

Our ref: 12580438

17 October 2025

Greg Robichaud
Peck's Marina
505 Thousand Islands Parkway
Lansdowne, ON K0E 1L0

Response to Peer Review of Traffic Review for Fitzsimmons Road – Peck's Marin Boat Storage

Dear Greg,

In response to the peer review provided by Leeds and the Thousand Islands dated April 2025, we are providing you with the following information and drawings that used Autoturn, which is a tool for vehicle path analysis. The Autoturn software simulates vehicular movement and actual truck drivers may deviate from the paths shown in the following drawings using their experience, knowledge of their vehicles and common sense.

Attached are the additional Autoturn figures requested that show:

- a southbound boat trailer and a northbound WB-20 vehicle through the first curve
- a northbound boat trailer and a southbound WB-20 vehicle through the second curve

Therefore, we are including a drawing (page 1) showing a southbound boat trailer and a northbound WB-20 vehicle through both the first and second curves and a northbound boat trailer and a southbound WB-20 vehicle through both the first and second curves (page 2).

We have revised the figures to include a clearance space between the two vehicles assuming that there is a northbound and southbound large vehicle simultaneously using the roadway. The clearance width varies between 100mm and 500mm depending on the path geometry and vehicle.

The attached drawing (page 3) shows the path of the heavy vehicles along the entire length of the roadway between the Thousand Islands Parkway and the proposed driveway to the boat storage site. In some cases, the tires of either vehicle may need to use the shoulder, or the area of suggested widening in the first two curves, if the two large vehicles are passing simultaneously.

All the boats will be transported by trailer to the proposed development at the end of the season and would be transported back from the proposed development to Peck's Marina (505 thousand Islands Parkway) at the start of the season. There would be approximately 100-150 boats stored on site. The traffic would mostly be from September 15 to December 1 in the fall and April 1 to May 30 in the spring. Over the approximately 11 weeks of the boat transport season, there would be about 10-12 boats moved each week.

Due to the existing low traffic volumes on Fitzsimmons Road, the likelihood of a boat trailer and a WB-20 truck simultaneously using the road is low.

Possible solutions to the trucks having to use the shoulder are:

- Roadway widening as shown in the drawings and/or shoulder hardening to accommodate the 2-way traffic.
- Scheduling designated times for boats storage travel to the facility. During these times Fitzsimmons Road may be closed to the other traffic. These temporary traffic closures would be for about 5 minutes while the truck travels between the Thousand Islands Parkway and the storage site. The temporary road closure would follow the OTM Book 7 Temporary Conditions guidance for signage. It is understood that an oversize/overweight permit would likely be required for any trucks travelling on the Thousand Islands Parkway in accordance with the Guide to Oversize/Overweight Vehicles and Loads.
- Using the escort vehicle process for moving the boats with a flag truck in front and behind the boat trailer vehicle.

It is confirmed that the widening suggested in the previous memo is sufficient to avoid vehicle encroachment in the opposing lane at the first two curves. Shoulder hardening is suggested along the remainder of the roadway along with clearing the vegetation in proximity to the shoulders.

The maximum height of a boat on a trailer was provided by Peck's Marina as 12 ft 6 inches. In metric measurements this is 3.81m. The height of the wires crossing Fitzsimmons Road was provided by Peck's Marina. The lowest wire of all the times the wires cross the road is just to the north of Thousand Islands Parkway and is 22 ft (6.7m) above ground level. Based on the measurements provided, there is sufficient space between the boats being hauled and the lowest wire.

