	1	216	37	24	6	0	0		1	1	0		0		0	0	0	1	0
8:45:00	4	1	239	23	25	1	1	1	17	0	1	0	0	0		0	0	0	2	1
9:00:00	6	2	254	15	30	5	1	0	19	2	1	0	0	0	0	0	0	0	2	0
9:01:06	6	0	254	0	31	1	1	0		0	1	0		0		0	0	0	2	
11:00:00	6	0	254	0	31	0	1	0		0	1	0	0	0		0	0	0	2	
11:15:00	6	0	291	37	31	0	1	0	19	0	2	1	0	0	0	0	0	0	2	0
11:30:00	6	0	322	31	34	3	1	0		1	2	0	0	0	0	0	0	0	2	0
11:45:00	6	0	363	41	37	3	1	0	20	0	2	0	0	0	0	0	0	0	2	0
12:00:00	10	4	401	38	43	6	1	0	20	0	3	1	0	0		0	0	0	2	
12:15:00	12	2	442	41	44	1	1	0	21	1	3	0	0	0	0	0	0	0	2	0
12:30:00	14	2	475	33	51	7	1	0	23	2	3	0	0	0	0	0	0	0	2	0
12:45:00	16	2	523	48	55	4	1	0	24	1	3	0	0	0	0	0	0	0	2	0
13:00:00	17	1	557	34	60	5	1	0	27	3	3	0	0	0	0	0	0	0	2	0
13:01:32	17	0	560	3	61	1	1	0	27	0	3	0	0	0	0	0	0	0	2	0
15:00:00	17	0	569	9	61	0	1	0	28	1	3	0	0	0	0	0	0	0	2	0
15:15:00	20	3	614	45	65	4	1	0	31	3	4	1	0	0	0	0	0	0	2	0
15:30:00	21	1	656	42	71	6	2	1	32	1	4	0	0	0	0	0	0	0	2	0
15:45:00	23	2	702	46	77	6	2	0	32	0	4	0	0	0	0	0	0	0	2	0
16:00:00	28	5	768	66	87	10	2	0	32	0	4	0	0	0	0	0	0	0	3	1
16:15:00	33	5	850	82	91	4	2	0		2	5	1	0	0		0	0	0	4	1
16:30:00	40	7	928	78	94	3	3	1	36	2	5	0		0	0	0	0	0	4	0
16:45:00	47	7	1001	73	103	9	3	0		2	5	0	0	0	0	0	0	0	6	2
17:00:00	48	1	1064	63	105	2	3	0	38	0	5	0	0	0	0	0	0	0	8	2
17:15:00	53	5	1136	72	106	1	3	0		0	5	0		0		0	0	0	9	1
17:30:00	56	3	1205	69	109	3	3	0	40	2	5	0	0	0	0	0	0	0	9	0
17:45:00	59	3	1279	74	113	4	3	0	41	1	5	0	0	0	0	0	0	0	9	0
18:00:00	64	5	1351	72	121	8	3	0	41	0	5	0	0	0	0	0	0	0	9	0
18:15:00	64	0	1354	3	122	1	3	0	41	0	5	0	0	0	0	0	0	0	9	0
18:15:44	64	0	1357	3	123	1	3	0	41	0	5	0	0	0	0	0	0	0	9	0

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 From: 6:00:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500001 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 24 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 376 East Entering: 203 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 14 200 214 173 0 186 15 17 CR 22 (Horseshoe Valley Rd) 188 0 15 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 10 151 161 29 32 Trucks Heavys Totals 0 3 Cars 173 180 162 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 44 Cars 27 38 West Peds: 0 Trucks 5 Trucks 1 1 2 South Peds: 0 Heavys 0 0 West Entering: 193 Heavys 0 0 South Entering: 40 West Leg Total: 407 Totals 28 South Leg Total: 89 Totals 49 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak From:** 12:00:00 **From:** 11:00:00 To: 13:00:00 To: 13:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500001 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 24 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 392 East Entering: 169 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 17 187 204 148 0 161 8 CR 22 (Horseshoe Valley Rd) 156 13 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 198 207 0 43 43 Trucks Heavys Totals 0 Cars 214 0 223 241 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 51 Cars 39 16 55 4 West Peds: 0 Trucks 0 Trucks 4 0 South Peds: 0 Heavys 0 0 0 West Entering: 250 Heavys 0 South Entering: 59

Comments

Totals 43

South Leg Total: 110

West Leg Total: 454

Totals 51

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 15:45:00 **From:** 15:00:00 To: 18:00:00 To: 16:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500001 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 24 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 625 East Entering: 248 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 12 281 293 234 222 0 14 0 14 CR 22 (Horseshoe Valley Rd) 236 0 12 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 10 341 351 70 Trucks Heavys Totals 0 1 Cars 377 411 367 0 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 84 Cars 59 26 85 0 West Peds: 0 Trucks 1 Trucks 0 0 South Peds: 0 0 0 South Entering: 85 West Entering: 422 Heavys 0 Heavys 0 West Leg Total: 715 Totals 59 South Leg Total: 170 Totals 85

Comments

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500001

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd

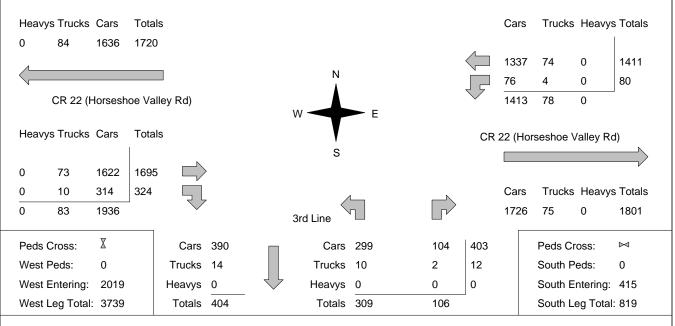
TFR File #: 24

Count date: 12-Jun-13

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs \



Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	lorsesh	oe Valle	v Rd) & :	3r Count E	Oate: 12-Jun-13	3	Munic	cipality: Ho	rseshoe	Valley		
`	`		ach Tot	<u> </u>	<u> </u>	12 0011 10					ach Tot	als	
			rucks, & H			North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endin	ng	Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 17 28 42 0 52 59 0 83	6:00 7:00 8:00 9:00 11:00 12:00 13:00 15:00	:00 :00 :00 :00 :00 :00 :00 :00 :00	0 14 25 30 0 40 43 0 55 58 42	0 0 0 0 0 0 0 0 0	12 0 12 16 0 28 17 15	10tal 0 17 28 42 0 52 59 0 83 75 57	Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Totals:			0 ach Tota		0	413					106 ach Tot		0
Hour Ending	Left	Thru	rucks, & H Right	eavys Grand Total	Total Peds	East/West Total Approaches	Hou Endin		Left	Thru	rucks, & H Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 2 5 18 0 9 8 0 9 13 16	0 106 166 178 1 148 161 1 187 240 223	0 0 0 0 0 0 0 0	0 108 171 196 1 157 169 1 196 253 239	0 0 0 0 0 0 0 0 0 0	0 193 327 385 1 370 419 1 518 668	6:00 7:00 8:00 9:00 11:00 12:00 15:00 16:00 17:00 18:00	:00 :00 :00 :00 :00 :00 :00 :00 :00	0 0 0 0 0 0 0 0	0 73 135 154 0 177 207 0 273 344 328	0 12 21 35 0 36 43 0 49 71 53	0 85 156 189 0 213 250 0 322 415 381	0 0 0 0 0 0 0 0
Totals:	80	1411	0	1491	0	3502			0	1691	320	2011	0
Hours End Crossing		7:00 14	Calc 8:00 25	ulated V 9:00 30	/alues f 12:00 40	or Traffic Cr		9 Ma :00 43	ajor Stre 16:00 55	17:00 58	18:00 42		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0		0		0	1	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0
9:00:09	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:00:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
12:00:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0		0	0	0	1	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0
13:00:07	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0		0		0	-	0	0	0	0		0	0
15:15:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0		0
15:30:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
15:45:00 16:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:15:00 16:30:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	-	0		0		0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	-	0		0	-	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0		0	0	0
10.13.06	0	U	0	U	0	U	U	0	0	U	U	0	0	U	U	U	U	U	U	

		Passen	ger Cars -	- East Ap	proach			Tre	ucks - Eas	st Appro	ach			He	avys - Ea	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:15:00	1	1	22	22	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:30:00	1	0	40	18	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	C
6:45:00	1	0	71	31	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	C
7:00:00	1	0	102	31	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	C
7:15:00	2	1	134	32	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	C
7:30:00	3	1	177	43	0	0	1	0	9	5	0	0	0	0	0	0	0	0	0	C
7:45:00	4	1	222	45	0	0	2	1	10	1	0	0		0		0	0	0	0	C
8:00:00	5	1	259	37	0	0	2	0	13	3	0	0	0	0	0	0	0	0	0	C
8:15:00	12	7	303	44	0	0	2	0		3	0	0		0	0	0	0	0	0	C
8:30:00	15	3	348	45	0	0	2	0		1	0	0	-	0		0	0	0	0	C
8:45:00	19	4	395	47	0	0	4	2		6		0		0		0	0	0	0	
9:00:00	21	2		28	0	0	4	0		4	0	0	_	0		0	0	0	0	C
9:00:09	21	0		1	0	0	4	0		0		0		0		0	0	0	0	C
11:00:00	21	0		0	0	0	4	0		0		0		0		0	0	0	0	C
11:15:00	23	2		35	0	0	4	0		2	0	0	-	0		0	0	0	0	C
11:30:00	26	3	489	30	0	0	4	0		1	0	0		0		0	0	0	0	C
11:45:00	26	0	537	48	0	0	4	0		1	0	0	-	0		0	0	0	0	C
12:00:00	30	4	566	29	0	0	4	0		2	0	0	-	0		0	0	0	0	C
12:15:00	32	2		40	0	0	4	0		2		0		0		0	0	0	0	C
12:30:00	34	2		28	0	0	4	0		4	0	0	_	0		0	0	0	0	C
12:45:00	35	1	675	41	0	0	4	0		1	0	0	_	0		0	0	0	0	C
13:00:00	38	3	714	39	0	0	4	0		6		0		0		0	0	0	0	C
13:00:07	38	0		1	0	0	4	0	_	0		0		0		0	0	0	0	C
15:00:00	38	0		0	0	0	4	0		0		0		0		0	0	0	0	C
15:15:00	40	2	750	35	0	0	4	0		1	0	0		0		0	0	0	0	C
15:30:00	41	1	794	44	0	0	4	0		3	0	0	-	0		0	0	0	0	C
15:45:00	44	3		44	0	0	4	0		2	0	0	1	0		0	0	0	0	C
16:00:00	47	3	894	56	0	0	4	0		2	0	0		0		0	0	0	0	C
16:15:00	50	3	952	58	0	0	4	0		4	0	0	_	0		0	0	0	0	C
16:30:00	55	5	1006	54	0	0	4	0		3		0		0		0	0	0	0	C
16:45:00	58	3	1060	54	0	0	4	0	_	3		0	-	0		0	0	0	0	C
17:00:00	60	2	1122	62	0	0	4	0		2	0	0		0		0	0	0	0	
17:15:00	62	2	1172	50	0	0	4	0	_	1	0	0	-	0		0	0	0	0	
17:30:00	70	8	1232	60	0	0	4	0		3	0	0	-	0		0	0	0	0	C
17:45:00	74	4	1291	59	0	0	4	0		4	0	0	-	0		0	0	0	0	C
18:00:00	76	2	1337	46	0	0	4	0		0		0		0		0	0	0	0	C
18:15:00	76	0	1337	0	0	0	4	0		0		0	_	0		0	0	0	0	C
18:15:06	76	0	1337	0	0	0	4	0	74	0	0	0	0	0	0	0	0	0	0	C

		Passenç	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	С
6:15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	9	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	13	4	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	18	5	0	0	3	0	1	0	0	0	0	0		0	0	0	0	0	0	0
7:30:00	26	8	0	0	4	1	1	0	0	0	0	0		0	0	0	0	0	0	0
7:45:00	34	8	0	0	5	1	1	0	0	0	0	0		0	0	0	0	0	0	0
8:00:00	38	4	0	0	6	1	1	0		0		0		0	0	0	0	0	0	0
8:15:00	47	9	0	0	7	1	1	0		0		0		0	0	0	0	0	0	0
8:30:00	50	3	0	0	11	4	1	0	0	0	0	0		0	0	0	0	0	0	0
8:45:00	61	11	0	0	16	5	2	1	0	0	-	1		0	0	0	0	0	0	0
9:00:00	67	6	0	0	17	1	2	0	0	0	1	0		0	0	0	0	0	0	0
9:00:09	67	0	0	0	17	0	2	0	_	0	1	0		0	0	0	0	0	0	0
11:00:00	67	0	0	0	17	0	2	0		0	1	0		0	0	0	0	0	0	0
11:15:00	74	/	0	0	21	4	4	2		0	1	0		0	0	0	0	0	0	0
11:30:00	87	13	0	0	24	3	5	1	0	0	1	0		0	0	0	0	0	0	0
11:45:00	95	8	0	0	27	3	5	0	0	0	1	0	_	0	0	0	0	0	0	0
12:00:00	103	8	0	0	29	2	6	0	0	0	1		_	0	0	0	0	0	0	0
12:15:00 12:30:00	109 121	6 12	0	0	31 35	2	6		_	0	1	0		0	0	0	0	0	0	0
12:30:00	138	17	0	0	39	4	8 9	2	0	0	1	0		0	0	0	0	0	0	0
13:00:00	142	4	0	0	39 45	6	10	<u>I</u>	0	0		0		0		0	0	0	0	0
13:00:07	142	0	0	0	45	0	10	0	0	0	1	0		0	0	0	0	0	0	0
15:00:07	142	0	0	0	45	0	10	0	-	0	1	0		0	0	0	0	0	0	0
15:15:00	153	11	0	0	48	3	10	0				1	0	0	0	0	0	0	0	0
15:30:00	169	16	0	0	52	4	10	0		0	2	0	_	0	0	0	0	0	0	0
15:45:00	183	14	0	0	62	10	10	0		0	2	0		0		0	0	0	0	
16:00:00	197	14	0	0	72	10	10	0		0	2	0	_	0	0	0	0	0	0	0
16:15:00	217	20	0	0	82	10	10	0	0	0	2	0		0	0	0	0	0	0	0
16:30:00	232	15	0	0	84	2	10	0		0		0		0	0	0	0	0	0	0
16:45:00	242	10		0	88	4	10	0		0	2	0		0	0	0	0	0	0	0
17:00:00	255	13	0	0	89	1	10	0		0	2	0	0	0	0	0	0	0	0	0
17:15:00	271	16	0	0	92	3	10	0		0		0	0	0	0	0	0	0	0	0
17:30:00	281	10	0	0	95	3	10	0		0	2	0		0	0	0	0	0	0	0
17:45:00	285	4	0	0	99	4	10	0	0	0	2	0	0	0	0	0	0	0	0	0
18:00:00	297	12	0	0	104	5	10	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15:00	298	1	0	0	104	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15:06	299	1	0	0	104	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
6:15:00	0	0	10	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	22	12	2	1	0	0	2	2	0	0	0	0	0	0	0	0	0	C
6:45:00	0	0	47	25	4	2	0	0	4	2	0	0	0	0	0	0	0	0	0	C
7:00:00	0	0	66	19	12	8	0	0	7	3	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	93	27	17	5	0	0	10	3	0	0	0	0	0	0	0	0	0	
7:30:00	0	0	122	29	22	5	0	0	14	4	0	0	0	0	0	0	0	0	0	C
7:45:00	0	0	150	28	26	4	0	0	19	5	0	0	0	0	0	0	0	0	0	C
8:00:00	0	0	183	33	33	7	0	0	25	6	0	0	0	0	0	0	0	0	0	C
8:15:00	0	0	225	42	44	11	0	0	26	1	1	1	0	0	0	0	0	0	0	C
8:30:00	0	0	269	44	47	3	0	0	28	2	2	1	0	0	0	0	0	0	0	C
8:45:00	0	0	301	32	55	8	0	0	29	1	3	1	0	0	0	0	0	0	0	C
9:00:00	0	0	330	29	64	9	0	0	32	3	4	1	0	0	0	0	0	0	0	C
9:00:09	0	0	330	0	64	0	0	0	32	0	4	0	0	0	0	0	0	0	0	C
11:00:00	0	0	330	0	64	0	0	0	32	0	4	0	0	0	0	0	0	0	0	C
11:15:00	0	0	368	38	73	9	0	0	34	2	4	0	0	0	0	0	0	0	0	0
11:30:00	0	0	403	35	78	5	0	0	36	2	4	0	0	0	0	0	0	0	0	0
11:45:00	0	0	448	45	84	6	0	0	37	1	5	1	0	0	0	0	0	0	0	0
12:00:00	0	0	499	51	96	12	0	0	40	3	8	3	0	0	0	0	0	0	0	0
12:15:00	0	0	550	51	103	7	0	0	43	3	8	0	0	0	0	0	0	0	0	0
12:30:00	0	0	599	49	110	7	0	0	45	2	8	0	0	0	0	0	0	0	0	0
12:45:00	0	0	652	53	118	8	0	0	47	2	8	0	0	0	0	0	0	0	0	0
13:00:00	0	0	697	45	139	21	0	0		2	8	0	_	0		0	0	0	0	0
13:00:07	0	0	697	0	139	0	0	0	49	0	8	0	_	0		0	0	0	0	C
15:00:00	0	0		0	139	0	0	0		0	8	0	0	0	0	0	0	0	0	C
15:15:00	0	0	754	57	147	8	0	0		4	8	0	_	0	0	0	0	0	0	C
15:30:00	0	0	817	63	158	11	0	0	54	1	8	0	0	0	0	0	0	0	0	C
15:45:00	0	0	877	60	172	14	0	0		1	8	0	0	0	0	0	0	0	0	0
16:00:00	0	0	962	85	188	16	0	0		2	8	0	_	0		0	0	0	0	0
16:15:00	0	0	1043	81	203	15	0	0	60	3	9	1	0	0		0	0	0	0	0
16:30:00	0	0	1132	89	223	20	0	0		1	9	0		0		0	0	0	0	0
16:45:00	0	0	1218	86	242	19	0	0	65	4	9	0	0	0	0	0	0	0	0	C
17:00:00	0	0	1295	77	258	16	0	0		3	9	0		0		0	0	0	0	C
17:15:00	0	0	1377	82	275	17	0	0		1	9	0	_	0		0	0	0	0	C
17:30:00	0	0	1452	75	287	12	0	0		1	9	0		0		0	0	0	0	C
17:45:00	0	0	1532	80	302	15	0	0		2	9	0		0		0	0	0	0	C
18:00:00	0	0	1618	86	310	8	0	0		1	10	1		0		0	0	0	0	
18:15:00	0	0	1620	2	312	2	0	0		0		0		0		0	0	0	0	C
18:15:06	0	0	1622	2	314	2	0	0	73	0	10	0	0	0	0	0	0	0	0	C

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'
v/c < or = 1	v/c > 1	(s/vehicle)
A	F	0 < d ≤ 10
В	F	10 < d ≤ 15
С	F	15 < d ≤ 25
D	F	25 < d ≤ 35
E	F	35 < d ≤ 50
F	F	d > 50

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

LOS F is assigned if the volume-to-capacity ratio for a movement/lane exceeds 1.0, regardless of the control delay.

is not calculated for major-street approaches or for the intersection as a whole.

For AWSC intersections, for approaches and intersectionwide assessment, LOS is defined solely by 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 ≤ 10
В	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 ≤ 20
С	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 cycle failures (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 ≤ 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≤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 ≤ 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.



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	А		Α		В		
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	В	-	-	Α	-		
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	Α			Α			В			В		
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		В	A	Α	_	A	Α	_	В			

0.092

0.237

0.301

0.017

HCM 95th Percentile Queue (veh)

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	Α			Α			В			В		
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		В	Α	Α	-	-	Α	Α	-	В		

0.081

0.15 0.024 0.017

HCM 95th Percentile Queue (veh)

0.052

Intersection						
Intersection Delay (sec/veh):	2.2					
,						
Movement	EBT	EBR	WBL	WBT	NWL	. NWR
Volume (vph)	418	84	17	278	70	
Conflicting Peds.(#/hr)	0	0	0	0	C	
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	
Storage Length		0.0	0.0		0.0	0.0
Median Width	0.0			0.0	3.6	ì
Grade (%)	0%			0%	0%)
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles(%)	3	1	0	5	C	
Movement Flow Rate	454	91	18	302	76	
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	
Stage 1	-	-	-	-	613	
Stage 2	-	-	-	-	727	
Time blocked-Platoon(%)	-	-	0	-	C	
Mov Capacity-1 Maneuver	-	-	1034	-	332	
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	Α		Α		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	С	-	-	Α	-	
HCM 95th Percentile Queue (veh) 1.174	-	-	0.055	-	

Interception												
Intersection Delay (as alveb)	2.9											
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	Α			Α			С			В		
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		С	Α	Α	-	Α	Α	-	В			
HCM 95th Percentile Queue (veh)	0.694	0.065	-	-	0.112	-	-	0.225			

lutare estima												
Intersection Delay (and table)	2.0											
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	Α			Α			С			В		
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		С	В	Α	-	-	Α	Α	-	В		
HCM 95th Percentile Queue (veh)	0.904	0.22	0.032	-	-	0.08	-	-	0.122		



Intersection								
Intersection Delay (sec/veh):	2							
moreosten Beitry (Georgen).	_							
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	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	Α		Α			В		
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	В	-	-	Α	-			
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	Α			Α			В			В		
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		В	Α	Α	-	Α	Α	-	В			

0.103

0.239

0.456 0.017

HCM 95th Percentile Queue (veh)

Intersection												
Intersection Delay (sec/veh):	1.8											
intersection belay (secretif).	1.0											
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	Α			Α			В			В		
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		В	Α	Α	-	-	Α	Α	-	В		
HCM 95th Percentile Queue ((veh)	0.207	0.037	0.016	-	-	0.082	-	-	0.053		

itersection								
tersection Delay (sec/veh):	2.8							
lovement	EBT	EBR	WBL	WBT	N	IWL	NWR	
olume (vph)	461	109	27	309		84	37	
onflicting Peds.(#/hr)	0	0	0	0		0	0	
ign Control	Free	Free	Free	Free	5	Stop	Stop	
ight Turn Channelized	None	None	None	None		one	None .	
torage Length		0.0	0.0			0.0	0.0	
ledian Width	0.0			0.0		3.6		
rade (%)	0%			0%		0%		
eak Hour Factor	0.95	0.95	0.95	0.95	().95	0.95	
eavy Vehicles(%)	3	1	0	5		0	0	
lovement Flow Rate	485	115	28	325		88	39	
umber of Lanes	1	0	0	1		1	0	
lajor/Minor	Major 1			Major 2				
onflicting Flow Rate - All	0	0	600	0		924	543	
Stage 1	_	-	_	-		543	-	
Stage 2	-	_	_	_		381	-	
ollow-up Headway	_	-	2.2	-		3.5	3.3	
ot Capacity-1 Maneuver	-	-	987	-		302	544	
Stage 1	-	-	-	-		586	-	
Stage 2	-	-	-	-		695	-	
ime blocked-Platoon(%)	-	-	0	-		0	0	
lov Capacity-1 Maneuver	-	-	987	-		291	544	
lov Capacity-2 Maneuver	-	-	-	-		291	-	
Stage 1	-	-	-	-		586	-	
Stage 2	-	-	-	-		671	-	
pproach	EB		WB			NW		
CM Control Delay (s)	0		0.7		2	21.9		
CM LOS	А		Α			С		
ane	NWLn1	EBT	EBR	WBL	WBT			
apacity (vph)	339							
CM Control Delay (s)	21.9	-	-	8.756	-			
CM Lane VC Ratio	0.376	-	-	0.029	-			
CM Lane LOS	С	-	-	A 0.089	-			
CM 95th Percentile Queue (veh)	1.697							

L. L C												
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									
Storage Length	0.0	NOHE	0.0	0.0	NOHE	0.0	0.0	NOHE	0.0	0.0	INOITE	0.0
Median Width	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	8.0	0.0
Grade (%)		0.0			0.0			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	0.93	4	11	4	0.93	3	14	0.93	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
Number of Lanes	U		U	U	ļ	U	U	ı	U	U		U
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	-0-
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	-
Ū												
Approach	EB			WB			NB			SB		
HCM Control Delay (s)	0.5			1.6			17.8			15.4		
HCM LOS	Α			Α			С			С		
Lane		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR				
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		С	Α	Α	-	Α	Α	-	С			
HCM 95th Percentile Queue (veh)	0.954	0.064	-	-	0.16	-	-	0.246			

Intersection												
Intersection Delay (sec/veh):	3											
intersection belay (secreen).	J											
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	Α			Α			С			С		
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		С	В	Α	-	-	Α	Α	-	С		
HCM 95th Percentile Queue (veh)	1.049	0.225	0.031	-	-	0.09	-	-	0.129		



Intersection								
Intersection Delay (sec/veh):	2.3							
interesection belay (see, veri).	2.0							
Movement	EBT	EBR	WBL	WBT	NW	/L N	IWR	
Volume (vph)	233	59	29	277		66	28	
Conflicting Peds.(#/hr)	0	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	Sto	g qc	Stop	
Right Turn Channelized	None	None	None	None	Nor		lone	
Storage Length		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	0.0	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	63	30	276	
Stage 1	-	-	-	-	27	76	-	
Stage 2	-	-	-	-	35	54	-	
Follow-up Headway	-	-	2.308	-	3.53	36 3.	372	
Pot Capacity-1 Maneuver	-	-	1199	-	44	12	749	
Stage 1	-	-	-	-	76	66	-	
Stage 2	-	-	-	-	70	06	-	
Time blocked-Platoon(%)	-	-	0	-		0	0	
Mov Capacity-1 Maneuver	-	-	1199	-	42		749	
Mov Capacity-2 Maneuver	-	-	-	-	42		-	
Stage 1	-	-	-	-	76		-	
Stage 2	-	-	-	-	68	34	-	
Approach	EB		WB		N'			
HCM Control Delay (s)	0		0.8		14			
HCM LOS	А		Α			В		
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	В 2.742	-	-	Α	-			
HCM 95th Percentile Queue (veh	0.746	-	-	0.078	-			

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Intersection												
Intersection Delay (sec/veh):	3.7											
intersection belay (secreen).	0.1											
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	Α			Α			В			В		
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		В	Α	Α	-	Α	Α	-	В			
HCM 95th Percentile Queue (veh)	0.584	0.017	-	-	0.128	-	-	0.258			

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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	В	Α	Α	-	-	Α	Α	-	В	
HCM 95th Percentile Queue (veh)	0.276	0.048	0.017	-	-	0.086	-	-	0.056	

В

Α

Α

HCM LOS

В

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	<u>-</u>
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	Α		Α		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	-	-	Α	-	
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									
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	Α			Α			С			С		
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		С	Α	Α	-	Α	Α	-	С			
HCM 95th Percentile Queue ((veh)	1.509	0.065	-	-	0.206	-	-	0.286			

Intersection Delay (sec/veh): 3.2													
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Volume (lyph) 13 453 79 33 258 5 74 3 46 4 5 5 5 6 5 6 6 6 6 6	Intersection												
Volume (vph)	Intersection Delay (sec/veh):	3.2											
Volume (vph)													
Conflicting Peds.(#/hr)	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Sign Control Free	Volume (vph)	13	453	79	33	258	5	74	3	46	4	5	5
Right Turn Channelized None Non	Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Length 0.0 100.0 0.0 0.0 15.0 0.0 0.0 0.0 0.0	Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Median Width 0.0 0.0 3.6 3.6 Grade (%) 0% 0% 0% 0% Peak Hour Factor 0.95	Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Grade (%) 0% 0% 0% 0% Peak Hour Factor 0.95	Storage Length	0.0		100.0	0.0		0.0	15.0		0.0	0.0		0.0
Peak Hour Factor 0.95	Median Width		0.0			0.0			3.6			3.6	
Heavy Vehicles(%)	Grade (%)		0%			0%			0%			0%	
Movement Flow Rate 14 477 83 35 272 5 78 3 48 4 5 5	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
Number of Lanes	Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Major/Minor	Movement Flow Rate	14	477	83	35	272	5	78	3	48	4	5	
Conflicting Flow Rate - All 277 0 0 560 0 0 897 894 281 917 933 275 Stage 1 547 547 - 345 345 - 548	Number of Lanes	0	1	1	0	1	0	1	1	0	0	1	0
Conflicting Flow Rate - All 277 0 0 560 0 0 897 894 281 917 933 275 Stage 1 547 547 - 345 345 - 548													
Stage 1	Major/Minor		Major 1			Major 2			Minor 1			Minor 2	
Stage 1	Conflicting Flow Rate - All	277	0	0	560	0	0	897	894	281	917	933	275
Stage 2	<u> </u>												-
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 0 0 0 0 0 0 0	ŭ .	-	-	-	-	-	-	350	347	-	572	588	-
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	•	2.218	-	_	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Stage 2 - - - - 666 635 - 505 496 - Time blocked-Platoon(%) 0 - - 0	Pot Capacity-1 Maneuver	1286	-	-	1011	-	-	261	281	758	253	266	764
Time blocked-Platoon(%)	Stage 1	-	-	-	-	-	-	521	518	-	671	636	-
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 SB HCM Control Delay (s) 0.2 1 20.2 16.9 HCM LOS A A A C C Lane NBLn1 NBLn2 EBL EBR WBL WBT WBR SBLn1 Capacity (vph) 244 680 316 316 316 HCM Control Delay (s) 26.5 10.7	Stage 2	-	-	-	-	-	-	666	635	-	505	496	-
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 NB NB SB NB NB <t< td=""><td>Time blocked-Platoon(%)</td><td>0</td><td>-</td><td>-</td><td>0</td><td>-</td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></t<>	Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Stage 1 - - - - - - - 660 610 - Stage 2 - - - - - 629 609 - 462 488 - Approach EB WB NB SB - - 462 488 - HCM Control Delay (s) 0.2 1 20.2 16.9 - 16.9 -	Mov Capacity-1 Maneuver	1286	-	-	1011	-	-	244	265	758	225	251	764
Stage 2 - - - - - - 629 609 - 462 488 - Approach EB WB NB 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 WBR SBLn1 Capacity (vph) 244 680 316 316 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	Mov Capacity-2 Maneuver	-	-	-	-	-	-	244	265	-	225	251	-
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 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	Stage 1	-	-	-	-	-	-	513	510	-	660	610	-
HCM Control Delay (s) 0.2 1 20.2 16.9 HCM LOS	Stage 2	-	-	-	-	-	-	629	609	-	462	488	-
HCM Control Delay (s) 0.2 1 20.2 16.9 HCM LOS													
HCM Control Delay (s) 0.2 1 20.2 16.9 HCM LOS	Approach	EB			WB			NB			SB		
HCM LOS A A C C Lane NBLn1 NBLn2 EBL EBT EBR WBL 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 Control Delay (s)	0.2			1			20.2			16.9		
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 LOS				Α								
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													
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	Lane		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
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 Lane VC Ratio 0.319 0.076 0.011 0.034 0.047 HCM Lane LOS D B A A A - C	,				7.829	-	-	8.687	0	-			
HCM Lane LOS D B A A A - C	• • •					-				-			
	HCM Lane LOS					-	-		Α	-			
		veh)				-	-			-			



Intersection							
Intersection Delay (sec/veh):	3						
microsocion Bolay (oso, von).							
Movement	EBT	EBR	WBL	WBT	NW	L NWR	
Volume (vph)	281	87	41	331	8		
Conflicting Peds.(#/hr)	0	0	0	0		0 0	
Sign Control	Free	Free	Free	Free	Sto		
Right Turn Channelized	None	None	None	None	Non		
Storage Length		0.0	0.0		0.		
Median Width	0.0			0.0	3.	6	
Grade (%)	0%			0%	09	6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.9	5 0.95	
Heavy Vehicles(%)	6	9	12	7		4 8	
Movement Flow Rate	296	92	43	348	9		
Number of Lanes	1	0	0	1		1 0	
Major/Minor	Major 1			Major 2			
Conflicting Flow Rate - All	0	0	388	0	77	6 342	
Stage 1	=	-	-	-	34	2 -	
Stage 2	-	-	-	-	43	4 -	
Follow-up Headway	=	-	2.308	-	3.53	3.372	
Pot Capacity-1 Maneuver	-	-	1118	-	36	3 687	
Stage 1	-	-	-	-	71	5 -	
Stage 2	-	-	-	-	64		
Time blocked-Platoon(%)	-	-	0	-		0 0	
Mov Capacity-1 Maneuver	-	-	1118	-	34		
Mov Capacity-2 Maneuver	-	-	-	-	34		
Stage 1	-	-	-	-	71		
Stage 2	-	-	-	-	61	-	
Approach	EB		WB		NV		
HCM Control Delay (s)	0		0.9		1		
HCM LOS	Α		Α				
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	-	-	Α	-		
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	Α			Α			В			В		
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		В	Α	Α	-	Α	Α	-	В			

- - 0.187

- - 0.305

0.956 0.018

HCM 95th Percentile Queue (veh)

latera est es												
Intersection	0.1											
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	140110	100.0	0.0	140110	0.0	15.0	140110	0.0	0.0	110110	0.0
Median Width	0.0	0.0	100.0	0.0	0.0	0.0	10.0	3.6	0.0	0.0	3.6	0.0
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(%)	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	Α			Α			В			В		
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		С	Α	Α	-	-	Α	Α	-	В		
HCM 95th Percentile Queue (veh)	0.482	0.076	0.018	-	-	0.093	-	-	0.062		

1.1								
Intersection	47.0							
Intersection Delay (sec/veh):	17.8							
Movement	EBT	EBR	WBL	WBT		WL	NWR	
Volume (vph)	590	162	50	415	1	148	64	
Conflicting Peds.(#/hr)	0	0	0	0		0	0	
Sign Control	Free	Free	Free	Free	St	top	Stop	
Right Turn Channelized	None	None	None	None		one	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	1	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	12	250	707	
Stage 1	-	-	-	-	7	707	-	
Stage 2	-	-	-	-	5	543	-	
Follow-up Headway	-	-	2.2	-	;	3.5	3.3	
Pot Capacity-1 Maneuver	-	-	838	-	1	193	439	
Stage 1	-	-	-	-	4	193	-	
Stage 2	-	-	-	-	5	586	-	
Time blocked-Platoon(%)	-	-	0	-		0	0	
Mov Capacity-1 Maneuver	-	-	838	-	1	177	439	
Mov Capacity-2 Maneuver	-	-	-	-	1	177	-	
Stage 1	-	-	-	-	4	193	-	
Stage 2	-	-	-	-	5	537	-	
Approach	EB		WB			١W		
HCM Control Delay (s)	0		1		11	7.5		
HCM LOS	Α		Α			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	-	-	Α	-			
HCM 95th Percentile Queue (ve	h) 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									
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	Α			Α			Е			С		
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		Е	Α	Α	-	Α	Α	-	С			
HCM 95th Percentile Queue (veh)	3.919	0.068	-	-	0.309	-	-	0.404			

Intersection												
	1											
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	Α			Α			D			С		
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		Е	В	Α	-	-	Α	Α	-	С		
HCM 95th Percentile Queue ((veh)	2.191	0.29	0.034	-	-	0.139	-	-	0.192		



	\rightarrow	-	~	•	*	4
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	7	ሻ	†	ሻ	7
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
	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
	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	500.0	1.000	1.000	700.0	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	В	В	В	В	В	В
Approach Volume, veh/h	387			392	131	
Approach Delay, s/veh	14.0			11.3	12.8	
Approach LOS	В			В	В	
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+l1), s	8.72		2.84	9.25		
Green Extension Time (p c)	6.62		0.04	11.44		
(1 – 7	0.02		0.01			
Intersection Summary			40.0			
HCM 2010 Control Delay			12.6			
HCM 2010 Level of Service			В			

	-	74	•	•	*	4
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	†	7	ሻ		ሻ	7
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	17.3	1.000	1.000	3.0	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
				1.000	1.000	1.000
Upstream Filter(I)	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	<u>C</u>	В	В	В	В	В
Approach Volume, veh/h	792			489	223	
Approach Delay, s/veh	20.2			10.6	17.9	
Approach LOS	С			В	В	
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+l1), s			2.92	11.45		
Green Extension Time (p_c)	2.73		0.05	17.15		
Intersection Summary						
			16.7			
HCM 2010 Control Delay			16.7			
HCM 2010 Level of Service			В			

APPENDIX C

Specific Development Traffic Volumes

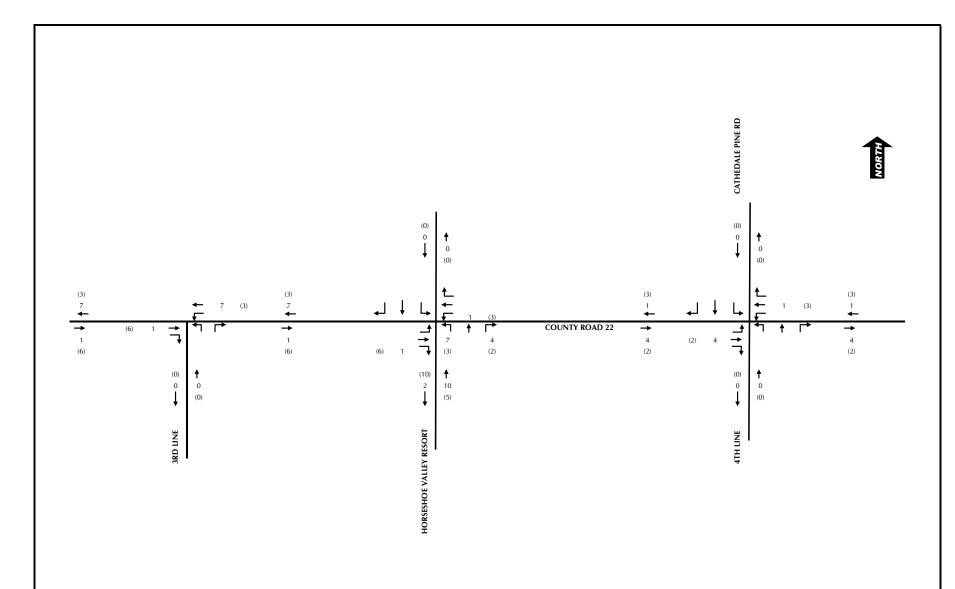


Figure C1

2018 Skyline HV Development Generated Traffic Volumes

County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line

County of Simcoe



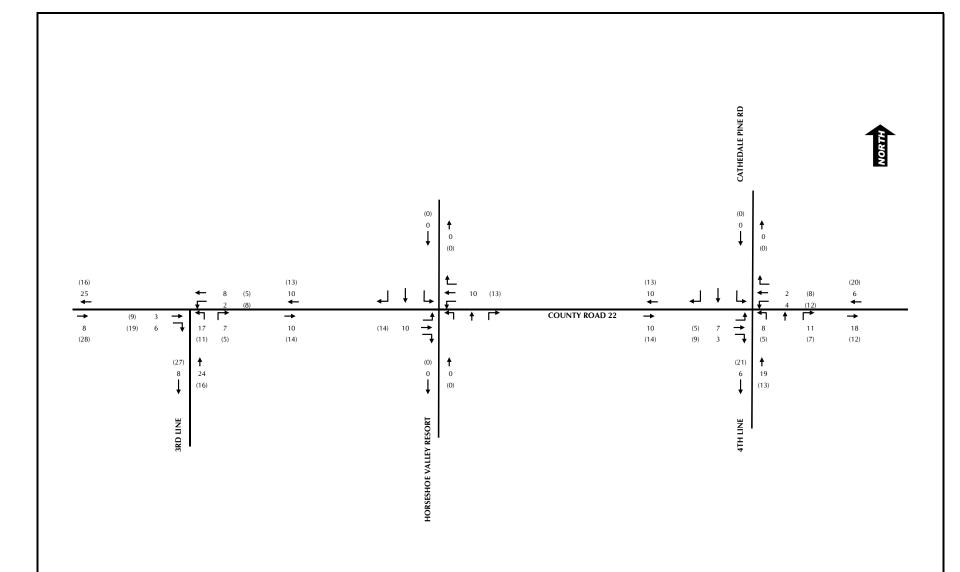


Figure C2
2018 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



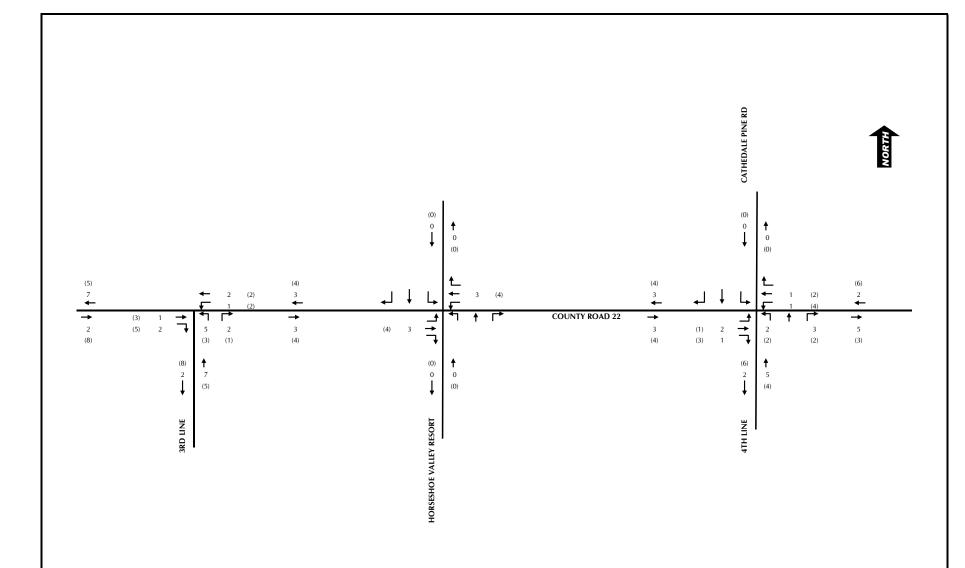


Figure C3

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



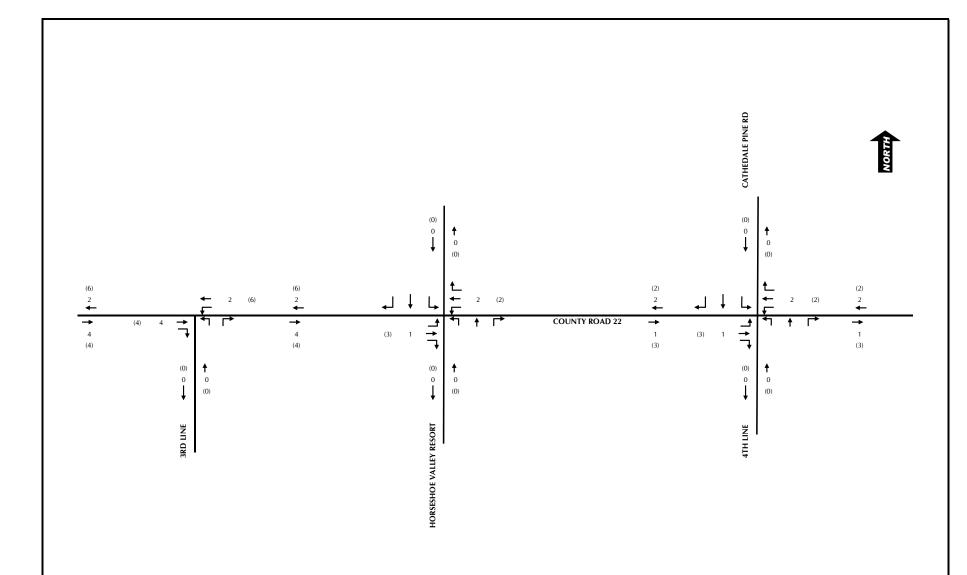


Figure C4

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



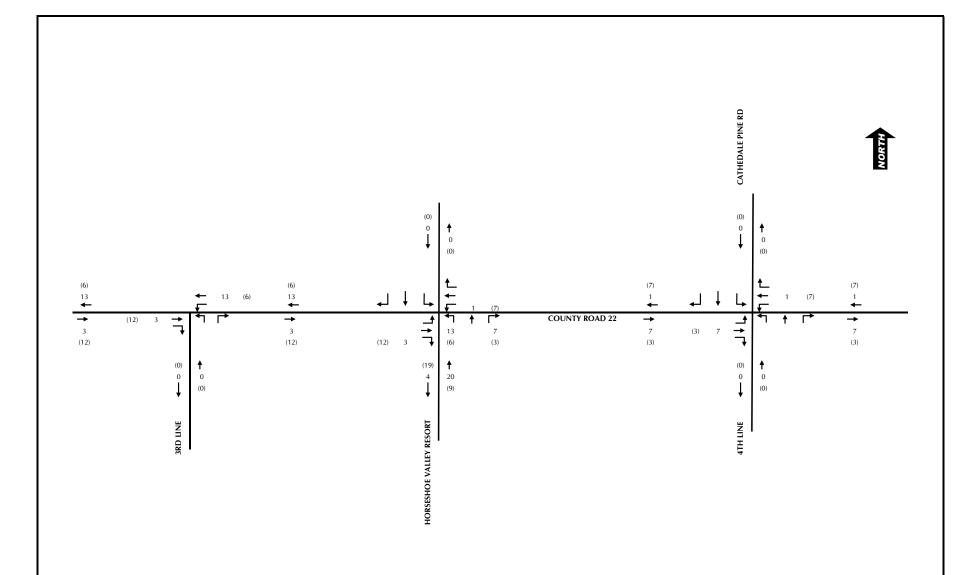


Figure C5
2023 Skyline HV Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



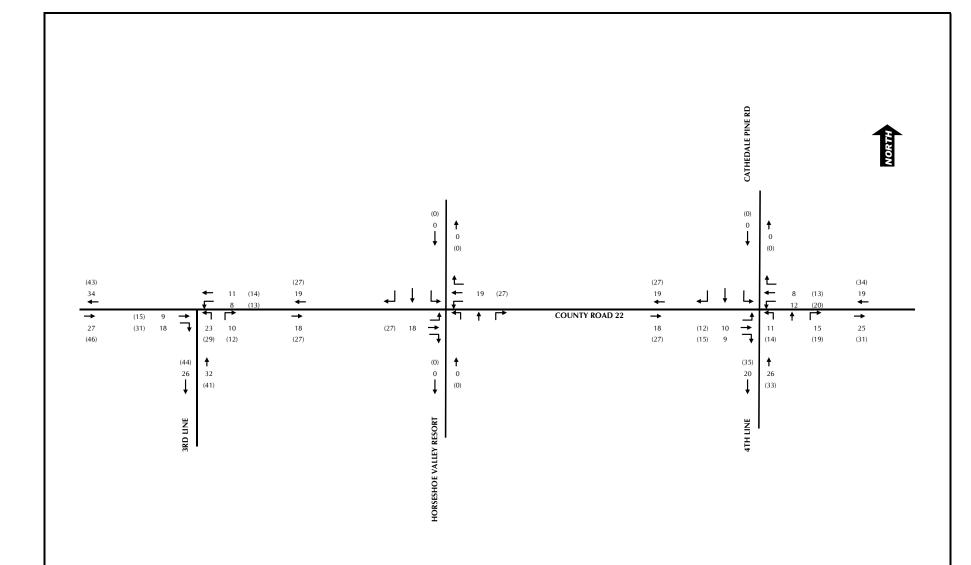


Figure C6
2023 Horseshoe Valley Lands Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



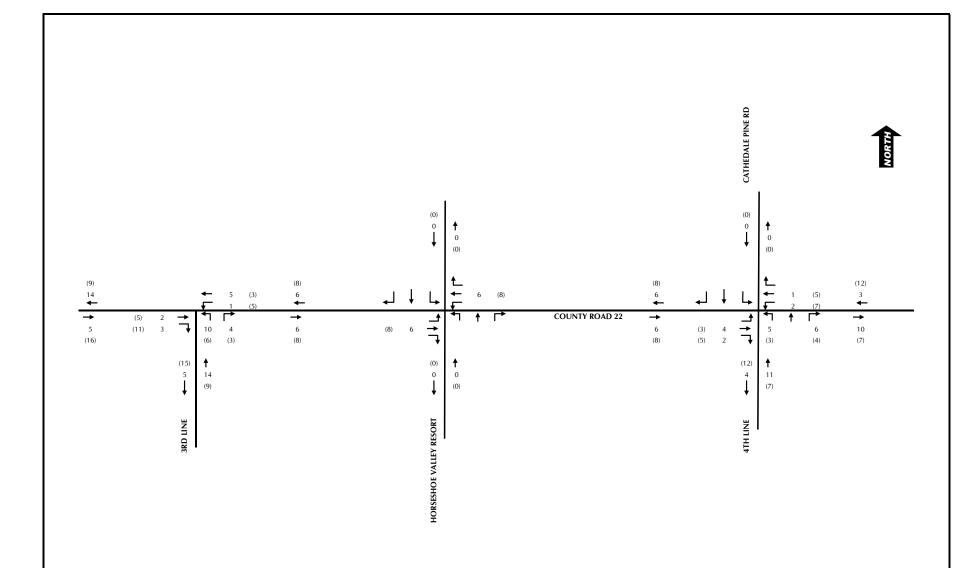


Figure C7

2023 Horseshoe Timber Ridge Development Generated Traffic Volumes
d 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line

County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line County of Simcoe



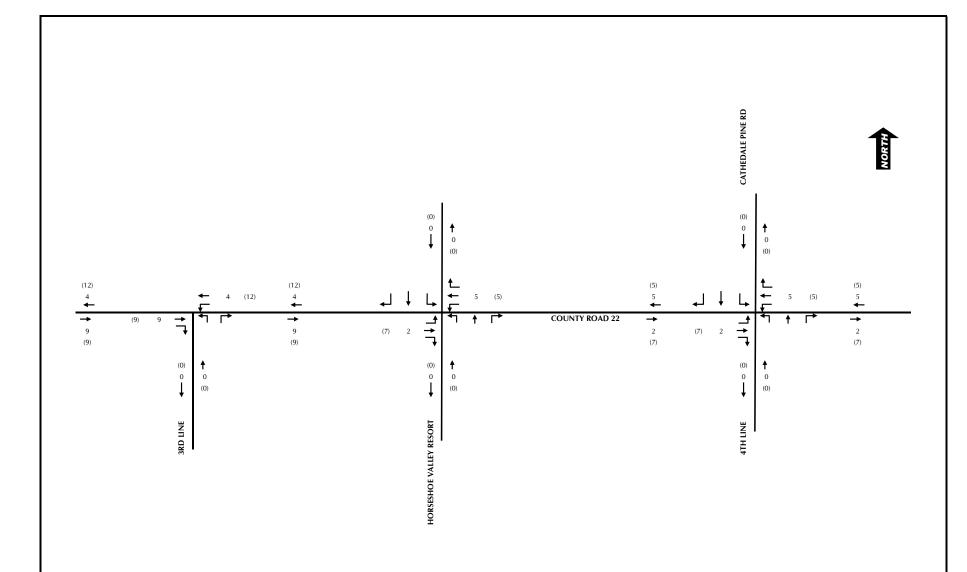


Figure C8

2023 Horseshoe Timber Ridge Development Generated Traffic Volumes
d 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line

County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line County of Simcoe



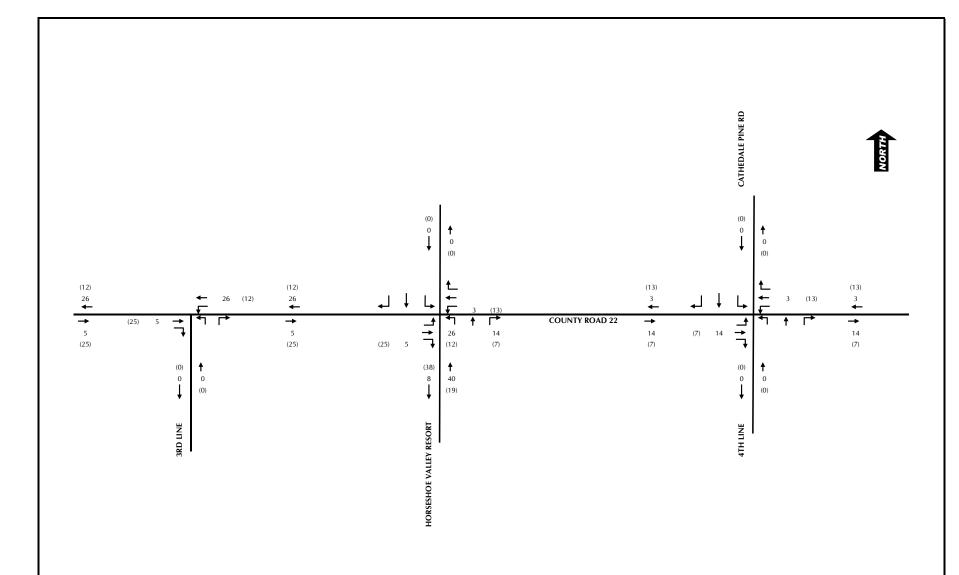


Figure C9
2033 Skyline HV Development Generated Traffic Volumes
County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



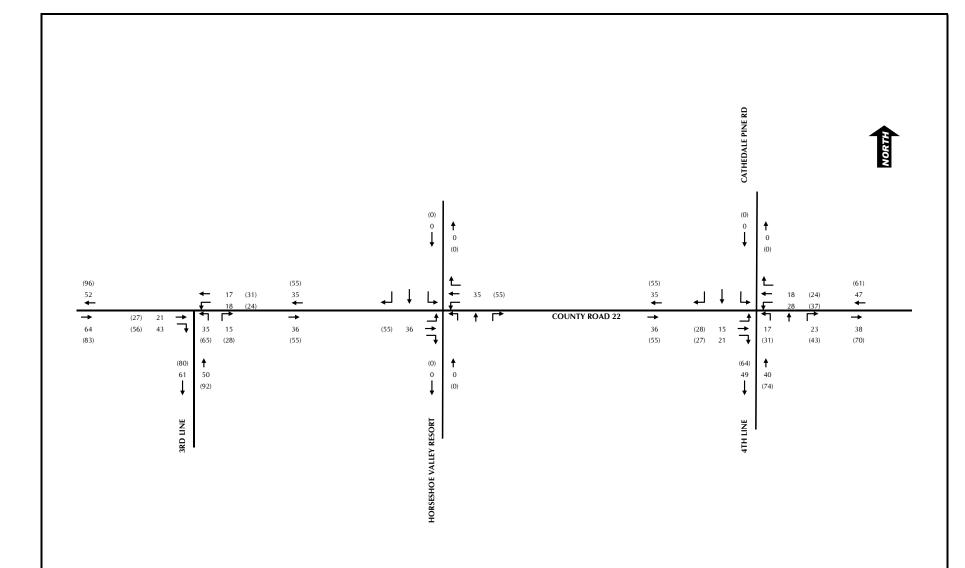


Figure C10

2033 Horseshoe Valley Lands Development Generated Traffic Volumes
d 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line

County Road 22 Intersection Improvements at 3rd Line, Horseshoe Resort Entrance and 4th Line
County of Simcoe



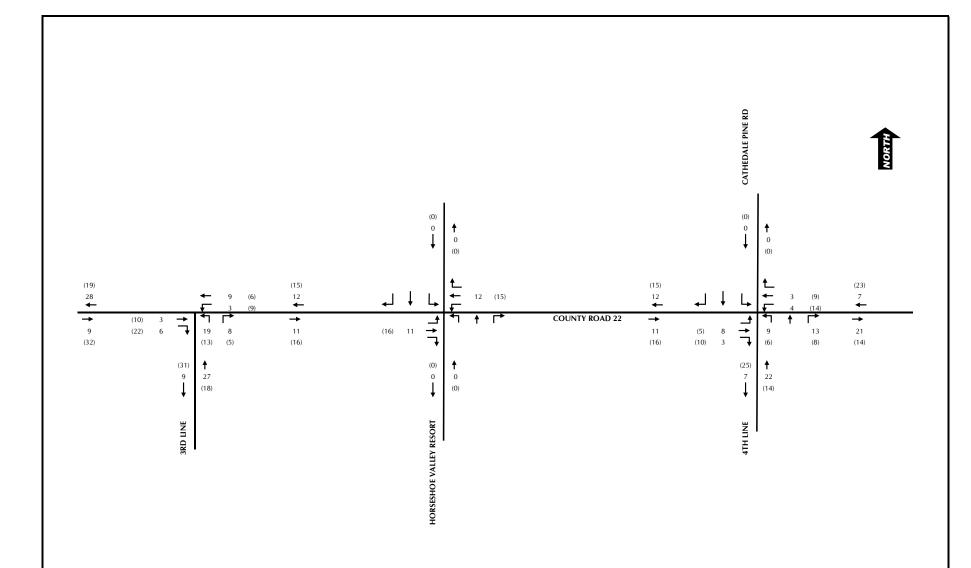


Figure C11

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



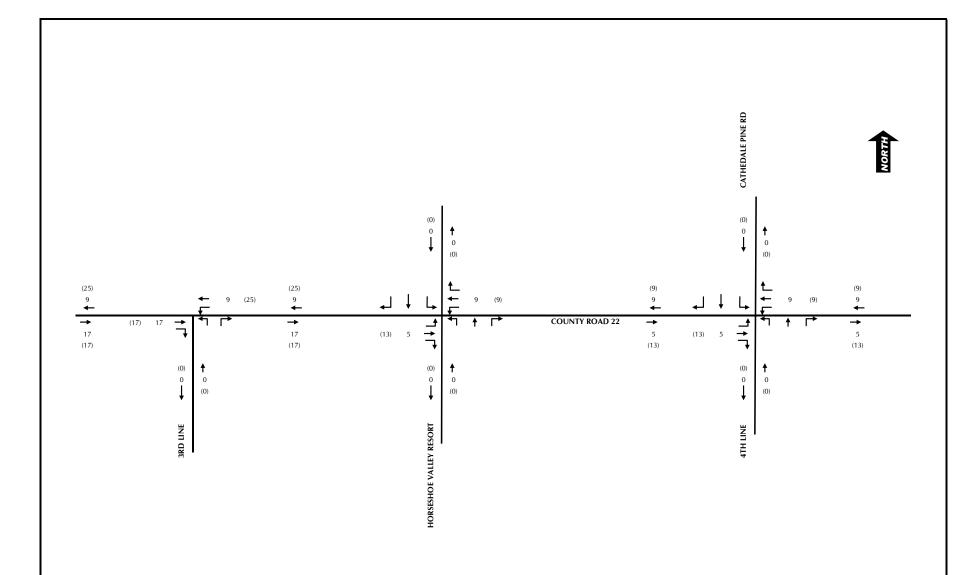


Figure C12

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 Agency or Company Analysis Period	Lilly Chen Ainley Group 2033		Jurisdiction/Date East-West Street North-South Street	County of Simcoe County Road 22 3rd Line	31 July 2013
Flow Conditions	Free flow (rural)	-	Major Street	East-W	/est
T Intersection	Yes	•	Approach Lanes per Dir	ection 1	
			Hours of Traffic Volume	Data AM & F	PM peaks only

TRAFFIC & PEDESTRIAN VOLUMES

Hour Ending		Hour 2	Hour 3	Hour 4	Hour 5	Hour 6	Hour 7	Hour 8	AM + PM
	AM peak							PM peak	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
left								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
								23	3.7
CROSSING VOLUMES									
TOTAL	87							148	94
note 1	87							148	"
note 2	0							0	
note 3	0							0	
3a								no	
3b								no	
note 4	0							0	0
note 5	0							0	0
note 5	U							0	U
	I	ı			ı	1	ı	1	l

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

CR 22 3rd Line Signal Warrant 2033 14/04/2014



TRAFFIC SIGNAL WARRANT

Complement Com				JUSTIFICA	ATION 1	- MINIM	UM VEI								
Application	II ICTIEIZ	CATION		GUIDANCE											
SECTION STATE ST	jostine	ZATION		GOIDANCE	AM Peak							PM Peak	comp	liance	
18 1925 19				NTERING INTERSECTION (vph) (2 way Total)	864	917	917	917	917	917	917	1429	100%	80%+	Average Compliance
BROBER VOLUME ON NORCH STREET 124 13	1,		48 1 lane appro	$\frac{100}{0}$ OR $\frac{\text{VOL x } 100}{600}$ ach on main (2 or more lane approach	100%	100%	100%	100%	100%	100%	100%	100%	8	8	100%
18			TRAFFI	(vph) (2 way Total)	124	134	134	134	134	134	134	212	100%	80%+	Average Compliance
MICHAEL INSTITUCATION 1: DIGIT IN AND THE 100% FURTHLISE DEATH OF B HOURS	1	В	12	OR VOL x 100 0 OR 180	69%	75%	75%	75%	75%	75%	75%	100%	1	1	77%
Second Instrinction Instrinction Instrinction Instrinction Instrinction Instrinction Instrinction Instrinction Instrinction Instruction Instructio	REE FLOW)				BOTH 1A	AND 1B 1	00% FULF	ILLED EAC	H OF 8 H	OURS					NO
STRICATION GUIDANCE Hour Hour		ION 1:									OURS				
BUSTIECATION GUIDANCE Hour Hour Road Hour Hour Hour Road Hour Ho	IGITAL JOSTINICAT	1014 1.		II ISTIEI/						cii 0i 0 ii	OOKS				140
MAN ROD TRAPE (VILING) File Fil				JOSTITIC	LATION .	2 - DLLA	110 CF								
Poblish Camp Tradity 240 783 783 781 783	JUSTIFIC	CATION		GUIDANCE	Hour 1			Hour	Hour			Hour 8			
100 100			MAI	(vph) (2 way Total)	740	783	783	783	783	783	783	1217	100%	80%+	Average Compliance
COMPRIANCE % STATE STATE	2.		48 1 lane appro	$\frac{100}{0}$ OR $\frac{\text{VOL x } 100}{600}$ ach on main (2 or more lane approach	100%	100%	100%	100%	100%	100%	100%	100%	7	7	100%
NO 100% 10			CR	(vph) (2 way Total)	87	94	94	94	94	94	94	148	100%	80%+	Average Compliance
ILESSER OF 2A OR 28 AT LEAST 80% FUFILED EACH OF 8 HOURS	2	VOL x 100				100%	100%	100%	100%	100%	100%	100%	8	8	100%
STRICATION 3 - COLLISION EXPERIENCE	REE FLOW)	<u> </u>			BOTH 2A	AND 2B 1	00% FULF	ILLED EAC	H OF 8 H	OURS		1			NO
STRICATION 3 - COLLISION EXPERIENCE	IGNAL JUSTIFICAT	ION 2:			LESSER OI	2A OR 2E	B AT LEAST	Γ 80% FULI	FILLED EAG	CH OF 8 H	OURS				NO
Number of reportable collisions susceptible to prevention by a traffic signal.	-			IUSTIE											
13 - 24				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							Mo	onths	Coll	isions	% Fulfillment
25 - 36	. Number of reporta	ble collisions susceptib	ole to prev	ention by a traffic signal.											
Adequate trial of less restrictive remedies has failed to reduce collision frequency. Leither Justification 1 (Minimum Vehicular Volume) or Justification 2 (Delay to Cross Traffic) satisfied to 80% or more. JUSTIFICATION 4 - COMBINATION JUSTIFICATION JUSTIFICATION 4 - COMBINATION JUSTIFICATION Sustification 1														-	,
VES V NO 0%															
ALL OF 3A, 3B & 3C FULFILLED TO 100%? NO	-										_=_				
USTIFICATION 4 - COMBINATION USTIFICATION USTIFICATION USTIFICATION Satisfied 80% or more	. Either Justification	1 (Minimum Vehicular	Volume)	or Justification 2 (Delay to Cross Tra	ffic) satisfie	d to 80% o	r more.					YES	~	NO	0%
Two Justifications Satisfied 80% or more Satisfication Satisfied 80% or more Satisfication Satisfica	IGNAL JUSTIFICAT	ION 3:			ALL OF 3/	, 3B & 3C	FULFILLE	O TO 100%	.?				N	Ю	
Valification 1 - Minimum Vehicle Volume				JUSTIFICAT	TION 4 -	COMBIN	NATION	JUSTIFIC	CATION						
USTIFICATION 5 A PEDESTRIAN VOLUME AT CROSSING NET 8 HOUR VEHICULAR VOLUME ON STREET BEING CROSSED 7796	USTIFICATION SAT	ISFIED 80% OR MORI	E									Two Justi	fications S	atisfied 80%	6 or more
STATE STAT	ustification 2	- Delay to Cro	oss Traffic	lume									N	Ю	
A B B B B B B B B B				JUSTIFICATI	ON 5 - P	EDESTRI	AN VOL	UME AN	D DELA	Y	l				
STATE STAT		NET 8 HOUR PEDEST	RIAN VO	LUME AT CROSSING		()	NET 8 HO	UR VEHIC	ULAR VOI	UME ON	STREET BE	ING CROS	SSED	7796
VOLUME		8 Hour Vehicular Vol	lume V ₈		•										
VOLUME 1440				< 200	200	-	275	276	-	475	476	-	1000	>	1000
2601 - 7000 Not Justified Not Justifie			600												
NET 8 HOUR VOLUME OF TOTAL PEDESTRIANS 0 NET 8 HOUR VOLUME OF DELAYED PEDESTRIANS 0		2601 - 7													
Net Total 8 Hour Vol. of Total Net Total 8 Hour Vol. of Total Pedestrians Net Total 8 Hour Volume of Delayed Pedestrians Net			UF OF TO		<u> </u>			NET OU	un voi :	ME OF B	AVED DE	DECERT		<u> </u>	0
USTIFICATION 5B Pedestrians	}		IAL PEDESTRIANS								DESTRIANS	•		U	
				< 75									>	130	
> 300 IGNAL JUSTIFICATION 5: BOTH JUSTIFICATION 5A AND JUSTIFICATION 5B MET? NO JUSTIFCATION SUMMARY				Not Justified											
IGNAL JUSTIFICATION 5: BOTH JUSTIFICATION 5A AND JUSTIFICATION 5B MET? NO JUSTIFICATION SUMMARY			00												
JUSTIFCATION SUMMARY	ſ	/ 300					i .					1			
	IGNAL IUSTIFICAT	ION 5:			вотн п	TIFICATIO	N 5A ANI) JUSTIFICA	ATION 5R	MFT?			N.	0	
OVERALL AT LEAST ONE JUSTIFICATION (1 - 5) MET? NO	IGNAL JUSTIFICAT	ION 5:	•						ATION 5B	MET?			N	Ю	

CR 22 3rd Line Signal Warrant 2033 14/04/2014



Christian Meile, P. Eng.

TECHNICAL MEMORANDUM

Ainley & Associates Limited

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Tel: (705) 445-3451 • Fax: (705) 445-0968

Email: collingwood@ainleygroup.com

Copies To: Debbie Korolnek, P. Eng

Julie Scruton, P.Eng.

Paul Murphy

From: Joe Mullan, P. Eng.

To:

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.

September 19, 2016 Page 1 of 2



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	Dista	ınce (m) Trave	eled In
(km/h)	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:

 a) 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

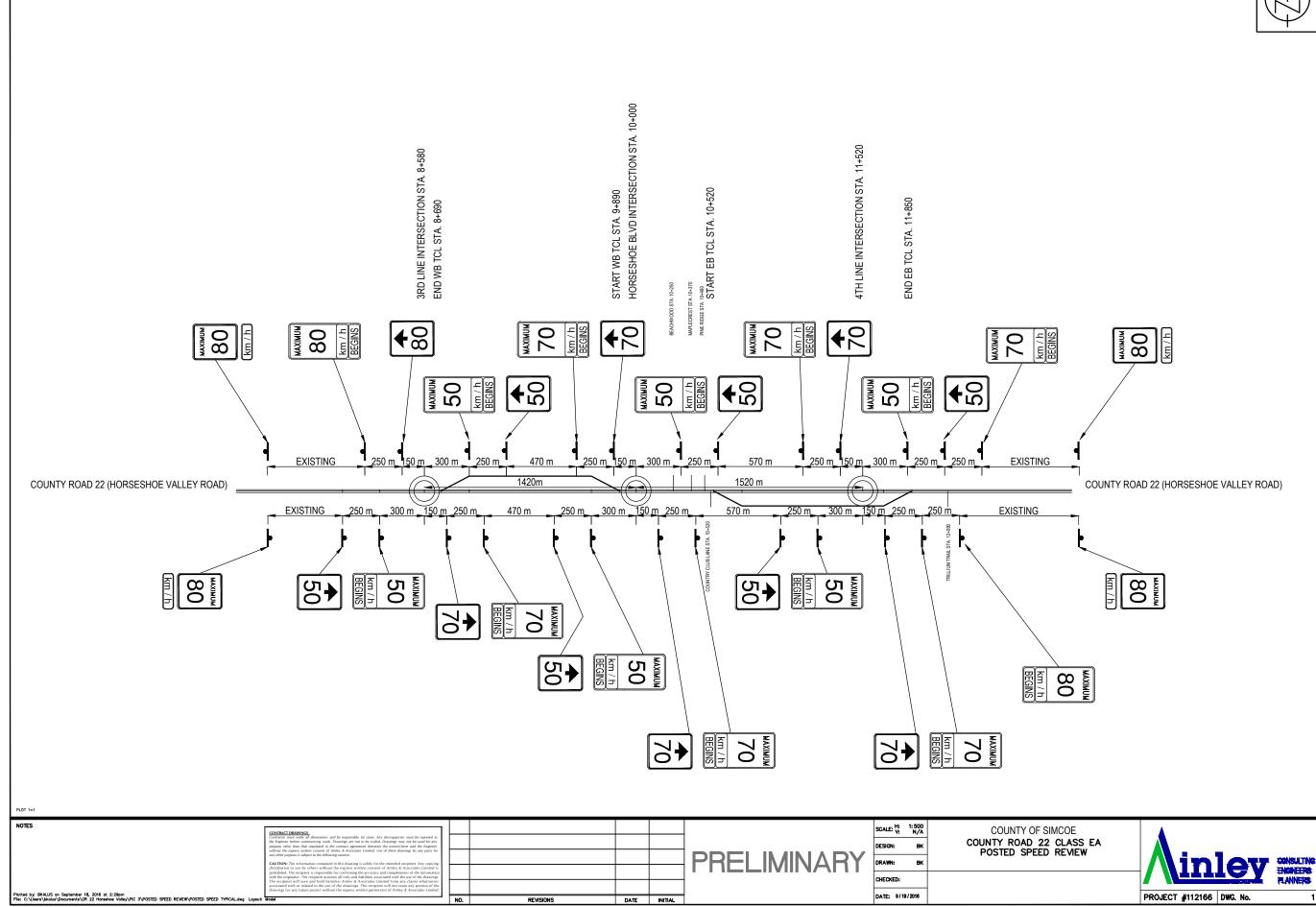
J. A. Mullan, P.Eng. President & CEO

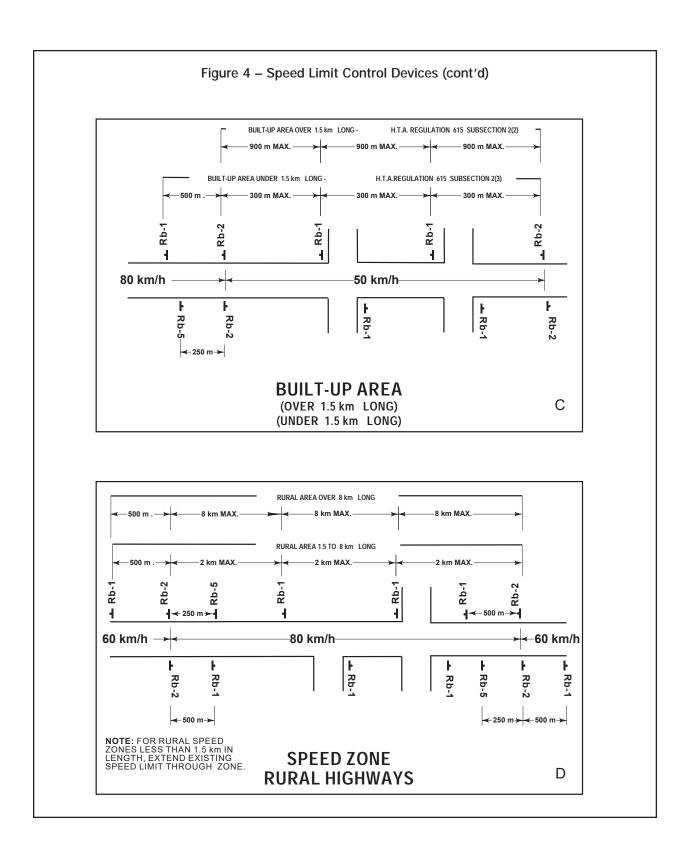
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September 19, 2016 Page 2 of 2







MAXIMUM 30

MAXIMUM 30

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

Archaeological Assessments Ltd.

