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October 23, 2018

VIA E-MAIL TO: jboldt@plazacorp.com

Plazacorp Investments Limited
10 Wanless Avenue
Toronto Ontario, M4N 1V6

**Re: Rooftop Terrace Noise Impact Study
Argyle Road, Mississauga**

Dear Julianna,

As requested, HGC Engineering has completed an acoustical analysis for the planned 4-storey residential development to be located on Argyle Road, Mississauga.

Noise levels impacting the rooftop terraces of the buildings were based on drawings by Architecture Unfolded ("issued for rezoning" dated October 23, 2018). The site plan is shown below in Figure 1. The primary noise source impacting the development is road traffic, particularly on Dundas Street West and Confederation Parkway. Road traffic volume data was obtained from NextTrans Consulting Engineers in the form of turning movement counts for the intersections of Argyle Road and Dundas Street West, as well as Dunbar Road and Confederation Parkway, included as Appendix A.

Outdoor Living 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. Guidelines for acceptable levels of road traffic noise impacting residential developments are given in MOECC publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning", release date October 21, 2013. These criteria state that daytime equivalent sound pressure levels at OLAs must be less than 55 dBA during the daytime.

In cases where a minor excess (up to 5 dB) over the sound level limit in an OLA is anticipated, MOECC 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 noise control measures, such as an acoustical barrier, are required.

Prediction Results

To assess the levels of traffic noise that will impact the rooftop terraces, predictions were made using a 3D computer modelling package (Cadna-A version 2018). 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 level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures. The model is shown in Figures 2 and 3. The results of this

model were verified to be within 1 dB of those found in STAMSON version 5.04, a computer algorithm developed by the MOECC.

The prediction considered traffic that will exist in 10 years (2028), assuming conservative annual growth of 2.5% on all roadways. Assuming a standard 1.07 m high solid guard or parapet at the perimeter of each rooftop terrace, the predicted daytime sound levels in the outdoor amenity areas are a minimum of 52.5 dBA at Block A and a maximum of 53.7 dBA at Block B. No additional noise abatement is required to comply with the MOECC criteria outlined above.

We trust that this information is helpful. If you have any questions or concerns regarding the above, please do not hesitate to call or comment by e-mail.

Best regards,
Howe Gastmeier Chapnik Limited



Duncan Mann, BAsC

Reviewed By:



Brian Chapnik, PhD, PEng



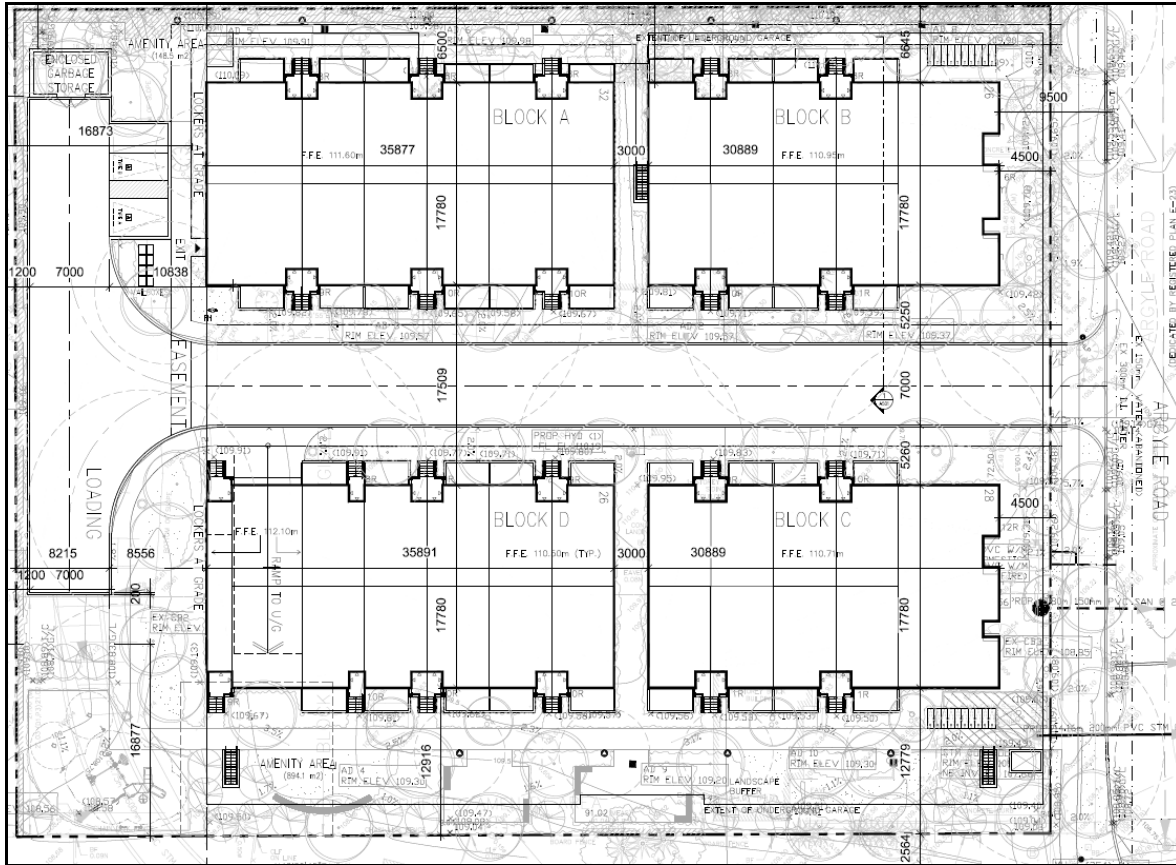


Figure 1: Site Plan

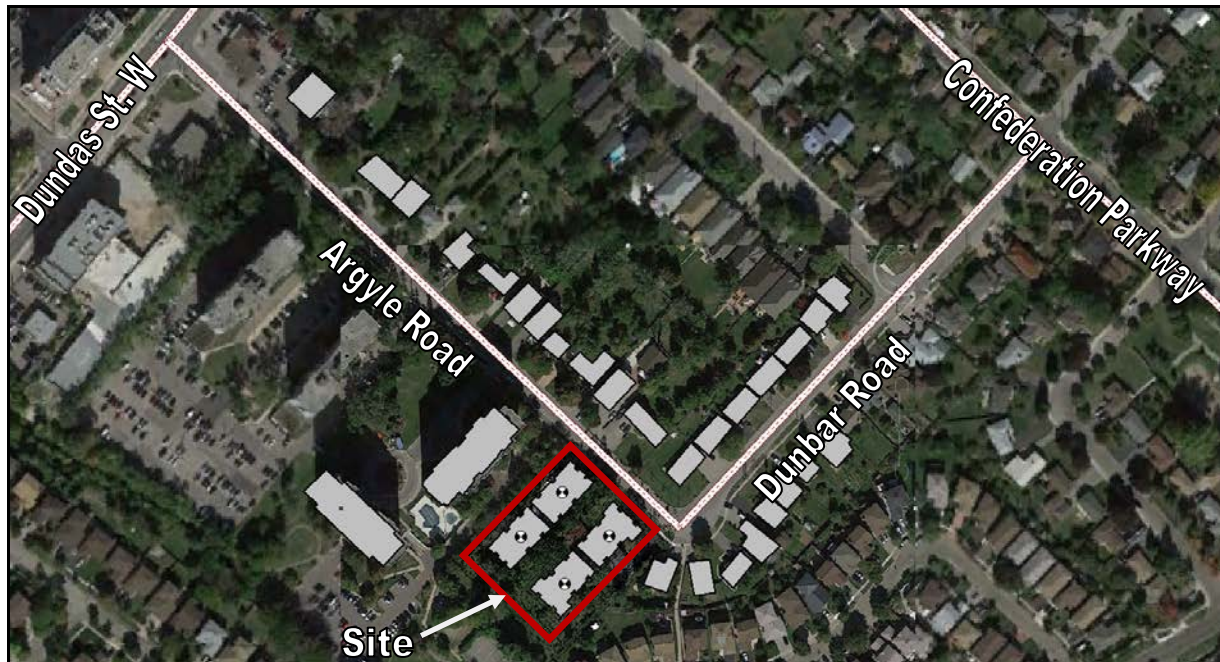


Figure 2: Acoustic Model



Figure 3: 3D Acoustic Model

APPENDIX A
Traffic Data



Turning Movement Count (1 . ARGYLE RD & DUNDAS ST W)

Start Time	E Approach DUNDAS ST W					S Approach ARGYLE RD					W Approach DUNDAS ST W					Int. Total (15 min)	Int. Total (1 hr)
	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	U-Turn W:W	Peds W:	Approach Total		
07:00:00	96	1	0	1	97	10	9	0	1	19	1	207	0	1	208	324	
07:15:00	110	5	0	0	115	11	6	0	2	17	4	233	0	0	237	369	
07:30:00	113	3	0	0	116	17	14	0	0	31	3	282	0	0	285	432	
07:45:00	148	2	0	2	150	9	4	0	2	13	6	287	0	3	293	456	1581
08:00:00	139	6	0	1	145	18	9	0	2	27	2	305	0	2	307	479	1736
08:15:00	146	2	0	0	148	9	2	0	5	11	10	268	0	2	278	437	1804
08:30:00	151	5	0	0	156	11	3	0	0	14	7	262	0	0	269	439	1811
08:45:00	174	4	0	2	178	12	8	0	3	20	7	328	0	0	335	533	1888