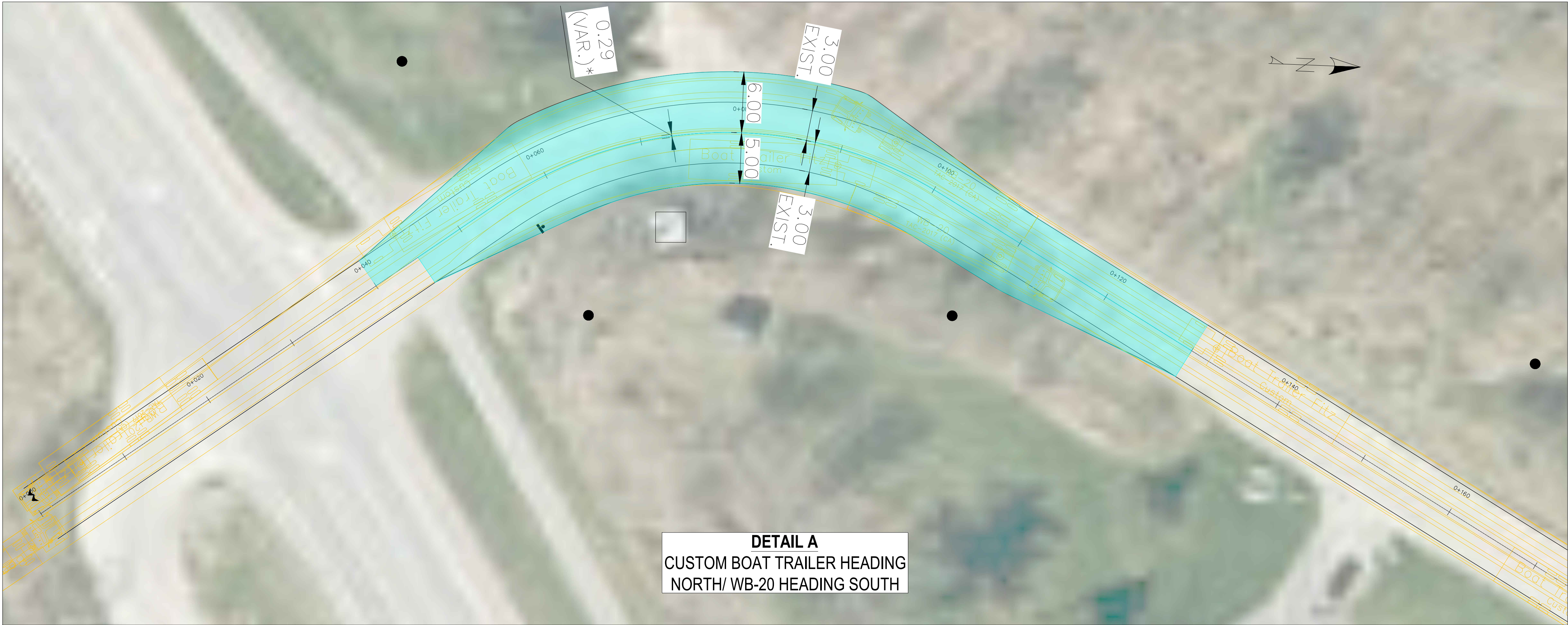
The photos that were in the previous memo were provided by Peck's Marina and the locations along the roadway identifying where the photos were taken were not provided hence captioning of the photos is not possible.

