

TRAFFIC OPERATIONS ASSESSMENT

1108 EGLINTON AVENUE EAST

CITY OF MISSISSAUGA

PREPARED FOR:

ALI RAFAQAT

PREPARED BY:

**C.F. CROZIER & ASSOCIATES INC.
2800 HIGH POINT DRIVE, SUITE 100
MILTON, ON L9T 6P4**

AUGUST 2018

CFCA FILE NO. 1277-4440

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



Revision Number	Date	Comments
Rev.0	August, 2018	Issued for First Submission

1.0 Executive Summary

C.F Crozier and Associates Inc. (Crozier) was retained by Ali Rafaaqat to undertake a Traffic Operations Assessment (TOA) in support of a Zoning By-Law Amendment for two proposed commercial buildings located at 1108 and 1094 Eglinton Avenue East, in the City of Mississauga.

The proposed development, as illustrated by the conceptual site plan prepared by Brian Luey Architect Inc., is for two (2) one (1) storey commercial buildings on the subject lands. The proposed commercial buildings have a total gross area of 907 square metres (9,763 square feet). A total of 49 parking spaces are proposed at-grade. The proposed site is accessible via one (1) full-movement access at the intersection of Maingate Drive at Eglinton Avenue. The proposed site access will create the fourth leg of the intersection.

A scope of work was sent to City of Mississauga Staff on June 28, 2018; no response was received.

Under 2018 existing conditions, the intersection of Eglinton Avenue at Maingate Drive operates with an average delay per vehicle of 34.7 seconds during the weekday p.m. period and 8.0 seconds during the Saturday peak period.

Under 2023 future background conditions, the intersection of Eglinton Avenue at Maingate Drive is projected to operate at a Level of Service "D" during the Weekday p.m. peak hour, with an average delay per vehicle of 40.7 seconds. During the weekend peak period, the intersection is expected to operate at a level of service "A" with an average delay per vehicle of 8.5 seconds.

The proposed development is expected to generate 58 new two-way (28 inbound and 30 outbound) trips during the Weekday p.m. peak hour and 67 new two-way (35 inbound and 32 outbound) trips during the Saturday mid-day peak period.

Intersection analyses of 2023 total traffic volumes indicates that the addition of the site generated traffic to the roadway system will have a negligible effect to the operations of study intersection. The intersection of Eglinton Avenue at Maingate Drive is projected to operate at a Level of Service "D" under 2023 total traffic conditions during the p.m. peak hour, similar to the future background scenario. Average delay per vehicle is expected to decrease by 0.3 seconds compared to future background conditions to 40.4 seconds

During the weekend peak period, the intersection is expected to operate similar to the future background scenario at a level of service "A" with an average delay per vehicle of 8.3 seconds, a decrease of 0.2 seconds.

The analysis undertaken herein was prepared using the most recent Site Plan prepared by Brian Luey Architect, dated June 6th, 2018. Any minor changes to the data will not materially affect the conclusions contained within this report.

The Zoning By-Law Amendment (ZBA) can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	III
2.0	INTRODUCTION	1
3.0	EXISTING CONDITIONS	1
3.1	Development Lands	1
3.2	Boundary Road Network.....	1
3.3	Traffic Data	2
3.4	Cycling Routes.....	2
3.5	Public Transit	2
3.6	Traffic Modelling	2
3.7	Intersection Operations	2
4.0	FUTURE BACKGROUND CONDITIONS.....	3
4.1	Study Horizons.....	3
4.2	Traffic Growth Rates.....	3
4.3	Intersection Operations	3
5.0	DEVELOPMENT PROPOSAL.....	4
6.0	SITE GENERATED TRAFFIC	4
6.1	ITE Trip Generation.....	4
6.2	Trip Distribution and Assignment	5
7.0	TOTAL TRAFFIC CONDITIONS.....	5
7.1	Intersection Operations	5
8.0	CONCLUSION.....	6

LIST OF APPENDICES

- Appendix A:** City of Mississauga Relevant Zoning Maps
Appendix B: Traffic Data and, Signal Timing Plans
Appendix C: Levels of Service Definitions
Appendix D: Detailed Capacity Analyses

LIST OF FIGURES

- Figure 1:** Site Location
Figure 2: Site Plan
Figure 3: 2018 Existing Traffic Volumes
Figure 4: 2023 Future Background Traffic Volumes
Figure 5: Site Trip Distribution
Figure 6: Site Trip Assignment
Figure 7: 2023 Future Total Traffic Volumes

2.0 Introduction

C.F. Crozier & Associates Inc. (Crozier) was retained by Ali Rafaaqat to undertake a Traffic Operation Analysis (TOA) in support of a Zoning By-Law Amendment for a new development located at 1108 and 1094 Eglinton Avenue East, in the City of Mississauga. The proposed use for the development is general retail purposes and may include some offices uses. The purpose of the study is to assess the impacts of the proposed development on the boundary road network and to recommend required mitigation measures, if warranted.

The study has been completed in accordance with the procedures set out in the City of Mississauga's Traffic Impact Study Guidelines with the associated analysis and findings outlined herein. A scope of work was sent to City of Mississauga Staff on June 28, 2018 and have not yet received any comments pertaining to it.

3.0 Existing Conditions

3.1 Development Lands

The subject lands, currently occupied by a vacant detached dwelling, are zoned by the City of Mississauga Zoning By-Law 0225-2007, Map 27. 1108 Eglinton Avenue East is currently zoned "Development D". 1094 Eglinton Avenue East is zoned "General Commercial C3-64", "G1", and "G2-1". "Development D" permits uses existing at the date of passing of By-Law 0225-2007 "General Commercial C3-64" permits a wide variety of retail, service and office uses; "G1" permits flood control, stormwater management and erosion features; and "G2-1" permits natural protection, natural heritage and conservation areas. Relevant zoning map excerpts have been included in the **Appendix A**.

Maingate Drive has been given a north-south alignment and Eglinton Avenue East has been given an east-west alignment, in order to facilitate comprehension within the report. The intersection is analyzed as a three-legged intersection under existing and future background conditions since the current south approach of the intersection creates negligible traffic.

The subject property is on the south side of the Eglinton Avenue East at Maingate Drive intersection. The subject lands are bounded by vacant lands to the west, Eglinton Avenue East to the north, and commercial developments to the south and east. Refer to **Figure 1** for the site location. Refer to **Figure 2** for the Site Plan prepared by Brian Luey Architect, dated June 6th, 2018

3.2 Boundary Road Network

Maingate Drive is a north-south roadway with a two-lane cross-section at the site frontage, consisting of one lane in each direction. Maingate Drive is under the jurisdiction of the City of Mississauga and is defined as a Minor Collector per the City of Mississauga Official Plan Schedule 5, with an assumed speed limit of 50 km/h. A concrete sidewalk is located on the west side of the roadway.

Eglinton Avenue East is an east-west roadway with a six-lane cross-section, three lanes in each direction. Eglinton Avenue East is under the jurisdiction of the City of Mississauga and is defined as an Arterial Road per the City of Mississauga Official Plan Schedule 5, with a posted speed limit of 60 km/h. Concrete sidewalks are located on both sides of the roadway, separated from the roadway by a boulevard strip.

3.3 Traffic Data

Turning movement counts at the intersection of Eglinton Avenue East and Maingate Drive were conducted by Ontario Traffic Inc. on Thursday, February 8th, 2018, between the weekday p.m. peak hours of 3:00 p.m. and 7:00 p.m. and by Spectrum Traffic Data Inc. on Saturday during the peak hours of 11:00 a.m. and 2:00 p.m. on July 7th, 2018. Traffic data contained in **Appendix B** provides a summary of the turning movement counts. Refer to **Figure 3** for the existing traffic volumes. Peak hour factors used for analysis were calculated based on existing traffic.

3.4 Cycling Routes

Eglinton Avenue East is classified as a primary On-Road/ Boulevard Route per the City of Mississauga Official Plan Schedule 7. There are no cycling facilities currently existing along Eglinton Avenue East.

3.5 Public Transit

Two (2) transit stops are located in the vicinity of the site. One (1) bus stop is located on the near side of the intersection of Eglinton Avenue and Maingate Drive in the eastbound direction, and one (1) bus stop is located on the westbound direction on Eglinton Avenue approximately 85.0 m east of the intersection. Mississauga Transit (MiWay) Route 7 "Airport", and Route 35 "Eglinton" operate on daily schedules, and Route 87 "Meadowview-Skymark" operates on rush-hour schedule along Eglinton Avenue.

The frequency for Route 7 is approximately 20 minutes during peak hours, Route 35 is approximately 10 minutes and route 87 is approximately 20 minutes. The available transit routes provide direct connections to the Islington and Kipling subway stations, Kipling GO Station, City Centre Transit Terminal, Living Arts Centre, City Hall and many other employment and service nodes within Mississauga.

3.6 Traffic Modelling

The assessment of intersections is based on the method outlined in the "Highway Capacity Manual, 2010" using Synchro 10 modeling software. Intersections are assessed using a Level of Service metric, with ranges of delay assigned a letter from "A" to "F". The Level of Service (LOS) definitions for signalized intersections are included in **Appendix C**. The peak hour factors, heavy vehicle percentage and pedestrian movements for the study intersection were obtained from the existing traffic movement counts. The queueing analysis was done using SimTraffic simulations.

3.7 Intersection Operations

The traffic operations at the intersection of Eglinton Avenue East at Maingate Drive were analyzed on the basis of the traffic volumes recorded. Detailed capacity analyses are included in **Appendix D**.

The signal timings for the intersection of Eglinton Avenue at Maingate Drive were provided by the City of Mississauga and can be found in **Appendix B**. The intersection operation was analyzed on the basis of the traffic volumes illustrated in **Figure 3**. Table 1 outlines the existing traffic Levels of Service.

Table 1: 2018 Existing Levels of Service

Intersection	Peak Hour	Level of Service	Average Delay per Vehicles (seconds)	Max (V/C) Ratio (Approach)	V/C Ratio(s) > 0.85 (Approach)	95 th %ile Queues > Storage Length
Eglinton Avenue at Maingate Drive	Weekday P.M.	C	34.7 s	0.92 (SBR)	0.92 (SBR)	None
	Saturday Mid-Day	A	8.0 s	0.67 (SBR)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle.

As indicated in Table 1, the intersection of Eglinton Avenue at Maingate Drive operates at a Level of Service "C" during the weekday p.m. and with Level of Service "A" during the Saturday peak periods, with a maximum average delay per vehicle of 34.7 seconds during the weekday p.m. peak period. A maximum volume-to-capacity ratio of 0.92 is observed for the southbound through/right-turn movement during the weekday p.m. peak period. The high delay and volume to capacity ratio for the southbound movement can be attributed to high traffic volumes at that movement during the weekday p.m. peak period. The high traffic volumes can be attributed to a high influx of traffic turning right onto Eglinton Avenue to access King's Highway 403.

Operational analyses of existing traffic volumes indicate that minimal reserve capacity is available for future traffic volume growth on the boundary road network.

4.0 Future Background Conditions

4.1 Study Horizons

As per Section 3.3 of the City of Mississauga Traffic Impact Study Guidelines, a horizon year corresponding to five years from the date of the TIS is appropriate for analysis. A study horizon year of 2023 was selected to assess the full operations of the development on the boundary road network.

4.2 Traffic Growth Rates

A 2.0% growth rate per annum was applied to all traffic during the weekday p.m. peak hour and the Saturday mid day peak hour along Eglinton Avenue. **Figure 4** illustrates the future background traffic volumes for the 2023 horizon year and reflects the traffic growth rate applied to the traffic volumes at the intersection.

4.3 Intersection Operations

Traffic operations at the intersection of Eglinton Avenue at Maingate Drive were assessed with the growth rates applied. Table 2 outlines the 2023 future background Levels of Service. Detailed capacity analysis worksheets are included in **Appendix D**.

Table 2: 2023 Future Background Levels of Service

Intersection	Peak Hour	Level of Service	Average Delay per Vehicles (seconds)	Max (V/C) Ratio (Approach)	V/C Ratio(s) > 0.85 (Approach)	95 th %ile Queues > Storage Length
Eglinton Avenue at Maingate Drive	Weekday P.M.	D	40.7 s	0.94 (SBR)	0.94 (SBR)	None
	Saturday Mid-Day	A	8.5 s	0.69 (SBR)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle.

As indicated in Table 2, the intersection of Eglinton Avenue at Maingate Drive is projected to operate at a Level of Service "D" during the Weekday p.m. peak hour, with an average delay per vehicle of 40.7 seconds, an increase of 6.0 seconds when compared to existing conditions. The southbound shared through and right movement is expected to operate close to capacity with a maximum volume-to-capacity ratio of 0.94 during the weekday p.m. peak hour.

