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Burleigh Falls Inn

TRANSPORTATION IMPACT BRIEF

Burleigh Falls Inn

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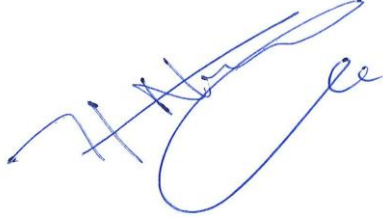
May
4, 2026

Prepared by:

Tatham Engineering Limited
5335 Canotek Road, Unit 100
Ottawa, Ontario K1J 9L4
T 613-747-3636
tathameng.com

Prepared for:

Burleigh Falls Inn
4791 Highway 28
Burleigh Falls, Ontario K0L 1K0

Authored by:	Reviewed by:
	
Hassan Naeem M.Sc. Transportation Planner	Michael Cullip B.Eng. & Mgmt., M.Eng., P.Eng. Vice President

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Issue	Date	Description
1	May 4, 2026	Final Report

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1 Introduction

Tatham Engineering Limited was retained by Burleigh Falls Inn to complete a transportation review in support of a proposed expansion to the existing Burleigh Falls Inn located at 4791 Highway 28 in the Township of North Kawartha, County of Peterborough. The location of the development is illustrated in Figure 1.

1.1 REPORT OBJECTIVE

The objective of this report is to present the findings of the review and address the requirements of the Township and Ministry of Transportation Ontario (MTO) with respect to the potential impacts of the development on the area road network. In consideration of the trip generation associated with the subject developments, the scope of this study has been limited to a transportation impact brief which addresses the following:

- existing conditions, including a description of the study area road network, traffic volumes, operations and planned/ proposed improvements;
- details of the proposed developments and the volumes of traffic that each are anticipated to generate;
- site access and vehicle circulation; and
- transportation impacts associated with the proposed developments.

1.2 REPORT STRUCTURE

The report is structured as follows:

- Chapter 1: introduction and study purpose
- Chapter 2: existing conditions, detailing the road system and corresponding traffic operations;
- Chapter 3: proposed development details, access review and trip generation;
- Chapter 4: future traffic operations associated with the proposed developments; and
- Chapter 5: summary of the report and key findings.



2 Existing Conditions

This chapter will describe the road network, traffic volumes and operations for the existing conditions.

2.1 ROAD NETWORK

The study area road network consists of Highway 28, Fire Route 2 and their respective intersection. The road network is detailed below and illustrated in Figure 2.

2.1.1 Roads

Highway 28

As per the MTO *Highway Corridor Management Manual*¹, Highway 28 is classified as a 2B – Arterial highway and is under the jurisdiction of MTO. The highway is oriented north-south through the study area and consists of a 2-lane cross-section, providing one travel lane per direction with paved shoulders on both sides of the road. Highway 28 has a posted speed limit of 60 km/h through the built-up area of Burleigh Falls.

Fire Route 2

Fire Route 2 is a privately maintained access road and is oriented in the east-west direction. The road extends from Highway 28 to Stoney Lake, terminating as a dead end. Fire Route 2 provides access to Burleigh Falls Inn (including the associated lodges/suites and cottages) and two detached seasonal dwelling units. The road has an asphalt from Highway 28 to approximately 15 metres beyond the Burleigh Falls Inn parking area, at which point it transitions to gravel.

2.1.2 Intersections

Highway 28 & Fire Route 2

The intersection of Highway 28 with Fire Route 2 is a 3-leg intersection, operating under stop control on Fire Route 2. The southbound approach (Highway 28) has a shared left-through lane, whereas the northbound approach has a shared through-right turn lane. The westbound approach (Fire Route 2) has a shared left-right turn lane.

¹ *Highway Corridor Management Manual*. Ministry of Transportation of Ontario. April 2025



2.2 TRAFFIC VOLUMES

2.2.1 Traffic Counts

To establish existing traffic volumes within the study area, turning movement counts were conducted at the study area intersection on Thursday, January 8, 2026 (7:00 to 9:00, 11:00 to 14:00 and 15:00 to 18:00) and Saturday, January 10, 2026 (11:00 to 14:00). The observed peak hours and corresponding peak volumes are summarized in Table 1 with detailed count sheets provided in Appendix A.

Table 1: Traffic Counts

INTERSECTION	PEAK HOURS & PEAK HOUR VOLUMES			
	Weekday AM	Weekday Mid-Day	Weekday PM	Saturday Mid-Day
Highway 28 & Fire Route 2	8:00 - 9:00 280 vehicles	13:00 - 14:00 329 vehicles	16:45 - 17:45 417 vehicles	11:45 - 12:45 332 vehicles

As indicated, the busiest peak hour at the intersection (i.e. the most critical period) was observed during the weekday PM peak period (as highlighted in Table 1). The weekday mid-day and weekend mid-day are nearly identical, whereas the weekday AM reflects the least busy period. For the purpose of this study, the weekday AM, weekday PM and Saturday mid-day peak periods have been carried forward in the assessment, consistent with the peak trip generating periods of the proposed development.

The weekday AM, PM and Saturday peak hour volumes, as observed, are illustrated in Figure 3

2.2.2 Seasonal Adjustments

Highway 28

Recognizing that the traffic counts were conducted in January and reflective of winter volumes, the need for a seasonal adjustment has been reviewed. In this regard, Winter Average Daily Traffic (WADT) and Summer Average Daily Traffic (SADT) volumes for Highway 28 through the study area, as published by MTO, have been reviewed. The WADT and SADT volumes for the years 2016 to 2021 (the most recent data available) and the resulting seasonal factors are summarized in Table 2. It is noted that there was no data collected for the year 2020 due to the pandemic.



Table 2: Highway 28 Traffic Volumes

ROAD SECTION		DAILY TRAFFIC VOLUME					AVERAGE
		2016	2017	2018	2019	2021	
Highway 28 County Road 20 to County Road 36	WADT	4,500	4,600	4,700	4,800	4,900	4,700
	SADT	9,950	11,300	11,400	11,700	11,600	11,190
	Ratio	2.21	2.46	2.42	2.44	2.39	2.38

As noted, the SADT volumes on Highway 28 are on average 138% greater than the WADT volumes.

Based on the above, a summer adjustment factor of 2.38 has been applied to the observed volumes on Highway 28.

Fire Route 2 volumes

As traffic counts used to establish existing conditions were conducted during the winter season, peak traffic activity associated with the existing development along Fire Route 2 was not captured (the land uses surrounding Fire Route 2 are illustrated in Figure 4). Specifically, the existing Burleigh Falls Inn, the adjacent retail store (Country Store), and the seasonal cottages located along Fire Route 2 were either closed or largely unoccupied at the time of the counts. Consequently, traffic generated by these uses is not reflected in the recorded traffic volumes.

To account for this, background traffic volumes associated with the surrounding land uses have been estimated and added to the observed traffic volumes. Trip generation estimates were prepared using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*², based on appropriate land use classifications for each use.

The following ITE land use codes were applied:

- Country Store - *strip retail plaza <40,000ft²* (ITE 822);
- Burleigh Falls Inn - *hotel* (ITE 310); and
- private cottages - *recreational homes* (ITE 260).

It is noted that the existing Country Store is a seasonal standalone retail store that sells various products (apparel, food, gifts, etc.) targeting the tourist/cottager market. As there is not a

² Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*: August 2025



comparable use within the ITE *Trip Generation Manual*, trip rates for the *strip retail plaza* land-use have been applied as they reflect a retail use.

The trip rates and resulting trip estimates are provided in Table 3 and Table 4 respectively.

Table 3: Trip Rates - Existing Uses

LAND-USE & VARIABLE		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SATURDAY PM PEAK HOUR		
		In	Out	Total	In	Out	Total	In	Out	Total
strip retail plaza (ITE code 822)	1,000 ft ² GLA	2.16	1.77	3.93	3.15	3.15	6.30	3.38	3.25	6.63
hotel (ITE code 310)	rooms	0.18	0.16	0.34	0.24	0.23	0.47	0.24	0.23	0.47
recreational homes (ITE code 260)	units	0.08	0.16	0.24	0.16	0.13	0.29	0.19	0.21	0.40

Table 4: Trip Estimates - Existing Uses

LAND-USE & VARIABLE		WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SATURDAY PM PEAK HOUR		
		In	Out	Total	In	Out	Total	In	Out	Total
Country Store	2,800 ft ² GLA	6	5	11	9	9	18	9	9	18
Burleigh Falls Inn	20 rooms	4	3	7	5	5	10	5	5	10
seasonal cottages	2 units	0	1	1	1	0	1	1	1	2
		10	9	19	15	14	29	15	15	30

As indicated, the surrounding land uses are estimated to generate a total of 19 trips during the weekday AM peak hour, 29 trips during the weekday PM peak hour, and 30 trips during the Saturday peak hour.

The trips generated by the Country Store are assumed to access the store via the existing access located north of Fire Route 2 at the store's frontage. These trips have been assigned as through trips on Highway 28 at Fire Route 2.

Trips associated with the Burleigh Falls Inn and private cottages are assumed to enter/exit Highway 28 at Fire Route 2.



The trips associated with the existing uses have been distributed to the north and south along Highway 28 based on the location of the site in context of adjacent population centres. As the existing uses are largely tourism related, it has been assumed that most visits will originate from the south with visitors travelling from population centres such as Peterborough, Lindsay or from longer distance origins like Belleville, Oshawa or the Greater Toronto Area. In this respect, the following distribution has been assumed:

- to/from the north – 30%; and
- to/from the south – 70%.

The assignment of trips associated with the existing development in the area is illustrated in Figure 5.

2.2.3 Traffic Volumes

The resulting adjusted 2026 traffic volumes, reflective of peak summer conditions and inclusive of trips associated with the surrounding development, are illustrated in Figure 6.

2.3 TRAFFIC OPERATIONS

The assessment of existing conditions provides the baseline for which the future traffic operations can be assessed. As the capacity, and hence operations of a road system are effectively dictated by its intersections, the analysis focused on the operations of the noted key intersection. The analysis is based on the following:

- the 2026 peak hour summer traffic volumes;
- the existing intersection configurations and controls; and
- procedures outlined in the *2000 Highway Capacity Manual*³ (using Synchro v.11 software).

For each intersection, the analysis considers:

- the average delay (measured in seconds);
- level of service (LOS); and
- volume to capacity (v/c) for each movement if signalized, or for critical movements only if unsignalized.

With respect to the noted metrics, LOS A corresponds to the best operating condition with minimal delays whereas LOS F corresponds to poor operations resulting from high intersection delays (LOS definitions are provided in Appendix B). In terms of capacity, a v/c ratio of less than

³ *Highway Capacity Manual*. Transportation Research Board, Washington DC, 2000.



1.0 indicates the intersection movement/approach is operating at less than capacity while v/c of 1.0 indicates capacity has been reached.

A summary of the analysis is provided in Table 5; detailed operations worksheets are included in Appendix C.

Table 5: Intersection Operations - 2026

INTERSECTION, MOVEMENT & CONTROL			WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SATURDAY PEAK HOUR		
			Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c
Highway 28 & Fire Route 2	WB LR	stop	12	B	0.01	17	C	0.02	15	B	0.01
L left lane	T through lane	R right lane	LT left-through	TR through-right	LR left right	LTR left-through-right					

Based on the existing volumes, the subject intersections currently provide good overall levels of service (LOS B or C) with minor delays. As such, no improvements are required to support existing conditions.



3 Proposed Development

This chapter will provide additional details regarding the proposed expansion of Burleigh Falls Inn, including its location, projected site-generated traffic volumes, and the assignment of said volumes to the adjacent road network.

