

Traffic Count Data

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Municipality: Erin
Count Date: Jun 24, 2025

West Approach - Wellington Rd 22

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	3	35	0	0	38	0	0	0	0	0	0	0	0	0	0	0
15:15	1	31	0	0	32	0	4	0	0	4	0	0	0	0	0	0
15:30	1	40	1	0	42	0	7	1	0	8	0	0	0	0	0	0
15:45	2	44	1	0	47	1	5	0	0	6	0	0	0	0	0	0
16:00	3	54	0	0	57	0	4	1	0	5	0	0	0	0	0	0
16:15	2	41	2	0	45	0	8	0	0	8	0	0	0	0	0	0
16:30	0	50	0	0	50	0	3	0	0	3	0	0	1	0	1	0
16:45	1	67	0	0	68	1	1	0	0	2	0	0	1	0	1	0
17:00	4	62	2	0	68	0	2	0	0	2	0	0	0	0	0	0
17:15	5	50	1	0	56	0	0	0	0	0	0	3	0	0	3	0
17:30	2	47	1	0	50	0	1	0	0	1	0	0	0	0	0	0
17:45	3	46	1	0	50	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	27	567	9	0	603	2	36	2	0	40	0	3	2	0	5	0
GRAND TOTAL	49	1206	15	0	1270	5	82	5	0	92	0	6	2	0	8	0

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 08:15:00
To: 09:15:00

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wellington Rd 22 runs E/W

North Approach

	Out	In	Total
	45	16	61
	3	4	7
	0	0	0
Totals	48	20	68

8th Line

	0	0	0	0
	1	0	2	0
	10	2	33	0
Totals	11	2	35	0






East Approach

	Out	In	Total
	143	208	351
	14	14	28
	0	1	1
Totals	157	223	380

Wellington Rd 22

				Totals
	0	0	0	0
	0	0	3	3
	1	12	174	187
	0	2	1	3

Peds: 0



Peds: 0

Peds: 0

Wellington Rd 22

Totals			
	0	0	0
	16	12	4
	139	131	8
	2	0	2

West Approach

	Out	In	Total
	178	143	321
	14	9	23
	1	0	1
Totals	193	152	345

Totals				
	2	1	1	0
	0	0	0	0
	0	0	0	0

8th Line

South Approach

	Out	In	Total
	4	3	7
	0	4	4
	0	0	0
Totals	4	7	11

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Count Date: Jun 24, 2025
Period: 07:00 - 10:00

Peak Hour Data (08:15 - 09:15)

Start Time	North Approach 8th Line						South Approach 8th Line						East Approach Wellington Rd 22						West Approach Wellington Rd 22						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:15	8	1	4	0	0	13	0	0	0	0	0	0	0	32	2	0	0	34	1	45	1	0	0	47	94
08:30	7	0	2	0	0	9	0	0	1	0	0	1	1	35	1	0	0	37	1	55	0	0	0	56	103
08:45	15	1	3	0	0	19	1	0	0	0	0	1	0	34	5	0	0	39	0	53	1	0	0	54	113
09:00	5	0	2	0	0	7	1	1	0	0	0	2	1	38	8	0	0	47	1	34	1	0	0	36	92
Grand Total	35	2	11	0	0	48	2	1	1	0	0	4	2	139	16	0	0	157	3	187	3	0	0	193	402
Approach %	72.9	4.2	22.9	0	-	-	50	25	25	0	-	-	1.3	88.5	10.2	0	-	-	1.6	96.9	1.6	0	-	-	-
Totals %	8.7	0.5	2.7	0	-	11.9	0.5	0.2	0.2	0	-	1	0.5	34.6	4	0	-	39.1	0.7	46.5	0.7	0	-	48	-
PHF	0.58	0.5	0.69	0	-	0.63	0.5	0.25	0.25	0	-	0.5	0.5	0.91	0.5	0	-	0.84	0.75	0.85	0.75	0	-	0.86	0.89
Cars	33	2	10	0	-	45	2	1	1	0	-	4	0	131	12	0	-	143	3	174	1	0	-	178	370
% Cars	94.3	100	90.9	0	-	93.8	100	100	100	0	-	100	0	94.2	75	0	-	91.1	100	93	33.3	0	-	92.2	92
Trucks	2	0	1	0	-	3	0	0	0	0	-	0	2	8	4	0	-	14	0	12	2	0	-	14	31
% Trucks	5.7	0	9.1	0	-	6.3	0	0	0	0	-	0	100	5.8	25	0	-	8.9	0	6.4	66.7	0	-	7.3	7.7
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0.5	0	0	-	0.5	0.2
Peds	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
% Peds	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-

Peak Hour Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

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

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wellington Rd 22 runs E/W

North Approach

	Out	In	Total
	32	34	66
	1	2	3
	0	0	0
Totals	33	36	69

8th Line

	0	0	0	0
	1	0	0	0
	5	2	25	0
Totals	6	2	25	0






East Approach

	Out	In	Total
	133	134	267
	16	13	29
	0	0	0
Totals	149	147	296

Wellington Rd 22

				Totals
	0	0	0	0
	0	1	5	6
	0	12	108	120
	0	1	1	2

Peds: 0

Peds: 0



Peds: 0

Peds: 0

Wellington Rd 22

Totals			
	0	0	0
	28	27	1
	114	101	13
	7	5	2

West Approach

	Out	In	Total
	114	107	221
	14	14	28
	0	0	0
Totals	128	121	249

Totals				
	1	2	1	0
	0	0	1	0
	0	0	0	0

8th Line

South Approach

	Out	In	Total
	4	8	12
	1	3	4
	0	0	0
Totals	5	11	16

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Count Date: Jun 24, 2025
Period: 11:00 - 13:00

Peak Hour Data (11:00 - 12:00)

Start Time	North Approach 8th Line						South Approach 8th Line						East Approach Wellington Rd 22						West Approach Wellington Rd 22						Total Vehicles
	←	↑	→	↺	Peds	Total	←	↑	→	↺	Peds	Total	←	↑	→	↺	Peds	Total	←	↑	→	↺	Peds	Total	
11:00	6	1	2	0	0	9	0	1	1	0	0	2	2	33	4	0	0	39	1	37	2	0	0	40	90
11:15	6	1	2	0	0	9	1	0	0	0	0	1	1	22	6	0	0	29	3	30	0	0	0	33	72
11:30	7	0	2	0	0	9	0	0	1	0	0	1	2	22	4	0	0	28	1	28	0	0	0	29	67
11:45	6	0	0	0	0	6	0	1	0	0	0	1	2	37	14	0	0	53	1	25	0	0	0	26	86
Grand Total	25	2	6	0	0	33	1	2	2	0	0	5	7	114	28	0	0	149	6	120	2	0	0	128	315
Approach %	75.8	6.1	18.2	0	-	-	20	40	40	0	-	-	4.7	76.5	18.8	0	-	-	4.7	93.8	1.6	0	-	-	-
Totals %	7.9	0.6	1.9	0	-	10.5	0.3	0.6	0.6	0	-	1.6	2.2	36.2	8.9	0	-	47.3	1.9	38.1	0.6	0	-	40.6	-
PHF	0.89	0.5	0.75	0	-	0.92	0.25	0.5	0.5	0	-	0.63	0.88	0.77	0.5	0	-	0.7	0.5	0.81	0.25	0	-	0.8	0.88
Cars	25	2	5	0	-	32	1	2	1	0	-	4	5	101	27	0	-	133	5	108	1	0	-	114	283
% Cars	100	100	83.3	0	-	97	100	100	50	0	-	80	71.4	88.6	96.4	0	-	89.3	83.3	90	50	0	-	89.1	89.8
Trucks	0	0	1	0	-	1	0	0	1	0	-	1	2	13	1	0	-	16	1	12	1	0	-	14	32
% Trucks	0	0	16.7	0	-	3	0	0	50	0	-	20	28.6	11.4	3.6	0	-	10.7	16.7	10	50	0	-	10.9	10.2
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	-	-	-	-	-	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: 16:15:00
To: 17:15:00

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wellington Rd 22 runs E/W

North Approach

	Out	In	Total
	29	50	79
	2	1	3
	2	0	2
Totals	33	51	84

8th Line

	0	0	2	0
	0	0	2	0
	4	3	22	0
Totals	4	3	26	0






East Approach

	Out	In	Total
	248	243	491
	12	16	28
	2	2	4
Totals	262	261	523

Wellington Rd 22

				Totals
	0	0	0	0
	0	1	7	8
	0	14	220	234
	2	0	4	6






Peds: 0

Peds: 0



Peds: 0

Peds: 0

Wellington Rd 22

Totals			
0	0	0	0
39	39	0	0
220	206	12	2
3	3	0	0






West Approach

	Out	In	Total
	231	216	447
	15	12	27
	2	2	4
Totals	248	230	478

Totals				
	6	4	1	0
	0	0	0	0
	0	0	0	0

8th Line

South Approach

	Out	In	Total
	11	10	21
	0	0	0
	0	2	2
Totals	11	12	23

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 22 & 8th Line
Site Code: 2522500011
Count Date: Jun 24, 2025
Period: 15:00 - 18:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach 8th Line						South Approach 8th Line						East Approach Wellington Rd 22						West Approach Wellington Rd 22						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:15	5	0	0	0	0	5	0	1	1	0	0	2	0	53	10	0	0	63	2	49	2	0	0	53	123
16:30	7	2	2	0	0	11	0	2	0	0	0	2	1	63	9	0	0	73	0	53	1	0	0	54	140
16:45	11	0	1	0	0	12	3	1	0	0	0	4	0	59	11	0	0	70	2	68	1	0	0	71	157
17:00	3	1	1	0	0	5	3	0	0	0	0	3	2	45	9	0	0	56	4	64	2	0	0	70	134
Grand Total	26	3	4	0	0	33	6	4	1	0	0	11	3	220	39	0	0	262	8	234	6	0	0	248	554
Approach %	78.8	9.1	12.1	0	-	-	54.5	36.4	9.1	0	-	-	1.1	84	14.9	0	-	-	3.2	94.4	2.4	0	-	-	-
Totals %	4.7	0.5	0.7	0	-	6	1.1	0.7	0.2	0	-	2	0.5	39.7	7	0	-	47.3	1.4	42.2	1.1	0	-	44.8	-
PHF	0.59	0.38	0.5	0	-	0.69	0.5	0.5	0.25	0	-	0.69	0.38	0.87	0.89	0	-	0.9	0.5	0.86	0.75	0	-	0.87	0.88
Cars	22	3	4	0	-	29	6	4	1	0	-	11	3	206	39	0	-	248	7	220	4	0	-	231	519
% Cars	84.6	100	100	0	-	87.9	100	100	100	0	-	100	100	93.6	100	0	-	94.7	87.5	94	66.7	0	-	93.1	93.7
Trucks	2	0	0	0	-	2	0	0	0	0	-	0	0	12	0	0	-	12	1	14	0	0	-	15	29
% Trucks	7.7	0	0	0	-	6.1	0	0	0	0	-	0	0	5.5	0	0	-	4.6	12.5	6	0	0	-	6	5.2
Bicycles	2	0	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	2	0	-	2	6
% Bicycles	7.7	0	0	0	-	6.1	0	0	0	0	-	0	0	0.9	0	0	-	0.8	0	0	33.3	0	-	0.8	1.1
Peds	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
% Peds	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-

Project #25-225 - 30 Forensic Engineering

Intersection Count Report

Intersection: Wellington Rd 24 & Side Rd 27

Municipality: Erin

Count Date: Tuesday, Jun 24, 2025

Site Code: 2522500012

Count Categories: Cars, Trucks, Bicycles, Pedestrians

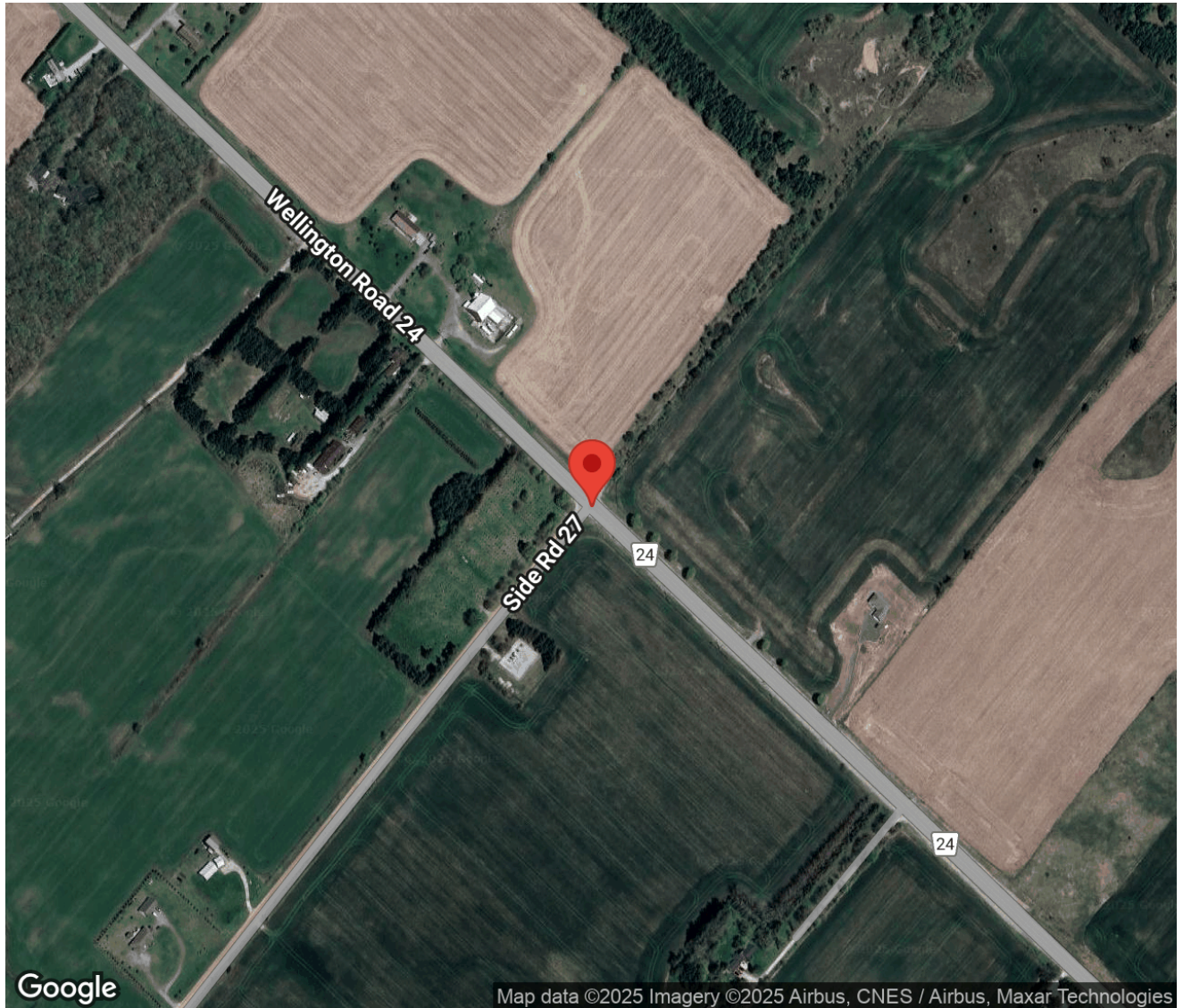
Count Period: 07:00-10:00, 11:00-13:00, 15:00-18:00

Weather: Clear

Comments:

Traffic Count Map

Intersection:	Wellington Rd 24 & Side Rd 27
Site Code:	2522500012
Municipality:	Erin
Count Date:	Jun 24, 2025



Traffic Count Summary

Intersection: Wellington Rd 24 & Side Rd 27
 Site Code: 2522500012
 Municipality: Erin
 Count Date: Jun 24, 2025

Wellington Rd 24 - 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	229	4	0	233	0	2	121	0	0	123	0	356
08:00 - 09:00	0	245	3	0	248	0	4	156	0	0	160	0	408
09:00 - 10:00	0	151	1	0	152	0	3	180	0	0	183	0	335
BREAK													
11:00 - 12:00	0	178	3	0	181	0	4	158	0	0	162	0	343
12:00 - 13:00	0	145	4	0	149	0	8	159	0	0	167	0	316
BREAK													
15:00 - 16:00	0	164	4	0	168	0	3	245	0	0	248	0	416
16:00 - 17:00	0	168	5	0	173	0	7	308	0	0	315	0	488
17:00 - 18:00	0	168	3	0	171	0	8	388	0	0	396	0	567
GRAND TOTAL	0	1448	27	0	1475	0	39	1715	0	0	1754	0	3229

Traffic Count Summary

Intersection: Wellington Rd 24 & Side Rd 27
 Site Code: 2522500012
 Municipality: Erin
 Count Date: Jun 24, 2025

Side Rd 27 - Traffic Summary

Hour	East Approach Totals						West 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	6	0	1	0	7	0	7
08:00 - 09:00	0	0	0	0	0	0	7	0	6	0	13	0	13
09:00 - 10:00	0	0	0	0	0	0	4	0	2	0	6	0	6
BREAK													
11:00 - 12:00	0	0	0	0	0	0	4	0	6	0	10	0	10
12:00 - 13:00	0	0	0	0	0	0	2	0	3	0	5	0	5
BREAK													
15:00 - 16:00	0	0	0	0	0	0	5	0	7	0	12	0	12
16:00 - 17:00	0	0	0	0	0	0	4	0	7	0	11	0	11
17:00 - 18:00	0	0	0	0	0	0	5	0	3	0	8	0	8
GRAND TOTAL	0	0	0	0	0	0	37	0	35	0	72	0	72

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Municipality: Erin
Count Date: Jun 24, 2025

North Approach - Wellington Rd 24

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	0	49	0	0	49	0	6	0	0	6	0	1	0	0	1	0
07:15	0	48	0	0	48	0	4	0	0	4	0	0	1	0	1	0
07:30	0	50	2	0	52	0	3	0	0	3	0	1	0	0	1	0
07:45	0	59	1	0	60	0	7	0	0	7	0	1	0	0	1	0
08:00	0	58	0	0	58	0	7	0	0	7	0	0	0	0	0	0
08:15	0	55	2	0	57	0	6	0	0	6	0	0	0	0	0	0
08:30	0	60	1	0	61	0	2	0	0	2	0	0	0	0	0	0
08:45	0	45	0	0	45	0	12	0	0	12	0	0	0	0	0	0
09:00	0	31	0	0	31	0	7	0	0	7	0	0	0	0	0	0
09:15	0	34	1	0	35	0	5	0	0	5	0	0	0	0	0	0
09:30	0	36	0	0	36	0	6	0	0	6	0	0	0	0	0	0
09:45	0	29	0	0	29	0	3	0	0	3	0	0	0	0	0	0
SUBTOTAL	0	554	7	0	561	0	68	0	0	68	0	3	1	0	4	0

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
 Site Code: 2522500012
 Municipality: Erin
 Count Date: Jun 24, 2025

North Approach - Wellington Rd 24

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	42	0	0	42	0	11	0	0	11	0	0	0	0	0	0
11:15	0	34	1	0	35	0	10	1	0	11	0	0	0	0	0	0
11:30	0	33	1	0	34	0	7	0	0	7	0	0	0	0	0	0
11:45	0	37	0	0	37	0	3	0	0	3	0	1	0	0	1	0
12:00	0	29	1	0	30	0	1	0	0	1	0	0	0	0	0	0
12:15	0	34	1	0	35	0	4	0	0	4	0	0	0	0	0	0
12:30	0	32	1	0	33	0	6	0	0	6	0	0	0	0	0	0
12:45	0	30	0	0	30	0	7	0	0	7	0	2	1	0	3	0
SUBTOTAL	0	271	5	0	276	0	49	1	0	50	0	3	1	0	4	0

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Municipality: Erin
Count Date: Jun 24, 2025

North Approach - Wellington Rd 24

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	33	1	0	34	0	3	1	0	4	0	0	0	0	0	0
15:15	0	40	0	0	40	0	4	0	0	4	0	2	0	0	2	0
15:30	0	30	0	0	30	0	3	0	0	3	0	0	0	0	0	0
15:45	0	45	1	0	46	0	4	1	0	5	0	0	0	0	0	0
16:00	0	24	0	0	24	0	2	0	0	2	0	1	0	0	1	0
16:15	0	32	1	0	33	0	9	1	0	10	0	0	0	0	0	0
16:30	0	57	1	0	58	0	3	0	0	3	0	1	0	0	1	0
16:45	0	36	2	0	38	0	3	0	0	3	0	0	0	0	0	0
17:00	0	46	0	0	46	0	3	0	0	3	0	1	0	0	1	0
17:15	0	44	1	0	45	0	3	1	0	4	0	0	0	0	0	0
17:30	0	35	0	0	35	0	1	0	0	1	0	0	0	0	0	0
17:45	0	34	1	0	35	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	0	456	8	0	464	0	39	4	0	43	0	5	0	0	5	0
GRAND TOTAL	0	1281	20	0	1301	0	156	5	0	161	0	11	2	0	13	0

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Municipality: Erin
Count Date: Jun 24, 2025

South Approach - Wellington Rd 24

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	16	0	0	16	0	3	0	0	3	0	0	0	0	0	0
07:15	0	21	0	0	21	0	6	0	0	6	0	0	0	0	0	0
07:30	1	32	0	0	33	0	7	0	0	7	0	0	0	0	0	0
07:45	0	31	0	0	31	1	5	0	0	6	0	0	0	0	0	0
08:00	0	41	0	0	41	0	6	0	0	6	0	0	0	0	0	0
08:15	2	22	0	0	24	0	3	0	0	3	0	0	0	0	0	0
08:30	1	38	0	0	39	0	2	0	0	2	0	0	0	0	0	0
08:45	1	32	0	0	33	0	10	0	0	10	0	2	0	0	2	0
09:00	2	38	0	0	40	0	4	0	0	4	0	0	0	0	0	0
09:15	0	37	0	0	37	0	5	0	0	5	0	0	0	0	0	0
09:30	0	33	0	0	33	0	12	0	0	12	0	1	0	0	1	0
09:45	1	45	0	0	46	0	5	0	0	5	0	0	0	0	0	0
SUBTOTAL	8	386	0	0	394	1	68	0	0	69	0	3	0	0	3	0

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
 Site Code: 2522500012
 Municipality: Erin
 Count Date: Jun 24, 2025

South Approach - Wellington Rd 24

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	31	0	0	31	0	9	0	0	9	0	0	0	0	0	0
11:15	1	24	0	0	25	0	4	0	0	4	0	0	0	0	0	0
11:30	2	52	0	0	54	0	3	0	0	3	0	0	0	0	0	0
11:45	1	32	0	0	33	0	3	0	0	3	0	0	0	0	0	0
12:00	1	25	0	0	26	0	8	0	0	8	0	0	0	0	0	0
12:15	4	35	0	0	39	0	2	0	0	2	0	0	0	0	0	0
12:30	0	38	0	0	38	0	5	0	0	5	0	2	0	0	2	0
12:45	3	37	0	0	40	0	7	0	0	7	0	0	0	0	0	0
SUBTOTAL	12	274	0	0	286	0	41	0	0	41	0	2	0	0	2	0

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Municipality: Erin
Count Date: Jun 24, 2025

South Approach - Wellington Rd 24

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	44	0	0	44	0	2	0	0	2	0	0	0	0	0	0
15:15	1	44	0	0	45	0	6	0	0	6	0	0	0	0	0	0
15:30	1	69	0	0	70	0	11	0	0	11	0	0	0	0	0	0
15:45	1	63	0	0	64	0	6	0	0	6	0	0	0	0	0	0
16:00	0	58	0	0	58	0	1	0	0	1	0	0	0	0	0	0
16:15	4	78	0	0	82	0	5	0	0	5	0	0	0	0	0	0
16:30	0	80	0	0	80	0	7	0	0	7	0	1	0	0	1	0
16:45	3	76	0	0	79	0	2	0	0	2	0	0	0	0	0	0
17:00	2	90	0	0	92	1	2	0	0	3	0	0	0	0	0	0
17:15	2	105	0	0	107	0	10	0	0	10	0	0	0	0	0	0
17:30	2	97	0	0	99	0	2	0	0	2	0	0	0	0	0	0
17:45	1	80	0	0	81	0	2	0	0	2	0	0	0	0	0	0
SUBTOTAL	17	884	0	0	901	1	56	0	0	57	0	1	0	0	1	0
GRAND TOTAL	37	1544	0	0	1581	2	165	0	0	167	0	6	0	0	6	0

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
 Site Code: 2522500012
 Municipality: Erin
 Count Date: Jun 24, 2025

West Approach - Side Rd 27

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	1	0	0	0	1	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	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
07:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:15	1	0	3	0	4	0	0	1	0	1	0	0	0	0	0	0
08:30	2	0	0	0	2	1	0	0	0	1	0	0	1	0	1	0
08:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0
SUBTOTAL	14	0	7	0	21	2	0	1	0	3	1	0	1	0	2	0

[illegible]

Traffic Count Data

Intersection: Wellington Rd 24 & Side Rd 27
 Site Code: 2522500012
 Municipality: Erin
 Count Date: Jun 24, 2025

West Approach - Side Rd 27

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	0	0	2	0	0	0	0	0	0	1	0	1	0	0
15:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
16:45	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
17:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	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	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	14	0	15	0	29	0	0	0	0	0	0	0	2	0	2	0
GRAND TOTAL	34	0	31	0	65	2	0	1	0	3	1	0	3	0	4	0

Peak Hour Diagram

Specified Period

From: 07:00:00

To: 10:00:00

One Hour Peak

From: 07:45:00

To: 08:45:00

Intersection: Wellington Rd 24 & Side Rd 27

Site Code: 2522500012

Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wellington Rd 24 runs N/S

North Approach

	Out	In	Total
	236	138	374
	22	18	40
	1	0	1
Totals	259	156	415

Wellington Rd 24

	0	1	0
	0	22	0
	4	232	0
Totals	4	255	0

Peds: 0

Side Rd 27

	Totals	
	0	
	0	
	0	
Totals	8	

Peds: 0



Peds: 0

Peds: 0

West Approach

	Out	In	Total
	9	7	16
	3	1	4
	1	0	1
Totals	13	8	21

Totals	4	148	0
	3	132	0
	1	16	0
	0	0	0

Wellington Rd 24

South Approach

	Out	In	Total
	135	235	370
	17	23	40
	0	2	2
Totals	152	260	412

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Count Date: Jun 24, 2025
Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

Start Time	North Approach Wellington Rd 24						South Approach Wellington Rd 24						East Approach						West Approach Side Rd 27						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
07:45		67	1	0	0	68	1	36		0	0	37					0		3		0	0	0	3	108
08:00		65	0	0	0	65	0	47		0	0	47					0		1		0	0	0	1	113
08:15		61	2	0	0	63	2	25		0	0	27					0		1		4	0	0	5	95
08:30		62	1	0	0	63	1	40		0	0	41					0		3		1	0	0	4	108
Grand Total		255	4	0	0	259	4	148		0	0	152					0	0	8		5	0	0	13	424
Approach %		98.5	1.5	0		-	2.6	97.4		0		-					-		61.5		38.5	0		-	
Totals %		60.1	0.9	0		61.1	0.9	34.9		0		35.8					0		1.9		1.2	0		3.1	
PHF		0.95	0.5	0		0.95	0.5	0.79		0		0.81					0		0.67		0.31	0		0.65	0.94
Cars		232	4	0		236	3	132		0		135					0		6		3	0		9	380
% Cars		91	100	0		91.1	75	89.2		0		88.8					0		75		60	0		69.2	89.6
Trucks		22	0	0		22	1	16		0		17					0		2		1	0		3	42
% Trucks		8.6	0	0		8.5	25	10.8		0		11.2					0		25		20	0		23.1	9.9
Bicycles		1	0	0		1	0	0		0		0					0		0		1	0		1	2
% Bicycles		0.4	0	0		0.4	0	0		0		0					0		0		20	0		7.7	0.5
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

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

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wellington Rd 24 runs N/S

North Approach

	Out	In	Total
	148	143	291
	32	19	51
	1	0	1
Totals	181	162	343

Wellington Rd 24

	0	1	0
	1	31	0
	2	146	0
Totals	3	178	0

Peds: 0

Side Rd 27

	Totals	
	0	
	0	
	0	
Totals	0	

Peds: 0



Peds: 0

West Approach

	Out	In	Total
	10	6	16
	0	1	1
	0	0	0
Totals	10	7	17

Totals	4	158	0
	4	139	0
	0	19	0
	0	0	0

Wellington Rd 24

South Approach

	Out	In	Total
	143	152	295
	19	31	50
	0	1	1
Totals	162	184	346

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Count Date: Jun 24, 2025
Period: 11:00 - 13:00

Peak Hour Data (11:00 - 12:00)

Start Time	North Approach Wellington Rd 24						South Approach Wellington Rd 24						East Approach						West Approach Side Rd 27						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:00		53	0	0	0	53	0	40		0	0	40					0		1		1	0	0	2	95
11:15		44	2	0	0	46	1	28		0	0	29					0		2		1	0	0	3	78
11:30		40	1	0	0	41	2	55		0	0	57					0		1		3	0	0	4	102
11:45		41	0	0	0	41	1	35		0	0	36					0		0		1	0	0	1	78
Grand Total		178	3	0	0	181	4	158		0	0	162					0	0	4		6	0	0	10	353
Approach %		98.3	1.7	0	-	-	2.5	97.5		0	-	-					-	-	40		60	0	-	-	
Totals %		50.4	0.8	0		51.3	1.1	44.8		0		45.9					0		1.1		1.7	0		2.8	
PHF		0.84	0.38	0		0.85	0.5	0.72		0		0.71					0		0.5		0.5	0		0.63	0.87
Cars		146	2	0		148	4	139		0		143					0		4		6	0		10	301
% Cars		82	66.7	0		81.8	100	88		0		88.3					0		100		100	0		100	85.3
Trucks		31	1	0		32	0	19		0		19					0		0		0	0		0	51
% Trucks		17.4	33.3	0		17.7	0	12		0		11.7					0		0		0	0		0	14.4
Bicycles		1	0	0		1	0	0		0		0					0		0		0	0		0	1
% Bicycles		0.6	0	0		0.6	0	0		0		0					0		0		0	0		0	0.3
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: 16:30:00
To: 17:30:00

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wellington Rd 24 runs N/S

North Approach

	Out	In	Total
	187	357	544
	13	21	34
	2	1	3
Totals	202	379	581

Wellington Rd 24

	0	2	0
	1	12	0
	4	183	0
Totals	5	197	0

Peds: 0

Side Rd 27

	Totals	
	0	
	0	
	6	
Totals	7	

Peds: 0



Peds: 0

West Approach

	Out	In	Total
	13	11	24
	0	2	2
	0	0	0
Totals	13	13	26

Totals	8	373	0
	7	351	0
	1	21	0
	0	1	0

Wellington Rd 24

South Approach

	Out	In	Total
	358	190	548
	22	12	34
	1	2	3
Totals	381	204	585

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 24 & Side Rd 27
Site Code: 2522500012
Count Date: Jun 24, 2025
Period: 15:00 - 18:00

Peak Hour Data (16:30 - 17:30)

Start Time	North Approach Wellington Rd 24						South Approach Wellington Rd 24						East Approach						West Approach Side Rd 27						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:30		61	1	0	0	62	0	88		0	0	88					0		2		2	0	0	4	154
16:45		39	2	0	0	41	3	78		0	0	81					0		1		4	0	0	5	127
17:00		50	0	0	0	50	3	92		0	0	95					0		2		1	0	0	3	148
17:15		47	2	0	0	49	2	115		0	0	117					0		1		0	0	0	1	167
Grand Total		197	5	0	0	202	8	373		0	0	381					0	0	6		7	0	0	13	596
Approach %		97.5	2.5	0		-	2.1	97.9		0		-					-		46.2		53.8	0		-	
Totals %		33.1	0.8	0		33.9	1.3	62.6		0		63.9					0		1		1.2	0		2.2	
PHF		0.81	0.63	0		0.81	0.67	0.81		0		0.81					0		0.75		0.44	0		0.65	0.89
Cars		183	4	0		187	7	351		0		358					0		6		7	0		13	558
% Cars		92.9	80	0		92.6	87.5	94.1		0		94					0		100		100	0		100	93.6
Trucks		12	1	0		13	1	21		0		22					0		0		0	0		0	35
% Trucks		6.1	20	0		6.4	12.5	5.6		0		5.8					0		0		0	0		0	5.9
Bicycles		2	0	0		2	0	1		0		1					0		0		0	0		0	3
% Bicycles		1	0	0		1	0	0.3		0		0.3					0		0		0	0		0	0.5
Peds					0	-					0	-					0	-				0	-		0
% Peds					0	-					0	-					0	-				0	-		

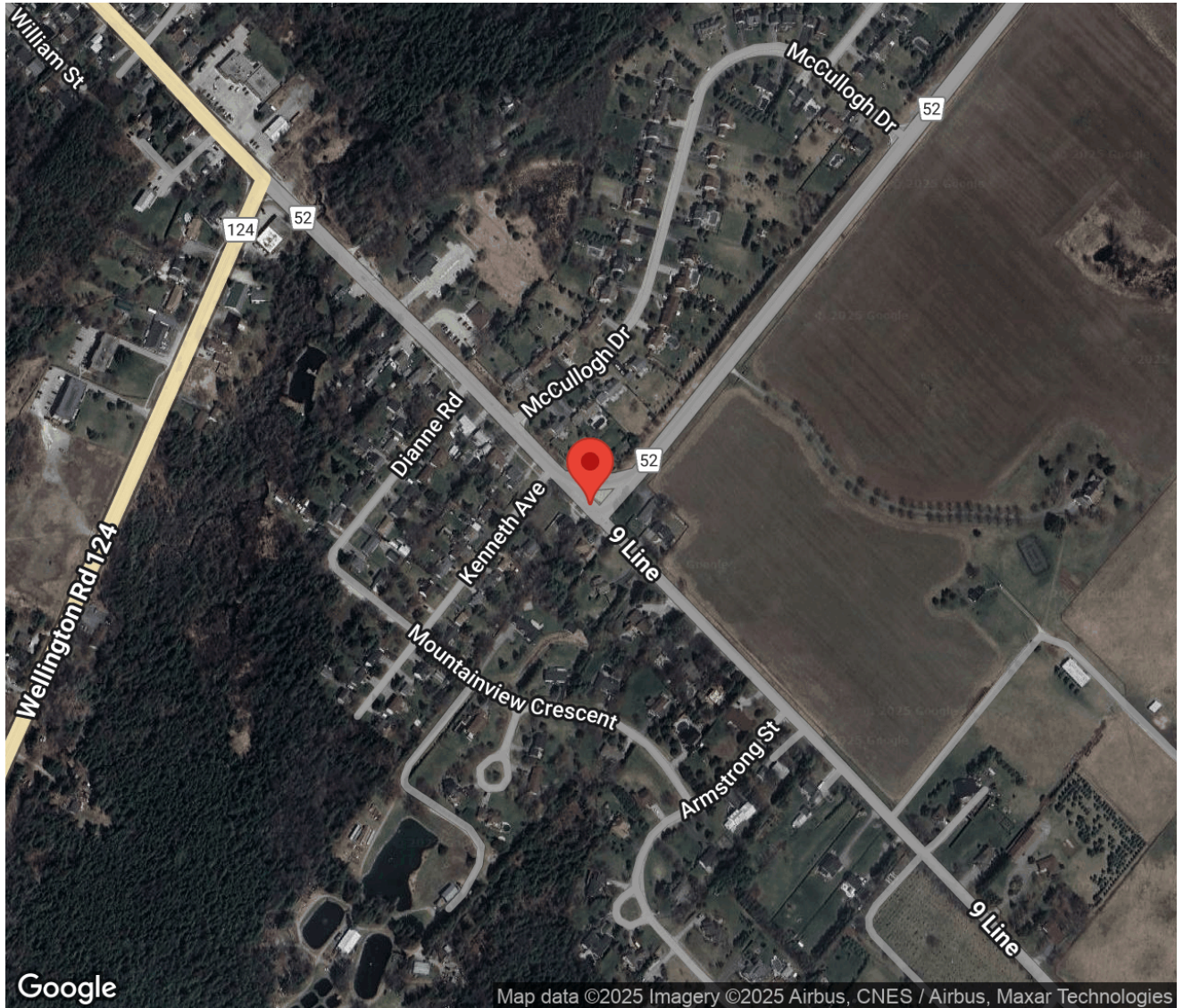
Project #25-225 - 30 Forensic Engineering

Intersection Count Report

Intersection: Wellington Rd 52 & 9th Line
Municipality: Erin
Count Date: Tuesday, Jun 24, 2025
Site Code: 2522500013
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-10:00, 11:00-13:00, 15:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection:	Wellington Rd 52 & 9th Line
Site Code:	2522500013
Municipality:	Erin
Count Date:	Jun 24, 2025



Traffic Count Summary

Intersection: Wellington Rd 52 & 9th Line
 Site Code: 2522500013
 Municipality: Erin
 Count Date: Jun 24, 2025

9th Line - 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	101	60	0	0	161	0	0	47	8	0	55	0	216
08:00 - 09:00	98	63	0	0	161	0	0	123	11	0	134	0	295
09:00 - 10:00	73	63	0	0	136	0	0	103	8	0	111	0	247
BREAK													
11:00 - 12:00	80	60	0	0	140	0	0	104	7	0	111	0	251
12:00 - 13:00	91	58	0	0	149	0	0	115	6	0	121	0	270
BREAK													
15:00 - 16:00	108	122	0	0	230	0	0	160	6	0	166	2	396
16:00 - 17:00	94	88	0	0	182	0	0	185	22	0	207	2	389
17:00 - 18:00	128	93	0	0	221	0	0	189	25	0	214	0	435
GRAND TOTAL	773	607	0	0	1380	0	0	1026	93	0	1119	4	2499

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	28	0	74	0	102	0	0	0	0	0	0	0	102
08:00 - 09:00	19	0	92	0	111	0	0	0	0	0	0	0	111
09:00 - 10:00	11	0	54	0	65	0	0	0	0	0	0	0	65
BREAK													
11:00 - 12:00	14	0	72	0	86	0	0	0	0	0	0	0	86
12:00 - 13:00	15	0	84	0	99	0	0	0	0	0	0	0	99
BREAK													
15:00 - 16:00	22	0	97	0	119	0	0	0	0	0	0	0	119
16:00 - 17:00	22	0	153	0	175	0	0	0	0	0	0	0	175
17:00 - 18:00	19	0	143	0	162	0	0	0	0	0	0	0	162
GRAND TOTAL	150	0	769	0	919	0	0	0	0	0	0	0	919

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
 Site Code: 2522500013
 Municipality: Erin
 Count Date: Jun 24, 2025

North Approach - 9th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	19	10	0	0	29	0	0	0	0	0	0	0	0	0	0	0
07:15	26	17	0	0	43	0	0	0	0	0	0	0	0	0	0	0
07:30	29	21	0	0	50	2	0	0	0	2	0	1	0	0	1	0
07:45	22	11	0	0	33	3	0	0	0	3	0	0	0	0	0	0
08:00	29	15	0	0	44	1	0	0	0	1	0	0	0	0	0	0
08:15	14	12	0	0	26	2	0	0	0	2	0	0	0	0	0	0
08:30	23	14	0	0	37	1	1	0	0	2	1	0	0	0	1	0
08:45	25	19	0	0	44	2	2	0	0	4	0	0	0	0	0	0
09:00	13	16	0	0	29	1	0	0	0	1	0	0	0	0	0	0
09:15	13	15	0	0	28	1	1	0	0	2	0	0	0	0	0	0
09:30	20	17	0	0	37	2	0	0	0	2	0	0	0	0	0	0
09:45	20	14	0	0	34	3	0	0	0	3	0	0	0	0	0	0
SUBTOTAL	253	181	0	0	434	18	4	0	0	22	1	1	0	0	2	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
 Site Code: 2522500013
 Municipality: Erin
 Count Date: Jun 24, 2025

North Approach - 9th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	22	12	0	0	34	2	0	0	0	2	0	0	0	0	0	0
11:15	12	15	0	0	27	2	0	0	0	2	1	0	0	0	1	0
11:30	16	9	0	0	25	1	0	0	0	1	0	1	0	0	1	0
11:45	22	22	0	0	44	2	1	0	0	3	0	0	0	0	0	0
12:00	25	14	0	0	39	2	0	0	0	2	0	0	0	0	0	0
12:15	19	16	0	0	35	5	1	0	0	6	1	0	0	0	1	0
12:30	15	13	0	0	28	1	0	0	0	1	0	0	0	0	0	0
12:45	22	14	0	0	36	1	0	0	0	1	0	0	0	0	0	0
SUBTOTAL	153	115	0	0	268	16	2	0	0	18	2	1	0	0	3	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Municipality: Erin
Count Date: Jun 24, 2025

North Approach - 9th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	21	24	0	0	45	1	0	0	0	1	0	0	0	0	0	0
15:15	24	40	0	0	64	1	1	0	0	2	0	0	0	0	0	0
15:30	32	23	0	0	55	1	1	0	0	2	1	0	0	0	1	0
15:45	27	32	0	0	59	0	1	0	0	1	0	0	0	0	0	0
16:00	18	20	0	0	38	1	0	0	0	1	0	0	0	0	0	0
16:15	26	38	0	0	64	2	1	0	0	3	2	1	0	0	3	0
16:30	22	14	0	0	36	1	0	0	0	1	0	0	0	0	0	0
16:45	20	14	0	0	34	0	0	0	0	0	2	0	0	0	2	0
17:00	24	28	0	0	52	1	0	0	0	1	1	0	0	0	1	0
17:15	29	15	0	0	44	0	1	0	0	1	0	1	0	0	1	0
17:30	29	29	0	0	58	0	0	0	0	0	0	0	0	0	0	0
17:45	41	19	0	0	60	0	0	0	0	0	3	0	0	0	3	0
SUBTOTAL	313	296	0	0	609	8	5	0	0	13	9	2	0	0	11	0
GRAND TOTAL	719	592	0	0	1311	42	11	0	0	53	12	4	0	0	16	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
 Site Code: 2522500013
 Municipality: Erin
 Count Date: Jun 24, 2025

South Approach - 9th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	0	6	1	0	7	0	2	1	0	3	0	0	0	0	0	0
07:15	0	15	0	0	15	0	0	1	0	1	0	0	0	0	0	0
07:30	0	7	2	0	9	0	0	1	0	1	0	0	0	0	0	0
07:45	0	15	2	0	17	0	2	0	0	2	0	0	0	0	0	0
08:00	0	19	3	0	22	0	0	0	0	0	0	0	0	0	0	0
08:15	0	13	5	0	18	0	2	0	0	2	0	0	0	0	0	0
08:30	0	32	0	0	32	0	1	1	0	2	0	1	0	0	1	0
08:45	0	55	2	0	57	0	0	0	0	0	0	0	0	0	0	0
09:00	0	23	0	0	23	0	2	0	0	2	0	0	0	0	0	0
09:15	0	22	3	0	25	0	0	0	0	0	0	0	0	0	0	0
09:30	0	20	1	0	21	0	0	0	0	0	0	0	0	0	0	0
09:45	0	35	4	0	39	0	0	0	0	0	0	1	0	0	1	0
SUBTOTAL	0	262	23	0	285	0	9	4	0	13	0	2	0	0	2	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
 Site Code: 2522500013
 Municipality: Erin
 Count Date: Jun 24, 2025

South Approach - 9th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
11:00	0	31	2	0	33	0	0	1	0	1	0	0	0	0	0	0
11:15	0	13	2	0	15	0	7	0	0	7	0	0	0	0	0	0
11:30	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	0
11:45	0	42	1	0	43	0	0	0	0	0	0	0	0	0	0	0
12:00	0	19	2	0	21	0	2	0	0	2	0	0	0	0	0	0
12:15	0	27	1	0	28	0	10	0	0	10	0	0	0	0	0	0
12:30	0	28	1	0	29	0	0	0	0	0	0	0	0	0	0	0
12:45	0	29	2	0	31	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	200	11	0	211	0	19	2	0	21	0	0	0	0	0	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Municipality: Erin
Count Date: Jun 24, 2025

South Approach - 9th Line

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	0	51	3	0	54	0	2	0	0	2	0	0	0	0	0	0
15:15	0	33	1	0	34	0	2	0	0	2	0	0	0	0	0	1
15:30	0	38	1	0	39	0	0	0	0	0	0	0	0	0	0	0
15:45	0	33	1	0	34	0	1	0	0	1	0	0	0	0	0	1
16:00	0	32	3	0	35	0	0	0	0	0	0	0	0	0	0	0
16:15	0	49	11	0	60	0	1	0	0	1	0	1	0	0	1	1
16:30	0	59	4	0	63	0	1	0	0	1	0	0	0	0	0	1
16:45	0	42	4	0	46	0	0	0	0	0	0	0	0	0	0	0
17:00	0	60	3	0	63	0	0	0	0	0	0	0	0	0	0	0
17:15	0	50	1	0	51	0	0	0	0	0	0	0	0	0	0	0
17:30	0	44	14	0	58	0	0	1	0	1	0	0	0	0	0	0
17:45	0	35	6	0	41	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	526	52	0	578	0	7	1	0	8	0	1	0	0	1	4
GRAND TOTAL	0	988	86	0	1074	0	35	7	0	42	0	3	0	0	3	4

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Municipality: Erin
Count Date: Jun 24, 2025

East Approach - Wellington Rd 52

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
07:00	4	0	10	0	14	0	0	1	0	1	0	0	0	0	0	0
07:15	7	0	17	0	24	2	0	1	0	3	0	0	0	0	0	0
07:30	9	0	16	0	25	1	0	3	0	4	0	0	0	0	0	0
07:45	5	0	25	0	30	0	0	1	0	1	0	0	0	0	0	0
08:00	5	0	18	0	23	0	0	7	0	7	0	0	0	0	0	0
08:15	4	0	22	0	26	0	0	3	0	3	0	0	0	0	0	0
08:30	4	0	15	0	19	0	0	5	0	5	0	0	0	0	0	0
08:45	5	0	19	0	24	1	0	3	0	4	0	0	0	0	0	0
09:00	4	0	13	0	17	0	0	1	0	1	0	0	0	0	0	0
09:15	3	0	7	0	10	0	0	1	0	1	0	0	1	0	1	0
09:30	3	0	9	0	12	0	0	1	0	1	1	0	0	0	1	0
09:45	0	0	19	0	19	0	0	2	0	2	0	0	0	0	0	0
SUBTOTAL	53	0	190	0	243	4	0	29	0	33	1	0	1	0	2	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
 Site Code: 2522500013
 Municipality: Erin
 Count Date: Jun 24, 2025

East Approach - Wellington Rd 52

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	3	0	14	0	17	0	0	3	0	3	0	0	0	0	0	0
11:15	5	0	10	0	15	0	0	1	0	1	0	0	0	0	0	0
11:30	1	0	23	0	24	0	0	2	0	2	0	0	0	0	0	0
11:45	5	0	17	0	22	0	0	2	0	2	0	0	0	0	0	0
12:00	7	0	22	0	29	1	0	2	0	3	0	0	0	0	0	0
12:15	3	0	14	0	17	0	0	1	0	1	0	0	0	0	0	0
12:30	2	0	24	0	26	0	0	2	0	2	0	0	0	0	0	0
12:45	2	0	19	0	21	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	28	0	143	0	171	1	0	13	0	14	0	0	0	0	0	0

Traffic Count Data

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Municipality: Erin
Count Date: Jun 24, 2025

East Approach - Wellington Rd 52

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
15:00	6	0	20	0	26	1	0	0	0	1	0	0	0	0	0	0
15:15	5	0	34	0	39	1	0	1	0	2	0	0	0	0	0	0
15:30	6	0	18	0	24	0	0	1	0	1	0	0	0	0	0	0
15:45	2	0	22	0	24	0	0	1	0	1	1	0	0	0	1	0
16:00	8	0	39	0	47	1	0	0	0	1	0	0	1	0	1	0
16:15	3	0	53	0	56	0	0	1	0	1	0	0	0	0	0	0
16:30	5	0	28	0	33	0	0	0	0	0	0	0	0	0	0	0
16:45	5	0	30	0	35	0	0	0	0	0	0	0	1	0	1	0
17:00	5	0	61	0	66	0	0	0	0	0	0	0	0	0	0	0
17:15	2	0	23	0	25	1	0	0	0	1	0	0	0	0	0	0
17:30	8	0	31	0	39	1	0	0	0	1	0	0	0	0	0	0
17:45	2	0	28	0	30	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	57	0	387	0	444	5	0	4	0	9	1	0	2	0	3	0
GRAND TOTAL	138	0	720	0	858	10	0	46	0	56	2	0	3	0	5	0

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

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

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: 9th Line runs N/S

North Approach

	Out	In	Total
	151	193	344
	9	21	30
	1	1	2
Totals	161	215	376

9th Line

	0	1	0
	3	6	0
	60	91	0
Totals	63	98	0

↓ ↘ ↻

East Approach

	Out	In	Total
	92	101	193
	19	7	26
	0	1	1
Totals	111	109	220

Peds: 0



Wellington Rd 52

Totals			
0	0	0	0
92	74	18	0
19	18	1	0

↻ ↙ ↓

Peds: 0

Totals			
123	119	10	0
11	3	1	0
0	1	0	0

↑ ↘ ↻

9th Line

South Approach

	Out	In	Total
	129	78	207
	4	4	8
	1	0	1
Totals	134	82	216

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Count Date: Jun 24, 2025
Period: 07:00 - 10:00

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

	North Approach 9th Line						South Approach 9th Line						East Approach Wellington Rd 52						West Approach						Total Vehicl es
Start Time	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	30	15	↻	0	0	45	↻	19	3	0	0	22	5	↻	25	0	0	30	↻		↻	0	↻	97	
08:15	16	12		0	0	28		15	5	0	0	20	4		25	0	0	29				0		77	
08:30	25	15		0	0	40		34	1	0	0	35	4		20	0	0	24				0		99	
08:45	27	21		0	0	48		55	2	0	0	57	6		22	0	0	28				0		133	
Grand Total	98	63		0	0	161		123	11	0	0	134	19		92	0	0	111				0	0	406	
Approach %	60.9	39.1		0		-		91.8	8.2	0		-	17.1		82.9	0		-				-			
Totals %	24.1	15.5		0		39.7		30.3	2.7	0		33	4.7		22.7	0		27.3				0			
PHF	0.82	0.75		0		0.84		0.56	0.55	0		0.59	0.79		0.92	0		0.93				0		0.76	
Cars	91	60		0		151		119	10	0		129	18		74	0		92				0		372	
% Cars	92.9	95.2		0		93.8		96.7	90.9	0		96.3	94.7		80.4	0		82.9				0		91.6	
Trucks	6	3		0		9		3	1	0		4	1		18	0		19				0		32	
% Trucks	6.1	4.8		0		5.6		2.4	9.1	0		3	5.3		19.6	0		17.1				0		7.9	
Bicycles	1	0		0		1		1	0	0		1	0		0	0		0				0		2	
% Bicycles	1	0		0		0.6		0.8	0	0		0.7	0		0	0		0				0		0.5	
Peds					0	-					0	-					0	-				0	-	0	
% Peds					0	-					0	-					0	-				0	-		

Peak Hour Diagram

Specified Period

From: 11:00:00
To: 13:00:00

One Hour Peak

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

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: 9th Line runs N/S

North Approach

	Out	In	Total
	146	193	339
	12	19	31
	1	0	1
Totals	159	212	371

9th Line

	0	1	0
	2	10	0
	65	81	0
Totals	67	92	0

↓ ↘ ↻

East Approach

	Out	In	Total
	94	86	180
	8	10	18
	0	1	1
Totals	102	97	199

Peds: 0



Wellington Rd 52

Totals			
0	0	0	0
84	77	7	0
18	17	1	0

↻ ↙ ↓

Peds: 0

	128	5	0
	12	0	0
	0	0	0
Totals	128	5	0

↑ ↘ ↻

9th Line

South Approach

	Out	In	Total
	121	82	203
	12	3	15
	0	0	0
Totals	133	85	218

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Count Date: Jun 24, 2025
Period: 11:00 - 13:00

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

	North Approach 9th Line						South Approach 9th Line						East Approach Wellington Rd 52						West Approach						Total Vehicl es
Start Time	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:45	24	23		0	0	47		42	1	0	0	43	5		19	0	0	24					0		114
12:00	27	14		0	0	41		21	2	0	0	23	8		24	0	0	32					0		96
12:15	25	17		0	0	42		37	1	0	0	38	3		15	0	0	18					0		98
12:30	16	13		0	0	29		28	1	0	0	29	2		26	0	0	28					0		86
Grand Total	92	67		0	0	159		128	5	0	0	133	18		84	0	0	102					0	0	394
Approach %	57.9	42.1		0	-	-		96.2	3.8	0	-	-	17.6		82.4	0	-	-					-	-	-
Totals %	23.4	17		0	-	40.4		32.5	1.3	0	-	33.8	4.6		21.3	0	-	25.9					0	-	-
PHF	0.85	0.73		0	-	0.85		0.76	0.63	0	-	0.77	0.56		0.81	0	-	0.8					0	-	0.86
Cars	81	65		0	-	146		116	5	0	-	121	17		77	0	-	94					0	-	361
% Cars	88	97		0	-	91.8		90.6	100	0	-	91	94.4		91.7	0	-	92.2					0	-	91.6
Trucks	10	2		0	-	12		12	0	0	-	12	1		7	0	-	8					0	-	32
% Trucks	10.9	3		0	-	7.5		9.4	0	0	-	9	5.6		8.3	0	-	7.8					0	-	8.1
Bicycles	1	0		0	-	1		0	0	0	-	0	0		0	0	-	0					0	-	1
% Bicycles	1.1	0		0	-	0.6		0	0	0	-	0	0		0	0	-	0					0	-	0.3
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: 16:15:00
To: 17:15:00

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Count Date: Jun 24, 2025

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: 9th Line runs N/S

North Approach

	Out	In	Total
	186	382	568
	5	3	8
	6	2	8
Totals	197	387	584

9th Line

	1	5	0
	1	4	0
	94	92	0
Totals	96	101	0

Peds: 0



Peds: 2

	213	22	0
	210	22	0
	2	0	0
	1	0	0
Totals	213	22	0

9th Line

East Approach

	Out	In	Total
	190	114	304
	1	4	5
	1	5	6
Totals	192	123	315

Wellington Rd 52

Totals			
0	0	0	0
174	172	1	1
18	18	0	0

South Approach

	Out	In	Total
	232	112	344
	2	1	3
	1	1	2
Totals	235	114	349

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Wellington Rd 52 & 9th Line
Site Code: 2522500013
Count Date: Jun 24, 2025
Period: 15:00 - 18:00

Peak Hour Data (16:15 - 17:15)

	North Approach 9th Line						South Approach 9th Line						East Approach Wellington Rd 52						West Approach						Total Vehicl es
Start Time	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:15	30	40		0	0	70		51	11	0	1	62	3		54	0	0	57					0		189
16:30	23	14		0	0	37		60	4	0	1	64	5		28	0	0	33					0		134
16:45	22	14		0	0	36		42	4	0	0	46	5		31	0	0	36					0		118
17:00	26	28		0	0	54		60	3	0	0	63	5		61	0	0	66					0		183
Grand Total	101	96		0	0	197		213	22	0	2	235	18		174	0	0	192					0	0	624
Approach %	51.3	48.7		0	-			90.6	9.4	0	-		9.4		90.6	0	-						-		
Totals %	16.2	15.4		0	31.6			34.1	3.5	0	37.7		2.9		27.9	0	30.8					0			
PHF	0.84	0.6		0	0.7			0.89	0.5	0	0.92		0.9		0.71	0	0.73					0		0.83	
Cars	92	94		0	186			210	22	0	232		18		172	0	190					0		608	
% Cars	91.1	97.9		0	94.4			98.6	100	0	98.7		100		98.9	0	99					0		97.4	
Trucks	4	1		0	5			2	0	0	2		0		1	0	1					0		8	
% Trucks	4	1		0	2.5			0.9	0	0	0.9		0		0.6	0	0.5					0		1.3	
Bicycles	5	1		0	6			1	0	0	1		0		1	0	1					0		8	
% Bicycles	5	1		0	3			0.5	0	0	0.4		0		0.6	0	0.5					0		1.3	
Peds	0					-	2					-	0					-	0					-	2
% Peds	0					-	100					-	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
Winston Churchill Blvd from Side Rd 15
to Wellington Rd 25
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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
06-24-25	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	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
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	3	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	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	1	1	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	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
06:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
06:15	0	16	6	0	0	0	0	0	0	0	0	0	0	22
06:30	0	8	3	0	1	0	0	0	0	3	0	0	0	15
06:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
07:00	0	7	5	0	0	0	0	0	0	1	0	0	1	14
07:15	0	4	3	0	0	1	0	0	0	1	0	0	0	9
07:30	0	31	13	0	1	1	0	0	0	5	0	0	1	52
07:45	0	7	3	0	0	1	0	0	0	2	0	0	1	14
08:00	0	5	8	0	0	0	0	2	0	1	0	0	0	16
08:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
08:30	0	17	9	0	0	1	0	2	0	2	0	0	0	31
08:45	0	43	25	0	0	2	0	4	0	5	0	0	1	80
09:00	1	4	11	0	1	0	0	1	0	2	0	0	0	20
09:15	0	21	11	0	0	0	0	0	0	2	0	0	1	35
09:30	0	14	12	0	1	0	1	1	0	0	0	0	1	30
09:45	0	12	11	0	0	0	0	2	0	0	0	0	0	25
10:00	1	51	45	0	2	0	1	4	0	4	0	0	2	110
10:15	0	20	6	0	0	0	0	0	1	0	0	0	0	27
10:30	0	7	12	0	3	0	0	2	0	1	0	0	0	25
10:45	0	15	10	0	1	0	0	3	0	1	0	0	2	32
11:00	0	8	7	0	0	0	0	1	0	0	0	0	0	16
11:15	0	50	35	0	4	0	0	6	1	2	0	0	2	100
11:30	0	19	6	0	1	1	0	0	0	1	0	0	1	29
11:45	0	14	4	0	1	0	0	0	0	1	1	0	1	22
12:00	0	12	11	0	1	0	0	1	0	0	0	0	0	25
12:15	0	9	8	0	0	1	0	1	0	2	1	0	0	22
12:30	0	54	29	0	3	2	0	2	0	4	2	0	2	98
12:45	0	12	10	0	0	1	0	0	0	1	0	0	1	25
13:00	0	21	10	0	1	0	0	3	0	2	0	0	0	37
13:15	0	21	12	0	0	0	0	1	0	2	0	0	0	36
13:30	0	15	9	0	1	0	0	0	0	2	0	0	0	27
13:45	0	69	41	0	2	1	0	4	0	7	0	0	1	125
Total	1	328	196	0	12	6	1	20	1	27	2	0	9	603
Percent	0.2%	54.4%	32.5%	0.0%	2.0%	1.0%	0.2%	3.3%	0.2%	4.5%	0.3%	0.0%	1.5%	

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Winston Churchill Blvd from Side Rd 15
to Wellington Rd 25
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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	23	12	0	0	0	0	1	0	3	1	0	0	40
12:15	0	18	6	0	0	1	0	1	0	3	0	0	1	30
12:30	0	19	11	0	0	0	0	0	0	0	0	0	1	31
12:45	0	20	8	0	0	0	0	2	0	3	1	0	0	34
	0	80	37	0	0	1	0	4	0	9	2	0	2	135
13:00	0	13	12	0	0	0	0	0	0	0	0	0	1	26
13:15	0	8	8	0	0	1	0	1	0	3	1	0	0	22
13:30	0	16	11	0	0	0	0	1	0	0	2	0	0	30
13:45	1	15	9	0	1	1	0	2	0	2	0	0	1	32
	1	52	40	0	1	2	0	4	0	5	3	0	2	110
14:00	0	18	9	0	1	0	0	1	1	1	0	0	0	31
14:15	1	12	11	0	0	0	0	0	0	0	0	0	1	25
14:30	0	8	8	0	0	0	0	0	0	2	0	0	2	20
14:45	0	12	11	0	1	0	0	0	0	1	0	0	0	25
	1	50	39	0	2	0	0	1	1	4	0	0	3	101
15:00	1	17	11	0	0	0	0	0	0	1	0	0	1	31
15:15	1	43	8	0	0	2	0	0	0	0	0	0	0	54
15:30	0	16	11	0	0	0	1	0	0	3	0	0	0	31
15:45	0	20	13	0	1	0	0	1	0	0	0	0	0	35
	2	96	43	0	1	2	1	1	0	4	0	0	1	151
16:00	0	21	16	0	0	1	0	1	0	0	2	0	0	41
16:15	0	36	9	0	0	0	0	0	0	1	0	0	0	46
16:30	0	39	11	0	0	0	0	0	0	1	0	0	0	51
16:45	1	24	16	0	0	0	0	0	0	0	1	0	0	42
	1	120	52	0	0	1	0	1	0	2	3	0	0	180
17:00	0	37	14	0	0	0	0	0	0	0	0	0	0	51
17:15	1	32	8	0	0	0	0	0	0	0	1	0	1	43
17:30	0	31	11	0	0	0	0	0	0	0	0	0	0	42
17:45	0	22	7	0	0	0	0	0	0	0	0	0	0	29
	1	122	40	0	0	0	0	0	0	0	1	0	1	165
18:00	0	11	3	0	0	0	0	1	0	0	0	0	0	15
18:15	0	17	8	0	0	0	0	0	0	0	0	0	0	25
18:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13
18:45	0	14	2	0	0	1	0	0	0	1	0	0	0	18
	0	53	15	0	0	1	0	1	0	1	0	0	0	71
19:00	0	11	2	0	0	0	0	1	0	0	0	0	0	14
19:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
19:30	1	16	2	0	0	0	0	0	0	0	0	0	0	19
19:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	1	42	10	0	0	0	0	1	0	0	0	0	0	54
20:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
20:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14
20:30	0	5	4	0	0	0	0	0	0	0	0	0	0	9
20:45	0	9	2	0	0	0	0	0	0	0	1	0	0	12
	0	30	11	0	0	0	0	0	0	0	1	0	0	42
21:00	0	6	3	0	0	0	1	0	0	0	0	0	0	10
21:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
21:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	25	5	0	0	0	1	0	0	0	0	0	0	31
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	0	5	1	0	0	1	0	0	0	0	0	0	0	7
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	12	4	0	0	1	0	0	0	0	0	0	0	17
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Total	7	693	298	0	4	8	2	13	1	25	10	0	9	1070
Percent	0.7%	64.8%	27.9%	0.0%	0.4%	0.7%	0.2%	1.2%	0.1%	2.3%	0.9%	0.0%	0.8%	

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Winston Churchill Blvd from Side Rd 15
to Wellington Rd 25
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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
06-25-25	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	1
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	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
06:00	0	5	1	0	0	0	0	0	0	0	0	0	1	7
06:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
06:30	0	20	7	0	0	0	0	0	0	0	0	0	1	28
06:45	0	7	2	0	0	0	0	0	0	3	1	0	1	14
07:00	0	14	3	0	0	0	0	0	0	3	0	0	1	21
07:15	0	10	1	0	0	0	0	0	0	0	1	0	0	12
07:30	0	7	1	0	0	0	0	0	0	1	0	0	0	9
07:45	0	38	7	0	0	0	0	0	0	7	2	0	2	56
08:00	0	4	4	0	0	0	0	2	0	4	2	0	0	16
08:15	0	8	6	0	1	0	0	1	0	5	1	0	1	23
08:30	0	12	2	0	0	0	0	2	0	0	2	0	0	18
08:45	0	2	6	0	2	0	0	1	0	0	0	0	0	11
09:00	0	26	18	0	3	0	0	6	0	9	5	0	1	68
09:15	0	8	7	0	0	1	0	1	0	2	1	0	0	20
09:30	1	7	7	0	0	0	0	2	0	2	3	0	0	22
09:45	0	9	4	0	1	0	0	1	0	1	1	0	0	17
10:00	0	11	4	0	1	1	0	4	0	0	0	0	0	21
10:15	1	35	22	0	2	2	0	8	0	5	5	0	0	80
10:30	0	14	6	0	2	1	0	1	0	3	1	0	0	28
10:45	0	10	10	0	0	0	0	2	0	2	3	0	0	27
11:00	0	11	6	0	0	0	0	2	0	2	0	0	0	21
11:15	0	6	5	0	0	0	0	1	0	0	0	0	0	12
11:30	0	41	27	0	2	1	0	6	0	7	4	0	0	88
11:45	0	13	4	0	1	0	0	3	0	1	0	0	2	24
12:00	0	13	9	0	0	0	0	1	0	2	3	0	0	28
12:15	0	9	5	0	0	0	0	4	0	2	1	0	0	21
12:30	1	11	4	0	1	0	0	2	0	0	2	0	1	22
12:45	1	46	22	0	2	0	0	10	0	5	6	0	3	95
13:00	2	11	6	0	0	0	0	1	0	1	0	0	0	21
13:15	0	17	10	0	0	0	0	2	0	3	1	0	0	33
13:30	1	17	6	0	0	0	0	1	0	1	2	0	0	28
13:45	0	15	4	0	0	0	0	2	1	3	1	0	0	26
Total	3	60	26	0	0	0	0	6	1	8	4	0	0	108
Percent	5	277	132	0	9	3	0	36	1	41	26	0	7	537
	0.9%	51.6%	24.6%	0.0%	1.7%	0.6%	0.0%	6.7%	0.2%	7.6%	4.8%	0.0%	1.3%	

