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Memorandum

To/Attention	Abdul Shaikh, City of Mississauga	Date	April 17, 2013
From	Matt Colwill/ Allan Ortlieb	Project No	32739
cc	Don Drackley	Steno	mrwc
Subject	McLaughlin Road EA - Safety Review		

Safety Review

Together, the City of Mississauga and the Region of Peel provided historical collision data for the study area. The data provided summarize the reported intersection and midblock collisions along McLaughlin Road, for the five-year period from January 1, 2007 through December 31, 2011.

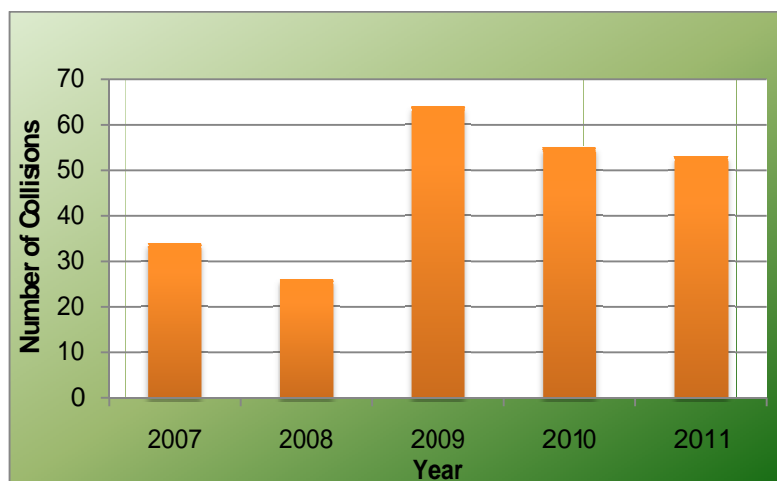
Along with the collision data, speed data were provided for consideration as part of the safety review. The speed data include 24-hour observations, collected annually from 2009 to 2012, at a location on McLaughlin Road between Bristol Road and Parkwood Place/Faith Drive.

Analysis and findings related to the collision and speed data are presented in the following sections.

Overall Collision Analysis

Over the five-year analysis period, a total of 232 collisions were reported for the corridor. **Exhibit 1** illustrates the annual distribution of collisions over the analysis period. The exhibit shows a significant and sustained increase in annual collision frequency along the corridor in the years after 2008. Copies of the collision records are provided in **Appendix A**.

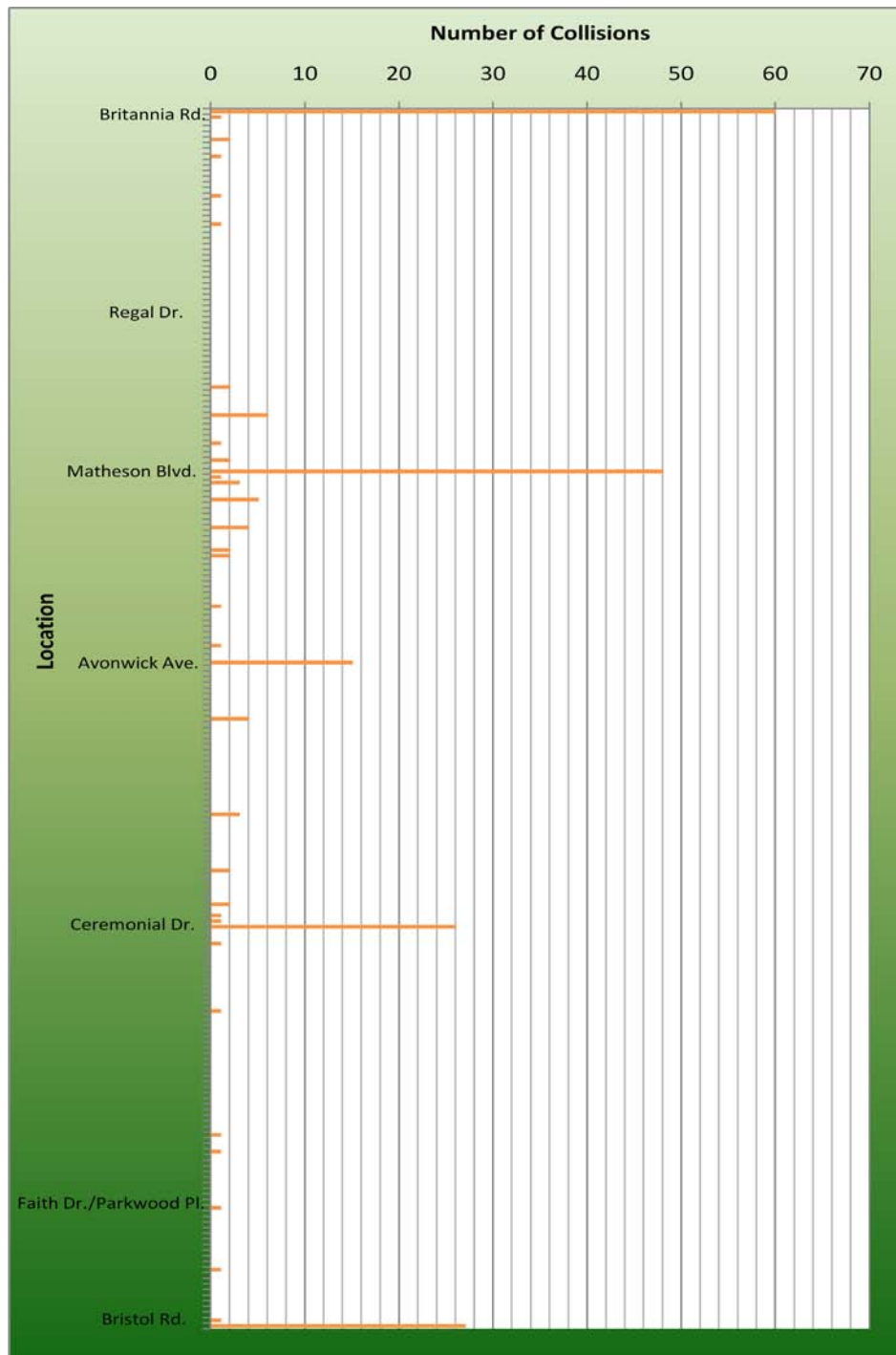
Exhibit 1: Five-year Collision Distribution



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Exhibit 2 is a plot of the 232 collisions, showing their locations along the study corridor. It shows that most of the collisions (182 of 232) occurred at or near the corridor intersections, particularly the intersections at Britannia Road, Matheson Boulevard, Ceremonial Drive, and Bristol Road.

Exhibit 2: Collision Frequencies along McLaughlin Road



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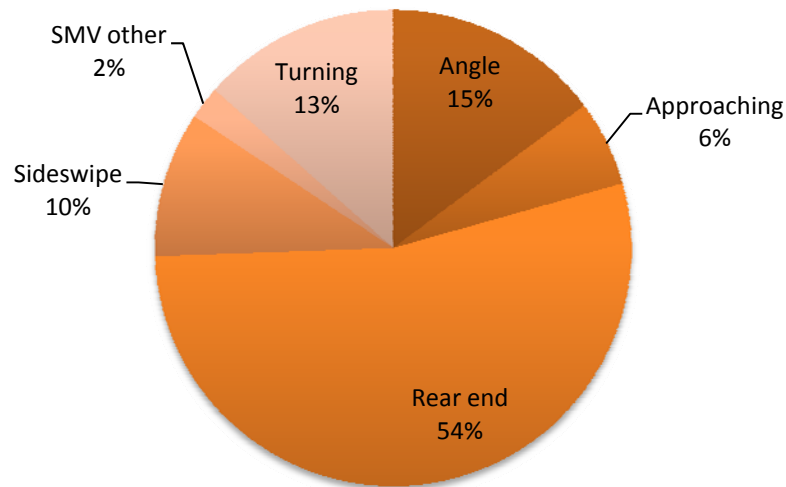
Collision diagrams illustrating the reported collisions along the study corridor are provided in **Appendix B**. The diagrams are helpful in identifying collision trends and concentrations along the corridor, and they depict the vehicle movements and initial directions of travel of the primary vehicles for each reported collision.

Initial Impact Type

Exhibit 3 shows the distribution of collisions by initial impact type. City-/region-wide collision distributions were not available for comparison; therefore, over-representation analysis could not be performed. However, the observed distributions are characteristic of a congested, urban commuter corridor (i.e., primarily intersection-related with a high proportion of rear-end collisions).

Exhibit 3: Corridor Collision Distribution by Initial Impact Type

Angle	Approaching	Rear end	Sideswipe	SMV other	Turning	#N/A
33	13	120	22	5	30	9



The dominant collision type along the corridor is rear-end collisions; which, as noted above, are concentrated at the intersections, and likely are the result of heavy congestion along the corridor. Rear-end collisions tend to be more common at intersections with significant queuing.

After rear-end collisions, the next most common impact types along the corridor are angle and turning movement collisions. These two collision types are also concentrated at the corridor intersections, and they too are likely heavily influenced by traffic congestion. As gaps between vehicles become smaller and less frequent, and delays increase, drivers will tend to attempt more aggressive turning movements, and turning and angle collisions subsequently tend to increase in frequency.

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Time of Collision

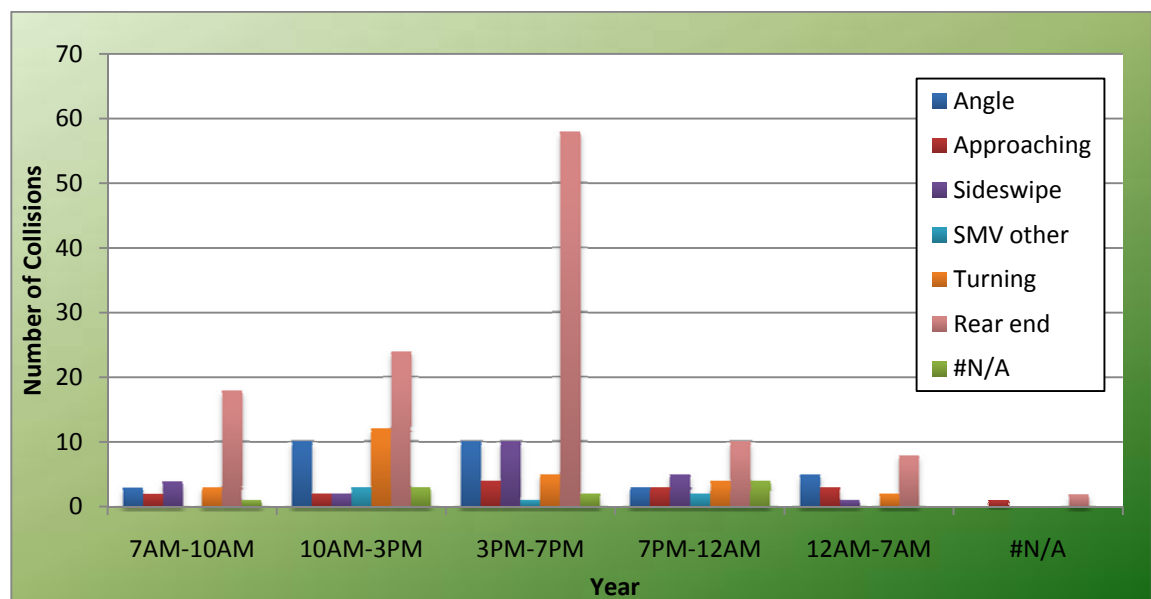
Exhibit 4 shows the collision distribution for the corridor based on time-of-day. The data indicate that the vast majority of the collisions (181 of 232) occurred between the hours of 7AM and 7PM, the primary driving hours, and 89 collisions (nearly 40%) occurred between 3PM and 7PM. This information reinforces that hypothesis that many of the collisions are a product of heavy congestion, particularly during the PM peak period, along the corridor.

Exhibit 4: Collision Frequency by Time of Day

7AM-10AM	10AM-3PM	3PM-7PM	7PM-12AM	12AM-7AM	#N/A
34	58	89	26	22	3

Exhibit 5 shows the distribution of collisions by both initial impact type and time-of-day; the results further reinforce the connection between congestion and rear-end collisions, specifically during the PM peak period (3PM-7PM).

Exhibit 5: Collision Frequency by Initial Impact Type by Time of Day



Road and Weather Conditions

An analysis of road and weather conditions was conducted for all collisions, and it suggests that weather, in addition to congestion, may be having an impact on corridor safety. **Exhibit 6** shows the collision distribution under various road surface conditions, and **Exhibit 7** shows the reported weather conditions at the time of collision.

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Exhibit 6: Collision Frequency by Road Surface Condition

Dry	Loose Snow	Packed Snow	Slush	Wet	#N/A
151	7	2	3	66	3

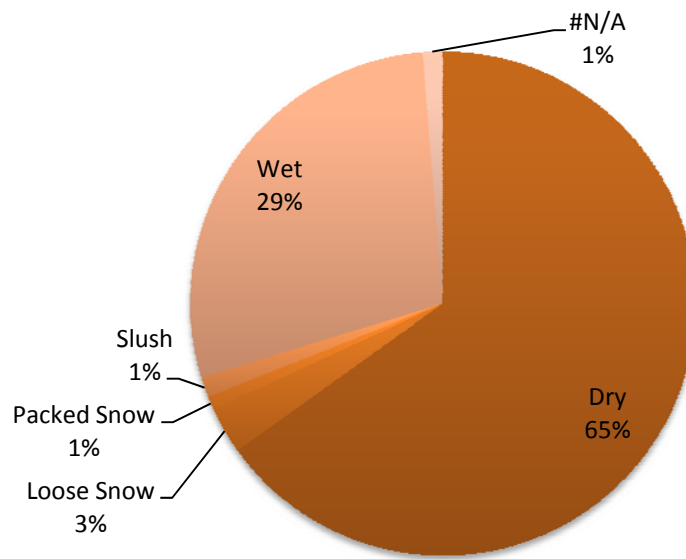
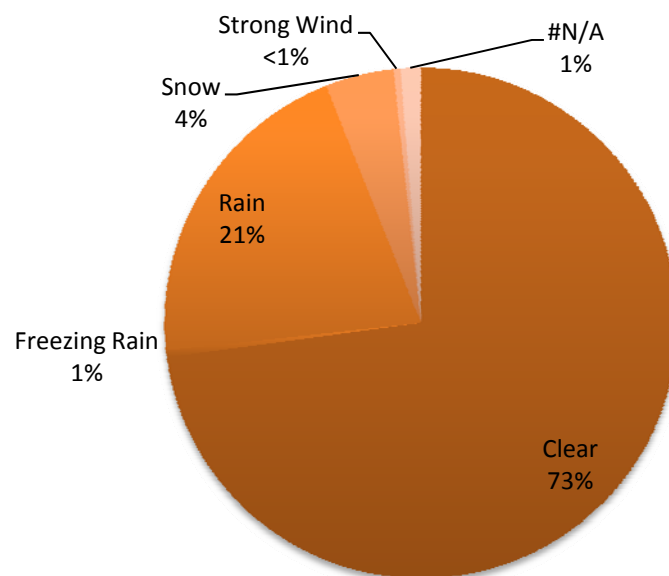


Exhibit 7: Collision Frequency by Weather Conditions

Clear	Freezing Rain	Rain	Snow	Strong Wind	#N/A
169	1	48	10	1	3



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Given that more than 35% of the reported collisions occurred under compromised (e.g., wet, icy, slushy, snow-covered, etc.) road surface conditions, and more than 25% of collisions occurred during inclement weather, weather appears to be a contributing factor in the safety performance of the study corridor.

Intersection Collision Analysis

The following sections describe the analysis and findings related to collisions at each of the study area intersections.

Britannia Road

Of all the study area intersection, the Britannia Road intersection experienced the greatest number of collisions over the analysis period. There were a total of 60 collisions at the intersection in the 5-year period. **Exhibit 8** shows the annual collision frequency distribution for the intersection. The number of collisions observed in 2009 and 2010 was three (3) to four (4) times the number observed in the other years. It is not know if any specific mitigation was done to address the increase in collisions observed in 2009 and 2010, but the intersection appears to have been recently reconstructed, and operational improvements may have been incorporated in the work at that time.

Exhibit 8: Britannia Road Annual Collision Frequency

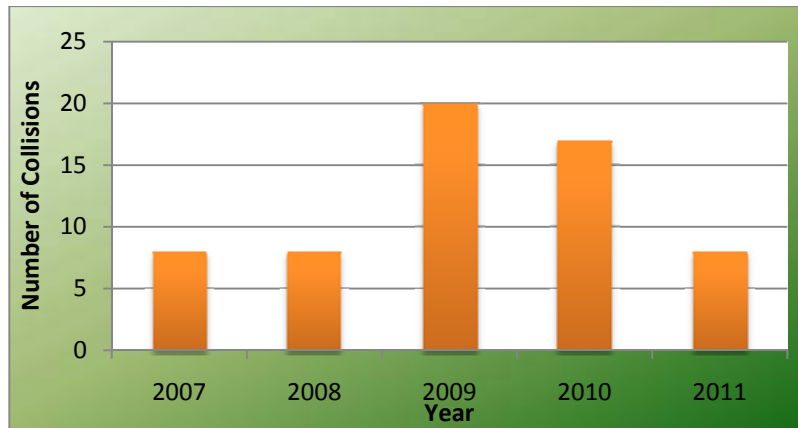
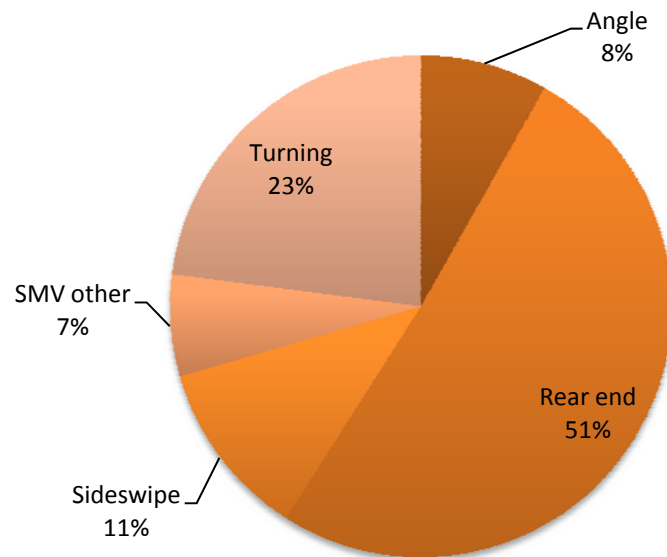


Exhibit 9 shows the distribution of collision at the intersection by initial impact type. The dominant collision impact type at the intersection was rear-end collisions (51%), followed by turning movement collisions (23%). Review of the intersection collision diagram in **Appendix B** shows that there were a number of rear-end collisions reported on each leg of the intersection, but the majority occurred on the east and west approaches; the same holds true for the turning movement collisions. Given that Britannia Road is a major Regional road with significant traffic volumes, queuing and congestion/delays are likely significant contributing factors (40% of the collisions occurred during the PM peak period). However, compromised road surface conditions were also involved in roughly one-third of the collisions.