3.1 LOCATION

The subject site is located at 4791 Highway 28, within the Municipality of North Kawartha, County of Peterborough. The location is illustrated in Figure 1.

3.2 LAND USE

Existing

The subject development parcel currently consists of 6 unoccupied seasonal cottages, which are proposed to be demolished as part of the redevelopment.

Proposed

The proposed expansion consists of a 55-unit, 6-storey hotel building. All guest amenities will be provided within the existing main building, and no separate ancillary or amenity services are proposed as part of the development. The site plan for the proposed development is provided in Figure 7.

3.3 PARKING

The Township of North Kawartha's *Zoning By-laws*⁴ were reviewed to determine parking requirements for the proposed development. The site is designated under the Shoreline Commercial zone, which mandates 1 parking space per guest room for a tourist establishment. The parking requirements and supply for the subject site is provided in Table 6.

Table 6: Parking Requirements & Supply

CATEGORY	UNITS	PARKING RATE	PARKING REQUIREMENT	PARKING SUPPLY
shoreline commercial zone (CS)	55	1 space per guest room / rental cottage	55	59

⁴ *Zoning by-law 26-2013*, Township of North Kawartha, Consolidated: July 2020



As indicated, the proposed expansion will provide 59 parking spaces, thereby exceeding the minimum parking requirements.

3.4 ACCESS

Access to the proposed hotel expansion will be provided via direct connection to Fire Route 2, as illustrated in the site plan.

3.5 SITE TRAFFIC

3.5.1 Trip Generation

The number of vehicle trips to be generated by the development for the weekday AM, PM and SAT peak hours has been determined based on type of use, development size and applicable trip generation rates published in the *ITE Trip Generation Manual, 12th Edition*. Based on the proposed development, trips rates for the *hotel* (ITE 310) land-use have been employed.

The associated trip rates and resulting trip estimates are provided in Table 7.

Table 7: Trip Generation Rates

LAND USE	VARIABLE	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SATURDAY PEAK HOUR		
		In	Out	Total	In	Out	Total	In	Out	Total
hotel (ITE code 310)	rooms	0.18	0.16	0.34	0.24	0.23	0.47	0.24	0.23	0.47
	55	10	9	19	13	13	26	13	13	26

As indicated, the proposed development is expected to generate 19 new trips during the weekday AM peak hour, 26 new trips during the weekday PM peak hour and 26 new trips during the Saturday peak hour.

3.5.2 Trip Distribution

The trip distribution for the proposed development reflects that discussed above in Section 2.2.2 with respect to the existing uses. As a tourism-based use, trip distribution will be influenced by the location of the site in context of major population centres (i.e. Peterborough, Lindsay, Oshawa, the GTA, etc.). The following trip distribution has been applied:

- to/from the north via Highway 28 – 30%; and
- to/from the south via Highway 28 – 70%.

The assignment of site traffic to the adjacent road network is illustrated in Figure 8.



4 Future Conditions

This chapter will address the future conditions with consideration for the subject development, and any resulting impacts of such on the adjacent road system. The following areas will be addressed:

- future traffic volumes;
- future traffic operations; and
- potential improvements to the study area road network, if necessary.

As directed by MTO staff, the 2035 and 2040 horizon years (representing 5 and 10 years beyond anticipated build-out, respectively) have been considered to assess the impact of the proposed development on the surrounding road network.

4.1 ROAD NETWORK

Based on a review of the *Ontario Highways Program*⁵, no improvements are planned for Highway 28 within the study area. As such, the road network described in Section 2.1 has been maintained in the assessment of the future conditions, with improvements identified as may be necessary to support future traffic volumes.

4.2 TRAFFIC VOLUMES

4.2.1 Background Growth

Population Growth

In considering historical and projected population levels for the Township of North Kawartha, the following were noted:

- Based on Census data, the population of the Township of North Kawartha increased from 2,479 in 2016 to 2,877 in 2021, representing an approximate annual growth rate of 3%.
- Based on the *Growth Analysis Report*⁶, the population of the Township of North Kawartha is projected to increase from 2,940 in 2021 to 3,630 by 2051, representing an average annual growth rate of 0.7%. Employment is similarly projected to grow from 720 in 2021 to 820 by 2051, corresponding to an annual growth rate of 0.4%.

⁵ *Ontario Highway Program*, Ministry of Transportation Ontario, 2025

⁶ *Growth Analysis Report*, County of Peterborough, Hemson, March 2022



Traffic Growth

Based on a review of historical volumes on Highway 28, the SADT volumes indicate annual growth of 3.1% for the period 2016 to 2021 (as indicated in Table 2).

Overall Background Growth

Based on the above, a background growth rate of 3% per annum has been applied to traffic volumes on Highway 28. This rate reflects the higher observed historical growth and has been adopted as a conservative assumption to ensure that future traffic conditions are not underestimated.

4.2.2 Background Development

No other planned developments were identified in the immediate area for inclusion in the future background traffic projections.

4.2.3 Traffic Volumes

Future traffic volumes for the 2035 and 2040 horizon year are illustrated in Figure 9 and Figure 10 respectively, reflective of the following:

- the 2026 volumes;
- an annual background growth rate of 3.0%; and
- the additional development volumes associated with the proposed development.

4.3 TRAFFIC OPERATIONS

The intersection of Highway 28 and Fire Route 2 was reassessed under future conditions, the results of which are summarized in Table 8 and Table 9, with detailed worksheets provided in Appendix D. As indicated, the intersection will continue to provide acceptable operations (LOS D or better) through to the 2040 horizon under total conditions

Table 8: Intersection Operations – 2035

INTERSECTION, MOVEMENT & CONTROL			WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SAT PEAK HOUR		
			Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c
Highway 28 & Fire Route 2	WB LR	stop	15	B	0.04	26	D	0.12	20	C	0.07
L left lane T through lane R right lane LT left-through TR through-right LTR left-through-right											



Table 9: Intersection Operations – 2040

INTERSECTION, MOVEMENT & CONTROL	WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SAT PEAK HOUR		
	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c
Highway 28 & Fire Route 2	17	C	0.05	34	D	0.15	23	C	0.09
L left lane T through lane R right lane	LT left-through			TR through-right			LTR left-through-right		

4.4 NEED FOR IMPROVEMENTS

4.4.1 Intersection Operations

Based on the intersection operations noted above, no improvements are required to accommodate the future traffic volumes.

4.4.2 Turn Lane Requirements

Notwithstanding the otherwise good operations at the intersection, the need for exclusive turn lanes on Highway 28 at Fire Route 2 have been reviewed in context of the applicable warrant criteria for left and right turn lanes.

Right Turn Lane

With respect to right turn lanes, such are generally warranted where right turn volumes exceed 60 vehicles per hour and/or impede through traffic. The peak hour right turn volumes accessing the site are in the order of 4 to 9 vehicles. As the turning volumes do not exceed the threshold, a right turn lane is not recommended on Highway 28 at the site access.

Left Turn Lane

The need for a left turn lane on Highway 28 was reviewed in context of MTO warrants for auxiliary left turn lanes on 2-lane, undivided highways. The warrants are based on design speed, advancing volumes (i.e. traffic travelling in the same direction as left-turning traffic), opposing volumes (i.e. traffic travelling in the opposite direction of the left-turning traffic) and the percentage of left turns in the advancing volumes.

Based on 2040 traffic volume projections, the southbound left turn volumes are not such that would require a left turn lane (left turn volumes are 6 vehicles or less during the peak hours). The volumes reflect less than 1% of the advancing volumes on Highway 28. As such, a left turn lane is not warranted.



5 Summary

Proposed Development

Burleigh Falls Inn is located at 4791 Highway 28, in the Township of North Kawartha, Peterborough County. The proposed expansion of the existing inn consists of increasing its capacity from 20 rooms to a total of 75 rooms. This expansion will be achieved through the construction of an additional 55-room, 6-storey hotel building.

The proposed expansion involves the redevelopment of a parcel on the south side of Fire Route 2, which will require the demolition of 6 existing unoccupied seasonal cottages currently located on the property.

Transportation Impacts

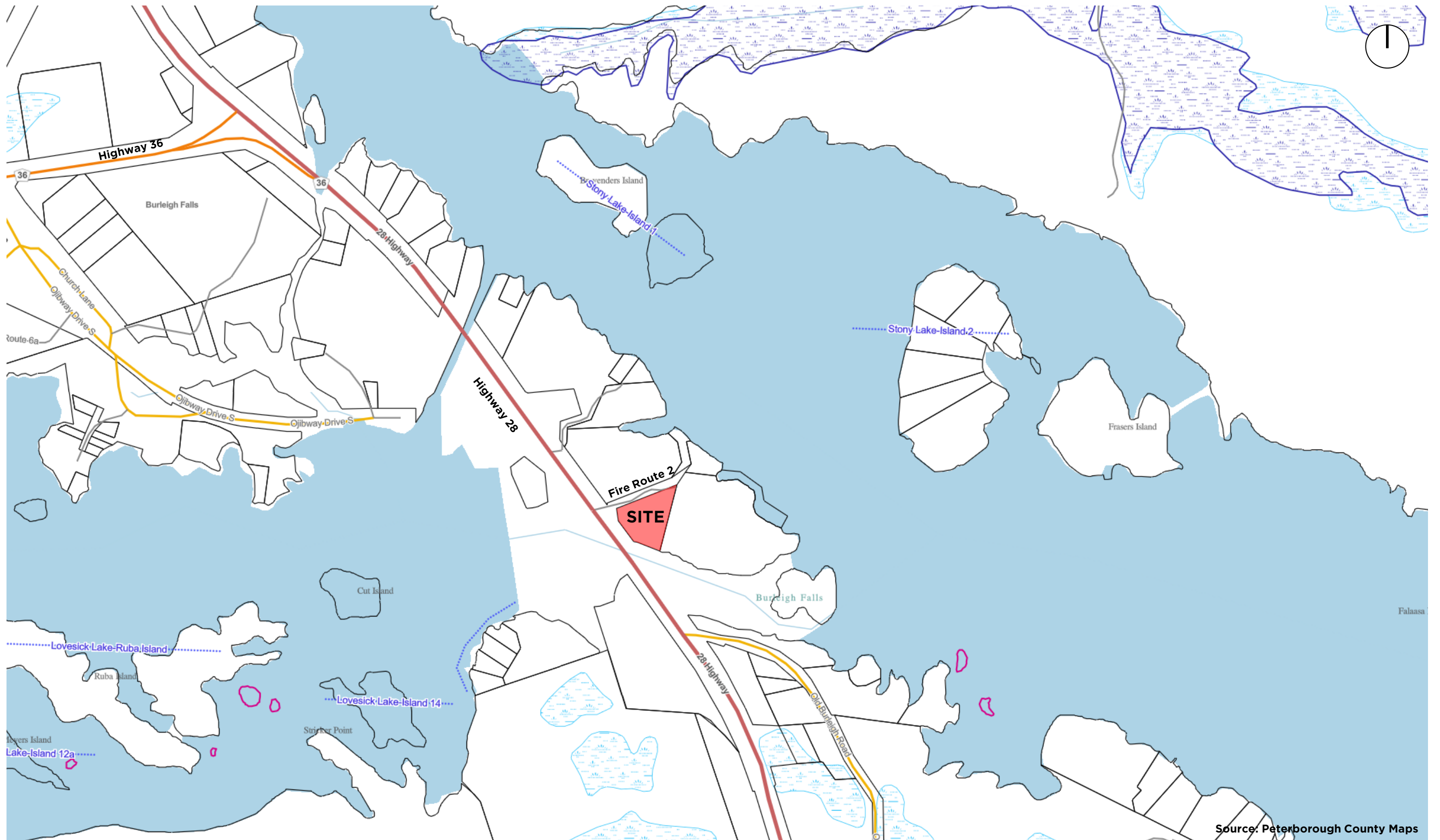
The proposed 55-room expansion is estimated to generate an additional 19 trips during the weekday AM peak hour, 26 trips during the weekday PM peak hour, and 26 trips during the Saturday peak hour.

