

Appendix A

Historical Collision Data



Collision Details Report

From: January 1, 2018 To: March 6, 2023

Location BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

Traffic Control.... Stop sign

Total Collisions.... 3

Collision ID	Date/Day/Time	Environment	Impact Type	Classification	Direction	Surface Cond'n	Vehicle Manoeuver	Vehicle type	First Event	Driver Action	No. Ped
18-015779	2018-Apr-29, Sun,17:09	Clear	SMV other	P.D. only	South	Dry	Going ahead	Automobile, station wagon	Curb	Lost control	
Comments:						Dry					
21-20670	2021-Jun-06, Sun,11:40	Clear	Angle	Non-fatal injury	East	Dry	Going ahead	Pick-up truck	Other motor vehicle	Exceeding speed limit	
Comments: Injury Redacted						North	Dry	Automobile, station wagon	Other motor vehicle	Driving properly	
21-50043	2021-Dec-23, Thu,12:00	Clear	Turning movement	P.D. only	South	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Driving properly	
Comments:						South	Making "U" turn	Other motor vehicle	Other motor vehicle	Improper turn	

Location POWERLINE RD @ WAYNE GRETZKY PKWY

Municipality..... BRANTFORD

Traffic Control.... Traffic signal

Total Collisions.... 19

Collision ID	Date/Day/Time	Environment	Impact Type	Classification	Direction	Surface Cond'n	Vehicle Manoeuver	Vehicle type	First Event	Driver Action	No. Ped
18-018783	2018-May-19, Sat,01:50	Clear	SMV other	Non-fatal injury	East	Dry	Going ahead	Automobile, station wagon	Curb	Other	
Comments:						Dry					
18-015003	2018-Apr-23, Mon,16:20	Clear	Rear end		North	Dry	Slowing or stopping	Automobile, station wagon	Other motor vehicle	Following too close	
Comments:						North	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly	
18-041590	2018-Oct-19, Fri,17:00	Clear	Rear end		North	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Following too close	
Comments:						North	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly	
18-030696	2018-Aug-08, Wed,06:40	Rain	Approaching		South	Wet	Slowing or stopping	Automobile, station wagon	Other motor vehicle	Driving properly	
Comments:						North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	Driving properly	
19-07948	2019-Mar-03, Sun,13:20	Clear	Rear end	P.D. only	North	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Other	
Comments:						North	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly	

19-18083	2019-May-18, Sat,00:00	Clear	Rear end	P.D. only	East	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Other
Comments: D1 HTA 130(1) 9106618Z					East	Dry	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly
20-36532	2020-Sep-18, Fri,08:27	Clear	Rear end	Non-fatal injury	West	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Following too close
Comments:					West	Dry	Stopped	Automobile, station wagon		Driving properly
20-24047	2020-Jun-20, Sat,23:15	Clear	Rear end	P.D. only	East	Dry	Going ahead	Pick-up truck	Other motor vehicle	Following too close
Comments:					East	Dry	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly
20-23312	2020-Jun-18, Thu,15:00	Clear	SMV other	P.D. only	North	Dry	Turning right	Automobile, station wagon		Lost control
Comments:										
21-49540	2021-Dec-19, Sun,16:24	Clear	Rear end	P.D. only	East	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Disobeyed traffic control
Comments:					East	Dry	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly
19-48963	2019-Dec-22, Sun,00:00	Clear	Turning movement	P.D. only	North	Dry	Turning right	Automobile, station wagon	Other motor vehicle	Lost control
Comments:					West	Dry	Stopped	Automobile, station wagon		Driving properly
19-32955	2019-Aug-27, Tue,12:38	Rain	Rear end	Non-fatal injury	East	Wet	Going ahead	Automobile, station wagon	Other motor vehicle	Following too close
Comments:					East	Wet	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly
20-06614	2020-Feb-17, Mon,00:58	Clear	SMV other	P.D. only	North	Dry	Going ahead	Automobile, station wagon	Curb	Lost control
Comments:										
19-45763	2019-Nov-27, Wed,23:02	Clear	SMV other	P.D. only	North	Wet	Going ahead	Automobile, station wagon	Ran off road	Driving properly
Comments:										
19-27305	2019-Jul-19, Fri,17:50	Clear	Sideswipe	P.D. only	North	Dry	Stopped	Pick-up truck	Other motor vehicle	Failed to yield right-of- way
Comments:					North	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Driving properly
21-28387	2021-Jul-27, Tue,07:50	Clear	Angle	P.D. only	East	Dry	Turning right	Automobile, station wagon	Other motor vehicle	Failed to yield right-of- way
Comments:					South	Dry	Going ahead	Truck - open	Other motor vehicle	Driving properly
22-037987	2022-Sep-15, Thu,23:49	Clear	SMV other	Non-reportable	North	Dry	Turning left	Automobile, station wagon	Curb	Driving properly
Comments:						Dry				

22-046781	2022-Nov-13, Sun,18:56	Snow	Angle	P.D. only	East	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Disobeyed traffic control
Comments:					North	Dry	Turning left	Automobile, station wagon	Other motor vehicle	Driving properly
22-050478	2022-Dec-11, Sun,06:55	Snow	SMV other	P.D. only	West	Loose snow	Turning left	Automobile, station wagon	Skidding/sliding	Lost control
Comments:										

Location POWERLINE RD btwn BRANTWOOD PARK RD & COULBECK RD

Municipality..... BRANTFORD

Traffic Control....

Total Collisions.... 3

Collision ID	Date/Day/Time	Environment	Impact Type	Classification	Direction	Surface Cond'n	Vehicle Manoeuver	Vehicle type	First Event	Driver Action	No. Ped
19-35825	2019-Sep-15, Sun,11:45	Clear	Turning movement	P.D. only	East	Dry	Going ahead	Automobile, station wagon	Other motor vehicle	Driving properly	
Comments:					East		Turning left	Automobile, station wagon		Improper turn	
22-17912	2022-May-11, Wed,10:00	Clear	SMV unattended vehicle		East	Dry	Going ahead	Automobile, station wagon	Unattended vehicle	Improper passing	
Comments:					East		Parked	Automobile, station wagon	Other motor vehicle		
22-043898	2022-Oct-22, Sat,20:00	Clear	SMV other	Non-reportable	North	Dry	Turning left	Automobile, station wagon	Ran off road	Improper turn	
Comments:											

Location POWERLINE RD btwn BRANTWOOD PARK RD & WAYNE GRETZKY PKWY

Municipality..... BRANTFORD

Traffic Control....

Total Collisions.... 2

Collision ID	Date/Day/Time	Environment	Impact Type	Classification	Direction	Surface Cond'n	Vehicle Manoeuver	Vehicle type	First Event	Driver Action	No. Ped
19-38825	2019-Oct-06, Sun,15:07	Clear	Turning movement	P.D. only	West	Dry	Going ahead	Passenger van	Other motor vehicle	Driving properly	
Comments:					East	Dry	Turning left	Automobile, station wagon	Other motor vehicle	Improper turn	
20-34522	2020-Sep-24, Thu,16:35	Clear	Rear end	P.D. only	East	Dry	Stopped	Automobile, station wagon	Other motor vehicle	Driving properly	
Comments:					East		Slowing or stopping		Other motor vehicle		

Appendix B

**Historical TMC and ATR
Data Provided by the City**



Turning Movements Report - AM Period

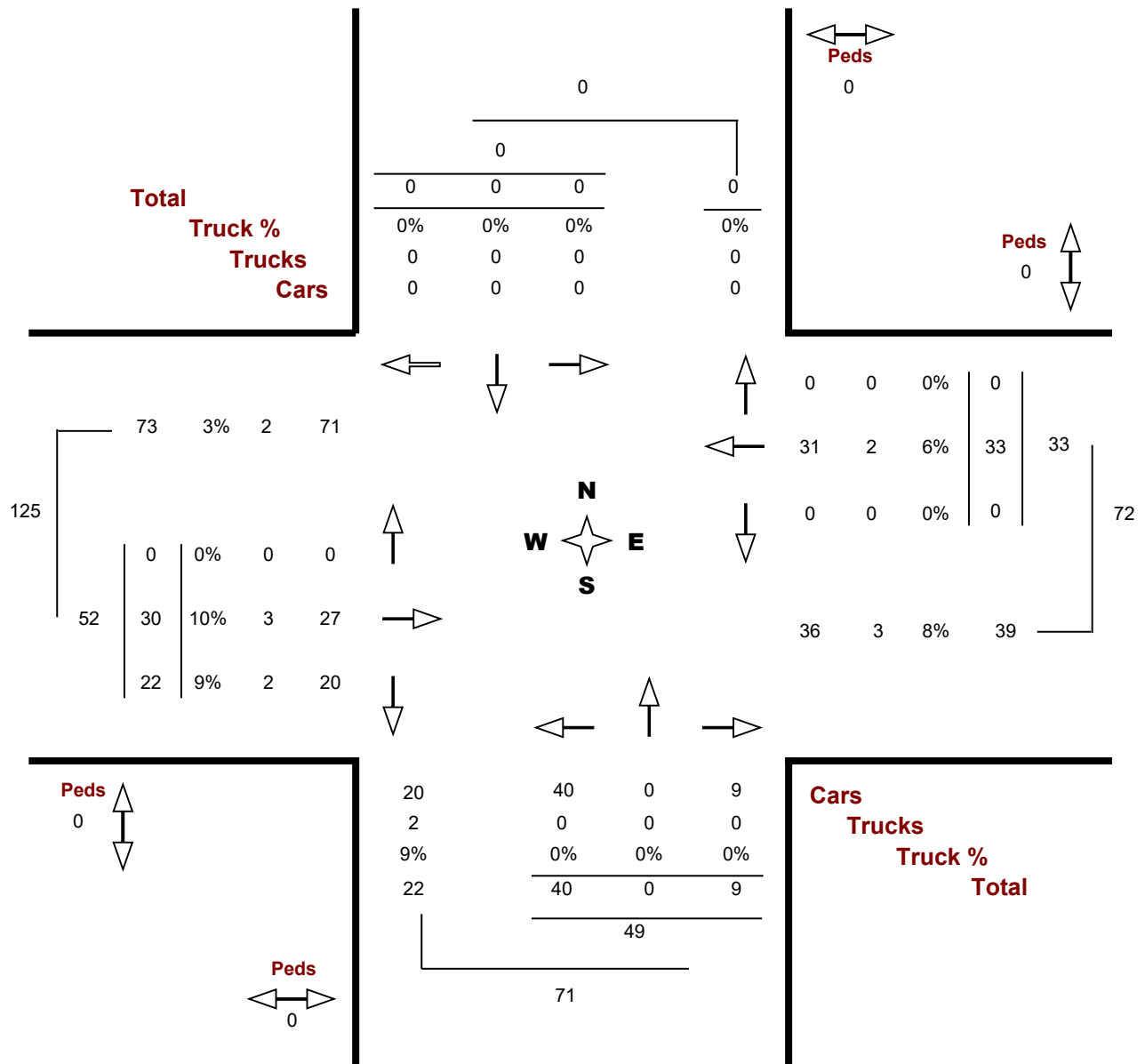
Location..... COULBECK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N1

Count Date..... Wednesday, 01 February, 2023

Peak Hour..... 08:00 AM — 09:00 AM





Turning Movements Report - MD Period

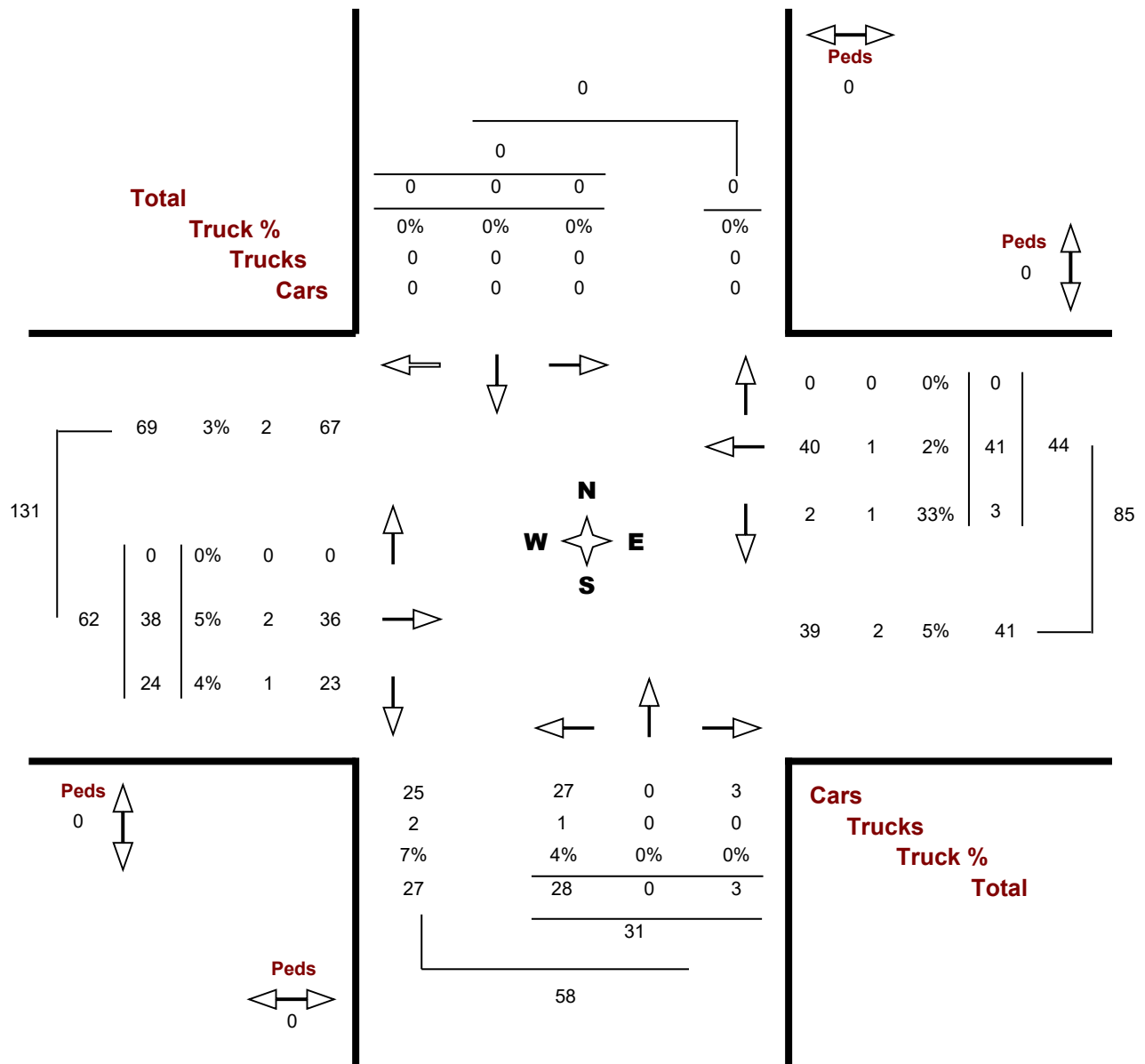
Location..... COULBECK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N1

Count Date..... Wednesday, 01 February, 2023

Peak Hour..... 11:45 AM — 12:45 PM





Turning Movements Report - PM Period

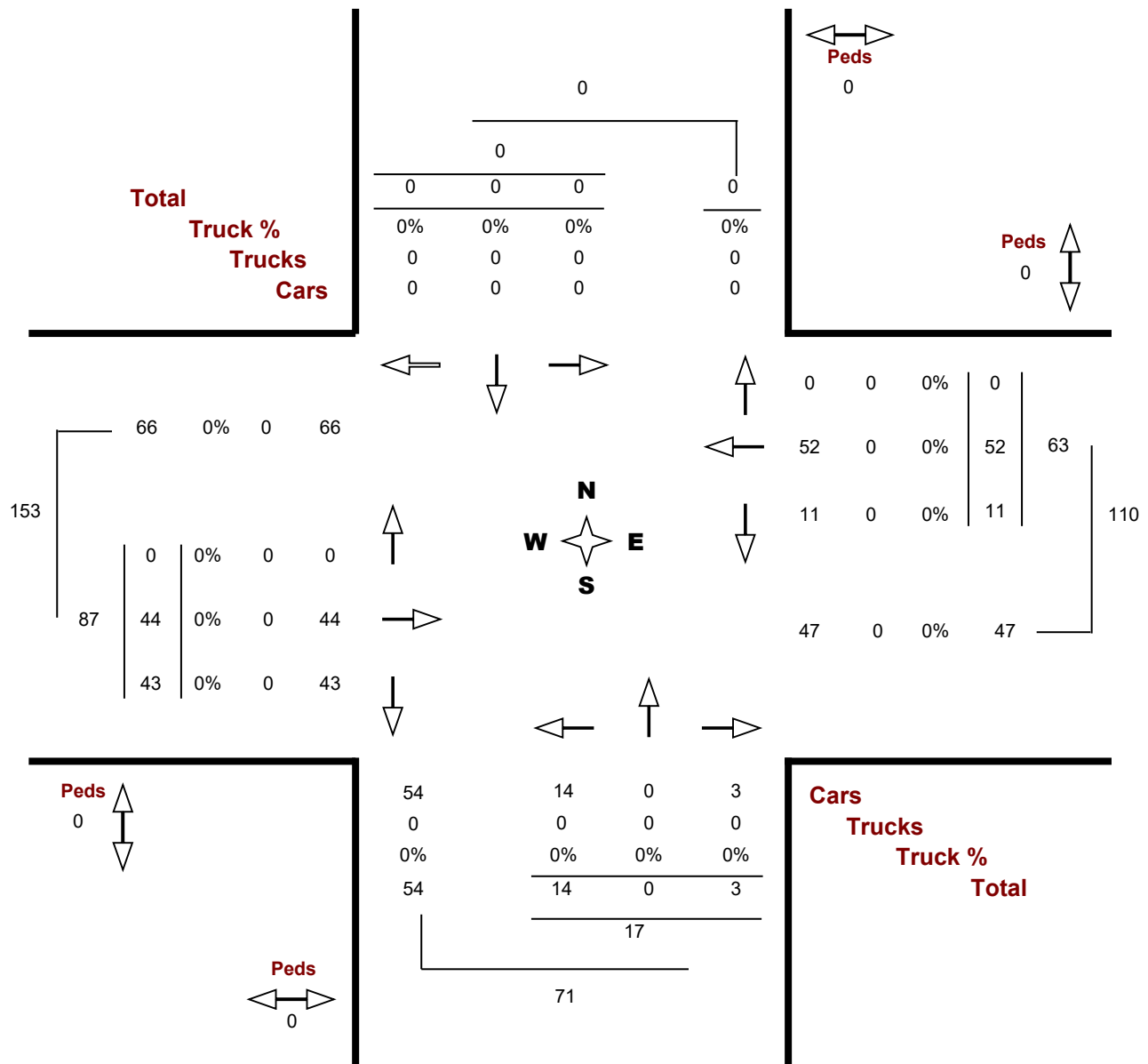
Location..... COULBECK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N1

Count Date..... Wednesday, 01 February, 2023

Peak Hour..... 04:45 PM — 05:45 PM





Turning Movements Report - MD Period

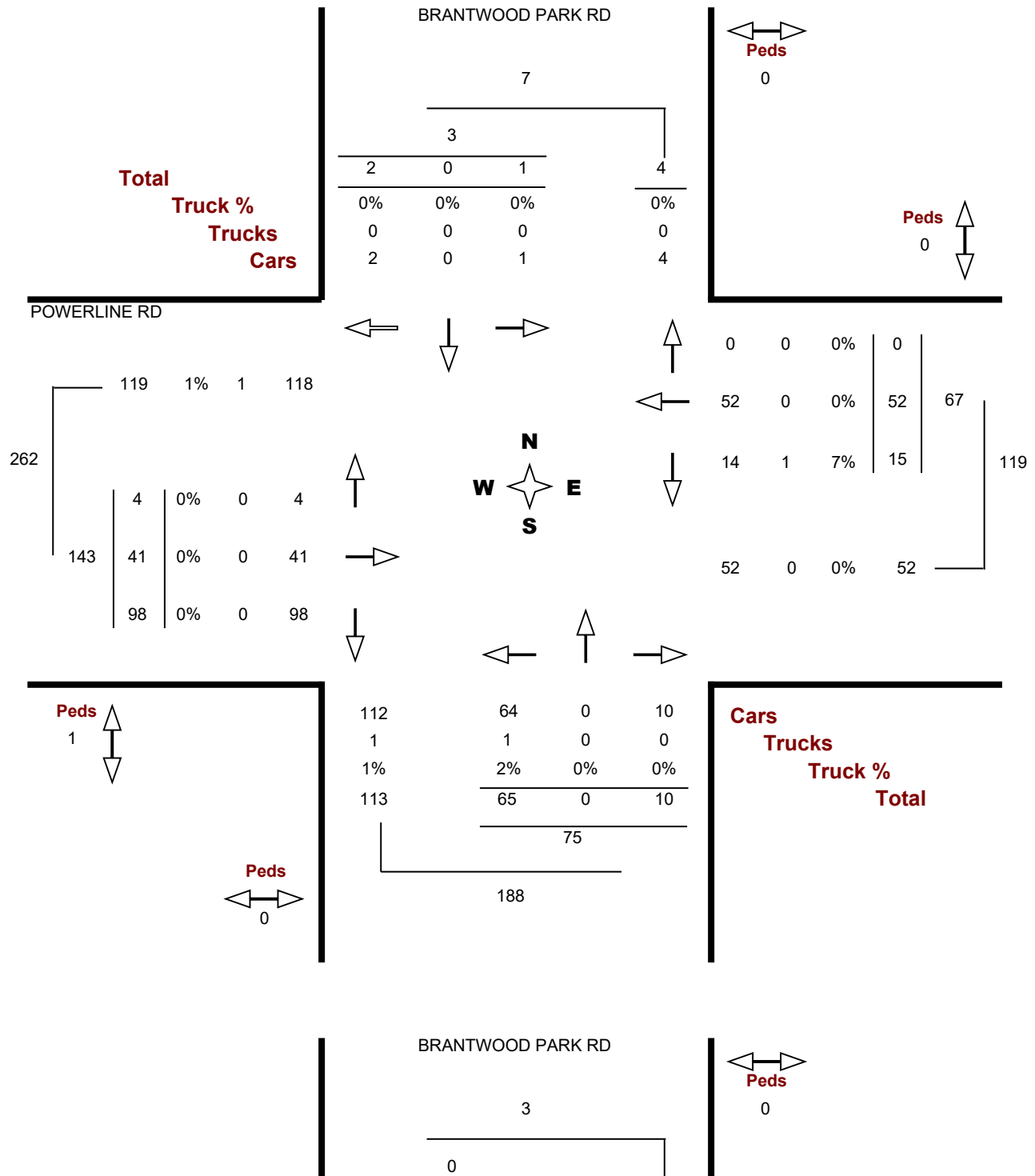
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 10 January, 2023

Peak Hour..... 12:00 PM — 01:00 PM





Turning Movements Report - PM Period

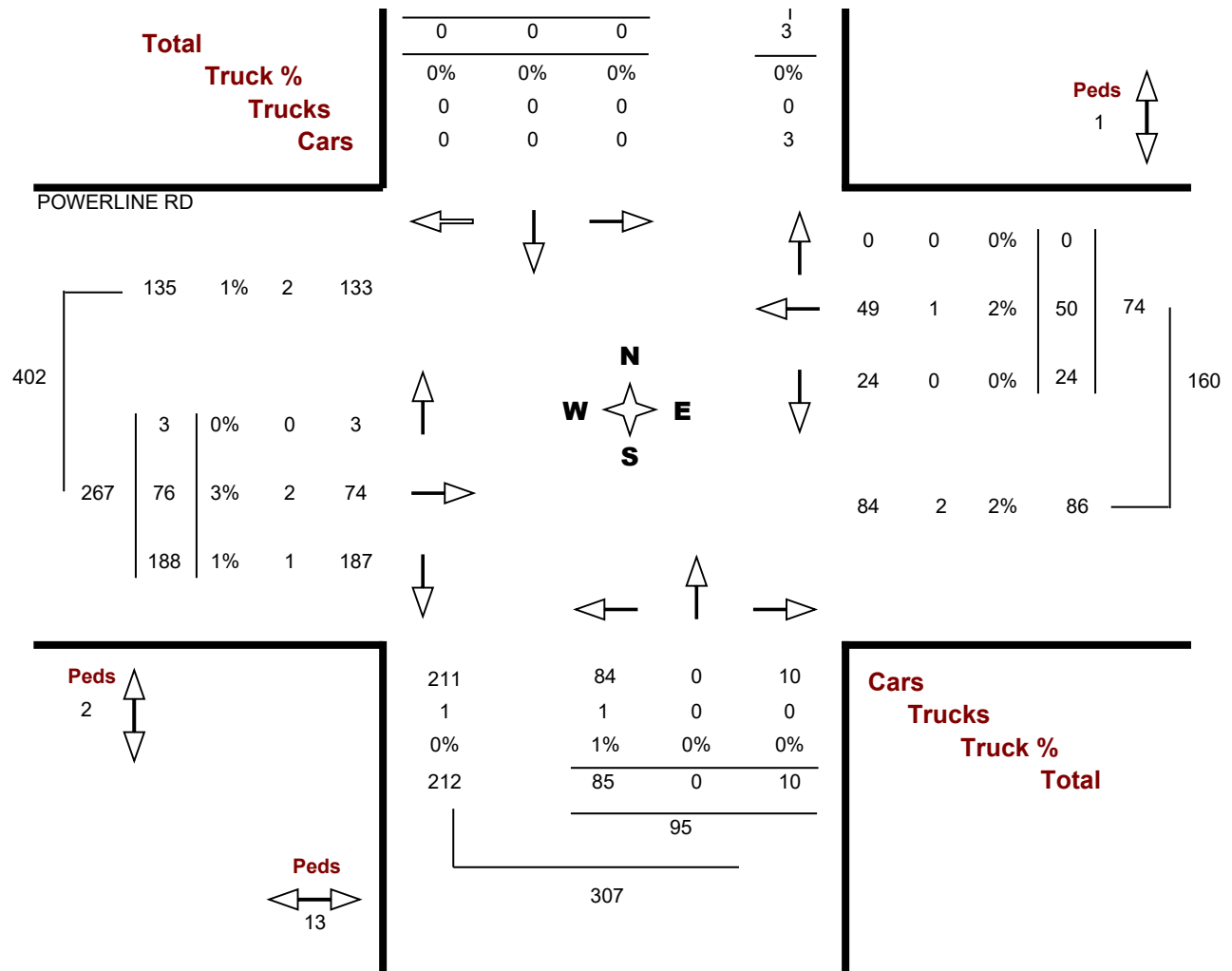
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 10 January, 2023

Peak Hour..... 04:15 PM — 05:15 PM





Turning Movements Report - AM Period

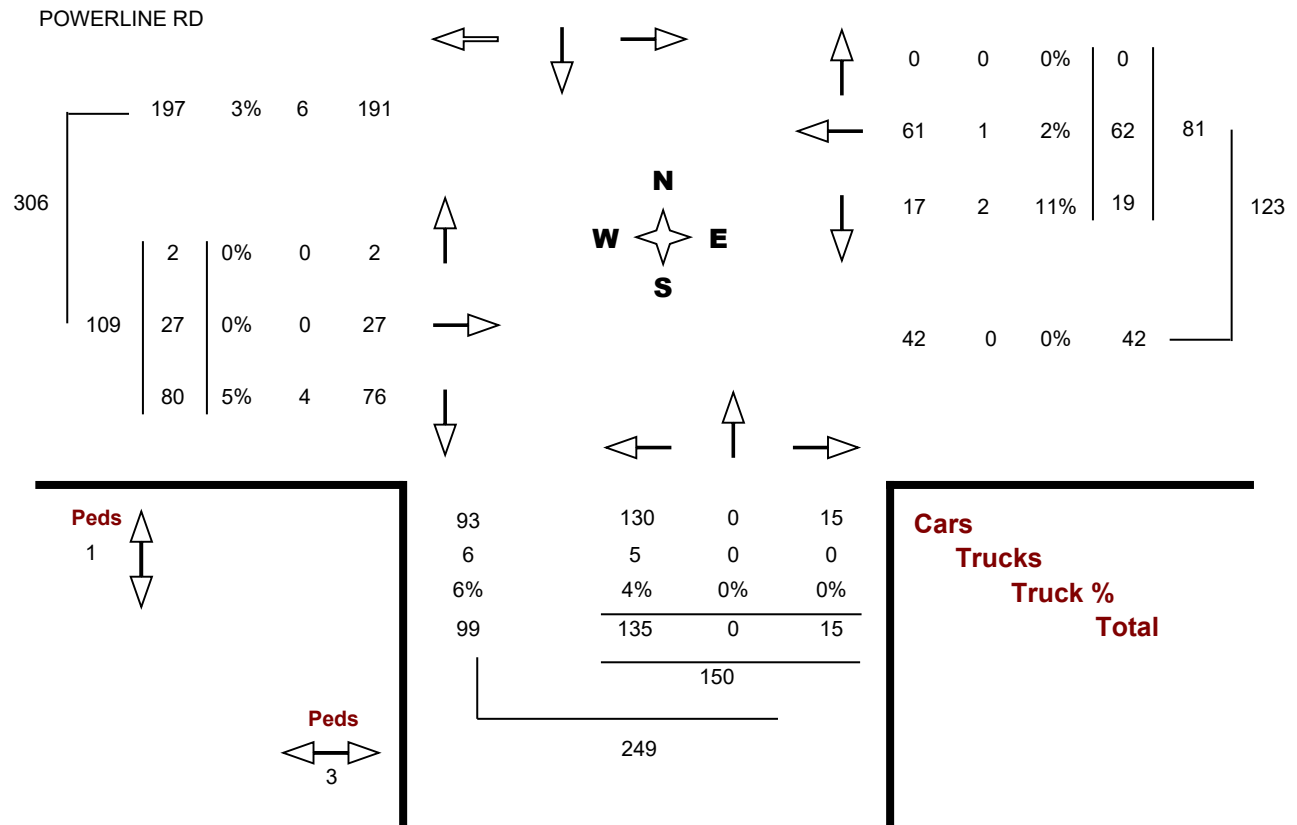
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 10 January, 2023

Peak Hour..... 08:00 AM — 09:00 AM





Turning Movements Report - AM Period

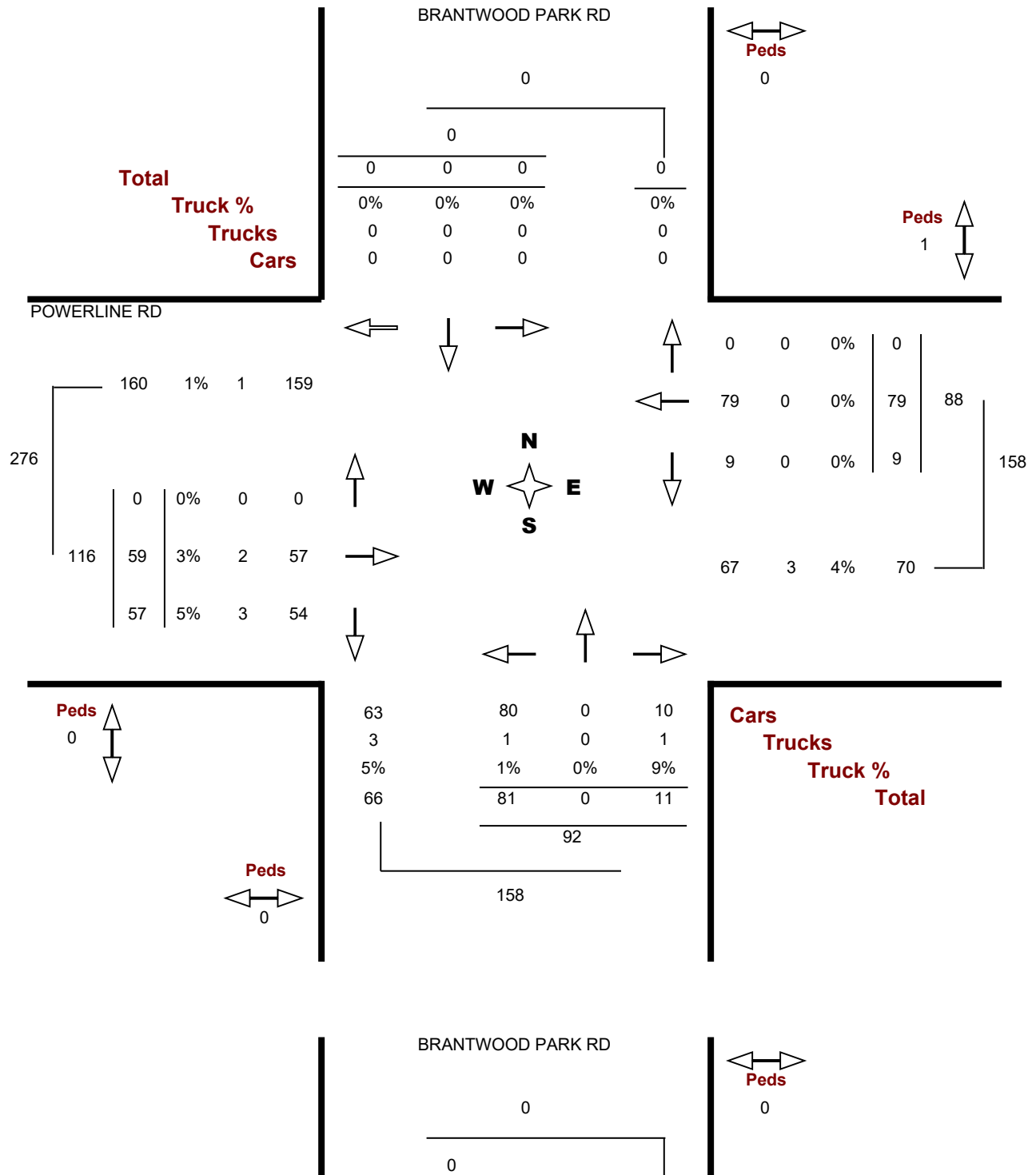
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 06 July, 2021

Peak Hour..... 09:30 AM — 10:30 AM





Turning Movements Report - PM Period

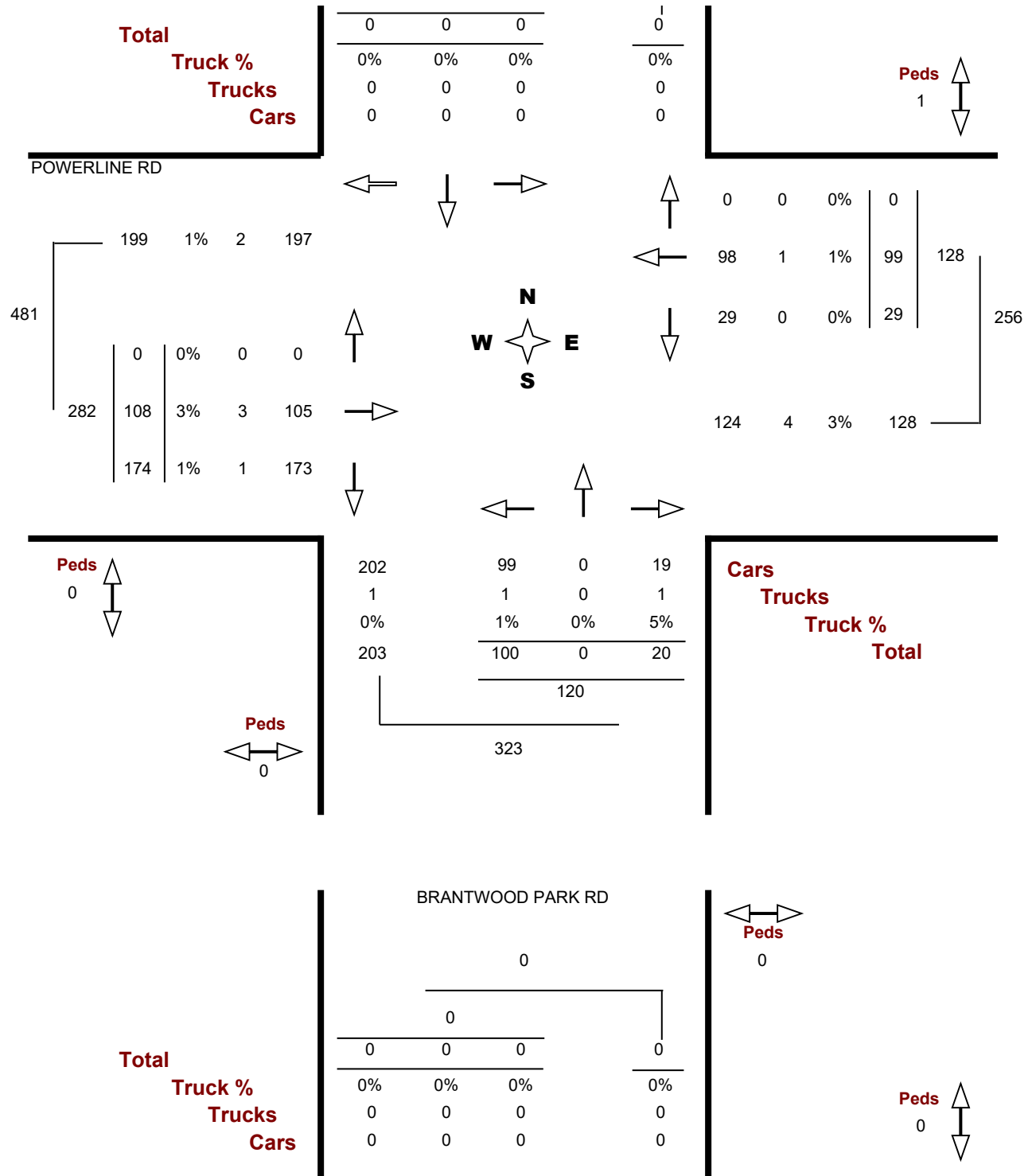
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 06 July, 2021

Peak Hour..... 04:30 PM — 05:30 PM





Turning Movements Report - MD Period

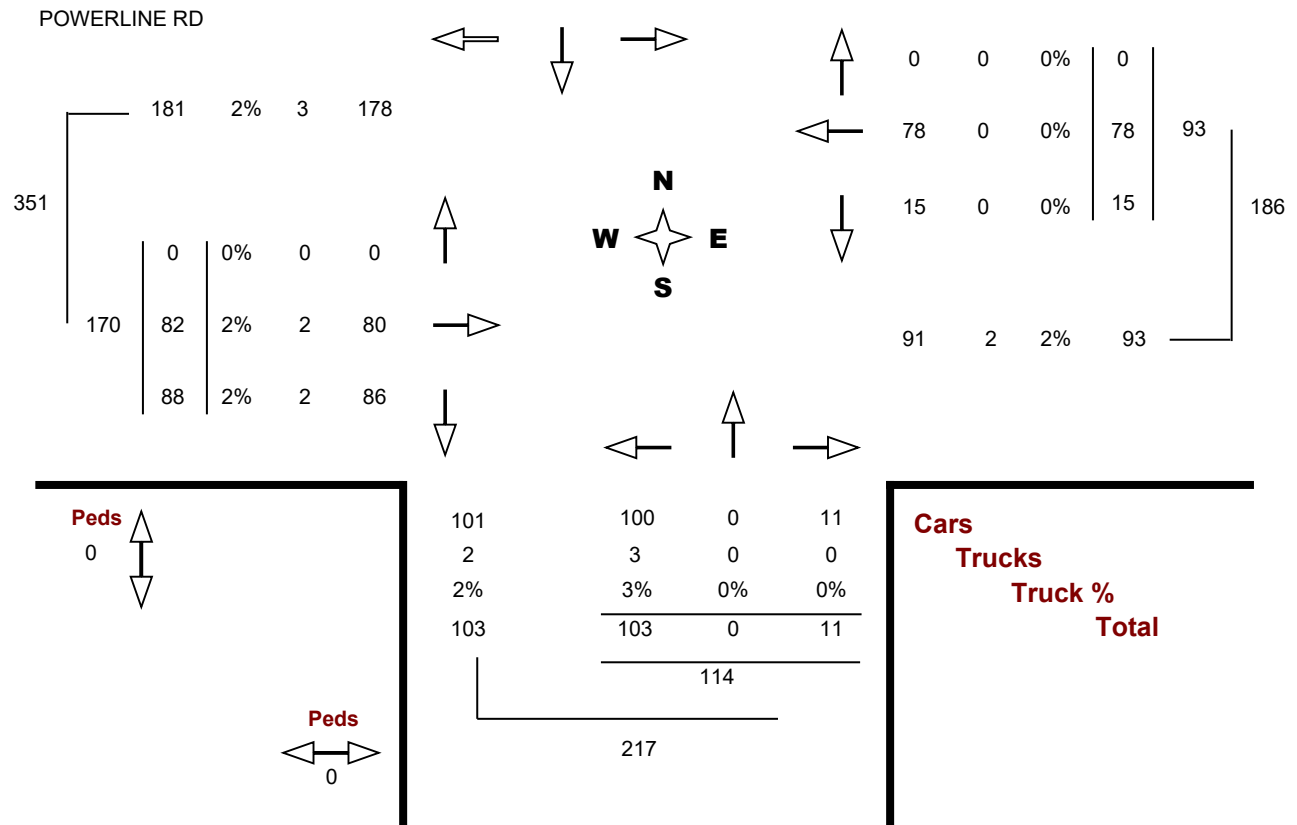
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 06 July, 2021

Peak Hour..... 12:30 PM — 01:30 PM





Turning Movements Report - PM Period

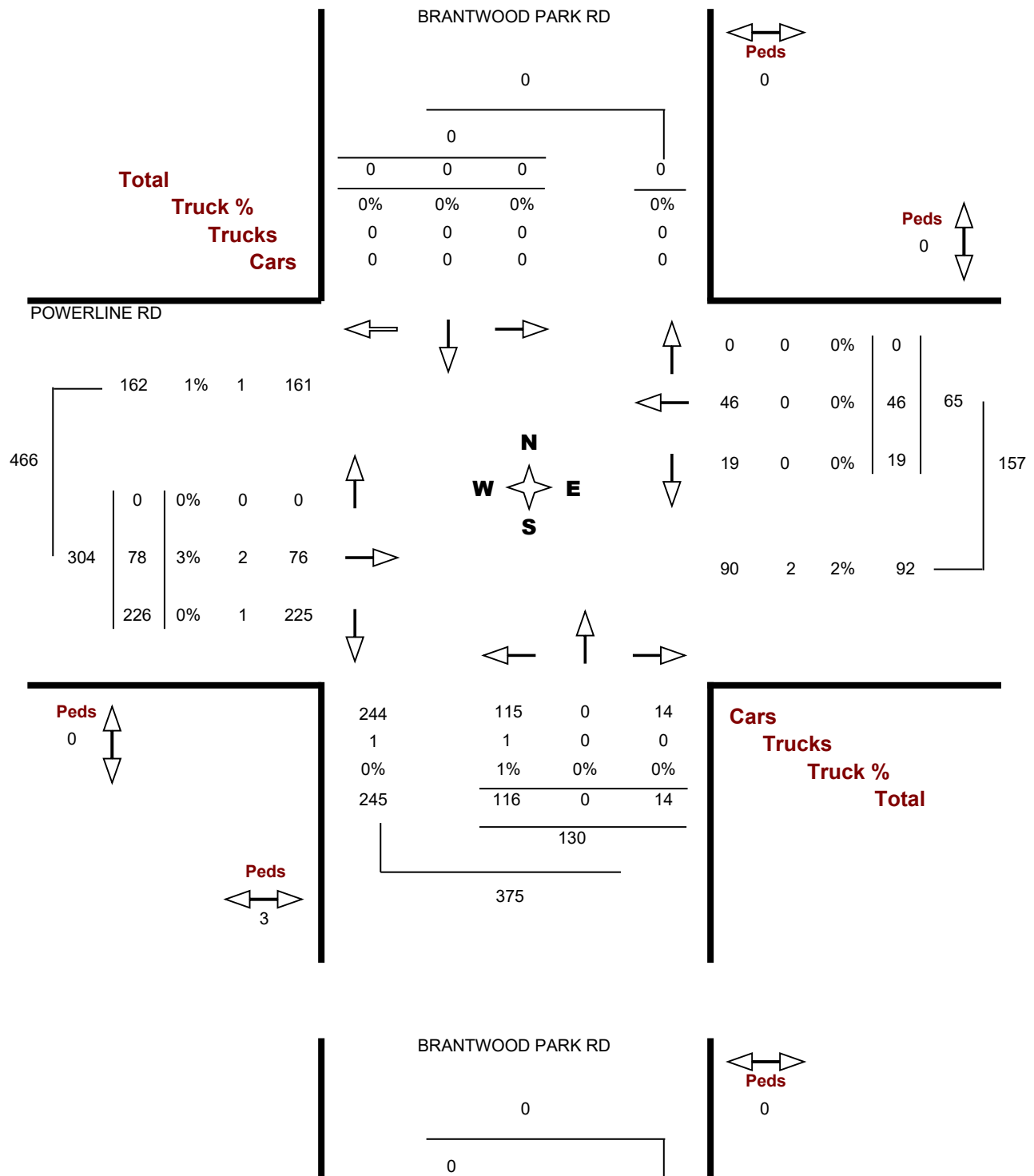
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 27 February, 2018