During the weekend peak period, the intersection is expected to operate at a level of service "A" with an increase of 0.5 seconds for an average delay per vehicle of 8.5 seconds. The southbound right movement is expected to have a maximum v/c ratio of 0.69.

5.0 Development Proposal

The proposed development is for the implementation of two - one storey retail buildings on the subject lands. The proposed retail buildings have a total gross area of 907 square metres (9,763 square feet). A total of 49 parking spaces are proposed at-grade. 1108 Eglinton Avenue East is accessible by a full access and will remain a full access movement. 1094 Eglinton Avenue East is currently serviced by a right-in/ right-out access which will be removed upon the completion of the combined site's (1108 and 1094 Eglinton Avenue East) ultimate development.

Refer to **Figure 2** for the Site Plan prepared by Brian Luey Architect, dated June 6th, 2018.

6.0 Site Generated Traffic

The proposed retail development will result in additional vehicles on the boundary road network that would otherwise not exist. The development will also result in additional turning movements at the intersections.

6.1 ITE Trip Generation

Site generated traffic for the proposed commercial development was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, using Land Use Category (LUC) 820 "Shopping Centre". The fitted curve equation was used for the peak period calculations because the R² value is greater than 0.75. A modal split of 6% was applied to the gross trips generated. The modal split value was calculated from 2016 TTS data and is presented in **Appendix D**. As per the ITE Trip Generation manual, a pass by of 34% was applied to the weekday p.m. peak period and a 26% was applied to the traffic generated during Saturday peak period. No adjustments for internal capture trips were made. The gross and new site generated trips from the proposed retail development are tabulated in Table 3.

Table 3: Site Generated Trips

		Weekday p.m. Peak Hour			Saturday Midday Peak Hour		
Land Use	Parameter	In	Out	Total	In	Out	Total
Retail (LUC 820) 9762.87 ft ²	ITE Generated Trips	47	50	97	51	47	98
	Non-Auto Trips (Per TTS)	3	3	6	3	3	6
	Pass-by Trips	16	17	33	13	12	25
	Primary Trips	28	30	58	35	32	67

The proposed development is expected to generate 58 two-way primary (28 inbound and 30 outbound) trips during the Weekday p.m. peak hour and 67 two-way primary (35 inbound and 32 outbound) trips during the Saturday mid-day peak period.

6.2 Trip Distribution and Assignment

Vehicles entering and exiting the proposed site were distributed based on existing travel patterns. Trip distribution was applied among the intersection of Eglinton Avenue at Maingate Drive.

The site trip distribution for primary trips is illustrated in **Figure 5**. The trips generated by the proposed development were assigned to the boundary road network as per the noted trip distribution. The primary trip assignment is illustrated in **Figure 6**.

7.0 Total Traffic Conditions

7.1 Intersection Operations

Traffic operations at the intersection of Eglinton Avenue at Maingate Drive were assessed with the addition of the site generated traffic. The total traffic volumes are illustrated in **Figure 7**. Table 4 outlines the 2023 total traffic Levels of Service.

Detailed capacity analysis worksheets are included in **Appendix D**.

Table 4 2023 Total Traffic Level of Service

Intersection	Peak Hour	Level of Service	Average Delay per Vehicles (seconds)	Max (V/C) Ratio (Approach)	V/C Ratio(s) > 0.85 (Approach)	95 th %ile Queues > Storage Length
Eglinton Avenue at Maingate Drive	Weekday P.M.	D	40.4 s	0.94 (SBTR)	0.94 (SBTR)	None
	Saturday Mid-Day	A	8.3 s	0.70 (NBTR)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle.

As indicated in Table 4, the addition of site generated traffic to the roadway system will have a negligible effect to the operations of study intersection. The intersection of Eglinton Avenue at Maingate Drive is projected to operate similar to the future background conditions with a Level of Service "D" under 2023 total traffic conditions during the p.m. peak hour and a maximum volume-to-capacity ratio of 0.94 for the southbound shared through and right turn movement. Average delay per vehicle is expected to decrease by 0.3 seconds compared to future background conditions to 40.4 seconds.

During the weekend peak period, the intersection is expected to operate similar to the future background scenario at a Level of Service "A" with an average delay per vehicle of 8.3 seconds, a decrease of 0.2 seconds from the future background conditions.

The intersection is expected to operate with less average delay in future total conditions than future background conditions since there is a better utilization of green time for the through movements.

For both peak periods, the estimated 95th percentile queue length does not exceed the available storage length for any movement.

With the additional traffic, the study intersection can be expected to operate in a similar manner to the future background conditions.

8.0 Conclusion

The Zoning By-Law Amendment (ZBA) application can be supported from a traffic operations perspective. The maximum 95th percentile queue length forecast for vehicles exiting the proposed site entrance does not exceed the provided storage length during the peak periods, and there is minimal delay to the vehicles entering the site.

We trust that this review satisfies any access and transportation concerns associated with the site plan for this development. Please feel free to contact the undersigned for any further information required.

Respectfully submitted,

C.F. CROZIER & ASSOCIATES INC.



Aaron Wignall
Project Manager, Transportation

C.F. CROZIER & ASSOCIATES INC.

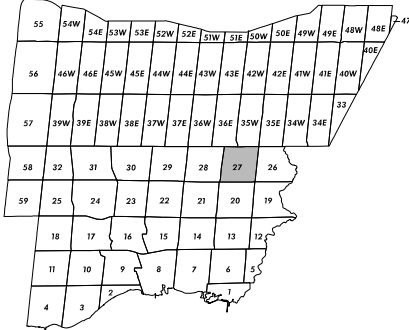


Kavleen Sachdeva
Transportation E.I.T.

I:\1200\1277-Ali Rafaaqat\4440-1108 Eglinton Ave E\Reports\Traffic\2018.08.24 TOA.docx

APPENDIX A

City of Mississauga Relevant Zoning Maps

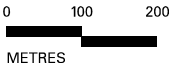
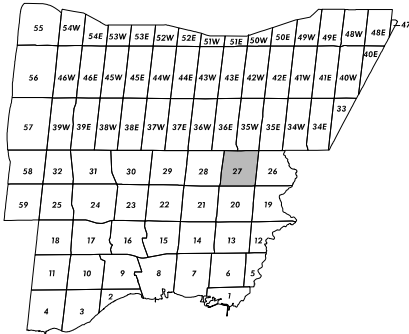
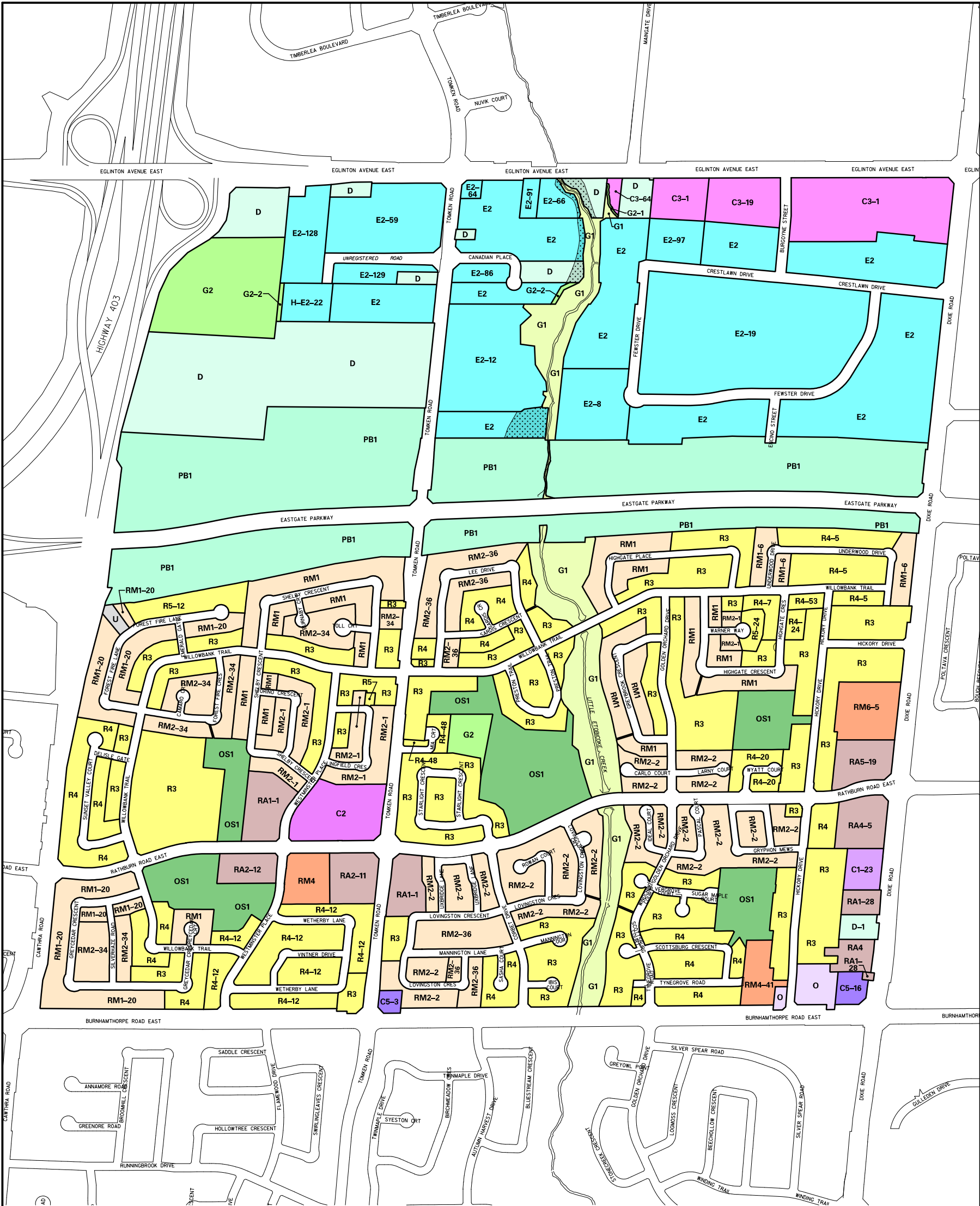


Greenlands Overlay

Zoning Notation Example:
R4-12 = R4-Exception 12

Zoning Map 27

Schedule "B" To
By-law No. 0225-2007
Revised: 2017 December 31



Greenlands Overlay

Zoning Notation Example:
R4-12 = R4-Exception 12

Zoning
Map 27

Schedule "B" To
By-law No. 0225-2007

Revised: 2017 December 31

APPENDIX B

Traffic Data and, Signal Timing Plans

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 10:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Mississauga

Site #: 1804600004

Intersection: Eglinton Ave E & Maingate Dr-Private

TFR File #: 11

Count date: 8-Feb-18

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Eglinton Ave E runs W/E

North Leg Total: 532

North Entering: 104

North Peds: 3

Peds Cross: \nlessgtr

Heavys	0	0	0	0
Trucks	20	0	3	23
Cars	61	0	20	81
Totals	81	0	23	



Heavys 0

Trucks 21

Cars 407

Totals 428

East Leg Total: 2697

East Entering: 715

East Peds: 2

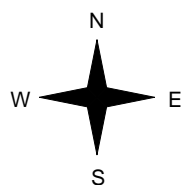
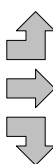
Peds Cross: \nlessgtr

