



Paradigm Transportation Solutions Limited  
22 King Street South, Suite 300

Waterloo, Ontario, Canada N2J 1N8  
519-896-3163 cbowness@ptsl.com

Count Name: Steeles Avenue & Fifth  
Line/Brownridge - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |      |       |        |      |            | Steeles Avenue Westbound |      |       |        |      |            | Brownridge Road Northbound |      |       |        |      |            | Fifth Line Southbound |      |       |        |      |            | Int. Total |
|---------------|--------------------------|------|-------|--------|------|------------|--------------------------|------|-------|--------|------|------------|----------------------------|------|-------|--------|------|------------|-----------------------|------|-------|--------|------|------------|------------|
|               | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                       | Thru | Right | U-Turn | Peds | App. Total | Left                  | Thru | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 7                        | 45   | 2     | 0      | 0    | 54         | 0                        | 56   | 5     | 0      | 0    | 61         | 1                          | 0    | 1     | 0      | 0    | 2          | 2                     | 0    | 2     | 0      | 0    | 4          | 121        |
| 6:15 AM       | 11                       | 58   | 2     | 0      | 0    | 71         | 3                        | 74   | 5     | 0      | 0    | 82         | 0                          | 0    | 0     | 0      | 0    | 0          | 3                     | 0    | 9     | 0      | 0    | 12         | 165        |
| 6:30 AM       | 12                       | 87   | 7     | 0      | 0    | 106        | 1                        | 63   | 6     | 0      | 0    | 70         | 0                          | 0    | 0     | 0      | 0    | 0          | 2                     | 0    | 4     | 0      | 0    | 6          | 182        |
| 6:45 AM       | 13                       | 107  | 6     | 0      | 0    | 126        | 1                        | 72   | 8     | 0      | 0    | 81         | 1                          | 0    | 0     | 0      | 0    | 1          | 4                     | 0    | 7     | 0      | 0    | 11         | 219        |
| Hourly Total  | 43                       | 297  | 17    | 0      | 0    | 357        | 5                        | 265  | 24    | 0      | 0    | 294        | 2                          | 0    | 1     | 0      | 0    | 3          | 11                    | 0    | 22    | 0      | 0    | 33         | 687        |
| 7:00 AM       | 22                       | 149  | 6     | 0      | 1    | 177        | 1                        | 78   | 9     | 0      | 0    | 88         | 3                          | 0    | 2     | 0      | 0    | 5          | 4                     | 0    | 9     | 0      | 0    | 13         | 283        |
| 7:15 AM       | 36                       | 148  | 9     | 0      | 0    | 193        | 2                        | 87   | 6     | 0      | 0    | 95         | 1                          | 0    | 0     | 0      | 0    | 1          | 4                     | 1    | 18    | 0      | 0    | 23         | 312        |
| 7:30 AM       | 25                       | 189  | 12    | 0      | 0    | 226        | 3                        | 105  | 7     | 0      | 0    | 115        | 2                          | 0    | 3     | 0      | 0    | 5          | 6                     | 0    | 14    | 0      | 0    | 20         | 366        |
| 7:45 AM       | 41                       | 183  | 18    | 0      | 0    | 242        | 8                        | 109  | 5     | 0      | 0    | 122        | 2                          | 0    | 1     | 0      | 1    | 3          | 4                     | 3    | 16    | 0      | 0    | 23         | 390        |
| Hourly Total  | 124                      | 669  | 45    | 0      | 1    | 838        | 14                       | 379  | 27    | 0      | 0    | 420        | 8                          | 0    | 6     | 0      | 1    | 14         | 18                    | 4    | 57    | 0      | 0    | 79         | 1351       |
| 8:00 AM       | 33                       | 185  | 6     | 0      | 0    | 224        | 2                        | 98   | 9     | 1      | 0    | 110        | 5                          | 0    | 1     | 0      | 0    | 6          | 4                     | 2    | 15    | 0      | 0    | 21         | 361        |
| 8:15 AM       | 36                       | 170  | 15    | 1      | 0    | 222        | 3                        | 108  | 16    | 0      | 0    | 127        | 0                          | 0    | 0     | 0      | 0    | 0          | 6                     | 1    | 18    | 0      | 0    | 25         | 374        |
| 8:30 AM       | 28                       | 146  | 11    | 0      | 0    | 185        | 2                        | 101  | 7     | 0      | 0    | 110        | 4                          | 0    | 3     | 0      | 0    | 7          | 5                     | 0    | 16    | 0      | 0    | 21         | 323        |
| 8:45 AM       | 11                       | 106  | 8     | 0      | 0    | 125        | 4                        | 90   | 4     | 0      | 0    | 98         | 3                          | 0    | 0     | 0      | 0    | 3          | 7                     | 2    | 13    | 0      | 0    | 22         | 248        |
| Hourly Total  | 108                      | 607  | 40    | 1      | 0    | 756        | 11                       | 397  | 36    | 1      | 0    | 445        | 12                         | 0    | 4     | 0      | 0    | 16         | 22                    | 5    | 62    | 0      | 0    | 89         | 1306       |
| 9:00 AM       | 10                       | 90   | 10    | 0      | 0    | 110        | 1                        | 101  | 3     | 0      | 0    | 105        | 1                          | 0    | 2     | 0      | 0    | 3          | 5                     | 0    | 13    | 0      | 0    | 18         | 236        |
| 9:15 AM       | 9                        | 95   | 11    | 0      | 0    | 115        | 0                        | 87   | 7     | 0      | 0    | 94         | 4                          | 0    | 2     | 0      | 0    | 6          | 6                     | 0    | 9     | 0      | 0    | 15         | 230        |
| 9:30 AM       | 9                        | 76   | 5     | 0      | 0    | 90         | 0                        | 91   | 3     | 0      | 0    | 94         | 3                          | 0    | 0     | 0      | 0    | 3          | 3                     | 1    | 17    | 0      | 0    | 21         | 208        |
| 9:45 AM       | 12                       | 67   | 8     | 0      | 0    | 87         | 5                        | 90   | 3     | 0      | 0    | 98         | 9                          | 1    | 1     | 0      | 0    | 11         | 3                     | 1    | 9     | 0      | 0    | 13         | 209        |
| Hourly Total  | 40                       | 328  | 34    | 0      | 0    | 402        | 6                        | 369  | 16    | 0      | 0    | 391        | 17                         | 1    | 5     | 0      | 0    | 23         | 17                    | 2    | 48    | 0      | 0    | 67         | 883        |
| 10:00 AM      | 0                        | 0    | 0     | 0      | 0    | 0          | 0                        | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                        | -    | -     | -      | -    | -          | -                        | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 0    | 0     | 0      | 0    | 0          | 0                        | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0          |
| 3:00 PM       | 18                       | 110  | 5     | 0      | 0    | 133        | 3                        | 132  | 5     | 0      | 0    | 140        | 5                          | 1    | 3     | 0      | 0    | 9          | 13                    | 1    | 22    | 0      | 0    | 36         | 318        |
| 3:15 PM       | 19                       | 113  | 6     | 0      | 0    | 138        | 2                        | 152  | 2     | 0      | 0    | 156        | 11                         | 1    | 4     | 0      | 0    | 16         | 4                     | 0    | 17    | 0      | 0    | 21         | 331        |
| 3:30 PM       | 17                       | 120  | 3     | 0      | 0    | 140        | 0                        | 156  | 5     | 0      | 0    | 161        | 5                          | 1    | 2     | 0      | 0    | 8          | 3                     | 1    | 10    | 0      | 0    | 14         | 323        |
| 3:45 PM       | 11                       | 107  | 7     | 0      | 0    | 125        | 4                        | 166  | 3     | 0      | 0    | 173        | 7                          | 1    | 7     | 0      | 0    | 15         | 5                     | 2    | 15    | 0      | 0    | 22         | 335        |
| Hourly Total  | 65                       | 450  | 21    | 0      | 0    | 536        | 9                        | 606  | 15    | 0      | 0    | 630        | 28                         | 4    | 16    | 0      | 0    | 48         | 25                    | 4    | 64    | 0      | 0    | 93         | 1307       |
| 4:00 PM       | 7                        | 115  | 5     | 0      | 0    | 127        | 0                        | 228  | 7     | 0      | 0    | 235        | 6                          | 2    | 5     | 0      | 0    | 13         | 8                     | 0    | 36    | 0      | 0    | 44         | 419        |
| 4:15 PM       | 12                       | 97   | 3     | 0      | 0    | 112        | 0                        | 239  | 2     | 0      | 0    | 241        | 3                          | 1    | 6     | 0      | 0    | 10         | 4                     | 0    | 26    | 0      | 0    | 30         | 393        |
| 4:30 PM       | 12                       | 114  | 1     | 0      | 0    | 127        | 0                        | 232  | 3     | 0      | 0    | 235        | 7                          | 1    | 4     | 0      | 0    | 12         | 14                    | 2    | 39    | 0      | 0    | 55         | 429        |
| 4:45 PM       | 12                       | 108  | 1     | 0      | 0    | 121        | 2                        | 214  | 3     | 0      | 0    | 219        | 6                          | 1    | 6     | 0      | 0    | 13         | 9                     | 0    | 22    | 0      | 0    | 31         | 384        |
| Hourly Total  | 43                       | 434  | 10    | 0      | 0    | 487        | 2                        | 913  | 15    | 0      | 0    | 930        | 22                         | 5    | 21    | 0      | 0    | 48         | 35                    | 2    | 123   | 0      | 0    | 160        | 1625       |
| 5:00 PM       | 14                       | 114  | 1     | 0      | 0    | 129        | 0                        | 228  | 4     | 0      | 0    | 232        | 16                         | 3    | 10    | 0      | 0    | 29         | 13                    | 1    | 19    | 0      | 0    | 33         | 423        |
| 5:15 PM       | 9                        | 111  | 0     | 0      | 0    | 120        | 0                        | 247  | 1     | 0      | 0    | 248        | 14                         | 2    | 3     | 0      | 0    | 19         | 6                     | 0    | 21    | 0      | 0    | 27         | 414        |
| 5:30 PM       | 14                       | 80   | 0     | 0      | 0    | 94         | 0                        | 225  | 3     | 0      | 0    | 228        | 7                          | 0    | 2     | 0      | 0    | 9          | 2                     | 0    | 13    | 0      | 0    | 15         | 346        |
| 5:45 PM       | 7                        | 63   | 1     | 0      | 0    | 71         | 0                        | 268  | 3     | 0      | 0    | 271        | 3                          | 0    | 3     | 0      | 0    | 6          | 2                     | 0    | 21    | 0      | 0    | 23         | 371        |

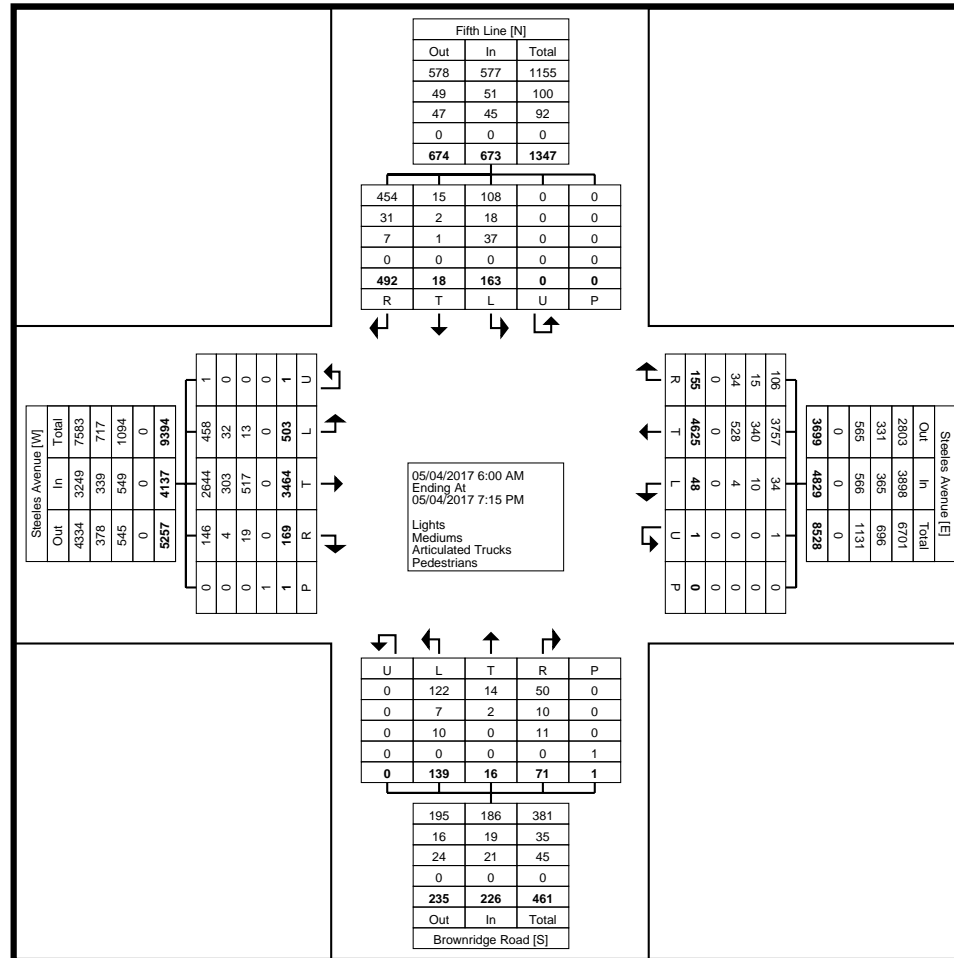




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Count Name: Steeles Avenue & Fifth  
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Site Code:  
Start Date: 05/04/2017  
Page No: 3



Turning Movement Data Plot





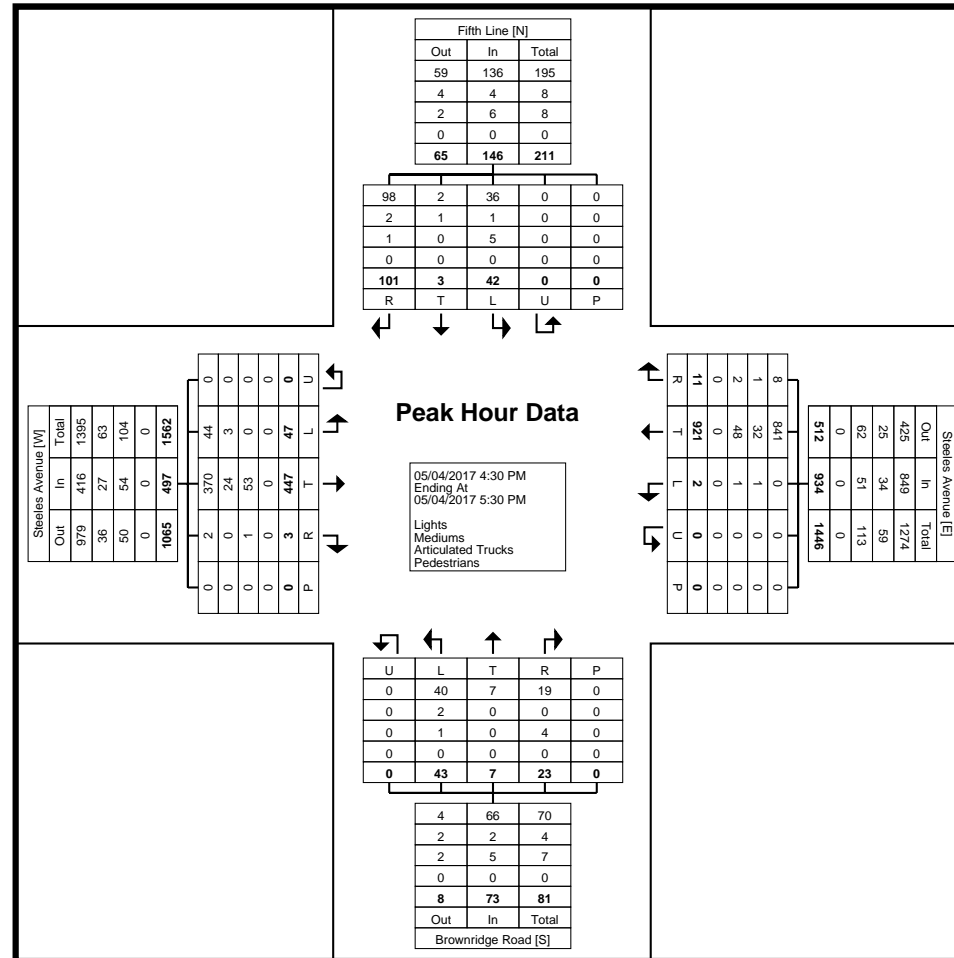




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Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Page No: 8





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Count Name: Steeles Avenue & Fifth Line  
(South) - Weekday  
Site Code:  
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Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |       |        |      |            | Steeles Avenue Westbound |      |        |      |            | Fifth Line Northbound |       |        |      |            | Int. Total |
|---------------|--------------------------|-------|--------|------|------------|--------------------------|------|--------|------|------------|-----------------------|-------|--------|------|------------|------------|
|               | Thru                     | Right | U-Turn | Peds | App. Total | Left                     | Thru | U-Turn | Peds | App. Total | Left                  | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 52                       | 2     | 0      | 0    | 54         | 0                        | 54   | 0      | 0    | 54         | 0                     | 0     | 0      | 0    | 0          | 108        |
| 6:15 AM       | 62                       | 2     | 0      | 0    | 64         | 1                        | 82   | 0      | 0    | 83         | 0                     | 0     | 0      | 0    | 0          | 147        |
| 6:30 AM       | 92                       | 3     | 0      | 0    | 95         | 2                        | 76   | 0      | 0    | 78         | 1                     | 0     | 0      | 0    | 1          | 174        |
| 6:45 AM       | 97                       | 10    | 0      | 0    | 107        | 3                        | 78   | 0      | 0    | 81         | 0                     | 0     | 0      | 0    | 0          | 188        |
| Hourly Total  | 303                      | 17    | 0      | 0    | 320        | 6                        | 290  | 0      | 0    | 296        | 1                     | 0     | 0      | 0    | 1          | 617        |
| 7:00 AM       | 149                      | 3     | 0      | 0    | 152        | 1                        | 89   | 0      | 0    | 90         | 0                     | 0     | 0      | 0    | 0          | 242        |
| 7:15 AM       | 153                      | 1     | 0      | 0    | 154        | 0                        | 90   | 0      | 0    | 90         | 4                     | 1     | 0      | 0    | 5          | 249        |
| 7:30 AM       | 209                      | 1     | 0      | 0    | 210        | 1                        | 126  | 0      | 0    | 127        | 0                     | 0     | 0      | 0    | 0          | 337        |
| 7:45 AM       | 174                      | 7     | 0      | 0    | 181        | 0                        | 113  | 0      | 0    | 113        | 0                     | 2     | 0      | 0    | 2          | 296        |
| Hourly Total  | 685                      | 12    | 0      | 0    | 697        | 2                        | 418  | 0      | 0    | 420        | 4                     | 3     | 0      | 0    | 7          | 1124       |
| 8:00 AM       | 190                      | 4     | 0      | 0    | 194        | 3                        | 111  | 0      | 0    | 114        | 2                     | 1     | 0      | 0    | 3          | 311        |
| 8:15 AM       | 186                      | 9     | 0      | 0    | 195        | 2                        | 124  | 0      | 0    | 126        | 4                     | 0     | 0      | 0    | 4          | 325        |
| 8:30 AM       | 164                      | 3     | 0      | 0    | 167        | 6                        | 114  | 0      | 0    | 120        | 2                     | 2     | 0      | 0    | 4          | 291        |
| 8:45 AM       | 114                      | 4     | 0      | 0    | 118        | 1                        | 98   | 0      | 0    | 99         | 3                     | 4     | 0      | 0    | 7          | 224        |
| Hourly Total  | 654                      | 20    | 0      | 0    | 674        | 12                       | 447  | 0      | 0    | 459        | 11                    | 7     | 0      | 0    | 18         | 1151       |
| 9:00 AM       | 102                      | 3     | 0      | 0    | 105        | 0                        | 105  | 0      | 0    | 105        | 1                     | 1     | 0      | 0    | 2          | 212        |
| 9:15 AM       | 95                       | 1     | 0      | 0    | 96         | 0                        | 101  | 0      | 0    | 101        | 0                     | 2     | 0      | 0    | 2          | 199        |
| 9:30 AM       | 73                       | 3     | 0      | 0    | 76         | 0                        | 83   | 1      | 0    | 84         | 1                     | 0     | 0      | 0    | 1          | 161        |
| 9:45 AM       | 77                       | 2     | 0      | 0    | 79         | 4                        | 96   | 0      | 0    | 100        | 2                     | 1     | 0      | 0    | 3          | 182        |
| Hourly Total  | 347                      | 9     | 0      | 0    | 356        | 4                        | 385  | 1      | 0    | 390        | 4                     | 4     | 0      | 0    | 8          | 754        |
| 10:00 AM      | 0                        | 0     | 0      | 0    | 0          | 0                        | 2    | 0      | 0    | 2          | 0                     | 0     | 0      | 0    | 0          | 2          |
| *** BREAK *** | -                        | -     | -      | -    | -          | -                        | -    | -      | -    | -          | -                     | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 0     | 0      | 0    | 0          | 0                        | 2    | 0      | 0    | 2          | 0                     | 0     | 0      | 0    | 0          | 2          |
| 3:00 PM       | 134                      | 3     | 0      | 0    | 137        | 0                        | 156  | 0      | 0    | 156        | 1                     | 3     | 0      | 0    | 4          | 297        |
| 3:15 PM       | 124                      | 0     | 0      | 0    | 124        | 1                        | 137  | 1      | 0    | 139        | 0                     | 1     | 0      | 0    | 1          | 264        |
| 3:30 PM       | 125                      | 1     | 0      | 0    | 126        | 1                        | 158  | 0      | 0    | 159        | 3                     | 0     | 0      | 0    | 3          | 288        |
| 3:45 PM       | 129                      | 0     | 0      | 0    | 129        | 0                        | 176  | 0      | 0    | 176        | 3                     | 0     | 0      | 0    | 3          | 308        |
| Hourly Total  | 512                      | 4     | 0      | 0    | 516        | 2                        | 627  | 1      | 0    | 630        | 7                     | 4     | 0      | 0    | 11         | 1157       |
| 4:00 PM       | 127                      | 3     | 0      | 0    | 130        | 0                        | 214  | 0      | 0    | 214        | 7                     | 2     | 0      | 0    | 9          | 353        |
| 4:15 PM       | 105                      | 1     | 0      | 0    | 106        | 1                        | 236  | 0      | 0    | 237        | 5                     | 5     | 0      | 0    | 10         | 353        |
| 4:30 PM       | 138                      | 0     | 0      | 0    | 138        | 1                        | 227  | 0      | 0    | 228        | 7                     | 3     | 0      | 0    | 10         | 376        |
| 4:45 PM       | 119                      | 1     | 0      | 0    | 120        | 0                        | 232  | 2      | 0    | 234        | 1                     | 1     | 0      | 0    | 2          | 356        |
| Hourly Total  | 489                      | 5     | 0      | 0    | 494        | 2                        | 909  | 2      | 0    | 913        | 20                    | 11    | 0      | 0    | 31         | 1438       |
| 5:00 PM       | 142                      | 0     | 0      | 0    | 142        | 1                        | 222  | 0      | 0    | 223        | 6                     | 2     | 0      | 0    | 8          | 373        |
| 5:15 PM       | 128                      | 0     | 0      | 0    | 128        | 0                        | 259  | 0      | 0    | 259        | 0                     | 0     | 0      | 0    | 0          | 387        |
| 5:30 PM       | 95                       | 0     | 0      | 0    | 95         | 0                        | 232  | 1      | 0    | 233        | 0                     | 1     | 0      | 0    | 1          | 329        |
| 5:45 PM       | 71                       | 0     | 0      | 0    | 71         | 0                        | 278  | 0      | 0    | 278        | 1                     | 0     | 0      | 0    | 1          | 350        |
| Hourly Total  | 436                      | 0     | 0      | 0    | 436        | 1                        | 991  | 1      | 0    | 993        | 7                     | 3     | 0      | 0    | 10         | 1439       |

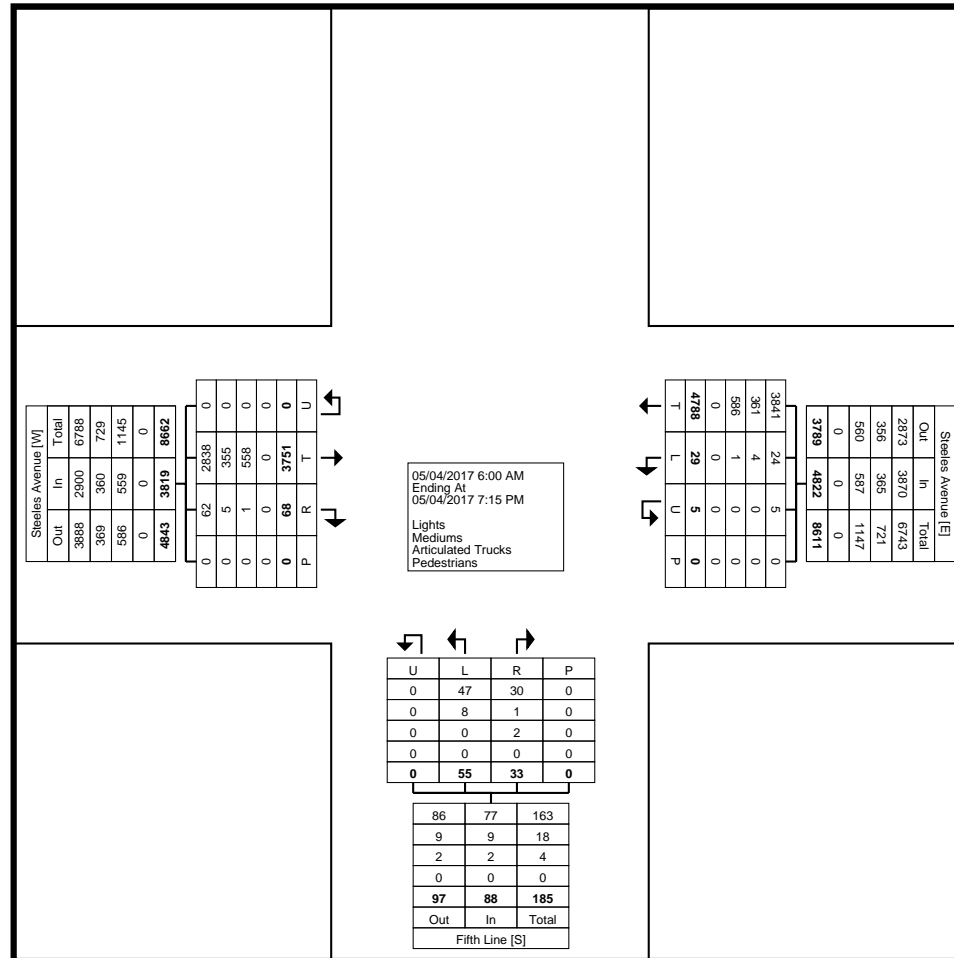




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Turning Movement Data Plot

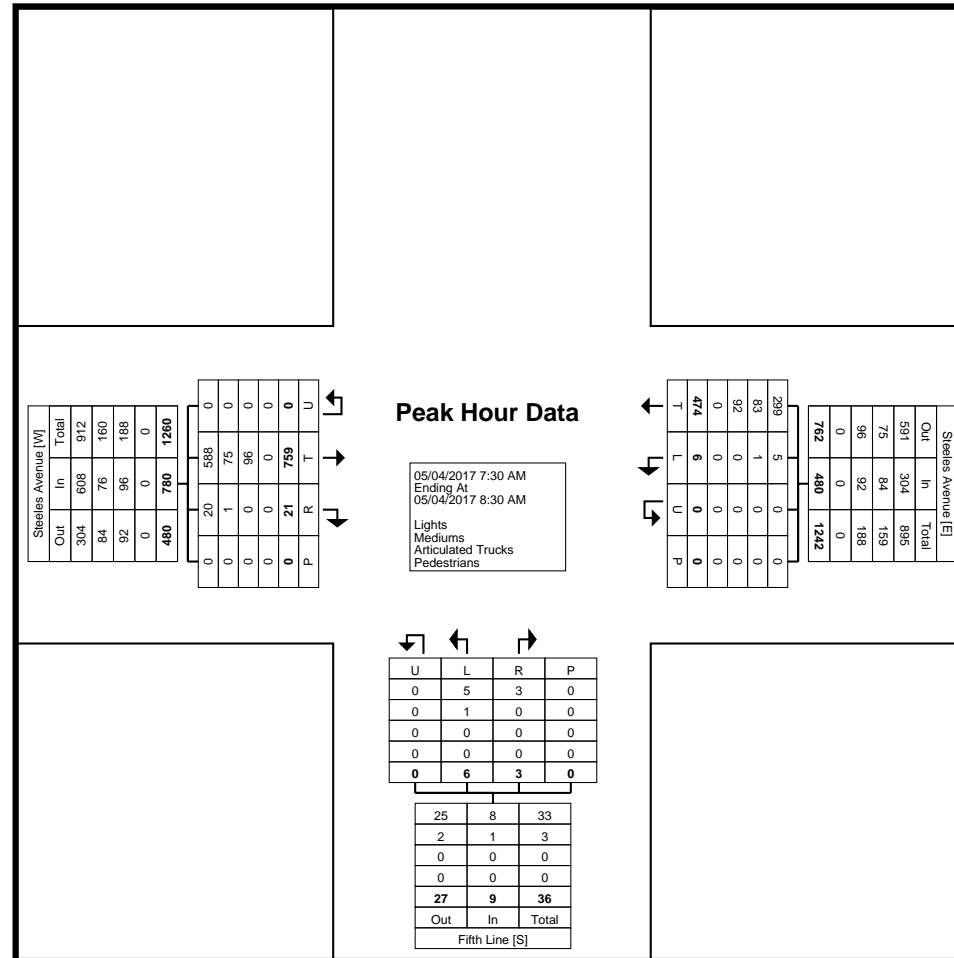




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Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)







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Page No: 8





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Count Name: Steeles Avenue & Sixth Line  
(North) - Weekday  
Site Code:  
Start Date: 05/16/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |      |        |      |            | Steeles Avenue Westbound |       |        |      |            | Sixth Line North Southbound |       |        |      |            | Int. Total |
|---------------|--------------------------|------|--------|------|------------|--------------------------|-------|--------|------|------------|-----------------------------|-------|--------|------|------------|------------|
|               | Left                     | Thru | U-Turn | Peds | App. Total | Thru                     | Right | U-Turn | Peds | App. Total | Left                        | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 3                        | 77   | 0      | 0    | 80         | 56                       | 1     | 0      | 0    | 57         | 3                           | 1     | 0      | 0    | 4          | 141        |
| 6:15 AM       | 3                        | 77   | 0      | 0    | 80         | 69                       | 0     | 0      | 0    | 69         | 2                           | 1     | 0      | 0    | 3          | 152        |
| 6:30 AM       | 3                        | 77   | 0      | 0    | 80         | 89                       | 1     | 0      | 0    | 90         | 0                           | 6     | 0      | 0    | 6          | 176        |
| 6:45 AM       | 3                        | 115  | 0      | 0    | 118        | 73                       | 3     | 0      | 0    | 76         | 2                           | 0     | 0      | 0    | 2          | 196        |
| Hourly Total  | 12                       | 346  | 0      | 0    | 358        | 287                      | 5     | 0      | 0    | 292        | 7                           | 8     | 0      | 0    | 15         | 665        |
| 7:00 AM       | 7                        | 156  | 0      | 0    | 163        | 78                       | 0     | 1      | 0    | 79         | 4                           | 6     | 0      | 0    | 10         | 252        |
| 7:15 AM       | 8                        | 197  | 0      | 0    | 205        | 82                       | 0     | 0      | 0    | 82         | 4                           | 6     | 0      | 0    | 10         | 297        |
| 7:30 AM       | 3                        | 182  | 0      | 0    | 185        | 134                      | 0     | 0      | 0    | 134        | 5                           | 4     | 0      | 0    | 9          | 328        |
| 7:45 AM       | 10                       | 212  | 0      | 0    | 222        | 120                      | 1     | 0      | 0    | 121        | 0                           | 11    | 0      | 0    | 11         | 354        |
| Hourly Total  | 28                       | 747  | 0      | 0    | 775        | 414                      | 1     | 1      | 0    | 416        | 13                          | 27    | 0      | 0    | 40         | 1231       |
| 8:00 AM       | 6                        | 220  | 0      | 0    | 226        | 99                       | 1     | 0      | 0    | 100        | 2                           | 9     | 0      | 0    | 11         | 337        |
| 8:15 AM       | 15                       | 187  | 0      | 0    | 202        | 101                      | 0     | 0      | 0    | 101        | 1                           | 9     | 0      | 0    | 10         | 313        |
| 8:30 AM       | 9                        | 189  | 0      | 0    | 198        | 94                       | 6     | 0      | 0    | 100        | 2                           | 8     | 0      | 0    | 10         | 308        |
| 8:45 AM       | 5                        | 137  | 0      | 0    | 142        | 108                      | 2     | 0      | 0    | 110        | 4                           | 8     | 0      | 0    | 12         | 264        |
| Hourly Total  | 35                       | 733  | 0      | 0    | 768        | 402                      | 9     | 0      | 0    | 411        | 9                           | 34    | 0      | 0    | 43         | 1222       |
| 9:00 AM       | 6                        | 124  | 0      | 0    | 130        | 91                       | 2     | 0      | 0    | 93         | 2                           | 3     | 0      | 0    | 5          | 228        |
| 9:15 AM       | 4                        | 112  | 0      | 0    | 116        | 106                      | 1     | 0      | 0    | 107        | 1                           | 5     | 0      | 0    | 6          | 229        |
| 9:30 AM       | 0                        | 95   | 0      | 0    | 95         | 90                       | 4     | 0      | 0    | 94         | 2                           | 2     | 0      | 0    | 4          | 193        |
| 9:45 AM       | 4                        | 120  | 0      | 0    | 124        | 96                       | 2     | 0      | 0    | 98         | 1                           | 4     | 0      | 0    | 5          | 227        |
| Hourly Total  | 14                       | 451  | 0      | 0    | 465        | 383                      | 9     | 0      | 0    | 392        | 6                           | 14    | 0      | 0    | 20         | 877        |
| 10:00 AM      | 0                        | 1    | 0      | 0    | 1          | 0                        | 0     | 0      | 0    | 0          | 0                           | 0     | 0      | 0    | 0          | 1          |
| *** BREAK *** | -                        | -    | -      | -    | -          | -                        | -     | -      | -    | -          | -                           | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 1    | 0      | 0    | 1          | 0                        | 0     | 0      | 0    | 0          | 0                           | 0     | 0      | 0    | 0          | 1          |
| 3:00 PM       | 8                        | 109  | 0      | 0    | 117        | 109                      | 0     | 0      | 0    | 109        | 2                           | 6     | 0      | 0    | 8          | 234        |
| 3:15 PM       | 6                        | 115  | 0      | 0    | 121        | 126                      | 8     | 0      | 0    | 134        | 4                           | 7     | 0      | 0    | 11         | 266        |
| 3:30 PM       | 3                        | 117  | 0      | 0    | 120        | 158                      | 6     | 0      | 0    | 164        | 2                           | 5     | 0      | 0    | 7          | 291        |
| 3:45 PM       | 5                        | 120  | 0      | 0    | 125        | 161                      | 5     | 0      | 0    | 166        | 0                           | 4     | 0      | 0    | 4          | 295        |
| Hourly Total  | 22                       | 461  | 0      | 0    | 483        | 554                      | 19    | 0      | 0    | 573        | 8                           | 22    | 0      | 0    | 30         | 1086       |
| 4:00 PM       | 12                       | 143  | 0      | 0    | 155        | 214                      | 4     | 0      | 0    | 218        | 3                           | 9     | 0      | 0    | 12         | 385        |
| 4:15 PM       | 8                        | 123  | 0      | 0    | 131        | 234                      | 3     | 0      | 0    | 237        | 1                           | 2     | 0      | 0    | 3          | 371        |
| 4:30 PM       | 12                       | 176  | 0      | 0    | 188        | 226                      | 6     | 0      | 0    | 232        | 2                           | 4     | 0      | 1    | 6          | 426        |
| 4:45 PM       | 18                       | 187  | 0      | 0    | 205        | 212                      | 5     | 0      | 0    | 217        | 1                           | 12    | 0      | 0    | 13         | 435        |
| Hourly Total  | 50                       | 629  | 0      | 0    | 679        | 886                      | 18    | 0      | 0    | 904        | 7                           | 27    | 0      | 1    | 34         | 1617       |
| 5:00 PM       | 10                       | 193  | 0      | 0    | 203        | 259                      | 3     | 0      | 0    | 262        | 2                           | 9     | 0      | 0    | 11         | 476        |
| 5:15 PM       | 10                       | 194  | 0      | 0    | 204        | 238                      | 6     | 0      | 0    | 244        | 2                           | 4     | 0      | 0    | 6          | 454        |
| 5:30 PM       | 6                        | 179  | 0      | 0    | 185        | 263                      | 4     | 0      | 0    | 267        | 0                           | 6     | 0      | 0    | 6          | 458        |
| 5:45 PM       | 8                        | 157  | 0      | 0    | 165        | 225                      | 2     | 0      | 0    | 227        | 0                           | 6     | 0      | 0    | 6          | 398        |
| Hourly Total  | 34                       | 723  | 0      | 0    | 757        | 985                      | 15    | 0      | 0    | 1000       | 4                           | 25    | 0      | 0    | 29         | 1786       |