NB														
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	17	5	0	0	2	0	3	0	3	1	0	0	31
12:15	0	21	9	0	0	0	0	2	0	1	0	0	0	33
12:30	0	23	10	0	0	0	0	0	0	1	1	0	0	35
12:45	0	14	12	0	0	0	1	0	0	2	1	0	0	30
	0	75	36	0	0	2	1	5	0	7	3	0	0	129
13:00	0	18	7	0	0	0	0	0	1	0	0	0	0	26
13:15	0	11	6	0	1	0	0	0	0	2	1	0	0	21
13:30	0	9	5	0	2	1	0	0	0	2	0	0	1	20
13:45	0	8	2	0	1	0	0	2	0	1	1	0	1	16
	0	46	20	0	4	1	0	2	1	5	2	0	2	83
14:00	1	11	6	0	1	0	0	2	0	0	1	0	0	22
14:15	0	21	8	0	0	0	0	1	0	3	0	0	0	33
14:30	0	16	10	0	0	0	0	0	1	3	1	0	0	31
14:45	0	14	12	0	0	1	0	1	0	2	1	0	0	31
	1	62	36	0	1	1	0	4	1	8	3	0	0	117
15:00	1	24	9	0	1	1	0	1	0	0	0	0	0	37
15:15	0	22	10	0	0	0	0	1	0	1	0	0	1	35
15:30	1	17	8	0	0	1	0	0	0	1	0	0	0	28
15:45	0	23	13	0	1	0	0	0	0	0	0	0	0	37
	2	86	40	0	2	2	0	2	0	2	0	0	1	137
16:00	0	38	13	0	0	0	0	1	0	0	0	0	0	52
16:15	0	21	16	0	0	0	0	0	0	0	0	0	1	38
16:30	0	26	19	0	0	0	0	0	0	0	0	0	0	45
16:45	0	25	15	0	0	0	0	0	0	0	1	0	0	41
	0	110	63	0	0	0	0	1	0	0	1	0	1	176
17:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
17:15	0	38	6	0	1	0	1	0	0	0	0	0	0	46
17:30	0	22	7	0	0	0	0	0	0	0	0	0	0	29
17:45	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	0	110	26	0	1	0	1	0	0	0	0	0	0	138
18:00	0	18	10	0	0	0	0	0	0	0	0	0	0	28
18:15	0	22	6	0	0	0	0	0	0	0	0	0	0	28
18:30	0	21	6	0	0	1	0	0	0	0	0	0	0	28
18:45	1	13	8	0	0	0	0	0	0	0	0	0	0	22
	1	74	30	0	0	1	0	0	0	0	0	0	0	106
19:00	1	13	1	0	0	0	0	0	0	0	0	0	0	15
19:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
19:30	1	15	5	0	0	0	0	0	0	0	0	0	0	21
19:45	0	16	1	0	0	0	0	0	0	0	1	0	0	18
	2	58	9	0	0	0	0	0	0	0	1	0	0	70
20:00	0	11	2	0	0	1	1	0	0	0	0	0	0	15
20:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
20:30	4	9	3	0	0	0	0	0	0	0	0	0	0	16
20:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	4	34	11	0	0	1	1	0	0	0	0	0	0	51
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	0	31	5	0	0	0	0	0	0	0	0	0	0	36
22:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
22:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:30	1	2	3	0	0	0	0	0	0	0	0	0	0	6
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	1	8	7	0	0	0	0	0	0	0	0	0	0	16
23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Total	11	712	285	0	8	8	3	14	2	22	10	0	4	1079
Percent	1.0%	66.0%	26.4%	0.0%	0.7%	0.7%	0.3%	1.3%	0.2%	2.0%	0.9%	0.0%	0.4%	
Grand Total	24	2010	911	0	33	25	6	83	5	115	48	0	29	3289
Percent	0.7%	61.1%	27.7%	0.0%	1.0%	0.8%	0.2%	2.5%	0.2%	3.5%	1.5%	0.0%	0.9%	

SB														
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
06-24-25	0	3	1	0	0	0	0	0	0	0	0	0	0	4
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	4	1	0	0	0	0	0	0	0	0	0	0	5
01:15	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
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	2	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	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	1	0	0	0	0	0	0	0	1	0	0	2
05:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:30	0	7	7	0	0	0	0	0	0	0	1	0	0	15
05:45	0	4	6	0	0	0	0	0	1	0	3	0	0	14
06:00	0	8	6	0	0	0	0	0	5	1	0	0	0	20
06:15	0	25	21	0	0	0	0	0	6	1	4	0	0	57
06:30	0	13	8	0	0	0	0	0	1	2	1	0	0	25
06:45	0	10	12	0	0	0	0	0	1	0	0	0	1	24
07:00	0	15	5	0	0	1	0	0	0	0	1	0	0	22
07:15	0	23	9	0	0	0	1	1	1	0	2	0	0	37
07:30	0	61	34	0	0	1	1	1	3	2	4	0	1	108
07:45	0	21	9	0	0	1	0	0	0	1	0	0	0	32
08:00	0	16	17	0	0	0	0	1	0	0	0	0	0	34
08:15	0	27	10	0	1	0	0	0	3	0	0	0	0	41
08:30	0	16	7	0	0	3	0	0	1	1	0	0	0	28
08:45	0	80	43	0	1	4	0	1	4	2	0	0	0	135
09:00	0	16	12	0	1	0	0	0	2	0	0	0	0	31
09:15	0	19	15	0	0	1	0	0	3	0	0	0	0	38
09:30	0	20	13	1	0	1	0	0	0	1	0	0	0	36
09:45	0	23	14	0	0	1	0	0	3	0	1	0	0	42
10:00	0	78	54	1	1	3	0	0	8	1	1	0	0	147
10:15	0	16	6	0	0	3	0	0	0	0	0	0	0	25
10:30	0	6	12	0	2	0	0	1	1	1	0	0	0	23
10:45	0	9	8	0	1	1	0	0	2	2	0	1	0	22
11:00	0	5	5	0	0	1	0	0	0	1	0	0	0	12
11:15	0	36	31	0	3	5	0	1	3	2	1	0	0	82
11:30	0	9	2	0	1	0	0	0	2	0	0	0	0	14
11:45	0	12	6	0	1	2	0	0	2	0	0	0	1	24
12:00	0	12	9	0	0	0	0	1	3	1	0	0	2	28
12:15	0	8	4	0	2	0	0	1	1	0	1	0	1	18
12:30	0	41	21	0	4	2	0	2	8	1	1	0	4	84
12:45	0	18	11	0	0	0	0	0	1	1	0	0	0	31
13:00	0	10	10	0	1	1	0	0	0	0	0	0	0	22
13:15	0	9	10	1	0	1	0	1	1	0	0	0	0	23
13:30	0	6	7	0	1	4	0	0	2	1	0	0	0	21
13:45	0	43	38	1	2	6	0	1	4	2	0	0	0	97
Total	0	377	248	2	11	21	1	6	36	11	12	0	5	730
Percent	0.0%	51.6%	34.0%	0.3%	1.5%	2.9%	0.1%	0.8%	4.9%	1.5%	1.6%	0.0%	0.7%	

SB														
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	9	10	0	0	0	0	1	2	0	1	0	0	24
12:15	0	11	6	0	0	1	0	0	1	0	1	0	0	20
12:30	0	11	9	0	0	1	0	0	1	0	0	0	0	22
12:45	0	16	5	0	0	1	0	0	1	1	0	0	1	25
	1	47	30	0	0	3	0	1	5	1	2	0	1	91
13:00	0	17	4	0	0	2	0	1	2	0	0	0	0	26
13:15	0	5	7	0	0	0	1	0	0	1	0	0	0	14
13:30	0	12	6	0	1	2	0	0	1	1	0	0	0	23
13:45	0	12	4	0	0	1	0	0	0	0	0	0	0	17
	0	46	21	0	1	5	1	1	3	2	0	0	0	80
14:00	0	13	11	0	1	0	0	0	3	0	0	0	0	28
14:15	0	12	8	0	0	1	0	0	2	0	1	0	0	24
14:30	0	8	5	0	0	0	0	0	1	1	0	0	0	15
14:45	0	13	3	0	2	0	0	0	1	0	2	0	0	21
	0	46	27	0	3	1	0	0	7	1	3	0	0	88
15:00	0	23	9	0	0	1	0	0	0	0	0	0	0	33
15:15	0	5	5	0	2	3	0	1	1	1	0	0	0	18
15:30	0	16	11	0	1	0	0	1	0	0	0	0	0	29
15:45	0	16	7	0	2	0	0	0	0	0	0	0	0	25
	0	60	32	0	5	4	0	2	1	1	0	0	0	105
16:00	0	11	9	0	0	0	0	0	0	0	1	0	0	21
16:15	0	16	5	0	0	0	0	0	0	0	0	0	0	21
16:30	0	10	12	0	1	0	0	0	0	0	1	0	0	24
16:45	0	21	7	0	2	0	0	0	0	0	1	0	0	31
	0	58	33	0	3	0	0	0	0	0	3	0	0	97
17:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
17:15	1	21	11	0	0	0	0	0	0	0	0	0	0	33
17:30	1	18	12	0	0	0	0	0	0	0	0	0	0	31
17:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	2	71	33	0	1	0	0	0	0	0	0	0	0	107
18:00	0	11	8	0	1	0	0	0	0	0	0	0	0	20
18:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
18:30	0	5	5	0	1	0	0	0	0	0	0	0	0	11
18:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	0	23	18	0	2	0	0	0	0	0	0	0	0	43
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
19:15	0	11	4	0	0	0	0	0	0	0	0	0	1	16
19:30	0	7	8	0	0	1	0	0	0	0	0	0	0	16
19:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	0	30	18	0	0	1	0	0	0	0	0	0	1	50
20:00	0	4	5	0	0	0	1	0	0	0	0	0	0	10
20:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
20:30	1	9	1	0	0	0	0	0	0	0	0	0	0	11
20:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	1	19	11	0	0	0	1	0	0	0	0	0	0	32
21:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
21:15	0	3	2	0	0	1	0	0	0	0	0	0	0	6
21:30	0	10	3	0	0	1	0	0	0	0	0	0	0	14
21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	25	9	0	0	2	0	0	0	0	0	0	0	36
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4
22:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
22:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	0	8	10	0	0	0	0	0	0	0	0	0	0	18
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Total	4	440	243	0	15	16	2	4	16	5	8	0	2	755
Percent	0.5%	58.3%	32.2%	0.0%	2.0%	2.1%	0.3%	0.5%	2.1%	0.7%	1.1%	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
 Winston Churchill Blvd from Side Rd 15
 to Wellington Rd 25
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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
06-25-25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	1	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	2	0	0	0	0	0	0	0	0	0	0	5
01:15	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
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
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	3	1	0	0	0	0	0	0	0	0	0	0	4
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17
05:30	0	8	4	0	0	0	0	0	1	0	0	0	0	13
05:45	0	11	7	0	0	0	0	0	1	1	0	0	0	20
06:00	0	9	6	0	0	0	0	1	0	0	3	0	0	19
06:15	0	10	9	1	0	1	0	0	0	1	1	0	1	24
06:30	0	38	26	1	0	1	0	1	2	2	4	0	1	76
06:45	0	11	7	0	0	0	0	0	1	0	1	0	0	20
07:00	0	7	11	0	0	0	1	0	1	0	2	0	0	22
07:15	0	23	11	0	0	2	0	1	0	0	1	0	0	38
07:30	0	14	14	0	0	0	0	0	5	1	5	0	1	40
07:45	0	55	43	0	0	2	1	1	7	1	9	0	1	120
08:00	1	20	13	0	0	0	0	0	2	1	0	0	0	37
08:15	0	24	9	0	1	2	0	0	1	0	1	0	1	39
08:30	0	17	11	0	0	1	0	0	0	0	3	0	0	32
08:45	0	27	6	0	0	2	0	0	1	0	3	0	0	39
09:00	1	88	39	0	1	5	0	0	4	1	7	0	1	147
09:15	0	15	7	0	0	1	0	1	1	1	0	0	0	26
09:30	0	16	9	0	0	1	0	0	0	0	0	0	0	26
09:45	0	13	7	0	1	4	0	0	2	1	3	0	0	31
10:00	1	13	11	0	2	2	0	0	0	0	2	0	0	31
10:15	1	57	34	0	3	8	0	1	3	2	5	0	0	114
10:30	0	6	5	0	0	4	0	0	2	0	1	0	0	18
10:45	0	10	7	0	1	0	0	1	0	1	0	0	0	20
11:00	0	6	5	0	0	1	0	0	0	1	1	0	0	14
11:15	0	3	6	0	1	1	0	1	0	2	4	0	0	18
11:30	0	25	23	0	2	6	0	2	2	4	6	0	0	70
11:45	0	11	4	0	1	2	0	0	1	0	0	0	0	19
12:00	0	7	11	0	2	4	0	0	0	0	0	0	0	24
12:15	0	2	6	0	1	0	0	0	0	0	2	0	0	11
12:30	0	6	3	0	1	2	0	0	2	2	2	0	0	18
12:45	0	26	24	0	5	8	0	0	3	2	4	0	0	72
13:00	0	11	8	0	2	1	0	1	2	0	2	0	0	27
13:15	0	11	6	0	2	0	0	2	0	1	0	0	0	22
13:30	0	7	9	0	0	3	0	0	1	0	2	0	0	22
13:45	3	10	3	0	0	0	0	0	0	0	2	0	0	18
Total	3	39	26	0	4	4	0	3	3	1	6	0	0	89
Percent	0.7%	48.8%	30.9%	0.1%	2.1%	4.8%	0.1%	1.1%	3.4%	1.8%	5.7%	0.0%	0.4%	715

SB														
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	14	3	0	0	1	0	0	0	1	0	0	0	19
12:15	0	6	7	0	0	2	0	0	1	0	2	0	0	18
12:30	0	8	7	0	0	0	0	1	0	1	3	0	0	20
12:45	1	12	8	0	1	0	0	0	1	0	1	0	0	24
	1	40	25	0	1	3	0	1	2	2	6	0	0	81
13:00	0	8	3	0	2	0	0	0	0	0	0	0	0	13
13:15	0	12	3	0	0	0	0	0	1	0	3	0	1	20
13:30	0	11	4	1	0	1	0	0	0	2	1	0	0	20
13:45	0	11	7	0	0	0	0	1	1	0	3	0	0	23
	0	42	17	1	2	1	0	1	2	2	7	0	1	76
14:00	0	8	7	0	0	0	0	1	2	0	0	0	0	18
14:15	0	14	6	0	0	0	0	0	5	1	1	0	0	27
14:30	1	12	10	0	1	2	0	0	1	0	0	0	1	28
14:45	0	14	5	0	2	0	0	0	0	0	0	0	0	21
	1	48	28	0	3	2	0	1	8	1	1	0	1	94
15:00	0	16	6	0	0	0	0	0	2	1	1	0	0	26
15:15	0	14	6	0	1	0	0	1	1	0	0	0	0	23
15:30	1	16	9	0	0	0	0	0	0	0	1	0	1	28
15:45	0	13	3	0	0	0	0	0	0	0	1	0	0	17
	1	59	24	0	1	0	0	1	3	1	3	0	1	94
16:00	1	27	7	0	0	0	0	0	0	0	0	0	0	35
16:15	0	23	10	0	1	0	1	0	0	0	0	0	0	35
16:30	0	16	8	0	0	0	0	0	0	0	1	0	0	25
16:45	0	16	10	0	0	0	1	0	0	0	0	0	0	27
	1	82	35	0	1	0	2	0	0	0	1	0	0	122
17:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28
17:15	0	19	5	0	0	0	0	0	0	0	0	0	0	24
17:30	0	7	7	0	0	0	0	1	0	0	0	0	0	15
17:45	1	13	5	0	0	0	0	0	0	0	1	0	0	20
	1	60	24	0	0	0	0	1	0	0	1	0	0	87
18:00	0	7	7	0	0	0	0	0	0	0	0	0	0	14
18:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17
18:45	0	9	5	0	1	1	0	0	0	0	0	0	0	16
	0	38	15	0	1	1	0	0	0	0	0	0	0	55
19:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
19:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5
19:30	0	7	1	0	0	0	0	0	0	0	1	0	0	9
19:45	2	6	2	0	0	0	0	0	0	0	0	0	0	10
	2	30	8	0	1	0	0	0	0	0	1	0	0	42
20:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
20:15	0	5	2	0	0	0	0	1	0	0	0	0	0	8
20:30	1	9	1	0	1	0	0	0	0	0	0	0	0	12
20:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	1	28	11	0	1	0	0	1	0	0	0	0	0	42
21:00	0	6	2	0	0	0	1	0	0	0	0	0	0	9
21:15	0	5	4	1	0	0	0	0	1	0	0	0	0	11
21:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	0	27	11	1	0	0	1	0	1	0	0	0	0	41
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	17	7	0	0	0	0	0	0	0	0	0	0	24
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	1	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	0	0	1	1	0	0	0	0	0	0	0	9
Total	8	478	205	2	12	8	3	6	16	6	20	0	3	767
Percent	1.0%	62.3%	26.7%	0.3%	1.6%	1.0%	0.4%	0.8%	2.1%	0.8%	2.6%	0.0%	0.4%	
Grand Total	17	1644	917	5	53	79	7	24	92	35	81	0	13	2967
Percent	0.6%	55.4%	30.9%	0.2%	1.8%	2.7%	0.2%	0.8%	3.1%	1.2%	2.7%	0.0%	0.4%	

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
 Winston Churchill Blvd from Side Rd 15
 to Wellington Rd 25
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-24-25	0	5	1	0	0	0	0	0	0	0	0	0	0	6
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	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	1	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	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	8	3	0	0	0	0	0	0	0	1	0	0	12
05:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:45	0	11	7	0	0	0	0	0	0	0	1	0	0	19
06:00	0	6	8	0	0	0	0	0	1	0	3	0	0	18
06:15	0	16	9	0	0	0	0	0	5	1	0	0	0	31
06:30	0	41	27	0	0	0	0	0	6	1	4	0	0	79
06:45	0	21	11	0	1	0	0	0	1	5	1	0	0	40
07:00	0	22	14	0	0	0	0	0	1	0	0	0	1	38
07:15	0	22	10	0	0	1	0	0	0	1	1	0	1	36
07:30	0	27	12	0	0	1	1	1	1	1	2	0	0	46
07:45	0	92	47	0	1	2	1	1	3	7	4	0	2	160
08:00	0	28	12	0	0	2	0	0	0	3	0	0	1	46
08:15	0	21	25	0	0	0	0	3	0	1	0	0	0	50
08:30	0	41	15	0	1	0	0	0	3	0	0	0	0	60
08:45	0	33	16	0	0	4	0	2	1	3	0	0	0	59
09:00	0	123	68	0	1	6	0	5	4	7	0	0	1	215
09:15	1	20	23	0	2	0	0	1	2	2	0	0	0	51
09:30	0	40	26	0	0	1	0	0	3	2	0	0	1	73
09:45	0	34	25	1	1	1	1	1	0	1	0	0	1	66
10:00	0	35	25	0	0	1	0	2	3	0	1	0	0	67
10:15	1	129	99	1	3	3	1	4	8	5	1	0	2	257
10:30	0	36	12	0	0	3	0	0	1	0	0	0	0	52
10:45	0	13	24	0	5	0	0	3	1	2	0	0	0	48
11:00	0	24	18	0	2	1	0	3	2	1	1	0	2	54
11:15	0	13	12	0	0	1	0	1	0	1	0	0	0	28
11:30	0	86	66	0	7	5	0	7	4	4	1	0	2	182
11:45	0	28	8	0	2	1	0	0	2	1	0	0	1	43
12:00	0	26	10	0	2	2	0	0	2	1	1	0	2	46
12:15	0	24	20	0	1	0	0	2	3	1	0	0	2	53
12:30	0	17	12	0	2	1	0	2	1	2	2	0	1	40
12:45	0	95	50	0	7	4	0	4	8	5	3	0	6	182
13:00	0	30	21	0	0	1	0	0	1	2	0	0	1	56
13:15	0	31	20	0	2	1	0	3	0	2	0	0	0	59
13:30	0	30	22	1	0	1	0	2	1	2	0	0	0	59
13:45	0	21	16	0	2	4	0	0	2	3	0	0	0	48
Total	0	112	79	1	4	7	0	5	4	9	0	0	1	222
Percent	1	705	444	2	23	27	2	26	37	38	14	0	14	1333
	0.1%	52.9%	33.3%	0.2%	1.7%	2.0%	0.2%	2.0%	2.8%	2.9%	1.1%	0.0%	1.1%	

NB, SB														
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	32	22	0	0	0	0	2	2	3	2	0	0	64
12:15	0	29	12	0	0	2	0	1	1	3	1	0	1	50
12:30	0	30	20	0	0	1	0	0	1	0	0	0	1	53
12:45	0	36	13	0	0	1	0	2	1	4	1	0	1	59
	1	127	67	0	0	4	0	5	5	10	4	0	3	226
13:00	0	30	16	0	0	2	0	1	2	0	0	0	1	52
13:15	0	13	15	0	0	1	1	1	0	4	1	0	0	36
13:30	0	28	17	0	1	2	0	1	1	1	2	0	0	53
13:45	1	27	13	0	1	2	0	2	0	2	0	0	1	49
	1	98	61	0	2	7	1	5	3	7	3	0	2	190
14:00	0	31	20	0	2	0	0	1	4	1	0	0	0	59
14:15	1	24	19	0	0	1	0	0	2	0	1	0	1	49
14:30	0	16	13	0	0	0	0	0	1	3	0	0	2	35
14:45	0	25	14	0	3	0	0	0	1	1	2	0	0	46
	1	96	66	0	5	1	0	1	8	5	3	0	3	189
15:00	1	40	20	0	0	1	0	0	0	1	0	0	1	64
15:15	1	48	13	0	2	5	0	1	1	1	0	0	0	72
15:30	0	32	22	0	1	0	1	1	0	3	0	0	0	60
15:45	0	36	20	0	3	0	0	1	0	0	0	0	0	60
	2	156	75	0	6	6	1	3	1	5	0	0	1	256
16:00	0	32	25	0	0	1	0	1	0	0	3	0	0	62
16:15	0	52	14	0	0	0	0	0	0	1	0	0	0	67
16:30	0	49	23	0	1	0	0	0	0	1	1	0	0	75
16:45	1	45	23	0	2	0	0	0	0	0	2	0	0	73
	1	178	85	0	3	1	0	1	0	2	6	0	0	277
17:00	0	57	21	0	1	0	0	0	0	0	0	0	0	79
17:15	2	53	19	0	0	0	0	0	0	0	1	0	1	76
17:30	1	49	23	0	0	0	0	0	0	0	0	0	0	73
17:45	0	34	10	0	0	0	0	0	0	0	0	0	0	44
	3	193	73	0	1	0	0	0	0	0	1	0	1	272
18:00	0	22	11	0	1	0	0	1	0	0	0	0	0	35
18:15	0	22	9	0	0	0	0	0	0	0	0	0	0	31
18:30	0	16	7	0	1	0	0	0	0	0	0	0	0	24
18:45	0	16	6	0	0	1	0	0	0	1	0	0	0	24
	0	76	33	0	2	1	0	1	0	1	0	0	0	114
19:00	0	15	4	0	0	0	0	1	0	0	0	0	0	20
19:15	0	21	7	0	0	0	0	0	0	0	0	0	1	29
19:30	1	23	10	0	0	1	0	0	0	0	0	0	0	35
19:45	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	1	72	28	0	0	1	0	1	0	0	0	0	1	104
20:00	0	8	8	0	0	0	1	0	0	0	0	0	0	17
20:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
20:30	1	14	5	0	0	0	0	0	0	0	0	0	0	20
20:45	0	13	4	0	0	0	0	0	0	0	1	0	0	18
	1	49	22	0	0	0	1	0	0	0	1	0	0	74
21:00	0	14	6	0	0	0	1	0	0	0	0	0	0	21
21:15	0	13	3	0	0	1	0	0	0	0	0	0	0	17
21:30	0	17	3	0	0	1	0	0	0	0	0	0	0	21
21:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	0	50	14	0	0	2	1	0	0	0	0	0	0	67
22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
22:30	0	5	4	0	0	1	0	0	0	0	0	0	0	10
22:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	0	20	14	0	0	1	0	0	0	0	0	0	0	35
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Total	11	1133	541	0	19	24	4	17	17	30	18	0	11	1825
Percent	0.6%	62.1%	29.6%	0.0%	1.0%	1.3%	0.2%	0.9%	0.9%	1.6%	1.0%	0.0%	0.6%	

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
 Winston Churchill Blvd from Side Rd 15
 to Wellington Rd 25
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-25-25	0	3	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
01:15	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
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
04:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
05:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
05:30	0	17	4	0	0	0	0	0	0	0	0	0	0	21
05:45	0	11	4	0	0	0	0	0	1	0	0	0	0	16
06:00	0	14	9	0	0	0	0	0	1	1	0	0	0	25
06:15	0	14	7	0	0	0	0	1	0	0	3	0	1	26
06:30	0	19	13	1	0	1	0	0	0	1	1	0	1	37
06:45	0	58	33	1	0	1	0	1	2	2	4	0	2	104
07:00	0	18	9	0	0	0	0	0	1	3	2	0	1	34
07:15	0	21	14	0	0	0	1	0	1	3	2	0	1	43
07:30	0	33	12	0	0	2	0	1	0	0	2	0	0	50
07:45	0	21	15	0	0	0	0	0	5	2	5	0	1	49
08:00	0	93	50	0	0	2	1	1	7	8	11	0	3	176
08:15	1	24	17	0	0	0	0	2	2	5	2	0	0	53
08:30	0	32	15	0	2	2	0	1	1	5	2	0	2	62
08:45	0	29	13	0	0	1	0	2	0	0	5	0	0	50
09:00	0	29	12	0	2	2	0	1	1	0	3	0	0	50
09:15	1	114	57	0	4	5	0	6	4	10	12	0	2	215
09:30	0	23	14	0	0	2	0	2	1	3	1	0	0	46
09:45	1	23	16	0	0	1	0	2	0	2	3	0	0	48
10:00	0	22	11	0	2	4	0	1	2	2	4	0	0	48
10:15	1	24	15	0	3	3	0	4	0	0	2	0	0	52
10:30	2	92	56	0	5	10	0	9	3	7	10	0	0	194
10:45	0	20	11	0	2	5	0	1	2	3	2	0	0	46
11:00	0	20	17	0	1	0	0	3	0	3	3	0	0	47
11:15	0	17	11	0	0	1	0	2	0	3	1	0	0	35
11:30	0	9	11	0	1	1	0	2	0	2	4	0	0	30
11:45	0	66	50	0	4	7	0	8	2	11	10	0	0	158
12:00	0	24	8	0	2	2	0	3	1	1	0	0	2	43
12:15	0	20	20	0	2	4	0	1	0	2	3	0	0	52
12:30	0	11	11	0	1	0	0	4	0	2	3	0	0	32
12:45	1	17	7	0	2	2	0	2	2	2	4	0	1	40
13:00	1	72	46	0	7	8	0	10	3	7	10	0	3	167
13:15	2	22	14	0	2	1	0	2	2	1	2	0	0	48
13:30	0	28	16	0	2	0	0	4	0	4	1	0	0	55
13:45	1	24	15	0	0	3	0	1	1	1	4	0	0	50
14:00	3	25	7	0	0	0	0	2	1	3	3	0	0	44
14:15	6	99	52	0	4	4	0	9	4	9	10	0	0	197
Total	10	626	353	1	24	37	1	44	25	54	67	0	10	1252
Percent	0.8%	50.0%	28.2%	0.1%	1.9%	3.0%	0.1%	3.5%	2.0%	4.3%	5.4%	0.0%	0.8%	

NB, SB														
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	31	8	0	0	3	0	3	0	4	1	0	0	50
12:15	0	27	16	0	0	2	0	2	1	1	2	0	0	51
12:30	0	31	17	0	0	0	0	1	0	2	4	0	0	55
12:45	1	26	20	0	1	0	1	0	1	2	2	0	0	54
	1	115	61	0	1	5	1	6	2	9	9	0	0	210
13:00	0	26	10	0	2	0	0	0	1	0	0	0	0	39
13:15	0	23	9	0	1	0	0	0	1	2	4	0	1	41
13:30	0	20	9	1	2	2	0	0	0	4	1	0	1	40
13:45	0	19	9	0	1	0	0	3	1	1	4	0	1	39
	0	88	37	1	6	2	0	3	3	7	9	0	3	159
14:00	1	19	13	0	1	0	0	3	2	0	1	0	0	40
14:15	0	35	14	0	0	0	0	1	5	4	1	0	0	60
14:30	1	28	20	0	1	2	0	0	2	3	1	0	1	59
14:45	0	28	17	0	2	1	0	1	0	2	1	0	0	52
	2	110	64	0	4	3	0	5	9	9	4	0	1	211
15:00	1	40	15	0	1	1	0	1	2	1	1	0	0	63
15:15	0	36	16	0	1	0	0	2	1	1	0	0	1	58
15:30	2	33	17	0	0	1	0	0	0	1	1	0	1	56
15:45	0	36	16	0	1	0	0	0	0	0	1	0	0	54
	3	145	64	0	3	2	0	3	3	3	3	0	2	231
16:00	1	65	20	0	0	0	0	1	0	0	0	0	0	87
16:15	0	44	26	0	1	0	1	0	0	0	0	0	1	73
16:30	0	42	27	0	0	0	0	0	0	0	1	0	0	70
16:45	0	41	25	0	0	0	1	0	0	0	1	0	0	68
	1	192	98	0	1	0	2	1	0	0	2	0	1	298
17:00	0	52	17	0	0	0	0	0	0	0	0	0	0	69
17:15	0	57	11	0	1	0	1	0	0	0	0	0	0	70
17:30	0	29	14	0	0	0	0	1	0	0	0	0	0	44
17:45	1	32	8	0	0	0	0	0	0	0	1	0	0	42
	1	170	50	0	1	0	1	1	0	0	1	0	0	225
18:00	0	25	17	0	0	0	0	0	0	0	0	0	0	42
18:15	0	30	6	0	0	0	0	0	0	0	0	0	0	36
18:30	0	35	9	0	0	1	0	0	0	0	0	0	0	45
18:45	1	22	13	0	1	1	0	0	0	0	0	0	0	38
	1	112	45	0	1	2	0	0	0	0	0	0	0	161
19:00	1	26	6	0	0	0	0	0	0	0	0	0	0	33
19:15	0	18	2	0	1	0	0	0	0	0	0	0	0	21
19:30	1	22	6	0	0	0	0	0	0	0	1	0	0	30
19:45	2	22	3	0	0	0	0	0	0	0	1	0	0	28
	4	88	17	0	1	0	0	0	0	0	2	0	0	112
20:00	0	20	6	0	0	1	1	0	0	0	0	0	0	28
20:15	0	15	5	0	0	0	0	1	0	0	0	0	0	21
20:30	5	18	4	0	1	0	0	0	0	0	0	0	0	28
20:45	0	9	7	0	0	0	0	0	0	0	0	0	0	16
	5	62	22	0	1	1	1	1	0	0	0	0	0	93
21:00	0	15	5	0	0	0	1	0	0	0	0	0	0	21
21:15	0	13	4	1	0	0	0	0	1	0	0	0	0	19
21:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
21:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22
	0	58	16	1	0	0	1	0	1	0	0	0	0	77
22:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
22:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
22:30	1	6	5	0	0	0	0	0	0	0	0	0	0	12
22:45	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	1	25	14	0	0	0	0	0	0	0	0	0	0	40
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
23:30	0	3	2	0	0	1	0	0	0	0	0	0	0	6
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	0	25	2	0	1	1	0	0	0	0	0	0	0	29
Total	19	1190	490	2	20	16	6	20	18	28	30	0	7	1846
Percent	1.0%	64.5%	26.5%	0.1%	1.1%	0.9%	0.3%	1.1%	1.0%	1.5%	1.6%	0.0%	0.4%	
Grand Total	41	3654	1828	5	86	104	13	107	97	150	129	0	42	6256
Percent	0.7%	58.4%	29.2%	0.1%	1.4%	1.7%	0.2%	1.7%	1.6%	2.4%	2.1%	0.0%	0.7%	

Start Time	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
	Bikes													
06-24-25	0	4	2	0	0	0	0	0	0	0	0	0	0	6
00:15	1	2	4	0	0	1	0	0	0	0	0	0	0	8
00:30	1	2	0	0	0	1	1	0	1	0	0	0	0	6
00:45	0	2	1	0	0	1	0	0	1	0	0	0	0	5
	2	10	7	0	0	3	1	0	2	0	0	0	0	25
01:00	2	1	0	0	0	2	0	0	3	0	0	0	0	8
01:15	2	0	1	0	0	2	0	0	0	0	0	0	0	5
01:30	1	3	0	0	0	1	0	0	0	0	0	0	0	5
01:45	2	0	1	0	0	2	0	0	0	0	0	0	0	5
	7	4	2	0	0	7	0	0	3	0	0	0	0	23
02:00	0	1	2	0	1	0	1	0	1	0	0	0	0	6
02:15	1	0	1	0	0	1	0	0	1	0	0	0	0	4
02:30	1	3	1	0	0	1	0	0	0	0	0	0	1	7
02:45	2	3	2	0	0	2	0	0	0	0	0	0	0	9
	4	7	6	0	1	4	1	0	2	0	0	0	1	26
03:00	1	4	1	0	0	1	0	0	1	0	0	0	0	8
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	1	5	2	0	0	0	0	0	1	0	0	0	0	9
03:45	0	3	4	0	0	0	0	0	2	0	0	0	0	9
	2	13	7	0	0	1	0	0	4	0	0	0	0	27
04:00	0	2	3	0	0	1	0	0	2	0	0	0	0	8
04:15	0	4	2	0	0	0	0	0	1	0	1	0	0	8
04:30	2	5	7	0	0	2	0	0	0	0	0	0	1	17
04:45	0	10	7	0	0	1	0	0	0	0	0	0	1	19
	2	21	19	0	0	4	0	0	3	0	1	0	2	52
05:00	1	9	14	0	2	2	0	0	1	0	0	0	0	29
05:15	0	12	12	0	1	1	0	0	1	0	0	0	1	28
05:30	2	7	17	0	3	1	1	0	2	2	0	0	0	35
05:45	1	13	12	0	1	2	0	0	0	0	1	0	0	30
	4	41	55	0	7	6	1	0	4	2	1	0	1	122
06:00	2	10	18	0	1	3	0	2	1	1	1	0	0	39
06:15	3	19	20	0	2	5	0	0	1	2	0	0	1	53
06:30	0	16	21	0	4	2	2	0	1	0	1	0	0	47
06:45	0	27	20	0	4	0	1	0	3	0	0	0	1	56
	5	72	79	0	11	10	3	2	6	3	2	0	2	195
07:00	0	23	20	0	0	0	0	2	0	0	1	0	0	46
07:15	1	23	22	0	2	3	0	1	2	1	1	0	1	57
07:30	1	39	36	0	1	2	0	0	2	0	0	0	0	81
07:45	2	33	26	0	3	3	1	2	3	0	1	0	1	75
	4	118	104	0	6	8	1	5	7	1	3	0	2	259
08:00	3	29	22	1	3	2	1	2	1	1	0	0	1	66
08:15	1	18	28	1	4	1	0	1	1	0	1	0	2	58
08:30	1	21	24	0	2	3	0	0	2	1	0	0	1	55
08:45	0	20	24	3	2	2	1	1	4	2	1	0	0	60
	5	88	98	5	11	8	2	4	8	4	2	0	4	239
09:00	0	20	30	0	2	2	0	3	6	1	0	0	1	65
09:15	1	28	27	0	2	3	1	1	2	1	1	0	0	67
09:30	1	22	33	0	1	4	0	2	2	2	2	0	1	70
09:45	0	31	32	0	1	2	0	3	1	1	3	0	0	74
	2	101	122	0	6	11	1	9	11	5	6	0	2	276
10:00	0	27	28	1	2	2	0	2	3	0	2	0	1	68
10:15	2	20	33	0	2	4	0	1	2	1	0	0	0	65
10:30	0	28	22	0	0	2	2	0	0	2	0	0	2	58
10:45	0	30	25	1	3	0	0	4	4	0	0	0	0	67
	2	105	108	2	7	8	2	7	9	3	2	0	3	258
11:00	1	17	33	1	3	0	0	3	0	3	2	0	2	65
11:15	0	18	18	0	2	3	0	1	2	1	1	0	1	47
11:30	1	25	20	0	1	2	0	1	2	0	0	0	1	53
11:45	1	23	20	0	2	3	0	1	2	1	1	0	1	55
	3	83	91	1	8	8	0	6	6	5	4	0	5	220
Total	42	663	698	8	57	78	12	33	65	23	21	0	22	1722
Percent	2.4%	38.5%	40.5%	0.5%	3.3%	4.5%	0.7%	1.9%	3.8%	1.3%	1.2%	0.0%	1.3%	

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

Site Code: 2
 Station ID: U21
 Wellington Rd 124 from Winston Churchill
 Blvd to 10th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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	24	40	0	5	1	1	2	3	2	2	0	0	80
12:15	1	28	29	0	1	1	0	1	1	1	1	0	1	65
12:30	0	23	34	0	2	0	0	0	2	1	0	0	0	62
12:45	1	26	25	1	1	2	0	1	3	0	1	0	1	62
	2	101	128	1	9	4	1	4	9	4	4	0	2	269
13:00	0	28	21	0	4	0	0	1	4	0	0	0	2	60
13:15	2	42	25	0	2	4	1	1	3	1	3	0	1	85
13:30	0	18	31	1	1	0	0	2	3	1	1	0	1	59
13:45	2	26	30	2	0	2	0	2	0	0	3	0	1	68
	4	114	107	3	7	6	1	6	10	2	7	0	5	272
14:00	0	16	31	5	0	0	0	1	3	0	1	0	0	57
14:15	1	28	21	0	3	0	0	2	3	2	3	0	2	65
14:30	1	32	21	1	1	2	0	2	2	1	2	0	1	66
14:45	0	33	26	0	2	0	0	0	2	1	1	0	2	67
	2	109	99	6	6	2	0	5	10	4	7	0	5	255
15:00	1	33	33	0	2	1	0	3	3	0	1	0	0	77
15:15	1	36	29	1	2	2	0	1	5	1	2	0	1	81
15:30	0	46	50	1	1	2	0	2	6	3	3	0	0	114
15:45	1	35	32	1	2	0	0	1	4	1	2	0	1	80
	3	150	144	3	7	5	0	7	18	5	8	0	2	352
16:00	0	49	42	0	1	2	1	2	4	0	3	0	1	105
16:15	0	52	50	0	1	0	3	1	3	1	1	0	0	112
16:30	1	42	40	1	2	2	0	0	5	0	4	0	0	97
16:45	0	35	31	0	2	1	0	1	4	1	1	0	2	78
	1	178	163	1	6	5	4	4	16	2	9	0	3	392
17:00	1	31	36	2	1	2	0	0	7	0	3	0	0	83
17:15	0	36	34	0	2	1	1	0	5	1	0	0	0	80
17:30	0	26	30	0	1	0	0	1	3	0	0	0	0	61
17:45	0	23	23	0	1	1	0	1	3	1	1	0	0	54
	1	116	123	2	5	4	1	2	18	2	4	0	0	278
18:00	1	29	28	0	0	2	1	0	4	1	0	0	0	66
18:15	0	29	16	0	3	0	0	2	3	0	0	0	0	53
18:30	0	20	11	0	0	0	0	0	3	0	0	0	0	34
18:45	1	13	14	0	2	0	0	0	1	0	0	0	0	31
	2	91	69	0	5	2	1	2	11	1	0	0	0	184
19:00	0	17	15	0	0	1	0	0	3	2	0	0	0	38
19:15	2	11	8	0	0	0	0	0	3	0	0	0	0	24
19:30	1	16	17	0	0	1	0	0	0	0	1	0	0	36
19:45	2	20	9	0	0	2	0	0	2	0	0	0	1	36
	5	64	49	0	0	4	0	0	8	2	1	0	1	134
20:00	1	7	9	0	0	1	0	0	1	1	0	0	0	20
20:15	1	11	4	0	0	1	0	0	2	0	1	0	0	20
20:30	2	8	6	0	0	0	0	0	1	0	0	0	0	17
20:45	2	6	8	0	0	2	0	0	0	0	0	0	0	18
	6	32	27	0	0	4	0	0	4	1	1	0	0	75
21:00	1	18	11	0	0	1	0	0	0	0	0	0	0	31
21:15	0	10	3	0	0	0	0	0	1	0	1	0	0	15
21:30	0	9	6	0	2	0	0	1	0	0	0	0	0	18
21:45	0	7	7	0	0	0	0	0	2	1	0	0	0	17
	1	44	27	0	2	1	0	1	3	1	1	0	0	81
22:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
22:15	0	7	1	0	0	0	0	0	0	0	2	0	0	10
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:45	1	3	1	0	0	1	0	0	0	0	0	0	0	6
	1	18	8	0	0	1	0	0	0	0	2	0	0	30
23:00	1	3	6	0	0	1	0	0	0	0	0	0	0	11
23:15	0	2	4	0	3	0	0	0	0	0	0	0	0	9
23:30	0	1	0	0	0	0	0	0	2	0	0	0	0	3
23:45	0	2	6	0	0	0	0	0	1	0	0	0	0	9
	1	8	16	0	3	1	0	0	3	0	0	0	0	32
Total	29	1025	960	16	50	39	8	31	110	24	44	0	18	2354
Percent	1.2%	43.5%	40.8%	0.7%	2.1%	1.7%	0.3%	1.3%	4.7%	1.0%	1.9%	0.0%	0.8%	

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
06-25-25	0	5	3	0	0	0	0	0	0	0	0	0	0	8
00:15	0	3	0	0	0	0	0	0	2	0	0	0	0	5
00:30	0	2	1	0	0	1	0	0	1	0	0	0	0	5
00:45	2	1	2	0	0	2	0	0	1	0	0	0	0	8
	2	11	6	0	0	3	0	0	4	0	0	0	0	26
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	1	0	0	2	0	0	0	0	4
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	1	1	1	0	1	1	0	0	2	0	0	0	0	7
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	2
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	1	1	0	0	1	0	0	0	0	0	0	0	4
02:45	0	3	2	0	0	0	0	0	1	0	0	0	1	7
	2	4	3	0	0	2	0	0	1	0	0	0	1	13
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:15	1	2	0	0	0	1	0	0	4	0	0	0	0	8
03:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
03:45	0	4	2	0	0	0	0	0	1	0	0	0	1	8
	1	10	6	0	0	1	0	0	5	0	0	0	1	24
04:00	0	4	3	0	0	0	0	0	1	0	0	0	0	8
04:15	0	1	2	0	0	0	0	1	1	0	0	0	0	5
04:30	0	12	5	0	0	0	0	0	0	0	0	0	0	17
04:45	1	7	10	0	1	1	0	0	3	0	0	0	0	23
	1	24	20	0	1	1	0	1	5	0	0	0	0	53
05:00	2	7	17	0	4	0	0	1	1	0	0	0	0	32
05:15	1	15	6	0	2	1	0	0	1	1	0	0	0	27
05:30	1	11	15	0	2	1	0	0	0	1	0	0	0	31
05:45	1	13	19	0	2	4	0	0	0	1	1	0	0	41
	5	46	57	0	10	6	0	1	2	3	1	0	0	131
06:00	2	18	26	0	1	1	0	0	2	0	1	0	0	51
06:15	1	21	23	1	3	0	0	2	1	0	0	0	0	52
06:30	1	15	21	0	5	4	0	0	0	0	0	0	1	47
06:45	0	15	24	0	1	2	0	0	2	0	2	0	2	48
	4	69	94	1	10	7	0	2	5	0	3	0	3	198
07:00	0	29	16	0	1	1	1	2	1	0	0	0	1	52
07:15	1	19	23	0	1	1	0	2	1	1	1	0	2	52
07:30	0	28	26	0	3	1	0	2	3	0	2	0	2	67
07:45	2	14	23	0	2	2	0	1	0	0	2	0	0	46
	3	90	88	0	7	5	1	7	5	1	5	0	5	217
08:00	3	25	22	1	2	4	0	1	2	0	1	0	1	62
08:15	2	16	19	2	2	3	1	2	3	0	0	0	0	50
08:30	3	19	20	0	1	5	1	3	1	4	0	0	4	61
08:45	0	23	25	1	1	0	0	1	6	0	0	0	1	58
	8	83	86	4	6	12	2	7	12	4	1	0	6	231
09:00	1	14	26	0	1	2	1	2	0	1	1	0	0	49
09:15	2	23	21	1	2	1	0	2	2	0	0	0	2	56
09:30	0	16	23	0	0	0	1	0	3	1	0	0	0	44
09:45	0	18	25	0	6	0	0	1	0	0	1	0	2	53
	3	71	95	1	9	3	2	5	5	2	2	0	4	202
10:00	1	32	30	0	3	1	0	1	3	0	3	0	1	75
10:15	1	26	29	1	1	0	0	3	3	0	0	0	0	64
10:30	0	22	13	0	4	1	0	1	3	3	0	0	0	47
10:45	2	23	17	0	2	4	0	1	1	2	1	0	1	54
	4	103	89	1	10	6	0	6	10	5	4	0	2	240
11:00	0	26	27	0	4	1	2	2	2	0	0	1	0	65
11:15	0	31	21	1	0	1	0	2	2	0	2	0	0	60
11:30	1	26	25	0	3	0	0	3	2	2	1	0	1	64
11:45	1	37	31	0	2	0	0	0	4	0	0	0	0	75
	2	120	104	1	9	2	2	7	10	2	3	1	1	264
Total	36	632	649	8	63	49	7	36	66	17	19	1	23	1606
Percent	2.2%	39.4%	40.4%	0.5%	3.9%	3.1%	0.4%	2.2%	4.1%	1.1%	1.2%	0.1%	1.4%	

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

Site Code: 2
Station ID: U21
Wellington Rd 124 from Winston Churchill
Blvd to 10th Line
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

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	23	17	1	4	1	0	2	0	1	0	0	1	50
12:15	1	27	27	0	0	0	1	1	6	1	1	0	3	68
12:30	1	30	35	0	2	3	0	0	4	0	2	0	0	77
12:45	1	27	23	0	3	2	0	1	1	0	1	0	0	59
	3	107	102	1	9	6	1	4	11	2	4	0	4	254
13:00	0	24	21	1	0	0	2	3	0	0	1	0	0	52
13:15	0	19	21	1	4	2	1	0	1	0	0	0	0	49
13:30	1	29	24	0	2	0	0	2	3	1	1	0	0	63
13:45	0	13	27	1	1	1	0	1	0	0	1	0	2	47
	1	85	93	3	7	3	3	6	4	1	3	0	2	211
14:00	0	20	25	0	3	3	1	0	2	0	2	1	1	58
14:15	1	35	22	2	4	1	1	1	2	1	1	0	0	71
14:30	0	23	33	0	3	3	0	0	0	2	0	0	0	64
14:45	0	28	40	0	1	2	0	2	5	0	4	0	0	82
	1	106	120	2	11	9	2	3	9	3	7	1	1	275
15:00	3	39	30	1	3	1	1	1	3	0	2	0	1	85
15:15	2	37	39	0	2	2	0	1	1	0	5	0	2	91
15:30	1	26	40	0	2	2	0	1	2	1	3	0	1	79
15:45	0	43	46	1	0	0	0	2	3	3	3	0	2	103
	6	145	155	2	7	5	1	5	9	4	13	0	6	358
16:00	1	38	44	0	4	2	0	1	1	0	2	0	2	95
16:15	1	39	49	0	1	0	1	0	0	0	6	0	0	97
16:30	0	38	31	1	2	0	1	2	1	1	1	0	0	78
16:45	0	41	35	1	1	0	0	0	4	0	2	0	1	85
	2	156	159	2	8	2	2	3	6	1	11	0	3	355
17:00	1	38	32	0	2	1	2	1	3	0	1	1	1	83
17:15	0	36	51	1	3	2	2	0	4	1	1	0	1	102
17:30	0	23	33	0	3	2	0	1	1	0	0	0	0	63
17:45	1	40	21	0	1	1	1	0	2	0	1	1	0	69
	2	137	137	1	9	6	5	2	10	1	3	2	2	317
18:00	2	23	17	0	1	3	1	0	3	0	2	0	0	52
18:15	0	16	21	0	2	1	0	1	2	0	0	0	0	43
18:30	2	19	22	0	1	2	0	0	2	1	1	0	1	51
18:45	2	22	16	0	0	2	0	0	1	0	0	0	0	43
	6	80	76	0	4	8	1	1	8	1	3	0	1	189
19:00	1	16	18	0	1	0	0	0	0	0	0	0	0	36
19:15	0	20	14	0	1	0	0	0	2	0	1	0	0	38
19:30	1	23	14	0	1	0	1	1	2	0	1	0	1	45
19:45	0	24	16	0	0	0	0	1	1	0	1	0	2	45
	2	83	62	0	3	0	1	2	5	0	3	0	3	164
20:00	1	22	24	0	0	1	0	0	1	0	0	0	0	49
20:15	3	20	16	0	0	2	0	0	0	0	0	0	1	42
20:30	2	17	13	0	2	2	0	0	1	0	0	0	0	37
20:45	0	8	10	0	1	0	0	0	0	0	0	0	0	19
	6	67	63	0	3	5	0	0	2	0	0	0	1	147
21:00	1	8	11	0	0	1	0	0	3	0	1	0	0	25
21:15	2	12	6	0	0	2	0	0	1	0	0	0	0	23
21:30	4	6	13	0	0	5	0	0	2	0	0	0	0	30
21:45	1	12	4	0	2	1	0	0	0	0	0	0	0	20
	8	38	34	0	2	9	0	0	6	0	1	0	0	98
22:00	0	6	6	0	0	0	0	0	0	0	0	0	1	13
22:15	1	6	7	0	0	1	0	0	0	0	0	0	0	15
22:30	1	6	4	0	0	2	0	0	2	0	0	0	0	15
22:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	2	22	19	0	0	3	0	0	2	0	0	0	1	49
23:00	1	3	5	0	1	1	0	0	1	0	0	0	0	12
23:15	1	2	1	0	0	2	0	0	1	0	0	0	0	7
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	2	3	2	0	0	2	0	0	0	0	0	0	0	9
	4	12	8	0	1	5	0	0	2	0	0	0	0	32
Total	43	1038	1028	11	64	61	16	26	74	13	48	3	24	2449
Percent	1.8%	42.4%	42.0%	0.4%	2.6%	2.5%	0.7%	1.1%	3.0%	0.5%	2.0%	0.1%	1.0%	
Grand Total	150	3358	3335	43	234	227	43	126	315	77	132	4	87	8131
Percent	1.8%	41.3%	41.0%	0.5%	2.9%	2.8%	0.5%	1.5%	3.9%	0.9%	1.6%	0.0%	1.1%	

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
06-24-25	0	7	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	2	0	0	0	0	0	3	0	0	0	0	8
00:45	0	4	2	0	0	0	0	0	0	1	0	0	1	8
01:00	0	18	5	0	0	0	0	0	3	1	0	0	1	28
01:15	0	1	0	0	0	0	0	0	3	0	0	0	0	4
01:30	0	2	0	0	0	0	0	0	2	0	0	0	0	4
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	4	1	0	0	0	0	0	2	0	0	0	0	7
02:15	0	11	1	0	0	0	0	0	7	0	0	0	0	19
02:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
02:45	0	2	1	0	0	0	0	0	0	0	1	0	0	4
03:00	0	2	2	0	0	0	0	0	1	0	0	0	0	5
03:15	0	4	1	0	0	0	0	0	2	0	0	0	0	7
03:30	0	9	4	0	0	0	0	0	4	0	1	0	0	18
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	4	0	0	0	0	0	0	2	0	0	0	0	6
04:15	0	2	0	0	0	0	0	0	1	0	0	0	0	3
04:30	0	7	0	0	0	0	0	0	2	0	0	0	1	10
04:45	0	14	0	0	0	0	0	0	5	0	0	0	1	20
05:00	0	1	2	0	0	0	0	0	1	1	0	0	1	6
05:15	0	4	1	0	0	0	0	0	1	0	0	0	0	6
05:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:45	1	3	1	0	0	0	0	0	1	0	0	0	1	7
06:00	1	12	7	0	0	0	0	0	3	1	0	0	2	26
06:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
06:30	0	5	7	0	0	0	0	1	2	0	0	0	0	15
06:45	1	21	6	0	0	0	0	0	2	1	0	0	0	31
07:00	1	14	7	0	0	0	0	1	0	0	0	0	2	25
07:15	2	47	22	0	0	0	0	2	4	1	0	0	2	80
07:30	2	26	10	0	0	3	0	3	0	5	0	0	2	51
07:45	1	17	14	0	0	2	0	0	5	1	0	0	2	42
08:00	1	36	20	0	0	2	0	0	3	2	1	0	1	66
08:15	0	30	19	0	1	0	0	1	0	3	0	0	1	55
08:30	4	109	63	0	1	7	0	4	8	11	1	0	6	214
08:45	0	32	21	0	0	2	0	0	2	2	1	0	3	63
09:00	0	38	21	0	0	1	0	0	2	1	2	1	3	69
09:15	0	44	18	0	0	4	0	0	1	1	0	0	0	68
09:30	0	46	13	0	3	2	0	2	2	2	1	0	2	73
09:45	0	160	73	0	3	9	0	2	7	6	4	1	8	273
10:00	1	35	15	0	1	2	0	1	4	2	1	0	3	65
10:15	0	32	17	0	1	2	0	0	4	1	2	0	2	61
10:30	1	40	15	0	1	3	0	2	3	2	1	0	2	70
10:45	0	51	26	0	0	4	0	1	3	4	4	0	2	95
11:00	2	158	73	0	3	11	0	4	14	9	8	0	9	291
11:15	0	29	10	0	0	2	0	0	2	1	1	0	1	46
11:30	1	26	15	0	1	0	0	1	3	2	0	0	1	50
11:45	1	31	11	0	1	2	0	0	2	1	1	0	2	52
12:00	0	26	15	0	0	1	1	3	2	2	2	0	1	53
12:15	2	112	51	0	2	5	1	4	9	6	4	0	5	201
12:30	1	39	13	0	0	0	1	1	2	2	3	0	4	66
12:45	1	26	8	0	1	1	0	0	1	4	3	0	3	48
13:00	1	31	8	0	2	4	0	1	3	2	1	0	1	54
13:15	0	29	5	0	1	2	0	0	3	0	2	0	3	45
13:30	3	125	34	0	4	7	1	2	9	8	9	0	11	213
13:45	0	41	19	0	0	4	0	0	5	0	4	0	4	77
14:00	1	27	15	0	1	2	0	0	4	2	1	0	2	55
14:15	2	29	20	0	0	8	0	1	4	1	1	1	1	68
14:30	1	32	19	0	1	3	0	0	3	2	2	0	2	65
14:45	4	129	73	0	2	17	0	1	16	5	8	1	9	265
Total	18	904	406	0	15	56	2	19	89	48	35	2	54	1648
Percent	1.1%	54.9%	24.6%	0.0%	0.9%	3.4%	0.1%	1.2%	5.4%	2.9%	2.1%	0.1%	3.3%	

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

Site Code: 2
 Station ID: U21
 Wellington Rd 124 from Winston Churchill
 Blvd to 10th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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	43	10	0	0	1	0	1	1	1	2	0	1	61
12:15	1	36	17	0	1	1	0	1	2	1	3	0	1	64
12:30	4	46	11	0	0	2	0	0	3	2	2	0	2	72
12:45	0	38	11	0	1	3	0	0	2	0	5	0	0	60
	6	163	49	0	2	7	0	2	8	4	12	0	4	257
13:00	1	41	14	0	3	2	2	0	0	3	2	0	2	70
13:15	0	33	14	0	1	1	0	1	2	0	1	0	1	54
13:30	1	30	13	0	0	1	0	1	4	0	3	0	0	53
13:45	1	47	22	0	0	4	0	3	3	1	1	0	0	82
	3	151	63	0	4	8	2	5	9	4	7	0	3	259
14:00	0	41	13	0	0	2	2	0	2	0	4	0	0	64
14:15	3	48	21	0	0	3	1	2	0	0	4	1	4	87
14:30	2	42	11	0	2	3	1	1	1	1	1	0	2	67
14:45	1	48	12	0	0	5	3	0	1	2	3	0	2	77
	6	179	57	0	2	13	7	3	4	3	12	1	8	295
15:00	2	54	11	0	1	3	0	0	0	4	4	0	2	81
15:15	2	44	22	0	1	2	0	0	2	2	4	0	3	82
15:30	2	56	12	0	0	2	0	1	2	2	2	0	5	84
15:45	3	58	18	0	0	4	0	0	1	3	5	1	1	94
	9	212	63	0	2	11	0	1	5	11	15	1	11	341
16:00	1	44	20	0	1	1	0	0	2	0	4	0	0	73
16:15	0	59	19	0	1	1	0	0	3	0	1	0	1	85
16:30	1	57	14	0	2	2	0	3	2	0	2	0	4	87
16:45	4	68	15	0	0	2	0	0	1	1	1	0	1	93
	6	228	68	0	4	6	0	3	8	1	8	0	6	338
17:00	1	51	9	0	0	2	1	2	0	0	2	0	3	71
17:15	0	56	14	0	0	0	1	0	2	1	0	1	0	75
17:30	2	54	16	0	2	0	0	1	2	1	1	0	2	81
17:45	1	46	8	0	0	0	0	0	1	1	3	0	1	61
	4	207	47	0	2	2	2	3	5	3	6	1	6	288
18:00	2	41	10	0	0	2	0	0	2	1	0	0	0	58
18:15	0	23	6	0	0	0	0	0	1	0	1	0	2	33
18:30	1	32	8	0	0	0	0	0	0	0	1	0	0	42
18:45	0	29	8	0	0	1	0	1	3	0	0	0	0	42
	3	125	32	0	0	3	0	1	6	1	2	0	2	175
19:00	0	33	0	0	1	0	0	1	3	0	1	0	0	39
19:15	0	21	7	0	1	0	0	0	1	0	0	0	0	30
19:30	3	23	4	0	0	0	0	0	1	1	0	0	2	34
19:45	3	28	6	0	0	0	0	0	0	1	1	0	0	39
	6	105	17	0	2	0	0	1	5	2	2	0	2	142
20:00	2	37	3	0	1	0	0	1	0	1	0	0	0	45
20:15	1	16	7	0	0	0	0	0	0	0	0	0	1	25
20:30	2	22	13	0	0	0	0	0	0	0	0	0	0	37
20:45	1	25	8	0	0	0	0	0	1	0	0	0	1	36
	6	100	31	0	1	0	0	1	1	1	0	0	2	143
21:00	1	21	5	0	0	0	0	1	1	0	1	0	1	31
21:15	0	32	4	0	0	0	1	0	0	0	0	0	1	38
21:30	0	21	4	0	0	0	0	0	1	0	0	0	0	26
21:45	0	15	2	0	0	0	0	0	1	0	0	0	1	19
	1	89	15	0	0	0	1	1	3	0	1	0	3	114
22:00	0	18	1	0	0	0	0	0	1	1	0	0	0	21
22:15	0	13	4	0	0	0	0	0	2	0	0	0	2	21
22:30	1	8	0	0	0	1	0	0	0	1	1	0	1	13
22:45	0	12	4	0	0	0	0	0	1	0	0	0	0	17
	1	51	9	0	0	1	0	0	4	2	1	0	3	72
23:00	0	9	7	0	0	0	0	0	0	0	0	0	1	17
23:15	0	8	2	0	0	0	0	0	2	0	0	0	0	12
23:30	0	6	2	0	0	0	0	0	3	0	0	0	0	11
23:45	0	8	0	0	0	0	0	0	2	2	0	0	0	12
	0	31	11	0	0	0	0	0	7	2	0	0	1	52
Total	51	1641	462	0	19	51	12	21	65	34	66	3	51	2476
Percent	2.1%	66.3%	18.7%	0.0%	0.8%	2.1%	0.5%	0.8%	2.6%	1.4%	2.7%	0.1%	2.1%	

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
06-25-25	0	8	3	0	0	0	0	0	0	0	0	0	0	11
00:15	0	10	0	0	0	0	0	0	2	0	0	0	0	12
00:30	0	5	1	0	0	0	0	0	1	0	0	0	0	7
00:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	27	5	0	0	0	0	0	3	0	0	0	0	35
01:00	0	3	1	0	0	0	0	1	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	2	0	0	0	0	0	1	0	0	0	0	0	3
01:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
	0	6	1	0	0	0	0	2	2	0	0	0	0	11
02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	3	0	0	1	0	0	0	2	0	0	0	2	8
02:30	0	1	1	0	0	1	0	0	0	0	0	0	0	3
02:45	0	2	1	0	0	0	0	0	3	0	0	0	0	6
	0	12	2	0	1	1	0	0	5	0	0	0	2	23
03:00	0	1	0	0	0	0	0	0	0	1	0	0	1	3
03:15	0	1	0	0	0	0	0	0	1	1	0	0	0	3
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	0	3	1	0	0	0	0	0	2	2	0	0	1	9
04:00	0	3	1	0	0	0	0	0	2	0	0	0	0	6
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45	1	3	1	0	0	2	0	0	2	0	1	0	0	10
	1	15	5	0	0	2	0	0	4	0	1	0	0	28
05:00	0	5	4	0	0	0	0	0	2	0	0	0	0	11
05:15	1	15	5	0	0	0	0	0	1	0	0	0	1	23
05:30	1	17	9	0	1	1	0	0	3	1	0	0	0	33
05:45	0	21	5	0	0	2	0	0	1	1	0	0	1	31
	2	58	23	0	1	3	0	0	7	2	0	0	2	98
06:00	2	19	19	0	0	3	0	1	1	1	1	0	2	49
06:15	3	25	13	0	0	7	0	0	2	2	3	0	6	61
06:30	5	40	20	0	0	5	2	2	0	1	1	0	7	83
06:45	4	23	10	0	1	0	0	1	3	1	1	0	1	45
	14	107	62	0	1	15	2	4	6	5	6	0	16	238
07:00	1	28	26	0	2	2	1	0	0	3	0	0	3	66
07:15	3	27	21	0	2	5	0	1	2	2	2	0	5	70
07:30	0	29	14	0	0	3	0	1	0	1	2	0	0	50
07:45	2	39	15	0	0	5	4	1	1	3	0	0	2	72
	6	123	76	0	4	15	5	3	3	9	4	0	10	258
08:00	2	34	13	0	1	2	1	0	0	2	1	0	2	58
08:15	3	42	15	1	0	2	0	1	1	1	0	1	1	68
08:30	0	28	14	0	0	4	0	1	0	3	1	0	3	54
08:45	0	39	10	0	0	6	0	0	4	1	2	0	0	62
	5	143	52	1	1	14	1	2	5	7	4	1	6	242
09:00	0	34	20	0	0	3	2	1	2	2	1	1	3	69
09:15	0	22	10	0	2	1	0	0	3	2	4	0	0	44
09:30	0	32	8	0	2	3	0	2	1	2	0	0	2	52
09:45	0	32	10	0	0	3	0	0	1	4	3	0	1	54
	0	120	48	0	4	10	2	3	7	10	8	1	6	219
10:00	3	28	11	0	0	2	0	1	1	2	0	0	5	53
10:15	0	24	9	0	2	3	0	1	2	3	2	0	1	47
10:30	2	30	9	0	0	2	1	0	2	0	0	0	0	46
10:45	0	40	13	1	1	5	0	0	4	4	1	0	6	75
	5	122	42	1	3	12	1	2	9	9	3	0	12	221
11:00	4	25	9	0	0	1	0	0	1	0	1	0	4	45
11:15	0	32	11	0	2	3	1	2	2	0	1	0	1	55
11:30	1	25	3	0	3	2	0	0	0	4	0	0	1	39
11:45	0	24	16	0	2	3	1	1	1	1	1	0	1	51
	5	106	39	0	7	9	2	3	4	5	3	0	7	190
Total	38	842	356	2	22	81	13	19	57	49	29	2	62	1572
Percent	2.4%	53.6%	22.6%	0.1%	1.4%	5.2%	0.8%	1.2%	3.6%	3.1%	1.8%	0.1%	3.9%	

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	38	13	0	1	2	2	0	1	2	2	0	2	63
12:15	2	36	14	0	0	3	2	0	4	2	0	0	1	64
12:30	0	41	12	0	1	2	0	1	4	1	1	0	1	64
12:45	1	30	9	0	1	3	0	1	0	0	1	0	2	48
	3	145	48	0	3	10	4	2	9	5	4	0	6	239
13:00	0	37	14	0	2	0	0	2	2	2	0	0	1	60
13:15	1	39	10	0	0	0	2	0	0	1	3	0	2	58
13:30	0	33	18	0	0	4	1	0	4	1	3	0	1	65
13:45	2	47	17	0	0	5	0	1	6	0	2	0	2	82
	3	156	59	0	2	9	3	3	12	4	8	0	6	265
14:00	0	45	14	0	1	1	0	1	1	0	0	0	3	66
14:15	0	47	13	0	2	2	0	0	1	1	2	0	2	70
14:30	0	46	19	0	2	1	2	0	0	1	0	1	3	75
14:45	3	56	14	0	1	2	0	0	2	3	2	0	1	84
	3	194	60	0	6	6	2	1	4	5	4	1	9	295
15:00	3	62	12	0	0	1	0	1	3	3	1	0	2	88
15:15	0	55	10	0	0	6	1	0	1	1	1	0	1	76
15:30	0	48	15	0	0	3	1	1	4	1	2	0	3	78
15:45	4	46	17	0	2	3	0	0	3	2	3	0	4	84
	7	211	54	0	2	13	2	2	11	7	7	0	10	326
16:00	2	43	17	0	1	3	2	0	3	4	4	0	1	80
16:15	0	51	19	0	0	1	0	0	2	3	3	1	1	81
16:30	0	45	17	0	1	0	0	1	2	1	5	0	2	74
16:45	0	58	21	0	0	0	1	0	3	2	1	0	0	86
	2	197	74	0	2	4	3	1	10	10	13	1	4	321
17:00	0	54	15	0	1	0	1	0	2	2	2	0	2	79
17:15	1	53	19	0	0	0	1	0	1	0	1	1	0	77
17:30	0	42	14	0	0	0	0	0	2	3	0	0	3	64
17:45	1	58	14	0	0	0	0	0	2	1	1	0	0	77
	2	207	62	0	1	0	2	0	7	6	4	1	5	297
18:00	0	46	13	0	0	0	0	2	1	0	2	0	2	66
18:15	1	34	11	0	0	0	0	0	3	0	0	0	0	49
18:30	0	38	9	0	0	2	0	0	3	0	3	0	0	55
18:45	2	30	8	0	0	0	0	0	3	0	0	0	1	44
	3	148	41	0	0	2	0	2	10	0	5	0	3	214
19:00	3	36	7	0	0	0	0	1	1	0	0	0	3	51
19:15	0	35	5	0	0	0	0	0	2	0	0	0	1	43
19:30	1	35	7	0	0	0	0	0	4	0	0	0	0	47
19:45	0	26	11	0	0	1	0	0	1	0	0	0	0	39
	4	132	30	0	0	1	0	1	8	0	0	0	4	180
20:00	2	26	11	0	0	1	1	2	1	0	0	0	5	49
20:15	4	31	9	0	0	0	0	0	1	0	0	0	1	46
20:30	3	18	5	0	0	0	0	3	0	1	0	0	1	31
20:45	1	28	9	0	0	3	0	1	1	0	0	0	0	43
	10	103	34	0	0	4	1	6	3	1	0	0	7	169
21:00	1	28	6	0	0	0	0	0	0	2	2	0	1	40
21:15	3	24	5	0	0	0	0	1	2	1	1	0	0	37
21:30	2	28	7	0	0	0	0	0	0	1	0	0	1	39
21:45	2	23	6	0	0	1	0	0	1	2	0	0	0	35
	8	103	24	0	0	1	0	1	3	6	3	0	2	151
22:00	1	22	5	0	0	0	0	0	1	0	1	0	0	30
22:15	0	12	5	0	0	0	0	0	0	0	0	0	2	19
22:30	0	17	2	0	0	2	0	0	2	0	0	0	0	23
22:45	0	9	2	0	0	0	1	0	4	0	0	0	0	16
	1	60	14	0	0	2	1	0	7	0	1	0	2	88
23:00	0	11	4	0	0	0	0	0	1	1	0	0	0	17
23:15	1	9	1	0	1	0	0	0	0	0	0	0	0	12
23:30	0	14	1	0	0	0	0	0	2	0	0	0	0	17
23:45	0	9	3	0	0	0	0	0	1	1	0	0	0	14
	1	43	9	0	1	0	0	0	4	2	0	0	0	60
Total	47	1699	509	0	17	52	18	19	88	46	49	3	58	2605
Percent	1.8%	65.2%	19.5%	0.0%	0.7%	2.0%	0.7%	0.7%	3.4%	1.8%	1.9%	0.1%	2.2%	
Grand Total	154	5086	1733	2	73	240	45	78	299	177	179	10	225	8301
Percent	1.9%	61.3%	20.9%	0.0%	0.9%	2.9%	0.5%	0.9%	3.6%	2.1%	2.2%	0.1%	2.7%	