2227 Wuthering Heights Way, Oakville, Ontario L6M 0A3 Telephone - 905-469-8690 Facsimile - 905-469-8702

Consulting Archaeologist: Chris Brown 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 know 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			
Late	Non-fluted	8500 - 7500 B.C.	Groups			
ARCHAIC	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			
	Narrow Point	2500 - 1800 B.C.	More Diverse Resource Base			
Late	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			
	Early Iroquoian	900 - 1275 A.D.	Transition to Village Life			
Late	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	ate Euro-Canadian		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

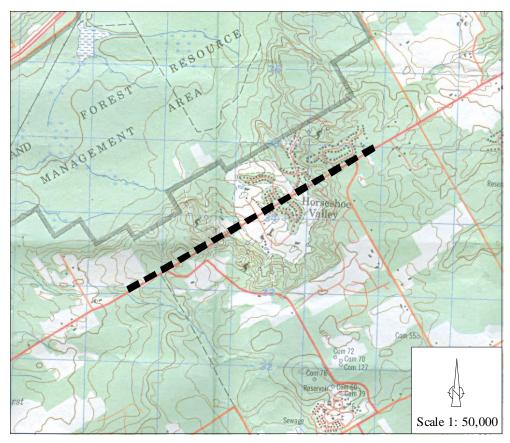


Figure 1. General Location of the Road Corridor (Department of Energy, Mines and Resources 2000 Elmvale 31D/12)

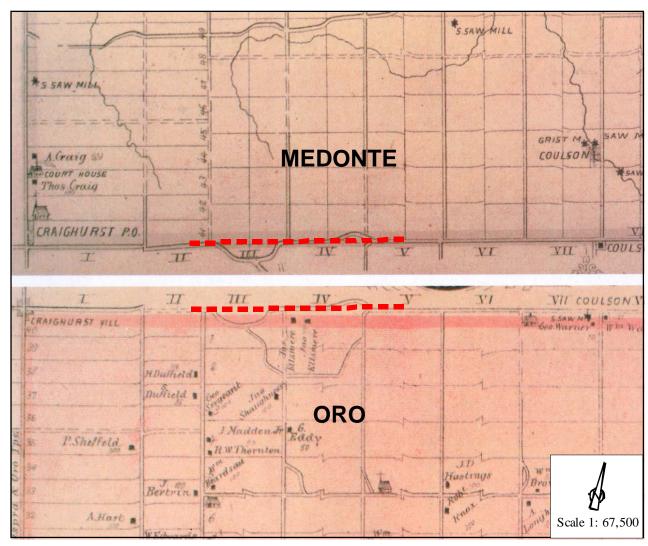


Figure 2. 1881 Historical Atlas Map of Oro and Medonte Townships Showing Location of Road Corridor (Beldon 1881)

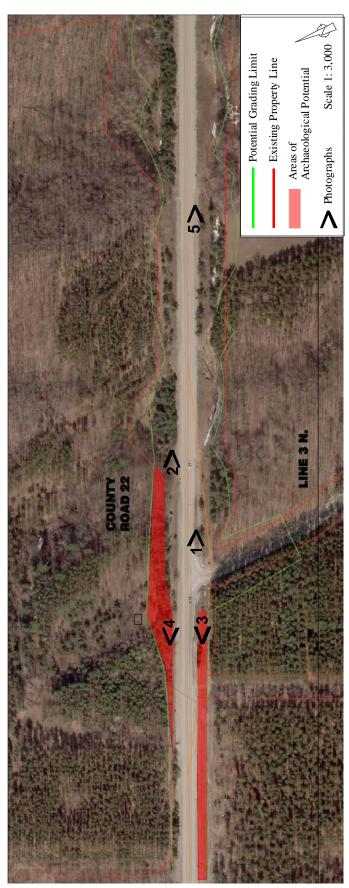


Figure 3. Archaeological Potential of the West End of the Road Corridor



Figure 4. Archaeological Potential of the Western Section of the Road Corridor

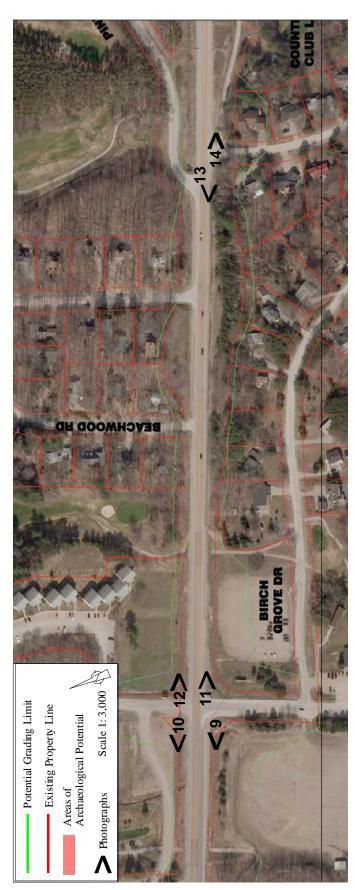


Figure 5. Archaeological Potential of the Central Section of the Road Corridor



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 15. Disturbed Road Corridor, 400m West of Line 4 North (view west)



Plate 17. Potentially Undisturbed Road Corridor Immediately West of Line 4 North (view west)



Plate 14. Disturbed Road Corridor Immediately East of Country Club Lane (view east)



Plate 16. Disturbed Road Corridor, 150m West of Line 4 North (view west)



Plate 18. Potentially Undisturbed Road Corridor Immediately East of Line 4 North (view east)

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Government of Ontario

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- 1990 The Environmental Assessment Act RSO 1990. Queen's Printer, Toronto.
- 1996 The Planning Act RSO 1996. Queen's Printer, Toronto.

Hunter, Andrew

1909 **A History of Simcoe County**. The County Council, Barrie.

Ministry of Tourism and Culture

2011 **Standards and Guidelines for Consulting Archaeologists.** Ministry of Tourism and Culture, Toronto.

Ministry of Tourism, Culture and Sport

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Apr 1, 2015

Christopher Michael Brown (P361) Archaeological Assessments Ltd. 29 Glenora Toronto ON M6C 3Y2

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



J.E. COULTER ASSOCIATES LIMITED

Consulting Engineers in Acoustics, Noise & Vibration

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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.

CHECKED BY

JOHN E. COULTER, B.A. Sc., P. ENG.

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MAY 2, 2017

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APPENDIX A: FIGURES

APPENDIX B: SOUND LEVEL CALCULATIONS

APPENDIX C: DEFINITIONS AND GLOSSARY OF TERMS

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 3 rd Line	3 rd Line to Horseshoe Valley Resort	Horseshoe Valley Resort to 4 th Line	East of 4 th 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 Horseshore 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 nowidening or "null" road conditions (AADT as per Table 1).

TABLE 2: NOISE IMPACT SUMMARY				
	SETBACK FROM EFF. CENTRELINE	SOUND LEVEL (dB L _{eq} , 24-hr.)		NOISE
ROAD SECTION	OF ROAD (m) (EXISTING/FUTURE)	NO PROJECT (Year 2028)	WITH PROJECT (Year 2028)	IMPACT (dB)
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)	3032.4	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.

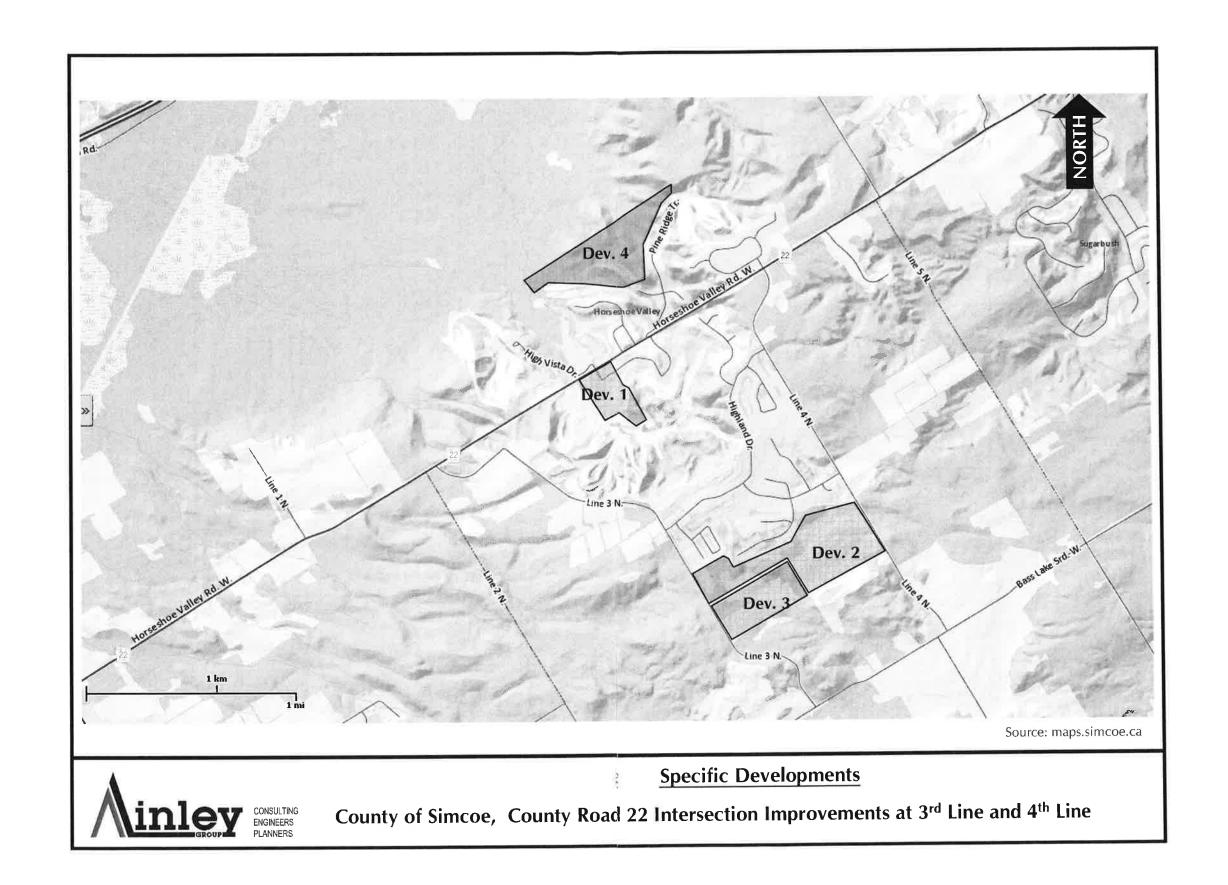
In summary, the analysis found the project will not impact sound levels at any noise-sensitive receivers along County Road 22. There are no noise control measures (i.e., acoustic barriers) required as the MOECC/MTO guidelines have been satisfied. Standard good practice in controlling construction noise is required.

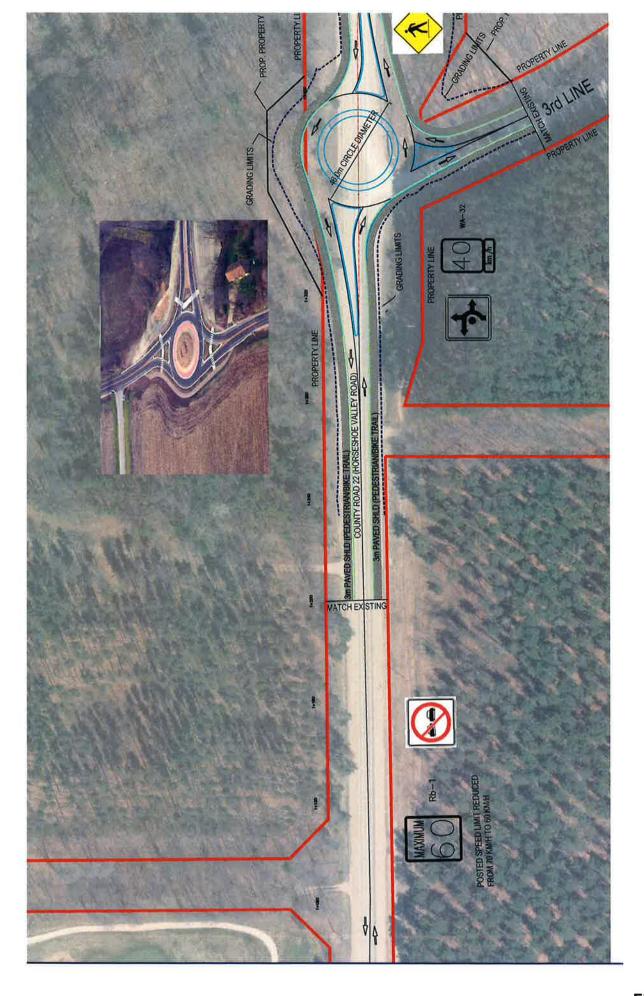
9.0 RECOMMENDATIONS

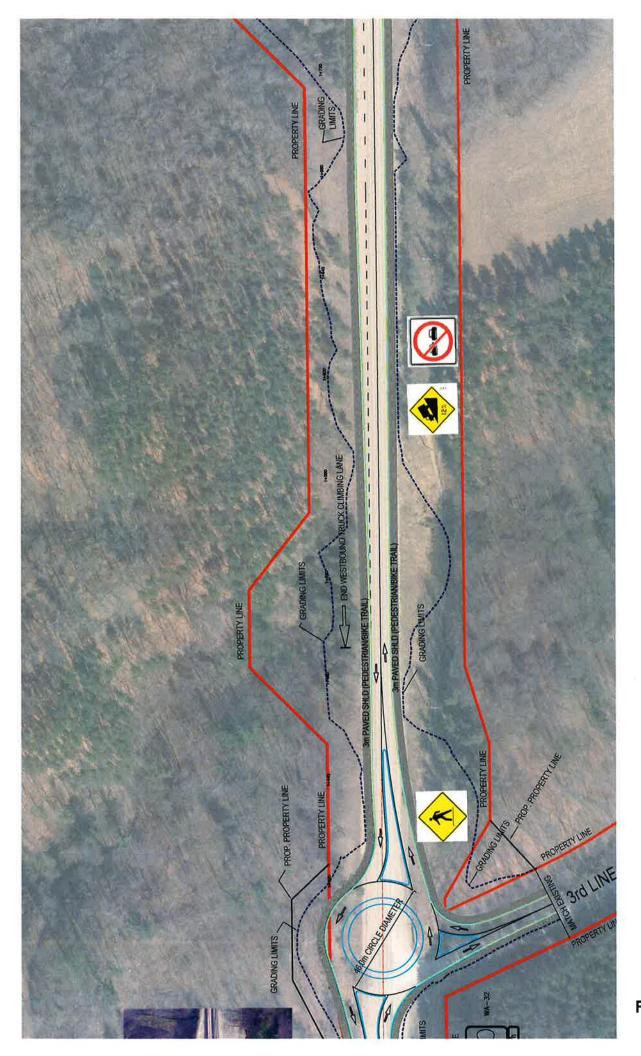
The following recommendation is proposed:

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.

APPENDIX A: FIGURES







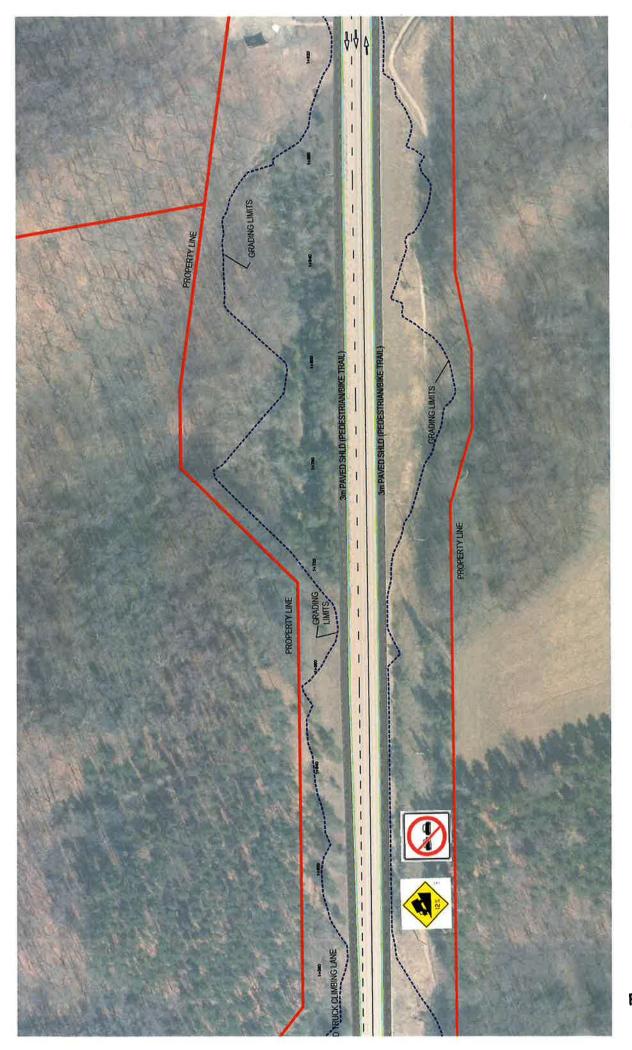


FIGURE 4

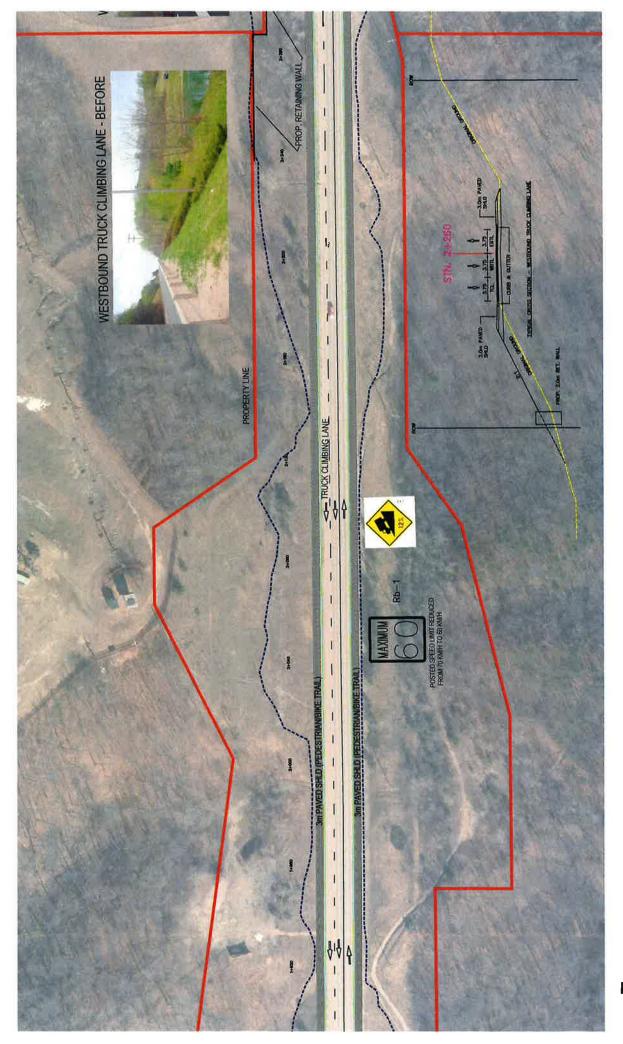


FIGURE 5

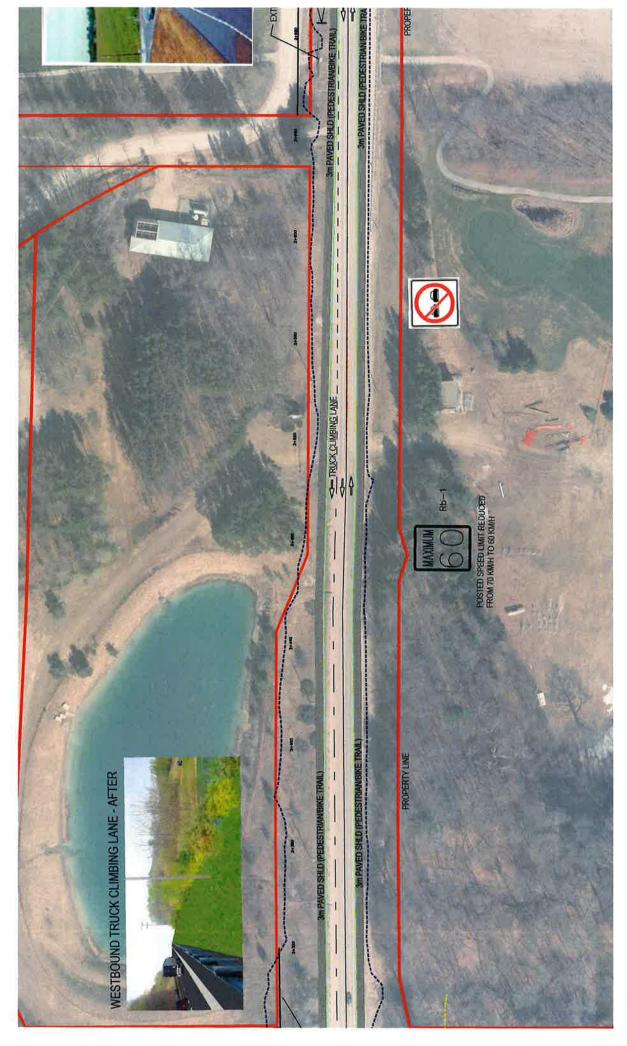
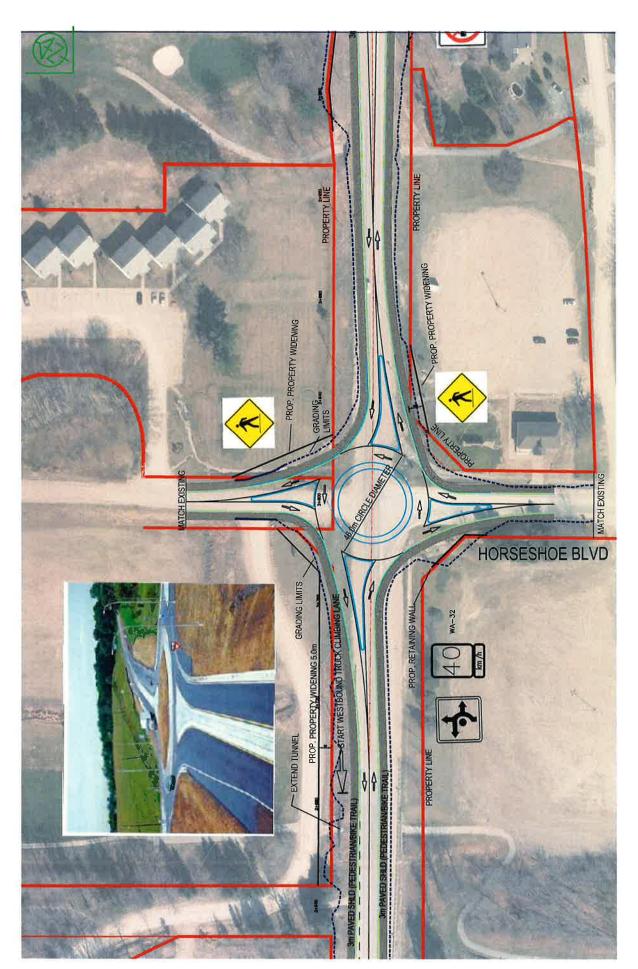


FIGURE 6





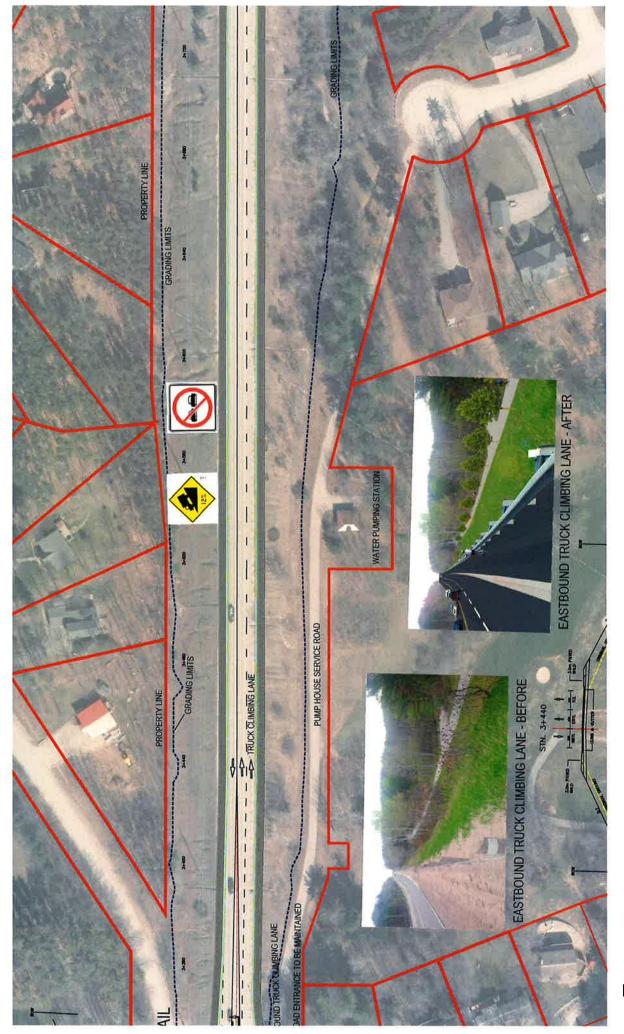


FIGURE 9



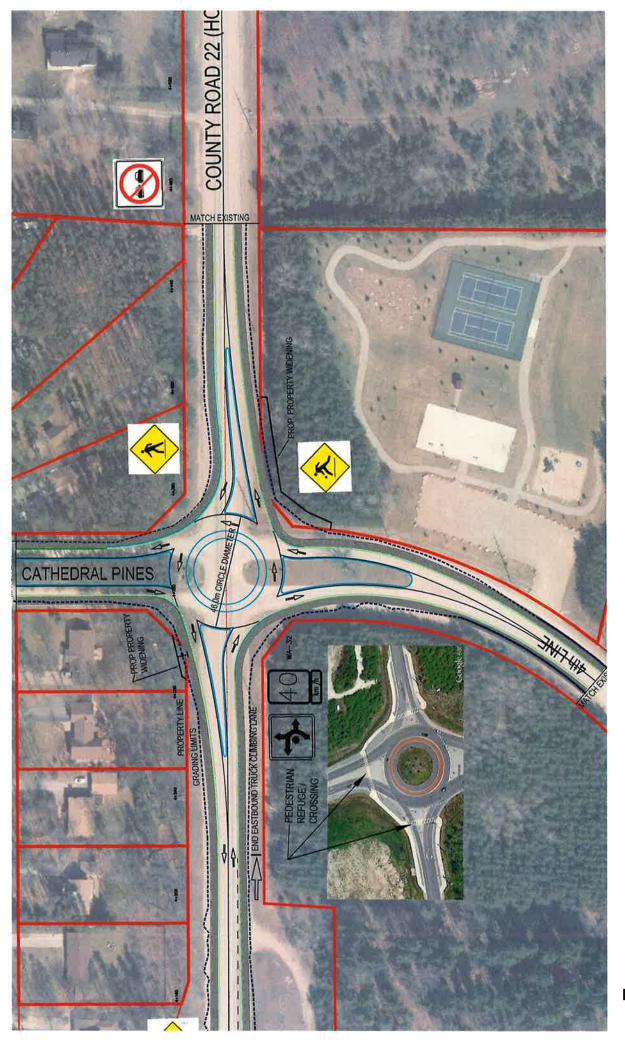




FIGURE 12

APPENDIX B: SOUND LEVEL CALCULATIONS

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 woods.)

No of house rows : 0

1 Surface (Absorptive ground surface) •

Receiver source distance : 27.55 m Receiver height : 1.50 m

Topography : (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

Anglel 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 Leg: 60.22 dBA

Total Leg All Segments: 60.22 dBA

TOTAL Leg FROM ALL SOURCES: 60.22

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:02:03 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Time Period: 24 hours Filename: w3rd28ns.te 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 : 0 (No woods.)

No of house rows

1 (Absorptive ground surface) Surface

Receiver source distance : 27.55 m Receiver height : 1.50 m

(Flat/gentle slope; no barrier) Topography 1

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 Leg 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

Anglel 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

Anglel 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 Leg FROM ALL SOURCES: 59.04

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:03:16 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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 %

1 (Typical asphalt or concrete) Road pavement

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 (No woods.)

: 1 (Absorptive ground surface)

Receiver source distance : 30.00 m Receiver height : 1.50 m

Topography (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 Leg: 59.02 dBA

Total Leg All Segments: 59.02 dBA

TOTAL Leg FROM ALL SOURCES:

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:03:46 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

: 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 woods.)

No of house rows :

0 1 Surface (Absorptive ground surface)

Receiver source distance : 27.55 m Receiver height : 1.50 m

: 1 Topography (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

Anglel 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 Leg: 61.66 dBA

Total Leg All Segments: 61.66 dBA

TOTAL Leg FROM ALL SOURCES:

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:04:07 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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 : 0 (No woods.)

0 1 Surface : (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 Leg All Segments: 60.48 dBA

TOTAL Leg FROM ALL SOURCES: 60.48

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:05:02 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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 : 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

Anglel 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 Leg 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 (Type

: 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 woods.)

No of house rows 0

• Surface 1 (Absorptive ground surface)

Receiver source distance : 32.44 m Receiver height 1.50 m

· 1 Topography (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

Anglel 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:

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:05:45 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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 (Absorption (No woods.)

(Absorptive ground surface)

Receiver source distance : 27.55 m Receiver height : 1.50 m

: 1 Topography (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

Anglel 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 Leg FROM ALL SOURCES:

NORMAL REPORT Date: 24-11-2015 04:06:22 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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 (No woods.)

Surface : 1 (Absorptive ground surface)

Receiver source distance : 30.00 m Receiver height : 1.50 m

Topography : (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

Anglel 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 Leg All Segments: 58.13 dBA

TOTAL Leg FROM ALL SOURCES: 58.13

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:06:54 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Time Period: 24 hours Filename: e4th28ns.te 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 (No woods.)

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 Leg: 57.56 dBA

Total Leg All Segments: 57.56 dBA

TOTAL Leg FROM ALL SOURCES: 57.56

STAMSON 5.0 NORMAL REPORT Date: 24-11-2015 04:07:08 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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 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 (No woods.)

Surface : 1
Receiver source distance : 27.55 m (Absorptive ground surface)

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

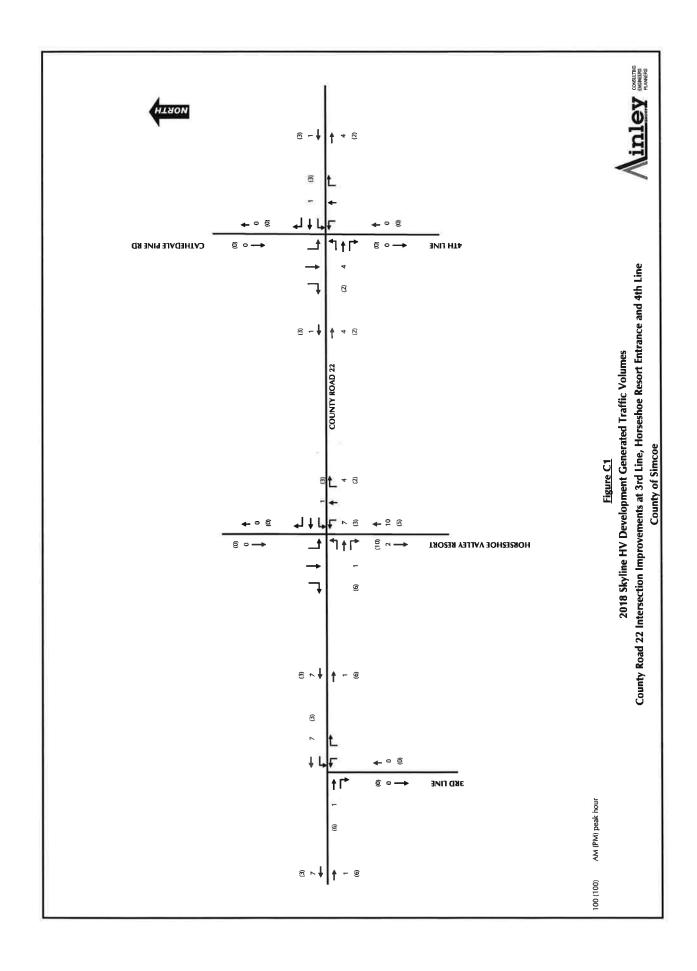
Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -------90 90 0.66 64.58 0.00 -4.38 -1.46 0.00 0.00 0.00 58.74

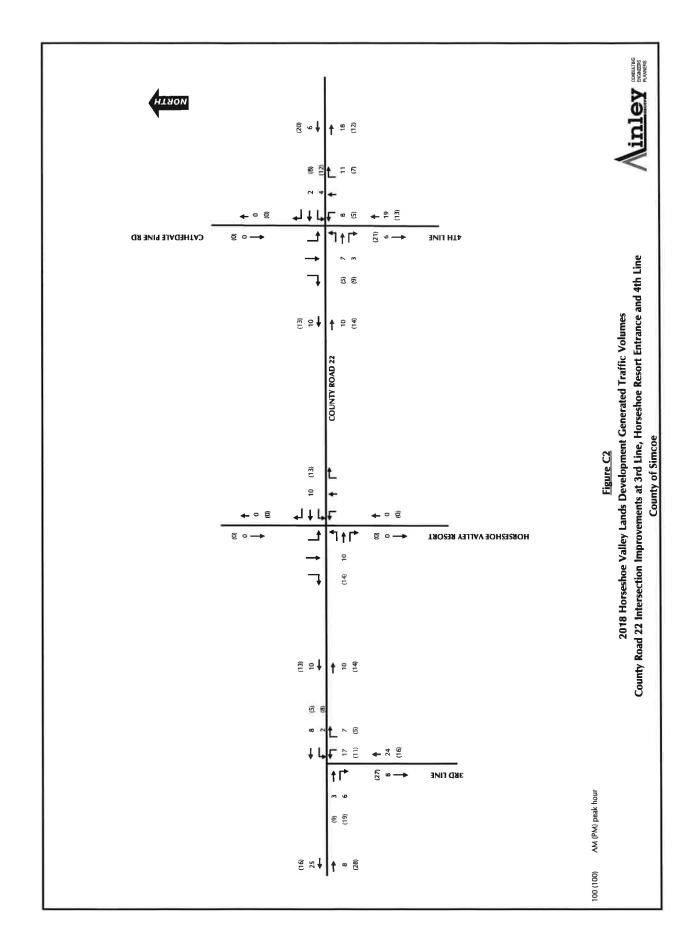
Segment Leg: 58.74 dBA

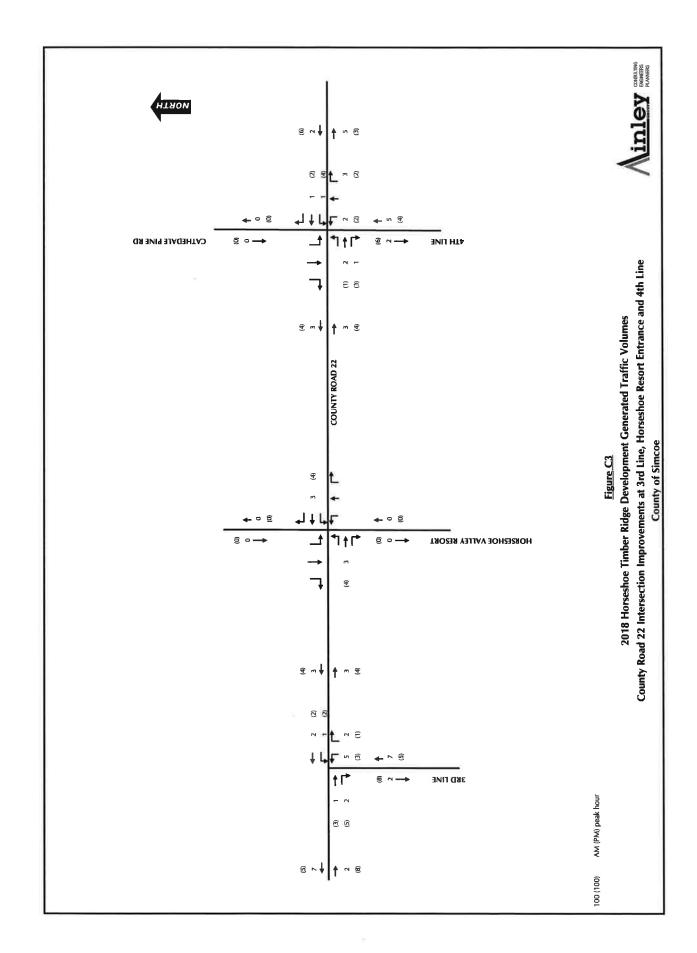
Total Leq All Segments: 58.74 dBA

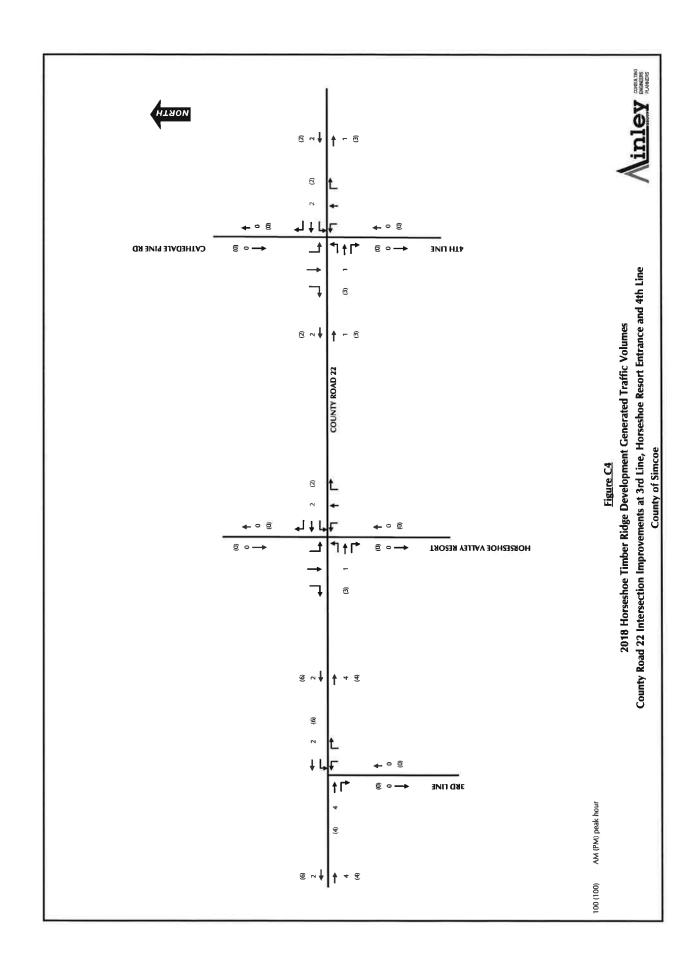
TOTAL Leq FROM ALL SOURCES: 58.74

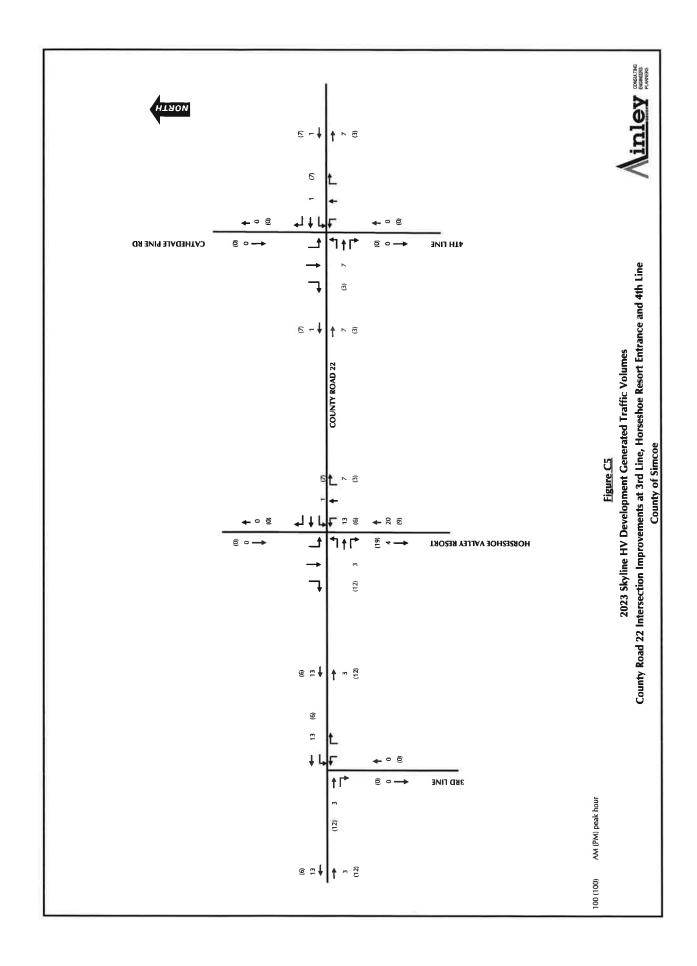
TRAFFIC STUDY (HOURLY)

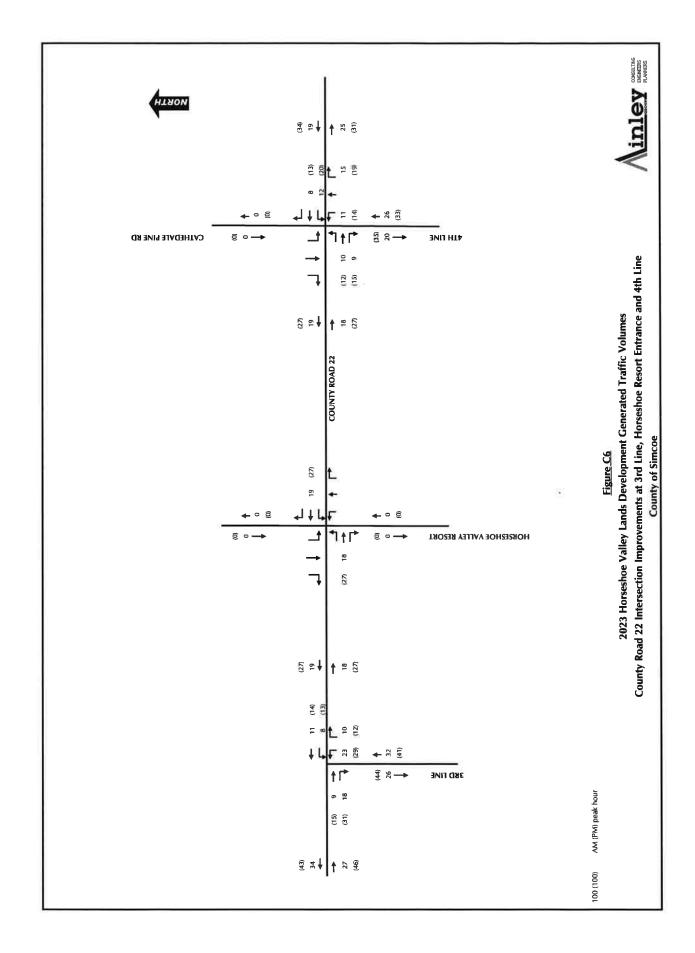


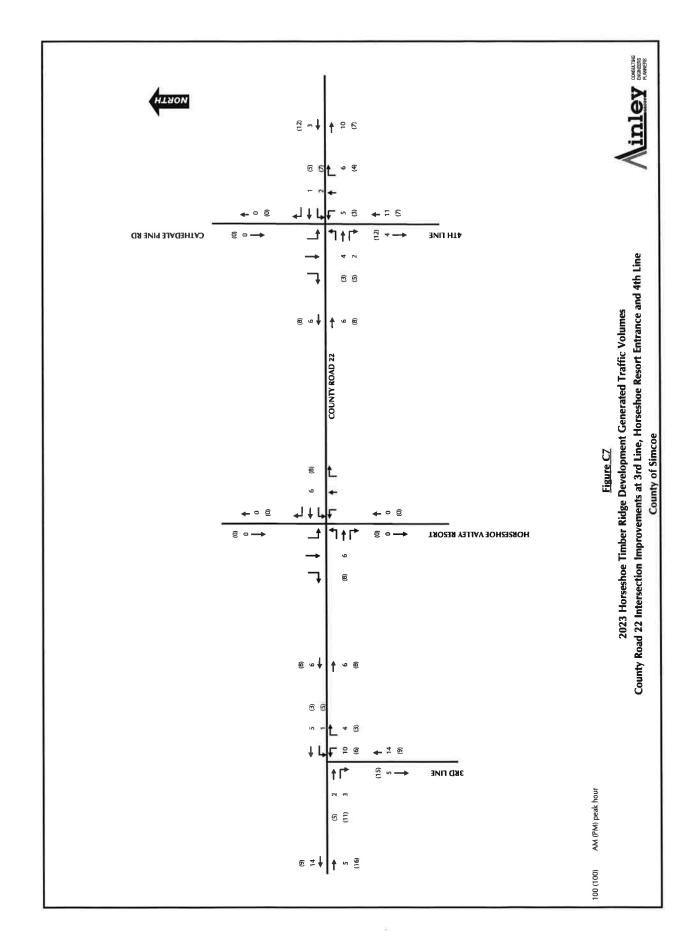


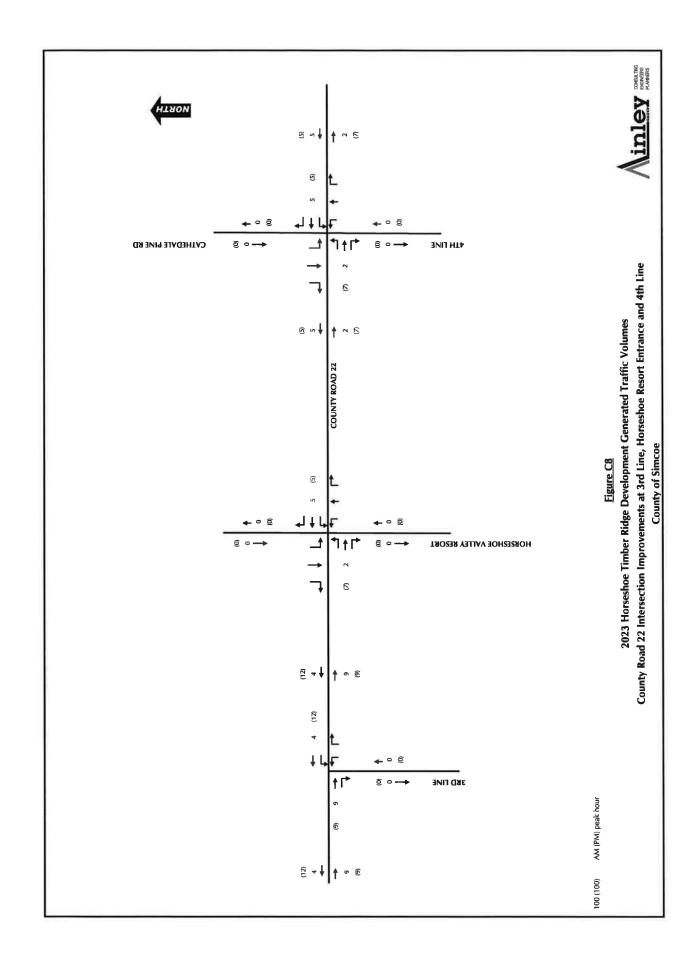


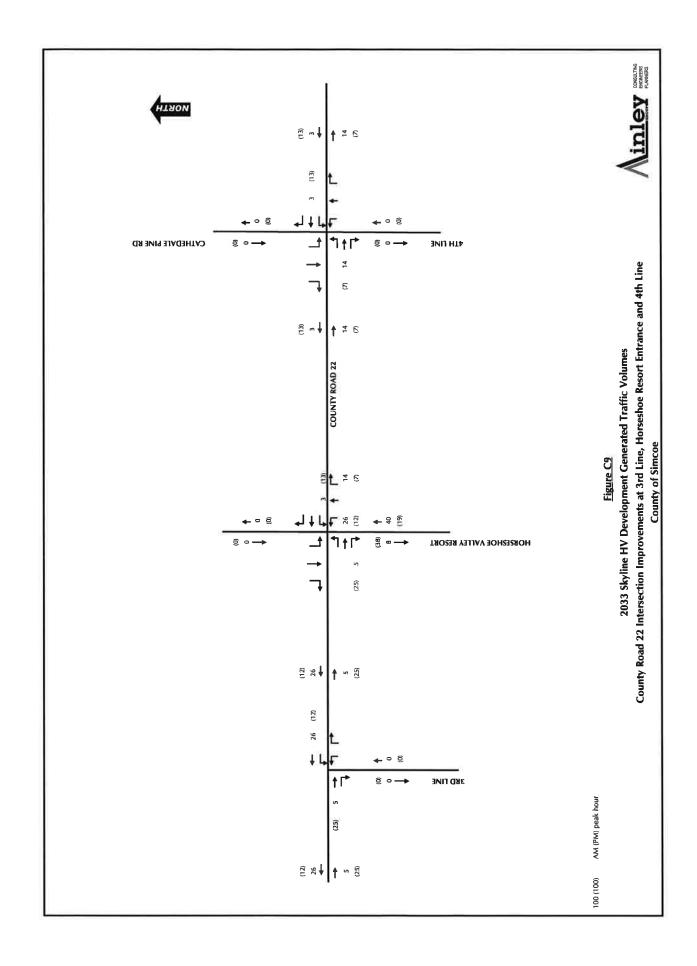


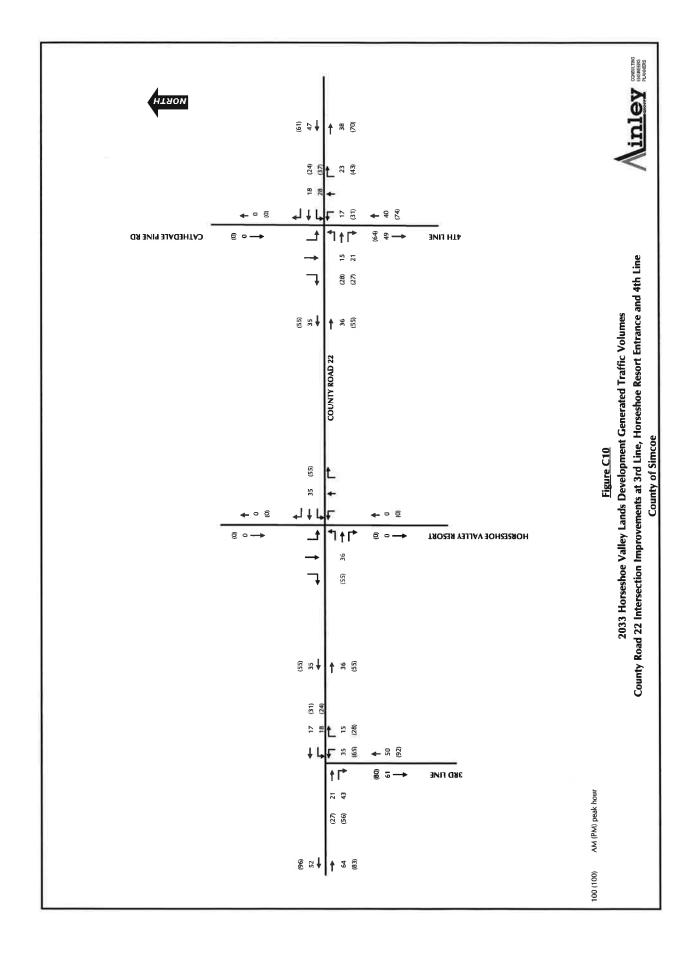


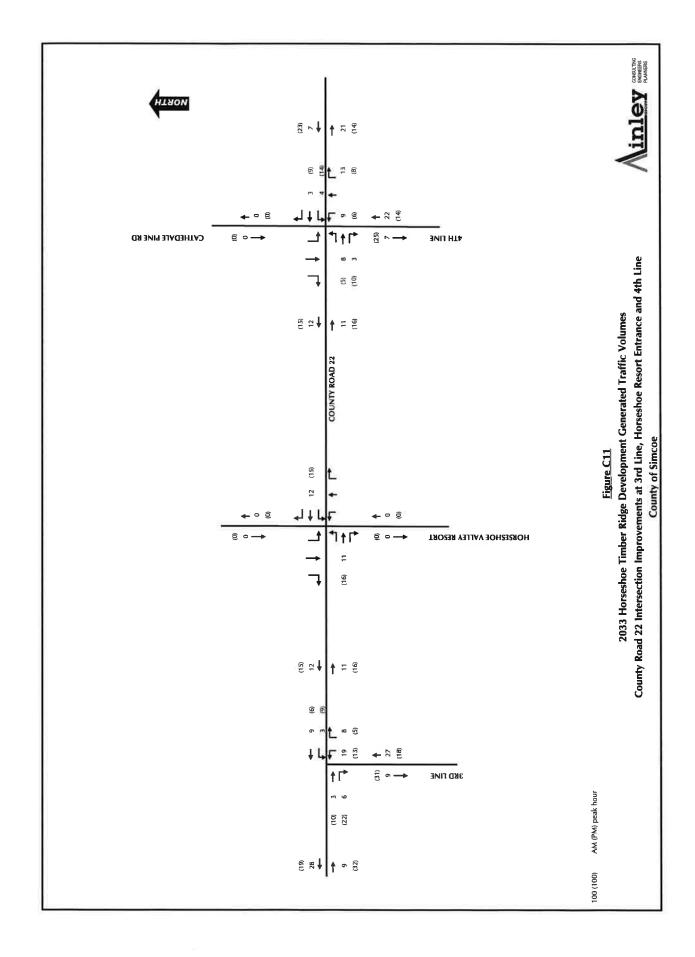


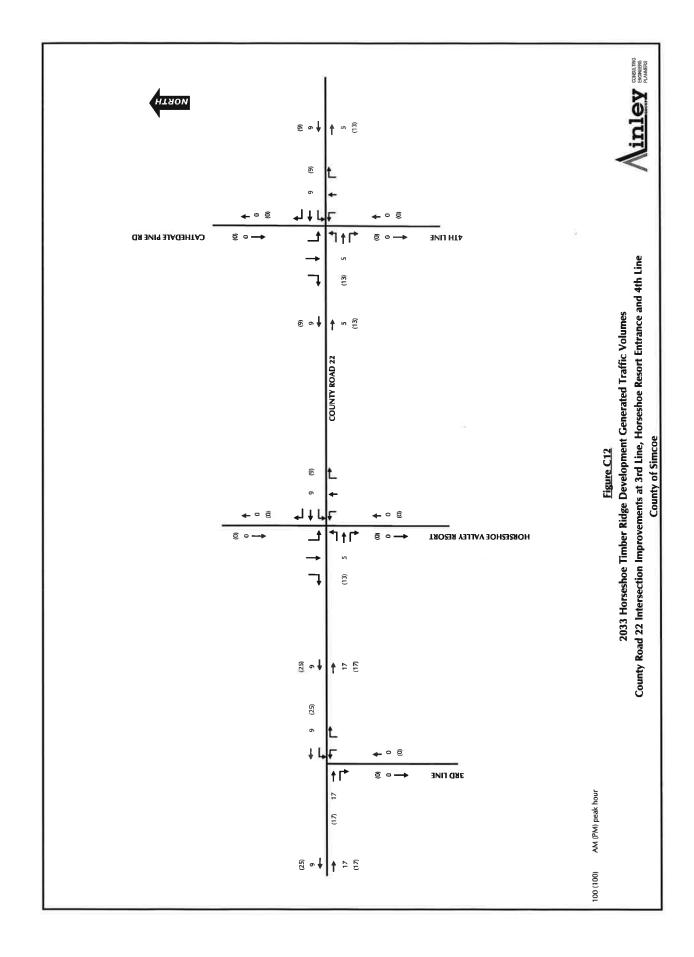












APPENDIX C: DEFINITIONS AND GLOSSARY OF TERMS

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.

GEOTECHNICAL • ENVIRONMENTAL • HYDROGEOLOGICAL • BUILDING SCIENCE

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HAMILTON TEL: (905) 777-7956 FAX: (905) 542-2769

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 canvasing. 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

CR oBun

Gavin O'Brien, M.Sc., P.Geo. BB/GO:

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CAMINALOURIEN

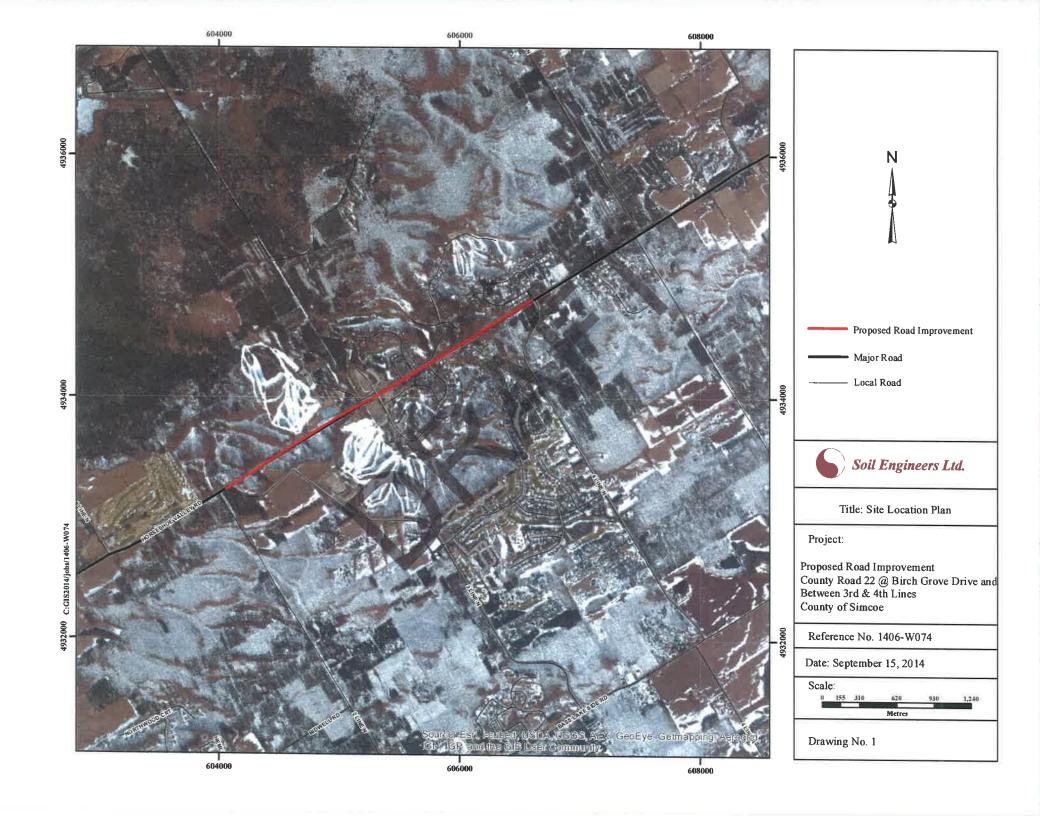
PRACTICIO MEMBER

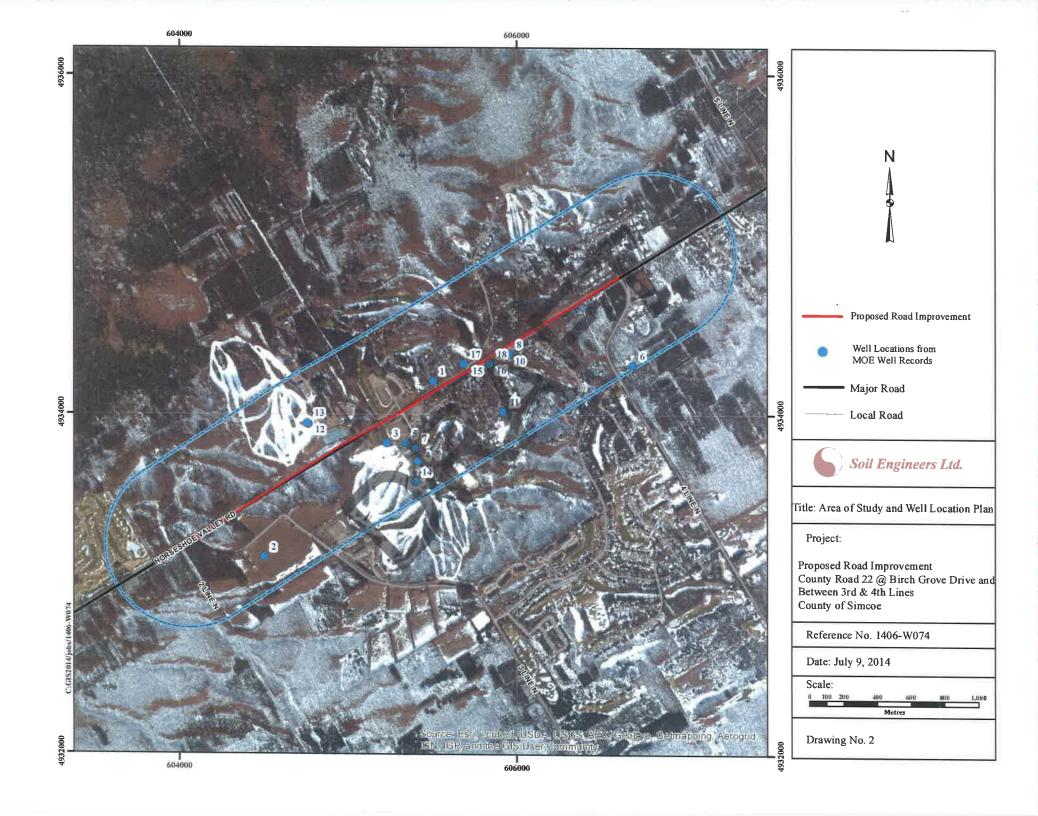
A12672 2017

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'
	Appendix 'D'
Laboratory Test Results	Appendix 'E'

c. Soil Engineers Ltd. (Barrie)







100 NUGGET AVENUE, TORONTO, ONTARIO M1S 3A7 • TEL: (416) 754-8515 • FAX: (416) 754-8516

BARRIE	MISSISSAUGA	OSHAWA	NEWMARKET	GRAVENHURST	PETERBOROUGH	HAMILTON
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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 'A'

MOE WELL RECORD DATA

REFERENCE NO. 1406-W074

Ontario Water Level Records

Well ID	MOECC	T	Well Depth	Well Depth Well Usage		Top of Screen Depth	Bottom of Screen
well ID	WWR ID	Type	(m)	well osage	Level (m)	(m)	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		7,00			
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: Ministrt of Environment and climate Change Water Well Records Identifications

^{**}meters below ground surface



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APPENDIX 'B'

CANVASSING LETTER TO RESIDENTS

REFERENCE NO. 1406-W074



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MISSISSAUGA **GRAVENHURST** PETERBOROUGH HAMILTON NEWMARKET TEL: (905) 542-7605 TEL: (905) 440-2040 TEL: (905) 440-2040 TEL: (905) 777-7956 TEL: (705) 721-7863 TEL: (905) 853-0647 TEL: (705) 684-4242 FAX: (905) 542-2769 FAX: (905) 725-1315 FAX: (905) 542-2769 FAX: (705) 721-7864 FAX: (905) 725-1315 FAX: (416) 754-8516 FAX: (705) 684-8522

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.



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,

GR OFFin

SOIL ENGINEERS LTD.

Gavin O'Brien., M.Sc. P.Geo

Senior Hydrogeologist and Project Manager



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APPENDIX 'C'

RESULTS OF SURVEY

REFERENCE NO. 1406-W074

RESULTS OF WELL CANVASSING

lorseshoe	Valley Road West
1101	Horseshoe Valley Resort has its own well which supplies water to the resort and neighbouring streets
1102	2 Storey Condominum 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
Cathederal 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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APPENDIX 'D'

AUTHORIZATION FROM RESIDENTS

REFERENCE NO. 1406-W074



Soil Engineers Ltd. CONSULTING ENGINEERS

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BARRIE TEL: (705) 721-7863 FAX: (705) 721-7864	MISSISSAUGA TEL: (905) 542-7605 FAX: (905) 542-2769	BOWMANVILLE TEL: (905) 623-8333 FAX: (905) 623-4630	NEWMARKET TEL: (905) 853-0647 FAX: (905) 853-5484	GRAVENHURST TEL: (705) 684-4242 FAX: (705) 684-8522	PETERBOROUGH TEL: (705) 748-0576 FAX: (905) 623-4630	HAMILTON TEL: (905) 777-7956 FAX: (905) 542-2769
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	J.),		

Date

Signature of Authorization



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Date

Signature of Authorization



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- water level re	eadings and wat	er quality samp	ling on my priva	ate well.		

SPECIAL INSTRUCTIONS		

Signature of Authorization

Date



Soil Engineers Ltd. CONSULTING ENGINEERS

00 NUGGET	AVENUE, TOR	ONTO, ONTAR	IO M15 3A7 • T	EL: (416) 754-8	3515 • FAX: (41	6) 754-8516
BARRIE EL: (705) 721-7863 AX: (705) 721-7864	MISSISSAUGA TEL: (905) 542-7605 FAX: (905) 542-2769	BOWMANVILLE TEL: (905) 623-8333 FAX: (905) 623-4630	NEWMARKET TEL: (905) 853-0647 FAX: (905) 853-5484	GRAVENHURST TEL: (705) 684-4242 FAX: (705) 684-8522	PETERBOROUGH TEL: (705) 748-0576 FAX: (905) 623-4630	HAMILTON TEL: (905) 777-7956 FAX: (905) 542-2769
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Signature of Authorization



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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 Ganeshakumar Account Manager

[This report shall not be reproduced except in full without the written authority of the Laboratory.]

ADDRESS: 95 West Beaver Creek Road, Unit 1, Richmond Hill, ON L4B 1H2 Canada | Phone: +1 905 881 9887 | Fax: +1 905 881 8062

ALS CANADA LTD Part of the ALS Group A Campbell Brothers Limited Company





ANALYTICAL REPORT

WATER -

		ALS ID Sampled Date Sampled Time Sample ID	L1495886-1 31-JUL-14 13:15 1TT	L1495886-2 31-JUL-14 13:30 11TT	L1495886-3 31-JUL-14 14:00 14TT	L1495886-4 31-JUL-14 12:30 3478 LINE 1
Grouping	Analyte	Unit				
Physical Tests	Color, Apparent	C.U.	<1.0	<1.0	<1.0	7.1
	Turbidity	NTU	PEHT 0.22	PEHT 0.39	PEHT <0.10	РЕНТ 1.57
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	o
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.

L1495886 CONT'D....

Job Reference: 1406-W074

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ANALYTICAL REPORT

L1495886 CONT'D....

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WATER -

		ALS ID Sampled Date Sampled Time Sample ID	L1495886-1 31-JUL-14 13:15 1TT	L1495886-2 31-JUL-14 13:30 11TT	L1495886-3 31-JUL-14 14:00 14TT	L1495886-4 31-JUL-14 12:30 3478 LINE 1
Grouping	Analyte	Unit				
Total Metals	Lithium (Li)-Total	mg/L	<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	<0.0019	<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 (TI)-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

L1495886 CONT'D.... Job Reference: 1406-W074 PAGE 4 of 5 06-AUG-14 13:50 (MT)

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
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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 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.



