



TOWN OF CALEDON
PLANNING
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December 5, 2025

Traffic Impact Brief

0 Dixie Road, Town of Caledon Transportation Depot

April 2023 — TYLin Project # 10765

Place Client
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TYLin

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1 Introduction

1.1 SCOPE AND OBJECTIVE

TYLin retained to prepare a Transportation Impact Brief (TIB) for the proposed transportation depot located at the municipal address 0 Dixie Road, in the Town of Caledon (“the Town”), Peel Region (“the Region”).

The study consists of the following:

- The future traffic operations for the weekday AM and PM peak hour considering the background traffic growth and relevant background developments
- A summary of the expected impact on the operations for the future total traffic conditions in the 2027 horizon year
- A review of the site plan’s geometry to confirm conformance with relevant design standards
- A review of the proposed internal site circulation for the applicable design vehicles.
- A review of the proposed parking supply

The purpose of this study is to determine the traffic volumes anticipated to be generated by the proposed development during the weekday AM and PM peak periods; to assess the impact of this traffic on the future roadway network, recommend improvements to accommodate the projected traffic if any are needed, and confirm that the site plan network is consistent with Town and Region standards.

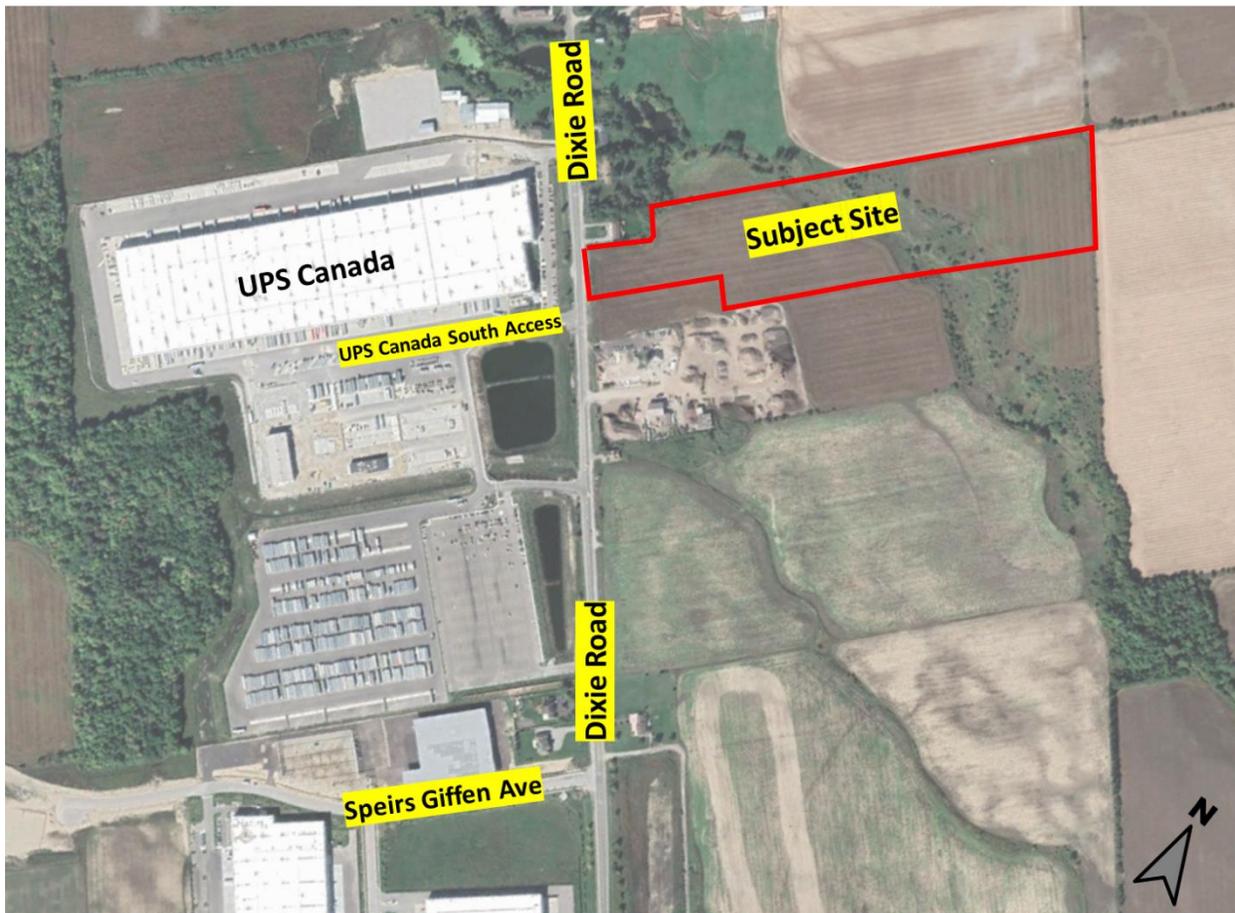
2 Site Characteristics

2.1 SITE DESCRIPTION

The subject site is fronting Dixie Road opposite the Mayfield West Land Use Plan (Schedule B of the Caledon Official Plan). The site is currently occupied by farming fields.

The development location is illustrated in **Figure 2-1**.

Figure 2-1 Site Location

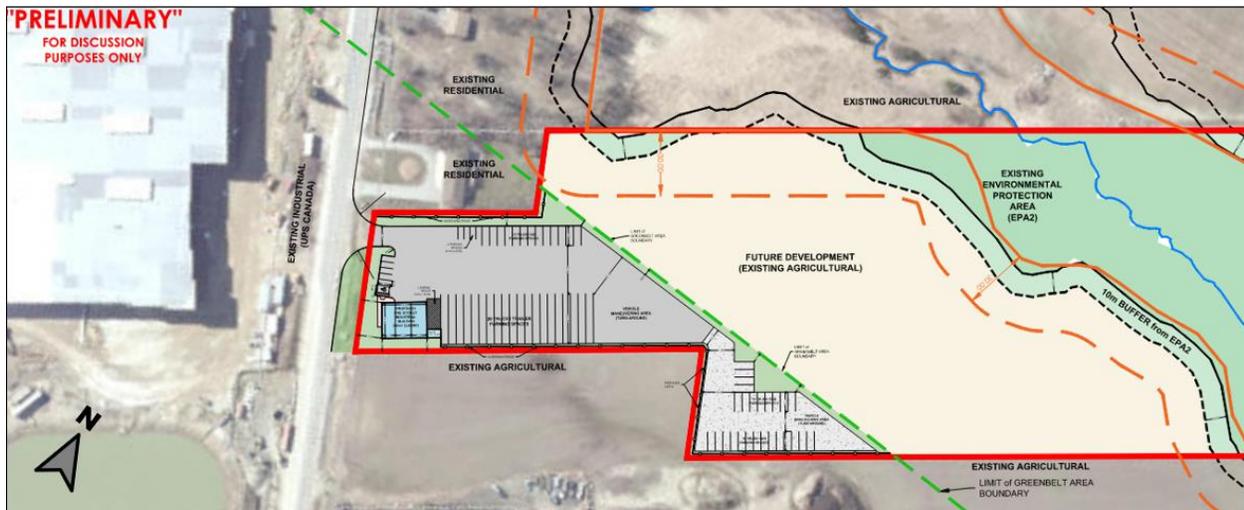


2.2 SITE STATISTICS

As per the concept plan dated April 21, 2023, the proposed development is the construction of a Transportation Depot that consists of a Tractor Trailer Servicing/ Storage Logistics Facility development. The site is proposed to be a one storey building with a total Gross Floor Area (GFA) of approximately 340 m² inclusive of two service bays of area 240 m² and an office floor area of 100 m². The access to the site is proposed via one access on Dixie Road.

The preliminary site plan is shown in **Figure 2-2** and is shown further in detail in **Appendix A**.

Figure 2-2 Proposed Concept Site Plan



2.3 SITE CIRCULATION ANALYSIS

A swept path analysis utilizing AutoTURN software was conducted to examine the maneuvering needs of emergency and passenger vehicles within the subject site. Detailed diagrams illustrating vehicle paths are provided in **Appendix B**.

2.3.1 Emergency Vehicle

Emergency fire truck vehicles were simulated using a typical Aerial Fire Truck vehicle. Turning movements indicate that the selected fire truck vehicle can maneuver without conflicts while circulating internal roads, turnaround spaces.

2.3.2 Loading Operation

A review of Transportation Association of Canada (TAC) WB-20 tractor trailer vehicle shows that a loading vehicle can maneuver without conflicts while circulating internal roads, turnaround spaces and the parking spaces.

2.3.3 WB-20 Tractor Vehicle

A review of WB-20 tractor vehicle alone (without trailer) shows that this design vehicle can maneuver without conflicts while circulating internal roads, turnaround spaces and the designated tractor parking spaces.

2.3.4 Waste Removal Vehicle

Waste removal vehicles were simulated using Peel Region Waste vehicle. Turning movements indicate that the selected waste removal vehicle can maneuver without conflicts while circulating internal roads, turnaround spaces.

2.3.5 Passenger Vehicle

A review of Transportation Association of Canada (TAC) passenger vehicle shows that a passenger can maneuver without conflicts while circulating internal roads, turnaround spaces, and the parking spaces.

3 Parking Review

As per the site plan, the development proposes 10 car parking spaces, 20 truck/trailer parking spaces and 40 truck cab spaces. According to Section 5.2.3 of the Town of Caledon Zoning By-law, 3 parking spaces per service bay for motor vehicle repair facility plus 1 parking spaces per 30 m² of office area is required for business office land use. The required and proposed parking supply for the development is outlined in **Table 3-1**.

Table 3-1 Required and Proposed Parking Supply

Use	Minimum Parking Rate	Gross Floor Area (m ²)/ Number of Service Bays	Minimum Required Parking Supply	Total Proposed Parking Supply
Office	1 parking spaces per 30 m ² of office area	100	4	10
Motor Vehicle Repair Facility	3 parking spaces per service bay	2	6	
Total			10	

For the purpose of this development, a motor vehicle repair land use has been applied for the service bays, however it is expected that this facility would function similar to an office development that only accepts private truck clients rather than general public.

Accordingly, the proposed parking supply meets the minimum required parking supply.

It is noted that the provided loading spaces are not counted towards the proposed parking supply and would instead only be utilized by large trucks.

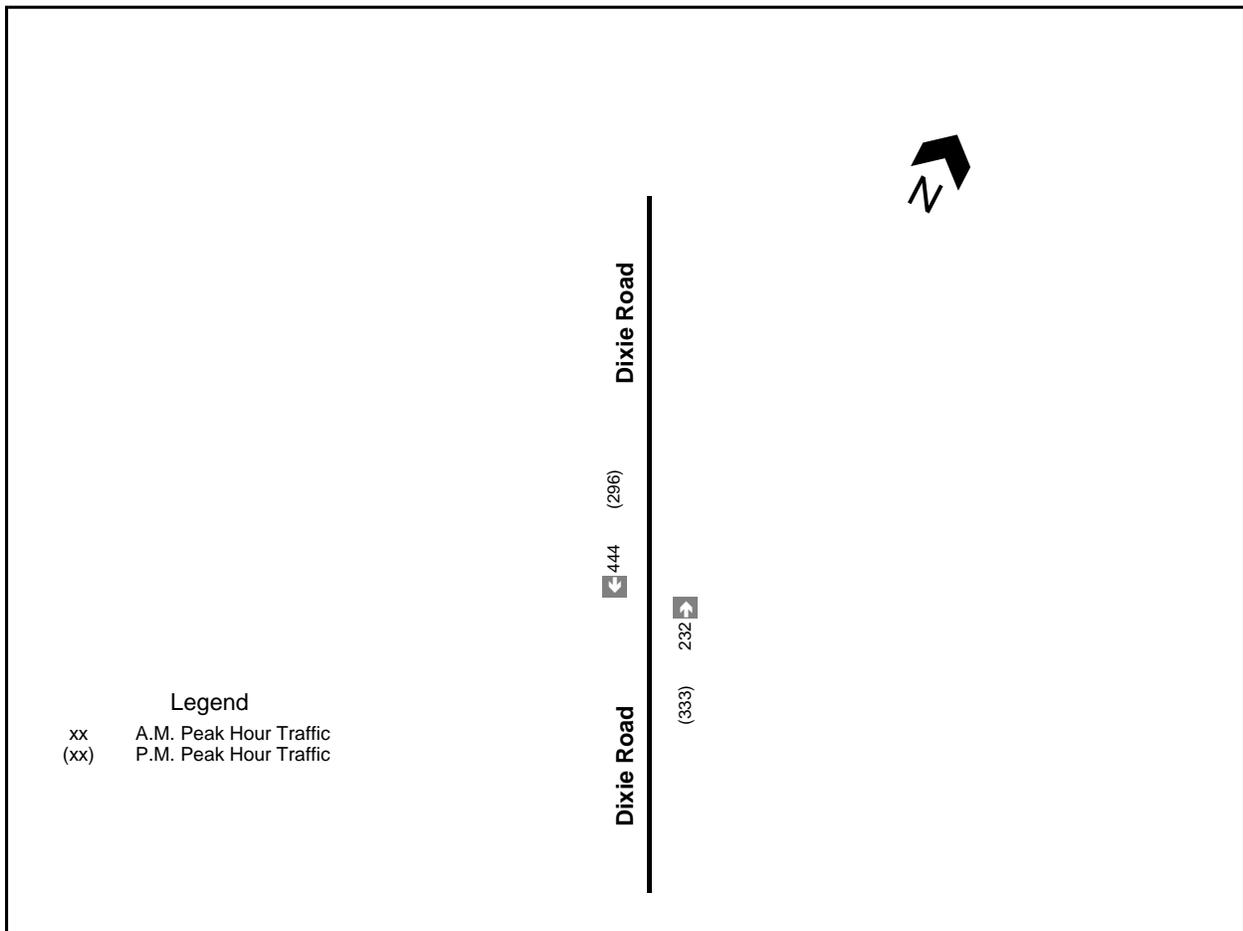
4 Existing Conditions

4.1 EXISTING TRAFFIC VOLUMES

Existing turning movement count (TMC) data was obtained by TY Lin on August 30, 2022, at the intersection of Dixie Road and UPS Canada South Access, which is located within close proximity of the proposed site access and is shown in **Appendix C**. The surveyed volumes at this intersection were used to obtain the through volumes along Dixie Road at the proposed site access under existing conditions.

The existing traffic volumes are presented in **Figure 4-1**.

Figure 4-1 Existing Traffic Volumes



5 Future Background Traffic

5.1 STUDY HORIZON YEAR

The proposed development was assessed based on 2027 study horizon which is five years beyond the baseline conditions.