The traffic operations analysis indicates that the intersection of Highway 28 with Fire Route 2 will continue to operate at acceptable levels (LOS D or better) through the 2035 and 2040 horizon years. The existing access from Fire Route 2 is adequate, and no transportation improvements are required to accommodate the proposed development.

Turn Lane Requirements

Based on the limited turning movements, turn lanes are not warranted at the site access.





BURLEIGH FALLS INN - TRANSPORTATION IMPACT BRIEF

Figure 1: Site Location

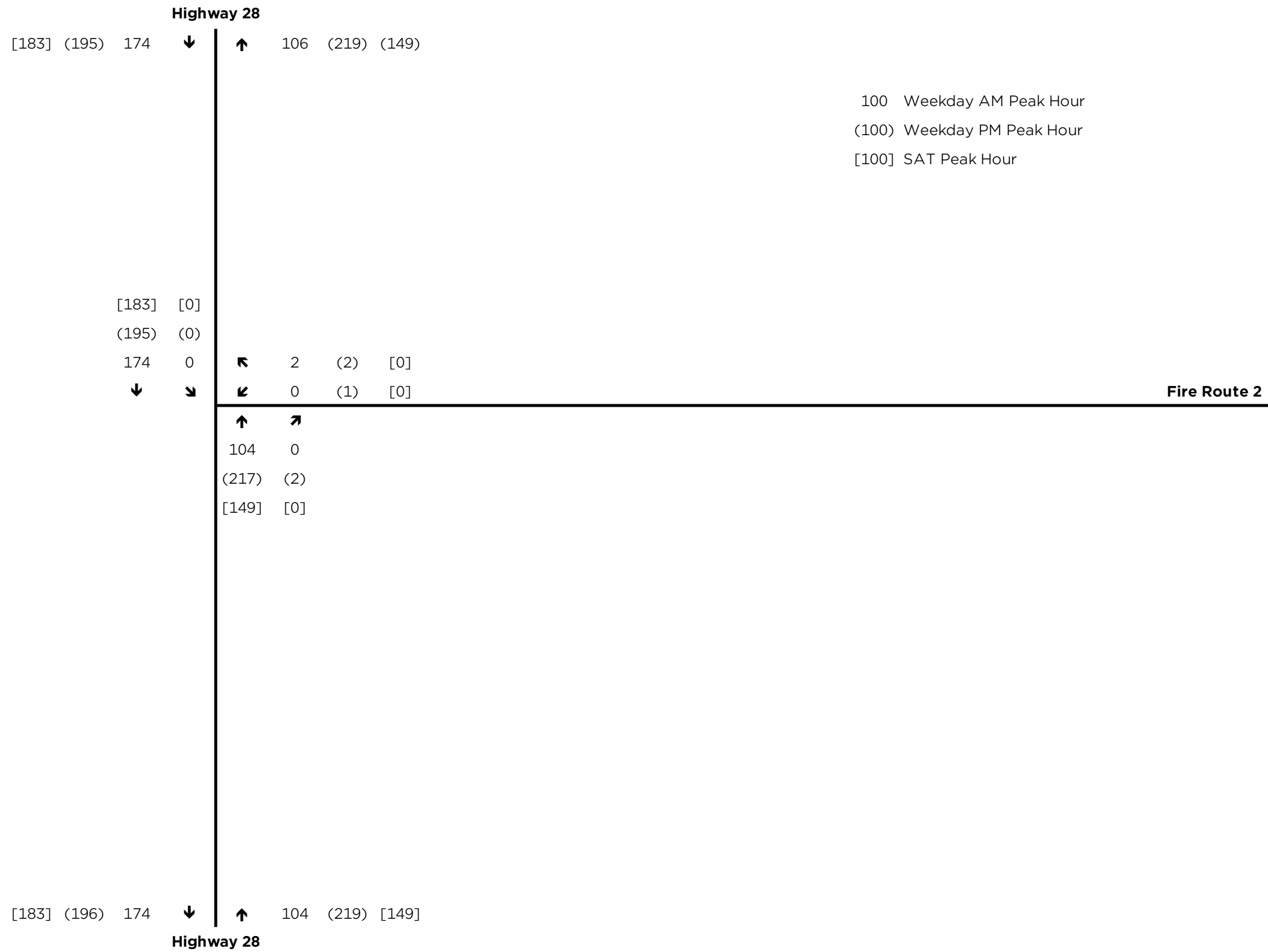




BURLEIGH FALLS INN - TRANSPORTATION IMPACT BRIEF

Figure 2: Area Road Network



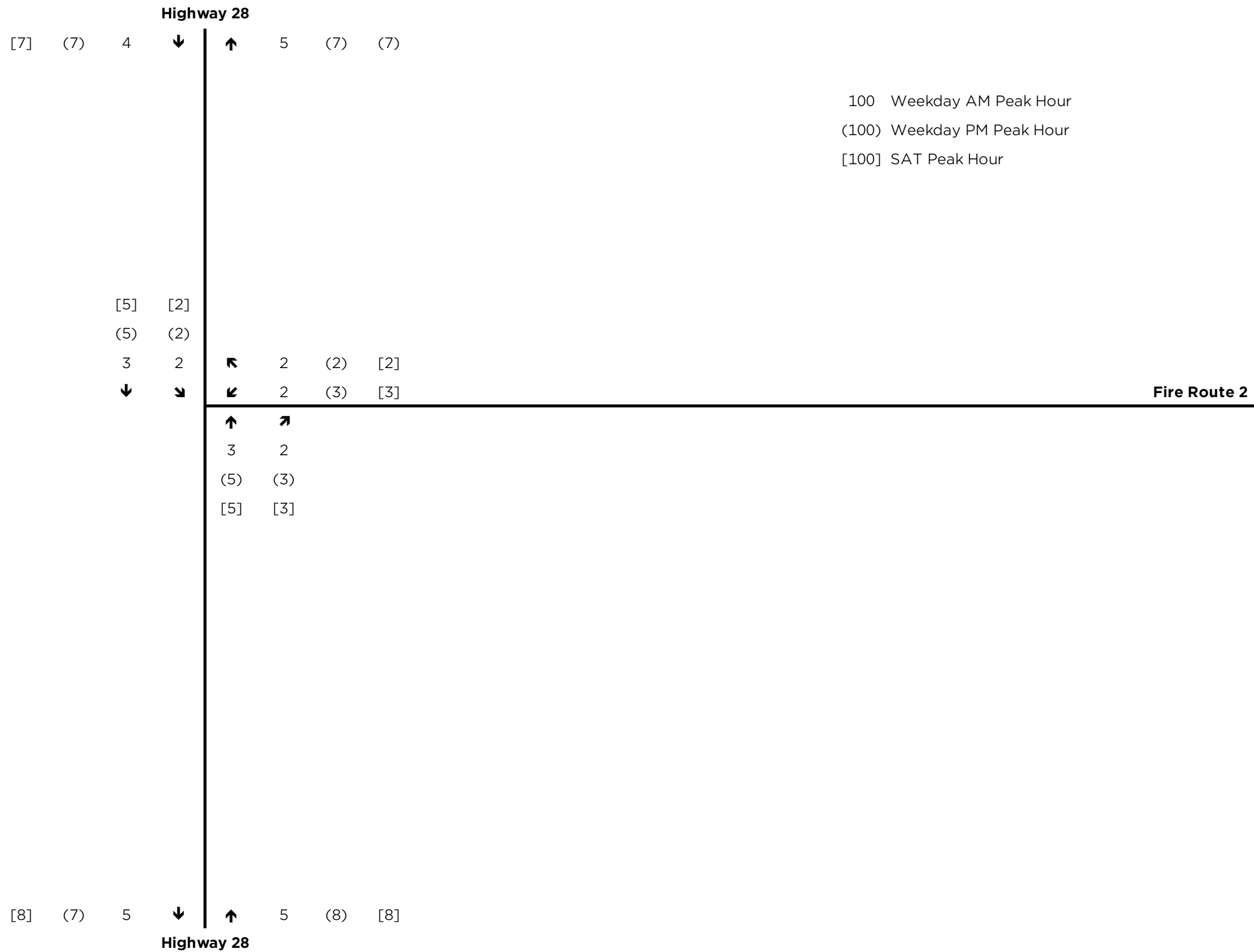




BURLEIGH FALLS INN - TRANSPORTATION IMPACT BRIEF

Figure 4: Surrounding Developments

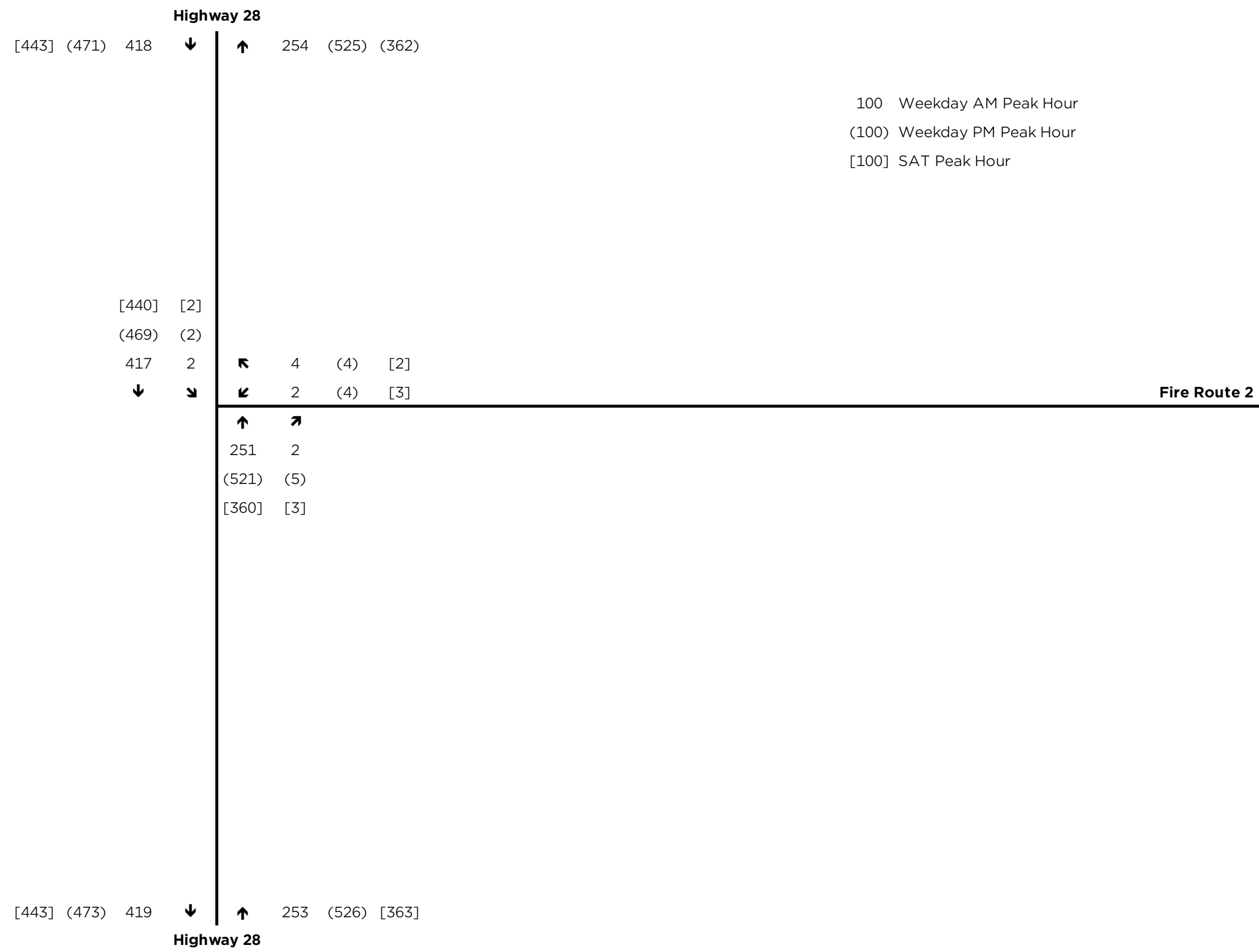


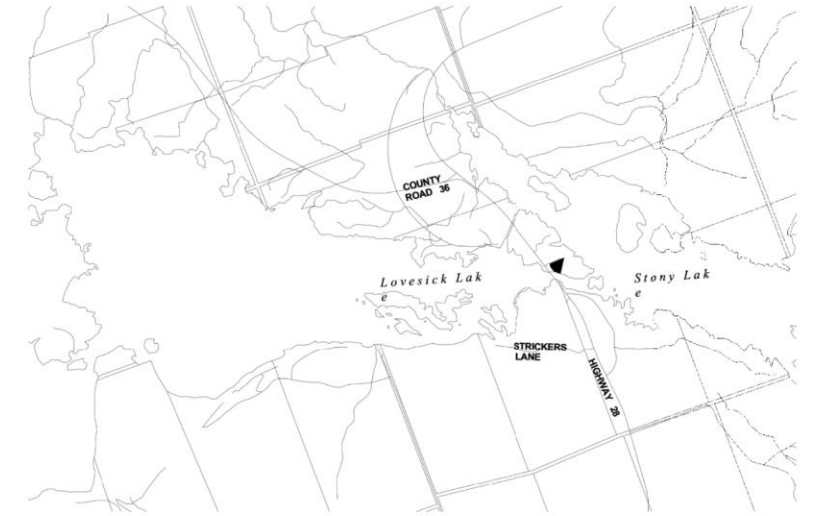