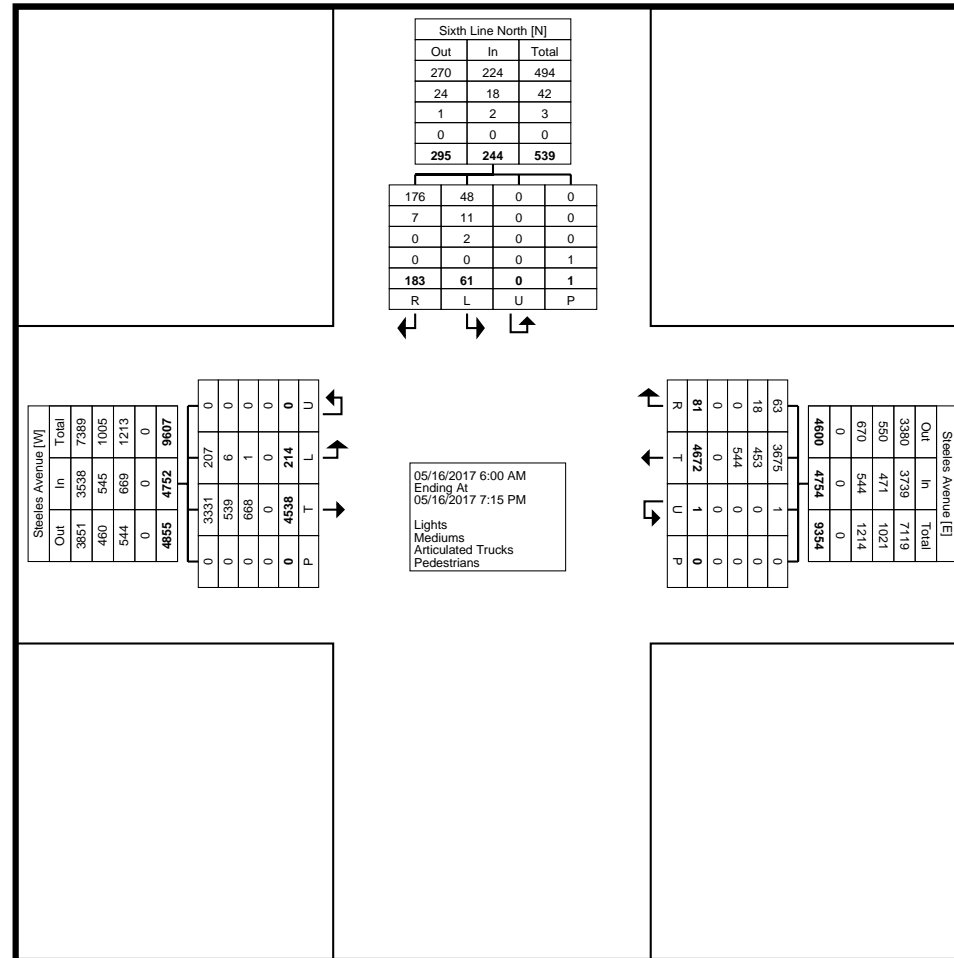
|                      |      |      |     |   |      |      |      |       |   |      |      |      |     |       |      |      |
|----------------------|------|------|-----|---|------|------|------|-------|---|------|------|------|-----|-------|------|------|
| 6:00 PM              | 4    | 138  | 0   | 0 | 142  | 220  | 0    | 0     | 0 | 220  | 1    | 7    | 0   | 0     | 8    | 370  |
| 6:15 PM              | 3    | 138  | 0   | 0 | 141  | 212  | 2    | 0     | 0 | 214  | 1    | 7    | 0   | 0     | 8    | 363  |
| 6:30 PM              | 6    | 98   | 0   | 0 | 104  | 167  | 2    | 0     | 0 | 169  | 2    | 9    | 0   | 0     | 11   | 284  |
| 6:45 PM              | 6    | 73   | 0   | 0 | 79   | 162  | 1    | 0     | 0 | 163  | 3    | 3    | 0   | 0     | 6    | 248  |
| Hourly Total         | 19   | 447  | 0   | 0 | 466  | 761  | 5    | 0     | 0 | 766  | 7    | 26   | 0   | 0     | 33   | 1265 |
| 7:00 PM              | 0    | 0    | 0   | 0 | 0    | 0    | 0    | 0     | 0 | 0    | 0    | 0    | 0   | 0     | 0    | 0    |
| Grand Total          | 214  | 4538 | 0   | 0 | 4752 | 4672 | 81   | 1     | 0 | 4754 | 61   | 183  | 0   | 1     | 244  | 9750 |
| Approach %           | 4.5  | 95.5 | 0.0 | - | -    | 98.3 | 1.7  | 0.0   | - | -    | 25.0 | 75.0 | 0.0 | -     | -    | -    |
| Total %              | 2.2  | 46.5 | 0.0 | - | 48.7 | 47.9 | 0.8  | 0.0   | - | 48.8 | 0.6  | 1.9  | 0.0 | -     | 2.5  | -    |
| Lights               | 207  | 3331 | 0   | - | 3538 | 3675 | 63   | 1     | - | 3739 | 48   | 176  | 0   | -     | 224  | 7501 |
| % Lights             | 96.7 | 73.4 | -   | - | 74.5 | 78.7 | 77.8 | 100.0 | - | 78.6 | 78.7 | 96.2 | -   | -     | 91.8 | 76.9 |
| Mediums              | 6    | 539  | 0   | - | 545  | 453  | 18   | 0     | - | 471  | 11   | 7    | 0   | -     | 18   | 1034 |
| % Mediums            | 2.8  | 11.9 | -   | - | 11.5 | 9.7  | 22.2 | 0.0   | - | 9.9  | 18.0 | 3.8  | -   | -     | 7.4  | 10.6 |
| Articulated Trucks   | 1    | 668  | 0   | - | 669  | 544  | 0    | 0     | - | 544  | 2    | 0    | 0   | -     | 2    | 1215 |
| % Articulated Trucks | 0.5  | 14.7 | -   | - | 14.1 | 11.6 | 0.0  | 0.0   | - | 11.4 | 3.3  | 0.0  | -   | -     | 0.8  | 12.5 |
| Pedestrians          | -    | -    | -   | 0 | -    | -    | -    | -     | 0 | -    | -    | -    | -   | 1     | -    | -    |
| % Pedestrians        | -    | -    | -   | - | -    | -    | -    | -     | - | -    | -    | -    | -   | 100.0 | -    | -    |



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Count Name: Steeles Avenue & Sixth Line (North) - Weekday  
Site Code:  
Start Date: 05/16/2017  
Page No: 3



Turning Movement Data Plot

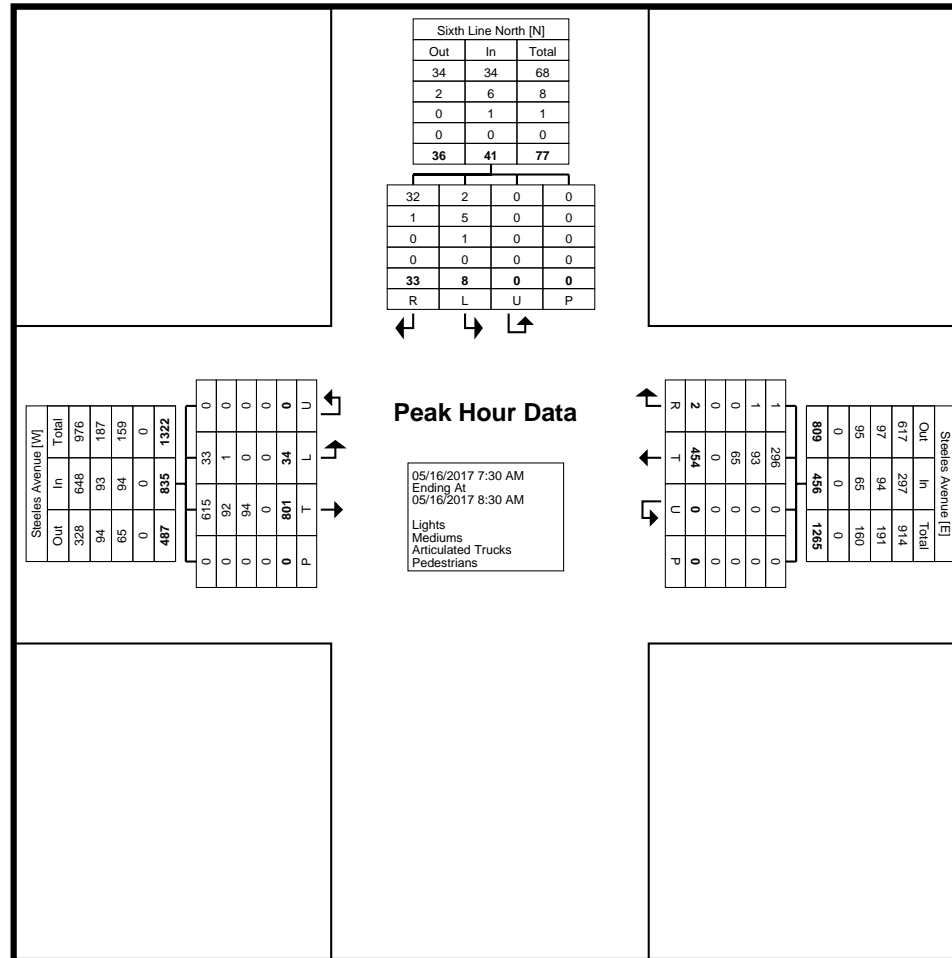




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Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)

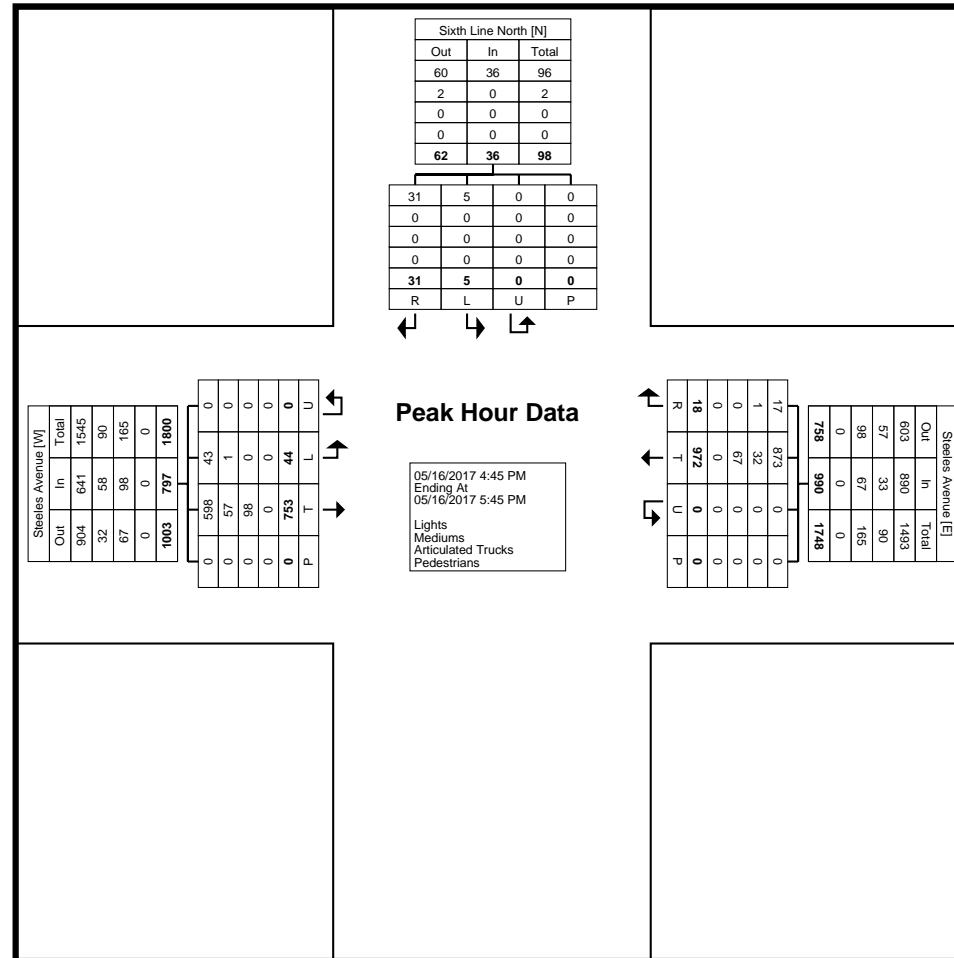




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Turning Movement Peak Hour Data Plot (4:45 PM)



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Page No: 8





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Count Name: Steeles Avenue & Hornby Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |      |        |      |            | Steeles Avenue Westbound |       |        |      |            | Hornby Road Southbound |       |        |      |            | Int. Total |
|---------------|--------------------------|------|--------|------|------------|--------------------------|-------|--------|------|------------|------------------------|-------|--------|------|------------|------------|
|               | Left                     | Thru | U-Turn | Peds | App. Total | Thru                     | Right | U-Turn | Peds | App. Total | Left                   | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 2                        | 51   | 0      | 0    | 53         | 54                       | 1     | 0      | 0    | 55         | 2                      | 4     | 0      | 0    | 6          | 114        |
| 6:15 AM       | 4                        | 58   | 0      | 0    | 62         | 81                       | 6     | 0      | 0    | 87         | 0                      | 6     | 0      | 0    | 6          | 155        |
| 6:30 AM       | 6                        | 74   | 0      | 0    | 80         | 81                       | 0     | 0      | 0    | 81         | 1                      | 3     | 0      | 0    | 4          | 165        |
| 6:45 AM       | 3                        | 102  | 0      | 0    | 105        | 84                       | 1     | 0      | 0    | 85         | 3                      | 6     | 0      | 0    | 9          | 199        |
| Hourly Total  | 15                       | 285  | 0      | 0    | 300        | 300                      | 8     | 0      | 0    | 308        | 6                      | 19    | 0      | 0    | 25         | 633        |
| 7:00 AM       | 0                        | 114  | 0      | 0    | 114        | 82                       | 4     | 0      | 0    | 86         | 1                      | 9     | 0      | 0    | 10         | 210        |
| 7:15 AM       | 7                        | 161  | 0      | 0    | 168        | 87                       | 3     | 0      | 0    | 90         | 4                      | 7     | 0      | 0    | 11         | 269        |
| 7:30 AM       | 2                        | 191  | 0      | 0    | 193        | 110                      | 1     | 0      | 0    | 111        | 4                      | 5     | 0      | 0    | 9          | 313        |
| 7:45 AM       | 4                        | 174  | 0      | 0    | 178        | 113                      | 1     | 0      | 0    | 114        | 2                      | 7     | 0      | 0    | 9          | 301        |
| Hourly Total  | 13                       | 640  | 0      | 0    | 653        | 392                      | 9     | 0      | 0    | 401        | 11                     | 28    | 0      | 0    | 39         | 1093       |
| 8:00 AM       | 1                        | 179  | 0      | 0    | 180        | 100                      | 4     | 0      | 0    | 104        | 3                      | 5     | 0      | 0    | 8          | 292        |
| 8:15 AM       | 2                        | 178  | 0      | 0    | 180        | 113                      | 5     | 0      | 0    | 118        | 1                      | 4     | 0      | 0    | 5          | 303        |
| 8:30 AM       | 7                        | 188  | 0      | 0    | 195        | 100                      | 5     | 0      | 0    | 105        | 0                      | 14    | 0      | 0    | 14         | 314        |
| 8:45 AM       | 9                        | 116  | 0      | 0    | 125        | 88                       | 7     | 0      | 0    | 95         | 1                      | 9     | 0      | 0    | 10         | 230        |
| Hourly Total  | 19                       | 661  | 0      | 0    | 680        | 401                      | 21    | 0      | 0    | 422        | 5                      | 32    | 0      | 0    | 37         | 1139       |
| 9:00 AM       | 5                        | 96   | 0      | 0    | 101        | 94                       | 1     | 0      | 0    | 95         | 4                      | 8     | 0      | 0    | 12         | 208        |
| 9:15 AM       | 2                        | 79   | 0      | 0    | 81         | 87                       | 0     | 0      | 0    | 87         | 3                      | 10    | 0      | 0    | 13         | 181        |
| 9:30 AM       | 4                        | 87   | 0      | 0    | 91         | 74                       | 7     | 0      | 0    | 81         | 2                      | 8     | 0      | 0    | 10         | 182        |
| 9:45 AM       | 1                        | 71   | 0      | 0    | 72         | 92                       | 0     | 0      | 0    | 92         | 7                      | 9     | 0      | 0    | 16         | 180        |
| Hourly Total  | 12                       | 333  | 0      | 0    | 345        | 347                      | 8     | 0      | 0    | 355        | 16                     | 35    | 0      | 0    | 51         | 751        |
| 10:00 AM      | 0                        | 0    | 0      | 0    | 0          | 0                        | 0     | 0      | 0    | 0          | 0                      | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                        | -    | -      | -    | -          | -                        | -     | -      | -    | -          | -                      | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 0    | 0      | 0    | 0          | 0                        | 0     | 0      | 0    | 0          | 0                      | 0     | 0      | 0    | 0          | 0          |
| 3:00 PM       | 6                        | 124  | 0      | 0    | 130        | 133                      | 4     | 0      | 0    | 137        | 1                      | 12    | 0      | 0    | 13         | 280        |
| 3:15 PM       | 7                        | 116  | 0      | 0    | 123        | 142                      | 2     | 0      | 0    | 144        | 5                      | 6     | 0      | 0    | 11         | 278        |
| 3:30 PM       | 3                        | 119  | 0      | 0    | 122        | 140                      | 3     | 0      | 0    | 143        | 2                      | 11    | 0      | 0    | 13         | 278        |
| 3:45 PM       | 4                        | 115  | 0      | 0    | 119        | 183                      | 3     | 0      | 0    | 186        | 1                      | 13    | 0      | 0    | 14         | 319        |
| Hourly Total  | 20                       | 474  | 0      | 0    | 494        | 598                      | 12    | 0      | 0    | 610        | 9                      | 42    | 0      | 0    | 51         | 1155       |
| 4:00 PM       | 7                        | 110  | 0      | 0    | 117        | 205                      | 2     | 0      | 0    | 207        | 1                      | 11    | 0      | 0    | 12         | 336        |
| 4:15 PM       | 7                        | 101  | 0      | 0    | 108        | 208                      | 3     | 0      | 0    | 211        | 1                      | 20    | 0      | 0    | 21         | 340        |
| 4:30 PM       | 5                        | 135  | 0      | 0    | 140        | 220                      | 4     | 0      | 0    | 224        | 1                      | 10    | 0      | 0    | 11         | 375        |
| 4:45 PM       | 9                        | 105  | 0      | 0    | 114        | 212                      | 4     | 0      | 0    | 216        | 1                      | 16    | 0      | 0    | 17         | 347        |
| Hourly Total  | 28                       | 451  | 0      | 0    | 479        | 845                      | 13    | 0      | 0    | 858        | 4                      | 57    | 0      | 0    | 61         | 1398       |
| 5:00 PM       | 12                       | 114  | 0      | 0    | 126        | 224                      | 2     | 0      | 0    | 226        | 1                      | 10    | 0      | 0    | 11         | 363        |
| 5:15 PM       | 4                        | 123  | 0      | 0    | 127        | 245                      | 4     | 0      | 0    | 249        | 0                      | 14    | 0      | 0    | 14         | 390        |
| 5:30 PM       | 6                        | 88   | 0      | 0    | 94         | 225                      | 1     | 0      | 0    | 226        | 1                      | 12    | 0      | 0    | 13         | 333        |
| 5:45 PM       | 4                        | 72   | 0      | 0    | 76         | 250                      | 2     | 0      | 0    | 252        | 1                      | 19    | 0      | 0    | 20         | 348        |
| Hourly Total  | 26                       | 397  | 0      | 0    | 423        | 944                      | 9     | 0      | 0    | 953        | 3                      | 55    | 0      | 0    | 58         | 1434       |

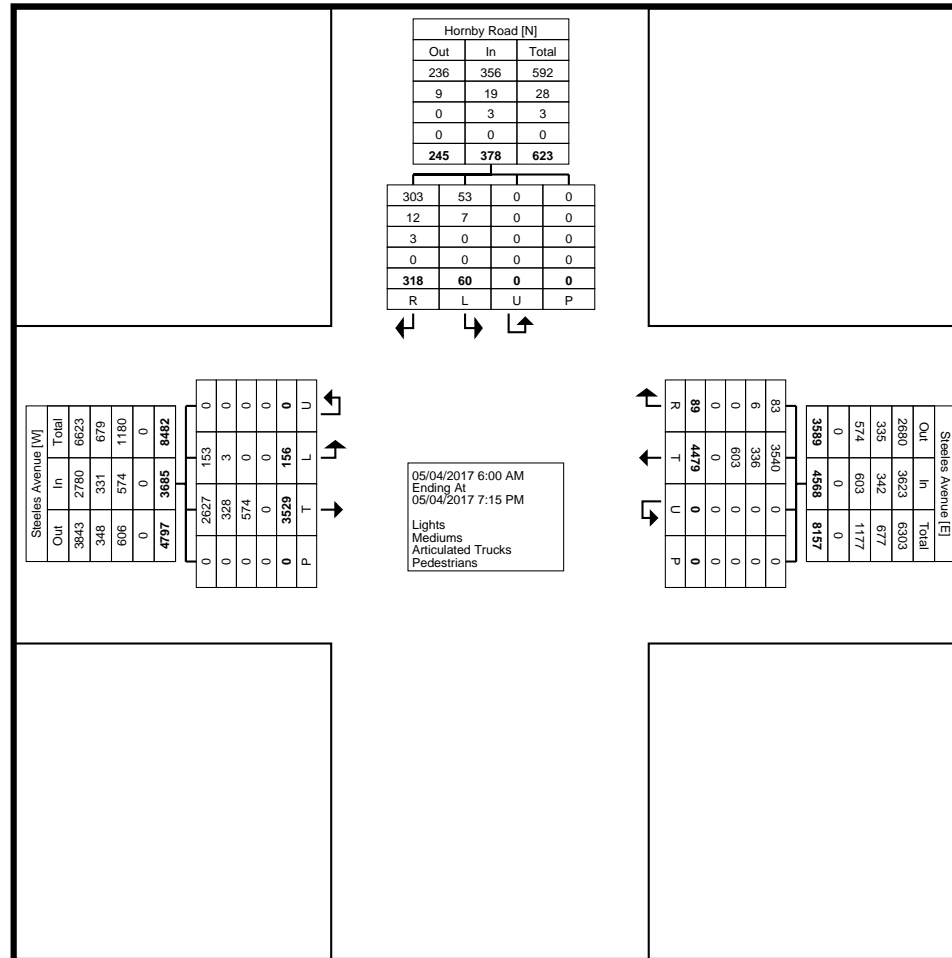




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Start Date: 05/04/2017  
Page No: 3



Turning Movement Data Plot

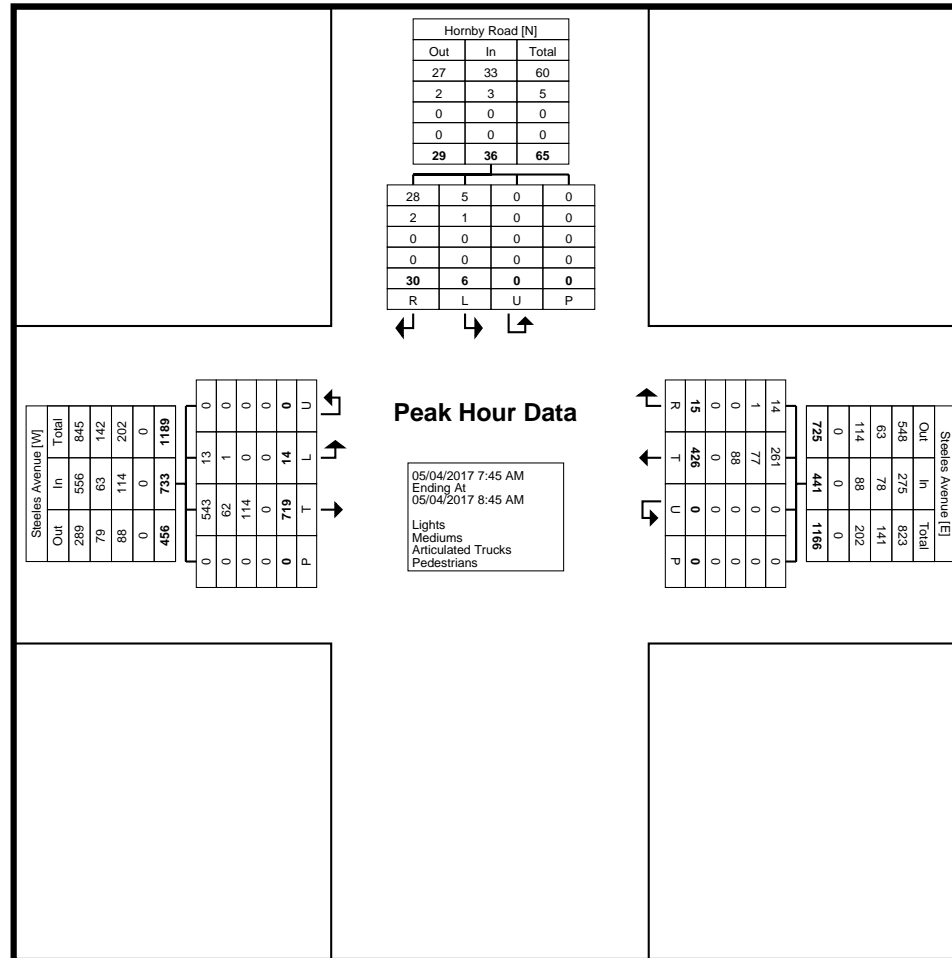




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Weekday  
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Start Date: 05/04/2017  
Page No: 5



Turning Movement Peak Hour Data Plot (7:45 AM)

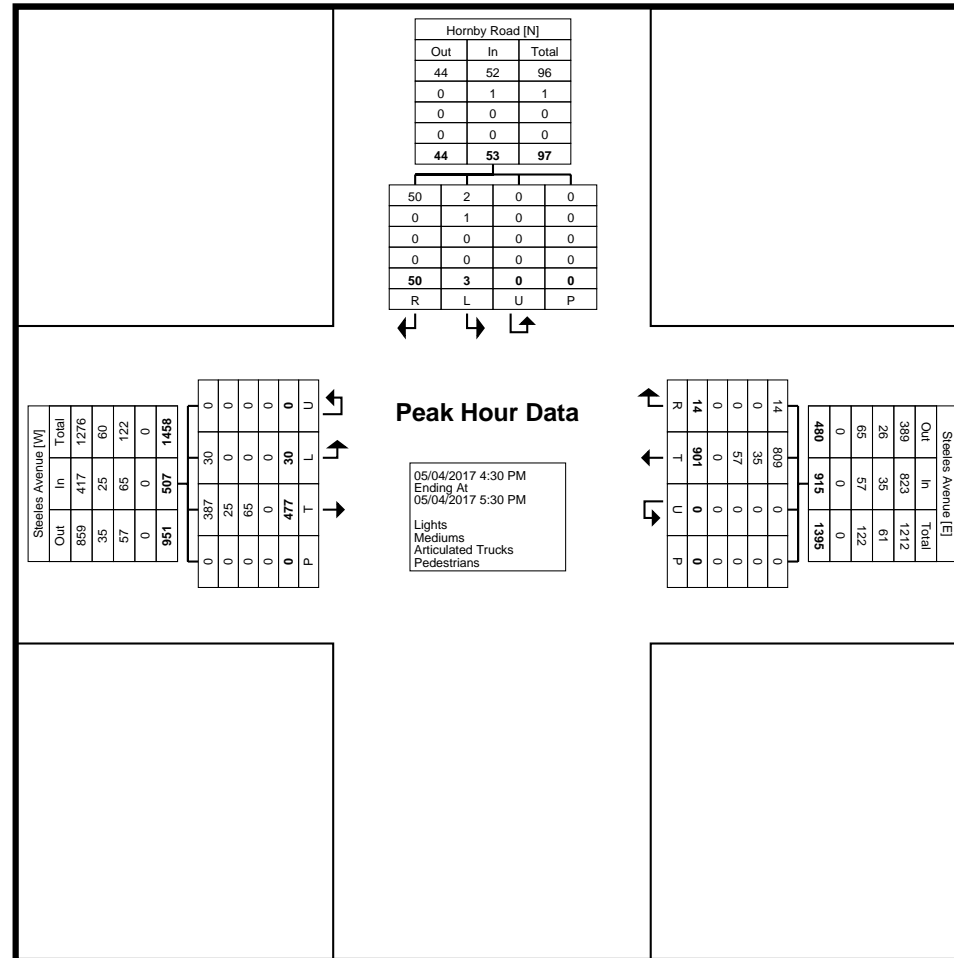




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Start Date: 05/04/2017  
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Site Code:  
Start Date: 05/04/2017  
Page No: 8





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Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |      |       |        |      |            | Steeles Avenue Westbound |      |       |        |      |            | Trafalgar Road Northbound |      |       |        |      |            | Trafalgar Road Southbound |      |       |        |      |            | Int. Total |
|---------------|--------------------------|------|-------|--------|------|------------|--------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|---------------------------|------|-------|--------|------|------------|------------|
|               | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total | Left                      | Thru | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 6                        | 41   | 16    | 0      | 0    | 63         | 70                       | 50   | 6     | 0      | 0    | 126        | 12                        | 25   | 58    | 0      | 0    | 95         | 19                        | 116  | 1     | 0      | 0    | 136        | 420        |
| 6:15 AM       | 2                        | 36   | 14    | 0      | 0    | 52         | 75                       | 60   | 7     | 0      | 0    | 142        | 24                        | 42   | 76    | 1      | 0    | 143        | 18                        | 151  | 6     | 0      | 0    | 175        | 512        |
| 6:30 AM       | 5                        | 53   | 18    | 0      | 0    | 76         | 92                       | 66   | 6     | 0      | 0    | 164        | 23                        | 41   | 67    | 0      | 0    | 131        | 21                        | 187  | 1     | 0      | 0    | 209        | 580        |
| 6:45 AM       | 5                        | 64   | 17    | 0      | 0    | 86         | 90                       | 54   | 2     | 0      | 0    | 146        | 20                        | 62   | 82    | 0      | 1    | 164        | 34                        | 179  | 3     | 0      | 0    | 216        | 612        |
| Hourly Total  | 18                       | 194  | 65    | 0      | 0    | 277        | 327                      | 230  | 21    | 0      | 0    | 578        | 79                        | 170  | 283   | 1      | 1    | 533        | 92                        | 633  | 11    | 0      | 0    | 736        | 2124       |
| 7:00 AM       | 8                        | 84   | 25    | 0      | 1    | 117        | 98                       | 59   | 13    | 0      | 0    | 170        | 27                        | 44   | 97    | 0      | 0    | 168        | 26                        | 165  | 0     | 0      | 0    | 191        | 646        |
| 7:15 AM       | 7                        | 103  | 37    | 1      | 0    | 148        | 132                      | 59   | 9     | 0      | 0    | 200        | 23                        | 59   | 91    | 0      | 0    | 173        | 24                        | 208  | 4     | 0      | 1    | 236        | 757        |
| 7:30 AM       | 7                        | 127  | 45    | 0      | 0    | 179        | 119                      | 75   | 14    | 0      | 0    | 208        | 29                        | 64   | 80    | 0      | 0    | 173        | 31                        | 256  | 1     | 0      | 0    | 288        | 848        |
| 7:45 AM       | 9                        | 129  | 43    | 0      | 1    | 181        | 106                      | 73   | 6     | 0      | 1    | 185        | 29                        | 62   | 90    | 0      | 1    | 181        | 43                        | 265  | 5     | 0      | 2    | 313        | 860        |
| Hourly Total  | 31                       | 443  | 150   | 1      | 2    | 625        | 455                      | 266  | 42    | 0      | 1    | 763        | 108                       | 229  | 358   | 0      | 1    | 695        | 124                       | 894  | 10    | 0      | 3    | 1028       | 3111       |
| 8:00 AM       | 5                        | 121  | 52    | 0      | 0    | 178        | 100                      | 63   | 7     | 1      | 0    | 171        | 39                        | 58   | 90    | 0      | 0    | 187        | 40                        | 240  | 3     | 0      | 1    | 283        | 819        |
| 8:15 AM       | 6                        | 126  | 41    | 0      | 0    | 173        | 124                      | 94   | 8     | 0      | 0    | 226        | 21                        | 80   | 76    | 0      | 0    | 177        | 31                        | 234  | 1     | 0      | 0    | 266        | 842        |
| 8:30 AM       | 10                       | 110  | 46    | 0      | 0    | 166        | 106                      | 73   | 12    | 0      | 0    | 191        | 32                        | 69   | 89    | 0      | 0    | 190        | 22                        | 185  | 0     | 0      | 0    | 207        | 754        |
| 8:45 AM       | 11                       | 82   | 34    | 0      | 0    | 127        | 69                       | 73   | 5     | 0      | 0    | 147        | 25                        | 46   | 89    | 0      | 0    | 160        | 16                        | 154  | 3     | 0      | 0    | 173        | 607        |
| Hourly Total  | 32                       | 439  | 173   | 0      | 0    | 644        | 399                      | 303  | 32    | 1      | 0    | 735        | 117                       | 253  | 344   | 0      | 0    | 714        | 109                       | 813  | 7     | 0      | 1    | 929        | 3022       |
| 9:00 AM       | 10                       | 50   | 35    | 0      | 0    | 95         | 68                       | 62   | 15    | 0      | 0    | 145        | 33                        | 58   | 75    | 0      | 0    | 166        | 23                        | 141  | 8     | 0      | 0    | 172        | 578        |
| 9:15 AM       | 4                        | 49   | 28    | 0      | 0    | 81         | 77                       | 59   | 17    | 0      | 0    | 153        | 26                        | 59   | 83    | 0      | 0    | 168        | 25                        | 135  | 4     | 0      | 1    | 164        | 566        |
| 9:30 AM       | 5                        | 47   | 30    | 0      | 0    | 82         | 66                       | 51   | 11    | 0      | 0    | 128        | 27                        | 62   | 79    | 0      | 0    | 168        | 20                        | 113  | 5     | 0      | 0    | 138        | 516        |
| 9:45 AM       | 5                        | 49   | 23    | 0      | 0    | 77         | 51                       | 54   | 8     | 0      | 0    | 113        | 33                        | 61   | 97    | 0      | 0    | 191        | 16                        | 96   | 3     | 0      | 1    | 115        | 496        |
| Hourly Total  | 24                       | 195  | 116   | 0      | 0    | 335        | 262                      | 226  | 51    | 0      | 0    | 539        | 119                       | 240  | 334   | 0      | 0    | 693        | 84                        | 485  | 20    | 0      | 2    | 589        | 2156       |
| 10:00 AM      | 0                        | 0    | 0     | 0      | 0    | 0          | 0                        | 0    | 0     | 0      | 0    | 0          | 0                         | 1    | 0     | 0      | 0    | 1          | 0                         | 0    | 0     | 0      | 0    | 0          | 1          |
| *** BREAK *** | -                        | -    | -     | -      | -    | -          | -                        | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -                         | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 0    | 0     | 0      | 0    | 0          | 0                        | 0    | 0     | 0      | 0    | 0          | 0                         | 1    | 0     | 0      | 0    | 1          | 0                         | 0    | 0     | 0      | 0    | 0          | 1          |
| 3:00 PM       | 8                        | 73   | 23    | 0      | 0    | 104        | 91                       | 81   | 13    | 0      | 0    | 185        | 49                        | 117  | 112   | 0      | 0    | 278        | 15                        | 88   | 8     | 0      | 0    | 111        | 678        |
| 3:15 PM       | 13                       | 89   | 27    | 0      | 0    | 129        | 128                      | 100  | 26    | 0      | 0    | 254        | 38                        | 129  | 130   | 0      | 0    | 297        | 16                        | 82   | 0     | 0      | 0    | 98         | 778        |
| 3:30 PM       | 5                        | 73   | 24    | 1      | 0    | 103        | 118                      | 111  | 22    | 0      | 0    | 251        | 49                        | 135  | 129   | 0      | 0    | 313        | 9                         | 64   | 1     | 0      | 0    | 74         | 741        |
| 3:45 PM       | 10                       | 72   | 14    | 0      | 0    | 96         | 136                      | 156  | 21    | 0      | 0    | 313        | 25                        | 126  | 128   | 0      | 0    | 279        | 12                        | 58   | 5     | 0      | 0    | 75         | 763        |
| Hourly Total  | 36                       | 307  | 88    | 1      | 0    | 432        | 473                      | 448  | 82    | 0      | 0    | 1003       | 161                       | 507  | 499   | 0      | 0    | 1167       | 52                        | 292  | 14    | 0      | 0    | 358        | 2960       |
| 4:00 PM       | 9                        | 61   | 35    | 0      | 0    | 105        | 152                      | 164  | 39    | 0      | 0    | 355        | 44                        | 125  | 126   | 0      | 0    | 295        | 12                        | 69   | 2     | 0      | 0    | 83         | 838        |
| 4:15 PM       | 6                        | 69   | 22    | 0      | 0    | 97         | 145                      | 187  | 44    | 0      | 0    | 376        | 33                        | 116  | 115   | 0      | 0    | 264        | 4                         | 74   | 5     | 0      | 0    | 83         | 820        |
| 4:30 PM       | 9                        | 90   | 32    | 0      | 0    | 131        | 150                      | 196  | 36    | 0      | 0    | 382        | 32                        | 141  | 115   | 1      | 0    | 289        | 9                         | 73   | 2     | 0      | 0    | 84         | 886        |
| 4:45 PM       | 4                        | 79   | 27    | 0      | 0    | 110        | 140                      | 176  | 36    | 0      | 0    | 352        | 37                        | 158  | 139   | 0      | 0    | 334        | 9                         | 66   | 5     | 0      | 0    | 80         | 876        |
| Hourly Total  | 28                       | 299  | 116   | 0      | 0    | 443        | 587                      | 723  | 155   | 0      | 0    | 1465       | 146                       | 540  | 495   | 1      | 0    | 1182       | 34                        | 282  | 14    | 0      | 0    | 330        | 3420       |
| 5:00 PM       | 7                        | 81   | 31    | 0      | 0    | 119        | 153                      | 174  | 43    | 0      | 0    | 370        | 37                        | 163  | 157   | 0      | 0    | 357        | 7                         | 74   | 3     | 0      | 0    | 84         | 930        |
| 5:15 PM       | 5                        | 96   | 18    | 0      | 0    | 119        | 127                      | 200  | 35    | 0      | 0    | 362        | 49                        | 146  | 128   | 1      | 0    | 324        | 13                        | 67   | 4     | 0      | 0    | 84         | 889        |
| 5:30 PM       | 6                        | 62   | 9     | 0      | 0    | 77         | 132                      | 186  | 41    | 0      | 0    | 359        | 36                        | 154  | 119   | 1      | 0    | 310        | 15                        | 79   | 3     | 0      | 0    | 97         | 843        |
| 5:45 PM       | 6                        | 51   | 19    | 0      | 0    | 76         | 124                      | 195  | 29    | 0      | 0    | 348        | 47                        | 161  | 135   | 0      | 0    | 343        | 10                        | 71   | 3     | 0      | 0    | 84         | 851        |