Peak Hour..... 03:45 PM — 04:45 PM





Turning Movements Report - MD Period

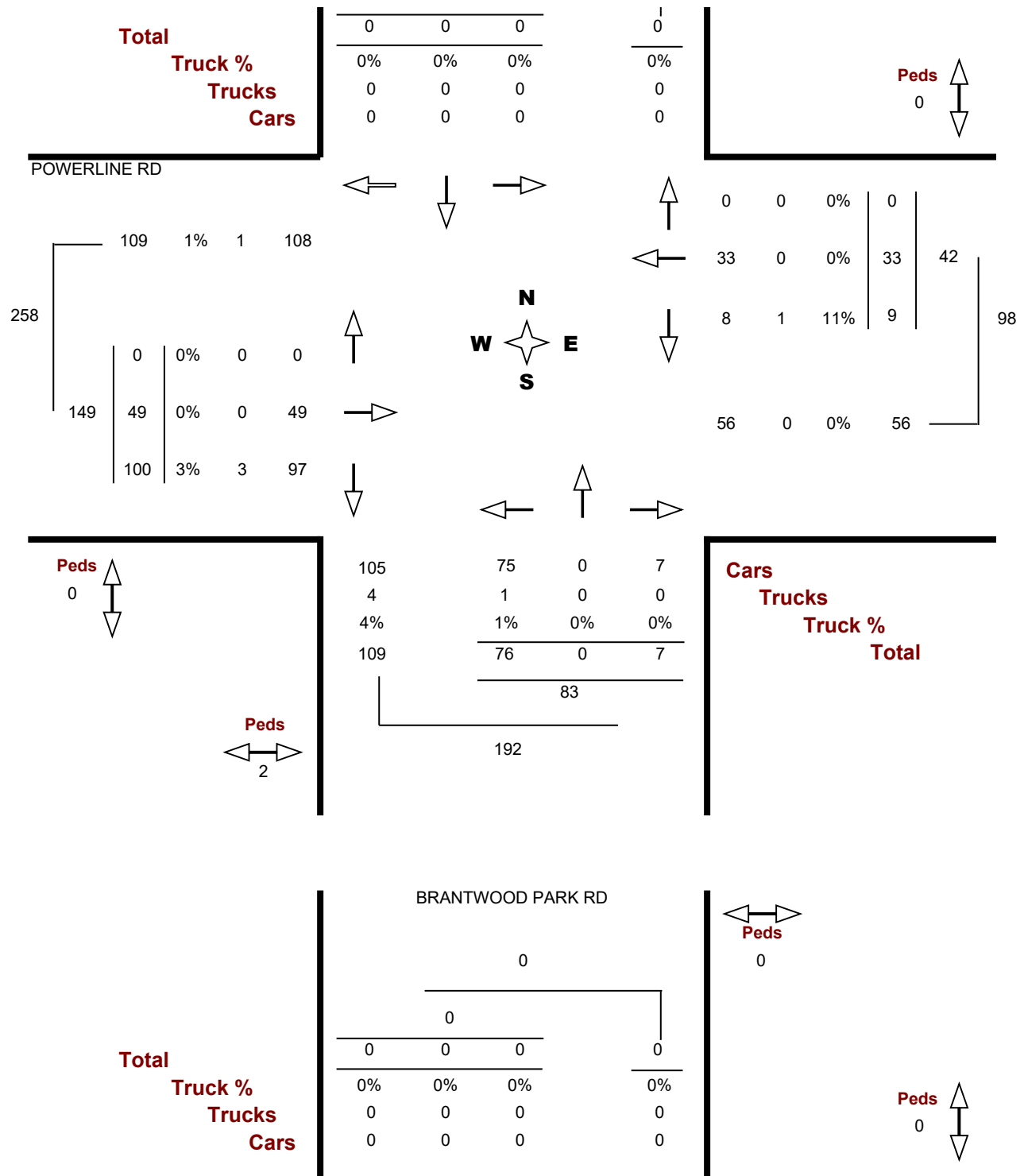
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 27 February, 2018

Peak Hour..... 12:30 PM — 01:30 PM





Turning Movements Report - AM Period

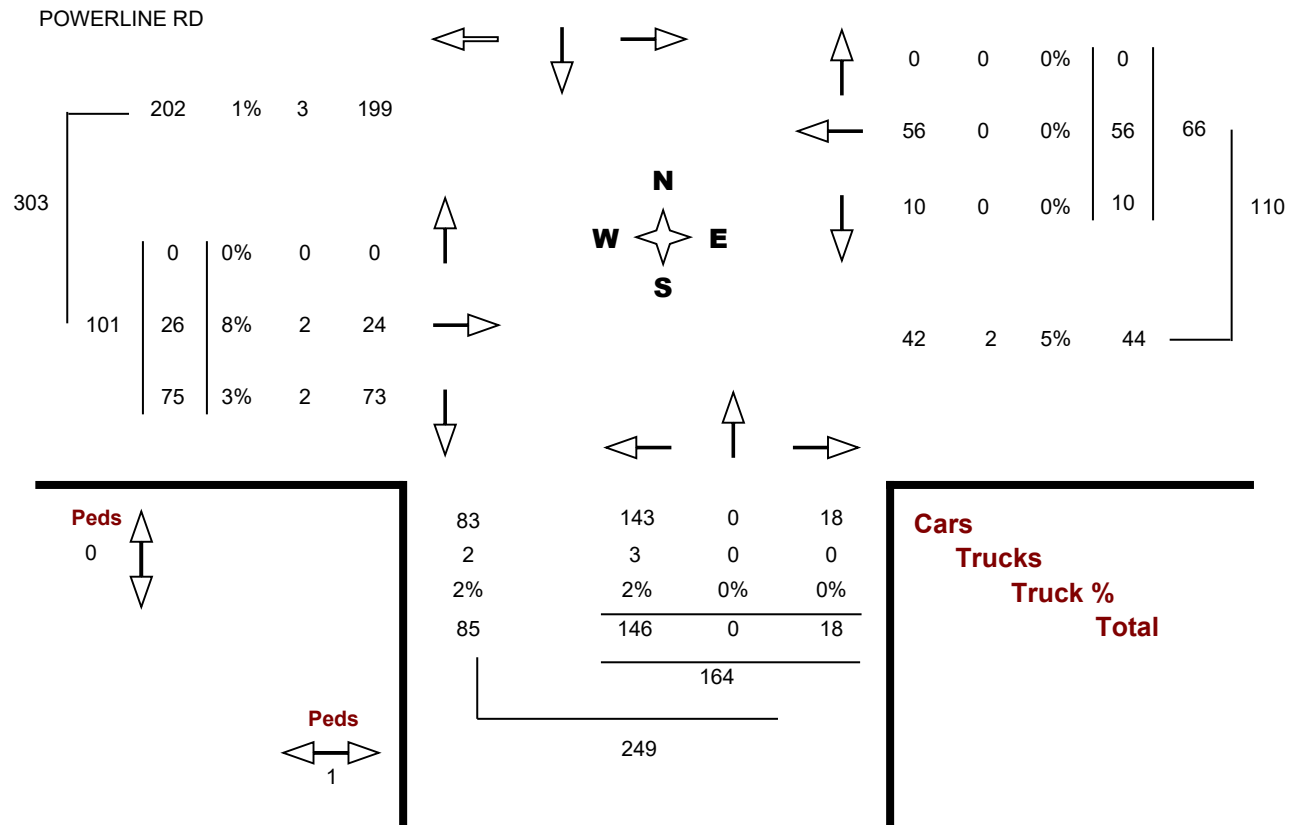
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Tuesday, 27 February, 2018

Peak Hour..... 08:00 AM — 09:00 AM





Turning Movements Report - MD Period

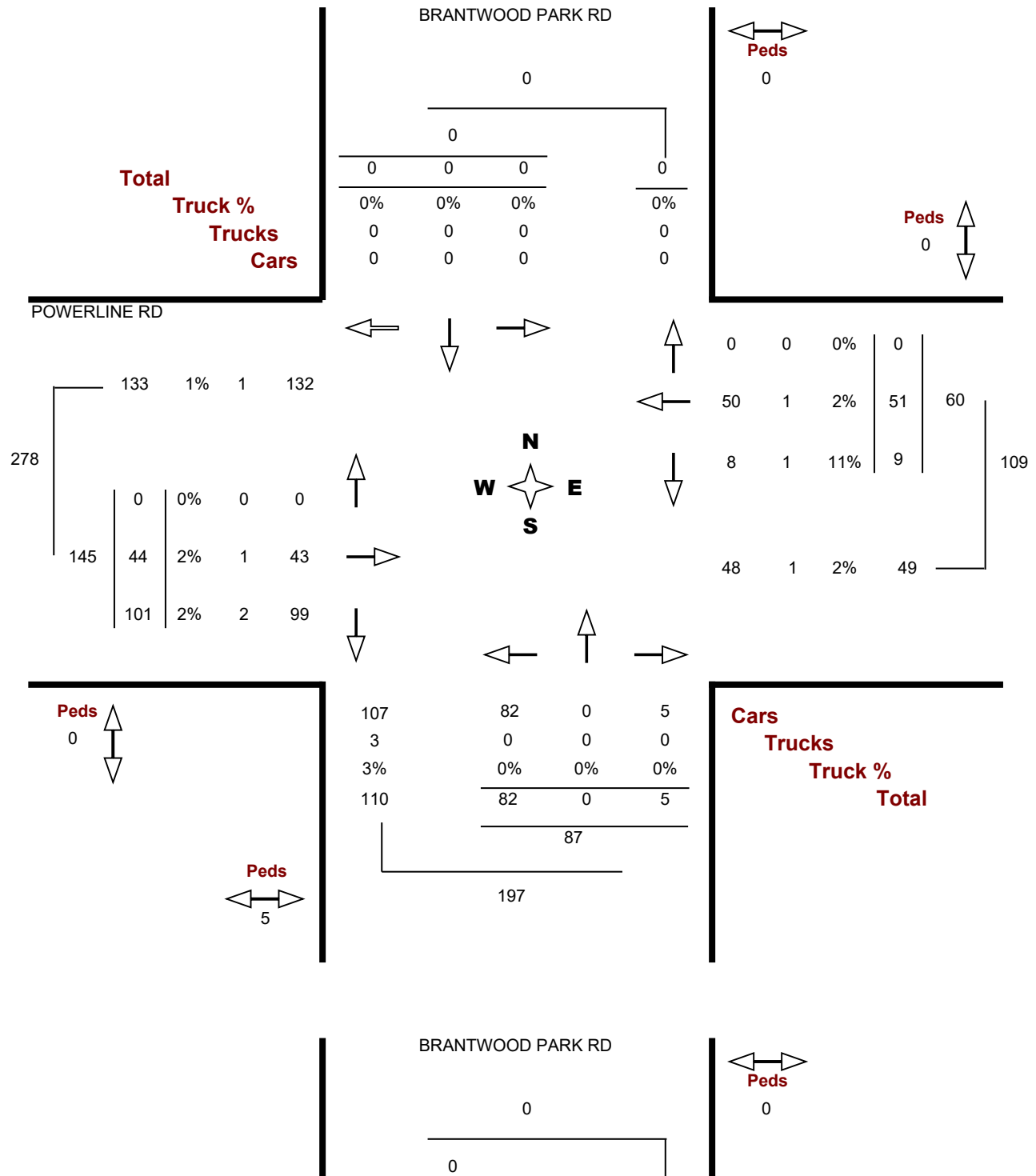
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Thursday, 31 March, 2005

Peak Hour..... 12:30 PM — 01:30 PM





Turning Movements Report - PM Period

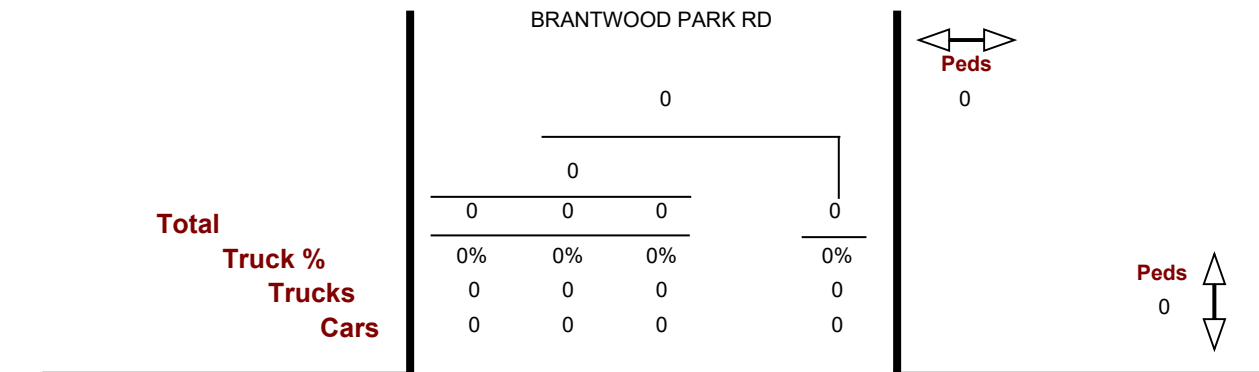
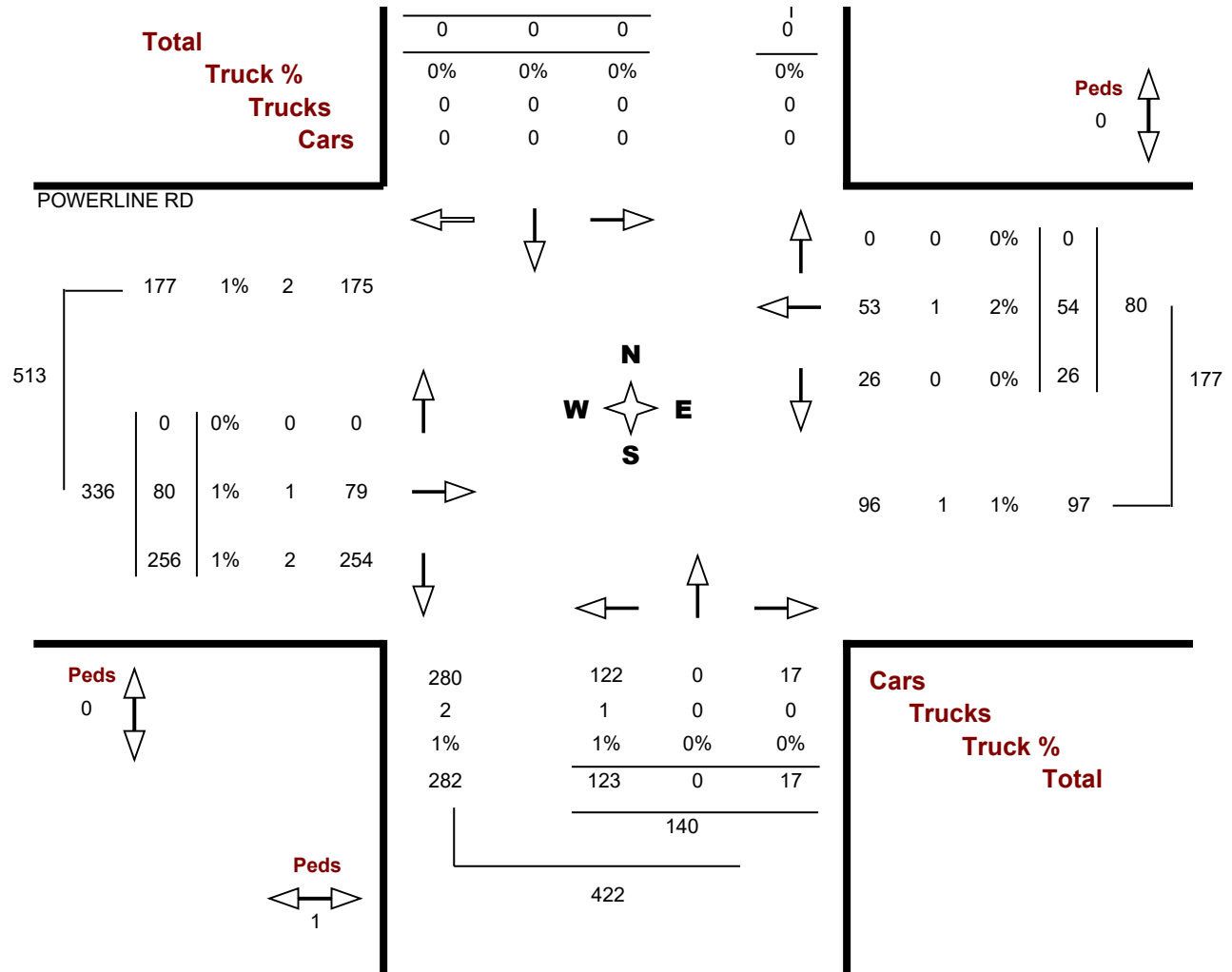
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Thursday, 31 March, 2005

Peak Hour..... 04:45 PM — 05:45 PM





Turning Movements Report - AM Period

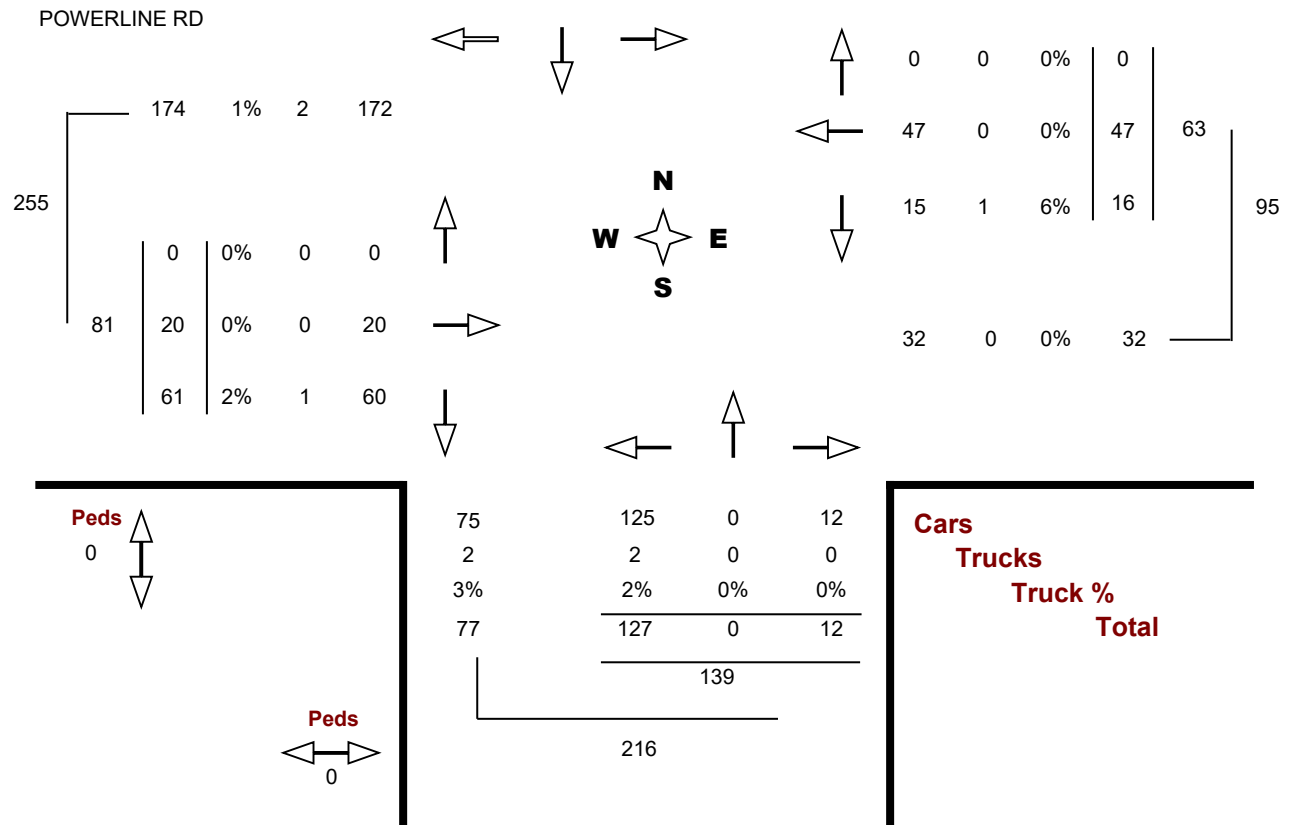
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Thursday, 31 March, 2005

Peak Hour..... 07:45 AM — 08:45 AM





Turning Movements Report - AM Period

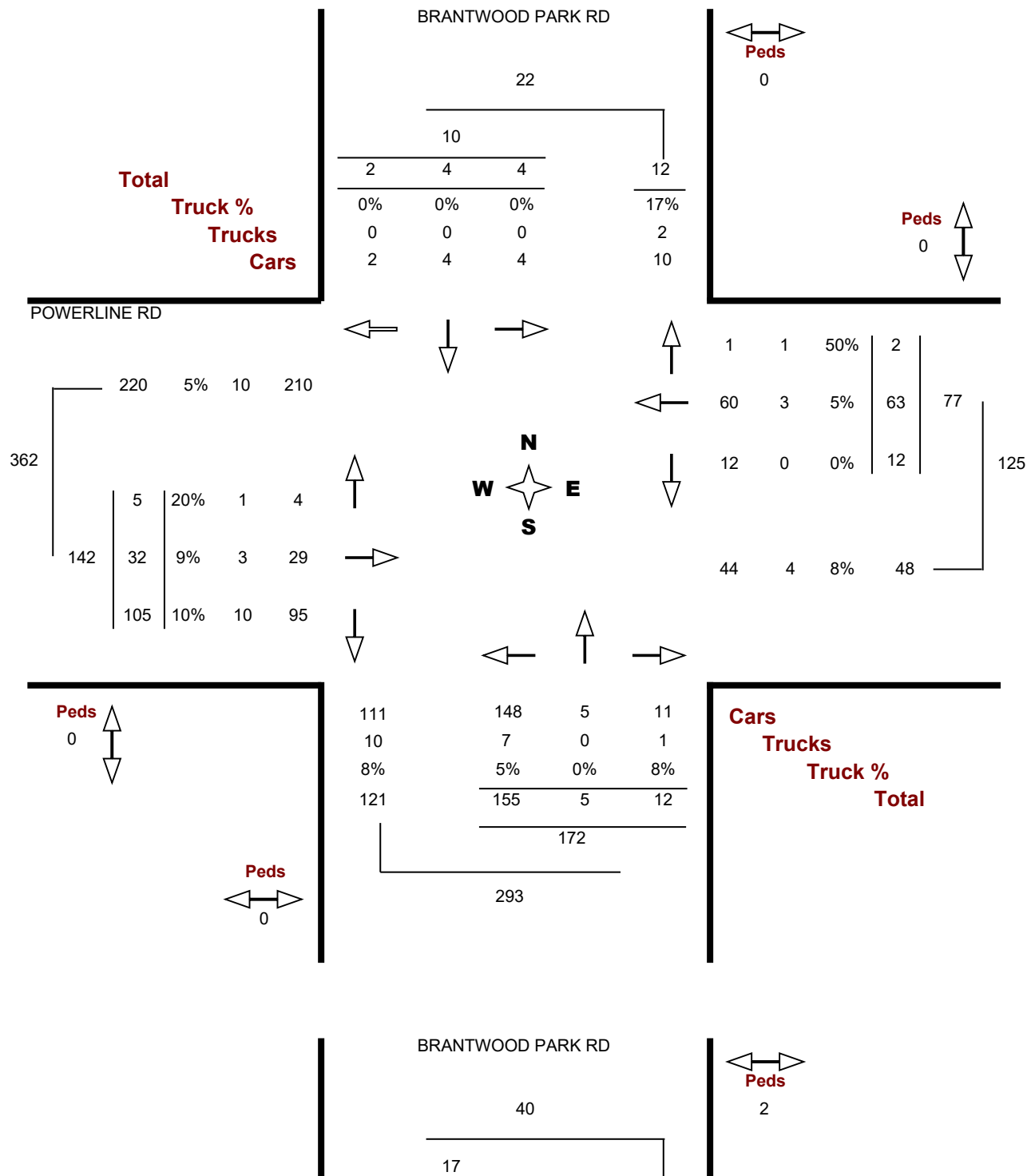
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Thursday, 02 October, 2003

Peak Hour..... 08:00 AM — 09:00 AM





Turning Movements Report - PM Period

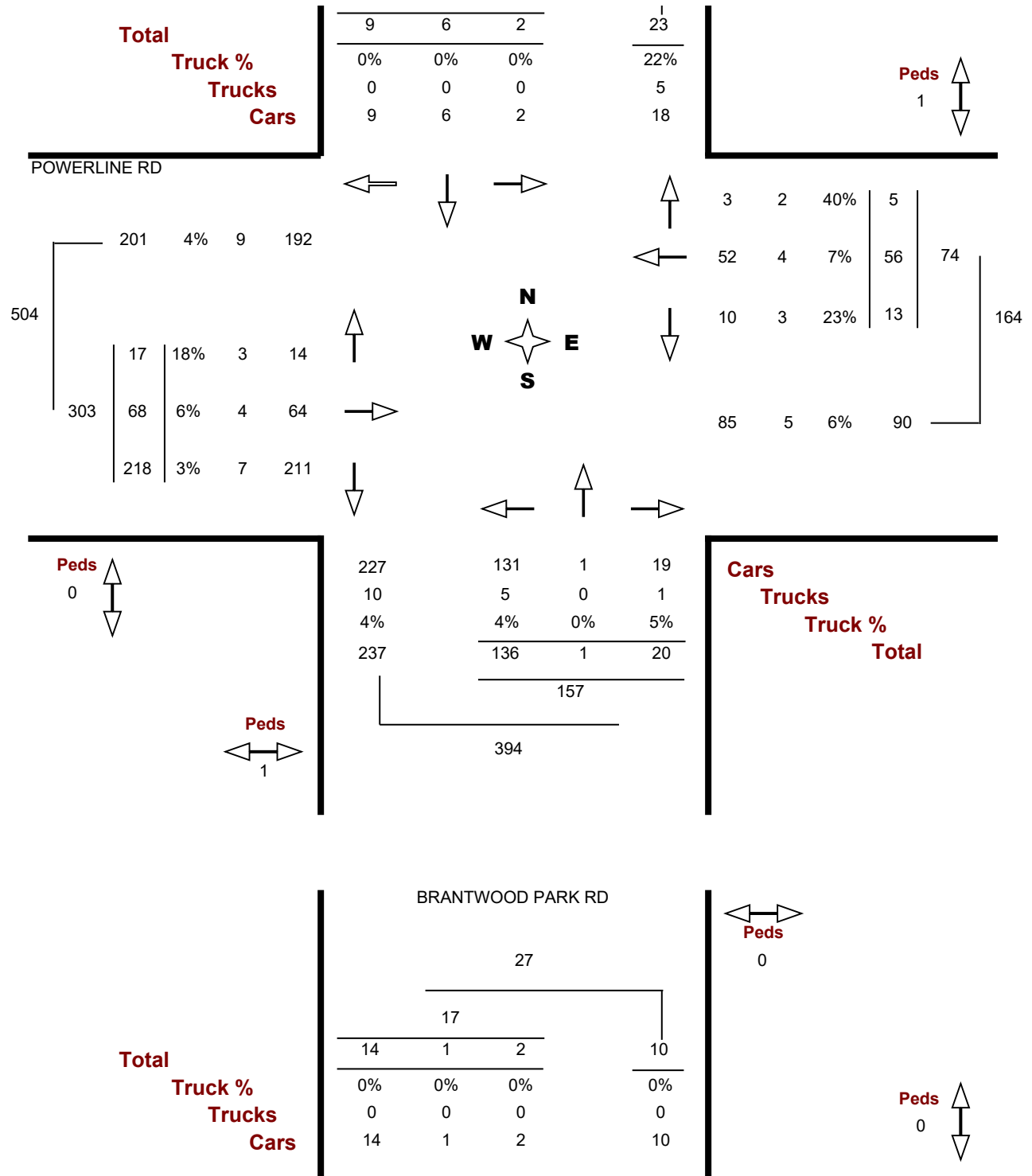
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Thursday, 02 October, 2003

Peak Hour..... 04:00 PM — 05:00 PM





Turning Movements Report - MD Period

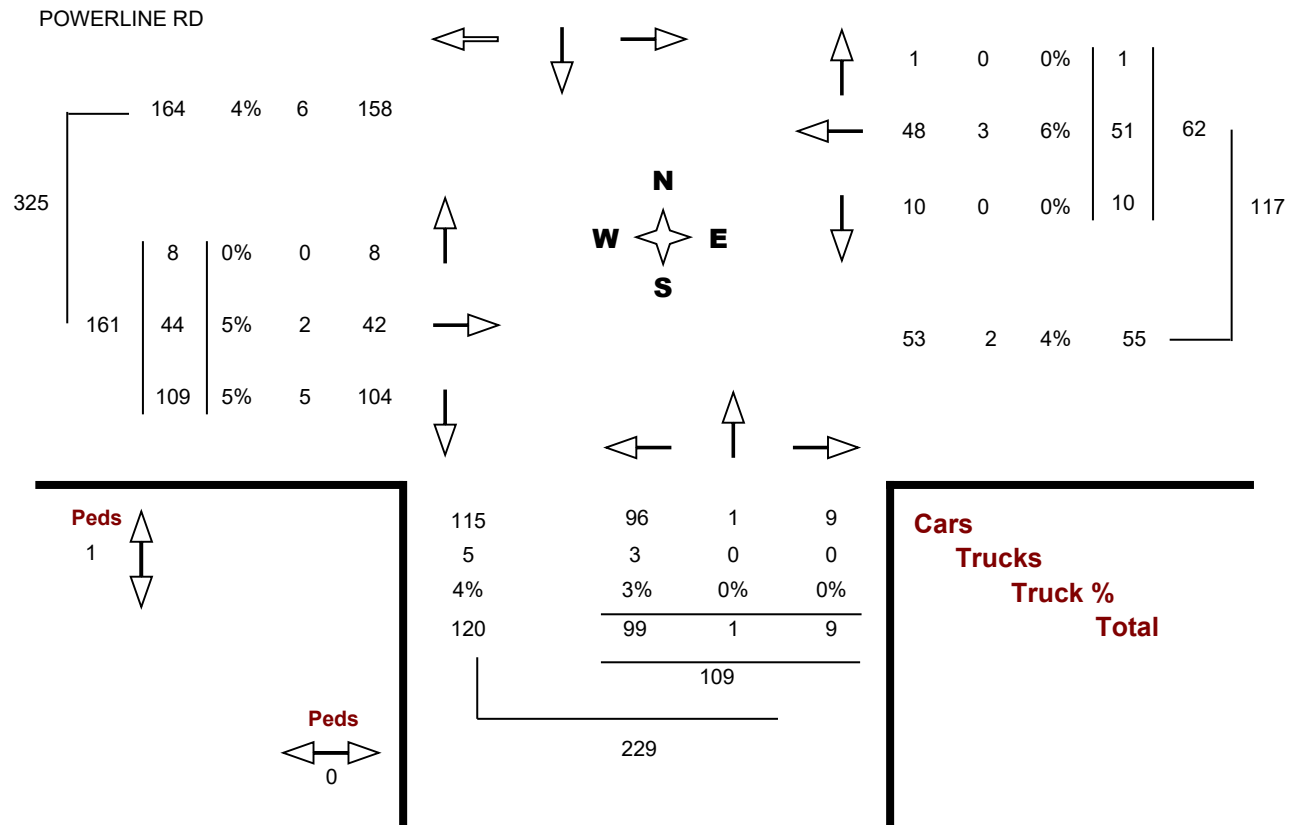
Location..... BRANTWOOD PARK RD @ POWERLINE RD

Municipality..... BRANTFORD

GeoID..... N5

Count Date..... Thursday, 02 October, 2003

Peak Hour..... 12:30 PM — 01:30 PM



Classification Summary Report: CB223009

Station ID : CB223009

Info Line 1 : 281 Powerline Rd btwn Wayne
Info Line 2 : Gretzky Pkwy & Brantwood Park

GPS Lat/Lon :

DB File : CB223009.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 85137

Number of Lanes : 2

Posted Speed Limit : 60.0 kph

Lane Configuration

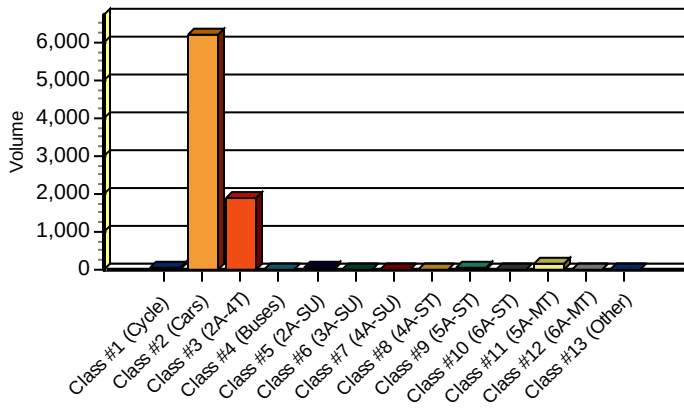
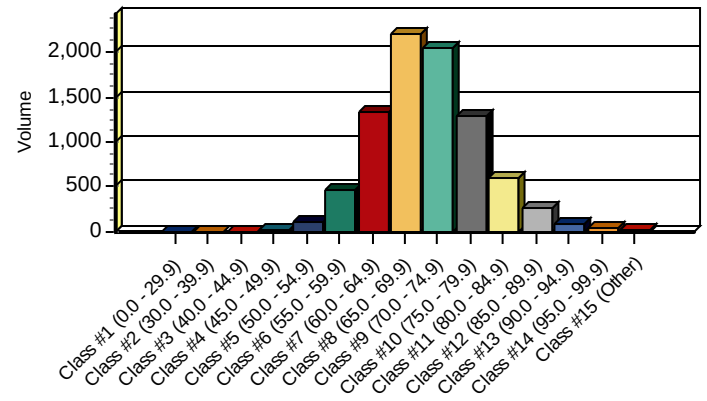
#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.	E	EB	Axle-Axle	150 cm	
2.	W	WB	Axle-Axle	150 cm	

Axle Class Summary:

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total	
Total Count :	#1.	23	3301	1012	2	38	8	3	12	19	4	60	2	8	4492	
	#2.	20	2932	890	0	29	8	8	6	19	1	78	2	5	3998	
		43	6233	1902	2	67	16	11	18	38	5	138	4	13	8490	
Percents :	#1.	1%	73%	23%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	53%	
	#2.	1%	73%	22%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%	47%	
		1%	73%	22%	0%	1%	0%	0%	0%	0%	0%	2%	0%	0%		

Speed Class Summary:

(Brantford)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15		
		0.0 - 29.9	30.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 74.9	75.0 - 79.9	80.0 - 84.9	85.0 - 89.9	90.0 - 94.9	95.0 - 99.9	Other	Total	
Total Count :	#1.	0	4	3	7	28	199	663	1232	1113	722	304	132	51	18	16	4492	
	#2.	5	4	4	10	76	258	677	968	933	559	293	127	45	28	11	3998	
		5	8	7	17	104	457	1340	2200	2046	1281	597	259	96	46	27	8490	
Percents :	#1.	0%	0%	0%	0%	1%	4%	15%	27%	25%	16%	7%	3%	1%	0%	0%	53%	
	#2.	0%	0%	0%	0%	2%	6%	17%	24%	23%	14%	7%	3%	1%	1%	0%	47%	
		0%	0%	0%	0%	1%	5%	16%	26%	24%	15%	7%	3%	1%	1%	0%		
Avg, 50, 67, 85 :	#1.	70.7	70.6	74.0	79.0	Pace (pace %) :					60.1 - 80.0	83.0%	Days & ADT : #1.			2.0	2246	
	#2.	70.1	70.0	73.7	79.2						60.1 - 80.0	78.5%	#2.			2.0	1999	
		70.4	70.4	73.9	79.1						60.1 - 80.0	80.9%				2.0	4245	

Axle Class vs. Volume (all lanes)**Speed Class vs. Volume (all lanes)**

Classification Summary Report: CB223010

Station ID : CB223010

Info Line 1 : 239 Powerline Rd btwn

Info Line 2 : Brantwood Park Rd & Coulbeck R

GPS Lat/Lon :

DB File : CB223010.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 88423

Number of Lanes : 2

Posted Speed Limit : 60.0 kph

Lane Configuration

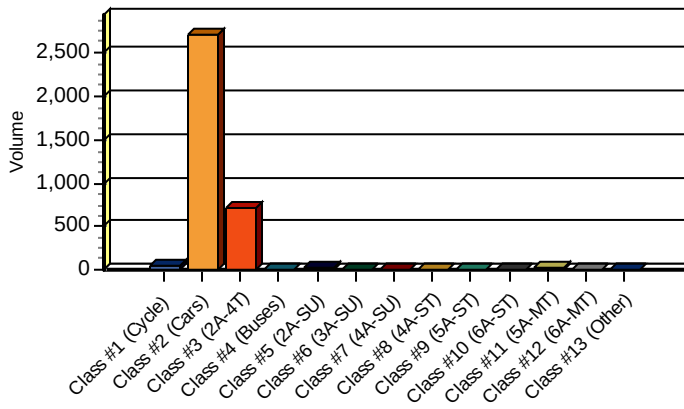
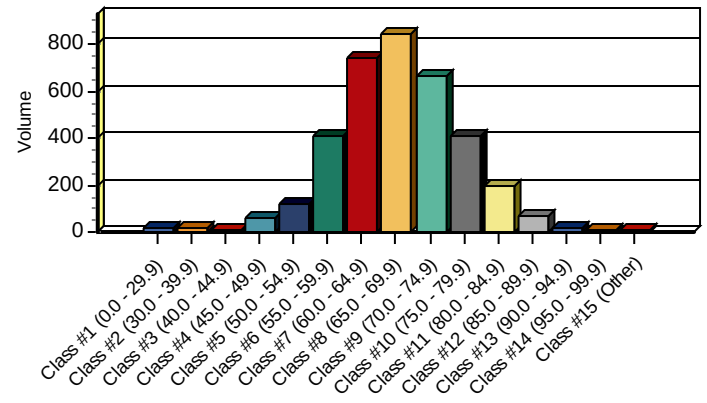
#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.	E	EB	Axle-Axle	150 cm	
2.	W	WB	Axle-Axle	150 cm	

Axle Class Summary:

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
Total Count :	#1.	27	1337	390	1	21	4	1	4	1	2	12	0	2	1802
	#2.	18	1379	333	0	9	3	1	4	2	0	20	0	1	1770
		45	2716	723	1	30	7	2	8	3	2	32	0	3	3572
Percents :	#1.	1%	74%	22%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	50%
	#2.	1%	78%	19%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	50%
		1%	76%	20%	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	

Speed Class Summary:

(Brantford)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	Total
		0.0 - 29.9	30.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 74.9	75.0 - 79.9	80.0 - 84.9	85.0 - 89.9	90.0 - 94.9	95.0 - 99.9	Other	Total
Total Count :	#1.	8	8	0	14	35	159	347	447	372	237	110	41	14	6	4	1802
	#2.	9	5	9	42	88	247	396	396	293	168	82	23	7	4	1	1770
		17	13	9	56	123	406	743	843	665	405	192	64	21	10	5	3572
Percents :	#1.	0%	0%	0%	1%	2%	9%	19%	25%	21%	13%	6%	2%	1%	0%	0%	50%
	#2.	1%	0%	1%	2%	5%	14%	22%	22%	17%	9%	5%	1%	0%	0%	0%	50%
		0%	0%	0%	2%	3%	11%	21%	24%	19%	11%	5%	2%	1%	0%	0%	
Avg, 50, 67, 85 :	#1.	68.6	68.7	72.6	78.0	Pace (pace %) :					60.1 - 80.0	77.9%	Days & ADT : #1.			2.0	901
	#2.	66.1	66.3	70.0	75.8						55.1 - 75.0	75.3%	#2.			2.0	885
		67.4	67.6	71.5	77.1						58.2 - 78.1	74.4%				2.0	1786

Axle Class vs. Volume (all lanes)**Speed Class vs. Volume (all lanes)**

Hourly Multi-Channel Report: CB223009

Station ID : CB223009

Info Line 1 : 281 Powerline Rd btwn Wayne
Info Line 2 : Gretzky Pkwy & Brantwood Park

GPS Lat/Lon :

DB File : CB223009.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 85137

Number of Lanes : 2

Posted Speed Limit : 60.0 kph

Lane Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	E	EB	Normal	Veh.	No	
2.	W	WB	Normal	Veh.	No	

Hourly Multi-Channel Data From: 00:00 - 11/01/2022 To: 23:59 - 11/02/2022

Date	Time	#1	#2	Avg.	Total
11/01/22	00:00	11	1	6	12
Tue	01:00	10	4	7	14
	02:00	6	3	5	9
	03:00	4	4	4	8
	04:00	7	13	10	20
	05:00	7	50	29	57
	06:00	20	90	55	110
	07:00	46	149	98	195
	08:00	83	189	136	272
	09:00	102	123	113	225
	10:00	90	113	102	203
	11:00	117	114	116	231
	12:00	148	133	141	281
	13:00	140	117	129	257
	14:00	155	134	145	289
	15:00	230	155	193	385
	16:00	276	143	210	419
	17:00	266	126	196	392
	18:00	161	120	141	281
	19:00	119	76	98	195
	20:00	98	64	81	162
	21:00	71	35	53	106
	22:00	44	15	30	59
	23:00	38	9	24	47

Day Total : 2249 1980 2122 4229

Percents : 53% 47%

Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	503	41.9	22.4%	11:00 = 117	5.2%	1746	145.5	77.6%	16:00 = 276	12.3%
#2	853	71.1	43.1%	08:00 = 189	9.5%	1127	93.9	56.9%	15:00 = 155	7.8%
Comb.	1356	113.0	32.1%	08:00 = 272	6.4%	2873	239.4	67.9%	16:00 = 419	9.9%

Date	Time	#1	#2	Avg.	Total
11/02/22	00:00	14	8	11	22
Wed	01:00	11	5	8	16
	02:00	6	5	6	11
	03:00	4	3	4	7
	04:00	11	18	15	29
	05:00	13	54	34	67
	06:00	20	92	56	112
	07:00	56	133	95	189
	08:00	94	179	137	273
	09:00	95	131	113	226
	10:00	101	103	102	204
	11:00	128	123	126	251
	12:00	138	120	129	258
	13:00	136	132	134	268
	14:00	152	120	136	272
	15:00	240	163	202	403
	16:00	239	167	203	406
	17:00	240	137	189	377
	18:00	170	118	144	288
	19:00	133	71	102	204
	20:00	96	63	80	159
	21:00	77	44	61	121
	22:00	34	22	28	56
	23:00	35	7	21	42
Day Total :		2243	2018	2136	4261
Percents :		53%	47%		

