

**REPORT**

**2022 Comprehensive Road Needs Study**

*2022-EC-001*

Submitted to:

**The Corporation of Tay Valley Township**

217 Harper Road  
Perth, Ontario  
K7H 3C6

Submitted by:

**WSP Canada Inc.**

Project No. 22521805

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## EXECUTIVE SUMMARY

This report presents the results of a Comprehensive Road Needs Study (Study) carried out for The Corporation of Tay Valley Township (Township), Ontario, in July 2022. The purpose of the Study was to update the Township's roads asset database to provide the basis for optimal management of its road network. Visual pavement condition surveys were carried out on all the Township's roadways in accordance with current Ministry of Transportation Ontario (MTO) practices. A Pavement Condition Index (PCI) was assigned to each roadway evaluated, and three 10-year capital plans for the paved road network were developed (based on annual budget scenarios provided by the Township) using the DOT™ (Decision Optimization Technology) software. The resulting capital plans include forecasted timelines for preventative maintenance and rehabilitation treatments and provide the recommended preventative maintenance and rehabilitation strategies for each road section.

A total of 263 km of roads were assessed. The breakdown of road surface types is provided in Table 1. The 2022 average Pavement Condition Index (PCI) of the Township's Road network is estimated at 71 out of a possible 100, indicating a rating described as "Good".

**Table 1: Summary of Road Network by Surface Type**

| Surface Type    | Length (km) | Percentage | PCI | PCI Description |
|-----------------|-------------|------------|-----|-----------------|
| Hot Mix Asphalt | 36.6        | 13.9       | 74  | Good            |
| Surface Treated | 40.9        | 15.6       | 73  | Good            |
| Gravel          | 184.9       | 70.5       | 70  | Good            |

### **Paved Road Network**

The paved road network consists of 77.5 km with overall condition performance of "Good" (PCI of 73). The three capital plan scenarios have different outcomes for improving the paved road network condition over the analysis period. The first scenario utilized an optimized approach with current available annual budget of \$900K, resulting in a slight increase of the overall condition (PCI of 76) over the analysis period. The second 10-year plan scenario results in maintaining the current overall condition (PCI of 73) with a less annual budget than scenario 1, \$0.46M to \$1.6M over the analysis period. The third scenario with the investment of an average annual expenditure of \$1.31 improves significantly the overall condition of the paved road network to "Excellent" (PCI of 80) by the end of the analysis period.

### **Gravel Road Network**

A gravel roads classification matrix has also been developed for the Township to assist with the prioritization of gravel roads. The matrix is based around 6 main factors, 3 quantitative (AADT, Class/Maintenance Cost, and Current Condition (PCI)) and 3 qualitative (Road Safety/Alignment, Commercial/Heavy Traffic, and Criticality). Each of these factors is weighted based on severity and may be customized further by the Township to suit local conditions as appropriate.

# Table of Contents

|   |           |
|---|-----------|
| <b>1.0 INTRODUCTION</b>   | <b>1</b>  |
| 1.1 Background Review   | 1         |
| <b>2.0 PAVEMENT CONDITION ASSESSMENT</b>                            | <b>1</b>  |
| 2.1 Condition Assessment Methodology                                | 2         |
| 2.2 Visual Road Condition Assessment                                | 2         |
| 2.3 Riding Condition Rating (RCR)                                   | 3         |
| 2.4 2022 Pavement Condition Index (PCI)                             | 3         |
| <b>3.0 DATA ANALYSIS AND CAPITAL PLAN</b>                           | <b>5</b>  |
| 3.1 Asphalt and Surface Treated Roads                               | 6         |
| 3.1.1 Scenario 1 Paved Roads – Impact of Current Budget             | 6         |
| 3.1.2 Scenario 2 Paved Roads – Maintain Current Condition PCI of 73 | 7         |
| 3.1.3 Scenario 3 Paved Roads – Target PCI of 80                     | 8         |
| 3.2 DOT Roads Software  | 9         |
| <b>4.0 TRAFFIC COUNT</b>  | <b>9</b>  |
| <b>5.0 GRAVEL ROADS</b>   | <b>10</b> |
| 5.1 Research Discussion   | 11        |
| 5.2 Gravel Roads Classification Matrix                              | 12        |
| <b>6.0 KEY CONSIDERATIONS FOR GRAVEL ROAD MAINTENANCE</b>           | <b>16</b> |
| 6.1 Building a Proper Cross Section                                 | 16        |
| 6.2 Materials for Use   | 17        |
| 6.3 Proper Grading Operation  | 18        |
| 6.4 Dust Control  | 18        |
| 6.5 Gravel Road Treatments  | 18        |
| <b>7.0 PROJECT LEVEL INVESTIGATION</b>                              | <b>19</b> |
| <b>8.0 CLOSING</b>  | <b>19</b> |

## TABLES

|   |    |
|---|----|
| Table 1: Summary of Road Network by Surface Type .....                                      | ii |
| Table 2: PCI Descriptions .....   | 3  |
| Table 3: Riding Condition Rating Scale .....  | 3  |
| Table 4: Summary of Pavement Condition Based on Road Network Length .....                   | 4  |
| Table 5: Average PCI by Surface Type .....  | 4  |
| Table 6: Proposed Treatment Options with Unit Costs .....                                   | 5  |
| Table 7: List of provided road segments included in 2023 capital plan.....                  | 6  |
| Table 8: Network Performance (PCI) – Scenario 1 Paved Roads .....                           | 7  |
| Table 9: Network Performance (PCI) – Scenario 2 Paved Roads .....                           | 8  |
| Table 10: Network Performance (PCI) – Scenario 3 Paved Roads .....                          | 9  |
| Table 11: Traffic Count Summary.....  | 10 |
| Table 12: Network and Condition Data by Maintenance Class .....                             | 12 |
| Table 13: Network and Condition Data by AADT .....  | 12 |
| Table 14: Factor Definitions for Gravel Roads Classification Matrix .....                   | 13 |
| Table 15: Rating Factors for Gravel Roads Classification Matrix.....                        | 14 |
| Table 16: Gravel Roads Distress Manifestation (MTO 1989).....                               | 18 |
| Table 17: Example of Using PCI data to determine proper maintenance treatment actions ..... | 19 |

## FIGURES

|   |    |
|---|----|
| Figure 1: Breakdown of Roadway Surface Types .....  | 2  |
| Figure 2: Surface Type Condition Status.....  | 4  |
| Figure 3: Scenario 1 Paved Roads - Network Performance (PCI) Over 10-Year Analysis Period ..... | 7  |
| Figure 4: Scenario 2 Paved Roads - Network Performance (PCI) Over 10-Year Analysis Period ..... | 8  |
| Figure 5: Scenario 3 Paved Roads - Network Performance (PCI) Over 10-Year Analysis Period ..... | 9  |
| Figure 6: Maintenance Costs/Mile by traffic volume (Mn/DOT).....                                | 11 |
| Figure 7: Gravel Roads Classification Matrix .....  | 15 |
| Figure 8: A Typical Gravel Road Cross Section .....   | 16 |

## **APPENDICES**

### **APPENDIX A**

Important Information and Limitations of This Report

### **APPENDIX B**

Road Network Maps with 2022 Condition Rating

### **APPENDIX C**

2022 Tay Valley Township Road Inventory

### **APPENDIX D**

Proposed Treatment Options and Description

### **APPENDIX E**

Road Network Overview

### **APPENDIX F**

Scenario 1 Paved Roads - Impact of Current Budget

### **APPENDIX G**

Scenario 2 Paved Roads - Maintain Current Condition (PCI of 73)

### **APPENDIX H**

Scenario 3 Paved Roads - Target PCI of 75

### **APPENDIX I**

Traffic Counts

## 1.0 INTRODUCTION

The Corporation of Tay Valley Township (Township) retained Golder Associates Ltd., a member of WSP, (WSP GOLDER) to carry out a Comprehensive Roads Needs Study (Study). The purpose of this Study report is to update the Township's Road assets database so as to provide the basis for optimal management of its road network. Visual pavement condition surveys were carried out on all the Township's roadways in accordance with current Ministry of Transportation Ontario (MTO) practices.

A Pavement Condition Index (PCI) was assigned to each roadway segment based on a riding condition index (RCI) and type, severity and extent of distresses. The PCI's along with other road network information, such as road type (i.e., asphalt, surface treated, gravel, etc.), road lengths and widths, classifications (i.e., urban, rural, semi-urban), Minimum Maintenance Standard (MMS), user defined criticalities, etc. are entered into the Decision Optimization Technology (DOT) Roads software to develop optimized rehabilitation treatments. Three optimization scenarios with resulting 10-year capital plans were developed to include forecasted timelines for appropriate preventative maintenance and rehabilitation treatments on the paved road network.

This report should be read in conjunction with "*Important Information and Limitations of This Report*" included in Appendix A. The reader's attention is specifically drawn to this information, as it is essential for the proper use and interpretation of this report.

### 1.1 Background Review

The Township provided WSP GOLDER with the following roads database to support the completion of the 2022 Study:

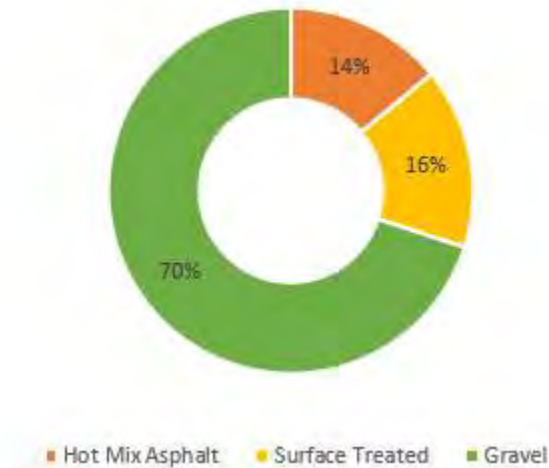
- 2022 Road Inventory in shapefile;
- 2014 Road Needs Study;
- 2021 Road Construction Estimates;
- 2021 Road Preservation Estimates;
- 2022 Budget – Final;
- Traffic Count Master List (20-03-04);
- 10 Year Financial Plan – 2021; and
- History of Gravel on Roads 2010 – 2023.

WSP GOLDER communicated with the Township project manager upon reviewing the database to revise the attributes, including new road segments, widths, shared roads, and Annual Average Daily Traffic (AADT) data (where applicable).

## 2.0 PAVEMENT CONDITION ASSESSMENT

Pavement condition data was collected in July 2022 by WSP GOLDER's engineering staff. A total of 263 km (centreline) of roads were assessed. A summary of the surface types is provided in Figure 1.





**Figure 1: Breakdown of Roadway Surface Types**

## 2.1 Condition Assessment Methodology

The pavement condition assessment, which identified the extent and severity of each specific distress type, was carried out based on MTO methods for the appropriate surface type, as listed in the following references:

- Inventory Manual for Municipal Transportation Networks (Inventory Manual for Municipal Roads, 1991);
- For municipal asphalt pavements – Chong, G.J., Phang, W.A., and Wrong, G.A. 1989. Flexible Pavement Condition Rating, Guidelines for Municipalities, SP-022, Downsview, Ontario: Research and Development Branch, Ministry of Transportation of Ontario;
- For surface-treated pavements – Chong, G.J., Phang, W.A., and Wrong, G.A. 1989. Manual for Condition Rating of Surface-Treated Pavements, Distress Manifestations, SP-021, Downsview, Ontario: Research and Development Branch, Ministry of Transportation of Ontario; and
- For gravel surface roads – Chong, G.J., Phang, W.A., and Wrong, G.A., 1989. Manual for Condition Rating of Gravel Surface Roads, SP-025, Downsview, Ontario: Research and Development Branch, Ministry of Transportation of Ontario.

## 2.2 Visual Road Condition Assessment

The density and severity of distresses (cracks, potholes, ravelling, wheel path deformation, distortions, etc.) were identified and recorded for each roadway segment. The types of typical surface distresses on asphalt/surface treated, and gravel roadways are recorded as Distress Manifestation Index (DMI) according to the MTO manuals listed in Section 2.1. DMI values for all road segments assessed in this Study are illustrated in Appendix C – 2022 Tay Valley Road Inventory.

A Pavement Condition Index (PCI) was assigned to each roadway segment, based on a Riding Condition Rating (RCR) and the Distress Manifestation Index (DMI) which is based on the types, severities and densities of the distresses observed. The PCI is rated on a scale from 0 to 100, 0 being very poor (completely failed) and 100 being excellent. Table 2 shows a breakdown of PCI values and associated typical pavement descriptions for pavement.



**Table 2: PCI Descriptions**

| PCI*      | Description of Pavement Condition Rating |
|-----------|--|
| 80 to 100 | Excellent                                |
| 60 to <80 | Good                                     |
| 40 to <60 | Fair                                     |
| 25 to <40 | Poor                                     |
| 0 to <25  | Very Poor                                |

### 2.3 Riding Condition Rating (RCR)

The RCR is assigned based on the perceived comfort and safety of the ride, while driving at the posted speed. RCR is rated on a scale from 1 to 10, 1 being very poor and 10 excellent; a breakdown is shown in Table 3, in accordance with the MTO manuals listed in Section 2.1. RCR values for all road segments assessed in this Study are illustrated in Appendix C.

**Table 3: Riding Condition Rating Scale**

| RCR  | Description of Riding Condition Rating  |
|------|---|
| 0-2  | Very Poor – Uncomfortable ride with constant bumps and depressions. Cannot maintain posted speed and must steer clear constantly to avoid bumps and depressions |
| 2-5  | Poor – Uncomfortable ride with frequent bumps and depressions   |
| 5-7  | Fair – Still comfortable ride with intermittent bumps and depressions   |
| 7-9  | Good – Smooth ride with just a few bumps and depressions  |
| 9-10 | Excellent – Very smooth ride  |

### 2.4 2022 Pavement Condition Index (PCI)

The overall average condition of the Township's road network at the time of the survey in July 2022 was estimated at a PCI of 71 out of a possible 100, which is rated as "Good". The overall average condition of the paved roads was a PCI of 73 described as "Good", while the gravel roads was a PCI of 70 described as "Good". A road network map including the 2022 condition ratings of all road segments assessed in this Study is included in Appendix B. A complete list of the Township's Road sections with 2022 condition ratings are provided in Appendix C. Additional details on network overview are provided in Appendix E.

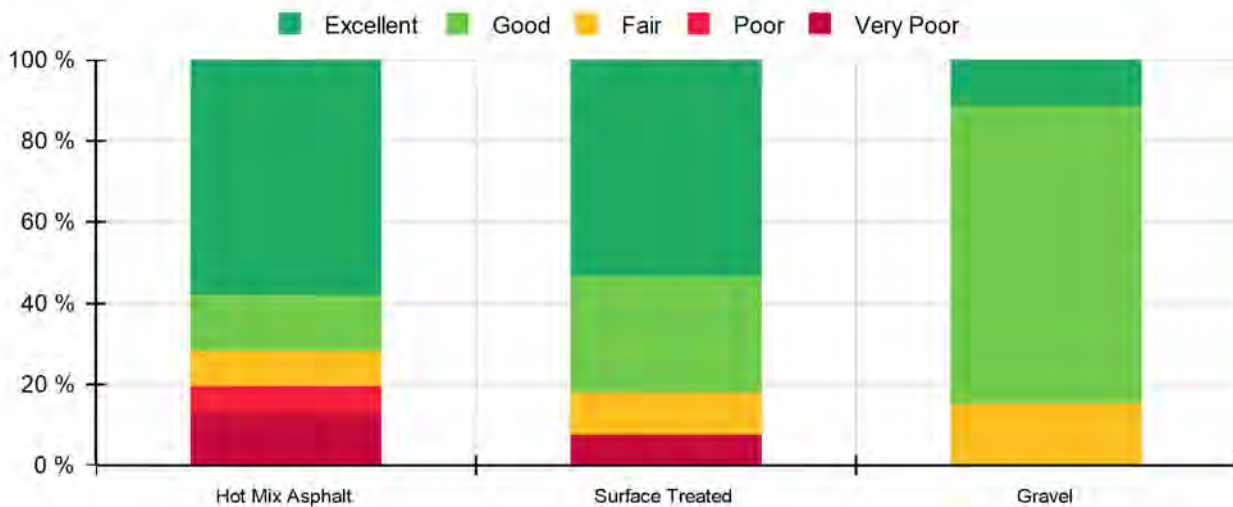
A breakdown of the conditions and corresponding lengths are presented in Table 4. The overall average condition rating based on surface type is presented in Table 5 and Figures 2.

**Table 4: Summary of Pavement Condition Based on Road Network Length**

| Condition    | Length (km)  | Percentage |
|--------------|--------------|------------|
| Very Poor    | 7.7          | 2.9%       |
| Poor         | 2.6          | 1.0%       |
| Fair         | 35.9         | 13.7%      |
| Good         | 152.4        | 58.1%      |
| Excellent    | 63.8         | 24.3%      |
| <b>Total</b> | <b>262.4</b> | <b>100</b> |

**Table 5: Average PCI by Surface Type**

| Surface Type    | Average PCI | PCI State |
|-----------------|-------------|-----------|
| Hot Mix Asphalt | 74          | Good      |
| Surface Treated | 73          | Good      |
| Gravel          | 70          | Good      |



**Figure 2: Surface Type Condition Status**

### 3.0 DATA ANALYSIS AND CAPITAL PLAN

The Decision Optimization Technology (DOT) Roads software was used to facilitate preventative maintenance and rehabilitation budgeting by predicting the deterioration of pavement segments based on a wide range of pavement deterioration curves. Additionally, extensive decision trees, performance models, cost models, life cycle gain and condition improvement matrices covering a wide spectrum of road classifications were used. The modeling capability of the DOT Roads program is based on traffic, surface type and roadside environment.

Utilizing a capital planning tool such as DOT Roads with optimization capability can maximize the overall performance of a network in terms of physical condition (or any other criteria) over a multi-year analysis horizon. It can provide the Township with the best possible course of action in terms of timing and selection of different maintenance, rehabilitation, or reconstruction treatments considering all municipal goals and constraints. It also maximizes the value achieved for the money invested.

**It should be noted that the DOT software operates at the *network* level, rather than the *project* level. As such, the lists of projects programmed for each year in the capital plans are intended for budgeting purposes only and do not eliminate the need for further detailed project-level investigations and subsequent closer budgeting of the projects at the detailed design stage.**

Three optimization scenarios were analysed based on project annual budgets specified by the Township, as follows:

1. Impact of Current Budget.
2. Maintain Current Condition at PCI 73.
3. Target PCI of 80.

Unit costs for preventative maintenance and rehabilitation treatments were proposed by WSP Golder and revised by the Township (listed in Table 6) which were used in the DOT Roads software for the optimization analysis. The unit cost includes labour, material and equipment for each treatment specified below, with the exception of ST-FDR & DST which unit cost includes culvert replacement and drainage work costs as of 2022.

A list of treatment options accompanying more detailed descriptions is included in Appendix D.

**Table 6: Proposed Treatment Options with Unit Costs**

| Treatment Code               | Description  |                                |
|------------------------------|--|--------------------------------|
| <b>Hot Mix Asphalt Roads</b> |  | <b>Cost/m<sup>2</sup> (\$)</b> |
| HMA-ST                       | Single Surface Treatment (Chip Seal)                               | 5.40 \$/m <sup>2</sup>         |
| HMA-DST                      | Double Surface Treatment (Chip Seal)                               | 9.25 \$/m <sup>2</sup>         |
| HMA-EnhSurf                  | Enhanced Thin Surfacing (Micro-surfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>         |
| HMA-Enh2Surf                 | Enhanced Double Thin Surfacing (Cape Seal, Double Micro-surfacing) | 8.25 \$/m <sup>2</sup>         |
| HMA-Ovly                     | One Lift Overlay / Mill and One Lift Overlay                       | 42.58 \$/m <sup>2</sup>        |
| HMA-FDR & Ovly               | Full Depth Reclamation (FDR) + One Lift Overlay                    | 55.00 \$/m <sup>2</sup>        |
| <b>Surface Treated Roads</b> |  | <b>Cost/m<sup>2</sup> (\$)</b> |
| ST-SST                       | Single Surface Treatment (Chip Seal)                               | 5.40 \$/m <sup>2</sup>         |
| ST-DST                       | Double Surface Treatment (Chip Seal)                               | 9.25 \$/m <sup>2</sup>         |

| Treatment Code | Description  |                         |
|----------------|--|-------------------------|
| ST-EnhSurf     | Enhanced Thin Surfacing (Micro-surfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  |
| ST-Enh2Surf    | Enhanced Double Thin Surfacing (Double Micro-surfacing, Cape Seal) | 8.25 \$/m <sup>2</sup>  |
| ST-FDR & DST*  | Full Depth Reclamation (FDR) + Double Surface Treatment            | 30.00 \$/m <sup>2</sup> |

### 3.1 Asphalt and Surface Treated Roads

The recommended treatment options to be carried out over the analysis period consist primarily of full depth reclamation and resurfacing. The recommended options for routine maintenance are excluded in this Study as they are being operational costs not capital costs. A 5% annual inflation rate was applied to the above list of treatment options and carried for all three 10-year capital scenarios below.

The following sections present the predicted performance of the Township's paved road network in terms of PCI, over the analysis period of 10 years. The first 10-year plan scenario with a current average annual budget of ≈ \$900,000 results in a slight improvement of the overall paved road network condition over the analysis period. The second scenario results in maintaining the current average condition (PCI of 73) over 10 years with average annual budget of ≈ \$857,000, while the third scenario with an average annual expenditure of ≈ \$1,310,000 improves the overall condition of the paved road network to Excellent (PCI of 80) by the end of the analysis period.

As requested by the Township, the 2023 Rehabilitation and Treatment Plan for a budget of 1.63M was acknowledged into the three scenarios below. Table 7 includes a list of road segments listed for the 2023 capital plan.

**Table 7: List of provided road segments included in 2023 capital plan**

| ID   | Road Name   | From                    | To                | Budget (\$) | Treatment type                |
|------|-------------|-------------------------|-------------------|-------------|-------------------------------|
| 1184 | Harper Road | Bathurst 6th Concession | Keays Road        | 1,099,000   | Reconstruction                |
| 1325 | Keays Road  | Old Morris Road         | Fallbrook Road    | 410,000     | Reconstruction                |
| 770  | Powers Road | Narrows Lock Road       | Stanleyville Road | 120,000     | Micro-surfacing – Single lift |

#### 3.1.1 Scenario 1 Paved Roads – Impact of Current Budget

The yearly predicted performance results for \$900K annual expenditure are shown in Figure 3 and Table 8. A slight increase in network performance resulted from this scenario delivering a PCI of 76 by year 10 of the analysis. The short-term investment of major rehabilitation to paved roads improves the overall performance to a PCI of 78 at year 2026, resulting in 73% excellent condition roads and 1% very poor. Additional details regarding Scenario 1, as well as the associated capital plans are provided in Appendix F.

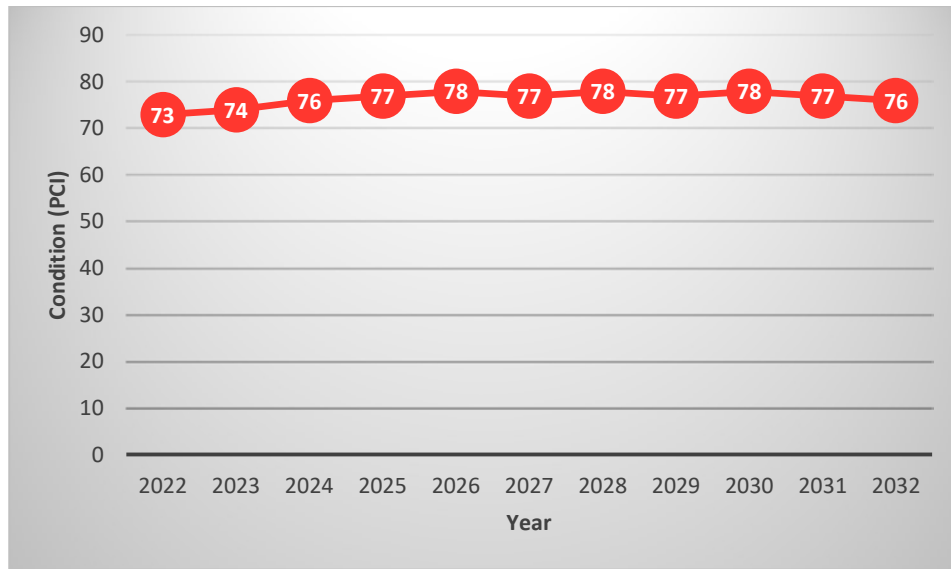


Figure 3: Scenario 1 Paved Roads - Network Performance (PCI) Over 10-Year Analysis Period

Table 8: Network Performance (PCI) – Scenario 1 Paved Roads

| Year                 | 2022 | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  | 2029  | 2030  | 2031  | 2032  |
|----------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Performance (PCI)    | 73   | 74    | 76    | 77    | 78    | 77    | 78    | 77    | 78    | 77    | 76    |
| Capital Budget (\$M) | -    | 1.629 | 0.924 | 0.948 | 1.095 | 0.589 | 0.790 | 0.735 | 1.148 | 0.587 | 0.518 |

### 3.1.2 Scenario 2 Paved Roads – Maintain Current Condition PCI of 73

To maintain an overall condition at PCI of 73 over a 10-year period, a variable annual expenditure ranging from \$0.46M to \$1.6M over the analysis period is required. However, the total required budget over 10 years in this scenario (\$8.6M) is slightly less than total budget of Scenario 1 (\$9M), and resulting in lower overall performance improvement than Scenario 1. Nearly 4% of the paved roads are anticipated to perform in very poor condition by the end of the short-term period (1-5 years), and it is expected to be 10% by the end of year 2032. The results of this scenario are shown in Figure 4 and Table 9. Additional details regarding Scenario 2, as well as the associated capital plans, are given in Appendix G.

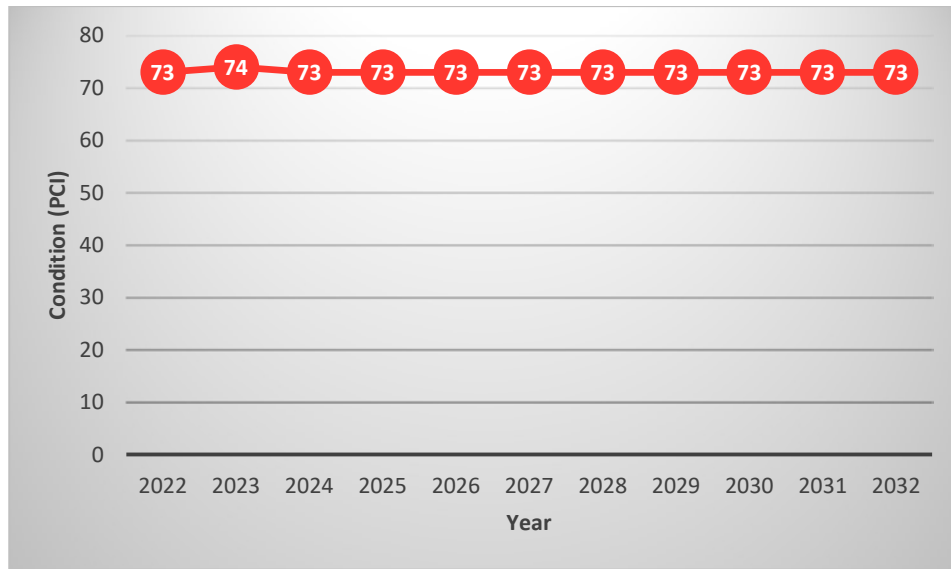


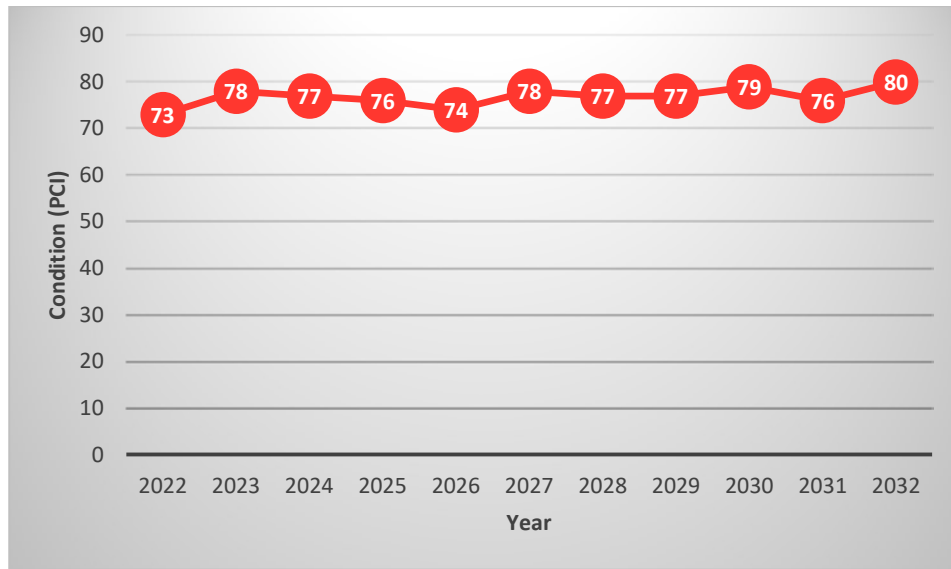
Figure 4: Scenario 2 Paved Roads - Network Performance (PCI) Over 10-Year Analysis Period

Table 9: Network Performance (PCI) – Scenario 2 Paved Roads

| Year                 | 2022 | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  | 2029  | 2030  | 2031  | 2032  |
|----------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Performance (PCI)    | 73   | 74    | 73    | 73    | 73    | 73    | 73    | 73    | 73    | 73    | 73    |
| Capital Budget (\$M) | -    | 1.629 | 0.456 | 0.653 | 0.633 | 0.828 | 0.569 | 0.858 | 0.862 | 1.146 | 0.935 |

### 3.1.3 Scenario 3 Paved Roads – Target PCI of 80

To improve all the Township’s paved roads to Excellent Condition (PCI of 80) by the end of the 10-year period, an annual expenditure ranging from \$0.25M to \$2.71M (total of \$10.3 Million in 10 years) is required. The total spending in 10-years is slightly higher than both scenario 1 and 2, however this investment potentially eliminates all paved roads to fall into a very poor condition state by the end of year 2032. The results of this scenario are shown in Figure 5 and Table 10. Additional details regarding Scenario 3, as well as the associated capital plans, are given in Appendix H.



**Figure 5: Scenario 3 Paved Roads - Network Performance (PCI) Over 10-Year Analysis Period**

**Table 10: Network Performance (PCI) – Scenario 3 Paved Roads**

| Year                 | 2022 | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  | 2029  | 2030  | 2031  | 2032  |
|----------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Performance (PCI)    | 73   | 78    | 77    | 76    | 74    | 78    | 77    | 77    | 79    | 76    | 80    |
| Capital Budget (\$M) | -    | 2.714 | 0.949 | 0.571 | 0.347 | 1.773 | 0.551 | 0.664 | 0.933 | 0.254 | 1.554 |

### 3.2 DOT Roads Software

The optimization analysis utilizing the DOT Roads software was provided as part of this Road Needs Study. Ongoing use of the DOT software is available to the Township at additional cost and can be facilitated through Infrastructure Solutions Inc. (ISI) directly. It is recommended that the pavement condition surveys be updated every three years.

### 4.0 TRAFFIC COUNT

As requested by the Township, the traffic volumes of 11 road segments including 10 gravel road segments and 1 paved road segment were collected to estimate annual average daily traffic (AADT). Automatic Traffic Recorders (ATRs) were deployed to obtain traffic volumes. Two-way traffic counts were collected at 15-minute intervals for 24 hours per day over a consecutive 7-day period from Friday, August 26, 2022, to Thursday, September 1, 2022.

The collected raw traffic data was further reviewed to calculate the average daily traffic (ADT) for each road segment, followed by an estimate of the annual average daily traffic (AADT) based on traffic patterns. The ADT for each road segment was calculated by taking the average of the 24-hour counts over the 7-day period. The AADT for each road segment was then calculated by dividing the ADT by selected conversion factors that account for factors such as seasonal variation and traffic pattern. The conversion factors were based on the MTO traffic pattern classifications derived from historical AADTs.



Based on a desktop review, the traffic pattern for each road segment was categorized as either “commuter” or “recreational”. Roads that appeared to have no seasonal destination were considered as “commuter”, whereas roads that appeared to be in connection with cottages, campgrounds, and/or waterfronts were considered as “recreational”. It is to be noted that the traffic count was conducted during the summer months where traffic volumes are expected to be higher for recreational purposes and the corresponding conversion factor that was used to calculate the AADT for “recreational” roads was higher than “commuter” roads as there is more variation in traffic volumes throughout the year. When the conversion factor is applied to estimate the AADT, this ultimately reduces the raw traffic volumes to be more representative of the traffic volumes over an entire year.

The summary of AADT for each road segment is presented in Table 11. Additional details including ADTs, conversion factors, and rationale, as well as the raw traffic data are given in Appendix I.

**Table 11: Traffic Count Summary**

| Segment No. | Segment Description   | Trip Purpose | AADT |
|-------------|---|--------------|------|
| 1           | Christie Lake North Shore Road from Christie Lake Road to End of Pavement Civic 636 (Paved)   | Recreational | 500  |
| 2           | Allan's Mill Road from County Road 10 to Upper Scotch Line (Unpaved)                          | Commuter     | 220  |
| 3           | Bathurst 5th Concession from Highway 511 to Harper Road (Unpaved)                             | Commuter     | 120  |
| 4           | Black Lake Road from Powers Road to Tom's Rock (Unpaved)                                      | Recreational | 230  |
| 5           | Black Lake Road from Tom's Rock to Black Lake Road Private (Unpaved)                          | Recreational | 140  |
| 6           | Christie Lake North Shore Road from End of Pavement Civic 636 to Brooke Valley Road (Unpaved) | Recreational | 80   |
| 7           | Doran Road from Highway 7 to McVeigh Road (Unpaved)   | Recreational | 110  |
| 8           | Ennis Road from Beach Road to Bennett Lake Road (Unpaved)                                     | Recreational | 180  |
| 9           | McVeigh Road from Doran Road to Arnold T Drive (Unpaved)                                      | Recreational | 80   |
| 10          | McVeigh Road from Arnold T Drive to Dokken Road (Unpaved)                                     | Recreational | 60   |
| 11          | Rutherford Side Road from Bathurst 5th Concession to McVeigh Road (Unpaved)                   | Recreational | 30   |

The updated AADT for the eleven sections above were used in this Study. It is recommended to update traffic counts for all road segments as the number of residencies/business increases in the Township.

## 5.0 GRAVEL ROADS

This section discusses the continued rehabilitation and maintenance of gravel roads in comparison with the costs of upgrading to surface treated. It also discusses some general guidelines and recommendations on utilizing best maintenance practices and management concepts for gravel roads. A gravel road classification matrix has also been proposed to help prioritize targeted maintenance and potential upgrade from gravel to surface treated roadways.

## 5.1 Research Discussion

The lifecycle of gravel roads with AADT > 250 decreases significantly by a rate of about 25 PCI points per year with no maintenance interventions. Case studies have shown that the maintenance costs for gravel roads increase considerably above AADT of about 200. The loss of serviceability also increases faster with increasing truck traffic. In such cases the rate of gravel loss from the surface increases, the surface drainage of the road decreases and more costly maintenance is needed. Figure 6 below shows the findings from a study in Minnesota (Ref: DOT Minnesota, “To Pave or Not to Pave?”, Oct. 2006) where county road maintenance costs were monitored for different traffic volumes (ADT). The results showed that above an ADT of 200, the relative costs of gravel road maintenance increased significantly compared to paved road maintenance.

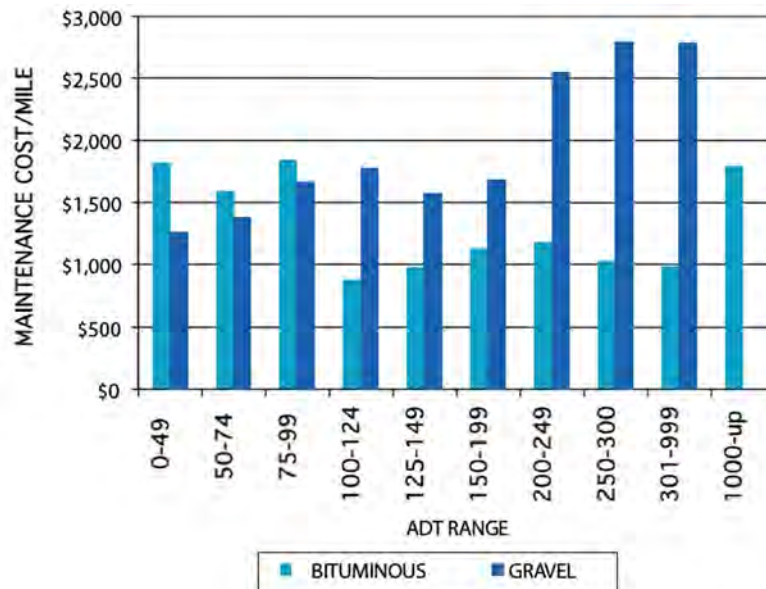


Figure 6: Maintenance Costs/Mile by traffic volume (Mn/DOT)

Other considerations for upgrading gravel to a paved road surface:

- Number of residences or businesses on the road section.
- Cleaner environment with less dust.
- Increased safety and skid resistance.
- Improved level of service.

## 5.2 Gravel Roads Classification Matrix

The Township of Tay Valley has requested a new gravel roads classification matrix, which will include both physical and operations characteristics to enhance the traditional approach which is heavily weighted towards traffic volume (AADT). The Township objective for the gravel road classification matrix is shown below.

d) develop a gravel road classification matrix that includes new and expanded physical and operational characteristics and assigns a weighted formula for consideration by the Township for future maintenance and capital expenditures (ie. maintenance demand, roadside environment, alignment, number of full time/seasonal residences, recreational/commercial uses, climate change impact, and emergency access);

As we considered the factors which influence gravel roads selection, we initially assessed the available road data which has been analysed by both Maintenance Class / Standard and AADT in Tables 12 and 13 below.

**Table 12: Network and Condition Data by Maintenance Class**

| Reg. 239/02 Road Class | # Sections | Total Length (km) | Avg. Width | Avg. PCI  |
|------------------------|------------|-------------------|------------|-----------|
| 4                      | 20         | 47.5              | 5.6        | 72        |
| 5                      | 3          | 9.5               | 6.1        | 68        |
| 6                      | 72         | 97.9              | 5.0        | 68        |
| <b>Totals</b>          | <b>95</b>  | <b>154.9</b>      | <b>5.2</b> | <b>69</b> |

*Note: 10 sections in the inventory did not have assigned road class.*

**Table 13: Network and Condition Data by AADT**

| AADT Ranges   | # Sections | Total Length (km) | Avg. Width | Avg. PCI  |
|---------------|------------|-------------------|------------|-----------|
| 0-49          | 69         | 91.6              | 5.2        | 69.9      |
| 50-199        | 30         | 72.7              | 5.1        | 68.6      |
| 200+          | 6          | 18.8              | 5.1        | 65.5      |
| <b>Totals</b> | <b>105</b> | <b>183.1</b>      | <b>5.2</b> | <b>69</b> |

Results show higher road classes having slightly higher PCI, while there is no correlation to the volumes (however the sample size for 200+ AADT is low). Understanding the reasons for the current classifications will be captured within the gravel roads classification matrix, to ensure the highest priority roads are correctly identified. A review and update of the classifications may also be warranted in the future.

In developing a proposed classification framework, we have considered both quantitative and qualitative factors in a concise way to allow for a practical implementation. As such we have three (3) quantitative measures (based on available data) and three (3) qualitative measures. Each of these factors are weighted using defined high / medium / low criteria to be applied against each of the road sections. The factors and their criteria are shown in Table 14.

**Table 14: Factor Definitions for Gravel Roads Classification Matrix**

| Factors   | High (H)  | Medium (M)  | Low (L)   | N/A  |
|---|---|---|---|--|
| <b>Quantitative</b>   |   |   |   |  |
| <b>Traffic Volume (AADT)</b>  | ≥200, high volumes  | 50-199, moderate volumes  | 0-49, relatively low volumes.   | -  |
| <b>Class / Maintenance Cost</b>   | Class 4   | Class 5   | Class 6   | -  |
| <b>Current Condition (PCI)</b>  | <40   | 40-55   | 55-70   | >70  |
| <b>Qualitative</b>  |   |   |   |  |
| <b>Road Safety / Alignment</b>  | Very poor geometrics, significant grade changes (>5%), poor sightlines, significant road safety issues, etc.  | Poor geometrics, some grade changes, moderate road safety issues, poor sightlines, etc. | Some geometric issues, average sightlines, minor road safety issues, etc. | Good roadway alignment, good sightlines, no known safety issues. |
| <b># Commercial / Heavy</b><br>(qualitative as actual count data not available) | Significant commercial / heavy traffic (>25 per day).   | Some commercial / heavy traffic (10-25 per day).  | Minimal commercial / heavy traffic (0-10 per day).                        | No significant commercial traffic.                               |
| <b>Criticality</b>  | Criticality impact rating should factor the following aspects:<br>1) Network resilience (if the road fails, are there detours available).<br>2) Does this road provide access to critical infrastructure/services (hospitals, schools, industry, etc.).<br>3) Is there a significant population (homes/residences) which may be impacted by the road's service level. |   |   | No known factors impacting criticality.                          |

Quantitative measures can be derived from the available dataset, while qualitative measures are to be provided by Township staff with appropriate local knowledge of the roads. High ratings represent the highest impact to the overall weighting and prioritization while N/A represents no impact (where not applicable), with the impact of medium and low ratings in between. It is worth noting that current condition (PCI) has an inverse relationship, whereby a high rating applies to the poorest road condition rating.

Proposed factors and weighting are preliminary and should be validated by the Township's engineering and operations staff. Proposed weighting is provided in Table 15 below.

**Table 15: Rating Factors for Gravel Roads Classification Matrix**

| Factors                  | Weighting<br>(out of 100) | Rating Factors |            |         |    |
|--------------------------|---------------------------|----------------|------------|---------|----|
|                          |                           | High (H)       | Medium (M) | Low (L) | NA |
| <b>Quantitative</b>      |                           |                |            |         |    |
| Traffic Volume (AADT)    | 15                        | 1.0            | 0.66       | 0.33    | 0  |
| Class / Maintenance Cost | 15                        | 1.0            | 0.66       | 0.33    | 0  |
| Current Condition (PCI)  | 10                        | 1.0            | 0.66       | 0.33    | 0  |
| <b>Qualitative</b>       |                           |                |            |         |    |
| Road Safety / Alignment  | 20                        | 1.0            | 0.66       | 0.33    | 0  |
| # Commercial / Heavy     | 15                        | 1.0            | 0.66       | 0.33    | 0  |
| Criticality              | 25                        | 1.0            | 0.66       | 0.33    | 0  |

- Vehicle Traffic** Both Traffic Volumes (AADT) and Commercial / Heavy volumes are weighted at 15% each for a total impact of 30%. Higher volumes, especially for heavier vehicles, can degrade the roadway condition significant quicker than low volume roads, which lead to increased maintenance requirements to maintain serviceability.
- Class / Maintenance Costs** This correlates directly with vehicle traffic and has been weighted at 15%. Maintenance cost is a key factor in any decision to upgrade to surface treatment and is also the main input should a benefit / cost analysis be undertaken for road upgrade candidates.
- Current Condition (PCI)** Gravel road condition ratings, while useful in understanding current condition, can be seasonally variable with gravel roads and therefore should be considered in that context. Our experience has shown that even routine maintenance treatments (such as re-grading) can significantly impact the ratings. Due to the variability, we have proposed a relatively low rating for Current Condition of 10%.
- Road Safety / Alignment** Assessing the roadway geometry and safety factors, and associated impact on the road integrity is to be subjectively considered by the township’s engineering staff. This is meant to capture roads with significant contours, grade changes, sightline impairments, and safety challenges among other related factors. Initial weighting is proposed at 20%.
- Criticality** Criticality is a measure of the roadway’s importance and functional requirements for the Township and Township residents. This is to be rated subjectively by Township staff with local knowledge and include key factors such as those listed in Table 14 above. Criticality has been weighted at 25%.

The proposed gravel roads classification matrix is shown in Figure 7 and will be provided as an MS Excel spreadsheet. Quantitative factors have ratings automatically calculated, while qualitative factors will need to be manually inputted by local engineering / operations staff (default value is set to low).

### Tay Valley Gravel Roads Classification Matrix

| Ratings |                |
|---------|----------------|
| H       | High           |
| M       | Medium         |
| L       | Low            |
| N/A     | Not Applicable |

| Inputs |  |
|--------|--|
|        | Automated ratings based on current inventory and condition data.                           |
|        | Ratings to be determined by township staff. Refer to factor definitions sheet for details. |

| Section ID | Road Name                     | Length (m) | Maint. Class | AADT | PCI | Quantitative          |                  |                         | Qualitative             |                               |             | Total | Priority Ranking |  |
|------------|-------------------------------|------------|--------------|------|-----|-----------------------|------------------|-------------------------|-------------------------|-------------------------------|-------------|-------|------------------|--|
|            |                               |            |              |      |     | Traffic Volume (AADT) | Maintenance Cost | Current Condition (PCI) | Road Safety / Alignment | # Commercial / Heavy Vehicles | Criticality |       |                  |  |
| Weighting  |                               |            |              |      |     | 40%                   | 15               | 15                      | 10                      | 60%                           | 20          | 15    | 25               |  |
| 588        | Bathurst 9th Concession       | 2,919      | 6            | 25   | 72  | L                     | L                | N/A                     | L                       | L                             | L           | 30    | 65               |  |
| 589        | Brooke Valley Road            | 2,930      | 6            | 125  | 88  | M                     | L                | N/A                     | L                       | L                             | L           | 35    | 30               |  |
| 591        | Patterson Road                | 102        | 6            | 25   | 64  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 592        | North Mac Lane                | 893        | 6            | 25   | 74  | L                     | L                | N/A                     | L                       | L                             | L           | 30    | 65               |  |
| 604        | Cameron Side Road             | 358        | 6            | 25   | 61  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 605        | Trueloves Road                | 563        | 6            | 25   | 58  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 606        | McVeigh Road                  | 2,239      | 4            | 125  | 75  | M                     | H                | N/A                     | L                       | L                             | L           | 45    | 12               |  |
| 609        | Bathurst Upper 4th Concession | 2,084      | 6            | 25   | 91  | L                     | L                | N/A                     | L                       | L                             | L           | 30    | 65               |  |
| 637        | McVeigh Road                  | 1,838      | 4            | 125  | 66  | M                     | H                | L                       | L                       | L                             | L           | 48    | 1                |  |
| 639        | 11th Line South Sherbrooke    | 1,911      | 6            | 25   | 43  | L                     | L                | M                       | L                       | L                             | L           | 37    | 26               |  |
| 640        | Pratt Road                    | 1,061      | 6            | 25   | 57  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 646        | Old Burke Road                | 1,704      | 4            | 125  | 71  | M                     | H                | N/A                     | L                       | L                             | L           | 45    | 12               |  |
| 647        | Perkins Road                  | 1,472      | 6            | 25   | 69  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 648        | Bathurst 7th Concession       | 3,994      | 6            | 25   | 81  | L                     | L                | N/A                     | L                       | L                             | L           | 30    | 65               |  |
| 649        | Brooke Valley Road            | 2,955      | 6            | 125  | 78  | M                     | L                | N/A                     | L                       | L                             | L           | 35    | 30               |  |
| 653        | Kirkham Road                  | 2,468      | 6            | 25   | 57  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 664        | Doran Road                    | 2,136      | 6            | 25   | 56  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 676        | Anderson Side Road            | 490        | 6            | 25   | 70  | L                     | L                | L                       | L                       | L                             | L           | 33    | 32               |  |
| 716        | Armstrong Line                | 2,388      | 4            | 182  | 85  | M                     | H                | N/A                     | L                       | L                             | L           | 45    | 12               |  |
| 718        | Maberly Station Road          | 1,164      | 6            | 25   | 80  | L                     | L                | N/A                     | L                       | L                             | L           | 30    | 65               |  |
| 727        | Township Boundary Road        | 1,356      | 6            | 25   | 73  | L                     | L                | N/A                     | L                       | L                             | L           | 30    | 65               |  |

Figure 7: Gravel Roads Classification Matrix

It is recommended that the factor weightings and high / medium / low factors are reviewed and adjusted for local conditions by the Township's engineering / operations staff. While this tool is meant to identify gravel road upgrade candidates, we recommend it also be shared with the Township's maintenance staff to help inform maintenance decisions (such as rehabilitation planning and targeted maintenance interventions).

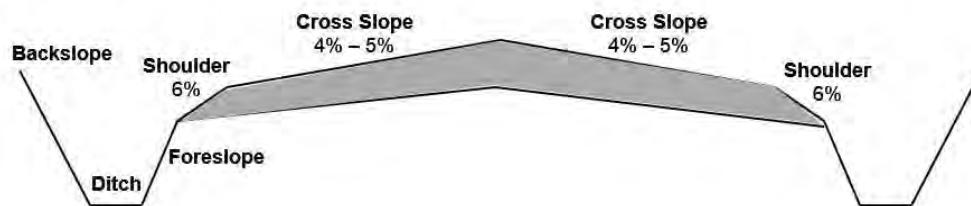
## 6.0 KEY CONSIDERATIONS FOR GRAVEL ROAD MAINTENANCE

This section discusses some general guidelines and recommendations on utilizing best maintenance practices and management concepts for gravel roads.

In general, routine operational maintenance, comprising of regrading and dust treatment are the primary interventions to maintain gravel roads. However, full-depth rehabilitation and re-graveling with 100 mm of gravel will be required at intervals to maintain ride quality. Ditch clean-outs and repair of localized wash-outs will also be required periodically.

### 6.1 Building a Proper Cross Section

Building a proper cross section is the primary objective of gravel road maintenance operations. A properly shaped cross section with adequate crown and shoulder cross slope (crossfalls) drain water away from the pavement structure and extends its service life. A typical crossfall for the traveled lanes is between 4 percent and 5 percent. The crossfall deteriorates over time and reaches a point at which it no longer sheds water and deteriorates more quickly. Without adequate crossfall, water accumulates on the road surface and softens the crust and penetrates into the subgrade. A typical gravel road cross fall is shown on Figure 8.



**Figure 8: A Typical Gravel Road Cross Section**

Inadequate crowns can quickly result in surface distresses such as potholes, rutting, or deformation, especially under heavy traffic loading. Many studies show that poor performance of gravel roads can be attributed mostly to lack of crossfall and inadequate surface drainage, even in semi-arid regions. Excessive crowns (i.e., crossfalls more than 6%) are not recommended either due to safety issues. Excessive crowns can cause loss of control while driving and encourage road users to drive in the middle of the road regardless of the surface width.

A gravel road cross section should also be adjusted at curves to provide adequate superelevation. By raising the outer edge of a curve on a road above the inner edge, a superelevation reduces the effect of centrifugal force on vehicles and provides better control while turning. Lack of superelevation or improper transition from a crown to a superelevation can become a safety hazard and increases the risk of accident. During maintenance operations, the grader operator should build a gradual transition from a crowned surface to a straight superelevated surface.



Typical lane widths for a gravel road are 3.5 m but can vary from 3.0 m to 3.7 m. Shoulders are graded at around 6% to provide adequate drainage by directing water further from the road surface down the foreslope and into the ditch. It is common that gravel roads might not have defined shoulders. Road shoulders should be kept at the same level as the edge of the road surface. Sudden drop-offs can lead to safety hazards while high shoulders prevent water from draining off the road surface into the ditch. High shoulders can result in a secondary ditch along the side of the road that erodes gravel material and subgrade soil resulting in various defects. High shoulders are usually the result of poor maintenance practices.

Ditches are also important to drain water away from the roadway subgrade. Ditches need to extend to below top of subgrade and require periodic cleaning to ensure debris, vegetation, or excess gravel material migrating from the road surface are removed. Similar to ditches, culverts should be maintained periodically to ensure there is no obstruction to prevent the natural flow of water under the road and to ensure that the culverts are not perforated, crushed or distorted. Care should be taken during maintenance and installation of culverts to ensure proper inlet/outlet elevations, and alignment with the flow line of the ditch is achieved to avoid any washout or erosion around the outlets.

## 6.2 Materials for Use

While many agencies use granular road base materials for surfacing on gravel roads, it is not necessarily the ideal material for use in terms of serviceability and maintenance. Road base granular materials are designed to have high structural capacity as well as good drainage characteristics. While structural capacity is also good for a gravel road, the free draining nature of the surfacing is not necessarily an advantage.

Construction granulars can be pit run, produced from a quarry source (in which case they will be 100 percent crushed) or a partially crushed pit source material (partly crushed). The crushed content of an aggregate improves its structural capacity since the rough crushed faces provide better granular interlock compared to rounded particles. Crushed products are preferred for gravel roads. Irrespective of the percent of crushed particles, the particles themselves must be hard and durable. A good test for this is the MicroDeval test. Road surfacing gravels should have maximum MicroDeval losses on the coarse fraction of less than 25 percent.

Most granular road base materials allow 15 to 20 percent of coarse material larger than 19 mm. In general, gravel road surfacing should be 100 percent finer than 19 mm since it provides a smoother ride quality and is less prone to segregation. It also needs an adequate percentage of sand sizes to fill the voids. Typical granular bases will have 45 to 70 percent passing the 4.75 mm sieve. For gravel road surfacing, the sand sizes should be at the higher end of this range.

There is a lot of practical experience that indicates that surfacing gravels with a higher percentage of fines (material finer than 0.075 mm) perform better. For road base granular materials, the fines are usually restricted to 8 to 10 percent maximum, so as to not impede drainage. However, many agencies prefer fines content up to 15 percent for surfacing gravels. They will also allow the materials to have Plasticity Indices of 4 to 12 percent, while for most road base granular materials the fines are required to be non-plastic. In a road surfacing application, the higher fines content bind the material and allow a crust to form on the surface which can reduce material loss.

Some agencies also allow the addition of Recycled Asphalt Product (RAP) in road surfacing granulars. With increasing use of cold milling for road maintenance, large volumes of RAP are readily available. In general, the addition of RAP should not be greater than 30 percent as above that, the material may no longer be “unbound” and so maintenance activities become more problematic.

### 6.3 Proper Grading Operation

Several studies have been published on proper grading techniques. This section does not provide a detailed review of proper grading techniques; however, some of the main issues and considerations are discussed. Operating speed should be slow enough to avoid bouncing and creation of cut depressions on the road surface. A speed range of 5 to 10 km per hour is typically recommended; however, factors such as the quality of material, moisture, or subgrade strength can affect the proper operating speed. Operators should maintain a proper blade angle, typically between 35 to 45 degrees, during the grading maintenance to recover material and avoid spilling from the toes of the blade. To achieve proper mix and to avoid material loss, it is also important to use a proper blade pitch. Excessive backward pitch can result in poor mixing action and also high shoulders. Excessive forward pitch, on the other hand, may result in poor mix and lack of enough penetration to remove surface defects and may not create a smooth ride quality. A proper blade pitch and angle result in a good mixing action with enough penetration to fix surface defects with minimum material loss during the grading operation.

### 6.4 Dust Control

Gravel roads give off dust under traffic action. The amount of dust generation can be affected by factors such as gravel material properties, the percentage of fines, annual precipitation, and the level of daily traffic. Excessive dust from gravel roads can cause health issues, poor air quality to nearby residents, environmental damage, and also increase the risk of accidents. The most common dust suppressants are calcium chloride and magnesium chloride. These are typically applied in liquid form from a tanker with spray bar. Calcium chloride draws moisture from the air resulting in a damped road surface that reduces the amount of dust generation. Proper dust control can also reduce gravel loss and required grading maintenance cycles. For effective dust control operations, gravel roads should have optimum moisture to allow for complete absorption of the dust suppressant.

### 6.5 Gravel Road Treatments

A practical condition rating scheme for gravel roads was developed by MTO based on evaluating condition under a set of distress modes in conjunction with an evaluation of the ride quality. This produces an estimate of PCI. A distress manifestation index is calculated from the evaluation of the road condition under eight distress modes as listed in Table 16. A range of maintenance treatments can then be assigned based on the PCI and major distress types as shown in Table 17.

Such systematic approach for condition assessment of gravel roads provides consistent and representative condition ratings and identifies the predominant surface defects while performing a network-level analysis. It also allows the identification of any underlying conditions that decrease the effectiveness of routine maintenance.

**Table 16: Gravel Roads Distress Manifestation (MTO 1989)**

| Distress Mode              | Distress Type |
|----------------------------|---------------|
| <b>Surface Defects</b>     | Loose Gravel  |
|                            | Dust          |
|                            | Potholes      |
|                            | Break-up      |
| <b>Surface Deformation</b> | Washboarding  |
|                            | Rutting       |

| Distress Mode | Distress Type        |
|---------------|----------------------|
|               | Flat / Reverse Crown |
|               | Distortion           |

**Table 17: Example of Using PCI data to determine proper maintenance treatment actions**

| PCI Range | Treatment  |
|-----------|--|
| 80-100    | Routine maintenance  |
| 60-79     | Routine maintenance. Dust control may be necessary for residential areas.  |
| 40-59     | Increased routine maintenance necessary. Addition of gravel and dust control additives become necessary.                         |
| 20-39     | Maintenance with addition of gravel necessary. Dust control a must for residential areas. Some portions may need rehabilitation. |
| 0-19      | Rehabilitation necessary.  |

## 7.0 PROJECT LEVEL INVESTIGATION

As discussed, in Section 3.0, this network level survey, is sufficient for capital planning purposes, but is not sufficient for detail design. Project level analysis to refine the rehabilitation recommendations produced herein will be required at the appropriate time. Upon approval of the 10-year capital plan, WSP Golder is also available to provide project level support for annual rehabilitation and capital road works programs. Our experienced pavement and geotechnical engineers have provided rehabilitation recommendations to all tiers of government across Canada, with the intention of providing an improved level of service, while meeting the needs of the capital plan and annual budget. Further, at the detailed project level, new pavement materials and construction technologies or technologies not considered during the capital planning analysis can be considered to further optimize the rehabilitation strategies.