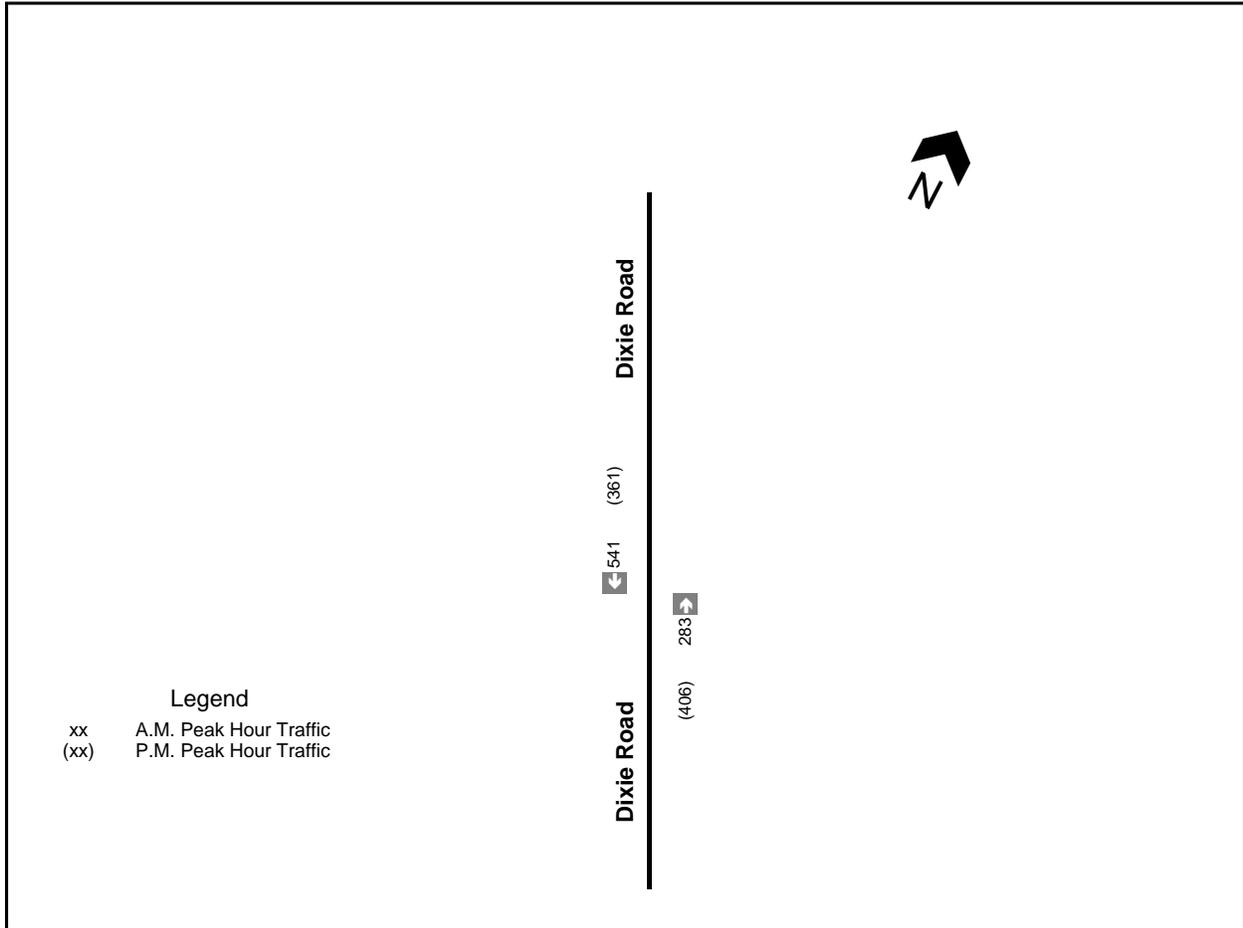
5.2 BACKGROUND CORRIDOR GROWTH

A background growth rate of 4 % per annum (compounded annually) was applied to baseline through volumes along Dixie Road at the proposed site access. This growth rate was obtained from the Screenline 5B-(2031 Without GTA West) stated in Table 3-4: Screenline Volumes and Growth Rate in the Town of Caledon Transportation Master Plan dated November 2017.

5.3 FUTURE BACKGROUND VOLUMES

The 2027 future background weekday AM and PM peak hour traffic volumes include the existing volumes and five years of growth in traffic and are as presented in **Figure 5-1**.

Figure 5-1 Future Background Traffic Volumes



6 Site Generated Traffic

6.1 SITE TRIP GENERATION

The weekday AM and PM peak hour trips generated by the proposed development was obtained from the client. **Table 6-1** summarizes the total trip generation of the development.

Table 6-1 Site Trip Generation provided by client

Proposed Land Use	Vehicle Type	Peak Hour Trip Generation					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Transportation Depot	Cars	3	3	6	3	3	6
	Trucks	10	10	20	10	10	20
Total Trips (Cars and Trucks)		13	13	26	13	13	26

As per the information provided by the client, the development generates a total of 26 trips, consisting of 13 inbound trips and 13 outbound trips each during weekday AM peak hour and PM peak hour.

Based on the Institute of Transportation Engineers (ITE) 11th Edition Trip Generation manual, development will generate a total of 8 trips during weekday AM peak hour and a total of 11 trips during weekday PM peak hour. These ITE trip rates are observed to be lower than assumed trips based on the client information and is a conservative estimate of the trips generated by the development. The overall trip generation is under 100 two-way trips per hour, therefore a full traffic impact study would not be required and a traffic brief is supportable for this submission.

6.2 SITE TRIP DISTRIBUTION AND ASSIGNMENT

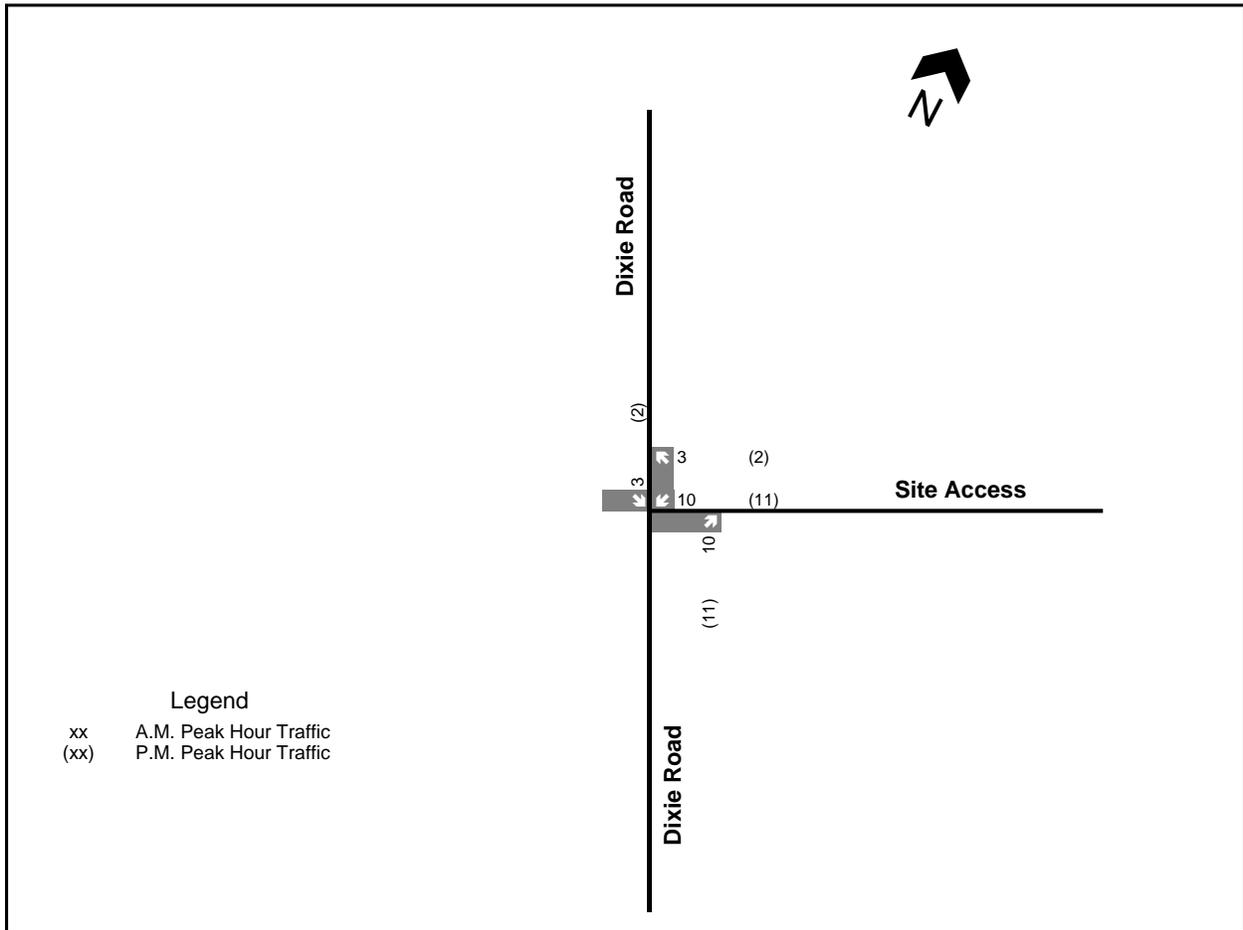
The distribution of site traffic was derived from 2016 Transportation Tomorrow Survey (TTS) summary data for the Traffic Analysis Zones (TAZ) **3012** (subject site), 3013 and 3438 assigned to the road network accordingly.

The distribution of site traffic was adopted is as shown in **Table 6-2** below. **Figure 6-1** illustrates the combined total site traffic assigned to the local network for the future horizons.

Table 6-2 Site Traffic Distribution

To/From	Distribution (%)	
	AM peak	PM peak
Northwest	2%	5%
North	3%	0%
Northeast	10%	13%
East	0%	0%
Southeast	31%	44%
South	19%	19%
Southwest	26%	15%
West	9%	4%
Total	100%	100%

Figure 6-1 Site Traffic Volumes

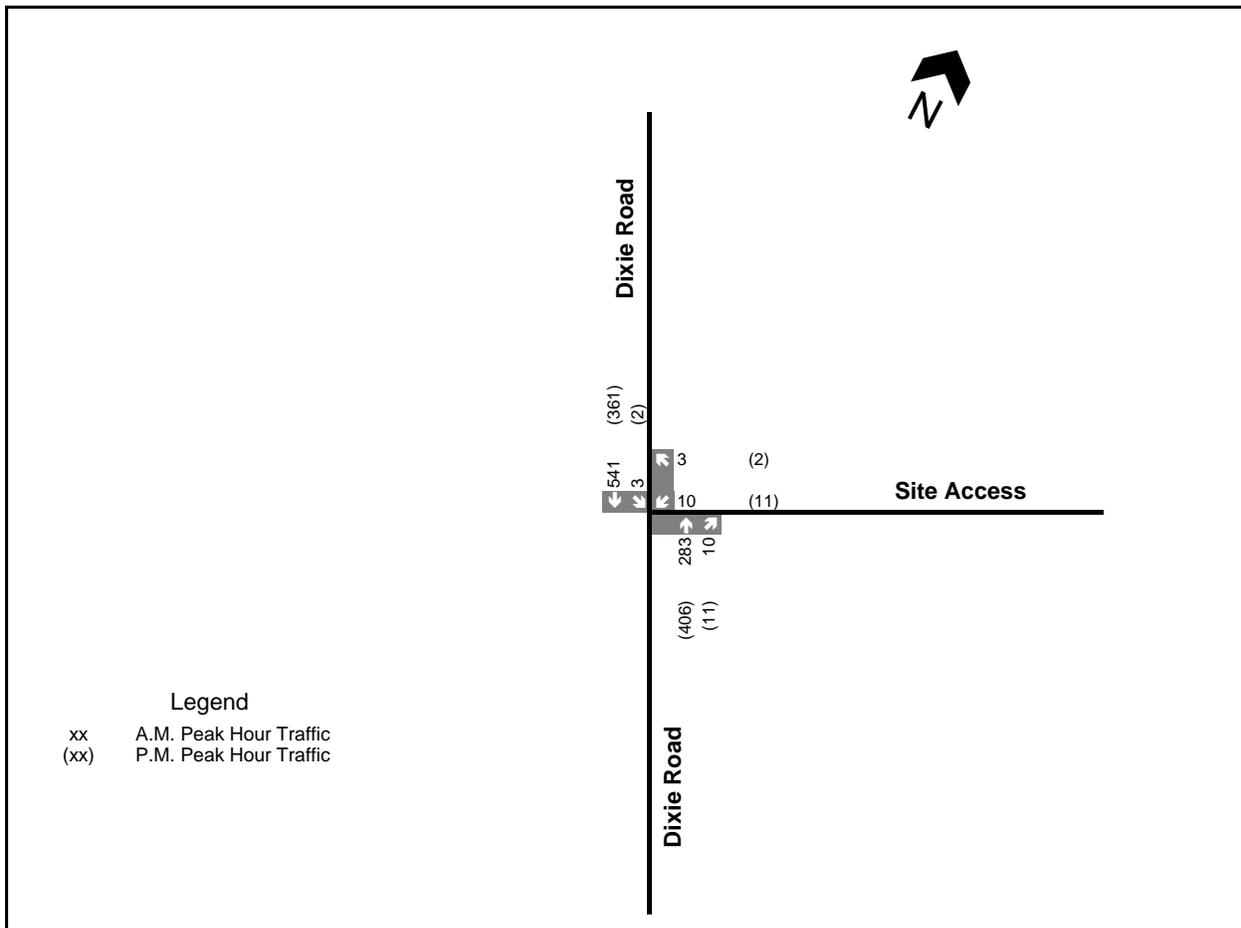


7 Future Total Traffic Volumes

The future total traffic volumes during the weekday peak hours for the 2027 planning horizon were derived by combining the projected 2027 future background traffic with the corresponding estimate of the site-generated traffic.

Figure 7-1 summarizes the future total traffic volumes at the 2027 planning horizon during the weekday AM and PM peak hours.

Figure 7-1 Future Total (2027) Traffic Volumes



8 Traffic Capacity Analysis

The traffic capacity analysis identifies how well the intersections and access driveways are operation and how they are expected to operate in the future. The analysis contained in this report utilized the Highway Capacity Manual (HCM) 2000 techniques within the Synchro Software package. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement.

As per Town of Caledon Traffic Impact Study Guidelines, the critical movements at unsignalized intersections are identified based on the following criteria:

- Level of service (LOS), based on average delay per vehicle, on individual movements, exceed LOS "E"; and
- 95th percentile queue lengths for individual movements and/or exceed available lane storage.

As per Region of Peel Traffic Impact Study Guidelines, the critical movements at signalized, unsignalized intersections and unsignalized accesses are identified based on the following criteria:

- v/c ratios for overall intersection operations, through movements or shared through movements or shared through/turning movements increased to 0.90 or above;
- v/c ratios for exclusive movements that will exceed 1.00; and
- 95th percentile queue lengths for individual movements and/or exceed available lane storage.

Queueing characteristics are reported as the predicted 95th percentile queue for each turning movement. The queue lengths that are bolded are predicted to extend beyond available storage of a dedicated turn lane or extend beyond an upstream intersection and/or major access point.

Table 8-1 summarize the Synchro/HCM capacity and queuing results for the intersections of Dixie Road and proposed site access during future total (2027) traffic conditions. Detailed Synchro reports are attached in **Appendix D**.