09:00:00	171	4	0	2	175	12	1	0	4	13	6	251	0	1	257	445	1854
09:15:00	174	1	0	1	175	7	4	0	4	11	6	261	0	1	267	453	1870
09:30:00	145	2	0	1	147	10	7	0	12	17	8	223	0	1	231	395	1826
09:45:00	160	4	0	0	164	7	7	0	4	14	6	213	0	0	219	397	1690
BREAK																	
16:00:00	264	8	0	0	272	5	11	0	1	16	16	204	0	2	220	508	
16:15:00	288	7	0	0	295	10	5	0	4	15	11	235	0	0	246	556	
16:30:00	325	7	0	0	332	9	12	0	2	21	15	213	0	0	228	581	
16:45:00	293	11	0	1	304	10	10	0	7	20	21	195	0	1	216	540	2185
17:00:00	334	8	1	0	343	10	5	0	4	15	12	221	0	2	233	591	2268
17:15:00	307	8	0	0	315	10	9	0	4	19	17	227	0	1	244	578	2290
17:30:00	301	3	1	1	305	5	8	0	2	13	13	217	0	1	230	548	2257
17:45:00	305	8	0	0	313	10	12	0	3	22	12	223	0	1	235	570	2287
18:00:00	303	10	0	0	313	2	8	0	1	10	13	221	0	0	234	557	2253
18:15:00	291	6	0	0	297	11	10	0	6	21	12	210	1	1	223	541	2216
18:30:00	276	6	0	0	282	16	11	0	4	27	16	180	0	1	196	505	2173