## 8.0 CLOSING

We trust the information provided in this report satisfies your needs. We will be pleased to assist further with respect to developing specific annual maintenance plans based on the results of this study, if required. Please do not hesitate to contact the undersigned if you have further questions.

## Signature Page

### WSP Canada Inc.



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MSM/KW/msm/rl

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**APPENDIX A**

**Important Information and  
Limitations of This Report**

**Standard of Care:** Golder Associates Ltd. (Golder) has prepared this report in a manner consistent with that level of care and skill ordinarily exercised by members of the engineering and science professions currently practising under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made.

**Basis and Use of the Report:** This report has been prepared for the specific site, design objective, development and purpose described to Golder by the Client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose, development plans or if the project is not initiated within eighteen months of the date of the report may alter the validity of the report. Golder cannot be responsible for use of this report, or portions thereof, unless Golder is requested to review and, if necessary, revise the report.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder's express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the client, Golder may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder. The report, all plans, data, drawings and other documents as well as all electronic media prepared by Golder are considered its professional work product and shall remain the copyright property of Golder, who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permission of Golder. The Client acknowledges that electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client can not rely upon the electronic media versions of Golder's report or other work products.

The report is of a summary nature and is not intended to stand alone without reference to the instructions given to Golder by the Client, communications between Golder and the Client, and to any other reports prepared by Golder for the Client relative to the specific site described in the report. In order to properly understand the suggestions, recommendations and opinions expressed in this report, reference must be made to the whole of the report. Golder can not be responsible for use of portions of the report without reference to the entire report.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project. The extent and detail of investigations, including the number of test holes, necessary to determine all of the relevant conditions which may affect construction costs would normally be greater than has been carried out for design purposes. Contractors bidding on, or undertaking the work, should rely on their own investigations, as well as their own interpretations of the factual data presented in the report, as to how subsurface conditions may affect their work, including but not limited to proposed construction techniques, schedule, safety and equipment capabilities.

**Soil, Rock and Ground Water Conditions:** Classification and identification of soils, rocks, and geologic units have been based on commonly accepted methods employed in the practice of geotechnical engineering and related disciplines. Classification and identification of the type and condition of these materials or units involves judgment, and boundaries between different soil, rock or geologic types or units may be transitional rather than abrupt. Accordingly, Golder does not warrant or guarantee the exactness of the descriptions.

Special risks occur whenever engineering or related disciplines are applied to identify subsurface conditions and even a comprehensive investigation, sampling and testing program may fail to detect all or certain subsurface conditions. The environmental, geologic, geotechnical, geochemical and hydrogeologic conditions that Golder interprets to exist between and beyond sampling points may differ from those that actually exist. In addition to soil variability, fill of variable physical and chemical composition can be present over portions of the site or on adjacent properties. The professional services retained for this project include only the geotechnical aspects of the subsurface conditions at the site, unless otherwise specifically stated and identified in the report. The presence or implication(s) of possible surface and/or subsurface contamination resulting from previous activities or uses of the site and/or resulting from the introduction onto the site of materials from off-site sources are outside the terms of reference for this project and have not been investigated or addressed.

Soil and groundwater conditions shown in the factual data and described in the report are the observed conditions at the time of their determination or measurement. Unless otherwise noted, those conditions form the basis of the recommendations in the report. Groundwater conditions may vary between and beyond reported locations and can be affected by annual, seasonal and meteorological conditions. The condition of the soil, rock and groundwater may be significantly altered by construction activities (traffic, excavation, groundwater level lowering, pile driving, blasting, etc.) on the site or on adjacent sites. Excavation may expose the soils to changes due to wetting, drying or frost. Unless otherwise indicated the soil must be protected from these changes during construction.

**Sample Disposal:** Golder will dispose of all uncontaminated soil and/or rock samples 90 days following issue of this report or, upon written request of the Client, will store uncontaminated samples and materials at the Client's expense. In the event that actual contaminated soils, fills or groundwater are encountered or are inferred to be present, all contaminated samples shall remain the property and responsibility of the Client for proper disposal.

**Follow-Up and Construction Services:** All details of the design were not known at the time of submission of Golder's report. Golder should be retained to review the final design, project plans and documents prior to construction, to confirm that they are consistent with the intent of Golder's report.

During construction, Golder should be retained to perform sufficient and timely observations of encountered conditions to confirm and document that the subsurface conditions do not materially differ from those interpreted conditions considered in the preparation of Golder's report and to confirm and document that construction activities do not adversely affect the suggestions, recommendations and opinions contained in Golder's report. Adequate field review, observation and testing during construction are necessary for Golder to be able to provide letters of assurance, in accordance with the requirements of many regulatory authorities. In cases where this recommendation is not followed, Golder's responsibility is limited to interpreting accurately the information encountered at the borehole locations, at the time of their initial determination or measurement during the preparation of the Report.



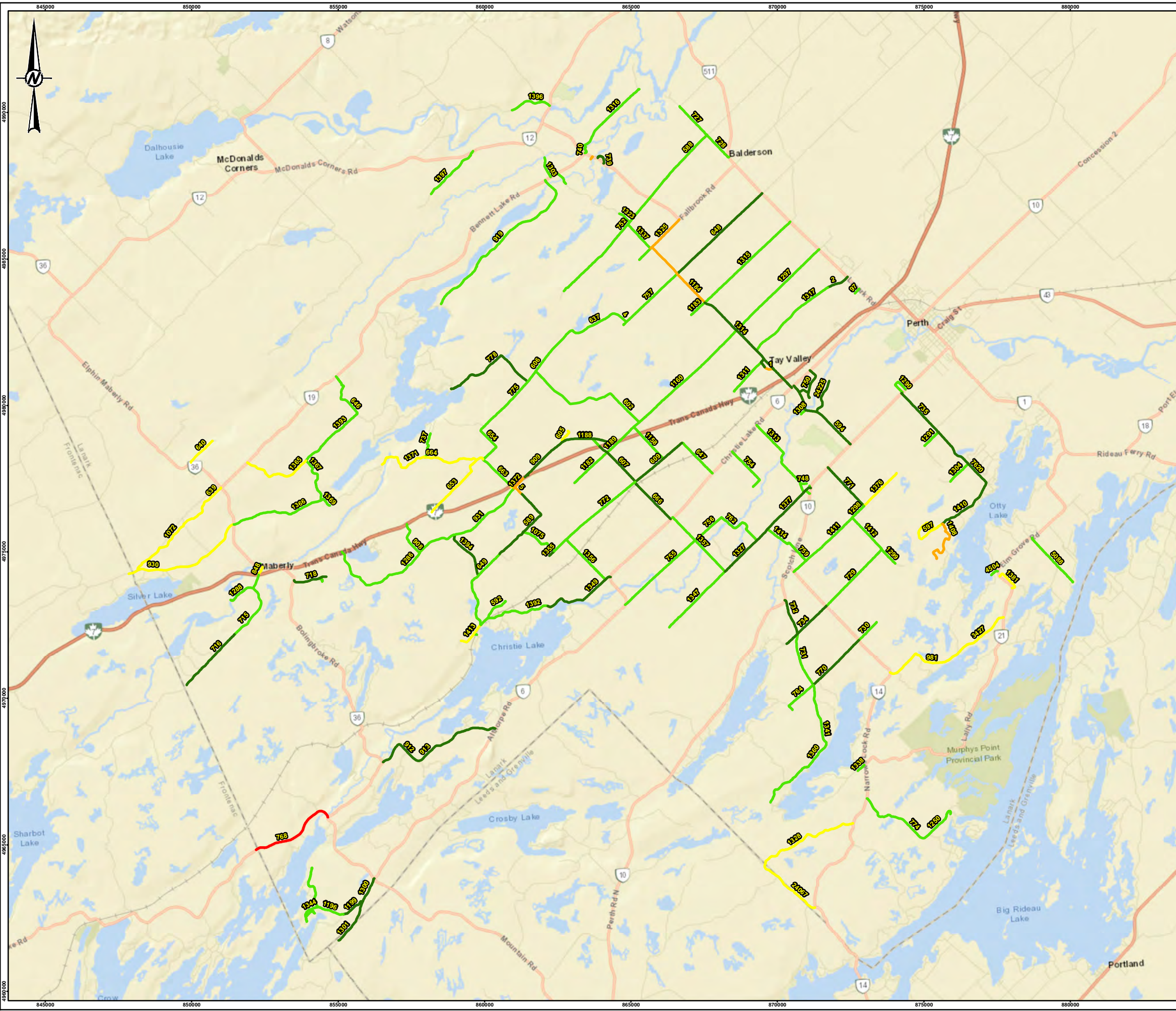
**Changed Conditions and Drainage:** Where conditions encountered at the site differ significantly from those anticipated in this report, either due to natural variability of subsurface conditions or construction activities, it is a condition of this report that Golder be notified of any changes and be provided with an opportunity to review or revise the recommendations within this report. Recognition of changed soil and rock conditions requires experience and it is recommended that Golder be employed to visit the site with sufficient frequency to detect if conditions have changed significantly.

Drainage of subsurface water is commonly required either for temporary or permanent installations for the project. Improper design or construction of drainage or dewatering can have serious consequences. Golder takes no responsibility for the effects of drainage unless specifically involved in the detailed design and construction monitoring of the system.

**APPENDIX B**

**Road Network Maps with 2022  
Condition Rating**



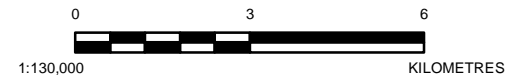


**LEGEND**

- VERY POOR
- POOR
- FAIR
- GOOD
- VERY GOOD



**DRAFT**



**NOTE(S)**

**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
 SOURCES: ESRI, HERE, GARMIN, INTERMAP, INCREMENT P CORP., GEBCO, USGS, FAO, NPS, NRCAN, GEOBASE, IGN, KADASTER NL, ORDNANCE SURVEY, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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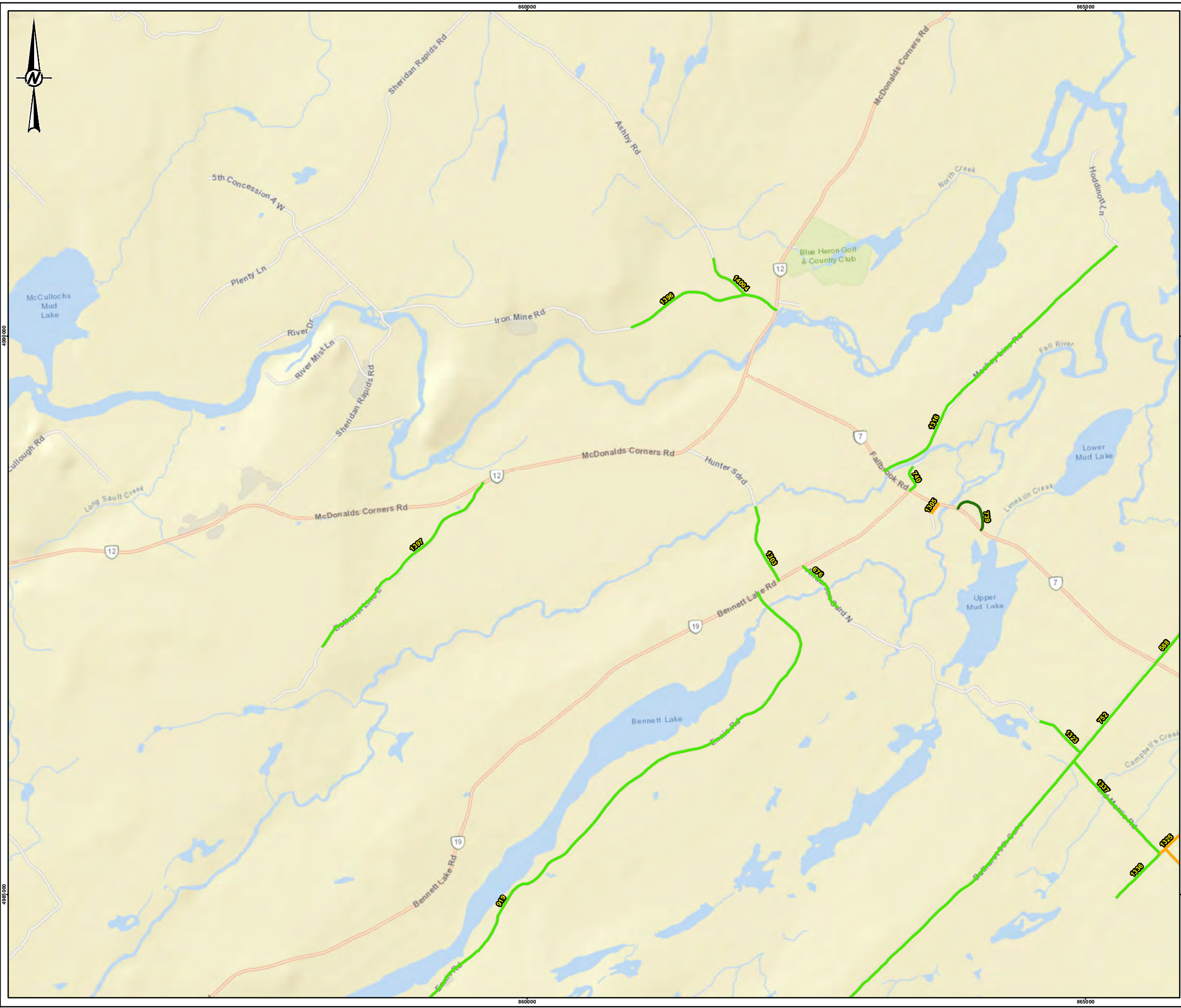
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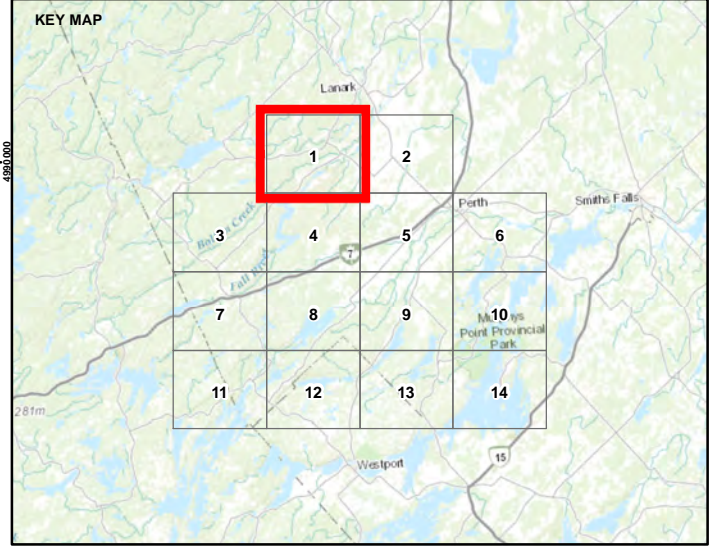
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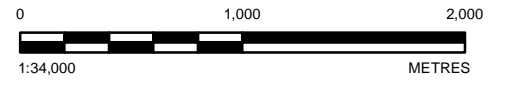


**LEGEND**

- VERY POOR
- POOR
- FAIR
- GOOD
- VERY GOOD



DRAFT



**NOTE(S)**

**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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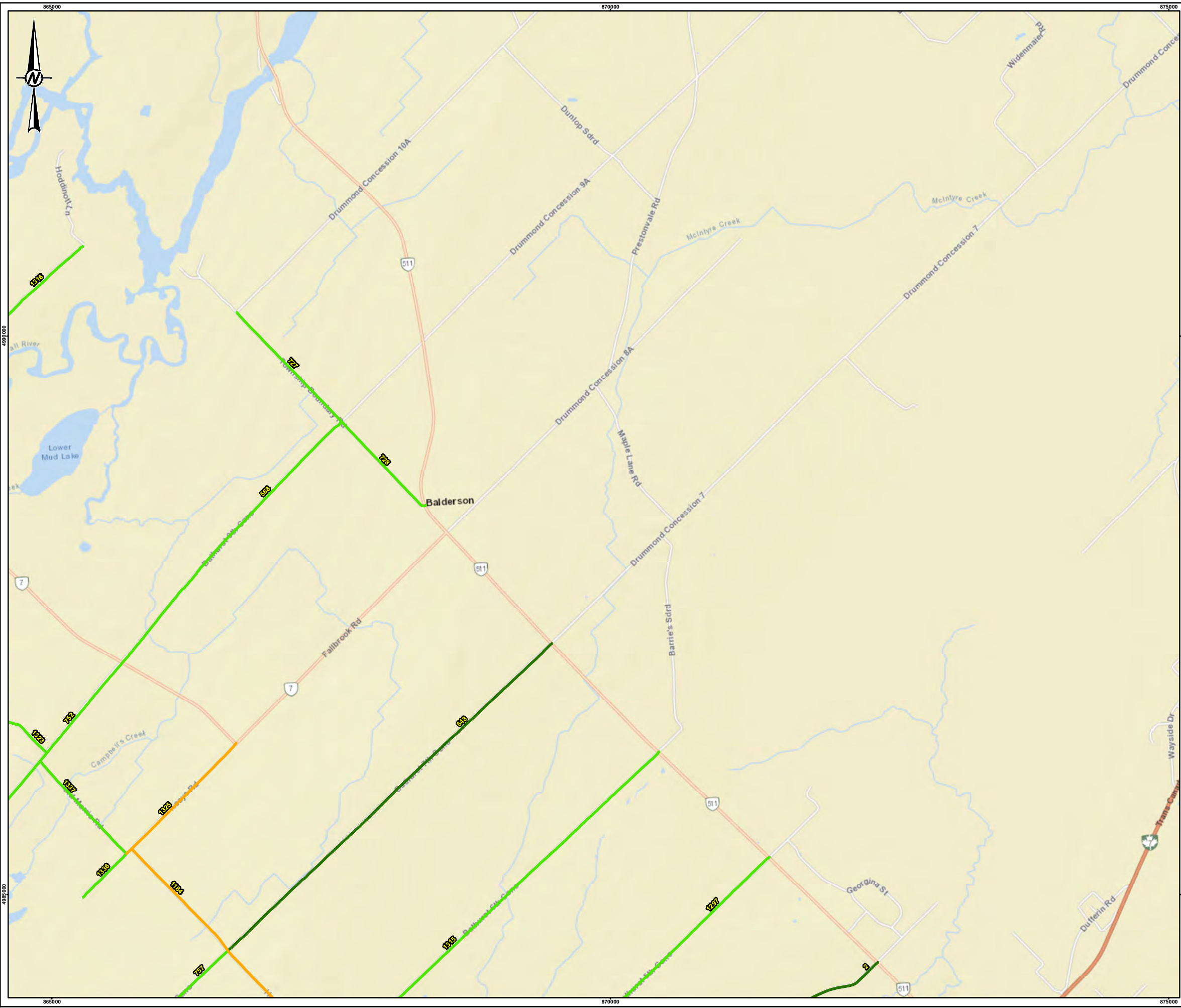
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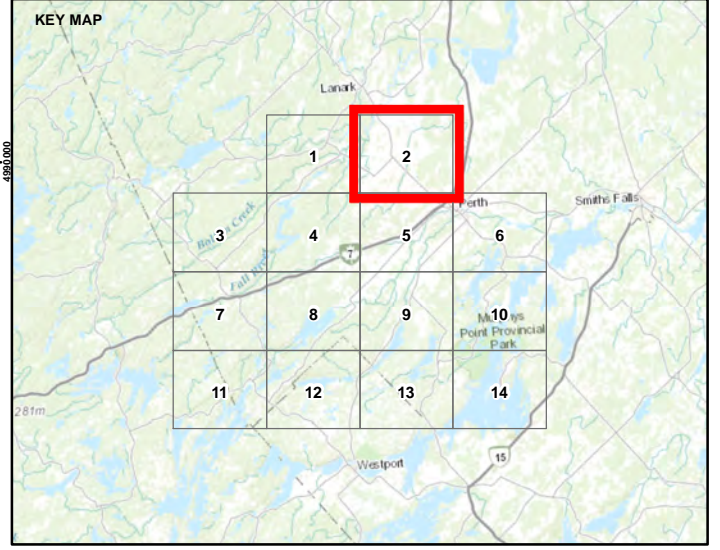
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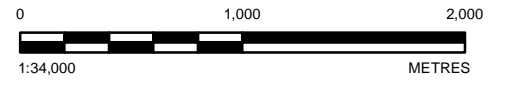




- LEGEND**
- VERY POOR
  - POOR
  - FAIR
  - GOOD
  - VERY GOOD



**DRAFT**



**NOTE(S)**

**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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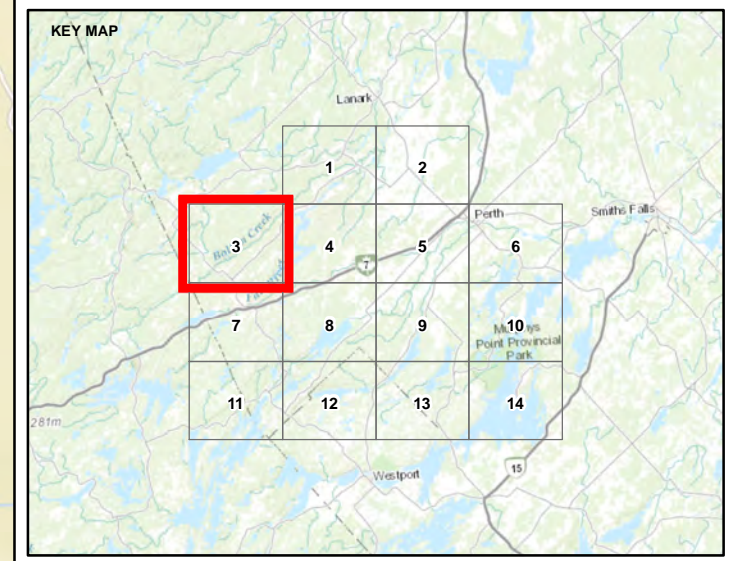
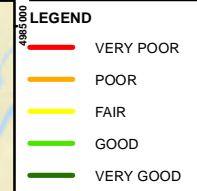
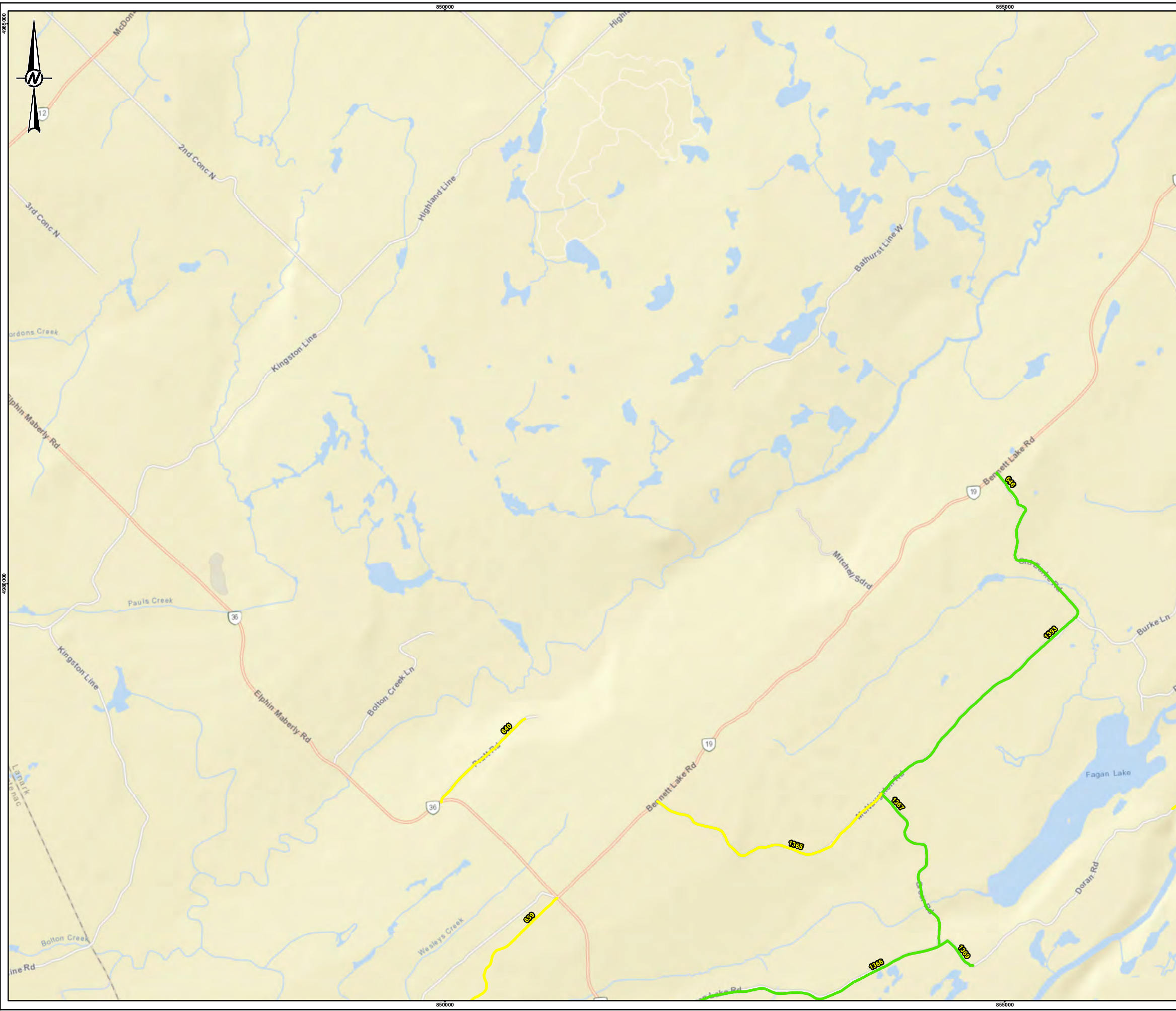
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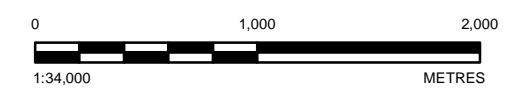
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 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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 TAY VALLEY TOWNSHIP

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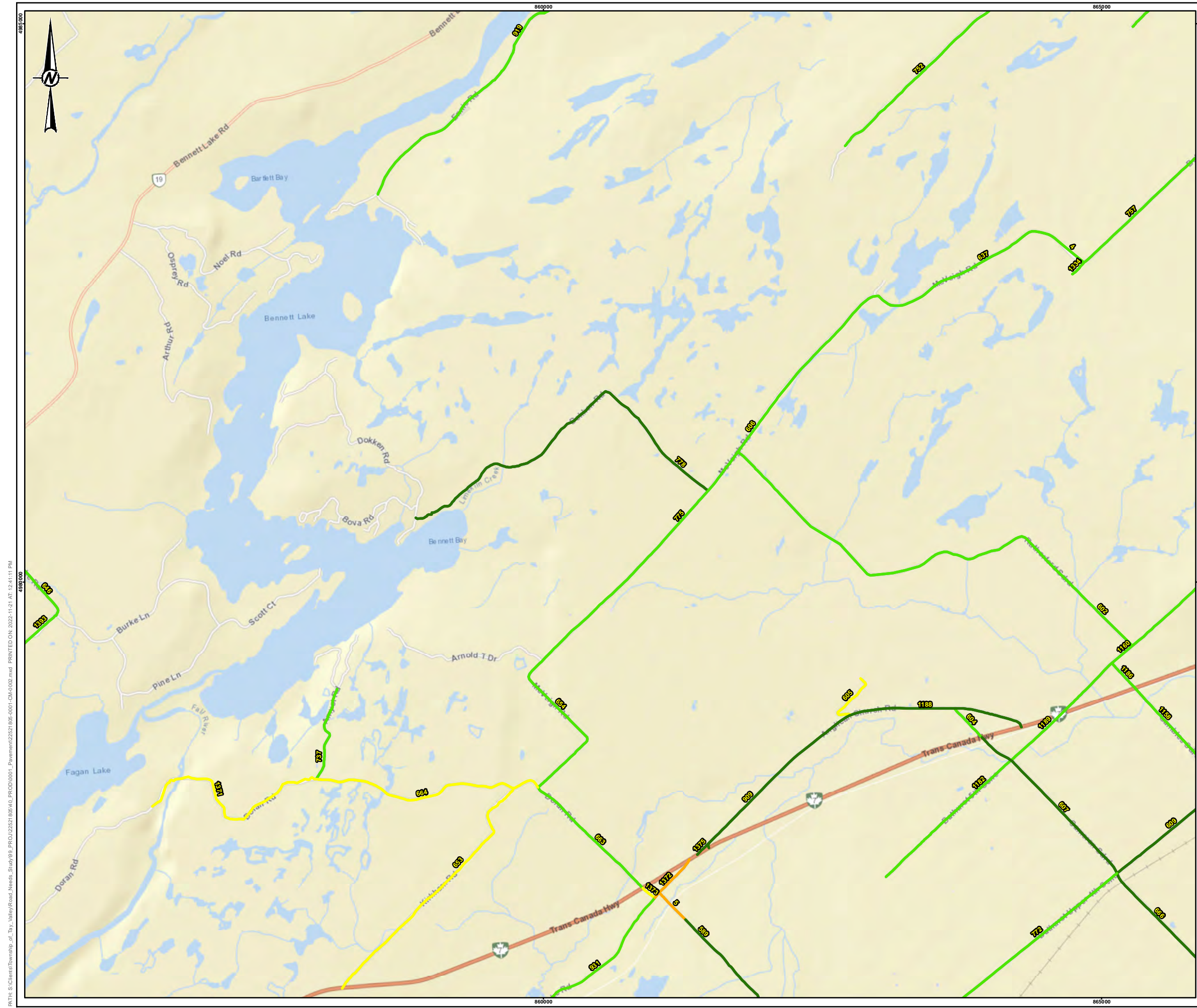
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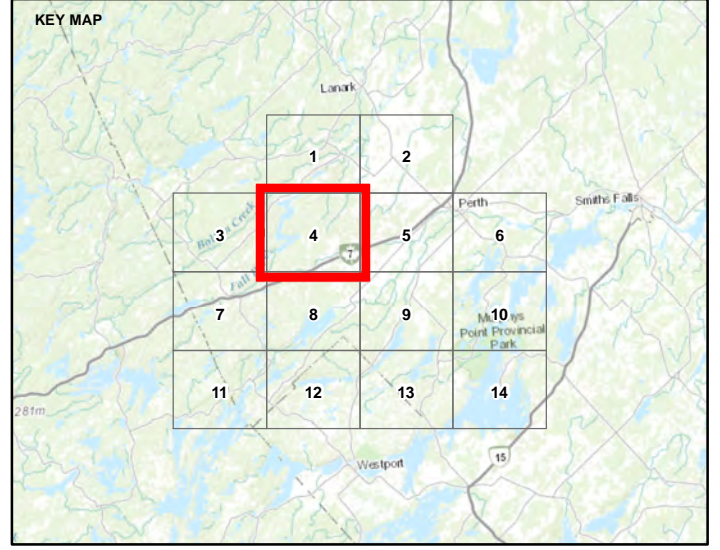
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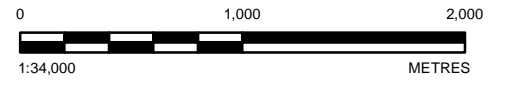


**LEGEND**

- VERY POOR
- POOR
- FAIR
- GOOD
- VERY GOOD



**DRAFT**



**NOTE(S)**

**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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**TAY VALLEY TOWNSHIP**

PROJECT  
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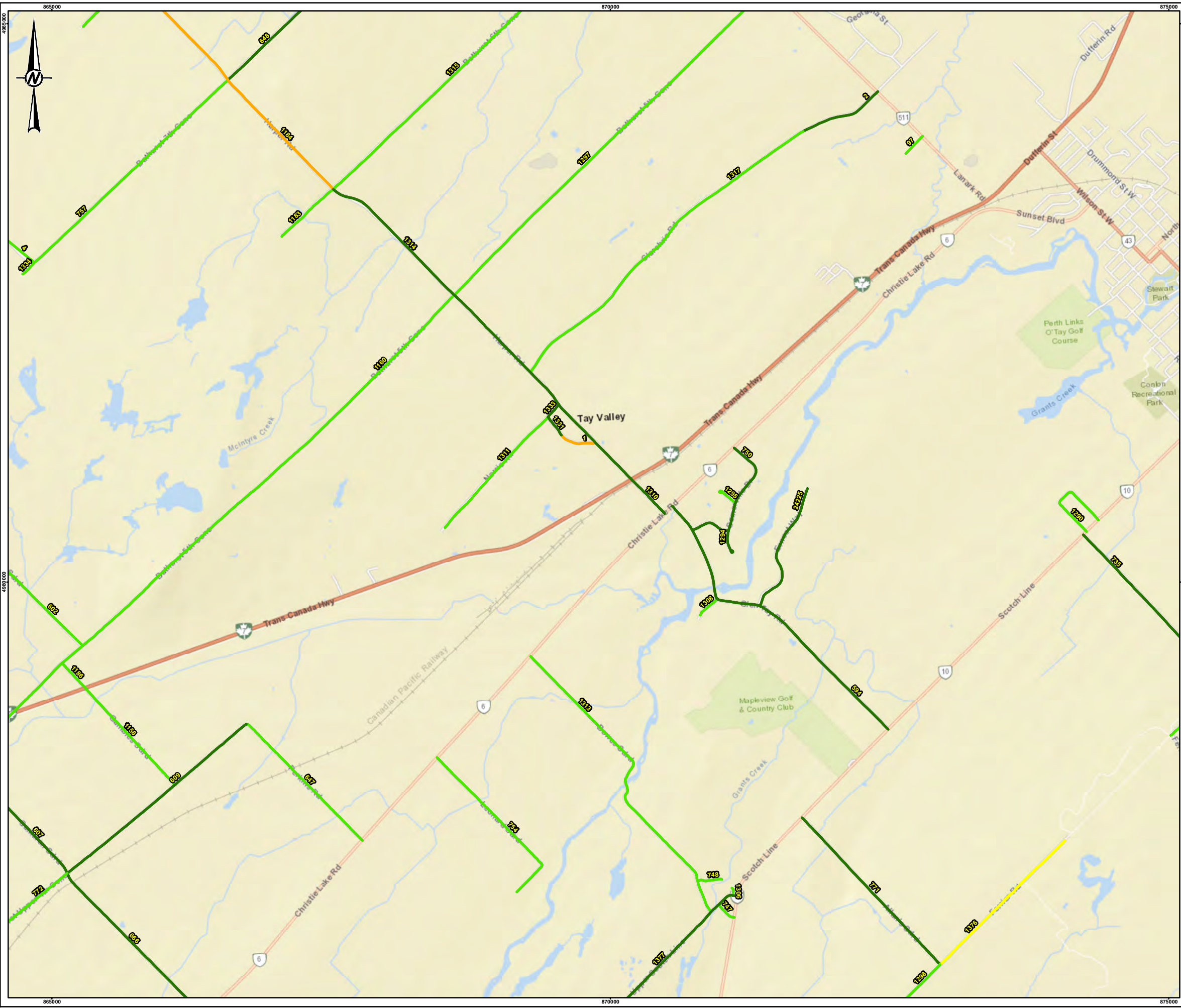
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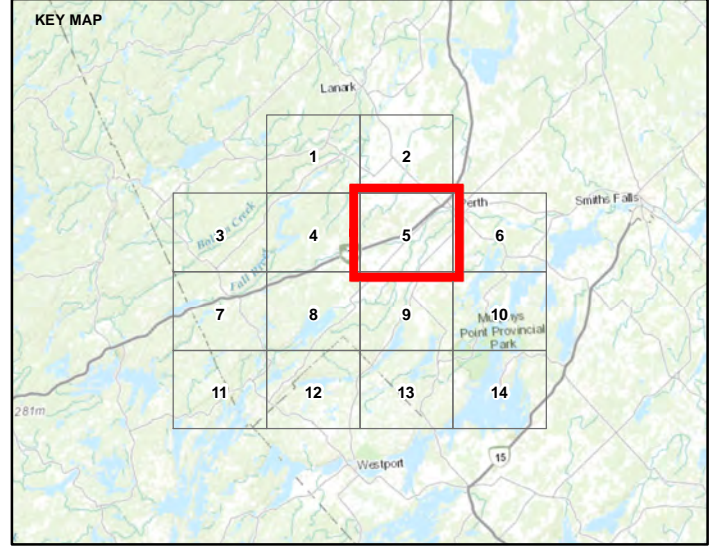
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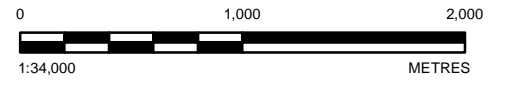


**LEGEND**

- VERY POOR
- POOR
- FAIR
- GOOD
- VERY GOOD



**DRAFT**



**NOTE(S)**

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 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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 2022 ROADS NEEDS STUDY

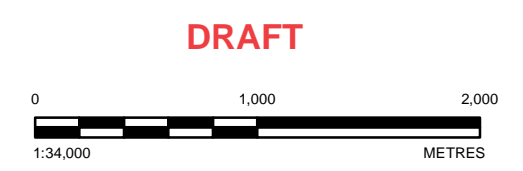
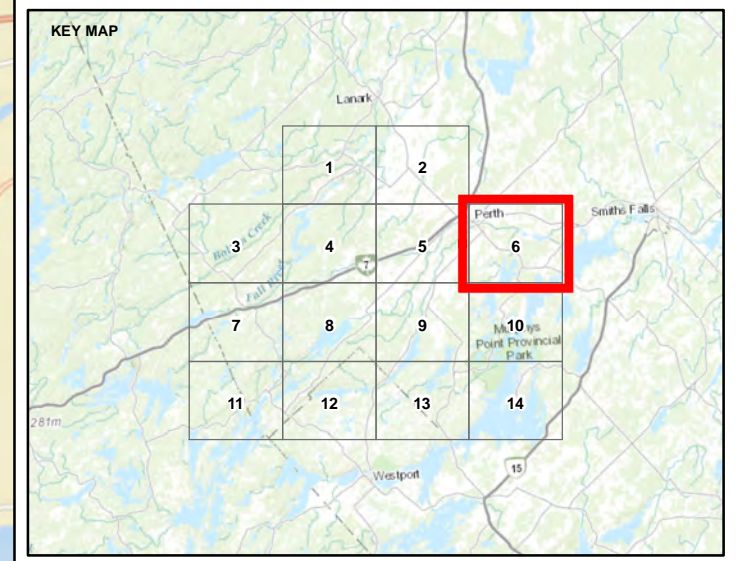
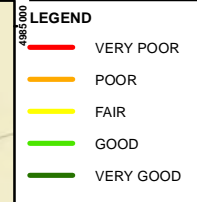
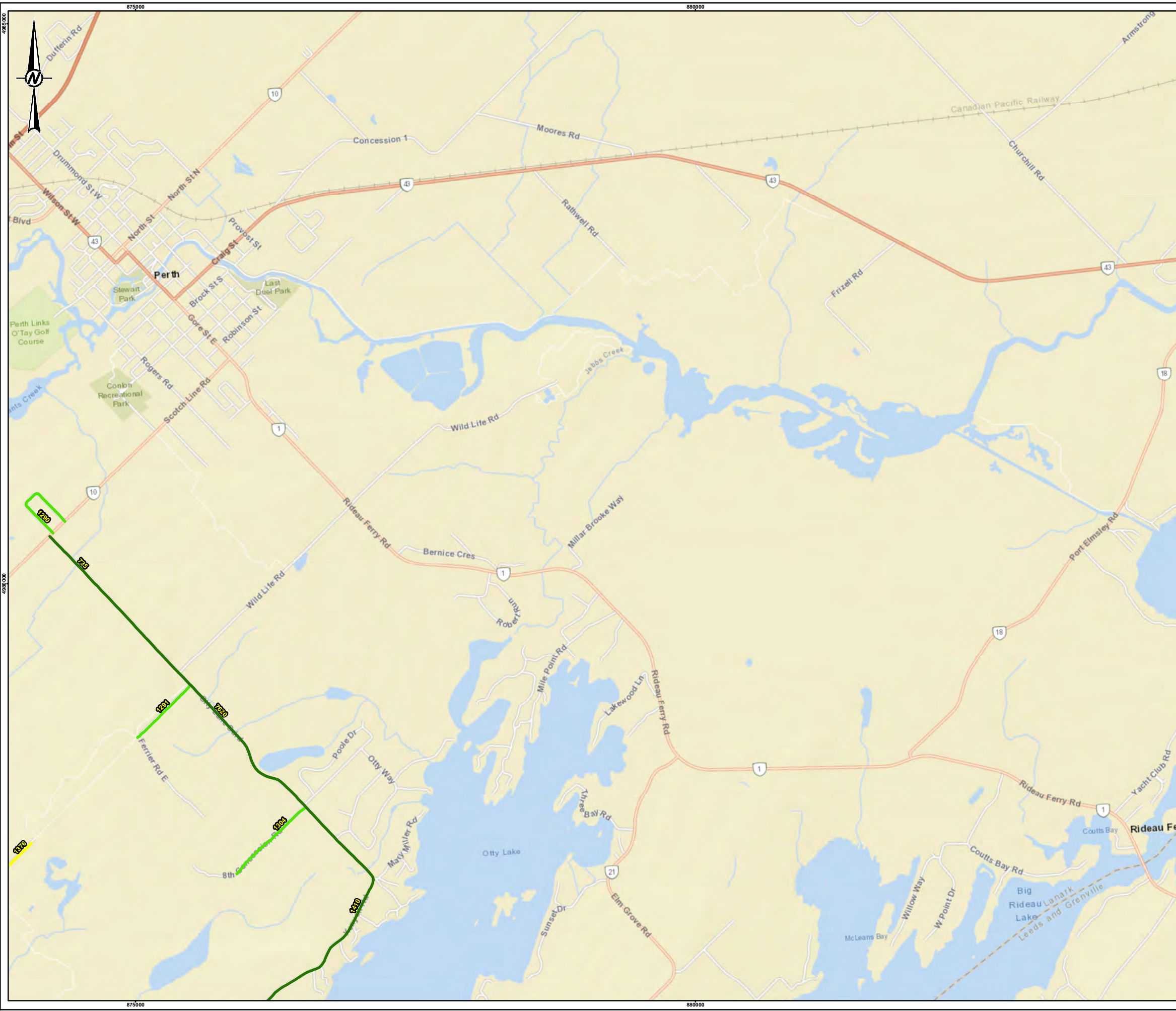
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 2022 ROADS NEEDS STUDY

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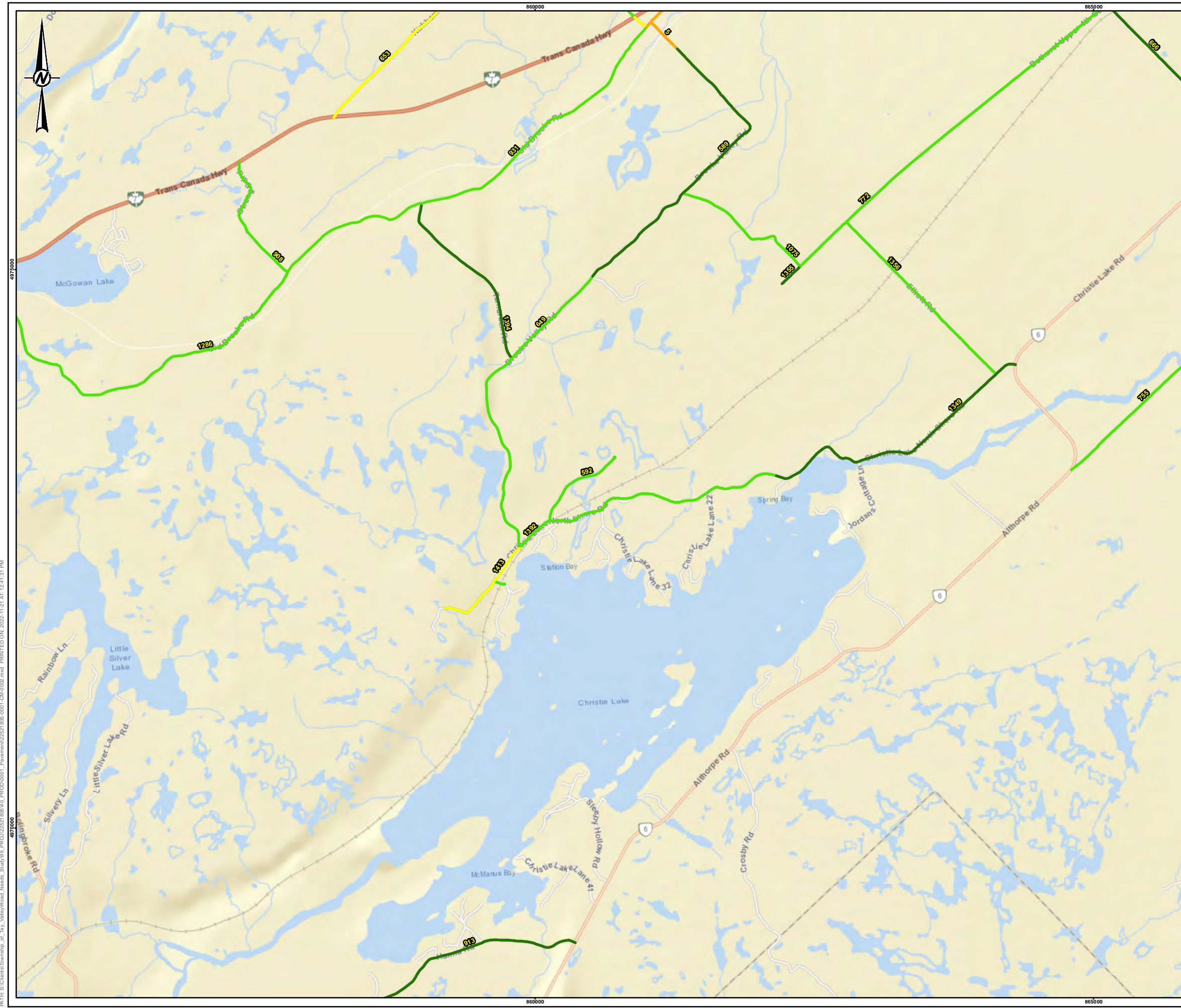
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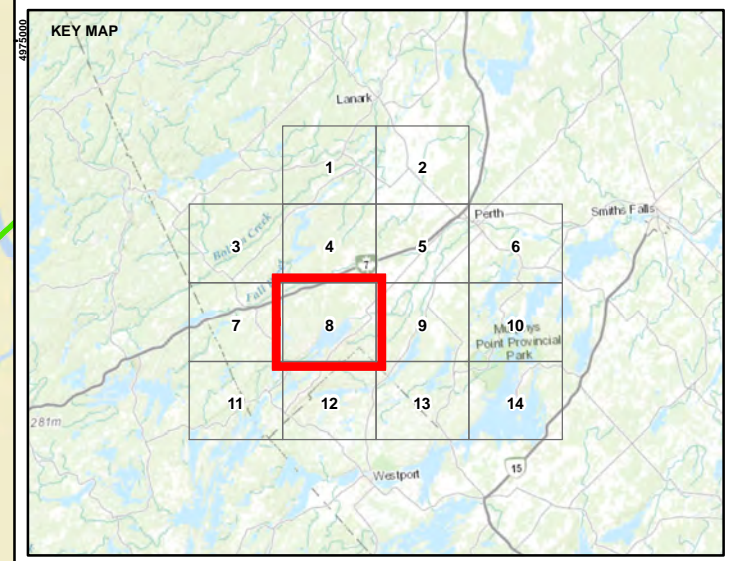




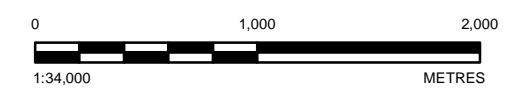


**LEGEND**

- VERY POOR
- POOR
- FAIR
- GOOD
- VERY GOOD



**DRAFT**



**NOTE(S)**

**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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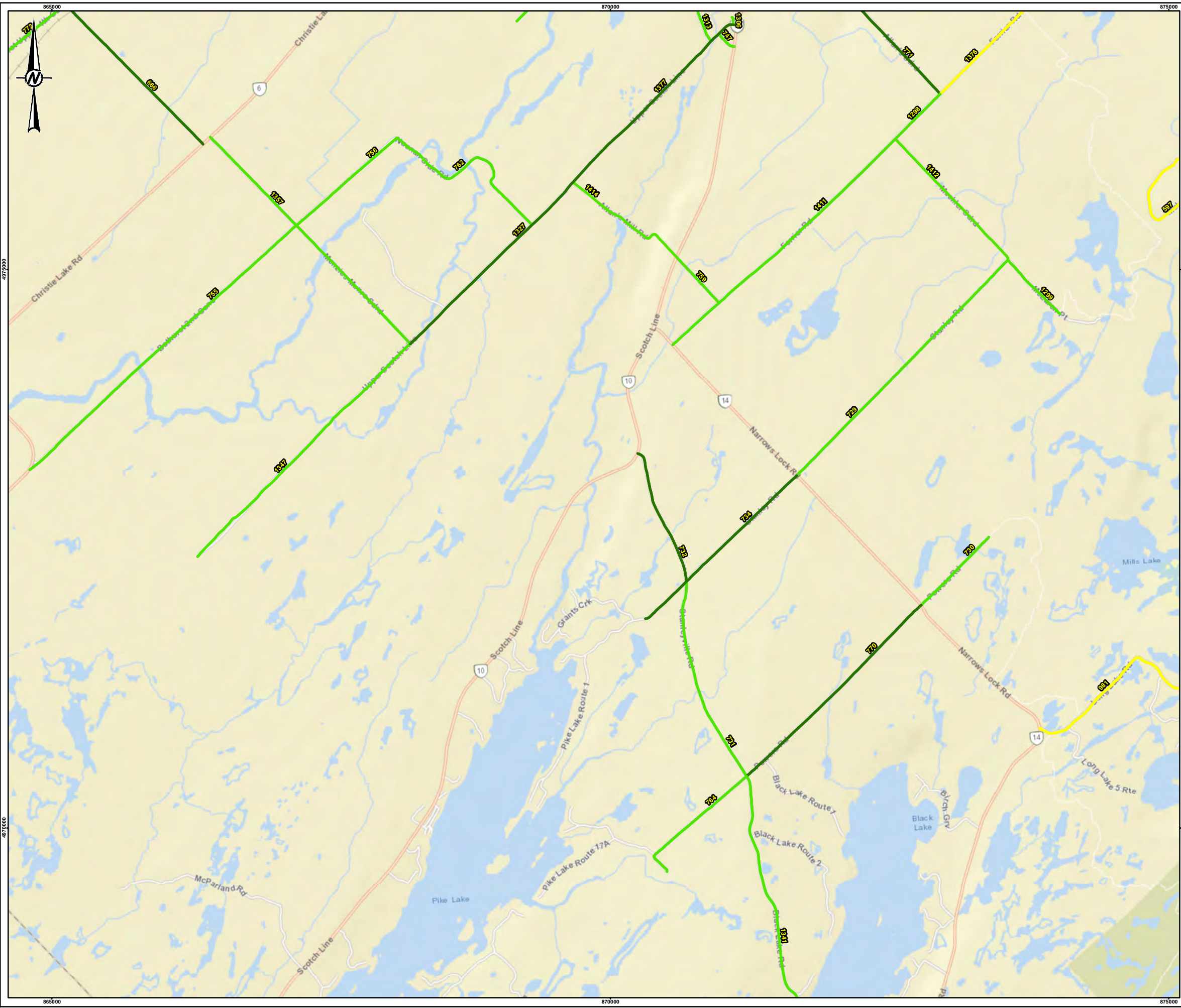
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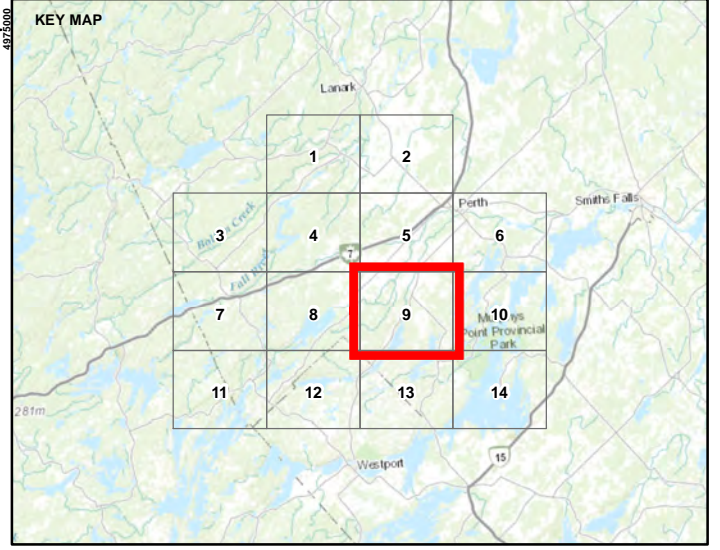
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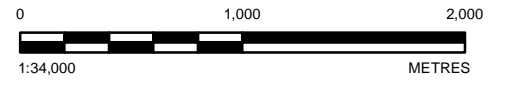


**LEGEND**

- VERY POOR
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- FAIR
- GOOD
- VERY GOOD



**DRAFT**



**NOTE(S)**

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**TAY VALLEY TOWNSHIP**

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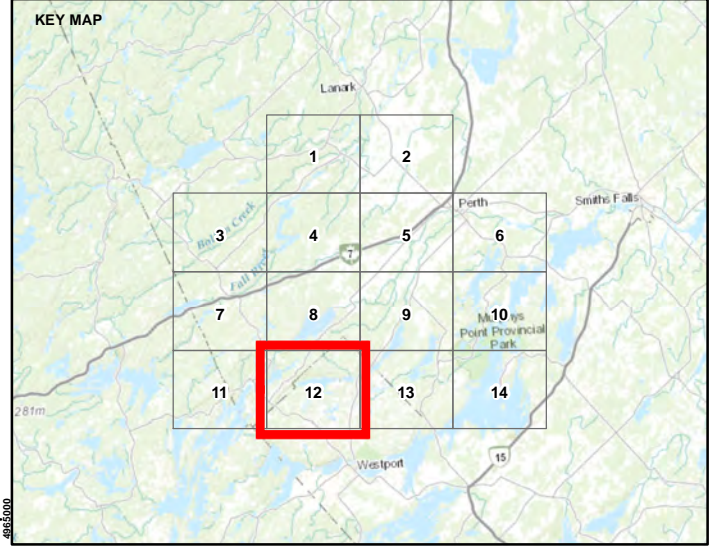
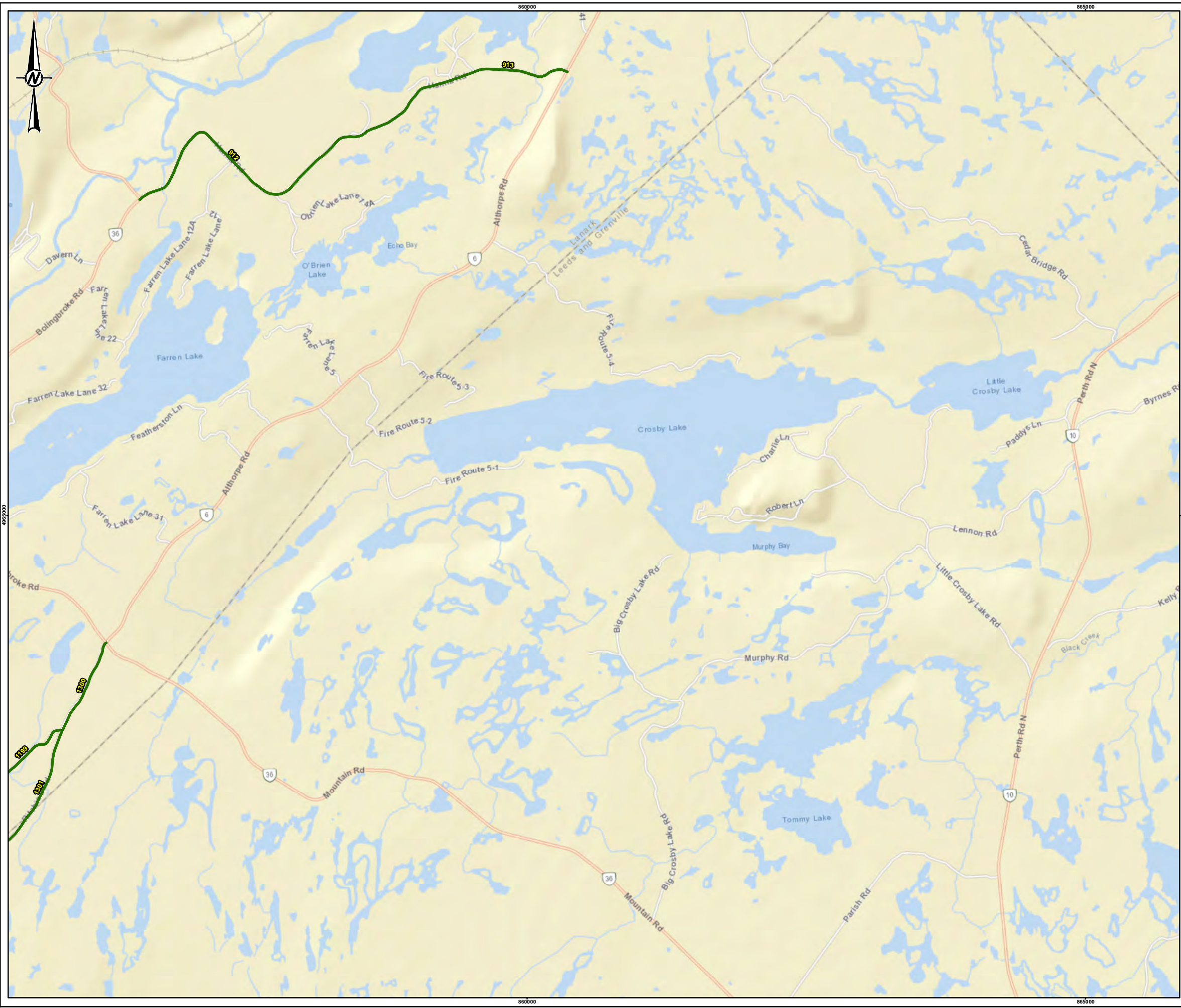




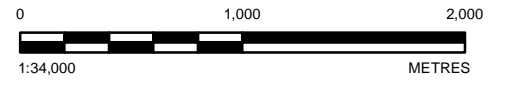








**DRAFT**



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**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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 2. PROJECTION: TRANSVERSE MERCATOR; DATUM: NAD83; COORDINATE SYSTEM: UTM ZONE 17.

