

# **Noise Feasibility Study**

## **Proposed Residential Development, Block 1**

### **5100 Erin Mills Town Centre**


### **Mississauga, Ontario**

Prepared for:

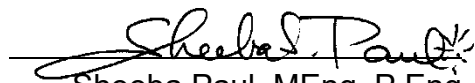
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# Table of Contents

1	Introduction & Summary .....	1
2	Site Description & Noise Sources.....	2
3	Noise Level Criteria.....	3
3.1	Road Traffic Noise .....	3
4	Traffic Noise Predictions .....	4
4.1	Road Traffic.....	4
4.2	Road Traffic Noise Prediction.....	5
5	Traffic Noise Recommendation.....	9
5.1	Outdoor Living Areas.....	10
5.2	Indoor Living Areas and Ventilation Requirements.....	10
5.3	Building Façade Constructions.....	10
5.4	Warning Clauses.....	11
5.5	Impact of the Development on Itself.....	11
5.6	Impact of the Development on the Environment.....	12
6	Assessment of Existing Stationary Sources of Sound on the Proposed Mixed-Use/Residential Buildings .....	13
6.1	Criteria for Acceptable Sound Levels .....	13
6.2	Stationary Source Assessment.....	17
6.3	Assumed Operating Scenarios.....	18
6.4	Results .....	19
6.5	Discussion and Recommendations with Regard to the Surrounding Commercial Facilities	21
7	Warning Clauses .....	22
8	Summary of Recommendations.....	23
8.1	Implementation.....	24
9	Conclusions.....	24

- Figure 1 – Key Plan**
- Figure 2 – Proposed Site Plan**
- Figure 3 – Aerial Photo Indicating Surrounding Land Uses**
- Figure 4 – Aerial Photo Showing Noise Source and Receptor Locations**
- Figure 5 – Sound Levels Due to Steady Stationary Noise Sources, Daytime**
- Figure 6 – Sound Levels Due to Steady Stationary Noise Sources, Nighttime**
- Figure 7 – Proposed Concept Plan Showing Mitigation Requirements to Meet Class 1 Criteria**

- Appendix A – Road Traffic Information**
- Appendix B – Sample STAMSON 5.04 Output**

# 1 Introduction & Summary

HGC Engineering was retained by EMTC Holdings Inc. to conduct a noise feasibility study for a proposed residential development located at 5100 Erin Mills Town Centre in the City of Mississauga, Ontario. The proposed development will include 9 residential towers ranging in height from 20 to 44 storeys, on podiums. The surrounding lands are primarily existing residential and commercial. The study is required by the municipality as part of their planning and approvals process.

The primary transportation noise sources impacting the site were determined to be road traffic on Erin Centre Boulevard to the north and Glen Erin Drive to the west. Secondary sources of noise include Eglinton Avenue West and Erin Mills Parkway. Road traffic data for the roadways were obtained from the City of Mississauga and the Region of Peel and were used to predict future traffic sound levels at the locations of the proposed residential buildings. The predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP) and the municipality.

Noise from transportation sources requires that appropriate sound insulation measures be considered for integration into the design of the buildings and building envelopes to maintain acceptable indoor sound levels. These requirements will be met through the use of appropriate wall and glazing assemblies. An alternative means of ventilation to open windows are required for all of the proposed buildings. Air conditioning meets and exceeds this requirement and will likely be included in any event. Warning clauses are also required to inform the future occupants of the residential buildings of the traffic noise impacts and the presence of nearby commercial/office/retail facilities.

As this project is at an early stage of development, a review should be conducted to verify and/or refine the acoustic recommendations when more detailed floor plans and building elevations are available for individual buildings or on a phase by phase basis, as details become available or as part of individual site plan applications. In addition, an acoustical consultant should review the mechanical drawings and details of demising constructions, when available, to help ensure that the noise impact of the development on the environment, and of the development on itself, are maintained within acceptable levels.



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An analysis was also conducted to determine the potential impact of noise associated with the existing nearby commercial facilities on the proposed residences at the development site. The analysis is based on a review of the latest site plan, site visits, aerial photos and experience with similar past projects.

A computer model of the area was created, using acoustic modelling software, in order to predict the sound levels at the locations of the proposed development. Several commercial buildings adjacent to the site were identified with respect to their potential noise impacts and have been included in this analysis. Modelling was undertaken based on data from other similar facilities, from observations made during site visits and review of aerial photography.

The results indicate that the sound emissions from the activities associated with the existing commercial facilities, has the potential to exceed the background sound levels in the area during a worst-case operational scenario during the nighttime hours. Class 1 limits are not considered feasible given the number of units requiring mitigation and the geometry of much of the mechanical equipment. A Class 4 designation should be requested from the municipality and is recommended for the buildings and the development site where excesses may occur given the existing surrounding land uses.

## 2 Site Description & Noise Sources

The site is located at 5100 Erin Mills Town Centre in the City of Mississauga, Ontario. Figure 1 is a key plan illustrating the location of the proposed site. The latest site plan prepared by BDP Quadrangle and dated August 1, 2024 is shown in Figure 2. The proposed development will include 9 residential towers ranging in height from 20 to 44-storeys on podiums, along with three levels of underground parking.

A site visit was made by HGC Engineering personnel in March 2024 to make observations of the acoustic environment, and to identify the significant noise sources in the vicinity. The acoustical environment surrounding the site is urban in nature and is considered to be a Class I area, with the majority of the surrounding lands consisting of existing residential and commercial uses. To the north of the site are existing residential dwellings and the John Fraser Secondary School. To the southeast of the site is the Erin Mills Town Centre. To the west of the site Erin Meadows



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Community Centre. To the south of the site is a Loblaws grocery store and smaller existing commercial facilities including: a CIBC branch, LCBO, and Indigo. A site visit was conducted to investigate the noise sources associated with the surrounding commercial facilities and is further discussed in Section 6.0. Figure 3 is an aerial photo indicating the surrounding land uses of the commercial plaza. The site is also outside of the NEF 25 noise contours for the Lester B. Pearson International Airport and noise due to aircraft is not discussed further.

### 3 Noise Level Criteria

#### 3.1 Road Traffic Noise

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300, “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, release date October 21, 2013, and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [L<sub>EQ</sub>] in units of A-weighted decibels [dBA].

**Table 1: MECP Road Traffic Noise Criteria (dBA)**

Area	Daytime L <sub>EQ</sub> (16 hour) Road	Nighttime L <sub>EQ</sub> (8 hour) Road
Outdoor Living Area	55 dBA	--
Inside Living/Dining Rooms	45 dBA	45 dBA
Inside Bedrooms	45 dBA	40 dBA

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace or other area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

The MECP guidelines allow the daytime sound levels in an Outdoor Living Area to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is recommended to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels outside bedroom or living/dining room windows exceed 60 dBA or daytime sound levels outside bedroom or living/dining room windows exceed 65 dBA. If the sound level in the plane of a bedroom or living/dining room window is greater than 55 dBA and less than or equal to 65 dBA, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of window nighttime sound level is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise.

Warning clauses to notify future residents of possible excesses are also required when nighttime sound levels exceed 50 dBA at the plane of the bedroom or living/dining room window and daytime sound levels exceed 55 dBA in the outdoor living area and at the plane of the bedroom or living/dining room window due to road traffic.

## 4 Traffic Noise Predictions

### 4.1 Road Traffic

Ultimate traffic data for Erin Centre Boulevard, Glen Erin Drive, and Eglinton Avenue West in the site area was obtained from the City of Mississauga in the form of ultimate traffic volumes and are provided in Appendix A. The ultimate traffic volumes are listed in Table 2, in addition to the provided commercial vehicle (truck) percentages. A posted speed limit of 50 km/h was used for Erin Centre Boulevard and Glen Erin Drive and 60 km/h was used for Eglinton Avenue West. A 90%/10% day/night split was used for the roadways.

Road traffic data for Erin Mills Parkway was obtained from the Region of Peel in the form of ultimate traffic volumes and is included in Appendix A. A 90%/10% day/night split was used in the analysis. A commercial vehicle percentage of 6.2% was provided, further split into 1.2% medium trucks and 5.0% heavy trucks. These vehicles were assumed to be travelling at the posted maximum speed of 70 km/hr.



**Table 2: Ultimate Road Traffic Data**

Road Name		Cars	Medium Trucks	Heavy Trucks	Total
<b>Erin Centre Boulevard</b> <i>(Ultimate)</i>	Daytime	14 860	341	279	15 480
	Nighttime	1 651	38	31	1 720
	<b>Total</b>	<b>16 511</b>	<b>379</b>	<b>310</b>	<b>17 200</b>
<b>Glen Erin Drive</b> <i>(Ultimate)</i>	Daytime	12 965	146	119	13 230
	Nighttime	1 441	16	13	1 470
	<b>Total</b>	<b>14 406</b>	<b>162</b>	<b>132</b>	<b>14 700</b>
<b>Eglinton Avenue West</b> <i>(Ultimate)</i>	Daytime	42 951	753	576	44 280
	Nighttime	4 772	84	64	4 920
	<b>Total</b>	<b>47 723</b>	<b>837</b>	<b>640</b>	<b>49 200</b>
<b>Erin Mills Parkway</b> <i>(Ultimate)</i>	Daytime	41 028	525	2 187	43 740
	Nighttime	4 559	58	243	4 860
	<b>Total</b>	<b>45 587</b>	<b>583</b>	<b>2 430</b>	<b>48 600</b>

## 4.2 Road Traffic Noise Prediction

To assess the levels of traffic noise which will impact the site in the future, predictions were made using Stamson at selected locations around the development site and are included in Table 3 below.

Sample Stamson calculations are included in Appendix B.

**Table 3: Predicted Road Traffic Sound Levels [dBA], Without Mitigation**

Block	Building	Location Description	Daytime at Façade L <sub>EQ-16 hr</sub>	Nighttime at Façade L <sub>EQ-8 hr</sub>
Building A	6-Storey Podium	SW Façade	61	55
Building A	6-Storey Podium	SE OLA	57	--
Building C	6-Storey Podium	SW Façade	62	55
Building D	6-Storey Podium	NW Façade	64	57
Building F	6-Storey Podium	NW Façade	64	58
Building F	6-Storey Podium	OLA	<55	--

To further assess the levels of traffic noise which will impact the site in the future, predictions were made using a numerical computer modeling package (*Cadna-A version 2024 MR1 build: 205.5427*) due to the complexity of the site. 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 road noise sources have been included in the model as line sources included in *Cadna/A* which have been calibrated to Stanson. Our experience suggests that road sound levels predicted by *Cadna* are reasonably accurate. The model road traffic values have been qualified with those predicted in STAMSON 5.04, a computer algorithm developed by the MECP.

Predictions of overall sound levels from all road sources were made at various representative façade locations throughout the site. The predicted sound levels from road traffic impacting the proposed development are summarized in the following tables.



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**Table 4a: Predicted Road Traffic Sound Levels [dBA], Without Mitigation**

Block	Building	Location Description	Daytime at Façade L <sub>EQ-16 hr</sub>	Nighttime at Façade L <sub>EQ-8 hr</sub>
Building A	6-Storey Podium	NW Façade	57	50
		NE Façade	<55	<50
		SE Façade	58	52
		SW Façade	60	54
		SE OLA	57	--
	30-Storey Tower	NW Façade	56	<50
		NE Façade	<55	<50
		SE Façade	57	51
SW Façade		59	52	
Building B	6-Storey Podium	NW Façade	57	50
		NE Façade	<55	<50
		SE Façade	57	50
		SW Façade	60	53
		NW OLA	<55	--
	25-Storey Tower	NW Façade	55	<50
		NE Façade	<55	<50
		SE Façade	56	<50
SW Façade		59	52	
Building C	6-Storey Podium	NW Façade	58	52
		NE Façade	<55	<50
		SE Façade	56	50
		SW Façade	60	54
		NW OLA	58	--
	20-Storey Tower	NW Façade	58	51
		NE Façade	<55	<50
		SE Façade	56	<50
SW Façade		59	53	

**Table 4b: Predicted Road Traffic Sound Levels [dBA], Without Mitigation**

Block	Building	Location Description	Daytime at Façade L <sub>EQ-16 hr</sub>	Nighttime at Façade L <sub>EQ-8 hr</sub>
Building D	6-Storey Podium	NW Façade	63	56
		NE Façade	59	53
		SE Façade	<55	<50
		SW Façade	60	53
	20-Storey Tower	NW Façade	61	55
		NE Façade	58	51
		SE Façade	<55	<50
Building E	6-Storey Podium	NW Façade	63	57
		NE Façade	60	53
		SE Façade	<55	<50
		SW Façade	59	53
		SW OLA	<55	--
	25-Storey Tower	NW Façade	61	55
		NE Façade	58	52
		SE Façade	<55	<50
Building F	6-Storey Podium	NW Façade	64	57
		NE Façade	62	55
		SE Façade	56	50
		SW Façade	60	53
		OLA	<55	--
	27-Storey Tower 1	NW Façade	62	55
		NE Façade	59	52
		SE Façade	55	<50
		SW Façade	58	51
	30-Storey Tower 2	NW Façade	62	55
		NE Façade	60	54
		SE Façade	56	<50
SW Façade		58	51	

**Table 4c: Predicted Road Traffic Sound Levels [dBA], Without Mitigation**

Block	Building	Location Description	Daytime at Façade L <sub>EQ-16 hr</sub>	Nighttime at Façade L <sub>EQ-8 hr</sub>
Building G	6-Storey Podium	N Façade	<55	<50
		E Façade	<55	<50
		S Façade	<55	<50
		W Façade	<55	<50
		OLA	<55	--
	44-Storey Tower	N Façade	<55	<50
		E Façade	55	<50
		S Façade	<55	<50
W Façade		<55	<50	
Building H	6-Storey Podium	N Façade	<55	<50
		E Façade	<55	<50
		S Façade	<55	<50
		W Façade	<55	<50
		OLA	<55	--
	39-Storey Tower	N Façade	55	<50
		E Façade	55	<50
		S Façade	<55	<50
W Façade		<55	<50	

The results indicate that the calculations performed in Stamson and in Cadna at the same locations are within 1 – 2 dBA. The difference in sound level does not result in different mitigation requirements which are included below.

## 5 Traffic Noise Recommendation

The predictions indicate that the future traffic sound levels are high enough at façades with exposure to the major roadways to warrant certain minimum noise control features. The following discussion outlines recommendations for barriers, ventilation requirements, and upgraded building façade constructions, to achieve the noise criteria stated in Table 1.



## 5.1 Outdoor Living Areas

There are several common outdoor amenity spaces indicated on the roof of several of the 6-storey podiums. The predicted sound level in the majority of these amenity spaces are less than 55 dBA with the exception of the southeastern amenity space on Building A and northwestern amenity space on Building C. The predicted sound level in these amenity spaces were up to 57 dBA, 2 dBA in excess of the MECP limit of 55 dBA. The 2 dBA sound level excess is acceptable to the municipality with the use of a noise warning clause if it is acceptable to the municipality. No further mitigation is recommended.

Balconies may be provided for the individual units. Elevated terraces and balconies are not considered to be OLAs by the MECP if they are less than 4 m in depth. No sound level predictions are required for these balconies.

## 5.2 Indoor Living Areas and Ventilation Requirements

### Alternative Means of Ventilation to Open Windows

The predicted future sound levels of Buildings A to F have predicted sound levels between 56 and 65 dBA during the daytime hours and between 51 to 60 dBA during the nighttime hours. To address these excesses, these units require an alternative means of ventilation to open windows. Air conditioning meets and exceeds this requirement and likely will be included in any event. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-216.

## 5.3 Building Façade Constructions

Since the daytime and nighttime sound levels at the facades of the residential units will be less than 60 dBA during the day and less than 55 dBA during the night due to road traffic, any exterior wall, and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for all the dwelling units in this development. However, given the urban nature of the surrounding lands, a minimum window glazing of STC-33 is recommended for all of the proposed buildings.



## 5.4 Warning Clauses

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreement.

Suggested wording for the building with sound levels exceeding the MECP criteria is given below:

Type B:

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

Suitable wording for future dwellings where air conditioning is to be provided is given below.

Type D:

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

These sample clauses are provided by the MECP as examples and can be modified by the Municipality as required.

## 5.5 Impact of the Development on Itself

Section 5.8.1.1 of the Ontario Building Code (OBC), released on January 1, 2020, specifies the minimum required sound insulation characteristics for demising partitions, in terms of Sound Transmission Class (STC) or Apparent Sound Transmission Class (ASTC) values. In order to maintain adequate acoustical privacy between separate suites in a multi-tenant building, inter suite walls must meet or exceed STC-50 or ASTC-47. Suite separation from a refuse chute or elevator shaft must meet or exceed STC-55. In addition, it is recommended that the floor/ceiling constructions separating suites from any amenity or commercial spaces also meet or exceed STC-55. Tables 1 and 2 in Section SB-3 of the Supplementary Guideline to the OBC provide a comprehensive list of constructions that will meet the above requirements.

Tarion's Builder Bulletin B19R requires the internal design of condominium projects to integrate suitable acoustic features to insulate the suites from noise from each other and amenities in



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accordance with the OBC, and limit the potential intrusions of mechanical and electrical services of the building on its residents. If B19R certification is needed, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself is maintained within acceptable levels.

## 5.6 Impact of the Development on the Environment

Sound levels from noise sources such as rooftop air-conditioners, cooling towers, exhaust fans, etc. should not exceed the minimum one-hour  $L_{EQ}$  ambient (background) sound level from road traffic, at any potentially impacted residential point of reception. Based on the levels observed during our site visit, the typical minimum ambient sound levels in the area are expected to be above the minimum exclusionary limits of 50 dBA or more during the day and 45 dBA or more at night. Thus, any electro-mechanical equipment associated with this development (e.g. emergency generator testing, fresh-air handling equipment, etc.) should be designed such that they do not result in noise impact beyond these ranges. At the time of this study, the design of the proposed mixed-use/residential buildings was in its initial stages, and the mechanical systems had not yet been developed.

The details of the exhaust fans and mechanical equipment will be reviewed at the SPA stage when the details are available. At this point, the site plan does not indicate any vents. It is likely that the majority of rooftop mechanical equipment will be housed in a mechanical penthouse on the roofs of the proposed buildings. Any rooftop equipment not housed in the penthouse will be assessed and sufficiently shielded from neighbouring residences, as needed.

It is also HGC Engineering's experience with numerous developments, that typical HVAC equipment and parking garage exhaust fans can meet the applicable MECP noise criteria at neighbouring residential uses, either with low noise emission fans or relocation of the fans or through mitigation in the form of duct silencers or acoustic lining. Prior to building permit, an acoustical consultant should review the mechanical drawings and details of potential exhaust vents/fans, when available, to help ensure that the noise impact of the development on the environment, and of the development on itself, are maintained within acceptable levels. This is typically completed at the detailed noise study stage, at SPA.



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## **6 Assessment of Existing Stationary Sources of Sound on the Proposed Mixed-Use/Residential Buildings**

Noise sources associated with industrial/commercial facilities are assessed separately from traffic sources under MECP Guidelines. These adjacent commercial facilities are considered to be Stationary Sources of Sound and criteria for their assessment are contained in the following section.

HGC Engineering visited the subject site to observe the operations of the facilities in the area, perform sound level measurements, and identify potentially significant sources of sound. From site observations, site measurements, aerial photos and past experience with similar past projects, the noise sources identified to be potentially significant with respect to the subject site were determined.

There are various commercial/retail facilities located in the plaza including: the Erin Mills Town Centre, John Fraser Secondary School, Erin Meadows Community Centre, Loblaws, a CIBC branch, Indigo, and LCBO. The rooftop mechanical equipment (air conditioning units), and trucks arriving/departing for deliveries at the Loblaws or at active loading bays are potentially significant stationary sources of sound.

### **6.1 Criteria for Acceptable Sound Levels**

Under MECP guidelines, the acoustical environment in this area is classified as “urban” or “Class I”, as background sound levels are set by significant volumes of road traffic on surrounding roadways during daytime and nighttime hours.

Stationary sources of sound are collectively defined as all sources that emit sound within a commercial or industrial facility boundary. The facilities to the north, northwest and west are therefore classified as a stationary source of sound. The following MECP guidelines and criteria apply in this case.

MECP Guideline NPC-300 is the applicable guideline for use in investigating Land Use Compatibility issues with regard to noise. A commercial facility is classified in the MECP Guideline NPC-300 as a stationary source of sound (as compared to sources such as traffic or construction, for example) for noise assessment purposes. A stationary noise source encompasses the noise from all the activities and equipment within the property boundary of a facility including regular on-site truck



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traffic for deliveries, material handling and mechanical equipment. In terms of background sound, the development is located in an urban acoustical environment which is characterized by an acoustical environment dominated by road traffic and human activity.

*Stationary Source (Steady Sound)*

NPC-300 is intended for use in the planning of both residential and commercial/industrial land uses and provides the acceptability limits for sound due to commercial operations in that regard. The facade of a residence (i.e., in the plane of a window), or any associated usable outdoor area is considered a sensitive point of reception (within 30 m of a dwelling façade). NPC-300 stipulates that the exclusionary sound level limit for a stationary noise source in urban Class 1 and 2 areas are taken to be 50 dBA during daytime and evening hours (07:00 to 19:00 and 19:00 to 23:00), and 45 dBA during nighttime hours (23:00 to 07:00) at the plane of the windows of noise sensitive spaces. If the background sound levels due to road traffic exceed the exclusionary limits, then that background sound level becomes the criterion. The background sound level is defined as the sound level that occurs when the source under consideration is not operating, and may include traffic noise and natural sounds.

Commercial activities such as the occasional movement of customer/employee vehicles, deliveries to conveniences stores and restaurants and garbage collection are not of themselves considered to be significant noise sources in the MECP guidelines. Accordingly, these sources have not been considered in this study.

The proposed residential buildings are located to the southeast of the intersection of Erin Centre Boulevard and Glen Erin Drive. The height of the residential buildings range from 20-storeys to 44-storeys.

This subject site is in a busy area surrounded by roadways, as described above. Accordingly, sound levels even in the lowest periods of the day or night are anticipated to be higher than the exclusionary minimums outlined at some of the façades of the proposed buildings. These minimum sound levels have been predicted by utilizing the same noise model as above, but with hourly traffic data obtained from the City of Mississauga and the Region of Peel. The minimum hour traffic volumes used in the analysis are summarized in the following table.



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**Table 5: Minimum Hourly Traffic Volumes on Nearby Roadway**

Roadway	Hourly Data		Commercial %
	Day	Night	
Erin Centre Blvd	278	7	4%
Glen Erin Dr	346	18	2%
Eglinton Ave W	812	32	3%
Erin Mills Pkwy	1 541	106	5%

The predicted quietest daytime hour and nighttime hour sound levels at the facades of the proposed buildings are found to be higher than the MECP exclusionary limits in the daytime hours for some of the facades with exposure to the major roadways. As such, the sound level limits as summarized in Table 6 are therefore used in the following sections of this report as the applicable criteria for surrounding buildings.

**Table 6: Applicable Sound Level Limits,  $L_{EQ}$  (dBA) for Class I Areas**

Building	Façade	Criteria	
		Day	Night
Building A	North	50	45
	East	50	45
	South	50	45
	West	50	45
Building B	North	50	45
	East	50	45
	South	50	45
	West	50	45
Building C	North	50	45
	East	50	45
	South	50	45
	West	50	45
Building D	North	51	45
	East	50	45
	South	50	45
	West	50	45
Building E	North	51	45
	East	50	45
	South	50	45
	West	50	45
Podium F	North	55	45
	East	53	45
	South	50	45
	West	50	45
Building F1	North	50	45
	East	51	45
	South	50	45
	West	50	45
Building F2	North	50	45
	East	50	45
	South	50	45
	West	50	45
Building G	Northwest	50	45
	Northeast	50	45
	Southeast	50	45
	Southwest	50	45
Building H	Northwest	50	45
	Northeast	50	45
	Southeast	50	45
	Southwest	50	45

Compliance with MECP criteria generally results in acceptable levels of sound at residential receptors although there may be residual audibility during periods of low background sound.

## 6.2 Stationary Source Assessment

Predictive noise modelling was used to assess the potential sound impact of trucking activities, passbys and idling of engines and reefers, rooftop mechanical equipment, at the closest residential receptors. The noise prediction model was based on sound emission levels for assumed operational profiles (during the daytime and nighttime), and established engineering methods for the prediction of outdoor sound propagation. These methods include the effects of distance, air absorption, and acoustical screening by barrier obstacles.

Sound emission data for typical rooftop equipment obtained from HGC Engineering project files were used in the analysis along with measurements of equipment conducted during the site visit. The sound levels were used as input to a predictive computer model. The software used for this purpose (*Cadna-A 2024 MR1 build: 205.5427*) is a computer implementation of ISO Standard 9613-2.2 “Acoustics - Attenuation of Sound During Propagation Outdoors.” The ISO method accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as barriers.

The assumed and measured sound power levels are listed in the table below.



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**Table 7: Sound Power Level Specifications for Equipment [dB re 10-12 W]**

Item	Octave Band Centre Frequency [Hz]								dBA
	63	125	250	500	1k	2k	4k	8K	
Cooling Tower A	95	91	86	86	84	85	86	85	92
Cooling Tower B	68	67	72	71	70	69	61	61	99
Chiller Fans	84	79	78	77	76	70	63	59	80
York 5-Ton	83	83	76	75	75	70	66	63	79
York 20-Ton	91	94	92	89	87	83	81	76	92
LGA048	--	63	66	70	71	68	62	53	75
Lennox 5-Ton LGA060	--	86	82	80	76	72	66	60	82
Lennox 10-Ton LGH120 (A-Weighted)	--	76	79	84	83	79	73	66	88
Lennox 12.5-Ton LGA150	--	91	86	85	82	77	73	66	87
Lennox 15-Ton LGH180 (A-Weighted)	--	80	83	87	88	84	80	71	93
Lennox 17.5-Ton LGC210	--	94	91	90	87	83	79	72	92
Lennox 20-Ton LGA240 (A-Weighted)	--	79	84	88	88	85	82	73	94
Lennox 25-Ton LGC300	--	95	93	92	88	84	81	75	94
Garbage Compactor	101	95	88	81	77	75	74	67	86
Medium Truck Idle	72	68	70	65	72	69	60	52	94
Tractor Trailer Idle	96	91	88	88	91	90	81	70	95
Tractor Trailer Reefer	71	64	55	54	52	50	44	36	98
Medium Truck Acceleration	108	90	92	90	94	91	84	77	97
Tractor Trailer Acceleration	101	100	94	96	97	95	91	86	101

### 6.3 Assumed Operating Scenarios

The analysis considers the following sound sources and operating assumptions for a predictable worst-case-hour based on site observations, aerial imagery around the site, and typical worst-case hour operating scenarios for similar facilities.

