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NOISE FEASIBILITY STUDY

600-620 Lolita Gardens

Mississauga, Ontario

Prepared for:

Hanseatic Holdings Limited.
200-16 Esna Park Dr
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L3R 5X1

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1 INTRODUCTION AND SUMMARY

HGC Engineering was retained by Hanseatic Holdings Limited to undertake a Noise Feasibility Study for a proposed development of 600-620 Lolita Gardens in Mississauga, Ontario. This study is based on preliminary architectural plans dated July 5, 2019 "Issued for Rezoning Application" by Quadrangle Architects Limited.

The subject site is located northwest of the Dundas Street East and Cawthra Road intersection, west of the connecting link road. The current proposal includes the construction of one 25-storey apartment building incorporating a 5-storey podium. A key plan is attached as Figure 1, and the proposed site plan is attached as Figure 2.

The subject site is in an urbanized area of Mississauga. Road and rail traffic are expected to be the primary noise sources with potential impact on the proposed development. Road and rail traffic volumes were obtained from the project traffic consultant and Metrolinx/CP Rail and adjusted as warranted to account for future potential growth. The traffic data was used to estimate future sound levels (L_{EQ}) at the location of the proposed building facades. The estimated sound levels were evaluated with respect to the guidelines of the Ministry of the Environment, Conservation, and Parks ("MECP"). The appropriate sound insulation requirements of the building façades, and related noise control measures and warning clauses are discussed in the body of the report.

In conclusion, with suitable controls integrated into the building and site plans, the proposed development is anticipated to meet MECP guidelines and acceptable standards from the perspective of noise impact. Details of the assessment leading to this conclusion are provided herein.

2 SITE DESCRIPTION AND SOURCES OF SOUND

The proposed development at 600-620 Lolita Gardens includes the construction of one 25-storey residential building incorporating a 5-storey podium. The plans show 4 levels of underground parking. The ground floor will include a lobby, loading and garbage rooms, and several indoor amenity spaces. Outdoor living areas are shown at the north side of the proposed building at grade. Floors 2-25 will consist only of residential suites, and a green roof is proposed where the building

steps back at the 22nd floor. An additional outdoor amenity area is shown on the east end of the site adjacent to the existing pool structure. An acoustic barrier is shown on the site plan protecting this amenity area.

A site visit was conducted by HGC Engineering on Dec 5, 2018 in order to conduct sound level measurements, and to make note of the acoustical environment. Primary sources of sound emissions at the subject site are traffic noise from Dundas St E and Cawthra Rd (as well as the connecting road on the northwest corner of the two roads), and the CPR rail line, which is to the south of the subject site. The minimum separation from the proposed building to the CPR rail line is approximately 230 m.

There are several buildings located on and adjacent to the subject site. A 21-storey apartment building exists at the north-east corner of the subject site (Cawthra Rd is assumed to run N-S), and a 17-storey apartment building exists to the south of the proposed development on the same subject site. Existing surface parking and an outdoor amenity area are located where the proposed new building is to be situated. To the west of the site is a 3-storey long-term care residence. There are existing light commercial and industrial facilities to the south of the subject site across Dundas St East. These neighboring buildings are well separated from the proposed development; these uses may generate some audible noise at times, but no sources of particular concern were identified.

The acoustical environment surrounding the site is urban in nature, and thus is best categorized as a Class 1 (urban) area under MECP guidelines.

3 NOISE CRITERIA

3.1 Road and Rail Traffic Noise

Guidelines for acceptable levels of road and rail traffic noise impacting residential developments are contained in the MECP publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning," August, 2013 (release date October 21, 2013), and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A-weighted deciBels [dBA].

Table 1: MECP Road/Rail Traffic Noise Criteria

Space	Daytime $L_{EQ(16\ hour)}$ Road/Rail [dBA]	Nighttime $L_{EQ(8\ hour)}$ Road/Rail [dBA]
Outdoor Living Areas	55	--
Inside Living/Dining Rooms	45/40	45/40
Inside Bedrooms	45/40	40/35

Daytime refers to the period between 07:00 and 23:00. Nighttime refers to the period between 23:00 and 07:00. Corridors and washrooms are usually not considered to be noise-sensitive areas.

The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace, a playground, or common areas associated with high-rise multi-unit buildings where passive outdoor recreation is expected to occur. Balconies with a depth of less than 4 metres (measured perpendicular to the building façade) are not considered OLAs under MECP guidelines, and accordingly the noise criteria are not applicable there. Balconies and terraces with a minimum depth of 4 metres are only considered OLAs under MECP guidelines if they are the only OLA for the occupant; generally, common outdoor amenity spaces are the only spaces that require consideration for high-rise buildings under MECP guidelines.

In cases where a minor excess (up to 5 dBA) over the sound level limit in an OLA is anticipated, MECP guidelines allow the excess to be addressed by including a warning clause in the titles, deeds or tenancy agreements for the affected dwellings. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA, and as close to 55 dBA as feasible.

With respect to the building envelope, no controls are required where levels are under 50 dBA. Where the noise level (L_{EQ}) is greater than 60 dBA at night or greater than 65 dBA during the daytime, windows must be designed to achieve the indoor sound level criteria listed above. Otherwise, any glazing meeting the Ontario Building Code is considered adequate under MECP guidelines. Where the predicted nighttime and/or daytime sound levels exceed these thresholds, central air conditioning or some other heating and cooling system that will allow windows to remain closed is required.

Note that the indoor sound level limits for rail sources are 5 dBA more stringent than for road sources, to account for the additional low-frequency (rumble) components of locomotives. Hence the façade sound insulation requirements are calculated separately and then combined.

4 TRAFFIC NOISE ASSESSMENT

4.1 Road Traffic Data

Road traffic volume data was obtained for the intersection of Dundas St E and Cawthra Rd, as well as the connecting link, from the project Traffic Consultant (included as Appendix A). The data was available in the form of AM peak hour turning movement counts; in order to obtain 24-hour traffic volumes required to predict future average sound levels during both the 16-hour daytime and 8-hour nighttime periods, the following assumptions were made:

- The Average Annual Daily Traffic (AADT) volumes were assumed to be 10 times the obtained am peak volumes
- The prediction considered traffic that will exist in 10 years (2029), assuming traffic annual growth of 2.5% on all roadways, as required by the MECP,
- Daytime (7:00 – 23:00) vs nighttime (23:00 – 7:00) traffic volumes were determined based on an assumed 90 % day / 10 % night split.
- It was conservatively assumed that on each of the roads 50% of all trucks were heavy, and the other 50% were assumed to be medium trucks, along with the buses.

The resulting future road traffic volumes used in this assessment are listed in Table 2 below, in addition to the calculated commercial vehicle (truck) percentages, and the posted speed limit for each roadway.

Table 2: Projected Road Traffic Data Forecasted to 2029

Road	Daytime (average hour)	Nighttime (average hour)	Truck %	Speed Limit (km/h)
Cawthra Road	2213	492	3.4	50
Dundas Street	1733	385	4.0	60
Cawthra-Dundas Connecting Link	699	155	4.1	50

4.2 Rail Traffic Data

Rail traffic data for typical rail operations was obtained from Metrolinx and CP Rail, and is attached as Appendix B. The data provided has been forecasted to the year 2029. The maximum permissible speed for passenger trains in the vicinity of the subject site is 97 km/h (60 mph). In conformance with GO Transit assessment requirements, these maximum speeds, average number of cars and locomotives per train were used in the traffic noise analysis to yield a worst-case estimate of train noise. Table 3 summarizes the GO Transit and CP Rail data used in the analysis.

Table 3: Rail Traffic Data (Projected to 2029)

Type of Train	Number of Trains Day/Night	Maximum Number of locomotives	Average Number of cars	Max Speed (mph/kph)
GO (Diesel)	24/1	1	12	60/97
CPR (Diesel)	8/9	4	163	50/81

4.3 Prediction Results

To assess the levels of road and rail traffic noise that will impact the site, predictions were made using a numerical computer modelling package (*Cadna-A version 2019 Build 167.4905*). The model is based on the methods from ISO Standard 9613-2.2, “Acoustics – Attenuation of Sound During Propagation Outdoors”, which accounts for reduction in sound levels due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures.

The road noise sources have been included in the model using the basic road element included in *Cadna-A*, which follows the German guideline RLS-90 for road traffic noise predictions. The rail line was included in the model as a line source with a sound power level equivalent to that published by the Department of Transportation (United States of America) Federal Transit Administration (FTA) in the publication entitled “Transit Noise and Vibration Impact Assessment”. Our experience suggests that the road sound levels predicted by RLS-90 and train sound levels predicted by FTA are reasonably accurate.

The road and rail traffic sound levels predicted at the façades of the proposed development are summarized in Table 4 below. The results represent the maximum predicted sound levels at the residential tower and at the podium. Figures 3 and 4 show the predicted sound levels from road and rail traffic at the building facades during the day and night respectively. Table 4 also indicates the predicted sound levels in the designated outdoor amenity areas.

Table 4: Predicted Sound Levels (Road/Rail/Total) in 2029

Location	Façade	Day (16hr avg) (7:00 – 23:00)	Night (8hr avg) (23:00 – 7:00)
Podium Levels 1-5	N	51/57/58	45/60/60
	E	57/57/59	50/59/59
	S	59/61/63	53/64/64
	W	58/61/63	52/64/64
Tower Levels 6-25	N	53/58/59	47/60/60
	E	61/57/62	55/60/61
	S	63/62/66	57/65/65
	W	61/62/64	54/65/65
OLA Northwest	--	57	
OLA Northeast	--	60*	

* with the inclusion of a 2.7 m high acoustic barrier, discussed further below

4.4 Road and Rail Traffic Noise Recommendations

The sound levels from road and rail traffic at the residential levels of the proposed development were predicted to be up to 66 dBA during daytime hours, and up to 65 dBA during nighttime hours.

The following sections outline preliminary recommendations for building façade constructions and ventilation requirements to achieve the noise criteria discussed in Section 3.

4.4.1 Minimum Building Façade Constructions

Given the projected future sound levels at the building façades, MECP guidelines recommend that the building envelope be designed so that indoor sound levels comply with the MECP noise criteria.

Sound insulation calculations were performed based on the predicted sound levels at the building

façades, and the areas of the associated façade components (windows and doors) relative to the floor area of the adjacent room. At the time of this report, building floor plans and elevations were available, but not fully developed (i.e. spandrel elements not clearly defined). In order to determine the minimum sound transmission class (STC) rating of the glazing required, a typical window-to-floor area ratio of 80% (60% fixed, 20% operable) was assumed. Different window-to-floor area ratios may result in different STC rating requirements.

Based on the above assumptions, the minimum sound transmission class ratings of the glazing components were calculated for both the podium and the tower facades, and the results are shown in Figure 5. Glazing requirements for the facades vary from STC-33 to STC-38, which can be achieved using typical sealed double-glazed window assemblies. Awning windows, and swing or sliding doors to balconies should have tight seals sufficient to achieve acoustical performance ratings no more than 3 points less. Glazing requirements can be refined further as detailed floor plans and building elevations are developed.

Shop drawings for any specific proposed assemblies must include test data for associated sound transmission losses, and can be reviewed when available to help ensure the assembly will provide the anticipated degree of sound insulation. Note that the performance of operable elements is typically determined by the seals, and it is particularly important to qualify and include such elements with test data. Test data for glass alone (not installed in a framing assembly) is not considered sufficient to qualify that the proposed building envelope assemblies will meet the stated requirements.

Exterior wall assemblies are assumed to have sufficient sound insulation such that sound transmitted through them is negligible in comparison with the glazing. Precast or masonry exterior walls should meet these requirements, as should spandrel or metal panels backed by an independent drywall assembly.

4.4.2 Ventilation Requirements

At most of the residential building façades, the predicted nighttime levels exceed 60 dBA, therefore central air conditioning systems (or some other heating and cooling system) are required so that windows may remain closed. Such a system is expected to be provided in any event.

4.4.3 Outdoor Living Areas

The site plan shows outdoor living areas in two locations at grade, just north of the proposed building, and at the east end of the site adjacent to the existing pool structure. At the northeast OLA, an acoustic barrier is shown on the site plan. Provided that this barrier extends to at least 2.7 m above the finished elevation of the outdoor amenity, predicted sound levels are 60 dBA or lower. Table 5 details the barrier heights required to achieve sound levels ranging from 55 dBA to 60 dBA.

Table 5: Required Barrier Heights at Northeast OLA

Sound Level [dBA]	Barrier Height [m]
60	2.7
59	3.0
58	3.2
57	3.7
56	4.2
55	4.8

At the northwest OLA, the future predicted sound level is 57 dBA during the day; a warning clause for noise is required, but no physical mitigation measures are necessary for this location.