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Exhibit 9: Britannia Road Collisions by Initial Impact Type

Angle	Approaching	Rear end	Sideswipe	SMV other	Turning	#N/A
5	0	31	7	4	14	0



The Region of Peel provided the collision data for this Regional intersection, and the collision records included a field for severity. Of the 60 reported collisions, there were eight (8) injury collisions and 52 property damage only (PDO) collisions. There were no fatal collisions reported over the analysis period. In relative terms, this represents a fairly low-severity collision history (85% PDO collisions). Six (6) of the eight (8) injury collision involved angle (3) or turning movement (3) collisions.

Regal Drive

There were no collisions reported at the Regal Drive intersection during the analysis period.

Matheson Boulevard

After Britannia Road, Matheson Boulevard had the second highest number of collisions over the analysis period. Fifty collisions were reported at the intersection between 2007 and 2011. The intersection has seen a steady increase in the number of collision reported annually since 2007.

Exhibit 10 shows the annual collision frequency for the intersection.

Exhibit 11 shows the distribution of collision at the intersection by initial impact type. The dominant collision impact type at the intersection was rear-end collisions (46%), followed by angle collisions (22%). However, four (4) of the 11 angle collisions involved left-turning vehicles. Review of the intersection collision diagram in **Appendix B** shows that the vast majority of collisions, of all impact types, involved northbound vehicles. The collision history suggests issues related to queuing (rear-ends), aggressive driving (angle), and possibly permissive left-turns (turning movement). Collision at this intersection occurred primarily over the midday (18) and PM peak (16) periods.

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Exhibit 10: Matheson Boulevard Annual Collision Frequency

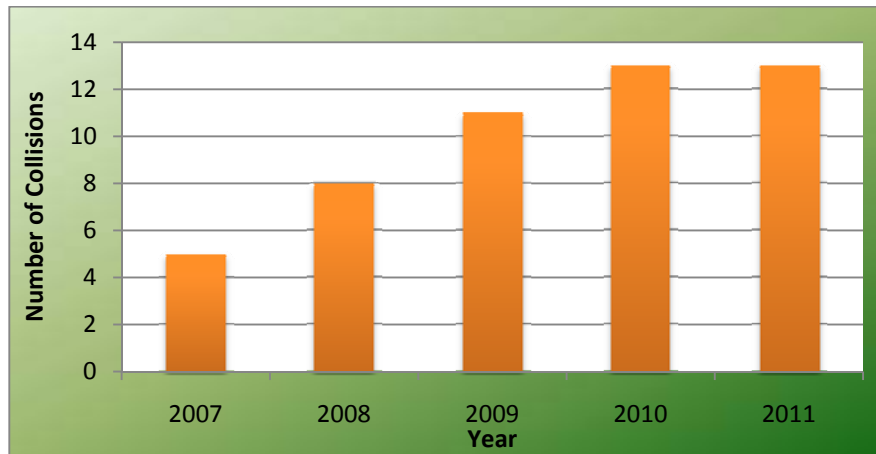
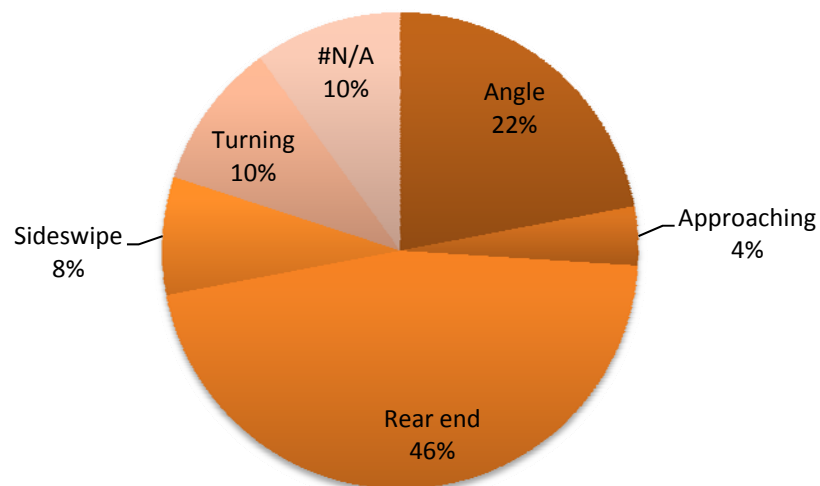


Exhibit 11: Matheson Boulevard Collisions by Initial Impact Type

Angle	Approaching	Rear end	Sideswipe	SMV other	Turning	#N/A
11	2	23	4	0	5	5

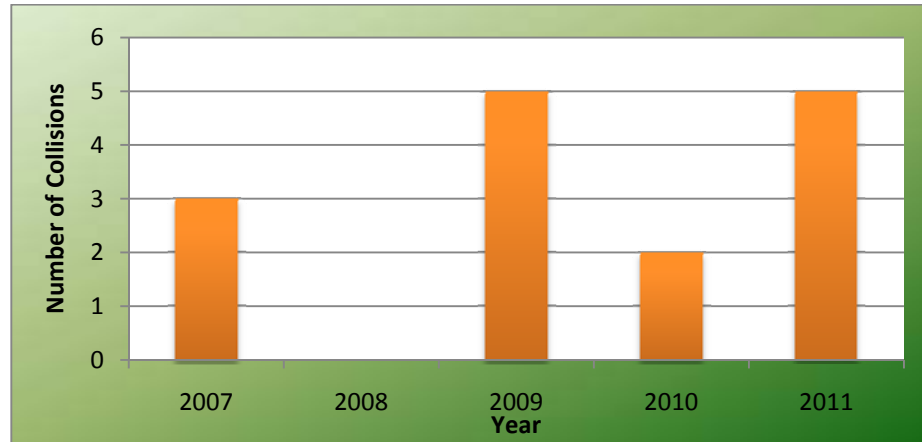


Avonwick Avenue

A total of 15 collisions were reported at the Avonwick Avenue intersection over the analysis period. As illustrated by **Exhibit 12**, the collisions have occurred sporadically between 2007 and 2011. There were no collisions reported at the intersection in 2008.

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Exhibit 12: Avonwick Avenue Annual Collision Frequency



The dominant collision type at the intersection was rear-end collisions (10). The remaining five (5) collisions consisted of three (3) angle and two (2) turning movement collisions; however, all five could have been classified as turning movement collisions since it is a T-intersection.

Avonwick Avenue is a fairly minor road that is stop controlled on the side street; and collision history is consistent with that type of intersection. It is likely that many of the collisions are a function of congestion on McLaughlin Road.

Ceremonial Drive

A total of 27 collisions were reported at the Ceremonial Drive intersection over the analysis period, and the collision frequency increased markedly in the years after 2008. The annual collision distribution for the analysis period is shown in **Exhibit 13**.

Exhibit 13: Ceremonial Drive Annual Collision Frequency

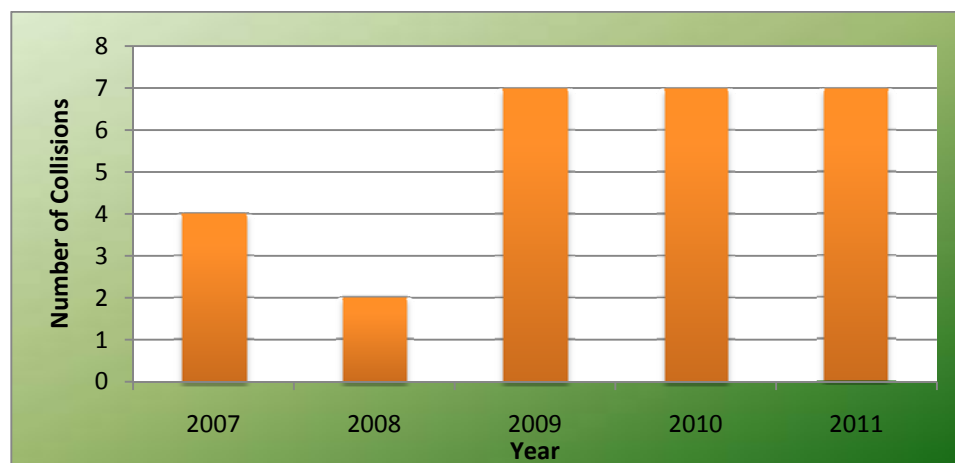
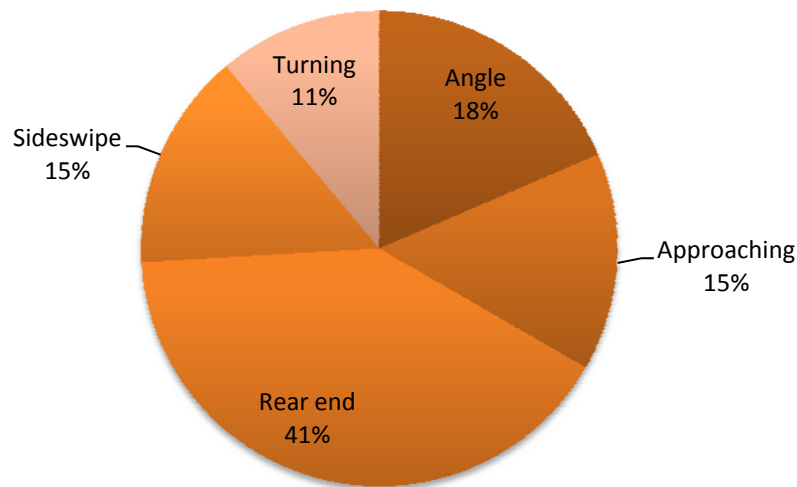


Exhibit 14 shows the collision distribution for the intersection by initial impact type.

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Exhibit 14: Ceremonial Drive Collisions by Initial Impact Type

Angle	Approaching	Rear end	Sideswipe	SMV other	Turning	#N/A
5	4	11	4	0	3	0



The dominant collision type at the intersection was rear-end collisions (41%), followed by angle collisions (18%). However, all five (5) collisions coded as “angle” in the collision records actually involved turning vehicles; therefore, they could be counted along with the three (3) turning movement collisions. Southbound rear-end collisions may be partially the result of a negative grade approaching the intersection. The northbound left-turns onto Ceremonial Drive also appear to be an issue; therefore, a review of the signal operations and expanded use of the protected left-turn phase may be warranted. The PM peak and midday periods are when most of the collisions occurred.

Parkwood Place/Faith Drive

There was one (1) collision reported at the Parkwood Place/Faith Drive intersection during the analysis period; it involved an eastbound left-turning vehicle and a southbound through vehicle, and it occurred at 7:50 PM, in rainy weather.

Bristol Road

A total of 27 collisions were reported at the Bristol Road intersection over the analysis period. **Exhibit 15** shows the annual distribution of collisions at the intersection. As was the case with the overall corridor, there was a significant increase in collision frequency in the years following 2008.

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Exhibit 15: Bristol Road Annual Collision Frequency

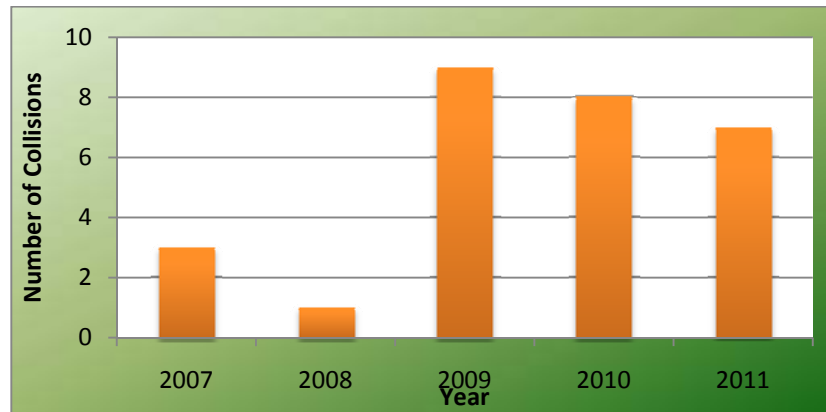
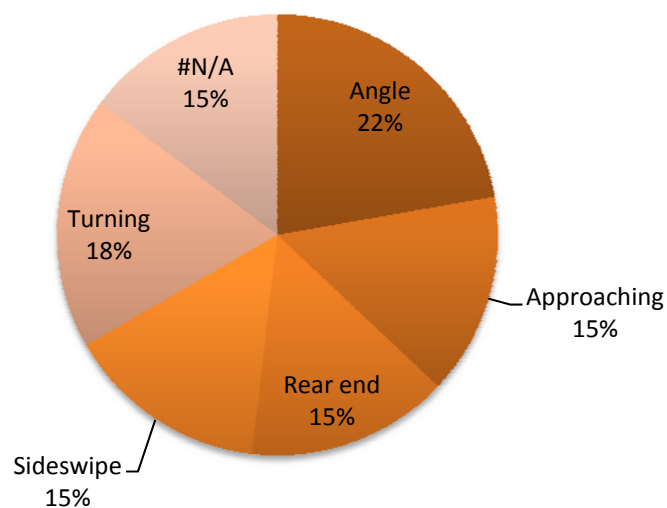


Exhibit 16 shows the distribution by initial impact type. Statistically, the dominant collision type at the intersection was angle collisions; however, there were between four (4) and six (6) of each reported collision type, suggesting that there may not actually be a dominant issue at this intersection. Such a situation generally warrants a complete review of intersection operations, with emphasis on the apportionment of signal green time and the assignment of right-of-way. It may be that intersection controls and operations have not been revised to reflect more recent changes in traffic patterns and demand.

Exhibit 16: Bristol Road Collisions by Initial Impact Type

Angle	Approaching	Rear end	Sideswipe	SMV other	Turning	#N/A
6	4	4	4	0	5	4



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Operating Speed Analysis

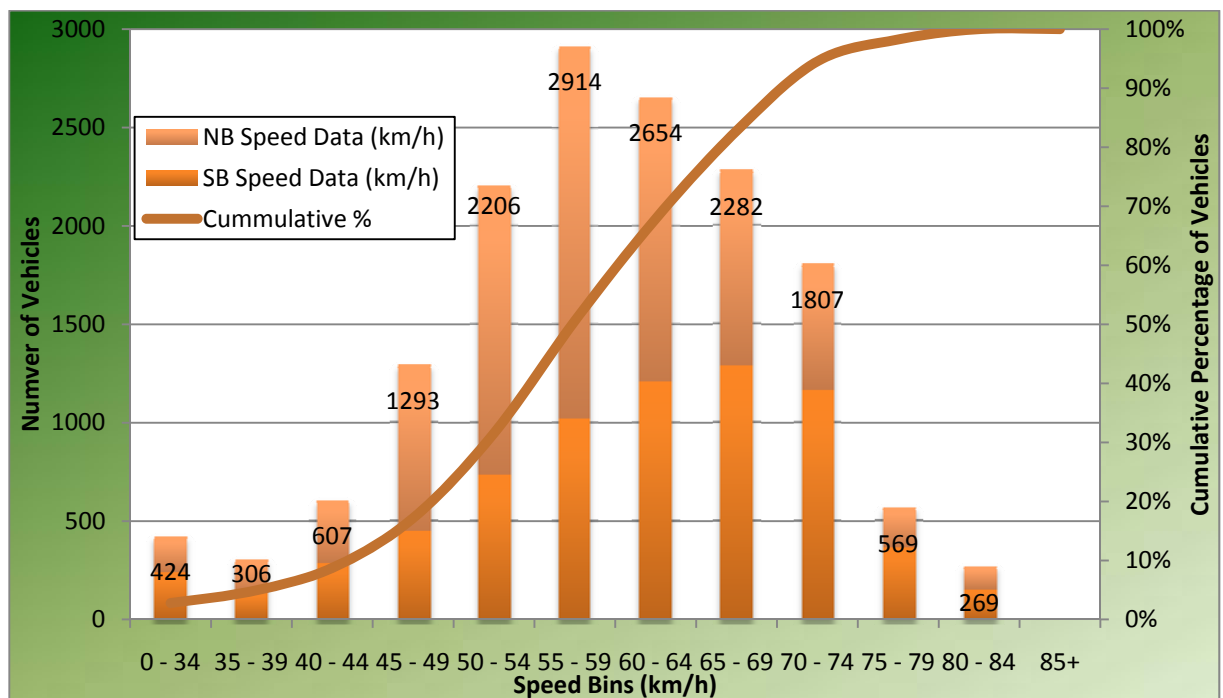
The City of Mississauga provided speed data for the study corridor. The speed data include 24-hour observations, collected annually from 2009 to 2012, at a location on McLaughlin Road between Bristol Road and Parkwood Place/Faith Drive. Copies of the speed data summary reports are provided in **Appendix C**.

The two (2) most recent sets of speed data were collected in April 2012 and June 2011, respectively. Analysis and comparison of the June 2011 and April 2012 speed data is presented below.

June 2011 Speed Data

Exhibit 17 provides a summary of the 24-hour speed data observations from June 9/10, 2011. With the exceptions of the high-end and low-end speeds, the vehicle speeds have been grouped into bins representing increments of 5km/h. Northbound and southbound observations and cumulative percentages are shown on the exhibit.

Exhibit 17: June 2011 Speed Data Summary



In total, just over 15,300 vehicles, roughly 8,300 northbound and 7,000 southbound, were recorded during the 24-hour period. The average and 85th percentile speeds for northbound vehicles were 58km/h and 69km/h, respectively. The respective average and 85th percentile speeds in the southbound direction were 61km/h and 73km/h. Higher volumes (i.e., congestion) and proximity to the Bristol Road intersection may have both been factors in the lower speeds observed in the northbound direction.