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

Test		Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
ANIONS-WT		Water							
Batch R29	908954								
WG1924382-2	LCS					04		05.445	05.4110.44
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 Chloride	LCSD		WG1924382-2 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 Chloride	MB			<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
OLOUR-WT		Water							
Batch R29	06378								
WG1923554-3 Color, Apparent	CRM		WT-COLOUR	-CRM 93.7		%		80-120	02-AUG-14
WG1923554-2 Color, Apparent	cvs			98.3		%		85-115	02-AUG-14
WG1923554-4 Color, Apparent	DUP		L1495886-1 <1.0	<1.0	RPD-NA	C.U.	N/A	20	02-AUG-14
WG1923554-1 Color, Apparent	МВ			<1.0		C,U,		1	02-AUG-14
C-MF-WT		Water							
Batch R29	07119								
	DUP		L1495886-4 0	0		CFU/100mL	0.0	50	02-AUG-14
WG1923404-1	мв								



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
EC-MF-WT	Water							
Batch R2907119 WG1923404-1 MB E. Coli			0		CFU/100mL		ĭ	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 (TI)-Total			104.7		%		80-120	05-AUG-14
Tin (Sn)-Total			99.7		%		80-120	05-AUG-14



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

est	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
1ET-T-MS-WT	Water							
Batch R2908539								
WG1924528-1 CVS			100.1		%		00 100	05-AUG-14
Titanium (Ti)-Total			100.1 97.6		%		80-120	05-AUG-14 05-AUG-14
Tungsten (W)-Total			102.1		%		80-120 80-120	05-AUG-14 05-AUG-14
Uranium (U)-Total					%			
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		70		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 (TI)-Total			100.2		%		80-120	06-AUG-14



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

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 Aluminum (Al)-Total		WG1924113- 0.053	3 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	INI D-NA	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	INI D-INA	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	14 5 14 1	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	111 5 1111	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	ALD IN	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	14 D-144	mg/L	5.3	20	05-AUG-14
Codidin (14a)-1 otal		10.0				0.0		007100-14



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch R2908539								
WG1924113-4 DUP Strontium (Sr)-Total		WG1924113-3 0.109	0.118		mg/L	7.9	20	05-AUG-14
Thallium (TI)-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 (AI)-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



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch R2908539	I							
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 (TI)-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



Workorder: L1495886

Report Date: 06-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

Test	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch R2908539 WG1924113-1 MB					,		0.0004	
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 (TI)-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 Aluminum (Al)-Total		WG1924113-3	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	%		3	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



Workorder: L1495886

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE TORONTO ON M1S 3A7

Contact:

est	Matrix	Reference	Result	Qualifier	Units	RPD	Limit	Analyzed
MET-T-MS-WT	Water							
Batch R2908 WG1924113-5 M		WG1924113-						
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	%		3.00	05-AUG-14
Strontium (Sr)-Tota	I		N/A	MS-B	%			05-AUG-14
Thallium (TI)-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)-Tota	I		92.5		%		70-130	05-AUG-14
rc-mf-wt	Water							
Batch R2907 WG1923403-3 DU Total Coliforms		L1495886-1 1	1		CFU/100mL	0.0	50	02-AUG-14
WG1923403-1 Mill Total Coliforms	В		0		CFU/100mL		1	02-AUG-14
WG1923403-2 MI Total Coliforms	В		0		CFU/100mL		1	02-AUG-14
URBIDITY-WT	Water							
Batch R29076 WG1924006-2 CV			400.0		0/		05.445	
Turbidity			102.0		%		85-115	04-AUG-14
WG1924006-4 DL Turbidity	JP	L1495886-1 0.22	0.21		NTU	4.7	15	04-AUG-14
WG1924006-1 ME Turbidity	3		<0.10		NTU		0.1	04-AUG-14

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE

TORONTO ON M1S 3A7

Contact:

JASMEET SANDHU

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.

Workorder: L1495886

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Client:

Soil Engineers Ltd.

100 NUGGET AVENUE

TORONTO ON M1S 3A7

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 predetermined 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 -

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: PDF EXCEL EDD (DIGITAL)				R Regular (Standard TAT if received by 3 pm - business days)											
Contact	Jasmeet Sandhu			Quality Control (QC) Report with Report					Priority (2-4 bus, days if received by 3pm) 50% surcharge - contact ALS to confirm TAT											
Address	100 Nugget Avenue			✓ Criteria on Report - provide details below if box checked						Emergency (1-2 bus. days if received by 3pm) 100% surcharge - contact ALS to confirm TAT										
	Toronto, ON, M1S 3A7 Select Distribution:				E2	Same day or weekend emergency - contact ALS to confirm TAT and surcharge														
Phone_	416-754-8515 Email 1 or Fax <u>isandhu@soilengineersltd.com</u>				Speci	fy Date	e Req	uired fo	or E2,E	or P										
	416-754-8516			Email 2					Analysis Request											
Invoice To	Same as Report To	√ Yes	□ No		Invoice Di	stribution			Indic	cate Filt	ered (F)	, Preser	ved (P)	or Filte	red and	Preserv	ed (F/F) below		
	Copy of Invoice with Report	☐ Yes	√ Nb	Select Invoice D	istribution: 🗹 🛭	MAI MAIL	FAX													
Company:	Soil Engineers			Email 1 or Fax	jsandhu@soilengir	neersltd.com											\neg			
Contact:	Jasmeet Sandhu			Email 2				1												so l
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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:

Ainley Group

550 Welham Road, Barrie ON L4N 8Z7 Tel: (705)726-3371 Fax: (705)726-4391

February 2014



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- Table 2 Truck and Heavy Truck Percentages on CR 22
- Table 3 Truck By-Pass Route Warrant Consideration
- Table 4 Traffic Volumes on Haul Routes

Appendices

- **A** Traffic Count Data
- 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, 3^{RD} LINE, HORSESHOE RESORT ENTRANCE & 4^{TH} LINE

		JANUAI	RY 2014			JUNI	E 2013	
ROAD SECTION	WEE	KDAY	WEEK	END	WEEKI	DAY	WEEK	END
NOAD SECTION	TRUCK	%	TRUCK	%	TRUCK	%	TRUCK	%
	(HEAVY)	(%)	(HEAVY)	(%)	(HEAVY)	(%)	(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

JANUARY 2014 JUNE 2013 ROAD SECTION 8 HOUR (%) 8 HOUR (%)

MAY 2011 WEEKDAY WEEKDAY WEEKEND WEEKDAY WEEKEND 8 HOUR **DAILY** CR 22 at 3rd Line 3.5 (2.0) 0.9(0.1)4.6 1.1 CR 22 at Horseshoe Resort 3.6 (1.9) 1.1 (0.1) 4.7 1.3 Ent. CR 22 at 4th Line 4.6 (2.9) 1.0 (0.1) 3.5 8.0 CR 22 from 7th Line to 10.2 9.4 Horseshoe Resort Ent. CR 22 from Horseshoe 9.9 9.2 Resort Ent. To CR 93

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

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;

^{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



- 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 x 2 lanes x \$600,000/km/lane + 5.2 x 2 lanes x \$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	Design Hr	Design Hr	Capacity/L	v/c ratio	% Truck	Truck
nigiiway/ Koau	Section	2006	2008	2009	2010	2011	2012	Growth rate	2014	Lanes	Vol. %	Vol./Lane	ane	v/C ratio	% ITUCK	Vol.
	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		
Highway 11	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 11/Coldwater Rd to Line 15 N	16000			16100			0.12%	16180	2	10.00%	809	1000	0.81		
Highway 12	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 20	Barrie N limits to CR 27	20300			21200			0.87%	21949	4	10.10%	554	1000	0.55		
Highway 26	CR 27 to CR 22	7300			7250			-0.14%	7250	2	10%	363	1000	0.36		
	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		
Highway 400	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		
	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
CD 11	12th Conc to 3rd Line		2200			2100		-1.54%	2100	2	10%	105	800	0.13	18	378
CR 11	3rd Line to CR 93		2700			2600		-1.25%	2600	2	10%	130	800	0.16	18.3	476
	CR 93 to Highway 400		3000			3300		3.23%	3630	2	10.00%	182	800	0.23	21.2	770
CR 19	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		
CD 22	7th Line to Horseshoe Resort entrance		6200			5500		-3.91%	5500	2	10.00%	275	800	0.34	9.4	517
CR 22	Horseshoe Resort entrance to CR 93		6200			5800		-2.20%	5800	2	10%	290	800	0.36	9.2	534
	CR 93 to Highway 400		5300			5600		1.85%	5917	2	10%	296	800	0.37		
CR 93	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 x 10% x 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 involved 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 that 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: Reviewed by: draft draft

Lilly Chen, P. Eng. Senior Transportation Engineer Mike Neumann, P. Eng. Vice-President, Transportation Engineering

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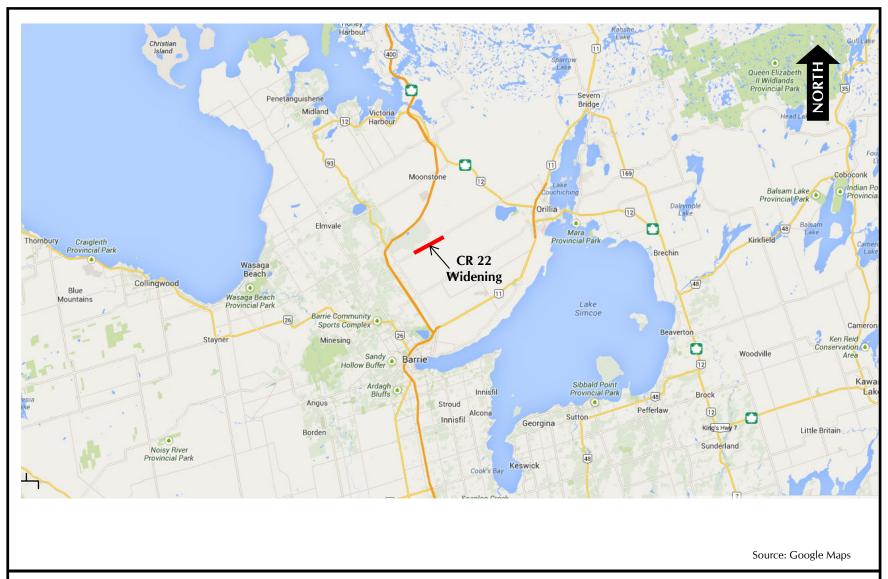
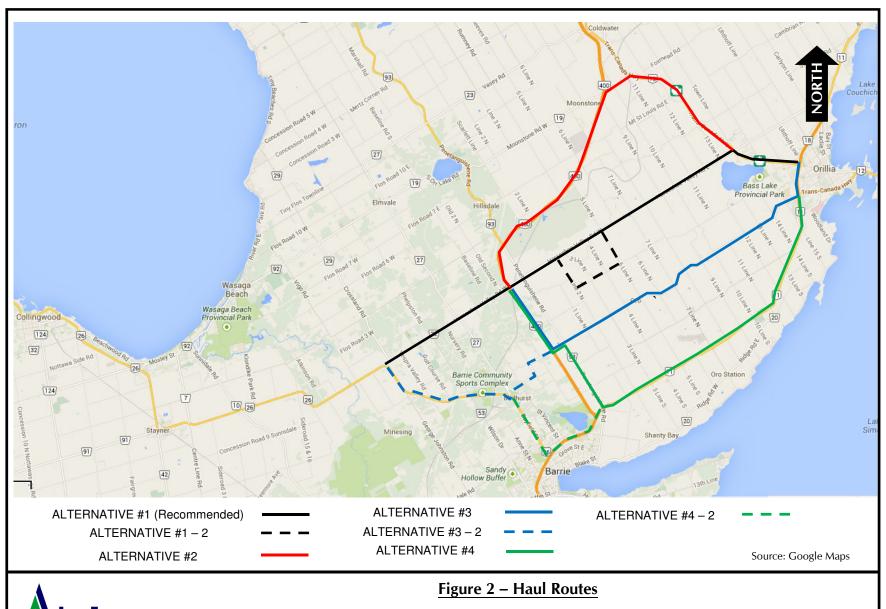




Figure 1 – Site Location

County of Simcoe, County Road 22 Widening to Three Lanes - Addition of Truck Lanes





County of Simcoe, County Road 22 Widening to Three Lanes – Addition of Truck Lanes

County Of Simcoe

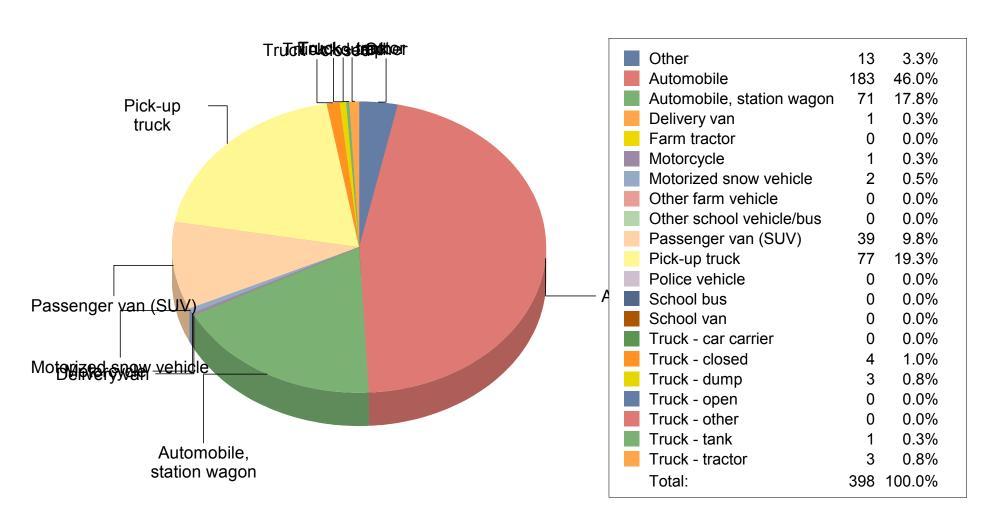


FIGURE 3 - GROUP COLLISIONS BY VEHICLE 1 TYPE

Vehicle Type

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

GROUP ID: CR 22 MUNICIPALITY: N/A DESCRIPTION: County Road 22 (32.7 Km)



County Of Simcoe



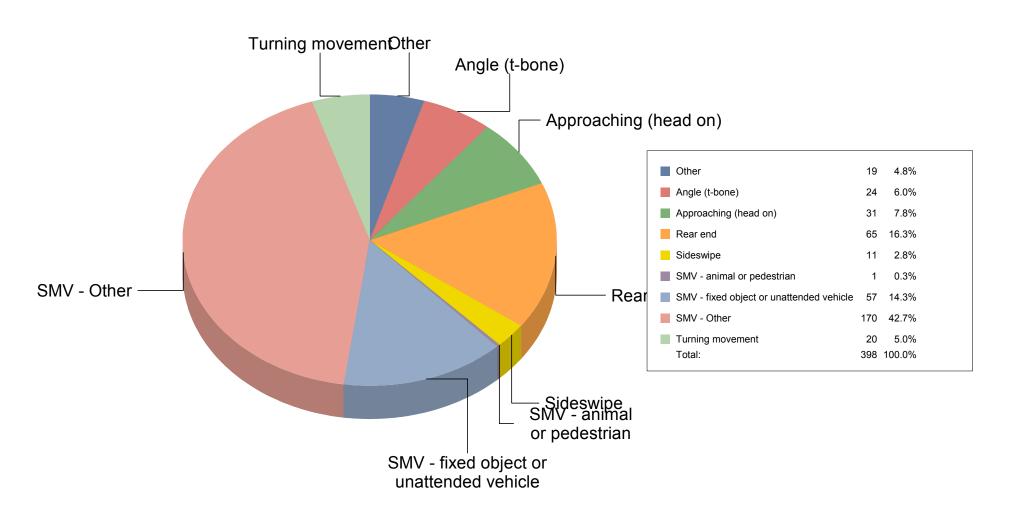
FIGURE 4 - GROUP COLLISIONS BY INITIAL IMPACT TYPE

Collisions by Impact Type

FROM: January 01, 2001 TO: [

TO: December 31, 2011

GROUP ID: CR 22 MUNICIPALITY: N/A DESCRIPTION: County Road 22 (32.7 Km)



APPENDIX A

Traffic Count Data

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 8:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500006 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 14 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 34 Heavys 0 0 0 Heavys 0 East Leg Total: 269 0 North Entering: 20 Trucks 0 0 Trucks 0 East Entering: 144 North Peds: Cars 7 4 9 20 Cars 14 East Peds: 1 \mathbb{X} Totals 7 Peds Cross: 4 9 Totals 14 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 134 138 0 110 0 112 24 24 CR 22 (Horseshoe Valley Rd) 142 2 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 5 5 102 104 0 3 53 56 Cars Trucks Heavys Totals 123 160 0 125 Horseshoe Valley Resort Entrance \mathbb{X} Cars 81 Peds Cross: \bowtie Peds Cross: Cars 17 12 30 West Peds: 0 Trucks 3 Trucks 2 0 2 South Peds: 0 0 0 West Entering: 165 Heavys 0 Heavys 0 0 South Entering: 32 West Leg Total: 303 Totals 19 South Leg Total: 116 Totals 84 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:30:00 To: 13:00:00 To: 12:30:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500006 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 14 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 34 Heavys 0 0 0 Heavys 0 East Leg Total: 407 0 North Entering: 18 Trucks 0 0 Trucks 0 East Entering: 207 North Peds: 0 Cars 6 8 4 18 Cars 16 East Peds: 0 \mathbb{X} Peds Cross: Totals 6 8 4 Totals 16 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Heavys Trucks Cars Trucks Heavys Totals Totals Cars 2 222 224 0 0 174 0 176 27 0 27 CR 22 (Horseshoe Valley Rd) 205 0 2 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 7 7 0 178 178 0 1 62 63 Cars Trucks Heavys Totals 247 200 0 200 Horseshoe Valley Resort Entrance \mathbb{X} Cars 97 Peds Cross: \bowtie Peds Cross: Cars 42 18 65 West Peds: 0 Trucks 1 Trucks 0 0 0 South Peds: 0 0 0 West Entering: 248 Heavys 0 Heavys 0 0 South Entering: 65 West Leg Total: 472 Totals 42 South Leg Total: 163 Totals 98 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 **From:** 15:15:00 To: 18:00:00 To: 16:15:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500006 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 14 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 33 Heavys 0 0 0 Heavys 0 East Leg Total: 427 0 North Entering: 14 Trucks 0 0 Trucks 0 East Entering: 197 North Peds: Cars 5 4 5 14 Cars 19 East Peds: 0 \mathbb{X} Peds Cross: Totals 5 4 5 Totals 19 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Heavys Trucks Cars Trucks Heavys Totals Totals Cars 2 242 244 0 160 0 161 28 28 CR 22 (Horseshoe Valley Rd) 0 196 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 8 8 0 175 175 74 0 0 74 Cars Trucks Heavys Totals 229 257 0 230 Horseshoe Valley Resort Entrance \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 106 Cars 77 49 129 West Peds: 0 Trucks 0 Trucks 1 1 2 South Peds: 0 0 0 West Entering: 257 Heavys 0 Heavys 0 0 South Entering: 131 West Leg Total: 501 Totals 78 South Leg Total: 237 Totals 106 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500006

Intersection: CR 22 (Horseshoe Valley Rd) & Hor | Person(s) who counted:

TFR File #: 14

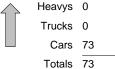
Count date: 8-Jun-13 Weather conditions:

** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 151 North Entering: 78 North Peds: 0 Peds Cross: ⋈

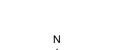
Heavys 0 0 0 0 Trucks 0 0 Cars 32 20 26 78 Totals 32 20 26

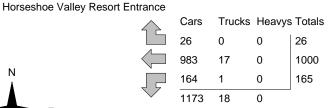


East Leg Total: 2472 East Entering: 1191 East Peds: 3 \mathbb{X} Peds Cross:

Heavys Trucks Cars Totals 21 1344 1365

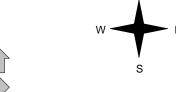






CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	0	34	34
0	10	1072	1082
0	6	404	410
0	16	1510	'



CR 22 (Horseshoe Valley Rd)



Trucks Heavys Totals Cars 1269 1281

 \mathbb{X} Peds Cross: 2 West Peds: West Entering: 1526 West Leg Total: 2891

Cars 588 Trucks 7 Heavys 0 Totals 595



Horseshoe Valley Resort Entrance

Cars 329 171 513 Trucks 4 0 2 6 0 Heavys 0 0 Totals 333 173

Peds Cross: \bowtie South Peds: 0 South Entering: 519 South Leg Total: 1114

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	Horsesh	oe Valle	v Rd) & l	& Hc Count Date: 8-Jun-13				ipality: Ho	rseshoe	· Vallev		
	•		ach Tot	• •		3 3 3					ach Tot	als	
	Include	es Cars, T	rucks, & H	eavys		North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoı Endi		Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:00		0	0	0	0	0
7:00:00	0	0	0	0	0	8		0:00	4	0	4	8	0
8:00:00	0	0	1	1	0	41	8:00		17	0	23	40	0
9:00:00	9	4	7	20	0	52	9:00		19	1	12	32	0
11:00:00 12:00:00	0	0 6	1 4	1 13	0	1	11:00 12:00		0 41	0 2	0 24	0 67	0
13:00:00	3	5	6	14	0		13:00		44	5	19	68	0
15:00:00	0	0	Ö	Ö	Ö	0			0	Ö	0	0	ő
16:00:00	5	4	5	14	Ō		16:00		64	3	42	109	Ō
17:00:00	2	0	4	6	0		17:00		86	0	33	119	0
18:00:00	4	1	4	9	0	85	18:00	0:00	58	2	16	76	0
Totals:	26	20	32	78	0	597			333	13	173	519	0
	East	Appro	ach Tota	als							ach Tota		
Llour	Include	es Cars, T	rucks, & H		Total	East/West Total	Hai		Include	es Cars, T	rucks, & H	-	Total
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Approaches	Hot Endi	ing	Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:00		0	0	0	0	0
7:00:00 8:00:00	17 10	44 64	0	61 74	0	127 174	7:00 8:00		0	23 72	43 28	66 100	0
9:00:00	24	112	8	144	1	309	9:00		5	104	56	165	0
11:00:00	1	4	0	5	Ö	9			0	4	0	4	ő
12:00:00	28	195	3	226	1		12:00		5	170	54	229	0
13:00:00	22	150	4	176	0		13:00		5	181	69	255	0
15:00:00	2	0	0	2	0		15:00		0	12	3	15	0
16:00:00	28 14	166	4	198 181	0		16:00 17:00		8	178	85	271	2
17:00:00 18:00:00	19	161 104	6	124	1		18:00		3	177 161	41 29	221 198	0
.5.55.60	13	104	'	127	3	<i>522</i>			3	101	23	155	o o
Totals:	165	1000		1191	3	2715	000!	~ B4	34	1082	408	1524	2
Hauss F.	ما الم	7.00				or Traffic Cr		_	-		40-00		
Hours En		7:00 4	8:00 17	9:00 33	12:00 51		13	3:00 52	16:00 75	17:00 89	18:00 64		

	Passenger Cars - North Approach						Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians	
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:15:00	0	0	0	0	1	1	0	0		0		0		0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	0	0	0		0	0	0	-	0	0	0	0	0	0	0
7:45:00	0	0	0	0	1	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	0	0	1	0	0	0		0		0		0	0	0	0	0	0	0
8:15:00	0	0	1	1	1	0	0	0		0	0	0	-	0	0	0	0	0	0	0
8:30:00	3	3	2	1	5	4	0	0		0	_	0	-	0	0	0	0	0	0	0
8:45:00	6	3	2	0	7	2	0	0		0	0	0	_	0	0	0	0	0	0	0
9:00:00	9	3	4	2	8	1	0	0		0		0		0	0	0	0	0	0	0
9:00:10	9	0	4	0	8	0	0	0		0	0	0		0	0	0	0	0	0	0
11:00:00	9	0	4	0	9	1	0	0		0	0	0	-	0	0	0	0	0	0	0
11:15:00	10	1	4	0	9	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	10	0	6	2	10	2	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	10 12			1	12 13		0	0	-	0	0	0			0	0	0	0	0	0
12:00:00 12:15:00	13	2	10	3 2	16	3	0	0	-	0		0		0	0	0	0	0	0	0
12:30:00	14	1	14	2	16	0	0	0		0	0	0	_	0	0	0	0	0	0	0
12:30:00	15	1	15	1	19	3	0	0		0		0		0	0	0	0	0	0	0
13:00:00	15	0		0	19	0	0	0		0	0	0		0	0	0	0	0	0	0
13:00:23	15	0		0	19	0	0	0		0		0	-	0	0	0	0	0	0	0
15:00:20	15	0	15	0	19	0	0	0		0		0		0	0	0	0	0	0	0
15:15:00	15	0		0	20	1	0	0	-	0	0	0	-	0	0	0	0	0	0	0
15:30:00	16	1	15	0	22	2	0	0		0	_	0	-	0	0	0	0	0	0	0
15:45:00	18	2		3	23	1	0	0		0	0	0		0	0	0	0	0	0	0
16:00:00	20	2	19	1	24	1	0	0		0	0	0		0	0	0	0	0	0	0
16:15:00	20	0		0	25	1	0	0		0		0	_	0	0	0	0	0	0	0
16:30:00	21	1	19	0	25	0	0	0		0		0		0	0	0	0	0	0	0
16:45:00	21	0	19	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	22	1	19	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	25	3	19	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	25	0		1	32	1	0	0		0	0	0		0	0	0	0	0	0	0
17:45:00	26	1	20	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	26	0		0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	26	0		0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:14	26	0		0	32	0	0	0		0		0		0	0	0		0	0	0

	Passenger Cars - East Approach							Tr	ucks - Eas	st Approa	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	jht	East C	cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	7	7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	3	1	18	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	7	4	28	10	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	17	10	42	14	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:15:00	18	1	51	9	0	0	0	0	_	0	0	0		0	0	0	0	0	0	0
7:30:00	19	1	63	12	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:45:00	20	1	69	6	0	0	0	0		0	0	0		0	0	0	0	0	0	0
8:00:00	27	7	105	36	0	0	0	0	_	1	0	0	_	0	0	0	0	0	0	0
8:15:00	31	4	127	22	1	1	0	0		1	0	0	-	0	0	0	0	0	1	1
8:30:00	32	1	150	23	3	2	0	0		0	0	0	-	0	0	0	0	0	1	0
8:45:00	40	8	187	37	4	1	0	0	-	0	0	0	_	0	0	0	0	0	1	0
9:00:00	51	11	215	28	8	4	0	0		1	0	0	1	0	0	0	0	0	1	0
9:00:10	51	0	215	0	8	0	0	0		0	0	0		0	0	0	0	0	1	0
11:00:00	52	1	219	4	8	0	0	0	_	0	0	0	-	0	0	0	0	0	1	0
11:15:00	57	5	262	43	8	0	0	0		0	0	0		0	0	0	0	0	1	0
11:30:00	63	6 7		54 47	10	0	0	0		1	0	0		0	0	0	0	0	2	1
11:45:00	70	10	363		10	0	0	0		0	0	0	-		0	0	0	0	2	0
12:00:00 12:15:00	80 81	10	412 454	49 42	11 12	1	0	0		0		0	_	0	0	0	0	0	2	0
12:30:00	90	9	490	36	14	2	0	0		1	0	0	_	0	0	0	0	0	2	0
12:30:00	93	3	525	35	15	1	0	0	1	1	0	0	_	0	0	0	0	0	2	0
13:00:00	101		559	34	15	0	1	1	10	0	0	0		0	0	0	0	0	2	0
13:00:23	101	0		0	15	0	1	0	_	0		0	-	0	0	0	0	0	2	0
15:00:20	103	2	559	0	15	0	1	0	1	0	0	0		0	0	0	0	0	2	0
15:15:00	107	4	596	37	15	0	1	0		0	0	0	-	0	0	0	0	0	2	0
15:30:00	118	11	643	47	16	1	1	0		1	0	0	-	0	0	0	0	0	2	0
15:45:00	128	10		42	17	1	1	0		0	0	0		0	0	0	0	0	2	0
16:00:00	131	3	724	39	19	2	1	0		0	0	0		0	0	0	0	0	2	0
16:15:00	135	4	756	32	23	4	1	0		0	0	0	_	0	0	0	0	0	2	0
16:30:00	136	1	796	40	24	1	1	0		0	0	0		0	0	0	0	0	2	0
16:45:00	141	5	837	41	24	0	1	0	13	2	0	0	0	0	0	0	0	0	2	0
17:00:00	145	4	881	44	25	1	1	0		2	0	0	0	0	0	0	0	0	3	1
17:15:00	150	5	919	38	25	0	1	0		1	0	0	0	0	0	0	0	0	3	0
17:30:00	153	3	936	17	25	0	1	0	16	0	0	0	0	0	0	0	0	0	3	0
17:45:00	158	5	960	24	26	1	1	0		0	0	0	0	0	0	0	0	0	3	0
18:00:00	164	6	983	23	26	0	1	0		1	0	0	0	0	0	0	0	0	3	0
18:15:00	164	0	983	0	26	0	1	0	17	0	0	0	0	0	0	0	0	0	3	0
18:15:14	164	0	983	0	26	0	1	0	17	0	0	0	0	0	0	0		0	3	0

	Passenger Cars - South Approach							Tru	ıcks - Sou	ıth Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	4	3	0	0	4	1	0	0	0	0	0	0		0	0	0	0	0	0	0
7:15:00	9	5	0	0	5	1	0	0	-	0	0	0	-	0	0	0	0	0	0	0
7:30:00	13	4	0	0	9	4	0	0		0	0	0		0	0	0	0	0	0	0
7:45:00	18	5	0	0	17	8	0	0	_	0	1	1		0	0	0	0	0	0	0
8:00:00	21	3	0	0	26	9	0	0	-	0	1	0	-	0	0	0	0	0	0	0
8:15:00	27	6	1	1	28	2	0	0	_	0	1	0	-	0	0	0	0	0	0	0
8:30:00	29	2	1	0	33	5	1	1	0	0	1	0		0	0	0	0	0	0	0
8:45:00	33	4	1	0	34	1	2	1	0	0	1	0	_	0	0	0	0	0	0	0
9:00:00	38	5	1	0	38	4	2	0		0	1	0	-	0	0	0	0	0	0	0
9:00:10	38	0	1	0	38	0	2	0		0	1	0	_	0	0	0	0	0	0	0
11:00:00	38	0	1	0	38	0	2	0	-	0	1	0	-	0	0	0	0	0	0	0
11:15:00	50	12	1	0	44	6	2	0	-	0	1	0		0	0	0	0	0	0	0
11:30:00	59	9	1	0	52	8	2	0		0	1	0		0	0	0	0	0	0	0
11:45:00	66	/	2	1	56	4	2	0	-	0	1	0		0	0	0	0	0	0	0
12:00:00	79	13	3	1	62	6	2	0		0	1	0		0	0	0	0		0	0
12:15:00	89	10	5	2	66	4	2	0		0		0		0	0	0	0	0	0	0
12:30:00	101	12	6 7	1	70	4	2	0	1	0	1	0	_	0	0	0	0	0	0	0
12:45:00 13:00:00	112	11 11	8	1	75 81	5	2	0		0	1	0	_	0	0	0	0	0	0	0
13:00:00	123 123	0	8	0	81	6 0	2	0	-	0	1	0		0	0	0	0	0	0	0
15:00:23	123	0	8	0	81	0	2	0		0		0		0		0	0	0	0	0
15:00:00	133	10	8	0	89	8	2	0		0	1	0		0	0	0	0	0	0	0
15:30:00	146	13	10	2	99	10	2	0	-	0	1	0		0	0	0	0	0	0	0
15:45:00	166	20	11	1	112	13		0	_	0	2	1	-	0	0	0	0	0	0	0
16:00:00	187	21	11	0	122	10	2	0	1	0	2	0	_	0	0	0	0	0	0	0
16:15:00	210	23	11	0	138	16		0	0	0	2	0		0	0	0	0	0	0	0
16:30:00	230	20	11	0	144	6	3	0	-	0	2	0		0	0	0	0	0	0	0
16:45:00	246	16	11	0	149	5	4	1	0	0	2	0		0	0	0	0	0	0	0
17:00:00	271	25	11	0	155	6	4	0	-	0	2	0	-	0	0	0	0	0	0	0
17:15:00	285	14	11	0	161	6	4	0		0	2	0		0	0	0	0	0	0	0
17:30:00	302	17	12	1	165	4	4	0		0	2	0		0	0	0	0	0	0	0
17:45:00	315	13	12	0	168	3	4	0	_	0		0	-	0	0	0		0	0	0
18:00:00	329	14	13	1	171	3	4	0	_	0	2	0		0	0	0	0	0	0	0
18:15:00	329	0	13	0	171	0	4	0		0	2	0	1	0	0	0	0	0	0	0
18:15:14	329	0	13	0	171	0	4	0						0		0		0	0	
											_									
											L									

	Passenger Cars - West Approach							Tru	ucks - Wes	st Appro	ach			Hea	avys - Wes	st Appro	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	jht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	2	2	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	9	7	17	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	19	10	32	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	22	3	42	10	0	0	1	0	1	1	0	0	0	0	0	0	0	0
7:15:00	0	0		20	51	9	0	0		1	1	0		0	0	0	0	0	0	0
7:30:00	0	0	56	14	57	6	0	0		0	1	0	_	0	0	0	0	0	0	0
7:45:00	0	0		13	61	4	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	93	24	69	8	0	0	_	0		1		0	0	0	0	0	0	0
8:15:00	0	0		20	71	2	0	0		0	3	1		0	0	0	0	0	0	0
8:30:00	2	2	136	23	86	15	0	0	2	0	3	0	0	0	0	0	0	0	0	0
8:45:00	2	0	168	32	102	16	0	0	1	1	3	0	_	0	0	0	0	0	0	0
9:00:00	5	3	195	27	122	20	0	0	4	1	5	2		0	0	0	0	0	0	0
9:00:10	5	0	195	0	122	0	0	0		0	5	0		0	0	0	0	0	0	0
11:00:00	5	0	198	3	122	0	0	0	_	1	5	0	-	0	0	0	0	0	0	0
11:15:00	6	1	240	42	132	10	0	0		3	5	0		0	0	0	0	0	0	0
11:30:00	6	0	274	34	143	11	0	0		1	5	0		0	0	0	0	0	0	0
11:45:00	7	1	322	48	161	18	0	0		0	5	0		0	0	0	0	0	0	0
12:00:00	10	3	364	42	176	15	0	0		0	_	0	-	0	0	0	0	0	0	0
12:15:00	12	2		36	189	13	0	0	1	0		1		0	0	0	0	0	0	0
12:30:00	13	1	452	52	205	16	0	0	1	0	6	0		0	0	0	0	0	0	0
12:45:00	13	0	499	47	228	23	0	0		0		0	_	0	0	0	0	0	0	0
13:00:00	15	2		46	244	16	0	0	_	0	6	0	-	0	0	0	0	0	0	0
13:00:23	15	0		4	244	0	0	0		0		0	_	0	0	0	0	0	0	0
15:00:00	15	0	557	8	247	3	0	0		0	6	0		0	0	0	0	0	0	0
15:15:00	17	2		53	272	25	0	0		0	6	0	-	0	0	0	0	0	2	2
15:30:00	22	5	654	44	292	20	0	0		0		0		0	0	0	0	0	2	0
15:45:00	22	0		50	315	23	0	0		0	6	0	-	0	0	0	0	0	2	0
16:00:00	23	1	735	31	332	17	0	0	1	0	6	0		0	0	0	0	0	2	0
16:15:00	25	2		50	346	14	0	0		0	6	0		0	0	0	0	0	2	0
16:30:00	25	0		49	354	8	0	0	_	1	6	0		0	0	0	0	0	2	0
16:45:00	26	1	874	40	364	10	0	0		0	6	0	-	0	0	0	0	0	2	0
17:00:00	26	0		37	373	9	0	0		0		0		0	0	0	0	0	2	0
17:15:00	28	2		50	376	3	0	0		0	6	0	-	0	0	0	0	0	2	0
17:30:00	31	3	1006	45	382	6	0	0		0	6	0	-	0	0	0	0	0	2	0
17:45:00	32	1	1042	36	393	11	0	0		0	_	0		0	0	0	0	0	2	0
18:00:00	34	2	1072	30	402	9	0	0	1	0	6	0	_	0	0	0	0	0	2	0
18:15:00	34	0	1072	0	403	1	0	0		0		0		0	0	0	0	0	2	0
18:15:14	34	0	1072	0	404	1	0	0	10	0	6	0	0	0	0	0	0	0	2	0

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 From: 6:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500005 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & 4th TFR File #: Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 24 Heavys 0 0 0 Heavys 0 East Leg Total: 267 North Entering: 19 Trucks 1 0 Trucks 0 East Entering: 132 North Peds: Cars 9 4 5 18 Cars 5 East Peds: 1 \mathbb{X} Totals 5 Peds Cross: Totals 10 4 5 Peds Cross: ⋈ 4th Line Heavys Trucks Cars Trucks Heavys Totals Totals Cars 3 141 144 0 114 0 116 16 0 16 CR 22 (Horseshoe Valley Rd) 130 2 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 3 3 0 111 112 13 Trucks Heavys Totals 0 0 13 Cars 127 134 0 135 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 33 Cars 18 18 38 West Peds: 2 Trucks 0 Trucks 0 0 0 0 South Peds: 0 0 West Entering: 128 Heavys 0 Heavys 0 0 South Entering: 38 West Leg Total: 272 Totals 18 South Leg Total: 71 Totals 33 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:00:00 To: 13:00:00 To: 12:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500005 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & 4th TFR File #: Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 39 Heavys 0 0 0 Heavys 0 East Leg Total: 404 Trucks 0 0 North Entering: 17 0 Trucks 0 East Entering: 216 North Peds: Cars 12 4 17 Cars 22 East Peds: 7 1 Totals 22 \mathbb{X} Peds Cross: Totals 12 4 1 Peds Cross: ⋈ 4th Line 7 Totals Trucks Heavys Totals Heavys Trucks Cars Cars 225 226 0 188 0 189 18 18 CR 22 (Horseshoe Valley Rd) 215 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 5 5 0 157 159 Trucks Heavys Totals 32 32 0 0 Cars 0 194 186 0 188 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 54 Cars 25 28 61 4 West Peds: Trucks 0 Trucks 0 0 0 South Peds: 0 0 0 West Entering: 196 Heavys 0 Heavys 0 0 South Entering: 61 West Leg Total: 422 Totals 25 South Leg Total: 115 Totals 54 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 **From:** 15:15:00 To: 18:00:00 To: 16:15:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500005 Intersection: CR 22 (Horseshoe Valley Rd) & 4th Person(s) who counted: TFR File #: Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 35 Heavys 0 0 0 Heavys 0 East Leg Total: 413 Trucks 0 0 North Entering: 19 0 Trucks 0 East Entering: 193 North Peds: 0 Cars 10 4 5 19 Cars 16 East Peds: 1 \mathbb{X} Peds Cross: Peds Cross: Totals 10 4 5 Totals 16 ⋈ 4th Line 7 Heavys Trucks Cars Totals Trucks Heavys Totals Cars 193 193 0 160 0 0 160 28 0 28 CR 22 (Horseshoe Valley Rd) 193 0 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 9 9 0 185 185 Trucks Heavys Totals 33 33 0 0 Cars 219 227 0 220 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 65 Cars 23 29 54 West Peds: 5 Trucks 0 Trucks 0 0 1 1 South Peds: 1 0 West Entering: 227 Heavys 0 Heavys 0 0 South Entering: 55 West Leg Total: 420 Totals 23 South Leg Total: 120 Totals 65 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500005

Intersection: CR 22 (Horseshoe Valley Rd) & 4th

TFR File #:

Count date: 8-Jun-13

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

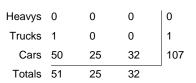
Major Road: CR 22 (Horseshoe Valley Rd) runs 1

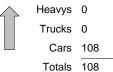
313

2

0

North Leg Total: 216 North Entering: 108 North Peds: Peds Cross: ⋈



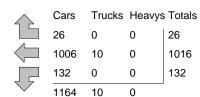


East Leg Total: 2410 East Entering: 1174 East Peds: 13 \mathbb{X} Peds Cross:

Heavys Trucks Cars Totals 12 1184 1196







CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals
0	0	50	50
0	6	50 1044 187	1050
0	1	187	188
0	7	1281	•



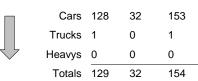




Cars	Trucks	Heavys	Totals
1229	7	0	1236

 \mathbb{X} Peds Cross: West Peds: 12 West Entering: 1288 West Leg Total: 2484





Peds Cross: M South Peds: 5 South Entering: 315 South Leg Total: 660

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	lorsesh	ne Valle	v Rd) & v	11 Count D	Oate: 8-Jun-13		Munic	cipality: Ho	rseshoe	· Vallev		
	`		ach Tot	<u> </u>	TU	0-3411-13					ach Tot	ale	
			rucks, & H			North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi	ing	Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 0 5 5 0 1 8 0 5 3 5	0 0 0 4 0 4 4 0 3 6 4	0 4 3 10 0 12 5 0 11 1 5	0 4 8 19 0 17 17 17 0 19 10	0 0 4 0 0 1 3 0 0 1 0	0 12 32 57 3 78 66 1	6:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:0	0 1 5 18 1 25 18 1 21 22 15	0 0 1 2 0 8 8 0 2 8 3	0 7 18 18 2 28 23 0 26 21 9	0 8 24 38 3 61 49 1 49 51 27	0 0 2 0 0 0 2 0 1 0
Totals:	32	25	51	108	9	419			127	32	152	311	5
			ach Tota rucks, & H			East/West					ach Totarucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hoı Endi		Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 2 5 16 0 18 21 1 27 24 18	0 59 67 116 5 189 147 4 164 159 106	00100960532	0 61 73 132 5 216 174 5 196 186 126	0 0 1 1 0 7 1 0 2	376 11 420 397	6:00 7:00 8:00 9:00 11:00 12:00 15:00 16:00 17:00 18:00	0:00 0:00 0:00 0:00 0:00 0:00 0:00 0:0	0 1 0 3 0 5 11 0 11 10 9	0 22 76 112 0 159 167 5 185 173 149	0 9 25 13 2 32 24 1 28 28 26	0 32 101 128 2 196 202 6 224 211 184	0 0 0 2 0 4 1 0 5 0
Totals:	132	1016	26	1174	13	2460			50	1048	188	1286	12
Hours End Crossing		7:00 1	Calc 8:00 12	9:00 9:00 30	/alues fo 12:00 45	or Traffic Cr		ig Ma 3:00 36	16:00 35	17:00 33	18:00 26		

Interval Time	9 Incr 0 0 0 0 0 0 1 1 1 1 2 0 0 0 0 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	Rigi Cum 0 1 1 2 4 5 6 6 7 9	ht Incr 0 1 2 1 1 0 1 1 1 1 1 1 1	Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	Right Cum I	0 0 0 0	Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	Cum 0 0 0 0 0 0 0 0	0 0 0 0 0	Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cross Incr
6:00:00 0 6:15:00 0 6:30:00 0 6:45:00 0 7:00:00 1 7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	0 0 0 0 1 1 1 2 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 1 1 2 4 5 6 6 7	0 1 0 1 2 1	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0
6:15:00 0 6:30:00 0 6:45:00 0 7:00:00 0 7:15:00 1 7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 7 9:00:00 10	0 0 0 0 1 1 1 2 0 0 2 3	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 1 2 4 5 6 6 7	1 0 1 2 1	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
6:30:00 0 6:45:00 0 7:00:00 0 7:15:00 1 7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 7 9:00:00 10	0 0 0 1 1 1 2 0 0 2 3	0 0 0 0 0 0 0 0 1 2 2	0 0 0 0 0 0 0 0	2 4 5 6 6 7	1 2 1 1	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0	0	0	0	0 0 0	0 0 0	0 0 0	0 0 0	0
6:45:00 0 7:00:00 0 7:15:00 1 7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	0 0 1 1 1 2 0 0 2 3	0 0 0 0 0 0 0 1 2 2	0 0 0 0 0 0 0	2 4 5 6 6 7	1 2 1 1	0 0 0 0	0 0 0	0 0 0 0	0 0	0	0	0	0	0	0	0	0	0	0
7:00:00 0 7:15:00 1 7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	0 1 1 1 2 0 0 2 3	0 0 0 0 0 0 1 2 2	0 0 0 0 0 0	4 5 6 6 7 9	1	0 0 0 0	0 0	0 0 0	0	0	0				0	0	0	0	
7:15:00 1 7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	2	0 0 0 0 1 2 2	0 0 0 0 1 1	5 6 6 7 9	1	0 0 0	0	0	0			0	0	0					0
7:30:00 2 7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	2	0 0 0 1 2 2	0 0 0 1 1	6 6 7 9	1 0 1	0	0	0		0									
7:45:00 3 8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	2	0 0 1 2 2	0 0 1 1	6 7 9	1 0	0					0		0	0	0	0	0	1	1
8:00:00 5 8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	2	0 1 2 2	0 1 1	7 9	0		0		0	0	0	0	0	0	0	0	0	1	0
8:15:00 5 8:30:00 5 8:45:00 7 9:00:00 10	2	1 2 2	1	9	1	Λ			0	0	0	0	0	0	0	0	0	4	3
8:30:00 5 8:45:00 7 9:00:00 10	2	2					0	0	0	0	0	0	0	0	0	0	0	4	0
8:45:00 7 9:00:00 10	2	2			2	0	0	0	0	1	1	0	0	0	0	0	0	4	0
9:00:00 10	2 3 0			12	3	0	0	0	0	1	0	0	0	0	0	0	0	4	0
	3		0	14	2	0	0		0	1	0		0	0	0	0	0	4	0
	()	4	2	16	2	0	0	0	0	1	0	0	0	0	0	0	0	4	0
9:00:56 10		4	0	16	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0
11:00:00 10	0	4	0	16	0	0	0		0	1	0	0	0	0	0	0	0	4	0
11:15:00 10	0	5	1	18	2	0	0	0		1 1	0	0	0	0	0	0			0
11:30:00 10	0	6	1	22	4	0	0	0	0	1 1	0		0	0	0	0	0	4	0
11:45:00 11	1	6	0	25	3	0	0		0	1	0	0		0		0	0	4	0
12:00:00 11 12:15:00 11	0	8 8	2	28 29	3	0	0	0	0	1	0		0	0	0	0	0	5 5	0
	2	10	2	30	1	0	0	_	0	1	0	0	0	0	0	0	0	5	0
12:30:00 13 12:45:00 18		10	0	30	1	0	0	0	0	1	0	0	0	0	0	0	0		0
13:00:00 19	J 1	10	2	33	2	0	0	0	0	<u> </u> 1	0		0	0	0	0	0	8	1
13:00:59	0		0	33	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0
15:00:00 19	0		0	33	0	0	0	_	0	1	0	0	0	0	0	0	0	8	0
15:15:00 19	0		1	34	1	0	0	0	0	1	0		0	0	0	0	0	8	0
15:30:00 19	0	14	1	38	4	0	0	0	0	1	0	0	0	0	0	0	0	8	0
15:45:00 23	4	15	1	41	3	0	0	-	0	1	0	0	0	0	0	0	0	8	0
16:00:00 24	1	15	0	44	3	0	0	0	0	1	0	0	0	0	0	0	0	8	0
16:15:00 24	0	17	2	44	0	0	0	0	0	<u>-</u>	0	0	0	0	0	0	0	8	0
16:30:00 25	1	17	0	44	0	0	0	0	0	<u>.</u>	0		0	0	0	0	0	8	0
16:45:00 25	0	19	2	44	0	0	0		0	1	0	0	0	0	0	0	0	9	1
17:00:00 27	2		2	45	1	0	0	0	0	1	0	0	0	0	0	0	0	9	0
17:15:00 28	1	22	1	50	5	0	0	0	0	1	0	0	0	0	0	0	0	9	0
17:30:00 31	3	24	2	50	0	0	0	-	0	1	0	0	0	0	0	0	0	9	0
17:45:00 31	0	25	1	50	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0
18:00:00 32	1	25	0	50	0	0	0	0	0	1	0		0	0	0	0	0	9	0
18:15:00 32	0	25	0	50	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0
18:15:44 32	0	25	0	50	0	0	0		0	1	0		0	0	0	0	0	9	0
										· · · · · · · · · · · · · · · · · · ·									

		Passen	ger Cars -	- East Ap	proach			Tre	ucks - Eas	t Appro	ach			Pedestrians						
Interval	Let	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East 0	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0 0		0 0		0 0		0 0		0
6:15:00	0	0	9	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	23	14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	37	14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	2	1	57	20	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	1	67	10	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	0	79	12	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	1	86	7	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00:00	7	3	124	38	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	1
8:15:00	11	4	146	22	1	0	0	0	3	1	0	0	0	0	0	0	0	0	2	1
8:30:00	15	4	168	22	1	0	0	0	3	0	0	0	0	0	0	0	0	0	2	
8:45:00	20	5	208	40	1	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0
9:00:00	23	3	238	30	1	0	0	0	4	1	0	0	0	0	0	0	0	0	2	0
9:00:56	23	0	239	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	2	
11:00:00	23	0	243	4	1	0	0	0	4	0		0		0		0	0	0	2	
11:15:00	31	8	283	40	4	3	0	0	4	0	0	0	0	0	0	0	0	0	2	
11:30:00	34	3	334	51	5	1	0	0	4	0	0	0	0	0	0	0	0	0	7	
11:45:00	35	1	379	45	8	3	0	0	5	1	0	0	0	0	0	0	0	0	7	0
12:00:00	41	6	431	52	10	2	0	0		0		0	0	0	0	0	0	0	9	2
12:15:00	44	3		41	10	0	0	0	5	0	0	0	0	0	0	0	0	0	10	1
12:30:00	50	6	511	39	11	1	0	0	5	0	0	0	0	0	0	0	0	0	10	0
12:45:00	54	4	542	31	11	0	0	0		1	0	0	_	0		0	0	0	10	0
13:00:00	62	8	577	35	16	5	0	0		0		0	_	0		0	0	0	10	0
13:00:59	62	0		2	16	0	0	0	-	0		0	_	0		0	0	0	10	0
15:00:00	63	1	581	2	16	0	0	0	-	0		0		0		0	0	0	10	0
15:15:00	69	6	618	37	16	0	0	0		0		0	_	0		0	0	0	10	0
15:30:00	76	7	664	46	18	2	0	0	-	0		0	_	0		0	0	0	11	1
15:45:00	81	5	705	41	18	0	0	0	_	0		0		0		0	0	0	11	0
16:00:00	90	9	745	40	21	3	0	0		0		0		0		0	0	0	11	0
16:15:00	97	7	778	33	21	0	0	0		0		0		0		0	0	0	11	0
16:30:00	102	5	817	39	22	1	0	0		0		0		0		0	0	0	11	0
16:45:00	108	6	858	41	23	1	0	0		0		0	-	0		0	0	0	11	0
17:00:00	114	6	902	44	24	1	0	0		2	0	0		0		0	0	0	11	0
17:15:00	118	4	936	34	26	2	0	0		1	0	0	_	0		0	0	0	13	2
17:30:00	118	0		20	26	0	0	0		0	0	0	_	0		0	0	0	13	0
17:45:00	120	2	983	27	26	0	0	0		0		0		0		0	0	0	13	
18:00:00	132	12	1006	23	26	0	0	0		1	0	0	1	0		0	0	0	13	
18:15:00	132	0		0	26	0	0	0		0		0	_	0		0	0	0	13	0
18:15:44	132	0	1006	0	26	0	0	0	10	0	0	0	0	0	0	0	0	0	13	0

	ı	Passenç	ger Cars -	South A	pproach			Tru	ıcks - Sou	th Appro	ach			Pedestrians						
Interval	Lef	t	Th	ru	Rig	ht	Le	eft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	0	0	7	5	0	0	0	0	0	0		0		0	0	0	0	0
7:15:00	2	1	0	0	13	6	0	0		0	0	0	-	0	0	0	0	0	0	0
7:30:00	3	1	0	0	19	6	0	0	_	0	0	0	_	0		0	0	0	2	
7:45:00	3	0	0	0	21	2	0	0		0	0	0		0	0	0	0	0	2	
8:00:00	6	3	1	1	25	4	0	0	_	0	0	0	-	0	0	0	0	0	2	
8:15:00	8	2	1	0	27	2	0	0		0	0	0		0	_	0	0	0	2	
8:30:00	10	2	2	1	31	4	0	0	1	0	0	0		0	0	0	0	0	2	
8:45:00	13	3	2	0	36	5	0	0	-	0	0	0	1	0	0	0	0	0	2	
9:00:00	24	11	3	1	43	7	0	0		0	0	0		0	0	0	0	0	2	
9:00:56	24	0	3	0	45	2	0	0		0	0	0	_	0	0	0	0	0	2	
11:00:00	25	1	3	0	45	0	0	0		0	0	0	-	0	0	0	0	0	2	
11:15:00	30	5	4	1	48	3	0	0		0	0	0		0	0	0	0	0	2	
11:30:00	36	6	5	1	56	8	0	0		0	0	0		0	0	0	0	0	2	
11:45:00	45	9	9	4	65	9	0	0	_	0	0	0		0	0	0	0	0	2	
12:00:00	50	5	11	2	73	8	0	0		0	0	0		0	0	0	0	0	2	
12:15:00	51	1	12	1	80	7	0	0		0	0	0	_	0	0	0	0	0	2	
12:30:00	59	8	14	2	90	10	0	0	1	0	0	0	_	0	0	0	0	0	2	
12:45:00 13:00:00	64 68	5 4	18 19	4	93 96	3	0	0	1	0	0	0	_	0	0	0	0	0	2	
13:00:59	68	0		0	96	0	0	0		0	0	0	-	0	0	0	0	0	4	2
15:00:59	69	1	19	0	96	0	0	0		0		0	_	0		0	0	0	4	0
15:00:00	73	4	20	1	100	4	0	0	1	0	0	0		0	0	0	0	0	4	0
15:30:00	81	8	21	1	100	4	0	0	-	0	0	0		0	0	0	0	0	4	0
15:45:00	88	7	21	0	114	10	0	0		0	0	0	_	0	0	0	0	0	4	0
16:00:00	90	2	21	0	121	7	0	0	1	0	1	1	1	0	0	0	0	0	5	1
16:15:00	96	6	22	1	129	8	0	0		0	1	0		0	0	0	0	0	5	0
16:30:00	100	4	25	3	132	3	0	0	_	0	1	0		0	0	0	0	0	5	0
16:45:00	106	6	25	0	134	2	1	1	0	0	1	0		0	0	0	0	0	5	0
17:00:00	111	5	29	4	142	8	1	0		0	1	0	-	0	0	0	0	0	5	0
17:15:00	115	4	29	0	143	1	1	0		0	1	0		0	0	0	0	0	5	0
17:13:00	119	4	30	1	147	4	1	0		0	1	0		0	0	0	0	0	5	0
17:45:00	121	2	31	1	149	2	1	0	1	0		0	-	0	0	0		0	5	0
18:00:00	126	5	32	1	151	2	1	0	_	0	1	0		0	0	0	0	0	5	0
18:15:00	127	1	32	0	152	1	1	0		0	1	0	1	0	0	0	0	0	5	0
18:15:44	128	1	32	0	153	1	1	0		0		0		0		0		0	5	
10.10.44	120		32		100	1										- 0			<u> </u>	

		Passen	ger Cars -	· West Ap	proach			Tru	ucks - Wes	st Appro	ach			Pedestrians						
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	West 0	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	9	6	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:45:00	1	1	16	7	5	2	0	0	1	0	0	0		0	0	0	0	0	0	0
7:00:00	1	0	21	5	9	4	0	0	1	0	0	0	_	0	0	0	0	0	0	0
7:15:00	1	0	41	20	13	4	0	0		0	0	0		0	0	0	0	0	0	0
7:30:00	1	0	57	16	16	3	0	0		1	0	0	_	0	0	0	0	0	0	0
7:45:00	1	0	75	18	19	3	0	0		0		0		0	0	0	0	0	0	0
8:00:00	1	0	95	20	34	15	0	0		1	0	0	-	0	0	0	0	0	0	0
8:15:00	1	0	117	22	36	2	0	0		0	0	0		0	0	0	0	0	0	0
8:30:00	1	0	144	27	41	5	0	0		0		0	-	0	0	0	0	0	0	0
8:45:00	4	3	175	31	45	4	0	0	1	1	0	0	_	0	0	0	0	0	2	2
9:00:00	4	0		31	47	2	0	0		0	0	0		0	0	0	0	0	2	0
9:00:56	4	0	206	0	49	2	0	0		0	0	0		0	0	0	0	0	2	0
11:00:00	4	0	206	0	49	0	0	0		0	0	0	-	0	0	0	0	0	2	0
11:15:00	4	0	244	38	61	12	0	0		1	0	0		0	0	0	0	0	2	0
11:30:00	7	3	278	34	67	6	0	0		1	0	0		0	0	0	0	0	5	3
11:45:00	8	1	322	44	72	5	0	0		0	0	0		0	0	0	0	0	6	1
12:00:00	9	1	363	41	81	9	0	0		0		0	-	0	0	0	0	0	6	0
12:15:00	10	1	399	36	87	6	0	0		0	_	0		0	0	0	0	0	6	0
12:30:00	16	6	441	42	94	7	0	0	1	0	0	0		0	0	0	0	0	7	1
12:45:00	17	1	488	47	98	4	0	0		0	0	0		0	0	0	0	0	7	0
13:00:00	20	3	530	42	105	7	0	0	-	0	0	0	-	0	0	0	0	0	7	0
13:00:59	20	0		2	105	0	0	0		0		0		0	0	0	0	0	7	0
15:00:00	20	0	535	3	106	1	0	0		0	0	0		0	0	0	0	0	7	0
15:15:00	22	2		51	115	9	0	0		0	0	0	-	0	0	0	0	0	7	0
15:30:00	27	5	628	42	122	7	0	0		0	_	0		0	0	0	0	0	8	1
15:45:00	31	4	682	54	130	8	0	0		0	0	0	-	0	0	0	0	0	11	3
16:00:00	31	0	720	38	134	4	0	0	1	0	0	0	_	0	0	0	0	0	12	1
16:15:00	31	0		51	148	14	0	0		0	0	0		0	0	0	0	0	12	0
16:30:00	36	5	817	46	154	6	0	0		0	1	1		0	0	0	0	0	12	0
16:45:00	39	3	855	38	158	4	0	0	_	0	1	0	-	0	0	0	0	0	12	0
17:00:00	41	2		38	161	3	0	0		0		0		0	0	0	0	0	12	0
17:15:00	43	2		51	168	7	0	0	_	0	1	0	_	0	0	0	0	0	12	0
17:30:00	46	3	980	36	177	9	0	0		0	1	0	-	0	0	0	0	0	12	0
17:45:00	50	4	1013	33	182	5	0	0		0		0		0	0	0	0	0	12	0
18:00:00	50	0	1042	29	187	5	0	0	_	0	1	0	_	0	0	0	0	0	12	0
18:15:00	50	0	1043	1	187	0	0	0		0		0		0	0	0	0	0	12	0
18:15:44	50	0	1044	1	187	0	0	0	6	0	1	0	0	0	0	0	0	0	12	0

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 From: 6:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500004 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 27 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 307 East Entering: 142 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 132 136 118 0 121 20 21 CR 22 (Horseshoe Valley Rd) 138 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 144 147 31 32 Trucks Heavys Totals 0 1 Cars 0 175 161 165 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 51 Cars 14 17 31 West Peds: 0 Trucks 2 Trucks 1 1 2 South Peds: 0 Heavys 0 0 West Entering: 179 Heavys 0 0 South Entering: 33 West Leg Total: 315 Totals 15 South Leg Total: 86 Totals 53

Comments

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak From:** 11:00:00 **From:** 11:00:00 To: 13:00:00 To: 12:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500004 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 27 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 472 East Entering: 241 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 271 274 224 0 226 15 15 CR 22 (Horseshoe Valley Rd) 239 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 211 213 44 45 Trucks Heavys Totals 0 1 Cars 229 255 0 231 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 59 Cars 47 18 65 West Peds: 0 Trucks 1 Trucks 1 0 1 South Peds: 0 0 0 West Entering: 258 Heavys 0 Heavys 0 South Entering: 66 West Leg Total: 532 Totals 48 South Leg Total: 126 Totals 60 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 15:00:00 **From:** 15:00:00 To: 18:00:00 To: 16:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500004 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 27 Count date: 8-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 501 East Entering: 231 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 250 251 207 207 0 24 24 CR 22 (Horseshoe Valley Rd) 231 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 240 240 0 68 68 Trucks Heavys Totals 0 Cars 270 270 308 0 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 92 Cars 43 30 73 West Peds: 0 Trucks 0 Trucks 1 0 1 South Peds: 0 0 0 West Entering: 308 Heavys 0 Heavys 0 South Entering: 74 West Leg Total: 559 Totals 92 Totals 44 South Leg Total: 166 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500004

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd

TFR File #: 27

Count date: 8-Jun-13

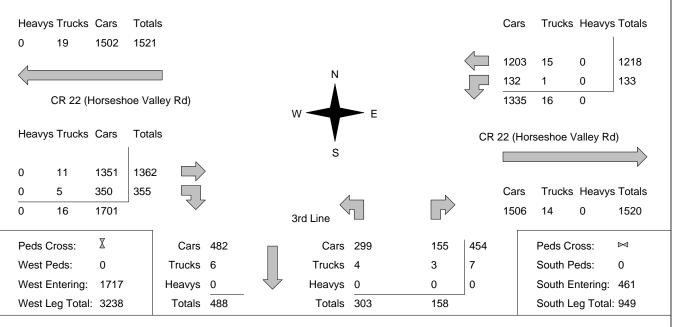
Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs \

East Leg Total: 2871
East Entering: 1351
East Peds: 0
Peds Cross:

X



Comments

Ontario Traffic Inc.Traffic Count Summary

Intersection:	2D 00 //	lores = !	00 \/5!!:			Pate: O. Jun. 12			rocol	. \/ell=		
intersection: (`			<u> </u>	3r(Count L	Pate: 8-Jun-13	Iviun	icipality: Ho			hala	
			ach Tot rucks, & H			North/South				rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00	0	0	0	0	0	0 20	6:00:00 7:00:00		0	0 8	0 20	0
8:00:00	0	0	0 0	0	0 0	36	8:00:00	1 1	0 0	13	36	0
9:00:00	0	0	0	0	0	33 1	9:00:00 11:00:00		0	18	33	0
12:00:00	0	0	0	0	0	66	12:00:00		0	0 18	1 66	0
13:00:00	0	0	0	0	0		13:00:00		0	27	70	0
15:00:00 16:00:00	0	0	0 0	0	0	1 74	15:00:00 16:00:00		0	0 30	1 74	0 0
17:00:00	0	0	0	0	0	75	17:00:00		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
			rucks, & H							ach Tot		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	0	0	0	0	0	6:00:00		0	0	0	0
7:00:00 8:00:00	1 12	46 70	0	47 82	0	117 192	7:00:00 8:00:00	1 1	63 89	7 21	70 110	0 0
9:00:00	21	121	0	142	0	321	9:00:00	0	147	32	179	0
11:00:00 12:00:00	0 15	0 226	0	0 241	0	1 499	11:00:00 12:00:00		1 213	0 45	1 258	0
13:00:00	12	190	0	202	0	477	13:00:00	0	230	45	275	0
15:00:00 16:00:00	0 24	0 207	0	0 231	0	2 539	15:00:00 16:00:00	1 1	2 240	0 68	2 308	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
Hours Fr	dina:	7.00				or Traffic Cr	_	-		10.00		
Hours En Crossing		7:00 12	8:00 23	9:00 15	12:00 48		13:00 43		17:00 57	18:00 55		

		Passen	ger Cars -	North A	proach			Tru	icks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0		0	_	0		0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0		0		0	1	0	0	0	0	0	0	0
9:00:11	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:00:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0		0	_	0	-		0	0	0	0	0	0
12:00:00 12:15:00	0	0	0	0	0	0	0	0	-	0		0		0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0		0		0	1	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
13:00:25	0	0	0	0	0	0	0	0	-	0		0	-	0	0	0	0	0	0	0
15:00:20	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
15:30:00	0	0	0	0	0	0	0	0		0		0	-	0	0	0	0	0	0	0
15:45:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0		0	_	0		0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:04	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
						_		_		_		_		_				_	_	

		ger Cars -	proach			Tr	ucks - Eas	st Appro	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians		
Interval	Lef	ft	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Riç	ght	East C	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	6	6	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	17	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	30	13	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
7:00:00	1	1	44	14	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	4	56	12	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	1	69	13	0	0	0	0		0		0		0	0	0	0	0	0	0
7:45:00	10	4	79	10	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
8:00:00	13	3	113	34	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
8:15:00	21	8	135	22	0	0	0	0	4	1	0	0	-	0	0	0	0	0	0	0
8:30:00	25	4	161	26	0	0	1	1	4	0	0	0		0	0	0	0	0	0	0
8:45:00	31	6	198	37	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0
9:00:00	33	2		33	0	0	1	0	-	1	0	0		0	0	0	0	0	0	0
9:00:11	33	0	231	0	0	0	1	0	_	0		0	_	0	0	0	0	0	0	0
11:00:00	33	0	231	0	0	0	1	0		0		0	-	0	0	0	0	0	0	0
11:15:00	34	1	286	55	0	0	1	0	-	0	0	0		0	0	0	0	0	0	0
11:30:00	37	3	348	62	0	0	1	0	-	1	0	0		0	0	0	0	0	0	0
11:45:00	41	4	401	53	0	0	1	0	-	1	0	0		0	0	0	0	0	0	0
12:00:00	48	7	455	54	0	0	1	0	-	0		0		0	0	0	0	0	0	0
12:15:00	49	1	510	55	0	0	1	0	-	0		0	_	0	0	0	0	0	0	0
12:30:00	54	5	555	45	0	0	1	0	-	1	0	0	_	0	0	0	0	0	0	0
12:45:00	56	2		46	0	0	1	0		0		0	_	0	0	0	0	0	0	0
13:00:00	60	4	643	42	0	0	1	0		1	0	0		0	0	0	0	0	0	0
13:00:25	60	0		0	0	0	1	0		0		0	_	0	0	0	0	0	0	0
15:00:00	60	0	643	0	0	0	1	0		0		0		0	_	0	0	0	0	0
15:15:00	61	1	688	45	0	0	1	0		0		0		0	0	0	0	0	0	0
15:30:00	66	5	744	56	0	0	1	0		0		0	-	0	0	0	0	0	0	0
15:45:00	74	8	800	56	0	0	1	0		0		0	-	0	0	0	0	0	0	0
16:00:00	84	10	850	50	0	0	1	0		0	0	0	_	0	0	0	0	0	0	0
16:15:00	92	8	899	49	0	0	1	0		1	0	0		0	0	0	0	0	0	0
16:30:00	99	7	950	51	0	0	1	0		0		0		0	0	0	0	0	0	0
16:45:00	108	9	1000	50	0	0	1	0		1	0	0	-	0	0	0	0	0	0	0
17:00:00	116	8	1060	60	0	0	1	0		2		0		0	0	0	0	0	0	0
17:15:00	118	2	1111	51	0	0	1	0			0	0	-	0	0	0	0	0	0	0
17:30:00	120	2	1141	30	0	0	1	0		0		0	-	0	0	0	0	0	0	0
17:45:00	127	7	1172	31	0	0	1	0		0		0		0	0	0		0	0	0
18:00:00	132	5	1203	31	0	0	1	0	1	0		0	_	0	0	0	0	0	0	0
18:15:00	132	0	1203	0	0	0	1	0		0		0	-	0	0	0	0	0	0	0
18:15:04	132	0	1203	0	0	0	1	0	15	0	0	0	0	0	0	0	0	0	0	0

		Passenç	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	4	2	0	0	4	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0
6:45:00	10	6	0	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:00:00	12	2	0	0	7	1	0	0		0	1	0	_	0	0	0	0	0	0	0
7:15:00	19	7	0	0	9	2	0	0		0		0		0	0	0	0	0	0	0
7:30:00	21	2	0	0	14	5	0	0		0	1	0	-	0	0	0	0	0	0	0
7:45:00	28	7	0	0	15	1	0	0		0		0		0	0	0	0	0	0	0
8:00:00	35	7	0	0	20	5	0	0		0	1	0		0	0	0	0	0	0	0
8:15:00	37	2	0	0	21	1	0	0		0	2	1		0	0	0	0	0	0	0
8:30:00	45	8	0	0	25	4	0	0		0		0	-	0	0	0	0	0	0	0
8:45:00	46	1	0	0	28	3	0	0	0	0	2	0	_	0	0	0	0	0	0	0
9:00:00	49	3	0	0	37	9	1	1	0	0		0	1	0	0	0	0	0	0	0
9:00:11	49	0	0	0	37	0	2	1	0	0	2	0		0	0	0	0	0	0	0
11:00:00	49	0	0	0	37	0	2	0		0	2	0	-	0	0	0	0	0	0	0
11:15:00	59	10	0	0	42	5	2	0		0		0		0	0	0	0	0	0	0
11:30:00	71	12	0	0	45 51	3	2	0	0	0	2	0	-	0	0	0	0		0	0
11:45:00	81 96	10 15	0	0	55	6	3	0	-	0		0		0	0	0	0	0	0	0
12:00:00 12:15:00	105	9	0	0	60	5	3	0		0		0		0	0	0	0	0	0	0
12:30:00	112	7	0	0	66	6	3	0		0	3	1	_	0	0	0	0	0	0	0
12:30:00	124	12	0	0	72	6	3	0		0		0		0	0	0	0	0	0	0
13:00:00	139	15	0	0	81	9	3	0		0	3	0	_	0	0	0	0	0	0	0
13:00:25	140	13	0	0	81	0	3	0	-	0		0	-	0	0	0	0	0	0	0
15:00:20	140	0	0	0	81	0	3	0		0	3	0		0	0	0	0	0	0	0
15:15:00	153	13	0	0	90	9	4	1	0	0	3	0	-	0	0	0	0	0	0	0
15:30:00	165	12	0	0	96	6	4	. 0	_	0		0	-	0	0	0	0	0	0	0
15:45:00	169	4	0	0	103	7	4	0		0	3	0		0	0	0	0	0	0	0
16:00:00	183	14	0	0	111	8	4	0		0	3	0		0	0	0	0	0	0	0
16:15:00	201	18	0	0	116	5	4	0		0		0	_	0	0	0	0	0	0	0
16:30:00	217	16	0	0	120	4	4	0	0	0	3	0	0	0	0	0	0	0	0	0
16:45:00	225	8	0	0	122	2	4	0	0	0	3	0	0	0	0	0	0	0	0	0
17:00:00	240	15	0	0	129	7	4	0	0	0		0	0	0	0	0	0	0	0	0
17:15:00	258	18	0	0	132	3	4	0		0	3	0		0	0	0	0	0	0	0
17:30:00	273	15	0	0	143	11	4	0	0	0		0	0	0	0	0	0	0	0	0
17:45:00	282	9	0	0	146	3	4	0	0	0	3	0	0	0	0	0	0	0	0	0
18:00:00	295	13	0	0	155	9	4	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15:00	297	2	0	0	155	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15:04	299	2	0	0	155	0	4	0		0		0		0	0	0	0	0	0	0
			_			_		_		_		_						_		