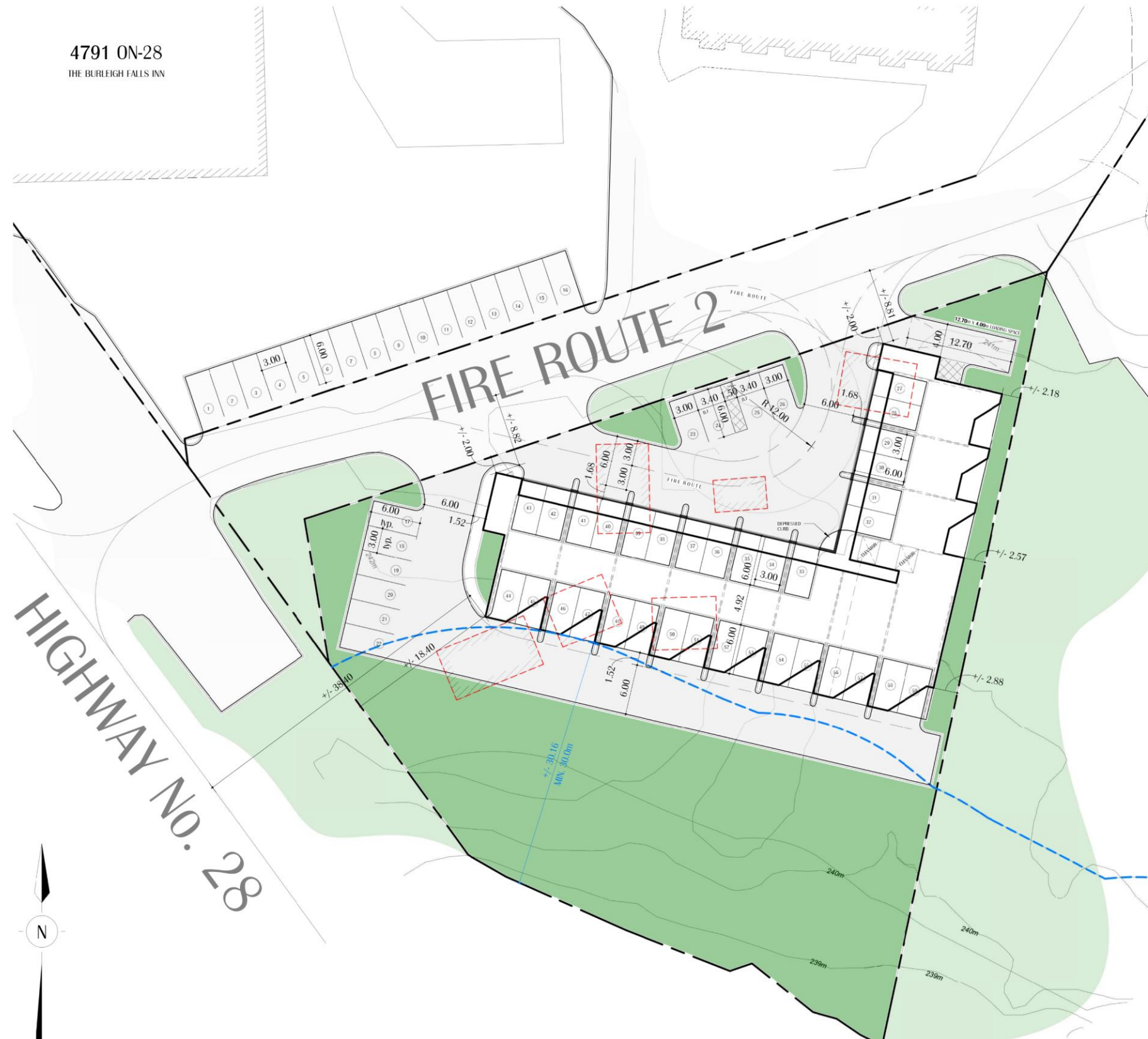


BURLEIGH FALLS INN - TRANSPORTATION IMPACT BRIEF

Figure 5: Surrounding Development Traffic Volumes







- GENERAL NOTES**
1. ALL FOOTING FORMWORK ELEVATIONS AND SETBACKS ARE TO BE CONFIRMED BY A REGISTERED PROFESSIONAL ENGINEER, OR A REGISTERED ONTARIO LAND SURVEYOR, PRIOR TO PLACING OF ANY CONCRETE.
 2. ALL RAINWATER LEADERS TO BE DIRECTED TO SIDEYARD SWALES AND TO ROAD.
 3. A 0.30m WIDE UNDISTURBED STRIP IS TO BE PROVIDED ALONG ALL BOUNDARIES WITH ADJACENT OWNERS.
 4. ALL PERIMETER GRADES TO REMAIN AS EXISTING.

NOTE:
ALL EXISTING TREES, STRUCTURE AND COMPONENTS NOT INDICATED TO BE DEMOLISHED TO BE PROTECTED DURING CONSTRUCTION

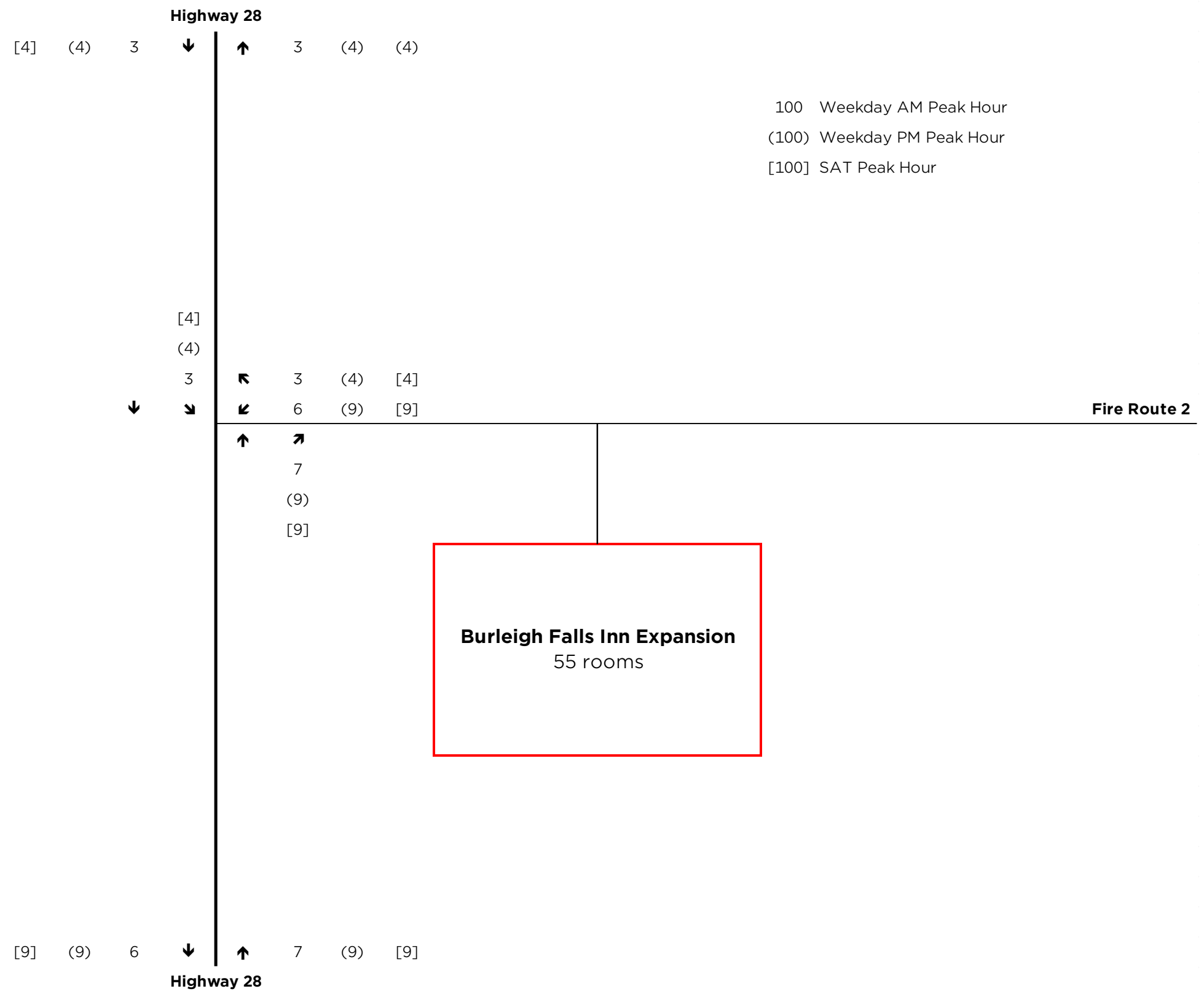
BUILDER MUST VERIFY THE EXISTING STORM AND SANITARY INVERT ELEVATIONS. BUILDER TO CONFIRM TO CONSULTING ENGINEER THAT MINIMUM 2% SLOPE CAN BE ACHIEVED PRIOR TO PLACING CONCRETE FOOTINGS.