Regards



Vanessa Skelton, P. Eng
Traffic Engineering Lead

613-288-1727
vanessa.skelton@ghd.com

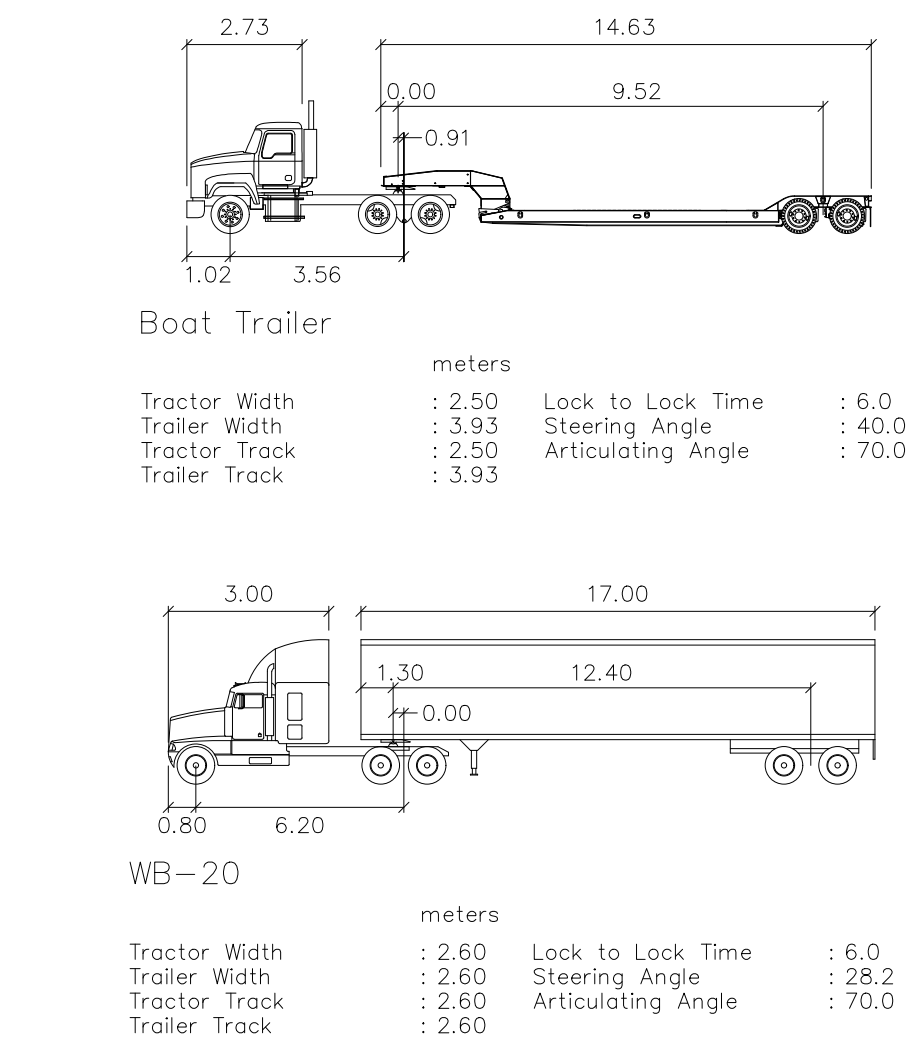