18:45:00	261	13	0	2	274	11	5	0	1	16	11	172	0	0	183	473	2076
Grand Total	5275	134	2	14	5411	242	180	0	78	422	235	5638	1	21	5874	11707	-
Approach%	97.5%	2.5%	0%	-	-	57.3%	42.7%	0%	-	-	4%	96%	0%	-	-	-	-
Totals %	45.1%	1.1%	0%	46.2%	2.1%	1.5%	0%	3.6%	2%	48.2%	0%	50.2%	-	-	-	-	-
Heavy	187	2	0	-	3	2	0	-	6	185	0	-	-	-	-	-	-
Heavy %	3.5%	1.5%	0%	-	1.2%	1.1%	0%	-	2.6%	3.3%	0%	-	-	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Overcast (4.2 °C)

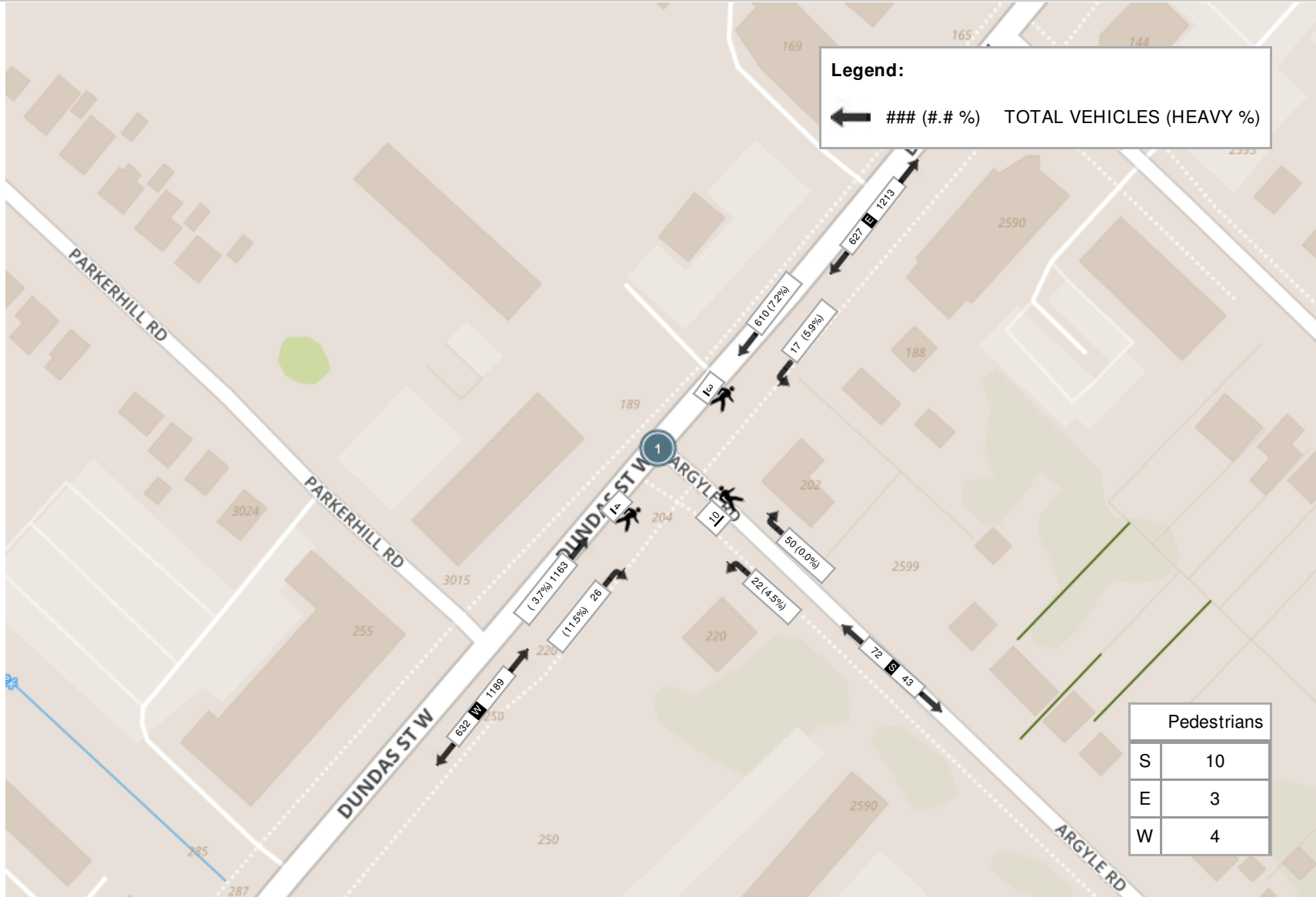
Start Time	E Approach DUNDAS ST W					S Approach ARGYLE RD					W Approach DUNDAS ST W					Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
08:00:00	139	6	0	1	145	18	9	0	2	27	2	305	0	2	307	479
08:15:00	146	2	0	0	148	9	2	0	5	11	10	268	0	2	278	437
08:30:00	151	5	0	0	156	11	3	0	0	14	7	262	0	0	269	439
08:45:00	174	4	0	2	178	12	8	0	3	20	7	328	0	0	335	533
Grand Total	610	17	0	3	627	50	22	0	10	72	26	1163	0	4	1189	1888
Approach%	97.3%	2.7%	0%	-	-	69.4%	30.6%	0%	-	-	2.2%	97.8%	0%	-	-	-
Totals %	32.3%	0.9%	0%	33.2%	2.6%	1.2%	0%	3.8%	1.4%	61.6%	0%	63%	-	-	-	-
PHF	0.88	0.71	0	0.88	0.69	0.61	0	0.67	0.65	0.89	0	0.89	-	-	-	-
Heavy	44	1	0	45	0	1	0	1	3	43	0	46	-	-	-	-
Heavy %	7.2%	5.9%	0%	7.2%	0%	4.5%	0%	1.4%	11.5%	3.7%	0%	3.9%	-	-	-	-
Lights	566	16	0	582	50	21	0	71	23	1120	0	1143	-	-	-	-
Lights %	92.8%	94.1%	0%	92.8%	100%	95.5%	0%	98.6%	88.5%	96.3%	0%	96.1%	-	-	-	-
Single-Unit Trucks	12	0	0	12	0	0	0	0	3	15	0	18	-	-	-	-
Single-Unit Trucks %	2%	0%	0%	1.9%	0%	0%	0%	0%	11.5%	1.3%	0%	1.5%	-	-	-	-
Buses	27	1	0	28	0	1	0	1	0	25	0	25	-	-	-	-
Buses %	4.4%	5.9%	0%	4.5%	0%	4.5%	0%	1.4%	0%	2.1%	0%	2.1%	-	-	-	-
Articulated Trucks	5	0	0	5	0	0	0	0	0	3	0	3	-	-	-	-
Articulated Trucks %	0.8%	0%	0%	0.8%	0%	0%	0%	0%	0%	0.3%	0%	0.3%	-	-	-	-
Pedestrians	-	-	-	3	-	-	-	10	-	-	-	4	-	-	-	-
Pedestrians%	-	-	-	17.6%	-	-	-	58.8%	-	-	-	23.5%	-	-	-	-



