

Appendix W

Average Daily Traffic Count Information

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Percentage of HV by axis

Axis	From	To	% HV
King	Conestogo	Northfield	8%
Northfield	King	Kumpf	No data
Caroline	Erb	Allen	3%
King	Erb	Allen	5%
King	Allen	Victoria	4%
Duke	Francis	Frederick	2%
Charles	Victoria	Benton (Frederick)	5%
Charles	Benton (Frederick)	Ottawa	4%
Borden	Charles	Mills	9%
Ottawa	Charles	Mills	No data
Courtland	hayward	Balzer	No data

Hypotheses

- Heavy vehicles include all vehicles with a length of 8,4 meters or more
- Heavy vehicles percentage was calculated from 24 hours counts
- Only one 24h counts was available for each axis and for some axis there were no 24h counts available (axis with "No data" mentioned);
- Heavy vehicles percentage is the same for the actual period than for the 30 years horizon (2037);

AADT for 30 years projection (2037) by axis

Axis	From Street	To Street	AM Peak Hour Flow (vph)	PM Peak Hour Flow (vph)	30 years (2037) AADT	Sector Maximum AADT
King	Conestogo	Northfield	1,970	2,530	30000	30000
Northfield	King	Colby/Conestogo	1,940	2,550	29900	
	Colby/Conestogo	Hwy 85 NB Ramps	2,120	2,770	32600	
	Hwy 85 NB Ramps	Hwy 85 SB Ramps	3,100	3,190	41900	
	Hwy 85 SB Ramps	Kumpf/Barta	4,020	4,250	55100	
	Kumpf/Barta	Parkside/NCR	3,740	4,050	51900	55100
Caroline	Erb	Father David Bauer	940	1,290	14900	
	Father David Bauer	Willis Way	1,160	1,490	17700	
	Willis Way	Alexandra	1,070	1,430	16700	
	Alexandra	William	1,130	1,470	17300	
	William	Fullerton	320	460	5200	
	Fullerton	Norman	320	460	5200	
	Norman	Freemont	310	460	5100	
	Freemont	Allen	300	440	4900	17700
Allen	Caroline	260	320	3900	3900	
King	Willis Way	William	930	1,210	14300	
	William	George	1,060	1,270	15500	
	George	Allen	1,060	1,270	15500	15500
King	Allen	John	1,170	1,370	16900	
	John	Union	1,170	1,430	17300	
	Union	Mt Hope	1,210	1,350	17100	
	Mt Hope	Pine/GRH	1,120	1,280	16000	
	Pine/GRH	Green	1,190	1,320	16700	
	Green	Central Market/KCI	1,140	1,310	16300	
	Central Market/KCI	Andrew	1,140	1,260	16000	
	Andrew	Agnes	1,120	1,190	15400	
	Agnes	Louisa	1,080	1,180	15100	
	Louisa	Wellington	1,050	1,160	14700	
	Wellington	Breithaupt/Driveway	1,010	1,150	14400	
Breithaupt/Driveway	Victoria	1,180	1,330	16700	17300	
Victoria	King	Charles	1,550	1,870	22800	22800
King	Victoria	Francis	640	820	9700	9700
Charles	Victoria	Francis	680	720	9300	
	Francis	Water	730	930	11100	
	Water	Gaukel	990	1,100	13900	
	Gaukel	Ontario	990	1,230	14800	
	Ontario	Queen	1,070	1,130	14700	
	Queen	Benton	1,120	1,240	15700	15700
Francis	King	Bell	660	830	9900	
	Bell	Duke	40	30	500	9900
Duke	Francis	Water	-	-	0	
	Water	College	510	370	5900	
	College	Young	60	30	600	
	Young	Ontario	200	140	2300	
	Ontario	Queen	80	110	1300	
	Queen	Frederick	380	600	6500	6500
Derrick (Benton)	Duke	King	640	850	9900	
	King	Charles	730	900	10900	10900
Charles	Benton	Eby	1,180	1,260	16300	
	Eby	Cedar	1,170	1,280	16300	
	Cedar	Madison	1,320	1,450	18500	
	Madison	Cameron	1,430	1,550	19900	
	Cameron	Pandora	1,460	1,520	19900	
	Pandora	Stirling	1,470	1,410	19200	
	Stirling	Kent	1,420	1,360	18500	
	Kent	Borden	1,430	1,440	19100	
	Borden	Ottawa	1,420	1,410	18900	19900
Borden	Charles	Nyberg	290	280	3800	
	Nyberg	Dundas	290	260	3700	
	Dundas	Bedford	300	270	3800	
	Bedford	Courtland	270	230	3300	
	Courtland	West of Courtland	60	60	800	3800
Ottawa	Charles	Maurice	1,270	1,350	17500	
	Maurice	Nyberg	1,210	1,330	16900	
	Nyberg	Dundas	1,200	1,360	17100	
	Dundas	Bedford	1,160	1,360	16800	
	Bedford	Courtland	1,140	1,340	16500	
	Courtland	Lilac	1,110	1,260	15800	
	Lilac	Acacia	1,090	1,250	15600	
Acacia	Mill	1,070	1,240	15400	17500	
Courtland	Hayward	Hillmount	1,950	2,950	32700	
	Hillmount	Block Line	1,930	2,870	32000	
	Block Line	Shelley	2,470	3,400	39100	
	Shelley	Siebert	2,360	3,280	37600	
	Siebert	Balzer	2,060	3,000	33700	
	Balzer	Manitou	1,920	2,750	31100	39100
Wilson	Kingsway	Fairway	810	1,530	15600	15600

Hypotheses

- Data is provided for the 30 years horizon (2037).
- 24h counts were used to determine that the sum of the traffic from the AM and PM peak hours represented 15% of the total traffic of the day