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

Site Code: 2
 Station ID: U21
 Wellington Rd 124 from Winston Churchill
 Blvd to 10th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-24-25	0	11	2	0	0	0	0	0	0	0	0	0	0	13
00:15	1	6	5	0	0	1	0	0	0	0	0	0	0	13
00:30	1	5	2	0	0	1	1	0	4	0	0	0	0	14
00:45	0	6	3	0	0	1	0	0	1	1	0	0	1	13
	2	28	12	0	0	3	1	0	5	1	0	0	1	53
01:00	2	2	0	0	0	2	0	0	6	0	0	0	0	12
01:15	2	2	1	0	0	2	0	0	2	0	0	0	0	9
01:30	1	7	0	0	0	1	0	0	0	0	0	0	0	9
01:45	2	4	2	0	0	2	0	0	2	0	0	0	0	12
	7	15	3	0	0	7	0	0	10	0	0	0	0	42
02:00	0	2	2	0	1	0	1	0	2	0	0	0	0	8
02:15	1	2	2	0	0	1	0	0	1	0	1	0	0	8
02:30	1	5	3	0	0	1	0	0	1	0	0	0	1	12
02:45	2	7	3	0	0	2	0	0	2	0	0	0	0	16
	4	16	10	0	1	4	1	0	6	0	1	0	1	44
03:00	1	5	1	0	0	1	0	0	1	0	0	0	0	9
03:15	0	5	0	0	0	0	0	0	2	0	0	0	0	7
03:30	1	7	2	0	0	0	0	0	2	0	0	0	0	12
03:45	0	10	4	0	0	0	0	0	4	0	0	0	1	19
	2	27	7	0	0	1	0	0	9	0	0	0	1	47
04:00	0	3	5	0	0	1	0	0	3	1	0	0	1	14
04:15	0	8	3	0	0	0	0	0	2	0	1	0	0	14
04:30	2	9	10	0	0	2	0	0	0	0	0	0	1	24
04:45	1	13	8	0	0	1	0	0	1	0	0	0	2	26
	3	33	26	0	0	4	0	0	6	1	1	0	4	78
05:00	1	16	16	0	2	2	0	0	1	0	0	0	0	38
05:15	0	17	19	0	1	1	0	1	3	0	0	0	1	43
05:30	3	28	23	0	3	1	1	0	4	3	0	0	0	66
05:45	2	27	19	0	1	2	0	1	0	0	1	0	2	55
	6	88	77	0	7	6	1	2	8	3	1	0	3	202
06:00	4	36	28	0	1	6	0	5	1	6	1	0	2	90
06:15	4	36	34	0	2	7	0	0	6	3	0	0	3	95
06:30	1	52	41	0	4	4	2	0	4	2	2	0	1	113
06:45	0	57	39	0	5	0	1	1	3	3	0	0	2	111
	9	181	142	0	12	17	3	6	14	14	3	0	8	409
07:00	0	55	41	0	0	2	0	2	2	2	2	0	3	109
07:15	1	61	43	0	2	4	0	1	4	2	3	1	4	126
07:30	1	83	54	0	1	6	0	0	3	1	0	0	0	149
07:45	2	79	39	0	6	5	1	4	5	2	2	0	3	148
	4	278	177	0	9	17	1	7	14	7	7	1	10	532
08:00	4	64	37	1	4	4	1	3	5	3	1	0	4	131
08:15	1	50	45	1	5	3	0	1	5	1	3	0	4	119
08:30	2	61	39	0	3	6	0	2	5	3	1	0	3	125
08:45	0	71	50	3	2	6	1	2	7	6	5	0	2	155
	7	246	171	5	14	19	2	8	22	13	10	0	13	530
09:00	0	49	40	0	2	4	0	3	8	2	1	0	2	111
09:15	2	54	42	0	3	3	1	2	5	3	1	0	1	117
09:30	2	53	44	0	2	6	0	2	4	3	3	0	3	122
09:45	0	57	47	0	1	3	1	6	3	3	5	0	1	127
	4	213	173	0	8	16	2	13	20	11	10	0	7	477
10:00	1	66	41	1	2	2	1	3	5	2	5	0	5	134
10:15	3	46	41	0	3	5	0	1	3	5	3	0	3	113
10:30	1	59	30	0	2	6	2	1	3	4	1	0	3	112
10:45	0	59	30	1	4	2	0	4	7	0	2	0	3	112
	5	230	142	2	11	15	3	9	18	11	11	0	14	471
11:00	1	58	52	1	3	4	0	3	5	3	6	0	6	142
11:15	1	45	33	0	3	5	0	1	6	3	2	0	3	102
11:30	3	54	40	0	1	10	0	2	6	1	1	1	2	121
11:45	2	55	39	0	3	6	0	1	5	3	3	0	3	120
	7	212	164	1	10	25	0	7	22	10	12	1	14	485
Total	60	1567	1104	8	72	134	14	52	154	71	56	2	76	3370
Percent	1.8%	46.5%	32.8%	0.2%	2.1%	4.0%	0.4%	1.5%	4.6%	2.1%	1.7%	0.1%	2.3%	

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 Wellington Rd 124 from Winston Churchill
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 Date Start: 24-Jun-25
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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
12 PM	1	67	50	0	5	2	1	3	4	3	4	0	1	141
12:15	2	64	46	0	2	2	0	2	3	2	4	0	2	129
12:30	4	69	45	0	2	2	0	0	5	3	2	0	2	134
12:45	1	64	36	1	2	5	0	1	5	0	6	0	1	122
	8	264	177	1	11	11	1	6	17	8	16	0	6	526
13:00	1	69	35	0	7	2	2	1	4	3	2	0	4	130
13:15	2	75	39	0	3	5	1	2	5	1	4	0	2	139
13:30	1	48	44	1	1	1	0	3	7	1	4	0	1	112
13:45	3	73	52	2	0	6	0	5	3	1	4	0	1	150
	7	265	170	3	11	14	3	11	19	6	14	0	8	531
14:00	0	57	44	5	0	2	2	1	5	0	5	0	0	121
14:15	4	76	42	0	3	3	1	4	3	2	7	1	6	152
14:30	3	74	32	1	3	5	1	3	3	2	3	0	3	133
14:45	1	81	38	0	2	5	3	0	3	3	4	0	4	144
	8	288	156	6	8	15	7	8	14	7	19	1	13	550
15:00	3	87	44	0	3	4	0	3	3	4	5	0	2	158
15:15	3	80	51	1	3	4	0	1	7	3	6	0	4	163
15:30	2	102	62	1	1	4	0	3	8	5	5	0	5	198
15:45	4	93	50	1	2	4	0	1	5	4	7	1	2	174
	12	362	207	3	9	16	0	8	23	16	23	1	13	693
16:00	1	93	62	0	2	3	1	2	6	0	7	0	1	178
16:15	0	111	69	0	2	1	3	1	6	1	2	0	1	197
16:30	2	99	54	1	4	4	0	3	7	0	6	0	4	184
16:45	4	103	46	0	2	3	0	1	5	2	2	0	3	171
	7	406	231	1	10	11	4	7	24	3	17	0	9	730
17:00	2	82	45	2	1	4	1	2	7	0	5	0	3	154
17:15	0	92	48	0	2	1	2	0	7	2	0	1	0	155
17:30	2	80	46	0	3	0	0	2	5	1	1	0	2	142
17:45	1	69	31	0	1	1	0	1	4	2	4	0	1	115
	5	323	170	2	7	6	3	5	23	5	10	1	6	566
18:00	3	70	38	0	0	4	1	0	6	2	0	0	0	124
18:15	0	52	22	0	3	0	0	2	4	0	1	0	2	86
18:30	1	52	19	0	0	0	0	0	3	0	1	0	0	76
18:45	1	42	22	0	2	1	0	1	4	0	0	0	0	73
	5	216	101	0	5	5	1	3	17	2	2	0	2	359
19:00	0	50	15	0	1	1	0	1	6	2	1	0	0	77
19:15	2	32	15	0	1	0	0	0	4	0	0	0	0	54
19:30	4	39	21	0	0	1	0	0	1	1	1	0	2	70
19:45	5	48	15	0	0	2	0	0	2	1	1	0	1	75
	11	169	66	0	2	4	0	1	13	4	3	0	3	276
20:00	3	44	12	0	1	1	0	1	1	2	0	0	0	65
20:15	2	27	11	0	0	1	0	0	2	0	1	0	1	45
20:30	4	30	19	0	0	0	0	0	1	0	0	0	0	54
20:45	3	31	16	0	0	2	0	0	1	0	0	0	1	54
	12	132	58	0	1	4	0	1	5	2	1	0	2	218
21:00	2	39	16	0	0	1	0	1	1	0	1	0	1	62
21:15	0	42	7	0	0	0	1	0	1	0	1	0	1	53
21:30	0	30	10	0	2	0	0	1	1	0	0	0	0	44
21:45	0	22	9	0	0	0	0	0	3	1	0	0	1	36
	2	133	42	0	2	1	1	2	6	1	2	0	3	195
22:00	0	26	6	0	0	0	0	0	1	1	0	0	0	34
22:15	0	20	5	0	0	0	0	0	2	0	2	0	2	31
22:30	1	8	1	0	0	1	0	0	0	1	1	0	1	14
22:45	1	15	5	0	0	1	0	0	1	0	0	0	0	23
	2	69	17	0	0	2	0	0	4	2	3	0	3	102
23:00	1	12	13	0	0	1	0	0	0	0	0	0	1	28
23:15	0	10	6	0	3	0	0	0	2	0	0	0	0	21
23:30	0	7	2	0	0	0	0	0	5	0	0	0	0	14
23:45	0	10	6	0	0	0	0	0	3	2	0	0	0	21
	1	39	27	0	3	1	0	0	10	2	0	0	1	84
Total	80	2666	1422	16	69	90	20	52	175	58	110	3	69	4830
Percent	1.7%	55.2%	29.4%	0.3%	1.4%	1.9%	0.4%	1.1%	3.6%	1.2%	2.3%	0.1%	1.4%	

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

Site Code: 2
 Station ID: U21
 Wellington Rd 124 from Winston Churchill
 Blvd to 10th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-25-25	0	13	6	0	0	0	0	0	0	0	0	0	0	19
00:15	0	13	0	0	0	0	0	0	4	0	0	0	0	17
00:30	0	7	2	0	0	1	0	0	2	0	0	0	0	12
00:45	2	5	3	0	0	2	0	0	1	0	0	0	0	13
	2	38	11	0	0	3	0	0	7	0	0	0	0	61
01:00	0	3	1	0	0	0	0	1	0	0	0	0	0	5
01:15	1	0	0	0	0	1	0	0	3	0	0	0	0	5
01:30	0	3	1	0	0	0	0	1	0	0	0	0	0	5
01:45	0	1	0	0	1	0	0	0	1	0	0	0	0	3
	1	7	2	0	1	1	0	2	4	0	0	0	0	18
02:00	1	6	0	0	0	1	0	0	0	0	0	0	0	8
02:15	0	3	0	0	1	0	0	0	2	0	0	0	2	8
02:30	1	2	2	0	0	2	0	0	0	0	0	0	0	7
02:45	0	5	3	0	0	0	0	0	4	0	0	0	1	13
	2	16	5	0	1	3	0	0	6	0	0	0	3	36
03:00	0	1	1	0	0	0	0	0	0	1	0	0	1	4
03:15	1	3	0	0	0	1	0	0	5	1	0	0	0	11
03:30	0	4	3	0	0	0	0	0	1	0	0	0	0	8
03:45	0	5	3	0	0	0	0	0	1	0	0	0	1	10
	1	13	7	0	0	1	0	0	7	2	0	0	2	33
04:00	0	7	4	0	0	0	0	0	3	0	0	0	0	14
04:15	0	5	4	0	0	0	0	1	1	0	0	0	0	11
04:30	0	17	6	0	0	0	0	0	0	0	0	0	0	23
04:45	2	10	11	0	1	3	0	0	5	0	1	0	0	33
	2	39	25	0	1	3	0	1	9	0	1	0	0	81
05:00	2	12	21	0	4	0	0	1	3	0	0	0	0	43
05:15	2	30	11	0	2	1	0	0	2	1	0	0	1	50
05:30	2	28	24	0	3	2	0	0	3	2	0	0	0	64
05:45	1	34	24	0	2	6	0	0	1	2	1	0	1	72
	7	104	80	0	11	9	0	1	9	5	1	0	2	229
06:00	4	37	45	0	1	4	0	1	3	1	2	0	2	100
06:15	4	46	36	1	3	7	0	2	3	2	3	0	6	113
06:30	6	55	41	0	5	9	2	2	0	1	1	0	8	130
06:45	4	38	34	0	2	2	0	1	5	1	3	0	3	93
	18	176	156	1	11	22	2	6	11	5	9	0	19	436
07:00	1	57	42	0	3	3	2	2	1	3	0	0	4	118
07:15	4	46	44	0	3	6	0	3	3	3	3	0	7	122
07:30	0	57	40	0	3	4	0	3	3	1	4	0	2	117
07:45	4	53	38	0	2	7	4	2	1	3	2	0	2	118
	9	213	164	0	11	20	6	10	8	10	9	0	15	475
08:00	5	59	35	1	3	6	1	1	2	2	2	0	3	120
08:15	5	58	34	3	2	5	1	3	4	1	0	1	1	118
08:30	3	47	34	0	1	9	1	4	1	7	1	0	7	115
08:45	0	62	35	1	1	6	0	1	10	1	2	0	1	120
	13	226	138	5	7	26	3	9	17	11	5	1	12	473
09:00	1	48	46	0	1	5	3	3	2	3	2	1	3	118
09:15	2	45	31	1	4	2	0	2	5	2	4	0	2	100
09:30	0	48	31	0	2	3	1	2	4	3	0	0	2	96
09:45	0	50	35	0	6	3	0	1	1	4	4	0	3	107
	3	191	143	1	13	13	4	8	12	12	10	1	10	421
10:00	4	60	41	0	3	3	0	2	4	2	3	0	6	128
10:15	1	50	38	1	3	3	0	4	5	3	2	0	1	111
10:30	2	52	22	0	4	3	1	1	5	3	0	0	0	93
10:45	2	63	30	1	3	9	0	1	5	6	2	0	7	129
	9	225	131	2	13	18	1	8	19	14	7	0	14	461
11:00	4	51	36	0	4	2	2	2	3	0	1	1	4	110
11:15	0	63	32	1	2	4	1	4	4	0	3	0	1	115
11:30	2	51	28	0	6	2	0	3	2	6	1	0	2	103
11:45	1	61	47	0	4	3	1	1	5	1	1	0	1	126
	7	226	143	1	16	11	4	10	14	7	6	1	8	454
Total	74	1474	1005	10	85	130	20	55	123	66	48	3	85	3178
Percent	2.3%	46.4%	31.6%	0.3%	2.7%	4.1%	0.6%	1.7%	3.9%	2.1%	1.5%	0.1%	2.7%	

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	61	30	1	5	3	2	2	1	3	2	0	3	113
12:15	3	63	41	0	0	3	3	1	10	3	1	0	4	132
12:30	1	71	47	0	3	5	0	1	8	1	3	0	1	141
12:45	2	57	32	0	4	5	0	2	1	0	2	0	2	107
	6	252	150	1	12	16	5	6	20	7	8	0	10	493
13:00	0	61	35	1	2	0	2	5	2	2	1	0	1	112
13:15	1	58	31	1	4	2	3	0	1	1	3	0	2	107
13:30	1	62	42	0	2	4	1	2	7	2	4	0	1	128
13:45	2	60	44	1	1	6	0	2	6	0	3	0	4	129
	4	241	152	3	9	12	6	9	16	5	11	0	8	476
14:00	0	65	39	0	4	4	1	1	3	0	2	1	4	124
14:15	1	82	35	2	6	3	1	1	3	2	3	0	2	141
14:30	0	69	52	0	5	4	2	0	0	3	0	1	3	139
14:45	3	84	54	0	2	4	0	2	7	3	6	0	1	166
	4	300	180	2	17	15	4	4	13	8	11	2	10	570
15:00	6	101	42	1	3	2	1	2	6	3	3	0	3	173
15:15	2	92	49	0	2	8	1	1	2	1	6	0	3	167
15:30	1	74	55	0	2	5	1	2	6	2	5	0	4	157
15:45	4	89	63	1	2	3	0	2	6	5	6	0	6	187
	13	356	209	2	9	18	3	7	20	11	20	0	16	684
16:00	3	81	61	0	5	5	2	1	4	4	6	0	3	175
16:15	1	90	68	0	1	1	1	0	2	3	9	1	1	178
16:30	0	83	48	1	3	0	1	3	3	2	6	0	2	152
16:45	0	99	56	1	1	0	1	0	7	2	3	0	1	171
	4	353	233	2	10	6	5	4	16	11	24	1	7	676
17:00	1	92	47	0	3	1	3	1	5	2	3	1	3	162
17:15	1	89	70	1	3	2	3	0	5	1	2	1	1	179
17:30	0	65	47	0	3	2	0	1	3	3	0	0	3	127
17:45	2	98	35	0	1	1	1	0	4	1	2	1	0	146
	4	344	199	1	10	6	7	2	17	7	7	3	7	614
18:00	2	69	30	0	1	3	1	2	4	0	4	0	2	118
18:15	1	50	32	0	2	1	0	1	5	0	0	0	0	92
18:30	2	57	31	0	1	4	0	0	5	1	4	0	1	106
18:45	4	52	24	0	0	2	0	0	4	0	0	0	1	87
	9	228	117	0	4	10	1	3	18	1	8	0	4	403
19:00	4	52	25	0	1	0	0	1	1	0	0	0	3	87
19:15	0	55	19	0	1	0	0	0	4	0	1	0	1	81
19:30	2	58	21	0	1	0	1	1	6	0	1	0	1	92
19:45	0	50	27	0	0	1	0	1	2	0	1	0	2	84
	6	215	92	0	3	1	1	3	13	0	3	0	7	344
20:00	3	48	35	0	0	2	1	2	2	0	0	0	5	98
20:15	7	51	25	0	0	2	0	0	1	0	0	0	2	88
20:30	5	35	18	0	2	2	0	3	1	1	0	0	1	68
20:45	1	36	19	0	1	3	0	1	1	0	0	0	0	62
	16	170	97	0	3	9	1	6	5	1	0	0	8	316
21:00	2	36	17	0	0	1	0	0	3	2	3	0	1	65
21:15	5	36	11	0	0	2	0	1	3	1	1	0	0	60
21:30	6	34	20	0	0	5	0	0	2	1	0	0	1	69
21:45	3	35	10	0	2	2	0	0	1	2	0	0	0	55
	16	141	58	0	2	10	0	1	9	6	4	0	2	249
22:00	1	28	11	0	0	0	0	0	1	0	1	0	1	43
22:15	1	18	12	0	0	1	0	0	0	0	0	0	2	34
22:30	1	23	6	0	0	4	0	0	4	0	0	0	0	38
22:45	0	13	4	0	0	0	1	0	4	0	0	0	0	22
	3	82	33	0	0	5	1	0	9	0	1	0	3	137
23:00	1	14	9	0	1	1	0	0	2	1	0	0	0	29
23:15	2	11	2	0	1	2	0	0	1	0	0	0	0	19
23:30	0	18	1	0	0	0	0	0	2	0	0	0	0	21
23:45	2	12	5	0	0	2	0	0	1	1	0	0	0	23
	5	55	17	0	2	5	0	0	6	2	0	0	0	92
Total	90	2737	1537	11	81	113	34	45	162	59	97	6	82	5054
Percent	1.8%	54.2%	30.4%	0.2%	1.6%	2.2%	0.7%	0.9%	3.2%	1.2%	1.9%	0.1%	1.6%	
Grand Total	304	8444	5068	45	307	467	88	204	614	254	311	14	312	16432
Percent	1.9%	51.4%	30.8%	0.3%	1.9%	2.8%	0.5%	1.2%	3.7%	1.5%	1.9%	0.1%	1.9%	

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

Site Code: 3
Station ID: U245
Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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
06-24-25	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
01:15	0	2	1	0	0	0	0	0	0	1	0	0	0	4
01:30	0	2	2	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	3	0	0	1	0	0	0	1	1	0	0	0	6
02:15	0	7	3	0	1	0	0	0	1	2	0	0	0	14
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15	0	4	2	0	0	0	0	0	1	0	0	0	0	7
03:30	0	3	1	0	1	0	0	0	0	0	0	0	0	5
03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	1	0	0	0	3
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
04:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:00	0	7	1	0	0	0	0	0	2	2	0	0	0	12
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	7	4	0	0	1	0	0	2	2	0	0	0	16
05:45	0	4	3	0	0	1	0	0	0	1	0	0	0	9
06:00	0	9	2	0	1	1	0	0	1	0	0	0	0	14
06:15	0	25	9	0	1	3	0	0	3	3	0	0	0	44
06:30	0	9	3	0	0	0	0	0	0	0	1	0	0	13
06:45	1	6	2	0	0	0	0	0	2	1	0	0	1	13
07:00	0	15	5	0	0	3	0	1	2	1	6	0	1	34
07:15	0	10	3	0	0	1	0	0	1	0	3	0	0	18
07:30	1	40	13	0	0	4	0	1	5	2	10	0	2	78
07:45	0	13	5	0	0	2	0	0	0	1	1	0	0	22
08:00	0	16	8	0	0	0	0	0	1	2	1	0	2	30
08:15	0	15	11	0	0	1	0	3	2	2	1	0	3	38
08:30	1	26	8	0	0	3	0	1	4	3	5	0	3	54
08:45	1	70	32	0	0	6	0	4	7	8	8	0	8	144
09:00	0	23	8	0	1	3	0	3	4	3	3	0	1	49
09:15	0	11	10	0	2	2	0	1	1	0	1	0	2	30
09:30	0	28	8	0	0	1	1	0	1	0	2	0	4	45
09:45	0	30	21	0	0	0	0	1	0	1	3	0	1	57
10:00	0	92	47	0	3	6	1	5	6	4	9	0	8	181
10:15	0	8	18	0	2	1	0	0	5	0	4	0	3	41
10:30	0	17	10	0	0	2	1	1	1	0	3	0	0	35
10:45	0	21	17	0	2	2	0	2	0	1	2	0	1	48
11:00	0	25	12	0	1	0	0	1	4	2	3	0	3	51
11:15	0	71	57	0	5	5	1	4	10	3	12	0	7	175
11:30	0	19	8	0	1	2	0	0	1	0	2	0	2	35
11:45	1	15	8	0	2	1	0	7	1	3	3	0	2	43
12:00	0	17	8	0	1	1	0	1	3	3	1	0	0	35
12:15	1	22	3	0	0	2	0	1	0	2	2	1	3	37
12:30	2	73	27	0	4	6	0	9	5	8	8	1	7	150
12:45	0	26	12	0	1	0	0	1	1	0	3	0	0	44
13:00	0	20	13	0	0	1	0	0	2	0	1	0	3	40
13:15	0	27	12	0	1	3	0	0	2	1	2	0	3	51
13:30	0	25	13	0	1	0	0	1	0	0	2	1	3	46
13:45	0	98	50	0	3	4	0	2	5	1	8	1	9	181
Total	4	501	246	0	18	34	2	25	45	35	55	2	41	1008
Percent	0.4%	49.7%	24.4%	0.0%	1.8%	3.4%	0.2%	2.5%	4.5%	3.5%	5.5%	0.2%	4.1%	

Date Start: 24-Jun-25

Date End: 25-Jun-25

Date Start: 24-Jun-25

NB														
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	30	21	0	0	1	0	1	3	1	2	0	2	61
12:15	1	30	17	0	2	2	0	0	3	0	3	0	0	58
12:30	1	25	19	0	0	3	0	0	0	1	1	2	3	55
12:45	0	28	17	0	0	2	0	3	1	3	3	0	2	59
	2	113	74	0	2	8	0	4	7	5	9	2	7	233
13:00	0	37	18	1	1	1	0	0	1	0	3	0	1	63
13:15	0	26	8	0	0	2	0	0	0	2	1	0	0	39
13:30	0	21	20	0	1	1	1	1	0	0	1	0	2	48
13:45	0	17	21	0	1	1	0	4	1	1	3	0	2	51
	0	101	67	1	3	5	1	5	2	3	8	0	5	201
14:00	0	21	21	0	1	1	0	0	2	1	4	0	0	51
14:15	0	40	19	0	2	2	0	0	0	0	2	0	0	65
14:30	0	39	25	0	0	2	0	1	1	0	1	1	0	70
14:45	0	29	17	0	1	0	0	1	1	0	1	0	1	51
	0	129	82	0	4	5	0	2	4	1	8	1	1	237
15:00	0	31	11	0	0	4	0	1	2	2	0	0	4	55
15:15	0	49	26	0	0	1	0	0	0	0	1	0	1	78
15:30	0	40	20	1	4	1	0	2	1	1	4	0	3	77
15:45	0	57	30	0	1	1	0	1	2	0	4	0	6	102
	0	177	87	1	5	7	0	4	5	3	9	0	14	312
16:00	1	53	31	0	1	0	0	0	1	1	7	0	5	100
16:15	4	49	29	0	1	2	0	4	3	2	2	0	2	98
16:30	0	79	32	0	0	2	0	0	1	0	5	0	2	121
16:45	1	59	26	0	0	0	0	0	3	1	4	1	3	98
	6	240	118	0	2	4	0	4	8	4	18	1	12	417
17:00	1	80	26	0	0	2	0	2	3	1	6	1	2	124
17:15	1	91	27	0	0	1	0	2	4	0	4	0	6	136
17:30	0	57	26	0	0	1	0	0	2	1	1	0	2	90
17:45	1	62	20	0	0	0	0	1	0	1	4	0	2	91
	3	290	99	0	0	4	0	5	9	3	15	1	12	441
18:00	4	51	13	0	0	0	1	1	0	0	2	0	2	74
18:15	0	51	8	0	1	0	0	0	1	0	0	0	1	62
18:30	1	28	16	0	0	1	0	1	1	0	4	0	1	53
18:45	1	31	12	0	1	0	0	0	1	0	0	0	0	46
	6	161	49	0	2	1	1	2	3	0	6	0	4	235
19:00	1	28	11	0	1	0	0	0	0	0	1	0	1	43
19:15	0	22	8	0	0	1	0	1	0	0	0	0	0	32
19:30	0	20	8	0	0	0	0	0	0	0	1	0	0	29
19:45	0	25	2	0	1	0	0	0	0	1	0	0	0	29
	1	95	29	0	2	1	0	1	0	1	2	0	1	133
20:00	0	29	2	0	0	0	0	1	0	0	0	0	0	32
20:15	0	19	8	0	0	0	0	0	1	0	0	0	0	28
20:30	0	16	10	0	0	0	0	0	1	0	0	0	0	27
20:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
	0	81	21	0	0	0	0	1	2	0	0	0	0	105
21:00	0	12	5	0	0	0	0	0	0	0	0	0	1	18
21:15	0	11	4	0	0	0	0	0	1	0	0	0	0	16
21:30	1	17	3	0	0	0	0	0	0	1	0	0	1	23
21:45	0	9	2	0	0	0	0	0	1	0	0	0	0	12
	1	49	14	0	0	0	0	0	2	1	0	0	2	69
22:00	0	9	3	0	0	0	0	1	0	0	2	0	0	15
22:15	1	9	6	0	0	0	0	0	0	0	0	0	0	16
22:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	1	23	14	0	0	0	0	1	0	0	2	0	0	41
23:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	0	4	0	0	0	0	0	0	0	0	0	0	4
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	0	19	6	0	0	0	0	0	1	0	0	0	0	26
Total	20	1478	660	2	20	35	2	29	43	21	77	5	58	2450
Percent	0.8%	60.3%	26.9%	0.1%	0.8%	1.4%	0.1%	1.2%	1.8%	0.9%	3.1%	0.2%	2.4%	

Date Start: 24-Jun-25

Date End: 25-Jun-25

Date Start: 24-Jun-25

NB														
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
06-25-25	0	4	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	7	1	0	0	0	0	0	1	0	0	0	0	9
02:30	0	2	0	0	1	0	0	0	1	0	0	0	0	4
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	2	0	0	0	1	0	0	0	0	6
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	1	1	0	0	0	0	0	0	1	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	5	2	0	0	0	0	0	0	1	0	0	0	8
04:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:45	0	2	1	0	0	0	0	0	0	2	1	0	0	6
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	6	1	0	0	0	0	0	3	2	1	0	0	13
05:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
05:45	0	4	4	0	0	0	0	0	1	0	0	0	0	9
06:00	0	4	0	0	0	4	0	0	0	1	0	0	0	17
06:15	0	7	5	0	0	0	0	0	1	0	1	0	0	10
06:30	0	17	13	0	0	4	0	0	3	1	1	0	0	39
06:45	0	9	3	0	0	0	0	0	1	1	0	0	0	14
07:00	0	18	3	0	0	0	0	0	1	0	0	1	0	23
07:15	0	7	5	0	1	0	0	0	2	0	2	0	1	18
07:30	0	10	10	0	1	2	0	0	1	3	2	0	2	31
07:45	0	44	21	0	2	2	0	0	5	4	4	1	3	86
08:00	0	10	6	0	0	2	0	0	0	0	1	0	2	21
08:15	0	11	16	0	1	4	1	0	1	1	1	0	0	36
08:30	0	11	7	0	0	0	0	2	2	2	3	1	2	30
08:45	1	18	5	0	0	0	1	2	2	2	2	0	1	34
09:00	1	50	34	0	1	6	2	4	5	5	7	1	5	121
09:15	0	20	6	0	0	1	0	0	1	1	3	0	3	35
09:30	1	21	10	0	0	3	1	1	1	2	1	0	0	41
09:45	0	31	13	0	1	1	0	2	3	1	5	0	0	57
10:00	0	21	18	0	0	0	0	1	1	0	0	0	2	43
10:15	1	93	47	0	1	5	1	4	6	4	9	0	5	176
10:30	0	22	5	0	0	1	1	0	0	1	5	0	3	38
10:45	0	14	6	0	0	0	1	1	4	2	4	0	2	34
11:00	0	25	7	0	0	3	0	3	0	2	2	0	1	43
11:15	1	19	8	0	0	2	0	0	5	0	0	0	1	36
11:30	1	80	26	0	0	6	2	4	9	5	11	0	7	151
11:45	0	26	8	0	1	4	0	0	3	2	2	0	3	49
12:00	1	20	10	0	0	0	0	2	2	2	0	0	0	37
12:15	1	16	7	0	1	1	0	4	0	3	0	0	1	34
12:30	0	26	8	0	1	0	0	2	0	1	2	1	2	43
12:45	2	88	33	0	3	5	0	8	5	8	4	1	6	163
13:00	2	24	9	0	1	1	0	0	4	1	1	0	0	43
13:15	0	29	12	0	0	4	0	1	2	0	0	0	1	49
13:30	0	23	14	0	0	1	1	3	1	0	2	0	0	45
13:45	0	24	20	0	0	0	0	1	2	2	0	0	4	53
Total	2	100	55	0	1	6	1	5	9	3	3	0	5	190
Percent	0.7%	51.7%	24.2%	0.0%	1.0%	3.5%	0.6%	2.5%	4.8%	3.4%	4.1%	0.3%	3.2%	982

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

Site Code: 3
Station ID: U245
Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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	7	0	0	2	0	4	1	3	2	0	1	40
12:15	0	23	9	0	2	0	1	1	1	0	3	0	0	40
12:30	0	17	9	0	0	4	0	0	3	2	1	0	2	38
12:45	0	31	10	0	0	3	0	0	2	2	2	0	3	53
	0	91	35	0	2	9	1	5	7	7	8	0	6	171
13:00	0	30	21	0	0	2	1	1	0	2	4	0	1	62
13:15	1	37	14	0	1	2	1	1	1	2	2	0	2	64
13:30	2	24	13	0	3	2	2	3	2	3	2	0	3	59
13:45	1	18	14	0	0	1	0	0	1	1	3	0	2	41
	4	109	62	0	4	7	4	5	4	8	11	0	8	226
14:00	0	25	6	0	0	1	0	2	4	2	1	0	1	42
14:15	1	39	9	0	2	0	0	0	2	0	4	0	3	60
14:30	0	32	16	0	2	1	0	2	3	0	2	0	1	59
14:45	2	34	15	0	1	0	0	3	2	1	4	0	2	64
	3	130	46	0	5	2	0	7	11	3	11	0	7	225
15:00	0	50	17	0	1	2	0	0	1	1	2	0	3	77
15:15	0	56	18	1	3	3	0	4	1	2	2	0	3	93
15:30	1	48	27	0	1	3	0	1	0	0	1	0	3	85
15:45	0	46	19	0	0	2	0	0	1	1	4	1	3	77
	1	200	81	1	5	10	0	5	3	4	9	1	12	332
16:00	0	56	26	0	0	0	0	0	1	2	6	0	4	95
16:15	1	51	27	0	0	1	1	3	1	1	2	1	3	92
16:30	2	67	28	0	0	0	0	2	0	0	5	0	4	108
16:45	1	60	24	0	0	1	0	0	3	2	7	0	4	102
	4	234	105	0	0	2	1	5	5	5	20	1	15	397
17:00	0	80	28	0	0	0	1	1	4	1	4	2	1	122
17:15	1	50	28	0	0	0	1	3	2	1	6	0	3	95
17:30	2	50	20	0	0	0	0	0	1	0	4	2	3	82
17:45	1	75	27	0	0	0	0	2	1	0	4	0	1	111
	4	255	103	0	0	0	2	6	8	2	18	4	8	410
18:00	0	48	14	0	0	1	0	0	0	0	3	0	3	69
18:15	0	41	26	0	0	0	0	0	0	0	3	0	1	71
18:30	0	43	10	0	0	1	0	1	2	0	2	0	1	60
18:45	1	39	10	0	0	0	0	0	0	1	3	0	0	54
	1	171	60	0	0	2	0	1	2	1	11	0	5	254
19:00	0	26	14	0	0	0	0	1	2	1	3	1	0	48
19:15	0	18	17	0	1	1	1	1	0	0	2	0	1	42
19:30	0	39	5	0	0	0	0	0	0	0	0	0	1	45
19:45	1	33	9	0	0	1	0	0	0	0	1	0	2	47
	1	116	45	0	1	2	1	2	2	1	6	1	4	182
20:00	0	32	11	0	1	0	0	1	2	0	1	0	1	49
20:15	0	31	10	0	0	0	0	0	0	0	0	0	0	41
20:30	0	13	9	0	0	0	0	0	0	1	0	0	0	23
20:45	0	17	5	0	0	0	0	0	0	0	1	0	0	23
	0	93	35	0	1	0	0	1	2	1	2	0	1	136
21:00	1	18	2	0	0	0	0	0	0	0	3	0	1	25
21:15	0	15	2	0	0	2	0	0	0	0	1	0	0	20
21:30	0	20	6	0	0	0	0	0	0	0	0	0	0	26
21:45	0	27	6	0	0	1	1	0	0	0	0	0	0	35
	1	80	16	0	0	3	1	0	0	0	4	0	1	106
22:00	0	8	2	0	0	0	0	0	1	1	0	0	0	12
22:15	0	9	1	0	0	0	0	0	0	0	0	0	1	11
22:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	0	34	6	0	0	0	0	0	1	1	0	0	1	43
23:00	0	8	4	0	0	0	0	0	1	0	0	0	0	13
23:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	0	16	12	0	0	0	0	0	1	0	0	0	0	29
Total	19	1529	606	1	18	37	10	37	46	33	100	7	68	2511
Percent	0.8%	60.9%	24.1%	0.0%	0.7%	1.5%	0.4%	1.5%	1.8%	1.3%	4.0%	0.3%	2.7%	
Grand Total	50	4016	1750	3	66	140	20	116	181	122	272	17	198	6951
Percent	0.7%	57.8%	25.2%	0.0%	0.9%	2.0%	0.3%	1.7%	2.6%	1.8%	3.9%	0.2%	2.8%	

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Site Code: 3
 Station ID: U245
 Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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
06-24-25	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	2	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	2	0	0	0	0	3
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	2	0	0	0	0	0	0	3	0	0	0	0	5
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	1	2
03:00	0	0	1	0	0	0	0	0	1	0	0	0	0	1
03:15	0	0	1	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	1	1	0	0	0	4
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:15	0	1	1	0	0	0	0	0	1	0	0	0	1	4
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	0	0	0	0	0	0	1	1	0	0	0	4
05:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:30	0	12	2	0	0	0	0	0	1	1	0	0	0	16
05:45	0	3	3	0	0	0	0	0	0	1	0	0	0	7
06:00	0	10	3	0	0	0	0	0	0	1	0	0	0	14
06:15	0	10	5	0	0	1	0	0	0	1	0	0	0	17
06:30	0	13	10	0	1	0	0	0	0	0	0	0	0	24
06:45	0	36	21	0	1	1	0	0	0	3	0	0	0	62
07:00	0	13	18	0	0	0	1	0	0	1	0	0	0	33
07:15	1	19	15	0	1	0	0	0	0	0	0	1	0	37
07:30	0	24	18	0	0	0	0	0	0	1	1	0	0	44
07:45	1	29	22	0	0	1	0	0	0	1	0	0	1	55
08:00	2	85	73	0	1	1	1	0	0	3	1	1	1	169
08:15	0	28	21	0	1	1	0	0	0	0	0	0	0	51
08:30	0	28	20	0	0	1	0	2	2	1	1	1	1	57
08:45	0	39	28	0	0	0	0	0	1	1	1	0	0	70
09:00	0	42	21	0	0	2	0	1	0	0	0	0	0	66
09:15	0	137	90	0	1	4	0	3	3	2	2	1	1	244
09:30	0	42	28	0	0	2	0	3	0	0	1	1	1	78
09:45	0	42	18	0	0	1	1	3	1	2	1	0	1	70
10:00	0	47	19	0	0	3	1	0	1	1	2	0	1	75
10:15	1	53	19	0	1	1	0	2	0	2	2	0	4	85
10:30	1	184	84	0	1	7	2	8	2	5	6	1	7	308
10:45	0	53	15	0	2	0	0	3	0	4	0	0	3	80
11:00	1	45	21	0	0	2	0	1	0	4	1	0	0	75
11:15	0	44	25	0	0	3	1	1	2	3	2	1	2	84
11:30	0	41	14	0	0	1	0	1	1	1	3	0	3	65
11:45	1	183	75	0	2	6	1	6	3	12	6	1	8	304
12:00	0	36	17	0	2	1	0	0	1	1	0	0	1	59
12:15	1	28	8	0	2	2	0	1	0	0	2	0	0	44
12:30	0	35	9	0	0	2	0	0	0	4	0	0	1	51
12:45	0	23	18	0	1	1	0	2	1	3	2	0	4	55
13:00	1	122	52	0	5	6	0	3	2	8	4	0	6	209
13:15	0	31	12	0	0	2	0	2	0	2	0	0	2	51
13:30	1	23	3	0	1	2	0	1	0	3	2	0	0	36
13:45	1	17	20	0	1	0	0	1	1	3	2	0	1	47
14:00	1	29	22	0	0	4	0	1	0	4	2	0	2	65
14:15	3	100	57	0	2	8	0	5	1	12	6	0	5	199
14:30	0	23	13	0	2	1	0	0	1	1	3	0	0	44
14:45	0	31	15	0	0	6	1	1	1	1	1	0	4	61
15:00	0	31	11	0	1	2	0	4	2	2	1	0	1	55
15:15	0	31	16	0	3	1	0	0	0	2	0	0	3	56
15:30	0	116	55	0	6	10	1	5	4	6	5	0	8	216
Total	8	981	510	1	19	43	5	30	20	52	30	4	37	1740
Percent	0.5%	56.4%	29.3%	0.1%	1.1%	2.5%	0.3%	1.7%	1.1%	3.0%	1.7%	0.2%	2.1%	

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Site Code: 3
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Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB														
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	18	9	0	2	0	0	2	1	0	5	0	1	38
12:15	0	6	12	0	1	2	1	0	4	2	2	0	2	32
12:30	0	21	17	0	2	0	2	2	2	1	1	0	3	51
12:45	0	31	20	0	0	0	0	1	0	0	1	0	2	55
	0	76	58	0	5	2	3	5	7	3	9	0	8	176
13:00	0	28	8	0	1	1	0	1	0	1	1	0	2	43
13:15	0	28	9	0	0	1	0	0	1	2	1	1	1	44
13:30	0	30	12	0	1	1	0	2	2	3	2	0	2	55
13:45	0	19	18	0	2	0	0	0	2	1	3	0	1	46
	0	105	47	0	4	3	0	3	5	7	7	1	6	188
14:00	0	22	11	0	2	0	0	0	2	3	1	0	1	42
14:15	0	24	16	0	1	0	0	0	0	0	2	0	0	43
14:30	0	12	10	0	0	0	1	0	2	1	2	0	2	30
14:45	0	31	14	0	0	1	0	2	2	0	2	1	1	54
	0	89	51	0	3	1	1	2	6	4	7	1	4	169
15:00	0	30	14	0	0	1	1	1	2	0	5	0	0	54
15:15	1	36	9	0	1	0	0	0	3	1	2	1	2	56
15:30	0	23	12	0	0	0	0	1	0	2	1	0	3	42
15:45	0	23	17	0	0	0	0	1	2	3	2	1	2	51
	1	112	52	0	1	1	1	3	7	6	10	2	7	203
16:00	2	38	21	0	2	1	0	1	2	4	3	2	2	78
16:15	0	34	13	0	1	2	0	0	1	0	3	0	2	56
16:30	0	38	13	0	1	0	0	1	2	0	5	0	1	61
16:45	0	28	18	0	0	1	0	0	3	1	4	1	2	58
	2	138	65	0	4	4	0	2	8	5	15	3	7	253
17:00	2	28	9	0	1	1	1	0	2	1	3	0	2	50
17:15	0	34	12	0	0	0	0	0	3	0	2	0	1	52
17:30	0	34	10	0	0	2	0	0	1	0	3	0	0	50
17:45	0	27	4	0	1	0	0	1	3	0	2	0	2	40
	2	123	35	0	2	3	1	1	9	1	10	0	5	192
18:00	0	23	7	0	0	0	1	1	0	0	4	0	1	37
18:15	0	20	7	0	0	0	0	1	0	0	1	0	0	29
18:30	0	14	5	0	0	0	0	0	1	0	1	0	2	23
18:45	0	19	9	0	0	1	0	1	1	0	2	0	0	33
	0	76	28	0	0	1	1	3	2	0	8	0	3	122
19:00	0	19	8	0	0	0	0	1	0	0	2	0	0	30
19:15	0	17	8	0	1	0	0	0	0	0	0	0	0	26
19:30	0	21	5	0	0	0	0	0	0	0	1	0	0	27
19:45	0	11	9	0	0	0	0	0	0	0	1	0	0	21
	0	68	30	0	1	0	0	1	0	0	4	0	0	104
20:00	0	12	9	0	0	0	0	0	0	0	1	0	0	22
20:15	1	8	7	0	0	1	0	0	0	0	1	0	0	18
20:30	0	12	5	0	0	0	0	0	0	0	0	0	0	17
20:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	1	42	22	0	0	1	0	0	0	0	2	0	0	68
21:00	1	6	4	0	0	0	0	1	0	0	0	0	0	12
21:15	0	17	4	0	0	1	0	0	0	1	0	0	0	23
21:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
21:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	1	49	13	0	0	1	0	1	0	1	0	0	0	66
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:30	0	6	1	0	0	1	0	0	0	0	0	0	0	8
22:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	22	6	0	0	1	0	0	0	0	0	0	0	29
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:45	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	1	9	4	0	0	0	0	0	0	0	0	0	0	14
Total	8	909	411	0	20	18	7	21	44	27	72	7	40	1584
Percent	0.5%	57.4%	25.9%	0.0%	1.3%	1.1%	0.4%	1.3%	2.8%	1.7%	4.5%	0.4%	2.5%	

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

Site Code: 3
 Station ID: U245
 Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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
06-25-25	0	3	2	0	0	0	0	0	0	0	0	0	0	5
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
01:00	0	7	3	0	0	0	0	0	1	0	0	0	0	11
01:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
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	8	1	0	0	0	0	0	0	0	0	0	0	9
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	4	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	1	0	0	0	0	0	0	1	0	0	0	4
04:15	0	7	2	0	0	0	0	0	0	1	0	0	0	10
04:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	15	6	0	0	0	0	0	1	0	0	0	0	22
05:15	0	16	11	0	1	0	0	0	0	0	0	0	0	28
05:30	0	40	20	0	1	0	0	0	1	0	0	0	0	62
05:45	0	17	16	0	0	0	0	0	1	0	0	0	0	34
06:00	0	18	24	0	0	1	0	0	1	0	1	0	0	45
06:15	1	18	14	0	0	1	0	0	0	0	0	0	0	34
06:30	0	33	23	0	1	1	0	4	1	1	0	0	1	65
06:45	1	86	77	0	1	3	0	4	3	1	1	0	1	178
07:00	0	28	19	0	0	0	0	0	1	0	1	0	0	49
07:15	0	36	21	0	2	1	0	4	1	0	1	0	1	67
07:30	0	51	20	0	1	0	0	1	1	2	0	0	3	79
07:45	1	43	18	0	0	0	1	1	0	0	1	0	1	66
08:00	1	158	78	0	3	1	1	6	3	2	3	0	5	261
08:15	0	42	36	0	0	1	0	1	0	0	2	0	1	83
08:30	0	50	25	0	0	1	0	1	0	2	1	0	0	80
08:45	1	43	23	0	1	1	0	1	3	1	1	0	2	77
09:00	0	41	16	0	1	0	0	2	1	2	5	0	4	72
09:15	1	176	100	0	2	3	0	5	4	5	9	0	7	312
09:30	1	39	13	0	2	3	0	0	4	4	1	0	1	68
09:45	1	38	18	0	1	3	0	1	2	6	3	0	3	76
10:00	0	44	16	0	0	1	0	1	2	2	5	0	3	74
10:15	0	27	17	0	0	2	0	0	2	0	1	0	1	50
10:30	2	148	64	0	3	9	0	2	10	12	10	0	8	268
10:45	1	28	11	0	0	0	0	1	0	1	1	0	2	45
11:00	1	30	6	0	0	0	0	0	2	2	1	0	1	43
11:15	0	21	17	0	0	0	0	1	0	0	0	0	2	41
11:30	0	15	6	0	0	3	0	1	1	1	0	0	1	28
11:45	2	94	40	0	0	3	0	3	3	4	2	0	6	157
12:00	0	21	14	0	0	1	0	3	2	0	0	0	2	43
12:15	0	37	7	0	1	2	0	2	0	3	4	0	3	59
12:30	0	29	12	0	0	4	0	1	1	1	2	0	1	51
12:45	1	27	11	1	1	0	0	2	2	2	2	1	4	54
13:00	1	114	44	1	2	7	0	8	5	6	8	1	10	207
13:15	0	27	9	0	1	2	0	0	0	2	1	0	3	45
13:30	1	26	9	0	0	4	0	4	0	1	0	0	1	46
13:45	1	34	15	0	0	1	1	3	0	2	4	0	2	63
14:00	4	28	16	0	0	0	0	1	3	3	1	1	2	59
14:15	6	115	49	0	1	7	1	8	3	8	6	1	8	213
Total	14	957	478	1	13	33	2	36	33	39	39	2	46	1693
Percent	0.8%	56.5%	28.2%	0.1%	0.8%	1.9%	0.1%	2.1%	1.9%	2.3%	2.3%	0.1%	2.7%	

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Site Code: 3
Station ID: U245
Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB														
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	18	13	0	1	2	0	2	2	1	1	1	2	43
12:15	0	19	7	0	0	0	0	1	1	4	0	0	3	35
12:30	1	22	9	0	0	1	0	2	0	3	2	1	0	41
12:45	0	23	13	0	1	0	0	3	0	2	1	1	3	47
	1	82	42	0	2	3	0	8	3	10	4	3	8	166
13:00	0	23	8	0	2	0	0	0	1	1	2	1	5	43
13:15	2	22	15	0	0	2	2	0	1	4	2	0	0	50
13:30	1	34	12	0	0	4	1	2	2	3	1	0	2	62
13:45	1	29	7	0	1	1	0	2	0	3	1	1	1	47
	4	108	42	0	3	7	3	4	4	11	6	2	8	202
14:00	0	28	15	0	0	1	1	3	1	4	0	0	2	55
14:15	0	27	5	1	2	1	0	0	0	2	1	0	2	41
14:30	0	17	6	0	0	0	0	2	0	1	3	1	1	31
14:45	0	32	6	0	2	1	0	2	0	3	2	0	4	52
	0	104	32	1	4	3	1	7	1	10	6	1	9	179
15:00	2	26	11	0	0	0	0	1	1	1	0	0	1	43
15:15	0	28	7	0	0	0	1	1	0	0	4	1	1	43
15:30	0	22	8	0	1	0	0	4	2	0	1	0	2	40
15:45	1	35	12	0	0	1	0	1	2	1	6	1	1	61
	3	111	38	0	1	1	1	7	5	2	11	2	5	187
16:00	0	24	6	0	0	0	1	1	0	1	1	0	2	36
16:15	0	31	10	0	0	0	0	2	2	0	3	0	2	50
16:30	0	30	8	0	1	5	0	0	1	0	6	0	1	52
16:45	1	32	16	0	0	1	0	0	3	0	7	2	1	63
	1	117	40	0	1	6	1	3	6	1	17	2	6	201
17:00	0	19	7	0	0	0	1	2	2	2	5	0	4	42
17:15	0	20	6	0	1	1	2	1	0	0	3	0	1	35
17:30	0	24	8	0	0	0	0	0	1	0	2	0	2	37
17:45	0	20	11	0	0	0	0	0	0	0	4	0	0	35
	0	83	32	0	1	1	3	3	3	2	14	0	7	149
18:00	1	19	11	0	0	1	0	0	0	0	1	0	2	35
18:15	0	16	8	0	0	0	0	1	0	0	1	0	1	27
18:30	0	25	14	0	0	0	0	0	0	1	0	0	0	40
18:45	0	19	5	0	0	0	0	1	0	0	0	0	1	26
	1	79	38	0	0	1	0	2	0	1	2	0	4	128
19:00	0	22	5	0	0	0	0	1	1	0	2	0	0	31
19:15	0	16	10	0	1	0	1	1	0	0	0	0	0	29
19:30	1	23	3	0	0	0	0	0	1	0	1	0	0	29
19:45	2	12	2	0	0	1	0	1	2	0	0	1	0	21
	3	73	20	0	1	1	1	3	4	0	3	1	0	110
20:00	0	19	1	0	0	0	0	0	0	0	0	1	0	21
20:15	3	17	3	0	0	0	0	1	1	0	2	0	0	27
20:30	1	18	3	0	0	0	0	0	0	1	0	0	0	23
20:45	0	16	5	0	0	0	0	0	0	0	0	0	0	21
	4	70	12	0	0	0	0	1	1	1	2	1	0	92
21:00	0	14	3	0	0	0	0	2	0	0	1	0	0	20
21:15	0	15	5	0	0	1	0	0	0	0	1	0	0	22
21:30	0	9	3	0	0	0	0	0	0	0	1	0	0	13
21:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	0	51	14	0	0	1	0	2	0	0	3	0	0	71
22:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	6	0	0	0	2	0	0	0	0	0	0	0	8
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	21	5	0	0	2	0	0	0	0	0	0	0	28
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	1	0	0	0	0	0	1	1	0	0	0	4
23:45	0	2	2	0	0	0	0	0	1	0	0	0	0	5
	0	6	4	0	0	0	0	0	2	1	0	0	0	13
Total	17	905	319	1	13	26	10	40	29	39	68	12	47	1526
Percent	1.1%	59.3%	20.9%	0.1%	0.9%	1.7%	0.7%	2.6%	1.9%	2.6%	4.5%	0.8%	3.1%	
Grand Total	47	3752	1718	3	65	120	24	127	126	157	209	25	170	6543
Percent	0.7%	57.3%	26.3%	0.0%	1.0%	1.8%	0.4%	1.9%	1.9%	2.4%	3.2%	0.4%	2.6%	

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 Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-24-25	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
00:45	0	2	0	1	0	0	0	0	0	0	0	0	0	3
01:00	0	11	3	1	0	0	0	0	0	0	0	0	0	15
01:15	0	2	1	0	0	0	0	0	1	1	0	0	0	5
01:30	0	3	2	0	0	0	0	0	2	0	0	0	0	7
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	1	0	0	0	1	1	0	0	0	6
02:15	0	9	3	0	1	0	0	0	4	2	0	0	0	19
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	3	0	0	0	0	0	0	0	0	0	0	1	4
03:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
03:15	0	0	1	0	0	0	0	0	1	0	0	0	0	2
03:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
03:45	0	5	3	0	0	0	0	0	2	0	0	0	1	11
04:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
04:15	0	1	0	0	0	0	0	0	0	1	0	0	0	2
04:30	0	3	1	0	0	0	0	0	1	2	0	0	0	7
04:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:00	0	18	4	0	1	0	0	0	1	3	0	0	0	27
05:15	0	3	4	0	0	0	0	0	0	2	0	0	0	9
05:30	0	13	3	0	0	0	0	0	0	2	0	0	0	18
05:45	0	13	5	0	0	1	0	0	1	1	0	0	0	21
06:00	0	14	10	0	1	0	0	0	1	0	0	0	0	26
06:15	0	43	22	0	1	1	0	0	2	5	0	0	0	74
06:30	0	18	18	0	0	0	1	0	0	1	0	0	0	38
06:45	1	26	19	0	1	1	0	0	2	2	0	1	0	53
07:00	0	28	21	0	0	1	0	0	0	2	1	0	0	53
07:15	1	38	24	0	1	2	0	0	1	1	0	0	1	69
07:30	2	110	82	0	2	4	1	0	3	6	1	1	1	213
07:45	0	37	24	0	1	1	0	0	0	0	1	0	0	64
08:00	1	34	22	0	0	1	0	2	4	2	1	1	2	70
08:15	0	54	33	0	0	3	0	1	3	2	7	0	1	104
08:30	0	52	24	0	0	3	0	1	1	0	3	0	0	84
08:45	1	177	103	0	1	8	0	4	8	4	12	1	3	322
09:00	0	55	33	0	0	4	0	3	0	1	2	1	1	100
09:15	0	58	26	0	0	1	1	3	2	4	2	0	3	100
09:30	0	62	30	0	0	4	1	3	3	3	3	0	4	113
09:45	2	79	27	0	1	4	0	3	4	5	7	0	7	139
10:00	2	254	116	0	1	13	2	12	9	13	14	1	15	452
10:15	0	76	23	0	3	3	0	6	4	7	3	0	4	129
10:30	1	56	31	0	2	4	0	2	1	4	2	0	2	105
10:45	0	72	33	0	0	4	2	1	3	3	4	1	6	129
11:00	0	71	35	0	0	1	0	2	1	2	6	0	4	122
11:15	1	275	122	0	5	12	2	11	9	16	15	1	16	485
11:30	0	44	35	0	4	2	0	0	6	1	4	0	4	100
11:45	1	45	18	0	2	4	1	2	1	0	5	0	0	79
12:00	0	56	26	0	2	4	0	2	0	5	2	0	2	99
12:15	0	48	30	0	2	1	0	3	5	5	5	0	7	106
12:30	1	193	109	0	10	11	1	7	12	11	16	0	13	384
12:45	0	50	20	0	1	4	0	2	1	2	2	0	4	86
13:00	2	38	11	0	3	3	0	8	1	6	5	0	2	79
13:15	1	34	28	0	2	1	0	2	4	6	3	0	1	82
13:30	2	51	25	0	0	6	0	2	0	6	4	1	5	102
13:45	5	173	84	0	6	14	0	14	6	20	14	1	12	349
14:00	0	49	25	0	3	1	0	1	2	1	6	0	0	88
14:15	0	51	28	0	0	7	1	1	3	1	2	0	7	101
14:30	0	58	23	0	2	5	0	4	4	3	3	0	4	106
14:45	0	56	29	0	4	1	0	1	0	2	2	1	6	102
15:00	0	214	105	0	9	14	1	7	9	7	13	1	17	397
Total	12	1482	756	1	37	77	7	55	65	87	85	6	78	2748
Percent	0.4%	53.9%	27.5%	0.0%	1.3%	2.8%	0.3%	2.0%	2.4%	3.2%	3.1%	0.2%	2.8%	

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

Site Code: 3
Station ID: U245
Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB, SB														
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	48	30	0	2	1	0	3	4	1	7	0	3	99
12:15	1	36	29	0	3	4	1	0	7	2	5	0	2	90
12:30	1	46	36	0	2	3	2	2	2	2	2	2	6	106
12:45	0	59	37	0	0	2	0	4	1	3	4	0	4	114
	2	189	132	0	7	10	3	9	14	8	18	2	15	409
13:00	0	65	26	1	2	2	0	1	1	1	4	0	3	106
13:15	0	54	17	0	0	3	0	0	1	4	2	1	1	83
13:30	0	51	32	0	2	2	1	3	2	3	3	0	4	103
13:45	0	36	39	0	3	1	0	4	3	2	6	0	3	97
	0	206	114	1	7	8	1	8	7	10	15	1	11	389
14:00	0	43	32	0	3	1	0	0	4	4	5	0	1	93
14:15	0	64	35	0	3	2	0	0	0	0	4	0	0	108
14:30	0	51	35	0	0	2	1	1	3	1	3	1	2	100
14:45	0	60	31	0	1	1	0	3	3	0	3	1	2	105
	0	218	133	0	7	6	1	4	10	5	15	2	5	406
15:00	0	61	25	0	0	5	1	2	4	2	5	0	4	109
15:15	1	85	35	0	1	1	0	0	3	1	3	1	3	134
15:30	0	63	32	1	4	1	0	3	1	3	5	0	6	119
15:45	0	80	47	0	1	1	0	2	4	3	6	1	8	153
	1	289	139	1	6	8	1	7	12	9	19	2	21	515
16:00	3	91	52	0	3	1	0	1	3	5	10	2	7	178
16:15	4	83	42	0	2	4	0	4	4	2	5	0	4	154
16:30	0	117	45	0	1	2	0	1	3	0	10	0	3	182
16:45	1	87	44	0	0	1	0	0	6	2	8	2	5	156
	8	378	183	0	6	8	0	6	16	9	33	4	19	670
17:00	3	108	35	0	1	3	1	2	5	2	9	1	4	174
17:15	1	125	39	0	0	1	0	2	7	0	6	0	7	188
17:30	0	91	36	0	0	3	0	0	3	1	4	0	2	140
17:45	1	89	24	0	1	0	0	2	3	1	6	0	4	131
	5	413	134	0	2	7	1	6	18	4	25	1	17	633
18:00	4	74	20	0	0	0	2	2	0	0	6	0	3	111
18:15	0	71	15	0	1	0	0	1	1	0	1	0	1	91
18:30	1	42	21	0	0	1	0	1	2	0	5	0	3	76
18:45	1	50	21	0	1	1	0	1	2	0	2	0	0	79
	6	237	77	0	2	2	2	5	5	0	14	0	7	357
19:00	1	47	19	0	1	0	0	1	0	0	3	0	1	73
19:15	0	39	16	0	1	1	0	1	0	0	0	0	0	58
19:30	0	41	13	0	0	0	0	0	0	0	2	0	0	56
19:45	0	36	11	0	1	0	0	0	0	1	1	0	0	50
	1	163	59	0	3	1	0	2	0	1	6	0	1	237
20:00	0	41	11	0	0	0	0	1	0	0	1	0	0	54
20:15	1	27	15	0	0	1	0	0	1	0	1	0	0	46
20:30	0	28	15	0	0	0	0	0	1	0	0	0	0	44
20:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
	1	123	43	0	0	1	0	1	2	0	2	0	0	173
21:00	1	18	9	0	0	0	0	1	0	0	0	0	1	30
21:15	0	28	8	0	0	1	0	0	1	1	0	0	0	39
21:30	1	33	6	0	0	0	0	0	0	1	0	0	1	42
21:45	0	19	4	0	0	0	0	0	1	0	0	0	0	24
	2	98	27	0	0	1	0	1	2	2	0	0	2	135
22:00	0	18	4	0	0	0	0	1	0	0	2	0	0	25
22:15	1	14	9	0	0	0	0	0	0	0	0	0	0	24
22:30	0	8	5	0	0	1	0	0	0	0	0	0	0	14
22:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	1	45	20	0	0	1	0	1	0	0	2	0	0	70
23:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	2	6	0	0	0	0	0	0	0	0	0	0	8
23:45	1	10	3	0	0	0	0	0	0	0	0	0	0	14
	1	28	10	0	0	0	0	0	1	0	0	0	0	40
Total	28	2387	1071	2	40	53	9	50	87	48	149	12	98	4034
Percent	0.7%	59.2%	26.5%	0.0%	1.0%	1.3%	0.2%	1.2%	2.2%	1.2%	3.7%	0.3%	2.4%	

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

Site Code: 3
 Station ID: U245
 Trafalgar Rd from Station St to Mill St

Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-25-25	0	7	2	0	0	0	0	0	0	0	0	0	0	9
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12
00:45	0	3	2	0	0	0	0	0	1	0	0	0	0	6
01:00	0	22	8	0	0	0	0	0	1	0	0	0	0	31
01:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	15	2	0	0	0	0	0	1	0	0	0	0	18
02:30	0	2	0	0	1	0	0	0	1	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	4
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	1	0	0	0	0	0	0	0	1	4
04:00	0	7	0	0	2	0	0	0	1	0	0	0	1	11
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	5	1	0	0	0	0	0	0	1	0	0	0	7
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	1	0	0	0	0	0	0	1	0	0	0	5
05:15	0	12	4	0	0	0	0	0	0	2	0	0	0	18
05:30	0	7	2	0	0	0	0	0	1	0	0	0	0	10
05:45	0	5	2	0	0	0	0	0	0	2	1	0	0	10
06:00	0	17	6	0	0	0	0	0	1	0	0	0	0	24
06:15	0	17	11	0	1	0	0	0	2	0	0	0	0	31
06:30	0	46	21	0	1	0	0	0	4	2	1	0	0	75
06:45	0	19	16	0	0	0	0	0	2	0	0	0	0	37
07:00	0	22	28	0	0	1	0	0	2	0	1	0	0	54
07:15	1	25	19	0	0	5	0	0	0	1	0	0	0	51
07:30	0	37	27	0	1	1	0	4	2	1	1	0	1	75
07:45	1	103	90	0	1	7	0	4	6	2	2	0	1	217
08:00	0	37	22	0	0	0	0	0	2	1	1	0	0	63
08:15	0	54	24	0	2	1	0	4	2	0	1	1	1	90
08:30	0	58	25	0	2	0	0	1	3	2	2	0	4	97
08:45	1	53	28	0	1	2	1	1	1	3	3	0	3	97
09:00	1	202	99	0	5	3	1	6	8	6	7	1	8	347
09:15	0	52	42	0	0	3	0	1	0	0	3	0	3	104
09:30	0	61	41	0	1	5	1	1	1	3	2	0	0	116
09:45	1	54	30	0	1	1	0	3	5	3	4	1	4	107
10:00	1	59	21	0	1	0	1	4	3	4	7	0	5	106
10:15	2	226	134	0	3	9	2	9	9	10	16	1	12	433
10:30	1	59	19	0	2	4	0	0	5	5	4	0	4	103
10:45	2	59	28	0	1	6	1	2	3	8	4	0	3	117
11:00	0	75	29	0	1	2	0	3	5	3	10	0	3	131
11:15	0	48	35	0	0	2	0	1	3	0	1	0	3	93
11:30	3	241	111	0	4	14	1	6	16	16	19	0	13	444
11:45	1	50	16	0	0	1	1	1	0	2	6	0	5	83
12:00	1	44	12	0	0	0	1	1	6	4	5	0	3	77
12:15	0	46	24	0	0	3	0	4	0	2	2	0	3	84
12:30	1	34	14	0	0	5	0	1	6	1	0	0	2	64
12:45	3	174	66	0	0	9	2	7	12	9	13	0	13	308
13:00	0	47	22	0	1	5	0	3	5	2	2	0	5	92
13:15	1	57	17	0	1	2	0	4	2	5	4	0	3	96
13:30	1	45	19	0	1	5	0	5	1	4	2	0	2	85
13:45	1	53	19	1	2	0	0	4	2	3	4	2	6	97
14:00	3	202	77	1	5	12	0	16	10	14	12	2	16	370
14:15	2	51	18	0	2	3	0	0	4	3	2	0	3	88
14:30	1	55	21	0	0	8	0	5	2	1	0	0	2	95
14:45	1	57	29	0	0	2	2	6	1	2	6	0	2	108
15:00	4	52	36	0	0	0	0	2	5	5	1	1	6	112
15:15	8	215	104	0	2	13	2	13	12	11	9	1	13	403
Total	21	1465	716	1	23	67	8	61	80	72	79	5	77	2675
Percent	0.8%	54.8%	26.8%	0.0%	0.9%	2.5%	0.3%	2.3%	3.0%	2.7%	3.0%	0.2%	2.9%	