Table 8-1 Future Total Capacity Analysis

Intersection	Movement [Storage (m)]	Weekday AM Peak				Weekday PM Peak			
		v/c	LOS	Delay (sec)	95 th %ile Queue (m)	v/c	LOS	Delay (sec)	95 th %ile Queue (m)
Dixie Road and Site Access	WBLR	0.05	C	19.4	1.3	0.05	C	18.2	1.1
	NBTR	0.19	-	0.0	0.0	0.26	-	0.0	0.0
	SBLT	0.00	A	0.1	0.1	0.00	A	0.1	0.1

A review of **Table 8-1** indicates that the site access intersections with Dixie Road operate well within reserved capacity with acceptable delays and no queueing concerns.

Overall, it is expected that introduction of the subject site traffic will have minor impact on future traffic operations on Dixie Road. At the site access intersection, there are no concerns related to operation of the site access legs.

9 Conclusions and Recommendations

TYLin was retained to perform a Traffic Impact Brief (TIB) for proposed transportation depot located at the municipal address 0 Dixie Road, in the Town of Caledon ("the Town"), Peel Region ("the Region").

The subject site is fronting Dixie Road opposite the Mayfield West Land Use Plan (Schedule B of the Caledon Official Plan). The site is currently occupied by farming fields. As per the concept plan dated April 21, 2023, the proposed development is the construction of a Transportation Depot that consists of a Tractor Trailer Servicing/ Storage Logistics Facility development. The site is proposed to be a one storey building with a total Gross Floor Area (GFA) of approximately 340 m² inclusive of two service bays of area 240 m² and an office floor area of 100 m². The access to the site is proposed via one site access on Dixie Road.

Based on the site circulation review, the selected design vehicles for the site were found able to circulate the site. Furthermore, the site plan dimensions, and proposed parking supply were found to meet all Town and Regional requirements.

Based on trip rate information provided by the client, the proposed industrial development is expected to generate a total of 26 trips, consisting of 13 inbound trips and 13 outbound trips during weekday AM peak hour and a total of 26 trips, consisting of 13 inbound trips and 13 outbound trips during weekday PM peak hour. Based on ITE, development will generate a total of 8 trips during weekday AM peak hour and a total of 11 trips during weekday PM peak hour. These ITE trip rates are observed to be lower than assumed trips based on the client information and is a conservative estimate of the trips generated by the development. The overall trip generation is under 100 two-way trips per hour, therefore a full traffic impact study would not be required and a traffic brief is supportable for this submission.

Site trips were distributed based on the distribution obtained using Transportation Tomorrow Survey (TTS) summary data. Site trips were combined with the future background volumes to derived 2027 future total volumes.

Traffic capacity and queuing analysis was conducted in Synchro for 2027 future total conditions only at the site access intersection with Dixie Road. The results indicate that the site access intersection with Dixie Road operate well within reserved capacity with acceptable delays and no queueing concerns.

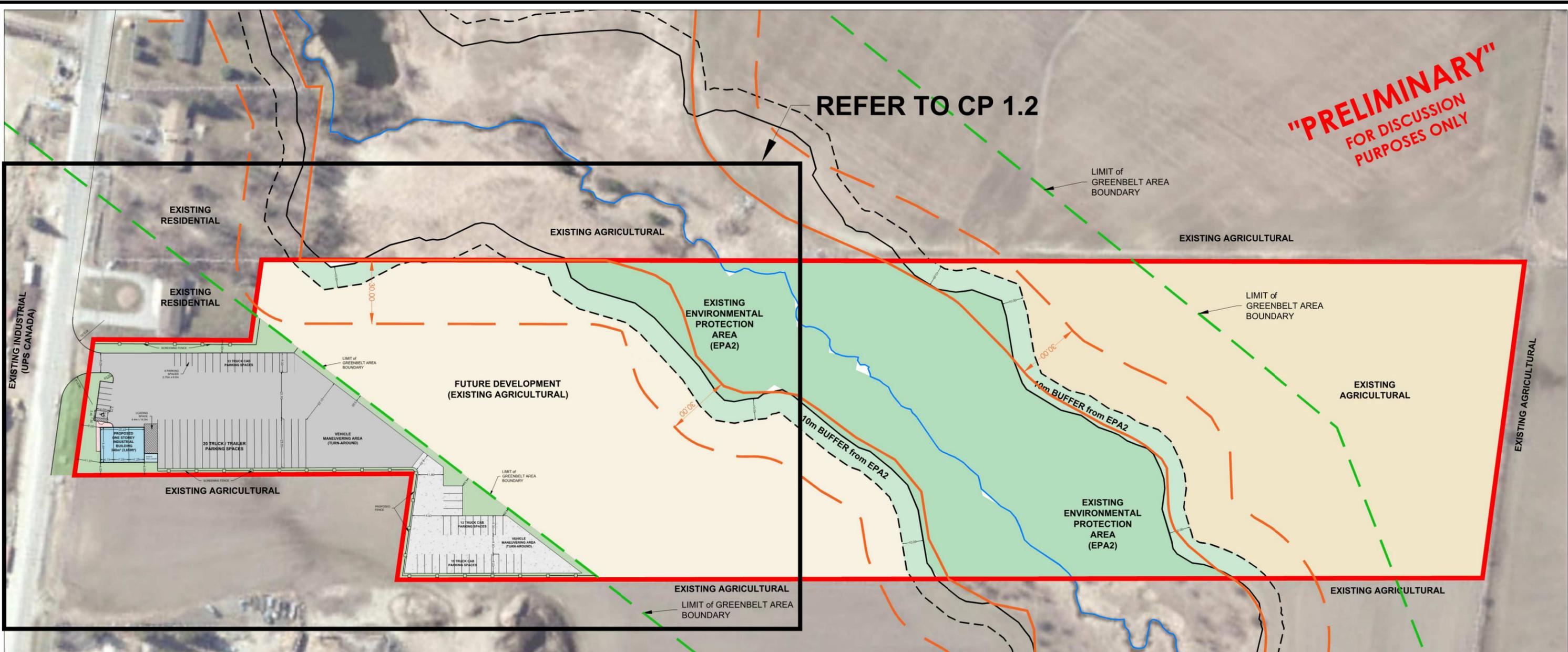
Overall, it is expected that introduction of the subject site traffic will have minor impact on future traffic operations on Dixie Road. At the site access intersection, there are no concerns related to operation of the site access leg.

Based on the findings of this TIB for the subject site, TYLin is in support of the proposed transportation depot development in the Town of Caledon.

Appendix A Site Plan

"PRELIMINARY"
FOR DISCUSSION
PURPOSES ONLY

REFER TO CP 1.2



TOTAL SITE AREA:	9.15ha (22.62ac)
TRANSPORTATION DEPOT:	1.17ha (2.91ac)
ENVIRONMENTAL PROTECTION AREA (EPA2):	2.07ha (5.12ac)
10m BUFFER from EPA2:	0.55ha (1.36ac)
GREENBELT and AGRICULTURAL:	5.36ha (13.24ac)
TOTAL	9.15ha (22.62ac)

PROPOSED OFFICE & REPAIR BUILDING	
OFFICE:	100m ² (1,076ft ²)
SERVICE / REPAIR BAYS:	240m ² (2,583ft ²)
GROSS FLOOR AREA:	340m ² (3,659ft ²)

PARKING REQUIRED:	
OFFICE:	4 SPACES
(1 space per 30m ² of floor area)	
SERVICE / REPAIR BAYS:	6 SPACES
(3 spaces per bay) (2 bays)	

PARKING PROVIDED:	
AUTOMOBILE :	10 SPACES (1 HC)
TRUCK CAB:	40 SPACES
TRUCK / TRAILER:	20 SPACES
TOTAL:	70 SPACES

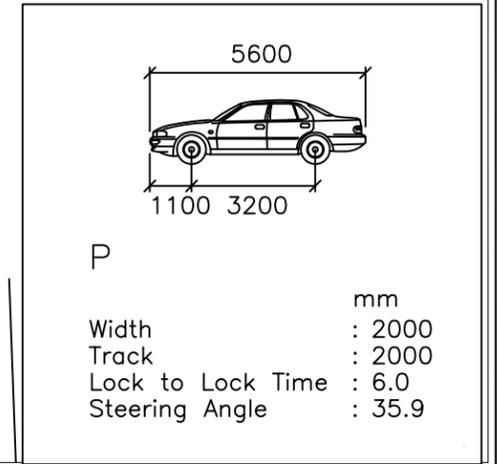
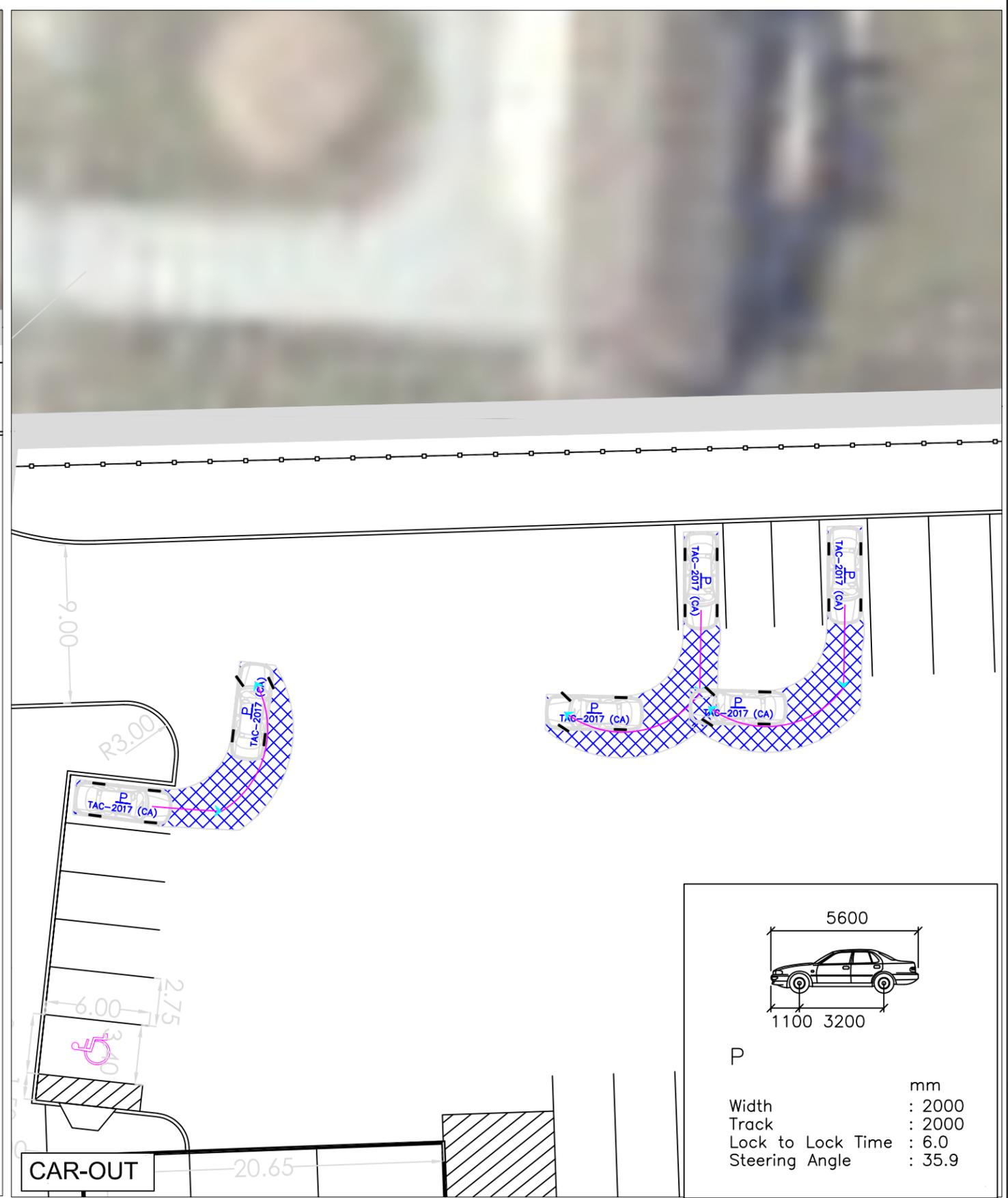
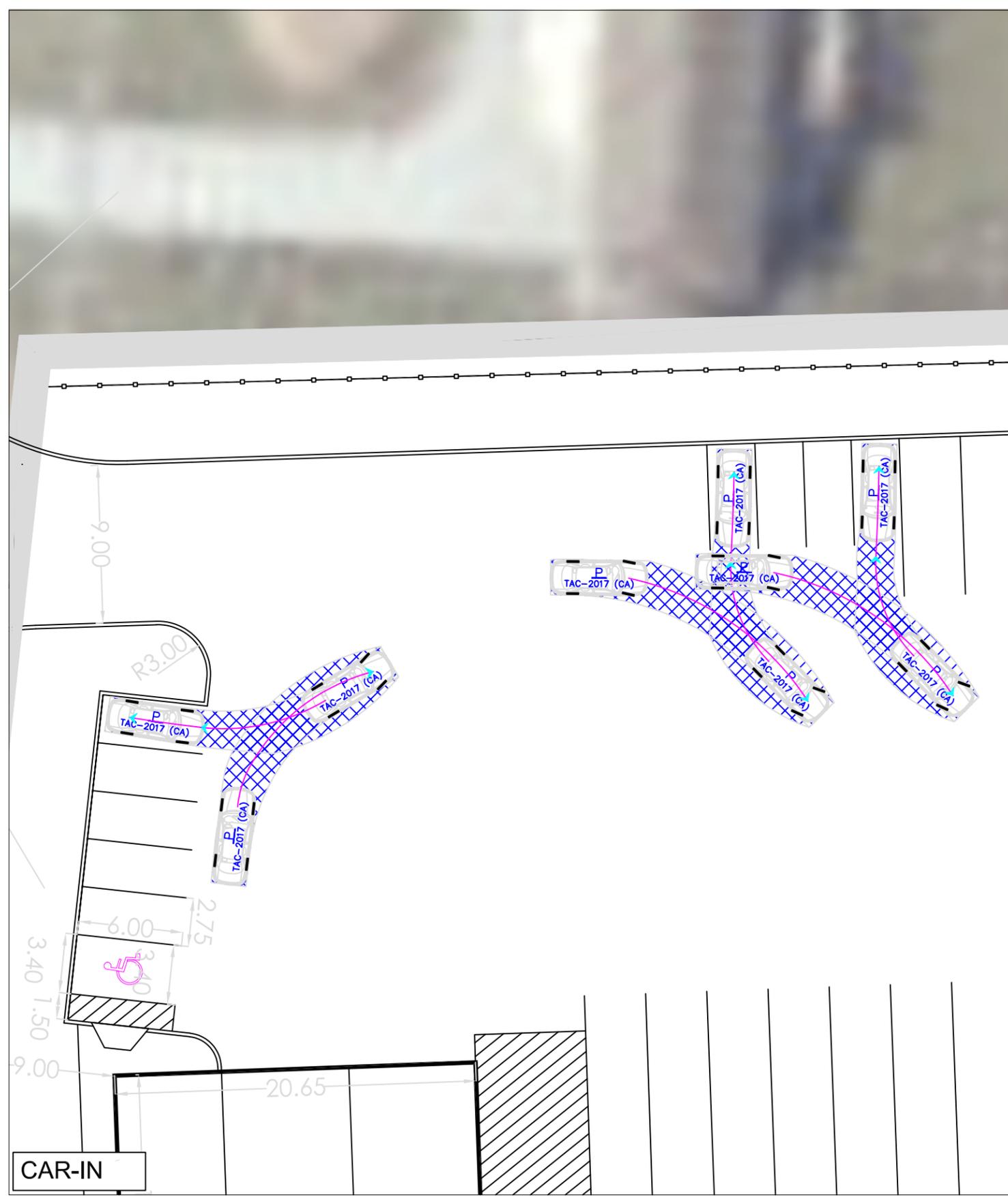
**CONCEPTUAL SITE PLAN
PROPOSED TRANSPORTATION DEPOT
'0' DIXIE ROAD
TOWN of CALEDON
REGION of PEEL**