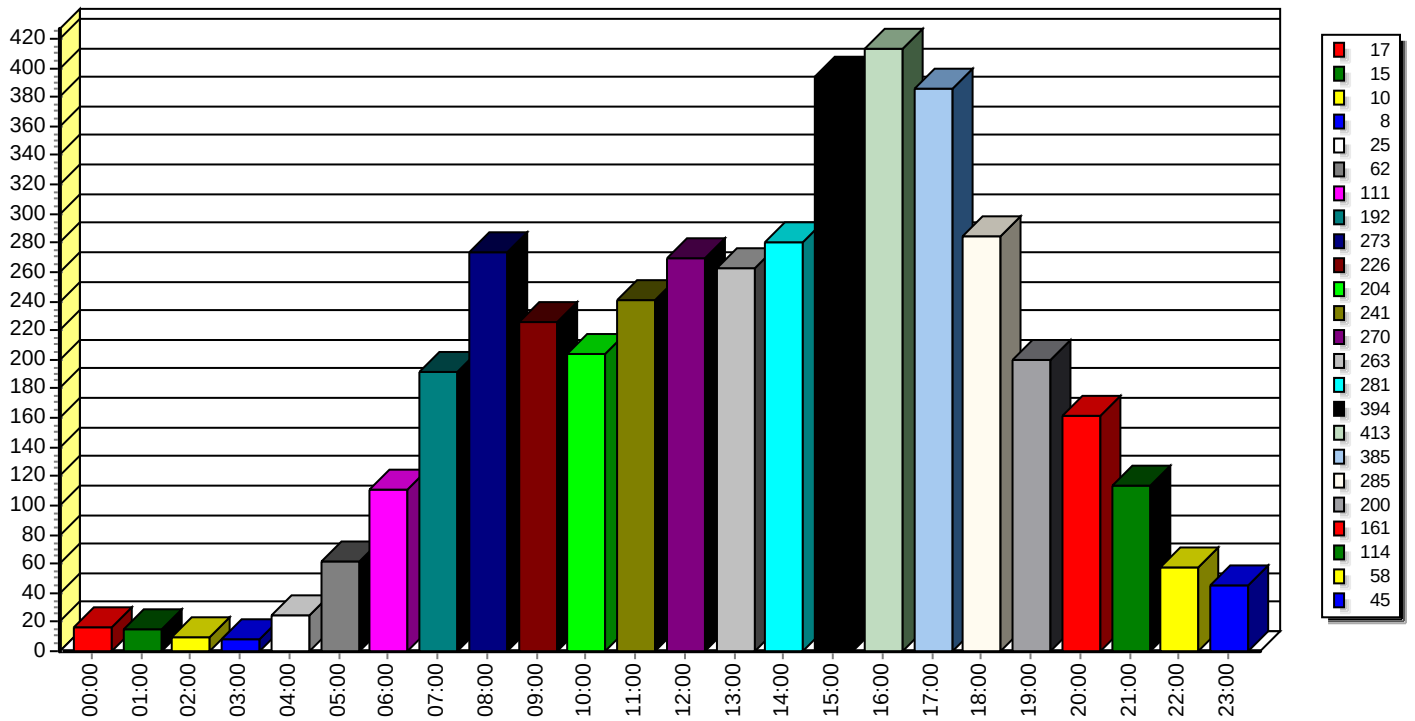
Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	553	46.1	24.7%	11:00 = 128	5.7%	1690	140.8	75.3%	15:00 = 240	10.7%
#2	854	71.2	42.3%	08:00 = 179	8.9%	1164	97.0	57.7%	16:00 = 167	8.3%
Comb.	1407	117.3	33.0%	08:00 = 273	6.4%	2854	237.8	67.0%	16:00 = 406	9.5%

Hourly Multi-Channel Summary: CB223009

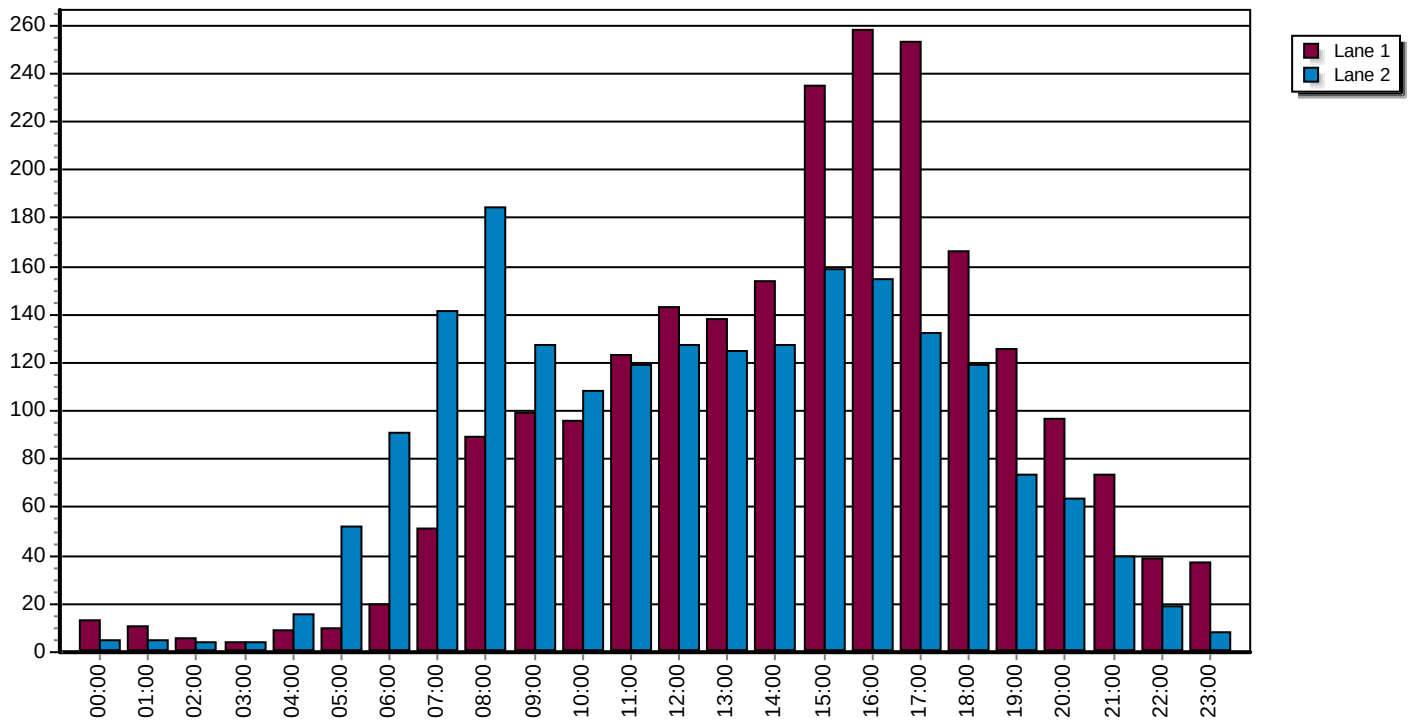
Date	Time	#1	#2	Avg.	Total
11/01/22	00:00	25	9	17	34
Tue	01:00	21	9	15	30
	02:00	12	8	10	20
	03:00	8	7	8	15
	04:00	18	31	25	49
	05:00	20	104	62	124
	06:00	40	182	111	222
	07:00	102	282	192	384
	08:00	177	368	273	545
	09:00	197	254	226	451
	10:00	191	216	204	407
	11:00	245	237	241	482
	12:00	286	253	270	539
	13:00	276	249	263	525
	14:00	307	254	281	561
	15:00	470	318	394	788
	16:00	515	310	413	825
	17:00	506	263	385	769
	18:00	331	238	285	569
	19:00	252	147	200	399
	20:00	194	127	161	321
	21:00	148	79	114	227
Wed	22:00	78	37	58	115
11/02/22	23:00	73	16	45	89
Grand Total :		4492	3998	4253	8490
Percents :		53%	47%		

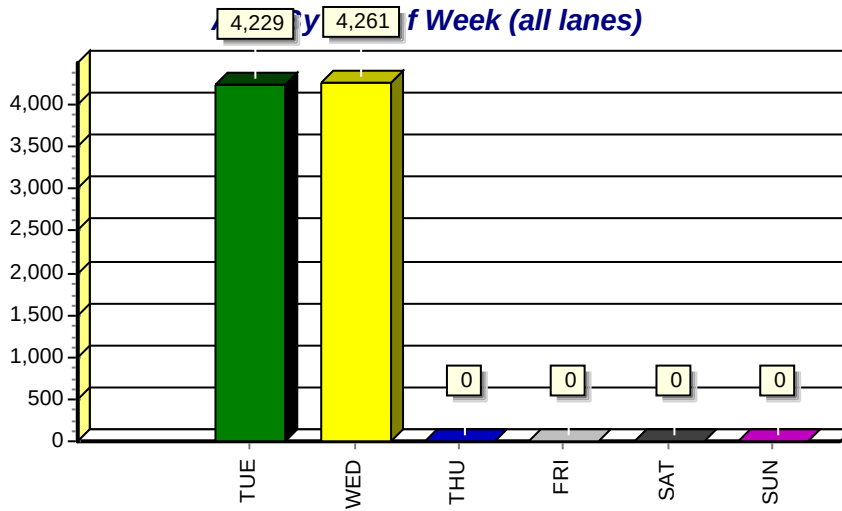
Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	1056	44.0	23.5%	11:00 = 245	5.5%	3436	143.2	76.5%	16:00 = 515	11.5%
#2	1707	71.1	42.7%	08:00 = 368	9.2%	2291	95.5	57.3%	15:00 = 318	8.0%
Comb.	2763	115.1	32.5%	08:00 = 545	6.4%	5727	238.6	67.5%	16:00 = 825	9.7%

ADT Volume vs. Time (all lanes combined)



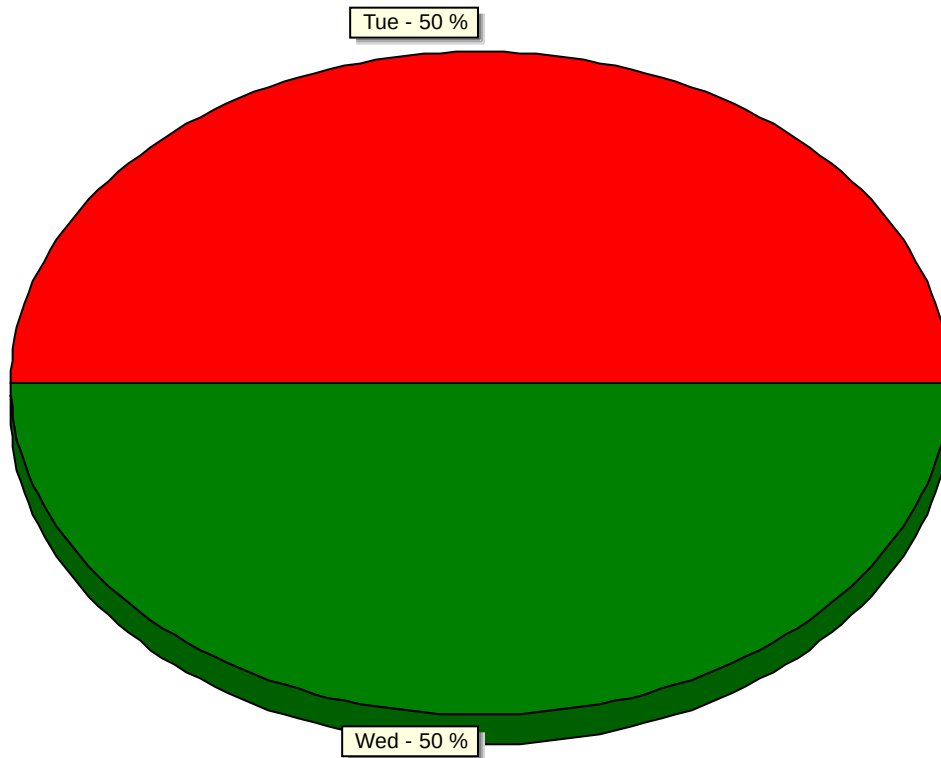
ADT Volume vs. Time (lane comparison)





DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	4229	4229	1.0
Wed	4261	4261	1.0
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Hourly Multi-Channel Report: CB223010

Station ID : CB223010

Info Line 1 : 239 Powerline Rd btwn
Info Line 2 : Brantwood Park Rd & Coulbeck R

GPS Lat/Lon :

DB File : CB223010.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 88423

Number of Lanes : 2

Posted Speed Limit : 60.0 kph

Lane Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	E	EB	Normal	Veh.	No	
2.	W	WB	Normal	Veh.	No	

Hourly Multi-Channel Data From: 00:00 - 11/01/2022 To: 23:59 - 11/02/2022

Date	Time	#1	#2	Avg.	Total
11/01/22	00:00	3	1	2	4
Tue	01:00	2	3	3	5
	02:00	1	1	1	2
	03:00	1	2	2	3
	04:00	4	6	5	10
	05:00	10	10	10	20
	06:00	30	25	28	55
	07:00	34	42	38	76
	08:00	31	71	51	102
	09:00	46	55	51	101
	10:00	39	64	52	103
	11:00	51	56	54	107
	12:00	78	77	78	155
	13:00	64	59	62	123
	14:00	63	55	59	118
	15:00	91	68	80	159
	16:00	112	74	93	186
	17:00	86	72	79	158
	18:00	50	64	57	114
	19:00	37	30	34	67
	20:00	24	14	19	38
	21:00	23	11	17	34
	22:00	12	7	10	19
	23:00	14	3	9	17
Day Total :		906	870	894	1776
Percents :		51%	49%		

Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	252	21.0	27.8%	11:00 = 51	5.6%	654	54.5	72.2%	16:00 = 112	12.4%
#2	336	28.0	38.6%	08:00 = 71	8.2%	534	44.5	61.4%	12:00 = 77	8.9%
Comb.	588	49.0	33.1%	11:00 = 107	6.0%	1188	99.0	66.9%	16:00 = 186	10.5%

Date	Time	#1	#2	Avg.	Total
11/02/22	00:00	2	3	3	5
Wed	01:00	4	2	3	6
	02:00	0	3	2	3
	03:00	2	3	3	5
	04:00	6	5	6	11
	05:00	7	11	9	18
	06:00	19	25	22	44
	07:00	36	38	37	74
	08:00	43	72	58	115
	09:00	42	56	49	98
	10:00	54	46	50	100
	11:00	70	60	65	130
	12:00	59	64	62	123
	13:00	59	61	60	120
	14:00	59	62	61	121
	15:00	89	88	89	177
	16:00	87	85	86	172
	17:00	92	77	85	169
	18:00	54	61	58	115
	19:00	39	37	38	76
	20:00	27	15	21	42
	21:00	29	15	22	44
	22:00	9	6	8	15
	23:00	8	5	7	13
Day Total :		896	900	904	1796
Percents :		50%	50%		

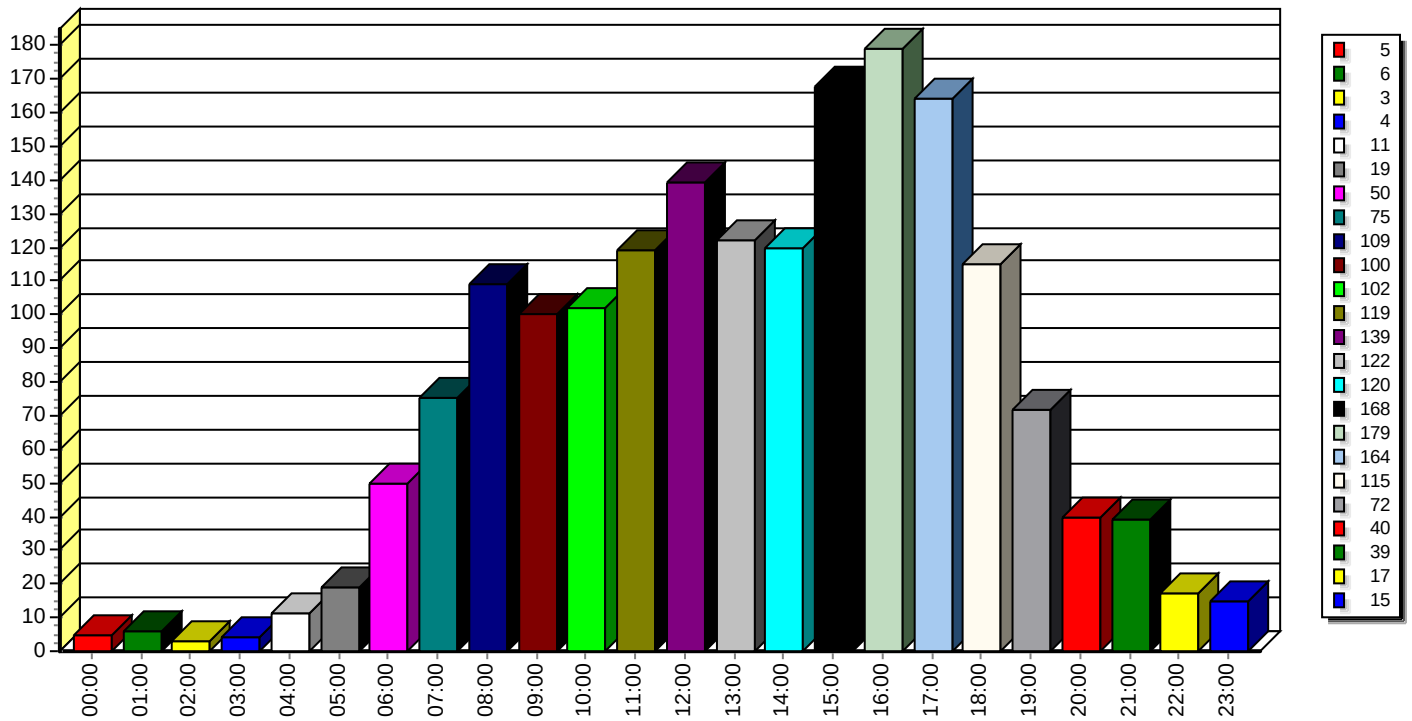
Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	285	23.8	31.8%	11:00 = 70	7.8%	611	50.9	68.2%	17:00 = 92	10.3%
#2	324	27.0	36.0%	08:00 = 72	8.0%	576	48.0	64.0%	15:00 = 88	9.8%
Comb.	609	50.8	33.9%	11:00 = 130	7.2%	1187	98.9	66.1%	15:00 = 177	9.9%

Hourly Multi-Channel Summary: CB223010

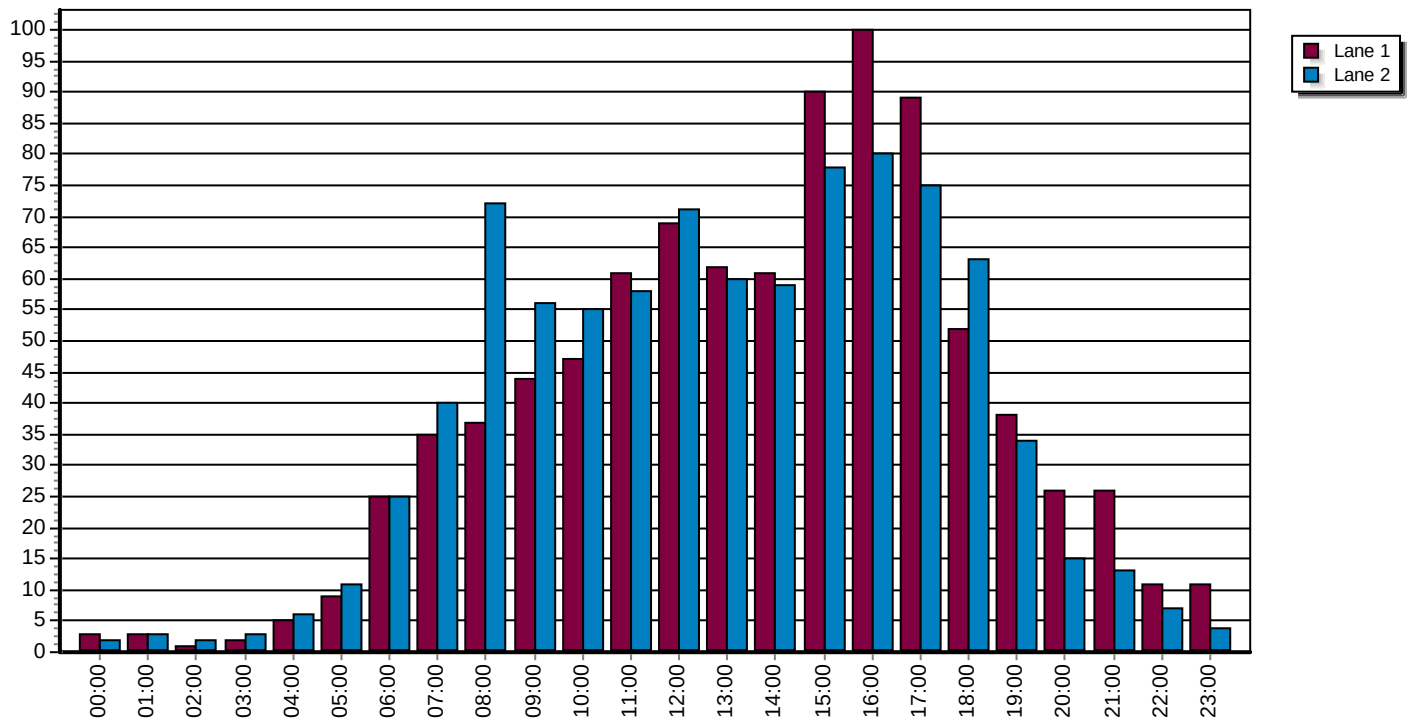
Date	Time	#1	#2	Avg.	Total
11/01/22	00:00	5	4	5	9
Tue	01:00	6	5	6	11
	02:00	1	4	3	5
	03:00	3	5	4	8
	04:00	10	11	11	21
	05:00	17	21	19	38
	06:00	49	50	50	99
	07:00	70	80	75	150
	08:00	74	143	109	217
	09:00	88	111	100	199
	10:00	93	110	102	203
	11:00	121	116	119	237
	12:00	137	141	139	278
	13:00	123	120	122	243
	14:00	122	117	120	239
	15:00	180	156	168	336
	16:00	199	159	179	358
	17:00	178	149	164	327
	18:00	104	125	115	229
	19:00	76	67	72	143
	20:00	51	29	40	80
	21:00	52	26	39	78
Wed	22:00	21	13	17	34
11/02/22	23:00	22	8	15	30
Grand Total :		1802	1770	1793	3572
Percents :		50%	50%		

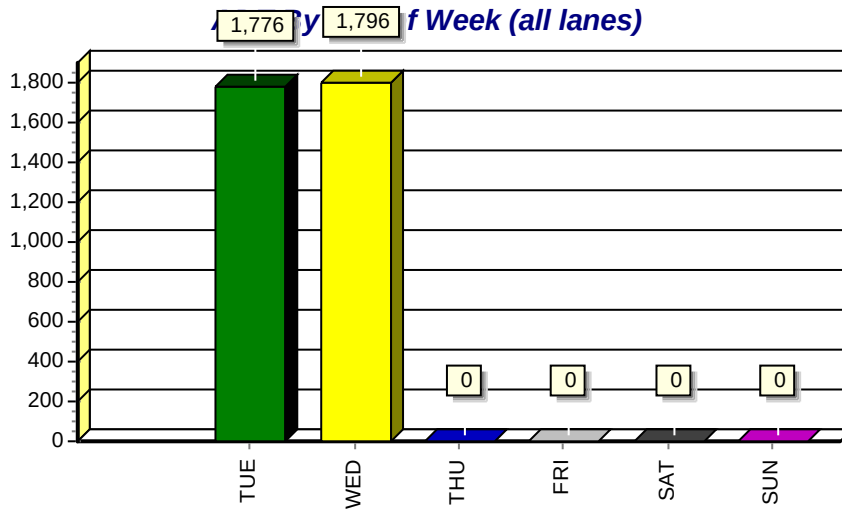
Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	537	22.4	29.8%	11:00 = 121	6.7%	1265	52.7	70.2%	16:00 = 199	11.0%
#2	660	27.5	37.3%	08:00 = 143	8.1%	1110	46.3	62.7%	16:00 = 159	9.0%
Comb.	1197	49.9	33.5%	11:00 = 237	6.6%	2375	99.0	66.5%	16:00 = 358	10.0%

ADT Volume vs. Time (all lanes combined)



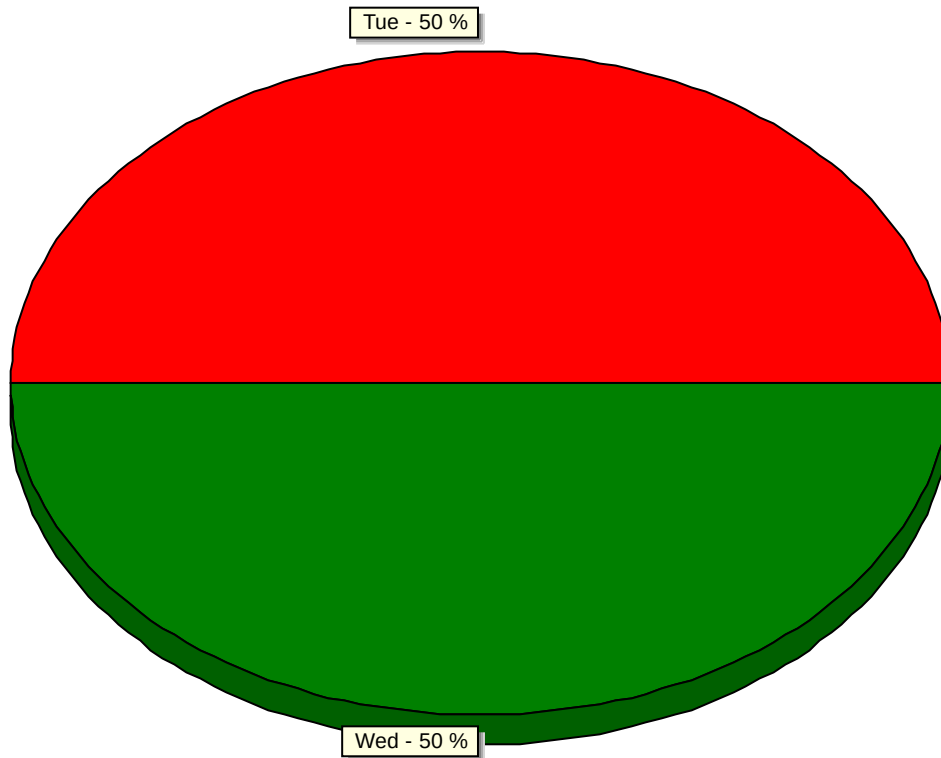
ADT Volume vs. Time (lane comparison)





DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	1776	1776	1.0
Wed	1796	1796	1.0
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Appendix C

**Most Recent TMC and ATR
Data Collected by OTI on
behalf of AECOM**

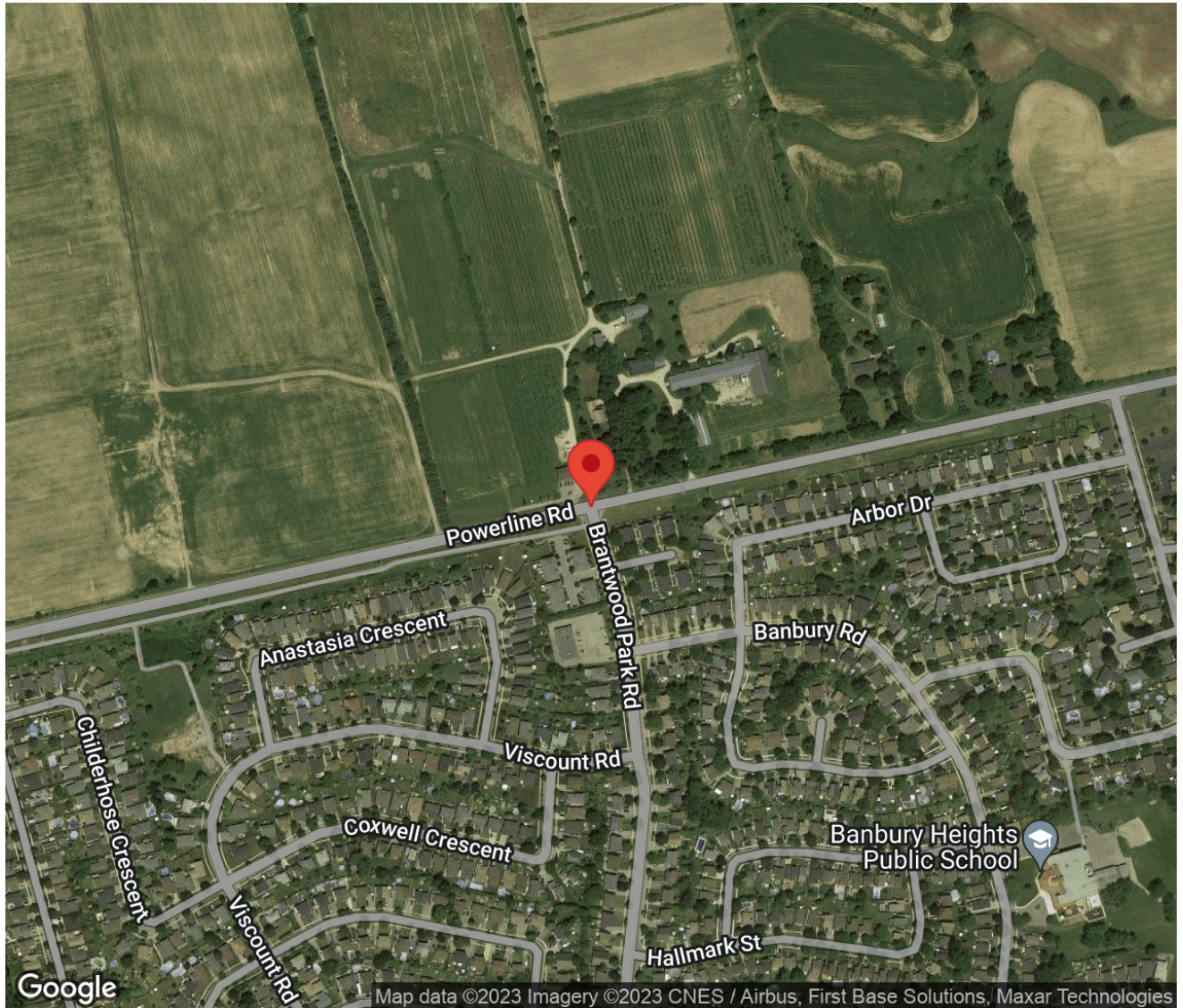
Project #23-091 - AECOM

Intersection Count Report

Intersection:	Powerline Rd & Brantwood Park Rd
Municipality:	Brantford
Count Date:	Wednesday, Apr 12, 2023
Site Code:	2309100001
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	07:00-09:00, 11:00-14:00, 15:00-18:00
Weather:	Clear
Comments:	

Traffic Count Map

Intersection:	Powerline Rd & Brantwood Park Rd
Site Code:	2309100001
Municipality:	Brantford
Count Date:	Apr 12, 2023



Traffic Count Summary

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

Commerical Entrance - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	0	0	0	0	95	0	16	0	111	3	111
08:00 - 09:00	0	1	1	0	2	0	133	0	22	0	155	6	157
BREAK													
11:00 - 12:00	0	1	2	0	3	0	57	0	17	0	74	6	77
12:00 - 13:00	0	2	6	0	8	0	83	0	10	1	94	4	102
13:00 - 14:00	0	0	3	0	3	0	79	4	14	0	97	5	100
BREAK													
15:00 - 16:00	1	2	5	0	8	0	114	1	16	1	132	5	140
16:00 - 17:00	0	2	3	0	5	0	107	0	21	1	129	4	134
17:00 - 18:00	0	0	2	0	2	0	85	1	22	0	108	8	110
GRAND TOTAL	1	8	22	0	31	0	753	6	138	3	900	41	931

Traffic Count Summary

Intersection: Powerline Rd & Brantwood Park Rd
 Site Code: 2309100001
 Municipality: Brantford
 Count Date: Apr 12, 2023

Powerline Rd - Traffic Summary

East Approach Totals							West Approach Totals						
Hour	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						Total
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	6	34	0	1	41	0	3	21	34	0	58	1	99
08:00 - 09:00	16	66	0	0	82	0	1	29	81	0	111	2	193
BREAK													
11:00 - 12:00	6	48	0	0	54	0	4	41	74	0	119	0	173
12:00 - 13:00	16	52	1	0	69	0	3	74	83	0	160	0	229
13:00 - 14:00	17	52	1	0	70	1	2	55	79	0	136	1	206
BREAK													
15:00 - 16:00	19	50	1	0	70	0	4	67	194	0	265	2	335
16:00 - 17:00	33	51	0	0	84	0	3	77	154	0	234	0	318
17:00 - 18:00	29	55	0	0	84	2	8	66	173	0	247	4	331
GRAND TOTAL	142	408	3	1	554	3	28	430	872	0	1330	10	1884

	Cars						Trucks						Bicycles							
Start Time					Total						Total						Total	Total Peds		
07:00	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		
07:15	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		
07:30	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		
07:45	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		
08:00	0	0	1	0	1		0	0	0	0	0		0	0	0	0	0	0		
08:15	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		
08:30	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0		
08:45	0	1	0	0	1		0	0	0	0	0		0	0	0	0	0	0		
SUBTOTAL	0	1	1	0	2		0	0	0	0	0		0	0	0	0	0	0		

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0
12:15	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	3	10	0	13	0	0	1	0	1	0	0	0	0	0	0

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

North Approach - Commerical Entrance

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
15:30	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
15:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	1	4	8	0	13	0	0	2	0	2	0	0	0	0	0	0
GRAND TOTAL	1	8	19	0	28	0	0	3	0	3	0	0	0	0	0	0

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

South Approach - Brantwood Park Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	26	0	2	0	28	0	0	0	0	0	0	0	0	0	0	0
07:15	17	0	4	0	21	0	0	0	0	0	0	0	0	0	0	1
07:30	24	0	7	0	31	0	0	0	0	0	0	0	0	0	0	2
07:45	28	0	3	0	31	0	0	0	0	0	0	0	0	0	0	0
08:00	25	0	5	0	30	1	0	0	0	1	0	0	0	0	0	0
08:15	31	0	2	0	33	1	0	1	0	2	0	0	0	0	0	1
08:30	42	0	6	0	48	2	0	0	0	2	0	0	0	0	0	2
08:45	30	0	8	0	38	1	0	0	0	1	0	0	0	0	0	3
SUBTOTAL	223	0	37	0	260	5	0	1	0	6	0	0	0	0	0	9

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

South Approach - Brantwood Park Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	16	0	4	0	20	0	0	0	0	0	0	0	0	0	0	0
11:15	14	0	3	0	17	1	0	0	0	1	0	0	0	0	0	1
11:30	19	0	5	0	24	0	0	0	0	0	0	0	0	0	0	1
11:45	7	0	4	0	11	0	0	1	0	1	0	0	0	0	0	4
12:00	21	0	3	0	24	0	0	0	0	0	0	0	0	0	0	2
12:15	20	0	4	1	25	1	0	0	0	1	0	0	0	0	0	1
12:30	25	0	2	0	27	0	0	0	0	0	0	0	0	0	0	0
12:45	16	0	1	0	17	0	0	0	0	0	0	0	0	0	0	1
13:00	17	1	6	0	24	1	0	0	0	1	0	0	0	0	0	2
13:15	14	0	2	0	16	0	0	0	0	0	0	0	0	0	0	0
13:30	24	0	4	0	28	0	0	0	0	0	0	0	0	0	0	0
13:45	23	3	2	0	28	0	0	0	0	0	0	0	0	0	0	3
SUBTOTAL	216	4	40	1	261	3	0	1	0	4	0	0	0	0	0	15

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

South Approach - Brantwood Park Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	27	1	2	0	30	4	0	0	0	4	0	0	0	0	0	2
15:15	25	0	5	0	30	0	0	0	0	0	0	0	0	0	0	1
15:30	32	0	2	1	35	1	0	0	0	1	1	0	0	0	1	1
15:45	24	0	7	0	31	0	0	0	0	0	0	0	0	0	0	1
16:00	27	0	4	1	32	2	0	2	0	4	0	0	0	0	0	1
16:15	26	0	3	0	29	0	0	0	0	0	0	0	2	0	2	0
16:30	32	0	4	0	36	0	0	0	0	0	0	0	0	0	0	1
16:45	18	0	5	0	23	2	0	1	0	3	0	0	0	0	0	2
17:00	18	0	7	0	25	0	0	0	0	0	0	0	0	0	0	1
17:15	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	1
17:30	28	1	9	0	38	1	0	0	0	1	0	0	0	0	0	5
17:45	25	0	2	0	27	0	0	0	0	0	0	0	0	0	0	1
SUBTOTAL	295	2	54	2	353	10	0	3	0	13	1	0	2	0	3	17
GRAND TOTAL	734	6	131	3	874	18	0	5	0	23	1	0	2	0	3	41

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
 Site Code: 2309100001
 Municipality: Brantford
 Count Date: Apr 12, 2023

East Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	2	7	0	1	10	0	0	0	0	0	0	0	0	0	0	0
07:15	1	7	0	0	8	0	1	0	0	1	0	0	0	0	0	0
07:30	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	0
07:45	1	12	0	0	13	0	0	0	0	0	0	0	0	0	0	0
08:00	4	13	0	0	17	0	1	0	0	1	0	0	0	0	0	0
08:15	3	13	0	0	16	0	0	0	0	0	0	0	0	0	0	0
08:30	5	17	0	0	22	1	0	0	0	1	0	0	0	0	0	0
08:45	3	22	0	0	25	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	21	98	0	1	120	1	2	0	0	3	0	0	0	0	0	0

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

East Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	3	10	0	0	13	0	0	0	0	0	0	0	0	0	0	0
11:15	2	7	0	0	9	0	0	0	0	0	0	0	0	0	0	0
11:30	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0
11:45	1	17	0	0	18	0	0	0	0	0	0	0	0	0	0	0
12:00	4	13	0	0	17	1	1	0	0	2	0	0	0	0	0	0
12:15	4	12	0	0	16	0	0	0	0	0	0	0	0	0	0	0
12:30	3	14	0	0	17	0	0	0	0	0	0	0	0	0	0	0
12:45	4	12	1	0	17	0	0	0	0	0	0	0	0	0	0	0
13:00	7	14	0	0	21	0	0	0	0	0	0	0	0	0	0	0
13:15	4	11	1	0	16	0	0	0	0	0	0	0	0	0	0	0
13:30	3	11	0	0	14	0	0	0	0	0	0	0	0	0	0	1
13:45	2	16	0	0	18	1	0	0	0	1	0	0	0	0	0	0
SUBTOTAL	37	151	2	0	190	2	1	0	0	3	0	0	0	0	0	1

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

East Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	5	18	0	0	23	0	0	0	0	0	0	0	0	0	0	0
15:15	6	12	1	0	19	0	0	0	0	0	0	0	0	0	0	0
15:30	2	7	0	0	9	1	0	0	0	1	0	0	0	0	0	0
15:45	5	12	0	0	17	0	1	0	0	1	0	0	0	0	0	0
16:00	9	12	0	0	21	0	0	0	0	0	0	0	0	0	0	0
16:15	6	15	0	0	21	0	0	0	0	0	0	0	0	0	0	0
16:30	12	14	0	0	26	0	0	0	0	0	0	0	0	0	0	0
16:45	5	10	0	0	15	0	0	0	0	0	1	0	0	0	1	0
17:00	8	16	0	0	24	0	0	0	0	0	0	0	0	0	0	0
17:15	6	7	0	0	13	0	0	0	0	0	0	0	0	0	0	0
17:30	9	10	0	0	19	0	0	0	0	0	2	0	0	0	2	2
17:45	4	22	0	0	26	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	77	155	1	0	233	1	1	0	0	2	3	0	0	0	3	2
GRAND TOTAL	135	404	3	1	543	4	4	0	0	8	3	0	0	0	3	3

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

West Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	0	3	5	0	8	0	1	0	0	1	0	0	0	0	0	1
07:15	2	3	5	0	10	0	0	1	0	1	0	0	0	0	0	0
07:30	0	5	11	0	16	0	0	3	0	3	0	0	0	0	0	0
07:45	1	8	9	0	18	0	1	0	0	1	0	0	0	0	0	0
08:00	0	3	16	0	19	0	0	1	0	1	0	0	0	0	0	0
08:15	1	8	12	0	21	0	0	1	0	1	0	0	0	0	0	1
08:30	0	9	21	0	30	0	0	3	0	3	0	0	0	0	0	1
08:45	0	9	24	0	33	0	0	3	0	3	0	0	0	0	0	0
SUBTOTAL	4	48	103	0	155	0	2	12	0	14	0	0	0	0	0	3

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

West Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	1	1	18	0	20	0	0	0	0	0	0	0	0	0	0	0
11:15	0	17	20	0	37	0	0	0	0	0	0	0	0	0	0	0
11:30	1	9	17	0	27	0	0	0	0	0	0	0	0	0	0	0
11:45	2	13	19	0	34	0	1	0	0	1	0	0	0	0	0	0
12:00	0	21	20	0	41	0	0	1	0	1	0	0	0	0	0	0
12:15	0	17	18	0	35	0	0	1	0	1	0	0	0	0	0	0
12:30	2	19	21	0	42	0	1	0	0	1	0	0	0	0	0	0
12:45	1	16	22	0	39	0	0	0	0	0	0	0	0	0	0	0
13:00	0	10	25	0	35	0	1	1	0	2	0	0	0	0	0	1
13:15	0	15	12	0	27	0	0	2	0	2	0	0	0	0	0	0
13:30	1	10	16	0	27	0	0	0	0	0	0	0	0	0	0	0
13:45	1	19	23	0	43	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	9	167	231	0	407	0	3	5	0	8	0	0	0	0	0	1

Traffic Count Data

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Municipality: Brantford
Count Date: Apr 12, 2023

West Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	11	44	0	55	0	0	2	0	2	0	0	0	0	0	0
15:15	0	15	46	0	61	0	1	2	0	3	0	0	0	0	0	1
15:30	2	19	39	0	60	0	0	0	0	0	0	0	0	0	0	0
15:45	2	21	59	0	82	0	0	2	0	2	0	0	0	0	0	1
16:00	1	19	44	0	64	0	0	1	0	1	0	0	0	0	0	0
16:15	2	17	35	0	54	0	0	0	0	0	0	0	0	0	0	0
16:30	0	20	36	0	56	0	0	0	0	0	0	0	0	0	0	0
16:45	0	21	37	0	58	0	0	1	0	1	0	0	0	0	0	0
17:00	0	19	55	0	74	1	1	0	0	2	0	0	0	0	0	0
17:15	0	12	47	0	59	0	1	0	0	1	0	1	0	0	1	2
17:30	1	15	40	0	56	0	1	0	0	1	0	0	0	0	0	0
17:45	5	16	31	0	52	1	0	0	0	1	0	0	0	0	0	2
SUBTOTAL	13	205	513	0	731	2	4	8	0	14	0	1	0	0	1	6
GRAND TOTAL	26	420	847	0	1293	2	9	25	0	36	0	1	0	0	1	10

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Count Date: Apr 12, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Powerline Rd runs E/W

North Approach

	Out	In	Total
	2	1	3
	0	0	0
	0	0	0
	2	1	3

Commercial Entrance

	0	0	0	0
	0	0	0	0
	1	1	0	0
Totals	1	1	0	0






East Approach

	Out	In	Total
	80	50	130
	2	1	3
	0	0	0
	82	51	133

Powerline Rd

				Totals
	0	0	0	0
	0	0	1	1
	0	0	29	29
	0	8	73	81

Peds: 2



Peds: 0

Peds: 6

Powerline Rd

Totals			
	0	0	0
	0	0	0
	66	65	1
	16	15	1

West Approach

	Out	In	Total
	103	194	297
	8	6	14
	0	0	0
	111	200	311

				
Totals	133	0	22	0
	128	0	21	0
	5	0	1	0
	0	0	0	0

Brantwood Park Rd

South Approach

	Out	In	Total
	149	89	238
	6	9	15
	0	0	0
	155	98	253

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Count Date: Apr 12, 2023
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Commerical Entrance						South Approach Brantwood Park Rd						East Approach Powerline Rd						West Approach Powerline Rd						Total Vehicl es
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	0	0	1	0	0	1	26	0	5	0	0	31	4	14	0	0	0	18	0	3	17	0	0	20	70
08:15	0	0	0	0	0	0	32	0	3	0	1	35	3	13	0	0	0	16	1	8	13	0	1	22	73
08:30	0	0	0	0	0	0	44	0	6	0	2	50	6	17	0	0	0	23	0	9	24	0	1	33	106
08:45	0	1	0	0	0	1	31	0	8	0	3	39	3	22	0	0	0	25	0	9	27	0	0	36	101
Grand Total	0	1	1	0	0	2	133	0	22	0	6	155	16	66	0	0	0	82	1	29	81	0	2	111	350
Approach %	0	50	50	0	-	-	85.8	0	14.2	0	-	-	19.5	80.5	0	0	-	-	0.9	26.1	73	0	-	-	-
Totals %	0	0.3	0.3	0	-	0.6	38	0	6.3	0	-	44.3	4.6	18.9	0	0	-	23.4	0.3	8.3	23.1	0	-	31.7	-
PHF	0	0.25	0.25	0	-	0.5	0.76	0	0.69	0	-	0.78	0.67	0.75	0	0	-	0.82	0.25	0.81	0.75	0	-	0.77	0.83
Cars	0	1	1	0	-	2	128	0	21	0	-	149	15	65	0	0	-	80	1	29	73	0	-	103	334
% Cars	0	100	100	0	-	100	96.2	0	95.5	0	-	96.1	93.8	98.5	0	0	-	97.6	100	100	90.1	0	-	92.8	95.4
Trucks	0	0	0	0	-	0	5	0	1	0	-	6	1	1	0	0	-	2	0	0	8	0	-	8	16
% Trucks	0	0	0	0	-	0	3.8	0	4.5	0	-	3.9	6.3	1.5	0	0	-	2.4	0	0	9.9	0	-	7.2	4.6
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Peds	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	-	8
% Peds	-	-	-	-	0	-	-	-	-	-	75	-	-	-	-	-	0	-	-	-	-	-	25	-	-

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 12:00:00
To: 13:00:00

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Count Date: Apr 12, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Powerline Rd runs E/W