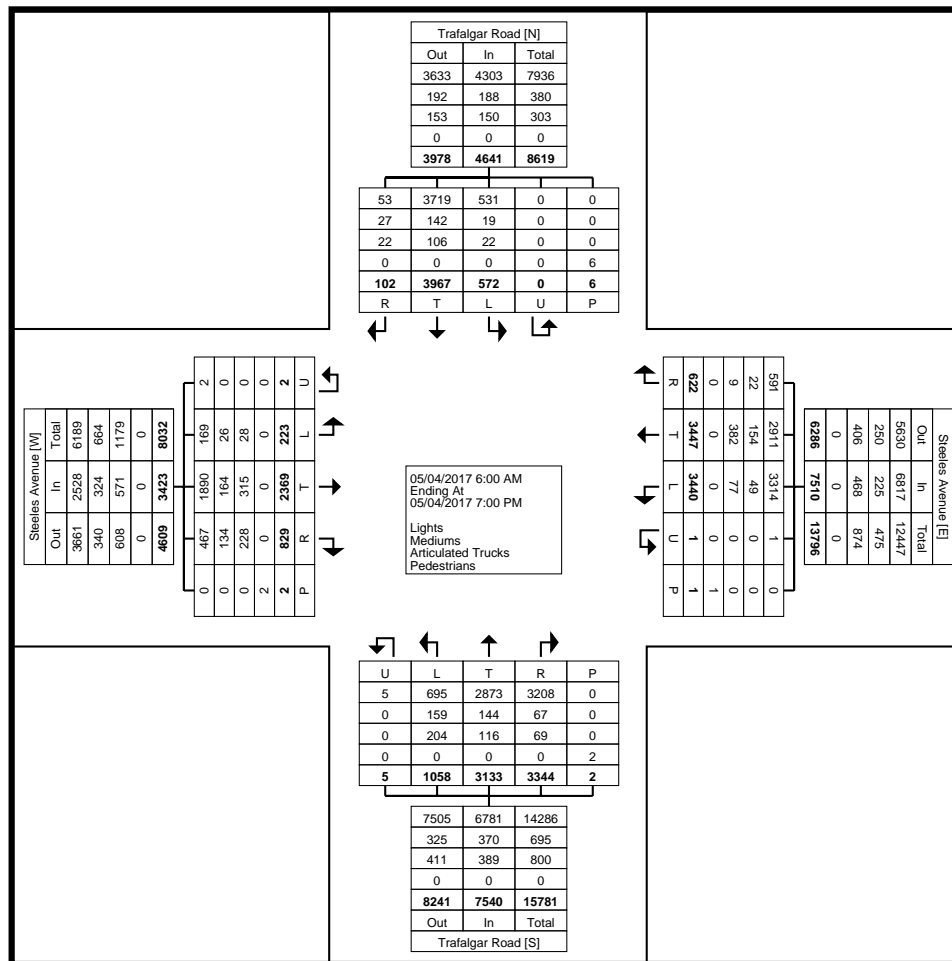
|                      |      |      |      |       |       |      |      |      |      |       |       |      |      |      |      |       |       |      |      |      |      |     |       |      |       |
|----------------------|------|------|------|-------|-------|------|------|------|------|-------|-------|------|------|------|------|-------|-------|------|------|------|------|-----|-------|------|-------|
| Hourly Total         | 24   | 290  | 77   | 0     | 0     | 391  | 536  | 755  | 148  | 0     | 0     | 1439 | 169  | 624  | 539  | 2     | 0     | 1334 | 45   | 291  | 13   | 0   | 0     | 349  | 3513  |
| 6:00 PM              | 6    | 62   | 10   | 0     | 0     | 78   | 115  | 163  | 28   | 0     | 0     | 306  | 36   | 149  | 129  | 0     | 0     | 314  | 6    | 69   | 4    | 0   | 0     | 79   | 777   |
| 6:15 PM              | 9    | 62   | 14   | 0     | 0     | 85   | 111  | 143  | 19   | 0     | 0     | 273  | 51   | 137  | 131  | 0     | 0     | 319  | 11   | 84   | 3    | 0   | 0     | 98   | 775   |
| 6:30 PM              | 9    | 45   | 8    | 0     | 0     | 62   | 88   | 96   | 21   | 0     | 0     | 205  | 37   | 160  | 125  | 0     | 0     | 322  | 8    | 68   | 4    | 0   | 0     | 80   | 669   |
| 6:45 PM              | 6    | 33   | 12   | 0     | 0     | 51   | 87   | 94   | 23   | 0     | 0     | 204  | 35   | 123  | 107  | 1     | 0     | 266  | 7    | 56   | 2    | 0   | 0     | 65   | 586   |
| Hourly Total         | 30   | 202  | 44   | 0     | 0     | 276  | 401  | 496  | 91   | 0     | 0     | 988  | 159  | 569  | 492  | 1     | 0     | 1221 | 32   | 277  | 13   | 0   | 0     | 322  | 2807  |
| Grand Total          | 223  | 2369 | 829  | 2     | 2     | 3423 | 3440 | 3447 | 622  | 1     | 1     | 7510 | 1058 | 3133 | 3344 | 5     | 2     | 7540 | 572  | 3967 | 102  | 0   | 6     | 4641 | 23114 |
| Approach %           | 6.5  | 69.2 | 24.2 | 0.1   | -     | -    | 45.8 | 45.9 | 8.3  | 0.0   | -     | -    | 14.0 | 41.6 | 44.4 | 0.1   | -     | -    | 12.3 | 85.5 | 2.2  | 0.0 | -     | -    | -     |
| Total %              | 1.0  | 10.2 | 3.6  | 0.0   | -     | 14.8 | 14.9 | 14.9 | 2.7  | 0.0   | -     | 32.5 | 4.6  | 13.6 | 14.5 | 0.0   | -     | 32.6 | 2.5  | 17.2 | 0.4  | 0.0 | -     | 20.1 | -     |
| Lights               | 169  | 1890 | 467  | 2     | -     | 2528 | 3314 | 2911 | 591  | 1     | -     | 6817 | 695  | 2873 | 3208 | 5     | -     | 6781 | 531  | 3719 | 53   | 0   | -     | 4303 | 20429 |
| % Lights             | 75.8 | 79.8 | 56.3 | 100.0 | -     | 73.9 | 96.3 | 84.5 | 95.0 | 100.0 | -     | 90.8 | 65.7 | 91.7 | 95.9 | 100.0 | -     | 89.9 | 92.8 | 93.7 | 52.0 | -   | -     | 92.7 | 88.4  |
| Mediums              | 26   | 164  | 134  | 0     | -     | 324  | 49   | 154  | 22   | 0     | -     | 225  | 159  | 144  | 67   | 0     | -     | 370  | 19   | 142  | 27   | 0   | -     | 188  | 1107  |
| % Mediums            | 11.7 | 6.9  | 16.2 | 0.0   | -     | 9.5  | 1.4  | 4.5  | 3.5  | 0.0   | -     | 3.0  | 15.0 | 4.6  | 2.0  | 0.0   | -     | 4.9  | 3.3  | 3.6  | 26.5 | -   | -     | 4.1  | 4.8   |
| Articulated Trucks   | 28   | 315  | 228  | 0     | -     | 571  | 77   | 382  | 9    | 0     | -     | 468  | 204  | 116  | 69   | 0     | -     | 389  | 22   | 106  | 22   | 0   | -     | 150  | 1578  |
| % Articulated Trucks | 12.6 | 13.3 | 27.5 | 0.0   | -     | 16.7 | 2.2  | 11.1 | 1.4  | 0.0   | -     | 6.2  | 19.3 | 3.7  | 2.1  | 0.0   | -     | 5.2  | 3.8  | 2.7  | 21.6 | -   | -     | 3.2  | 6.8   |
| Pedestrians          | -    | -    | -    | -     | 2     | -    | -    | -    | -    | -     | 1     | -    | -    | -    | -    | -     | 2     | -    | -    | -    | -    | -   | 6     | -    | -     |
| % Pedestrians        | -    | -    | -    | -     | 100.0 | -    | -    | -    | -    | -     | 100.0 | -    | -    | -    | -    | -     | 100.0 | -    | -    | -    | -    | -   | 100.0 | -    | -     |



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Count Name: Steeles Avenue & Trafalgar Road - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 3



Turning Movement Data Plot



Paradigm Transportation Solutions Limited  
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Count Name: Steeles Avenue & Trafalgar Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

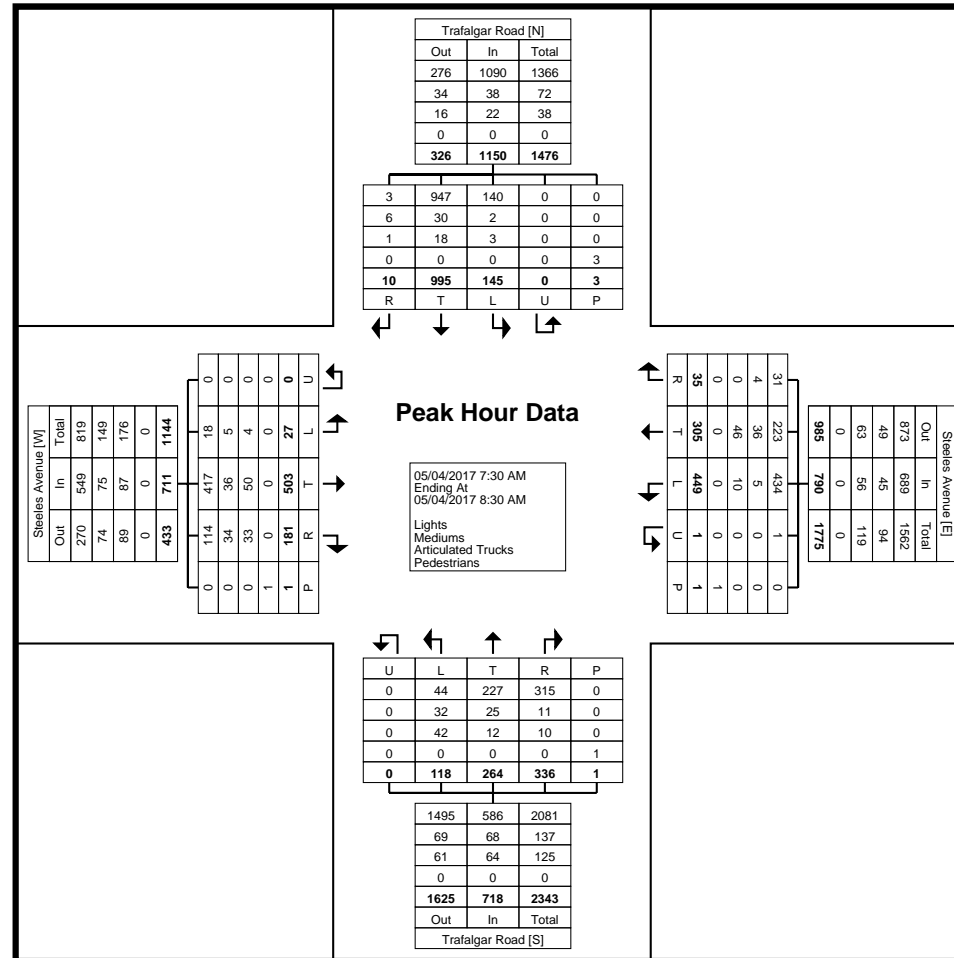
| Start Time           | Steeles Avenue Eastbound |       |       |        |       |            | Steeles Avenue Westbound |       |       |        |       |            | Trafalgar Road Northbound |       |       |        |       |            | Trafalgar Road Southbound |       |       |        |       |            | Int. Total |
|----------------------|--------------------------|-------|-------|--------|-------|------------|--------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|-------|------------|---------------------------|-------|-------|--------|-------|------------|------------|
|                      | Left                     | Thru  | Right | U-Turn | Peds  | App. Total | Left                     | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total | Left                      | Thru  | Right | U-Turn | Peds  | App. Total |            |
| 7:30 AM              | 7                        | 127   | 45    | 0      | 0     | 179        | 119                      | 75    | 14    | 0      | 0     | 208        | 29                        | 64    | 80    | 0      | 0     | 173        | 31                        | 256   | 1     | 0      | 0     | 288        | 848        |
| 7:45 AM              | 9                        | 129   | 43    | 0      | 1     | 181        | 106                      | 73    | 6     | 0      | 1     | 185        | 29                        | 62    | 90    | 0      | 1     | 181        | 43                        | 265   | 5     | 0      | 2     | 313        | 860        |
| 8:00 AM              | 5                        | 121   | 52    | 0      | 0     | 178        | 100                      | 63    | 7     | 1      | 0     | 171        | 39                        | 58    | 90    | 0      | 0     | 187        | 40                        | 240   | 3     | 0      | 1     | 283        | 819        |
| 8:15 AM              | 6                        | 126   | 41    | 0      | 0     | 173        | 124                      | 94    | 8     | 0      | 0     | 226        | 21                        | 80    | 76    | 0      | 0     | 177        | 31                        | 234   | 1     | 0      | 0     | 266        | 842        |
| Total                | 27                       | 503   | 181   | 0      | 1     | 711        | 449                      | 305   | 35    | 1      | 1     | 790        | 118                       | 264   | 336   | 0      | 1     | 718        | 145                       | 995   | 10    | 0      | 3     | 1150       | 3369       |
| Approach %           | 3.8                      | 70.7  | 25.5  | 0.0    | -     | -          | 56.8                     | 38.6  | 4.4   | 0.1    | -     | -          | 16.4                      | 36.8  | 46.8  | 0.0    | -     | -          | 12.6                      | 86.5  | 0.9   | 0.0    | -     | -          | -          |
| Total %              | 0.8                      | 14.9  | 5.4   | 0.0    | -     | 21.1       | 13.3                     | 9.1   | 1.0   | 0.0    | -     | 23.4       | 3.5                       | 7.8   | 10.0  | 0.0    | -     | 21.3       | 4.3                       | 29.5  | 0.3   | 0.0    | -     | 34.1       | -          |
| PHF                  | 0.750                    | 0.975 | 0.870 | 0.000  | -     | 0.982      | 0.905                    | 0.811 | 0.625 | 0.250  | -     | 0.874      | 0.756                     | 0.825 | 0.933 | 0.000  | -     | 0.960      | 0.843                     | 0.939 | 0.500 | 0.000  | -     | 0.919      | 0.979      |
| Lights               | 18                       | 417   | 114   | 0      | -     | 549        | 434                      | 223   | 31    | 1      | -     | 689        | 44                        | 227   | 315   | 0      | -     | 586        | 140                       | 947   | 3     | 0      | -     | 1090       | 2914       |
| % Lights             | 66.7                     | 82.9  | 63.0  | -      | -     | 77.2       | 96.7                     | 73.1  | 88.6  | 100.0  | -     | 87.2       | 37.3                      | 86.0  | 93.8  | -      | -     | 81.6       | 96.6                      | 95.2  | 30.0  | -      | -     | 94.8       | 86.5       |
| Mediums              | 5                        | 36    | 34    | 0      | -     | 75         | 5                        | 36    | 4     | 0      | -     | 45         | 32                        | 25    | 11    | 0      | -     | 68         | 2                         | 30    | 6     | 0      | -     | 38         | 226        |
| % Mediums            | 18.5                     | 7.2   | 18.8  | -      | -     | 10.5       | 1.1                      | 11.8  | 11.4  | 0.0    | -     | 5.7        | 27.1                      | 9.5   | 3.3   | -      | -     | 9.5        | 1.4                       | 3.0   | 60.0  | -      | -     | 3.3        | 6.7        |
| Articulated Trucks   | 4                        | 50    | 33    | 0      | -     | 87         | 10                       | 46    | 0     | 0      | -     | 56         | 42                        | 12    | 10    | 0      | -     | 64         | 3                         | 18    | 1     | 0      | -     | 22         | 229        |
| % Articulated Trucks | 14.8                     | 9.9   | 18.2  | -      | -     | 12.2       | 2.2                      | 15.1  | 0.0   | 0.0    | -     | 7.1        | 35.6                      | 4.5   | 3.0   | -      | -     | 8.9        | 2.1                       | 1.8   | 10.0  | -      | -     | 1.9        | 6.8        |
| Pedestrians          | -                        | -     | -     | -      | 1     | -          | -                        | -     | -     | -      | 1     | -          | -                         | -     | -     | -      | 1     | -          | -                         | -     | -     | -      | 3     | -          | -          |
| % Pedestrians        | -                        | -     | -     | -      | 100.0 | -          | -                        | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 100.0 | -          | -                         | -     | -     | -      | 100.0 | -          | -          |



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Count Name: Steeles Avenue & Trafalgar Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



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Count Name: Steeles Avenue & Trafalgar Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 6

### Turning Movement Peak Hour Data (4:30 PM)

| Start Time           | Steeles Avenue Eastbound |       |       |        |      |            | Steeles Avenue Westbound |       |       |        |      |            | Trafalgar Road Northbound |       |       |        |      |            | Trafalgar Road Southbound |       |       |        |      |            | Int. Total |
|----------------------|--------------------------|-------|-------|--------|------|------------|--------------------------|-------|-------|--------|------|------------|---------------------------|-------|-------|--------|------|------------|---------------------------|-------|-------|--------|------|------------|------------|
|                      | Left                     | Thru  | Right | U-Turn | Peds | App. Total | Left                     | Thru  | Right | U-Turn | Peds | App. Total | Left                      | Thru  | Right | U-Turn | Peds | App. Total | Left                      | Thru  | Right | U-Turn | Peds | App. Total |            |
| 4:30 PM              | 9                        | 90    | 32    | 0      | 0    | 131        | 150                      | 196   | 36    | 0      | 0    | 382        | 32                        | 141   | 115   | 1      | 0    | 289        | 9                         | 73    | 2     | 0      | 0    | 84         | 886        |
| 4:45 PM              | 4                        | 79    | 27    | 0      | 0    | 110        | 140                      | 176   | 36    | 0      | 0    | 352        | 37                        | 158   | 139   | 0      | 0    | 334        | 9                         | 66    | 5     | 0      | 0    | 80         | 876        |
| 5:00 PM              | 7                        | 81    | 31    | 0      | 0    | 119        | 153                      | 174   | 43    | 0      | 0    | 370        | 37                        | 163   | 157   | 0      | 0    | 357        | 7                         | 74    | 3     | 0      | 0    | 84         | 930        |
| 5:15 PM              | 5                        | 96    | 18    | 0      | 0    | 119        | 127                      | 200   | 35    | 0      | 0    | 362        | 49                        | 146   | 128   | 1      | 0    | 324        | 13                        | 67    | 4     | 0      | 0    | 84         | 889        |
| Total                | 25                       | 346   | 108   | 0      | 0    | 479        | 570                      | 746   | 150   | 0      | 0    | 1466       | 155                       | 608   | 539   | 2      | 0    | 1304       | 38                        | 280   | 14    | 0      | 0    | 332        | 3581       |
| Approach %           | 5.2                      | 72.2  | 22.5  | 0.0    | -    | -          | 38.9                     | 50.9  | 10.2  | 0.0    | -    | -          | 11.9                      | 46.6  | 41.3  | 0.2    | -    | -          | 11.4                      | 84.3  | 4.2   | 0.0    | -    | -          | -          |
| Total %              | 0.7                      | 9.7   | 3.0   | 0.0    | -    | 13.4       | 15.9                     | 20.8  | 4.2   | 0.0    | -    | 40.9       | 4.3                       | 17.0  | 15.1  | 0.1    | -    | 36.4       | 1.1                       | 7.8   | 0.4   | 0.0    | -    | 9.3        | -          |
| PHF                  | 0.694                    | 0.901 | 0.844 | 0.000  | -    | 0.914      | 0.931                    | 0.933 | 0.872 | 0.000  | -    | 0.959      | 0.791                     | 0.933 | 0.858 | 0.500  | -    | 0.913      | 0.731                     | 0.946 | 0.700 | 0.000  | -    | 0.988      | 0.963      |
| Lights               | 17                       | 295   | 78    | 0      | -    | 390        | 559                      | 681   | 147   | 0      | -    | 1387       | 135                       | 588   | 522   | 2      | -    | 1247       | 38                        | 270   | 8     | 0      | -    | 316        | 3340       |
| % Lights             | 68.0                     | 85.3  | 72.2  | -      | -    | 81.4       | 98.1                     | 91.3  | 98.0  | -      | -    | 94.6       | 87.1                      | 96.7  | 96.8  | 100.0  | -    | 95.6       | 100.0                     | 96.4  | 57.1  | -      | -    | 95.2       | 93.3       |
| Mediums              | 4                        | 14    | 6     | 0      | -    | 24         | 4                        | 19    | 2     | 0      | -    | 25         | 9                         | 11    | 4     | 0      | -    | 24         | 0                         | 5     | 3     | 0      | -    | 8          | 81         |
| % Mediums            | 16.0                     | 4.0   | 5.6   | -      | -    | 5.0        | 0.7                      | 2.5   | 1.3   | -      | -    | 1.7        | 5.8                       | 1.8   | 0.7   | 0.0    | -    | 1.8        | 0.0                       | 1.8   | 21.4  | -      | -    | 2.4        | 2.3        |
| Articulated Trucks   | 4                        | 37    | 24    | 0      | -    | 65         | 7                        | 46    | 1     | 0      | -    | 54         | 11                        | 9     | 13    | 0      | -    | 33         | 0                         | 5     | 3     | 0      | -    | 8          | 160        |
| % Articulated Trucks | 16.0                     | 10.7  | 22.2  | -      | -    | 13.6       | 1.2                      | 6.2   | 0.7   | -      | -    | 3.7        | 7.1                       | 1.5   | 2.4   | 0.0    | -    | 2.5        | 0.0                       | 1.8   | 21.4  | -      | -    | 2.4        | 4.5        |
| Pedestrians          | -                        | -     | -     | -      | 0    | -          | -                        | -     | -     | -      | 0    | -          | -                         | -     | -     | -      | 0    | -          | -                         | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                        | -     | -     | -      | -    | -          | -                        | -     | -     | -      | -    | -          | -                         | -     | -     | -      | -    | -          | -                         | -     | -     | -      | -    | -          | -          |





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Count Name: Steeles Avenue & Trafalgar Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 8





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Count Name: Steeles Avenue & Toronto  
Premium Outlets  
Site Code:  
Start Date: 12/13/2016  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |       |        |      |            | Steeles Avenue Westbound |      |        |      |            | Toronto Premium Outlets Northbound |       |        |      |            | Int. Total |
|---------------|--------------------------|-------|--------|------|------------|--------------------------|------|--------|------|------------|------------------------------------|-------|--------|------|------------|------------|
|               | Thru                     | Right | U-Turn | Peds | App. Total | Left                     | Thru | U-Turn | Peds | App. Total | Left                               | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 218                      | 0     | 0      | 0    | 218        | 2                        | 147  | 0      | 0    | 149        | 2                                  | 1     | 0      | 0    | 3          | 370        |
| 7:15 AM       | 211                      | 0     | 0      | 0    | 211        | 0                        | 190  | 0      | 0    | 190        | 0                                  | 0     | 0      | 0    | 0          | 401        |
| 7:30 AM       | 248                      | 0     | 0      | 0    | 248        | 0                        | 182  | 0      | 0    | 182        | 1                                  | 1     | 0      | 0    | 2          | 432        |
| 7:45 AM       | 205                      | 0     | 0      | 0    | 205        | 2                        | 213  | 0      | 0    | 215        | 9                                  | 0     | 0      | 0    | 9          | 429        |
| Hourly Total  | 882                      | 0     | 0      | 0    | 882        | 4                        | 732  | 0      | 0    | 736        | 12                                 | 2     | 0      | 0    | 14         | 1632       |
| 8:00 AM       | 222                      | 2     | 1      | 0    | 225        | 1                        | 204  | 0      | 0    | 205        | 5                                  | 0     | 0      | 0    | 5          | 435        |
| 8:15 AM       | 230                      | 3     | 1      | 0    | 234        | 3                        | 176  | 0      | 0    | 179        | 5                                  | 3     | 0      | 0    | 8          | 421        |
| 8:30 AM       | 225                      | 3     | 0      | 0    | 228        | 3                        | 155  | 0      | 0    | 158        | 4                                  | 0     | 0      | 0    | 4          | 390        |
| 8:45 AM       | 232                      | 3     | 0      | 0    | 235        | 3                        | 148  | 0      | 0    | 151        | 4                                  | 3     | 0      | 0    | 7          | 393        |
| Hourly Total  | 909                      | 11    | 2      | 0    | 922        | 10                       | 683  | 0      | 0    | 693        | 18                                 | 6     | 0      | 0    | 24         | 1639       |
| 9:00 AM       | 162                      | 6     | 0      | 0    | 168        | 3                        | 121  | 0      | 0    | 124        | 8                                  | 5     | 0      | 0    | 13         | 305        |
| 9:15 AM       | 138                      | 9     | 0      | 0    | 147        | 4                        | 123  | 0      | 0    | 127        | 6                                  | 2     | 0      | 0    | 8          | 282        |
| 9:30 AM       | 115                      | 8     | 0      | 0    | 123        | 7                        | 107  | 0      | 0    | 114        | 9                                  | 1     | 0      | 0    | 10         | 247        |
| 9:45 AM       | 90                       | 10    | 0      | 0    | 100        | 4                        | 109  | 0      | 0    | 113        | 10                                 | 2     | 0      | 0    | 12         | 225        |
| Hourly Total  | 505                      | 33    | 0      | 0    | 538        | 18                       | 460  | 0      | 0    | 478        | 33                                 | 10    | 0      | 0    | 43         | 1059       |
| *** BREAK *** | -                        | -     | -      | -    | -          | -                        | -    | -      | -    | -          | -                                  | -     | -      | -    | -          | -          |
| 11:00 AM      | 95                       | 6     | 0      | 0    | 101        | 14                       | 110  | 0      | 0    | 124        | 43                                 | 13    | 0      | 0    | 56         | 281        |
| 11:15 AM      | 75                       | 6     | 0      | 0    | 81         | 12                       | 102  | 0      | 0    | 114        | 45                                 | 12    | 0      | 0    | 57         | 252        |
| 11:30 AM      | 81                       | 13    | 0      | 0    | 94         | 8                        | 106  | 0      | 0    | 114        | 65                                 | 13    | 2      | 0    | 80         | 288        |
| 11:45 AM      | 90                       | 4     | 0      | 0    | 94         | 5                        | 91   | 0      | 0    | 96         | 64                                 | 16    | 0      | 0    | 80         | 270        |
| Hourly Total  | 341                      | 29    | 0      | 0    | 370        | 39                       | 409  | 0      | 0    | 448        | 217                                | 54    | 2      | 0    | 273        | 1091       |
| 12:00 PM      | 79                       | 15    | 0      | 0    | 94         | 8                        | 115  | 0      | 0    | 123        | 63                                 | 14    | 0      | 0    | 77         | 294        |
| 12:15 PM      | 95                       | 10    | 0      | 0    | 105        | 13                       | 90   | 0      | 0    | 103        | 76                                 | 13    | 2      | 0    | 91         | 299        |
| 12:30 PM      | 95                       | 10    | 0      | 0    | 105        | 10                       | 82   | 0      | 0    | 92         | 68                                 | 13    | 0      | 0    | 81         | 278        |
| 12:45 PM      | 93                       | 12    | 1      | 0    | 106        | 12                       | 97   | 0      | 0    | 109        | 66                                 | 15    | 0      | 0    | 81         | 296        |
| Hourly Total  | 362                      | 47    | 1      | 0    | 410        | 43                       | 384  | 0      | 0    | 427        | 273                                | 55    | 2      | 0    | 330        | 1167       |
| *** BREAK *** | -                        | -     | -      | -    | -          | -                        | -    | -      | -    | -          | -                                  | -     | -      | -    | -          | -          |
| 3:00 PM       | 131                      | 3     | 0      | 0    | 134        | 7                        | 118  | 0      | 0    | 125        | 76                                 | 20    | 0      | 0    | 96         | 355        |
| 3:15 PM       | 159                      | 6     | 0      | 0    | 165        | 4                        | 172  | 0      | 0    | 176        | 70                                 | 13    | 0      | 0    | 83         | 424        |
| 3:30 PM       | 164                      | 4     | 0      | 0    | 168        | 6                        | 205  | 1      | 0    | 212        | 67                                 | 17    | 0      | 0    | 84         | 464        |
| 3:45 PM       | 158                      | 9     | 0      | 0    | 167        | 7                        | 251  | 0      | 0    | 258        | 62                                 | 18    | 0      | 0    | 80         | 505        |
| Hourly Total  | 612                      | 22    | 0      | 0    | 634        | 24                       | 746  | 1      | 0    | 771        | 275                                | 68    | 0      | 0    | 343        | 1748       |
| 4:00 PM       | 157                      | 15    | 1      | 0    | 173        | 5                        | 202  | 0      | 0    | 207        | 77                                 | 17    | 0      | 0    | 94         | 474        |
| 4:15 PM       | 181                      | 10    | 0      | 0    | 191        | 6                        | 266  | 0      | 0    | 272        | 70                                 | 14    | 0      | 0    | 84         | 547        |
| 4:30 PM       | 212                      | 14    | 1      | 0    | 227        | 3                        | 304  | 0      | 0    | 307        | 60                                 | 8     | 0      | 0    | 68         | 602        |
| 4:45 PM       | 208                      | 5     | 0      | 0    | 213        | 1                        | 279  | 0      | 0    | 280        | 75                                 | 15    | 0      | 0    | 90         | 583        |
| Hourly Total  | 758                      | 44    | 2      | 0    | 804        | 15                       | 1051 | 0      | 0    | 1066       | 282                                | 54    | 0      | 0    | 336        | 2206       |
| 5:00 PM       | 220                      | 9     | 0      | 0    | 229        | 4                        | 303  | 0      | 0    | 307        | 74                                 | 18    | 0      | 0    | 92         | 628        |















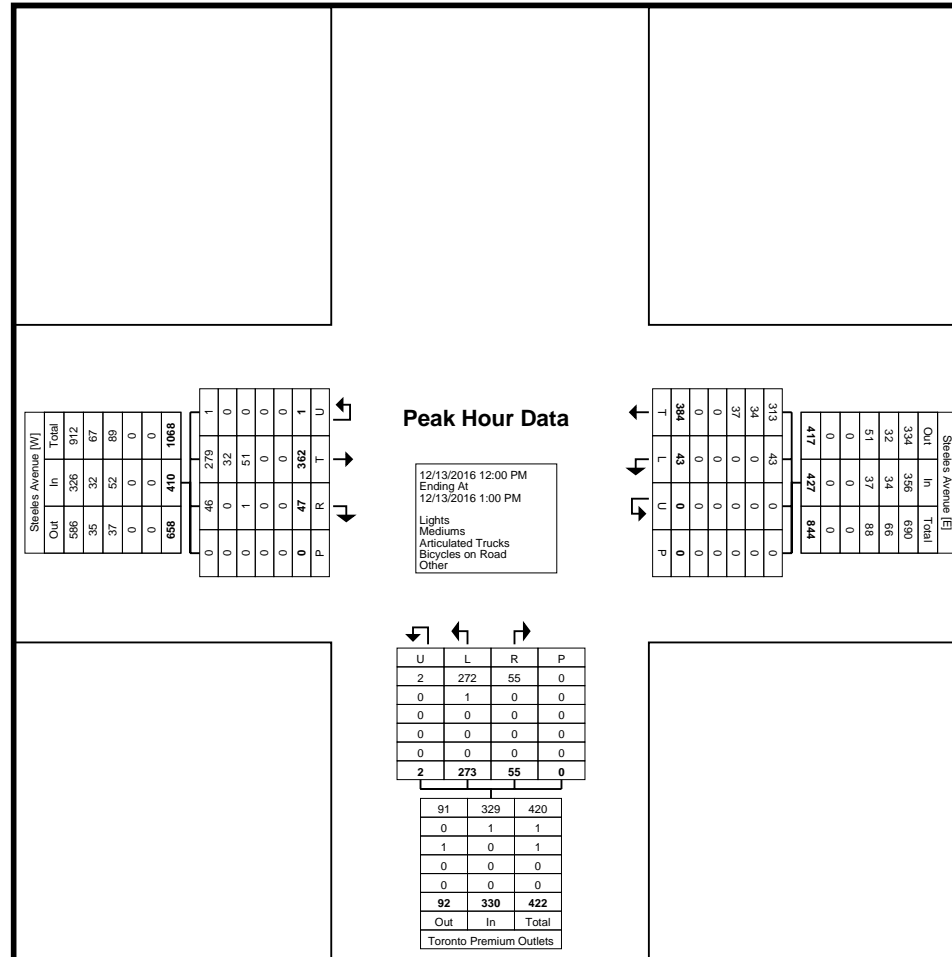




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Count Name: Steeles Avenue & Toronto  
Premium Outlets  
Site Code:  
Start Date: 12/13/2016  
Page No: 9