LEGEND		
SUBJECT SITE	LANDSCAPING	LIMIT of GREENBELT PLAN AREA BOUNDARY
AGRICULTURAL	WALKWAY / SIDEWALK	APPROXIMATE LIMIT of NATURAL FEATURE
ENVIRONMENTAL PROTECTION AREA (EPA2)	ASPHALT PAVING	30m SETBACK from NATURAL FEATURE
10m BUFFER from EPA2	GRAVEL SURFACE	
BUILDING	PROPOSED FENCE	

P.N.: 20.2744	Date: April 21, 2023	CP1.1
Scale: N.T.S.	Revised:	
Drawn By: D.S.	File No.: PN 2744_Concept Plans	
		7685 Hurontario Street Suite 501 Brampton, Ontario L6W 0B4 p: (905) 796-5790 f: 1 (855) 771-7266 w: www.gwdplanners.com

Appendix B Site Circulation Review

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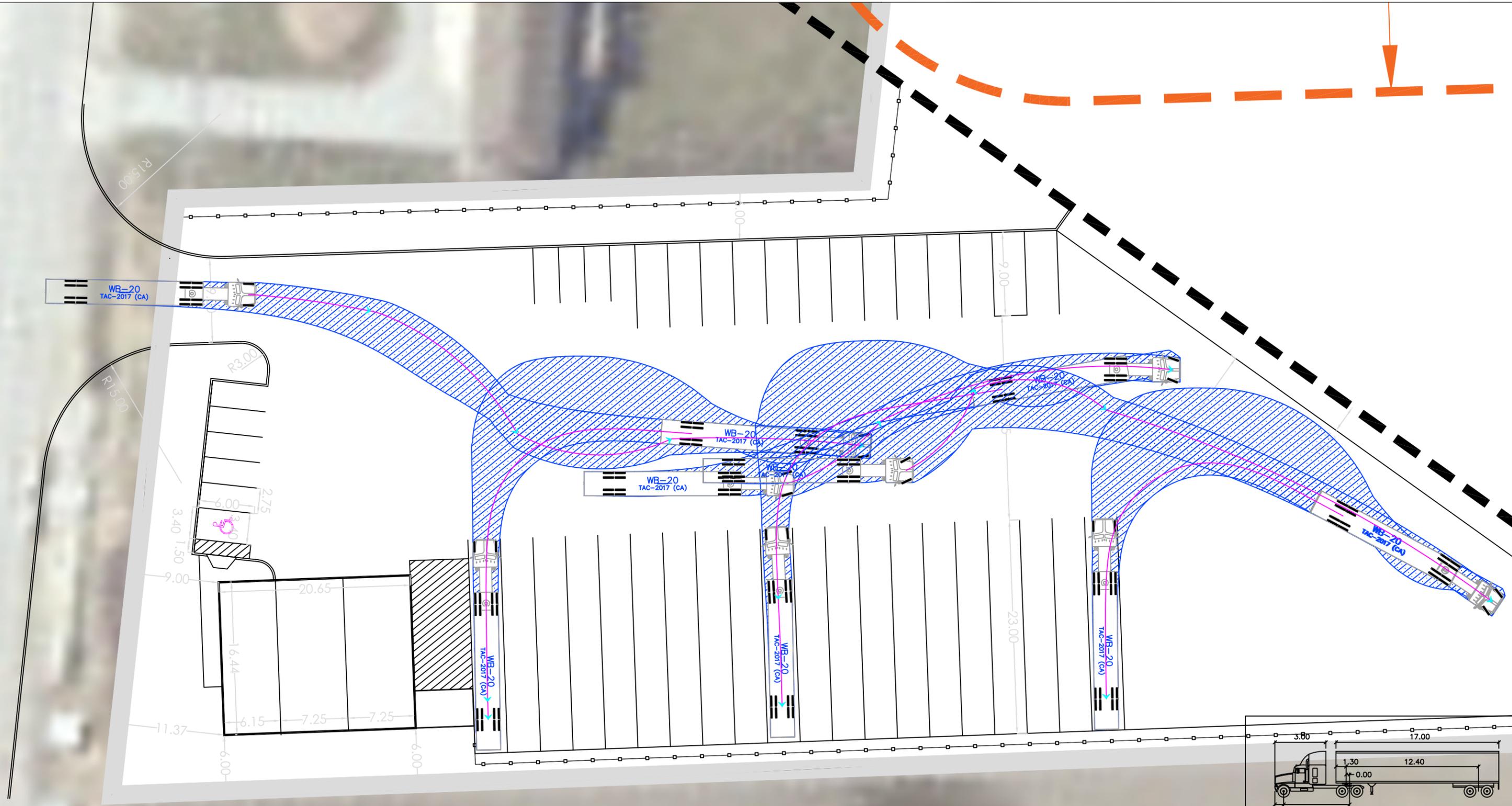


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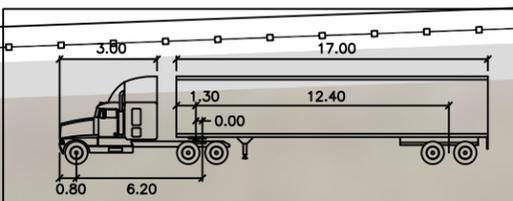
0 DIXIE ROAD
 SITE PLAN REVIEW
 PARKING REVIEW

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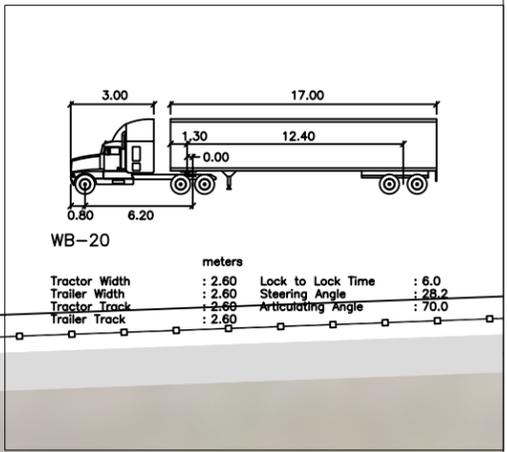
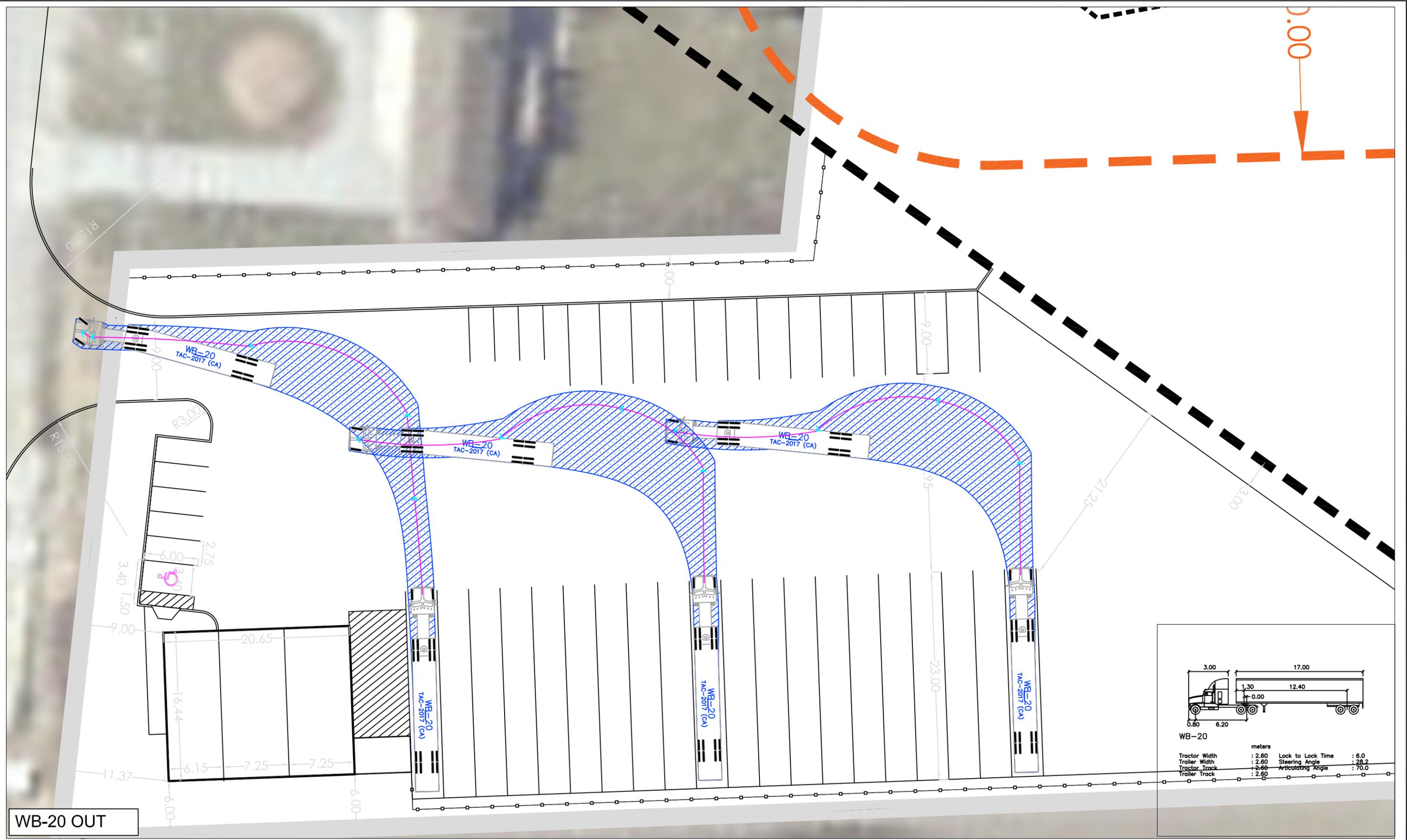
meters			
Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

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0 DIXIE ROAD
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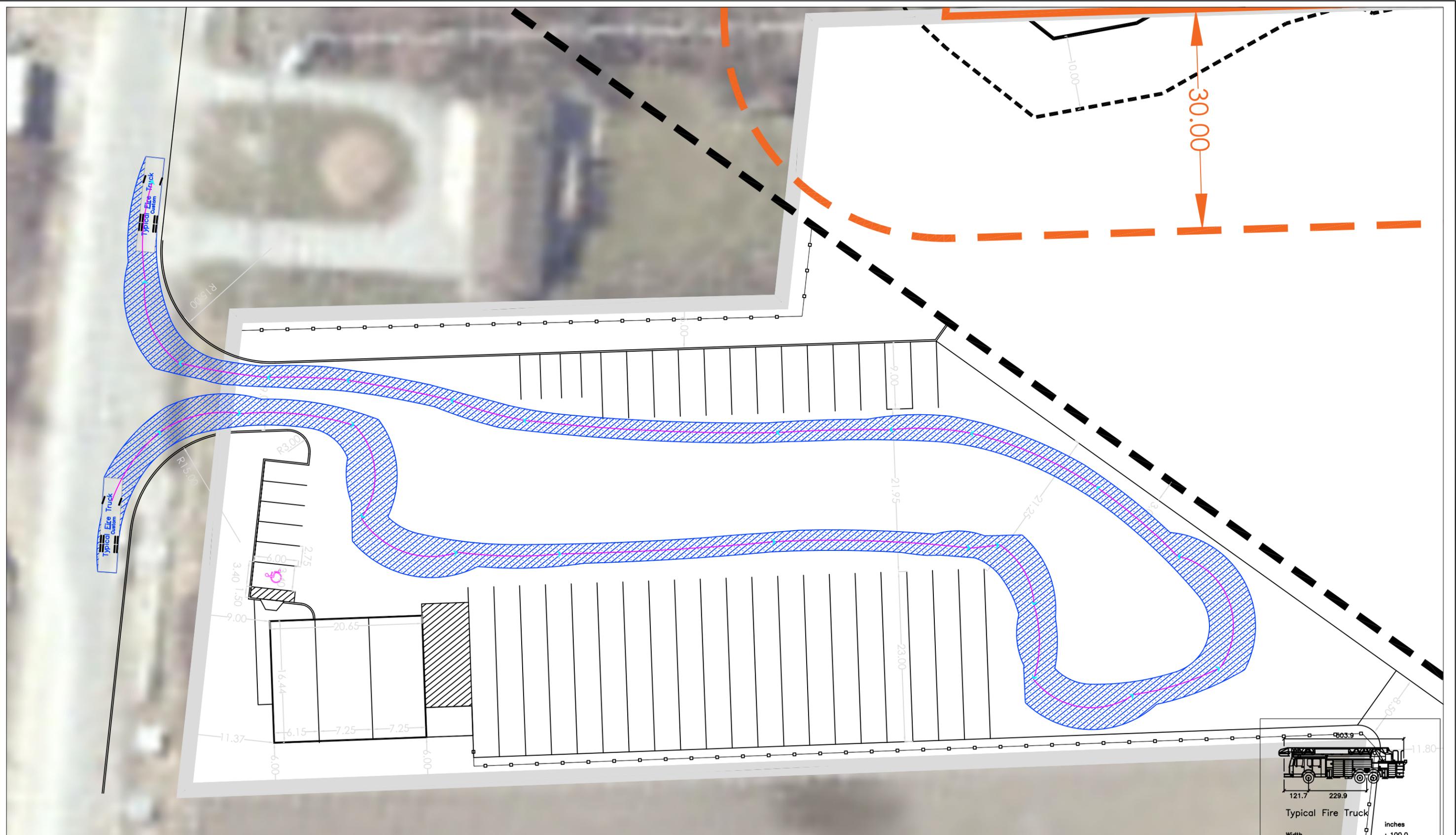
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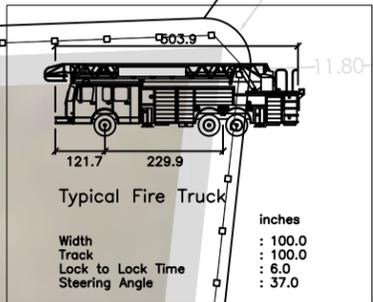
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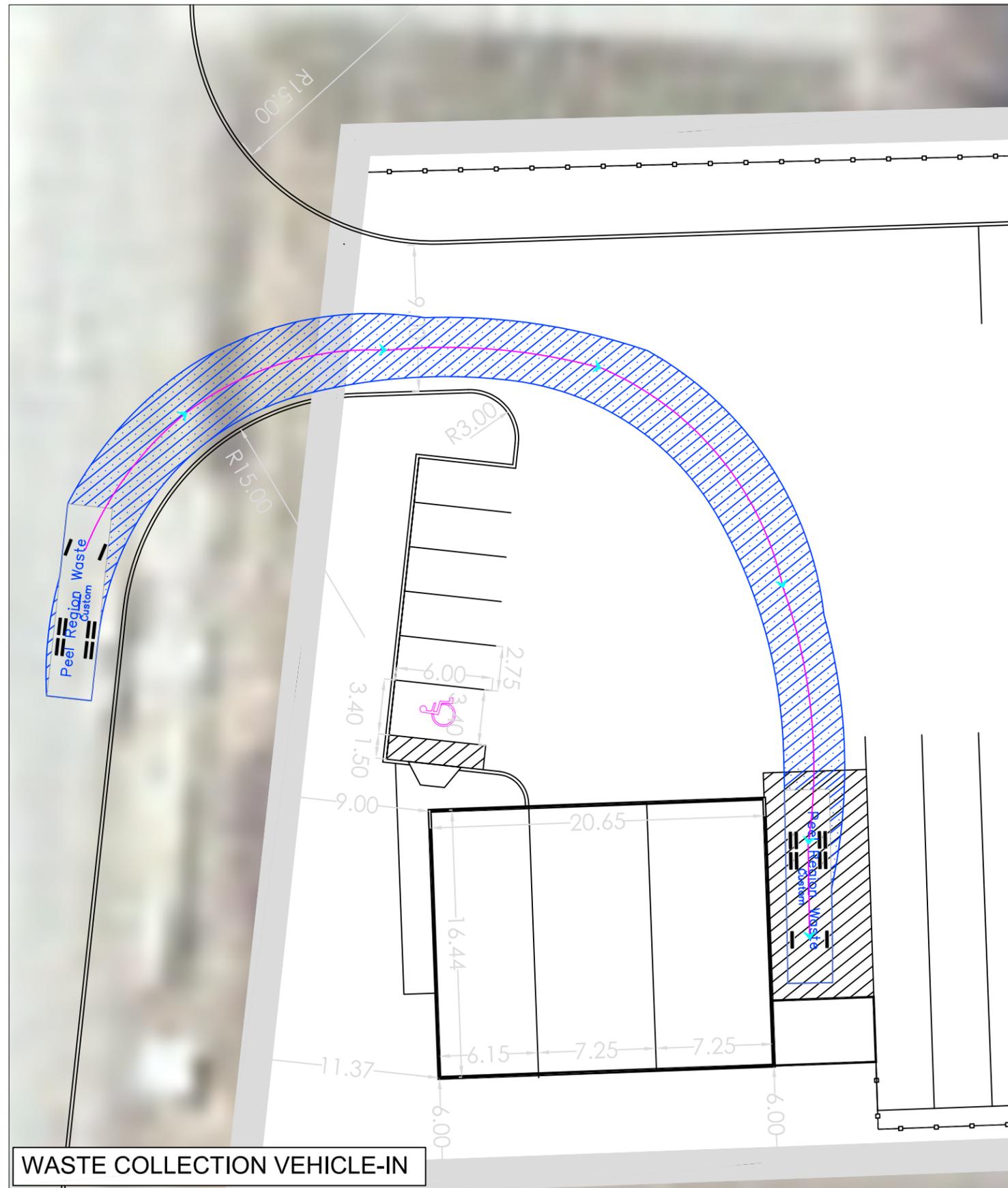