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**TAY VALLEY TOWNSHIP**

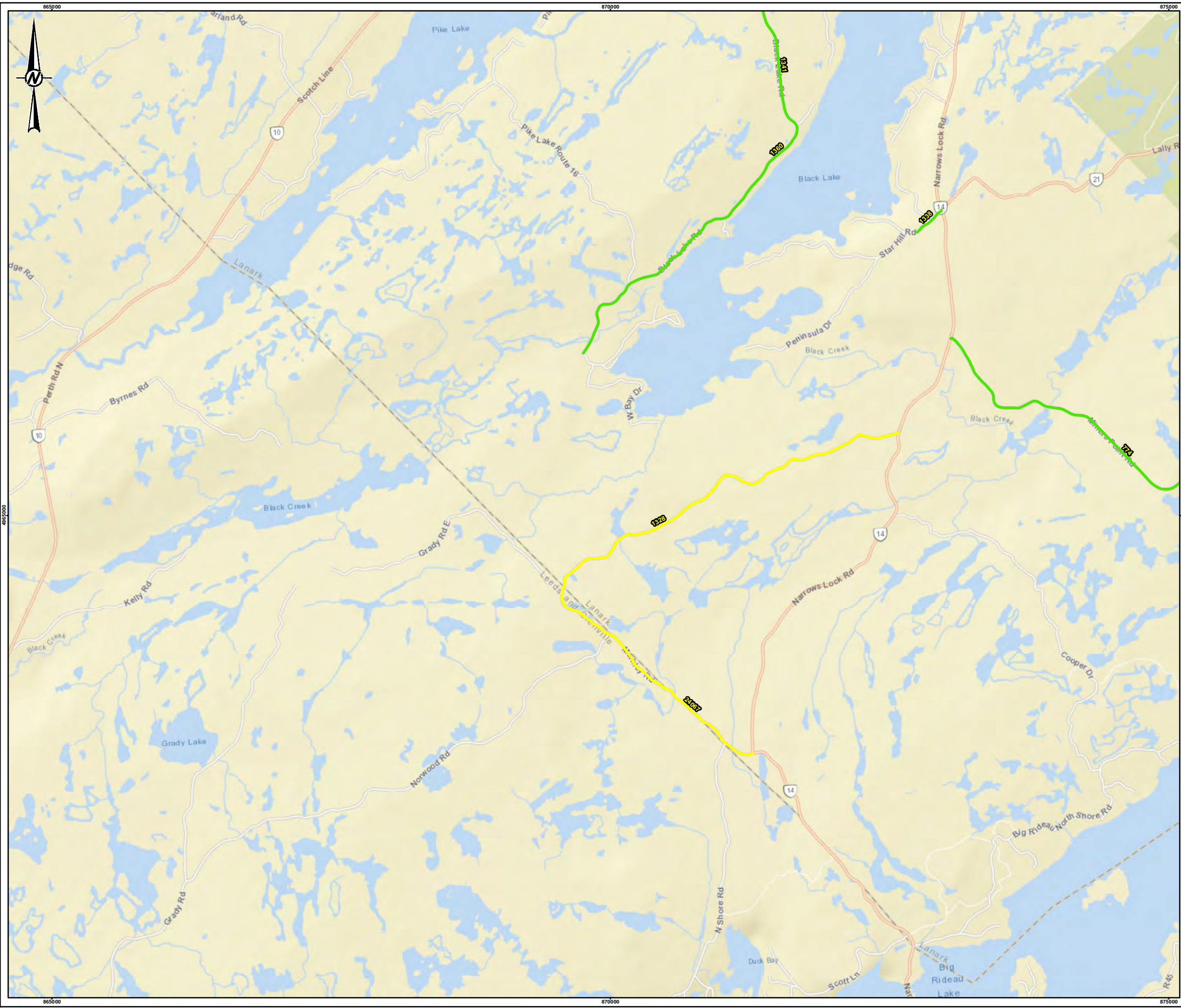
PROJECT  
**2022 ROADS NEEDS STUDY**

TITLE  
**2022 ROAD CONDITIONS - DETAIL**

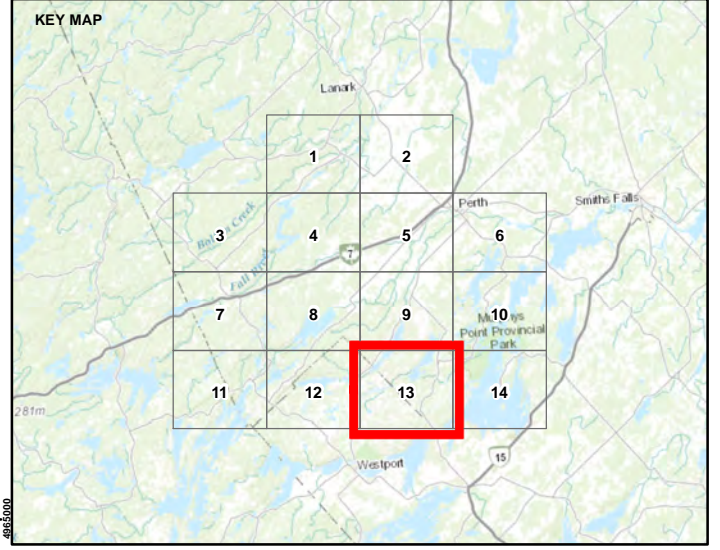
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|            | APPROVED   |            |

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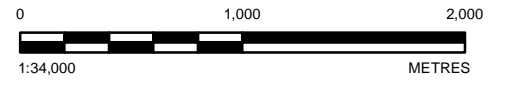




- LEGEND**
- VERY POOR
  - POOR
  - FAIR
  - GOOD
  - VERY GOOD



**DRAFT**



**NOTE(S)**

**REFERENCE(S)**  
 1. BASE IMAGERY: SOURCES: ESRI, HERE, GARMIN, USGS, INTERMAP, INCREMENT P, NRCAN, ESRI JAPAN, METI, ESRI CHINA (HONG KONG), ESRI KOREA, ESRI (THAILAND), NGCC, (C) OPENSTREETMAP CONTRIBUTORS, AND THE GIS USER COMMUNITY  
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**TAY VALLEY TOWNSHIP**

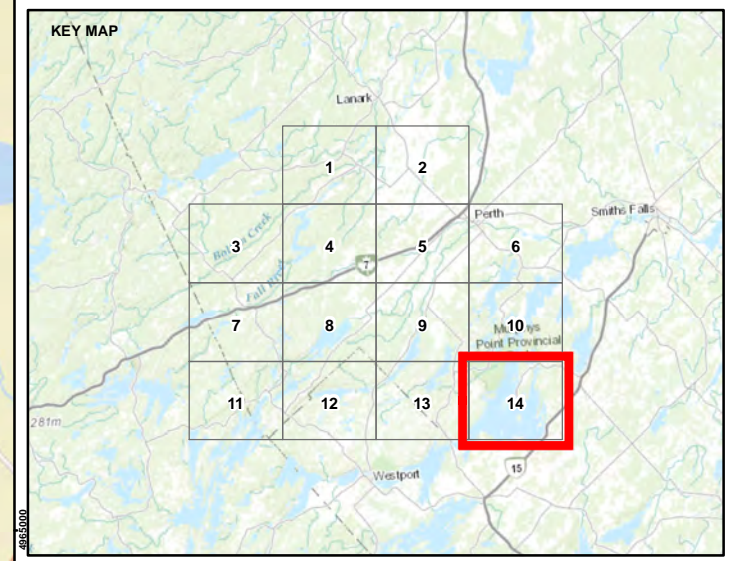
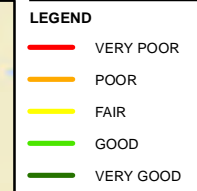
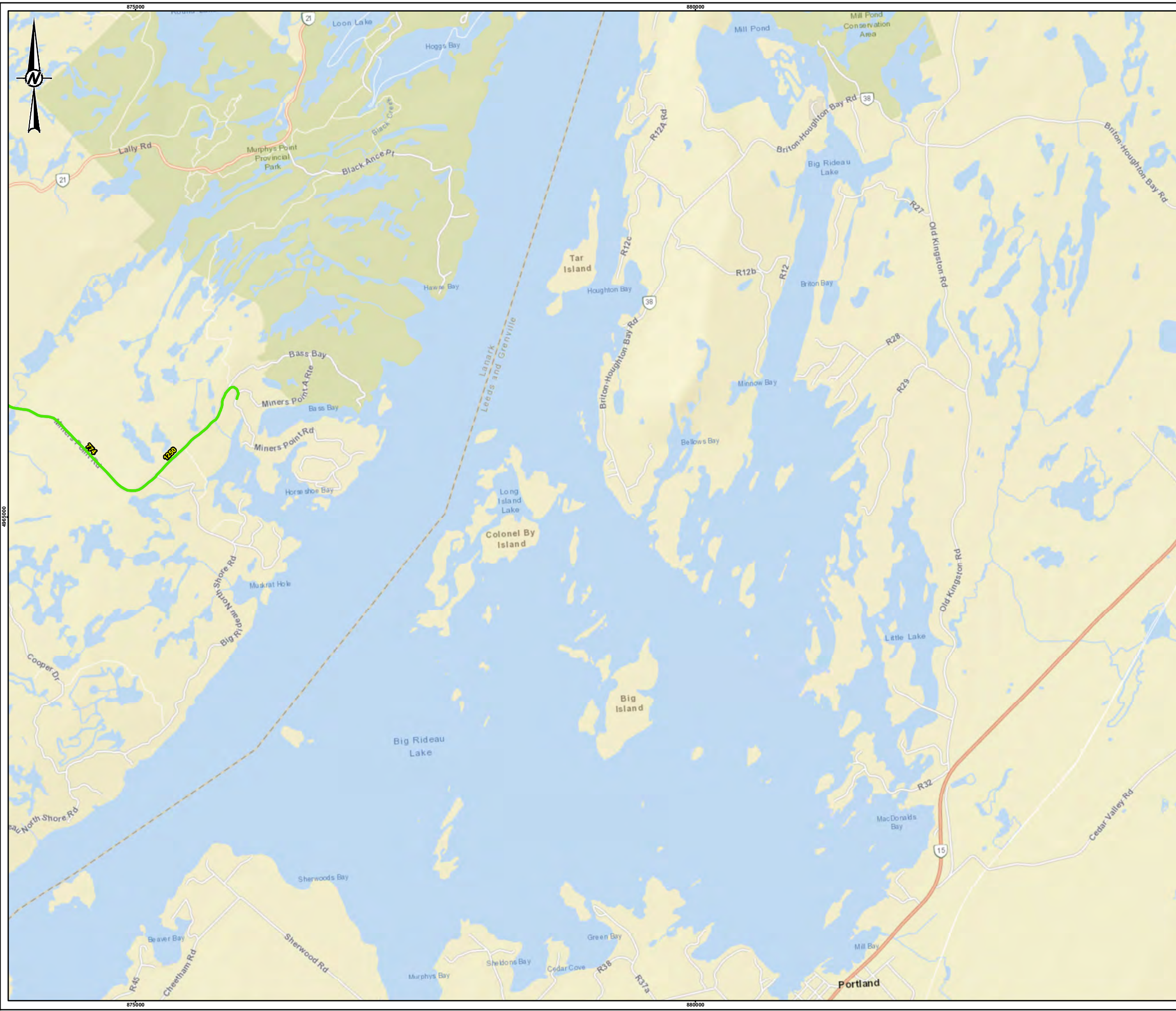
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**2022 ROADS NEEDS STUDY**

TITLE  
**2022 ROAD CONDITIONS - DETAIL**

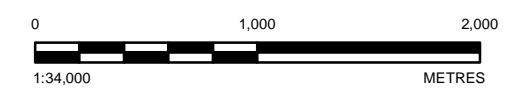
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|            | REVIEWED   |            |
|            | APPROVED   |            |

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**NOTE(S)**

**REFERENCE(S)**  
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 2. PROJECTION: TRANSVERSE MERCATOR; DATUM: NAD83; COORDINATE SYSTEM: UTM ZONE 17.

**CLIENT**  
 TAY VALLEY TOWNSHIP

**PROJECT**  
 2022 ROADS NEEDS STUDY

**TITLE**  
 2022 ROAD CONDITIONS - DETAIL

|                   |            |            |
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| <b>CONSULTANT</b> | YYYY-MM-DD | 2022-11-21 |
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|                   | PREPARED   | DB         |
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**APPENDIX C**

**2022 Tay Valley Township Road  
Inventory**



**Tay Valley Township  
2022 Road Inventory**

| Section ID | Name                       | From                          | To                         | Section Length (m) | Surface Width (m) | Shoulder Width (m) | Platform Width (m) | Roadside Environment | Road Class | Speed Limit | Reg 239/02 Class | Average Daily Traffic | ADT Year      | Shoulder Type | Surface Type    | 2022 Pavement Condition Index (PCI) | RCR | DMI  |
|------------|----------------------------|-------------------------------|----------------------------|--------------------|-------------------|--------------------|--------------------|----------------------|------------|-------------|------------------|-----------------------|---------------|---------------|-----------------|-------------------------------------|-----|------|
| 639        | 11th Line South Sherbrooke | County Road 36                | Chareilton Road            | 1910.88            | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 43                                  | 4   | 50   |
| 1072       | 11th Line South Sherbrooke | County Road 36                | Zealand Road               | 2355.2             | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 46                                  | 4   | 46   |
| 1414       | Allan's Mill Road          | County Road 10                | Upper Scotch Line          | 1202.68            | 6.2               | 0                  | 6.20               | Rural                | Local      | 80          | 4                | 234                   | 2022          | -             | Gravel          | 65                                  | 6.5 | 31   |
| 771        | Allans Side Road           | Ferrier Road                  | Scotch Line Road           | 1804.97            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 160                   | 2020          | -             | Surface Treated | 81                                  | 8   | 8.7  |
| 737        | Amyot Road                 | Doran Road                    | Red Branch Road            | 881.42             | 4.6               | 0                  | 4.60               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 68                                  | 6.5 | 28   |
| 676        | Anderson Side Road         | Anderson Side RoadSeasonal    | Bennett Lake Road          | 490.28             | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 70                                  | 7   | 27   |
| 1323       | Anderson Side Road         | Bathurst 9th Concession       | Anderson Side RoadSeasonal | 465.74             | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 73                                  | 7   | 23   |
| 1188       | Anglican Church Road       | Highway 7                     | Truelove Road              | 1575.29            | 6                 | 1                  | 8.00               | Rural                | Local      | 60          | 5                | 199                   | 2021          | Gravel        | Surface Treated | 94                                  | 8.5 | 10   |
| 1375       | Anglican Church Road       | Dead End                      | Anglican Church Road       | 151.03             | 6                 | 0                  | 6.00               | Rural                | Local      | 60          | 6                | 0-49                  | Estimated ADT | -             | Surface Treated | 96                                  | 9   | 10   |
| 909        | Anglican Church Road       | Truelove Road                 | Highway 7                  | 1758.47            | 6                 | 1                  | 8.00               | Rural                | Local      | 60          | 5                | 64                    | 2021          | Gravel        | Surface Treated | 96                                  | 9   | 10   |
| 759        | Armour Road                | Ferrier Road                  | Scotch Line Road           | 556.16             | 4.4               | 0                  | 4.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 75                                  | 7   | 20   |
| 715        | Armstrong Line             | 645 Armstrong Road            | Highway 7                  | 2542.89            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Surface Treated | 74                                  | 8   | 7.9  |
| 716        | Armstrong Line             | Tay Valley/Frontenac Boundary | 645 Armstrong Road         | 2387.9             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 182                   | 2021          | -             | Gravel          | 85                                  | 8.5 | 13.5 |
| 14004      | Ashby Road                 | Iron Mine Road                | Lanark Highlands Bndy      | 452.27             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 162                   | 2021          | -             | Surface Treated | 70                                  | 7.5 | 7.6  |
| 756        | Bathurst 2nd Concession    | Noonan Side Road              | Menzies Munro Side Road    | 1191.56            | 5                 | 0.3                | 5.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 61                                  | 6   | 34.5 |
| 755        | Bathurst 2nd Concession    | Menzies Munro Side Road       | Althorpe Road              | 3238.8             | 6                 | 0.2                | 6.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 74                                  | 7   | 22   |
| 1189       | Bathurst 5th Concession    | Cameron Side Road             | Dead End                   | 604.71             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 72                                  | 7   | 24   |
| 1297       | Bathurst 5th Concession    | Highway 511                   | Harper Road                | 3947.29            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 124                   | 2022          | -             | Gravel          | 73                                  | 8   | 27   |
| 1160       | Bathurst 5th Concession    | Harper Road                   | Highway 7                  | 5464.01            | 6.2               | 0                  | 6.20               | Rural                | Local      | 60          | 5                | 228                   | 2021          | -             | Gravel          | 76                                  | 7.5 | 21   |
| 1182       | Bathurst 5th Concession    | Highway 7                     | Cameron Side Road          | 1531.29            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 77                                  | 8   | 22   |
| 1183       | Bathurst 6th Concession    | Harper Road                   | Dead End                   | 627.37             | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 70                                  | 7   | 26.5 |
| 1315       | Bathurst 6th Concession    | Highway 511                   | Harper Road                | 4010.25            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 72                                  | 7.5 | 26   |
| 757        | Bathurst 7th Concession    | Harper Road                   | McVeigh Road               | 2381.65            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 319                   | 2021          | -             | Surface Treated | 60                                  | 6.5 | 6.9  |
| 1334       | Bathurst 7th Concession    | McVeigh Road                  | Dead End                   | 146.7              | 3.8               | 0                  | 3.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 78                                  | 7   | 16   |
| 648        | Bathurst 7th Concession    | Highway 511                   | Harper Road                | 3994.46            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 81                                  | 9   | 21   |
| 588        | Bathurst 9th Concession    | Boundary Road                 | Fallbrooke Road            | 2918.64            | 5                 | 0.5                | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 72                                  | 8   | 29   |
| 752        | Bathurst 9th Concession    | Fallbrooke Road               | Dead End                   | 4330.54            | 5                 | 0.5                | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | Gravel        | Gravel          | 75                                  | 7   | 21   |
| 1397       | Bathurst Line East         | McDonalds Corners Road        | Dead End                   | 2091.17            | 6                 | 0.3                | 6.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 75                                  | 7   | 20   |

**Tay Valley Township  
2022 Road Inventory**

| Section ID | Name                           | From                           | To                               | Section Length (m) | Surface Width (m) | Shoulder Width (m) | Platform Width (m) | Roadside Environment | Road Class | Speed Limit | Reg 239/02 Class | Average Daily Traffic | ADT Year      | Shoulder Type | Surface Type    | 2022 Pavement Condition Index (PCI) | RCR | DMI  |
|------------|--------------------------------|--------------------------------|----------------------------------|--------------------|-------------------|--------------------|--------------------|----------------------|------------|-------------|------------------|-----------------------|---------------|---------------|-----------------|-------------------------------------|-----|------|
| 772        | Bathurst Upper 4th Concession  | Cameron Side Road              | Tysick                           | 3632.45            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 75                                  | 7.5 | 22.5 |
| 609        | Bathurst Upper 4th Concession  | Perkins Road                   | Cameron Side Road                | 2084.14            | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 91                                  | 8.5 | 6    |
| 1341       | Black Lake Road                | Powers Road                    | Tom's Rock                       | 2062.76            | 5.5               | 0.5                | 6.50               | Rural                | Local      | 50          | 5                | 266                   | 2022          | Gravel        | Gravel          | 78                                  | 7.5 | 19   |
| 1360       | Black Lake Road                | Tom's Rock                     | Black Lake RoadPrivate           | 2978.01            | 6                 | 0                  | 6.00               | Rural                | Local      | 40          | 6                | 165                   | 2022          | -             | Gravel          | 78                                  | 7.5 | 18   |
| 1313       | Bowes Side Road                | County Road 6                  | Upper Scotch Line                | 2976.32            | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 68                                  | 6.5 | 27   |
| 5          | Brooke Valley Road             | End of Pavement                | Old Brooke Road                  | 335.35             | 6                 | 1                  | 8.00               | Rural                | Local      | 50          | 6                | 50-199                | Estimated ADT | Gravel        | Hot Mix Asphalt | 39                                  | 6   | 4.7  |
| 649        | Brooke Valley Road             | Chrisite Lake North Shore Road | Seaborn Lane                     | 2955.3             | 5.5               | 0                  | 5.50               | Rural                | Local      | 50          | 6                | 50-199                | Estimated ADT | -             | Gravel          | 78                                  | 8   | 21   |
| 589        | Brooke Valley Road             | Seaborn Lane                   | End of pavement Civic 172        | 2930.39            | 6                 | 0                  | 6.00               | Rural                | Local      | 50          | 6                | 50-199                | Estimated ADT | -             | Gravel          | 88                                  | 9   | 12   |
| 1344       | Bygrove Lane                   | Crozier Road                   | Dead End                         | 778.83             | 6.3               | 0                  | 6.30               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Hot Mix Asphalt | 74                                  | 7.5 | 7.8  |
| 604        | Cameron Side Road              | Anglican Church Road           | Highway 7                        | 358.39             | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 61                                  | 6   | 35   |
| 607        | Cameron Side Road              | Highway 7                      | Bathurst Upper 4th Concession    | 1723.13            | 7.5               | 1                  | 9.50               | Rural                | Local      | 80          | 4                | 299                   | 2020          | Gravel        | Surface Treated | 100                                 | 8.5 | 0    |
| 666        | Cameron Side Road              | Bathurst Upper 4th Concession  | Christie Lake Road               | 1758.29            | 7.5               | 0.8                | 9.10               | Rural                | Local      | 80          | 4                | 355                   | 2020          | Gravel        | Surface Treated | 100                                 | 8.5 | 6    |
| 1413       | Christie Lake North Shore Road | Brooke Valley Road             | Dead End                         | 978.9              | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 57                                  | 5.5 | 38   |
| 1349       | Christie Lake North Shore Road | Christie Lake Road             | End of Pavement Civic 636        | 2621.09            | 5.5               | 0.75               | 7.00               | Rural                | Local      | 30/50       | 5                | 572                   | 2022          | Paved         | Hot Mix Asphalt | 94                                  | 9   | 9.6  |
| 1392       | Christie Lake North Shore Road | End of Pavement Civic 636      | Brooke Valley Road               | 2541.21            | 5.4               | 0.2                | 5.80               | Rural                | Local      | 80          | 4                | 91                    | 2022          | Gravel        | Gravel          | 63                                  | 6.5 | 34   |
| 1317       | Clarchris Road                 | Harper Road                    | End of PavementCivic 237         | 3285.69            | 4.8               | 0.2                | 5.20               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | Gravel        | Gravel          | 72                                  | 7   | 25   |
| 2          | Clarchris Road                 | End of Pavement Civic 237      | Highway 511                      | 775.24             | 6                 | 0.5                | 7.00               | Rural                | Local      | 50          | 6                | 280                   | 2020          | Gravel        | Hot Mix Asphalt | 86                                  | 8   | 9    |
| 38638      | Cohan Way                      | Dead End                       | Maberly Elphin Road              | 138.57             | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 60                                  | 5.5 | 34   |
| 1373       | Cook's Road                    | Highway 7                      | Old Brooke Road                  | 140.11             | 4                 | 0                  | 4.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 48                                  | 5   | 48   |
| 768        | Crow Lake Road                 | Bolingbroke Road               | Frontenac Boundary               | 3064.24            | 6                 | 1                  | 8.00               | Rural                | Local      | 40/80       | 4                | 320                   | 2019          | Gravel        | Surface Treated | 15                                  | 4   | 3.6  |
| 1196       | Crozier Road                   | Crozier Road A                 | Loop                             | 2517.38            | 6                 | 1                  | 8.00               | Rural                | Local      | 40          | 6                | 50-199                | Estimated ADT | Gravel        | Hot Mix Asphalt | 73                                  | 7.5 | 7.7  |
| 1199       | Crozier Road                   | Ritchie Road                   | Crozier Road A                   | 837.26             | 6                 | 0.5                | 7.00               | Rural                | Local      | 40          | 6                | 50-199                | Estimated ADT | Gravel        | Surface Treated | 83                                  | 8   | 8.9  |
| 778        | Dokken Road                    | McVeigh Road                   | Cyr Point Road                   | 2458.77            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 89                                  | 9   | 10   |
| 664        | Doran Road                     | McVeigh Road                   | Amyot Road                       | 2135.64            | 4.6               | 0                  | 4.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 56                                  | 6   | 41.5 |
| 1371       | Doran Road                     | Amyot Road                     | Start of Seasonal RoadCivic 1294 | 2009.64            | 4.6               | 0                  | 4.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 56                                  | 5.5 | 39.5 |
| 663        | Doran Road                     | Highway 7                      | McVeigh Road                     | 1303.39            | 5.8               | 0.2                | 6.20               | Rural                | Local      | 80          | 4                | 130                   | 2022          | Gravel        | Gravel          | 72                                  | 8   | 28.5 |
| 1369       | Doran Road                     | End of Seasonal Road           | Fagen Lake Road                  | 326.91             | 4.2               | 0                  | 4.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 68                                  | 6   | 25.5 |
| 1356       | Elliott Road                   | Christie Lake North Shore Road | Bathurst Upper 4th Concession    | 1911.74            | 5                 | 0.2                | 5.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 75                                  | 7.5 | 23   |

**Tay Valley Township  
2022 Road Inventory**

| Section ID | Name               | From                             | To                               | Section Length (m) | Surface Width (m) | Shoulder Width (m) | Platform Width (m) | Roadside Environment | Road Class | Speed Limit | Reg 239/02 Class | Average Daily Traffic | ADT Year      | Shoulder Type | Surface Type    | 2022 Pavement Condition Index (PCI) | RCR | DMI  |
|------------|--------------------|----------------------------------|----------------------------------|--------------------|-------------------|--------------------|--------------------|----------------------|------------|-------------|------------------|-----------------------|---------------|---------------|-----------------|-------------------------------------|-----|------|
| 919        | Ennis Road         | Beach Road                       | 175 m South of Bennett Lake Road | 6077               | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 4                | 206                   | 2022          | -             | Gravel          | 70                                  | -   | -    |
| 920        | Ennis Road         | 175 m South of Bennett Lake Road | Bennet Lake Road                 | 175                | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 206                   | 2022          | -             | Surface Treated | 90                                  | -   | -    |
| 24225      | Ernest Way         | Glen Tay Road                    | End of Cul-de-Sac                | 1218.15            | 6                 | 1                  | 8.00               | Rural                | Local      | 40          | 6                | 0-49                  | Estimated ADT | Gravel        | Hot Mix Asphalt | 96                                  | 8.5 | 10   |
| 1366       | Fagan Lake Road    | Maberly Elphin Road              | Doran Road                       | 3278.68            | 6                 | 0.5                | 7.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 76                                  | 8   | 23   |
| 739        | Fall Crescent      | County Road 7                    | County Road 7                    | 438                | 4.2               | 0                  | 4.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 88                                  | 8   | 8    |
| 1376       | Ferrier Road       | Dead End                         | Allan's Side Road                | 1576.42            | 4.8               | 0.2                | 5.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 59                                  | 6.5 | 39.5 |
| 1298       | Ferrier Road       | Allan's Side Road                | Mackler Side Road                | 566.47             | 6                 | 0.02               | 6.04               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | Gravel        | Gravel          | 60                                  | 5.5 | 34   |
| 1411       | Ferrier Road       | Mackler Side Road                | Armour Road                      | 2716.59            | 5                 | 0.2                | 5.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 68                                  | 6.5 | 28   |
| 1291       | Ferrier Road East  | Armour Road                      | Dead End                         | 666.61             | 4.4               | 0.5                | 5.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 78                                  | 7.5 | 18   |
| 1186       | Gambles Side Road  | Highway 7                        | Bathurst 5th Concession          | 306.45             | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 64                                  | 6   | 31   |
| 1158       | Gambles Side Road  | Bathurst Upper 4th Concession    | Highway 7                        | 1181.75            | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 73                                  | 7.5 | 25   |
| 1381       | Glen Drive         | Elm Grove Road                   | Cherie Hill                      | 873.24             | 6                 | 1                  | 8.00               | Rural                | Local      | 40          | 6                | 50-199                | Estimated ADT | Gravel        | Hot Mix Asphalt | 40                                  | 5   | 5.6  |
| 1310       | Glen Tay Rd        | Christie Lake Road               | Highway 7                        | 424.66             | 6                 | 1.2                | 8.40               | Rural                | Local      | 50          | 4                | 3235                  | 2020          | Paved         | Hot Mix Asphalt | 96                                  | 8.5 | 10   |
| 594        | Glen Tay Rd        | Scotch Line Road                 | Christie Lake Road               | 2924.23            | 6                 | 1                  | 8.00               | Rural                | Local      | 40/60/80    | 3                | 2374                  | 2018          | Paved         | Hot Mix Asphalt | 98                                  | 9.5 | 10   |
| 1367       | Greer Road         | Fagen Lake Road                  | McNaughton Road                  | 1662.55            | 4.6               | 0                  | 4.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 71                                  | 6.5 | 24   |
| 912        | Hanna Rd           | O'Brian Lake Lane 14             | Bolingbroke Road                 | 1742.3             | 6                 | 1                  | 8.00               | Rural                | Local      | 60          | 5                | 257                   | 2019          | Gravel        | Surface Treated | 89                                  | 8.5 | 9.2  |
| 913        | Hanna Rd           | Arthorpe Road                    | O'Brian Lake Lane 14             | 3030.48            | 6                 | 1                  | 8.00               | Rural                | Local      | 60          | 5                | 257                   | 2019          | Gravel        | Surface Treated | 89                                  | 8.5 | 9.2  |
| 1184       | Harper Rd          | Bathurst 6th Concession          | Keayes Road                      | 2612.95            | 6                 | 1                  | 8.00               | Rural                | Local      | 60/80       | 4                | 825                   | 2018          | Gravel        | Hot Mix Asphalt | 23                                  | 5   | 3.7  |
| 1314       | Harper Rd          | Highway 7                        | Bathurst 6th Concession          | 3749.03            | 6                 | 1                  | 8.00               | Rural                | Local      | 50          | 5                | 805                   | 2020          | Gravel        | Hot Mix Asphalt | 95                                  | 8   | 10   |
| 1303       | Hunter Side Road   | Bennet Lake Road                 | S. Limit of Bolton Creek Bridge  | 717.45             | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 62                                  | 5.5 | 31   |
| 1396       | Iron Mine Rd       | McDonalds Corners Road           | Lanark Highlands Boundary        | 1444.98            | 6.6               | 0                  | 6.60               | Rural                | Local      | 80          | 4                | 429                   | 2021          | -             | Surface Treated | 78                                  | 7.5 | 8.5  |
| 1294       | Jodi Lane          | Somerville Drive                 | Loop                             | 237.98             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Hot Mix Asphalt | 83                                  | 7   | 9.1  |
| 1325       | Keays Road         | Old Morris Rd                    | Fallbrook Rd                     | 1394.37            | 6.5               | 0.5                | 7.50               | Rural                | Local      | 80          | 4                | 595                   | 2018          | Gravel        | Hot Mix Asphalt | 31                                  | 5   | 4.6  |
| 1336       | Keays Road         | Old Morris Rd                    | Dead End                         | 549.86             | 3.6               | 0                  | 3.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 63                                  | 6   | 32   |
| 747        | Kelford Drive      | Scotch Line Road                 | Upper Scotch Line                | 185.31             | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 68                                  | 6   | 25   |
| 748        | Kelford Road North | Dead End                         | Bowes Side Road                  | 221.01             | 3.5               | 0                  | 3.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 66                                  | 6   | 28   |
| 1306       | Kelford Road South | Upper Scotch Line                | Dead End                         | 71.87              | 7                 | 0                  | 7.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 64                                  | 6   | 30.5 |
| 1410       | Kenyon Road        | Otty Lake Side Road              | Lakewood Road                    | 2131.87            | 6.2               | 1                  | 8.20               | Rural                | Local      | 80          | 4                | 466                   | 2018          | Gravel        | Hot Mix Asphalt | 94                                  | 8.5 | 9.8  |

**Tay Valley Township  
2022 Road Inventory**

| Section ID | Name                    | From                        | To                                  | Section Length (m) | Surface Width (m) | Shoulder Width (m) | Platform Width (m) | Roadside Environment | Road Class | Speed Limit | Reg 239/02 Class | Average Daily Traffic | ADT Year      | Shoulder Type | Surface Type    | 2022 Pavement Condition Index (PCI) | RCR | DMI  |
|------------|-------------------------|-----------------------------|-------------------------------------|--------------------|-------------------|--------------------|--------------------|----------------------|------------|-------------|------------------|-----------------------|---------------|---------------|-----------------|-------------------------------------|-----|------|
| 653        | Kirkham Road            | Doran Road                  | Highway 7                           | 2467.99            | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 57                                  | 5.5 | 38   |
| 1408       | Lakewood Road           | Lakewood Road               | Loop                                | 1980.02            | 6                 | 0                  | 6.00               | Rural                | Local      | 40          | 6                | 158                   | 2018          | -             | Hot Mix Asphalt | 24                                  | 4   | 4.8  |
| 754        | Leonard Side Road       | Dead End                    | Christie Lake Road                  | 1676.25            | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 71                                  | 6.5 | 24   |
| 981        | Long Lake Road          | Narrows Lock Road           | Long Lake Route 2                   | 2389.18            | 6.2               | 0                  | 6.20               | Rural                | Local      | 50          | 6                | 171                   | 2021          | -             | Gravel          | 56                                  | 6   | 42   |
| 3427       | Long Lake Road          | Long Lake Route 2           | Elm Grove Road                      | 2473.4             | 6.2               | 0                  | 6.20               | Rural                | Local      | 50          | 6                | 50-199                | Estimated ADT | -             | Gravel          | 58                                  | 7   | 43   |
| 848        | Maberly Main Street     | Highway 7                   | Maberly-Elphin Road                 | 296.88             | 6                 | 1                  | 8.00               | Rural                | Local      | 40          | 6                | 195                   | 2018          | Gravel        | Hot Mix Asphalt | 46                                  | 5   | 6.2  |
| 718        | Maberly Station Road    | Bolingbroke Road            | Tay-Havlock Trail                   | 1164.12            | 5.4               | 0.2                | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 80                                  | 7.5 | 16   |
| 1316       | MacKay Line Road        | Hoddinott Lane              | Fallbrooke Road                     | 2932.77            | 5.4               | 0.2                | 5.80               | Rural                | Local      | 40          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 77                                  | 8   | 22   |
| 1412       | Mackler Side Road       | Stanley Road                | Ferrier Road                        | 1482.76            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 63                                  | 6   | 32   |
| 1299       | McLaren Point           | McLaren Point RoadPrivate   | Stanley Road                        | 671.11             | 3.8               | 0                  | 3.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 62                                  | 6   | 33   |
| 597        | Mclaren Road            | Kenyon Road                 | Kenyon Road                         | 1990.91            | 6                 | 0                  | 6.00               | Rural                | Local      | 40          | 6                | 50-199                | Estimated ADT | -             | Hot Mix Asphalt | 52                                  | 6   | 6.2  |
| 1365       | McNaughton Road         | Greer Road                  | Bennett Lake Road                   | 2440.57            | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 47                                  | 4   | 44.5 |
| 1393       | McNaughton Road         | Old Burke Road              | Greer Road                          | 2371.75            | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 67                                  | 7   | 31   |
| 654        | McVeigh Road            | Doran Road                  | Arnold T Drive                      | 1579.69            | 5.8               | 0.2                | 6.20               | Rural                | Local      | 80          | 4                | 93                    | 2022          | Gravel        | Gravel          | 72                                  | 7.5 | 26   |
| 637        | McVeigh Road            | Old Mine Road               | End of PavementCivic 159            | 1838.29            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 66                                  | 6.5 | 30   |
| 4          | McVeigh Road            | Bathurst 7th Concession     | End of Surface Treatment Civic 1332 | 401.04             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 191                   | 2020          | -             | Surface Treated | 69                                  | 6.5 | 7.9  |
| 775        | McVeigh Road            | Arnold T Drive              | Dokken Road                         | 2136.05            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 67                    | 2022          | -             | Gravel          | 73                                  | 7   | 23   |
| 606        | McVeigh Road            | Dokken Road                 | Old Mine Road                       | 2239.2             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 75                                  | 7.5 | 23   |
| 1357       | Menzies Munro Side Road | Upper Scotch Line Road      | Christie Lake Road                  | 2568.86            | 6.6               | 0                  | 6.60               | Rural                | Local      | 80          | 4                | 326                   | 2020          | -             | Surface Treated | 74                                  | 8   | 7.9  |
| 1328       | Merkley Road            | Grady Road East             | Narrows Lock Road                   | 3640.92            | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 59                                  | 6   | 37.5 |
| 24067      | Merkley Road            | Narrows Locks Road          | Grady Road East                     | 2312.57            | 4.4               | 0                  | 4.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 59                                  | 6   | 37.5 |
| 740        | Mill Road               | Dead End                    | Fallbrooke Road                     | 254.3              | 3.3               | 0                  | 3.30               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 70                                  | 6.5 | 24.5 |
| 4504       | Miller Bay Road         | Elm Grove Road              | Miller Bay RoadPrivate              | 227.34             | 4                 | 0.2                | 4.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 71                                  | 6   | 21   |
| 4505       | Miller Bay Road         | Miller Bay Road Private     | Boat Launch                         | 47.35              | 4                 | 0.2                | 4.40               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 71                                  | 6   | 21   |
| 1308       | Miller Lane             | Glen Tay Road               | Dead End                            | 212.36             | 4.2               | 0.5                | 5.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 66                                  | 6   | 28   |
| 774        | Miners Point Road       | Narrows Lock Road           | Big Rideau North Shore Road         | 2834.39            | 6                 | 0.2                | 6.40               | Rural                | Local      | 40/50       | 5                | 221                   | 2018          | Gravel        | Gravel          | 60                                  | 6.5 | 38   |
| 1250       | Miners Point Road       | Big Rideau North Shore Road | Bass Bay Road                       | 1203.2             | 6                 | 0.2                | 6.40               | Rural                | Local      | 50          | 5                | 200-499               | Estimated ADT | Gravel        | Gravel          | 67                                  | 7   | 31   |
| 1288       | Munro Road              | Armstrong Road              | Dead End                            | 954.25             | 4                 | 0                  | 4.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 76                                  | 7   | 18.5 |

**Tay Valley Township  
2022 Road Inventory**

| Section ID | Name                         | From                           | To                             | Section Length (m) | Surface Width (m) | Shoulder Width (m) | Platform Width (m) | Roadside Environment | Road Class | Speed Limit | Reg 239/02 Class | Average Daily Traffic | ADT Year      | Shoulder Type | Surface Type    | 2022 Pavement Condition Index (PCI) | RCR | DMI  |
|------------|------------------------------|--------------------------------|--------------------------------|--------------------|-------------------|--------------------|--------------------|----------------------|------------|-------------|------------------|-----------------------|---------------|---------------|-----------------|-------------------------------------|-----|------|
| 1          | Mutttons Road                | Harper Road                    | Glen Tay Waste Site Exit       | 334.56             | 6.6               | 0.8                | 8.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Hot Mix Asphalt | 34                                  | 4   | 5.9  |
| 1331       | Mutttons Road                | Glen Tay Waste Site Exit       | Norris Road                    | 200.87             | 6.6               | 0.8                | 8.20               | Rural                | Local      | 80          | 4                | 294                   | 2020          | Gravel        | Hot Mix Asphalt | 91                                  | 8   | 9.6  |
| 762        | Noonan Side Road             | Upper Scotch Line              | Menzies Munro SR               | 1761.5             | 5                 | 0.3                | 5.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 69                                  | 7.5 | 31   |
| 1311       | Norris Road                  | Mutttons Road                  | Dead End                       | 1354.03            | 4.8               | 0.5                | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 69                                  | 6.5 | 26   |
| 1333       | Norris Road                  | Harper Road                    | Mutttons Road                  | 148.57             | 6.6               | 0.8                | 8.20               | Rural                | Local      | 80          | 4                | 216                   | 2020          | Gravel        | Hot Mix Asphalt | 96                                  | 8.5 | 10   |
| 1304       | North Burgess 8th Concession | Otty Lake Side Road            | Dead End                       | 860.84             | 4                 | 0.4                | 4.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 72                                  | 7   | 24   |
| 592        | North Mac Lane               | Christie Lake North Shore Road | Dead End                       | 893.45             | 5.4               | 0.2                | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 74                                  | 7   | 22   |
| 1372       | Old Brooke Road              | Highway 7                      | Cooks Road                     | 460.99             | 6                 | 1                  | 8.00               | Rural                | Local      | 50          | 6                | 184                   | 2021          | Gravel        | Hot Mix Asphalt | 29                                  | 5   | 4.4  |
| 1286       | Old Brooke Road              | Strong Side Road               | Highway 7                      | 3781.13            | 5                 | 0.2                | 5.40               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | Gravel        | Gravel          | 67                                  | 7.5 | 33   |
| 931        | Old Brooke Road              | Cooks Road                     | Strong Side Road               | 4089.38            | 5                 | 0.2                | 5.40               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | Gravel        | Gravel          | 69                                  | 7.5 | 31   |
| 646        | Old Burke Road               | McNaughton Road                | Bennett Lake Road              | 1703.59            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 71                                  | 7   | 26   |
| 1337       | Old Morris Road              | Keays Road                     | Bathurst 9th Concession        | 1132.36            | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 77                                  | 7   | 18   |
| 1290       | Orchard Crescent             | Scotch Line Rd                 | Scotch Line Rd                 | 854.45             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Hot Mix Asphalt | 77                                  | 7   | 8.4  |
| 735        | Otty Lake Side Road          | Scotch Line Road               | Ferrier Road East              | 1825.54            | 6.2               | 1                  | 8.20               | Rural                | Local      | 60          | 4                | 1093                  | 2020          | Gravel        | Hot Mix Asphalt | 93                                  | 8   | 9.8  |
| 7620       | Otty Lake Side Road          | Kenyon Road                    | Trillium Drive                 | 2418.25            | 6.2               | 1                  | 8.20               | Rural                | Local      | 60          | 4                | 1174                  | 2020          | Gravel        | Hot Mix Asphalt | 96                                  | 8.5 | 10   |
| 1355       | Palmer Road                  | Tysick Road                    | Dead End                       | 226.22             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 89                                  | 8   | 6    |
| 1295       | Park Lane Court              | Somerville Dr                  | Dead End                       | 221.91             | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Hot Mix Asphalt | 75                                  | 7   | 8.2  |
| 591        | Patterson Road               | Patterson Road Private         | Christie Lake North Shore Road | 102.22             | 5                 | 0                  | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 64                                  | 6   | 30.5 |
| 647        | Perkins Road                 | Christie Lake Road             | Bathurst Upper 4th Concession  | 1471.97            | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 69                                  | 7.5 | 30   |
| 1225       | Posner Lane                  | Bygrove Ln                     | Dead End                       | 474.26             | 6.3               | 0                  | 6.30               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Hot Mix Asphalt | 73                                  | 7   | 7.9  |
| 730        | Powers Road                  | Dead End                       | Narrows Lock Road              | 859.54             | 3.6               | 0                  | 3.60               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 65                                  | 7.5 | 36   |
| 764        | Powers Road                  | Stanleyville Road              | Dead End                       | 1283.39            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 72                                  | 7   | 24   |
| 770        | Powers Road                  | Narrows Lock Road              | Stanleyville Road              | 2185.27            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 160                   | 2021          | -             | Surface Treated | 85                                  | 8   | 9.1  |
| 640        | Pratt Road                   | Dead End                       | Maberly Elphin Road            | 1060.86            | 4                 | 0                  | 4.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 57                                  | 6.5 | 42   |
| 777        | Railway Siding Road          | Dead End                       | Maberly Station Road           | 165.62             | 3.5               | 0                  | 3.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 79                                  | 7   | 15   |
| 5088       | Rideau Lake Road             | Best Lane                      | Elm Grove Road                 | 2063.6             | 6.2               | 0                  | 6.20               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 74                                  | 7   | 22   |
| 1300       | Ritchie Side Road            | Crozier Road                   | Bolingbroke Road               | 885.16             | 6                 | 0.5                | 7.00               | Rural                | Local      | 50          | 6                | 50-199                | Estimated ADT | Gravel        | Surface Treated | 81                                  | 8   | 8.7  |
| 1301       | Ritchie Side Road            | Crozier Road                   | Frontenac Boundary             | 1612.91            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 87                                  | 8   | 9    |

**Tay Valley Township  
2022 Road Inventory**

| Section ID | Name                   | From                          | To                         | Section Length (m) | Surface Width (m) | Shoulder Width (m) | Platform Width (m) | Roadside Environment | Road Class | Speed Limit | Reg 239/02 Class | Average Daily Traffic | ADT Year      | Shoulder Type | Surface Type    | 2022 Pavement Condition Index (PCI) | RCR | DMI  |
|------------|------------------------|-------------------------------|----------------------------|--------------------|-------------------|--------------------|--------------------|----------------------|------------|-------------|------------------|-----------------------|---------------|---------------|-----------------|-------------------------------------|-----|------|
| 602        | Rutherford Side Road   | Bathurst 5th Concession       | McVeigh Road               | 4488.41            | 4.8               | 0                  | 4.80               | Rural                | Local      | 80          | 6                | 39                    | 2022          | -             | Gravel          | 65                                  | 7   | 34   |
| 750        | Somerville Drive       | Christie Lake Road            | Glen Tay Road              | 1256.09            | 6                 | 1                  | 8.00               | Rural                | Local      | 40          | 6                | 50-199                | Estimated ADT | Gravel        | Hot Mix Asphalt | 81                                  | 7.5 | 8.6  |
| 97         | Sproule Road           | Highway 511                   | Dead End                   | 214.37             | 6.2               | 0                  | 6.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Hot Mix Asphalt | 70                                  | 6.5 | 7.9  |
| 729        | Stanley Road           | Mackler Side Road             | Narrows Lock Road          | 2701.01            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | -             | Gravel          | 60                                  | 7   | 41   |
| 734        | Stanley Road           | Narrows Lock Road             | Pike Lake Route 1          | 1868.73            | 6                 | 0.5                | 7.00               | Rural                | Local      | 40/50       | 6                | 121                   | 2021          | Gravel        | Surface Treated | 80                                  | 7   | 8.9  |
| 731        | Stanleyville Rd        | Powers Road                   | Stanley Road               | 1879.02            | 6                 | 1                  | 8.00               | Rural                | Local      | 40/80       | 4                | 501                   | 2019          | Gravel        | Surface Treated | 72                                  | 8   | 7.6  |
| 732        | Stanleyville Rd        | Stanley Road                  | Scotch Line Road           | 1248.9             | 6                 | 0.5                | 7.00               | Rural                | Local      | 40/80       | 4                | 345                   | 2019          | Paved         | Hot Mix Asphalt | 88                                  | 8   | 9.2  |
| 1338       | Star Hill Road         | Narrows Locks Road            | Star Hill Road Private     | 297.19             | 4.8               | 0.2                | 5.20               | Rural                | Local      | 80          | 4                | 50-199                | Estimated ADT | Gravel        | Gravel          | 66                                  | 7   | 32   |
| 908        | Strong Side Road       | Old Brooke Road               | Highway 7                  | 1217.33            | 4.6               | 0.2                | 5.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 64                                  | 6   | 31   |
| 1394       | Tamarack Road          | Brooke Valley Road            | Old Brooke Road            | 1721.77            | 5.5               | 0.5                | 6.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 85                                  | 8   | 11   |
| 727        | Township Boundary Road | Bathurst 9th Concession       | Drummond 10th Concession   | 1355.73            | 5.2               | 0                  | 5.20               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 73                                  | 7.5 | 25   |
| 728        | Township Boundary Road | Highway 511                   | Bathurst 9th Concession    | 1074.8             | 5.8               | 0                  | 5.80               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 73                                  | 7.5 | 25   |
| 605        | Trueloves Road         | Anglican Church Road          | Dead End                   | 563.07             | 4                 | 0                  | 4.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 58                                  | 5   | 34   |
| 1075       | Tysick Road            | Bathurst Upper 4th Concession | Brooke Valley Road         | 1324.79            | 6                 | 0                  | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Gravel          | 77                                  | 7.5 | 20   |
| 1377       | Upper Scotch Line      | Scotch Line Road              | Allans Mill Road           | 2059.46            | 7.5               | 0                  | 7.50               | Rural                | Local      | 80          | 4                | 465                   | 2020          | -             | Surface Treated | 84                                  | 8   | 9    |
| 1327       | Upper Scotch Line      | Allans Mill Road              | Menzies Munro Side Road    | 2051.92            | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 4                | 356                   | 2020          | -             | Surface Treated | 86                                  | 8   | 9.2  |
| 1347       | Upper Scotch Line Road | Menzies Munro Side Road       | Dead End                   | 2699.45            | 5.2               | 0.4                | 6.00               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | Gravel        | Gravel          | 65                                  | 7   | 33.5 |
| 1305       | Walters Ln             | Fallbrooke Road               | Dead End                   | 98.59              | 4.5               | 0                  | 4.50               | Rural                | Local      | 80          | 6                | 0-49                  | Estimated ADT | -             | Hot Mix Asphalt | 31                                  | 3   | 7.1  |
| 930        | Zealand Rd             | Elphin-Maberly Road           | 11th Line South Sherbrooke | 4316.29            | 6                 | 1                  | 8.00               | Rural                | Local      | 60          | 5                | 276                   | 2018          | Gravel        | Surface Treated | 42                                  | 5   | 5.8  |



**APPENDIX D**

**Proposed Treatment Options and  
Description**

| Treatment Methods |   |                         |                |                      |
|-------------------|---|-------------------------|----------------|----------------------|
| Treatment         | Description   | Unit Cost               | Inflation Rate | Cost Estimation Year |
| ST-SST            | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-Enh2Surf       | Enhanced Double Thin Surfacing (Double Microsurfacing, Cape Seal) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-EnhSurf        | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-DST            | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-FDR & DST      | Full Depth Reclamation (FDR) + Double Surface Treatment           | 30.00 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-ST            | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-DST           | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-EnhSurf       | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Enh2Surf      | Enhanced Double Thin Surfacing (Cape Seal, Double Microsurfacing) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Ovly          | One Lift Overlay / Mill and One Lift Overlay                      | 42.58 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-FDR & Ovly    | Full Depth Reclamation (FDR) + One lift Overlay                   | 55.00 \$/m <sup>2</sup> | 5.0%           | 2023                 |

## **HMA (Paved Roads)**

### **HMA-Crack Seal**

#### **Crack Sealing**

Crack Sealing is the process of placing specialized materials into cracks in unique configurations to keep water and other matter out of the crack and the underlying pavement layers.



*Crack Sealing*

### **HMA-Slurry**

#### **Slurry Seal**

Slurry Seal is mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler and water. This treatment is used to fill cracks and seal areas of old pavement, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.



*Slurry Seal*

### **HMA-ST**

#### **Single Surface Treatment (Chip Seal)**

Single Surface Treatment (Chip Seal) is a common type of pavement surfacing construction which involves an application of asphalt binder material (bitumen emulsion) and mineral aggregate (gravel). The emulsion is applied by a pressure distributor, followed immediately by an application of mineral aggregate, and finished by rolling.



*Surface Treatment (Chip Seal)*

### **HMA-DST**

#### **Double Surface Treatment (Chip Seal)**

The process for Single Surface Treatment (Chip Seal) is repeated for the second application of emulsion and mineral aggregate (gravel). The first application of aggregate is coarser than the aggregate used in the second application and usually determines the pavement thickness.

### **HMA-DST SAMI**

#### **Double Surface Treatment (Chip Seal) + SAMI**

In addition to the Double Surface Treatment, the Stress Absorbing Membrane Interlayer (SAMI) is a geo textile mat that is laid between the surface treatments to strengthen the structure of the road.



*SAMI*

### **HMA-EnhSurf**

#### **Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)**

Microsurfacing is an application of a mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and spread on a paved surface. Unlike slurry seal, Microsurfacing can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

Thin HMA Overlay is a Hot Mix Asphalt (HMA) overlay of 40 millimeters or less, and is sometimes used when Microsurfacing is not available.



*Micro-surfacing*

### **HMA-Enh2Surf**

#### **Enhanced Double Thin Surfacing (Double Microsurfacing, Cape Seal)**

Double Microsurfacing is an application where the process of Microsurfacing is repeated for a second application.

Cape Seal is an application of a Chip Seal followed by the application of Slurry Seal or Microsurfacing at a later date.

### **HMA-Ovly**

#### **Mill and One Lift Overlay**

50mm HMA Overlay with or without milling

### **HMA-2Ovly**

#### **Mill and Two Lift Overlay**

2 lift of 50mm HMA Overlay with or without milling

### **HMA-FDR & 2Ovly**

#### **Full Depth Reclamation (FDR) + Two Lift Overlay**

Full Depth Reclamation (FDR) is a process where the full pavement section and a pre-determined portion of the underlying materials are uniformly crushed or pulverized. In this treatment this recycled material is then stabilized by mixing it with a recycling agent and other chemical additives. The recycling agent is commonly asphalt-based emulsion or cold-foamed asphalt, or an emulsified engineered recycling agent. The mixture is then spread and compacted to produce a base layer. Two lifts (typically 50mm each) of Hot Mix Asphalt are applied as a surface material, where the second lift is usually a finer grade of Hot Mix.

### **HMA-FDR & EAS & DST**

#### **FDR with Emulsion/Expanded Asphalt Stabilization + Double Surface Treatment**

Full Depth Reclamation (FDR) plus a recycle agent and other additives plus a second application of emulsion and mineral aggregate (gravel)

### **HMA-FDR & EAS & Ovly**

#### **FDR with Emulsion/Expanded Asphalt Stabilization + One Lift Overlay**

Full Depth Reclamation (FDR) is a process where the full pavement section and a pre-determined portion of the underlying materials are uniformly crushed or pulverized. In this treatment this recycled material is then stabilized by mixing it with a recycling agent and other chemical additives. The recycling agent is commonly asphalt-based emulsion or cold-foamed asphalt, or an emulsified engineered recycling agent. The mixture is then spread and compacted to produce a base layer. A single lift (typically 50mm) of Hot Mix Asphalt is applied as a surface material.

### **HMA-FDR & EAS & 2Ovly**

#### **FDR with Emulsion/Expanded Asphalt Stabilization + Two Lift Overlay**

Full Depth Reclamation (FDR) is a process where the full pavement section and a pre-determined portion of the underlying materials are uniformly crushed or pulverized. In this treatment this recycled material is then stabilized by mixing it with a recycling agent and other chemical additives. The recycling agent is commonly asphalt-based emulsion or cold-foamed asphalt, or an emulsified engineered recycling agent. The mixture is then spread and compacted to produce a base layer. Two lifts (typically 50mm each) of Hot Mix Asphalt are applied as a surface material, where the second lift is usually a finer grade of Hot Mix.



*Expanded Asphalt Stabilization*

### **HMA-FDARR & 2Ovly**

#### **Full depth asphalt removal and replacement (Two Lifts HMA)**

This treatment is the complete milling and removal of all asphalt material without recycling, and replacing it with two lifts (typically 50mm each) of Hot Mix Asphalt, where the second lift is usually a finer grade of Hot Mix.

### **HMA-FDARR & 3Ovly**

#### **Full depth asphalt removal and replacement (Three Lifts HMA)**

This treatment is the complete milling and removal of all asphalt material without recycling, and replacing it with three lifts (typically 50mm each) of Hot Mix Asphalt, where the final lift is usually a finer grade of Hot Mix.

**HMA-Recon 90HMA****Full Depth Reconstruction (350 Gran B, 150 Gran A, 90 HMA)**

Full Depth Reconstruction is the excavation and removal of all road materials down to the sub-base or soil, and then reconstructing it with new materials including 350mm of Granular B, 150mm of Granular A and 90mm of Hot Mix Asphalt, typically made up of 2 lifts where the second lift is a finer grade of Hot Mix. This expensive treatment is used as a last resort where a pavement has completely failed and none of the other treatments are determined to provide an adequate solution.

**HMA-Recon 140HMA****Full Depth Reconstruction (350 Gran B, 150 Gran A, 140 HMA)**

Full Depth Reconstruction is the excavation and removal of all road materials down to the sub-base or soil, and then reconstructing it with new materials including 350mm of Granular B, 150mm of Granular A and 140mm of Hot Mix Asphalt, typically made up of 2 or 3 lifts where the final lift is a finer grade of Hot Mix. This expensive treatment is used as a last resort where a pavement has completely failed and none of the other treatments are determined to provide an adequate solution.