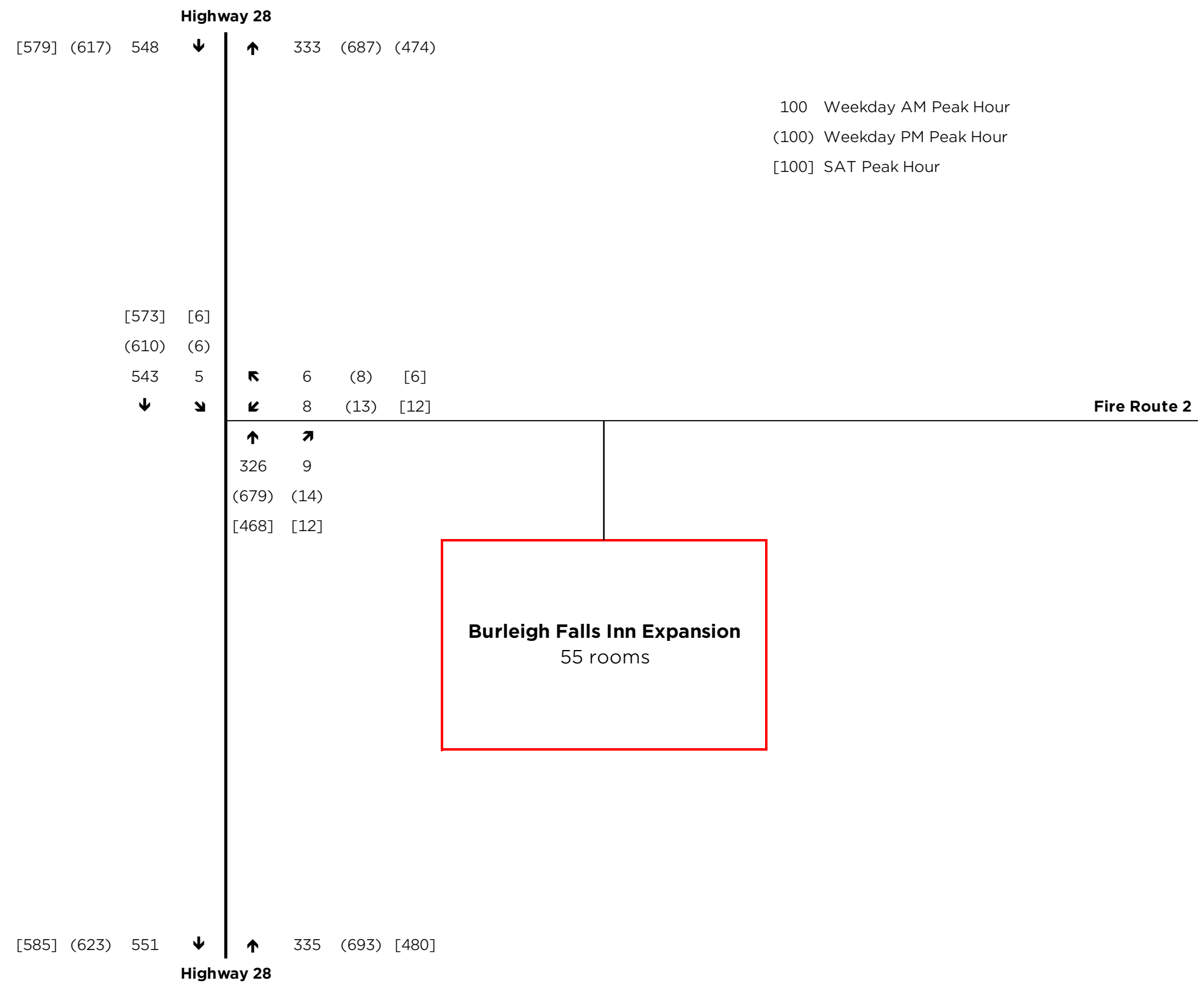
SITE PLAN and BUILDING STATISTICS			
1	ZONING	SHORELINE COMMERCIAL (CS) ZONE	
		REQUIRED	PROPOSED
2	LOT AREA	1,390m² (MIN.)	4,615.80m² (EXISTING)
3	LOT FRONTAGE	46m (MIN.)	93.63m
4	LOT COVERAGE	30% (MAX.)	1,301.45m² 28.20%
5	WATER SETBACK	30.0m (MIN.)	+/- 30.16m
6	FRONT YARD SETBACK	15.0m (MIN.)	+/- 2.00m
7	REAR YARD SETBACK	12.0m (MIN.)	N/A
8	INT. SIDE YARD SETBACK	4.5m (MIN.)	+/- 2.18m
9	EXT. SIDE YARD SETBACK	15.0m (MIN.)	+/- 18.40m
10	BUILDING HEIGHT	11.0m (MAX)	19.0m
11	PARKING SPACES	55 SPACES (1 SPACE PER ROOM)	59 SPACES
12	GROSS FLOOR AREA		
		1ST FLOOR	373.58m²
		2ND FLOOR	1,073.45m²
		3RD FLOOR	1,073.45m²
		4TH FLOOR	1,073.45m²
		5TH FLOOR	1,073.45m²
		6TH FLOOR	1,073.45m²
		ROOF TOP	158.14m²
		TOTAL	5,898.97m²
13	TOTAL NUMBER OF UNITS		55 UNITS
		1 BEDROOM	15
		2 BEDROOM	35
		3 BEDROOM	5

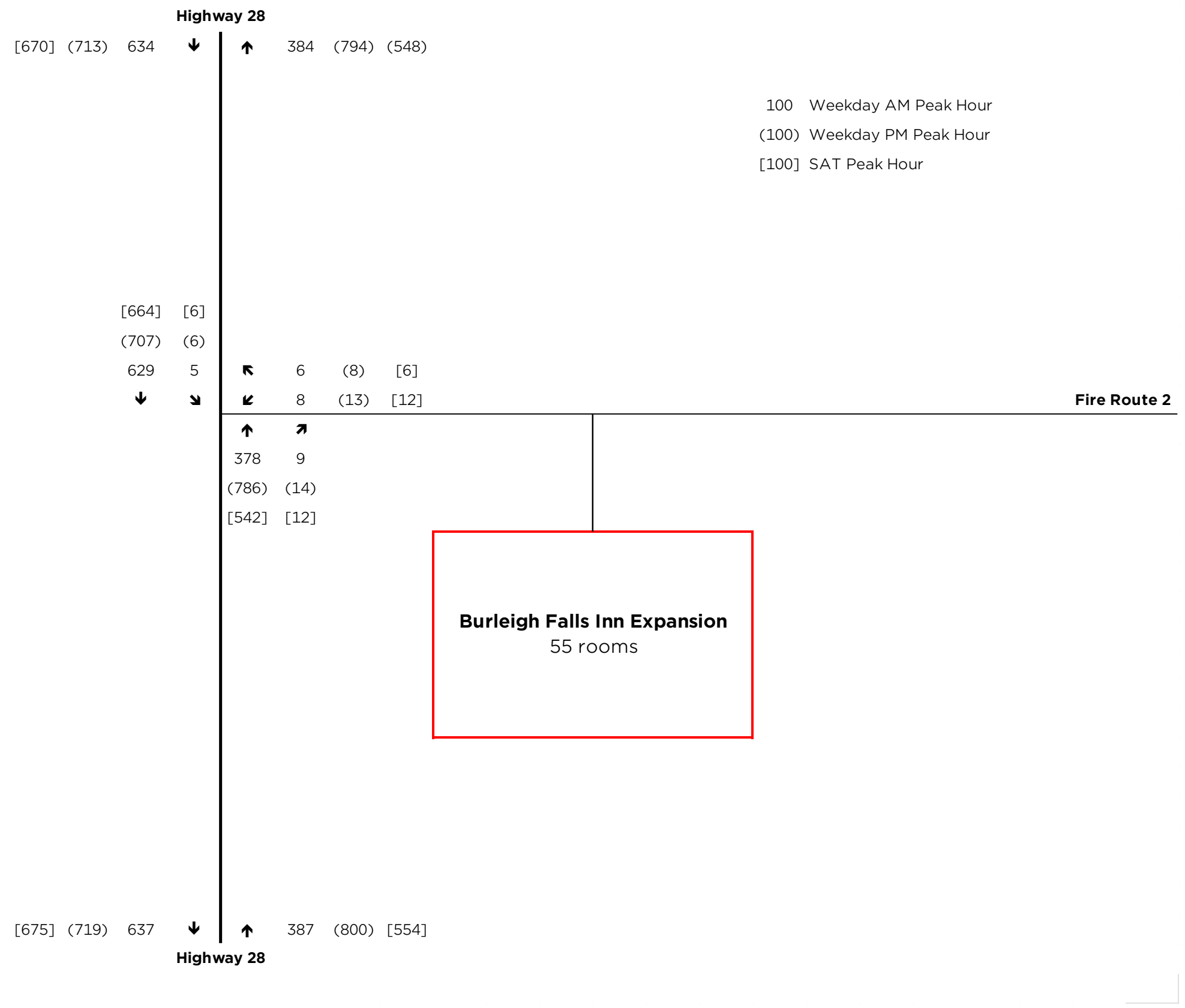
BURLEIGH FALLS INN - TRANSPORTATION IMPACT BRIEF

Figure 7: Site Plan









Appendix A: Traffic Counts

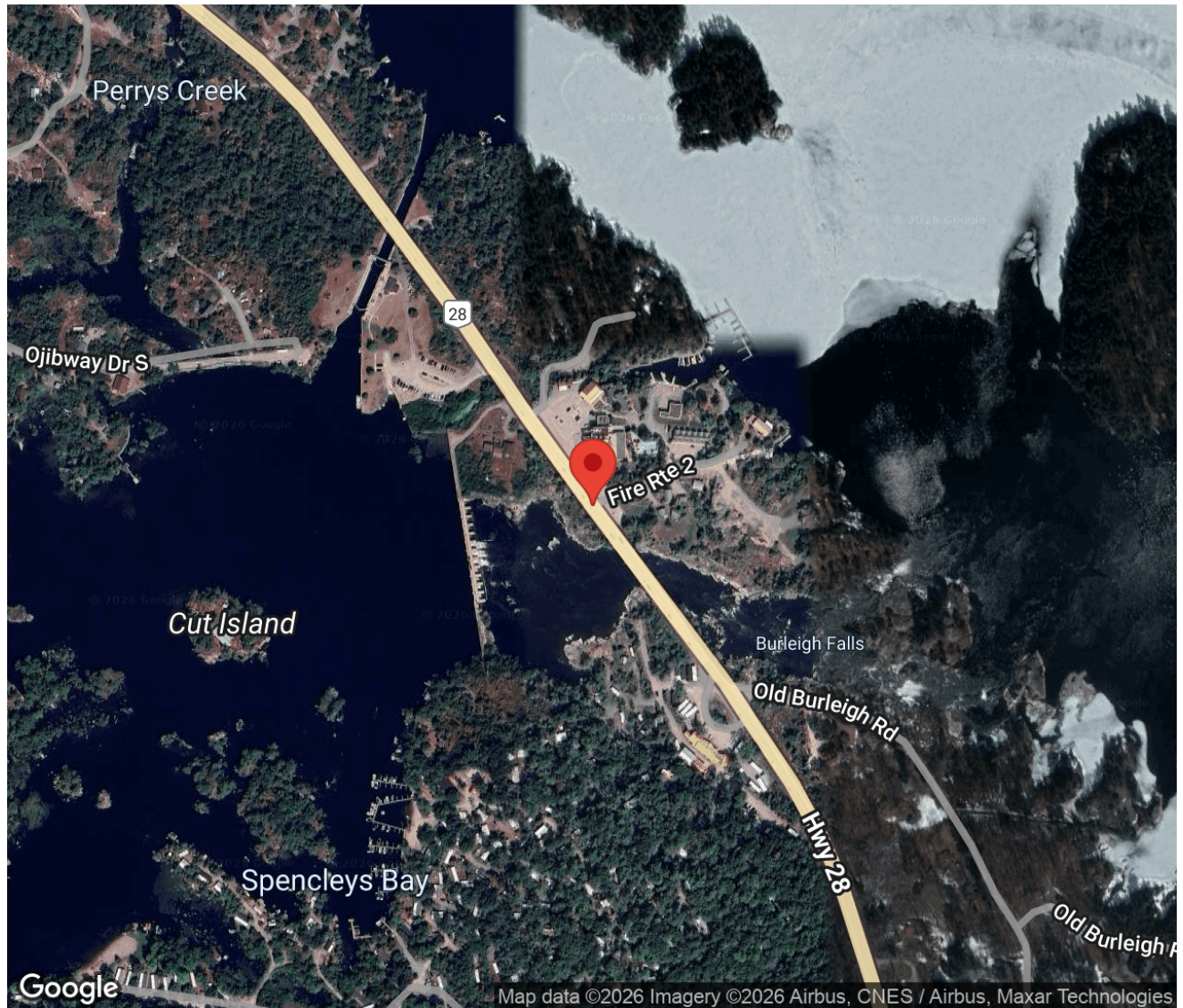
Project #26-013 - Tatham Engineering Ltd