#### *Erin Mills Town Centre*

- 2 medium trucks and 2 tractor trailers arriving/departing the town centre loading bays, and two tractor trailers, one with a reefer arriving at Walmart for deliveries. One tractor trailer with a reefer arriving at Walmart for deliveries with a reefer. All trucks idling for 15 minutes each.
- Chiller units operating for a full hour during the day and for 40 minutes during the night
- Cooling Towers operating for 40 minutes during the day and 15 minutes during the night

- Remaining rooftop HVAC equipment operating for 40 minutes during the day and for 15 minutes during the night

### ***Loblaws***

- 2 tractor trailer trucks arriving for deliveries during the day with reefers and idling for 15 minutes each. One tractor trailer truck with reefer arriving for deliveries and idling for 15 minutes during the night
- Garbage compactor operating for 15 minutes during the day
- Chiller units operating for a full hour during the day and for 40 minutes during the night
- Remaining rooftop HVAC equipment operating for 40 minutes during the day and for 20 minutes during the night

### ***Remaining Commercial Units***

- All rooftop HVAC equipment operating for 40 minutes during the day and 20 minutes during the night
- Exhaust fans operating for 60 minutes during the day and off during the night

The operating profiles outlined above were assumed in determining the one-hour equivalent sound level,  $L_{EQ}$ , for a predictable worst-case daytime and nighttime hour at the facades of the proposed mixed-use development.

## **6.4 Results**

The calculations consider the acoustical effects of distance and shielding by the buildings. The predicted sound levels due to the trucking activities (arriving, idling of engines, running of reefer units) and mechanical equipment at the closest proposed residential buildings during a worst-case busiest hour operating scenario, are summarized in the following table and shown on Figures 5 and 6.



**Table 8: Predicted Sound Level from Stationary Noise on Surrounding Facilities (dBA)**

Building	Façade	Criteria (Day/Night)	Day	Night
Building A	North	50 / 45	46	42
	East	50 / 45	<b>51</b>	<b>46</b>
	South	50 / 45	50	<b>47</b>
	West	50 / 45	46	43
Building B	North	50 / 45	45	42
	East	50 / 45	50	<b>46</b>
	South	50 / 45	50	<b>46</b>
	West	50 / 45	45	43
Building C	North	50 / 45	39	37
	East	50 / 45	48	44
	South	50 / 45	48	44
	West	50 / 45	45	42
Building D	North	51 / 45	40	37
	East	50 / 45	49	43
	South	50 / 45	48	44
	West	50 / 45	39	37
Building E	North	51 / 45	42	39
	East	50 / 45	<b>51</b>	<b>46</b>
	South	50 / 45	<b>51</b>	<b>46</b>
	West	50 / 45	42	38
Podium F	North	55 / 45	43	40
	East	53 / 45	<b>51</b>	45
	South	50 / 45	<b>52</b>	<b>47</b>
	West	50 / 45	45	41
Building F1	North	50 / 45	44	41
	East	51 / 45	<b>52</b>	<b>47</b>
	South	50 / 45	<b>52</b>	<b>47</b>
	West	50 / 45	45	40
Building F2	North	50 / 45	43	40
	East	50 / 45	<b>52</b>	<b>47</b>
	South	50 / 45	<b>53</b>	<b>48</b>
	West	50 / 45	48	44
Building G	Northwest	50 / 45	45	42
	Northeast	50 / 45	50	<b>46</b>
	Southeast	50 / 45	<b>52</b>	<b>48</b>
	Southwest	50 / 45	50	45
Building H	Northwest	50 / 45	45	41
	Northeast	50 / 45	<b>51</b>	<b>46</b>
	Southeast	50 / 45	<b>52</b>	<b>48</b>
	Southwest	50 / 45	49	45

Note: The bold numbers are excesses over the minimum exclusionary criteria.

The results of this analysis indicate that the predicted steady sound levels due primarily to activities at the Erin Mills Town Centre has the potential to be in excess of the background sound level criteria

by up to 3 dBA during the day and night considering a worst-case operation scenario along the façades of many of the proposed buildings.

## 6.5 Discussion and Recommendations with Regard to the Surrounding Commercial Facilities

In order to meet the applicable Class 1 sound level limits, the mitigation required is not considered feasible given the number of units required to be mitigated on the rooftop of the mall, and the geometry of many of the mechanical units. As a result, a Class 4 designation for the site should be requested from the municipality and is recommended, for Buildings A, B, E, F, G, and H, given that the majority of the surrounding lands are commercial lands. A Class 4 area is defined in NPC-300 as:

- is an area intended for development with new noise sensitive land use(s) that are not yet built;
- is in proximity to existing, lawfully established stationary source(s); and
- has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

This designation provides relaxed (higher) daytime and nighttime sound level limits from that otherwise permitted in an urban area, for both indoor and outdoor areas. The sound level limits for a Class 4 area is 60 dBA during the day in an OLA and at the façade, and 55 dBA during the night at the façade. A Class 4 Area permits receptor-based noise control measures (noise walls, specific construction techniques and materials, etc) to be used within a proposed new sensitive land use within the vicinity of an industrial use. Class 4 Areas require formal recognition of the classification by the land use planning authority.

With a Class 4 designation, the following mitigation is required:

- 1) The buildings are required to include air conditioning.
- 2) An additional clause is required to be included in the property and tenancy agreements and offers of purchase and sale for all dwelling units with a Class 4 designation.
- 3) Additionally, upgraded building and glazing constructions are recommended for all dwellings with a Class 4 designation, for example, the STC-33 rating, recommended in Section 5.3, for



all windows into sensitive spaces to further protect the interior spaces of the dwellings with a Class 4 designation.

Class 4 designations have been provided for lands in the City of Mississauga in the past.

All of the predicted sound levels are within the Class 4 sound level limits if it is granted, no further mitigation would be required in this scenario.

## 7 Warning Clauses

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements for all the dwellings with anticipated traffic and stationary noise sound level excesses. The following noise warning clauses are required for the proposed development.

A suggested wording for future dwellings for which physical mitigation has been provide is given below.

Type B:

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

A suggested wording for future dwellings requiring central air conditioning systems is given below.

Type D:

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

A suggested wording for dwellings adjacent to the surrounding facilities where sound levels will at times be audible is given below.

Type E:

Purchasers/tenants are advised that due to the proximity of the adjacent facilities, noise from these facilities may at times be audible.



If a Class 4 designation is granted by the municipality, the following warning clause is required.

Type F:

Purchasers/tenants are advised that sound levels due to the adjacent facility are required to comply with sound level limits that are protective of indoor areas and are based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed.

These sample clauses are provided by the MECP as examples and can be modified by the Municipality as required.

## 8 Summary of Recommendations

The following recommendations are provided in regard to noise mitigation.

### *Transportation Noise*

1. An alternative means of ventilation to open windows is required for the proposed buildings. Air conditioning meets and exceeds this requirement and will likely be included in any event.
2. A minimum glazing of STC-33 is recommended for all of the façades of the proposed buildings given the urban nature of the surrounding lands.
3. Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale to inform the future owners/residents of the presence of the roadways and the nearby commercial operations.
4. Tarion's Builder Bulletin (B19R) requires that the internal design of condominium projects integrates suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services of the buildings on its residents. If B19R certification is needed, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself are maintained within acceptable levels. Outdoor sound emissions should also be checked to ensure compliance with the City's by-law.



### *Stationary Noise*

5. A Class 4 designation is recommended and should be requested from the municipality for Buildings A, B, E, F, G, and H which includes:

- Air conditioning is required for the buildings designated as Class 4.
- An additional Class 4 specific warning clause.
- Upgraded building and glazing constructions to a minimum STC-33 which is already required for transportation noise.

## **8.1 Implementation**

To ensure that the noise control recommendations outlined above are properly implemented prior to registration, it is recommended that:

1. Prior to the issuance of building permits for this development, a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should review the architectural plans and building elevations ensure noise control measures outlined have been incorporated.
2. Prior to the issuance of occupancy permits for this development, the City's building inspector or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should certify that the noise control measures have been properly installed and constructed

## **9 Conclusions**

With the incorporation of the noise mitigation measures outlined herein, the applicable MECP noise guideline limits can be met, and a suitable acoustical environment provided for the occupants. For the stationary noise sources, the assessment concludes there is the potential for excesses over the Class 1 sound level limits which are difficult to mitigate. To address the excesses, the site should be designated as a Class 4 area by the Municipality. With the Class 4 designation, the noise limits



would be met without additional physical mitigation measures beyond those required for Class 4 areas.



ACOUSTICS



NOISE



VIBRATION



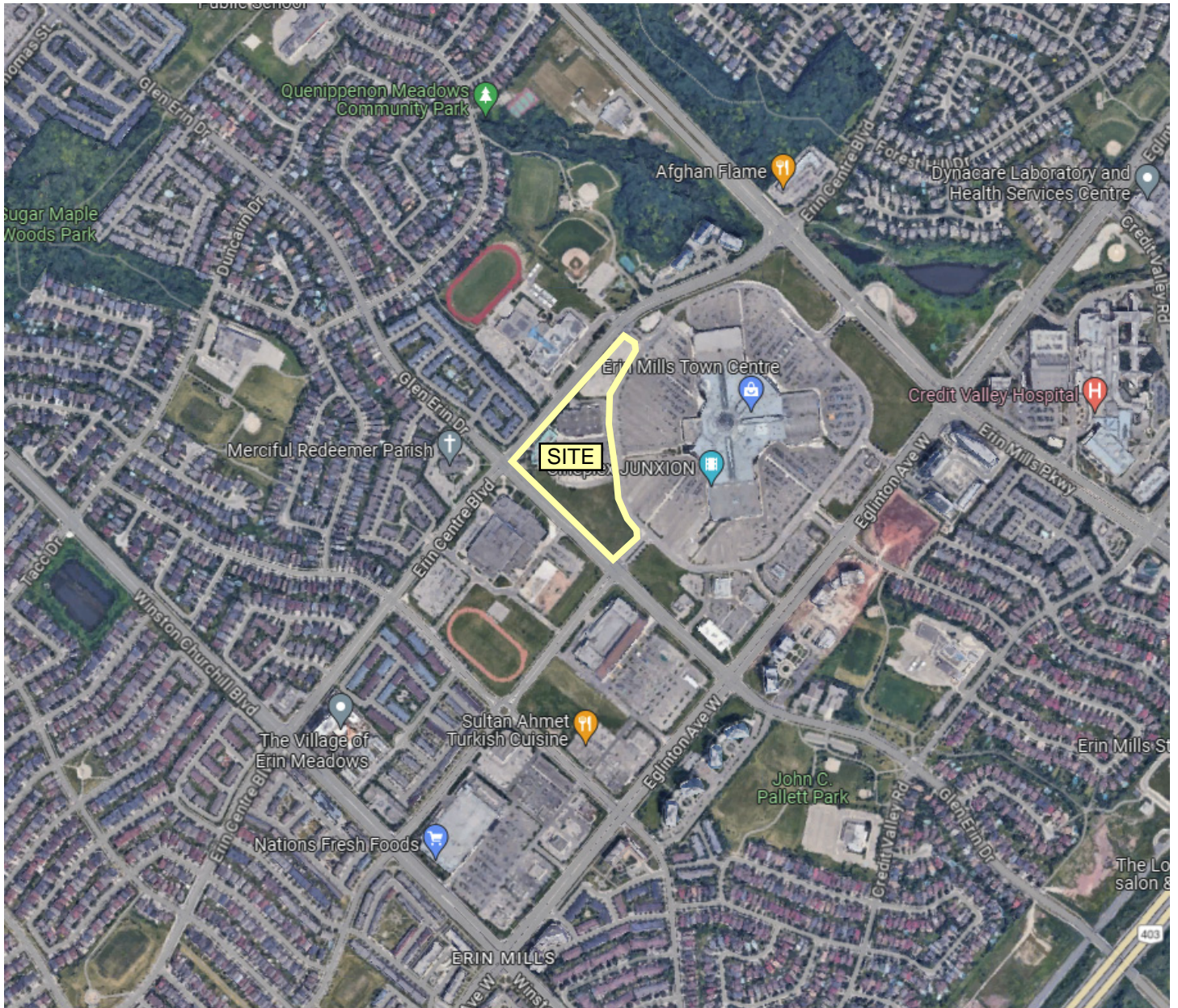
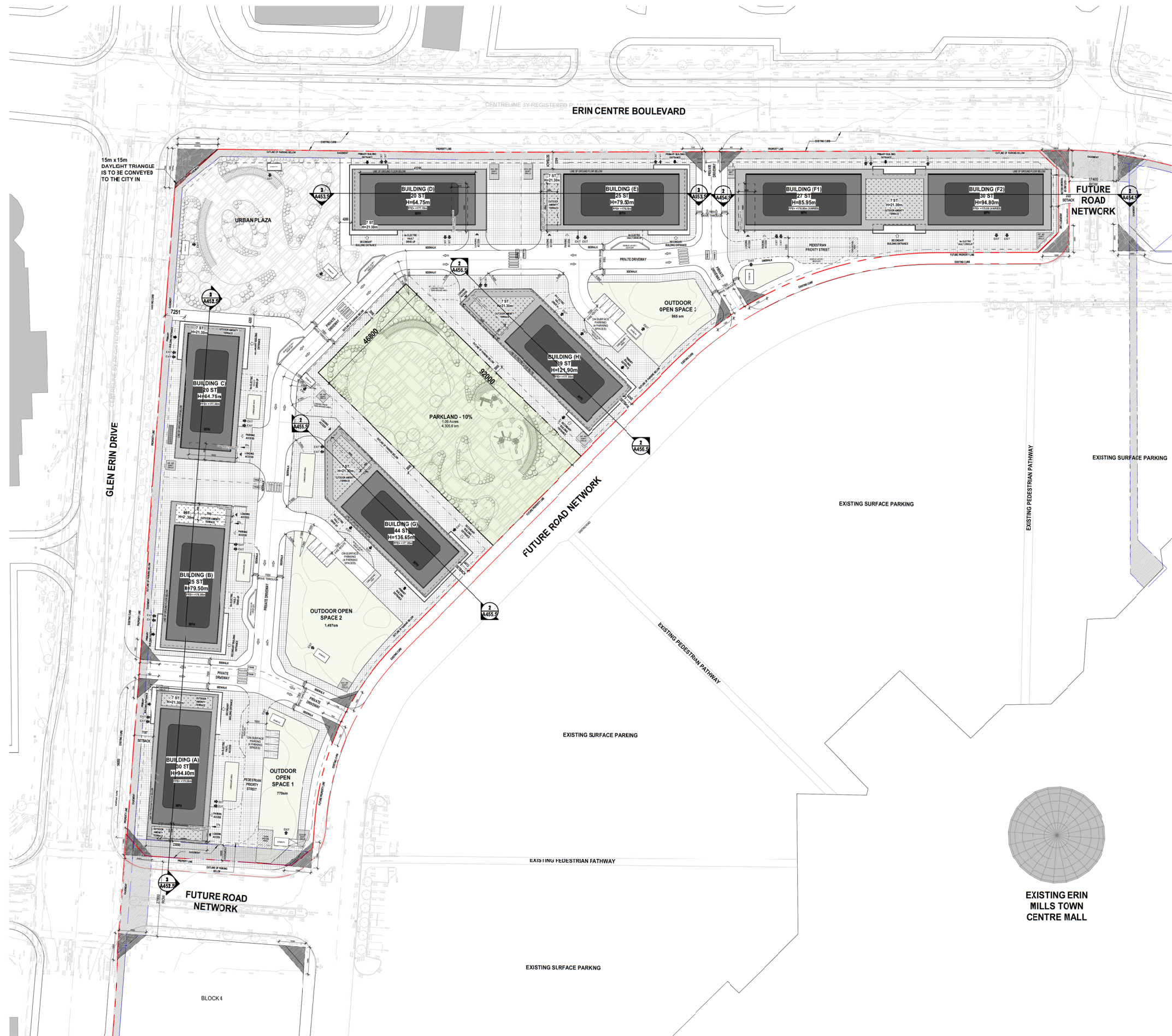


Figure 1 - Key Plan





**SITE PLAN LEGEND**

- PROPERTY LINE
- FUTURE BOUNDARY LINE
- LINE OF UNDERGROUND GARAGE BELOW
- MAIN BUILDING ENTRANCE
- RETAIL ENTRANCE
- EXIT
- VEHICLE / LOADING ENTRANCE / EXIT
- FIRE HYDRANT
- SIAMISE CONNECTION
- MANHOLE COVER
- AREA DRAIN
- CATCH BASIN
- FLOOR DRAIN (PARKING SLAB)
- FLOOR DRAIN (INTERIOR)
- EXISTING LIGHT
- TYPICAL PARKING SPACE
- TYPICAL B.F. PARKING SPACE
- F.F.E. FINISH FLOOR ELEVATION
- EXISTING ELEVATION
- PROPOSED ELEVATION
- TOP OF ROOF
- BUILDING ENVELOPE
- EASMENT
- GREEN ROOF
- LANDSCAPED PAVING

**REVISION RECORD**

NO.	DESCRIPTION	DATE

**ISSUE RECORD**

NO.	DESCRIPTION	DATE

**BDP. Quadrangle**

Quadrangle Architects Limited  
 The Firm: 45 Spadina Avenue, Suite 2100, Toronto, ON M5V 0B8  
 t 416 598 1340 www.bdpquadrangle.com

5100 - Erin Mills Town Centre  
 Mississauga, Toronto, ON  
 for Pemberton Group

23032 1:500 AutoChecked  
 PROJECT SCALE DRAWN REVIEWED

Site Plan

**A103.S**

Note: This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect. The Contractor is responsible for making any existing records and information and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.