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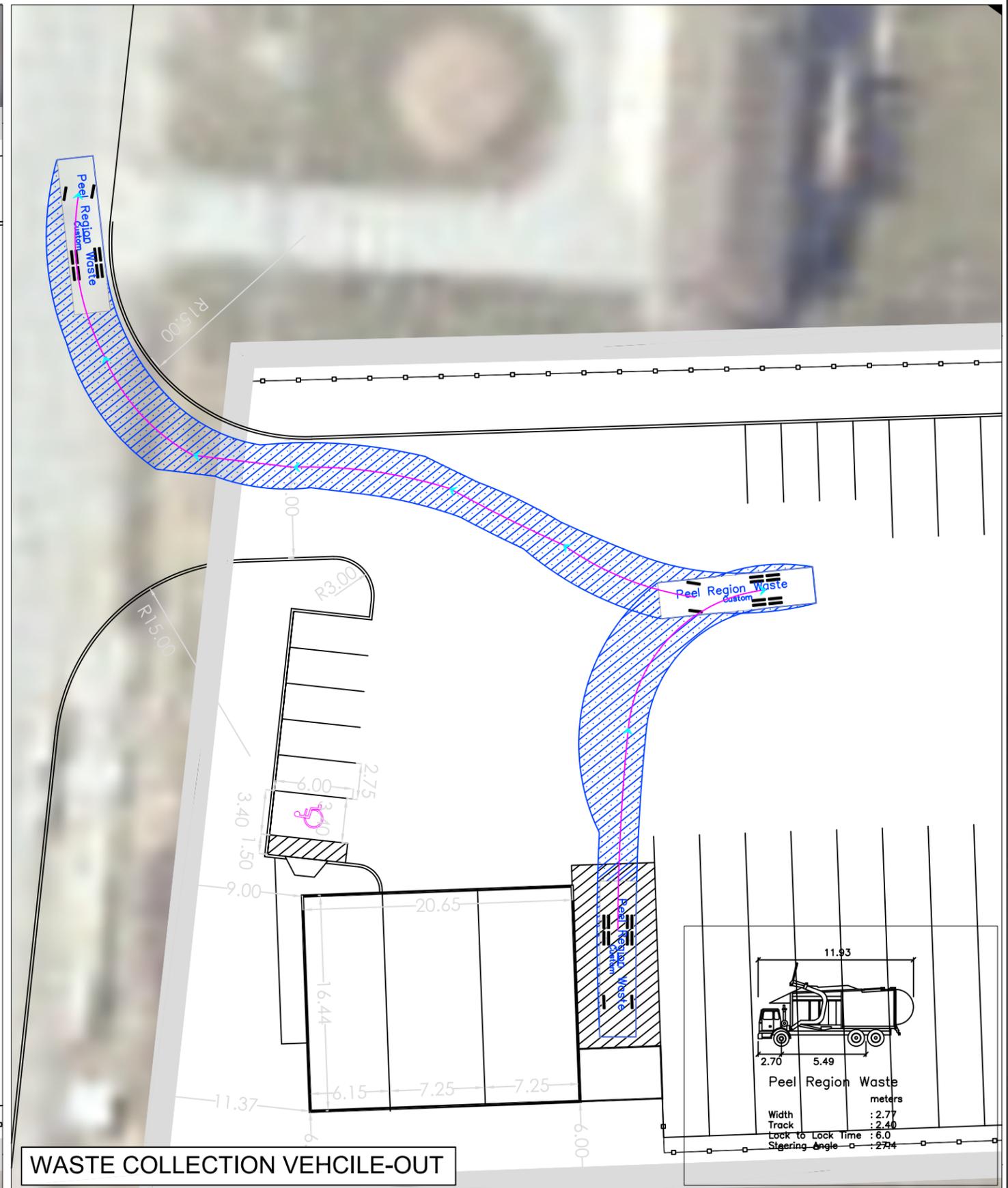
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 EMERGENCY VEHICLE CIRCULATION REVIEW

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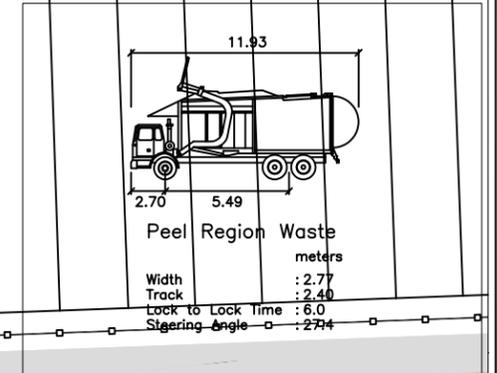
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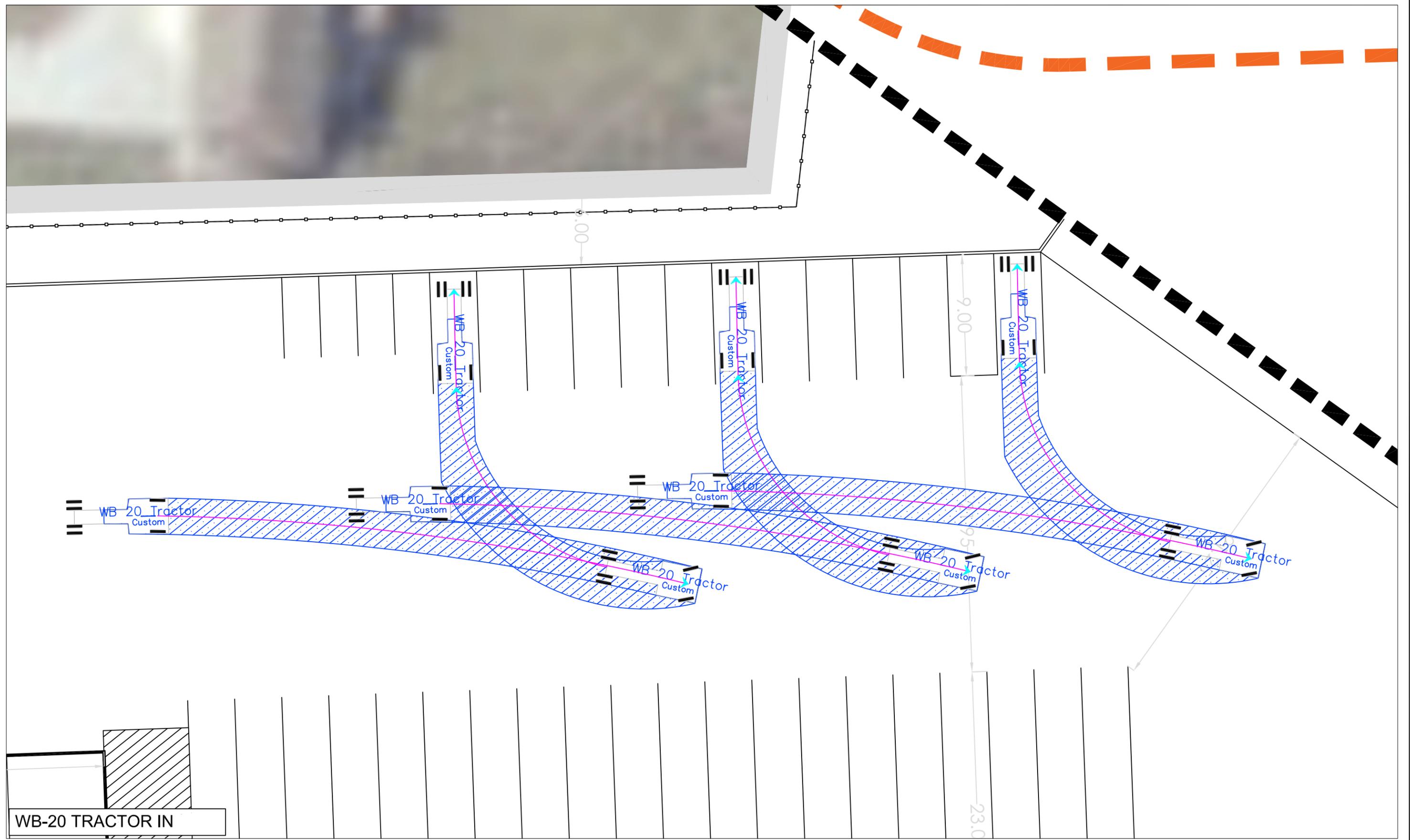
WASTE COLLECTION VEHICLE-IN



WASTE COLLECTION VEHICLE-OUT



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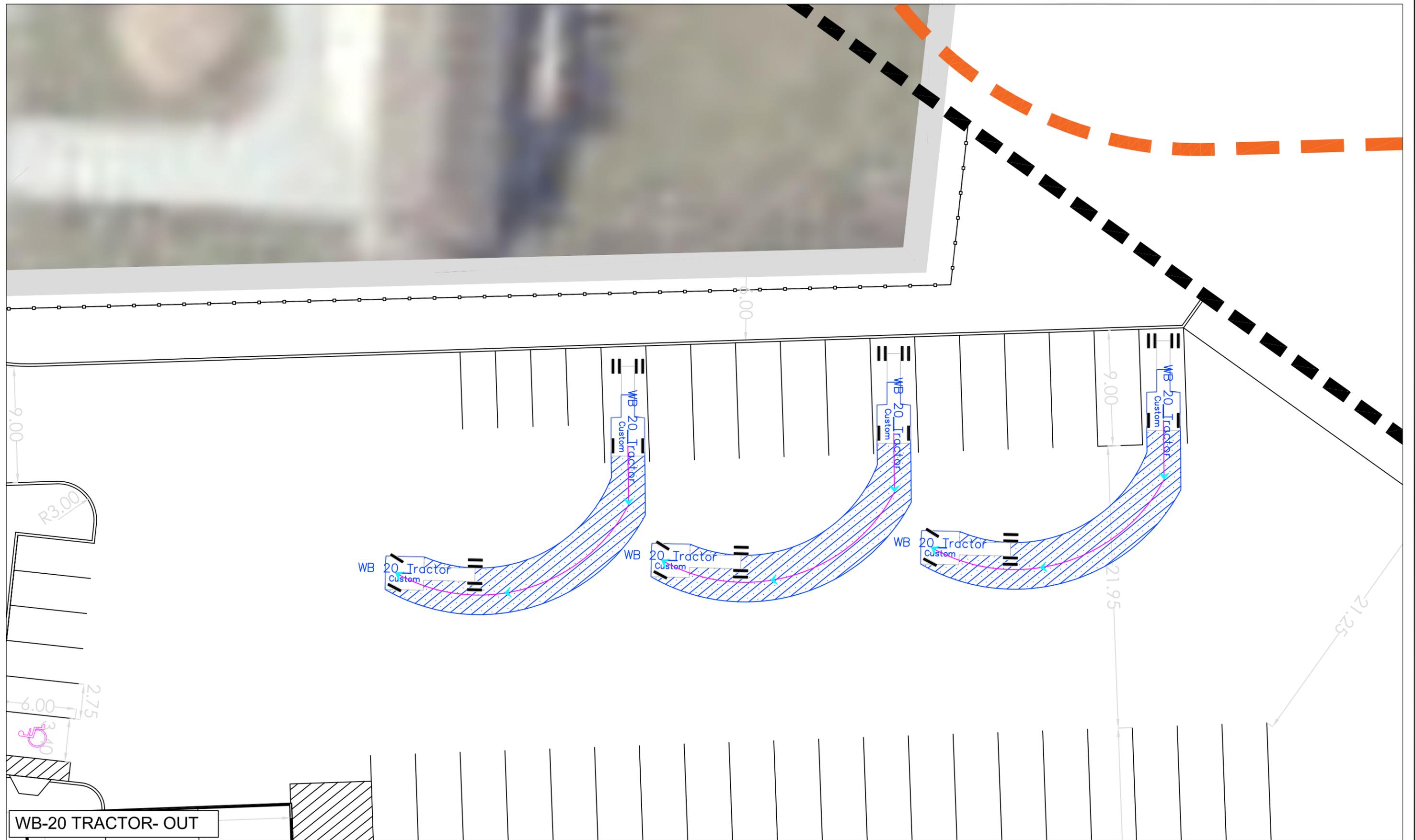
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0 DIXIE ROAD
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WB-20 TRACTOR- OUT