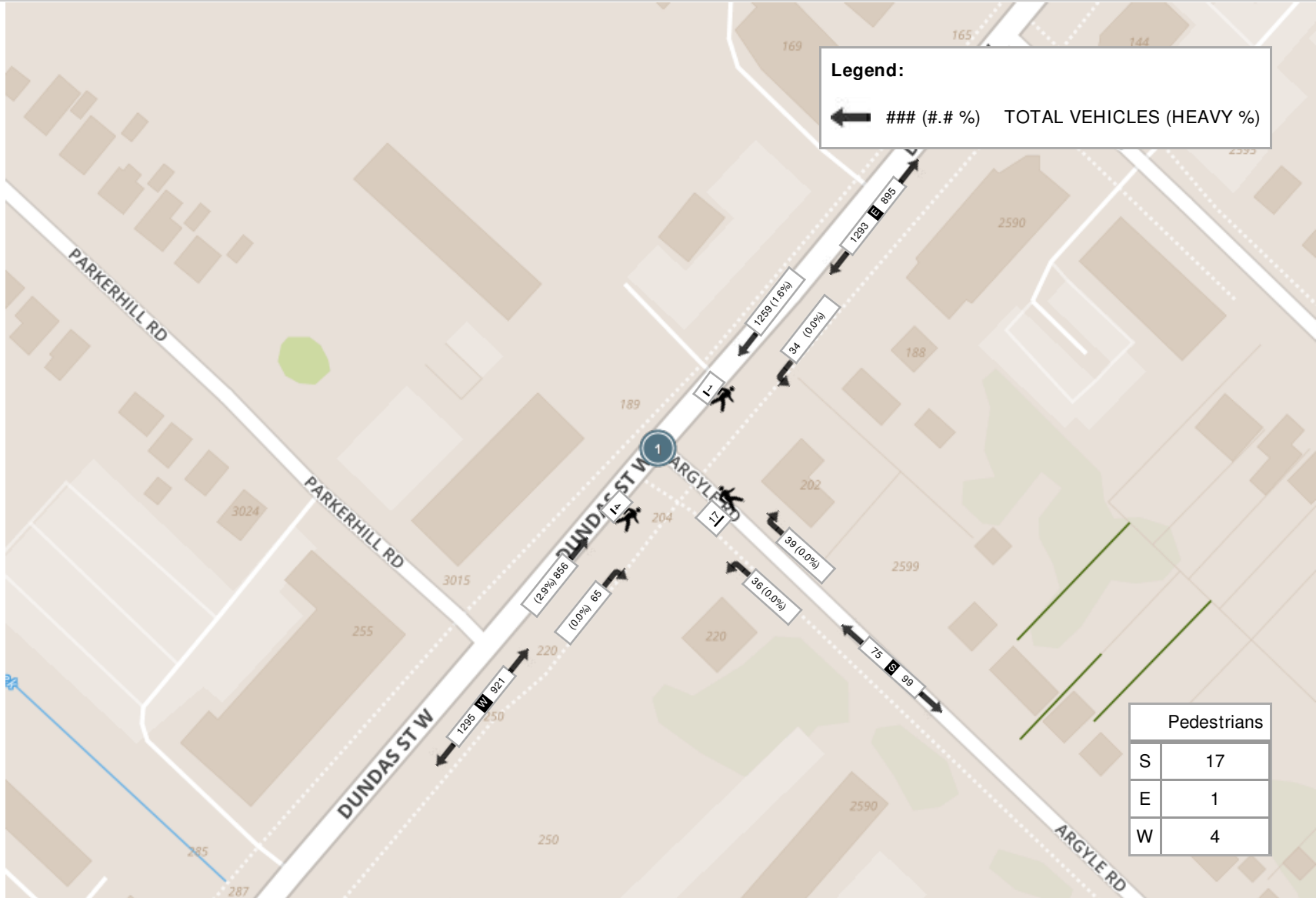
Peak Hour: 04:30 PM - 05:30 PM Weather: Rain (8.6 °C)

Start Time	E Approach DUNDAS ST W					S Approach ARGYLE RD					W Approach DUNDAS ST W					Int. Total (15 min)
	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	Right	Thru	U-Turn	Peds	Approach Total	
16:30:00	325	7	0	0	332	9	12	0	2	21	15	213	0	0	228	581
16:45:00	293	11	0	1	304	10	10	0	7	20	21	195	0	1	216	540
17:00:00	334	8	1	0	343	10	5	0	4	15	12	221	0	2	233	591
17:15:00	307	8	0	0	315	10	9	0	4	19	17	227	0	1	244	578
Grand Total	1259	34	1	1	1294	39	36	0	17	75	65	856	0	4	921	2290
Approach%	97.3%	2.6%	0.1%	-	-	52%	48%	0%	-	-	7.1%	92.9%	0%	-	-	-
Totals %	55%	1.5%	0%	56.5%	1.7%	1.6%	0%	3.3%	2.8%	37.4%	0%	40.2%	-	-	-	-
PHF	0.94	0.77	0.25	0.94	0.98	0.75	0	0.89	0.77	0.94	0	0.94	-	-	-	-
Heavy	20	0	0	20	0	0	0	0	0	25	0	25	-	-	-	-
Heavy %	1.6%	0%	0%	1.5%	0%	0%	0%	0%	0%	2.9%	0%	2.7%	-	-	-	-
Lights	1239	34	1	1274	39	36	0	75	65	831	0	896	-	-	-	-
Lights %	98.4%	100%	100%	98.5%	100%	100%	0%	100%	100%	97.1%	0%	97.3%	-	-	-	-
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	10	0	10	-	-	-	-
Single-Unit Trucks %	0.5%	0%	0%	0.5%	0%	0%	0%	0%	0%	1.2%	0%	1.1%	-	-	-	-
Buses	13	0	0	13	0	0	0	0	0	13	0	13	-	-	-	-
Buses %	1%	0%	0%	1%	0%	0%	0%	0%	0%	1.5%	0%	1.4%	-	-	-	-
Articulated Trucks	1	0	0	1	0	0	0	0	0	2	0	2	-	-	-	-
Articulated Trucks %	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0.2%	0%	0.2%	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	17	-	-	-	-	4	-	-	-
Pedestrians%	-	-	-	4.5%	-	-	-	77.3%	-	-	-	18.2%	-	-	-	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Overcast (4.2 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Rain (8.6 °C)