Figure 2 - Proposed Site Plan





Figure 3 - Aerial Photo Showing Surrounding Land Uses



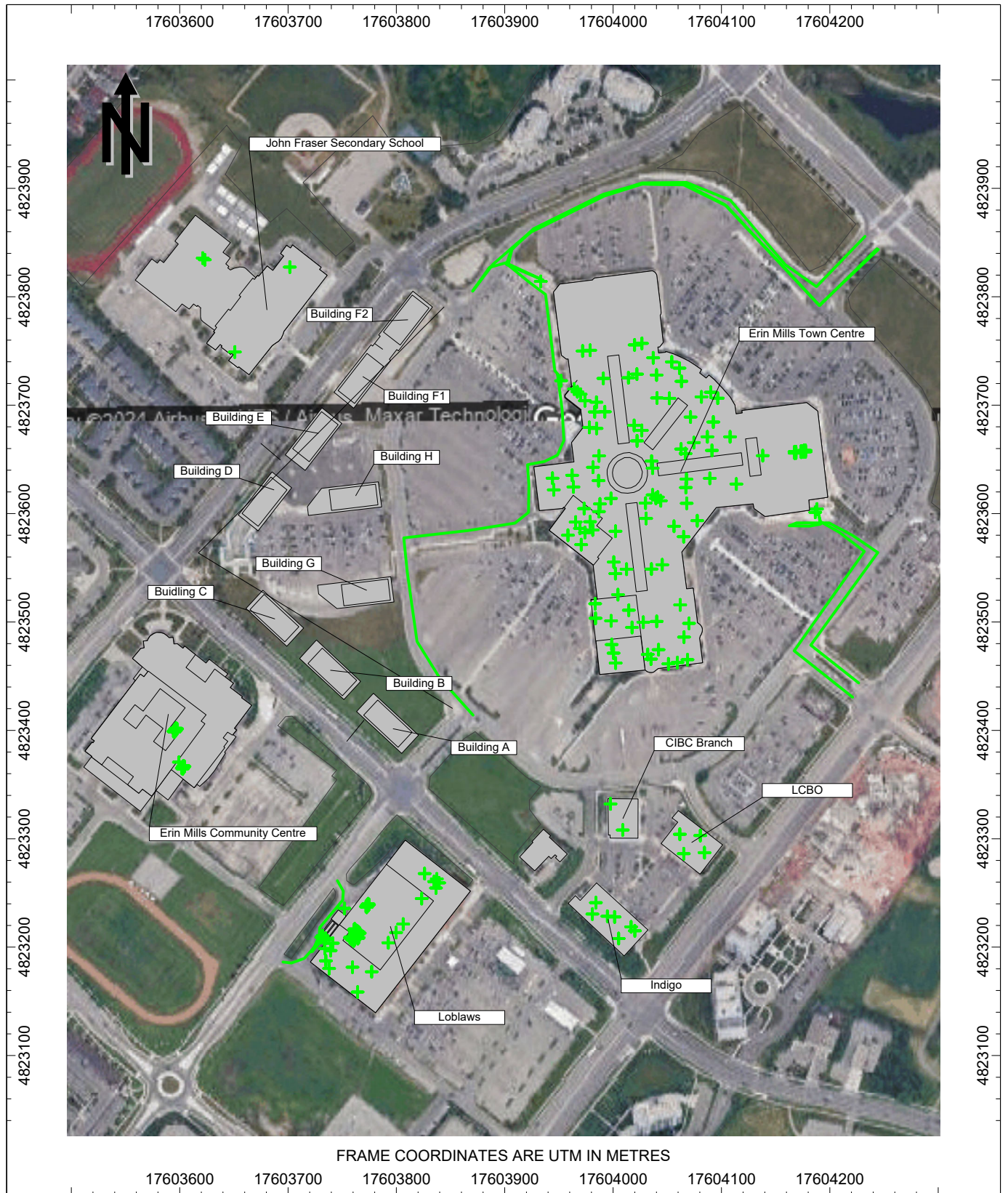


Figure 4: Aerial Photo Showing Noise Source and Receptor Locations



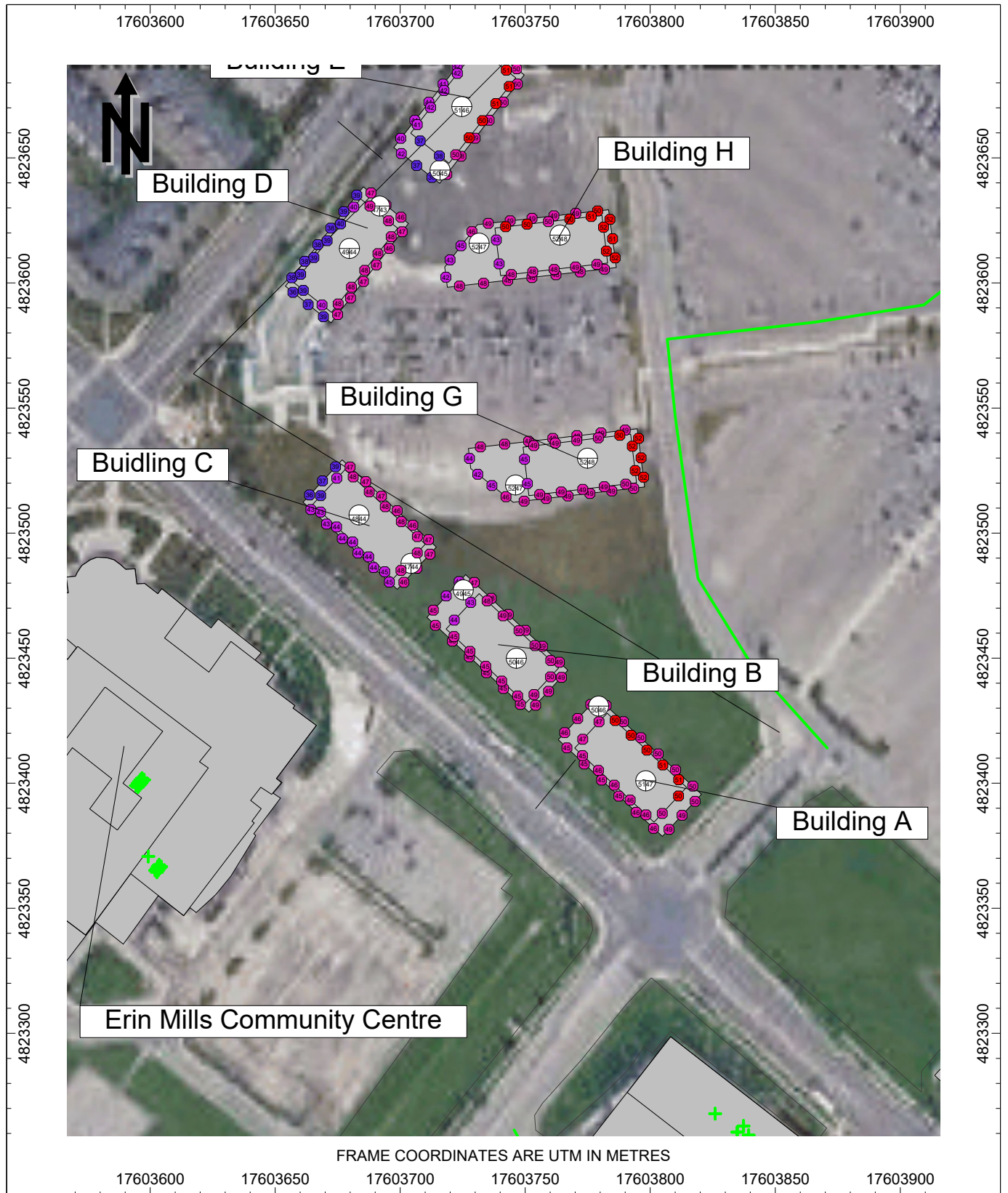


Figure 5a: Sound Levels Due to Steady Stationary Noise Sources, Daytime

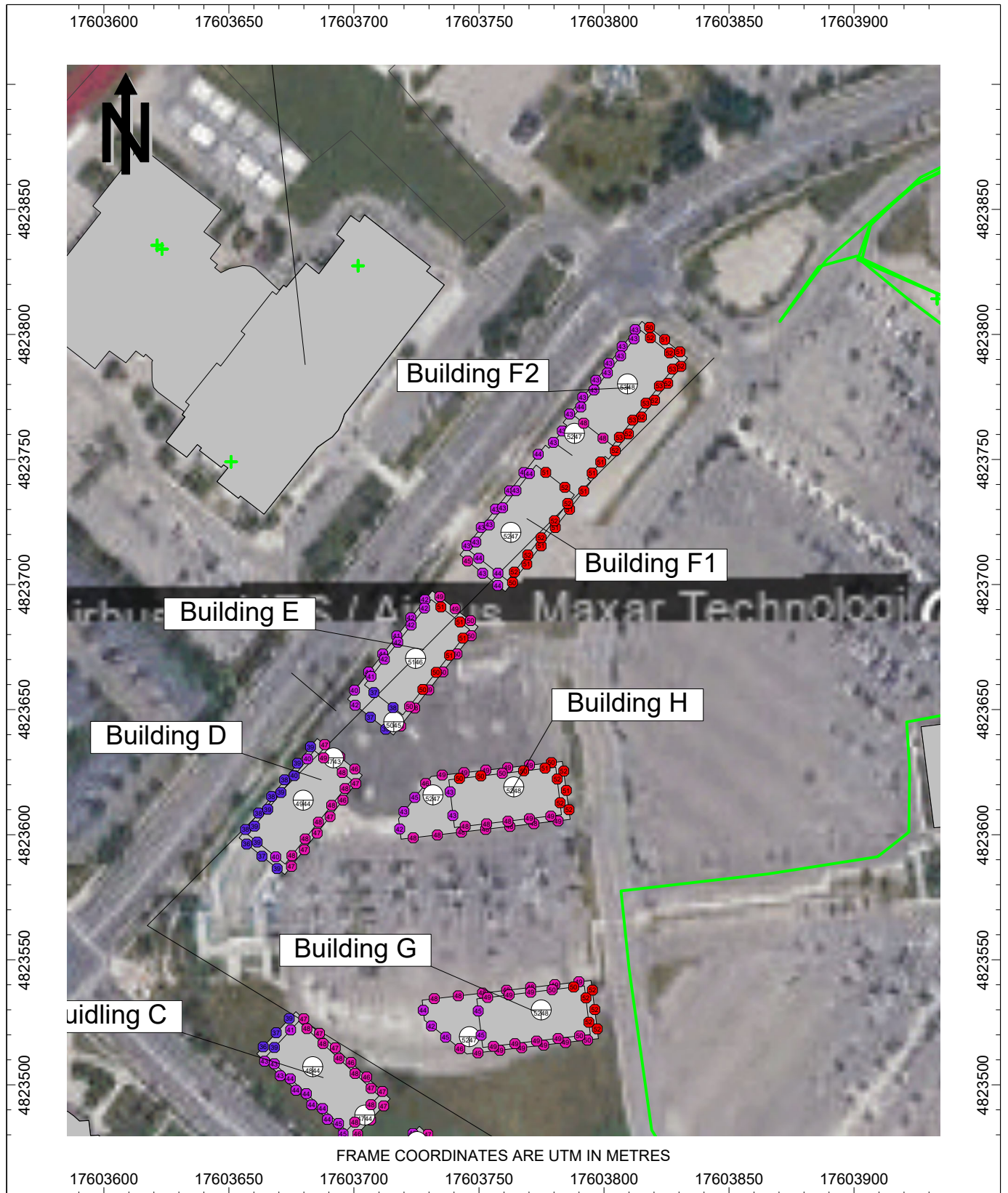


Figure 5b: Sound Levels Due to Steady Stationary Noise Sources, Daytime



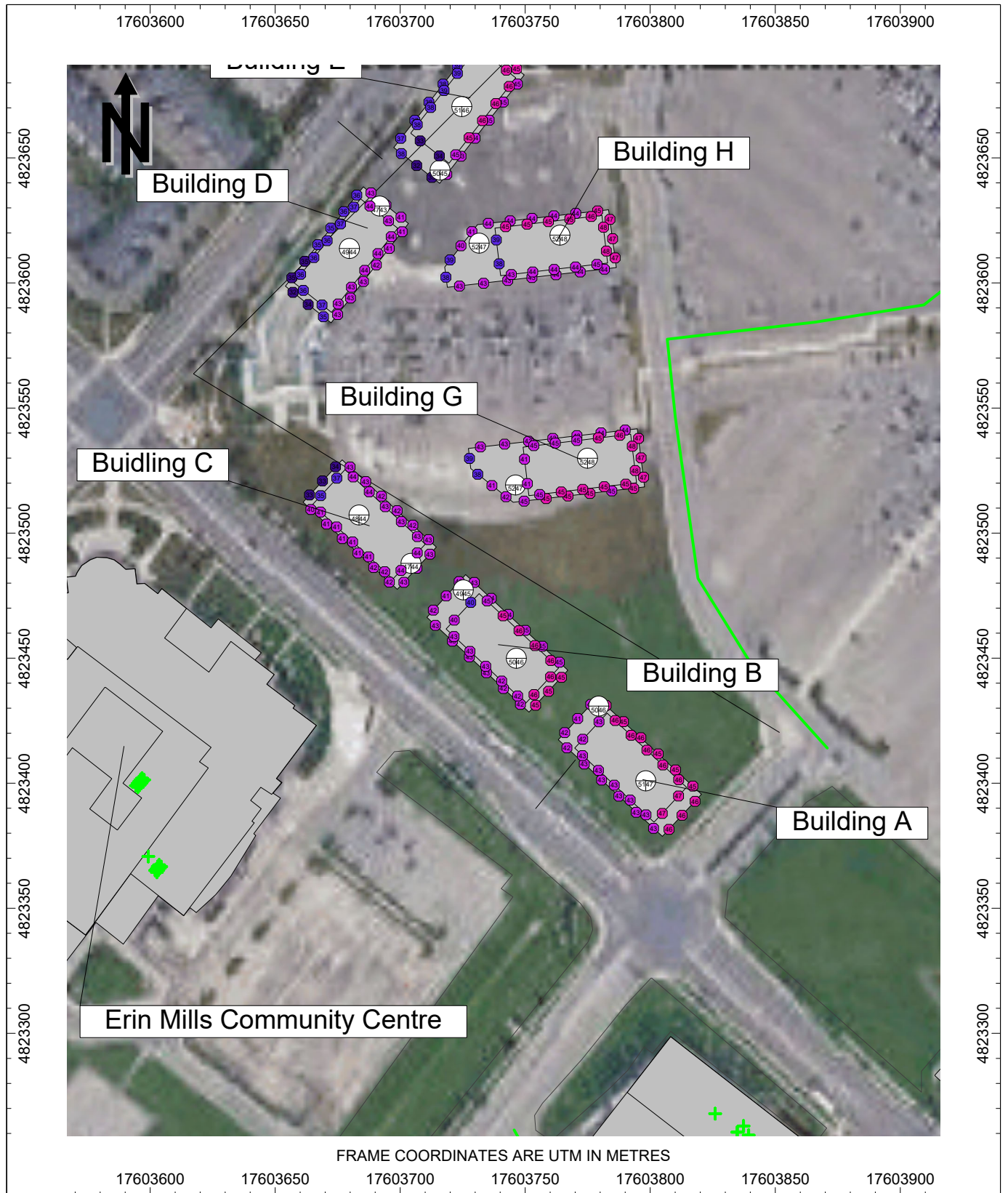


Figure 6a: Sound Levels Due to Steady Stationary Noise Sources, Nighttime

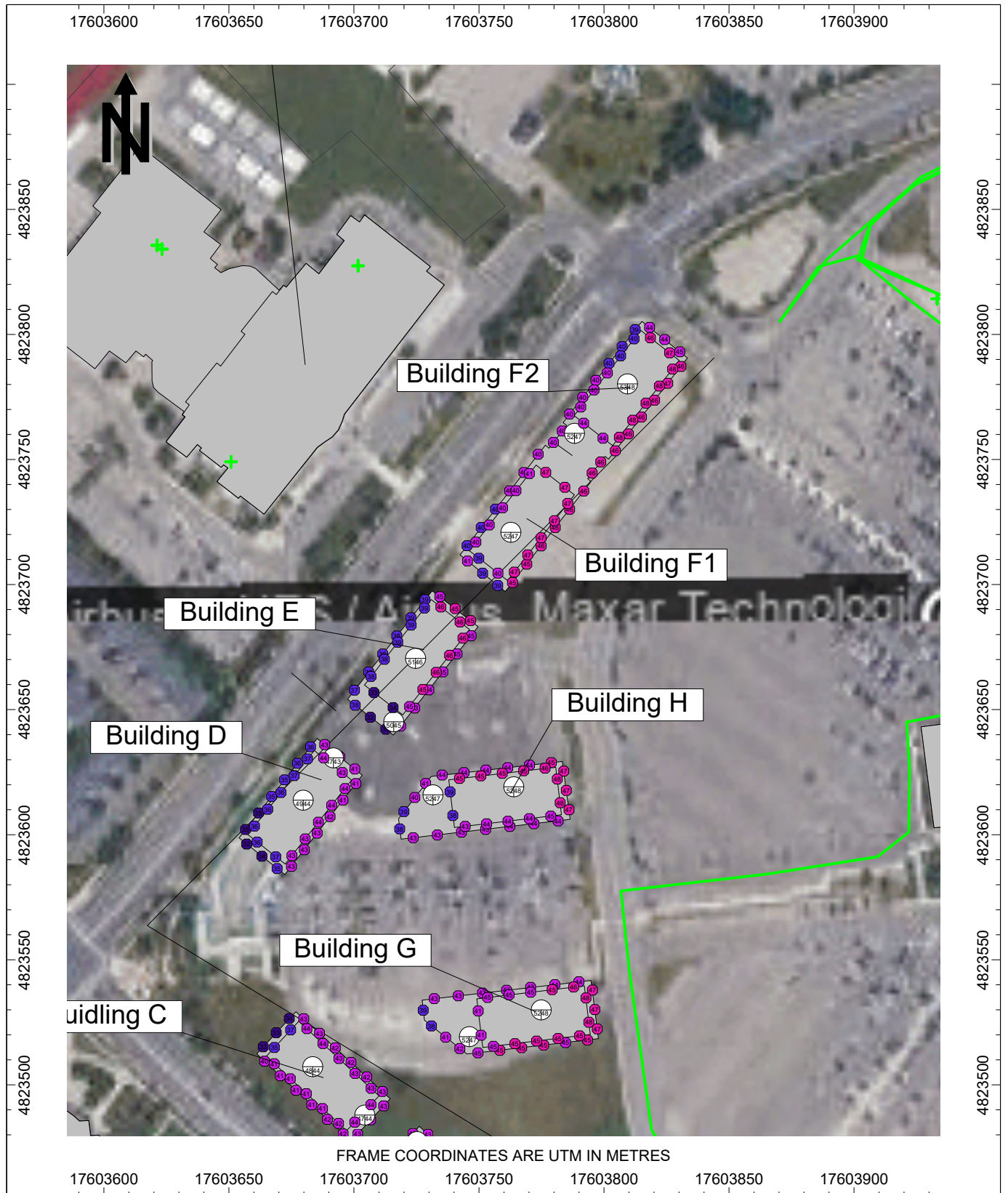
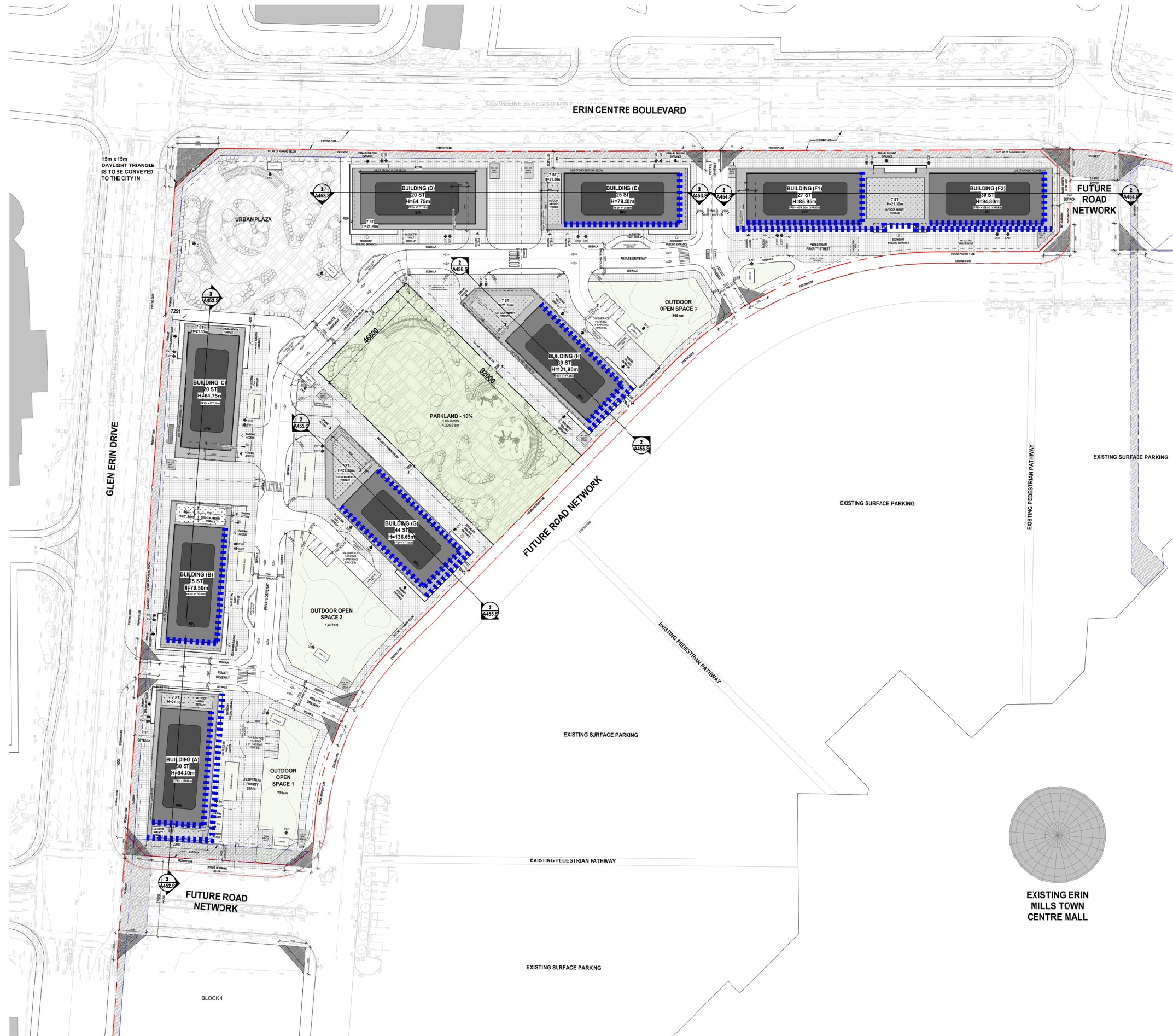


Figure 6b: Sound Levels Due to Steady Stationary Noise Sources, Nighttime



..... Facade locations where mitigation is required to meet Class 1 Sound Level Limits



**SITE PLAN LEGEND**

- ..... PROPERTY LINE
- ..... FUTURE BOUNDARY LINE
- ..... LINE OF UNDERGROUND GARAGE BELOW
- ..... MAIN BUILDING ENTRANCE
- ..... RETAIL ENTRANCE
- ..... EXIT
- ..... VEHICLE / LOADING ENTRANCE / EXIT
- ..... FIRE HYDRANT
- ..... SIAMISE CONNECTION
- ..... MANHOLE COVER
- ..... AREA DRAIN
- ..... CATCH BASIN
- ..... FLOOR DRAIN (PARKING SLAB)
- ..... FLOOR DRAIN (INTERIOR)
- ..... EXISTING LIGHT
- ..... TYPICAL PARKING SPACE
- ..... TYPICAL B.F. PARKING SPACE
- ..... F.F.E. FINISH FLOOR ELEVATION
- ..... EXISTING ELEVATION
- ..... PROPOSED ELEVATION
- ..... TOP OF ROOF
- ..... BUILDING ENVELOPE
- ..... EASMENT
- ..... GREEN ROOF
- ..... LANDSCAPED PAVING

**REVISION RECORD**

NO.	DESCRIPTION	DATE

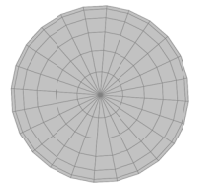
**ISSUE RECORD**

NO.	DESCRIPTION	DATE

**BDP. Quadrangle**  
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 5100 - Erin Mills Town Centre  
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 for Pemberton Group

23032 1:500 AutoChecked  
 PROJECT SCALE DRAWN REVIEWED

Site Plan  
**A103.S**



EXISTING ERIN MILLS TOWN CENTRE MALL

Figure 7 - Proposed Site Plan Showing Mitigation Requirements to Meet Class 1 Criteria

Autodesk Docs:Erin Mills Town Centre Master Plan/BDP/A103.S/23032\_Erin Mills Town Centre Master Plan\_2023.dwg  
 Autodesk Docs:Erin Mills Town Centre Master Plan/BDP/A103.S/23032\_Erin Mills Town Centre Master Plan\_2023.dwg

2024-06-21 12:00:38 AM

# APPENDIX A

## Road Traffic Information



ACOUSTICS



NOISE



VIBRATION

Date: January 04, 2023  
 From: Victor Garcia, HGC Engineering  
 Re: Erin Mills Parkway - 500m North of Erin Centre Boulevard

Victor,  
 As per your request, we are providing the following 2019 traffic data:

	Existing	Ultimate
24 Hour Traffic Volume	43,063	48,600
# of Lanes	6	6
Day/Night Split	90/10	90/10
Day Trucks (% of Total Volume)	1.09% Medium 5.02% Heavy	1.09% Medium 5.02% Heavy
Night Trucks (% of Total Volume)	1.18% Medium 3.51% Heavy	1.18% Medium 3.51% Heavy
Right-of-Way Width	45 meters	
Posted Speed Limit	70 km/h	

Please note:

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. If you need the Annual Average Traffic Volume, please visit the Peel Open Data website below:  
<http://opendata.peelregion.ca/data-categories/transportation/traffic-count-stations.aspx>
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at  
[transportationplanningdata@peelregion.ca](mailto:transportationplanningdata@peelregion.ca)

Thank you,

Ucchas Saha, MASc, EIT  
 Principal Planner, Transportation Planning  
 Transportation Division, Public Works  
 Region of Peel

# NOISE REPORT FOR PROPOSED DEVELOPMENT

**Date:** 09-Jan-24

**REQUESTED BY:**

**Name:** Victor Garcia

**Company:** HGC Engineering

**PREPARED BY:**

**Nam** Naveda Dukhan

**Tel#:** 905-615-3200 ext.8948

**Location:** Erin Centre Blvd from Glen Erin Dr to Erin Mills Pkwy  
 Eglinton Ave W from Glen Erin Dr to Erin Mills Pkwy  
 Glen Erin Dr from Eglinton Ave W to Erin Centre Blvd



**ID** 611

## ON SITE TRAFFIC DATA

<i>Specific</i>	<i>Street Names</i>				
	Erin Centre Blvd	Eglinton Ave W	Glen Erin Dr		
<b>AA DT:</b>	17200	49200	14700		
<b># of Lanes:</b>	4	6	4		
<b>% Trucks:</b>	4%	3%	2%		
<b>Medium/Heavy Trucks Ratio:</b>	55/45	55/45	55/45		
<b>Day/Night Split:</b>	90/10	90/10	90/10		
<b>Posted Speed Limit:</b>	50 km/hr	60 km/hr	50 km/hr		
<b>Gradient Of Road:</b>	2%	2%	2%		
<b>Ultimate R.O.W:</b>	30m	40m	30m		

**Comments:** Ultimate Traffic Only (2041)

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## Volume Result Details by Hour Report

**Location.....** EGLINTON AVE W btwn UNNAMED URES & WINSTON CHURCHILL BLVD  
**Municipality.....** Mississauga  
**Count Station.....**  
**Direction.....** Both Directions

<b>Date</b>	<b>Time Period</b>	<b>Count</b>	<b>Peak Hour</b>
Thursday, March 29, 2018			
	12:00 AM 01:00 AM	181	<input type="checkbox"/>
	01:00 AM 02:00 AM	88	<input type="checkbox"/>
	02:00 AM 03:00 AM	50	<input type="checkbox"/>
	03:00 AM 04:00 AM	32	<input type="checkbox"/>
	04:00 AM 05:00 AM	53	<input type="checkbox"/>
	05:00 AM 06:00 AM	185	<input type="checkbox"/>
	06:00 AM 07:00 AM	693	<input type="checkbox"/>
	07:00 AM 08:00 AM	1737	<input type="checkbox"/>
	08:00 AM 09:00 AM	2197	<input type="checkbox"/>
	09:00 AM 10:00 AM	1498	<input type="checkbox"/>
	10:00 AM 11:00 AM	1367	<input type="checkbox"/>
	11:00 AM 12:00 PM	1410	<input type="checkbox"/>
	12:00 PM 01:00 PM	1550	<input type="checkbox"/>
	01:00 PM 02:00 PM	1579	<input type="checkbox"/>
	02:00 PM 03:00 PM	1666	<input type="checkbox"/>
	03:00 PM 04:00 PM	2003	<input type="checkbox"/>
	04:00 PM 05:00 PM	2352	<input type="checkbox"/>
	05:00 PM 06:00 PM	2386	<input checked="" type="checkbox"/>
	06:00 PM 07:00 PM	2208	<input type="checkbox"/>
	07:00 PM 08:00 PM	1885	<input type="checkbox"/>
	08:00 PM 09:00 PM	1581	<input type="checkbox"/>
	09:00 PM 10:00 PM	1252	<input type="checkbox"/>
	10:00 PM 11:00 PM	812	<input type="checkbox"/>
	11:00 PM 12:00 AM	520	<input type="checkbox"/>
<b>Total</b>		<b>29,285</b>	





## Volume Result Details by Hour Report

**Location.....** ERIN CENTRE BLVD btwn ERIN MILLS PKY & UNNAMED UCOM  
**Municipality.....** Mississauga  
**Count Station.....** 3911  
**Direction.....** Both Directions

Date	Time Period	Count	Peak Hour
Tuesday, November 28, 2017			
	12:00 AM 01:00 AM	63	<input type="checkbox"/>
	01:00 AM 02:00 AM	41	<input type="checkbox"/>
	02:00 AM 03:00 AM	18	<input type="checkbox"/>
	03:00 AM 04:00 AM	7	<input type="checkbox"/>
	04:00 AM 05:00 AM	19	<input type="checkbox"/>
	05:00 AM 06:00 AM	94	<input type="checkbox"/>
	06:00 AM 07:00 AM	315	<input type="checkbox"/>
	07:00 AM 08:00 AM	884	<input type="checkbox"/>
	08:00 AM 09:00 AM	1317	<input checked="" type="checkbox"/>
	09:00 AM 10:00 AM	630	<input type="checkbox"/>
	10:00 AM 11:00 AM	593	<input type="checkbox"/>
	11:00 AM 12:00 PM	674	<input type="checkbox"/>
	12:00 PM 01:00 PM	721	<input type="checkbox"/>
	01:00 PM 02:00 PM	839	<input type="checkbox"/>
	02:00 PM 03:00 PM	972	<input type="checkbox"/>
	03:00 PM 04:00 PM	1009	<input type="checkbox"/>
	04:00 PM 05:00 PM	1118	<input type="checkbox"/>
	05:00 PM 06:00 PM	1195	<input type="checkbox"/>
	06:00 PM 07:00 PM	1058	<input type="checkbox"/>
	07:00 PM 08:00 PM	822	<input type="checkbox"/>
	08:00 PM 09:00 PM	619	<input type="checkbox"/>
	09:00 PM 10:00 PM	446	<input type="checkbox"/>
	10:00 PM 11:00 PM	278	<input type="checkbox"/>
	11:00 PM 12:00 AM	143	<input type="checkbox"/>
<b>Total</b>		<b>13,875</b>	

Road Number: 0  
 Road Name: Erin Mills Parkway  
 Location: 500m North of Erin Centre Boulevard  
 Site Number: 1062Z7N5

24 Hour Factor:  
 Direction: North  
 Dates----> 2023-06-06 2023-06-07 2023-06-08 Average

		2023-06-06	2023-06-07	2023-06-08	Average
0:00	1:00	218	247	224	229
1:00	2:00	109	161	138	136
2:00	3:00	69	86	61	72
3:00	4:00	47	62	60	56
4:00	5:00	86	97	99	94
5:00	6:00	227	217	229	225
6:00	7:00	516	498	502	505
7:00	8:00	969	894	840	901
8:00	9:00	1,321	1,311	1,205	1,279
9:00	10:00	911	960	918	930
10:00	11:00	763	829	817	803
11:00	12:00	936	940	917	931
12:00	13:00	918	1,010	981	970
13:00	14:00	1,008	989	996	997
14:00	15:00	1,257	1,286	1,170	1,238
15:00	16:00	1,412	1,416	1,408	1,411
16:00	17:00	1,519	1,424	1,364	1,436
17:00	18:00	1,499	1,517	1,474	1,496
18:00	19:00	1,371	1,375	1,241	1,329
19:00	20:00	1,240	1,224	1,131	1,198
20:00	21:00	999	1,065	981	1,015
21:00	22:00	917	830	826	857
22:00	23:00	660	605	604	623
23:00	0:00	463	483	424	456
24 Hour Total		19,435	19,576	18,610	19,187
Highest 8 Hours		10,627	10,618	9,989	10,402

	1	1	1	0	1	0	0	0	0	0
1	20	19	20	99	19	9999	9999	9999	9999	9999
2	21	21	21	99	21	9999	9999	9999	9999	9999
3	23	23	23	99	23	9999	9999	9999	9999	9999
4	24	24	24	99	24	9999	9999	9999	9999	9999
5	22	22	22	99	22	9999	9999	9999	9999	9999
6	19	20	19	99	20	9999	9999	9999	9999	9999
7	17	17	17	99	17	9999	9999	9999	9999	9999
8	10	13	13	99	13	9999	9999	9999	9999	9999
9	5	5	5	99	5	9999	9999	9999	9999	9999
10	14	11	11	99	12	9999	9999	9999	9999	9999
11	15	15	15	99	15	9999	9999	9999	9999	9999
12	11	12	12	99	11	9999	9999	9999	9999	9999
13	12	9	9	99	10	9999	9999	9999	9999	9999
14	8	10	8	99	9	9999	9999	9999	9999	9999
15	6	6	6	99	6	9999	9999	9999	9999	9999
16	3	3	2	99	3	9999	9999	9999	9999	9999
17	1	2	3	99	2	9999	9999	9999	9999	9999
18	2	1	1	99	1	9999	9999	9999	9999	9999
19	4	4	4	99	4	9999	9999	9999	9999	9999
20	7	7	7	99	7	9999	9999	9999	9999	9999
21	9	8	9	99	8	9999	9999	9999	9999	9999
22	13	14	14	99	14	9999	9999	9999	9999	9999
23	16	16	16	99	16	9999	9999	9999	9999	9999
24	18	18	18	99	18	9999	9999	9999	9999	9999

Road Number: 0  
 Road Name: Erin Mills Parkway  
 Location: 500m North of Erin Centre Boulevard  
 Site Number: 106227NS  
 24 Hour Factor:

Direction: South  
 Dates: 06-06-23 07-06-23 08-06-23 Average

0:00	1:00	156	262	284	234
1:00	2:00	85	153	155	131
2:00	3:00	56	86	97	80
3:00	4:00	57	76	94	76
4:00	5:00	126	158	157	147
5:00	6:00	358	420	434	404
6:00	7:00	790	927	970	895
7:00	8:00	1,302	1,537	1,500	1,446
8:00	9:00	1,628	2,075	1,987	1,896
9:00	10:00	1,388	1,511	1,521	1,474
10:00	11:00	1,188	1,384	1,385	1,319
11:00	12:00	1,168	1,362	1,358	1,296
12:00	13:00	1,211	1,441	1,423	1,359
13:00	14:00	1,220	1,421	1,431	1,357
14:00	15:00	1,489	1,670	1,648	1,602
15:00	16:00	1,484	1,854	1,772	1,703
16:00	17:00	1,717	1,912	1,827	1,818
17:00	18:00	1,807	1,879	1,980	1,889
18:00	19:00	1,627	1,758	1,730	1,704
19:00	20:00	1,325	1,542	1,405	1,423
20:00	21:00	1,128	1,239	1,140	1,168
21:00	22:00	1,006	1,009	917	977
22:00	23:00	740	783	742	754
23:00	0:00	492	563	499	518
24 Hour Total		23,548	27,022	26,456	25,670
Highest 8 Hours		12,465	14,227	13,965	13,532