5 IMPACT OF THE DEVELOPMENT ON THE ENVIRONMENT

It is expected that any increase in local traffic associated with the development will not be substantial enough to affect noise levels significantly.

Criteria for acceptable noise emissions from building mechanical and electrical equipment are provided by City of Mississauga Noise Control By-Law 360-79, and MECP Publication NPC-300, and should be taken into account during the detail design of the building. At the time of this study, the design of the proposed building is in its initial stages, and the mechanical and electrical systems have not yet been developed. An acoustical consultant should review the design of the mechanical

and electrical building systems and the equipment selections when they have been determined, to help ensure that the noise levels emitted by the development to the environment will be within acceptable levels.

6 IMPACT OF THE DEVELOPMENT ON ITSELF

Section 5.9.1 of the Ontario Building Code (OBC) specifies the minimum required sound insulation characteristics for demising partitions, in terms of Sound Transmission Class (STC) values. In order to maintain adequate acoustical privacy between separate suites in a multi-tenant building, inter-suite walls shall meet or exceed STC-50. Walls separating a suite from a noisy space such as a refuse chute, or elevator shaft, shall meet or exceed STC-55. In addition, it is recommended that the floor/ceiling constructions separating suites from any amenity or commercial spaces also meet or exceed STC-55. Tables 1 and 2 in Section SB-3 of the Supplementary Guideline to the OBC provide a comprehensive list of constructions that will meet the above requirements.

7 RECOMMENDED WARNING CLAUSES

MECP guidelines recommend that appropriate warning clauses be used in the Development Agreements and in purchase, sale and lease agreements (typically by reference to the Development Agreements), to inform future owners and occupants about potential noise concerns from transportation sources in the area. The actual wording of the clause depends upon the nature of the excess. For residential uses, the following clauses are recommended:

(a) Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Ministry of the Environment, Conservation and Parks.

(b) This dwelling unit has been supplied with a heating and cooling system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Ministry of the Environment, Conservation and Parks.

(c) Purchasers/tenants are advised that due to the proximity of this development to nearby retail and commercial facilities, sound levels from the facilities may at times be audible.

In addition, CPR and Metrolinx generally request specific warning clauses to protect their interests where noise-sensitive uses are located close to a major railway corridor. Representative wording for such a clause is as follows.

(d) Warning: <Canadian Pacific Railway><Metrolinx> or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). <CPR><Metrolinx> will not be responsible for any complaints or claims arising from the use of such facilities and/or operations on, over or under the aforesaid rights-of-way.

8 SUMMARY OF RECOMMENDATIONS

The following list summarizes the recommendations made in this report. The reader is referred to the previous sections of the report where these recommendations are discussed in more detail.

1. A heating and cooling system which will allow windows to remain closed is required in the residential units under MECP guidelines, as discussed in Section 4.4.2. Such a system is expected to be provided in any event.

2. Certain minimum building and glazing constructions will be required for the residential suites, as outlined in Section 4.4.1. When detailed floor plans and building elevations are available, a review should be conducted to verify acoustical requirements for glazing and building façade constructions based on actual window to floor area ratios.

3. The perimeter barrier shown on the site plan shielding the northeast outdoor amenity area is required to extend to 2.7 m above the elevation of the amenity space, as discussed in Section 4.4.3.

4. Noise warning clauses should be included in the property and tenancy agreements and offers of purchase and sale for the residential suites to inform future residents of potential noise intrusions from the roads in the area. Recommended wording for these clauses is provided in Section 7.

5. Demising assemblies must be selected to meet the minimum requirements of the Ontario Building Code (OBC). Mechanical and electrical equipment associated with the development may impact the neighboring residential buildings, possibly warranting upgraded control

measures. This aspect should be studied further by an acoustical consultant as the plans become available, and appropriate mitigation measures included in the design.

9 CONCLUSION

The results of this study indicate that the proposed development is feasible on this site from a noise impact perspective, with the inclusion of appropriate acoustical features. Preliminary design recommendations are provided herein and can be refined further as the design progresses.