Turning Movement Count (2 - DUNBAR RD & CONFEDERATION PKWY)

Start Time	N Approach CONFEDERATION PKWY						E Approach DUNBAR RD						S Approach CONFEDERATION PKWY						W Approach DUNBAR RD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	3	136	0	0	0	139	1	0	0	0	0	1	1	104	5	0	0	110	7	0	1	0	0	8	258	
07:15:00	1	139	0	0	0	140	0	0	0	0	3	0	0	107	5	0	3	112	11	0	1	0	2	12	264	
07:30:00	1	136	0	0	0	137	0	0	0	0	1	0	0	165	7	0	0	172	20	0	1	0	0	21	330	
07:45:00	0	168	1	0	0	169	1	0	2	0	1	3	1	148	9	0	0	158	21	0	2	0	3	23	353	1205
08:00:00	2	159	0	0	0	161	0	0	0	0	7	0	0	140	12	0	1	152	31	0	5	0	3	36	349	1296
08:15:00	3	171	0	0	0	174	0	0	0	0	4	0	0	138	8	0	0	146	15	0	6	0	1	21	341	1373
08:30:00	2	140	0	0	0	142	0	0	0	0	14	0	0	148	11	0	0	159	14	0	4	0	4	18	319	1362
08:45:00	2	188	0	0	0	190	2	0	0	0	6	2	0	160	17	0	0	177	36	0	0	0	4	36	405	1414
09:00:00	4	156	0	0	0	160	1	0	0	0	8	1	0	174	18	0	0	192	33	0	3	0	10	36	389	1454
09:15:00	7	118	1	0	0	126	0	0	0	0	7	0	0	162	5	0	0	167	13	0	0	0	4	13	306	1419
09:30:00	6	156	0	0	1	162	0	0	1	0	3	1	0	116	5	0	0	121	15	0	3	0	2	18	302	1402
09:45:00	1	137	1	0	2	139	1	0	2	0	4	3	1	134	8	0	0	143	18	0	3	0	4	21	306	1303
BREAK																										
16:00:00	7	171	3	0	2	181	2	0	1	0	6	3	0	159	20	0	0	179	15	0	1	0	3	16	379	
16:15:00	8	167	0	0	0	175	1	0	0	0	10	1	1	149	11	0	0	161	6	0	4	0	0	10	347	
16:30:00	15	172	0	1	0	188	0	0	0	0	3	0	0	158	12	0	0	170	9	0	2	0	3	11	369	
16:45:00	6	171	1	1	0	179	0	0	0	0	6	0	0	147	6	0	0	153	9	1	4	0	2	14	346	1441
17:00:00	10	170	2	0	0	182	0	0	0	0	5	0	0	164	5	0	0	169	14	0	0	0	6	14	365	1427
17:15:00	7	173	2	0	0	182	1	0	1	0	5	2	0	141	18	0	0	159	17	0	1	0	1	18	361	1441
17:30:00	4	164	2	0	3	170	0	0	1	0	1	1	0	148	10	0	0	158	13	0	2	0	5	15	344	1416
17:45:00	18	169	0	0	0	187	2	0	0	0	2	2	0	156	14	0	0	170	12	0	5	0	5	17	376	1446
18:00:00	16	148	2	0	0	166	0	0	2	0	2	2	0	141	11	0	0	152	17	0	4	0	2	21	341	1422
18:15:00	10	168	1	0	0	179	1	0	2	0	5	3	1	140	7	0	0	148	12	0	2	0	6	14	344	1405
18:30:00	14	155	1	0	0	170	1	0	0	0	4	1	0	150	10	2	1	162	18	0	1	0	2	19	352	1413
18:45:00	5	156	1	0	0	162	1	0	0	0	2	1	1	150	11	0	0	162	9	0	0	0	3	9	334	1371
Grand Total	152	3788	18	2	8	3960	15	0	12	0	109	27	6	3499	245	2	5	3752	385	1	55	0	75	441	8180	-
Approach %	3.8%	95.7%	0.5%	0.1%	-	-	55.6%	0%	44.4%	0%	-	-	0.2%	93.3%	6.5%	0.1%	-	-	87.3%	0.2%	12.5%	0%	-	-	-	-
Totals %	1.9%	46.3%	0.2%	0%	-	48.4%	0.2%	0%	0.1%	0%	-	0.3%	0.1%	42.8%	3%	0%	-	45.9%	4.7%	0%	0.7%	0%	-	5.4%	-	-
Heavy	4	81	0	0	-	-	1	0	0	0	-	-	2	74	8	0	-	-	8	0	3	0	-	-	-	-
Heavy %	2.6%	2.1%	0%	0%	-	-	6.7%	0%	0%	0%	-	-	33.3%	2.1%	3.3%	0%	-	-	2.1%	0%	5.5%	0%	-	-	-	-
Bicycles	1	2	0	0	-	-	0	1	0	0	-	-	0	2	0	0	-	-	0	0	0	0	-	-	-	-
Bicycle %	0.7%	0.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Overcast (4.2 °C)