Heavys	Trucks	Cars	Totals
0	92	626	718



Eglinton Ave E

Heavys	Trucks	Cars	Totals
0	13	337	350
0	46	1912	1958
0	0	2	2
0	59	2251	



Maingate Dr



Cars	Trucks	Heavys	Totals
70	8	0	78
565	72	0	637
0	0	0	0
635	80	0	

Eglinton Ave E



Cars	Trucks	Heavys	Totals
1933	49	0	1982

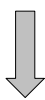
Peds Cross: \nlessgtr

West Peds: 10

West Entering: 2310

West Leg Total: 3028

Cars	2
Trucks	0
Heavys	0
Totals	2



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

Peds Cross: \nlessgtr

South Peds: 1

South Entering: 1

South Leg Total: 3

Private Driveway



Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 19:00:00

One Hour Peak

From: 16:00:00

To: 17:00:00

Municipality: Mississauga

Site #: 1804600004

Intersection: Eglinton Ave E & Maingate Dr-Private

TFR File #: 11

Count date: 8-Feb-18

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Eglinton Ave E runs W/E

North Leg Total: 796

North Entering: 581

North Peds: 5

Peds Cross: \times

Heavys	0	0	0	0
Trucks	11	0	8	19
Cars	505	0	57	562
Totals	516	0	65	

Heavys 0

Trucks 28

Cars 187

Totals 215

East Leg Total: 2626

East Entering: 1810

East Peds: 8

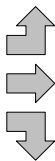
Peds Cross: \times

Heavys	Trucks	Cars	Totals
0	64	2179	2243



Eglinton Ave E

Heavys	Trucks	Cars	Totals
0	16	112	128
0	44	707	751
0	0	0	0
0	60	819	



Private Driveway

Cars	0
Trucks	0
Heavys	0
Totals	0



Cars	4	0	0	4
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	4	0	0	

Cars	Trucks	Heavys	Totals
75	12	0	87
1670	53	0	1723
0	0	0	0
1745	65	0	



Eglinton Ave E



Cars	Trucks	Heavys	Totals
764	52	0	816

Peds Cross: \times

West Peds: 5

West Entering: 879

West Leg Total: 3122

Peds Cross: \times

South Peds: 2

South Entering: 4

South Leg Total: 4

Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Mississauga

Site #: 1804600004

Intersection: Eglinton Ave E & Maingate Dr-Private

TFR File #: 11

Count date: 8-Feb-18

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Eglinton Ave E runs W/E

North Leg Total: 3857

North Entering: 2116

North Peds: 27

Peds Cross: \times

Heavys	0	0	0	0
Trucks	103	0	36	139
Cars	1731	0	246	1977
Totals	1834	0	282	

Heavys	0
Trucks	144
Cars	1597
Totals	1741

East Leg Total: 16110

East Entering: 8321

East Peds: 22

Peds Cross: \times

Heavys	Trucks	Cars	Totals
0	438	9271	9709



Eglinton Ave E

Heavys	Trucks	Cars	Totals
0	96	1196	1292
0	322	7183	7505
0	0	5	5
0	418	8384	

Peds Cross: \times

West Peds: 40

West Entering: 8802

West Leg Total: 18511

Cars	9
Trucks	0
Heavys	0
Totals	9

Private Driveway



Cars	5	1	2	8
Trucks	0	1	0	1
Heavys	0	0	0	0
Totals	5	2	2	

Cars	Trucks	Heavys	Totals
400	47	0	447
7535	335	0	7870
4	0	0	4
7939	382	0	

Eglinton Ave E



Cars	Trucks	Heavys	Totals
7431	358	0	7789

Peds Cross: \times

South Peds: 16

South Entering: 9

South Leg Total: 18

Comments

Ontario Traffic Inc.

Traffic Count Summary

Intersection: Eglinton Ave E & Maingate Dr-Priv						Count Date: 8-Feb-18		Municipality: Mississauga					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	13	0	45	58	1	58	8:00:00	0	0	0	0	4	
9:00:00	28	0	106	134	2	135	9:00:00	0	0	1	1	3	
10:00:00	32	0	113	145	2	146	10:00:00	0	1	0	1	2	
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0	
16:00:00	69	0	411	480	10	481	16:00:00	0	0	1	1	2	
17:00:00	65	0	516	581	5	585	17:00:00	4	0	0	4	2	
18:00:00	50	0	431	481	3	483	18:00:00	1	1	0	2	3	
19:00:00	25	0	212	237	4	237	19:00:00	0	0	0	0	0	
Totals:						2125	5 2 2 9 16						
East Approach Totals						East/West Total Approaches	West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	0	619	58	677	2	2509	8:00:00	236	1595	1	1832	5	
9:00:00	1	639	74	714	3	2962	9:00:00	364	1882	2	2248	14	
10:00:00	2	558	60	620	1	2010	10:00:00	206	1183	1	1390	6	
15:00:00	0	0	0	0	0	1	15:00:00	1	0	0	1	0	
16:00:00	0	1632	77	1709	5	2669	16:00:00	163	796	1	960	6	
17:00:00	0	1723	87	1810	8	2689	17:00:00	128	751	0	879	5	
18:00:00	1	1550	44	1595	3	2355	18:00:00	87	673	0	760	2	
19:00:00	0	1148	47	1195	0	1926	19:00:00	107	624	0	731	2	
Totals:						17121	1292 7504 5 8801 40						
Calculated Values for Traffic Crossing Major Street													
Hours Ending:	8:00	9:00	10:00	15:00			16:00	17:00	18:00	19:00			
Crossing Values:	20	45	40	0			80	82	57	27			

Ontario Traffic Inc.

Count Date: 8-Feb-18 **Site #:** 1804600004

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	8	8	2	2	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	4	4	0	0	17	9	2	0	0	0	5	4	0	0	0	0	0	0	0	0
7:45:00	6	2	0	0	22	5	3	1	0	0	9	4	0	0	0	0	0	0	0	0
8:00:00	10	4	0	0	32	10	3	0	0	0	13	4	0	0	0	0	0	0	1	1
8:15:00	16	6	0	0	44	12	4	1	0	0	18	5	0	0	0	0	0	0	1	0
8:30:00	23	7	0	0	56	12	5	1	0	0	22	4	0	0	0	0	0	0	2	1
8:45:00	26	3	0	0	83	27	6	1	0	0	29	7	0	0	0	0	0	0	3	1
9:00:00	34	8	0	0	114	31	7	1	0	0	37	8	0	0	0	0	0	0	3	0
9:15:00	39	5	0	0	148	34	9	2	0	0	39	2	0	0	0	0	0	0	4	1
9:30:00	45	6	0	0	166	18	12	3	0	0	44	5	0	0	0	0	0	0	5	1
9:45:00	54	9	0	0	184	18	13	1	0	0	48	4	0	0	0	0	0	0	5	0
10:00:00	59	5	0	0	209	25	14	1	0	0	55	7	0	0	0	0	0	0	5	0
10:00:08	59	0	0	0	209	0	14	0	0	0	55	0	0	0	0	0	0	0	5	0
15:00:00	59	0	0	0	209	0	14	0	0	0	55	0	0	0	0	0	0	0	5	0
15:15:00	71	12	0	0	307	98	16	2	0	0	60	5	0	0	0	0	0	0	5	0
15:30:00	87	16	0	0	386	79	18	2	0	0	64	4	0	0	0	0	0	0	8	3
15:45:00	102	15	0	0	487	101	19	1	0	0	69	5	0	0	0	0	0	0	8	0
16:00:00	122	20	0	0	603	116	20	1	0	0	72	3	0	0	0	0	0	0	15	7
16:15:00	137	15	0	0	714	111	21	1	0	0	75	3	0	0	0	0	0	0	15	0
16:30:00	156	19	0	0	826	112	27	6	0	0	77	2	0	0	0	0	0	0	16	1
16:45:00	172	16	0	0	971	145	27	0	0	0	81	4	0	0	0	0	0	0	17	1
17:00:00	179	7	0	0	1108	137	28	1	0	0	83	2	0	0	0	0	0	0	20	3
17:15:00	192	13	0	0	1257	149	31	3	0	0	83	0	0	0	0	0	0	0	21	1
17:30:00	207	15	0	0	1367	110	34	3	0	0	86	3	0	0	0	0	0	0	22	1
17:45:00	216	9	0	0	1473	106	36	2	0	0	93	7	0	0	0	0	0	0	23	1
18:00																				

Count Date: 8-Feb-18 **Site #:** 1804600004

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	8	8	2	2	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	4	4	0	0	17	9	2	0	0	0	5	4	0	0	0	0	0	0	0	0
7:45:00	6	2	0	0	22	5	3	1	0	0	9	4	0	0	0	0	0	0	0	0
8:00:00	10	4	0	0	32	10	3	0	0	0	13	4	0	0	0	0	0	0	1	1
8:15:00	16	6	0	0	44	12	4	1	0	0	18	5	0	0	0	0	0	0	1	0
8:30:00	23	7	0	0	56	12	5	1	0	0	22	4	0	0	0	0	0	0	2	1
8:45:00	26	3	0	0	83	27	6	1	0	0	29	7	0	0	0	0	0	0	3	1
9:00:00	34	8	0	0	114	31	7	1	0	0	37	8	0	0	0	0	0	0	3	0
9:15:00	39	5	0	0	148	34	9	2	0	0	39	2	0	0	0	0	0	0	4	1
9:30:00	45	6	0	0	166	18	12	3	0	0	44	5	0	0	0	0	0	0	5	1
9:45:00	54	9	0	0	184	18	13	1	0	0	48	4	0	0	0	0	0	0	5	0
10:00:00	59	5	0	0	209	25	14	1	0	0	55	7	0	0	0	0	0	0	5	0
10:00:08	59	0	0	0	209	0	14	0	0	0	55	0	0	0	0	0	0	0	5	0
15:00:00	59	0	0	0	209	0	14	0	0	0	55	0	0	0	0	0	0	0	5	0
15:15:00	71	12	0	0	307	98	16	2	0	0	60	5	0	0	0	0	0	0	5	0
15:30:00	87	16	0	0	386	79	18	2	0	0	64	4	0	0	0	0	0	0	8	3
15:45:00	102	15	0	0	487	101	19	1	0	0	69	5	0	0	0	0	0	0	8	0
16:00:00	122	20	0	0	603	116	20	1	0	0	72	3	0	0	0	0	0	0	15	7
16:15:00	137	15	0	0	714	111	21	1	0	0	75	3	0	0	0	0	0	0	15	0
16:30:00	156	19	0	0	826	112	27	6	0	0	77	2	0	0	0	0	0	0	16	1
16:45:00	172	16	0	0	971	145	27	0	0	0	81	4	0	0	0	0	0	0	17	1
17:00:00	179	7	0	0	1108	137	28	1	0	0	83	2	0	0	0	0	0	0	20	3
17:15:00	192	13	0	0	1257	149	31	3	0	0	83	0	0	0	0	0	0	0	21	1
17:30:00	207	15	0	0	1367	110	34	3	0	0	86	3	0	0	0	0	0	0	22	1
17:45:00	216	9	0	0	1473	106	36	2	0	0	93	7	0	0	0	0	0	0	23	1
18:00:00	221	5	0	0	1527	54	36	0	0	0	95	2	0	0	0	0	0	0	23	0
18:15:00	228	7	0	0	1602	75	36	0	0	0	99	4	0	0	0	0	0	0	26	3
18:30:00	236	8	0	0	1667	65	36	0	0	0	100	1	0	0	0	0	0	0	26	0
18:45:00	243	7	0	0	1705	38	36	0	0	0	102	2	0	0	0	0	0	0	26	0
19:00:00	246	3	0	0	1731	26	36	0	0	0	103	1	0	0	0	0	0	0	27	1
19:00:09	246	0	0	0	1731	0	36	0	0	0	103	0	0	0	0	0	0	0	27	0

Ontario Traffic Inc.

Count Date: 8-Feb-18 **Site #:** 1804600004

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	179	179	10	10	0	0	21	21	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	288	109	18	8	0	0	38	17	2	2	0	0	0	0	0	0	1	1
7:45:00	0	0	410	122	33	15	0	0	48	10	4	2	0	0	0	0	0	0	1	0
8:00:00	0	0	555	145	51	18	0	0	64	16	7	3	0	0	0	0	0	0	2	1
8:15:00	0	0	689	134	66	15	0	0	85	21	8	1	0	0	0	0	0	0	2	0
8:30:00	0	0	826	137	86	20	0	0	101	16	11	3	0	0	0	0	0	0	2	0
8:45:00	0	0	975	149	103	17	0	0	120	19	12	1	0	0	0	0	0	0	3	1
9:00:00	1	1	1123	148	119	16	0	0	135	15	13	1	0	0	0	0	0	0	5	2
9:15:00	1	0	1247	124	133	14	0	0	150	15	14	1	0	0	0	0	0	0	6	1
9:30:00	1	0	1372	125	145	12	0	0	159	9	17	3	0	0	0	0	0	0	6	0
9:45:00	2	1	1493	121	157	12	0	0	177	18	17	0	0	0	0	0	0	0	6	0
10:00:00	3	1	1624	131	173	16	0	0	192	15	19	2	0	0	0	0	0	0	6	0
10:00:08	3	0	1624	0	173	0	0	0	192	0	19	0	0	0	0	0	0	0	6	0
15:00:00	3	0	1624	0	173	0	0	0	192	0	19	0	0	0	0	0	0	0	6	0
15:15:00	3	0	2077	453	187	14	0	0	199	7	21	2	0	0	0	0	0	0	7	1
15:30:00	3	0	2459	382	202	15	0	0	207	8	23	2	0	0	0	0	0	0	9	2
15:45:00	3	0	2886	427	223	21	0	0	221	14	23	0	0	0	0	0	0	0	9	0
16:00:00	3	0	3219	333	244	21	0	0	229	8	25	2	0	0	0	0	0	0	11	2
16:15:00	3	0	3678	459	260	16	0	0	246	17	26	1	0	0	0	0	0	0	14	3
16:30:00	3	0	4109	431	281	21	0	0	261	15	29	3	0	0	0	0	0	0	15	1
16:45:00	3	0	4491	382	295	14	0	0	271	10	33	4	0	0	0	0	0	0	16	1
17:00:00	3	0	4889	398	319	24	0	0	282	11	37	4	0	0	0	0	0	0	19	3
17:15:00	4	1	5303	414	330	11	0	0	290	8	39	2	0	0	0	0	0	0	20	1
17:30:00	4	0	5708	405	338	8	0	0	298	8	43	4	0	0	0	0	0	0	21	1
17:45:00	4	0	6078	370	347															

Count Date: 8-Feb-18 Site #: 1804600004

[illegible]

Ontario Traffic Inc.