Date Start: 24-Jun-25

Date End: 25-Jun-25

Date Start: 24-Jun-25

NB, SB														
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	38	20	0	1	4	0	6	3	4	3	1	3	83
12:15	0	42	16	0	2	0	1	2	2	4	3	0	3	75
12:30	1	39	18	0	0	5	0	2	3	5	3	1	2	79
12:45	0	54	23	0	1	3	0	3	2	4	3	1	6	100
	1	173	77	0	4	12	1	13	10	17	12	3	14	337
13:00	0	53	29	0	2	2	1	1	1	3	6	1	6	105
13:15	3	59	29	0	1	4	3	1	2	6	4	0	2	114
13:30	3	58	25	0	3	6	3	5	4	6	3	0	5	121
13:45	2	47	21	0	1	2	0	2	1	4	4	1	3	88
	8	217	104	0	7	14	7	9	8	19	17	2	16	428
14:00	0	53	21	0	0	2	1	5	5	6	1	0	3	97
14:15	1	66	14	1	4	1	0	0	2	2	5	0	5	101
14:30	0	49	22	0	2	1	0	4	3	1	5	1	2	90
14:45	2	66	21	0	3	1	0	5	2	4	6	0	6	116
	3	234	78	1	9	5	1	14	12	13	17	1	16	404
15:00	2	76	28	0	1	2	0	1	2	2	2	0	4	120
15:15	0	84	25	1	3	3	1	5	1	2	6	1	4	136
15:30	1	70	35	0	2	3	0	5	2	0	2	0	5	125
15:45	1	81	31	0	0	3	0	1	3	2	10	2	4	138
	4	311	119	1	6	11	1	12	8	6	20	3	17	519
16:00	0	80	32	0	0	0	1	1	1	3	7	0	6	131
16:15	1	82	37	0	0	1	1	5	3	1	5	1	5	142
16:30	2	97	36	0	1	5	0	2	1	0	11	0	5	160
16:45	2	92	40	0	0	2	0	0	6	2	14	2	5	165
	5	351	145	0	1	8	2	8	11	6	37	3	21	598
17:00	0	99	35	0	0	0	2	3	6	3	9	2	5	164
17:15	1	70	34	0	1	1	3	4	2	1	9	0	4	130
17:30	2	74	28	0	0	0	0	0	2	0	6	2	5	119
17:45	1	95	38	0	0	0	0	2	1	0	8	0	1	146
	4	338	135	0	1	1	5	9	11	4	32	4	15	559
18:00	1	67	25	0	0	2	0	0	0	0	4	0	5	104
18:15	0	57	34	0	0	0	0	1	0	0	4	0	2	98
18:30	0	68	24	0	0	1	0	1	2	1	2	0	1	100
18:45	1	58	15	0	0	0	0	1	0	1	3	0	1	80
	2	250	98	0	0	3	0	3	2	2	13	0	9	382
19:00	0	48	19	0	0	0	0	2	3	1	5	1	0	79
19:15	0	34	27	0	2	1	2	2	0	0	2	0	1	71
19:30	1	62	8	0	0	0	0	0	1	0	1	0	1	74
19:45	3	45	11	0	0	2	0	1	2	0	1	1	2	68
	4	189	65	0	2	3	2	5	6	1	9	2	4	292
20:00	0	51	12	0	1	0	0	1	2	0	1	1	1	70
20:15	3	48	13	0	0	0	0	1	1	0	2	0	0	68
20:30	1	31	12	0	0	0	0	0	0	2	0	0	0	46
20:45	0	33	10	0	0	0	0	0	0	0	1	0	0	44
	4	163	47	0	1	0	0	2	3	2	4	1	1	228
21:00	1	32	5	0	0	0	0	2	0	0	4	0	1	45
21:15	0	30	7	0	0	3	0	0	0	0	2	0	0	42
21:30	0	29	9	0	0	0	0	0	0	0	1	0	0	39
21:45	0	40	9	0	0	1	1	0	0	0	0	0	0	51
	1	131	30	0	0	4	1	2	0	0	7	0	1	177
22:00	0	15	6	0	0	0	0	0	1	1	0	0	0	23
22:15	0	12	2	0	0	0	0	0	0	0	0	0	1	15
22:30	0	14	2	0	0	2	0	0	0	0	0	0	0	18
22:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	0	55	11	0	0	2	0	0	1	1	0	0	1	71
23:00	0	10	4	0	0	0	0	0	1	0	0	0	0	15
23:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7
23:30	0	6	2	0	0	0	0	0	1	1	0	0	0	10
23:45	0	4	5	0	0	0	0	0	1	0	0	0	0	10
	0	22	16	0	0	0	0	0	3	1	0	0	0	42
Total	36	2434	925	2	31	63	20	77	75	72	168	19	115	4037
Percent	0.9%	60.3%	22.9%	0.0%	0.8%	1.6%	0.5%	1.9%	1.9%	1.8%	4.2%	0.5%	2.8%	
Grand Total	97	7768	3468	6	131	260	44	243	307	279	481	42	368	13494
Percent	0.7%	57.6%	25.7%	0.0%	1.0%	1.9%	0.3%	1.8%	2.3%	2.1%	3.6%	0.3%	2.7%	

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

Site Code: 4
 Station ID: U51
 Wellington Rd 22 from Trafalgar Rd to
 8th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-24-25	0	1	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
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	1	0	0	0	0	0	0	0	0	0	0	0	1
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	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	3	2	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
05:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
06:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
06:15	0	16	12	0	0	0	0	0	0	0	0	0	0	28
06:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
06:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
07:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
07:15	1	4	4	0	0	0	0	0	0	0	0	0	1	10
07:30	1	19	16	0	0	0	0	0	0	0	0	0	1	37
07:45	0	10	5	0	1	0	0	0	0	0	1	0	0	17
08:00	0	18	7	0	0	0	0	0	0	0	1	0	0	26
08:15	0	17	12	0	0	0	0	1	0	0	1	0	0	31
08:30	0	20	4	0	0	0	0	0	0	0	0	0	0	24
08:45	0	65	28	0	1	0	0	1	0	0	3	0	0	98
09:00	0	18	6	0	1	0	0	0	0	0	1	0	0	26
09:15	0	18	10	0	1	0	0	0	0	0	2	0	0	31
09:30	0	29	10	0	4	1	0	0	0	0	1	0	0	45
09:45	0	39	6	0	1	0	0	0	1	0	1	0	0	48
10:00	0	104	32	0	7	1	0	0	1	0	5	0	0	150
10:15	0	25	9	0	2	1	0	0	1	0	2	0	1	41
10:30	0	30	14	0	1	0	0	0	1	0	0	0	0	46
10:45	0	37	12	0	2	0	0	1	0	1	2	0	0	55
11:00	0	35	11	0	3	1	0	1	0	0	3	0	0	54
11:15	0	127	46	0	8	2	0	2	2	1	7	0	1	196
11:30	0	21	15	0	0	1	0	0	0	1	1	0	0	39
11:45	0	24	7	0	1	2	0	0	0	0	1	0	0	35
12:00	0	22	15	0	0	0	0	0	0	0	0	0	0	37
12:15	0	28	8	0	1	0	0	1	0	0	0	0	0	38
12:30	0	95	45	0	2	3	0	1	0	1	2	0	0	149
12:45	0	19	7	0	2	0	0	0	0	0	0	0	0	28
13:00	0	18	4	0	0	1	0	0	0	0	0	0	1	24
13:15	0	22	8	0	0	0	0	0	0	0	0	0	0	30
13:30	2	20	8	0	0	0	0	1	0	0	0	0	0	31
13:45	2	79	27	0	2	1	0	1	0	0	0	0	1	113
14:00	0	26	10	0	3	1	0	0	0	1	0	0	0	41
14:15	0	22	10	0	1	1	0	0	0	0	1	0	0	35
14:30	0	20	11	0	1	0	0	0	0	0	0	0	0	32
14:45	0	15	12	0	1	0	0	0	0	0	0	0	0	28
15:00	0	83	43	0	6	2	0	0	0	1	1	0	0	136
Total	3	606	254	0	26	9	0	5	3	3	18	0	3	930
Percent	0.3%	65.2%	27.3%	0.0%	2.8%	1.0%	0.0%	0.5%	0.3%	0.3%	1.9%	0.0%	0.3%	

EB															Date Start: 24-Jun-23
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	21	9	0	0	0	0	0	0	0	0	0	0	30	
12:15	0	23	6	0	0	1	0	0	0	0	0	0	0	30	
12:30	0	18	6	0	0	0	0	0	0	0	0	0	1	25	
12:45	0	23	8	0	0	0	0	0	0	0	0	0	0	31	
	0	85	29	0	0	1	0	0	0	0	0	0	1	116	
13:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
13:15	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
13:30	0	20	6	0	0	0	0	0	0	0	0	0	0	26	
13:45	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
	0	70	22	0	0	0	0	0	0	0	0	0	0	92	
14:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
14:15	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
14:30	0	10	11	0	0	0	1	1	0	0	0	0	0	23	
14:45	0	23	10	0	0	0	0	0	0	0	0	0	0	33	
	0	67	29	0	0	0	1	1	0	0	0	0	0	98	
15:00	0	21	13	0	1	0	0	1	0	0	0	0	0	36	
15:15	0	22	9	0	2	0	0	1	0	0	1	0	0	35	
15:30	0	35	12	0	1	0	0	0	0	1	2	0	0	51	
15:45	0	38	13	0	0	0	0	0	0	0	1	0	0	52	
	0	116	47	0	4	0	0	2	0	1	4	0	0	174	
16:00	0	33	19	0	0	1	0	3	0	4	1	0	0	61	
16:15	0	39	12	0	0	0	0	0	0	3	2	0	0	56	
16:30	0	44	10	0	0	0	0	0	0	0	1	0	0	55	
16:45	0	65	10	0	0	0	0	0	0	1	2	0	0	78	
	0	181	51	0	0	1	0	3	0	8	6	0	0	250	
17:00	2	55	14	0	0	0	0	0	1	0	2	0	0	74	
17:15	0	39	17	0	0	0	0	1	0	1	0	0	0	58	
17:30	0	38	11	0	0	0	0	0	0	1	3	0	0	53	
17:45	0	34	11	0	0	0	0	1	2	1	0	0	1	50	
	2	166	53	0	0	0	0	2	3	3	5	0	1	235	
18:00	0	36	9	0	0	0	1	0	0	0	0	0	0	46	
18:15	0	34	10	0	1	2	0	2	0	0	1	0	0	50	
18:30	0	32	7	0	0	1	0	0	0	0	0	0	0	40	
18:45	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
	0	129	32	0	1	3	1	2	0	0	1	0	0	169	
19:00	1	15	8	0	1	0	0	0	0	0	0	0	0	25	
19:15	4	21	5	0	0	0	0	0	0	0	1	0	0	31	
19:30	1	16	4	0	0	0	0	0	0	0	0	0	0	21	
19:45	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
	6	74	24	0	1	0	0	0	0	0	1	0	0	106	
20:00	0	26	4	0	0	0	0	0	0	0	1	0	0	31	
20:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
20:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
20:45	1	14	0	0	0	0	0	0	0	0	0	0	0	15	
	1	65	10	0	0	0	0	0	0	0	1	0	0	77	
21:00	1	16	3	0	0	0	0	0	0	0	0	0	0	20	
21:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
21:30	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
	1	42	10	0	0	0	0	0	0	0	0	0	0	53	
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
22:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
22:45	0	5	0	0	0	1	0	0	0	0	0	0	0	6	
	0	16	5	0	0	1	0	0	0	0	0	0	0	22	
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
23:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
23:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
Total	10	1020	316	0	6	6	2	10	3	12	18	0	2	1405	
Percent	0.7%	72.6%	22.5%	0.0%	0.4%	0.4%	0.1%	0.7%	0.2%	0.9%	1.3%	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: 4
 Station ID: U51
 Wellington Rd 22 from Trafalgar Rd to
 8th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-25-25	0	1	1	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	5	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:15	0	20	10	0	0	0	0	0	0	0	0	0	0	30
05:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
05:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
06:00	0	7	3	0	0	0	0	0	0	0	1	0	0	11
06:15	0	6	4	0	1	0	0	0	0	0	0	0	1	12
06:30	0	24	12	0	1	0	0	0	0	0	1	0	1	39
06:45	1	11	8	0	1	1	0	0	0	0	0	0	0	22
07:00	0	20	8	0	0	0	0	0	0	0	0	0	0	28
07:15	0	25	9	0	1	0	0	0	0	0	0	0	0	35
07:30	0	19	7	0	3	1	0	0	0	0	1	0	0	31
07:45	1	75	32	0	5	2	0	0	0	0	1	0	0	116
08:00	0	20	7	0	1	4	0	0	0	0	0	0	1	33
08:15	0	25	11	0	0	2	0	0	1	0	0	0	0	39
08:30	0	27	13	0	3	0	0	0	0	0	1	0	0	44
08:45	0	29	14	0	2	0	0	0	0	1	0	0	0	46
09:00	0	101	45	0	6	6	0	0	1	1	1	0	1	162
09:15	0	27	9	0	5	0	0	0	0	0	2	0	1	44
09:30	0	20	11	0	2	0	0	0	0	0	0	0	0	33
09:45	0	36	8	0	0	2	0	0	0	0	1	0	0	47
10:00	0	21	15	0	1	1	0	0	0	0	1	0	0	39
10:15	0	104	43	0	8	3	0	0	0	0	4	0	1	163
10:30	1	21	8	0	0	0	0	0	1	0	2	0	0	33
10:45	0	23	12	0	2	0	0	0	0	0	0	0	1	38
11:00	0	23	9	0	0	1	0	1	0	0	0	0	0	35
11:15	0	16	9	0	1	0	0	0	1	0	0	0	0	27
11:30	2	83	38	0	3	1	0	1	2	0	2	0	1	133
11:45	0	16	12	0	0	1	0	2	0	0	0	0	0	31
12:00	0	25	10	0	0	0	0	0	0	1	1	0	1	38
12:15	0	19	4	0	0	0	0	0	0	0	1	0	0	24
12:30	0	15	5	0	0	0	0	0	1	0	0	0	0	21
12:45	0	75	31	0	0	1	0	2	1	1	2	0	1	114
13:00	0	13	7	0	0	1	0	0	0	0	1	0	0	22
13:15	0	17	12	0	0	2	0	1	0	1	0	0	0	33
13:30	0	30	9	0	1	0	0	0	0	0	0	0	0	40
13:45	3	15	9	0	0	1	0	0	0	0	1	0	0	29
Total	3	75	37	0	1	4	0	1	0	1	2	0	0	124
Percent	6	572	253	0	24	17	0	4	4	3	13	0	5	901
	0.7%	63.5%	28.1%	0.0%	2.7%	1.9%	0.0%	0.4%	0.4%	0.3%	1.4%	0.0%	0.6%	

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	16	6	0	0	1	0	1	0	0	0	0	0	24
	12:15	1	22	13	0	0	0	0	0	0	0	0	0	1	37
	12:30	1	24	13	0	0	0	0	0	0	0	0	0	0	38
	12:45	0	20	9	0	1	0	0	0	0	0	1	0	1	32
		2	82	41	0	1	1	0	1	0	0	1	0	2	131
	13:00	0	10	6	0	0	0	0	0	1	1	0	0	0	18
	13:15	0	17	12	0	0	3	0	0	1	0	0	0	0	33
	13:30	0	17	10	0	1	1	0	0	0	0	0	0	0	29
	13:45	0	23	9	0	1	1	0	0	0	0	1	0	0	35
		0	67	37	0	2	5	0	0	2	1	1	0	0	115
	14:00	0	13	11	0	0	0	0	0	0	0	0	0	0	24
	14:15	0	24	13	0	3	0	0	0	0	0	0	0	0	40
	14:30	1	31	6	0	0	0	1	0	0	0	0	0	1	40
	14:45	0	31	10	0	0	1	0	0	0	0	0	0	0	42
		1	99	40	0	3	1	1	0	0	0	0	0	1	146
	15:00	2	22	12	0	0	0	0	0	0	0	0	1	0	37
	15:15	0	24	14	0	2	0	0	1	0	0	1	0	0	42
	15:30	0	23	18	0	1	0	1	0	0	0	0	0	0	43
	15:45	0	36	14	0	1	0	0	0	0	0	0	0	0	51
		2	105	58	0	4	0	1	1	0	0	1	1	0	173
	16:00	0	41	11	0	2	0	0	1	1	2	0	0	0	58
	16:15	0	40	10	0	1	0	0	0	0	0	1	0	0	52
	16:30	0	51	10	0	0	0	0	0	0	0	1	0	0	62
	16:45	0	44	18	0	0	0	0	0	1	0	1	0	0	64
		0	176	49	0	3	0	0	1	2	2	3	0	0	236
	17:00	0	40	9	1	0	0	0	1	1	0	0	0	0	52
	17:15	0	45	9	0	0	0	0	1	0	0	0	0	0	55
	17:30	0	38	15	0	1	0	0	0	0	0	1	0	0	55
	17:45	0	36	13	0	1	0	0	0	0	0	1	0	0	51
		0	159	46	1	2	0	0	2	1	0	2	0	0	213
	18:00	0	37	14	0	0	0	0	0	0	0	0	0	0	51
	18:15	1	35	10	0	0	0	0	0	0	0	0	0	0	46
	18:30	0	29	14	0	1	1	0	1	0	0	1	0	0	47
	18:45	0	20	10	0	0	1	0	0	0	0	1	0	0	32
		1	121	48	0	1	2	0	1	0	0	2	0	0	176
	19:00	0	30	7	0	0	0	0	0	0	0	0	0	0	37
	19:15	0	21	6	0	2	1	0	0	0	0	2	0	0	32
	19:30	0	14	2	0	1	0	0	0	0	0	1	0	0	18
	19:45	1	12	6	0	1	0	0	0	0	0	1	0	0	21
		1	77	21	0	4	1	0	0	0	0	4	0	0	108
	20:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
	20:15	1	14	4	0	1	0	0	0	0	0	0	0	0	20
	20:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	20:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
		1	47	17	0	1	0	0	0	0	0	0	0	0	66
	21:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	21:15	0	13	3	0	0	0	0	0	0	0	1	0	0	17
	21:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	21:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13
		0	46	13	0	0	0	0	0	0	0	1	0	0	60
	22:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8
	22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	22:30	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	22:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
		1	19	9	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	2	2	0	0	1	0	0	0	0	0	0	0	5
	23:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
		0	10	5	0	0	1	0	0	0	0	0	0	0	16
Total		9	1008	384	1	21	11	2	6	5	3	15	1	3	1469
Percent		0.6%	68.6%	26.1%	0.1%	1.4%	0.7%	0.1%	0.4%	0.3%	0.2%	1.0%	0.1%	0.2%	
Grand Total		28	3206	1207	1	77	43	4	25	15	21	64	1	13	4705
Percent		0.6%	68.1%	25.7%	0.0%	1.6%	0.9%	0.1%	0.5%	0.3%	0.4%	1.4%	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: 4
 Station ID: U51
 Wellington Rd 22 from Trafalgar Rd to
 8th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-24-25	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	3
01:15	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	1	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	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	0
04:00	0	2	1	0	1	0	0	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
05:45	0	2	5	0	0	0	0	0	0	0	0	0	0	7
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7
06:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
06:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
07:00	0	10	10	0	1	0	0	0	0	0	0	0	0	21
07:15	0	3	4	0	0	0	0	0	1	0	0	0	0	8
07:30	0	13	8	0	0	0	0	0	0	0	2	0	1	24
07:45	0	9	6	0	0	0	0	0	0	0	1	0	0	16
08:00	0	11	9	0	0	1	1	0	0	0	0	0	0	22
08:15	0	36	27	0	0	1	1	0	1	0	3	0	1	70
08:30	0	12	15	0	0	0	0	0	0	0	0	0	0	27
08:45	0	9	6	0	1	1	0	0	0	0	1	0	0	18
09:00	0	15	8	0	1	0	0	0	0	0	1	0	1	26
09:15	0	18	5	0	0	1	0	0	1	0	1	0	0	26
09:30	0	54	34	0	2	2	0	0	1	0	3	0	1	97
09:45	0	12	9	0	1	0	0	0	0	0	0	0	0	22
10:00	0	22	13	0	1	0	0	0	0	0	1	0	0	37
10:15	0	25	9	0	3	0	0	0	1	0	1	0	1	40
10:30	0	34	12	0	0	1	0	0	1	2	0	0	0	50
10:45	0	93	43	0	5	1	0	0	2	2	2	0	1	149
11:00	0	31	13	0	1	0	0	0	0	0	0	0	1	46
11:15	0	19	15	0	1	0	0	0	0	0	0	0	0	35
11:30	1	22	10	2	0	0	0	1	0	0	1	0	0	37
11:45	0	22	16	0	1	0	0	0	0	1	0	0	0	40
12:00	1	94	54	2	3	0	0	1	0	1	1	0	1	158
12:15	0	26	18	0	1	0	1	0	0	0	1	0	1	48
12:30	0	15	10	0	1	0	0	0	0	0	0	0	0	26
12:45	0	22	13	0	0	0	0	0	0	0	0	0	0	35
13:00	0	19	17	0	1	0	0	0	0	0	1	0	0	38
13:15	0	82	58	0	3	0	1	0	0	0	2	0	1	147
13:30	0	17	13	0	1	0	0	1	0	0	0	0	0	32
13:45	0	10	8	0	0	1	0	0	0	1	0	0	1	21
14:00	0	8	5	0	2	0	0	0	1	1	0	0	0	17
14:15	1	12	11	0	1	0	0	1	0	2	1	0	0	29
14:30	1	47	37	0	4	1	0	2	1	4	1	0	1	99
14:45	0	25	17	0	2	1	0	0	0	0	0	0	0	45
15:00	0	20	9	0	1	0	0	0	0	0	0	0	0	30
15:15	0	13	16	0	1	0	1	0	0	0	1	0	0	32
15:30	0	22	21	0	3	1	0	1	0	0	2	0	0	51
15:45	1	80	63	0	7	2	1	1	0	0	3	0	0	158
Total	4	504	333	2	27	7	3	4	5	7	15	0	6	917
Percent	0.4%	55.0%	36.3%	0.2%	2.9%	0.8%	0.3%	0.4%	0.5%	0.8%	1.6%	0.0%	0.7%	

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	15	14	1	1	1	1	1	0	0	1	0	0	35	
12:15	1	22	21	0	0	1	0	0	0	0	0	0	0	45	
12:30	1	10	18	0	2	3	0	2	0	0	1	0	0	37	
12:45	0	21	23	0	1	0	0	0	0	0	0	0	0	45	
	2	68	76	1	4	5	1	3	0	0	2	0	0	162	
13:00	1	8	15	0	0	0	0	0	1	0	0	0	0	25	
13:15	3	12	12	0	0	0	0	1	0	0	0	0	0	28	
13:30	0	18	15	0	1	0	0	1	1	0	0	0	1	37	
13:45	0	26	13	0	1	1	0	1	0	0	0	0	0	42	
	4	64	55	0	2	1	0	3	2	0	0	0	1	132	
14:00	0	22	11	0	0	1	0	0	0	0	0	0	1	35	
14:15	4	22	22	0	2	1	0	1	0	0	0	0	0	52	
14:30	0	26	16	0	3	0	0	1	0	0	1	0	0	47	
14:45	5	22	19	1	0	1	0	1	0	2	2	0	0	53	
	9	92	68	1	5	3	0	3	0	2	3	0	1	187	
15:00	1	18	15	0	1	0	0	0	0	0	0	0	0	35	
15:15	1	29	17	0	1	0	0	1	0	0	1	0	0	50	
15:30	1	37	22	1	1	1	0	0	0	0	1	0	0	64	
15:45	0	34	22	1	0	1	0	2	0	0	0	0	0	60	
	3	118	76	2	3	2	0	3	0	0	2	0	0	209	
16:00	0	29	16	1	3	0	0	3	0	0	1	0	0	53	
16:15	1	39	21	0	2	0	0	1	0	0	2	0	0	66	
16:30	0	49	22	0	1	0	0	1	0	0	1	0	1	75	
16:45	0	40	26	0	0	0	0	0	0	0	4	0	0	70	
	1	157	85	1	6	0	0	5	0	0	8	0	1	264	
17:00	0	44	17	0	0	0	0	0	0	0	1	0	0	62	
17:15	0	27	22	0	1	0	0	0	0	0	0	0	0	50	
17:30	1	28	17	0	1	0	0	0	0	0	1	0	0	48	
17:45	0	21	19	0	0	0	0	0	0	0	0	0	0	40	
	1	120	75	0	2	0	0	0	0	0	2	0	0	200	
18:00	1	22	13	0	1	0	0	0	0	0	0	0	1	38	
18:15	0	11	9	0	0	0	0	0	0	0	0	0	1	21	
18:30	0	6	7	0	1	0	0	0	0	0	0	0	0	14	
18:45	1	16	9	0	1	0	0	0	0	0	0	0	0	27	
	2	55	38	0	3	0	0	0	0	0	0	0	2	100	
19:00	1	12	9	0	0	0	0	0	0	0	0	0	0	22	
19:15	0	11	9	0	0	0	1	0	0	0	0	0	0	21	
19:30	0	14	6	0	0	0	0	0	0	0	0	0	0	20	
19:45	0	9	14	0	0	0	0	0	0	0	0	0	0	23	
	1	46	38	0	0	0	1	0	0	0	0	0	0	86	
20:00	0	16	9	0	0	0	0	0	0	0	0	0	0	25	
20:15	0	15	7	0	2	0	0	0	0	0	0	0	0	24	
20:30	0	9	10	0	1	0	0	0	0	0	0	0	0	20	
20:45	0	5	7	0	1	0	0	0	0	0	0	0	0	13	
	0	45	33	0	4	0	0	0	0	0	0	0	0	82	
21:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
21:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
21:30	1	4	7	0	0	0	0	0	0	0	1	0	0	13	
21:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
	1	25	19	0	0	0	0	0	0	0	1	0	0	46	
22:00	1	5	1	0	0	0	0	0	0	0	1	0	0	8	
22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
22:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
	1	22	6	0	0	0	0	0	0	0	1	0	0	30	
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
23:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
23:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
	0	13	4	0	1	0	0	0	0	0	0	0	0	18	
Total	25	825	573	5	30	11	2	17	2	2	19	0	5	1516	
Percent	1.6%	54.4%	37.8%	0.3%	2.0%	0.7%	0.1%	1.1%	0.1%	0.1%	1.3%	0.0%	0.3%		

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
06-25-25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
00:30	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	4
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	1	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	0	1	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	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
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	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
05:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	5	0	0	0	0	0	0	0	0	0	0	6
06:00	0	2	2	0	0	0	0	0	0	0	0	0	0	3
06:15	0	4	5	0	0	0	0	0	0	0	0	0	0	9
06:30	0	5	7	0	0	1	0	0	0	0	1	0	0	18
06:45	0	6	10	0	0	0	0	0	0	0	0	0	0	16
07:00	0	10	11	1	0	0	0	1	0	0	0	0	0	23
07:15	0	30	33	1	0	2	0	1	0	0	1	0	0	68
07:30	0	17	10	0	0	0	0	0	0	0	0	0	0	27
07:45	0	9	6	0	1	0	0	0	2	0	0	0	0	18
08:00	0	18	10	0	1	0	0	0	1	0	0	0	0	30
08:15	0	12	10	0	1	1	0	0	0	0	0	0	0	24
08:30	0	56	36	0	3	1	0	0	3	0	0	0	0	99
08:45	1	21	21	0	0	0	1	0	0	0	1	0	0	45
09:00	0	22	20	0	0	0	0	0	0	0	0	0	0	42
09:15	0	26	13	0	1	0	0	0	2	0	2	0	0	44
09:30	0	26	15	0	1	0	0	0	2	3	0	0	0	47
09:45	1	95	69	0	2	0	1	0	4	3	3	0	0	178
10:00	1	20	14	1	0	1	1	0	0	0	0	0	0	38
10:15	0	16	16	1	1	0	0	0	0	0	0	0	0	34
10:30	1	16	8	0	1	0	0	0	0	0	0	0	0	26
10:45	0	19	15	0	1	0	0	2	0	0	0	1	0	38
11:00	2	71	53	2	3	1	1	2	0	0	0	1	0	136
11:15	0	16	12	0	2	2	0	2	0	0	2	0	0	36
11:30	0	15	8	0	2	0	0	0	1	0	2	0	0	28
11:45	0	17	11	0	1	1	0	1	0	0	1	0	0	32
12:00	1	10	15	0	1	0	0	0	0	0	1	0	1	29
12:15	1	58	46	0	6	3	0	3	1	0	6	0	1	125
12:30	1	20	14	0	2	1	0	1	0	1	0	0	0	40
12:45	0	11	15	0	0	1	0	1	0	3	0	0	1	32
13:00	0	16	10	0	1	0	0	0	0	0	0	0	0	27
13:15	0	16	11	0	3	0	0	0	1	0	0	0	0	31
13:30	1	63	50	0	6	2	0	2	1	4	0	0	1	130
13:45	2	12	10	0	2	0	0	1	0	0	0	0	0	27
14:00	0	10	13	0	1	0	0	1	0	0	0	0	0	25
14:15	0	15	14	0	1	0	0	0	0	0	1	0	0	31
14:30	0	11	8	0	0	0	1	1	1	0	1	0	0	23
14:45	2	48	45	0	4	0	1	3	1	0	2	0	0	106
Total	7	431	354	3	25	9	3	11	10	7	12	1	2	875
Percent	0.8%	49.3%	40.5%	0.3%	2.9%	1.0%	0.3%	1.3%	1.1%	0.8%	1.4%	0.1%	0.2%	

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

Site Code: 4
Station ID: U51
Wellington Rd 22 from Trafalgar Rd to
8th Line
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

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	18	15	0	3	0	0	2	0	1	1	0	0	40
12:15	0	14	14	0	0	0	1	0	0	0	0	0	0	29
12:30	1	13	16	0	0	1	0	0	1	1	2	0	0	35
12:45	0	11	12	0	2	1	0	1	0	0	0	0	0	27
	1	56	57	0	5	2	1	3	1	2	3	0	0	131
13:00	0	15	12	0	2	1	0	0	0	0	2	0	0	32
13:15	0	23	16	0	3	0	1	0	0	1	0	0	0	44
13:30	1	15	12	1	1	1	0	0	0	2	0	0	0	33
13:45	0	24	15	0	1	0	0	0	0	0	1	0	0	41
	1	77	55	1	7	2	1	0	0	3	3	0	0	150
14:00	0	20	9	0	0	0	0	0	0	0	1	0	0	30
14:15	1	25	10	0	0	0	0	0	0	0	0	0	0	36
14:30	0	23	8	0	1	1	0	0	1	0	0	0	0	34
14:45	0	13	14	0	0	0	0	1	0	2	0	0	0	30
	1	81	41	0	1	1	0	1	1	2	1	0	0	130
15:00	0	18	14	1	0	0	0	0	0	0	1	0	1	35
15:15	0	28	19	0	1	1	0	0	0	0	2	0	1	52
15:30	0	31	12	2	0	0	0	1	1	0	3	0	0	50
15:45	0	25	16	0	0	0	1	0	1	0	0	0	0	43
	0	102	61	3	1	1	1	1	2	0	6	0	2	180
16:00	0	21	15	0	1	0	0	1	0	0	1	0	0	39
16:15	0	30	14	1	0	0	0	1	1	0	0	0	0	47
16:30	0	41	21	0	2	0	0	1	0	0	2	0	0	67
16:45	2	36	23	0	0	0	0	0	0	0	1	0	0	62
	2	128	73	1	3	0	0	3	1	0	4	0	0	215
17:00	0	27	14	0	1	0	0	0	0	0	1	0	0	43
17:15	0	23	14	0	2	1	0	0	0	0	0	0	0	40
17:30	0	21	8	0	2	0	0	0	0	0	0	0	0	31
17:45	1	25	16	0	1	0	0	0	0	0	2	0	0	45
	1	96	52	0	6	1	0	0	0	0	3	0	0	159
18:00	1	13	8	0	0	0	0	0	0	0	1	0	0	23
18:15	0	16	10	0	0	0	0	0	0	0	0	0	0	26
18:30	0	19	7	0	0	0	0	0	0	0	2	0	0	28
18:45	0	21	12	0	0	0	0	0	0	0	0	0	0	33
	1	69	37	0	0	0	0	0	0	0	3	0	0	110
19:00	0	23	11	0	2	1	0	0	0	0	0	0	0	37
19:15	0	14	8	0	0	0	0	0	0	0	1	0	0	23
19:30	0	14	11	0	0	1	0	0	0	0	0	0	0	26
19:45	0	14	11	0	0	0	0	0	0	1	0	0	0	26
	0	65	41	0	2	2	0	0	0	1	1	0	0	112
20:00	0	12	8	0	1	0	0	0	0	0	1	0	0	22
20:15	0	9	10	0	1	0	0	0	0	0	0	0	0	20
20:30	0	7	5	0	1	0	0	0	0	0	0	0	0	13
20:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	0	35	28	0	3	0	0	0	0	0	1	0	0	67
21:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
21:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
21:30	0	5	4	0	0	0	0	0	0	0	1	0	0	10
21:45	0	5	7	0	0	0	0	0	0	0	0	0	0	12
	0	31	15	0	0	0	0	0	0	0	1	0	0	47
22:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
22:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	0	13	11	0	0	0	0	0	0	0	0	0	0	24
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:15	0	4	6	0	0	0	0	0	0	0	0	0	0	10
23:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	0	13	14	0	0	0	0	0	0	0	0	0	0	27
Total	7	766	485	5	28	9	3	8	5	8	26	0	2	1352
Percent	0.5%	56.7%	35.9%	0.4%	2.1%	0.7%	0.2%	0.6%	0.4%	0.6%	1.9%	0.0%	0.1%	
Grand Total	43	2526	1745	15	110	36	11	40	22	24	72	1	15	4660
Percent	0.9%	54.2%	37.4%	0.3%	2.4%	0.8%	0.2%	0.9%	0.5%	0.5%	1.5%	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: 4
 Station ID: U51
 Wellington Rd 22 from Trafalgar Rd to
 8th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-24-25	0	1	3	0	0	0	0	0	0	0	0	0	0	4
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
01:15	1	3	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	1	8	2	0	1	0	0	0	0	0	0	0	0	12
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	3	0	0	1	0	0	0	0	0	0	0	0	4
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	7	0	0	0	0	0	0	0	0	0	0	16
04:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:30	0	6	8	0	0	0	0	0	0	0	0	0	0	14
04:45	0	6	2	0	1	0	0	0	0	0	0	0	0	9
05:00	0	10	10	0	0	0	0	0	0	0	0	0	0	20
05:15	0	26	22	0	1	0	0	0	0	0	0	0	0	49
05:30	0	7	7	0	0	0	0	0	1	0	0	0	0	15
05:45	0	17	11	0	0	0	0	0	0	0	2	0	1	31
06:00	0	16	12	0	0	0	0	0	0	0	1	0	0	29
06:15	1	15	13	0	0	1	1	0	0	0	0	0	1	32
06:30	1	55	43	0	0	1	1	0	1	0	3	0	2	107
06:45	0	22	20	0	1	0	0	0	0	0	1	0	0	44
07:00	0	27	13	0	1	1	0	0	0	0	2	0	0	44
07:15	0	32	20	0	1	0	0	1	0	0	2	0	1	57
07:30	0	38	9	0	0	1	0	0	1	0	1	0	0	50
07:45	0	119	62	0	3	2	0	1	1	0	6	0	1	195
08:00	0	30	15	0	2	0	0	0	0	0	1	0	0	48
08:15	0	40	23	0	2	0	0	0	0	0	3	0	0	68
08:30	0	54	19	0	7	1	0	0	1	0	2	0	1	85
08:45	0	73	18	0	1	1	0	0	2	2	1	0	0	98
09:00	0	197	75	0	12	2	0	0	3	2	7	0	1	299
09:15	0	56	22	0	3	1	0	0	1	0	2	0	2	87
09:30	0	49	29	0	2	0	0	0	1	0	0	0	0	81
09:45	1	59	22	2	2	0	0	2	0	1	3	0	0	92
10:00	0	57	27	0	4	1	0	1	0	1	3	0	0	94
10:15	1	221	100	2	11	2	0	3	2	2	8	0	2	354
10:30	0	47	33	0	1	1	1	0	0	1	2	0	1	87
10:45	0	39	17	0	2	2	0	0	0	0	1	0	0	61
11:00	0	44	28	0	0	0	0	0	0	0	0	0	0	72
11:15	0	47	25	0	2	0	0	1	0	0	1	0	0	76
11:30	0	177	103	0	5	3	1	1	0	1	4	0	1	296
11:45	0	36	20	0	3	0	0	1	0	0	0	0	0	60
12:00	0	28	12	0	0	2	0	0	0	1	0	0	2	45
12:15	0	30	13	0	2	0	0	0	1	1	0	0	0	47
12:30	3	32	19	0	1	0	0	2	0	2	1	0	0	60
12:45	3	126	64	0	6	2	0	3	1	4	1	0	2	212
13:00	0	51	27	0	5	2	0	0	0	1	0	0	0	86
13:15	0	42	19	0	2	1	0	0	0	0	1	0	0	65
13:30	0	33	27	0	2	0	1	0	0	0	1	0	0	64
13:45	1	37	33	0	4	1	0	1	0	0	2	0	0	79
Total	1	163	106	0	13	4	1	1	0	1	4	0	0	294
Percent	7	1110	587	2	53	16	3	9	8	10	33	0	9	1847
	0.4%	60.1%	31.8%	0.1%	2.9%	0.9%	0.2%	0.5%	0.4%	0.5%	1.8%	0.0%	0.5%	

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	36	23	1	1	1	1	1	0	0	1	0	0	65
12:15	1	45	27	0	0	2	0	0	0	0	0	0	0	75
12:30	1	28	24	0	2	3	0	2	0	0	1	0	1	62
12:45	0	44	31	0	1	0	0	0	0	0	0	0	0	76
	2	153	105	1	4	6	1	3	0	0	2	0	1	278
13:00	1	25	20	0	0	0	0	0	1	0	0	0	0	47
13:15	3	30	17	0	0	0	0	1	0	0	0	0	0	51
13:30	0	38	21	0	1	0	0	1	1	0	0	0	1	63
13:45	0	41	19	0	1	1	0	1	0	0	0	0	0	63
	4	134	77	0	2	1	0	3	2	0	0	0	1	224
14:00	0	40	15	0	0	1	0	0	0	0	0	0	1	57
14:15	4	38	26	0	2	1	0	1	0	0	0	0	0	72
14:30	0	36	27	0	3	0	1	2	0	0	1	0	0	70
14:45	5	45	29	1	0	1	0	1	0	2	2	0	0	86
	9	159	97	1	5	3	1	4	0	2	3	0	1	285
15:00	1	39	28	0	2	0	0	1	0	0	0	0	0	71
15:15	1	51	26	0	3	0	0	2	0	0	2	0	0	85
15:30	1	72	34	1	2	1	0	0	0	1	3	0	0	115
15:45	0	72	35	1	0	1	0	2	0	0	1	0	0	112
	3	234	123	2	7	2	0	5	0	1	6	0	0	383
16:00	0	62	35	1	3	1	0	6	0	4	2	0	0	114
16:15	1	78	33	0	2	0	0	1	0	3	4	0	0	122
16:30	0	93	32	0	1	0	0	1	0	0	2	0	1	130
16:45	0	105	36	0	0	0	0	0	0	1	6	0	0	148
	1	338	136	1	6	1	0	8	0	8	14	0	1	514
17:00	2	99	31	0	0	0	0	0	1	0	3	0	0	136
17:15	0	66	39	0	1	0	0	1	0	1	0	0	0	108
17:30	1	66	28	0	1	0	0	0	0	1	4	0	0	101
17:45	0	55	30	0	0	0	0	1	2	1	0	0	1	90
	3	286	128	0	2	0	0	2	3	3	7	0	1	435
18:00	1	58	22	0	1	0	1	0	0	0	0	0	1	84
18:15	0	45	19	0	1	2	0	2	0	0	1	0	1	71
18:30	0	38	14	0	1	1	0	0	0	0	0	0	0	54
18:45	1	43	15	0	1	0	0	0	0	0	0	0	0	60
	2	184	70	0	4	3	1	2	0	0	1	0	2	269
19:00	2	27	17	0	1	0	0	0	0	0	0	0	0	47
19:15	4	32	14	0	0	0	1	0	0	0	1	0	0	52
19:30	1	30	10	0	0	0	0	0	0	0	0	0	0	41
19:45	0	31	21	0	0	0	0	0	0	0	0	0	0	52
	7	120	62	0	1	0	1	0	0	0	1	0	0	192
20:00	0	42	13	0	0	0	0	0	0	0	1	0	0	56
20:15	0	26	9	0	2	0	0	0	0	0	0	0	0	37
20:30	0	23	14	0	1	0	0	0	0	0	0	0	0	38
20:45	1	19	7	0	1	0	0	0	0	0	0	0	0	28
	1	110	43	0	4	0	0	0	0	0	1	0	0	159
21:00	1	22	7	0	0	0	0	0	0	0	0	0	0	30
21:15	0	12	7	0	0	0	0	0	0	0	0	0	0	19
21:30	1	16	11	0	0	0	0	0	0	0	1	0	0	29
21:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	2	67	29	0	0	0	0	0	0	0	1	0	0	99
22:00	1	10	3	0	0	0	0	0	0	0	1	0	0	15
22:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
22:30	0	10	6	0	0	0	0	0	0	0	0	0	0	16
22:45	0	9	0	0	0	1	0	0	0	0	0	0	0	10
	1	38	11	0	0	1	0	0	0	0	1	0	0	52
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	7	3	0	1	0	0	0	0	0	0	0	0	11
23:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	22	8	0	1	0	0	0	0	0	0	0	0	31
Total	35	1845	889	5	36	17	4	27	5	14	37	0	7	2921
Percent	1.2%	63.2%	30.4%	0.2%	1.2%	0.6%	0.1%	0.9%	0.2%	0.5%	1.3%	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: 4
 Station ID: U51
 Wellington Rd 22 from Trafalgar Rd to
 8th Line
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

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
06-25-25	0	2	1	0	0	0	0	0	0	0	0	0	0	3
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	7	6	0	0	0	0	0	0	0	0	0	0	13
05:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
05:15	0	3	9	0	0	0	0	0	0	0	0	0	0	12
05:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
05:45	0	12	8	0	0	0	0	0	0	0	0	0	0	20
06:00	0	24	24	0	0	0	0	0	0	0	0	0	0	48
06:15	0	8	8	0	0	1	0	0	0	0	0	0	0	17
06:30	0	17	9	0	0	1	0	0	0	0	1	0	0	28
06:45	0	13	13	0	0	0	0	0	0	0	1	0	0	27
07:00	0	16	15	1	1	0	0	1	0	0	0	0	1	35
07:15	0	54	45	1	1	2	0	1	0	0	2	0	1	107
07:30	1	28	18	0	1	1	0	0	0	0	0	0	0	49
07:45	0	29	14	0	1	0	0	0	2	0	0	0	0	46
08:00	0	43	19	0	2	0	0	0	1	0	0	0	0	65
08:15	0	31	17	0	4	2	0	0	0	0	1	0	0	55
08:30	1	131	68	0	8	3	0	0	3	0	1	0	0	215
08:45	1	41	28	0	1	4	1	0	0	0	1	0	1	78
09:00	0	47	31	0	0	2	0	0	1	0	0	0	0	81
09:15	0	53	26	0	4	0	0	0	2	0	3	0	0	88
09:30	0	55	29	0	3	0	0	0	2	4	0	0	0	93
09:45	1	196	114	0	8	6	1	0	5	4	4	0	1	340
10:00	1	47	23	1	5	1	1	0	0	0	2	0	1	82
10:15	0	36	27	1	3	0	0	0	0	0	0	0	0	67
10:30	1	52	16	0	1	2	0	0	0	0	1	0	0	73
10:45	0	40	30	0	2	1	0	2	0	0	1	1	0	77
11:00	2	175	96	2	11	4	1	2	0	0	4	1	1	299
11:15	1	37	20	0	2	2	0	2	1	0	4	0	0	69
11:30	0	38	20	0	4	0	0	0	1	0	2	0	1	66
11:45	1	40	20	0	1	2	0	2	0	0	1	0	0	67
12:00	1	26	24	0	2	0	0	0	1	0	1	0	1	56
12:15	3	141	84	0	9	4	0	4	3	0	8	0	2	258
12:30	1	36	26	0	2	2	0	3	0	1	0	0	0	71
12:45	0	36	25	0	0	1	0	1	0	4	1	0	2	70
13:00	0	35	14	0	1	0	0	0	0	0	1	0	0	51
13:15	0	31	16	0	3	0	0	0	2	0	0	0	0	52
13:30	1	138	81	0	6	3	0	4	2	5	2	0	2	244
13:45	2	25	17	0	2	1	0	1	0	0	1	0	0	49
14:00	0	27	25	0	1	2	0	2	0	1	0	0	0	58
14:15	0	45	23	0	2	0	0	0	0	0	1	0	0	71
14:30	3	26	17	0	0	1	1	1	1	0	2	0	0	52
14:45	5	123	82	0	5	4	1	4	1	1	4	0	0	230
Total	13	1003	607	3	49	26	3	15	14	10	25	1	7	1776
Percent	0.7%	56.5%	34.2%	0.2%	2.8%	1.5%	0.2%	0.8%	0.8%	0.6%	1.4%	0.1%	0.4%	

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	21	0	3	1	0	3	0	1	1	0	0	64
12:15	1	36	27	0	0	0	1	0	0	0	0	0	1	66
12:30	2	37	29	0	0	1	0	0	1	1	2	0	0	73
12:45	0	31	21	0	3	1	0	1	0	0	1	0	1	59
	3	138	98	0	6	3	1	4	1	2	4	0	2	262
13:00	0	25	18	0	2	1	0	0	1	1	2	0	0	50
13:15	0	40	28	0	3	3	1	0	1	1	0	0	0	77
13:30	1	32	22	1	2	2	0	0	0	2	0	0	0	62
13:45	0	47	24	0	2	1	0	0	0	0	2	0	0	76
	1	144	92	1	9	7	1	0	2	4	4	0	0	265
14:00	0	33	20	0	0	0	0	0	0	0	1	0	0	54
14:15	1	49	23	0	3	0	0	0	0	0	0	0	0	76
14:30	1	54	14	0	1	1	1	0	1	0	0	0	1	74
14:45	0	44	24	0	0	1	0	1	0	2	0	0	0	72
	2	180	81	0	4	2	1	1	1	2	1	0	1	276
15:00	2	40	26	1	0	0	0	0	0	0	1	1	1	72
15:15	0	52	33	0	3	1	0	1	0	0	3	0	1	94
15:30	0	54	30	2	1	0	1	1	1	0	3	0	0	93
15:45	0	61	30	0	1	0	1	0	1	0	0	0	0	94
	2	207	119	3	5	1	2	2	2	0	7	1	2	353
16:00	0	62	26	0	3	0	0	2	1	2	1	0	0	97
16:15	0	70	24	1	1	0	0	1	1	0	1	0	0	99
16:30	0	92	31	0	2	0	0	1	0	0	3	0	0	129
16:45	2	80	41	0	0	0	0	0	1	0	2	0	0	126
	2	304	122	1	6	0	0	4	3	2	7	0	0	451
17:00	0	67	23	1	1	0	0	1	1	0	1	0	0	95
17:15	0	68	23	0	2	1	0	1	0	0	0	0	0	95
17:30	0	59	23	0	3	0	0	0	0	0	1	0	0	86
17:45	1	61	29	0	2	0	0	0	0	0	3	0	0	96
	1	255	98	1	8	1	0	2	1	0	5	0	0	372
18:00	1	50	22	0	0	0	0	0	0	0	1	0	0	74
18:15	1	51	20	0	0	0	0	0	0	0	0	0	0	72
18:30	0	48	21	0	1	1	0	1	0	0	3	0	0	75
18:45	0	41	22	0	0	1	0	0	0	0	1	0	0	65
	2	190	85	0	1	2	0	1	0	0	5	0	0	286
19:00	0	53	18	0	2	1	0	0	0	0	0	0	0	74
19:15	0	35	14	0	2	1	0	0	0	0	3	0	0	55
19:30	0	28	13	0	1	1	0	0	0	0	1	0	0	44
19:45	1	26	17	0	1	0	0	0	0	1	1	0	0	47
	1	142	62	0	6	3	0	0	0	1	5	0	0	220
20:00	0	25	14	0	1	0	0	0	0	0	1	0	0	41
20:15	1	23	14	0	2	0	0	0	0	0	0	0	0	40
20:30	0	18	8	0	1	0	0	0	0	0	0	0	0	27
20:45	0	16	9	0	0	0	0	0	0	0	0	0	0	25
	1	82	45	0	4	0	0	0	0	0	1	0	0	133
21:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
21:15	0	22	5	0	0	0	0	0	0	0	1	0	0	28
21:30	0	16	8	0	0	0	0	0	0	0	1	0	0	25
21:45	0	16	9	0	0	0	0	0	0	0	0	0	0	25
	0	77	28	0	0	0	0	0	0	0	2	0	0	107
22:00	1	10	4	0	0	0	0	0	0	0	0	0	0	15
22:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
22:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8
22:45	0	9	7	0	0	0	0	0	0	0	0	0	0	16
	1	32	20	0	0	0	0	0	0	0	0	0	0	53
23:00	0	6	5	0	0	1	0	0	0	0	0	0	0	12
23:15	0	7	8	0	0	0	0	0	0	0	0	0	0	15
23:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
23:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	0	23	19	0	0	1	0	0	0	0	0	0	0	43
Total	16	1774	869	6	49	20	5	14	10	11	41	1	5	2821
Percent	0.6%	62.9%	30.8%	0.2%	1.7%	0.7%	0.2%	0.5%	0.4%	0.4%	1.5%	0.0%	0.2%	
Grand Total	71	5732	2952	16	187	79	15	65	37	45	136	2	28	9365
Percent	0.8%	61.2%	31.5%	0.2%	2.0%	0.8%	0.2%	0.7%	0.4%	0.5%	1.5%	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: 5
Station ID: U203
8th Line from Orangville St to
Wellington Rd 22
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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
06-24-25	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
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	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	1	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	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
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:15	0	5	0	0	0	1	0	0	0	0	0	0	0	6
08:30	0	11	1	0	0	1	0	0	0	0	0	0	0	13
08:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
09:00	0	1	1	0	0	1	0	0	0	0	0	0	0	3
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
09:45	0	3	3	0	0	1	0	0	0	0	0	0	0	7
10:00	4	14	7	0	0	2	0	0	0	0	0	0	0	27
10:15	0	2	0	0	0	2	0	0	0	0	0	0	0	4
10:30	0	3	1	0	0	1	0	0	0	0	0	0	1	6
10:45	1	2	0	0	1	0	0	0	0	0	0	0	1	5
11:00	1	5	0	0	0	0	0	1	0	0	0	0	0	7
11:15	2	12	1	0	1	3	0	1	0	0	0	0	2	22
11:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:45	0	6	1	0	0	0	0	0	0	0	1	0	0	8
Total	8	86	21	0	1	9	0	1	0	0	1	0	2	129
Percent	6.2%	66.7%	16.3%	0.0%	0.8%	7.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	1.6%	

NB														
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	11	4	0	0	0	0	0	0	0	0	0	0	16
12:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
12:30	1	4	2	0	0	1	0	0	0	0	0	0	0	8
12:45	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	3	29	9	0	0	1	0	0	0	0	0	0	0	42
13:00	0	4	1	0	0	0	0	0	0	0	0	0	1	6
13:15	3	6	1	0	0	1	0	0	0	0	0	0	0	11
13:30	0	4	0	0	0	1	0	0	0	0	0	0	0	5
13:45	3	4	1	0	0	1	0	1	0	0	0	0	0	10
	6	18	3	0	0	3	0	1	0	0	0	0	1	32
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
14:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
14:45	0	6	1	0	0	1	0	0	0	0	0	0	0	8
	0	20	3	0	0	1	0	0	0	0	0	0	0	24
15:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
15:15	1	6	2	0	0	0	0	0	0	0	0	0	0	9
15:30	1	5	1	0	0	0	0	0	0	0	0	0	0	7
15:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	3	31	6	0	0	0	0	0	0	0	0	0	0	40
16:00	1	9	2	0	0	1	0	0	1	0	0	0	0	14
16:15	0	9	4	0	0	0	0	0	0	0	1	0	0	14
16:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
16:45	1	9	2	0	0	0	0	0	0	0	0	0	0	12
	2	37	10	0	0	1	0	0	1	0	1	0	0	52
17:00	1	7	1	0	0	2	0	0	0	0	0	0	0	11
17:15	1	4	5	0	0	0	0	0	0	0	0	0	0	10
17:30	0	6	3	0	0	3	0	0	0	0	0	0	0	12
17:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	2	22	11	0	0	5	0	0	0	0	0	0	0	40
18:00	1	7	3	0	0	0	0	0	0	0	0	0	0	11
18:15	1	5	3	0	1	0	0	0	0	0	0	0	0	10
18:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
18:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	2	24	9	0	1	0	0	0	0	0	0	0	0	36
19:00	1	8	3	0	0	0	0	0	0	0	0	0	0	12
19:15	2	9	0	0	0	1	0	0	0	0	0	0	0	12
19:30	0	5	2	0	0	1	0	0	0	0	0	0	0	8
19:45	1	5	2	0	0	0	0	0	0	0	0	0	0	8
	4	27	7	0	0	2	0	0	0	0	0	0	0	40
20:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
20:15	1	4	2	0	0	0	0	0	0	0	0	0	0	7
20:30	1	3	0	0	0	0	0	0	0	0	0	0	0	4
20:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	2	22	3	0	0	0	0	0	0	0	0	0	0	27
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	14	3	0	0	0	0	0	0	0	0	0	0	17
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	1	3	1	0	0	0	0	0	0	0	0	0	0	5
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	6	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	1	3	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	1	8	1	0	0	0	0	0	0	0	0	0	0	10
Total	26	258	67	0	1	13	0	1	1	0	1	0	1	369
Percent	7.0%	69.9%	18.2%	0.0%	0.3%	3.5%	0.0%	0.3%	0.3%	0.0%	0.3%	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: 5
Station ID: U203
8th Line from Orangville St to
Wellington Rd 22
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB															
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	
06-25-25	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	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	2	0	0	0	0	0	0	0	0	0	0	0	2	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:30	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:45	0	1	1	0	0	0	0	0	0	0	0	1	0	3	
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
07:15	0	6	3	0	0	0	0	0	0	0	0	1	0	10	
07:30	2	1	3	0	0	0	0	0	0	0	0	0	0	6	
07:45	0	1	0	0	1	2	0	0	0	0	0	0	0	4	
08:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5	
08:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
08:30	2	8	7	0	2	3	0	0	0	0	0	0	0	22	
08:45	0	3	5	0	1	1	0	0	0	0	0	0	0	10	
09:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11	
09:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2	
09:30	0	7	0	0	0	1	0	0	0	0	0	0	0	8	
09:45	1	19	7	0	1	3	0	0	0	0	0	0	0	31	
10:00	2	5	1	0	0	1	0	0	0	0	0	0	1	10	
10:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
10:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
10:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4	
11:00	3	12	5	0	0	1	0	0	0	0	0	0	1	22	
11:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
11:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
11:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
Total	2	14	2	0	0	2	0	1	0	0	0	0	0	21	
Percent	9	81	30	0	3	9	0	1	0	0	0	1	1	135	
	6.7%	60.0%	22.2%	0.0%	2.2%	6.7%	0.0%	0.7%	0.0%	0.0%	0.0%	0.7%	0.7%		

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Site Code: 5
Station ID: U203
8th Line from Orangville St to
Wellington Rd 22
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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	3	2	0	1	0	0	0	0	0	0	0	0	7
12:15	0	4	1	0	0	2	0	0	0	0	0	0	0	7
12:30	1	7	2	0	0	2	0	0	0	0	0	0	0	12
12:45	3	7	1	0	0	0	0	0	0	0	0	0	0	11
	5	21	6	0	1	4	0	0	0	0	0	0	0	37
13:00	0	2	0	0	0	0	0	0	0	0	0	0	1	3
13:15	2	6	3	0	0	0	0	0	0	0	0	0	0	11
13:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
13:45	1	3	2	0	0	0	0	0	0	0	0	0	0	6
	3	16	7	0	0	0	0	0	0	0	0	0	1	27
14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
14:15	0	4	0	0	0	0	0	0	1	0	0	0	0	5
14:30	1	6	3	0	0	0	0	0	0	0	0	0	0	10
14:45	1	11	0	0	0	1	0	0	0	0	0	0	0	13
	2	26	5	0	0	1	0	0	1	0	0	0	0	35
15:00	2	5	3	0	0	0	0	0	0	0	0	0	0	10
15:15	1	4	0	0	1	2	0	0	0	0	0	0	0	8
15:30	1	11	0	0	1	0	0	0	0	0	0	0	0	13
15:45	0	9	4	0	0	1	0	0	0	0	0	0	0	14
	4	29	7	0	2	3	0	0	0	0	0	0	0	45
16:00	2	8	3	0	0	2	0	0	0	0	0	0	0	15
16:15	1	7	7	0	0	0	0	0	0	0	0	0	0	15
16:30	2	4	2	0	0	0	0	0	0	0	1	0	0	9
16:45	2	9	5	0	0	0	0	0	0	0	0	0	0	16
	7	28	17	0	0	2	0	0	0	0	1	0	0	55
17:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
17:15	1	6	1	0	0	2	0	0	0	0	0	0	1	11
17:30	1	4	2	0	0	0	0	1	0	0	0	0	0	8
17:45	0	6	1	0	0	1	0	0	0	1	0	0	0	9
	2	22	7	0	0	3	0	1	0	1	0	0	1	37
18:00	2	5	2	0	0	0	0	0	0	0	0	0	0	9
18:15	2	7	2	0	0	1	0	0	0	0	0	0	0	12
18:30	0	8	2	0	0	0	0	0	0	0	0	0	1	11
18:45	1	7	3	0	1	0	0	0	0	0	0	0	0	12
	5	27	9	0	1	1	0	0	0	0	0	0	1	44
19:00	1	1	3	0	0	0	0	0	0	0	0	0	0	5
19:15	2	10	0	0	0	1	0	0	0	0	0	0	0	13
19:30	1	7	1	0	0	1	0	0	0	0	0	0	0	10
19:45	1	5	1	0	0	0	0	0	0	0	0	0	0	7
	5	23	5	0	0	2	0	0	0	0	0	0	0	35
20:00	1	5	2	0	0	0	0	0	0	0	0	0	0	8
20:15	0	5	1	0	0	0	0	0	0	0	0	0	1	7
20:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	1	17	6	0	0	0	0	0	0	0	0	0	1	25
21:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
21:15	1	4	1	0	0	0	0	0	0	0	0	0	0	6
21:30	2	8	1	0	0	1	0	0	0	0	0	0	0	12
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	4	18	3	0	0	1	0	0	0	0	0	0	0	26
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	3	0	0	0	0	0	0	0	0	0	0	0	4
Total	39	240	73	0	4	17	0	1	1	1	1	0	4	381
Percent	10.2%	63.0%	19.2%	0.0%	1.0%	4.5%	0.0%	0.3%	0.3%	0.3%	0.3%	0.0%	1.0%	
Grand Total	82	665	191	0	9	48	0	4	2	1	3	1	8	1014
Percent	8.1%	65.6%	18.8%	0.0%	0.9%	4.7%	0.0%	0.4%	0.2%	0.1%	0.3%	0.1%	0.8%	

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

Site Code: 5
Station ID: U203
8th Line from Orangville St to
Wellington Rd 22
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB															Date Start: 24-Jun-23
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	
06-24-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
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	
	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	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	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	
	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	1	0	0	0	0	0	0	0	0	0	0	1	
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
04:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
	0	6	6	0	0	0	0	0	0	0	0	0	0	12	
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
05:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
	0	13	6	0	0	0	0	0	0	0	0	0	0	19	
06:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
06:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
06:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
06:45	0	5	6	0	0	1	0	0	0	0	0	0	0	12	
	0	16	13	0	0	1	0	0	0	0	0	0	0	30	
07:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
07:15	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
07:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
07:45	0	7	1	0	0	0	0	0	1	0	0	0	0	9	
	0	32	16	0	0	0	0	0	1	0	0	0	0	49	
08:00	0	5	5	0	2	0	0	0	0	0	0	0	0	12	
08:15	0	6	5	0	1	0	0	0	0	0	0	0	0	12	
08:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
08:45	0	10	8	0	0	0	0	0	0	0	0	0	0	18	
	0	26	21	0	3	0	0	0	0	0	0	0	0	50	
09:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
09:15	0	1	4	0	0	1	0	0	0	0	0	0	0	6	
09:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
09:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
	0	12	8	0	0	1	0	0	0	0	0	0	0	21	
10:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6	
10:15	0	2	5	0	0	0	0	0	0	0	0	0	0	7	
10:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
10:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
	1	11	10	0	1	0	0	0	0	0	0	0	0	23	
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
11:15	0	4	6	0	0	0	0	0	0	0	0	0	0	10	
11:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8	
11:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
	0	15	16	0	0	0	0	0	0	0	0	0	0	31	
Total	1	137	98	0	4	2	0	0	1	0	0	0	0	243	
Percent	0.4%	56.4%	40.3%	0.0%	1.6%	0.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%		

Ontario Traffic Inc.
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Site Code: 5
 Station ID: U203
 8th Line from Orangville St to
 Wellington Rd 22
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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	3	2	0	0	0	0	0	0	0	0	0	0	5
12:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
12:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	0	14	7	0	0	0	0	0	0	0	0	0	0	21
13:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
13:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
13:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
13:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	0	25	7	0	0	0	0	0	0	0	0	0	0	32
14:00	0	2	3	0	0	1	0	0	0	0	0	0	0	6
14:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
14:30	0	9	4	0	2	0	0	0	0	0	0	0	0	15
14:45	0	6	0	0	1	0	0	0	0	1	0	0	0	8
	0	20	11	0	3	1	0	0	0	1	0	0	0	36
15:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
15:15	0	5	2	0	0	1	0	0	0	0	0	0	0	8
15:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
15:45	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	0	19	15	0	0	1	0	0	0	0	0	0	0	35
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
16:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
16:30	0	4	5	0	0	0	0	1	0	0	0	0	0	10
16:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	0	18	11	0	0	0	0	1	0	0	0	0	0	30
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
17:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
17:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	0	12	7	0	0	0	0	0	0	0	0	0	0	19
18:00	0	7	1	0	0	0	0	0	0	0	1	0	0	9
18:15	0	6	8	0	1	0	0	0	0	0	0	0	0	15
18:30	0	5	6	0	0	0	0	0	0	0	0	0	0	11
18:45	1	1	2	0	1	0	0	0	0	0	0	0	0	5
	1	19	17	0	2	0	0	0	0	0	1	0	0	40
19:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
19:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
19:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
19:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	0	21	8	0	0	0	0	0	0	0	0	0	0	29
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:15	1	4	0	0	0	0	0	0	0	0	0	0	0	5
20:30	0	1	2	0	0	0	1	0	0	0	0	0	0	4
20:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	1	9	5	0	0	0	1	0	0	0	0	0	0	16
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	2	1	0	0	0	0	0	0	0	0	0	0	3
21:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	8	3	0	0	0	0	0	0	0	0	0	0	11
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	169	91	0	5	2	1	1	0	1	1	0	0	273
Percent	0.7%	61.9%	33.3%	0.0%	1.8%	0.7%	0.4%	0.4%	0.0%	0.4%	0.4%	0.0%	0.0%	

SB														
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
06-25-25	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	1	0	0	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
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	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	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	1	0	0	0	0	0	0	0	0	0	0	3
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45	0	6	1	0	0	1	0	0	0	0	0	0	0	8
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:15	1	5	1	0	0	0	0	0	0	0	0	0	0	7
06:30	1	13	4	0	0	1	0	0	0	0	0	0	0	19
06:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
07:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
07:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
07:30	0	4	6	0	0	0	0	0	0	0	0	0	0	10
07:45	0	17	14	0	0	0	0	0	0	0	0	0	0	31
08:00	0	3	8	0	0	0	0	0	0	0	0	0	0	11
08:15	0	6	7	0	0	0	0	0	0	0	0	0	0	13
08:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
08:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
09:00	0	25	22	0	0	0	0	0	0	0	0	0	0	47
09:15	0	4	3	0	2	0	0	0	0	0	0	0	0	9
09:30	0	7	4	1	0	0	0	0	0	0	0	0	0	12
09:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:15	0	21	14	1	2	0	0	0	0	0	0	0	0	38
10:30	0	4	3	0	0	0	1	0	0	0	0	0	0	8
10:45	0	3	2	0	0	1	1	0	0	0	0	0	0	7
11:00	1	4	7	0	0	0	0	0	0	0	0	0	0	12
11:15	0	4	5	0	0	0	0	0	0	0	0	0	1	10
11:30	1	15	17	0	0	1	2	0	0	0	0	0	1	37
11:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12:00	0	3	4	0	0	3	0	1	0	0	0	0	0	11
12:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
12:45	0	20	11	0	0	3	0	1	0	0	0	0	0	35
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
13:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Total	1	14	2	0	0	0	0	0	0	0	0	0	0	17
Percent	3	136	89	1	2	5	2	1	0	0	0	0	1	240
	1.3%	56.7%	37.1%	0.4%	0.8%	2.1%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%	

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

Site Code: 5
Station ID: U203
8th Line from Orangville St to
Wellington Rd 22
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB	Date Start: 24-Jun-23													
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	5	2	0	0	1	0	0	0	0	0	0	0	8
12:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
12:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
12:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	0	21	12	0	0	1	0	0	0	0	0	0	0	34
13:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
13:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
13:30	0	6	6	0	0	0	0	0	0	0	0	0	0	12
13:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	0	20	15	0	0	0	0	0	0	0	0	0	0	35
14:00	0	1	4	0	0	0	0	1	0	0	0	0	0	6
14:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
14:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
14:45	0	5	3	0	1	0	0	0	0	1	0	0	0	10
	0	21	12	0	1	0	0	1	0	1	0	0	0	36
15:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
15:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	4	7	0	0	0	0	1	0	0	0	0	0	12
	0	14	14	0	0	0	0	1	0	0	0	0	0	29
16:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
16:15	0	2	7	0	0	0	0	0	0	0	0	0	0	9
16:30	0	1	3	0	0	0	0	1	0	0	0	0	0	5
16:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	0	16	13	0	0	0	0	1	0	0	0	0	0	30
17:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
17:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
17:30	0	10	5	0	0	0	0	0	0	0	0	0	0	15
17:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	0	26	15	0	0	0	0	0	0	0	0	0	0	41
18:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
18:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
18:30	0	9	8	0	0	0	0	0	0	0	0	0	0	17
18:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	0	29	15	0	0	0	0	0	0	0	0	0	0	44
19:00	1	1	1	0	0	0	0	0	0	0	0	0	0	3
19:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
19:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	1	12	7	0	0	0	0	0	0	0	0	0	0	20
20:00	0	5	1	0	0	0	0	0	0	0	1	0	0	7
20:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	0	12	6	0	0	0	0	0	0	0	1	0	0	19
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	7	4	0	0	0	0	0	0	0	0	0	0	11
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	182	115	0	1	1	0	3	0	1	1	0	0	305
Percent	0.3%	59.7%	37.7%	0.0%	0.3%	0.3%	0.0%	1.0%	0.0%	0.3%	0.3%	0.0%	0.0%	
Grand Total	7	624	393	1	12	10	3	5	1	2	2	0	1	1061
Percent	0.7%	58.8%	37.0%	0.1%	1.1%	0.9%	0.3%	0.5%	0.1%	0.2%	0.2%	0.0%	0.1%	