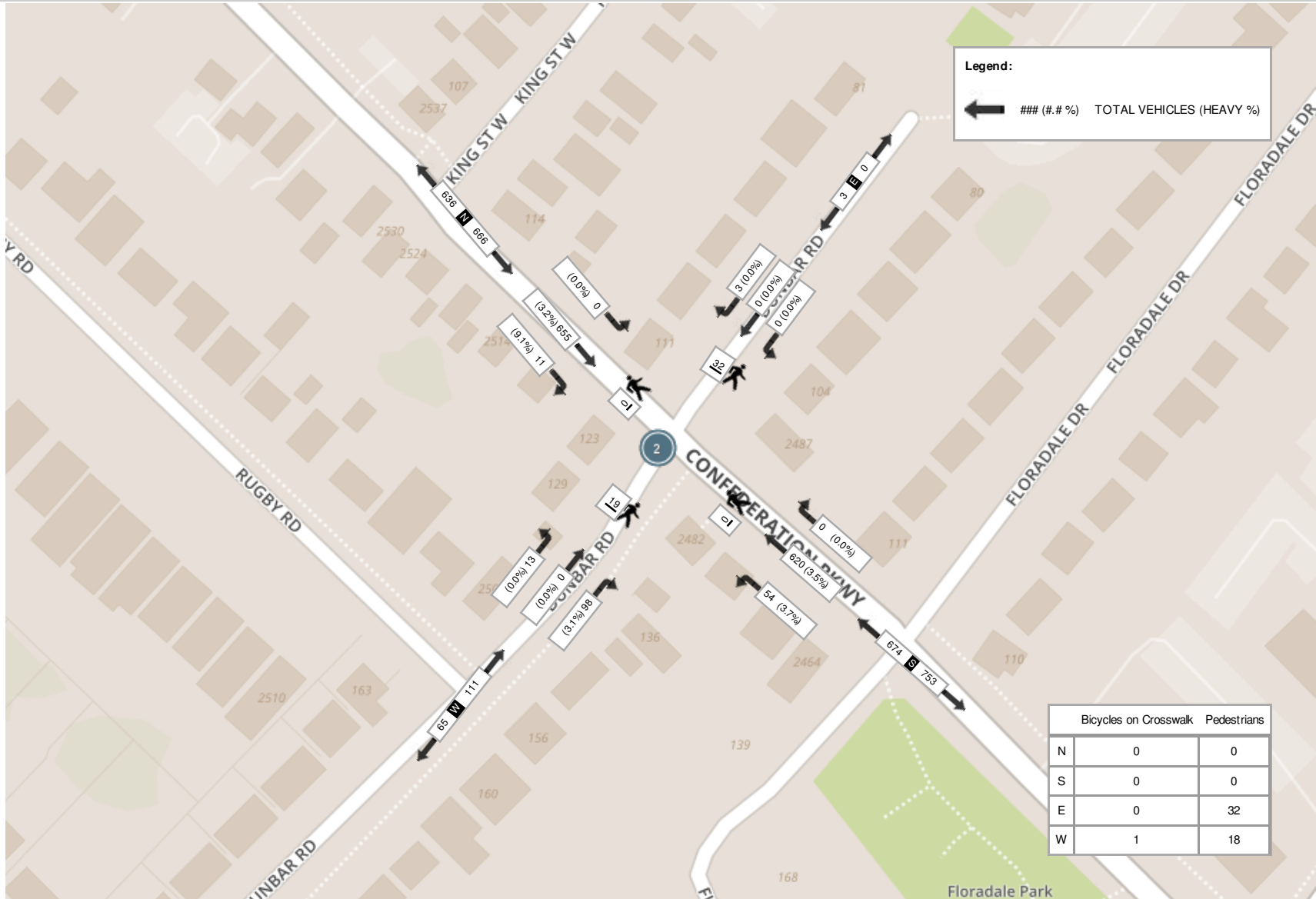
Start Time	N Approach CONFEDERATION PKWY						E Approach DUNBAR RD						S Approach CONFEDERATION PKWY						W Approach DUNBAR RD						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
08:15:00	3	171	0	0	0	174	0	0	0	0	4	0	0	138	8	0	0	146	15	0	6	0	1	21	341
08:30:00	2	140	0	0	0	142	0	0	0	0	14	0	0	148	11	0	0	159	14	0	4	0	4	18	319
08:45:00	2	188	0	0	0	190	2	0	0	0	6	2	0	160	17	0	0	177	36	0	0	0	4	36	405
09:00:00	4	156	0	0	0	160	1	0	0	0	8	1	0	174	18	0	0	192	33	0	3	0	10	36	389
Grand Total	11	655	0	0	0	666	3	0	0	0	32	3	0	620	54	0	0	674	98	0	13	0	19	111	1454
Approach%	1.7%	98.3%	0%	0%	-	-	100%	0%	0%	0%	-	-	0%	92%	8%	0%	-	88.3%	0%	11.7%	0%	-	-	-	
Totals %	0.8%	45%	0%	0%	45.8%	0.2%	0%	0%	0%	0.2%	0%	0%	42.6%	3.7%	0%	46.4%	6.7%	0%	0.9%	0%	7.6%	-	-	-	
PHF	0.69	0.87	0	0	0.88	0.38	0	0	0	0.38	0	0	0.89	0.75	0	0.88	0.68	0	0.54	0	0.77	-	-	-	
Heavy	1	21	0	0	22	0	0	0	0	0	0	0	22	2	0	24	3	0	0	0	3	-	-	-	
Heavy %	9.1%	3.2%	0%	0%	3.3%	0%	0%	0%	0%	0%	0%	0%	3.5%	3.7%	0%	3.6%	3.1%	0%	0%	0%	2.7%	-	-	-	
Lights	10	634	0	0	644	3	0	0	0	3	0	598	52	0	650	95	0	13	0	108	-	-	-		
Lights %	90.9%	96.8%	0%	0%	96.7%	100%	0%	0%	0%	100%	0%	96.5%	96.3%	0%	96.4%	96.9%	0%	100%	0%	97.3%	-	-	-		
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	-	-	-		
Single-Unit Trucks %	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0.5%	1.9%	0%	0.6%	1%	0%	0%	0%	0.9%	-	-	-		
Buses	1	19	0	0	20	0	0	0	0	0	0	19	1	0	20	2	0	0	0	2	-	-	-		
Buses %	9.1%	2.9%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3.1%	1.9%	0%	3%	2%	0%	0%	0%	1.8%	-	-	-		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-		
Pedestrians	-	-	-	-	0	-	-	-	-	32	-	-	-	-	-	0	-	-	-	-	18	-	-	-	
Pedestrians%	-	-	-	-	0%	-	-	-	-	62.7%	-	-	-	-	0%	-	-	-	-	-	35.3%	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	2%	-	-	-	-	
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	-	0	1	0	0	-	0	0	0	0	0	-	-	-	
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	