1	20	20	20	99	20	9999	9999	9999	9999	9999
2	22	22	22	99	22	9999	9999	9999	9999	9999
3	24	23	23	99	23	9999	9999	9999	9999	9999
4	23	24	24	99	24	9999	9999	9999	9999	9999
5	21	21	21	99	21	9999	9999	9999	9999	9999
6	19	19	19	99	19	9999	9999	9999	9999	9999
7	16	16	15	99	16	9999	9999	9999	9999	9999
8	9	8	8	99	8	9999	9999	9999	9999	9999
9	3	1	1	99	1	9999	9999	9999	9999	9999
10	7	9	7	99	7	9999	9999	9999	9999	9999
11	12	12	12	99	12	9999	9999	9999	9999	9999
12	13	13	13	99	13	9999	9999	9999	9999	9999
13	11	10	10	99	10	9999	9999	9999	9999	9999
14	10	11	9	99	11	9999	9999	9999	9999	9999
15	5	6	6	99	6	9999	9999	9999	9999	9999
16	6	4	4	99	5	9999	9999	9999	9999	9999
17	2	2	3	99	3	9999	9999	9999	9999	9999
18	1	3	2	99	2	9999	9999	9999	9999	9999
19	4	5	5	99	4	9999	9999	9999	9999	9999
20	8	7	11	99	8	9999	9999	9999	9999	9999
21	14	14	14	99	14	9999	9999	9999	9999	9999
22	15	15	16	99	15	9999	9999	9999	9999	9999
23	17	17	17	99	17	9999	9999	9999	9999	9999
24	18	18	18	99	18	9999	9999	9999	9999	9999



Road Number: 0  
 Road Name: Erin Mills Parkway  
 Location: 500m North of Erin Centre Boulevard  
 Site Number: 106227NS  
 24 Hour Factor: North + South

Direction:  
 Dates: 06-06-2023 07-06-2023 08-06-2023 Average

Time	06-06-2023	07-06-2023	08-06-2023	Average
0:00 1:00	374	509	508	463
1:00 2:00	194	314	293	267
2:00 3:00	125	172	158	152
3:00 4:00	104	138	154	132
4:00 5:00	212	255	256	241
5:00 6:00	585	637	663	629
6:00 7:00	1,306	1,425	1,472	1,400
7:00 8:00	2,271	2,431	2,340	2,347
8:00 9:00	2,949	3,386	3,192	3,175
9:00 10:00	2,299	2,471	2,439	2,404
10:00 11:00	1,951	2,213	2,202	2,122
11:00 12:00	2,104	2,302	2,275	2,227
12:00 13:00	2,129	2,451	2,404	2,329
13:00 14:00	2,228	2,410	2,427	2,354
14:00 15:00	2,746	2,956	2,818	2,840
15:00 16:00	2,896	3,270	3,180	3,114
16:00 17:00	3,236	3,336	3,191	3,254
17:00 18:00	3,306	3,396	3,454	3,385
18:00 19:00	2,998	3,133	2,971	3,033
19:00 20:00	2,565	2,766	2,536	2,621
20:00 21:00	2,127	2,304	2,121	2,183
21:00 22:00	1,923	1,839	1,743	1,834
22:00 23:00	1,400	1,388	1,346	1,377
23:00 0:00	955	1,046	923	974
24 Hour Total	42,983	46,548	45,066	44,857
Highest 8 Hours	22,995	24,714	23,781	23,826

1	20	20	20	99	20	9999	9999	9999	9999	9999
2	22	21	21	99	21	9999	9999	9999	9999	9999
3	23	23	23	99	23	9999	9999	9999	9999	9999
4	24	24	24	99	24	9999	9999	9999	9999	9999
5	21	22	22	99	22	9999	9999	9999	9999	9999
6	19	19	19	99	19	9999	9999	9999	9999	9999
7	17	16	16	99	16	9999	9999	9999	9999	9999
8	9	10	11	99	10	9999	9999	9999	9999	9999
9	4	2	2	99	3	9999	9999	9999	9999	9999
10	8	8	8	99	8	9999	9999	9999	9999	9999
11	14	14	13	99	14	9999	9999	9999	9999	9999
12	13	13	12	99	12	9999	9999	9999	9999	9999
13	11	9	10	99	11	9999	9999	9999	9999	9999
14	10	11	9	99	9	9999	9999	9999	9999	9999
15	6	6	6	99	6	9999	9999	9999	9999	9999
16	5	4	4	99	4	9999	9999	9999	9999	9999
17	2	3	3	99	2	9999	9999	9999	9999	9999
18	1	1	1	99	1	9999	9999	9999	9999	9999
19	3	5	5	99	5	9999	9999	9999	9999	9999
20	7	7	7	99	7	9999	9999	9999	9999	9999
21	12	12	14	99	13	9999	9999	9999	9999	9999
22	15	15	15	99	15	9999	9999	9999	9999	9999
23	16	17	17	99	17	9999	9999	9999	9999	9999
24	18	18	18	99	18	9999	9999	9999	9999	9999

Report-1.1		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard													
		Direction : North											Road : 0		
		Dates : 6/6/2023													
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total
00:00	0:15	0	60	9	0	0	1	0	0	0	1	0	0	0	71 0.3%
0:15	0:30	0	55	5	3	1	2	0	1	1	0	0	0	1	69 0.3%
0:30	0:45	0	44	3	2	2	3	0	0	0	1	0	0	0	55 0.3%
0:45	1:00	0	39	4	0	0	3	0	0	1	0	0	0	0	47 0.2%
00:00	1:00	0	198	21	5	3	9	0	1	2	2	0	0	1	0 242 1.1%
1:00	1:15	0	30	1	0	0	3	0	0	0	0	0	0	0	34 0.2%
1:15	1:30	0	29	2	1	1	1	0	0	0	0	0	0	0	34 0.2%
1:30	1:45	0	14	1	1	0	1	0	0	2	0	0	0	0	19 0.1%
1:45	2:00	0	31	0	0	1	1	0	0	0	0	0	0	0	33 0.2%
1:00	2:00	0	104	4	2	2	6	0	0	2	0	0	0	0	0 120 0.6%
2:00	2:15	1	15	1	0	0	2	0	0	1	0	0	0	0	20 0.1%
2:15	2:30	0	21	3	0	0	1	0	0	0	0	0	0	0	25 0.1%
2:30	2:45	0	11	0	0	1	1	0	0	0	0	0	0	0	13 0.1%
2:45	3:00	0	13	1	0	1	3	0	0	0	0	0	0	0	18 0.1%
2:00	3:00	1	60	5	0	2	7	0	0	1	0	0	0	0	0 76 0.4%
3:00	3:15	0	9	1	1	0	1	0	1	1	0	0	0	0	14 0.1%
3:15	3:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13 0.1%
3:30	3:45	0	5	2	0	1	0	0	0	0	0	0	0	1	9 0.0%
3:45	4:00	0	9	2	2	0	0	0	0	2	0	0	0	0	15 0.1%
3:00	4:00	0	34	7	3	1	1	0	1	3	0	0	0	1	0 51 0.2%
4:00	4:15	0	14	2	2	1	0	0	0	0	0	0	0	0	19 0.1%
4:15	4:30	0	16	2	1	0	1	0	0	1	0	0	0	0	21 0.1%
4:30	4:45	0	18	3	6	1	1	0	0	0	0	0	0	0	29 0.1%
4:45	5:00	0	17	2	3	2	2	0	0	1	0	0	0	0	27 0.1%
4:00	5:00	0	65	9	12	4	4	0	0	2	0	0	0	0	0 96 0.4%
5:00	5:15	0	31	1	1	1	1	0	0	0	0	0	0	0	35 0.2%
5:15	5:30	0	54	7	2	2	0	0	0	0	0	0	0	0	65 0.3%
5:30	5:45	0	61	4	3	0	6	0	0	0	1	0	0	0	75 0.3%
5:45	6:00	0	67	6	0	0	2	0	0	0	0	0	0	0	75 0.3%
5:00	6:00	0	213	18	6	3	9	0	0	0	1	0	0	0	0 250 1.2%
6:00	6:15	1	83	11	4	1	1	0	0	1	0	0	0	0	102 0.5%
6:15	6:30	0	104	18	1	1	2	2	0	1	0	0	0	1	130 0.6%
6:30	6:45	0	112	15	1	3	5	0	1	3	0	0	0	1	141 0.7%
6:45	7:00	0	165	16	2	5	10	1	0	1	0	0	0	0	200 0.9%
6:00	7:00	1	464	60	8	10	18	3	1	6	0	0	0	2	0 573 2.7%
7:00	7:15	0	181	23	0	4	8	1	0	0	2	0	0	2	221 1.0%
7:15	7:30	2	194	17	5	2	7	4	1	3	2	0	0	0	237 1.1%
7:30	7:45	2	243	31	4	3	8	1	0	1	1	0	0	2	296 1.4%
7:45	8:00	0	270	28	4	3	9	1	0	2	1	0	0	2	320 1.5%
7:00	8:00	4	888	99	13	12	32	7	1	6	6	0	0	6	0 1074 5.0%
8:00	8:15	0	251	32	3	4	15	4	1	1	0	0	0	1	312 1.4%
8:15	8:30	1	336	37	6	3	20	1	0	0	0	0	0	1	405 1.9%
8:30	8:45	1	303	22	5	7	10	3	1	4	2	0	0	2	360 1.7%
8:45	9:00	0	332	25	3	6	11	2	1	0	4	0	0	4	388 1.8%
8:00	9:00	2	1222	116	17	20	56	10	3	5	6	0	0	8	0 1465 6.8%
9:00	9:15	0	255	34	4	5	11	1	0	4	1	0	0	3	318 1.5%
9:15	9:30	0	183	21	4	4	12	0	0	1	1	0	0	0	226 1.0%
9:30	9:45	0	183	23	2	5	11	0	1	0	0	0	0	2	227 1.1%
9:45	10:00	0	194	24	4	1	13	0	0	1	0	0	0	2	239 1.1%
9:00	10:00	0	815	102	14	15	47	1	1	6	2	0	0	7	0 1010 4.7%
10:00	10:15	0	164	21	0	3	14	1	0	2	0	0	0	0	205 1.0%
10:15	10:30	0	161	16	1	6	10	0	0	0	0	0	0	1	195 0.9%
10:30	10:45	1	165	16	0	1	11	0	0	0	0	0	0	0	194 0.9%
10:45	11:00	1	196	28	3	4	17	2	0	0	0	0	0	1	252 1.2%
10:00	11:00	2	686	81	4	14	52	3	0	2	0	0	0	2	0 846 3.9%
11:00	11:15	2	214	21	3	6	13	0	0	4	1	0	0	0	264 1.2%
11:15	11:30	0	194	25	2	3	14	2	1	1	0	0	0	0	242 1.1%
11:30	11:45	0	233	30	0	5	11	2	1	1	0	0	0	0	283 1.3%
11:45	12:00	0	199	24	3	4	10	4	2	3	1	0	0	0	250 1.2%
11:00	12:00	2	840	100	8	18	48	8	4	9	2	0	0	0	0 1039 4.8%

12:00	12:15	0	215	31	2	6	9	2	2	2	1	0	0	5	275	1.3%
12:15	12:30	1	200	32	4	10	17	0	1	1	1	0	0	0	267	1.2%
12:30	12:45	0	187	27	2	7	12	1	1	2	0	0	0	0	239	1.1%
12:45	13:00	2	200	16	3	2	12	0	0	0	1	0	0	1	237	1.1%
12:00	13:00	3	802	106	11	25	50	3	4	5	3	0	0	6	0 1018	4.7%
13:00	13:15	0	264	22	4	6	10	0	1	1	0	0	0	2	310	1.4%
13:15	13:30	0	218	19	5	6	20	0	3	2	1	0	0	0	274	1.3%
13:30	13:45	0	220	22	4	6	7	1	0	0	3	0	0	1	264	1.2%
13:45	14:00	0	221	27	5	2	10	1	0	2	1	0	0	2	271	1.3%
13:00	14:00	0	923	90	18	20	47	2	4	5	5	0	0	5	0 1119	5.2%
14:00	14:15	0	245	33	6	5	13	1	3	0	2	0	0	0	308	1.4%
14:15	14:30	2	287	38	7	2	14	0	0	1	0	0	0	0	351	1.6%
14:30	14:45	1	280	49	5	4	15	0	1	2	1	0	0	2	360	1.7%
14:45	15:00	1	316	25	1	8	19	0	1	0	2	0	0	2	375	1.7%
14:00	15:00	4	1128	145	19	19	61	1	5	3	5	0	0	4	0 1394	6.5%
15:00	15:15	1	329	36	5	7	13	3	0	1	1	0	0	2	398	1.8%
15:15	15:30	0	333	31	3	4	13	1	0	1	0	0	0	1	387	1.8%
15:30	15:45	1	324	30	4	4	15	6	1	1	0	0	0	3	389	1.8%
15:45	16:00	1	327	34	4	3	11	2	2	3	1	0	0	3	391	1.8%
15:00	16:00	3	1313	131	16	18	52	12	3	6	2	0	0	9	0 1565	7.3%
16:00	16:15	2	351	32	4	6	8	2	1	2	2	0	0	2	412	1.9%
16:15	16:30	0	353	32	5	7	17	3	0	0	1	0	0	4	422	2.0%
16:30	16:45	2	379	37	2	4	17	2	0	3	0	0	0	3	449	2.1%
16:45	17:00	1	353	28	1	3	9	2	0	0	3	0	0	3	403	1.9%
16:00	17:00	5	1436	129	12	20	51	9	1	5	6	0	0	12	0 1686	7.8%
17:00	17:15	1	395	26	1	5	5	1	0	3	1	0	0	2	440	2.0%
17:15	17:30	0	359	30	1	4	14	2	0	2	2	0	0	1	415	1.9%
17:30	17:45	1	362	19	1	1	18	0	0	1	2	0	0	1	406	1.9%
17:45	18:00	1	347	21	5	6	13	0	1	2	4	0	0	2	402	1.9%
17:00	18:00	3	1463	96	8	16	50	3	1	8	9	0	0	6	0 1663	7.7%
18:00	18:15	2	316	22	1	6	6	3	0	1	1	0	0	1	359	1.7%
18:15	18:30	0	353	21	2	5	5	1	2	2	0	0	0	1	392	1.8%
18:30	18:45	1	365	25	0	2	10	1	2	1	1	0	0	3	411	1.9%
18:45	19:00	1	313	23	2	3	11	2	1	1	1	0	0	0	358	1.7%
18:00	19:00	4	1347	91	5	16	32	7	5	5	3	0	0	5	0 1520	7.1%
19:00	19:15	1	307	15	3	1	9	0	1	2	1	0	0	0	340	1.6%
19:15	19:30	0	298	30	1	5	7	1	0	2	0	0	0	2	346	1.6%
19:30	19:45	2	310	22	2	3	8	2	0	2	1	0	0	1	353	1.6%
19:45	20:00	0	300	21	0	1	8	2	0	2	2	0	0	0	336	1.6%
19:00	20:00	3	1215	88	6	10	32	5	1	8	4	0	0	3	0 1375	6.4%
20:00	20:15	1	261	17	0	1	9	0	0	1	2	0	0	1	293	1.4%
20:15	20:30	0	264	11	1	0	9	1	1	0	0	0	0	0	287	1.3%
20:30	20:45	0	233	11	0	2	11	0	0	1	3	0	0	0	261	1.2%
20:45	21:00	0	242	13	2	1	9	0	0	0	0	0	0	0	267	1.2%
20:00	21:00	1	1000	52	3	4	38	1	1	2	5	0	0	1	0 1108	5.1%
21:00	21:15	0	235	12	0	1	11	0	0	1	0	0	0	0	260	1.2%
21:15	21:30	0	270	15	2	1	7	0	0	2	1	0	0	2	300	1.4%
21:30	21:45	2	229	17	1	0	5	0	0	0	0	0	0	0	254	1.2%
21:45	22:00	0	180	11	1	1	9	1	0	0	1	0	0	0	204	0.9%
21:00	22:00	2	914	55	4	3	32	1	0	3	2	0	0	2	0 1018	4.7%
22:00	22:15	2	187	9	0	2	11	1	0	2	0	0	0	0	214	1.0%
22:15	22:30	0	163	5	1	1	6	0	1	3	0	0	0	0	180	0.8%
22:30	22:45	2	157	5	1	0	8	0	0	0	0	0	0	2	175	0.8%
22:45	23:00	0	144	8	1	0	6	0	0	1	2	0	0	1	163	0.8%
22:00	23:00	4	651	27	3	3	31	1	1	6	2	0	0	3	0 732	3.4%
23:00	23:15	0	148	5	0	0	14	0	0	0	0	0	0	0	167	0.8%
23:15	23:30	1	116	2	1	0	7	0	0	0	0	0	0	0	127	0.6%
23:30	23:45	0	108	9	1	2	4	0	0	1	0	0	0	0	125	0.6%
23:45	00:00	0	89	2	0	0	2	0	0	0	0	0	0	0	93	0.4%
23:00	00:00	1	461	18	2	2	27	0	0	1	0	0	0	0	0 512	2.4%
<b>Total</b>		<b>45</b>	<b>18242</b>	<b>1650</b>	<b>199</b>	<b>260</b>	<b>792</b>	<b>77</b>	<b>38</b>	<b>101</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>21552</b>	
		0.2%	84.6%	7.7%	0.9%	1.2%	3.7%	0.4%	0.2%	0.5%	0.3%	0.0%	0.0%	0.4%		
<b>AM PEAK</b>		<b>2</b>	<b>336</b>	<b>37</b>	<b>6</b>	<b>7</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>405</b>	
period		7:15	8:15	8:15	4:30	8:30	8:15	7:15	11:45	8:30	8:45			8:45	8:15	
% of class		4.4%	1.8%	2.2%	3.0%	2.7%	2.5%	5.2%	5.3%	4.0%	6.2%			4.8%	1.9%	
<b>PM PEAK</b>		<b>2</b>	<b>395</b>	<b>49</b>	<b>7</b>	<b>10</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>449</b>	
period		12:45	17:00	14:30	14:15	12:15	13:15	15:30	13:15	15:45	17:45			12:00	16:30	
% of class		4.4%	2.2%	3.0%	3.5%	3.8%	2.5%	7.8%	7.9%	3.0%	6.2%			6.0%	2.1%	

Report-1.2		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard														
		Direction : North													Road : 0	
		Dates : 6/7/2023														
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total	
00:00	0:15	1	84	6	1	0	3	1	0	0	0	0	0	0	96	0.4%
0:15	0:30	0	62	1	1	2	2	0	0	0	0	0	0	0	68	0.3%
0:30	0:45	0	56	0	1	1	5	0	0	1	0	0	0	0	64	0.3%
0:45	1:00	0	42	2	0	0	4	0	0	0	0	0	0	0	48	0.2%
00:00	1:00	1	244	9	3	3	14	1	0	1	0	0	0	0	276	1.3%
1:00	1:15	0	53	2	0	2	2	0	0	1	0	0	0	0	60	0.3%
1:15	1:30	0	42	1	1	1	3	0	0	0	0	0	0	0	48	0.2%
1:30	1:45	0	35	1	0	0	4	0	0	1	0	0	0	0	41	0.2%
1:45	2:00	0	25	3	0	0	2	0	0	0	0	0	0	0	30	0.1%
1:00	2:00	0	155	7	1	3	11	0	0	2	0	0	0	0	179	0.8%
2:00	2:15	0	21	1	1	0	2	0	0	0	0	0	0	0	25	0.1%
2:15	2:30	0	25	2	0	0	0	0	0	0	0	0	0	0	27	0.1%
2:30	2:45	0	24	2	0	0	0	0	0	0	0	0	0	1	27	0.1%
2:45	3:00	0	17	0	0	0	1	0	0	0	0	0	0	0	18	0.1%
2:00	3:00	0	87	5	1	0	3	0	0	0	0	0	0	1	97	0.4%
3:00	3:15	0	16	1	1	0	1	0	0	0	0	0	0	0	19	0.1%
3:15	3:30	0	22	1	1	0	0	0	0	0	0	0	0	0	24	0.1%
3:30	3:45	0	15	0	0	0	1	0	0	0	0	0	0	0	16	0.1%
3:45	4:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11	0.1%
3:00	4:00	0	62	3	2	0	2	0	0	1	0	0	0	0	70	0.3%
4:00	4:15	0	14	2	2	1	1	0	0	1	1	0	0	0	22	0.1%
4:15	4:30	0	23	2	1	0	0	0	0	0	0	0	0	0	26	0.1%
4:30	4:45	0	22	1	2	1	2	0	0	0	0	0	0	0	28	0.1%
4:45	5:00	0	28	0	3	1	1	0	0	0	0	0	0	0	33	0.2%
4:00	5:00	0	87	5	8	3	4	0	0	1	1	0	0	0	109	0.5%
5:00	5:15	0	24	2	2	2	0	0	0	1	0	0	0	0	31	0.1%
5:15	5:30	0	58	1	1	0	4	0	0	0	0	0	0	0	64	0.3%
5:30	5:45	0	70	4	0	1	3	0	0	3	0	0	0	0	81	0.4%
5:45	6:00	0	64	2	0	0	1	0	0	0	0	0	0	0	67	0.3%
5:00	6:00	0	216	9	3	3	8	0	0	4	0	0	0	0	243	1.1%
6:00	6:15	0	75	5	1	1	3	0	0	0	0	0	0	0	85	0.4%
6:15	6:30	0	120	7	0	0	4	0	1	0	0	0	0	0	132	0.6%
6:30	6:45	1	106	18	0	1	5	0	0	4	1	0	0	0	136	0.6%
6:45	7:00	0	169	20	1	6	5	0	0	2	0	0	0	2	205	0.9%
6:00	7:00	1	470	50	2	8	17	0	1	6	1	0	0	2	558	2.6%
7:00	7:15	0	148	14	1	1	5	0	1	0	1	0	0	0	171	0.8%
7:15	7:30	0	224	10	5	1	10	0	1	0	1	0	0	0	252	1.2%
7:30	7:45	2	225	18	1	1	9	0	0	1	1	0	0	2	260	1.2%
7:45	8:00	1	270	24	4	3	12	0	0	1	3	0	0	0	318	1.5%
7:00	8:00	3	867	66	11	6	36	0	2	2	6	0	0	2	1001	4.6%
8:00	8:15	2	268	14	7	4	10	1	0	1	0	0	0	1	308	1.4%
8:15	8:30	0	373	28	2	5	9	1	1	0	3	0	0	1	423	1.9%
8:30	8:45	0	329	17	4	2	16	1	0	3	3	0	0	0	375	1.7%
8:45	9:00	1	316	19	2	0	19	1	0	3	1	0	0	1	363	1.7%
8:00	9:00	3	1286	78	15	11	54	4	1	7	7	0	0	3	1469	6.7%
9:00	9:15	1	263	19	3	3	10	0	0	1	0	0	0	2	302	1.4%
9:15	9:30	0	210	18	4	6	14	2	0	0	0	0	0	1	255	1.2%
9:30	9:45	0	231	22	3	3	19	0	0	1	1	0	0	0	280	1.3%
9:45	10:00	0	212	11	2	3	8	0	0	0	1	0	0	1	238	1.1%
9:00	10:00	1	916	70	12	15	51	2	0	2	2	0	0	4	1075	4.9%
10:00	10:15	0	202	9	3	0	7	0	0	0	1	0	0	3	225	1.0%
10:15	10:30	1	204	18	2	3	7	1	0	1	2	0	0	0	239	1.1%
10:30	10:45	0	192	12	4	4	6	0	1	0	0	0	0	0	219	1.0%
10:45	11:00	0	217	16	2	5	5	0	0	0	1	0	0	1	247	1.1%
10:00	11:00	1	815	55	11	12	25	1	1	1	4	0	0	4	930	4.3%
11:00	11:15	1	223	12	0	5	12	0	1	1	0	0	0	1	256	1.2%
11:15	11:30	0	211	16	3	4	5	1	1	1	0	0	0	0	242	1.1%
11:30	11:45	1	248	25	0	2	11	2	1	0	1	0	0	0	291	1.3%
11:45	12:00	1	228	17	3	2	8	1	0	3	2	0	0	0	265	1.2%
11:00	12:00	3	910	70	6	13	36	4	3	5	3	0	0	1	1054	4.8%