## **ST (Surface Treated Roads)**

### **ST-Slurry Slurry Seal**

Slurry Seal is mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler and water. This treatment is used to fill cracks and seal areas of old pavement, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

### **ST-SST**

#### **Single Surface Treatment (Chip Seal)**

Single Surface Treatment (Chip Seal) is a common type of pavement surfacing construction which involves an application of asphalt binder material (bitumen emulsion) and mineral aggregate (gravel). The emulsion is applied by a pressure distributor, followed immediately by an application of mineral aggregate, and finished by rolling.

### **ST-DST**

#### **Double Surface Treatment (Chip Seal)**

The process for Single Surface Treatment (Chip Seal) is repeated for the second application of emulsion and mineral aggregate (gravel). The first application of aggregate is coarser than the aggregate used in the second application and usually determines the pavement thickness.

### **ST-DST SAMI**

#### **Double Surface Treatment (Chip Seal) & SAMI**

In addition to the Double Surface Treatment, the Stress Absorbing Membrane Interlayer (SAMI) is a geo textile mat that is laid between the surface treatments to strengthen the structure of the road.

### **ST-EnhSurf**

#### **Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)**

Microsurfacing is an application of a mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and spread on a paved surface. Unlike slurry seal, Microsurfacing can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

### **ST-Enh2Surf**

#### **Enhanced Double Thin Surfacing (Double Microsurfacing, Cape Seal)**

Double Microsurfacing is an application where the process of Microsurfacing is repeated for a second application.

Cape Seal is an application of a Chip Seal followed by the application of Slurry Seal or Microsurfacing at a later date.

### **ST-Ovly**

#### **Mill and One Lift Overlay**

50mm HMA Overlay with or without milling

### **ST-FDR & DST**

#### **Full Depth Reclamation (FDR) + Double Surface Treatment**

Full Depth Reclamation (FDR) plus a recycle agent and other additives plus a second application of emulsion and mineral aggregate (gravel)

### **ST-FDR & DST & SAMI**

#### **Full Depth Reclamation (FDR) + Double Surface Treatment + SAMI**

Full Depth Reclamation (FDR) plus a recycle agent and other additives plus a second application of emulsion and mineral aggregate (gravel), and SAMI

**ST-FDR & Ovly****Full Depth Reclamation (FDR) + One lift Overlay**

Full Depth Reclamation (FDR) is a process where the full pavement section and a pre-determined portion of the underlying materials are uniformly crushed or pulverized. In this treatment this recycled material is then stabilized by mixing it with a recycling agent and other chemical additives. The recycling agent is commonly asphalt-based emulsion or cold-foamed asphalt, or an emulsified engineered recycling agent. The mixture is then spread and compacted to produce a base layer. A single lift (typically 50mm) of Hot Mix Asphalt is applied as a surface material.

**ST-FDR & 2Ovly****Full Depth Reclamation (FDR) + Two Lift Overlay**

Full Depth Reclamation (FDR) is a process where the full pavement section and a pre-determined portion of the underlying materials are uniformly crushed or pulverized. In this treatment this recycled material is then stabilized by mixing it with a recycling agent and other chemical additives. The recycling agent is commonly asphalt-based emulsion or cold-foamed asphalt, or an emulsified engineered recycling agent. The mixture is then spread and compacted to produce a base layer. Two lifts (typically 50mm each) of Hot Mix Asphalt are applied as a surface material, where the second lift is usually a finer grade of Hot Mix.

**ST-FDR & EAS & DST****FDR with Emulsion/Expanded Asphalt Stabilization + Double Surface Treatment**

Full Depth Reclamation (FDR) plus a recycle agent and other additives plus a second application of emulsion and mineral aggregate (gravel)

**ST-Recon & Ovly****Full Depth Reconstruction (350 Gran B, 150 Gran A, 90 HMA)**

Full Depth Reconstruction is the excavation and removal of all road materials down to the sub-base or soil, and then reconstructing it with new materials including 350mm of Granular B, 150mm of Granular A and 90mm of Hot Mix Asphalt, typically made up of 2 lifts where the second lift is a finer grade of Hot Mix. This expensive treatment is used as a last resort where a pavement has completely failed and none of the other treatments are determined to provide an adequate solution.

**ST-Recon & 2 Ovly****Full Depth Reconstruction (350 Gran B, 150 Gran A, 140 HMA)**

Full Depth Reconstruction is the excavation and removal of all road materials down to the sub-base or soil, and then reconstructing it with new materials including 350mm of Granular B, 150mm of Granular A and 140mm of Hot Mix Asphalt, typically made up of 2 or 3 lifts where the final lift is a finer grade of Hot Mix. This expensive treatment is used as a last resort where a pavement has completely failed and none of the other treatments are determined to provide an adequate solution.



**APPENDIX E**

# Road Network Overview



# Infrastructure Solutions

January 31, 2023

## Tay Valley Township



**Report Type:** NetworkOverview

**Report Generated by:** Amanda Zhang

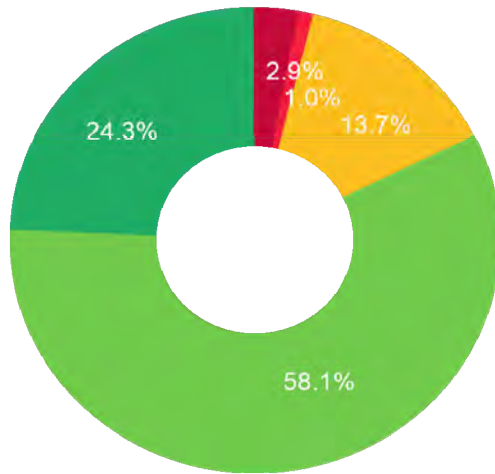
### Network Overview

The Tay Valley Township has a total of 263 Km of Roads. The network overall condition based on the latest condition assessment data is estimated at 71, representing an overall "Good" condition. The details of network overview information are as follows.

| Title                             | Condition | Condition State |
|-----------------------------------|-----------|-----------------|
| Hot Mix Network Condition         | 74        | Good            |
| Surface Treated Network Condition | 73        | Good            |
| Gravel Network Condition          | 70        | Good            |

## Network Condition Status

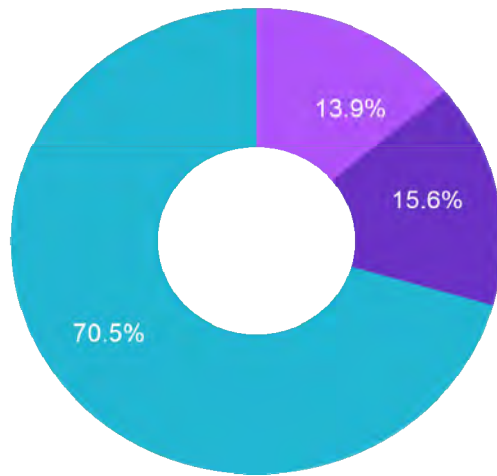
Very Poor   Poor   Fair   Good   Excellent



| Condition | Length (Km) | Percentage |
|-----------|-------------|------------|
| Very Poor | 7.7         | 2.9%       |
| Poor      | 2.6         | 1.0%       |
| Fair      | 35.9        | 13.7%      |
| Good      | 152.4       | 58.1%      |
| Excellent | 63.8        | 24.3%      |

## Surface Type Breakdown

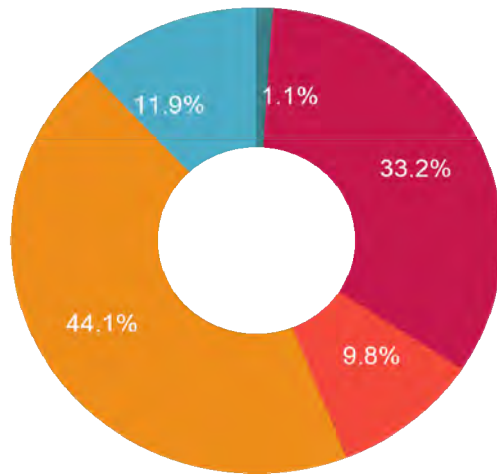
Hot Mix Asphalt   Surface Treated   Gravel



| Surface Type    | Length (Km) | Percentage |
|-----------------|-------------|------------|
| Hot Mix Asphalt | 36.6        | 13.9%      |
| Surface Treated | 40.9        | 15.6%      |
| Gravel          | 184.9       | 70.5%      |

## MMS Breakdown

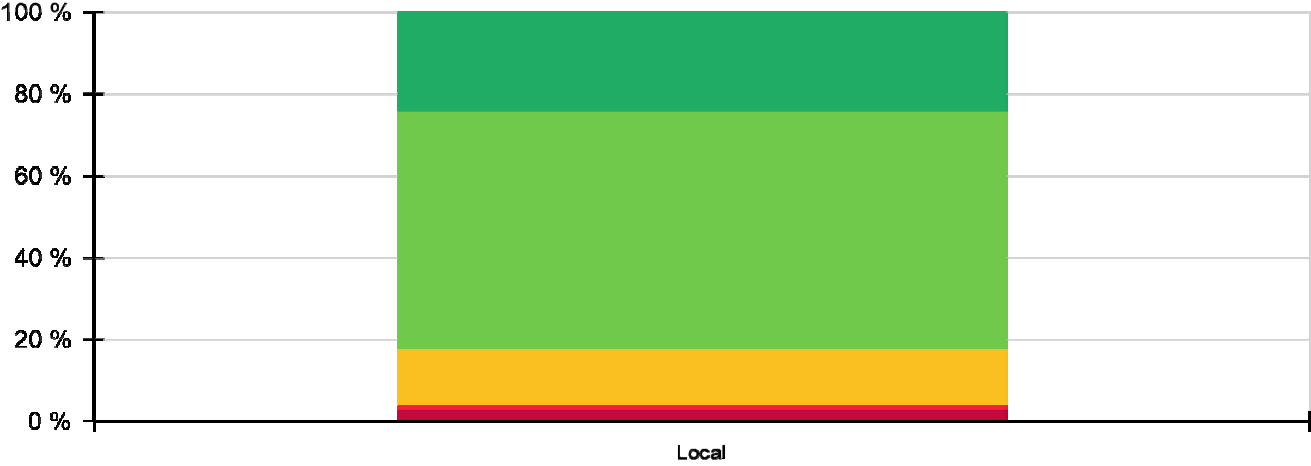
■ 3 ■ 4 ■ 5 ■ 6 ■ Not Defined



| MMS         | Length (Km) | Percentage |
|-------------|-------------|------------|
| 3           | 2.9         | 1.1%       |
| 4           | 87.0        | 33.2%      |
| 5           | 25.7        | 9.8%       |
| 6           | 115.7       | 44.1%      |
| Not Defined | 31.1        | 11.9%      |

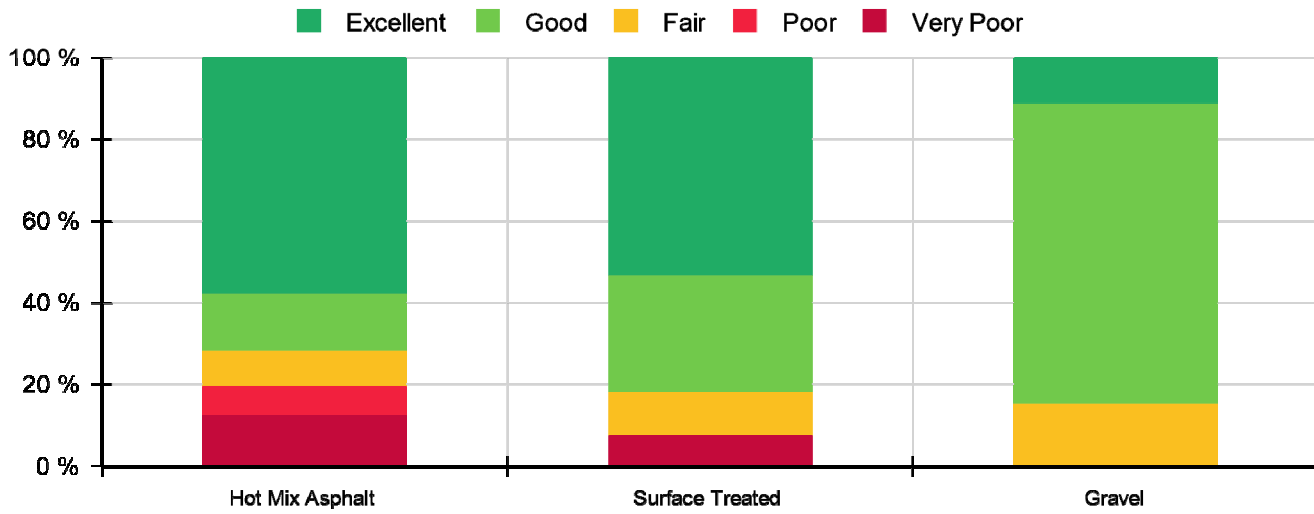
# Condition Status by Functional Class

■ Excellent
 ■ Good
 ■ Fair
 ■ Poor
 ■ Very Poor



| Functional Class | Excellent | Good  | Fair | Poor | Very Poor |
|------------------|-----------|-------|------|------|-----------|
| Local            | 63.8      | 152.4 | 35.9 | 2.6  | 7.7       |

# Condition Status by Surface Type



| Surface Type    | Excellent | Good  | Fair | Poor | Very Poor |
|-----------------|-----------|-------|------|------|-----------|
| Hot Mix Asphalt | 21.2      | 5.1   | 3.2  | 2.6  | 4.6       |
| Surface Treated | 21.8      | 11.7  | 4.3  | 0.0  | 3.1       |
| Gravel          | 20.8      | 135.7 | 28.5 | 0.0  | 0.0       |

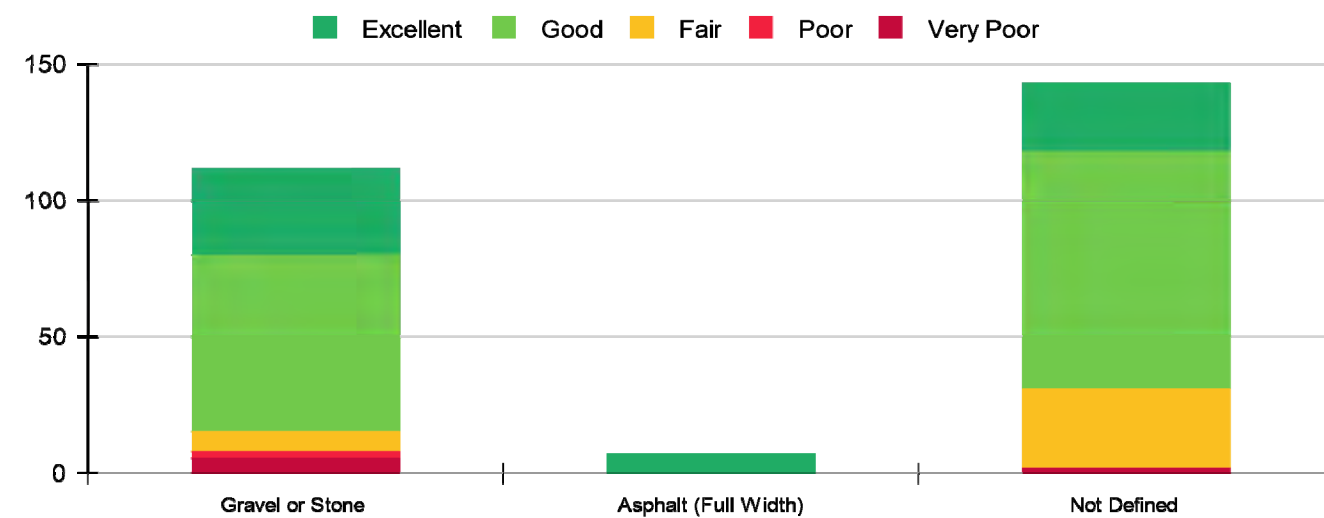
# Condition Status by MMS



| MMS         | Excellent | Good | Fair | Poor | Very Poor |
|-------------|-----------|------|------|------|-----------|
| 3           | 2.9       | 0.0  | 0.0  | 0.0  | 0.0       |
| 4           | 26.4      | 53.5 | 0.0  | 1.4  | 5.7       |
| 5           | 11.9      | 9.5  | 4.3  | 0.0  | 0.0       |
| 6           | 19.8      | 61.1 | 31.6 | 1.2  | 2.0       |
| Not Defined | 2.8       | 28.3 | 0.0  | 0.0  | 0.0       |



## Condition by Shoulder Type



| Shoulder Type        | Very Poor | Poor | Fair | Good | Excellent |
|----------------------|-----------|------|------|------|-----------|
| Gravel or Stone      | 5.7       | 2.5  | 7.1  | 64.9 | 31.8      |
| Asphalt (Full Width) | 0.0       | 0.0  | 0.0  | 0.0  | 7.2       |
| Not Defined          | 2.0       | 0.1  | 28.9 | 87.5 | 24.8      |

**APPENDIX F**

**Scenario 1 Paved Roads - Impact  
of Current Budget**

# Scenario Summary

## Scenario

|              |                                      |
|--------------|--------------------------------------|
| Name:        | SC1: Impact of Current Annual Budget |
| Description: | Impact of Current Annual Budget      |
| Year:        | 2023                                 |

## Optimization Settings

|                            |          |
|----------------------------|----------|
| Optimization Mode          | Standard |
| Planning Horizon (Years)   | 10       |
| Include Priorities         | Yes      |
| Asset Replacement Value    | No       |
| Intervention Coordination  | No       |
| Discount Rate              | 0.00%    |
| Rollover                   | Yes      |
| Estimate Current Condition | True     |
| Operational Efficiency     | No       |
| Condition Variation        |          |
| Project Size Limit         |          |

## Optimization Objective

| Type                                       | Min/Max | Weight (Sum = 1) | Performance Attribute |
|--|---------|------------------|-----------------------|
| Maximize Network Performance (Recommended) | Max     | 1                | NA                    |

## Treatment Methods

| Treatment      | Description   | Unit Cost               | Inflation Rate | Cost Estimation Year |
|----------------|---|-------------------------|----------------|----------------------|
| HMA-FDR & Ovly | Full Depth Reclamation (FDR) + One Lift Overlay                   | 55.00 \$/m <sup>2</sup> | 5.0%           | 2023                 |
| ST-SST         | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-DST         | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-EnhSurf     | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-Enh2Surf    | Enhanced Double Thin Surfacing (Double Microsurfacing, Cape Seal) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-FDR & DST   | Full Depth Reclamation (FDR) + Double Surface Treatment           | 30.00 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-ST         | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-DST        | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-EnhSurf    | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Enh2Surf   | Enhanced Double Thin Surfacing (Cape Seal, Double Microsurfacing) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Ovly       | One Lift Overlay / Mill and One Lift Overlay                      | 42.58 \$/m <sup>2</sup> | 5.0%           | 2022                 |

## Criticality Settings

|                                      |           |
|--------------------------------------|-----------|
| <b>Functional Class</b>              | <b>0</b>  |
| Collector                            | 35        |
| Freeway                              | 0         |
| Local                                | 5         |
| Major Arterial                       | 100       |
| Minor Arterial                       | 70        |
| <b>Minimum Maintenance Standards</b> | <b>10</b> |
| 1                                    | 0         |
| 2                                    | 0         |
| 3                                    | 100       |
| 4                                    | 90        |
| 5                                    | 40        |
| 6                                    | 0         |
| <b>Roadside Environment</b>          | <b>0</b>  |
| Rural                                | 40        |
| Semi-Urban                           | 50        |
| Urban                                | 60        |
| <b>Service Type</b>                  | <b>0</b>  |
| Commercial                           | 60        |
| Industrial                           | 100       |
| Residential                          | 30        |
| <b>Surface Type</b>                  | <b>4</b>  |
| Composite                            | 0         |
| Concrete                             | 0         |
| Earth                                | 0         |
| Gravel                               | 30        |
| Hot Mix Asphalt                      | 100       |
| Surface Treated                      | 60        |
| Brick                                | 0         |
| Paver Interlock                      | 0         |
| <b>AADT</b>                          | <b>7</b>  |
| less than 50                         | 0         |
| 50 - 150                             | 20        |
| 150 - 250                            | 40        |
| 250 - 500                            | 60        |
| 500 - 1000                           | 80        |
| 1000 and over                        | 100       |

### Budget Constraints - SC1: Impact of Current Annual Budget

| Name          | Budget Type          | Equality                   | Subset | Asset Types |
|---------------|----------------------|----------------------------|--------|-------------|
| Total Capital | Total Capital Budget | <= (Less than or equal to) | NA     |             |

### Budget Values - SC1: Impact of Current Annual Budget

| Year | Total Capital |
|------|---------------|
| 2023 | 1,630,000     |
| 2024 | 925,000       |
| 2025 | 950,000       |
| 2026 | 1,100,000     |
| 2027 | 585,000       |
| 2028 | 795,000       |
| 2029 | 765,000       |
| 2030 | 1,115,000     |
| 2031 | 585,000       |
| 2032 | 515,000       |



# Optimization Result

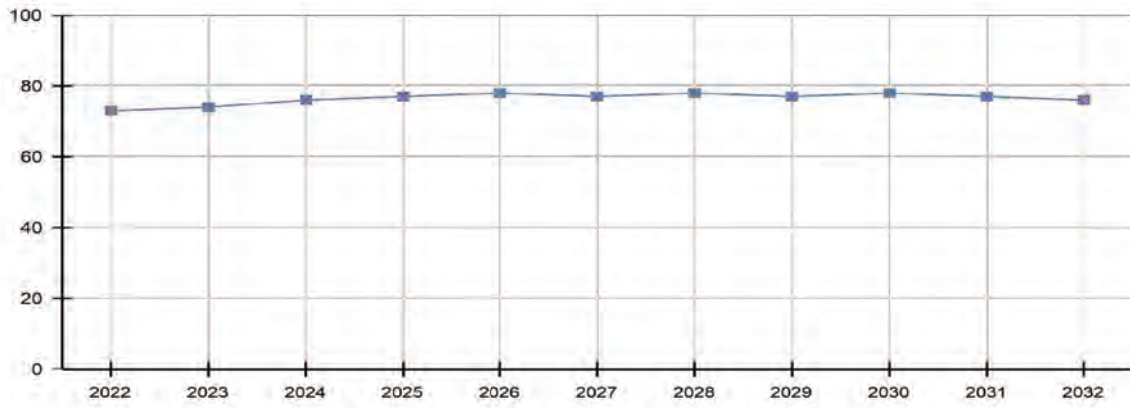
## Scenario Summary

| Scenario     |                                      |
|--------------|--------------------------------------|
| Name:        | SC1: Impact of Current Annual Budget |
| Description: | Impact of Current Annual Budget      |
| Year:        | 2023                                 |

## Optimization Settings

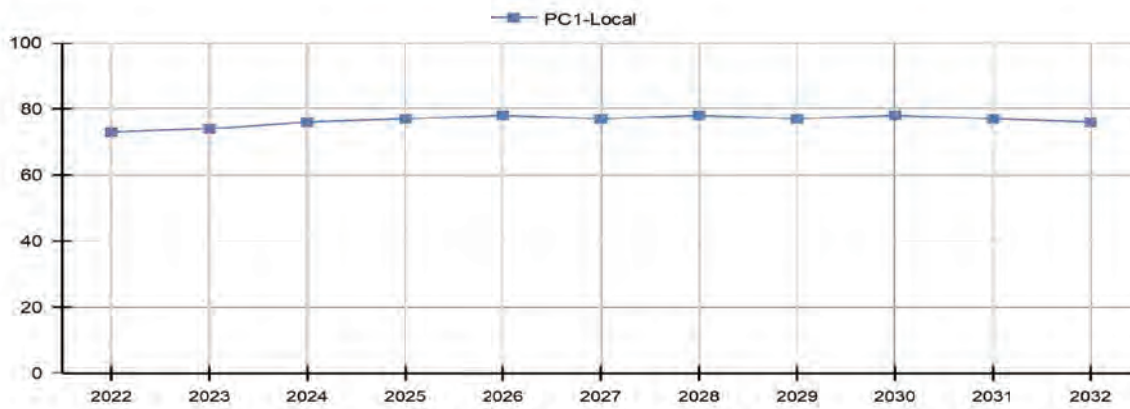
|                            |          |
|----------------------------|----------|
| Optimization Mode          | Standard |
| Planning Horizon (Years)   | 10       |
| Include Priorities         | Yes      |
| Asset Replacement Value    | No       |
| Estimate Current Condition | True     |
| Operational Efficiency     | No       |

## Network Condition



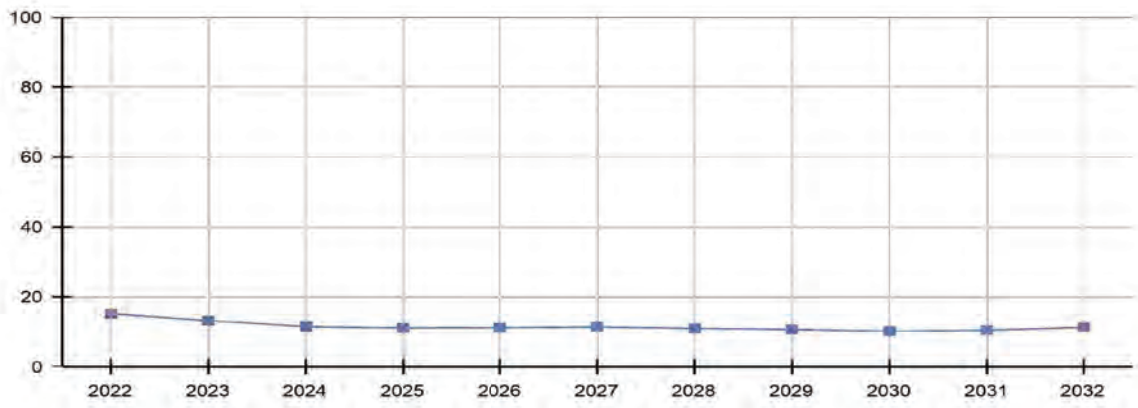
| Year | Condition |
|------|-----------|
| 2022 | 73        |
| 2023 | 74        |
| 2024 | 76        |
| 2025 | 77        |
| 2026 | 78        |
| 2027 | 77        |
| 2028 | 78        |
| 2029 | 77        |
| 2030 | 78        |
| 2031 | 77        |
| 2032 | 76        |

## Network Condition by Performance Class



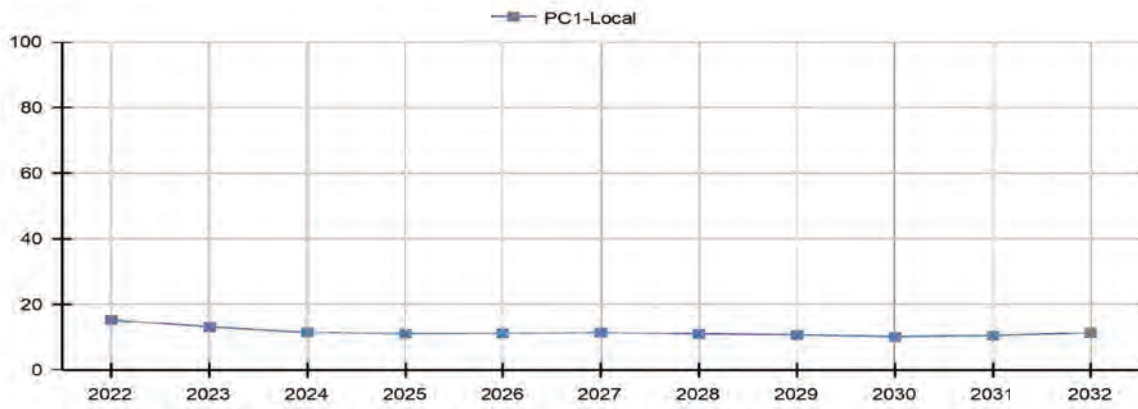
| Year | PC1-Local |
|------|-----------|
| 2022 | 73        |
| 2023 | 74        |
| 2024 | 76        |
| 2025 | 77        |
| 2026 | 78        |
| 2027 | 77        |
| 2028 | 78        |
| 2029 | 77        |
| 2030 | 78        |
| 2031 | 77        |
| 2032 | 76        |

# Network Risk Index



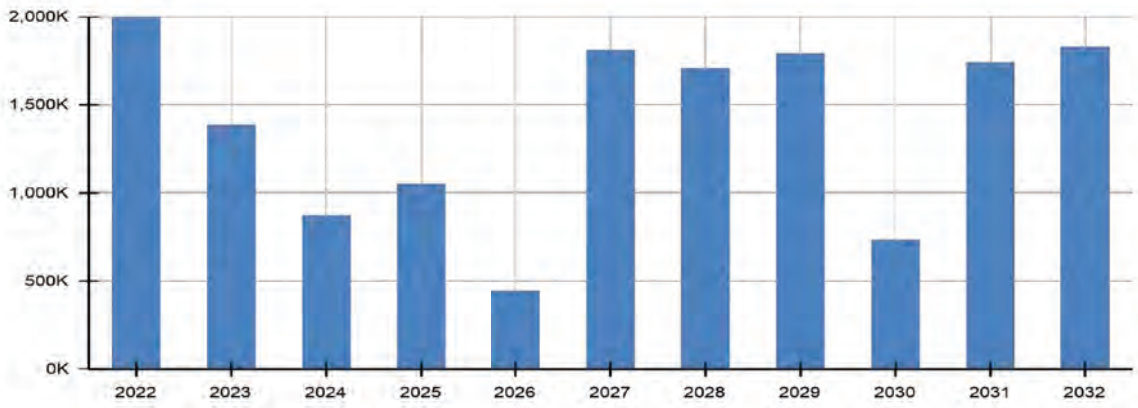
| Year | Value |
|------|-------|
| 2022 | 15    |
| 2023 | 13    |
| 2024 | 12    |
| 2025 | 11    |
| 2026 | 11    |
| 2027 | 11    |
| 2028 | 11    |
| 2029 | 11    |
| 2030 | 10    |
| 2031 | 10    |
| 2032 | 11    |

# Network Risk Index by Performance Class



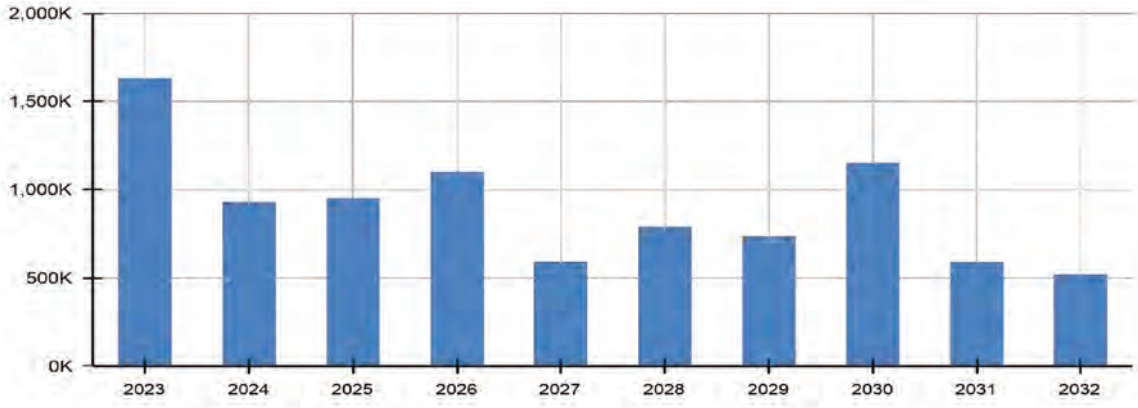
| Year | PC1-Local |
|------|-----------|
| 2022 | 15        |
| 2023 | 13        |
| 2024 | 12        |
| 2025 | 11        |
| 2026 | 11        |
| 2027 | 11        |
| 2028 | 11        |
| 2029 | 11        |
| 2030 | 10        |
| 2031 | 10        |
| 2032 | 11        |

# Deficit Projection



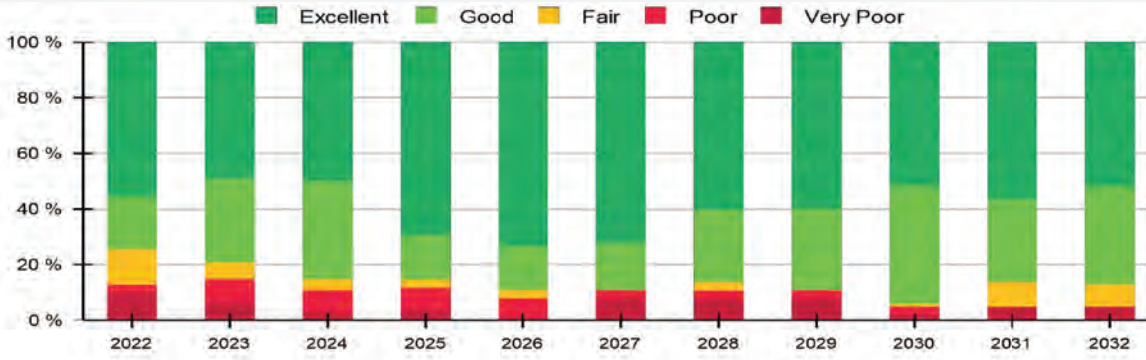
| Year | Value       |
|------|-------------|
| 2022 | \$1,995,068 |
| 2023 | \$1,384,675 |
| 2024 | \$871,431   |
| 2025 | \$1,048,897 |
| 2026 | \$444,803   |
| 2027 | \$1,808,899 |
| 2028 | \$1,705,187 |
| 2029 | \$1,790,447 |
| 2030 | \$732,086   |
| 2031 | \$1,739,379 |
| 2032 | \$1,826,348 |

# Capital Expenditure



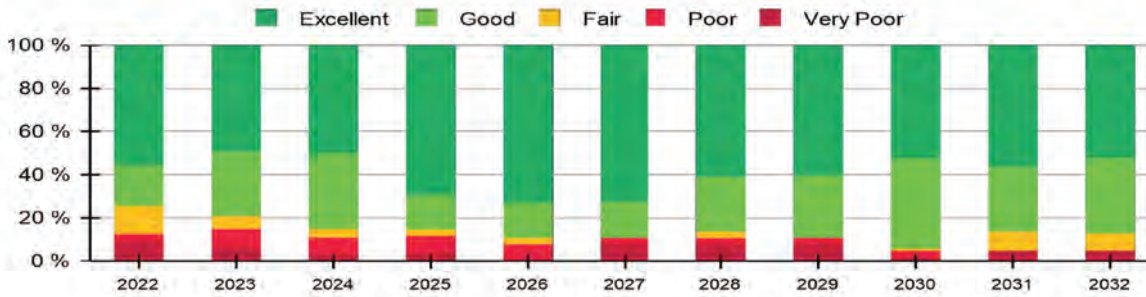
| Year | Value       |
|------|-------------|
| 2023 | \$1,629,000 |
| 2024 | \$924,317   |
| 2025 | \$947,971   |
| 2026 | \$1,095,330 |
| 2027 | \$588,895   |
| 2028 | \$789,708   |
| 2029 | \$734,443   |
| 2030 | \$1,147,883 |
| 2031 | \$586,806   |
| 2032 | \$517,612   |

## Network Condition Distribution



| Year | Excellent | Good | Fair | Poor | Very Poor |
|------|-----------|------|------|------|-----------|
| 2022 | 56%       | 19%  | 13%  | 3%   | 10%       |
| 2023 | 49%       | 30%  | 6%   | 8%   | 7%        |
| 2024 | 50%       | 35%  | 4%   | 8%   | 3%        |
| 2025 | 70%       | 16%  | 3%   | 8%   | 4%        |
| 2026 | 73%       | 16%  | 3%   | 7%   | 1%        |
| 2027 | 72%       | 17%  | 0%   | 3%   | 8%        |
| 2028 | 61%       | 26%  | 3%   | 3%   | 8%        |
| 2029 | 60%       | 29%  | 0%   | 3%   | 8%        |
| 2030 | 52%       | 42%  | 1%   | 3%   | 2%        |
| 2031 | 57%       | 30%  | 9%   | 0%   | 5%        |
| 2032 | 52%       | 35%  | 8%   | 0%   | 5%        |

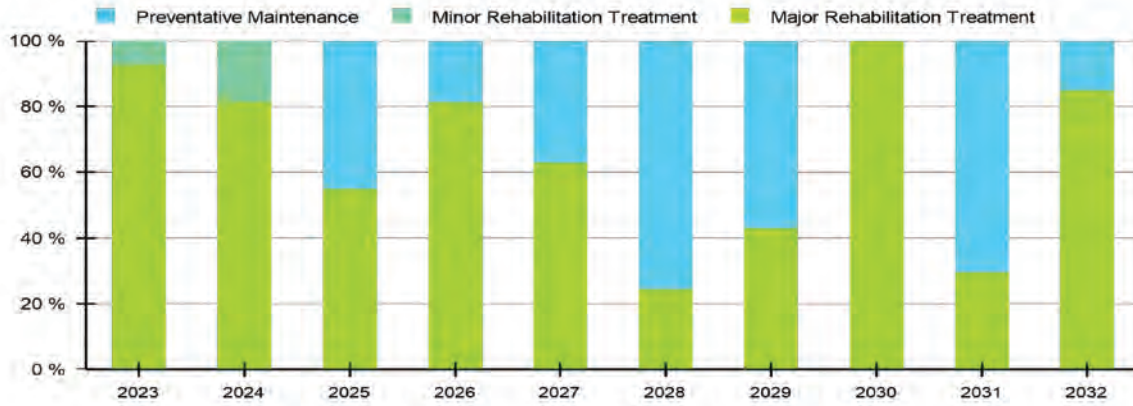
## PC1-Local Condition Distribution



| Year | Excellent | Good | Fair | Poor | Very Poor |
|------|-----------|------|------|------|-----------|
| 2022 | 56%       | 19%  | 13%  | 3%   | 10%       |
| 2023 | 49%       | 30%  | 6%   | 8%   | 7%        |
| 2024 | 50%       | 35%  | 4%   | 8%   | 3%        |
| 2025 | 70%       | 16%  | 3%   | 8%   | 4%        |
| 2026 | 73%       | 16%  | 3%   | 7%   | 1%        |
| 2027 | 72%       | 17%  | 0%   | 3%   | 8%        |
| 2028 | 61%       | 26%  | 3%   | 3%   | 8%        |
| 2029 | 60%       | 29%  | 0%   | 3%   | 8%        |
| 2030 | 52%       | 42%  | 1%   | 3%   | 2%        |
| 2031 | 57%       | 30%  | 9%   | 0%   | 5%        |
| 2032 | 52%       | 35%  | 8%   | 0%   | 5%        |



## Capital Expenditure by Treatment Type



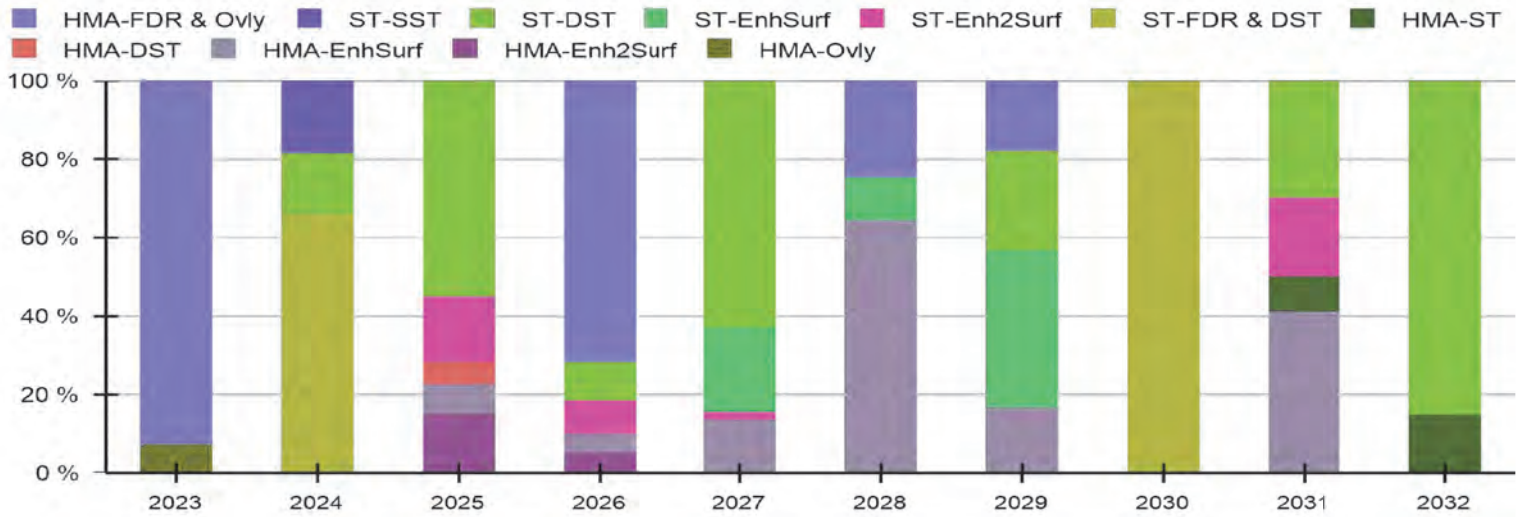
| Year         | Preventative Maintenance | Minor Rehabilitation Treatment | Major Rehabilitation Treatment | Total              |
|--------------|--------------------------|--------------------------------|--------------------------------|--------------------|
| 2023         | \$0                      | \$120,000                      | \$1,509,000                    | \$1,629,000        |
| 2024         | \$0                      | \$170,488                      | \$753,829                      | \$924,317          |
| 2025         | \$427,499                | \$0                            | \$520,472                      | \$947,971          |
| 2026         | \$203,455                | \$0                            | \$891,875                      | \$1,095,330        |
| 2027         | \$219,387                | \$0                            | \$369,508                      | \$588,895          |
| 2028         | \$595,551                | \$0                            | \$194,157                      | \$789,708          |
| 2029         | \$417,161                | \$0                            | \$317,282                      | \$734,443          |
| 2030         | \$0                      | \$0                            | \$1,147,883                    | \$1,147,883        |
| 2031         | \$412,021                | \$0                            | \$174,785                      | \$586,806          |
| 2032         | \$77,573                 | \$0                            | \$440,039                      | \$517,612          |
| <b>Total</b> | <b>\$2,352,647</b>       | <b>\$290,488</b>               | <b>\$6,318,830</b>             | <b>\$8,961,965</b> |

## Project Size by Treatment Type (Km)



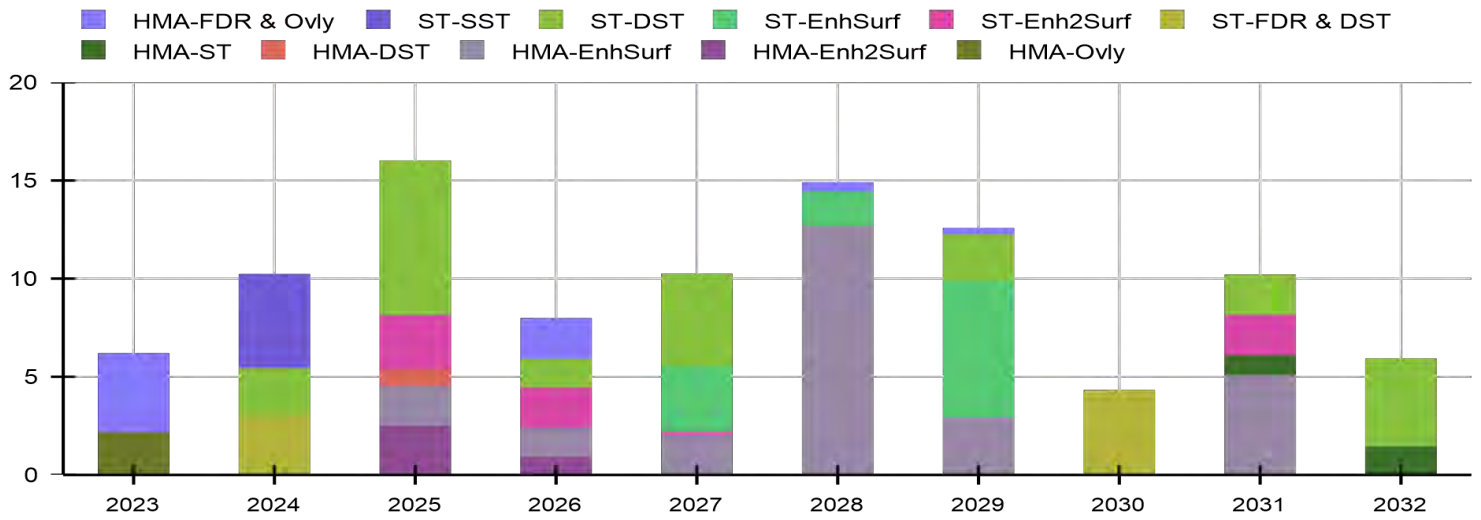
| Year         | Preventative Maintenance | Minor Rehabilitation Treatment | Major Rehabilitation Treatment | Total        |
|--------------|--------------------------|--------------------------------|--------------------------------|--------------|
| 2023         | 0.00                     | 2.19                           | 4.01                           | 6.19         |
| 2024         | 0.00                     | 4.77                           | 5.45                           | 10.22        |
| 2025         | 8.16                     | 0.00                           | 7.84                           | 16.00        |
| 2026         | 4.45                     | 0.00                           | 3.52                           | 7.97         |
| 2027         | 5.54                     | 0.00                           | 4.70                           | 10.24        |
| 2028         | 14.44                    | 0.00                           | 0.46                           | 14.90        |
| 2029         | 9.88                     | 0.00                           | 2.68                           | 12.56        |
| 2030         | 0.00                     | 0.00                           | 4.32                           | 4.32         |
| 2031         | 8.16                     | 0.00                           | 2.03                           | 10.19        |
| 2032         | 1.45                     | 0.00                           | 4.47                           | 5.92         |
| <b>Total</b> | <b>52.07</b>             | <b>6.96</b>                    | <b>39.48</b>                   | <b>98.50</b> |

# Capital Expenditure by Treatment Method



| Treatment      | 2023               | 2024             | 2025             | 2026               | 2027             | 2028             | 2029             | 2030               | 2031             | 2032             | Total              |
|----------------|--------------------|------------------|------------------|--------------------|------------------|------------------|------------------|--------------------|------------------|------------------|--------------------|
| HMA-FDR & Ovly | \$1,509,000        | \$0              | \$0              | \$784,647          | \$0              | \$194,157        | \$131,290        | \$0                | \$0              | \$0              | \$2,619,094        |
| ST-SST         | \$0                | \$170,488        | \$0              | \$0                | \$0              | \$0              | \$0              | \$0                | \$0              | \$0              | \$170,488          |
| ST-DST         | \$0                | \$145,730        | \$520,472        | \$107,227          | \$369,508        | \$0              | \$185,993        | \$0                | \$174,785        | \$440,039        | \$1,943,754        |
| ST-EnhSurf     | \$0                | \$0              | \$0              | \$0                | \$127,644        | \$86,593         | \$293,720        | \$0                | \$0              | \$0              | \$507,957          |
| ST-Enh2Surf    | \$0                | \$0              | \$157,805        | \$92,594           | \$11,056         | \$0              | \$0              | \$0                | \$118,176        | \$0              | \$379,631          |
| ST-FDR & DST   | \$0                | \$608,098        | \$0              | \$0                | \$0              | \$0              | \$0              | \$1,147,883        | \$0              | \$0              | \$1,755,981        |
| HMA-ST         | \$0                | \$0              | \$0              | \$0                | \$0              | \$0              | \$0              | \$0                | \$51,862         | \$77,573         | \$129,435          |
| HMA-DST        | \$0                | \$0              | \$54,897         | \$0                | \$0              | \$0              | \$0              | \$0                | \$0              | \$0              | \$54,897           |
| HMA-EnhSurf    | \$0                | \$0              | \$70,546         | \$54,219           | \$80,687         | \$508,957        | \$123,441        | \$0                | \$241,983        | \$0              | \$1,079,833        |
| HMA-Enh2Surf   | \$0                | \$0              | \$144,252        | \$56,642           | \$0              | \$0              | \$0              | \$0                | \$0              | \$0              | \$200,894          |
| HMA-Ovly       | \$120,000          | \$0              | \$0              | \$0                | \$0              | \$0              | \$0              | \$0                | \$0              | \$0              | \$120,000          |
| <b>Total</b>   | <b>\$1,629,000</b> | <b>\$924,316</b> | <b>\$947,972</b> | <b>\$1,095,329</b> | <b>\$588,895</b> | <b>\$789,707</b> | <b>\$734,444</b> | <b>\$1,147,883</b> | <b>\$586,806</b> | <b>\$517,612</b> | <b>\$8,961,964</b> |

## Project Size by Treatment Method (Km)



| Treatment      | 2023        | 2024         | 2025         | 2026        | 2027         | 2028         | 2029         | 2030        | 2031         | 2032        | Total        |
|----------------|-------------|--------------|--------------|-------------|--------------|--------------|--------------|-------------|--------------|-------------|--------------|
| HMA-FDR & Ovly | 4.01        | 0.00         | 0.00         | 2.08        | 0.00         | 0.46         | 0.30         | 0.00        | 0.00         | 0.00        | 6.84         |
| ST-SST         | 0.00        | 4.77         | 0.00         | 0.00        | 0.00         | 0.00         | 0.00         | 0.00        | 0.00         | 0.00        | 4.77         |
| ST-DST         | 0.00        | 2.38         | 7.84         | 1.45        | 4.70         | 0.00         | 2.38         | 0.00        | 2.03         | 4.47        | 25.25        |
| ST-EnhSurf     | 0.00        | 0.00         | 0.00         | 0.00        | 3.33         | 1.72         | 6.96         | 0.00        | 0.00         | 0.00        | 12.02        |
| ST-Enh2Surf    | 0.00        | 0.00         | 2.75         | 2.05        | 0.18         | 0.00         | 0.00         | 0.00        | 2.05         | 0.00        | 7.03         |
| ST-FDR & DST   | 0.00        | 3.06         | 0.00         | 0.00        | 0.00         | 0.00         | 0.00         | 4.32        | 0.00         | 0.00        | 7.38         |
| HMA-ST         | 0.00        | 0.00         | 0.00         | 0.00        | 0.00         | 0.00         | 0.00         | 0.00        | 1.03         | 1.45        | 2.48         |
| HMA-DST        | 0.00        | 0.00         | 0.85         | 0.00        | 0.00         | 0.00         | 0.00         | 0.00        | 0.00         | 0.00        | 0.85         |
| HMA-EnhSurf    | 0.00        | 0.00         | 2.03         | 1.49        | 2.03         | 12.71        | 2.92         | 0.00        | 5.08         | 0.00        | 26.26        |
| HMA-Enh2Surf   | 0.00        | 0.00         | 2.52         | 0.91        | 0.00         | 0.00         | 0.00         | 0.00        | 0.00         | 0.00        | 3.43         |
| HMA-Ovly       | 2.19        | 0.00         | 0.00         | 0.00        | 0.00         | 0.00         | 0.00         | 0.00        | 0.00         | 0.00        | 2.19         |
| <b>Total</b>   | <b>6.19</b> | <b>10.22</b> | <b>16.00</b> | <b>7.97</b> | <b>10.24</b> | <b>14.90</b> | <b>12.56</b> | <b>4.32</b> | <b>10.19</b> | <b>5.92</b> | <b>98.50</b> |

**Scenario 1 - Impact of Current Annual Budget  
(2023-2032)**

| Road ID | Road Name                      | From                             | To                                  | Intervention Year | Condition | Criticality | Risk | Treatment Type                 | Applied Treatment | Budgeted Cost   |
|---------|--------------------------------|----------------------------------|-------------------------------------|-------------------|-----------|-------------|------|--------------------------------|-------------------|-----------------|
| 1184    | Harper Rd                      | Bathurst 6th Concession          | Keayes Road                         | 2023              | 20.72     | 88.6        | 75.4 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 1,099,000.00 |
| 1325    | Keays Road                     | Old Morris Rd                    | Fallbrook Rd                        | 2023              | 27.61     | 88.6        | 71.1 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 410,000.00   |
| 770     | Powers Road                    | Narrows Lock Road                | Stanleyville Road                   | 2023              | 81.79     | 67.6        | 10.2 | Minor Rehabilitation Treatment | HMA-Ovly          | \$ 120,000.00   |
| 768     | Crow Lake Road                 | Bolingbroke Road                 | Frontenac Boundary                  | 2024              | 10.68     | 74.3        | 68.6 | Major Rehabilitation Treatment | ST-FDR & DST      | \$ 608,098.43   |
| 757     | Bathurst 7th Concession        | Harper Road                      | McVeigh Road                        | 2024              | 49.57     | 74.3        | 37.6 | Major Rehabilitation Treatment | ST-DST            | \$ 145,730.19   |
| 912     | Hanna Rd                       | O'Brian Lake Lane 14             | Bolingbroke Road                    | 2024              | 81.79     | 50.5        | 7.6  | Minor Rehabilitation Treatment | ST-SST            | \$ 62,236.70    |
| 913     | Hanna Rd                       | Arthorpe Road                    | O'Brian Lake Lane 14                | 2024              | 81.79     | 50.5        | 7.6  | Minor Rehabilitation Treatment | ST-SST            | \$ 108,251.78   |
| 4       | McVeigh Road                   | Bathurst 7th Concession          | End of Surface Treatment Civic 1332 | 2025              | 53.95     | 67.6        | 30.4 | Major Rehabilitation Treatment | ST-DST            | \$ 25,766.09    |
| 14004   | Ashby Road                     | Iron Mine Road                   | Lanark Highlands Bndy               | 2025              | 53.95     | 67.6        | 30.4 | Major Rehabilitation Treatment | ST-DST            | \$ 29,057.53    |
| 731     | Stanleyville Rd                | Powers Road                      | Stanley Road                        | 2025              | 58.43     | 81          | 31.9 | Major Rehabilitation Treatment | ST-DST            | \$ 120,723.63   |
| 1196    | Crozier Road                   | Crozier Road A                   | Loop                                | 2025              | 69.34     | 25.7        | 6.6  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 144,252.01   |
| 715     | Armstrong Line                 | 645 Armstrong Road               | Highway 7                           | 2025              | 58.43     | 61          | 24   | Major Rehabilitation Treatment | ST-DST            | \$ 163,376.07   |
| 1357    | Menzies Munro Side Road        | Upper Scotch Line Road           | Christie Lake Road                  | 2025              | 58.43     | 74.3        | 29.3 | Major Rehabilitation Treatment | ST-DST            | \$ 181,549.10   |
| 1290    | Orchard Crescent               | Scotch Line Rd                   | Scotch Line Rd                      | 2025              | 73.35     | 68.6        | 15.2 | Preventative Maintenance       | HMA-DST           | \$ 54,896.86    |
| 734     | Stanley Road                   | Narrows Lock Road                | Pike Lake Route 1                   | 2025              | 67.66     | 18.1        | 5    | Preventative Maintenance       | ST-Enh2Surf       | \$ 107,082.78   |
| 750     | Somerville Drive               | Christie Lake Road               | Glen Tay Road                       | 2025              | 76.15     | 25.7        | 5.1  | Preventative Maintenance       | HMA-EnhSurf       | \$ 43,622.44    |
| 1300    | Ritchie Side Road              | Crozier Road                     | Bolingbroke Road                    | 2025              | 67.66     | 18.1        | 5    | Preventative Maintenance       | ST-Enh2Surf       | \$ 50,721.83    |
| 2       | Clarchris Road                 | End of Pavement Civic 237        | Highway 511                         | 2025              | 79.39     | 39          | 6.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 26,923.12    |
| 1408    | Lakewood Road                  | Lakewood Road                    | Loop                                | 2026              | 10.77     | 32.4        | 29.8 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 756,399.82   |
| 1305    | Walters Ln                     | Fallbrooke Road                  | Dead End                            | 2026              | 17.31     | 19          | 16.6 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 28,247.55    |
| 97      | Sproule Road                   | Highway 511                      | Dead End                            | 2026              | 63.1      | 19          | 6.4  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 13,328.02    |
| 1225    | Posner Lane                    | Bygrove Ln                       | Dead End                            | 2026              | 67.92     | 19          | 5.2  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 29,961.84    |
| 1295    | Park Lane Court                | Somerville Dr                    | Dead End                            | 2026              | 69.34     | 19          | 4.9  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 13,351.78    |
| 1396    | Iron Mine Rd                   | McDonalds Corners Road           | Lanark Highlands Boundary           | 2026              | 58.43     | 74.3        | 29.3 | Major Rehabilitation Treatment | ST-DST            | \$ 107,227.16   |
| 1294    | Jodi Lane                      | Somerville Drive                 | Loop                                | 2026              | 76.15     | 19          | 3.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 8,677.99     |
| 1327    | Upper Scotch Line              | Allans Mill Road                 | Menzies Munro Side Road             | 2026              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 92,594.26    |
| 732     | Stanleyville Rd                | Stanley Road                     | Scotch Line Road                    | 2026              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 45,541.37    |
| 771     | Allans Side Road               | Ferrier Road                     | Scotch Line Road                    | 2027              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 127,852.57   |
| 1199    | Crozier Road                   | Ritchie Road                     | Crozier Road A                      | 2027              | 58.43     | 18.1        | 7.1  | Major Rehabilitation Treatment | ST-DST            | \$ 59,306.16    |
| 1377    | Upper Scotch Line              | Scotch Line Road                 | Allans Mill Road                    | 2027              | 58.43     | 74.3        | 29.3 | Major Rehabilitation Treatment | ST-DST            | \$ 182,348.78   |
| 1331    | Muttons Road                   | Glen Tay Waste Site Exit         | Norris Road                         | 2027              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 8,460.09     |
| 735     | Otty Lake Side Road            | Scotch Line Road                 | Ferrier Road East                   | 2027              | 79.39     | 95.2        | 16.3 | Preventative Maintenance       | HMA-EnhSurf       | \$ 72,227.01    |
| 1188    | Anglican Church Road           | Highway 7                        | Truelove Road                       | 2027              | 72.36     | 43.8        | 10   | Preventative Maintenance       | ST-EnhSurf        | \$ 60,315.41    |
| 909     | Anglican Church Road           | Truelove Road                    | Highway 7                           | 2027              | 72.36     | 37.1        | 8.5  | Preventative Maintenance       | ST-EnhSurf        | \$ 67,329.09    |
| 920     | Ennis Road                     | 175 m South of Bennett Lake Road | Bennet Lake Road                    | 2027              | 67.66     | 24.8        | 6.9  | Preventative Maintenance       | ST-Enh2Surf       | \$ 11,055.79    |
| 1372    | Old Brooke Road                | Highway 7                        | Cooks Road                          | 2028              | 7.71      | 32.4        | 30.5 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 194,156.50   |
| 1349    | Christie Lake North Shore Road | Christie Lake Road               | End of Pavement Civic 636           | 2028              | 79.39     | 45.7        | 7.8  | Preventative Maintenance       | HMA-EnhSurf       | \$ 96,594.09    |
| 1410    | Kenyon Road                    | Otty Lake Side Road              | Lakewood Road                       | 2028              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 88,564.17    |
| 1314    | Harper Rd                      | Highway 7                        | Bathurst 6th Concession             | 2028              | 79.39     | 64.8        | 11.1 | Preventative Maintenance       | HMA-EnhSurf       | \$ 150,721.76   |
| 1310    | Glen Tay Rd                    | Christie Lake Road               | Highway 7                           | 2028              | 79.39     | 95.2        | 16.3 | Preventative Maintenance       | HMA-EnhSurf       | \$ 17,072.55    |