Peak Hour: 05:00 PM - 06:00 PM Weather: Rain (8.6 °C)

Start Time	N Approach CONFEDERATION PKWY						E Approach DUNBAR RD						S Approach CONFEDERATION PKWY						W Approach DUNBAR RD						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
17:00:00	10	170	2	0	0	182	0	0	0	0	5	0	0	164	5	0	0	169	14	0	0	0	6	14	365
17:15:00	7	173	2	0	0	182	1	0	1	0	5	2	0	141	18	0	0	159	17	0	1	0	1	18	361
17:30:00	4	164	2	0	3	170	0	0	1	0	1	1	0	148	10	0	0	158	13	0	2	0	5	15	344
17:45:00	18	169	0	0	0	187	2	0	0	0	2	2	0	156	14	0	0	170	12	0	5	0	5	17	376
Grand Total	39	676	6	0	3	721	3	0	2	0	13	5	0	609	47	0	0	656	56	0	8	0	17	64	1446
Approach%	5.4%	93.8%	0.8%	0%	-	-	60%	0%	40%	0%	-	0%	92.8%	7.2%	0%	-	87.5%	0%	12.5%	0%	-	-	-	-	
Totals %	2.7%	46.7%	0.4%	0%	49.9%	0.2%	0%	0.1%	0%	0.3%	0%	42.1%	3.3%	0%	45.4%	3.9%	0%	0.6%	0%	4.4%	-	-	-	-	
PHF	0.54	0.98	0.75	0	0.96	0.38	0	0.5	0	0.63	0	0.93	0.65	0	0.96	0.82	0	0.4	0	0.89	-	-	-	-	
Heavy	0	7	0	0	7	0	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	0	0	
Heavy %	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0.8%	4.3%	0%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%	
Lights	39	669	6	0	714	3	0	2	0	5	0	604	45	0	649	56	0	8	0	64	-	-	-	-	
Lights %	100%	99%	100%	0%	99%	100%	0%	100%	0%	100%	0%	99.2%	95.7%	0%	98.9%	100%	0%	100%	0%	100%	-	-	-	-	
Single-Unit Trucks	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	
Single-Unit Trucks %	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	4.3%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Buses	0	5	0	0	5	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	
Buses %	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	0.8%	0%	0.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pedestrians	-	-	-	-	3	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	16	-	-	-	
Pedestrians%	-	-	-	-	9.1%	-	-	-	-	36.4%	-	-	-	-	0%	-	-	-	-	48.5%	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	3%	-	-	-	-	0%	-	-	-	-	3%	-	-	-	-	
Bicycles on Road	0	1	0	0	0	-	0	0	0	0	-	0	1	0	0	-	0	0	0	0	0	0	0	-	
Bicycles on Road%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	

Peak Hour: 08:15 AM - 09:15 AM Weather: Overcast (4.2 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Rain (8.6 °C)

