

Comments Matrix

Project Name: Empire Erin Traffic Impact Study
 Project No.: 216024
 Document Name: Empire Erin 8th Line Residential Subdivision Development - Traffic Impact Study
 Document Date: May 18, 2022
 Reviewed by: Town of Erin
 Comments Received: October 21, 2022



Comment No.	Document Section	Comment	RVA Response/Question	Response Accepted/Additional Comments
43.1	Section 2.1 - Existing Road Network	The report should be amended to note that the Eight Line has a posted speed limit of 50 km/h between Sideroad 17 and north of the bend at Dundas Street W; a posted speed limit of 40 km/h between the two gravel sections just south of Dundas Street W and just north of Delarmbro Drive; and a 60 km/h just north of Wellington Road 124.	Report has been amended to reflect the posted speed limit on all roads within the study area.	
43.2	Section 2.1 - Existing Road Network	It should be noted that a single lane bridge is located on Eight Line north of the site with a limit of 15-tonnes.	Report has been updated to include discussion about the single lane bridge on 8th Line.	
43.3	Section 2.1 - Existing Road Network	It should be noted that a "5 tonnes per axle from March 1 to May 15" sign is also posted on Eight Line just south of Sideroad 17 for southbound traffic.	Report has been updated to include discussion about weight restrictions on 8th Line.	
43.4	Section 2.1 - Existing Road Network	The report should be amended to note that Main Street has a posted speed limit of 40 km/h between Wellington Road 124 and just north of Erinville Drive.	Report has been updated to note the 40 km/h speed limit on Main Street.	
43.5	Section 2.1 - Existing Road Network	The report should be amended to note that Wellington Road 124 has a posted speed limit of 80 km/h from just east of Eight Line to the west, 60 km/h between just east of Eight Line and just east of Delarmbro Drive.	The report has been updated to reflect the posted speed limits along Wellington Road 124.	
43.6	Section 2.1 - Existing Road Network	Study intersection configurations should also be provided.	Report has been updated to include a section discussion study area intersection configurations.	
44.1	Section 2.4 - Existing Traffic Data	Traffic data was collected on September 1, 2021 during the Province Step 3 reopening with capacity restrictions. Therefore, the traffic volumes are lower and should be appropriately factored up to obtain an estimation of the normal conditions.	Following discussion with the Town a 10% growth rate has been added to all 2021 volumes.	
44.2	Section 2.4 - Existing Traffic Data	In addition, a growth rate should be considered to reflect the 2022 condition.	See above comment response.	
45.1	Section 3.2 - Future Background Developments	In Table 3-2, "Wellington Road 124 (N/W)" should read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/E)" should read "Wellington Road 124 (S/W)". As a result, the distribution percentages may need to be revised.	Table 3-2 has been revised to read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/W)". Distribution percentages have also been reviewed and revised if necessary.	
45.2	Section 3.2 - Future Background Developments	Figure 3-1 shows a 20% even distribution to/from Trafalgar Road north and south, Wellington Road 124 N/W and S/E, and Highway 52. This is inconsistent with the distribution in Table 3-2. Therefore, Figure 3-1 needs to be revised.	Figure 3-1 has been revised to reflect trip distribution outlined in Table 3-2.	

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45.3	Section 3.2 - Future Background Developments	The Solmar residential development on the east side of Main Street, between Dundas Street and Wellington Road 124 will generate traffic that will also use intersections reviewed in this report. The overlapping turning movements from the Solmar Traffic Impact Study should be reviewed and added into this study.	The report has been updated to include the Solmar Residential Development - overlapping turning movements from the Solmar Traffic Impact Study have been reviewed and added into this study.	
46	Section 3.4 - Future Background Traffic Volumes	In Section 3.4, Future Background Traffic Volumes, Figures 3-4 and 3-5, the traffic volumes on the entrances of Mattamy Homes Development are different from the traffic volumes in Figure 3-1 – Future Background Development Traffic Volumes. The change in traffic volumes should be reviewed and explained.	Figure 3-4 and Figure 3-5 have been revised to reflect appropriate traffic volumes at the Mattamy entrances and are now consistent Figure 3-1.	
47	Section 4.1 - Draft Plan Layout	In Section 4.1, Draft Plan Layout, the distances between Street A & Street B, Street B & Erin Heights Drive, Street A & Sideroad 17 should be specified.	A section has been added to the report indicating the distances between the proposed intersections and the existing intersections.	
48.1	Section 4.3 - Trip Distribution	In Table 4-2 and Appendix B, "Wellington Road 124 (N/W)" should read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/E)" should read "Wellington Road 124 (S/W)". As a result, the distribution percentages may need to be revised.	Table 4-2 has been revised to read "Wellington Road 124 (N/E)" and "Wellington Road 124 (S/W)". Distribution percentages have also been reviewed and revised if necessary.	
48.2	Section 4.3 - Trip Distribution	If the distribution percentages need to be revised, Figure 4-1 needs to be revised, as well.	Figure 4-1 has been revised to reflect updated distribution percentages.	
49	Section 5.1 - Future Total Traffic Volumes	In Section 5.1, Future Total Traffic Volumes, Figure 5-1, the trip generation estimate is identical with the one based on ITE Trip Generation Manual 11th Edition for a golf course land use with 9 holes. However, most of the trips were assigned to the intersection of Eight Line with Sideroad 17 (i.e. up to 93%) and most of the trips to/from the south were assigned to Trafalgar Road via Sideroad 17. This is not reasonable and should be revised.	Site-generated trip distribution has been revised to accurately reflect travel patterns.	
50.1	Section 6.2 - Capacity Analysis Results	2029 future background scenario should also be included in the analysis.	2029 future background scenario has been included for analysis purposes.	
50.2	Section 6.2 - Capacity Analysis Results	In Table 6-10, comparing the 2024 Future Background EBL queue length at the Shamrock Road-Main Street Intersection to the 2024 Future Total (i.e., with development generated traffic included) EBL queue length indicates that traffic generated by the proposed development is one cause for needing geometric improvements on that left turn lane. The last bulleted item in the text of this section saying "no geometric improvements recommended" should be amended to reflect the need for this EBL.	Sentence has been revised to accurately reflect geometric improvements needed.	

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51	Section 7 - Left-Turn Lane Warrants	In Section 7.0, Left Turn Lane Warrants, left turn lane warrants should be revised based on the updated traffic volumes noted above.	Left-turn lane warrants have been revised based on the updated traffic volumes.	
52	Appendix E - Synchro Software Output Reports	In Appendix E, Synchro Software Output Reports, for the intersection of Main Street with Dundas Street, the vehicle extension should be amended to 5.0 seconds for phases 2 and 6 (instead of the 3.0 seconds in the report) as per the signal timing plan.	Vehicle extension has been amended to 5 seconds for Phase 2 and Phase 6.	
53.1	Appendix F - Auxiliary Left-Turn Lane Warrants	the design speed on Wellington Road 124 at Eight Line, and on Trafalgar Road at Sideroad 17 should be amended from 90 km/hr to 100 km/h.	Design speed used for Left-Turn Lane Warrants have been amended from 90 km/h to 100 km/h for Wellington Road 124 at Eight Line, and on Trafalgar Road at Sideroad 17.	
53.2	Appendix F - Auxiliary Left-Turn Lane Warrants	the 2029 future background scenario should also be included.	2029 future background scenario has been included for analysis purposes.	