North Approach

	Out	In	Total
	7	4	11
	1	0	1
	0	0	0
Totals	8	4	12

Commercial Entrance

	0	0	0	0
	1	0	0	0
	5	2	0	0
Totals	6	2	0	0






East Approach

	Out	In	Total
	67	83	150
	2	1	3
	0	0	0
Totals	69	84	153

Powerline Rd

				Totals
	0	0	0	0
	0	0	3	3
	0	1	73	74
	0	2	81	83

Peds: 0

Peds: 0



Peds: 4

Peds: 0

Powerline Rd

Totals			
	0	0	0
	1	1	0
	52	51	1
	16	15	1

West Approach

	Out	In	Total
	157	138	295
	3	3	6
	0	0	0
Totals	160	141	301

Totals				
	83	0	10	1
	1	0	0	0
	0	0	0	0

Brantwood Park Rd

South Approach

	Out	In	Total
	93	99	192
	1	3	4
	0	0	0
Totals	94	102	196

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Count Date: Apr 12, 2023
Period: 11:00 - 14:00

Peak Hour Data (12:00 - 13:00)

Start Time	North Approach Commerical Entrance						South Approach Brantwood Park Rd						East Approach Powerline Rd						West Approach Powerline Rd						Total Vehicl es
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
12:00	0	0	2	0	0	2	21	0	3	0	2	24	5	14	0	0	0	19	0	21	21	0	0	42	87
12:15	0	1	3	0	0	4	21	0	4	1	1	26	4	12	0	0	0	16	0	17	19	0	0	36	82
12:30	0	1	1	0	0	2	25	0	2	0	0	27	3	14	0	0	0	17	2	20	21	0	0	43	89
12:45	0	0	0	0	0	0	16	0	1	0	1	17	4	12	1	0	0	17	1	16	22	0	0	39	73
Grand Total	0	2	6	0	0	8	83	0	10	1	4	94	16	52	1	0	0	69	3	74	83	0	0	160	331
Approach %	0	25	75	0	-	-	88.3	0	10.6	1.1	-	-	23.2	75.4	1.4	0	-	-	1.9	46.3	51.9	0	-	-	-
Totals %	0	0.6	1.8	0	-	2.4	25.1	0	3	0.3	-	28.4	4.8	15.7	0.3	0	-	20.8	0.9	22.4	25.1	0	-	48.3	-
PHF	0	0.5	0.5	0	-	0.5	0.83	0	0.63	0.25	-	0.87	0.8	0.93	0.25	0	-	0.91	0.38	0.88	0.94	0	-	0.93	0.93
Cars	0	2	5	0	-	7	82	0	10	1	-	93	15	51	1	0	-	67	3	73	81	0	-	157	324
% Cars	0	100	83.3	0	-	87.5	98.8	0	100	100	-	98.9	93.8	98.1	100	0	-	97.1	100	98.6	97.6	0	-	98.1	97.9
Trucks	0	0	1	0	-	1	1	0	0	0	-	1	1	1	0	0	-	2	0	1	2	0	-	3	7
% Trucks	0	0	16.7	0	-	12.5	1.2	0	0	0	-	1.1	6.3	1.9	0	0	-	2.9	0	1.4	2.4	0	-	1.9	2.1
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Peds	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	4
% Peds	-	-	-	-	0	-	-	-	-	-	100	-	-	-	-	-	0	-	-	-	-	-	0	-	-

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 15:45:00
To: 16:45:00

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Count Date: Apr 12, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Powerline Rd runs E/W

North Approach

	Out	In	Total
	6	5	11
	1	0	1
	0	0	0
Totals	7	5	12

Commercial Entrance

	0	0	0	0
	1	0	0	0
	3	2	1	0
Totals	4	2	1	0

East Approach

	Out	In	Total
	85	96	181
	1	2	3
	0	2	2
Totals	86	100	186

Powerline Rd

				Totals
	0	0	0	0
	0	0	5	5
	0	0	77	77
	0	3	174	177

Peds: 0

Peds: 1



Peds: 0

Peds: 3

Powerline Rd

Totals			
	0	0	0
	0	0	0
	54	53	1
	32	32	0

West Approach

	Out	In	Total
	256	165	421
	3	4	7
	0	0	0
Totals	259	169	428

Totals				
	111	0	22	1
	109	0	18	1
	2	0	2	0
	0	0	2	0

Brantwood Park Rd

South Approach

	Out	In	Total
	128	209	337
	4	3	7
	2	0	2
Totals	134	212	346

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: Powerline Rd & Brantwood Park Rd
Site Code: 2309100001
Count Date: Apr 12, 2023
Period: 15:00 - 18:00

Peak Hour Data (15:45 - 16:45)

Start Time	North Approach Commerical Entrance						South Approach Brantwood Park Rd						East Approach Powerline Rd						West Approach Powerline Rd						Total Vehicl es
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:45	1	0	1	0	0	2	24	0	7	0	1	31	5	13	0	0	0	18	2	21	61	0	1	84	135
16:00	0	1	1	0	0	2	29	0	6	1	1	36	9	12	0	0	0	21	1	19	45	0	0	65	124
16:15	0	1	2	0	0	3	26	0	5	0	0	31	6	15	0	0	0	21	2	17	35	0	0	54	109
16:30	0	0	0	0	0	0	32	0	4	0	1	36	12	14	0	0	0	26	0	20	36	0	0	56	118
Grand Total	1	2	4	0	0	7	111	0	22	1	3	134	32	54	0	0	0	86	5	77	177	0	1	259	486
Approach %	14.3	28.6	57.1	0	-	-	82.8	0	16.4	0.7	-	-	37.2	62.8	0	0	-	-	1.9	29.7	68.3	0	-	-	-
Totals %	0.2	0.4	0.8	0	-	1.4	22.8	0	4.5	0.2	-	27.6	6.6	11.1	0	0	-	17.7	1	15.8	36.4	0	-	53.3	-
PHF	0.25	0.5	0.5	0	-	0.58	0.87	0	0.79	0.25	-	0.93	0.67	0.9	0	0	-	0.83	0.63	0.92	0.73	0	-	0.77	0.9
Cars	1	2	3	0	-	6	109	0	18	1	-	128	32	53	0	0	-	85	5	77	174	0	-	256	475
% Cars	100	100	75	0	-	85.7	98.2	0	81.8	100	-	95.5	100	98.1	0	0	-	98.8	100	100	98.3	0	-	98.8	97.7
Trucks	0	0	1	0	-	1	2	0	2	0	-	4	0	1	0	0	-	1	0	0	3	0	-	3	9
% Trucks	0	0	25	0	-	14.3	1.8	0	9.1	0	-	3	0	1.9	0	0	-	1.2	0	0	1.7	0	-	1.2	1.9
Bicycles	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles	0	0	0	0	-	0	0	0	9.1	0	-	1.5	0	0	0	0	-	0	0	0	0	0	-	0	0.4
Peds	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	4
% Peds	-	-	-	-	0	-	-	-	-	-	75	-	-	-	-	-	0	-	-	-	-	-	25	-	-

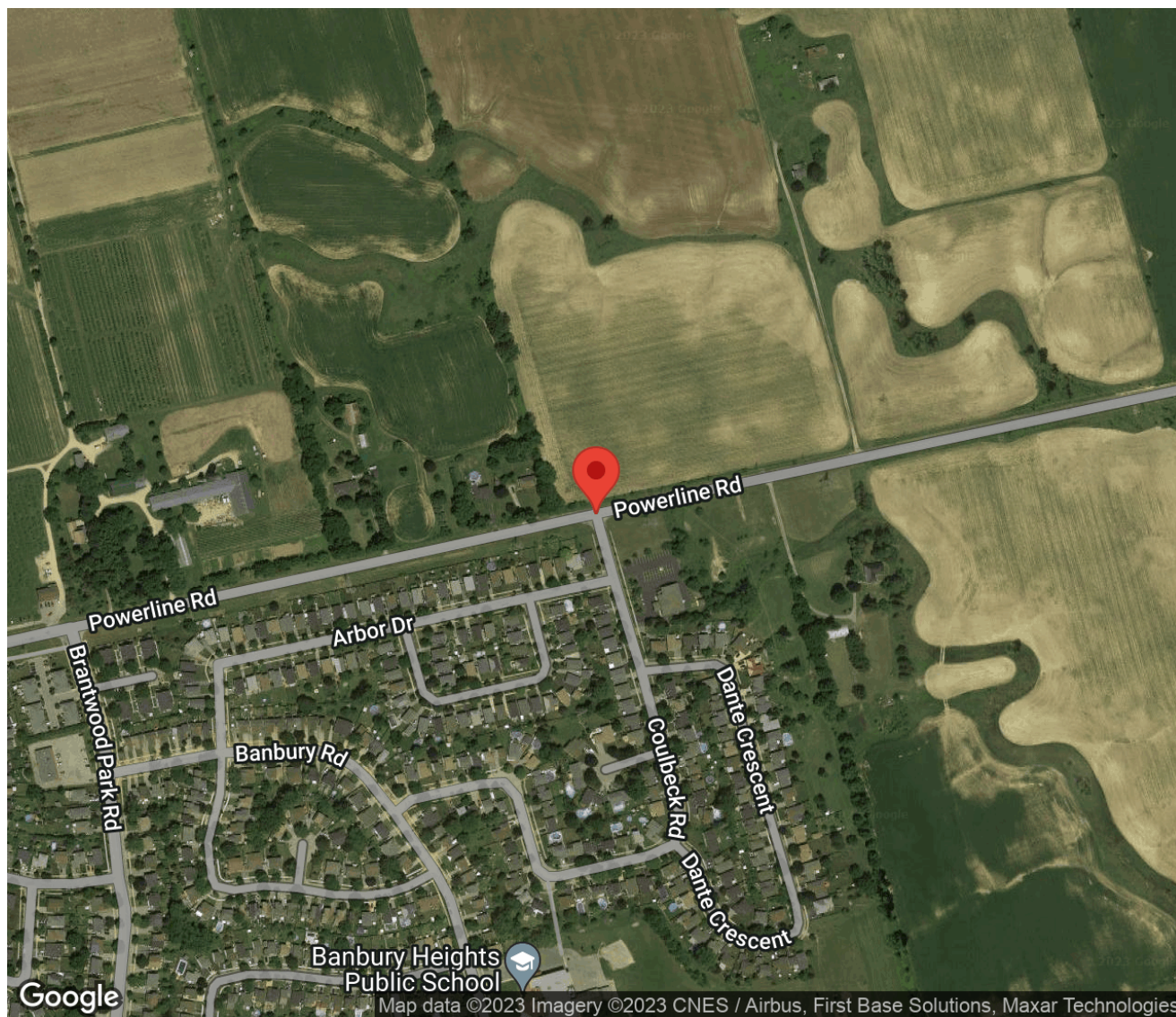
Project #23-091 - AECOM

Intersection Count Report

Intersection: Powerline Rd & Coulbeck Rd
Municipality: Brantford
Count Date: Wednesday, Apr 12, 2023
Site Code: 2309100002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-09:00, 11:00-14:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection:	Powerline Rd & Coulbeck Rd
Site Code:	2309100002
Municipality:	Brantford
Count Date:	Apr 12, 2023



Traffic Count Summary

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

Coulbeck Rd - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	0	0	0	0	24	0	6	0	30	0	30
08:00 - 09:00	0	0	0	0	0	0	47	0	8	0	55	0	55
BREAK													
11:00 - 12:00	0	0	0	0	0	0	18	0	2	0	20	0	20
12:00 - 13:00	0	0	0	0	0	0	29	0	3	0	32	0	32
13:00 - 14:00	0	0	0	0	0	0	18	0	7	0	25	1	25
BREAK													
15:00 - 16:00	0	0	0	0	0	0	24	0	5	0	29	0	29
16:00 - 17:00	0	0	0	0	0	0	28	0	5	0	33	0	33
17:00 - 18:00	0	0	0	0	0	0	29	0	3	0	32	2	32
GRAND TOTAL	0	0	0	0	0	0	217	0	39	0	256	3	256

Traffic Count Summary

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

Powerline Rd - Traffic Summary

East Approach Totals							West Approach Totals						
Hour	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						Total
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	15	0	0	15	0	0	28	8	1	37	0	52
08:00 - 09:00	6	33	0	0	39	0	0	37	13	0	50	0	89
BREAK													
11:00 - 12:00	5	36	0	0	41	0	0	40	19	0	59	0	100
12:00 - 13:00	1	40	0	0	41	0	0	41	38	3	82	0	123
13:00 - 14:00	1	48	0	0	49	0	0	43	26	0	69	0	118
BREAK													
15:00 - 16:00	9	45	0	0	54	0	0	51	33	1	85	0	139
16:00 - 17:00	8	52	0	0	60	0	0	60	36	0	96	0	156
17:00 - 18:00	6	55	0	0	61	0	0	44	43	1	88	0	149
GRAND TOTAL	36	324	0	0	360	0	0	344	216	6	566	0	926

[illegible]

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

South Approach - Coulbeck Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
11:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
11:30	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0
12:00	10	0	1	0	11	0	0	0	0	0	0	2	0	2	0	0
12:15	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
12:30	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
12:45	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
13:00	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0
13:15	5	0	4	0	9	0	0	0	0	0	0	1	0	1	0	0
13:30	5	0	0	0	5	0	0	1	0	1	0	0	0	0	0	1
13:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	65	0	8	0	73	0	0	1	0	1	0	0	3	0	3	1

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

South Approach - Coulbeck Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	12	0	1	0	13	0	0	0	0	0	0	0	0	0	0	0
15:15	4	0	2	0	6	0	0	1	0	1	0	0	0	0	0	0
15:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
15:45	4	0	1	0	5	1	0	0	0	1	0	0	0	0	0	0
16:00	7	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0
16:15	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
16:30	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0
16:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
17:00	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
17:30	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0
17:45	13	0	1	0	14	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	80	0	12	0	92	1	0	1	0	2	0	0	0	0	0	2
GRAND TOTAL	216	0	34	0	250	1	0	2	0	3	0	0	3	0	3	3

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

East Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
07:30	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:45	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0
08:15	1	8	0	0	9	2	0	0	0	2	0	0	0	0	0	0
08:30	1	4	0	0	5	0	1	0	0	1	0	0	0	0	0	0
08:45	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	4	46	0	0	50	2	2	0	0	4	0	0	0	0	0	0

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

East Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	2	7	0	0	9	0	0	0	0	0	0	1	0	0	1	0
11:15	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0
11:30	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0
11:45	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0
12:00	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0
12:15	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
12:30	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
12:45	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0
13:00	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0
13:15	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0
13:30	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0
13:45	0	14	0	0	14	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	7	120	0	0	127	0	3	0	0	3	0	1	0	0	1	0

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

East Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
15:15	4	16	0	0	20	0	0	0	0	0	0	0	0	0	0	0
15:30	1	4	0	0	5	0	1	0	0	1	0	0	0	0	0	0
15:45	4	15	0	0	19	0	0	0	0	0	0	0	0	0	0	0
16:00	4	12	0	0	16	0	0	0	0	0	0	0	0	0	0	0
16:15	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
16:30	2	19	0	0	21	0	0	0	0	0	0	0	0	0	0	0
16:45	2	12	0	0	14	0	0	0	0	0	0	0	0	0	0	0
17:00	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0
17:15	3	11	0	0	14	0	0	0	0	0	0	0	0	0	0	0
17:30	2	12	0	0	14	0	0	0	0	0	0	2	0	0	2	0
17:45	1	14	0	0	15	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	23	149	0	0	172	0	1	0	0	1	0	2	0	0	2	0
GRAND TOTAL	34	315	0	0	349	2	6	0	0	8	0	3	0	0	3	0

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

West Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	0	5	1	0	6	0	1	0	0	1	0	0	0	0	0	0
07:15	0	6	1	1	8	0	0	0	0	0	0	0	0	0	0	0
07:30	0	7	2	0	9	0	0	0	0	0	0	0	0	0	0	0
07:45	0	9	3	0	12	0	0	1	0	1	0	0	0	0	0	0
08:00	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0
08:15	0	7	3	0	10	0	1	0	0	1	0	0	0	0	0	0
08:30	0	8	6	0	14	0	0	0	0	0	0	0	0	0	0	0
08:45	0	14	3	0	17	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	63	20	1	84	0	2	1	0	3	0	0	0	0	0	0

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

West Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	0	1	7	0	8	0	0	0	0	0	0	0	0	0	0	0
11:15	0	15	4	0	19	0	0	0	0	0	0	0	0	0	0	0
11:30	0	10	3	0	13	0	0	0	0	0	0	0	0	0	0	0
11:45	0	12	5	0	17	0	2	0	0	2	0	0	0	0	0	0
12:00	0	11	12	1	24	0	0	0	0	0	0	0	0	0	0	0
12:15	0	11	9	0	20	0	0	0	0	0	0	0	0	0	0	0
12:30	0	8	9	2	19	0	1	0	0	1	0	0	0	0	0	0
12:45	0	10	7	0	17	0	0	0	0	0	0	1	0	1	0	0
13:00	0	7	9	0	16	0	1	0	0	1	0	0	0	0	0	0
13:15	0	9	6	0	15	0	0	0	0	0	0	0	0	0	0	0
13:30	0	10	3	0	13	0	0	0	0	0	0	0	0	0	0	0
13:45	0	15	8	0	23	0	0	0	0	0	0	1	0	0	1	0
SUBTOTAL	0	119	82	3	204	0	4	0	0	4	0	1	1	0	2	0

Traffic Count Data

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Municipality: Brantford
Count Date: Apr 12, 2023

West Approach - Powerline Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	6	7	1	14	0	0	0	0	0	0	0	0	0	0	0
15:15	0	13	6	0	19	0	0	1	0	1	0	1	0	0	1	0
15:30	0	15	6	0	21	0	0	0	0	0	0	0	0	0	0	0
15:45	0	16	13	0	29	0	0	0	0	0	0	0	0	0	0	0
16:00	0	14	8	0	22	0	2	0	0	2	0	0	0	0	0	0
16:15	0	13	6	0	19	0	0	0	0	0	0	2	0	0	2	0
16:30	0	10	14	0	24	0	0	0	0	0	0	0	0	0	0	0
16:45	0	18	8	0	26	0	1	0	0	1	0	0	0	0	0	0
17:00	0	12	12	1	25	0	1	0	0	1	0	0	0	0	0	0
17:15	0	8	8	0	16	0	1	0	0	1	0	1	0	0	1	0
17:30	0	13	13	0	26	0	1	0	0	1	0	0	0	0	0	0
17:45	0	7	10	0	17	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	145	111	2	258	0	6	1	0	7	0	4	0	0	4	0
GRAND TOTAL	0	327	213	6	546	0	12	2	0	14	0	5	1	0	6	0

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 09:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Count Date: Apr 12, 2023

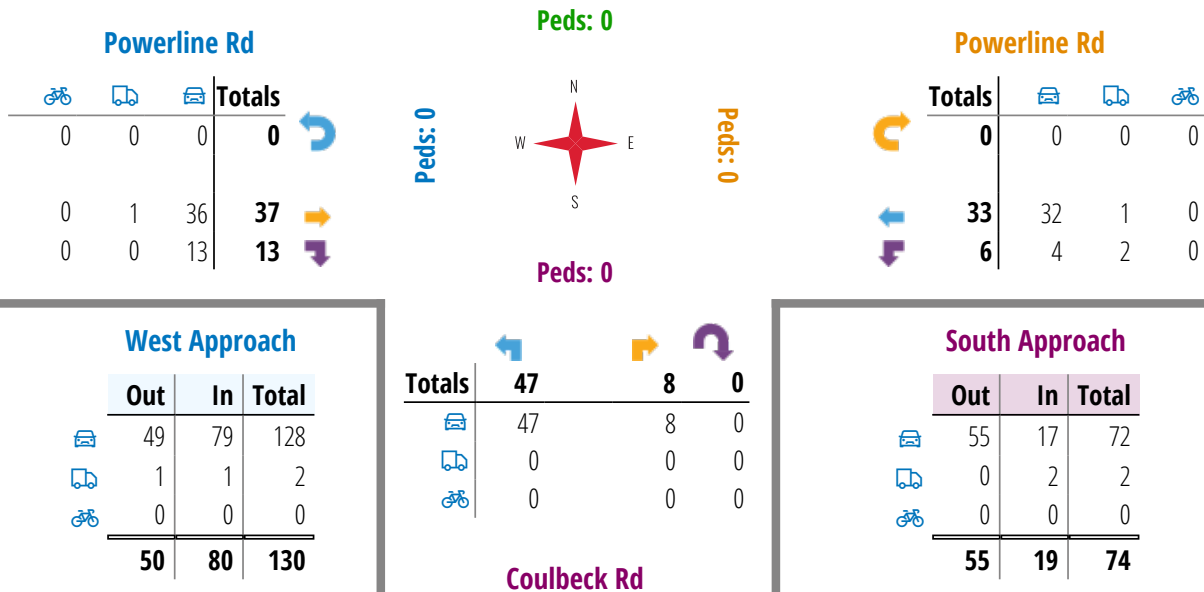
Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Powerline Rd runs E/W

East Approach

	Out	In	Total
	36	44	80
	3	1	4
	0	0	0
	39	45	84



 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Count Date: Apr 12, 2023
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

	North Approach						South Approach Coulbeck Rd						East Approach Powerline Rd						West Approach Powerline Rd						Total Vehicl es									
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total										
08:00					0		10					4	0	0	14	2	5					0	0	7					7	1	0	0	8	29
08:15					0		10					2	0	0	12	3	8					0	0	11					8	3	0	0	11	34
08:30					0		17					1	0	0	18	1	5					0	0	6					8	6	0	0	14	38
08:45					0		10					1	0	0	11	0	15					0	0	15					14	3	0	0	17	43
Grand Total					0	0	47					8	0	0	55	6	33					0	0	39					37	13	0	0	50	144
Approach %					-		85.5					14.5	0	-	15.4	84.6					0	-	74	26	0	-								
Totals %					0		32.6					5.6	0	38.2	4.2	22.9					0	27.1	25.7	9	0	34.7								
PHF					0		0.69					0.5	0	0.76	0.5	0.55					0	0.65	0.66	0.54	0	0.74	0.84							
Cars					0		47					8	0	55	4	32					0	36	36	13	0	49	140							
% Cars					0		100					100	0	100	66.7	97					0	92.3	97.3	100	0	98	97.2							
Trucks					0		0					0	0	0	2	1					0	3	1	0	0	1	4							
% Trucks					0		0					0	0	0	33.3	3					0	7.7	2.7	0	0	2	2.8							
Bicycles					0		0					0	0	0	0	0					0	0	0	0	0	0	0							
% Bicycles					0		0					0	0	0	0	0					0	0	0	0	0	0	0							
Peds					0	-									0	-					0	-					0	-	0					
% Peds					0	-									0	-					0	-					0	-						

Peak Hour Diagram

Specified Period

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

One Hour Peak

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

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Count Date: Apr 12, 2023

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Powerline Rd runs E/W

East Approach

	Out	In	Total
	36	44	80
	2	3	5
	0	2	2
	38	49	87

Powerline Rd

			Totals
0	0	3	3
0	3	42	45
0	0	35	35

Peds: 0



Peds: 0

Peds: 0

Powerline Rd

Totals			
0	0	0	0
37	35	2	0
1	1	0	0

Peds: 0

West Approach

	Out	In	Total
	80	68	148
	3	2	5
	0	0	0
	83	70	153

Totals	30	4	0
	30	2	0
	0	0	0
	0	2	0

Coulbeck Rd

South Approach

	Out	In	Total
	32	36	68
	0	0	0
	2	0	2
	34	36	70

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Count Date: Apr 12, 2023
Period: 11:00 - 14:00

Peak Hour Data (11:45 - 12:45)

	North Approach						South Approach Coulbeck Rd						East Approach Powerline Rd						West Approach Powerline Rd						Total Vehicl es		
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total			
11:45					0		6		1	0	0	7	1	11		0	0	12		14	5	0	0	19	38		
12:00					0		10		3	0	0	13	0	6		0	0	6		11	12	1	0	24	43		
12:15					0		7		0	0	0	7	0	11		0	0	11		11	9	0	0	20	38		
12:30					0		7		0	0	0	7	0	9		0	0	9		9	9	2	0	20	36		
Grand Total					0	0	30		4	0	0	34	1	37		0	0	38		45	35	3	0	83	155		
Approach %					-		88.2		11.8	0		-	2.6	97.4		0		-		54.2	42.2	3.6		-			
Totals %					0		19.4		2.6	0		21.9	0.6	23.9		0		24.5		29	22.6	1.9		53.5			
PHF					0		0.75		0.33	0		0.65	0.25	0.84		0		0.79		0.8	0.73	0.38		0.86	0.9		
Cars					0		30		2	0		32	1	35		0		36		42	35	3		80	148		
% Cars					0		100		50	0		94.1	100	94.6		0		94.7		93.3	100	100		96.4	95.5		
Trucks					0		0		0	0		0	0	2		0		2		3	0	0		3	5		
% Trucks					0		0		0	0		0	0	5.4		0		5.3		6.7	0	0		3.6	3.2		
Bicycles					0		0		2	0		2	0	0		0		0		0	0	0		0	2		
% Bicycles					0		0		50	0		5.9	0	0		0		0		0	0	0		0	1.3		
Peds					0	-					0	-					0	-					0	-			0
% Peds					0	-					0	-					0	-					0	-			

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 15:45:00
To: 16:45:00

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Count Date: Apr 12, 2023

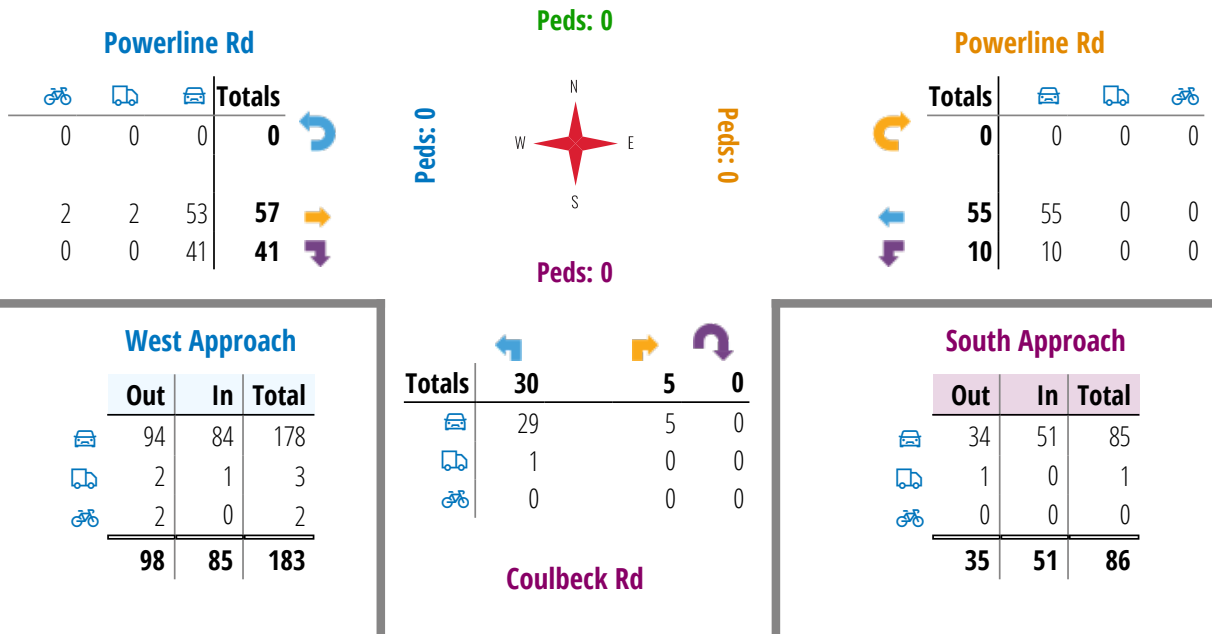
Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Powerline Rd runs E/W

East Approach

	Out	In	Total
	65	58	123
	0	2	2
	0	2	2
	65	62	127



 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Powerline Rd & Coulbeck Rd
Site Code: 2309100002
Count Date: Apr 12, 2023
Period: 15:00 - 18:00

Peak Hour Data (15:45 - 16:45)

	North Approach						South Approach Coulbeck Rd						East Approach Powerline Rd						West Approach Powerline Rd						Total Vehicl es		
Start Time					Peds	Total					Peds	Total					Peds	Total					Peds	Total			
15:45					0		5		1	0	0	6	4	15		0	0	19		16	13	0	0	29	54		
16:00					0		7		2	0	0	9	4	12		0	0	16		16	8	0	0	24	49		
16:15					0		13		0	0	0	13	0	9		0	0	9		15	6	0	0	21	43		
16:30					0		5		2	0	0	7	2	19		0	0	21		10	14	0	0	24	52		
Grand Total					0	0	30		5	0	0	35	10	55		0	0	65		57	41	0	0	98	198		
Approach %					-		85.7		14.3	0		-	15.4	84.6		0		-		58.2	41.8	0		-			
Totals %					0		15.2		2.5	0		17.7	5.1	27.8		0		32.8		28.8	20.7	0		49.5			
PHF					0		0.58		0.63	0		0.67	0.63	0.72		0		0.77		0.89	0.73	0		0.84	0.92		
Cars					0		29		5	0		34	10	55		0		65		53	41	0		94	193		
% Cars					0		96.7		100	0		97.1	100	100		0		100		93	100	0		95.9	97.5		
Trucks					0		1		0	0		1	0	0		0		0		2	0	0		2	3		
% Trucks					0		3.3		0	0		2.9	0	0		0		0		3.5	0	0		2	1.5		
Bicycles					0		0		0	0		0	0	0		0		0		2	0	0		2	2		
% Bicycles					0		0		0	0		0	0	0		0		0		3.5	0	0		2	1		
Peds					0	-					0	-					0	-					0	-			0
% Peds					0	-					0	-					0	-					0	-			

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
08:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
08:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
10:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
11:00	1	4	0	0	1	0	0	0	0	0	0	0	0	6
11:15	1	29	3	0	1	0	0	0	0	0	0	0	0	34
11:30	0	9	3	0	0	1	0	0	0	0	0	0	0	13
11:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
12:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
12:30	0	41	9	0	0	1	0	0	0	0	0	0	0	51
12:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
13:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
13:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
13:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13
13:45	0	47	13	0	0	0	0	0	0	0	0	0	0	60
14:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
14:15	0	15	3	0	0	0	0	0	0	0	1	0	0	19
14:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
14:45	1	10	3	0	0	0	0	0	0	0	0	0	0	14
15:00	1	44	8	0	0	0	0	0	0	0	1	0	0	54
15:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
15:30	0	12	6	0	0	0	0	0	0	0	0	0	0	18
15:45	0	9	3	0	0	0	0	0	0	0	1	0	0	13
16:00	0	15	0	0	0	1	0	0	0	0	1	0	0	17
16:15	0	44	9	0	0	1	0	0	0	0	2	0	0	56
16:30	0	17	4	0	0	1	0	0	0	0	0	0	0	22
16:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
17:00	0	15	2	0	0	0	0	0	0	0	2	0	0	19
17:15	1	15	4	0	0	0	0	0	0	0	0	0	0	20
17:30	1	57	13	0	0	1	0	0	0	0	2	0	0	74
Total	3	296	63	0	2	3	0	0	0	0	5	0	0	372
Percent	0.8%	79.6%	16.9%	0.0%	0.5%	0.8%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	

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12 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
12:15	0	21	3	0	0	0	0	0	0	0	0	0	0	24
12:30	1	17	2	0	0	0	0	0	0	0	0	0	0	20
12:45	0	17	5	0	0	0	0	0	0	0	2	0	0	24
	1	69	13	0	0	0	0	0	0	0	2	0	0	85
13:00	0	19	2	0	1	0	0	0	0	0	0	0	0	22
13:15	0	5	1	0	0	0	0	0	0	0	1	0	0	7
13:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17
13:45	1	19	3	0	0	0	0	0	0	0	0	0	0	23
	1	57	9	0	1	0	0	0	0	0	1	0	0	69
14:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
14:15	1	16	2	0	1	0	0	0	0	0	0	0	0	20
14:30	0	28	4	0	0	0	0	0	0	0	1	0	0	33
14:45	0	21	6	0	0	0	0	0	0	0	0	0	0	27
	1	83	16	0	1	0	0	0	0	0	1	0	0	102
15:00	0	15	6	0	1	0	0	0	0	0	0	0	0	22
15:15	0	15	4	0	0	0	0	1	0	0	0	0	0	20
15:30	0	18	3	0	0	0	0	0	0	0	0	0	0	21
15:45	0	20	3	0	0	0	0	0	0	0	1	0	0	24
	0	68	16	0	1	0	0	1	0	0	1	0	0	87
16:00	1	18	1	0	0	0	0	0	0	0	0	0	0	20
16:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
16:30	0	19	6	0	0	0	0	0	0	0	0	0	0	25
16:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20
	1	66	17	0	0	0	0	0	0	0	0	0	0	84
17:00	0	19	3	0	0	0	0	0	0	0	2	0	0	24
17:15	0	10	5	0	0	0	0	0	0	0	0	0	0	15
17:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
17:45	1	14	5	0	0	0	0	0	0	0	0	0	0	20
	1	53	16	0	0	0	0	0	0	0	2	0	0	72
18:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
18:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
18:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
18:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	31	9	0	0	0	0	0	0	0	0	0	0	40
19:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
19:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
19:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	0	38	4	0	0	0	0	0	0	0	0	0	0	42
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
20:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	28	1	0	0	0	0	0	0	0	0	0	0	29
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	5	513	104	0	3	0	0	1	0	0	7	0	0	633
Percent	0.8%	81.0%	16.4%	0.0%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	1.1%	0.0%	0.0%	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/23	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
08:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
08:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4
09:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
09:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
09:30	0	11	3	0	1	0	0	0	0	0	0	0	0	15
09:45	0	8	1	0	1	0	1	0	0	0	0	0	0	11
10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
10:30	1	8	4	0	1	0	0	0	0	0	0	0	0	14
10:45	1	28	9	0	2	0	1	0	0	0	0	0	0	41
11:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
11:30	0	6	2	0	0	1	0	0	0	0	0	0	0	9
11:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
12:00	0	28	7	0	0	1	0	0	0	0	0	0	0	36
12:15	0	5	3	0	0	0	0	0	1	0	0	0	0	9
12:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
13:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
13:15	0	42	8	0	0	0	0	0	1	0	0	0	0	51
13:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
13:45	1	14	2	0	1	0	0	0	0	0	0	0	0	18
14:00	0	11	2	0	0	1	0	0	0	0	0	0	0	14
14:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
14:30	1	52	8	0	1	1	0	0	0	0	0	0	0	63
14:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
15:00	1	16	3	0	0	0	0	0	0	0	0	0	0	20
15:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
15:30	0	11	4	0	0	1	0	0	0	0	0	0	0	16
15:45	1	52	12	0	0	1	0	0	0	0	0	0	0	66
16:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
16:15	0	13	5	0	0	0	0	0	0	0	0	0	0	18
16:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
16:45	0	12	7	0	0	0	0	0	0	0	0	0	0	19
17:00	0	43	16	0	0	0	0	0	0	0	0	0	0	59
Total	3	283	67	0	4	3	1	0	1	0	0	0	0	362
Percent	0.8%	78.2%	18.5%	0.0%	1.1%	0.8%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	19	3	0	0	0	0	0	0	0	1	0	0	23
12:15	0	17	3	0	0	0	0	0	0	0	0	0	1	21
12:30	0	16	3	0	0	0	0	0	0	0	1	0	0	20
12:45	1	15	2	0	0	0	0	0	0	0	0	0	0	18
13:00	1	67	11	0	0	0	0	0	0	0	2	0	1	82
13:15	0	12	4	0	1	0	0	0	0	0	0	0	0	17
13:30	0	13	1	0	0	0	0	0	0	0	1	0	0	15
13:45	0	11	1	0	0	0	0	0	1	0	0	0	0	13
14:00	1	17	3	0	0	0	0	1	1	0	0	0	0	23
14:15	1	53	9	0	1	0	0	1	2	0	1	0	0	68
14:30	0	10	5	0	0	0	0	0	1	0	0	0	0	16
14:45	0	14	2	0	1	0	0	0	0	0	0	0	0	17
15:00	0	16	3	0	0	0	0	0	1	0	0	0	0	20
15:15	0	25	6	0	0	0	0	0	0	0	0	0	0	31
15:30	0	65	16	0	1	0	0	0	2	0	0	0	0	84
15:45	0	10	4	0	2	0	0	0	0	0	0	0	0	16
16:00	1	16	2	0	0	0	0	0	0	0	0	0	0	19
16:15	0	20	0	0	0	0	0	0	0	0	1	0	0	21
16:30	0	17	9	0	0	0	0	0	0	0	3	0	0	29
16:45	1	63	15	0	2	0	0	0	0	0	4	0	0	85
17:00	0	18	5	0	1	0	0	0	0	0	0	0	0	24
17:15	2	16	5	0	0	0	0	0	0	0	0	0	0	23
17:30	0	17	4	0	0	0	0	0	0	0	0	0	0	21
17:45	0	21	3	0	1	0	0	0	0	0	2	0	0	27
18:00	2	72	17	0	2	0	0	0	0	0	2	0	0	95
18:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
18:30	1	15	2	0	0	0	0	0	0	0	0	0	0	18
18:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26
19:00	0	14	2	0	0	0	0	0	0	0	2	0	0	18
19:15	1	76	9	0	0	0	0	0	0	0	2	0	0	88
19:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
19:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
20:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
20:30	0	38	6	0	0	0	0	0	0	0	0	0	0	44
20:45	0	8	2	0	0	0	0	0	0	0	1	0	0	11
21:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
21:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
21:45	0	41	3	0	0	0	0	0	0	0	1	0	0	45
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
23:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
24:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19
24:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
24:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
25:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
25:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
25:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
25:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	6	530	93	0	6	0	0	1	4	0	12	0	1	653
Percent	0.9%	81.2%	14.2%	0.0%	0.9%	0.0%	0.0%	0.2%	0.6%	0.0%	1.8%	0.0%	0.2%	

Ontario Traffic, Inc.
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/13/23	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
05:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
06:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:30	0	22	3	0	1	0	0	0	0	0	0	0	0	26
06:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
07:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
07:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
07:30	1	8	1	0	1	0	0	0	0	0	0	0	0	11
07:45	1	25	7	0	1	0	0	0	0	0	0	0	0	34
08:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
08:15	0	10	4	0	0	0	0	0	1	0	0	0	0	15
08:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
08:45	1	12	0	0	0	0	0	0	0	0	0	0	0	13
09:00	1	37	9	0	0	0	0	0	1	0	0	0	0	48
09:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
09:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
09:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
10:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:15	0	50	8	0	0	0	0	0	0	0	0	0	0	58
10:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7
11:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:15	1	8	2	0	0	0	0	0	0	0	0	0	0	11
11:30	1	30	3	0	1	0	0	0	0	0	0	0	0	35
11:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
12:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
12:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:30	0	13	1	0	1	0	0	0	0	0	0	0	0	15
12:45	0	51	6	0	1	0	0	0	0	0	0	0	0	58
13:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
13:15	0	14	2	0	0	0	0	0	0	0	0	0	1	17
13:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
13:45	0	15	4	0	0	0	0	0	0	0	0	0	0	19
Total	0	58	14	0	0	0	0	0	0	0	0	0	1	73
Percent	3	292	55	0	4	0	0	0	1	0	0	0	1	356
	0.8%	82.0%	15.4%	0.0%	1.1%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	18	2	0	0	0	0	0	0	0	0	0	0	21
12:15	0	11	6	0	0	0	0	0	0	0	0	0	0	17
12:30	0	14	3	0	0	0	0	1	0	0	1	0	0	19
12:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
13:00	1	56	14	0	0	0	0	1	0	0	1	0	0	73
13:15	1	17	2	0	1	0	0	0	0	0	0	0	0	21
13:30	0	9	5	0	0	0	0	0	0	0	1	0	0	15
13:45	0	13	5	0	0	0	0	0	0	0	0	0	0	18
14:00	0	9	4	0	0	0	0	0	0	0	0	1	0	14
14:15	1	48	16	0	1	0	0	0	0	0	1	1	0	68
14:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
14:45	0	19	8	0	0	0	0	0	0	0	0	0	0	27
15:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
15:15	0	11	6	0	0	0	0	0	0	0	0	0	0	17
15:30	0	54	22	0	0	0	0	0	0	0	0	0	0	76
15:45	0	17	3	0	0	0	0	0	0	0	2	0	0	22
16:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
16:15	0	17	4	0	0	0	0	0	0	0	0	0	0	21
16:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19
16:45	0	71	13	0	0	0	0	0	0	0	2	0	0	86
17:00	0	19	5	0	0	0	0	0	0	0	2	0	0	26
17:15	1	22	1	0	0	0	0	0	0	0	1	0	0	25
17:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16
17:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20
18:00	1	69	14	0	0	0	0	0	0	0	3	0	0	87
18:15	0	8	3	0	0	0	0	0	0	0	1	0	0	12
18:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11
18:45	0	6	3	0	0	0	0	0	0	0	2	0	0	11
19:00	1	10	1	0	0	0	0	0	0	0	0	0	0	12
19:15	1	31	11	0	0	0	0	0	0	0	3	0	0	46
19:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
19:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
20:00	1	14	0	0	0	0	0	0	0	0	0	0	0	15
20:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
20:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
20:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
21:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
24:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
24:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
25:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
25:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
25:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	428	111	0	1	0	0	1	0	0	10	1	0	557
Percent	0.9%	76.8%	19.9%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	1.8%	0.2%	0.0%	
Grand Total	25	2342	493	0	20	6	1	3	6	0	34	1	2	2933
Percent	0.9%	79.8%	16.8%	0.0%	0.7%	0.2%	0.0%	0.1%	0.2%	0.0%	1.2%	0.0%	0.1%	

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:30	0	23	4	0	0	0	0	0	0	0	0	0	0	27
06:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
07:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
07:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
07:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
07:45	0	47	9	0	0	0	0	0	0	0	0	0	0	56
08:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
08:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8
08:30	0	23	5	0	1	0	0	0	0	0	0	0	0	29
08:45	0	14	3	0	0	0	0	0	0	0	1	0	0	18
09:00	0	53	17	0	1	0	0	0	0	0	1	0	0	72
09:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19
09:30	1	11	0	0	0	0	0	0	0	0	0	0	0	12
09:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
10:00	0	18	1	0	0	0	0	0	1	0	2	0	0	22
10:15	1	57	5	0	0	0	0	0	1	0	2	0	0	66
10:30	0	12	1	0	0	1	0	0	0	0	1	0	0	15
10:45	0	13	5	0	0	0	0	0	0	0	0	0	0	18
11:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
11:15	0	11	5	0	0	0	0	0	0	0	0	0	0	16
11:30	0	48	16	0	0	1	0	0	0	0	1	0	0	66
11:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
12:15	0	13	0	0	0	0	1	0	1	0	0	0	0	15
12:30	0	16	2	0	0	0	0	0	1	0	0	0	0	19
12:45	0	48	8	0	0	0	1	0	2	0	0	0	0	59
13:00	1	8	3	0	0	0	0	0	0	0	0	0	0	12
13:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
13:30	0	8	2	0	1	0	0	0	0	0	1	0	0	12
13:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Total	1	43	7	0	1	0	0	0	0	0	1	0	0	53
Percent	2	335	70	0	2	1	1	0	3	0	5	0	0	419
	0.5%	80.0%	16.7%	0.0%	0.5%	0.2%	0.2%	0.0%	0.7%	0.0%	1.2%	0.0%	0.0%	

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
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 Date End: 13-Apr-23