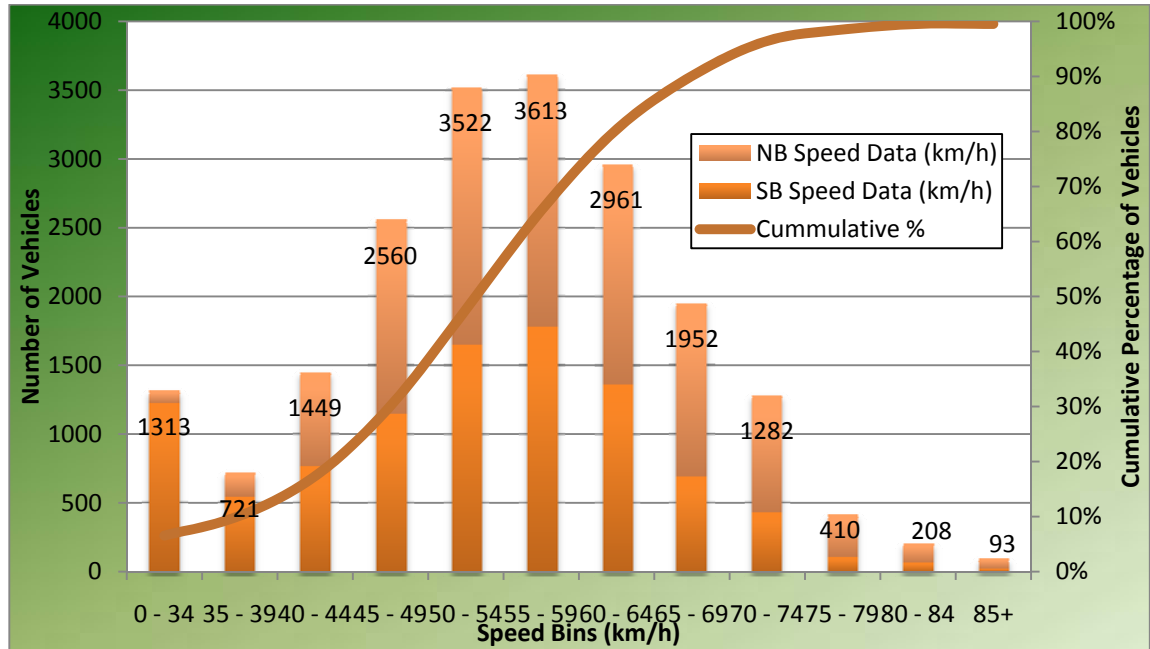
In both directions, more than 82% of vehicles were recorded travelling in excess of the posted speed limit of 50km/h, and the fastest recorded speeds in both directions fell into the 80-84km/h bin.

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April 2012 Speed Data

Exhibit 18 provides a summary of the 24-hour speed data observations from June 9/10, 2011. With the exceptions of the high-end and low-end speeds, the vehicle speeds have been grouped into bins representing increments of 5km/h. Northbound and southbound observations and cumulative percentages are shown on the exhibit.

Exhibit 18: April 2012 Speed Data Summary



In total, approximately 20,100 vehicles, roughly 10,300 northbound and 9,800 southbound, were recorded during the 24-hour period. The average and 85th percentile speeds for northbound vehicles were km/h and 69km/h, respectively. The respective average and 85th percentile speeds in the southbound direction were 51km/h and 64km/h.

In both directions, nearly 70% of vehicles were recorded travelling in excess of the posted speed limit of 50km/h, and the fastest recorded speeds in both directions fell into the 85⁺km/h bin.

Comparison of 2011 and 2012 Speed Data

Comparison of the 2011 and 2012 speed data reveals several interesting facts:

- The number of vehicles observed in 2012 was approximately 4,800 (31%) greater than in 2011;
- The average and 85th percentile speeds in the northbound direction were virtually unchanged, but the southbound speeds fell significantly, by nearly 10km/h on both accounts;
- Overall speed limit compliance improved by about 12%, largely as a result of a dramatic increase in the number of southbound vehicles travelling at lower speeds (i.e., less than 50km/h); and
- In 2011, no vehicles were recorded travelling in excess of 85km/h, but there were nearly 100 vehicles traveling over 85km/h in 2012.

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Based on the above analysis, it appears that congestion is having an impact on operating speeds at the south end of the study corridor. The speed data suggest that the increase in southbound traffic has resulted in significant more queuing at the Bristol Road intersection, which is impacting upstream operating speeds. However, instances and the severity of excessive speeding (presumably in the evening and overnight) seem to be increasing.

Unfortunately, no speed data were available for the north end of the corridor, in particular, the section north of Matheson Boulevard, where the speed limit increases to 60km/h.

Conclusions and Recommendations

Based on the analysis presented above, the following conclusions were reached:

- There were a total of 232 collisions reported for the corridor over the 5-year analysis period, and the majority (182) occurred at intersections;
- A significant and sustained increase in corridor collision frequency was observed after 2008;
- The dominant collision impact type throughout the corridor was rear-end collisions (54% of all collisions);
- The primary contributing factors to rear-end collisions (and other collision types) appears to be queuing and overall corridor congestion, a hypothesis supported by the fact that 89 of 232 collisions occurred between 3PM and 7PM, the PM peak travel period. Therefore, congestion-reducing measures may also help to mitigate rear-end collisions along the corridor;
- Weather and compromised road surface conditions were also a factor in a significant number of collisions (35%); therefore, drainage and pavement conditions should be considered as part of any recommended roadway improvements;
- In addition to the above, the following conclusions apply to individual intersections along the corridor:
 - Most of the collisions at the Britannia Road intersection occurred on the eastbound and westbound legs, therefore, addressing those collisions might be outside of the scope of this study; given the reduction in collisions that was observed in 2011, the intersection should be monitored to see if collision frequencies return to 2009/2010 levels;
 - The collisions reported at the Matheson Boulevard intersection showed an over representation of northbound vehicles, suggesting issues specific to that movement. Aggressive driving in response to intersection delays is a likely contributing factor. Fully protected northbound and southbound left-turns and/or red light cameras should be considered;
 - The downhill grade on the southbound approach may be contributing to rear-end collisions, and expanded use of a northbound protected left turn phase should be considered to address collisions involving left-turns onto Ceremonial Drive;
 - The collision patterns suggest that a review of intersection operations may be warranted to reflect changes in traffic movements and demand, and red light cameras might also help to address suspected aggressive driving and angle collisions at the intersection;

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- The speed data suggest that congestion is having resulting in reduced operating speeds at the south end of the corridor during the peak periods, but incidents of excessive speeding (>85km/h) are also becoming more frequent. Therefore, caution will have to be exercised as to not create conditions that further encourage higher speeds if widening is recommended.

APPENDIX A

Collision Records

McLaughlin
Between Bristol and Britannia
January 1, 2007 to December 31, 2011

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuver V1	Vehicle Manoeuver V2	Collision Severity
7028899	15/02/2007	2007	2312	500	1480	M	S	Avonwick	Normal	Normal	Clear	Dark	Loose Snow	North	West	Sideswipe	Going Ahead	Stopped	#N/A
7046743	14/03/2007	2007	1720	100	880	M	N	Avonwick	Normal	Normal	Rain	Daylight	Wet	North	North	Rear end	Slowing or Stopping	Slowing or Stopping	#N/A
7217852	08/11/2007	2007	1736	100	1080	M	S	Avonwick	Normal	Normal	Rain	Dark	Wet	South	South	Rear end	Slowing or Stopping	Slowing or Stopping	#N/A
9052876	30/03/2009	2009	1738	200	780	M	N	Avonwick	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Going Ahead	#N/A
9182182	01/10/2009	2009	1618	30	950	M	N	Avonwick	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Slowing or Stopping	Stopped	#N/A
10052147	30/03/2010	2010	1734	100	1080	M	S	Avonwick	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Stopped	Going Ahead	#N/A
10092065	31/05/2010	2010	900	100	1080	M	S	Avonwick	Inattentive	Normal	Clear	Daylight	Dry	North	North	Rear end	Slowing or Stopping	#N/A	#N/A
10118252A	07/07/2010	2010	1906	200	780	M	N	Avonwick	Inattentive	Normal	Clear	Dusk	Dry	North	North	Rear end	Going Ahead	Stopped	#N/A
11421041	26/12/2011	2011	1500	100	1080	M	S	Avonwick	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Stopped	Going Ahead	#N/A
7173220	05/09/2007	2007	2027	50	50	M	S	Bitannia	Inattentive	Normal	Clear	Dark	Dry	North	North	Rear end	Going Ahead	Stopped	#N/A
7195804	07/10/2007	2007	428	7	7	M	S	Bitannia	Normal	Normal	Rain	Dark	Wet	North	North	Rear end	Going Ahead	Stopped	#N/A
8011737	19/01/2008	2008	1810	200	200	M	S	Bitannia	Normal	Normal	Clear	Dark	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
8037129	27/02/2008	2008	1707	50	50	M	S	Bitannia	#N/A	#N/A	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
8221020	16/11/2008	2008	1309	80	80	M	S	Bitannia	#N/A	#N/A	Clear	Daylight	Dry	North	North	Approaching	Going Ahead	Slowing or Stopping	#N/A
9207793	10/11/2009	2009	1700	150	150	M	S	Bitannia	Normal	Normal	Clear	Dusk	Dry	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
9105925	17/06/2009	2009	1758	15	2145	M	N	Bristol	Normal	Normal	Rain	Daylight	Wet	South	South	Rear end	Going Ahead	Stopped	#N/A
10030553	22/02/2010	2010	1547	100	2060	M	N	Bristol	Normal	Normal	Snow	Daylight	Slush	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
7015959	26/01/2007	2007	1615	100	1350	M	N	Ceremonial	Normal	Normal	Snow	Daylight	Loose Snow	South	South	Rear end	Slowing or Stopping	Slowing or Stopping	#N/A
8180336	17/09/2008	2008	1730	200	1250	M	N	Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
9103712	14/06/2009	2009	1550	40	1410	M	N	Ceremonial	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
9103712	14/06/2009	2009	1550	40	1410	M	N	Ceremonial	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
9109213	22/06/2009	2009	1250	150	1600	M	S	Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
9223053	05/12/2009	2009	1947	20	1430	M	N	Ceremonial	Normal	Normal	Clear	Dawn	Dry	South	South	Rear end	Going Ahead	Going Ahead	#N/A
11130315	13/05/2011	2011	1703	200	1250	M	N	Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
11213437	14/07/2011	2011	1848	10	1440	M	N	Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
11373702	17/11/2011	2011	1730	200	1250	M	N	Ceremonial	other	Normal	Clear	Dusk	Dry	South	South	Sideswipe	Pulling onto shoulder	Going Ahead	#N/A
11379850	22/11/2011	2011	1739	100	1350	M	N	Ceremonial	Normal	Normal	Rain	Daylight	Wet	South	South	Rear end	Going Ahead	Stopped	#N/A
10172683	26/09/2010	2010	1640	130	1820	M	N	Faith/Parkwood	Normal	#N/A	Clear	Daylight	Dry	North	#N/A	SMV other	Overtaking	#N/A	#N/A
11224491	22/07/2011	2011	2122	100	1850	M	N	Faith/Parkwood	Normal	Normal	Clear	Dusk	Dry	South	South	Rear end	Going Ahead	Going Ahead	#N/A

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuvre V1	Vehicle Manoeuvre V2	Collision Severity
7014921	25/01/2007	2007	800	50	685	M	S	Matheson	Normal	Normal	Clear	Daylight	Wet	North	North	Rear end	Going Ahead	Going Ahead	#N/A
7019725	01/02/2007	2007	1702	100	535	M	N	Matheson	Normal	Normal	Clear	Dusk	Dry	South	North	Angle	Going Ahead	Left Turn	#N/A
7170945	28/06/2007	2007	808	50	685	M	S	Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
7198276	10/10/2007	2007	2029	50	685	M	S	Matheson	Normal	Normal	Clear	Dark	Wet	South	South	Rear end	Going Ahead	Stopped	#N/A
7201169	15/10/2007	2007	815	50	685	M	S	Matheson	Inattentive	Normal	Rain	Daylight	Wet	North	North	Rear end	Going Ahead	Stopped	#N/A
7206538	22/10/2007	2007	1950	20	655	M	S	Matheson	Normal	Normal	Rain	Dawn	Dry	North	North	Rear end	Going Ahead	Stopped	#N/A
8106580	09/06/2008	2008	524	50	685	M	S	Matheson	#N/A	#N/A	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
8120381	27/06/2008	2008	1742	150	785	M	S	Matheson	Normal	Normal	Clear	Daylight	Dry	North	South	Approaching	Going Ahead	Going Ahead	#N/A
8225822	23/11/2008	2008	0	100	535	M	N	Matheson	Impaired, Al.	Normal	Clear	Dark	Dry	North	South	Approaching	Going Ahead	Going Ahead	#N/A
9092621	29/05/2009	2009	1654	100	535	M	N	Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Sideswipe	Changing Lanes	Going Ahead	#N/A
9133224	25/07/2009	2009	1452	100	735	M	S	Matheson	Normal	Normal	Rain	Daylight	Wet	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
9140963	05/08/2009	2009	1300	50	585	M	N	Matheson	Normal	Normal	Clear	Daylight	Dry	East	South	Turning Movement	Going Ahead	Going Ahead	#N/A
9178724	26/09/2009	2009	1511	150	485	M	N	Matheson	Normal	Normal	Rain	Daylight	Wet	South	South	Rear end	Slowing or Stopping	Slowing or Stopping	#N/A
9233080	22/12/2009	2009	858	150	485	M	N	Matheson	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
10090039	28/05/2010	2010	1147	30	665	M	S	Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
10197173	05/11/2010	2010	750	100	535	M	N	Matheson	Normal	Normal	Clear	Daylight	Wet	South	South	Rear end	Slowing or Stopping	Slowing or Stopping	#N/A
10210113	26/11/2010	2010	1034	26	661	M	S	Matheson	Normal	#N/A	Clear	Daylight	Dry	North	#N/A	Angle	Pulling onto shoulder	#N/A	#N/A
10204205	16/12/2010	2010	1710	15	620	M	N	Matheson	Normal	Normal	Rain	Daylight	Wet	South	South	Rear end	Going Ahead	Stopped	#N/A
11079986	30/03/2011	2011	428	150	785	M	S	Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Going Ahead	#N/A
11129024	12/05/2011	2011	1523	20	615	M	N	Matheson	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
11171013	13/06/2011	2011	1836	100	535	M	N	Matheson	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
11210673	12/07/2011	2011	1748	100	735	M	S	Matheson	#N/A	unknown	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
11259718	19/08/2011	2011	1603	100	735	M	S	Matheson	Normal	Normal	Strong Wind	Daylight	Dry	North	North	Rear end	Going Ahead	Going Ahead	#N/A
11299890	19/09/2011	2011	1920	100	535	M	N	Matheson	Normal	Normal	Rain	Dusk	Wet	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
11368307	14/11/2011	2011	1254	15	650	M	S	Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
11369830	14/11/2011	2011	1653	100	735	M	S	Matheson	Normal	Normal	Rain	Dusk	Wet	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
7035861	26/02/2007	2007	1730		980	@		Avonwick	Normal	Normal	#N/A	#N/A	Slush	South	South	Rear end	Going Ahead	Going Ahead	#N/A
7133290	14/07/2007	2007	1330		980	@		Avonwick	Normal	Inattentive	Clear	Daylight	Dry	South	East	Turning Movement	Going Ahead	Left Turn	#N/A
7137926	20/07/2007	2007	1730		980	@		Avonwick	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Going Ahead	#N/A
9008193	15/01/2009	2009	1500		980	@		Avonwick	Normal	Normal	Clear	Daylight	Wet	North	North	Angle	Right Turn	Going Ahead	#N/A
9023966	10/02/2009	2009	1755		980	@		Avonwick	Inattentive	Normal	Clear	Daylight	Wet	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
9180922	29/09/2009	2009	1745		980	@		Avonwick	#N/A	#N/A	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Going Ahead	#N/A
9191256	15/10/2009	2009	1908		980	@		Avonwick	Inattentive	Normal	Clear	Dark	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuvre V1	Vehicle Manoeuvre V2	Collision Severity
9194611	21/10/2009	2009	152		980	@		Avonwick	#N/A	Normal	Clear	Dark	Dry	East	South	Angle	Going Ahead	Going Ahead	#N/A
10162216	10/09/2010	2010	723		980	@		Avonwick	Normal	Normal	Clear	Dusk	Dry	North	North	Rear end	Going Ahead	Stopped	#N/A
10218333S	09/12/2010	2010	2200		980	@		Avonwick	Normal	#N/A	Clear	Dark	Dry	West	#N/A	Turning Movement	Right Turn	#N/A	#N/A
11148534	28/05/2011	2011	1334		980	@		Avonwick	Inattentive	Normal	Clear	Daylight	Dry	North	East	Angle	Left Turn	Stopped	#N/A
11301560	21/09/2011	2011	837		980	@		Avonwick	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Stopped	#N/A
11345997	26/10/2011	2011	1904		980	@		Avonwick	#N/A	#N/A	Rain	Dusk	Wet	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
11366148	11/11/2011	2011	1556		980	@		Avonwick	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Slowing or Stopping	Stopped	#N/A
11421031	26/12/2011	2011	1458		980	@		Avonwick	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
7138682	21/07/2007	2007	1615		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	West	North	Angle	Going Ahead	Going Ahead	#N/A
7144746	29/07/2007	2007	1930		2160	@		Bristol	Inattentive	Normal	Clear	Daylight	Dry	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
7228584	25/11/2007	2007	1342		2160	@		Bristol	Inattentive	Normal	Clear	Daylight	Dry	East	South	Angle	Going Ahead	Going Ahead	#N/A
8226099	24/11/2008	2008	1155		2160	@		Bristol	Normal	#N/A	Clear	Daylight	Dry	South	#N/A	Turning Movement	Left Turn	#N/A	#N/A
09040354S	09/03/2009	2009	1730		2160	@		Bristol	Normal	#N/A	Clear	Daylight	Dry	South	#N/A	Rear end	Stopped	#N/A	#N/A
9058197	07/04/2009	2009	2315		2160	@		Bristol	#N/A	#N/A	Clear	Dark	Dry	#N/A	#N/A	Angle	#N/A	Parked	#N/A
9071842	29/04/2009	2009	756		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	North	East	Sideswipe	Going Ahead	Going Ahead	#N/A
9100778	10/06/2009	2009	1534		2160	@		Bristol	Inattentive	Normal	Clear	Daylight	Dry	North	West	Angle	Going Ahead	Going Ahead	#N/A
9189723	13/10/2009	2009	1358		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	South	North	Turning Movement	Left Turn	Going Ahead	#N/A
9206874	09/11/2009	2009	854		2160	@		Bristol	Inattentive	Normal	Clear	Daylight	Dry	South	East	Sideswipe	Going Ahead	Going Ahead	#N/A
9222300	04/12/2009	2009	1513		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	East	East	Approaching	Changing Lanes	Going Ahead	#N/A
09226372A	11/12/2009	2009	1007		2160	@		Bristol	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
10001420	03/01/2010	2010	644		2160	@		Bristol	Impaired, AL	Normal	Snow	Dark	Loose Snow	West	West	Rear end	Stopped	Going Ahead	#N/A
10037158	05/03/2010	2010	1558		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	South	West	Approaching	Going Ahead	Left Turn	#N/A
10050899	28/03/2010	2010	1358		2160	@		Bristol	Normal	Normal	Rain	Daylight	Wet	South	West	Angle	Going Ahead	Going Ahead	#N/A
10096732	06/06/2010	2010	1855		2160	@		Bristol	Inattentive	Normal	Clear	Daylight	Dry	West	West	Sideswipe	Changing Lanes	Going Ahead	#N/A
10145750	17/08/2010	2010	516		2160	@		Bristol	#N/A	Normal	Clear	Dark	Dry	East	North	Angle	Going Ahead	Going Ahead	#N/A
10192943	28/10/2010	2010	415		2160	@		Bristol	Normal	Normal	Clear	Daylight	#N/A	West	North	Approaching	Going Ahead	Going Ahead	#N/A
10221394S	14/12/2010	2010	2300		2160	@		Bristol	#N/A	#N/A	Clear	Dark	Wet	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
10221394S	14/12/2010	2010	2300		2160	@		Bristol	#N/A	#N/A	Clear	Dark	Wet	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
11142076	23/05/2011	2011	127		2160	@		Bristol	Normal	Normal	Clear	Dark	Wet	North	East	Sideswipe	Going Ahead	Going Ahead	#N/A
11071345	14/06/2011	2011	246		2160	@		Bristol	Normal	Normal	Clear	Dark	Dry	West	South	Approaching	Going Ahead	Going Ahead	#N/A
11172247	14/06/2011	2011	450		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	South	West	Turning Movement	Right Turn	Right Turn	#N/A
11183854	23/06/2011	2011	802		2160	@		Bristol	Inattentive	Inattentive	Clear	Daylight	Dry	North	South	Rear end	Reversing	Reversing	#N/A
11263930	22/08/2011	2011	1920		2160	@		Bristol	Inattentive	Normal	Clear	Daylight	Dry	North	North	Rear end	Slowing or Stopping	Stopped	#N/A