Figure 1: Key Plan

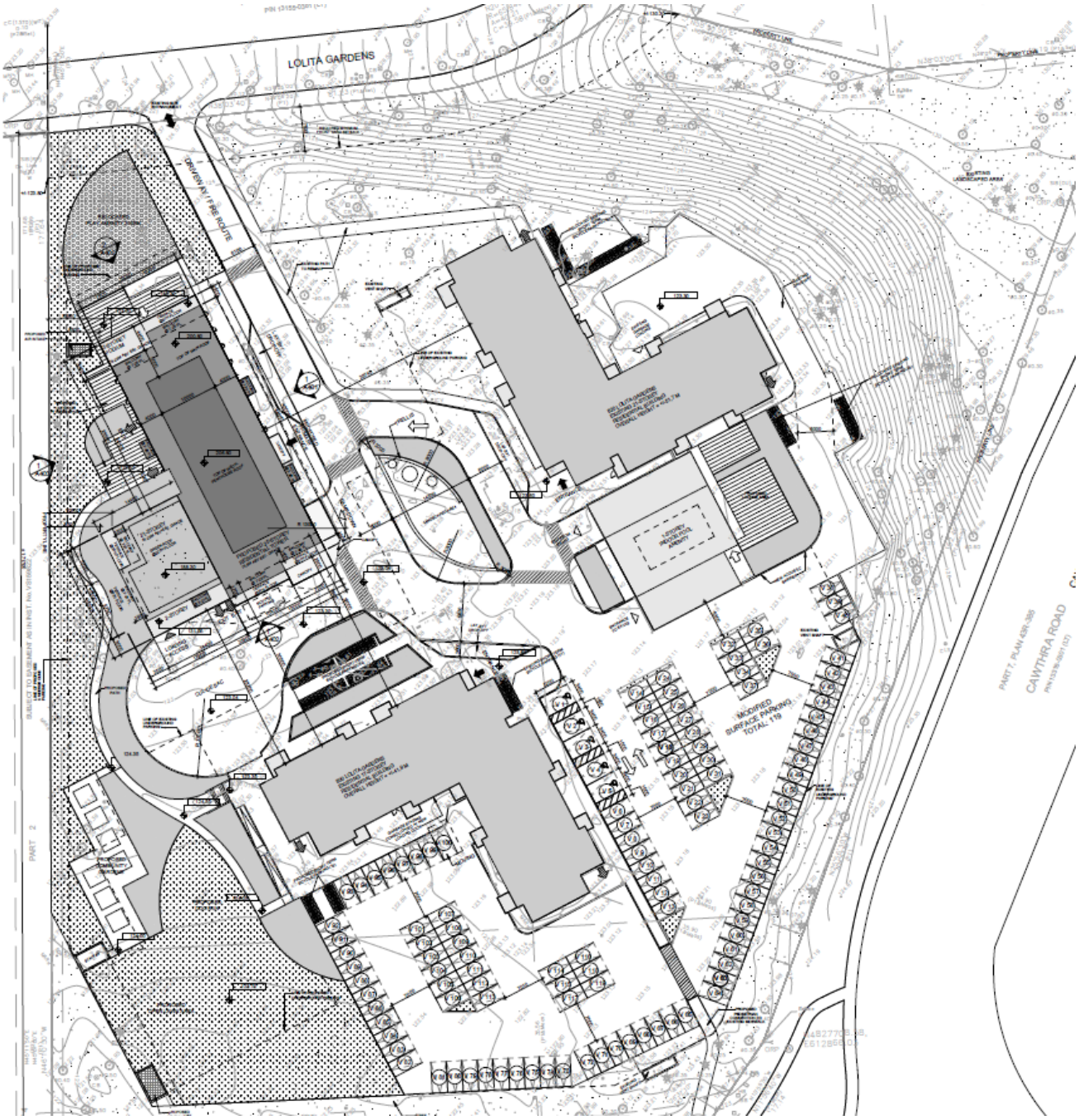


Figure 2: Proposed Site Plan

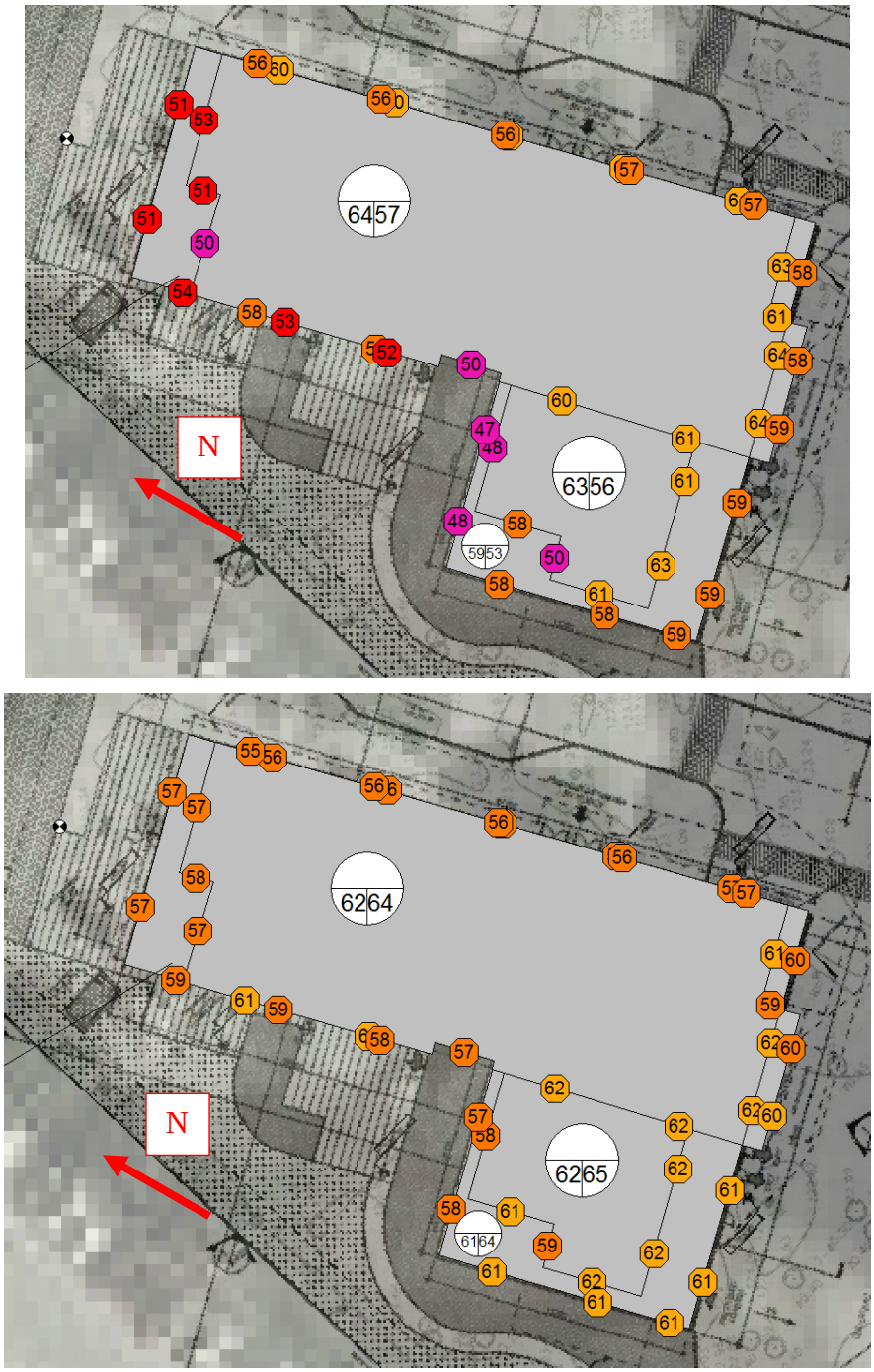


Figure 3: Predicted sound levels road (top) and rail traffic, daytime

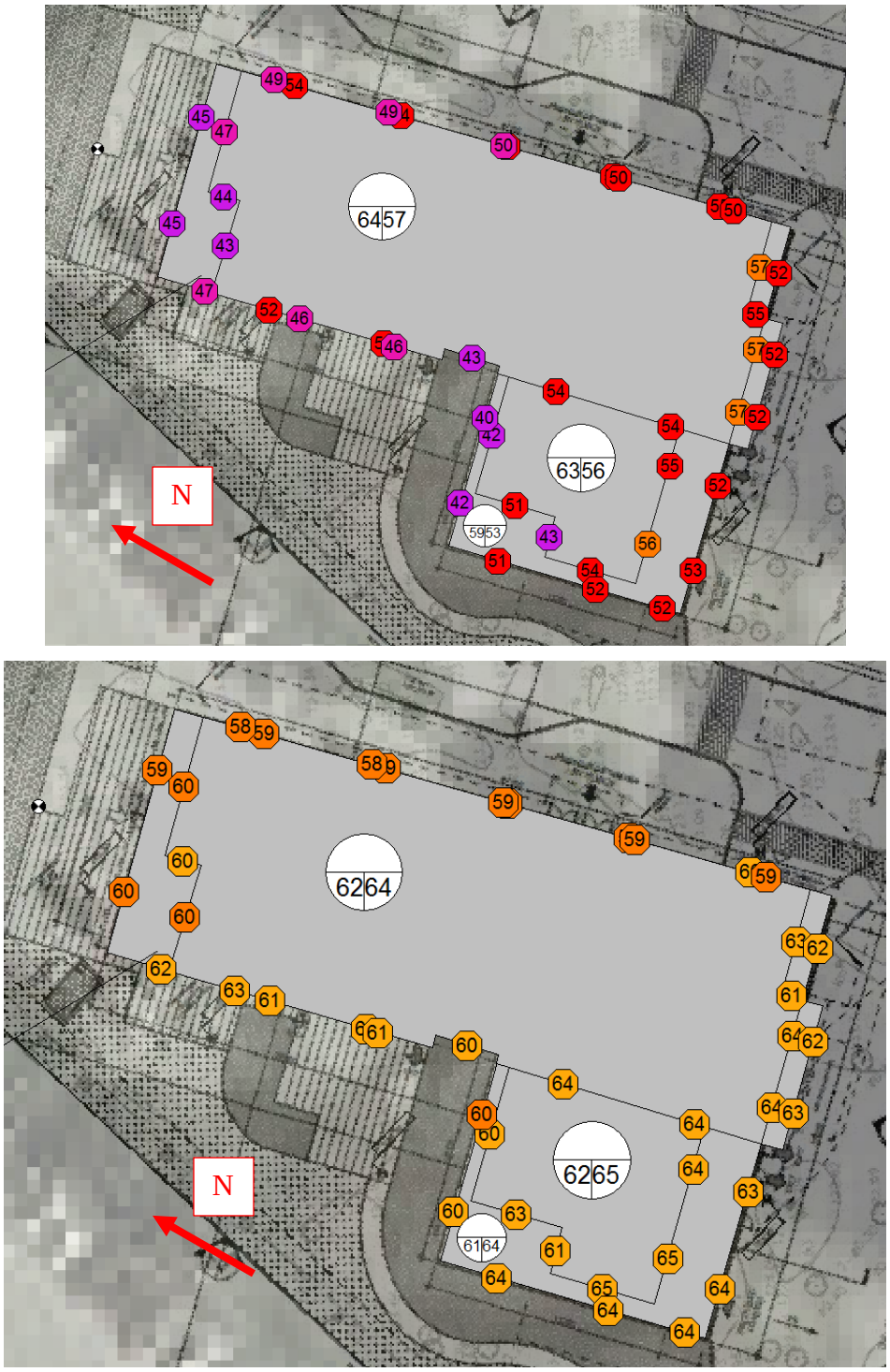


Figure 4: Predicted sound levels from road (top) and rail, nighttime

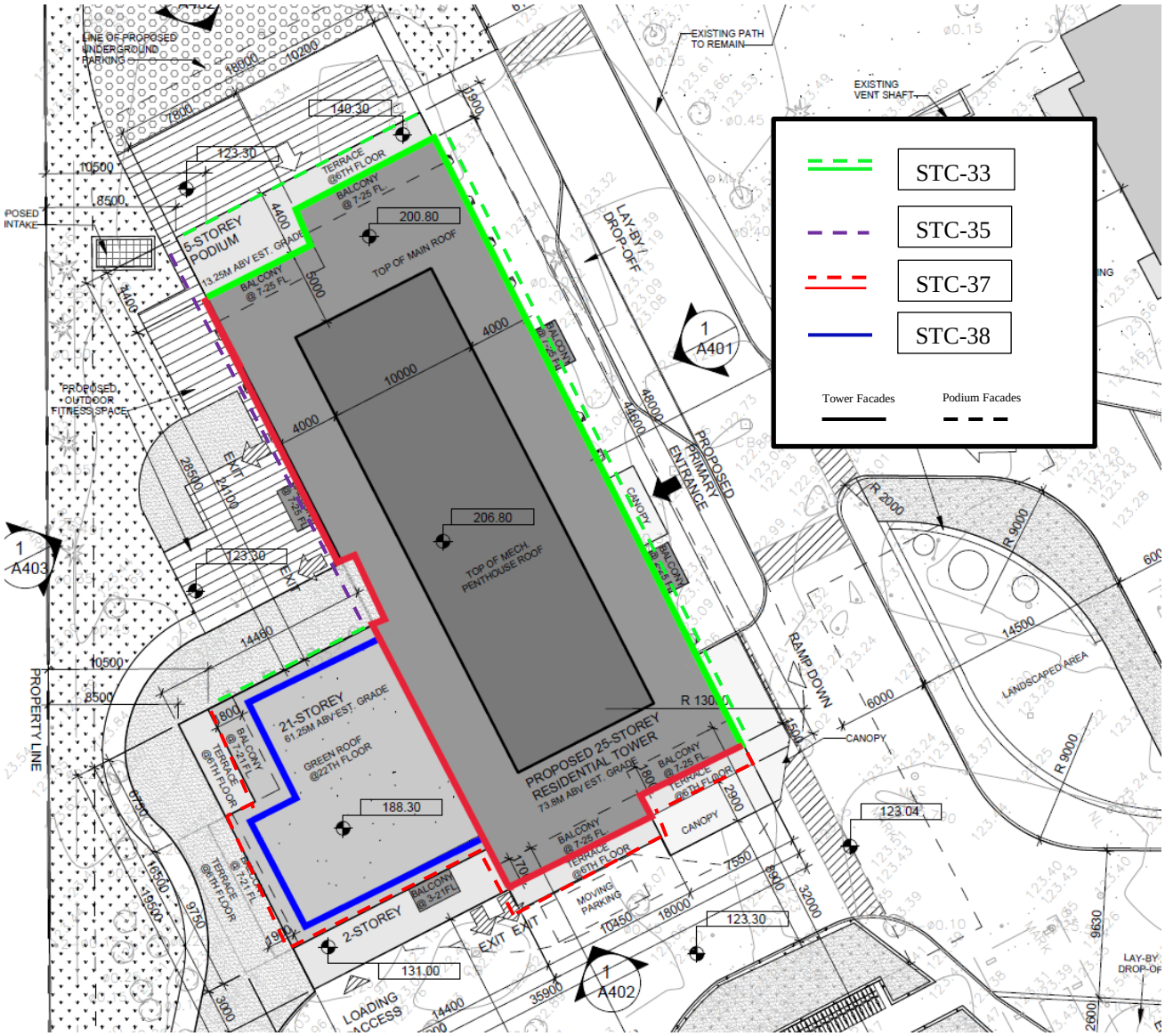


Figure 5: Façade Glazing Requirements

APPENDIX A

Road Traffic Data

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Mississauga
Site #: 1816400001
Intersection: Cawthra Rd & North Junction Acce
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Cawthra Rd runs N/S

North Leg Total:	2999			
North Entering:	1907			
North Peds:	9			
Peds Cross:	⋈			

Heavys	7	39	0	46
Trucks	3	10	0	13
Cars	506	1341	1	1848
Totals	516	1390	1	

Heavys	33	
Trucks	11	
Cars	1048	
Totals	1092	

East Leg Total:	4
East Entering:	1
East Peds:	7
Peds Cross:	⧖

Cawthra Rd

Heavys	Trucks	Cars	Totals
12	3	527	542

North Junction Access to Dundas St E

Cars	Trucks	Heavys	Totals
0	0	0	0
1	0	0	1
0	0	0	0
1	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
11	4	248	263
0	0	1	1
7	2	132	141
18	6	381	

driveway

Cars	Trucks	Heavys	Totals
3	0	0	3

Cawthra Rd

Peds Cross:	⧖			
West Peds:	9			
West Entering:	405			
West Leg Total:	947			

Cars	1473			
Trucks	12			
Heavys	46			
Totals	1531			

Cars	20	800	1	821
Trucks	0	7	0	7
Heavys	5	22	0	27
Totals	25	829	1	

Peds Cross:	⋈
South Peds:	6
South Entering:	855
South Leg Total:	2386

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

Municipality: Mississauga
Site #: 1816400001
Intersection: Cawthra Rd & North Junction Acce
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

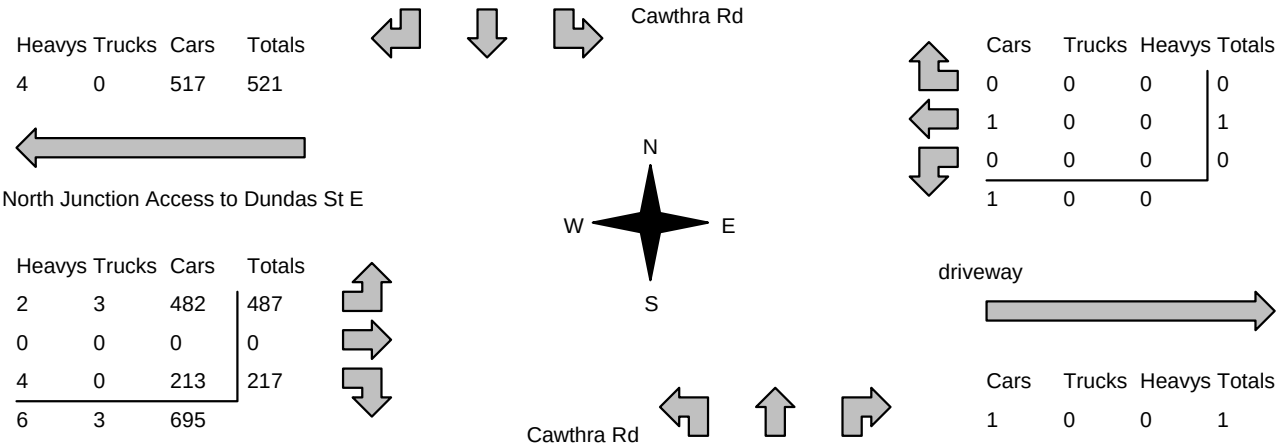
Major Road: Cawthra Rd runs N/S

North Leg Total:	3087			
North Entering:	1792			
North Peds:	0			
Peds Cross:	⋈			

Heavys	2	12	0	14
Trucks	0	5	0	5
Cars	449	1324	0	1773
Totals	451	1341	0	

Heavys	13	
Trucks	7	
Cars	1275	
Totals	1295	

East Leg Total:	2
East Entering:	1
East Peds:	1
Peds Cross:	⧗



Peds Cross:	⧗			
West Peds:	3			
West Entering:	704			
West Leg Total:	1225			

Cars	1537			
Trucks	5			
Heavys	16			
Totals	1558			

Cars	67	793	1	861
Trucks	0	4	0	4
Heavys	2	11	0	13
Totals	69	808	1	

Peds Cross:	⋈
South Peds:	5
South Entering:	878
South Leg Total:	2436

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Total Count Diagram

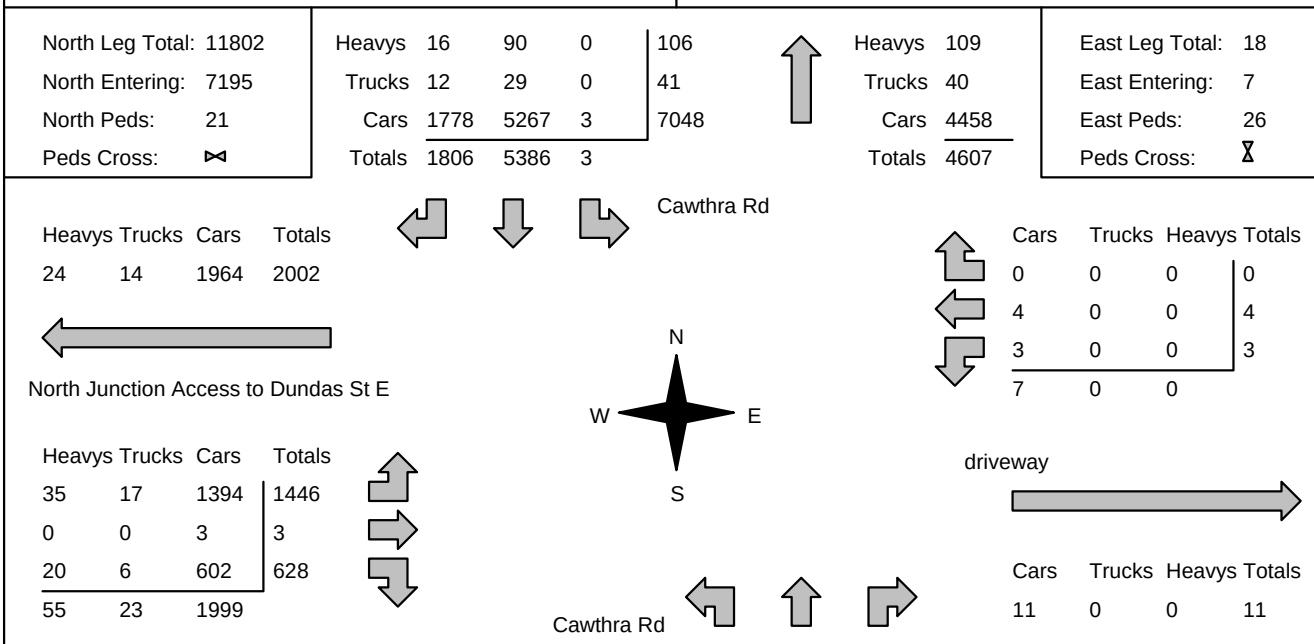
Municipality: Mississauga
Site #: 1816400001
Intersection: Cawthra Rd & North Junction Acce
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Cawthra Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Traffic Count Summary