12:00	12:15	0	218	12	0	2	7	0	0	0	0	0	0	1	240	1.1%	
12:15	12:30	1	244	27	4	3	11	0	2	0	1	0	0	0	293	1.3%	
12:30	12:45	1	232	23	1	10	7	0	0	2	0	0	0	3	279	1.3%	
12:45	13:00	0	273	29	0	4	11	1	1	0	0	0	0	1	320	1.5%	
12:00	13:00	2	967	91	5	19	36	1	3	2	1	0	0	5	0	1132	5.2%
13:00	13:15	0	243	28	0	5	10	0	0	2	0	0	0	1	289	1.3%	
13:15	13:30	1	211	17	1	5	13	0	0	0	0	0	0	0	248	1.1%	
13:30	13:45	0	229	25	3	5	5	0	0	1	1	0	0	0	269	1.2%	
13:45	14:00	0	253	26	3	6	12	0	0	0	1	0	0	1	302	1.4%	
13:00	14:00	1	936	96	7	21	40	0	0	3	2	0	0	2	0	1108	5.1%
14:00	14:15	0	242	25	7	1	8	0	1	1	1	0	0	0	286	1.3%	
14:15	14:30	0	310	31	5	6	8	2	5	1	2	0	0	1	371	1.7%	
14:30	14:45	2	336	22	4	1	8	1	1	7	1	0	0	0	383	1.8%	
14:45	15:00	0	356	21	4	7	11	0	0	0	1	0	0	1	401	1.8%	
14:00	15:00	2	1244	99	20	15	35	3	7	9	5	0	0	2	0	1441	6.6%
15:00	15:15	1	346	24	2	6	8	1	3	3	2	0	0	2	398	1.8%	
15:15	15:30	1	349	25	4	6	11	0	2	1	1	0	0	1	401	1.8%	
15:30	15:45	1	348	27	4	3	7	0	1	0	4	0	0	2	397	1.8%	
15:45	16:00	0	345	23	4	3	8	1	0	2	2	0	0	3	391	1.8%	
15:00	16:00	3	1388	99	14	18	34	2	6	6	9	0	0	8	0	1587	7.3%
16:00	16:15	0	355	19	3	4	8	0	0	2	1	0	0	0	392	1.8%	
16:15	16:30	1	355	21	8	3	13	2	0	1	2	0	0	0	406	1.9%	
16:30	16:45	1	365	26	2	1	15	2	1	2	2	0	0	0	417	1.9%	
16:45	17:00	0	340	18	1	2	15	1	1	1	0	0	0	2	381	1.7%	
16:00	17:00	2	1415	84	14	10	51	5	2	6	5	0	0	2	0	1596	7.3%
17:00	17:15	0	386	30	2	2	11	1	0	0	1	0	0	1	434	2.0%	
17:15	17:30	1	400	25	1	3	6	2	1	0	1	0	0	1	441	2.0%	
17:30	17:45	0	347	21	2	4	12	1	0	2	2	0	0	2	393	1.8%	
17:45	18:00	0	385	23	4	2	15	0	0	0	2	0	0	0	431	2.0%	
17:00	18:00	1	1518	99	9	11	44	4	1	2	6	0	0	4	0	1699	7.8%
18:00	18:15	1	340	24	2	2	14	0	0	2	1	0	0	0	386	1.8%	
18:15	18:30	0	371	22	3	3	4	1	0	1	2	0	0	2	409	1.9%	
18:30	18:45	0	338	19	1	5	8	1	0	0	1	0	0	0	373	1.7%	
18:45	19:00	0	340	13	3	3	9	1	0	1	1	0	0	2	373	1.7%	
18:00	19:00	1	1389	78	9	13	35	3	0	4	5	0	0	4	0	1541	7.0%
19:00	19:15	0	337	11	1	1	13	0	0	0	0	0	0	2	365	1.7%	
19:15	19:30	0	344	17	1	1	5	0	2	0	0	0	0	1	371	1.7%	
19:30	19:45	0	311	16	2	2	5	0	0	0	3	0	0	1	340	1.6%	
19:45	20:00	0	269	15	1	0	10	0	0	0	0	0	0	1	296	1.4%	
19:00	20:00	0	1261	59	5	4	33	0	2	0	3	0	0	5	0	1372	6.3%
20:00	20:15	1	295	13	1	2	4	1	0	0	2	0	0	0	319	1.5%	
20:15	20:30	0	284	10	0	2	8	0	0	1	0	0	0	0	305	1.4%	
20:30	20:45	0	256	11	0	1	5	0	0	1	0	0	0	1	275	1.3%	
20:45	21:00	1	267	14	2	0	9	0	1	0	1	0	0	0	295	1.3%	
20:00	21:00	2	1102	48	3	5	26	1	1	2	3	0	0	1	0	1194	5.5%
21:00	21:15	2	247	14	1	1	7	0	0	0	1	0	0	0	273	1.2%	
21:15	21:30	0	207	12	1	2	4	0	0	0	0	0	0	0	226	1.0%	
21:30	21:45	0	194	7	0	0	9	0	1	0	0	0	0	0	211	1.0%	
21:45	22:00	0	203	10	1	0	4	0	0	2	0	0	0	0	220	1.0%	
21:00	22:00	2	851	43	3	3	24	0	1	2	1	0	0	0	0	930	4.3%
22:00	22:15	0	195	6	0	0	4	0	0	0	0	0	0	0	205	0.9%	
22:15	22:30	0	159	7	2	3	4	0	0	0	0	0	0	0	175	0.8%	
22:30	22:45	0	146	2	1	0	6	0	0	0	0	0	0	0	155	0.7%	
22:45	23:00	1	126	7	1	0	7	0	0	1	0	0	0	0	143	0.7%	
22:00	23:00	1	626	22	4	3	21	0	0	1	0	0	0	0	0	678	3.1%
23:00	23:15	1	162	6	0	1	4	0	0	0	0	0	0	0	174	0.8%	
23:15	23:30	0	144	2	0	1	1	0	0	1	0	0	0	0	149	0.7%	
23:30	23:45	0	107	5	2	0	1	0	0	1	0	0	0	0	116	0.5%	
23:45	00:00	0	88	10	0	0	3	0	0	0	1	0	0	0	102	0.5%	
23:00	00:00	1	501	23	2	2	9	0	0	2	1	0	0	0	0	541	2.5%
<b>Total</b>		<b>31</b>	<b>19313</b>	<b>1268</b>	<b>170</b>	<b>201</b>	<b>649</b>	<b>31</b>	<b>31</b>	<b>71</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21880</b>		
		0.1%	88.3%	5.8%	0.8%	0.9%	3.0%	0.1%	0.1%	0.3%	0.3%	0.0%	0.0%	0.2%			
<b>AM PEAK</b>		<b>2</b>	<b>373</b>	<b>28</b>	<b>7</b>	<b>6</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>423</b>		
period		7:30	8:15	8:15	8:00	6:45	8:45	9:15	6:15	6:30	7:45			10:00	8:15		
% of class		6.5%	1.9%	2.2%	4.1%	3.0%	2.9%	6.5%	3.2%	5.6%	4.6%			6.0%	1.9%		
<b>PM PEAK</b>		<b>2</b>	<b>400</b>	<b>31</b>	<b>8</b>	<b>10</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>441</b>		
period		14:30	17:15	14:15	16:15	12:30	16:30	14:15	14:15	14:30	15:30			12:30	17:15		
% of class		6.5%	2.1%	2.4%	4.7%	5.0%	2.3%	6.5%	16.1%	9.9%	6.2%			6.0%	2.0%		

Report-1.3		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard														
		Direction : North													Road : 0	
		Dates : 6/8/2023														
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total	
00:00	0:15	0	57	1	1	0	3	0	0	1	0	0	0	0	63	0.3%
0:15	0:30	0	83	3	3	0	0	0	0	1	0	0	0	0	90	0.4%
0:30	0:45	0	58	4	1	0	2	0	0	1	0	0	0	0	66	0.3%
0:45	1:00	0	33	2	1	0	1	0	0	0	0	0	0	0	37	0.2%
00:00	1:00	0	231	10	6	0	6	0	0	3	0	0	0	0	256	1.2%
1:00	1:15	0	49	0	0	0	1	0	0	0	0	0	0	0	50	0.2%
1:15	1:30	0	42	1	1	0	1	0	0	1	0	0	0	0	46	0.2%
1:30	1:45	0	35	0	0	0	0	0	0	1	0	0	0	0	36	0.2%
1:45	2:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0.1%
1:00	2:00	0	151	2	1	0	2	0	0	2	0	0	0	0	158	0.7%
2:00	2:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0.1%
2:15	2:30	0	16	0	0	0	1	0	0	1	0	0	0	0	18	0.1%
2:30	2:45	0	18	1	0	0	1	0	0	0	0	0	0	1	21	0.1%
2:45	3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0.1%
2:00	3:00	0	65	1	0	0	2	0	0	1	0	0	0	1	70	0.3%
3:00	3:15	0	22	2	1	1	1	0	0	0	0	0	0	0	27	0.1%
3:15	3:30	0	10	0	0	0	1	0	0	0	0	0	0	0	11	0.1%
3:30	3:45	1	14	2	0	0	1	0	0	0	0	0	0	0	18	0.1%
3:45	4:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0.1%
3:00	4:00	1	58	4	1	1	3	0	0	0	0	0	0	0	68	0.3%
4:00	4:15	0	19	3	0	0	1	0	0	1	0	0	0	0	24	0.1%
4:15	4:30	0	24	1	1	2	0	0	0	0	0	0	0	0	28	0.1%
4:30	4:45	0	27	0	2	0	2	0	0	0	0	0	0	0	31	0.1%
4:45	5:00	0	27	2	1	0	1	0	0	0	0	0	0	0	31	0.1%
4:00	5:00	0	97	6	4	2	4	0	0	1	0	0	0	0	114	0.5%
5:00	5:15	0	29	2	2	0	2	0	0	1	1	0	0	0	37	0.2%
5:15	5:30	0	55	2	0	1	1	0	0	0	0	0	0	0	59	0.3%
5:30	5:45	0	72	7	0	0	2	0	0	0	0	0	0	1	82	0.4%
5:45	6:00	0	80	2	0	0	1	0	0	0	0	0	0	1	84	0.4%
5:00	6:00	0	236	13	2	1	6	0	0	1	1	0	0	2	262	1.2%
6:00	6:15	0	87	5	0	3	4	0	0	0	0	0	0	0	99	0.5%
6:15	6:30	0	98	6	0	2	2	0	1	0	0	0	0	0	109	0.5%
6:30	6:45	1	137	11	2	2	5	0	0	1	0	0	0	0	159	0.7%
6:45	7:00	0	178	19	3	3	4	0	0	0	0	0	0	0	207	1.0%
6:00	7:00	1	500	41	5	10	15	0	1	1	0	0	0	0	574	2.7%
7:00	7:15	0	151	10	0	0	4	0	0	0	0	0	0	0	165	0.8%
7:15	7:30	1	201	14	5	1	2	0	0	0	0	0	0	0	224	1.1%
7:30	7:45	0	237	12	2	2	6	0	1	0	0	0	0	0	260	1.2%
7:45	8:00	0	285	17	4	3	2	0	1	0	0	0	0	0	312	1.5%
7:00	8:00	1	874	53	11	6	14	0	2	0	0	0	0	0	961	4.5%
8:00	8:15	0	235	25	6	0	4	0	0	0	0	0	0	0	270	1.3%
8:15	8:30	0	353	22	3	5	3	0	0	0	0	0	0	1	387	1.8%
8:30	8:45	0	331	19	5	2	7	0	0	0	1	0	0	3	368	1.7%
8:45	9:00	0	323	20	4	3	2	0	0	1	1	0	0	0	354	1.7%
8:00	9:00	0	1242	86	18	10	16	0	0	1	2	0	0	4	1379	6.5%
9:00	9:15	0	225	30	5	3	6	1	0	0	0	0	0	1	271	1.3%
9:15	9:30	0	241	22	6	5	6	0	0	0	1	0	0	3	284	1.3%
9:30	9:45	0	227	20	2	2	5	0	0	0	3	0	0	0	259	1.2%
9:45	10:00	0	202	22	2	6	4	0	1	0	0	0	0	0	237	1.1%
9:00	10:00	0	895	94	15	16	21	1	1	0	4	0	0	4	1051	4.9%
10:00	10:15	0	194	15	2	2	5	0	0	0	0	0	0	0	218	1.0%
10:15	10:30	1	200	11	3	3	5	0	0	0	1	0	0	1	225	1.1%
10:30	10:45	0	200	7	1	5	6	0	0	0	1	0	0	1	221	1.0%
10:45	11:00	0	233	26	2	2	6	0	0	0	0	0	0	1	270	1.3%
10:00	11:00	1	827	59	8	12	22	0	0	0	2	0	0	3	934	4.4%
11:00	11:15	2	242	12	3	3	8	0	0	0	0	0	0	0	270	1.3%
11:15	11:30	0	208	17	2	3	3	0	0	1	1	0	0	0	235	1.1%
11:30	11:45	0	264	23	2	6	6	0	1	1	0	0	0	0	303	1.4%
11:45	12:00	0	215	19	2	0	3	0	0	2	0	0	0	0	241	1.1%
11:00	12:00	2	929	71	9	12	20	0	1	4	1	0	0	0	1049	4.9%

12:00	12:15	0	246	17	1	3	4	0	1	1	0	0	0	0	0	273	1.3%
12:15	12:30	1	260	20	4	7	8	0	0	0	0	0	0	1	301	1.4%	
12:30	12:45	1	213	18	0	3	5	0	0	1	1	0	0	1	243	1.1%	
12:45	13:00	0	275	17	1	3	7	1	0	0	0	0	0	1	305	1.4%	
12:00	13:00	2	994	72	6	16	24	1	1	2	1	0	0	3	0	1122	5.3%
13:00	13:15	1	248	16	2	5	7	0	1	0	1	0	0	0	281	1.3%	
13:15	13:30	0	238	22	5	3	11	1	1	2	1	0	0	2	286	1.3%	
13:30	13:45	0	246	19	3	4	4	0	1	0	1	0	0	0	278	1.3%	
13:45	14:00	0	247	23	5	10	8	0	0	1	0	0	0	0	294	1.4%	
13:00	14:00	1	979	80	15	22	30	1	3	3	3	0	0	2	0	1139	5.3%
14:00	14:15	1	257	22	7	2	6	0	0	1	0	0	0	0	296	1.4%	
14:15	14:30	0	289	24	4	6	6	0	0	0	0	0	0	0	329	1.5%	
14:30	14:45	1	294	24	2	3	2	1	0	0	0	0	0	0	327	1.5%	
14:45	15:00	1	338	19	7	7	10	0	1	0	1	0	0	2	386	1.8%	
14:00	15:00	3	1178	89	20	18	24	1	1	1	1	0	0	2	0	1338	6.3%
15:00	15:15	0	361	37	4	5	13	0	0	0	0	0	0	0	420	2.0%	
15:15	15:30	0	355	37	2	1	8	0	0	0	0	0	0	0	403	1.9%	
15:30	15:45	1	327	24	4	1	9	0	2	0	0	0	0	0	368	1.7%	
15:45	16:00	0	376	30	4	2	6	0	0	1	0	0	0	1	420	2.0%	
15:00	16:00	1	1419	128	14	9	36	0	2	1	0	0	0	1	0	1611	7.6%
16:00	16:15	0	326	29	6	9	10	0	1	0	0	0	0	1	382	1.8%	
16:15	16:30	0	338	17	1	4	8	0	0	0	0	0	0	1	369	1.7%	
16:30	16:45	0	377	20	4	2	8	0	0	0	0	0	0	0	411	1.9%	
16:45	17:00	0	356	25	2	4	9	0	2	0	0	0	0	0	398	1.9%	
16:00	17:00	0	1397	91	13	19	35	0	3	0	0	0	0	2	0	1560	7.3%
17:00	17:15	0	399	20	3	2	13	1	1	2	1	0	0	0	442	2.1%	
17:15	17:30	0	380	21	1	2	7	0	0	0	0	0	0	1	412	1.9%	
17:30	17:45	0	383	20	1	2	8	0	0	1	0	0	0	1	416	2.0%	
17:45	18:00	1	380	24	3	2	5	0	0	0	0	0	0	1	416	2.0%	
17:00	18:00	1	1542	85	8	8	33	1	1	3	1	0	0	3	0	1686	7.9%
18:00	18:15	0	326	17	2	4	10	0	0	0	0	0	0	0	359	1.7%	
18:15	18:30	0	343	16	5	4	6	0	0	1	0	0	0	0	375	1.8%	
18:30	18:45	0	340	21	2	3	7	0	0	0	3	0	0	1	377	1.8%	
18:45	19:00	0	273	18	3	2	11	0	2	0	0	0	0	0	309	1.5%	
18:00	19:00	0	1282	72	12	13	34	0	2	1	3	0	0	1	0	1420	6.7%
19:00	19:15	1	304	16	4	2	9	0	0	0	1	0	0	1	338	1.6%	
19:15	19:30	0	305	17	0	1	10	0	0	1	0	0	0	0	334	1.6%	
19:30	19:45	0	285	21	4	1	8	0	0	0	1	0	0	0	320	1.5%	
19:45	20:00	1	279	16	0	0	6	0	0	0	0	0	0	0	302	1.4%	
19:00	20:00	2	1173	70	8	4	33	0	0	1	2	0	0	1	0	1294	6.1%
20:00	20:15	0	237	21	1	2	5	0	0	0	0	0	0	0	266	1.2%	
20:15	20:30	1	269	23	1	4	4	0	1	0	0	0	0	0	303	1.4%	
20:30	20:45	1	242	13	1	3	5	0	0	0	1	0	0	1	267	1.3%	
20:45	21:00	0	261	13	2	3	7	0	0	1	0	0	0	0	287	1.3%	
20:00	21:00	2	1009	70	5	12	21	0	1	1	1	0	0	1	0	1123	5.3%
21:00	21:15	0	263	17	1	3	9	0	1	0	0	0	0	1	295	1.4%	
21:15	21:30	0	214	11	2	0	2	0	0	0	0	0	0	1	230	1.1%	
21:30	21:45	0	219	8	1	2	1	0	0	1	1	0	0	0	233	1.1%	
21:45	22:00	0	170	11	1	0	4	0	0	0	1	0	0	0	187	0.9%	
21:00	22:00	0	866	47	5	5	16	0	1	1	2	0	0	2	0	945	4.4%
22:00	22:15	0	174	6	0	2	5	0	0	0	0	0	0	0	187	0.9%	
22:15	22:30	0	177	13	1	2	4	0	0	0	0	0	0	0	197	0.9%	
22:30	22:45	0	135	12	1	0	2	0	0	0	0	0	0	0	150	0.7%	
22:45	23:00	0	144	6	3	1	4	0	0	0	0	0	0	0	158	0.7%	
22:00	23:00	0	630	37	5	5	15	0	0	0	0	0	0	0	0	692	3.3%
23:00	23:15	0	162	4	1	0	1	0	0	1	0	0	0	0	169	0.8%	
23:15	23:30	0	118	2	1	1	1	0	0	0	0	0	0	0	123	0.6%	
23:30	23:45	0	104	5	3	0	1	0	0	0	0	0	0	0	113	0.5%	
23:45	00:00	0	70	5	1	2	0	0	0	1	0	0	0	0	79	0.4%	
23:00	00:00	0	454	16	6	3	3	0	0	2	0	0	0	0	0	484	2.3%
<b>Total</b>		<b>18</b>	<b>19028</b>	<b>1297</b>	<b>197</b>	<b>204</b>	<b>435</b>	<b>5</b>	<b>20</b>	<b>30</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>21290</b>		
		0.1%	89.4%	6.1%	0.9%	1.0%	2.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.2%			
<b>AM PEAK</b>		<b>2</b>	<b>353</b>	<b>30</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>387</b>		
period		11:00	8:15	9:00	8:00	9:45	11:00	9:00	6:15	11:45	9:30			8:30	8:15		
% of class		11.1%	1.9%	2.3%	3.0%	2.9%	1.8%	20.0%	5.0%	6.7%	12.5%			9.4%	1.8%		
<b>PM PEAK</b>		<b>1</b>	<b>399</b>	<b>37</b>	<b>7</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>442</b>		
period		12:15	17:00	15:00	14:00	13:45	15:00	12:45	15:30	13:15	18:30			13:15	17:00		
% of class		5.6%	2.1%	2.9%	3.6%	4.9%	3.0%	20.0%	10.0%	6.7%	12.5%			6.3%	2.1%		

Report-1.4		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard														
		Direction : South													Road : 0	
		Dates : 6/6/2023														
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total	
00:00	0:15	0	49	1	3	0	0	0	0	0	0	0	0	0	53	0.2%
0:15	0:30	0	38	3	2	0	0	0	0	0	0	0	0	0	43	0.2%
0:30	0:45	0	33	5	2	1	0	0	0	0	0	0	0	0	41	0.2%
0:45	1:00	0	28	2	2	1	1	0	0	2	0	0	0	0	36	0.1%
00:00	1:00	0	148	11	9	2	1	0	0	2	0	0	0	0	173	0.7%
1:00	1:15	0	33	1	3	0	0	0	0	0	0	0	0	0	37	0.1%
1:15	1:30	0	13	1	1	0	2	0	0	1	0	0	0	0	18	0.1%
1:30	1:45	0	18	1	0	0	0	0	0	2	0	0	0	0	21	0.1%
1:45	2:00	0	13	3	2	0	0	0	0	1	0	0	0	0	19	0.1%
1:00	2:00	0	77	6	6	0	2	0	0	3	1	0	0	0	95	0.4%
2:00	2:15	2	9	4	0	2	0	0	0	0	0	0	0	0	17	0.1%
2:15	2:30	0	10	2	1	1	0	0	0	1	0	0	0	0	15	0.1%
2:30	2:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0.1%
2:45	3:00	0	8	1	1	0	0	0	0	2	0	0	0	0	12	0.0%
2:00	3:00	2	42	10	2	3	0	0	0	3	0	0	0	0	62	0.2%
3:00	3:15	0	4	0	0	1	0	0	0	2	0	0	0	0	7	0.0%
3:15	3:30	0	13	2	0	1	0	0	0	0	0	0	0	0	16	0.1%
3:30	3:45	0	14	2	0	0	0	0	0	1	0	0	0	0	17	0.1%
3:45	4:00	0	17	2	2	1	2	0	0	0	0	0	0	0	24	0.1%
3:00	4:00	0	48	6	2	3	2	0	0	2	1	0	0	0	64	0.2%
4:00	4:15	0	14	1	2	0	0	0	1	1	1	0	0	0	20	0.1%
4:15	4:30	0	19	5	2	1	0	0	0	1	0	0	0	0	28	0.1%
4:30	4:45	0	39	3	0	0	1	0	0	1	0	0	0	0	44	0.2%
4:45	5:00	0	40	6	2	0	0	0	0	0	0	0	0	0	48	0.2%
4:00	5:00	0	112	15	6	1	1	0	1	3	1	0	0	0	140	0.5%
5:00	5:15	0	44	6	0	0	0	0	1	0	0	0	0	0	51	0.2%
5:15	5:30	0	53	11	1	2	0	0	0	0	0	0	0	0	67	0.3%
5:30	5:45	1	107	14	2	1	0	1	0	1	0	0	0	0	127	0.5%
5:45	6:00	0	128	17	2	1	1	0	1	2	0	0	0	0	152	0.6%
5:00	6:00	1	332	48	5	4	1	1	1	4	0	0	0	0	397	1.5%
6:00	6:15	0	125	19	2	2	2	0	2	0	0	0	0	0	152	0.6%
6:15	6:30	3	165	20	3	5	0	2	1	0	0	0	0	0	199	0.8%
6:30	6:45	2	232	33	5	2	0	0	2	1	3	0	0	0	270	1.0%
6:45	7:00	0	204	33	5	9	0	2	3	1	0	0	0	0	256	1.0%
6:00	7:00	5	726	94	15	18	2	4	8	2	3	0	0	0	877	3.4%
7:00	7:15	2	247	22	4	4	3	4	2	1	1	0	0	2	292	1.1%
7:15	7:30	2	305	32	6	5	0	0	2	1	1	0	0	0	354	1.4%
7:30	7:45	0	276	37	2	7	1	1	3	0	1	0	0	0	328	1.3%
7:45	8:00	0	402	43	5	6	2	4	4	1	0	0	0	3	470	1.8%
7:00	8:00	4	1230	134	17	22	6	9	11	3	3	0	0	5	1444	5.5%
8:00	8:15	0	390	39	4	6	3	4	5	1	0	0	0	1	453	1.7%
8:15	8:30	0	442	55	6	8	3	10	3	1	0	0	0	1	529	2.0%
8:30	8:45	0	387	40	2	8	2	3	1	2	0	0	0	3	448	1.7%
8:45	9:00	0	325	38	3	2	2	0	4	1	0	0	0	1	376	1.4%
8:00	9:00	0	1544	172	15	24	10	17	13	5	0	0	0	6	1806	6.9%
9:00	9:15	0	349	49	8	11	3	1	6	0	1	0	0	2	430	1.6%
9:15	9:30	0	335	39	5	8	1	1	4	1	0	0	0	0	394	1.5%
9:30	9:45	3	326	25	2	8	3	0	4	1	0	0	0	0	372	1.4%
9:45	10:00	2	275	39	4	12	4	2	1	2	1	0	0	2	344	1.3%
9:00	10:00	5	1285	152	19	39	11	4	15	4	2	0	0	4	1540	5.9%
10:00	10:15	2	277	35	6	11	2	0	1	0	0	0	0	4	338	1.3%
10:15	10:30	0	244	40	3	5	2	1	0	1	0	0	0	1	297	1.1%
10:30	10:45	1	304	37	4	7	4	2	1	1	0	0	0	0	361	1.4%
10:45	11:00	1	257	44	4	5	6	1	1	2	1	0	0	0	322	1.2%
10:00	11:00	4	1082	156	17	28	14	4	3	4	1	0	0	5	1318	5.0%
11:00	11:15	0	242	46	2	8	2	2	2	2	0	0	0	0	308	1.2%
11:15	11:30	0	274	38	7	13	1	2	0	4	0	0	0	2	341	1.3%
11:30	11:45	2	250	40	4	7	1	0	2	1	0	0	0	0	307	1.2%
11:45	12:00	0	280	43	3	6	1	0	3	3	0	0	0	0	339	1.3%
11:00	12:00	2	1046	167	16	34	5	4	7	10	2	0	0	2	1295	5.0%