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuvre V1	Vehicle Manoeuvre V2	Collision Severity
11332270	15/10/2011	2011	1304		2160	@		Bristol	Normal	Normal	Clear	Daylight	Dry	West	East	Turning Movement	Going Ahead	Left Turn	#N/A
11408473	14/12/2011	2011	2030		2160	@		Bristol	Normal	#N/A	Rain	Dark	Wet	South	#N/A	Turning Movement	Left Turn	#N/A	#N/A
7205728	21/10/2007	2007	1634		1450	@		Ceremonial	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Stopped	#N/A
7217863	08/11/2007	2007	1759		1450	@		Ceremonial	Normal	Normal	Rain	Dark	Wet	South	West	Angle	Going Ahead	Left Turn	#N/A
7223533	17/11/2007	2007	1529		1450	@		Ceremonial	Inattentive	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Going Ahead	#N/A
7230782	28/11/2007	2007	2145		1450	@		Ceremonial	#N/A	Normal	Clear	Dark	Dry	North	North	Sideswipe	Overtaking	Going Ahead	#N/A
8098713	30/05/2008	2008	759		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	North	North	Sideswipe	Changing Lanes	Pulling away	#N/A
8213048	04/11/2008	2008	815		1450	@		Ceremonial	Normal	#N/A	Clear	Daylight	Dry	East	#N/A	Sideswipe	Going Ahead	#N/A	#N/A
9002734	06/01/2009	2009	825		1450	@		Ceremonial	Normal	#N/A	Clear	Daylight	Dry	South	#N/A	Approaching	Going Ahead	#N/A	#N/A
9020473	05/02/2009	2009	827		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
9031483	23/02/2009	2009	1130		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	North	South	Turning Movement	Going Ahead	U-Turn	#N/A
9069287	25/04/2009	2009	1458		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	North	South	Turning Movement	Going Ahead	Left Turn	#N/A
9129061	19/07/2009	2009	1619		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	West	South	Angle	Left Turn	Going Ahead	#N/A
9147576	14/08/2009	2009	1210		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	East	Angle	Going Ahead	Left Turn	#N/A
9219772	30/11/2009	2009	1553		1450	@		Ceremonial	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Going Ahead	#N/A
10001426	25/01/2010	2010	421		1450	@		Ceremonial	#N/A	#N/A	Rain	Daylight	Wet	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
10085093	21/05/2010	2010	1127		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	North	South	Turning Movement	Left Turn	Going Ahead	#N/A
10168340	20/09/2010	2010	1055		1450	@		Ceremonial	Inattentive	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
10183221	13/10/2010	2010	1833		1450	@		Ceremonial	Normal	Normal	Rain	Dark	Wet	North	North	Rear end	Going Ahead	Going Ahead	#N/A
10189401	23/10/2010	2010	1706		1450	@		Ceremonial	#N/A	Normal	Clear	Dusk	Dry	South	South	Rear end	Slowing or Stopping	Stopped	#N/A
10195351	02/11/2010	2010	911		1450	@		Ceremonial	Normal	#N/A	Clear	Daylight	Dry	South	#N/A	Approaching	Going Ahead	#N/A	#N/A
10212877S	30/11/2010	2010	500		1450	@		Ceremonial	Normal	#N/A	Rain	Dark	Wet	North	#N/A	Angle	U-Turn	#N/A	#N/A
11120959	05/05/2011	2011	1753		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	West	South	Angle	Left Turn	Going Ahead	#N/A
11237980	02/08/2011	2011	1427		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	South	Approaching	Going Ahead	Stopped	#N/A
11318705	04/10/2011	2011	608		1450	@		Ceremonial	#N/A	Normal	Clear	Daylight	Dry	West	#N/A	Approaching	Going Ahead	#N/A	#N/A
11357671	04/11/2011	2011	1745		1450	@		Ceremonial	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Going Ahead	U-Turn	#N/A
11407904	15/12/2011	2011	1215		1450	@		Ceremonial	Normal	Normal	Rain	Daylight	Wet	South	South	Rear end	Going Ahead	Slowing or Stopping	#N/A
11410657	17/12/2011	2011	1510		1450	@		Ceremonial	Normal	#N/A	Clear	Daylight	Dry	#N/A	#N/A	Sideswipe	Going Ahead	#N/A	#N/A
09031483A	00/01/1900	1900	0		1450	@		Ceremonial	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
11421959	27/12/2011	2011	1441		1950	@		Faith/Parkwood	Normal	Normal	Rain	Daylight	Wet	West	South	Angle	Left Turn	Going Ahead	#N/A
7036168	27/02/2007	2007	15		635	@		Matheson	Normal	Normal	Snow	Dark	Slush	North	West	Angle	Right Turn	Left Turn	#N/A
7037843	01/03/2007	2007	1335		635	@		Matheson	Normal	Normal	Snow	Daylight	Packed Snow	East	East	Rear end	Slowing or Stopping	Stopped	#N/A
7075659	28/04/2007	2007	800		635	@		Matheson	Normal	Normal	Rain	Daylight	Wet	East	North	Angle	Going Ahead	Going Ahead	#N/A

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuvre V1	Vehicle Manoeuvre V2	Collision Severity
7180172	14/09/2007	2007	1630		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	South	#N/A	Sideswipe	Going Ahead	#N/A	#N/A
7229721	26/11/2007	2007	2940		635	@		Matheson	Normal	#N/A	Freezing Rain	Dusk	Wet	East	#N/A	Approaching	Stopped	#N/A	#N/A
8015672	23/01/2008	2008	2430		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	East	#N/A	Rear end	Stopped	#N/A	#N/A
8042315	06/03/2008	2008	2835		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Stopped	Slowing or Stopping	#N/A
8096817	27/05/2008	2008	1440		635	@		Matheson	#N/A	#N/A	Clear	Daylight	Dry	East	#N/A	Turning Movement	Right Turn	#N/A	#N/A
8130196	10/07/2008	2008	1850		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	West	South	Turning Movement	Left Turn	Going Ahead	#N/A
8216644	09/11/2008	2008	1530		635	@		Matheson	Normal	Normal	Clear	Daylight	Wet	East	East	Rear end	Slowing or Stopping	Stopped	#N/A
08223346S	19/11/2008	2008	1930		635	@		Matheson	Normal	#N/A	#N/A	Dusk	Loose Snow	North	#N/A	Approaching	Going Ahead	#N/A	#N/A
8228917	28/11/2008	2008	1651		635	@		Matheson	Normal	Normal	Clear	Dusk	Dry	South	North	Angle	Left Turn	Going Ahead	#N/A
8239104	13/12/2008	2008	2100		635	@		Matheson	Normal	#N/A	Rain	Dark	Wet	North	#N/A	#N/A	Slowing or Stopping	#N/A	#N/A
9005678	11/01/2009	2009	1017		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	West	Angle	Going Ahead	Going Ahead	#N/A
09028717S	18/02/2009	2009	1730		635	@		Matheson	Normal	#N/A	Snow	Daylight	Wet	East	#N/A	Turning Movement	Changing Lanes	#N/A	#N/A
9031232	22/02/2009	2009	0		635	@		Matheson	Normal	Normal	Clear	Dark	Dry	North	West	Sideswipe	Going Ahead	Going Ahead	#N/A
9050626	27/03/2009	2009	830		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	South	Turning Movement	Going Ahead	Left Turn	#N/A
9055432	03/04/2009	2009	1633		635	@		Matheson	Normal	Normal	Rain	Daylight	Wet	North	South	Angle	Going Ahead	Left Turn	#N/A
9097176	05/06/2009	2009	950		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	East	North	Angle	Going Ahead	Going Ahead	#N/A
9122359	10/07/2009	2009	1202		635	@		Matheson	Inattentive	Normal	Clear	Daylight	Dry	East	East	Rear end	Going Ahead	Right Turn	#N/A
9123301	11/07/2009	2009	1350		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	East	South	Turning Movement	Left Turn	Left Turn	#N/A
9142623	07/08/2009	2009	1620		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
9187676	09/10/2009	2009	851		635	@		Matheson	#N/A	#N/A	Rain	Dark	Wet	South	South	Rear end	Going Ahead	Stopped	#N/A
9213101	19/11/2009	2009	1441		635	@		Matheson	Normal	Normal	Rain	Daylight	Wet	South	North	Angle	Left Turn	Going Ahead	#N/A
10008591	15/01/2010	2010	1735		635	@		Matheson	Normal	Normal	Clear	Dark	Dry	West	North	Angle	Left Turn	Going Ahead	#N/A
10008528S	15/01/2010	2010	1350		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	South	#N/A	Rear end	Going Ahead	#N/A	#N/A
10024077	11/02/2010	2010	910		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Going Ahead	Stopped	#N/A
10025743	13/02/2010	2010	2229		635	@		Matheson	Normal	Normal	Snow	Dark	Loose Snow	West	South	Angle	Going Ahead	Going Ahead	#N/A
10068851S	26/04/2010	2010	1300		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	North	#N/A	#N/A	#N/A	#N/A	#N/A
10092123S	31/05/2010	2010	800		635	@		Matheson	#N/A	#N/A	Clear	Daylight	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
10114072S	01/07/2010	2010	1500		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	East	#N/A	Rear end	Right Turn	#N/A	#N/A
10141462	22/08/2010	2010	1644		635	@		Matheson	Normal	Normal	Rain	Daylight	Wet	North	North	Rear end	Going Ahead	Stopped	#N/A
10166073	16/09/2010	2010	1611		635	@		Matheson	Normal	Normal	Clear	Daylight	Wet	North	North	Rear end	Going Ahead	Slowing or Stopping	#N/A
10180072S	07/10/2010	2010	1325		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	East	#N/A	#N/A	Stopped	#N/A	#N/A
10212877S	30/11/2010	2010	1630		635	@		Matheson	Normal	#N/A	Rain	Daylight	Wet	South	#N/A	Angle	Going Ahead	#N/A	#N/A
10223689S	17/12/2010	2010	1630		635	@		Matheson	#N/A	#N/A	Clear	Dark	Dry	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

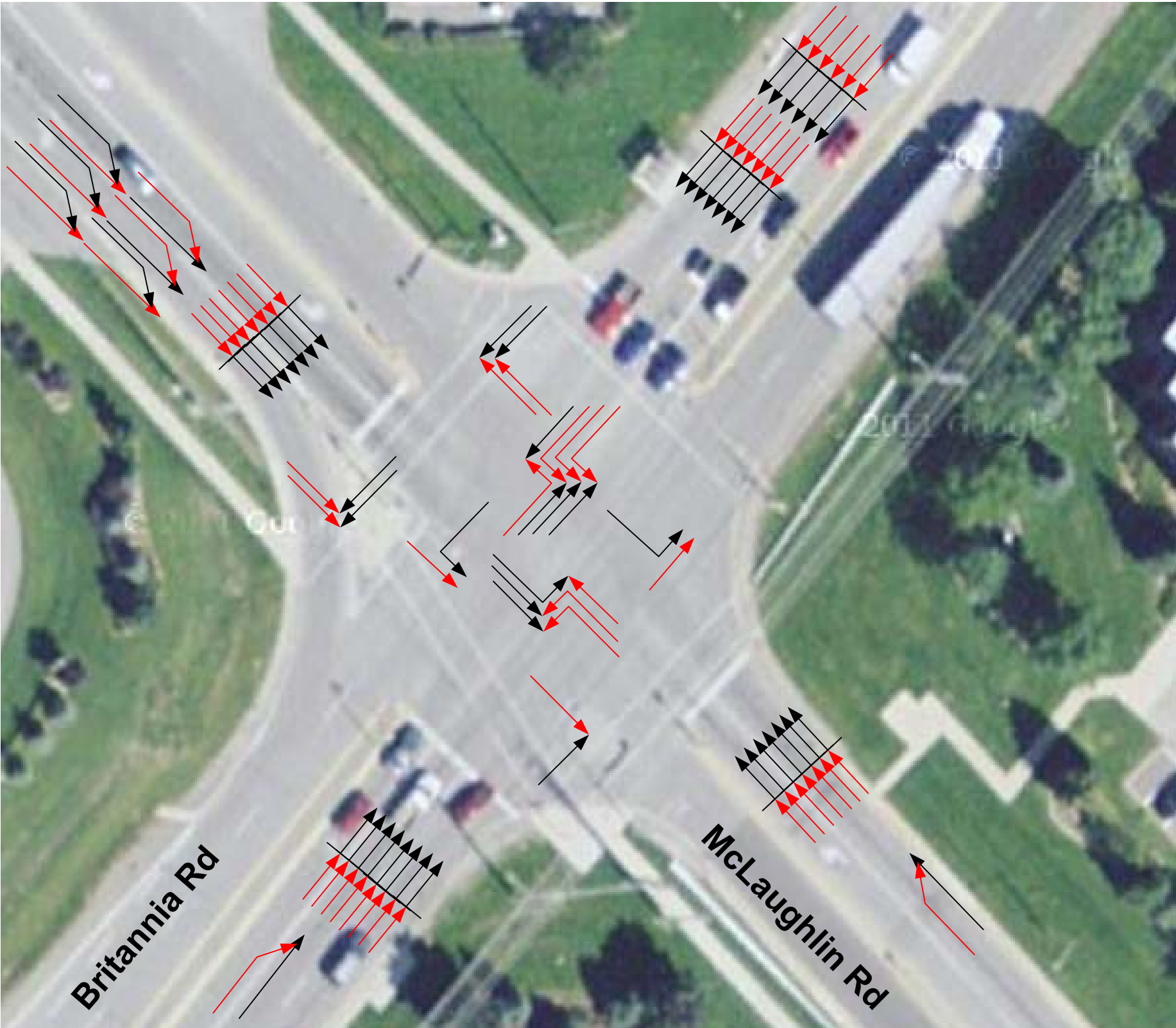
Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuvre V1	Vehicle Manoeuvre V2	Collision Severity
11144648	25/05/2011	2011	1045		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	South	South	Rear end	Slowing or Stopping	Going Ahead	#N/A
11148828	28/05/2011	2011	1500		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	East	Sideswipe	Going Ahead	Left Turn	#N/A
11158030	03/06/2011	2011	1650		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	North	North	Rear end	Stopped	Going Ahead	#N/A
11158111	04/06/2011	2011	1250		635	@		Matheson	#N/A	#N/A	Clear	Daylight	Wet	North	#N/A	Rear end	Going Ahead	Slowing or Stopping	#N/A
11159206	04/06/2011	2011	1250		635	@		Matheson	Normal	Normal	Clear	Daylight	Wet	#N/A	#N/A	Rear end	Going Ahead	Slowing or Stopping	#N/A
11184358	23/06/2011	2011	1420		635	@		Matheson	Normal	Normal	Rain	Daylight	Wet	North	North	Rear end	Slowing or Stopping	Stopped	#N/A
11223911	22/07/2011	2011	529		635	@		Matheson	Normal	Normal	Clear	Daylight	Dry	West	West	Angle	Going Ahead	Slowing or Stopping	#N/A
11239029	03/08/2011	2011	1142		635	@		Matheson	Inattentive	Normal	Clear	Daylight	Wet	North	North	Rear end	Going Ahead	Stopped	#N/A
11303235	21/09/2011	2011	1730		635	@		Matheson	Normal	#N/A	Rain	Daylight	Wet	North	#N/A	Rear end	Stopped	#N/A	#N/A
11306995	24/09/2011	2011	1400		635	@		Matheson	Normal	#N/A	Clear	Daylight	Dry	North	#N/A	Rear end	Going Ahead	#N/A	#N/A
11346125	26/10/2011	2011	430		635	@		Matheson	Normal	#N/A	Rain	Daylight	Wet	North	#N/A	Rear end	Stopped	#N/A	#N/A
11356358	03/11/2011	2011	1700		635	@		Matheson	Normal	#N/A	Rain	Daylight	Wet	North	#N/A	Sideswipe	Other	#N/A	#N/A
8236003	00/01/1900	1900	2001		635	@		Matheson	Inattentive	Normal	Rain	Dark	Dry	East	North	Angle	Going Ahead	Going Ahead	#N/A
07039896	04/03/2007	2007	1350		0	@		Britannia			Clear	Daylight	Dry	North	South	Turning movement	Turning left	Going ahead	P.D. only
07104714S	07/06/2007	2007	1310		0	@		Britannia			Clear	Daylight	Dry	West	West	Rear end	Slowing or stopping	Other	P.D. only
07167582	29/08/2007	2007	756		0	@		Britannia			Clear	Daylight	Dry	North	South	Turning movement	Turning left	Going ahead	P.D. only
07203541	18/10/2007	2007	545		0	@		Britannia			Rain	Dusk	Wet	South	North	Turning movement	Turning left	Going ahead	P.D. only
07219137S	09/11/2007	2007	1755		0	@		Britannia			Rain	Dark	Wet	West	West	Rear end	Stopped	Other	P.D. only
07224914	19/11/2007	2007	2025		0	@		Britannia			Rain	Dark, artificial	Wet	West	East	Turning movement	Turning left	Going ahead	P.D. only
07241161	14/12/2007	2007	1740		0	@		Britannia			Clear	Dark	Dry	West	West	Rear end	Slowing or stopping	Slowing or stopping	P.D. only
08005170	09/01/2008	2008	1105		0	@		Britannia			Clear	Daylight	Dry	East	South	Turning movement	Going ahead	Turning left	Non-fatal injury
08014789	24/01/2008	2008	810		0	@		Britannia			Clear	Daylight	Wet	East	Other	Turning movement	Going ahead	Turning left	P.D. only
08118713	25/06/2008	2008	1725		0	@		Britannia			Clear	Daylight	Dry	West	West	Rear end	Stopped	Slowing or stopping	P.D. only
08130550	11/07/2008	2008	916		0	@		Britannia			Rain	Daylight	Wet	West	West	Rear end	Going ahead	Turning right	P.D. only
08140346	24/07/2008	2008	1746		0	@		Britannia			Clear	Daylight	Wet	West	West	Rear end	Going ahead	Stopped	P.D. only
08174053	08/09/2008	2008	2021		0	@		Britannia			Rain	Dark	Wet	East	Other	SMV Other	Changing lanes	Other	P.D. only
08212211	03/11/2008	2008	949		0	@		Britannia			Clear	Daylight	Dry	East	East	Rear end	Going ahead	Going ahead	P.D. only
08237585	11/12/2008	2008	1750		0	@		Britannia			Clear	Dawn	Dry	South	South	Sideswipe	Going ahead	Other	P.D. only
09019943	03/02/2009	2009	950		0	@		Britannia			Snow	Daylight	Loose snow	East	East	Rear end	Stopped	Other	P.D. only
09024738	13/02/2009	2009	0		0	@		Britannia			Rain	Dark	Wet	South	Other	SMV Other	Turning right	Other	Non-fatal injury
09033838	27/02/2009	2009	1136		0	@		Britannia			Clear	Daylight	Dry	South	East	Angle	Going ahead	Going ahead	Non-fatal injury
09033998	27/02/2009	2009	1542		0	@		Britannia			Clear	Daylight	Dry	South	West	Turning movement	Going ahead	Turning left	P.D. only
09092104S	28/05/2009	2009	1755		0	@		Britannia			Rain	Dusk	Wet	North	North	Rear end	Going ahead	Other	P.D. only