DETAIL A
CUSTOM BOAT TRAILER HEADING
NORTH/ WB-20 HEADING SOUTH

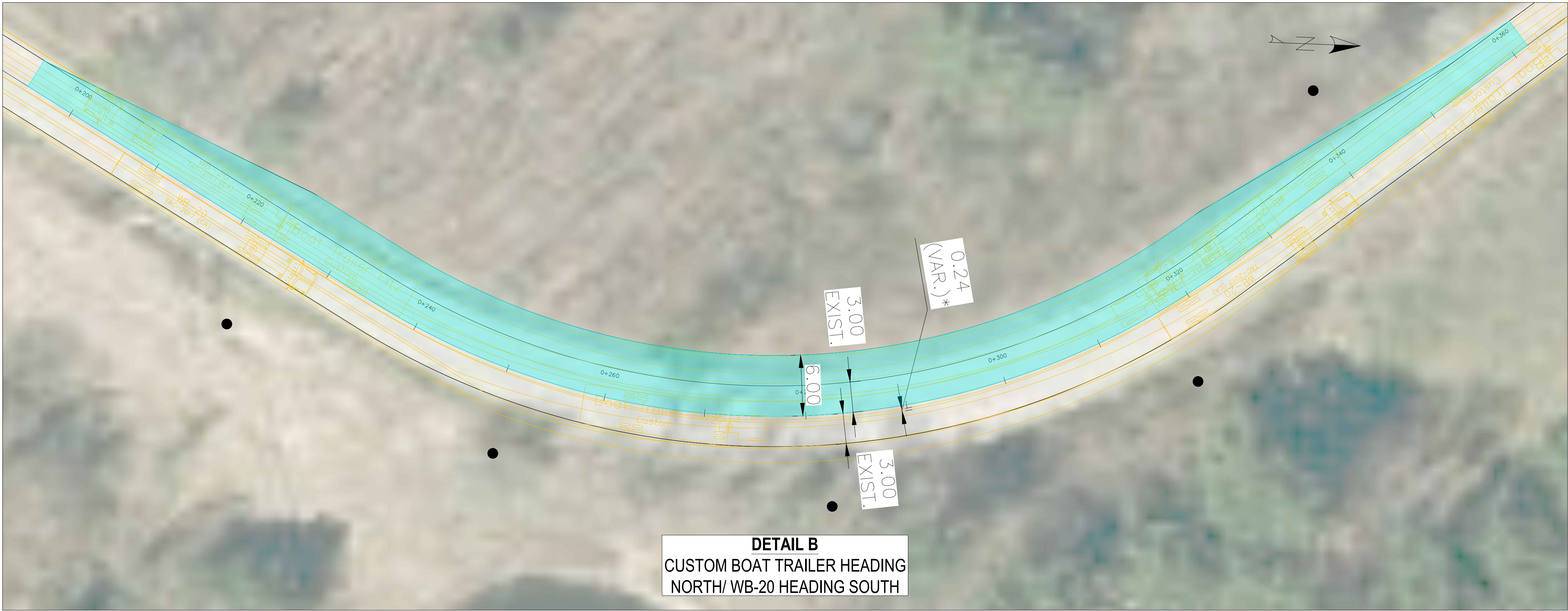
LEGEND :