NB, SB														
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
06-24-25	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
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
	1	5	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	0	1	0	0	0	1	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	0	7	6	0	0	0	0	0	0	0	0	0	0	13
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	0	14	6	0	0	0	0	0	0	0	0	0	0	20
06:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
06:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
06:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
06:45	0	8	7	0	0	1	0	0	0	0	0	0	0	16
	0	23	16	0	0	1	0	0	0	0	0	0	0	40
07:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
07:15	0	10	6	0	0	0	0	0	0	0	0	0	0	16
07:30	0	12	4	0	0	0	0	0	0	0	0	0	0	16
07:45	0	12	1	0	0	1	0	0	1	0	0	0	0	15
	0	43	17	0	0	1	0	0	1	0	0	0	0	62
08:00	0	7	8	0	2	0	0	0	0	0	0	0	0	17
08:15	0	7	6	0	1	1	0	0	0	0	0	0	0	15
08:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
08:45	0	13	9	0	0	0	0	0	0	0	0	0	0	22
	0	33	26	0	3	1	0	0	0	0	0	0	0	63
09:00	2	13	2	0	0	0	0	0	0	0	0	0	0	17
09:15	1	1	6	0	0	2	0	0	0	0	0	0	0	10
09:30	1	5	3	0	0	0	0	0	0	0	0	0	0	9
09:45	0	7	4	0	0	1	0	0	0	0	0	0	0	12
	4	26	15	0	0	3	0	0	0	0	0	0	0	48
10:00	1	5	2	0	0	2	0	0	0	0	0	0	0	10
10:15	0	5	6	0	0	1	0	0	0	0	0	0	1	13
10:30	1	6	3	0	2	0	0	0	0	0	0	0	1	13
10:45	1	7	0	0	0	0	0	1	0	0	0	0	0	9
	3	23	11	0	2	3	0	1	0	0	0	0	2	45
11:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
11:15	0	10	7	0	0	0	0	0	0	0	1	0	0	18
11:30	0	9	5	0	0	0	0	0	0	0	0	0	0	14
11:45	1	13	5	0	0	1	0	0	0	0	0	0	0	20
	1	42	20	0	0	1	0	0	0	0	1	0	0	65
Total	9	223	119	0	5	11	0	1	1	0	1	0	2	372
Percent	2.4%	59.9%	32.0%	0.0%	1.3%	3.0%	0.0%	0.3%	0.3%	0.0%	0.3%	0.0%	0.5%	

NB, SB														
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	14	6	0	0	0	0	0	0	0	0	0	0	21
12:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
12:30	1	7	4	0	0	1	0	0	0	0	0	0	0	13
12:45	1	9	2	0	0	0	0	0	0	0	0	0	0	12
	3	43	16	0	0	1	0	0	0	0	0	0	0	63
13:00	0	8	4	0	0	0	0	0	0	0	0	0	1	13
13:15	3	16	1	0	0	1	0	0	0	0	0	0	0	21
13:30	0	11	3	0	0	1	0	0	0	0	0	0	0	15
13:45	3	8	2	0	0	1	0	1	0	0	0	0	0	15
	6	43	10	0	0	3	0	1	0	0	0	0	1	64
14:00	0	4	3	0	0	1	0	0	0	0	0	0	0	8
14:15	0	5	6	0	0	0	0	0	0	0	0	0	0	11
14:30	0	19	4	0	2	0	0	0	0	0	0	0	0	25
14:45	0	12	1	0	1	1	0	0	0	1	0	0	0	16
	0	40	14	0	3	2	0	0	0	1	0	0	0	60
15:00	1	14	5	0	0	0	0	0	0	0	0	0	0	20
15:15	1	11	4	0	0	1	0	0	0	0	0	0	0	17
15:30	1	9	5	0	0	0	0	0	0	0	0	0	0	15
15:45	0	16	7	0	0	0	0	0	0	0	0	0	0	23
	3	50	21	0	0	1	0	0	0	0	0	0	0	75
16:00	1	12	3	0	0	1	0	0	1	0	0	0	0	18
16:15	0	13	6	0	0	0	0	0	0	0	1	0	0	20
16:30	0	14	7	0	0	0	0	1	0	0	0	0	0	22
16:45	1	16	5	0	0	0	0	0	0	0	0	0	0	22
	2	55	21	0	0	1	0	1	1	0	1	0	0	82
17:00	1	10	2	0	0	2	0	0	0	0	0	0	0	15
17:15	1	6	6	0	0	0	0	0	0	0	0	0	0	13
17:30	0	10	6	0	0	3	0	0	0	0	0	0	0	19
17:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	2	34	18	0	0	5	0	0	0	0	0	0	0	59
18:00	1	14	4	0	0	0	0	0	0	0	1	0	0	20
18:15	1	11	11	0	2	0	0	0	0	0	0	0	0	25
18:30	0	12	7	0	0	0	0	0	0	0	0	0	0	19
18:45	1	6	4	0	1	0	0	0	0	0	0	0	0	12
	3	43	26	0	3	0	0	0	0	0	1	0	0	76
19:00	1	14	4	0	0	0	0	0	0	0	0	0	0	19
19:15	2	16	1	0	0	1	0	0	0	0	0	0	0	20
19:30	0	8	5	0	0	1	0	0	0	0	0	0	0	14
19:45	1	10	5	0	0	0	0	0	0	0	0	0	0	16
	4	48	15	0	0	2	0	0	0	0	0	0	0	69
20:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:15	2	8	2	0	0	0	0	0	0	0	0	0	0	12
20:30	1	4	2	0	0	0	1	0	0	0	0	0	0	8
20:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	3	31	8	0	0	0	1	0	0	0	0	0	0	43
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	5	4	0	0	0	0	0	0	0	0	0	0	9
21:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	0	22	6	0	0	0	0	0	0	0	0	0	0	28
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	1	4	1	0	0	0	0	0	0	0	0	0	0	6
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	8	2	0	0	0	0	0	0	0	0	0	0	11
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	1	3	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	1	10	1	0	0	0	0	0	0	0	0	0	0	12
Total	28	427	158	0	6	15	1	2	1	1	2	0	1	642
Percent	4.4%	66.5%	24.6%	0.0%	0.9%	2.3%	0.2%	0.3%	0.2%	0.2%	0.3%	0.0%	0.2%	

NB, SB															
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	
06-25-25	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	2	0	0	0	0	0	0	0	0	0	0	0	2	
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	3	0	0	0	0	0	0	0	0	0	0	0	3	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
04:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
05:15	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
05:45	0	7	1	0	0	1	0	0	0	0	0	0	0	9	
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
06:15	1	6	1	0	0	0	0	0	0	0	0	0	0	8	
06:30	1	15	4	0	0	1	0	0	0	0	0	0	0	21	
06:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
07:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
07:15	0	6	3	0	0	0	0	0	0	0	0	1	0	10	
07:30	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
07:45	0	23	17	0	0	0	0	0	0	0	0	1	0	41	
08:00	2	4	11	0	0	0	0	0	0	0	0	0	0	17	
08:15	0	7	7	0	1	2	0	0	0	0	0	0	0	17	
08:30	0	11	4	0	0	1	0	0	0	0	0	0	0	16	
08:45	0	11	7	0	1	0	0	0	0	0	0	0	0	19	
09:00	2	33	29	0	2	3	0	0	0	0	0	0	0	69	
09:15	0	7	8	0	3	1	0	0	0	0	0	0	0	19	
09:30	1	15	6	1	0	0	0	0	0	0	0	0	0	23	
09:45	0	9	5	0	0	1	0	0	0	0	0	0	0	15	
10:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12	
10:15	1	40	21	1	3	3	0	0	0	0	0	0	0	69	
10:30	2	9	4	0	0	1	1	0	0	0	0	0	1	18	
10:45	0	5	2	0	0	1	1	0	0	0	0	0	0	9	
11:00	1	7	10	0	0	0	0	0	0	0	0	0	0	18	
11:15	1	6	6	0	0	0	0	0	0	0	0	0	1	14	
11:30	4	27	22	0	0	2	2	0	0	0	0	0	2	59	
11:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
12:00	0	4	4	0	0	3	0	1	0	0	0	0	0	12	
12:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
12:30	1	9	4	0	0	0	0	0	0	0	0	0	0	14	
12:45	1	32	16	0	0	3	0	1	0	0	0	0	0	53	
13:00	1	7	1	0	0	2	0	0	0	0	0	0	0	11	
13:15	1	7	1	0	0	0	0	0	0	0	0	0	0	9	
13:30	1	8	0	0	0	0	0	0	0	0	0	0	0	9	
13:45	0	6	2	0	0	0	0	1	0	0	0	0	0	9	
Total	3	28	4	0	0	2	0	1	0	0	0	0	0	38	
Percent	12	217	119	1	5	14	2	2	0	0	0	1	2	375	
	3.2%	57.9%	31.7%	0.3%	1.3%	3.7%	0.5%	0.5%	0.0%	0.0%	0.0%	0.3%	0.5%		

NB, SB														
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	8	4	0	1	1	0	0	0	0	0	0	0	15
12:15	0	11	4	0	0	2	0	0	0	0	0	0	0	17
12:30	1	10	6	0	0	2	0	0	0	0	0	0	0	19
12:45	3	13	4	0	0	0	0	0	0	0	0	0	0	20
	5	42	18	0	1	5	0	0	0	0	0	0	0	71
13:00	0	9	4	0	0	0	0	0	0	0	0	0	1	14
13:15	2	9	6	0	0	0	0	0	0	0	0	0	0	17
13:30	0	11	8	0	0	0	0	0	0	0	0	0	0	19
13:45	1	7	4	0	0	0	0	0	0	0	0	0	0	12
	3	36	22	0	0	0	0	0	0	0	0	0	1	62
14:00	0	6	6	0	0	0	0	1	0	0	0	0	0	13
14:15	0	8	2	0	0	0	0	0	1	0	0	0	0	11
14:30	1	17	6	0	0	0	0	0	0	0	0	0	0	24
14:45	1	16	3	0	1	1	0	0	0	1	0	0	0	23
	2	47	17	0	1	1	0	1	1	1	0	0	0	71
15:00	2	7	7	0	0	0	0	0	0	0	0	0	0	16
15:15	1	10	3	0	1	2	0	0	0	0	0	0	0	17
15:30	1	13	0	0	1	0	0	0	0	0	0	0	0	15
15:45	0	13	11	0	0	1	0	1	0	0	0	0	0	26
	4	43	21	0	2	3	0	1	0	0	0	0	0	74
16:00	2	14	4	0	0	2	0	0	0	0	0	0	0	22
16:15	1	9	14	0	0	0	0	0	0	0	0	0	0	24
16:30	2	5	5	0	0	0	0	1	0	0	1	0	0	14
16:45	2	16	7	0	0	0	0	0	0	0	0	0	0	25
	7	44	30	0	0	2	0	1	0	0	1	0	0	85
17:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
17:15	1	11	3	0	0	2	0	0	0	0	0	0	1	18
17:30	1	14	7	0	0	0	0	1	0	0	0	0	0	23
17:45	0	13	4	0	0	1	0	0	0	1	0	0	0	19
	2	48	22	0	0	3	0	1	0	1	0	0	1	78
18:00	2	15	5	0	0	0	0	0	0	0	0	0	0	22
18:15	2	12	3	0	0	1	0	0	0	0	0	0	0	18
18:30	0	17	10	0	0	0	0	0	0	0	0	0	1	28
18:45	1	12	6	0	1	0	0	0	0	0	0	0	0	20
	5	56	24	0	1	1	0	0	0	0	0	0	1	88
19:00	2	2	4	0	0	0	0	0	0	0	0	0	0	8
19:15	2	15	2	0	0	1	0	0	0	0	0	0	0	20
19:30	1	10	2	0	0	1	0	0	0	0	0	0	0	14
19:45	1	8	4	0	0	0	0	0	0	0	0	0	0	13
	6	35	12	0	0	2	0	0	0	0	0	0	0	55
20:00	1	10	3	0	0	0	0	0	0	0	1	0	0	15
20:15	0	8	4	0	0	0	0	0	0	0	0	0	1	13
20:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
20:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	1	29	12	0	0	0	0	0	0	0	1	0	1	44
21:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10
21:15	1	5	2	0	0	0	0	0	0	0	0	0	0	8
21:30	2	8	1	0	0	1	0	0	0	0	0	0	0	12
21:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	4	25	7	0	0	1	0	0	0	0	0	0	0	37
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	1	5	1	0	0	0	0	0	0	0	0	0	0	7
Total	40	422	188	0	5	18	0	4	1	2	2	0	4	686
Percent	5.8%	61.5%	27.4%	0.0%	0.7%	2.6%	0.0%	0.6%	0.1%	0.3%	0.3%	0.0%	0.6%	
Grand Total	89	1289	584	1	21	58	3	9	3	3	5	1	9	2075
Percent	4.3%	62.1%	28.1%	0.0%	1.0%	2.8%	0.1%	0.4%	0.1%	0.1%	0.2%	0.0%	0.4%	

NB														
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
06-24-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	1	0	0	0	0	0	1	0	0	0	0	6
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	8	2	0	0	0	0	0	1	0	0	0	0	11
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	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	1	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	2	0	0	0	4
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	1	2	0	0	0	0	0	0	0	1	0	0	0	4
04:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15	1	4	1	0	0	0	0	0	1	1	0	0	0	8
05:30	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	1	5	3	0	0	1	0	0	1	1	0	0	0	12
06:00	0	2	3	0	1	2	0	0	0	3	0	0	0	11
06:15	1	6	3	0	2	0	0	0	1	0	1	0	0	14
06:30	4	13	9	0	3	3	0	0	2	4	1	0	0	39
06:45	0	4	8	0	0	1	0	0	0	1	0	0	0	14
07:00	1	8	7	1	1	2	0	1	0	0	1	0	1	23
07:15	0	5	6	0	1	4	0	2	0	0	0	0	0	18
07:30	0	12	12	0	2	0	0	0	1	1	1	0	0	29
07:45	1	29	33	1	4	7	0	3	1	2	2	0	1	84
08:00	0	7	9	2	0	1	0	1	1	0	1	0	0	22
08:15	0	11	12	0	1	0	0	2	2	0	0	0	0	28
08:30	0	22	14	0	0	2	0	1	2	0	1	0	0	42
08:45	0	9	16	2	0	2	4	2	1	0	1	0	1	38
09:00	0	49	51	4	1	5	4	6	6	0	3	0	1	130
09:15	0	23	15	0	0	3	0	0	3	2	2	0	0	48
09:30	0	9	11	2	1	1	0	0	1	0	0	0	0	25
09:45	1	15	16	0	0	0	1	2	2	2	0	0	2	41
10:00	0	22	15	0	1	0	0	4	0	3	0	0	0	45
10:15	1	69	57	2	2	4	1	6	6	7	2	0	2	159
10:30	1	26	8	0	0	2	0	1	2	1	0	1	0	42
10:45	0	13	22	1	1	3	0	1	1	3	0	0	0	45
11:00	1	24	10	2	0	2	0	1	3	2	0	0	0	45
11:15	0	26	13	0	2	3	0	0	3	3	0	0	0	50
11:30	2	89	53	3	3	10	0	3	9	9	0	1	0	182
11:45	0	23	15	0	2	2	0	1	0	1	1	0	0	45
12:00	1	20	11	0	0	1	2	1	3	0	0	0	0	39
12:15	1	11	7	0	1	1	0	1	1	2	0	0	0	25
12:30	2	16	9	0	1	2	2	3	3	0	0	0	1	39
12:45	4	70	42	0	4	6	4	6	7	3	1	0	1	148
13:00	0	23	10	0	1	2	0	0	3	0	1	0	0	40
13:15	4	13	5	0	0	2	2	1	2	1	1	1	0	32
13:30	2	23	13	0	1	4	3	3	3	1	1	0	1	55
13:45	4	18	8	0	0	2	0	0	2	0	0	0	2	36
Total	10	77	36	0	2	10	5	4	10	2	3	1	3	163
Percent	2.5%	44.2%	30.8%	1.1%	2.0%	4.8%	1.5%	3.0%	4.6%	3.2%	1.3%	0.2%	0.9%	936

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

Site Code: 6
Station ID: U108
Trafalgar Rd from Side Ro 27 to
Erin-Garafaxa Townline
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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	16	12	0	0	0	0	1	3	1	1	0	1	35
12:15	4	10	11	0	0	2	0	3	2	2	1	1	1	37
12:30	0	18	13	0	0	3	3	3	0	2	0	1	1	44
12:45	2	15	13	0	0	4	1	1	3	1	1	0	2	43
	6	59	49	0	0	9	4	8	8	6	3	2	5	159
13:00	0	31	18	0	0	4	0	1	1	4	1	0	1	61
13:15	2	13	13	0	0	3	2	3	1	1	0	1	2	41
13:30	0	23	11	0	1	1	0	0	0	2	0	0	0	38
13:45	1	20	14	0	0	0	0	2	0	3	1	0	1	42
	3	87	56	0	1	8	2	6	2	10	2	1	4	182
14:00	1	17	15	2	1	1	0	0	1	2	0	1	0	41
14:15	0	16	15	0	1	3	0	2	3	2	1	0	0	43
14:30	1	19	11	2	0	2	1	0	1	1	0	0	1	39
14:45	2	21	14	0	1	1	0	1	0	0	0	1	1	42
	4	73	55	4	3	7	1	3	5	5	1	2	2	165
15:00	0	24	13	0	1	2	0	2	1	3	1	0	1	48
15:15	0	21	27	0	0	1	0	1	0	0	0	0	0	50
15:30	0	43	20	2	4	1	0	0	1	0	0	0	0	71
15:45	1	27	34	2	4	0	1	1	1	0	1	0	0	72
	1	115	94	4	9	4	1	4	3	3	2	0	1	241
16:00	0	20	38	0	0	0	0	0	2	1	0	0	0	61
16:15	2	38	34	0	1	1	1	2	1	0	0	1	1	82
16:30	0	53	32	0	0	1	0	1	0	1	1	0	0	89
16:45	3	40	34	0	1	0	0	0	1	0	0	0	1	80
	5	151	138	0	2	2	1	3	4	2	1	1	2	312
17:00	0	56	31	0	1	1	0	0	1	1	2	0	0	93
17:15	0	74	35	0	0	0	2	1	1	0	2	0	0	115
17:30	0	59	31	1	2	0	1	0	0	1	3	0	0	98
17:45	1	54	27	0	0	0	1	0	0	0	1	0	1	85
	1	243	124	1	3	1	4	1	2	2	8	0	1	391
18:00	0	43	22	0	0	0	0	2	0	0	0	1	0	68
18:15	0	32	16	0	0	0	0	0	1	0	1	0	0	50
18:30	0	25	19	0	1	1	0	0	0	0	0	0	0	46
18:45	0	24	15	0	1	0	0	0	2	0	1	0	0	43
	0	124	72	0	2	1	0	2	3	0	2	1	0	207
19:00	1	15	12	0	2	0	0	0	1	0	1	0	0	32
19:15	0	10	6	0	0	1	0	0	0	0	0	0	0	17
19:30	0	11	8	0	0	0	0	0	0	0	0	0	0	19
19:45	0	15	14	0	0	0	0	0	0	0	0	0	1	30
	1	51	40	0	2	1	0	0	1	0	1	0	1	98
20:00	0	20	5	0	1	0	0	0	0	0	0	0	0	26
20:15	0	19	8	0	0	0	0	0	0	0	0	0	0	27
20:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
20:45	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	0	63	21	0	1	0	0	0	0	0	0	0	0	85
21:00	0	8	5	0	0	0	0	0	0	0	0	0	1	14
21:15	0	10	5	0	0	0	0	0	0	0	0	0	0	15
21:30	0	13	2	0	0	0	0	0	0	1	0	0	1	17
21:45	0	7	2	0	0	0	0	0	1	0	0	0	0	10
	0	38	14	0	0	0	0	0	1	1	0	0	2	56
22:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
22:15	1	4	5	0	0	0	0	0	0	0	1	0	0	11
22:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
22:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
	1	16	13	0	1	0	0	0	0	0	1	0	0	32
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	0	18	6	0	0	0	0	0	0	0	0	0	0	24
Total	22	1038	682	9	24	33	13	27	29	29	21	7	18	1952
Percent	1.1%	53.2%	34.9%	0.5%	1.2%	1.7%	0.7%	1.4%	1.5%	1.5%	1.1%	0.4%	0.9%	

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

Site Code: 6
Station ID: U108
Trafalgar Rd from Side Ro 27 to
Erin-Garafaxa Townline
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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
06-25-25	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	1	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	3	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	1	1	0	0	0	1	0	0	0	0	5
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	0	0	1	0	0	0	2
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	3	2	0	0	0	0	0	0	1	0	0	0	6
04:30	0	0	1	0	0	0	0	0	1	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	2	0	0	0	5
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	0	0	0	0	0	0	2	0	0	0	0	3
05:30	0	6	7	0	0	0	0	0	0	0	1	0	0	15
05:45	0	3	6	0	0	3	0	0	1	1	0	0	0	14
06:00	0	4	6	0	0	0	0	0	1	0	1	0	0	12
06:15	0	15	21	0	0	3	0	0	2	1	2	0	0	44
06:30	0	8	4	0	1	0	1	0	1	1	0	0	0	16
06:45	0	15	5	0	0	1	0	0	0	0	0	0	0	21
07:00	0	5	10	0	2	0	0	0	0	0	1	0	0	18
07:15	0	5	14	1	2	1	0	1	2	2	0	0	0	28
07:30	0	33	33	1	5	2	1	1	3	3	1	0	0	83
07:45	0	11	8	0	1	2	0	0	0	1	1	1	1	26
08:00	0	14	12	0	0	2	1	0	1	0	1	0	1	32
08:15	0	14	17	1	0	3	0	1	1	2	3	0	1	43
08:30	0	13	11	1	0	0	0	5	3	2	0	0	2	37
08:45	0	52	48	2	1	7	1	6	5	5	5	1	5	138
09:00	0	17	14	0	0	2	0	0	1	0	2	0	1	37
09:15	1	16	20	0	0	2	0	1	2	0	0	0	0	42
09:30	0	25	6	1	0	1	0	1	1	1	1	0	0	37
09:45	0	10	19	0	2	0	0	3	0	0	0	0	0	34
10:00	1	68	59	1	2	5	0	5	4	1	3	0	1	150
10:15	0	17	9	0	1	2	0	0	2	2	0	0	0	33
10:30	0	9	13	0	0	0	0	3	0	2	0	0	0	27
10:45	0	11	10	0	1	3	0	2	1	2	0	0	0	30
11:00	1	20	9	0	0	2	0	1	3	1	0	0	0	37
11:15	1	57	41	0	2	7	0	6	6	7	0	0	0	127
11:30	0	15	10	0	2	3	0	1	4	0	0	0	1	36
11:45	2	17	14	1	1	0	0	1	1	3	0	0	1	41
12:00	1	14	8	0	1	1	1	3	1	2	1	0	0	33
12:15	0	23	9	0	1	0	0	0	2	1	0	0	0	36
12:30	3	69	41	1	5	4	1	5	8	6	1	0	2	146
12:45	2	13	9	0	0	2	0	1	3	0	1	0	0	31
13:00	1	18	12	0	0	3	0	0	1	0	0	0	1	36
13:15	0	14	11	0	0	2	0	2	1	0	0	0	0	30
13:30	0	15	13	0	0	1	0	1	3	1	0	0	0	34
13:45	3	60	45	0	0	8	0	4	8	1	1	0	1	131
Total	8	377	299	6	16	36	3	27	41	27	13	1	9	863
Percent	0.9%	43.7%	34.6%	0.7%	1.9%	4.2%	0.3%	3.1%	4.8%	3.1%	1.5%	0.1%	1.0%	

NB														
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	10	8	1	0	2	0	3	0	3	1	0	1	29
12:15	0	25	9	0	2	0	1	3	3	0	1	0	0	44
12:30	0	16	9	0	1	3	0	1	3	1	0	0	0	34
12:45	0	17	14	0	1	3	0	1	3	2	0	0	2	43
	0	68	40	1	4	8	1	8	9	6	2	0	3	150
13:00	0	24	18	0	0	2	0	0	1	3	1	0	2	51
13:15	0	20	17	1	0	1	1	1	1	1	0	0	2	45
13:30	1	20	14	1	2	2	1	3	1	3	0	0	1	49
13:45	1	24	26	0	0	1	0	0	1	2	1	0	0	56
	2	88	75	2	2	6	2	4	4	9	2	0	5	201
14:00	0	21	15	0	1	1	0	2	1	1	1	0	0	43
14:15	1	25	16	1	1	1	0	1	4	3	1	0	0	54
14:30	1	24	14	0	1	1	0	1	2	0	0	0	0	44
14:45	1	23	15	1	0	1	0	1	2	1	1	0	1	47
	3	93	60	2	3	4	0	5	9	5	3	0	1	188
15:00	0	28	19	0	1	2	1	1	0	1	0	0	1	54
15:15	1	41	20	2	1	0	0	1	0	2	1	0	1	70
15:30	0	42	23	1	2	3	2	1	1	0	1	0	0	76
15:45	0	34	25	2	0	1	1	0	1	1	2	0	0	67
	1	145	87	5	4	6	4	3	2	4	4	0	2	267
16:00	0	45	36	0	1	0	0	1	0	3	1	0	0	87
16:15	1	43	30	0	1	1	0	3	0	0	1	0	0	80
16:30	0	39	34	0	1	1	2	1	0	1	1	1	0	81
16:45	1	53	39	0	1	0	0	0	1	2	4	0	0	101
	2	180	139	0	4	2	2	5	1	6	7	1	0	349
17:00	0	48	36	0	3	2	1	1	2	0	2	0	0	95
17:15	0	58	32	0	1	0	0	1	1	0	0	0	0	93
17:30	0	50	26	0	0	0	0	1	0	1	1	0	0	79
17:45	1	61	26	0	1	1	0	0	1	1	1	0	0	93
	1	217	120	0	5	3	1	3	4	2	4	0	0	360
18:00	0	25	24	0	1	1	0	1	1	0	0	0	1	54
18:15	0	26	29	0	0	0	0	0	0	0	1	0	0	56
18:30	0	33	14	0	0	0	0	1	0	0	0	1	1	50
18:45	0	32	11	0	1	1	0	0	0	0	0	0	0	45
	0	116	78	0	2	2	0	2	1	0	1	1	2	205
19:00	0	12	13	0	0	0	0	2	1	1	2	0	1	32
19:15	0	16	20	0	1	1	0	0	0	0	0	0	0	38
19:30	0	28	13	0	1	0	0	0	0	0	0	0	0	42
19:45	0	26	9	0	0	1	0	0	0	0	2	0	0	38
	0	82	55	0	2	2	0	2	1	1	4	0	1	150
20:00	1	28	21	0	1	0	0	0	2	1	0	0	0	54
20:15	2	16	9	0	0	0	0	0	0	0	0	0	1	28
20:30	1	9	7	0	0	1	0	0	0	0	0	0	0	18
20:45	0	13	6	0	0	0	0	0	0	0	1	0	0	20
	4	66	43	0	1	1	0	0	2	1	1	0	1	120
21:00	1	15	6	0	0	0	0	0	0	0	0	0	0	22
21:15	0	11	6	0	0	2	0	0	0	0	0	0	1	20
21:30	0	10	7	0	0	0	0	0	0	0	0	0	0	17
21:45	0	20	6	0	0	0	0	1	0	1	0	0	0	28
	1	56	25	0	0	2	0	1	0	1	0	0	1	87
22:00	0	4	2	0	0	0	0	0	0	1	0	0	0	7
22:15	0	7	1	0	0	0	0	0	1	0	0	0	1	10
22:30	0	3	2	0	0	0	0	0	0	0	1	0	0	6
22:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	0	18	9	0	0	0	0	0	1	1	1	0	1	31
23:00	0	5	4	0	0	0	0	0	1	0	0	0	0	10
23:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
23:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	0	12	11	0	0	0	0	0	1	0	0	0	0	24
Total	14	1141	742	10	27	36	10	33	35	36	29	2	17	2132
Percent	0.7%	53.5%	34.8%	0.5%	1.3%	1.7%	0.5%	1.5%	1.6%	1.7%	1.4%	0.1%	0.8%	
Grand Total	67	2970	2011	35	86	150	40	115	148	122	75	12	52	5883
Percent	1.1%	50.5%	34.2%	0.6%	1.5%	2.5%	0.7%	2.0%	2.5%	2.1%	1.3%	0.2%	0.9%	

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

Site Code: 6
 Station ID: U108
 Trafalgar Rd from Side Ro 27 to
 Erin-Garafaxa Townline
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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
06-24-25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	1	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	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	0	1	0	0	0	0	0	2	0	0	0	0	3
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	2	1	0	0	0	0	0	2	0	0	0	0	5
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	0	0	0	0	0	0	0	1	0	0	0	0	1
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	7	4	0	0	0	0	0	0	0	0	0	0	11
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:30	0	11	5	0	0	0	0	0	0	0	0	0	0	16
04:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
05:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13
05:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
05:45	0	30	14	0	0	0	0	0	0	0	0	0	0	44
06:00	0	15	8	0	0	0	0	0	0	0	0	0	0	23
06:15	0	13	11	0	0	0	0	1	1	0	0	0	0	26
06:30	0	14	15	0	0	1	0	0	1	0	0	0	0	31
06:45	0	24	18	0	1	1	0	2	2	1	1	0	0	50
07:00	0	66	52	0	1	2	0	3	4	1	1	0	0	130
07:15	0	27	20	0	0	0	0	1	0	0	0	0	1	49
07:30	1	33	25	0	0	0	0	0	1	0	0	0	0	60
07:45	0	39	20	0	0	2	0	1	0	2	1	0	2	67
08:00	0	38	22	0	1	0	0	2	0	0	1	0	0	64
08:15	1	137	87	0	1	2	0	4	1	2	2	0	3	240
08:30	0	37	15	0	0	0	0	1	0	1	1	0	0	55
08:45	0	31	22	0	0	0	0	0	1	0	1	0	0	55
09:00	1	34	13	0	0	2	0	1	0	3	0	0	1	55
09:15	0	35	22	0	1	0	0	1	1	3	2	0	2	67
09:30	1	137	72	0	1	2	0	3	2	7	4	0	3	232
09:45	2	41	15	0	0	1	1	0	1	1	0	0	1	63
10:00	1	34	21	0	0	4	1	1	0	3	0	0	0	65
10:15	1	35	18	1	0	2	0	0	0	1	3	0	3	64
10:30	1	41	15	0	0	0	0	0	0	0	1	0	0	58
10:45	5	151	69	1	0	7	2	1	1	5	4	0	4	250
11:00	1	23	7	1	0	0	0	0	1	1	1	0	1	36
11:15	0	17	16	0	0	2	0	1	0	4	0	0	1	41
11:30	0	23	11	0	0	0	1	1	0	4	0	0	0	40
11:45	1	16	7	0	0	2	0	1	1	1	0	0	1	30
12:00	2	79	41	1	0	4	1	3	2	10	1	0	3	147
12:15	0	19	14	0	0	2	0	2	0	0	0	0	2	39
12:30	1	24	5	2	1	1	0	3	0	3	0	0	1	41
12:45	0	20	11	0	0	2	1	2	1	4	0	0	0	41
13:00	1	21	9	0	0	1	0	1	0	2	0	0	2	37
13:15	2	84	39	2	1	6	1	8	1	9	0	0	5	158
13:30	0	31	10	0	0	2	0	1	1	6	0	0	1	52
13:45	1	31	4	0	0	0	0	0	4	3	1	0	1	45
14:00	1	26	4	0	1	0	0	1	1	2	2	0	2	40
14:15	0	24	10	1	0	2	1	2	0	3	0	0	0	43
14:30	2	112	28	1	1	4	1	4	6	14	3	0	4	180
Total	13	812	409	5	5	27	5	26	20	48	15	0	22	1407
Percent	0.9%	57.7%	29.1%	0.4%	0.4%	1.9%	0.4%	1.8%	1.4%	3.4%	1.1%	0.0%	1.6%	

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

Site Code: 6
Station ID: U108
Trafalgar Rd from Side Ro 27 to
Erin-Garafaxa Townline
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB														
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	21	3	0	0	0	0	3	1	2	1	0	1	32
12:15	0	24	8	0	0	1	0	2	1	2	0	0	0	38
12:30	2	16	10	0	0	1	0	3	2	1	0	0	1	36
12:45	0	31	5	0	1	0	0	1	1	3	0	0	0	42
	2	92	26	0	1	2	0	9	5	8	1	0	2	148
13:00	0	16	8	0	0	1	1	2	0	3	0	0	0	31
13:15	1	17	7	0	0	0	1	1	0	2	2	0	0	31
13:30	0	20	9	0	2	2	0	2	0	1	0	0	0	36
13:45	0	16	4	0	0	2	2	0	0	1	0	0	1	26
	1	69	28	0	2	5	4	5	0	7	2	0	1	124
14:00	1	12	7	0	0	3	0	1	1	2	1	0	0	28
14:15	1	15	5	0	1	2	0	1	0	2	0	0	1	28
14:30	0	28	10	0	0	0	0	0	1	3	2	0	0	44
14:45	1	28	6	0	0	0	0	1	0	1	1	0	0	38
	3	83	28	0	1	5	0	3	2	8	4	0	1	138
15:00	0	25	9	0	0	1	2	0	0	1	2	0	0	40
15:15	0	31	10	0	0	1	0	0	0	2	0	0	0	44
15:30	0	8	12	0	1	0	0	0	0	4	5	0	1	31
15:45	2	28	11	0	0	1	0	2	1	4	1	0	0	50
	2	92	42	0	1	3	2	2	1	11	8	0	1	165
16:00	1	5	11	0	1	2	0	1	2	3	2	0	0	28
16:15	1	20	16	0	2	0	0	0	0	2	3	0	0	44
16:30	0	39	15	0	1	0	0	0	2	1	2	0	0	60
16:45	1	25	10	0	0	0	0	0	1	1	2	0	0	40
	3	89	52	0	4	2	0	1	5	7	9	0	0	172
17:00	1	30	15	0	1	2	0	0	0	0	3	0	0	52
17:15	0	34	10	0	0	0	0	0	1	0	3	0	0	48
17:30	0	22	6	0	0	2	0	1	1	1	0	0	2	35
17:45	0	25	9	0	0	1	0	1	0	0	1	0	0	37
	1	111	40	0	1	5	0	2	2	1	7	0	2	172
18:00	0	17	8	0	0	0	0	0	0	0	2	0	0	27
18:15	0	19	6	0	0	0	0	0	1	0	0	0	0	26
18:30	0	13	7	0	0	1	0	0	0	0	0	0	2	23
18:45	0	21	5	0	0	0	0	0	0	0	0	0	0	26
	0	70	26	0	0	1	0	0	1	0	2	0	2	102
19:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28
19:15	0	18	6	0	1	0	0	0	0	0	0	0	0	25
19:30	0	19	5	0	0	0	0	0	0	0	2	0	0	26
19:45	0	9	8	0	0	0	0	0	0	0	0	0	0	17
	0	67	26	0	1	0	0	0	0	0	2	0	0	96
20:00	0	9	9	0	0	0	0	0	0	0	1	0	0	19
20:15	1	11	3	0	0	1	0	0	0	0	0	0	0	16
20:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18
20:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	1	46	17	0	0	1	0	0	0	0	1	0	0	66
21:00	0	10	4	0	0	0	0	1	0	0	1	0	0	16
21:15	0	15	1	0	0	0	0	0	0	1	1	0	0	18
21:30	0	14	3	0	0	0	0	0	0	0	0	0	0	17
21:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	0	48	11	0	0	0	0	1	0	1	2	0	0	63
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
22:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
22:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	24	3	0	0	1	0	0	0	0	0	0	0	28
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Total	13	806	301	0	11	25	6	23	16	43	38	0	9	1291
Percent	1.0%	62.4%	23.3%	0.0%	0.9%	1.9%	0.5%	1.8%	1.2%	3.3%	2.9%	0.0%	0.7%	

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

Site Code: 6
 Station ID: U108
 Trafalgar Rd from Side Ro 27 to
 Erin-Garafaxa Townline
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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
06-25-25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
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	5	0	0	0	0	0	0	0	0	0	0	0	5
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	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	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	1	2	0	0	0	0	0	0	1	0	0	0	4
04:00	0	5	2	0	0	0	0	0	0	1	0	0	0	8
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:45	0	12	5	0	1	0	0	0	1	0	0	0	0	19
05:00	0	14	13	0	0	0	0	0	0	0	0	0	0	27
05:15	0	34	21	0	1	0	0	0	1	0	0	0	0	57
05:30	0	16	12	0	0	0	0	0	2	0	0	0	0	30
05:45	0	14	18	0	0	2	0	0	0	1	0	0	0	35
06:00	1	17	13	0	0	0	0	0	1	1	0	0	0	33
06:15	0	21	21	0	0	1	0	2	0	1	0	0	2	48
06:30	1	68	64	0	0	3	0	2	3	3	0	0	2	146
06:45	0	23	20	0	0	0	0	1	1	0	0	0	0	45
07:00	0	34	14	0	2	1	0	2	0	1	2	0	0	56
07:15	1	36	16	0	1	0	0	0	1	2	2	0	1	60
07:30	0	29	17	0	1	1	0	1	0	1	0	0	0	50
07:45	1	122	67	0	4	2	0	4	2	4	4	0	1	211
08:00	0	26	21	0	0	1	0	1	0	2	2	0	0	53
08:15	0	44	19	0	0	0	0	0	1	0	1	0	0	65
08:30	0	49	17	0	1	3	1	1	1	0	0	0	3	76
08:45	0	40	15	0	3	1	0	2	2	5	2	0	1	71
09:00	0	159	72	0	4	5	1	4	4	7	5	0	4	265
09:15	2	30	9	0	0	3	0	0	1	5	0	0	0	50
09:30	0	41	17	0	0	3	0	2	0	2	0	0	2	67
09:45	2	32	16	0	0	0	0	0	1	0	4	0	1	56
10:00	0	16	14	0	0	2	0	0	0	2	0	0	2	36
10:15	4	119	56	0	0	8	0	2	2	9	4	0	5	209
10:30	1	28	9	0	0	0	0	1	0	1	0	0	1	41
10:45	0	26	12	0	0	0	0	1	2	1	0	0	1	43
11:00	0	14	8	0	0	1	0	0	1	0	1	0	1	26
11:15	0	12	11	0	0	2	0	3	0	1	0	0	0	29
11:30	1	80	40	0	0	3	0	5	3	3	1	0	3	139
11:45	0	29	14	0	0	2	0	2	2	2	1	0	0	52
12:00	0	22	11	0	1	1	0	3	0	2	0	0	0	40
12:15	0	21	12	0	0	4	0	0	2	0	0	0	2	41
12:30	0	16	6	1	1	0	0	2	1	4	1	0	1	33
12:45	0	88	43	1	2	7	0	7	5	8	2	0	3	166
13:00	1	22	13	0	0	3	0	1	0	2	1	0	1	44
13:15	0	19	3	0	0	2	0	3	1	1	2	0	1	32
13:30	1	22	12	0	0	1	1	2	1	3	1	0	1	45
13:45	1	21	4	0	0	2	0	2	3	2	0	0	0	35
Total	3	84	32	0	0	8	1	8	5	8	4	0	3	156
Percent	10	771	397	1	11	36	2	32	26	43	20	0	22	1371
	0.7%	56.2%	29.0%	0.1%	0.8%	2.6%	0.1%	2.3%	1.9%	3.1%	1.5%	0.0%	1.6%	

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Site Code: 6
Station ID: U108
Trafalgar Rd from Side Ro 27 to
Erin-Garafaxa Townline
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB

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	23	5	0	1	0	0	2	1	1	1	0	1	35
12:15	1	18	8	0	0	1	0	1	0	5	0	0	0	34
12:30	1	16	9	0	2	2	0	1	0	2	0	0	0	33
12:45	0	32	4	0	2	0	0	3	2	3	0	0	0	46
	2	89	26	0	5	3	0	7	3	11	1	0	1	148
13:00	1	21	10	0	0	0	0	0	0	2	2	0	0	36
13:15	2	23	12	0	0	4	0	0	1	0	2	0	0	44
13:30	0	24	12	0	0	3	0	2	0	5	0	0	0	46
13:45	3	16	6	0	0	2	0	2	2	3	1	0	0	35
	6	84	40	0	0	9	0	4	3	10	5	0	0	161
14:00	0	18	12	0	0	1	0	1	0	3	0	0	0	35
14:15	0	23	7	0	1	0	0	0	0	2	1	0	1	35
14:30	0	26	7	0	0	0	0	2	2	2	1	0	0	40
14:45	1	27	6	0	1	1	0	0	1	5	0	0	0	42
	1	94	32	0	2	2	0	3	3	12	2	0	1	152
15:00	0	24	5	0	0	0	0	1	0	2	2	0	0	34
15:15	0	23	9	0	1	0	0	2	0	0	1	0	2	38
15:30	0	21	8	0	1	1	0	0	1	2	0	0	1	35
15:45	1	30	8	0	0	1	0	0	0	1	3	0	0	44
	1	98	30	0	2	2	0	3	1	5	6	0	3	151
16:00	0	29	6	0	0	0	0	1	0	1	3	0	1	41
16:15	0	43	11	0	2	1	0	1	0	0	0	0	1	59
16:30	0	27	12	0	1	3	0	0	2	0	3	0	0	48
16:45	0	26	12	0	0	1	0	1	2	0	2	0	0	44
	0	125	41	0	3	5	0	3	4	1	8	0	2	192
17:00	0	37	11	0	0	0	1	0	0	0	6	0	2	57
17:15	0	20	12	0	0	1	0	0	0	0	1	0	0	34
17:30	1	25	6	0	0	0	0	0	1	0	1	0	0	34
17:45	1	22	6	0	0	0	1	0	1	0	0	0	0	31
	2	104	35	0	0	1	2	0	2	0	8	0	2	156
18:00	0	28	5	0	0	1	0	1	1	0	1	0	0	37
18:15	0	12	9	0	0	0	0	1	0	0	0	0	0	22
18:30	0	23	10	0	0	0	0	0	0	0	0	0	1	34
18:45	0	24	7	0	0	0	0	0	1	0	0	0	0	32
	0	87	31	0	0	1	0	2	2	0	1	0	1	125
19:00	0	16	3	0	0	0	0	0	0	0	1	0	0	20
19:15	1	16	2	0	1	0	0	0	0	0	0	0	0	20
19:30	1	17	3	0	0	0	0	1	2	0	0	0	0	24
19:45	1	10	3	0	0	1	0	0	0	0	1	0	0	16
	3	59	11	0	1	1	0	1	2	0	2	0	0	80
20:00	0	18	2	0	0	0	0	0	1	0	0	0	0	21
20:15	2	16	0	0	0	0	0	0	0	0	0	0	0	18
20:30	0	22	6	0	0	0	0	0	0	0	0	0	0	28
20:45	0	24	1	0	0	0	1	0	0	0	0	0	0	26
	2	80	9	0	0	0	1	0	1	0	0	0	0	93
21:00	2	10	1	0	0	0	0	1	0	0	0	0	0	14
21:15	0	18	3	0	0	1	0	0	0	0	0	0	0	22
21:30	1	5	3	0	0	0	0	0	0	0	0	0	0	9
21:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	3	45	11	0	0	1	0	1	0	0	0	0	0	61
22:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	6	1	0	0	2	0	0	0	0	0	0	0	9
22:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	16	5	0	0	2	0	0	0	0	0	0	0	23
23:00	0	1	0	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	1	0	0	0	0	0	1	1	0	0	0	5
23:45	0	2	2	0	0	0	0	0	1	0	0	0	0	5
	0	6	3	0	0	0	0	0	2	1	0	0	0	12
Total	20	887	274	0	13	27	3	24	23	40	33	0	10	1354
Percent	1.5%	65.5%	20.2%	0.0%	1.0%	2.0%	0.2%	1.8%	1.7%	3.0%	2.4%	0.0%	0.7%	
Grand Total	56	3276	1381	6	40	115	16	105	85	174	106	0	63	5423
Percent	1.0%	60.4%	25.5%	0.1%	0.7%	2.1%	0.3%	1.9%	1.6%	3.2%	2.0%	0.0%	1.2%	

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 Trafalgar Rd from Side Ro 27 to
 Erin-Garafaxa Townline
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-24-25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
00:30	0	5	1	0	0	0	0	0	1	0	0	0	0	7
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	11	3	0	0	0	0	0	1	0	0	0	0	15
01:15	0	2	1	0	0	0	0	0	2	0	0	0	0	5
01:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	5	4	0	0	0	0	0	2	0	0	0	0	11
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	1	0	0	0	2
03:30	0	7	4	0	0	0	0	0	0	1	0	0	0	12
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	13	5	0	0	0	0	0	0	2	0	0	0	20
04:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
04:30	1	3	3	0	0	0	0	0	0	1	0	0	0	8
04:45	0	8	5	0	0	0	0	0	1	0	0	0	0	14
05:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
05:15	1	34	15	0	0	0	0	0	1	1	0	0	0	52
05:30	2	15	8	0	0	0	0	0	0	0	0	0	0	25
05:45	1	18	14	0	0	1	0	1	2	1	0	0	0	38
06:00	0	16	18	0	1	3	0	0	1	3	0	0	0	42
06:15	1	30	21	0	3	1	0	2	3	1	2	0	0	64
06:30	4	79	61	0	4	5	0	3	6	5	2	0	0	169
06:45	0	31	28	0	0	1	0	1	0	1	0	0	1	63
07:00	2	41	32	1	1	2	0	1	1	0	1	0	1	83
07:15	0	44	26	0	1	6	0	3	0	2	1	0	2	85
07:30	0	50	34	0	3	0	0	2	1	1	2	0	0	93
07:45	2	166	120	1	5	9	0	7	2	4	4	0	4	324
08:00	0	44	24	2	0	1	0	2	1	1	2	0	0	77
08:15	0	42	34	0	1	0	0	2	3	0	1	0	0	83
08:30	1	56	27	0	0	4	0	2	2	3	1	0	1	97
08:45	0	44	38	2	1	2	4	3	2	3	3	0	3	105
09:00	1	186	123	4	2	7	4	9	8	7	7	0	4	362
09:15	2	64	30	0	0	4	1	0	4	3	2	0	1	111
09:30	1	43	32	2	1	5	1	1	1	3	0	0	0	90
09:45	2	50	34	1	0	2	1	2	2	3	3	0	5	105
10:00	1	63	30	0	1	0	0	4	0	3	1	0	0	103
10:15	6	220	126	3	2	11	3	7	7	12	6	0	6	409
10:30	2	49	15	1	0	2	0	1	3	2	1	1	1	78
10:45	0	30	38	1	1	5	0	2	1	7	0	0	1	86
11:00	1	47	21	2	0	2	1	2	3	6	0	0	0	85
11:15	1	42	20	0	2	5	0	1	4	4	0	0	1	80
11:30	4	168	94	4	3	14	1	6	11	19	1	1	3	329
11:45	0	42	29	0	2	4	0	3	0	1	1	0	2	84
12:00	2	44	16	2	1	2	2	4	3	3	0	0	1	80
12:15	1	31	18	0	1	3	1	3	2	6	0	0	0	66
12:30	3	37	18	0	1	3	2	4	3	2	0	0	3	76
12:45	6	154	81	2	5	12	5	14	8	12	1	0	6	306
13:00	0	54	20	0	1	4	0	1	4	6	1	0	1	92
13:15	5	44	9	0	0	2	2	1	6	4	2	1	1	77
13:30	3	49	17	0	2	4	3	4	4	3	3	0	3	95
13:45	4	42	18	1	0	4	1	2	2	3	0	0	2	79
Total	12	189	64	1	3	14	6	8	16	16	6	1	7	343
Percent	36	1226	697	15	24	72	19	54	63	78	27	2	30	2343
	1.5%	52.3%	29.7%	0.6%	1.0%	3.1%	0.8%	2.3%	2.7%	3.3%	1.2%	0.1%	1.3%	

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 Date Start: 24-Jun-25
 Date End: 25-Jun-25
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NB, SB

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	37	15	0	0	0	0	4	4	3	2	0	2	67
12:15	4	34	19	0	0	3	0	5	3	4	1	1	1	75
12:30	2	34	23	0	0	4	3	6	2	3	0	1	2	80
12:45	2	46	18	0	1	4	1	2	4	4	1	0	2	85
	8	151	75	0	1	11	4	17	13	14	4	2	7	307
13:00	0	47	26	0	0	5	1	3	1	7	1	0	1	92
13:15	3	30	20	0	0	3	3	4	1	3	2	1	2	72
13:30	0	43	20	0	3	3	0	2	0	3	0	0	0	74
13:45	1	36	18	0	0	2	2	2	0	4	1	0	2	68
	4	156	84	0	3	13	6	11	2	17	4	1	5	306
14:00	2	29	22	2	1	4	0	1	2	4	1	1	0	69
14:15	1	31	20	0	2	5	0	3	3	4	1	0	1	71
14:30	1	47	21	2	0	2	1	0	2	4	2	0	1	83
14:45	3	49	20	0	1	1	0	2	0	1	1	1	1	80
	7	156	83	4	4	12	1	6	7	13	5	2	3	303
15:00	0	49	22	0	1	3	2	2	1	4	3	0	1	88
15:15	0	52	37	0	0	2	0	1	0	2	0	0	0	94
15:30	0	51	32	2	5	1	0	0	1	4	5	0	1	102
15:45	3	55	45	2	4	1	1	3	2	4	2	0	0	122
	3	207	136	4	10	7	3	6	4	14	10	0	2	406
16:00	1	25	49	0	1	2	0	1	4	4	2	0	0	89
16:15	3	58	50	0	3	1	1	2	1	2	3	1	1	126
16:30	0	92	47	0	1	1	0	1	2	2	3	0	0	149
16:45	4	65	44	0	1	0	0	0	2	1	2	0	1	120
	8	240	190	0	6	4	1	4	9	9	10	1	2	484
17:00	1	86	46	0	2	3	0	0	1	1	5	0	0	145
17:15	0	108	45	0	0	0	2	1	2	0	5	0	0	163
17:30	0	81	37	1	2	2	1	1	1	2	3	0	2	133
17:45	1	79	36	0	0	1	1	1	0	0	2	0	1	122
	2	354	164	1	4	6	4	3	4	3	15	0	3	563
18:00	0	60	30	0	0	0	0	2	0	0	2	1	0	95
18:15	0	51	22	0	0	0	0	0	2	0	1	0	0	76
18:30	0	38	26	0	1	2	0	0	0	0	0	0	2	69
18:45	0	45	20	0	1	0	0	0	2	0	1	0	0	69
	0	194	98	0	2	2	0	2	4	0	4	1	2	309
19:00	1	36	19	0	2	0	0	0	1	0	1	0	0	60
19:15	0	28	12	0	1	1	0	0	0	0	0	0	0	42
19:30	0	30	13	0	0	0	0	0	0	0	2	0	0	45
19:45	0	24	22	0	0	0	0	0	0	0	0	0	1	47
	1	118	66	0	3	1	0	0	1	0	3	0	1	194
20:00	0	29	14	0	1	0	0	0	0	0	1	0	0	45
20:15	1	30	11	0	0	1	0	0	0	0	0	0	0	43
20:30	0	25	8	0	0	0	0	0	0	0	0	0	0	33
20:45	0	25	5	0	0	0	0	0	0	0	0	0	0	30
	1	109	38	0	1	1	0	0	0	0	1	0	0	151
21:00	0	18	9	0	0	0	0	1	0	0	1	0	1	30
21:15	0	25	6	0	0	0	0	0	0	1	1	0	0	33
21:30	0	27	5	0	0	0	0	0	0	1	0	0	1	34
21:45	0	16	5	0	0	0	0	0	1	0	0	0	0	22
	0	86	25	0	0	0	0	1	1	2	2	0	2	119
22:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
22:15	1	13	6	0	0	0	0	0	0	0	1	0	0	21
22:30	0	2	3	0	0	1	0	0	0	0	0	0	0	6
22:45	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	1	40	16	0	1	1	0	0	0	0	1	0	0	60
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
23:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	0	33	8	0	0	0	0	0	0	0	0	0	0	41
Total	35	1844	983	9	35	58	19	50	45	72	59	7	27	3243
Percent	1.1%	56.9%	30.3%	0.3%	1.1%	1.8%	0.6%	1.5%	1.4%	2.2%	1.8%	0.2%	0.8%	

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

Site Code: 6
 Station ID: U108
 Trafalgar Rd from Side Ro 27 to
 Erin-Garafaxa Townline
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-25-25	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	6	3	0	0	0	0	0	1	0	0	0	0	10
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	13	4	0	0	0	0	0	1	0	0	0	0	18
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	1	1	0	0	0	0	0	1	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	10	3	0	0	0	0	0	1	0	0	0	0	14
02:30	0	0	1	0	1	0	0	0	1	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	0	0	1	0	0	0	0	0	0	0	0	1	2
03:30	0	3	1	1	0	0	0	0	1	0	0	0	1	8
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	1	0	0	0	3
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	2	0	0	0	0	0	0	1	0	0	0	6
04:45	0	3	2	0	0	0	0	0	0	2	0	0	0	7
05:00	0	8	4	0	0	0	0	0	0	2	0	0	0	14
05:15	0	3	3	0	0	0	0	0	1	0	0	0	0	7
05:30	0	8	1	0	0	0	0	0	0	2	0	0	0	11
05:45	0	14	5	0	1	0	0	0	1	0	0	0	0	21
06:00	0	15	13	0	0	0	0	0	2	0	0	0	0	30
06:15	0	40	22	0	1	0	0	0	4	2	0	0	0	69
06:30	0	17	14	0	0	0	0	0	2	0	0	0	0	33
06:45	0	21	25	0	0	2	0	0	0	1	1	0	0	50
07:00	1	20	19	0	0	3	0	0	2	2	0	0	0	47
07:15	0	25	27	0	0	1	0	2	1	1	1	0	2	60
07:30	1	83	85	0	0	6	0	2	5	4	2	0	2	190
07:45	0	31	24	0	1	0	1	1	2	1	0	0	0	61
08:00	0	49	19	0	2	2	0	2	0	1	2	0	0	77
08:15	1	41	26	0	3	0	0	0	1	2	3	0	1	78
08:30	0	34	31	1	3	2	0	2	2	3	0	0	0	78
08:45	1	155	100	1	9	4	1	5	5	7	5	0	1	294
09:00	0	37	29	0	1	3	0	1	0	3	3	1	1	79
09:15	0	58	31	0	0	2	1	0	2	0	2	0	1	97
09:30	0	63	34	1	1	6	1	2	2	2	3	0	4	119
09:45	0	53	26	1	3	1	0	7	5	7	2	0	3	108
10:00	0	211	120	2	5	12	2	10	9	12	10	1	9	403
10:15	2	47	23	0	0	5	0	0	2	5	2	0	1	87
10:30	1	57	37	0	0	5	0	3	2	2	0	0	2	109
10:45	2	57	22	1	0	1	0	1	2	1	5	0	1	93
11:00	0	26	33	0	2	2	0	3	0	2	0	0	2	70
11:15	5	187	115	1	2	13	0	7	6	10	7	0	6	359
11:30	1	45	18	0	1	2	0	1	2	3	0	0	1	74
11:45	0	35	25	0	0	0	0	4	2	3	0	0	1	70
12:00	0	25	18	0	1	4	0	2	2	2	1	0	1	56
12:15	1	32	20	0	0	4	0	4	3	2	0	0	0	66
12:30	2	137	81	0	2	10	0	11	9	10	1	0	3	266
12:45	0	44	24	0	2	5	0	3	6	2	1	0	1	88
13:00	2	39	25	1	2	1	0	4	1	5	0	0	1	81
13:15	1	35	20	0	1	5	1	3	3	2	1	0	2	74
13:30	0	39	15	1	2	0	0	2	3	5	1	0	1	69
13:45	3	157	84	2	7	11	1	12	13	14	3	0	5	312
14:00	3	35	22	0	0	5	0	2	3	2	2	0	1	75
14:15	1	37	15	0	0	5	0	3	2	1	2	0	2	68
14:30	1	36	23	0	0	3	1	4	2	3	1	0	1	75
14:45	1	36	17	0	0	3	0	3	6	3	0	0	0	69
15:00	6	144	77	0	0	16	1	12	13	9	5	0	4	287
Total	18	1148	696	7	27	72	5	59	67	70	33	1	31	2234
Percent	0.8%	51.4%	31.2%	0.3%	1.2%	3.2%	0.2%	2.6%	3.0%	3.1%	1.5%	0.0%	1.4%	

NB, SB														
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	33	13	1	1	2	0	5	1	4	2	0	2	64
12:15	1	43	17	0	2	1	1	4	3	5	1	0	0	78
12:30	1	32	18	0	3	5	0	2	3	3	0	0	0	67
12:45	0	49	18	0	3	3	0	4	5	5	0	0	2	89
	2	157	66	1	9	11	1	15	12	17	3	0	4	298
13:00	1	45	28	0	0	2	0	0	1	5	3	0	2	87
13:15	2	43	29	1	0	5	1	1	2	1	2	0	2	89
13:30	1	44	26	1	2	5	1	5	1	8	0	0	1	95
13:45	4	40	32	0	0	3	0	2	3	5	2	0	0	91
	8	172	115	2	2	15	2	8	7	19	7	0	5	362
14:00	0	39	27	0	1	2	0	3	1	4	1	0	0	78
14:15	1	48	23	1	2	1	0	1	4	5	2	0	1	89
14:30	1	50	21	0	1	1	0	3	4	2	1	0	0	84
14:45	2	50	21	1	1	2	0	1	3	6	1	0	1	89
	4	187	92	2	5	6	0	8	12	17	5	0	2	340
15:00	0	52	24	0	1	2	1	2	0	3	2	0	1	88
15:15	1	64	29	2	2	0	0	3	0	2	2	0	3	108
15:30	0	63	31	1	3	4	2	1	2	2	1	0	1	111
15:45	1	64	33	2	0	2	1	0	1	2	5	0	0	111
	2	243	117	5	6	8	4	6	3	9	10	0	5	418
16:00	0	74	42	0	1	0	0	2	0	4	4	0	1	128
16:15	1	86	41	0	3	2	0	4	0	0	1	0	1	139
16:30	0	66	46	0	2	4	2	1	2	1	4	1	0	129
16:45	1	79	51	0	1	1	0	1	3	2	6	0	0	145
	2	305	180	0	7	7	2	8	5	7	15	1	2	541
17:00	0	85	47	0	3	2	2	1	2	0	8	0	2	152
17:15	0	78	44	0	1	1	0	1	1	0	1	0	0	127
17:30	1	75	32	0	0	0	0	1	1	1	2	0	0	113
17:45	2	83	32	0	1	1	1	0	2	1	1	0	0	124
	3	321	155	0	5	4	3	3	6	2	12	0	2	516
18:00	0	53	29	0	1	2	0	2	2	0	1	0	1	91
18:15	0	38	38	0	0	0	0	1	0	0	1	0	0	78
18:30	0	56	24	0	0	0	0	1	0	0	0	1	2	84
18:45	0	56	18	0	1	1	0	0	1	0	0	0	0	77
	0	203	109	0	2	3	0	4	3	0	2	1	3	330
19:00	0	28	16	0	0	0	0	2	1	1	3	0	1	52
19:15	1	32	22	0	2	1	0	0	0	0	0	0	0	58
19:30	1	45	16	0	1	0	0	1	2	0	0	0	0	66
19:45	1	36	12	0	0	2	0	0	0	0	3	0	0	54
	3	141	66	0	3	3	0	3	3	1	6	0	1	230
20:00	1	46	23	0	1	0	0	0	3	1	0	0	0	75
20:15	4	32	9	0	0	0	0	0	0	0	0	0	1	46
20:30	1	31	13	0	0	1	0	0	0	0	0	0	0	46
20:45	0	37	7	0	0	0	1	0	0	0	1	0	0	46
	6	146	52	0	1	1	1	0	3	1	1	0	1	213
21:00	3	25	7	0	0	0	0	1	0	0	0	0	0	36
21:15	0	29	9	0	0	3	0	0	0	0	0	0	1	42
21:30	1	15	10	0	0	0	0	0	0	0	0	0	0	26
21:45	0	32	10	0	0	0	0	1	0	1	0	0	0	44
	4	101	36	0	0	3	0	2	0	1	0	0	1	148
22:00	0	8	6	0	0	0	0	0	0	1	0	0	0	15
22:15	0	8	1	0	0	0	0	0	1	0	0	0	1	11
22:30	0	9	3	0	0	2	0	0	0	0	1	0	0	15
22:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	0	34	14	0	0	2	0	0	1	1	1	0	1	54
23:00	0	6	4	0	0	0	0	0	1	0	0	0	0	11
23:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:30	0	5	4	0	0	0	0	0	1	1	0	0	0	11
23:45	0	4	4	0	0	0	0	0	1	0	0	0	0	9
	0	18	14	0	0	0	0	0	3	1	0	0	0	36
Total	34	2028	1016	10	40	63	13	57	58	76	62	2	27	3486
Percent	1.0%	58.2%	29.1%	0.3%	1.1%	1.8%	0.4%	1.6%	1.7%	2.2%	1.8%	0.1%	0.8%	
Grand Total	123	6246	3392	41	126	265	56	220	233	296	181	12	115	11306
Percent	1.1%	55.2%	30.0%	0.4%	1.1%	2.3%	0.5%	1.9%	2.1%	2.6%	1.6%	0.1%	1.0%	

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

Site Code: 7
 Station ID: U298
 Wellington Rd 124 from Spring St to East
 Church St
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB

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
06-24-25	0	5	0	0	0	0	0	0	1	0	0	0	0	6
00:15	0	0	2	0	0	0	0	0	1	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
00:45	0	3	0	0	0	0	0	0	3	0	0	0	0	6
01:00	0	10	2	0	0	0	0	0	6	0	0	0	0	18
01:15	0	2	0	0	0	0	0	0	4	0	0	0	0	6
01:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
01:45	0	0	1	0	1	0	0	0	2	0	0	0	0	4
02:00	0	0	4	0	0	0	0	0	1	0	0	0	0	5
02:15	0	3	5	0	1	0	0	0	8	0	0	0	0	17
02:30	0	1	2	0	1	0	0	0	1	0	0	0	0	5
02:45	0	5	2	0	0	0	0	0	2	0	0	0	1	10
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:15	1	1	1	0	0	1	0	0	1	0	0	0	0	5
03:30	1	8	5	0	1	1	0	0	5	0	0	0	1	22
03:45	0	2	1	0	0	0	0	0	2	0	0	0	0	5
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15	0	1	0	0	1	0	0	0	1	0	0	0	0	3
04:30	2	1	2	0	0	2	0	0	0	0	0	0	0	7
04:45	2	4	3	0	1	2	0	0	4	0	0	0	0	16
05:00	1	2	1	0	0	1	0	0	3	0	0	0	0	8
05:15	0	2	1	0	0	1	0	0	1	0	0	0	0	5
05:30	0	4	1	0	0	0	0	0	0	0	0	0	1	6
05:45	1	1	1	0	0	2	0	0	1	0	0	0	1	7
06:00	2	9	4	0	0	4	0	0	5	0	0	0	2	26
06:15	1	0	0	0	0	1	0	0	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	1	2	0	0	0	1	0	0	0	0	0	0	0	4
07:00	1	7	6	1	0	1	0	0	1	0	0	0	0	17
07:15	3	9	6	1	0	3	0	0	1	0	0	0	0	23
07:30	0	9	6	0	0	0	0	1	1	1	0	0	2	20
07:45	0	7	10	0	0	0	0	0	0	3	0	0	3	23
08:00	0	25	17	1	0	1	0	1	2	1	0	0	0	48
08:15	0	12	6	0	1	1	1	1	1	0	2	0	1	26
08:30	0	53	39	1	1	2	1	3	4	5	2	0	6	117
08:45	0	8	7	1	0	1	0	0	1	2	0	0	1	21
09:00	0	17	6	0	0	1	0	1	1	0	1	0	1	28
09:15	0	19	14	0	1	0	0	1	2	0	3	0	0	40
09:30	0	21	6	1	1	0	2	0	3	0	3	0	1	38
09:45	0	65	33	2	2	2	2	2	7	2	7	0	3	127
10:00	1	26	11	0	2	1	0	1	2	1	4	0	0	49
10:15	0	14	6	2	1	0	0	0	1	0	1	0	0	25
10:30	0	23	11	0	1	0	1	0	2	1	2	0	1	42
10:45	0	26	10	0	3	1	0	1	1	0	2	0	1	45
11:00	1	89	38	2	7	2	1	2	6	2	9	0	2	161
11:15	0	27	9	0	2	0	0	0	1	1	1	1	2	44
11:30	0	21	11	1	1	1	0	0	2	2	3	0	1	43
11:45	1	24	11	1	2	2	0	0	3	0	1	0	0	45
12:00	1	27	12	0	0	1	0	0	2	2	4	0	1	50
12:15	2	99	43	2	5	4	0	0	8	5	9	1	4	182
12:30	0	32	14	0	2	2	0	1	2	1	0	0	1	55
12:45	1	30	8	0	1	0	1	0	2	2	1	0	0	46
13:00	0	39	10	0	0	0	0	0	0	1	0	1	3	54
13:15	1	32	15	0	1	2	2	1	1	1	3	0	0	59
13:30	2	133	47	0	4	4	3	2	5	5	4	1	4	214
13:45	0	28	8	0	0	0	0	1	2	1	1	0	1	42
14:00	1	19	7	0	1	1	2	0	1	0	2	1	0	35
14:15	0	23	18	1	1	3	0	1	2	1	3	0	2	55
14:30	0	19	9	0	0	1	0	1	2	1	1	1	1	36
14:45	1	89	42	1	2	5	2	3	7	3	7	2	4	168
Total	14	571	267	9	24	29	9	12	66	22	38	4	26	1091
Percent	1.3%	52.3%	24.5%	0.8%	2.2%	2.7%	0.8%	1.1%	6.0%	2.0%	3.5%	0.4%	2.4%	