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuvre V1	Vehicle Manoeuvre V2	Collision Severity
09101530	11/06/2009	2009	1710		0	@		Britannia			Rain	Daylight	Wet	West	West	Rear end	Going ahead	Slowing or stopping	P.D. only
09105679	17/06/2009	2009	1227		0	@		Britannia			Clear	Daylight	Dry	North	North	Rear end	Going ahead	Stopped	P.D. only
09108013	20/06/2009	2009	1530		0	@		Britannia			Rain	Daylight	Wet	East	East	Rear end	Slowing or stopping	Other	P.D. only
09112250	26/06/2009	2009	1303		0	@		Britannia			Clear	Daylight	Dry	East	West	Turning Movement	Going ahead	Making "U" turn	P.D. only
09131173	22/07/2009	2009	1720		0	@		Britannia			Clear	Daylight	Dry	West	West	Rear end	Stopped	Other	P.D. only
09180256	28/09/2009	2009	2000		0	@		Britannia			Rain	Dark, artificial	Wet	West	East	Turning movement	Turning right	Going ahead	P.D. only
09182908	02/10/2009	2009	1707		0	@		Britannia			Rain	Daylight	Wet	South	South	Rear end	Going ahead	Stopped	P.D. only
09182946	02/10/2009	2009	1812		0	@		Britannia			Rain	Daylight	Wet	East	East	Turning movement	Turning right	Going ahead	P.D. only
09198744	24/10/2009	2009	1815		0	@		Britannia			Clear	Dark	Dry	South	South	Sideswipe	Going ahead	Other	P.D. only
09215941	24/11/2009	2009	954		0	@		Britannia			Rain	Daylight	Wet	East	East	Rear end	Going ahead	Stopped	P.D. only
09220156	01/12/2009	2009	843		0	@		Britannia			Clear	Daylight	Wet	South	South	Rear end	Changing lanes	Going ahead	P.D. only
10001382S	01/12/2009	2009	1545		0	@		Britannia			Snow	Daylight	Loose snow	South	South	Sideswipe	Slowing or stopping	Overtaking	P.D. only
09227863	13/12/2009	2009	428		0	@		Britannia			Clear	Dusk	Wet	South	South	Rear end	Going ahead	Going ahead	P.D. only
09227892	13/12/2009	2009	1720		0	@		Britannia			Rain	Dark	Wet	West	West	Rear end	Slowing or stopping	Stopped	P.D. only
09233432	22/12/2009	2009	1837		0	@		Britannia			Clear	Dark	Dry	South	South	Rear end	Going ahead	Stopped	P.D. only
10002564	05/01/2010	2010	1708		0	@		Britannia			Snow	Dark, artificial	Packed snow	East	East	Rear end	Going ahead	Stopped	P.D. only
10028644	18/02/2010	2010	842		0	@		Britannia			Clear	Daylight	Dry	North	East	Angle	Going ahead	Going ahead	P.D. only
10042037	13/03/2010	2010	1909		0	@		Britannia			Rain	Dark	Wet	West	East	Turning movement	Turning left	Going ahead	Non-fatal injury
10060835	13/04/2010	2010	1804		0	@		Britannia			Clear	Dusk	Dry	East	East	Rear end	Slowing or stopping	Slowing or stopping	P.D. only
10067546S	19/04/2010	2010	1630		0	@		Britannia			Clear	Daylight	Dry	South	South	Sideswipe	Turning right	Going ahead	P.D. only
10065504	20/04/2010	2010	930		0	@		Britannia			Clear	Daylight	Dry	East	East	Rear end	Slowing or stopping	Stopped	P.D. only
10093159	31/05/2010	2010	1755		0	@		Britannia			Clear	Daylight	Dry	West	West	Rear end	Going ahead	Going ahead	P.D. only
10103488	15/06/2010	2010	1034		0	@		Britannia			Clear	Dark, artificial	Dry	North	North	Turning Movement	Making "U" turn	Going ahead	P.D. only
10106394	18/06/2010	2010	1243		0	@		Britannia			Clear	Dark	Dry	North	North	Sideswipe	Changing lanes	Going ahead	P.D. only
10112735	29/06/2010	2010	1739		0	@		Britannia			Clear	Daylight	Dry	South	South	Rear end	Going ahead	Going ahead	P.D. only
10142871S	12/08/2010	2010	1850		0	@		Britannia			Clear	Daylight	Dry	West	West	Rear end	Stopped	Other	P.D. only
10155019S	29/08/2010	2010	1200		0	@		Britannia			Clear	Daylight	Dry	Other	Other	Rear end	Turning right	Other	P.D. only
10154901S	29/08/2010	2010	1205		0	@		Britannia			Clear	Daylight	Dry	South	South	Rear end	Slowing or stopping	Other	P.D. only
10155344	31/08/2010	2010	1059		0	@		Britannia			Clear	Daylight	Dry	North	North	Rear end	Going ahead	Other	Non-fatal injury
10180128	08/10/2010	2010	1614		0	@		Britannia			Clear	Daylight	Dry	West	West	Turning movement	Turning right	Going ahead	Non-fatal injury
10195998S	31/10/2010	2010	1945		0	@		Britannia			Clear	Dark	Dry	South	South	Sideswipe	Merging	Other	P.D. only
10209119S	24/11/2010	2010	1145		0	@		Britannia			Clear	Daylight	Dry	South	Other	SMV Other	Going ahead	Other	P.D. only
11085483	04/04/2011	2011	330		0	@		Britannia			Clear	Daylight	Dry	North	East	Angle	Going ahead	Going ahead	Non-fatal injury
11086156	05/04/2011	2011	939		0	@		Britannia			Clear	Daylight	Dry	South	West	Angle	Going ahead	Going ahead	P.D. only

Accident #	Date	Year	Time	Distance	Distance along Corridor	Unit	Direction	Road	Driver Condition D1	Driver Condition D2	Environment	Light	Road Surface	Direction of Travel V1	Direction of Travel V2	Initial Impact	Vehicle Manoeuver V1	Vehicle Manoeuver V2	Collision Severity
11201952s	06/07/2011	2011	800		0	@		Britannia			Clear	Daylight	Dry	South	Other	Sideswipe	Going ahead	Other	P.D. only
11230071	27/07/2011	2011	754		0	@		Britannia			Clear	Daylight	Dry	West	West	Rear end	Going ahead	Stopped	P.D. only
11275383	31/08/2011	2011	1415		0	@		Britannia			Clear	Daylight	Dry	South	West	Angle	Going ahead	Going ahead	Non-fatal injury
11289222	11/09/2011	2011	1135		0	@		Britannia			Clear	Daylight	Dry	West	Other	SMV Other	Going ahead	Other	P.D. only
11307494	03/10/2011	2011	1839		0	@		Britannia			Rain	Dusk, artificial	Wet	South	South	Rear end	Slowing or stopping	Stopped	P.D. only
11423012	28/12/2011	2011	1435		0	@		Britannia			Clear	Daylight	Dry	North	North	Turning movement	Turning right	Going ahead	P.D. only

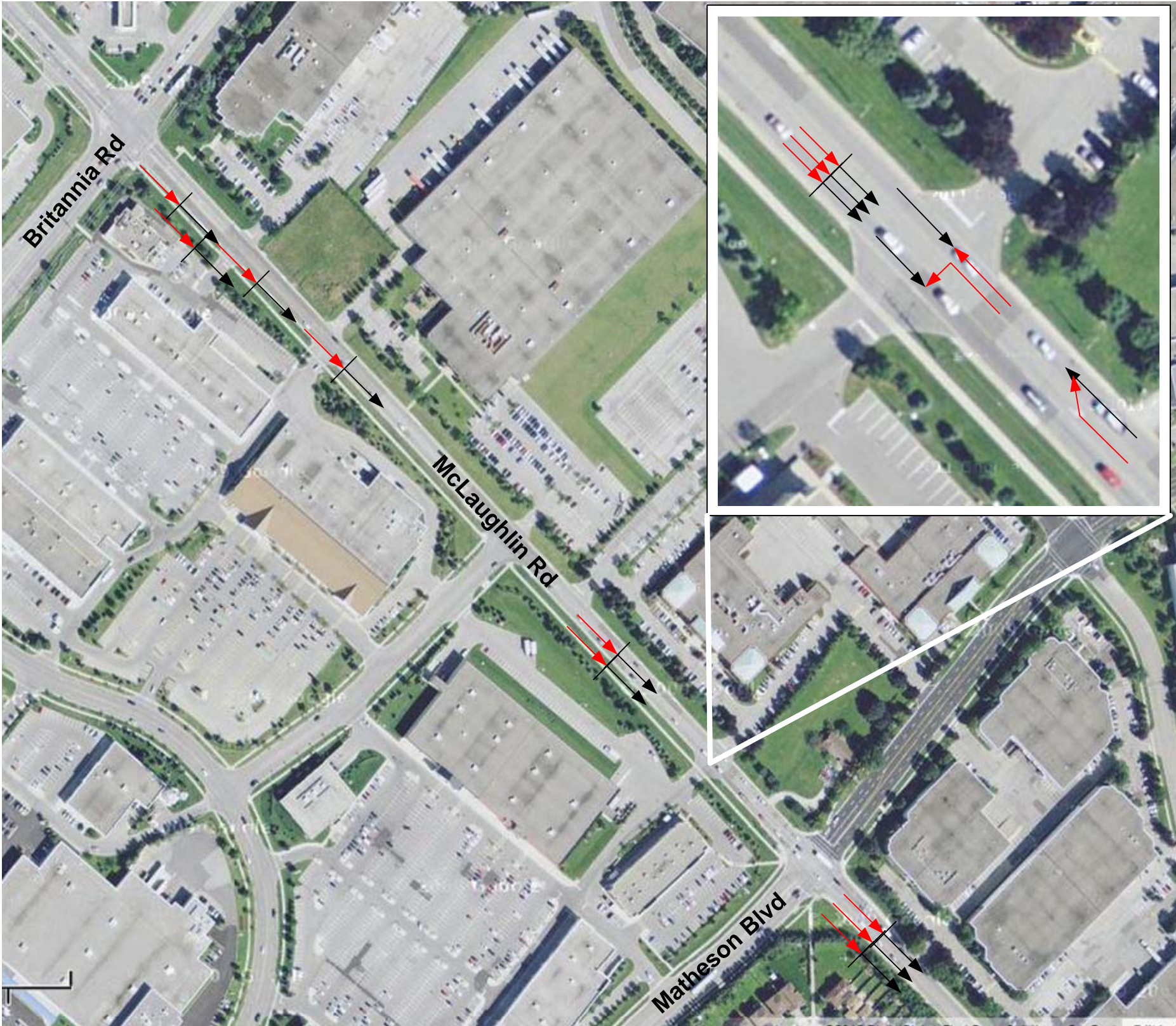
APPENDIX B

Collision Diagrams



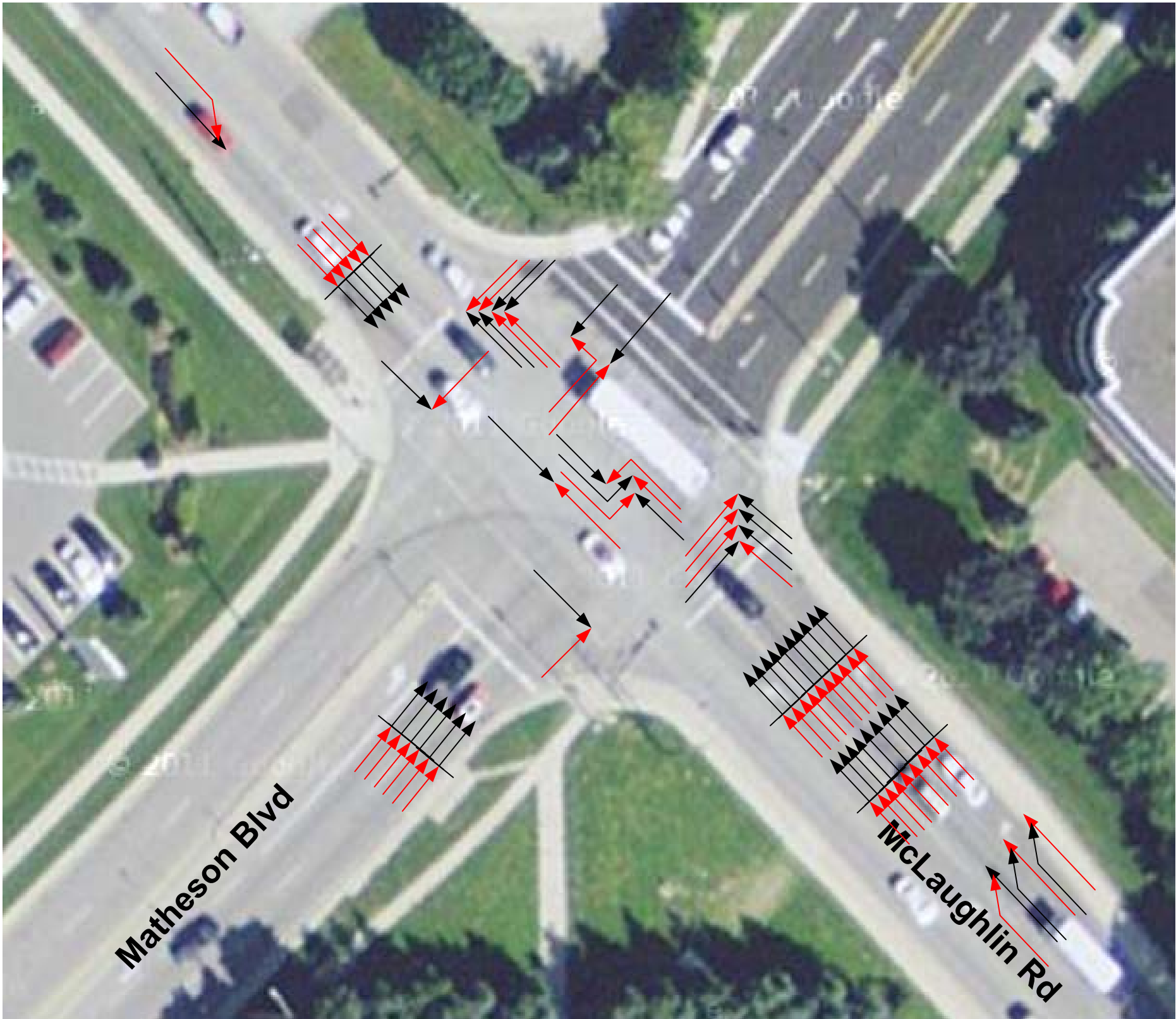
Legend

- | | | | | | |
|--|-------------|--|--------------|--|----------|
| | Approaching | | Turning | | Injury |
| | Angle | | Pedestrian | | Fatal |
| | Rear End | | Fixed Object | | At Fault |
| | Sideswipe | | | | |



Legend

- | | | | | | |
|--|-------------|--|--------------|--|----------|
| | Approaching | | Turning | | Injury |
| | Angle | | Pedestrian | | Fatal |
| | Rear End | | Fixed Object | | At Fault |
| | Sideswipe | | | | |



Legend

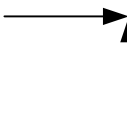
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| | Angle | | Pedestrian | | Fatal |
| | Rear End | | Fixed Object | | At Fault |
| | Sideswipe | | | | |



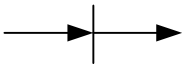
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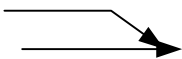
Approaching