PROPOSED SECTION OF ROAD WIDENING

ELECTRICAL POLE (APPROXIMATED)



* CLEARANCE DISTANCE VARIES BETWEEN APPROXIMATELY 100 mm AND 500 mm DEPENDING ON PATH GEOMETRY AND VEHICLE SWEEP PATH



DETAIL B
CUSTOM BOAT TRAILER HEADING
NORTH/ WB-20 HEADING SOUTH

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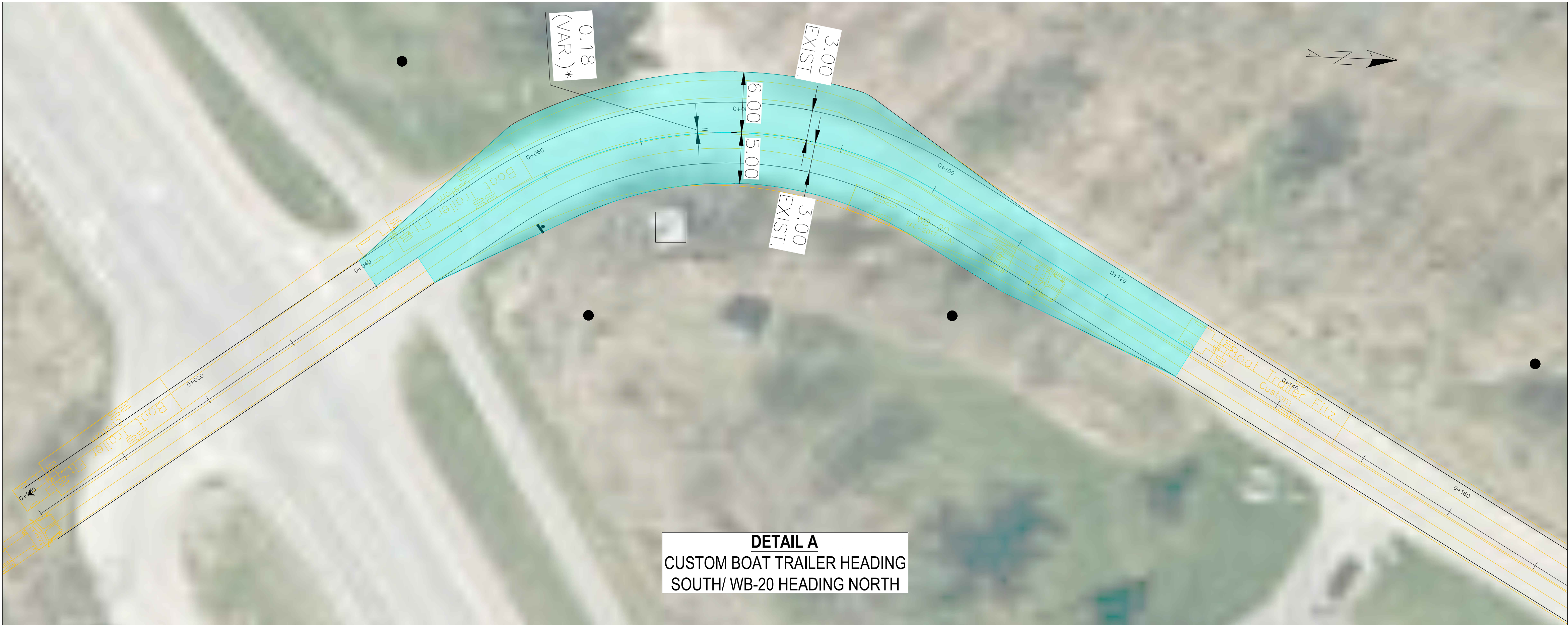
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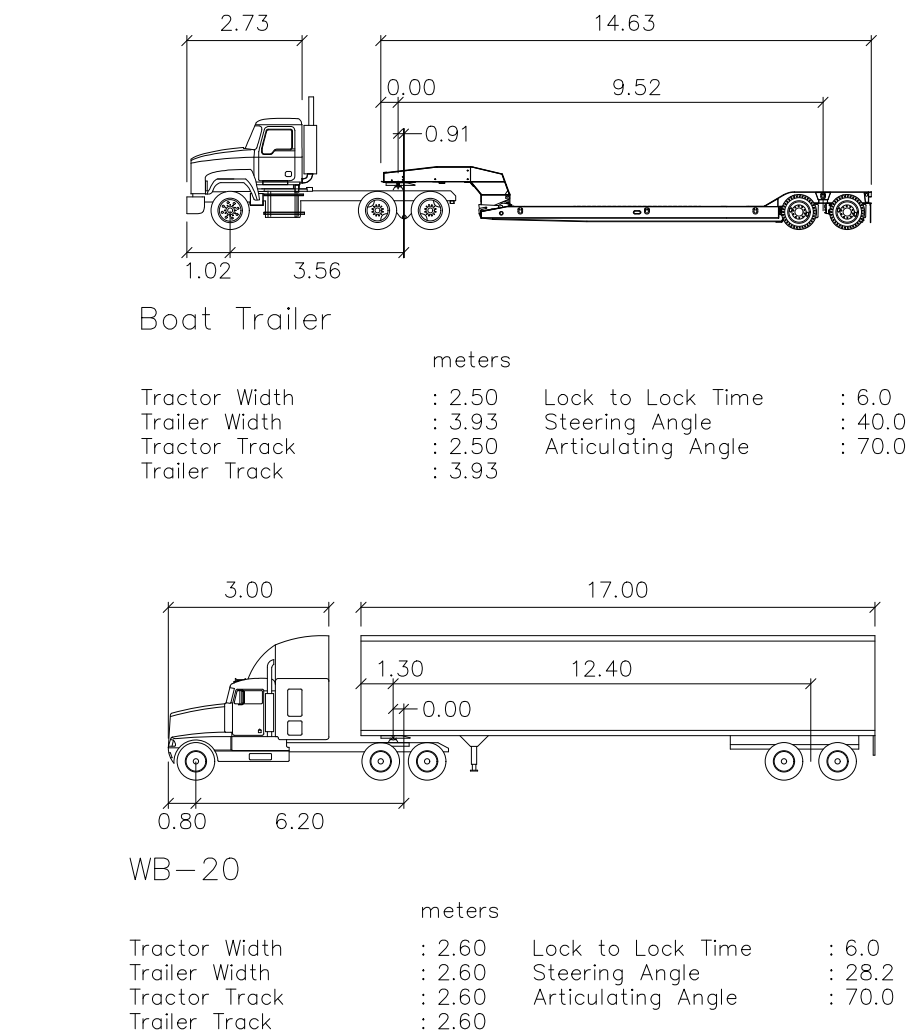