Turning Movement Peak Hour Data Plot (12:00 PM)

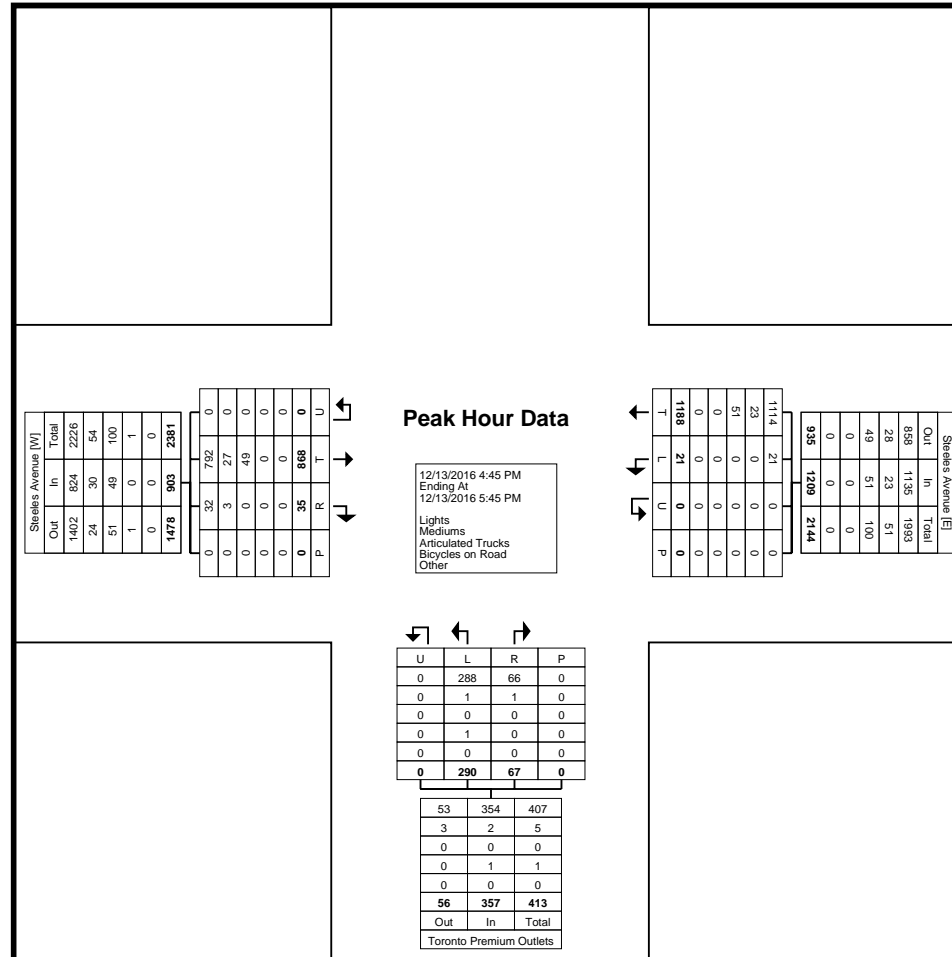




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Turning Movement Peak Hour Data Plot (4:45 PM)



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Count Name: Steeles Avenue & Toronto  
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Site Code:  
Start Date: 12/13/2016  
Page No: 12



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Count Name: Steeles Avenue & Eight Line/Toronto Outlets - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |      |       |        |      |            | Steeles Avenue Westbound |      |       |        |      |            | Toronto Premium Outlets Northbound |      |       |        |      |            | Eighth Line Southbound |      |       |        |      |            | Int. Total |
|---------------|--------------------------|------|-------|--------|------|------------|--------------------------|------|-------|--------|------|------------|------------------------------------|------|-------|--------|------|------------|------------------------|------|-------|--------|------|------------|------------|
|               | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                     | Thru | Right | U-Turn | Peds | App. Total | Left                               | Thru | Right | U-Turn | Peds | App. Total | Left                   | Thru | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 10                       | 87   | 0     | 0      | 0    | 97         | 2                        | 90   | 2     | 0      | 0    | 94         | 0                                  | 0    | 0     | 0      | 0    | 0          | 9                      | 0    | 37    | 0      | 0    | 46         | 237        |
| 6:15 AM       | 6                        | 100  | 2     | 0      | 0    | 108        | 0                        | 89   | 1     | 0      | 0    | 90         | 0                                  | 0    | 1     | 0      | 0    | 1          | 9                      | 0    | 38    | 0      | 0    | 47         | 246        |
| 6:30 AM       | 5                        | 113  | 2     | 0      | 0    | 120        | 2                        | 112  | 1     | 0      | 0    | 115        | 0                                  | 0    | 1     | 0      | 0    | 1          | 24                     | 1    | 55    | 0      | 0    | 80         | 316        |
| 6:45 AM       | 16                       | 137  | 8     | 0      | 0    | 161        | 9                        | 86   | 2     | 0      | 0    | 97         | 0                                  | 0    | 0     | 0      | 0    | 0          | 15                     | 1    | 55    | 0      | 0    | 71         | 329        |
| Hourly Total  | 37                       | 437  | 12    | 0      | 0    | 486        | 13                       | 377  | 6     | 0      | 0    | 396        | 0                                  | 0    | 2     | 0      | 0    | 2          | 57                     | 2    | 185   | 0      | 0    | 244        | 1128       |
| 7:00 AM       | 11                       | 178  | 4     | 0      | 0    | 193        | 3                        | 123  | 3     | 0      | 0    | 129        | 3                                  | 0    | 4     | 0      | 0    | 7          | 21                     | 1    | 56    | 0      | 0    | 78         | 407        |
| 7:15 AM       | 14                       | 198  | 2     | 0      | 0    | 214        | 4                        | 98   | 2     | 0      | 0    | 104        | 1                                  | 0    | 2     | 0      | 0    | 3          | 39                     | 2    | 87    | 0      | 0    | 128        | 449        |
| 7:30 AM       | 17                       | 217  | 3     | 0      | 0    | 237        | 4                        | 117  | 6     | 0      | 0    | 127        | 0                                  | 0    | 4     | 0      | 0    | 4          | 43                     | 0    | 86    | 0      | 0    | 129        | 497        |
| 7:45 AM       | 20                       | 223  | 6     | 0      | 0    | 249        | 13                       | 106  | 5     | 0      | 0    | 124        | 1                                  | 1    | 1     | 0      | 0    | 3          | 51                     | 3    | 98    | 0      | 0    | 152        | 528        |
| Hourly Total  | 62                       | 816  | 15    | 0      | 0    | 893        | 24                       | 444  | 16    | 0      | 0    | 484        | 5                                  | 1    | 11    | 0      | 0    | 17         | 154                    | 6    | 327   | 0      | 0    | 487        | 1881       |
| 8:00 AM       | 20                       | 212  | 2     | 0      | 0    | 234        | 6                        | 103  | 6     | 0      | 0    | 115        | 1                                  | 0    | 2     | 0      | 0    | 3          | 42                     | 1    | 74    | 0      | 0    | 117        | 469        |
| 8:15 AM       | 17                       | 215  | 2     | 0      | 0    | 234        | 6                        | 116  | 5     | 0      | 0    | 127        | 1                                  | 0    | 1     | 0      | 0    | 2          | 41                     | 1    | 96    | 0      | 0    | 138        | 501        |
| 8:30 AM       | 16                       | 171  | 1     | 0      | 0    | 188        | 11                       | 129  | 4     | 0      | 0    | 144        | 0                                  | 1    | 2     | 1      | 0    | 4          | 30                     | 2    | 66    | 0      | 0    | 98         | 434        |
| 8:45 AM       | 16                       | 160  | 6     | 0      | 0    | 182        | 8                        | 90   | 5     | 0      | 0    | 103        | 3                                  | 0    | 8     | 0      | 0    | 11         | 20                     | 3    | 42    | 0      | 0    | 65         | 361        |
| Hourly Total  | 69                       | 758  | 11    | 0      | 0    | 838        | 31                       | 438  | 20    | 0      | 0    | 489        | 5                                  | 1    | 13    | 1      | 0    | 20         | 133                    | 7    | 278   | 0      | 0    | 418        | 1765       |
| 9:00 AM       | 10                       | 127  | 3     | 0      | 0    | 140        | 11                       | 95   | 1     | 0      | 0    | 107        | 2                                  | 0    | 2     | 0      | 0    | 4          | 10                     | 1    | 35    | 0      | 0    | 46         | 297        |
| 9:15 AM       | 19                       | 113  | 6     | 0      | 0    | 138        | 6                        | 93   | 2     | 0      | 0    | 101        | 4                                  | 0    | 3     | 0      | 0    | 7          | 12                     | 2    | 35    | 0      | 0    | 49         | 295        |
| 9:30 AM       | 13                       | 98   | 10    | 0      | 0    | 121        | 14                       | 80   | 3     | 0      | 0    | 97         | 0                                  | 0    | 2     | 0      | 0    | 2          | 12                     | 2    | 37    | 0      | 0    | 51         | 271        |
| 9:45 AM       | 12                       | 93   | 10    | 0      | 0    | 115        | 36                       | 90   | 4     | 0      | 0    | 130        | 4                                  | 0    | 3     | 0      | 0    | 7          | 6                      | 11   | 17    | 0      | 0    | 34         | 286        |
| Hourly Total  | 54                       | 431  | 29    | 0      | 0    | 514        | 67                       | 358  | 10    | 0      | 0    | 435        | 10                                 | 0    | 10    | 0      | 0    | 20         | 40                     | 16   | 124   | 0      | 0    | 180        | 1149       |
| *** BREAK *** | -                        | -    | -     | -      | -    | -          | -                        | -    | -     | -      | -    | -          | -                                  | -    | -     | -      | -    | -          | -                      | -    | -     | -      | -    | -          | -          |
| 3:00 PM       | 37                       | 128  | 5     | 0      | 0    | 170        | 8                        | 116  | 9     | 0      | 0    | 133        | 15                                 | 5    | 19    | 0      | 0    | 39         | 3                      | 4    | 17    | 0      | 0    | 24         | 366        |
| 3:15 PM       | 42                       | 143  | 3     | 0      | 0    | 188        | 7                        | 169  | 17    | 0      | 0    | 193        | 18                                 | 0    | 21    | 0      | 0    | 39         | 2                      | 2    | 11    | 0      | 0    | 15         | 435        |
| 3:30 PM       | 66                       | 132  | 4     | 0      | 0    | 202        | 16                       | 169  | 14    | 0      | 0    | 199        | 18                                 | 5    | 17    | 0      | 0    | 40         | 8                      | 6    | 19    | 0      | 0    | 33         | 474        |
| 3:45 PM       | 41                       | 145  | 2     | 0      | 0    | 188        | 28                       | 266  | 12    | 0      | 0    | 306        | 8                                  | 5    | 20    | 0      | 0    | 33         | 3                      | 3    | 22    | 0      | 0    | 28         | 555        |
| Hourly Total  | 186                      | 548  | 14    | 0      | 0    | 748        | 59                       | 720  | 52    | 0      | 0    | 831        | 59                                 | 15   | 77    | 0      | 0    | 151        | 16                     | 15   | 69    | 0      | 0    | 100        | 1830       |
| 4:00 PM       | 34                       | 158  | 2     | 0      | 0    | 194        | 16                       | 261  | 19    | 0      | 0    | 296        | 20                                 | 6    | 28    | 0      | 0    | 54         | 6                      | 5    | 29    | 0      | 0    | 40         | 584        |
| 4:15 PM       | 38                       | 131  | 3     | 1      | 0    | 173        | 20                       | 290  | 31    | 1      | 0    | 342        | 11                                 | 3    | 20    | 0      | 0    | 34         | 8                      | 7    | 21    | 0      | 0    | 36         | 585        |
| 4:30 PM       | 38                       | 147  | 3     | 0      | 0    | 188        | 24                       | 321  | 29    | 0      | 0    | 374        | 10                                 | 6    | 17    | 0      | 0    | 33         | 6                      | 8    | 17    | 0      | 0    | 31         | 626        |
| 4:45 PM       | 56                       | 137  | 7     | 0      | 0    | 200        | 45                       | 296  | 24    | 0      | 0    | 365        | 18                                 | 10   | 21    | 0      | 0    | 49         | 6                      | 6    | 19    | 0      | 0    | 31         | 645        |
| Hourly Total  | 166                      | 573  | 15    | 1      | 0    | 755        | 105                      | 1168 | 103   | 1      | 0    | 1377       | 59                                 | 25   | 86    | 0      | 0    | 170        | 26                     | 26   | 86    | 0      | 0    | 138        | 2440       |
| 5:00 PM       | 66                       | 166  | 3     | 0      | 0    | 235        | 28                       | 261  | 25    | 0      | 0    | 314        | 18                                 | 7    | 39    | 0      | 0    | 64         | 11                     | 0    | 11    | 0      | 0    | 22         | 635        |
| 5:15 PM       | 57                       | 182  | 2     | 0      | 0    | 241        | 17                       | 297  | 35    | 0      | 0    | 349        | 6                                  | 4    | 22    | 0      | 0    | 32         | 10                     | 5    | 11    | 0      | 0    | 26         | 648        |
| 5:30 PM       | 61                       | 130  | 1     | 1      | 0    | 193        | 27                       | 283  | 26    | 0      | 0    | 336        | 16                                 | 7    | 20    | 0      | 0    | 43         | 6                      | 4    | 21    | 0      | 0    | 31         | 603        |
| 5:45 PM       | 65                       | 121  | 4     | 0      | 0    | 190        | 23                       | 280  | 28    | 0      | 0    | 331        | 7                                  | 3    | 24    | 0      | 0    | 34         | 7                      | 1    | 10    | 0      | 0    | 18         | 573        |
| Hourly Total  | 249                      | 599  | 10    | 1      | 0    | 859        | 95                       | 1121 | 114   | 0      | 0    | 1330       | 47                                 | 21   | 105   | 0      | 0    | 173        | 34                     | 10   | 53    | 0      | 0    | 97         | 2459       |
| 6:00 PM       | 57                       | 120  | 6     | 0      | 0    | 183        | 18                       | 198  | 20    | 0      | 0    | 236        | 8                                  | 3    | 29    | 0      | 0    | 40         | 3                      | 2    | 10    | 0      | 0    | 15         | 474        |

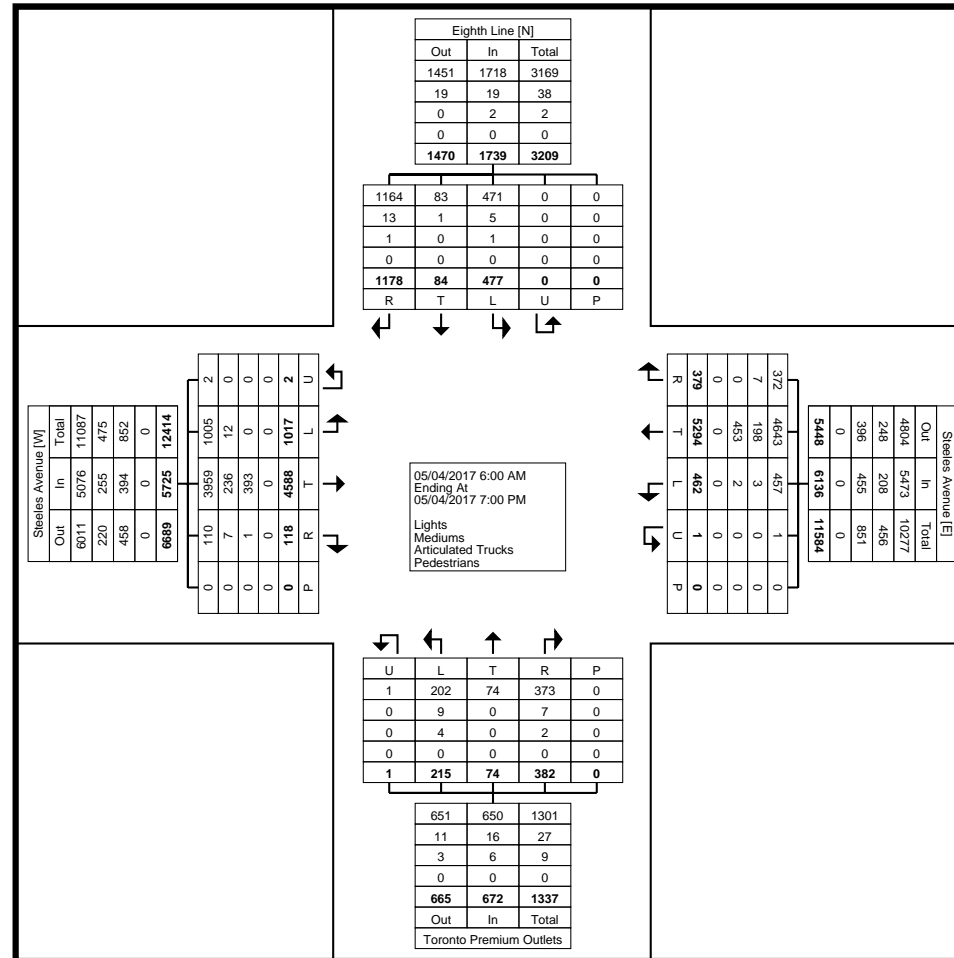




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Count Name: Steeles Avenue & Eight  
Line/Toronto Outlets - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 3



Turning Movement Data Plot







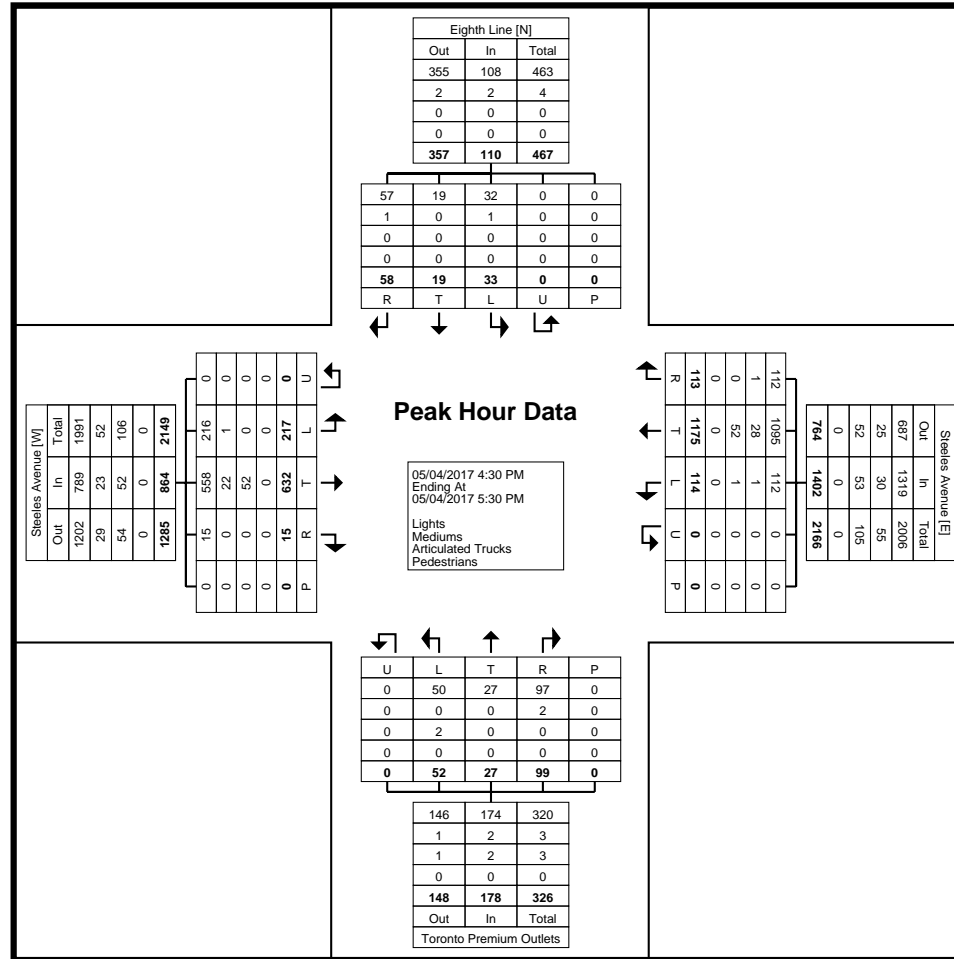




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Line/Toronto Outlets - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Steeles Avenue & Eight  
Line/Toronto Outlets - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 8



Paradigm Transportation Solutions Limited  
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Count Name: Steeles Avenue & Eighth Line  
(South) - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |       |        |      |            | Steeles Avenue Westbound |      |        |      |            | Eighth Line Northbound |       |        |      |            | Int. Total |
|---------------|--------------------------|-------|--------|------|------------|--------------------------|------|--------|------|------------|------------------------|-------|--------|------|------------|------------|
|               | Thru                     | Right | U-Turn | Peds | App. Total | Left                     | Thru | U-Turn | Peds | App. Total | Left                   | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 94                       | 0     | 0      | 0    | 94         | 0                        | 95   | 0      | 0    | 95         | 0                      | 0     | 0      | 0    | 0          | 189        |
| 6:15 AM       | 109                      | 0     | 0      | 0    | 109        | 0                        | 89   | 0      | 0    | 89         | 0                      | 0     | 0      | 0    | 0          | 198        |
| 6:30 AM       | 143                      | 0     | 0      | 0    | 143        | 0                        | 115  | 0      | 0    | 115        | 0                      | 0     | 0      | 0    | 0          | 258        |
| 6:45 AM       | 155                      | 0     | 0      | 0    | 155        | 2                        | 99   | 0      | 0    | 101        | 1                      | 0     | 0      | 0    | 1          | 257        |
| Hourly Total  | 501                      | 0     | 0      | 0    | 501        | 2                        | 398  | 0      | 0    | 400        | 1                      | 0     | 0      | 0    | 1          | 902        |
| 7:00 AM       | 199                      | 0     | 0      | 0    | 199        | 1                        | 119  | 0      | 0    | 120        | 0                      | 1     | 0      | 0    | 1          | 320        |
| 7:15 AM       | 242                      | 1     | 0      | 0    | 243        | 1                        | 108  | 0      | 0    | 109        | 0                      | 1     | 0      | 0    | 1          | 353        |
| 7:30 AM       | 251                      | 0     | 0      | 0    | 251        | 1                        | 126  | 0      | 0    | 127        | 0                      | 0     | 0      | 0    | 0          | 378        |
| 7:45 AM       | 279                      | 0     | 0      | 0    | 279        | 0                        | 122  | 1      | 0    | 123        | 0                      | 0     | 0      | 0    | 0          | 402        |
| Hourly Total  | 971                      | 1     | 0      | 0    | 972        | 3                        | 475  | 1      | 0    | 479        | 0                      | 2     | 0      | 0    | 2          | 1453       |
| 8:00 AM       | 262                      | 0     | 0      | 0    | 262        | 0                        | 116  | 0      | 0    | 116        | 0                      | 0     | 0      | 0    | 0          | 378        |
| 8:15 AM       | 261                      | 1     | 0      | 0    | 262        | 0                        | 129  | 0      | 0    | 129        | 1                      | 0     | 0      | 0    | 1          | 392        |
| 8:30 AM       | 197                      | 0     | 0      | 0    | 197        | 0                        | 142  | 0      | 0    | 142        | 0                      | 0     | 0      | 0    | 0          | 339        |
| 8:45 AM       | 192                      | 1     | 0      | 0    | 193        | 0                        | 103  | 0      | 0    | 103        | 0                      | 0     | 0      | 0    | 0          | 296        |
| Hourly Total  | 912                      | 2     | 0      | 0    | 914        | 0                        | 490  | 0      | 0    | 490        | 1                      | 0     | 0      | 0    | 1          | 1405       |
| 9:00 AM       | 139                      | 0     | 0      | 0    | 139        | 1                        | 109  | 1      | 0    | 111        | 0                      | 0     | 0      | 0    | 0          | 250        |
| 9:15 AM       | 124                      | 0     | 0      | 0    | 124        | 1                        | 101  | 0      | 0    | 102        | 1                      | 0     | 0      | 0    | 1          | 227        |
| 9:30 AM       | 119                      | 1     | 0      | 0    | 120        | 0                        | 105  | 0      | 0    | 105        | 0                      | 0     | 0      | 0    | 0          | 225        |
| 9:45 AM       | 101                      | 1     | 0      | 0    | 102        | 0                        | 129  | 0      | 0    | 129        | 0                      | 1     | 0      | 0    | 1          | 232        |
| Hourly Total  | 483                      | 2     | 0      | 0    | 485        | 2                        | 444  | 1      | 0    | 447        | 1                      | 1     | 0      | 0    | 2          | 934        |
| 10:00 AM      | 0                        | 0     | 0      | 0    | 0          | 0                        | 1    | 0      | 0    | 1          | 0                      | 0     | 0      | 0    | 0          | 1          |
| *** BREAK *** | -                        | -     | -      | -    | -          | -                        | -    | -      | -    | -          | -                      | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 0     | 0      | 0    | 0          | 0                        | 1    | 0      | 0    | 1          | 0                      | 0     | 0      | 0    | 0          | 1          |
| 3:00 PM       | 144                      | 0     | 0      | 0    | 144        | 0                        | 135  | 0      | 0    | 135        | 0                      | 0     | 0      | 0    | 0          | 279        |
| 3:15 PM       | 180                      | 0     | 0      | 0    | 180        | 0                        | 184  | 0      | 0    | 184        | 0                      | 0     | 0      | 0    | 0          | 364        |
| 3:30 PM       | 160                      | 0     | 0      | 0    | 160        | 0                        | 227  | 0      | 0    | 227        | 1                      | 0     | 0      | 0    | 1          | 388        |
| 3:45 PM       | 181                      | 1     | 0      | 0    | 182        | 0                        | 314  | 0      | 0    | 314        | 0                      | 0     | 0      | 0    | 0          | 496        |
| Hourly Total  | 665                      | 1     | 0      | 0    | 666        | 0                        | 860  | 0      | 0    | 860        | 1                      | 0     | 0      | 0    | 1          | 1527       |
| 4:00 PM       | 197                      | 1     | 0      | 0    | 198        | 0                        | 316  | 0      | 0    | 316        | 0                      | 2     | 0      | 0    | 2          | 516        |
| 4:15 PM       | 163                      | 0     | 0      | 0    | 163        | 1                        | 373  | 0      | 0    | 374        | 1                      | 0     | 0      | 0    | 1          | 538        |
| 4:30 PM       | 167                      | 0     | 0      | 0    | 167        | 0                        | 370  | 0      | 0    | 370        | 0                      | 0     | 0      | 0    | 0          | 537        |
| 4:45 PM       | 164                      | 2     | 0      | 0    | 166        | 0                        | 360  | 0      | 0    | 360        | 0                      | 1     | 0      | 0    | 1          | 527        |
| Hourly Total  | 691                      | 3     | 0      | 0    | 694        | 1                        | 1419 | 0      | 0    | 1420       | 1                      | 3     | 0      | 0    | 4          | 2118       |
| 5:00 PM       | 196                      | 0     | 0      | 0    | 196        | 0                        | 316  | 0      | 0    | 316        | 1                      | 2     | 0      | 0    | 3          | 515        |
| 5:15 PM       | 207                      | 0     | 0      | 0    | 207        | 0                        | 365  | 0      | 0    | 365        | 0                      | 2     | 0      | 0    | 2          | 574        |
| 5:30 PM       | 169                      | 0     | 0      | 0    | 169        | 1                        | 346  | 0      | 0    | 347        | 1                      | 0     | 0      | 0    | 1          | 517        |
| 5:45 PM       | 156                      | 1     | 0      | 0    | 157        | 1                        | 291  | 0      | 0    | 292        | 1                      | 1     | 0      | 0    | 2          | 451        |
| Hourly Total  | 728                      | 1     | 0      | 0    | 729        | 2                        | 1318 | 0      | 0    | 1320       | 3                      | 5     | 0      | 0    | 8          | 2057       |







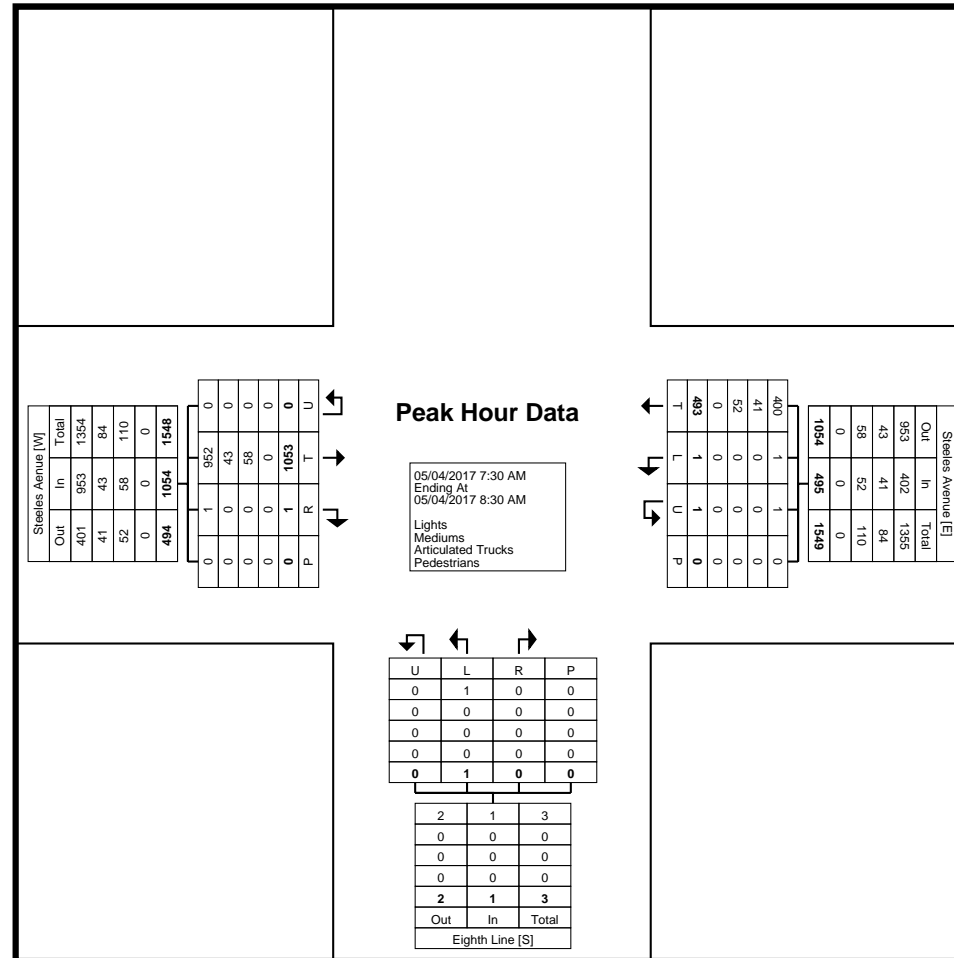




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Count Name: Steeles Avenue & Eighth Line  
(South) - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)







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Count Name: Steeles Avenue & Eighth Line  
(South) - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 8



Paradigm Transportation Solutions Limited  
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Count Name: Steeles Avenue & Ninth Line  
(North) - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Steeles Avenue Eastbound |      |        |      |            | Steeles Avenue Westbound |       |        |      |            | Ninth Line Southbound |       |        |      |            | Int. Total |
|---------------|--------------------------|------|--------|------|------------|--------------------------|-------|--------|------|------------|-----------------------|-------|--------|------|------------|------------|
|               | Left                     | Thru | U-Turn | Peds | App. Total | Thru                     | Right | U-Turn | Peds | App. Total | Left                  | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 15                       | 85   | 0      | 0    | 100        | 72                       | 12    | 0      | 0    | 84         | 79                    | 20    | 0      | 0    | 99         | 283        |
| 6:15 AM       | 13                       | 89   | 0      | 0    | 102        | 79                       | 14    | 0      | 0    | 93         | 117                   | 14    | 0      | 0    | 131        | 326        |
| 6:30 AM       | 13                       | 134  | 0      | 0    | 147        | 99                       | 31    | 0      | 0    | 130        | 117                   | 18    | 0      | 0    | 135        | 412        |
| 6:45 AM       | 17                       | 135  | 0      | 0    | 152        | 88                       | 35    | 0      | 0    | 123        | 127                   | 13    | 0      | 0    | 140        | 415        |
| Hourly Total  | 58                       | 443  | 0      | 0    | 501        | 338                      | 92    | 0      | 0    | 430        | 440                   | 65    | 0      | 0    | 505        | 1436       |
| 7:00 AM       | 20                       | 183  | 0      | 0    | 203        | 109                      | 22    | 0      | 0    | 131        | 160                   | 16    | 0      | 0    | 176        | 510        |
| 7:15 AM       | 16                       | 218  | 0      | 0    | 234        | 93                       | 39    | 0      | 0    | 132        | 161                   | 20    | 0      | 0    | 181        | 547        |
| 7:30 AM       | 13                       | 249  | 0      | 0    | 262        | 112                      | 41    | 0      | 0    | 153        | 142                   | 18    | 0      | 0    | 160        | 575        |
| 7:45 AM       | 24                       | 256  | 0      | 0    | 280        | 106                      | 52    | 0      | 0    | 158        | 160                   | 24    | 0      | 0    | 184        | 622        |
| Hourly Total  | 73                       | 906  | 0      | 0    | 979        | 420                      | 154   | 0      | 0    | 574        | 623                   | 78    | 0      | 0    | 701        | 2254       |
| 8:00 AM       | 21                       | 247  | 0      | 0    | 268        | 106                      | 62    | 0      | 0    | 168        | 125                   | 12    | 0      | 0    | 137        | 573        |
| 8:15 AM       | 17                       | 249  | 0      | 0    | 266        | 121                      | 58    | 0      | 0    | 179        | 141                   | 19    | 0      | 0    | 160        | 605        |
| 8:30 AM       | 19                       | 191  | 0      | 0    | 210        | 118                      | 52    | 0      | 0    | 170        | 135                   | 15    | 0      | 0    | 150        | 530        |
| 8:45 AM       | 26                       | 159  | 0      | 0    | 185        | 100                      | 40    | 0      | 0    | 140        | 102                   | 14    | 0      | 0    | 116        | 441        |
| Hourly Total  | 83                       | 846  | 0      | 0    | 929        | 445                      | 212   | 0      | 0    | 657        | 503                   | 60    | 0      | 0    | 563        | 2149       |
| 9:00 AM       | 21                       | 115  | 0      | 0    | 136        | 89                       | 38    | 0      | 0    | 127        | 110                   | 21    | 0      | 0    | 131        | 394        |
| 9:15 AM       | 20                       | 108  | 0      | 0    | 128        | 71                       | 35    | 0      | 0    | 106        | 94                    | 20    | 0      | 0    | 114        | 348        |
| 9:30 AM       | 25                       | 90   | 0      | 0    | 115        | 97                       | 35    | 0      | 0    | 132        | 88                    | 17    | 0      | 0    | 105        | 352        |
| 9:45 AM       | 28                       | 72   | 0      | 0    | 100        | 93                       | 29    | 0      | 0    | 122        | 71                    | 25    | 0      | 0    | 96         | 318        |
| Hourly Total  | 94                       | 385  | 0      | 0    | 479        | 350                      | 137   | 0      | 0    | 487        | 363                   | 83    | 0      | 0    | 446        | 1412       |
| 10:00 AM      | 0                        | 0    | 0      | 0    | 0          | 1                        | 0     | 0      | 0    | 1          | 0                     | 0     | 0      | 0    | 0          | 1          |
| *** BREAK *** | -                        | -    | -      | -    | -          | -                        | -     | -      | -    | -          | -                     | -     | -      | -    | -          | -          |
| Hourly Total  | 0                        | 0    | 0      | 0    | 0          | 1                        | 0     | 0      | 0    | 1          | 0                     | 0     | 0      | 0    | 0          | 1          |
| 3:00 PM       | 18                       | 121  | 0      | 0    | 139        | 128                      | 97    | 0      | 0    | 225        | 51                    | 17    | 0      | 0    | 68         | 432        |
| 3:15 PM       | 28                       | 152  | 0      | 0    | 180        | 161                      | 110   | 0      | 0    | 271        | 46                    | 19    | 0      | 0    | 65         | 516        |
| 3:30 PM       | 20                       | 143  | 1      | 0    | 164        | 217                      | 123   | 0      | 0    | 340        | 63                    | 20    | 0      | 0    | 83         | 587        |
| 3:45 PM       | 25                       | 142  | 0      | 0    | 167        | 291                      | 139   | 0      | 0    | 430        | 69                    | 28    | 0      | 0    | 97         | 694        |
| Hourly Total  | 91                       | 558  | 1      | 0    | 650        | 797                      | 469   | 0      | 0    | 1266       | 229                   | 84    | 0      | 0    | 313        | 2229       |
| 4:00 PM       | 37                       | 160  | 1      | 0    | 198        | 294                      | 163   | 0      | 0    | 457        | 52                    | 11    | 0      | 0    | 63         | 718        |
| 4:15 PM       | 21                       | 134  | 0      | 0    | 155        | 335                      | 134   | 0      | 0    | 469        | 81                    | 15    | 0      | 0    | 96         | 720        |
| 4:30 PM       | 28                       | 147  | 0      | 0    | 175        | 360                      | 156   | 0      | 0    | 516        | 80                    | 17    | 0      | 0    | 97         | 788        |
| 4:45 PM       | 25                       | 143  | 0      | 0    | 168        | 328                      | 186   | 0      | 0    | 514        | 61                    | 20    | 0      | 0    | 81         | 763        |
| Hourly Total  | 111                      | 584  | 1      | 0    | 696        | 1317                     | 639   | 0      | 0    | 1956       | 274                   | 63    | 0      | 0    | 337        | 2989       |
| 5:00 PM       | 26                       | 191  | 0      | 0    | 217        | 298                      | 188   | 0      | 0    | 486        | 59                    | 13    | 0      | 0    | 72         | 775        |
| 5:15 PM       | 21                       | 183  | 0      | 0    | 204        | 331                      | 169   | 0      | 0    | 500        | 66                    | 17    | 0      | 0    | 83         | 787        |
| 5:30 PM       | 14                       | 151  | 0      | 0    | 165        | 335                      | 169   | 0      | 0    | 504        | 63                    | 18    | 0      | 0    | 81         | 750        |
| 5:45 PM       | 27                       | 123  | 0      | 0    | 150        | 276                      | 187   | 0      | 0    | 463        | 55                    | 14    | 0      | 0    | 69         | 682        |
| Hourly Total  | 88                       | 648  | 0      | 0    | 736        | 1240                     | 713   | 0      | 0    | 1953       | 243                   | 62    | 0      | 0    | 305        | 2994       |