Ontario Traffic Inc.
17705 Leslie St., Unit 6
Newmarket, Ontario L3Y 3E3
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Site Code: 7
Station ID: U298
Wellington Rd 124 from Spring St to East Church St
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

NB														
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	17	8	0	1	0	0	1	2	0	2	0	1	32
12:15	0	22	10	0	0	0	0	0	2	0	2	0	0	36
12:30	1	22	10	0	1	0	0	1	3	0	2	0	2	42
12:45	0	29	7	0	0	0	0	0	2	0	3	0	1	42
1	1	90	35	0	2	0	0	2	9	0	9	0	4	152
13:00	1	27	11	0	1	0	0	1	4	0	1	0	0	46
13:15	0	35	10	0	0	0	0	1	3	0	2	0	0	51
13:30	1	37	13	0	0	0	0	0	3	0	0	0	1	55
13:45	0	30	10	0	1	0	0	1	1	0	2	0	1	46
2	2	129	44	0	2	0	0	3	11	0	5	0	2	198
14:00	1	37	9	0	1	0	0	1	2	0	0	0	0	51
14:15	0	31	14	0	2	1	0	1	3	0	2	0	1	55
14:30	1	39	11	1	2	1	1	0	3	0	3	0	2	64
14:45	1	26	16	0	3	0	0	1	2	0	2	2	2	55
3	3	133	50	1	8	2	1	3	10	0	7	2	5	225
15:00	0	27	8	0	1	1	0	2	3	0	3	0	3	48
15:15	0	26	15	0	1	0	0	2	2	0	1	0	3	50
15:30	1	49	24	0	1	0	0	0	4	0	4	0	1	84
15:45	0	32	20	0	0	1	0	1	5	2	4	1	2	68
1	1	134	67	0	3	2	0	5	14	2	12	1	9	250
16:00	0	28	17	0	0	1	0	1	2	1	6	2	3	61
16:15	0	44	24	0	1	0	0	3	3	1	3	1	2	82
16:30	0	51	26	0	0	0	0	0	7	1	2	0	1	88
16:45	1	46	16	0	0	2	1	3	5	0	4	0	3	81
1	1	169	83	0	1	3	1	7	17	3	15	3	9	312
17:00	0	57	24	0	1	0	0	0	7	1	2	0	0	92
17:15	1	66	30	0	1	0	0	1	5	0	6	0	4	114
17:30	0	56	22	0	0	1	0	0	5	0	4	0	3	91
17:45	1	51	20	0	0	0	1	2	3	0	6	0	1	85
2	2	230	96	0	2	1	1	3	20	1	18	0	8	382
18:00	1	46	10	0	0	0	0	2	6	1	3	0	0	69
18:15	3	47	11	0	0	0	0	0	4	0	1	0	1	67
18:30	0	29	7	0	0	0	0	0	1	1	2	0	0	40
18:45	1	35	14	0	0	0	1	0	1	0	1	0	0	53
5	5	157	42	0	0	0	1	2	12	2	7	0	1	229
19:00	0	24	12	0	0	0	0	0	6	1	2	0	0	45
19:15	0	28	7	0	0	0	0	0	3	0	0	0	0	38
19:30	0	33	18	0	1	0	0	0	2	0	1	0	1	56
19:45	1	23	5	0	0	0	0	0	6	0	1	0	0	36
1	1	108	42	0	1	0	0	0	17	1	4	0	1	175
20:00	0	23	5	0	0	0	1	0	3	1	0	0	0	33
20:15	0	29	12	0	0	0	0	0	3	0	0	0	1	45
20:30	0	13	4	0	0	0	0	1	0	0	2	0	0	20
20:45	2	17	8	0	0	1	0	1	3	0	0	0	0	32
2	2	82	29	0	0	1	1	2	9	1	2	0	1	130
21:00	0	15	5	0	0	0	0	0	3	0	1	0	0	24
21:15	1	13	4	0	0	0	0	0	1	0	1	0	1	21
21:30	0	9	1	0	0	0	0	0	1	0	0	0	0	11
21:45	0	12	4	0	0	0	0	1	0	0	1	0	1	19
1	1	49	14	0	0	0	0	1	5	0	3	0	2	75
22:00	0	18	4	0	0	0	0	0	1	0	0	0	0	23
22:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:45	0	8	0	0	0	0	0	0	1	0	0	0	0	9
0	0	35	8	0	0	0	0	0	2	0	0	0	0	45
23:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
23:15	0	1	3	0	0	0	0	0	2	0	0	0	0	6
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:45	0	4	1	0	0	0	0	0	1	0	0	0	0	6
0	0	16	6	0	0	0	0	0	4	0	0	0	0	26
Total	19	1332	516	1	19	9	5	28	130	10	82	6	42	2199
Percent	0.9%	60.6%	23.5%	0.0%	0.9%	0.4%	0.2%	1.3%	5.9%	0.5%	3.7%	0.3%	1.9%	

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

Site Code: 7
 Station ID: U298
 Wellington Rd 124 from Spring St to East
 Church St
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB

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
06-25-25	0	2	0	0	0	0	0	0	1	0	0	0	0	3
00:15	0	2	0	0	0	0	1	0	1	0	0	0	0	4
00:30	0	1	0	0	0	0	0	0	3	0	0	0	0	4
00:45	1	0	2	0	0	0	0	0	1	0	0	0	0	4
01:00	1	5	2	0	0	0	1	0	6	0	0	0	0	15
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	0	1	0	0	0	0	0	2	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:15	0	4	1	0	1	0	0	0	2	0	0	0	0	8
02:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	1	0	0	1	0	0	2	0	0	0	0	4
03:15	0	1	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	2
03:45	0	1	0	0	0	0	0	0	1	0	0	0	1	3
04:00	0	6	1	0	0	0	1	0	7	0	0	0	1	16
04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
04:45	0	3	0	0	0	0	0	0	4	0	0	0	0	7
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:45	0	1	0	0	0	0	0	0	1	0	0	0	1	3
06:00	0	6	1	0	0	0	1	0	7	0	0	0	1	16
06:15	0	0	0	0	0	0	0	0	2	0	0	0	0	2
06:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
06:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
07:00	0	4	2	0	0	0	0	0	5	0	0	0	0	11
07:15	0	9	6	0	0	0	0	0	8	0	0	0	0	23
07:30	0	3	1	0	0	0	0	1	2	0	0	0	0	7
07:45	1	10	3	0	0	0	0	0	2	1	0	0	0	17
08:00	0	5	11	0	0	1	0	1	0	1	0	0	0	19
08:15	0	13	5	0	0	2	0	0	1	0	0	0	1	22
08:30	1	31	20	0	0	3	0	2	5	2	0	0	1	65
08:45	0	13	5	0	0	0	0	0	1	0	0	0	1	20
09:00	0	13	11	0	0	1	0	1	0	1	0	0	0	27
09:15	1	15	5	0	0	3	1	0	3	2	1	1	1	33
09:30	1	13	8	0	0	1	0	1	0	0	0	0	0	24
09:45	2	54	29	0	0	5	1	2	4	3	1	1	2	104
10:00	0	22	8	0	0	1	1	0	2	0	0	0	0	34
10:15	0	24	10	0	1	0	0	3	1	0	2	1	1	43
10:30	0	26	9	1	1	2	0	1	2	0	0	0	0	42
10:45	1	20	7	0	2	1	0	0	0	0	2	1	1	35
11:00	1	92	34	1	4	4	1	4	5	0	4	2	2	154
11:15	0	13	10	1	1	0	0	0	1	0	3	2	1	32
11:30	0	16	7	1	0	1	0	1	0	1	1	0	0	28
11:45	0	18	8	0	1	1	1	0	1	1	1	0	1	33
12:00	0	20	11	0	2	2	0	1	2	2	3	1	1	45
12:15	0	67	36	2	4	4	1	2	4	4	8	3	3	138
12:30	0	32	16	0	0	0	1	0	2	2	6	0	0	59
12:45	0	21	22	0	0	0	0	0	0	1	2	0	1	47
13:00	1	24	19	0	0	0	0	0	0	1	2	0	2	49
13:15	1	34	11	0	0	1	1	1	2	0	2	0	1	54
13:30	2	111	68	0	0	1	2	1	4	4	12	0	4	209
13:45	0	39	13	0	1	0	0	1	4	0	4	0	2	64
14:00	1	29	7	0	0	0	1	0	2	1	4	0	3	48
14:15	0	28	16	0	0	1	0	1	0	3	1	1	2	53
14:30	0	26	14	0	1	1	0	1	5	0	0	0	3	51
14:45	1	122	50	0	2	2	1	3	11	4	9	1	10	216
15:00	0	22	15	0	1	0	0	0	3	1	2	0	2	46
15:15	0	23	10	0	0	1	0	0	3	1	2	0	2	42
15:30	0	20	8	0	1	0	0	0	2	0	1	0	1	33
15:45	0	19	10	0	0	0	0	1	3	0	1	0	1	35
16:00	0	84	43	0	2	1	0	1	11	2	6	0	6	156
Total	8	588	292	3	13	21	8	15	70	19	40	7	30	1114
Percent	0.7%	52.8%	26.2%	0.3%	1.2%	1.9%	0.7%	1.3%	6.3%	1.7%	3.6%	0.6%	2.7%	

NB														
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	24	12	0	1	1	0	0	4	1	1	0	2	46
12:15	1	30	10	0	2	0	0	0	2	1	4	0	1	51
12:30	0	35	11	0	0	0	0	1	3	0	2	2	1	55
12:45	0	27	11	0	1	0	0	0	3	1	2	1	0	46
	1	116	44	0	4	1	0	1	12	3	9	3	4	198
13:00	0	28	9	0	0	0	0	1	3	0	1	0	0	42
13:15	1	29	12	0	0	0	0	0	4	0	3	0	1	50
13:30	0	34	12	1	1	0	0	1	2	0	2	0	2	55
13:45	0	35	15	0	1	0	0	0	3	1	2	0	1	58
	1	126	48	1	2	0	0	2	12	1	8	0	4	205
14:00	1	35	12	0	0	1	1	1	4	0	3	0	3	61
14:15	0	26	11	0	1	0	0	1	3	0	2	0	2	46
14:30	1	32	19	0	1	0	0	1	2	1	2	0	2	61
14:45	0	31	17	0	2	0	0	0	2	0	4	0	2	58
	2	124	59	0	4	1	1	3	11	1	11	0	9	226
15:00	0	25	6	1	1	0	2	0	1	1	2	0	2	41
15:15	1	27	19	0	2	0	2	1	2	2	2	4	4	66
15:30	0	45	14	0	0	1	0	1	4	3	5	0	2	75
15:45	1	47	24	0	0	1	0	2	3	2	3	0	1	84
	2	144	63	1	3	2	4	4	10	8	12	4	9	266
16:00	0	40	18	0	1	0	0	0	2	0	7	1	3	72
16:15	0	50	22	1	0	1	0	0	0	0	14	2	4	94
16:30	0	43	21	0	0	0	0	2	3	2	7	0	1	79
16:45	1	53	20	0	0	1	0	3	3	0	3	0	2	86
	1	186	81	1	1	2	0	5	8	2	31	3	10	331
17:00	1	40	24	0	2	0	0	2	2	2	2	1	3	79
17:15	3	49	23	0	0	1	1	2	3	0	1	1	2	86
17:30	1	48	20	0	0	0	0	0	2	1	3	0	5	80
17:45	0	57	16	0	0	0	0	1	2	0	2	0	1	79
	5	194	83	0	2	1	1	5	9	3	8	2	11	324
18:00	0	43	17	0	0	0	0	0	3	0	2	0	1	66
18:15	0	41	24	0	0	0	0	1	2	1	3	0	2	74
18:30	0	28	12	0	0	1	0	0	2	0	1	0	1	45
18:45	0	34	16	0	0	0	0	0	1	0	1	0	1	53
	0	146	69	0	0	1	0	1	8	1	7	0	5	238
19:00	1	22	13	0	0	0	0	0	3	0	3	0	2	44
19:15	0	32	5	0	1	0	0	0	1	0	0	1	1	41
19:30	1	24	10	0	0	0	0	2	2	2	3	0	1	45
19:45	1	31	12	0	0	1	0	0	1	1	1	0	2	50
	3	109	40	0	1	1	0	2	7	3	7	1	6	180
20:00	2	30	10	0	0	0	0	0	1	0	2	0	1	46
20:15	0	20	12	0	0	0	0	1	3	0	0	0	1	37
20:30	1	24	8	0	0	0	0	0	4	0	1	0	0	38
20:45	0	15	7	0	0	0	0	0	0	0	0	0	0	22
	3	89	37	0	0	0	0	1	8	0	3	0	2	143
21:00	0	30	12	0	0	0	0	2	4	0	1	0	0	49
21:15	0	23	3	0	0	0	0	0	4	0	2	0	0	32
21:30	0	11	7	0	0	0	0	0	2	0	0	0	0	20
21:45	0	15	6	0	0	0	0	0	2	0	0	0	0	23
	0	79	28	0	0	0	0	2	12	0	3	0	0	124
22:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
22:15	0	15	3	0	0	0	0	0	3	0	1	0	0	22
22:30	0	6	2	0	0	0	0	0	2	0	0	0	0	10
22:45	1	6	3	0	0	0	0	0	1	0	0	0	0	11
	1	41	10	0	0	0	0	0	6	0	1	0	0	59
23:00	0	3	3	0	0	0	1	0	1	0	0	0	0	8
23:15	0	1	2	0	0	0	0	0	1	0	0	0	0	4
23:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:45	0	1	1	0	0	0	0	0	2	0	0	0	0	4
	0	9	8	0	0	0	1	0	4	0	0	0	0	22
Total	19	1363	570	3	17	9	7	26	107	22	100	13	60	2316
Percent	0.8%	58.9%	24.6%	0.1%	0.7%	0.4%	0.3%	1.1%	4.6%	0.9%	4.3%	0.6%	2.6%	
Grand Total	60	3854	1645	16	73	68	29	81	373	73	260	30	158	6720
Percent	0.9%	57.4%	24.5%	0.2%	1.1%	1.0%	0.4%	1.2%	5.6%	1.1%	3.9%	0.4%	2.4%	

SB														
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
06-24-25	0	0	0	0	0	0	0	0	1	0	0	0	0	1
00:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	0	3	0	0	0	0	7
00:45	0	1	3	0	0	0	0	0	3	0	0	0	0	7
	0	7	5	0	0	0	0	0	7	0	0	0	0	19
01:00	0	4	1	0	0	0	0	0	1	0	0	0	0	6
01:15	0	0	1	0	0	0	0	0	3	0	0	0	0	4
01:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
01:45	0	2	2	0	0	0	0	0	2	0	0	0	0	6
	0	9	5	0	0	0	0	0	7	0	0	0	0	21
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	1	6	1	0	0	0	0	0	2	0	0	0	0	10
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	1	0	0	0	0	0	1	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:45	0	4	1	0	0	0	0	0	4	0	0	0	0	9
	0	8	2	0	0	0	0	0	6	0	0	0	0	16
04:00	0	2	5	0	0	0	0	0	1	0	0	0	0	8
04:15	0	5	2	0	0	0	0	0	1	1	0	0	0	9
04:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
04:45	0	12	1	0	0	1	0	0	2	0	0	0	1	17
	0	21	10	0	0	1	0	0	4	1	0	0	1	38
05:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
05:15	0	8	7	0	0	0	0	0	0	0	0	0	0	15
05:30	1	11	12	0	0	0	0	2	3	0	0	0	1	30
05:45	0	23	8	0	0	0	0	0	1	2	0	0	0	34
	2	50	29	0	0	0	0	2	4	2	0	0	1	90
06:00	0	15	13	0	0	0	0	2	2	2	1	0	0	35
06:15	0	25	13	0	0	1	0	0	2	2	0	0	0	43
06:30	0	15	16	0	0	0	0	1	1	3	0	0	1	37
06:45	0	31	11	0	0	0	0	0	1	0	0	0	3	46
	0	86	53	0	0	1	0	3	6	7	1	0	4	161
07:00	0	31	16	0	0	0	1	1	2	2	1	1	0	55
07:15	0	26	19	0	1	1	0	1	3	0	0	0	1	52
07:30	0	34	16	0	0	0	1	1	1	1	1	0	0	55
07:45	0	37	19	0	0	1	0	2	1	2	3	0	2	67
	0	128	70	0	1	2	2	5	7	5	5	1	3	229
08:00	1	34	17	1	0	1	2	1	2	2	2	2	1	66
08:15	0	36	14	0	0	1	0	4	3	1	1	1	3	64
08:30	2	35	12	2	1	0	2	0	4	2	1	0	0	61
08:45	0	33	15	0	0	1	0	0	3	2	2	0	2	58
	3	138	58	3	1	3	4	5	12	7	6	3	6	249
09:00	0	21	7	2	1	0	0	0	2	0	1	0	1	35
09:15	0	26	9	0	1	1	1	0	1	0	0	0	2	41
09:30	0	23	11	0	0	0	0	1	1	0	1	2	1	40
09:45	0	22	8	0	0	1	0	0	1	1	2	0	0	35
	0	92	35	2	2	2	1	1	5	1	4	2	4	151
10:00	0	28	13	3	1	1	0	0	2	1	1	0	1	51
10:15	0	17	7	4	0	0	0	2	1	0	2	0	0	33
10:30	0	18	8	0	0	0	0	0	2	1	1	0	1	31
10:45	0	22	8	1	0	1	0	0	2	0	1	0	0	35
	0	85	36	8	1	2	0	2	7	2	5	0	2	150
11:00	2	29	8	0	0	0	1	3	3	1	4	0	0	51
11:15	0	27	11	0	1	1	0	2	2	0	0	0	1	45
11:30	0	20	6	0	0	0	0	2	3	4	3	0	2	40
11:45	1	29	1	0	1	0	0	3	2	1	1	0	3	42
	3	105	26	0	2	1	1	10	10	6	8	0	6	178
Total	9	735	330	13	7	12	8	28	77	31	29	6	27	1312
Percent	0.7%	56.0%	25.2%	1.0%	0.5%	0.9%	0.6%	2.1%	5.9%	2.4%	2.2%	0.5%	2.1%	

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

Site Code: 7
Station ID: U298
Wellington Rd 124 from Spring St to East Church St
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB														
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	7	2	0	0	1	3	2	1	2	0	1	30
12:15	2	19	3	1	0	1	0	2	1	2	2	0	5	38
12:30	2	16	5	0	1	0	0	3	3	0	2	0	8	40
12:45	5	15	5	0	0	2	0	4	2	1	2	0	2	38
	9	61	20	3	1	3	1	12	8	4	8	0	16	146
13:00	1	6	5	2	0	0	0	3	1	4	1	3	7	33
13:15	5	9	4	0	1	0	0	2	1	1	0	2	1	26
13:30	3	7	7	0	1	1	0	3	3	1	1	0	6	33
13:45	3	18	11	0	0	1	0	4	1	0	0	1	3	42
	12	40	27	2	2	2	0	12	6	6	2	6	17	134
14:00	0	15	9	0	1	0	2	4	1	2	4	0	2	40
14:15	6	10	9	0	0	3	0	2	3	5	3	0	4	45
14:30	5	16	9	2	0	0	1	4	1	2	2	0	2	44
14:45	0	26	10	1	0	1	0	1	1	2	1	0	3	46
	11	67	37	3	1	4	3	11	6	11	10	0	11	175
15:00	0	22	10	0	0	0	1	0	2	0	2	0	2	39
15:15	0	26	13	0	0	0	0	0	1	1	3	0	1	45
15:30	0	15	9	0	0	1	0	1	1	0	2	1	2	32
15:45	1	30	12	0	1	1	0	0	0	1	3	0	1	50
	1	93	44	0	1	2	1	1	4	2	10	1	6	166
16:00	0	17	7	0	0	0	0	0	1	0	2	0	1	28
16:15	0	24	9	2	0	1	0	1	1	0	2	0	2	42
16:30	0	40	12	0	0	2	0	2	0	0	5	0	0	61
16:45	0	25	9	0	0	1	0	0	2	0	3	0	0	40
	0	106	37	2	0	4	0	3	4	0	12	0	3	171
17:00	0	34	10	2	1	0	0	0	1	0	1	0	2	51
17:15	0	31	13	0	0	1	0	0	0	0	2	0	1	48
17:30	0	22	10	0	0	0	0	0	1	0	3	0	1	37
17:45	0	26	7	0	0	1	0	0	0	0	2	1	1	38
	0	113	40	2	1	2	0	0	2	0	8	1	5	174
18:00	0	30	8	0	0	1	0	1	1	0	1	0	0	42
18:15	2	19	8	2	0	0	0	0	1	0	0	0	1	33
18:30	0	23	5	0	0	0	0	0	0	0	0	0	0	28
18:45	0	26	13	0	1	0	0	0	2	0	0	0	0	42
	2	98	34	2	1	1	0	1	4	0	1	0	1	145
19:00	0	35	9	0	0	0	0	0	3	0	2	0	0	49
19:15	0	33	9	0	0	0	1	0	4	0	0	0	0	47
19:30	3	24	11	0	0	0	0	1	3	0	1	0	0	43
19:45	3	33	7	0	0	1	0	0	2	0	1	0	2	49
	6	125	36	0	0	1	1	1	12	0	4	0	2	188
20:00	1	39	10	0	0	0	0	0	2	0	0	0	0	52
20:15	1	21	6	0	1	0	0	1	1	0	1	0	1	33
20:30	1	20	9	0	0	0	0	0	1	0	0	0	0	31
20:45	1	15	7	0	1	0	0	1	0	0	0	0	0	25
	4	95	32	0	2	0	0	2	4	0	1	0	1	141
21:00	1	21	3	0	0	0	0	0	2	0	0	0	0	27
21:15	0	14	3	0	0	0	0	0	1	0	0	0	0	18
21:30	0	15	4	0	0	0	0	0	1	1	0	0	0	21
21:45	0	11	4	0	0	0	0	0	2	0	1	0	0	18
	1	61	14	0	0	0	0	0	6	1	1	0	0	84
22:00	0	10	1	0	0	0	0	0	1	1	0	0	0	13
22:15	0	10	3	0	0	0	0	0	4	0	0	0	0	17
22:30	0	7	0	0	0	0	0	0	2	0	1	0	0	10
22:45	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	0	30	5	0	0	0	0	0	8	1	1	0	0	45
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
23:15	0	10	3	0	0	0	0	0	1	0	0	0	0	14
23:30	0	2	0	0	0	0	0	0	5	0	0	0	0	7
23:45	0	3	1	0	0	0	0	0	3	0	0	0	0	7
	0	19	6	0	0	0	0	0	9	0	0	0	0	34
Total	46	908	332	14	9	19	6	43	73	25	58	8	62	1603
Percent	2.9%	56.6%	20.7%	0.9%	0.6%	1.2%	0.4%	2.7%	4.6%	1.6%	3.6%	0.5%	3.9%	

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

Site Code: 7
 Station ID: U298
 Wellington Rd 124 from Spring St to East
 Church St
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

SB

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
06-25-25	0	2	0	0	0	0	0	0	3	0	0	0	0	5
00:15	1	5	1	0	0	0	0	0	2	0	0	0	0	9
00:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	12	2	0	0	0	0	0	6	0	0	0	0	21
01:15	0	1	0	0	0	0	0	0	1	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	1	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	2	0	0	0	0	3
02:15	0	2	0	0	0	0	0	0	4	0	0	0	0	6
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	2	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	4	0	0	0	0	6
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	2	0	0	0	0	3
03:45	0	1	0	1	0	0	0	0	2	0	0	0	0	4
04:00	1	1	1	0	0	0	0	0	4	0	0	0	0	7
04:15	1	6	1	1	0	0	0	0	8	0	0	0	0	17
04:30	0	2	0	0	0	0	0	0	1	1	0	0	0	4
04:45	0	0	2	0	0	0	0	0	1	0	0	0	0	3
05:00	0	0	2	0	0	0	0	0	2	0	0	0	0	3
05:15	0	1	0	1	0	0	0	0	2	0	0	0	0	4
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	2	2	0	0	0	0	0	4	1	0	0	0	9
06:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5
06:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:45	0	4	4	0	0	0	0	1	0	0	0	0	0	9
07:00	0	8	5	0	1	1	0	0	4	0	0	0	0	19
07:15	0	15	13	0	2	1	0	1	4	0	0	0	0	36
07:30	0	10	6	0	0	1	0	0	1	0	0	0	0	18
07:45	1	11	8	0	0	0	0	0	3	0	0	0	0	23
08:00	1	18	10	0	0	1	0	0	2	1	0	0	0	33
08:15	0	19	10	0	0	1	0	0	2	1	1	0	2	36
08:30	2	58	34	0	0	3	0	0	8	2	1	0	2	110
08:45	0	23	13	0	0	2	0	0	1	1	0	0	0	40
09:00	1	22	21	0	0	1	0	2	3	3	0	0	0	53
09:15	0	20	13	0	0	1	0	1	0	3	0	0	0	38
09:30	0	24	16	0	1	1	0	0	3	2	1	0	0	48
09:45	1	89	63	0	1	5	0	3	7	9	1	0	0	179
10:00	0	23	12	1	2	0	0	0	2	2	0	0	1	43
10:15	0	27	12	0	1	0	1	1	7	0	0	0	2	51
10:30	1	39	13	0	0	0	0	0	1	3	0	1	2	60
10:45	0	34	22	0	1	2	1	3	2	2	0	0	2	69
11:00	1	123	59	1	4	2	2	4	12	7	0	1	7	223
11:15	1	31	17	0	0	1	0	0	2	2	3	0	1	58
11:30	0	32	16	0	1	1	0	1	3	2	2	0	3	61
11:45	1	27	14	4	0	1	0	1	1	1	2	2	1	55
12:00	1	30	16	0	1	0	0	1	2	2	1	0	2	56
12:15	3	120	63	4	2	3	0	3	8	7	8	2	7	230
12:30	0	28	13	2	0	1	0	1	1	1	2	0	2	51
12:45	0	28	13	1	1	0	0	0	2	0	1	0	0	46
13:00	0	26	12	0	1	1	0	0	1	1	0	0	0	42
13:15	0	22	9	0	1	0	0	0	1	0	0	0	2	35
13:30	0	104	47	3	3	2	0	1	5	2	3	0	4	174
13:45	0	31	10	4	0	1	0	1	3	0	2	2	1	55
14:00	0	24	11	2	1	0	1	0	2	1	3	0	1	46
14:15	0	25	7	0	0	1	1	1	2	2	1	1	1	42
14:30	1	26	6	1	0	0	0	1	3	0	1	0	0	39
14:45	1	106	34	7	1	2	2	3	10	3	7	3	3	182
15:00	0	36	13	0	1	0	0	2	2	0	0	0	0	54
15:15	0	24	10	2	1	1	0	2	2	1	1	0	2	46
15:30	5	23	6	0	0	0	1	3	1	0	2	0	1	42
15:45	0	33	3	0	0	0	1	2	3	2	2	2	3	51
16:00	5	116	32	2	2	1	2	9	8	3	5	2	6	193
Total	15	753	350	18	15	19	6	24	84	34	25	8	29	1380
Percent	1.1%	54.6%	25.4%	1.3%	1.1%	1.4%	0.4%	1.7%	6.1%	2.5%	1.8%	0.6%	2.1%	

Ontario Traffic Inc.
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Tel: (905) 898-7711 Fax: (905) 898-3664

Site Code: 7
Station ID: U298
Wellington Rd 124 from Spring St to East Church St
Date Start: 24-Jun-25
Date End: 25-Jun-25
Date Start: 24-Jun-25

SB														
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	22	8	2	0	0	0	1	1	1	0	0	0	35
12:15	0	12	6	0	0	0	0	3	1	1	2	0	6	31
12:30	2	22	5	2	0	1	0	4	2	1	0	0	3	42
12:45	3	30	3	0	0	2	0	4	0	1	0	0	3	46
	5	86	22	4	0	3	0	12	4	4	2	0	12	154
13:00	4	14	7	0	0	1	0	3	1	3	0	0	2	35
13:15	1	17	6	0	0	1	0	2	2	0	0	0	3	32
13:30	3	13	3	0	0	0	1	2	1	0	0	0	6	29
13:45	1	14	9	0	1	1	0	2	2	3	1	2	5	41
	9	58	25	0	1	3	1	9	6	6	1	2	16	137
14:00	2	16	5	0	0	1	0	4	4	4	4	0	6	46
14:15	2	16	8	0	0	3	0	4	2	0	1	2	4	42
14:30	0	26	15	0	0	0	0	2	1	1	2	1	3	51
14:45	0	26	17	0	0	0	0	6	0	1	2	0	3	55
	4	84	45	0	0	4	0	16	7	6	9	3	16	194
15:00	0	24	10	0	0	2	1	4	0	0	3	0	2	46
15:15	0	20	11	0	0	0	0	2	1	3	2	0	3	42
15:30	1	18	9	1	0	0	0	0	0	0	3	2	1	35
15:45	0	27	10	2	1	0	1	2	1	1	3	0	3	51
	1	89	40	3	1	2	2	8	2	4	11	2	9	174
16:00	1	19	15	0	1	0	0	2	0	2	4	0	2	46
16:15	0	17	9	0	0	1	0	1	1	1	2	0	1	33
16:30	1	31	10	0	0	0	0	0	1	0	5	1	2	51
16:45	1	26	10	0	0	1	1	0	2	0	3	0	2	46
	3	93	44	0	1	2	1	3	4	3	14	1	7	176
17:00	0	31	15	0	0	0	2	0	1	0	5	0	1	55
17:15	0	32	9	0	0	1	0	1	0	0	3	0	0	46
17:30	0	34	17	0	0	1	0	0	1	0	2	0	0	55
17:45	0	25	13	0	1	0	0	0	2	0	3	2	0	46
	0	122	54	0	1	2	2	1	4	0	13	2	1	202
18:00	0	23	11	0	0	0	0	0	1	0	3	4	0	42
18:15	0	26	11	0	0	0	0	1	1	0	1	2	0	42
18:30	0	29	7	1	0	0	0	0	2	0	4	0	1	44
18:45	0	24	6	0	0	0	1	0	1	0	0	0	0	32
	0	102	35	1	0	0	1	1	5	0	8	6	1	160
19:00	1	31	8	2	0	0	0	0	2	0	0	0	0	44
19:15	0	37	10	0	1	0	0	0	3	0	0	2	0	53
19:30	0	29	8	2	1	0	0	0	3	0	1	0	1	45
19:45	0	33	8	0	0	0	0	0	1	0	0	0	0	42
	1	130	34	4	2	0	0	0	9	0	1	2	1	184
20:00	3	34	10	0	0	0	0	1	2	0	1	0	0	51
20:15	3	32	11	0	1	0	0	1	2	2	0	0	0	52
20:30	0	22	6	0	1	0	0	0	1	0	1	0	0	31
20:45	0	18	7	0	1	0	0	0	2	0	0	0	0	28
	6	106	34	0	3	0	0	2	7	2	2	0	0	162
21:00	1	20	10	0	0	0	1	0	1	0	1	0	0	34
21:15	0	14	6	0	0	0	0	0	2	0	0	0	0	22
21:30	1	10	1	0	0	0	0	0	3	0	0	0	0	15
21:45	0	15	5	0	0	0	0	0	2	0	0	0	0	22
	2	59	22	0	0	0	1	0	8	0	1	0	0	93
22:00	1	7	2	0	0	0	0	0	2	0	0	0	0	12
22:15	0	13	3	0	0	0	1	0	2	0	0	0	0	19
22:30	0	9	6	0	0	0	0	0	2	0	0	0	0	17
22:45	0	0	0	0	0	0	0	0	4	0	0	0	0	4
	1	29	11	0	0	0	1	0	10	0	0	0	0	52
23:00	0	2	2	0	0	0	0	1	1	0	0	0	0	6
23:15	0	6	0	0	0	0	0	0	1	0	0	0	1	8
23:30	0	4	1	0	0	0	0	0	2	0	0	0	0	7
23:45	0	4	1	0	0	0	0	0	1	0	0	0	0	6
	0	16	4	0	0	0	0	1	5	0	0	0	1	27
Total	32	974	370	12	9	16	9	53	71	25	62	18	64	1715
Percent	1.9%	56.8%	21.6%	0.7%	0.5%	0.9%	0.5%	3.1%	4.1%	1.5%	3.6%	1.0%	3.7%	
Grand Total	102	3370	1382	57	40	66	29	148	305	115	174	40	182	6010
Percent	1.7%	56.1%	23.0%	0.9%	0.7%	1.1%	0.5%	2.5%	5.1%	1.9%	2.9%	0.7%	3.0%	

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Site Code: 7
 Station ID: U298
 Wellington Rd 124 from Spring St to East
 Church St
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-24-25	0	5	0	0	0	0	0	0	2	0	0	0	0	7
00:15	0	2	4	0	0	0	0	0	1	0	0	0	0	7
00:30	0	6	0	0	0	0	0	0	4	0	0	0	0	10
00:45	0	4	3	0	0	0	0	0	6	0	0	0	0	13
01:00	0	17	7	0	0	0	0	0	13	0	0	0	0	37
01:15	0	6	1	0	0	0	0	0	5	0	0	0	0	12
01:30	0	1	1	0	0	0	0	0	4	0	0	0	0	6
01:45	0	3	2	0	1	0	0	0	3	0	0	0	0	9
02:00	0	2	6	0	0	0	0	0	3	0	0	0	0	11
02:15	0	12	10	0	1	0	0	0	15	0	0	0	0	38
02:30	0	2	2	0	1	0	0	0	2	0	0	0	0	7
02:45	0	7	3	0	0	0	0	0	2	0	0	0	1	13
03:00	0	1	0	0	0	0	0	0	2	0	0	0	0	3
03:15	2	4	1	0	0	1	0	0	1	0	0	0	0	9
03:30	2	14	6	0	1	1	0	0	7	0	0	0	1	32
03:45	0	4	1	0	0	0	0	0	2	0	0	0	0	7
04:00	0	1	1	0	0	0	0	0	2	0	0	0	0	4
04:15	0	2	0	0	1	0	0	0	2	0	0	0	0	5
04:30	2	5	3	0	0	2	0	0	4	0	0	0	0	16
04:45	2	12	5	0	1	2	0	0	10	0	0	0	0	32
05:00	1	4	6	0	0	1	0	0	4	0	0	0	0	16
05:15	0	7	3	0	0	1	0	0	2	1	0	0	0	14
05:30	0	6	3	0	0	0	0	0	0	0	0	0	1	10
05:45	1	13	2	0	0	3	0	0	3	0	0	0	2	24
06:00	2	30	14	0	0	5	0	0	9	1	0	0	3	64
06:15	2	8	2	0	0	1	0	0	0	0	0	0	0	13
06:30	0	8	7	0	0	0	0	0	0	0	0	0	0	15
06:45	2	13	12	0	0	1	0	2	3	0	0	0	1	34
07:00	1	30	14	1	0	1	0	0	2	2	0	0	0	51
07:15	5	59	35	1	0	3	0	2	5	2	0	0	1	113
07:30	0	24	19	0	0	0	0	3	3	3	1	0	2	55
07:45	0	32	23	0	0	1	0	0	2	5	0	0	3	66
08:00	0	40	33	1	0	1	0	2	3	4	0	0	1	85
08:15	0	43	17	0	1	1	1	1	2	0	2	0	4	72
08:30	0	139	92	1	1	3	1	6	10	12	3	0	10	278
08:45	0	39	23	1	0	1	1	1	3	4	1	1	1	76
09:00	0	43	25	0	1	2	0	2	4	0	1	0	2	80
09:15	0	53	30	0	1	0	1	2	3	1	4	0	0	95
09:30	0	58	25	1	1	1	2	2	4	2	6	0	3	105
09:45	0	193	103	2	3	4	4	7	14	7	12	1	6	356
10:00	2	60	28	1	2	2	2	2	4	3	6	2	1	115
10:15	0	50	20	2	1	1	0	4	4	1	2	1	3	89
10:30	2	58	23	2	2	0	3	0	6	3	3	0	1	103
10:45	0	59	25	0	3	2	0	1	4	2	4	0	3	103
11:00	4	227	96	5	8	5	5	7	18	9	15	3	8	410
11:15	0	48	16	2	3	0	0	0	3	1	2	1	3	79
11:30	0	47	20	1	2	2	1	0	3	2	3	0	3	84
11:45	1	47	22	1	2	2	0	1	4	0	2	2	1	85
12:00	1	49	20	0	0	2	0	0	3	3	6	0	1	85
12:15	2	191	78	4	7	6	1	1	13	6	13	3	8	333
12:30	0	60	27	3	3	3	0	1	4	2	1	0	2	106
12:45	1	47	15	4	1	0	1	2	3	2	3	0	0	79
13:00	0	57	18	0	0	0	0	0	2	2	1	1	4	85
13:15	1	54	23	1	1	3	2	1	3	1	4	0	0	94
13:30	2	218	83	8	5	6	3	4	12	7	9	1	6	364
13:45	2	57	16	0	0	0	1	4	5	2	5	0	1	93
14:00	1	46	18	0	2	2	2	2	3	0	2	1	1	80
14:15	0	43	24	1	1	3	0	3	5	5	6	0	4	95
14:30	1	48	10	0	1	1	0	4	4	2	2	1	4	78
14:45	4	194	68	1	4	6	3	13	17	9	15	2	10	346
Total	23	1306	597	22	31	41	17	40	143	53	67	10	53	2403
Percent	1.0%	54.3%	24.8%	0.9%	1.3%	1.7%	0.7%	1.7%	6.0%	2.2%	2.8%	0.4%	2.2%	

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

Site Code: 7
 Station ID: U298
 Wellington Rd 124 from Spring St to East
 Church St
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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	28	15	2	1	0	1	4	4	1	4	0	2	62
12:15	2	41	13	1	0	1	0	2	3	2	4	0	5	74
12:30	3	38	15	0	2	0	0	4	6	0	4	0	10	82
12:45	5	44	12	0	0	2	0	4	4	1	5	0	3	80
	10	151	55	3	3	3	1	14	17	4	17	0	20	298
13:00	2	33	16	2	1	0	0	4	5	4	2	3	7	79
13:15	5	44	14	0	1	0	0	3	4	1	2	2	1	77
13:30	4	44	20	0	1	1	0	3	6	1	1	0	7	88
13:45	3	48	21	0	1	1	0	5	2	0	2	1	4	88
	14	169	71	2	4	2	0	15	17	6	7	6	19	332
14:00	1	52	18	0	2	0	2	5	3	2	4	0	2	91
14:15	6	41	23	0	2	4	0	3	6	5	5	0	5	100
14:30	6	55	20	3	2	1	2	4	4	2	5	0	4	108
14:45	1	52	26	1	3	1	0	2	3	2	3	2	5	101
	14	200	87	4	9	6	4	14	16	11	17	2	16	400
15:00	0	49	18	0	1	1	1	2	5	0	5	0	5	87
15:15	0	52	28	0	1	0	0	2	3	1	4	0	4	95
15:30	1	64	33	0	1	1	0	1	5	0	6	1	3	116
15:45	1	62	32	0	1	2	0	1	5	3	7	1	3	118
	2	227	111	0	4	4	1	6	18	4	22	2	15	416
16:00	0	45	24	0	0	1	0	1	3	1	8	2	4	89
16:15	0	68	33	2	1	1	0	4	4	1	5	1	4	124
16:30	0	91	38	0	0	2	0	2	7	1	7	0	1	149
16:45	1	71	25	0	0	3	1	3	7	0	7	0	3	121
	1	275	120	2	1	7	1	10	21	3	27	3	12	483
17:00	0	91	34	2	2	0	0	0	8	1	3	0	2	143
17:15	1	97	43	0	1	1	0	1	5	0	8	0	5	162
17:30	0	78	32	0	0	1	0	0	6	0	7	0	4	128
17:45	1	77	27	0	0	1	1	2	3	0	8	1	2	123
	2	343	136	2	3	3	1	3	22	1	26	1	13	556
18:00	1	76	18	0	0	1	0	3	7	1	4	0	0	111
18:15	5	66	19	2	0	0	0	0	5	0	1	0	2	100
18:30	0	52	12	0	0	0	0	0	1	1	2	0	0	68
18:45	1	61	27	0	1	0	1	0	3	0	1	0	0	95
	7	255	76	2	1	1	1	3	16	2	8	0	2	374
19:00	0	59	21	0	0	0	0	0	9	1	4	0	0	94
19:15	0	61	16	0	0	0	1	0	7	0	0	0	0	85
19:30	3	57	29	0	1	0	0	1	5	0	2	0	1	99
19:45	4	56	12	0	0	1	0	0	8	0	2	0	2	85
	7	233	78	0	1	1	1	1	29	1	8	0	3	363
20:00	1	62	15	0	0	0	1	0	5	1	0	0	0	85
20:15	1	50	18	0	1	0	0	1	4	0	1	0	2	78
20:30	1	33	13	0	0	0	0	1	1	0	2	0	0	51
20:45	3	32	15	0	1	1	0	2	3	0	0	0	0	57
	6	177	61	0	2	1	1	4	13	1	3	0	2	271
21:00	1	36	8	0	0	0	0	0	5	0	1	0	0	51
21:15	1	27	7	0	0	0	0	0	2	0	1	0	1	39
21:30	0	24	5	0	0	0	0	0	2	1	0	0	0	32
21:45	0	23	8	0	0	0	0	1	2	0	2	0	1	37
	2	110	28	0	0	0	0	1	11	1	4	0	2	159
22:00	0	28	5	0	0	0	0	0	2	1	0	0	0	36
22:15	0	15	5	0	0	0	0	0	4	0	0	0	0	24
22:30	0	11	2	0	0	0	0	0	2	0	1	0	0	16
22:45	0	11	1	0	0	0	0	0	2	0	0	0	0	14
	0	65	13	0	0	0	0	0	10	1	1	0	0	90
23:00	0	9	3	0	0	0	0	0	1	0	0	0	0	13
23:15	0	11	6	0	0	0	0	0	3	0	0	0	0	20
23:30	0	8	1	0	0	0	0	0	5	0	0	0	0	14
23:45	0	7	2	0	0	0	0	0	4	0	0	0	0	13
	0	35	12	0	0	0	0	0	13	0	0	0	0	60
Total	65	2240	848	15	28	28	11	71	203	35	140	14	104	3802
Percent	1.7%	58.9%	22.3%	0.4%	0.7%	0.7%	0.3%	1.9%	5.3%	0.9%	3.7%	0.4%	2.7%	

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Site Code: 7
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 Wellington Rd 124 from Spring St to East
 Church St
 Date Start: 24-Jun-25
 Date End: 25-Jun-25
 Date Start: 24-Jun-25

NB, SB

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
06-25-25	0	4	0	0	0	0	0	0	4	0	0	0	0	8
00:15	1	7	1	0	0	0	1	0	3	0	0	0	0	13
00:30	0	4	1	0	0	0	0	0	4	0	0	0	0	9
00:45	1	2	2	0	0	0	0	0	1	0	0	0	0	6
	2	17	4	0	0	0	1	0	12	0	0	0	0	36
01:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
01:15	0	0	1	0	0	0	0	0	2	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45	0	3	0	0	1	0	0	0	2	0	0	0	0	6
	0	6	1	0	1	0	0	0	6	0	0	0	0	14
02:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
02:15	0	2	1	0	0	0	0	0	2	0	0	0	0	5
02:30	0	1	1	1	0	1	0	0	4	0	0	0	0	8
02:45	1	2	1	0	0	0	0	0	4	0	0	0	1	9
	1	9	3	1	0	1	0	0	11	0	0	0	1	27
03:00	0	3	1	0	0	0	1	0	2	1	0	0	0	8
03:15	0	3	2	0	0	0	0	0	5	0	0	0	0	10
03:30	0	1	0	0	0	0	0	0	3	0	0	0	0	4
03:45	0	1	0	0	0	0	0	0	1	0	0	0	1	3
	0	8	3	0	0	0	1	0	11	1	0	0	1	25
04:00	0	3	1	0	1	0	0	0	2	0	0	0	0	7
04:15	0	3	4	0	0	0	0	0	1	0	0	0	0	8
04:30	0	6	7	0	0	0	0	1	0	0	0	0	0	14
04:45	0	12	7	0	1	1	0	0	9	0	0	0	0	30
	0	24	19	0	2	1	0	1	12	0	0	0	0	59
05:00	0	13	7	0	0	1	0	1	3	0	0	0	0	25
05:15	2	21	11	0	0	0	0	0	5	1	0	0	0	40
05:30	1	23	21	0	0	2	0	1	2	2	0	0	0	52
05:45	0	32	15	0	0	3	0	0	3	1	1	0	3	58
	3	89	54	0	0	6	0	2	13	4	1	0	3	175
06:00	0	36	18	0	0	2	0	0	2	1	0	0	1	60
06:15	1	35	32	0	0	2	0	3	3	4	0	0	0	80
06:30	1	35	18	0	0	4	1	1	3	5	1	1	1	71
06:45	1	37	24	0	1	2	0	1	3	2	1	0	0	72
	3	143	92	0	1	10	1	5	11	12	2	1	2	283
07:00	0	45	20	1	2	1	1	0	4	2	0	0	1	77
07:15	0	51	22	0	2	0	1	4	8	0	2	1	3	94
07:30	1	65	22	1	1	2	0	1	3	3	0	1	2	102
07:45	1	54	29	0	3	3	1	3	2	2	2	1	3	104
	2	215	93	2	8	6	3	8	17	7	4	3	9	377
08:00	1	44	27	1	1	1	0	0	3	2	6	2	2	90
08:15	0	48	23	1	1	2	0	2	3	3	3	0	3	89
08:30	1	45	22	4	1	2	1	1	2	2	3	2	2	88
08:45	1	50	27	0	3	2	0	2	4	4	4	1	3	101
	3	187	99	6	6	7	1	5	12	11	16	5	10	368
09:00	0	60	29	2	0	1	1	1	3	3	8	0	2	110
09:15	0	49	35	1	1	0	0	0	2	1	3	0	1	93
09:30	1	50	31	0	1	1	0	0	1	2	2	0	2	91
09:45	1	56	20	0	1	1	1	1	3	0	2	0	3	89
	2	215	115	3	3	3	2	2	9	6	15	0	8	383
10:00	0	70	23	4	1	1	0	2	7	0	6	2	3	119
10:15	1	53	18	2	1	0	2	0	4	2	7	0	4	94
10:30	0	53	23	0	0	2	1	2	2	5	2	2	3	95
10:45	1	52	20	1	1	1	0	2	8	0	1	0	3	90
	2	228	84	7	3	4	3	6	21	7	16	4	13	398
11:00	0	58	28	0	2	0	0	2	5	1	2	0	2	100
11:15	0	47	20	2	1	2	0	2	5	2	3	0	4	88
11:30	5	43	14	0	1	0	1	3	3	0	3	0	2	75
11:45	0	52	13	0	0	0	1	3	6	2	3	2	4	86
	5	200	75	2	4	2	2	10	19	5	11	2	12	349
Total	23	1341	642	21	28	40	14	39	154	53	65	15	59	2494
Percent	0.9%	53.8%	25.7%	0.8%	1.1%	1.6%	0.6%	1.6%	6.2%	2.1%	2.6%	0.6%	2.4%	

NB, SB														
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	46	20	2	1	1	0	1	5	2	1	0	2	81
12:15	1	42	16	0	2	0	0	3	3	2	6	0	7	82
12:30	2	57	16	2	0	1	0	5	5	1	2	2	4	97
12:45	3	57	14	0	1	2	0	4	3	2	2	1	3	92
	6	202	66	4	4	4	0	13	16	7	11	3	16	352
13:00	4	42	16	0	0	1	0	4	4	3	1	0	2	77
13:15	2	46	18	0	0	1	0	2	6	0	3	0	4	82
13:30	3	47	15	1	1	0	1	3	3	0	2	0	8	84
13:45	1	49	24	0	2	1	0	2	5	4	3	2	6	99
	10	184	73	1	3	3	1	11	18	7	9	2	20	342
14:00	3	51	17	0	0	2	1	5	8	4	7	0	9	107
14:15	2	42	19	0	1	3	0	5	5	0	3	2	6	88
14:30	1	58	34	0	1	0	0	3	3	2	4	1	5	112
14:45	0	57	34	0	2	0	0	6	2	1	6	0	5	113
	6	208	104	0	4	5	1	19	18	7	20	3	25	420
15:00	0	49	16	1	1	2	3	4	1	1	5	0	4	87
15:15	1	47	30	0	2	0	2	3	3	5	4	4	7	108
15:30	1	63	23	1	0	1	0	1	4	3	8	2	3	110
15:45	1	74	34	2	1	1	1	4	4	3	6	0	4	135
	3	233	103	4	4	4	6	12	12	12	23	6	18	440
16:00	1	59	33	0	2	0	0	2	2	2	11	1	5	118
16:15	0	67	31	1	0	2	0	1	1	1	16	2	5	127
16:30	1	74	31	0	0	0	0	2	4	2	12	1	3	130
16:45	2	79	30	0	0	2	1	3	5	0	6	0	4	132
	4	279	125	1	2	4	1	8	12	5	45	4	17	507
17:00	1	71	39	0	2	0	2	2	3	2	7	1	4	134
17:15	3	81	32	0	0	2	1	3	3	0	4	1	2	132
17:30	1	82	37	0	0	1	0	0	3	1	5	0	5	135
17:45	0	82	29	0	1	0	0	1	4	0	5	2	1	125
	5	316	137	0	3	3	3	6	13	3	21	4	12	526
18:00	0	66	28	0	0	0	0	0	4	0	5	4	1	108
18:15	0	67	35	0	0	0	0	2	3	1	4	2	2	116
18:30	0	57	19	1	0	1	0	0	4	0	5	0	2	89
18:45	0	58	22	0	0	0	1	0	2	0	1	0	1	85
	0	248	104	1	0	1	1	2	13	1	15	6	6	398
19:00	2	53	21	2	0	0	0	0	5	0	3	0	2	88
19:15	0	69	15	0	2	0	0	0	4	0	0	3	1	94
19:30	1	53	18	2	1	0	0	2	5	2	4	0	2	90
19:45	1	64	20	0	0	1	0	0	2	1	1	0	2	92
	4	239	74	4	3	1	0	2	16	3	8	3	7	364
20:00	5	64	20	0	0	0	0	1	3	0	3	0	1	97
20:15	3	52	23	0	1	0	0	2	5	2	0	0	1	89
20:30	1	46	14	0	1	0	0	0	5	0	2	0	0	69
20:45	0	33	14	0	1	0	0	0	2	0	0	0	0	50
	9	195	71	0	3	0	0	3	15	2	5	0	2	305
21:00	1	50	22	0	0	0	1	2	5	0	2	0	0	83
21:15	0	37	9	0	0	0	0	0	6	0	2	0	0	54
21:30	1	21	8	0	0	0	0	0	5	0	0	0	0	35
21:45	0	30	11	0	0	0	0	0	4	0	0	0	0	45
	2	138	50	0	0	0	1	2	20	0	4	0	0	217
22:00	1	21	4	0	0	0	0	0	2	0	0	0	0	28
22:15	0	28	6	0	0	0	1	0	5	0	1	0	0	41
22:30	0	15	8	0	0	0	0	0	4	0	0	0	0	27
22:45	1	6	3	0	0	0	0	0	5	0	0	0	0	15
	2	70	21	0	0	0	1	0	16	0	1	0	0	111
23:00	0	5	5	0	0	0	1	1	2	0	0	0	0	14
23:15	0	7	2	0	0	0	0	0	2	0	0	0	1	12
23:30	0	8	3	0	0	0	0	0	2	0	0	0	0	13
23:45	0	5	2	0	0	0	0	0	3	0	0	0	0	10
	0	25	12	0	0	0	1	1	9	0	0	0	1	49
Total	51	2337	940	15	26	25	16	79	178	47	162	31	124	4031
Percent	1.3%	58.0%	23.3%	0.4%	0.6%	0.6%	0.4%	2.0%	4.4%	1.2%	4.0%	0.8%	3.1%	
Grand Total	162	7224	3027	73	113	134	58	229	678	188	434	70	340	12730
Percent	1.3%	56.7%	23.8%	0.6%	0.9%	1.1%	0.5%	1.8%	5.3%	1.5%	3.4%	0.5%	2.7%	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	EB														
2	Start Date: 5/15/24														
3	Start Time: 12:00:00 AM														
4	Site Code: 5201														
5	Station ID: U96														
6	Location 1: WR 52 0.2km northeast of Tenth Line														
7	Location 2:														
8															
9	Date	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
10	5/15/24	12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
11	5/15/24	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12	5/15/24	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
13	5/15/24	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
14	5/15/24	01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
15	5/15/24	01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
16	5/15/24	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
17	5/15/24	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
18	5/15/24	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
19	5/15/24	02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
20	5/15/24	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
21	5/15/24	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
22	5/15/24	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
23	5/15/24	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
24	5/15/24	03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
25	5/15/24	03:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0
26	5/15/24	04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
27	5/15/24	04:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
28	5/15/24	04:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0
29	5/15/24	04:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
30	5/15/24	05:00 AM	1	5	2	0	0	0	0	0	0	0	0	0	0
31	5/15/24	05:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
32	5/15/24	05:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
33	5/15/24	05:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
34	5/15/24	06:00 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
35	5/15/24	06:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
36	5/15/24	06:30 AM	0	11	4	0	1	0	0	0	0	0	1	0	0
37	5/15/24	06:45 AM	0	15	6	0	0	0	0	0	0	0	0	0	0
38	5/15/24	07:00 AM	0	27	4	0	0	0	0	0	1	0	0	0	1

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	WB														
2	Start Date: 5/15/24														
3	Start Time: 12:00:00 AM														
4	Site Code: 5201														
5	Station ID: U96														
6	Location 1: WR 52 0.2km northeast of Tenth Line														
7	Location 2:														
8															
9	Date	Time	Bikes	Cars & Trailers	2 Axle Long	Busess	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
10	5/15/24	12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
11	5/15/24	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
12	5/15/24	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
13	5/15/24	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
14	5/15/24	01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
15	5/15/24	01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
16	5/15/24	01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
17	5/15/24	01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
18	5/15/24	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
19	5/15/24	02:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
20	5/15/24	02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
21	5/15/24	02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
22	5/15/24	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
23	5/15/24	03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
24	5/15/24	03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
25	5/15/24	03:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
26	5/15/24	04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
27	5/15/24	04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
28	5/15/24	04:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
29	5/15/24	04:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
30	5/15/24	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
31	5/15/24	05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
32	5/15/24	05:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
33	5/15/24	05:45 AM	0	5	1	0	0	0	0	0	0	1	0	0	0
34	5/15/24	06:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
35	5/15/24	06:15 AM	0	9	1	06:15 AM	0	0	0	0	0	1	0	0	0
36	5/15/24	06:30 AM	0	11	1	0	0	0	0	0	0	3	1	0	0
37	5/15/24	06:45 AM	1	14	2	0	0	1	0	0	0	2	0	0	0
38	5/15/24	07:00 AM	0	10	4	0	0	1	0	0	0	0	0	0	0
39	5/15/24	07:15 AM	0	14	4	0	0	0	0	0	0	1	0	0	0
40	5/15/24	07:30 AM	0	14	7	0	0	0	0	0	0	0	0	0	0
41	5/15/24	07:45 AM	1	15	4	0	0	0	0	2	0	0	0	1	0
42	5/15/24	08:00 AM	0	9	10	0	1	1	0	3	0	0	0	0	0
43	5/15/24	08:15 AM	0	19	0	0	2	0	0	1	0	0	0	0	0
44	5/15/24	08:30 AM	0	16	4	0	0	0	0	1	0	1	0	0	0
45	5/15/24	08:45 AM	0	19	8	0	0	0	0	0	0	0	1	0	0
46	5/15/24	09:00 AM	0	18	9	0	0	1	0	0	0	1	0	0	0
47	5/15/24	09:15 AM	0	15	6	0	3	2	0	0	1	0	0	0	0
48	5/15/24	09:30 AM	0	11	5	0	0	1	0	0	0	0	1	0	0
49	5/15/24	09:45 AM	1	14	6	0	1	2	0	0	0	0	1	0	0
50	5/15/24	10:00 AM	0	12	8	0	1	2	0	0	0	1	0	0	0
51	5/15/24	10:15 AM	0	8	4	0	1	1	0	1	0	1	1	0	0
52	5/15/24	10:30 AM	0	11	3	0	0	2	0	0	0	0	0	0	0
53	5/15/24	10:45 AM	0	9	7	0	0	1	0	1	0	0	0	0	0
54	5/15/24	11:00 AM	0	11	4	0	0	2	0	0	0	0	0	0	1
55	5/15/24	11:15 AM	0	9	2	0	1	2	0	0	0	0	0	0	0
56	5/15/24	11:30 AM	1	15	6	0	1	3	0	0	0	1	0	0	0
57	5/15/24	11:45 AM	0	16	1	0	1	0	0	1	0	0	0	0	0
58	5/15/24	12:00 PM	0	19	10	0	0	2	0	1	0	0	1	0	0
59	5/15/24	12:15 PM	1	17	5	0	1	0	0	0	0	0	0	0	0
60	5/15/24	12:30 PM	0	12	8	0	0	3	0	1	0	1	0	0	0
61	5/15/24	12:45 PM	2	7	4	0	0	0	0	0	0	1	0	0	0
62	5/15/24	01:00 PM	0	20	3	0	0	2	0	1	0	0	0	0	0
63	5/15/24	01:15 PM	0	19	6	0	0	2	0	0	1	1	0	0	0
64	5/15/24	01:30 PM	0	10	4	0	0	2	0	0	0	1	0	0	0
65	5/15/24	01:45 PM	2	21	1	0	1	3	0	1	0	0	0	0	0
66	5/15/24	02:00 PM	0	12	10	0	0	1	0	1	0	0	1	0	0
67	5/15/24	02:15 PM	0	13	6	0	2	2	0	0	0	0	0	0	0
68	5/15/24	02:30 PM	1	18	7	0	0	0	0	1	1	0	0	0	0
69	5/15/24	02:45 PM	1	19	6	0	2	1	0	2	0	2	1	0	0
70	5/15/24	03:00 PM	0	19	8	0	0	1	0	0	1	1	2	0	0
71	5/15/24	03:15 PM	1	24	7	0	0	1	0	2	1	0	1	0	0
72	5/15/24	03:30 PM	0	23	12	0	0	0	0	0	0	0	0	0	0
73	5/15/24	03:45 PM	0	27	11	0	0	0	0	1	0	0	0	0	0
74	5/15/24	04:00 PM	0	24	7	0	0	0	0	0	0	1	0	0	0
75	5/15/24	04:15 PM	0	24	9	0	0	1	0	1	0	0	0	0	0
76	5/15/24	04:30 PM	2	34	9	0	0	1	0	0	0	0	0	0	1
77	5/15/24	04:45 PM	0	23	8	0	0	0	0	0	1	0	0	0	0
78	5/15/24	05:00 PM	1	42	13	0	0	0	0	0	0	0	1	0	0
79	5/15/24	05:15 PM	0	35	19	0	1	0	0	1	0	0	0	0	0
80	5/15/24	05:30 PM	0	21	3	0	0	1	0	0	0	0	0	0	0
81	5/15/24	05:45 PM	1	17	6	0	0	0	0	0	0	0	0	0	0
82	5/15/24	06:00 PM	0	16	10	0	0	0	0	0	0	0	0	0	0
83	5/15/24	06:15 PM	1	11	5	0	0	0	0	0	0	0	0	0	0
84	5/15/24	06:30 PM	1	10	5	0	0	0	0	0	0	0	0	0	0
85	5/15/24	06:45 PM	3	15	2	0	0	0	0	1	0	0	0	0	0
86	5/15/24	07:00 PM	3	11	5	0	1	0	0	0	0	0	0	0	0
87	5/15/24	07:15 PM	0	8	5	0	0	0	0	0	0	0	0	0	0
88	5/15/24	07:30 PM	2	11	4	0	0	0	0	0	0	0	0	0	0
89	5/15/24	07:45 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
90	5/15/24	08:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0
91	5/15/24	08:15 PM	1	12	1	0	0	0	0	1	0	0	0	0	0
92	5/15/24	08:30 PM	2	8	1	0	0	0	0	0	0	0	0	0	0
93	5/15/24	08:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
94	5/15/24	09:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
95	5/15/24	09:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
96	5/15/24	09:30 PM	1	3	3	0	0	0	0	0	0	0	0	0	0
97	5/15/24	09:45 PM	0	7	4	0	0	0	0	0	0	0	0	0	0
98	5/15/24	10:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
99	5/15/24	10:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
100	5/15/24	10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
101	5/15/24	10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
102	5/15/24	11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
103	5/15/24	11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
104	5/15/24	11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
105	5/15/24	11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0

Appendix G-2

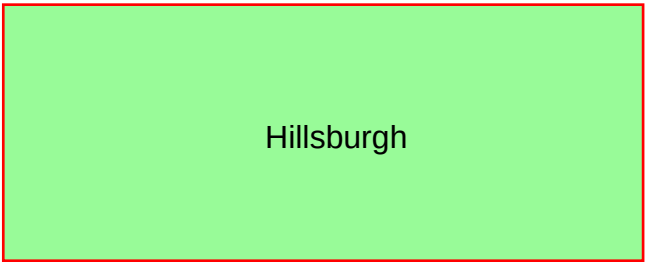
**Existing and Future Turning Movement Counts
(TMC)**

**Vehicle Volumes and Percentages (Including
Truck Volumes and Shares)**

Existing 2025 - AM&PM Peak Hour
No Detoured Truck

Existing Condition

2025 AM-No detoured Truck



AM Peak 8:00 am									
Ped.					Ped.				
0					0				
← 168					← 31 13%				
6% 16					← 135 16%				
10% 203					← 7 29%				
0% 5					← 244				
→					→				
Total Veh.					Ped.				
%HV					0				

Wellington Road 24

Erin-Garafraxa Townline

Station 3

AM Peak 7:45 am									
Ped.					Ped.				
0					0				
← 156					← 148 11%				
9% 254					← 4 25%				
0% 4					← 258				
→					→				
Total Veh.					Ped.				
%HV					0				

Wellington Road 24

Station 12

AM Peak 7:45 am									
Ped.					Ped.				
1					1				
← 164					← 12 17%				
0% 7					← 157 14%				
10% 274					← 9 11%				
25% 4					← 319				
→					→				
Total Veh.					Ped.				
%HV					0				

Wellington Road 24

MB 51

Station 4

Station 2 AM Peak 7:45 am									
Ped.					Ped.				
0					0				
← 10					← 6 17%				
100% 2					← 4 25%				
0% 7					← 47 6%				
0% 2					← 111				
→					→				
Total Veh.					Ped.				
%HV					0				

Wellington Rd 23

Wellington Road 22

Station 11 AM Peak 8:15 am									
Ped.					Ped.				
0					0				
← 20					← 1 0%				
6% 35					← 1 0%				
0% 2					← 2 0%				
9% 11					← 7				
→					→				
Total Veh.					Ped.				
%HV					0				

Wellington Road 22

AM Peak 7:45 am									
Ped.					Ped.				
0					0				
← 188					← 28 11%				
5% 55					← 102 12%				
12% 228					← 8 38%				
6% 52					← 306				
→					→				
Total Veh.					Ped.				
%HV					0				

Wellington Road 24

Wellington Road 22

Station 1

Existing Condition

2025 AM-No detoured Truck

Station 7									
AM Peak 7:30 am			28%	17%	14%	↑	Ped.		
Ped.			29	216	43	340	0		
←			↙	↓	↘		↖		
96							44		
2%							9%		
55							41		
77							2%		
→							12		
8%							8%		
39							→		
23%							134		
							Ped.		
							1		
Total Veh.			267	↖	↑	↗	Wellington Road 25 (Winston Churchill)		
%HV			↓	42%	11%	14%			
Ped.									
0									



Station 8									
AM Peak 8:00 am			Wellington Road 52			Ped.			
Ped.			2			0			
←			362			Main Street			
4%			114	→		←			
22%			198	↘		↙			
						152			
						9%			
						63			
						178			
						→			
Total Veh.			261	↖	↑	Ped.			
%HV			↓	17%	6%	0			
Ped.									
1									

Station 9									
AM Peak 8:00 am			25%	20%	0%	↑	Ped.		
Ped.			4	260	3	270	0		
↙				↓	↘				
←			11				↖		
33%			6	↗			5		
0			0	→			1		
10%			20	↘			9		
							7		
							→		
Total Veh.			289	↖	↑	↗	Ped.		
%HV			↓	33%	14%	25%	0		
Ped.									
1									

Station 5									
AM Peak 7:15 am			14%	16%	10%	↑	Ped.		
Ped.			14	156	90	209	2		
↙				↓	↘				
←			261				↖		
0%			22	↗			33		
10%			287	→			126		
16%			77	↘			59		
							455		
							→		
Total Veh.			292	↖	↑	↗	Ped.		
%HV			↓	17%	17%	9%	0		
Ped.									
1									

Station 6									
AM Peak 8:00 am			12%	13%		↑	Ped.		
Ped.			86	83		256	0		
↙				↓					
←			104				↖		
19%			131	↗			5		
60%			0	→			8		
			5	↘			10		
							→		
Total Veh.			88	↖	↑		Ped.		
%HV			↓	17%	4%		0		
Ped.									
0									

Station 10									
AM Peak 7:15 am			14%	7%	86%	↑	Ped.		
Ped.			7	81	7	153	0		
↙				↓	↘				
←			16				↖		
0%			37	↗			5		
3%			0	→			0		
			30	↘			8		
							10		
							→		
Total Veh.			119	↖	↑	↗	Ped.		
%HV			↓	0%	4%	67%	0		
Ped.									
0									

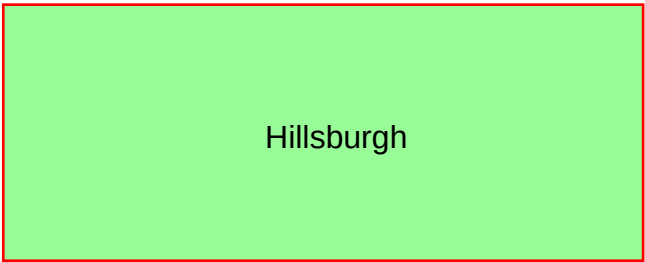
Station 13									
AM Peak 8:00 am			20%		5%	↑	Ped.		
Ped.			92		19	108	0		
↙					↘				
←			214				↖		
6%			97	↗			11		
5%			63	→			122		
							82		
							→		
Total Veh.							Ped.		
%HV							0		
Ped.									
0									