Intersection: Cawthra Rd & North Junction Acc | **Count Date:** 12-Dec-18 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*1441*	*432*	*1873*	*3*
9:00:00	*1*	*1309*	*508*	*1818*	*8*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*2*	*1295*	*415*	*1712*	*10*
18:00:00	*0*	*1341*	*451*	*1792*	*0*
Totals:	3	5386	1806	7195	21

North/South Total Approaches: 10553

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*21*	*786*	*1*	*808*	*3*
9:00:00	*27*	*812*	*0*	*839*	*7*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*75*	*755*	*3*	*833*	*2*
18:00:00	*69*	*808*	*1*	*878*	*5*
S Totals:	192	3161	5	3358	17

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*3*
9:00:00	*0*	*2*	*0*	*2*	*10*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*3*	*1*	*0*	*4*	*12*
18:00:00	*0*	*1*	*0*	*1*	*1*
Totals:	3	4	0	7	26

East/West Total Approaches: 2084

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*224*	*1*	*99*	*324*	*5*
9:00:00	*265*	*1*	*148*	*414*	*6*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*470*	*1*	*164*	*635*	*8*
18:00:00	*487*	*0*	*217*	*704*	*3*
W Totals:	1446	3	628	2077	22

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*231*	*282*	*0*	*486*	*493*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	319	319	95	95	0	0	6	6	0	0	0	0	3	3	2	2	0	0
7:30:00	0	0	691	372	206	111	0	0	7	1	2	2	0	0	8	5	3	1	1	1
7:45:00	0	0	1029	338	303	97	0	0	9	2	4	2	0	0	15	7	5	2	2	1
8:00:00	0	0	1406	377	418	115	0	0	9	0	5	1	0	0	26	11	9	4	3	1
8:15:00	0	0	1741	335	553	135	0	0	15	6	5	0	0	0	45	19	11	2	6	3
8:30:00	1	1	2041	300	680	127	0	0	17	2	6	1	0	0	52	7	11	0	10	4
8:45:00	1	0	2370	329	809	129	0	0	19	2	7	1	0	0	54	2	12	1	11	1
9:00:00	1	0	2674	304	920	111	0	0	20	1	8	1	0	0	56	2	12	0	11	0
9:15:00	1	0	2674	0	920	0	0	0	20	0	8	0	0	0	56	0	12	0	11	0
16:00:00	1	0	2674	0	920	0	0	0	20	0	8	0	0	0	56	0	12	0	11	0
16:15:00	1	0	2992	318	1014	94	0	0	21	1	8	0	0	0	63	7	12	0	16	5
16:30:00	1	0	3285	293	1124	110	0	0	22	1	9	1	0	0	69	6	14	2	19	3
16:45:00	3	2	3600	315	1232	108	0	0	24	2	11	2	0	0	76	7	14	0	20	1
17:00:00	3	0	3943	343	1329	97	0	0	24	0	12	1	0	0	78	2	14	0	21	1
17:15:00	3	0	4261	318	1436	107	0	0	25	1	12	0	0	0	82	4	14	0	21	0
17:30:00	3	0	4602	341	1551	115	0	0	28	3	12	0	0	0	85	3	14	0	21	0
17:45:00	3	0	4927	325	1654	103	0	0	28	0	12	0	0	0	87	2	15	1	21	0
18:00:00	3	0	5267	340	1778	124	0	0	29	1	12	0	0	0	90	3	16	1	21	0
18:15:00	3	0	5267	0	1778	0	0	0	29	0	12	0	0	0	90	0	16	0	21	0
18:15:15	3	0	5267	0	1778	0	0	0	29	0	12	0	0	0	90	0	16	0	21	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5
8:45:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
9:00:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3
9:15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
16:00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0
16:15:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	7
16:30:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
16:45:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2
17:00:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	3
17:15:00	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
17:30:00	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
17:45:00	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
18:00:00	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1
18:15:00	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0
18:15:15	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	6	188	188	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1
7:30:00	8	2	366	178	0	0	0	0	3	3	0	0	0	0	8	6	0	0	1	0
7:45:00	16	8	542	176	0	0	0	0	4	1	0	0	0	0	12	4	0	0	2	1
8:00:00	21	5	763	221	1	1	0	0	7	3	0	0	0	0	16	4	0	0	3	1
8:15:00	27	6	941	178	1	0	0	0	9	2	0	0	0	0	20	4	0	0	4	1
8:30:00	30	3	1129	188	1	0	0	0	9	0	0	0	4	4	27	7	0	0	7	3
8:45:00	36	6	1342	213	1	0	0	0	11	2	0	0	5	1	34	7	0	0	8	1
9:00:00	43	7	1548	206	1	0	0	0	13	2	0	0	5	0	37	3	0	0	10	2
9:15:00	43	0	1548	0	1	0	0	0	13	0	0	0	5	0	37	0	0	0	10	0
16:00:00	43	0	1548	0	1	0	0	0	13	0	0	0	5	0	37	0	0	0	10	0
16:15:00	68	25	1740	192	3	2	0	0	14	1	0	0	6	1	43	6	0	0	10	0
16:30:00	90	22	1916	176	3	0	2	2	17	3	0	0	6	0	47	4	0	0	10	0
16:45:00	100	10	2088	172	3	0	2	0	18	1	0	0	6	0	58	11	0	0	10	0
17:00:00	115	15	2271	183	4	1	2	0	19	1	0	0	6	0	63	5	0	0	12	2
17:15:00	131	16	2456	185	4	0	2	0	22	3	0	0	6	0	68	5	0	0	16	4
17:30:00	142	11	2676	220	4	0	2	0	22	0	0	0	6	0	70	2	0	0	16	0
17:45:00	163	21	2854	178	5	1	2	0	23	1	0	0	8	2	72	2	0	0	16	0
18:00:00	182	19	3064	210	5	0	2	0	23	0	0	0	8	0	74	2	0	0	17	1
18:15:00	182	0	3064	0	5	0	2	0	23	0	0	0	8	0	74	0	0	0	17	0
18:15:15	182	0	3064	0	5	0	2	0	23	0	0	0	8	0	74	0	0	0	17	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	42	42	1	1	20	20	0	0	0	0	0	0	4	4	0	0	0	0	1	1
7:30:00	86	44	1	0	50	30	1	1	0	0	0	0	6	2	0	0	2	2	1	0
7:45:00	153	67	1	0	67	17	3	2	0	0	1	1	9	3	0	0	5	3	2	1
8:00:00	206	53	1	0	90	23	4	1	0	0	1	0	14	5	0	0	8	3	5	3
8:15:00	272	66	2	1	130	40	5	1	0	0	2	1	16	2	0	0	9	1	6	1
8:30:00	351	79	2	0	159	29	6	1	0	0	2	0	16	0	0	0	11	2	9	3
8:45:00	401	50	2	0	199	40	7	1	0	0	3	1	20	4	0	0	12	1	11	2
9:00:00	455	54	2	0	228	29	7	0	0	0	5	2	27	7	0	0	14	2	11	0
9:15:00	455	0	2	0	228	0	7	0	0	0	5	0	27	0	0	0	14	0	11	0
16:00:00	455	0	2	0	228	0	7	0	0	0	5	0	27	0	0	0	14	0	11	0
16:15:00	568	113	2	0	268	40	8	1	0	0	6	1	28	1	0	0	14	0	15	4
16:30:00	692	124	3	1	298	30	10	2	0	0	6	0	29	1	0	0	15	1	17	2
16:45:00	791	99	3	0	342	44	11	1	0	0	6	0	32	3	0	0	15	0	19	2
17:00:00	912	121	3	0	389	47	14	3	0	0	6	0	33	1	0	0	16	1	19	0
17:15:00	1036	124	3	0	445	56	14	0	0	0	6	0	33	0	0	0	17	1	20	1
17:30:00	1139	103	3	0	501	56	16	2	0	0	6	0	34	1	0	0	20	3	20	0
17:45:00	1282	143	3	0	552	51	17	1	0	0	6	0	35	1	0	0	20	0	20	0
18:00:00	1394	112	3	0	602	50	17	0	0	0	6	0	35	0	0	0	20	0	22	2
18:15:00	1394	0	3	0	602	0	17	0	0	0	6	0	35	0	0	0	20	0	22	0
18:15:15	1394	0	3	0	602	0	17	0	0	0	6	0	35	0	0	0	20	0	22	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

Municipality: Mississauga
Site #: 1816400002
Intersection: Dundas St E & West Junction Acce
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St E runs W/E

North Leg Total: 934
North Entering: 528
North Peds: 43
Peds Cross: ⋈

Heavys	7	0	5	12
Trucks	1	0	2	3
Cars	177	17	319	513
Totals	185	17	326	

Heavys	18
Trucks	7
Cars	381
Totals	406

East Leg Total: 2501
East Entering: 827
East Peds: 0
Peds Cross: ⧖

West Junction Access to Cawthra Rd

Heavys	Trucks	Cars	Totals
34	13	760	807

Cars	Trucks	Heavys	Totals
186	4	9	199
581	12	27	620
7	1	0	8
774	17	36	

Dundas St E

N
W E
S

Heavys	Trucks	Cars	Totals
9	2	181	192
23	9	1302	1334
0	0	15	15
32	11	1498	

Dundas St E

Cars	Trucks	Heavys	Totals
1635	11	28	1674

driveway

Peds Cross: ⧖
West Peds: 23
West Entering: 1541
West Leg Total: 2348

Cars	39
Trucks	1
Heavys	0
Totals	40

Cars	2	14	14	30
Trucks	0	1	0	1
Heavys	0	0	0	0
Totals	2	15	14	

Peds Cross: ⋈
South Peds: 6
South Entering: 31
South Leg Total: 71

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Mississauga
Site #: 1816400002
Intersection: Dundas St E & West Junction Acce
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St E runs W/E

North Leg				
North Leg Total:	1157			
North Entering:	453			
North Peds:	7			
Peds Cross:	⋈			
Heavys	1	0	3	4
Trucks	0	0	2	2
Cars	254	12	181	447
Totals	255	12	186	

East Leg				
Heavys	8			
Trucks	5			
Cars	691			
Totals	704			
East Leg Total:	3348			
East Entering:	2196			
East Peds:	0			
Peds Cross:	⧖			

West Junction Access to Cawthra Rd

Dundas St E			
Heavys	Trucks	Cars	Totals
15	3	1935	1953

West Junction Access to Cawthra Rd			
Cars	Trucks	Heavys	Totals
488	2	5	495
1672	3	14	1689
12	0	0	12
2172	5	19	

N
W E
S

Dundas St E			
Heavys	Trucks	Cars	Totals
3	3	186	192
21	11	922	954
0	0	13	13
24	14	1121	

Dundas St E			
Cars	Trucks	Heavys	Totals
1115	13	24	1152

driveway

West Leg				
Peds Cross:	⧖			
West Peds:	15			
West Entering:	1159			
West Leg Total:	3112			
Cars	37			
Trucks	0			
Heavys	0			
Totals	37			

South Leg				
Cars	9	17	12	38
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	9	17	12	
Peds Cross:	⋈			
South Peds:	7			
South Entering:	38			
South Leg Total:	75			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Total Count Diagram

Municipality: Mississauga
Site #: 1816400002
Intersection: Dundas St E & West Junction Acce
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St E runs W/E