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
12:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	0	39	7	0	0	0	0	0	0	0	0	0	0	46
13:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25
13:15	1	16	2	0	0	0	0	0	0	0	0	0	0	19
13:30	0	14	3	0	0	0	0	1	0	0	0	0	0	18
13:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	1	70	9	0	0	0	0	1	0	0	0	0	0	81
14:00	0	18	4	0	1	0	0	0	0	0	0	0	0	23
14:15	0	14	1	0	0	0	0	0	0	0	2	0	0	17
14:30	0	7	7	0	1	0	0	0	0	0	0	0	0	15
14:45	0	11	3	0	0	0	1	0	0	0	0	0	0	15
	0	50	15	0	2	0	1	0	0	0	2	0	0	70
15:00	1	9	6	0	0	0	0	0	0	0	0	0	0	16
15:15	0	14	2	0	0	0	0	0	0	0	1	0	0	17
15:30	0	13	3	0	0	0	0	0	1	0	1	0	0	18
15:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	1	55	13	0	0	0	0	0	1	0	2	0	0	72
16:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
16:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
16:30	0	17	4	0	0	0	0	0	0	0	1	0	0	22
16:45	0	17	2	0	0	0	0	1	0	0	0	0	0	20
	0	60	14	0	0	0	0	1	0	0	1	0	0	76
17:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
17:15	0	22	2	0	0	0	0	0	0	0	0	0	0	24
17:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
17:45	1	9	0	0	0	0	0	0	0	0	1	0	0	11
	1	61	4	0	0	0	0	0	0	0	1	0	0	67
18:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
18:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
18:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
18:45	0	6	2	0	0	0	1	0	0	0	0	0	0	9
	1	31	8	0	0	0	1	0	0	0	0	0	0	41
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
19:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
19:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	27	4	0	0	0	0	0	0	0	0	0	0	31
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
20:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	0	18	2	0	0	0	0	0	0	0	0	0	0	20
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	423	78	0	2	0	2	2	1	0	6	0	0	518
Percent	0.8%	81.7%	15.1%	0.0%	0.4%	0.0%	0.4%	0.4%	0.2%	0.0%	1.2%	0.0%	0.0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
05:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
05:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
06:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29
06:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
06:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5
07:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
07:15	0	16	4	0	0	0	0	0	0	0	0	0	0	20
07:30	0	34	6	0	1	0	0	0	0	0	0	0	0	41
07:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
08:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
08:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
08:30	0	9	2	0	0	0	0	0	0	0	1	0	0	12
08:45	0	30	10	0	0	0	0	0	0	0	1	0	0	41
09:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
09:15	0	17	0	0	0	1	0	0	0	0	0	0	0	18
09:30	0	17	3	0	1	0	0	0	0	0	0	0	0	21
09:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24
10:00	0	70	9	0	1	1	0	0	0	0	0	0	0	81
10:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
10:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
10:45	0	6	5	0	0	0	0	0	0	0	0	0	0	11
11:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
11:15	0	47	14	0	0	0	0	0	0	0	0	0	0	61
11:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:45	1	9	2	0	0	0	0	0	0	0	0	0	0	12
12:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
12:15	0	15	3	0	0	0	0	0	0	0	1	0	0	19
12:30	1	47	7	0	0	0	0	0	0	0	1	0	0	56
12:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
13:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
13:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
13:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
13:45	0	45	10	0	0	0	0	0	0	0	0	0	0	55
Total	1	316	64	0	2	1	0	0	0	0	2	0	0	386
Percent	0.3%	81.9%	16.6%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	

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12 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
12:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
12:45	0	12	4	0	0	0	0	0	0	0	0	0	1	17
	0	60	7	0	0	0	0	0	0	0	0	0	1	68
13:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
13:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
13:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
13:45	0	18	2	0	0	0	0	0	0	0	0	0	0	20
	0	60	11	0	0	0	0	0	0	0	0	0	0	71
14:00	0	18	3	0	0	0	0	0	1	0	0	0	0	22
14:15	0	16	2	0	0	0	0	0	1	0	0	0	0	19
14:30	1	5	4	0	1	0	0	0	0	0	0	0	0	11
14:45	0	13	0	0	1	0	0	0	0	0	0	0	0	14
	1	52	9	0	2	0	0	0	2	0	0	0	0	66
15:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
15:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
15:30	0	7	2	0	0	0	0	0	0	0	1	0	0	10
15:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
	0	60	9	0	0	0	0	0	0	0	1	0	0	70
16:00	0	17	3	0	0	0	0	0	1	0	0	0	0	21
16:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
16:30	1	21	3	0	0	0	0	0	0	0	1	0	0	26
16:45	0	22	2	0	0	0	0	0	0	0	0	0	0	24
	1	79	10	0	0	0	0	0	1	0	1	0	0	92
17:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
17:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
17:30	2	20	2	0	0	0	0	0	0	0	0	0	0	24
17:45	0	19	4	0	0	0	0	0	0	0	0	0	0	23
	2	65	10	0	0	0	0	0	0	0	0	0	0	77
18:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
18:15	1	16	2	0	0	0	0	0	0	0	0	0	0	19
18:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
18:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	1	41	5	0	0	0	0	0	0	0	0	0	0	47
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
19:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	24	2	0	0	0	0	0	0	0	0	0	0	26
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	14	1	0	0	0	0	0	0	0	0	0	0	15
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	476	68	0	2	0	0	0	3	0	2	0	1	557
Percent	0.9%	85.5%	12.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.5%	0.0%	0.4%	0.0%	0.2%	

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/13/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
05:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
05:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
06:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
06:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
06:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
07:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
07:15	0	38	2	0	0	0	0	0	0	0	0	0	0	40
07:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
07:45	0	12	7	0	0	0	0	0	0	0	0	0	0	19
08:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
08:15	0	17	2	0	0	0	0	0	1	0	0	0	0	20
08:30	0	61	17	0	1	0	0	0	1	0	0	0	0	80
08:45	1	9	7	0	0	1	0	0	0	0	1	0	0	19
09:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
09:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
09:30	0	19	0	0	0	0	0	0	0	0	1	0	0	20
09:45	1	53	12	0	0	1	0	0	0	0	2	0	0	69
10:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
10:15	0	20	1	0	0	0	0	0	0	0	2	0	1	24
10:30	0	10	1	0	0	0	0	0	1	0	0	0	0	12
10:45	1	6	3	0	0	0	0	0	0	0	0	0	0	10
11:00	1	51	8	0	0	0	0	0	1	0	2	0	1	64
11:15	0	5	0	0	0	0	0	0	1	0	0	0	0	6
11:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
12:15	0	30	4	0	0	0	0	0	1	0	0	0	0	35
12:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
12:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16
13:00	1	10	3	0	0	0	0	0	0	0	0	0	0	14
13:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19
13:30	1	57	8	0	0	0	0	0	0	0	0	0	0	66
Total	3	329	63	0	1	1	0	0	3	0	4	0	1	405
Percent	0.7%	81.2%	15.6%	0.0%	0.2%	0.2%	0.0%	0.0%	0.7%	0.0%	1.0%	0.0%	0.2%	

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 Powerline Rd between Coulbeck Rd & Brant
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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	11	5	0	0	0	0	0	0	0	0	0	0	16
12:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:30	0	10	2	0	0	0	0	0	0	0	1	0	1	14
12:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	0	44	12	0	0	0	0	0	0	0	1	0	1	58
13:00	0	4	1	0	0	0	0	1	0	0	0	0	0	6
13:15	0	9	3	0	1	0	0	0	0	0	0	0	0	13
13:30	1	12	2	0	0	0	0	0	0	0	0	0	0	15
13:45	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	1	34	11	0	1	0	0	1	0	0	0	0	0	48
14:00	0	16	2	0	0	0	0	0	0	0	0	0	1	19
14:15	0	18	1	0	0	0	0	0	1	0	0	0	0	20
14:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
14:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	0	60	7	0	0	0	0	0	1	0	0	0	1	69
15:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
15:15	0	12	4	0	1	0	0	0	0	0	0	0	0	17
15:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
15:45	1	17	4	0	0	0	0	0	0	0	0	0	0	22
	1	54	13	0	1	0	0	0	0	0	0	0	0	69
16:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
16:15	0	22	3	0	0	0	0	0	0	0	1	0	0	26
16:30	0	12	6	0	0	0	0	0	0	0	0	0	0	18
16:45	0	10	2	0	0	0	0	2	0	0	0	0	0	14
	0	57	13	0	0	0	0	2	0	0	1	0	0	73
17:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
17:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
17:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
17:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	0	41	11	0	0	0	0	0	0	0	0	0	0	52
18:00	1	9	3	0	0	0	0	0	0	0	0	0	0	13
18:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
18:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
18:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	1	35	12	0	0	0	0	0	0	0	0	0	0	48
19:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
19:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
19:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	0	18	5	0	0	0	0	0	0	0	0	0	0	23
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	0	12	2	0	0	0	0	0	0	0	0	0	0	14
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Total	3	373	88	0	2	0	0	3	1	0	2	0	2	474
Percent	0.6%	78.7%	18.6%	0.0%	0.4%	0.0%	0.0%	0.6%	0.2%	0.0%	0.4%	0.0%	0.4%	
Grand Total	18	2252	431	0	11	3	3	5	11	0	21	0	4	2759
Percent	0.7%	81.6%	15.6%	0.0%	0.4%	0.1%	0.1%	0.2%	0.4%	0.0%	0.8%	0.0%	0.1%	

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 Powerline Rd between Coulbeck Rd & Brant
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EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/23	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
04:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:30	0	16	8	0	0	0	0	0	0	0	0	0	0	24
05:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
06:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
06:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
06:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
06:45	0	39	7	0	1	0	0	0	0	0	0	0	0	47
07:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
07:15	0	15	3	0	0	0	0	0	0	0	0	0	0	18
07:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27
07:45	1	14	2	0	1	0	0	0	0	0	0	0	0	18
08:00	1	76	12	0	1	0	0	0	0	0	0	0	0	90
08:15	0	21	8	0	0	1	0	0	0	0	0	0	0	30
08:30	0	11	5	0	0	0	0	0	0	0	0	0	0	16
08:45	0	35	7	0	1	0	0	0	0	0	0	0	0	43
09:00	0	27	6	0	0	0	0	0	0	0	1	0	0	34
09:15	0	94	26	0	1	1	0	0	0	0	1	0	0	123
09:30	0	24	5	0	0	0	0	0	0	0	0	0	0	29
09:45	1	31	6	0	0	0	0	0	0	0	0	0	0	38
10:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
10:15	0	27	5	0	0	0	0	0	1	0	2	0	0	35
10:30	1	104	18	0	0	0	0	0	1	0	2	0	0	126
10:45	0	23	3	0	0	1	0	0	0	0	1	0	0	28
11:00	0	28	8	0	0	0	0	0	0	0	1	0	0	37
11:15	0	20	5	0	0	0	0	0	0	0	0	0	0	25
11:30	1	21	8	0	0	0	0	0	0	0	0	0	0	30
11:45	1	92	24	0	0	1	0	0	0	0	2	0	0	120
12:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18
12:15	0	21	12	0	0	0	0	0	0	0	0	0	0	33
12:30	0	22	3	0	0	0	1	0	1	0	1	0	0	28
12:45	0	31	2	0	0	1	0	0	1	0	1	0	0	36
13:00	0	92	17	0	0	1	1	0	2	0	2	0	0	115
13:15	1	25	7	0	0	1	0	0	0	0	0	0	0	34
13:30	0	19	4	0	0	0	0	0	0	0	0	0	0	23
13:45	0	23	4	0	1	0	0	0	0	0	3	0	0	31
14:00	1	33	5	0	0	0	0	0	0	0	0	0	0	39
Total	2	100	20	0	1	1	0	0	0	0	3	0	0	127
Percent	0.6%	79.8%	16.8%	0.0%	0.5%	0.5%	0.1%	0.0%	0.4%	0.0%	1.3%	0.0%	0.0%	791

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	20	5	0	0	0	0	0	0	0	0	0	0	25
12:15	0	31	3	0	0	0	0	0	0	0	0	0	0	34
12:30	1	29	4	0	0	0	0	0	0	0	0	0	0	34
12:45	0	28	8	0	0	0	0	0	0	0	2	0	0	38
13:00	1	108	20	0	0	0	0	0	0	0	2	0	0	131
13:15	0	41	5	0	1	0	0	0	0	0	0	0	0	47
13:30	1	21	3	0	0	0	0	0	0	0	1	0	0	26
13:45	0	28	6	0	0	0	0	1	0	0	0	0	0	35
14:00	1	37	4	0	0	0	0	0	0	0	0	0	0	42
14:15	2	127	18	0	1	0	0	1	0	0	1	0	0	150
14:30	0	36	8	0	1	0	0	0	0	0	0	0	0	45
14:45	1	30	3	0	1	0	0	0	0	0	2	0	0	37
15:00	0	35	11	0	1	0	0	0	0	0	1	0	0	48
15:15	0	32	9	0	0	0	1	0	0	0	0	0	0	42
15:30	1	133	31	0	3	0	1	0	0	0	3	0	0	172
15:45	1	24	12	0	1	0	0	0	0	0	0	0	0	38
16:00	0	29	6	0	0	0	0	1	0	0	1	0	0	37
16:15	0	31	6	0	0	0	0	0	1	0	1	0	0	39
16:30	0	39	5	0	0	0	0	0	0	0	1	0	0	45
16:45	1	123	29	0	1	0	0	1	1	0	3	0	0	159
17:00	1	29	5	0	0	0	0	0	0	0	0	0	0	35
17:15	0	30	8	0	0	0	0	0	0	0	0	0	0	38
17:30	0	36	10	0	0	0	0	0	0	0	1	0	0	47
17:45	0	31	8	0	0	0	0	1	0	0	0	0	0	40
18:00	1	126	31	0	0	0	0	1	0	0	1	0	0	160
18:15	0	33	4	0	0	0	0	0	0	0	2	0	0	39
18:30	0	32	7	0	0	0	0	0	0	0	0	0	0	39
18:45	0	26	4	0	0	0	0	0	0	0	0	0	0	30
19:00	2	23	5	0	0	0	0	0	0	0	1	0	0	31
19:15	2	114	20	0	0	0	0	0	0	0	3	0	0	139
19:30	0	24	7	0	0	0	0	0	0	0	0	0	0	31
19:45	0	15	6	0	0	0	0	0	0	0	0	0	0	21
20:00	1	14	2	0	0	0	0	0	0	0	0	0	0	17
20:15	0	9	2	0	0	0	1	0	0	0	0	0	0	12
20:30	1	62	17	0	0	0	1	0	0	0	0	0	0	81
20:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
21:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
21:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
21:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
21:45	0	65	8	0	0	0	0	0	0	0	0	0	0	73
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
22:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	46	3	0	0	0	0	0	0	0	0	0	0	49
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
24:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
24:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
24:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
25:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
25:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
25:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
25:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Total	9	936	182	0	5	0	2	3	1	0	13	0	0	1151
Percent	0.8%	81.3%	15.8%	0.0%	0.4%	0.0%	0.2%	0.3%	0.1%	0.0%	1.1%	0.0%	0.0%	

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/23	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	18	5	0	0	0	0	0	0	0	0	0	0	23
05:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
05:45	0	8	2	0	1	0	0	0	0	0	0	0	0	11
06:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
06:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13
06:30	0	36	7	0	1	0	0	0	0	0	0	0	0	44
06:45	0	15	3	0	1	0	1	0	0	0	0	0	0	20
07:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
07:15	0	14	4	0	0	0	0	0	0	0	0	0	0	18
07:30	1	24	8	0	1	0	0	0	0	0	0	0	0	34
07:45	1	62	15	0	3	0	1	0	0	0	0	0	0	82
08:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
08:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
08:30	0	13	5	0	0	1	0	0	0	0	0	0	0	19
08:45	0	21	2	0	0	0	0	0	0	0	1	0	0	24
09:00	0	58	17	0	0	1	0	0	0	0	1	0	0	77
09:15	0	21	5	0	0	0	0	0	1	0	0	0	0	27
09:30	0	27	1	0	0	1	0	0	0	0	0	0	0	29
09:45	0	29	4	0	1	0	0	0	0	0	0	0	0	34
10:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
10:15	0	112	17	0	1	1	0	0	1	0	0	0	0	132
10:30	0	27	5	0	0	0	0	0	0	0	0	0	0	32
10:45	1	30	6	0	1	0	0	0	0	0	0	0	0	38
11:00	0	17	7	0	0	1	0	0	0	0	0	0	0	25
11:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29
11:30	1	99	22	0	1	1	0	0	0	0	0	0	0	124
11:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26
12:00	2	25	5	0	0	0	0	0	0	0	0	0	0	32
12:15	0	24	5	0	0	0	0	0	0	0	0	0	0	29
12:30	0	26	7	0	0	1	0	0	0	0	1	0	0	35
12:45	2	99	19	0	0	1	0	0	0	0	1	0	0	122
13:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
13:15	0	21	7	0	0	0	0	0	0	0	0	0	0	28
13:30	0	21	6	0	0	0	0	0	0	0	0	0	0	27
13:45	0	29	9	0	0	0	0	0	0	0	0	0	0	38
Total	0	88	26	0	0	0	0	0	0	0	0	0	0	114
Percent	4	599	131	0	6	4	1	0	1	0	2	0	0	748
	0.5%	80.1%	17.5%	0.0%	0.8%	0.5%	0.1%	0.0%	0.1%	0.0%	0.3%	0.0%	0.0%	

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	34	6	0	0	0	0	0	0	0	1	0	0	41
12:15	0	33	3	0	0	0	0	0	0	0	0	0	1	37
12:30	0	33	3	0	0	0	0	0	0	0	1	0	0	37
12:45	1	27	6	0	0	0	0	0	0	0	0	0	1	35
	1	127	18	0	0	0	0	0	0	0	2	0	2	150
13:00	0	31	6	0	1	0	0	0	0	0	0	0	0	38
13:15	0	26	4	0	0	0	0	0	0	0	1	0	0	31
13:30	0	21	5	0	0	0	0	0	1	0	0	0	0	27
13:45	1	35	5	0	0	0	0	1	1	0	0	0	0	43
	1	113	20	0	1	0	0	1	2	0	1	0	0	139
14:00	0	28	8	0	0	0	0	0	2	0	0	0	0	38
14:15	0	30	4	0	1	0	0	0	1	0	0	0	0	36
14:30	1	21	7	0	1	0	0	0	1	0	0	0	0	31
14:45	0	38	6	0	1	0	0	0	0	0	0	0	0	45
	1	117	25	0	3	0	0	0	4	0	0	0	0	150
15:00	0	28	8	0	2	0	0	0	0	0	0	0	0	38
15:15	1	33	5	0	0	0	0	0	0	0	0	0	0	39
15:30	0	27	2	0	0	0	0	0	0	0	2	0	0	31
15:45	0	35	9	0	0	0	0	0	0	0	3	0	0	47
	1	123	24	0	2	0	0	0	0	0	5	0	0	155
16:00	0	35	8	0	1	0	0	0	1	0	0	0	0	45
16:15	2	35	7	0	0	0	0	0	0	0	0	0	0	44
16:30	1	38	7	0	0	0	0	0	0	0	1	0	0	47
16:45	0	43	5	0	1	0	0	0	0	0	2	0	0	51
	3	151	27	0	2	0	0	0	1	0	3	0	0	187
17:00	0	38	5	0	0	0	0	0	0	0	0	0	0	43
17:15	1	26	4	0	0	0	0	0	0	0	0	0	0	31
17:30	2	44	4	0	0	0	0	0	0	0	0	0	0	50
17:45	0	33	6	0	0	0	0	0	0	0	2	0	0	41
	3	141	19	0	0	0	0	0	0	0	2	0	0	165
18:00	0	23	1	0	0	0	0	0	0	0	0	0	0	24
18:15	1	23	5	0	0	0	0	0	0	0	0	0	0	29
18:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
18:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	1	79	11	0	0	0	0	0	0	0	0	0	0	91
19:00	0	14	3	0	0	0	0	0	0	0	1	0	0	18
19:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16
19:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18
19:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19
	0	65	5	0	0	0	0	0	0	0	1	0	0	71
20:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
20:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
20:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	0	37	5	0	0	0	0	0	0	0	0	0	0	42
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
21:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	17	3	0	0	0	0	0	0	0	0	0	0	20
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Total	11	1006	161	0	8	0	0	1	7	0	14	0	2	1210
Percent	0.9%	83.1%	13.3%	0.0%	0.7%	0.0%	0.0%	0.1%	0.6%	0.0%	1.2%	0.0%	0.2%	

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/13/23	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	3	3	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
05:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
05:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13
05:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
06:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
06:15	0	45	10	0	1	0	0	0	0	0	0	0	0	56
06:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
06:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19
07:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
07:15	1	13	2	0	1	0	0	0	0	0	0	0	0	17
07:30	1	63	9	0	1	0	0	0	0	0	0	0	0	74
07:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
08:00	0	22	11	0	0	0	0	0	1	0	0	0	0	34
08:15	0	28	7	0	1	0	0	0	0	0	0	0	0	36
08:30	1	29	2	0	0	0	0	0	1	0	0	0	0	33
08:45	1	98	26	0	1	0	0	0	2	0	0	0	0	128
09:00	1	21	11	0	0	1	0	0	0	0	1	0	0	35
09:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31
09:30	0	28	5	0	0	0	0	0	0	0	0	0	0	33
09:45	0	26	1	0	0	0	0	0	0	0	1	0	0	28
10:00	1	103	20	0	0	1	0	0	0	0	2	0	0	127
10:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
10:30	0	26	1	0	1	0	0	0	0	0	2	0	1	31
10:45	0	18	2	0	0	0	0	0	1	0	0	0	0	21
11:00	2	14	5	0	0	0	0	0	0	0	0	0	0	21
11:15	2	81	11	0	1	0	0	0	1	0	2	0	1	99
11:30	0	20	2	0	0	0	0	0	1	0	0	0	0	23
11:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26
12:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
12:15	0	21	2	0	1	0	0	0	0	0	0	0	0	24
12:30	0	81	10	0	1	0	0	0	1	0	0	0	0	93
12:45	0	29	7	0	0	0	0	0	0	0	0	0	0	36
13:00	0	29	3	0	0	0	0	0	0	0	0	0	1	33
13:15	1	25	6	0	0	0	0	0	0	0	0	0	0	32
13:30	0	32	6	0	0	0	0	0	0	0	0	0	0	38
13:45	1	115	22	0	0	0	0	0	0	0	0	0	1	139
Total	6	621	118	0	5	1	0	0	4	0	4	0	2	761
Percent	0.8%	81.6%	15.5%	0.0%	0.7%	0.1%	0.0%	0.0%	0.5%	0.0%	0.5%	0.0%	0.3%	

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	29	7	0	0	0	0	0	0	0	0	0	0	37
12:15	0	25	7	0	0	0	0	0	0	0	0	0	0	32
12:30	0	24	5	0	0	0	0	1	0	0	2	0	1	33
12:45	0	22	7	0	0	0	0	0	0	0	0	0	0	29
13:00	1	100	26	0	0	0	0	1	0	0	2	0	1	131
13:15	1	21	3	0	1	0	0	1	0	0	0	0	0	27
13:30	0	18	8	0	1	0	0	0	0	0	1	0	0	28
13:45	1	25	7	0	0	0	0	0	0	0	0	0	0	33
14:00	0	18	9	0	0	0	0	0	0	0	0	1	0	28
14:15	2	82	27	0	2	0	0	1	0	0	1	1	0	116
14:30	0	31	5	0	0	0	0	0	0	0	0	0	1	37
14:45	0	37	9	0	0	0	0	0	1	0	0	0	0	47
15:00	0	21	6	0	0	0	0	0	0	0	0	0	0	27
15:15	0	25	9	0	0	0	0	0	0	0	0	0	0	34
15:30	0	114	29	0	0	0	0	0	1	0	0	0	1	145
15:45	0	32	6	0	0	0	0	0	0	0	2	0	0	40
16:00	0	31	9	0	1	0	0	0	0	0	0	0	0	41
16:15	0	27	6	0	0	0	0	0	0	0	0	0	0	33
16:30	1	35	5	0	0	0	0	0	0	0	0	0	0	41
16:45	1	125	26	0	1	0	0	0	0	0	2	0	0	155
17:00	0	32	7	0	0	0	0	0	0	0	2	0	0	41
17:15	1	44	4	0	0	0	0	0	0	0	2	0	0	51
17:30	0	26	8	0	0	0	0	0	0	0	0	0	0	34
17:45	0	24	8	0	0	0	0	2	0	0	0	0	0	34
18:00	1	126	27	0	0	0	0	2	0	0	4	0	0	160
18:15	0	16	6	0	0	0	0	0	0	0	1	0	0	23
18:30	0	19	9	0	0	0	0	0	0	0	0	0	0	28
18:45	0	18	4	0	0	0	0	0	0	0	2	0	0	24
19:00	1	19	3	0	0	0	0	0	0	0	0	0	0	23
19:15	1	72	22	0	0	0	0	0	0	0	3	0	0	98
19:30	1	21	5	0	0	0	0	0	0	0	0	0	0	27
19:45	0	18	5	0	0	0	0	0	0	0	0	0	0	23
20:00	1	22	2	0	0	0	0	0	0	0	0	0	0	25
20:15	0	13	6	0	0	0	0	0	0	0	0	0	0	19
20:30	2	74	18	0	0	0	0	0	0	0	0	0	0	94
20:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
21:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
21:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
21:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
21:45	0	35	12	0	0	0	0	0	0	0	0	0	0	47
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
22:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
23:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
24:15	0	26	3	0	0	0	0	0	0	0	0	0	0	29
24:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
24:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
25:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
25:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
25:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
25:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
26:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
26:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
26:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Total	8	801	199	0	3	0	0	4	1	0	12	1	2	1031
Percent	0.8%	77.7%	19.3%	0.0%	0.3%	0.0%	0.0%	0.4%	0.1%	0.0%	1.2%	0.1%	0.2%	
Grand Total	43	4594	924	0	31	9	4	8	17	0	55	1	6	5692
Percent	0.8%	80.7%	16.2%	0.0%	0.5%	0.2%	0.1%	0.1%	0.3%	0.0%	1.0%	0.0%	0.1%	

Ontario Traffic, Inc.
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/23	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
05:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
06:00	1	29	3	0	1	0	0	0	0	0	0	0	0	34
07:00	0	41	9	0	0	1	0	0	0	0	0	0	0	51
08:00	0	47	13	0	0	0	0	0	0	0	0	0	0	60
09:00	1	44	8	0	0	0	0	0	0	0	1	0	0	54
10:00	0	44	9	0	0	1	0	0	0	0	2	0	0	56
11:00	1	57	13	0	0	1	0	0	0	0	2	0	0	74
12 PM	1	69	13	0	0	0	0	0	0	0	2	0	0	85
13:00	1	57	9	0	1	0	0	0	0	0	1	0	0	69
14:00	1	83	16	0	1	0	0	0	0	0	1	0	0	102
15:00	0	68	16	0	1	0	0	1	0	0	1	0	0	87
16:00	1	66	17	0	0	0	0	0	0	0	0	0	0	84
17:00	1	53	16	0	0	0	0	0	0	0	2	0	0	72
18:00	0	31	9	0	0	0	0	0	0	0	0	0	0	40
19:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42
20:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29
21:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Day Total	8	809	167	0	5	3	0	1	0	0	12	0	0	1005
Percent	0.8%	80.5%	16.6%	0.0%	0.5%	0.3%	0.0%	0.1%	0.0%	0.0%	1.2%	0.0%	0.0%	
AM Peak	06:00	11:00	08:00		05:00	07:00					10:00			11:00
Vol.	1	57	13		1	1					2			74
PM Peak	12:00	14:00	16:00		13:00			15:00			12:00			14:00
Vol.	1	83	17		1			1			2			102

Ontario Traffic, Inc.
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/23	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
06:00	1	28	9	0	2	0	1	0	0	0	0	0	0	41
07:00	0	28	7	0	0	1	0	0	0	0	0	0	0	36
08:00	0	42	8	0	0	0	0	0	1	0	0	0	0	51
09:00	1	52	8	0	1	1	0	0	0	0	0	0	0	63
10:00	1	52	12	0	0	1	0	0	0	0	0	0	0	66
11:00	0	43	16	0	0	0	0	0	0	0	0	0	0	59
12 PM	1	67	11	0	0	0	0	0	0	0	2	0	1	82
13:00	1	53	9	0	1	0	0	1	2	0	1	0	0	68
14:00	0	65	16	0	1	0	0	0	2	0	0	0	0	84
15:00	1	63	15	0	2	0	0	0	0	0	4	0	0	85
16:00	2	72	17	0	2	0	0	0	0	0	2	0	0	95
17:00	1	76	9	0	0	0	0	0	0	0	2	0	0	88
18:00	0	38	6	0	0	0	0	0	0	0	0	0	0	44
19:00	0	41	3	0	0	0	0	0	0	0	1	0	0	45
20:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Day Total	9	813	160	0	10	3	1	1	5	0	12	0	1	1015
Percent	0.9%	80.1%	15.8%	0.0%	1.0%	0.3%	0.1%	0.1%	0.5%	0.0%	1.2%	0.0%	0.1%	
AM Peak	06:00	09:00	11:00		06:00	07:00	06:00		08:00					10:00
Vol.	1	52	16		2	1	1		1					66
PM Peak	16:00	17:00	16:00		15:00			13:00	13:00		15:00		12:00	16:00
Vol.	2	76	17		2			1	2		4		1	95

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/13/23	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26
06:00	1	25	7	0	1	0	0	0	0	0	0	0	0	34
07:00	1	37	9	0	0	0	0	0	1	0	0	0	0	48
08:00	0	50	8	0	0	0	0	0	0	0	0	0	0	58
09:00	1	30	3	0	1	0	0	0	0	0	0	0	0	35
10:00	0	51	6	0	1	0	0	0	0	0	0	0	0	58
11:00	0	58	14	0	0	0	0	0	0	0	0	0	1	73
12 PM	1	56	14	0	0	0	0	1	0	0	1	0	0	73
13:00	1	48	16	0	1	0	0	0	0	0	1	1	0	68
14:00	0	54	22	0	0	0	0	0	0	0	0	0	0	76
15:00	0	71	13	0	0	0	0	0	0	0	2	0	0	86
16:00	1	69	14	0	0	0	0	0	0	0	3	0	0	87
17:00	1	31	11	0	0	0	0	0	0	0	3	0	0	46
18:00	1	39	6	0	0	0	0	0	0	0	0	0	0	46
19:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
20:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
21:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Day Total	8	720	166	0	5	0	0	1	1	0	10	1	1	913
Percent	0.9%	78.9%	18.2%	0.0%	0.5%	0.0%	0.0%	0.1%	0.1%	0.0%	1.1%	0.1%	0.1%	
AM Peak Vol.	06:00 1	11:00 58	11:00 14		05:00 1				07:00 1				11:00 1	11:00 73
PM Peak Vol.	12:00 1	15:00 71	14:00 22		13:00 1			12:00 1			16:00 3	13:00 1		16:00 87
Grand Total	25	2342	493	0	20	6	1	3	6	0	34	1	2	2933
Percent	0.9%	79.8%	16.8%	0.0%	0.7%	0.2%	0.0%	0.1%	0.2%	0.0%	1.2%	0.0%	0.1%	

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Site Code: 1
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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/23	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
05:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
06:00	0	47	9	0	0	0	0	0	0	0	0	0	0	56
07:00	0	53	17	0	1	0	0	0	0	0	1	0	0	72
08:00	1	57	5	0	0	0	0	0	1	0	2	0	0	66
09:00	0	48	16	0	0	1	0	0	0	0	1	0	0	66
10:00	0	48	8	0	0	0	1	0	2	0	0	0	0	59
11:00	1	43	7	0	1	0	0	0	0	0	1	0	0	53
12 PM	0	39	7	0	0	0	0	0	0	0	0	0	0	46
13:00	1	70	9	0	0	0	0	1	0	0	0	0	0	81
14:00	0	50	15	0	2	0	1	0	0	0	2	0	0	70
15:00	1	55	13	0	0	0	0	0	1	0	2	0	0	72
16:00	0	60	14	0	0	0	0	1	0	0	1	0	0	76
17:00	1	61	4	0	0	0	0	0	0	0	1	0	0	67
18:00	1	31	8	0	0	0	1	0	0	0	0	0	0	41
19:00	0	27	4	0	0	0	0	0	0	0	0	0	0	31
20:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	6	758	148	0	4	1	3	2	4	0	11	0	0	937
Percent	0.6%	80.9%	15.8%	0.0%	0.4%	0.1%	0.3%	0.2%	0.4%	0.0%	1.2%	0.0%	0.0%	
AM Peak	08:00	08:00	07:00		07:00	09:00	10:00		10:00		08:00			07:00
Vol.	1	57	17		1	1	1		2		2			72
PM Peak	13:00	13:00	14:00		14:00		14:00	13:00	15:00		14:00			13:00
Vol.	1	70	15		2		1	1	1		2			81

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/23	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
05:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
06:00	0	34	6	0	1	0	0	0	0	0	0	0	0	41
07:00	0	30	10	0	0	0	0	0	0	0	1	0	0	41
08:00	0	70	9	0	1	1	0	0	0	0	0	0	0	81
09:00	0	47	14	0	0	0	0	0	0	0	0	0	0	61
10:00	1	47	7	0	0	0	0	0	0	0	1	0	0	56
11:00	0	45	10	0	0	0	0	0	0	0	0	0	0	55
12 PM	0	60	7	0	0	0	0	0	0	0	0	0	1	68
13:00	0	60	11	0	0	0	0	0	0	0	0	0	0	71
14:00	1	52	9	0	2	0	0	0	2	0	0	0	0	66
15:00	0	60	9	0	0	0	0	0	0	0	1	0	0	70
16:00	1	79	10	0	0	0	0	0	1	0	1	0	0	92
17:00	2	65	10	0	0	0	0	0	0	0	0	0	0	77
18:00	1	41	5	0	0	0	0	0	0	0	0	0	0	47
19:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26
20:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
21:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Day Total	6	792	132	0	4	1	0	0	3	0	4	0	1	943
Percent	0.6%	84.0%	14.0%	0.0%	0.4%	0.1%	0.0%	0.0%	0.3%	0.0%	0.4%	0.0%	0.1%	
AM Peak	10:00	08:00	09:00		06:00	08:00					07:00			08:00
Vol.	1	70	14		1	1					1			81
PM Peak	17:00	16:00	13:00		14:00				14:00		15:00		12:00	16:00
Vol.	2	79	11		2				2		1		1	92

Ontario Traffic, Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
Station ID: U22
Powerline Rd between Coulbeck Rd & Brant
wood Park Rd
Date Start: 11-Apr-23
Date End: 13-Apr-23

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/13/23	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30
06:00	0	38	2	0	0	0	0	0	0	0	0	0	0	40
07:00	0	61	17	0	1	0	0	0	1	0	0	0	0	80
08:00	1	53	12	0	0	1	0	0	0	0	2	0	0	69
09:00	1	51	8	0	0	0	0	0	1	0	2	0	1	64
10:00	0	30	4	0	0	0	0	0	1	0	0	0	0	35
11:00	1	57	8	0	0	0	0	0	0	0	0	0	0	66
12 PM	0	44	12	0	0	0	0	0	0	0	1	0	1	58
13:00	1	34	11	0	1	0	0	1	0	0	0	0	0	48
14:00	0	60	7	0	0	0	0	0	1	0	0	0	1	69
15:00	1	54	13	0	1	0	0	0	0	0	0	0	0	69
16:00	0	57	13	0	0	0	0	2	0	0	1	0	0	73
17:00	0	41	11	0	0	0	0	0	0	0	0	0	0	52
18:00	1	35	12	0	0	0	0	0	0	0	0	0	0	48
19:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
20:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Day Total	6	702	151	0	3	1	0	3	4	0	6	0	3	879
Percent	0.7%	79.9%	17.2%	0.0%	0.3%	0.1%	0.0%	0.3%	0.5%	0.0%	0.7%	0.0%	0.3%	
AM Peak	08:00	07:00	07:00		07:00	08:00			07:00		08:00		09:00	07:00
Vol.	1	61	17		1	1			1		2		1	80
PM Peak	13:00	14:00	15:00		13:00			16:00	14:00		12:00		12:00	16:00
Vol.	1	60	13		1			2	1		1		1	73
Grand Total	18	2252	431	0	11	3	3	5	11	0	21	0	4	2759
Percent	0.7%	81.6%	15.6%	0.0%	0.4%	0.1%	0.1%	0.2%	0.4%	0.0%	0.8%	0.0%	0.1%	

Ontario Traffic, Inc.
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 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/11/23	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
05:00	0	39	7	0	1	0	0	0	0	0	0	0	0	47
06:00	1	76	12	0	1	0	0	0	0	0	0	0	0	90
07:00	0	94	26	0	1	1	0	0	0	0	1	0	0	123
08:00	1	104	18	0	0	0	0	0	1	0	2	0	0	126
09:00	1	92	24	0	0	1	0	0	0	0	2	0	0	120
10:00	0	92	17	0	0	1	1	0	2	0	2	0	0	115
11:00	2	100	20	0	1	1	0	0	0	0	3	0	0	127
12 PM	1	108	20	0	0	0	0	0	0	0	2	0	0	131
13:00	2	127	18	0	1	0	0	1	0	0	1	0	0	150
14:00	1	133	31	0	3	0	1	0	0	0	3	0	0	172
15:00	1	123	29	0	1	0	0	1	1	0	3	0	0	159
16:00	1	126	31	0	0	0	0	1	0	0	1	0	0	160
17:00	2	114	20	0	0	0	0	0	0	0	3	0	0	139
18:00	1	62	17	0	0	0	1	0	0	0	0	0	0	81
19:00	0	65	8	0	0	0	0	0	0	0	0	0	0	73
20:00	0	46	3	0	0	0	0	0	0	0	0	0	0	49
21:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Day Total	14	1567	315	0	9	4	3	3	4	0	23	0	0	1942
Percent	0.7%	80.7%	16.2%	0.0%	0.5%	0.2%	0.2%	0.2%	0.2%	0.0%	1.2%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00		05:00	07:00	10:00		10:00		11:00			11:00
Vol.	2	104	26		1	1	1		2		3			127
PM Peak	13:00	14:00	14:00		14:00		14:00	13:00	15:00		14:00			14:00
Vol.	2	133	31		3		1	1	1		3			172

Ontario Traffic, Inc.
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/12/23	0	8	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
05:00	0	36	7	0	1	0	0	0	0	0	0	0	0	44
06:00	1	62	15	0	3	0	1	0	0	0	0	0	0	82
07:00	0	58	17	0	0	1	0	0	0	0	1	0	0	77
08:00	0	112	17	0	1	1	0	0	1	0	0	0	0	132
09:00	1	99	22	0	1	1	0	0	0	0	0	0	0	124
10:00	2	99	19	0	0	1	0	0	0	0	1	0	0	122
11:00	0	88	26	0	0	0	0	0	0	0	0	0	0	114
12 PM	1	127	18	0	0	0	0	0	0	0	2	0	2	150
13:00	1	113	20	0	1	0	0	1	2	0	1	0	0	139
14:00	1	117	25	0	3	0	0	0	4	0	0	0	0	150
15:00	1	123	24	0	2	0	0	0	0	0	5	0	0	155
16:00	3	151	27	0	2	0	0	0	1	0	3	0	0	187
17:00	3	141	19	0	0	0	0	0	0	0	2	0	0	165
18:00	1	79	11	0	0	0	0	0	0	0	0	0	0	91
19:00	0	65	5	0	0	0	0	0	0	0	1	0	0	71
20:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
21:00	0	29	2	0	0	0	0	0	0	0	0	0	0	31
22:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
23:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Day Total	15	1605	292	0	14	4	1	1	8	0	16	0	2	1958
Percent	0.8%	82.0%	14.9%	0.0%	0.7%	0.2%	0.1%	0.1%	0.4%	0.0%	0.8%	0.0%	0.1%	
AM Peak	10:00	08:00	11:00		06:00	07:00	06:00		08:00		07:00			08:00
Vol.	2	112	26		3	1	1		1		1			132
PM Peak	16:00	16:00	16:00		14:00			13:00	14:00		15:00		12:00	16:00
Vol.	3	151	27		3			1	4		5		2	187

Ontario Traffic, Inc.
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
04/13/23	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
05:00	0	45	10	0	1	0	0	0	0	0	0	0	0	56
06:00	1	63	9	0	1	0	0	0	0	0	0	0	0	74
07:00	1	98	26	0	1	0	0	0	2	0	0	0	0	128
08:00	1	103	20	0	0	1	0	0	0	0	2	0	0	127
09:00	2	81	11	0	1	0	0	0	1	0	2	0	1	99
10:00	0	81	10	0	1	0	0	0	1	0	0	0	0	93
11:00	1	115	22	0	0	0	0	0	0	0	0	0	1	139
12 PM	1	100	26	0	0	0	0	1	0	0	2	0	1	131
13:00	2	82	27	0	2	0	0	1	0	0	1	1	0	116
14:00	0	114	29	0	0	0	0	0	1	0	0	0	1	145
15:00	1	125	26	0	1	0	0	0	0	0	2	0	0	155
16:00	1	126	27	0	0	0	0	2	0	0	4	0	0	160
17:00	1	72	22	0	0	0	0	0	0	0	3	0	0	98
18:00	2	74	18	0	0	0	0	0	0	0	0	0	0	94
19:00	0	35	12	0	0	0	0	0	0	0	0	0	0	47
20:00	0	30	5	0	0	0	0	0	0	0	0	0	0	35
21:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Day Total	14	1422	317	0	8	1	0	4	5	0	16	1	4	1792
Percent	0.8%	79.4%	17.7%	0.0%	0.4%	0.1%	0.0%	0.2%	0.3%	0.0%	0.9%	0.1%	0.2%	
AM Peak	09:00	11:00	07:00		05:00	08:00			07:00		08:00		09:00	11:00
Vol.	2	115	26		1	1			2		2		1	139
PM Peak	13:00	16:00	14:00		13:00			16:00	14:00		16:00	13:00	12:00	16:00
Vol.	2	126	29		2			2	1		4	1	1	160
Grand Total	43	4594	924	0	31	9	4	8	17	0	55	1	6	5692
Percent	0.8%	80.7%	16.2%	0.0%	0.5%	0.2%	0.1%	0.1%	0.3%	0.0%	1.0%	0.0%	0.1%	

Ontario Traffic, Inc.
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/11/2																
3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	4
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	1	0	4	1	1	0	0	0	0	0	7
	0	0	0	0	0	2	1	5	2	2	0	0	0	0	0	12
05:00	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	5
05:15	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
05:30	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	6
05:45	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	5
	0	0	0	1	0	0	8	5	6	0	0	0	0	0	0	20
06:00	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	9
06:15	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	8
06:30	0	0	0	0	0	0	5	2	3	0	1	0	0	0	0	11
06:45	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	6
	0	0	0	0	0	3	18	7	5	0	1	0	0	0	0	34
07:00	0	0	0	0	2	3	3	3	1	1	0	0	0	0	0	13
07:15	0	0	0	0	0	2	1	3	0	2	0	0	0	0	0	8
07:30	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	14
07:45	0	0	0	0	1	2	8	4	1	0	0	0	0	0	0	16
	0	0	0	0	3	10	16	17	2	3	0	0	0	0	0	51
08:00	0	0	0	0	0	0	6	3	1	0	0	0	0	0	0	10
08:15	0	0	0	0	0	3	14	7	2	0	0	0	0	0	0	26
08:30	0	0	0	0	0	2	6	2	1	0	0	0	0	0	0	11
08:45	0	0	0	0	0	1	10	1	1	0	0	0	0	0	0	13
	0	0	0	0	0	6	36	13	5	0	0	0	0	0	0	60
09:00	0	0	0	0	0	2	5	6	0	0	0	0	0	0	0	13
09:15	0	0	0	0	0	6	7	6	0	0	0	0	0	0	0	19
09:30	0	0	0	0	1	0	3	3	1	0	0	0	0	0	0	8
09:45	0	0	0	0	0	4	8	2	0	0	0	0	0	0	0	14
	0	0	0	0	1	12	23	17	1	0	0	0	0	0	0	54
10:00	0	0	0	0	0	0	1	5	2	0	0	0	0	0	0	8
10:15	0	0	0	0	1	4	7	3	3	0	0	0	0	0	0	18
10:30	0	0	0	0	0	0	8	2	3	0	0	0	0	0	0	13
10:45	0	0	0	0	0	4	8	4	1	0	0	0	0	0	0	17
	0	0	0	0	1	8	24	14	9	0	0	0	0	0	0	56
11:00	0	0	0	0	0	4	10	5	3	0	0	0	0	0	0	22
11:15	0	0	0	0	0	0	2	7	3	1	0	0	0	0	0	13
11:30	0	0	0	0	0	4	5	6	3	1	0	0	0	0	0	19
11:45	0	0	1	0	0	2	11	4	2	0	0	0	0	0	0	20
	0	0	1	0	0	10	28	22	11	2	0	0	0	0	0	74
Total	0	0	1	1	5	52	157	105	43	7	1	0	0	0	0	372