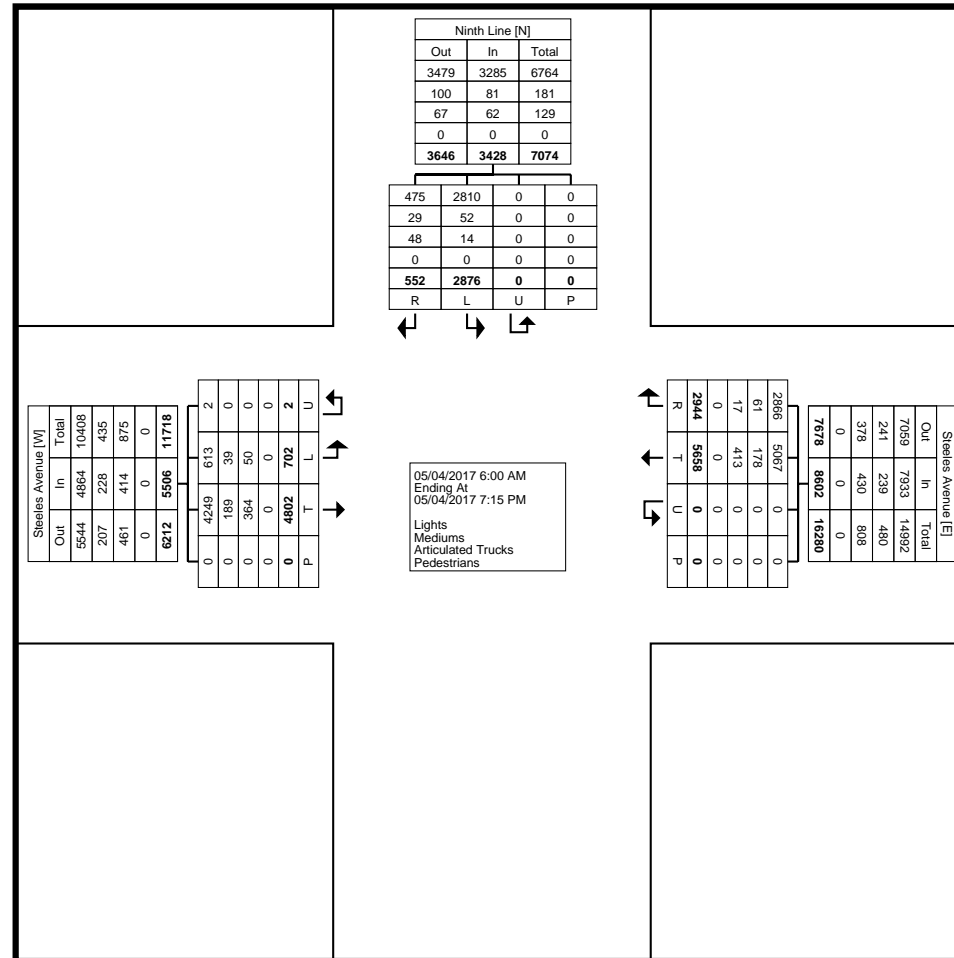




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Count Name: Steeles Avenue & Ninth Line  
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Site Code:  
Start Date: 05/04/2017  
Page No: 3



Turning Movement Data Plot







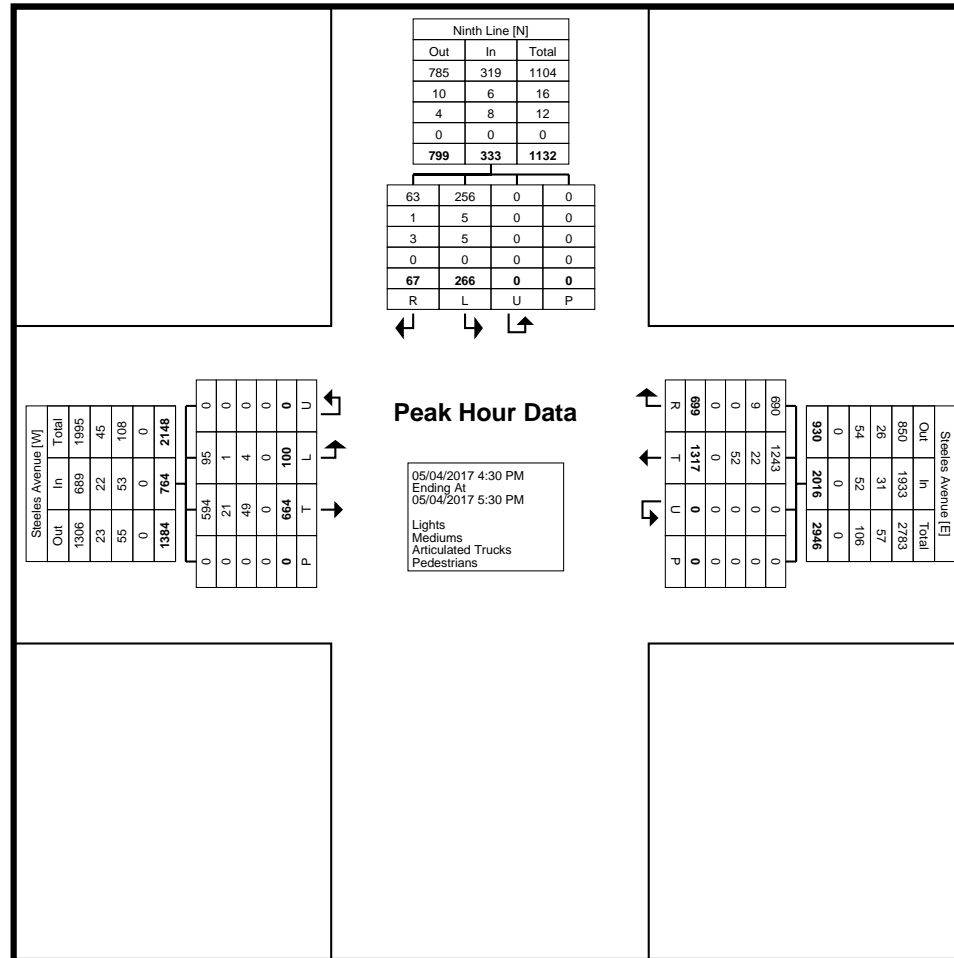




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Site Code:  
Start Date: 05/04/2017  
Page No: 7



Turning Movement Peak Hour Data Plot (4:30 PM)



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Count Name: Steeles Avenue & Ninth Line  
(North) - Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 8



Paradigm Transportation Solutions Limited  
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Count Name: Trafalgar Road & Hornby Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 1

### Turning Movement Data

| Start Time    | Hornby Road Eastbound |       |        |      |            | Trafalgar Road Northbound |      |        |      |            | Trafalgar Road Southbound |       |        |      |            | Int. Total |
|---------------|-----------------------|-------|--------|------|------------|---------------------------|------|--------|------|------------|---------------------------|-------|--------|------|------------|------------|
|               | Left                  | Right | U-Turn | Peds | App. Total | Left                      | Thru | U-Turn | Peds | App. Total | Thru                      | Right | U-Turn | Peds | App. Total |            |
| 6:00 AM       | 1                     | 1     | 0      | 0    | 2          | 0                         | 20   | 0      | 0    | 20         | 127                       | 0     | 0      | 0    | 127        | 149        |
| 6:15 AM       | 2                     | 0     | 0      | 0    | 2          | 1                         | 42   | 0      | 0    | 43         | 167                       | 0     | 0      | 0    | 167        | 212        |
| 6:30 AM       | 5                     | 2     | 0      | 0    | 7          | 0                         | 49   | 0      | 0    | 49         | 240                       | 0     | 0      | 0    | 240        | 296        |
| 6:45 AM       | 3                     | 0     | 0      | 0    | 3          | 0                         | 65   | 0      | 0    | 65         | 183                       | 0     | 0      | 0    | 183        | 251        |
| Hourly Total  | 11                    | 3     | 0      | 0    | 14         | 1                         | 176  | 0      | 0    | 177        | 717                       | 0     | 0      | 0    | 717        | 908        |
| 7:00 AM       | 0                     | 3     | 0      | 2    | 3          | 4                         | 49   | 0      | 0    | 53         | 216                       | 0     | 0      | 2    | 216        | 272        |
| 7:15 AM       | 8                     | 1     | 0      | 1    | 9          | 0                         | 69   | 0      | 0    | 69         | 249                       | 0     | 0      | 0    | 249        | 327        |
| 7:30 AM       | 2                     | 1     | 0      | 0    | 3          | 0                         | 72   | 0      | 0    | 72         | 263                       | 1     | 0      | 1    | 264        | 339        |
| 7:45 AM       | 4                     | 3     | 0      | 0    | 7          | 0                         | 61   | 0      | 0    | 61         | 283                       | 0     | 0      | 1    | 283        | 351        |
| Hourly Total  | 14                    | 8     | 0      | 3    | 22         | 4                         | 251  | 0      | 0    | 255        | 1011                      | 1     | 0      | 4    | 1012       | 1289       |
| 8:00 AM       | 3                     | 2     | 0      | 0    | 5          | 1                         | 73   | 0      | 0    | 74         | 277                       | 0     | 0      | 0    | 277        | 356        |
| 8:15 AM       | 3                     | 0     | 0      | 0    | 3          | 1                         | 86   | 0      | 0    | 87         | 265                       | 0     | 0      | 0    | 265        | 355        |
| 8:30 AM       | 6                     | 2     | 0      | 0    | 8          | 0                         | 74   | 0      | 0    | 74         | 183                       | 1     | 0      | 0    | 184        | 266        |
| 8:45 AM       | 12                    | 0     | 0      | 0    | 12         | 2                         | 63   | 0      | 1    | 65         | 188                       | 0     | 0      | 0    | 188        | 265        |
| Hourly Total  | 24                    | 4     | 0      | 0    | 28         | 4                         | 296  | 0      | 1    | 300        | 913                       | 1     | 0      | 0    | 914        | 1242       |
| 9:00 AM       | 4                     | 2     | 0      | 0    | 6          | 0                         | 61   | 0      | 0    | 61         | 162                       | 1     | 0      | 0    | 163        | 230        |
| 9:15 AM       | 4                     | 1     | 0      | 0    | 5          | 0                         | 69   | 0      | 0    | 69         | 134                       | 0     | 0      | 2    | 134        | 208        |
| 9:30 AM       | 7                     | 3     | 0      | 0    | 10         | 0                         | 77   | 0      | 0    | 77         | 132                       | 0     | 0      | 0    | 132        | 219        |
| 9:45 AM       | 2                     | 1     | 0      | 0    | 3          | 0                         | 70   | 0      | 0    | 70         | 103                       | 0     | 0      | 0    | 103        | 176        |
| Hourly Total  | 17                    | 7     | 0      | 0    | 24         | 0                         | 277  | 0      | 0    | 277        | 531                       | 1     | 0      | 2    | 532        | 833        |
| 10:00 AM      | 0                     | 0     | 0      | 0    | 0          | 0                         | 0    | 0      | 0    | 0          | 0                         | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                     | -     | -      | -    | -          | -                         | -    | -      | -    | -          | -                         | -     | -      | -    | -          | -          |
| Hourly Total  | 0                     | 0     | 0      | 0    | 0          | 0                         | 0    | 0      | 0    | 0          | 0                         | 0     | 0      | 0    | 0          | 0          |
| 3:00 PM       | 5                     | 2     | 0      | 2    | 7          | 1                         | 132  | 0      | 0    | 133        | 86                        | 0     | 0      | 1    | 86         | 226        |
| 3:15 PM       | 10                    | 0     | 0      | 0    | 10         | 1                         | 154  | 0      | 0    | 155        | 76                        | 0     | 0      | 0    | 76         | 241        |
| 3:30 PM       | 4                     | 0     | 0      | 0    | 4          | 0                         | 161  | 0      | 0    | 161        | 62                        | 0     | 0      | 0    | 62         | 227        |
| 3:45 PM       | 4                     | 0     | 0      | 0    | 4          | 0                         | 143  | 0      | 0    | 143        | 58                        | 0     | 0      | 0    | 58         | 205        |
| Hourly Total  | 23                    | 2     | 0      | 2    | 25         | 2                         | 590  | 0      | 0    | 592        | 282                       | 0     | 0      | 1    | 282        | 899        |
| 4:00 PM       | 9                     | 2     | 0      | 0    | 11         | 1                         | 181  | 0      | 0    | 182        | 75                        | 0     | 0      | 0    | 75         | 268        |
| 4:15 PM       | 7                     | 0     | 0      | 0    | 7          | 1                         | 151  | 0      | 0    | 152        | 54                        | 0     | 0      | 0    | 54         | 213        |
| 4:30 PM       | 9                     | 0     | 0      | 0    | 9          | 0                         | 190  | 0      | 0    | 190        | 73                        | 0     | 0      | 0    | 73         | 272        |
| 4:45 PM       | 8                     | 2     | 0      | 0    | 10         | 0                         | 190  | 0      | 0    | 190        | 69                        | 0     | 0      | 0    | 69         | 269        |
| Hourly Total  | 33                    | 4     | 0      | 0    | 37         | 2                         | 712  | 0      | 0    | 714        | 271                       | 0     | 0      | 0    | 271        | 1022       |
| 5:00 PM       | 14                    | 1     | 0      | 0    | 15         | 0                         | 202  | 0      | 0    | 202        | 64                        | 0     | 0      | 0    | 64         | 281        |
| 5:15 PM       | 5                     | 1     | 0      | 0    | 6          | 2                         | 185  | 0      | 0    | 187        | 74                        | 0     | 0      | 0    | 74         | 267        |
| 5:30 PM       | 6                     | 2     | 0      | 0    | 8          | 1                         | 199  | 0      | 0    | 200        | 82                        | 0     | 0      | 0    | 82         | 290        |
| 5:45 PM       | 6                     | 1     | 0      | 0    | 7          | 0                         | 190  | 0      | 0    | 190        | 73                        | 0     | 0      | 0    | 73         | 270        |
| Hourly Total  | 31                    | 5     | 0      | 0    | 36         | 3                         | 776  | 0      | 0    | 779        | 293                       | 0     | 0      | 0    | 293        | 1108       |

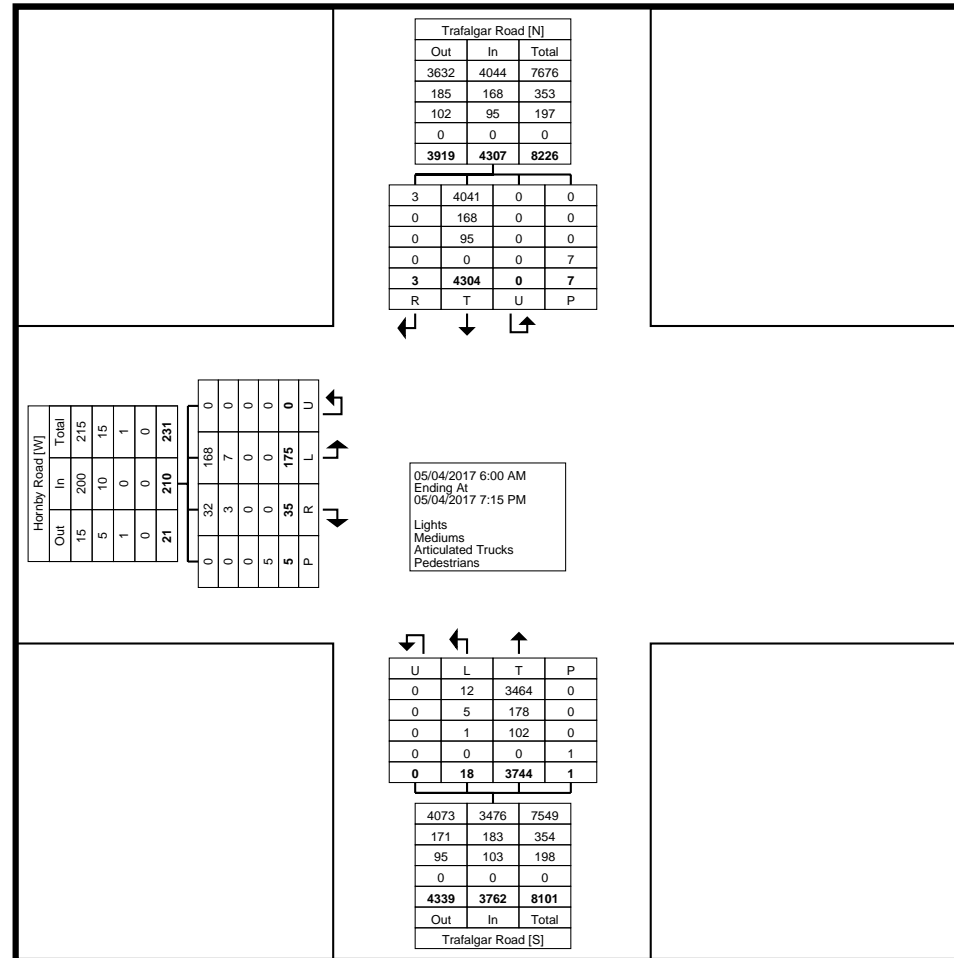
|                      |      |      |     |       |      |      |      |     |       |      |      |       |     |       |      |      |
|----------------------|------|------|-----|-------|------|------|------|-----|-------|------|------|-------|-----|-------|------|------|
| 6:00 PM              | 5    | 1    | 0   | 0     | 6    | 1    | 188  | 0   | 0     | 189  | 73   | 0     | 0   | 0     | 73   | 268  |
| 6:15 PM              | 10   | 1    | 0   | 0     | 11   | 1    | 143  | 0   | 0     | 144  | 83   | 0     | 0   | 0     | 83   | 238  |
| 6:30 PM              | 5    | 0    | 0   | 0     | 5    | 0    | 193  | 0   | 0     | 193  | 64   | 0     | 0   | 0     | 64   | 262  |
| 6:45 PM              | 2    | 0    | 0   | 0     | 2    | 0    | 142  | 0   | 0     | 142  | 66   | 0     | 0   | 0     | 66   | 210  |
| Hourly Total         | 22   | 2    | 0   | 0     | 24   | 2    | 666  | 0   | 0     | 668  | 286  | 0     | 0   | 0     | 286  | 978  |
| 7:00 PM              | 0    | 0    | 0   | 0     | 0    | 0    | 0    | 0   | 0     | 0    | 0    | 0     | 0   | 0     | 0    | 0    |
| Grand Total          | 175  | 35   | 0   | 5     | 210  | 18   | 3744 | 0   | 1     | 3762 | 4304 | 3     | 0   | 7     | 4307 | 8279 |
| Approach %           | 83.3 | 16.7 | 0.0 | -     | -    | 0.5  | 99.5 | 0.0 | -     | -    | 99.9 | 0.1   | 0.0 | -     | -    | -    |
| Total %              | 2.1  | 0.4  | 0.0 | -     | 2.5  | 0.2  | 45.2 | 0.0 | -     | 45.4 | 52.0 | 0.0   | 0.0 | -     | 52.0 | -    |
| Lights               | 168  | 32   | 0   | -     | 200  | 12   | 3464 | 0   | -     | 3476 | 4041 | 3     | 0   | -     | 4044 | 7720 |
| % Lights             | 96.0 | 91.4 | -   | -     | 95.2 | 66.7 | 92.5 | -   | -     | 92.4 | 93.9 | 100.0 | -   | -     | 93.9 | 93.2 |
| Mediums              | 7    | 3    | 0   | -     | 10   | 5    | 178  | 0   | -     | 183  | 168  | 0     | 0   | -     | 168  | 361  |
| % Mediums            | 4.0  | 8.6  | -   | -     | 4.8  | 27.8 | 4.8  | -   | -     | 4.9  | 3.9  | 0.0   | -   | -     | 3.9  | 4.4  |
| Articulated Trucks   | 0    | 0    | 0   | -     | 0    | 1    | 102  | 0   | -     | 103  | 95   | 0     | 0   | -     | 95   | 198  |
| % Articulated Trucks | 0.0  | 0.0  | -   | -     | 0.0  | 5.6  | 2.7  | -   | -     | 2.7  | 2.2  | 0.0   | -   | -     | 2.2  | 2.4  |
| Pedestrians          | -    | -    | -   | 5     | -    | -    | -    | -   | 1     | -    | -    | -     | -   | 7     | -    | -    |
| % Pedestrians        | -    | -    | -   | 100.0 | -    | -    | -    | -   | 100.0 | -    | -    | -     | -   | 100.0 | -    | -    |



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Count Name: Trafalgar Road & Hornby Road -  
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Page No: 3



Turning Movement Data Plot



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Count Name: Trafalgar Road & Hornby Road -  
Weekday  
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Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

| Start Time           | Hornby Road Eastbound |       |        |      |            | Trafalgar Road Northbound |       |        |      |            | Trafalgar Road Southbound |       |        |       |            | Int. Total |
|----------------------|-----------------------|-------|--------|------|------------|---------------------------|-------|--------|------|------------|---------------------------|-------|--------|-------|------------|------------|
|                      | Left                  | Right | U-Turn | Peds | App. Total | Left                      | Thru  | U-Turn | Peds | App. Total | Thru                      | Right | U-Turn | Peds  | App. Total |            |
| 7:30 AM              | 2                     | 1     | 0      | 0    | 3          | 0                         | 72    | 0      | 0    | 72         | 263                       | 1     | 0      | 1     | 264        | 339        |
| 7:45 AM              | 4                     | 3     | 0      | 0    | 7          | 0                         | 61    | 0      | 0    | 61         | 283                       | 0     | 0      | 1     | 283        | 351        |
| 8:00 AM              | 3                     | 2     | 0      | 0    | 5          | 1                         | 73    | 0      | 0    | 74         | 277                       | 0     | 0      | 0     | 277        | 356        |
| 8:15 AM              | 3                     | 0     | 0      | 0    | 3          | 1                         | 86    | 0      | 0    | 87         | 265                       | 0     | 0      | 0     | 265        | 355        |
| Total                | 12                    | 6     | 0      | 0    | 18         | 2                         | 292   | 0      | 0    | 294        | 1088                      | 1     | 0      | 2     | 1089       | 1401       |
| Approach %           | 66.7                  | 33.3  | 0.0    | -    | -          | 0.7                       | 99.3  | 0.0    | -    | -          | 99.9                      | 0.1   | 0.0    | -     | -          | -          |
| Total %              | 0.9                   | 0.4   | 0.0    | -    | 1.3        | 0.1                       | 20.8  | 0.0    | -    | 21.0       | 77.7                      | 0.1   | 0.0    | -     | 77.7       | -          |
| PHF                  | 0.750                 | 0.500 | 0.000  | -    | 0.643      | 0.500                     | 0.849 | 0.000  | -    | 0.845      | 0.961                     | 0.250 | 0.000  | -     | 0.962      | 0.984      |
| Lights               | 9                     | 5     | 0      | -    | 14         | 1                         | 244   | 0      | -    | 245        | 1036                      | 1     | 0      | -     | 1037       | 1296       |
| % Lights             | 75.0                  | 83.3  | -      | -    | 77.8       | 50.0                      | 83.6  | -      | -    | 83.3       | 95.2                      | 100.0 | -      | -     | 95.2       | 92.5       |
| Mediums              | 3                     | 1     | 0      | -    | 4          | 1                         | 37    | 0      | -    | 38         | 36                        | 0     | 0      | -     | 36         | 78         |
| % Mediums            | 25.0                  | 16.7  | -      | -    | 22.2       | 50.0                      | 12.7  | -      | -    | 12.9       | 3.3                       | 0.0   | -      | -     | 3.3        | 5.6        |
| Articulated Trucks   | 0                     | 0     | 0      | -    | 0          | 0                         | 11    | 0      | -    | 11         | 16                        | 0     | 0      | -     | 16         | 27         |
| % Articulated Trucks | 0.0                   | 0.0   | -      | -    | 0.0        | 0.0                       | 3.8   | -      | -    | 3.7        | 1.5                       | 0.0   | -      | -     | 1.5        | 1.9        |
| Pedestrians          | -                     | -     | -      | 0    | -          | -                         | -     | -      | 0    | -          | -                         | -     | -      | 2     | -          | -          |
| % Pedestrians        | -                     | -     | -      | -    | -          | -                         | -     | -      | -    | -          | -                         | -     | -      | 100.0 | -          | -          |

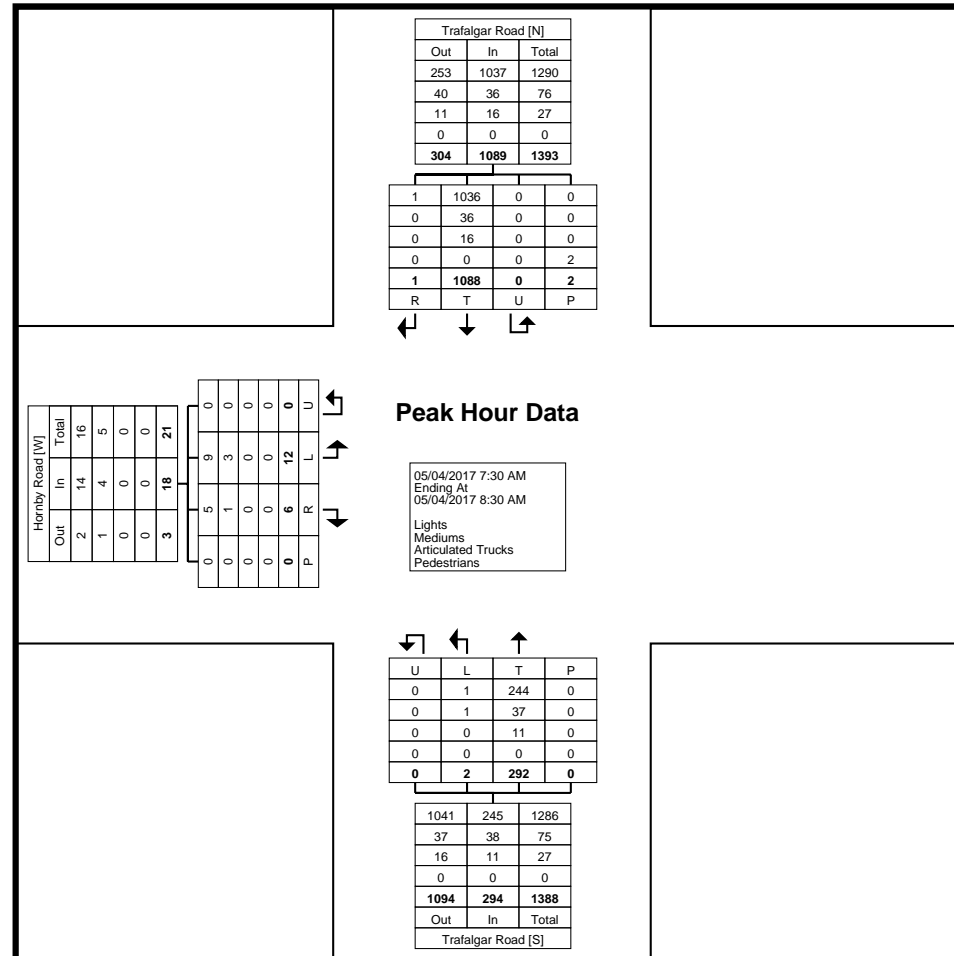




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Count Name: Trafalgar Road & Hornby Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)







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Count Name: Trafalgar Road & Hornby Road -  
Weekday  
Site Code:  
Start Date: 05/04/2017  
Page No: 8



Paradigm Transportation Solutions Limited  
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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 1

### Turning Movement Data

| Start Time    | 5 Side Road Eastbound |      |       |        |      |            | 5 Side Road Westbound |      |       |        |      |            | Fifth Line Road Northbound |      |       |        |      |            | Fifth Line Road Southbound |      |       |        |      |            | Int. Total |
|---------------|-----------------------|------|-------|--------|------|------------|-----------------------|------|-------|--------|------|------------|----------------------------|------|-------|--------|------|------------|----------------------------|------|-------|--------|------|------------|------------|
|               | Left                  | Thru | Right | U-Turn | Peds | App. Total | Left                  | Thru | Right | U-Turn | Peds | App. Total | Left                       | Thru | Right | U-Turn | Peds | App. Total | Left                       | Thru | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 2                     | 60   | 3     | 0      | 0    | 65         | 4                     | 33   | 0     | 0      | 0    | 37         | 0                          | 2    | 3     | 0      | 0    | 5          | 7                          | 8    | 2     | 0      | 0    | 17         | 124        |
| 7:15 AM       | 1                     | 106  | 4     | 0      | 0    | 111        | 4                     | 40   | 0     | 0      | 0    | 44         | 1                          | 4    | 5     | 0      | 0    | 10         | 5                          | 10   | 7     | 0      | 0    | 22         | 187        |
| 7:30 AM       | 1                     | 129  | 1     | 0      | 0    | 131        | 7                     | 46   | 0     | 0      | 0    | 53         | 0                          | 6    | 3     | 0      | 0    | 9          | 13                         | 10   | 10    | 0      | 0    | 33         | 226        |
| 7:45 AM       | 5                     | 129  | 4     | 0      | 0    | 138        | 9                     | 45   | 1     | 0      | 0    | 55         | 1                          | 1    | 4     | 0      | 0    | 6          | 8                          | 14   | 8     | 0      | 0    | 30         | 229        |
| Hourly Total  | 9                     | 424  | 12    | 0      | 0    | 445        | 24                    | 164  | 1     | 0      | 0    | 189        | 2                          | 13   | 15    | 0      | 0    | 30         | 33                         | 42   | 27    | 0      | 0    | 102        | 766        |
| 8:00 AM       | 1                     | 165  | 3     | 0      | 0    | 169        | 2                     | 27   | 1     | 0      | 0    | 30         | 2                          | 8    | 5     | 0      | 0    | 15         | 12                         | 15   | 2     | 0      | 0    | 29         | 243        |
| 8:15 AM       | 3                     | 140  | 3     | 0      | 0    | 146        | 4                     | 42   | 1     | 0      | 0    | 47         | 1                          | 5    | 7     | 0      | 0    | 13         | 3                          | 7    | 5     | 0      | 0    | 15         | 221        |
| 8:30 AM       | 4                     | 104  | 2     | 0      | 0    | 110        | 8                     | 29   | 2     | 0      | 0    | 39         | 2                          | 2    | 7     | 0      | 0    | 11         | 2                          | 4    | 8     | 0      | 0    | 14         | 174        |
| 8:45 AM       | 2                     | 69   | 2     | 0      | 0    | 73         | 3                     | 26   | 1     | 0      | 0    | 30         | 1                          | 2    | 4     | 0      | 0    | 7          | 2                          | 6    | 4     | 0      | 0    | 12         | 122        |
| Hourly Total  | 10                    | 478  | 10    | 0      | 0    | 498        | 17                    | 124  | 5     | 0      | 0    | 146        | 6                          | 17   | 23    | 0      | 0    | 46         | 19                         | 32   | 19    | 0      | 0    | 70         | 760        |
| 9:00 AM       | 5                     | 39   | 1     | 0      | 0    | 45         | 1                     | 26   | 2     | 0      | 0    | 29         | 0                          | 1    | 3     | 0      | 0    | 4          | 1                          | 2    | 2     | 0      | 0    | 5          | 83         |
| 9:15 AM       | 1                     | 34   | 0     | 0      | 0    | 35         | 2                     | 15   | 1     | 0      | 0    | 18         | 0                          | 1    | 4     | 0      | 0    | 5          | 4                          | 2    | 2     | 0      | 0    | 8          | 66         |
| 9:30 AM       | 0                     | 21   | 0     | 0      | 0    | 21         | 0                     | 21   | 0     | 0      | 0    | 21         | 2                          | 4    | 1     | 0      | 0    | 7          | 3                          | 1    | 6     | 0      | 0    | 10         | 59         |
| 9:45 AM       | 1                     | 18   | 0     | 0      | 0    | 19         | 0                     | 11   | 0     | 0      | 0    | 11         | 1                          | 0    | 1     | 0      | 0    | 2          | 0                          | 2    | 2     | 0      | 0    | 4          | 36         |
| Hourly Total  | 7                     | 112  | 1     | 0      | 0    | 120        | 3                     | 73   | 3     | 0      | 0    | 79         | 3                          | 6    | 9     | 0      | 0    | 18         | 8                          | 7    | 12    | 0      | 0    | 27         | 244        |
| *** BREAK *** | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| 11:00 AM      | 2                     | 19   | 1     | 0      | 0    | 22         | 1                     | 28   | 0     | 0      | 0    | 29         | 0                          | 1    | 2     | 0      | 0    | 3          | 3                          | 1    | 1     | 0      | 0    | 5          | 59         |
| 11:15 AM      | 1                     | 14   | 0     | 0      | 0    | 15         | 3                     | 14   | 0     | 0      | 0    | 17         | 1                          | 1    | 2     | 0      | 0    | 4          | 1                          | 3    | 3     | 0      | 0    | 7          | 43         |
| 11:30 AM      | 1                     | 9    | 0     | 0      | 0    | 10         | 1                     | 25   | 0     | 0      | 0    | 26         | 0                          | 2    | 4     | 0      | 0    | 6          | 0                          | 3    | 3     | 0      | 0    | 6          | 48         |
| 11:45 AM      | 1                     | 14   | 0     | 0      | 0    | 15         | 1                     | 19   | 0     | 0      | 0    | 20         | 0                          | 5    | 2     | 0      | 0    | 7          | 1                          | 1    | 2     | 0      | 0    | 4          | 46         |
| Hourly Total  | 5                     | 56   | 1     | 0      | 0    | 62         | 6                     | 86   | 0     | 0      | 0    | 92         | 1                          | 9    | 10    | 0      | 0    | 20         | 5                          | 8    | 9     | 0      | 0    | 22         | 196        |
| 12:00 PM      | 1                     | 13   | 1     | 0      | 0    | 15         | 3                     | 10   | 0     | 0      | 0    | 13         | 1                          | 1    | 2     | 0      | 0    | 4          | 0                          | 4    | 4     | 0      | 0    | 8          | 40         |
| 12:15 PM      | 1                     | 17   | 3     | 0      | 0    | 21         | 0                     | 23   | 0     | 0      | 0    | 23         | 0                          | 1    | 2     | 0      | 0    | 3          | 1                          | 2    | 3     | 0      | 0    | 6          | 53         |
| 12:30 PM      | 3                     | 17   | 4     | 0      | 0    | 24         | 1                     | 23   | 1     | 0      | 0    | 25         | 1                          | 2    | 5     | 0      | 0    | 8          | 0                          | 4    | 1     | 0      | 0    | 5          | 62         |
| 12:45 PM      | 1                     | 16   | 1     | 0      | 0    | 18         | 0                     | 19   | 1     | 0      | 0    | 20         | 0                          | 3    | 2     | 0      | 0    | 5          | 0                          | 3    | 1     | 0      | 0    | 4          | 47         |
| Hourly Total  | 6                     | 63   | 9     | 0      | 0    | 78         | 4                     | 75   | 2     | 0      | 0    | 81         | 2                          | 7    | 11    | 0      | 0    | 20         | 1                          | 13   | 9     | 0      | 0    | 23         | 202        |
| 1:00 PM       | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -                          | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0                          | 0    | 0     | 0      | 0    | 0          | 0          |
| 3:00 PM       | 7                     | 42   | 3     | 0      | 0    | 52         | 3                     | 28   | 3     | 0      | 0    | 34         | 0                          | 3    | 7     | 0      | 0    | 10         | 0                          | 2    | 2     | 0      | 0    | 4          | 100        |
| 3:15 PM       | 2                     | 28   | 1     | 0      | 0    | 31         | 3                     | 49   | 2     | 0      | 0    | 54         | 1                          | 3    | 3     | 0      | 0    | 7          | 0                          | 2    | 6     | 0      | 0    | 8          | 100        |
| 3:30 PM       | 3                     | 33   | 2     | 0      | 0    | 38         | 3                     | 43   | 3     | 0      | 0    | 49         | 1                          | 2    | 3     | 0      | 0    | 6          | 0                          | 5    | 1     | 0      | 0    | 6          | 99         |
| 3:45 PM       | 2                     | 51   | 2     | 0      | 0    | 55         | 1                     | 69   | 5     | 0      | 0    | 75         | 0                          | 4    | 3     | 0      | 0    | 7          | 1                          | 5    | 2     | 0      | 0    | 8          | 145        |
| Hourly Total  | 14                    | 154  | 8     | 0      | 0    | 176        | 10                    | 189  | 13    | 0      | 0    | 212        | 2                          | 12   | 16    | 0      | 0    | 30         | 1                          | 14   | 11    | 0      | 0    | 26         | 444        |
| 4:00 PM       | 10                    | 49   | 0     | 0      | 0    | 59         | 3                     | 83   | 4     | 0      | 0    | 90         | 3                          | 15   | 7     | 0      | 0    | 25         | 0                          | 8    | 5     | 0      | 0    | 13         | 187        |
| 4:15 PM       | 9                     | 43   | 1     | 0      | 0    | 53         | 7                     | 79   | 5     | 0      | 0    | 91         | 1                          | 8    | 3     | 0      | 0    | 12         | 1                          | 1    | 1     | 0      | 0    | 3          | 159        |
| 4:30 PM       | 8                     | 59   | 0     | 0      | 0    | 67         | 4                     | 84   | 1     | 0      | 0    | 89         | 3                          | 18   | 2     | 0      | 0    | 23         | 0                          | 8    | 5     | 0      | 0    | 13         | 192        |