12:00 12:15	1	295	39	3	7	9	4	0	0	2	0	0	0	360	1.4%	
12:15 12:30	1	253	38	7	8	1	2	2	2	1	0	0	0	315	1.2%	
12:30 12:45	0	265	34	3	8	4	3	3	5	0	0	0	0	325	1.2%	
12:45 13:00	0	279	39	6	7	4	3	2	2	1	0	0	0	343	1.3%	
12:00 13:00	2	1092	150	19	30	18	12	7	9	4	0	0	0	0	1343	5.1%
13:00 13:15	0	277	35	3	5	3	2	0	0	0	0	0	1	326	1.2%	
13:15 13:30	1	297	32	4	9	3	1	1	1	1	0	0	1	351	1.3%	
13:30 13:45	0	273	42	3	4	2	0	1	2	1	0	0	1	329	1.3%	
13:45 14:00	0	285	45	5	7	2	1	2	0	0	0	0	0	347	1.3%	
13:00 14:00	1	1132	154	15	25	10	4	4	3	2	0	0	3	0	1353	5.2%
14:00 14:15	0	287	38	2	8	1	0	2	0	0	0	0	0	338	1.3%	
14:15 14:30	1	306	44	6	8	3	1	0	0	1	0	0	1	371	1.4%	
14:30 14:45	1	418	43	10	12	1	3	2	3	0	0	0	0	493	1.9%	
14:45 15:00	0	382	48	4	5	4	3	0	3	0	0	0	1	450	1.7%	
14:00 15:00	2	1393	173	22	33	9	7	4	6	1	0	0	2	0	1652	6.3%
15:00 15:15	0	294	25	1	6	4	4	1	1	2	0	0	1	339	1.3%	
15:15 15:30	0	381	47	7	4	4	1	2	0	0	0	0	0	446	1.7%	
15:30 15:45	2	401	48	7	5	3	1	1	0	0	0	0	0	468	1.8%	
15:45 16:00	0	350	29	3	3	4	1	2	1	0	0	0	0	393	1.5%	
15:00 16:00	2	1426	149	18	18	15	7	6	2	2	0	0	1	0	1646	6.3%
16:00 16:15	2	427	44	4	9	4	2	1	2	0	0	0	1	496	1.9%	
16:15 16:30	0	377	40	3	8	3	3	6	1	0	0	0	1	442	1.7%	
16:30 16:45	3	388	41	1	8	0	0	4	0	1	0	0	0	446	1.7%	
16:45 17:00	3	451	50	1	4	6	4	0	0	0	0	0	1	520	2.0%	
16:00 17:00	8	1643	175	9	29	13	9	11	3	1	0	0	3	0	1904	7.3%
17:00 17:15	0	405	26	2	5	1	5	1	1	0	0	0	0	446	1.7%	
17:15 17:30	3	501	39	2	6	4	3	3	2	0	0	0	1	564	2.2%	
17:30 17:45	2	478	39	3	5	3	2	2	0	2	0	0	3	539	2.1%	
17:45 18:00	2	402	34	2	3	5	3	3	1	0	0	0	0	455	1.7%	
17:00 18:00	7	1786	138	9	19	13	13	9	4	2	0	0	4	0	2004	7.7%
18:00 18:15	2	382	20	1	1	3	4	2	1	0	0	0	0	416	1.6%	
18:15 18:30	1	391	38	2	2	2	3	1	1	0	0	0	0	441	1.7%	
18:30 18:45	0	397	35	1	6	4	6	3	0	0	0	0	0	452	1.7%	
18:45 19:00	2	442	34	0	7	1	5	3	0	0	0	0	1	495	1.9%	
18:00 19:00	5	1612	127	4	16	10	18	9	2	0	0	0	1	0	1804	6.9%
19:00 19:15	1	357	28	1	5	3	2	2	1	1	0	0	0	401	1.5%	
19:15 19:30	1	317	18	2	4	0	1	1	2	0	0	0	0	346	1.3%	
19:30 19:45	0	329	27	2	4	1	1	0	2	0	0	0	0	366	1.4%	
19:45 20:00	1	316	26	3	7	1	1	0	1	0	0	0	0	356	1.4%	
19:00 20:00	3	1319	99	8	20	5	5	3	6	1	0	0	0	0	1469	5.6%
20:00 20:15	0	314	28	3	2	1	0	0	0	0	0	0	0	348	1.3%	
20:15 20:30	0	280	14	3	3	1	2	0	0	0	0	0	0	303	1.2%	
20:30 20:45	1	264	27	2	3	1	0	0	3	0	0	0	0	301	1.2%	
20:45 21:00	0	277	14	5	1	0	1	1	1	0	0	0	0	300	1.1%	
20:00 21:00	1	1135	83	13	9	3	3	1	4	0	0	0	0	0	1252	4.8%
21:00 21:15	0	278	16	0	2	4	1	0	2	0	0	0	1	304	1.2%	
21:15 21:30	0	253	16	0	3	1	2	0	0	0	0	0	1	276	1.1%	
21:30 21:45	1	248	21	2	3	0	0	0	1	0	0	0	0	276	1.1%	
21:45 22:00	0	238	15	1	2	1	1	1	1	0	0	0	0	260	1.0%	
21:00 22:00	1	1017	68	3	10	6	4	1	4	0	0	0	2	0	1116	4.3%
22:00 22:15	1	210	9	2	1	3	0	0	0	0	0	0	0	226	0.9%	
22:15 22:30	0	208	12	3	1	1	0	0	1	0	0	0	0	226	0.9%	
22:30 22:45	0	169	18	2	1	0	1	0	0	0	0	0	0	191	0.7%	
22:45 23:00	0	163	8	2	3	1	1	0	0	0	0	0	0	178	0.7%	
22:00 23:00	1	750	47	9	6	5	2	0	1	0	0	0	0	0	821	3.1%
23:00 23:15	1	169	4	2	0	2	0	0	0	0	0	0	0	178	0.7%	
23:15 23:30	0	116	7	2	2	2	0	0	0	0	0	0	1	130	0.5%	
23:30 23:45	0	129	6	1	2	0	0	0	0	0	0	0	0	138	0.5%	
23:45 00:00	0	89	6	1	4	0	0	0	1	0	0	0	0	101	0.4%	
23:00 00:00	1	503	23	6	8	4	0	0	1	0	0	0	1	0	547	2.1%
<b>Total</b>	<b>57</b>	<b>22480</b>	<b>2357</b>	<b>264</b>	<b>401</b>	<b>166</b>	<b>127</b>	<b>114</b>	<b>90</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26122</b>		
	0.2%	86.1%	9.0%	1.0%	1.5%	0.6%	0.5%	0.4%	0.3%	0.1%	0.0%	0.0%	0.1%			
<b>AM PEAK</b>	<b>3</b>	<b>442</b>	<b>55</b>	<b>8</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>529</b>		
period	6:15	8:15	8:15	9:00	11:15	10:45	8:15	9:00	11:15	6:30			10:00	8:15		
% of class	5.3%	2.0%	2.3%	3.0%	3.2%	3.6%	7.9%	5.3%	4.4%	11.1%			10.3%	2.0%		
<b>PM PEAK</b>	<b>3</b>	<b>501</b>	<b>50</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>564</b>		
period	16:30	17:15	16:45	14:30	14:30	12:00	18:30	16:15	12:30	12:00			17:30	17:15		
% of class	5.3%	2.2%	2.1%	3.8%	3.0%	5.4%	4.7%	5.3%	5.6%	7.4%			7.7%	2.2%		

Report-1.5		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard															
		Direction : South													Road : 0		
		Dates : 6/7/2023															
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total		
00:00	0:15	0	92	5	4	0	0	0	0	1	0	0	0	1	103	0.3%	
0:15	0:30	0	53	6	1	1	0	0	0	2	1	0	0	0	64	0.2%	
0:30	0:45	0	57	3	1	1	0	0	0	0	0	0	0	0	62	0.2%	
0:45	1:00	0	59	1	1	1	0	0	1	2	0	0	0	0	65	0.2%	
00:00	1:00	0	261	15	7	3	0	0	1	5	1	0	0	1	0	294	1.0%
1:00	1:15	0	45	1	3	0	0	0	0	0	1	0	0	0	50	0.2%	
1:15	1:30	0	39	1	1	0	1	0	0	1	0	0	0	0	43	0.1%	
1:30	1:45	0	38	1	0	0	0	0	0	0	0	0	0	0	39	0.1%	
1:45	2:00	0	35	1	1	0	1	0	0	1	0	0	0	0	39	0.1%	
1:00	2:00	0	157	4	5	0	2	0	0	3	0	0	0	0	0	171	0.6%
2:00	2:15	1	18	0	0	0	1	0	0	1	0	0	0	0	21	0.1%	
2:15	2:30	0	25	0	1	1	0	0	0	0	0	0	0	0	27	0.1%	
2:30	2:45	0	25	1	0	1	0	0	0	1	1	0	0	0	29	0.1%	
2:45	3:00	0	16	0	1	1	0	0	0	1	0	0	0	0	19	0.1%	
2:00	3:00	1	84	1	2	3	1	0	0	3	1	0	0	0	0	96	0.3%
3:00	3:15	0	18	1	0	0	0	0	0	1	1	0	0	0	21	0.1%	
3:15	3:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0.1%	
3:30	3:45	0	18	2	0	2	0	0	0	1	0	0	0	0	23	0.1%	
3:45	4:00	0	15	2	0	0	0	0	0	1	0	0	0	1	19	0.1%	
3:00	4:00	0	72	5	0	2	0	0	0	3	1	0	0	1	0	84	0.3%
4:00	4:15	0	21	2	1	0	0	0	0	1	0	0	0	0	25	0.1%	
4:15	4:30	0	29	6	1	0	0	0	1	2	1	0	0	0	40	0.1%	
4:30	4:45	0	41	6	1	1	0	0	0	2	0	0	0	0	51	0.2%	
4:45	5:00	0	54	4	2	0	1	0	0	0	0	0	0	0	61	0.2%	
4:00	5:00	0	145	18	5	1	1	0	1	5	1	0	0	0	0	177	0.6%
5:00	5:15	0	55	4	0	1	0	0	0	2	0	0	0	0	62	0.2%	
5:15	5:30	0	86	9	3	1	1	0	0	0	0	0	0	0	100	0.3%	
5:30	5:45	0	146	12	0	2	2	0	0	0	0	0	1	1	163	0.5%	
5:45	6:00	0	120	16	2	5	0	0	0	3	0	0	0	1	147	0.5%	
5:00	6:00	0	407	41	5	9	3	0	0	5	0	0	0	2	0	472	1.6%
6:00	6:15	1	160	17	3	4	2	1	0	0	0	0	0	1	189	0.6%	
6:15	6:30	0	200	28	3	4	1	0	1	2	0	0	0	0	239	0.8%	
6:30	6:45	1	268	29	4	6	1	1	2	0	2	0	0	3	317	1.0%	
6:45	7:00	0	257	20	5	5	1	1	4	0	0	0	0	1	294	1.0%	
6:00	7:00	2	885	94	15	19	5	3	7	2	2	0	0	5	0	1039	3.4%
7:00	7:15	1	281	32	2	7	2	5	4	1	0	0	0	2	337	1.1%	
7:15	7:30	2	362	30	5	3	2	2	3	2	0	0	0	1	412	1.4%	
7:30	7:45	0	395	39	2	9	2	4	3	0	0	0	0	1	455	1.5%	
7:45	8:00	1	454	40	3	4	2	5	4	3	1	0	0	1	518	1.7%	
7:00	8:00	4	1492	141	12	23	8	16	14	6	1	0	0	5	0	1722	5.7%
8:00	8:15	1	524	42	6	4	3	6	3	0	0	1	0	4	594	2.0%	
8:15	8:30	2	572	45	9	3	3	6	4	1	1	0	0	1	647	2.1%	
8:30	8:45	0	512	34	7	8	3	5	5	2	2	0	0	0	578	1.9%	
8:45	9:00	0	462	32	3	4	1	1	1	1	0	0	0	2	507	1.7%	
8:00	9:00	3	2070	153	25	19	10	18	13	4	3	1	0	7	0	2326	7.7%
9:00	9:15	0	398	47	7	6	1	10	2	2	0	0	0	1	474	1.6%	
9:15	9:30	2	375	23	5	9	1	4	1	2	1	0	0	1	424	1.4%	
9:30	9:45	0	344	48	2	8	1	1	1	1	0	0	0	0	406	1.3%	
9:45	10:00	0	345	30	2	6	1	0	2	3	1	0	0	0	390	1.3%	
9:00	10:00	2	1462	148	16	29	4	15	6	8	2	0	0	2	0	1694	5.6%
10:00	10:15	0	329	39	5	9	0	4	1	1	0	0	0	0	388	1.3%	
10:15	10:30	1	281	40	4	11	0	3	2	2	1	0	0	0	345	1.1%	
10:30	10:45	1	345	31	2	5	2	1	0	2	0	0	0	3	392	1.3%	
10:45	11:00	1	359	44	4	8	2	1	2	3	1	0	0	1	426	1.4%	
10:00	11:00	3	1314	154	15	33	4	9	5	8	2	0	0	4	0	1551	5.1%
11:00	11:15	2	294	37	9	8	1	1	1	1	0	0	0	0	354	1.2%	
11:15	11:30	1	332	35	6	12	4	0	2	2	0	0	0	2	396	1.3%	
11:30	11:45	0	326	37	4	8	1	2	0	2	0	0	0	0	380	1.3%	
11:45	12:00	0	340	36	3	8	0	4	1	2	0	0	0	3	397	1.3%	
11:00	12:00	3	1292	145	22	36	6	7	4	7	0	0	0	5	0	1527	5.0%

12:00 12:15	0	331	32	2	9	2	0	2	1	1	0	0	2	382	1.3%	
12:15 12:30	1	362	52	7	6	0	2	2	0	0	0	0	0	432	1.4%	
12:30 12:45	0	341	36	1	6	6	1	1	2	0	0	0	2	396	1.3%	
12:45 13:00	0	349	35	4	10	3	1	1	0	0	0	0	2	405	1.3%	
12:00 13:00	1	1383	155	14	31	11	4	6	3	1	0	0	6	0	1615	5.3%
13:00 13:15	0	313	40	3	6	0	4	3	4	1	0	0	0	374	1.2%	
13:15 13:30	0	331	45	5	11	2	0	1	1	1	0	0	1	398	1.3%	
13:30 13:45	0	330	34	3	10	0	1	1	1	0	0	0	1	381	1.3%	
13:45 14:00	2	366	41	7	10	3	3	3	2	0	0	0	2	439	1.4%	
13:00 14:00	2	1340	160	18	37	5	8	8	8	2	0	0	4	0	1592	5.3%
14:00 14:15	0	348	46	5	8	0	2	3	0	0	0	0	3	415	1.4%	
14:15 14:30	1	369	38	4	9	3	2	1	1	1	0	0	3	432	1.4%	
14:30 14:45	3	451	54	11	12	1	4	2	2	1	0	0	1	542	1.8%	
14:45 15:00	2	430	33	7	2	2	2	1	1	0	0	0	2	482	1.6%	
14:00 15:00	6	1598	171	27	31	6	10	7	4	2	0	0	9	0	1871	6.2%
15:00 15:15	0	415	43	6	4	2	0	3	1	0	0	0	0	474	1.6%	
15:15 15:30	0	459	45	7	3	2	1	0	1	0	0	0	1	519	1.7%	
15:30 15:45	1	468	55	4	7	2	2	1	1	0	0	0	0	541	1.8%	
15:45 16:00	0	472	53	9	3	2	1	1	0	0	1	0	1	543	1.8%	
15:00 16:00	1	1814	196	26	17	8	4	5	3	0	1	0	2	0	2077	6.9%
16:00 16:15	1	481	45	4	7	2	2	4	0	1	0	0	1	548	1.8%	
16:15 16:30	1	453	37	3	6	3	1	0	1	0	0	0	0	505	1.7%	
16:30 16:45	1	484	37	0	3	2	3	6	2	0	0	0	1	539	1.8%	
16:45 17:00	2	499	34	0	7	0	4	3	0	1	0	0	0	550	1.8%	
16:00 17:00	5	1917	153	7	23	7	10	13	3	2	0	0	2	0	2142	7.1%
17:00 17:15	2	431	33	2	7	2	2	0	0	0	0	0	1	480	1.6%	
17:15 17:30	4	502	36	4	4	4	1	0	1	0	0	0	1	557	1.8%	
17:30 17:45	1	462	37	0	6	2	1	2	0	0	0	0	0	511	1.7%	
17:45 18:00	1	507	38	1	4	1	1	4	1	0	0	0	0	558	1.8%	
17:00 18:00	8	1902	144	7	21	9	5	6	2	0	0	0	2	0	2106	7.0%
18:00 18:15	0	502	42	1	5	2	4	3	1	3	0	0	0	563	1.9%	
18:15 18:30	1	435	35	4	1	0	0	4	0	0	0	0	0	480	1.6%	
18:30 18:45	1	398	34	0	4	3	2	2	0	1	0	0	1	446	1.5%	
18:45 19:00	0	446	26	1	4	2	1	2	0	0	0	0	0	482	1.6%	
18:00 19:00	2	1781	137	6	14	7	7	11	1	4	0	0	1	0	1971	6.5%
19:00 19:15	2	437	28	0	1	2	1	1	0	0	0	0	0	472	1.6%	
19:15 19:30	4	422	27	4	1	2	2	1	0	0	0	0	0	463	1.5%	
19:30 19:45	0	390	19	3	2	0	0	5	2	0	0	0	0	421	1.4%	
19:45 20:00	0	335	28	3	4	1	1	0	0	0	0	0	0	372	1.2%	
19:00 20:00	6	1584	102	10	8	5	4	7	2	0	0	0	0	0	1728	5.7%
20:00 20:15	0	310	19	4	2	2	1	0	0	0	0	0	0	338	1.1%	
20:15 20:30	0	350	16	2	4	1	1	1	1	0	0	0	0	376	1.2%	
20:30 20:45	0	285	25	1	2	4	0	1	1	0	0	0	0	319	1.1%	
20:45 21:00	2	323	21	4	1	0	0	1	1	0	0	0	1	354	1.2%	
20:00 21:00	2	1268	81	11	9	7	2	3	3	0	0	0	1	0	1387	4.6%
21:00 21:15	1	262	16	1	3	1	1	3	2	0	0	0	0	290	1.0%	
21:15 21:30	0	248	19	2	5	1	1	1	0	0	0	0	0	277	0.9%	
21:30 21:45	0	259	17	2	3	0	1	0	0	1	0	0	0	283	0.9%	
21:45 22:00	0	263	12	0	1	2	0	1	1	0	0	0	0	280	0.9%	
21:00 22:00	1	1032	64	5	12	4	3	5	3	1	0	0	0	0	1130	3.7%
22:00 22:15	0	228	17	1	3	0	0	1	0	0	0	0	0	250	0.8%	
22:15 22:30	1	185	11	2	0	0	0	0	1	0	0	0	0	200	0.7%	
22:30 22:45	0	211	18	1	1	0	1	1	0	0	0	0	1	234	0.8%	
22:45 23:00	0	178	11	1	2	0	1	0	0	0	0	0	1	194	0.6%	
22:00 23:00	1	802	57	5	6	0	2	2	1	0	0	0	2	0	878	2.9%
23:00 23:15	0	185	7	3	0	0	0	0	1	1	0	0	0	197	0.7%	
23:15 23:30	0	155	7	3	0	1	0	1	0	1	0	0	0	168	0.6%	
23:30 23:45	1	126	4	0	4	0	0	0	0	1	0	0	0	136	0.4%	
23:45 00:00	0	117	9	0	2	0	0	0	1	0	0	0	1	130	0.4%	
23:00 00:00	1	583	27	6	6	1	0	1	2	3	0	0	1	0	631	2.1%
<b>Total</b>	<b>54</b>	<b>26645</b>	<b>2366</b>	<b>271</b>	<b>392</b>	<b>114</b>	<b>127</b>	<b>125</b>	<b>94</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>30281</b>		
	0.2%	88.0%	7.8%	0.9%	1.3%	0.4%	0.4%	0.4%	0.3%	0.1%	0.0%	0.0%	0.2%			
<b>AM PEAK</b>	<b>2</b>	<b>572</b>	<b>48</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>647</b>		
period	7:15	8:15	9:30	8:15	11:15	11:15	9:00	8:30	5:45	6:30	8:00		8:00	8:15		
% of class	3.7%	2.1%	2.0%	3.3%	3.1%	3.5%	7.9%	4.0%	3.2%	6.9%	50.0%		6.5%	2.1%		
<b>PM PEAK</b>	<b>4</b>	<b>507</b>	<b>55</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>563</b>		
period	17:15	17:45	15:30	14:30	14:30	12:30	13:00	16:30	13:00	18:00	15:45		14:00	18:00		
% of class	7.4%	1.9%	2.3%	4.1%	3.1%	5.3%	3.1%	4.8%	4.3%	10.3%	50.0%		4.8%	1.9%		

Report-1.6		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard														
		Direction : South													Road : 0	
		Dates : 6/8/2023														
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total	
00:00	0:15	2	102	6	2	1	1	0	0	5	0	0	0	0	119	0.4%
0:15	0:30	0	73	3	2	0	0	0	0	2	1	0	0	0	81	0.3%
0:30	0:45	0	65	1	2	0	0	0	1	4	0	0	0	0	73	0.2%
0:45	1:00	0	45	4	1	0	0	0	0	2	0	0	0	0	52	0.2%
00:00	1:00	2	285	14	7	1	1	0	1	13	1	0	0	0	325	1.1%
1:00	1:15	0	47	1	3	0	0	0	0	0	1	0	0	0	52	0.2%
1:15	1:30	0	40	1	2	1	2	0	0	3	1	0	0	0	50	0.2%
1:30	1:45	0	35	1	1	0	0	0	0	3	1	0	0	0	41	0.1%
1:45	2:00	0	31	0	1	0	0	0	0	0	1	0	0	1	34	0.1%
1:00	2:00	0	153	3	7	1	2	0	0	6	4	0	0	1	177	0.6%
2:00	2:15	1	24	4	0	1	0	0	0	0	0	0	0	0	30	0.1%
2:15	2:30	1	24	1	1	1	0	0	0	3	0	0	0	0	31	0.1%
2:30	2:45	0	23	2	0	0	0	0	0	1	0	0	0	0	26	0.1%
2:45	3:00	0	19	2	1	1	0	0	0	0	1	0	0	0	24	0.1%
2:00	3:00	2	90	9	2	3	0	0	0	4	1	0	0	0	111	0.4%
3:00	3:15	0	29	1	0	0	1	0	0	2	0	0	0	1	34	0.1%
3:15	3:30	0	20	2	0	0	0	0	0	4	1	0	0	0	27	0.1%
3:30	3:45	0	17	5	0	1	0	0	0	0	0	0	0	0	23	0.1%
3:45	4:00	0	17	2	1	0	3	0	0	0	0	0	0	0	23	0.1%
3:00	4:00	0	83	10	1	1	4	0	0	6	1	0	0	1	107	0.4%
4:00	4:15	0	25	3	2	0	0	0	0	2	0	0	0	0	32	0.1%
4:15	4:30	0	30	3	2	3	0	0	0	3	0	0	0	0	41	0.1%
4:30	4:45	0	38	2	0	0	0	0	0	0	1	0	0	0	41	0.1%
4:45	5:00	0	54	5	3	1	2	0	0	0	0	0	0	0	65	0.2%
4:00	5:00	0	147	13	7	4	2	0	0	5	1	0	0	0	179	0.6%
5:00	5:15	0	66	8	0	2	0	0	0	0	0	0	0	0	76	0.3%
5:15	5:30	0	80	10	3	0	1	0	0	0	0	0	0	0	94	0.3%
5:30	5:45	1	138	13	1	1	0	1	0	2	0	0	0	0	157	0.5%
5:45	6:00	0	137	24	3	4	0	0	1	0	0	0	0	1	170	0.6%
5:00	6:00	1	421	55	7	7	1	1	1	2	0	0	0	1	497	1.6%
6:00	6:15	0	163	25	3	4	0	1	0	2	1	0	0	1	200	0.7%
6:15	6:30	0	193	17	2	5	1	2	2	0	0	0	0	0	222	0.7%
6:30	6:45	0	307	24	3	3	3	3	1	3	0	0	0	2	349	1.2%
6:45	7:00	1	293	26	6	7	2	1	0	1	1	0	0	1	339	1.1%
6:00	7:00	1	956	92	14	19	6	7	3	6	2	0	0	4	1110	3.7%
7:00	7:15	0	286	23	2	6	2	4	2	2	1	0	0	1	329	1.1%
7:15	7:30	1	345	34	3	5	6	3	2	0	0	0	0	1	400	1.3%
7:30	7:45	0	388	44	2	3	2	2	3	1	1	0	0	1	447	1.5%
7:45	8:00	0	483	34	5	3	0	6	5	1	0	0	0	2	539	1.8%
7:00	8:00	1	1502	135	12	17	10	15	12	4	2	0	0	5	1715	5.7%
8:00	8:15	1	520	45	2	2	0	4	3	0	1	0	0	1	579	1.9%
8:15	8:30	1	523	53	11	11	2	7	2	0	0	0	0	1	611	2.0%
8:30	8:45	1	500	51	7	8	2	6	4	1	0	0	0	4	584	1.9%
8:45	9:00	0	445	32	4	8	0	4	2	2	1	0	0	2	500	1.7%
8:00	9:00	3	1988	181	24	29	4	21	11	3	2	0	0	8	2274	7.5%
9:00	9:15	1	419	42	6	7	2	3	4	1	0	0	0	0	485	1.6%
9:15	9:30	0	414	40	8	5	2	4	5	0	0	0	0	1	479	1.6%
9:30	9:45	0	356	30	0	5	1	1	2	1	0	0	0	1	397	1.3%
9:45	10:00	0	334	32	5	7	0	1	0	0	0	0	0	0	379	1.3%
9:00	10:00	1	1523	144	19	24	5	9	11	2	0	0	0	2	1740	5.7%
10:00	10:15	0	330	45	1	12	2	2	1	2	1	0	0	1	397	1.3%
10:15	10:30	0	309	31	2	7	2	0	3	0	0	0	0	1	355	1.2%
10:30	10:45	0	347	42	3	6	3	2	4	1	1	0	0	0	409	1.4%
10:45	11:00	0	359	50	4	6	1	0	2	0	2	0	0	0	424	1.4%
10:00	11:00	0	1345	168	10	31	8	4	10	3	4	0	0	2	1585	5.2%
11:00	11:15	1	343	37	3	11	0	0	6	2	1	0	0	0	404	1.3%
11:15	11:30	0	308	34	7	5	3	0	1	2	0	0	0	1	361	1.2%
11:30	11:45	0	343	38	4	6	2	1	2	0	3	0	0	0	399	1.3%
11:45	12:00	0	336	30	6	13	1	0	1	1	1	0	0	0	389	1.3%
11:00	12:00	1	1330	139	20	35	6	1	10	5	5	0	0	1	1553	5.1%