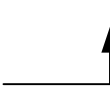
Angle



Rear End



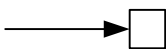
Sideswipe



Turning



Pedestrian



Fixed Object



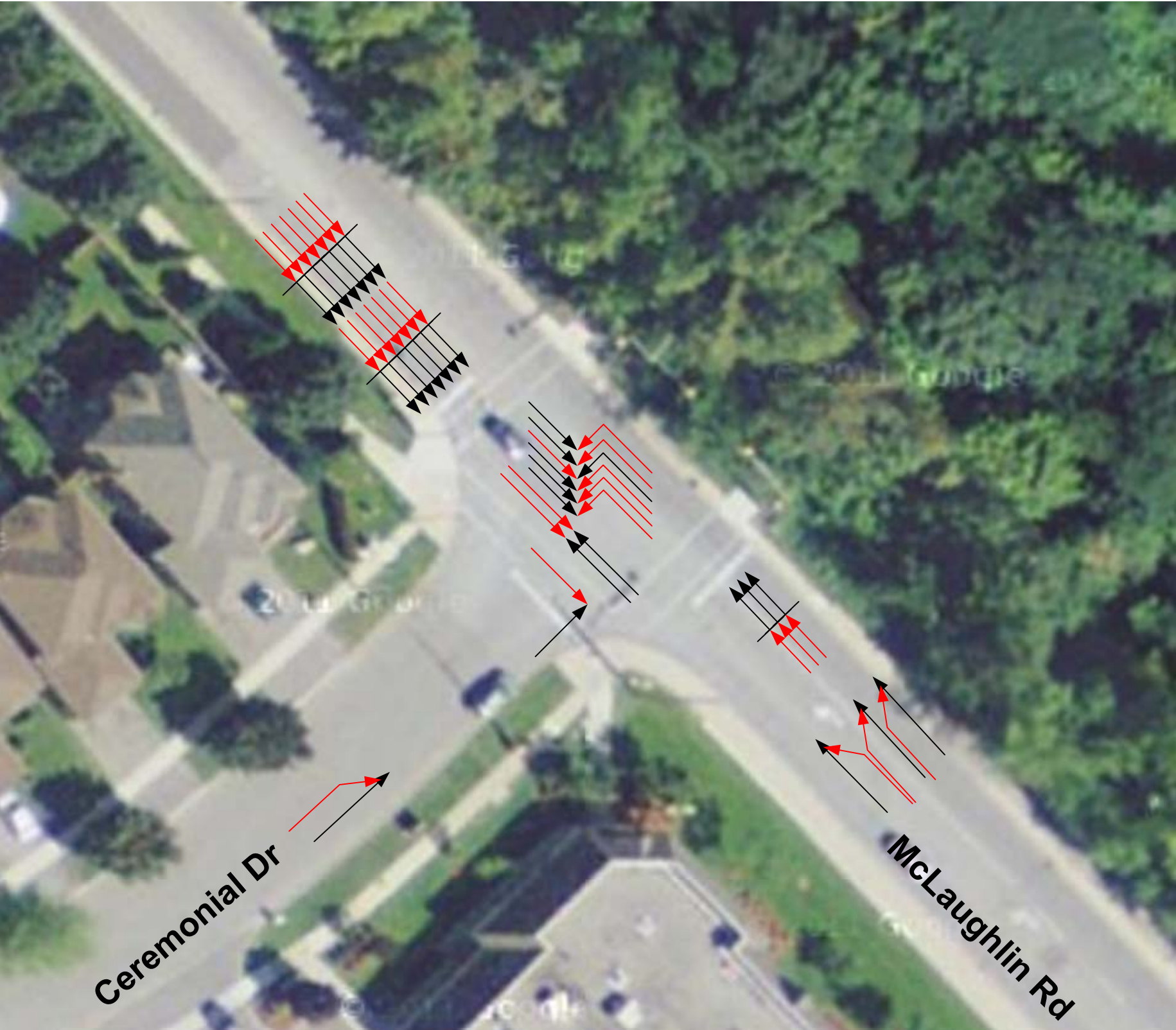
Injury



Fatal



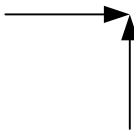
At Fault



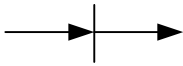
Legend



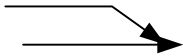
Approaching



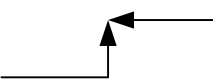
Angle



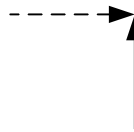
Rear End



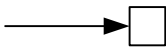
Sideswipe



Turning



Pedestrian



Fixed Object



Injury



Fatal



At Fault



Legend

- | | | | | | |
|--|-------------|--|--------------|--|----------|
| | Approaching | | Turning | | Injury |
| | Angle | | Pedestrian | | Fatal |
| | Rear End | | Fixed Object | | At Fault |
| | Sideswipe | | | | |

APPENDIX C

Speed Data

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 - NB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 0988. The study was done in the NB lane at MCLAUGHLIN: 3714 - NB in Mississauga, ON in BTWN BRISTOL & PARKWOOD PL county. The study began on Apr/03/12 at 00:00 and concluded on Apr/04/12 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 10358 vehicles passed through the location with a peak volume of 1029 on Apr/03/12 at [08:00-09:00] and a minimum volume of 13 on Apr/03/12 at [03:00-04:00]. The AADT count for this study was 10,358.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 55 KM/H range or lower. The average speed for all classified vehicles was 58 KM/H with 77.02% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 69.30 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >					
92	175	686	1411	1869	1830	1600	1257	847	306	143	72	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 10129 which represents 98 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 76 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 83 which represents 1 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >												
1967	8162	14	62	43	26	8	6												

CHART 2

HEADWAY

During the peak traffic period, on Apr/03/12 at [08:00-09:00] the average headway between vehicles was 3.495 seconds. During the slowest traffic period, on Apr/03/12 at [03:00-04:00] the average headway between vehicles was 257.143 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 6.06 and 17.17 degrees C.

Time/Speed Report

HI-Star ID: 0988		Begin: Apr/03/12 00:00										End: Apr/04/12 00:00				
Street: MCLAUGHLIN: 3714 - NB		Lane: NB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 10358				
County: BTWN BRISTOL & PARKWOOD		AADT Factor: 1										AADT Count: 10,358				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Tue, Apr/03/12 [00:00-01:00]	2	1	0	3	3	5	9	12	10	8	2	1	0	0	0	56
	2	1	0	3	3	5	9	12	10	8	2	1	0	0	0	56
[01:00-02:00]	0	0	0	3	0	4	6	2	4	3	2	1	0	0	0	25
	0	0	0	3	0	4	6	2	4	3	2	1	0	0	0	25
[02:00-03:00]	1	0	0	1	2	2	2	5	2	3	2	1	0	0	0	21
	1	0	0	1	2	2	2	5	2	3	2	1	0	0	0	21
[03:00-04:00]	0	0	1	0	1	1	4	1	1	3	0	1	0	0	0	13
	0	0	1	0	1	1	4	1	1	3	0	1	0	0	0	13
[04:00-05:00]	0	3	1	2	6	2	8	5	4	3	2	0	0	0	0	36
	0	3	1	2	6	2	8	5	4	3	2	0	0	0	0	36
[05:00-06:00]	0	3	7	8	10	16	10	14	17	11	7	5	0	0	0	108
	0	3	7	8	10	16	10	14	17	11	7	5	0	0	0	108
[06:00-07:00]	3	11	40	45	58	56	42	31	27	13	4	5	0	0	0	335
	3	11	40	45	58	56	42	31	27	13	4	5	0	0	0	335
[07:00-08:00]	4	11	74	146	138	107	79	77	45	12	1	5	0	0	0	699
	4	11	74	146	138	107	79	77	45	12	1	5	0	0	0	699
[08:00-09:00]	34	26	94	172	238	201	148	60	32	12	6	2	0	0	0	1025
	34	26	94	172	238	201	148	60	32	12	6	2	0	0	0	1025
[09:00-10:00]	6	8	42	92	95	85	89	75	54	25	12	4	0	0	0	587
	6	8	42	92	95	85	89	75	54	25	12	4	0	0	0	587
[10:00-11:00]	1	8	31	65	70	82	70	51	37	8	11	4	0	0	0	438
	1	8	31	65	70	82	70	51	37	8	11	4	0	0	0	438
[11:00-12:00]	2	10	33	65	100	91	67	69	40	9	7	4	0	0	0	497
	2	10	33	65	100	91	67	69	40	9	7	4	0	0	0	497
[12:00-13:00]	3	8	28	50	78	96	116	78	42	14	3	2	0	0	0	518
	3	8	28	50	78	96	116	78	42	14	3	2	0	0	0	518
[13:00-14:00]	1	11	18	66	91	99	104	99	65	13	9	6	0	0	0	582

Time/Speed Report

HI-Star ID: 0988				Begin: Apr/03/12 00:00								End: Apr/04/12 00:00				
Street: MCLAUGHLIN: 3714 - NB				Lane: NB								Hours: 24.00				
State: ON				Oper: MD								Period: 60				
City: Mississauga				Posted: 50								Raw Count: 10358				
County: BTWN BRISTOL & PARKWOOD				AADT Factor: 1								AADT Count: 10,358				
Date	<	35	40	45	50	55	60	65	70	75	80	85	90	95	100	
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	34	39	44	49	54	59	64	69	74	79	84	89	94	99	>	Total
Tue, Apr/03/12																
	1	11	18	66	91	99	104	99	65	13	9	6	0	0	0	582
[14:00-15:00]	7	10	28	66	97	120	119	85	70	24	7	3	0	0	0	636
	7	10	28	66	97	120	119	85	70	24	7	3	0	0	0	636
[15:00-16:00]	1	3	38	106	157	120	94	79	36	15	5	3	0	0	0	657
	1	3	38	106	157	120	94	79	36	15	5	3	0	0	0	657
[16:00-17:00]	3	7	33	98	133	154	150	86	69	21	12	2	0	0	0	768
	3	7	33	98	133	154	150	86	69	21	12	2	0	0	0	768
[17:00-18:00]	1	13	57	125	141	143	113	94	77	25	10	4	0	0	0	803
	1	13	57	125	141	143	113	94	77	25	10	4	0	0	0	803
[18:00-19:00]	6	15	51	77	128	134	97	76	37	25	8	3	0	0	0	657
	6	15	51	77	128	134	97	76	37	25	8	3	0	0	0	657
[19:00-20:00]	9	16	47	97	118	113	80	61	43	15	4	3	0	0	0	606
	9	16	47	97	118	113	80	61	43	15	4	3	0	0	0	606
[20:00-21:00]	2	3	27	60	96	93	70	66	37	13	12	3	0	0	0	482
	2	3	27	60	96	93	70	66	37	13	12	3	0	0	0	482
[21:00-22:00]	1	4	23	39	60	59	54	81	51	17	5	2	0	0	0	396
	1	4	23	39	60	59	54	81	51	17	5	2	0	0	0	396
[22:00-23:00]	2	2	7	17	35	37	42	34	31	7	8	3	0	0	0	225
	2	2	7	17	35	37	42	34	31	7	8	3	0	0	0	225
[23:00-00:00]	3	2	6	8	14	10	27	16	16	7	4	5	0	0	0	118
	3	2	6	8	14	10	27	16	16	7	4	5	0	0	0	118
Apr/03/12 00:00																
Apr/04/12 00:00																
	92	175	686	1411	1869	1830	1600	1257	847	306	143	72	0	0	0	10288

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 - SB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 3726. The study was done in the SB lane at MCLAUGHLIN: 3714 - SB in Mississauga, ON in BTWN BRISTOL & PARKWOOD PL county. The study began on Apr/03/12 at 00:00 and concluded on Apr/04/12 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 9975 vehicles passed through the location with a peak volume of 1106 on Apr/03/12 at [17:00-18:00] and a minimum volume of 14 on Apr/03/12 at [03:00-04:00]. The AADT count for this study was 9,975.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 55 - 60 KM/H range or lower. The average speed for all classified vehicles was 51 KM/H with 62.44% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 55KM/H and the 85th percentile was 64.45 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >					
1221	546	763	1149	1653	1783	1361	695	435	104	65	21	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9605 which represents 98 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 97 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 94 which represents 1 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >												
3249	6356	33	64	52	30	9	3												

CHART 2

HEADWAY

During the peak traffic period, on Apr/03/12 at [17:00-18:00] the average headway between vehicles was 3.252 seconds. During the slowest traffic period, on Apr/03/12 at [03:00-04:00] the average headway between vehicles was 240 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 5.50 and 20.50 degrees C.

Time/Speed Report

HI-Star ID: 3726		Begin: Apr/03/12 00:00										End: Apr/04/12 00:00				
Street: MCLAUGHLIN: 3714 - SB		Lane: SB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 9975				
County: BTWN BRISTOL & PARKWOOD		AADT Factor: 1										AADT Count: 9,975				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Tue, Apr/03/12 [00:00-01:00]	0	1	3	4	11	16	11	8	8	3	3	1	0	0	0	69
	0	1	3	4	11	16	11	8	8	3	3	1	0	0	0	69
[01:00-02:00]	2	1	0	2	5	4	4	2	8	4	1	0	0	0	0	33
	2	1	0	2	5	4	4	2	8	4	1	0	0	0	0	33
[02:00-03:00]	0	0	0	0	1	2	5	3	4	3	2	0	0	0	0	20
	0	0	0	0	1	2	5	3	4	3	2	0	0	0	0	20
[03:00-04:00]	0	0	0	0	0	6	4	0	3	1	0	0	0	0	0	14
	0	0	0	0	0	6	4	0	3	1	0	0	0	0	0	14
[04:00-05:00]	0	0	1	1	3	4	2	0	2	0	0	0	0	0	0	13
	0	0	1	1	3	4	2	0	2	0	0	0	0	0	0	13
[05:00-06:00]	0	0	3	2	5	6	11	8	6	3	3	1	0	0	0	48
	0	0	3	2	5	6	11	8	6	3	3	1	0	0	0	48
[06:00-07:00]	0	5	4	15	32	45	47	27	27	4	8	2	0	0	0	216
	0	5	4	15	32	45	47	27	27	4	8	2	0	0	0	216
[07:00-08:00]	20	16	17	29	66	110	85	61	46	12	10	3	0	0	0	475
	20	16	17	29	66	110	85	61	46	12	10	3	0	0	0	475
[08:00-09:00]	42	27	39	81	92	116	103	55	31	14	1	1	0	0	0	602
	42	27	39	81	92	116	103	55	31	14	1	1	0	0	0	602
[09:00-10:00]	23	11	20	38	84	87	74	43	23	8	3	0	0	0	0	414
	23	11	20	38	84	87	74	43	23	8	3	0	0	0	0	414
[10:00-11:00]	15	8	19	54	81	70	61	29	23	5	0	0	0	0	0	365
	15	8	19	54	81	70	61	29	23	5	0	0	0	0	0	365
[11:00-12:00]	9	11	27	40	88	105	79	37	19	4	3	1	0	0	0	423
	9	11	27	40	88	105	79	37	19	4	3	1	0	0	0	423
[12:00-13:00]	15	17	24	44	101	134	103	57	32	4	4	2	0	0	0	537
	15	17	24	44	101	134	103	57	32	4	4	2	0	0	0	537
[13:00-14:00]	33	28	30	40	111	107	86	41	21	5	3	1	0	0	0	506

Time/Speed Report

HI-Star ID: 3726				Begin: Apr/03/12 00:00								End: Apr/04/12 00:00					
Street: MCLAUGHLIN: 3714 - SB				Lane: SB								Hours: 24.00					
State: ON				Oper: MD								Period: 60					
City: Mississauga				Posted: 50								Raw Count: 9975					
County: BTWN BRISTOL & PARKWOOD				AADT Factor: 1								AADT Count: 9,975					
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total	
Tue, Apr/03/12																	
	33	28	30	40	111	107	86	41	21	5	3	1	0	0	0	506	
[14:00-15:00]	55	36	54	86	100	97	86	40	16	4	1	1	0	0	0	576	
	55	36	54	86	100	97	86	40	16	4	1	1	0	0	0	576	
[15:00-16:00]	108	38	60	84	112	138	95	50	28	8	2	0	0	0	0	723	
	108	38	60	84	112	138	95	50	28	8	2	0	0	0	0	723	
[16:00-17:00]	270	79	122	138	140	130	81	49	16	2	1	0	0	0	0	1028	
	270	79	122	138	140	130	81	49	16	2	1	0	0	0	0	1028	
[17:00-18:00]	313	144	136	123	120	118	66	36	26	1	3	0	0	0	0	1086	
	313	144	136	123	120	118	66	36	26	1	3	0	0	0	0	1086	
[18:00-19:00]	180	48	68	100	139	114	83	35	15	6	1	1	0	0	0	790	
	180	48	68	100	139	114	83	35	15	6	1	1	0	0	0	790	
[19:00-20:00]	71	40	54	83	121	128	70	22	15	1	4	0	0	0	0	609	
	71	40	54	83	121	128	70	22	15	1	4	0	0	0	0	609	
[20:00-21:00]	47	25	35	89	111	101	66	36	13	2	2	0	0	0	0	527	
	47	25	35	89	111	101	66	36	13	2	2	0	0	0	0	527	
[21:00-22:00]	5	6	31	54	79	86	76	23	27	6	3	2	0	0	0	398	
	5	6	31	54	79	86	76	23	27	6	3	2	0	0	0	398	
[22:00-23:00]	7	3	10	24	29	30	36	23	18	4	3	2	0	0	0	189	
	7	3	10	24	29	30	36	23	18	4	3	2	0	0	0	189	
[23:00-00:00]	6	2	6	18	22	29	27	10	8	0	4	3	0	0	0	135	
	6	2	6	18	22	29	27	10	8	0	4	3	0	0	0	135	
Apr/03/12 00:00																	
Apr/04/12 00:00																	
	1221	546	763	1149	1653	1783	1361	695	435	104	65	21	0	0	0	9796	

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 - NB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 1003. The study was done in the NB lane at MCLAUGHLIN: 3714 - NB in Mississauga, ON in BTW BRISTOL & PARKWOOD PL county. The study began on Jun/09/11 at 00:00 and concluded on Jun/10/11 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 8551 vehicles passed through the location with a peak volume of 716 on Jun/09/11 at [17:00-18:00] and a minimum volume of 17 on Jun/09/11 at [03:00-04:00]. The AADT count for this study was 8,551.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 55 - 60 KM/H range or lower. The average speed for all classified vehicles was 58 KM/H with 81.69% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 55KM/H and the 85th percentile was 68.59 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >					
186	165	321	844	1470	1895	1444	993	639	205	118	0	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 8078 which represents 98 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 118 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 84 which represents 1 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >												
3261	4817	40	78	42	27	9	6												

CHART 2

HEADWAY

During the peak traffic period, on Jun/09/11 at [17:00-18:00] the average headway between vehicles was 5.021 seconds. During the slowest traffic period, on Jun/09/11 at [03:00-04:00] the average headway between vehicles was 200 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 14.94 and 42.17 degrees C.