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - West	Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ıht	Le	ft	Thru	l	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:15:00	0	0	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	25	17	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:45:00	0	0	49	24	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	C
7:00:00	0	0	61	12	7	3	0	0	2	1	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	89	28	12	5	0	0	3	1	0	0	0	0	0	0	0	0	0	C
7:30:00	0	0	103	14	15	3	0	0	3	0	1	1	0	0	0	0	0	0	0	C
7:45:00	0	0		19	19	4	0	0	4	1	1	0	_	0		0	0	0	0	C
8:00:00	0	0	148	26	27	8	0	0	4	0	1	0	_	0		0	0	0	0	C
8:15:00	0	0		22	40	13	0	0	4	0	1	0		0		0	0	0	0	C
8:30:00	0	0		37	44	4	0	0		0	2	1	0	0		0	0	0	0	C
8:45:00	0	0		43	53	9	0	0		1	2	0	_	0		0	0	0	0	C
9:00:00	0	0		42	58	5	0	0	-	2	2	0	_	0		0	0	0	0	C
9:00:11	0	0		1	58	0	0	0		0	2	0		0		0	0	0	0	C
11:00:00	0	0		0	58	0	0	0		0	2	0		0		0	0	0	0	C
11:15:00	0	0		49	71	13	0	0		1	2	0	-	0		0	0	0	0	C
11:30:00	0	0		44	79	8	0	0		1	3	1		0		0	0	0	0	C
11:45:00	0	0		63	95	16	0	0		0	3	0	_	0		0	0	0	0	C
12:00:00	0	0		55	102	7	0	0		0	3	0		0		0	0	0	0	C
12:15:00	0	0		47	117	15	0	0		1	4	1	0	0		0	0	0	0	C
12:30:00	0	0		61	125	8	0	0		0	4	0		0		0	0	0	0	
12:45:00	0	0	677	65	138	13	0	0		0	4	0	_	0		0	0	0	0	
13:00:00	0	0		56	146	8	0	0		0	4	0	_	0		0	0	0	0	C
13:00:25	0	0		2	146	0	0	0		0	4	0	_	0		0	0	0	0	
15:00:00	0	0		0	146	0	0	0		0	4	0		0		0	0	0	0	C
15:15:00	0	0		72	168	22	0	0		0	4	0	_	0		0	0	0	0	C
15:30:00	0	0		62	186	18	0	0		0	4	0	_	0		0	0	0	0	
15:45:00	0	0		66	200	14	0	0		0	4	0		0		0	0	0	0	C
16:00:00	0	0		40	214	14	0	0		0	4	0	_	0		0	0	0	0	C
16:15:00	0	0	1035	60	234	20	0	0		1	4	0		0		0	0	0	0	C
16:30:00 16:45:00	0	0		54 49	254 274	20 20	0	0		0	4	0	_	0		0	0	0	0	C
		0			274	20	0			0	4	0	_	0		-	0	0	0	
17:00:00 17:15:00	0	0	1178 1229	40 51	317	23	0	0		0	4	0		0		0	0	0	0	C
17:15:00	0	0		42	317	23 7	0	0		0	4	0	_	0		0	0	0	0	
17:30:00	0	0	1319	42	333	9	0	0		0	5	1	_	0		0	0	0	0	
18:00:00	0	0		32	348	15	0	0		0	_	0	_	0		0	0	0	0	
18:15:00	0	0		0	349	15	0	0		0		0		0		0	0	0	0	
18:15:04	0	0		0	350	1	0	0		0		0		0		0	0	0	0	
10.15.04	U	0	1331	U	330	I	U	0	11	U	3	0	U	0	U	U	U	U	0	

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 6:00:00 From: 7:45:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500003 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 11 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 17 Heavys 0 0 0 Heavys 0 East Leg Total: 338 Trucks 0 0 North Entering: 10 0 Trucks 0 East Entering: 208 North Peds: 0 Cars 7 2 10 Cars 7 East Peds: 0 Totals 7 \mathbb{X} Totals 7 2 Peds Cross: Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 14 186 200 0 0 163 12 0 175 30 32 CR 22 (Horseshoe Valley Rd) 194 0 14 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 6 6 10 111 121 40 41 0 1 Cars Trucks Heavys Totals 157 119 130 Horseshoe Valley Resort Entrance \mathbb{X} Cars 71 22 Peds Cross: \bowtie Peds Cross: Cars 16 West Peds: 0 Trucks 3 Trucks 2 1 3 South Peds: 0 0 West Entering: 168 Heavys 0 Heavys 0 South Entering: 25 West Leg Total: 368 Totals 18 South Leg Total: 99 Totals 74 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 12:00:00 To: 13:00:00 To: 13:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500003 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 11 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 15 Heavys 0 0 0 Heavys 0 East Leg Total: 342 North Entering: 10 Trucks 0 1 Trucks 0 East Entering: 153 Cars 5 North Peds: 0 Cars 8 0 1 9 East Peds: 0 \mathbb{X} 2 Totals 5 Peds Cross: Totals 8 0 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 13 155 168 0 126 0 135 16 17 CR 22 (Horseshoe Valley Rd) 143 0 10 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 4 4 170 178 4 41 0 45 Cars Trucks Heavys Totals 215 179 10 0 189 Horseshoe Valley Resort Entrance \mathbb{X} Cars 57 29 Peds Cross: \bowtie Peds Cross: Cars 21 8 West Peds: 0 Trucks 5 Trucks 4 1 5 South Peds: 0 0 0 West Entering: 227 Heavys 0 Heavys 0 0 South Entering: 34 West Leg Total: 395 Totals 25 South Leg Total: 96 Totals 62 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 From: 15:45:00 To: 18:00:00 To: 16:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500003 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & Hor TFR File #: 11 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 31 Heavys 0 0 0 Heavys 0 East Leg Total: 578 North Entering: 12 Trucks 0 1 Trucks 1 East Entering: 220 North Peds: Cars 4 4 3 11 Cars 18 East Peds: 1 \mathbb{X} Peds Cross: Totals 4 4 4 Totals 19 Peds Cross: ⋈ Horseshoe Valley Resort Entrance Trucks Heavys Totals Heavys Trucks Cars Totals Cars 12 239 251 0 179 11 0 190 25 25 CR 22 (Horseshoe Valley Rd) 0 208 12 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 11 11 0 304 313 0 0 56 56 Cars Trucks Heavys Totals 371 347 358 Horseshoe Valley Resort Entrance \mathbb{X} Cars 85 Peds Cross: \bowtie Peds Cross: Cars 56 40 99 West Peds: 0 Trucks 0 Trucks 1 1 2 South Peds: 0 0 0 West Entering: 380 Heavys 0 Heavys 0 0 South Entering: 101 West Leg Total: 631 Totals 57 South Leg Total: 186 Totals 85 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500003

Intersection: CR 22 (Horseshoe Valley Rd) & Hor | Person(s) who counted:

TFR File #: 11

Count date: 12-Jun-13

Weather conditions:

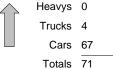
** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs 1

North Leg Total: 149 Heavys 0 North Entering: 78 Trucks 1 Cars 48 North Peds: 0 Peds Cross: Totals 49 ⋈

Totals

0 0 4 3 9 17 74 9 20



Horseshoe Valley Resort Entrance

East Leg Total: 2982 East Entering: 1381 East Peds: 4 \mathbb{X} Peds Cross:



45

1399

292

1736

Heavys Trucks Cars

Heavys Trucks Cars

1

59

13

73

0

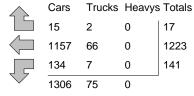
0



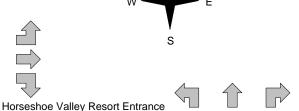
46

305





CR 22 (Horseshoe Valley Rd)



Trucks Heavys Totals Cars 1535 0 1601

 \mathbb{X} Peds Cross: West Peds: 6 West Entering: 1809 West Leg Total: 3302

Cars 435 Trucks 20 Heavys 0 Totals 455

Cars 206 119 332 4 20 Trucks 15 0 Heavys 0 0 Totals 221 123

Peds Cross: \bowtie South Peds: 0 South Entering: 352 South Leg Total: 807

Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	lorsesh	ne Valle	v Rd) & l	Count D	Oate: 12-Jun-13	3	Munic	ipality: Ho	rseshoe	Valley		
	· · · · · · · · · · · · · · · · · · ·		ach Tot	· ·		12 0011 10					ach Tot	als	
			rucks, & H			North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Endin	ıg	Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00	0	0	0 5	0 6	0	0 11	6:00: 7:00:		0	0	0 0	0 5	0
8:00:00	2	2	7	11	0	25	8:00:		6	1	7	14	0
9:00:00	2	0	9	11	0	37	9:00:		19	0	7	26	0
11:00:00 12:00:00	0	0	0	0 4	0	1 49	11:00: 12:00:		1 27	0	0 18	1 45	0
13:00:00	2	0	8	10	0	44	13:00:	:00	25	0	9	34	0
15:00:00 16:00:00	0	0	0 5	0 12	0	0 73			0 41	0 2	0 18	0 61	0 0
17:00:00	5	3	5	13	0	107	17:00:		56	3	35	94	0
18:00:00	3	1	7	11	0	83			42	1	29	72	0
Totals:	20	9	49	78	0	430			221	8	123	352	0
			ach Tota rucks, & H			East/West					ach Totarucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Endin		Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00	0 5	0 99	0	0 104	0	0 177	6:00: 7:00:		0 2	0 64	0 7	0 73	0
8:00:00	16	156	1	173	0	307	8:00:		3	107	24	134	0
9:00:00	34	166	1	201	0	364	9:00:		5	116	42	163	0
11:00:00 12:00:00	0 11	0 128	0 2	0 141	0	5 325	11:00: 12:00:		0 6	5 148	0 30	5 184	0 0
13:00:00	17	135	1	153	Ö	380	13:00:	:00	4	178	45	227	0
15:00:00	1	3	0	4	0		15:00:		1 7	8 223	3 70	12 300	0
16:00:00 17:00:00	23 23	154 192	4	181 219	0 1		16:00: 17:00:		10	305	70 52	367	0
18:00:00	11	190	4	205	2		18:00:		8	301	32	341	6
Totals:	141	1223	17	1381	4	3187			46	1455	305	1806	6
Hours En	dina:	7:00	Calc 8:00	ulated V 9:00	alues fo 12:00	or Traffic Cr	_	y Ma :00	ajor Stre 16:00	2 et 17:00	18:00		
	Values:	6	10	21	29			27	48	65	54		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Lef	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	4	3	0	0		0		0		0	0	0	0	0	0	0
7:00:00	1	1	0	0	5	1	0	0		0		0		0	0	0	0	0	0	0
7:15:00	1	0	1	1	6	1	0	0		0		0		0	0	0	0	0	0	0
7:30:00	1	0	1	0	10	4	0	0		0	1	1		0	0	0	0	0	0	0
7:45:00	2	1	1	0	10	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	3	1	2	1	11	1	0	0		0		0		0	0	0	0	0	0	0
8:15:00	3	0	2	0	15	4	0	0		0		0		0	0	0	0	0	0	0
8:30:00	3	0	2	0	15	0	0	0		0		0		0	0	0	0	0	0	0
8:45:00	4	1	2	0	17	2	0	0		0		0	_	0	0	0	0	0	0	0
9:00:00	5	1	2	0	20	3	0	0		0		0	1	0	0	0	0	0	0	0
9:00:12	5	0	2	0	20	0	0	0		0		0		0	0	0	0	0	0	0
11:00:00	5	0	2	0	20	0	0	0		0		0	_	0	0	0	0	0	0	0
11:15:00	5	0	2	0	20	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	5	0	2	0	22	2	0	0		0		0		0	0	0	0	0	0	0
11:45:00	6	1	2	0	23	1	0	0		0	1	0		0	0	0	0	0	0	0
12:00:00	6	0	2	0	23	0	0	0		0		0		0	0	0	0	0	0	0
12:15:00	6	0	2	0	26	3	0	0		0		0	_	0	0	0	0	0	0	0
12:30:00	7	1	2	0	28	2	0	0		0	1	0	1	0	0	0	0	0	0	0
12:45:00	7	0	2	0	29	1	1	1	0	0	-	0		0	0	0	0	0	0	0
13:00:00	7	0	2	0	31	2	1	0		0	1	0	-	0	0	0	0	0	0	0
13:00:19	7	0	2	0	31	0	1	0		0		0		0	0	0	0	0	0	0
15:00:00	7	0	2	0	31	0	1	0		0		0		0	0	0	0	0	0	0
15:15:00	8	1	3	1	31	0	1	0		0		0	-	0	0	0	0	0	0	0
15:30:00	9	1	3	0	33	2	2	1	0	0		0		0	0	0	0	0	0	0
15:45:00	9	0	4	1	35	2	2	0		0		0	-	0	0	0	0	0	0	0
16:00:00	10	1	5	1	36	1	2	0		0		0	_	0	0	0	0	0	0	0
16:15:00	11	1	7	2	37	1	2	0		0		0		0	0	0	0	0	0	0
16:30:00	11	0	7	0	37	0	3	1	0	0		0		0	0	0	0	0	0	0
16:45:00	12	1	8	1	39	2	3	0		0	1	0	-	0	0	0	0	0	0	0
17:00:00	14	2	8	0	41	2	3	0		0		0		0	0	0	0	0	0	0
17:15:00	14	0	8	0	45	4	3	0		0		0		0	0	0	0	0	0	0
17:30:00	15	1	8	0	45	0	3	0		0		0		0	0	0	0	0	0	0
17:45:00	16	1	8	0	48	3	3	0		0		0		0	0	0	0	0	0	0
18:00:00	17	1	9	1	48	0	3	0		0		0		0	0	0	0	0	0	0
18:00:27	17	0	9	0	48	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0

	Passenger Cars - East Approach Left Thru Right							Tr	ucks - Eas	st Appro	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	East (cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	1	1	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	1	0	40	17	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
6:45:00	2	1	67	27	0	0	0	0		2	0	0		0	0	0	0	0	0	0
7:00:00	5	3	94	27	0	0	0	0		1	0	0		0	0	0	0	0	0	0
7:15:00	6	1	126	32	0	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0
7:30:00	9	3	163	37	0	0	0	0		4	1	1	· · · · ·	0	0	0	0	0	0	0
7:45:00	16	7		44	0	0	0	0		2	1	0		0		0	0	0	0	0
8:00:00	20	4		36	0	0	1	1		1	1	0		0	0	0	0	0	0	0
8:15:00	29	9		39	0	0	1	0		4	1	0	-	0		0	0	0	0	0
8:30:00	40	11	324	42	1	1	1	0		0		0		0		0	0	0	0	0
8:45:00	46	6		46	1	0	2	1		7	1	0		0	0	0	0	0	0	0
9:00:00	51	5		24	1	0	4	2		4	1	0		0		0	0	0	0	0
9:00:12	51	0		0	1	0	4	0		0		0		0	0	0	0	0	0	0
11:00:00	51	0		0	1	0	4	0		0	1	0		0	0	0	0	0	0	0
11:15:00	52	1	430	36	1	0	4	0		2	1	0		0	0	0	0	0	0	0
11:30:00	54	2		22	1	0	5	1	00	1	1	0		0	0	0	0	0	0	0
11:45:00	61	7	491	39	2	1	5	0		1	1	0		0	0	0	0	0	0	0
12:00:00	61	0		25	3	1	5	0		2		0		0		0	0	0	1	1
12:15:00	66	5	549	33	3	0	5	0		3	1	0		0		0	0	0	1	0
12:30:00	70	4	572	23	3	0	5	0		2	1	0	1	0	0	0	0	0	1	0
12:45:00	72	2		38	3	0	6	1	.0	2	1	0		0		0	0	0	1	0
13:00:00	77	5	642	32	4	1	6	0		2	1	0		0	0	0	0	0	1	0
13:00:19	77	0		0	4	0	6	0		1	1	0		0		0	0	0	1	0
15:00:00	78	1	644	2	4	0	6	0		0		0		0	0	0	0	0	1	0
15:15:00	84	6		28	6	2	7	1		1	1	0		0	0	0	0	0	1	0
15:30:00	90	6		37	6	0	7	0		0		0		0		0	0	0	1	0
15:45:00	94	4	745	36	7	1	7	0		2	1	0		0	0	0	0	0	1	0
16:00:00	100	6	793	48	8	1	7	0		2	1	0	-	0	0	0	0	0	1	0
16:15:00	109	9		43	10	2	7	0		3	1	0		0	0	0	0	0	1	0
16:30:00	112	3		47	11	1	7	0		3	2	1	ļ	0	0	0	0	0	2	1
16:45:00	119	7	924	41	11	0	7	0		3	2	0		0	0	0	0	0	2	0
17:00:00	123	4		50	11	0	7	0		2	2	0		0		0	0	0	2	0
17:15:00	125	2	1013	39	11	0	7	0		1	2	0		0	0	0	0	0	2	0
17:30:00	128	3	1064	51	13	2	7	0			2			0		0	0	0	4	2
17:45:00	132	4	1114	50	13	0	7	0		4	2	0		0		0	0	0	4	0
18:00:00	134	2		43	15	2	7	0		0		0		0		0	0	0	4	0
18:00:27	134	0	1157	0	15	0	7	0	66	0	2	0	0	0	0	0	0	0	4	0

		Passenç	jer Cars -	South A	pproach			Tru	ıcks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	2	2	0	0	0	0	0	0	_	0	0	0		0	0	0	0	0	0	0
7:00:00	4	2	1	1	0	0	0	0		0		0		0	0	0	0	0	0	0
7:15:00	5	1	1	0	2	2	0	0	_	0		0		0	0	0	0	0	0	0
7:30:00	7	2	1	0	4	2	0	0	-	0	0	0	_	0	0	0	0	0	0	0
7:45:00	8	1	2	1	6	2	0	0		0		0		0	0	0	0	0	0	0
8:00:00	9	1	2	0	6	0	1	1	0	0		1		0	0	0	0	0	0	0
8:15:00	15	6	2	0	7	1	1	0	-	0		0		0	0	0	0	0	0	0
8:30:00	19	4	2	0	12	5	1	0	-	0		0	-	0	0	0	0	0	0	0
8:45:00	24	5	2	0	12	0	2	1	0	0	1	0	_	0	0	0	0	0	0	0
9:00:00	26	2	2	0	13	1	3	1	0	0		0	1	0	0	0	0	0	0	0
9:00:12	26	0	2	0	13	0	3	0		0		0		0	0	0	0	0	0	0
11:00:00	27	1	2	0	13	0	3	0		0	1	0		0	0	0	0	0	0	0
11:15:00	30	3	2	0	15	2	3	0	_	0		1		0	0	0	0	0	0	0
11:30:00	38	8	2	0	18	3	3	0	-	0		0	-	0	0	0	0	0	0	0
11:45:00	45	7	2	0	24	6	3	0	-	0	2	0		0	0	0	0	0	0	0
12:00:00	52	7	2	0	30	6	5	2		0		0		0	0	0	0	0	0	0
12:15:00	57	5	2	0	31	1	6	1	0	0		0	_	0	0	0	0	0	0	0
12:30:00	63	6	2	0	31	0	6	0	1	0	2	0	1	0	0	0	0	0	0	0
12:45:00	67	4	2	0	34	3	7	1	0	0		0		0	0	0	0	0	0	0
13:00:00	73	6	2	0	38	4	9	2	-	0	3	1		0	0	0	0	0	0	0
13:00:19	73	0	2	0	38	0	9	0		0		0		0	0	0	0	0	0	0
15:00:00	73	0	2	0	38	0	9	0		0		0		0	0	0	0	0	0	0
15:15:00	83	10	2	0	40	2	9	0		0	3	0	-	0	0	0	0	0	0	0
15:30:00	91	8	2	0	43	3	12	3		0		0		0	0	0	0	0	0	0
15:45:00	99	8	3	1	46	3	12	0		1	3	0	-	0	0	0	0	0	0	0
16:00:00	111	12	3	0	56	10	12	0	1	0	3	0		0	0	0	0	0	0	0
16:15:00	127	16	4	1	63	7	13	1	1	0	-	1	0	0	0	0	0	0	0	0
16:30:00	140	13	4	0	74	11	13	0		0	4	0		0	0	0	0	0	0	0
16:45:00	155	15	6	2	86	12	13	0		0	4	0	-	0	0	0	0	0	0	0
17:00:00	166	11	6	0	90	4	13	0	1	0		0		0	0	0	0	0	0	0
17:15:00	176	10	6	0	98	8	14	1	1	0	4	0	-	0	0	0	0	0	0	0
17:30:00	191	15	7	1	103	5	14	0		0		0	-	0	0	0	0	0	0	0
17:45:00	199	8	7	0	113	10	15	1	1	0		0	-	0	0	0	0	0	0	0
18:00:00	206	7	7	0	119	6	15	0	-	0	-	0		0	0	0	0	0	0	0
18:00:27	206	0	7	0	119	0	15	0	1	0	4	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ıht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:15:00	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	20	11	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:45:00	1	1	41	21	2	2	0	0	4	3	0	0	0	0	0	0	0	0	0	C
7:00:00	2	1	58	17	7	5	0	0	6	2	0	0	0	0	0	0	0	0	0	
7:15:00	2	0	84	26	9	2	0	0	9	3	_	0	0	0	0	0	0	0	0	
7:30:00	3	1	104	20	15	6	0	0	-	2	-	1		0	0	0	0	0	0	C
7:45:00	3	0	130	26	18	3	0	0	-	3	3	2		0		0	0	0	0	C
8:00:00	5	2	151	21	28	10	0	0	20	6	3	0	0	0	0	0	0	0	0	C
8:15:00	7	2	183	32	38	10	0	0		1	3	0		0		0	0	0	0	C
8:30:00	8	1	220	37	45	7	0	0		2	3	0	-	0		0	0	0	0	C
8:45:00	9	1	241	21	58	13	0	0	1	1	4	1	0	0		0	0	0	0	
9:00:00	10	1	261	20	68	10	0	0		2		1	0	0		0	0	0	0	C
9:00:12	10	0		0	68	0	0	0		0		0		0		0	0	0	0	C
11:00:00	10	0	266	5	68	0	0	0		0	_	0		0		0	0	0	0	C
11:15:00	12	2	301	35	72	4	0	0		1	6	1		0		0	0	0	0	C
11:30:00	13	1	331	30	77	5	0	0		1	7	1		0		0	0	0	0	C
11:45:00	14	1	366	35	91	14	0	0		0		0	-	0		0	0	0	0	C
12:00:00	16	2	410	44	96	5	0	0		2	7	0		0		0	0	0	0	C
12:15:00	19	3		42	106	10	0	0		3	_	2		0		0	0	0	0	C
12:30:00	19	0		42	115	9	0	0		3	_	0		0		0	0	0	0	C
12:45:00	19	0	543	49	122	7	0	0		0	1	2		0		0	0	0	0	
13:00:00	20	1	580	37	137	15	0	0		2		0		0		0	0	0	0	C
13:00:19	20	0	583	3	137	0	0	0		0		0		0		0	0	0	0	C
15:00:00	21	1	588	5	140	3	0	0		0		0		0		0	0	0	0	C
15:15:00	22	1	636	48	153	13	0	0		3		0		0		0	0	0	0	C
15:30:00	23	1	682	46	171	18	1	1	42	1	11	0		0		0	0	0	0	C
15:45:00	23	0		51	189	18	1	0		1	11	0		0		0	0	0	0	C
16:00:00	27	4	804	71	210	21	1	0	1	2	1	0		0		0	0	0	0	C
16:15:00	29	2	884	80	221	11	1	0		2	-	0		0		0	0	0	0	C
16:30:00	31	2		79	230	9	1	0		2		0		0		0	0	0	0	C
16:45:00	34	3	1037	74	245	15	1	0		3		0		0		0	0	0	0	C
17:00:00	37	3	1099	62	260	15	1	0		3	13	2		0		0	0	0	0	
17:15:00	39	2	1169	70	271	11	1	0		1	13	0		0		0	0	0	0	
17:30:00	41	2	1241	72	276	5	1	0		1	13	0		0		0	0	0	0	
17:45:00	43	2	1314	73	281	5	1	0		1	13	0	-	0		0	0	0	3	3
18:00:00	45	2	1396	82	292	11	1	0		1	13	0	1	0	1	0	0	0	6	3
18:00:27	45	0	1399	3	292	0	1	0	59	0	13	0	0	0	0	0	0	0	6	C

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 From: 6:00:00 To: 9:00:00 To: 9:00:00 Weather conditions: Municipality: Horseshoe Valley Rd Site #: 1309500002 Intersection: Person(s) who counted: CR 22 (Horseshoe Valley Rd) & 4th TFR File #: Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 54 Heavys 0 0 0 Heavys 0 East Leg Total: 338 Trucks 0 North Entering: 41 0 Trucks 1 East Entering: 195 North Peds: Cars 21 14 5 40 Cars 12 East Peds: 2 \mathbb{X} Totals 21 Totals 13 Peds Cross: 15 5 Peds Cross: ⋈ 4th Line 7 Trucks Heavys Totals Heavys Trucks Cars Totals Cars 12 184 196 0 2 148 0 157 30 36 CR 22 (Horseshoe Valley Rd) 180 0 15 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 1 6 7 104 107 Trucks Heavys Totals 15 0 0 15 Cars 125 137 0 143 \mathbb{X} Peds Cross: \bowtie Peds Cross: Cars 59 Cars 15 28 47 West Peds: 1 Trucks 7 Trucks 3 3 6 South Peds: 0 0 West Entering: 129 Heavys 0 Heavys 0 0 South Entering: 53 West Leg Total: 325 Totals 18 South Leg Total: 119 Totals 66 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 12:00:00 To: 13:00:00 To: 13:00:00 Weather conditions: Municipality: Horseshoe Valley Rd Site #: 1309500002 Intersection: CR 22 (Horseshoe Valley Rd) & 4th Person(s) who counted: TFR File #: Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 36 Heavys 0 0 0 Heavys 0 East Leg Total: 335 0 North Entering: 15 Trucks 0 0 Trucks 0 East Entering: 149 North Peds: 0 Cars 8 4 3 15 Cars 21 East Peds: 1 \mathbb{X} Totals 21 Peds Cross: Totals 8 4 3 Peds Cross: ⋈ 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 6 146 152 0 5 118 6 0 124 19 0 20 CR 22 (Horseshoe Valley Rd) 142 0 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 0 7 7 0 7 156 163 Trucks Heavys Totals 0 17 17 0 Cars 180 178 0 186 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 40 Cars 20 19 48 West Peds: 0 Trucks 1 Trucks 0 0 1 1 South Peds: 0 0 West Entering: 187 Heavys 0 Heavys 0 0 South Entering: 49 West Leg Total: 339 Totals 20 South Leg Total: 90 Totals 41 **Comments**

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 From: 15:45:00 To: 18:00:00 To: 16:45:00 Weather conditions: Municipality: Horseshoe Valley Rd Site #: 1309500002 Intersection: CR 22 (Horseshoe Valley Rd) & 4th Person(s) who counted: TFR File #: Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 North Leg Total: 74 Heavys 0 0 0 Heavys 0 East Leg Total: 566 2 North Entering: 27 Trucks 1 1 Trucks 3 East Entering: 225 North Peds: Cars 11 8 6 25 Cars 44 East Peds: 2 7 \mathbb{X} Peds Cross: Totals 12 8 Totals 47 Peds Cross: ⋈ 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 9 208 217 0 172 0 179 34 37 CR 22 (Horseshoe Valley Rd) 214 0 11 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 0 1 24 25 0 299 305 Trucks Heavys Totals 26 27 0 1 Cars 349 333 0 341 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 68 Cars 25 28 65 4 West Peds: Trucks 4 Trucks 1 1 3 South Peds: 0 0 West Entering: 357 Heavys 0 Heavys 0 0 South Entering: 68 West Leg Total: 574 Totals 26 South Leg Total: 140 Totals 72 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley Rd

Site #: 1309500002

Intersection: CR 22 (Horseshoe Valley Rd) & 4th

TFR File #: 1

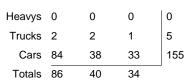
Count date: 12-Jun-13

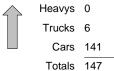
Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: CR 22 (Horseshoe Valley Rd) runs '



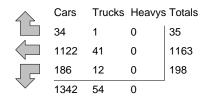


East Leg Total: 3011
East Entering: 1396
East Peds: 10
Peds Cross:

Heavys Trucks Cars Totals
0 49 1330 1379



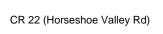
4th Line



CR 22 (Horseshoe Valley Rd)

Heavys	Trucks	Cars	Totals	
0	3	64	67	
0	41	1357 123	1398	
0	5	123	128	
0	49	1544		•







Cars	Trucks	Heavys	Totals
1565	50	0	1615

Peds Cross:

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

 Totals
 130
 45
 183

Peds Cross:
South Peds: 0
South Entering: 358
South Leg Total: 724

Comments

Ontario Traffic Inc.Traffic Count Summary

						ount 3						
Intersection: (CR 22 (H	Horsesh	oe Valle	y Rd) & 4	4tl Count D	^{Date:} 12-Jun-13	3 Mur	nicipality: Ho	rseshoe	Valley I	Rd	
	North	1 Appro	ach Tot	als				Sout	h Appro	ach Tot	als	
_Hour			rucks, & H	Grand	Total	North/South Total	_Hour			rucks, & H	Grand	Total
Ending 6:00:00	Left 0	Thru 0	Right 0	Total 0	Peds 0	Approaches 0	Ending 6:00:00	Left 0	Thru 0	Right 0	Total 0	Peds 0
7:00:00	1	1	7	9	0	16	7:00:00		0	4	7	0
8:00:00	3	6	13	22	0	65	8:00:00		4	20	43	0
9:00:00	5	15	21	41	0	94	9:00:00	- 1	4	31	53	0
11:00:00	0	0	1	1	0	3	11:00:00		0	0	2 27	0
12:00:00 13:00:00	1	1 4	13 8	15 15	0	42 64	12:00:00 13:00:00		2 9	20 20	49	0 0
15:00:00	2	ō	0	2	0	2	15:00:00		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			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
Totals.			ach Tota			310				ach Tot		
			rucks, & H	eavys		East/West				rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
6:00:00	0	2	0	2	0	2	6:00:00		0	0	0	0
7:00:00 8:00:00	2 27	92 134	2 1	96 162	1 0	166 274	7:00:00 8:00:00		65 101	5 11	70 112	1 0
9:00:00	36	157	2	195	2	324	9:00:00		107	15	129	1
11:00:00	0	2	0	2	0	3	11:00:00	0 0	0	1	1	0
12:00:00	14	121	2	137	0		12:00:00		148	14	166	0
13:00:00 15:00:00	20 3	124 5	5 0	149 8	1 0	336 22	13:00:00 15:00:00		163 13	17 1	187 14	0
16:00:00	32	151	5	188	0	430			203	27	242	1
17:00:00	36	182	14	232	4		17:00:00		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
			Calc	ulated V	alues f	or Traffic Cr	ossing N	lajor Str	eet			
Hours En Crossing		7:00 7	8:00 28	9:00 41	12:00 8		13:00 33		17:00 54	18:00 32		

Interval Time Cum 6:00:00 6:15:00 6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00 8:30:00	0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The Cum 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	nu Incr 0 1 0 0 0 0 0 0 2 3 3	Rig Cum 0 1 1 5 7 9 12 16	1 Incr 0 1 0 4 2 2 2 3	Cum 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0	Incr 0	-	Incr 0	Thr Cum	Incr 0	Rig Cum	Incr 0	North Cum	Incr
6:00:00 6:15:00 6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 0 0 0 0	0 1 1 5 7 9	0 1 0 4	0 0 0 0	0 0 0	0 0 0 0	0	0	0	0	0		0	0	0		
6:15:00 6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0	1 1 5 7 9	1 0 4	0 0 0 0	0 0	0 0 0	0	0				0			-	0	_
6:30:00 6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 (1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 0 1 0 1 0 3 1 6 2 7	0 0 0 2	5 7 9 12	4	0 0 0	0	0			0	l _					_		0
6:45:00 7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 0 1 1 0 1 1 0 2 4 2 5	0 1 0 1 0 1 0 3 1 6 2 7	0 0 0 2	5 7 9 12	4	0	0	0	0	_	U	0	0	0	0	0	0	0	0
7:00:00 7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 0 1 0 1 0 2 4 2 5	1 0 1 0 3 1 6 2 7	0 0 2	7 9 12	4 2 2	0		1			0	0	0	0	0	0	0	0	0
7:15:00 7:30:00 7:45:00 8:00:00 8:15:00	1 0 1 0 2 4 2 5	0 1 0 3 1 6 2 7	0 2	9	2 2 3		0		0	0	0	0	0	0	0	0	0	0	0
7:30:00 7:45:00 8:00:00 8:15:00	1 2 4 2 5	3 1 6 2 7	2	12	2	0			0	0	0	0	0	0	0	0	0	0	0
7:45:00 8:00:00 8:15:00	2 4 5	1 6 2 7			2		0		0		1	0	0	0	0	0	0	0	0
8:00:00 8:15:00	4 2 5	2 7	3	16	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15:00	5	-			4	0	0		0	1	0	0	0	0	0	0	0	0	0
			1	19	3	0	0		0	1	0	0	0	0	0	0	0	0	0
8:30:00		1 10	3	27	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0
		0 14	4	31	4	0	0	-	0	1	0	0	0	0	0	0	0	0	0
8:45:00		2 17	3	36	5	0	0		1	1	0	0	0	0	0	0	0	0	0
9:00:00	-	2 21	4	40	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0
9:01:06		21	0	41	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
11:00:00		21	0	41	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	10	1 21	0	45 47	4	0	0	· '	0	1	0	0	0	0	0	0		0	0
		-		52	2	0	0	1	0	1	0		0	0	0	0	0	0	0
		22	0		5	0		1	0	1	0	0	•	0		0	0	0	0
		22 23	0	54 55	2	0	0	· ·	0	1	0	_	0	0	0	0	0	0	0
		23	1	55	0	0	0	-	0	1	0	0	0	0	0	0	0	0	0
		3 25	1	55 59	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0
		25	1	62	3	0	0	1	0	1	0		0	0	0	0	0	0	0
		2 26	0	62	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
		26	0	62	0	0	0		0	1	0	0	0	0	0	0	0	0	0
		3 26	0	62	0	0	0		0	1	0	-	0	0	0	0	0	0	0
		26	0	65	3	0	0	2	1	1	0	0	0	0	0	0	0	0	0
		2 27	1	68	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0
	21	1 27	0	73	5	0	0		0	1	0	0	0	0	0	0	0	0	0
		2 29	2	75	2	0	0	2	0	2	1	0	0	0	0	0	0	0	0
		2 31	2	76	1	1	1	2	0	2	0	0	0	0	0	0	0	0	0
	26	1 35	4	79	3	1	0	2	0	2	0	0	0	0	0	0	0	0	0
		3 35	0	81	2	1	0	2	0	2	0	0	0	0	0	0	0	1	1
		3 35	0	82	1	1	0	2	0	2	0	0	0	0	0	0	0	1	0
		36	1	83	1	1	0	2	0	2	0	0	0	0	0	0	0	1	0
	33	1 37	1	83	0	1	0	2	0	2	0	0	0	0	0	0	0	1	0
		38	1	84	1	1	0	2	0		0	_	0	0	0	0	0	1	0
		38	0	84	0	1	0	2	0		0	0	0	0	0	0	0	1	0
		38	0	84	0	1	0		0		0		0	0	0	0	0	1	0

		Passen	ger Cars -	East Ap	proach			Tre	ucks - Eas	st Appro	ach			He	avys - Ea	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- (
6:15:00	0	0	23	21	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	38	15	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	C
6:45:00	1	1	63	25	1	0	0	0	3	2	0	0	0	0	0	0	0	0	1	1
7:00:00	2	1	90	27	2	1	0	0	4	1	0	0	0	0	0	0	0	0	1	(
7:15:00	7	5	121	31	2	0	1	1	4	0	0	0	0	0	0	0	0	0	1	
7:30:00	15	8	149	28	2	0	1	0		3	0	0	0	0	0	0	0	0	1	
7:45:00	23	8	191	42	3	1	1	0	7	0	0	0	0	0	0	0	0	0	1	
8:00:00	28	5	221	30	3	0	1	0	7	0	0	0	0	0	0	0	0	0	1	
8:15:00	33	5	256	35	4	1	1	0	7	0	0	0	0	0	0	0	0	0	2	1
8:30:00	38	5	301	45	4	0	7	6		1	0	0	0	0	0	0	0	0	3	1
8:45:00	45	7	347	46	5	1	7	0	12	4	0	0	0	0	0	0	0	0	3	0
9:00:00	58	13	369	22	5	0	7	0	16	4	0	0	0	0	0	0	0	0	3	0
9:01:06	58	0		2	5	0	7	0		0	0	0	0	0	0	0	0	0	3	0
11:00:00	58	0		0	5	0	7	0		0		0		0		0	0	0	3	C
11:15:00	63	5	401	30	5	0	7	0	18	2	0	0	0	0	0	0	0	0	3	C
11:30:00	66	3	424	23	5	0	7	0		0	0	0	0	0	0	0	0	0	3	C
11:45:00	68	2	463	39	6	1	7	0	19	1	0	0	0	0	0	0	0	0	3	0
12:00:00	72	4	487	24	7	1	7	0	21	2	0	0	0	0	0	0	0	0	3	0
12:15:00	78	6	521	34	11	4	8	1	24	3	0	0	0	0	0	0	0	0	3	0
12:30:00	82	4	546	25	11	0	8	0	24	0	0	0	0	0	0	0	0	0	3	0
12:45:00	88	6	579	33	11	0	8	0	26	2	0	0	0	0	0	0	0	0	4	1
13:00:00	91	3	605	26	12	1	8	0		1	0	0		0		0	0	0	4	C
13:01:32	92	1	608	3	12	0	8	0		0	0	0		0		0	0	0	4	0
15:00:00	94	2	610	2	12	0	8	0		0	0	0	0	0	0	0	0	0	4	0
15:15:00	100	6	643	33	13	1	9	1	28	1	0	0		0	0	0	0	0	4	C
15:30:00	110	10	678	35	13	0	9	0	28	0	0	0	0	0	0	0	0	0	4	C
15:45:00	119	9	713	35	16	3	9	0		2	0	0	1	0		0	0	0	4	0
16:00:00	125	6	756	43	17	1	9	0		2	0	0	-	0		0	0	0	4	0
16:15:00	136	11	803	47	19	2	9	0		2	0	0	_	0		0	0	0	4	0
16:30:00	144	8	845	42	22	3	10	1	00	1	1	1		0		0	0	0	4	0
16:45:00	153	9		40	24	2	12	2		2	-	0		0		0	0	0	6	2
17:00:00	158	5	933	48	30	6	12	0		0		0	_	0		0	0	0	8	2
17:15:00	164	6	974	41	32	2	12	0		0		0	-	0		0	0	0	8	0
17:30:00	169	5	1019	45	32	0	12	0		2	1	0	-	0		0	0	0	8	0
17:45:00	182	13	1073	54	33	1	12	0		2	1	0		0		0	0	0	9	1
18:00:00	186	4	1116	43	34	1	12	0		0		0		0		0	0	0	10	1
18:15:00	186	0	1119	3	34	0	12	0		0		0	_	0		0	0	0	10	C
18:15:44	186	0	1122	3	34	0	12	0	41	0	1	0	0	0	0	0	0	0	10	0

		Passeng	jer Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	3	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	3	0	0	0	4	0	0	0	0	0	0	0		0	0	0	0	0	0	0
7:15:00	4	1	0	0	6	2	0	0	1	1	3	3		0	0	0	0	0	0	0
7:30:00	12	8	0	0	10	4	1	1	1	0	3	0	-	0	0	0	0	0	0	0
7:45:00	15	3	2	2	17	7	1	0		0			1	0	0	0	0	0	0	0
8:00:00	21	6	3	1	21	4	1	0	1	0	3	0		0	0	0	0	0	0	0
8:15:00	26	5	4	1	30	9	2	1	1	0	4	1		0	0	0	0	0	0	0
8:30:00	32	6	4	0	39	9	2	0		0	4	0		0	0	0	0	0	0	0
8:45:00	32	0	6	2	44	5	4	2	· ·	0	5	1	0	0	0	0	0	0	0	0
9:00:00	36	4	7	1	49	5	4	0		0	6	1	0	0	0	0	0	0	0	0
9:01:06	38	2	7	0	49	0	4	0		0	6	0		0	0	0	0	0	0	0
11:00:00	38	0	7	0	49	0	4	0	· ·	0	6	0	-	0	0	0	0	0	0	0
11:15:00	39	1	9	2	55	6	4	0	· ·	0	6	0		0	0	0	0	0	0	0
11:30:00	41	2	9	0	60	5	4	0	· ·	0	6	0		0	0	0	0	0	0	0
11:45:00	42 43	1	9	0	65 69	5	4	0		0	_	0	-		0	0	0	0	0	0
12:00:00 12:15:00	43	4	11	2	74	5	4	0		0	7	0		0	0	0	0	0	0	0
12:30:00	50	3	12	1	80	6	4	0		0	7	0	_	0	0	0	0	0	0	0
12:45:00	55	5	16	4	84	4	4	0		0	7	0		0	0	0	0	0	0	0
13:00:00	63	8	18	2	88	4	4	0	1	0	7	0		0	0	0	0	0	0	0
13:01:32	63	0	18	0	88	0	4	0	1	0		0	_	0	0	0	0	0	0	0
15:00:00	63	0	18	0	88	0	4	0		0	7			0	0	0	0	0	0	0
15:15:00	67	4	20	2	94	6	5	1	1	0	7	0	-	0	0	0	0	0	0	0
15:30:00	72	5	22	2	99	5	5	. 0	1	0		0		0	0	0	0	0	0	0
15:45:00	76	4	22	0	110	11	5	0		0	7	0		0	0	0	0	0	0	0
16:00:00	82	6	26	4	113	3	5	0	1	0	8	1		0	0	0	0	0	0	0
16:15:00	88	6	29	3	123	10	5	0	2	1	8	0	0	0	0	0	0	0	0	0
16:30:00	95	7	32	3	132	9	6	1	2	0	8	0	0	0	0	0	0	0	0	0
16:45:00	101	6	34	2	138	6	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:00:00	107	6	35	1	147	9	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:15:00	110	3	35	0	158	11	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:30:00	118	8	39	4	165	7	6	0	2	0	8	0	0	0	0	0	0	0	0	0
17:45:00	119	1	40	1	170	5	6	0	2	0	8	0	0	0	0	0	0	0	0	0
18:00:00	124	5	43	3	175	5	6	0	2	0	8	0	0	0	0	0	0	0	0	0
18:15:00	124	0	43	0	175	0	6	0	2	0	8	0	0	0	0	0	0	0	0	0
18:15:44	124	0	43	0	175	0	6	0	2	0	8	0	0	0	0	0	0	0	0	0

					proach			110	ıcks - Wes	st Appro	acii			пеа	avys - We	ar Ahbi o	acii		i cucs	trians
Interval	Lef	t	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	8	8	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	19	11	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	42	23	2	0	0	0	5	4	0	0	0	0	0	0	0	0	1	1
7:00:00	0	0	58	16	5	3	0	0	-	2	0	0		0		0	0	0	1	0
7:15:00	0	0	84	26	7	2	0	0		1	1	1		0		0	0	0	1	0
7:30:00	0	0	104	20	10	3	0	0		2	1	0		0		0	0	0	1	0
7:45:00	0	0	129	25	11	1	0	0		2	1	0	-	0		0	0	0	1	0
8:00:00	0	0	150	21	15	4	0	0		4	1	0		0		0	0	0	1	0
8:15:00	2	2	179	29	18	3	0	0	16	0	1	0	0	0	0	0	0	0	1	0
8:30:00	3	1	216	37	24	6	0	0		1	1	0		0		0	0	0	1	0
8:45:00	4	1	239	23	25	1	1	1	17	0	1	0	0	0		0	0	0	2	1
9:00:00	6	2	254	15	30	5	1	0	19	2	1	0	0	0	0	0	0	0	2	0
9:01:06	6	0	254	0	31	1	1	0		0	1	0		0		0	0	0	2	
11:00:00	6	0	254	0	31	0	1	0		0	1	0	0	0		0	0	0	2	
11:15:00	6	0	291	37	31	0	1	0	19	0	2	1	0	0	0	0	0	0	2	0
11:30:00	6	0	322	31	34	3	1	0		1	2	0	0	0	0	0	0	0	2	0
11:45:00	6	0	363	41	37	3	1	0	20	0	2	0	0	0	0	0	0	0	2	0
12:00:00	10	4	401	38	43	6	1	0	20	0	3	1	0	0		0	0	0	2	
12:15:00	12	2	442	41	44	1	1	0	21	1	3	0	0	0	0	0	0	0	2	0
12:30:00	14	2	475	33	51	7	1	0	23	2	3	0	0	0	0	0	0	0	2	0
12:45:00	16	2	523	48	55	4	1	0	24	1	3	0	0	0	0	0	0	0	2	0
13:00:00	17	1	557	34	60	5	1	0	27	3	3	0	0	0	0	0	0	0	2	0
13:01:32	17	0	560	3	61	1	1	0	27	0	3	0	0	0	0	0	0	0	2	0
15:00:00	17	0	569	9	61	0	1	0	28	1	3	0	0	0	0	0	0	0	2	0
15:15:00	20	3	614	45	65	4	1	0	31	3	4	1	0	0	0	0	0	0	2	0
15:30:00	21	1	656	42	71	6	2	1	32	1	4	0	0	0	0	0	0	0	2	0
15:45:00	23	2	702	46	77	6	2	0	32	0	4	0	0	0	0	0	0	0	2	0
16:00:00	28	5	768	66	87	10	2	0	32	0	4	0	0	0	0	0	0	0	3	1
16:15:00	33	5	850	82	91	4	2	0		2	5	1	0	0		0	0	0	4	1
16:30:00	40	7	928	78	94	3	3	1	36	2	5	0		0	0	0	0	0	4	0
16:45:00	47	7	1001	73	103	9	3	0		2	5	0	0	0	0	0	0	0	6	2
17:00:00	48	1	1064	63	105	2	3	0	38	0	5	0	0	0	0	0	0	0	8	2
17:15:00	53	5	1136	72	106	1	3	0		0	5	0		0		0	0	0	9	1
17:30:00	56	3	1205	69	109	3	3	0	40	2	5	0	0	0	0	0	0	0	9	0
17:45:00	59	3	1279	74	113	4	3	0	41	1	5	0	0	0	0	0	0	0	9	0
18:00:00	64	5	1351	72	121	8	3	0	41	0	5	0	0	0	0	0	0	0	9	0
18:15:00	64	0	1354	3	122	1	3	0	41	0	5	0	0	0	0	0	0	0	9	0
18:15:44	64	0	1357	3	123	1	3	0	41	0	5	0	0	0	0	0	0	0	9	0

Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 From: 6:00:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500001 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 24 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 376 East Entering: 203 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 14 200 214 173 0 186 15 17 CR 22 (Horseshoe Valley Rd) 188 0 15 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 10 151 161 29 32 Trucks Heavys Totals 0 3 Cars 173 180 162 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 44 Cars 27 38 West Peds: 0 Trucks 5 Trucks 1 1 2 South Peds: 0 Heavys 0 0 West Entering: 193 Heavys 0 0 South Entering: 40 West Leg Total: 407 Totals 28 South Leg Total: 89 Totals 49 **Comments**

Ontario Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak From:** 12:00:00 **From:** 11:00:00 To: 13:00:00 To: 13:00:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500001 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 24 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 392 East Entering: 169 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 17 187 204 148 0 161 8 CR 22 (Horseshoe Valley Rd) 156 13 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 198 207 0 43 43 Trucks Heavys Totals 0 Cars 214 0 223 241 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 51 Cars 39 16 55 4 West Peds: 0 Trucks 0 Trucks 4 0 South Peds: 0 Heavys 0 0 0 West Entering: 250 Heavys 0 South Entering: 59

Comments

Totals 43

South Leg Total: 110

West Leg Total: 454

Totals 51

Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 15:45:00 **From:** 15:00:00 To: 18:00:00 To: 16:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1309500001 Intersection: CR 22 (Horseshoe Valley Rd) & 3rd Person(s) who counted: TFR File #: 24 Count date: 12-Jun-13 ** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs 1 East Leg Total: 625 East Entering: 248 East Peds: 0 \mathbb{X} Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 12 281 293 234 222 0 14 0 14 CR 22 (Horseshoe Valley Rd) 236 0 12 Heavys Trucks Cars Totals CR 22 (Horseshoe Valley Rd) 10 341 351 70 Trucks Heavys Totals 0 1 Cars 377 411 367 0 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 84 Cars 59 26 85 0 West Peds: 0 Trucks 1 Trucks 0 0 South Peds: 0 0 0 South Entering: 85 West Entering: 422 Heavys 0 Heavys 0 West Leg Total: 715 Totals 59 South Leg Total: 170 Totals 85

Comments

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1309500001

Intersection: CR 22 (Horseshoe Valley Rd) & 3rd

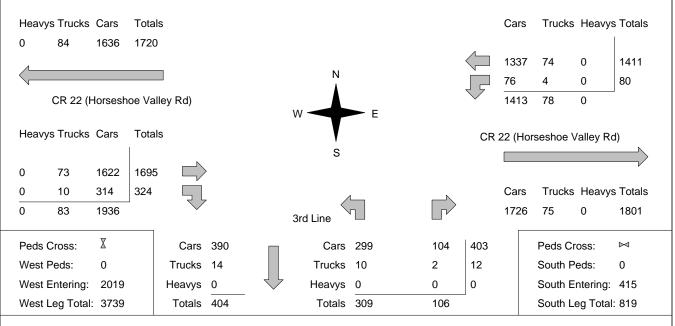
TFR File #: 24

Count date: 12-Jun-13

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection ** Major Road: CR 22 (Horseshoe Valley Rd) runs \



Comments

Ontario Traffic Inc. Traffic Count Summary

Intersection: (CR 22 (H	lorsesh	oe Valle	v Rd) & :	3r Count E	Oate: 12-Jun-13	3	Munic	cipality: Ho	rseshoe	Valley		
	`		ach Tot	<u> </u>	<u> </u>	12 0011 10					ach Tot	als	
			rucks, & H			North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Endin	ng	Left	Thru	Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 17 28 42 0 52 59 0 83	6:00 7:00 8:00 9:00 11:00 12:00 13:00 15:00	:00 :00 :00 :00 :00 :00 :00 :00 :00	0 14 25 30 0 40 43 0 55 58 42	0 0 0 0 0 0 0 0 0	12 0 12 16 0 28 17 15	10tal 0 17 28 42 0 52 59 0 83 75 57	Peds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Totals:			0 ach Tota		0	413					106 ach Tot		0
Hour Ending	Left	Thru	rucks, & H Right	eavys Grand Total	Total Peds	East/West Total Approaches	Hou Endin		Left	Thru	rucks, & H Right	Grand Total	Total Peds
6:00:00 7:00:00 8:00:00 9:00:00 11:00:00 12:00:00 13:00:00 15:00:00 17:00:00 18:00:00	0 2 5 18 0 9 8 0 9 13 16	0 106 166 178 1 148 161 1 187 240 223	0 0 0 0 0 0 0 0	0 108 171 196 1 157 169 1 196 253 239	0 0 0 0 0 0 0 0 0 0	0 193 327 385 1 370 419 1 518 668	6:00 7:00 8:00 9:00 11:00 12:00 15:00 16:00 17:00 18:00	:00 :00 :00 :00 :00 :00 :00 :00 :00	0 0 0 0 0 0 0 0	0 73 135 154 0 177 207 0 273 344 328	0 12 21 35 0 36 43 0 49 71 53	0 85 156 189 0 213 250 0 322 415 381	0 0 0 0 0 0 0 0
Totals:	80	1411	0	1491	0	3502			0	1691	320	2011	0
Hours End Crossing		7:00 14	Calc 8:00 25	ulated V 9:00 30	/alues f 12:00 40	or Traffic Cr		9 Ma :00 43	ajor Stre 16:00 55	17:00 58	18:00 42		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	vys - Nor	th Appro	ach		Pedes	trians
Interval	Lei	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	lht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0		0	0	0	_	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0		0	1	0	1	0	0	0	0	0	0	0
9:00:09	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:00:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
12:00:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0		0	0	0	1	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0
13:00:07	0	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0		0		0	-	0	0	0	0		0	0
15:15:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0		0
15:30:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
15:45:00 16:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:15:00 16:30:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0		0	0	0	-	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	-	0		0		0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	-	0		0	-	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0		0	0	0		0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0		0		0	_	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0		0		0		0	0	0		0	0	0
10.13.06	0	U	0	U	0	U	U	0	0	U	U	0	0	U	U	U	U	U	U	

		Passen	ger Cars -	- East Ap	proach			Tre	ucks - Eas	st Appro	ach			He	avys - Ea	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:15:00	1	1	22	22	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	C
6:30:00	1	0	40	18	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	C
6:45:00	1	0	71	31	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	C
7:00:00	1	0	102	31	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	C
7:15:00	2	1	134	32	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	C
7:30:00	3	1	177	43	0	0	1	0	9	5	0	0	0	0	0	0	0	0	0	C
7:45:00	4	1	222	45	0	0	2	1	10	1	0	0		0		0	0	0	0	C
8:00:00	5	1	259	37	0	0	2	0	13	3	0	0	0	0	0	0	0	0	0	C
8:15:00	12	7	303	44	0	0	2	0		3	0	0		0	0	0	0	0	0	C
8:30:00	15	3	348	45	0	0	2	0		1	0	0	-	0		0	0	0	0	C
8:45:00	19	4	395	47	0	0	4	2		6		0		0		0	0	0	0	
9:00:00	21	2		28	0	0	4	0		4	0	0	_	0		0	0	0	0	C
9:00:09	21	0		1	0	0	4	0		0		0		0		0	0	0	0	C
11:00:00	21	0		0	0	0	4	0		0		0		0		0	0	0	0	C
11:15:00	23	2		35	0	0	4	0		2	0	0	-	0		0	0	0	0	C
11:30:00	26	3	489	30	0	0	4	0		1	0	0	_	0		0	0	0	0	C
11:45:00	26	0	537	48	0	0	4	0		1	0	0	-	0		0	0	0	0	C
12:00:00	30	4	566	29	0	0	4	0		2	0	0	-	0		0	0	0	0	C
12:15:00	32	2		40	0	0	4	0		2		0		0		0	0	0	0	C
12:30:00	34	2		28	0	0	4	0		4	0	0	_	0		0	0	0	0	C
12:45:00	35	1	675	41	0	0	4	0		1	0	0	_	0		0	0	0	0	C
13:00:00	38	3	714	39	0	0	4	0		6		0		0		0	0	0	0	C
13:00:07	38	0		1	0	0	4	0	_	0		0		0		0	0	0	0	C
15:00:00	38	0		0	0	0	4	0		0		0		0		0	0	0	0	C
15:15:00	40	2	750	35	0	0	4	0		1	0	0		0		0	0	0	0	C
15:30:00	41	1	794	44	0	0	4	0		3	0	0	-	0		0	0	0	0	C
15:45:00	44	3		44	0	0	4	0		2	0	0	1	0		0	0	0	0	C
16:00:00	47	3	894	56	0	0	4	0		2	0	0		0		0	0	0	0	C
16:15:00	50	3	952	58	0	0	4	0		4	0	0	_	0		0	0	0	0	C
16:30:00	55	5	1006	54	0	0	4	0		3		0		0		0	0	0	0	C
16:45:00	58	3	1060	54	0	0	4	0	_	3		0	-	0		0	0	0	0	C
17:00:00	60	2	1122	62	0	0	4	0		2	0	0	_	0		0	0	0	0	
17:15:00	62	2	1172	50	0	0	4	0	_	1	0	0	-	0		0	0	0	0	
17:30:00	70	8	1232	60	0	0	4	0		3	0	0	-	0		0	0	0	0	C
17:45:00	74	4	1291	59	0	0	4	0		4	0	0	-	0		0	0	0	0	C
18:00:00	76	2	1337	46	0	0	4	0		0		0		0		0	0	0	0	C
18:15:00	76	0	1337	0	0	0	4	0		0		0	_	0		0	0	0	0	C
18:15:06	76	0	1337	0	0	0	4	0	74	0	0	0	0	0	0	0	0	0	0	C

		Passenç	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	С
6:15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00	9	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00	13	4	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	18	5	0	0	3	0	1	0	0	0	0	0		0	0	0	0	0	0	0
7:30:00	26	8	0	0	4	1	1	0	0	0	0	0		0	0	0	0	0	0	0
7:45:00	34	8	0	0	5	1	1	0	0	0	0	0		0	0	0	0	0	0	0
8:00:00	38	4	0	0	6	1	1	0		0		0		0	0	0	0	0	0	0
8:15:00	47	9	0	0	7	1	1	0		0		0		0	0	0	0	0	0	0
8:30:00	50	3	0	0	11	4	1	0	0	0	0	0		0	0	0	0	0	0	0
8:45:00	61	11	0	0	16	5	2	1	0	0	-	1		0	0	0	0	0	0	0
9:00:00	67	6	0	0	17	1	2	0	0	0	1	0		0	0	0	0	0	0	0
9:00:09	67	0	0	0	17	0	2	0	_	0	1	0		0	0	0	0	0	0	0
11:00:00	67	0	0	0	17	0	2	0		0	1	0		0	0	0	0	0	0	0
11:15:00	74	/	0	0	21	4	4	2		0	1	0		0	0	0	0	0	0	0
11:30:00	87	13	0	0	24	3	5	1	0	0	1	0		0	0	0	0	0	0	0
11:45:00	95	8	0	0	27	3	5	0	0	0	1	0	_	0	0	0	0	0	0	0
12:00:00	103	8	0	0	29	2	6	0	0	0	1		_	0	0	0	0	0	0	0
12:15:00 12:30:00	109 121	6 12	0	0	31 35	2	6		_	0	1	0		0	0	0	0	0	0	0
12:30:00	138	17	0	0	39	4	8 9	2	0	0	1	0		0	0	0	0	0	0	0
13:00:00	142	4	0	0	39 45	6	10	<u>I</u>	0	0		0		0		0	0	0	0	0
13:00:07	142	0	0	0	45	0	10	0	0	0	1	0		0	0	0	0	0	0	0
15:00:07	142	0	0	0	45	0	10	0	-	0	1	0		0	0	0	0	0	0	0
15:15:00	153	11	0	0	48	3	10	0				1	0	0	0	0	0	0	0	0
15:30:00	169	16	0	0	52	4	10	0		0	2	0	_	0	0	0	0	0	0	0
15:45:00	183	14	0	0	62	10	10	0		0	2	0		0		0	0	0	0	
16:00:00	197	14	0	0	72	10	10	0		0	2	0	_	0	0	0	0	0	0	0
16:15:00	217	20	0	0	82	10	10	0	0	0	2	0		0	0	0	0	0	0	0
16:30:00	232	15	0	0	84	2	10	0		0		0		0	0	0	0	0	0	0
16:45:00	242	10		0	88	4	10	0		0	2	0		0	0	0	0	0	0	0
17:00:00	255	13	0	0	89	1	10	0		0	2	0	0	0	0	0	0	0	0	0
17:15:00	271	16	0	0	92	3	10	0		0		0	0	0	0	0	0	0	0	0
17:30:00	281	10	0	0	95	3	10	0		0	2	0		0	0	0	0	0	0	0
17:45:00	285	4	0	0	99	4	10	0	0	0	2	0	0	0	0	0	0	0	0	0
18:00:00	297	12	0	0	104	5	10	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15:00	298	1	0	0	104	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0
18:15:06	299	1	0	0	104	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
6:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
6:15:00	0	0	10	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
6:30:00	0	0	22	12	2	1	0	0	2	2	0	0	0	0	0	0	0	0	0	C
6:45:00	0	0	47	25	4	2	0	0	4	2	0	0	0	0	0	0	0	0	0	C
7:00:00	0	0	66	19	12	8	0	0	7	3	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	93	27	17	5	0	0	10	3	0	0	0	0	0	0	0	0	0	
7:30:00	0	0	122	29	22	5	0	0	14	4	0	0	0	0	0	0	0	0	0	C
7:45:00	0	0	150	28	26	4	0	0	19	5	0	0	0	0	0	0	0	0	0	C
8:00:00	0	0	183	33	33	7	0	0	25	6	0	0	0	0	0	0	0	0	0	C
8:15:00	0	0	225	42	44	11	0	0	26	1	1	1	0	0	0	0	0	0	0	C
8:30:00	0	0	269	44	47	3	0	0	28	2	2	1	0	0	0	0	0	0	0	C
8:45:00	0	0	301	32	55	8	0	0	29	1	3	1	0	0	0	0	0	0	0	C
9:00:00	0	0	330	29	64	9	0	0	32	3	4	1	0	0	0	0	0	0	0	C
9:00:09	0	0	330	0	64	0	0	0	32	0	4	0	0	0	0	0	0	0	0	C
11:00:00	0	0	330	0	64	0	0	0	32	0	4	0	0	0	0	0	0	0	0	C
11:15:00	0	0	368	38	73	9	0	0	34	2	4	0	0	0	0	0	0	0	0	0
11:30:00	0	0	403	35	78	5	0	0	36	2	4	0	0	0	0	0	0	0	0	0
11:45:00	0	0	448	45	84	6	0	0	37	1	5	1	0	0	0	0	0	0	0	0
12:00:00	0	0	499	51	96	12	0	0	40	3	8	3	0	0	0	0	0	0	0	0
12:15:00	0	0	550	51	103	7	0	0	43	3	8	0	0	0	0	0	0	0	0	0
12:30:00	0	0	599	49	110	7	0	0	45	2	8	0	0	0	0	0	0	0	0	0
12:45:00	0	0	652	53	118	8	0	0	47	2	8	0	0	0	0	0	0	0	0	0
13:00:00	0	0	697	45	139	21	0	0		2	8	0	_	0		0	0	0	0	0
13:00:07	0	0	697	0	139	0	0	0	49	0	8	0	_	0		0	0	0	0	C
15:00:00	0	0		0	139	0	0	0		0	8	0	0	0	0	0	0	0	0	C
15:15:00	0	0	754	57	147	8	0	0		4	8	0	_	0	0	0	0	0	0	C
15:30:00	0	0	817	63	158	11	0	0	54	1	8	0	0	0	0	0	0	0	0	C
15:45:00	0	0	877	60	172	14	0	0		1	8	0	0	0	0	0	0	0	0	0
16:00:00	0	0	962	85	188	16	0	0		2	8	0	_	0		0	0	0	0	0
16:15:00	0	0	1043	81	203	15	0	0	60	3	9	1	0	0		0	0	0	0	0
16:30:00	0	0	1132	89	223	20	0	0		1	9	0		0		0	0	0	0	0
16:45:00	0	0	1218	86	242	19	0	0	65	4	9	0	0	0	0	0	0	0	0	C
17:00:00	0	0	1295	77	258	16	0	0		3	9	0		0		0	0	0	0	C
17:15:00	0	0	1377	82	275	17	0	0		1	9	0	_	0		0	0	0	0	C
17:30:00	0	0	1452	75	287	12	0	0		1	9	0		0		0	0	0	0	C
17:45:00	0	0	1532	80	302	15	0	0		2	9	0		0		0	0	0	0	C
18:00:00	0	0	1618	86	310	8	0	0		1	10	1		0		0	0	0	0	
18:15:00	0	0	1620	2	312	2	0	0		0		0		0		0	0	0	0	C
18:15:06	0	0	1622	2	314	2	0	0	73	0	10	0	0	0	0	0	0	0	0	C



A	T CC' -	
$\Delta CCII$	Traffic	ınc
AUU	Hallic	II I U .

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
Municipality: Horseshoe Valley Site #: 1400100001 ntersection: Horseshoe Valley Road & Ho FFR File #: 1 Count date: 11-Jan-14	weather conditions seshc Person(s) who coul	
* Non-Signalized Intersection **	Major Road: Horses	shoe Valley Road runs W/I
North Leg Total: 73 Heavys 0 0 0 North Entering: 44 Trucks 0 0 0 North Peds: 1 Cars 24 9 9 Peds Cross: ⋈ Totals 24 9 9		East Leg Total: 304 East Entering: 146 East Peds: 1 Peds Cross:
Heavys Trucks Cars Totals 0 1 194 195	Horseshoe Resort Entrance	Cars Trucks Heavys Totals 6 0 0 6 1 105 1 0 106 34 0 0 34
Horseshoe Valley Road	y F	145 1 0
Heavys Trucks Cars Totals 0 0 11 11 0 2 115 117	Ho S	orseshoe Valley Road
0 0 102 102 0 2 228 Horseshoe Resort	ntrance 1	Cars Trucks Heavys Totals
Peds Cross: ☒ Cars 145 West Peds: 0 Trucks 0 West Entering: 230 Heavys 0	Cars 65 12 30 107 Trucks 0 0 0 0 Heavys 0 0 0 0	Peds Cross: South Peds: 0 South Entering: 107
West Leg Total: 425 Totals 145	Totals 65 12 30	South Leg Total: 252

Comments



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7000	, ,, ,		IIIV.				