**Scenario 1 - Impact of Current Annual Budget  
(2023-2032)**

| Road ID | Road Name               | From                     | To                            | Intervention Year | Condition | Criticality | Risk | Treatment Type                 | Applied Treatment | Budgeted Cost   |
|---------|-------------------------|--------------------------|-------------------------------|-------------------|-----------|-------------|------|--------------------------------|-------------------|-----------------|
| 1333    | Norris Road             | Harper Road              | Muttons Road                  | 2028              | 79.39     | 75.2        | 12.9 | Preventative Maintenance       | HMA-EnhSurf       | \$ 6,570.22     |
| 7620    | Otty Lake Side Road     | Kenyon Road              | Trillium Drive                | 2028              | 79.39     | 95.2        | 16.3 | Preventative Maintenance       | HMA-EnhSurf       | \$ 100,461.27   |
| 24225   | Ernest Way              | Glen Tay Road            | End of Cul-de-Sac             | 2028              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 48,973.13    |
| 607     | Cameron Side Road       | Highway 7                | Bathurst Upper 4th Concession | 2028              | 72.36     | 74.3        | 17.1 | Preventative Maintenance       | ST-EnhSurf        | \$ 86,593.50    |
| 848     | Maberly Main Street     | Highway 7                | Maberly-Elphin Road           | 2029              | 24.16     | 32.4        | 26.7 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 131,289.71   |
| 757     | Bathurst 7th Concession | Harper Road              | McVeigh Road                  | 2029              | 53.95     | 74.3        | 33.4 | Major Rehabilitation Treatment | ST-DST            | \$ 185,992.75   |
| 770     | Powers Road             | Narrows Lock Road        | Stanleyville Road             | 2029              | 72.36     | 67.6        | 15.5 | Preventative Maintenance       | ST-EnhSurf        | \$ 92,246.83    |
| 912     | Hanna Rd                | O'Brian Lake Lane 14     | Bolingbroke Road              | 2029              | 72.36     | 50.5        | 11.6 | Preventative Maintenance       | ST-EnhSurf        | \$ 73,547.73    |
| 913     | Hanna Rd                | Arthorpe Road            | O'Brian Lake Lane 14          | 2029              | 72.36     | 50.5        | 11.6 | Preventative Maintenance       | ST-EnhSurf        | \$ 127,925.69   |
| 594     | Glen Tay Rd             | Scotch Line Road         | Christie Lake Road            | 2029              | 79.39     | 100         | 17.1 | Preventative Maintenance       | HMA-EnhSurf       | \$ 123,440.56   |
| 930     | Zealand Rd              | Elphin-Maberly Road      | 11th Line South Sherbrooke    | 2030              | 15.1      | 50.5        | 45   | Major Rehabilitation Treatment | ST-FDR & DST      | \$ 1,147,882.71 |
| 1184    | Harper Rd               | Bathurst 6th Concession  | Keayes Road                   | 2031              | 77.69     | 88.6        | 16.4 | Preventative Maintenance       | HMA-EnhSurf       | \$ 121,606.29   |
| 1305    | Walters Ln              | Fallbrooke Road          | Dead End                      | 2031              | 83.45     | 19          | 2.6  | Preventative Maintenance       | HMA-ST            | \$ 3,716.62     |
| 1325    | Keays Road              | Old Morris Rd            | Fallbrook Rd                  | 2031              | 77.69     | 88.6        | 16.4 | Preventative Maintenance       | HMA-EnhSurf       | \$ 70,301.62    |
| 97      | Sproule Road            | Highway 511              | Dead End                      | 2031              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 10,309.27    |
| 731     | Stanleyville Rd         | Powers Road              | Stanley Road                  | 2031              | 58.43     | 81          | 31.9 | Major Rehabilitation Treatment | ST-DST            | \$ 161,781.21   |
| 1225    | Posner Lane             | Bygrove Ln               | Dead End                      | 2031              | 81.3      | 19          | 2.9  | Preventative Maintenance       | HMA-ST            | \$ 25,029.65    |
| 1295    | Park Lane Court         | Somerville Dr            | Dead End                      | 2031              | 81.3      | 19          | 2.9  | Preventative Maintenance       | HMA-ST            | \$ 11,153.87    |
| 1290    | Orchard Crescent        | Scotch Line Rd           | Scotch Line Rd                | 2031              | 77.69     | 68.6        | 12.7 | Preventative Maintenance       | HMA-EnhSurf       | \$ 39,765.97    |
| 1294    | Jodi Lane               | Somerville Drive         | Loop                          | 2031              | 81.3      | 19          | 2.9  | Preventative Maintenance       | HMA-ST            | \$ 11,961.60    |
| 1327    | Upper Scotch Line       | Allans Mill Road         | Menzies Munro Side Road       | 2031              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 118,176.35   |
| 1375    | Anglican Church Road    | Dead End                 | Anglican Church Road          | 2031              | 53.95     | 11.4        | 5.1  | Major Rehabilitation Treatment | ST-DST            | \$ 13,003.49    |
| 14004   | Ashby Road              | Iron Mine Road           | Lanark Highlands Bndy         | 2032              | 49.57     | 67.6        | 34.2 | Major Rehabilitation Treatment | ST-DST            | \$ 40,886.86    |
| 1357    | Menzies Munro Side Road | Upper Scotch Line Road   | Christie Lake Road            | 2032              | 53.95     | 74.3        | 33.4 | Major Rehabilitation Treatment | ST-DST            | \$ 255,457.82   |
| 1396    | Iron Mine Rd            | McDonalds Corners Road   | Lanark Highlands Boundary     | 2032              | 58.43     | 74.3        | 29.3 | Major Rehabilitation Treatment | ST-DST            | \$ 143,694.65   |
| 732     | Stanleyville Rd         | Stanley Road             | Scotch Line Road              | 2032              | 81.3      | 81.9        | 12.7 | Preventative Maintenance       | HMA-ST            | \$ 65,912.18    |
| 1331    | Muttons Road            | Glen Tay Waste Site Exit | Norris Road                   | 2032              | 83.45     | 81.9        | 11.2 | Preventative Maintenance       | HMA-ST            | \$ 11,661.25    |



**APPENDIX G**

**Scenario 2 Paved Roads - Maintain  
Current Condition (PCI of 73)**

## Scenario Summary

### Scenario

|                     |                                      |
|---------------------|--------------------------------------|
| <b>Name:</b>        | SC2: Maintain Current Target PCI 73  |
| <b>Description:</b> | Maintain Current Conditions Scenario |
| <b>Year:</b>        | 2023                                 |

### Optimization Settings

|                                   |                     |
|-----------------------------------|---------------------|
| <b>Optimization Mode</b>          | Target Optimization |
| <b>Planning Horizon (Years)</b>   | 10                  |
| <b>Include Priorities</b>         | Yes                 |
| <b>Asset Replacement Value</b>    | No                  |
| <b>Intervention Coordination</b>  | No                  |
| <b>Discount Rate</b>              | 0.00%               |
| <b>Rollover</b>                   | No                  |
| <b>Estimate Current Condition</b> | True                |
| <b>Operational Efficiency</b>     | No                  |
| <b>Condition Variation</b>        |                     |
| <b>Project Size Limit</b>         |                     |

### Optimization Objective

| Type          | Min/Max | Weight (Sum = 1) | Performance Attribute |
|---------------|---------|------------------|-----------------------|
| Minimize Cost | Min     | 1                | NA                    |

### Treatment Methods

| Treatment      | Description   | Unit Cost               | Inflation Rate | Cost Estimation Year |
|----------------|---|-------------------------|----------------|----------------------|
| ST-SST         | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-DST         | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-EnhSurf     | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-Enh2Surf    | Enhanced Double Thin Surfacing (Double Microsurfacing, Cape Seal) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-FDR & DST   | Full Depth Reclamation (FDR) + Double Surface Treatment           | 30.00 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-ST         | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-DST        | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-EnhSurf    | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Enh2Surf   | Enhanced Double Thin Surfacing (Cape Seal, Double Microsurfacing) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Ovly       | One Lift Overlay / Mill and One Lift Overlay                      | 42.58 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-FDR & Ovly | Full Depth Reclamation (FDR) + One Lift Overlay                   | 55.00 \$/m <sup>2</sup> | 5.0%           | 2023                 |

## LOS Constraints

### Target Performance

| Name       | Perf. Class | Perf. Attribute | Constraint         | Violation | Penalty |
|------------|-------------|-----------------|--------------------|-----------|---------|
| Target LoS | Network     | PCI             | 0.0% >= 73 by 2023 | Hard      | NA      |

### Max Percentage at Performance Threshold

| Name  | Perf. Class | Perf. Attribute | Constraint          | Violation | Penalty |
|-------|-------------|-----------------|---------------------|-----------|---------|
| MLOS2 | Network     | PCI             | 10.0% <= 25 by 2023 | Hard      | NA      |

## Criticality Settings

|                                      |           |
|--------------------------------------|-----------|
| <b>Functional Class</b>              | <b>0</b>  |
| Collector                            | 35        |
| Freeway                              | 0         |
| Local                                | 5         |
| Major Arterial                       | 100       |
| Minor Arterial                       | 70        |
| <b>Minimum Maintenance Standards</b> | <b>10</b> |
| 1                                    | 0         |
| 2                                    | 0         |
| 3                                    | 100       |
| 4                                    | 90        |
| 5                                    | 40        |
| 6                                    | 0         |
| <b>Roadside Environment</b>          | <b>0</b>  |
| Rural                                | 40        |
| Semi-Urban                           | 50        |
| Urban                                | 60        |
| <b>Service Type</b>                  | <b>0</b>  |
| Commercial                           | 60        |
| Industrial                           | 100       |
| Residential                          | 30        |
| <b>Surface Type</b>                  | <b>4</b>  |
| Composite                            | 0         |
| Concrete                             | 0         |
| Earth                                | 0         |
| Gravel                               | 30        |
| Hot Mix Asphalt                      | 100       |
| Surface Treated                      | 60        |
| Brick                                | 0         |
| Paver Interlock                      | 0         |
| <b>AADT</b>                          | <b>7</b>  |
| less than 50                         | 0         |
| 50 - 150                             | 20        |
| 150 - 250                            | 40        |
| 250 - 500                            | 60        |
| 500 - 1000                           | 80        |
| 1000 and over                        | 100       |

# Optimization Result

## Scenario Summary

### Scenario

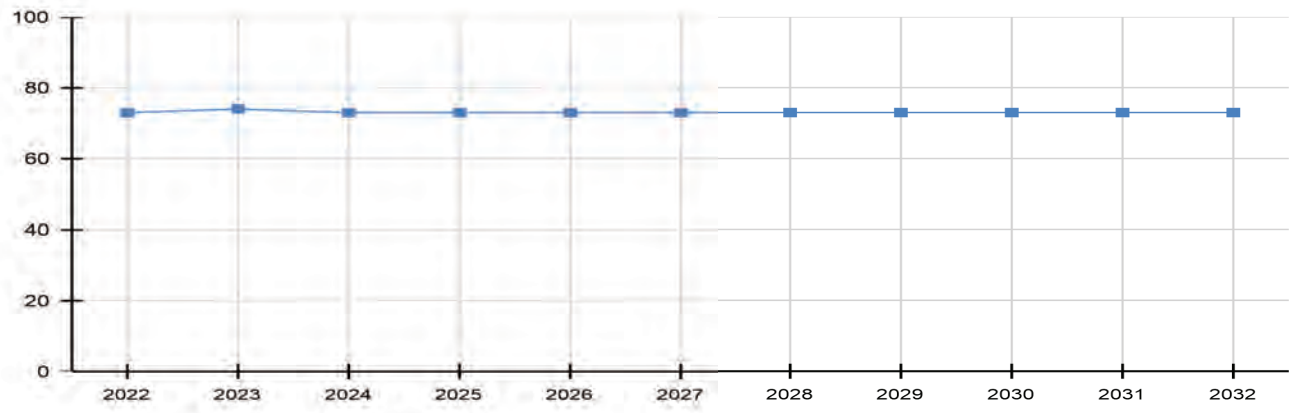
|              |                                       |
|--------------|---------------------------------------|
| Name:        | SC2.1: Maintain Current Target PCI 73 |
| Description: | Maintain Current Conditions Scenario  |
| Year:        | 2023                                  |

### Optimization Settings

|                            |                     |
|----------------------------|---------------------|
| Optimization Mode          | Target Optimization |
| Planning Horizon (Years)   | 10                  |
| Include Priorities         | Yes                 |
| Asset Replacement Value    | No                  |
| Estimate Current Condition | True                |
| Operational Efficiency     | No                  |

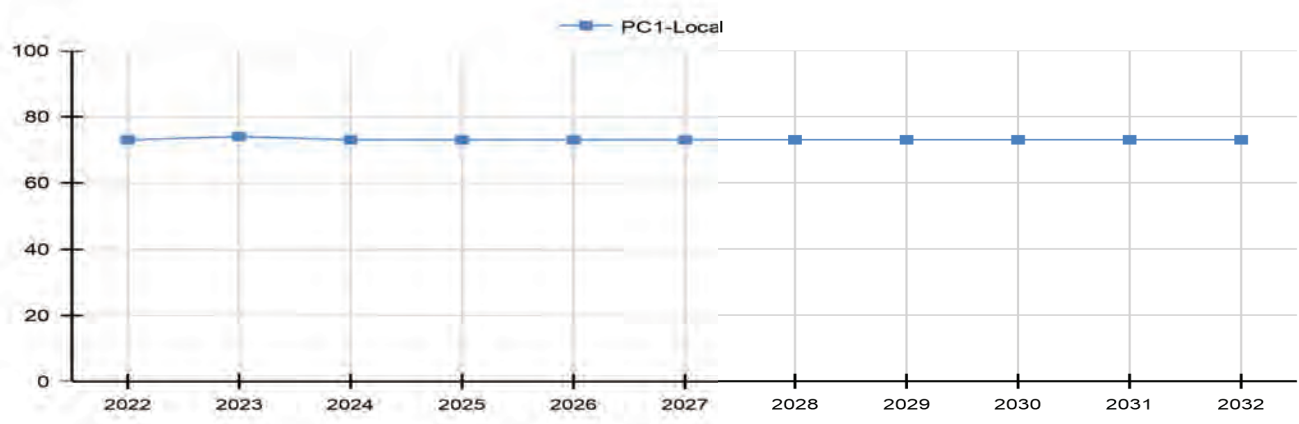


## Network Condition



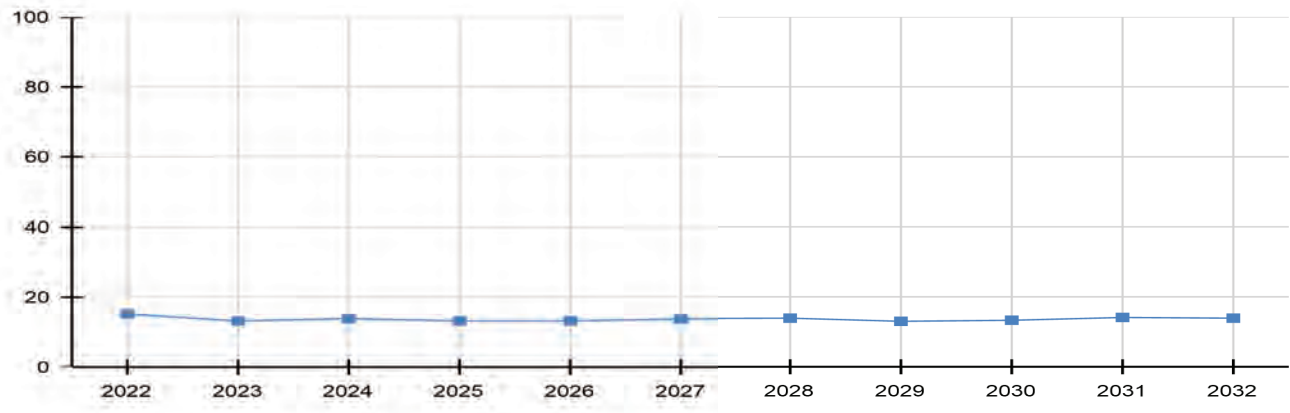
| Year | Condition |
|------|-----------|
| 2022 | 73        |
| 2023 | 74        |
| 2024 | 73        |
| 2025 | 73        |
| 2026 | 73        |
| 2027 | 73        |
| 2028 | 73        |
| 2029 | 73        |
| 2030 | 73        |
| 2031 | 73        |
| 2032 | 73        |

## Network Condition by Performance Class



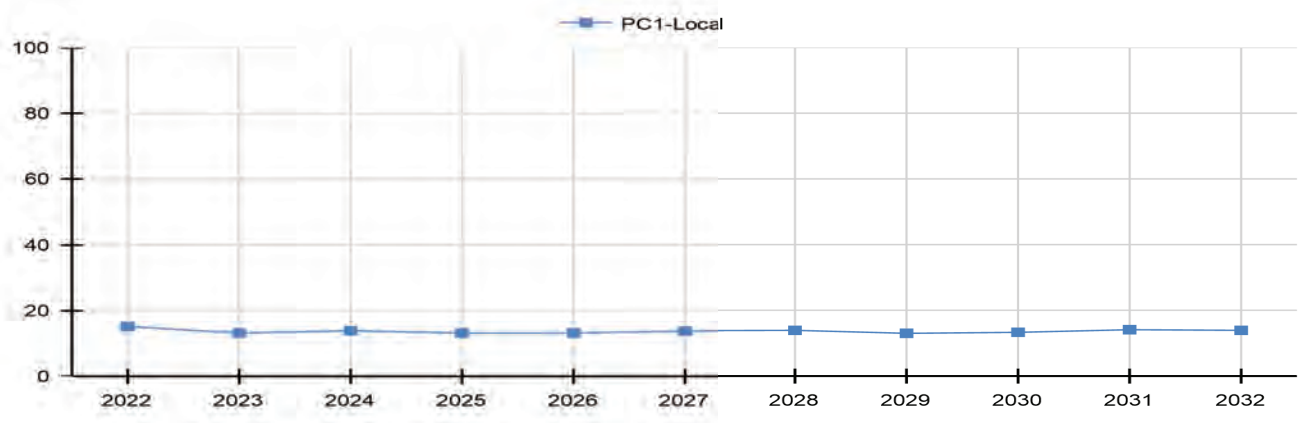
| Year | PC1-Local |
|------|-----------|
| 2022 | 73        |
| 2023 | 74        |
| 2024 | 73        |
| 2025 | 73        |
| 2026 | 73        |
| 2027 | 73        |
| 2028 | 73        |
| 2029 | 73        |
| 2030 | 73        |
| 2031 | 73        |
| 2032 | 73        |

## Network Risk Index



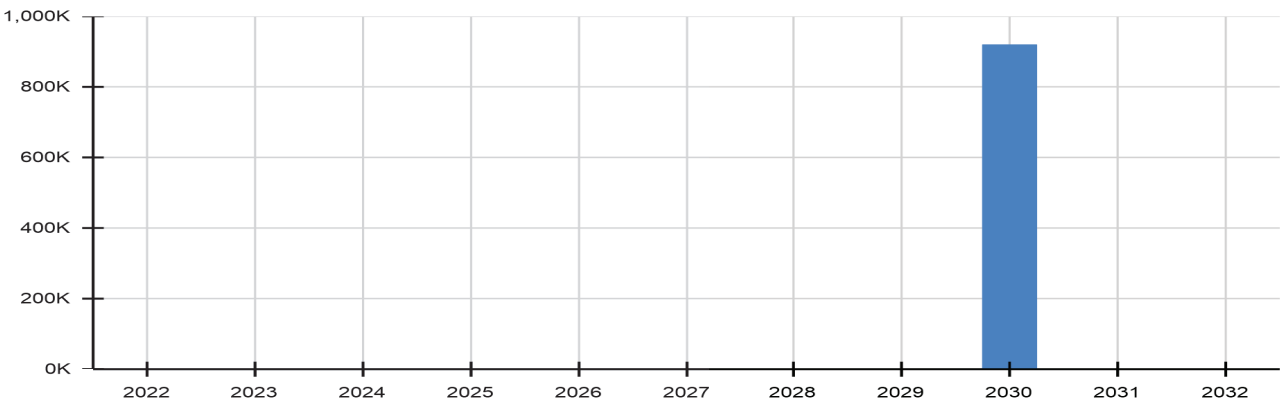
| Year | Value |
|------|-------|
| 2022 | 15    |
| 2023 | 13    |
| 2024 | 14    |
| 2025 | 13    |
| 2026 | 13    |
| 2027 | 14    |
| 2028 | 14    |
| 2029 | 13    |
| 2030 | 13    |
| 2031 | 14    |
| 2032 | 14    |

## Network Risk Index by Performance Class



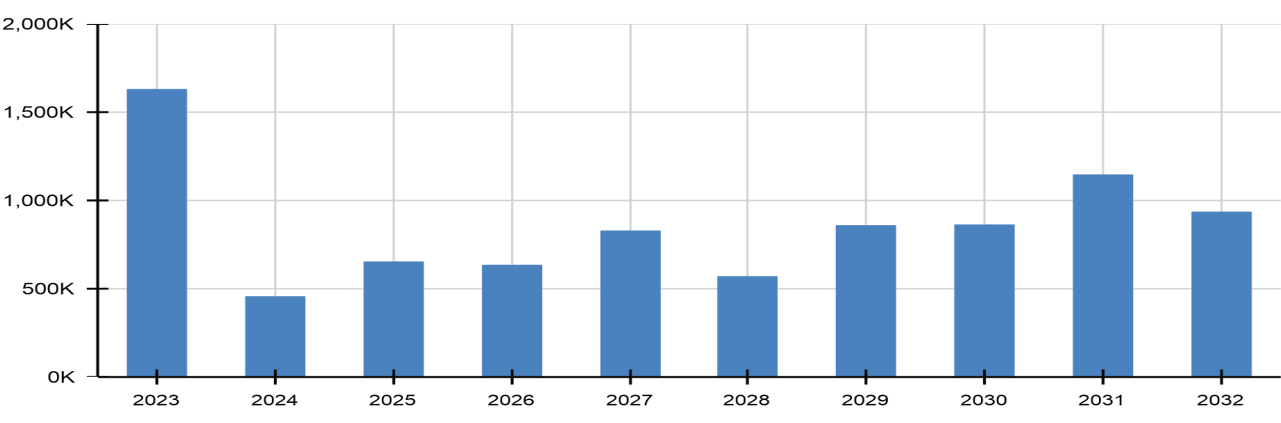
| Year | PC1-Local |
|------|-----------|
| 2022 | 15        |
| 2023 | 13        |
| 2024 | 14        |
| 2025 | 13        |
| 2026 | 13        |
| 2027 | 14        |
| 2028 | 14        |
| 2029 | 13        |
| 2030 | 13        |
| 2031 | 14        |
| 2032 | 14        |

## Deficit Projection



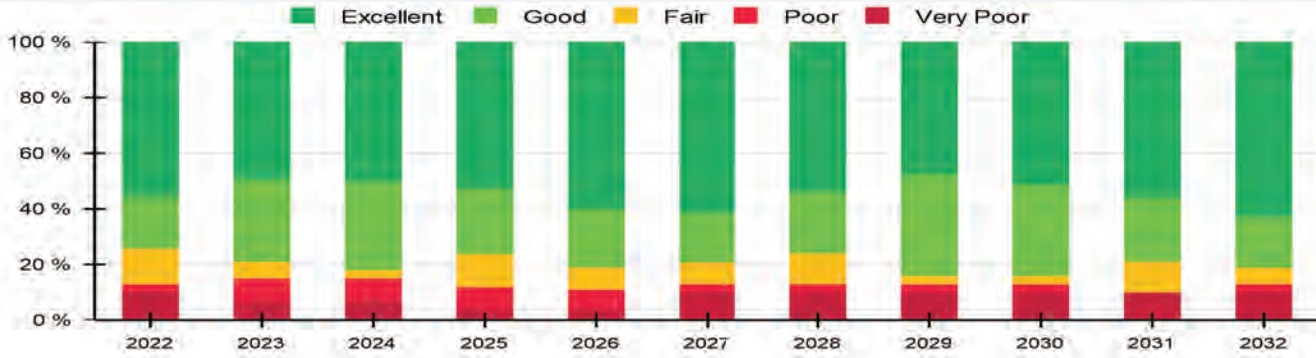
| Year | Value     |
|------|-----------|
| 2022 | \$0       |
| 2023 | \$0       |
| 2024 | \$0       |
| 2025 | \$0       |
| 2026 | \$0       |
| 2027 | \$0       |
| 2028 | \$0       |
| 2029 | \$0       |
| 2030 | \$919,409 |
| 2031 | \$0       |
| 2032 | \$0       |

## Capital Expenditure



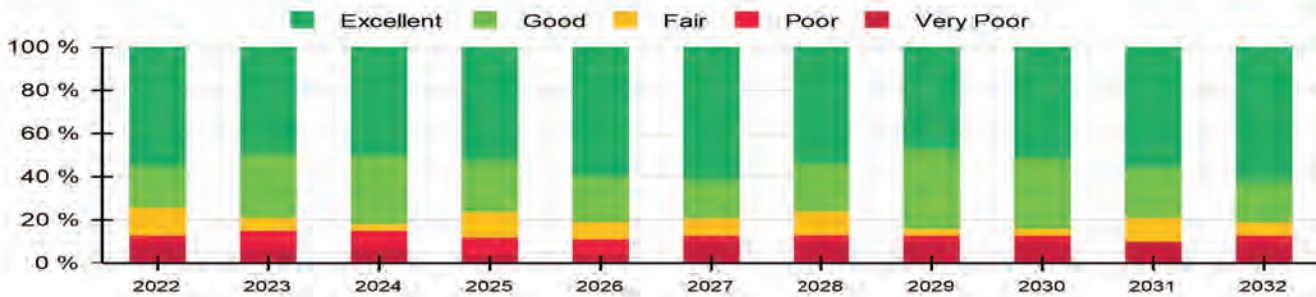
| Year | Value       |
|------|-------------|
| 2023 | \$1,629,000 |
| 2024 | \$455,558   |
| 2025 | \$652,760   |
| 2026 | \$633,140   |
| 2027 | \$828,170   |
| 2028 | \$569,085   |
| 2029 | \$858,101   |
| 2030 | \$861,926   |
| 2031 | \$1,145,455 |
| 2032 | \$934,667   |

## Network Condition Distribution



| Year | Excellent | Good | Fair | Poor | Very Poor |
|------|-----------|------|------|------|-----------|
| 2022 | 56%       | 19%  | 13%  | 3%   | 10%       |
| 2023 | 49%       | 30%  | 6%   | 8%   | 7%        |
| 2024 | 50%       | 32%  | 3%   | 8%   | 7%        |
| 2025 | 53%       | 24%  | 12%  | 8%   | 4%        |
| 2026 | 60%       | 21%  | 8%   | 7%   | 4%        |
| 2027 | 62%       | 18%  | 8%   | 3%   | 10%       |
| 2028 | 54%       | 22%  | 11%  | 3%   | 10%       |
| 2029 | 48%       | 37%  | 3%   | 3%   | 10%       |
| 2030 | 52%       | 33%  | 3%   | 3%   | 10%       |
| 2031 | 56%       | 23%  | 11%  | 0%   | 10%       |
| 2032 | 63%       | 19%  | 6%   | 3%   | 10%       |

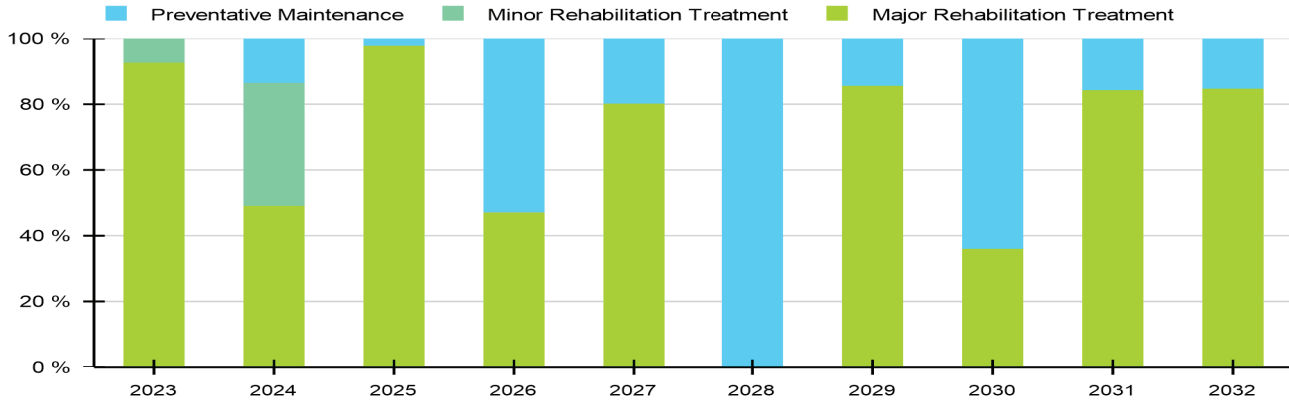
## PC1-Local Condition Distribution



| Year | Excellent | Good | Fair | Poor | Very Poor |
|------|-----------|------|------|------|-----------|
| 2022 | 56%       | 19%  | 13%  | 3%   | 10%       |
| 2023 | 49%       | 30%  | 6%   | 8%   | 7%        |
| 2024 | 50%       | 32%  | 3%   | 8%   | 7%        |
| 2025 | 53%       | 24%  | 12%  | 8%   | 4%        |
| 2026 | 60%       | 21%  | 8%   | 7%   | 4%        |
| 2027 | 62%       | 18%  | 8%   | 3%   | 10%       |
| 2028 | 54%       | 22%  | 11%  | 3%   | 10%       |
| 2029 | 48%       | 37%  | 3%   | 3%   | 10%       |
| 2030 | 52%       | 33%  | 3%   | 3%   | 10%       |
| 2031 | 56%       | 23%  | 11%  | 0%   | 10%       |
| 2032 | 63%       | 19%  | 6%   | 3%   | 10%       |

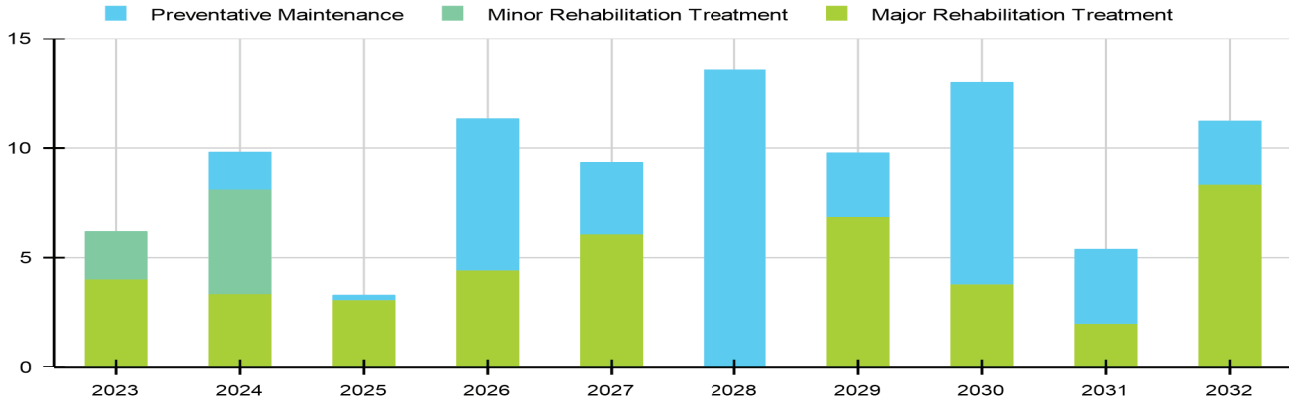


## Capital Expenditure by Treatment Type



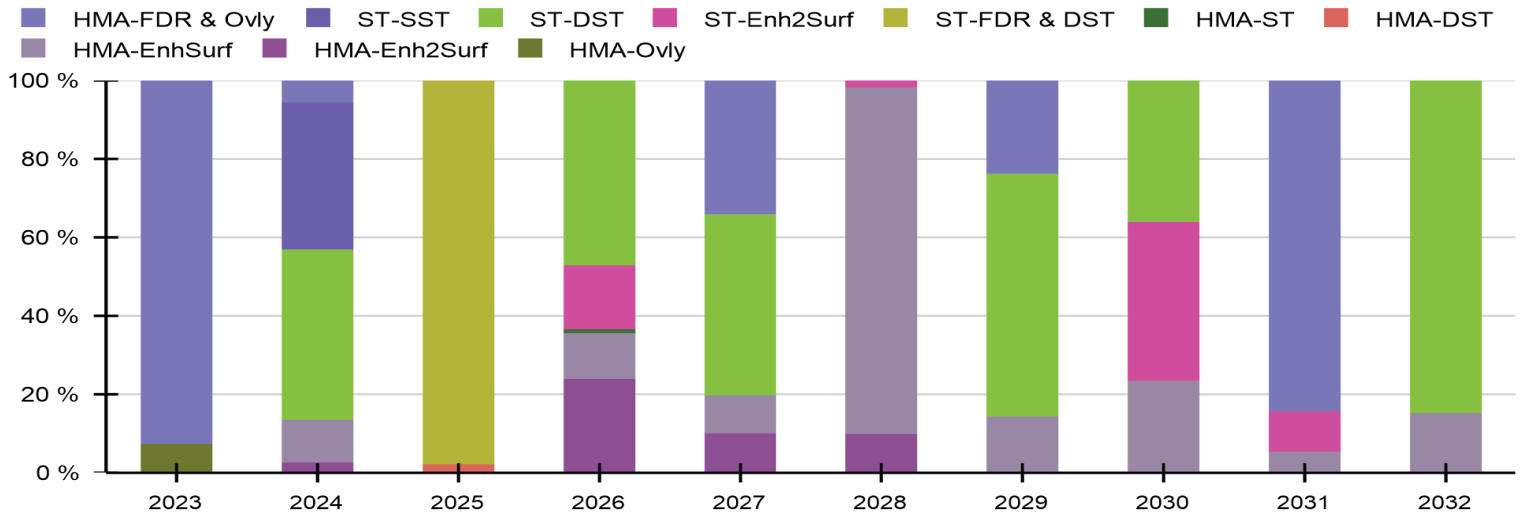
| Year         | Preventative Maintenance | Minor Rehabilitation Treatment | Major Rehabilitation Treatment | Total              |
|--------------|--------------------------|--------------------------------|--------------------------------|--------------------|
| 2023         | \$0                      | \$120,000                      | \$1,509,000                    | \$1,629,000        |
| 2024         | \$61,505                 | \$170,488                      | \$223,565                      | \$455,558          |
| 2025         | \$14,257                 | \$0                            | \$638,503                      | \$652,760          |
| 2026         | \$334,835                | \$0                            | \$298,305                      | \$633,140          |
| 2027         | \$163,811                | \$0                            | \$664,359                      | \$828,170          |
| 2028         | \$569,085                | \$0                            | \$0                            | \$569,085          |
| 2029         | \$123,441                | \$0                            | \$734,660                      | \$858,101          |
| 2030         | \$551,476                | \$0                            | \$310,450                      | \$861,926          |
| 2031         | \$180,076                | \$0                            | \$965,379                      | \$1,145,455        |
| 2032         | \$142,632                | \$0                            | \$792,035                      | \$934,667          |
| <b>Total</b> | <b>\$2,141,118</b>       | <b>\$290,488</b>               | <b>\$6,136,256</b>             | <b>\$8,567,862</b> |

## Project Size by Treatment Type (Km)



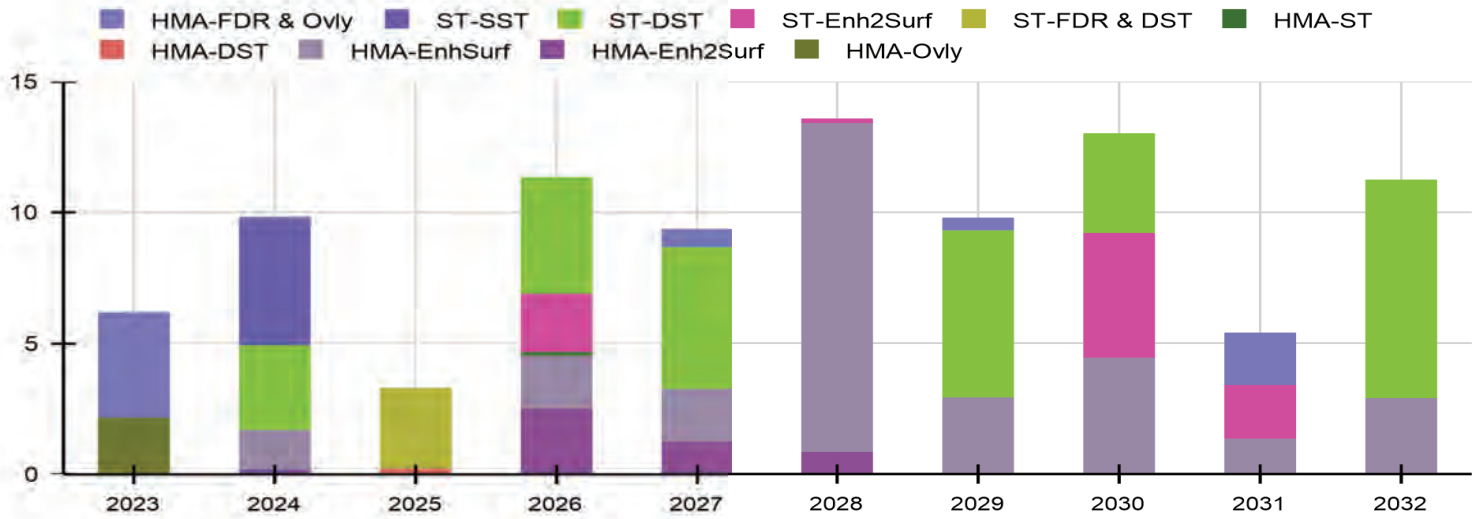
| Year         | Preventative Maintenance | Minor Rehabilitation Treatment | Major Rehabilitation Treatment | Total        |
|--------------|--------------------------|--------------------------------|--------------------------------|--------------|
| 2023         | 0.00                     | 2.19                           | 4.01                           | 6.19         |
| 2024         | 1.71                     | 4.77                           | 3.33                           | 9.82         |
| 2025         | 0.22                     | 0.00                           | 3.06                           | 3.29         |
| 2026         | 6.92                     | 0.00                           | 4.42                           | 11.34        |
| 2027         | 3.28                     | 0.00                           | 6.07                           | 9.35         |
| 2028         | 13.57                    | 0.00                           | 0.00                           | 13.57        |
| 2029         | 2.92                     | 0.00                           | 6.86                           | 9.78         |
| 2030         | 9.22                     | 0.00                           | 3.79                           | 13.00        |
| 2031         | 3.41                     | 0.00                           | 1.98                           | 5.39         |
| 2032         | 2.90                     | 0.00                           | 8.33                           | 11.23        |
| <b>Total</b> | <b>44.15</b>             | <b>6.96</b>                    | <b>41.85</b>                   | <b>92.95</b> |

# Capital Expenditure by Treatment Method



| Treatment      | 2023               | 2024             | 2025             | 2026             | 2027             | 2028             | 2029             | 2030             | 2031               | 2032             | Total              |
|----------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|--------------------|------------------|--------------------|
| HMA-FDR & Ovly | \$1,509,000        | \$25,621         | \$0              | \$0              | \$282,132        | \$0              | \$203,864        | \$0              | \$965,379          | \$0              | \$2,985,996        |
| ST-SST         | \$0                | \$170,488        | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0              | \$170,488          |
| ST-DST         | \$0                | \$197,943        | \$0              | \$298,305        | \$382,227        | \$0              | \$530,796        | \$310,450        | \$0                | \$792,035        | \$2,511,756        |
| ST-Enh2Surf    | \$0                | \$0              | \$0              | \$103,124        | \$0              | \$10,019         | \$0              | \$349,053        | \$118,176          | \$0              | \$580,372          |
| ST-FDR & DST   | \$0                | \$0              | \$638,503        | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0              | \$638,503          |
| HMA-ST         | \$0                | \$0              | \$0              | \$6,436          | \$0              | \$0              | \$0              | \$0              | \$0                | \$0              | \$6,436            |
| HMA-DST        | \$0                | \$0              | \$14,257         | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0              | \$14,257           |
| HMA-EnhSurf    | \$0                | \$49,416         | \$0              | \$73,811         | \$80,687         | \$502,387        | \$123,441        | \$202,424        | \$61,900           | \$142,632        | \$1,236,698        |
| HMA-Enh2Surf   | \$0                | \$12,089         | \$0              | \$151,465        | \$83,123         | \$56,680         | \$0              | \$0              | \$0                | \$0              | \$303,357          |
| HMA-Ovly       | \$120,000          | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0              | \$0                | \$0              | \$120,000          |
| <b>Total</b>   | <b>\$1,629,000</b> | <b>\$455,557</b> | <b>\$652,760</b> | <b>\$633,141</b> | <b>\$828,169</b> | <b>\$569,086</b> | <b>\$858,101</b> | <b>\$861,927</b> | <b>\$1,145,455</b> | <b>\$934,667</b> | <b>\$8,567,863</b> |

## Project Size by Treatment Method (Km)



| Treatment      | 2023        | 2024        | 2025        | 2026         | 2027        | 2028         | 2029        | 2030         | 2031        | 2032         | Total        |
|----------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|--------------|
| HMA-FDR & Ovly | 4.01        | 0.10        | 0.00        | 0.00         | 0.67        | 0.00         | 0.46        | 0.00         | 1.98        | 0.00         | 7.22         |
| ST-SST         | 0.00        | 4.77        | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 4.77         |
| ST-DST         | 0.00        | 3.24        | 0.00        | 4.42         | 5.40        | 0.00         | 6.40        | 3.79         | 0.00        | 8.33         | 31.56        |
| ST-Enh2Surf    | 0.00        | 0.00        | 0.00        | 2.23         | 0.00        | 0.15         | 0.00        | 4.77         | 2.05        | 0.00         | 9.20         |
| ST-FDR & DST   | 0.00        | 0.00        | 3.06        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 3.06         |
| HMA-ST         | 0.00        | 0.00        | 0.00        | 0.15         | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 0.15         |
| HMA-DST        | 0.00        | 0.00        | 0.22        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 0.22         |
| HMA-EnhSurf    | 0.00        | 1.49        | 0.00        | 2.02         | 2.03        | 12.56        | 2.92        | 4.44         | 1.36        | 2.90         | 29.73        |
| HMA-Enh2Surf   | 0.00        | 0.21        | 0.00        | 2.52         | 1.25        | 0.85         | 0.00        | 0.00         | 0.00        | 0.00         | 4.84         |
| HMA-Ovly       | 2.19        | 0.00        | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 0.00        | 0.00         | 2.19         |
| <b>Total</b>   | <b>6.19</b> | <b>9.82</b> | <b>3.29</b> | <b>11.34</b> | <b>9.35</b> | <b>13.57</b> | <b>9.78</b> | <b>13.00</b> | <b>5.39</b> | <b>11.23</b> | <b>92.95</b> |

**Scenario 2 - Maintain Current Condition (PCI 73)  
(2023-2032)**

| Road ID | Road Name                      | From                             | To                                  | Intervention Year | Condition | Criticality | Risk | Treatment Type                 | Applied Treatment | Budgeted Cost   |
|---------|--------------------------------|----------------------------------|-------------------------------------|-------------------|-----------|-------------|------|--------------------------------|-------------------|-----------------|
| 1184    | Harper Rd                      | Bathurst 6th Concession          | Keayes Road                         | 2023              | 20.72     | 88.6        | 75.4 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 1,099,000.00 |
| 1325    | Keays Road                     | Old Morris Rd                    | Fallbrook Rd                        | 2023              | 27.61     | 88.6        | 71.1 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 410,000.00   |
| 770     | Powers Road                    | Narrows Lock Road                | Stanleyville Road                   | 2023              | 81.79     | 67.6        | 10.2 | Minor Rehabilitation Treatment | HMA-Ovly          | \$ 120,000.00   |
| 1305    | Walters Ln                     | Fallbrooke Road                  | Dead End                            | 2024              | 24.16     | 19          | 15.7 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 25,621.37    |
| 757     | Bathurst 7th Concession        | Harper Road                      | McVeigh Road                        | 2024              | 49.57     | 74.3        | 37.6 | Major Rehabilitation Treatment | ST-DST            | \$ 145,730.19   |
| 4       | McVeigh Road                   | Bathurst 7th Concession          | End of Surface Treatment Civic 1332 | 2024              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 24,539.14    |
| 97      | Sproule Road                   | Highway 511                      | Dead End                            | 2024              | 66.43     | 19          | 5.6  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 12,088.90    |
| 14004   | Ashby Road                     | Iron Mine Road                   | Lanark Highlands Bndy               | 2024              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 27,673.84    |
| 750     | Somerville Drive               | Christie Lake Road               | Glen Tay Road                       | 2024              | 77.69     | 25.7        | 4.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 41,545.18    |
| 1294    | Jodi Lane                      | Somerville Drive                 | Loop                                | 2024              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 7,871.19     |
| 912     | Hanna Rd                       | O'Brian Lake Lane 14             | Bolingbroke Road                    | 2024              | 81.79     | 50.5        | 7.6  | Minor Rehabilitation Treatment | ST-SST            | \$ 62,236.70    |
| 913     | Hanna Rd                       | Arthorpe Road                    | O'Brian Lake Lane 14                | 2024              | 81.79     | 50.5        | 7.6  | Minor Rehabilitation Treatment | ST-SST            | \$ 108,251.78   |
| 768     | Crow Lake Road                 | Bolingbroke Road                 | Frontenac Boundary                  | 2025              | 8.8       | 74.3        | 69.6 | Major Rehabilitation Treatment | ST-FDR & DST      | \$ 638,503.35   |
| 1295    | Park Lane Court                | Somerville Dr                    | Dead End                            | 2025              | 70.7      | 19          | 4.6  | Preventative Maintenance       | HMA-DST           | \$ 14,257.32    |
| 731     | Stanleyville Rd                | Powers Road                      | Stanley Road                        | 2026              | 53.95     | 81          | 36.4 | Major Rehabilitation Treatment | ST-DST            | \$ 126,759.81   |
| 1196    | Crozier Road                   | Crozier Road A                   | Loop                                | 2026              | 67.92     | 25.7        | 7    | Preventative Maintenance       | HMA-Enh2Surf      | \$ 151,464.61   |
| 715     | Armstrong Line                 | 645 Armstrong Road               | Highway 7                           | 2026              | 53.95     | 61          | 27.4 | Major Rehabilitation Treatment | ST-DST            | \$ 171,544.88   |
| 2       | Clarchris Road                 | End of Pavement Civic 237        | Highway 511                         | 2026              | 77.69     | 39          | 7.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 28,269.27    |
| 1327    | Upper Scotch Line              | Allans Mill Road                 | Menzies Munro Side Road             | 2026              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 92,594.26    |
| 732     | Stanleyville Rd                | Stanley Road                     | Scotch Line Road                    | 2026              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 45,541.37    |
| 1333    | Norris Road                    | Harper Road                      | Muttons Road                        | 2026              | 83.45     | 75.2        | 10.3 | Preventative Maintenance       | HMA-ST            | \$ 6,436.13     |
| 920     | Ennis Road                     | 175 m South of Bennett Lake Road | Bennet Lake Road                    | 2026              | 72.36     | 24.8        | 5.7  | Preventative Maintenance       | ST-Enh2Surf       | \$ 10,529.32    |
| 1       | Muttons Road                   | Harper Road                      | Glen Tay Waste Site Exit            | 2027              | 17.31     | 19          | 16.6 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 147,617.76   |
| 5       | Brooke Valley Road             | End of Pavement                  | Old Brooke Road                     | 2027              | 20.72     | 25.7        | 21.9 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 134,514.61   |
| 1225    | Posner Lane                    | Bygrove Ln                       | Dead End                            | 2027              | 66.43     | 19          | 5.6  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 31,459.93    |
| 1344    | Bygrove Lane                   | Crozier Road                     | Dead End                            | 2027              | 66.43     | 19          | 5.6  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 51,663.49    |
| 734     | Stanley Road                   | Narrows Lock Road                | Pike Lake Route 1                   | 2027              | 58.43     | 18.1        | 7.1  | Major Rehabilitation Treatment | ST-DST            | \$ 132,368.92   |
| 771     | Allans Side Road               | Ferrier Road                     | Scotch Line Road                    | 2027              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 127,852.57   |
| 1300    | Ritchie Side Road              | Crozier Road                     | Bolingbroke Road                    | 2027              | 58.43     | 18.1        | 7.1  | Major Rehabilitation Treatment | ST-DST            | \$ 62,699.09    |
| 1199    | Crozier Road                   | Ritchie Road                     | Crozier Road A                      | 2027              | 58.43     | 18.1        | 7.1  | Major Rehabilitation Treatment | ST-DST            | \$ 59,306.16    |
| 1331    | Muttons Road                   | Glen Tay Waste Site Exit         | Norris Road                         | 2027              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 8,460.09     |
| 735     | Otty Lake Side Road            | Scotch Line Road                 | Ferrier Road East                   | 2027              | 79.39     | 95.2        | 16.3 | Preventative Maintenance       | HMA-EnhSurf       | \$ 72,227.01    |
| 1290    | Orchard Crescent               | Scotch Line Rd                   | Scotch Line Rd                      | 2028              | 69.34     | 68.6        | 17.7 | Preventative Maintenance       | HMA-Enh2Surf      | \$ 56,679.71    |
| 1349    | Christie Lake North Shore Road | Christie Lake Road               | End of Pavement Civic 636           | 2028              | 79.39     | 45.7        | 7.8  | Preventative Maintenance       | HMA-EnhSurf       | \$ 96,594.09    |
| 1410    | Kenyon Road                    | Otty Lake Side Road              | Lakewood Road                       | 2028              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 88,564.17    |
| 1314    | Harper Rd                      | Highway 7                        | Bathurst 6th Concession             | 2028              | 79.39     | 64.8        | 11.1 | Preventative Maintenance       | HMA-EnhSurf       | \$ 150,721.76   |
| 1310    | Glen Tay Rd                    | Christie Lake Road               | Highway 7                           | 2028              | 79.39     | 95.2        | 16.3 | Preventative Maintenance       | HMA-EnhSurf       | \$ 17,072.55    |
| 1375    | Anglican Church Road           | Dead End                         | Anglican Church Road                | 2028              | 67.66     | 11.4        | 3.1  | Preventative Maintenance       | ST-Enh2Surf       | \$ 10,018.53    |
| 7620    | Otty Lake Side Road            | Kenyon Road                      | Trillium Drive                      | 2028              | 79.39     | 95.2        | 16.3 | Preventative Maintenance       | HMA-EnhSurf       | \$ 100,461.27   |
| 24225   | Ernest Way                     | Glen Tay Road                    | End of Cul-de-Sac                   | 2028              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 48,973.13    |
| 1372    | Old Brooke Road                | Highway 7                        | Cooks Road                          | 2029              | 4.87      | 32.4        | 31.2 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 203,864.33   |



**Scenario 2 - Maintain Current Condition (PCI 73)  
(2023-2032)**

| Road ID | Road Name               | From                    | To                            | Intervention Year | Condition | Criticality | Risk | Treatment Type                 | Applied Treatment | Budgeted Cost |
|---------|-------------------------|-------------------------|-------------------------------|-------------------|-----------|-------------|------|--------------------------------|-------------------|---------------|
| 757     | Bathurst 7th Concession | Harper Road             | McVeigh Road                  | 2029              | 53.95     | 74.3        | 33.4 | Major Rehabilitation Treatment | ST-DST            | \$ 185,992.75 |
| 1357    | Menzies Munro Side Road | Upper Scotch Line Road  | Christie Lake Road            | 2029              | 41.22     | 74.3        | 48   | Major Rehabilitation Treatment | ST-DST            | \$ 220,674.07 |
| 1396    | Iron Mine Rd            | McDonalds Corners Road  | Lanark Highlands Boundary     | 2029              | 45.32     | 74.3        | 42.9 | Major Rehabilitation Treatment | ST-DST            | \$ 124,128.84 |
| 594     | Glen Tay Rd             | Scotch Line Road        | Christie Lake Road            | 2029              | 79.39     | 100         | 17.1 | Preventative Maintenance       | HMA-EnhSurf       | \$ 123,440.56 |
| 1184    | Harper Rd               | Bathurst 6th Concession | Keayes Road                   | 2030              | 79.39     | 88.6        | 15.2 | Preventative Maintenance       | HMA-EnhSurf       | \$ 115,815.52 |
| 1325    | Keays Road              | Old Morris Rd           | Fallbrook Rd                  | 2030              | 79.39     | 88.6        | 15.2 | Preventative Maintenance       | HMA-EnhSurf       | \$ 66,953.92  |
| 97      | Sproule Road            | Highway 511             | Dead End                      | 2030              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 9,818.36   |
| 14004   | Ashby Road              | Iron Mine Road          | Lanark Highlands Bndy         | 2030              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 37,085.59  |
| 1295    | Park Lane Court         | Somerville Dr           | Dead End                      | 2030              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 9,835.86   |
| 912     | Hanna Rd                | O'Brian Lake Lane 14    | Bolingbroke Road              | 2030              | 67.66     | 50.5        | 14   | Preventative Maintenance       | ST-Enh2Surf       | \$ 127,421.45 |
| 913     | Hanna Rd                | Arthorpe Road           | O'Brian Lake Lane 14          | 2030              | 67.66     | 50.5        | 14   | Preventative Maintenance       | ST-Enh2Surf       | \$ 221,631.26 |
| 1188    | Anglican Church Road    | Highway 7               | Truelove Road                 | 2030              | 58.43     | 43.8        | 17.2 | Major Rehabilitation Treatment | ST-DST            | \$ 129,171.85 |
| 909     | Anglican Church Road    | Truelove Road           | Highway 7                     | 2030              | 58.43     | 37.1        | 14.6 | Major Rehabilitation Treatment | ST-DST            | \$ 144,192.39 |
| 1408    | Lakewood Road           | Lakewood Road           | Loop                          | 2031              | 0         | 32.4        | 32.3 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 965,379.14 |
| 1305    | Walters Ln              | Fallbrooke Road         | Dead End                      | 2031              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 3,441.31   |
| 750     | Somerville Drive        | Christie Lake Road      | Glen Tay Road                 | 2031              | 79.39     | 25.7        | 4.4  | Preventative Maintenance       | HMA-EnhSurf       | \$ 58,458.24  |
| 1327    | Upper Scotch Line       | Allans Mill Road        | Menzies Munro Side Road       | 2031              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 118,176.35 |
| 731     | Stanleyville Rd         | Powers Road             | Stanley Road                  | 2032              | 53.95     | 81          | 36.4 | Major Rehabilitation Treatment | ST-DST            | \$ 169,870.27 |
| 1196    | Crozier Road            | Crozier Road A          | Loop                          | 2032              | 79.39     | 25.7        | 4.4  | Preventative Maintenance       | HMA-EnhSurf       | \$ 123,016.40 |
| 715     | Armstrong Line          | 645 Armstrong Road      | Highway 7                     | 2032              | 53.95     | 61          | 27.4 | Major Rehabilitation Treatment | ST-DST            | \$ 229,886.54 |
| 1294    | Jodi Lane               | Somerville Drive        | Loop                          | 2032              | 77.69     | 19          | 3.5  | Preventative Maintenance       | HMA-EnhSurf       | \$ 11,629.33  |
| 770     | Powers Road             | Narrows Lock Road       | Stanleyville Road             | 2032              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 197,556.39 |
| 1333    | Norris Road             | Harper Road             | Muttons Road                  | 2032              | 77.69     | 75.2        | 13.9 | Preventative Maintenance       | HMA-EnhSurf       | \$ 7,986.14   |
| 607     | Cameron Side Road       | Highway 7               | Bathurst Upper 4th Concession | 2032              | 53.95     | 74.3        | 33.4 | Major Rehabilitation Treatment | ST-DST            | \$ 194,721.63 |

**APPENDIX H**

**Scenario 3 Paved Roads - Target  
PCI of 75**

## Scenario Summary

### Scenario

|              |   |
|--------------|---|
| Name:        | SC3: Target Overall Condition PCI of 80 |
| Description: | Target Overall Condition PCI of 80      |
| Year:        | 2023                                    |