Intersection Count Report

Intersection: Hwy 28 & Fire Rte 2
Municipality: Lakefield
Count Date: Thursday, Jan 08, 2026
Site Code: 2601300001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-09:00, 11:00-14:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection:	Hwy 28 & Fire Rte 2
Site Code:	2601300001
Municipality:	Lakefield
Count Date:	Jan 08, 2026



Traffic Count Summary

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

Hwy 28 - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	152	0	0	152	0	0	68	0	0	68	0	220
08:00 - 09:00	0	174	0	0	174	0	0	104	0	0	104	0	278
BREAK													
11:00 - 12:00	1	167	0	0	168	0	0	102	4	0	106	0	274
12:00 - 13:00	0	142	0	0	142	0	0	120	3	0	123	0	265
13:00 - 14:00	1	151	0	0	152	1	0	168	4	0	172	0	324
BREAK													
15:00 - 16:00	0	116	0	0	116	0	0	194	4	0	198	0	314
16:00 - 17:00	0	164	0	0	164	0	0	212	2	0	214	0	378
17:00 - 18:00	0	180	0	0	180	0	0	200	0	0	200	0	380
GRAND TOTAL	2	1246	0	0	1248	1	0	1168	17	0	1185	0	2433

Traffic Count Summary

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

Fire Rte 2 - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	4	0	4	0	0	0	0	0	0	0	4
08:00 - 09:00	0	0	2	0	2	0	0	0	0	0	0	0	2
BREAK													
11:00 - 12:00	2	0	10	0	12	0	0	0	0	0	0	0	12
12:00 - 13:00	1	0	4	0	5	0	0	0	0	0	0	0	5
13:00 - 14:00	1	0	4	0	5	3	0	0	0	0	0	0	5
BREAK													
15:00 - 16:00	1	0	4	0	5	0	0	0	0	0	0	0	5
16:00 - 17:00	2	0	3	0	5	0	0	0	0	0	0	0	5
17:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	7	0	31	0	38	3	0	0	0	0	0	0	38

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

North Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	28	0	0	28	0	2	0	0	2	0	0	0	0	0	0
07:15	0	33	0	0	33	0	3	0	0	3	0	0	0	0	0	0
07:30	0	46	0	0	46	0	2	0	0	2	0	0	0	0	0	0
07:45	0	31	0	0	31	0	7	0	0	7	0	0	0	0	0	0
08:00	0	38	0	0	38	0	6	0	0	6	0	0	0	0	0	0
08:15	0	43	0	0	43	0	3	0	0	3	0	0	0	0	0	0
08:30	0	42	0	0	42	0	1	0	0	1	0	0	0	0	0	0
08:45	0	40	0	0	40	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	0	301	0	0	301	0	25	0	0	25	0	0	0	0	0	0

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

North Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	35	0	0	35	0	2	0	0	2	0	0	0	0	0	0
11:15	0	40	0	0	40	0	3	0	0	3	0	0	0	0	0	0
11:30	0	39	0	0	39	0	2	0	0	2	0	0	0	0	0	0
11:45	0	44	0	0	44	1	2	0	0	3	0	0	0	0	0	0
12:00	0	17	0	0	17	0	1	0	0	1	0	0	0	0	0	0
12:15	0	33	0	0	33	0	2	0	0	2	0	0	0	0	0	0
12:30	0	46	0	0	46	0	5	0	0	5	0	1	0	0	1	0
12:45	0	33	0	0	33	0	4	0	0	4	0	0	0	0	0	0
13:00	1	29	0	0	30	0	2	0	0	2	0	0	0	0	0	1
13:15	0	42	0	0	42	0	4	0	0	4	0	0	0	0	0	0
13:30	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	0
13:45	0	35	0	0	35	0	3	0	0	3	0	0	0	0	0	0
SUBTOTAL	1	429	0	0	430	1	30	0	0	31	0	1	0	0	1	1

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

North Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	19	0	0	19	0	3	0	0	3	0	0	0	0	0	0
15:15	0	26	0	0	26	0	4	0	0	4	0	0	0	0	0	0
15:30	0	33	0	0	33	0	1	0	0	1	0	1	0	0	1	0
15:45	0	26	0	0	26	0	3	0	0	3	0	0	0	0	0	0
16:00	0	32	0	0	32	0	5	0	0	5	0	0	0	0	0	0
16:15	0	25	0	0	25	0	3	0	0	3	0	0	0	0	0	0
16:30	0	40	0	0	40	0	5	0	0	5	0	0	0	0	0	0
16:45	0	45	0	0	45	0	9	0	0	9	0	0	0	0	0	0
17:00	0	46	0	0	46	0	4	0	0	4	0	0	0	0	0	0
17:15	0	41	0	0	41	0	3	0	0	3	0	0	0	0	0	0
17:30	0	45	0	0	45	0	2	0	0	2	0	0	0	0	0	0
17:45	0	35	0	0	35	0	4	0	0	4	0	0	0	0	0	0
SUBTOTAL	0	413	0	0	413	0	46	0	0	46	0	1	0	0	1	0
GRAND TOTAL	1	1143	0	0	1144	1	101	0	0	102	0	2	0	0	2	1

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

South Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	11	0	0	11	0	2	0	0	2	0	0	0	0	0	0
07:15	0	13	0	0	13	0	1	0	0	1	0	0	0	0	0	0
07:30	0	15	0	0	15	0	5	0	0	5	0	0	0	0	0	0
07:45	0	19	0	0	19	0	2	0	0	2	0	0	0	0	0	0
08:00	0	20	0	0	20	0	3	0	0	3	0	0	0	0	0	0
08:15	0	29	0	0	29	0	3	0	0	3	0	0	0	0	0	0
08:30	0	18	0	0	18	0	1	0	0	1	0	0	0	0	0	0
08:45	0	28	0	0	28	0	2	0	0	2	0	0	0	0	0	0
SUBTOTAL	0	153	0	0	153	0	19	0	0	19	0	0	0	0	0	0

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

South Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	29	0	0	29	0	2	2	0	4	0	0	0	0	0	0
11:15	0	24	0	0	24	0	0	0	0	0	0	0	0	0	0	0
11:30	0	20	1	0	21	0	1	1	0	2	0	0	0	0	0	0
11:45	0	25	0	0	25	0	1	0	0	1	0	0	0	0	0	0
12:00	0	28	0	0	28	0	2	0	0	2	0	0	0	0	0	0
12:15	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0
12:30	0	27	0	0	27	0	0	1	0	1	0	0	0	0	0	0
12:45	0	41	2	0	43	0	3	0	0	3	0	0	0	0	0	0
13:00	0	38	0	0	38	0	1	1	0	2	0	0	0	0	0	0
13:15	0	36	0	0	36	0	2	1	0	3	0	0	0	0	0	0
13:30	0	42	1	0	43	0	1	0	0	1	0	0	0	0	0	0
13:45	0	48	1	0	49	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	377	5	0	382	0	13	6	0	19	0	0	0	0	0	0

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

South Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	48	1	0	49	0	1	1	0	2	0	0	0	0	0	0
15:15	0	35	0	0	35	0	3	2	0	5	0	0	0	0	0	0
15:30	0	55	0	0	55	0	8	0	0	8	0	0	0	0	0	0
15:45	0	43	0	0	43	0	1	0	0	1	0	0	0	0	0	0
16:00	0	48	0	0	48	0	3	0	0	3	0	0	0	0	0	0
16:15	0	48	0	0	48	0	2	0	0	2	0	0	0	0	0	0
16:30	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0
16:45	0	61	1	0	62	0	0	1	0	1	0	0	0	0	0	0
17:00	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	0
17:15	0	46	0	0	46	0	1	0	0	1	0	0	0	0	0	0
17:30	0	51	0	0	51	0	0	0	0	0	0	0	0	0	0	0
17:45	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	587	2	0	589	0	19	4	0	23	0	0	0	0	0	0
GRAND TOTAL	0	1117	7	0	1124	0	51	10	0	61	0	0	0	0	0	0

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

East Approach - Fire Rte 2

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

East Approach - Fire Rte 2

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
11:30	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	0
11:45	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
12:30	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
SUBTOTAL	3	0	0	0	3	1	0	18	0	19	0	0	0	0	0	3

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Municipality: Lakefield
Count Date: Jan 08, 2026

East Approach - Fire Rte 2

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
15:15	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	1	0	1	0	2	2	0	6	0	8	0	0	0	0	0	0
GRAND TOTAL	4	0	2	0	6	3	0	29	0	32	0	0	0	0	0	3

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Count Date: Jan 08, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 28 runs N/S

North Approach

	Out	In	Total
	163	95	258
	11	11	22
	0	0	0
Totals	174	106	280

Hwy 28

	0	0	0
	11	0	0
	163	0	0
Totals	174	0	0

↓ ↘ ↻

East Approach

	Out	In	Total
	0	0	0
	2	0	2
	0	0	0
Totals	2	0	2

Peds: 0



Fire Rte 2

Totals			
0	0	0	0
2	0	2	0
0	0	0	0

↻ ↗ ↓

Peds: 0

	104	0	0
	95	0	0
	9	0	0
	0	0	0
Totals	104	0	0

↑ ↘ ↻

South Approach

	Out	In	Total
	95	163	258
	9	11	20
	0	0	0
Totals	104	174	278

Hwy 28

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Count Date: Jan 08, 2026
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