North Leg Total: 3998
North Entering: 1942
North Peds: 112
Peds Cross: ⋈

Heavys	14	0	9	23
Trucks	3	1	11	15
Cars	836	56	1012	1904
Totals	853	57	1032	

Heavys	53
Trucks	24
Cars	1979
Totals	2056

East Leg Total: 11371
East Entering: 5538
East Peds: 1
Peds Cross: ⧖

West Junction Access to Cawthra Rd

Heavys	Trucks	Cars	Totals
106	38	4966	5110

Cars	Trucks	Heavys	Totals
1211	13	37	1261
4099	35	92	4226
50	1	0	51
5360	49	129	

Dundas St E

N
W E
S

Heavys	Trucks	Cars	Totals
16	10	708	734
95	35	4595	4725
0	0	62	62
111	45	5365	

Dundas St E

Cars	Trucks	Heavys	Totals
5683	46	104	5833

driveway

Peds Cross: ⧖
West Peds: 106
West Entering: 5521
West Leg Total: 10631

Cars	168
Trucks	2
Heavys	0
Totals	170

Cars	31	60	76	167
Trucks	0	1	0	1
Heavys	0	0	0	0
Totals	31	61	76	

Peds Cross: ⋈
South Peds: 42
South Entering: 168
South Leg Total: 338

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Traffic Count Summary

Intersection: Dundas St E & West Junction Acc | **Count Date:** 12-Dec-18 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*309*	*7*	*129*	*445*	*34*
9:00:00	*319*	*16*	*199*	*534*	*40*
16:00:00	*0*	*0*	*0*	*0*	*1*
17:00:00	*209*	*19*	*255*	*483*	*31*
18:00:00	*195*	*15*	*270*	*480*	*6*
Totals:	1032	57	853	1942	112

North/South Total Approaches: 2110

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*6*	*9*	*22*	*37*	*13*
9:00:00	*4*	*16*	*15*	*35*	*4*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*14*	*17*	*22*	*53*	*21*
18:00:00	*7*	*19*	*17*	*43*	*4*
S Totals:	31	61	76	168	42

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*14*	*410*	*157*	*581*	*0*
9:00:00	*9*	*652*	*206*	*867*	*0*
16:00:00	*0*	*2*	*0*	*2*	*0*
17:00:00	*13*	*1510*	*410*	*1933*	*1*
18:00:00	*15*	*1652*	*488*	*2155*	*0*
Totals:	51	4226	1261	5538	1

East/West Total Approaches: 11059

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*179*	*1547*	*18*	*1744*	*29*
9:00:00	*181*	*1281*	*12*	*1474*	*23*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*185*	*954*	*16*	*1155*	*34*
18:00:00	*189*	*943*	*16*	*1148*	*20*
W Totals:	734	4725	62	5521	106

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*353*	*362*	*0*	*277*	*241*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	78	78	2	2	23	23	0	0	0	0	0	0	0	0	0	0	2	2	2	2
7:30:00	153	75	2	0	58	35	1	1	0	0	0	0	0	0	0	0	2	0	6	4
7:45:00	226	73	3	1	90	32	3	2	0	0	1	1	0	0	0	0	4	2	19	13
8:00:00	303	77	7	4	122	32	4	1	0	0	1	0	2	2	0	0	6	2	34	15
8:15:00	400	97	10	3	163	41	4	0	0	0	1	0	3	1	0	0	7	1	49	15
8:30:00	487	87	15	5	199	36	4	0	0	0	2	1	4	1	0	0	10	3	56	7
8:45:00	545	58	20	5	267	68	5	1	0	0	2	0	5	1	0	0	11	1	62	6
9:00:00	618	73	22	2	315	48	5	0	1	1	2	0	5	0	0	0	11	0	74	12
9:15:00	618	0	22	0	315	0	5	0	1	0	2	0	5	0	0	0	11	0	75	1
16:00:00	618	0	22	0	315	0	5	0	1	0	2	0	5	0	0	0	11	0	75	0
16:15:00	666	48	27	5	378	63	5	0	1	0	2	0	5	0	0	0	12	1	84	9
16:30:00	719	53	34	7	445	67	7	2	1	0	3	1	6	1	0	0	13	1	87	3
16:45:00	774	55	38	4	506	61	9	2	1	0	3	0	6	0	0	0	13	0	103	16
17:00:00	821	47	41	3	567	61	10	1	1	0	3	0	6	0	0	0	13	0	106	3
17:15:00	864	43	45	4	636	69	10	0	1	0	3	0	7	1	0	0	13	0	110	4
17:30:00	910	46	46	1	697	61	11	1	1	0	3	0	7	0	0	0	13	0	110	0
17:45:00	955	45	50	4	760	63	11	0	1	0	3	0	9	2	0	0	14	1	110	0
18:00:00	1012	57	56	6	836	76	11	0	1	0	3	0	9	0	0	0	14	0	112	2
18:15:00	1012	0	56	0	836	0	11	0	1	0	3	0	9	0	0	0	14	0	112	0
18:15:15	1012	0	56	0	836	0	11	0	1	0	3	0	9	0	0	0	14	0	112	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	68	68	34	34	0	0	2	2	0	0	0	0	5	5	4	4	0	0
7:30:00	9	5	163	95	71	37	0	0	3	1	1	1	0	0	9	4	8	4	0	0
7:45:00	12	3	250	87	102	31	0	0	4	1	4	3	0	0	21	12	13	5	0	0
8:00:00	14	2	377	127	137	35	0	0	5	1	5	1	0	0	28	7	15	2	0	0
8:15:00	17	3	520	143	196	59	0	0	10	5	6	1	0	0	37	9	16	1	0	0
8:30:00	18	1	664	144	246	50	1	1	12	2	7	1	0	0	42	5	17	1	0	0
8:45:00	19	1	831	167	288	42	1	0	16	4	8	1	0	0	48	6	22	5	0	0
9:00:00	22	3	984	153	327	39	1	0	23	7	9	1	0	0	55	7	27	5	0	0
9:15:00	22	0	984	0	327	0	1	0	23	0	9	0	0	0	57	2	27	0	0	0
16:00:00	22	0	984	0	327	0	1	0	23	0	9	0	0	0	57	0	27	0	0	0
16:15:00	28	6	1362	378	426	99	1	0	27	4	10	1	0	0	64	7	28	1	0	0
16:30:00	33	5	1724	362	518	92	1	0	29	2	10	0	0	0	69	5	30	2	0	0
16:45:00	34	1	2032	308	613	95	1	0	31	2	11	1	0	0	72	3	32	2	1	1
17:00:00	35	1	2466	434	727	114	1	0	32	1	13	2	0	0	76	4	33	1	1	0
17:15:00	39	4	2839	373	852	125	1	0	32	0	13	0	0	0	81	5	34	1	1	0
17:30:00	39	0	3288	449	977	125	1	0	34	2	13	0	0	0	84	3	37	3	1	0
17:45:00	46	7	3704	416	1101	124	1	0	34	0	13	0	0	0	86	2	37	0	1	0
18:00:00	50	4	4099	395	1211	110	1	0	35	1	13	0	0	0	92	6	37	0	1	0
18:15:00	50	0	4099	0	1211	0	1	0	35	0	13	0	0	0	92	0	37	0	1	0
18:15:15	50	0	4099	0	1211	0	1	0	35	0	13	0	0	0	92	0	37	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	4	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	6	6
7:30:00	4	2	6	2	18	12	0	0	0	0	0	0	0	0	0	0	0	0	6	0
7:45:00	6	2	6	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	11	5
8:00:00	6	0	9	3	22	2	0	0	0	0	0	0	0	0	0	0	0	0	13	2
8:15:00	7	1	16	7	24	2	0	0	0	0	0	0	0	0	0	0	0	0	14	1
8:30:00	8	1	18	2	26	2	0	0	1	1	0	0	0	0	0	0	0	0	15	1
8:45:00	8	0	20	2	34	8	0	0	1	0	0	0	0	0	0	0	0	0	17	2
9:00:00	10	2	24	4	37	3	0	0	1	0	0	0	0	0	0	0	0	0	17	0
9:15:00	10	0	24	0	37	0	0	0	1	0	0	0	0	0	0	0	0	0	17	0
16:00:00	10	0	24	0	37	0	0	0	1	0	0	0	0	0	0	0	0	0	17	0
16:15:00	13	3	30	6	43	6	0	0	1	0	0	0	0	0	0	0	0	0	27	10
16:30:00	18	5	32	2	49	6	0	0	1	0	0	0	0	0	0	0	0	0	30	3
16:45:00	21	3	38	6	58	9	0	0	1	0	0	0	0	0	0	0	0	0	34	4
17:00:00	24	3	41	3	59	1	0	0	1	0	0	0	0	0	0	0	0	0	38	4
17:15:00	27	3	47	6	62	3	0	0	1	0	0	0	0	0	0	0	0	0	39	1
17:30:00	29	2	53	6	66	4	0	0	1	0	0	0	0	0	0	0	0	0	40	1
17:45:00	30	1	55	2	70	4	0	0	1	0	0	0	0	0	0	0	0	0	41	1
18:00:00	31	1	60	5	76	6	0	0	1	0	0	0	0	0	0	0	0	0	42	1
18:15:00	31	0	60	0	76	0	0	0	1	0	0	0	0	0	0	0	0	0	42	0
18:15:15	31	0	60	0	76	0	0	0	1	0	0	0	0	0	0	0	0	0	42	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	36	36	456	456	8	8	0	0	2	2	0	0	0	0	10	10	0	0	12	12
7:30:00	81	45	829	373	13	5	0	0	3	1	0	0	0	0	19	9	0	0	17	5
7:45:00	129	48	1167	338	15	2	0	0	5	2	0	0	0	0	26	7	0	0	25	8
8:00:00	174	45	1509	342	18	3	0	0	6	1	0	0	5	5	32	6	0	0	29	4
8:15:00	210	36	1842	333	20	2	1	1	10	4	0	0	7	2	39	7	0	0	36	7
8:30:00	266	56	2156	314	25	5	1	0	11	1	0	0	8	1	44	5	0	0	38	2
8:45:00	310	44	2469	313	30	5	2	1	14	3	0	0	9	1	49	5	0	0	48	10
9:00:00	345	35	2758	289	30	0	3	1	15	1	0	0	12	3	55	6	0	0	52	4
9:15:00	345	0	2758	0	30	0	3	0	15	0	0	0	12	0	55	0	0	0	52	0
16:00:00	345	0	2758	0	30	0	3	0	15	0	0	0	12	0	55	0	0	0	52	0
16:15:00	386	41	3015	257	34	4	4	1	17	2	0	0	12	0	62	7	0	0	65	13
16:30:00	437	51	3231	216	38	4	6	2	20	3	0	0	13	1	66	4	0	0	76	11
16:45:00	481	44	3452	221	44	6	7	1	23	3	0	0	13	0	71	5	0	0	83	7
17:00:00	524	43	3682	230	46	2	7	0	25	2	0	0	14	1	75	4	0	0	86	3
17:15:00	570	46	3919	237	52	6	7	0	30	5	0	0	15	1	80	5	0	0	90	4
17:30:00	610	40	4141	222	54	2	10	3	32	2	0	0	15	0	86	6	0	0	93	3
17:45:00	667	57	4374	233	57	3	10	0	34	2	0	0	16	1	92	6	0	0	98	5
18:00:00	708	41	4595	221	62	5	10	0	35	1	0	0	16	0	95	3	0	0	106	8
18:15:00	708	0	4595	0	62	0	10	0	35	0	0	0	16	0	95	0	0	0	106	0
18:15:15	708	0	4595	0	62	0	10	0	35	0	0	0	16	0	95	0	0	0	106	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:00:00	**From:** 7:45:00
To: 9:00:00	**To:** 8:45:00

Municipality: Mississauga
Site #: 1816400003
Intersection: Silver Creek Blvd & Lolita Gardens
TFR File #: 1
Count date: 12-Dec-18