12:00	12:15	1	350	37	5	6	0	2	2	1	0	0	0	0	0	0	0	404	1.3%
12:15	12:30	1	313	42	6	10	2	1	1	1	1	0	0	0	1	0	0	379	1.3%
12:30	12:45	0	338	40	4	5	2	2	2	3	1	0	0	0	0	0	0	397	1.3%
12:45	13:00	1	376	46	4	5	4	7	2	2	1	0	0	0	0	0	0	448	1.5%
12:00	13:00	3	1377	165	19	26	8	12	7	7	3	0	0	0	1	0	0	1628	5.4%
13:00	13:15	1	301	50	5	10	0	1	0	2	1	0	0	0	0	0	0	371	1.2%
13:15	13:30	0	359	33	3	7	1	1	5	1	1	0	0	0	0	0	0	411	1.4%
13:30	13:45	0	337	31	4	8	3	2	0	1	0	0	0	0	1	0	0	387	1.3%
13:45	14:00	0	400	43	6	7	3	3	2	3	1	0	0	0	1	0	0	469	1.5%
13:00	14:00	1	1397	157	18	32	7	7	7	7	3	0	0	0	2	0	0	1638	5.4%
14:00	14:15	0	374	38	3	5	3	0	1	1	2	0	0	0	0	0	0	427	1.4%
14:15	14:30	0	378	42	3	7	2	3	0	2	1	0	0	0	1	0	0	439	1.5%
14:30	14:45	0	416	46	14	8	1	2	2	2	2	0	0	0	1	0	0	494	1.6%
14:45	15:00	0	448	45	9	13	2	3	4	0	0	0	0	0	1	0	0	525	1.7%
14:00	15:00	0	1616	171	29	33	8	8	7	5	5	0	0	0	3	0	0	1885	6.2%
15:00	15:15	0	397	32	3	3	0	1	3	0	0	0	0	0	0	0	0	439	1.5%
15:15	15:30	0	507	34	6	2	0	5	1	1	0	0	0	0	0	0	0	556	1.8%
15:30	15:45	0	432	48	11	3	1	2	0	0	0	0	0	0	0	0	0	497	1.6%
15:45	16:00	0	475	39	2	8	2	2	4	2	0	0	0	0	1	0	0	535	1.8%
15:00	16:00	0	1811	153	22	16	3	10	8	3	0	0	0	0	1	0	0	2027	6.7%
16:00	16:15	1	478	36	4	10	2	2	1	0	0	0	0	0	1	0	0	535	1.8%
16:15	16:30	1	423	36	3	9	1	0	2	1	0	0	0	0	0	0	0	476	1.6%
16:30	16:45	0	415	29	2	2	2	4	2	2	1	0	0	0	1	0	0	460	1.5%
16:45	17:00	0	563	46	2	5	1	1	1	0	0	0	0	0	0	0	0	619	2.0%
16:00	17:00	2	1879	147	11	26	6	7	6	3	1	0	0	0	2	0	0	2090	6.9%
17:00	17:15	0	460	54	0	4	0	0	2	1	1	0	0	0	0	0	0	522	1.7%
17:15	17:30	1	557	53	2	3	0	6	5	0	0	0	0	0	0	0	0	627	2.1%
17:30	17:45	0	525	37	1	7	1	2	4	0	0	0	0	0	0	0	0	577	1.9%
17:45	18:00	0	498	33	1	4	0	1	1	1	1	0	0	0	0	0	0	540	1.8%
17:00	18:00	1	2040	177	4	18	1	9	12	2	2	0	0	0	0	0	0	2266	7.5%
18:00	18:15	2	469	35	1	7	3	5	1	3	1	0	0	0	0	0	0	527	1.7%
18:15	18:30	1	443	28	3	8	4	3	2	2	0	0	0	0	0	0	0	494	1.6%
18:30	18:45	1	423	33	0	2	3	3	1	1	0	0	0	0	2	0	0	469	1.5%
18:45	19:00	0	442	32	3	3	0	4	3	0	1	0	0	0	0	0	0	488	1.6%
18:00	19:00	4	1777	128	7	20	10	15	7	6	2	0	0	0	2	0	0	1978	6.5%
19:00	19:15	2	364	26	0	3	1	0	0	0	0	0	0	0	0	0	0	396	1.3%
19:15	19:30	0	404	21	4	1	1	4	0	2	0	0	0	0	0	0	0	437	1.4%
19:30	19:45	0	394	14	4	1	1	0	0	1	0	0	0	0	0	0	0	415	1.4%
19:45	20:00	1	318	26	3	6	2	2	0	1	0	0	0	0	0	0	0	359	1.2%
19:00	20:00	3	1480	87	11	11	5	6	0	4	0	0	0	0	0	0	0	1607	5.3%
20:00	20:15	0	282	28	2	4	0	0	0	0	0	0	0	0	0	0	0	316	1.0%
20:15	20:30	0	333	17	4	1	0	1	1	3	0	0	0	0	0	0	0	360	1.2%
20:30	20:45	1	291	18	2	3	1	1	0	1	0	0	0	0	1	0	0	319	1.1%
20:45	21:00	2	284	14	5	1	0	0	0	2	1	0	0	0	0	0	0	309	1.0%
20:00	21:00	3	1190	77	13	9	1	2	1	6	1	0	0	0	1	0	0	1304	4.3%
21:00	21:15	0	250	18	0	1	0	0	0	2	0	0	0	0	0	0	0	271	0.9%
21:15	21:30	0	245	16	3	5	0	1	1	0	0	0	0	0	0	0	0	271	0.9%
21:30	21:45	0	248	16	1	3	0	0	1	1	0	0	0	0	0	0	0	270	0.9%
21:45	22:00	1	219	14	0	1	1	0	0	1	0	0	0	0	0	0	0	237	0.8%
21:00	22:00	1	962	64	4	10	1	1	2	4	0	0	0	0	0	0	0	1049	3.5%
22:00	22:15	0	231	13	0	0	1	1	0	1	0	0	0	0	0	0	0	247	0.8%
22:15	22:30	0	190	14	2	3	1	2	0	1	0	0	0	0	0	0	0	213	0.7%
22:30	22:45	1	196	19	1	0	1	1	0	1	0	0	0	0	0	0	0	220	0.7%
22:45	23:00	0	157	6	3	2	0	0	0	1	0	0	0	0	0	0	0	169	0.6%
22:00	23:00	1	774	52	6	5	3	4	0	4	0	0	0	0	0	0	0	849	2.8%
23:00	23:15	0	162	11	1	3	1	1	0	0	1	0	0	0	0	0	0	180	0.6%
23:15	23:30	0	163	9	3	0	0	0	0	0	0	0	0	0	0	0	0	175	0.6%
23:30	23:45	0	106	11	0	0	0	0	0	0	0	0	0	0	0	0	0	117	0.4%
23:45	00:00	0	85	8	3	1	2	0	0	0	0	0	0	0	0	0	0	99	0.3%
23:00	00:00	0	516	39	7	4	3	1	0	0	1	0	0	0	0	0	0	571	1.9%
<b>Total</b>		<b>31</b>	<b>26642</b>	<b>2380</b>	<b>281</b>	<b>382</b>	<b>105</b>	<b>140</b>	<b>116</b>	<b>110</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>30265</b>				
		0.1%	88.0%	7.9%	0.9%	1.3%	0.3%	0.5%	0.4%	0.4%	0.1%	0.0%	0.0%	0.1%					
<b>AM PEAK</b>		<b>2</b>	<b>523</b>	<b>53</b>	<b>11</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>611</b>				
period		00:00	8:15	8:15	8:15	11:45	7:15	8:15	11:00	00:00	11:30			8:30	8:15				
% of class		6.5%	2.0%	2.2%	3.9%	3.4%	5.7%	5.0%	5.2%	4.5%	7.3%			10.8%	2.0%				
<b>PM PEAK</b>		<b>2</b>	<b>563</b>	<b>54</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>627</b>				
period		18:00	16:45	17:00	14:30	14:45	12:45	12:45	13:15	12:30	14:00			18:30	17:15				
% of class		6.5%	2.1%	2.3%	5.0%	3.4%	3.8%	5.0%	4.3%	2.7%	4.9%			5.4%	2.1%				

Report-1.7		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard														
		Direction : North + South Road : 0														
		Dates : 6/6/2023														
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total	
00:00	0:15	0	109	10	3	0	1	0	0	0	1	0	0	0	124	0.3%
0:15	0:30	0	93	8	5	1	2	0	1	1	0	0	0	1	112	0.2%
0:30	0:45	0	77	8	4	3	3	0	0	0	1	0	0	0	96	0.2%
0:45	1:00	0	67	6	2	1	4	0	0	3	0	0	0	0	83	0.2%
00:00	1:00	0	346	32	14	5	10	0	1	4	2	0	0	1	415	0.9%
1:00	1:15	0	63	2	3	0	3	0	0	0	0	0	0	0	71	0.1%
1:15	1:30	0	42	3	2	1	3	0	0	1	0	0	0	0	52	0.1%
1:30	1:45	0	32	2	1	0	1	0	0	4	0	0	0	0	40	0.1%
1:45	2:00	0	44	3	2	1	1	0	0	0	1	0	0	0	52	0.1%
1:00	2:00	0	181	10	8	2	8	0	0	5	1	0	0	0	215	0.5%
2:00	2:15	3	24	5	0	2	2	0	0	1	0	0	0	0	37	0.1%
2:15	2:30	0	31	5	1	1	1	0	0	1	0	0	0	0	40	0.1%
2:30	2:45	0	26	3	0	1	1	0	0	0	0	0	0	0	31	0.1%
2:45	3:00	0	21	2	1	1	3	0	0	2	0	0	0	0	30	0.1%
2:00	3:00	3	102	15	2	5	7	0	0	4	0	0	0	0	138	0.3%
3:00	3:15	0	13	1	1	1	1	0	1	3	0	0	0	0	21	0.0%
3:15	3:30	0	24	4	0	1	0	0	0	0	0	0	0	0	29	0.1%
3:30	3:45	0	19	4	0	1	0	0	0	0	1	0	0	1	26	0.1%
3:45	4:00	0	26	4	4	1	2	0	0	2	0	0	0	0	39	0.1%
3:00	4:00	0	82	13	5	4	3	0	1	5	1	0	0	1	115	0.2%
4:00	4:15	0	28	3	4	1	0	0	1	1	1	0	0	0	39	0.1%
4:15	4:30	0	35	7	3	1	1	0	0	2	0	0	0	0	49	0.1%
4:30	4:45	0	57	6	6	1	2	0	0	1	0	0	0	0	73	0.2%
4:45	5:00	0	57	8	5	2	2	0	0	1	0	0	0	0	75	0.2%
4:00	5:00	0	177	24	18	5	5	0	1	5	1	0	0	0	236	0.5%
5:00	5:15	0	75	7	1	1	1	0	0	1	0	0	0	0	86	0.2%
5:15	5:30	0	107	18	3	4	0	0	0	0	0	0	0	0	132	0.3%
5:30	5:45	1	168	18	5	1	6	1	0	1	1	0	0	0	202	0.4%
5:45	6:00	0	195	23	2	1	3	0	1	2	0	0	0	0	227	0.5%
5:00	6:00	1	545	66	11	7	10	1	1	4	1	0	0	0	647	1.4%
6:00	6:15	1	208	30	6	3	3	0	2	1	0	0	0	0	254	0.5%
6:15	6:30	3	269	38	4	6	2	4	1	1	0	0	0	1	329	0.7%
6:30	6:45	2	344	38	6	5	5	0	3	4	3	0	0	1	411	0.9%
6:45	7:00	0	369	48	7	14	10	3	3	2	0	0	0	0	456	1.0%
6:00	7:00	6	1190	154	23	28	20	7	9	8	3	0	0	2	1450	3.0%
7:00	7:15	2	428	45	4	8	11	5	2	1	3	0	0	4	513	1.1%
7:15	7:30	4	499	49	11	7	7	4	3	4	3	0	0	0	591	1.2%
7:30	7:45	2	519	68	6	10	9	2	3	1	2	0	0	2	624	1.3%
7:45	8:00	0	672	71	9	9	11	5	4	3	1	0	0	5	790	1.7%
7:00	8:00	8	2118	233	30	34	38	16	12	9	9	0	0	11	2518	5.3%
8:00	8:15	0	641	71	7	10	18	8	6	2	0	0	0	2	765	1.6%
8:15	8:30	1	778	92	12	11	23	11	3	1	0	0	0	2	934	2.0%
8:30	8:45	1	690	62	7	15	12	6	2	6	2	0	0	5	808	1.7%
8:45	9:00	0	657	63	6	8	13	2	5	1	4	0	0	5	764	1.6%
8:00	9:00	2	2766	288	32	44	66	27	16	10	6	0	0	14	3271	6.9%
9:00	9:15	0	604	83	12	16	14	2	6	4	2	0	0	5	748	1.6%
9:15	9:30	0	518	60	9	12	13	1	4	2	1	0	0	0	620	1.3%
9:30	9:45	3	509	48	4	13	14	0	5	1	0	0	0	2	599	1.3%
9:45	10:00	2	469	63	8	13	17	2	1	3	1	0	0	4	583	1.2%
9:00	10:00	5	2100	254	33	54	58	5	16	10	4	0	0	11	2550	5.3%
10:00	10:15	2	441	56	6	14	16	1	1	2	0	0	0	4	543	1.1%
10:15	10:30	0	405	56	4	11	12	1	0	1	0	0	0	2	492	1.0%
10:30	10:45	2	469	53	4	8	15	2	1	1	0	0	0	0	555	1.2%
10:45	11:00	2	453	72	7	9	23	3	1	2	1	0	0	1	574	1.2%
10:00	11:00	6	1768	237	21	42	66	7	3	6	1	0	0	7	2164	4.5%
11:00	11:15	2	456	67	5	14	15	2	2	6	3	0	0	0	572	1.2%
11:15	11:30	0	468	63	9	16	15	4	1	5	0	0	0	2	583	1.2%
11:30	11:45	2	483	70	4	12	12	2	3	2	0	0	0	0	590	1.2%
11:45	12:00	0	479	67	6	10	11	4	5	6	1	0	0	0	589	1.2%
11:00	12:00	4	1886	267	24	52	53	12	11	19	4	0	0	2	2334	4.9%

12:00	12:15	1	510	70	5	13	18	6	2	2	3	0	0	5	635	1.3%
12:15	12:30	2	453	70	11	18	18	2	3	3	2	0	0	0	582	1.2%
12:30	12:45	0	452	61	5	15	16	4	4	7	0	0	0	0	564	1.2%
12:45	13:00	2	479	55	9	9	16	3	2	2	2	0	0	1	580	1.2%
12:00	13:00	5	1894	256	30	55	68	15	11	14	7	0	0	6	2361	5.0%
13:00	13:15	0	541	57	7	11	13	2	1	1	0	0	0	3	636	1.3%
13:15	13:30	1	515	51	9	15	23	1	4	3	2	0	0	1	625	1.3%
13:30	13:45	0	493	64	7	10	9	1	1	2	4	0	0	2	593	1.2%
13:45	14:00	0	506	72	10	9	12	2	2	2	1	0	0	2	618	1.3%
13:00	14:00	1	2055	244	33	45	57	6	8	8	7	0	0	8	2472	5.2%
14:00	14:15	0	532	71	8	13	14	1	5	0	2	0	0	0	646	1.4%
14:15	14:30	3	593	82	13	10	17	1	0	1	1	0	0	1	722	1.5%
14:30	14:45	2	698	92	15	16	16	3	3	5	1	0	0	2	853	1.8%
14:45	15:00	1	698	73	5	13	23	3	1	3	2	0	0	3	825	1.7%
14:00	15:00	6	2521	318	41	52	70	8	9	9	6	0	0	6	3046	6.4%
15:00	15:15	1	623	61	6	13	17	7	1	2	3	0	0	3	737	1.5%
15:15	15:30	0	714	78	10	8	17	2	2	1	0	0	0	1	833	1.7%
15:30	15:45	3	725	78	11	9	18	7	2	1	0	0	0	3	857	1.8%
15:45	16:00	1	677	63	7	6	15	3	4	4	1	0	0	3	784	1.6%
15:00	16:00	5	2739	280	34	36	67	19	9	8	4	0	0	10	3211	6.7%
16:00	16:15	4	778	76	8	15	12	4	2	4	2	0	0	3	908	1.9%
16:15	16:30	0	730	72	8	15	20	6	6	1	1	0	0	5	864	1.8%
16:30	16:45	5	767	78	3	12	17	2	4	3	1	0	0	3	895	1.9%
16:45	17:00	4	804	78	2	7	15	6	0	0	3	0	0	4	923	1.9%
16:00	17:00	13	3079	304	21	49	64	18	12	8	7	0	0	15	3590	7.5%
17:00	17:15	1	800	52	3	10	6	6	1	4	1	0	0	2	886	1.9%
17:15	17:30	3	860	69	3	10	18	5	3	4	2	0	0	2	979	2.1%
17:30	17:45	3	840	58	4	6	21	2	2	1	4	0	0	4	945	2.0%
17:45	18:00	3	749	55	7	9	18	3	4	3	4	0	0	2	857	1.8%
17:00	18:00	10	3249	234	17	35	63	16	10	12	11	0	0	10	3667	7.7%
18:00	18:15	4	698	42	2	7	9	7	2	2	1	0	0	1	775	1.6%
18:15	18:30	1	744	59	4	7	7	4	3	3	0	0	0	1	833	1.7%
18:30	18:45	1	762	60	1	8	14	7	5	1	1	0	0	3	863	1.8%
18:45	19:00	3	755	57	2	10	12	7	4	1	1	0	0	1	853	1.8%
18:00	19:00	9	2959	218	9	32	42	25	14	7	3	0	0	6	3324	7.0%
19:00	19:15	2	664	43	4	6	12	2	3	3	2	0	0	0	741	1.6%
19:15	19:30	1	615	48	3	9	7	2	1	4	0	0	0	2	692	1.5%
19:30	19:45	2	639	49	4	7	9	3	0	4	1	0	0	1	719	1.5%
19:45	20:00	1	616	47	3	8	9	3	0	3	2	0	0	0	692	1.5%
19:00	20:00	6	2534	187	14	30	37	10	4	14	5	0	0	3	2844	6.0%
20:00	20:15	1	575	45	3	3	10	0	0	1	2	0	0	1	641	1.3%
20:15	20:30	0	544	25	4	3	10	3	1	0	0	0	0	0	590	1.2%
20:30	20:45	1	497	38	2	5	12	0	0	4	3	0	0	0	562	1.2%
20:45	21:00	0	519	27	7	2	9	1	1	1	0	0	0	0	567	1.2%
20:00	21:00	2	2135	135	16	13	41	4	2	6	5	0	0	1	2360	5.0%
21:00	21:15	0	513	28	0	3	15	1	0	3	0	0	0	1	564	1.2%
21:15	21:30	0	523	31	2	4	8	2	0	2	1	0	0	3	576	1.2%
21:30	21:45	3	477	38	3	3	5	0	0	1	0	0	0	0	530	1.1%
21:45	22:00	0	418	26	2	3	10	2	1	1	1	0	0	0	464	1.0%
21:00	22:00	3	1931	123	7	13	38	5	1	7	2	0	0	4	2134	4.5%
22:00	22:15	3	397	18	2	3	14	1	0	2	0	0	0	0	440	0.9%
22:15	22:30	0	371	17	4	2	7	0	1	4	0	0	0	0	406	0.9%
22:30	22:45	2	326	23	3	1	8	1	0	0	0	0	0	2	366	0.8%
22:45	23:00	0	307	16	3	3	7	1	0	1	2	0	0	1	341	0.7%
22:00	23:00	5	1401	74	12	9	36	3	1	7	2	0	0	3	1553	3.3%
23:00	23:15	1	317	9	2	0	16	0	0	0	0	0	0	0	345	0.7%
23:15	23:30	1	232	9	3	2	9	0	0	0	0	0	0	1	257	0.5%
23:30	23:45	0	237	15	2	4	4	0	0	1	0	0	0	0	263	0.6%
23:45	00:00	0	178	8	1	4	2	0	0	1	0	0	0	0	194	0.4%
23:00	00:00	2	964	41	8	10	31	0	0	2	0	0	0	1	1059	2.2%
<b>Total</b>		<b>102</b>	<b>40722</b>	<b>4007</b>	<b>463</b>	<b>661</b>	<b>958</b>	<b>204</b>	<b>152</b>	<b>191</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>47674</b>	
		0.2%	85.4%	8.4%	1.0%	1.4%	2.0%	0.4%	0.3%	0.4%	0.2%	0.0%	0.0%	0.3%		
<b>AM PEAK</b>		<b>4</b>	<b>778</b>	<b>92</b>	<b>12</b>	<b>16</b>	<b>23</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>934</b>	
period		7:15	8:15	8:15	8:15	9:00	8:15	8:15	8:00	8:30	8:45			7:45	8:15	
% of class		3.9%	1.9%	2.3%	2.6%	2.4%	2.4%	5.4%	3.9%	3.1%	4.3%			4.1%	2.0%	
<b>PM PEAK</b>		<b>5</b>	<b>860</b>	<b>92</b>	<b>15</b>	<b>18</b>	<b>23</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>979</b>	
period		16:30	17:15	14:30	14:30	12:15	13:15	15:00	16:15	12:30	13:30			12:00	17:15	
% of class		4.9%	2.1%	2.3%	3.2%	2.7%	2.4%	3.4%	3.9%	3.7%	4.3%			4.1%	2.1%	

Report-1.8		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard															
		Direction : North + South Road : 0															
		Dates : 6/7/2023															
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total		
00:00	0:15	1	176	11	5	0	3	1	0	1	0	0	0	1	199	0.4%	
0:15	0:30	0	115	7	2	3	2	0	0	2	1	0	0	0	132	0.3%	
0:30	0:45	0	113	3	2	2	5	0	0	1	0	0	0	0	126	0.2%	
0:45	1:00	0	101	3	1	1	4	0	1	2	0	0	0	0	113	0.2%	
00:00	1:00	1	505	24	10	6	14	1	1	6	1	0	0	1	0	570	1.1%
1:00	1:15	0	98	3	3	2	2	0	0	2	0	0	0	0	110	0.2%	
1:15	1:30	0	81	2	2	1	4	0	0	1	0	0	0	0	91	0.2%	
1:30	1:45	0	73	2	0	0	4	0	0	1	0	0	0	0	80	0.2%	
1:45	2:00	0	60	4	1	0	3	0	0	1	0	0	0	0	69	0.1%	
1:00	2:00	0	312	11	6	3	13	0	0	5	0	0	0	0	0	350	0.7%
2:00	2:15	1	39	1	1	0	3	0	0	1	0	0	0	0	46	0.1%	
2:15	2:30	0	50	2	1	1	0	0	0	0	0	0	0	0	54	0.1%	
2:30	2:45	0	49	3	0	1	0	0	0	1	1	0	0	1	56	0.1%	
2:45	3:00	0	33	0	1	1	1	0	0	1	0	0	0	0	37	0.1%	
2:00	3:00	1	171	6	3	3	4	0	0	3	1	0	0	1	0	193	0.4%
3:00	3:15	0	34	2	1	0	1	0	0	1	1	0	0	0	40	0.1%	
3:15	3:30	0	43	1	1	0	0	0	0	0	0	0	0	0	45	0.1%	
3:30	3:45	0	33	2	0	2	1	0	0	1	0	0	0	0	39	0.1%	
3:45	4:00	0	24	3	0	0	0	0	0	2	0	0	0	1	30	0.1%	
3:00	4:00	0	134	8	2	2	2	0	0	4	1	0	0	1	0	154	0.3%
4:00	4:15	0	35	4	3	1	1	0	0	2	1	0	0	0	47	0.1%	
4:15	4:30	0	52	8	2	0	0	0	1	2	1	0	0	0	66	0.1%	
4:30	4:45	0	63	7	3	2	2	0	0	2	0	0	0	0	79	0.2%	
4:45	5:00	0	82	4	5	1	2	0	0	0	0	0	0	0	94	0.2%	
4:00	5:00	0	232	23	13	4	5	0	1	6	2	0	0	0	0	286	0.5%
5:00	5:15	0	79	6	2	3	0	0	0	3	0	0	0	0	93	0.2%	
5:15	5:30	0	144	10	4	1	5	0	0	0	0	0	0	0	164	0.3%	
5:30	5:45	0	216	16	0	3	5	0	0	3	0	0	0	1	244	0.5%	
5:45	6:00	0	184	18	2	5	1	0	0	3	0	0	0	1	214	0.4%	
5:00	6:00	0	623	50	8	12	11	0	0	9	0	0	0	2	0	715	1.4%
6:00	6:15	1	235	22	4	5	5	1	0	0	0	0	0	1	274	0.5%	
6:15	6:30	0	320	35	3	4	5	0	2	2	0	0	0	0	371	0.7%	
6:30	6:45	2	374	47	4	7	6	1	2	4	3	0	0	3	453	0.9%	
6:45	7:00	0	426	40	6	11	6	1	4	2	0	0	0	3	499	1.0%	
6:00	7:00	3	1355	144	17	27	22	3	8	8	3	0	0	7	0	1597	3.1%
7:00	7:15	1	429	46	3	8	7	5	5	1	1	0	0	2	508	1.0%	
7:15	7:30	2	586	40	10	4	12	2	4	2	1	0	0	1	664	1.3%	
7:30	7:45	2	620	57	3	10	11	4	3	1	1	0	0	3	715	1.4%	
7:45	8:00	2	724	64	7	7	14	5	4	4	4	0	0	1	836	1.6%	
7:00	8:00	7	2359	207	23	29	44	16	16	8	7	0	0	7	0	2723	5.2%
8:00	8:15	3	792	56	13	8	13	7	3	1	0	1	0	5	902	1.7%	
8:15	8:30	2	945	73	11	8	12	7	5	1	4	0	0	2	1070	2.1%	
8:30	8:45	0	841	51	11	10	19	6	5	5	5	0	0	0	953	1.8%	
8:45	9:00	1	778	51	5	4	20	2	1	4	1	0	0	3	870	1.7%	
8:00	9:00	6	3356	231	40	30	64	22	14	11	10	1	0	10	0	3795	7.3%
9:00	9:15	1	661	66	10	9	11	10	2	3	0	0	0	3	776	1.5%	
9:15	9:30	2	585	41	9	15	15	6	1	2	1	0	0	2	679	1.3%	
9:30	9:45	0	575	70	5	11	20	1	1	2	1	0	0	0	686	1.3%	
9:45	10:00	0	557	41	4	9	9	0	2	3	2	0	0	1	628	1.2%	
9:00	10:00	3	2378	218	28	44	55	17	6	10	4	0	0	6	0	2769	5.3%
10:00	10:15	0	531	48	8	9	7	4	1	1	1	0	0	3	613	1.2%	
10:15	10:30	2	485	58	6	14	7	4	2	3	3	0	0	0	584	1.1%	
10:30	10:45	1	537	43	6	9	8	1	1	2	0	0	0	3	611	1.2%	
10:45	11:00	1	576	60	6	13	7	1	2	3	2	0	0	2	673	1.3%	
10:00	11:00	4	2129	209	26	45	29	10	6	9	6	0	0	8	0	2481	4.8%
11:00	11:15	3	517	49	9	13	13	1	2	2	0	0	0	1	610	1.2%	
11:15	11:30	1	543	51	9	16	9	1	3	3	0	0	0	2	638	1.2%	
11:30	11:45	1	574	62	4	10	12	4	1	2	1	0	0	0	671	1.3%	
11:45	12:00	1	568	53	6	10	8	5	1	5	2	0	0	3	662	1.3%	
11:00	12:00	6	2202	215	28	49	42	11	7	12	3	0	0	6	0	2581	4.9%