Afternoon Peak Diagram Municipality: Horseshoe Valley Site #: 1400100001 Intersection: Horseshoe Valley Road & Horsesho TFR File #: 1 Count date: 11-Jan-14								Specified Period From: 14:00:00 To: 18:00:00					One Hour Peak From: 16:00:00 To: 17:00:00			
								Weather conditions: Person(s) who counted:								
* Non-Signa	alize	ed In	tersec	tion	**			Мајо	r Roa	ad: Ho	orsesh	noe Va	alley R	oad rur	ns W/I	
North Peds:	98 68 0 ™		Heavys Trucks Cars Totals	0 42	0 0 9	0 0 17	0 0 68			Heavys Trucks Cars Totals	30	_			382 167 2 X	
			_/				Hor	seshoe	Resort E	ntrance						
Heavys Trucks (0 1 2	Cars 289	Totals 290	1		*		N					Cars 6 123	0 1	s Heavy 0 0	6 124	
Hors	sesho	e Valley	/ Road			w -	4	► E			7	37 166	1	0	37	
	Cars 7 33	Totals					s				Hor	rseshoe	Valley I	Road		
	'6 226	76	₹ H	orses	hoe Reso	t Entra	< ance		Î			Cars 215	Truck 0	s Heavy 0	s Totals 215	
Peds Cross:	X		Cars	122			Cars	124	7	65	196		Peds 0	Cross:	M	
West Peds:	0		Trucks	0			Trucks	0	0	0	0		South	Peds:	0	
J	226		Heavys	0	_	7	Heavys	0	0	0	0			Entering:		
West Leg Total:	516		Totals	122			Totals	124	7	65			South	Leg Tota	l: 318	

Comments



Eight Hour Peak Diagram

Eight Hour Peak

From: 10:00:00 To: 18:00:00

Municipality: Horseshoe Valley

Site #: 1400100001

Intersection: Horseshoe Valley Road & Horsesho

TFR File #:

North Leg Total: 622

North Entering: 383

North Peds:

Peds Cross:

Count date: 11-Jan-14 Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Heavys 0 0 0 0 Trucks 0 0 Cars 231 66 86

383 Totals 231 86 66

Heavys 0 Trucks 0

Cars 239 Totals 239

Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 2374 East Entering: 1123

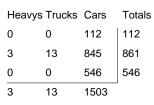
East Peds: 7 \mathbb{X} Peds Cross:

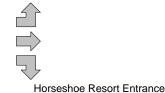
Heavys Trucks Cars Totals 1642 1651

 \bowtie



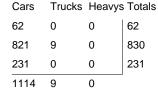
Horseshoe Valley Road











Horseshoe Valley Road

Trucks Heavys Totals Cars 1235 1251

 \mathbb{X} Peds Cross: West Peds: 1 West Entering: 1519 West Leg Total: 3170

Cars 843 Trucks 0 Heavys 0 Totals 843



Cars 590 304 959 Trucks 0 0 0 0 0 Heavys 0 0 Totals 590 304

Horseshoe Resort Entrance

 \bowtie Peds Cross: South Peds: 1 South Entering: 959 South Leg Total: 1802



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100001

Intersection: Horseshoe Valley Road & Horsesho

TFR File #: 1

Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Horseshoe Valley Road

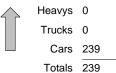
Major Road: Horseshoe Valley Road runs W/E

Heavys 0 0 0 0 0

Trucks 0 0 0 0

Cars 231 66 86

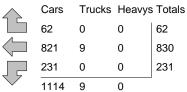
Totals 231 66 86



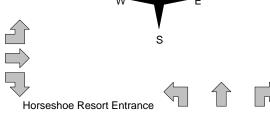
Heavys Trucks Cars Totals
0 9 1642 1651



Horseshoe Resort Entrance



Heavys Trucks Cars Totals
0 0 112 112
3 13 845 861
0 0 546 546
3 13 1503



Hors	esnoe \	/alley Ro	oad	
				,
	Coro	Truoko	Hooveyo Totalo	

1235

Peds Cross:

West Peds: 1

West Entering: 1519

West Leg Total: 3170

 Cars
 843

 Trucks
 0

 Heavys
 0

 Totals
 843

Tr He

Cars 590 65 304 959
Trucks 0 0 0 0
Heavys 0 0 0 0
Totals 590 65 304

Peds Cross:
South Peds: 1
South Entering: 959
South Leg Total: 1802

3

1251



Accu-Traffic Inc. Traffic Count Summary

						ount 3						
Intersection	Horsesh	oe Valle	y Road	& Horses	Sh Count D	^{ate} 11-Jan-14	ļ. Muni	cipality Ho	rseshoe	· Valley		
			ach Tot		·					ach Tot		
Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total	North/South Total	Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Ending	Left	Thru	Right	Total	Peds
11:00:00 12:00:00	9 7	4 10	15 18	28 35	0 1		11:00:00 12:00:00		7 14	23 23	52 69	1
13:00:00	13	7	27	47	0		13:00:00		8	32	105	0
14:00:00	6	4	21	31	Ö		14:00:00		10	27	83	0
15:00:00	15	13	34	62	0		15:00:00		8	41	140	0
16:00:00	12	14	45	71	0		16:00:00		8	53	210	0
17:00:00 18:00:00	17 7	9 5	42 29	68 41	0		17:00:00 18:00:00	124 61	7 3	65 40	196 104	0
18.00.00		3	29	41	U	143	18.00.00	01	3	40	104	U
Totals:	86	66	231	383	1	1342		590	65	304	959	1
TOtals.			ach Tota			1342				ach Tota		<u>I</u>
			rucks, & H	eavys		East/West				rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
11:00:00	22	108	8	138	4	296			76	58	158	0
12:00:00	31 36	116	11	158 143	1		12:00:00		92	79 05	187	1
13:00:00 14:00:00	27	98 88	9 7	122	0	371 312	13:00:00 14:00:00	9	124 103	95 73	228 190	0
15:00:00	26	108	9	143	0		15:00:00		118	68	198	ő
16:00:00	18	102	9	129	0		16:00:00	8	106	58	172	0
17:00:00	37	124	6	167	2		17:00:00	17 12	133	76	226	0
18:00:00	34	86	3	123	O	203	18:00:00	12	109	39	160	U
Totals:	231	830	62	1123	7	2642		112	861	546	1519	1
_						or Traffic Cr	_	•				
Hours En		11:00 42	12:00 55	13:00 86	14:00 62		15:00 119		17:00 152	18:00 73		



		Passen	ger Cars -	North A	oproach			Tru	cks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	3	3	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:30:00	6	3	1	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:45:00	8	2	3	2	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00	9	1	4	1	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:15:00	11	2	4	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:30:00	11	0	6	2	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:45:00	14	3	9	3	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	(
12:00:00	16	2	14	5	33	4	0	0	0	0	0	0	0	0	0	0	0	0	1	•
12:15:00	20	4	15	1	37	4	0	0	0	0	0	0	0	0	0	0	0	0	1	(
12:30:00	21	1	15	0	48	11	0	0	0	0	0	0	0	0	0	0	0	0	1	(
12:45:00	25	4	18	3	53	5	0	0	0	0	0	0	0	0	0	0	0	0	1	(
13:00:00	29	4	21	3	60	7	0	0	0	0	0	0	0	0	0	0	0	0	1	(
13:15:00	30	1	21	0	69	9	0	0	0	0	0	0	0	0	0	0	0	0	1	(
13:30:00	31	1	23	2	71	2	0	0		0		0	0	0	0	0	0	0	1	(
13:45:00	33	2		1	78	7	0	0		0		0		0	0	0		0	1	(
14:00:00	35	2		1	81	3	0	0	0	0		0	0	0	0	0	0	0	1	(
14:15:00	36	1	28	3		4	0	0	0	0		0		0		0	0	0	1	(
14:30:00	41	5	30	2	88	3	0	0		0		0		0	0	0	0	0	1	(
14:45:00	45	4	34	4	97	9	0	0	0	0	_	0		0	0	0	0	0	1	(
15:00:00	50	5		4	115	18	0	0	0	0	0	0	0	0	0	0	0	0	1	(
15:15:00	51	1	42	4	126	11	0	0		0		0		0	0	0		0	1	(
15:30:00	58	7	50	8	139	13	0	0		0		0		0	0	0	0	0	1	(
15:45:00	60	2		1	152	13	0	0		0	-	0		0		0		0	1	(
16:00:00	62	2		1	160	8	0	0		0		0		0	0	0		0	1	(
16:15:00	67	5	53	1	167	7	0	0		0		0		0	-	0	0	0	1	(
16:30:00	70	3		2	178	11	0	0		0		0		0		0	0	0	1	(
16:45:00	77	7	57	2		16	0	0		0		0		0	0	0	0	0	1	(
17:00:00	79	2		4	202	8	0	0		0	_	0		0	-	0	0	0	1	(
17:15:00	81	2		3	210	8	0	0		0		0		0	0	0	0	0	1	(
17:30:00	82	1	64	0	221	11	0	0	0	0		0	0	0		0	0	0	1	(
17:45:00	84	2		2		7	0	0		0		0		0		0		0	1	(
18:00:00	86	2		0	231	3	0	0		0		0		0		0		0	1	(
18:15:00	86	0	66	0	231	0	0	0		0		0		0		0	0	0	1	(
18:15:15	86	0	66	0	231	0	0	0	0	0	0	0	0	0	0	0	0	0	1	(



10:15:00 10:30:00 10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	Lef Cum 4 9 11 22 31 35 43 53 62	1 Incr 4 5 2 11 9 4	Thr Cum 27 45 76 106	Incr 27 18	Rig Cum	Incr	Cum	ft Incr	Thru Cum Inc	er Cu	Righ	nt Incr	Let	ft	Thi	ru Incr	Rig Cum	ht Incr	East C	
10:15:00 10:30:00 10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	4 9 11 22 31 35 43 53	4 5 2 11 9	27 45 76	27 18	4			Incr	Cum Inc	r Cı	ım	Incr	Cum	lnor	0	lnar	Cum	Incr	Cum	_
10:30:00 10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	9 11 22 31 35 43 53	5 2 11 9	45 76	18		1					****	11101	Cum	IIICI	Cum	incr	Cuili	IIICI	Cuiii	Incr
10:45:00 11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	11 22 31 35 43 53	2 11 9	76				0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00 11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	22 31 35 43 53	11 9			6	2	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:15:00 11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	31 35 43 53	9	100	31	8	2	0	0	1	1	0	0	0	0	0	0	0	0	3	
11:30:00 11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	35 43 53		106	30	8	0	0	0	2	1	0	0	0	0	0	0	0	0	4	
11:45:00 12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	43 53	4	129	23	9	1	0	0	2	0	0	0	0	0	0	0	0	0	4	(
12:00:00 12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	53	-	152	23	15	6	0	0	2	0	0	0	0	0	0	0	0	0	4	
12:15:00 12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00		8	186	34	18	3	0	0	2	0	0	0	0	0	0	0	0	0	4	
12:30:00 12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	62	10	222	36	19	1	0	0	2	0	0	0	0	0	0	0	0	0	5	
12:45:00 13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	~_	9	243	21	22	3	0	0	2	0	0	0	0	0	0	0	0	0	5	
13:00:00 13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	73	11	263	20	22	0	0	0	3	1	0	0	0	0	0	0	0	0	5	
13:15:00 13:30:00 13:45:00 14:00:00 14:15:00	77	4	291	28	24	2	0	0	3	0	0	0	0	0	0	0	0	0	5	
13:30:00 13:45:00 14:00:00 14:15:00	89	12	319	28	28	4	0	0	3	0	0	0	0	0	0	0	0	0	5	
13:45:00 14:00:00 14:15:00	96	7	341	22	30	2	0	0	3	0	0	0	0	0	0	0	0	0	5	
14:00:00 14:15:00	102	6	361	20	31	1	0	0	3	0	0	0	0	0	0	0	0	0	5	
14:15:00	107	5	389	28	31	0	0	0	5	2	0	0	0	0	0	0	0	0	5	
	116	9	405	16	35	4	0	0	5	0	0	0	0	0	0	0	0	0	5	
440000	120	4	434	29	37	2	0	0	5	0	0	0	0	0	0	0	0	0	5	
14:30:00	129	9	463	29	39	2	0	0	5	0	0	0	0	0	0	0	0	0	5	(
14:45:00	136	7	494	31	41	2	0	0	5	0	0	0	0	0	0	0	0	0	5	(
15:00:00	142	6	513	19	44	3	0	0	5	0	0	0	0	0	0	0	0	0	5	(
15:15:00	146	4	536	23	47	3	0	0	6	1	0	0	0	0	0	0	0	0	5	
15:30:00	151	5	561	25	48	1	0	0	6	0	0	0	0	0	0	0	0	0	5	
15:45:00	155	4	587	26	51	3	0	0		0	0	0		0		0	0	0	5	(
16:00:00	160	5	613	26	53	2	0	0		1	0	0		0	0	0	0	0	5	(
16:15:00	171	11	646	33	55	2	0	0		1	0	0		0	0	0	0	0	5	(
16:30:00	179	8	678	32	57	2	0	0	8	0	0	0	0	0	0	0	0	0	7	
16:45:00	185	6	710	32	57	0	0	0	8	0	0	0	0	0	0	0	0	0	7	
17:00:00	197	12	736	26	59	2	0	0	_	0	0	0		0		0	0	0	7	
17:15:00	206	9	757	21	61	2	0	0		1	0	0		0	0	0	0	0	7	
17:30:00	214	8	771	14	62	1	0	0		0	0	0	0	0		0	0	0	7	(
17:45:00	219	5	807	36	62	0	0	0		0	0	0		0		0	0	0	7	
18:00:00	231	12	821	14	62	0	0	0		0	0	0		0		0	0	0	7	
18:15:00	231	0	821	0	62	0	0	0		0	0	0		0	0	0	0	0	7	
18:15:15	231	0	821	0	62	0	0	0	9	0	0	0	0	0	0	0	0	0	7	(
						1			I .	1			1		1	I				



		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	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	2	2	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	C
10:30:00	12	4	4	2	15	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45:00	16	4	6	2	16	1	0	0	0	0	0	0	0	0	0	0	0	0	1	C
11:00:00	22	6	7	1	23	7	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:15:00	30	8	9	2	27	4	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:30:00	38	8	13	4	38	11	0	0	0	0	0	0	0	0	0	0	0	0	1	
11:45:00	45	7	15	2	43	5	0	0		0		0		0		0		0	1	
12:00:00	54	9	21	6	46	3	0	0		0	0	0	_	0	0	0	0	0	1	
12:15:00	75	21	23	2	58	12	0	0	0	0	0	0	0	0	0	0	0	0	1	(
12:30:00	99	24	26	3		10	0	0		0		0		0		0	0	0	1	
12:45:00	110	11	27	1	73	5	0	0		0	0	0		0	0	0	0	0	1	
13:00:00	119	9		2	78	5	0	0		0		0	1	0	-	0	0	0	1	
13:15:00	140	21	31	2		9	0	0	0	0		0		0	0	0	0	0	1	
13:30:00	153	13		3	95	8	0	0		0	0	0	_	0	0	0	0	0	1	
13:45:00	157	4		3	101	6	0	0		0		0		0	0	0	0	0	1	
14:00:00	165	8		2	105	4	0	0	0	0		0	-	0		0	0	0	1	
14:15:00	183	18		2	110	5	0	0	0	0		0	_	0		0	0	0	1	
14:30:00	190	7		1	118	8	0	0		0		0		0	0	0	0	0	1	
14:45:00	226	36		3	141	23	0	0	0	0	0	0	_	0	0	0	0	0	1	(
15:00:00	256	30		2		5	0	0		0	_	0	1	0	0	0		0	1	(
15:15:00	281	25		3		8	0	0		0		0	1	0		0		0	1	(
15:30:00	321	40		3	164	10	0	0		0	0	0		0	0	0	0	0	1	(
15:45:00	370	49		0	188	24	0	0		0		0		0		0		0	1	C
16:00:00	405	35		2		11	0	0		0		0		0	0	0		0	1	
16:15:00	437	32		2	211	12	0	0		0		0		0	0	0	0	0	1	(
16:30:00	458	21	60	3	234	23	0	0		0		0		0		0	0	0	1	(
16:45:00	492	34		1	249	15	0	0		0	0	0		0	0	0	0	0	1	
17:00:00	529	37	62	1	264	15	0	0		0		0	_	0	-	0	0	0	1	
17:15:00	548	19		0	269	5	0	0		0		0		0	0	0	0	0	1	
17:30:00	564	16		0	292	23	0	0	0	0	0	0	_	0		0	0	0	1	
17:45:00	577	13		2		7	0	0		0		0		0		0		0	1	
18:00:00	590	13		1	304	5	0	0		0		0		0		0		0	1	
18:15:00	590	0		0	304	0	0	0	0	0	0	0		0		0	0	0	1	
18:15:15	590	U	65	0	304	U	0	U	U	0	0	U		0	0	0	0	U	ı	(



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	(
10:30:00	11	3	31	20	23	12	0	0	0	0	0	0	0	0	1	1	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	(
11:00:00	24	8	74	24	58	22	0	0	1	0	0	0	0	0	1	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	(
11:30:00	30	3	121	24	99	22	0	0	3	1	0	0	0	0	1	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	1	(
12:00:00	40	4	163	21	137	23	0	0	4	1	0	0	0	0	1	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	1	(
12:30:00	45	4	232	31	189	32	0	0	5	1	0	0	0	0	1	0	0	0	1	(
12:45:00	47	2		25	216	27	0	0		0	0	0	0	0	1	0	0	0	1	(
13:00:00	49	2		28	232	16	0	0		1	0	0		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	1	(
13:30:00	56	1	335	29	259	14	0	0		1	0	0	0	0	1	0	0	0	1	(
13:45:00	59	3	364	29	288	29	0	0		0		0		0	1	0	0	0	1	(
14:00:00	63	4	385	21	305	17	0	0		2	0	0	0	0		0	0	0	1	(
14:15:00	65	2		26	333	28	0	0		0		0		0	1	0	0	0	1	(
14:30:00	65	0	436	25	346	13	0	0		0	0	0		0	2	1	0	0	1	(
14:45:00	70	5	476	40	360	14	0	0		0	0	0	0	0	2	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	1	(
15:15:00	78	3	520	19	390	17	0	0		1	0	0		0	2	0	0	0	1	(
15:30:00	79	1	545	25	400	10	0	0		0	0	0	0	0	2	0	0	0	1	(
15:45:00	82	3	575	30	413	13	0	0		0		0		0			0	0	1	(
16:00:00	83	1	605	30	431	18	0	0		0		0		0	3	0	0	0	1	(
16:15:00	86	3		35	455	24	0	0		0	0	0	0	0	3	0	0	0	1	(
16:30:00	94	8	680	40	478	23	0	0		0		0	_	0		0	0	0	1	(
16:45:00	97	3	705	25	491	13	0	0		0	0	0		0	3	0	0	0	1	(
17:00:00	100	3		33	507	16	0	0		0	0	0	_	0		0	0	0	1	(
17:15:00	104	4	773	35	519	12	0	0		1	0	0		0	3	0	0	0	1	(
17:30:00	109	5	794	21	526	7	0	0		0	0	0	0	0	3	0	0	0	1	(
17:45:00	110	1	820	26	536	10	0	0		1	0	0		0		0	0	0	1	(
18:00:00	112	2		25	546	10	0	0		0		0	_	0	3	0	0	0	1	(
18:15:00	112	0	845	0	546	0	0	0		0	0	0		0	3	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	1	(



 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 Weather conditions:

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

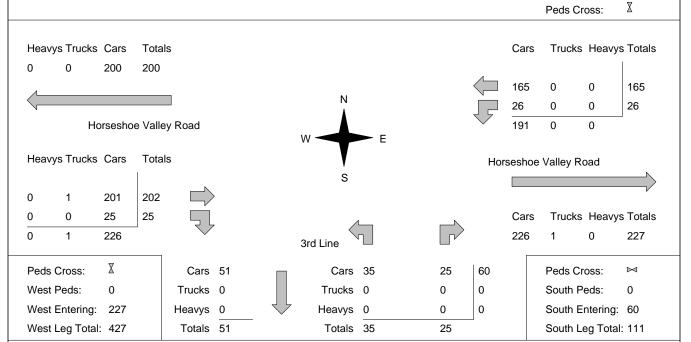
TFR File #: 1

Count date: 11-Jan-14

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

Person(s) who counted:

East Leg Total: 418
East Entering: 191
East Peds: 0





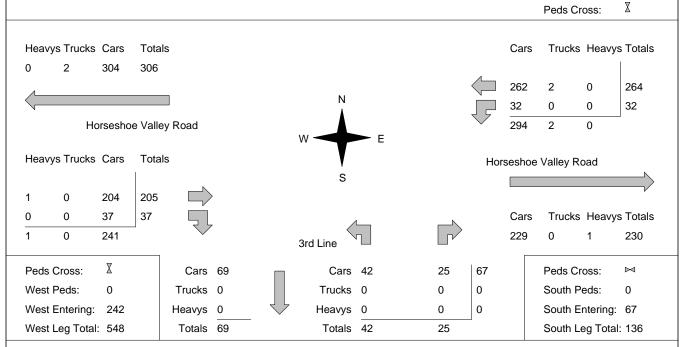
Afterno	on Peak Diagram		ied Period 14:00:00 18:00:00		our Peak 15:30:00 16:30:00	
Municipality: Site #:	Horseshoe Valley	Weath	er conditions:			
Intersection: TFR File #:	Horseshoe Valley Road & 3rd Line 1	Persoi	n(s) who count	ted:		

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

Count date:

11-Jan-14

East Leg Total: 526
East Entering: 296
East Peds: 0





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

West Leg Total: 3281

Totals 504

Count date: 11-Jan-14

Weather conditions:

Person(s) who counted:

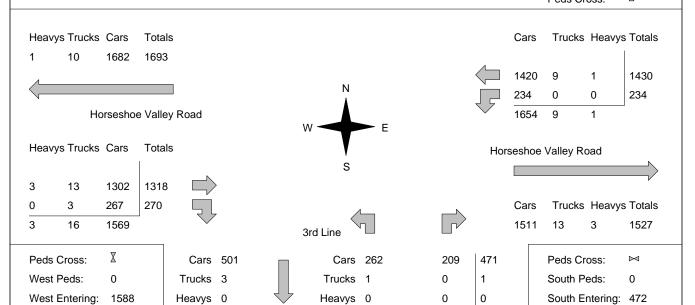
** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 3191
East Entering: 1664
East Peds: 0
Peds Cross:

X

South Leg Total: 976



Comments

Totals 263

209



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

TFR File #: 1

Count date: 11-Jan-14

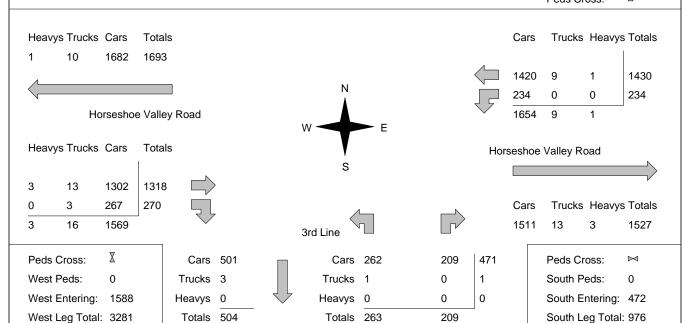
Weather conditions:

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:

X





Accu-Traffic Inc. Traffic Count Summary

Intersection	Horsesh	oe Valle	y Road	& 3rd Line	Count D	Date 11-Jan-14		Munio	cipality Ho	rseshoe	Valley		
	Nortl	1 Appro	ach Tot	als					South	1 Appro	ach Tot	als	
			rucks, & H	eavys		North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endir		Left	Thru	Right	Grand Total	Total Peds
11:00:00	0	0	0	0	0	• • • • • • • • • • • • • • • • • • • •	11:00		34	0	21	55	0
12:00:00	Ö	Ö	Ö	ő	Ö		12:00		20	Ö	25	45	Ö
13:00:00	Ö	Ö	Ö	Ö	Ö		13:00		35	Ö	25	60	Ö
14:00:00	Ö	Ö	Ö	Ö	Ö		14:00		34	Ö	25	59	Ö
15:00:00	ő	Ö	Ö	ő	Ö		15:00		21	Ö	51	72	Ö
16:00:00	Ö	Ō	Ö	Ö	0		16:00		34	Ō	22	56	Ō
17:00:00	Ö	Ō	Ö	Ö	0		17:00		42	Ō	24	66	0
18:00:00	0	0	0	0	0	59			43	0	16	59	0
Totals:	0	0	0	0	0	472			263	0	209	472	0
	East Include	: Appro a	ach Tota rucks, & H	als eavys							ach Tota rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hou Endir	ır	Left	Thru	Right	Grand Total	Total Peds
11:00:00	25	121	0	146	0	311	11:00		0	138	27	165	0
12:00:00	27	141	Ö	168	0		12:00			162	21	183	ő
13:00:00	26	165	Ö	191	0		13:00		Ö	202	25	227	ő
14:00:00	25	132	Ö	157	0		14:00		Ö	167	37	204	ő
15:00:00	48	186	Ö	234	0		15:00		Ö	148	41	189	0
16:00:00	31	270	Ö	301	0		16:00		Ö	152	39	191	0 0
17:00:00	31	259	Ö	290	0		17:00		Ö	204	42	246	ő
18:00:00	21	156	0	177	0		18:00			145	38	183	0
Totals:	234	1430		1664	0	3252			0	1318	270	1588	0
Totals:	234	1430				3252 or Traffic Cr	ossin	g Ma			270	1588	0
Totals:		1430 11:00						g M a 5:00	ajor Stre		18:00	1588	0



		Passen	ger Cars ·	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	avys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:15:00	0	0		0	0	0	0	0		0		0		0	0	0	0	0	0	(
11:30:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
11:45:00	0	0		0	0	0	0	0		0	_	0		0		0		0	0	(
12:00:00	0	0	0	0	0	0	0	0		0		0		0		0	0	0	0	(
12:15:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
12:30:00	0	0	_	0	0	0	0	0		0		0	_	0		0		0	0	(
12:45:00	0	0	0	0	0	0	0	0		0	-	0		0		0	0	0	0	(
13:00:00	0	0		0	0	0	0	0		0		0		0		0	0	0	0	(
13:15:00	0	0		0	0	0	0	0		0	_	0		0		0		0	0	(
13:30:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
13:45:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
14:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
14:15:00	0	0		0	0	0	0	0		0		0	-	0		0	0	0	0	(
14:30:00	0	0		0	0	0	0	0		0		0		0		0	0	0	0	(
14:45:00	0		0	0	0	0	0	0		0		0		0		0			0	(
15:00:00 15:15:00	0	0		0	0	0	0	0		0	_	0	1	0		0		0	0	(
15:15:00	0	0	0	0	0	0	0	0		0		0	1	0		0	0	0	0	
15:30:00	0	0	1	0	0	0	0	0		0		0		0		0		0	0	(
16:00:00	0	0		0	0	0	0	0		0		0	_	0		0		0	0	(
16:15:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
16:30:00	0	0		0	0	0	0	0	-	0	-	0		0		0	0	0	0	(
16:45:00	0	0	_	0	0	0	0	0		0		0	_	0		0		0	0	(
17:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
17:15:00	0	0		0	0	0	0	0		0	_	0	1	0		0	0	0	0	(
17:30:00	0	0		0	0	0	0	0		0		0		0		0	0	0	0	(
17:45:00	0	0	1	0	0	0	0	0		0		0		0		0		0	0	(
18:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	(
18:15:00	0	0		0	0	0	0	0	_	0		0		0		0	0	0	0	(
18:15:15	0	0	0	0	0	0	0	0		0	+	0		0	1	0		0	0	



		Passen	ger Cars -	- East Ap	proach			Tru	ucks - Eas	t Appro	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	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	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00	11	3	53	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00	17	6	86	33	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
11:00:00	25	8	119	33	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	
11:15:00	33	8	146	27	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
11:30:00	39	6		31	0	0	0	0		0	0	0	0	0	0	0	0	0	0	(
11:45:00	46	7	216	39	0	0	0	0		0		0		0		0	0	0	0	(
12:00:00	52	6	260	44	0	0	0	0		0	0	0	0	0	0	0	0	0	0	(
12:15:00	59	7	299	39	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	(
12:30:00	69	10	345	46	0	0	0	0		0	-	0	-	0		0	0	0	0	(
12:45:00	73	4	385	40	0	0	0	0		0	0	0		0	0	0	0	0	0	
13:00:00	78	5	425	40	0	0	0	0		0		0		0	-	0	0	0	0	
13:15:00	91	13	464	39	0	0	0	0		1	0	0		0	0	0	0	0	0	(
13:30:00	97	6		29	0	0	0	0		0		0	0	0	0	0	0	0	0	(
13:45:00	100	3	529	36	0	0	0	0		2	0	0		0	1	1	0	0	0	
14:00:00	103	3	553	24	0	0	0	0	5	0		0	0	0		0	0	0	0	
14:15:00	112	9	595	42	0	0	0	0		0		0		0		0	0	0	0	
14:30:00	116	4	630	35	0	0	0	0		0	-	0		0	1	0	0	0	0	
14:45:00	139	23	683	53	0	0	0	0		0	0	0	0	0	1	0	0	0	0	
15:00:00	151	12	739	56	0	0	0	0		0		0		0	1	0	0	0	0	
15:15:00	156	5		55	0	0	0	0		1	0	0		0	-	0	0	0	0	
15:30:00	168	12	862	68	0	0	0	0		0	0	0		0	1	0	0	0	0	
15:45:00	179	11	940	78	0	0	0	0		0		0		0		0	0	0	0	
16:00:00	182	3	1007	67	0	0	0	0		1	0	0		0	1	0	0	0	0	
16:15:00	192	10	1068	61	0	0	0	0		1	0	0		0		0	0	0	0	(
16:30:00	200	8	1124	56	0	0	0	0		0		0		0		0	0	0	0	(
16:45:00	208	8	1199	75	0	0	0	0		0	0	0		0	1	0	0	0	0	(
17:00:00	213	5	1265	66	0	0	0	0	_	0		0		0		0	0	0	0	(
17:15:00	217	4	1310	45	0	0	0	0		1	0	0		0	1	0	0	0	0	
17:30:00	220	3	1347	37	0	0	0	0		0		0	0	0		0	0	0	0	
17:45:00	231	11	1392	45	0	0	0	0		0		0		0		0	0	0	0	(
18:00:00	234	3	1420	28	0	0	0	0		0		0		0	1	0	0	0	0	
18:15:00	234	0	1420	0	0	0	0	0		0	0	0		0	1	0	0	0	0	
18:15:15	234	0	1420	0	0	0	0	0	9	0	0	0	0	0	1	0	0	0	0	



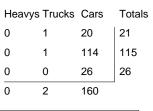
		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	11	11	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	C
10:30:00	18	7	0	0	12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	C
10:45:00	27	9	0	0	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	C
11:00:00	33	6	0	0	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	C
11:15:00	37	4	0	0	28	7	1	0	0	0	0	0		0	0	0	0	0	0	C
11:30:00	44	7	0	0	31	3	1	0	0	0		0		0	0	0	0	0	0	C
11:45:00	49	5	0	0	41	10	1	0		0		0		0		0	0	0	0	C
12:00:00	53	4	0	0	46	5	1	0			0	0		0	0	0	0	0	0	C
12:15:00	64	11	0	0	48	2	1	0	0		-	0		0		0	0	0	0	C
12:30:00	71	7	0	0	54	6	1	0		0	-	0	-	0		0	0	0	0	C
12:45:00	79	8	0	0	62	8	1	0			0	0		0	0	0	0	0	0	C
13:00:00	88	9	0	0	71	9	1	0				0		0		0	0	0	0	C
13:15:00	94	6	0	0	81	10	1	0	0	0		0		0	0	0	0	0	0	
13:30:00	103	9	0	0	90	9	1	0				0		0	0	0	0	0	0	C
13:45:00	112	9	0	0	92	2	1	0				0		0	0	0	0	0	0	C
14:00:00	122	10	0	0	96	4	1	0	0			0	-	0		0	0	0	0	C
14:15:00	126	4	0	0	110	14		0	0	0		0	_	0		0	0	0	0	C
14:30:00	133		0	0	124	14	1	0				0		0	0	0	0	0	0	C
14:45:00	138	5	0	0	137 147	13 10	1	0	0	0	0	0		0	0	0	0	0	0	
15:00:00 15:15:00	143 150	5 7	0	0	158	10	1_ 1	0	_		-	0	_	0	_	0	0	0	0	C
15:15:00	150	/	0	0	161	3	<u> </u> 1	0	0		0	0		0	0	0	0	0	0	
15:30:00	167	10	0	0	163	2	<u> </u> 1	0				0	_	0		0	0	0	0	C
16:00:00	177	10		0	169	6	<u>'</u>	0		0		0		0	0	0	0	0	0	
16:15:00	183	6	0	0	179	10	1	0				0		0		0	0	0	0	
16:30:00	199	16	0	0	186	7	1	0				0		0		0	0	0	0	
16:45:00	205	6	0	0	188	2	1	0	0	0	0	0	-	0	0	0	0	0	0	C
17:00:00	219	14	0	0	193	5	1	0		0	-	0	-	0		0	0	0	0	
17:15:00	236	17	0	0	198	5	1	0			_	0	-	0	0	0	0	0	0	C
17:30:00	248	12	0	0	203	5	<u>.</u> 1	0	0		0	0		0		0	0	0	0	Č
17:45:00	258	10		0	206	3	1	0				0		0		0	0	0	0	Č
18:00:00	262	4	0	0	209	3	1	0				0		0		0	0	0	0	C
18:15:00	262	0	0	0	209	0	1	0			0	0		0		0	0	0	0	C
18:15:15	262	0	0	0	209	0	1	0	0			0		0		0	0	0	0	C



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0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	218 251 294 352 412 457 495 526 562 622 659 701 727	45 33 43 58 60 45 38 31 36 60 37 42 26	41 44 47 53 60 65 72 79 90 97 109	6 3 3 6 7 5 7 7 11 7 12 8	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	4 4 5 6 6 6 6 7 7 7 9	1 1 0 0 0 1 0	0 1 1 1 1 1 1 1 1 1	0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	251 294 352 412 457 495 526 562 622 659 701 727	33 43 58 60 45 38 31 36 60 37 42 26	44 47 53 60 65 72 79 90 97 109	3 3 6 7 5 7 7 11 7 12 8	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	4 5 6 6 6 7 7 7 9	1 1 0 0 0 1 0	1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	1 1 1 1 1 1 1 1	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
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0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	352 412 457 495 526 562 622 659 701 727	58 60 45 38 31 36 60 37 42 26	53 60 65 72 79 90 97 109	6 7 5 7 7 11 7 12 8	0 0 0 0 0 0	0 0 0 0 0 0	6 6 6 7 7 7 9	0 0 1 0	1 1 1 1 1 1 1	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	1 1 1 1 1 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0
0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	412 457 495 526 562 622 659 701 727	60 45 38 31 36 60 37 42 26	60 65 72 79 90 97 109	7 5 7 7 11 7 12 8	0 0 0 0 0 0	0 0 0 0 0	6 6 6 7 7 7 9	0 0 1 0	1 1 1 1 1 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	1 1 1 1 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
0 0 0 0 0 0	0 0 0 0 0 0 0 0	457 495 526 562 622 659 701 727	45 38 31 36 60 37 42 26	65 72 79 90 97 109	7 7 11 7 12 8	0 0 0 0 0	0 0 0 0 0	6 6 7 7 7 7	0 0 1 0	1 1 1 1	0 0 0 0	0 0 0 0	0 0 0 0	1 1 1 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0
0 0 0 0 0 0	0 0 0 0 0 0 0	495 526 562 622 659 701 727	38 31 36 60 37 42 26	72 79 90 97 109 117	7 7 11 7 12 8	0 0 0 0	0 0 0 0	6 7 7 7 9	0 1 0 0	1 1 1	0 0 0 0	0 0 0 0	0 0 0 0	1 1 1	0 0 0	0 0 0	0 0	0 0	0
0 0 0 0 0	0 0 0 0 0 0	526 562 622 659 701 727	31 36 60 37 42 26	79 90 97 109 117	11 7 12 8	0 0 0 0	0 0 0 0	7 7 7 7 9	1 0 0	1 1 1	0 0 0	0 0 0	0 0 0	1 1 1	0	0	0	0	0
0 0 0 0	0 0 0 0 0	562 622 659 701 727	36 60 37 42 26	90 97 109 117	11 7 12 8	0 0	0 0	7 7 9	0	1 1	0	0	0	1	0	0	0	0	
0 0 0 0	0 0 0 0 0	622 659 701 727	60 37 42 26	97 109 117	7 12 8	0	0	7	0	1	0	0	0	1		_			
0 0 0	0 0 0 0	659 701 727	37 42 26	109 117	12 8	0	0	9					-		0	0	0	^	
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	0			131			0	9	0	1	0	0	0	1	0	0	0	0	0
0		772			14	0	0	9	0	1	0	0	0	2	1	0	0	0	0
	0		45	138	7	0	0	9	0	1	0	0	0	2	0	0	0	0	0
0	U	805	33	150	12	0	0	10	1	1	0	0	0	2	0	0	0	0	0
0	0	834	29	163	13	0	0	11	1	1	0	0	0	2	0	0	0	0	0
0	0	868	34	171	8	0	0	11	0	1	0	0	0	2	0	0	0	0	0
0	0	911	43	180	9	0	0	11	0	1	0	0	0	3	1	0	0	0	0
0	0	955	44	189	9	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1007	52	196	7	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1072	65	208	12	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1111	39	221	13	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1159	48	231	10	0	0	11	0	1	0	0	0	3	0	0	0	0	0
0	0	1204	45	244	13	0	0	12	1	1	0	0	0	3	0	0	0	0	0
0	0	1232	28	254	10	0	0	12	0	3	2	0	0	3	0	0	0	0	0
0	0	1267	35	256	2	0	0	13	1	3	0	0	0	3	0	0	0	0	0
0	0	1302	35	267	11	0	0	13	0	3	0	0	0	3	0	0	0	0	0
0	0	1302	0	267	0	0	0	13	0	3	0	0	0	3	0	0	0	0	0
0	0	1302	0	267	0	0	0	13	0	3	0	0	0	3	0	0	0	0	0
0 0 0		0 0 0	0 1232 0 1267 0 1302 0 1302	0 1232 28 0 1267 35 0 1302 35 0 1302 0	0 1232 28 254 0 1267 35 256 0 1302 35 267 0 1302 0 267	0 1232 28 254 10 0 1267 35 256 2 0 1302 35 267 11 0 1302 0 267 0	0 1232 28 254 10 0 0 1267 35 256 2 0 0 1302 35 267 11 0 0 1302 0 267 0 0	0 1232 28 254 10 0 0 0 1267 35 256 2 0 0 0 1302 35 267 11 0 0 0 1302 0 267 0 0 0	0 1232 28 254 10 0 0 12 0 1267 35 256 2 0 0 13 0 1302 35 267 11 0 0 13 0 1302 0 267 0 0 0 13	0 1232 28 254 10 0 0 12 0 0 1267 35 256 2 0 0 13 1 0 1302 35 267 11 0 0 13 0 0 1302 0 267 0 0 0 13 0	0 1232 28 254 10 0 0 12 0 3 0 1267 35 256 2 0 0 13 1 3 0 1302 35 267 11 0 0 13 0 3 0 1302 0 267 0 0 0 13 0 3	0 1232 28 254 10 0 0 12 0 3 2 0 1267 35 256 2 0 0 13 1 3 0 0 1302 35 267 11 0 0 13 0 3 0 0 1302 0 267 0 0 0 13 0 3 0	0 1232 28 254 10 0 0 12 0 3 2 0 0 1267 35 256 2 0 0 13 1 3 0 0 0 1302 35 267 11 0 0 13 0 3 0 0 0 1302 0 267 0 0 0 13 0 3 0 0	0 1232 28 254 10 0 0 12 0 3 2 0 0 0 1267 35 256 2 0 0 13 1 3 0 0 0 0 1302 35 267 11 0 0 13 0 3 0 0 0 0 1302 0 267 0 0 0 13 0 3 0 0 0	0 1232 28 254 10 0 0 12 0 3 2 0 0 3 0 1267 35 256 2 0 0 13 1 3 0 0 0 3 0 1302 35 267 11 0 0 13 0 3 0 0 0 3 0 1302 0 267 0 0 0 13 0 3 0 0 0 3	0 1232 28 254 10 0 0 12 0 3 2 0 0 3 0 0 1267 35 256 2 0 0 13 1 3 0 0 0 3 0 0 1302 35 267 11 0 0 13 0 3 0 0 0 3 0 0 1302 0 267 0 0 0 13 0 3 0 0 0 3 0	0 1232 28 254 10 0 0 12 0 3 2 0 0 3 0 0 0 1267 35 256 2 0 0 13 1 3 0 0 0 3 0 0 0 1302 35 267 11 0 0 13 0 3 0 0 0 3 0 0 0 1302 0 267 0 0 0 13 0 3 0 0 0 3 0 0	0 1232 28 254 10 0 0 12 0 3 2 0 0 3 0 0 0 0 0 1267 35 256 2 0 0 13 1 3 0 0 0 3 0 0 0 0 1302 35 267 11 0 0 13 0 3 0 0 0 3 0 0 0 0 1302 0 267 0 0 0 13 0 3 0 0 0 0 0	0 1232 28 254 10 0 0 12 0 3 2 0 0 3 0 0 0 0 0 0 1267 35 256 2 0 0 13 1 3 0 0 0 3 0 0 0 0 0 1302 35 267 11 0 0 13 0 3 0 0 0 0 0 0 0 1302 0 267 0 0 0 13 0 0 0 0 0 0 0



Mid-day	Pe	ak Di	iag	jram	1		Specifi From:			d		ne Ho om:	our Pe 12:00:0	
							To:	14:	00:00		Тс) :	13:00:0	00
Municipality:	Horse	eshoe Va	lley				Weath	er c	ondit	ions	:			
Site #:	1400	100003												
Intersection:	Horse	eshoe Va	lley l	Road &	4th Lin	e	Persor	า(ร)	who	coun	ited:			
TFR File #:	1		•					` '						
Count date:	11-Ja	ın-14												
** Non-Signali	zed I	ntersec	tio	n **			Major I	Roa	id: H	orsesl	hoe Va	alley F	Road rur	ns W/E
North Leg Total: 56		Heavys	0	0	0	0		\sim	Heavys	0		East I	Leg Total:	272
North Entering: 28		Trucks	1	0	0	1			Trucks	1		East I	Entering:	129
North Peds: 0		Cars	14	6	7	27	. [Cars	27		East I	Peds:	0
Peds Cross: ⋈		Totals	15	6	7	_			Totals	28		Peds	Cross:	X
Heavys Trucks Car	s Tota	als				4th	n Line			\triangle	Cars	Truc	ks Heavy	rs Totals
0 1 132	133	i									4	0	0	4
		_								\leftarrow	101	0	0	101
						N	l				24	0	0	24
Horses	hoe Vall	ley Road			w -						129	0	0	
					VV									









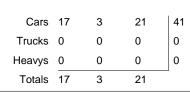
Horseshoe Valley Road



Peds Cross:	\mathbb{X}
West Peds:	0
West Entering:	162
West Leg Total:	295







Peds Cross: \bowtie South Peds: 0 South Entering: 41 South Leg Total: 97

143



				ACC	u-ı	laiii		6.					
Afterno	on F	eak	Di	agra	ım	Spe Fro		Perio :00:00 :00:00	d		om:	ur Pe 15:30:0 16:30:0	00
Municipality: Site #: Intersection: TFR File #: Count date:	14001	shoe Va 00003 shoe Va		Road & 4	4th Lin		ather c						
** Non-Signali	zed Ir	ntersec	tio	า **		Ma	jor Roa	ad: Ho	orsesh	noe Va	alley R	oad rur	ns W/E
North Leg Total: 45		Heavys	0	0	0	0	\triangle	Heavys	0		East Le	eg Total:	354
North Entering: 18		Trucks	0	0	0	0		Trucks	0		East E	ntering:	160
North Peds: 0		Cars	10	3	5	18		Cars	27		East P	eds:	0
Peds Cross: ⋈		Totals	10	3	5			Totals	27		Peds C	ross:	X
Heavys Trucks Car 0 2 157		ls <		Ţ		4th Line				Cars 4 124	Truck 0 2	s Heavy 0 0	s Totals 4 126
\		_				N Å			7	30	0	0	30
Horses	hoe Valle	y Road			w -	—	E		\checkmark	158	2	0	
Heavys Trucks Car	s Total	ls 🛆				V			Hors	seshoe	Valley F	Road	
0 0 18	18		•			s							
1 0 166	167												
0 0 29	29	<u> </u>				4				Cars	Truck	s Heavy	s Totals
1 0 213					4th L	ine				193	0	1	194
Peds Cross:		Cars	62			Cars 23	5	22	50		Peds C	ross:	M
West Peds: 0		Trucks	0		-	Γrucks 0	0	0	0		South	Peds:	0
West Entering: 21	4	Heavys	0	11	7 Н	leavys 0	0	0	0		South	Entering:	50

Comments

Totals 23 5

22

South Leg Total: 112

West Leg Total: 373

Totals 62



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 #:

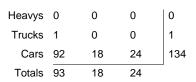
Count date: 11-Jan-14 Weather conditions:

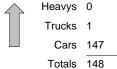
Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283 North Entering: 135 North Peds: 0 Peds Cross: \bowtie







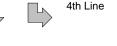
24

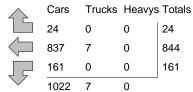
844

161



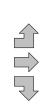




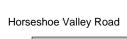


Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
0	1	99	100
3	9	906	918
0	2	199	201
3	12	1204	







345 4

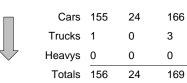
0



Cars	Trucks	Heavys	Totals
1096	12	3	1111

Peds Cross:	\mathbb{X}
West Peds:	0
West Entering:	1219
West Leg Total:	2312





Peds Cross: M South Peds: 0 South Entering: 349 South Leg Total: 729



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100003

Intersection: Horseshoe Valley Road & 4th Line

TFR File #:

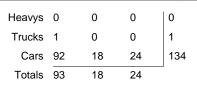
Count date: 11-Jan-14 Weather conditions:

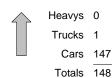
Person(s) who counted:

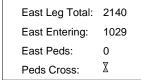
** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 283 North Entering: 135 North Peds: 0 Peds Cross: \bowtie





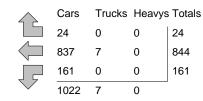


Heavys Trucks Cars Totals 1084 1093





4th Line

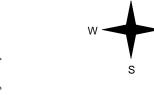


Horseshoe Valley Road

1096

Horseshoe Valley Road

Heavys	Trucks	Cars	Totals
0	1	99	100
3	9	906	918
0	2	199	201
3	12	1204	'

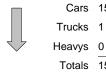


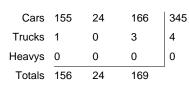


		V
Cars	Trucks	Heavys Totals

 \mathbb{X} Peds Cross: West Peds: 0 West Entering: 1219 West Leg Total: 2312







Peds Cross: \bowtie South Peds: 0 South Entering: 349 South Leg Total: 729

3

1111



Accu-Traffic Inc. Traffic Count Summary

Intersection	Horsesh	oe Valle	y Road	& 4th Line	e Count Date 11-Jan-14				Municipality Horseshoe Valley							
	North	Appro	ach Tot	als							ach Tot					
	Include	es Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	eavys				
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endii		Left	Thru	Right	Grand Total	Total Peds			
11:00:00	3	0	17	20	0	54	11:00	00:0	15	4	15	34	0			
12:00:00	3	2	12	17	0		12:00		26	2	19	47	0			
13:00:00	7	6	15	28	0		13:00		17	3	21	41	0			
14:00:00	2 1	3 2	9	14	0		14:00		17	2	15	34	0			
15:00:00		2	6	9	0		15:00		26	4	23	53	0			
16:00:00	4	3	10	17	0		16:00		16	4	38	58	0			
17:00:00	4 0	2	11	17	0		17:00		20	2	21	43	0			
18:00:00	O I	O	13	13	0	52	18:00):00	19	3	17	39	0			
Totals:			93 ach Tota rucks, & H		0	484 East/West			156 West	24 t Appro es Cars, T	169 ach Tota	349 als eavys	0			
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endii	ır	Left	Thru	Right	Grand Total	Total Peds			
11:00:00	19	99	2	120	0		11:00		4	85	19	108	0			
12:00:00	20	115	4	139	0		12:00		10	90	18	118	0			
13:00:00	24	101	4	129	Ö		13:00		21	115	26	162	Ö			
14:00:00	14	94	1	109	0		14:00		8	101	25	134	0			
15:00:00	19	108	4	131	0		15:00		9	122	32	163	0			
16:00:00	27	104	6	137	0		16:00		15	129	26	170	0			
17:00:00	21	134	1	156	0		17:00		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			
			Calc	ulated Va	alues f	2248 or Traffic Cr	ossin	_	ajor Stre	et		1219	0			
Totals: Hours En	ding:	11:00					ossin	g M a 5:00 31	ajor Stre			1219	0			



		Passen	ger Cars	North A	pproach			Tru	ıcks - Nor	th Appro	ach				Pedes	trians				
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ıru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00	1	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00	3	2	0	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00:00	3	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15:00	5	2	0	0	19	2	0	0		0	0	0		0	0	0	0	0	0	(
11:30:00	5	0		1	24	5	0	0		0		0		0		0		0	0	
11:45:00	6	1	2		24	0	0	0		0		0		0		0		0	0	(
12:00:00	6	0		0	29	5	0	0			0	0		0		0	0	0	0	
12:15:00	8	2		3	33	4	0	0				0		0		0		0	0	
12:30:00	8	0		1	34	1	0	0		0	-	1		0		0	0	0	0	
12:45:00	10	2	6	0	38	4	0	0	1		1	0		0		0	0	0	0	(
13:00:00	13	3	8	2	43	5	0	0				0		0		0	0	0	0	(
13:15:00	14	1	8	0	46	3	0	0		0	-	0		0		0		0	0	
13:30:00	15	1	9	1	47	1	0	0			-	0		0		0	0	0	0	(
13:45:00	15	0		0	51	4	0	0				0		0		0		0	0	
14:00:00	15	0		2	52	1	0	0			-	0		0		0	0	0	0	(
14:15:00	15	0		0	54	2	0	0		0	-	0	_	0		0	0	0	0	
14:30:00	15	0		0	55	1	0	0			1	0		0		0	0	0	0	(
14:45:00	15 16	0		0	57 58	2	0	0		0		0		0		0	0	0	0	
15:00:00 15:15:00	16	0	13 13	2 0		3	0	0				0	1	0		0		0	0	(
15:15:00	17	- 0	13	1	61 64	3	0	0			1	0	1	0		0	0	0	0	
15:45:00	20	3		1	64	0	0	0				0		0		0		0	0	
16:00:00	20	0		1	68	4	0	0		0		0		0		0		0	0	
16:15:00	21	1	16	0	69	1	0	0			-	0		0		0		0	0	
16:30:00	22	1	17	1	74	5	0	0	_		-	0		0		0	0	0	0	
16:45:00	22	0		1	75	1	0	0		0	1	0		0		0	0	0	0	
17:00:00	24	2		0	79	4	0	0		0	1	0		0		0	0	0	0	
17:15:00	24	0		0	81	2	0	0				0	_	0		0	0	0	0	
17:30:00	24	0		0	88	7	0	0				0		0		0	0	0	0	
17:45:00	24	0		0	90	2	0	0	1			0		0		0		0	0	
18:00:00	24	0			92	2	0	0				0	_	0		0		0	0	
18:15:00	24	0		0	92	0	0	0			1	0		0		0	0	0	0	
18:15:15	24	0		0	92	0	0	0			1	0		0	1	0		0	0	



		Passen	ger Cars	- East Ap	proach			Tr	ucks - Eas	st Appro	ach				Pedestrians					
Interval	Lei	ft	Th	ru	Rig	lht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	East C	ross
Time	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	27	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	5	3	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00	14	9		26	1	0	0	0		1	0			0		0		0	0	0
11:00:00	19	5	97	30	2	1	0	0			0	0	_	0		0	0	0	0	0
11:15:00	24	5	120	23	3	1	0	0				0		0		0	0	0	0	0
11:30:00	30	6	145	25	4	1	0	0				0		0		0	0	0	0	0
11:45:00	35	5	182	37	4	0	0	0		0		0		0		0	0	0	0	0
12:00:00	39	4	212	30	6	2	0	0			_	0		0		0		0	0	0
12:15:00	47	8	234	22	7	1	0	0			_	0		0		0	0	0	0	0
12:30:00	53	6	258	24	9	2	0	0		0	_	0	-	0		0	0	0	0	0
12:45:00	56	3		29	10	1	0	0				0	_	0		0	0	0	0	0
13:00:00	63	7	313	26	10	0	0	0				0		0		0	0	0	0	0
13:15:00	66	3	341	28	10	0	0	0		0		0	_	0		0	0	0	0	0
13:30:00	69	3	360	19	10	0	0	0		0		0		0		0	0	0	0	0
13:45:00	73	4	387	27	10	0	0	0		1 0	0	0		0		0	0	0	0	0
14:00:00	77	4	406	19	11	1	0	0				0	-	0		0	0		0	0
14:15:00	81 84	4	433	27 31	11	0	0	0		0	_	0		0		0		0	0	0
14:30:00		7	464		11 14	0	0	0		0	_	0		•		0	0	0	0	0
14:45:00 15:00:00	91 96	5	493 514	29 21	15	3	0	0		0	-	0		0		0		0	0	0
15:00:00	103	5 7	514	25	18	3	0	0		0	0	0	-	0		0		0	0	
15:30:00	103	5	566	25 27	18	0	0	0		0	1	0	_	0		0	0	0	0	0
15:30:00	115	7	593	27	19	1	0	0		0	-	0		0		0		0	0	0
16:00:00	123	8	616	23	21	2	0	0		0	0	0		0		0		0	0	0
16:15:00	130	7	657	41	21	0	0	0		1	0	0	-	0		0	0	0	0	0
16:30:00	138	8	690	33	22	1	0	0		0	_	0		0		0	0	0	0	0
16:45:00	141	3		33	22	0	0	0		0	-	0		0		0		0	0	0
17:00:00	144	3	749	26	22	0	0	0		0	-	0		0		0	0	0	0	0
17:15:00	151	7	770	21	23	1	0	0		1	0	0	-	0		0	0	0	0	0
17:30:00	153	2		11	23	0	0	0		. 0	-	0	_	0		0		0	0	0
17:45:00	157	4	816	35	23	0	0	0		0	_	0		0		0		0	0	0
18:00:00	161	4	837	21	24	1	0	0		0		0		0		0	0	0	0	0
18:15:00	161	0		0	24	0	0	0			_	0		0		0	0	0	0	0
18:15:15	161	0		0	24	0	0	0		0	_	0		0		0		0	0	0
			557						<u> </u>											



		Passen	ger Cars -	South A	pproach			Tru	icks - Sou	th Appro	oach		Heavys - South Approach							trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	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	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:30:00	6	4	4	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
10:45:00	9	3	4	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:00:00	15	6	4	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:15:00	26	11	6	2	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:30:00	29	3	6	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	(
11:45:00	35	6	6	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	(
12:00:00	41	6	6	0	33	2	0	0	0	0	1	1	0	0	0	0	0	0	0	(
12:15:00	44	3	6	0	39	6	0	0	0	0	1	0	0	0	0	0	0	0	0	(
12:30:00	50	6	7	1	49	10	0	0	0	0	1	0	0	0	0	0	0	0	0	(
12:45:00	53	3	9	2	53	4	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:00:00	58	5		0	54	1	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:15:00	63	5	10	1	55	1	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:30:00	65	2		0	59	4	0	0	0	0	1	0	0	0	0	0	0	0	0	(
13:45:00	68	3		0	65	6	1	1	0	0	1	0	0	0	0	0	0	0	0	(
14:00:00	74	6		1	69	4	1	0	0	0	1	0	0	0	0	0	0	0	0	(
14:15:00	82	8		1	75	6	1	0	0	0	1	0	0	0	0	0	0	0	0	(
14:30:00	87	5		0	77	2	1	0	0	0	2	1	0	0	0	0	0	0	0	(
14:45:00	93	6		3	83	6	1	0	0	0	3	1	0	0	0	0	0	0	0	(
15:00:00	100	7		0	90	7	1	0	0	0	_	0	0	0	0	0	0	0	0	(
15:15:00	101	1	15	0	109	19	1	0	0	0	3	0	0	0	0	0	0	0	0	(
15:30:00	101	0	16	1	116	7	1	0	0	0		0	0	0	0	0	0	0	0	(
15:45:00	109	8		1	124	8	1	0			_	0		0		0	0	0	0	(
16:00:00	116	7		2		4	1	0		0	_	0		0	0	0	0	0	0	(
16:15:00	121	5		2	132	4	1	0			_	0		0	0	0	0	0	0	(
16:30:00	124	3		0	138	6	1	0	0	0		0	0	0	0	0	0	0	0	(
16:45:00	127	3		0	148	10	1	0	0	0	3	0	0	0	0	0	0	0	0	(
17:00:00	136	9		0	149	1	1	0		0	_	0	_	0		0	0	0	0	(
17:15:00	143	7	22	1	152	3	1	0				0		0	0	0	0	0	0	(
17:30:00	148	5	22	0	158	6	1	0				0	0	0	0	0	0	0	0	(
17:45:00	152	4		2		7	1	0			_	0		0		0	0	0	0	(
18:00:00	155	3		0	166	1	1	0				0	_	0		0	0	0	0	(
18:15:00	155	0		0	166	0	1	0				0		0		0	0	0	0	(
18:15:15	155	0	24	0	166	0	1	0	0	0	3	0	0	0	0	0	0	0	0	(



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	(
10:30:00	2	0	37	22	11	6	0	0	0	0	0	0	0	0	1	1	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	
11:00:00	4	1	83	29	19	5	0	0	1	0	0	0	0	0	1	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	
11:30:00	8	1	135	27	27	7	0	0		1	1	0		0	1	0	0	0	0	(
11:45:00	11	3		16	34	7	0	0		0	1	0		0	1	0		0	0	(
12:00:00	14	3	171	20	36	2	0	0		1	1	0		0	1	0	0	0	0	(
12:15:00	20	6		35	47	11	0	0	3	0	1	0	0	0	1	0	0	0	0	(
12:30:00	26	6	230	24	54	7	1	1	3	0	1	0		0	1	0	0	0	0	(
12:45:00	32	6	257	27	57	3	1	0		0	1	0		0	1	0	0	0	0	
13:00:00	34	2		28	62	5	1	0		1	1	0		0	-	0	0	0	0	(
13:15:00	38	4	302	17	72	10	1	0		0	1	0		0	1	0	0	0	0	(
13:30:00	40	2	332	30	77	5	1	0	-	0	2	1		0	1	0	0	0	0	(
13:45:00	41	1	362	30	82	5	1	0		0		0		0	1	0	0	0	0	
14:00:00	42	1	385	23	86	4	1	0	5	1	2	0	-	0		0	0	0	0	
14:15:00	43	1	405	20	91	5	1	0		0		0		0		0	0	0	0	
14:30:00	43	0		31	96	5	1	0		0		0		0	2	1	0	0	0	
14:45:00	48	5	483	47	111	15	1	0	5	0	2	0		0	2	0	0	0	0	
15:00:00	51	3		22	118	7	1	0		1	2	0		0	2	0		0	0	
15:15:00	55	4	523	18	123	5	1	0		1	2	0		0		0		0	0	
15:30:00	59	4	552	29	132	9	1	0	7	0	2	0		0	2	0	0	0	0	(
15:45:00	62	3	597	45	139	7	1	0		0		0		0		1	0	0	0	(
16:00:00	66	4	632	35	144	5	1	0		0		0		0	3	0	0	0	0	
16:15:00	71	5	671	39	150	6	1	0		0		0	-	0		0	0	0	0	(
16:30:00	77	6	718	47	161	11	1	0		0		0		0		0	0	0	0	
16:45:00	80	3		33	172	11	1	0	7	0	2	0		0	3	0	0	0	0	(
17:00:00	85	5		36	180	8	1	0		0	2	0		0	-	0	0	0	0	(
17:15:00	91	6	818	31	185	5	1	0		1	2	0		0	3	0	0	0	0	
17:30:00	97	6	853	35	189	4	1_	0	8	0	2	0		0		0	0	0	0	
17:45:00	99	2		27	196	7	1	0		1	2	0		0		0		0	0	
18:00:00	99	0		26	199	3	1	0		0		0		0		0		0	0	
18:15:00	99	0	906	0	199	0	1	0		0	2	0		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	



Morning P	Peak Diagram	Specified Period From: 7:00:00	One Hour Peak From: 7:45:00
		To: 10:00:00	To: 8:45:00
Site #: 140 Intersection: Ho TFR File #: 1	rseshoe Valley 00100001 rseshoe Valley Road & Horsesh -Jan-14	Weather conditions: Person(s) who coun	ted:
** Non-Signalized	d Intersection **	Major Road: Horsesh	oe Valley Road runs W/E
North Leg Total: 22 North Entering: 16 North Peds: 0 Peds Cross:	Trucks 0 0 0 Cars 8 2 5 Totals 8 2 6	Heavys 1 Trucks 0 Cars 5 Totals 6	East Leg Total: 323 East Entering: 196 East Peds: 0 Peds Cross:
,	Totals 187 Valley Road W	N E	Cars Trucks Heavys Totals 2 0 0 2 167 1 3 171 22 0 1 23 191 1 4
1 0 1 2 5 2 112 1	Totals 2 119 Horseshoe Resort Entranc	s A	Cars Trucks Heavys Totals 119 2 6 127
Peds Cross: West Peds: 0 West Entering: 147 West Leg Total: 334	Trucks 1 Tru	tars 7 2 2 11	Peds Cross: South Peds: 0 South Entering: 12 South Leg Total: 63



A	T CC' -	
	Traffic	ınc
AUU	Hallic	II I U .

Mid-day	Pea	ak Di	ag	ıram			Spec Fron To:		Perio :00:00 :00:00	d		om:	ur Pe 12:00:0 13:00:0	00
Municipality: Site #: ntersection: FFR File #: Count date:	14001	shoe Val		Road & F	Horse			ther c						
* Non-Signali	zed In	itersec	tior	า **			Majo	r Roa	id: H	orsesl	hoe Va	alley R	oad rur	ns W/E
North Leg Total: 23 North Entering: 12 North Peds: 2 Peds Cross: Heavys Trucks Cars 2 1 80	Total	Heavys Trucks Cars Totals	0 5	0 0 3 3	1 0 3 4	>	seshoe	Resort E	Heavys Trucks Cars Totals Entrance	0	Cars 1 60	East E		73 2 X
Horsesl	noe Valle	y Road			\\/ -	N	_ =			5	9 70	1	2	9
Heavys Trucks Cars 0 0 7 2 2 62	7 66	s			v	S				Hoi	rseshoe	Valley F	₹oad	
0 0 17 2 2 86	17	H	lorses	shoe Reso	rt Entra	< ance					Cars 71	Trucks	s Heavy 3	/s Totals 76
Peds Cross: X West Peds: 0 West Entering: 90		Cars Trucks Heavys	0		7	Cars Trucks Heavys	-	3 0 0	6 0 0	24 0 0		Peds C South I		⋈0: 24
West Leg Total: 173	,	Totals	29			Totals	15	3	6	_			Leg Tota	



Afterno	on P	eak	Di	agra	ım		Spec Fron To:	n: 15	Perio :00:00 :00:00	d		om:	16:30:0 17:30:0	00
Municipality: Site #: Intersection: FR File #: Count date:	140010 Horses 1 14-Jan	shoe Val	ley f	Road & I	Horse				who d					
' Non-Signal	ized In	tersec	tior	า **			Majo	or Roa	ad: Ho	orsesh	noe Va	alley R	oad rur	ns W/E
North Leg Total: 25		Heavys	0	0	0	0		$\langle \cdot \rangle$	Heavys	0		East L	.eg Total:	491
North Entering: 12		Trucks	0	0	0	0			Trucks	1		East E	Entering:	206
North Peds: 0		Cars	7	1	4	12			Cars	12	_	East F	'eds:	0
Peds Cross:		Totals	7	1	4				Totals	13		Peds (Cross:	X
Heavys Trucks Car 3 2 227	232					Hors	seshoe	Resort E	Entrance		Cars 5 173 23	0 2 0	o Heavy 0 3 0	7s Totals 5 178 23
Horses	hoe Valle	y Road			w -	4	► E			~	201	2	3	
Heavys Trucks Car 0 1 6 0 1 240	7					S				Hor	seshoe	Valley	Road	
0 0 41	41						4	^	N.		Cars	Truck	ks Heavy	s Totals
0 2 287		Н	orses	shoe Reso	rt Entra	ance <	7				284	1	0	285
Peds Cross:		Cars	65			Cars	47	1	40	88		Peds (Cross:	M
West Peds: 1		Trucks	0			Trucks	0	0	0	0		South	Peds:	0
West Entering: 28	9	Heavys	0	1	ı	Heavys	0	0	0	0		South	Entering:	88



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100001

Intersection: Horseshoe Valley Road & Horsesho

TFR File #:

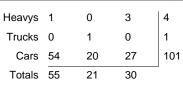
Count date: 14-Jan-14 Weather conditions:

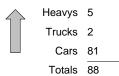
Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Horseshoe Valley Road runs W/E

North Leg Total: 194 North Entering: 106 North Peds: 2 Peds Cross: ⋈

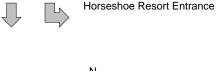


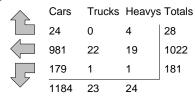


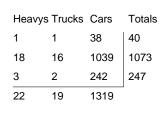
East Leg Total: 2469 East Entering: 1231 East Peds: 7 \mathbb{X} Peds Cross:

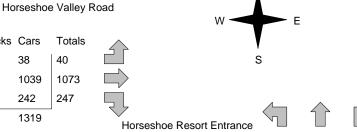
Heavys Trucks Cars Totals 25 23 1209 1257

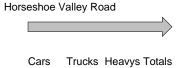








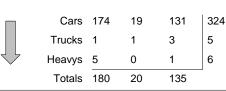




1197

 \mathbb{X} Peds Cross: West Peds: 1 West Entering: 1360 West Leg Total: 2617





 \bowtie Peds Cross: South Peds: 2 South Entering: 335 South Leg Total: 784

22

1238



Accu-Traffic Inc. Traffic Count Summary

Intersection	lavaaah	\/-II-	Dood	0 110,000	o la Count C	Date 4.4 long 4.4		Munic	cinality I I a	******	Valley		
intersection					sn odani i	Date 14-Jan-14	•	wan	Caratte			-1-	
	Include	n Appro	rucks, & H	als					Include	n Appro	rucks, & H	als	
Hour				Grand	Total	North/South Total	Ho	ur				Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Endi		Left	Thru	Right	Total	Peds
7:00:00	0	0	0	0	0	0		0:00	0	0	0	0	0
8:00:00 9:00:00	2 5	1	6 7	9 14	0	19 31		0:00	4 11	3 2	3 4	10 17	0
10:00:00	3	2 3	9	15	0	37	10:00		8	4	10	22	0
12:00:00	2	5	4	11	0		12:00		19	3	12	34	ő
13:00:00	2 5	5 5	6	16	2		13:00		19	4	11	34	0
16:00:00	4	3	9	16	0	90			42	0	32	74	0
17:00:00	7	1	11	19	0	100			35	3	43	81	0 2 0
18:00:00	2	1	3	6	0	69	18:00	0:00	42	1	20	63	0
Totals:	30	21	55	106	2	441			180	20	135	335	2
	Include	: Appro es Cars. T	ach Tota rucks, & H	eavvs		F+^^/+			Include	es Cars. T	ach Tota	ais eavvs	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hoi Endi	ing	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	1	0	1	0	1		0:00	0	100	0	120	0
8:00:00 9:00:00	13 26	169 150	2 2	184 178	0	320 322		0:00	0 2	123 115	13 27	136 144	0
10:00:00	30	103	7	140	1		10:00		6	77	40	123	0
12:00:00	13	74	3	90	Ö		12:00		3	84	25	112	ő
13:00:00	13	85	1	99	2	227	13:00	0:00	8	91	29	128	0
16:00:00	28	111	5	144	0		16:00		8	140	35	183	0
17:00:00	31	178	6	215	4		17:00		8	217	43	268	1
18:00:00	27	151	2	180	0	440	18:00	J.00	5	226	35	266	0
Totals:	181	1022		1231	7	2591			40	1073	247	1360	1
		<u>.</u> -				or Traffic Cr		_	-				
Hours En Crossing		8:00 9	9:00 18	10:00 16	12:00 26		13	3:00 31	16:00 49	17:00 50	18:00 45		



Interval Time	Le																			trians
Time		ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	North	Cross
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	1	1	0	0	4	4	0	0	1	1	0	0	0	0	0	0	1	1	0	C
7:45:00	1	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
8:00:00	2	1	0	0	5	1	0	0	1	0	0	0	0	0	0	0	1	0	0	
8:15:00	3	1	1	1	7	2	0	0	1	0	0	0	0	0		0	1	0	0	
8:30:00	5	2	2	1	10	3	0	0	1	0	0	0	0	0		0	1	0	0	
8:45:00	6	1	2	0	12	2	0	0	1	0	0	0		1	0	0	1	0	0	
9:00:00	6	0	2	0	12	0	0	0	1	0	0	0		0		0	1	0	0	
9:15:00	6	0	4	2	14	2	0	0		0	0	0		0		0	1	0	0	
9:30:00	6	0	4	0	15	1	0	0		0	0	0		0	0	0	1	0	0	
9:45:00	7	1	4	0	17	2	0	0		0	0	0	1	0		0	1	0	0	
10:00:00	9	2	5	1	21	4	0	0	1	0	0	0		0	0	0	1	0	0	
11:15:00	9	0		0	21	0	0	0		0	0	0		0	0	0	1	0	0	
11:30:00	9	0	8	3	24	3	0	0		0	0	0		0	0	0	1	0	0	
11:45:00	11	2		2	25	1	0	0	1	0	0	0		0		0	1	0	0	
12:00:00	11	0		0	25	0	0	0		0	0	0		0		0	1	0	0	
12:15:00	12	1	10	0	25	0	0	0		0	0	0		0	0	0	1	0	0	
12:30:00	13	1	11	1	27	2	0	0	1	0	0	0		1	0	0	1	0	0	
12:45:00	14	1	13	2		3	0	0		0	0	0		0	0	0	1	0	2	
13:00:00	15	1	15	2		1	0	0		0	0	0		0		0	1	0	2	
15:15:00	15	0		2	33	2	0	0		0	0	0		0	0	0	1	0	2	
15:30:00	17	2		0	35	2	0	0		0	0	0		0		0	1	0	2	
15:45:00	18	1	18	1	36	1	0	0		0	0	0		0	0	0	1	0	2	
16:00:00	19	1	18	0	40	4	0	0		0	0	0	_	0	0	0	1	0	2	
16:15:00	22	3		0	44	4	0	0	1	0	0	0		0		0	1	0	2	
16:30:00	23	1	19	1	47	3	0	0		0	0	0		1	0	0	1	0	2	
16:45:00	24	1	19	0	49	2	0	0		0	0	0	_	0		0	1_	0	2	
17:00:00	25	1	19	0	51	2	0	0	1	0	0	0		0	0	0	1 1	0	2	
17:15:00 17:30:00	26 27	<u>1</u>	20 20	1 0	52 54	2	0	0		0	0	0		0		0	1_	0	2	
	27	0		0	54	0	0	0		0	0	0		0		0	<u> </u>	0		
17:45:00	27	0		0	54	0	0	0		0	0	0		0	0	0	1	0	2	
18:00:00 18:15:00	27	0		0	54	0	0	0	1	0	0	0		0		0	1	0	2	
18:15:00	27	0		0	54	0	0	0		0	0	0		0		0	1	0	2	
16.15.15	21	U	20	U	34	U	U	U	I I	U	U	U	3	U	U	U	ı	U		



		Passen	ger Cars -	- East Ap	proach			Tru	ucks - Eas	t Appro	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	3	3	37	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	5	2	76	39	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	C
7:45:00	8	3	119	43	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	C
8:00:00	13	5	169	50	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	C
8:15:00	17	4	214	45	1	1	0	0	0	0	0	0	0	0	2	1	2	0	0	C
8:30:00	26	9		31	2	1	0	0	1	1	0	0	1	1	3	1	2	0	0	C
8:45:00	30	4	286	41	2	0	0	0	1	0	0	0		0	4	1	2	0	0	C
9:00:00	37	7	315	29	2	0	1	1	1	0	0	0	1	0	4	0	2	0	0	C
9:15:00	41	4	339	24	3	1	1	0		1	0	0	1	0	4	0	2	0	1	1
9:30:00	55	14	373	34	6	3	1	0		1	0	0		0	4	0	2	0	1	
9:45:00	64	9	392	19	7	1	1	0		1	0	0	1	0		1	3	1	1	
10:00:00	67	3	412	20	8	1	1	0	5	1	0	0		0	6	1	3	0	1	C
11:15:00	70	3	432	20	8	0	1	0		0	0	0		0	7	1	3	0	1	
11:30:00	71	1	446	14	9	1	1	0		0		0		0	7	0	3	0	1	C
11:45:00	75	4	466	20	10	1	1	0	6	1	0	0		0		0		0	1	
12:00:00	80	5	481	15	11	1	1	0		3	0	0		0		0	3	0	1	C
12:15:00	86	6	509	28	11	0	1	0		0	0	0		0	9	2	3	0	1	C
12:30:00	89	3	526	17	11	0	1	0		0	0	0		0	9	0	3	0	1	C
12:45:00	89	0		15	12	1	1	0		1	0	0	1	0	9	0	3	0	3	
13:00:00	93	4	562	21	12	0	1	0		1	0	0	1	0		0		0	3	
15:15:00	98	5	591	29	12	0	1	0		0	0	0		0	10	1	3	0	3	
15:30:00	104	6	611	20	12	0	1	0		2	0	0		0		0	3	0	3	
15:45:00	113	9		19	13	1	1	0		1	0	0		0		0		0	3	
16:00:00	121	8	663	33	17	4	1	0		4	0	0	· ·	0		2	3	0	3	
16:15:00	126	5	695	32	19	2	1	0		0		0		0		0	3	0	4	
16:30:00	137	11	733	38	19	0	1	0		2	0	0		0		3	4	1	7	
16:45:00	144	7	784	51	19	0	1	0		0	0	0		0		3	4	0	7	
17:00:00	152	8	832	48	22	3	1	0		1	0	0		0	18	0	4	0	7	
17:15:00	158	6	868	36	22	0	1	0		0	0	0		0		0	4	0	7	
17:30:00	160	2		38	24	2	1	0		1	0	0		0		0		0	7	
17:45:00	167	7	944	38	24	0	1	0		0		0		0		1	4	0	7	
18:00:00	179	12	981	37	24	0	1	0		0	0	0	· ·	0		0	4	0	7	
18:15:00	179	0		0	24	0	1	0		0		0		0		0	4	0	7	
18:15:15	179	0	981	0	24	0	1	0	22	0	0	0	1	0	19	0	4	0	7	C