	North Approach Hwy 28						South Approach Hwy 28						East Approach Fire Rte 2						West Approach						Total Vehicl es	
Start Time	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
08:00	0	44			0	0	44		23	0	0	0	23	0		1	0	0	1					0		68
08:15	0	46			0	0	46		32	0	0	0	32	0		0	0	0	0					0		78
08:30	0	43			0	0	43		19	0	0	0	19	0		1	0	0	1					0		63
08:45	0	41			0	0	41		30	0	0	0	30	0		0	0	0	0					0		71
Grand Total	0	174			0	0	174		104	0	0	0	104	0		2	0	0	2					0	0	280
Approach %	0	100			0	-		100	0	0	-		0		100	0	-						-			
Totals %	0	62.1			0	62.1		37.1	0	0	37.1		0		0.7	0	0.7						0			
PHF	0	0.95			0	0.95		0.81	0	0	0.81		0		0.5	0	0.5						0		0.9	
Cars	0	163			0	163		95	0	0	95		0		0	0	0	0					0		258	
% Cars	0	93.7			0	93.7		91.3	0	0	91.3		0		0	0	0	0					0		92.1	
Trucks	0	11			0	11		9	0	0	9		0		2	0	2						0		22	
% Trucks	0	6.3			0	6.3		8.7	0	0	8.7		0		100	0	100						0		7.9	
Bicycles	0	0			0	0		0	0	0	0		0		0	0	0	0					0		0	
% Bicycles	0	0			0	0		0	0	0	0		0		0	0	0	0					0		0	
Peds					0	-					0	-					0	-					0	-	0	
% Peds					0	-					0	-					0	-					0	-		

Peak Hour Diagram

Specified Period

From: 11:00:00
To: 14:00:00

One Hour Peak

From: 13:00:00
To: 14:00:00

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Count Date: Jan 08, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 28 runs N/S

North Approach

	Out	In	Total
	143	164	307
	9	8	17
	0	0	0
Totals	152	172	324

Hwy 28

	0	0	0
	9	0	0
	142	1	0
Totals	151	1	0

↓ ↘ ↻

East Approach

	Out	In	Total
	1	3	4
	4	2	6
	0	0	0
Totals	5	5	10

Peds: 1

Peds: 0



Peds: 3

Peds: 0

Totals	168	4	0
	164	2	0
	4	2	0
	0	0	0

Hwy 28

Fire Rte 2

Totals			
0	0	0	0
4	0	4	0
1	1	0	0

South Approach

	Out	In	Total
	166	143	309
	6	9	15
	0	0	0
Totals	172	152	324

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Count Date: Jan 08, 2026
Period: 11:00 - 14:00

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

Start Time	North Approach Hwy 28						South Approach Hwy 28						East Approach Fire Rte 2						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
13:00	1	31		0	1	32		39	1	0	0	40	1		2	0	2	3					0		75
13:15	0	46		0	0	46		38	1	0	0	39	0		1	0	1	1					0		86
13:30	0	36		0	0	36		43	1	0	0	44	0		0	0	0	0					0		80
13:45	0	38		0	0	38		48	1	0	0	49	0		1	0	0	1					0		88
Grand Total	1	151		0	1	152		168	4	0	0	172	1		4	0	3	5					0	0	329
Approach %	0.7	99.3		0	-	-		97.7	2.3	0	-	-	20		80	0	-	-					-	-	-
Totals %	0.3	45.9		0		46.2		51.1	1.2	0		52.3	0.3		1.2	0		1.5					0		
PHF	0.25	0.82		0		0.83		0.88	1	0		0.88	0.25		0.5	0		0.42					0		0.93
Cars	1	142		0		143		164	2	0		166	1		0	0		1					0		310
% Cars	100	94		0		94.1		97.6	50	0		96.5	100		0	0		20					0		94.2
Trucks	0	9		0		9		4	2	0		6	0		4	0		4					0		19
% Trucks	0	6		0		5.9		2.4	50	0		3.5	0		100	0		80					0		5.8
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0					0		0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0					0		0
Peds					1	-					0	-					3	-					0	-	4
% Peds					25	-					0	-					75	-					0	-	

Peak Hour Diagram

Specified Period

From: 15:00:00
To: 18:00:00

One Hour Peak

From: 16:45:00
To: 17:45:00

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Count Date: Jan 08, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 28 runs N/S

North Approach

	Out	In	Total
	177	217	394
	18	2	20
	0	0	0
Totals	195	219	414

Hwy 28

	0	0	0
	18	0	0
	177	0	0
Totals	195	0	0

↓ ↘ ↻

East Approach

	Out	In	Total
	2	1	3
	1	1	2
	0	0	0
Totals	3	2	5

Peds: 0



Fire Rte 2

Totals			
 0	0	0	0
 2	1	1	0
 1	1	0	0

Peds: 0

Totals	↑	↘	↻
	216	1	0
	1	1	0
	0	0	0

South Approach

	Out	In	Total
	217	178	395
	2	18	20
	0	0	0
Totals	219	196	415

Hwy 28

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300001
Count Date: Jan 08, 2026
Period: 15:00 - 18:00

Peak Hour Data (16:45 - 17:45)

Start Time	North Approach Hwy 28						South Approach Hwy 28						East Approach Fire Rte 2						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:45	0	54		0	0	54		61	2	0	0	63	1		2	0	0	3					0		120
17:00	0	50		0	0	50		58	0	0	0	58	0		0	0	0	0					0		108
17:15	0	44		0	0	44		47	0	0	0	47	0		0	0	0	0					0		91
17:30	0	47		0	0	47		51	0	0	0	51	0		0	0	0	0					0		98
Grand Total	0	195		0	0	195		217	2	0	0	219	1		2	0	0	3					0	0	417
Approach %	0	100		0		-		99.1	0.9	0		-	33.3		66.7	0		-						-	
Totals %	0	46.8		0		46.8		52	0.5	0		52.5	0.2		0.5	0		0.7					0		
PHF	0	0.9		0		0.9		0.89	0.25	0		0.87	0.25		0.25	0		0.25					0		0.87
Cars	0	177		0		177		216	1	0		217	1		1	0		2					0		396
% Cars	0	90.8		0		90.8		99.5	50	0		99.1	100		50	0		66.7					0		95
Trucks	0	18		0		18		1	1	0		2	0		1	0		1					0		21
% Trucks	0	9.2		0		9.2		0.5	50	0		0.9	0		50	0		33.3					0		5
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0					0		0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0					0		0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

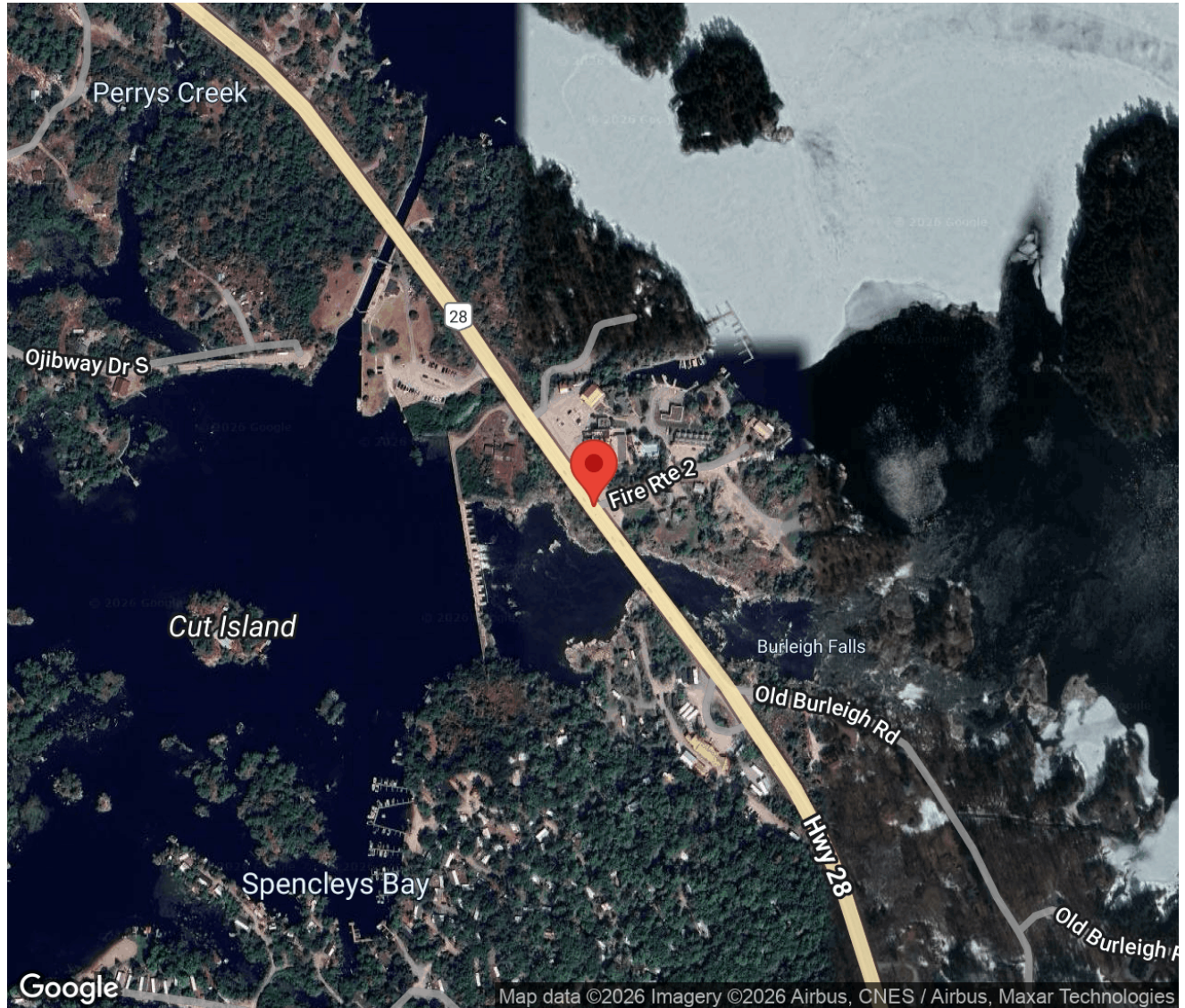
Project #26-013 - Tatham Engineering Ltd

Intersection Count Report

Intersection: Hwy 28 & Fire Rte 2
Municipality: Lakefield
Count Date: Saturday, Jan 10, 2026
Site Code: 2601300002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 11:00-14:00
Weather: Clear
Comments:

Traffic Count Map

Intersection:	Hwy 28 & Fire Rte 2
Site Code:	2601300002
Municipality:	Lakefield
Count Date:	Jan 10, 2026



Traffic Count Summary

Intersection: Hwy 28 & Fire Rte 2
 Site Code: 2601300002
 Municipality: Lakefield
 Count Date: Jan 10, 2026

Hwy 28 - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
11:00 - 12:00	0	170	0	0	170	0	0	141	0	0	141	0	311
12:00 - 13:00	0	166	0	0	166	0	0	138	0	0	138	0	304
13:00 - 14:00	0	154	0	0	154	0	0	112	0	0	112	0	266
GRAND TOTAL	0	490	0	0	490	0	0	391	0	0	391	0	881

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300002
Municipality: Lakefield
Count Date: Jan 10, 2026

North Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0
11:15	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	0
11:30	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0
11:45	0	55	0	0	55	0	0	0	0	0	0	0	0	0	0	0
12:00	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	0
12:15	0	50	0	0	50	0	1	0	0	1	0	0	0	0	0	0
12:30	0	38	0	0	38	0	1	0	0	1	0	0	0	0	0	0
12:45	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	0
13:00	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	0
13:15	0	53	0	0	53	0	0	0	0	0	0	0	0	0	0	0
13:30	0	36	0	0	36	0	1	0	0	1	0	0	0	0	0	0
13:45	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	487	0	0	487	0	3	0	0	3	0	0	0	0	0	0
GRAND TOTAL	0	487	0	0	487	0	3	0	0	3	0	0	0	0	0	0

Traffic Count Data

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300002
Municipality: Lakefield
Count Date: Jan 10, 2026