Station 11									
AM Peak 8:00 am			20%		5%	↑	Ped.		
Ped.			92		19	108	0		
↙					↘				
←			214				↖		
6%			97	↗			11		
5%			63	→			122		
							82		
							→		
Total Veh.							Ped.		
%HV							0		
Ped.									
0									

Station 12									
AM Peak 8:00 am			20%		5%	↑	Ped.		
Ped.			92		19	108	0		
↙					↘				
←			214				↖		
6%			97	↗			11		
5%			63	→			122		
							82		
							→		
Total Veh.							Ped.		
%HV							0		
Ped.									
0									

Station 14									
AM Peak 8:00 am			20%		5%	↑	Ped.		
Ped.			92		19	108	0		
↙					↘				
←			214				↖		
6%			97	↗			11		
5%									

Existing Condition
2025 PM-No detoured Truck



PM Peak 16:30-17:30				0%	0%	2%	↑	Ped.
Ped.				35	45	45	114	1
←				1	352			
0%				11	↗			
7%				152	→			
0%				5	↘			
Total Veh.								
%HV								
Ped.				71				
↓				14%	5%	0%		

Wellington Road 24

Erin-Garafraxa Townline

Station 3

PM Peak 16:30-17:30								
Ped.				0				
←				378				
6%				195	→			
20%				5	↘			
Total Veh.								
%HV								
Ped.				13				
↓				0%	0	0%		

Wellington Road 24

Station 12

PM Peak 16:30-17:30				0%	0%	6%	↑	Ped.
Ped.				12	14	17	70	0
←				5	402			
10%				10	↗			
8%				158	→			
0%				6	↘			
Total Veh.								
%HV								
Ped.				85				
↓				4%	0%	2%		

Wellington Road 24

Mill St

Station 4

PM Peak 16:30-17:30				4%	0%	4%	↑	Ped.
Ped.				69	136	25	247	0
←				462				
12%				41	↗			
9%				127	→			
4%				47	↘			
Total Veh.								
%HV								
Ped.				221				
↓				2%	0%	0%		

Wellington Road 24

Wellington Road 22

Station 1

Station 2 PM Peak 16:00-17:00				0%	7%	0%	↑	Ped.
Ped.				2	149	11	208	0
←				14				
0%				3	↗			
0%				3	→			
50%				2	↘			
Total Veh.								
%HV								
Ped.				252				
↓				25%	6%	3%		

9th Line

Wellington Rd 23

Wellington Road 22

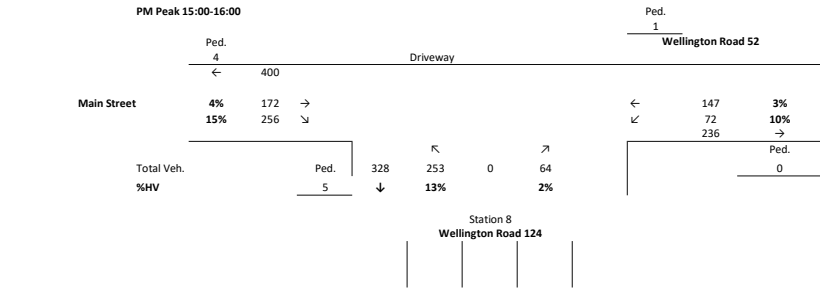
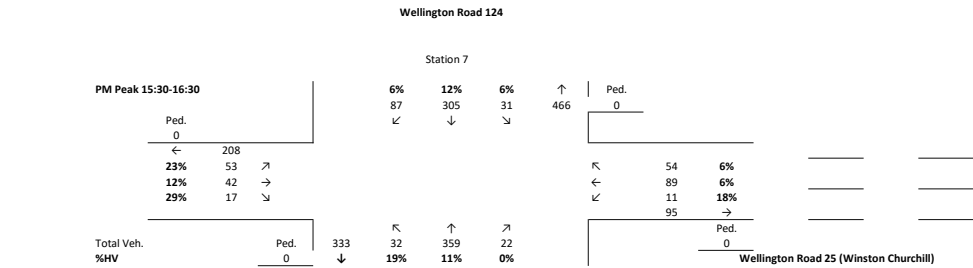
Station 11 PM Peak 16:15-17:15				0%	6%	0%	↑	Ped.
Ped.				39	218	3	259	0
←				51				
8%				24	↗			
0%				3	→			
0%				4	↘			
Total Veh.								
%HV								
Ped.				228				
↓				13%	6%	0%		

8th Line

Wellington Road 22

Existing Condition

2025 PM-No detoured Truck

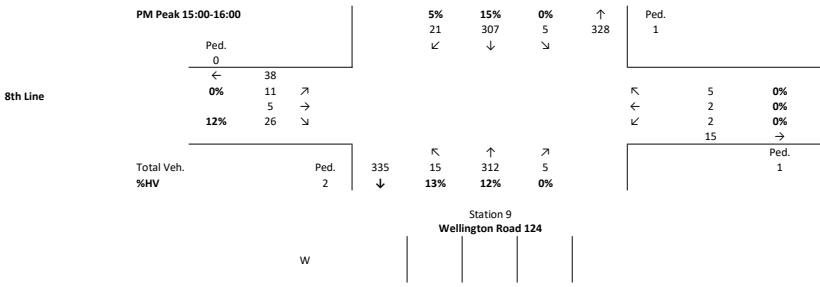
Station 8
Wellington Road 124

↖

↙

↘

↗



↖215

↙20%

↘307

↑328

Ped.
1

Station 9
Wellington Road 124

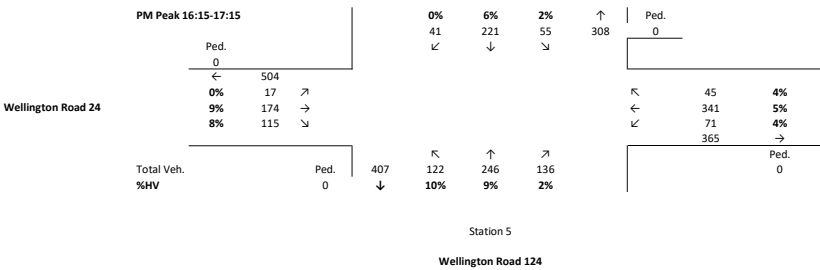
W

↖

↙

↘

↗



↖412216%

↙22118%

↘55

↑308

Ped.
0

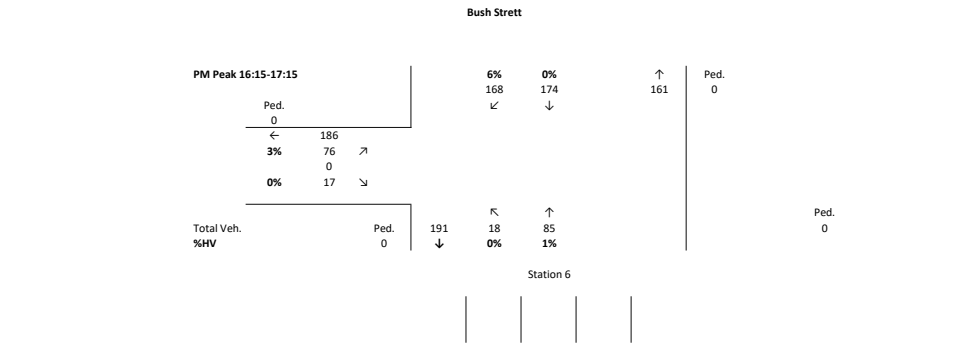
Station 5
Wellington Road 124

↖

↙

↘

↗



↖1686%

↙1740%

↑161

Ped.
0

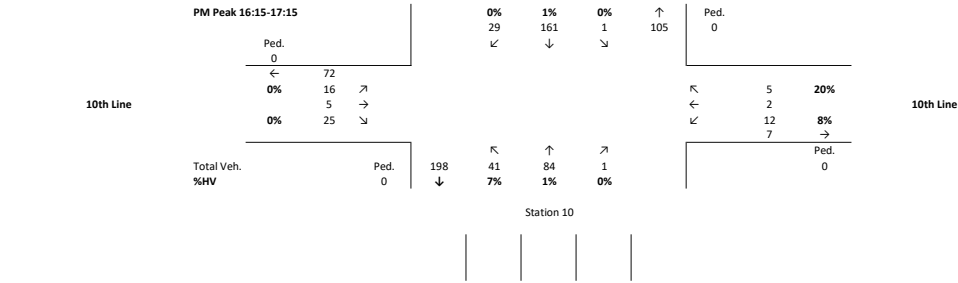
Station 6

↖

↙

↘

↗



↖2916%

↙1611%

↑105

Ped.
0

Station 10

↖

↙

↘

↗



↖1731%

↙180%

↑118

Ped.
0

Station 13
Wellington Road 52

↖

↙

↘

↗



↖1731%

↙180%

↑118

Ped.
0

Station 13
Wellington Road 52

↖

↙

↘

↗



↖412216%

↙22118%

↘55

↑308

Ped.
0

Station 5
Wellington Road 124

↖

↙

↘

↗

Existing 2025 - AM&PM Peak Hour
With Detoured Truck

Existing Condition
2025 AM-With detoured Truck

Note: Numbers in red show movements affected by the proposed truck detours, with total volumes and truck percentages

8th Line	Ped. 0									
	← 20									
	63% 25% →									
	0% 0 %									
	← 20 20%									

← 33 0 39									
0% 0% 100%									
Total Veh. 33									
NHV 0									
Ped. 0									

To be built

AM Peak 8:00 am									
Ped. 0									
← 201									
6% 16 %									
10% 203 →									
0% 5 %									
Total Veh. 201									
NHV 0									
Ped. 0									

5% 2% 4%									
21 35 23									
↓ %									
↑ 87									
Ped. 0									
← 31 13%									
← 168 32%									
← 7 29%									
244 →									
Ped. 0									
Total Veh. 244									
NHV 0									
Ped. 0									

Wellington Road 24

Erin-Garafraxa Townline

Station 3

AM Peak 7:45 am									
Ped. 0									
← 173									
100% 38 %									
0% 216 →									
0% 4 %									
Total Veh. 216									
NHV 0									
Ped. 0									

100% 0% 0%									
33 0 0									
↓ %									
↑ 39									
Ped. 0									
← 0 0%									
← 132 0%									
← 3 0%									
219 →									
Ped. 0									
Total Veh. 219									
NHV 0									
Ped. 0									

Wellington Road 24

Station 12

AM Peak 7:45 am									
Ped. 1									
← 142									
0% 7 %									
0% 247 →									
0% 3 %									
Total Veh. 247									
NHV 2									
Ped. 2									

0% 0% 0%									
6 2 32									
↓ %									
↑ 19									
Ped. 1									
← 10 0%									
← 135 0%									
← 8 0%									
285 →									
Ped. 0									
Total Veh. 285									
NHV 0									
Ped. 0									

Wellington Road 24

Mill St

48

Station 2 AM Peak 7:45 am									
Ped. 0									
← 10									
100% 2 %									
0% 7 →									
0% 2 %									
Total Veh. 9									
NHV 0									
Ped. 0									

100% 10% 8%									
2 108 12									
↓ %									
↑ 130									
Ped. 0									
← 6 17%									
← 4 25%									
← 47 4%									
111 →									
Ped. 0									
Total Veh. 157									
NHV 0									
Ped. 0									

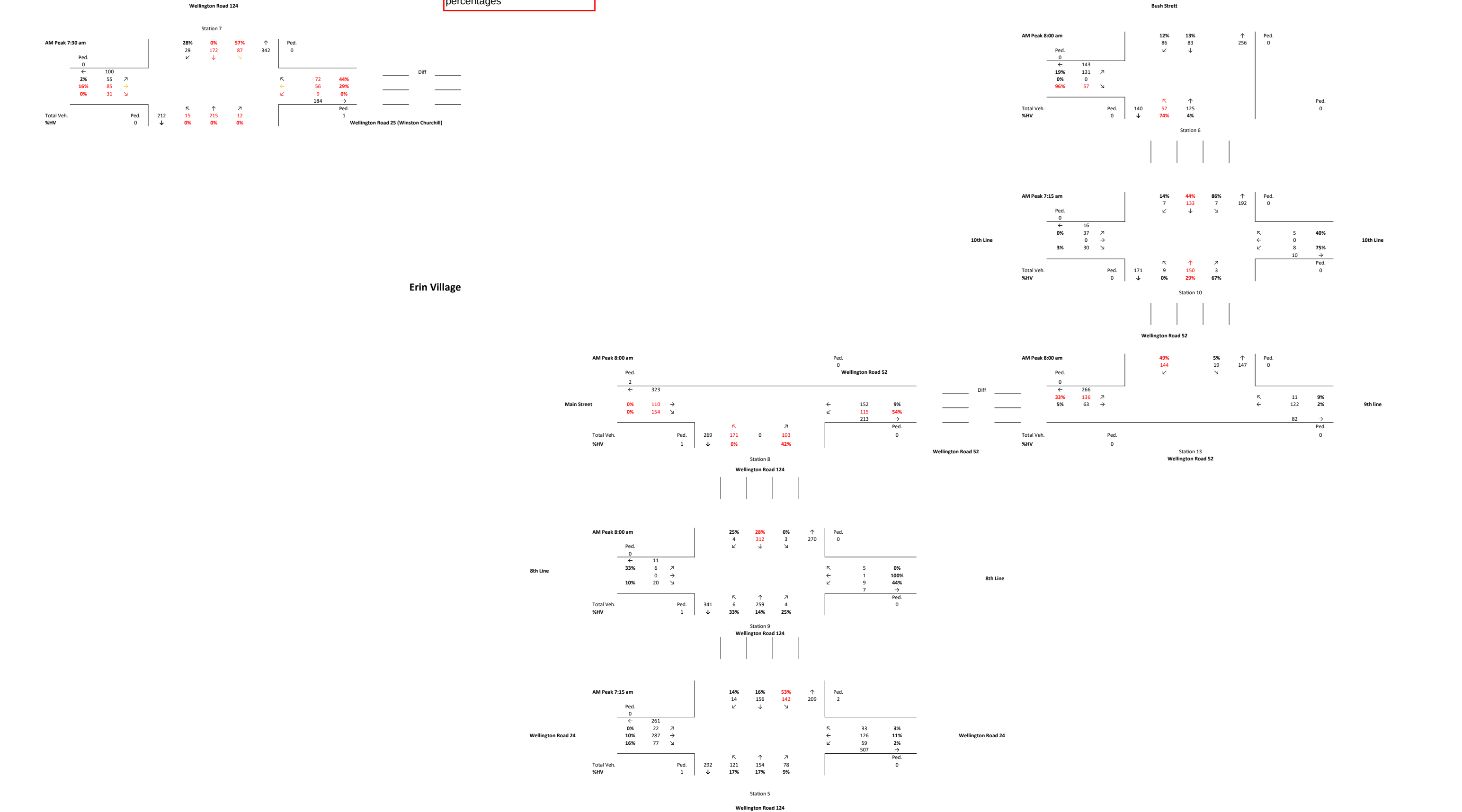
Wellington Rd 23

Station 11									
AM Peak 8:15 am									
Ped. 0					45% 6% 100% ↑ 222 Ped. 0				
22 ↓					139 ↓				
← 53					← 1 0%				
63% 35 %					← 1 0%				
0% 2 →					← 2 0%				
80% 50 %					7 →				
Total Veh. 53					Ped. 0				
NHV 0					191 30 186 3 50% 6% 67%				

Existing Condition

2025 AM-With detoured Truck

Note: Numbers in red show movements affected by the proposed truck detours, with total volumes and truck percentages



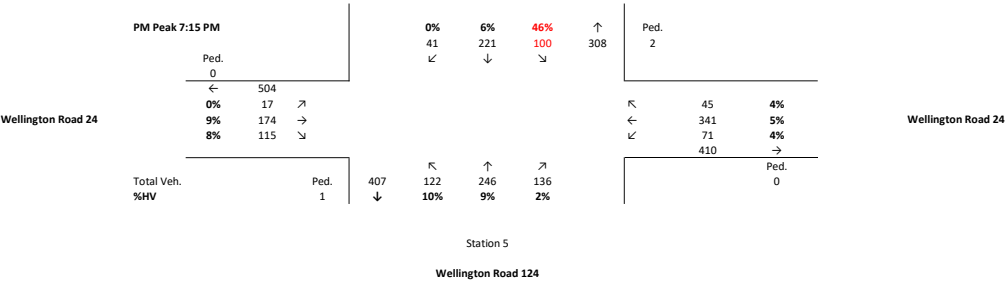
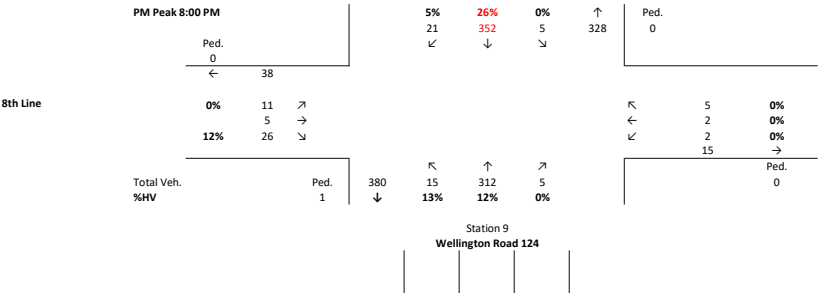
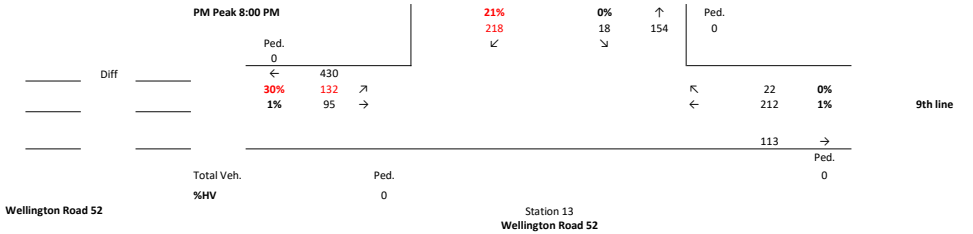
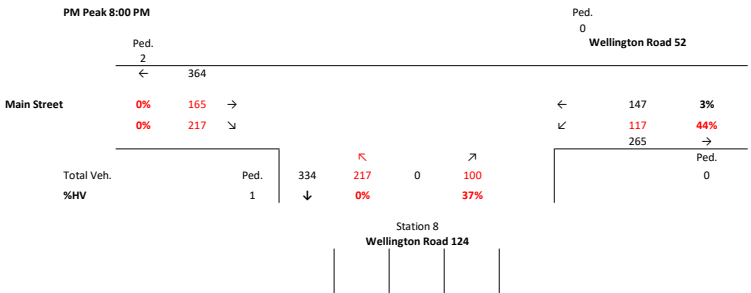
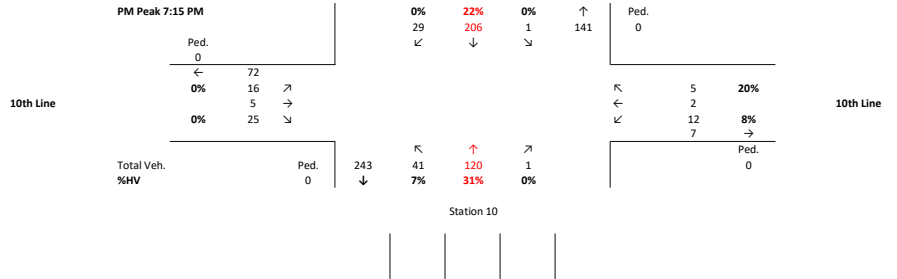
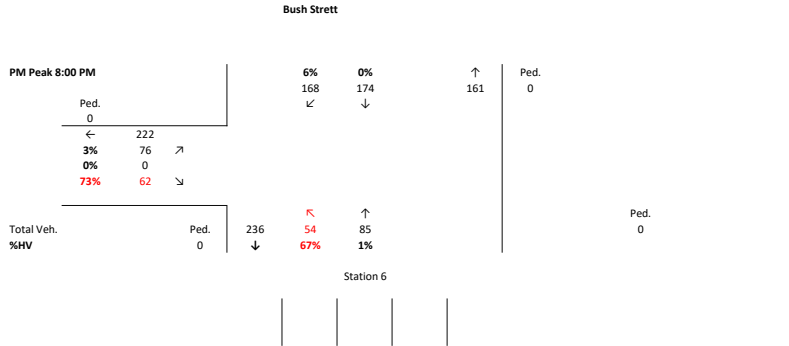
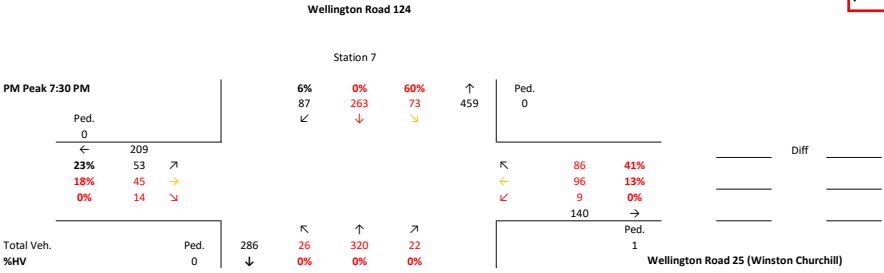
Existing Condition
2025 PM-With detoured Truck

Note: Numbers in red show movements affected by the proposed truck detours, with total volumes and truck percentages

[illegible]

Existing Condition
2025 PM-With detoured Truck

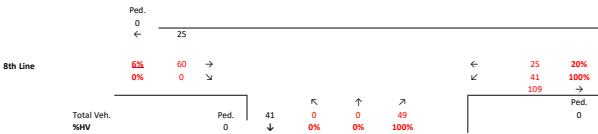
Note: Numbers in red show movements affected by the proposed truck detours, with total volumes and truck percentages



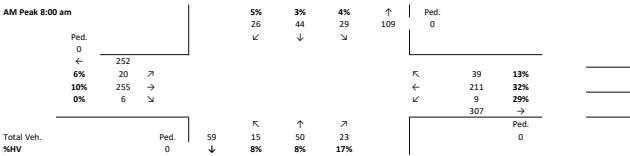
Future 2035 - AM&PM Peak Hour
With Detoured Truck

Future Condition
2035 AM-With detoured Truck

Note: Numbers in red show
movements affected by the
proposed truck detours, with
total volumes and truck
percentages



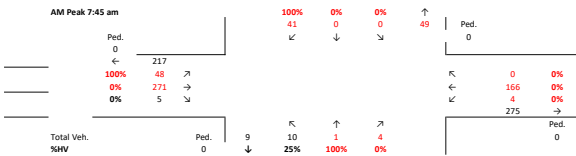
To be built



Wellington Road 24

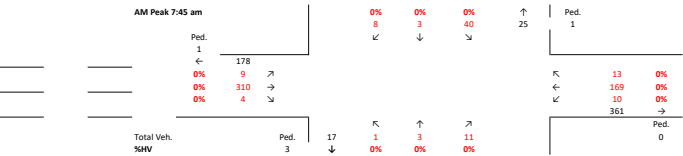
Erin-Garafraxa Townline

Station 3



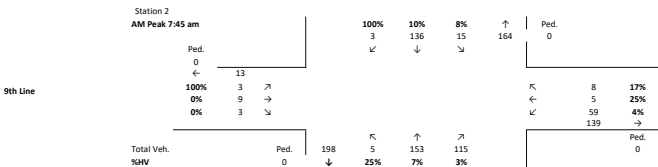
Wellington Road 24

Station 12



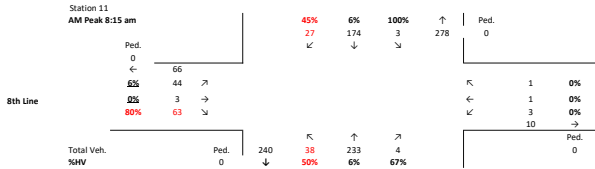
Wellington Road 24

Mill St



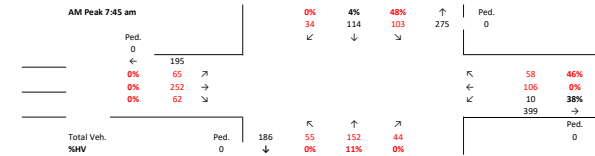
9th Line

Wellington Rd 23



8th Line

Wellington Road 22



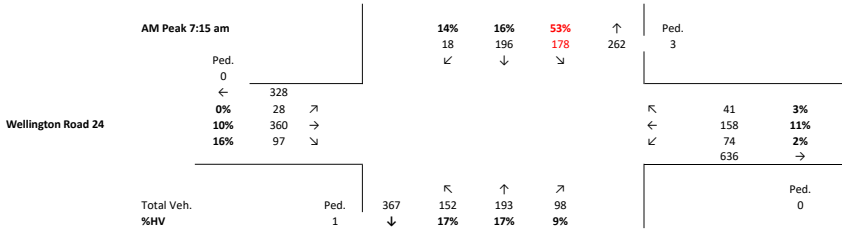
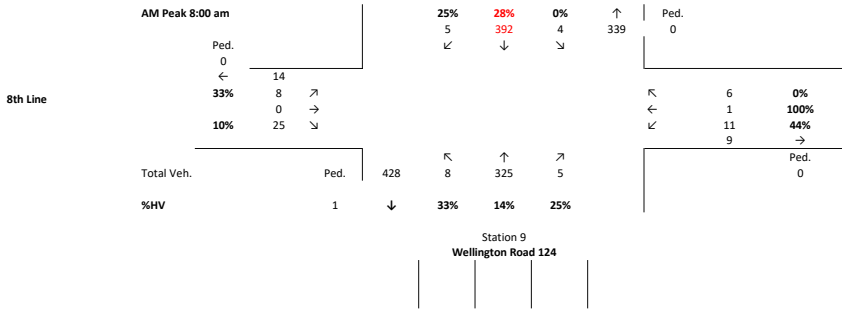
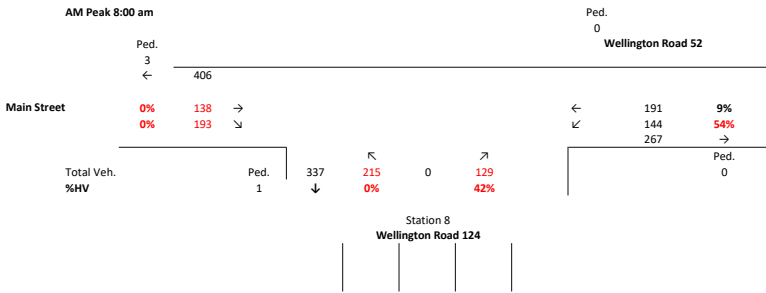
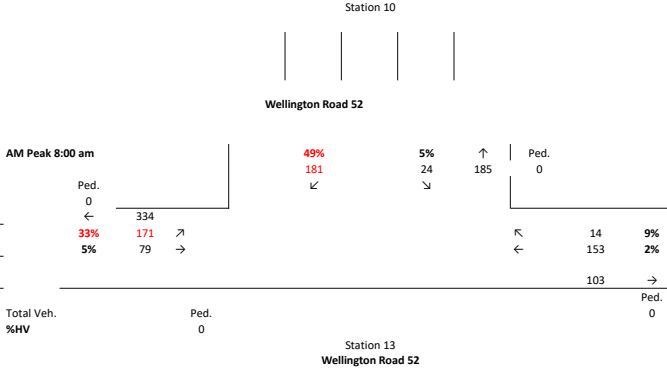
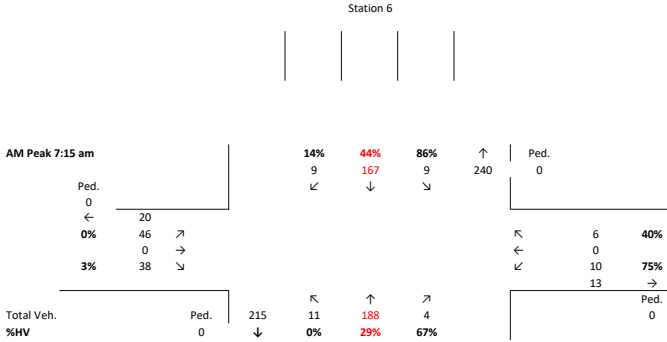
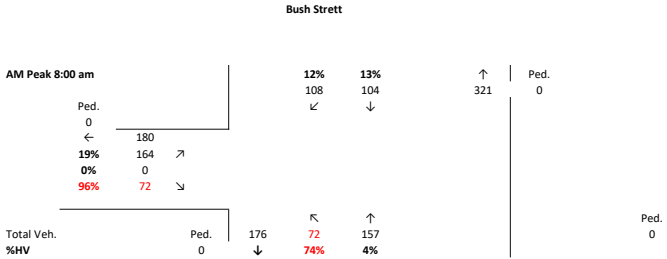
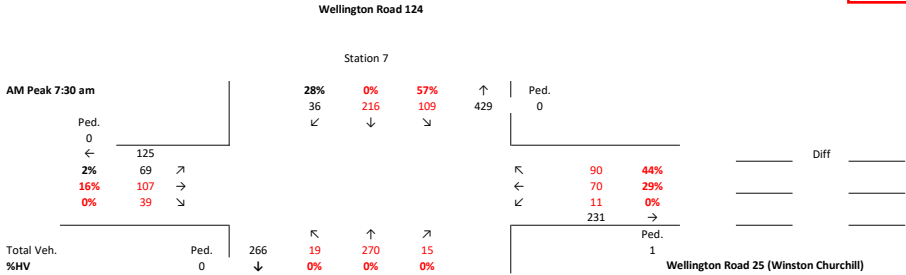
Wellington Road 24

Wellington Road 22

Station 1

Future Condition
2035 AM-With detoured Truck

Note: Numbers in red show
movements affected by the
proposed truck detours, with
total volumes and truck
percentages



Station 5
Wellington Road 124

Wellington Road 24

9th line

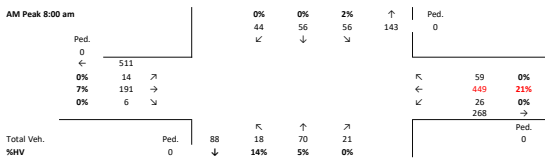
10th Line

Future Condition
2035 PM-With detoured Truck

Note: Numbers in red show movements affected by the proposed truck detours, with total volumes and truck percentages



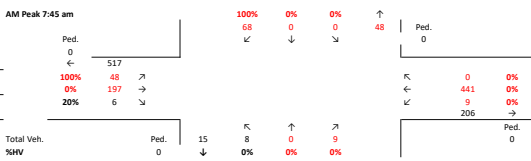
To be bu



Wellington Road 2

Erin-Garafraxa Townlin

Station



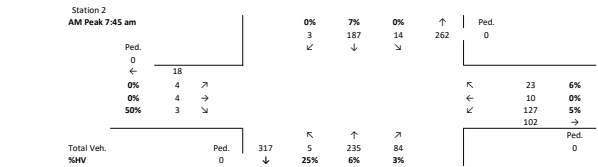
Wellington Road :

Station 2



Wellington Road :

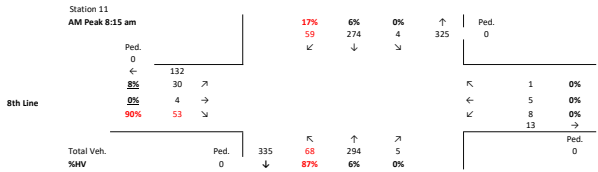
Mill St



9th Lin

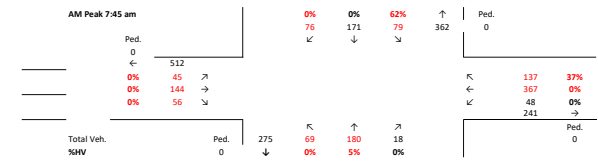
Wellington Rd 2

Wellington Road 2



8th Line

Wellington Road 2



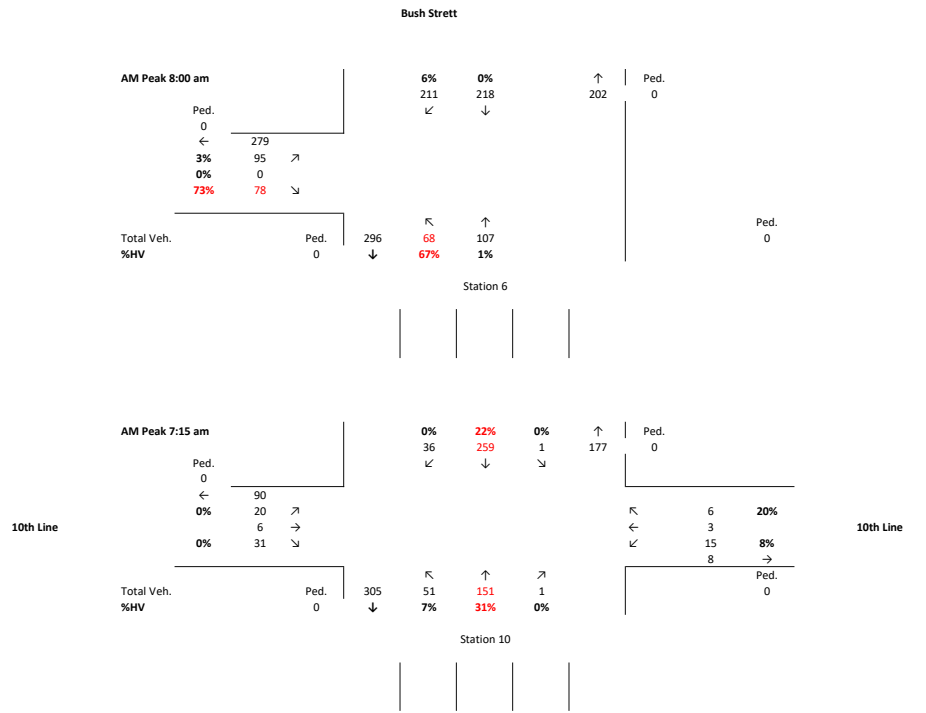
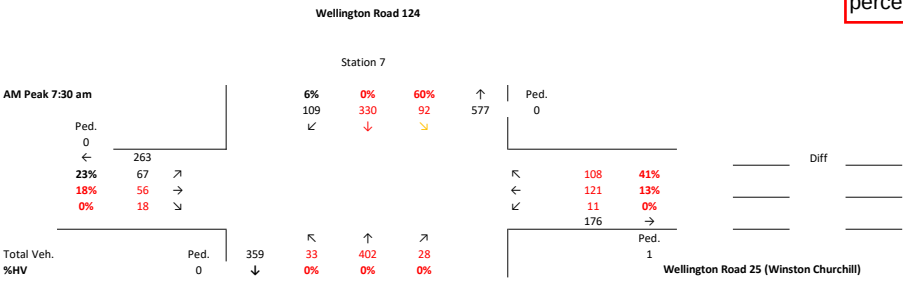
Wellington Road 2

Wellington Road 2

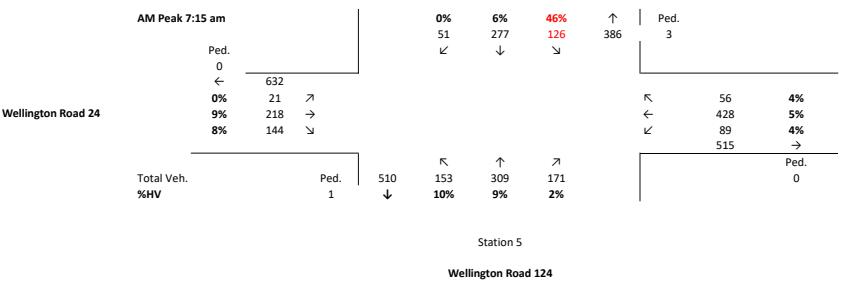
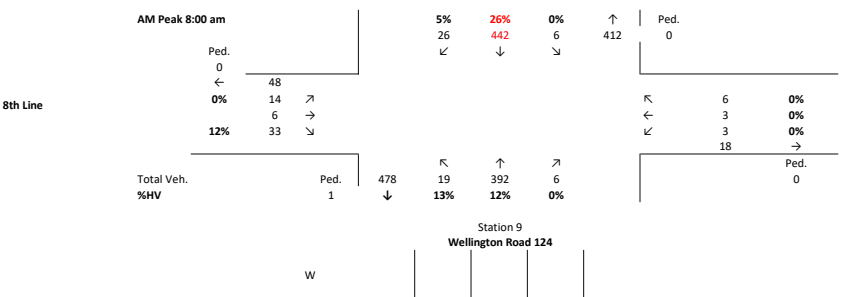
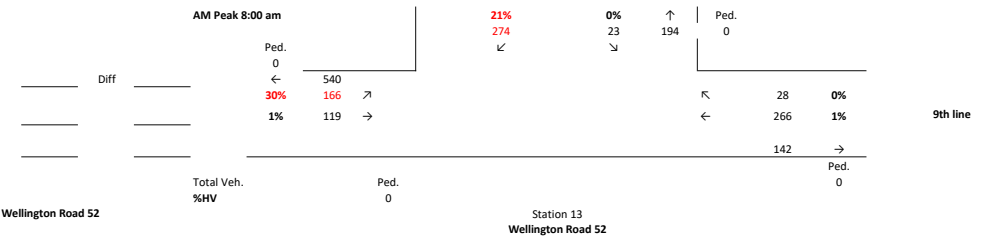
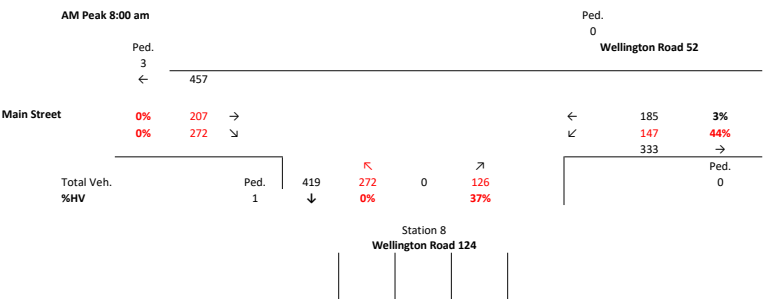
tation 1

Future Condition
2035 PM-With detoured Truck

Note: Numbers in red show movements affected by the proposed truck detours, with total volumes and truck percentages



Erin Village



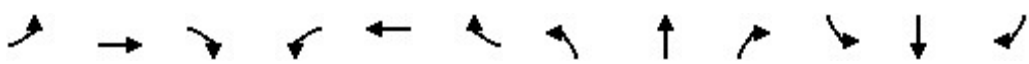
Appendix G-3

Synchro Results (Reports)

Existing (2025) AM/PM - No Detour
Synchro Results

3: Wellington Rd 24 & Wellington Rd 22

Scenario 1_AM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	112	35	43	91	33	8	102	28	55	228	52
Future Volume (vph)	53	112	35	43	91	33	8	102	28	55	228	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	90.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			30.0			25.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.973			0.968			0.972	
Flt Protected		0.987			0.987		0.950			0.950		
Satd. Flow (prot)	0	1763	0	0	1697	0	1308	1645	0	1719	1666	0
Flt Permitted		0.845			0.815		0.574			0.607		
Satd. Flow (perm)	0	1509	0	0	1401	0	790	1645	0	1098	1666	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			9			9			8	
Link Speed (k/h)		70			80			80			40	
Link Distance (m)		810.8			322.8			746.0			320.5	
Travel Time (s)		41.7			14.5			33.6			28.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	4%	0%	0%	4%	27%	38%	12%	11%	5%	12%	6%
Adj. Flow (vph)	58	122	38	47	99	36	9	111	30	60	248	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	182	0	9	141	0	60	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

3: Wellington Rd 24 & Wellington Rd 22

Scenario 1_AM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	35.0		5.0	30.0	
Minimum Split (s)	10.0	25.5		10.0	25.5		10.0	42.5		10.0	37.5	
Total Split (s)	35.0	27.0		35.0	27.0		35.0	45.0		35.0	45.0	
Total Split (%)	24.6%	19.0%		24.6%	19.0%		24.6%	31.7%		24.6%	31.7%	
Maximum Green (s)	31.0	19.5		31.0	19.5		31.0	37.5		31.0	37.5	
Yellow Time (s)	3.0	5.5		3.0	5.5		3.0	5.5		3.0	5.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5		4.0	7.5		4.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	4.0		5.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		17.2			17.2		47.3	37.8		50.7	45.4	
Actuated g/C Ratio		0.22			0.22		0.59	0.47		0.63	0.57	
v/c Ratio		0.66			0.59		0.02	0.18		0.08	0.32	
Control Delay		39.1			36.5		5.9	13.7		5.9	11.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.1			36.5		5.9	13.7		5.9	11.3	
LOS		D			D		A	B		A	B	
Approach Delay		39.1			36.5			13.3			10.4	
Approach LOS		D			D			B			B	
Queue Length 50th (m)		32.1			26.0		0.5	12.4		3.1	21.0	
Queue Length 95th (m)		56.7			47.8		2.1	25.3		7.8	53.2	
Internal Link Dist (m)		786.8			298.8			722.0			296.5	
Turn Bay Length (m)							90.0			80.0		
Base Capacity (vph)		376			351		707	781		945	948	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.58			0.52		0.01	0.18		0.06	0.32	
Intersection Summary												
Area Type:	Other											
Cycle Length: 142												
Actuated Cycle Length: 80												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 22.9						Intersection LOS: C						
Intersection Capacity Utilization 63.9%						ICU Level of Service B						
Analysis Period (min) 15												
Description: 1_Truck_TMCFinal_Req_WR22&WR24												

3: Wellington Rd 24 & Wellington Rd 22
Scenario 1_AM Peak_Without Detoured Truck Traffic

Splits and Phases: 3: Wellington Rd 24 & Wellington Rd 22

 Ø1	 Ø2	 Ø3	 Ø4
35 s	45 s	35 s	27 s
 Ø5	 Ø6	 Ø7	 Ø8
35 s	45 s	35 s	27 s

6: Wellington Rd 24 & Wellington Rd 124
Scenario 1_AM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	154	78	90	156	14	59	126	33	22	287	77
Future Volume (vph)	121	154	78	90	156	14	59	126	33	22	287	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	100.0		95.0	100.0		90.0	70.0		0.0	50.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	100.0			100.0			100.0			100.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99		1.00	0.99	
Frt			0.850			0.850		0.969			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1543	1624	1482	1641	1638	1417	1770	1674	0	1805	1644	0
Flt Permitted	0.500			0.652			0.340			0.650		
Satd. Flow (perm)	812	1624	1482	1126	1638	1417	633	1674	0	1229	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89			89		7			8	
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		428.3			389.8			403.6			242.4	
Travel Time (s)		25.7			23.4			24.2			14.5	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	17%	17%	9%	10%	16%	14%	2%	11%	3%	0%	10%	16%
Adj. Flow (vph)	130	166	84	97	168	15	63	135	35	24	309	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	166	84	97	168	15	63	170	0	24	392	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

6: Wellington Rd 24 & Wellington Rd 124
Scenario 1_AM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	30.0		5.0	30.0	
Minimum Split (s)	30.0	30.0	30.0	9.5	30.0	30.0	30.0	37.0		30.0	37.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		40.0	40.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	35.0	33.0	33.0	36.0	33.0	33.0	36.0	33.0		36.0	33.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0		1.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0		5.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		8.0			8.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		15.0			10.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	35.8	20.2	20.2	30.8	16.7	16.7	46.6	39.6		42.9	33.4	
Actuated g/C Ratio	0.38	0.22	0.22	0.33	0.18	0.18	0.50	0.42		0.46	0.36	
v/c Ratio	0.31	0.47	0.22	0.23	0.58	0.05	0.15	0.24		0.04	0.66	
Control Delay	21.5	38.5	8.0	20.1	45.9	0.3	13.8	20.7		13.3	33.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.5	38.5	8.0	20.1	45.9	0.3	13.8	20.7		13.3	33.9	
LOS	C	D	A	C	D	A	B	C		B	C	
Approach Delay		25.9			34.5			18.8			32.7	
Approach LOS		C			C			B			C	
Queue Length 50th (m)	16.7	28.7	0.0	11.9	30.6	0.0	5.6	16.7		2.1	62.0	
Queue Length 95th (m)	30.4	51.3	11.3	23.0	55.9	0.0	14.8	44.7		7.3	#121.6	
Internal Link Dist (m)		404.3			365.8			379.6			218.4	
Turn Bay Length (m)	100.0		95.0	100.0		90.0	70.0			50.0		
Base Capacity (vph)	609	578	585	674	583	562	761	710		843	591	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.21	0.29	0.14	0.14	0.29	0.03	0.08	0.24		0.03	0.66	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 93.8												
Natural Cycle: 130												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.66												
Intersection Signal Delay: 28.7							Intersection LOS: C					
Intersection Capacity Utilization 67.5%							ICU Level of Service C					

6: Wellington Rd 24 & Wellington Rd 124

Scenario 1_AM Peak_Without Detoured Truck Traffic

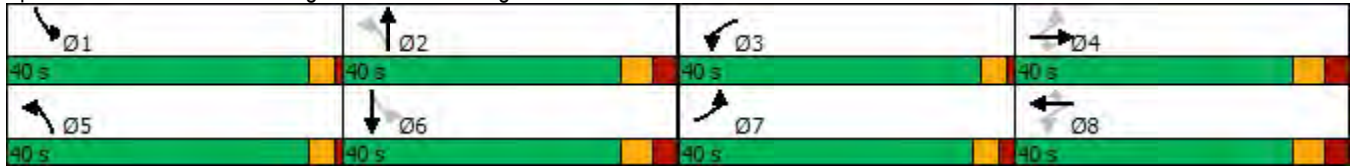
Analysis Period (min) 15

Description: 5_Truck_TMCFinal_Req_WR24&WR124

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Wellington Rd 24 & Wellington Rd 124



27: Wellington Rd 25 & Wellington Rd 124

Scenario 1_AM Peak_Without Detoured Truck Traffic

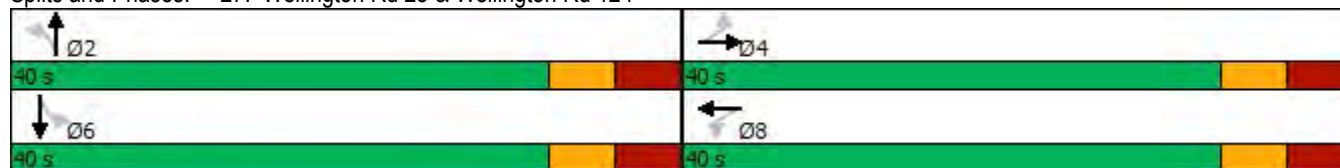
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	241	14	43	216	29	12	41	44	55	77	39
Future Volume (vph)	26	241	14	43	216	29	12	41	44	55	77	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.993			0.986			0.939			0.969	
Flt Protected		0.995			0.993			0.994			0.984	
Satd. Flow (prot)	0	1645	0	0	1581	0	0	1675	0	0	1655	0
Flt Permitted		0.942			0.886			0.958			0.872	
Satd. Flow (perm)	0	1557	0	0	1410	0	0	1614	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			8			49			22	
Link Speed (k/h)		60			60			80			80	
Link Distance (m)		250.3			231.1			202.7			167.7	
Travel Time (s)		15.0			13.9			9.1			7.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	42%	11%	14%	14%	17%	28%	8%	2%	9%	2%	8%	23%
Adj. Flow (vph)	29	268	16	48	240	32	13	46	49	61	86	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	313	0	0	320	0	0	108	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

27: Wellington Rd 25 & Wellington Rd 124
Scenario 1_AM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		38.0	38.0		38.0	38.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		8.0			8.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	0.0	0.0		0.0	0.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.6			20.6			32.2			32.2	
Actuated g/C Ratio		0.30			0.30			0.47			0.47	
v/c Ratio		0.67			0.75			0.14			0.27	
Control Delay		28.2			32.8			8.1			12.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.2			32.8			8.1			12.5	
LOS		C			C			A			B	
Approach Delay		28.2			32.8			8.1			12.5	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		36.1			37.6			4.0			12.5	
Queue Length 95th (m)		60.4			64.2			15.0			32.1	
Internal Link Dist (m)		226.3			207.1			178.7			143.7	
Turn Bay Length (m)												
Base Capacity (vph)		730			663			780			697	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.43			0.48			0.14			0.27	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 68.9												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 24.3						Intersection LOS: C						
Intersection Capacity Utilization 62.4%						ICU Level of Service B						
Analysis Period (min) 15												

27: Wellington Rd 25 & Wellington Rd 124
Scenario 1_AM Peak_Without Detoured Truck Traffic

Splits and Phases: 27: Wellington Rd 25 & Wellington Rd 124



61: Wellington Rd 52 & Wellington Rd 124

Scenario 1_AM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	0	64	0	0	0	63	152	0	0	114	198
Future Volume (vph)	210	0	64	0	0	0	63	152	0	0	114	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		50.0	0.0		0.0	0.0		0.0	0.0		50.0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						1.00				0.98
Frt			0.850									0.850
Flt Protected		0.950						0.986				
Satd. Flow (prot)	0	1543	1524	0	1900	0	0	1687	0	0	1827	1324
Flt Permitted		0.757						0.868				
Satd. Flow (perm)	0	1214	1524	0	1900	0	0	1484	0	0	1827	1291
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72									244
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		246.4			78.1			140.7			184.1	
Travel Time (s)		14.8			4.7			12.7			16.6	
Confl. Peds. (#/hr)	2						1					1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	17%	0%	6%	0%	0%	0%	16%	9%	0%	0%	4%	22%
Adj. Flow (vph)	259	0	79	0	0	0	78	188	0	0	141	244
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	259	79	0	0	0	0	266	0	0	141	244
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

61: Wellington Rd 52 & Wellington Rd 124

Scenario 1_AM Peak_Without Detoured Truck Traffic

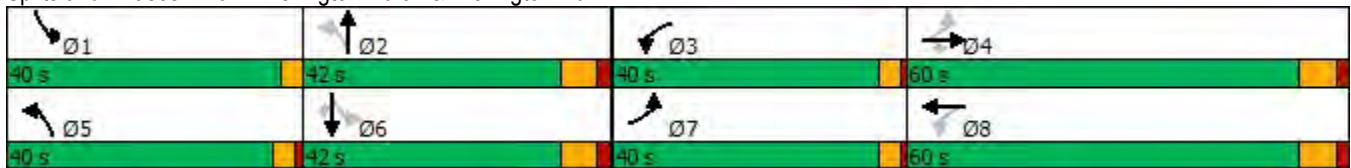
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm				pm+pt	NA			NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	35.0		10.0	35.0	35.0
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	42.0		14.5	42.0	42.0
Total Split (s)	40.0	60.0	60.0	40.0	60.0		40.0	42.0		40.0	42.0	42.0
Total Split (%)	22.0%	33.0%	33.0%	22.0%	33.0%		22.0%	23.1%		22.0%	23.1%	23.1%
Maximum Green (s)	36.0	53.0	53.0	36.0	53.0		36.0	35.0		37.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0	7.0	5.0	7.0		4.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		8.0	8.0		8.0			12.0			12.0	12.0
Flash Dont Walk (s)		7.0	7.0		7.0			7.0			7.0	7.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)		24.3	24.3					35.2			35.2	35.2
Actuated g/C Ratio		0.33	0.33					0.48			0.48	0.48
v/c Ratio		0.65	0.14					0.37			0.16	0.33
Control Delay		29.0	5.8					15.4			12.8	3.4
Queue Delay		0.0	0.0					0.0			0.0	0.0
Total Delay		29.0	5.8					15.4			12.8	3.4
LOS		C	A					B			B	A
Approach Delay		23.6						15.4			6.8	
Approach LOS		C						B			A	
Queue Length 50th (m)		31.5	0.7					23.3			11.0	0.0
Queue Length 95th (m)		47.5	7.1					42.7			22.5	8.9
Internal Link Dist (m)		222.4			54.1			116.7			160.1	
Turn Bay Length (m)			50.0									50.0
Base Capacity (vph)		879	1123					710			874	745
Starvation Cap Reductn		0	0					0			0	0
Spillback Cap Reductn		0	0					0			0	0
Storage Cap Reductn		0	0					0			0	0
Reduced v/c Ratio		0.29	0.07					0.37			0.16	0.33
Intersection Summary												
Area Type:	Other											
Cycle Length: 182												
Actuated Cycle Length: 73.5												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 14.9							Intersection LOS: B					
Intersection Capacity Utilization 70.0%							ICU Level of Service C					

61: Wellington Rd 52 & Wellington Rd 124
Scenario 1_AM Peak_Without Detoured Truck Traffic

Analysis Period (min) 15

Description: 8_Truck_TMCFinal_Req_WR52&WR124

Splits and Phases: 61: Wellington Rd 52 & Wellington Rd 124



13: 8th Line & Wellington Rd 22

Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	186	3	2	139	16	2	1	1	35	2	11
Future Vol, veh/h	3	186	3	2	139	16	2	1	1	35	2	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	6	67	100	6	25	0	0	0	6	0	9
Mvmt Flow	3	209	3	2	156	18	2	1	1	39	2	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	174	0	0	212	0	0	393	395	211	378	378	156
Stage 1	-	-	-	-	-	-	217	217	-	160	160	-
Stage 2	-	-	-	-	-	-	176	178	-	218	218	-
Critical Hdwy	4.1	-	-	5.1	-	-	7.1	6.5	6.2	7.16	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.5	4	3.3	3.554	4	3.381
Pot Cap-1 Maneuver	1415	-	-	941	-	-	570	545	834	572	557	872
Stage 1	-	-	-	-	-	-	790	727	-	833	769	-
Stage 2	-	-	-	-	-	-	831	756	-	775	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1415	-	-	941	-	-	559	543	834	569	555	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	559	543	-	569	555	-
Stage 1	-	-	-	-	-	-	788	726	-	831	767	-
Stage 2	-	-	-	-	-	-	815	754	-	771	725	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			11			11.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	604	1415	-	-	941	-	-	618				
HCM Lane V/C Ratio	0.007	0.002	-	-	0.002	-	-	0.087				
HCM Control Delay (s)	11	7.5	0	-	8.8	0	-	11.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3				

16: Wellington Rd 24 & Erin-Garafraxa Townline
Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	40	18	23	35	21	7	135	31	16	203	5
Future Vol, veh/h	12	40	18	23	35	21	7	135	31	16	203	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	77	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	100	92	97	97	97
Heavy Vehicles, %	8	8	17	4	3	5	29	16	13	6	10	0
Mvmt Flow	12	41	19	24	36	22	7	135	34	16	209	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	439	427	212	423	395	135	214	0	0	169	0	0
Stage 1	244	244	-	149	149	-	-	-	-	-	-	-
Stage 2	195	183	-	274	246	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.37	7.14	6.53	6.25	4.39	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.14	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.14	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.453	3.536	4.027	3.345	2.461	-	-	2.254	-	-
Pot Cap-1 Maneuver	518	511	792	538	540	906	1211	-	-	1385	-	-
Stage 1	746	693	-	849	772	-	-	-	-	-	-	-
Stage 2	793	737	-	728	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	472	501	792	485	530	906	1211	-	-	1385	-	-
Mov Cap-2 Maneuver	472	501	-	485	530	-	-	-	-	-	-	-
Stage 1	742	684	-	844	767	-	-	-	-	-	-	-
Stage 2	733	733	-	659	692	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.6		12.2			0.3			0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1211	-	-	547	578	1385	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.132	0.141	0.012	-	-				
HCM Control Delay (s)	8	0	-	12.6	12.2	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-	-				

20: Wellington Rd 24 & Mill St
Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	2	11	34	2	6	9	157	12	7	274	4
Future Vol, veh/h	1	2	11	34	2	6	9	157	12	7	274	4
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	9	3	0	0	11	14	17	0	10	25
Mvmt Flow	1	2	12	37	2	7	10	173	13	8	301	4
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	526	528	305	527	524	182	307	0	0	187	0	0
Stage 1	321	321	-	201	201	-	-	-	-	-	-	-
Stage 2	205	207	-	326	323	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.29	7.13	6.5	6.2	4.21	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.13	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.381	3.527	4	3.3	2.299	-	-	2.2	-	-
Pot Cap-1 Maneuver	466	459	719	460	461	866	1204	-	-	1399	-	-
Stage 1	695	655	-	799	739	-	-	-	-	-	-	-
Stage 2	802	734	-	684	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	454	450	718	445	452	865	1202	-	-	1398	-	-
Mov Cap-2 Maneuver	454	450	-	445	452	-	-	-	-	-	-	-
Stage 1	687	649	-	791	732	-	-	-	-	-	-	-
Stage 2	786	727	-	666	648	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	10.8		13.3		0.4			0.2				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1202	-	-	637	479	1398	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.024	0.096	0.006	-	-				
HCM Control Delay (s)	8	0	-	10.8	13.3	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

23: Wellington Rd 52 & Wellington Rd 25
Scenario 1 _AM Peak_ Without Detoured Truck Traffic

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	125	83	86	131	5
Future Vol, veh/h	18	125	83	86	131	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	17	4	13	12	19	60
Mvmt Flow	20	136	90	93	142	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	183	0	-	0	313	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	4.27	-	-	-	6.59	6.8
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	2.353	-	-	-	3.671	3.84
Pot Cap-1 Maneuver	1307	-	-	-	646	778
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1307	-	-	-	635	778
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	815	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		12.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1307	-	-	-	639	
HCM Lane V/C Ratio	0.015	-	-	-	0.231	
HCM Control Delay (s)	7.8	0	-	-	12.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.9	

36: 8th Line & Wellington Rd 124

Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	259	4	3	260	4	9	1	5	6	0	20
Future Vol, veh/h	6	259	4	3	260	4	9	1	5	6	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	33	14	25	0	20	25	44	100	0	33	0	10
Mvmt Flow	7	285	4	3	286	4	10	1	5	7	0	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	289	0	0	607	597	287	598	597	289
Stage 1	-	-	-	-	-	-	301	301	-	294	294	-
Stage 2	-	-	-	-	-	-	306	296	-	304	303	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.54	7.5	6.2	7.43	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	6.5	-	6.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	6.5	-	6.43	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.896	4.9	3.3	3.797	4	3.39
Pot Cap-1 Maneuver	1114	-	-	1284	-	-	354	309	757	372	419	731
Stage 1	-	-	-	-	-	-	627	520	-	652	673	-
Stage 2	-	-	-	-	-	-	623	523	-	644	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1284	-	-	341	306	757	365	415	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	306	-	365	415	-
Stage 1	-	-	-	-	-	-	623	516	-	647	671	-
Stage 2	-	-	-	-	-	-	602	521	-	633	662	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			14.1			11.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	414	1114	-	-	1284	-	-	593				
HCM Lane V/C Ratio	0.04	0.006	-	-	0.003	-	-	0.048				
HCM Control Delay (s)	14.1	8.3	0	-	7.8	0	-	11.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

41: 10th Line & Wellington Rd 52

Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	111	3	7	81	7	8	0	5	37	0	30
Future Vol, veh/h	9	111	3	7	81	7	8	0	5	37	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	40	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	4	67	86	7	14	75	0	40	0	0	3
Mvmt Flow	11	131	4	8	95	8	9	0	6	44	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	103	0	0	135	0	0	286	272	131	273	272	99
Stage 1	-	-	-	-	-	-	153	153	-	115	115	-
Stage 2	-	-	-	-	-	-	133	119	-	158	157	-
Critical Hdwy	4.1	-	-	4.96	-	-	7.85	6.5	6.6	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.85	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.85	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.974	-	-	4.175	4	3.66	3.5	4	3.327
Pot Cap-1 Maneuver	1502	-	-	1062	-	-	543	638	826	684	638	954
Stage 1	-	-	-	-	-	-	703	775	-	895	804	-
Stage 2	-	-	-	-	-	-	722	801	-	849	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1502	-	-	1062	-	-	517	628	826	672	628	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	517	628	-	672	628	-
Stage 1	-	-	-	-	-	-	698	770	-	889	798	-
Stage 2	-	-	-	-	-	-	690	795	-	837	767	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.6			11.1			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	604	1502	-	-	1062	-	-	775				
HCM Lane V/C Ratio	0.025	0.007	-	-	0.008	-	-	0.102				
HCM Control Delay (s)	11.1	7.4	-	-	8.4	-	-	10.2				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				

44: Wellington Rd 23/9th Line & Wellington Rd 22
Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	122	92	12	108	2	47	4	6	2	7	2
Future Vol, veh/h	4	122	92	12	108	2	47	4	6	2	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	25	7	3	8	10	100	4	25	17	100	0	0
Mvmt Flow	5	139	105	14	123	2	53	5	7	2	8	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	244	0	0	359	355	192	360	406	124
Stage 1	-	-	-	-	-	-	202	202	-	152	152	-
Stage 2	-	-	-	-	-	-	157	153	-	208	254	-
Critical Hdwy	4.35	-	-	4.18	-	-	7.14	6.75	6.37	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.75	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.75	-	7.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.272	-	-	3.536	4.225	3.453	4.4	4	3.3
Pot Cap-1 Maneuver	1331	-	-	1288	-	-	593	535	813	450	537	932
Stage 1	-	-	-	-	-	-	795	693	-	664	775	-
Stage 2	-	-	-	-	-	-	841	729	-	615	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1331	-	-	1288	-	-	578	526	813	438	528	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	526	-	438	528	-
Stage 1	-	-	-	-	-	-	792	690	-	661	766	-
Stage 2	-	-	-	-	-	-	820	720	-	603	698	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			11.8			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	592	1331	-	-	1288	-	-	551				
HCM Lane V/C Ratio	0.109	0.003	-	-	0.011	-	-	0.023				
HCM Control Delay (s)	11.8	7.7	0	-	7.8	0	-	11.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

57: Wellington Rd 24 & Side Rd 27
Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	4	148	254	4
Future Vol, veh/h	8	4	4	148	254	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	30
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	25	25	25	11	9	0
Mvmt Flow	11	5	5	195	334	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	539	334	339	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.425	-	-	-
Pot Cap-1 Maneuver	466	658	1102	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	464	658	1102	-	-	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1102	-	515	-	-	
HCM Lane V/C Ratio	0.005	-	0.031	-	-	
HCM Control Delay (s)	8.3	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

50: Wellington Rd 52/9thLine & Wellington Rd 52
Scenario 1_AM Peak_Without Detoured Truck Traffic

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

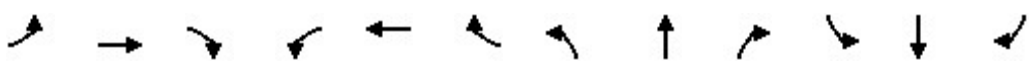
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	92	122	11	97	63
Future Vol, veh/h	19	92	122	11	97	63
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	20	5	2	9	6	5
Mvmt Flow	25	121	161	14	128	83
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	8.6	8.8	9.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	61%
Vol Thru, %	92%	0%	0%	39%
Vol Right, %	8%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	19	92	160
LT Vol	0	19	0	97
Through Vol	122	0	0	63
RT Vol	11	0	92	0
Lane Flow Rate	175	25	121	211
Geometry Grp	2	5	5	2
Degree of Util (X)	0.218	0.043	0.16	0.274
Departure Headway (Hd)	4.492	6.237	4.771	4.682
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	575	751	768
Service Time	2.519	3.971	2.505	2.707
HCM Lane V/C Ratio	0.219	0.043	0.161	0.275
HCM Control Delay	8.8	9.3	8.4	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.1	0.6	1.1

3: Wellington Rd 24 & Wellington Rd 22

Scenario 1_PM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	136	14	25	136	69	38	331	70	41	127	47
Future Volume (vph)	62	136	14	25	136	69	38	331	70	41	127	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	90.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			30.0			25.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.960			0.974			0.960	
Flt Protected		0.986			0.994		0.950			0.950		
Satd. Flow (prot)	0	1846	0	0	1784	0	1805	1803	0	1612	1694	0
Flt Permitted		0.773			0.939		0.645			0.458		
Satd. Flow (perm)	0	1447	0	0	1685	0	1226	1803	0	777	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			16			7			13	
Link Speed (k/h)		70			80			80			40	
Link Distance (m)		810.8			322.8			746.0			320.5	
Travel Time (s)		41.7			14.5			33.6			28.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	0%	0%	4%	0%	4%	0%	3%	1%	12%	9%	4%
Adj. Flow (vph)	63	139	14	26	139	70	39	338	71	42	130	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	235	0	39	409	0	42	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

3: Wellington Rd 24 & Wellington Rd 22

Scenario 1_PM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	35.0		5.0	30.0	
Minimum Split (s)	10.0	25.5		10.0	25.5		10.0	42.5		10.0	37.5	
Total Split (s)	35.0	27.0		35.0	27.0		35.0	45.0		35.0	45.0	
Total Split (%)	24.6%	19.0%		24.6%	19.0%		24.6%	31.7%		24.6%	31.7%	
Maximum Green (s)	31.0	19.5		31.0	19.5		31.0	37.5		31.0	37.5	
Yellow Time (s)	3.0	5.5		3.0	5.5		3.0	5.5		3.0	5.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5		4.0	7.5		4.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	4.0		5.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		17.2			17.2		46.2	37.9		46.4	38.0	
Actuated g/C Ratio		0.22			0.22		0.60	0.49		0.60	0.49	
v/c Ratio		0.67			0.61		0.05	0.46		0.08	0.21	
Control Delay		39.6			33.8		5.9	16.6		6.1	13.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		39.6			33.8		5.9	16.6		6.1	13.0	
LOS		D			C		A	B		A	B	
Approach Delay		39.6			33.8			15.7			11.6	
Approach LOS		D			C			B			B	
Queue Length 50th (m)		32.7			33.0		2.0	44.2		2.2	15.5	
Queue Length 95th (m)		#58.2			57.5		5.6	74.8		5.9	30.5	
Internal Link Dist (m)		786.8			298.8			722.0			296.5	
Turn Bay Length (m)							90.0			80.0		
Base Capacity (vph)		371			441		1004	888		826	839	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.58			0.53		0.04	0.46		0.05	0.21	
Intersection Summary												
Area Type:	Other											
Cycle Length: 142												
Actuated Cycle Length: 77.3												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.67												
Intersection Signal Delay: 23.3							Intersection LOS: C					
Intersection Capacity Utilization 70.3%							ICU Level of Service C					
Analysis Period (min) 15												
Description: 1_Truck_TMCFinal_Req_WR22&WR24												

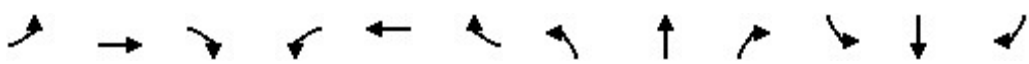
3: Wellington Rd 24 & Wellington Rd 22
Scenario 1_PM Peak_Without Detoured Truck Traffic