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0 DIXIE ROAD
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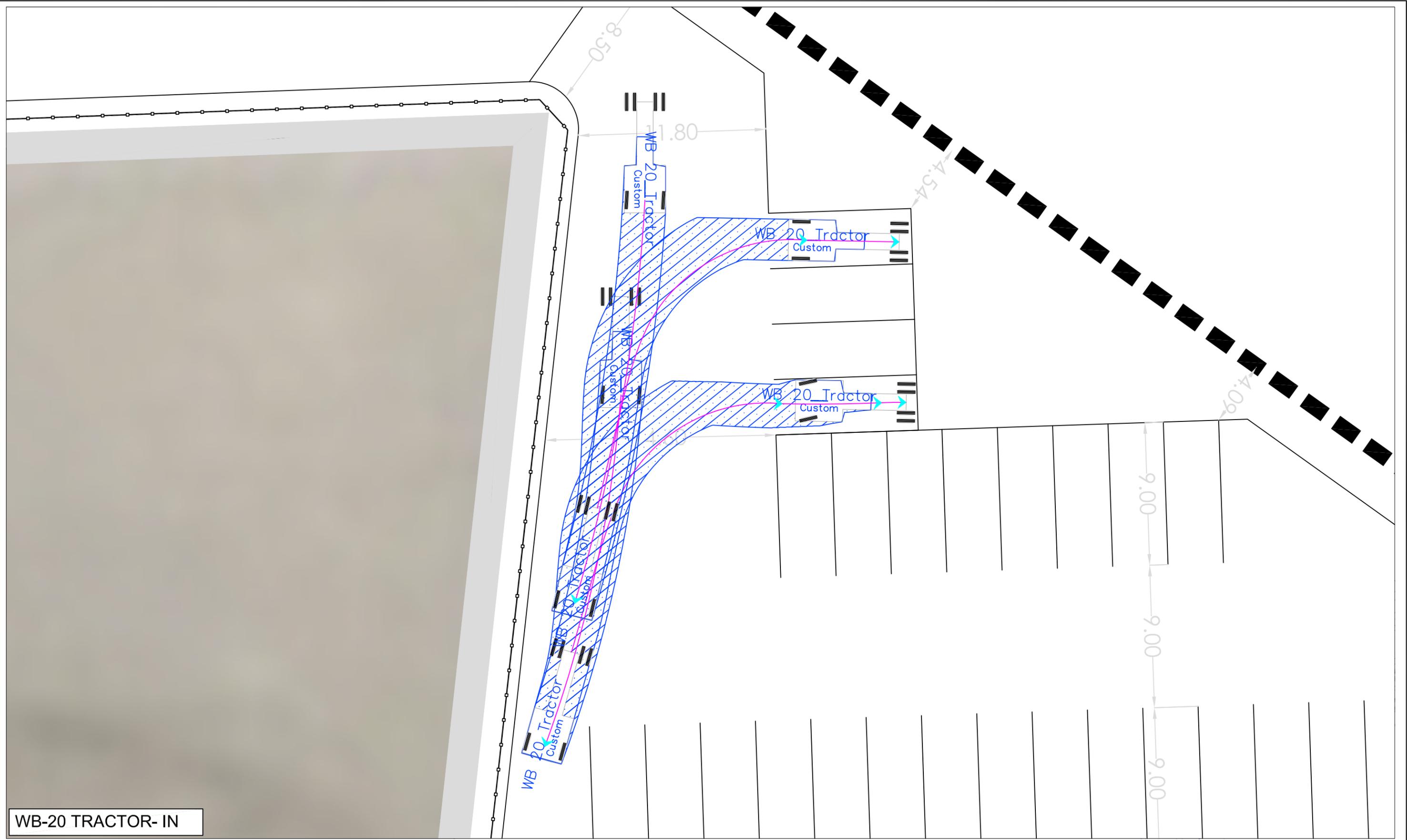
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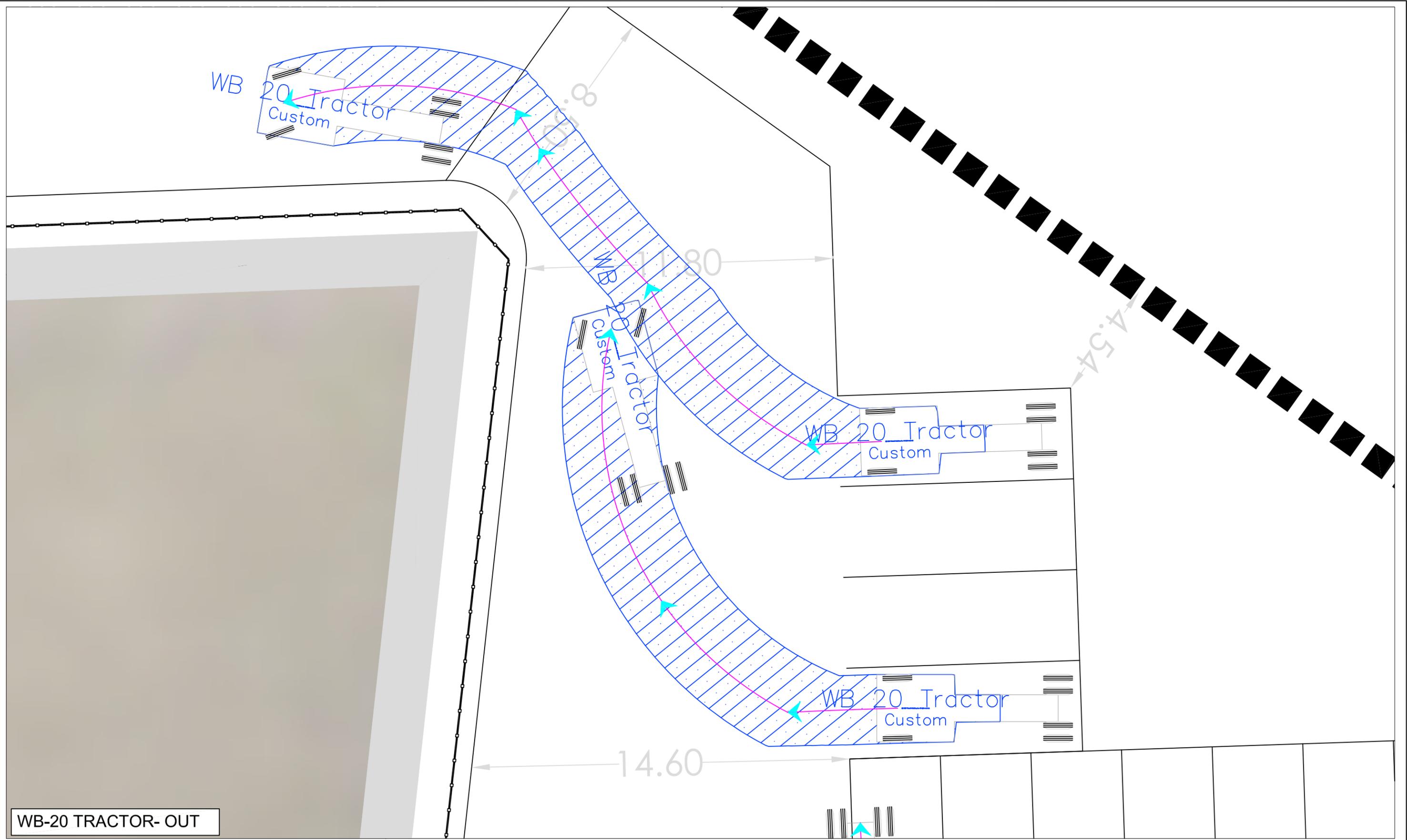
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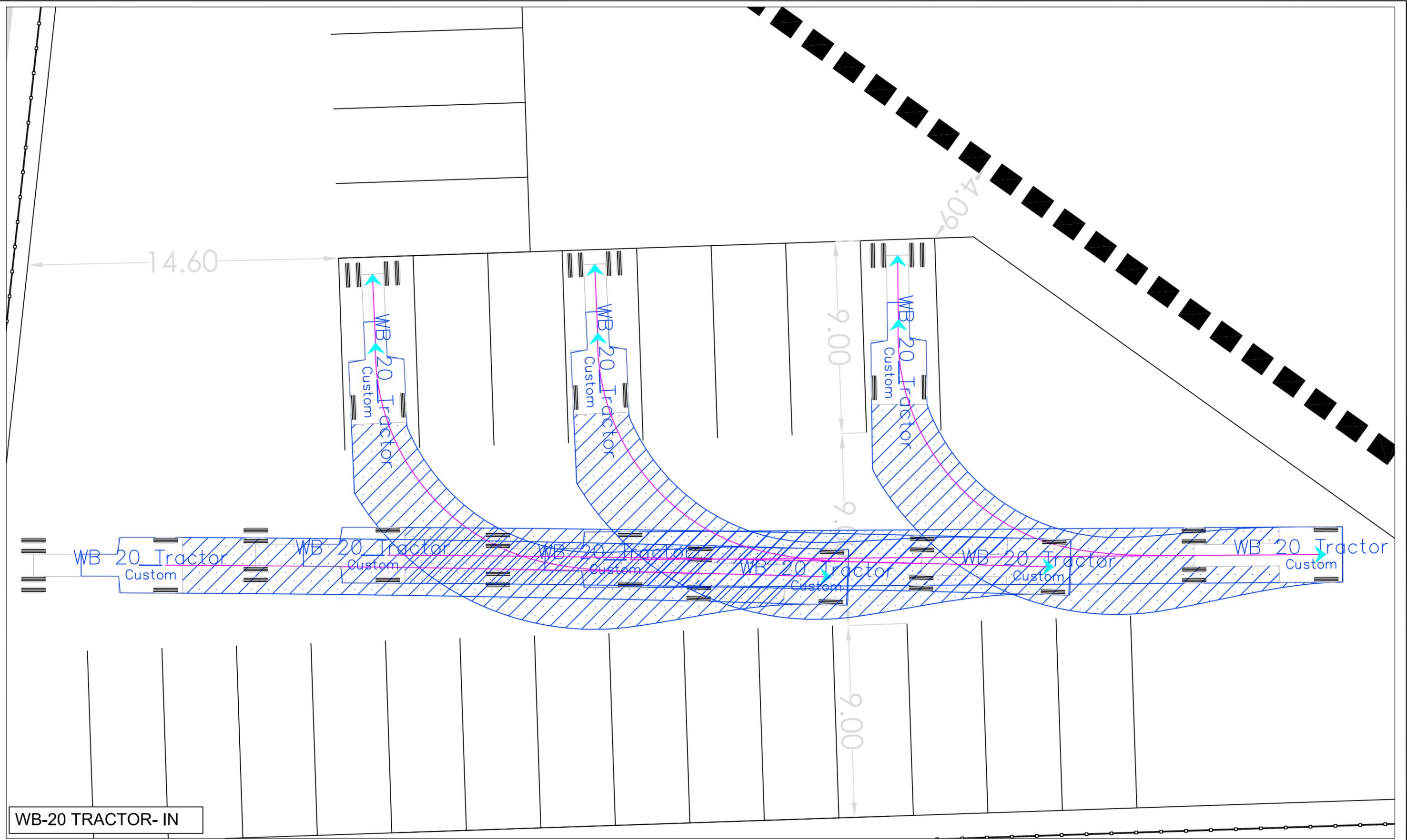
WB-20 TRACTOR- OUT

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SITE PLAN REVIEW
LOADING VEHICLE CIRCULATION REVIEW

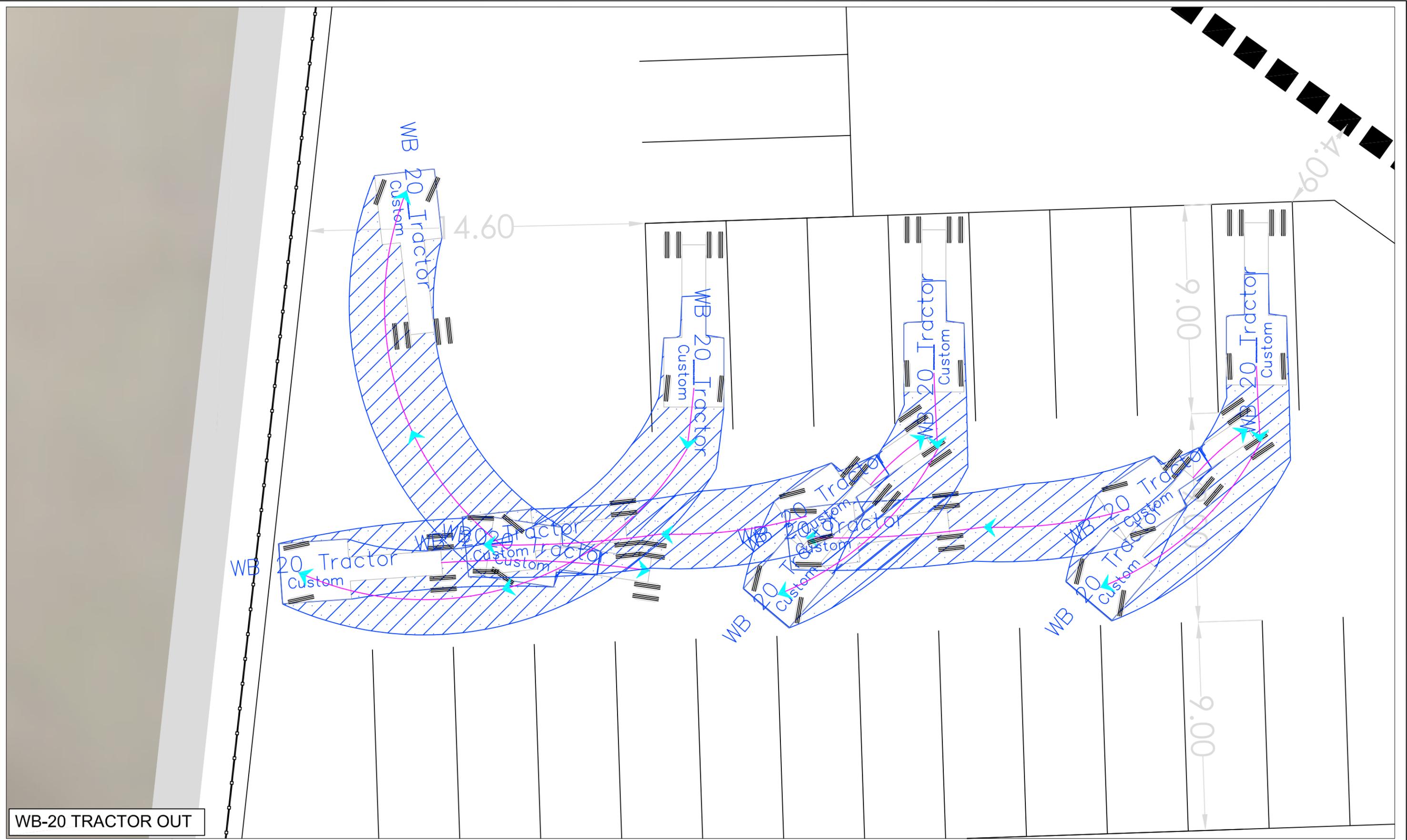
PROJECT No.
10765

DRAWING No.
010

SCALE:
NTS

DATE
April /23

\\TYLI.COM\Files\CITY.Lin-TOR\LL\Company\Projects\2022\10765 - 0 Dixie Rd - GWD - Traffic Impact Study\03 Analysis\03 Site Review & Circulation