Count Date: 8-Feb-18 Site #: 1804600004

[illegible]

Ontario Traffic Inc.

Count Date: 8-Feb-18 **Site #:** 1804600004

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	48	48	258	258	0	0	5	5	13	13	0	0	0	0	0	0	0	0	1	1
7:30:00	109	61	653	395	0	0	6	1	27	14	0	0	0	0	0	0	0	0	2	1
7:45:00	158	49	1035	382	1	1	9	3	38	11	0	0	0	0	0	0	0	0	4	2
8:00:00	223	65	1548	513	1	0	13	4	47	9	0	0	0	0	0	0	0	0	5	1
8:15:00	303	80	2006	458	3	2	17	4	61	14	0	0	0	0	0	0	0	0	7	2
8:30:00	395	92	2491	485	3	0	19	2	77	16	0	0	0	0	0	0	0	0	14	7
8:45:00	495	100	2947	456	3	0	22	3	84	7	0	0	0	0	0	0	0	0	14	0
9:00:00	575	80	3374	427	3	0	25	3	103	19	0	0	0	0	0	0	0	0	19	5
9:15:00	635	60	3740	366	3	0	27	2	114	11	0	0	0	0	0	0	0	0	19	0
9:30:00	685	50	4032	292	3	0	31	4	132	18	0	0	0	0	0	0	0	0	20	1
9:45:00	717	32	4281	249	3	0	37	6	141	9	0	0	0	0	0	0	0	0	21	1
10:00:00	765	48	4500	219	4	1	41	4	160	19	0	0	0	0	0	0	0	0	25	4
10:00:08	766	1	4500	0	4	0	41	0	160	0	0	0	0	0	0	0	0	0	25	0
15:00:00	766	0	4500	0	4	0	41	0	160	0	0	0	0	0	0	0	0	0	25	0
15:15:00	794	28	4696	196	5	1	46	5	176	16	0	0	0	0	0	0	0	0	26	1
15:30:00	834	40	4885	189	5	0	51	5	184	8	0	0	0	0	0	0	0	0	26	0
15:45:00	873	39	5079	194	5	0	53	2	198	14	0	0	0	0	0	0	0	0	29	3
16:00:00	913	40	5244	165	5	0	57	4	212	14	0	0	0	0	0	0	0	0	31	2
16:15:00	953	40	5439	195	5	0	57	0	223	11	0	0	0	0	0	0	0	0	33	2
16:30:00	976	23	5606	167	5	0	63	6	235	12	0	0	0	0	0	0	0	0	33	0
16:45:00	1003	27	5785	179	5	0	70	7	242	7	0	0	0	0	0	0	0	0	34	1
17:00:00	1025	22	5951	166	5	0	73	3	256	14	0	0	0	0	0	0	0	0	36	2
17:15:00	1048	23	6096	145	5	0	75	2	265	9	0	0	0	0	0	0	0	0	36	0
17:30:00	1072	24	6262	166	5	0	78	3	271	6	0	0	0	0	0	0	0	0	36	0
17:45:00	1083																			

Count Date: 8-Feb-18 Site #: 1804600004

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	48	48	258	258	0	0	5	5	13	13	0	0	0	0	0	0	0	0	1	1
7:30:00	109	61	653	395	0	0	6	1	27	14	0	0	0	0	0	0	0	0	2	1
7:45:00	158	49	1035	382	1	1	9	3	38	11	0	0	0	0	0	0	0	0	4	2
8:00:00	223	65	1548	513	1	0	13	4	47	9	0	0	0	0	0	0	0	0	5	1
8:15:00	303	80	2006	458	3	2	17	4	61	14	0	0	0	0	0	0	0	0	7	2
8:30:00	395	92	2491	485	3	0	19	2	77	16	0	0	0	0	0	0	0	0	14	7
8:45:00	495	100	2947	456	3	0	22	3	84	7	0	0	0	0	0	0	0	0	14	0
9:00:00	575	80	3374	427	3	0	25	3	103	19	0	0	0	0	0	0	0	0	19	5
9:15:00	635	60	3740	366	3	0	27	2	114	11	0	0	0	0	0	0	0	0	19	0
9:30:00	685	50	4032	292	3	0	31	4	132	18	0	0	0	0	0	0	0	0	20	1
9:45:00	717	32	4281	249	3	0	37	6	141	9	0	0	0	0	0	0	0	0	21	1
10:00:00	765	48	4500	219	4	1	41	4	160	19	0	0	0	0	0	0	0	0	25	4
10:00:08	766	1	4500	0	4	0	41	0	160	0	0	0	0	0	0	0	0	0	25	0
15:00:00	766	0	4500	0	4	0	41	0	160	0	0	0	0	0	0	0	0	0	25	0
15:15:00	794	28	4696	196	5	1	46	5	176	16	0	0	0	0	0	0	0	0	26	1
15:30:00	834	40	4885	189	5	0	51	5	184	8	0	0	0	0	0	0	0	0	26	0
15:45:00	873	39	5079	194	5	0	53	2	198	14	0	0	0	0	0	0	0	0	29	3
16:00:00	913	40	5244	165	5	0	57	4	212	14	0	0	0	0	0	0	0	0	31	2
16:15:00	953	40	5439	195	5	0	57	0	223	11	0	0	0	0	0	0	0	0	33	2
16:30:00	976	23	5606	167	5	0	63	6	235	12	0	0	0	0	0	0	0	0	33	0
16:45:00	1003	27	5785	179	5	0	70	7	242	7	0	0	0	0	0	0	0	0	34	1
17:00:00	1025	22	5951	166	5	0	73	3	256	14	0	0	0	0	0	0	0	0	36	2
17:15:00	1048	23	6096	145	5	0	75	2	265	9	0	0	0	0	0	0	0	0	36	0
17:30:00	1072	24	6262	166	5	0	78	3	271	6	0	0	0	0	0	0	0	0	36	0
17:45:00	1083	11	6417	155	5	0	79	1	282	11	0	0	0	0	0	0	0	0	37	1
18:00:00	1101	18	6587	170	5	0	84	5	293	11	0	0	0	0	0	0	0	0	38	1
18:15:00	1129	28	6739	152	5	0	87	3	298	5	0	0	0	0	0	0	0	0	39	1
18:30:00	1144	15	6880	141	5	0	91	4	305	7	0	0	0	0	0	0	0	0	40	1
18:45:00	1171	27	7041	161	5	0	93	2	312	7	0	0	0	0	0	0	0	0	40	0
19:00:00	1196	25	7182	141	5	0	96	3	322	10	0	0	0	0	0	0	0	0	40	0
19:00:09	1196	0	7183	1	5	0	96	0	322	0	0	0	0	0	0	0	0	0	40	0



Turning Movement Count (1 . EGLINTON AVE & MAINGATE DR)

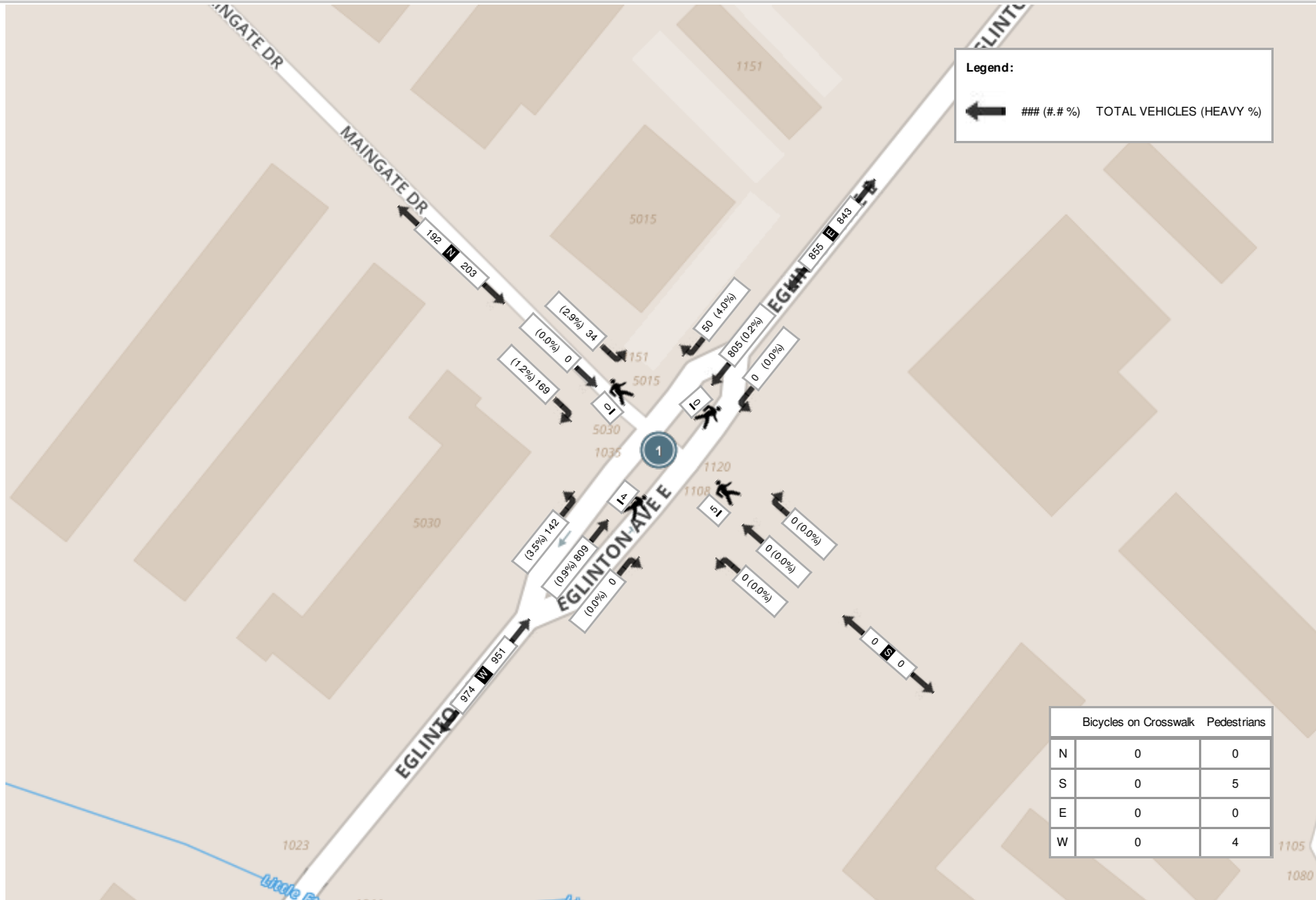
Start Time	N Approach MAINGATE DR						E Approach EGLINTON AVE						S Approach MAINGATE DR						W Approach EGLINTON AVE						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru 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		
11:00:00	27	0	5	0	0	32	6	165	1	0	0	172	0	0	0	0	1	0	0	179	27	0	0	206	410	
11:15:00	34	0	7	0	0	41	13	176	1	0	0	190	2	0	1	0	0	3	0	202	43	1	0	246	480	
11:30:00	32	0	10	0	0	42	11	186	0	0	0	197	0	0	0	0	1	0	0	176	25	0	1	201	440	
11:45:00	40	0	8	0	0	48	9	190	0	0	0	199	0	0	0	0	1	0	0	214	36	1	0	251	498	1828
12:00:00	43	0	9	0	0	52	14	215	0	1	0	230	0	0	0	0	2	0	0	202	38	0	2	240	522	1940
12:15:00	49	0	11	0	0	60	12	185	0	0	0	197	0	0	0	0	2	0	0	203	32	2	2	237	494	1954
12:30:00	37	0	6	0	0	43	15	215	0	1	0	231	0	0	0	0	0	0	0	190	36	0	0	226	500	2014
12:45:00	38	0	5	0	0	43	14	210	1	0	0	225	0	0	0	0	2	0	0	173	34	0	0	207	475	1991
13:00:00	42	0	13	0	0	55	10	235	1	0	0	246	2	0	0	0	0	2	0	158	49	0	0	207	510	1979
13:15:00	35	0	4	0	0	39	13	216	0	0	0	229	0	1	0	0	0	1	1	204	29	1	0	235	504	1989
13:30:00	34	0	10	0	2	44	12	217	0	1	1	230	0	0	0	0	0	0	0	190	34	0	0	224	498	1987
13:45:00	34	0	3	0	0	37	6	236	0	0	2	242	0	0	0	0	2	0	0	157	32	1	0	190	469	1981
Grand Total	445	0	91	0	2	536	135	2446	4	3	3	2588	4	1	1	0	11	6	1	2248	415	6	5	2670	5800	-
Approach%	83%	0%	17%	0%		-	5.2%	94.5%	0.2%	0.1%		-	66.7%	16.7%	16.7%	0%		-	0%	84.2%	15.5%	0.2%		-	-	-
Totals %	7.7%	0%	1.6%	0%		9.2%	2.3%	42.2%	0.1%	0.1%		44.6%	0.1%	0%	0%	0%		0.1%	0%	38.8%	7.2%	0.1%		46%	-	-
Heavy	7	0	2	0		-	2	9	0	0		-	0	0	0	0		-	0	12	7	0		-	-	-
Heavy %	1.6%	0%	2.2%	0%		-	1.5%	0.4%	0%	0%		-	0%	0%	0%	0%		-	0%	0.5%	1.7%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-