FOR DISCUSSION ONLY 2025-10-10		Bar is 25mm on original size sheet 0 25mm		GHD Ltd. 179 Colonnade Road South, Suite 400 Ottawa, Ontario K2E 7J4 Canada T 613 727 0510 www.ghd.com		Client FITZSIMMONS ROAD WIDENING		Title DETAIL VIEW SWEEP PATH CUSTOM BOAT TRAILER HEADING NORTH/ WB-20 HEADING SOUTH		Size ISO A1			
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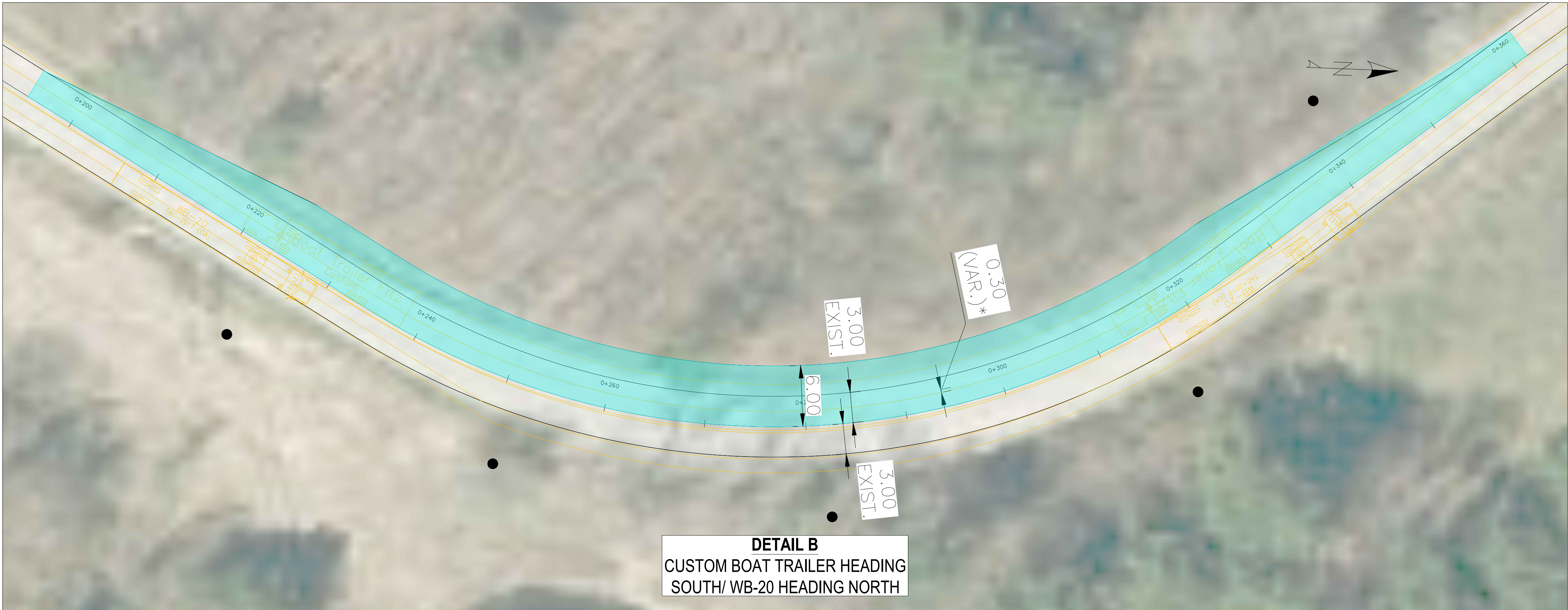
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PROPOSED SECTION OF ROAD WIDENING