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Site Code: 1
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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	1	0	0	0	0	6	8	2	0	0	0	0	0	0	17
12:15	0	0	0	1	0	6	11	6	0	0	0	0	0	0	0	24
12:30	0	0	0	0	0	5	9	5	1	0	0	0	0	0	0	20
12:45	0	0	0	0	0	4	14	5	1	0	0	0	0	0	0	24
	0	1	0	1	0	15	40	24	4	0	0	0	0	0	0	85
13:00	0	0	0	0	1	2	10	6	3	0	0	0	0	0	0	22
13:15	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7
13:30	0	0	0	1	0	4	6	3	2	1	0	0	0	0	0	17
13:45	0	1	0	0	0	2	13	7	0	0	0	0	0	0	0	23
	0	1	0	1	1	8	33	18	6	1	0	0	0	0	0	69
14:00	0	0	0	0	0	2	5	13	2	0	0	0	0	0	0	22
14:15	0	0	0	0	1	0	11	5	3	0	0	0	0	0	0	20
14:30	0	0	0	0	0	4	17	11	1	0	0	0	0	0	0	33
14:45	0	0	0	0	0	5	17	3	2	0	0	0	0	0	0	27
	0	0	0	0	1	11	50	32	8	0	0	0	0	0	0	102
15:00	0	0	0	0	0	6	8	6	2	0	0	0	0	0	0	22
15:15	0	0	0	0	0	7	6	5	2	0	0	0	0	0	0	20
15:30	0	0	0	0	0	1	8	8	2	2	0	0	0	0	0	21
15:45	0	0	0	0	0	3	8	10	2	1	0	0	0	0	0	24
	0	0	0	0	0	17	30	29	8	3	0	0	0	0	0	87
16:00	0	0	0	0	0	3	6	9	1	1	0	0	0	0	0	20
16:15	0	0	0	0	0	2	7	6	3	1	0	0	0	0	0	19
16:30	0	0	0	0	0	4	8	9	3	1	0	0	0	0	0	25
16:45	0	0	0	0	0	1	11	5	2	1	0	0	0	0	0	20
	0	0	0	0	0	10	32	29	9	4	0	0	0	0	0	84
17:00	0	0	0	0	1	2	7	11	3	0	0	0	0	0	0	24
17:15	0	0	0	0	0	0	7	5	1	2	0	0	0	0	0	15
17:30	0	0	0	0	0	0	4	5	2	2	0	0	0	0	0	13
17:45	1	0	0	0	1	3	10	3	2	0	0	0	0	0	0	20
	1	0	0	0	2	5	28	24	8	4	0	0	0	0	0	72
18:00	0	1	0	0	0	1	5	4	3	0	0	0	0	0	0	14
18:15	0	0	0	0	0	2	5	4	1	0	0	0	0	0	0	12
18:30	0	0	0	0	0	2	7	2	0	0	0	0	0	0	0	11
18:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
	0	1	0	0	0	6	17	12	4	0	0	0	0	0	0	40
19:00	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	11
19:15	0	0	0	0	1	1	6	7	1	0	0	0	0	0	0	16
19:30	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5
19:45	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	10
	0	0	0	0	1	1	18	19	3	0	0	0	0	0	0	42
20:00	0	0	0	0	0	2	6	2	1	0	0	0	0	0	0	11
20:15	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	8
20:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
20:45	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	6
	0	0	0	0	0	3	12	11	3	0	0	0	0	0	0	29
21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
21:30	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
21:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
	0	0	0	0	0	0	2	4	2	2	0	0	0	0	0	10
22:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	2	4	1	0	0	1	0	0	0	8
23:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
Total	1	3	0	2	5	76	266	209	56	14	0	1	0	0	0	633

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/12/2																
3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	5
	0	0	0	0	0	1	2	4	4	0	1	0	0	0	0	12
05:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
05:15	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	4
05:30	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
05:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
	0	0	0	0	1	0	4	6	3	1	0	0	0	0	0	15
06:00	0	0	0	0	0	1	5	5	0	0	0	0	0	0	0	11
06:15	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
06:30	0	0	0	0	1	0	4	3	2	1	0	0	0	0	0	11
06:45	0	0	0	1	0	2	8	3	0	0	0	0	0	0	0	14
	0	0	0	1	1	3	18	14	3	1	0	0	0	0	0	41
07:00	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	7
07:15	0	0	0	0	1	0	2	3	1	1	0	0	0	0	0	8
07:30	0	0	0	0	0	1	4	3	1	0	0	0	0	0	0	9
07:45	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	12
	0	0	0	0	1	5	15	12	2	1	0	0	0	0	0	36
08:00	0	0	0	0	0	1	3	3	1	1	0	0	0	0	0	9
08:15	0	0	0	0	0	2	4	4	1	0	0	0	0	0	0	11
08:30	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	13
08:45	0	0	0	0	0	1	8	8	1	0	0	0	0	0	0	18
	0	0	0	0	0	4	20	20	6	1	0	0	0	0	0	51
09:00	0	0	0	0	0	2	10	3	1	0	0	0	0	0	0	16
09:15	0	0	0	1	1	2	8	5	1	0	0	0	0	0	0	18
09:30	0	0	0	0	0	3	5	4	2	0	0	0	0	0	0	14
09:45	0	0	0	1	0	4	3	5	2	0	0	0	0	0	0	15
	0	0	0	2	1	11	26	17	6	0	0	0	0	0	0	63
10:00	0	0	0	0	0	1	8	4	0	0	0	0	0	0	0	13
10:15	0	0	0	0	0	2	7	7	3	0	1	0	0	0	0	20
10:30	0	0	0	0	0	0	8	6	3	0	0	0	0	0	0	17
10:45	0	0	0	0	0	2	7	6	0	1	0	0	0	0	0	16
	0	0	0	0	0	5	30	23	6	1	1	0	0	0	0	66
11:00	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	9
11:15	0	0	0	0	0	1	7	8	1	1	0	0	0	0	0	18
11:30	0	0	0	0	1	2	4	4	2	0	0	0	0	0	0	13
11:45	0	0	0	0	0	2	7	9	1	0	0	0	0	0	0	19
	0	0	0	0	1	6	23	24	4	1	0	0	0	0	0	59
Total	0	0	0	3	6	38	144	124	38	7	2	0	0	0	0	362

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	0	0	0	2	9	11	1	0	0	0	0	0	0	23
12:15	0	0	0	0	0	1	13	5	1	1	0	0	0	0	0	21
12:30	0	0	0	0	0	1	15	2	1	1	0	0	0	0	0	20
12:45	0	0	0	0	0	1	9	4	3	0	1	0	0	0	0	18
	0	0	0	0	0	5	46	22	6	2	1	0	0	0	0	82
13:00	0	0	0	0	0	4	8	4	0	1	0	0	0	0	0	17
13:15	0	0	0	0	1	2	5	3	4	0	0	0	0	0	0	15
13:30	0	0	0	0	2	2	2	4	2	1	0	0	0	0	0	13
13:45	0	0	0	0	0	5	8	9	1	0	0	0	0	0	0	23
	0	0	0	0	3	13	23	20	7	2	0	0	0	0	0	68
14:00	0	0	0	0	0	1	7	5	3	0	0	0	0	0	0	16
14:15	0	0	0	0	0	0	11	6	0	0	0	0	0	0	0	17
14:30	0	0	0	0	0	4	4	9	2	0	1	0	0	0	0	20
14:45	0	0	0	0	0	2	12	14	2	1	0	0	0	0	0	31
	0	0	0	0	0	7	34	34	7	1	1	0	0	0	0	84
15:00	0	0	0	0	0	2	8	5	1	0	0	0	0	0	0	16
15:15	0	0	0	0	1	1	8	6	2	0	1	0	0	0	0	19
15:30	0	0	0	0	0	1	8	9	3	0	0	0	0	0	0	21
15:45	0	0	0	0	0	2	14	10	2	1	0	0	0	0	0	29
	0	0	0	0	1	6	38	30	8	1	1	0	0	0	0	85
16:00	0	0	0	0	0	1	8	9	4	2	0	0	0	0	0	24
16:15	0	0	1	0	0	3	4	10	4	1	0	0	0	0	0	23
16:30	0	0	0	0	0	3	5	8	3	2	0	0	0	0	0	21
16:45	0	0	0	0	0	3	8	11	5	0	0	0	0	0	0	27
	0	0	1	0	0	10	25	38	16	5	0	0	0	0	0	95
17:00	0	1	1	0	0	4	6	11	3	0	0	0	0	0	0	26
17:15	0	0	0	0	1	1	4	7	5	0	0	0	0	0	0	18
17:30	0	0	0	0	0	2	11	8	3	2	0	0	0	0	0	26
17:45	0	0	0	0	0	3	4	8	3	0	0	0	0	0	0	18
	0	1	1	0	1	10	25	34	14	2	0	0	0	0	0	88
18:00	0	0	0	0	0	1	6	5	1	0	0	0	0	0	0	13
18:15	0	0	0	0	0	1	5	3	1	0	0	0	0	0	0	10
18:30	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	9
18:45	0	0	0	0	0	1	2	5	4	0	0	0	0	0	0	12
	0	0	0	0	0	4	19	15	6	0	0	0	0	0	0	44
19:00	0	0	0	0	1	0	5	2	2	1	0	0	0	0	0	11
19:15	0	0	0	0	0	0	8	2	1	0	0	0	0	0	0	11
19:30	0	0	0	0	0	1	5	2	2	0	0	0	0	0	0	10
19:45	0	0	0	0	0	1	7	3	1	0	1	0	0	0	0	13
	0	0	0	0	1	2	25	9	6	1	1	0	0	0	0	45
20:00	0	0	0	0	0	0	1	2	1	3	0	0	0	0	0	7
20:15	0	0	0	0	1	0	2	2	0	2	0	0	0	0	0	7
20:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	3	1	4	0	1	1	1	0	0	0	11
	0	0	0	0	1	3	4	10	1	6	1	1	0	0	0	27
21:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	8
21:30	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
21:45	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
	0	0	0	0	0	2	3	10	3	0	0	1	0	0	0	19
22:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
22:15	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
22:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
	0	0	0	0	0	0	2	7	3	0	0	0	0	0	0	12
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
Total	0	1	2	0	7	62	245	231	77	21	5	2	0	0	0	653

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
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Site Code: 1
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 Powerline Rd between Coulbeck Rd & Brant
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 Date Start: 11-Apr-23
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EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/13/2																
3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
04:45	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	6
	0	0	0	0	0	1	6	2	3	0	1	0	0	0	0	13
05:00	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	6
05:15	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5
05:30	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	8
05:45	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	7
	0	0	1	0	0	3	9	8	5	0	0	0	0	0	0	26
06:00	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	8
06:15	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
06:30	0	0	0	0	0	0	1	4	1	1	0	0	0	0	0	7
06:45	0	0	0	0	0	1	4	3	3	0	0	0	0	0	0	11
	0	0	0	0	0	2	13	12	6	1	0	0	0	0	0	34
07:00	0	0	0	0	0	1	3	5	0	1	0	0	0	0	0	10
07:15	0	0	0	0	0	4	3	6	2	0	0	0	0	0	0	15
07:30	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	10
07:45	0	0	0	0	1	2	8	1	0	1	0	0	0	0	0	13
	0	0	0	0	1	8	22	13	2	2	0	0	0	0	0	48
08:00	0	0	0	0	0	3	12	1	0	0	0	0	0	0	0	16
08:15	0	0	0	0	0	2	11	4	0	0	0	0	0	0	0	17
08:30	1	0	0	0	2	2	8	3	1	0	0	0	0	0	0	17
08:45	0	0	0	0	1	1	6	0	0	0	0	0	0	0	0	8
	1	0	0	0	3	8	37	8	1	0	0	0	0	0	0	58
09:00	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8
09:15	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	7
09:30	0	0	0	0	1	1	3	3	1	0	0	0	0	0	0	9
09:45	0	0	1	0	0	0	5	4	1	0	0	0	0	0	0	11
	0	0	1	0	3	3	14	12	2	0	0	0	0	0	0	35
10:00	0	0	0	0	0	3	11	3	0	0	0	0	0	0	0	17
10:15	0	0	0	0	1	2	9	3	1	0	0	0	0	0	0	16
10:30	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	10
10:45	0	0	0	0	0	0	9	5	1	0	0	0	0	0	0	15
	0	0	0	0	1	6	32	15	4	0	0	0	0	0	0	58
11:00	0	0	0	0	0	2	10	3	4	0	0	0	0	0	0	19
11:15	0	0	0	0	0	1	4	12	0	0	0	0	0	0	0	17
11:30	0	1	0	0	0	1	9	5	2	0	0	0	0	0	0	18
11:45	0	0	0	0	0	2	10	5	2	0	0	0	0	0	0	19
	0	1	0	0	0	6	33	25	8	0	0	0	0	0	0	73
Total	1	1	2	0	8	40	167	98	35	3	1	0	0	0	0	356

EB

Mean Speed(Average) :	63 KPH
15 KPH Pace Speed :	56-70 KPH
Number in Pace :	2032
Percent in Pace :	69.3%
Number of Vehicles > 60 KPH :	1805
Percent of Vehicles > 60 KPH :	61.5%

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/11/2																
3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
04:15	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
04:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	3	1	6	1	1	0	0	0	0	0	12
05:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
05:30	0	0	0	0	0	2	2	3	0	1	0	0	0	0	0	8
05:45	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
06:00	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	8
06:15	0	0	0	0	1	4	7	5	1	0	0	0	0	0	0	27
06:30	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	18
06:45	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	10
07:00	0	0	0	0	1	2	3	6	0	0	0	0	0	0	0	16
07:15	0	0	0	0	2	3	4	3	1	0	0	0	0	0	0	12
07:30	0	0	0	0	2	12	23	16	3	0	0	0	0	0	0	56
07:45	0	0	0	0	0	2	3	9	2	0	0	0	0	0	0	17
08:00	0	0	0	1	1	3	1	2	0	0	0	0	0	0	0	8
08:15	0	0	0	0	0	7	14	7	1	0	0	0	0	0	0	29
08:30	0	0	0	0	2	3	6	6	0	1	0	0	0	0	0	18
08:45	0	0	0	1	3	13	26	23	5	1	0	0	0	0	0	72
09:00	0	0	0	0	0	5	7	4	2	1	0	0	0	0	0	19
09:15	0	0	0	0	0	2	5	4	1	0	0	0	0	0	0	12
09:30	0	0	0	0	1	4	5	2	1	0	0	0	0	0	0	13
09:45	0	0	0	0	2	6	12	2	0	0	0	0	0	0	0	22
10:00	0	0	0	0	3	17	29	12	4	1	0	0	0	0	0	66
10:15	0	0	0	0	2	3	6	3	1	0	0	0	0	0	0	15
10:30	0	0	0	0	0	4	10	3	1	0	0	0	0	0	0	18
10:45	0	0	0	0	0	6	8	1	2	0	0	0	0	0	0	17
11:00	0	0	0	0	1	4	6	3	2	0	0	0	0	0	0	16
11:15	0	0	0	0	3	17	30	10	6	0	0	0	0	0	0	66
11:30	0	0	0	0	0	2	5	3	0	0	0	0	0	0	0	10
11:45	0	0	0	0	0	3	7	4	1	0	0	0	0	0	0	15
12:00	0	0	0	0	0	6	6	2	1	0	0	0	0	0	0	15
12:15	0	0	0	0	0	5	8	5	1	0	0	0	0	0	0	19
12:30	0	0	0	0	0	16	26	14	3	0	0	0	0	0	0	59
12:45	0	1	0	1	0	2	5	2	1	0	0	0	0	0	0	12
13:00	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	10
13:15	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	12
13:30	0	0	0	0	0	2	9	4	3	1	0	0	0	0	0	19
13:45	0	1	0	1	0	8	25	13	4	1	0	0	0	0	0	53
Total	0	1	0	2	11	92	173	105	30	5	0	0	0	0	0	419

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	0	1	0	1	2	3	1	0	0	0	0	0	0	8
12:15	0	0	0	0	0	2	6	1	0	1	0	0	0	0	0	10
12:30	0	0	0	0	1	5	4	4	0	0	0	0	0	0	0	14
12:45	0	0	0	0	0	2	6	5	1	0	0	0	0	0	0	14
	0	0	0	1	1	10	18	13	2	1	0	0	0	0	0	46
13:00	0	0	0	0	0	3	15	5	1	1	0	0	0	0	0	25
13:15	0	0	0	0	1	2	8	6	2	0	0	0	0	0	0	19
13:30	0	0	0	0	2	1	8	5	2	0	0	0	0	0	0	18
13:45	0	0	0	0	0	2	7	6	4	0	0	0	0	0	0	19
	0	0	0	0	3	8	38	22	9	1	0	0	0	0	0	81
14:00	0	0	0	0	1	1	16	4	1	0	0	0	0	0	0	23
14:15	0	1	0	0	0	6	3	5	2	0	0	0	0	0	0	17
14:30	0	0	0	0	0	5	5	4	1	0	0	0	0	0	0	15
14:45	1	0	0	0	1	3	5	4	1	0	0	0	0	0	0	15
	1	1	0	0	2	15	29	17	5	0	0	0	0	0	0	70
15:00	0	0	0	0	0	4	5	6	0	0	1	0	0	0	0	16
15:15	0	0	0	0	2	2	9	4	0	0	0	0	0	0	0	17
15:30	0	0	0	0	0	7	4	5	1	1	0	0	0	0	0	18
15:45	0	0	0	0	0	2	11	5	2	1	0	0	0	0	0	21
	0	0	0	0	2	15	29	20	3	2	1	0	0	0	0	72
16:00	0	0	0	0	1	2	7	5	0	0	0	0	0	0	0	15
16:15	0	1	0	0	0	3	9	6	0	0	0	0	0	0	0	19
16:30	0	0	0	0	0	3	7	8	3	1	0	0	0	0	0	22
16:45	0	0	0	0	1	0	12	5	2	0	0	0	0	0	0	20
	0	1	0	0	2	8	35	24	5	1	0	0	0	0	0	76
17:00	0	0	0	0	0	2	10	3	0	0	0	0	0	0	0	15
17:15	0	0	0	0	3	5	8	6	2	0	0	0	0	0	0	24
17:30	0	0	0	1	0	1	8	6	1	0	0	0	0	0	0	17
17:45	0	1	0	0	0	4	5	1	0	0	0	0	0	0	0	11
	0	1	0	1	3	12	31	16	3	0	0	0	0	0	0	67
18:00	1	0	0	0	1	5	7	2	1	0	0	0	0	0	0	17
18:15	0	0	0	0	0	2	3	2	2	0	0	0	0	0	0	9
18:30	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	6
18:45	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	9
	1	0	0	0	1	11	16	8	4	0	0	0	0	0	0	41
19:00	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7
19:15	0	0	0	0	0	3	7	3	0	0	0	0	0	0	0	13
19:30	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	8
19:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
	0	0	0	0	2	8	13	7	1	0	0	0	0	0	0	31
20:00	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
20:15	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
20:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
20:45	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	8
	0	0	0	0	0	3	11	5	1	0	0	0	0	0	0	20
21:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
21:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
	0	0	0	0	0	0	2	2	1	1	0	1	0	0	0	7
22:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
22:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	2	3	0	2	17	91	224	136	35	6	1	1	0	0	0	518

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WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/12/2																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	1	1	4	3	1	1	0	0	0	0	0	11
05:00	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	7
05:30	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	7
05:45	0	0	0	0	0	2	4	2	0	1	1	0	0	0	0	10
	0	0	0	0	0	5	11	9	2	1	1	0	0	0	0	29
06:00	0	0	0	0	1	1	3	4	0	0	0	0	0	0	0	9
06:15	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	5
06:30	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	7
06:45	0	0	0	0	0	3	4	8	3	2	0	0	0	0	0	20
	0	0	0	0	3	5	10	17	4	2	0	0	0	0	0	41
07:00	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	10
07:15	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	9
07:30	0	0	0	0	0	3	5	2	0	0	0	0	0	0	0	10
07:45	0	0	0	0	0	1	5	4	2	0	0	0	0	0	0	12
	0	0	0	0	0	9	17	11	4	0	0	0	0	0	0	41
08:00	0	0	0	0	0	2	12	2	2	0	0	0	0	0	0	18
08:15	0	0	0	0	0	4	10	2	1	1	0	0	0	0	0	18
08:30	0	0	0	0	1	3	11	4	2	0	0	0	0	0	0	21
08:45	0	0	0	0	1	5	10	5	3	0	0	0	0	0	0	24
	0	0	0	0	2	14	43	13	8	1	0	0	0	0	0	81
09:00	0	0	0	0	0	6	7	3	0	0	0	0	0	0	0	16
09:15	0	0	0	0	0	3	7	8	1	1	0	0	0	0	0	20
09:30	0	0	0	0	0	2	5	3	1	0	0	0	0	0	0	11
09:45	0	0	0	0	0	3	4	6	1	0	0	0	0	0	0	14
	0	0	0	0	0	14	23	20	3	1	0	0	0	0	0	61
10:00	0	0	0	0	0	4	8	1	0	0	0	0	0	0	0	13
10:15	0	0	1	0	0	1	5	3	2	0	0	0	0	0	0	12
10:30	0	0	0	0	0	1	6	4	0	1	0	0	0	0	0	12
10:45	0	0	0	0	0	2	6	9	2	0	0	0	0	0	0	19
	0	0	1	0	0	8	25	17	4	1	0	0	0	0	0	56
11:00	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	12
11:15	0	0	0	1	0	4	3	2	0	0	0	0	0	0	0	10
11:30	0	0	0	0	0	3	5	4	2	0	0	0	0	0	0	14
11:45	0	0	0	0	0	3	9	4	2	1	0	0	0	0	0	19
	0	0	0	1	1	14	22	12	4	1	0	0	0	0	0	55
Total	0	0	1	1	7	73	159	106	30	8	1	0	0	0	0	386

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	0	0	2	5	7	3	1	0	0	0	0	0	0	18
12:15	0	0	0	0	0	6	5	5	0	0	0	0	0	0	0	16
12:30	0	0	0	0	0	4	4	5	4	0	0	0	0	0	0	17
12:45	0	0	0	0	1	5	8	3	0	0	0	0	0	0	0	17
	0	0	0	0	3	20	24	16	5	0	0	0	0	0	0	68
13:00	0	0	0	0	0	7	7	7	0	0	0	0	0	0	0	21
13:15	0	0	0	0	1	3	7	3	1	1	0	0	0	0	0	16
13:30	0	0	0	0	0	6	4	3	1	0	0	0	0	0	0	14
13:45	0	1	0	0	0	0	16	3	0	0	0	0	0	0	0	20
	0	1	0	0	1	16	34	16	2	1	0	0	0	0	0	71
14:00	0	0	0	0	3	7	8	3	1	0	0	0	0	0	0	22
14:15	0	0	0	0	0	8	7	4	0	0	0	0	0	0	0	19
14:30	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	11
14:45	0	0	0	0	0	2	6	6	0	0	0	0	0	0	0	14
	0	0	0	0	3	18	28	16	1	0	0	0	0	0	0	66
15:00	0	0	0	0	0	3	9	9	0	1	0	0	0	0	0	22
15:15	0	0	0	0	0	4	10	6	0	0	0	0	0	0	0	20
15:30	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	10
15:45	0	1	0	0	0	2	11	3	1	0	0	0	0	0	0	18
	0	1	0	0	0	11	36	20	1	1	0	0	0	0	0	70
16:00	0	0	0	0	0	2	8	10	1	0	0	0	0	0	0	21
16:15	0	0	0	0	0	8	8	5	0	0	0	0	0	0	0	21
16:30	2	0	0	0	0	4	8	7	5	0	0	0	0	0	0	26
16:45	0	0	0	0	0	8	9	4	3	0	0	0	0	0	0	24
	2	0	0	0	0	22	33	26	9	0	0	0	0	0	0	92
17:00	0	0	0	0	1	2	9	4	0	1	0	0	0	0	0	17
17:15	0	0	0	0	0	2	4	5	1	1	0	0	0	0	0	13
17:30	0	0	0	0	1	6	5	9	3	0	0	0	0	0	0	24
17:45	0	0	0	0	0	3	11	7	2	0	0	0	0	0	0	23
	0	0	0	0	2	13	29	25	6	2	0	0	0	0	0	77
18:00	1	0	0	0	0	0	4	3	3	0	0	0	0	0	0	11
18:15	0	0	0	0	2	1	8	4	4	0	0	0	0	0	0	19
18:30	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	8
18:45	0	0	0	0	0	3	4	1	1	0	0	0	0	0	0	9
	1	0	0	0	2	4	20	10	10	0	0	0	0	0	0	47
19:00	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	7
19:15	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
19:30	0	0	0	1	3	0	3	0	1	0	0	0	0	0	0	8
19:45	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	6
	0	0	0	1	6	3	12	3	1	0	0	0	0	0	0	26
20:00	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
20:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
20:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
20:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
	0	0	0	0	1	6	7	1	0	0	0	0	0	0	0	15
21:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
21:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
	0	0	0	0	0	0	6	4	2	0	0	0	0	0	0	12
22:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
22:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
22:30	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	5
Total	3	2	0	1	18	116	232	141	39	5	0	0	0	0	0	557

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
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Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/13/2																
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
04:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
04:30	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	1	2	2	4	1	0	0	0	0	0	0	10
05:00	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	2	4	2	0	0	0	0	0	0	0	8
05:30	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	10
05:45	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	7
	0	0	0	0	0	6	15	8	1	0	0	0	0	0	0	30
06:00	0	0	0	0	0	1	6	3	2	0	0	0	0	0	0	12
06:15	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	11
06:30	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	11
06:45	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6
	0	0	0	0	0	5	16	14	5	0	0	0	0	0	0	40
07:00	0	0	0	0	0	0	6	7	2	0	0	0	0	0	0	15
07:15	0	0	0	1	0	2	3	9	4	0	0	0	0	0	0	19
07:30	0	0	0	0	1	5	13	7	0	0	0	0	0	0	0	26
07:45	0	0	0	0	0	2	11	7	0	0	0	0	0	0	0	20
	0	0	0	1	1	9	33	30	6	0	0	0	0	0	0	80
08:00	0	0	0	0	3	3	8	4	1	0	0	0	0	0	0	19
08:15	0	0	0	1	2	6	5	0	0	0	0	0	0	0	0	14
08:30	0	0	0	0	0	7	7	2	0	0	0	0	0	0	0	16
08:45	0	0	0	0	0	6	7	7	0	0	0	0	0	0	0	20
	0	0	0	1	5	22	27	13	1	0	0	0	0	0	0	69
09:00	0	0	0	0	2	6	8	2	0	0	0	0	0	0	0	18
09:15	0	0	0	0	0	9	11	3	1	0	0	0	0	0	0	24
09:30	0	0	0	0	0	3	6	2	1	0	0	0	0	0	0	12
09:45	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	10
	0	0	0	0	2	20	31	9	2	0	0	0	0	0	0	64
10:00	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
10:15	0	0	0	0	0	2	6	2	0	0	0	0	0	0	0	10
10:30	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	10
10:45	0	0	0	0	0	2	1	6	0	0	0	0	0	0	0	9
	0	0	0	0	0	8	15	12	0	0	0	0	0	0	0	35
11:00	0	0	0	0	0	0	8	9	0	0	0	0	0	0	0	17
11:15	0	0	0	0	0	5	8	2	1	0	0	0	0	0	0	16
11:30	0	0	0	0	1	6	4	2	1	0	0	0	0	0	0	14
11:45	0	0	0	0	0	7	8	2	2	0	0	0	0	0	0	19
	0	0	0	0	1	18	28	15	4	0	0	0	0	0	0	66
Total	0	0	0	2	10	90	172	107	22	2	0	0	0	0	0	405

WB

Mean Speed(Average) :	61 KPH
15 KPH Pace Speed :	56-70 KPH
Number in Pace :	1783
Percent in Pace :	64.6%
Number of Vehicles > 60 KPH :	1375
Percent of Vehicles > 60 KPH :	49.8%

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/11/2																
3	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
04:15	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4
04:30	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	1	0	6	1	1	0	0	0	0	0	9
05:00	0	0	0	0	0	5	2	11	3	3	0	0	0	0	0	24
05:15	0	0	0	1	0	1	2	3	1	0	0	0	0	0	0	8
05:30	0	0	0	0	0	2	4	4	1	1	0	0	0	0	0	12
05:45	0	0	0	0	0	1	5	5	3	0	0	0	0	0	0	14
06:00	0	0	0	0	0	0	8	3	2	0	0	0	0	0	0	13
06:15	0	0	0	1	0	4	19	15	7	1	0	0	0	0	0	47
06:30	0	0	0	0	1	6	11	7	2	0	0	0	0	0	0	27
06:45	0	0	0	0	0	3	9	5	1	0	0	0	0	0	0	18
07:00	0	0	0	0	0	2	13	8	3	0	1	0	0	0	0	27
07:15	0	0	0	0	1	4	8	3	2	0	0	0	0	0	0	18
07:30	0	0	0	0	2	4	3	2	0	0	0	0	0	0	0	30
07:45	0	0	0	0	2	15	41	23	8	0	1	0	0	0	0	90
08:00	0	0	0	1	2	5	6	12	3	1	0	0	0	0	0	30
08:15	0	0	0	0	1	3	4	4	2	2	0	0	0	0	0	16
08:30	0	0	0	0	0	10	18	14	1	0	0	0	0	0	0	43
08:45	0	0	0	0	3	5	14	10	1	1	0	0	0	0	0	34
09:00	0	0	0	1	6	23	42	40	7	4	0	0	0	0	0	123
09:15	0	0	0	0	0	5	13	7	3	1	0	0	0	0	0	29
09:30	0	0	0	0	0	5	19	11	3	0	0	0	0	0	0	38
09:45	0	0	0	0	1	6	11	4	2	0	0	0	0	0	0	24
10:00	0	0	0	0	2	7	22	3	1	0	0	0	0	0	0	35
10:15	0	0	0	0	3	23	65	25	9	1	0	0	0	0	0	126
10:30	0	0	0	0	2	5	11	9	1	0	0	0	0	0	0	28
10:45	0	0	0	0	0	10	17	9	1	0	0	0	0	0	0	37
11:00	0	0	0	0	1	6	11	4	3	0	0	0	0	0	0	25
11:15	0	0	0	0	1	8	14	5	2	0	0	0	0	0	0	30
11:30	0	0	0	0	4	29	53	27	7	0	0	0	0	0	0	120
11:45	0	0	0	0	0	2	6	8	2	0	0	0	0	0	0	18
12:00	0	0	0	0	1	7	14	7	4	0	0	0	0	0	0	33
12:15	0	0	0	0	0	6	14	4	4	0	0	0	0	0	0	28
12:30	0	0	0	0	0	9	16	9	2	0	0	0	0	0	0	36
12:45	0	0	0	0	1	24	50	28	12	0	0	0	0	0	0	115
13:00	0	1	0	1	0	6	15	7	4	0	0	0	0	0	0	34
13:15	0	0	0	0	0	1	8	10	3	1	0	0	0	0	0	23
13:30	0	0	0	0	0	7	10	10	3	1	0	0	0	0	0	31
13:45	0	0	1	0	0	4	20	8	5	1	0	0	0	0	0	39
Total	0	1	1	3	16	144	330	210	73	12	1	0	0	0	0	791

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 Date Start: 11-Apr-23
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EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	1	0	1	0	1	8	11	3	0	0	0	0	0	0	25
12:15	0	0	0	1	0	8	17	7	0	1	0	0	0	0	0	34
12:30	0	0	0	0	1	10	13	9	1	0	0	0	0	0	0	34
12:45	0	0	0	0	0	6	20	10	2	0	0	0	0	0	0	38
13:00	0	1	0	2	1	25	58	37	6	1	0	0	0	0	0	131
13:15	0	0	0	0	1	5	25	11	4	1	0	0	0	0	0	47
13:30	0	0	0	0	1	2	12	8	3	0	0	0	0	0	0	26
13:45	0	0	0	1	2	5	14	8	4	1	0	0	0	0	0	35
14:00	0	1	0	0	0	4	20	13	4	0	0	0	0	0	0	42
14:15	0	1	0	1	4	16	71	40	15	2	0	0	0	0	0	150
14:30	0	0	0	0	1	3	21	17	3	0	0	0	0	0	0	45
14:45	0	1	0	0	1	6	14	10	5	0	0	0	0	0	0	37
15:00	1	0	0	0	0	9	22	15	2	0	0	0	0	0	0	48
15:15	1	0	0	0	1	8	22	7	3	0	0	0	0	0	0	42
15:30	1	1	0	0	3	26	79	49	13	0	0	0	0	0	0	172
15:45	0	0	0	0	0	10	13	12	2	0	1	0	0	0	0	38
16:00	0	0	0	0	2	9	15	9	2	0	0	0	0	0	0	37
16:15	0	0	0	0	0	8	12	13	3	3	0	0	0	0	0	39
16:30	0	0	0	0	0	5	19	15	4	2	0	0	0	0	0	45
16:45	0	0	0	0	2	32	59	49	11	5	1	0	0	0	0	159
17:00	0	0	0	0	1	5	13	14	1	1	0	0	0	0	0	35
17:15	0	1	0	0	0	5	16	12	3	1	0	0	0	0	0	38
17:30	0	0	0	0	0	7	15	17	6	2	0	0	0	0	0	47
17:45	0	0	0	0	1	1	23	10	4	1	0	0	0	0	0	40
18:00	0	1	0	0	2	18	67	53	14	5	0	0	0	0	0	160
18:15	0	0	0	0	1	4	17	14	3	0	0	0	0	0	0	39
18:30	0	0	0	0	3	5	15	11	3	2	0	0	0	0	0	39
18:45	0	0	0	1	0	1	12	11	3	2	0	0	0	0	0	30
19:00	1	1	0	0	1	7	15	4	2	0	0	0	0	0	0	31
19:15	1	1	0	1	5	17	59	40	11	4	0	0	0	0	0	139
19:30	1	1	0	0	1	6	12	6	4	0	0	0	0	0	0	31
19:45	0	0	0	0	0	4	8	6	3	0	0	0	0	0	0	21
20:00	0	0	0	0	0	4	9	4	0	0	0	0	0	0	0	17
20:15	0	0	0	0	0	3	4	4	1	0	0	0	0	0	0	12
20:30	1	1	0	0	1	17	33	20	8	0	0	0	0	0	0	81
20:45	0	0	0	0	1	2	10	5	0	0	0	0	0	0	0	18
21:00	0	0	0	0	1	4	13	10	1	0	0	0	0	0	0	29
21:15	0	0	0	0	1	2	3	4	3	0	0	0	0	0	0	13
21:30	0	0	0	0	0	1	5	7	0	0	0	0	0	0	0	13
21:45	0	0	0	0	3	9	31	26	4	0	0	0	0	0	0	73
22:00	0	0	0	0	0	2	9	2	2	0	0	0	0	0	0	15
22:15	0	0	0	0	0	1	4	6	2	0	0	0	0	0	0	13
22:30	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7
22:45	0	0	0	0	0	2	7	5	0	0	0	0	0	0	0	14
23:00	0	0	0	0	0	6	23	16	4	0	0	0	0	0	0	49
23:15	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
23:30	0	0	0	0	0	0	2	2	1	2	0	0	0	0	0	7
23:45	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
24:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
24:15	0	0	0	0	0	0	4	6	3	3	0	1	0	0	0	17
24:30	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	5
24:45	0	0	0	0	0	1	0	3	0	0	0	1	0	0	0	5
25:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
25:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
25:30	0	0	0	0	1	1	3	5	2	0	0	1	0	0	0	13
25:45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
26:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26:30	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27:00	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	7
Total	3	6	0	4	22	167	490	345	91	20	1	2	0	0	0	1151

Ontario Traffic, Inc.
 17705 Leslie St., Unit 6
 Newmarket, Ontario L3Y 3E3
 Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 1
 Station ID: U22
 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/12/2																
3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
00:30	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	8
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7
04:15	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	7
04:30	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	6
04:45	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	7
05:15	0	0	0	0	1	2	6	7	5	1	1	0	0	0	0	23
05:30	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	9
05:45	0	0	0	0	1	1	2	4	2	1	0	0	0	0	0	11
06:00	0	0	0	0	0	1	6	4	0	0	0	0	0	0	0	11
06:15	0	0	0	0	0	2	4	4	1	1	1	0	0	0	0	13
06:30	0	0	0	0	1	5	15	15	5	2	1	0	0	0	0	44
06:45	0	0	0	0	1	2	8	9	0	0	0	0	0	0	0	20
07:00	0	0	0	0	1	0	2	6	1	0	0	0	0	0	0	10
07:15	0	0	0	0	2	1	6	5	3	1	0	0	0	0	0	18
07:30	0	0	0	1	0	5	12	11	3	2	0	0	0	0	0	34
07:45	0	0	0	0	4	8	28	31	7	3	0	0	0	0	0	82
08:00	0	0	0	0	0	4	8	4	1	0	0	0	0	0	0	17
08:15	0	0	0	0	1	2	5	6	2	1	0	0	0	0	0	17
08:30	0	0	0	0	0	4	9	5	1	0	0	0	0	0	0	19
08:45	0	0	0	0	0	4	10	8	2	0	0	0	0	0	0	24
09:00	0	0	0	0	1	14	32	23	6	1	0	0	0	0	0	77
09:15	0	0	0	0	0	3	15	5	3	1	0	0	0	0	0	27
09:30	0	0	0	0	0	6	14	6	2	1	0	0	0	0	0	29
09:45	0	0	0	0	1	3	16	9	5	0	0	0	0	0	0	34
10:00	0	0	0	0	1	6	18	13	4	0	0	0	0	0	0	42
10:15	0	0	0	0	2	18	63	33	14	2	0	0	0	0	0	132
10:30	0	0	0	0	0	8	17	6	1	0	0	0	0	0	0	32
10:45	0	0	0	0	1	5	15	13	2	1	0	0	0	0	0	38
11:00	0	0	0	0	0	5	10	7	3	0	0	0	0	0	0	25
11:15	0	0	0	1	0	7	7	11	3	0	0	0	0	0	0	29
11:30	0	0	0	0	1	25	49	37	9	1	0	0	0	0	0	124
11:45	0	0	0	0	0	5	16	5	0	0	0	0	0	0	0	26
12:00	0	0	1	0	0	3	12	10	5	0	1	0	0	0	0	32
12:15	0	0	0	0	0	1	14	10	3	1	0	0	0	0	0	29
12:30	0	0	0	0	0	4	13	15	2	1	0	0	0	0	0	35
12:45	0	0	1	0	0	13	55	40	10	2	1	0	0	0	0	122
13:00	0	0	0	0	1	5	10	5	0	0	0	0	0	0	0	21
13:15	0	0	0	1	0	5	10	10	1	1	0	0	0	0	0	28
13:30	0	0	0	0	1	5	9	8	4	0	0	0	0	0	0	27
13:45	0	0	0	0	0	5	16	13	3	1	0	0	0	0	0	38
14:00	0	0	0	1	2	20	45	36	8	2	0	0	0	0	0	114
Total	0	0	1	4	13	111	303	230	68	15	3	0	0	0	0	748

Ontario Traffic, Inc.
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Site Code: 1
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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
12 PM	0	0	0	0	2	7	16	14	2	0	0	0	0	0	0	41
12:15	0	0	0	0	0	7	18	10	1	1	0	0	0	0	0	37
12:30	0	0	0	0	0	5	19	7	5	1	0	0	0	0	0	37
12:45	0	0	0	0	1	6	17	7	3	0	1	0	0	0	0	35
13:00	0	0	0	0	3	25	70	38	11	2	1	0	0	0	0	150
13:15	0	0	0	0	0	11	15	11	0	1	0	0	0	0	0	38
13:30	0	0	0	0	2	5	12	6	5	1	0	0	0	0	0	31
13:45	0	0	0	0	2	8	6	7	3	1	0	0	0	0	0	27
14:00	0	1	0	0	0	5	24	12	1	0	0	0	0	0	0	43
14:15	0	1	0	0	4	29	57	36	9	3	0	0	0	0	0	139
14:30	0	0	0	0	3	8	15	8	4	0	0	0	0	0	0	38
14:45	0	0	0	0	0	8	18	10	0	0	0	0	0	0	0	36
15:00	0	0	0	0	0	5	11	12	2	0	1	0	0	0	0	31
15:15	0	0	0	0	0	4	18	20	2	1	0	0	0	0	0	45
15:30	0	0	0	0	3	25	62	50	8	1	1	0	0	0	0	150
15:45	0	0	0	0	0	5	17	14	1	1	0	0	0	0	0	38
16:00	0	0	0	0	1	5	18	12	2	0	1	0	0	0	0	39
16:15	0	0	0	0	0	3	14	11	3	0	0	0	0	0	0	31
16:30	0	1	0	0	0	4	25	13	3	1	0	0	0	0	0	47
16:45	0	1	0	0	1	17	74	50	9	2	1	0	0	0	0	155
17:00	0	0	0	0	0	3	16	19	5	2	0	0	0	0	0	45
17:15	0	0	1	0	0	11	12	15	4	1	0	0	0	0	0	44
17:30	2	0	0	0	0	7	13	15	8	2	0	0	0	0	0	47
17:45	0	0	0	0	0	11	17	15	8	0	0	0	0	0	0	51
18:00	2	0	1	0	0	32	58	64	25	5	0	0	0	0	0	187
18:15	0	1	1	0	1	6	15	15	3	1	0	0	0	0	0	43
18:30	0	0	0	0	1	3	8	12	6	1	0	0	0	0	0	31
18:45	0	0	0	0	1	8	16	17	6	2	0	0	0	0	0	50
19:00	0	0	0	0	0	6	15	15	5	0	0	0	0	0	0	41
19:15	0	1	1	0	3	23	54	59	20	4	0	0	0	0	0	165
19:30	1	0	0	0	0	1	10	8	4	0	0	0	0	0	0	24
19:45	0	0	0	0	2	2	13	7	5	0	0	0	0	0	0	29
20:00	0	0	0	0	0	1	10	4	2	0	0	0	0	0	0	17
20:15	0	0	0	0	0	4	6	6	5	0	0	0	0	0	0	21
20:30	1	0	0	0	2	8	39	25	16	0	0	0	0	0	0	91
20:45	0	0	0	0	2	1	10	2	2	1	0	0	0	0	0	18
21:00	0	0	0	0	1	1	10	3	1	0	0	0	0	0	0	16
21:15	0	0	0	1	3	1	8	2	3	0	0	0	0	0	0	18
21:30	0	0	0	0	1	2	9	5	1	0	1	0	0	0	0	19
21:45	0	0	0	1	7	5	37	12	7	1	1	0	0	0	0	71
22:00	0	0	0	0	0	4	4	2	1	3	0	0	0	0	0	14
22:15	0	0	0	0	2	1	2	2	0	2	0	0	0	0	0	9
22:30	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
22:45	0	0	0	0	0	4	2	5	0	1	1	1	0	0	0	14
23:00	0	0	0	0	2	9	11	11	1	6	1	1	0	0	0	42
23:15	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
23:30	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	8
23:45	0	0	0	0	0	2	4	5	0	0	0	0	0	0	0	11
24:00	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	5
24:15	0	0	0	0	0	2	9	14	5	0	0	1	0	0	0	31
24:30	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
24:45	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	7
25:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
25:15	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4
25:30	0	0	0	0	0	1	5	10	4	0	0	0	0	0	0	20
25:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
26:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
26:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
26:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
26:45	0	0	0	0	0	2	1	3	1	2	0	0	0	0	0	9
Total	3	3	2	1	25	178	477	372	116	26	5	2	0	0	0	1210

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 Powerline Rd between Coulbeck Rd & Brant
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EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total
04/13/2																
3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4
02:30	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	3	1	3	0	0	0	0	0	0	8
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
04:00	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
04:30	0	0	0	0	0	0	3	1	1	0	1	0	0	0	0	6
04:45	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	7
	0	0	0	0	1	3	8	6	4	0	1	0	0	0	0	23
05:00	0	0	1	0	0	4	4	2	0	0	0	0	0	0	0	11
05:15	0	0	0	0	0	3	6	2	2	0	0	0	0	0	0	13
05:30	0	0	0	0	0	0	8	9	1	0	0	0	0	0	0	18
05:45	0	0	0	0	0	2	6	3	3	0	0	0	0	0	0	14
	0	0	1	0	0	9	24	16	6	0	0	0	0	0	0	56
06:00	0	0	0	0	0	2	10	6	2	0	0	0	0	0	0	20
06:15	0	0	0	0	0	1	10	6	2	0	0	0	0	0	0	19
06:30	0	0	0	0	0	3	4	8	2	1	0	0	0	0	0	18
06:45	0	0	0	0	0	1	5	6	5	0	0	0	0	0	0	17
	0	0	0	0	0	7	29	26	11	1	0	0	0	0	0	74
07:00	0	0	0	0	0	1	9	12	2	1	0	0	0	0	0	25
07:15	0	0	0	1	0	6	6	15	6	0	0	0	0	0	0	34
07:30	0	0	0	0	1	6	21	8	0	0	0	0	0	0	0	36
07:45	0	0	0	0	1	4	19	8	0	1	0	0	0	0	0	33
	0	0	0	1	2	17	55	43	8	2	0	0	0	0	0	128
08:00	0	0	0	0	3	6	20	5	1	0	0	0	0	0	0	35
08:15	0	0	0	1	2	8	16	4	0	0	0	0	0	0	0	31
08:30	1	0	0	0	2	9	15	5	1	0	0	0	0	0	0	33
08:45	0	0	0	0	1	7	13	7	0	0	0	0	0	0	0	28
	1	0	0	1	8	30	64	21	2	0	0	0	0	0	0	127
09:00	0	0	0	0	3	8	11	4	0	0	0	0	0	0	0	26
09:15	0	0	0	0	1	9	14	6	1	0	0	0	0	0	0	31
09:30	0	0	0	0	1	4	9	5	2	0	0	0	0	0	0	21
09:45	0	0	1	0	0	2	11	6	1	0	0	0	0	0	0	21
	0	0	1	0	5	23	45	21	4	0	0	0	0	0	0	99
10:00	0	0	0	0	0	6	13	4	0	0	0	0	0	0	0	23
10:15	0	0	0	0	1	4	15	5	1	0	0	0	0	0	0	26
10:30	0	0	0	0	0	2	9	7	2	0	0	0	0	0	0	20
10:45	0	0	0	0	0	2	10	11	1	0	0	0	0	0	0	24
	0	0	0	0	1	14	47	27	4	0	0	0	0	0	0	93
11:00	0	0	0	0	0	2	18	12	4	0	0	0	0	0	0	36
11:15	0	0	0	0	0	6	12	14	1	0	0	0	0	0	0	33
11:30	0	1	0	0	1	7	13	7	3	0	0	0	0	0	0	32
11:45	0	0	0	0	0	9	18	7	4	0	0	0	0	0	0	38
	0	1	0	0	1	24	61	40	12	0	0	0	0	0	0	139
Total	1	1	2	2	18	130	339	205	57	5	1	0	0	0	0	761