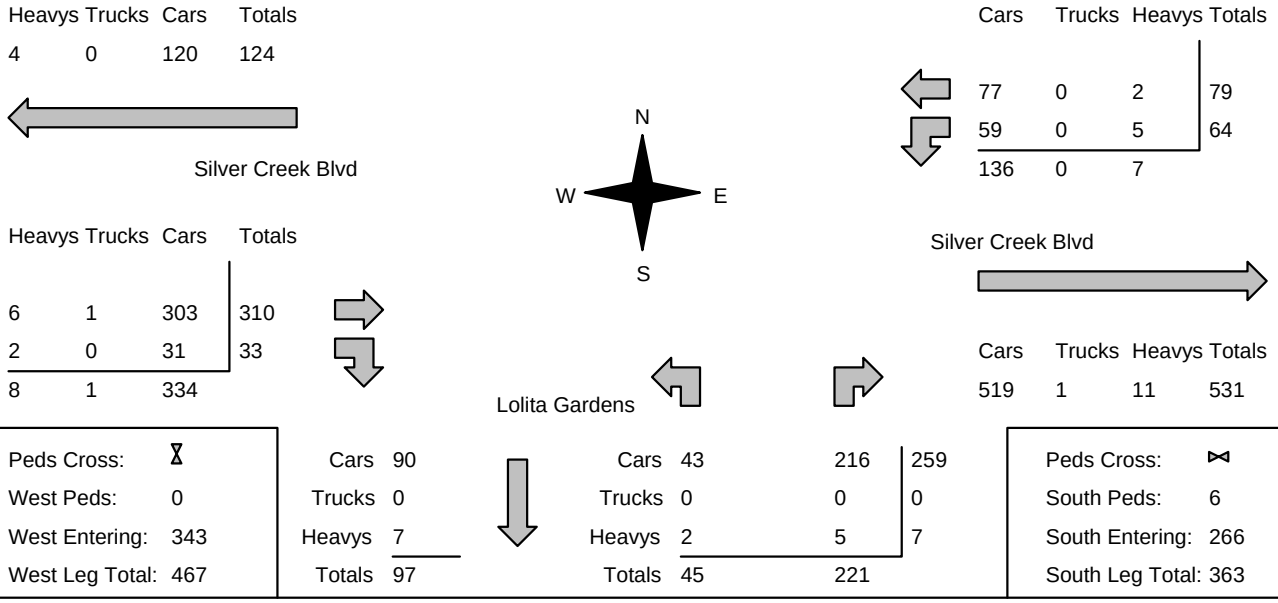
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Silver Creek Blvd runs W/E

East Leg Total: 674
East Entering: 143
East Peds: 1
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 343
West Leg Total: 467

Cars 90
Trucks 0
Heavys 7
Totals 97

Cars 43 216 259
Trucks 0 0 0
Heavys 2 5 7
Totals 45 221

Peds Cross: ⋈
South Peds: 6
South Entering: 266
South Leg Total: 363

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Mississauga
Site #: 1816400003
Intersection: Silver Creek Blvd & Lolita Gardens
TFR File #: 1
Count date: 12-Dec-18

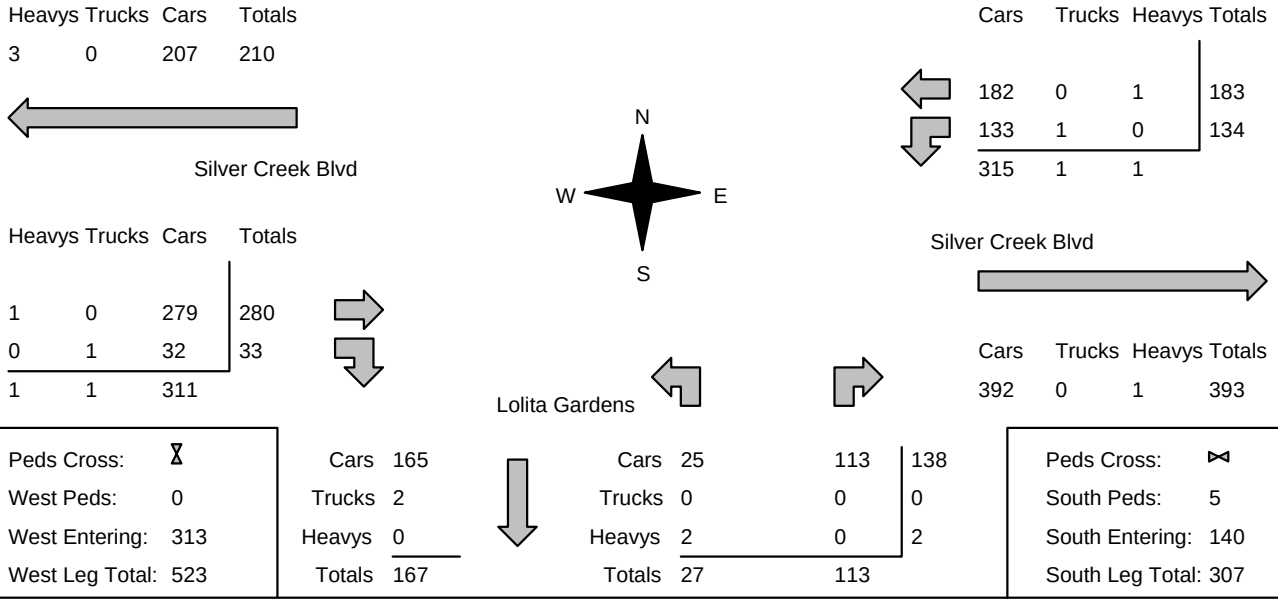
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Silver Creek Blvd runs W/E

East Leg Total: 710
East Entering: 317
East Peds: 1
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 313
West Leg Total: 523

Cars 165
Trucks 2
Heavys 0
Totals 167

Cars 25 113 138
Trucks 0 0 0
Heavys 2 0 2
Totals 27 113

Peds Cross: ⋈
South Peds: 5
South Entering: 140
South Leg Total: 307

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Total Count Diagram

Municipality: Mississauga
Site #: 1816400003
Intersection: Silver Creek Blvd & Lolita Gardens
TFR File #: 1
Count date: 12-Dec-18

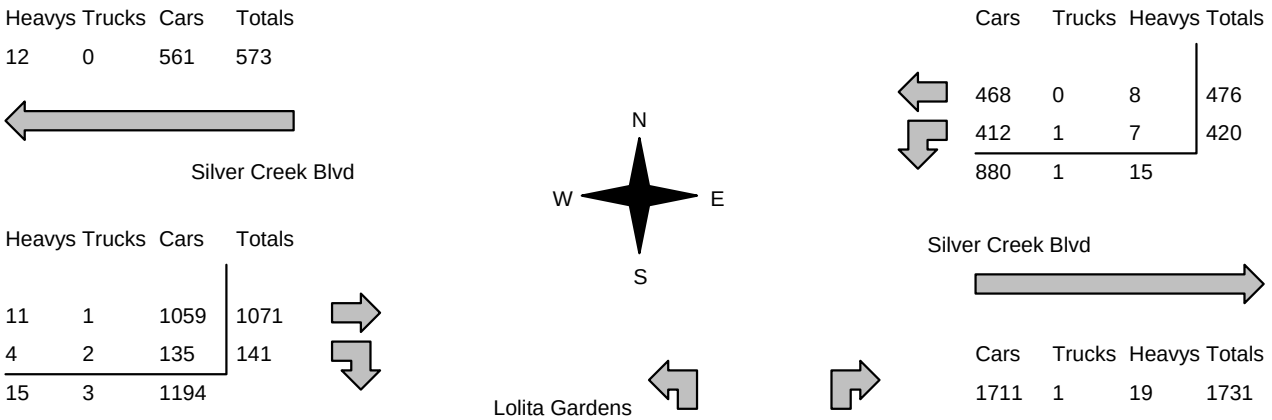
Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Silver Creek Blvd runs W/E

East Leg Total: 2627
East Entering: 896
East Peds: 5
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 2
West Entering: 1212
West Leg Total: 1785

Cars 547
Trucks 3
Heavys 11
Totals 561

Cars 93 652 745
Trucks 0 0 0
Heavys 4 8 12
Totals 97 660

Peds Cross: ⋈
South Peds: 32
South Entering: 757
South Leg Total: 1318

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Traffic Count Summary

Intersection: Silver Creek Blvd & Lolita Gardens | **Count Date:** 12-Dec-18 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: 757

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*6*	*0*	*212*	*218*	*7*
9:00:00	*46*	*0*	*217*	*263*	*5*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*23*	*0*	*111*	*134*	*9*
18:00:00	*22*	*0*	*120*	*142*	*11*
S Totals:	97	0	660	757	32

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*57*	*59*	*0*	*116*	*2*
9:00:00	*71*	*72*	*0*	*143*	*1*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*123*	*170*	*0*	*293*	*0*
18:00:00	*169*	*175*	*0*	*344*	*2*
Totals:	420	476	0	896	5

East/West Total Approaches: 2108

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*252*	*13*	*265*	*0*
9:00:00	*0*	*288*	*44*	*332*	*2*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*295*	*39*	*334*	*0*
18:00:00	*0*	*236*	*45*	*281*	*0*
W Totals:	0	1071	141	1212	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*8*	*49*	*0*	*23*	*24*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	23	23	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	30	7	24	9	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
7:45:00	41	11	37	13	0	0	0	0	0	0	0	0	2	1	3	2	0	0	2	2
8:00:00	54	13	56	19	0	0	0	0	0	0	0	0	3	1	3	0	0	0	2	0
8:15:00	67	13	78	22	0	0	0	0	0	0	0	0	6	3	4	1	0	0	3	1
8:30:00	84	17	97	19	0	0	0	0	0	0	0	0	6	0	4	0	0	0	3	0
8:45:00	100	16	114	17	0	0	0	0	0	0	0	0	7	1	5	1	0	0	3	0
9:00:00	121	21	125	11	0	0	0	0	0	0	0	0	7	0	6	1	0	0	3	0
9:15:00	121	0	125	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	3	0
16:00:00	121	0	125	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	3	0
16:15:00	149	28	159	34	0	0	0	0	0	0	0	0	7	0	7	1	0	0	3	0
16:30:00	180	31	203	44	0	0	0	0	0	0	0	0	7	0	7	0	0	0	3	0
16:45:00	212	32	246	43	0	0	0	0	0	0	0	0	7	0	7	0	0	0	3	0
17:00:00	243	31	294	48	0	0	1	1	0	0	0	0	7	0	7	0	0	0	3	0
17:15:00	282	39	341	47	0	0	1	0	0	0	0	0	7	0	8	1	0	0	4	1
17:30:00	317	35	384	43	0	0	1	0	0	0	0	0	7	0	8	0	0	0	4	0
17:45:00	357	40	420	36	0	0	1	0	0	0	0	0	7	0	8	0	0	0	5	1
18:00:00	412	55	468	48	0	0	1	0	0	0	0	0	7	0	8	0	0	0	5	0
18:15:00	412	0	468	0	0	0	1	0	0	0	0	0	7	0	8	0	0	0	5	0
18:15:15	412	0	468	0	0	0	1	0	0	0	0	0	7	0	8	0	0	0	5	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	46	46	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	1	0	0	0	103	57	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45:00	2	1	0	0	162	59	0	0	0	0	0	0	0	0	0	0	2	2	4	2
8:00:00	5	3	0	0	209	47	0	0	0	0	0	0	1	1	0	0	3	1	7	3
8:15:00	11	6	0	0	272	63	0	0	0	0	0	0	1	0	0	0	6	3	7	0
8:30:00	23	12	0	0	328	56	0	0	0	0	0	0	1	0	0	0	6	0	9	2
8:45:00	45	22	0	0	378	50	0	0	0	0	0	0	2	1	0	0	7	1	10	1
9:00:00	50	5	0	0	422	44	0	0	0	0	0	0	2	0	0	0	7	0	12	2
9:15:00	50	0	0	0	422	0	0	0	0	0	0	0	2	0	0	0	7	0	12	0
16:00:00	50	0	0	0	422	0	0	0	0	0	0	0	2	0	0	0	7	0	12	0
16:15:00	52	2	0	0	456	34	0	0	0	0	0	0	2	0	0	0	8	1	18	6
16:30:00	57	5	0	0	480	24	0	0	0	0	0	0	2	0	0	0	8	0	18	0
16:45:00	65	8	0	0	503	23	0	0	0	0	0	0	3	1	0	0	8	0	19	1
17:00:00	71	6	0	0	532	29	0	0	0	0	0	0	4	1	0	0	8	0	21	2
17:15:00	77	6	0	0	569	37	0	0	0	0	0	0	4	0	0	0	8	0	23	2
17:30:00	81	4	0	0	592	23	0	0	0	0	0	0	4	0	0	0	8	0	26	3
17:45:00	86	5	0	0	622	30	0	0	0	0	0	0	4	0	0	0	8	0	31	5
18:00:00	93	7	0	0	652	30	0	0	0	0	0	0	4	0	0	0	8	0	32	1
18:15:00	93	0	0	0	652	0	0	0	0	0	0	0	4	0	0	0	8	0	32	0
18:15:15	93	0	0	0	652	0	0	0	0	0	0	0	4	0	0	0	8	0	32	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	50	50	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	108	58	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	167	59	9	3	0	0	0	0	0	0	0	0	4	4	1	1	0	0
8:00:00	0	0	244	77	12	3	0	0	0	0	0	0	0	0	8	4	1	0	0	0
8:15:00	0	0	319	75	15	3	0	0	1	1	0	0	0	0	9	1	3	2	0	0
8:30:00	0	0	391	72	23	8	0	0	1	0	0	0	0	0	10	1	3	0	0	0
8:45:00	0	0	470	79	40	17	0	0	1	0	0	0	0	0	10	0	3	0	0	0
9:00:00	0	0	529	59	52	12	0	0	1	0	1	1	0	0	10	0	4	1	2	2
9:15:00	0	0	529	0	52	0	0	0	1	0	1	0	0	0	10	0	4	0	2	0
16:00:00	0	0	529	0	52	0	0	0	1	0	1	0	0	0	10	0	4	0	2	0
16:15:00	0	0	600	71	67	15	0	0	1	0	1	0	0	0	10	0	4	0	2	0
16:30:00	0	0	667	67	77	10	0	0	1	0	1	0	0	0	10	0	4	0	2	0
16:45:00	0	0	739	72	83	6	0	0	1	0	2	1	0	0	10	0	4	0	2	0
17:00:00	0	0	824	85	90	7	0	0	1	0	2	0	0	0	10	0	4	0	2	0
17:15:00	0	0	879	55	99	9	0	0	1	0	2	0	0	0	11	1	4	0	2	0
17:30:00	0	0	939	60	112	13	0	0	1	0	2	0	0	0	11	0	4	0	2	0
17:45:00	0	0	1004	65	122	10	0	0	1	0	2	0	0	0	11	0	4	0	2	0
18:00:00	0	0	1059	55	135	13	0	0	1	0	2	0	0	0	11	0	4	0	2	0
18:15:00	0	0	1059	0	135	0	0	0	1	0	2	0	0	0	11	0	4	0	2	0
18:15:15	0	0	1059	0	135	0	0	0	1	0	2	0	0	0	11	0	4	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:45:00
To: 8:45:00