WB-20 TRACTOR OUT



8800 Dufferin Street,
Suite 200
Vaughan, ON
L4K 0C5
p: 905.738.5700

0 DIXIE ROAD
SITE PLAN REVIEW
LOADING VEHICLE CIRCULATION REVIEW

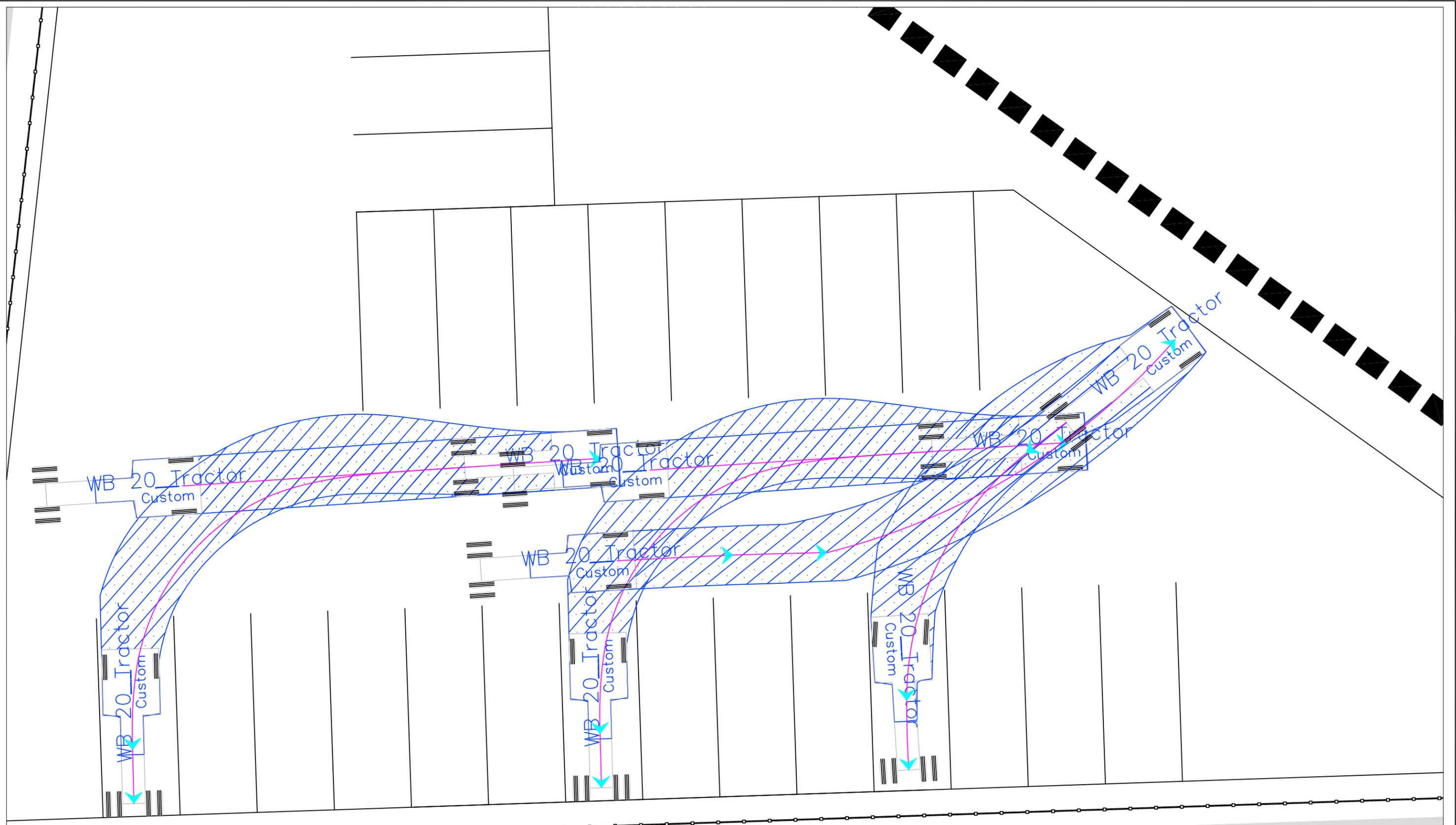
PROJECT No.
10765

DRAWING No.
011

SCALE:
NTS

DATE
April /23

\\TYLI.COM\Files\01TYL\in-TOR\LI\Company\Projects\2022\10765 - 0 Dixie Rd - GWD - Traffic Impact Study\03 Analysis\03 Site Review & Circulation



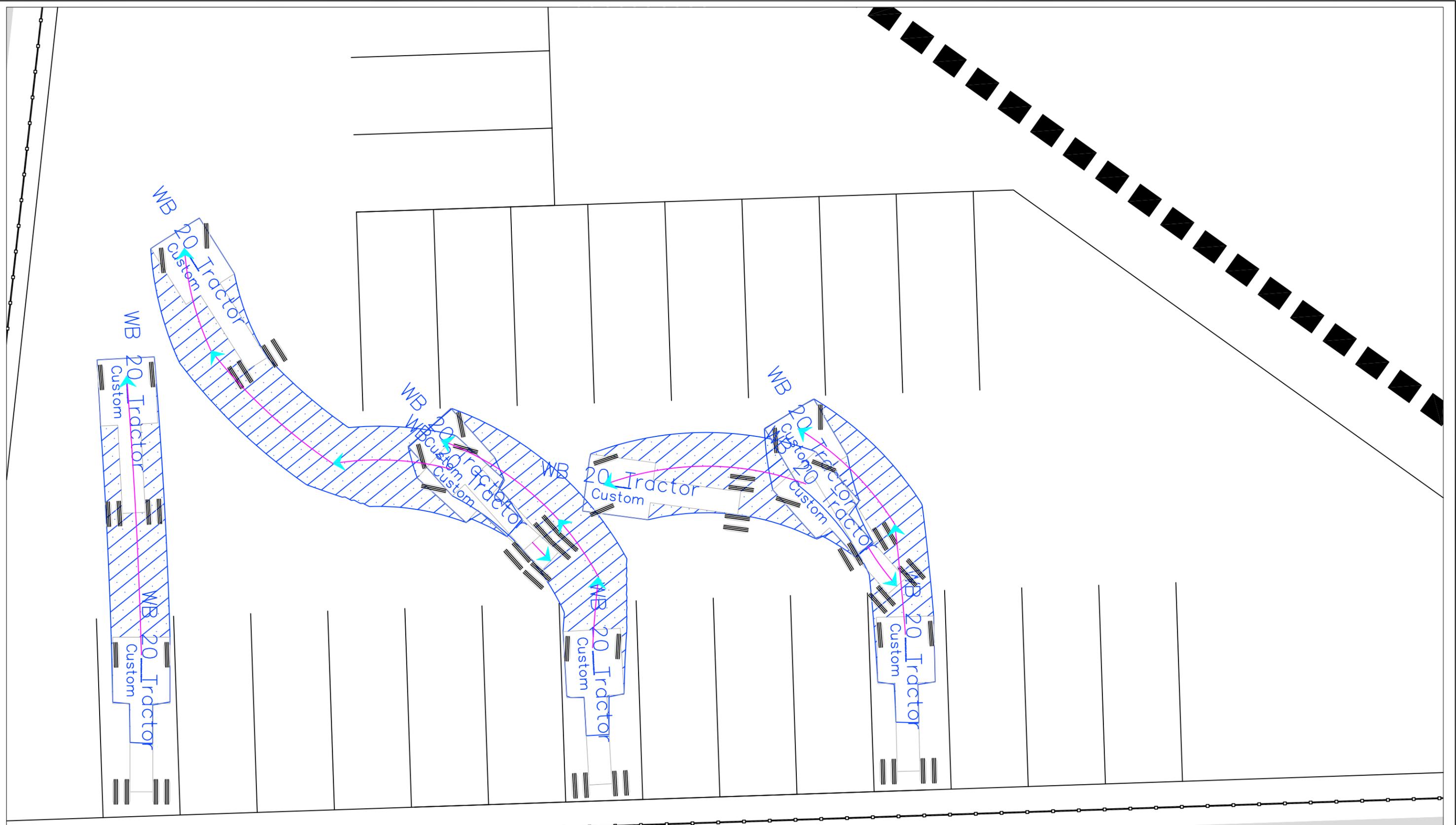
WB-20 TRACTOR- IN

TYLin
 8800 Dufferin Street,
 Suite 200
 Vaughan, ON
 L4K 0C5
 p: 905.738.5700

0 DIXIE ROAD
 SITE PLAN REVIEW
 LOADING VEHICLE CIRCULATION REVIEW

PROJECT No. 10765	DRAWING No. 012
SCALE: NTS	DATE April /23

\\TYLI.COM\Files\CITY\Lin-TOR\LL\Company\Projects\2022\10765 - 0 Dixie Rd - GWD - Traffic Impact Study\03 Analysis\03 Site Review & Circulation



WB-20 TRACTOR- OUT

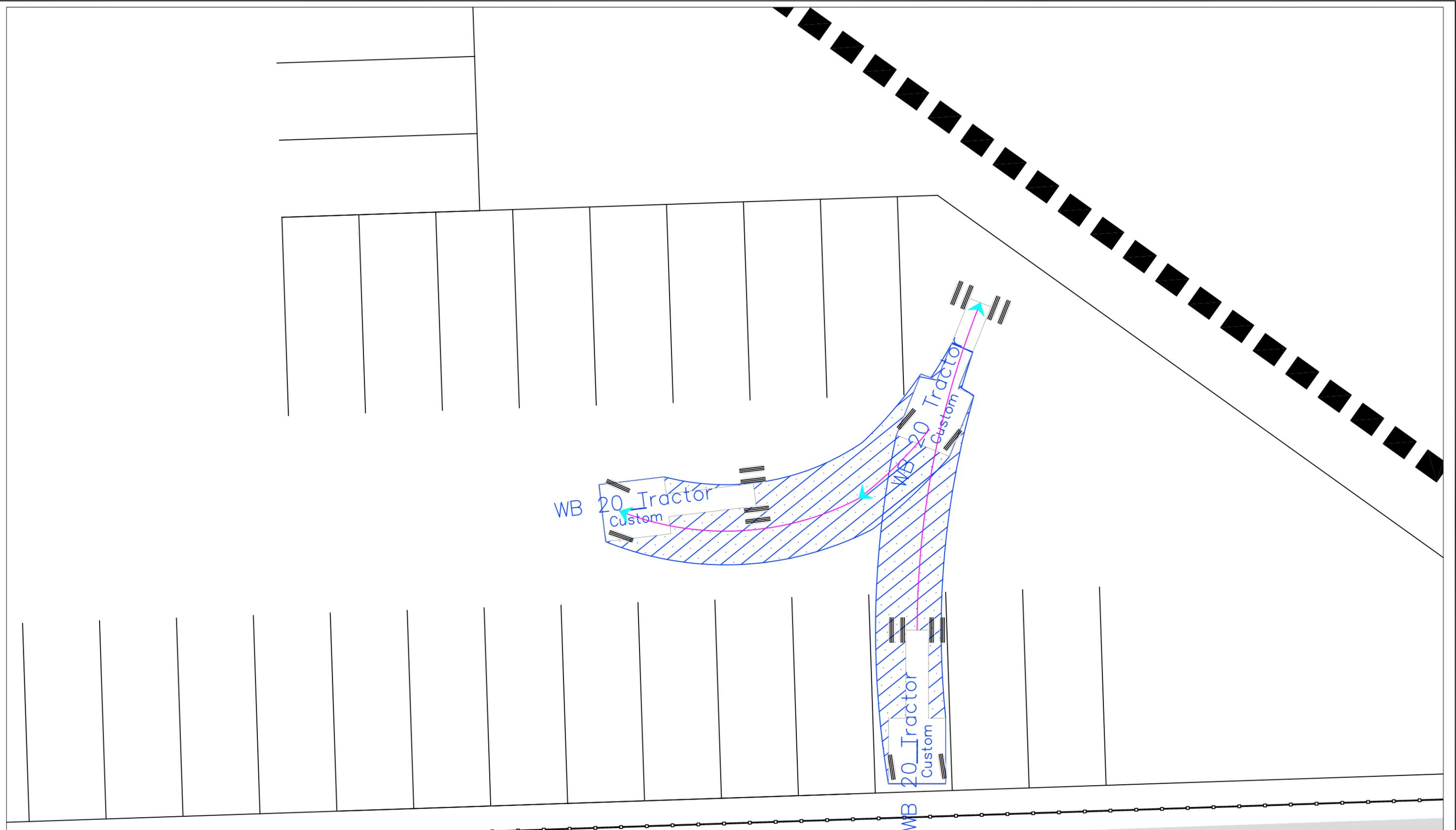


8800 Dufferin Street,
 Suite 200
 Vaughan, ON
 L4K 0C5
 p: 905.738.5700

0 DIXIE ROAD
 SITE PLAN REVIEW
 LOADING VEHICLE CIRCULATION REVIEW

PROJECT No. 10765	DRAWING No. 014
SCALE: NTS	DATE April /23

\\TYLI.COM\Files\01TYL\in-TOR\LI\Company\Projects\2022\10765 - 0 Dixie Rd - GWD - Traffic Impact Study\03 Analysis\03 Site Review & Circulation