EB, WB

Mean Speed(Average) :	62 KPH
15 KPH Pace Speed :	56-70 KPH
Number in Pace :	3815
Percent in Pace :	67.0%
Number of Vehicles > 60 KPH :	3180
Percent of Vehicles > 60 KPH :	55.9%

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/11/2																		
3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	60	61
01:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	62	68
02:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	70	75
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	72	76
04:00	0	0	0	0	0	2	1	5	2	2	0	0	0	0	0	12	68	79
05:00	0	0	0	1	0	0	8	5	6	0	0	0	0	0	0	20	65	75
06:00	0	0	0	0	0	3	18	7	5	0	1	0	0	0	0	34	64	72
07:00	0	0	0	0	3	10	16	17	2	3	0	0	0	0	0	51	62	69
08:00	0	0	0	0	0	6	36	13	5	0	0	0	0	0	0	60	62	68
09:00	0	0	0	0	1	12	23	17	1	0	0	0	0	0	0	54	60	67
10:00	0	0	0	0	1	8	24	14	9	0	0	0	0	0	0	56	63	71
11:00	0	0	1	0	0	10	28	22	11	2	0	0	0	0	0	74	63	72
12 PM	0	1	0	1	0	15	40	24	4	0	0	0	0	0	0	85	60	68
13:00	0	1	0	1	1	8	33	18	6	1	0	0	0	0	0	69	61	69
14:00	0	0	0	0	1	11	50	32	8	0	0	0	0	0	0	102	62	69
15:00	0	0	0	0	0	17	30	29	8	3	0	0	0	0	0	87	63	70
16:00	0	0	0	0	0	10	32	29	9	4	0	0	0	0	0	84	64	71
17:00	1	0	0	0	2	5	28	24	8	4	0	0	0	0	0	72	64	72
18:00	0	1	0	0	0	6	17	12	4	0	0	0	0	0	0	40	61	69
19:00	0	0	0	0	1	1	18	19	3	0	0	0	0	0	0	42	64	69
20:00	0	0	0	0	0	3	12	11	3	0	0	0	0	0	0	29	63	70
21:00	0	0	0	0	0	0	2	4	2	2	0	0	0	0	0	10	71	81
22:00	0	0	0	0	0	0	2	4	1	0	0	1	0	0	0	8	71	77
23:00	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5	64	69
Total	1	3	1	3	10	128	423	314	99	21	1	1	0	0	0	1005		
Percent	0.1%	0.3%	0.1%	0.3%	1.0%	12.7%	42.1%	31.2%	9.9%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak			11:00	05:00	07:00	09:00	08:00	11:00	11:00	07:00	06:00							
Vol.			1	1	3	12	36	22	11	3	1							
PM Peak	17:00	12:00		12:00	17:00	15:00	14:00	14:00	16:00	16:00		22:00						
Vol.	1	1		1	2	17	50	32	9	4		1						

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EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/12/2																		
3	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	6	66	79
01:00	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4	58	74
02:00	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6	66	75
03:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	62	67
04:00	0	0	0	0	0	1	2	4	4	0	1	0	0	0	0	12	70	77
05:00	0	0	0	0	1	0	4	6	3	1	0	0	0	0	0	15	66	75
06:00	0	0	0	1	1	3	18	14	3	1	0	0	0	0	0	41	62	69
07:00	0	0	0	0	1	5	15	12	2	1	0	0	0	0	0	36	62	69
08:00	0	0	0	0	0	4	20	20	6	1	0	0	0	0	0	51	64	70
09:00	0	0	0	2	1	11	26	17	6	0	0	0	0	0	0	63	61	69
10:00	0	0	0	0	0	5	30	23	6	1	1	0	0	0	0	66	64	70
11:00	0	0	0	0	1	6	23	24	4	1	0	0	0	0	0	59	63	69
12 PM	0	0	0	0	0	5	46	22	6	2	1	0	0	0	0	82	63	69
13:00	0	0	0	0	3	13	23	20	7	2	0	0	0	0	0	68	62	70
14:00	0	0	0	0	0	7	34	34	7	1	1	0	0	0	0	84	64	70
15:00	0	0	0	0	1	6	38	30	8	1	1	0	0	0	0	85	64	70
16:00	0	0	1	0	0	10	25	38	16	5	0	0	0	0	0	95	66	74
17:00	0	1	1	0	1	10	25	34	14	2	0	0	0	0	0	88	64	72
18:00	0	0	0	0	0	4	19	15	6	0	0	0	0	0	0	44	64	70
19:00	0	0	0	0	1	2	25	9	6	1	1	0	0	0	0	45	64	72
20:00	0	0	0	0	1	3	4	10	1	6	1	1	0	0	0	27	70	84
21:00	0	0	0	0	0	2	3	10	3	0	0	1	0	0	0	19	68	74
22:00	0	0	0	0	0	0	2	7	3	0	0	0	0	0	0	12	68	74
23:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	70	82
Total	0	1	2	3	13	100	389	355	115	28	7	2	0	0	0	1015		
Percent	0.0%	0.1%	0.2%	0.3%	1.3%	9.9%	38.3%	35.0%	11.3%	2.8%	0.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak Vol.				09:00	01:00	09:00	10:00	11:00	08:00	00:00	04:00							
				2	1	11	30	24	6	1	1							
PM Peak Vol.		17:00	16:00		13:00	13:00	12:00	16:00	16:00	20:00	12:00	20:00						
		1	1		3	13	46	38	16	6	1	1						

EB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/13/23																		
3:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	68	69
01:00	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	4	62	74
02:00	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	66	76
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	76	77
04:00	0	0	0	0	0	1	6	2	3	0	1	0	0	0	0	13	66	76
05:00	0	0	1	0	0	3	9	8	5	0	0	0	0	0	0	26	63	72
06:00	0	0	0	0	0	2	13	12	6	1	0	0	0	0	0	34	65	73
07:00	0	0	0	0	1	8	22	13	2	2	0	0	0	0	0	48	62	69
08:00	1	0	0	0	3	8	37	8	1	0	0	0	0	0	0	58	58	63
09:00	0	0	1	0	3	3	14	12	2	0	0	0	0	0	0	35	60	68
10:00	0	0	0	0	1	6	32	15	4	0	0	0	0	0	0	58	62	68
11:00	0	1	0	0	0	6	33	25	8	0	0	0	0	0	0	73	63	70
12 PM	1	0	0	1	1	9	27	25	9	0	0	0	0	0	0	73	62	70
13:00	1	0	0	0	0	5	27	23	11	1	0	0	0	0	0	68	64	72
14:00	0	0	0	0	2	7	34	28	5	0	0	0	0	0	0	76	62	69
15:00	0	0	0	0	0	12	40	29	5	0	0	0	0	0	0	86	62	68
16:00	0	0	1	0	0	7	29	33	14	3	0	0	0	0	0	87	65	73
17:00	0	0	1	1	0	6	11	20	5	1	1	0	0	0	0	46	64	71
18:00	0	0	1	1	1	6	15	17	5	0	0	0	0	0	0	46	62	70
19:00	0	0	0	0	0	3	4	12	4	0	1	0	0	0	0	24	67	73
20:00	0	0	0	0	0	2	5	7	7	0	0	0	0	0	0	21	67	75
21:00	0	0	0	1	0	3	7	6	2	0	0	0	0	0	0	19	61	69
22:00	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7	68	74
23:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	68	74
Total	3	1	5	4	12	100	369	303	105	8	3	0	0	0	0	913		
Percent	0.3%	0.1%	0.5%	0.4%	1.3%	11.0%	40.4%	33.2%	11.5%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	05:00		08:00	07:00	08:00	11:00	11:00	07:00	04:00							
Vol.	1	1	1		3	8	37	25	8	2	1							
PM Peak	12:00		16:00	12:00	14:00	15:00	15:00	16:00	16:00	16:00	17:00							
Vol.	1		1	1	2	12	40	33	14	3	1							
Total	4	5	8	10	35	328	1181	972	319	57	11	3	0	0	0	2933		
			15th Percentile :		55 KPH													
			50th Percentile :		62 KPH													
			85th Percentile :		70 KPH													
			95th Percentile :		77 KPH													
Stats	15 KPH Pace Speed :			56-70 KPH														
	Number in Pace :			2032														
	Percent in Pace :			69.3%														
	Number of Vehicles > 60 KPH :			1805														
	Percent of Vehicles > 60 KPH :			61.5%														
	Mean Speed(Average) :			63 KPH														

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WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/11/2																		
3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	76	77
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	76	77
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	60	67
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	62	75
04:00	0	0	0	0	0	3	1	6	1	1	0	0	0	0	0	12	65	72
05:00	0	0	0	0	0	4	11	10	1	1	0	0	0	0	0	27	63	69
06:00	0	0	0	0	2	12	23	16	3	0	0	0	0	0	0	56	60	68
07:00	0	0	0	1	3	13	26	23	5	1	0	0	0	0	0	72	61	69
08:00	0	0	0	0	3	17	29	12	4	1	0	0	0	0	0	66	60	67
09:00	0	0	0	0	3	17	30	10	6	0	0	0	0	0	0	66	59	67
10:00	0	0	0	0	0	16	26	14	3	0	0	0	0	0	0	59	60	67
11:00	0	1	0	1	0	8	25	13	4	1	0	0	0	0	0	53	61	69
12 PM	0	0	0	1	1	10	18	13	2	1	0	0	0	0	0	46	60	68
13:00	0	0	0	0	3	8	38	22	9	1	0	0	0	0	0	81	62	70
14:00	1	1	0	0	2	15	29	17	5	0	0	0	0	0	0	70	59	68
15:00	0	0	0	0	2	15	29	20	3	2	1	0	0	0	0	72	61	69
16:00	0	1	0	0	2	8	35	24	5	1	0	0	0	0	0	76	62	69
17:00	0	1	0	1	3	12	31	16	3	0	0	0	0	0	0	67	59	67
18:00	1	0	0	0	1	11	16	8	4	0	0	0	0	0	0	41	59	68
19:00	0	0	0	0	2	8	13	7	1	0	0	0	0	0	0	31	59	66
20:00	0	0	0	0	0	3	11	5	1	0	0	0	0	0	0	20	61	67
21:00	0	0	0	0	0	0	2	2	1	1	0	1	0	0	0	7	73	87
22:00	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	5	60	73
23:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	64	68
Total	2	4	0	4	28	183	397	241	65	11	1	1	0	0	0	937		
Percent	0.2%	0.4%	0.0%	0.4%	3.0%	19.5%	42.4%	25.7%	6.9%	1.2%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak		11:00		07:00	07:00	08:00	09:00	07:00	09:00	04:00								
Vol.		1		1	3	17	30	23	6	1								
PM Peak	14:00	14:00		12:00	13:00	14:00	13:00	16:00	13:00	15:00	15:00	21:00						
Vol.	1	1		1	3	15	38	24	9	2	1	1						

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WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/12/2																		
3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	60	68
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	52	53
02:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4	62	66
03:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4	62	68
04:00	0	0	0	0	1	1	4	3	1	1	0	0	0	0	0	11	63	73
05:00	0	0	0	0	0	5	11	9	2	1	1	0	0	0	0	29	64	70
06:00	0	0	0	0	3	5	10	17	4	2	0	0	0	0	0	41	63	70
07:00	0	0	0	0	0	9	17	11	4	0	0	0	0	0	0	41	61	69
08:00	0	0	0	0	2	14	43	13	8	1	0	0	0	0	0	81	61	69
09:00	0	0	0	0	0	14	23	20	3	1	0	0	0	0	0	61	61	68
10:00	0	0	1	0	0	8	25	17	4	1	0	0	0	0	0	56	62	69
11:00	0	0	0	1	1	14	22	12	4	1	0	0	0	0	0	55	60	68
12 PM	0	0	0	0	3	20	24	16	5	0	0	0	0	0	0	68	60	68
13:00	0	1	0	0	1	16	34	16	2	1	0	0	0	0	0	71	60	67
14:00	0	0	0	0	3	18	28	16	1	0	0	0	0	0	0	66	59	66
15:00	0	1	0	0	0	11	36	20	1	1	0	0	0	0	0	70	61	67
16:00	2	0	0	0	0	22	33	26	9	0	0	0	0	0	0	92	60	69
17:00	0	0	0	0	2	13	29	25	6	2	0	0	0	0	0	77	62	69
18:00	1	0	0	0	2	4	20	10	10	0	0	0	0	0	0	47	62	73
19:00	0	0	0	1	6	3	12	3	1	0	0	0	0	0	0	26	56	63
20:00	0	0	0	0	1	6	7	1	0	0	0	0	0	0	0	15	56	61
21:00	0	0	0	0	0	0	6	4	2	0	0	0	0	0	0	12	65	71
22:00	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8	64	70
23:00	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	5	66	81
Total	3	2	1	2	25	189	391	247	69	13	1	0	0	0	0	943		
Percent	0.3%	0.2%	0.1%	0.2%	2.7%	20.0%	41.5%	26.2%	7.3%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00	06:00	08:00	08:00	09:00	08:00	06:00	05:00							
Vol.			1	1	3	14	43	20	8	2	1							
PM Peak	16:00	13:00		19:00	19:00	16:00	15:00	16:00	18:00	17:00								
Vol.	2	1		1	6	22	36	26	10	2								

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 Powerline Rd between Coulbeck Rd & Brant
 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/13/2																		
3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	68	75
01:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	72	85
02:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	65	75
03:00	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	70	83
04:00	0	0	0	0	1	2	2	4	1	0	0	0	0	0	0	10	61	70
05:00	0	0	0	0	0	6	15	8	1	0	0	0	0	0	0	30	61	67
06:00	0	0	0	0	0	5	16	14	5	0	0	0	0	0	0	40	63	70
07:00	0	0	0	1	1	9	33	30	6	0	0	0	0	0	0	80	62	69
08:00	0	0	0	1	5	22	27	13	1	0	0	0	0	0	0	69	57	65
09:00	0	0	0	0	2	20	31	9	2	0	0	0	0	0	0	64	58	64
10:00	0	0	0	0	0	8	15	12	0	0	0	0	0	0	0	35	60	67
11:00	0	0	0	0	1	18	28	15	4	0	0	0	0	0	0	66	60	67
12 PM	0	0	0	0	1	11	26	16	4	0	0	0	0	0	0	58	61	68
13:00	1	0	0	0	0	11	19	11	2	3	1	0	0	0	0	48	61	70
14:00	0	1	3	0	3	11	27	18	4	2	0	0	0	0	0	69	59	69
15:00	0	0	0	0	0	20	31	14	3	1	0	0	0	0	0	69	60	67
16:00	0	0	0	1	2	14	29	23	4	0	0	0	0	0	0	73	61	68
17:00	2	0	0	0	1	7	20	17	5	0	0	0	0	0	0	52	60	69
18:00	0	2	1	0	3	13	18	9	2	0	0	0	0	0	0	48	56	66
19:00	0	0	0	0	0	7	6	8	1	0	1	0	0	0	0	23	62	69
20:00	0	0	0	0	0	2	6	6	0	0	0	0	0	0	0	14	62	68
21:00	0	0	0	0	0	3	4	3	0	0	0	0	0	0	0	10	60	67
22:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5	68	76
23:00	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5	64	69
Total	3	3	4	3	20	189	362	236	49	8	2	0	0	0	0	879		
Percent	0.3%	0.3%	0.5%	0.3%	2.3%	21.5%	41.2%	26.8%	5.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak				07:00	08:00	08:00	07:00	07:00	07:00	01:00								
Vol.				1	5	22	33	30	6	1								
PM Peak	17:00	18:00	14:00	16:00	14:00	15:00	15:00	16:00	17:00	13:00	13:00							
Vol.	2	2	3	1	3	20	31	23	5	3	1							
Total	8	9	5	9	73	561	1150	724	183	32	4	1	0	0	0	2759		

15th Percentile : 51 KPH
 50th Percentile : 59 KPH
 85th Percentile : 68 KPH
 95th Percentile : 74 KPH

Stats
 15 KPH Pace Speed : 56-70 KPH
 Number in Pace : 1783
 Percent in Pace : 64.6%
 Number of Vehicles > 60 KPH : 1375
 Percent of Vehicles > 60 KPH : 49.8%
 Mean Speed(Average) : 61 KPH

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 wood Park Rd
 Date Start: 11-Apr-23
 Date End: 13-Apr-23

EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/11/2																		
3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	65	75
01:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	64	73
02:00	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6	65	71
03:00	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	66	76
04:00	0	0	0	0	0	5	2	11	3	3	0	0	0	0	0	24	67	77
05:00	0	0	0	1	0	4	19	15	7	1	0	0	0	0	0	47	64	72
06:00	0	0	0	0	2	15	41	23	8	0	1	0	0	0	0	90	62	69
07:00	0	0	0	1	6	23	42	40	7	4	0	0	0	0	0	123	61	69
08:00	0	0	0	0	3	23	65	25	9	1	0	0	0	0	0	126	61	68
09:00	0	0	0	0	4	29	53	27	7	0	0	0	0	0	0	120	60	67
10:00	0	0	0	0	1	24	50	28	12	0	0	0	0	0	0	115	61	69
11:00	0	1	1	1	0	18	53	35	15	3	0	0	0	0	0	127	62	70
12 PM	0	1	0	2	1	25	58	37	6	1	0	0	0	0	0	131	60	68
13:00	0	1	0	1	4	16	71	40	15	2	0	0	0	0	0	150	62	69
14:00	1	1	0	0	3	26	79	49	13	0	0	0	0	0	0	172	61	68
15:00	0	0	0	0	2	32	59	49	11	5	1	0	0	0	0	159	62	69
16:00	0	1	0	0	2	18	67	53	14	5	0	0	0	0	0	160	63	70
17:00	1	1	0	1	5	17	59	40	11	4	0	0	0	0	0	139	61	69
18:00	1	1	0	0	1	17	33	20	8	0	0	0	0	0	0	81	60	69
19:00	0	0	0	0	3	9	31	26	4	0	0	0	0	0	0	73	62	68
20:00	0	0	0	0	0	6	23	16	4	0	0	0	0	0	0	49	62	69
21:00	0	0	0	0	0	0	4	6	3	3	0	1	0	0	0	17	72	83
22:00	0	0	0	0	1	1	3	5	2	0	0	1	0	0	0	13	66	75
23:00	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	7	64	68
Total	3	7	1	7	38	311	820	555	164	32	2	2	0	0	0	1942		
Percent	0.2%	0.4%	0.1%	0.4%	2.0%	16.0%	42.2%	28.6%	8.4%	1.6%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.		11:00	11:00	05:00	07:00	09:00	08:00	07:00	11:00	07:00	06:00							
		1	1	1	6	29	65	40	15	4	1							
PM Peak Vol.	14:00	12:00		12:00	17:00	15:00	14:00	16:00	13:00	15:00	15:00	21:00						
	1	1		2	5	32	79	53	15	5	1	1						

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EB, WB

Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/12/2																		
3	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	8	65	77
01:00	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5	56	73
02:00	0	0	0	0	0	1	4	3	2	0	0	0	0	0	0	10	64	73
03:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7	62	68
04:00	0	0	0	0	1	2	6	7	5	1	1	0	0	0	0	23	67	76
05:00	0	0	0	0	1	5	15	15	5	2	1	0	0	0	0	44	65	73
06:00	0	0	0	1	4	8	28	31	7	3	0	0	0	0	0	82	63	70
07:00	0	0	0	0	1	14	32	23	6	1	0	0	0	0	0	77	62	69
08:00	0	0	0	0	2	18	63	33	14	2	0	0	0	0	0	132	62	70
09:00	0	0	0	2	1	25	49	37	9	1	0	0	0	0	0	124	61	69
10:00	0	0	1	0	0	13	55	40	10	2	1	0	0	0	0	122	63	69
11:00	0	0	0	1	2	20	45	36	8	2	0	0	0	0	0	114	62	69
12 PM	0	0	0	0	3	25	70	38	11	2	1	0	0	0	0	150	62	69
13:00	0	1	0	0	4	29	57	36	9	3	0	0	0	0	0	139	61	69
14:00	0	0	0	0	3	25	62	50	8	1	1	0	0	0	0	150	62	69
15:00	0	1	0	0	1	17	74	50	9	2	1	0	0	0	0	155	62	69
16:00	2	0	1	0	0	32	58	64	25	5	0	0	0	0	0	187	63	71
17:00	0	1	1	0	3	23	54	59	20	4	0	0	0	0	0	165	63	70
18:00	1	0	0	0	2	8	39	25	16	0	0	0	0	0	0	91	63	72
19:00	0	0	0	1	7	5	37	12	7	1	1	0	0	0	0	71	61	69
20:00	0	0	0	0	2	9	11	11	1	6	1	1	0	0	0	42	65	81
21:00	0	0	0	0	0	2	9	14	5	0	0	1	0	0	0	31	66	73
22:00	0	0	0	0	0	1	5	10	4	0	0	0	0	0	0	20	66	73
23:00	0	0	0	0	0	2	1	3	1	2	0	0	0	0	0	9	68	81
Total	3	3	3	5	38	289	780	602	184	41	8	2	0	0	0	1958		
Percent	0.2%	0.2%	0.2%	0.3%	1.9%	14.8%	39.8%	30.7%	9.4%	2.1%	0.4%	0.1%	0.0%	0.0%	0.0%			
AM Peak Vol.			10:00	09:00	06:00	09:00	08:00	10:00	08:00	06:00	04:00							
PM Peak Vol.	16:00	13:00	16:00	19:00	19:00	16:00	15:00	16:00	16:00	20:00	12:00	20:00						
	2	1	1	1	7	32	74	64	25	6	1	1						

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Start Time	1 15	16 23	24 31	32 39	40 47	48 55	56 63	64 71	72 79	80 88	89 96	97 104	105 112	113 120	121 9999	Total	Average (Mean)	85th Percent
04/13/2																		
3	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	68	74
01:00	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	6	65	79
02:00	0	0	0	0	0	1	3	1	3	0	0	0	0	0	0	8	66	75
03:00	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	72	82
04:00	0	0	0	0	1	3	8	6	4	0	1	0	0	0	0	23	64	74
05:00	0	0	1	0	0	9	24	16	6	0	0	0	0	0	0	56	62	69
06:00	0	0	0	0	0	7	29	26	11	1	0	0	0	0	0	74	64	71
07:00	0	0	0	1	2	17	55	43	8	2	0	0	0	0	0	128	62	69
08:00	1	0	0	1	8	30	64	21	2	0	0	0	0	0	0	127	58	64
09:00	0	0	1	0	5	23	45	21	4	0	0	0	0	0	0	99	59	66
10:00	0	0	0	0	1	14	47	27	4	0	0	0	0	0	0	93	61	68
11:00	0	1	0	0	1	24	61	40	12	0	0	0	0	0	0	139	61	69
12 PM	1	0	0	1	2	20	53	41	13	0	0	0	0	0	0	131	62	69
13:00	2	0	0	0	0	16	46	34	13	4	1	0	0	0	0	116	63	71
14:00	0	1	3	0	5	18	61	46	9	2	0	0	0	0	0	145	61	69
15:00	0	0	0	0	0	32	71	43	8	1	0	0	0	0	0	155	61	68
16:00	0	0	1	1	2	21	58	56	18	3	0	0	0	0	0	160	63	70
17:00	2	0	1	1	1	13	31	37	10	1	1	0	0	0	0	98	62	70
18:00	0	2	2	1	4	19	33	26	7	0	0	0	0	0	0	94	59	68
19:00	0	0	0	0	0	10	10	20	5	0	2	0	0	0	0	47	64	70
20:00	0	0	0	0	0	4	11	13	7	0	0	0	0	0	0	35	65	73
21:00	0	0	0	1	0	6	11	9	2	0	0	0	0	0	0	29	61	68
22:00	0	0	0	0	0	0	4	4	4	0	0	0	0	0	0	12	68	75
23:00	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9	66	70
Total	6	4	9	7	32	289	731	539	154	16	5	0	0	0	0	1792		
Percent	0.3%	0.2%	0.5%	0.4%	1.8%	16.1%	40.8%	30.1%	8.6%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	05:00	07:00	08:00	08:00	08:00	07:00	11:00	07:00	04:00							
Vol.	1	1	1	1	8	30	64	43	12	2	1							
PM Peak	13:00	18:00	14:00	12:00	14:00	15:00	15:00	16:00	16:00	13:00	19:00							
Vol.	2	2	3	1	5	32	71	56	18	4	2							
Total	12	14	13	19	108	889	2331	1696	502	89	15	4	0	0	0	5692		

15th Percentile : 53 KPH
 50th Percentile : 61 KPH
 85th Percentile : 69 KPH
 95th Percentile : 76 KPH

Stats
 15 KPH Pace Speed : 56-70 KPH
 Number in Pace : 3815
 Percent in Pace : 67.0%
 Number of Vehicles > 60 KPH : 3180
 Percent of Vehicles > 60 KPH : 55.9%
 Mean Speed(Average) : 62 KPH

Appendix D

Traffic Signal Warrant Analysis

SIGNAL WARRANT ANALYSIS

Powerline Road and Brantwood Park Road (as a T-intersection):

Input Data Sheet
Analysis Sheet
Results Sheet
Proposed Collision

GO TO Justification:

What are the intersecting roadways? Powerline Rd / Brantwood Park Rd

What is the direction of the Main Road street? East-West When was the data collected? 2023-01-10

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 3

d.- What is the operating environment? Rural Population < 10,000 AND Speed >= 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
7:30	0	22	60	133	0	12	11	47	0				1
8:30	0	33	58	84	0	11	14	56	0				1
9:30	0	38	53	53	0	7	10	40	0				1
11:30	0	43	85	67	0	7	9	43	0				1
12:30	0	46	91	53	0	10	13	46	0				1
15:00	0	75	170	103	0	11	29	41	0				1
16:00	0	73	172	90	0	7	24	50	0				1
17:00	0	58	166	75	1	9	16	39	0				1
Total	0	388	855	658	1	74	126	362	0	0	0	0	8

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	1
13-24	2
25-36	0

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Assumptions:

- For this analysis, the intersection of Powerline Road and Brantwood Park Road was considered to be a T-intersection.
- The volumes are based on the latest 2023 TMC provided by the City.
- Pedestrians crossing on main roads were estimated through the daily TMC data provided for 2023-01-10. For Example, pedestrian crossing on Powerline Road were 6 for the total daily TMC on 2023-01-10. For the purpose of this analysis, the 6 pedestrians were distributed throughout the day, leaving 0.75 pedestrian per hour. For a conservative approach we considered 1 pedestrian per hour.

Analysis Sheet

[Input Sheet](#)
[Results Sheet](#)
[Proposed Collision](#)

GO TO Justification:

Intersection: Powerline Rd / Brantwood Park Rd

Count Date: 2023-01-10

Justification 1: Minimum Vehicle Volumes

Free Flow Rural Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW										
	☒	☐	☐	☐	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
1A	480	720	600	900	285	256	201	254	259	429	416	364		
	COMPLIANCE %				59	53	42	53	54	89	87	76	513	64
1B	180	255	180	255	145	95	60	74	63	114	97	85		
	COMPLIANCE %				81	53	33	41	35	63	54	47	407	51
Free Flow					Both 1A and 1B 100% Fulfilled each of 8 hours								Yes ☐	No ☒
Signal Justification 1:					Lesser of 1A or 1B at least 80% fulfilled each of 8 hour:								Yes ☐	No ☒

Justification 2: Delay to Cross Traffic

Free Flow Rural Conditions

Justification n	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
2A	☒	☐	☐	☐	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
	480	720	600	900	140	161	141	180	196	315	319	279		
	COMPLIANCE %				29	34	29	38	41	66	66	58	361	45
2B	50	75	50	75	134	85	54	68	54	104	91	77		
	COMPLIANCE %				100	100	100	100	100	100	100	100	800	100
Free Flow					Both 2A and 2B 100% fulfilled each of 8 hours								Yes ☐	No ☒
Signal Justification 2:					Lesser of 2A or 2B at least 80% fulfilled each of 8 hour								Yes ☐	No ☒

Analysis Sheet

[Input Sheet](#)
[Results Sheet](#)
[Proposed Collision](#)

GO TO Justification:

Intersection: Powerline Rd / Brantwood Park Rd

Count Date: 2023-01-10

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification n 1	Minimum Vehicle Volume	YES ☐	NO ☒	YES ☐	NO ☒
Justification n 2	Delay Cross Traffic	YES ☐	NO ☒	NOT JUSTIFIED	

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
Justification n 4	12:30	X 196	Y (actual) 63	Y (warrant threshold) 451	14 %	23 %
	15:00	315	114	382	30 %	
	16:00	319	97	380	26 %	
	17:00	279	85	402	21 %	

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification n 5	1-12	20 %	20 %
	13-24	40 %	
	25-36	0 %	

Results Sheet[Input Sheet](#)[Analysis Sheet](#)[Proposed Collision](#)[GO TO Justification:](#)

Intersection: Powerline Rd / Brantwood Park Rd

Count Date: 2023-01-10

Summary Results

Justification		Compliance		Signal Justified?	
				YES	NO
1. Minimum Vehicular Volume	A Total Volume	64 %		☐	☒
	B Crossing Volume	51 %		☐	☒
2. Delay to Cross Traffic	A Main Road	45 %		☐	☒
	B Crossing Road	100 %		☐	☒
3. Combination	A Justificaton 1	51 %		☐	☒
	B Justification 2	45 %		☐	☒
4. 4-Hr Volume		23 %		☐	☒

5. Collision Experience	20 %	☐	☒
-------------------------	------	--------------------------	-------------------------------------

6. Pedestrians	A Volume	Justification not met	☐	☒
	B Delay	Justification not met	☐	☒

As clearly indicated by the Signal Warrant Analysis, a traffic signal on Powerline Road and Brantwood Park Road (as a T-intersection) is not justified.

Powerline Road and Brantwood Park Road (as a 4-legged intersection):

Input Data Sheet
Analysis Sheet
Results Sheet
Proposed Collision
GO TO Justification:

What are the intersecting roadways? Powerline Rd / Brantwood Park Rd

What is the direction of the Main Road street? East-West When was the data collected? 2023-01-10

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 4

d.- What is the operating environment? Rural Population < 10,000 AND Speed >= 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
7:30	1	22	60	133	0	12	11	47	0	0	0	0	1
8:30	3	33	58	84	0	11	14	56	0	0	0	0	1
9:30	1	38	53	53	0	7	10	40	0	0	1	1	1
11:30	3	43	85	67	0	7	9	43	0	1	0	0	1
12:30	2	46	91	53	0	10	13	46	0	0	0	3	1
15:00	0	75	170	103	0	11	29	41	0	0	0	0	1
16:00	2	73	172	90	0	7	24	50	0	0	0	0	1
17:00	5	58	166	75	1	9	16	39	0	0	0	0	1
Total	17	388	855	658	1	74	126	362	0	1	1	4	8

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	1
13-24	2
25-36	0

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Assumptions:

- For this analysis, the intersection of Powerline Road and Brantwood Park Road was considered to be a 4-legged intersection.
- The volumes are based on the latest 2023 TMC provided by the City.
- Pedestrians crossing on main roads were estimated through the daily TMC data provided for 2023-01-10. For Example, pedestrian crossing on Powerline Road were 6 for the total daily TMC on 2023-01-10. For the purpose of this analysis, the 6 pedestrians were distributed throughout the day, leaving 0.75 pedestrian per hour. For a conservative approach we considered 1 pedestrian per hour.

Analysis Sheet

[Input Sheet](#)
[Results Sheet](#)
[Proposed Collision](#)

GO TO Justification:

Intersection: Powerline Rd / Brantwood Park Rd

Count Date: 2023-01-10

Justification 1: Minimum Vehicle Volumes

Free Flow Rural Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
	☒	☐	☐	☐	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
1A	480	720	600	900	286	259	204	258	264	429	418	369		
	COMPLIANCE%				60	54	43	54	55	89	87	77	518	65
1B	120	170	120	170	145	95	62	75	66	114	97	85		
	COMPLIANCE%				100	79	52	63	55	95	81	71	595	74
Free Flow					Both 1A and 1B 100% Fulfilled each of 8 hours								Yes ☐	No ☒
Signal Justification 1:					Lesser of 1A or 1B at least 80% fulfilled each of 8 hour:								Yes ☐	No ☒

Justification 2: Delay to Cross Traffic

Free Flow Rural Conditions

Justification n	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent t
	1lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
	☒	☐	☐	☐	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
2A	480	720	600	900	141	164	142	183	198	315	321	284		
	COMPLIANCE %				29	34	30	38	41	66	67	59	364	46
2B	50	75	50	75	134	85	55	69	54	104	91	77		
	COMPLIANCE %				100	100	100	100	100	100	100	100	800	100
Free Flow					Both 2A and 2B 100% fulfilled each of 8 hours								Yes ☐	No ☒
Signal Justification 2:					Lesser of 2A or 2B at least 80% fulfilled each of 8 hour								Yes ☐	No ☒

Analysis Sheet

[Input Sheet](#)
[Results Sheet](#)
[Proposed Collision](#)

GO TO Justification:

Intersection: Powerline Rd / Brantwood Park Rd

Count Date: 2023-01-10

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification	Minimum Vehicle Volume	YES ☐	NO ☒	YES ☐	NO ☒
Justification 1					
Justification 2	Delay Cross Traffic	YES ☐	NO ☒	NOT JUSTIFIED	

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
		X	Y (actual)	Y (warrant threshold)		
Justification 4	12:30	198	63	449	14 %	23 %
	15:00	315	114	382	30 %	
	16:00	321	97	379	26 %	
	17:00	284	85	400	21 %	

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	20 %	20 %
	13-24	40 %	
	25-36	0 %	

Results Sheet[Input Sheet](#)[Analysis Sheet](#)[Proposed Collision](#)[GO TO Justification:](#)

Intersection: Powerline Rd / Brantwood Park Rd

Count Date: 2023-01-10

Summary Results

Justification		Compliance	Signal Justified?	
			YES	NO
1. Minimum Vehicular Volume	A Total Volume	65 %	☐	☒
	B Crossing Volume	74 %	☐	☒
2. Delay to Cross Traffic	A Main Road	46 %	☐	☒
	B Crossing Road	100 %	☐	☒
3. Combination	A Justificaton 1	65 %	☐	☒
	B Justification 2	46 %	☐	☒
4. 4-Hr Volume		23 %	☐	☒
5. Collision Experience		20 %	☐	☒
6. Pedestrians	A Volume	Justification not met	☐	☒
	B Delay	Justification not met	☐	☒

As clearly indicated by the Signal Warrant Analysis, a traffic signal on Powerline Road and Brantwood Park Road (as a 4-legged intersection) is not justified.

Powerline Road and Coulbeck Road:

Input Data Sheet			Analysis Sheet	Results Sheet	Proposed Collision	GO TO Justification:							
What are the intersecting roadways?			Powerline Rd / Coulbeck Rd										
What is the direction of the Main Road street?			East-West	When was the data collected? 2023-01-10									
Justification 1 - 4: Volume Warrants													
a.- Number of lanes on the Main Road?			1										
b.- Number of lanes on the Minor Road?			1										
c.- How many approaches?			3										
d.- What is the operating environment?			Rural	Population < 10,000 AND Speed >= 70 km/hr									
e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)													
Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
7:30	0	17	14	35	0	8	0	21	0				0
8:30	0	29	16	33	0	4	1	38	0				0
9:30	0	29	20	34	0	0	3	30	0				0
11:30	0	33	25	21	0	4	3	48	0				0
12:30	0	42	16	23	0	1	2	40	0				0
15:00	0	36	37	36	0	5	5	38	0				0
16:00	1	43	30	17	0	6	11	50	0				0
17:00	0	39	41	14	0	3	5	40	0				0
Total	1	268	199	213	0	31	30	305	0	0	0	0	0
Justification 5: Collision Experience													
Preceding Months	Number of Collisions*												
1-12	1												
13-24	1												
25-36	0												
* Include only collisions that are susceptible to correction through the installation of traffic signal control													

- The volumes are based on the latest 2023 TMC provided by the City.

Analysis Sheet

Input Sheet

Results Sheet

Proposed Collision

GO TO Justification:

Intersection: Powerline Rd / Coulbeck Rd

Count Date: 2023-01-10

Justification 1: Minimum Vehicle Volumes

Free Flow Rural Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
	☒	☐	☐	☐										
1A	480	720	600	900	95	121	116	134	124	157	158	142	218	27
	COMPLIANCE %				20	25	24	28	26	33	33	30		
1B	180	255	180	255	43	37	34	25	24	41	23	17	136	17
	COMPLIANCE %				24	21	19	14	13	23	13	9		
Free Flow					Both 1A and 1B 100% Fulfilled each of 8 hours								Yes ☐ No ☒	
Signal Justification 1:					Lesser of 1A or 1B at least 80% fulfilled each of 8 hour:								Yes ☐ No ☒	

Justification 2: Delay to Cross Traffic

Free Flow Rural Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	7:30	8:30	9:30	11:30	12:30	15:00	16:00	17:00		
	☒	☐	☐	☐										
2A	480	720	600	900	52	84	82	109	100	116	135	125	167	21
	COMPLIANCE %				11	18	17	23	21	24	28	26		
2B	50	75	50	75	35	33	34	21	23	36	17	14	426	53
	COMPLIANCE %				70	66	68	42	46	72	34	28		
Free Flow					Both 2A and 2B 100% fulfilled each of 8 hours								Yes ☐	No ☒
Signal Justification 2:					Lesser of 2A or 2B at least 80% fulfilled each of 8 hours								Yes ☐	No ☒

Analysis Sheet

Input Sheet

Results Sheet

Proposed Collision

GO TO Justification:

Intersection: Powerline Rd / Coulbeck Rd

Count Date: 2023-01-10

Justification 3: Combination

Combination Justification 1 and 2

Justification	Justification Satisfied 80% or More			Two Justifications Satisfied 80% or More	
	Minimum Vehicle Volume	YES ☐	NO ☒	YES ☐	NO ☒
Justification 1					
Justification 2	Delay Cross Traffic	YES ☐	NO ☒	NOT JUSTIFIED	

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
Justification 4		X	Y (actual)	Y (warrant threshold)		5 %
	11:30	109	25	505	5 %	
	15:00	116	41	500	8 %	
	16:00	135	23	488	5 %	
	17:00	125	17	494	3 %	

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	20 %	13 %
	13-24	20 %	
	25-36	0 %	

Results Sheet

[Input Sheet](#)[Analysis Sheet](#)[Proposed Collision](#)[GO TO Justification:](#)

Intersection: Powerline Rd / Coulebeck Rd

Count Date: 2023-01-10

Summary Results

Justification		Compliance		Signal Justified?	
				YES	NO
1. Minimum Vehicular Volume	A Total Volume	27 %		☐	☒
	B Crossing Volume	17 %		☐	☒
2. Delay to Cross Traffic	A Main Road	21 %		☐	☒
	B Crossing Road	53 %		☐	☒
3. Combination	A Justificaton 1	17 %		☐	☒
	B Justification 2	21 %		☐	☒
4. 4-Hr Volume		5 %		☐	☒
5. Collision Experience		13 %		☐	☒
6. Pedestrians	A Volume	Justification not met		☐	☒
	B Delay	Justification not met		☐	☒

As clearly indicated by the Signal Warrant Analysis, a traffic signal on Powerline Road and Coulebeck Road is not justified.

Appendix E

Warrant Analysis Findings for Conversion of All-Way Stop- Controlled Intersections

ALL-WAY STOP WARRANT ANALYSIS

Powerline Road and Brantwood Park Road:

All-way Stop Minimum Volume Warrant (Arterial and Major Roads)

All-way stop control may be considered on major roads where the following conditions are met:

- The total vehicle volume on all intersection approaches exceeds 500 vehicles per hour for each of any eight hours of the day;
- The combined vehicular and pedestrian volume on the minor street exceeds 200 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours, with an average delay to traffic on the minor street (either vehicles or pedestrians wishing to enter the intersection) of greater than 30 seconds; and
- The volume split does not exceed 70/30. Volume on the major street is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

Assumptions:

- The volumes are based on the latest 2023 TMC provided by the City.
- Pedestrians crossing on main roads were estimated through the daily TMC data provided for 2023-01-10. For Example, pedestrian crossing on Powerline Road were 6 for the total daily TMC on 2023-01-10. For the purpose of this analysis, the 6 pedestrians were distributed throughout the day, leaving 0.75 pedestrian per hour. For a conservative approach we considered 1 pedestrian per hour.
- Powerline Road is classified as a major Arterial Road and Brantwood Park Road is classified as a major collector road, according to the City of Brantford. Therefore, conditions for major road must be met for an all-way stop controlled intersection.

Analysis:

- The total vehicle volume on all intersection approaches does not exceed 500 vehicles per hour for each of any eight hours of the day:

Time Period		Vehicle Volumes on all intersection approaches
07:30	08:30	286
08:30	09:30	259
09:30	10:30	204
11:30	12:30	258
12:30	13:30	264
15:00	16:00	429
16:00	17:00	418
17:00	18:00	369

- Combined Vehicular and pedestrian Volumes on minor street (Brantwood Park Rd) does not exceed 200 units per hour:

Time Period		Vehicle and Pedestrian Volumes on Brantwood Park Rd
07:30	08:30	146
08:30	09:30	96
09:30	10:30	63
11:30	12:30	76
12:30	13:30	67
15:00	16:00	115
16:00	17:00	98
17:00	18:00	86

- Volume split on the intersection was found to be:

Total 8-hour Vehicular Vol on Major St.	Total 8-hour Vehicular & Pedestrian Vol on Minor St.
1748	747

Major Road (Powerline Road) = 57%

Minor Road (Brantwood Park Road) = 43%

According to OTM book 5, an all-way stop sign for the intersection of Powerline Road and Brantwood Park Road is not warranted, due to conditions above not being met. In addition, according to OTM book 5, in order for an all-way stop controlled intersection, the approaches should be directly opposing (i.e., not offset). Whereas, in the case of this intersection, there is an offset on the north approach of the intersection (i.e., Brantwood Farms)

Powerline Road and Coulbeck Road:

Assumptions:

- The volumes are based on the latest 2023 TMC provided by the City.
- Powerline Road is classified as a Major Arterial Road and Coulbeck Road is classified as a local road, according to the City of Brantford. The conditions for major road must be met for an all-way stop controlled intersection.

Analysis:

- The total vehicle volume on all intersection approaches does not exceed 500 vehicles per hour for each of any eight hours of the day:

Time Period		Vehicle Volumes on all intersection approaches
07:30	08:30	95
08:30	09:30	121
09:30	10:30	116
11:30	12:30	134
12:30	13:30	124
15:00	16:00	157
16:00	17:00	158
17:00	18:00	142

- Combined Vehicular and pedestrian Volumes on minor street (Coulbeck Rd) does not exceed 200 units per hour:

Time Period		Vehicle and Pedestrian Volumes on Coulbeck Rd
07:30	08:30	43
08:30	09:30	37
09:30	10:30	34
11:30	12:30	25
12:30	13:30	24
15:00	16:00	41
16:00	17:00	23
17:00	18:00	17

- Volume split on the intersection was found to be:

Total 8-hour Vehicular Vol on Major St.	Total 8-hour Vehicular & Pedestrian Vol on Minor St.
803	244

Major Road (Powerline Road) = 70%

Minor Road (Coulbeck Road) = 30%

According to OTM book 5, an all-way stop sign for the intersection of Powerline Road and Coulbeck Road is not warranted, due to conditions above not being met.

Assumptions:

- The volumes are based on the latest 2023 TMC provided by the City.
- Powerline Road is classified as a Major Arterial Road and Coulbeck Road is classified as a local road, according to the City of Brantford. Checking the conditions for an all-way stop controlled intersection along a minor road.