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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 4

### Turning Movement Peak Hour Data (7:30 AM)

| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Fifth Line Road Northbound |       |       |        |      |            | Fifth Line Road Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total |            |
| 7:30 AM              | 1                     | 129   | 1     | 0      | 0    | 131        | 7                     | 46    | 0     | 0      | 0    | 53         | 0                          | 6     | 3     | 0      | 0    | 9          | 13                         | 10    | 10    | 0      | 0    | 33         | 226        |
| 7:45 AM              | 5                     | 129   | 4     | 0      | 0    | 138        | 9                     | 45    | 1     | 0      | 0    | 55         | 1                          | 1     | 4     | 0      | 0    | 6          | 8                          | 14    | 8     | 0      | 0    | 30         | 229        |
| 8:00 AM              | 1                     | 165   | 3     | 0      | 0    | 169        | 2                     | 27    | 1     | 0      | 0    | 30         | 2                          | 8     | 5     | 0      | 0    | 15         | 12                         | 15    | 2     | 0      | 0    | 29         | 243        |
| 8:15 AM              | 3                     | 140   | 3     | 0      | 0    | 146        | 4                     | 42    | 1     | 0      | 0    | 47         | 1                          | 5     | 7     | 0      | 0    | 13         | 3                          | 7     | 5     | 0      | 0    | 15         | 221        |
| Total                | 10                    | 563   | 11    | 0      | 0    | 584        | 22                    | 160   | 3     | 0      | 0    | 185        | 4                          | 20    | 19    | 0      | 0    | 43         | 36                         | 46    | 25    | 0      | 0    | 107        | 919        |
| Approach %           | 1.7                   | 96.4  | 1.9   | 0.0    | -    | -          | 11.9                  | 86.5  | 1.6   | 0.0    | -    | -          | 9.3                        | 46.5  | 44.2  | 0.0    | -    | -          | 33.6                       | 43.0  | 23.4  | 0.0    | -    | -          | -          |
| Total %              | 1.1                   | 61.3  | 1.2   | 0.0    | -    | 63.5       | 2.4                   | 17.4  | 0.3   | 0.0    | -    | 20.1       | 0.4                        | 2.2   | 2.1   | 0.0    | -    | 4.7        | 3.9                        | 5.0   | 2.7   | 0.0    | -    | 11.6       | -          |
| PHF                  | 0.500                 | 0.853 | 0.688 | 0.000  | -    | 0.864      | 0.611                 | 0.870 | 0.750 | 0.000  | -    | 0.841      | 0.500                      | 0.625 | 0.679 | 0.000  | -    | 0.717      | 0.692                      | 0.767 | 0.625 | 0.000  | -    | 0.811      | 0.945      |
| Lights               | 9                     | 549   | 10    | 0      | -    | 568        | 20                    | 152   | 3     | 0      | -    | 175        | 3                          | 16    | 17    | 0      | -    | 36         | 33                         | 44    | 25    | 0      | -    | 102        | 881        |
| % Lights             | 90.0                  | 97.5  | 90.9  | -      | -    | 97.3       | 90.9                  | 95.0  | 100.0 | -      | -    | 94.6       | 75.0                       | 80.0  | 89.5  | -      | -    | 83.7       | 91.7                       | 95.7  | 100.0 | -      | -    | 95.3       | 95.9       |
| Mediums              | 1                     | 9     | 1     | 0      | -    | 11         | 2                     | 7     | 0     | 0      | -    | 9          | 1                          | 4     | 2     | 0      | -    | 7          | 3                          | 2     | 0     | 0      | -    | 5          | 32         |
| % Mediums            | 10.0                  | 1.6   | 9.1   | -      | -    | 1.9        | 9.1                   | 4.4   | 0.0   | -      | -    | 4.9        | 25.0                       | 20.0  | 10.5  | -      | -    | 16.3       | 8.3                        | 4.3   | 0.0   | -      | -    | 4.7        | 3.5        |
| Articulated Trucks   | 0                     | 5     | 0     | 0      | -    | 5          | 0                     | 1     | 0     | 0      | -    | 1          | 0                          | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 6          |
| % Articulated Trucks | 0.0                   | 0.9   | 0.0   | -      | -    | 0.9        | 0.0                   | 0.6   | 0.0   | -      | -    | 0.5        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.7        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -          |







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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 6

### Turning Movement Peak Hour Data (11:00 AM)

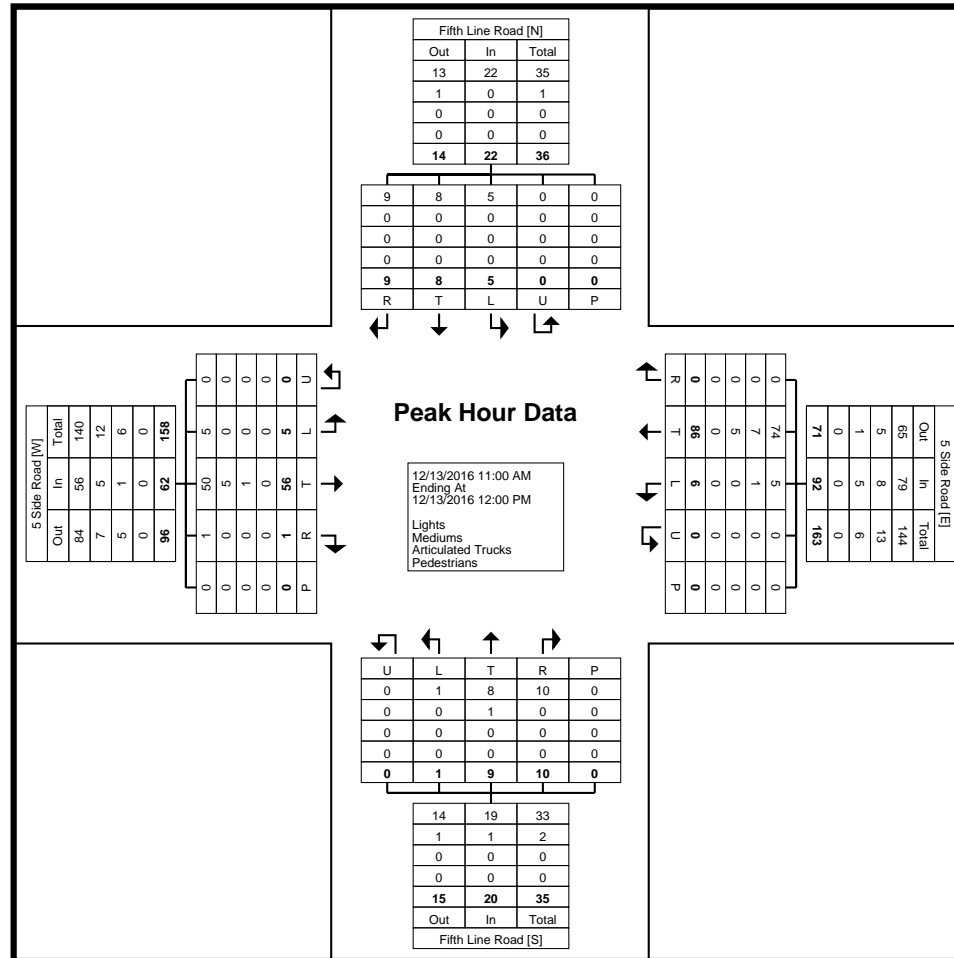
| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Fifth Line Road Northbound |       |       |        |      |            | Fifth Line Road Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 2                     | 19    | 1     | 0      | 0    | 22         | 1                     | 28    | 0     | 0      | 0    | 29         | 0                          | 1     | 2     | 0      | 0    | 3          | 3                          | 1     | 1     | 0      | 0    | 5          | 59         |
| 11:15 AM             | 1                     | 14    | 0     | 0      | 0    | 15         | 3                     | 14    | 0     | 0      | 0    | 17         | 1                          | 1     | 2     | 0      | 0    | 4          | 1                          | 3     | 3     | 0      | 0    | 7          | 43         |
| 11:30 AM             | 1                     | 9     | 0     | 0      | 0    | 10         | 1                     | 25    | 0     | 0      | 0    | 26         | 0                          | 2     | 4     | 0      | 0    | 6          | 0                          | 3     | 3     | 0      | 0    | 6          | 48         |
| 11:45 AM             | 1                     | 14    | 0     | 0      | 0    | 15         | 1                     | 19    | 0     | 0      | 0    | 20         | 0                          | 5     | 2     | 0      | 0    | 7          | 1                          | 1     | 2     | 0      | 0    | 4          | 46         |
| Total                | 5                     | 56    | 1     | 0      | 0    | 62         | 6                     | 86    | 0     | 0      | 0    | 92         | 1                          | 9     | 10    | 0      | 0    | 20         | 5                          | 8     | 9     | 0      | 0    | 22         | 196        |
| Approach %           | 8.1                   | 90.3  | 1.6   | 0.0    | -    | -          | 6.5                   | 93.5  | 0.0   | 0.0    | -    | -          | 5.0                        | 45.0  | 50.0  | 0.0    | -    | -          | 22.7                       | 36.4  | 40.9  | 0.0    | -    | -          | -          |
| Total %              | 2.6                   | 28.6  | 0.5   | 0.0    | -    | 31.6       | 3.1                   | 43.9  | 0.0   | 0.0    | -    | 46.9       | 0.5                        | 4.6   | 5.1   | 0.0    | -    | 10.2       | 2.6                        | 4.1   | 4.6   | 0.0    | -    | 11.2       | -          |
| PHF                  | 0.625                 | 0.737 | 0.250 | 0.000  | -    | 0.705      | 0.500                 | 0.768 | 0.000 | 0.000  | -    | 0.793      | 0.250                      | 0.450 | 0.625 | 0.000  | -    | 0.714      | 0.417                      | 0.667 | 0.750 | 0.000  | -    | 0.786      | 0.831      |
| Lights               | 5                     | 50    | 1     | 0      | -    | 56         | 5                     | 74    | 0     | 0      | -    | 79         | 1                          | 8     | 10    | 0      | -    | 19         | 5                          | 8     | 9     | 0      | -    | 22         | 176        |
| % Lights             | 100.0                 | 89.3  | 100.0 | -      | -    | 90.3       | 83.3                  | 86.0  | -     | -      | -    | 85.9       | 100.0                      | 88.9  | 100.0 | -      | -    | 95.0       | 100.0                      | 100.0 | 100.0 | -      | -    | 100.0      | 89.8       |
| Mediums              | 0                     | 5     | 0     | 0      | -    | 5          | 1                     | 7     | 0     | 0      | -    | 8          | 0                          | 1     | 0     | 0      | -    | 1          | 0                          | 0     | 0     | 0      | -    | 0          | 14         |
| % Mediums            | 0.0                   | 8.9   | 0.0   | -      | -    | 8.1        | 16.7                  | 8.1   | -     | -      | -    | 8.7        | 0.0                        | 11.1  | 0.0   | -      | -    | 5.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 7.1        |
| Articulated Trucks   | 0                     | 1     | 0     | 0      | -    | 1          | 0                     | 5     | 0     | 0      | -    | 5          | 0                          | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 6          |
| % Articulated Trucks | 0.0                   | 1.8   | 0.0   | -      | -    | 1.6        | 0.0                   | 5.8   | -     | -      | -    | 5.4        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 3.1        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -          |



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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 7



Turning Movement Peak Hour Data Plot (11:00 AM)



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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

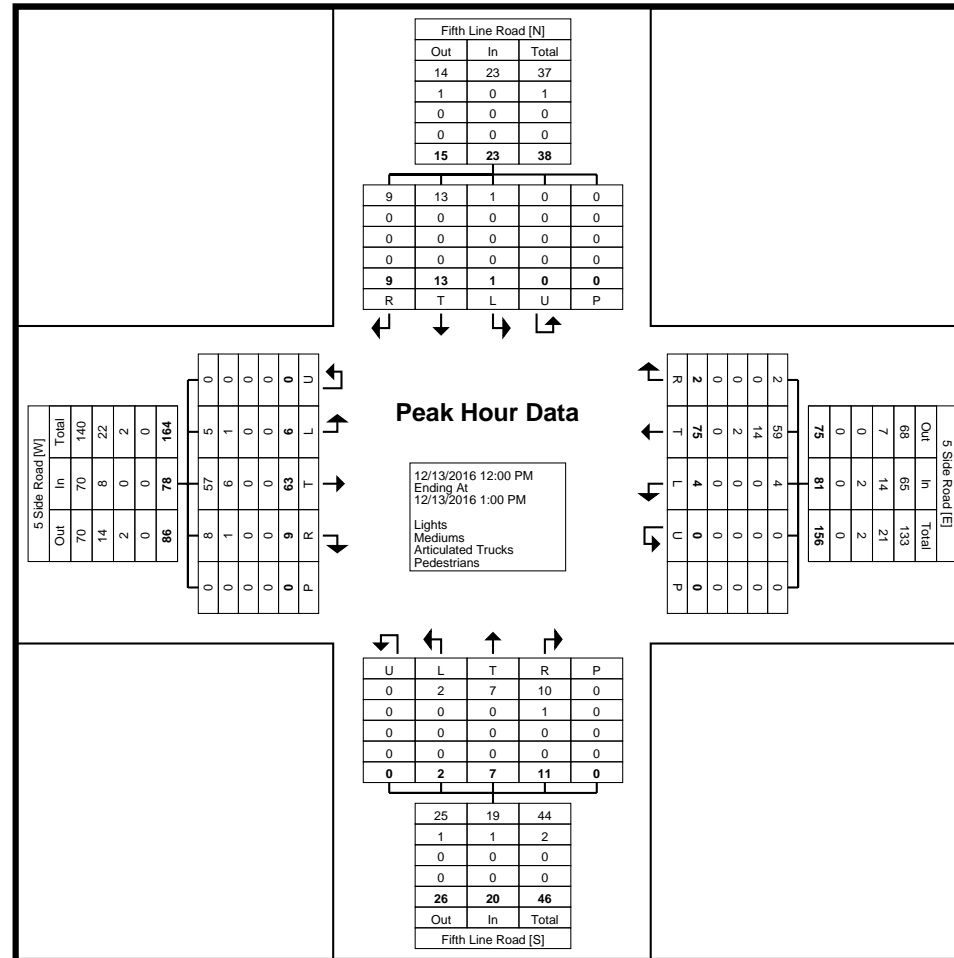
| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Fifth Line Road Northbound |       |       |        |      |            | Fifth Line Road Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total |            |
| 12:00 PM             | 1                     | 13    | 1     | 0      | 0    | 15         | 3                     | 10    | 0     | 0      | 0    | 13         | 1                          | 1     | 2     | 0      | 0    | 4          | 0                          | 4     | 4     | 0      | 0    | 8          | 40         |
| 12:15 PM             | 1                     | 17    | 3     | 0      | 0    | 21         | 0                     | 23    | 0     | 0      | 0    | 23         | 0                          | 1     | 2     | 0      | 0    | 3          | 1                          | 2     | 3     | 0      | 0    | 6          | 53         |
| 12:30 PM             | 3                     | 17    | 4     | 0      | 0    | 24         | 1                     | 23    | 1     | 0      | 0    | 25         | 1                          | 2     | 5     | 0      | 0    | 8          | 0                          | 4     | 1     | 0      | 0    | 5          | 62         |
| 12:45 PM             | 1                     | 16    | 1     | 0      | 0    | 18         | 0                     | 19    | 1     | 0      | 0    | 20         | 0                          | 3     | 2     | 0      | 0    | 5          | 0                          | 3     | 1     | 0      | 0    | 4          | 47         |
| Total                | 6                     | 63    | 9     | 0      | 0    | 78         | 4                     | 75    | 2     | 0      | 0    | 81         | 2                          | 7     | 11    | 0      | 0    | 20         | 1                          | 13    | 9     | 0      | 0    | 23         | 202        |
| Approach %           | 7.7                   | 80.8  | 11.5  | 0.0    | -    | -          | 4.9                   | 92.6  | 2.5   | 0.0    | -    | -          | 10.0                       | 35.0  | 55.0  | 0.0    | -    | -          | 4.3                        | 56.5  | 39.1  | 0.0    | -    | -          | -          |
| Total %              | 3.0                   | 31.2  | 4.5   | 0.0    | -    | 38.6       | 2.0                   | 37.1  | 1.0   | 0.0    | -    | 40.1       | 1.0                        | 3.5   | 5.4   | 0.0    | -    | 9.9        | 0.5                        | 6.4   | 4.5   | 0.0    | -    | 11.4       | -          |
| PHF                  | 0.500                 | 0.926 | 0.563 | 0.000  | -    | 0.813      | 0.333                 | 0.815 | 0.500 | 0.000  | -    | 0.810      | 0.500                      | 0.583 | 0.550 | 0.000  | -    | 0.625      | 0.250                      | 0.813 | 0.563 | 0.000  | -    | 0.719      | 0.815      |
| Lights               | 5                     | 57    | 8     | 0      | -    | 70         | 4                     | 59    | 2     | 0      | -    | 65         | 2                          | 7     | 10    | 0      | -    | 19         | 1                          | 13    | 9     | 0      | -    | 23         | 177        |
| % Lights             | 83.3                  | 90.5  | 88.9  | -      | -    | 89.7       | 100.0                 | 78.7  | 100.0 | -      | -    | 80.2       | 100.0                      | 100.0 | 90.9  | -      | -    | 95.0       | 100.0                      | 100.0 | 100.0 | -      | -    | 100.0      | 87.6       |
| Mediums              | 1                     | 6     | 1     | 0      | -    | 8          | 0                     | 14    | 0     | 0      | -    | 14         | 0                          | 0     | 1     | 0      | -    | 1          | 0                          | 0     | 0     | 0      | -    | 0          | 23         |
| % Mediums            | 16.7                  | 9.5   | 11.1  | -      | -    | 10.3       | 0.0                   | 18.7  | 0.0   | -      | -    | 17.3       | 0.0                        | 0.0   | 9.1   | -      | -    | 5.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 11.4       |
| Articulated Trucks   | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 2     | 0     | 0      | -    | 2          | 0                          | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 2          |
| % Articulated Trucks | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 2.7   | 0.0   | -      | -    | 2.5        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 1.0        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -          |



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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 9



Turning Movement Peak Hour Data Plot (12:00 PM)



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Count Name: 5 Side Road & Fifth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 10

### Turning Movement Peak Hour Data (4:30 PM)

| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Fifth Line Road Northbound |       |       |        |      |            | Fifth Line Road Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|----------------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total | Left                       | Thru  | Right | U-Turn | Peds | App. Total |            |
| 4:30 PM              | 8                     | 59    | 0     | 0      | 0    | 67         | 4                     | 84    | 1     | 0      | 0    | 89         | 3                          | 18    | 2     | 0      | 0    | 23         | 0                          | 8     | 5     | 0      | 0    | 13         | 192        |
| 4:45 PM              | 8                     | 37    | 1     | 0      | 0    | 46         | 6                     | 84    | 7     | 0      | 0    | 97         | 1                          | 7     | 9     | 0      | 0    | 17         | 0                          | 6     | 2     | 0      | 0    | 8          | 168        |
| 5:00 PM              | 9                     | 60    | 1     | 0      | 0    | 70         | 2                     | 112   | 8     | 0      | 0    | 122        | 1                          | 6     | 5     | 0      | 0    | 12         | 0                          | 5     | 4     | 0      | 0    | 9          | 213        |
| 5:15 PM              | 9                     | 35    | 2     | 0      | 0    | 46         | 2                     | 125   | 3     | 0      | 0    | 130        | 1                          | 7     | 5     | 0      | 0    | 13         | 1                          | 7     | 1     | 0      | 0    | 9          | 198        |
| Total                | 34                    | 191   | 4     | 0      | 0    | 229        | 14                    | 405   | 19    | 0      | 0    | 438        | 6                          | 38    | 21    | 0      | 0    | 65         | 1                          | 26    | 12    | 0      | 0    | 39         | 771        |
| Approach %           | 14.8                  | 83.4  | 1.7   | 0.0    | -    | -          | 3.2                   | 92.5  | 4.3   | 0.0    | -    | -          | 9.2                        | 58.5  | 32.3  | 0.0    | -    | -          | 2.6                        | 66.7  | 30.8  | 0.0    | -    | -          | -          |
| Total %              | 4.4                   | 24.8  | 0.5   | 0.0    | -    | 29.7       | 1.8                   | 52.5  | 2.5   | 0.0    | -    | 56.8       | 0.8                        | 4.9   | 2.7   | 0.0    | -    | 8.4        | 0.1                        | 3.4   | 1.6   | 0.0    | -    | 5.1        | -          |
| PHF                  | 0.944                 | 0.796 | 0.500 | 0.000  | -    | 0.818      | 0.583                 | 0.810 | 0.594 | 0.000  | -    | 0.842      | 0.500                      | 0.528 | 0.583 | 0.000  | -    | 0.707      | 0.250                      | 0.813 | 0.600 | 0.000  | -    | 0.750      | 0.905      |
| Lights               | 34                    | 187   | 4     | 0      | -    | 225        | 14                    | 393   | 19    | 0      | -    | 426        | 5                          | 38    | 20    | 0      | -    | 63         | 1                          | 26    | 10    | 0      | -    | 37         | 751        |
| % Lights             | 100.0                 | 97.9  | 100.0 | -      | -    | 98.3       | 100.0                 | 97.0  | 100.0 | -      | -    | 97.3       | 83.3                       | 100.0 | 95.2  | -      | -    | 96.9       | 100.0                      | 100.0 | 83.3  | -      | -    | 94.9       | 97.4       |
| Mediums              | 0                     | 4     | 0     | 0      | -    | 4          | 0                     | 9     | 0     | 0      | -    | 9          | 1                          | 0     | 1     | 0      | -    | 2          | 0                          | 0     | 2     | 0      | -    | 2          | 17         |
| % Mediums            | 0.0                   | 2.1   | 0.0   | -      | -    | 1.7        | 0.0                   | 2.2   | 0.0   | -      | -    | 2.1        | 16.7                       | 0.0   | 4.8   | -      | -    | 3.1        | 0.0                        | 0.0   | 16.7  | -      | -    | 5.1        | 2.2        |
| Articulated Trucks   | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 3     | 0     | 0      | -    | 3          | 0                          | 0     | 0     | 0      | -    | 0          | 0                          | 0     | 0     | 0      | -    | 0          | 3          |
| % Articulated Trucks | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 0.7   | 0.0   | -      | -    | 0.7        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                        | 0.0   | 0.0   | -      | -    | 0.0        | 0.4        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -                          | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -                          | -     | -     | -      | -    | -          | -          |





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Start Date: 12/13/2016  
Page No: 12





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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 1

### Turning Movement Data

| Start Time    | 5 Side Road Eastbound |      |       |        |      |            | 5 Side Road Westbound |      |       |        |      |            | Sixth Line Northbound |      |       |        |      |            | Sixth Line Southbound |      |       |        |      |            | Int. Total |
|---------------|-----------------------|------|-------|--------|------|------------|-----------------------|------|-------|--------|------|------------|-----------------------|------|-------|--------|------|------------|-----------------------|------|-------|--------|------|------------|------------|
|               | Left                  | Thru | Right | U-Turn | Peds | App. Total | Left                  | Thru | Right | U-Turn | Peds | App. Total | Left                  | Thru | Right | U-Turn | Peds | App. Total | Left                  | Thru | Right | U-Turn | Peds | App. Total |            |
| 7:00 AM       | 1                     | 66   | 1     | 0      | 0    | 68         | 4                     | 34   | 0     | 0      | 0    | 38         | 0                     | 1    | 2     | 0      | 0    | 3          | 4                     | 0    | 3     | 0      | 0    | 7          | 116        |
| 7:15 AM       | 1                     | 106  | 0     | 0      | 0    | 107        | 0                     | 36   | 0     | 0      | 0    | 36         | 0                     | 5    | 5     | 0      | 0    | 10         | 2                     | 0    | 4     | 0      | 0    | 6          | 159        |
| 7:30 AM       | 1                     | 128  | 0     | 0      | 0    | 129        | 0                     | 49   | 1     | 0      | 0    | 50         | 0                     | 3    | 5     | 0      | 0    | 8          | 4                     | 2    | 5     | 0      | 0    | 11         | 198        |
| 7:45 AM       | 4                     | 130  | 0     | 0      | 0    | 134        | 0                     | 50   | 0     | 0      | 0    | 50         | 1                     | 4    | 6     | 0      | 0    | 11         | 6                     | 7    | 6     | 0      | 0    | 19         | 214        |
| Hourly Total  | 7                     | 430  | 1     | 0      | 0    | 438        | 4                     | 169  | 1     | 0      | 0    | 174        | 1                     | 13   | 18    | 0      | 0    | 32         | 16                    | 9    | 18    | 0      | 0    | 43         | 687        |
| 8:00 AM       | 2                     | 172  | 0     | 0      | 0    | 174        | 2                     | 32   | 1     | 0      | 0    | 35         | 0                     | 0    | 11    | 0      | 0    | 11         | 6                     | 3    | 1     | 0      | 0    | 10         | 230        |
| 8:15 AM       | 0                     | 165  | 1     | 0      | 0    | 166        | 6                     | 40   | 1     | 0      | 0    | 47         | 0                     | 2    | 8     | 0      | 0    | 10         | 4                     | 5    | 4     | 0      | 0    | 13         | 236        |
| 8:30 AM       | 2                     | 117  | 1     | 0      | 0    | 120        | 4                     | 29   | 0     | 0      | 0    | 33         | 1                     | 1    | 7     | 0      | 0    | 9          | 5                     | 3    | 5     | 0      | 0    | 13         | 175        |
| 8:45 AM       | 2                     | 81   | 1     | 0      | 0    | 84         | 3                     | 27   | 0     | 0      | 0    | 30         | 0                     | 0    | 2     | 0      | 0    | 2          | 4                     | 3    | 1     | 0      | 0    | 8          | 124        |
| Hourly Total  | 6                     | 535  | 3     | 0      | 0    | 544        | 15                    | 128  | 2     | 0      | 0    | 145        | 1                     | 3    | 28    | 0      | 0    | 32         | 19                    | 14   | 11    | 0      | 0    | 44         | 765        |
| 9:00 AM       | 3                     | 35   | 0     | 0      | 0    | 38         | 2                     | 27   | 1     | 0      | 0    | 30         | 2                     | 1    | 3     | 0      | 0    | 6          | 0                     | 1    | 0     | 0      | 0    | 1          | 75         |
| 9:15 AM       | 1                     | 47   | 0     | 0      | 0    | 48         | 1                     | 17   | 0     | 0      | 0    | 18         | 1                     | 0    | 4     | 0      | 0    | 5          | 0                     | 2    | 0     | 0      | 0    | 2          | 73         |
| 9:30 AM       | 1                     | 22   | 0     | 0      | 0    | 23         | 3                     | 21   | 3     | 0      | 0    | 27         | 0                     | 0    | 1     | 0      | 0    | 1          | 2                     | 0    | 0     | 0      | 0    | 2          | 53         |
| 9:45 AM       | 2                     | 15   | 0     | 0      | 0    | 17         | 0                     | 12   | 1     | 0      | 0    | 13         | 0                     | 1    | 2     | 0      | 0    | 3          | 1                     | 1    | 0     | 0      | 0    | 2          | 35         |
| Hourly Total  | 7                     | 119  | 0     | 0      | 0    | 126        | 6                     | 77   | 5     | 0      | 0    | 88         | 3                     | 2    | 10    | 0      | 0    | 15         | 3                     | 4    | 0     | 0      | 0    | 7          | 236        |
| 10:00 AM      | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0          |
| 11:00 AM      | 3                     | 19   | 0     | 0      | 0    | 22         | 0                     | 22   | 1     | 0      | 0    | 23         | 2                     | 1    | 1     | 0      | 0    | 4          | 4                     | 1    | 2     | 0      | 0    | 7          | 56         |
| 11:15 AM      | 3                     | 21   | 0     | 0      | 0    | 24         | 2                     | 20   | 1     | 0      | 0    | 23         | 0                     | 2    | 5     | 0      | 0    | 7          | 1                     | 0    | 0     | 0      | 0    | 1          | 55         |
| 11:30 AM      | 1                     | 8    | 0     | 0      | 0    | 9          | 0                     | 22   | 0     | 0      | 0    | 22         | 1                     | 3    | 3     | 0      | 0    | 7          | 3                     | 0    | 7     | 0      | 0    | 10         | 48         |
| 11:45 AM      | 0                     | 17   | 1     | 0      | 0    | 18         | 0                     | 16   | 1     | 0      | 0    | 17         | 0                     | 4    | 0     | 0      | 0    | 4          | 2                     | 0    | 0     | 0      | 0    | 2          | 41         |
| Hourly Total  | 7                     | 65   | 1     | 0      | 0    | 73         | 2                     | 80   | 3     | 0      | 0    | 85         | 3                     | 10   | 9     | 0      | 0    | 22         | 10                    | 1    | 9     | 0      | 0    | 20         | 200        |
| 12:00 PM      | 1                     | 11   | 1     | 0      | 0    | 13         | 2                     | 14   | 1     | 0      | 0    | 17         | 0                     | 2    | 6     | 0      | 0    | 8          | 0                     | 2    | 3     | 0      | 0    | 5          | 43         |
| 12:15 PM      | 1                     | 16   | 0     | 0      | 0    | 17         | 3                     | 19   | 2     | 0      | 0    | 24         | 1                     | 2    | 3     | 0      | 0    | 6          | 2                     | 1    | 2     | 0      | 0    | 5          | 52         |
| 12:30 PM      | 1                     | 16   | 0     | 0      | 0    | 17         | 0                     | 20   | 0     | 0      | 0    | 20         | 1                     | 1    | 1     | 0      | 0    | 3          | 0                     | 0    | 4     | 0      | 0    | 4          | 44         |
| 12:45 PM      | 0                     | 19   | 0     | 0      | 0    | 19         | 1                     | 23   | 2     | 0      | 0    | 26         | 1                     | 2    | 2     | 0      | 0    | 5          | 0                     | 1    | 0     | 0      | 0    | 1          | 51         |
| Hourly Total  | 3                     | 62   | 1     | 0      | 0    | 66         | 6                     | 76   | 5     | 0      | 0    | 87         | 3                     | 7    | 12    | 0      | 0    | 22         | 2                     | 4    | 9     | 0      | 0    | 15         | 190        |
| 1:00 PM       | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0          |
| *** BREAK *** | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -                     | -    | -     | -      | -    | -          | -          |
| Hourly Total  | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0                     | 0    | 0     | 0      | 0    | 0          | 0          |
| 3:00 PM       | 2                     | 47   | 1     | 0      | 0    | 50         | 5                     | 31   | 2     | 0      | 0    | 38         | 1                     | 0    | 4     | 0      | 0    | 5          | 0                     | 1    | 2     | 0      | 0    | 3          | 96         |
| 3:15 PM       | 1                     | 30   | 2     | 0      | 0    | 33         | 8                     | 43   | 1     | 0      | 0    | 52         | 0                     | 7    | 2     | 0      | 0    | 9          | 1                     | 6    | 8     | 0      | 0    | 15         | 109        |
| 3:30 PM       | 3                     | 32   | 0     | 0      | 0    | 35         | 2                     | 46   | 4     | 0      | 0    | 52         | 1                     | 5    | 8     | 0      | 0    | 14         | 1                     | 2    | 2     | 0      | 0    | 5          | 106        |
| 3:45 PM       | 0                     | 61   | 1     | 0      | 0    | 62         | 3                     | 65   | 1     | 0      | 0    | 69         | 5                     | 3    | 2     | 0      | 0    | 10         | 1                     | 3    | 3     | 0      | 0    | 7          | 148        |
| Hourly Total  | 6                     | 170  | 4     | 0      | 0    | 180        | 18                    | 185  | 8     | 0      | 0    | 211        | 7                     | 15   | 16    | 0      | 0    | 38         | 3                     | 12   | 15    | 0      | 0    | 30         | 459        |
| 4:00 PM       | 1                     | 46   | 2     | 0      | 0    | 49         | 1                     | 83   | 2     | 0      | 0    | 86         | 1                     | 2    | 5     | 0      | 0    | 8          | 0                     | 4    | 4     | 0      | 0    | 8          | 151        |