Peak Hour: 11:45 AM - 12:45 PM Weather: Clear (25 °C)

Start Time	N Approach MAINGATE DR						E Approach EGLINTON AVE						S Approach MAINGATE DR						W Approach EGLINTON AVE						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	
11:45:00	40	0	8	0	0	48	9	190	0	0	0	199	0	0	0	0	1	0	0	214	36	1	0	251	498
12:00:00	43	0	9	0	0	52	14	215	0	1	0	230	0	0	0	0	2	0	0	202	38	0	2	240	522
12:15:00	49	0	11	0	0	60	12	185	0	0	0	197	0	0	0	0	2	0	0	203	32	2	2	237	494
12:30:00	37	0	6	0	0	43	15	215	0	1	0	231	0	0	0	0	0	0	0	190	36	0	0	226	500
Grand Total	169	0	34	0	0	203	50	805	0	2	0	857	0	0	0	0	5	0	0	809	142	3	4	954	2014
Approach%	83.3%	0%	16.7%	0%		-	5.8%	93.9%	0%	0.2%		-	0%	0%	0%	0%		-	0%	84.8%	14.9%	0.3%		-	-
Totals %	8.4%	0%	1.7%	0%		10.1%	2.5%	40%	0%	0.1%		42.6%	0%	0%	0%	0%		0%	0%	40.2%	7.1%	0.1%		47.4%	-
PHF	0.86	0	0.77	0		0.85	0.83	0.94	0	0.5		0.93	0	0	0	0		0	0	0.95	0.93	0.38		0.95	-
Heavy	2	0	1	0		3	2	2	0	0		4	0	0	0	0		0	0	7	5	0		12	-
Heavy %	1.2%	0%	2.9%	0%		1.5%	4%	0.2%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.9%	3.5%	0%		1.3%	-
Lights	161	0	33	0		194	46	790	0	2		838	0	0	0	0		0	0	794	135	3		932	-
Lights %	95.3%	0%	97.1%	0%		95.6%	92%	98.1%	0%	100%		97.8%	0%	0%	0%	0%		0%	0%	98.1%	95.1%	100%		97.7%	-
Mediums	6	0	0	0		6	2	13	0	0		15	0	0	0	0		0	0	8	2	0		10	-
Mediums %	3.6%	0%	0%	0%		3%	4%	1.6%	0%	0%		1.8%	0%	0%	0%	0%		0%	0%	1%	1.4%	0%		1%	-
Articulated Trucks	2	0	1	0		3	2	2	0	0		4	0	0	0	0		0	0	7	5	0		12	-
Articulated Trucks %	1.2%	0%	2.9%	0%		1.5%	4%	0.2%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.9%	3.5%	0%		1.3%	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	-	4	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	55.6%	-	-	-	-	-	-	44.4%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-

Peak Hour: 11:45 AM - 12:45 PM Weather: Clear (25 °C)



Signal Timing

Device: 2703

Region: Mississauga		Signal ID: 2703		Location: EGLINTO
Phase	Units	1	2	4
Walk	Sec	0	9	10
Ped Clear	Sec	0	14	15
Min Green	Sec	5	8	8
Passage	Sec	2.0	3.0	3.0
Maximum 1	Sec	15	36	25
Maximum 2	Sec	15	36	25
Yellow Change	Sec	3.0	4.0	4.0
Red Clearance	Sec	0.0	2.0	2.5
Red Revert	Sec	0.0	0.0	0.0
Added Initial	Sec	0.0	0.0	0.0
Max Initial	Sec	0	0	0
Time Before	Sec	0	0	0
Cars Before	Veh	0	0	0
Time To Reduce	Sec	0	0	0
Reduce By	Sec	0.0	0.0	0.0
Min Gap	Sec	0.0	0.0	0.0
Dynamic Max Limit	Sec	0	0	0
Dynamic Max Step	Sec	0.0	0.0	0.0
[P2] Start Up	Enum	phaseNotOn	redClear	phaseNotOn
[P2] Options	Bit	Enabled Non Lock Det	Enabled Non-Actuated 1 Max Veh Recall Ped Recall Act Rest In Walk	Enabled Non Lock Det
[P2] Ring	Ring	1	1	1
[P2] Concurrency	Phase (.)	()	()	()
Coord Pattern	Units	1	2	4
Cycle Time	Sec	160	160	0
Offset	Sec	146	107	0
Split	Split	1	2	4
Sequence	Sequence	1	1	1
Coord Split	Units	1	2	4
Split 1 - Mode	Enum	none	none	none
Split 1 - Time	Sec	32	86	42
Split 1 - Coord	Enum	false	true	false
Split 2 - Mode	Enum	none	none	none
Split 2 - Time	Sec	19	93	48
Split 2 - Coord	Enum	false	true	false
Split 3 - Mode	Enum	none	none	none
Split 3 - Time	Sec	18	88	54
Split 3 - Coord	Enum	false	true	false
TB Schedule	Units	1	2	4
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	J-----
Day of Week	Bit	-MTWTF-	S-----	SMTWTFS
Day of Month	Bit	1234567890123456789012345678901	1234567890123456789012345678901	1----- -----
Day Plan	Number	1	3	3
TB Schedule	Units	9	10	12
Month	Bit	-----A---	-----S---	-----D
Day of Week	Bit	SMTWTFS	SMTWTFS	SMTWTFS
Day of Month	Bit	-----6----- -----	-----3----- -----	-----5-----
Day Plan	Number	3	3	3
TB Dayplan	Units	1	2	4

Plan 1 Hour	Hour	0	6	15
Plan 1 Minute	Min	0	0	0
Plan 1 Action	Number	8	1	3
Plan 2 Hour	Hour	0	7	0
Plan 2 Minute	Min	0	0	0
Plan 2 Action	Number	8	2	0
Plan 3 Hour	Hour	0	8	0
Plan 3 Minute	Min	0	0	0
Plan 3 Action	Number	8	2	0
TB Action	Units	1	2	4
Pattern	Enum	Pattern 1	Pattern 2	Pattern 4
Aux. Functions	Bit	0	0	0
Spec. Functions	Bit	0	0	0
TB Action	Units	9	10	12
Pattern	Enum	Pattern 9	Pattern 10	Interconnect
Aux. Functions	Bit	0	0	0
Spec. Functions	Bit	0	0	0

APPENDIX C

Levels of Service Definitions

Level of Service Definitions

Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
A	≤ 10	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	> 10 and ≤ 15	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	> 15 and ≤ 25	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	> 25 and ≤ 35	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	> 35 and ≤ 50	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	> 50	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

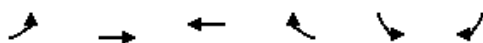
APPENDIX D

Detailed Capacity Analyses

Lanes, Volumes, Timings
2: Eglinton Avenue West & Maingate Drive

Existing (2018) Weekday PM Peak Hour

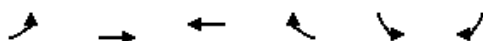
08/03/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	128	751	1723	87	65	516
Future Volume (vph)	128	751	1723	87	65	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	85.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	60.0				70.0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor			1.00		0.98	0.98
Frt			0.993			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1789	4995	5052	0	1807	1601
Flt Permitted	0.052				0.950	
Satd. Flow (perm)	98	4995	5052	0	1779	1567
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			195
Link Speed (k/h)		60	60		50	
Link Distance (m)		136.5	164.6		148.2	
Travel Time (s)		8.2	9.9		10.7	
Confl. Peds. (#/hr)	5			5	8	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	5%	3%	1%	1%	2%
Adj. Flow (vph)	136	799	1833	93	69	549
Shared Lane Traffic (%)						
Lane Group Flow (vph)	136	799	1926	0	69	549
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Left	Left	R NA	L NA	R NA
Median Width(m)		3.7	3.7		3.7	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (m)	6.1	30.5	30.5		6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Size(m)	6.1	1.8	1.8		6.1	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			

Lanes, Volumes, Timings
2: Eglinton Avenue West & Maingate Drive

Existing (2018) Weekday PM Peak Hour
08/03/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA		Perm	Perm
Protected Phases	1	2	2			
Permitted Phases	2				4	4
Detector Phase	1	2	2		4	4
Switch Phase						
Minimum Initial (s)	5.0	8.0	8.0		8.0	8.0
Minimum Split (s)	15.0	36.0	36.0		25.0	25.0
Total Split (s)	18.0	76.0	76.0		66.0	66.0
Total Split (%)	11.3%	47.5%	47.5%		41.3%	41.3%
Maximum Green (s)	15.0	70.0	70.0		59.5	59.5
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.0	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.5	6.5
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)		9.0	9.0		10.0	10.0
Flash Dont Walk (s)		14.0	14.0		15.0	15.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	101.0	85.7	85.7		46.5	46.5
Actuated g/C Ratio	0.63	0.54	0.54		0.29	0.29
v/c Ratio	0.71	0.30	0.71		0.13	0.92
Control Delay	53.0	22.8	31.9		39.3	56.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	53.0	22.8	31.9		39.3	56.6
LOS	D	C	C		D	E
Approach Delay		27.2	31.9		54.7	
Approach LOS		C	C		D	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 34.7

Intersection LOS: C

Intersection Capacity Utilization 78.2%

ICU Level of Service D
















Analysis Period (min) 15

Splits and Phases: 2: Eglinton Avenue West & Maingate Drive



Lanes, Volumes, Timings
1: Eglinton Avenue West & Maingate Drive

Existing (2018) Saturday Peak Hour
08/03/2018

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  			
Traffic Volume (vph)	142	809	805	50	34	169
Future Volume (vph)	142	809	805	50	34	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	85.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	60.0				70.0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						0.98
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1755	5193	5185	0	1772	1617
Flt Permitted	0.302				0.950	
Satd. Flow (perm)	558	5193	5185	0	1772	1585
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			8			176
Link Speed (k/h)		60	60		50	
Link Distance (m)		136.5	164.6		148.2	
Travel Time (s)		8.2	9.9		10.7	
Confl. Peds. (#/hr)						4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	4%	3%	1%
Adj. Flow (vph)	148	843	839	52	35	176
Shared Lane Traffic (%)						
Lane Group Flow (vph)	148	843	891	0	35	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Left	Left	R NA	Left	R NA
Median Width(m)		3.7	3.7		3.7	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (m)	6.1	30.5	30.5		6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Size(m)	6.1	1.8	1.8		6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		CI+Ex	CI+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			

Lanes, Volumes, Timings
1: Eglinton Avenue West & Maingate Drive

Existing (2018) Saturday Peak Hour
08/03/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA		Perm	Perm
Protected Phases	1	2	2			
Permitted Phases	2				4	4
Detector Phase	1	2	2		4	4
Switch Phase						
Minimum Initial (s)	5.0	8.0	8.0		8.0	8.0
Minimum Split (s)	15.0	36.0	36.0		25.0	25.0
Total Split (s)	32.0	75.0	75.0		53.0	53.0
Total Split (%)	20.0%	46.9%	46.9%		33.1%	33.1%
Maximum Green (s)	29.0	69.0	69.0		46.5	46.5
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.0	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.5	6.5
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Min	C-Min		Min	Min
Walk Time (s)		9.0	9.0		10.0	10.0
Flash Dont Walk (s)		14.0	14.0		15.0	15.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	137.7	123.0	123.0		9.8	9.8
Actuated g/C Ratio	0.86	0.77	0.77		0.06	0.06
v/c Ratio	0.26	0.21	0.22		0.32	0.67
Control Delay	2.6	5.6	5.6		78.9	22.1
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	2.6	5.6	5.6		78.9	22.1
LOS	A	A	A		E	C
Approach Delay		5.2	5.6		31.5	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 8.0

Intersection LOS: A

Intersection Capacity Utilization 46.7%

ICU Level of Service A

Analysis Period (min) 15

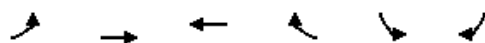
Splits and Phases: 1: Eglinton Avenue West & Maingate Drive