All-way Stop Minimum Volume Warrant (Minor Roads)

All-way stop control may be considered on minor roads where the following conditions are met:

- Total vehicle volume on all intersection approaches exceeds 350 for the highest hour recorded; and
- Volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume is defined as vehicles only.

Analysis:

- The total vehicle volume on all intersection approaches does not exceed 350 vehicles for the highest hour:

Time Period		Vehicle Volumes on all intersection approaches
07:30	08:30	95
08:30	09:30	121
09:30	10:30	116
11:30	12:30	134
12:30	13:30	124
15:00	16:00	157
16:00	17:00	158
17:00	18:00	142

- Volume split on the intersection was found to be:

Total 8-hour Vehicular Vol on Major St.	Total 8-hour Vehicular & Pedestrian Vol on Minor St.
803	244

Major Road (Powerline Road) = 70%
Minor Road (Coulbeck Road) = 30%

According to OTM book 5, an all-way stop sign for the intersection of Powerline Road and Coulbeck Road is not warranted, due to conditions above not being met.

Appendix F

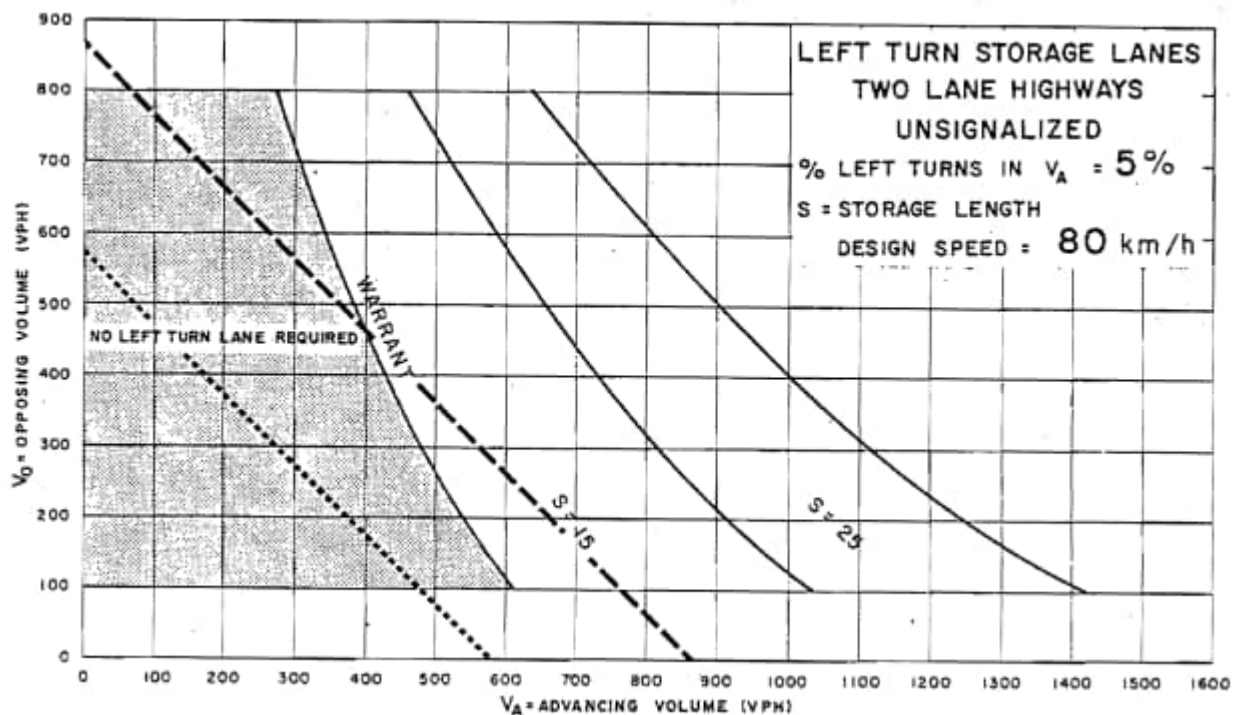
Left-Turn Lane Warrant Analysis Findings

LEFT-TURN WARRANT ANALYSIS

Intersection		AM Peak Hour	PM Peak Hour	Off-Peak Hour
Powerline Road and Brantwood Park Road	Advancing Eastbound Traffic Volume (in pcu*)	115	272	143
	Eastbound Left Turn Traffic Volume (in pcu*)	2	3	4
	% Left Turns in V_A (Advancing Vehicles)	2%	1%	3%
	Opposing Westbound Traffic Volume	64	52	52
	Left Turn Lane Warranted?	NO	NO	NO

Note: * A heavy vehicle adjustment factor of 2.5 passenger car unit equivalents (pcu) was used.

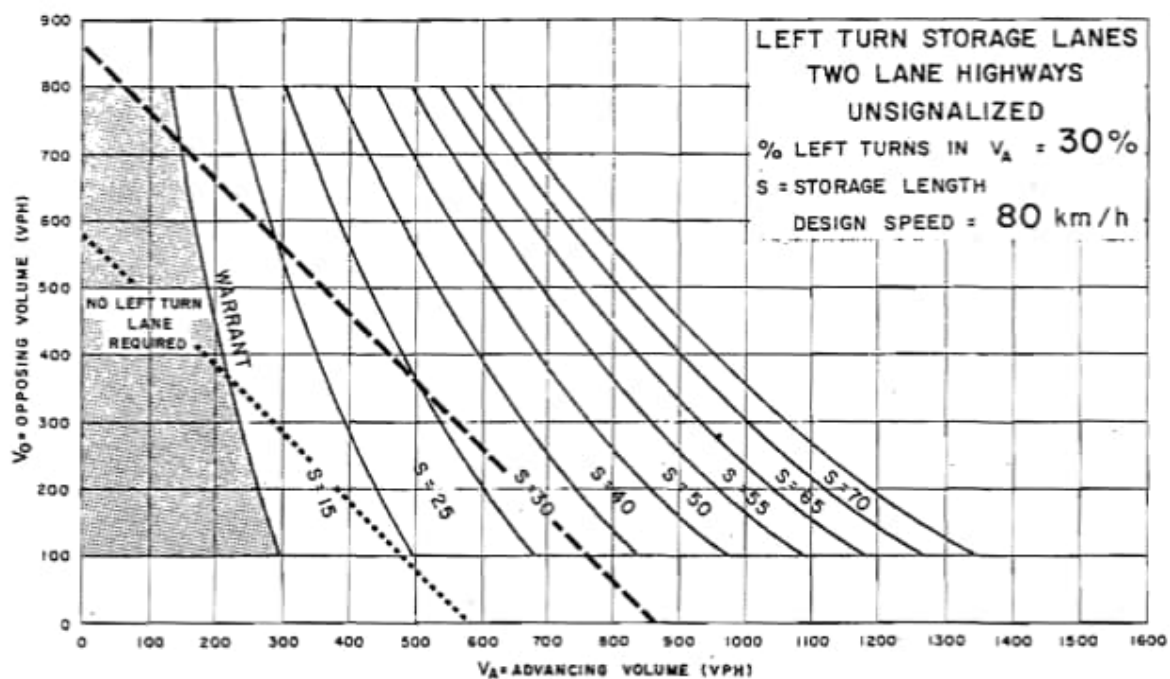
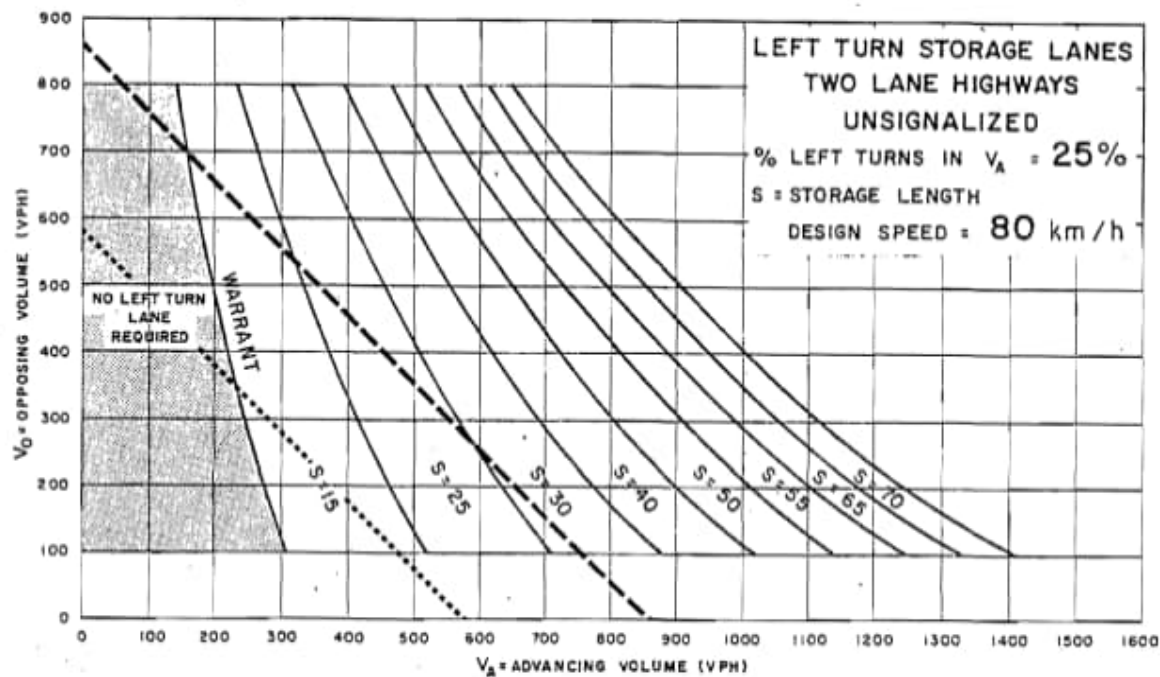
Note: Posted speed on Powerline Road is 60 km/hr. Therefore, the design speed is 80 km/hr.



Intersection		AM Peak Hour	PM Peak Hour	Off-Peak Hour
Powerline Road and Brantwood Park Road	Advancing Westbound Traffic Volume (in pcu*)	86	76	69
	Westbound Left Turn Traffic Volume (in pcu*)	22	24	17
	% Left Turns in V_A (Advancing Vehicles)	26%	32%	25%
	Opposing Eastbound Traffic Volume	27	79	41
	Left Turn Lane Warranted?	NO	NO	NO

Note: * A heavy vehicle adjustment factor of 2.5 passenger car unit equivalents (pcu) was used.

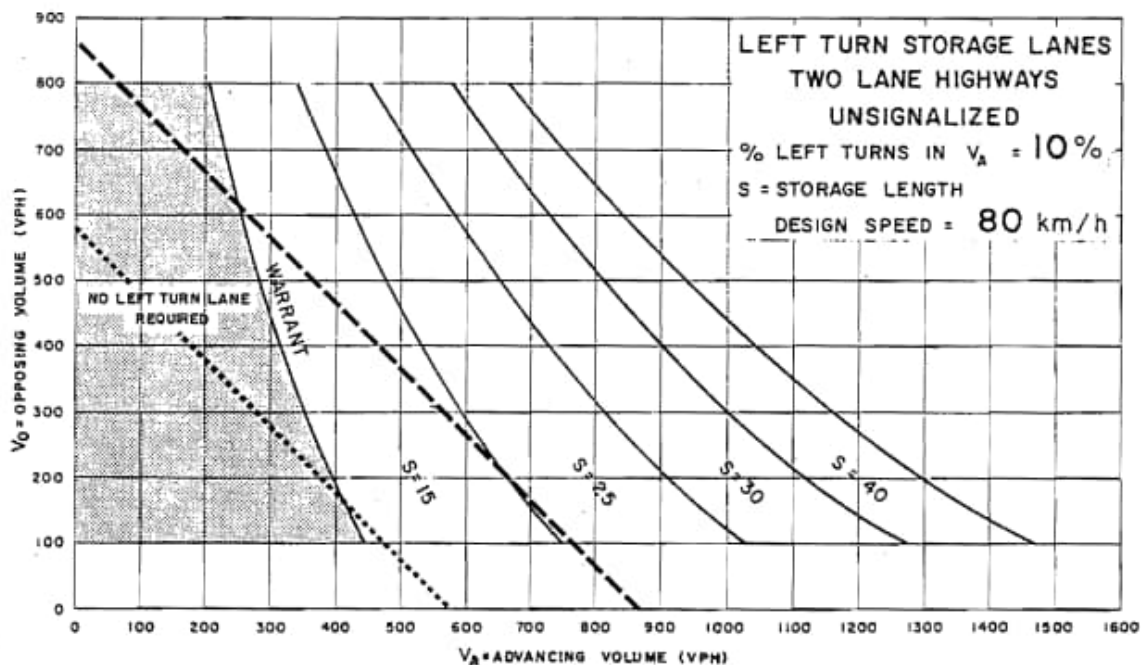
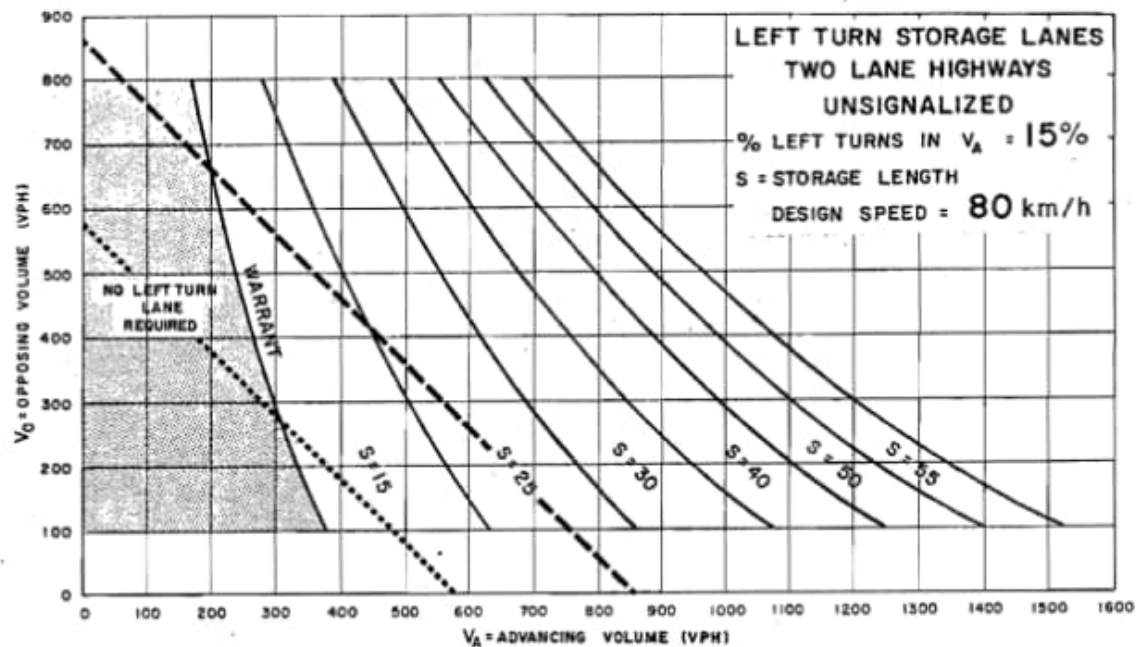
Note: Posted speed on Powerline Road is 60 km/hr. Therefore, the design speed is 80 km/hr.



Intersection		AM Peak Hour	PM Peak Hour	Off-Peak Hour
Powerline Road and Coulbeck Road	V_A Advancing Westbound Traffic Volume (in pcu*)	36	63	47
	Westbound Left Turn Traffic Volume (in pcu*)	0	11	5
	% Left Turns in V_A (Advancing Vehicles)	0%	17%	11%
	Opposing Eastbound Traffic Volume	35	44	41
	Left Turn Lane Warranted?	NO	NO	NO

Note: * A heavy vehicle adjustment factor of 2.5 passenger car unit equivalents (pcu) was used.

Note: Posted speed on Powerline Road is 60 km/hr. Therefore, the design speed is 80 km/hr.



Appendix G

Streetlighting Warrant Analysis Findings



Powerline Road
From Wayne Gretzky Parkway to Brantwood Park Road
City of Brantford
Warrant Undertaken by Hossein Zarei and Reviewed by
John Breward
Company Name: AECOM
Date: April 11, 2023

Road Name _____
From _____ to _____
City _____
Warrant Undertaken by _____
Company name _____
Date _____

Warrants for Lighting Arterial, Collector and Local Roads

Item No.	Classification Factor	Rating Factor 'R'					Weight 'W'	Enter 'R' Here	Score 'R' x 'W'
		1	2	3	4	5			
Geometric Factors (See Note 6)									
1	Number of Lanes	≤ 4	5	6	7	≥ 8	0.15	1	
2	Lane Width (m)	>3.6	3.4 to 3.6	3.2 to 3.4	3.0 to 3.2	<3.0	0.35	1	
3	Median Openings/km	<2.5 or 1-Way	2.5 to 5.0	5.0 to 7.2	7.2 to 9.0	>9.0 or No Median	1.40	5	
4	Driveways and Entrances/km	<20	20 to 40	40 to 60	60 to 80	>80	1.40	1	
5	Horizontal Curve Radius (m)	>600	450 to 600	225 to 450	175 to 225	<175	5.90	1	
6	Vertical Grades (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.35	1	
7	Sight Distance (m)	>210	150 to 210	90 to 150	60 to 90	<60	0.15	1	
8	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.10	1	
Subtotal Geometric Factors									15.40
Operational Factors									
9	Signalized Intersections (%)	80 to 100	70 to 80	60 to 70	50 to 60	0 to 50	0.15	5	
10	Left Turn Lane	All Major Intersections or 1-Way	Substantial Number of Major Intersections	Most Major Intersections	Half of Major Intersections	Infrequent Number or TWTL (See Notes 1 & 3)	0.70	5	
11	Median Width (m)	>10	6 to 10	3 to 6	1.2 to 3	0 to 1.2	0.35	5	
12	Operating or Posted Speed (km/h) (See Note 5)	≤ 40	50	60	70	≥ 80	0.60	5	
13	Pedestrian Activity Level (See Note 2)			Low	Medium	High	3.15	3	
Subtotal Operational Factors									18.45
Environmental Factors									
14	Percentage of Development Adjacent to Road (%) (See Note 4)	nil	nil to 30	30 to 60	60 to 90	>90	0.15	3	
15	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.15	1	
16	Distance from Development to Roadway (m) (See Note 4)	>60	45 to 60	30 to 45	15 to 30	<15	0.15	5	
17	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.38	1	
18	Raised Curb Median	None	Continuous	At All Intersections (100%)	At Most Intersections (51% to 99%)	At Few Intersections (≤ 50%) (See Note 7)	0.35	1	
Subtotal Environmental Factors									3.08
Collision Factors									
19	Night-to-Day Collision Ratio	<1.0	1.0 to 1.2	1.2 to 1.5	1.5 to 2.0	>2.0 (See Note 1)	5.55	1	
Subtotal Collision Factors									5.55
G + O + E + A = Total Warranting Points									42.48
Warranting Condition									60.00
Difference ±									-17.52

Notes:

- 1 Lighting Warranted
- 2 Pedestrian Activity Level (Refer to 9.1.3 - Pedestrian Related Definitions)
- 3 Two-Way Left Turn Lane
- 4 Development Defined as Commercial, Industrial or Residential Buildings
- 5 85th Percentile Night Speed Should Be Used if Available, Otherwise Posted Speed Shall Be Used
- 6 Worst Case Geometric Factors for a Segment of Roadway Shall Apply
- 7 Also Includes Isolated Medians (Non-Continuous) Between Intersections.

Not Warranted

v1.0

Figure 9-9 – Warrant for Lighting Arterial, Collector and Local Roads



Powerline Road
From Brantwood Park Road to Coulbeck Road
City of Brantford
Warrant Undertaken by Hossein Zarei and Reviewed by
John Breward
Company Name: AECOM
Date: April 11, 2023

Road Name _____
From _____ to _____
City _____
Warrant Undertaken by _____
Company name _____
Date _____

Warrants for Lighting Arterial, Collector and Local Roads

Item No.	Classification Factor	Rating Factor 'R'					Weight 'W'	Enter 'R' Here	Score 'R' x 'W'
		1	2	3	4	5			
Geometric Factors (See Note 6)									
1	Number of Lanes	≤ 4	5	6	7	≥ 8	0.15	1	
2	Lane Width (m)	>3.6	3.4 to 3.6	3.2 to 3.4	3.0 to 3.2	<3.0	0.35	2	
3	Median Openings/km	<2.5 or 1-Way	2.5 to 5.0	5.0 to 7.2	7.2 to 9.0	>9.0 or No Median	1.40	5	
4	Driveways and Entrances/km	<20	20 to 40	40 to 60	60 to 80	>80	1.40	1	
5	Horizontal Curve Radius (m)	>600	450 to 600	225 to 450	175 to 225	<175	5.90	1	
6	Vertical Grades (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.35	1	
7	Sight Distance (m)	>210	150 to 210	90 to 150	60 to 90	<60	0.15	1	
8	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.10	1	
Subtotal Geometric Factors									15.75
Operational Factors									
9	Signalized Intersections (%)	80 to 100	70 to 80	60 to 70	50 to 60	0 to 50	0.15	5	
10	Left Turn Lane	All Major Intersections or 1-Way	Substantial Number of Major Intersections	Most Major Intersections	Half of Major Intersections	Infrequent Number or TWTL (See Notes 1 & 3)	0.70	5	
11	Median Width (m)	>10	6 to 10	3 to 6	1.2 to 3	0 to 1.2	0.35	5	
12	Operating or Posted Speed (km/h) (See Note 5)	≤ 40	50	60	70	≥ 80	0.60	5	
13	Pedestrian Activity Level (See Note 2)			Low	Medium	High	3.15	3	
Subtotal Operational Factors									18.45
Environmental Factors									
14	Percentage of Development Adjacent to Road (%) (See Note 4)	nil	nil to 30	30 to 60	60 to 90	>90	0.15	4	
15	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.15	1	
16	Distance from Development to Roadway (m) (See Note 4)	>60	45 to 60	30 to 45	15 to 30	<15	0.15	5	
17	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.38	1	
18	Raised Curb Median	None	Continuous	At All Intersections (100%)	At Most Intersections (51% to 99%)	At Few Intersections (≤ 50%) (See Note 7)	0.35	1	
Subtotal Environmental Factors									3.23
Collision Factors									
19	Night-to-Day Collision Ratio	<1.0	1.0 to 1.2	1.2 to 1.5	1.5 to 2.0	>2.0 (See Note 1)	5.55	1	
Subtotal Collision Factors									5.55
G + O + E + A = Total Warranting Points									42.98
Warranting Condition									60.00
Difference ±									-17.02

Notes:

- 1 Lighting Warranted
- 2 Pedestrian Activity Level (Refer to 9.1.3 - Pedestrian Related Definitions)
- 3 Two-Way Left Turn Lane
- 4 Development Defined as Commercial, Industrial or Residential Buildings
- 5 85th Percentile Night Speed Should Be Used if Available, Otherwise Posted Speed Shall Be Used
- 6 Worst Case Geometric Factors for a Segment of Roadway Shall Apply
- 7 Also Includes Isolated Medians (Non-Continuous) Between Intersections.

Not Warranted

v1.0

Figure 9-9 – Warrant for Lighting Arterial, Collector and Local Roads

Appendix H

Road Safety Assessment Findings and Recommendations

Powerline Road Safety Assessment

Between Wayne Gretzky Parkway and East City Limits

City of Brantford

Findings and Recommendations

May 8, 2023



Study Findings and Recommendations

Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd.

- Issue #1: White edge line markings on Powerline Road end just east of the Wayne Gretzky Parkway intersection. The absence of such line markings combined with the presence of 13-foot (4-meter) wide travel lanes encourage vehicle speeding.
- Recommendation #1: Provide edge line markings along the entire mid-block section of Powerline Road. Also, provide a second yellow centreline.



Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- Issue #2: There is an edge drop on Powerline Road in the eastbound direction of travel at a location between the second and third westernmost hydro towers.
- Recommendation #2: Fix the noted edge drop issue.



Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- Issue #3: Despite the presence of a “desire line” for pedestrians to cross Powerline Road at the Brantwood Park Road intersection to / from Brantwood Farms, there is no “controlled” pedestrian crossing facility.
- Recommendation #3: In the absence of any “controlled” crossing facility within 200 m from the identified “desire line” location, OTM Book 15 warrants provision of a PXO Type “C”. Note that as per the most recent counts (2018 and 2023), the 8-hour volume on Powerline Road is estimated at 2,450 vehicles. However, ...



See the next slide for the rest of the recommendations

Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- ... in consultation with the City staff and given that the 85th-percentile speed is notably higher than the posted speed of 60 km/h, it is recommended to delay the installation of the PXO, and only proceed with its installation if findings from a future speed study that should be conducted a few months after the implementation of the recommended traffic calming measures that are presented elsewhere in this appendix (e.g., lane markings, speed display boards, etc.) show that those traffic calming measures have brought the 85th-percentile speed on Powerline Road to below 70 km/h...

See the next slide for the rest of the recommendations

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h)	Total Number of Lanes for the Roadway Cross Section ¹			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C ²	Level 2 Type D ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A
Type B
Type C
Type D

Approaches to roundabouts should be considered a separate roadways.

¹The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

²Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

³Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.

Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- ... Subject to the findings of the future speed measurements, the needs / justification for installation of a “controlled” pedestrian crossing facility should also be re-assessed in the light of other considerations such as the expected closure of Brantwood Farms and future land developments on the north side of Powerline Road. Note that at the time of the preparation of this report, the City staff are in the process of designing night-time illumination at the Brantwood Park Road intersection.



Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- Issue #4: The existing PEDESTRIANS AHEAD sign facing eastbound motorists is located at approximately 510 feet (155 meters) from the intersection of Brantwood Park Road whereas as per OTM Book 6 (Tables 2 and 4), the minimum advance placement on a road with posted speed of 60 km/h should be 225 meters.



See the next slide for the recommendations

Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- Recommendation #4: Relocate the existing PEDESTRIANS AHEAD sign facing eastbound motorists further upstream and more than 225 meters from the Brantwood Park Road intersection. Note that there is an existing INTERSECTION warning sign (and its amber flashing beacon) facing eastbound motorist at approximately 740 feet (225 meters) to the intersection. So, the PEDESTRIANS AHEAD sign should be located to a point at least 275 meters from the intersection.



Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

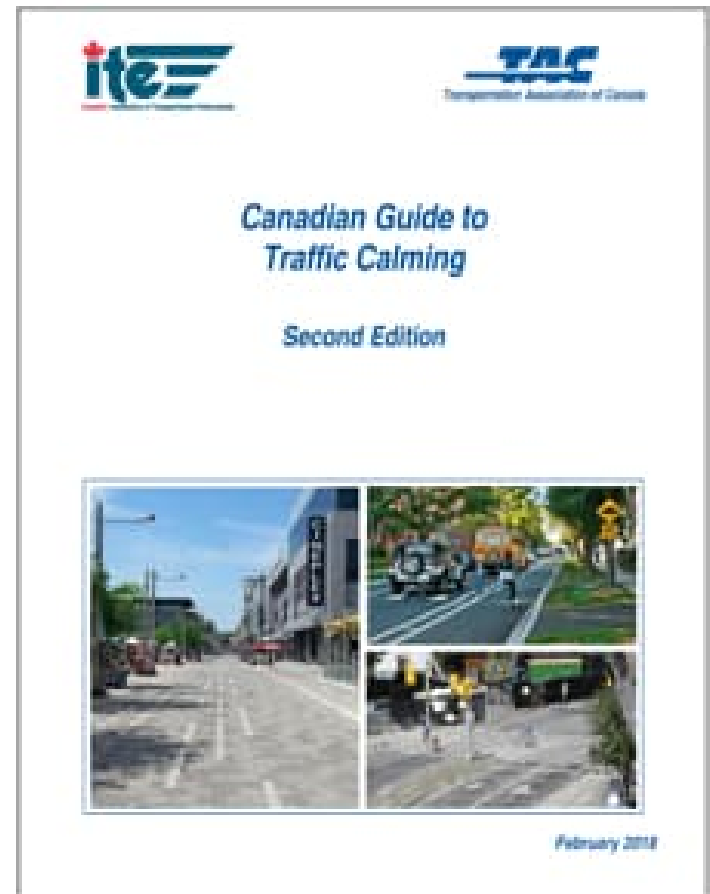
- Issue #5: The field measurements show that the 85th-percentile speed is more than 15 km/h above the posted speed of 60 km/h in both directions of travel.
- Recommendation #5: As per the TAC Canadian Guide to Traffic Calming (Tables 3.2 and 3.3) and considering the road classification of Powerline Road and other constraints (e.g., right-of-way, sensitivity of nearby residential areas to noise, etc.), the potential traffic calming measures (engineering) are as follows:....
 - Converging chevrons
 - Full-lane transverse bars...



See the next slide for the rest of the recommendations

Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- On-road “sign” pavement markings
 - Peripheral transverse bars
 - Speed display devices / boards
 - Vehicle activated signs
- Refer to the TAC Canadian Guide to Traffic Calming for more information on the above-noted traffic calming measures as well as details on design of peripheral transverse bars.



Brantwood Park Rd. Intersection

- Issue #6: The existing T-INTERSECTION sign and supplementary amber flashing beacon facing eastbound motorists do not inform / warn motorists about the downstream access driveway to Brantwood Farms which forms the fourth leg of the Brantwood Park Road intersection. Although as per OTM Book 6 that reads INTERSECTION sign “must not be used to warn hidden private driveways or entrances”, in the absence of such advance warning, an eastbound vehicle slowing down / stopping to make a left-turn onto the access driveway could take motorist(s) travelling behind the stopping vehicle off guard...



See the next slide for the remaining of the text

Brantwood Park Rd. Intersection (Cont'd)

- ..., Note that as per the satellite imagery from Google, the Farms currently have four access driveways off Powerline Road. Also, given the offset between Brantwood Park Road and the Brantwood Farms access driveway as well as relatively heavy volume of northbound left-turn movement, there is a potential conflict between northbound and southbound left-turn vehicles.
- Recommendation #6: Potential mitigation measures are as follows:
 - Short-term Option: Install a HIDDEN ENTRANCE warning sign on the eastbound approach to the intersection...



See the next slide for the rest of the recommendations

Brantwood Park Rd. Intersection (Cont'd)

- Mid-term Option: Consider relocation of the Brantwood Farms' main access driveway to form the north leg of the Powerline Road and Brantwood Park Road intersection and closure of the Farms' westernmost access driveway, located approximately 50 meters to the west of the main access driveway. Note that there is a cut-slope, located behind the ditch on the north side of Powerline Road that obstructs sightlines for / to eastbound motorists on Powerline Road to / for turning vehicles out of the Farms' westernmost access driveway...



See the next slide for the rest of the recommendations

Brantwood Park Rd. Intersection (Cont'd)

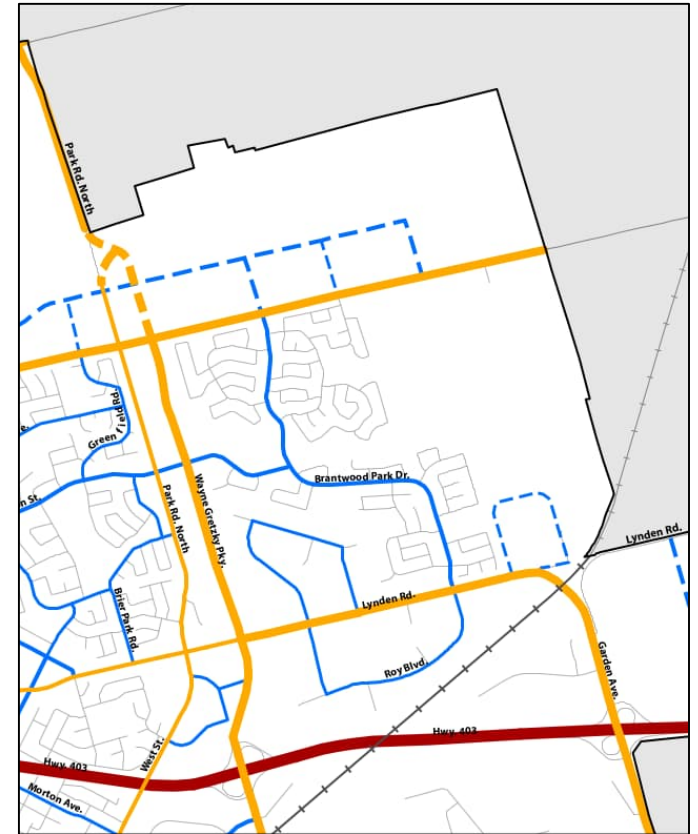
- ..., Note that access to / egress from the Farms should be provided through other access driveways, located east of the intersection. Also, consider providing a PXO across the west leg of the intersection subject to the findings of the future speed study and the reassessment of its needs / justification.
- Long-term Option: Consider providing either a roundabout or conversion of the intersection to a signalized or an all-way stop-controlled intersection and make modifications to the intersection's current geometry, subject to outcome of ...

See the next slide for the rest of the recommendations



Brantwood Park Rd. Intersection (Cont'd)

- ... future studies to assess implications of the proposed Major Collector Road that would form the north leg of the Brantwood Park Road intersection and the future developments on the north side of Powerline Road. See the snippet to the right from Schedule 12 of the City's OP that show the future road network. Note that at the City's request, a high-level sketch was prepared by AECOM to show the approximate footprint and property impact of a single-lane roundabout at the intersection of Powerline Road and Brantwood Park Road. See the next slide for the noted sketch.



Brantwood Park Rd. Intersection (Cont'd)



High-level Sketch of a Single-lane Roundabout

Brantwood Park Rd. Intersection (Cont'd)

- Issue #7: The curb radii at the south-west corner of the intersection is measured at approximately 43 feet (i.e., 13 meters). This wide curb radii allows eastbound motorists to make a right-turn movement at relatively high speeds. Thus, potential for conflicts / collisions between eastbound right-turning vehicles and pedestrians crossing the south leg of the intersection as well as vehicles turning onto / out of the access driveway, located immediately south of the intersection and off Brantwood Park Road. Note that no heavy vehicle is allowed to enter / travel on Brantwood Park Road.

See the next slide for the recommendation



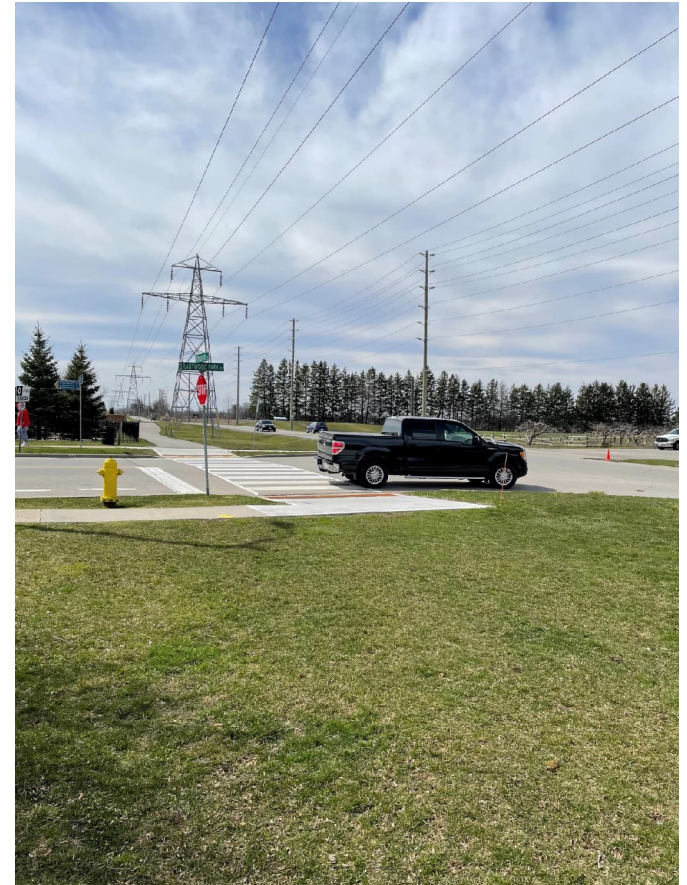
Brantwood Park Rd. Intersection (Cont'd)

- Recommendation #7: Provide a tighter curb radii at the south-west corner of the intersection.



Brantwood Park Rd. Intersection (Cont'd)

- Issue #8: The distance between the painted stop line on northbound approach to the nearest edge of Powerline Road's pavement is measured at 46 feet (i.e., 14 meters). This relatively long setback of the stop line causes most of northbound vehicles to make two stops before making a turn onto Powerline Road – one time in advance of the stop line and the adjacent crosswalk and a second time at the edge of Powerline Road. The vehicle stopping at the edge of Powerline Road (i.e., downstream of the crosswalk) could obstruct sightlines for / to turning motorists...



See the next slide for the remaining of the text

Brantwood Park Rd. Intersection (Cont'd)

- ... to / for crossing pedestrians. Thus, an increased potential for vehicles-pedestrian collisions. The long setback would also result in longer required departure / turning time for right- / left-turn from stop for motorists who may choose to undertake a left-turn from the stop bar location (and not undertake the turning movement in two stages).
- Recommendation #8: Consider “bending-in” Powerline Trail (i.e., the multi-use path) at the intersection and bringing the stop line and crosswalk across the south leg closer to the intersection.



Brantwood Park Rd. Intersection (Cont'd)

- Issue #9: The northbound travel lane on approach to the intersection is measured at 18 feet (5.5 meters). The wide travel lane encourages motorists to use it as two lanes which in turn could create potential for conflicts between road users.
- Recommendation #9: Provide a painted / hatched “buffer” area between the northbound bike lane and the adjacent northbound travel lane.



Section b/w Brantwood Park Rd. and Coulbeck Rd.

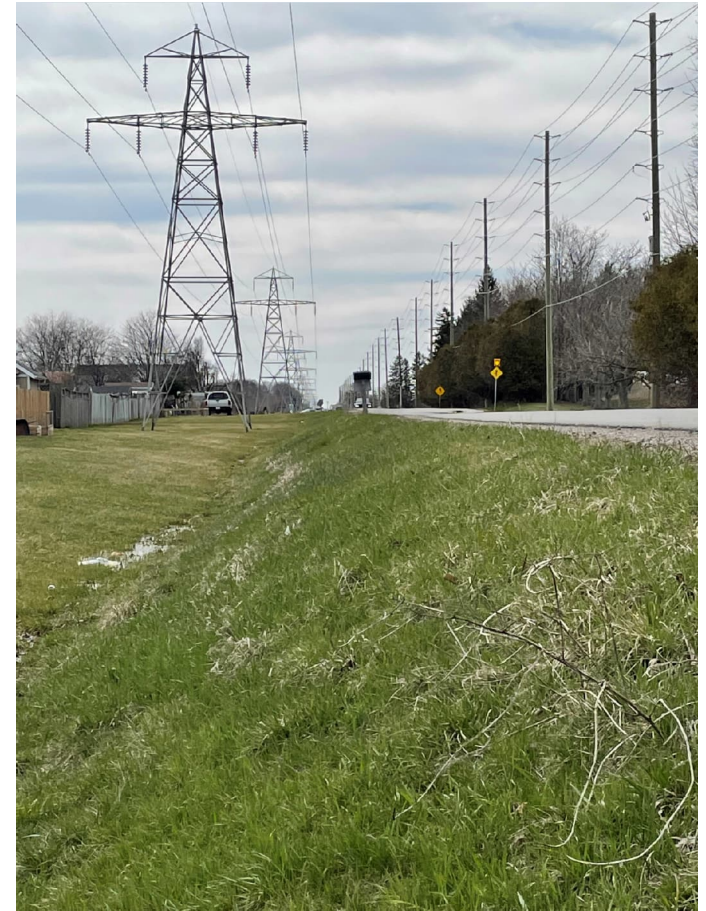
- Issue #10: The presence of a “critical” (steeper than 1V:3H) fill slope within the clear zone (i.e., starts within 5 meters from the nearest edge of pavement) and along the south side of the section of Powerline Road between the sixth and seventh hydro towers from the west end of the study area poses a roadside hazard for eastbound vehicles. Thus, potential for overturn of errant vehicles. This section is approximately 250 feet (i.e., 75 meters) long.



See the next slide for the recommendations

Section b/w Brantwood Park Rd. and Coulbeck Rd. (Cont'd)

- Recommendation #10: Potential mitigation measures are as follows:
 - Flattening the side slope to 1V:3H or flatter.
 - Installation of a roadside barrier.



Section b/w Brantwood Park Rd. and Coulbeck Rd. (Cont'd)

- Issue #11: The existing PEDESTRIANS AHEAD sign facing westbound motorists is located at approximately 600 feet (180 meters) from the intersection of Brantwood Park Road whereas as per OTM Book 6 (Tables 2 and 4), the minimum advance placement on a road with posted speed of 60 km/h should be 225 meters.



See the next slide for the recommendations

Section b/w Brantwood Park Rd. and Coulbeck Rd. (Cont'd)

- Recommendation #11: Relocate the existing PEDESTRIANS AHEAD sign facing westbound motorists further upstream and more than 225 m from the Brantwood Park Road intersection. Note that there is an existing INTERSECTION warning sign (and its amber flashing beacon) facing westbound motorist at approximately 720 feet (220 meters) to the intersection. So, the PEDESTRIANS AHEAD sign should be located to a point at least 270 meters from the intersection.



Section b/w Brantwood Park Rd. and Coulbeck Rd. (Cont'd)

- Issue #12: The existing travel lanes are measured at 12.5 feet (3.8 meters) wide. As evidenced by speed measurements, the wide travel lanes contribute to the speeding issue.
- Recommendation #12: Provide edge line markings along this mid-block section of Powerline Road. Also, provide a second yellow centreline.



Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- Issue #13: The field measurements show that the 85th-percentile speed is more than 15 km/h above the posted speed of 60 km/h in both directions of travel.
- Recommendation #13: As per the TAC Canadian Guide to Traffic Calming (Tables 3.2 and 3.3) and considering the road classification of Powerline Road and other constraints (e.g., right-of-way, sensitivity of nearby residential areas to noise, etc.), the potential traffic calming measures (engineering) are as follows:
 - Converging chevrons
 - Full-lane transverse bars...



See the next slide for the rest of the recommendations

Section b/w Wayne Gretzky Pkwy. and Brantwood Park Rd. (Cont'd)

- On-road “sign” pavement markings
- Peripheral transverse bars
- Speed display devices
- Vehicle activated signs



Coulbeck Road Intersection

- Issue #14: There is no yellow centreline marking on the south leg of the intersection.
- Recommendation #14: Provide yellow centreline marking on the south leg of the intersection to define the boundary of the northbound and southbound travel lanes.



Coulbeck Road Intersection (Cont'd)

- Issue #15: The radii of the edge of pavement at the south-west corner of the intersection is measured at approximately 55 feet (i.e., 16.5 meters). This wide radii allows eastbound motorists to make a right-turn movement at relatively high speeds. Thus, potential for conflicts / collisions between eastbound right-turning vehicles and vehicles turning onto / out of Arbor Drive and the access driveway, located immediately south of the intersection and off Coulbeck Road.



See the next slide for the recommendations

Coulbeck Road Intersection (Cont'd)

- Recommendation #15: Provide barrier curb and tighten the radii at the south-west corner of the intersection.



Coulbeck Road Intersection (Cont'd)

- Issue #16: In the absence of any posted speed signs on the westbound approach to the intersection, motorists could assume that the speed limit is 80 km/h on approach to the intersection. Also, there are no warning sign to inform eastbound and westbound motorists about the presence of the Coulbeck Road intersection. Note that at the time of the preparation of this report, the City staff are in the process of designing night-time illumination at the Coulbeck Road intersection.



See the next slide for the recommendations

Coulbeck Road Intersection (Cont'd)

- Recommendation #16: Install posted speed sign of 60 km/h and its respective MAXIMUM SPEED AHEAD sign as well as INTERSECTION warning sign on the westbound approach to the intersection. Also, Install an INTERSECTION warning sign on the eastbound approach to the intersection.



Section b/w Coulbeck Road and East City Limits

- Issue #17: The 85th-percentile speed is anticipated to be in the same range as those on the mid-block sections of Powerline Road, west of Coulbeck Road.
- Recommendation #17: As per the TAC Canadian Guide to Traffic Calming (Tables 3.2 and 3.3) and considering the road classification of Powerline Road and other constraints (e.g., right-of-way, sensitivity of nearby residential areas to noise, etc.), the potential traffic calming measures (engineering) are as follows:
 - Converging chevrons
 - Full-lane transverse bars...



See the next slide for the rest of the recommendations

Section b/w Coulbeck Road and East City Limits (Cont'd)

- ... On-road “sign” pavement markings
 - Peripheral transverse bars
 - Speed display devices
 - Vehicle activated signs
- Also, provide edge line markings as well as a second yellow centreline along this mid-block section of Powerline Road.