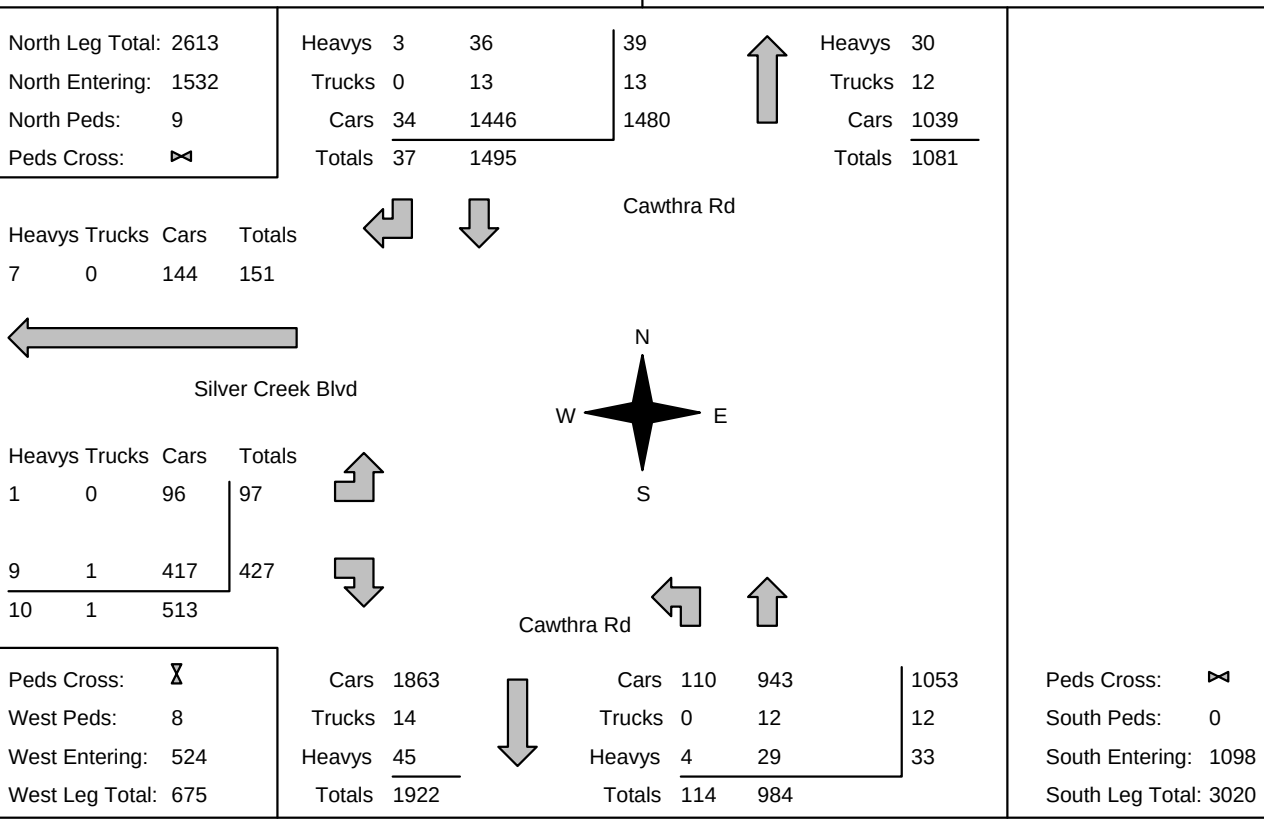
Municipality: Mississauga
Site #: 1816400004
Intersection: Cawthra Rd & Silver Creek Blvd
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Cawthra Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

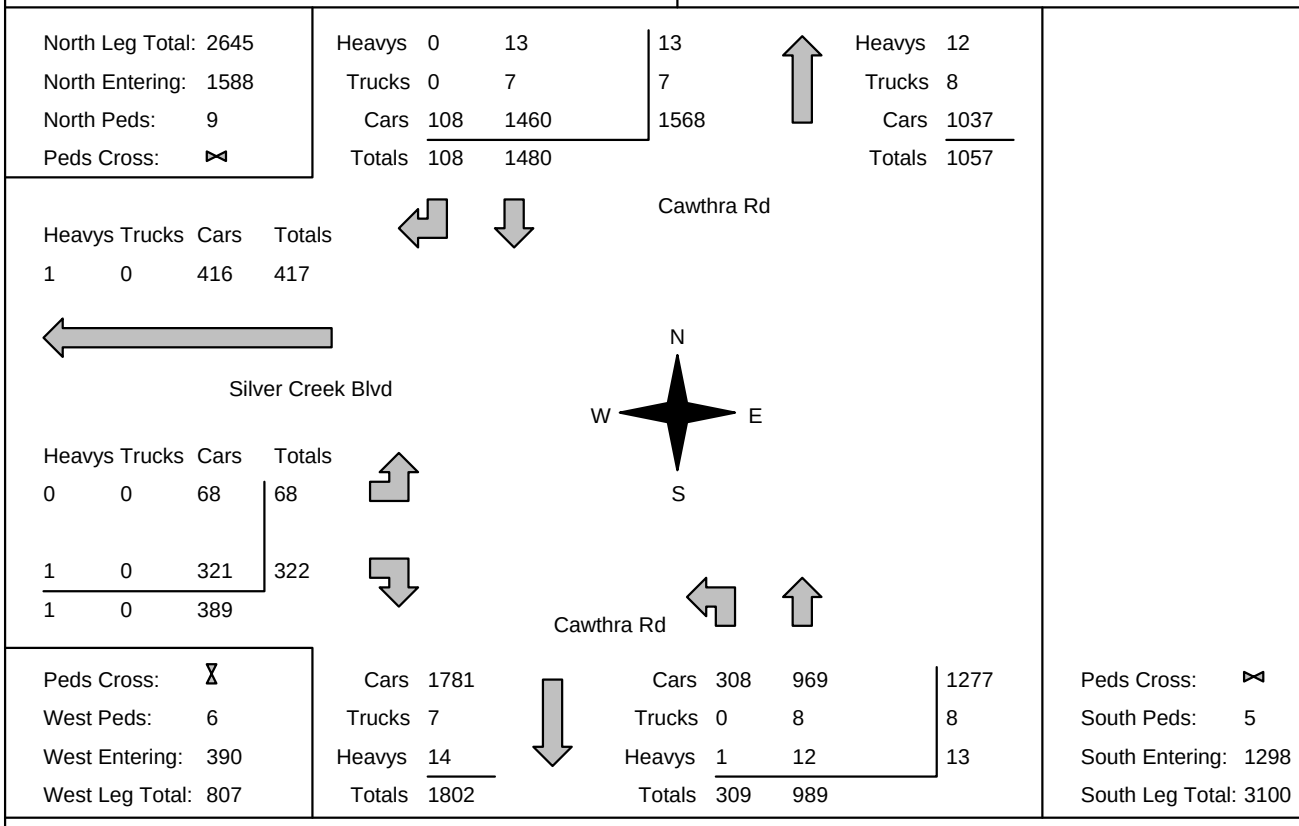
Municipality: Mississauga
Site #: 1816400004
Intersection: Cawthra Rd & Silver Creek Blvd
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Cawthra Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Total Count Diagram

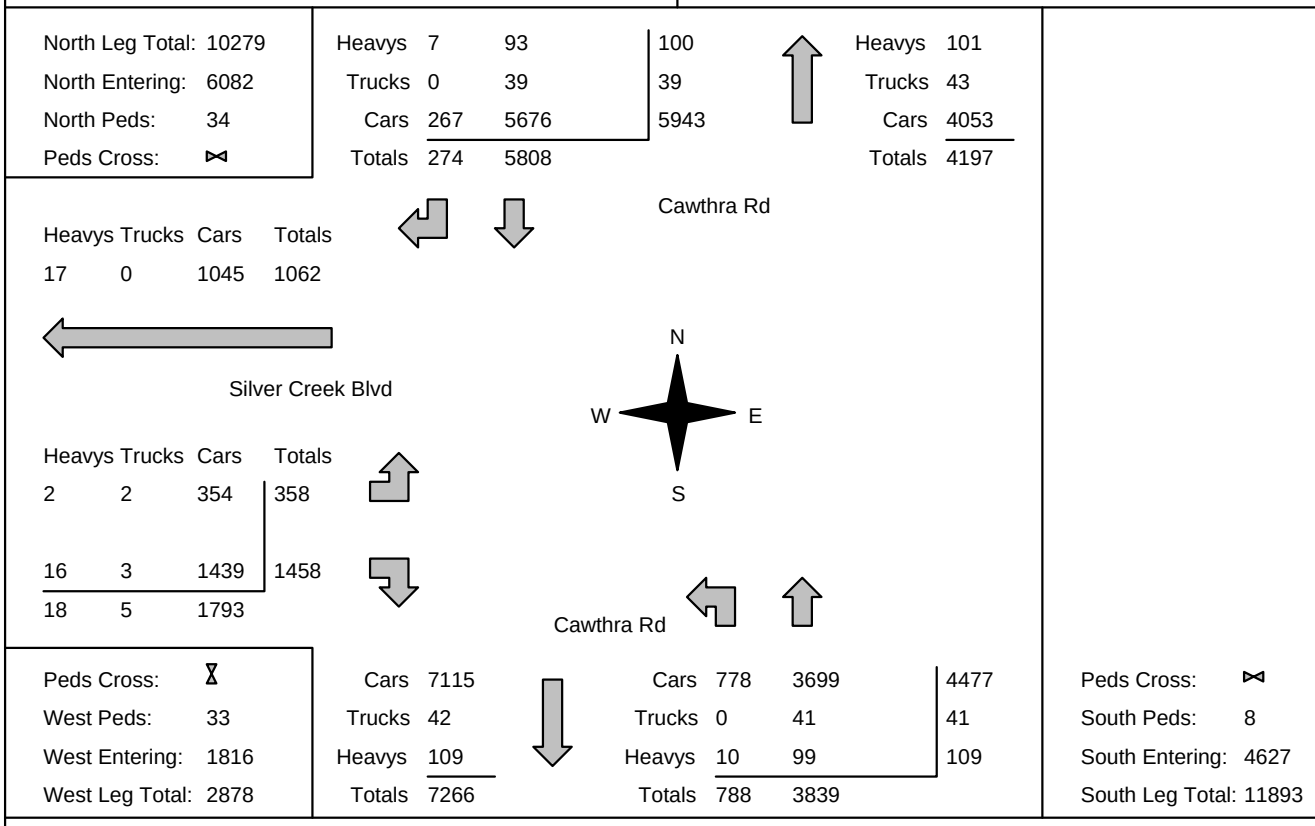
Municipality: Mississauga
Site #: 1816400004
Intersection: Cawthra Rd & Silver Creek Blvd
TFR File #: 1
Count date: 12-Dec-18