Time/Speed Report

HI-Star ID: 1003		Begin: Jun/09/11 00:00										End: Jun/10/11 00:00				
Street: MCLAUGHLIN: 3714 - NB		Lane: NB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 8551				
County: BTW BRISTOL & PARKWOOD		AADT Factor: 1										AADT Count: 8,551				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Thu, Jun/09/11 [00:00-01:00]	1	0	0	5	12	20	20	12	8	7	1	0	0	0	0	86
	1	0	0	5	12	20	20	12	8	7	1	0	0	0	0	86
[01:00-02:00]	1	0	0	2	3	8	10	3	6	3	2	0	0	0	0	38
	1	0	0	2	3	8	10	3	6	3	2	0	0	0	0	38
[02:00-03:00]	1	0	0	1	1	4	3	3	4	2	2	0	0	0	0	21
	1	0	0	1	1	4	3	3	4	2	2	0	0	0	0	21
[03:00-04:00]	2	0	0	3	1	4	2	3	0	1	0	0	0	0	0	16
	2	0	0	3	1	4	2	3	0	1	0	0	0	0	0	16
[04:00-05:00]	0	1	0	1	4	3	2	4	2	2	1	0	0	0	0	20
	0	1	0	1	4	3	2	4	2	2	1	0	0	0	0	20
[05:00-06:00]	0	0	2	3	6	10	10	10	12	4	6	0	0	0	0	63
	0	0	2	3	6	10	10	10	12	4	6	0	0	0	0	63
[06:00-07:00]	2	2	7	12	34	58	47	38	33	8	6	0	0	0	0	247
	2	2	7	12	34	58	47	38	33	8	6	0	0	0	0	247
[07:00-08:00]	15	17	26	56	93	100	79	58	41	17	8	0	0	0	0	510
	15	17	26	56	93	100	79	58	41	17	8	0	0	0	0	510
[08:00-09:00]	10	12	42	81	131	152	104	67	42	16	6	0	0	0	0	663
	10	12	42	81	131	152	104	67	42	16	6	0	0	0	0	663
[09:00-10:00]	13	9	24	58	72	90	63	37	29	6	3	0	0	0	0	404
	13	9	24	58	72	90	63	37	29	6	3	0	0	0	0	404
[10:00-11:00]	7	5	13	35	59	70	67	47	31	11	6	0	0	0	0	351
	7	5	13	35	59	70	67	47	31	11	6	0	0	0	0	351
[11:00-12:00]	4	4	8	19	68	96	76	51	35	10	11	0	0	0	0	382
	4	4	8	19	68	96	76	51	35	10	11	0	0	0	0	382
[12:00-13:00]	13	10	19	52	77	106	69	40	19	12	6	0	0	0	0	423
	13	10	19	52	77	106	69	40	19	12	6	0	0	0	0	423
[13:00-14:00]	9	7	16	55	84	106	92	52	40	10	4	0	0	0	0	475

Time/Speed Report

HI-Star ID: 1003				Begin: Jun/09/11 00:00								End: Jun/10/11 00:00				
Street: MCLAUGHLIN: 3714 - NB				Lane: NB								Hours: 24.00				
State: ON				Oper: MD								Period: 60				
City: Mississauga				Posted: 50								Raw Count: 8551				
County: BTW BRISTOL & PARKWOOD				AADT Factor: 1								AADT Count: 8,551				
Date	<	35	40	45	50	55	60	65	70	75	80	85	90	95	100	
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	34	39	44	49	54	59	64	69	74	79	84	89	94	99	>	Total
Thu, Jun/09/11																
	9	7	16	55	84	106	92	52	40	10	4	0	0	0	0	475
[14:00-15:00]	11	6	17	34	88	122	88	64	29	6	5	0	0	0	0	470
	11	6	17	34	88	122	88	64	29	6	5	0	0	0	0	470
[15:00-16:00]	11	6	8	50	90	114	90	71	36	17	9	0	0	0	0	502
	11	6	8	50	90	114	90	71	36	17	9	0	0	0	0	502
[16:00-17:00]	10	12	28	57	110	148	116	98	52	12	4	0	0	0	0	647
	10	12	28	57	110	148	116	98	52	12	4	0	0	0	0	647
[17:00-18:00]	26	30	38	70	116	159	125	67	46	15	6	0	0	0	0	698
	26	30	38	70	116	159	125	67	46	15	6	0	0	0	0	698
[18:00-19:00]	28	20	30	76	127	138	99	64	32	10	7	0	0	0	0	631
	28	20	30	76	127	138	99	64	32	10	7	0	0	0	0	631
[19:00-20:00]	8	7	20	57	103	116	94	54	39	12	12	0	0	0	0	522
	8	7	20	57	103	116	94	54	39	12	12	0	0	0	0	522
[20:00-21:00]	2	7	5	50	89	121	72	48	30	6	2	0	0	0	0	432
	2	7	5	50	89	121	72	48	30	6	2	0	0	0	0	432
[21:00-22:00]	6	7	11	45	56	68	43	40	31	8	4	0	0	0	0	319
	6	7	11	45	56	68	43	40	31	8	4	0	0	0	0	319
[22:00-23:00]	3	2	2	13	27	48	32	35	28	4	6	0	0	0	0	200
	3	2	2	13	27	48	32	35	28	4	6	0	0	0	0	200
[23:00-00:00]	3	1	5	9	19	34	41	27	14	6	1	0	0	0	0	160
	3	1	5	9	19	34	41	27	14	6	1	0	0	0	0	160
Jun/09/11 00:00																
Jun/10/11 00:00																
	186	165	321	844	1470	1895	1444	993	639	205	118	0	0	0	0	8280

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 - SB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 1476. The study was done in the SB lane at MCLAUGHLIN: 3714 - SB in Mississauga, ON in BTW BRISTOL & PARKWOOD PL county. The study began on Jun/09/11 at 00:00 and concluded on Jun/10/11 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 7249 vehicles passed through the location with a peak volume of 653 on Jun/09/11 at [17:00-18:00] and a minimum volume of 9 on Jun/09/11 at [04:00-05:00]. The AADT count for this study was 7,249.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 65 - 70 KM/H range or lower. The average speed for all classified vehicles was 61 KM/H with 84.20% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 65KM/H and the 85th percentile was 72.68 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >				
238	141	286	449	736	1019	1210	1289	1168	364	151	0	0	0	0				

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6976 which represents 99 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 48 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 27 which represents 0 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >											
1105	5871	19	29	16	6	3	2											

CHART 2

HEADWAY

During the peak traffic period, on Jun/09/11 at [17:00-18:00] the average headway between vehicles was 5.505 seconds. During the slowest traffic period, on Jun/09/11 at [04:00-05:00] the average headway between vehicles was 360 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 14.94 and 42.17 degrees C.

Time/Speed Report

HI-Star ID: 1476		Begin: Jun/09/11 00:00										End: Jun/10/11 00:00				
Street: MCLAUGHLIN: 3714 - SB		Lane: SB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 7249				
County: BTW BRISTOL & PARKWOOD		AADT Factor: 1										AADT Count: 7,249				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Thu, Jun/09/11 [00:00-01:00]	1	0	1	3	4	19	16	18	13	9	2	0	0	0	0	86
	1	0	1	3	4	19	16	18	13	9	2	0	0	0	0	86
[01:00-02:00]	0	1	2	2	0	4	6	5	14	4	4	0	0	0	0	42
	0	1	2	2	0	4	6	5	14	4	4	0	0	0	0	42
[02:00-03:00]	0	0	0	0	0	3	3	5	4	3	2	0	0	0	0	20
	0	0	0	0	0	3	3	5	4	3	2	0	0	0	0	20
[03:00-04:00]	1	0	0	3	1	1	6	3	4	1	0	0	0	0	0	20
	1	0	0	3	1	1	6	3	4	1	0	0	0	0	0	20
[04:00-05:00]	0	0	0	0	1	0	0	2	3	1	0	0	0	0	0	7
	0	0	0	0	1	0	0	2	3	1	0	0	0	0	0	7
[05:00-06:00]	0	0	0	1	3	3	12	10	4	6	5	0	0	0	0	44
	0	0	0	1	3	3	12	10	4	6	5	0	0	0	0	44
[06:00-07:00]	0	1	2	2	9	17	8	32	40	17	12	0	0	0	0	140
	0	1	2	2	9	17	8	32	40	17	12	0	0	0	0	140
[07:00-08:00]	6	5	5	19	28	36	60	56	76	16	13	0	0	0	0	320
	6	5	5	19	28	36	60	56	76	16	13	0	0	0	0	320
[08:00-09:00]	6	3	11	16	23	43	45	97	129	46	19	0	0	0	0	438
	6	3	11	16	23	43	45	97	129	46	19	0	0	0	0	438
[09:00-10:00]	13	3	8	13	14	45	48	54	53	16	6	0	0	0	0	273
	13	3	8	13	14	45	48	54	53	16	6	0	0	0	0	273
[10:00-11:00]	4	0	7	17	15	32	47	82	77	18	9	0	0	0	0	308
	4	0	7	17	15	32	47	82	77	18	9	0	0	0	0	308
[11:00-12:00]	4	1	7	18	31	56	60	79	51	13	6	0	0	0	0	326
	4	1	7	18	31	56	60	79	51	13	6	0	0	0	0	326
[12:00-13:00]	16	12	18	22	46	49	88	74	84	10	7	0	0	0	0	426
	16	12	18	22	46	49	88	74	84	10	7	0	0	0	0	426
[13:00-14:00]	9	6	15	24	44	60	87	92	67	18	3	0	0	0	0	425

Time/Speed Report

HI-Star ID: 1476			Begin: Jun/09/11 00:00										End: Jun/10/11 00:00			
Street: MCLAUGHLIN: 3714 - SB			Lane: SB										Hours: 24.00			
State: ON			Oper: MD										Period: 60			
City: Mississauga			Posted: 50										Raw Count: 7249			
County: BTW BRISTOL & PARKWOOD			AADT Factor: 1										AADT Count: 7,249			
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Thu, Jun/09/11																
	9	6	15	24	44	60	87	92	67	18	3	0	0	0	0	425
[14:00-15:00]	2	5	11	26	41	66	82	70	69	22	4	0	0	0	0	398
	2	5	11	26	41	66	82	70	69	22	4	0	0	0	0	398
[15:00-16:00]	12	11	17	38	48	82	92	78	52	24	6	0	0	0	0	460
	12	11	17	38	48	82	92	78	52	24	6	0	0	0	0	460
[16:00-17:00]	32	10	37	44	71	76	66	103	91	33	12	0	0	0	0	575
	32	10	37	44	71	76	66	103	91	33	12	0	0	0	0	575
[17:00-18:00]	76	28	46	49	85	75	85	78	77	25	7	0	0	0	0	631
	76	28	46	49	85	75	85	78	77	25	7	0	0	0	0	631
[18:00-19:00]	31	23	41	45	55	75	80	91	72	16	5	0	0	0	0	534
	31	23	41	45	55	75	80	91	72	16	5	0	0	0	0	534
[19:00-20:00]	8	13	21	36	61	79	86	66	48	20	7	0	0	0	0	445
	8	13	21	36	61	79	86	66	48	20	7	0	0	0	0	445
[20:00-21:00]	10	14	12	22	46	69	92	71	39	18	5	0	0	0	0	398
	10	14	12	22	46	69	92	71	39	18	5	0	0	0	0	398
[21:00-22:00]	5	4	17	28	71	71	72	47	36	10	4	0	0	0	0	365
	5	4	17	28	71	71	72	47	36	10	4	0	0	0	0	365
[22:00-23:00]	1	0	6	13	25	29	40	46	41	9	4	0	0	0	0	214
	1	0	6	13	25	29	40	46	41	9	4	0	0	0	0	214
[23:00-00:00]	1	1	2	8	14	29	29	30	24	9	9	0	0	0	0	156
	1	1	2	8	14	29	29	30	24	9	9	0	0	0	0	156
Jun/09/11 00:00																
Jun/10/11 00:00																
	238	141	286	449	736	1019	1210	1289	1168	364	151	0	0	0	0	7051

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 SB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 4296. The study was done in the SB lane at MCLAUGHLIN: 3714 SB in Mississauga, ON in BTWN BRISTOL AND PARKWOOD PL. county. The study began on May/26/10 at 00:00 and concluded on May/27/10 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 10884 vehicles passed through the location with a peak volume of 985 on May/26/10 at [17:00-18:00] and a minimum volume of 16 on May/26/10 at [04:00-05:00]. The AADT count for this study was 10,884.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 55 - 60 KM/H range or lower. The average speed for all classified vehicles was 55 KM/H with 71.73% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.27 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 55KM/H and the 85th percentile was 64.78 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >					
346	322	599	1776	2208	2322	1649	819	343	166	83	53	50	29	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 10623 which represents 99 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 94 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 48 which represents 0 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >												
9389	1234	19	75	29	15	3	1												

CHART 2

HEADWAY

During the peak traffic period, on May/26/10 at [17:00-18:00] the average headway between vehicles was 3.651 seconds. During the slowest traffic period, on May/26/10 at [04:00-05:00] the average headway between vehicles was 211.765 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 18.28 and 36.61 degrees C. The HI-STAR determined that the roadway surface was Dry 100.00% of the time.

Time/Speed Report

HI-Star ID: 4296		Begin: May/26/10 00:00										End: May/27/10 00:00				
Street: MCLAUGHLIN: 3714 SB		Lane: SB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 10884				
County: BTWN BRISTOL AND PARKWC		AADT Factor: 1										AADT Count: 10,884				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Wed, May/26/10 [00:00-01:00]	2	3	1	12	17	25	20	6	5	0	1	1	1	0	0	94
	2	3	1	12	17	25	20	6	5	0	1	1	1	0	0	94
[01:00-02:00]	1	0	2	4	5	12	12	5	5	2	1	0	0	0	0	49
	1	0	2	4	5	12	12	5	5	2	1	0	0	0	0	49
[02:00-03:00]	0	0	0	4	12	7	7	8	1	2	0	1	0	0	0	42
	0	0	0	4	12	7	7	8	1	2	0	1	0	0	0	42
[03:00-04:00]	0	0	0	1	3	4	5	3	2	1	0	1	0	0	0	20
	0	0	0	1	3	4	5	3	2	1	0	1	0	0	0	20
[04:00-05:00]	0	0	1	0	3	3	5	3	1	0	0	0	0	0	0	16
	0	0	1	0	3	3	5	3	1	0	0	0	0	0	0	16
[05:00-06:00]	0	1	0	0	10	20	11	5	4	3	0	0	0	0	0	54
	0	1	0	0	10	20	11	5	4	3	0	0	0	0	0	54
[06:00-07:00]	4	4	5	21	36	41	45	21	11	7	4	1	4	1	0	205
	4	4	5	21	36	41	45	21	11	7	4	1	4	1	0	205
[07:00-08:00]	3	4	7	42	69	119	96	51	24	9	0	3	3	1	0	431
	3	4	7	42	69	119	96	51	24	9	0	3	3	1	0	431
[08:00-09:00]	14	13	18	66	111	126	97	40	14	11	0	5	3	1	0	519
	14	13	18	66	111	126	97	40	14	11	0	5	3	1	0	519
[09:00-10:00]	3	5	12	62	82	99	75	53	16	9	3	6	4	1	0	430
	3	5	12	62	82	99	75	53	16	9	3	6	4	1	0	430
[10:00-11:00]	4	3	20	46	64	107	81	46	23	9	8	2	3	1	0	417
	4	3	20	46	64	107	81	46	23	9	8	2	3	1	0	417
[11:00-12:00]	13	4	15	73	120	136	99	36	18	9	5	2	4	3	0	537
	13	4	15	73	120	136	99	36	18	9	5	2	4	3	0	537
[12:00-13:00]	14	12	29	106	157	143	113	54	22	8	5	3	0	1	0	667
	14	12	29	106	157	143	113	54	22	8	5	3	0	1	0	667
[13:00-14:00]	14	17	43	107	145	113	83	43	17	7	5	3	1	1	0	599

Time/Speed Report

HI-Star ID: 4296		Begin: May/26/10 00:00										End: May/27/10 00:00				
Street: MCLAUGHLIN: 3714 SB		Lane: SB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 10884				
County: BTWN BRISTOL AND PARKWC		AADT Factor: 1										AADT Count: 10,884				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Wed, May/26/10																
	14	17	43	107	145	113	83	43	17	7	5	3	1	1	0	599
[14:00-15:00]	8	8	23	84	153	160	80	45	22	11	3	6	3	2	0	608
	8	8	23	84	153	160	80	45	22	11	3	6	3	2	0	608
[15:00-16:00]	22	27	44	122	148	156	106	48	19	12	5	0	3	0	0	712
	22	27	44	122	148	156	106	48	19	12	5	0	3	0	0	712
[16:00-17:00]	52	42	50	148	146	167	135	72	25	16	9	5	4	4	0	875
	52	42	50	148	146	167	135	72	25	16	9	5	4	4	0	875
[17:00-18:00]	76	64	103	199	154	149	116	61	19	13	10	1	4	4	0	973
	76	64	103	199	154	149	116	61	19	13	10	1	4	4	0	973
[18:00-19:00]	39	49	58	173	157	148	106	50	21	15	5	3	3	0	0	827
	39	49	58	173	157	148	106	50	21	15	5	3	3	0	0	827
[19:00-20:00]	28	23	49	150	169	167	71	37	19	2	8	4	4	3	0	734
	28	23	49	150	169	167	71	37	19	2	8	4	4	3	0	734
[20:00-21:00]	21	21	48	142	168	146	88	49	20	9	7	2	4	1	0	726
	21	21	48	142	168	146	88	49	20	9	7	2	4	1	0	726
[21:00-22:00]	18	11	42	114	156	130	79	33	17	3	2	1	1	3	0	610
	18	11	42	114	156	130	79	33	17	3	2	1	1	3	0	610
[22:00-23:00]	6	5	15	65	79	82	71	24	6	6	1	2	1	2	0	365
	6	5	15	65	79	82	71	24	6	6	1	2	1	2	0	365
[23:00-00:00]	4	6	14	35	44	62	48	26	12	2	1	1	0	0	0	255
	4	6	14	35	44	62	48	26	12	2	1	1	0	0	0	255
May/26/10 00:00																
May/27/10 00:00	346	322	599	1776	2208	2322	1649	819	343	166	83	53	50	29	0	10765

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 NB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 4302. The study was done in the NB lane at MCLAUGHLIN: 3714 NB in Mississauga, ON in BTWN BRISTOL AND PARKWOOD PL. county. The study began on May/26/10 at 00:00 and concluded on May/27/10 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 9356 vehicles passed through the location with a peak volume of 834 on May/26/10 at [17:00-18:00] and a minimum volume of 21 on May/26/10 at [04:00-05:00]. The AADT count for this study was 9,356.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 KM/H range or lower. The average speed for all classified vehicles was 51 KM/H with 57.11% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.22 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 45KM/H and the 85th percentile was 60.92 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >					
526	323	780	2360	2166	1595	843	382	145	70	38	25	28	20	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 9175 which represents 99 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 69 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 57 which represents 1 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >												
8615	560	19	50	44	8	3	2												

CHART 2

HEADWAY

During the peak traffic period, on May/26/10 at [17:00-18:00] the average headway between vehicles was 4.311 seconds. During the slowest traffic period, on May/26/10 at [04:00-05:00] the average headway between vehicles was 163.636 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 22.72 and 41.06 degrees C. The HI-STAR determined that the roadway surface was Dry 66.67% of the time.