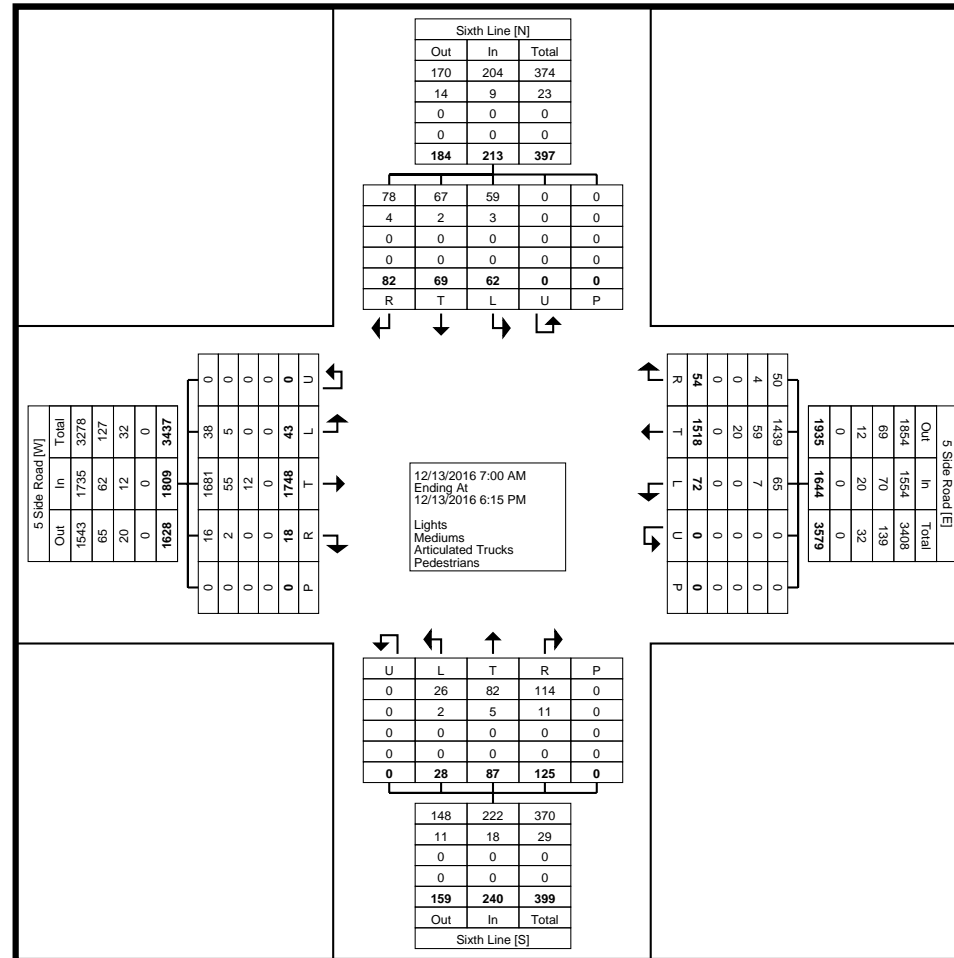




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Page No: 3



Turning Movement Data Plot

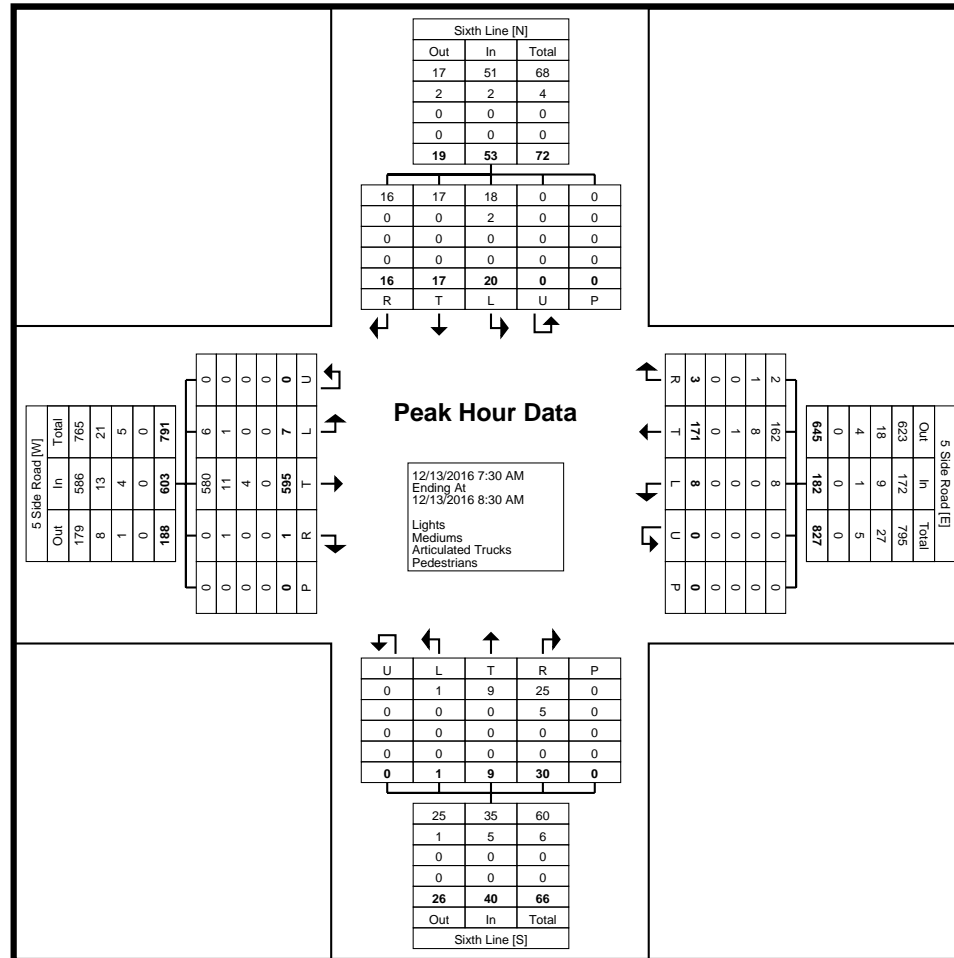




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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)



Paradigm Transportation Solutions Limited  
22 King Street South, Suite 300

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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 6

### Turning Movement Peak Hour Data (11:00 AM)

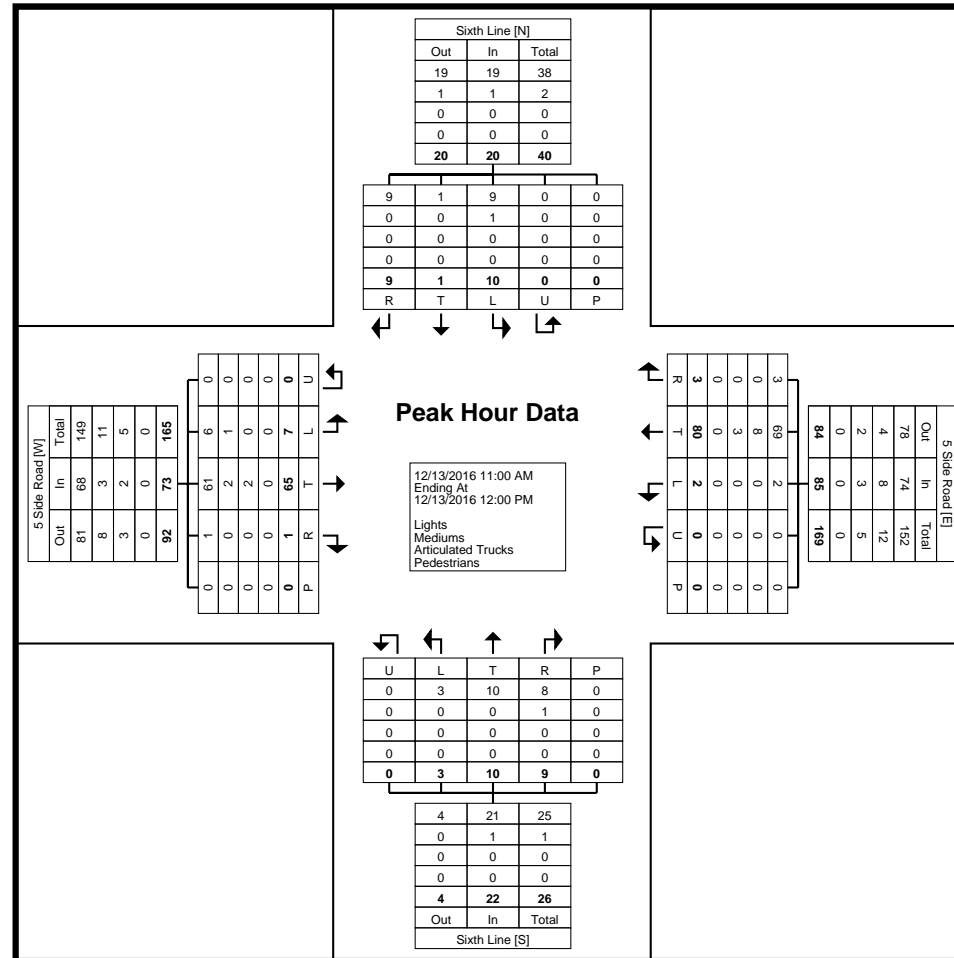
| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Sixth Line Northbound |       |       |        |      |            | Sixth Line Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total |            |
| 11:00 AM             | 3                     | 19    | 0     | 0      | 0    | 22         | 0                     | 22    | 1     | 0      | 0    | 23         | 2                     | 1     | 1     | 0      | 0    | 4          | 4                     | 1     | 2     | 0      | 0    | 7          | 56         |
| 11:15 AM             | 3                     | 21    | 0     | 0      | 0    | 24         | 2                     | 20    | 1     | 0      | 0    | 23         | 0                     | 2     | 5     | 0      | 0    | 7          | 1                     | 0     | 0     | 0      | 0    | 1          | 55         |
| 11:30 AM             | 1                     | 8     | 0     | 0      | 0    | 9          | 0                     | 22    | 0     | 0      | 0    | 22         | 1                     | 3     | 3     | 0      | 0    | 7          | 3                     | 0     | 7     | 0      | 0    | 10         | 48         |
| 11:45 AM             | 0                     | 17    | 1     | 0      | 0    | 18         | 0                     | 16    | 1     | 0      | 0    | 17         | 0                     | 4     | 0     | 0      | 0    | 4          | 2                     | 0     | 0     | 0      | 0    | 2          | 41         |
| Total                | 7                     | 65    | 1     | 0      | 0    | 73         | 2                     | 80    | 3     | 0      | 0    | 85         | 3                     | 10    | 9     | 0      | 0    | 22         | 10                    | 1     | 9     | 0      | 0    | 20         | 200        |
| Approach %           | 9.6                   | 89.0  | 1.4   | 0.0    | -    | -          | 2.4                   | 94.1  | 3.5   | 0.0    | -    | -          | 13.6                  | 45.5  | 40.9  | 0.0    | -    | -          | 50.0                  | 5.0   | 45.0  | 0.0    | -    | -          | -          |
| Total %              | 3.5                   | 32.5  | 0.5   | 0.0    | -    | 36.5       | 1.0                   | 40.0  | 1.5   | 0.0    | -    | 42.5       | 1.5                   | 5.0   | 4.5   | 0.0    | -    | 11.0       | 5.0                   | 0.5   | 4.5   | 0.0    | -    | 10.0       | -          |
| PHF                  | 0.583                 | 0.774 | 0.250 | 0.000  | -    | 0.760      | 0.250                 | 0.909 | 0.750 | 0.000  | -    | 0.924      | 0.375                 | 0.625 | 0.450 | 0.000  | -    | 0.786      | 0.625                 | 0.250 | 0.321 | 0.000  | -    | 0.500      | 0.893      |
| Lights               | 6                     | 61    | 1     | 0      | -    | 68         | 2                     | 69    | 3     | 0      | -    | 74         | 3                     | 10    | 8     | 0      | -    | 21         | 9                     | 1     | 9     | 0      | -    | 19         | 182        |
| % Lights             | 85.7                  | 93.8  | 100.0 | -      | -    | 93.2       | 100.0                 | 86.3  | 100.0 | -      | -    | 87.1       | 100.0                 | 100.0 | 88.9  | -      | -    | 95.5       | 90.0                  | 100.0 | 100.0 | -      | -    | 95.0       | 91.0       |
| Mediums              | 1                     | 2     | 0     | 0      | -    | 3          | 0                     | 8     | 0     | 0      | -    | 8          | 0                     | 0     | 1     | 0      | -    | 1          | 1                     | 0     | 0     | 0      | -    | 1          | 13         |
| % Mediums            | 14.3                  | 3.1   | 0.0   | -      | -    | 4.1        | 0.0                   | 10.0  | 0.0   | -      | -    | 9.4        | 0.0                   | 0.0   | 11.1  | -      | -    | 4.5        | 10.0                  | 0.0   | 0.0   | -      | -    | 5.0        | 6.5        |
| Articulated Trucks   | 0                     | 2     | 0     | 0      | -    | 2          | 0                     | 3     | 0     | 0      | -    | 3          | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 0     | 0     | 0      | -    | 0          | 5          |
| % Articulated Trucks | 0.0                   | 3.1   | 0.0   | -      | -    | 2.7        | 0.0                   | 3.8   | 0.0   | -      | -    | 3.5        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 2.5        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -          |



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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 7



Turning Movement Peak Hour Data Plot (11:00 AM)



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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 8

### Turning Movement Peak Hour Data (12:00 PM)

| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Sixth Line Northbound |       |       |        |      |            | Sixth Line Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total |            |
| 12:00 PM             | 1                     | 11    | 1     | 0      | 0    | 13         | 2                     | 14    | 1     | 0      | 0    | 17         | 0                     | 2     | 6     | 0      | 0    | 8          | 0                     | 2     | 3     | 0      | 0    | 5          | 43         |
| 12:15 PM             | 1                     | 16    | 0     | 0      | 0    | 17         | 3                     | 19    | 2     | 0      | 0    | 24         | 1                     | 2     | 3     | 0      | 0    | 6          | 2                     | 1     | 2     | 0      | 0    | 5          | 52         |
| 12:30 PM             | 1                     | 16    | 0     | 0      | 0    | 17         | 0                     | 20    | 0     | 0      | 0    | 20         | 1                     | 1     | 1     | 0      | 0    | 3          | 0                     | 0     | 4     | 0      | 0    | 4          | 44         |
| 12:45 PM             | 0                     | 19    | 0     | 0      | 0    | 19         | 1                     | 23    | 2     | 0      | 0    | 26         | 1                     | 2     | 2     | 0      | 0    | 5          | 0                     | 1     | 0     | 0      | 0    | 1          | 51         |
| Total                | 3                     | 62    | 1     | 0      | 0    | 66         | 6                     | 76    | 5     | 0      | 0    | 87         | 3                     | 7     | 12    | 0      | 0    | 22         | 2                     | 4     | 9     | 0      | 0    | 15         | 190        |
| Approach %           | 4.5                   | 93.9  | 1.5   | 0.0    | -    | -          | 6.9                   | 87.4  | 5.7   | 0.0    | -    | -          | 13.6                  | 31.8  | 54.5  | 0.0    | -    | -          | 13.3                  | 26.7  | 60.0  | 0.0    | -    | -          | -          |
| Total %              | 1.6                   | 32.6  | 0.5   | 0.0    | -    | 34.7       | 3.2                   | 40.0  | 2.6   | 0.0    | -    | 45.8       | 1.6                   | 3.7   | 6.3   | 0.0    | -    | 11.6       | 1.1                   | 2.1   | 4.7   | 0.0    | -    | 7.9        | -          |
| PHF                  | 0.750                 | 0.816 | 0.250 | 0.000  | -    | 0.868      | 0.500                 | 0.826 | 0.625 | 0.000  | -    | 0.837      | 0.750                 | 0.875 | 0.500 | 0.000  | -    | 0.688      | 0.250                 | 0.500 | 0.563 | 0.000  | -    | 0.750      | 0.913      |
| Lights               | 2                     | 57    | 0     | 0      | -    | 59         | 5                     | 60    | 4     | 0      | -    | 69         | 3                     | 6     | 12    | 0      | -    | 21         | 2                     | 4     | 8     | 0      | -    | 14         | 163        |
| % Lights             | 66.7                  | 91.9  | 0.0   | -      | -    | 89.4       | 83.3                  | 78.9  | 80.0  | -      | -    | 79.3       | 100.0                 | 85.7  | 100.0 | -      | -    | 95.5       | 100.0                 | 100.0 | 88.9  | -      | -    | 93.3       | 85.8       |
| Mediums              | 1                     | 5     | 1     | 0      | -    | 7          | 1                     | 10    | 1     | 0      | -    | 12         | 0                     | 1     | 0     | 0      | -    | 1          | 0                     | 0     | 1     | 0      | -    | 1          | 21         |
| % Mediums            | 33.3                  | 8.1   | 100.0 | -      | -    | 10.6       | 16.7                  | 13.2  | 20.0  | -      | -    | 13.8       | 0.0                   | 14.3  | 0.0   | -      | -    | 4.5        | 0.0                   | 0.0   | 11.1  | -      | -    | 6.7        | 11.1       |
| Articulated Trucks   | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 6     | 0     | 0      | -    | 6          | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 0     | 0     | 0      | -    | 0          | 6          |
| % Articulated Trucks | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 7.9   | 0.0   | -      | -    | 6.9        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 3.2        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -          |

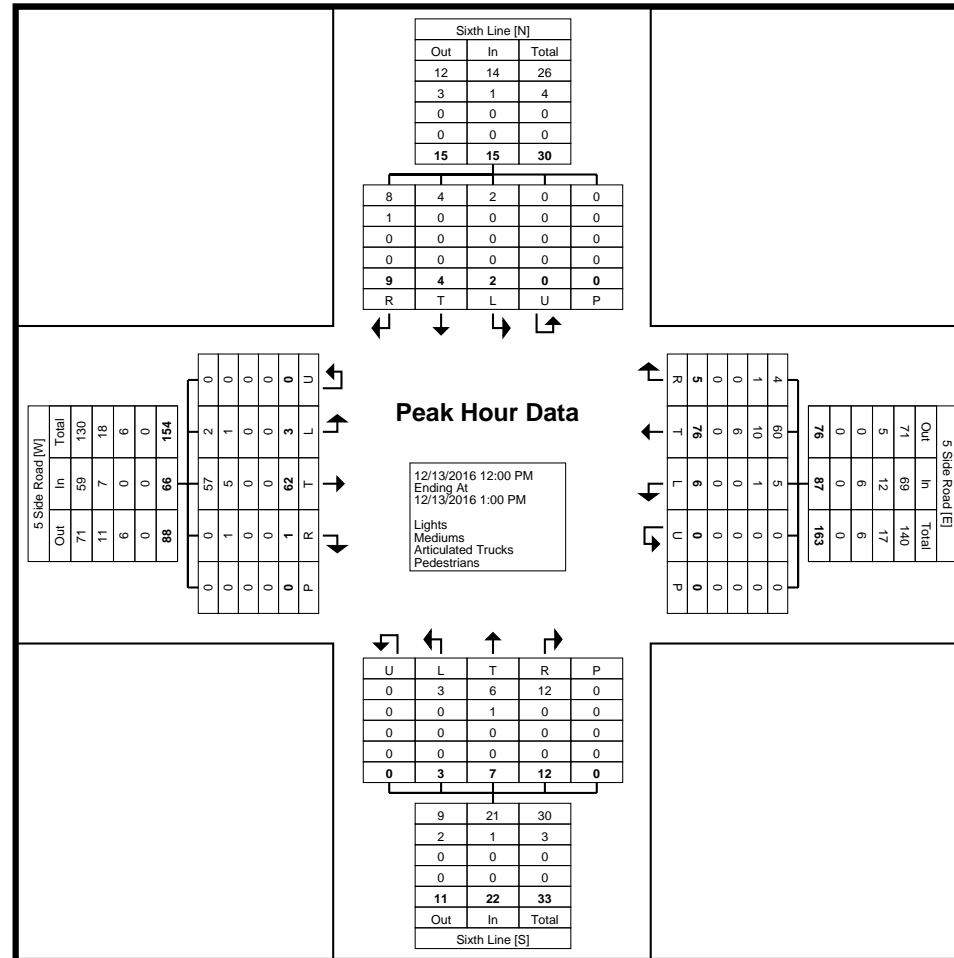




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Count Name: 5 Side Road & Sixth Line  
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Start Date: 12/13/2016  
Page No: 9



Turning Movement Peak Hour Data Plot (12:00 PM)



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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 10

### Turning Movement Peak Hour Data (4:45 PM)

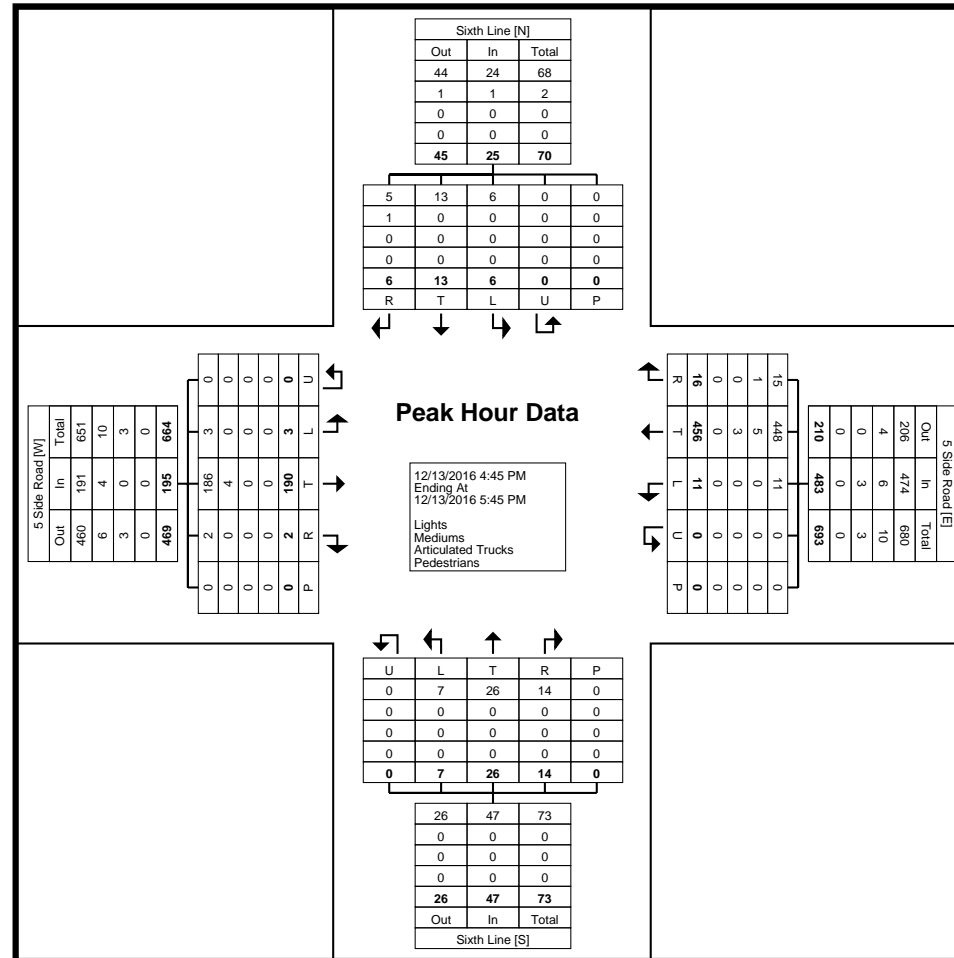
| Start Time           | 5 Side Road Eastbound |       |       |        |      |            | 5 Side Road Westbound |       |       |        |      |            | Sixth Line Northbound |       |       |        |      |            | Sixth Line Southbound |       |       |        |      |            | Int. Total |
|----------------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|-----------------------|-------|-------|--------|------|------------|------------|
|                      | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total | Left                  | Thru  | Right | U-Turn | Peds | App. Total |            |
| 4:45 PM              | 1                     | 41    | 0     | 0      | 0    | 42         | 3                     | 88    | 6     | 0      | 0    | 97         | 4                     | 7     | 1     | 0      | 0    | 12         | 2                     | 5     | 2     | 0      | 0    | 9          | 160        |
| 5:00 PM              | 0                     | 60    | 1     | 0      | 0    | 61         | 2                     | 107   | 6     | 0      | 0    | 115        | 0                     | 5     | 7     | 0      | 0    | 12         | 3                     | 3     | 1     | 0      | 0    | 7          | 195        |
| 5:15 PM              | 0                     | 50    | 1     | 0      | 0    | 51         | 3                     | 141   | 3     | 0      | 0    | 147        | 1                     | 5     | 5     | 0      | 0    | 11         | 0                     | 3     | 2     | 0      | 0    | 5          | 214        |
| 5:30 PM              | 2                     | 39    | 0     | 0      | 0    | 41         | 3                     | 120   | 1     | 0      | 0    | 124        | 2                     | 9     | 1     | 0      | 0    | 12         | 1                     | 2     | 1     | 0      | 0    | 4          | 181        |
| Total                | 3                     | 190   | 2     | 0      | 0    | 195        | 11                    | 456   | 16    | 0      | 0    | 483        | 7                     | 26    | 14    | 0      | 0    | 47         | 6                     | 13    | 6     | 0      | 0    | 25         | 750        |
| Approach %           | 1.5                   | 97.4  | 1.0   | 0.0    | -    | -          | 2.3                   | 94.4  | 3.3   | 0.0    | -    | -          | 14.9                  | 55.3  | 29.8  | 0.0    | -    | -          | 24.0                  | 52.0  | 24.0  | 0.0    | -    | -          | -          |
| Total %              | 0.4                   | 25.3  | 0.3   | 0.0    | -    | 26.0       | 1.5                   | 60.8  | 2.1   | 0.0    | -    | 64.4       | 0.9                   | 3.5   | 1.9   | 0.0    | -    | 6.3        | 0.8                   | 1.7   | 0.8   | 0.0    | -    | 3.3        | -          |
| PHF                  | 0.375                 | 0.792 | 0.500 | 0.000  | -    | 0.799      | 0.917                 | 0.809 | 0.667 | 0.000  | -    | 0.821      | 0.438                 | 0.722 | 0.500 | 0.000  | -    | 0.979      | 0.500                 | 0.650 | 0.750 | 0.000  | -    | 0.694      | 0.876      |
| Lights               | 3                     | 186   | 2     | 0      | -    | 191        | 11                    | 448   | 15    | 0      | -    | 474        | 7                     | 26    | 14    | 0      | -    | 47         | 6                     | 13    | 5     | 0      | -    | 24         | 736        |
| % Lights             | 100.0                 | 97.9  | 100.0 | -      | -    | 97.9       | 100.0                 | 98.2  | 93.8  | -      | -    | 98.1       | 100.0                 | 100.0 | 100.0 | -      | -    | 100.0      | 100.0                 | 100.0 | 83.3  | -      | -    | 96.0       | 98.1       |
| Mediums              | 0                     | 4     | 0     | 0      | -    | 4          | 0                     | 5     | 1     | 0      | -    | 6          | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 0     | 1     | 0      | -    | 1          | 11         |
| % Mediums            | 0.0                   | 2.1   | 0.0   | -      | -    | 2.1        | 0.0                   | 1.1   | 6.3   | -      | -    | 1.2        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 0.0   | 16.7  | -      | -    | 4.0        | 1.5        |
| Articulated Trucks   | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 3     | 0     | 0      | -    | 3          | 0                     | 0     | 0     | 0      | -    | 0          | 0                     | 0     | 0     | 0      | -    | 0          | 3          |
| % Articulated Trucks | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 0.7   | 0.0   | -      | -    | 0.6        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.0                   | 0.0   | 0.0   | -      | -    | 0.0        | 0.4        |
| Pedestrians          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -                     | -     | -     | -      | 0    | -          | -          |
| % Pedestrians        | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -                     | -     | -     | -      | -    | -          | -          |



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Page No: 11



Turning Movement Peak Hour Data Plot (4:45 PM)



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Count Name: 5 Side Road & Sixth Line  
Site Code:  
Start Date: 12/13/2016  
Page No: 12

# Trafalgar Rd @ 5 Side Rd

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 7:15:00

**To:** 8:15:00

**Municipality:** Halton Region  
**Site #:** 0000002630  
**Intersection:** Trafalgar Rd & 5 Side Rd  
**TFR File #:** 4  
**Count date:** 27-May-2015

**Weather conditions:**  
 Cloudy/Dry  
**Person(s) who counted:**  
 Les

**\*\* Signalized Intersection \*\***

**Major Road:** Trafalgar Rd runs N/S

North Leg Total: 1317  
 North Entering: 947  
 North Peds: 0  
 Peds Cross:  $\times$

|               |           |            |           |     |
|---------------|-----------|------------|-----------|-----|
| Heavys        | 7         | 36         | 2         | 45  |
| Trucks        | 1         | 26         | 4         | 31  |
| Cars          | 24        | 826        | 21        | 871 |
| <b>Totals</b> | <b>32</b> | <b>888</b> | <b>27</b> |     |



|               |            |
|---------------|------------|
| Heavys        | 67         |
| Trucks        | 16         |
| Cars          | 287        |
| <b>Totals</b> | <b>370</b> |

East Leg Total: 475  
 East Entering: 158  
 East Peds: 0  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 11     | 2      | 129  | 142    |



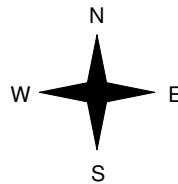
Trafalgar Rd

|            |          |          |        |
|------------|----------|----------|--------|
| Cars       | Trucks   | Heavys   | Totals |
| 3          | 0        | 5        | 8      |
| 93         | 0        | 1        | 94     |
| 52         | 3        | 1        | 56     |
| <b>148</b> | <b>3</b> | <b>7</b> |        |



5 Side Rd

|          |          |            |        |
|----------|----------|------------|--------|
| Heavys   | Trucks   | Cars       | Totals |
| 1        | 2        | 31         | 34     |
| 4        | 4        | 241        | 249    |
| 4        | 2        | 232        | 238    |
| <b>9</b> | <b>8</b> | <b>504</b> |        |



Trafalgar Rd



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 297  | 8      | 12     | 317    |

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 521  
 West Leg Total: 663

|               |             |
|---------------|-------------|
| Cars          | 1110        |
| Trucks        | 31          |
| Heavys        | 41          |
| <b>Totals</b> | <b>1182</b> |



|               |           |            |           |     |
|---------------|-----------|------------|-----------|-----|
| Cars          | 12        | 253        | 35        | 300 |
| Trucks        | 1         | 14         | 0         | 15  |
| Heavys        | 3         | 61         | 6         | 70  |
| <b>Totals</b> | <b>16</b> | <b>328</b> | <b>41</b> |     |

Peds Cross:  $\times$   
 South Peds: 0  
 South Entering: 385  
 South Leg Total: 1567

## Comments

# Trafalgar Rd @ 5 Side Rd

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00

**To:** 14:00:00

### One Hour Peak

**From:** 13:00:00

**To:** 14:00:00

**Municipality:** Halton Region  
**Site #:** 0000002630  
**Intersection:** Trafalgar Rd & 5 Side Rd  
**TFR File #:** 4  
**Count date:** 27-May-2015

**Weather conditions:**  
 Cloudy/Dry  
**Person(s) who counted:**  
 Les

**\*\* Signalized Intersection \*\***

**Major Road:** Trafalgar Rd runs N/S

North Leg Total: 781  
 North Entering: 401  
 North Peds: 0  
 Peds Cross:  $\times$

|               |           |            |          |     |
|---------------|-----------|------------|----------|-----|
| Heavys        | 6         | 57         | 0        | 63  |
| Trucks        | 3         | 20         | 0        | 23  |
| Cars          | 19        | 290        | 6        | 315 |
| <b>Totals</b> | <b>28</b> | <b>367</b> | <b>6</b> |     |



|               |            |
|---------------|------------|
| Heavys        | 53         |
| Trucks        | 26         |
| Cars          | 301        |
| <b>Totals</b> | <b>380</b> |

East Leg Total: 137  
 East Entering: 75  
 East Peds: 0  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 11     | 3      | 93   | 107    |



Trafalgar Rd

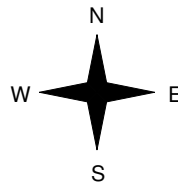
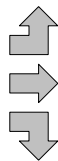
|           |          |          |        |
|-----------|----------|----------|--------|
| Cars      | Trucks   | Heavys   | Totals |
| 7         | 0        | 0        | 7      |
| 53        | 0        | 1        | 54     |
| 13        | 1        | 0        | 14     |
| <b>73</b> | <b>1</b> | <b>1</b> |        |



5 Side Rd



|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 1      | 2      | 11   | 14     |
| 0      | 3      | 35   | 38     |
| 5      | 4      | 18   | 27     |
| 6      | 9      | 64   |        |



Trafalgar Rd



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 58   | 4      | 0      | 62     |

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 79  
 West Leg Total: 186

|               |            |               |           |            |           |     |
|---------------|------------|---------------|-----------|------------|-----------|-----|
| Cars          | 321        | Cars          | 21        | 283        | 17        | 321 |
| Trucks        | 25         | Trucks        | 0         | 24         | 1         | 25  |
| Heavys        | 62         | Heavys        | 4         | 52         | 0         | 56  |
| <b>Totals</b> | <b>408</b> | <b>Totals</b> | <b>25</b> | <b>359</b> | <b>18</b> |     |



Peds Cross:  $\times$   
 South Peds: 1  
 South Entering: 402  
 South Leg Total: 810

## Comments

# Trafalgar Rd @ 5 Side Rd

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00  
**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00  
**To:** 17:30:00

**Municipality:** Halton Region  
**Site #:** 0000002630  
**Intersection:** Trafalgar Rd & 5 Side Rd  
**TFR File #:** 4  
**Count date:** 27-May-2015

### Weather conditions:

Cloudy/Dry

### Person(s) who counted:

Les

### \*\* Signalized Intersection \*\*

**Major Road:** Trafalgar Rd runs N/S

North Leg Total: 1423  
North Entering: 520  
North Peds: 0  
Peds Cross:  $\times$

|               |           |            |          |     |
|---------------|-----------|------------|----------|-----|
| Heavys        | 2         | 17         | 0        | 19  |
| Trucks        | 2         | 7          | 1        | 10  |
| Cars          | 54        | 431        | 6        | 491 |
| <b>Totals</b> | <b>58</b> | <b>455</b> | <b>7</b> |     |



|               |            |
|---------------|------------|
| Heavys        | 17         |
| Trucks        | 23         |
| Cars          | 863        |
| <b>Totals</b> | <b>903</b> |

East Leg Total: 474  
East Entering: 272  
East Peds: 0  
Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 2      | 5      | 335  | 342    |



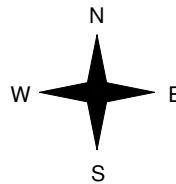
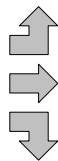
Trafalgar Rd

|            |          |          |        |
|------------|----------|----------|--------|
| Cars       | Trucks   | Heavys   | Totals |
| 35         | 0        | 0        | 35     |
| 197        | 1        | 0        | 198    |
| 39         | 0        | 0        | 39     |
| <b>271</b> | <b>1</b> | <b>0</b> |        |



5 Side Rd

|          |          |            |        |
|----------|----------|------------|--------|
| Heavys   | Trucks   | Cars       | Totals |
| 1        | 3        | 43         | 47     |
| 1        | 2        | 141        | 144    |
| 3        | 0        | 32         | 35     |
| <b>5</b> | <b>5</b> | <b>216</b> |        |



Trafalgar Rd



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 198  | 3      | 1      | 202    |

5 Side Rd



Peds Cross:  $\times$   
West Peds: 0  
West Entering: 226  
West Leg Total: 568

|               |            |               |           |            |           |     |
|---------------|------------|---------------|-----------|------------|-----------|-----|
| Cars          | 502        | Cars          | 84        | 785        | 51        | 920 |
| Trucks        | 7          | Trucks        | 2         | 20         | 0         | 22  |
| Heavys        | 20         | Heavys        | 0         | 16         | 0         | 16  |
| <b>Totals</b> | <b>529</b> | <b>Totals</b> | <b>86</b> | <b>821</b> | <b>51</b> |     |