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Cawthra Rd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Traffic Count Summary

Intersection: Cawthra Rd & Silver Creek Blvd | **Count Date:** 12-Dec-18 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*1540*	*30*	*1570*	*7*
9:00:00	*0*	*1420*	*45*	*1465*	*8*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*1368*	*91*	*1459*	*10*
18:00:00	*0*	*1480*	*108*	*1588*	*9*
Totals:	0	5808	274	6082	34

North/South Total Approaches: 10709

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*97*	*918*	*0*	*1015*	*0*
9:00:00	*110*	*980*	*0*	*1090*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*272*	*952*	*0*	*1224*	*3*
18:00:00	*309*	*989*	*0*	*1298*	*5*
S Totals:	788	3839	0	4627	8

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

East/West Total Approaches: 1816

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*101*	*0*	*369*	*470*	*10*
9:00:00	*99*	*0*	*412*	*511*	*5*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*90*	*0*	*355*	*445*	*12*
18:00:00	*68*	*0*	*322*	*390*	*6*
W Totals:	358	0	1458	1816	33

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*108*	*107*	*0*	*103*	*82*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400004

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	344	344	14	14	0	0	6	6	0	0	0	0	6	6	1	1	0	0
7:30:00	0	0	735	391	17	3	0	0	8	2	0	0	0	0	13	7	2	1	2	2
7:45:00	0	0	1102	367	21	4	0	0	11	3	0	0	0	0	18	5	2	0	4	2
8:00:00	0	0	1499	397	28	7	0	0	12	1	0	0	0	0	29	11	2	0	7	3
8:15:00	0	0	1855	356	34	6	0	0	17	5	0	0	0	0	45	16	4	2	10	3
8:30:00	0	0	2187	332	43	9	0	0	20	3	0	0	0	0	53	8	4	0	12	2
8:45:00	0	0	2548	361	55	12	0	0	24	4	0	0	0	0	54	1	5	1	13	1
9:00:00	0	0	2878	330	68	13	0	0	26	2	0	0	0	0	56	2	7	2	15	2
9:15:00	0	0	2878	0	68	0	0	0	26	0	0	0	0	0	56	0	7	0	15	0
16:00:00	0	0	2878	0	68	0	0	0	26	0	0	0	0	0	56	0	7	0	15	0
16:15:00	0	0	3191	313	80	12	0	0	28	2	0	0	0	0	62	6	7	0	17	2
16:30:00	0	0	3517	326	106	26	0	0	29	1	0	0	0	0	70	8	7	0	20	3
16:45:00	0	0	3875	358	132	26	0	0	32	3	0	0	0	0	78	8	7	0	22	2
17:00:00	0	0	4216	341	159	27	0	0	32	0	0	0	0	0	80	2	7	0	25	3
17:15:00	0	0	4562	346	186	27	0	0	34	2	0	0	0	0	83	3	7	0	27	2
17:30:00	0	0	4931	369	210	24	0	0	37	3	0	0	0	0	87	4	7	0	27	0
17:45:00	0	0	5287	356	233	23	0	0	38	1	0	0	0	0	89	2	7	0	32	5
18:00:00	0	0	5676	389	267	34	0	0	39	1	0	0	0	0	93	4	7	0	34	2
18:15:00	0	0	5676	0	267	0	0	0	39	0	0	0	0	0	93	0	7	0	34	0
18:15:15	0	0	5676	0	267	0	0	0	39	0	0	0	0	0	93	0	7	0	34	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400004

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	28	28	201	201	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0
7:30:00	44	16	407	206	0	0	0	0	4	4	0	0	1	1	13	7	0	0	0	0
7:45:00	66	22	634	227	0	0	0	0	6	2	0	0	4	3	18	5	0	0	0	0
8:00:00	92	26	881	247	0	0	0	0	10	4	0	0	5	1	27	9	0	0	0	0
8:15:00	122	30	1100	219	0	0	0	0	14	4	0	0	7	2	31	4	0	0	0	0
8:30:00	155	33	1332	232	0	0	0	0	15	1	0	0	7	0	38	7	0	0	0	0
8:45:00	176	21	1577	245	0	0	0	0	18	3	0	0	8	1	47	9	0	0	0	0
9:00:00	199	23	1821	244	0	0	0	0	20	2	0	0	8	0	57	10	0	0	0	0
9:15:00	199	0	1821	0	0	0	0	0	20	0	0	0	8	0	57	0	0	0	0	0
16:00:00	199	0	1821	0	0	0	0	0	20	0	0	0	8	0	57	0	0	0	0	0
16:15:00	267	68	2055	234	0	0	0	0	22	2	0	0	9	1	64	7	0	0	0	0
16:30:00	342	75	2284	229	0	0	0	0	27	5	0	0	9	0	68	4	0	0	0	0
16:45:00	395	53	2504	220	0	0	0	0	29	2	0	0	9	0	82	14	0	0	1	1
17:00:00	470	75	2730	226	0	0	0	0	33	4	0	0	9	0	87	5	0	0	3	2
17:15:00	543	73	2966	236	0	0	0	0	36	3	0	0	10	1	92	5	0	0	6	3
17:30:00	619	76	3215	249	0	0	0	0	38	2	0	0	10	0	95	3	0	0	6	0
17:45:00	695	76	3461	246	0	0	0	0	40	2	0	0	10	0	97	2	0	0	7	1
18:00:00	778	83	3699	238	0	0	0	0	41	1	0	0	10	0	99	2	0	0	8	1
18:15:00	778	0	3699	0	0	0	0	0	41	0	0	0	10	0	99	0	0	0	8	0
18:15:15	778	0	3699	0	0	0	0	0	41	0	0	0	10	0	99	0	0	0	8	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc

Count Date: 12-Dec-18 Site #: 1816400004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	17	17	0	0	81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	46	29	0	0	169	88	1	1	0	0	1	1	0	0	0	0	0	0	3	3
7:45:00	77	31	0	0	259	90	2	1	0	0	1	0	1	1	0	0	5	5	6	3
8:00:00	97	20	0	0	359	100	2	0	0	0	1	0	2	1	0	0	9	4	10	4
8:15:00	120	23	0	0	472	113	2	0	0	0	2	1	2	0	0	0	13	4	13	3
8:30:00	145	25	0	0	579	107	2	0	0	0	2	0	2	0	0	0	13	0	13	0
8:45:00	173	28	0	0	676	97	2	0	0	0	2	0	2	0	0	0	14	1	14	1
9:00:00	196	23	0	0	765	89	2	0	0	0	2	0	2	0	0	0	14	0	15	1
9:15:00	196	0	0	0	765	0	2	0	0	0	2	0	2	0	0	0	14	0	15	0
16:00:00	196	0	0	0	765	0	2	0	0	0	2	0	2	0	0	0	14	0	15	0
16:15:00	220	24	0	0	857	92	2	0	0	0	2	0	2	0	0	0	15	1	19	4
16:30:00	241	21	0	0	939	82	2	0	0	0	2	0	2	0	0	0	15	0	22	3
16:45:00	261	20	0	0	1017	78	2	0	0	0	2	0	2	0	0	0	15	0	23	1
17:00:00	286	25	0	0	1118	101	2	0	0	0	3	1	2	0	0	0	15	0	27	4
17:15:00	310	24	0	0	1203	85	2	0	0	0	3	0	2	0	0	0	16	1	27	0
17:30:00	325	15	0	0	1276	73	2	0	0	0	3	0	2	0	0	0	16	0	27	0
17:45:00	340	15	0	0	1354	78	2	0	0	0	3	0	2	0	0	0	16	0	33	6
18:00:00	354	14	0	0	1439	85	2	0	0	0	3	0	2	0	0	0	16	0	33	0
18:15:00	354	0	0	0	1439	0	2	0	0	0	3	0	2	0	0	0	16	0	33	0
18:15:15	354	0	0	0	1439	0	2	0	0	0	3	0	2	0	0	0	16	0	33	0

APPENDIX B

Rail Traffic Data

Adam Doiron

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: January-08-19 2:42 PM
To: Adam Doiron
Subject: RE: 600 Lolita Gardens Mississauga Traffic Data Requests

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon Adam,

I apologize for the delay.

Further to your request dated December 4, 2018 (attached below), the subject site (600 Lolita Gardens, Mississauga) is located within 300 metres of CPR's Galt Subdivision, which carries Milton GO Train service.

It's anticipated that GO service on this line will be comprised of diesel trains within (at least) a 10-year time horizon. The combined preliminary midterm weekday train volume forecast at this location, including both revenue and equipment trips is in the order of 20 trains (19 day, 1 night). Trains will be comprised of a single locomotive and up to 12 passenger cars.

The current maximum design speed on this corridor is 60 mph (97 km/h).

Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability, and passenger demand.

It should be noted that CPR operates trains in this area and it would be prudent to contact them directly for rail traffic information.

I trust this information is useful. Should you have any questions, please feel free to contact myself.

Best Regards,

IVAN CHEUNG, M.Sc, B.URPl
Intern
Metrolinx
Pre-Construction Services | Capital Projects Group
20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-202-5920

METROLINX

From: Adam Doiron [mailto:adoiron@hgcengineering.com]
Sent: January-08-19 12:36 PM
To: Rail Data Requests
Subject: RE: 600 Lolita Gardens Mississauga Traffic Data Requests

Hello,

Following up on the request below, is rail data for the GO Line to the south of 600 Lolita gardens available?

Thanks,
Adam

Adam Doiron, EIT
HGC Engineering **NOISE | VIBRATION | ACOUSTICS**
Howe Gastmeier Chapnik Limited
t: 905.826.4044 x 234

From: Adam Doiron
Sent: December-12-18 2:59 PM
To: 'RailDataRequests@Metrolinx.com' <RailDataRequests@Metrolinx.com>
Subject: RE: 600 Lolita Gardens Mississauga Traffic Data Requests

Good Afternoon,

Following up on the below request, if the data for the GO line to the south is available.

Thank you,
Adam

Adam Doiron, EIT
HGC Engineering **NOISE | VIBRATION | ACOUSTICS**
Howe Gastmeier Chapnik Limited
t: 905.826.4044 x 234

From: Adam Doiron
Sent: December-04-18 1:44 PM
To: 'RailDataRequests@Metrolinx.com' <RailDataRequests@Metrolinx.com>
Subject: 600 Lolita Gardens Mississauga Traffic Data Requests

Hello,

HGC is working on a noise study for a development at 600-620 Lolita Gardens in Mississauga ON, and would like to request data for the rail line to the south.

Location link for your reference.

Thank you,

Adam Doiron, EIT
Project Consultant

HGC Engineering **NOISE | VIBRATION | ACOUSTICS**
Howe Gastmeier Chapnik Limited
2000 Argentia Road, Plaza One, Suite 203, Mississauga, Ontario, Canada L5N 1P7
t: 905.826.4044 x 234 **e**: adoiron@hgcengineering.com
Visit our website – www.hgcengineering.com **Follow Us** – LinkedIn | Twitter | YouTube

800 - 1290 Central Parkway West
Mississauga, Ontario
Canada L5C 4R3

T 905 803 3429
E josie_tomei@cpr.ca

January 23, 2019

Via email: adoiron@hgcengineering.com

Adam Doiron
HGC Engineering
2000 Argentia Road
Plaza One, Suite 203
Mississauga, Ontario L5N 1P7

Dear Sir/Madam:

Re: Rail Traffic Volumes, CP Mileage 14.07, Galt Subdivision, 600 Lolita Gardens, Mississauga

This is in reference to your request for rail traffic data in the vicinity of 600 Lolita Gardens in the City of Mississauga. The study area is located at mile 14.07 of our Galt Subdivision, which is classified as a Principal Main line.

The information requested is as follows:

1. Number of freight trains between 0700 & 2300: 6
   Number of freight trains between 2300 & 0700: 7

2. Maximum cars per train freight: 163

3. Number of locomotives per train: 2 (4 max.)

4. Maximum permissible train speed: 50 mph

5. The whistle signal is prohibited approaching public grade crossings through the study area, however, the whistle may be sounded if deemed necessary by the train crew for safety reasons at any time.

6. There are 2 mainline tracks with continuously welded rail at this location along with a cross connection. Train noise may increase as trains pass through the connections.

7. Please note, the information provided is for freight trains only. Metrolinx operates GO passenger service through this location. Passenger data should be obtained directly from Metrolinx.

The information provided is based on recent rail traffic. Variations of the above may exist on a day-to-day basis. Specific measurements may also vary significantly depending on customer needs.

Yours truly,

Josie Tomei SR/WA
Specialist Real Estate Sales & Acquisitions – Ontario