ELECTRICAL POLE (APPROXIMATED)



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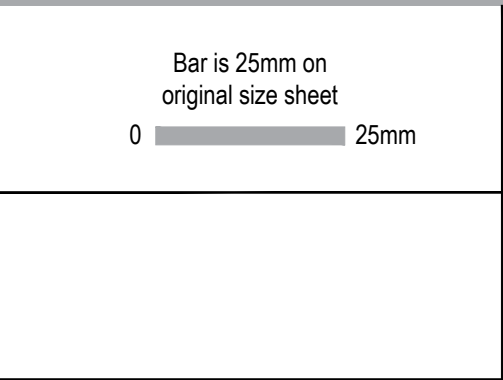
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Client

Project **FITZSIMMONS ROAD WIDENING**

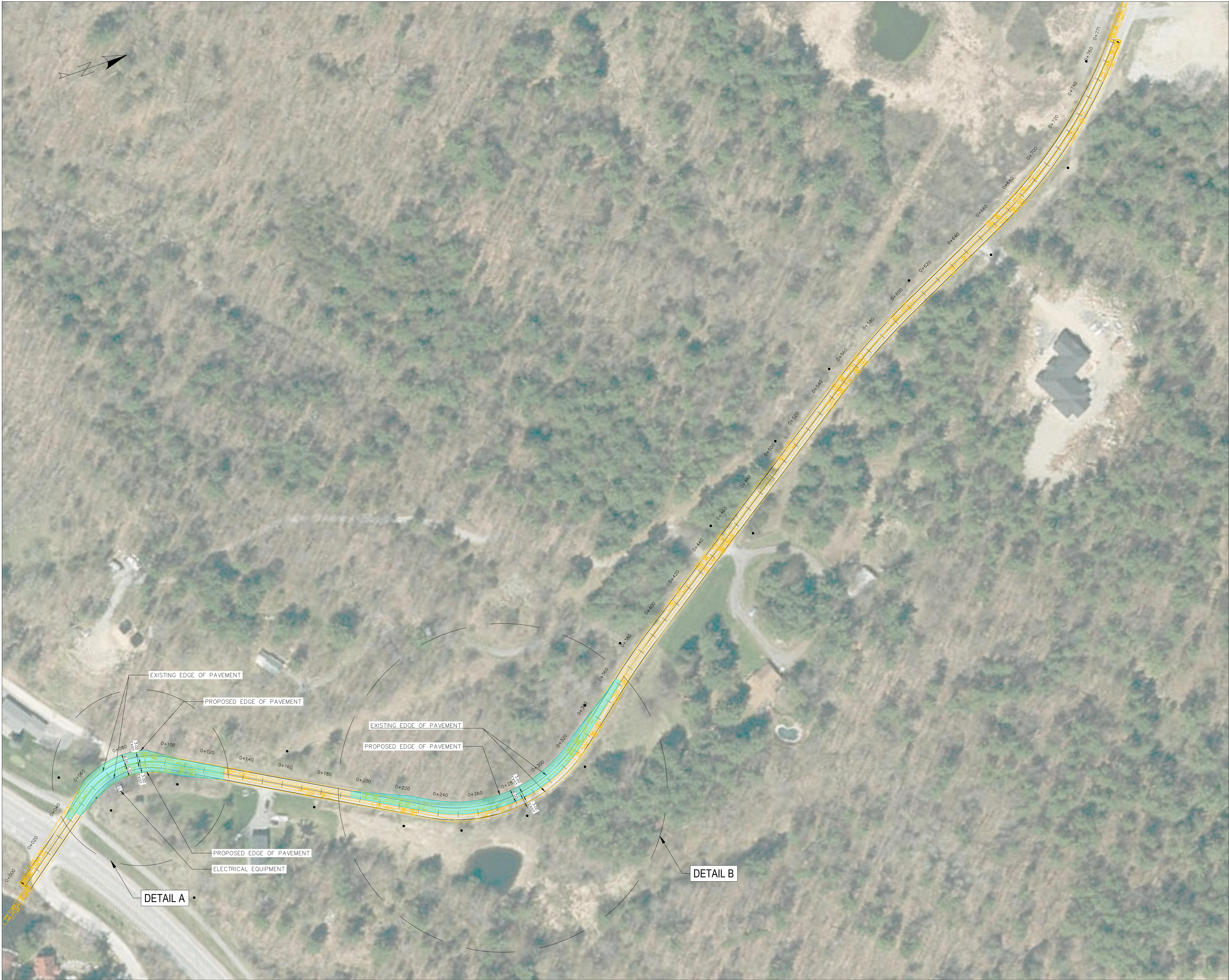
Project No.
12580438

Date
2025-10-10

Title
**DETAIL VIEW
SWEEP PATH
CUSTOM BOAT TRAILER HEADING
SOUTH/ WB-20 HEADING NORTH**

Scale
1:250

Sheet No.
02



LEGEND :

PROPOSED SECTION OF ROAD WIDENING

ELECTRICAL POLE (APPROXIMATED)

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