### Optimization Settings

|                            |                     |
|----------------------------|---------------------|
| Optimization Mode          | Target Optimization |
| Planning Horizon (Years)   | 10                  |
| Include Priorities         | Yes                 |
| Asset Replacement Value    | No                  |
| Intervention Coordination  | No                  |
| Discount Rate              | 0.00%               |
| Rollover                   | No                  |
| Estimate Current Condition | True                |
| Operational Efficiency     | No                  |
| Condition Variation        |                     |
| Project Size Limit         |                     |

### Optimization Objective

| Type          | Min/Max | Weight (Sum = 1) | Performance Attribute |
|---------------|---------|------------------|-----------------------|
| Minimize Cost | Min     | 1                | NA                    |

### Treatment Methods

| Treatment      | Description   | Unit Cost               | Inflation Rate | Cost Estimation Year |
|----------------|---|-------------------------|----------------|----------------------|
| ST-SST         | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-DST         | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-EnhSurf     | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-Enh2Surf    | Enhanced Double Thin Surfacing (Double Microsurfacing, Cape Seal) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| ST-FDR & DST   | Full Depth Reclamation (FDR) + Double Surface Treatment           | 30.00 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-ST         | Single Surface Treatment (Chip Seal)                              | 5.40 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-DST        | Double Surface Treatment (Chip Seal)                              | 9.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-EnhSurf    | Enhanced Thin Surfacing (Microsurfacing, Thin HMA Overlay)        | 5.00 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Enh2Surf   | Enhanced Double Thin Surfacing (Cape Seal, Double Microsurfacing) | 8.25 \$/m <sup>2</sup>  | 5.0%           | 2022                 |
| HMA-Ovly       | One Lift Overlay / Mill and One Lift Overlay                      | 42.58 \$/m <sup>2</sup> | 5.0%           | 2022                 |
| HMA-FDR & Ovly | Full Depth Reclamation (FDR) + One Lift Overlay                   | 55.00 \$/m <sup>2</sup> | 5.0%           | 2023                 |

## LOS Constraints

### Target Performance

| Name  | Perf. Class | Perf. Attribute | Constraint         | Violation | Penalty |
|-------|-------------|-----------------|--------------------|-----------|---------|
| MLOS1 | Network     | PCI             | 0.0% >= 80 by 2032 | Hard      | NA      |
| MLOS4 | Network     | PCI             | >= 75 by 2028      | Hard      | NA      |

### Max Percentage at Performance Threshold

| Name  | Perf. Class | Perf. Attribute | Constraint         | Violation | Penalty |
|-------|-------------|-----------------|--------------------|-----------|---------|
| MLOS2 | Network     | PCI             | 0.0% <= 25 by 2032 | Hard      | NA      |
| MLOS3 | Network     | PCI             | 5.0% <= 25 by 2027 | Hard      | NA      |

## Criticality Settings

|                                      |           |
|--------------------------------------|-----------|
| <b>Functional Class</b>              | <b>0</b>  |
| Collector                            | 35        |
| Freeway                              | 0         |
| Local                                | 5         |
| Major Arterial                       | 100       |
| Minor Arterial                       | 70        |
| <b>Minimum Maintenance Standards</b> | <b>10</b> |
| 1                                    | 0         |
| 2                                    | 0         |
| 3                                    | 100       |
| 4                                    | 90        |
| 5                                    | 40        |
| 6                                    | 0         |
| <b>Roadside Environment</b>          | <b>0</b>  |
| Rural                                | 40        |
| Semi-Urban                           | 50        |
| Urban                                | 60        |
| <b>Service Type</b>                  | <b>0</b>  |
| Commercial                           | 60        |
| Industrial                           | 100       |
| Residential                          | 30        |
| <b>Surface Type</b>                  | <b>4</b>  |
| Composite                            | 0         |
| Concrete                             | 0         |
| Earth                                | 0         |
| Gravel                               | 30        |
| Hot Mix Asphalt                      | 100       |
| Surface Treated                      | 60        |
| Brick                                | 0         |
| Paver Interlock                      | 0         |
| <b>AADT</b>                          | <b>7</b>  |
| less than 50                         | 0         |
| 50 - 150                             | 20        |
| 150 - 250                            | 40        |
| 250 - 500                            | 60        |
| 500 - 1000                           | 80        |
| 1000 and over                        | 100       |



# Optimization Result

## Scenario Summary

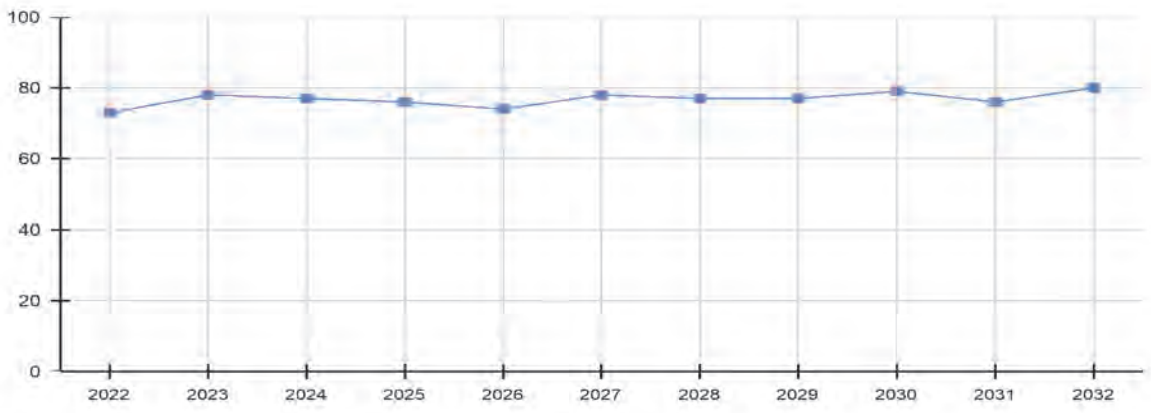
### Scenario

|              |   |
|--------------|---|
| Name:        | SC3.2: Target Overall Condition PCI of 80 |
| Description: | Target Overall Condition PCI of 80        |
| Year:        | 2023                                      |

### Optimization Settings

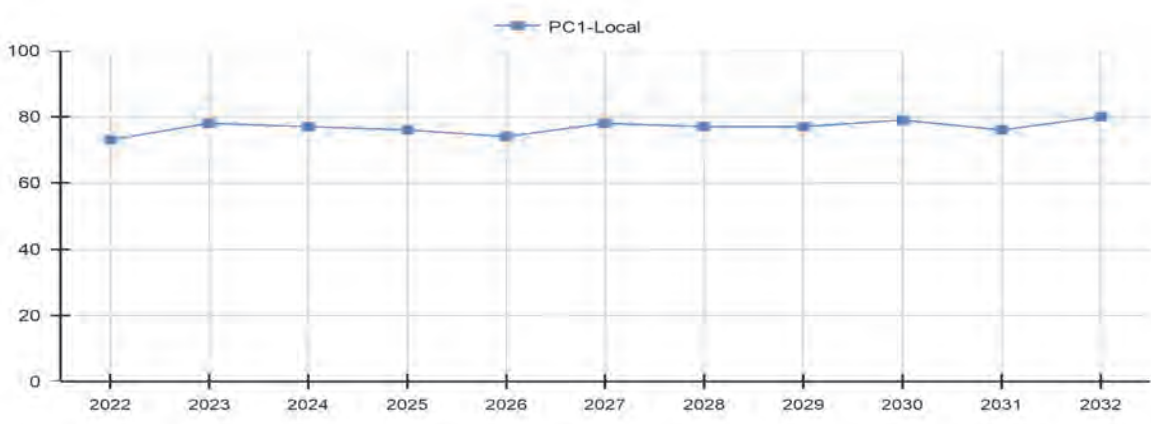
|                            |                     |
|----------------------------|---------------------|
| Optimization Mode          | Target Optimization |
| Planning Horizon (Years)   | 10                  |
| Include Priorities         | Yes                 |
| Asset Replacement Value    | No                  |
| Estimate Current Condition | True                |
| Operational Efficiency     | No                  |

# Network Condition



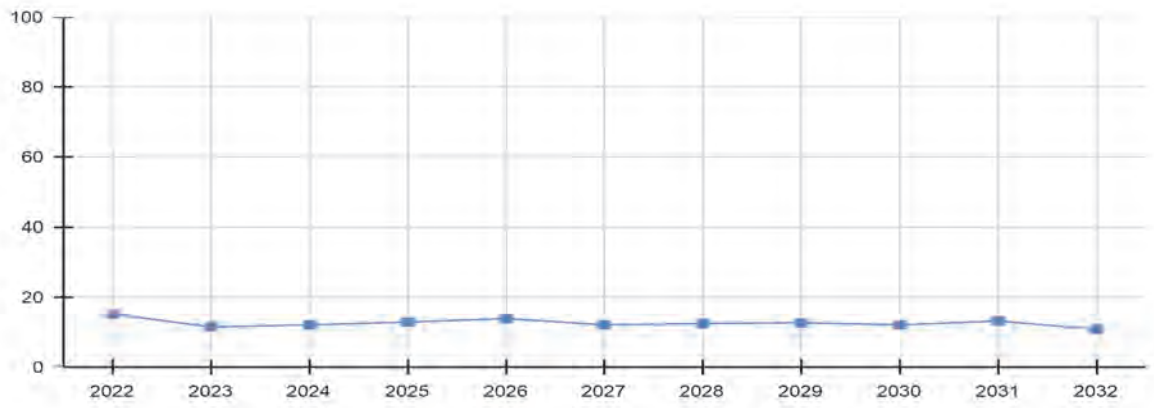
| Year | Condition |
|------|-----------|
| 2022 | 73        |
| 2023 | 78        |
| 2024 | 77        |
| 2025 | 76        |
| 2026 | 74        |
| 2027 | 78        |
| 2028 | 77        |
| 2029 | 77        |
| 2030 | 79        |
| 2031 | 76        |
| 2032 | 80        |

# Network Condition by Performance Class



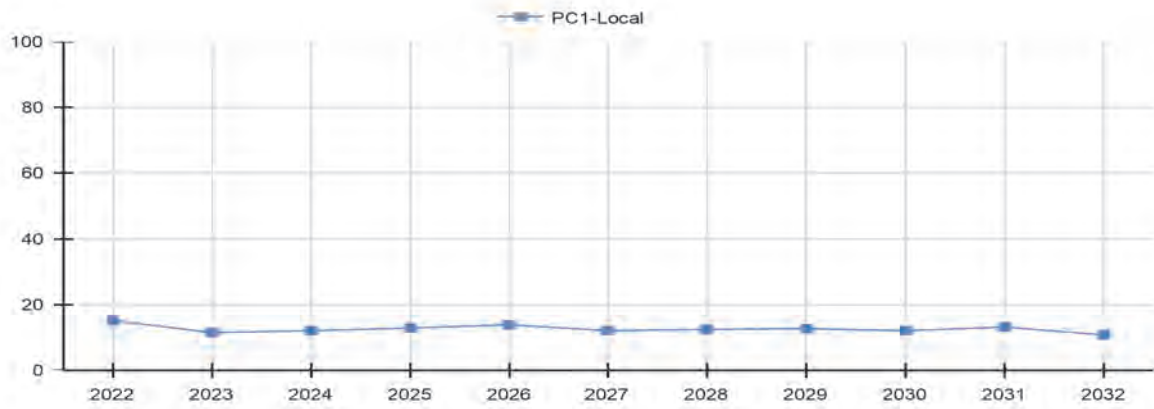
| Year | PC1-Local |
|------|-----------|
| 2022 | 73        |
| 2023 | 78        |
| 2024 | 77        |
| 2025 | 76        |
| 2026 | 74        |
| 2027 | 78        |
| 2028 | 77        |
| 2029 | 77        |
| 2030 | 79        |
| 2031 | 76        |
| 2032 | 80        |

# Network Risk Index



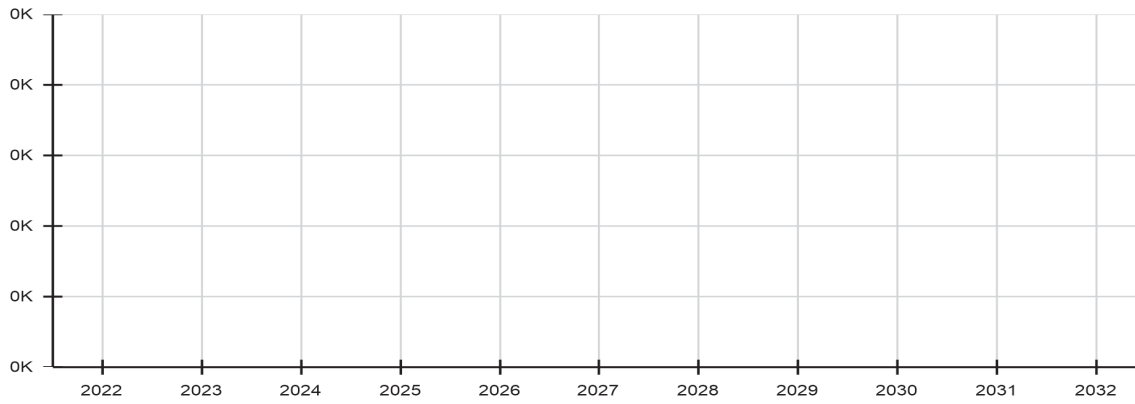
| Year | Value |
|------|-------|
| 2022 | 15    |
| 2023 | 12    |
| 2024 | 12    |
| 2025 | 13    |
| 2026 | 14    |
| 2027 | 12    |
| 2028 | 12    |
| 2029 | 13    |
| 2030 | 12    |
| 2031 | 13    |
| 2032 | 11    |

# Network Risk Index by Performance Class



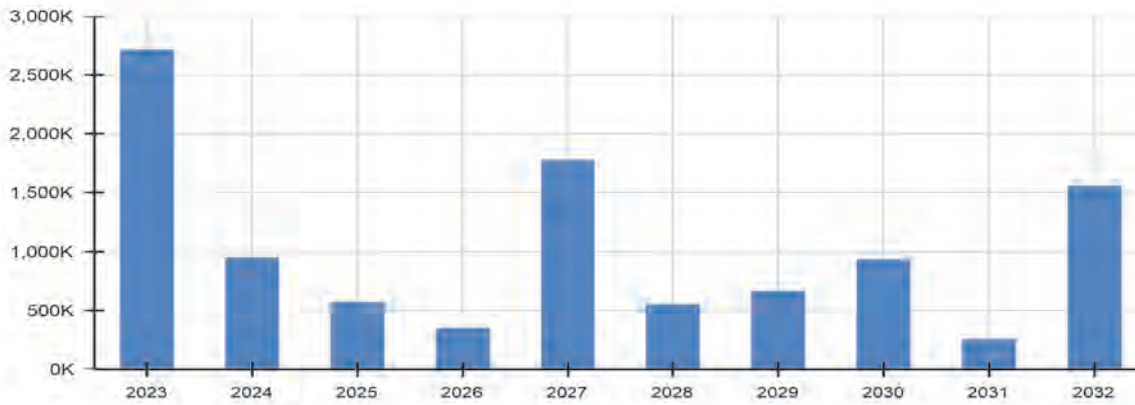
| Year | PC1-Local |
|------|-----------|
| 2022 | 15        |
| 2023 | 12        |
| 2024 | 12        |
| 2025 | 13        |
| 2026 | 14        |
| 2027 | 12        |
| 2028 | 13        |
| 2029 | 13        |
| 2030 | 12        |
| 2031 | 13        |
| 2032 | 11        |

## Deficit Projection



| Year | Value |
|------|-------|
| 2022 | \$0   |
| 2023 | \$0   |
| 2024 | \$0   |
| 2025 | \$0   |
| 2026 | \$0   |
| 2027 | \$0   |
| 2028 | \$0   |
| 2029 | \$0   |
| 2030 | \$0   |
| 2031 | \$0   |
| 2032 | \$0   |

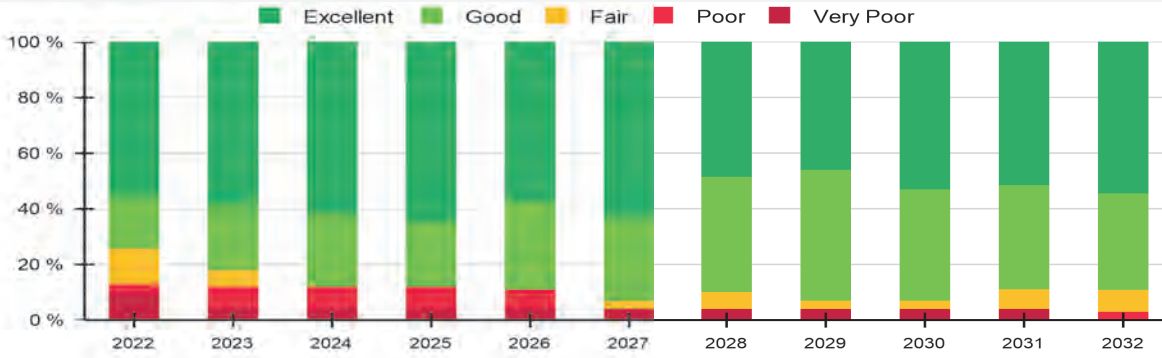
## Capital Expenditure



| Year | Value       |
|------|-------------|
| 2023 | \$2,713,568 |
| 2024 | \$948,559   |
| 2025 | \$570,592   |
| 2026 | \$347,138   |
| 2027 | \$1,773,460 |
| 2028 | \$551,296   |
| 2029 | \$663,882   |
| 2030 | \$932,500   |
| 2031 | \$254,270   |
| 2032 | \$1,554,080 |

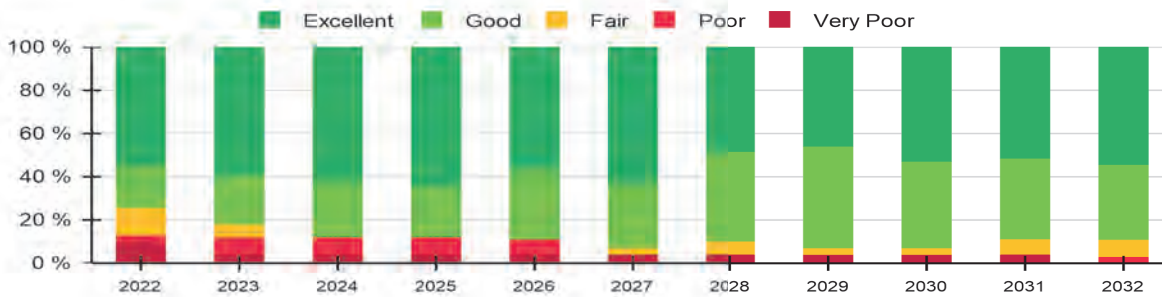


## Network Condition Distribution



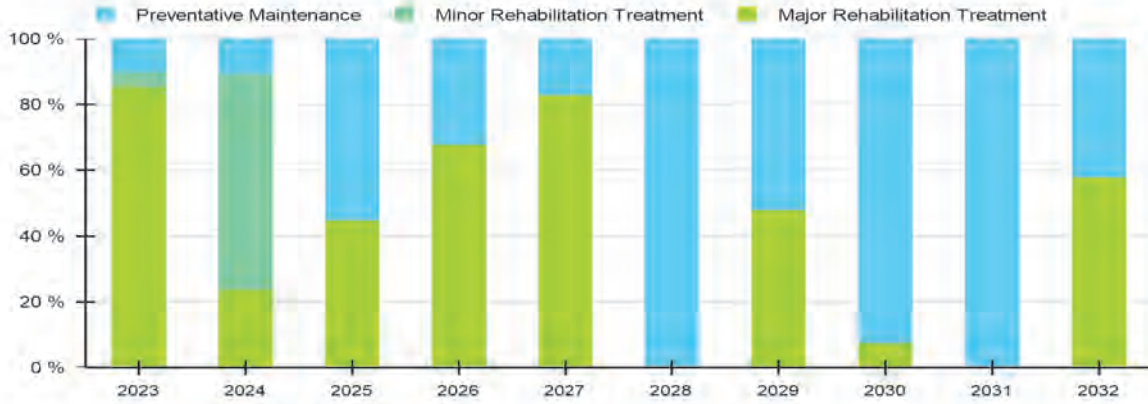
| Year | Excellent | Good | Fair | Poor | Very Poor |
|------|-----------|------|------|------|-----------|
| 2022 | 56%       | 19%  | 13%  | 3%   | 10%       |
| 2023 | 59%       | 23%  | 6%   | 8%   | 4%        |
| 2024 | 62%       | 26%  | 0%   | 8%   | 4%        |
| 2025 | 65%       | 23%  | 0%   | 8%   | 4%        |
| 2026 | 57%       | 32%  | 0%   | 7%   | 4%        |
| 2027 | 63%       | 30%  | 3%   | 0%   | 4%        |
| 2028 | 48%       | 41%  | 6%   | 0%   | 4%        |
| 2029 | 46%       | 47%  | 3%   | 0%   | 4%        |
| 2030 | 53%       | 40%  | 3%   | 0%   | 4%        |
| 2031 | 51%       | 37%  | 7%   | 0%   | 4%        |
| 2032 | 55%       | 35%  | 8%   | 3%   | 0%        |

## PC1-Local Condition Distribution



| Year | Excellent | Good | Fair | Poor | Very Poor |
|------|-----------|------|------|------|-----------|
| 2022 | 56%       | 19%  | 13%  | 3%   | 10%       |
| 2023 | 59%       | 23%  | 6%   | 8%   | 4%        |
| 2024 | 62%       | 26%  | 0%   | 8%   | 4%        |
| 2025 | 65%       | 23%  | 0%   | 8%   | 4%        |
| 2026 | 57%       | 32%  | 0%   | 7%   | 4%        |
| 2027 | 63%       | 30%  | 3%   | 0%   | 4%        |
| 2028 | 48%       | 41%  | 6%   | 0%   | 4%        |
| 2029 | 46%       | 47%  | 3%   | 0%   | 4%        |
| 2030 | 53%       | 40%  | 3%   | 0%   | 4%        |
| 2031 | 51%       | 37%  | 7%   | 0%   | 4%        |
| 2032 | 55%       | 35%  | 8%   | 3%   | 0%        |

## Capital Expenditure by Treatment Type



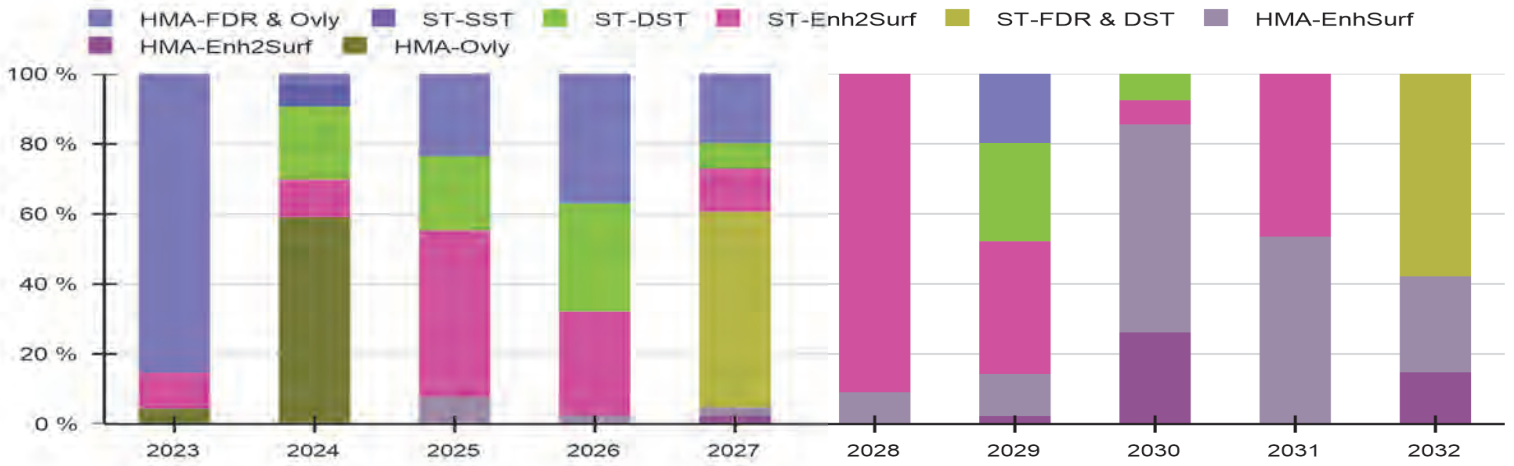
| Year         | Preventative Maintenance | Minor Rehabilitation Treatment | Major Rehabilitation Treatment | Total               |
|--------------|--------------------------|--------------------------------|--------------------------------|---------------------|
| 2023         | \$279,035                | \$120,000                      | \$2,314,533                    | \$2,713,568         |
| 2024         | \$101,984                | \$623,010                      | \$223,565                      | \$948,559           |
| 2025         | \$315,975                | \$0                            | \$254,617                      | \$570,592           |
| 2026         | \$111,802                | \$0                            | \$235,336                      | \$347,138           |
| 2027         | \$303,752                | \$0                            | \$1,469,708                    | \$1,773,460         |
| 2028         | \$551,296                | \$0                            | \$0                            | \$551,296           |
| 2029         | \$346,600                | \$0                            | \$317,282                      | \$663,882           |
| 2030         | \$862,530                | \$0                            | \$69,970                       | \$932,500           |
| 2031         | \$254,270                | \$0                            | \$0                            | \$254,270           |
| 2032         | \$655,642                | \$0                            | \$898,438                      | \$1,554,080         |
| <b>Total</b> | <b>\$3,782,886</b>       | <b>\$743,010</b>               | <b>\$5,783,449</b>             | <b>\$10,309,345</b> |

## Project Size by Treatment Type (Km)



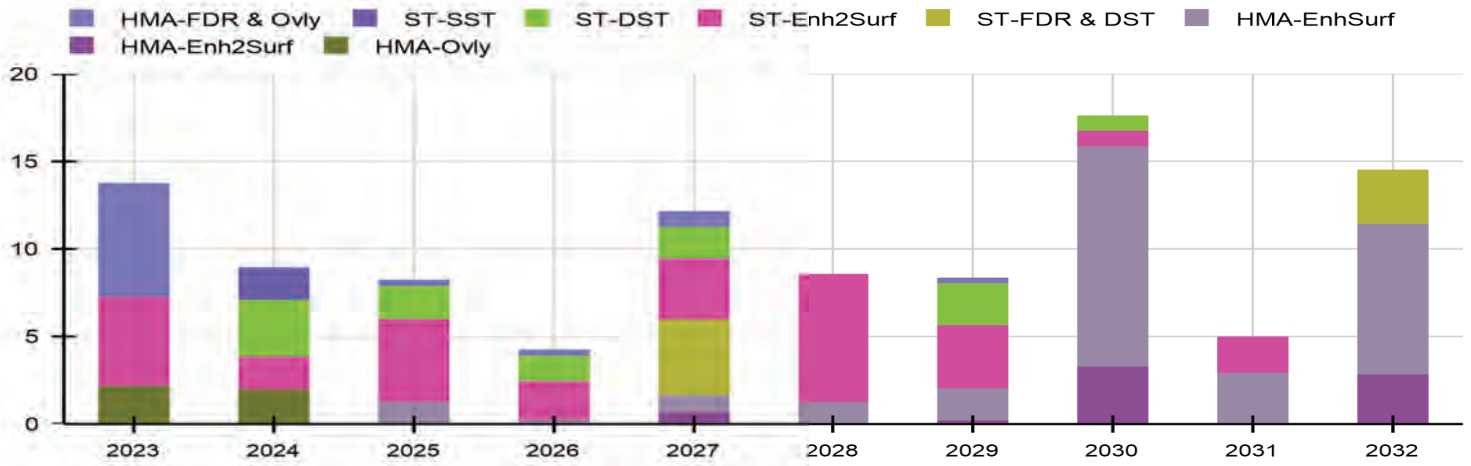
| Year         | Preventative Maintenance | Minor Rehabilitation Treatment | Major Rehabilitation Treatment | Total         |
|--------------|--------------------------|--------------------------------|--------------------------------|---------------|
| 2023         | 5.11                     | 2.19                           | 6.45                           | 13.75         |
| 2024         | 1.87                     | 3.73                           | 3.33                           | 8.94          |
| 2025         | 6.01                     | 0.00                           | 2.21                           | 8.22          |
| 2026         | 2.47                     | 0.00                           | 1.78                           | 4.25          |
| 2027         | 5.15                     | 0.00                           | 6.99                           | 12.14         |
| 2028         | 8.55                     | 0.00                           | 0.00                           | 8.55          |
| 2029         | 5.66                     | 0.00                           | 2.68                           | 8.34          |
| 2030         | 16.74                    | 0.00                           | 0.85                           | 17.60         |
| 2031         | 4.98                     | 0.00                           | 0.00                           | 4.98          |
| 2032         | 11.44                    | 0.00                           | 3.06                           | 14.50         |
| <b>Total</b> | <b>67.96</b>             | <b>5.92</b>                    | <b>27.37</b>                   | <b>101.25</b> |

# Capital Expenditure by Treatment Method



| Treatment      | 2023               | 2024             | 2025             | 2026             | 2027               | 2028             | 2029             | 2030             | 2031             | 2032               | Total               |
|----------------|--------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|---------------------|
| HMA-FDR & Ovly | \$2,314,533        | \$25,621         | \$133,894        | \$128,109        | \$350,271          | \$0              | \$131,290        | \$0              | \$0              | \$0                | \$3,083,718         |
| ST-SST         | \$0                | \$62,237         | \$0              | \$0              | \$0                | \$0              | \$0              | \$0              | \$0              | \$0                | \$62,237            |
| ST-DST         | \$0                | \$197,943        | \$120,724        | \$107,227        | \$127,853          | \$0              | \$185,993        | \$69,970         | \$0              | \$0                | \$809,710           |
| ST-Enh2Surf    | \$279,035          | \$101,984        | \$272,353        | \$103,124        | \$220,155          | \$501,086        | \$251,514        | \$64,735         | \$118,176        | \$0                | \$1,912,162         |
| ST-FDR & DST   | \$0                | \$0              | \$0              | \$0              | \$991,584          | \$0              | \$0              | \$0              | \$0              | \$898,438          | \$1,890,022         |
| HMA-EnhSurf    | \$0                | \$0              | \$43,622         | \$8,678          | \$38,143           | \$50,209         | \$79,630         | \$553,882        | \$136,093        | \$426,220          | \$1,336,477         |
| HMA-Enh2Surf   | \$0                | \$0              | \$0              | \$0              | \$45,454           | \$0              | \$15,456         | \$243,913        | \$0              | \$229,422          | \$534,245           |
| HMA-Ovly       | \$120,000          | \$560,773        | \$0              | \$0              | \$0                | \$0              | \$0              | \$0              | \$0              | \$0                | \$680,773           |
| <b>Total</b>   | <b>\$2,713,568</b> | <b>\$948,558</b> | <b>\$570,593</b> | <b>\$347,138</b> | <b>\$1,773,460</b> | <b>\$551,295</b> | <b>\$663,883</b> | <b>\$932,500</b> | <b>\$254,269</b> | <b>\$1,554,080</b> | <b>\$10,309,344</b> |

## Project Size by Treatment Method (Km)



| Treatment      | 2023         | 2024        | 2025        | 2026        | 2027         | 2028        | 2029        | 2030         | 2031        | 2032         | Total         |
|----------------|--------------|-------------|-------------|-------------|--------------|-------------|-------------|--------------|-------------|--------------|---------------|
| HMA-FDR & Ovly | 6.45         | 0.10        | 0.34        | 0.34        | 0.87         | 0.00        | 0.30        | 0.00         | 0.00        | 0.00         | 8.39          |
| ST-SST         | 0.00         | 1.74        | 0.00        | 0.00        | 0.00         | 0.00        | 0.00        | 0.00         | 0.00        | 0.00         | 1.74          |
| ST-DST         | 0.00         | 3.24        | 1.88        | 1.45        | 1.81         | 0.00        | 2.38        | 0.85         | 0.00        | 0.00         | 11.60         |
| ST-Enh2Surf    | 5.11         | 1.87        | 4.75        | 2.23        | 3.49         | 7.30        | 3.61        | 0.89         | 2.05        | 0.00         | 31.29         |
| ST-FDR & DST   | 0.00         | 0.00        | 0.00        | 0.00        | 4.32         | 0.00        | 0.00        | 0.00         | 0.00        | 3.06         | 7.38          |
| HMA-EnhSurf    | 0.00         | 0.00        | 1.26        | 0.24        | 0.98         | 1.25        | 1.83        | 12.56        | 2.92        | 8.59         | 29.62         |
| HMA-Enh2Surf   | 0.00         | 0.00        | 0.00        | 0.00        | 0.69         | 0.00        | 0.22        | 3.30         | 0.00        | 2.85         | 7.05          |
| HMA-Ovly       | 2.19         | 1.99        | 0.00        | 0.00        | 0.00         | 0.00        | 0.00        | 0.00         | 0.00        | 0.00         | 4.18          |
| <b>Total</b>   | <b>13.75</b> | <b>8.94</b> | <b>8.22</b> | <b>4.25</b> | <b>12.14</b> | <b>8.55</b> | <b>8.34</b> | <b>17.60</b> | <b>4.98</b> | <b>14.50</b> | <b>101.25</b> |



**Scenario 3 - Targeted PCI of 80  
(2023-2032)**

| Road ID | Road Name               | From                             | To                                  | Intervention Year | Condition | Criticality | Risk | Treatment Type                 | Applied Treatment | Budgeted Cost   |
|---------|-------------------------|----------------------------------|-------------------------------------|-------------------|-----------|-------------|------|--------------------------------|-------------------|-----------------|
| 1184    | Harper Rd               | Bathurst 6th Concession          | Keayes Road                         | 2023              | 20.72     | 88.6        | 75.4 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 1,099,000.00 |
| 1408    | Lakewood Road           | Lakewood Road                    | Loop                                | 2023              | 20.72     | 32.4        | 27.5 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 653,406.60   |
| 1372    | Old Brooke Road         | Highway 7                        | Cooks Road                          | 2023              | 24.16     | 32.4        | 26.7 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 152,126.70   |
| 1325    | Keays Road              | Old Morris Rd                    | Fallbrook Rd                        | 2023              | 27.61     | 88.6        | 71.1 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 410,000.00   |
| 715     | Armstrong Line          | 645 Armstrong Road               | Highway 7                           | 2023              | 67.66     | 61          | 17   | Preventative Maintenance       | ST-Enh2Surf       | \$ 132,166.71   |
| 1357    | Menzies Munro Side Road | Upper Scotch Line Road           | Christie Lake Road                  | 2023              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 146,868.18   |
| 770     | Powers Road             | Narrows Lock Road                | Stanleyville Road                   | 2023              | 81.79     | 67.6        | 10.2 | Minor Rehabilitation Treatment | HMA-Ovly          | \$ 120,000.00   |
| 1305    | Walters Ln              | Fallbrooke Road                  | Dead End                            | 2024              | 24.16     | 19          | 15.7 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 25,621.37    |
| 597     | Mclaren Road            | Kenyon Road                      | Kenyon Road                         | 2024              | 46.87     | 25.7        | 14.1 | Minor Rehabilitation Treatment | HMA-Ovly          | \$ 560,773.05   |
| 757     | Bathurst 7th Concession | Harper Road                      | McVeigh Road                        | 2024              | 49.57     | 74.3        | 37.6 | Major Rehabilitation Treatment | ST-DST            | \$ 145,730.19   |
| 4       | McVeigh Road            | Bathurst 7th Concession          | End of Surface Treatment Civic 1332 | 2024              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 24,539.14    |
| 14004   | Ashby Road              | Iron Mine Road                   | Lanark Highlands Bndy               | 2024              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 27,673.84    |
| 734     | Stanley Road            | Narrows Lock Road                | Pike Lake Route 1                   | 2024              | 72.36     | 18.1        | 4.1  | Preventative Maintenance       | ST-Enh2Surf       | \$ 101,983.60   |
| 912     | Hanna Rd                | O'Brian Lake Lane 14             | Bolingbroke Road                    | 2024              | 81.79     | 50.5        | 7.6  | Minor Rehabilitation Treatment | ST-SST            | \$ 62,236.70    |
| 1       | Muttons Road            | Harper Road                      | Glen Tay Waste Site Exit            | 2025              | 24.16     | 19          | 15.7 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 133,893.66   |
| 731     | Stanleyville Rd         | Powers Road                      | Stanley Road                        | 2025              | 58.43     | 81          | 31.9 | Major Rehabilitation Treatment | ST-DST            | \$ 120,723.63   |
| 750     | Somerville Drive        | Christie Lake Road               | Glen Tay Road                       | 2025              | 76.15     | 25.7        | 5.1  | Preventative Maintenance       | HMA-EnhSurf       | \$ 43,622.44    |
| 1300    | Ritchie Side Road       | Crozier Road                     | Bolingbroke Road                    | 2025              | 67.66     | 18.1        | 5    | Preventative Maintenance       | ST-Enh2Surf       | \$ 50,721.83    |
| 1199    | Crozier Road            | Ritchie Road                     | Crozier Road A                      | 2025              | 67.66     | 18.1        | 5    | Preventative Maintenance       | ST-Enh2Surf       | \$ 47,977.04    |
| 913     | Hanna Rd                | Arthorpe Road                    | O'Brian Lake Lane 14                | 2025              | 77.08     | 50.5        | 9.6  | Preventative Maintenance       | ST-Enh2Surf       | \$ 173,653.89   |
| 5       | Brooke Valley Road      | End of Pavement                  | Old Brooke Road                     | 2026              | 24.16     | 25.7        | 21.2 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 128,109.15   |
| 1396    | Iron Mine Rd            | McDonalds Corners Road           | Lanark Highlands Boundary           | 2026              | 58.43     | 74.3        | 29.3 | Major Rehabilitation Treatment | ST-DST            | \$ 107,227.16   |
| 1294    | Jodi Lane               | Somerville Drive                 | Loop                                | 2026              | 76.15     | 19          | 3.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 8,677.99     |
| 1327    | Upper Scotch Line       | Allans Mill Road                 | Menzies Munro Side Road             | 2026              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 92,594.26    |
| 920     | Ennis Road              | 175 m South of Bennett Lake Road | Bennet Lake Road                    | 2026              | 72.36     | 24.8        | 5.7  | Preventative Maintenance       | ST-Enh2Surf       | \$ 10,529.32    |
| 1381    | Glen Drive              | Elm Grove Road                   | Cherie Hill                         | 2027              | 24.16     | 25.7        | 21.2 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 350,271.46   |
| 930     | Zealand Rd              | Elphin-Maberly Road              | 11th Line South Sherbrooke          | 2027              | 23.37     | 50.5        | 42   | Major Rehabilitation Treatment | ST-FDR & DST      | \$ 991,584.24   |
| 97      | Sproule Road            | Highway 511                      | Dead End                            | 2027              | 61.25     | 19          | 6.8  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 13,994.42    |
| 1225    | Posner Lane             | Bygrove Ln                       | Dead End                            | 2027              | 66.43     | 19          | 5.6  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 31,459.93    |
| 771     | Allans Side Road        | Ferrier Road                     | Scotch Line Road                    | 2027              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 127,852.57   |
| 2       | Clarchris Road          | End of Pavement Civic 237        | Highway 511                         | 2027              | 76.15     | 39          | 7.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 29,682.74    |
| 1331    | Muttons Road            | Glen Tay Waste Site Exit         | Norris Road                         | 2027              | 79.39     | 81.9        | 14   | Preventative Maintenance       | HMA-EnhSurf       | \$ 8,460.09     |
| 1188    | Anglican Church Road    | Highway 7                        | Truelove Road                       | 2027              | 72.36     | 43.8        | 10   | Preventative Maintenance       | ST-Enh2Surf       | \$ 99,520.42    |
| 909     | Anglican Church Road    | Truelove Road                    | Highway 7                           | 2027              | 72.36     | 37.1        | 8.5  | Preventative Maintenance       | ST-Enh2Surf       | \$ 111,092.99   |
| 1375    | Anglican Church Road    | Dead End                         | Anglican Church Road                | 2027              | 72.36     | 11.4        | 2.6  | Preventative Maintenance       | ST-Enh2Surf       | \$ 9,541.46     |
| 715     | Armstrong Line          | 645 Armstrong Road               | Highway 7                           | 2028              | 67.66     | 61          | 17   | Preventative Maintenance       | ST-Enh2Surf       | \$ 168,681.93   |
| 1357    | Menzies Munro Side Road | Upper Scotch Line Road           | Christie Lake Road                  | 2028              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 187,445.15   |
| 770     | Powers Road             | Narrows Lock Road                | Stanleyville Road                   | 2028              | 77.08     | 67.6        | 12.9 | Preventative Maintenance       | ST-Enh2Surf       | \$ 144,959.30   |
| 732     | Stanleyville Rd         | Stanley Road                     | Scotch Line Road                    | 2028              | 76.15     | 81.9        | 16.2 | Preventative Maintenance       | HMA-EnhSurf       | \$ 50,209.36    |
| 848     | Maberly Main Street     | Highway 7                        | Maberly-Elphin Road                 | 2029              | 24.16     | 32.4        | 26.7 | Major Rehabilitation Treatment | HMA-FDR & Ovly    | \$ 131,289.71   |

**Scenario 3 - Targeted PCI of 80  
(2023-2032)**

| Road ID | Road Name                      | From                    | To                                  | Intervention Year | Condition | Criticality | Risk | Treatment Type                 | Applied Treatment | Budgeted Cost |
|---------|--------------------------------|-------------------------|-------------------------------------|-------------------|-----------|-------------|------|--------------------------------|-------------------|---------------|
| 757     | Bathurst 7th Concession        | Harper Road             | McVeigh Road                        | 2029              | 53.95     | 74.3        | 33.4 | Major Rehabilitation Treatment | ST-DST            | \$ 185,992.75 |
| 1295    | Park Lane Court                | Somerville Dr           | Dead End                            | 2029              | 64.82     | 19          | 5.9  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 15,456.36  |
| 734     | Stanley Road                   | Narrows Lock Road       | Pike Lake Route 1                   | 2029              | 67.66     | 18.1        | 5    | Preventative Maintenance       | ST-Enh2Surf       | \$ 130,159.79 |
| 912     | Hanna Rd                       | O'Brian Lake Lane 14    | Bolingbroke Road                    | 2029              | 72.36     | 50.5        | 11.6 | Preventative Maintenance       | ST-Enh2Surf       | \$ 121,353.76 |
| 735     | Otty Lake Side Road            | Scotch Line Road        | Ferrier Road East                   | 2029              | 76.15     | 95.2        | 18.9 | Preventative Maintenance       | HMA-EnhSurf       | \$ 79,630.28  |
| 4       | McVeigh Road                   | Bathurst 7th Concession | End of Surface Treatment Civic 1332 | 2030              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 32,884.79  |
| 14004   | Ashby Road                     | Iron Mine Road          | Lanark Highlands Bndy               | 2030              | 58.43     | 67.6        | 26.6 | Major Rehabilitation Treatment | ST-DST            | \$ 37,085.59  |
| 1196    | Crozier Road                   | Crozier Road A          | Loop                                | 2030              | 61.25     | 25.7        | 9.2  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 184,106.18 |
| 1344    | Bygrove Lane                   | Crozier Road            | Dead End                            | 2030              | 61.25     | 19          | 6.8  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 59,806.95  |
| 1300    | Ritchie Side Road              | Crozier Road            | Bolingbroke Road                    | 2030              | 67.66     | 18.1        | 5    | Preventative Maintenance       | ST-Enh2Surf       | \$ 64,735.33  |
| 1349    | Christie Lake North Shore Road | Christie Lake Road      | End of Pavement Civic 636           | 2030              | 76.15     | 45.7        | 9    | Preventative Maintenance       | HMA-EnhSurf       | \$ 106,494.99 |
| 1410    | Kenyon Road                    | Otty Lake Side Road     | Lakewood Road                       | 2030              | 76.15     | 81.9        | 16.2 | Preventative Maintenance       | HMA-EnhSurf       | \$ 97,642.00  |
| 1314    | Harper Rd                      | Highway 7               | Bathurst 6th Concession             | 2030              | 76.15     | 64.8        | 12.8 | Preventative Maintenance       | HMA-EnhSurf       | \$ 166,170.74 |
| 1310    | Glen Tay Rd                    | Christie Lake Road      | Highway 7                           | 2030              | 76.15     | 95.2        | 18.9 | Preventative Maintenance       | HMA-EnhSurf       | \$ 18,822.49  |
| 7620    | Otty Lake Side Road            | Kenyon Road             | Trillium Drive                      | 2030              | 76.15     | 95.2        | 18.9 | Preventative Maintenance       | HMA-EnhSurf       | \$ 110,758.56 |
| 24225   | Ernest Way                     | Glen Tay Road           | End of Cul-de-Sac                   | 2030              | 76.15     | 19          | 3.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 53,992.87  |
| 1327    | Upper Scotch Line              | Allans Mill Road        | Menzies Munro Side Road             | 2031              | 67.66     | 74.3        | 20.7 | Preventative Maintenance       | ST-Enh2Surf       | \$ 118,176.35 |
| 594     | Glen Tay Rd                    | Scotch Line Road        | Christie Lake Road                  | 2031              | 76.15     | 100         | 19.8 | Preventative Maintenance       | HMA-EnhSurf       | \$ 136,093.22 |
| 768     | Crow Lake Road                 | Bolingbroke Road        | Frontenac Boundary                  | 2032              | 1.16      | 74.3        | 73.6 | Major Rehabilitation Treatment | ST-FDR & DST      | \$ 898,438.33 |
| 1184    | Harper Rd                      | Bathurst 6th Concession | Keayes Road                         | 2032              | 76.15     | 88.6        | 17.6 | Preventative Maintenance       | HMA-EnhSurf       | \$ 127,686.61 |
| 1408    | Lakewood Road                  | Lakewood Road           | Loop                                | 2032              | 76.15     | 32.4        | 6.4  | Preventative Maintenance       | HMA-EnhSurf       | \$ 96,757.32  |
| 1372    | Old Brooke Road                | Highway 7               | Cooks Road                          | 2032              | 76.15     | 32.4        | 6.4  | Preventative Maintenance       | HMA-EnhSurf       | \$ 22,527.12  |
| 1305    | Walters Ln                     | Fallbrooke Road         | Dead End                            | 2032              | 77.69     | 19          | 3.5  | Preventative Maintenance       | HMA-EnhSurf       | \$ 3,613.38   |
| 1325    | Keays Road                     | Old Morris Rd           | Fallbrook Rd                        | 2032              | 76.15     | 88.6        | 17.6 | Preventative Maintenance       | HMA-EnhSurf       | \$ 73,816.70  |
| 1       | Muttons Road                   | Harper Road             | Glen Tay Waste Site Exit            | 2032              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 17,983.81  |
| 597     | Mclaren Road                   | Kenyon Road             | Kenyon Road                         | 2032              | 69.34     | 25.7        | 6.6  | Preventative Maintenance       | HMA-Enh2Surf      | \$ 160,527.64 |
| 97      | Sproule Road                   | Highway 511             | Dead End                            | 2032              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 10,824.74  |
| 1290    | Orchard Crescent               | Scotch Line Rd          | Scotch Line Rd                      | 2032              | 63.1      | 68.6        | 23   | Preventative Maintenance       | HMA-Enh2Surf      | \$ 68,894.55  |
| 750     | Somerville Drive               | Christie Lake Road      | Glen Tay Road                       | 2032              | 77.69     | 25.7        | 4.7  | Preventative Maintenance       | HMA-EnhSurf       | \$ 61,381.15  |
| 1294    | Jodi Lane                      | Somerville Drive        | Loop                                | 2032              | 79.39     | 19          | 3.2  | Preventative Maintenance       | HMA-EnhSurf       | \$ 11,629.33  |

**APPENDIX I**

**Traffic Counts**

| <b>Traffic Count Summary</b>   |                       |            |             |               |                                       |                                |
|--|-----------------------|------------|-------------|---------------|---------------------------------------|--------------------------------|
| <b>Date</b>  | <b>24-hour Volume</b> | <b>ADT</b> | <b>AADT</b> | <b>Factor</b> | <b>Rationale</b>                      | <b>Assumed Traffic Pattern</b> |
| <b>Road Segment 1: Christie Lake North Shore Road from Christie Lake Road to End of Pavement Civic 636 (Paved)</b> |                       |            |             |               |                                       |                                |
| Friday August 26, 2022   | 642                   | 572        | 500         | 1.15          | Connection to Christie Lake           | Recreational                   |
| Saturday August 27, 2022   | 710                   |            |             |               |                                       |                                |
| Sunday August 28, 2022   | 601                   |            |             |               |                                       |                                |
| Monday August 29, 2022   | 527                   |            |             |               |                                       |                                |
| Tuesday August 30, 2022  | 441                   |            |             |               |                                       |                                |
| Wednesday August 31, 2022  | 531                   |            |             |               |                                       |                                |
| Thursday September 1, 2022   | 554                   |            |             |               |                                       |                                |
| <b>Road Segment 2: Allan's Mill Road from County Road 10 to Upper Scotch Line (Unpaved)</b>                        |                       |            |             |               |                                       |                                |
| Friday August 26, 2022   | 250                   | 234        | 220         | 1.05          | No seasonal destination               | Commuter                       |
| Saturday August 27, 2022   | 228                   |            |             |               |                                       |                                |
| Sunday August 28, 2022   | 198                   |            |             |               |                                       |                                |
| Monday August 29, 2022   | 248                   |            |             |               |                                       |                                |
| Tuesday August 30, 2022  | 221                   |            |             |               |                                       |                                |
| Wednesday August 31, 2022  | 262                   |            |             |               |                                       |                                |
| Thursday September 1, 2022   | 234                   |            |             |               |                                       |                                |
| <b>Road Segment 3: Bathurst 5th Concession from Highway 511 to Harper Road (Unpaved)</b>                           |                       |            |             |               |                                       |                                |
| Friday August 26, 2022   | 154                   | 124        | 120         | 1.05          | No seasonal destination               | Commuter                       |
| Saturday August 27, 2022   | 148                   |            |             |               |                                       |                                |
| Sunday August 28, 2022   | 102                   |            |             |               |                                       |                                |
| Monday August 29, 2022   | 116                   |            |             |               |                                       |                                |
| Tuesday August 30, 2022  | 106                   |            |             |               |                                       |                                |
| Wednesday August 31, 2022  | 114                   |            |             |               |                                       |                                |
| Thursday September 1, 2022   | 128                   |            |             |               |                                       |                                |
| <b>Road Segment 4: Black Lake Road from Powers Road to Tom's Rock (Unpaved)</b>                                    |                       |            |             |               |                                       |                                |
| Friday August 26, 2022   | 268                   | 266        | 230         | 1.15          | Connection to cottages and waterfront | Recreational                   |
| Saturday August 27, 2022   | 284                   |            |             |               |                                       |                                |
| Sunday August 28, 2022   | 291                   |            |             |               |                                       |                                |
| Monday August 29, 2022   | 246                   |            |             |               |                                       |                                |
| Tuesday August 30, 2022  | 274                   |            |             |               |                                       |                                |
| Wednesday August 31, 2022  | 257                   |            |             |               |                                       |                                |
| Thursday September 1, 2022   | 242                   |            |             |               |                                       |                                |
| <b>Road Segment 5: Black Lake Road from Tom's Rock to Black Lake Road Private (Unpaved)</b>                        |                       |            |             |               |                                       |                                |
| Friday August 26, 2022   | 170                   | 165        | 140         | 1.15          | Connection to cottages and waterfront | Recreational                   |
| Saturday August 27, 2022   | 195                   |            |             |               |                                       |                                |
| Sunday August 28, 2022   | 195                   |            |             |               |                                       |                                |
| Monday August 29, 2022   | 147                   |            |             |               |                                       |                                |
| Tuesday August 30, 2022  | 136                   |            |             |               |                                       |                                |
| Wednesday August 31, 2022  | 144                   |            |             |               |                                       |                                |
| Thursday September 1, 2022   | 168                   |            |             |               |                                       |                                |



| Traffic Count Summary  |                |     |      |        |  |                         |
|--|----------------|-----|------|--------|--|-------------------------|
| Date   | 24-hour Volume | ADT | AADT | Factor | Rationale                                | Assumed Traffic Pattern |
| <b>Road Segment 6: Christie Lake North Shore Road from End of Pavement Civic 636 to Brooke Valley Road (Unpaved)</b> |                |     |      |        |  |                         |
| Friday August 26, 2022   | 97             | 91  | 80   | 1.15   | Connection to cottages and Christie Lake | Recreational            |
| Saturday August 27, 2022   | 93             |     |      |        |  |                         |
| Sunday August 28, 2022   | 90             |     |      |        |  |                         |
| Monday August 29, 2022   | 94             |     |      |        |  |                         |
| Tuesday August 30, 2022  | 81             |     |      |        |  |                         |
| Wednesday August 31, 2022  | 85             |     |      |        |  |                         |
| Thursday September 1, 2022   | 98             |     |      |        |  |                         |
| <b>Road Segment 7: Doran Road from Highway 7 to McVeigh Road (Unpaved)</b>   |                |     |      |        |  |                         |
| Friday August 26, 2022   | 136            | 130 | 110  | 1.15   | Only connection to Fagan Lake            | Recreational            |
| Saturday August 27, 2022   | 130            |     |      |        |  |                         |
| Sunday August 28, 2022   | 140            |     |      |        |  |                         |
| Monday August 29, 2022   | 133            |     |      |        |  |                         |
| Tuesday August 30, 2022  | 114            |     |      |        |  |                         |
| Wednesday August 31, 2022  | 130            |     |      |        |  |                         |
| Thursday September 1, 2022   | 127            |     |      |        |  |                         |
| <b>Road Segment 8: Ennis Road from Beach Road to Bennett Lake Road (Unpaved)</b>                                     |                |     |      |        |  |                         |
| Friday August 26, 2022   | 221            | 206 | 180  | 1.15   | Connection to Ennis Cottages             | Recreational            |
| Saturday August 27, 2022   | 191            |     |      |        |  |                         |
| Sunday August 28, 2022   | 204            |     |      |        |  |                         |
| Monday August 29, 2022   | 203            |     |      |        |  |                         |
| Tuesday August 30, 2022  | 201            |     |      |        |  |                         |
| Wednesday August 31, 2022  | 214            |     |      |        |  |                         |
| Thursday September 1, 2022   | 205            |     |      |        |  |                         |
| <b>Road Segment 9: McVeigh Road from Doran Road to Arnold T Drive (Unpaved)</b>                                      |                |     |      |        |  |                         |
| Friday August 26, 2022   | 98             | 93  | 80   | 1.15   | Connection to cottages and campground    | Recreational            |
| Saturday August 27, 2022   | 83             |     |      |        |  |                         |
| Sunday August 28, 2022   | 109            |     |      |        |  |                         |
| Monday August 29, 2022   | 91             |     |      |        |  |                         |
| Tuesday August 30, 2022  | 87             |     |      |        |  |                         |
| Wednesday August 31, 2022  | 98             |     |      |        |  |                         |
| Thursday September 1, 2022   | 87             |     |      |        |  |                         |
| <b>Road Segment 10: McVeigh Road from Arnold T Drive to Dokken Road (Unpaved)</b>                                    |                |     |      |        |  |                         |
| Friday August 26, 2022   | 89             | 67  | 60   | 1.15   | Connection to cottages and campground    | Recreational            |
| Saturday August 27, 2022   | 68             |     |      |        |  |                         |
| Sunday August 28, 2022   | 82             |     |      |        |  |                         |
| Monday August 29, 2022   | 60             |     |      |        |  |                         |
| Tuesday August 30, 2022  | 58             |     |      |        |  |                         |
| Wednesday August 31, 2022  | 63             |     |      |        |  |                         |
| Thursday September 1, 2022   | 48             |     |      |        |  |                         |

| Traffic Count Summary   |                |     |      |        |   |                         |
|---|----------------|-----|------|--------|---|-------------------------|
| Date  | 24-hour Volume | ADT | AADT | Factor | Rationale   | Assumed Traffic Pattern |
| <b>Road Segment 11: Rutherford Side Road from Bathurst 5th Concession to McVeigh Road (Unpaved)</b> |                |     |      |        |   |                         |
| Friday August 26, 2022  | 42             | 39  | 30   | 1.15   | Although narrow, potential preferred shortcut route to riverfront | Recreational            |
| Saturday August 27, 2022  | 54             |     |      |        |   |                         |
| Sunday August 28, 2022  | 49             |     |      |        |   |                         |
| Monday August 29, 2022  | 32             |     |      |        |   |                         |
| Tuesday August 30, 2022   | 31             |     |      |        |   |                         |
| Wednesday August 31, 2022   | 33             |     |      |        |   |                         |
| Thursday September 1, 2022  | 29             |     |      |        |   |                         |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 1             | 0   | 0          | 0   | 1          | █ |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 1          | 0   | 1          | █ |
| 04:00      |                  | 0             | 0   | 1          | 2   | 3          | █ |
| 05:00      |                  | 2             | 2   | 2          | 1   | 7          | █ |
| 06:00      |                  | 2             | 3   | 2          | 3   | 10         | █ |
| 07:00      |                  | 2             | 3   | 5          | 11  | 21         | █ |
| 08:00      |                  | 2             | 6   | 5          | 13  | 26         | █ |
| 09:00      |                  | 9             | 9   | 12         | 7   | 37         | █ |
| 10:00      |                  | 9             | 13  | 13         | 18  | 53         | █ |
| 11:00      |                  | 13            | 17  | 10         | 6   | 46         | █ |
| 12:00 PM   |                  | 10            | 15  | 13         | 5   | 43         | █ |
| 01:00      |                  | 11            | 11  | 22         | 10  | 54         | █ |
| 02:00      |                  | 7             | 11  | 13         | 16  | 47         | █ |
| 03:00      |                  | 11            | 6   | 11         | 11  | 39         | █ |
| 04:00      |                  | 16            | 11  | 11         | 12  | 50         | █ |
| 05:00      |                  | 13            | 20  | 13         | 15  | 61         | █ |
| 06:00      |                  | 8             | 18  | 10         | 11  | 47         | █ |
| 07:00      |                  | 11            | 9   | 11         | 12  | 43         | █ |
| 08:00      |                  | 11            | 11  | 4          | 11  | 37         | █ |
| 09:00      |                  | 2             | 2   | 0          | 2   | 6          | █ |
| 10:00      |                  | 3             | 2   | 1          | 1   | 7          | █ |
| 11:00      |                  | 1             | 0   | 0          | 2   | 3          | █ |
| Day Total  |                  |               |     |            |     | 642        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664























Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 1             | 1   | 0          | 0   | 2          | ■ |
| 01:00      |                  | 0             | 3   | 0          | 0   | 3          | ■ |
| 02:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 03:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 04:00      |                  | 1             | 0   | 0          | 1   | 2          | ■ |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 3   | 4          | 3   | 10         | ■ |
| 07:00      |                  | 1             | 1   | 4          | 6   | 12         | ■ |
| 08:00      |                  | 3             | 4   | 4          | 5   | 16         | ■ |
| 09:00      |                  | 8             | 13  | 17         | 13  | 51         | ■ |
| 10:00      |                  | 11            | 15  | 19         | 17  | 62         | ■ |
| 11:00      |                  | 12            | 11  | 20         | 22  | 65         | ■ |
| 12:00 PM   |                  | 18            | 8   | 14         | 22  | 62         | ■ |
| 01:00      |                  | 18            | 20  | 16         | 11  | 65         | ■ |
| 02:00      |                  | 18            | 16  | 21         | 10  | 65         | ■ |
| 03:00      |                  | 18            | 18  | 13         | 9   | 58         | ■ |
| 04:00      |                  | 24            | 8   | 16         | 12  | 60         | ■ |
| 05:00      |                  | 19            | 12  | 7          | 15  | 53         | ■ |
| 06:00      |                  | 8             | 14  | 9          | 3   | 34         | ■ |
| 07:00      |                  | 5             | 4   | 10         | 7   | 26         | ■ |
| 08:00      |                  | 8             | 10  | 7          | 5   | 30         | ■ |
| 09:00      |                  | 9             | 5   | 3          | 2   | 19         | ■ |
| 10:00      |                  | 1             | 3   | 2          | 1   | 7          | ■ |
| 11:00      |                  | 2             | 2   | 0          | 1   | 5          | ■ |
| Day Total  |                  |               |     |            |     | 710        |   |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 1             | 3   | 1          | 0   | 5          |    |
| 01:00      |                  | 0             | 0   | 1          | 0   | 1          |    |
| 02:00      |                  | 0             | 0   | 1          | 0   | 1          |    |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          |    |
| 06:00      |                  | 1             | 2   | 3          | 4   | 10         |    |
| 07:00      |                  | 0             | 2   | 2          | 2   | 6          |    |
| 08:00      |                  | 2             | 0   | 5          | 6   | 13         |    |
| 09:00      |                  | 9             | 13  | 10         | 16  | 48         |    |
| 10:00      |                  | 4             | 10  | 17         | 12  | 43         |    |
| 11:00      |                  | 12            | 15  | 17         | 9   | 53         |    |
| 12:00 PM   |                  | 19            | 11  | 17         | 14  | 61         |    |
| 01:00      |                  | 13            | 6   | 16         | 6   | 41         |    |
| 02:00      |                  | 20            | 11  | 13         | 13  | 57         |    |
| 03:00      |                  | 10            | 19  | 27         | 14  | 70         |    |
| 04:00      |                  | 6             | 12  | 13         | 13  | 44         |    |
| 05:00      |                  | 19            | 12  | 6          | 17  | 54         |    |
| 06:00      |                  | 5             | 11  | 5          | 7   | 28         |   |
| 07:00      |                  | 9             | 11  | 5          | 5   | 30         |  |
| 08:00      |                  | 6             | 5   | 3          | 4   | 18         |  |
| 09:00      |                  | 2             | 2   | 2          | 4   | 10         |  |
| 10:00      |                  | 2             | 0   | 2          | 0   | 4          |  |
| 11:00      |                  | 2             | 0   | 0          | 1   | 3          |  |
| Day Total  |                  |               |     |            |     | 601        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 1          | 0   | 1          |  |
| 01:00      |                  | 0             | 1   | 0          | 0   | 1          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 1   | 0          | 0   | 1          |  |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          |  |
| 05:00      |                  | 2             | 4   | 2          | 0   | 8          |  |
| 06:00      |                  | 1             | 3   | 0          | 5   | 9          |  |
| 07:00      |                  | 3             | 1   | 4          | 3   | 11         |  |
| 08:00      |                  | 8             | 8   | 17         | 13  | 46         |  |
| 09:00      |                  | 7             | 15  | 11         | 10  | 43         |  |
| 10:00      |                  | 21            | 7   | 17         | 7   | 52         |  |
| 11:00      |                  | 18            | 15  | 10         | 10  | 53         |  |
| 12:00 PM   |                  | 10            | 10  | 17         | 11  | 48         |  |
| 01:00      |                  | 5             | 11  | 10         | 9   | 35         |  |
| 02:00      |                  | 10            | 10  | 11         | 12  | 43         |  |
| 03:00      |                  | 5             | 12  | 11         | 12  | 40         |  |
| 04:00      |                  | 14            | 6   | 9          | 9   | 38         |  |
| 05:00      |                  | 6             | 13  | 7          | 5   | 31         |  |
| 06:00      |                  | 11            | 8   | 3          | 5   | 27         |  |
| 07:00      |                  | 2             | 4   | 3          | 0   | 9          |  |
| 08:00      |                  | 7             | 5   | 1          | 3   | 16         |  |
| 09:00      |                  | 2             | 3   | 0          | 1   | 6          |  |
| 10:00      |                  | 0             | 1   | 2          | 1   | 4          |  |
| 11:00      |                  | 3             | 0   | 1          | 0   | 4          |  |
| Day Total  |                  |               |     |            |     | 527        |  |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |              |
|------------|------------------|---------------|-----|------------|-----|------------|--------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |              |
| 12:00 AM   |                  | 0             | 1   | 0          | 1   | 2          | ■            |
| 01:00      |                  | 0             | 1   | 0          | 1   | 2          | ■            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |              |
| 03:00      |                  | 0             | 0   | 2          | 0   | 2          | ■            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |              |
| 05:00      |                  | 2             | 1   | 5          | 1   | 9          | ■■■■         |
| 06:00      |                  | 2             | 2   | 2          | 4   | 10         | ■■■■■        |
| 07:00      |                  | 3             | 5   | 3          | 3   | 14         | ■■■■■■       |
| 08:00      |                  | 8             | 3   | 4          | 14  | 29         | ■■■■■■■■■    |
| 09:00      |                  | 11            | 9   | 8          | 10  | 38         | ■■■■■■■■■■■  |
| 10:00      |                  | 5             | 7   | 13         | 4   | 29         | ■■■■■■■■■    |
| 11:00      |                  | 7             | 9   | 7          | 6   | 29         | ■■■■■■■■■    |
| 12:00 PM   |                  | 5             | 10  | 7          | 10  | 32         | ■■■■■■■■■    |
| 01:00      |                  | 13            | 9   | 7          | 7   | 36         | ■■■■■■■■■■   |
| 02:00      |                  | 11            | 6   | 5          | 5   | 27         | ■■■■■■■■■    |
| 03:00      |                  | 9             | 9   | 9          | 14  | 41         | ■■■■■■■■■■■  |
| 04:00      |                  | 19            | 8   | 9          | 9   | 45         | ■■■■■■■■■■■■ |
| 05:00      |                  | 14            | 15  | 10         | 6   | 45         | ■■■■■■■■■■■■ |
| 06:00      |                  | 12            | 6   | 3          | 8   | 29         | ■■■■■■■■■    |
| 07:00      |                  | 1             | 1   | 3          | 0   | 5          | ■■■          |
| 08:00      |                  | 6             | 3   | 1          | 1   | 11         | ■■■■■        |
| 09:00      |                  | 1             | 2   | 0          | 1   | 4          | ■■■          |
| 10:00      |                  | 0             | 0   | 1          | 0   | 1          | ■            |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          | ■            |
| Day Total  |                  |               |     |            |     | 441        |              |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00      |                  | 0             | 1   | 0          | 0   | 1          | █                    |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00      |                  | 1             | 1   | 2          | 1   | 5          | █                    |
| 06:00      |                  | 1             | 1   | 1          | 4   | 7          | █                    |
| 07:00      |                  | 2             | 2   | 2          | 1   | 7          | █                    |
| 08:00      |                  | 9             | 8   | 18         | 19  | 54         | ████████████████████ |
| 09:00      |                  | 10            | 18  | 12         | 9   | 49         | ██████████████████   |
| 10:00      |                  | 20            | 11  | 11         | 11  | 53         | ██████████████████   |
| 11:00      |                  | 15            | 11  | 12         | 8   | 46         | ██████████████████   |
| 12:00 PM   |                  | 11            | 10  | 13         | 12  | 46         | ██████████████████   |
| 01:00      |                  | 6             | 9   | 13         | 9   | 37         | ██████████████████   |
| 02:00      |                  | 8             | 10  | 9          | 11  | 38         | ██████████████████   |
| 03:00      |                  | 6             | 13  | 12         | 14  | 45         | ██████████████████   |
| 04:00      |                  | 15            | 12  | 10         | 10  | 47         | ██████████████████   |
| 05:00      |                  | 7             | 11  | 10         | 4   | 32         | ██████████████████   |
| 06:00      |                  | 13            | 7   | 3          | 6   | 29         | ██████████████████   |
| 07:00      |                  | 2             | 4   | 4          | 2   | 12         | ██████████           |
| 08:00      |                  | 4             | 7   | 0          | 1   | 12         | ██████████           |
| 09:00      |                  | 1             | 2   | 0          | 1   | 4          | █                    |
| 10:00      |                  | 2             | 0   | 2          | 0   | 4          | █                    |
| 11:00      |                  | 2             | 0   | 1          | 0   | 3          | █                    |
| Day Total  |                  |               |     |            |     | 531        |                      |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1  
 Station ID: U14  
 Christie Lake North Shore Rd from  
 Christie Lake Rd to End of Pavement Civi  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|-------------|------------------|---------------|-----|------------|-----|------------|--|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM    |                  | 0             | 0   | 1          | 0   | 1          |  |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00       |                  | 0             | 1   | 0          | 0   | 1          |  |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00       |                  | 2             | 0   | 2          | 0   | 4          |  |
| 06:00       |                  | 1             | 1   | 0          | 7   | 9          |  |
| 07:00       |                  | 3             | 2   | 4          | 2   | 11         |  |
| 08:00       |                  | 9             | 9   | 17         | 17  | 52         |  |
| 09:00       |                  | 13            | 18  | 15         | 9   | 55         |  |
| 10:00       |                  | 12            | 9   | 10         | 9   | 40         |  |
| 11:00       |                  | 13            | 11  | 14         | 10  | 48         |  |
| 12:00 PM    |                  | 9             | 9   | 14         | 12  | 44         |  |
| 01:00       |                  | 4             | 13  | 9          | 10  | 36         |  |
| 02:00       |                  | 11            | 10  | 10         | 15  | 46         |  |
| 03:00       |                  | 8             | 11  | 15         | 11  | 45         |  |
| 04:00       |                  | 13            | 10  | 12         | 8   | 43         |  |
| 05:00       |                  | 11            | 9   | 9          | 7   | 36         |  |
| 06:00       |                  | 10            | 11  | 9          | 4   | 34         |  |
| 07:00       |                  | 6             | 2   | 3          | 7   | 18         |  |
| 08:00       |                  | 3             | 4   | 4          | 0   | 11         |  |
| 09:00       |                  | 0             | 3   | 6          | 1   | 10         |  |
| 10:00       |                  | 4             | 2   | 2          | 1   | 9          |  |
| 11:00       |                  | 0             | 1   | 0          | 0   | 1          |  |
| Day Total   |                  |               |     |            |     | 554        |  |
| Grand Total |                  |               |     |            |     | 4006       |  |

ADT

ADT 429

AADT 429



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          | ■ |
| 06:00      |                  | 0             | 0   | 0          | 6   | 6          | ■ |
| 07:00      |                  | 1             | 9   | 3          | 5   | 18         | ■ |
| 08:00      |                  | 3             | 4   | 2          | 4   | 13         | ■ |
| 09:00      |                  | 3             | 3   | 6          | 5   | 17         | ■ |
| 10:00      |                  | 3             | 3   | 4          | 10  | 20         | ■ |
| 11:00      |                  | 5             | 4   | 13         | 4   | 26         | ■ |
| 12:00 PM   |                  | 6             | 2   | 5          | 2   | 15         | ■ |
| 01:00      |                  | 9             | 2   | 11         | 4   | 26         | ■ |
| 02:00      |                  | 6             | 4   | 9          | 8   | 27         | ■ |
| 03:00      |                  | 7             | 2   | 0          | 2   | 11         | ■ |
| 04:00      |                  | 3             | 5   | 2          | 3   | 13         | ■ |
| 05:00      |                  | 6             | 5   | 2          | 4   | 17         | ■ |
| 06:00      |                  | 3             | 4   | 4          | 2   | 13         | ■ |
| 07:00      |                  | 4             | 3   | 0          | 1   | 8          | ■ |
| 08:00      |                  | 5             | 0   | 2          | 3   | 10         | ■ |
| 09:00      |                  | 3             | 1   | 3          | 1   | 8          | ■ |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 1   | 0          | 0   | 1          | ■ |
| Day Total  |                  |               |     |            |     | 250        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00      |                  | 0             | 3   | 0          | 0   | 3          | █          |
| 02:00      |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 2   | 2          | █          |
| 06:00      |                  | 0             | 1   | 1          | 0   | 2          | █          |
| 07:00      |                  | 0             | 2   | 2          | 0   | 4          | █          |
| 08:00      |                  | 2             | 4   | 4          | 2   | 12         | ██████████ |
| 09:00      |                  | 3             | 2   | 6          | 5   | 16         | ██████████ |
| 10:00      |                  | 5             | 2   | 1          | 3   | 11         | ██████████ |
| 11:00      |                  | 3             | 10  | 5          | 3   | 21         | ██████████ |
| 12:00 PM   |                  | 4             | 5   | 5          | 1   | 15         | ██████████ |
| 01:00      |                  | 11            | 5   | 3          | 0   | 19         | ██████████ |
| 02:00      |                  | 1             | 3   | 5          | 8   | 17         | ██████████ |
| 03:00      |                  | 3             | 6   | 7          | 4   | 20         | ██████████ |
| 04:00      |                  | 7             | 5   | 3          | 4   | 19         | ██████████ |
| 05:00      |                  | 4             | 2   | 3          | 8   | 17         | ██████████ |
| 06:00      |                  | 1             | 5   | 3          | 4   | 13         | ██████████ |
| 07:00      |                  | 5             | 8   | 1          | 1   | 15         | ██████████ |
| 08:00      |                  | 2             | 0   | 3          | 4   | 9          | ██████████ |
| 09:00      |                  | 0             | 0   | 3          | 1   | 4          | █          |
| 10:00      |                  | 2             | 1   | 1          | 2   | 6          | █          |
| 11:00      |                  | 0             | 0   | 2          | 0   | 2          | █          |
| Day Total  |                  |               |     |            |     | 228        |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 1          | 0   | 1          | ■ |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 2             | 0   | 0          | 0   | 2          | ■ |
| 07:00      |                  | 0             | 1   | 2          | 3   | 6          | ■ |
| 08:00      |                  | 2             | 0   | 2          | 0   | 4          | ■ |
| 09:00      |                  | 1             | 2   | 1          | 2   | 6          | ■ |
| 10:00      |                  | 0             | 6   | 2          | 13  | 21         | ■ |
| 11:00      |                  | 8             | 6   | 0          | 8   | 22         | ■ |
| 12:00 PM   |                  | 8             | 3   | 1          | 9   | 21         | ■ |
| 01:00      |                  | 3             | 3   | 4          | 8   | 18         | ■ |
| 02:00      |                  | 3             | 3   | 3          | 6   | 15         | ■ |
| 03:00      |                  | 7             | 9   | 2          | 1   | 19         | ■ |
| 04:00      |                  | 7             | 1   | 0          | 8   | 16         | ■ |
| 05:00      |                  | 1             | 4   | 6          | 4   | 15         | ■ |
| 06:00      |                  | 2             | 4   | 4          | 4   | 14         | ■ |
| 07:00      |                  | 3             | 4   | 2          | 1   | 10         | ■ |
| 08:00      |                  | 3             | 0   | 0          | 1   | 4          | ■ |
| 09:00      |                  | 0             | 0   | 0          | 2   | 2          | ■ |
| 10:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| Day Total  |                  |               |     |            |     | 198        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 1   | 0          | 1   | 2          | ■ |
| 06:00      |                  | 0             | 3   | 1          | 1   | 5          | ■ |
| 07:00      |                  | 1             | 4   | 4          | 5   | 14         | ■ |
| 08:00      |                  | 7             | 2   | 2          | 4   | 15         | ■ |
| 09:00      |                  | 10            | 4   | 5          | 3   | 22         | ■ |
| 10:00      |                  | 6             | 3   | 4          | 4   | 17         | ■ |
| 11:00      |                  | 7             | 5   | 2          | 5   | 19         | ■ |
| 12:00 PM   |                  | 9             | 9   | 5          | 8   | 31         | ■ |
| 01:00      |                  | 3             | 4   | 3          | 7   | 17         | ■ |
| 02:00      |                  | 6             | 3   | 6          | 5   | 20         | ■ |
| 03:00      |                  | 6             | 6   | 5          | 8   | 25         | ■ |
| 04:00      |                  | 6             | 8   | 3          | 9   | 26         | ■ |
| 05:00      |                  | 3             | 3   | 6          | 5   | 17         | ■ |
| 06:00      |                  | 0             | 1   | 3          | 2   | 6          | ■ |
| 07:00      |                  | 2             | 1   | 3          | 4   | 10         | ■ |
| 08:00      |                  | 1             | 1   | 0          | 0   | 2          | ■ |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 248        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |       |
|------------|------------------|---------------|-----|------------|-----|------------|-------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |       |
| 12:00 AM   |                  | 0             | 2   | 1          | 0   | 3          | ■     |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          | ■     |
| 06:00      |                  | 0             | 0   | 1          | 1   | 2          | ■     |
| 07:00      |                  | 2             | 1   | 4          | 6   | 13         | ■■■■■ |
| 08:00      |                  | 1             | 0   | 6          | 5   | 12         | ■■■■■ |
| 09:00      |                  | 2             | 3   | 5          | 2   | 12         | ■■■■■ |
| 10:00      |                  | 7             | 2   | 5          | 2   | 16         | ■■■■■ |
| 11:00      |                  | 5             | 3   | 5          | 1   | 14         | ■■■■■ |
| 12:00 PM   |                  | 7             | 5   | 7          | 5   | 24         | ■■■■■ |
| 01:00      |                  | 4             | 5   | 4          | 4   | 17         | ■■■■■ |
| 02:00      |                  | 4             | 3   | 4          | 4   | 15         | ■■■■■ |
| 03:00      |                  | 7             | 6   | 8          | 9   | 30         | ■■■■■ |
| 04:00      |                  | 7             | 8   | 3          | 7   | 25         | ■■■■■ |
| 05:00      |                  | 8             | 4   | 3          | 6   | 21         | ■■■■■ |
| 06:00      |                  | 0             | 1   | 1          | 4   | 6          | ■■    |
| 07:00      |                  | 3             | 1   | 2          | 2   | 8          | ■■■   |
| 08:00      |                  | 0             | 0   | 1          | 1   | 2          | ■     |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |       |
| Day Total  |                  |               |     |            |     | 221        |       |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 06:00      |                  | 0             | 3   | 1          | 1   | 5          | ■ |
| 07:00      |                  | 1             | 3   | 3          | 6   | 13         | ■ |
| 08:00      |                  | 9             | 2   | 2          | 4   | 17         | ■ |
| 09:00      |                  | 10            | 4   | 10         | 3   | 27         | ■ |
| 10:00      |                  | 3             | 2   | 5          | 3   | 13         | ■ |
| 11:00      |                  | 6             | 8   | 6          | 2   | 22         | ■ |
| 12:00 PM   |                  | 2             | 6   | 6          | 7   | 21         | ■ |
| 01:00      |                  | 3             | 3   | 6          | 6   | 18         | ■ |
| 02:00      |                  | 6             | 2   | 6          | 4   | 18         | ■ |
| 03:00      |                  | 8             | 6   | 8          | 10  | 32         | ■ |
| 04:00      |                  | 10            | 9   | 6          | 10  | 35         | ■ |
| 05:00      |                  | 4             | 4   | 9          | 6   | 23         | ■ |
| 06:00      |                  | 0             | 1   | 3          | 3   | 7          | ■ |
| 07:00      |                  | 1             | 1   | 3          | 4   | 9          | ■ |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 262        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 2  
 Station ID: U214  
 Allan's Mill Rd from County Road 10 to  
 Upper Scotch Line  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |      |
|-------------|------------------|---------------|-----|------------|-----|------------|------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |      |
| 12:00 AM    |                  | 0             | 0   | 0          | 0   | 0          |      |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |      |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |      |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |      |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |      |
| 05:00       |                  | 0             | 1   | 0          | 0   | 1          |      |
| 06:00       |                  | 0             | 2   | 1          | 1   | 4          |      |
| 07:00       |                  | 1             | 4   | 2          | 6   | 13         |      |
| 08:00       |                  | 10            | 4   | 4          | 4   | 22         |      |
| 09:00       |                  | 10            | 6   | 6          | 2   | 24         |      |
| 10:00       |                  | 6             | 2   | 4          | 2   | 14         |      |
| 11:00       |                  | 4             | 7   | 4          | 9   | 24         |      |
| 12:00 PM    |                  | 9             | 2   | 3          | 9   | 23         |      |
| 01:00       |                  | 2             | 4   | 4          | 4   | 14         |      |
| 02:00       |                  | 2             | 2   | 2          | 5   | 11         |      |
| 03:00       |                  | 4             | 5   | 2          | 5   | 16         |      |
| 04:00       |                  | 1             | 5   | 6          | 7   | 19         |      |
| 05:00       |                  | 4             | 3   | 8          | 4   | 19         |      |
| 06:00       |                  | 1             | 2   | 3          | 3   | 9          |      |
| 07:00       |                  | 2             | 3   | 1          | 1   | 7          |      |
| 08:00       |                  | 5             | 3   | 1          | 1   | 10         |      |
| 09:00       |                  | 1             | 0   | 1          | 0   | 2          |      |
| 10:00       |                  | 1             | 0   | 1          | 0   | 2          |      |
| 11:00       |                  | 0             | 0   | 0          | 0   | 0          |      |
| Day Total   |                  |               |     |            |     | 234        |      |
| Grand Total |                  |               |     |            |     |            | 1641 |

ADT

ADT 163

AADT 163

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 3  
 Station ID: U31  
 Bathurst 5th Concession from Hwy 511 to  
 Harper Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 2          | 2   | 4          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00      |                  | 0             | 1   | 0          | 0   | 1          |  |
| 06:00      |                  | 1             | 2   | 0          | 1   | 4          |  |
| 07:00      |                  | 4             | 3   | 1          | 5   | 13         |  |
| 08:00      |                  | 3             | 2   | 4          | 0   | 9          |  |
| 09:00      |                  | 3             | 2   | 2          | 0   | 7          |  |
| 10:00      |                  | 3             | 2   | 3          | 5   | 13         |  |
| 11:00      |                  | 2             | 4   | 5          | 1   | 12         |  |
| 12:00 PM   |                  | 4             | 1   | 0          | 6   | 11         |  |
| 01:00      |                  | 4             | 4   | 4          | 3   | 15         |  |
| 02:00      |                  | 7             | 2   | 2          | 4   | 15         |  |
| 03:00      |                  | 1             | 4   | 4          | 5   | 14         |  |
| 04:00      |                  | 1             | 1   | 1          | 2   | 5          |  |
| 05:00      |                  | 2             | 1   | 2          | 2   | 7          |  |
| 06:00      |                  | 1             | 1   | 0          | 0   | 2          |  |
| 07:00      |                  | 3             | 5   | 1          | 3   | 12         |  |
| 08:00      |                  | 0             | 1   | 1          | 1   | 3          |  |
| 09:00      |                  | 1             | 0   | 0          | 3   | 4          |  |
| 10:00      |                  | 1             | 0   | 1          | 0   | 2          |  |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          |  |
| Day Total  |                  |               |     |            |     | 154        |  |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 3  
 Station ID: U31  
 Bathurst 5th Concession from Hwy 511 to  
 Harper Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 1          | 0   | 1          |  |
| 01:00      |                  | 0             | 0   | 0          | 2   | 2          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00      |                  | 0             | 2   | 1          | 0   | 3          |  |
| 06:00      |                  | 0             | 0   | 1          | 2   | 3          |  |
| 07:00      |                  | 0             | 1   | 1          | 0   | 2          |  |
| 08:00      |                  | 1             | 2   | 3          | 1   | 7          |  |
| 09:00      |                  | 3             | 5   | 2          | 5   | 15         |  |
| 10:00      |                  | 2             | 1   | 3          | 6   | 12         |  |
| 11:00      |                  | 8             | 4   | 3          | 2   | 17         |  |
| 12:00 PM   |                  | 1             | 3   | 5          | 8   | 17         |  |
| 01:00      |                  | 4             | 2   | 2          | 3   | 11         |  |
| 02:00      |                  | 3             | 10  | 1          | 1   | 15         |  |
| 03:00      |                  | 0             | 4   | 5          | 0   | 9          |  |
| 04:00      |                  | 3             | 2   | 1          | 1   | 7          |  |
| 05:00      |                  | 0             | 1   | 1          | 0   | 2          |  |
| 06:00      |                  | 1             | 2   | 5          | 3   | 11         |  |
| 07:00      |                  | 2             | 0   | 3          | 1   | 6          |  |
| 08:00      |                  | 2             | 0   | 2          | 0   | 4          |  |
| 09:00      |                  | 0             | 0   | 1          | 1   | 2          |  |
| 10:00      |                  | 1             | 0   | 0          | 1   | 2          |  |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| Day Total  |                  |               |     |            |     | 148        |  |





**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 3  
 Station ID: U31  
 Bathurst 5th Concession from Hwy 511 to  
 Harper Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 1   | 0          | 0   | 1          | █          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 2             | 0   | 0          | 1   | 3          | ██         |
| 06:00      |                  | 1             | 4   | 0          | 1   | 6          | ████       |
| 07:00      |                  | 1             | 0   | 0          | 3   | 4          | ███        |
| 08:00      |                  | 2             | 3   | 4          | 1   | 10         | ██████     |
| 09:00      |                  | 1             | 0   | 2          | 0   | 3          | ███        |
| 10:00      |                  | 4             | 4   | 2          | 4   | 14         | ██████████ |
| 11:00      |                  | 3             | 5   | 1          | 1   | 10         | ██████     |
| 12:00 PM   |                  | 4             | 3   | 1          | 5   | 13         | ████████   |
| 01:00      |                  | 3             | 2   | 1          | 3   | 9          | █████      |
| 02:00      |                  | 0             | 1   | 5          | 0   | 6          | █████      |
| 03:00      |                  | 3             | 3   | 3          | 0   | 9          | ██████     |
| 04:00      |                  | 3             | 1   | 4          | 1   | 9          | ██████     |
| 05:00      |                  | 4             | 1   | 1          | 1   | 7          | ██████     |
| 06:00      |                  | 0             | 1   | 1          | 1   | 3          | ███        |
| 07:00      |                  | 0             | 0   | 2          | 1   | 3          | ███        |
| 08:00      |                  | 1             | 0   | 1          | 0   | 2          | ███        |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 10:00      |                  | 2             | 1   | 0          | 0   | 3          | ███        |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 116        |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 3  
 Station ID: U31  
 Bathurst 5th Concession from Hwy 511 to  
 Harper Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 2          | 0   | 2          | █ |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 2             | 0   | 0          | 0   | 2          | █ |
| 06:00      |                  | 0             | 2   | 0          | 2   | 4          | █ |
| 07:00      |                  | 1             | 0   | 1          | 1   | 3          | █ |
| 08:00      |                  | 4             | 3   | 0          | 0   | 7          | █ |
| 09:00      |                  | 5             | 4   | 4          | 3   | 16         | █ |
| 10:00      |                  | 0             | 3   | 3          | 1   | 7          | █ |
| 11:00      |                  | 2             | 2   | 1          | 4   | 9          | █ |
| 12:00 PM   |                  | 1             | 3   | 1          | 3   | 8          | █ |
| 01:00      |                  | 1             | 5   | 3          | 1   | 10         | █ |
| 02:00      |                  | 3             | 1   | 3          | 1   | 8          | █ |
| 03:00      |                  | 4             | 2   | 3          | 0   | 9          | █ |
| 04:00      |                  | 2             | 1   | 4          | 2   | 9          | █ |
| 05:00      |                  | 3             | 1   | 1          | 1   | 6          | █ |
| 06:00      |                  | 0             | 1   | 1          | 1   | 3          | █ |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 08:00      |                  | 0             | 0   | 1          | 0   | 1          | █ |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 1             | 1   | 0          | 0   | 2          | █ |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 106        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 3  
 Station ID: U31  
 Bathurst 5th Concession from Hwy 511 to  
 Harper Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                  |
|------------|------------------|---------------|-----|------------|-----|------------|------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                  |
| 12:00 AM   |                  | 0             | 1   | 0          | 0   | 1          | █                |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                  |
| 05:00      |                  | 1             | 0   | 0          | 1   | 2          | ██               |
| 06:00      |                  | 0             | 3   | 0          | 1   | 4          | ████             |
| 07:00      |                  | 2             | 0   | 1          | 2   | 5          | █████            |
| 08:00      |                  | 4             | 3   | 5          | 1   | 13         | ████████████████ |
| 09:00      |                  | 2             | 1   | 3          | 1   | 7          | ████████         |
| 10:00      |                  | 2             | 3   | 1          | 4   | 10         | ██████████       |
| 11:00      |                  | 2             | 3   | 1          | 2   | 8          | ██████████       |
| 12:00 PM   |                  | 2             | 4   | 1          | 3   | 10         | ██████████       |
| 01:00      |                  | 1             | 2   | 3          | 2   | 8          | ██████████       |
| 02:00      |                  | 0             | 1   | 4          | 2   | 7          | ████████         |
| 03:00      |                  | 6             | 1   | 4          | 0   | 11         | ███████████      |
| 04:00      |                  | 2             | 1   | 4          | 1   | 8          | ██████████       |
| 05:00      |                  | 5             | 1   | 1          | 2   | 9          | ██████████       |
| 06:00      |                  | 0             | 0   | 2          | 1   | 3          | ███              |
| 07:00      |                  | 0             | 0   | 0          | 2   | 2          | ██               |
| 08:00      |                  | 1             | 0   | 1          | 0   | 2          | ██               |
| 09:00      |                  | 0             | 1   | 0          | 1   | 2          | ██               |
| 10:00      |                  | 1             | 1   | 0          | 0   | 2          | ██               |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                  |
| Day Total  |                  |               |     |            |     | 114        |                  |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 3  
 Station ID: U31  
 Bathurst 5th Concession from Hwy 511 to  
 Harper Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|-------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM    |                  | 0             | 1   | 0          | 0   | 1          | █                    |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00       |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 06:00       |                  | 1             | 3   | 1          | 1   | 6          | ██████████           |
| 07:00       |                  | 0             | 0   | 1          | 3   | 4          | ██████               |
| 08:00       |                  | 6             | 3   | 3          | 1   | 13         | ████████████████████ |
| 09:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 10:00       |                  | 2             | 2   | 1          | 4   | 9          | ██████████████       |
| 11:00       |                  | 1             | 3   | 2          | 2   | 8          | ██████████████       |
| 12:00 PM    |                  | 4             | 4   | 2          | 4   | 14         | ████████████████████ |
| 01:00       |                  | 1             | 3   | 7          | 2   | 13         | ████████████████████ |
| 02:00       |                  | 2             | 1   | 2          | 1   | 6          | ██████████           |
| 03:00       |                  | 1             | 1   | 3          | 2   | 7          | ██████████           |
| 04:00       |                  | 7             | 4   | 2          | 2   | 15         | ████████████████████ |
| 05:00       |                  | 3             | 0   | 2          | 1   | 6          | ██████████           |
| 06:00       |                  | 1             | 0   | 3          | 4   | 8          | ██████████           |
| 07:00       |                  | 0             | 1   | 3          | 3   | 7          | ██████████           |
| 08:00       |                  | 0             | 1   | 2          | 0   | 3          | ██████               |
| 09:00       |                  | 1             | 0   | 1          | 1   | 3          | ██████               |
| 10:00       |                  | 0             | 0   | 1          | 0   | 1          | █                    |
| 11:00       |                  | 0             | 0   | 3          | 0   | 3          | ██████               |
| Day Total   |                  |               |     |            |     | 128        |                      |
| Grand Total |                  |               |     |            |     | 868        |                      |

ADT

ADT 95

AADT 95

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |
|------------|------------------|---------------|-----|------------|-----|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |
| 03:00      |                  | 0             | 0   | 0          | 1   | 1          |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |
| 05:00      |                  | 0             | 1   | 0          | 0   | 1          |
| 06:00      |                  | 1             | 1   | 1          | 0   | 3          |
| 07:00      |                  | 0             | 1   | 2          | 1   | 4          |
| 08:00      |                  | 1             | 2   | 3          | 3   | 9          |
| 09:00      |                  | 8             | 4   | 5          | 0   | 17         |
| 10:00      |                  | 7             | 3   | 4          | 12  | 26         |
| 11:00      |                  | 4             | 6   | 3          | 5   | 18         |
| 12:00 PM   |                  | 3             | 2   | 3          | 4   | 12         |
| 01:00      |                  | 5             | 7   | 5          | 2   | 19         |
| 02:00      |                  | 9             | 8   | 9          | 4   | 30         |
| 03:00      |                  | 5             | 5   | 2          | 6   | 18         |
| 04:00      |                  | 2             | 6   | 4          | 6   | 18         |
| 05:00      |                  | 3             | 7   | 12         | 4   | 26         |
| 06:00      |                  | 7             | 6   | 13         | 6   | 32         |
| 07:00      |                  | 2             | 5   | 0          | 3   | 10         |
| 08:00      |                  | 5             | 6   | 0          | 0   | 11         |
| 09:00      |                  | 6             | 3   | 2          | 0   | 11         |
| 10:00      |                  | 0             | 1   | 0          | 0   | 1          |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          |
| Day Total  |                  |               |     |            |     | 268        |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM   |                  | 1             | 0   | 0          | 0   | 1          | █                    |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 07:00      |                  | 1             | 3   | 2          | 3   | 9          | ██████               |
| 08:00      |                  | 2             | 3   | 0          | 5   | 10         | ███████              |
| 09:00      |                  | 6             | 5   | 8          | 4   | 23         | ██████████           |
| 10:00      |                  | 2             | 8   | 8          | 10  | 28         | ███████████          |
| 11:00      |                  | 6             | 8   | 11         | 9   | 34         | ███████████          |
| 12:00 PM   |                  | 20            | 9   | 14         | 7   | 50         | ████████████████████ |
| 01:00      |                  | 10            | 7   | 4          | 7   | 28         | ███████████          |
| 02:00      |                  | 6             | 7   | 4          | 7   | 24         | ███████████          |
| 03:00      |                  | 7             | 5   | 3          | 1   | 16         | ██████████           |
| 04:00      |                  | 5             | 3   | 6          | 3   | 17         | ██████████           |
| 05:00      |                  | 4             | 4   | 5          | 5   | 18         | ██████████           |
| 06:00      |                  | 0             | 0   | 1          | 8   | 9          | ██████               |
| 07:00      |                  | 1             | 1   | 2          | 4   | 8          | ██████               |
| 08:00      |                  | 3             | 0   | 1          | 2   | 6          | ████                 |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 10:00      |                  | 0             | 1   | 0          | 0   | 1          | █                    |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| Day Total  |                  |               |     |            |     | 284        |                      |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 1             | 0   | 0          | 0   | 1          | █ |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 2             | 0   | 0          | 0   | 2          | █ |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 0             | 1   | 2          | 2   | 5          | █ |
| 08:00      |                  | 1             | 2   | 2          | 8   | 13         | █ |
| 09:00      |                  | 3             | 3   | 1          | 9   | 16         | █ |
| 10:00      |                  | 8             | 9   | 4          | 4   | 25         | █ |
| 11:00      |                  | 6             | 11  | 5          | 6   | 28         | █ |
| 12:00 PM   |                  | 5             | 8   | 12         | 5   | 30         | █ |
| 01:00      |                  | 2             | 6   | 8          | 4   | 20         | █ |
| 02:00      |                  | 10            | 2   | 5          | 4   | 21         | █ |
| 03:00      |                  | 9             | 5   | 9          | 16  | 39         | █ |
| 04:00      |                  | 2             | 5   | 5          | 8   | 20         | █ |
| 05:00      |                  | 4             | 4   | 5          | 8   | 21         | █ |
| 06:00      |                  | 7             | 0   | 6          | 10  | 23         | █ |
| 07:00      |                  | 3             | 1   | 2          | 5   | 11         | █ |
| 08:00      |                  | 3             | 2   | 1          | 3   | 9          | █ |
| 09:00      |                  | 2             | 1   | 2          | 1   | 6          | █ |
| 10:00      |                  | 0             | 1   | 0          | 0   | 1          | █ |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 291        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 06:00      |                  | 1             | 0   | 0          | 1   | 2          | ■ |
| 07:00      |                  | 2             | 1   | 0          | 5   | 8          | ■ |
| 08:00      |                  | 6             | 3   | 1          | 2   | 12         | ■ |
| 09:00      |                  | 7             | 3   | 3          | 3   | 16         | ■ |
| 10:00      |                  | 4             | 2   | 8          | 5   | 19         | ■ |
| 11:00      |                  | 3             | 4   | 5          | 6   | 18         | ■ |
| 12:00 PM   |                  | 10            | 6   | 8          | 5   | 29         | ■ |
| 01:00      |                  | 4             | 6   | 5          | 5   | 20         | ■ |
| 02:00      |                  | 7             | 8   | 9          | 12  | 36         | ■ |
| 03:00      |                  | 4             | 6   | 6          | 5   | 21         | ■ |
| 04:00      |                  | 2             | 5   | 4          | 11  | 22         | ■ |
| 05:00      |                  | 6             | 3   | 7          | 1   | 17         | ■ |
| 06:00      |                  | 1             | 3   | 2          | 0   | 6          | ■ |
| 07:00      |                  | 4             | 1   | 1          | 4   | 10         | ■ |
| 08:00      |                  | 1             | 4   | 2          | 0   | 7          | ■ |
| 09:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 246        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 1   | 0          | 3   | 4          | ■ |
| 06:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 07:00      |                  | 2             | 0   | 4          | 5   | 11         | ■ |
| 08:00      |                  | 3             | 3   | 6          | 10  | 22         | ■ |
| 09:00      |                  | 2             | 1   | 5          | 4   | 12         | ■ |
| 10:00      |                  | 6             | 4   | 9          | 5   | 24         | ■ |
| 11:00      |                  | 0             | 7   | 6          | 6   | 19         | ■ |
| 12:00 PM   |                  | 9             | 8   | 2          | 6   | 25         | ■ |
| 01:00      |                  | 7             | 7   | 1          | 10  | 25         | ■ |
| 02:00      |                  | 6             | 6   | 8          | 7   | 27         | ■ |
| 03:00      |                  | 6             | 9   | 9          | 6   | 30         | ■ |
| 04:00      |                  | 3             | 9   | 6          | 12  | 30         | ■ |
| 05:00      |                  | 6             | 6   | 5          | 3   | 20         | ■ |
| 06:00      |                  | 4             | 3   | 2          | 2   | 11         | ■ |
| 07:00      |                  | 3             | 1   | 1          | 3   | 8          | ■ |
| 08:00      |                  | 2             | 1   | 2          | 0   | 5          | ■ |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 274        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 06:00      |                  | 1             | 0   | 0          | 1   | 2          | ■ |
| 07:00      |                  | 2             | 1   | 0          | 7   | 10         | ■ |
| 08:00      |                  | 2             | 6   | 3          | 3   | 14         | ■ |
| 09:00      |                  | 6             | 3   | 4          | 4   | 17         | ■ |
| 10:00      |                  | 7             | 3   | 6          | 2   | 18         | ■ |
| 11:00      |                  | 3             | 3   | 3          | 5   | 14         | ■ |
| 12:00 PM   |                  | 7             | 7   | 5          | 5   | 24         | ■ |
| 01:00      |                  | 6             | 3   | 4          | 4   | 17         | ■ |
| 02:00      |                  | 8             | 7   | 10         | 8   | 33         | ■ |
| 03:00      |                  | 8             | 8   | 9          | 7   | 32         | ■ |
| 04:00      |                  | 4             | 7   | 4          | 10  | 25         | ■ |
| 05:00      |                  | 11            | 6   | 5          | 1   | 23         | ■ |
| 06:00      |                  | 1             | 3   | 3          | 0   | 7          | ■ |
| 07:00      |                  | 3             | 3   | 2          | 3   | 11         | ■ |
| 08:00      |                  | 2             | 4   | 2          | 0   | 8          | ■ |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 257        |   |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 4  
 Station ID: U224  
 Black Lake Rd from Powers Rd to Tom's  
 Rock  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|-------------|------------------|---------------|-----|------------|-----|------------|------------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM    |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00       |                  | 0             | 0   | 1          | 0   | 1          | █          |
| 06:00       |                  | 1             | 1   | 0          | 1   | 3          | ██         |
| 07:00       |                  | 0             | 1   | 2          | 4   | 7          | ███        |
| 08:00       |                  | 7             | 3   | 1          | 3   | 14         | █████      |
| 09:00       |                  | 8             | 2   | 4          | 2   | 16         | ██████     |
| 10:00       |                  | 2             | 3   | 3          | 4   | 12         | █████      |
| 11:00       |                  | 4             | 5   | 5          | 5   | 19         | ███████    |
| 12:00 PM    |                  | 7             | 5   | 6          | 5   | 23         | ████████   |
| 01:00       |                  | 4             | 5   | 3          | 7   | 19         | ███████    |
| 02:00       |                  | 5             | 13  | 7          | 5   | 30         | ██████████ |
| 03:00       |                  | 10            | 8   | 3          | 7   | 28         | ██████████ |
| 04:00       |                  | 2             | 3   | 6          | 4   | 15         | ███████    |
| 05:00       |                  | 2             | 3   | 5          | 3   | 13         | ███████    |
| 06:00       |                  | 3             | 5   | 2          | 0   | 10         | ██████     |
| 07:00       |                  | 0             | 3   | 1          | 4   | 8          | █████      |
| 08:00       |                  | 4             | 1   | 1          | 5   | 11         | ██████     |
| 09:00       |                  | 5             | 7   | 0          | 0   | 12         | ██████     |
| 10:00       |                  | 0             | 0   | 1          | 0   | 1          | █          |
| 11:00       |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total   |                  |               |     |            |     | 242        |            |
| Grand Total |                  |               |     |            |     |            | 1862       |

ADT

ADT 200

AADT 200

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |         |
|------------|------------------|---------------|-----|------------|-----|------------|---------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |         |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |         |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 05:00      |                  | 0             | 2   | 0          | 0   | 2          | ■       |
| 06:00      |                  | 1             | 0   | 1          | 0   | 2          | ■       |
| 07:00      |                  | 0             | 0   | 1          | 0   | 1          | ■       |
| 08:00      |                  | 2             | 2   | 2          | 2   | 8          | ■■■■    |
| 09:00      |                  | 4             | 5   | 4          | 0   | 13         | ■■■■■   |
| 10:00      |                  | 1             | 4   | 2          | 8   | 15         | ■■■■■   |
| 11:00      |                  | 1             | 3   | 1          | 3   | 8          | ■■■■    |
| 12:00 PM   |                  | 2             | 0   | 4          | 4   | 10         | ■■■■■   |
| 01:00      |                  | 1             | 5   | 4          | 1   | 11         | ■■■■■   |
| 02:00      |                  | 7             | 10  | 4          | 2   | 23         | ■■■■■■■ |
| 03:00      |                  | 4             | 3   | 0          | 3   | 10         | ■■■■■   |
| 04:00      |                  | 2             | 4   | 2          | 4   | 12         | ■■■■■   |
| 05:00      |                  | 3             | 5   | 7          | 3   | 18         | ■■■■■■  |
| 06:00      |                  | 2             | 4   | 6          | 5   | 17         | ■■■■■■  |
| 07:00      |                  | 4             | 1   | 2          | 2   | 9          | ■■■■■   |
| 08:00      |                  | 1             | 2   | 0          | 0   | 3          | ■■■     |
| 09:00      |                  | 2             | 4   | 0          | 1   | 7          | ■■■■■   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          | ■       |
| Day Total  |                  |               |     |            |     | 170        |         |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 07:00      |                  | 1             | 2   | 1          | 3   | 7          | █████                |
| 08:00      |                  | 3             | 4   | 0          | 6   | 13         | █████████            |
| 09:00      |                  | 6             | 5   | 5          | 4   | 20         | ███████████          |
| 10:00      |                  | 2             | 2   | 8          | 8   | 20         | ███████████          |
| 11:00      |                  | 4             | 5   | 7          | 7   | 23         | ███████████          |
| 12:00 PM   |                  | 14            | 10  | 7          | 7   | 38         | ████████████████████ |
| 01:00      |                  | 6             | 3   | 4          | 4   | 17         | ███████████          |
| 02:00      |                  | 3             | 5   | 3          | 5   | 16         | ███████████          |
| 03:00      |                  | 4             | 3   | 2          | 2   | 11         | ███████████          |
| 04:00      |                  | 1             | 2   | 3          | 1   | 7          | ███████████          |
| 05:00      |                  | 2             | 2   | 2          | 1   | 7          | ███████████          |
| 06:00      |                  | 2             | 0   | 1          | 0   | 3          | ███                  |
| 07:00      |                  | 4             | 0   | 1          | 3   | 8          | ███████████          |
| 08:00      |                  | 1             | 0   | 1          | 0   | 2          | ██                   |
| 09:00      |                  | 0             | 2   | 0          | 0   | 2          | ██                   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| Day Total  |                  |               |     |            |     | 195        |                      |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 2             | 0   | 0          | 0   | 2          | ■ |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 0             | 1   | 1          | 3   | 5          | ■ |
| 08:00      |                  | 3             | 2   | 1          | 5   | 11         | ■ |
| 09:00      |                  | 1             | 1   | 0          | 7   | 9          | ■ |
| 10:00      |                  | 6             | 6   | 3          | 5   | 20         | ■ |
| 11:00      |                  | 4             | 4   | 7          | 5   | 20         | ■ |
| 12:00 PM   |                  | 3             | 3   | 4          | 4   | 14         | ■ |
| 01:00      |                  | 2             | 5   | 5          | 3   | 15         | ■ |
| 02:00      |                  | 6             | 3   | 4          | 6   | 19         | ■ |
| 03:00      |                  | 4             | 3   | 7          | 10  | 24         | ■ |
| 04:00      |                  | 2             | 4   | 0          | 5   | 11         | ■ |
| 05:00      |                  | 2             | 4   | 3          | 7   | 16         | ■ |
| 06:00      |                  | 2             | 1   | 3          | 5   | 11         | ■ |
| 07:00      |                  | 2             | 0   | 2          | 4   | 8          | ■ |
| 08:00      |                  | 1             | 2   | 1          | 3   | 7          | ■ |
| 09:00      |                  | 1             | 1   | 0          | 0   | 2          | ■ |
| 10:00      |                  | 0             | 1   | 0          | 0   | 1          | ■ |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 195        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 2   | 1          | 0   | 3          | █          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          | █          |
| 06:00      |                  | 1             | 0   | 0          | 1   | 2          | █          |
| 07:00      |                  | 1             | 0   | 0          | 1   | 2          | █          |
| 08:00      |                  | 6             | 4   | 2          | 1   | 13         | ██████████ |
| 09:00      |                  | 3             | 2   | 1          | 0   | 6          | ██████     |
| 10:00      |                  | 1             | 2   | 4          | 3   | 10         | ████████   |
| 11:00      |                  | 0             | 2   | 2          | 7   | 11         | ████████   |
| 12:00 PM   |                  | 3             | 5   | 4          | 2   | 14         | ██████████ |
| 01:00      |                  | 2             | 2   | 5          | 2   | 11         | ████████   |
| 02:00      |                  | 4             | 5   | 6          | 3   | 18         | ██████████ |
| 03:00      |                  | 3             | 4   | 5          | 4   | 16         | ██████████ |
| 04:00      |                  | 2             | 3   | 1          | 6   | 12         | ████████   |
| 05:00      |                  | 2             | 2   | 2          | 1   | 7          | ██████     |
| 06:00      |                  | 1             | 3   | 2          | 0   | 6          | ██████     |
| 07:00      |                  | 1             | 1   | 2          | 1   | 5          | ██████     |
| 08:00      |                  | 3             | 5   | 1          | 0   | 9          | ████████   |
| 09:00      |                  | 1             | 0   | 0          | 0   | 1          | █          |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 147        |            |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 06:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 07:00      |                  | 2             | 0   | 0          | 0   | 2          | ■ |
| 08:00      |                  | 1             | 0   | 1          | 6   | 8          | ■ |
| 09:00      |                  | 3             | 2   | 3          | 1   | 9          | ■ |
| 10:00      |                  | 1             | 2   | 2          | 3   | 8          | ■ |
| 11:00      |                  | 1             | 3   | 3          | 4   | 11         | ■ |
| 12:00 PM   |                  | 3             | 2   | 6          | 3   | 14         | ■ |
| 01:00      |                  | 2             | 2   | 3          | 2   | 9          | ■ |
| 02:00      |                  | 1             | 6   | 4          | 2   | 13         | ■ |
| 03:00      |                  | 2             | 4   | 2          | 7   | 15         | ■ |
| 04:00      |                  | 4             | 2   | 4          | 7   | 17         | ■ |
| 05:00      |                  | 3             | 7   | 2          | 1   | 13         | ■ |
| 06:00      |                  | 1             | 2   | 0          | 1   | 4          | ■ |
| 07:00      |                  | 0             | 2   | 2          | 1   | 5          | ■ |
| 08:00      |                  | 1             | 4   | 1          | 0   | 6          | ■ |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 136        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 1   | 1          | 0   | 2          | ■ |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          | ■ |
| 06:00      |                  | 1             | 0   | 0          | 1   | 2          | ■ |
| 07:00      |                  | 1             | 0   | 3          | 4   | 8          | ■ |
| 08:00      |                  | 3             | 6   | 2          | 3   | 14         | ■ |
| 09:00      |                  | 4             | 3   | 1          | 2   | 10         | ■ |
| 10:00      |                  | 1             | 1   | 2          | 2   | 6          | ■ |
| 11:00      |                  | 1             | 2   | 6          | 3   | 12         | ■ |
| 12:00 PM   |                  | 1             | 2   | 4          | 2   | 9          | ■ |
| 01:00      |                  | 1             | 3   | 4          | 1   | 9          | ■ |
| 02:00      |                  | 5             | 3   | 5          | 2   | 15         | ■ |
| 03:00      |                  | 3             | 5   | 5          | 5   | 18         | ■ |
| 04:00      |                  | 3             | 3   | 1          | 8   | 15         | ■ |
| 05:00      |                  | 2             | 2   | 3          | 1   | 8          | ■ |
| 06:00      |                  | 1             | 2   | 2          | 1   | 6          | ■ |
| 07:00      |                  | 1             | 1   | 1          | 0   | 3          | ■ |
| 08:00      |                  | 1             | 2   | 2          | 0   | 5          | ■ |
| 09:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 144        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 5  
 Station ID: U137  
 Black Lake Rd from Tom's Rock to Black  
 Lake Rd Private  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|-------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM    |                  | 0             | 1   | 1          | 0   | 2          | █                    |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00       |                  | 0             | 0   | 1          | 0   | 1          | █                    |
| 06:00       |                  | 1             | 0   | 0          | 1   | 2          | █                    |
| 07:00       |                  | 0             | 0   | 3          | 0   | 3          | █                    |
| 08:00       |                  | 6             | 5   | 2          | 1   | 14         | ██████████           |
| 09:00       |                  | 2             | 3   | 1          | 1   | 7          | ██████               |
| 10:00       |                  | 0             | 0   | 2          | 1   | 3          | ██                   |
| 11:00       |                  | 0             | 2   | 1          | 3   | 6          | ████                 |
| 12:00 PM    |                  | 2             | 3   | 4          | 1   | 10         | ██████               |
| 01:00       |                  | 4             | 1   | 4          | 2   | 11         | ██████               |
| 02:00       |                  | 6             | 4   | 8          | 9   | 27         | ████████████████████ |
| 03:00       |                  | 2             | 4   | 4          | 5   | 15         | ██████████           |
| 04:00       |                  | 6             | 4   | 11         | 4   | 25         | ████████████████     |
| 05:00       |                  | 5             | 2   | 3          | 1   | 11         | ██████████           |
| 06:00       |                  | 2             | 1   | 5          | 0   | 8          | ██████               |
| 07:00       |                  | 0             | 0   | 2          | 0   | 2          | █                    |
| 08:00       |                  | 2             | 3   | 2          | 0   | 7          | ████                 |
| 09:00       |                  | 3             | 5   | 4          | 1   | 13         | ██████████           |
| 10:00       |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 11:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| Day Total   |                  |               |     |            |     | 168        |                      |
| Grand Total |                  |               |     |            |     |            | 1155                 |

ADT

ADT 127

AADT 127

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 05:00      |                  | 1             | 0   | 0          | 0   | 1          | █                    |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 07:00      |                  | 2             | 1   | 0          | 0   | 3          | █████                |
| 08:00      |                  | 1             | 2   | 0          | 0   | 3          | █████                |
| 09:00      |                  | 2             | 4   | 2          | 2   | 10         | ████████████████     |
| 10:00      |                  | 1             | 1   | 0          | 0   | 2          | ███                  |
| 11:00      |                  | 1             | 12  | 1          | 1   | 15         | ████████████████████ |
| 12:00 PM   |                  | 0             | 3   | 1          | 3   | 7          | ██████████           |
| 01:00      |                  | 0             | 4   | 1          | 1   | 6          | ██████████           |
| 02:00      |                  | 1             | 1   | 1          | 2   | 5          | ██████████           |
| 03:00      |                  | 3             | 3   | 1          | 1   | 8          | ████████████         |
| 04:00      |                  | 0             | 1   | 2          | 1   | 4          | ██████████           |
| 05:00      |                  | 0             | 0   | 4          | 0   | 4          | ██████████           |
| 06:00      |                  | 2             | 1   | 2          | 3   | 8          | ████████████         |
| 07:00      |                  | 1             | 3   | 3          | 0   | 7          | ████████████         |
| 08:00      |                  | 3             | 0   | 2          | 0   | 5          | ██████████           |
| 09:00      |                  | 0             | 0   | 0          | 2   | 2          | ███                  |
| 10:00      |                  | 1             | 0   | 2          | 0   | 3          | █████                |
| 11:00      |                  | 0             | 1   | 1          | 1   | 3          | █████                |
| Day Total  |                  |               |     |            |     | 97         |                      |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 0   | 1          | 0   | 1          | ■          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 1   | 1          | ■          |
| 03:00      |                  | 0             | 0   | 0          | 1   | 1          | ■          |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 08:00      |                  | 0             | 0   | 1          | 0   | 1          | ■          |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | ■          |
| 10:00      |                  | 3             | 0   | 4          | 2   | 9          | ■■■■■■■■■■ |
| 11:00      |                  | 2             | 2   | 2          | 2   | 8          | ■■■■■■■■   |
| 12:00 PM   |                  | 6             | 2   | 1          | 0   | 9          | ■■■■■■■■   |
| 01:00      |                  | 1             | 2   | 1          | 3   | 7          | ■■■■■■     |
| 02:00      |                  | 3             | 1   | 0          | 1   | 5          | ■■■■       |
| 03:00      |                  | 2             | 2   | 4          | 2   | 10         | ■■■■■■■■■■ |
| 04:00      |                  | 1             | 3   | 0          | 1   | 5          | ■■■■       |
| 05:00      |                  | 0             | 2   | 2          | 3   | 7          | ■■■■■■     |
| 06:00      |                  | 1             | 6   | 2          | 0   | 9          | ■■■■■■■■   |
| 07:00      |                  | 1             | 2   | 0          | 1   | 4          | ■■■■       |
| 08:00      |                  | 6             | 4   | 1          | 0   | 11         | ■■■■■■■■■■ |
| 09:00      |                  | 0             | 0   | 2          | 0   | 2          | ■■         |
| 10:00      |                  | 0             | 0   | 1          | 1   | 2          | ■■         |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 93         |            |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 1   | 0          | 0   | 1          | ■          |
| 01:00      |                  | 0             | 0   | 0          | 1   | 1          | ■          |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 08:00      |                  | 1             | 0   | 0          | 0   | 1          | ■          |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 10:00      |                  | 0             | 1   | 3          | 0   | 4          | ■■■■       |
| 11:00      |                  | 6             | 1   | 3          | 3   | 13         | ■■■■■■■■■■ |
| 12:00 PM   |                  | 3             | 1   | 0          | 2   | 6          | ■■■■■      |
| 01:00      |                  | 4             | 1   | 1          | 1   | 7          | ■■■■■      |
| 02:00      |                  | 1             | 0   | 1          | 6   | 8          | ■■■■■      |
| 03:00      |                  | 1             | 3   | 5          | 4   | 13         | ■■■■■■■■■■ |
| 04:00      |                  | 4             | 3   | 3          | 1   | 11         | ■■■■■■■■■  |
| 05:00      |                  | 0             | 5   | 2          | 0   | 7          | ■■■■■      |
| 06:00      |                  | 4             | 0   | 2          | 0   | 6          | ■■■■■      |
| 07:00      |                  | 1             | 2   | 0          | 3   | 6          | ■■■■■      |
| 08:00      |                  | 0             | 0   | 2          | 0   | 2          | ■■■        |
| 09:00      |                  | 0             | 2   | 0          | 0   | 2          | ■■■        |
| 10:00      |                  | 0             | 1   | 0          | 1   | 2          | ■■■        |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 90         |            |



















