



July 4, 2014

Via: Email

Ms. Kimberly Wingrove, CAO
Township of Guelph/Eramosa
P.O. Box 700
8348 Wellington Road 124
Rockwood ON N0B 2K0

Dear Kim:

**Re: Traffic Impact Assessment Preliminary Review
Zoning By-Law Amendment Application ZBA 01/14 (Township File D14 TR)
TriCity Lands Ltd. Spencer Pit
6939 Wellington Road 124
Township of Guelph/Eramosa
Project No.: 300035544.0000**

As requested we have completed a preliminary review of the "Traffic Impact Assessment Proposed Spencer Pit - Town of Guelph / Eramosa" prepared by GHD for the Spencer Pit application. In keeping with discussions between the Township, MHBC Planning and Burnside, as well as the May 27, 2014 MHBC memo regarding the application, a coordination meeting is recommended with Transportation planning staff from the County and Region. Our focus at this time was therefore to assess if there were any major issues within the traffic study which would require advanced discussion and is not a detailed review of the analysis. Our findings in that regard are as follows:

The major item in the study for discussion is the road network improvement required and who is responsible. GHD has projected background traffic volumes to be 1600 vehicles per hour in the peak direction of the peak hour by 2020 on Wellington Road 24. They have identified the need for Wellington Road 24 to be four lanes through the intersection, where currently it is only two lanes. The inference is that this is a background improvement and should be paid for by the municipal agencies. However, it is our understanding that Wellington Road 24 widening is not currently identified in future capital programs. Therefore, how does this improvement get completed? In terms of improvements the applicant is responsible for, having identified the driveway out to the signal opposite Kossuth Road, a southbound left turn lane on Wellington Road 24 to service the site, and traffic signal modifications to accommodate the driveway.

Secondly, the operational assessment assumes that Wellington Road 24 has been widened through the intersection; however, from an operations perspective, the intersection operations will not be as efficient as indicated. The operations assume Wellington Road 24 as a four lane road, but it would be essentially a lane widening through the intersection. The additional lane is

not as effective operationally as you get fewer people in the lane that move over as they have to merge once they get through the intersection. The operational analysis should reflect this.

Finally, we recommend an analysis of sight lines be provided for trucks turning right out of the site onto Wellington Road 24 given the driveway would be on the inside of the curve. The analysis should consider the operating characteristics of the trucks.

Should you have any immediate questions regarding our preliminary comments, please contact the undersigned. Otherwise we look forward to the upcoming traffic meeting.

Yours truly,

R.J. Burnside & Associates Limited



David Argue, P.Eng., PTOE
Vice President, Transportation
DA:jtj

cc: Mr. Bernie Hermsen, MHBC (enc.) (Via: Email)
Mr. Neal Deruyter, MHBC (enc.) (Via: Email)
Ms. Meaghen Reid, Township of Guelph/Eramosa (enc.) (Via: Email)