		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	oach			Hea	ıvys - Sou	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	2	2	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	C
7:30:00	3	1	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	C
7:45:00	3	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	C
8:00:00	3	0	2	2	3	1	1	0	1	0		0	0	0	0	0	0	0	0	C
8:15:00	7	4	2	0	4	1	1	0	1	0	_	0		1	0	0	0	0	0	
8:30:00	7	0	2	0	4	0	1	0	1	0	_	0		0		0		0	0	
8:45:00	10	3	2	0	4	0	1	0	1	0	_	0		0		0	0	0	0	
9:00:00	13	3	4	2	5	1	1	0		0		2		0		0		0	0	C
9:15:00	14	1	5	1	8	3	1	0		0	_	0		0		0	0	0	0	
9:30:00	16	2	6	1	10	2	1	0		0	_	0		1	0	0	1	1	0	
9:45:00	18	2		2	10	0	1	0		0		0		0		0	1	0	0	
10:00:00	20	2	8	0	14	4	1	0	1	0		0		0		0	1	0	0	
11:15:00	21	1	8	0	15	1	1	0		0		0		0		0	1	0	0	
11:30:00	26	5	8	0	19	4	1	0	1	0		0		0		0	1	0	0	
11:45:00	33 39	7	10 11	2	21 26	2	1 1	0	1 1	0	_	0		0		0	1		0	
12:00:00		6		1		5 5	1	0	'	0		0	_	0		0	1	0	0	
12:15:00 12:30:00	40 46	6	11 13	0	31 31	0	1	0	1	0	_	0		0		0	1	0	0	C
12:30:00	54	8		1	32	1	1	0		0		0		0		0		0	0	C
13:00:00	54 58	4	15	1	37	5	1	0		0		0		0		0		0	0	
15:15:00	64	6	15	0	48	11	1	0	1	0		0	1	0		0	1	0	0	
15:30:00	76	12		0	51	3	<u>'</u> 1	0	1	0	1	1		0		0		0	0	
15:45:00	86	10		0	61	10	<u>_</u>	0	1	0		0		2		0		0	0	
16:00:00	98	12	15	0	68	7	<u>-</u>	0		0		0		0	•	0	1	0	0	
16:15:00	105	7	17	2	77	9	1	0		0		0		0		0	1	0	2	
16:30:00	110	5	18	1	82	5	1	0	1	0	1	0		0		0	1	0	2	
16:45:00	120	10		0	93	11	1	0	1	0		0		0		0	1	0	2	
17:00:00	133	13	18	0	111	18	1	0		0	3	0	4	0	0	0	1	0	2	
17:15:00	148	15		1	115	4	1	0	1	0		0		0	1	0	1	0	2	
17:30:00	157	9		0	122	7	1	0	1	0		0	4	0		0	1	0	2	
17:45:00	169	12	19	0	128	6	1	0	1	0	3	0	5	1	0	0	1	0	2	
18:00:00	174	5	19	0	131	3	1	0	1	0		0	5	0	0	0	1	0	2	
18:15:00	174	0	19	0	131	0	1	0	1	0	3	0	5	0	0	0	1	0	2	C
18:15:15	174	0	19	0	131	0	1	0	1	0	3	0	5	0	0	0	1	0	2	C



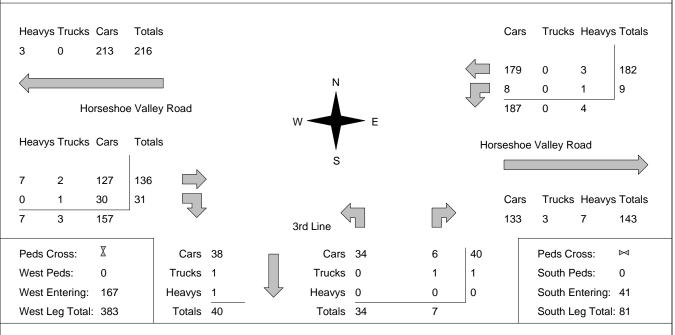
		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	t Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Lef	t	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	29	29	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	C
7:30:00	0	0	64	35	2	0	0	0	0	0	0	0		0	1	0	0	0	0	
7:45:00	0	0	90	26	6	4	0	0	1	1	0	0	0	0	2	1	0	0	0	
8:00:00	0	0	120	30	13	7	0	0	1	0	0	0	_	0	2	0	0	0	0	C
8:15:00	1	1	148	28	19	6	0	0		1	0	0		0	5	3	1	1	0	
8:30:00	1	0	175	27	26	7	0	0		1	0	0		1	5	0	1	0	0	
8:45:00	1	0	202	27	30	4	0	0	3	0	1	1		0	7	2	1	0	0	C
9:00:00	1	0	226	24	38	8	0	0		1	1	0		0		1	1	0	0	
9:15:00	2	1	251	25	48	10	0	0		0	1	0		0	9	1	1	0	0	
9:30:00	4	2	262	11	58	10	0	0		2	1	0		0	9	0	1	0	0	C
9:45:00	7	3	279	17	71	13	0	0		1	1	0		0		0	1	0	0	
10:00:00	7	0	298	19	78	7	0	0		1	1	0		0	9	0	1	0	0	
11:15:00	8	0	313	15	84 91	6 7	0	0		0		0		0	9	0	1	0	0	C
11:30:00 11:45:00	9	1	332 357	19 25	97	6	0	0	8	0	1	0		0		1	1	0	0	C
12:00:00	10	1	380	23	103	6	0	0		1	1	0	· ·	0		0	1	0	0	
12:00:00	12	2	398	18	103	3	0	0		1	1	0		0	10	0	1	0	0	
12:30:00	13	1	420	22	113	7	0	0	10	0	1	0		0		1	1	0	0	
12:45:00	17	4	442	22	120	7	0	0		1	1	0		0		1	1	0	0	
13:00:00	18	1	465	23	132	12	0	0		1	1	0		0		1	1	0	0	
15:15:00	20	2	496	31	138	6	0	0		1	1	0	-	0	13	0	1	0	0	
15:30:00	21	1	531	35	148	10	0	0		0		0		0		3	1	0	0	
15:45:00	23	2	568	37	157	9	0	0		0	2	0		0		0	1	0	0	Č
16:00:00	26	3	599	31	166	9	0	0		0	2	0		0		2	1	0	0	
16:15:00	28	2	653	54	174	8	0	0		0		0	1	0	_	0	2	1	0	
16:30:00	30	2	691	38	185	11	0	0	15	2	2	0	1	0	18	0	2	0	0	C
16:45:00	32	2	752	61	196	11	0	0		0		0	1	0		0	2	0	1	1
17:00:00	33	1	814	62	208	12	1	1	15	0	2	0	1	0	18	0	2	0	1	C
17:15:00	36	3	869	55	219	11	1	0	16	1	2	0	1	0	18	0	2	0	1	C
17:30:00	36	0	931	62	226	7	1	0	16	0	2	0	1	0	18	0	2	0	1	C
17:45:00	38	2	989	58	236	10	1	0	16	0	2	0	1	0	18	0	2	0	1	C
18:00:00	38	0	1039	50	242	6	1	0	16	0	2	0	1	0	18	0	3	1	1	C
18:15:00	38	0	1039	0	242	0	1	0		0		0	1	0		0	3	0	1	C
18:15:15	38	0	1039	0	242	0	1	0	16	0	2	0	1	0	18	0	3	0	1	C



Morning	y Peak Diagram	•	ried Period 7:00:00 10:00:00		our Peak 7:45:00 8:45:00	
Municipality: Site #: Intersection: TFR File #: Count date:	Horseshoe Valley 1400100002 Horseshoe Valley Road & 3rd Line 1 14-Jan-14		er conditions: n(s) who count	ed:		
** Non-Signali	ized Intersection **	Maior I	Road: Horsesho	oe Valley F	Road runs W/E	

East Leg Total: 334
East Entering: 191
East Peds: 0

East Peds: 0
Peds Cross:





Mid-day Peak Diagram	Specifi	ied Period	One Ho	our Peak
a day i dan ziagia	From:	11:00:00	From:	12:00:00
	To:	13:00:00	То:	13:00:00

Municipality: Horseshoe Valley Weather conditions:

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

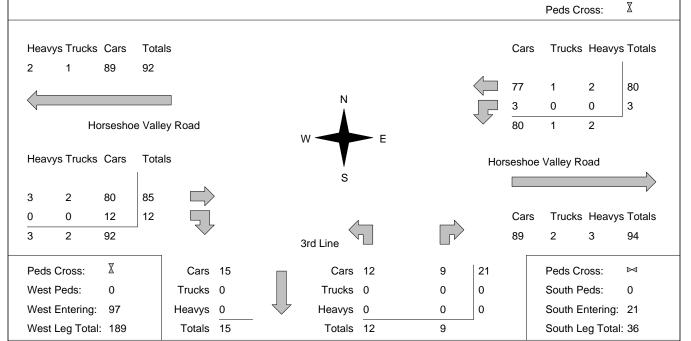
TFR File #: 1

Count date: 14-Jan-14

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 177
East Entering: 83
East Peds: 0

Person(s) who counted:





Afternoon Peak Diagram	Specifi	ied Period	One Ho	our Peak
7	From:	15:00:00	From:	16:30:00
	To:	18:00:00	To:	17:30:00

Municipality: Horseshoe Valley Weather conditions:

Site #: 1400100002

Heavys 1

Totals 50

Intersection: Horseshoe Valley Road & 3rd Line

TFR File #: 1

West Entering: 319

West Leg Total: 566

Count date: 14-Jan-14

** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 517
East Entering: 230
East Peds: 0

Person(s) who counted:

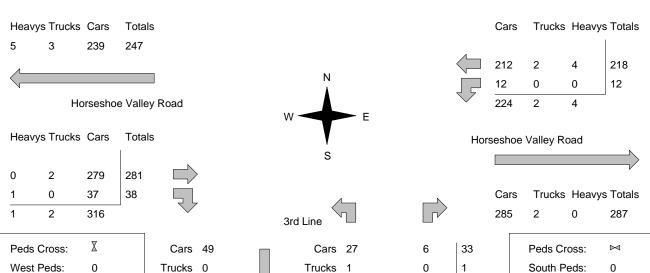
0

1

Peds Cross:

South Entering: 35

South Leg Total: 85



Comments

Heavys 1

Totals 29



Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100002

Intersection: Horseshoe Valley Road & 3rd Line

TFR File #: 1

Count date: 14-Jan-14

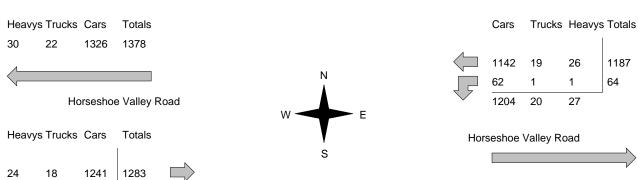
Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection ** Major Road: Hor

Major Road: Horseshoe Valley Road runs W/E

East Leg Total: 2607
East Entering: 1251
East Peds: 0
Peds Cross: $\[\]$



 24
 18
 1241
 1283

 3
 1
 205

 27
 19
 1446

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

Peds Cross:
South Peds: 0
South Entering: 264
South Leg Total: 537

Cars

1313

Trucks Heavys Totals

1356

Comments



Accu-Traffic Inc. Traffic Count Summary

Intersection	Horsesh	oe Valle	v Road	& 3rd Lir	Count D	ate 14-Jan-14	. N	Munici	i ^{pality} Ho	rseshoe	· Vallev		
<u> </u>			ach Tot			1104111					ach Tot	als	
			rucks, & H			North/South			Include	es Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hour Ending	g	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	1	7:00:0		0	0	1	1	0
8:00:00 9:00:00	0	0	0	0	0	26 38	8:00:0 9:00:0		22 33	0	4 5	26 38	0
10:00:00	0	0	0	0	0	20	10:00:		12	0	8	20	0
12:00:00	0	0	0	0	0	32	12:00:0		22	0	10	32	0
13:00:00	0	0	0	0	0	27	13:00:		17	0	10	27	0
16:00:00 17:00:00	0	0	0	0	0		16:00:0 17:00:0		34 24	0	14 15	48 39	0
18:00:00	0	0	0	0	0	33			27	0	6	33	0
						o o				·			
Totals:			0 ach Tota		0	264					73 ach Tot arucks, & H		0
Hour	Left			Grand	Total Peds	East/West Total	Hour	_	Left	Thru		Grand	Total
7:00:00	Leit 0	Thru 4	Right 0	Total 4	Peus 0	Approaches 9	7:00:0	_	Leit 0	- Iniu 5	Right 0	Total 5	Peds 0
8:00:00	6	173	0	179	0	326	8:00:		Ö	132	15	147	0
9:00:00	10	162	0	172	0	339	9:00:0		0	133	34	167	0
10:00:00	8	111	0	119	0	260			0	110	31	141	0
12:00:00 13:00:00	5 7	91 102	0	96 109	0		12:00:0 13:00:0		0	103 124	11 18	114 142	0 0
16:00:00	11	148	0	159	0		16:00:0		ő	170	28	198	0
17:00:00	9	210	Ö	219	Ö	507	17:00:0		Ö	249	39	288	Ö
18:00:00	8	186	0	194	0	484	18:00:0	00	0	257	33	290	0
Totals:	64	1187	0	1251	0	2743			0	1283	209	1492	0
						or Traffic Cr	_		-				
Hours En Crossing		8:00 22	9:00 33	10:00 12	12:00 22		13:0	00 17	16:00 34	17:00 24	18:00 27		



		Passen	ger Cars ·	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	avys - Nor	rth Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	jht	Le	ft	Th	ıru	Rig	jht	Le	ft	Th	ıru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	_	0	_	0	_	0			0	0	0	0
8:15:00	0	0		0	0	0	0	0	_	0		0		0			0	0	0	0
8:30:00	0	0		0	0	0	0	0	_	0		0		0				0	0	0
8:45:00	0	0	0	0	0	0	0	0		0	_	0		0			0	0	0	0
9:00:00	0	0		0	0	0	0	0	_		_	0		0				0	0	0
9:15:00	0	0	_	0	0	0	0	0	_	0		0		0			0	0	0	0
9:30:00	0	0	0	0	0	0	0	0			-	0		0			0	0	0	0
9:45:00	0	0		0	0	0	0	0		0		0		0			0	0	0	0
10:00:00	0	0		0	0	0	0	0		0	_	0		0				0	0	0
11:15:00	0	0		0	0	0	0	0				0	_	0			0	0	0	0
11:30:00	0	0		0	0	0	0	0				0		0				0	0	0
11:45:00	0	0		0	0	0	0	0	_			0	-	0			0	0	0	0
12:00:00	0	0		0	0	0	0	0		0	-	0		0			0	0	0	0
12:15:00 12:30:00	0	0	0	0	0	0	0	0	_	0	_	0		0			0	0	0	0
12:30:00	0	0		0	0	0	0	0		0	_	0		0				0	0	0
13:00:00	0	0		0	0	0	0	0	_		-	0	1	0	1			0	0	0
15:15:00	0	0	0	0	0	0	0	0		0		0	1	0	1		0	0	0	0
15:30:00	0	0	1	0	0	0	0	0				0		0				0	0	0
15:45:00	0	0		0	0	0	0	0		0		0	_	0				0	0	0
16:00:00	0	0		0	0	0	0	0	_			0		0			0	0	0	0
16:15:00	0	0		0	0	0	0	0			-	0		0			0	0	0	0
16:30:00	0	0	_	0	0	0	0	0	_	0	_	0		0			0	0	0	0
16:45:00	0	0		0	0	0	0	0	_	0	_	0		0			0	0	0	O
17:00:00	0	0		0	0	0	0	0		0	-	0	1	0	-		0	0	0	O
17:15:00	0	0		0	0	0	0	0		0		0		0	1		0	0	0	C
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C



		Passen	ger Cars	- East Ap	proach			Tru	ıcks - Eas	st Approa	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
7:15:00	0	0	41	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	3	3	82	41	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	(
7:45:00	4	1	124	42	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	C
8:00:00	5	1	175	51	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	
8:15:00	9	4	224	49	0	0	1	0	0	0	0	0	0	0	4	2	0	0	0	
8:30:00	10	1	258	34	0	0	1	0	0	0	0	0	0	0	5	1	0	0	0	
8:45:00	12	2		45	0	0	1	0	0	0	0	0	1	1	5	0	0	0	0	
9:00:00	14	2		31	0	0	1	0	-	0	0	0	1	0	5	0	0	0	0	
9:15:00	17	3		25	0	0	1	0		1	0	0	1	0	5	0	0	0	0	
9:30:00	20	3		33	0	0	1	0		0	0	0	1	0	6	1	0	0	0	
9:45:00	20	0		23	0	0	1	0		1	0	0	1	0	7	1	0	0	0	
10:00:00	22	2		24	0	0	1	0		1	0	0	1	0	8	1	0	0	0	
11:15:00	24	2		20	0	0	1	0		0	0	0	1	0	8	0	0	0	0	
11:30:00	25	1	481	22	0	0	1	0		0	0	0	1	0	8	0	0	0	0	
11:45:00	27	2		25	0	0	1	0	4	1	0	0	1	0	8	0	0	0	0	
12:00:00	27	0		21	0	0	1	0		2	0	0	1	0	8	0	0	0	0	
12:15:00	27	0		27	0	0	1	0		0	0	0	1	0	10	2	0	0	0	
12:30:00	28	1	580	26		0	1	0	6	0	0	0	1	0	10	0	0	0	0	
12:45:00	30	2		24	0	0	1	0		1	0	0	1	0		0	0	0	0	
13:00:00	34	4		21	0	0	1	0	_	1	0	0	1	0		0	0	0	0	
15:15:00	37	3		31	0	0	1	0		0	0	0	1	0	11	1	0	0	0	
15:30:00	42	5		28	0	0	1	0		2	0	0	1	0		0	0	0	0	
15:45:00	44	2	1	28	0	0	1	0		1	0	0	1	0	14	3	0	0	0	
16:00:00	45	1	759	47	0	0	1	0		4	0	0	1	0	17	3	0	0	0	
16:15:00	45	0		41	0	0	1	0		0	0	0	1	0		0	0	0	0	
16:30:00	46	1	844	44	0	0	1	0		2	0	0	1	0	20	3	0	0	0	
16:45:00	51	5		57	0	0	1	0		0	0	0	1	0		3	0	0	0	
17:00:00	54	3		59	0	0	1	0		1	0	0	1	0	23	0	0	0	0	
17:15:00	55	1	1011	51	0	0	1	0		0	0	0	1	0	23	0	0	0	0	
17:30:00	58	3		45	0	0	1	0		1	0	0	1	0		1	0	0	0	
17:45:00	61	3	1	46		0	1	0		0	0	0	1	0		1	0	0	0	
18:00:00	62	1	1142	40		0	1	0		0	0	0	1	0	26	1	0	0	0	
18:15:00	62	0		0	0	0	1	0		0	0	0	1	0		0	0	0	0	
18:15:15	62	0	1142	0	0	0	1	0	19	0	U	0	1	0	26	0	U	0	0	(



		Passen	ger Cars -	South A	pproach			Tru	icks - Sou	th Appro	ach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	4	4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	7	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:45:00	13	6	0	0	3	1	0	0	0	0	0	0	1	1	0	0	0	0	0	C
8:00:00	21	8	0	0	5	2	0	0		0	0	0	1	0	0	0	0	0	0	C
8:15:00	29	8	0	0	5	0	0	0		0		0		0		0	0	0	0	C
8:30:00	39	10		0	7	2	0	0		0		1		0		0	0	0	0	C
8:45:00	47	8	0	0	9	2	0	0		0	1	0		0	0	0	0	0	0	C
9:00:00	53	6	0	0	9	0	1	1	0	0		0		0		0	0	0	0	C
9:15:00	57	4	0	0	10	1	1	0		0		0		0		0	0	0	0	C
9:30:00	59	2	0	0	11	1	1	0		0	1	0		0	0	0	0	0	0	C
9:45:00	62	3	0	0	15	4	1	0		0		0		0		0	0	0	0	C
10:00:00	65	3	0	0	17	2	1	0		0	-	0		0	0	0	0	0	0	
11:15:00	71	6	0	0	19	2	1	0		0	1	0		0	0	0	0	0	0	C
11:30:00	76	5	0	0	19	0	2	1	0	0		0		0	0	0	0	0	0	C
11:45:00	79	3	0	0	24	5	2	0		0		0	-	0		0	0	0	0	C
12:00:00	86		0	0	27	3	2	0		0		0		0		0	0	0	0	C
12:15:00	93	/	0	0	29	2	2	0		0	1	0		0	0	0	0	0	0	C
12:30:00	95 98		0	0	33 36	3	2	0		0		0		0	0	0	0		0	
12:45:00 13:00:00	103	3 5	0	0	36	3	2	0		0		0		0		0	0	0	0	
15:15:00	115	<u>5</u> 12	0	0	40	3	2	0		0	1	0	1	0	0	0	0	0	0	C
15:30:00	122	7	0	0	43	3	2	0		0		0		1	0	0	0	0	0	C
15:45:00	129	7	0	0	49	6	2	0		0		0		0	0	0	0	0	0	
16:00:00	135	6		0	51	2	2	0		0		0		0		0	0	0	0	
16:15:00	141	6	0	0	63	12	2	0		0		0	-	0		0	0	0	0	
16:30:00	144	3	0	0	64	1	2	0		0	1	0		0	0	0	0	0	0	C
16:45:00	154	10	-	0	64	0	2	0		0	1	0		0		0	0	0	0	
17:00:00	159	5	0	0	66	2	2	0		0		0	_	0	0	0	0	0	0	C
17:15:00	165	6	0	0	67	1	3	1	0	0	1	0		0	0	0	0	0	0	Č
17:30:00	171	6	0	0	70	3	3	0		0	1	0	_	1	0	0	0	0	0	Č
17:45:00	179	8	0	0	71	1	3	0		0		0		0	0	0	0	0	0	C
18:00:00	184	5	0	0	72	1	3	0		0	1	0		0		0	0	0	0	C
18:15:00	184	0	0	0	72	0	3	0		0	1	0		0		0	0	0	0	Č
18:15:15	184	0	0	0	72	0	3	0		0	1	0		0		0	0	0	0	C



		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Thi	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	4	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	C
7:15:00	0	0	35	31	1	1	0	0	0	0	0	0	0	0	2	1	0	0	0	C
7:30:00	0	0	70	35	3	2	0	0	0	0	0	0	0	0	2	0	1	1	0	C
7:45:00	0	0	98	28	7	4	0	0	1	1	0	0	0	0	3	1	1	0	0	C
8:00:00	0	0		34	14	7	0	0		0	0	0	0	0	4	1	1	0	0	C
8:15:00	0	0	166	34	25	11	0	0		1	0	0	0	0	6		1	0	0	C
8:30:00	0	0		31	34	9	0	0		0	1	1		0			1	0	0	C
8:45:00	0	0		28	37	3	0	0		1	1	0		0	10		1	0	0	C
9:00:00	0	0	257	32	46	9	0	0	3	0	1	0	0	0	10	0	2	1	0	C
9:15:00	0	0	290	33	55	9	0	0		0	1	0	-	0		1	2	0	0	C
9:30:00	0	0		21	65	10	0	0	1	2	1	0	-	0	11	0	2	0	0	C
9:45:00	0	0		28	70	5	0	0		1	1	0		0		0	2	0	0	C
10:00:00	0	0		22	77	7	0	0		1	1	0		0	12		2	0	0	C
11:15:00	0	0		20	83	6	0	0	· ·	0	1	0		0				0	0	C
11:30:00	0	0		27	86	3	0	0	-	0		0		0				0	0	C
11:45:00	0	0		27	87	1	0	0		1	1	0	-	0				0	0	C
12:00:00	0	0		27	88	1	0	0		1	1	0	-	0			2	0	0	C
12:15:00	0	0		24	92	4	0	0		1	1	0		0			2	0	0	C
12:30:00	0	0		25	96	4	0	0		0	1	0	-	0			2	0	0	C
12:45:00	0	0		31	100	4	0	0		1	1	0		0				0	0	C
13:00:00	0	0		37	106	6	0	0		1	1	0		0			2	0	0	C
15:15:00	0	0	615	36	111	5	0	0		1	1	0		0			2	0	0	C
15:30:00	0	0		43	116	5	0	0		1	1	0		0			2	0	0	C
15:45:00	0	0		42	122	6	0	0		0	-	0		0				0	0	C
16:00:00	0	0		40	134	12	0	0	-	0	1	0	-	0			2	0	0	C
16:15:00	0	0		50	144	10	0	0		0		0		0			2	0	0	C
16:30:00	0	0		50	152	8	0	0		2	1	0		0				0	0	C
16:45:00	0	0		74	161	9	0	0		0	1	0	-	0			2	0	0	C
17:00:00	0	0		72	172	11	0	0		1	1	0		0				1	0	C
17:15:00	0	0	1054	68	181	9	0	0		1	1	0		0				0	0	C
17:30:00	0	0		65	189	8	0	0		0		0		0				0	0	C
17:45:00	0	0		68	197	8	0	0		0		0	_	0				0	0	C
18:00:00	0	0	1241	54	205	8	0	0		0	1	0		0			3	0	0	
18:15:00	0	0		0	205	0	0	0		0		0		0			3	0	0	
18:15:15	0	0	1241	0	205	0	0	0	18	0	1	0	0	0	24	0	3	0	0	C

Accu-Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:00:00 **From:** 7:45:00 To: 10:00:00 To: 8:45:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line Person(s) who counted: TFR File #: Count date: 14-Jan-14 ** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E North Leg Total: 28 Heavys 0 Heavys 1 East Leg Total: 322 0 Trucks 0 North Entering: 17 0 Trucks 0 East Entering: 193 North Peds: Cars 7 6 2 15 Cars 10 East Peds: 0 \mathbb{X} Totals 7 Totals 11 Peds Cross: 3 Peds Cross: 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 185 190 0 161 4 166 22 25 Horseshoe Valley Road 185 Heavys Trucks Cars Totals Horseshoe Valley Road 0 0 4 4 3 95 100 44 Trucks Heavys Totals 0 0 44 Cars 9 143 117 129 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 72 Cars 17 20 41 West Peds: 0 Trucks 0 Trucks 0 1 1 South Peds: 0 6 West Entering: 148 Heavys 4 Heavys 0 5 South Entering: 48 West Leg Total: 338 Totals 17 South Leg Total: 124 Totals 76 **Comments**

Accu-Traffic Inc. Mid-day Peak Diagram **Specified Period One Hour Peak** From: 11:00:00 **From:** 11:30:00 To: 13:00:00 To: 12:30:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line Person(s) who counted: TFR File #: Count date: 14-Jan-14 ** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E North Leg Total: 22 Heavys 0 1 2 Heavys 0 East Leg Total: 217 0 Trucks 0 North Entering: 13 0 Trucks 0 East Entering: 103 East Peds: North Peds: Cars 5 2 4 11 Cars 9 1 \mathbb{X} Totals 9 Peds Cross: Peds Cross: ⋈ Totals 5 3 5 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals 99 105 0 84 2 89 12 0 13 Horseshoe Valley Road Heavys Trucks Cars Totals Horseshoe Valley Road 0 0 5 5 3 89 93 19 19 Trucks Heavys Totals 0 0 Cars 5 113 108 114 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 33 Cars 10 15 28 West Peds: 0 Trucks 1 Trucks 1 0 0 1 South Peds: 0 West Entering: 117 Heavys 1 Heavys 0 1 1 South Entering: 30 West Leg Total: 222 Totals 11 South Leg Total: 65 Totals 35 **Comments**

Accu-Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 15:00:00 **From:** 16:30:00 To: 18:00:00 To: 17:30:00 Weather conditions: Municipality: Horseshoe Valley Site #: 1400100003 Intersection: Horseshoe Valley Road & 4th Line Person(s) who counted: TFR File #: Count date: 14-Jan-14 ** Non-Signalized Intersection ** Major Road: Horseshoe Valley Road runs W/E North Leg Total: 59 Heavys 0 1 Heavys 1 East Leg Total: 447 Trucks 0 0 North Entering: 16 0 Trucks 0 East Entering: 203 East Peds: North Peds: Cars 8 5 2 15 Cars 42 0 \mathbb{X} Peds Cross: Peds Cross: Totals 8 5 3 Totals 43 ⋈ 4th Line Heavys Trucks Cars Totals Trucks Heavys Totals Cars 190 196 167 4 172 25 2 27 Horseshoe Valley Road 195 Heavys Trucks Cars Totals Horseshoe Valley Road 0 31 31 1 209 211 20 20 Trucks Heavys Totals 0 0 Cars 241 2 260 244 \mathbb{X} Peds Cross: Peds Cross: \bowtie Cars 50 Cars 15 30 53 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 Heavys 2 1 West Entering: 262 Heavys 1 0 South Entering: 54 West Leg Total: 458 Totals 16 South Leg Total: 106 Totals 52 **Comments**

Total Count Diagram

Municipality: Horseshoe Valley

Site #: 1400100003

Intersection: Horseshoe Valley Road & 4th Line

TFR File #:

North Leg Total: 250

North Entering: 102

North Peds:

Peds Cross:

Count date: 14-Jan-14

Weather conditions:

Person(s) who counted:

** Non-Signalized Intersection **

Heavys 0 4 Trucks 0 1

Cars 46 20 26 Totals 46 25 31 Heavys 8 Trucks 3 Cars 137

Totals 148

East Leg Total: 2320 East Entering: 1156 East Peds: 2 \mathbb{X} Peds Cross:

22

989

145

2

Heavys Trucks Cars Totals 24 19 1112 1155

O

⋈

Horseshoe Valley Road

Heavys Trucks Cars Totals 4 1 84 89 16 941 978 185 185 0 0 25 1210

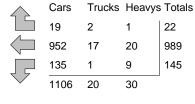
 \mathbb{X} Peds Cross: Cars 340 West Peds: 0 Trucks 1 West Entering: 1252 Heavys 14 West Leg Total: 2407 Totals 355



92

4th Line





Cars

Major Road: Horseshoe Valley Road runs W/E

Horseshoe Valley Road

Cars 114 141 289 Trucks 2 0 2 4 Heavys 4 12 19 Totals 120 155

1108 37 1164 Peds Cross: \bowtie

South Peds:

South Entering: 312

South Leg Total: 667

Trucks Heavys Totals

Comments

Accu-Traffic Inc. Traffic Count Summary

				Han		ount o						
Intersection:			-		ie Count D	^{late:} 14-Jan-14	Munic	cipality: Ho				
			rucks, & H							ach Tot rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00 9:00:00	5	4 6	5 6	14 15	0	41 67	8:00:00 9:00:00	9 19	1 5	17 28	27 52	1 0
10:00:00	5	3	5	13	ő	53	10:00:00	21	4	15	40	0
12:00:00 13:00:00	3 5	1 2	3 5	7 12	0	40	12:00:00 13:00:00	11	3 2	19	33 21	0
16:00:00	3	1	3	7	0		16:00:00	8 10	4	11 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
Totalo.	East	Approa	ach Tota	als	0	717		West	Appro	ach Tota	als	
Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total	East/West Total	Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Ending	Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0 19	0 166	0 0	0 185	0	0 323	7:00:00 8:00:00	0 4	0 105	0 29	0 138	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		1	74 70	37	112	0
12:00:00 13:00:00	6 14	77 83	1 3	84 100	0 1		12:00:00 13:00:00	4 6	79 92	13 15	96 113	0 0
16:00:00	19	104	4	127	Ö	297	16:00:00	15	138	17	170	0
17:00:00 18:00:00	21 27	167 143	4 5	192 175	1 0	435 411	17:00:00 18:00:00	25 28	195 198	23 10	243 236	0
18.00.00	21	143	3	175	O	411	18.00.00	20	190	10	230	O
Totals:	145	989	22 Calc	1156 Ulated V	2 Jaluas f	2408 or Traffic Cr	ossina M	89 aior Stre	978	185	1252	0
Hours En		8:00 18	9:00 28	10:00 30	12:00 17	or traffic of	13:00 16	16:00 17	17:00 39	18:00 29		

		Passen	ger Cars -	North A	proach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Lef	t	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ıht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
10:15:00	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	1	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00	3	2	0	0	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00	3	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	5	2	0	0	19	2	0	0		0		0		0		0		0	0	0
11:30:00	5	0	1	1	24	5	0	0		0		0		0		0		0	0	0
11:45:00	6	1	2	1	24	0	0	0		0		0		0	0	0	0	0	0	0
12:00:00	6	0	2	0	29	5	0	0		0		0		0		0		0	0	0
12:15:00	8	2		3	33	4	0	0		0		0		0		0		0	0	0
12:30:00	8	0		1	34	1	0	0		0	1	1		0		0		0	0	0
12:45:00	10	2	6	0	38	4	0	0		0	-	0		0		0	0	0	0	0
13:00:00	13	3	8	2	43	5	0	0		0	-	0		0		0		0	0	0
13:15:00	14	1	8	0	46	3	0	0		0	1	0		0		0		0	0	0
13:30:00	15	1	9	1	47	1	0	0		0	1	0		0	0	0		0	0	0
13:45:00	15	0	9	0	51	4	0	0		0	-	0		0		0	0	0	0	0
14:00:00	15 15	0		2	52 54	1	0	0		0		0		0		0		0	0	0
14:15:00 14:30:00	15	0		0	55	2	0	0		0		0		0	0	0		0	0	0
	15	0		0	55 57	2	0	0		0		0	-	0	_	0		0	0	0
14:45:00 15:00:00	16	0	13	2	58		0	0		0	-	0		0	_	0	0	0	0	0
15:00:00	16	0		0	61	3	0	0		0	-	0	-	0	0	0	0	0	0	0
15:30:00	17	0	14	1	64	3	0	0		0	1	0		0		0	0	0	0	0
15:45:00	20	3		1	64	0	0	0		0	-	0		0		0		0	0	0
16:00:00	20	0		1	68	4	0	0		0	-	0		0		0		0	0	0
16:15:00	21	1	16	0	69	1	0	0		0		0		0	0	0		0	0	0
16:30:00	22	1	17	1	74	5	0	0	-	0		0	_	0		0	0	0	0	0
16:45:00	22	0		1	75	1	0	0		0		0		0		0		0	0	0
17:00:00	24	2		0	79	4	0	0		0	1	0		0	0	0	0	0	0	0
17:15:00	24	0		0	81	2	0	0		0	1	0		0		0	0	0	0	0
17:30:00	24	0		0	88	7	0	0		0	-	0		0	_	0		0	0	0
17:45:00	24	0		0	90	2	0	0		0	-	0		0		0		0	0	0
18:00:00	24	0	18	0	92	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
18:15:00	24	0		0	92	0	0	0	0	0	1	0		0	0	0		0	0	0
18:15:15	24	0		0	92	0	0	0		0	1	0	0	0	0	0		0	0	0

		Passen	ger Cars -	- East Ap	proach			Tru	ucks - Eas	t Approa	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (Cross
Time	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	27	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30:00	5	3	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45:00	14	9	67	26	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
11:00:00	19	5	97	30	2	1	0	0	2	1	0	0	0	0	0	0	0	0	0	
11:15:00	24	5	120	23	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
11:30:00	30	6	145	25	4	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
11:45:00	35	5	182	37	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:00:00	39	4	212	30	6	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:15:00	47	8	234	22	7	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:30:00	53	6	258	24	9	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
12:45:00	56	3	287	29	10	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:00:00	63	7	313	26	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:15:00	66	3	341	28	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:30:00	69	3	360	19	10	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
13:45:00	73	4	387	27	10	0	0	0	3	1	0	0	0	0	0	0	0	0	0	
14:00:00	77	4	406	19	11	1	0	0	3	0	0	0	0	0	0	0	0	0	0	
14:15:00	81	4	433	27	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
14:30:00	84	3	464	31	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
14:45:00	91	7	493	29	14	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
15:00:00	96	5		21	15	1	0	0	3	0	0	0	0	0	0	0	0	0	0	
15:15:00	103	7	539	25	18	3	0	0	4	1	0	0	0	0	0	0	0	0	0	
15:30:00	108	5	566	27	18	0	0	0	4	0	0	0	0	0	0	0	0	0	0	
15:45:00	115	7	593	27	19	1	0	0		0		0		0		0	0	0	0	
16:00:00	123	8	616	23	21	2	0	0		1	0	0		0	0	0	0	0	0	
16:15:00	130	7	657	41	21	0	0	0		1	0	0		0	0	0	0	0	0	
16:30:00	138	8	690	33	22	1	0	0		0		0		0		0	0	0	0	
16:45:00	141	3	723	33	22	0	0	0	6	0	0	0	0	0	0	0	0	0	0	
17:00:00	144	3	749	26	22	0	0	0		0		0	_	0	-	0	0	0	0	
17:15:00	151	7	770	21	23	1	0	0		1	0	0		0	0	0	0	0	0	
17:30:00	153	2	781	11	23	0	0	0	7	0		0	0	0	0	0	0	0	0	
17:45:00	157	4	816	35	23	0	0	0		0		0		0		0	0	0	0	
18:00:00	161	4	837	21	24	1	0	0		0		0	_	0		0	0	0	0	
18:15:00	161	0	837	0	24	0	0	0		0	0	0		0		0	0	0	0	
18:15:15	161	0	837	0	24	0	0	0	7	0	0	0	0	0	0	0	0	0	0	

	I	Passeng	ger Cars -	South A	pproach			Tru	icks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	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	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00	6	4	4	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00	9	3	4	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00	15	6	4	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	26	11	6	2	19	4	0	0		0		0		0	0	0		0	0	0
11:30:00	29	3		0	24	5	0	0	-	0		0		0	0	0		0	0	0
11:45:00	35	6	6	0	31	7	0	0		0		0		0	0	0	0	0	0	0
12:00:00	41	6	6	0	33	2	0	0		0	1	1		0	0	0		0	0	0
12:15:00	44	3	6	0	39	6	0	0		0		0		0	0	0		0	0	0
12:30:00	50	6	7	1	49	10	0	0		0	1	0		0	0	0		0	0	0
12:45:00	53	3	9	2	53	4	0	0		0	-	0	-	0	0	0	0	0	0	0
13:00:00	58	5	9	0	54	1	0	0		0	-	0		0	0	0	0	0	0	0
13:15:00	63	5		1	55	1	0	0		0	1	0	1	0	0	0		0	0	0
13:30:00	65	2		0	59	4	0	0		0	1	0		0	0	0		0	0	0
13:45:00	68	3	10	0	65	6	1	1	0	0	-	0		0	0	0	0	0	0	0
14:00:00	74	6		1	69	4	1	0		0		0		0	0	0		0	0	0
14:15:00 14:30:00	82 87	8 5	12 12	0	75 77	6	1	0	-	0		0	1	0	0	0	0	0	0	0
	93	6		3	83	6	1	0		0			_	0	0	0		0	0	0
14:45:00 15:00:00	100	7	15	0	90	7	1	0		0	_	0	-	0	0	0	0	0	0	0
15:00:00	100		15	0	109	19	1	0		0	3		_	0	0	0	0	0	0	0
15:30:00	101	0		1	116	7	1	0		0	1			0	0	0	0	0	0	0
15:45:00	109	8	17	1	124	8	1	0		0		0		0	0	0		0	0	0
16:00:00	116	7	19	2	128	4	1	0		0			-	0	0	0		0	0	0
16:15:00	121	5	21	2	132	4	1	0		0				0	0	0	0	0	0	0
16:30:00	124	3	21	0	138	6	1	0	-	0			_	0	0	0	0	0	0	0
16:45:00	127	3		0	148	10	1	0		0		0		0	0	0	0	0	0	0
17:00:00	136	9		0	149	1	1	0		0	1			0	0	0	0	0	0	0
17:15:00	143	7	22	1	152	3	1	0	0	0		0	0	0	0	0	0	0	0	0
17:30:00	148	5	22	0	158	6	1	0	0	0	3	0	0	0	0	0	0	0	0	0
17:45:00	152	4	24	2	165	7	1	0	0	0	3	0	0	0	0	0	0	0	0	0
18:00:00	155	3	24	0	166	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15:00	155	0	24	0	166	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
18:15:15	155	0	24	0	166	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	t Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	The	ru	Rig	ht	Le	ft	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	West (Cross
Time	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	
10:30:00	2	0	37	22	11	6	0	0	0	0	0	0	0	0	1	1	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	
11:00:00	4	1	83	29	19	5	0	0	1	0	0	0	0	0	1	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	
11:30:00	8	1	135	27	27	7	0	0		1	1	0		0	1	0	0	0	0	
11:45:00	11	3		16	34	7	0	0		0	1	0		0	1	0	0	0	0	
12:00:00	14	3	171	20	36	2	0	0		1	1	0		0	1	0	0	0	0	
12:15:00	20	6		35	47	11	0	0		0		0		0		0	0	0	0	
12:30:00	26	6		24	54	7	1	1	3	0		0		0		0	0	0	0	
12:45:00	32	6	257	27	57	3	1	0		0	1	0		0	1	0	0	0	0	
13:00:00	34	2		28	62	5	1	0		1	1	0		0	-	0	0	0	0	
13:15:00	38	4	302	17	72	10	1	0		0	1	0		0	1	0	0	0	0	
13:30:00	40	2	332	30	77	5	1	0	-	0	2	1		0	1	0	0	0	0	
13:45:00	41	1	362	30	82	5	1	0		0		0		0	1	0	0	0	0	
14:00:00	42	1	385	23	86	4	1	0	5	1	2	0	-	0		0	0	0	0	
14:15:00	43	1	405	20	91	5	1	0		0		0		0		0	0	0	0	
14:30:00	43	0		31	96	5	1	0		0		0		0	2	1	0	0	0	
14:45:00	48	5	483	47	111	15	1	0	5	0	2	0		0	2	0	0	0	0	
15:00:00	51	3		22	118	7	1	0		1	2	0		0	2	0	0	0	0	
15:15:00	55	4	523	18	123	5	1	0		1	2	0		0		0	0	0	0	
15:30:00	59	4	552	29	132	9	1	0	7	0	2	0		0	2	0	0	0	0	
15:45:00	62	3	597	45	139	7	1	0		0		0		0			0	0	0	
16:00:00	66	4	632	35	144	5	1	0		0		0		0	3	0	0	0	0	
16:15:00	71	5	671	39	150	6	1	0		0		0	-	0		0	0	0	0	
16:30:00	77	6	718	47	161	11	1	0		0		0		0			0	0	0	
16:45:00	80	3		33	172	11	1	0	7	0	2	0		0	3	0	0	0	0	
17:00:00	85	5		36	180	8	1	0		0	2	0		0			0	0	0	
17:15:00	91	6	818	31	185	5	1 1	0		1	2	0		0	3		0	0	0	
17:30:00	97	6	853	35 27	189 196	4	1 1	0	8	0	2	0		0		0	0	0	0	
17:45:00	99	2				7	•	0			2	0		0			0	0		
18:00:00	99	0		26	199	3	1 1	0		0		0		0		0	0	0	0	
18:15:00 18:15:15	99	0	906 906	0	199 199	0	1 1	0	9	0	2 2	0		0		0	0	0	0	
								·									•			

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

Date Start: 15-Aug-11

State	* Classe * * * * * * * * * * * * * * * * * * *	Total
Time Bikes Trailer Long Buses 6 Tire Single Double Double Multi Multi M 8/15/11 1 2 3 4	* * * * * * * * * * * * * * * * * * * *	***************************************
8/15/11 01:00 02:00 03:00 04:00 05:00 05:00 06:00 07:00 08:00 08:00 08:00 08:00 09:00 09:00 09:00 09:00 09:00 10:00 11:00 12 PM 3 114 38 0 144 2 0 9 2 2 2 0 0 0 11:00 13:00 4 160 57 3 13 4 0 2 1 0 0 0 0 0 11:00 15:00 4 139 37 1 21 5 0 0 0 0 3 0 0 0 11:00 16:00 3 17:00 5 182 5 3 0 31 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	* * * * * * * * * * * * * * * * * * *	***************************************
02:00	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
03:00	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
04:00	* * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
05:00	* * * * * * * * * * * * * * * * * * *	* * * * * *
06:00	* * * * * * * * * * * * * * * * * * *	* * * * * * * *
07:00	* * * * * * * * * * * * * * * * * * *	* * *
08:00	* * * *	* *
09:00	* *	*
10:00	* *	
11:00		
12 PM		*
13:00 4 160 57 3 13 4 0 2 1 0 0 0 14:00 1 111 29 1 9 3 0 3 1 5 0 0 15:00 4 139 37 1 21 5 0 0 0 3 0 0 16:00 3 170 50 2 14 1 0 2 0 2 0 0 17:00 5 182 53 0 28 0 0 1 1 1 0 0 18:00 6 198 53 0 28 0 0 1 1 1 0 0 19:00 5 181 44 0 19 2 0 1 0 0 0 20:00 7 119 33 0 12 0 0 0 0 0 0 0 0 0 0 0		
14:00 1 111 29 1 9 3 0 3 1 5 0 0 15:00 4 139 37 1 21 5 0 0 0 3 0 0 16:00 3 170 50 2 14 1 0 2 0 2 0 0 17:00 5 182 53 0 31 2 0 5 0 2 0 0 18:00 6 198 53 0 28 0 0 1 1 1 0 0 19:00 5 181 44 0 19 2 0 1 0 0 0 20:00 7 119 33 0 12 0 0 0 0 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 0 0 22:00 0 98	0 8	
15:00 4 139 37 1 21 5 0 0 0 3 0 0 16:00 3 170 50 2 14 1 0 2 0 2 0 0 17:00 5 182 53 0 31 2 0 5 0 2 0 0 18:00 6 198 53 0 28 0 0 1 1 1 0 0 19:00 5 181 44 0 19 2 0 1 0 0 0 20:00 7 119 33 0 12 0 0 0 0 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	0 6	
16:00 3 170 50 2 14 1 0 2 0 2 0 0 17:00 5 182 53 0 31 2 0 5 0 2 0 0 18:00 6 198 53 0 28 0 0 1 1 1 0 0 19:00 5 181 44 0 19 2 0 1 0 0 0 20:00 7 119 33 0 12 0 0 0 0 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	1 11	
17:00 5 182 53 0 31 2 0 5 0 2 0 0 18:00 6 198 53 0 28 0 0 1 1 1 0 0 19:00 5 181 44 0 19 2 0 1 0 0 0 20:00 7 119 33 0 12 0 0 0 0 1 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	0 6	
18:00 6 198 53 0 28 0 0 1 1 1 0 0 19:00 5 181 44 0 19 2 0 1 0 0 0 0 20:00 7 119 33 0 12 0 0 0 0 1 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	0 6	
19:00 5 181 44 0 19 2 0 1 0 0 0 0 20:00 7 119 33 0 12 0 0 0 0 1 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	0 10	
20:00 7 119 33 0 12 0 0 0 0 1 0 0 21:00 2 127 26 0 7 1 0 2 0 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	0 3	
21:00 2 127 26 0 7 1 0 2 0 0 0 0 22:00 0 98 25 0 6 2 0 0 0 0 0	0 7	
22:00 0 98 25 0 6 2 0 0 0 0 0	0 2	
	0 1	
23.00 0 45 11 0 4 1 0 0 0 0 0 0	0 2	
	0 0	
Total 40 1644 456 7 178 23 0 25 5 16 0 0	1 62	
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.		
PM 20:00 18:00 13:00 17:00 15:00 12:00 12:00 14:00 14	00 14:00	18:00
Peak	JU 14.00	
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

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

B/16/11	EB													Date E	=na: 19-/	4ug-11
Time Bikes Trailer Long Buses 6 Tire Single Single Double Double Double Multi Multi Classe Total	Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
8/16/11 0 25 7 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Bikes	Trailer		Buses		Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
03:00 0 5 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8/16/11	0	25	7	1	0			0	0	0	0	0	0		33
03:00 0 5 1 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0	01:00	0	18	1	0	4	0	0	0	0	1	0	0	0	0	24
04:00 0 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:00 0 1 2 0 0 0 1 77 06:00 0 5 2 1 4 4 4 0 0 0 2 0 0 0 0 0 1 77 08:00 1 35 12 1 14 4 4 0 1 0 2 0 0 0 0 0 0 1 17 08:00 0 5 2 1 14 4 4 0 1 0 2 0 0 0 0 0 0 1 171 08:00 0 57 26 0 255 7 0 1 1 5 4 0 0 0 0 0 4 129 09:00 1 107 39 2 23 4 0 3 3 5 0 0 0 0 0 0 5 219 11:00 2 139 34 2 25 3 0 3 2 4 0 0 0 0 0 5 219 11:00 4 122 37 2 7 4 0 2 2 2 2 2 0 0 0 0 0 4 186 12 PM 2 133 32 1 19 1 0 4 1 1 0 0 0 0 4 198 13:00 2 149 44 0 18 5 0 0 0 0 1 1 0 0 0 0 4 198 14:00 1 140 49 2 18 3 0 1 1 2 2 2 0 1 0 0 0 0 4 198 15:00 2 127 29 0 16 3 0 1 1 1 1 1 1 0 0 0 5 224 15:00 2 127 29 0 16 3 0 1 1 1 1 1 1 0 0 0 8 189 16:00 0 132 53 1 19 0 0 3 0 1 1 1 1 1 1 0 0 0 8 189 16:00 0 185 57 0 19 1 0 2 2 0 0 0 0 0 0 3 268 18:00 4 267 72 1 28 1 0 0 2 2 2 0 0 0 0 0 0 3 268 18:00 4 267 72 1 28 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	03:00	0	5	1	0	0	0	0	1	0	1	0	0	0	0	8
06:00 0 5 2 1 1 4 4 0 0 0 2 0 0 0 0 1 199 07:00 1 35 12 1 14 4 0 0 1 0 2 0 0 0 0 1 71 08:00 0 57 26 0 25 7 0 1 5 4 0 0 0 0 4 129 09:00 1 107 39 2 23 4 0 3 3 5 0 0 0 0 0 9 196 10:00 2 139 34 2 25 3 0 3 2 4 0 0 0 0 0 5 219 11:00 4 122 37 2 7 4 0 2 2 2 2 0 0 0 0 4 188 12 PM 2 133 32 1 19 1 0 4 1 1 0 0 0 0 4 188 13:00 2 149 44 0 18 5 0 0 0 0 1 1 0 0 0 0 0 4 188 13:00 2 149 44 0 18 5 0 0 0 0 1 1 0 0 0 0 9 228 14:00 1 140 49 2 18 3 0 1 2 2 2 0 0 1 0 5 224 15:00 2 127 29 0 16 3 0 1 2 2 2 0 0 1 0 0 8 188 16:00 0 132 53 1 19 0 0 0 3 0 1 1 1 1 1 0 0 0 8 188 16:00 0 132 53 1 19 0 0 0 3 0 0 0 0 0 0 0 0 0 6 214 17:00 0 185 57 0 19 1 0 2 2 2 0 0 0 0 0 0 3 269 18:00 4 267 72 1 28 1 0 5 0 0 1 0 0 0 0 0 0 3 269 18:00 4 267 72 1 28 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			5						1							7
07:00		0	1		0	0	1					0		0	1	7
08:00 0 57 26 0 25 7 0 1 5 4 0 0 0 0 4 129 09:00 1 107 39 2 23 4 0 3 3 5 0 0 0 0 0 9 196 10:00 2 139 34 2 25 3 0 3 2 4 0 0 0 0 0 5 219 11:00 4 122 37 2 7 4 0 2 2 2 2 2 0 0 0 0 0 4 186 12 PM 2 133 32 1 19 1 0 4 1 1 0 0 0 0 0 4 188 13:00 2 149 44 0 18 5 0 0 0 0 1 0 0 0 0 9 228 14:00 1 140 49 2 18 3 0 1 1 2 2 2 0 0 1 0 0 0 8 189 16:00 2 127 29 0 16 3 0 1 1 1 1 1 1 0 0 0 8 189 16:00 0 132 53 1 19 0 0 0 3 0 0 0 0 0 0 0 0 8 189 17:00 0 185 57 0 19 1 0 2 2 0 0 0 0 0 0 6 214 17:00 0 186 57 0 19 1 0 2 2 0 0 0 0 0 0 8 387 19:00 3 160 55 0 17 0 0 1 1 0 0 0 0 0 8 387 19:00 3 160 55 0 17 0 0 1 1 0 0 0 0 0 0 0 2 178 20:00 4 121 32 1 12 1 15 1 0 2 0 0 0 0 0 0 0 0 0 1 10 20:00 4 121 32 1 12 12 12 12 12 12 12 12 12 12 12 12					1											19
09:00	07:00	1	35	12	1			0	1		2	0	0	0	1	71
10:00	08:00	0	57	26	0	25	7	0	. 1	5	4	0	0	0	4	129
11:00	09:00	1	107	39	2	23	4	0	3	3	5	0	0	0	9	196
12 PM 2 133 32 1 19 1 0 4 1 1 0 0 0 0 4 198 13:00 2 149 44 0 18 5 0 0 0 1 0 1 0 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 1 0 0 0 8 189 16:00 0 132 53 1 19 0 0 0 3 0 0 0 0 0 0 0 0 0 6 6 244 17:00 0 185 57 0 19 1 0 0 2 2 0 0 0 0 0 0 0 6 6 244 17:00 0 185 57 0 19 1 0 0 2 2 0 0 0 0 0 0 0 0 8 389 18:00 4 267 72 1 28 1 0 5 0 1 0 0 0 0 0 0 0 0 0 8 387 19:00 3 160 55 0 17 0 0 1 1 1 0 0 0 0 8 387 19:00 4 121 32 1 155 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 2 178 20:00 4 121 32 1 155 1 0 0 1 1 0 0 0 0 0 0 0 0 0 2 178 21:00 3 109 39 1 4 4 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 160 22:00 4 104 20 0 12 0 0 2 0 0 0 0 0 0 0 0 0 1 143 23:00 1 62 6 0 4 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 1 143 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% 0.0% 2.2% AM 11:00 10:00 09:00 09:00 08:00 08:00 09:00 08:00 14:00 15:00 14:00 13:00 18:00	10:00	2	139	34	2	25	3	0	3	2	4	0	0	0	5	219
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 <td< td=""><td>11:00</td><td>4</td><td>122</td><td>37</td><td>2</td><td>7</td><td>4</td><td>0</td><td>2</td><td>2</td><td>2</td><td>0</td><td>0</td><td>0</td><td>4</td><td>186</td></td<>	11:00	4	122	37	2	7	4	0	2	2	2	0	0	0	4	186
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 0 0 8 189 16:00 0 132 53 1 19 0 0 3 0	12 PM	2	133	32	1	19	1	0	4	1	1	0	0	0	4	198
15:00	13:00	2	149	44	0	18	5	0	0	0	1	0	0	0	9	228
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 0 0 8 387 19:00 3 160 55 0 17 0 0 1 1 0 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	14:00	1	140	49	2	18	3	0	1	2	2	0	1	0	5	224
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 0 0 8 387 19:00 3 160 55 0 17 0 0 1 1 0 0 0 0 0 4 241 20:00 4 121 32 1 15 1 0 2 0 0 0 0 0 2 17 21:00 3 109 39 1 4 4 0	15:00	2	127	29	0	16	3	0	1	1	1	1	0	0	8	189
18:00 4 267 72 1 28 1 0 5 0 1 0 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	16:00	0	132	53	1	19	0	0	3	0	0	0	0	0	6	214
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	17:00	0	185	57	0	19	1	0	2	2	0	0	0	0	3	269
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	18:00	4	267	72	1	28	1	0	5	0	1	0	0	0	8	387
21:00 3 109 39 1 4 4 0<	19:00	3	160	55	0	17	0	0	1	1	0	0	0	0	4	241
22:00 4 104 20 0 12 0 0 2 0 0 0 0 0 0 1 143 23:00 1 62 6 0 4 0	20:00	4	121	32	1	15	1	0	2	0	0	0	0	0	2	178
23:00 1 62 6 0 4 0 0 0 0 0 0 0 0	21:00	3	109	39	1	4	4	0	0	0	0	0	0	0	0	160
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% 0.0% 0.		4														143
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% 0.0% 2.2% AM Peak Peak Vol. 4 139 39 2 25 7 3 5 5 9 219 PM Peak Peak 18:00 18:00 14:00 18:00 13:00 13:00 14:00 14:00 15:00 14:00 13:00 18:00												0				73
AM Peak 11:00 10:00 09:00 09:00 08:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 09:00 10:00 09:00 10:00 09:00 10:00 09:00 10:00 09:00 10:00 09:00 10:0												1	-			3410
Peak 11:00 10:00 09:00 08:00 08:00 09:00 08:00 09:00 10:00 Vol. 4 139 39 2 25 7 3 5 5 9 219 PM Peak 18:00 18:00 14:00 18:00 14:00 14:00 15:00 14:00 13:00 18:00	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%	
Vol. 4 139 39 2 25 7 3 5 5 9 219 PM Peak 18:00 18:00 14:00 18:00 14:00 14:00 15:00 14:00 13:00 18:00		11:00	10:00	09:00	09:00	08:00	08:00		09:00	08:00	09:00	,			09:00	10:00
Peak 18:00 18:00 18:00 14:00 18:00 13:00 18:00 14:00 15:00 14:00 15:00 14:00 15:00 18:00	Vol.	4	139	39	2	25	7		3	5	5				9	219
		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	267	72	2	28	5		5	2	2	1	1		9	387

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

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

EB													Date I	=na: 19-/	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	08:00	10:00	11:00	00.00	00:00	08:00		00.00	06:00	06:00			06:00	11:00	10:00
Peak	08:00	10:00		08:00	09:00	00:00		09:00	06:00	00:00			06:00	11:00	
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

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

EB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	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
Peak															
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

Date Start: 15-Aug-11

EB													Date I	End: 19-	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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			400												4055
Total Percent	9 0.9%	626 59.3%	193 18.3%	22 2.1%	100 9.5%	28 2.7%	0 0.0%	16 1.5%	13 1.2%	22 2.1%	0 0.0%	0 0.0%	0 0.0%	26 2.5%	1055
reiceili	0.976	39.370	10.5/0	2.1/0	9.576	2.1 /0	0.076	1.570	1.2/0	2.1/0	0.076	0.076	0.076	2.5 /6	
AM	44.00	40.00	44.00		20.00	07.00		10.00						44.00	10.00
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%	
reiteill	1.270	04.470	10.5%	U.1 /0	0.3/0	1.4/0	0.0%	1.170	0.0%	1.0%	0.0 /6	0.0 %	0.0%	2.0/0	

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

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

WB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM Peak	17:00	16:00	18:00	13:00	18:00	14:00		14:00	12:00	13:00	14:00			17:00	17:00
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

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

WB													Date E	:110. 19-A	aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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

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

WB													Date E	=nd: 19-/	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00:00	44.00	40.00	00.00	44.00	00.00	00.00	40.00	44.00	05:00			40:00	00.00	44:00
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

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

WB													Date E	ind: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	11	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	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
Peak							07.00					10.00			
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	107	64	1	25	2		7	2	2			1	21	224

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

Date Start: 15-Aug-11

WB													Date I	End: 19-	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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%	28 2.7%	1036
reiteili	0.076	04.970	13.2/0	1.0 /0	7.576	0.470	0.176	1.1/0	0.076	1.5/0	0.076	0.076	0.176	2.1 /0	
AM															
Peak	07:00	11:00	10:00	10:00	10:00	10:00	08:00	10:00	03:00	11:00			11:00	11:00	10:00
Vol.	2	165	45	3	20	3	1	3	2	5			1	12	236
PM															
Peak															
Vol.															
Grand	148	8696	2743	92	901	53	3	173	57	68	2	2	3	702	13643
Total															
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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 03

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

Start	15-A	ug-11	-	Tue	\	Ved	-	Thu	F	ri	Sa	ıt	Sur	1	Week A	verage
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WВ
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		320	66			89	72		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	A	AADT 6,966	3										

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

County Road 22 - Spring 2011

Horseshoe Valley Resort Ent. to CR 93

Date Start: 03-May-11 Date End: 05-May-11

Start	02-Ma	.v-11	Tue	<u> </u>	We	d	Thu		Fri		Sat		Sur	`	Week Av	erage
Time	SB	NB	SB	, NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00	JD	IND	JU	IND	JD_	IND	<u> </u>	IND	30	IND	30	IAD	30	ND	JD	IND
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	0	0	2204	2074	2482	2237	2544	2372	0	0	0	0	0	0	2411	2227
Day AM	0		427	8	471	9	491	Ь	0		0		0		463	8
			09:00	08:00	10:00	09:00	09:00	09:00							09:00	09:00
Peak Vol.			129	217	151	218	156	214							144	208
PM																
Peak			18:00	18:00	18:00	17:00	18:00	17:00							18:00	17:00
Vol.			246	166	282	196	242	197							257	186
Comb. Total	0		427	8	471	9	491	6	0		0		0		463	8
ADT	Not C	alculated														
ושא	1401 0	aiouiatou														

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

Site Code: 022 03

EB													Date E	=na: 06-l	иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	22:00	18:00	18:00	12:00	18:00	18:00		14:00	17:00	12:00			18:00	18:00	18:00
Peak										50					
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

Site Code: 022 03

EB													Date I	=11a. 06-1	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	09:00	08:00	09:00	09:00	09:00	09:00	09:00	11:00	06:00	09:00				09:00	09:00
Peak															
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

Site Code: 022 03

EB													Date L	_11a. 00-i	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	10:00	10:00	09:00	09:00	10:00	10:00		09:00	07:00	10:00			07:00	10:00	10:00
Peak													4		
Vol.	1	88	44	4	13	6		2	2	2			1	7	151
PM Peak	15:00	18:00	18:00	18:00	17:00	18:00		16:00	12:00	12:00				18:00	18:00
Vol.	6	184	65	4	12	2		4	2	1				12	282

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

Site Code: 022 03

EB													Date L	_11u. 00-i	nay-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	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
Peak						09.00	11.00		06.00				00.00		
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

Site Code: 022 03

EB													vate E	=na: 06-1	way-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00.00	40:00	00.00	07.00	07:00	07.00	00.00	07:00	00.00	07.00				00.00	00.00
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

Site Code: 022 03

WB													Date E	=na: 06-l	way-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	18:00	18:00	15:00	13:00	16:00	15:00		13:00	14:00	14:00				18:00	18:00
Peak															
Vol.	6	119	39	2	11	2		3	2	2				4	175

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

Site Code: 022 03

WB													Date E	=11a: 00-1	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	10:00	08:00	08:00	08:00	09:00	08:00		09:00	09:00	10:00				09:00	08:00
Vol.	2	145	57	3	8	1_		3	1	1				4	217
PM Peak	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
Vol.	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

Site Code: 022 03

WB													Date 1	:na: vo-i	way-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	05:00	09:00	08:00	09:00	09:00	09:00		10:00	09:00	-				10:00	09:00
Peak															
Vol.	1	159	45	4	10	5_		2	1					3	217
PM Peak	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
Vol.	4	135	40	3	7	4		2	1	1	1		1	8	195

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

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

Site Code: 022 03

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

WB													Date L	_//u. 00-/	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	11:00	09:00	08:00	08:00	10:00	09:00		10:00						10:00	09:00
Peak															
Vol.	3	162	49	5	7	3		4						8	219
PM Peak	15:00	17:00	17:00	12:00	12:00	15:00		12:00	12:00	12:00			12:00	16:00	17:00
Vol.	7	135	39	4	14	7		5	3	1			1	7	196

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

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

Site Code: 022 03

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

WB													Date E	End: 06-l	May-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
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%	720
1 CICCIII	0.070	00.070	21.070	1.470	0.470	1.170	0.070	1.270	0.070	0.570	0.070	0.070	0.070	1.170	
AM	20.00				20.00	40.00		20.00	20.00	07.00				20.00	
Peak	09:00	09:00	08:00	09:00	08:00	10:00		09:00	09:00	07:00				09:00	09:00
Vol.	2	131	41	4	8	6		4	2	1				5	186
PM															
Peak															
Vol.															
Grand	74	5729	2006	82	373	68	1	84	25	20	1	0	3	164	8630
Total	0.007	00.40/	22.204	4.00/	4.007		0.007	4.007	0.207	0.00/	0.007	0.007		4.00/	
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 Road 22 - Fall 2011 Horseshoe Valley Resort Entrance to County Road 93

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

Site Code: 022 03

Date Start: 18-Oct-11 Date End: 19-Oct-11

Start	17-Oc	:t-11	7	Tue	V	Ved	Th	ıu	Fı	ri	Sa	at	Su	n	Week /	Average
Time	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		51		48	-	0		0		0		0	-	499	
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	Д	ADT 4,910											

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

Site Code: 022 02

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

EB													Date E	:na: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	17:00	18:00		15:00										16:00	18:00
Vol.	53	2		7										131	185

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

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

EB													Date E	=nd: 19-/	4ug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	18:00	22:00	14:00	18:00				21:00						17:00	18:00
Peak			14.00					21.00							
Vol.	65	2	1	14				1						148	212

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

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

EB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00	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

Date Start: 15-Aug-11

EB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
8/18/11	0	0	Ö	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				11:00	05:00			08:00						10:00	10:00
Peak Vol.				139	2			3						38	167
PM			14:00	18:00	19:00			16:00						17:00	18:00
Peak															
Vol.			1	204	3			2						32	238

County of SimcoeTransportation and Engineering Department

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

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%

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

Site Code: 022 02

Date Start: 15-Aug-11

Date End: 19-Aug-11 EΒ 2 Axle 2 Axle 3 Axle 4 Axle >6 AxI Start Cars & <5 AxI 5 Axle >6 AxI <6 Axl 6 Axle Not <u>Bikes</u> Long Single Double Time Trailer B<u>uses</u> 6 Tire Single Double Double Multi Multi Multi Classe Total 8/19/11 25 22 0 0 18 0 0 01:00 0 0 0 0 0 0 0 0 02:00 5 6 2 0 0 0 0 03:00 0 0 0 0 0 0 0 0 4 04:00 6 0 0 0 10 05:00 0 0 0 6 0 0 0 0 0 0 0 0 0 2 8 06:00 16 0 0 0 13 30 07:00 0 0 0 59 3 0 0 0 0 0 0 0 0 28 90 08:00 106 0 0 123 09:00 0 0 130 3 0 0 0 0 0 0 23 156 10:00 0 0 132 4 0 0 25 161 0 0 0 0 0 0 0 11:00 187 2 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 14 0 0 689 0 0 0 0 0 0 156 860 Total 0 0 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 11:00 10:00 11:00 11:00 11:00 Peak 187 Vol. 225 РМ Peak Vol. Grand 859 27 3 5224 81 9 0 20 0 0 0 0 0 3821 10044 Total

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

Site Code: 022 02

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

WB													Date E	=na: 19-/	4 <i>ug-11</i>
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	17:00	14:00	16:00	15:00	17:00	16:00								18:00	18:00
Peak															
Vol.	53	2	1	11	2	2								134	196

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

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

8/16/11	WB													Date I	=na: 19-7	4ug-11
Trailer Bikes Trailer Long Buses 6 Tire Single Single Double Double Double Multi Multi Multi Classe Tot	Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
8/16/11		Bikes	Trailer		Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
03:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8/16/11	4	0	Ö		0			0	0	0	0	0	0	22	26
03:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
04:00 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																5
06:00		-	0						-	0		-				8
06:00 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1													8
07:00 6 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0													13
08:00			1													32
09:00 33 3 0 5 0 0 0 0 0 0 0 0 0 0 0 0 96 13 10:00 29 1 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 105 11:00 32 2 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 99 13 12 PM 31 0 0 3 1 0 0 0 3 1 0 0 0 0 0 0 0 0 0			2		0											70
10:00 29 1 0 4 0 0 0 0 0 0 0 0 0 0 0 0 105 13 11:00 32 2 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 99 13 12 PM 31 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1		1											111
11:00 32 2 0 5 0 0 0 0 0 0 0 0 0 0 0 99 13 12 PM 31 0 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 102 13 13:00 29 0 0 0 5 0 1 0 0 0 0 0 0 0 0 0 0 104 13 14:00 37 1 0 9 1 0 0 0 0 0 0 0 0 0 0 0 0 101 14 15:00 34 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			3	0	5				-			-				137
12 PM 31 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 102 13 13:00 29 0 0 0 5 0 1 0 0 0 0 0 0 0 0 0 0 104 13 14:00 37 1 0 0 9 1 0 0 0 0 0 0 0 0 0 0 0 101 1 15:00 34 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 79 1 16:00 41 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 129 13 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 129 13 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1													139
13:00	11:00	-	2	0	5	0	0	0	0	0	0	0	0	0	99	138
14:00 37 1 0 9 1 0 0 0 0 0 0 0 0 0 0 0 101 14 15:00 34 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 79 11 16:00 41 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 112 18 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 129 11 18:00 67 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 PM	31	0	0	3	1	0	0	0	0	0	0	0	0	102	137
15:00 34 0 0 2 0 0 0 0 0 0 0 0 0 0 0 79 1: 16:00 41 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 112 1! 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 129 1! 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 166 1! 20:00 26 2 0 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0	13:00	29	0	0	5	0	1	0	0	0	0	0	0	0	104	139
16:00 41 0 0 0 5 0 0 0 0 0 0 0 0 0 0 0 112 18 17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 129 18 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 166 18 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14:00	37	1	0	9	1	0	0	0	0	0	0	0	0	101	149
17:00 57 1 0 5 0 0 0 0 0 0 0 0 0 0 0 129 18 18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 166 19 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15:00	34	0	0	2	0	0	0	0	0	0	0	0	0	79	115
18:00 67 1 0 2 0 0 0 0 0 0 0 0 0 0 0 150 22 19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 106 19 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	16:00	41	0	0	5	0	0	0	0	0	0	0	0	0	112	158
19:00 44 1 0 3 0 0 0 0 0 0 0 0 0 0 0 106 18 20:00 26 2 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17:00	57	1	0	5	0	0	0	0	0	0	0	0	0	129	192
20:00	18:00	67	1	0	2	0	0	0	0	0	0	0	0	0	150	220
21:00 18 0 0 3 0 0 0 0 0 0 0	19:00	44	1	0	3	0	0	0	0	0	0	0	0	0	106	154
22:00 15 0 0 1 0 0 0 0 0 0 0	20:00	26	2	0	2	0	0	0	0	0	0	0	0	0	84	114
23:00 4 0 0 1 0 1 0 0 0 0 0	21:00	18	0	0	3	0	0	0	0	0	0	0	0	0	89	110
Total 524 17 0 56 2 2 0 0 0 0 0 0 0 0	22:00	15	0	0	1	0	0	0	0	0	0	0	0	0	72	88
Percent 22.7% 0.7% 0.0% 2.4% 0.1% 0.1% 0.0%																32
AM Peak	Total											-				2307
Peak 09:00 09:00 09:00 10:00 10:00 Vol. 33 3 5 105 13 PM Peak 18:00 20:00 14:00 12:00 13:00 18:00 18:00	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%	
Vol. 33 3 5 105 13 PM Peak 18:00 20:00 14:00 12:00 13:00 18:00		09:00	09:00		09:00										10:00	10:00
PM 18:00 20:00 14:00 12:00 13:00 18:00 18:00		33	3		5										105	139
	PM					12:00	13:00									18:00
		67	2		9	1	1_								150	220

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

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

WB													Date E	End: 19-A	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00:00	03:00	10:00	10:00	08:00			07:00						00:00	10:00
Vol.	4	3	1	129	3			1						24	157
PM Peak		13:00	15:00	18:00	15:00			18:00						17:00	18:00
Vol.		3	1	188	9			1						30	216

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

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

WB													Date E	End: 19-7	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		08:00	11:00	11:00	07:00			08:00			-			11:00	11:00
Peak								20.00							
Vol.		2	1_	126	4			1						27	156
PM Peak		23:00	15:00	17:00	13:00			19:00						17:00	17:00
Vol.		2	1_	197	5			3						34	233

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

Site Code: 022 02

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

WB													Date I	End: 19-	Aug-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		06:00		11:00	09:00									11:00	11:00
Peak															
Vol.		1_		138	5									21	163
PM															
Peak															
Vol.															
Grand	888	46	8	4828	107	6	0	10	0	0	0	0	0	3564	9457
Total															0.07
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 SimcoeTransportation and Engineering Department Midhurst, Ontario (705)-726-9300

Site Code: 022 02

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

Start	15-A	ug-11	7	Гие	V	Ved		Γhu		ri	Sa	ıt	Su	n	Week A	verage
Time	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		775	47		500		52		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.				4=43		=00-								•		40=0
Total		4775		4712		5069		5250		0		0		0		4953
ADT		ADT	4,952	Д	ADT 4,952											

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

County Road 22 - Spring 2011

Coulson/7th Line to

Date Start: 03-May-11 Date End: 05-May-11

Horseshoe	Valley R	esort Ent														
Start	02-May	/-11	Tue		We		Thu		Fri		Sat		Sun		Week Av	erage
Time	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	0	0	1943	1842	2227	2017	2292	2137	0	0	0	0	0	0	2154	1998
Day	0		378	5	424	4	4429	9	0		0		0		415	2
AM			08:00	08:00	08:00	09:00	09:00	09:00							08:00	09:00
Peak																
Vol.			119	192	129	190	118	190							120	186
PM			18:00	17:00	18:00	17:00	18:00	17:00							18:00	17:00
Peak																
Vol.			215	148	244	196	238	197							232	180
Comb. Total	0		378	5	424	4	4429	9	0		0		0		415	2
ADT	ΑГ	OT 4,153	ААГ	OT 4,153												

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

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

Start Cars & 2 Axle Days Start Start	EB													Date E	=nd: 06-l	иау-11
Time			Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
5/2/11		Bikes		Long	Buses		Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
02:00	5/2/11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00				*		*		-					*		*	*
05:00	03:00	*	*	*	*	*	*	*		*	*	*	*	*	*	*
06:00 06:00																*
07:00 08:00																
08:00																-
09:00 09:00 10:00 10:00 11:00 11:00 11:00 12:00 13:00 10:00 13:00 10:00 13:00 10:00 13:00 10:00 13:00 10:00																
10:00																
11:00																*
12 PM																*
13:00 0 77 31 0 7 0 0 1 0 0 0 0 0 0 0 0 0 1 16 14:00 1 80 35 0 6 2 0 3 0 0 0 0 0 0 0 2 129 15:00 0 66 36 1 3 1 0 0 0 0 0 0 0 0 0 0 1 18 16:00 0 98 39 2 8 1 0 1 1 1 1 0 0 0 0 0 0 1 152 17:00 0 156 49 2 6 0 0 0 2 2 0 0 0 0 0 3 220 18:00 4 160 52 0 13 0 0 0 0 0 2 2 0 0 0 0 3 234 19:00 2 103 41 0 9 1 0 0 0 1 0 0 0 0 0 0 3 234 19:00 2 103 41 0 9 1 0 0 0 1 0 0 0 0 0 0 0 0 0 6 163 20:00 2 82 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 13 21:00 0 64 12 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 13 21:00 0 64 12 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					*			*	*	*	*	*		*	*	
14:00																
15:00	13:00	0	77	31	0	7		0		0	0	0	0	0	0	116
16:00 0 98 39 2 8 1 0 1 1 1 1 0 0 0 0 1 152 17:00 0 156 49 2 6 0 0 0 2 2 0 0 0 0 0 3 220 18:00 4 160 52 0 13 0 0 0 0 2 2 0 0 0 0 3 234 19:00 2 103 41 0 9 1 0 0 0 1 0 0 0 0 0 0 0 0 6 163 20:00 2 82 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14:00	1	80	35	0	6	2	0	3	0	0	0	0	0	2	129
17:00 0 156 49 2 6 0 0 2 2 0 0 0 0 0 3 220 18:00 4 160 52 0 13 0 0 0 0 2 2 0 0 0 0 3 234 19:00 2 103 41 0 9 1 0 0 1 0 0 0 0 0 0 0 0 0 6 163 20:00 2 82 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15:00	0	66	36	1	3	1	0	0	0	0	0	0	0	1	108
18:00	16:00	0	98	39	2	8	1	0	1	1	1	0	0	0	1	152
18:00	17:00	0	156	49	2	6	0	0	2	2	0	0	0	0	3	220
19:00 2 103 41 0 9 1 0 0 1 0 0 0 0 0 0 0 6 163 20:00 2 82 19 0 0 0 0 0 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 0 0 0 0 0 0 81 22:00 6 49 14 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 2 72 23:00 0 23 4 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 72 Total 15 1028 367 6 71 5 0 8 4 4 4 0 0 0 0 8 126 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.	18:00	4	160	52	0	13	0	0	0	0	2	0	0	0	3	234
20:00 2 82 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									0	1		0				
21:00 0 64 12 0 5 0 0 0 0 0 0 0 0 0 0 0 0 81 22:00 6 49 14 0 0 0 0 0 1 0 0 0 0 0 0 0 0 2 72 23:00 0 23 4 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 28 Total 15 1028 367 6 71 5 0 8 4 4 0 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 22:00 18:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 18:00 19:00 18:00										0						
22:00 6 49 14 0 0 0 0 1 0 0 0 0 0 0 0 0 0 2 72 23:00 0 23 4 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 28 Total 15 1028 367 6 71 5 0 8 4 4 0 0 0 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% 0.0% 1.2% AM Peak Vol. PM Peak 22:00 18:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 18:00 19:00 18:00																
23:00 0 23 4 0 1 0 <td></td> <td>-</td> <td>-</td> <td></td> <td>-</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td>		-	-		-	-								-	-	
Total 15 1028 367 6 71 5 0 8 4 4 0 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 22:00 18:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 18:00 19:00 18:00																
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% 0.0% 1.2% AM Peak Vol. PM Peak 22:00 18:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 18:00 19:00 18:00						71										
AM Peak Vol. PM Peak 22:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 18:00 19:00 18:00										0.3%						
Peak Vol. PM Peak 22:00 18:00 16:00 12:00 14:00 17:00 18:00 18:00 19:00 18:00																
Vol. PM Peak 22:00 18:00 16:00 12:00 14:00 17:00 18:00 18:00 19:00 18:00	AM															
PM 22:00 18:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 19:00 18:00	Peak															
Peak 22:00 18:00 18:00 16:00 12:00 14:00 14:00 17:00 18:00 19:00 18:00																
Peak		22.00	18:00	18:00	16:00	12:00	14:00		14.00	17:00	18:00				19:00	18:00
Vol. 6 160 52 2 13 2 3 2 2 6 234																
	Vol.	6	160	52	2	13	2		3	2	2				6_	234

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

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

EB													Date E	:na: uo-i	иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	00:00	08:00	08:00	09:00	07:00	09:00		11:00	09:00	11:00				08:00	08:00
Peak	4														
Vol. PM	1	75	28	4	9	4		4	2	2				5	120
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
Transportation and Engineering Department
Midhurst, Ontario
(705)-726-9300

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

Start Time Cars & 2 Axle Trailer 2 Axle Long Buses 2 Axle 6 Tire Single Single Double Double Double Double Double Double Double Double Multi Multi Multi Multi Classe Not Classe 5/4/11 0 14 0 1 0	Total 16 11 6 7 6 6 19 68 130 107
Time Bikes Trailer Long Buses 6 Tire Single Double Double Double Multi Multi Multi Classe 5/4/11 0 14 0 1 0 0 0 0 1 0 0 0 01:00 0 8 3 0	16 11 6 7 6 6 19 68 130
5/4/11 0 14 0 1 0 </th <th>16 11 6 7 6 6 19 68 130</th>	16 11 6 7 6 6 19 68 130
02:00 0 4 2 0 <td>6 7 6 6 19 68 130</td>	6 7 6 6 19 68 130
03:00 0 7 0 <td>7 6 6 19 68 130</td>	7 6 6 19 68 130
04:00 0 6 0	6 6 19 68 130
05:00 0 4 2 0 <td>6 19 68 130 107</td>	6 19 68 130 107
06:00 0 8 7 0 3 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	19 68 130 107
07:00 0 31 22 3 8 2 0 0 2 0 0 0 0	68 130 107
	130 107
00.00 0 74 44 0 0 0 0 0 0 0 4 0 0 0	107
08:00 0 74 41 3 6 3 0 0 1 0 0 0 0 2	
09:00 0 67 28 3 2 1 0 1 0 0 0 0 5	127
10:00 0 74 30 1 9 3 0 1 5 0 0 0 0 4	
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 6	225
18:00 0 169 61 5 7 3 0 1 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	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	08:00
Vol.	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

County of Simcoe

County Road 22 - Spring 2011 Coulson/7th Line to Horseshoe Valley Resort Ent. Transportation and Engineering Department Midhurst, Ontario (705)-726-9300

Date Start: 02-May-11

Site Code: 022 02

Date End: 06-May-11 ΕB 2 Axle 3 Axle 4 Axle Start Cars & 2 Axle <5 AxI 5 Axle >6 AxI <6 Axl 6 Axle >6 AxI Not Long Single **Double** Time Bi<u>kes</u> Trailer Buses 6 Tire Single Double Double Multi Multi Multi Classe Total 5/5/11 01:00 02:00 5 03:00 04:00 05:00 06:00 07:00 08:00 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 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 11:00 09:00 08:00 10:00 06:00 07:00 09:00 11:00 11:00 07:00 09:00 Peak Vol. РМ 18:00 18:00 15:00 16:00 12:00 14:00 18:00 14:00 18:00 17:00 18:00 Peak Vol.