Time/Speed Report

HI-Star ID: 4302 Street: MCLAUGHLIN: 3714 NB State: ON City: Mississauga County: BTWN BRISTOL AND PARKWC				Begin: May/26/10 00:00 Lane: NB Oper: MD Posted: 50 AADT Factor: 1								End: May/27/10 00:00 Hours: 24.00 Period: 60 Raw Count: 9356 AADT Count: 9,356					
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total	
Wed, May/26/10 [00:00-01:00]	0	1	5	16	21	26	11	6	3	1	2	1	3	0	0	96	
	0	1	5	16	21	26	11	6	3	1	2	1	3	0	0	96	
[01:00-02:00]	1	0	1	7	9	9	4	5	3	0	1	1	0	1	0	42	
	1	0	1	7	9	9	4	5	3	0	1	1	0	1	0	42	
[02:00-03:00]	1	0	2	5	6	8	3	3	1	2	1	0	0	0	0	32	
	1	0	2	5	6	8	3	3	1	2	1	0	0	0	0	32	
[03:00-04:00]	0	0	0	5	5	7	3	3	0	1	0	0	0	1	0	25	
	0	0	0	5	5	7	3	3	0	1	0	0	0	1	0	25	
[04:00-05:00]	1	0	1	3	4	5	1	2	1	2	0	1	0	0	0	21	
	1	0	1	3	4	5	1	2	1	2	0	1	0	0	0	21	
[05:00-06:00]	6	2	4	22	11	9	11	5	3	1	0	1	0	1	0	76	
	6	2	4	22	11	9	11	5	3	1	0	1	0	1	0	76	
[06:00-07:00]	7	8	15	79	54	37	28	4	6	4	0	0	1	0	0	243	
	7	8	15	79	54	37	28	4	6	4	0	0	1	0	0	243	
[07:00-08:00]	15	16	69	155	117	57	46	12	6	1	0	1	1	0	0	496	
	15	16	69	155	117	57	46	12	6	1	0	1	1	0	0	496	
[08:00-09:00]	35	33	65	171	140	93	49	16	6	6	1	1	3	0	0	619	
	35	33	65	171	140	93	49	16	6	6	1	1	3	0	0	619	
[09:00-10:00]	12	6	21	81	99	90	52	20	11	6	2	0	2	0	0	402	
	12	6	21	81	99	90	52	20	11	6	2	0	2	0	0	402	
[10:00-11:00]	5	5	20	90	106	78	31	17	2	3	2	1	0	0	0	360	
	5	5	20	90	106	78	31	17	2	3	2	1	0	0	0	360	
[11:00-12:00]	11	7	24	88	116	96	48	22	9	3	1	5	1	1	0	432	
	11	7	24	88	116	96	48	22	9	3	1	5	1	1	0	432	
[12:00-13:00]	9	8	32	133	140	102	51	19	6	1	1	0	2	2	0	506	
	9	8	32	133	140	102	51	19	6	1	1	0	2	2	0	506	
[13:00-14:00]	26	26	48	144	140	110	49	18	8	6	4	1	1	2	0	583	

Time/Speed Report

HI-Star ID: 4302		Begin: May/26/10 00:00										End: May/27/10 00:00				
Street: MCLAUGHLIN: 3714 NB		Lane: NB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 9356				
County: BTWN BRISTOL AND PARKWC		AADT Factor: 1										AADT Count: 9,356				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Wed, May/26/10																
	26	26	48	144	140	110	49	18	8	6	4	1	1	2	0	583
[14:00-15:00]	23	21	44	152	146	95	55	36	5	6	1	3	1	1	0	589
	23	21	44	152	146	95	55	36	5	6	1	3	1	1	0	589
[15:00-16:00]	17	24	38	148	146	91	46	27	13	2	3	1	6	0	0	562
	17	24	38	148	146	91	46	27	13	2	3	1	6	0	0	562
[16:00-17:00]	39	21	57	188	175	105	63	26	16	2	5	2	3	2	0	704
	39	21	57	188	175	105	63	26	16	2	5	2	3	2	0	704
[17:00-18:00]	198	59	90	170	137	93	40	17	6	3	4	0	0	1	0	818
	198	59	90	170	137	93	40	17	6	3	4	0	0	1	0	818
[18:00-19:00]	53	29	67	186	158	129	68	22	12	12	4	3	0	2	0	745
	53	29	67	186	158	129	68	22	12	12	4	3	0	2	0	745
[19:00-20:00]	27	19	73	154	154	107	49	29	8	1	0	0	2	2	0	625
	27	19	73	154	154	107	49	29	8	1	0	0	2	2	0	625
[20:00-21:00]	14	14	43	156	94	84	33	22	4	4	2	0	0	1	0	471
	14	14	43	156	94	84	33	22	4	4	2	0	0	1	0	471
[21:00-22:00]	12	16	36	95	88	76	38	25	10	0	2	1	1	1	0	401
	12	16	36	95	88	76	38	25	10	0	2	1	1	1	0	401
[22:00-23:00]	8	5	17	78	69	53	32	16	4	1	1	1	1	1	0	287
	8	5	17	78	69	53	32	16	4	1	1	1	1	1	0	287
[23:00-00:00]	6	3	8	34	31	35	32	10	2	2	1	1	0	1	0	166
	6	3	8	34	31	35	32	10	2	2	1	1	0	1	0	166
May/26/10 00:00 May/27/10 00:00	526	323	780	2360	2166	1595	843	382	145	70	38	25	28	20	0	9301

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 NB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 4334. The study was done in the NB lane at MCLAUGHLIN: 3714 NB in Mississauga, ON in BTWN BRISTOL AND PARKWOOD PL. county. The study began on Mar/27/09 at 00:00 and concluded on Mar/28/09 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 11266 vehicles passed through the location with a peak volume of 1004 on Mar/27/09 at [17:00-18:00] and a minimum volume of 12 on Mar/27/09 at [03:00-04:00]. The AADT count for this study was 11,266.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 55 - 60 KM/H range or lower. The average speed for all classified vehicles was 55 KM/H with 73.16% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 55KM/H and the 85th percentile was 65.11 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >					
284	239	584	1900	2359	2423	1712	961	414	196	89	42	0	0	0					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 11090 which represents 99 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 80 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 33 which represents 0 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >												
10297	793	8	72	24	5	3	1												

CHART 2

HEADWAY

During the peak traffic period, on Mar/27/09 at [17:00-18:00] the average headway between vehicles was 3.582 seconds. During the slowest traffic period, on Mar/27/09 at [03:00-04:00] the average headway between vehicles was 276.923 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 2.17 and 20.50 degrees C. The HI-STAR determined that the roadway surface was Dry 100.00% of the time.

Time/Speed Report

HI-Star ID: 4334		Begin: Mar/27/09 00:00										End: Mar/28/09 00:00				
Street: MCLAUGHLIN: 3714 NB		Lane: NB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 11266				
County: BTWN BRISTOL AND PARKWC		AADT Factor: 1										AADT Count: 11,266				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Fri, Mar/27/09 [00:00-01:00]	3	1	6	6	18	13	10	8	6	3	1	0	0	0	0	75
	3	1	6	6	18	13	10	8	6	3	1	0	0	0	0	75
[01:00-02:00]	2	2	2	3	7	1	3	2	1	3	0	0	0	0	0	26
	2	2	2	3	7	1	3	2	1	3	0	0	0	0	0	26
[02:00-03:00]	0	1	4	7	1	5	6	3	0	1	1	0	0	0	0	29
	0	1	4	7	1	5	6	3	0	1	1	0	0	0	0	29
[03:00-04:00]	0	0	0	1	2	4	2	3	0	0	0	0	0	0	0	12
	0	0	0	1	2	4	2	3	0	0	0	0	0	0	0	12
[04:00-05:00]	3	0	0	4	6	5	2	3	1	0	1	0	0	0	0	25
	3	0	0	4	6	5	2	3	1	0	1	0	0	0	0	25
[05:00-06:00]	2	0	2	7	9	10	10	13	8	4	2	0	0	0	0	67
	2	0	2	7	9	10	10	13	8	4	2	0	0	0	0	67
[06:00-07:00]	3	1	7	28	57	50	53	41	9	7	4	3	0	0	0	263
	3	1	7	28	57	50	53	41	9	7	4	3	0	0	0	263
[07:00-08:00]	45	25	53	122	126	124	115	60	16	7	7	0	0	0	0	700
	45	25	53	122	126	124	115	60	16	7	7	0	0	0	0	700
[08:00-09:00]	35	25	80	203	213	169	102	62	24	10	9	2	0	0	0	934
	35	25	80	203	213	169	102	62	24	10	9	2	0	0	0	934
[09:00-10:00]	10	12	13	54	119	140	101	60	28	9	0	2	0	0	0	548
	10	12	13	54	119	140	101	60	28	9	0	2	0	0	0	548
[10:00-11:00]	9	5	15	54	97	108	80	46	20	6	4	2	0	0	0	446
	9	5	15	54	97	108	80	46	20	6	4	2	0	0	0	446
[11:00-12:00]	6	7	8	50	94	137	77	56	31	14	7	3	0	0	0	490
	6	7	8	50	94	137	77	56	31	14	7	3	0	0	0	490
[12:00-13:00]	11	1	24	104	112	131	98	70	23	17	5	4	0	0	0	600
	11	1	24	104	112	131	98	70	23	17	5	4	0	0	0	600
[13:00-14:00]	5	6	7	79	114	152	120	76	36	11	5	3	0	0	0	614

Time/Speed Report

HI-Star ID: 4334		Begin: Mar/27/09 00:00										End: Mar/28/09 00:00				
Street: MCLAUGHLIN: 3714 NB		Lane: NB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 11266				
County: BTWN BRISTOL AND PARKWC		AADT Factor: 1										AADT Count: 11,266				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Fri, Mar/27/09																
	5	6	7	79	114	152	120	76	36	11	5	3	0	0	0	614
[14:00-15:00]	12	9	24	87	161	165	96	55	32	10	6	7	0	0	0	664
	12	9	24	87	161	165	96	55	32	10	6	7	0	0	0	664
[15:00-16:00]	16	15	24	127	161	144	110	59	34	16	2	0	0	0	0	708
	16	15	24	127	161	144	110	59	34	16	2	0	0	0	0	708
[16:00-17:00]	20	27	56	180	156	170	107	43	15	11	4	2	0	0	0	791
	20	27	56	180	156	170	107	43	15	11	4	2	0	0	0	791
[17:00-18:00]	27	32	88	179	205	199	144	70	31	17	6	2	0	0	0	1000
	27	32	88	179	205	199	144	70	31	17	6	2	0	0	0	1000
[18:00-19:00]	27	30	75	173	221	155	137	56	20	11	4	5	0	0	0	914
	27	30	75	173	221	155	137	56	20	11	4	5	0	0	0	914
[19:00-20:00]	12	14	24	133	150	179	126	62	22	16	6	1	0	0	0	745
	12	14	24	133	150	179	126	62	22	16	6	1	0	0	0	745
[20:00-21:00]	11	11	25	116	129	147	70	46	27	7	4	2	0	0	0	595
	11	11	25	116	129	147	70	46	27	7	4	2	0	0	0	595
[21:00-22:00]	10	7	33	91	95	82	64	26	12	7	6	1	0	0	0	434
	10	7	33	91	95	82	64	26	12	7	6	1	0	0	0	434
[22:00-23:00]	11	6	9	61	58	84	42	22	10	4	3	2	0	0	0	312
	11	6	9	61	58	84	42	22	10	4	3	2	0	0	0	312
[23:00-00:00]	4	2	5	31	48	49	37	19	8	5	2	1	0	0	0	211
	4	2	5	31	48	49	37	19	8	5	2	1	0	0	0	211
Mar/27/09 00:00																
Mar/28/09 00:00																
	284	239	584	1900	2359	2423	1712	961	414	196	89	42	0	0	0	11203

Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Mississauga
Street: MCLAUGHLIN: 3714 SB
Location: 3714

A study of vehicle traffic was conducted with HI-STAR unit number 3373. The study was done in the SB lane at MCLAUGHLIN: 3714 SB in Mississauga, ON in BTWN BRISTOL AND PARKWOOD PL. county. The study began on Mar/27/09 at 00:00 and concluded on Mar/28/09 at 00:00, lasting a total of 24.00 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 10921 vehicles passed through the location with a peak volume of 1069 on Mar/27/09 at [16:00-17:00] and a minimum volume of 17 on Mar/27/09 at [03:00-04:00]. The AADT count for this study was 10,921.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 55 KM/H range or lower. The average speed for all classified vehicles was 55 KM/H with 77.09% vehicles exceeding the posted speed of 50 KM/H. The HI-STAR found 0.00 percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 63.87 KM/H.

< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >				
184	142	387	1772	2744	2705	1661	727	330	110	54	30	0	0	0				

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 10742 which represents 99 percent of the total classified vehicles. The number of Vans & Pickups in the study was 0 which represents 0 percent of the total classified vehicles. The number of Busses & Trucks in the study was 71 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 33 which represents 0 percent of the total classified vehicles.

< to 4.8	4.9 to 9.0	9.1 to 10.0	10.1 to 13.0	13.1 to 15.8	15.9 to 18.8	18.9 to 22.5	22.6 to >											
9594	1148	23	48	22	9	2	0											

CHART 2

HEADWAY

During the peak traffic period, on Mar/27/09 at [16:00-17:00] the average headway between vehicles was 3.364 seconds. During the slowest traffic period, on Mar/27/09 at [03:00-04:00] the average headway between vehicles was 200 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 2.17 and 19.39 degrees C. The HI-STAR determined that the roadway surface was Dry 100.00% of the time.

Time/Speed Report

HI-Star ID:3373				Begin: Mar/27/09 00:00								End: Mar/28/09 00:00				
Street: MCLAUGHLIN: 3714 SB				Lane: SB								Hours: 24.00				
State: ON				Oper: MD								Period: 60				
City: Mississauga				Posted: 50								Raw Count: 10921				
County: BTWN BRISTOL AND PARKWC				AADT Factor: 1								AADT Count: 10,921				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Fri, Mar/27/09 [00:00-01:00]	1	1	0	16	12	18	17	7	4	1	0	0	0	0	0	77
	1	1	0	16	12	18	17	7	4	1	0	0	0	0	0	77
[01:00-02:00]	0	1	0	6	5	10	10	5	2	3	1	0	0	0	0	43
	0	1	0	6	5	10	10	5	2	3	1	0	0	0	0	43
[02:00-03:00]	0	1	1	2	5	7	4	2	4	1	2	1	0	0	0	30
	0	1	1	2	5	7	4	2	4	1	2	1	0	0	0	30
[03:00-04:00]	1	0	1	1	1	5	2	4	1	1	0	0	0	0	0	17
	1	0	1	1	1	5	2	4	1	1	0	0	0	0	0	17
[04:00-05:00]	0	0	0	0	2	5	4	4	2	1	0	0	0	0	0	18
	0	0	0	0	2	5	4	4	2	1	0	0	0	0	0	18
[05:00-06:00]	0	0	1	4	11	8	8	5	5	2	1	0	0	0	0	45
	0	0	1	4	11	8	8	5	5	2	1	0	0	0	0	45
[06:00-07:00]	3	0	1	22	32	45	39	14	5	3	1	2	0	0	0	167
	3	0	1	22	32	45	39	14	5	3	1	2	0	0	0	167
[07:00-08:00]	14	16	11	50	94	131	108	48	29	8	4	0	0	0	0	513
	14	16	11	50	94	131	108	48	29	8	4	0	0	0	0	513
[08:00-09:00]	5	7	16	99	153	172	109	42	26	6	4	0	0	0	0	639
	5	7	16	99	153	172	109	42	26	6	4	0	0	0	0	639
[09:00-10:00]	8	4	15	72	79	120	71	25	13	3	1	1	0	0	0	412
	8	4	15	72	79	120	71	25	13	3	1	1	0	0	0	412
[10:00-11:00]	5	1	10	56	92	98	82	32	22	6	1	2	0	0	0	407
	5	1	10	56	92	98	82	32	22	6	1	2	0	0	0	407
[11:00-12:00]	10	7	3	43	122	136	99	55	15	7	3	2	0	0	0	502
	10	7	3	43	122	136	99	55	15	7	3	2	0	0	0	502
[12:00-13:00]	12	8	16	78	110	152	115	65	19	6	3	1	0	0	0	585
	12	8	16	78	110	152	115	65	19	6	3	1	0	0	0	585
[13:00-14:00]	12	8	19	65	111	138	96	59	28	8	5	1	0	0	0	550

Time/Speed Report

HI-Star ID: 3373		Begin: Mar/27/09 00:00										End: Mar/28/09 00:00				
Street: MCLAUGHLIN: 3714 SB		Lane: SB										Hours: 24.00				
State: ON		Oper: MD										Period: 60				
City: Mississauga		Posted: 50										Raw Count: 10921				
County: BTWN BRISTOL AND PARKWC		AADT Factor: 1										AADT Count: 10,921				
Date And Time Range	< to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to >	Total
Fri, Mar/27/09																
	12	8	19	65	111	138	96	59	28	8	5	1	0	0	0	550
[14:00-15:00]	9	8	22	97	177	167	100	44	20	6	4	2	0	0	0	656
	9	8	22	97	177	167	100	44	20	6	4	2	0	0	0	656
[15:00-16:00]	10	16	29	127	188	194	136	64	22	6	3	2	0	0	0	797
	10	16	29	127	188	194	136	64	22	6	3	2	0	0	0	797
[16:00-17:00]	23	10	47	218	299	264	116	37	21	14	7	3	0	0	0	1059
	23	10	47	218	299	264	116	37	21	14	7	3	0	0	0	1059
[17:00-18:00]	25	14	53	171	292	260	127	65	19	8	3	4	0	0	0	1041
	25	14	53	171	292	260	127	65	19	8	3	4	0	0	0	1041
[18:00-19:00]	12	3	18	121	229	238	156	59	17	10	3	3	0	0	0	869
	12	3	18	121	229	238	156	59	17	10	3	3	0	0	0	869
[19:00-20:00]	9	8	21	118	242	192	99	39	21	3	1	1	0	0	0	754
	9	8	21	118	242	192	99	39	21	3	1	1	0	0	0	754
[20:00-21:00]	11	9	52	197	204	109	44	13	7	0	1	3	0	0	0	650
	11	9	52	197	204	109	44	13	7	0	1	3	0	0	0	650
[21:00-22:00]	10	15	35	104	139	96	46	13	10	1	1	0	0	0	0	470
	10	15	35	104	139	96	46	13	10	1	1	0	0	0	0	470
[22:00-23:00]	2	2	12	55	75	85	43	13	11	2	2	1	0	0	0	303
	2	2	12	55	75	85	43	13	11	2	2	1	0	0	0	303
[23:00-00:00]	2	3	4	50	70	55	30	13	7	4	3	1	0	0	0	242
	2	3	4	50	70	55	30	13	7	4	3	1	0	0	0	242
Mar/27/09 00:00																
Mar/28/09 00:00	184	142	387	1772	2744	2705	1661	727	330	110	54	30	0	0	0	10846