Peds Cross:  $\times$   
South Peds: 0  
South Entering: 958  
South Leg Total: 1487

## Comments

# Trafalgar Rd @ 5 Side Rd

## Total Count Diagram

**Municipality:** Halton Region  
**Site #:** 0000002630  
**Intersection:** Trafalgar Rd & 5 Side Rd  
**TFR File #:** 4  
**Count date:** 27-May-2015

**Weather conditions:**  
 Cloudy/Dry  
**Person(s) who counted:**  
 Les

**\*\* Signalized Intersection \*\***

**Major Road:** Trafalgar Rd runs N/S

North Leg Total: 8562  
 North Entering: 4370  
 North Peds: 4  
 Peds Cross:  $\times$

|               |            |             |           |      |
|---------------|------------|-------------|-----------|------|
| Heavys        | 35         | 330         | 8         | 373  |
| Trucks        | 15         | 131         | 7         | 153  |
| Cars          | 230        | 3542        | 72        | 3844 |
| <b>Totals</b> | <b>280</b> | <b>4003</b> | <b>87</b> |      |



|               |             |
|---------------|-------------|
| Heavys        | 359         |
| Trucks        | 162         |
| Cars          | 3671        |
| <b>Totals</b> | <b>4192</b> |

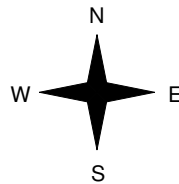
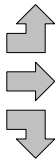
East Leg Total: 2418  
 East Entering: 1175  
 East Peds: 2  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 66     | 34     | 1286 | 1386   |



5 Side Rd

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 9      | 14     | 211  | 234    |
| 10     | 20     | 887  | 917    |
| 39     | 8      | 526  | 573    |
| 58     | 42     | 1624 |        |



Trafalgar Rd

|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 99   | 0      | 9      | 108    |
| 775  | 11     | 7      | 793    |
| 265  | 4      | 5      | 274    |
| 1139 | 15     | 21     |        |

5 Side Rd



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 1184 | 32     | 27     | 1243   |

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 1724  
 West Leg Total: 3110

|               |             |
|---------------|-------------|
| Cars          | 4333        |
| Trucks        | 143         |
| Heavys        | 374         |
| <b>Totals</b> | <b>4850</b> |



|               |            |             |            |      |
|---------------|------------|-------------|------------|------|
| Cars          | 281        | 3361        | 225        | 3867 |
| Trucks        | 8          | 148         | 5          | 161  |
| Heavys        | 24         | 341         | 9          | 374  |
| <b>Totals</b> | <b>313</b> | <b>3850</b> | <b>239</b> |      |

Peds Cross:  $\times$   
 South Peds: 2  
 South Entering: 4402  
 South Leg Total: 9252

### Comments



# Eighth Line @ 5 Side Road

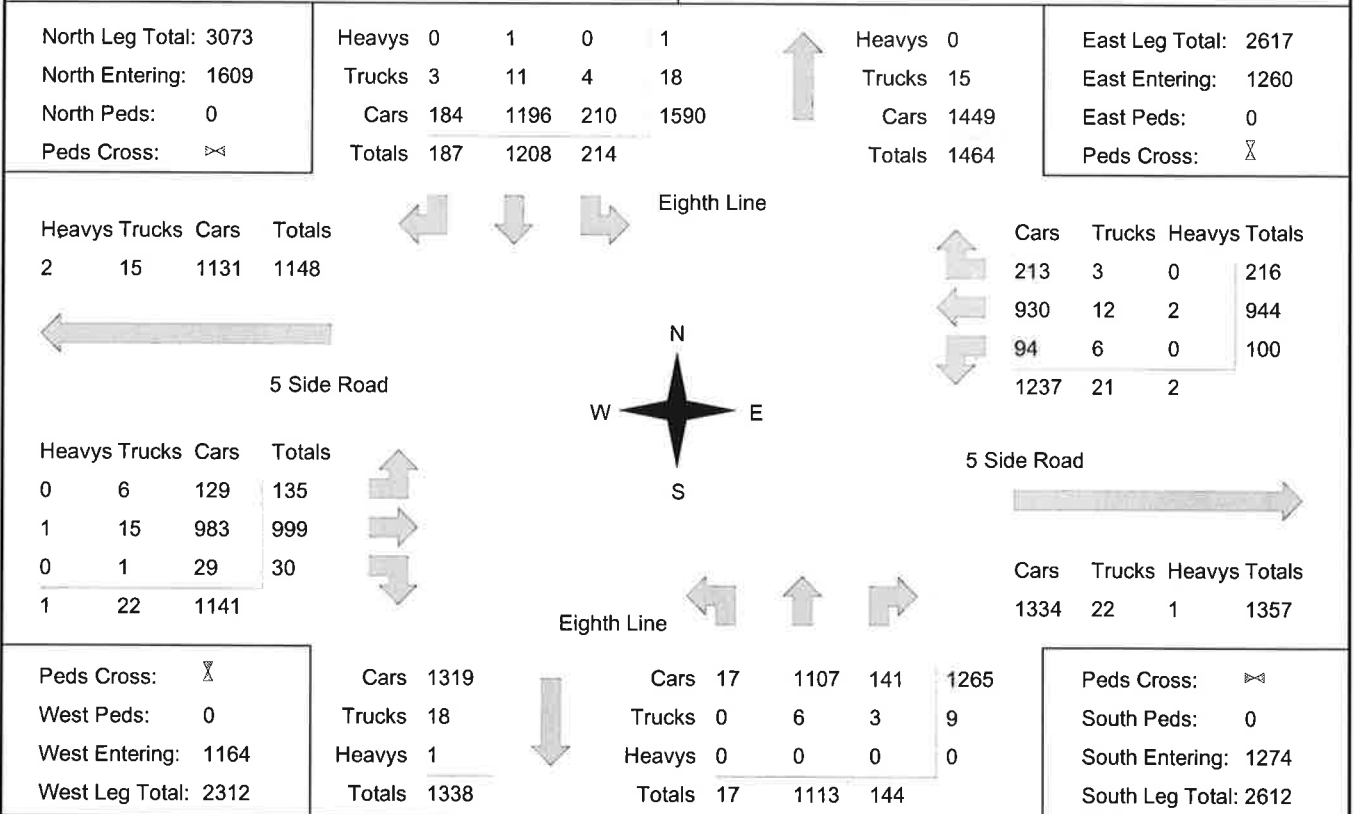
## Total Count Diagram

**Municipality:** Town of Halton Hills  
**Site #:** 0000000177  
**Intersection:** Eighth Line & 5 Side Road  
**TFR File #:** 16  
**Count date:** 23-Sep-14

**Weather conditions:**  
 Sunny / Dry  
**Person(s) who counted:**  
 Roumen Kotev

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

**Major Road:** Eighth Line runs N/S



### Comments

# Eighth Line @ 5 Side Road

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00  
**To:** 9:00:00

### One Hour Peak

**From:** 7:30:00  
**To:** 8:30:00

**Municipality:** Town of Halton Hills  
**Site #:** 0000000177  
**Intersection:** Eighth Line & 5 Side Road  
**TFR File #:** 16  
**Count date:** 23-Sep-14

### Weather conditions:

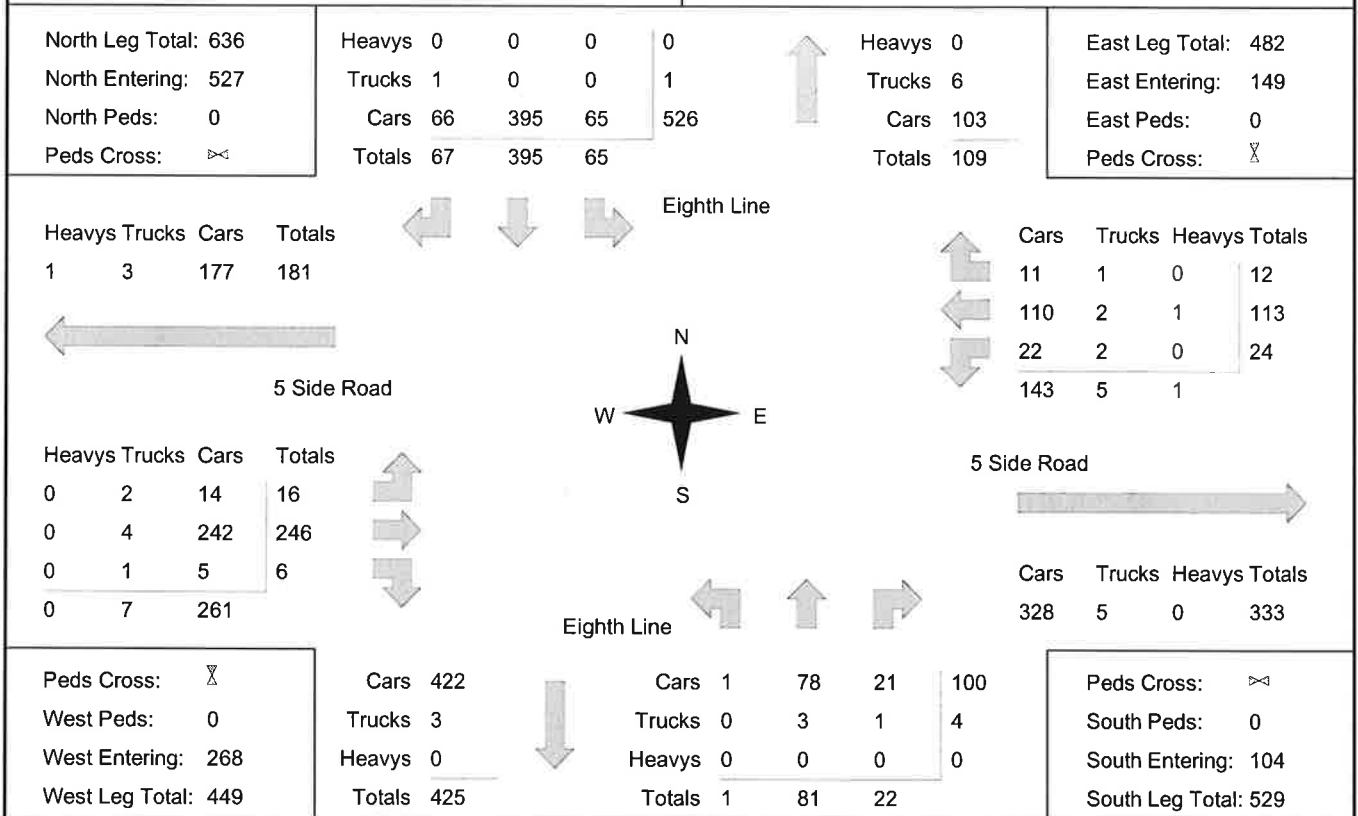
Sunny / Dry

### Person(s) who counted:

Roumen Kotev

### \*\* Non-Signalized Intersection \*\*

**Major Road:** Eighth Line runs N/S



## Comments

# Eighth Line @ 5 Side Road

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00  
**To:** 14:00:00

### One Hour Peak

**From:** 11:45:00  
**To:** 12:45:00

**Municipality:** Town of Halton Hills  
**Site #:** 0000000177  
**Intersection:** Eighth Line & 5 Side Road  
**TFR File #:** 16  
**Count date:** 23-Sep-14

### Weather conditions:

Sunny / Dry

### Person(s) who counted:

Roumen Kotev

### \*\* Non-Signalized Intersection \*\*

**Major Road:** Eighth Line runs N/S

North Leg Total: 207  
North Entering: 108  
North Peds: 0  
Peds Cross: ∅

|        |    |    |    |     |
|--------|----|----|----|-----|
| Heavys | 0  | 0  | 0  | 0   |
| Trucks | 0  | 2  | 1  | 3   |
| Cars   | 14 | 76 | 15 | 105 |
| Totals | 14 | 78 | 16 |     |

Heavys 0  
Trucks 1  
Cars 98  
Totals 99

East Leg Total: 136  
East Entering: 70  
East Peds: 0  
Peds Cross: ∅

|        |   |   |    |    |
|--------|---|---|----|----|
| Heavys | 0 | 2 | 65 | 67 |
|--------|---|---|----|----|

|        |   |   |    |    |
|--------|---|---|----|----|
| Heavys | 0 | 0 | 9  | 9  |
| Trucks | 0 | 0 | 37 | 37 |
| Cars   | 0 | 0 | 4  | 4  |
| Totals | 0 | 0 | 50 |    |

Peds Cross: ∅  
West Peds: 0  
West Entering: 50  
West Leg Total: 117

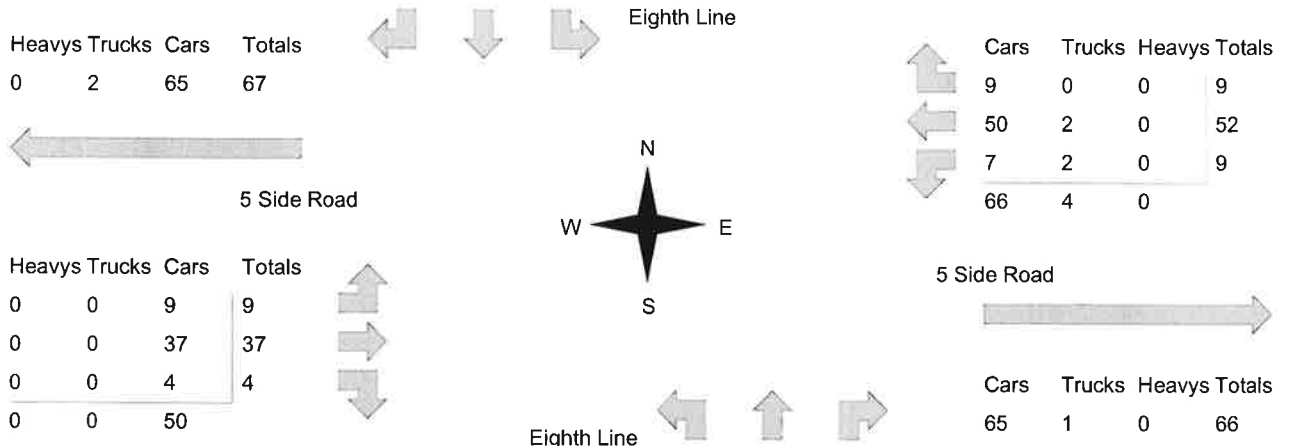
|        |    |
|--------|----|
| Cars   | 87 |
| Trucks | 4  |
| Heavys | 0  |
| Totals | 91 |

|        |   |    |    |    |
|--------|---|----|----|----|
| Cars   | 1 | 80 | 13 | 94 |
| Trucks | 0 | 1  | 0  | 1  |
| Heavys | 0 | 0  | 0  | 0  |
| Totals | 1 | 81 | 13 |    |

|        |    |   |   |    |
|--------|----|---|---|----|
| Cars   | 9  | 0 | 0 | 9  |
| Trucks | 50 | 2 | 0 | 52 |
| Heavys | 7  | 2 | 0 | 9  |
| Totals | 66 | 4 | 0 |    |

|      |    |   |   |    |
|------|----|---|---|----|
| Cars | 65 | 1 | 0 | 66 |
|------|----|---|---|----|

Peds Cross: ∅  
South Peds: 0  
South Entering: 95  
South Leg Total: 186



## Comments

# Eighth Line @ 5 Side Road

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00  
**To:** 18:00:00

### One Hour Peak

**From:** 16:45:00  
**To:** 17:45:00

**Municipality:** Town of Halton Hills  
**Site #:** 0000000177  
**Intersection:** Eighth Line & 5 Side Road  
**TFR File #:** 16  
**Count date:** 23-Sep-14

### Weather conditions:

Sunny / Dry

### Person(s) who counted:

Roumen Kotev

### \*\* Non-Signalized Intersection \*\*

**Major Road:** Eighth Line runs N/S

North Leg Total: 569  
North Entering: 147  
North Peds: 0  
Peds Cross: ∅

|        |    |     |    |     |
|--------|----|-----|----|-----|
| Heavys | 0  | 0   | 0  | 0   |
| Trucks | 0  | 0   | 0  | 0   |
| Cars   | 20 | 111 | 16 | 147 |
| Totals | 20 | 111 | 16 |     |

Heavys 0  
Trucks 2  
Cars 420  
Totals 422

East Leg Total: 566  
East Entering: 309  
East Peds: 0  
Peds Cross: ∅

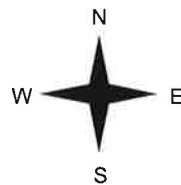
| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 0      | 1      | 253  | 254    |

← 5 Side Road

| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 0      | 1      | 37   | 38     |
| 0      | 1      | 205  | 206    |
| 0      | 0      | 4    | 4      |
| 0      | 2      | 246  |        |

Peds Cross: ∅  
West Peds: 0  
West Entering: 248  
West Leg Total: 502

|        |     |
|--------|-----|
| Cars   | 131 |
| Trucks | 0   |
| Heavys | 0   |
| Totals | 131 |



Eighth Line

Eighth Line

| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 61   | 0      | 0      | 61     |
| 231  | 1      | 0      | 232    |
| 16   | 0      | 0      | 16     |
| 308  | 1      | 0      |        |

5 Side Road

| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 255  | 2      | 0      | 257    |

Peds Cross: ∅  
South Peds: 0  
South Entering: 360  
South Leg Total: 491

## Comments

# Eighth Line @ 5 Side Road Traffic Count Summary

Intersection: Eighth Line & 5 Side Road

Count Date: 23-Sep-14

Municipality: Town of Halton Hills

| North Approach Totals |                                 |      |       |             |            | South Approach Totals        |             |                                 |      |       |             |            |
|-----------------------|---------------------------------|------|-------|-------------|------------|------------------------------|-------------|---------------------------------|------|-------|-------------|------------|
| Hour Ending           | Includes Cars, Trucks, & Heavys |      |       |             | Total Peds | North/South Total Approaches | Hour Ending | Includes Cars, Trucks, & Heavys |      |       |             | Total Peds |
|                       | Left                            | Thru | Right | Grand Total |            |                              |             | Left                            | Thru | Right | Grand Total |            |
| 8:00:00               | 79                              | 389  | 55    | 523         | 0          | 599                          | 8:00:00     | 1                               | 60   | 15    | 76          | 0          |
| 9:00:00               | 49                              | 289  | 40    | 378         | 0          | 472                          | 9:00:00     | 4                               | 73   | 17    | 94          | 0          |
| 11:00:00              | 0                               | 0    | 0     | 0           | 0          | 0                            | 11:00:00    | 0                               | 0    | 0     | 0           | 0          |
| 12:00:00              | 13                              | 80   | 13    | 106         | 0          | 175                          | 12:00:00    | 1                               | 58   | 10    | 69          | 0          |
| 13:00:00              | 15                              | 78   | 12    | 105         | 0          | 190                          | 13:00:00    | 1                               | 74   | 10    | 85          | 0          |
| 14:00:00              | 13                              | 70   | 10    | 93          | 0          | 191                          | 14:00:00    | 0                               | 93   | 5     | 98          | 0          |
| 15:00:00              | 0                               | 0    | 0     | 0           | 0          | 0                            | 15:00:00    | 0                               | 0    | 0     | 0           | 0          |
| 16:00:00              | 15                              | 98   | 22    | 135         | 0          | 329                          | 16:00:00    | 2                               | 172  | 20    | 194         | 0          |
| 17:00:00              | 15                              | 106  | 17    | 138         | 0          | 413                          | 17:00:00    | 6                               | 239  | 30    | 275         | 0          |
| 18:00:00              | 15                              | 98   | 18    | 131         | 0          | 514                          | 18:00:00    | 2                               | 344  | 37    | 383         | 0          |
| <b>Totals:</b>        | 214                             | 1208 | 187   | 1609        | 0          | 2883                         |             | 17                              | 1113 | 144   | 1274        | 0          |

| East Approach Totals |                                 |      |       |             |            | West Approach Totals       |             |                                 |      |       |             |            |
|----------------------|---------------------------------|------|-------|-------------|------------|----------------------------|-------------|---------------------------------|------|-------|-------------|------------|
| Hour Ending          | Includes Cars, Trucks, & Heavys |      |       |             | Total Peds | East/West Total Approaches | Hour Ending | Includes Cars, Trucks, & Heavys |      |       |             | Total Peds |
|                      | Left                            | Thru | Right | Grand Total |            |                            |             | Left                            | Thru | Right | Grand Total |            |
| 8:00:00              | 22                              | 96   | 7     | 125         | 0          | 355                        | 8:00:00     | 11                              | 218  | 1     | 230         | 0          |
| 9:00:00              | 14                              | 97   | 8     | 119         | 0          | 347                        | 9:00:00     | 13                              | 205  | 10    | 228         | 0          |
| 11:00:00             | 0                               | 0    | 0     | 0           | 0          | 0                          | 11:00:00    | 0                               | 0    | 0     | 0           | 0          |
| 12:00:00             | 9                               | 49   | 20    | 78          | 0          | 115                        | 12:00:00    | 6                               | 26   | 5     | 37          | 0          |
| 13:00:00             | 6                               | 53   | 8     | 67          | 0          | 115                        | 13:00:00    | 8                               | 37   | 3     | 48          | 0          |
| 14:00:00             | 9                               | 45   | 12    | 66          | 0          | 123                        | 14:00:00    | 6                               | 50   | 1     | 57          | 0          |
| 15:00:00             | 0                               | 0    | 0     | 0           | 0          | 0                          | 15:00:00    | 0                               | 0    | 0     | 0           | 0          |
| 16:00:00             | 10                              | 153  | 41    | 204         | 0          | 340                        | 16:00:00    | 21                              | 111  | 4     | 136         | 0          |
| 17:00:00             | 11                              | 205  | 61    | 277         | 0          | 487                        | 17:00:00    | 31                              | 176  | 3     | 210         | 0          |
| 18:00:00             | 19                              | 246  | 59    | 324         | 0          | 542                        | 18:00:00    | 39                              | 176  | 3     | 218         | 0          |
| <b>Totals:</b>       | 100                             | 944  | 216   | 1260        | 0          | 2424                       |             | 135                             | 999  | 30    | 1164        | 0          |

### Calculated Values for Traffic Crossing Major Street

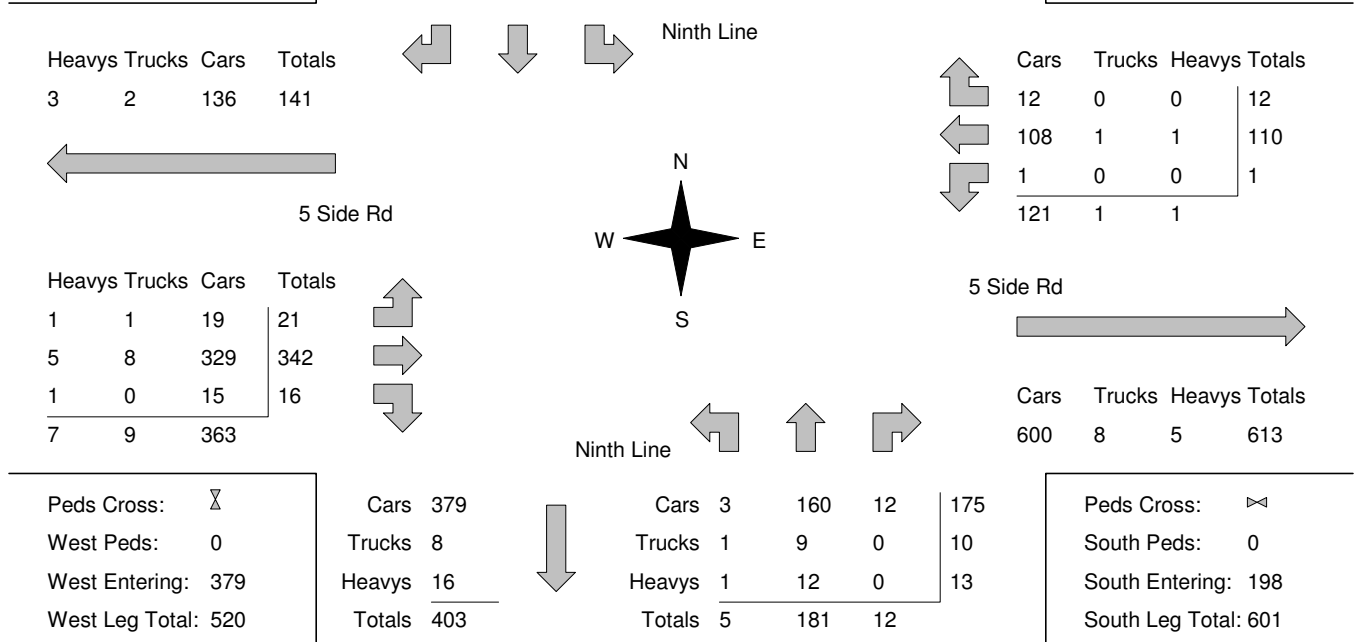
|                  |      |      |       |       |  |       |       |       |       |
|------------------|------|------|-------|-------|--|-------|-------|-------|-------|
| Hours Ending:    | 8:00 | 9:00 | 12:00 | 13:00 |  | 14:00 | 16:00 | 17:00 | 18:00 |
| Crossing Values: | 251  | 232  | 64    | 67    |  | 65    | 184   | 247   | 304   |

# Ninth Line @ 5 Side Rd

|  |  |  |
|--|--|--|
| <b>Morning Peak Diagram</b>  | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00                | <b>One Hour Peak</b><br><b>From:</b> 7:15:00<br><b>To:</b> 8:15:00 |
| <b>Municipality:</b> Halton Region<br><b>Site #:</b> 0000002592<br><b>Intersection:</b> Ninth Line & 5 Side Rd<br><b>TFR File #:</b> 3<br><b>Count date:</b> 26-May-2015 | <b>Weather conditions:</b><br>Cloudy/Dry<br><br><b>Person(s) who counted:</b><br>Les |  |

|                                      |  |
|--------------------------------------|--|
| <b>** Signalized Intersection **</b> | <b>Major Road:</b> Ninth Line runs N/S |
|--------------------------------------|--|

|   |   |        |     |     |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
|---|---|--------|-----|-----|---|----|--------|---|---|---|---|------|----|-----|-----|-----|--------|----|-----|-----|--|--|--------|----|--------|----|------|-----|--------|-----|--|
| North Leg Total: 885<br>North Entering: 671<br>North Peds: 4<br>Peds Cross: $\bowtie$ | <table style="margin: auto;"> <tr><td>Heavys</td><td>1</td><td>15</td><td>0</td><td>16</td></tr> <tr><td>Trucks</td><td>0</td><td>8</td><td>0</td><td>8</td></tr> <tr><td>Cars</td><td>25</td><td>363</td><td>259</td><td>647</td></tr> <tr><td>Totals</td><td>26</td><td>386</td><td>259</td><td></td></tr> </table> | Heavys | 1   | 15  | 0 | 16 | Trucks | 0 | 8 | 0 | 8 | Cars | 25 | 363 | 259 | 647 | Totals | 26 | 386 | 259 |  | <table style="margin: auto;"> <tr><td>Heavys</td><td>13</td></tr> <tr><td>Trucks</td><td>10</td></tr> <tr><td>Cars</td><td>191</td></tr> <tr><td>Totals</td><td>214</td></tr> </table> | Heavys | 13 | Trucks | 10 | Cars | 191 | Totals | 214 | East Leg Total: 736<br>East Entering: 123<br>East Peds: 0<br>Peds Cross: $\bowtie$ |
| Heavys  | 1   | 15     | 0   | 16  |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Trucks  | 0   | 8      | 0   | 8   |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Cars  | 25  | 363    | 259 | 647 |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Totals  | 26  | 386    | 259 |     |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Heavys  | 13  |        |     |     |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Trucks  | 10  |        |     |     |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Cars  | 191   |        |     |     |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |
| Totals  | 214   |        |     |     |   |    |        |   |   |   |   |      |    |     |     |     |        |    |     |     |  |  |        |    |        |    |      |     |        |     |  |



## Comments

# Ninth Line @ 5 Side Rd

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00  
**To:** 14:00:00

### One Hour Peak

**From:** 12:45:00  
**To:** 13:45:00

**Municipality:** Halton Region  
**Site #:** 0000002592  
**Intersection:** Ninth Line & 5 Side Rd  
**TFR File #:** 3  
**Count date:** 26-May-2015

**Weather conditions:**  
Cloudy/Dry  
**Person(s) who counted:**  
Les

**\*\* Signalized Intersection \*\***

**Major Road:** Ninth Line runs N/S

North Leg Total: 425  
North Entering: 210  
North Peds: 0  
Peds Cross:  $\times$

|        |   |     |    |     |
|--------|---|-----|----|-----|
| Heavys | 0 | 13  | 0  | 13  |
| Trucks | 1 | 9   | 0  | 10  |
| Cars   | 8 | 146 | 33 | 187 |
| Totals | 9 | 168 | 33 |     |



|        |     |
|--------|-----|
| Heavys | 9   |
| Trucks | 9   |
| Cars   | 197 |
| Totals | 215 |

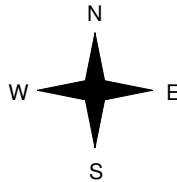
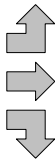
East Leg Total: 274  
East Entering: 96  
East Peds: 1  
Peds Cross:  $\times$

|        |   |        |   |      |    |        |    |
|--------|---|--------|---|------|----|--------|----|
| Heavys | 0 | Trucks | 3 | Cars | 81 | Totals | 84 |
|--------|---|--------|---|------|----|--------|----|



5 Side Rd

|        |   |        |   |      |     |        |     |
|--------|---|--------|---|------|-----|--------|-----|
| Heavys | 0 | Trucks | 1 | Cars | 29  | Totals | 30  |
|        | 4 |        | 3 |      | 136 |        | 143 |
|        | 0 |        | 1 |      | 12  |        | 13  |
|        | 4 |        | 5 |      | 177 |        |     |



Ninth Line

|      |    |        |   |        |   |        |    |
|------|----|--------|---|--------|---|--------|----|
| Cars | 31 | Trucks | 0 | Heavys | 0 | Totals | 31 |
|      | 63 |        | 1 |        | 0 |        | 64 |
|      | 0  |        | 1 |        | 0 |        | 1  |
|      | 94 |        | 2 |        | 0 |        |    |

5 Side Rd



|      |     |        |   |        |   |        |     |
|------|-----|--------|---|--------|---|--------|-----|
| Cars | 170 | Trucks | 4 | Heavys | 4 | Totals | 178 |
|------|-----|--------|---|--------|---|--------|-----|

Peds Cross:  $\times$   
West Peds: 0  
West Entering: 186  
West Leg Total: 270

|        |     |
|--------|-----|
| Cars   | 158 |
| Trucks | 11  |
| Heavys | 13  |
| Totals | 182 |



|        |    |     |   |     |
|--------|----|-----|---|-----|
| Cars   | 10 | 137 | 1 | 148 |
| Trucks | 1  | 8   | 1 | 10  |
| Heavys | 0  | 9   | 0 | 9   |
| Totals | 11 | 154 | 2 |     |

Peds Cross:  $\times$   
South Peds: 0  
South Entering: 167  
South Leg Total: 349

## Comments

# Ninth Line @ 5 Side Rd

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:45:00

**To:** 17:45:00

**Municipality:** Halton Region  
**Site #:** 0000002592  
**Intersection:** Ninth Line & 5 Side Rd  
**TFR File #:** 3  
**Count date:** 26-May-2015

### Weather conditions:

Cloudy/Dry

### Person(s) who counted:

Les

### \*\* Signalized Intersection \*\*

**Major Road:** Ninth Line runs N/S

North Leg Total: 929

North Entering: 282

North Peds: 0

Peds Cross:  $\times$

|               |           |            |           |     |
|---------------|-----------|------------|-----------|-----|
| Heavys        | 0         | 3          | 0         | 3   |
| Trucks        | 1         | 8          | 0         | 9   |
| Cars          | 19        | 224        | 27        | 270 |
| <b>Totals</b> | <b>20</b> | <b>235</b> | <b>27</b> |     |



|               |            |
|---------------|------------|
| Heavys        | 5          |
| Trucks        | 5          |
| Cars          | 637        |
| <b>Totals</b> | <b>647</b> |

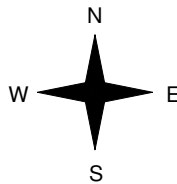
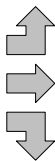
East Leg Total: 806  
 East Entering: 573  
 East Peds: 0  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 0      | 2      | 374  | 376    |



5 Side Rd

|          |          |            |        |
|----------|----------|------------|--------|
| Heavys   | Trucks   | Cars       | Totals |
| 1        | 0        | 24         | 25     |
| 0        | 1        | 196        | 197    |
| 0        | 0        | 14         | 14     |
| <b>1</b> | <b>1</b> | <b>234</b> |        |



Ninth Line

|            |          |          |        |
|------------|----------|----------|--------|
| Cars       | Trucks   | Heavys   | Totals |
| 222        | 0        | 1        | 223    |
| 343        | 1        | 0        | 344    |
| 6          | 0        | 0        | 6      |
| <b>571</b> | <b>1</b> | <b>1</b> |        |

5 Side Rd



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 231  | 2      | 0      | 233    |

Peds Cross:  $\times$

West Peds: 0

West Entering: 236

West Leg Total: 612

|               |            |               |           |            |          |     |
|---------------|------------|---------------|-----------|------------|----------|-----|
| Cars          | 244        | Cars          | 12        | 391        | 8        | 411 |
| Trucks        | 8          | Trucks        | 0         | 5          | 1        | 6   |
| Heavys        | 3          | Heavys        | 0         | 3          | 0        | 3   |
| <b>Totals</b> | <b>255</b> | <b>Totals</b> | <b>12</b> | <b>399</b> | <b>9</b> |     |



Peds Cross:  $\times$

South Peds: 0

South Entering: 420

South Leg Total: 675

## Comments



# Ninth Line @ 5 Side Rd

## Total Count Diagram

**Municipality:** Halton Region  
**Site #:** 0000002592  
**Intersection:** Ninth Line & 5 Side Rd  
**TFR File #:** 3  
**Count date:** 26-May-2015

**Weather conditions:**  
 Cloudy/Dry  
**Person(s) who counted:**  
 Les

**\*\* Signalized Intersection \*\***

**Major Road:** Ninth Line runs N/S

North Leg Total: 5334  
 North Entering: 2660  
 North Peds: 5  
 Peds Cross:  $\times$

|        |     |      |     |      |
|--------|-----|------|-----|------|
| Heavys | 4   | 93   | 1   | 98   |
| Trucks | 4   | 57   | 1   | 62   |
| Cars   | 128 | 1717 | 655 | 2500 |
| Totals | 136 | 1867 | 657 |      |



|        |      |
|--------|------|
| Heavys | 81   |
| Trucks | 67   |
| Cars   | 2526 |
| Totals | 2674 |

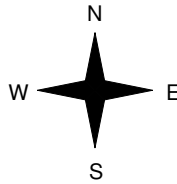
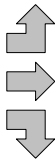
East Leg Total: 3786  
 East Entering: 1760  
 East Peds: 2  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 12     | 20     | 1305 | 1337   |



5 Side Rd

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 4      | 7      | 133  | 144    |
| 17     | 19     | 1290 | 1326   |
| 4      | 2      | 67   | 73     |
| 25     | 28     | 1490 |        |



Ninth Line

|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 593  | 5      | 3      | 601    |
| 1119 | 10     | 5      | 1134   |
| 22   | 2      | 1      | 25     |
| 1734 | 17     | 9      |        |



5 Side Rd



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 1986 | 22     | 18     | 2026   |

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 1543  
 West Leg Total: 2880

|        |      |        |    |      |    |      |
|--------|------|--------|----|------|----|------|
| Cars   | 1806 | Cars   | 58 | 1800 | 41 | 1899 |
| Trucks | 61   | Trucks | 6  | 55   | 2  | 63   |
| Heavys | 98   | Heavys | 3  | 74   | 0  | 77   |
| Totals | 1965 | Totals | 67 | 1929 | 43 |      |



Peds Cross:  $\times$   
 South Peds: 3  
 South Entering: 2039  
 South Leg Total: 4004

### Comments