Lanes, Volumes, Timings
2: Eglinton Avenue West & Maingate Drive

Future (2023) Background Weekday PM Peak Hour

08/03/2018

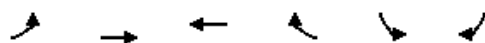


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	141	826	1895	96	72	568
Future Volume (vph)	141	826	1895	96	72	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	85.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	60.0				70.0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor			1.00		0.98	0.98
Frt			0.993			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1789	4995	5052	0	1807	1601
Flt Permitted	0.050				0.950	
Satd. Flow (perm)	94	4995	5052	0	1779	1567
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			194
Link Speed (k/h)		60	60		50	
Link Distance (m)		136.5	164.6		148.2	
Travel Time (s)		8.2	9.9		10.7	
Confl. Peds. (#/hr)	5			5	8	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	5%	3%	1%	1%	2%
Adj. Flow (vph)	150	879	2016	102	77	604
Shared Lane Traffic (%)						
Lane Group Flow (vph)	150	879	2118	0	77	604
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Left	Left	R NA	L NA	R NA
Median Width(m)		3.7	3.7		3.7	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (m)	6.1	30.5	30.5		6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Size(m)	6.1	1.8	1.8		6.1	6.1
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		CI+Ex	CI+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			

Lanes, Volumes, Timings
2: Eglinton Avenue West & Maingate Drive

Future (2023) Background Weekday PM Peak Hour

08/03/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA		Perm	Perm
Protected Phases	1	2	2			
Permitted Phases	2				4	4
Detector Phase	1	2	2		4	4
Switch Phase						
Minimum Initial (s)	5.0	8.0	8.0		8.0	8.0
Minimum Split (s)	15.0	36.0	36.0		25.0	25.0
Total Split (s)	18.0	76.0	76.0		66.0	66.0
Total Split (%)	11.3%	47.5%	47.5%		41.3%	41.3%
Maximum Green (s)	15.0	70.0	70.0		59.5	59.5
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.0	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.5	6.5
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?		Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Min	C-Min		None	None
Walk Time (s)		9.0	9.0		10.0	10.0
Flash Dont Walk (s)		14.0	14.0		15.0	15.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	95.5	79.7	79.7		52.0	52.0
Actuated g/C Ratio	0.60	0.50	0.50		0.32	0.32
v/c Ratio	0.78	0.35	0.84		0.13	0.94
Control Delay	64.7	26.4	40.0		36.5	58.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	64.7	26.4	40.0		36.5	58.8
LOS	E	C	D		D	E
Approach Delay		32.0	40.0		56.3	
Approach LOS		C	D		E	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 40.7

Intersection LOS: D

Intersection Capacity Utilization 84.9%

ICU Level of Service E

Analysis Period (min) 15
















Splits and Phases: 2: Eglinton Avenue West & Maingate Drive



Lanes, Volumes, Timings
1: Eglinton Avenue West & Maingate Drive

Future (2023) Background Saturday Peak Hour

08/03/2018

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		  	  			
Traffic Volume (vph)	156	890	886	55	37	186
Future Volume (vph)	156	890	886	55	37	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	85.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	60.0				70.0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						0.98
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1755	5193	5185	0	1772	1617
Flt Permitted	0.272				0.950	
Satd. Flow (perm)	502	5193	5185	0	1772	1585
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			194
Link Speed (k/h)		60	60		50	
Link Distance (m)		136.5	164.6		148.2	
Travel Time (s)		8.2	9.9		10.7	
Confl. Peds. (#/hr)						4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	1%	0%	4%	3%	1%
Adj. Flow (vph)	163	927	923	57	39	194
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	927	980	0	39	194
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Left	Left	R NA	Left	R NA
Median Width(m)		3.7	3.7		3.7	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (m)	6.1	30.5	30.5		6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0		0.0	0.0
Detector 1 Size(m)	6.1	1.8	1.8		6.1	6.1
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			

Lanes, Volumes, Timings
1: Eglinton Avenue West & Maingate Drive

Future (2023) Background Saturday Peak Hour

08/03/2018



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	pm+pt	NA	NA		Perm	Perm
Protected Phases	1	2	2			
Permitted Phases	2				4	4
Detector Phase	1	2	2		4	4
Switch Phase						
Minimum Initial (s)	5.0	8.0	8.0		8.0	8.0
Minimum Split (s)	15.0	36.0	36.0		25.0	25.0
Total Split (s)	32.0	75.0	75.0		53.0	53.0
Total Split (%)	20.0%	46.9%	46.9%		33.1%	33.1%
Maximum Green (s)	29.0	69.0	69.0		46.5	46.5
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.0	2.0	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	6.0	6.0		6.5	6.5
Lead/Lag	Lead	Lag	Lag			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	C-Min	C-Min		Min	Min
Walk Time (s)		9.0	9.0		10.0	10.0
Flash Dont Walk (s)		14.0	14.0		15.0	15.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)	137.4	121.5	121.5		10.1	10.1
Actuated g/C Ratio	0.86	0.76	0.76		0.06	0.06
v/c Ratio	0.31	0.24	0.25		0.35	0.69
Control Delay	3.0	6.2	6.3		79.4	21.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.0	6.2	6.3		79.4	21.7
LOS	A	A	A		E	C
Approach Delay		5.7	6.3		31.4	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 8.5

Intersection LOS: A

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15




















Splits and Phases: 1: Eglinton Avenue West & Maingate Drive



Lanes, Volumes, Timings
2: Eglinton Avenue West & Maingate Drive

Future (2023) Total Weekday PM Peak Hour













08/03/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	826	13	32	1895	96	33	0	14	72	0	568
Future Volume (vph)	141	826	13	32	1895	96	33	0	14	72	0	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	25.0		0.0	0.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	60.0			25.0			7.6			70.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99		0.99	0.98	
Frt		0.998			0.993			0.959			0.850	
Flt Protected	0.950			0.950				0.966		0.950		
Satd. Flow (prot)	1789	4987	0	1825	5052	0	0	1765	0	1807	1567	0
Flt Permitted	0.051			0.260				0.241		0.724		
Satd. Flow (perm)	96	4987	0	499	5052	0	0	440	0	1357	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			41			194	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		136.5			164.6			46.3			148.2	
Travel Time (s)		8.2			9.9			3.3			10.7	
Confl. Peds. (#/hr)	5		2	2		5	5		8	8		5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	5%	0%	0%	3%	1%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	150	879	14	34	2016	102	35	0	15	77	0	604
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	893	0	34	2118	0	0	50	0	77	604	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	L NA	Left	R NA	L NA	Left	R NA
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
2: Eglinton Avenue West & Maingate Drive

Future (2023) Total Weekday PM Peak Hour

08/03/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4				4
Permitted Phases	2			2			4			4		
Detector Phase	1	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	36.0		36.0	36.0		25.0	25.0		25.0	25.0	
Total Split (s)	18.0	76.0		76.0	76.0		66.0	66.0		66.0	66.0	
Total Split (%)	11.3%	47.5%		47.5%	47.5%		41.3%	41.3%		41.3%	41.3%	
Maximum Green (s)	15.0	70.0		70.0	70.0		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		6.0	6.0			6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lag	Lag							
Lead-Lag Optimize?		Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		C-Min	C-Min		None	None		None	None	
Walk Time (s)		9.0		9.0	9.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)		14.0		14.0	14.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	95.0	79.2		79.2	79.2			52.5		52.5	52.5	
Actuated g/C Ratio	0.59	0.50		0.50	0.50			0.33		0.33	0.33	
v/c Ratio	0.78	0.36		0.14	0.85			0.29		0.17	0.94	
Control Delay	63.9	26.7		28.1	40.5			16.7		37.2	57.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	63.9	26.7		28.1	40.5			16.7		37.2	57.4	
LOS	E	C		C	D			B		D	E	
Approach Delay		32.1			40.3			16.7			55.1	
Approach LOS		C			D			B			E	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBWB and 6:, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 40.4

Intersection LOS: D

Intersection Capacity Utilization 96.0%

ICU Level of Service F

Analysis Period (min) 15




















Splits and Phases: 2: Eglinton Avenue West & Maingate Drive



Lanes, Volumes, Timings
1: Eglinton Avenue West & Maingate Drive













Future (2023) Total Saturday Peak Hour

08/03/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	890	25	23	886	55	22	0	23	37	0	186
Future Volume (vph)	156	890	25	23	886	55	22	0	23	37	0	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	25.0		0.0	0.0		0.0	85.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	60.0			25.0			2.5			70.0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor											0.98	
Fr t		0.996			0.991			0.931			0.850	
Flt Protected	0.950			0.950				0.976		0.950		
Satd. Flow (prot)	1755	5170	0	1789	5185	0	0	1711	0	1772	1585	0
Flt Permitted	0.272			0.280				0.284		0.785		
Satd. Flow (perm)	502	5170	0	527	5185	0	0	498	0	1464	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			41			367	
Link Speed (k/h)		60			60			48			50	
Link Distance (m)		136.5			164.6			69.1			148.2	
Travel Time (s)		8.2			9.9			5.2			10.7	
Confl. Peds. (#/hr)												4
Peak Hour Factor	0.96	0.96	0.92	0.92	0.96	0.96	0.92	0.92	0.92	0.96	0.92	0.96
Heavy Vehicles (%)	4%	1%	2%	2%	0%	4%	2%	2%	2%	3%	2%	1%
Adj. Flow (vph)	163	927	27	25	923	57	24	0	25	39	0	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	954	0	25	980	0	0	49	0	39	194	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	Left	Left	R NA	Left	Left	Right	Left	Left	R NA
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			1.6			4.9	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
1: Eglinton Avenue West & Maingate Drive

Future (2023) Total Saturday Peak Hour
08/03/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	2			2			4				4
Permitted Phases	2			2			4			4		
Detector Phase	1	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	15.0	36.0		36.0	36.0		25.0	25.0		25.0	25.0	
Total Split (s)	32.0	75.0		75.0	75.0		53.0	53.0		53.0	53.0	
Total Split (%)	20.0%	46.9%		46.9%	46.9%		33.1%	33.1%		33.1%	33.1%	
Maximum Green (s)	29.0	69.0		69.0	69.0		46.5	46.5		46.5	46.5	
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	3.0	6.0		6.0	6.0			6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		C-Min	C-Min		Min	Min		Min	Min	
Walk Time (s)		9.0		9.0	9.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)		14.0		14.0	14.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0		0	0		0	0	
Act Effct Green (s)	137.0	121.5		121.5	121.5			10.5		10.5	10.5	
Actuated g/C Ratio	0.86	0.76		0.76	0.76			0.07		0.07	0.07	
v/c Ratio	0.31	0.24		0.06	0.25			0.70		0.41	0.43	
Control Delay	3.1	6.2		6.4	6.2			68.6		83.5	3.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	3.1	6.2		6.4	6.2			68.6		83.5	3.1	
LOS	A	A		A	A			E		F	A	
Approach Delay		5.7			6.2			68.6			16.5	
Approach LOS		A			A			E			B	