**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 2             | 0   | 0          | 0   | 2          | ■ |
| 08:00      |                  | 1             | 3   | 1          | 2   | 7          | ■ |
| 09:00      |                  | 3             | 4   | 2          | 1   | 10         | ■ |
| 10:00      |                  | 2             | 6   | 0          | 0   | 8          | ■ |
| 11:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 12:00 PM   |                  | 4             | 1   | 2          | 1   | 8          | ■ |
| 01:00      |                  | 1             | 1   | 3          | 3   | 8          | ■ |
| 02:00      |                  | 3             | 2   | 2          | 5   | 12         | ■ |
| 03:00      |                  | 1             | 2   | 3          | 2   | 8          | ■ |
| 04:00      |                  | 2             | 4   | 1          | 0   | 7          | ■ |
| 05:00      |                  | 5             | 5   | 1          | 1   | 12         | ■ |
| 06:00      |                  | 1             | 1   | 0          | 2   | 4          | ■ |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 09:00      |                  | 1             | 0   | 0          | 1   | 2          | ■ |
| 10:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| Day Total  |                  |               |     |            |     | 94         |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 1             | 0   | 1          | 0   | 2          |  |
| 01:00      |                  | 0             | 2   | 0          | 0   | 2          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 1   | 1          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 1             | 0   | 0          | 0   | 1          |  |
| 06:00      |                  | 0             | 1   | 0          | 0   | 1          |  |
| 07:00      |                  | 0             | 0   | 3          | 0   | 3          |  |
| 08:00      |                  | 0             | 0   | 1          | 1   | 2          |  |
| 09:00      |                  | 2             | 2   | 3          | 1   | 8          |  |
| 10:00      |                  | 0             | 0   | 0          | 3   | 3          |  |
| 11:00      |                  | 1             | 2   | 1          | 2   | 6          |  |
| 12:00 PM   |                  | 1             | 1   | 2          | 1   | 5          |  |
| 01:00      |                  | 3             | 2   | 1          | 4   | 10         |  |
| 02:00      |                  | 1             | 1   | 3          | 2   | 7          |  |
| 03:00      |                  | 1             | 2   | 1          | 1   | 5          |  |
| 04:00      |                  | 1             | 4   | 0          | 0   | 5          |  |
| 05:00      |                  | 6             | 8   | 1          | 1   | 16         |  |
| 06:00      |                  | 1             | 1   | 0          | 1   | 3          |  |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          |  |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 81         |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |          |
|------------|------------------|---------------|-----|------------|-----|------------|----------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |          |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | ■        |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          | ■        |
| 08:00      |                  | 1             | 2   | 1          | 2   | 6          | ■■■■     |
| 09:00      |                  | 3             | 4   | 2          | 1   | 10         | ■■■■■■   |
| 10:00      |                  | 0             | 2   | 4          | 0   | 6          | ■■■■     |
| 11:00      |                  | 1             | 0   | 2          | 1   | 4          | ■■■      |
| 12:00 PM   |                  | 2             | 1   | 2          | 0   | 5          | ■■■■     |
| 01:00      |                  | 1             | 1   | 2          | 1   | 5          | ■■■■     |
| 02:00      |                  | 2             | 3   | 2          | 2   | 9          | ■■■■■■   |
| 03:00      |                  | 1             | 3   | 2          | 2   | 8          | ■■■■■■   |
| 04:00      |                  | 3             | 6   | 2          | 0   | 11         | ■■■■■■■  |
| 05:00      |                  | 4             | 4   | 4          | 1   | 13         | ■■■■■■■■ |
| 06:00      |                  | 1             | 1   | 0          | 2   | 4          | ■■■      |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | ■        |
| 10:00      |                  | 0             | 0   | 0          | 1   | 1          | ■        |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| Day Total  |                  |               |     |            |     | 85         |          |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 6  
 Station ID: U150  
 Christie Lake North Shore Rd from End of  
 Pavement Civic 636 to Brooke Valley Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          |  |
| 08:00      |                  | 1             | 3   | 1          | 3   | 8          |  |
| 09:00      |                  | 4             | 7   | 2          | 1   | 14         |  |
| 10:00      |                  | 1             | 6   | 0          | 0   | 7          |  |
| 11:00      |                  | 3             | 0   | 0          | 1   | 4          |  |
| 12:00 PM   |                  | 4             | 1   | 1          | 1   | 7          |  |
| 01:00      |                  | 1             | 2   | 2          | 2   | 7          |  |
| 02:00      |                  | 2             | 3   | 3          | 4   | 12         |  |
| 03:00      |                  | 5             | 3   | 3          | 1   | 12         |  |
| 04:00      |                  | 0             | 4   | 0          | 4   | 8          |  |
| 05:00      |                  | 1             | 2   | 0          | 1   | 4          |  |
| 06:00      |                  | 1             | 2   | 1          | 1   | 5          |  |
| 07:00      |                  | 2             | 0   | 0          | 1   | 3          |  |
| 08:00      |                  | 0             | 0   | 0          | 1   | 1          |  |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          |  |
| 10:00      |                  | 1             | 0   | 1          | 0   | 2          |  |
| 11:00      |                  | 2             | 0   | 0          | 0   | 2          |  |
| Day Total  |                  |               |     |            |     | 98         |  |

Grand Total

638

ADT

ADT 67

AADT 67

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 2   | 0          | 0   | 2          | █  |
| 05:00      |                  | 0             | 0   | 0          | 2   | 2          | █  |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █  |
| 07:00      |                  | 1             | 0   | 1          | 1   | 3          | █  |
| 08:00      |                  | 4             | 1   | 1          | 5   | 11         | ████████████████████                     |
| 09:00      |                  | 2             | 0   | 3          | 4   | 9          | ████████████████                         |
| 10:00      |                  | 1             | 1   | 4          | 0   | 6          | ██████████████                           |
| 11:00      |                  | 2             | 0   | 1          | 2   | 5          | ██████████                               |
| 12:00 PM   |                  | 6             | 1   | 2          | 2   | 11         | ████████████████████                     |
| 01:00      |                  | 2             | 1   | 5          | 2   | 10         | ████████████████████                     |
| 02:00      |                  | 5             | 0   | 2          | 1   | 8          | ██████████████                           |
| 03:00      |                  | 4             | 2   | 2          | 2   | 10         | ████████████████████                     |
| 04:00      |                  | 6             | 5   | 4          | 5   | 20         | ██ |
| 05:00      |                  | 2             | 4   | 2          | 4   | 12         | ████████████████████████                 |
| 06:00      |                  | 0             | 0   | 1          | 3   | 4          | ██████████                               |
| 07:00      |                  | 1             | 0   | 4          | 0   | 5          | ██████████                               |
| 08:00      |                  | 1             | 3   | 2          | 4   | 10         | ████████████████████                     |
| 09:00      |                  | 0             | 3   | 0          | 0   | 3          | ██████████                               |
| 10:00      |                  | 1             | 1   | 0          | 1   | 3          | ██████████                               |
| 11:00      |                  | 1             | 0   | 0          | 0   | 1          | █  |
| Day Total  |                  |               |     |            |     | 136        |  |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |             |
|------------|------------------|---------------|-----|------------|-----|------------|-------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |             |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |             |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |             |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |             |
| 03:00      |                  | 0             | 2   | 0          | 0   | 2          | █           |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |             |
| 05:00      |                  | 0             | 1   | 0          | 0   | 1          | █           |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █           |
| 07:00      |                  | 0             | 0   | 2          | 2   | 4          | ██          |
| 08:00      |                  | 1             | 3   | 6          | 2   | 12         | ██████████  |
| 09:00      |                  | 3             | 3   | 1          | 1   | 8          | ██████      |
| 10:00      |                  | 2             | 0   | 1          | 3   | 6          | ████        |
| 11:00      |                  | 4             | 1   | 5          | 3   | 13         | ███████████ |
| 12:00 PM   |                  | 2             | 2   | 1          | 5   | 10         | ██████████  |
| 01:00      |                  | 3             | 3   | 2          | 4   | 12         | ███████████ |
| 02:00      |                  | 4             | 4   | 1          | 1   | 10         | ███████████ |
| 03:00      |                  | 2             | 3   | 1          | 1   | 7          | ██████      |
| 04:00      |                  | 6             | 4   | 0          | 0   | 10         | ███████████ |
| 05:00      |                  | 3             | 2   | 2          | 2   | 9          | ███████████ |
| 06:00      |                  | 1             | 1   | 3          | 2   | 7          | ██████      |
| 07:00      |                  | 6             | 1   | 1          | 0   | 8          | ███████████ |
| 08:00      |                  | 2             | 2   | 1          | 2   | 7          | ███████████ |
| 09:00      |                  | 0             | 1   | 0          | 1   | 2          | █           |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |             |
| 11:00      |                  | 0             | 0   | 0          | 1   | 1          | █           |
| Day Total  |                  |               |     |            |     | 130        |             |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 1             | 0   | 0          | 0   | 1          | █          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 06:00      |                  | 2             | 0   | 1          | 0   | 3          | ██         |
| 07:00      |                  | 2             | 0   | 0          | 1   | 3          | ██         |
| 08:00      |                  | 0             | 0   | 1          | 0   | 1          | █          |
| 09:00      |                  | 0             | 2   | 1          | 2   | 5          | ███        |
| 10:00      |                  | 1             | 2   | 2          | 4   | 9          | █████      |
| 11:00      |                  | 3             | 8   | 7          | 3   | 21         | ██████████ |
| 12:00 PM   |                  | 4             | 5   | 2          | 2   | 13         | ███████    |
| 01:00      |                  | 4             | 4   | 2          | 7   | 17         | █████████  |
| 02:00      |                  | 1             | 0   | 2          | 1   | 4          | ███        |
| 03:00      |                  | 3             | 5   | 3          | 5   | 16         | ███████    |
| 04:00      |                  | 2             | 1   | 1          | 1   | 5          | ███        |
| 05:00      |                  | 2             | 5   | 2          | 4   | 13         | ███████    |
| 06:00      |                  | 6             | 3   | 3          | 1   | 13         | ███████    |
| 07:00      |                  | 1             | 3   | 4          | 0   | 8          | █████      |
| 08:00      |                  | 1             | 1   | 1          | 3   | 6          | ███        |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 140        |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time       | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |        |
|------------------|------------------|---------------|-----|------------|-----|------------|--------|
|                  |                  | 1st           | 2nd | 3rd        | 4th |            |        |
| 12:00 AM         |                  | 0             | 0   | 0          | 0   | 0          |        |
| 01:00            |                  | 0             | 0   | 0          | 0   | 0          |        |
| 02:00            |                  | 1             | 0   | 0          | 0   | 1          | ■      |
| 03:00            |                  | 0             | 0   | 0          | 0   | 0          |        |
| 04:00            |                  | 1             | 1   | 0          | 0   | 2          | ■      |
| 05:00            |                  | 0             | 0   | 1          | 1   | 2          | ■      |
| 06:00            |                  | 1             | 1   | 1          | 0   | 3          | ■      |
| 07:00            |                  | 0             | 1   | 1          | 1   | 3          | ■      |
| 08:00            |                  | 4             | 2   | 3          | 1   | 10         | ■■■■   |
| 09:00            |                  | 4             | 1   | 6          | 1   | 12         | ■■■■■  |
| 10:00            |                  | 2             | 1   | 1          | 2   | 6          | ■■■    |
| 11:00            |                  | 2             | 1   | 5          | 2   | 10         | ■■■■■  |
| 12:00 PM         |                  | 3             | 1   | 6          | 1   | 11         | ■■■■■  |
| 01:00            |                  | 1             | 3   | 1          | 5   | 10         | ■■■■■  |
| 02:00            |                  | 3             | 0   | 6          | 4   | 13         | ■■■■■■ |
| 03:00            |                  | 5             | 2   | 3          | 1   | 11         | ■■■■■  |
| 04:00            |                  | 2             | 3   | 4          | 3   | 12         | ■■■■■  |
| 05:00            |                  | 0             | 1   | 1          | 3   | 5          | ■■■    |
| 06:00            |                  | 1             | 4   | 3          | 1   | 9          | ■■■■   |
| 07:00            |                  | 3             | 1   | 3          | 2   | 9          | ■■■■   |
| 08:00            |                  | 1             | 0   | 1          | 1   | 3          | ■■■    |
| 09:00            |                  | 0             | 0   | 0          | 1   | 1          | ■      |
| 10:00            |                  | 0             | 0   | 0          | 0   | 0          |        |
| 11:00            |                  | 0             | 0   | 0          | 0   | 0          |        |
| <b>Day Total</b> |                  |               |     |            |     | <b>133</b> |        |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time       | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------------|------------------|---------------|-----|------------|-----|------------|------------|
|                  |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM         |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00            |                  | 0             | 1   | 1          | 0   | 2          | ■          |
| 05:00            |                  | 0             | 0   | 1          | 1   | 2          | ■          |
| 06:00            |                  | 0             | 1   | 0          | 1   | 2          | ■          |
| 07:00            |                  | 0             | 0   | 2          | 3   | 5          | ■■■■       |
| 08:00            |                  | 1             | 1   | 1          | 1   | 4          | ■■■■       |
| 09:00            |                  | 2             | 0   | 3          | 1   | 6          | ■■■■■      |
| 10:00            |                  | 3             | 2   | 2          | 0   | 7          | ■■■■■      |
| 11:00            |                  | 1             | 1   | 0          | 1   | 3          | ■■■        |
| 12:00 PM         |                  | 2             | 2   | 0          | 1   | 5          | ■■■■       |
| 01:00            |                  | 0             | 3   | 1          | 3   | 7          | ■■■■■      |
| 02:00            |                  | 2             | 0   | 4          | 3   | 9          | ■■■■■      |
| 03:00            |                  | 7             | 2   | 6          | 1   | 16         | ■■■■■■■■■■ |
| 04:00            |                  | 4             | 2   | 6          | 1   | 13         | ■■■■■■■    |
| 05:00            |                  | 4             | 1   | 1          | 3   | 9          | ■■■■■      |
| 06:00            |                  | 1             | 6   | 6          | 1   | 14         | ■■■■■■■    |
| 07:00            |                  | 1             | 0   | 3          | 2   | 6          | ■■■■       |
| 08:00            |                  | 2             | 0   | 0          | 1   | 3          | ■■■        |
| 09:00            |                  | 0             | 0   | 0          | 1   | 1          | ■          |
| 10:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| <b>Day Total</b> |                  |               |     |            |     | <b>114</b> |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                       |
|------------|------------------|---------------|-----|------------|-----|------------|-----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                       |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 05:00      |                  | 0             | 0   | 1          | 1   | 2          | █                     |
| 06:00      |                  | 1             | 2   | 1          | 0   | 4          | █                     |
| 07:00      |                  | 0             | 1   | 1          | 1   | 3          | █                     |
| 08:00      |                  | 7             | 2   | 4          | 1   | 14         | ████████████████████  |
| 09:00      |                  | 8             | 2   | 4          | 1   | 15         | █████████████████████ |
| 10:00      |                  | 1             | 2   | 1          | 1   | 5          | ████                  |
| 11:00      |                  | 2             | 1   | 3          | 2   | 8          | ██████████            |
| 12:00 PM   |                  | 3             | 1   | 2          | 3   | 9          | ███████████           |
| 01:00      |                  | 0             | 2   | 1          | 3   | 6          | ██████                |
| 02:00      |                  | 0             | 4   | 4          | 3   | 11         | ██████████████        |
| 03:00      |                  | 7             | 3   | 2          | 2   | 14         | ██████████████████    |
| 04:00      |                  | 3             | 3   | 6          | 2   | 14         | ██████████████████    |
| 05:00      |                  | 0             | 1   | 3          | 3   | 7          | ██████████            |
| 06:00      |                  | 4             | 4   | 3          | 1   | 12         | ██████████████████    |
| 07:00      |                  | 2             | 0   | 1          | 2   | 5          | ██████                |
| 08:00      |                  | 1             | 0   | 0          | 0   | 1          | █                     |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                       |
| Day Total  |                  |               |     |            |     | 130        |                       |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7  
 Station ID: U279  
 Doran Rd from Hwy 7 to McVeigh Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|-------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM    |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00       |                  | 1             | 1   | 0          | 0   | 2          | █                    |
| 05:00       |                  | 0             | 0   | 1          | 1   | 2          | █                    |
| 06:00       |                  | 1             | 1   | 1          | 0   | 3          | █                    |
| 07:00       |                  | 0             | 1   | 1          | 1   | 3          | █                    |
| 08:00       |                  | 6             | 2   | 3          | 4   | 15         | ████████████████████ |
| 09:00       |                  | 3             | 1   | 7          | 1   | 12         | ██████████████████   |
| 10:00       |                  | 2             | 1   | 2          | 1   | 6          | ██████████           |
| 11:00       |                  | 2             | 1   | 4          | 2   | 9          | ██████████████       |
| 12:00 PM    |                  | 3             | 0   | 1          | 0   | 4          | ██████               |
| 01:00       |                  | 8             | 1   | 1          | 1   | 11         | ██████████████       |
| 02:00       |                  | 3             | 2   | 3          | 1   | 9          | ██████████████       |
| 03:00       |                  | 4             | 6   | 2          | 2   | 14         | ██████████████████   |
| 04:00       |                  | 3             | 1   | 1          | 6   | 11         | ██████████████       |
| 05:00       |                  | 5             | 2   | 3          | 1   | 11         | ██████████████       |
| 06:00       |                  | 3             | 1   | 1          | 1   | 6          | ██████████           |
| 07:00       |                  | 0             | 1   | 3          | 1   | 5          | ██████               |
| 08:00       |                  | 1             | 1   | 0          | 2   | 4          | ██████               |
| 09:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 10:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 11:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| Day Total   |                  |               |     |            |     | 127        |                      |
| Grand Total |                  |               |     |            |     |            | 910                  |

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ADT 94

AADT 94





**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 8  
 Station ID: U148  
 Ennis Rd from Beach Rd to Bennett Lake Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 1          | 0   | 1          | ■ |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 07:00      |                  | 0             | 2   | 5          | 0   | 7          | ■ |
| 08:00      |                  | 1             | 4   | 2          | 2   | 9          | ■ |
| 09:00      |                  | 4             | 5   | 4          | 5   | 18         | ■ |
| 10:00      |                  | 0             | 6   | 3          | 5   | 14         | ■ |
| 11:00      |                  | 5             | 1   | 5          | 4   | 15         | ■ |
| 12:00 PM   |                  | 6             | 2   | 7          | 3   | 18         | ■ |
| 01:00      |                  | 1             | 3   | 7          | 3   | 14         | ■ |
| 02:00      |                  | 5             | 4   | 8          | 7   | 24         | ■ |
| 03:00      |                  | 2             | 3   | 2          | 3   | 10         | ■ |
| 04:00      |                  | 4             | 1   | 6          | 0   | 11         | ■ |
| 05:00      |                  | 2             | 1   | 3          | 4   | 10         | ■ |
| 06:00      |                  | 4             | 4   | 4          | 4   | 16         | ■ |
| 07:00      |                  | 2             | 2   | 3          | 2   | 9          | ■ |
| 08:00      |                  | 0             | 4   | 0          | 3   | 7          | ■ |
| 09:00      |                  | 0             | 1   | 0          | 0   | 1          | ■ |
| 10:00      |                  | 0             | 1   | 0          | 1   | 2          | ■ |
| 11:00      |                  | 0             | 2   | 0          | 0   | 2          | ■ |
| Day Total  |                  |               |     |            |     | 191        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 8  
 Station ID: U148  
 Ennis Rd from Beach Rd to Bennett Lake Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |         |
|------------|------------------|---------------|-----|------------|-----|------------|---------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |         |
| 12:00 AM   |                  | 1             | 0   | 1          | 0   | 2          | ■       |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 05:00      |                  | 0             | 1   | 0          | 0   | 1          | ■       |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 07:00      |                  | 0             | 0   | 1          | 2   | 3          | ■       |
| 08:00      |                  | 1             | 5   | 3          | 2   | 11         | ■■■■■   |
| 09:00      |                  | 5             | 4   | 2          | 3   | 14         | ■■■■■   |
| 10:00      |                  | 5             | 5   | 3          | 5   | 18         | ■■■■■   |
| 11:00      |                  | 5             | 3   | 3          | 4   | 15         | ■■■■■   |
| 12:00 PM   |                  | 8             | 7   | 8          | 4   | 27         | ■■■■■■■ |
| 01:00      |                  | 7             | 5   | 3          | 9   | 24         | ■■■■■■■ |
| 02:00      |                  | 4             | 2   | 6          | 4   | 16         | ■■■■■   |
| 03:00      |                  | 5             | 4   | 5          | 1   | 15         | ■■■■■   |
| 04:00      |                  | 2             | 6   | 7          | 4   | 19         | ■■■■■   |
| 05:00      |                  | 5             | 2   | 4          | 2   | 13         | ■■■■■   |
| 06:00      |                  | 2             | 0   | 3          | 1   | 6          | ■■■     |
| 07:00      |                  | 1             | 2   | 0          | 1   | 4          | ■■■     |
| 08:00      |                  | 1             | 4   | 3          | 2   | 10         | ■■■■■   |
| 09:00      |                  | 2             | 3   | 1          | 0   | 6          | ■■■     |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| Day Total  |                  |               |     |            |     | 204        |         |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 8  
 Station ID: U148  
 Ennis Rd from Beach Rd to Bennett Lake Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00      |                  | 0             | 1   | 1          | 2   | 4          |  |
| 06:00      |                  | 0             | 1   | 2          | 1   | 4          |  |
| 07:00      |                  | 1             | 8   | 0          | 3   | 12         |  |
| 08:00      |                  | 5             | 3   | 3          | 1   | 12         |  |
| 09:00      |                  | 3             | 4   | 6          | 6   | 19         |  |
| 10:00      |                  | 2             | 3   | 4          | 8   | 17         |  |
| 11:00      |                  | 3             | 3   | 5          | 5   | 16         |  |
| 12:00 PM   |                  | 6             | 4   | 5          | 2   | 17         |  |
| 01:00      |                  | 4             | 5   | 5          | 7   | 21         |  |
| 02:00      |                  | 2             | 2   | 3          | 3   | 10         |  |
| 03:00      |                  | 2             | 1   | 6          | 7   | 16         |  |
| 04:00      |                  | 2             | 8   | 3          | 2   | 15         |  |
| 05:00      |                  | 10            | 0   | 5          | 4   | 19         |  |
| 06:00      |                  | 4             | 1   | 0          | 1   | 6          |  |
| 07:00      |                  | 0             | 2   | 1          | 2   | 5          |  |
| 08:00      |                  | 3             | 3   | 0          | 0   | 6          |  |
| 09:00      |                  | 1             | 1   | 0          | 0   | 2          |  |
| 10:00      |                  | 1             | 0   | 1          | 0   | 2          |  |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| Day Total  |                  |               |     |            |     | 203        |  |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 8  
 Station ID: U148  
 Ennis Rd from Beach Rd to Bennett Lake Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 1             | 1   | 0          | 0   | 2          | ■ |
| 06:00      |                  | 1             | 0   | 3          | 1   | 5          | ■ |
| 07:00      |                  | 0             | 2   | 3          | 5   | 10         | ■ |
| 08:00      |                  | 2             | 0   | 1          | 6   | 9          | ■ |
| 09:00      |                  | 0             | 5   | 3          | 4   | 12         | ■ |
| 10:00      |                  | 3             | 6   | 10         | 2   | 21         | ■ |
| 11:00      |                  | 6             | 5   | 3          | 5   | 19         | ■ |
| 12:00 PM   |                  | 3             | 2   | 3          | 5   | 13         | ■ |
| 01:00      |                  | 5             | 3   | 2          | 2   | 12         | ■ |
| 02:00      |                  | 1             | 1   | 6          | 2   | 10         | ■ |
| 03:00      |                  | 2             | 3   | 7          | 10  | 22         | ■ |
| 04:00      |                  | 3             | 8   | 4          | 9   | 24         | ■ |
| 05:00      |                  | 8             | 2   | 8          | 5   | 23         | ■ |
| 06:00      |                  | 5             | 5   | 0          | 1   | 11         | ■ |
| 07:00      |                  | 0             | 1   | 0          | 2   | 3          | ■ |
| 08:00      |                  | 1             | 2   | 0          | 0   | 3          | ■ |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 1             | 0   | 0          | 0   | 1          | ■ |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 201        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 8  
 Station ID: U148  
 Ennis Rd from Beach Rd to Bennett Lake Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00      |                  | 0             | 1   | 1          | 2   | 4          |  |
| 06:00      |                  | 0             | 1   | 2          | 1   | 4          |  |
| 07:00      |                  | 1             | 7   | 4          | 5   | 17         |  |
| 08:00      |                  | 4             | 3   | 5          | 1   | 13         |  |
| 09:00      |                  | 4             | 4   | 8          | 6   | 22         |  |
| 10:00      |                  | 3             | 2   | 3          | 4   | 12         |  |
| 11:00      |                  | 2             | 4   | 3          | 4   | 13         |  |
| 12:00 PM   |                  | 6             | 5   | 4          | 3   | 18         |  |
| 01:00      |                  | 4             | 5   | 4          | 4   | 17         |  |
| 02:00      |                  | 3             | 2   | 2          | 1   | 8          |  |
| 03:00      |                  | 2             | 1   | 8          | 6   | 17         |  |
| 04:00      |                  | 4             | 6   | 5          | 11  | 26         |  |
| 05:00      |                  | 10            | 0   | 5          | 6   | 21         |  |
| 06:00      |                  | 1             | 4   | 4          | 1   | 10         |  |
| 07:00      |                  | 0             | 2   | 1          | 2   | 5          |  |
| 08:00      |                  | 2             | 2   | 0          | 2   | 6          |  |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 10:00      |                  | 0             | 0   | 1          | 0   | 1          |  |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| Day Total  |                  |               |     |            |     | 214        |  |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 8  
 Station ID: U148  
 Ennis Rd from Beach Rd to Bennett Lake Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu 01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |      |
|-------------|---------------|---------------|-----|------------|-----|------------|------|
|             |               | 1st           | 2nd | 3rd        | 4th |            |      |
| 12:00 AM    |               | 0             | 0   | 0          | 0   | 0          |      |
| 01:00       |               | 0             | 0   | 0          | 0   | 0          |      |
| 02:00       |               | 0             | 0   | 0          | 0   | 0          |      |
| 03:00       |               | 0             | 0   | 0          | 0   | 0          |      |
| 04:00       |               | 0             | 0   | 0          | 0   | 0          |      |
| 05:00       |               | 0             | 0   | 1          | 3   | 4          |      |
| 06:00       |               | 0             | 1   | 2          | 1   | 4          |      |
| 07:00       |               | 1             | 7   | 0          | 7   | 15         |      |
| 08:00       |               | 6             | 4   | 4          | 1   | 15         |      |
| 09:00       |               | 6             | 4   | 5          | 4   | 19         |      |
| 10:00       |               | 3             | 2   | 2          | 7   | 14         |      |
| 11:00       |               | 2             | 3   | 3          | 3   | 11         |      |
| 12:00 PM    |               | 3             | 3   | 10         | 2   | 18         |      |
| 01:00       |               | 5             | 5   | 7          | 2   | 19         |      |
| 02:00       |               | 6             | 1   | 4          | 3   | 14         |      |
| 03:00       |               | 6             | 9   | 2          | 2   | 19         |      |
| 04:00       |               | 3             | 12  | 1          | 2   | 18         |      |
| 05:00       |               | 2             | 3   | 1          | 1   | 7          |      |
| 06:00       |               | 2             | 3   | 3          | 2   | 10         |      |
| 07:00       |               | 2             | 3   | 2          | 0   | 7          |      |
| 08:00       |               | 1             | 4   | 2          | 0   | 7          |      |
| 09:00       |               | 1             | 0   | 0          | 0   | 1          |      |
| 10:00       |               | 0             | 0   | 1          | 0   | 1          |      |
| 11:00       |               | 1             | 0   | 1          | 0   | 2          |      |
| Day Total   |               |               |     |            |     | 205        |      |
| Grand Total |               |               |     |            |     |            | 1439 |

ADT

ADT 148

AADT 148

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 2             | 0   | 0          | 1   | 3          | █          |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 07:00      |                  | 0             | 2   | 0          | 0   | 2          | █          |
| 08:00      |                  | 3             | 3   | 1          | 1   | 8          | ██████████ |
| 09:00      |                  | 2             | 3   | 0          | 3   | 8          | ██████████ |
| 10:00      |                  | 1             | 2   | 1          | 1   | 5          | ██████     |
| 11:00      |                  | 2             | 1   | 4          | 2   | 9          | ██████████ |
| 12:00 PM   |                  | 3             | 0   | 0          | 2   | 5          | ██████     |
| 01:00      |                  | 4             | 3   | 3          | 1   | 11         | ██████████ |
| 02:00      |                  | 1             | 2   | 2          | 3   | 8          | ██████████ |
| 03:00      |                  | 2             | 2   | 2          | 2   | 8          | ██████████ |
| 04:00      |                  | 3             | 1   | 2          | 4   | 10         | ██████████ |
| 05:00      |                  | 1             | 2   | 0          | 0   | 3          | ██████     |
| 06:00      |                  | 1             | 0   | 1          | 1   | 3          | ██████     |
| 07:00      |                  | 1             | 0   | 0          | 2   | 3          | ██████     |
| 08:00      |                  | 2             | 2   | 2          | 0   | 6          | ██████████ |
| 09:00      |                  | 0             | 0   | 3          | 1   | 4          | ██████     |
| 10:00      |                  | 0             | 0   | 1          | 0   | 1          | █          |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 98         |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                |
|------------|------------------|---------------|-----|------------|-----|------------|----------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | █              |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| 06:00      |                  | 1             | 0   | 0          | 0   | 1          | █              |
| 07:00      |                  | 1             | 2   | 0          | 3   | 6          | ██████████     |
| 08:00      |                  | 2             | 1   | 2          | 1   | 6          | ██████████     |
| 09:00      |                  | 0             | 2   | 0          | 1   | 3          | ██████         |
| 10:00      |                  | 0             | 1   | 3          | 3   | 7          | ██████████     |
| 11:00      |                  | 2             | 2   | 2          | 1   | 7          | ██████████     |
| 12:00 PM   |                  | 3             | 2   | 0          | 4   | 9          | ██████████████ |
| 01:00      |                  | 0             | 4   | 1          | 2   | 7          | ██████████     |
| 02:00      |                  | 2             | 1   | 5          | 0   | 8          | ██████████████ |
| 03:00      |                  | 0             | 3   | 1          | 2   | 6          | ██████████     |
| 04:00      |                  | 0             | 2   | 0          | 2   | 4          | ████████       |
| 05:00      |                  | 2             | 1   | 0          | 1   | 4          | ████████       |
| 06:00      |                  | 2             | 5   | 1          | 0   | 8          | ██████████████ |
| 07:00      |                  | 1             | 0   | 1          | 1   | 3          | ██████         |
| 08:00      |                  | 2             | 1   | 0          | 0   | 3          | ██████         |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                |
| Day Total  |                  |               |     |            |     | 83         |                |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 1             | 2   | 0          | 1   | 4          | █ |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 08:00      |                  | 1             | 0   | 0          | 4   | 5          | █ |
| 09:00      |                  | 2             | 1   | 2          | 2   | 7          | █ |
| 10:00      |                  | 2             | 2   | 2          | 1   | 7          | █ |
| 11:00      |                  | 7             | 5   | 2          | 2   | 16         | █ |
| 12:00 PM   |                  | 3             | 2   | 0          | 6   | 11         | █ |
| 01:00      |                  | 4             | 1   | 1          | 1   | 7          | █ |
| 02:00      |                  | 3             | 3   | 3          | 3   | 12         | █ |
| 03:00      |                  | 4             | 5   | 0          | 1   | 10         | █ |
| 04:00      |                  | 2             | 0   | 3          | 2   | 7          | █ |
| 05:00      |                  | 5             | 3   | 2          | 3   | 13         | █ |
| 06:00      |                  | 1             | 0   | 1          | 2   | 4          | █ |
| 07:00      |                  | 2             | 0   | 2          | 0   | 4          | █ |
| 08:00      |                  | 0             | 1   | 0          | 0   | 1          | █ |
| 09:00      |                  | 0             | 1   | 0          | 0   | 1          | █ |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 109        |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          |  |
| 05:00      |                  | 1             | 1   | 0          | 1   | 3          |  |
| 06:00      |                  | 1             | 0   | 0          | 1   | 2          |  |
| 07:00      |                  | 2             | 0   | 2          | 1   | 5          |  |
| 08:00      |                  | 1             | 3   | 1          | 0   | 5          |  |
| 09:00      |                  | 3             | 0   | 1          | 0   | 4          |  |
| 10:00      |                  | 1             | 1   | 0          | 2   | 4          |  |
| 11:00      |                  | 0             | 0   | 4          | 1   | 5          |  |
| 12:00 PM   |                  | 6             | 0   | 0          | 1   | 7          |  |
| 01:00      |                  | 2             | 2   | 1          | 4   | 9          |  |
| 02:00      |                  | 1             | 1   | 7          | 3   | 12         |  |
| 03:00      |                  | 1             | 2   | 2          | 1   | 6          |  |
| 04:00      |                  | 1             | 2   | 1          | 3   | 7          |  |
| 05:00      |                  | 0             | 1   | 3          | 1   | 5          |  |
| 06:00      |                  | 2             | 2   | 3          | 4   | 11         |  |
| 07:00      |                  | 1             | 2   | 0          | 0   | 3          |  |
| 08:00      |                  | 1             | 0   | 0          | 0   | 1          |  |
| 09:00      |                  | 0             | 1   | 0          | 0   | 1          |  |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| Day Total  |                  |               |     |            |     | 91         |  |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |           |
|------------|------------------|---------------|-----|------------|-----|------------|-----------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |           |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |           |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |           |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |           |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |           |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | █         |
| 05:00      |                  | 0             | 1   | 0          | 1   | 2          | ██        |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █         |
| 07:00      |                  | 0             | 2   | 0          | 1   | 3          | ███       |
| 08:00      |                  | 1             | 1   | 0          | 0   | 2          | ██        |
| 09:00      |                  | 2             | 1   | 2          | 2   | 7          | ███████   |
| 10:00      |                  | 2             | 3   | 1          | 1   | 7          | ███████   |
| 11:00      |                  | 3             | 0   | 2          | 1   | 6          | ███████   |
| 12:00 PM   |                  | 0             | 1   | 1          | 2   | 4          | ████      |
| 01:00      |                  | 0             | 1   | 1          | 3   | 5          | █████     |
| 02:00      |                  | 0             | 2   | 4          | 3   | 9          | █████████ |
| 03:00      |                  | 1             | 2   | 4          | 3   | 10         | █████████ |
| 04:00      |                  | 1             | 2   | 2          | 1   | 6          | ███████   |
| 05:00      |                  | 1             | 3   | 2          | 1   | 7          | ███████   |
| 06:00      |                  | 2             | 2   | 4          | 3   | 11         | █████████ |
| 07:00      |                  | 0             | 2   | 1          | 0   | 3          | ███       |
| 08:00      |                  | 1             | 0   | 0          | 1   | 2          | ██        |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | █         |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |           |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |           |
| Day Total  |                  |               |     |            |     | 87         |           |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time       | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------------|------------------|---------------|-----|------------|-----|------------|------------|
|                  |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM         |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00            |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 05:00            |                  | 1             | 0   | 0          | 1   | 2          | ██         |
| 06:00            |                  | 1             | 0   | 1          | 1   | 3          | ███        |
| 07:00            |                  | 0             | 0   | 2          | 3   | 5          | ████       |
| 08:00            |                  | 1             | 2   | 1          | 0   | 4          | ████       |
| 09:00            |                  | 1             | 2   | 0          | 1   | 4          | ████       |
| 10:00            |                  | 0             | 2   | 1          | 2   | 5          | ████       |
| 11:00            |                  | 1             | 3   | 0          | 1   | 5          | ████       |
| 12:00 PM         |                  | 2             | 0   | 0          | 1   | 3          | ███        |
| 01:00            |                  | 2             | 3   | 2          | 1   | 8          | ██████     |
| 02:00            |                  | 3             | 1   | 6          | 3   | 13         | ██████████ |
| 03:00            |                  | 1             | 4   | 2          | 3   | 10         | ████████   |
| 04:00            |                  | 2             | 2   | 1          | 2   | 7          | ██████     |
| 05:00            |                  | 1             | 1   | 3          | 2   | 7          | ██████     |
| 06:00            |                  | 4             | 3   | 2          | 4   | 13         | ██████████ |
| 07:00            |                  | 1             | 0   | 1          | 2   | 4          | ████       |
| 08:00            |                  | 1             | 1   | 0          | 0   | 2          | ██         |
| 09:00            |                  | 0             | 1   | 0          | 0   | 1          | █          |
| 10:00            |                  | 1             | 0   | 0          | 0   | 1          | █          |
| 11:00            |                  | 0             | 0   | 0          | 0   | 0          |            |
| <b>Day Total</b> |                  |               |     |            |     | <b>98</b>  |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 9  
 Station ID: U82  
 McVeigh Rd from Doran Rd to Arnold T Dr

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time         | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|--------------------|------------------|---------------|-----|------------|-----|------------|------------|
|                    |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM           |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00              |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00              |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00              |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00              |                  | 0             | 0   | 0          | 1   | 1          | █          |
| 05:00              |                  | 1             | 0   | 1          | 1   | 3          | ███        |
| 06:00              |                  | 1             | 0   | 0          | 1   | 2          | ██         |
| 07:00              |                  | 2             | 1   | 2          | 1   | 6          | █████      |
| 08:00              |                  | 3             | 2   | 1          | 2   | 8          | ██████     |
| 09:00              |                  | 4             | 1   | 2          | 1   | 8          | ██████     |
| 10:00              |                  | 1             | 1   | 1          | 0   | 3          | ███        |
| 11:00              |                  | 1             | 0   | 0          | 1   | 2          | ██         |
| 12:00 PM           |                  | 2             | 2   | 0          | 0   | 4          | ████       |
| 01:00              |                  | 0             | 2   | 2          | 0   | 4          | ████       |
| 02:00              |                  | 2             | 3   | 3          | 2   | 10         | ██████████ |
| 03:00              |                  | 1             | 2   | 1          | 5   | 9          | █████████  |
| 04:00              |                  | 5             | 0   | 3          | 1   | 9          | █████████  |
| 05:00              |                  | 3             | 3   | 2          | 0   | 8          | █████████  |
| 06:00              |                  | 1             | 0   | 2          | 1   | 4          | ████       |
| 07:00              |                  | 1             | 0   | 1          | 2   | 4          | ████       |
| 08:00              |                  | 0             | 0   | 0          | 0   | 0          |            |
| 09:00              |                  | 0             | 0   | 1          | 0   | 1          | █          |
| 10:00              |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00              |                  | 0             | 0   | 1          | 0   | 1          | █          |
| <b>Day Total</b>   |                  |               |     |            |     | <b>87</b>  |            |
| <b>Grand Total</b> |                  |               |     |            |     |            | <b>653</b> |

ADT

ADT 67

AADT 67

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 10  
 Station ID: U142  
 McVeigh Rd from Arnold T Dr to Dokken Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |  |
|------------|------------------|---------------|-----|------------|-----|------------|--|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |  |
| 12:00 AM   |                  | 1             | 1   | 0          | 0   | 2          |  |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          |  |
| 06:00      |                  | 1             | 1   | 0          | 0   | 2          |  |
| 07:00      |                  | 0             | 0   | 1          | 0   | 1          |  |
| 08:00      |                  | 3             | 3   | 1          | 2   | 9          |  |
| 09:00      |                  | 0             | 1   | 4          | 2   | 7          |  |
| 10:00      |                  | 0             | 2   | 2          | 1   | 5          |  |
| 11:00      |                  | 0             | 1   | 1          | 2   | 4          |  |
| 12:00 PM   |                  | 0             | 2   | 1          | 1   | 4          |  |
| 01:00      |                  | 0             | 3   | 4          | 2   | 9          |  |
| 02:00      |                  | 0             | 0   | 1          | 2   | 3          |  |
| 03:00      |                  | 2             | 1   | 5          | 5   | 13         |  |
| 04:00      |                  | 1             | 1   | 0          | 3   | 5          |  |
| 05:00      |                  | 2             | 1   | 2          | 1   | 6          |  |
| 06:00      |                  | 0             | 3   | 2          | 1   | 6          |  |
| 07:00      |                  | 0             | 2   | 1          | 0   | 3          |  |
| 08:00      |                  | 1             | 0   | 3          | 0   | 4          |  |
| 09:00      |                  | 2             | 0   | 0          | 1   | 3          |  |
| 10:00      |                  | 1             | 0   | 1          | 0   | 2          |  |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |  |
| Day Total  |                  |               |     |            |     | 89         |  |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 10  
 Station ID: U142  
 McVeigh Rd from Arnold T Dr to Dokken Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 07:00      |                  | 0             | 0   | 0          | 4   | 4          | ██████████ |
| 08:00      |                  | 0             | 0   | 1          | 1   | 2          | ██████     |
| 09:00      |                  | 0             | 1   | 1          | 0   | 2          | ██████     |
| 10:00      |                  | 2             | 1   | 0          | 2   | 5          | ██████████ |
| 11:00      |                  | 2             | 2   | 2          | 2   | 8          | ██████████ |
| 12:00 PM   |                  | 2             | 1   | 0          | 5   | 8          | ██████████ |
| 01:00      |                  | 4             | 0   | 4          | 0   | 8          | ██████████ |
| 02:00      |                  | 3             | 1   | 1          | 2   | 7          | ██████████ |
| 03:00      |                  | 2             | 1   | 0          | 4   | 7          | ██████████ |
| 04:00      |                  | 2             | 0   | 0          | 0   | 2          | ██████     |
| 05:00      |                  | 1             | 2   | 0          | 0   | 3          | ██████     |
| 06:00      |                  | 1             | 1   | 0          | 1   | 3          | ██████     |
| 07:00      |                  | 0             | 2   | 0          | 0   | 2          | ██████     |
| 08:00      |                  | 4             | 1   | 0          | 0   | 5          | ██████████ |
| 09:00      |                  | 1             | 0   | 0          | 0   | 1          | ████       |
| 10:00      |                  | 1             | 0   | 0          | 0   | 1          | ████       |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 68         |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 10  
 Station ID: U142  
 McVeigh Rd from Arnold T Dr to Dokken Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 0             | 0   | 0          | 1   | 1          | ■ |
| 08:00      |                  | 0             | 1   | 0          | 2   | 3          | ■ |
| 09:00      |                  | 0             | 1   | 2          | 0   | 3          | ■ |
| 10:00      |                  | 2             | 3   | 1          | 0   | 6          | ■ |
| 11:00      |                  | 0             | 4   | 3          | 5   | 12         | ■ |
| 12:00 PM   |                  | 3             | 1   | 1          | 3   | 8          | ■ |
| 01:00      |                  | 5             | 3   | 1          | 2   | 11         | ■ |
| 02:00      |                  | 0             | 1   | 1          | 2   | 4          | ■ |
| 03:00      |                  | 2             | 3   | 1          | 2   | 8          | ■ |
| 04:00      |                  | 0             | 5   | 4          | 3   | 12         | ■ |
| 05:00      |                  | 0             | 3   | 0          | 2   | 5          | ■ |
| 06:00      |                  | 0             | 1   | 0          | 0   | 1          | ■ |
| 07:00      |                  | 1             | 2   | 0          | 1   | 4          | ■ |
| 08:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 09:00      |                  | 0             | 0   | 1          | 1   | 2          | ■ |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 82         |   |





**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 10  
 Station ID: U142  
 McVeigh Rd from Arnold T Dr to Dokken Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 1   | 0          | 0   | 1          | █ |
| 07:00      |                  | 0             | 0   | 0          | 1   | 1          | █ |
| 08:00      |                  | 0             | 1   | 1          | 0   | 2          | █ |
| 09:00      |                  | 1             | 0   | 0          | 2   | 3          | █ |
| 10:00      |                  | 0             | 1   | 2          | 0   | 3          | █ |
| 11:00      |                  | 1             | 2   | 1          | 2   | 6          | █ |
| 12:00 PM   |                  | 3             | 0   | 0          | 0   | 3          | █ |
| 01:00      |                  | 2             | 1   | 2          | 3   | 8          | █ |
| 02:00      |                  | 1             | 2   | 4          | 2   | 9          | █ |
| 03:00      |                  | 4             | 1   | 1          | 3   | 9          | █ |
| 04:00      |                  | 2             | 1   | 2          | 1   | 6          | █ |
| 05:00      |                  | 0             | 1   | 0          | 1   | 2          | █ |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █ |
| 07:00      |                  | 0             | 1   | 0          | 0   | 1          | █ |
| 08:00      |                  | 0             | 1   | 0          | 1   | 2          | █ |
| 09:00      |                  | 1             | 0   | 0          | 0   | 1          | █ |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 58         |   |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 10  
 Station ID: U142  
 McVeigh Rd from Arnold T Dr to Dokken Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 06:00      |                  | 1             | 0   | 0          | 1   | 2          | █          |
| 07:00      |                  | 0             | 0   | 0          | 2   | 2          | █          |
| 08:00      |                  | 0             | 3   | 1          | 1   | 5          | █████      |
| 09:00      |                  | 2             | 0   | 1          | 1   | 4          | █████      |
| 10:00      |                  | 0             | 1   | 2          | 1   | 4          | █████      |
| 11:00      |                  | 3             | 1   | 2          | 3   | 9          | █████████  |
| 12:00 PM   |                  | 1             | 4   | 0          | 2   | 7          | ███████    |
| 01:00      |                  | 1             | 0   | 1          | 2   | 4          | █████      |
| 02:00      |                  | 1             | 3   | 4          | 3   | 11         | ██████████ |
| 03:00      |                  | 1             | 1   | 0          | 2   | 4          | █████      |
| 04:00      |                  | 1             | 1   | 0          | 1   | 3          | █████      |
| 05:00      |                  | 0             | 1   | 0          | 1   | 2          | █████      |
| 06:00      |                  | 0             | 0   | 2          | 3   | 5          | █████      |
| 07:00      |                  | 0             | 1   | 0          | 0   | 1          | █          |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 63         |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 10  
 Station ID: U142  
 McVeigh Rd from Arnold T Dr to Dokken Rd

Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|-------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM    |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00       |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 06:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 07:00       |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 08:00       |                  | 1             | 2   | 1          | 1   | 5          | ██████████           |
| 09:00       |                  | 2             | 0   | 0          | 1   | 3          | ██████               |
| 10:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 11:00       |                  | 1             | 1   | 2          | 0   | 4          | ████████             |
| 12:00 PM    |                  | 0             | 2   | 0          | 1   | 3          | ██████               |
| 01:00       |                  | 0             | 1   | 1          | 1   | 3          | ██████               |
| 02:00       |                  | 0             | 0   | 1          | 0   | 1          | █                    |
| 03:00       |                  | 5             | 1   | 1          | 2   | 9          | ████████████████████ |
| 04:00       |                  | 1             | 2   | 0          | 1   | 4          | ████████             |
| 05:00       |                  | 3             | 1   | 0          | 1   | 5          | ██████████           |
| 06:00       |                  | 2             | 0   | 0          | 1   | 3          | ██████               |
| 07:00       |                  | 1             | 1   | 0          | 0   | 2          | ████                 |
| 08:00       |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 09:00       |                  | 0             | 0   | 1          | 1   | 2          | ████                 |
| 10:00       |                  | 1             | 0   | 0          | 0   | 1          | █                    |
| 11:00       |                  | 0             | 0   | 0          | 0   | 0          |                      |
| Day Total   |                  |               |     |            |     | 48         |                      |
| Grand Total |                  |               |     |            |     | 468        |                      |

ADT

ADT 51

AADT 51

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Fri<br>26-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |         |
|------------|------------------|---------------|-----|------------|-----|------------|---------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |         |
| 12:00 AM   |                  | 0             | 1   | 0          | 0   | 1          | █       |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 08:00      |                  | 0             | 1   | 1          | 0   | 2          | ██      |
| 09:00      |                  | 0             | 1   | 0          | 1   | 2          | ██      |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| 11:00      |                  | 0             | 0   | 0          | 1   | 1          | █       |
| 12:00 PM   |                  | 1             | 0   | 0          | 1   | 2          | ██      |
| 01:00      |                  | 1             | 1   | 1          | 2   | 5          | █████   |
| 02:00      |                  | 2             | 0   | 0          | 1   | 3          | ███     |
| 03:00      |                  | 0             | 2   | 1          | 1   | 4          | ████    |
| 04:00      |                  | 1             | 0   | 0          | 1   | 2          | ██      |
| 05:00      |                  | 4             | 1   | 1          | 1   | 7          | ███████ |
| 06:00      |                  | 2             | 2   | 0          | 2   | 6          | █████   |
| 07:00      |                  | 0             | 0   | 0          | 3   | 3          | ███     |
| 08:00      |                  | 1             | 0   | 0          | 1   | 2          | ██      |
| 09:00      |                  | 0             | 0   | 1          | 0   | 1          | █       |
| 10:00      |                  | 1             | 0   | 0          | 0   | 1          | █       |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |         |
| Day Total  |                  |               |     |            |     | 42         |         |













**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sat<br>27-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 07:00      |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 08:00      |                  | 0             | 1   | 0          | 1   | 2          | ██                   |
| 09:00      |                  | 2             | 1   | 0          | 1   | 4          | ████                 |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 11:00      |                  | 3             | 4   | 3          | 2   | 12         | ████████████████████ |
| 12:00 PM   |                  | 3             | 0   | 0          | 0   | 3          | ███                  |
| 01:00      |                  | 3             | 1   | 2          | 2   | 8          | ████████             |
| 02:00      |                  | 0             | 0   | 1          | 1   | 2          | ██                   |
| 03:00      |                  | 1             | 2   | 3          | 2   | 8          | ████████             |
| 04:00      |                  | 1             | 0   | 1          | 1   | 3          | ███                  |
| 05:00      |                  | 0             | 0   | 2          | 0   | 2          | ██                   |
| 06:00      |                  | 1             | 2   | 1          | 0   | 4          | ███                  |
| 07:00      |                  | 0             | 0   | 2          | 0   | 2          | ██                   |
| 08:00      |                  | 0             | 0   | 1          | 0   | 1          | █                    |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 10:00      |                  | 0             | 1   | 0          | 0   | 1          | █                    |
| 11:00      |                  | 0             | 0   | 1          | 0   | 1          | █                    |
| Day Total  |                  |               |     |            |     | 54         |                      |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Sun<br>28-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |   |
|------------|------------------|---------------|-----|------------|-----|------------|---|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |   |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |   |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 0             | 0   | 2          | 0   | 2          |  |
| 08:00      |                  | 0             | 0   | 2          | 2   | 4          |  |
| 09:00      |                  | 4             | 1   | 1          | 1   | 7          |  |
| 10:00      |                  | 1             | 0   | 1          | 1   | 3          |  |
| 11:00      |                  | 3             | 1   | 2          | 3   | 9          |  |
| 12:00 PM   |                  | 1             | 1   | 3          | 1   | 6          |  |
| 01:00      |                  | 1             | 0   | 0          | 0   | 1          |  |
| 02:00      |                  | 1             | 0   | 2          | 2   | 5          |  |
| 03:00      |                  | 1             | 2   | 2          | 1   | 6          |  |
| 04:00      |                  | 1             | 0   | 2          | 1   | 4          |  |
| 05:00      |                  | 0             | 0   | 1          | 0   | 1          |  |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 07:00      |                  | 0             | 0   | 1          | 0   | 1          |  |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |   |
| Day Total  |                  |               |     |            |     | 49         |   |



**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Mon<br>29-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |          |
|------------|------------------|---------------|-----|------------|-----|------------|----------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |          |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |          |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 06:00      |                  | 0             | 0   | 0          | 1   | 1          | █        |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          | █        |
| 08:00      |                  | 1             | 0   | 0          | 0   | 1          | █        |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | █        |
| 10:00      |                  | 0             | 2   | 0          | 1   | 3          | █████    |
| 11:00      |                  | 0             | 2   | 0          | 1   | 3          | █████    |
| 12:00 PM   |                  | 0             | 0   | 0          | 0   | 0          |          |
| 01:00      |                  | 2             | 0   | 1          | 1   | 4          | ██████   |
| 02:00      |                  | 0             | 1   | 1          | 1   | 3          | █████    |
| 03:00      |                  | 1             | 0   | 1          | 3   | 5          | ███████  |
| 04:00      |                  | 0             | 0   | 0          | 1   | 1          | █        |
| 05:00      |                  | 2             | 3   | 0          | 1   | 6          | ████████ |
| 06:00      |                  | 0             | 0   | 1          | 0   | 1          | █        |
| 07:00      |                  | 1             | 1   | 0          | 0   | 2          | ██       |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |          |
| Day Total  |                  |               |     |            |     | 32         |          |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Tue<br>30-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |            |
|------------|------------------|---------------|-----|------------|-----|------------|------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |            |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |            |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 06:00      |                  | 0             | 0   | 1          | 0   | 1          | ■          |
| 07:00      |                  | 0             | 0   | 1          | 0   | 1          | ■          |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00      |                  | 1             | 0   | 3          | 0   | 4          | ■■■■       |
| 12:00 PM   |                  | 2             | 1   | 0          | 1   | 4          | ■■■■       |
| 01:00      |                  | 0             | 2   | 1          | 1   | 4          | ■■■■       |
| 02:00      |                  | 0             | 1   | 0          | 1   | 2          | ■■         |
| 03:00      |                  | 1             | 0   | 2          | 5   | 8          | ■■■■■■■■■■ |
| 04:00      |                  | 0             | 0   | 0          | 2   | 2          | ■■         |
| 05:00      |                  | 2             | 2   | 0          | 1   | 5          | ■■■■       |
| 06:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 07:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |            |
| Day Total  |                  |               |     |            |     | 31         |            |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
 Newmarket, Ontario L3Y 3E3  
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time | Wed<br>31-Aug-22 | <-----Quarter |     | Hour-----> |     | Hour Total |                      |
|------------|------------------|---------------|-----|------------|-----|------------|----------------------|
|            |                  | 1st           | 2nd | 3rd        | 4th |            |                      |
| 12:00 AM   |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 01:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 04:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 05:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 06:00      |                  | 0             | 0   | 0          | 2   | 2          | █                    |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          | █                    |
| 08:00      |                  | 2             | 0   | 0          | 0   | 2          | █                    |
| 09:00      |                  | 0             | 0   | 0          | 1   | 1          | █                    |
| 10:00      |                  | 0             | 1   | 0          | 1   | 2          | █                    |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 12:00 PM   |                  | 1             | 0   | 0          | 0   | 1          | █                    |
| 01:00      |                  | 2             | 0   | 0          | 1   | 3          | █                    |
| 02:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 03:00      |                  | 1             | 1   | 3          | 3   | 8          | ████████████████████ |
| 04:00      |                  | 1             | 1   | 0          | 2   | 4          | ██████████████       |
| 05:00      |                  | 1             | 3   | 1          | 2   | 7          | ██████████████████   |
| 06:00      |                  | 0             | 0   | 1          | 0   | 1          | █                    |
| 07:00      |                  | 1             | 0   | 0          | 0   | 1          | █                    |
| 08:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 09:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 10:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| 11:00      |                  | 0             | 0   | 0          | 0   | 0          |                      |
| Day Total  |                  |               |     |            |     | 33         |                      |

**Ontario Traffic, Inc.**  
 17705 Leslie St., Unit 6  
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 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 11  
 Station ID: U187  
 Rutherford Side Road from Bathurst 5th  
 Concession to McVeigh Rd  
 Date Start: 26-Aug-22  
 Date End: 01-Sep-22

| Start Time  | Thu<br>01-Sep-22 | <-----Quarter |     | Hour-----> |     | Hour Total |       |
|-------------|------------------|---------------|-----|------------|-----|------------|-------|
|             |                  | 1st           | 2nd | 3rd        | 4th |            |       |
| 12:00 AM    |                  | 0             | 0   | 0          | 0   | 0          |       |
| 01:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 02:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 03:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 04:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 05:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 06:00       |                  | 0             | 0   | 0          | 1   | 1          | █     |
| 07:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 08:00       |                  | 1             | 0   | 0          | 0   | 1          | █     |
| 09:00       |                  | 0             | 0   | 0          | 1   | 1          | █     |
| 10:00       |                  | 0             | 2   | 0          | 0   | 2          | ██    |
| 11:00       |                  | 0             | 0   | 2          | 3   | 5          | █████ |
| 12:00 PM    |                  | 1             | 0   | 0          | 0   | 1          | █     |
| 01:00       |                  | 1             | 0   | 0          | 0   | 1          | █     |
| 02:00       |                  | 1             | 0   | 0          | 2   | 3          | ███   |
| 03:00       |                  | 2             | 1   | 1          | 1   | 5          | █████ |
| 04:00       |                  | 0             | 2   | 0          | 0   | 2          | ██    |
| 05:00       |                  | 2             | 1   | 0          | 2   | 5          | █████ |
| 06:00       |                  | 2             | 0   | 0          | 0   | 2          | ██    |
| 07:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 08:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 09:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 10:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| 11:00       |                  | 0             | 0   | 0          | 0   | 0          |       |
| Day Total   |                  |               |     |            |     | 29         |       |
| Grand Total |                  |               |     |            |     |            | 270   |

ADT

ADT 30

AADT 30



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