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

Site Code: 022 02

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

EB													Date E	=nd: 06-l	иау-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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%	600
i elcelit	0.2 /0	37.370	20.770	2.070	3.7 70	3.370	0.076	1.570	0.576	1.070	0.076	0.076	0.070	1.070	
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	68	5545	2105	91	388	102	0	87	45	34	0	0	1	122	8588
Total													0.00/		
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

Site Code: 022 02

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

WB													Date E	-11a. 06-1	viay-i i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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.															
PM	18:00	18:00	18:00	17:00	13:00	14:00		14:00	12:00	14:00			16:00	14:00	18:00
Peak									12.00	14.00			10.00		
Vol.	4	115	45	3	12	2		5	1	1			1	6	177

87

45

5 13

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

Date Start: 02-May-11

Site Code: 022 02

WB													Date E	End: 06-l	May-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	09:00	09:00	08:00	08:00	09:00	08:00		09:00	09:00					09:00	08:00
Peak															
Vol.	1_	124	55	3	8	1_		5_	1					6	192
PM Peak	16:00	18:00	17:00	17:00	16:00	13:00	19:00	12:00		14:00			13:00	16:00	17:00

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

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

WB													Date E	End: 06-l	Way-11
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	05:00	09:00	08:00	09:00	07:00	09:00		06:00	09:00			-		09:00	09:00
Peak	03.00								03.00						
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
Midhurst, Ontario (705)-726-9300

Site Code: 022 02

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

WB													Date	_11u. 00-1	viay-i
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	05:00	09:00	08:00	08:00	09:00	08:00		09:00		09:00	11:00			11:00	09:00
Peak															
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 SimcoeTransportation and Engineering Department

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

Percent

0.7%

1.1%

6.0%

Midhurst, Ontario (705)-726-9300

Date Start: 02-May-11

Site Code: 022 02

Date End: 06-May-11 WB 2 Axle 3 Axle 4 Axle Cars & 2 Axle <5 AxI 5 Axle >6 AxI <6 Axl 6 Axle >6 AxI Not Start Long Double Time Bikes Trailer Buses 6 Tire Single Single Double Double Multi Multi Multi Classe Total 5/6/11 0 28 10 0 0 01:00 0 2 0 0 0 0 0 0 0 12 02:00 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 05:00 0 0 10 3 0 0 0 0 0 0 0 16 06:00 19 0 0 0 31 07:00 50 25 0 9 0 0 0 0 0 0 0 88 38 4 08:00 0 118 8 0 0 3 0 0 0 0 3 175 09:00 125 31 4 8 0 0 2 0 0 0 0 0 8 179 10:00 64 38 3 9 0 123 66 5 11:00 26 2 13 0 0 0 0 0 115 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 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 05:00 09:00 08:00 08:00 11:00 11:00 08:00 02:00 08:00 09:00 09:00 Peak Vol. 125 38 4 13 5 3 179 РМ Peak Vol. Grand 56 5146 1872 84 478 54 2 85 15 15 2 0 4 174 7987 Total 64.4% 23.4% 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

Site Code: 022 02

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

Start	17-0	Oct-11	-	Tue	V	/ed	7	Γhu	Fı	ri	S	at	Sur	า	Week Av	erage
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WΒ
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_		305		886	36		37		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	A	ADT 3,773											

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

Site Code: 022 02

SB												HOISES	noe vane	y Kesuit i	Intrance
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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
Transportation and Engineering Department
Midhurst, Ontario (705)-726-9300

Site Code: 022 02

SB												1101303	noc vanc	y itosoit i	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	07:00	07:00	07:00	05:00	07:00	05:00		09:00	06:00	05:00				08:00	07:00
Peak	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
Transportation and Engineering Department
Midhurst, Ontario (705)-726-9300

Site Code: 022 02

SB												Horses	hoe Valle	y Resort I	Entrance
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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 27	0	0	0	0	0	0	0	0	14
Total Percent	4 0.2%	1100 59.3%	408 22.0%	23 1.2%	198 10.7%	1.5%	0 0.0%	22 1.2%	22 1.2%	20 1.1%	0 0.0%	0 0.0%	0 0.0%	30 1.6%	1854
Percent	0.276	39.3%	22.0%	1.270	10.7%	1.5%	0.0%	1.270	1.270	1.170	0.0%	0.0%	0.0%	1.0%	
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	18:00	16:00	16:00	13:00	16:00	12:00		12:00	12:00	13:00				13:00	16:00
Peak	10.00			13.00		12.00		12.00	12.00	13.00				13.00	
Vol.	1	102	36	3	18	2		5	3	2				5	159_

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

Site Code: 022 02

SB												1101303	noc vanc	y itesoit i	_iiiiaiice
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	08:00	07:00	07:00	07:00	07:00	06:00		11:00	08:00	05:00		,		11:00	07:00
Peak Vol.	1							5		3				5	
PM	1	99	37	4	20	5_		5	4	3					170
Peak	13:00	17:00	17:00	17:00	13:00	12:00		13:00	14:00	16:00			19:00	12:00	17:00
Vol.	1	106	44	4	18	1		3	2	2			1	3	176

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

Site Code: 022 02

SB												1101303	iloe valle	y ivesoit i	Intrance
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	07:00	07:00	08:00	09:00	09:00	07:00		09:00	07:00	07:00				09:00	07:00
Vol.	2	101	32	7	23	5		3	9	3				8	172
PM Peak Vol.			<u> </u>	·											
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
Transportation and Engineering Department
Midhurst, Ontario (705)-726-9300

Site Code: 022 02

NB												Horses	noe valle	y Resort E	ntrance
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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		0.4			40					4				0	445
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		11:00	11:00		11:00					11:00				11:00	11:00
Vol.		84	18		10					111				2	115
PM	12:00	17:00	17:00	16:00	15:00	15:00	13:00	15:00	14:00	12:00			-	17:00	17:00
Peak							. 5.00								
Vol.	2	139	44	4	11	4	1	5	2	1_				7	201

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

Site Code: 022 02

NB												1101303	noc vanc	y ixesoit i	
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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	08:00	08:00	11:00	07:00	07:00	07:00		07:00	09:00	07:00				08:00	08:00
Peak										20					
Vol.	1	74	32	4	9	2		2	2	1				4	114
PM Peak	17:00	17:00	17:00	16:00	14:00	17:00		12:00	12:00	12:00	17:00			17:00	17:00
Vol.	1	141	44	4	13	3		3	1	1	1			5	204

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

Site Code: 022 02

NB												1101303	noc vanc	by Resoluti	_1111141166
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 Axl	5 Axle	>6 Axl	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
10/19/11	0	7	Ō	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	07:00	10:00	07:00	07:00	11:00	09:00		07:00	11:00	06:00				07:00	07:00
Peak															
Vol.	2	71	32	3_	11_	2		2	2	1_				4	111
PM Peak	16:00	17:00	16:00	16:00	15:00	18:00		15:00	12:00	13:00				13:00	16:00
Vol.	1	127	39	5	8	4		4	1	2				6	186

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

Site Code: 022 02

NB												HOISES	noe vane	y Kesuit E	Illiance
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 AxI	<6 AxI	6 Axle	>6 AxI	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classe	Total
10/20/11	0	5	Ő	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	07:00	00.00	10.00	07.00	07.00	07.00		10.00	02:00	00.00				00.00	00.00
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

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

Site Code: 022 02

NB												noises	noe vane	ey Resont	ntrance
Start		Cars &	2 Axle		2 Axle	3 Axle	4 Axle	<5 AxI	5 Axle	>6 Axl	<6 Axl	6 Axle	>6 Axl	Not	
Time	Bikes	Trailer	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	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

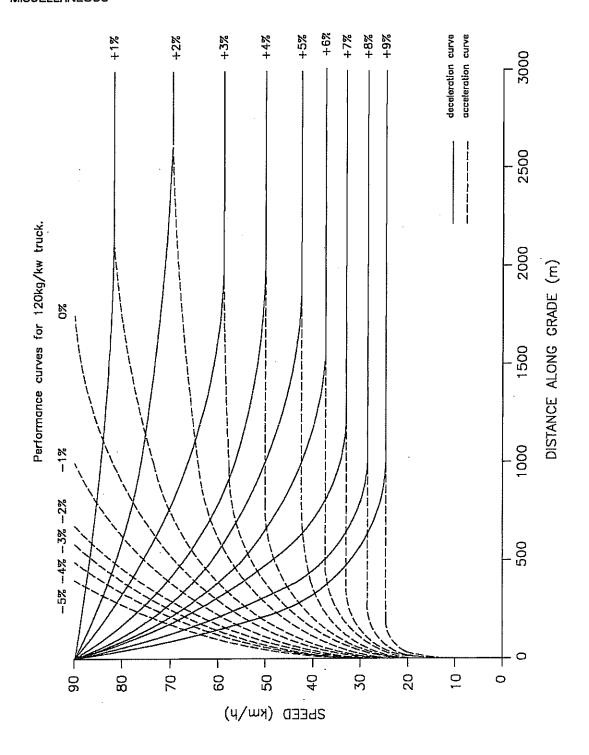


Figure J2A-2 Performance Curves for 120 kg/kW Truck.



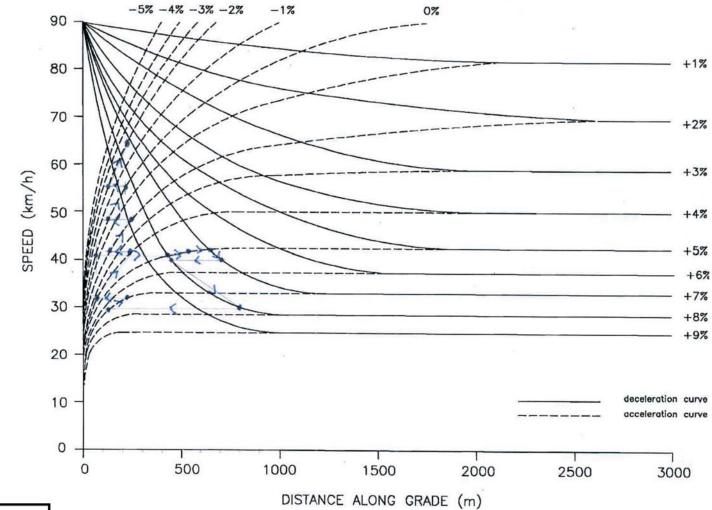


Figure J2A-2
Performance Curves for 120 kg/kW Truck.

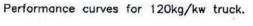
County Road 22 - Horseshoe Valley Road Direction: Westbound Perforance Curve: 120 kg/KW

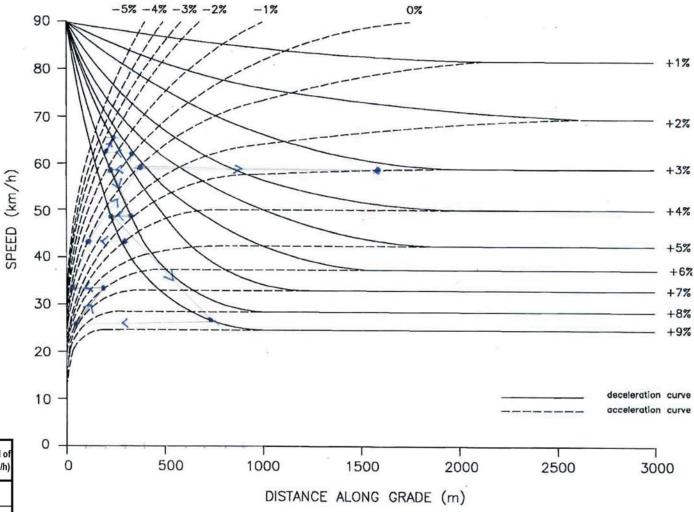
Length of Road Segment (m)	% Grade	Ave Grade	Speed @ End of Segment (km/h)
71	0%		41
90	5%		42
59	7%		40
365	8%		29
126	7%		32
146	4%		42
109	2%		48
90	0%		55
100	-2%		65

APPENDIX

Direction: Eastbound Perforance Curve: 120 kg/KW

Length of Road Segment (m)	% Grade	Ave Grade	Speed @ End of Segment (km/h)
45	0%	4%	42
248	5%	470	42
271	1%		59
85	3%		59
103	8%		49
282	10%		
153	10%		
81	10%		
55	9%		25
54	7%		
49	5%	6%	33
38	4%		1.55%
300	0%		62
25	-3%		65





APPENDIX C

Location Ranking by Number of Collisions

County Of Simcoe



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	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 COURS	Springwater	4
7940	HORSESHOE VALLEY ROAD W btwn COUNTY ROAD 27 & NURSERY RO	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 [Springwater	3
6685	HORSESHOE VALLEY ROAD W btwn BEECHWOOD ROAD & BIRCH GR	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 RIC	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



McElhanney

McElhanney Consulting Services Ltd. 14904 121A Avenue, NW Edmonton, AB T5V 1A3 Contact: Clayton Rudy, PEng
Project Manager
780-809-3233 | crudy@mcelhanney.com

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 that 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

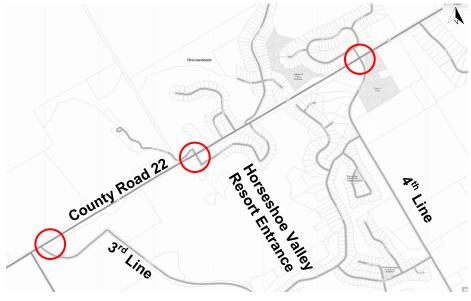


Figure 1-2: Study Site

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 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.

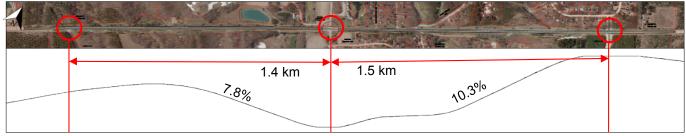


Figure 1-3: County Road 22 Study Site Profile

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 manoeuvers.

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.

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.

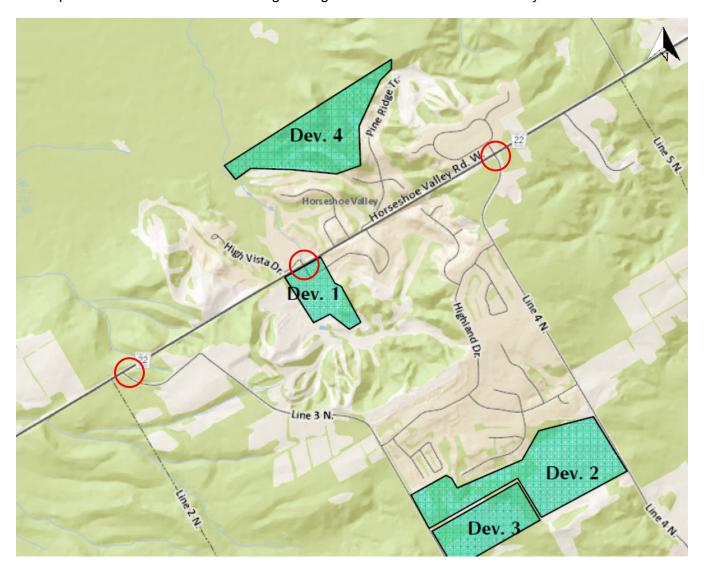


Figure 1-4: Future Development Plans

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
 - o Eastbound: one left-turn lane, one through lane, one right-turn lane
 - Westbound: one left-turn lane and one shared through/right-turn lane
 - o Northbound: one left-turn lane and one shared through/right-turn lane
 - Southbound: one shared lane for all movements
- 4th Line intersection
 - o Eastbound: one left-turn lane, one through lane, and one right-turn lane
 - o 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.

DATE: 2015-10-27

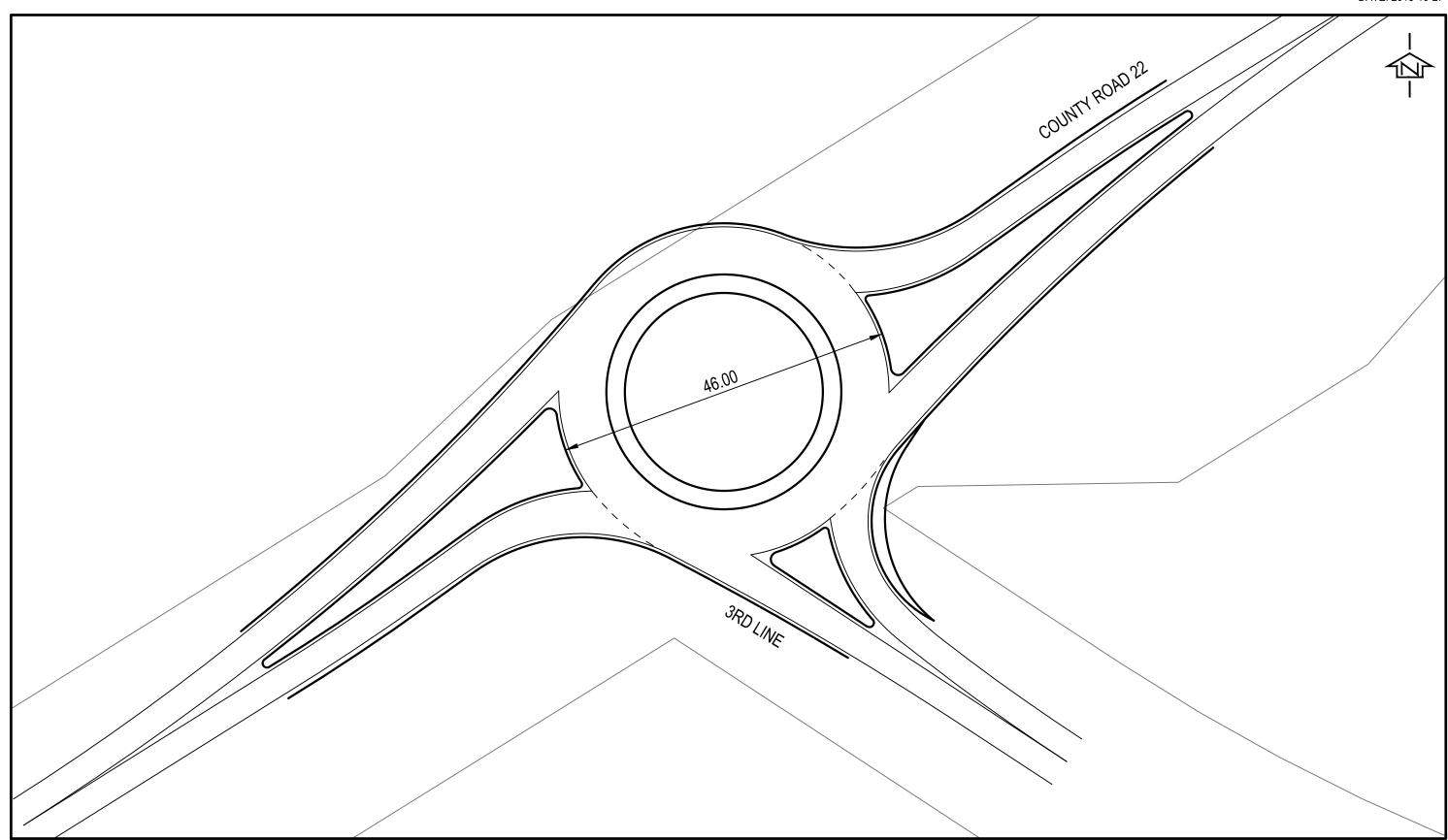


Figure 2-1: Roundabout Concept at County Road 22 and 3rd Line

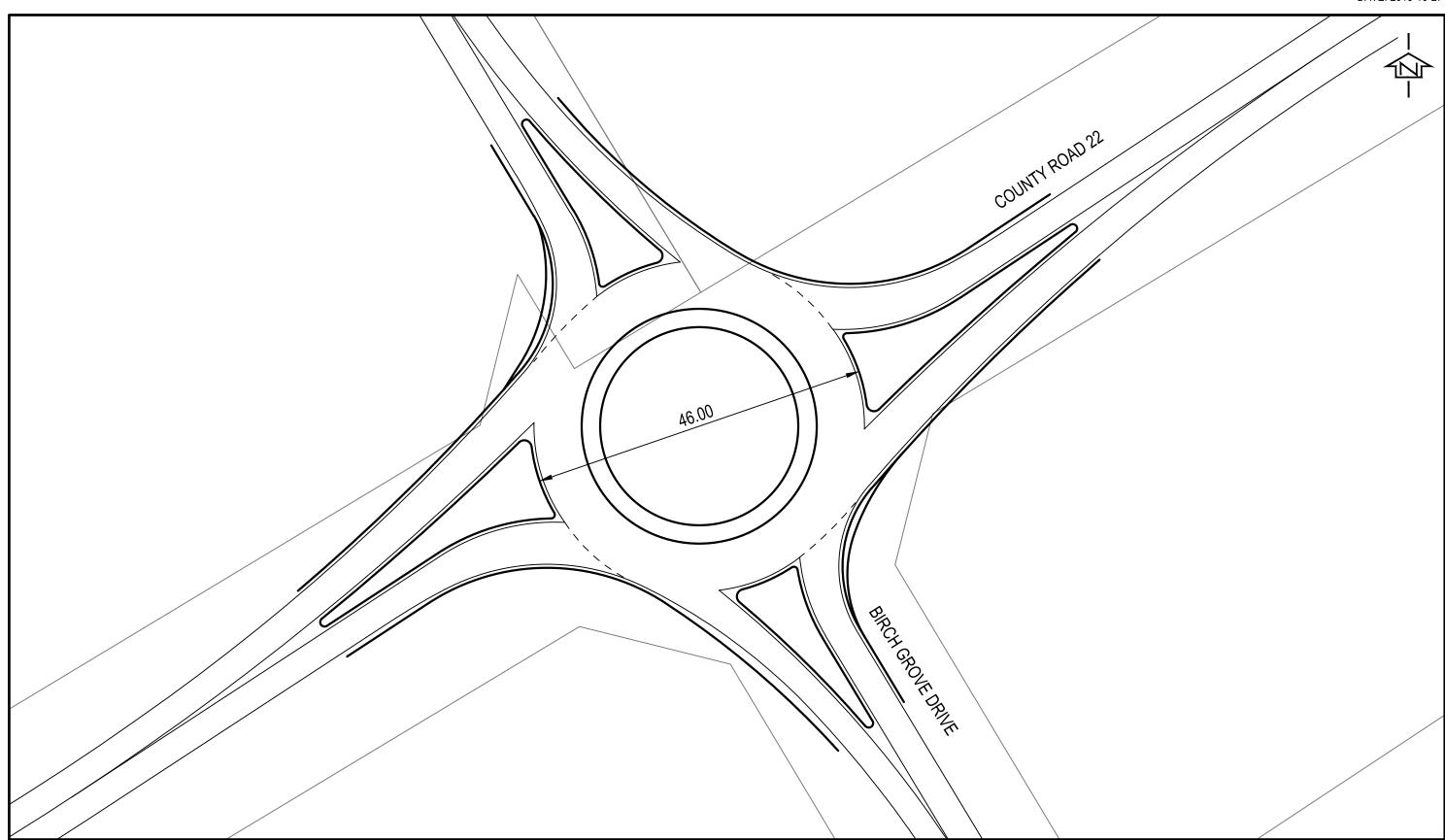


Figure 2-2: Roundabout Concept at County Road 22 and Birch Grove Drive

Figure 2-3: Roundabout Concept at County Road 22 and 4th Line

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	Level of Service (LOS)	
Intersection	Control	AM	PM
3 rd Line	Signal	В	В
Horseshoe Valley Resort Entrance	Stop	Α	Α
4 th Line	Signal	Α	Α

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.

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.

Interpostion	Level of Service (LOS)		
Intersection	AM	PM	
3 rd Line	А	В	
Horseshoe Valley Resort Entrance	А	Α	
4 th Line	Α	Α	

Table 3-2: 2033 Peak-hour Capacity Analysis Results – Roundabout Alternatives

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-	Non-fatal Injury	Fatal
	damage-only	Collisions	Collisions
82	64	17	1

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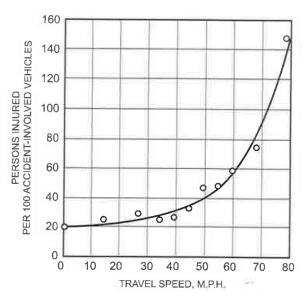
Although the available data is nearly 4 years out of date – meaning that the most recent safety performance cannot be evaluated – it is reasonable to assume that the past safety trend identified in this dataset would likely continue forward to current-day conditions. With increasing corridor traffic due to development, tourism, and commerce, the safety risks along this section of County Road 22 can be expected is 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 alternatives 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 metal 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).

				'			,			
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%

Table 3-6: Vehicle Speed Distribution on County Road 22

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).

· · · · · · · · · · · · · · · · · · ·					
Speed Statistic	Calculated Value (km/h)				
25 th percentile	78				
Average	85				
50 th percentile	86				
85 th percentile	97				
Maximum	>121				

Table 3-7: Vehicle Speed Statistics on County Road 22

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.

$$\left(\frac{\textit{Average operating speed of a roadway after}}{\textit{Average operating speed of a roadway before}} \right)^{\alpha} = \textit{Collision factor}$$

$$\left(\frac{70 \frac{km}{h}}{85 \frac{km}{h}} \right)^{1.9} = 0.69 = 31\% \ \textit{reduction}$$

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

used to determine societal costs of collisions in Section 3.3; no models/equations are available to quantify the effects of reducing speed differentials.

	α-value					
Confidence	Fatal	Non-fatal Injury Collision			Property- damage-	
	Collision	Serious Injury	Slight Injury	Average Injury	only Collision	
Mean value	3.6	2.0	1.1	1.55	1.0	
(2.5 percentile, 97.5 percentile)	(2.4, 4.8)	(0.7, 3.3)	(0, 2.4)	(0.35, 2.85)	(0, 2.0)	

Table 3-8: Estimates of α Exponent

Table 3-9: Collision Reduction due to Reduction in Average Operating Speed

Reduction in Average	Reduction in Collision Frequency Average % (2.5 percentile, 97.5 percentile)				
Speed	Fatal Collisions	Non-fatal Injury Collisions	Property-damage- only Collisions		
5 km/h	20%	9%	6%		
	(14%, 25%)	(2%, 16%)	(0%, 11%)		
10 km/h	36%	18%	12%		
	(26%, 45%)	(4%, 30%)	(0%, 22%)		
15 km/h	50%	26%	18%		
	(37%, 61%)	(7%, 42%)	(0%, 32%)		
20 km/h	62%	34%	24%		
	(47%, 72%)	(9%, 53%)	(0%, 42%)		
25 km/h	71%	42%	29%		
	(57%, 81%)	(11%, 63%)	(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.



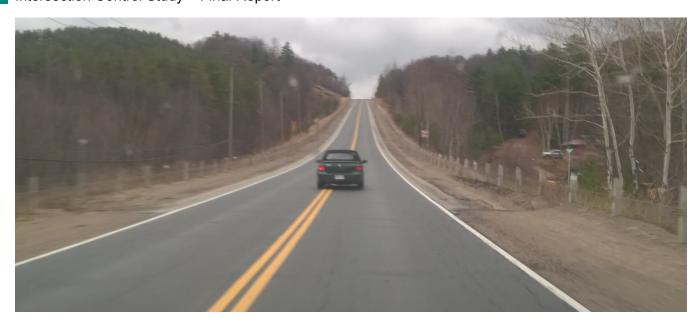


Figure 3-2: Illegal Passing Maneuver

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".



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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.

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

Table 3-10: Average Annual Societal Cost of Collisions within Study Area

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

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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.

Table 3-11: Average Annual Societal Cost Savings due to Reduction in Average Operating Speed

85 km/l	ction in Average Reduction in Annual Collision Costs 1 Average (2.5 percentile, 97.5 percentile) 1 Speed [\$100,000]					
[km/h]	%	Fatal Non-fatal Injury Property-damage- Collisions Only Collisions Total				otal
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 with be equal to or greater than projected.

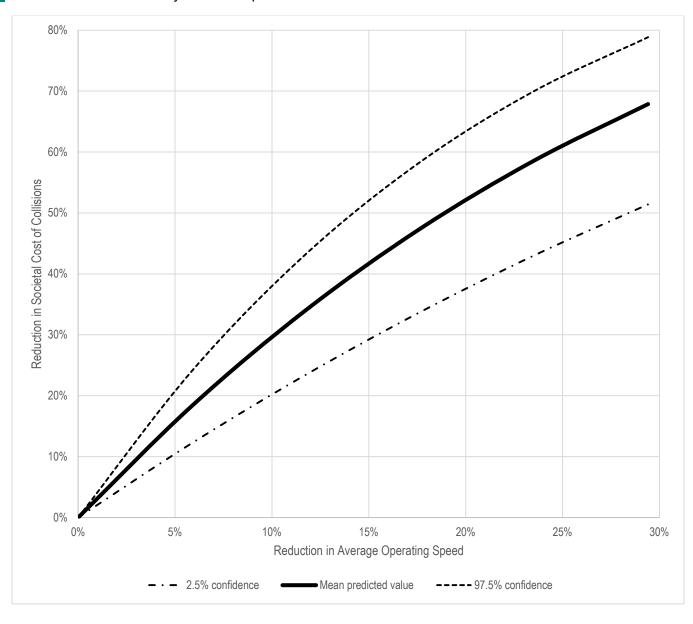


Figure 3-4: Relationship between Speed and Societal Cost of Collision

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.

Table 3-12: Societal Cost Savings at 97.5% Confidence Level due to Average Operating Speed Reduction

Average Operating Speed	Reduction in Average Operating Speed	Societal Cost Savings, 97.5% Confidence [\$1,000,000]		
[km/h]	[km/h]	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.

C-42-11-11	Cuita ui a	Intersection Control			
Category	Criteria	Two-way Stop	Signalization	Roundabout	
Driver evenestation	Driver security and comfort	•	•	•	
Driver expectation	Driver perception of safety	0	•	•	
	High mobility on CR 22	•		•	
	Delay and queuing on crossroads	•		•	
Operations	Goods movement / truck accommodation	•	•	•	
Operations	Residual capacity	0	•	•	
	Travel time	•	•	•	
	Pedestrian and cyclist accommodation	0	•	•	
Design	Adherence to standards and policy	•	•	•	
Development	Favourable to adjacent land uses	•	•	•	
	Lifecycle costs	\circ	•	•	
	Societal costs of collisions	\circ	•	•	
Costing	Capital costs	•		•	
	Operations and maintenance costs	•	•	•	
	User costs	•	•	•	
	Utility impacts	•	•	•	
Physical impacts	Property impacts	•	•	•	
	Constructability	•	•	•	
Environmental	Noise	•	•	•	
Environmental	Environmental impact	•		•	

Table 3-14: Evaluation of Alternatives

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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.

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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:
 - 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):
 - The safest intersection control method for all users (including pedestrians) is a roundabout;
 - c. Between major intersections:
 - 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:
 - 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						
morocotion Boldy (odorvon).							
Movement	EBT	EBR	WBL	WBT	NWI	_ NWR	
Volume (vph)	281	87	41	331	87		
Conflicting Peds.(#/hr)	0	0	0	0	(
Sign Control	Free	Free	Free	Free	Stop		
Right Turn Channelized	None	None	None	None	None		
Storage Length		0.0	0.0		0.0		
Median Width	0.0			0.0	3.6	3	
Grade (%)	0%			0%	0%	, 0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.98	0.95	
Heavy Vehicles(%)	6	9	12	7	2	4 8	
Movement Flow Rate	296	92	43	348	92		
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	1 -	
Follow-up Headway	-	-	2.308	-	3.536	3.372	
Pot Capacity-1 Maneuver	-	-	1118	-	363	687	
Stage 1	-	-	-	-	715	5 -	
Stage 2	-	-	-	-	649	-	
Time blocked-Platoon(%)	-	-	0	-	(
Mov Capacity-1 Maneuver	-	-	1118	-	346		
Mov Capacity-2 Maneuver	-	-	-	-	346		
Stage 1	-	-	-	-	71		
Stage 2	-	-	-	-	618	-	
Approach	EB		WB		NV		
HCM Control Delay (s)	0		0.9		18		
HCM LOS	Α		Α		(
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	-	-	Α	-		
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	Α			Α			В			В		
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		В	Α	Α	-	Α	Α	-	В			

- - 0.187

- - 0.305

0.956 0.018

HCM 95th Percentile Queue (veh)

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	Α			Α			В			В		
Lane		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (vph)		361	898	LDL	LDI	LDIX	WDL	WDI	WDIX	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		0.14 C	0.023 A	0.000 A	-	-	0.03 A	A	-	0.02 B		
HCM 95th Percentile Queue (veh)	0.482	0.076	0.018	-	_	0.093	-	-	0.062		
Trom John Follonine Queue (voii)	0.702	0.010	0.010	_	_	0.000	_	_	0.002		

Interposition							
Intersection Delay (acelyab)	17.0						
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	А		Α		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	-	-	Α	-		
HCM 95th Percentile Queue (ve	h) 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									
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	Α			Α			Е			С		
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		Е	Α	Α	-	Α	Α	-	С			
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	Α			Α			D			С		
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		Е	В	Α	-	-	Α	Α	-	С		
HCM 95th Percentile Queue (v	veh)	2.191	0.29	0.034	-	-	0.139	-	-	0.192		

	\rightarrow	-	~	•	*	4
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	↑	7	ሻ	†	ሻ	7
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
	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
	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	500.0	1.000	1.000	700.0	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	В	В	В	В	В	В
Approach Volume, veh/h	387			392	131	
Approach Delay, s/veh	14.0			11.3	12.8	
Approach LOS	В			В	В	
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+l1), s	8.72		2.84	9.25		
Green Extension Time (p c)	6.62		0.04	11.44		
(1 – 7	0.02		0.01			
Intersection Summary			40.0			
HCM 2010 Control Delay			12.6			
HCM 2010 Level of Service			В			

	-	74	•	•	*	4
Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations	†	7	ሻ		ሻ	7
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	17.3	1.000	1.000	3.0	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
				1.000	1.000	1.000
Upstream Filter(I)	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	<u>C</u>	В	В	В	В	В
Approach Volume, veh/h	792			489	223	
Approach Delay, s/veh	20.2			10.6	17.9	
Approach LOS	С			В	В	
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+l1), s			2.92	11.45		
Green Extension Time (p_c)	2.73		0.05	17.15		
Intersection Summary						
			16.7			
HCM 2010 Control Delay			16.7			
HCM 2010 Level of Service			В			



County Road 22, Simcoe County, Ontario CR 22 at 3rd Line

2033 Peak Hours, Total Traffic, Single-lane Roundabout Configuration

(No Leg) CR 22 EB 3rd Line NB CR 22 WB	L _a Number of approach lanes - 1	V Approach road halfwidth (m) - 4.25	L _e Number of entry lanes	E Entry width (m)	l' Effective flare length (m)	R Entry radius	D Inscribed circle	Phi Entry angle	RTBP Right-turn	y-intercept
CR 22 EB 3rd Line NB	approach lanes - 1	road half- width (m)		width (m)	flare length			,	0	(2.1)
CR 22 EB 3rd Line NB	1		-		()	(m)	diameter (m)	(deg)	bypass (Y/N)	(%)
3rd Line NB		4.25		-	1	1	-	-	-	1
	1		1	4.25	0	20	40	20	Υ	90
CR 22 WB		4.25	1	4.25	0	20	40	20	N	90
	1	4.25	1	4.25	0	20	40	20	N	90
			AM					PM		
	Right	Through	Left	U-turn	Total	Right	Through	Left	U-turn	Total
(No Leg)	-	-	-	-	-	-	-	-	-	-
		281	0	0			590	0	0	752
3rd Line NB	37	0		0			0		0	212
	0	331	41	0		0	415	50	0	465
Total										1,429
	Right	Through	Left	U-turn	PHF	Right	Through	Left	U-turn	PHF
	-	-	-	-		-	-	-	-	
			0	0	0.95			0	0	0.95
		0		0	0.70		0		0	0.70
CR 22 WB	ŭ	-		0		·	0,		0	
	Right	Through	Left	U-turn	W. Avg.	Right	Through	Left	U-turn	W. Avg.
	-	-	-	-	-	-	-	-	-	-
		6	0		7	1		Ü		3
		0	4		ŭ			Ū	Ü	0
	0	7	12	0		0	5	0	0	4
Weighted Avg.					6.9					2.8
١	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				5	А				9	А
3rd Line NB										А
CR 22 WB				-	А	<25	<25		_	Α
ection			V/C Ratio	Delay (s)	LOS	Residual	Capacity	V/C Ratio	Delay (s)	LOS
Inters	>50	0%	0.30	7	Α	37%	[EB]	0.53	11	В
	CR 22 EB 3rd Line NB CR 22 WB Total (No Leg) CR 22 EB 3rd Line NB CR 22 WB (No Leg) CR 22 EB 3rd Line NB CR 22 WB Weighted Avg. (No Leg) CR 22 EB 3rd Line NB	(No Leg) - CR 22 EB 87 3rd Line NB 37 CR 22 WB 0 Total Right (No Leg) - CR 22 EB 24 3rd Line NB 30 CR 22 WB 0 Right (No Leg) - CR 22 EB 9 3rd Line NB 8 CR 22 EB 9 3rd Line NB 8 CR 22 WB 0 Weighted Avg. (No Leg) - CR 22 EB 28 3rd Line NB 8 CR 22 WB 0 Weighted Avg. (No Leg) - CR 22 EB 25 3rd Line NB <25 CR 22 WB <25	(No Leg)	(No Leg)	CR 22 EB	(No Leg)	(No Leg) -	(No Leg) -	CR 22 EB	CR 22 EB

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 July 16, 2015

Source of traffic forecast: Ainley Group, Traffic Impact Study (April 2014 Draft), received May 21, 2015

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Prepared by: Clayton Rudy, P.Eng. Reviewed by Joel Rabinovitz, P.E.

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County Road 22, Simcoe County, Ontario CR 22 at Horseshoe Valley Resort Access 2033 Peak Hours, Total Traffic, Single-lane Roundabout Configuration

									_		
		La	V	L _e	E	ľ	R	D	Phi	RTBP	y-intercept
Geometry		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)	(%)
Seor	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	Υ	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
(0				AM					PM		
ents		Right	Through	Left	U-turn	Total	Right	Through	Left	U-turn	Total
vem	HVR SB	2	1	8	0	11	5	5	4	0	14
Mo	CR 22 EB	54	228	7	0	289	92	539	13	0	644
Turning Movements	HVR NB	21	0	48	0	69	49	4	80	0	133
ī	CR 22 WB	1	279	36	0	316	5	321	39	0	365
	Total					685					1,156
9		Right	Through	Left	U-turn	PHF	Right	Through	Left	U-turn	PHF
Proportion (%)	HVR SB	18	9	73	0		36	36	29	0	
ortic	CR 22 EB	19	79	2	0	0.95	14	84	2	0	0.95
rop	HVR NB	30	0	70	0	0.70	37	3	60	0	0.70
4	CR 22 WB	0	88	11	0		1	88	11	0	
)e		Right	Through	Left	U-turn	W. Avg.	Right	Through	Left	U-turn	W. Avg.
ntaç	HVR SB	2	2	2	2	2	2	2	2	2	2
erce	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
Truck Percentage	CR 22 WB	2	2	2	2	2	2	2	2	2	2
	Weighted Avg.					2.0					2.0
_		50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS	50% Queue (m)	95% Queue (m)	V/C Ratio	Delay (s)	LOS
oac	HVR SB	<25	<25	0.01	4	А	<25	<25	0.02	4	А
Approach	CR 22 EB	<25	<25	0.26	4	Α	<25	<25	0.57	7	А
1	HVR NB	<25	<25	0.07	4	Α	<25	<25	0.16	5	А
	CR 22 WB	<25	<25	0.28	4	А	<25	<25	0.33	5	Α
	Intersection	Resi Capa		V/C Ratio	Delay (s)	LOS	Residua	l Capacity	V/C Ratio	Delay (s)	LOS
	Inters	>50	0%	0.25	4	Α	>5	0%	0.44	6	Α

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.

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County Road 22, Simcoe County, Ontario CR 22 at 4th Line

2033 Peak Hours, Total Traffic, Single-lane Roundabout Configuration

		La	V	L _e	E	ľ	R	D	Phi	RTBP	y-intercept
Geometry		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)	(%)
eor	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
S				AM					PM		
ent		Right	Through	Left	U-turn	Total	Right	Through	Left	U-turn	Total
ver	4th Line SB	22	16	5	0	43	12	8	7	0	27
8	CR 22 EB	40	178	7	0	225	66	440	26	0	532
Turning Movements	4th Line NB	68	4	45	0	117	81	14	65	0	160
Ţ		2	233	70	0	305	9	283	89	0	381
	Total					690					1,100
%		Right	Through	Left	U-turn	PHF	Right	Through	Left	U-turn	PHF
Proportion (%)	4th Line SB	51	37	12	0		44	30	26	0	
orti	CR 22 EB	18	79	3	0	0.95	12	83	5	0	0.95
	4th Line NB	58	3	38	0		51	9	41	0	
_	CR 22 WB	1	76	23	0		2	74	23	0	
ge		Right	Through	Left	U-turn	W. Avg.	Right	Through	Left	U-turn	W. Avg.
enta	4th Line SB	0	7	0	5	3	8	0	14	5	7
erce	CR 22 EB	0	3	14	5	3	4	2	4	5	2
Truck Percentage	4th Line NB	10	0	17	5	12	3	8	4	5	4
ī	CR 22 WB	0	6	17	5	8	11	4	8	5	5
	Weighted Avg.					6.9					3.6
Ч		50% Queue (m)	(m)	V/C Ratio	Delay (s)	LOS	50% Queue (m)	(m)	V/C Ratio	Delay (s)	LOS
oac	4th Line SB	<25	<25	0.04	4	Α	<25	<25	0.03	4	А
Approach	CR 22 EB	<25	<25	0.20	4	Α	<25	<25	0.48	6	А
	4th Line NB	<25	<25	0.11	4	А	<25	<25	0.18	5	Α
	CR 22 WB	<25	<25	0.27	5	Α	<25	<25	0.35	5	Α
	Intersection	Resi Capa		V/C Ratio	Delay (s)	LOS	Residua	l Capacity	V/C Ratio	Delay (s)	LOS
	Inters	>5	0%	0.21	4	Α	>5	60%	0.38	6	Α
1 -											

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 July 16, 2015

Source of traffic forecast: Ainley Group, Traffic Impact Study (April 2014 Draft), received May 21, 2015

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Prepared by Clayton Rudy, P.Eng. Reviewed by Patrick Wong, P.Eng., PTOE

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County Road 22, County of Simcoe DRAFT Intersection Control Value Engineering Study

Appendix B: Capital Cost Estimation Details

CR22 INTERSECTION COST COMPARISON

112166 HVR AND 3rd LINE INTERSECTION

11216 HVR A	ND 3rd LINE INTERSECTION		SIGNALIZED	ROUNDABOUT		SIGNALIZED	RC	DUNDABOUT
Item	Description	Unit	Estimated	Estimated	Unit Price	Amount	Amoı	unt
SECT	ON A – ROAD WORKS		Quantity	Quantity		Amount	AIIIO	unt
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	3	\$57,504.84
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	323	213	\$110.00	\$35,542.34	ļ	\$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	1	\$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 Se	ction A:		\$359,529)	\$594,472
	ON B - ELECTRICAL TRAFFIC SIGNALS (HVR)							
12	Electrical Handholes	Ea.	4	0	\$900.00			\$0.00
13	Duct and Conduit Systems	L.S.	100%	0%	\$20,000.00			\$0.00
14	Cable Systems including Grounding System	L.S.	100%	0%	\$9,100.00	. ,		\$0.00
15	Hydro Supply – to Power Pedestal No. 1	L.S.	100%	0%	\$2,100.00			\$0.00
16	Poles, Base Mounted	Ea.	6	0	\$1,000.00			\$0.00
17	Concrete Footing in Earth	Ea.	6	0	\$1,425.00			\$0.00
18	LED Luminaries c/w Photo Controller c/w 1.8 m Polished Aluminum Elliptical Arm	Ea.	2	0	\$1,200.00			\$0.00
19	Highway Signal Heads	Ea.	6	0	\$860.00	. ,		\$0.00
20	Special Signal Heads	Ea.	2	0	\$900.00			\$0.00
21	Single Member Arms c/w Hangers	Ea.	8	0	\$1,050.00			\$0.00
22	Pedestrian Signal Heads c/w Double Arm Brackets	Ea.	8	0	\$700.00			\$0.00
23	Audible Pedestrian Signals	Ea.	8	0	\$1,140.00			\$0.00
24	Pedestrian Pushbutton	Ea.	8	0	\$230.00	. ,		\$0.00
25	Loop Detectors	Ea.	8	0	\$1,450.00			\$0.00
26	Emergency Vehicle Pre-Emption	L.S.	100%	0%	\$7,750.00			\$0.00
27	Pad Mounted Traffic Controller	Ea.	1	0	\$21,000.00			\$0.00
28	Battery Back Up System	L.S.	100%	0%	\$7,900.00	\$7,900.00)	\$0.00
			Subtotal Se	ction B:		\$131,920.00)	\$0.00
	ON C – LANDSCAPING AND RESTORATION							
29	Intersection Planting and Apron Paving	L.S.	100%	100%	NA			\$105,000.00
			Subtotal Se	ction C:		\$5,000.00)	\$105,000.00
						•		
	ROAD WORKS					\$ 359,529.26		594,471.
	ELECTRICAL TRAFFIC SIGNAL (hvr)					\$ 131,920.00		-
	LANDSCAPING AND RESTORATION					\$ 5,000.00	\$	105,000.00
	SUBTOTAL (A to	o C)				\$ 496,449.26	\$	699,471.58
	Contingency Allowance 10%	<u> </u>				\$ 49,644.93	\$	69,947.16
	TOTAL Excluding HST					\$ 546,094.18	\$	769,418.73
						, 2,0,0020	т	,,

CR22 INTERSECTION COST COMPARISON

112166 HVR AND HV RIVD

11216	6 ND HV BLVD		CICNALIZED	DOLINDADOLIT		CICNALIZED	DOLINDADOLIT
			SIGNALIZED Estimated	ROUNDABOUT Estimated		SIGNALIZED	ROUNDABOUT
Item	Description	Unit	Quantity	Quantity	Unit Price	Amount	Amount
	ON A – ROAD WORKS						
1	Earth Excavation and Grading	M^3	500	2000	\$20.00		,
2	Engineered Fill Select Subgrade Material	t	750	1250	\$15.00	. ,	, -,
3	Granular 'B' Type 1 (450 mm)	t	3834	3626	\$20.00		, ,
4	Granular A (150 mm)	t	1494	1382	\$25.00		
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	651	490	\$120.00		7/
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	289	218	\$110.00		\$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 Se	ction A:		\$305,439	\$381,715
	ON B – ELECTRICAL TRAFFIC SIGNALS (HVR)						
12	Electrical Handholes	Ea.	4	0	\$900.00	*-,	
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 Se	ction B:		\$131,920.00	\$0.00
	ON C – LANDSCAPING AND RESTORATION						
29	Intersection Planting and Paving	L.S.	100%	100%	NA	\$5,000.00	\$105,000.00
			Subtotal Se	ction 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	
	E E G					2 3,000.00	Ç 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

11216 HVR A	6 ND 4TH LINE		SIGNALIZED	ROUNDABOUT		SIGNALIZED	ROUNDABOUT
			Estimated	Estimated		JIGITALIZED	ROONDABOOT
Item	Description	Unit	Quantity	Quantity	Unit Price	Amount	Amount
	ON A – ROAD WORKS	3	500	0000	#00.00	\$40,000,00	440.000.00
1	Earth Excavation and Grading	M ³	500	2000	\$20.00		,
2	Engineered Fill Select Subgrade Material	t .	750	1250	\$15.00		, -,
3	Granular 'B' Type 1 (450 mm)	t	4302	6013	\$20.00		,
4	Granular A (150 mm)	t	1670	1670	\$25.00		, ,
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	732	673	\$120.00		7/
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	326	299	\$110.00		, - ,
7	Hot Mix Miscellaneous	M^2	0	2409	\$30.00	•	7/
8	Tack Coat	M^2	6616	6077	\$3.00	\$19,849.00	\$18,230.4
9	Concrete Curb and Gutter						
	a) Barrier Curb and Gutter OPSD 600.040	m	368	969	\$75.00	. ,	7,
	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 Sec	ction A:		\$328,348	\$528,70
	ON 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 Sec	ction B:		\$131,920.00	\$0.00
SECT	ON C – LANDSCAPING AND RESTORATION						
29	Intersection Planting and Paving	L.S.	100%	100%	NA	\$5,000.00	\$105,000.00
			Subtotal Sec	ction C:		\$5,000.00	\$105,000.0
	ROAD WORKS					\$ 328,347.98	
	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%	<u>-</u>				\$ 46,526.80	
	TOTAL Excluding HST					\$ 511,794.78	\$ 697,078.51





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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.

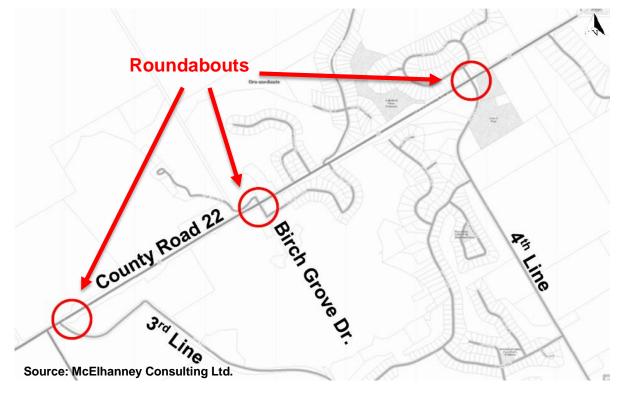


Figure 1: Study Area

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:

- 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.

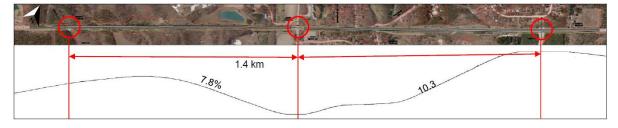


Figure 2: Horseshoe Valley Road Profile (Source: McElhanney Consulting Ltd.)

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.

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 access 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

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/.



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- + 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	 erosion control measures buffers and setbacks sediment traps staging work bio-engineering techniques 	After site grading and during construction on slopes and channels Collect sediment before entering drainage channel During biologically critical periods
Ponding effects on adjacent properties due to natural drainage disruption	 appropriate use of culverts, porous backfill and tile drains apply natural channel design principles 	In new construction projects and expansion
Contamination of surface waters through runoff, spills, leaks and disinfection activities	 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 	As a general practice and particularly in vicinity of water bodies, wetlands
Changes in volume of surface runoff	use design measures to minimize increase in surface runoff	New impervious surfaces
Changes in flood storage capacity by placing fill and structures in floodplain	 avoid placing fill and structures in floodplain or compensate flood and fill permits from Local Conservation Authority 	Construction within river valleys. Disposal of excess fill.
GROUNDWATER		
Interference of shallow aquifers and springs	 hydrogeologic investigation to identify such areas in advance develop alternatives to avoid impacts 	Excavations
Reduce groundwater quantity through construction dewatering	 locate construction activities away from groundwater users and water bearing formations (soils) where possible. proper dewatering techniques seasonal constraints on construction 	Depletion or lowering of shallow aquifers and springs by groundwater utilization
Spills or leaks resulting in contamination of groundwater	construction refueling precautionsland filling precautions	Near watercourses and on site generally. Areas of high

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
supply	operation and storage precautions	infiltration capability
Drainage of wetland areas resulting in a reduced groundwater contribution to surface waterbodies	 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	 restrict extent of impervious surfaces in zones of high 	Subsurface barriers, e.g., foundations, areas of impervious
Interference with groundwater movement	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	erosion and sediment controllocate projects appropriatelysetbacks	Construction adjacent to well sites and exposed aquifers
TERRESTRIAL VEGETATION AND	WILDLIFE	
Removal or disturbance of significant trees and/or ground flora	review status of speciesavoid these areasemploy 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	 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	 staging of construction to cause least disruption employ noise and dust control measures 	As general practice.
AGRICULTURAL		
Soil contamination by chemicals	 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	 stage construction work restore tile and surface drainage system 	In agricultural and rural areas.
Decrease in groundwater	design to minimize dewatering effectsprovide recharge	In agricultural and rural areas.
Effects of physical changes in operation due to property loss	- compensation	In agricultural and rural areas.

EFFECT	MITIGATING MEASURES	APPLICATION WHERE/WHEN
RESIDENTIAL, INSTITUTIONAL,	COMMERCIAL AND INDUSTRIAL	
Disruption of tourism facilities	 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	 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	 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	 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	 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	 compensate by providing facilities elsewhere 	In areas within or adjacent to public open space.
SOILS GEOLOGY		
Erosion by wind, water and ice	 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
	chemical stabilizersgravel blanketsseedingsoddingtoe drainage	
Slumping of encroached slopes	 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	 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.	remedial measures to avoid spills and leakscontingency plan for clean-up	During construction.
Mixing of topsoil with subsoil	 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	Consider the following: 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) Water conservation and efficiency through leakage/loss detection and prevention in distribution system	
PUBLIC HEALTH		
Exhaust emissions from construction equipment and vehicles	Minimize operation on site, control location on site	Where adjacent uses or natural vegetation could be adversely affected
Groundwater contamination	 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	 contact potentially affected government agencies and public downstream within 24 hours of by-pass event 	In all cases.
OPERATIONAL AND CONSTRU	CTION 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	 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



MINUTES

Ainley & Associates Limited
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START UP MEETING

PROJECT: County of Simcoe

County Road 22

2.5 km east and west of Horseshoe Valley Main Entrance, Intersection Improvements at 3^{rd} 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

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.
- 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.

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

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

Bill Boston, CET Senior Technologist

Cc Mike Neumann, Ainley Group Tom Nollert, Ainley Group

Sean Sexsmith, Ainley Group

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MINUTES

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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:

Whoter.

Bill Boston, C.E.T

Ainley & Associates Limited

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MINUTES

Ainley & Associates Limited

280 Pretty River Parkway, Collingwood, ON L9Y4J5 Tel: (705) 445-3451- Fax: (705) 445-0968 Email: collingwood@ainleygroup.com

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:

- 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 3 rd bullet to read "Develop and evaluate design <u>alternatives</u> for	Ainlev
	the preferred solution'	,o _j

- Revise 4th bullet to read "Complete a functional design for the preferred alternative"

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

Ainley

- Add heading above bullet 3 to note additional problems as per public comments

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. $3^{\rm rd}$ Line, Horseshoe Blvd and $4^{\rm th}$ Line)

Ainley

- Add heading above bullet 3 identifying the 4 minor intersections (i.e. Beechwood, Maplecrest, Pine Ridge and Country Club)

Ainley

 Move bullet 5 to follow bullet 2 such that it is placed under the major intersection design concepts

Ainley

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

(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.

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

County of Simcoe

What are the Options to Improve Safety for Pedestrians and Cyclist Board

Revise to note paved shoulders only

Ainley

Ainley

Ainley

County

Ainley

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

- 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

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

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MINUTES

Ainley & Associates Limited

280 Pretty River Parkway, Collingwood, ON L9Y4J5 Tel: (705) 445-3451- Fax: (705) 445-0968 Email: collingwood@ainleygroup.com

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 Ainley intersection configurations

• Ainley to add lane direction arrows to illustrate traffic turning Minley movements at each intersection

 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 to place typical cross sections and renderings below plan layout for ease of reference

Ainley to add notations to the plan highlighting proposed measures to

Ainley

Ainley

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

 Ainley to extend plan coverage to include proposed right turn taper at Trillium Trail Ainley

 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. Ainley

- 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.

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.

Ainley

 Roundabout location, diameter size, lanes (i.e. single/double) and grading limits to be resolved as part of additional roundabout assessment study

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.

Ainley

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.

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

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.

