

From: [Reitmeier, Mark](#)
To: [Andrew Martin](#)
Cc: [Ashraf, Khawar](#)
Subject: FW: Witmer Road- Peer Review - Transportation Impact Study
Date: Thursday, June 4, 2020 12:21:11 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open any attachments unless you recognize the sender and know the content is safe.

Hi Andrew,

We're satisfied with the Consultant's responses. The email should be kept on file as further support to the TIS.

Let me know if you have any further questions.

Thanks,
Mark

Mark Reitmeier, EIT
D +1-905-755-8975
mark.reitmeier@aecom.com

From: Reitmeier, Mark
Sent: Thursday, June 04, 2020 12:20 PM
To: Matt Brouwer <mbrouwer@ptsl.com>
Cc: Jim Mallett <jmallett@ptsl.com>; Andrew Martin <andrew.martin@Wilmot.ca>; Ashraf, Khawar <khawar.ashraf@aecom.com>
Subject: RE: Witmer Road- Peer Review - Transportation Impact Study

Hi Matt,

Thanks for your further explanations. I have the following comments:

- I agree with your points about the internal circulation. When available, it would be helpful for the Township to see the site plan with available queuing/storage areas for trucks provided.
- The sensitivity test of using the daily volume in a single hour is very helpful and confirms there will be negligible operational impacts no matter the "peak factor" used.

The below explanations are satisfactory and close out our concerns.

Thanks,
Mark

Mark Reitmeier, EIT

Senior Transportation Planner, Transportation (Transit & Rail)
D +1-905-755-8975
mark.reitmeier@aecom.com

AECOM

5080 Commerce Blvd.
Mississauga, ON L4W 5M4, Canada
T +1-905-238-0007
aecom.com

Imagine it. Delivered.

[LinkedIn](#) [Twitter](#) [Facebook](#) [Instagram](#)

From: Matt Brouwer
Sent: Tuesday, June 02, 2020 5:19 PM
To: Reitmeier, Mark
Cc: Jim Mallett
Subject: [EXTERNAL] RE: Witmer Road- Peer Review - Transportation Impact Study

Hi Mark,

I had left the voicemail on your office desk phone, so that's probably why we weren't able to connect. Things are a bit out of the ordinary with offices being shut down for the past couple months, so it's understandable.

I just wanted to connect on the last two remaining issues: the usage of a factor of 2 to do a sort of "sensitivity" analysis to the frequency of the trucks, and the internal circulation.

Firstly with the internal circulation, I think that one is just a simple matter of the operations area being far enough away from the driveway. Trucks would be weighed going out, not coming in, so incoming trucks wouldn't even have to queue for the scale. And given that it's a pit, there should be plenty of room to park trucks, if need be.

For the factor of 2 issue, keep in mind that it was only used for the operational analyses, which in this case was at the intersection of Queen and Witmer, which is forecast to operate well below capacity at LOS B and v/c of 0.10 for eastbound movements. Just for fun, I did a scenario in which ALL the daily trucks were compressed into the peak hour. The operations only increase to LOS C and v/c to 0.40. I would hope that we could agree that it's not reasonable that all trucks made their trips in the same hour. So, even if the variation of trucks above the average is greater than 2, there would still be no operational issues.

The nature of the pit operations would be that they would want as steady of a flow throughout the day as possible, so loaders, scales, drivers, etc would be productive throughout the whole day, which is why we did not think that a factor of 2 would be unreasonable for a sensitivity test.

Please let me know what you think about the above. We can schedule a call tomorrow, if you'd like to discuss it more. We use Teams here as well, so I'm happy using that.

Regards,

Matt Brouwer, P.Eng.
Senior Project Manager

Paradigm Transportation Solutions Limited

p: 519.896.3163 x201

m: 519.498.2663

Since 1998, our unique “work at home” business model has enabled us to harness technology, offer high quality service and strong communication with our clients and now allows us to carry on our work for you during COVID-19.

Let's stay safe and look out for each other. We will get through this together.