12:00	12:15	0	549	44	2	11	9	0	2	1	1	0	0	3	622	1.2%	
12:15	12:30	2	606	79	11	9	11	2	4	0	1	0	0	0	725	1.4%	
12:30	12:45	1	573	59	2	16	13	1	1	4	0	0	0	5	675	1.3%	
12:45	13:00	0	622	64	4	14	14	2	2	0	0	0	0	3	725	1.4%	
12:00	13:00	3	2350	246	19	50	47	5	9	5	2	0	0	11	0	2747	5.3%
13:00	13:15	0	556	68	3	11	10	4	3	6	1	0	0	1	663	1.3%	
13:15	13:30	1	542	62	6	16	15	0	1	1	1	0	0	1	646	1.2%	
13:30	13:45	0	559	59	6	15	5	1	1	2	1	0	0	1	650	1.2%	
13:45	14:00	2	619	67	10	16	15	3	3	2	1	0	0	3	741	1.4%	
13:00	14:00	3	2276	256	25	58	45	8	8	11	4	0	0	6	0	2700	5.2%
14:00	14:15	0	590	71	12	9	8	2	4	1	1	0	0	3	701	1.3%	
14:15	14:30	1	679	69	9	15	11	4	6	2	3	0	0	4	803	1.5%	
14:30	14:45	5	787	76	15	13	9	5	3	9	2	0	0	1	925	1.8%	
14:45	15:00	2	786	54	11	9	13	2	1	1	1	0	0	3	883	1.7%	
14:00	15:00	8	2842	270	47	46	41	13	14	13	7	0	0	11	0	3312	6.3%
15:00	15:15	1	761	67	8	10	10	1	6	4	2	0	0	2	872	1.7%	
15:15	15:30	1	808	70	11	9	13	1	2	2	1	0	0	2	920	1.8%	
15:30	15:45	2	816	82	8	10	9	2	2	1	4	0	0	2	938	1.8%	
15:45	16:00	0	817	76	13	6	10	2	1	2	2	1	0	4	934	1.8%	
15:00	16:00	4	3202	295	40	35	42	6	11	9	9	1	0	10	0	3664	7.0%
16:00	16:15	1	836	64	7	11	10	2	4	2	2	0	0	1	940	1.8%	
16:15	16:30	2	808	58	11	9	16	3	0	2	2	0	0	0	911	1.7%	
16:30	16:45	2	849	63	2	4	17	5	7	4	2	0	0	1	956	1.8%	
16:45	17:00	2	839	52	1	9	15	5	4	1	1	0	0	2	931	1.8%	
16:00	17:00	7	3332	237	21	33	58	15	15	9	7	0	0	4	0	3738	7.2%
17:00	17:15	2	817	63	4	9	13	3	0	0	1	0	0	2	914	1.8%	
17:15	17:30	5	902	61	5	7	10	3	1	1	1	0	0	2	998	1.9%	
17:30	17:45	1	809	58	2	10	14	2	2	2	2	0	0	2	904	1.7%	
17:45	18:00	1	892	61	5	6	16	1	4	1	2	0	0	0	989	1.9%	
17:00	18:00	9	3420	243	16	32	53	9	7	4	6	0	0	6	0	3805	7.3%
18:00	18:15	1	842	66	3	7	16	4	3	3	4	0	0	0	949	1.8%	
18:15	18:30	1	806	57	7	4	4	1	4	1	2	0	0	2	889	1.7%	
18:30	18:45	1	736	53	1	9	11	3	2	0	2	0	0	1	819	1.6%	
18:45	19:00	0	786	39	4	7	11	2	2	1	1	0	0	2	855	1.6%	
18:00	19:00	3	3170	215	15	27	42	10	11	5	9	0	0	5	0	3512	6.7%
19:00	19:15	2	774	39	1	2	15	1	1	0	0	0	0	2	837	1.6%	
19:15	19:30	4	766	44	5	2	7	2	3	0	0	0	0	1	834	1.6%	
19:30	19:45	0	701	35	5	4	5	0	5	2	3	0	0	1	761	1.5%	
19:45	20:00	0	604	43	4	4	11	1	0	0	0	0	0	1	668	1.3%	
19:00	20:00	6	2845	161	15	12	38	4	9	2	3	0	0	5	0	3100	5.9%
20:00	20:15	1	605	32	5	4	6	2	0	0	2	0	0	0	657	1.3%	
20:15	20:30	0	634	26	2	6	9	1	1	2	0	0	0	0	681	1.3%	
20:30	20:45	0	541	36	1	3	9	0	1	2	0	0	0	1	594	1.1%	
20:45	21:00	3	590	35	6	1	9	0	2	1	1	0	0	1	649	1.2%	
20:00	21:00	4	2370	129	14	14	33	3	4	5	3	0	0	2	0	2581	4.9%
21:00	21:15	3	509	30	2	4	8	1	3	2	1	0	0	0	563	1.1%	
21:15	21:30	0	455	31	3	7	5	1	1	0	0	0	0	0	503	1.0%	
21:30	21:45	0	453	24	2	3	9	1	1	0	1	0	0	0	494	0.9%	
21:45	22:00	0	466	22	1	1	6	0	1	3	0	0	0	0	500	1.0%	
21:00	22:00	3	1883	107	8	15	28	3	6	5	2	0	0	0	0	2060	3.9%
22:00	22:15	0	423	23	1	3	4	0	1	0	0	0	0	0	455	0.9%	
22:15	22:30	1	344	18	4	3	4	0	0	1	0	0	0	0	375	0.7%	
22:30	22:45	0	357	20	2	1	6	1	1	0	0	0	0	1	389	0.7%	
22:45	23:00	1	304	18	2	2	7	1	0	1	0	0	0	1	337	0.6%	
22:00	23:00	2	1428	79	9	9	21	2	2	2	0	0	0	2	0	1556	3.0%
23:00	23:15	1	347	13	3	1	4	0	0	1	1	0	0	0	371	0.7%	
23:15	23:30	0	299	9	3	1	2	0	1	1	1	0	0	0	317	0.6%	
23:30	23:45	1	233	9	2	4	1	0	0	1	1	0	0	0	252	0.5%	
23:45	00:00	0	205	19	0	2	3	0	0	1	1	0	0	1	232	0.4%	
23:00	00:00	2	1084	50	8	8	10	0	1	4	4	0	0	1	0	1172	2.2%
<b>Total</b>		<b>85</b>	<b>45958</b>	<b>3634</b>	<b>441</b>	<b>593</b>	<b>763</b>	<b>158</b>	<b>156</b>	<b>165</b>	<b>94</b>	<b>2</b>	<b>0</b>	<b>112</b>	<b>52161</b>		
		0.2%	88.1%	7.0%	0.8%	1.1%	1.5%	0.3%	0.3%	0.3%	0.2%	0.0%	0.0%	0.2%			
<b>AM PEAK</b>		<b>3</b>	<b>945</b>	<b>73</b>	<b>13</b>	<b>16</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>1070</b>		
period		8:00	8:15	8:15	8:00	11:15	8:45	9:00	7:00	8:30	8:30	8:00		8:00	8:15		
% of class		3.5%	2.1%	2.0%	2.9%	2.7%	2.6%	6.3%	3.2%	3.0%	5.3%	50.0%		4.5%		2.1%	
<b>PM PEAK</b>		<b>5</b>	<b>902</b>	<b>82</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>7</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>998</b>		
period		14:30	17:15	15:30	14:30	12:30	16:30	14:30	16:30	14:30	15:30	15:45		12:30	17:15		
% of class		5.9%	2.0%	2.3%	3.4%	2.7%	2.2%	3.2%	4.5%	5.5%	4.3%	50.0%		4.5%		1.9%	

Report-1.9		Location : 106227NS Erin Mills Parkway - 500m North of Erin Centre Boulevard														
		Direction : North + South Road : 0														
		Dates : 6/8/2023														
Classes		Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total	
00:00	0:15	2	159	7	3	1	4	0	0	6	0	0	0	0	182	0.4%
0:15	0:30	0	156	6	5	0	0	0	0	3	1	0	0	0	171	0.3%
0:30	0:45	0	123	5	3	0	2	0	1	5	0	0	0	0	139	0.3%
0:45	1:00	0	78	6	2	0	1	0	0	2	0	0	0	0	89	0.2%
00:00	1:00	2	516	24	13	1	7	0	1	16	1	0	0	0	581	1.1%
1:00	1:15	0	96	1	3	0	1	0	0	0	1	0	0	0	102	0.2%
1:15	1:30	0	82	2	3	1	3	0	0	4	1	0	0	0	96	0.2%
1:30	1:45	0	70	1	1	0	0	0	0	4	1	0	0	0	77	0.1%
1:45	2:00	0	56	1	1	0	0	0	0	1	0	0	1	0	60	0.1%
1:00	2:00	0	304	5	8	1	4	0	0	8	4	0	0	1	335	0.6%
2:00	2:15	1	43	4	0	1	0	0	0	0	0	0	0	0	49	0.1%
2:15	2:30	1	40	1	1	1	1	0	0	4	0	0	0	0	49	0.1%
2:30	2:45	0	41	3	0	0	1	0	0	1	0	0	0	1	47	0.1%
2:45	3:00	0	31	2	1	1	0	0	0	0	1	0	0	0	36	0.1%
2:00	3:00	2	155	10	2	3	2	0	0	5	1	0	0	1	181	0.4%
3:00	3:15	0	51	3	1	1	2	0	0	2	0	0	0	1	61	0.1%
3:15	3:30	0	30	2	0	0	1	0	0	4	1	0	0	0	38	0.1%
3:30	3:45	1	31	7	0	1	1	0	0	0	0	0	0	0	41	0.1%
3:45	4:00	0	29	2	1	0	3	0	0	0	0	0	0	0	35	0.1%
3:00	4:00	1	141	14	2	2	7	0	0	6	1	0	0	1	175	0.3%
4:00	4:15	0	44	6	2	0	1	0	0	3	0	0	0	0	56	0.1%
4:15	4:30	0	54	4	3	5	0	0	0	3	0	0	0	0	69	0.1%
4:30	4:45	0	65	2	2	0	2	0	0	0	1	0	0	0	72	0.1%
4:45	5:00	0	81	7	4	1	3	0	0	0	0	0	0	0	96	0.2%
4:00	5:00	0	244	19	11	6	6	0	0	6	1	0	0	0	293	0.6%
5:00	5:15	0	95	10	2	2	2	0	0	1	1	0	0	0	113	0.2%
5:15	5:30	0	135	12	3	1	2	0	0	0	0	0	0	0	153	0.3%
5:30	5:45	1	210	20	1	1	2	1	0	2	0	0	0	1	239	0.5%
5:45	6:00	0	217	26	3	4	1	0	1	0	0	0	0	2	254	0.5%
5:00	6:00	1	657	68	9	8	7	1	1	3	1	0	0	3	759	1.5%
6:00	6:15	0	250	30	3	7	4	1	0	2	1	0	0	1	299	0.6%
6:15	6:30	0	291	23	2	7	3	2	3	0	0	0	0	0	331	0.6%
6:30	6:45	1	444	35	5	5	8	3	1	4	0	0	0	2	508	1.0%
6:45	7:00	1	471	45	9	10	6	1	0	1	1	0	0	1	546	1.1%
6:00	7:00	2	1456	133	19	29	21	7	4	7	2	0	0	4	1684	3.3%
7:00	7:15	0	437	33	2	6	6	4	2	2	1	0	0	1	494	1.0%
7:15	7:30	2	546	48	8	6	8	3	2	0	0	0	0	1	624	1.2%
7:30	7:45	0	625	56	4	5	8	2	4	1	1	0	0	1	707	1.4%
7:45	8:00	0	768	51	9	6	2	6	6	1	0	0	0	2	851	1.7%
7:00	8:00	2	2376	188	23	23	24	15	14	4	2	0	0	5	2676	5.2%
8:00	8:15	1	755	70	8	2	4	4	3	0	1	0	0	1	849	1.6%
8:15	8:30	1	876	75	14	16	5	7	2	0	0	0	0	2	998	1.9%
8:30	8:45	1	831	70	12	10	9	6	4	1	1	0	0	7	952	1.8%
8:45	9:00	0	768	52	8	11	2	4	2	3	2	0	0	2	854	1.7%
8:00	9:00	3	3230	267	42	39	20	21	11	4	4	0	0	12	3653	7.1%
9:00	9:15	1	644	72	11	10	8	4	4	1	0	0	0	1	756	1.5%
9:15	9:30	0	655	62	14	10	8	4	5	0	1	0	0	4	763	1.5%
9:30	9:45	0	583	50	2	7	6	1	2	1	3	0	0	1	656	1.3%
9:45	10:00	0	536	54	7	13	4	1	1	0	0	0	0	0	616	1.2%
9:00	10:00	1	2418	238	34	40	26	10	12	2	4	0	0	6	2791	5.4%
10:00	10:15	0	524	60	3	14	7	2	1	2	1	0	0	1	615	1.2%
10:15	10:30	1	509	42	5	10	7	0	3	0	1	0	0	2	580	1.1%
10:30	10:45	0	547	49	4	11	9	2	4	1	2	0	0	1	630	1.2%
10:45	11:00	0	592	76	6	8	7	0	2	0	2	0	0	1	694	1.3%
10:00	11:00	1	2172	227	18	43	30	4	10	3	6	0	0	5	2519	4.9%
11:00	11:15	3	585	49	6	14	8	0	6	2	1	0	0	0	674	1.3%
11:15	11:30	0	516	51	9	8	6	0	1	3	1	0	0	1	596	1.2%
11:30	11:45	0	607	61	6	12	8	1	3	1	3	0	0	0	702	1.4%
11:45	12:00	0	551	49	8	13	4	0	1	3	1	0	0	0	630	1.2%
11:00	12:00	3	2259	210	29	47	26	1	11	9	6	0	0	1	2602	5.0%

12:00	12:15	1	596	54	6	9	4	2	3	2	0	0	0	0	677	1.3%	
12:15	12:30	2	573	62	10	17	10	1	1	1	1	0	0	2	680	1.3%	
12:30	12:45	1	551	58	4	8	7	2	2	4	2	0	0	1	640	1.2%	
12:45	13:00	1	651	63	5	8	11	8	2	2	1	0	0	1	753	1.5%	
12:00	13:00	5	2371	237	25	42	32	13	8	9	4	0	0	4	0	2750	5.3%
13:00	13:15	2	549	66	7	15	7	1	1	2	2	0	0	0	652	1.3%	
13:15	13:30	0	597	55	8	10	12	2	6	3	2	0	0	2	697	1.4%	
13:30	13:45	0	583	50	7	12	7	2	1	1	1	0	0	1	665	1.3%	
13:45	14:00	0	647	66	11	17	11	3	2	4	1	0	0	1	763	1.5%	
13:00	14:00	2	2376	237	33	54	37	8	10	10	6	0	0	4	0	2777	5.4%
14:00	14:15	1	631	60	10	7	9	0	1	2	2	0	0	0	723	1.4%	
14:15	14:30	0	667	66	7	13	8	3	0	2	1	0	0	1	768	1.5%	
14:30	14:45	1	710	70	16	11	3	3	2	2	2	0	0	1	821	1.6%	
14:45	15:00	1	786	64	16	20	12	3	5	0	1	0	0	3	911	1.8%	
14:00	15:00	3	2794	260	49	51	32	9	8	6	6	0	0	5	0	3223	6.3%
15:00	15:15	0	758	69	7	8	13	1	3	0	0	0	0	0	859	1.7%	
15:15	15:30	0	862	71	8	3	8	5	1	1	0	0	0	0	959	1.9%	
15:30	15:45	1	759	72	15	4	10	2	2	0	0	0	0	0	865	1.7%	
15:45	16:00	0	851	69	6	10	8	2	4	3	0	0	0	2	955	1.9%	
15:00	16:00	1	3230	281	36	25	39	10	10	4	0	0	0	2	0	3638	7.1%
16:00	16:15	1	804	65	10	19	12	2	2	0	0	0	0	2	917	1.8%	
16:15	16:30	1	761	53	4	13	9	0	2	1	0	0	0	1	845	1.6%	
16:30	16:45	0	792	49	6	4	10	4	2	2	1	0	0	1	871	1.7%	
16:45	17:00	0	919	71	4	9	10	1	3	0	0	0	0	0	1017	2.0%	
16:00	17:00	2	3276	238	24	45	41	7	9	3	1	0	0	4	0	3650	7.1%
17:00	17:15	0	859	74	3	6	13	1	3	3	2	0	0	0	964	1.9%	
17:15	17:30	1	937	74	3	5	7	6	5	0	0	0	0	1	1039	2.0%	
17:30	17:45	0	908	57	2	9	9	2	4	1	0	0	0	1	993	1.9%	
17:45	18:00	1	878	57	4	6	5	1	1	1	1	0	0	1	956	1.9%	
17:00	18:00	2	3582	262	12	26	34	10	13	5	3	0	0	3	0	3952	7.7%
18:00	18:15	2	795	52	3	11	13	5	1	3	1	0	0	0	886	1.7%	
18:15	18:30	1	786	44	8	12	10	3	2	3	0	0	0	0	869	1.7%	
18:30	18:45	1	763	54	2	5	10	3	1	1	3	0	0	3	846	1.6%	
18:45	19:00	0	715	50	6	5	11	4	5	0	1	0	0	0	797	1.5%	
18:00	19:00	4	3059	200	19	33	44	15	9	7	5	0	0	3	0	3398	6.6%
19:00	19:15	3	668	42	4	5	10	0	0	0	1	0	0	1	734	1.4%	
19:15	19:30	0	709	38	4	2	11	4	0	3	0	0	0	0	771	1.5%	
19:30	19:45	0	679	35	8	2	9	0	0	1	1	0	0	0	735	1.4%	
19:45	20:00	2	597	42	3	6	8	2	0	1	0	0	0	0	661	1.3%	
19:00	20:00	5	2653	157	19	15	38	6	0	5	2	0	0	1	0	2901	5.6%
20:00	20:15	0	519	49	3	6	5	0	0	0	0	0	0	0	582	1.1%	
20:15	20:30	1	602	40	5	5	4	1	2	3	0	0	0	0	663	1.3%	
20:30	20:45	2	533	31	3	6	6	1	0	1	1	0	0	2	586	1.1%	
20:45	21:00	2	545	27	7	4	7	0	0	3	1	0	0	0	596	1.2%	
20:00	21:00	5	2199	147	18	21	22	2	2	7	2	0	0	2	0	2427	4.7%
21:00	21:15	0	513	35	1	4	9	0	1	2	0	0	0	1	566	1.1%	
21:15	21:30	0	459	27	5	5	2	1	1	0	0	0	0	1	501	1.0%	
21:30	21:45	0	467	24	2	5	1	0	1	2	1	0	0	0	503	1.0%	
21:45	22:00	1	389	25	1	1	5	0	0	1	1	0	0	0	424	0.8%	
21:00	22:00	1	1828	111	9	15	17	1	3	5	2	0	0	2	0	1994	3.9%
22:00	22:15	0	405	19	0	2	6	1	0	1	0	0	0	0	434	0.8%	
22:15	22:30	0	367	27	3	5	5	2	0	1	0	0	0	0	410	0.8%	
22:30	22:45	1	331	31	2	0	3	1	0	1	0	0	0	0	370	0.7%	
22:45	23:00	0	301	12	6	3	4	0	0	1	0	0	0	0	327	0.6%	
22:00	23:00	1	1404	89	11	10	18	4	0	4	0	0	0	0	0	1541	3.0%
23:00	23:15	0	324	15	2	3	2	1	0	1	1	0	0	0	349	0.7%	
23:15	23:30	0	281	11	4	1	1	0	0	0	0	0	0	0	298	0.6%	
23:30	23:45	0	210	16	3	0	1	0	0	0	0	0	0	0	230	0.4%	
23:45	00:00	0	155	13	4	3	2	0	0	1	0	0	0	0	178	0.3%	
23:00	00:00	0	970	55	13	7	6	1	0	2	1	0	0	0	0	1055	2.0%
<b>Total</b>		<b>49</b>	<b>45670</b>	<b>3677</b>	<b>478</b>	<b>586</b>	<b>540</b>	<b>145</b>	<b>136</b>	<b>140</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>51555</b>		
		0.1%	88.6%	7.1%	0.9%	1.1%	1.0%	0.3%	0.3%	0.3%	0.1%	0.0%	0.0%	0.1%			
<b>AM PEAK</b>		<b>3</b>	<b>876</b>	<b>76</b>	<b>14</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>998</b>		
period		11:00	8:15	10:45	8:15	8:15	8:30	8:15	7:45	00:00	9:30			8:30	8:15		
% of class		6.1%	1.9%	2.1%	2.9%	2.7%	1.7%	4.8%	4.4%	4.3%	4.6%			10.1%	1.9%		
<b>PM PEAK</b>		<b>3</b>	<b>937</b>	<b>74</b>	<b>16</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1039</b>		
period		19:00	17:15	17:00	14:30	14:45	15:00	12:45	13:15	12:30	18:30			14:45	17:15		
% of class		6.1%	2.1%	2.0%	3.3%	3.4%	2.4%	5.5%	4.4%	2.9%	4.6%			4.3%	2.0%		



## Volume Result Details by Hour Report

**Location.....** GLEN ERIN DR btwn EGLINTON AVE W & UNNAMED UCOM  
**Municipality.....** Mississauga  
**Count Station.....** 3909  
**Direction.....** Both Directions

Date	Time Period	Count	Peak Hour
Thursday, April 26, 2018			
	12:00 AM 01:00 AM	83	<input type="checkbox"/>
	01:00 AM 02:00 AM	33	<input type="checkbox"/>
	02:00 AM 03:00 AM	27	<input type="checkbox"/>
	03:00 AM 04:00 AM	18	<input type="checkbox"/>
	04:00 AM 05:00 AM	21	<input type="checkbox"/>
	05:00 AM 06:00 AM	90	<input type="checkbox"/>
	06:00 AM 07:00 AM	266	<input type="checkbox"/>
	07:00 AM 08:00 AM	718	<input type="checkbox"/>
	08:00 AM 09:00 AM	1190	<input type="checkbox"/>
	09:00 AM 10:00 AM	712	<input type="checkbox"/>
	10:00 AM 11:00 AM	708	<input type="checkbox"/>
	11:00 AM 12:00 PM	746	<input type="checkbox"/>
	12:00 PM 01:00 PM	788	<input type="checkbox"/>
	01:00 PM 02:00 PM	793	<input type="checkbox"/>
	02:00 PM 03:00 PM	955	<input type="checkbox"/>
	03:00 PM 04:00 PM	1086	<input type="checkbox"/>
	04:00 PM 05:00 PM	1216	<input type="checkbox"/>
	05:00 PM 06:00 PM	1437	<input checked="" type="checkbox"/>
	06:00 PM 07:00 PM	1279	<input type="checkbox"/>
	07:00 PM 08:00 PM	993	<input type="checkbox"/>
	08:00 PM 09:00 PM	783	<input type="checkbox"/>
	09:00 PM 10:00 PM	541	<input type="checkbox"/>
	10:00 PM 11:00 PM	346	<input type="checkbox"/>
	11:00 PM 12:00 AM	243	<input type="checkbox"/>
<b>Total</b>		<b>15,072</b>	

# APPENDIX B

Sample STAMSON 5.04 Output



ACOUSTICS



NOISE



VIBRATION

Filename: ap\_sw.te                            Time Period: Day/Night 16/8 hours

Description: Southwest facade of Building A, 6-storey podium

Road data, segment # 1: Glen Erin (day/night)

-----  
Car traffic volume : 12965/1441 veh/TimePeriod \*  
Medium truck volume : 146/16 veh/TimePeriod \*  
Heavy truck volume : 119/13 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14700  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
Medium Truck % of Total Volume : 1.10  
Heavy Truck % of Total Volume : 0.90  
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Glen Erin (day/night)

-----  
Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 2 (Reflective ground surface)  
Receiver source distance : 26.40 / 26.40 m  
Receiver height : 16.50 / 16.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Erin Centre (day/night)

-----  
Car traffic volume : 14861/1651 veh/TimePeriod \*  
Medium truck volume : 341/38 veh/TimePeriod \*  
Heavy truck volume : 279/31 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17200  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00



Medium Truck % of Total Volume : 2.20  
 Heavy Truck % of Total Volume : 1.80  
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Erin Centre (day/night)

-----  
 Angle1 Angle2 : 0.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0 / 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 245.00 / 245.00 m  
 Receiver height : 16.50 / 16.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Glen Erin (day)

-----  
 Source height = 0.97 m

ROAD (0.00 + 61.14 + 0.00) = 61.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.59	0.00	-2.46	0.00	0.00	0.00	0.00	61.14

-----  
 Segment Leq : 61.14 dBA

Results segment # 2: Erin Centre (day)

-----  
 Source height = 1.16 m

ROAD (0.00 + 47.38 + 0.00) = 47.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.22	65.78	0.00	-14.80	-3.60	0.00	0.00	0.00	47.38

-----  
 Segment Leq : 47.38 dBA

Total Leq All Segments: 61.32 dBA▲

Results segment # 1: Glen Erin (night)

-----  
 Source height = 0.97 m

ROAD (0.00 + 54.58 + 0.00) = 54.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq



ACOUSTICS



NOISE



VIBRATION

-90 90 0.00 57.03 0.00 -2.46 0.00 0.00 0.00 0.00 54.58

---

Segment Leq : 54.58 dBA

Results segment # 2: Erin Centre (night)

---

Source height = 1.16 m

ROAD (0.00 + 40.85 + 0.00) = 40.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

---

0	90	0.22	59.25	0.00	-14.80	-3.60	0.00	0.00	0.00	40.85
---	----	------	-------	------	--------	-------	------	------	------	-------

---

Segment Leq : 40.85 dBA

Total Leq All Segments: 54.76 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.32 dBA  
(NIGHT): 54.76 dBA



ACOUSTICS



NOISE



VIBRATION



Filename: fp\_nw.te                            Time Period: Day/Night 16/8 hours

Description: Northwest facade of Building F, 6-storey podium

Road data, segment # 1: Glen Erin (day/night)

-----  
Car traffic volume : 12965/1441 veh/TimePeriod \*  
Medium truck volume : 146/16 veh/TimePeriod \*  
Heavy truck volume : 119/13 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 14700  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
Medium Truck % of Total Volume : 1.10  
Heavy Truck % of Total Volume : 0.90  
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Glen Erin (day/night)

-----  
Angle1 Angle2 : 0.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0 / 0  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 343.60 / 343.60 m  
Receiver height : 16.50 / 16.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Erin Centre (day/night)

-----  
Car traffic volume : 14861/1651 veh/TimePeriod \*  
Medium truck volume : 341/38 veh/TimePeriod \*  
Heavy truck volume : 279/31 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 17200  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00



Medium Truck % of Total Volume : 2.20  
 Heavy Truck % of Total Volume : 1.80  
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Erin Centre (day/night)

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0 / 0  
 Surface : 2 (Reflective ground surface)  
 Receiver source distance : 24.00 / 24.00 m  
 Receiver height : 16.50 / 16.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00▲  
 Road data, segment # 3: Erin Mills (day/night)

-----  
 Car traffic volume : 41028/4559 veh/TimePeriod \*  
 Medium truck volume : 525/58 veh/TimePeriod \*  
 Heavy truck volume : 2187/243 veh/TimePeriod \*  
 Posted speed limit : 70 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

\* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 48600  
 Percentage of Annual Growth : 0.00  
 Number of Years of Growth : 0.00  
 Medium Truck % of Total Volume : 1.20  
 Heavy Truck % of Total Volume : 5.00  
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 3: Erin Mills (day/night)

-----  
 Angle1 Angle2 : -90.00 deg 0.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0 / 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 364.70 / 364.70 m  
 Receiver height : 16.50 / 16.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Glen Erin (day)

-----  
 Source height = 0.97 m

ROAD (0.00 + 43.31 + 0.00) = 43.31 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq



ACOUSTICS



NOISE



VIBRATION

-----  
 0 90 0.23 63.59 0.00 -16.67 -3.61 0.00 0.00 0.00 43.31  
 -----

Segment Leq : 43.31 dBA

Results segment # 2: Erin Centre (day)  
 -----

Source height = 1.16 m

ROAD (0.00 + 63.74 + 0.00) = 63.74 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.78	0.00	-2.04	0.00	0.00	0.00	0.00	63.74

-----

Segment Leq : 63.74 dBA

Results segment # 3: Erin Mills (day)  
 -----

Source height = 1.50 m

ROAD (0.00 + 55.11 + 0.00) = 55.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.21	75.46	0.00	-16.77	-3.57	0.00	0.00	0.00	55.11

-----

Segment Leq : 55.11 dBA

Total Leq All Segments: 64.33 dBA

Results segment # 1: Glen Erin (night)  
 -----

Source height = 0.97 m

ROAD (0.00 + 36.75 + 0.00) = 36.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.23	57.03	0.00	-16.67	-3.61	0.00	0.00	0.00	36.75

-----

Segment Leq : 36.75 dBA▲

Results segment # 2: Erin Centre (night)  
 -----

Source height = 1.16 m



ACOUSTICS



NOISE



VIBRATION

ROAD (0.00 + 57.21 + 0.00) = 57.21 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	59.25	0.00	-2.04	0.00	0.00	0.00	0.00	57.21

Segment Leq : 57.21 dBA

Results segment # 3: Erin Mills (night)

Source height = 1.50 m

ROAD (0.00 + 48.58 + 0.00) = 48.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.21	68.92	0.00	-16.77	-3.57	0.00	0.00	0.00	48.58

Segment Leq : 48.58 dBA

Total Leq All Segments: 57.80 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.33 dBA  
(NIGHT): 57.80 dBA



ACOUSTICS



NOISE



VIBRATION