WB-20 TRACTOR- OUT



8800 Dufferin Street,
Suite 200
Vaughan, ON
L4K 0C5
p: 905.738.5700

0 DIXIE ROAD
SITE PLAN REVIEW
LOADING VEHICLE CIRCULATION REVIEW

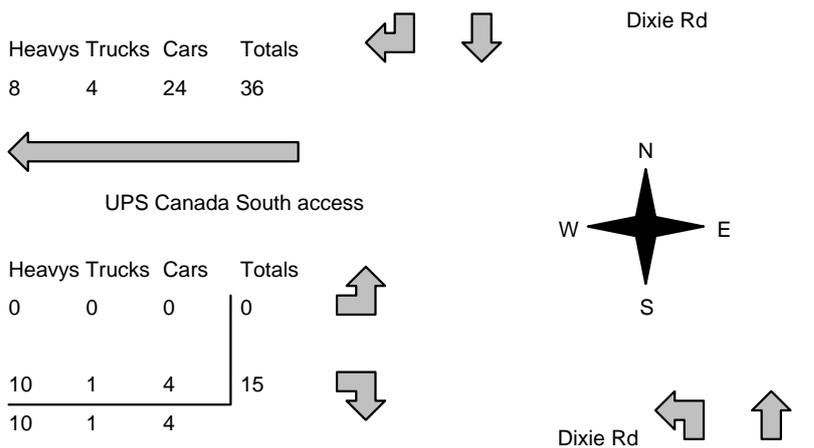
PROJECT No.
10765

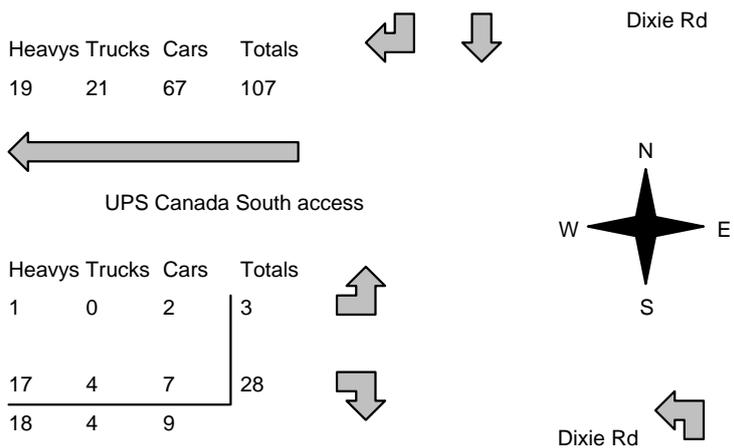
DRAWING No.
015

SCALE:
NTS

DATE
April /23

Appendix C Existing Turning Movement Count Data

Morning Peak Diagram		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																																								
Municipality: Caledon Site #: 2216100001 Intersection: Dixie Rd & UPS Canada South acc TFR File #: 1 Count date: 30-Aug-22		Weather conditions: Person counted: Person prepared: Person checked:																																									
** Non-Signalized Intersection **		Major Road: Dixie Rd runs N/S																																									
North Leg Total: 676 North Entering: 444 North Peds: 0 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>16</td><td style="border-left: 1px solid black;">16</td><td></td></tr> <tr><td>Trucks</td><td>0</td><td>10</td><td style="border-left: 1px solid black;">10</td><td></td></tr> <tr><td>Cars</td><td>3</td><td>415</td><td style="border-left: 1px solid black;">418</td><td></td></tr> <tr><td>Totals</td><td>3</td><td>441</td><td style="border-left: 1px solid black;"></td><td></td></tr> </table>	Heavys	0	16	16		Trucks	0	10	10		Cars	3	415	418		Totals	3	441			<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>16</td><td></td><td style="border-left: 1px solid black;">16</td><td></td></tr> <tr><td>Trucks</td><td>10</td><td></td><td style="border-left: 1px solid black;">10</td><td></td></tr> <tr><td>Cars</td><td>206</td><td></td><td style="border-left: 1px solid black;">206</td><td></td></tr> <tr><td>Totals</td><td>232</td><td></td><td style="border-left: 1px solid black;">232</td><td></td></tr> </table>	Heavys	16		16		Trucks	10		10		Cars	206		206		Totals	232		232		
Heavys	0	16	16																																								
Trucks	0	10	10																																								
Cars	3	415	418																																								
Totals	3	441																																									
Heavys	16		16																																								
Trucks	10		10																																								
Cars	206		206																																								
Totals	232		232																																								
																																											
<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>8</td><td>4</td><td>24</td><td>36</td></tr> </table>		Heavys	Trucks	Cars	Totals	8	4	24	36	<table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>10</td><td>1</td><td>4</td><td>15</td></tr> <tr><td>10</td><td>1</td><td>4</td><td></td></tr> </table>			Heavys	Trucks	Cars	Totals	0	0	0	0	10	1	4	15	10	1	4																
Heavys	Trucks	Cars	Totals																																								
8	4	24	36																																								
Heavys	Trucks	Cars	Totals																																								
0	0	0	0																																								
10	1	4	15																																								
10	1	4																																									
Peds Cross: West Peds: 1 West Entering: 15 West Leg Total: 51		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>419</td><td style="border-left: 1px solid black;">419</td><td></td></tr> <tr><td>Trucks</td><td>11</td><td style="border-left: 1px solid black;">11</td><td></td></tr> <tr><td>Heavys</td><td>26</td><td style="border-left: 1px solid black;">26</td><td></td></tr> <tr><td>Totals</td><td>456</td><td style="border-left: 1px solid black;">456</td><td></td></tr> </table>		Cars	419	419		Trucks	11	11		Heavys	26	26		Totals	456	456		<table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>21</td><td>206</td><td style="border-left: 1px solid black;">227</td></tr> <tr><td>Trucks</td><td>4</td><td>10</td><td style="border-left: 1px solid black;">14</td></tr> <tr><td>Heavys</td><td>8</td><td>16</td><td style="border-left: 1px solid black;">24</td></tr> <tr><td>Totals</td><td>33</td><td>232</td><td style="border-left: 1px solid black;">265</td></tr> </table>	Cars	21	206	227	Trucks	4	10	14	Heavys	8	16	24	Totals	33	232	265	Peds Cross: South Peds: 1 South Entering: 265 South Leg Total: 721						
Cars	419	419																																									
Trucks	11	11																																									
Heavys	26	26																																									
Totals	456	456																																									
Cars	21	206	227																																								
Trucks	4	10	14																																								
Heavys	8	16	24																																								
Totals	33	232	265																																								
Comments																																											

Afternoon Peak Diagram		Specified Period From: 16:00:00 To: 18:00:00	One Hour Peak From: 17:00:00 To: 18:00:00																																									
Municipality: Caledon Site #: 2216100001 Intersection: Dixie Rd & UPS Canada South acc TFR File #: 1 Count date: 30-Aug-22		Weather conditions: Person counted: Person prepared: Person checked:																																										
** Non-Signalized Intersection **		Major Road: Dixie Rd runs N/S																																										
North Leg Total: 636 North Entering: 303 North Peds: 0 Peds Cross:	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>9</td><td style="border-left: 1px solid black;">9</td></tr> <tr><td>Trucks</td><td>2</td><td>4</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Cars</td><td>5</td><td>283</td><td style="border-left: 1px solid black;">288</td></tr> <tr><td>Totals</td><td>7</td><td>296</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	9	9	Trucks	2	4	6	Cars	5	283	288	Totals	7	296		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>11</td></tr> <tr><td>Trucks</td><td>7</td></tr> <tr><td>Cars</td><td style="border-bottom: 1px solid black;">315</td></tr> <tr><td>Totals</td><td>333</td></tr> </table>	Heavys	11	Trucks	7	Cars	315	Totals	333																		
Heavys	0	9	9																																									
Trucks	2	4	6																																									
Cars	5	283	288																																									
Totals	7	296																																										
Heavys	11																																											
Trucks	7																																											
Cars	315																																											
Totals	333																																											
<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>19</td><td>Trucks</td><td>21</td><td>Cars</td><td>67</td><td>Totals</td><td>107</td></tr> </table> <p style="text-align: center;">← UPS Canada South access</p> <table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>Trucks</td><td>0</td><td>Cars</td><td>2</td><td>Totals</td><td>3</td></tr> <tr><td colspan="7" style="border-top: 1px solid black;"></td><td>28</td></tr> <tr><td>17</td><td>4</td><td>7</td><td colspan="4" style="border-left: 1px solid black;"></td><td></td></tr> <tr><td>18</td><td>4</td><td>9</td><td colspan="4" style="border-left: 1px solid black;"></td><td></td></tr> </table>		Heavys	19	Trucks	21	Cars	67	Totals	107	Heavys	1	Trucks	0	Cars	2	Totals	3								28	17	4	7						18	4	9						 <p style="text-align: center;">Dixie Rd</p> <p style="text-align: center;">Dixie Rd</p>		
Heavys	19	Trucks	21	Cars	67	Totals	107																																					
Heavys	1	Trucks	0	Cars	2	Totals	3																																					
							28																																					
17	4	7																																										
18	4	9																																										
Peds Cross: West Peds: 0 West Entering: 31 West Leg Total: 138		<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>290</td><td style="border-left: 1px solid black;">375</td></tr> <tr><td>Trucks</td><td>8</td><td style="border-left: 1px solid black;">26</td></tr> <tr><td>Heavys</td><td>26</td><td style="border-left: 1px solid black;">29</td></tr> <tr><td>Totals</td><td>324</td><td style="border-left: 1px solid black;"></td></tr> </table>		Cars	290	375	Trucks	8	26	Heavys	26	29	Totals	324		Peds Cross: South Peds: 0 South Entering: 430 South Leg Total: 754																												
Cars	290	375																																										
Trucks	8	26																																										
Heavys	26	29																																										
Totals	324																																											
Comments																																												

Total Count Diagram

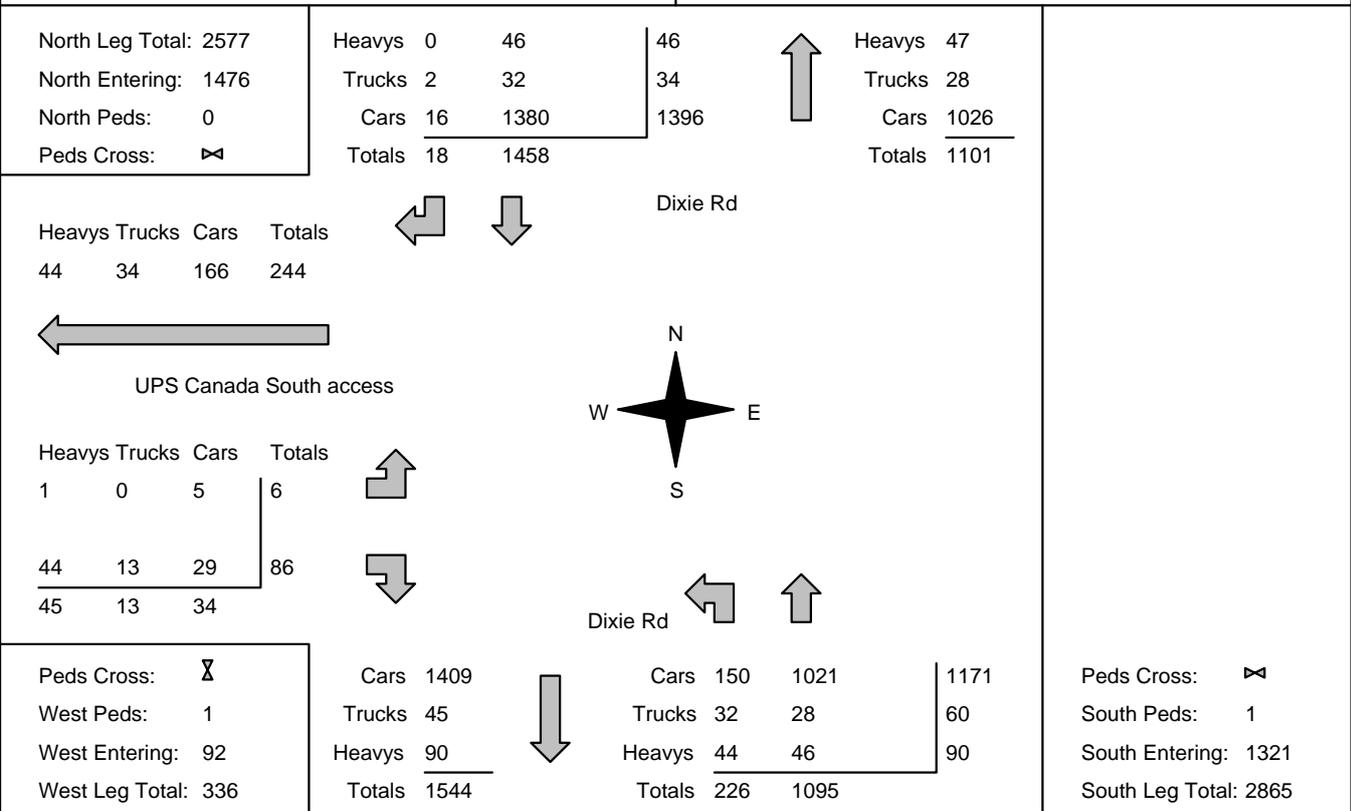
Municipality: Caledon
Site #: 2216100001
Intersection: Dixie Rd & UPS Canada South acc
TFR File #: 1
Count date: 30-Aug-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Dixie Rd runs N/S



Comments

Traffic Count Summary

Intersection: Dixie Rd & UPS Canada South ac Count Date: 30-Aug-22 Municipality: Caledon

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	431	4	435	0	678	8:00:00	28	215	0	243	0
9:00:00	0	420	4	424	0	674	9:00:00	45	205	0	250	1
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	311	3	314	0	712	17:00:00	53	345	0	398	0
18:00:00	0	296	7	303	0	733	18:00:00	100	330	0	430	0
Totals:	0	1458	18	1476	0	2797	S Totals:	226	1095	0	1321	1
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	13	8:00:00	1	0	12	13	0
9:00:00	0	0	0	0	0	21	9:00:00	1	0	20	21	1
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	27	17:00:00	1	0	26	27	0
18:00:00	0	0	0	0	0	31	18:00:00	3	0	28	31	0
Totals:	0	0	0	0	0	92	W Totals:	6	0	86	92	1
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	7:00	8:00	9:00	16:00		17:00	18:00	0:00	0:00			
Crossing Values:	0	1	2	0		1	3	0	0			

Appendix D Synchro Capacity Analysis

HCM Unsignalized Intersection Capacity Analysis
 101: Dixie Road & Site Access

2027 Future Total AM peak
 11/29/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	3	283	10	3	541
Future Volume (Veh/h)	10	3	283	10	3	541
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	3	304	11	3	582
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	898	310			315	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	898	310			315	
tC, single (s)	7.2	6.9			4.8	
tC, 2 stage (s)						
tF (s)	4.2	3.9			2.8	
p0 queue free %	95	100			100	
cM capacity (veh/h)	228	601			954	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	14	315	585			
Volume Left	11	0	3			
Volume Right	3	11	0			
cSH	263	1700	954			
Volume to Capacity	0.05	0.19	0.00			
Queue Length 95th (m)	1.3	0.0	0.1			
Control Delay (s)	19.4	0.0	0.1			
Lane LOS	C		A			
Approach Delay (s)	19.4	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			40.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 101: Dixie Road & Site Access

2027 Future Total PM peak
 11/29/2022

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	2	406	11	2	361
Future Volume (Veh/h)	11	2	406	11	2	361
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	11	2	423	11	2	376
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	808	428			434	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	808	428			434	
tC, single (s)	7.1	7.2			5.1	
tC, 2 stage (s)						
tF (s)	4.2	4.2			3.1	
p0 queue free %	96	100			100	
cM capacity (veh/h)	268	462			753	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	13	434	378			
Volume Left	11	0	2			
Volume Right	2	11	0			
cSH	286	1700	753			
Volume to Capacity	0.05	0.26	0.00			
Queue Length 95th (m)	1.1	0.0	0.1			
Control Delay (s)	18.2	0.0	0.1			
Lane LOS	C		A			
Approach Delay (s)	18.2	0.0	0.1			
Approach LOS	C					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.0%		ICU Level of Service	A
Analysis Period (min)			15			