South Approach - Hwy 28

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0
11:15	0	36	0	0	36	0	0	0	0	0	0	0	0	0	0	0
11:30	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0
11:45	0	39	0	0	39	0	1	0	0	1	0	0	0	0	0	0
12:00	0	48	0	0	48	0	0	0	0	0	0	0	0	0	0	0
12:15	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0
12:30	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	0
12:45	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0
13:00	0	27	0	0	27	0	1	0	0	1	0	0	0	0	0	0
13:15	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0
13:30	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	0
13:45	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	389	0	0	389	0	2	0	0	2	0	0	0	0	0	0
GRAND TOTAL	0	389	0	0	389	0	2	0	0	2	0	0	0	0	0	0

[illegible]

Peak Hour Diagram

Specified Period

From: 11:00:00
To: 14:00:00

One Hour Peak

From: 11:45:00
To: 12:45:00

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300002
Count Date: Jan 10, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Hwy 28 runs N/S

North Approach

	Out	In	Total
	181	148	329
	2	1	3
	0	0	0
Totals	183	149	332

Hwy 28

	0	0	0
	2	0	0
	181	0	0
Totals	183	0	0





Peds: 0

Peds: 0



Peds: 0

Peds: 0

Totals	149	0	0
	148	0	0
	1	0	0
	0	0	0





Hwy 28

East Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	0	0
Totals	0	0	0

Fire Rte 2

Totals			
	0	0	0
	0	0	0
	0	0	0

South Approach

	Out	In	Total
	148	181	329
	1	2	3
	0	0	0
Totals	149	183	332

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Hwy 28 & Fire Rte 2
Site Code: 2601300002
Count Date: Jan 10, 2026
Period: 11:00 - 14:00

Peak Hour Data (11:45 - 12:45)

Start Time	North Approach Hwy 28						South Approach Hwy 28						East Approach Fire Rte 2						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:45	0	55		0	0	55		40	0	0	0	40	0		0	0	0	0					0		95
12:00	0	38		0	0	38		48	0	0	0	48	0		0	0	0	0					0		86
12:15	0	51		0	0	51		26	0	0	0	26	0		0	0	0	0					0		77
12:30	0	39		0	0	39		35	0	0	0	35	0		0	0	0	0					0		74
Grand Total	0	183		0	0	183		149	0	0	0	149	0		0	0	0	0					0	0	332
Approach %	0	100		0	-	-		100	0	0	-	-	0		0	0	-	-					-	-	-
Totals %	0	55.1		0	55.1	55.1		44.9	0	0	44.9	44.9	0		0	0	0	0					0	0	0
PHF	0	0.83		0	0.83	0.83		0.78	0	0	0.78	0.78	0		0	0	0	0					0	0	0.87
Cars	0	181		0		181		148	0	0		148	0		0	0		0					0		329
% Cars	0	98.9		0		98.9		99.3	0	0		99.3	0		0	0		0					0		99.1
Trucks	0	2		0		2		1	0	0		1	0		0	0		0					0		3
% Trucks	0	1.1		0		1.1		0.7	0	0		0.7	0		0	0		0					0		0.9
Bicycles	0	0		0		0		0	0	0		0	0		0	0		0					0		0
% Bicycles	0	0		0		0		0	0	0		0	0		0	0		0					0		0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	0

Appendix B: LOS Definitions

Level of Service – Unsignalized Intersections

Level of Service (LOS) for unsignalized intersections is defined in terms of control delay for each critical lane. Control delay includes initial deceleration, queue move-up time, stopped delay and final acceleration delay, and is a function of the service rate or capacity of the approach and degree of saturation.

The following table describes in detail the characteristics of each level of service, with A being the best and F being the worst.

LOS	EXPECTED DELAY TO STREET TRAFFIC	DELAY (sec/veh)
A	Little or no delays	$0 < d \leq 10$
B	Short traffic delays	$10 < d \leq 15$
C	Average traffic delays	$15 < d \leq 25$
D	Long traffic delays	$25 < d \leq 35$
E	Very long traffic delays	$35 < d \leq 50$
F	Extreme delays with queuing which may cause congestion affecting other traffic movements in the intersection	$50 < d$

source: 2010 Highway Capacity Manual

Level of Service – Signalized Intersections

Level of Service (LOS) for signalized intersections is defined in terms of delay, which is made up of a number of factors that relate to control, geometrics, traffic and incidents. Only the portion of total delay attributed to the control facility is quantified. This control delay includes initial deceleration, queue move-up time, stopped delay and final acceleration delay.

The following table describes in detail the characteristics of each level of service, with A being the best and F being the worst.

LOS	EXPECTED DELAY TO STREET TRAFFIC	DELAY (sec/veh)
A	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all at this LOS. Short cycle lengths may also contribute to low delay.	$0 < d \leq 10$
B	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop at this level than at LOS A, causing longer average delays.	$10 < d \leq 20$
C	These higher delays may result from fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	$20 < d \leq 35$
D	At this level, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures become noticeable.	$35 < d \leq 55$
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	$55 < d \leq 80$
F	At this level, oversaturation occurs when arrival flow rates exceed the design capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such high delay levels. LOS F is considered to be unacceptable to most drivers.	$80 < d$

source: 2010 Highway Capacity Manual

Appendix C: Existing Conditions

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2026 Existing Conditions
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	4	251	2	2	417
Future Volume (Veh/h)	2	4	251	2	2	417
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	4	273	2	2	453
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	731	274			275	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	731	274			275	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	388	765			1288	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	6	275	455			
Volume Left	2	0	2			
Volume Right	4	2	0			
cSH	578	1700	1288			
Volume to Capacity	0.01	0.16	0.00*			
Queue Length 95th (ft)	1	0	0			
Control Delay (s/veh)	11.3	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s/veh)	11.3	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		33.5%		ICU Level of Service		A
Analysis Period (min)		15				

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2026 Existing Conditions
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	4	521	5	2	469
Future Volume (Veh/h)	4	4	521	5	2	469
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	566	5	2	510
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1083	569			571	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1083	569			571	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	240	522			1002	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	571	512			
Volume Left	4	0	2			
Volume Right	4	5	0			
cSH	329	1700	1002			
Volume to Capacity	0.02	0.34	0.00*			
Queue Length 95th (ft)	2	0	0			
Control Delay (s/veh)	16.2	0.0	0.1			
Lane LOS	C		A			
Approach Delay (s/veh)	16.2	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		37.7%		ICU Level of Service		A
Analysis Period (min)		15				

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2026 Existing Conditions
SAT Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	2	360	3	2	440
Future Volume (Veh/h)	3	2	360	3	2	440
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	2	391	3	2	478
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	875	393			394	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	875	393			394	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	319	656			1165	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	5	394	480			
Volume Left	3	0	2			
Volume Right	2	3	0			
cSH	402	1700	1165			
Volume to Capacity	0.01	0.23	0.00*			
Queue Length 95th (ft)	1	0	0			
Control Delay (s/veh)	14.1	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s/veh)	14.1	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		34.7%		ICU Level of Service		A
Analysis Period (min)		15				

* Value less than 0.01.

Appendix D: Future Conditions

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2035 Total Conditions
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	6	326	9	5	543
Future Volume (Veh/h)	8	6	326	9	5	543
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	7	354	10	5	590
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	959	359			364	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	959	359			364	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	284	685			1195	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	364	595			
Volume Left	9	0	5			
Volume Right	7	10	0			
cSH	382	1700	1195			
Volume to Capacity	0.04	0.21	0.00*			
Queue Length 95th (ft)	3	0	0			
Control Delay (s/veh)	14.8	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s/veh)	14.8	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		42.6%		ICU Level of Service		A
Analysis Period (min)		15				
* Value less than 0.01.						

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2035 Total Conditions
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	8	679	14	6	610
Future Volume (Veh/h)	13	8	679	14	6	610
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	738	15	7	663
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1423	746			753	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1423	746			753	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	98			99	
cM capacity (veh/h)	149	414			857	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	753	670			
Volume Left	14	0	7			
Volume Right	9	15	0			
cSH	198	1700	857			
Volume to Capacity	0.12	0.44	0.00*			
Queue Length 95th (ft)	10	0	1			
Control Delay (s/veh)	25.5	0.0	0.2			
Lane LOS	D		A			
Approach Delay (s/veh)	25.5	0.0	0.2			
Approach LOS	D					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			46.9%	ICU Level of Service		A
Analysis Period (min)			15			
* Value less than 0.01.						

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2035 Total Conditions
SAT Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	6	468	12	6	573
Future Volume (Veh/h)	12	6	468	12	6	573
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	7	509	13	7	623
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1153	516			522	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1153	516			522	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	99			99	
cM capacity (veh/h)	217	559			1044	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	20	522	630			
Volume Left	13	0	7			
Volume Right	7	13	0			
cSH	276	1700	1044			
Volume to Capacity	0.07	0.31	0.00*			
Queue Length 95th (ft)	6	0	1			
Control Delay (s/veh)	19.1	0.0	0.2			
Lane LOS	C		A			
Approach Delay (s/veh)	19.1	0.0	0.2			
Approach LOS	C					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		44.9%		ICU Level of Service		A
Analysis Period (min)		15				

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2040 Total Conditions
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	8	6	378	9	5	629
Future Volume (Veh/h)	8	6	378	9	5	629
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	7	411	10	5	684
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1110	416			421	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1110	416			421	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			100	
cM capacity (veh/h)	231	637			1138	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	16	421	689			
Volume Left	9	0	5			
Volume Right	7	10	0			
cSH	320	1700	1138			
Volume to Capacity	0.05	0.25	0.00*			
Queue Length 95th (ft)	4	0	0			
Control Delay (s/veh)	16.8	0.0	0.1			
Lane LOS	C		A			
Approach Delay (s/veh)	16.8	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			47.1%	ICU Level of Service		A
Analysis Period (min)			15			
* Value less than 0.01.						

HCM Unsignalized Intersection Capacity Analysis 1: Highway 28 & Fire Route 2

2040 Total Conditions
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	13	8	786	14	6	707
Future Volume (Veh/h)	13	8	786	14	6	707
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	9	854	15	7	768
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1644	862			869	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1644	862			869	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	87	97			99	
cM capacity (veh/h)	109	355			775	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	869	775			
Volume Left	14	0	7			
Volume Right	9	15	0			
cSH	149	1700	775			
Volume to Capacity	0.15	0.51	0.00*			
Queue Length 95th (ft)	13	0	1			
Control Delay (s/veh)	33.5	0.0	0.2			
Lane LOS	D		A			
Approach Delay (s/veh)	33.5	0.0	0.2			
Approach LOS	D					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			52.2%	ICU Level of Service	A	
Analysis Period (min)			15			

* Value less than 0.01.

HCM Unsignalized Intersection Capacity Analysis

1: Highway 28 & Fire Route 2

2040 Total Conditions
SAT Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	6	542	12	6	664
Future Volume (Veh/h)	12	6	542	12	6	664
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	7	589	13	7	722
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1332	596			602	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1332	596			602	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	92	99			99	
cM capacity (veh/h)	169	504			975	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	20	602	729			
Volume Left	13	0	7			
Volume Right	7	13	0			
cSH	220	1700	975			
Volume to Capacity	0.09	0.35	0.00*			
Queue Length 95th (ft)	7	0	1			
Control Delay (s/veh)	23.0	0.0	0.2			
Lane LOS	C		A			
Approach Delay (s/veh)	23.0	0.0	0.2			
Approach LOS	C					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		49.7%		ICU Level of Service		A
Analysis Period (min)		15				
* Value less than 0.01.						