

Jordan Dolson

From: Mike Davis [mike@cuestaplanning.com]
Sent: May-28-13 9:00 AM
To: 'Gitkow, Alexandre (MTO)'
Cc: Gaetanne Kruse
Subject: RE: James Dick Hidden Quarry TIS - Hwy 7 - Submission #1- Traffic Comments from MTO

Follow Up Flag: Follow up
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Hi Mr. Gitkow:

Thank you for providing the attached comments. We will forward your correspondence to the applicants so they can address your comments. We will direct them to submit the revised report and "Synchro " files upon completion for further review. In the meantime, if you have any questions please feel free to contact our office.

Thanks again,

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Please visit our new and improved website: www.cuestaplanning.com

From: Gitkow, Alexandre (MTO) [<mailto:Alexandre.Gitkow@ontario.ca>]
Sent: Tuesday, May 28, 2013 7:25 AM
To: 'gkruse@get.on.ca'
Cc: 'mike@cuestaplanning.com'
Subject: James Dick Hidden Quarry TIS - Hwy 7 - Submission #1- Traffic Comments from MTO

Dear Mr. Kruse,

We have finished our reviewed the James Dick Hidden Quarry TIS report and have the following comments. The client should be advised to prepare a revised report for further review.

1. *It should be updated in the report text that 5th Line is under the jurisdiction of the Town of Milton.*
2. *Highway 7 within the study area is an urban commuter road which has higher summer peak hour volumes than the winter volumes. **Figure 3-2** in the report should be updated with the estimated summer peak hour volumes and analysis should be completed for the existing traffic operations.*
3. ***Figures 4-4, 6-1 and 6-2** should be updated using summer peak hour volumes and revised analysis results should be documented in the report.*

4. *Turn lane warrants analysis at the intersection of Highway 7 and 6th Line should be completed and documented in the report under a separate section. Design Speed on Highway 7 and 6th Line should be assumed as 100 km/h. Charts (from the MTO Geometric Design Standard Manual) used to determine the storage lengths for the turning traffic should be included in the Appendix.*
5. *In order to avoid the hazard and the reduction in the capacity for the westbound through traffic due to the slow moving westbound right turn truck traffic at the intersection of Highway 7/6th Line, a westbound deceleration lane (Taper 80m and parallel 85m) in the form of a taper and parallel lane should be provided.*
6. *Stopping sight distance analysis and sight line analysis should be completed and documented for the intersections of 6th Line/Site Access and 6th Line/Highway 7.*
7. *Truck warning signs on Highway 7 and 6th Line with design speed 100 km/h should be defined and the report should be updated accordingly.*
8. *Truck trip generation for the Erin Gravel pit should be included in the Appendix.*
9. *Left turn warrant analysis design charts in the MTO Geometric Design Standards Manual are based on passenger car dimensions and operating characteristics. All the truck volumes need to be converted to passenger cars. We suggest that an equivalent factor of 2 and 3 be applied for empty trucks and loaded trucks respectively.*
10. *Queue analysis should be completed and documented for each scenario.*
11. *The saturation flow used in the study area appears to be high. It is recommended to use 1,800 v/h saturation flow for the study area.*
12. *Electronic copy of the Synchro files should be submitted along with the revised report.*

Please do not hesitate to contact me should you require more information.

Sincerely Yours,

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