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 160

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 8.3

Intersection LOS: A

Intersection Capacity Utilization 63.3%

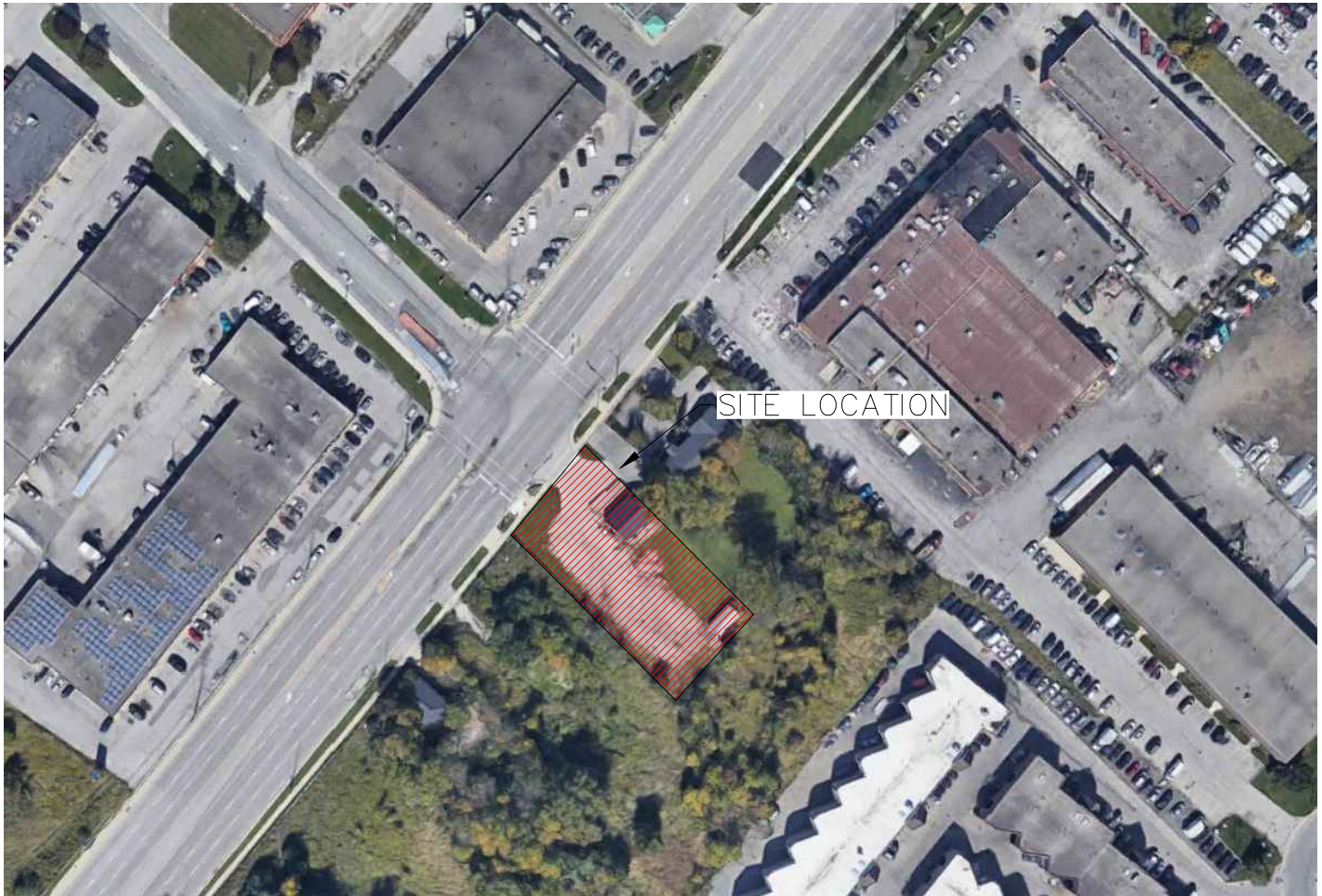
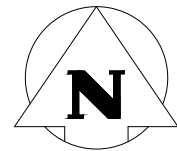
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Eglinton Avenue West & Maingate Drive



FIGURES



TRAFFIC OPERATIONS ASSESSMENT
1108 EGLINTON AVENUE EAST
CITY OF MISSISSAUGA

SITE LOCATION



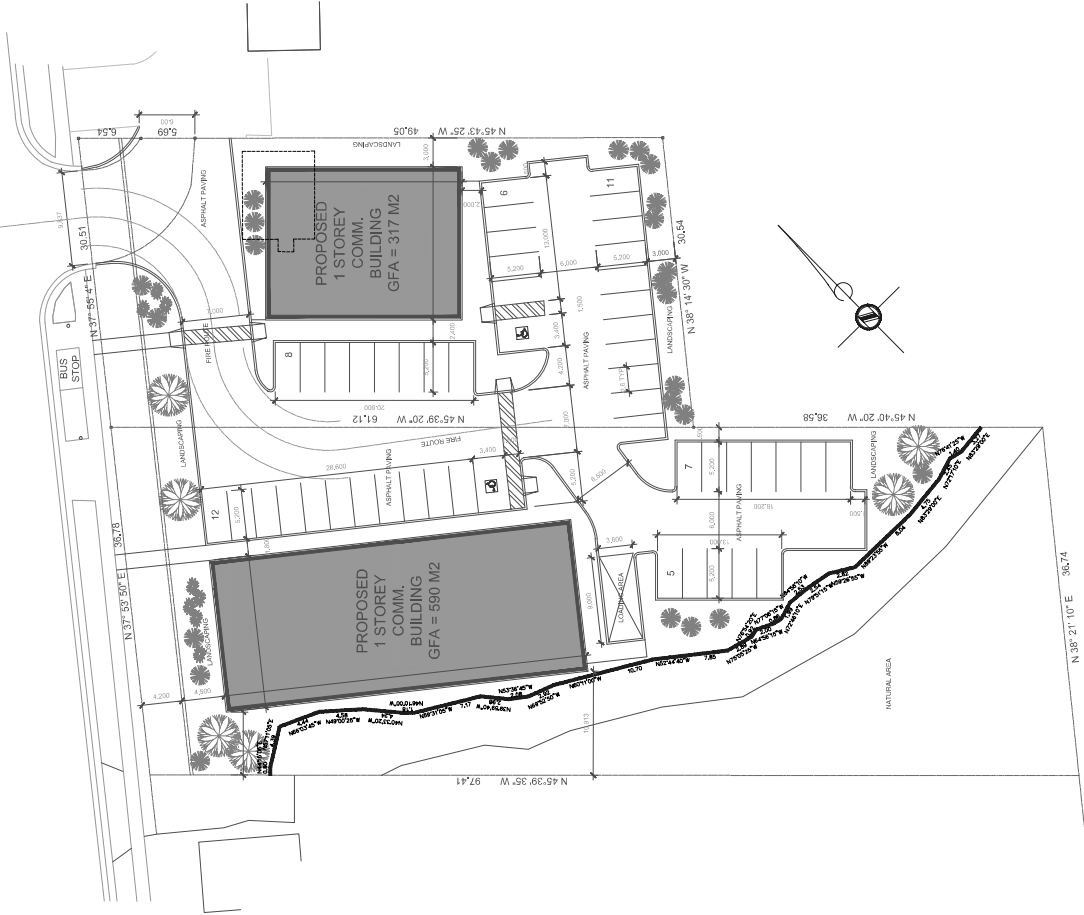
**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

Drawn	K.S.	Design	Project No.	1277-4440
Check	A.W.	Check	Scale	N.T.S.
			Dwg.	FIG. 01

EGLINTON AVENUE EAST

SIGNALIZED
INTERSECTION



SITE STATISTICS

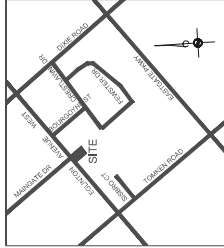
SITE AREA	REQUIRED	PROVIDED	MIN FRONT YARD	REQUIRED	PROVIDED
MIN FRONTAGE	30.0 M	5113.71 M2	EXT SIDE YARD	4.5 M	4.5 M
MAX FSI	1.0	67.211 M	INT SIDE YARD	7.5 M	N/A
GFA	-	0.1774	REAR YARD	4.5 M	3.0 M
BUILDING AREA	-	796 M2 (17.74%)	LANDSCAPE (front)	4.5 M	21.236 M
LANDSCAPE AREA	-	2511.505 M2 (49.11%)	LANDSCAPE (rear)	3.0 M	4.5 M
PAVED AREA	-	1695.205 M2 (33.15%)	LANDSCAPE (side)	1.5 M	1.5 M
PARKING	5.4 spaces/100 M2				
RETAIL		49 spaces			
TOTAL REQD		49 spaces			
TOTAL PROVIDED		49 spaces			
H.C. PARKING	2 spaces	2 spaces			
LOADING	1 space	1 space			

NOTES:

SITE BOUNDARY INFORMATION FOR
EAST PORTION OF PROPERTY WAS TAKEN FROM:
SURVEYOR'S REAL PROPERTY REPORT
PART1, PLAN OF NORTH OF LOTS 7 AND 8
CONCESSION 2 NORTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL)
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL
DAVID B. SEARLES SURVEYING LTD.

SITE BOUNDARY INFORMATION FOR
WEST PORTION OF PROPERTY WAS TAKEN FROM:
SURVEY OF PART OF LOT 8, CONCESSION 2 REGISTERED PLAN 43R-10109
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL
TED VAN LANKVELD, ONTARIO LAND SURVEYOR DATED APRIL 21, 2008

CONCEPTUAL
SITE PLAN
FOR DISCUSSION
PURPOSES ONLY

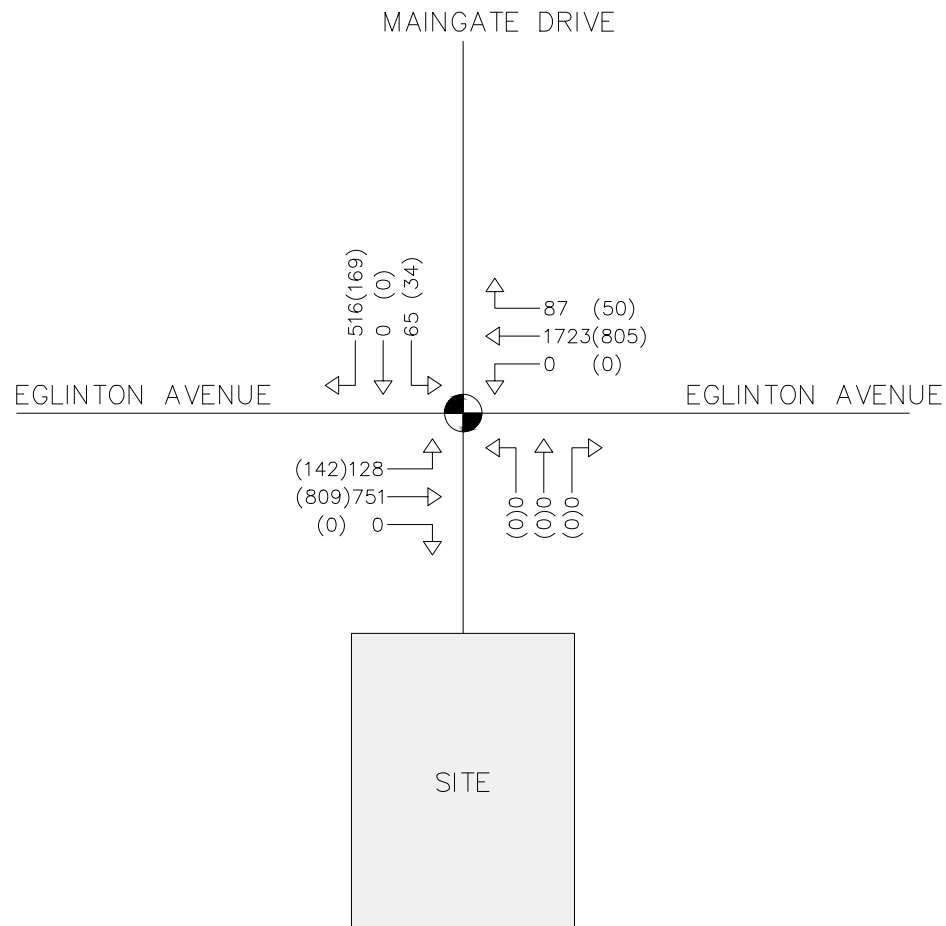
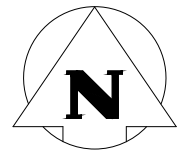


KEY PLAN

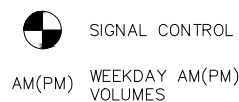
APPLICANT:
ALI RAFAAQAT
1137 FEWSTER DRIVE
MISSISSAUGA ON L4W 1A2
TEL: 905-206-1313

NOTE:

THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



LEGEND:



TRAFFIC OPERATIONS ASSESSMENT
1108 EGLINTON AVENUE EAST
CITY OF MISSISSAUGA

2018 EXISTING TRAFFIC VOLUMES



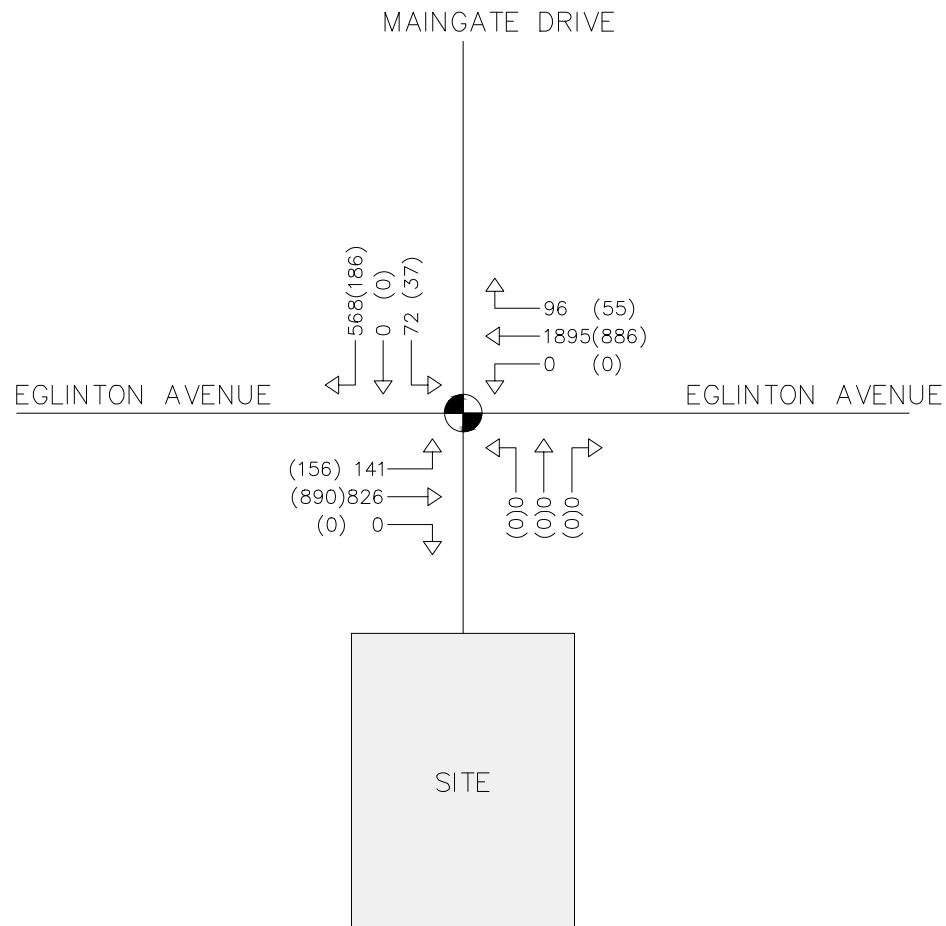
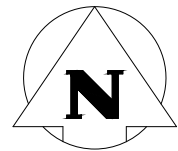
**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

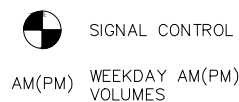
Drawn	K.S.	Design	Project No.	1277-4440
Check	A.W.	Check	Scale	N.T.S.
			Dwg.	FIG. 3

NOTE:

THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



LEGEND:



TRAFFIC OPERATIONS ASSESSMENT
1108 EGLINTON AVENUE EAST
CITY OF MISSISSAUGA

2023 FUTURE BACKGROUND TRAFFIC
VOLUMES



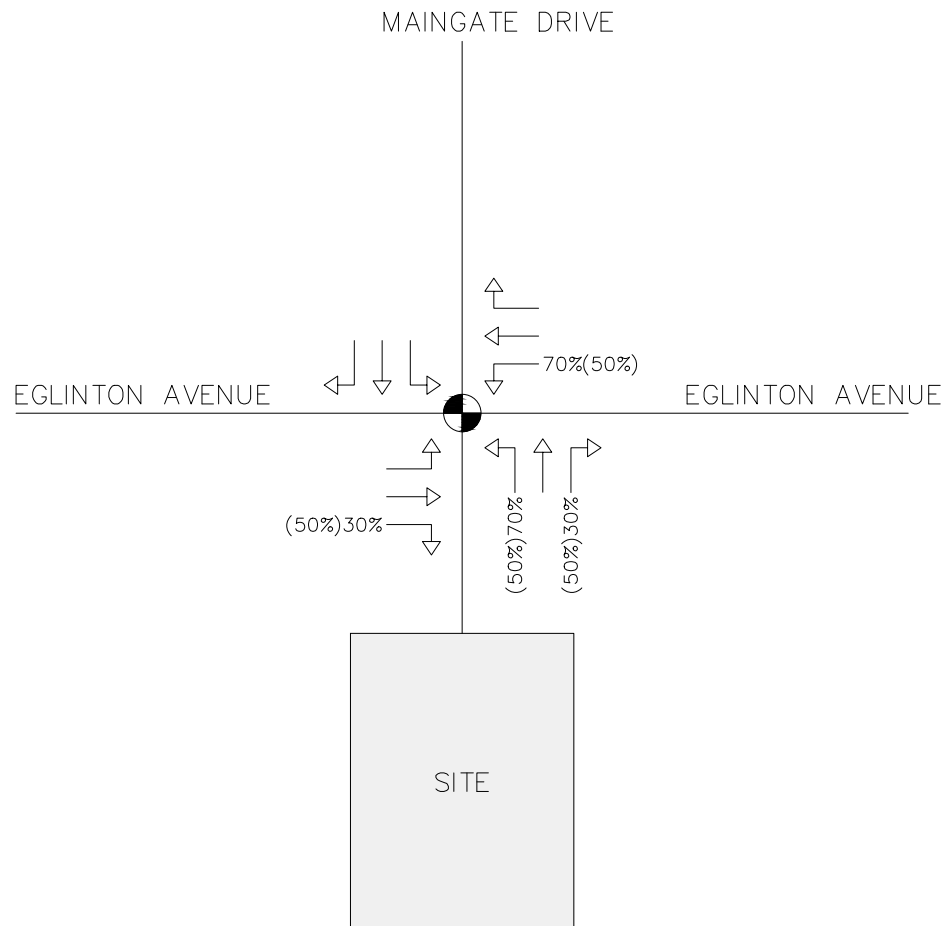
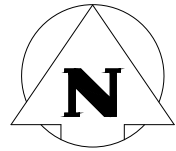
**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

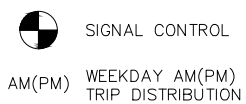
Drawn	K.S.	Design	Project No.	1277-4440
Check	A.W.	Check	Scale	N.T.S.
			Dwg.	FIG. 4

NOTE:

THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



LEGEND:



TRAFFIC OPERATIONS ASSESSMENT
1108 EGLINTON AVENUE EAST
CITY OF MISSISSAUGA

SITE TRIP DISTRIBUTION



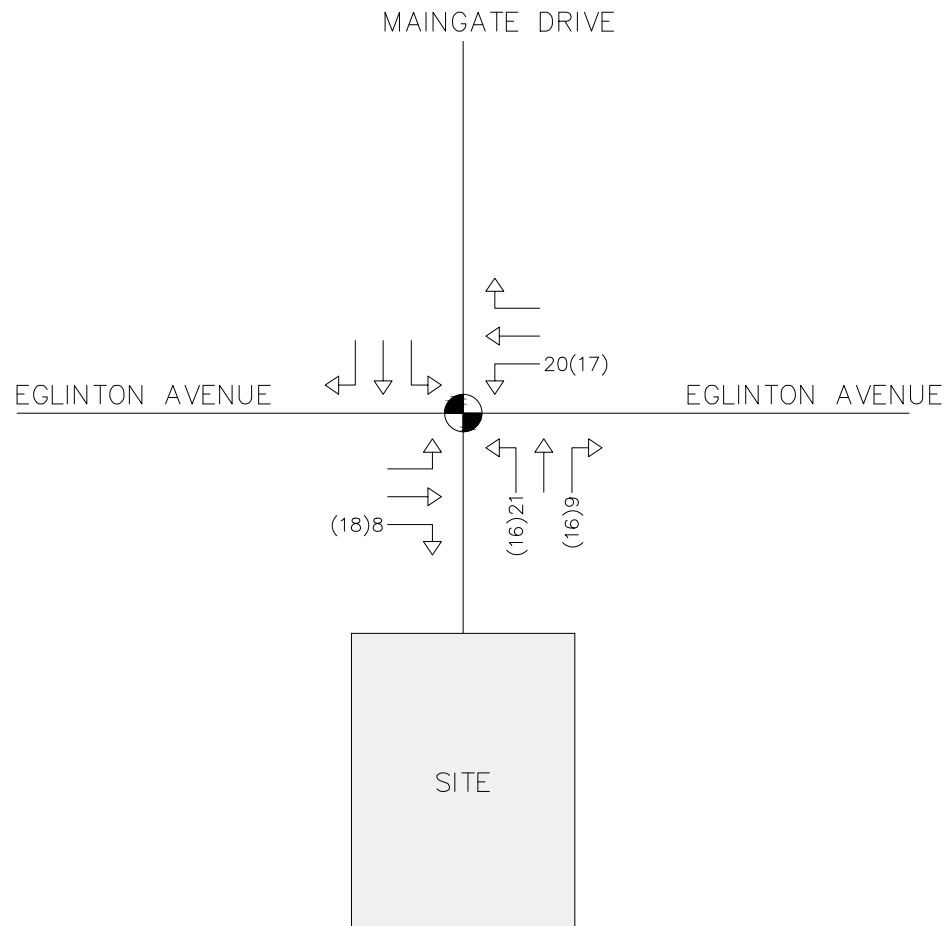
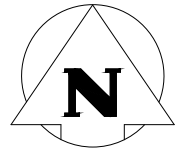
**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

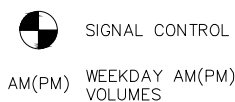
Drawn	K. S.	Design	Project No.	1277-4440
Check	A. W.	Check	Scale	N. T. S.
			Dwg.	FIG. 5

NOTE:

THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



LEGEND:



TRAFFIC OPERATIONS ASSESSMENT
1108 EGLINTON AVENUE EAST
CITY OF MISSISSAUGA

SITE TRIP ASSIGNMENT



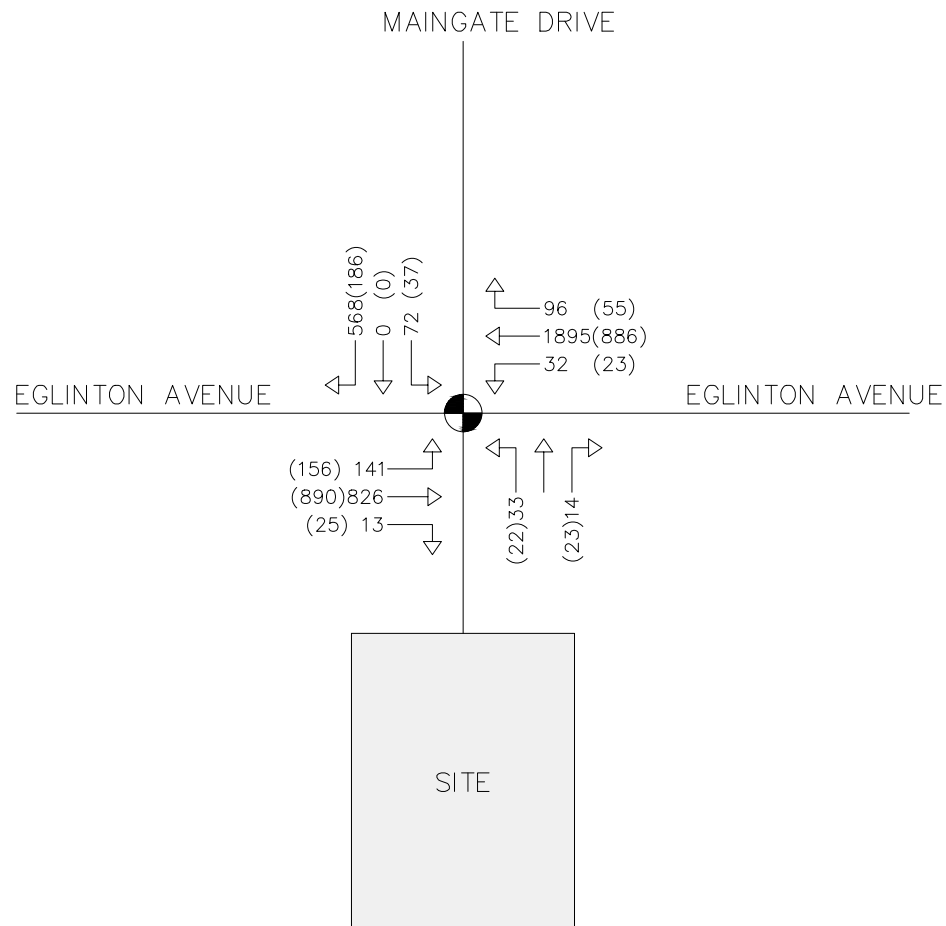
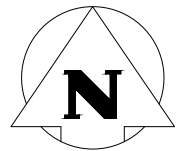
**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

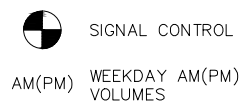
Drawn	K. S.	Design	Project No.	1277-4440
Check	A. W.	Check	Scale	N. T. S.
			Dwg.	FIG. 6

NOTE:

THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



LEGEND:



TRAFFIC OPERATIONS ASSESSMENT
1108 EGLINTON AVENUE EAST
CITY OF MISSISSAUGA



**CROZIER
& ASSOCIATES**
Consulting Engineers

2800 HIGH POINT DRIVE
SUITE 100
MILTON, ON L9T 6P4
905 875-0026 T
905 875-4915 F
WWW.CFCROZIER.CA

2023 FUTURE TOTAL TRAFFIC VOLUMES

Drawn	K.S.	Design	Project No.	1277-4440
Check	A.W.	Check	Scale	N.T.S.
			Dwg.	FIG. 7