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 Mike Neumann, P. Eng. Ainley & Associates Limited Ainley & Associates Limited

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MINUTES

Ainley & Associates Limited

280 Pretty River Parkway, Collingwood, ON L9Y4J5 Tel: (705) 445-3451- Fax: (705) 445-0968 Email: collingwood@ainleygroup.com

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

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

112166

HVR - 3rd Line to 4th Line

em Description	Amount
ECTION A1 – CONSTRUCTION (SECTION 1)	\$ 5,210,723.60
ECTION A2 – CONSTRUCTION (SECTION 2)	\$ 6,116,936.40
SECTION B1 - REMOVALS (SECTION 1)	\$ 274,758.00
ECTION B2 - REMOVALS (SECTION 2)	\$ 322,542.00
ECTION C1 - SITE PREPARATION (SECTION 1)	\$ 326,600.00
ECTION 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
ECTION D – 3rd LINE CONSTRUCTION	\$ 1,697,168.75
ECTION D – HORSESHOE VALLEY BOULEVARD CONSTRUCTION	\$ 1,345,606.25
ECTION D - 4th LINE CONSTRUCTION	\$ 1,590,606.25

112166 Mainline - Segment 1

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTI	ON 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

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	-	Amount
SECTI	ON 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

112166 Mainline - Segment 1

ltem	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTI	ON 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

ltem	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTI	ON 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

112166 Mainline - Segment 1

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECT	ON 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
SECTI	ON 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

TOTAL Excluding HST

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTIO	N A – ROAD WORKS						
1	Earth Excavation and Grading	m3	12,000		12,000	\$20.00	\$240,000
2	Engineered Fill Select Subgrade Material	t	3,333	1.80	6,000	\$17.50	\$105,000
3	Granular 'B' Type 1 (450 mm)	t	1,900	2.00	3,800	\$20.00	\$76,000
4	Granular 'A' (150 mm)	t	625	2.40	1,500	\$25.00	\$37,500
5	Hot Mix Base Course Asphalt (90 mm Super Pave19)	t	244	2.46	600	\$130.00	\$78,000
6	Hot Mix Surface Course Asphalt (40 mm Super Pave 12.5)	t	102	2.46	250	\$125.00	\$31,250
7	Hot Mix Miscellaneous	m2	1,450		1,450	\$80.00	\$116,000
8	Tack Coat	m3	4,500		4,500	\$1.25	\$5,625
9	Barrier Curb and Gutter OPSD 600.040	m	700		700	\$100.00	\$70,000
10	Mountable Curb and Gutter OPSD 600.030	m	105		105	\$100.00	\$10,500
11	Storm Sewer	LS	100%		100%	\$43,500.00	\$43,500
12	Ground Mounted Signs	ea.	20		20	\$400.00	\$8,000
13	Pavement Markings	m	3,000		3,000	\$3.00	\$9,000
14	Pavement Markings - Symbols	ea.	12		12	\$380.00	\$4,560
15	Landscaping	LS	100%		100%	\$150,000.00	\$150,000
	SUBTOTAL						\$ 984,935
	THE P. L. P.		100%		100%	\$ 300,000.00	\$ 300,000
	Utility Relocation TOTAL Excluding HST	LS	100%			,,	\$1,284,935
Item	TOTAL Excluding HST		Fstimated	Conversion			\$1,284,935
ltem	TOTAL Excluding HST Description	Unit	Fstimated	Conversion Factor	Total	Unit Price	\$1,284,935 Amount
SECTIO	TOTAL Excluding HST Description N B – REMOVALS	Unit	Estimated Quantity		Total	Unit Price	Amount
SECTIO 1	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt	Unit m2	Estimated Quantity		Total	Unit Price \$7.40	Amount \$14,800
SECTIO 1	TOTAL Excluding HST Description N B – REMOVALS	Unit	Estimated Quantity		Total	Unit Price	Amount
SECTIO	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt	Unit m2	Estimated Quantity		Total	Unit Price \$7.40	Amount \$14,800
SECTIO 1	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth)	Unit m2	Estimated Quantity		Total	Unit Price \$7.40	\$14,800 \$8,000
SECTIO 1	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	\$14,800 \$8,000 \$22,800
\$ECTIO 1 2	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	\$14,800 \$8,000 \$22,800
\$ECTIO 1 2 112166 3rd Line	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	\$14,800 \$8,000 \$22,800 \$ 22,800
SECTIO 1 2 112166 3rd Line	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	\$14,800 \$8,000 \$22,800 \$ 22,800
SECTIO 1 2 112166 3rd Line Item SECTIO	TOTAL Excluding HST Description N B – REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	\$14,800 \$8,000 \$22,800 \$ 22,800 Amount \$ 1,284,935
SECTIO 1 2 112166 3rd Line Item SECTIO SECTIO	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	\$14,800 \$8,000 \$22,800 \$ 22,800
SECTIO 1 2 112166 3rd Line Item SECTIO SECTIO	TOTAL Excluding HST Description N B – REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse ROUNDADOUT Description N A – CONSTRUCTION N B – REMOVALS N C – SITE PREPARATION	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	Amount \$14,800 \$8,000 \$22,800 \$ 22,800 \$ 1,284,935 \$ 22,800 \$ 50,000
SECTIO 1 2 112166 3rd Line Item SECTIO SECTIO	TOTAL Excluding HST Description N B – REMOVALS Removal of Asphalt Stripping (200mm Depth) SUBTOTAL TOTAL Excluding HST CR22 Interse	Unit m2 m3	Estimated Quantity 2000 400		Total	Unit Price \$7.40	Amount \$14,800 \$8,000 \$22,800 \$ Amount \$ 1,284,935 \$ 22,800

\$ 1,697,168.75

CR22 Intersection Cost Estimate

112166 Horseshoe Valley Boulevard Roundabout

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTIO	N 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					9	707,685.00
	Utility Relocation	LS	100%		100%	\$300,000.00	\$300,000.00
	TOTAL Excluding HST						\$1,007,685.00
ltem		Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	\$1,007,685.00 Amount
	TOTAL Excluding HST	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	
SECTIO	TOTAL Excluding HST Description	Unit m2			Total 2000	Unit Price	Amount
SECTIO	TOTAL Excluding HST Description N B - REMOVALS		Quantity				Amount \$14,800.00
SECTIO 1 2	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt	m2	Quantity 2000		2000	\$7.40	\$14,800.00 \$4,000.00
SECTIO 1 2	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth)	m2 m3	2000 200		2000 200	\$7.40 \$20.00	\$14,800.00 \$4,000.00 \$4,000.00
SECTIO 1 2 3	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00
SECTIO 1 2	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00
SECTIO 1 2 3	Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL TOTAL Excluding HST	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00 \$ 18,800.00
SECTIO 1 2 3 Item SECTIO	TOTAL Excluding HST Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL TOTAL Excluding HST Description	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00 \$ 18,800.00 Amount \$1,007,685.00
SECTIO 1 2 3 Item SECTIO SECTIO	Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL TOTAL Excluding HST Description N A - CONSTRUCTION	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00 \$ 18,800.00 Amount \$1,007,685.00 \$ 18,800.00
SECTIO 1 2 3 3 Item SECTIO SECTIO	Description N B - REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL TOTAL Excluding HST Description N A - CONSTRUCTION N B - REMOVALS	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00 \$ 18,800.00 Amount \$1,007,685.00 \$ 18,800.00
SECTIO 1 2 3 3 Item SECTIO SECTIO	Description N B – REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL TOTAL Excluding HST Description N A – CONSTRUCTION N B – REMOVALS N C – SITE PREPARATION	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	Amount \$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00 Amount \$1,007,685.00 \$ 18,800.00 \$ 50,000.00
SECTIO 1 2 3 Item SECTIO SECTIO	Description N B – REMOVALS Removal of Asphalt Stripping (200mm Depth) Culvert Removals SUBTOTAL TOTAL Excluding HST Description N A – CONSTRUCTION N B – REMOVALS N C – SITE PREPARATION	m2 m3	2000 200		2000 200	\$7.40 \$20.00 \$4,000.00	\$14,800.00 \$4,000.00 \$4,000.00 \$18,800.00 \$ 18,800.00 \$ 18,800.00 \$ 50,000.00

CR22 Intersection Cost Estimate

112166 4th Line Roundabout

Item	Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	Amount
SECTIO	N 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
Item	TOTAL Excluding HST Description	Unit	Estimated Quantity	Conversion Factor	Total	Unit Price	\$1,199,685.00 Amount
SECTIO	N B – REMOVALS		Qualitity	ractor			
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
	N A – CONSTRUCTION						\$ 1,199,685.00
	N B – REMOVALS						\$ 22,800.00
SECTIO	N C – SITE PREPARATION						\$ 50,000.00
	SURTOTAL						\$ 1,272,485.00
	SUBTOTAL Contingency Allowance 15%						\$ 1,272,483.00
	Engineering Fees 10%						\$ 190,872.75 \$ 127,248.50
	TOTAL Excluding HST						\$ 1,590,606.25

Appendix P

Notice of Completion



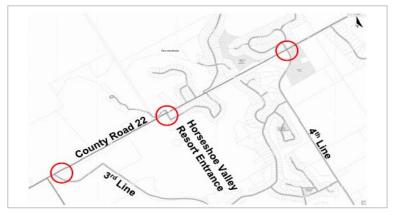


THE CORPORATION OF THE COUNTY OF SIMCOE

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 & qutter).



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):

The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, Ontario, L9X 1N6 The Township of Oro-Medonte Administration Centre 148 Line 7 South Oro-Medonte, On L0L 2E0

If you have any outstanding concerns about this project, please address them to the following individuals:

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

Fax: (705) 727-7984

Email: paul.murphy@simcoe.ca
Email: mullan@ainleygroup.com

Toronto, ON, M4V 1P5

Mr. Joe Mullan, P. Eng.
President & CEO
Ainley & Associates Limited
280 Pretty River Parkway
Collingwood, Ontario, L9Y 4J5
Fax: (705) 445-0968

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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:

Ministry of the Environment and Climate Change 77 Wellesley Street, West 11th Floor, Ferguson Block Toronto, ON, M7A 2T5 Ministry of the Environment and Climate Change Environmental Approvals Branch 135 St. Clair Avenue West, 1st Floor, 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

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.



Ainley & Associates Limited 280 Pretty River Parkway, Collingwood, Ontario L9Y 4J5 Tel: (705) 445-3451 • Fax: (705) 445-0968 E-mail: collingwood@ainleygroup.com

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 Repot (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

President & CEO

J. A. Mullan, P.Eng.

Encl. c.c.

Paul Murphy, B.Sc., C.Tech. - County of Simcoe

S:\112166\Notices and Advertisements\Notice of Completion of ESR\Notice of Completion - cover letter.docx

Creating Quality Solutions Together

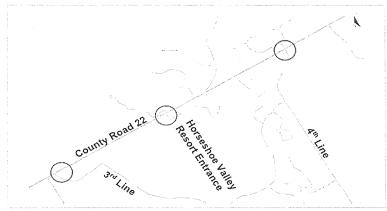


THE CORPORATION OF THE COUNTY OF SIMCOE

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):

The Corporation of the County of Simcoe County Administration Centre 1110 Highway No. 26 Midhurst, Ontario, L9X 1N6 The Township of Oro-Medonte Administration Centre 148 Line 7 South Oro-Medonte, On LOL 2E0

If you have any outstanding concerns about this project, please address them to the following individuals:

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

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

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:

Ministry of the Environment and Climate Change 77 Wellesley Street, West 11th Floor, Ferguson Block Toronto, ON, M7A 2T5 Ministry of the Environment and Climate Change Environmental Approvals Branch 135 St. Clair Avenue West, 1st Floor, Toronto, ON, M4V 1P5 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

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This notice issued November 2nd, 2017.

ARN Notes	PrimaryOwn	MailingAdd	MailingA_1	MailingA_2	CityProvin	PostalCode
434602001005976	JOHNSON WAYNE DAVID	8 CATHEDRAL PINES RD	RR 1		BARRIE ON	L4M 4Y8
	SHAUNA TOZSER, PRESIDENT HELEN MACRAE	Horseshoe Valley Property Owners Association HYPOA	DIRECTOR COVERNIMENT & COMMUNITY RELATIONS	4 Highland Drive	ORO-MEDONTE, ON	LOL 2LO
	BOB HANNAH	ПГОА	DIRECTOR, GOVERNMENT & COMMUNITY RELATIONS bob.hannah@bell.net	35 MAPLECREST COURT	BARRIE ON	L4M 4Y8
	TERRY RUFFELL		truffell@sympatico.ca			
	R. ALLAN SINTON	3525 LINE 1 NORTH (McNutt Rd), RR1			BARRIE ON	L4M 4Y8
	DAVE FOWLER LEN CATER	217-1102 HORSESHOE VALLEY ROAD. RR1 119-1102 HORSESHOE VALLEY ROAD, RR1			BARRIE ON BARRIE ON	L4M 4Y8 L4M 4Y8
	TED GREATRIX	306-1102 HORSESHOE VALLEY ROAD, RR1			BARRIE ON	L4M 4Y8
	SANDY AGNEW		sagnew@ecomedic.ca			
	JENN LOWRY		jennlowry@ptpbroadband.com			
	TRISH CAMPBELL BOB ROSE		campbelltrish@rogers.com Rrose154@gmail.com			
	PAMELA M. DISERA		hottraxpmd@netzero.net			
	DUSANA BONDY		Dbondy76@live.com			
	RALPH MELDRUM		rameldrum@yahoo.ca			
	ZOE KILEY AMANDA DIBBITS		zoekiley@gmail.com adibbits@gmail.com			
	SHANNON STEPHENSON		sstephenson@scdsb.on.ca			
	NIANNE FOLEY		nbfhorseshoe@me.com			
	RENATA STRANSKA	A OT A LITTOR OF COPPOSE OF	stransky@bell.net			
	BRENDAN MATHESON JOHN VAN DER MAREL	9 ST. ANTOINE CRESCENT TD Wealth Private Investment Advice		33 COLLIER STREET, EAST, 3RD FLOOR	HILLSDALE, ON BARRIE ON	L0L 1V0 L4M 1G5
	MIKE MAYNARD	1D Wealth I fivate investment Advice		28 SUMAC CRESCENT	COLDWATER ON	LOK 1EO
	JAMES SCHRYER	34 TRILLIUM TRAIL			COLDWATER ON	LOK 1EO
	VALERIE THORNTON	30 BIRCH GROVE DR. RR1	vmt4141@gmail.com		BARRIE ON	L4M 4Y8
	ANN BUDGE CYNTHIA COLBY	13 Oneide Avenue 26 INGRAM ROAD	budge.ann.no.e.@bell.net		COLDWATER, ON COLDWATER ON	LOK 1E0 LOK 1E0
	BERT BRAND	20 INGRAW ROAD	summersunray30@hotmail.com		COLDWAILKON	LOK ILO
	GLEN O'BRIEN		gobrien@maplespringsenergy.ca			
	DAVID S. WHITE	DEVRY SMITH FRANK	david.white@devrylaw.ca		COLDINATED ON	101/450
	JIM PURNELL GERRY COOPER	34 TRILLIUM TRAIL	gwgcooper@gmail.com		COLDWATER, ON	LOK 1E0
	LANCE CHILTON	18 PINE LANE	lance@thechiltonteam.com		ORO-MEDONTE, ON	L4M 4Y8
	JOHN CHADWICK,	COLE ENGINEERING	jchadwick@coleengineering.ca	70 VALLEYFIELD DRIVE	MARKHAM ON	L3R 4T5
	ALEXANDER KOVACH	16 CHESTNUT LANE	al.dana.kovach@gmail.com	A DA GIA HIGTO A TIME OF A TIME	ORO-MEDONTE, ON	LOL 2LO
434601000203100	JIM PARTRIDGE, PRESIDENT SIMCOE COUNTY	SIMCOE COUNTY FED. OF AGRICULTURE COUNTY CLERK ADMINISTRATION BUILDING	1110 HWY 26	ADMINISTRATIVE CENTRE RR 1	MIDHURST ON MIDHURST ON	L9X 1N6 L0L 1X0
434601000203300	COCKBURN JOHN RICHARD	6A HIGHLAND DR	RR 1	KK I	ORO- MEDONTE ON	LOL 2LO
434601000203301		ATTN: ELLEN DUNN COMP 10	1101 HORSESHOE VALLEY RD	RR 1	BARRIE ON	L4M 4Y8
434601000203512	HORSESHOE VALLEY RESORT LTD		RR 1		BARRIE ON	L4M 4Y8
434601000203529 434601000211000	KENNEDY MARGARET MARY & BR LEIPER IILL ANNE	14 BIRCH GROVE DR	RR 1 RR 1		ORO- MEDONTE ON BARRIE ON	LOL 2L0 L4M 4Y8
434601000211200	SCOTT COLLEEN	18 BIRCH GROVE DR	KK I		BARRIE ON	L4M 4Y8
434601000211300	ANDERSON LORENNA ELIZABETH				PORT ROWAN ON	N0E 1M0
434601000211500 434601000211700	AVISON ELIZABETH ROSE CLAIRE-ANN	24 BIRCH GROVE DR 317 LONSDALE RD SUITE 3B	RR 1		BARRIE ON TORONTO ON	L4M 4Y8 M4V 1X3
434601000211700	THORNTON JOHN & VALERIE	30 BIRCH GROVE DR	RR 1		BARRIE ON	M4V 1X3 L4M 4Y8
434601000211900	GRAHAM DAVID BRIAN	32 BIRCH GROVE DR	RR 1		BARRIE ON	L4M 4Y8
434601000212000	TABER GLEN RUSSELL & RUTH	34 BIRCH GROVE DR	RR 1		BARRIE ON	L4M 4Y8
434601000212200 434601000212300	BEAMISH KEVIN & LADD KATHLEE IRVING MARY ANN & DAVID	E 18 COUNTRY CLUB LANE 14 COUNTRY CLUB LANE	SS 101 RR 1		BARRIE ON BARRIE ON	L4M 4Y8 L4M 4Y8
434601000212300	BALFOUR ELISSA JUNE	12 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000212500	COLEMAN JOHN STEVENS	10 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000212700	MCNABB DAVID EDWARD	6 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000212800 434601000213000	KEEPING SEAN ROBERT HURST JOHN & DOLENA	4 COUNTRY CLUB LANE 1 COUNTRY CLUB LANE	RR 1 RR 1		BARRIE ON BARRIE ON	L4M 4Y8 L4M 4Y8
434601000213000	SIMCOE COMMUNITY SERVICES F		KK I		BARRIE ON	L4N 5J5
434601000213200	POIRIER DENIS CLAUDE	5 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000213400	MARQUES NELSON	9 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000213500 434601000213600	CALOW IRENE URSULA COLLINS STEPHEN JOHN	11 COUNTRY CLUB LANE 13 COUNTRY CLUB LANE	RR 1 SS 101		BARRIE ON BARRIE ON	L4M 4Y8 L4M 4Y8
434601000213700	LYNCH JOHN ALAN	15 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000213800	REDWOOD TAMMY ANN	17 COUNTRY CLUB LANE			BARRIE ON	L4M 4Y8
434601000213900	ALDERSON KRISTEN KNOX THOM	1.19 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000214000 434601000214100	GRAHAM MARY ALLISON MEYER WINSTON	335 LYTTON BLVD 1412 BRIDGESTONE LANE			TORONTO ON MISSISSAUGA ON	M5N 1R9 L5J 4E2
434601000214100	KEELING LIISE MARIE	27 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
434601000214400	VELLA ANTHONY	46 CHAUNCEY AVE			ETOBICOKE ON	M8Z 2Z4
434601000214500	HEAD PETER ALBERT	33 BIRCH GROVE DR	RR 1		BARRIE ON	L4M 4Y8
434601000214600 434601000214700	WILSON NANCY MARY CHAPMAN ANNA	397 NORTH SHORE BLVD W 29 BIRCH GROVE DR	RR 1		BURLINGTON ON BARRIE ON	L7T 1A9 L4M 4Y8
434601000214700	HOLMES LINDA JANE	27 BIRCH GROVE DR	SS 101		BARRIE ON	L4M 4Y8
434601000215000	TEASDALE KATHRYN	PO BOX 64			KING CITY ON	L7B 1A4
434601000215300	BRUCE DOUGLAS DONALD	22 TROPHY DR			NORTH YORK ON	M4A 1L8

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	LOL 2LO
434601000215612	FRENCH HAROLD CLAYTON	13 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215620	ZIELINSKI MARK TED	21 DALE AVE SUITE 530			TORONTO ON	M4W 1K3
434601000215622	COUTANCHE MELVYN DENIS	21 VALLEYCREST DR			ORO- MEDONTE ON	LOL 2LO
434601000215626	OBRADOVICH THOMAS JOHN	25 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	LOL 2LO
434601000215632	SMITH MARTIN JAMES	31 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	LOL 2LO
434601000215634	WOODYER DONALD	33 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	LOL 2LO
434601000215636	KORDICH JONATHAN	35 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215638		37 VALLEYCREST DR	RR 1	cruiseattitude@hotmail.com	ORO- MEDONTE ON	LOL 2LO
				<u>Cruiseattitude@ilottilaii.com</u>		
434601000215642	BODDINGTON SARAH GRACE	11 DALE CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215644	MORTON DAVID & AMANDA	9 DALE CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215646	RANDALL PETER & ANDREA	7 DALE CRT			ORO- MEDONTE ON	LOL 2LO
434601000215648	BLAIS MARIE GENEVIEVE	5 DALE COURT			ORO- MEDONTE ON	LOL 2LO
434601000215650	GRANT DEBORAH MAY	3 DALE CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215652	FEBREY LEIGH ANN & JOHN D.	1 DALE CRT	RR 1		ORO-MEDONTE, ON	LOL 2LO
434601000215654	PARROTT-MACLEOD MICHAEL IA	N1A DALE CRT	RR 1		ORO-MEDONTE, ON	LOL 2LO
434601000215656	PENTON TYRONE STEPHEN	28 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215658	SHEPARD LUCY ISABEL	26 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215660	TYNDALL BRYAN PAUL	24 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
			RR 1			
434601000215664	WIDENHORN BERND	9 HILLSIDE CRT			ORO- MEDONTE ON	LOL 2LO
434601000215666	KEINDEL KEITH	7 HILLSIDE CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215668	SUTHERLAND JUDY	3 HILLSIDE CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215670	COCKBURN MARYANNE BLANCH		RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215672	ANDRUSYSHYN CHANTAL MICHE	EI1 HILLSIDE CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215676	CAMPBELL BARBARA JANE	2 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215678	CAMPBELL ROBERT	2 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215684	GLADKAYA MARINA	20 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215688	MUNRO JULIE ELAINE	36 MCRAE DR	KK I		EAST YORK ON	M4G 1R9
434601000215690	LANE JOSEPHINE & CHRISTOPHER		RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215694	DOUCET JOHN VALENTINE	10 VALLEYCREST DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215716	RAPHAEL RONALD CHARLES	10 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215718	DOUGLAS ROBERT GORDON	8 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215744	WATSON DEREK	21 FAIRWAY CRT	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215844	PATTON DONNA EVELYN	8 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216126	SKYLINE HORSESHOE VALLEY INC	ATTN: ELLEN DUNN COMP 10	1101 HORSESHOE VALLEY RD	RR 1	BARRIE ON	L4M 4Y8
434601000216132	WILKINS KATHRYN RUTH	7 VALLEYCREST DR	RR 1		ORO-MEDONTE, ON	LOL 2LO
434601000229402	ORO-MEDONTE TOWNSHIP	148 LINE 7	PO BOX 100		ORO ON	LOL 2XO
434601000229501	CLAASSEN NEAL ZNAMEROWSKI				COLDWATER ON	LOK 1EO
			RR 4			
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	LOK 1E0
434601000230204	CARLAW SUZANNE KINSMAN	2 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1E0
434601000230206	DUNBAR JINX BEATRICE	4 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1E0
434601000230208	DEMPSTER MARY LOTTERING WII	LI6 TRILLIUM TRAIL	RR 4	william.lottering@gmail.com	COLDWATER ON	LOK 1EO
434601000230210	DEHAAN JOHN & METZGER SANE	O 8 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1EO
434601000230212	POLLOCK DAVID I	10 TRILLIUM TRAIL	RR 4	docpollock@gmail.com	COLDWATER ON	LOK 1E0
434601000230214	SMITH PAULA MARGARET	12 TRILLIUM TRAIL	RR 4	<u>aocponochaegman.com</u>	COLDWATER ON	LOK 1EO
434601000230218	NELSON HARRY JAY & MARGARE		RR 4		COLDWATER ON	LOK 1EO
434601000230220	ARTHUR DOUGLAS RENDALL	18 TRILLIUM TRAIL	RR 3		COLDWATER ON	LOK 1EO
434601000230222	IRWIN CATHERINE AMELIA BRETT		RR 4		COLDWATER ON	LOK 1E0
434601000230224	PRICE RALPH JOHN	22 TRILLIUM TRAIL D720	RR 4		COLDWATER ON	LOK 1E0
434601000230228	HEMING PETER OGILVIE	16 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 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	LOK 1E0
434601000230242	ROXBOROUGH DANIEL JAMES	1 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1E0
434601000230244	DERNIS GREGORY	15 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1EO
434601000230246	NOEL STEWART	23 TRILLIUM TRAIL BOX D711	RR 4		COLDWATER ON	LOK 1EO
					COLDWATER ON	
434601000230248	MYLES DAVID LIVINGSTONE	11 TRILLIUM TRAIL	RR 4 RR 4			LOK 1EO
434601000230250	SMITH WILLIAM DAVID	9 TRILLIUM TRAIL	1555		COLDWATER ON	LOK 1E0
434601000230252	MCKEE DAVID HENRY	5 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1E0
434601000230254	MCKEE DAVID HENRY	BOX D710	5 TRILLIUM TRAIL	RR 4	COLDWATER ON	LOK 1E0
434601000230256	TREBILCOCK TERRY	3 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1E0
434602001000300	THE HEIGHTS OF HORSESHOE SK	I COMP 48	RR 1 LCD DISTRIBUTION		BARRIE ON	L4M 4Y8
434602001000401	SKYLINE UTILITY SERVICES INC	HORSESHOE VALLEY RESORT ATTN ELLEN DUN		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
	WRIGHT JOHN WILLIAM WALTER		RR 1		BARRIE ON	L4M 4Y8
434602001000900		COMP 72		DD 1		
434602001001000	WILLIAMS KARL RICHARD		1101 HORSESHOE VALLEY RD	RR 1	BARRIE ON	L4M 4Y8
434602001001100	DALES AARON SCOTT	11 BEECHWOOD RD	RR 1		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
	=				- 1	

434602001001900	BOYCE ANDREW	HORSESHOE VALLEY	3 MAPLECREST CRT	RR 1	BARRIE ON	L4M 4Y8
434602001002000	SWYERS ROBERT MICHAEL	1797 REGIONAL RD 9	RR 5	144.1	WATERFORD ON	N0E 1Y0
434602001002100	TYLER IAN ROSS	HORSESHOE VALLEY	2 BEECHWOOD RD	RR 1	BARRIE ON	L4M 4Y8
				KK I		
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 ALEXA	NE4 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002500	CAHILL SARA & CAROL	6 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002600	COLETARRY	8 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001002700	BUTLER ROBERT LANGFORD	10 MAPLECREST CRT	RR 1	rob_butler2004@vahoo.ca	BARRIE ON	I 4M 4Y8
434602001002700	GERGIN LORNE	28 ADMIRAL RD UNIT 4	KK I	100_butter200=t@yarioo.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 GRANGEWOOD DR			WATERLOO ON	N2K 2E4
434602001003400	LEE BABIC-LELIEVER LIDIJA	24 MAPLECREST CRT	RR 1		BARRIE ON	L4M 4Y8
434602001003500	BRYANT EDWARD IAMES	C/O EDWARD BRYANT	80 YORKVILLE AVE SUITE 1004		TORONTO ON	M5R 2C2
434602001003500	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	LOL 2LO
434602001005503	WILTSE ELIZABETH JOYCE	1 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
434602001005504	MULLIN BLAIR	3 PINE RIDGE TRAIL	KK I		BARRIE ON	L4M 4Y8
			DD 4			
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	KEUKEN 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	1000		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	LOF 1RO
434602001005519	ROBINSON MICHAEL ALEXAND		RR 1	KK 5	BARRIE ON	L4M 4Y8
			KK I			
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		ER 245 DAVISVILLE AVE UNIT 306			TORONTO ON	M4S 3H4
434602001005541	MILLS MICHAEL	32 PINE RIDGE TRAIL	RR 1		BARRIE ON	14M 4Y8
434602001005542	CHABOT JEAN MARC	30 PINE RIDGE TRAIL	RR 1		BARRIE ON	L4M 4Y8
	HUNTER HAROLD KEITH	28 PINE RIDGE TRAIL	RR 1			L4M 4Y8
434602001005543					BARRIE ON	
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	RR 1		BARRIE ON	L4M 4Y8
434602001005551	SPENCER GLENDA LEE MARY	4 PINE SPRINGS	RR 1		BARRIE ON	L4M 4Y8
			KK I			
434602001005552	GRIGOROVSKY CHRISTINE	10 FIELDSTONE CRES			STONEY CREEK ON	L8E 5Y4
434602001005553	FRIESEN 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
	WALKER ALBERT WILLIAM	1 PINE SPRING	RR 1		BARRIE ON	L4M 4Y8
434602001005560			100			
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 LAWRENG				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 SH		RR 1		BARRIE ON	L4M 4Y8
.5 .00200 .003301	JOO GEOTINET WILLIAM JI		**** *		Di IIIII OI I	
434602001005902	BIRNIE ALLAN & LANTHIER REN	FE 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 DISTI	RIBUTION		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 DISTI	RIBUTION		BARRIE ON	14M 4Y8
434602001005907	ROBINSON NEAL & RYAN MICHE		RR 1			BARRIE ON	L4M 4Y8
434602001005908	TUPLING WILBUR RANDALL	15 CATHEDRAL PINES RD	RR 1 LCD DISTI	DIPLITION		BARRIE ON	L4M 4Y8
				RIBUTION			14M 4Y8
434602001005909	SHAWYER STEPHANIE LEIGH	17 CATHEDRAL PINES RD	RR 1			BARRIE ON	
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 & MICHEL	LIG PINE PT	RR 1			BARRIE ON	L4M 4Y8
434602001005923	TAMPOLD ANA	106 DONWOODS DR				NORTH YORK ON	M4N 2G8
		12 PINE PT	RR 1			BARRIE ON	14M 4Y8
434602001005924	DONAGHEY DENNIS ROSS						
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
			KK I				
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 DISTI	RIBUTION		BARRIE ON	L4M 4Y8
434602001005937	BARCHAM STEVEN DOUGLAS	53 CATHEDRAL PINE RD	RR 1			BARRIE ON	L4M 4Y8
	JOYCE KENNETH LESLIE	57 CATHEDRAL PINES	RR 1			BARRIE ON	
434602001005939							L4M 4Y8
434602001005942	SIMMS WENDY ELIZABETH	63 CATHEDRAL PINES COMP 3	RR 1 LCD DISTI	RIBUTION		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	14M 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 DISTI	RIBUTION		BARRIE ON	L4M 4Y8
434602001005953	DISERA PERRY JAMES	1 CATHEDRAL PINES RD	RR 1 LCD DISTI	RIBUTION		BARRIE ON	L4M 4Y8
434602001005954	MCCARTHY KELLEY ELIZABETH	52 CATHEDRAL PINES RD	RR 1 LCD DISTI	RIBUTION		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 DISTI	DIRLITION		BARRIE ON	L4M 4Y8
				RIBUTION			
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 DISTI	RIBUTION		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 DISTI	RIBUTION		BARRIE ON	14M 4Y8
434602001005962	BRICKER MARILYNNE ANNE	36 CATHEDRAL PINES RD	RR 1			BARRIE ON	L4M 4Y8
434602001005963	WILLIAMSON ALEXANDER JOHN		RR 1			BARRIE ON	14M 4Y8
	HOUSLEY GRANT ALBERT	32 CATHEDRAL PINES 32 CATHEDRAL PINES	RR 1 LCD DISTI	DIBLITION		BARRIE ON	L4M 4Y8
434602001005964				KIBUTION			
434602001005965	BURLEIGH DALE EDWIN	51 CATHEDRAL PINE RD	RR 1			BARRIE ON	L4M 4Y8
434602001005966	VALIANT PETER MICHAEL	28 CATHEDRAL PINES	RR 1 LCD DISTI	RIBUTION		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	14M 4Y8
434602001005970	WELLS LINDA SUSAN	HORSESHOE VALLEY	20 CATHEDRAI	DINIES	RR 1	BARRIE ON	L4M 4Y8
			RR 1	TINES	KK I		
434602001005971	MARTYNYSHYN MARK DANIEL	18 CATHEDRAL PINES RD				BARRIE ON	L4M 4Y8
434602001005972	ARMSTRONG MICHELLE LORRAIN		RR 1			BARRIE ON	L4M 4Y8
434602001005973	BARKER JOYCE LILLIAN	14 CATHEDRAL PINES	RR 1 LCD DISTI	RIBUTION		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	14M 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	14M 4Y8
434602001005987	ELLIOTT IAN ANGUS	16 PINE LANE	RR 1			BARRIE ON	14M 4Y8
434602001005987	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 & CHRISTIN	JE15 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 JACO		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 434602001006301	KURTZ THOMAS MITCHELL DOUGLAS ANNE CAMERON	61 CATHEDRAL PINES 8 HIGHLAND DR	RR 1 LCD DISTRIBUTION RR 1		BARRIE ON ORO- MEDONTE ON	L4M 4Y8 L0L 2L0
434602001006301	COLEMAN JAMES GORDON	24 HUDSON DR	KK I		TORONTO ON	M4T 2J9
434602001006401	ROACH BERNARD FRANCIS	3454 LINE 5 N	RR 4		COLDWATER ON	LOK 1EO
434602001006520	HEIBEIN KEVIN WILLIAM	524 HORSESHOE VALLEY RD	RR 4		COLDWATER ON	LOK 1EO
	WALKER IAN GORDON	RR 4			COLDWATER ON	LOK 1EO
	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	LOK 1E0
	GERARD SULLIVAN	2 COUNTRY CLUB LANE	RR 1		BARRIE ON	L4M 4Y8
	DEB dePASS	2 PINE SPRING			BARRIE ON	L4M 4Y8
	LEICHNER JENNA : & ETIEN	28 BIRCH GROVE DRIVE 8 COUNTRY CLUB LANE			BARRIE, ON	L4M 4Y8 L4M 4Y8
	MCNAIR EVA-MARIE & JEFFERY JAMES BRYAN EDWARD	7 COUNTRY CLUB LANE 7 COUNTRY CLUB LANE SS101			BARRIE, ON BARRIE, ON	L4M 4Y8
	KALLY DAVID & SANDERSON K.				BARRIE, ON	L4N 5Y4
	TA THANH	194 FAIRLANE CRES.			WOODBRIDGE, 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				CAMPBELLVILLE, ON	LOP 1B0
	TETFORD IVAN BRUCE & PAMELA	22 VALLEYCREST DR.			ORO-MEDONTE, ON	LOL 2PO
	CORPORATE MAIL STRATEGY INC	C C/O GEORGINA PARKER 40 LILAC LANE			MIDHURST, ON	LOL 1X1
	1911745 ONTARIO LIMITED	25 VALLEYCREST DR. RR1			ORO-MEDONTE, ON	LOL 2PO
	CRESCENT VALE CORP	220 DUNCAN MILL RD, SUITE 520			TORONTO, ON	M3B 3J5
	FSP HOLDINGS INC	3421 MCNUTT RD	DD #4		BARRIE, ON	L4M 4Y8
	DACA JOSEPH & MARY STEVENS MATTHEW JAMES DEREI	5 BEECHWOOD RD	RR #1		BARRIE, ON BARRIE, ON	L4M 4Y8 L4M 4Y8
	VERBON ANGELICA & ALEXANDE				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	LOK 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 ZANGARI MICHAEL & VICTORIA	81 CATHEDRAL PINE RD			BARRIE, ON	L4M 4Y8 L4M 4Y8
	MERZA JAMES & CAROLINE	R 1 17 PINE LANE SUITE R			BARRIE, ON BARRIE, ON	L4M 416
	BAILEY NORMAN DAVID	36 DURBAN RD			ETOBICOKE, ON	M8Z 4B5
	KUZNIK PETER & LINDA	3462 LINE 5 N, RR4			COLDWATER, ON	LOK 1EO
	STRAUB NORMAN & PAULINE	32 VALLEYCREST DR.			ORO-MEDONTE, ON	LOL 2PO
434601000110700	ROBERTSON ALEXANDER ROCKE				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	145 SHANTY BAY RD		BARRIE ON	L4M 1E1
434601000203101		RC/O INFRASTRUCTURE ONTARIO PROPERTY TAX	X 1 DUNDAS ST W SUITE 2000		TORONTO ON	M5G 2L5
434601000203508	HORSESHOE VALLEY RESORT LTE		DD 1		BARRIE ON	L4M 4Y8
434601000203515 434601000203517	SHIELLS MARY JANE DI GIROLAMO JOSEPH	52 HIGHLAND DR 15 KIMBER CRES	RR 1		ORO- MEDONTE ON WOODBRIDGE ON	LOL 2L0 L4L 9A7
434601000203517	HIGGINS STEWART	46 HIGHLAND DR	RR 1		ORO- MEDONTE ON	101 210
434601000203518	HUGHES HEATHER LYNN	44 HIGHLAND DR	RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2L0
434601000203527	ZHANG YUEQING	84 BUCHANAN DR	KK I		UNIONVILLE ON	L3R 4C9
434601000203531	KATARYNYCH ANTHONY NICHC				ORILLIA ON	L3V 5E6
434601000203533	1667253 ONTARIO INCORPORAT		27 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000203537	STAPLES CATHERINE ANNE	30 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000203540	CARRIAGE HILLS RESORT CORPO	R 90 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000203541	BATES JAMES	156 GRAND VELLORE CRES			WOODBRIDGE 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	RR 1		TORONTO ON	M6S 5A5
434601000210600 434601000210700	MORGAN JANE ELIZABETH	16 NORDIC TRAIL TEC/O MR JERRY ROSE ALLENDALE MORTGAGE	RR 1 202 FOSTER DR		ORO- MEDONTE ON BARRIE ON	L0L 2L0 L4N 3X8
434601000210700 434601000210900	STODDART LANA JEAN	12 BIRCH GROVE DR	RR 1		BARRIE ON	L4N 3X8 L4M 4Y8
434601000210900	AZIS IVARS	39 GLENGOWAN RD	NK I		TORONTO ON	L4M 4Y8 M4N 1G1
434601000211100	KOSTIW ROMAN	136 ELMWOOD AVE			NORTH YORK ON	M2N 3M2
434601000212100	DAVIE MARJORIE RITA	1017 LOFTY PINES LANE	RR 1		MINDEN ON	KOM 2KO
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		WOODBRIDGE 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 2LO
434601000215614	FANSTONE JENNIFER	43 BRYDALE CRT		DUNDAS ON	L9H 7R9
434601000215616	CHARLTON RODERICK DERMOT	17 VALLEYCREST DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215624	REID KATHARINE JEAN	25 VALLEYCREST DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215630	SCHUBERT ARNOLD & ALISON	29 VALLEYCREST DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215662	1198677 ONTARIO LIMITED	25 VALLEYCREST DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215692	BERNARD ALAN MARTIN		N REGINA HOUSE 124 FINCHLEY RD LONDON NW 5JS	UNITED KINGDOM	
434601000215696	WIEBE EDGAR CHARLES	8 VALLEYCREST DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215702	WATSON GEORGE STUART	24 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215704	SMITH DAVID ALFRED	22 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215706	VANDRICK STEPHEN	20 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215708	OSHANSKI BARBARA GAY	18 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215710	SPEARE JOHN ROBERT	16 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215712	BUNTING PAUL	14 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215714	NORDECOM INDUSTRIAL CONST			SUDBURY ON	P3E 2P2
434601000215720	MALIK RAJESH	7 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215722	NEIMAN JOAN BISSETT	9 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215724	LAYTON BRIAN THOMAS	1 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215726	LEACH RICHARD CHARLES	3 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215728	JACKSON WILLIAM DOUGLAS	5 FAIRWAY CRT	RR 1	ORO-MEDONTE, ON	LOL 2LO
434601000215730	TILLMANNS CHRISTOPHER JOHN		RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2L0
434601000215736 434601000215738	BRITTLE GORDON DAVID BRUYEA FAYE IRENE	13 FAIRWAY CRT 15 FAIRWAY CRT	RR 1 RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000215736	MCDEIVITTE SCOTT WEBSTER	17 FAIRWAY CRT	RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO
434601000215740	PATTERSON NEIL ALLAN	23 FAIRWAY CRT	RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000215748	RUSK FREDERICK COLIN	25 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215746	TATARYN DAVID NATHAN	27 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215750	WORTLEY PAUL WARREN	29 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215754	HAYWARD PATRICK	31 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215756	COWDEN DIANE MURIEL	33 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215758	BOWSER RYAN DOUGLAS	35 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215760	SAUL DAVID	90 CAMBRIDGE CRES		RICHMOND HILL ON	L4C 6G2
434601000215762	CRICHTON PETER GORDON	39 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	101 210
434601000215764	THE INTERNATIONAL PERFORMA		RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215766	TYLER JAMES BARRY	43 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215768	LINTON LINDA JOYCE	45 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215770	OLDRIDGE KAY	47 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215772	HAGGERTY JOHN RICHARD	49 FAIRWAY CRT	RR 1	ORO-MEDONTE, ON	LOL 2LO
434601000215778	LENNON DEIRDRE ANN	55 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215784	MAYHEW ROBERT JOHN	48 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215786	OLDCORN PETER WRIGHT	46 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215788	PETERSON JUDITH ANN	44 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215792	LOWERY DAVID	20 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215794	AYLAN-PARKER JAMES JOHN	46 FAIRWAY CRT		ORO- MEDONTE ON	LOL 2LO
434601000215796	SCEARCE TAMARA LYNNE	8 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215798	COON THOMAS RICHARD	6 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215800	2250377 ONTARIO LIMITED TRUS			TORONTO ON	M5H 4E7
434601000215805	2250375 ONTARIO LIMITED TRUS			TORONTO ON	M5H 4E7
434601000215812	EDWARDS BRYAN	49 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215818	SAUVE TODD	43 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215820	JONES ALANA IRENE	41 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215822	ALTON JUDY MARIA	39 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215824	BELL JOHN HERBERT	37 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215826			RR 1	ORO- MEDONTE ON	LOL 2L0
434601000215828	STEEL BARBARA WINNIFRED	33 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215832	THURGOOD SEIJA MARJA	29 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215834	SHEARD SUSAN JANE	27 HIGHLAND DR 25 HIGHLAND DR	RR 1 RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2L0
434601000215836 434601000215838	SMITH DONALD RICHARD HODGINS JAMES ALBERT	23 HIGHLAND DR 23 HIGHLAND DR	RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO
434601000215838	SHARPE ANDREW PATRICK	21 HIGHLAND DR 21 HIGHLAND DR	RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000215842	FRANK CHRISTINE ELLEN	19 HIGHLAND DR	NK I	ORO- MEDONTE ON	LOL 2LO
434601000215846	LEE SU YOUNG	2 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215848	BUCKLAND MARTIN PETER	4 FAIRWAY CRT	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215898	HAMPTON GEORGE LESTER	4 TANGLEWOOD CRES	MX I	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO
434601000215990	SHATILLA JOAN	54 HIGHLAND DR		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO
434601000215910	CAHILL KIRK JAMES	56 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215912	ADVANTAGE MARKETING GROUP			ORO- MEDONTE ON	LOL 2LO
434601000215914	STARRETT ROBERT MICHAEL	64 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215922	LYNCH RICHARD MICHAEL	68 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215924	CAMERON RICHARD JOHN	70 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215926	AGNEW LESLEY HILARY	72 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215930	PISANI BRUNO VICENZO	1394 LAKESHORE RD E		OAKVILLE ON	L6J 1L8
434601000215938	MASON TODD DONALD WILLIAM		RR 1	ORO- MEDONTE ON	LOL 2LO
434601000215940	LAING BRENT GEORGE	86 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO

434601000215942	NIDDERY KASIA	94 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
		PO BOX 465			SCHOMBERG ON	L0G 1T0
	MONCADA KENNETH FREDERICK		RR 1		ORO- MEDONTE ON	LOL 2LO
	,,	102 HIGHLAND DR			ORO- MEDONTE ON	LOL 2LO
	MCCONVEY DONALD MCPHERSO		RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215954	BALLAN PRIMO BONAVENTURA		RR 1		RICHMOND HILL ON	L4C 1W5
434601000215956 434601000215958		108 HIGHLAND DR 110 HIGHLAND DR	KK I		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
		112 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
		114 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215964		116 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
		118 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215967	CARRIAGE HILLS VACATION OWN		90 HIGHLAND DR	ATTN: ESA PALTANEN	ORO- MEDONTE ON	LOL 2LO
434601000215970		14 LANDSCAPE DR			ORO- MEDONTE ON	LOL 2LO
434601000215972	POSESORSKI BERNICE ROCHELLE	109 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215974		107 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
		20 OAKMOUNT AVE			ORO- MEDONTE ON	LOL 2LO
		1304 BASS LAKE SIDEROAD W	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000215980		101 HIGHLAND DR			ORO- MEDONTE ON	LOL 2LO
434601000215982		99 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
		97 HIGHLAND DR 126 BURNETT AVE	RR 1		ORO- MEDONTE ON NORTH YORK ON	L0L 2L0 M2N 1V5
		95 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
		51 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
		7 KEREVEN ST	KK I		NORTH YORK ON	M5M 4I9
		47 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
	LYNN JOHN RUSSELL	45 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
	ALEXANDER ELFRIEDE KATHARINA	43 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216002	AKBARIAN KENARAKI HAMIK	41 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
		33 TANGLEWOOD CRES			ORO- MEDONTE ON	LOL 2LO
		43 COURTLAND ST			ORILLIA ON	L3V 1A6
		35 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
		33 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
		31 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
		29 ALPINE WAY	RR 1 RR 1		ORO- MEDONTE ON ORO-MEDONTE ON	LOL 2LO
434601000216016 434601000216018		27 ALPINE WAY 2 CHESTNUT LANE	RR 1		ORO- MEDONTE, ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216016 434601000216020		4 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		8 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		10 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		12 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216030		14 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216032	ZHANG YUEQING	84 BUCHANAN DR			UNIONVILLE ON	L3R 4C9
434601000216034	CLARKE ANDRIA	18 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		20 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		19 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		17 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		15 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		13 CHESTNUT LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
		11 CHESTNUT LANE	RR 1 RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216048 434601000216050		9 CHESTNUT LANE 5 CHESTNUT LANE	RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
		4 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216054		51 REGALIA WAY			BARRIE ON	L4M 7H8
434601000216054 434601000216056		6 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		8 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		10 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216062	ANDREWS WARREN BALDWIN	12 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		5 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216066		18 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		20 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		22 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		24 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		26 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		11 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 2LO
		30 NORDIC TRAIL 31 NORDIC TRAIL	RR 1 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
		29 NORDIC TRAIL	RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
		27 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216084 434601000216086		25 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216088		23 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
		21 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216092		19 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216094		27 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216096		71 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216098	HARMINC MILAN	71 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO

434601000216102	PATERSON ROBERT ROSS	11 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216104	SMELSER KONRAD	10 OAKMONT AVE			ORO- MEDONTE ON	LOL 2LO
434601000216106	MCLELLAN ALLAN BRUCE	9 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216108	RICHEA JOHN ALBERT	17 OAKMONT AVE			ORO- MEDONTE ON	LOL 2LO
434601000216112	HUNEAULT PIERRE	44 TANGLEWOOD CRES	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216114 434601000216116	BOWERS JOHN PATRICK TREWIN ELIZABETH CAROLINE	25 ALPINE WAY 23 ALPINE WAY	RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2L0 LOL 2L0
434601000210110	PEARCE JACK CHARLES	19 ALPINE WAY	RR 1		ORO- MEDONTE ON	101 210
434601000216122	ROBERTS IOHN KYLE	1 OAKMONT AVE			ORO- MEDONTE ON	LOL 2LO
434601000216124	O'DOHERTY JAMES	13 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216128	KAMBURIS WILLIAM	14 NORDIC TRAIL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216130	CLARK GRAEME & HELEN ELIZABI				ORO- MEDONTE ON	LOL 2LO
434601000216134	LILLICO WAYNE	5 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216136	SALOMAA OLLI JUHANI JOHNSTON JAMES GEORGE	7 BUNKER PL 9 BUNKER PL	RR 1 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216138 434601000216140	FRANKS PAUL WILFORD	1 BUNKER PL	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216144	LANCEFIELD BRUCE JOHN	3 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216146	PATTERSON DAVID GLEN	4 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216148	DEWINTER GLEN	6 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216150	VEY MARTIN DANIEL	8 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216152	FERGUSON ROBERT GRANT	1 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216154	SIMPSON LARRY BRIAN	3 BRIDLE PATH			ORO- MEDONTE ON	LOL 2LO
434601000216156	KIDNER PAUL	5 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216158 434601000216160	LANGILL MURRAY JAMES THOMSON STEVEN WILLIAM	7 BRIDLE PATH 9 BRIDLE PATH	RR 1 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216160	SCRATCH JILLIAN MARGARET	11 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216162	COADY JAMES ALEXANDER JOSEI		KK I		ORO- MEDONTE ON	LOL 2LO
434601000216166	MASTERSON JOHN JOSEPH	15 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216168	BEATTY BRIAN MICHAEL	17 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216174	WOLBECK RICHARD	23 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216176	ARCHER MARINA ROSE	25 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216178	NORMAN PHILIP	27 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216180	KELSALL JOHN WILLIAM	29 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216182 434601000216184	STORIMANS KENNETH JOHN MICKS KENNETH PAUL	31 BRIDLE PATH 33 BRIDLE PATH	RR 1 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216186	HEFKEY MARYANN FLORENCE	35 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216188	SCHEFFER RENA	36 BRIDLE PATH	KK I		ORO- MEDONTE ON	LOL 2LO
434601000216192	BOATMAN DAVID JOHN	32 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216194	COWDEN ELIZABETH LENORE	30 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216196	BROWN GARY MILTON JOSEPH	28 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216198	THOMPSON CHAD DAVID GREG		RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216202 434601000216204	FRASER ERNEST CYRIL MITCHELL ROBERT ALAN	HORSESHOE HIGHLANDS 22 BRIDLE PATH	24 BRIDLE PATH RR 1	RR 1	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216204	EASTOP DONALD JOHN	20 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000210200	COLLINS DANIEL WAYNE	18 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216210	LEE DALE ROBERT DORAN	16 BRIDAL PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216212	PUHKY STEPHEN JAMES	14 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216216	reid Jonathan Bradley Leo	10 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216218	OWEN VALERIE ANNE	8 BRIDLE PATH	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216220 434601000216222	KUHN COLIN MCKEOWN CAROL ANNE	15 MAPLE RIDGE RD 16 ALPINE WAY	RR 2 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216222	WILLIAMS BRUCE ALEXANDER	18 ALPINE WAY	KK I		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO
434601000216228	IONES GEORGE RAYMOND	1 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216230	DECARLO SHARON LOUISE	3 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216234	SMITH STEPHEN BRADLEY	7 POD'S LANE			ORO- MEDONTE ON	LOL 2LO
434601000216236	COOPER GREGORY BARTON	9 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216238	SINCLAIR JANE ELEANOR	11 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216240	SULLIVAN HEATHER ANN	13 PODS LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216244 434601000216246	TRIBE KEITH DAVID BENOIT HUGUES	17 PODS LANE 18 POD'S LANE	RR 1 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216252	NAPIERALSKI ANDRZEJ	12 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216254	BRANDEN RANDALL PATRICK	10 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216258	ALEXANDER PETER KENNETH	6 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216260	GORECKI DAWN-MARIE	4 POD'S LANE	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216262	DORY KELLY SUE MARY	26 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216264	MCNEILL SCOTT DOUGLAS	28 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216266	HOLLIDAY JAMES JOHN	30 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216268	SMITH ROBERTA SHARON	125 MILL ST	RR 3		HAWKESTONE ON	LOL 1TO
434601000216270 434601000216272	MCCUTCHEON PATRICK JAMES BEATTIE BEVERLEY MARIE	34 ALPINE WAY 36 ALPINE WAY	RR 1 RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000216272	VON SVOBODA SUSAN EVELYN	38 ALPINE WAY	RR 1		ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2L0 LOL 2L0
434601000216274	SCHWEIZER CHRISTIAN	42 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216278	FITZGERALD JOSEPH JAMES	44 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216280	SMYTH JONATHAN WALTER	46 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000216282	MCNAMARA DAVID ANTHONY (G 75 HIGHLAND DR	RR 1		ORO- MEDONTE ON	LOL 2LO

	VEITCH IAMES THOMAS	73 HIGHLAND DR	22.4	ORO- MEDONTE ON	101 210
434601000216284			RR 1		
434601000216288	CONTE ANTHONY	18A CASA GRANDE ST		RICHMOND HILL ON	L4S 1R3
434601000216289	BROWN MURRAY ALEXANDER	67 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000216290	SLOAN WILLIAM TOD	65 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000216291	BOSCH DOUGLAS RICHARD	8 WIDGEON ST		BARRIE ON	L4N 8W7
434601000216292	SPENCE JUDITH MARY	61 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000216294	RUFFELL CAROLE ANN	57 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000216295	VEGTER ERNST	55 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000216296	MCLEOD RODNEY SCOTT	53 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
			KK I		
434601000216300	EISSES GORDON DONALD	PO BOX 325		BARRIE ON	L4M 4T5
434601000216310	SPENCE JOAN MARIE	2916 LINE 4 N	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000216400	MCKENDRY ADRIAN JAMES	1202 BASS LAKE SD RD W	RR 1	ORO- MEDONTE ON	LOL 2LO
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	LOL 2LO
434601000216600	TRETHEWEY ROBERT ERNEST	28 NORDIC TRAIL	RR 1	ORO- MEDONTE ON	LOL 2LO
			RR 1		
434601000221700	HAMILTON GARY GEORGE	20 LANDSCAPE DR		ORO- MEDONTE ON	LOL 2LO
434601000221702	BROWN CHRISTOPHER JAMES	18 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221704	WALKER KEITH	16 LANDSCAPE DR		ORO- MEDONTE ON	LOL 2LO
434601000221708	TROTTER MATTHEW	111 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221714	RICHARDS JENNIFER ANNE	8 LANDSCAPE DR		ORO- MEDONTE ON	101.210
434601000221718	KERR GORDON DOUGLAS	6 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	LOL 2LO
				ORO- MEDONTE ON	
434601000221720	BROBYN ANNE WINIFRED	4 LANDSCAPE DR	RR 1		LOL 2LO
434601000221722	VEITCH IAN	34 TANGLEWOOD CRES		ORO- MEDONTE ON	LOL 2LO
434601000221726	L'ECUYER NICHOLAS MYKLE	9 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221728	WILLIAMS MICHAEL SIMPSON	11 LANDSCAPE DR		ORO- MEDONTE ON	LOL 2LO
434601000221730	LEIPER JOHN ANDREW	15 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221732	KRUGER STEVEN WILLIAM	17 LANDSCAPE DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221734	BLACKSTOCK WILLIAM DONALD		RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221734	MAYE DERICK GORDON	8 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221740	TIMMS WAYNE RICHARD	10 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221742	RIJTMA JACOB ROELF	12 TANGLEWOOD CRES		ORO- MEDONTE ON	LOL 2LO
434601000221744	BARAKAUSKAS DANA BERNADET.	A103 HIGHLAND DR	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221746	TUCK MICHAEL DANIEL AART	14 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	LOL 2LO
434601000221748	EVANSON JOHN CHARLES	16 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	101.210
434601000221750	EVANS GORDON YOUNG	18 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	LOL 2LO
			RR 1		
434601000221754	TARRANT DAVID	22 TANGLEWOOD CRES		ORO- MEDONTE ON	LOL 2LO
434601000221756	REID ROBERT JOSEPH	24 TANGLEWOOD CRES	RR 3	ORO- MEDONTE ON	LOL 2LO
434601000221760	TEAS PATRICK	ATTN: PATRICK TEAS COMSENSE INC BLDG 2	7145 WEST CREDIT AVE UNIT 202	MISSISSAUGA ON	L5N 6J7
434601000221762		30 TANGLEWOOD CRES	7113 11231 (11231) 7112 (1111) 202	ORO- MEDONTE ON	LOL 2LO
434601000221762	RUTLEDGE JARED CLINTON	30 TANGLEWOOD CRES	7.15 NEST CAEST NO. 201	ORO- MEDONTE ON	
434601000221762 434601000221764	RUTLEDGE JARED CLINTON FORTUNE CATHERINE	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES	7.13 1.23 Ca.51 1.11 cm. 262	ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO
434601000221762 434601000221764 434601000221766	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES L 36 TANGLEWOOD CRES		ORO- MEDONTE ON ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221766 434601000221768	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 1. 36 TANGLEWOOD CRES 38 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON ORO- MEDONTE ON ORO- MEDONTE ON ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221766 434601000221768 434601000221770	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES L 36 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE	RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221766 434601000221768 434601000221770 434601000221774	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 1.36 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221766 434601000221768 434601000221770	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES L 36 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE	RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221766 434601000221768 434601000221770 434601000221774	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 1.36 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221768 434601000221770 434601000221770 434601000221776 434601000221776	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES L 36 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221764 434601000221766 434601000221776 434601000221770 434601000221774 434601000221776 434601000221778 434601000221780	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 1.36 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221766 434601000221766 434601000221776 434601000221774 434601000221774 434601000221778 434601000221780 434601000221780	RUTILEDCE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES 41 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221766 434601000221766 434601000221770 434601000221774 434601000221774 434601000221778 434601000221788 434601000221782 434601000221782 434601000221784	RUTLEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES 41 TANGLEWOOD CRES 43 TANGLEWOOD CRES 43 TANGLEWOOD CRES 43 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2EO LOL 2EO
434601000221762 434601000221766 434601000221766 434601000221770 434601000221774 434601000221776 434601000221778 434601000221780 434601000221780 434601000221784 434601000221784	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 41 TANGLEWOOD CRES 41 TANGLEWOOD CRES 43 TANGLEWOOD CRES 39 TANGLEWOOD CRES 37 TANGLEWOOD CRES	RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2EO LOL 2EO LOL 2LO
434601000221762 434601000221766 434601000221766 434601000221776 434601000221774 434601000221774 434601000221778 434601000221780 434601000221782 434601000221782 434601000221786 434601000221786 434601000221786	RUTILEDCE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES 41 TANGLEWOOD CRES 39 TANGLEWOOD CRES 37 TANGLEWOOD CRES 35 TANGLEWOOD CRES 35 TANGLEWOOD CRES	RR 1 RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2EO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221766 434601000221768 434601000221770 434601000221774 434601000221774 434601000221778 434601000221780 434601000221780 434601000221780 434601000221784 434601000221784 434601000221786	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE CODFREY GORDON ROBINSON RONALD GORDON SURMANN URICH PATTERSON DREW RICHARDSON RONALD RALPH BARTIER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER MARTYN GORDON EDWARD	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES 41 TANGLEWOOD CRES 41 TANGLEWOOD CRES 37 TANGLEWOOD CRES	RR 1 RR 1 RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2EO LOL 2EO LOL 2EO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221766 434601000221766 434601000221776 434601000221774 434601000221774 434601000221778 434601000221780 434601000221782 434601000221782 434601000221786 434601000221786 434601000221786	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GIEN ELMER MARTYN GORDON EDWARD ATKINSON SALLY ANN	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 41 TANGLEWOOD CRES 41 TANGLEWOOD CRES 43 TANGLEWOOD CRES 39 TANGLEWOOD CRES 37 TANGLEWOOD CRES 37 TANGLEWOOD CRES 37 TANGLEWOOD CRES 37 TANGLEWOOD CRES 31 TANGLEWOOD CRES 31 TANGLEWOOD CRES 31 TANGLEWOOD CRES 31 TANGLEWOOD CRES	RR 1 RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2EO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221766 434601000221768 434601000221770 434601000221774 434601000221774 434601000221778 434601000221780 434601000221780 434601000221780 434601000221784 434601000221784 434601000221786	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE CODFREY GORDON ROBINSON RONALD GORDON SURMANN URICH PATTERSON DREW RICHARDSON RONALD RALPH BARTIER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER MARTYN GORDON EDWARD	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES 41 TANGLEWOOD CRES 41 TANGLEWOOD CRES 37 TANGLEWOOD CRES	RR 1 RR 1 RR 1 RR 1 RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2EO LOL 2EO LOL 2EO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO
434601000221762 434601000221766 434601000221776 434601000221770 434601000221774 434601000221774 434601000221778 434601000221780 434601000221782 434601000221786 434601000221788 434601000221788 434601000221790 434601000221799	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER MARTYN GORDON EDWARD ATKINSON SALLY ANN HURLEY PATRICK JEFFREY	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 41 TANGLEWOOD CRES 41 TANGLEWOOD CRES 43 TANGLEWOOD CRES 37 TANGLEWOOD CRES 35 TANGLEWOOD CRES 17 ALPINE WAY 11 TANGLEWOOD CRES 17 ALPINE WAY 11 TANGLEWOOD CRES 17 ALPINE WAY 11 TANGLEWOOD CRES 19 TANGLEWOOD CRES	RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2LO LOL 2EO LOL 2LO LOL 2L
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434601000221762 434601000221766 434601000221766 434601000221776 434601000221777 434601000221778 434601000221778 434601000221780 434601000221780 434601000221784 434601000221786 434601000221786 434601000221786 434601000221786 434601000221792 434601000221792 434601000221792 434601000221794 434601000221800 434601000221800 434601000221801 434601000221810 434601000221810 434601000221812 434601000221814 434601000221814 434601000221830 434601000221834	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER MARTYN GORDON EDWARD ATKINSON SALLY ANN HURLEY PATRICK JEFFREY BRODEUR SHARON JANE TOZSER AKOS STEVE SHANNON SHAWN DENNIS LOIBL DEBORAH BJAANES HEATHER LEANN BENOTI JEAN-CLAUDE FLETCHER PETER JOHN THOMPSON FREDERICK ERNEST HOWE RICHARD GEORGE MOSS DENNIS CRAIG SALNDERS MICHAEL JOHN MARKSON EDWARD RATTIGAN DARRYL PATRICK FELL DAVID ORSON BOTTOMS FIONA MARGARET SOUTH TREMIN INVESTMENTS IN NEAR CHRISTOPHER WAYNE	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 39 TANGLEWOOD CRES 31 TANGLEWOOD CRES 31 TANGLEWOOD CRES 32 TANGLEWOOD CRES 33 TANGLEWOOD CRES 34 TANGLEWOOD CRES 35 TANGLEWOOD CRES 35 TANGLEWOOD CRES 27 TANGLEWOOD CRES 28 TANGLEWOOD CRES 29 TANGLEWOOD CRES 29 TANGLEWOOD CRES 20 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 23 TANGLEWOOD CRES 23 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 24 TANGLEWOOD CRES 25 TANGLEWOOD CRES 26 OAKMONT AVE 27 OAKMONT AVE 27 OAKMONT AVE 28 OAKMONT AVE 21 OAKMONT AVE	RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2L
434601000221762 434601000221766 434601000221768 434601000221770 434601000221774 434601000221778 434601000221778 434601000221780 434601000221780 434601000221784 434601000221786 434601000221786 434601000221780 434601000221790 434601000221790 434601000221790 434601000221790 434601000221791 434601000221801 434601000221802 434601000221802 434601000221810 434601000221812 434601000221814 434601000221812 434601000221814 434601000221820 434601000221830 434601000221834 434601000221834 434601000221834 434601000221834 434601000221834 434601000221834 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221836 434601000221856 434601000221856	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN URICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER MARTYN GORDON EDWARD ATKINSON SALLY ANN HURLEY PATRICK JEFFREY BRODEUR SHARON JANE TOZSER AKOS STEVE SHANNON SHAWN DENNIS LOIBL DEBORAH BJANNES HEATHER LEANN BENOIT JEAN-CLAUDE FLETCHER PETER JOHN THOMPSON FREDERICK ERNEST HOWE RICHARD GEORGE MOSS DENNIS CRAIG SAUNDERS MICHAEL JOHN MARKSON EDWARD GIBSON TANYA RATTIGAN DARRYL PATRICK FELL DAVID ORSON BOTTOMS FIONA MARGARET SOUTH TREMIN INVESTMENTS IN NEAR CHRISTOPHER WAYNE DUFFIN MARK ALEXANDER	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 48 TANGLEWOOD CRES 48 TANGLEWOOD CRES 49 TANGLEWOOD CRES 37 TANGLEWOOD CRES 37 TANGLEWOOD CRES 37 TANGLEWOOD CRES 37 TANGLEWOOD CRES 27 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 22 TANGLEWOOD CRES 23 TANGLEWOOD CRES 23 TANGLEWOOD CRES 24 TANGLEWOOD CRES 25 TANGLEWOOD CRES 26 TANGLEWOOD CRES 27 TANGLEWOOD CRES 27 TANGLEWOOD CRES 28 TANGLEWOOD CRES 29 TANGLEWOOD CRES 20 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 3 OAKMONT AVE 19 OAKMONT AVE 19 OAKMONT AVE 21 OAKMONT AVE 22 OAKMONT AVE 23 OAKMONT AVE 14 OAKMONT AVE 16 OAKMONT AVE 16 OAKMONT AVE 17 LANGLEWOOD CRES 8 OAKMONT AVE 18 OAKMONT AVE 18 OAKMONT AVE 18 OAKMONT AVE 37 LANDSCAPE DR 39 LANDSCAPE DR	RR 1	ORC- MEDONTE ON	LOL 2LO LOL 2L
434601000221762 434601000221766 434601000221766 434601000221776 434601000221777 434601000221778 434601000221778 434601000221780 434601000221780 434601000221784 434601000221786 434601000221786 434601000221786 434601000221786 434601000221792 434601000221792 434601000221792 434601000221794 434601000221800 434601000221800 434601000221801 434601000221810 434601000221810 434601000221812 434601000221814 434601000221814 434601000221830 434601000221834	RUTILEDGE JARED CLINTON FORTUNE CATHERINE ONYSCHUK THEODORE MICHAEI ISNOR KENNETH ROBERT GRIFFIN BRUCE GODFREY GORDON ROBINSON RONALD GORDON SURMANN ULRICH PATTERSON DREW RICHARDSON RONALD RALPH BARTER KAREN LEE BROWN GAYLE LYNNE PERSCHBACHER GLEN ELMER MARTYN GORDON EDWARD ATKINSON SALLY ANN HURLEY PATRICK JEFFREY BRODEUR SHARON JANE TOZSER AKOS STEVE SHANNON SHAWN DENNIS LOIBL DEBORAH BJAANES HEATHER LEANN BENOTI JEAN-CLAUDE FLETCHER PETER JOHN THOMPSON FREDERICK ERNEST HOWE RICHARD GEORGE MOSS DENNIS CRAIG SALNDERS MICHAEL JOHN MARKSON EDWARD RATTIGAN DARRYL PATRICK FELL DAVID ORSON BOTTOMS FIONA MARGARET SOUTH TREMIN INVESTMENTS IN NEAR CHRISTOPHER WAYNE	30 TANGLEWOOD CRES 32 TANGLEWOOD CRES 38 TANGLEWOOD CRES 38 TANGLEWOOD CRES 6 OAKMONT AVE 40 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 105 HIGHLAND DR 46 TANGLEWOOD CRES 39 TANGLEWOOD CRES 31 TANGLEWOOD CRES 31 TANGLEWOOD CRES 32 TANGLEWOOD CRES 33 TANGLEWOOD CRES 34 TANGLEWOOD CRES 35 TANGLEWOOD CRES 35 TANGLEWOOD CRES 27 TANGLEWOOD CRES 28 TANGLEWOOD CRES 29 TANGLEWOOD CRES 29 TANGLEWOOD CRES 20 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 23 TANGLEWOOD CRES 23 TANGLEWOOD CRES 21 TANGLEWOOD CRES 23 TANGLEWOOD CRES 24 TANGLEWOOD CRES 25 TANGLEWOOD CRES 26 OAKMONT AVE 27 OAKMONT AVE 27 OAKMONT AVE 28 OAKMONT AVE 21 OAKMONT AVE	RR 1	ORO- MEDONTE ON	LOL 2LO LOL 2L

434601000229300	NLG TRADING LTD	59 PRINCE OF WALES DR			MARKHAM ON	L6C 0E1
434601000229400	HUTCHESON LORI JUANITA	17 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1EO
434601000229500	WILLIAMS ALAN PAUL	86 DOUGLAS AVE			TORONTO ON	M5M 1G5
434601000229600	MAIZE JEFFERY RICHARDSON	3077 LINE 4 N	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000229700	WEBER PAUL	PO BOX 7 STN MAIN	DD 0		ORILLIA ON	L3V 6H9
434601000229850 434601000229900	SUWALA RONALD EDIE AYRDALE INVESTMENTS INC	2105 BIDWELL RD 13 BIRCH GROVE DR	RR 2 RR 1		ORO- MEDONTE ON BARRIE ON	L0L 2L0 L4M 4Y8
434601000229900	OLDFIELD GREGORY CHARLES	3099 LINE 4 N	RR 1		ORO- MEDONTE ON	LOL 2L0
434601000230100	WORSDELL MICHELLE LEE	2951 LINE 4 N	KK I		ORO- MEDONTE ON	LOL 2LO
434601000230216	LYON DAVID ARTHUR	26 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1EO
434601000230226	JOHNSTON ROBERT SCOTT	24 TRILLIUM TRAIL	RR 4		COLDWATER ON	LOK 1EO
434601000230230	HELMERICHS ELKE INGRID G	BOX D 709	RR 4		COLDWATER ON	LOK 1EO
434601000230232	LUCAS EDWARD GENE & ANN	30 TRILLIUM TRAIL	RR 4	ag.lucas@egl-group.com	COLDWATER ON	LOK 1EO
434601000230238	SLED JANICE ELIZABETH	3089 LINE 4 N	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000230300	HALLIDAY DARYL BRADLEY	11 ALPINE WAY	RR 1		ORO- MEDONTE ON	LOL 2LO
434601000303900 434601000304300	LOZINSKI KELLY BOLGER RONALD WILLIAM	72 RUNNYMEDE RD SUITE 2 79 HURONWOODS DR	RR 4		TORONTO ON COLDWATER ON	M6S 2Y2 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	14M 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	3421 LINE 1 N	RR 1	BARRIE ON	L4M 4Y8
434602000118600	ST ONGE STEPHEN	3523 LINE 1 N	RR 1 LCD DISTRIBUTION RR 1		BARRIE ON	L4M 4Y8
434602000118610 434602000118700	ST ONGE STEPHEN SINTON JOYCE CHARLOTTE	3523 LINE 1 N 3525 LINE 1 N	RR 1 LCD DISTRIBUTION		BARRIE ON BARRIE ON	L4M 4Y8 L4M 4Y8
434602000118700	DACA JOSEPH	5 BEECHWOOD RD	RR 1		BARRIE ON	L4M 4Y8
434602001000000	DUTTON JONATHAN & MARION		RR 1		BARRIE ON	L4M 4Y8
434602001001700 RTS	FRANNER ROBERT FRANK	RR 1			COOKSTOWN ON	LOL 1LO
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				ETOBICOKE ON	M9W 3M9
434602001005100	ROSS ANNE ELIZABETH	205 TIMPSON DR			AURORA ON	L4G 5L4 L0F 1R0
434602001005517 434602001005521	POLLARD DARREN CHRISTOPHER CARLESS MONIKA MARIA	23 PINE RIDGE TRAIL			SUTTON ON BARRIE ON	LUE TRU 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				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			ETOBICOKE 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 434602001005532	BRENNAN MARY NEIM ALDO	56 WENDOVER RD 63 YORK RD			ETOBICOKE ON NORTH YORK ON	M8X 2L3 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	LOL 2EO
434602001005890	MANN CHATHERINE JENNIFER	124 BROOKLYN AVE			TORONTO ON	M4M 2X5
434602001005911	POMPEO ARMANDO	76 CAMBRIDGE CRES			RICHMOND HILL ON	L4C 6G2
434602001005921 434602001005948	HANNA FLORENCE MARGARET PASCHE ELIZABETH GRAHAM	6 SHAMOKIN DR 215 RICARDO ST 206N	SS 1		NORTH YORK ON NIAGARA ON THE LAKE ON	M3A 3H6 LOS 1I0
434602001005948	MCGEE JOHN	3332 EGLINTON AVE W	33 1		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	LOK 1EO
434602001006500	VAN WYCK HAROLD DOUGLAS	460 HORSESHOE VALLEY RD W	RR 4		COLDWATER ON	LOK 1EO
434602001006600	ORAM TERRY LYNN	3619 LINE 5 N	RR 4		COLDWATER ON	LOK 1EO
434602001006900	VALK JANE BARBARA FLORENCE		RR 4		COLDWATER ON	LOK 1EO
434602001006901	WILLIAMS ALAN PAUL MACKENZ		1200 CENTRAL DVV W ELD OTH		TORONTO ON	M4P 2A5
434602001015800	CANADIAN PACIFIC RAILWAY BRENNER KONRAD	C/O PROPERTY TAX DEPARTMENT 5498 FAWN BAY ROAD	1290 CENTRAL PKY W FLR 8TH		MISSISSAUGA ON ORILLIA ON	L5C 4R3 L3V 6H6
	JULIE CALLEN	37 LANDSCAPE DRIVE	kabrenner@sympatico.ca		ORO-MEDONTE, ON	LOL 2LO
	RUTH MCKAY	34 TRILLIUM TRAIL			COLDWATER, ON	LOK 1E0
	RANCOURT NOELLE	9 PINE SPRINGS	RR 1	noelle.rancourt@gmail.com	BARRIE ON	L4M 4Y8
	SONIA FARYNA	50 LANDSCAPE DRIVE			ORO-MEDONTE, ON	LOL 2LO
	BETH & GARY MCCONNELL	30 LANDSCAPE DRIVE			ORO-MEDONTE, ON	LOL 2LO
	KIM MCDONALD			cruiseattitude@hotmail.com		
	MURRAY BROWN, SECRETARY	HVPOA	4 HIGHLAND DRIVE		ORO-MEDONTE, ON	LOL 2L0
	TRISH CAMPBELL RON & ELIZABETH DUNN	HVPOA	4 HIGHLAND DRIVE william.dunn3@sympatico.ca		ORO-MEDONTE, ON	LOL 2LO
	KON & LLIZADETH DUNIN		winiam.uumisiwayimpatitco.ca			