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Wellington Rd 24 & Wellington Rd 22



6: Wellington Rd 24 & Wellington Rd 124
Scenario 1_PM Peak_Without Detoured Truck Traffic

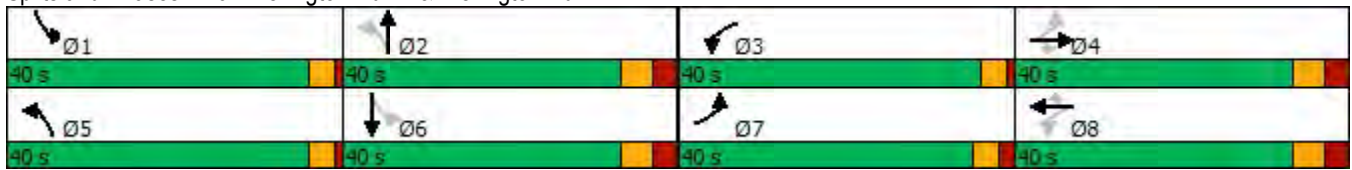
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	246	136	55	221	41	71	341	45	17	174	115
Future Volume (vph)	122	246	136	55	221	41	71	341	45	17	174	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	100.0		95.0	100.0		90.0	70.0		0.0	50.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	100.0			100.0			100.0			100.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1743	1583	1770	1792	1615	1736	1779	0	1805	1645	0
Flt Permitted	0.365			0.597			0.422			0.442		
Satd. Flow (perm)	630	1743	1583	1112	1792	1615	771	1779	0	840	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			89		4			19	
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		428.3			389.8			403.6			242.4	
Travel Time (s)		25.7			23.4			24.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	10%	9%	2%	2%	6%	0%	4%	5%	4%	0%	9%	8%
Adj. Flow (vph)	130	262	145	59	235	44	76	363	48	18	185	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	262	145	59	235	44	76	411	0	18	307	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

6: Wellington Rd 24 & Wellington Rd 124
Scenario 1_PM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	30.0		5.0	30.0	
Minimum Split (s)	30.0	30.0	30.0	9.5	30.0	30.0	30.0	37.0		30.0	37.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		40.0	40.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	35.0	33.0	33.0	36.0	33.0	33.0	36.0	33.0		36.0	33.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0		1.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0		5.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		8.0			8.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		15.0			10.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	39.3	26.8	26.8	31.3	18.7	18.7	47.8	40.4		42.9	33.5	
Actuated g/C Ratio	0.41	0.28	0.28	0.32	0.19	0.19	0.49	0.42		0.44	0.35	
v/c Ratio	0.33	0.54	0.27	0.14	0.68	0.11	0.16	0.55		0.04	0.53	
Control Delay	21.5	37.0	6.4	19.1	48.2	1.0	14.9	27.3		14.6	30.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.5	37.0	6.4	19.1	48.2	1.0	14.9	27.3		14.6	30.3	
LOS	C	D	A	B	D	A	B	C		B	C	
Approach Delay		25.0			37.0			25.4			29.4	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	16.8	47.4	0.0	7.1	44.5	0.0	7.3	52.1		1.7	46.1	
Queue Length 95th (m)	30.4	77.2	14.9	15.5	75.5	1.1	18.2	118.4		6.3	88.3	
Internal Link Dist (m)		404.3			365.8			379.6			218.4	
Turn Bay Length (m)	100.0		95.0	100.0		90.0	70.0			50.0		
Base Capacity (vph)	634	604	643	724	621	618	748	746		782	582	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.21	0.43	0.23	0.08	0.38	0.07	0.10	0.55		0.02	0.53	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 96.7												
Natural Cycle: 130												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 28.4						Intersection LOS: C						
Intersection Capacity Utilization 67.6%						ICU Level of Service C						
Analysis Period (min) 15												
Description: 5_Truck_TMCFinal_Req_WR24&WR124												

6: Wellington Rd 24 & Wellington Rd 124
 Scenario 1_PM Peak_Without Detoured Truck Traffic

Splits and Phases: 6: Wellington Rd 24 & Wellington Rd 124



27: Wellington Rd 25 & Wellington Rd 124

Scenario 1_PM Peak_Without Detoured Truck Traffic

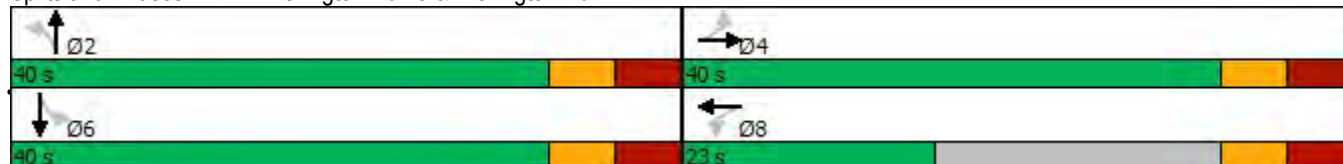
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	359	22	31	305	87	11	89	54	53	42	17
Future Volume (vph)	32	359	22	31	305	87	11	89	54	53	42	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.972			0.953			0.980	
Flt Protected		0.996			0.996			0.996			0.977	
Satd. Flow (prot)	0	1693	0	0	1667	0	0	1688	0	0	1519	0
Flt Permitted		0.928			0.936			0.979			0.801	
Satd. Flow (perm)	0	1577	0	0	1567	0	0	1659	0	0	1245	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			20			40			13	
Link Speed (k/h)		60			60			80			80	
Link Distance (m)		250.3			231.1			202.7			167.7	
Travel Time (s)		15.0			13.9			9.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	19%	11%	0%	6%	12%	6%	18%	6%	6%	23%	12%	29%
Adj. Flow (vph)	34	386	24	33	328	94	12	96	58	57	45	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	444	0	0	455	0	0	166	0	0	120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

27: Wellington Rd 25 & Wellington Rd 124

Scenario 1_PM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		38.0	38.0		38.0	38.0	
Total Split (s)	40.0	40.0		23.0	23.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		28.8%	28.8%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	32.0	32.0		15.0	15.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		8.0			8.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	0.0	0.0		0.0	0.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		24.1			24.1			32.2			32.2	
Actuated g/C Ratio		0.33			0.33			0.44			0.44	
v/c Ratio		0.84			0.85			0.22			0.21	
Control Delay		37.4			37.3			11.6			14.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.4			37.3			11.6			14.0	
LOS		D			D			B			B	
Approach Delay		37.4			37.3			11.6			14.0	
Approach LOS		D			D			B			B	
Queue Length 50th (m)		57.2			56.9			10.5			9.0	
Queue Length 95th (m)		92.1			92.5			25.9			22.9	
Internal Link Dist (m)		226.3			207.1			178.7			143.7	
Turn Bay Length (m)												
Base Capacity (vph)		704			708			760			561	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.64			0.22			0.21	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 72.4												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.85												
Intersection Signal Delay: 31.4							Intersection LOS: C					
Intersection Capacity Utilization 68.0%							ICU Level of Service C					
Analysis Period (min) 15												

Splits and Phases: 27: Wellington Rd 25 & Wellington Rd 124



61: Wellington Rd 52 & Wellington Rd 124

Scenario 1_PM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	0	64	0	0	0	72	147	0	0	172	256
Future Volume (vph)	253	0	64	0	0	0	72	147	0	0	172	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		50.0	0.0		0.0	0.0		0.0	0.0		50.0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98						1.00				0.96
Frt			0.850									0.850
Flt Protected		0.950						0.984				
Satd. Flow (prot)	0	1597	1583	0	1900	0	0	1775	0	0	1827	1404
Flt Permitted		0.757						0.844				
Satd. Flow (perm)	0	1242	1583	0	1900	0	0	1516	0	0	1827	1343
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			72									265
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		246.4			78.1			140.7			184.1	
Travel Time (s)		14.8			4.7			12.7			16.6	
Confl. Peds. (#/hr)	4					4	5					5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	0%	2%	0%	0%	0%	10%	3%	0%	0%	4%	15%
Adj. Flow (vph)	264	0	67	0	0	0	75	153	0	0	179	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	67	0	0	0	0	228	0	0	179	267
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

61: Wellington Rd 52 & Wellington Rd 124

Scenario 1_PM Peak_Without Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm				pm+pt	NA			NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	35.0		10.0	35.0	35.0
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	42.0		14.5	42.0	42.0
Total Split (s)	40.0	60.0	60.0	40.0	60.0		40.0	42.0		40.0	42.0	42.0
Total Split (%)	22.0%	33.0%	33.0%	22.0%	33.0%		22.0%	23.1%		22.0%	23.1%	23.1%
Maximum Green (s)	36.0	53.0	53.0	36.0	53.0		36.0	35.0		37.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0	7.0	5.0	7.0		4.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		8.0	8.0		8.0			12.0			12.0	12.0
Flash Dont Walk (s)		7.0	7.0		7.0			7.0			7.0	7.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)		24.2	24.2					35.1			35.1	35.1
Actuated g/C Ratio		0.33	0.33					0.48			0.48	0.48
v/c Ratio		0.65	0.12					0.31			0.20	0.34
Control Delay		28.8	4.6					14.5			13.1	3.4
Queue Delay		0.0	0.0					0.0			0.0	0.0
Total Delay		28.8	4.6					14.5			13.1	3.4
LOS		C	A					B			B	A
Approach Delay		23.9						14.5			7.3	
Approach LOS		C						B			A	
Queue Length 50th (m)		32.1	0.0					19.3			14.3	0.2
Queue Length 95th (m)		56.0	6.9					41.3			31.2	13.5
Internal Link Dist (m)		222.4			54.1			116.7			160.1	
Turn Bay Length (m)			50.0									50.0
Base Capacity (vph)		900	1167					725			874	781
Starvation Cap Reductn		0	0					0			0	0
Spillback Cap Reductn		0	0					0			0	0
Storage Cap Reductn		0	0					0			0	0
Reduced v/c Ratio		0.29	0.06					0.31			0.20	0.34
Intersection Summary												
Area Type:	Other											
Cycle Length: 182												
Actuated Cycle Length: 73.4												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 14.4							Intersection LOS: B					
Intersection Capacity Utilization 96.5%							ICU Level of Service F					

61: Wellington Rd 52 & Wellington Rd 124 Scenario 1_PM Peak_Without Detoured Truck Traffic

Analysis Period (min) 15

Description: 8_Truck_TMCFinal_Req_WR52&WR124

Splits and Phases: 61: Wellington Rd 52 & Wellington Rd 124

 Ø1	 Ø2	 Ø3	 Ø4
40 s	42 s	40 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
40 s	42 s	40 s	60 s

13: 8th Line & Wellington Rd 22
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	234	4	3	218	39	6	4	1	24	3	4
Future Vol, veh/h	8	234	4	3	218	39	6	4	1	24	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	13	6	0	0	6	0	0	0	0	8	0	0
Mvmt Flow	9	266	5	3	248	44	7	5	1	27	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	292	0	0	271	0	0	567	585	269	544	543	248
Stage 1	-	-	-	-	-	-	287	287	-	254	254	-
Stage 2	-	-	-	-	-	-	280	298	-	290	289	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.572	4	3.3
Pot Cap-1 Maneuver	1209	-	-	1304	-	-	437	426	775	441	450	796
Stage 1	-	-	-	-	-	-	725	678	-	737	701	-
Stage 2	-	-	-	-	-	-	731	671	-	705	677	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1209	-	-	1304	-	-	428	421	775	433	445	796
Mov Cap-2 Maneuver	-	-	-	-	-	-	428	421	-	433	445	-
Stage 1	-	-	-	-	-	-	718	672	-	730	699	-
Stage 2	-	-	-	-	-	-	721	669	-	693	671	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.1			13.4			13.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	443	1209	-	-	1304	-	-	461				
HCM Lane V/C Ratio	0.028	0.008	-	-	0.003	-	-	0.076				
HCM Control Delay (s)	13.4	8	0	-	7.8	0	-	13.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

16: Wellington Rd 24 & Erin-Garafraxa Townline
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	56	17	45	45	35	21	303	47	11	152	5
Future Vol, veh/h	14	56	17	45	45	35	21	303	47	11	152	5
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	77	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	14	5	0	2	0	0	0	6	0	0	7	0
Mvmt Flow	16	66	20	53	53	41	25	356	55	13	179	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	691	671	183	658	619	358	186	0	0	412	0	0
Stage 1	209	209	-	407	407	-	-	-	-	-	-	-
Stage 2	482	462	-	251	212	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.55	6.2	7.12	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.55	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.55	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.045	3.3	3.518	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	343	374	865	378	407	691	1401	-	-	1158	-	-
Stage 1	766	724	-	621	601	-	-	-	-	-	-	-
Stage 2	544	560	-	753	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	360	864	309	392	690	1400	-	-	1157	-	-
Mov Cap-2 Maneuver	281	360	-	309	392	-	-	-	-	-	-	-
Stage 1	748	714	-	606	587	-	-	-	-	-	-	-
Stage 2	454	547	-	659	721	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17.6		19		0.4		0.5					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1400	-	-	387	402	1157	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.264	0.366	0.011	-	-				
HCM Control Delay (s)	7.6	0	-	17.6	19	8.1	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	1	1.6	0	-	-				

20: Wellington Rd 24 & Mill St
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	18	43	17	14	12	65	365	42	10	158	6
Future Vol, veh/h	25	18	43	17	14	12	65	365	42	10	158	6
Conflicting Peds, #/hr	5	0	3	3	0	5	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	4	0	2	6	0	0	2	4	0	10	8	0
Mvmt Flow	27	19	46	18	15	13	70	392	45	11	170	6
Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	773	776	180	786	757	420	180	0	0	437	0	0
Stage 1	199	199	-	555	555	-	-	-	-	-	-	-
Stage 2	574	577	-	231	202	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.5	6.22	7.16	6.5	6.2	4.12	-	-	4.2	-	-
Critical Hdwy Stg 1	6.14	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.5	-	6.16	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.318	3.554	4	3.3	2.218	-	-	2.29	-	-
Pot Cap-1 Maneuver	314	331	863	305	339	638	1396	-	-	1081	-	-
Stage 1	798	740	-	509	516	-	-	-	-	-	-	-
Stage 2	500	505	-	763	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	305	858	258	312	635	1391	-	-	1081	-	-
Mov Cap-2 Maneuver	277	305	-	258	312	-	-	-	-	-	-	-
Stage 1	742	730	-	475	481	-	-	-	-	-	-	-
Stage 2	441	471	-	693	728	-	-	-	-	-	-	-
Approach	EB		WB		NB				SB			
HCM Control Delay, s	15.6		17.6		1.1				0.5			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1391	-	-	431	332	1081	-	-				
HCM Lane V/C Ratio	0.05	-	-	0.215	0.139	0.01	-	-				
HCM Control Delay (s)	7.7	0	-	15.6	17.6	8.4	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0.5	0	-	-				

23: Wellington Rd 52 & Wellington Rd 25
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	85	174	168	76	17
Future Vol, veh/h	18	85	174	168	76	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	6	3	0
Mvmt Flow	20	96	196	189	85	19
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	385	0	-	0	427	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.1	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.2	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	1185	-	-	-	583	753
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1185	-	-	-	573	753
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	888	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		12.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1185	-	-	-	599	
HCM Lane V/C Ratio	0.017	-	-	-	0.174	
HCM Control Delay (s)	8.1	0	-	-	12.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

36: 8th Line & Wellington Rd 124

Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	312	5	5	307	21	2	2	5	11	5	26
Future Vol, veh/h	15	312	5	5	307	21	2	2	5	11	5	26
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	12	0	0	15	5	0	0	0	0	0	12
Mvmt Flow	16	335	5	5	330	23	2	2	5	12	5	28
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	341	0	0	741	734	340	726	725	344
Stage 1	-	-	-	-	-	-	371	371	-	352	352	-
Stage 2	-	-	-	-	-	-	370	363	-	374	373	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.408
Pot Cap-1 Maneuver	1147	-	-	1229	-	-	335	350	707	343	354	677
Stage 1	-	-	-	-	-	-	653	623	-	669	635	-
Stage 2	-	-	-	-	-	-	654	628	-	651	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1147	-	-	1228	-	-	311	342	706	333	346	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	342	-	333	346	-
Stage 1	-	-	-	-	-	-	641	612	-	658	632	-
Stage 2	-	-	-	-	-	-	617	625	-	632	611	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0.4		0.1				12.9			13.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	465	1147	-	-	1228	-	-	489				
HCM Lane V/C Ratio	0.021	0.014	-	-	0.004	-	-	0.092				
HCM Control Delay (s)	12.9	8.2	0	-	7.9	0	-	13.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				

41: 10th Line & Wellington Rd 52

Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	84	1	1	161	29	12	2	5	16	5	25
Future Vol, veh/h	41	84	1	1	161	29	12	2	5	16	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	40	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	7	1	0	0	1	0	8	0	20	0	0	0
Mvmt Flow	47	95	1	1	183	33	14	2	6	18	6	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	216	0	0	96	0	0	408	407	95	396	392	200
Stage 1	-	-	-	-	-	-	189	189	-	202	202	-
Stage 2	-	-	-	-	-	-	219	218	-	194	190	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.18	6.5	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.572	4	3.48	3.5	4	3.3
Pot Cap-1 Maneuver	1325	-	-	1510	-	-	543	537	914	568	547	846
Stage 1	-	-	-	-	-	-	799	748	-	805	738	-
Stage 2	-	-	-	-	-	-	770	726	-	812	747	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1325	-	-	1510	-	-	506	518	914	547	527	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	506	518	-	547	527	-
Stage 1	-	-	-	-	-	-	771	722	-	777	737	-
Stage 2	-	-	-	-	-	-	738	725	-	776	721	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0			11.5			10.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	1325	-	-	1510	-	-	674
HCM Lane V/C Ratio	0.038	0.035	-	-	0.001	-	-	0.078
HCM Control Delay (s)	11.5	7.8	-	-	7.4	-	-	10.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

44: Wellington Rd 23/9th Line & Wellington Rd 22
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	187	67	11	149	2	101	8	18	3	3	2
Future Vol, veh/h	4	187	67	11	149	2	101	8	18	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	100	88	90	90	90	90	90	90
Heavy Vehicles, %	25	6	3	0	7	0	5	0	6	0	0	50
Mvmt Flow	4	208	74	12	149	2	112	9	20	3	3	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	282	0	0	430	428	245	442	464	150
Stage 1	-	-	-	-	-	-	253	253	-	174	174	-
Stage 2	-	-	-	-	-	-	177	175	-	268	290	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.15	6.5	6.26	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.545	4	3.354	3.5	4	3.75
Pot Cap-1 Maneuver	1301	-	-	1292	-	-	530	522	784	529	498	784
Stage 1	-	-	-	-	-	-	745	701	-	833	759	-
Stage 2	-	-	-	-	-	-	818	758	-	742	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1292	-	-	520	515	784	503	491	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	515	-	503	491	-
Stage 1	-	-	-	-	-	-	742	698	-	830	751	-
Stage 2	-	-	-	-	-	-	804	750	-	711	673	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.6			13.9			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	546	1301	-	-	1292	-	-	547				
HCM Lane V/C Ratio	0.258	0.003	-	-	0.009	-	-	0.016				
HCM Control Delay (s)	13.9	7.8	0	-	7.8	0	-	11.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.1				

57: Wellington Rd 24 & Side Rd 27
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	7	8	372	195	5
Future Vol, veh/h	6	7	8	372	195	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	30
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	13	6	6	20
Mvmt Flow	7	8	9	418	219	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	655	219	225	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.23	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.317	-	-	-
Pot Cap-1 Maneuver	434	826	1281	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	430	826	1281	-	-	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1281	-	580	-	-	
HCM Lane V/C Ratio	0.007	-	0.025	-	-	
HCM Control Delay (s)	7.8	0	11.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

50: Wellington Rd 52/9thLine & Wellington Rd 52
Scenario 1 PM Peak Without Detoured Truck Traffic

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	173	212	22	96	95
Future Vol, veh/h	18	173	212	22	96	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	0	1	0	4	1
Mvmt Flow	22	208	255	27	116	114
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.7	10.6	10.4
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	50%
Vol Thru, %	91%	0%	0%	50%
Vol Right, %	9%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	18	173	191
LT Vol	0	18	0	96
Through Vol	212	0	0	95
RT Vol	22	0	173	0
Lane Flow Rate	282	22	208	230
Geometry Grp	2	5	5	2
Degree of Util (X)	0.37	0.037	0.289	0.318
Departure Headway (Hd)	4.726	6.223	4.993	4.982
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	573	715	718
Service Time	2.785	3.992	2.762	3.045
HCM Lane V/C Ratio	0.373	0.038	0.291	0.32
HCM Control Delay	10.6	9.2	9.8	10.4
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.7	0.1	1.2	1.4

Existing (2025) AM/PM - With Detour
Synchro Results

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2025_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	121	35	82	91	27	8	84	46	52	201	49
Future Volume (vph)	44	121	35	82	91	27	8	84	46	52	201	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	90.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			30.0			25.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.982			0.947			0.971	
Flt Protected		0.989			0.980		0.950			0.950		
Satd. Flow (prot)	0	1719	0	0	1505	0	1308	1547	0	1805	1845	0
Flt Permitted		0.854			0.733		0.593			0.607		
Satd. Flow (perm)	0	1485	0	0	1126	0	816	1547	0	1153	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			19			8	
Link Speed (k/h)		70			80			80			40	
Link Distance (m)		810.8			322.8			746.0			320.5	
Travel Time (s)		41.7			14.5			33.6			28.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	11%	0%	48%	4%	0%	38%	0%	46%	0%	0%	0%
Adj. Flow (vph)	48	132	38	89	99	29	9	91	50	57	218	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	217	0	9	141	0	57	271	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2025_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	35.0		5.0	30.0	
Minimum Split (s)	10.0	25.5		10.0	25.5		10.0	42.5		10.0	37.5	
Total Split (s)	35.0	27.0		35.0	27.0		35.0	45.0		35.0	45.0	
Total Split (%)	24.6%	19.0%		24.6%	19.0%		24.6%	31.7%		24.6%	31.7%	
Maximum Green (s)	31.0	19.5		31.0	19.5		31.0	37.5		31.0	37.5	
Yellow Time (s)	3.0	5.5		3.0	5.5		3.0	5.5		3.0	5.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5		4.0	7.5		4.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	4.0		5.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		18.3			18.3		47.4	37.8		50.6	45.3	
Actuated g/C Ratio		0.23			0.23		0.59	0.47		0.62	0.56	
v/c Ratio		0.64			0.84		0.02	0.19		0.07	0.26	
Control Delay		37.7			59.0		6.0	13.2		6.1	10.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		37.7			59.0		6.0	13.2		6.1	10.8	
LOS		D			E		A	B		A	B	
Approach Delay		37.7			59.0			12.7			10.0	
Approach LOS		D			E			B			B	
Queue Length 50th (m)		32.2			34.2		0.5	12.1		3.3	19.4	
Queue Length 95th (m)		56.8			#74.4		2.1	24.2		7.4	45.5	
Internal Link Dist (m)		786.8			298.8			722.0			296.5	
Turn Bay Length (m)							90.0			80.0		
Base Capacity (vph)		366			277		704	732		979	1034	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.60			0.78		0.01	0.19		0.06	0.26	
Intersection Summary												
Area Type:	Other											
Cycle Length: 142												
Actuated Cycle Length: 81												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 28.7							Intersection LOS: C					
Intersection Capacity Utilization 68.7%							ICU Level of Service C					
Analysis Period (min) 15												
Description: 1_Truck_TMCFinal_Req_WR22&WR24												

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2025_AM Peak_Detoured Truck Traffic

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Wellington Rd 24 & Wellington Rd 22



6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	154	78	142	156	14	59	126	33	22	287	77
Future Volume (vph)	121	154	78	142	156	14	59	126	33	22	287	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	100.0		95.0	100.0		90.0	70.0		0.0	50.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	100.0			100.0			100.0			100.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99		1.00	0.99	
Frt			0.850			0.850		0.969			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1543	1624	1482	1180	1638	1417	1770	1674	0	1805	1644	0
Flt Permitted	0.651			0.553			0.335			0.650		
Satd. Flow (perm)	1057	1624	1482	687	1638	1417	624	1674	0	1229	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89			89		7			8	
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		428.3			389.8			403.6			242.4	
Travel Time (s)		25.7			23.4			24.2			14.5	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	17%	17%	9%	53%	16%	14%	2%	11%	3%	0%	10%	16%
Adj. Flow (vph)	130	166	84	153	168	15	63	135	35	24	309	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	166	84	153	168	15	63	170	0	24	392	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

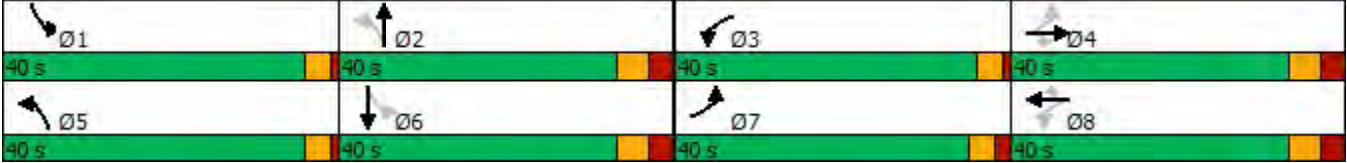
6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	30.0		5.0	30.0	
Minimum Split (s)	30.0	30.0	30.0	9.5	30.0	30.0	30.0	37.0		30.0	37.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		40.0	40.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	35.0	33.0	33.0	36.0	33.0	33.0	36.0	33.0		36.0	33.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0		1.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0		5.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		8.0			8.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		15.0			10.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	32.2	16.9	16.9	37.5	18.5	18.5	46.8	39.7		43.0	33.5	
Actuated g/C Ratio	0.34	0.18	0.18	0.39	0.19	0.19	0.49	0.42		0.45	0.35	
v/c Ratio	0.31	0.58	0.25	0.44	0.53	0.04	0.15	0.24		0.04	0.67	
Control Delay	21.4	46.9	9.6	23.6	42.9	0.2	14.7	21.7		14.2	35.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.4	46.9	9.6	23.6	42.9	0.2	14.7	21.7		14.2	35.5	
LOS	C	D	A	C	D	A	B	C		B	D	
Approach Delay		29.9			32.2			19.8			34.2	
Approach LOS		C			C			B			C	
Queue Length 50th (m)	16.7	30.8	0.0	20.3	30.5	0.0	5.8	17.3		2.2	63.7	
Queue Length 95th (m)	30.3	56.5	12.3	36.7	55.1	0.0	15.5	46.6		7.7	#128.0	
Internal Link Dist (m)		404.3			365.8			379.6			218.4	
Turn Bay Length (m)	100.0		95.0	100.0		90.0	70.0			50.0		
Base Capacity (vph)	620	569	577	481	574	554	748	700		831	581	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.21	0.29	0.15	0.32	0.29	0.03	0.08	0.24		0.03	0.67	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 95.5												
Natural Cycle: 130												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.67												
Intersection Signal Delay: 30.1							Intersection LOS: C					
Intersection Capacity Utilization 67.9%							ICU Level of Service C					

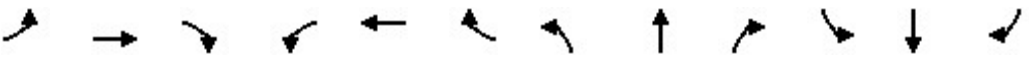
6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Analysis Period (min) 15
Description: 5_Truck_TMCFinal_Req_WR24&WR124
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: Wellington Rd 24 & Wellington Rd 124



27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

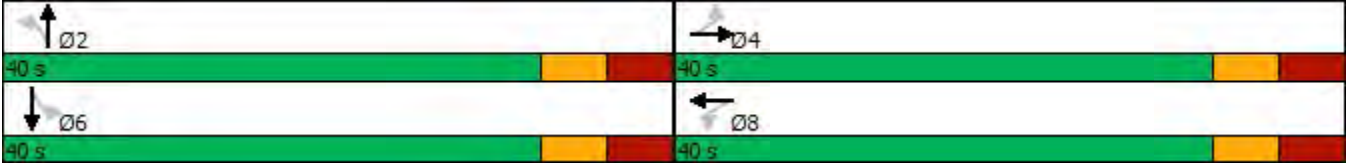
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	215	12	87	172	29	9	56	72	55	85	31
Future Volume (vph)	15	215	12	87	172	29	9	56	72	55	85	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.993			0.986			0.929			0.976	
Flt Protected		0.997			0.985			0.997			0.984	
Satd. Flow (prot)	0	1879	0	0	1537	0	0	1304	0	0	1680	0
Flt Permitted		0.961			0.801			0.978			0.856	
Satd. Flow (perm)	0	1811	0	0	1249	0	0	1279	0	0	1462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			8			80			16	
Link Speed (k/h)		60			60			80			80	
Link Distance (m)		250.3			231.1			202.7			167.7	
Travel Time (s)		15.0			13.9			9.1			7.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	57%	0%	28%	0%	29%	44%	2%	16%	0%
Adj. Flow (vph)	17	239	13	97	191	32	10	62	80	61	94	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	320	0	0	152	0	0	189	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

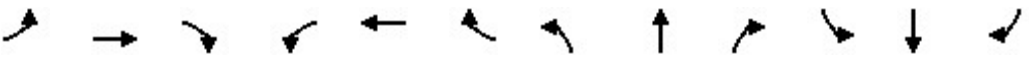
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		38.0	38.0		38.0	38.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		8.0			8.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	0.0	0.0		0.0	0.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.5			22.5			32.2			32.2	
Actuated g/C Ratio		0.32			0.32			0.45			0.45	
v/c Ratio		0.47			0.80			0.24			0.28	
Control Delay		21.3			36.6			8.5			14.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.3			36.6			8.5			14.0	
LOS		C			D			A			B	
Approach Delay		21.3			36.6			8.5			14.0	
Approach LOS		C			D			A			B	
Queue Length 50th (m)		29.0			39.1			5.5			14.1	
Queue Length 95th (m)		48.1			67.8			19.7			34.1	
Internal Link Dist (m)		226.3			207.1			178.7			143.7	
Turn Bay Length (m)												
Base Capacity (vph)		825			572			625			673	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.56			0.24			0.28	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 70.9												
Natural Cycle: 65												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.80												
Intersection Signal Delay: 23.0							Intersection LOS: C					
Intersection Capacity Utilization 74.9%							ICU Level of Service D					
Analysis Period (min) 15												

27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Splits and Phases: 27: Wellington Rd 25 & Wellington Rd 124



61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	0	103	0	0	0	115	152	0	0	110	154
Future Volume (vph)	171	0	103	0	0	0	115	152	0	0	110	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		50.0	0.0		0.0	0.0		0.0	0.0		50.0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						1.00				
Frt			0.850									0.850
Flt Protected		0.950						0.979				
Satd. Flow (prot)	0	1805	1137	0	1900	0	0	1449	0	0	1900	1615
Flt Permitted		0.757						0.798				
Satd. Flow (perm)	0	1421	1137	0	1900	0	0	1179	0	0	1900	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122									190
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		246.4			78.1			140.7			184.1	
Travel Time (s)		14.8			4.7			12.7			16.6	
Confl. Peds. (#/hr)	2						1					1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	42%	0%	0%	0%	54%	9%	0%	0%	0%	0%
Adj. Flow (vph)	211	0	127	0	0	0	142	188	0	0	136	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	127	0	0	0	0	330	0	0	136	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm				pm+pt	NA			NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	35.0		10.0	35.0	35.0
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	42.0		14.5	42.0	42.0
Total Split (s)	40.0	60.0	60.0	40.0	60.0		40.0	42.0		40.0	42.0	42.0
Total Split (%)	22.0%	33.0%	33.0%	22.0%	33.0%		22.0%	23.1%		22.0%	23.1%	23.1%
Maximum Green (s)	36.0	53.0	53.0	36.0	53.0		36.0	35.0		37.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0	7.0	5.0	7.0		4.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		8.0	8.0		8.0			12.0			12.0	12.0
Flash Dont Walk (s)		7.0	7.0		7.0			7.0			7.0	7.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)		19.3	19.3					35.1			35.1	35.1
Actuated g/C Ratio		0.28	0.28					0.51			0.51	0.51
v/c Ratio		0.53	0.31					0.55			0.14	0.21
Control Delay		25.7	6.5					16.5			10.1	2.5
Queue Delay		0.0	0.0					0.0			0.0	0.0
Total Delay		25.7	6.5					16.5			10.1	2.5
LOS		C	A					B			B	A
Approach Delay		18.5						16.5			5.7	
Approach LOS		B						B			A	
Queue Length 50th (m)		23.7	0.5					27.9			8.9	0.0
Queue Length 95th (m)		37.3	8.8					50.9			18.1	7.2
Internal Link Dist (m)		222.4			54.1			116.7			160.1	
Turn Bay Length (m)			50.0									50.0
Base Capacity (vph)		1102	909					604			973	899
Starvation Cap Reductn		0	0					0			0	0
Spillback Cap Reductn		0	0					0			0	0
Storage Cap Reductn		0	0					0			0	0
Reduced v/c Ratio		0.19	0.14					0.55			0.14	0.21
Intersection Summary												
Area Type:	Other											
Cycle Length: 182												
Actuated Cycle Length: 68.5												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 13.7							Intersection LOS: B					
Intersection Capacity Utilization 70.0%							ICU Level of Service C					

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Analysis Period (min) 15

Description: 8_Truck_TMCFinal_Req_WR52&WR124

Splits and Phases: 61: Wellington Rd 52 & Wellington Rd 124

 Ø1	 Ø2	 Ø3	 Ø4
40 s	42 s	40 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
40 s	42 s	40 s	60 s

13: 8th Line & Wellington Rd 22
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	186	3	2	139	22	2	1	1	35	2	50
Future Vol, veh/h	30	186	3	2	139	22	2	1	1	35	2	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	50	6	67	100	6	45	0	0	0	6	0	80
Mvmt Flow	34	209	3	2	156	25	2	1	1	39	2	56
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	212	0	0	481	464	211	440	440	156
Stage 1	-	-	-	-	-	-	279	279	-	160	160	-
Stage 2	-	-	-	-	-	-	202	185	-	280	280	-
Critical Hdwy	4.6	-	-	5.1	-	-	7.1	6.5	6.2	7.16	6.5	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.65	-	-	3.1	-	-	3.5	4	3.3	3.554	4	4.02
Pot Cap-1 Maneuver	1151	-	-	941	-	-	499	498	834	521	514	720
Stage 1	-	-	-	-	-	-	732	683	-	833	769	-
Stage 2	-	-	-	-	-	-	805	751	-	718	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	941	-	-	446	480	834	505	495	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	480	-	505	495	-
Stage 1	-	-	-	-	-	-	707	660	-	805	767	-
Stage 2	-	-	-	-	-	-	739	749	-	691	660	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.1			12.1			12		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	515	1151	-	-	941	-	-	609				
HCM Lane V/C Ratio	0.009	0.029	-	-	0.002	-	-	0.161				
HCM Control Delay (s)	12.1	8.2	0	-	8.8	0	-	12				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.6				

16: Wellington Rd 24 & Erin-Garafraxa Townline
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	40	18	23	35	21	7	168	31	16	203	5
Future Vol, veh/h	12	40	18	23	35	21	7	168	31	16	203	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	77	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	100	92	97	97	97
Heavy Vehicles, %	8	8	17	4	3	5	29	32	13	6	10	0
Mvmt Flow	12	41	19	24	36	22	7	168	34	16	209	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	472	460	212	456	428	168	214	0	0	202	0	0
Stage 1	244	244	-	182	182	-	-	-	-	-	-	-
Stage 2	228	216	-	274	246	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.37	7.14	6.53	6.25	4.39	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.14	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.14	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.453	3.536	4.027	3.345	2.461	-	-	2.254	-	-
Pot Cap-1 Maneuver	492	489	792	511	518	868	1211	-	-	1346	-	-
Stage 1	746	693	-	815	747	-	-	-	-	-	-	-
Stage 2	761	713	-	728	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	446	479	792	459	507	868	1211	-	-	1346	-	-
Mov Cap-2 Maneuver	446	479	-	459	507	-	-	-	-	-	-	-
Stage 1	741	683	-	809	742	-	-	-	-	-	-	-
Stage 2	701	708	-	659	691	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.9		12.7			0.3			0.6			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1211	-	-	526	551	1346	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.137	0.148	0.012	-	-				
HCM Control Delay (s)	8	0	-	12.9	12.7	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0	-	-				

20: Wellington Rd 24 & Mill St
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	9	32	2	6	8	135	10	7	247	3
Future Vol, veh/h	1	2	9	32	2	6	8	135	10	7	247	3
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	2	10	35	2	7	9	148	11	8	271	3
Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	468	469	275	468	465	156	276	0	0	160	0	0
Stage 1	291	291	-	173	173	-	-	-	-	-	-	-
Stage 2	177	178	-	295	292	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	509	495	769	509	498	895	1299	-	-	1432	-	-
Stage 1	721	675	-	834	760	-	-	-	-	-	-	-
Stage 2	829	756	-	718	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	496	486	768	495	489	893	1297	-	-	1431	-	-
Mov Cap-2 Maneuver	496	486	-	495	489	-	-	-	-	-	-	-
Stage 1	714	669	-	826	753	-	-	-	-	-	-	-
Stage 2	813	749	-	701	669	-	-	-	-	-	-	-
Approach	EB		WB		NB				SB			
HCM Control Delay, s	10.5		12.4		0.4				0.2			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1297	-	-	672	530	1431	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.02	0.083	0.005	-	-				
HCM Control Delay (s)	7.8	0	-	10.5	12.4	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

23: Wellington Rd 52 & Wellington Rd 25
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	125	83	86	131	57
Future Vol, veh/h	57	125	83	86	131	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	13	12	19	96
Mvmt Flow	62	136	90	93	142	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	183	0	-	0	397	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	4.84	-	-	-	6.59	7.16
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	2.866	-	-	-	3.671	4.164
Pot Cap-1 Maneuver	1055	-	-	-	577	712
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1055	-	-	-	540	712
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	746	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.7	0		14.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1055	-	-	-	583	
HCM Lane V/C Ratio	0.059	-	-	-	0.351	
HCM Control Delay (s)	8.6	0	-	-	14.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6	

36: 8th Line & Wellington Rd 124
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	259	4	3	312	4	9	1	5	6	0	20
Future Vol, veh/h	6	259	4	3	312	4	9	1	5	6	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	33	14	25	0	28	25	44	100	0	33	0	10
Mvmt Flow	7	285	4	3	343	4	10	1	5	7	0	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	289	0	0	664	654	287	655	654	346
Stage 1	-	-	-	-	-	-	301	301	-	351	351	-
Stage 2	-	-	-	-	-	-	363	353	-	304	303	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.54	7.5	6.2	7.43	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	6.5	-	6.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	6.5	-	6.43	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.896	4.9	3.3	3.797	4	3.39
Pot Cap-1 Maneuver	1058	-	-	1284	-	-	322	284	757	340	389	679
Stage 1	-	-	-	-	-	-	627	520	-	606	636	-
Stage 2	-	-	-	-	-	-	578	489	-	644	667	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1284	-	-	309	281	757	334	385	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	309	281	-	334	385	-
Stage 1	-	-	-	-	-	-	622	516	-	601	634	-
Stage 2	-	-	-	-	-	-	557	488	-	633	662	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			14.8			11.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	382	1058	-	-	1284	-	-	548				
HCM Lane V/C Ratio	0.043	0.006	-	-	0.003	-	-	0.052				
HCM Control Delay (s)	14.8	8.4	0	-	7.8	0	-	11.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

41: 10th Line & Wellington Rd 52
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	150	3	7	133	7	8	0	5	37	0	30
Future Vol, veh/h	9	150	3	7	133	7	8	0	5	37	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	40	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	29	67	86	44	14	75	0	40	0	0	3
Mvmt Flow	11	176	4	8	156	8	9	0	6	44	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	180	0	0	392	378	176	379	378	160
Stage 1	-	-	-	-	-	-	198	198	-	176	176	-
Stage 2	-	-	-	-	-	-	194	180	-	203	202	-
Critical Hdwy	4.1	-	-	4.96	-	-	7.85	6.5	6.6	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.85	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.85	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.974	-	-	4.175	4	3.66	3.5	4	3.327
Pot Cap-1 Maneuver	1427	-	-	1017	-	-	456	557	778	582	557	882
Stage 1	-	-	-	-	-	-	662	741	-	831	757	-
Stage 2	-	-	-	-	-	-	666	754	-	804	738	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1427	-	-	1017	-	-	433	548	778	571	548	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	433	548	-	571	548	-
Stage 1	-	-	-	-	-	-	657	735	-	824	751	-
Stage 2	-	-	-	-	-	-	634	748	-	792	732	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			12.1			11		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	522	1427	-	-	1017	-	-	678				
HCM Lane V/C Ratio	0.029	0.007	-	-	0.008	-	-	0.116				
HCM Control Delay (s)	12.1	7.5	-	-	8.6	-	-	11				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4				

44: Wellington Rd 23/9th Line & Wellington Rd 22
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	122	92	12	108	2	47	4	6	2	7	2
Future Vol, veh/h	4	122	92	12	108	2	47	4	6	2	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	25	7	3	8	10	100	4	25	17	100	0	0
Mvmt Flow	5	139	105	14	123	2	53	5	7	2	8	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	244	0	0	359	355	192	360	406	124
Stage 1	-	-	-	-	-	-	202	202	-	152	152	-
Stage 2	-	-	-	-	-	-	157	153	-	208	254	-
Critical Hdwy	4.35	-	-	4.18	-	-	7.14	6.75	6.37	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.75	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.75	-	7.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.272	-	-	3.536	4.225	3.453	4.4	4	3.3
Pot Cap-1 Maneuver	1331	-	-	1288	-	-	593	535	813	450	537	932
Stage 1	-	-	-	-	-	-	795	693	-	664	775	-
Stage 2	-	-	-	-	-	-	841	729	-	615	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1331	-	-	1288	-	-	578	526	813	438	528	932
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	526	-	438	528	-
Stage 1	-	-	-	-	-	-	792	690	-	661	766	-
Stage 2	-	-	-	-	-	-	820	720	-	603	698	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			11.8			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	592	1331	-	-	1288	-	-	551				
HCM Lane V/C Ratio	0.109	0.003	-	-	0.011	-	-	0.023				
HCM Control Delay (s)	11.8	7.7	0	-	7.8	0	-	11.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

57: Wellington Rd 24 & Side Rd 27/New Conneting Rodway (Side Rd 27)
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	8	1	3	0	0	33	3	132	0	38	216	4
Future Vol, veh/h	8	1	3	0	0	33	3	132	0	38	216	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	92	76	92	92	92	76	76	92	92	76	76
Heavy Vehicles, %	0	100	25	0	0	100	0	0	0	100	0	0
Mvmt Flow	11	1	4	0	0	36	4	174	0	41	284	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	566	548	284	553	553	174	289	0	0	174	0	0
Stage 1	366	366	-	182	182	-	-	-	-	-	-	-
Stage 2	200	182	-	371	371	-	-	-	-	-	-	-
Critical Hdwy	7.1	7.5	6.45	7.1	6.5	7.2	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	6.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	6.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.9	3.525	3.5	4	4.2	2.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	438	333	703	447	444	669	1284	-	-	977	-	-
Stage 1	657	482	-	824	753	-	-	-	-	-	-	-
Stage 2	806	597	-	653	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	398	315	703	426	420	669	1284	-	-	977	-	-
Mov Cap-2 Maneuver	398	315	-	426	420	-	-	-	-	-	-	-
Stage 1	655	458	-	822	751	-	-	-	-	-	-	-
Stage 2	760	595	-	615	592	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	13.5		10.7			0.2			1.1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1284	-	-	438	669	977	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.036	0.054	0.042	-	-				
HCM Control Delay (s)	7.8	0	-	13.5	10.7	8.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-				

50: Wellington Rd 52/9thLine & Wellington Rd 52
Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	144	122	11	136	63
Future Vol, veh/h	19	144	122	11	136	63
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	5	49	2	9	33	5
Mvmt Flow	25	189	161	14	179	83
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.8	9.4	12
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	68%
Vol Thru, %	92%	0%	0%	32%
Vol Right, %	8%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	19	144	199
LT Vol	0	19	0	136
Through Vol	122	0	0	63
RT Vol	11	0	144	0
Lane Flow Rate	175	25	189	262
Geometry Grp	2	5	5	2
Degree of Util (X)	0.236	0.043	0.302	0.394
Departure Headway (Hd)	4.853	6.189	5.733	5.421
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	575	623	660
Service Time	2.918	3.964	3.507	3.482
HCM Lane V/C Ratio	0.238	0.043	0.303	0.397
HCM Control Delay	9.4	9.2	11	12
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.9	0.1	1.3	1.9

64: 8th Line & New Conneting Rodway (Side Rd 27)

Scenario 2_2025_AM Peak_Detoured Truck Traffic

Intersection

Intersection Delay, s/veh

8

Intersection LOS

A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations

W

W

W

Traffic Vol, veh/h

0

39

33

20

48

0

Future Vol, veh/h

0

39

33

20

48

0

Peak Hour Factor

0.92

0.92

0.92

0.92

0.92

0.92

Heavy Vehicles, %

0

100

100

20

6

0

Mvmt Flow

0

42

36

22

52

0

Number of Lanes

1

0

0

1

1

0

Approach

EB

NB

SB

Opposing Approach

SB

NB

Opposing Lanes

0

1

1

Conflicting Approach Left

SB

EB

Conflicting Lanes Left

1

1

0

Conflicting Approach Right

NB

EB

Conflicting Lanes Right

1

0

1

HCM Control Delay

6.8

9.5

7.4

HCM LOS

A

A

A

Lane	NBLn1	EBLn1	SBLn1
------	-------	-------	-------

Vol Left, %

62%

0%

0%

Vol Thru, %

38%

0%

100%

Vol Right, %

0%

100%

0%

Sign Control

Stop

Stop

Stop

Traffic Vol by Lane

53

39

48

LT Vol

33

0

0

Through Vol

20

0

48

RT Vol

0

39

0

Lane Flow Rate

58

42

52

Geometry Grp

1

1

1

Degree of Util (X)

0.093

0.042

0.06

Departure Headway (Hd)

5.841

3.594

4.12

Convergence, Y/N

Yes

Yes

Yes

Cap

615

1002

866

Service Time

3.861

1.594

2.164

HCM Lane V/C Ratio

0.094

0.042

0.06

HCM Control Delay

9.5

6.8

7.4

HCM Lane LOS

A

A

A

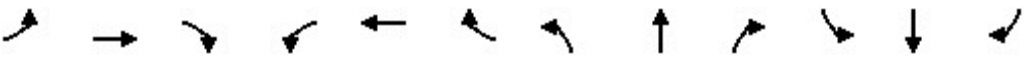
HCM 95th-tile Q

0.3

0.1

0.2

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2025_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	143	14	63	136	61	38	292	109	36	115	45
Future Volume (vph)	55	143	14	63	136	61	38	292	109	36	115	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	90.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			30.0			25.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.968			0.959			0.958	
Flt Protected		0.987			0.988		0.950			0.950		
Satd. Flow (prot)	0	1798	0	0	1580	0	1805	1656	0	1805	1820	0
Flt Permitted		0.781			0.838		0.654			0.457		
Satd. Flow (perm)	0	1422	0	0	1341	0	1243	1656	0	868	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			12			13			14	
Link Speed (k/h)		70			80			80			40	
Link Distance (m)		810.8			322.8			746.0			320.5	
Travel Time (s)		41.7			14.5			33.6			28.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	0%	62%	0%	0%	0%	0%	37%	0%	0%	0%
Adj. Flow (vph)	56	146	14	64	139	62	39	298	111	37	117	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	265	0	39	409	0	37	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2025_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	35.0		5.0	30.0	
Minimum Split (s)	10.0	25.5		10.0	25.5		10.0	42.5		10.0	37.5	
Total Split (s)	35.0	27.0		35.0	27.0		35.0	45.0		35.0	45.0	
Total Split (%)	24.6%	19.0%		24.6%	19.0%		24.6%	31.7%		24.6%	31.7%	
Maximum Green (s)	31.0	19.5		31.0	19.5		31.0	37.5		31.0	37.5	
Yellow Time (s)	3.0	5.5		3.0	5.5		3.0	5.5		3.0	5.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5		4.0	7.5		4.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	4.0		5.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		17.9			17.9		46.3	38.0		46.2	37.9	
Actuated g/C Ratio		0.23			0.23		0.59	0.49		0.59	0.49	
v/c Ratio		0.66			0.84		0.05	0.50		0.06	0.18	
Control Delay		38.9			52.6		6.1	17.5		6.2	12.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		38.9			52.6		6.1	17.5		6.2	12.8	
LOS		D			D		A	B		A	B	
Approach Delay		38.9			52.6			16.5			11.5	
Approach LOS		D			D			B			B	
Queue Length 50th (m)		32.7			40.9		2.2	47.1		2.1	14.7	
Queue Length 95th (m)		#59.3			#84.0		5.6	76.4		5.4	27.5	
Internal Link Dist (m)		786.8			298.8			722.0			296.5	
Turn Bay Length (m)							90.0			80.0		
Base Capacity (vph)		361			348		997	813		915	892	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.60			0.76		0.04	0.50		0.04	0.18	
Intersection Summary												
Area Type:	Other											
Cycle Length: 142												
Actuated Cycle Length: 78												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.84												
Intersection Signal Delay: 28.4							Intersection LOS: C					
Intersection Capacity Utilization 62.8%							ICU Level of Service B					
Analysis Period (min) 15												
Description: 1_Truck_TMCFinal_Req_WR22&WR24												

3: Wellington Rd 24 & Wellington Rd 22

Scenario 2_2025_PM Peak_Detoured Truck Traffic

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Wellington Rd 24 & Wellington Rd 22



6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

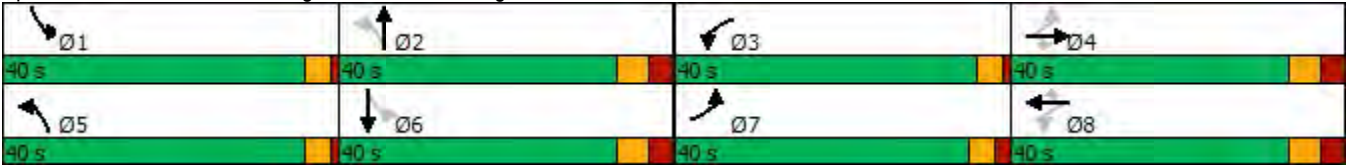
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	246	136	100	221	41	71	341	45	17	174	115
Future Volume (vph)	122	246	136	100	221	41	71	341	45	17	174	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	100.0		95.0	100.0		90.0	70.0		0.0	50.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	100.0			100.0			100.0			100.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1743	1583	1236	1792	1615	1736	1779	0	1805	1645	0
Flt Permitted	0.426			0.446			0.423			0.446		
Satd. Flow (perm)	736	1743	1583	580	1792	1615	773	1779	0	847	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			89		4			19	
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		428.3			389.8			403.6			242.4	
Travel Time (s)		25.7			23.4			24.2			14.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	10%	9%	2%	46%	6%	0%	4%	5%	4%	0%	9%	8%
Adj. Flow (vph)	130	262	145	106	235	44	76	363	48	18	185	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	262	145	106	235	44	76	411	0	18	307	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	30.0		5.0	30.0	
Minimum Split (s)	30.0	30.0	30.0	9.5	30.0	30.0	30.0	37.0		30.0	37.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		40.0	40.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	35.0	33.0	33.0	36.0	33.0	33.0	36.0	33.0		36.0	33.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0		1.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0		5.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		8.0			8.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		15.0			10.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	36.3	21.0	21.0	35.5	19.5	19.5	48.0	40.5		43.0	33.6	
Actuated g/C Ratio	0.37	0.22	0.22	0.36	0.20	0.20	0.49	0.42		0.44	0.35	
v/c Ratio	0.33	0.70	0.32	0.36	0.65	0.11	0.16	0.55		0.04	0.53	
Control Delay	21.5	47.3	7.7	22.4	46.3	1.0	15.3	27.8		15.0	30.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.5	47.3	7.7	22.4	46.3	1.0	15.3	27.8		15.0	30.8	
LOS	C	D	A	C	D	A	B	C		B	C	
Approach Delay		30.4			34.5			25.8			29.9	
Approach LOS		C			C			C			C	
Queue Length 50th (m)	16.9	49.9	0.0	13.6	44.5	0.0	7.4	52.8		1.7	46.6	
Queue Length 95th (m)	30.4	83.0	15.8	26.0	74.2	1.1	18.7	120.7		6.4	89.9	
Internal Link Dist (m)		404.3			365.8			379.6			218.4	
Turn Bay Length (m)	100.0		95.0	100.0		90.0	70.0			50.0		
Base Capacity (vph)	640	601	641	497	618	615	745	743		780	580	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.20	0.44	0.23	0.21	0.38	0.07	0.10	0.55		0.02	0.53	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 97.3												
Natural Cycle: 130												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.70												
Intersection Signal Delay: 29.9						Intersection LOS: C						
Intersection Capacity Utilization 67.6%						ICU Level of Service C						
Analysis Period (min) 15												
Description: 5_Truck_TMCFinal_Req_WR24&WR124												

6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Splits and Phases: 6: Wellington Rd 24 & Wellington Rd 124



27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

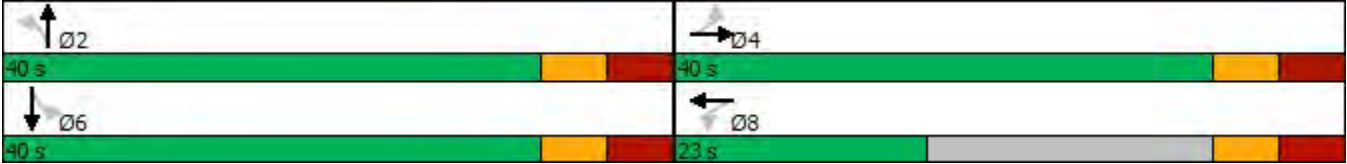
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	320	22	73	263	87	9	96	86	53	45	14
Future Volume (vph)	26	320	22	73	263	87	9	96	86	53	45	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.972			0.939			0.983	
Flt Protected		0.996			0.992			0.998			0.977	
Satd. Flow (prot)	0	1877	0	0	1643	0	0	1425	0	0	1545	0
Flt Permitted		0.928			0.788			0.986			0.788	
Satd. Flow (perm)	0	1749	0	0	1305	0	0	1408	0	0	1246	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			20			61			11	
Link Speed (k/h)		60			60			80			80	
Link Distance (m)		250.3			231.1			202.7			167.7	
Travel Time (s)		15.0			13.9			9.1			7.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	60%	0%	6%	0%	13%	41%	23%	18%	0%
Adj. Flow (vph)	28	344	24	78	283	94	10	103	92	57	48	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	396	0	0	455	0	0	205	0	0	120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

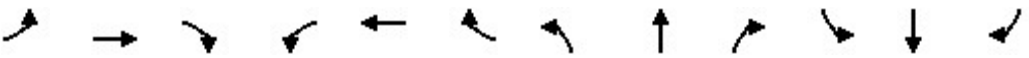
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		38.0	38.0		38.0	38.0	
Total Split (s)	40.0	40.0		23.0	23.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		28.8%	28.8%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	32.0	32.0		15.0	15.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		8.0			8.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	0.0	0.0		0.0	0.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.4			20.4			32.2			32.2	
Actuated g/C Ratio		0.30			0.30			0.47			0.47	
v/c Ratio		0.76			1.13			0.30			0.20	
Control Delay		31.4			110.9			10.2			12.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			110.9			10.2			12.3	
LOS		C			F			B			B	
Approach Delay		31.4			110.9			10.2			12.3	
Approach LOS		C			F			B			B	
Queue Length 50th (m)		47.1			~71.5			10.6			7.9	
Queue Length 95th (m)		75.7			#120.4			29.2			21.7	
Internal Link Dist (m)		226.3			207.1			178.7			143.7	
Turn Bay Length (m)												
Base Capacity (vph)		821			621			691			589	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.73			0.30			0.20	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 68.7												
Natural Cycle: 70												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.13												
Intersection Signal Delay: 56.5							Intersection LOS: E					
Intersection Capacity Utilization 83.2%							ICU Level of Service E					
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Splits and Phases: 27: Wellington Rd 25 & Wellington Rd 124



61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	0	100	0	0	0	117	147	0	0	165	217
Future Volume (vph)	217	0	100	0	0	0	117	147	0	0	165	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		50.0	0.0		0.0	0.0		0.0	0.0		50.0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98						0.99				
Frt			0.850									0.850
Flt Protected		0.950						0.978				
Satd. Flow (prot)	0	1805	1179	0	1900	0	0	1533	0	0	1900	1615
Flt Permitted		0.757						0.783				
Satd. Flow (perm)	0	1403	1179	0	1900	0	0	1220	0	0	1900	1545
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93									226
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		246.4			78.1			140.7			184.1	
Travel Time (s)		14.8			4.7			12.7			16.6	
Confl. Peds. (#/hr)	4					4	5					5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	37%	0%	0%	0%	44%	3%	0%	0%	0%	0%
Adj. Flow (vph)	226	0	104	0	0	0	122	153	0	0	172	226
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	104	0	0	0	0	275	0	0	172	226
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm				pm+pt	NA			NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	35.0		10.0	35.0	35.0
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	42.0		14.5	42.0	42.0
Total Split (s)	40.0	60.0	60.0	40.0	60.0		40.0	42.0		40.0	42.0	42.0
Total Split (%)	22.0%	33.0%	33.0%	22.0%	33.0%		22.0%	23.1%		22.0%	23.1%	23.1%
Maximum Green (s)	36.0	53.0	53.0	36.0	53.0		36.0	35.0		37.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0	7.0	5.0	7.0		4.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		8.0	8.0		8.0			12.0			12.0	12.0
Flash Dont Walk (s)		7.0	7.0		7.0			7.0			7.0	7.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)		20.2	20.2					35.1			35.1	35.1
Actuated g/C Ratio		0.29	0.29					0.51			0.51	0.51
v/c Ratio		0.56	0.25					0.44			0.18	0.25
Control Delay		26.3	7.0					14.8			10.8	2.6
Queue Delay		0.0	0.0					0.0			0.0	0.0
Total Delay		26.3	7.0					14.8			10.8	2.6
LOS		C	A					B			B	A
Approach Delay		20.2						14.8			6.1	
Approach LOS		C						B			A	
Queue Length 50th (m)		25.8	1.1					22.3			11.9	0.0
Queue Length 95th (m)		45.8	11.0					48.4			25.9	10.9
Internal Link Dist (m)		222.4			54.1			116.7			160.1	
Turn Bay Length (m)			50.0									50.0
Base Capacity (vph)		1076	926					618			962	894
Starvation Cap Reductn		0	0					0			0	0
Spillback Cap Reductn		0	0					0			0	0
Storage Cap Reductn		0	0					0			0	0
Reduced v/c Ratio		0.21	0.11					0.44			0.18	0.25
Intersection Summary												
Area Type:	Other											
Cycle Length: 182												
Actuated Cycle Length: 69.3												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.56												
Intersection Signal Delay: 13.1							Intersection LOS: B					
Intersection Capacity Utilization 94.5%							ICU Level of Service F					

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Analysis Period (min) 15
Description: 8_Truck_TMCFinal_Req_WR52&WR124

Splits and Phases: 61: Wellington Rd 52 & Wellington Rd 124

 Ø1	 Ø2	 Ø3	 Ø4
40 s	42 s	40 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
40 s	42 s	40 s	60 s

13: 8th Line & Wellington Rd 22
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	234	4	3	218	47	6	4	1	24	3	42
Future Vol, veh/h	54	234	4	3	218	47	6	4	1	24	3	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	87	6	0	0	6	17	0	0	0	8	0	90
Mvmt Flow	61	266	5	3	248	53	7	5	1	27	3	48
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	271	0	0	697	698	269	648	647	248
Stage 1	-	-	-	-	-	-	391	391	-	254	254	-
Stage 2	-	-	-	-	-	-	306	307	-	394	393	-
Critical Hdwy	4.97	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.983	-	-	2.2	-	-	3.5	4	3.3	3.572	4	4.11
Pot Cap-1 Maneuver	900	-	-	1304	-	-	358	367	775	375	392	617
Stage 1	-	-	-	-	-	-	637	611	-	737	701	-
Stage 2	-	-	-	-	-	-	708	665	-	619	609	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	900	-	-	1304	-	-	307	337	775	347	359	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	337	-	347	359	-
Stage 1	-	-	-	-	-	-	586	562	-	678	699	-
Stage 2	-	-	-	-	-	-	648	663	-	564	560	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.1			16.1			14.1		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	336	900	-	-	1304	-	-	474				
HCM Lane V/C Ratio	0.037	0.068	-	-	0.003	-	-	0.165				
HCM Control Delay (s)	16.1	9.3	0	-	7.8	0	-	14.1				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.6				

16: Wellington Rd 24 & Erin-Garafraxa Townline
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	56	17	45	45	35	21	357	47	11	152	5
Future Vol, veh/h	14	56	17	45	45	35	21	357	47	11	152	5
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	77	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	14	5	0	2	0	0	0	21	0	0	7	0
Mvmt Flow	16	66	20	53	53	41	25	420	55	13	179	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	755	735	183	722	683	422	186	0	0	476	0	0
Stage 1	209	209	-	471	471	-	-	-	-	-	-	-
Stage 2	546	526	-	251	212	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.55	6.2	7.12	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.55	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.55	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.045	3.3	3.518	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	311	343	865	342	374	636	1401	-	-	1097	-	-
Stage 1	766	724	-	573	563	-	-	-	-	-	-	-
Stage 2	501	524	-	753	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	250	330	864	275	359	635	1400	-	-	1096	-	-
Mov Cap-2 Maneuver	250	330	-	275	359	-	-	-	-	-	-	-
Stage 1	747	714	-	559	549	-	-	-	-	-	-	-
Stage 2	413	511	-	659	721	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	19.2		21.5		0.4		0.5					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1400	-	-	355	363	1096	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.288	0.405	0.012	-	-				
HCM Control Delay (s)	7.6	0	-	19.2	21.5	8.3	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.2	1.9	0	-	-				

20: Wellington Rd 24 & Mill St
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	18	41	15	14	12	64	351	42	9	146	6
Future Vol, veh/h	23	18	41	15	14	12	64	351	42	9	146	6
Conflicting Peds, #/hr	5	0	3	3	0	5	4	0	0	0	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	19	44	16	15	13	69	377	45	10	157	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	741	744	167	753	725	405	167	0	0	422	0	0
Stage 1	184	184	-	538	538	-	-	-	-	-	-	-
Stage 2	557	560	-	215	187	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	335	345	882	329	354	650	1423	-	-	1148	-	-
Stage 1	822	751	-	531	526	-	-	-	-	-	-	-
Stage 2	518	514	-	792	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	297	319	877	281	327	647	1418	-	-	1148	-	-
Mov Cap-2 Maneuver	297	319	-	281	327	-	-	-	-	-	-	-
Stage 1	767	741	-	497	492	-	-	-	-	-	-	-
Stage 2	459	481	-	723	739	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	14.8		16.5			1.1			0.5			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1418	-	-	454	357	1148	-	-				
HCM Lane V/C Ratio	0.049	-	-	0.194	0.123	0.008	-	-				
HCM Control Delay (s)	7.7	0	-	14.8	16.5	8.2	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.4	0	-	-				

23: Wellington Rd 52 & Wellington Rd 25
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	85	174	168	76	62
Future Vol, veh/h	54	85	174	168	76	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	67	1	0	6	3	73
Mvmt Flow	61	96	196	189	85	70
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	385	0	-	0	509	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	218	-
Critical Hdwy	4.77	-	-	-	6.43	6.93
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.803	-	-	-	3.527	3.957
Pot Cap-1 Maneuver	892	-	-	-	522	607
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	892	-	-	-	484	607
Mov Cap-2 Maneuver	-	-	-	-	484	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	816	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.6	0		14.5		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	892	-	-	-	532	
HCM Lane V/C Ratio	0.068	-	-	-	0.291	
HCM Control Delay (s)	9.3	0	-	-	14.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2	

36: 8th Line & Wellington Rd 124
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	312	5	5	352	21	2	2	5	11	5	26
Future Vol, veh/h	15	312	5	5	352	21	2	2	5	11	5	26
Conflicting Peds, #/hr	0	0	1	1	0	0	2	0	1	1	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	12	0	0	26	5	0	0	0	0	0	12
Mvmt Flow	16	335	5	5	378	23	2	2	5	12	5	28
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	341	0	0	789	782	340	774	773	392
Stage 1	-	-	-	-	-	-	371	371	-	400	400	-
Stage 2	-	-	-	-	-	-	418	411	-	374	373	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.408
Pot Cap-1 Maneuver	1100	-	-	1229	-	-	311	328	707	318	332	635
Stage 1	-	-	-	-	-	-	653	623	-	630	605	-
Stage 2	-	-	-	-	-	-	616	598	-	651	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1100	-	-	1228	-	-	288	320	706	308	324	634
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	320	-	308	324	-
Stage 1	-	-	-	-	-	-	641	611	-	619	602	-
Stage 2	-	-	-	-	-	-	580	595	-	632	610	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0.4		0.1				13.3			13.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	444	1100	-	-	1228	-	-	456				
HCM Lane V/C Ratio	0.022	0.015	-	-	0.004	-	-	0.099				
HCM Control Delay (s)	13.3	8.3	0	-	7.9	0	-	13.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				

41: 10th Line & Wellington Rd 52
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	120	1	1	206	29	12	2	5	16	5	25
Future Vol, veh/h	41	120	1	1	206	29	12	2	5	16	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	40	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	7	31	0	0	22	0	8	0	20	0	0	0
Mvmt Flow	47	136	1	1	234	33	14	2	6	18	6	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	267	0	0	137	0	0	500	499	136	488	484	251
Stage 1	-	-	-	-	-	-	230	230	-	253	253	-
Stage 2	-	-	-	-	-	-	270	269	-	235	231	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.18	6.5	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.572	4	3.48	3.5	4	3.3
Pot Cap-1 Maneuver	1268	-	-	1459	-	-	472	476	867	493	486	793
Stage 1	-	-	-	-	-	-	760	718	-	756	701	-
Stage 2	-	-	-	-	-	-	723	690	-	773	717	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1268	-	-	1459	-	-	438	458	867	474	468	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	438	458	-	474	468	-
Stage 1	-	-	-	-	-	-	732	691	-	728	700	-
Stage 2	-	-	-	-	-	-	691	689	-	737	690	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			12.4			11.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	506	1268	-	-	1459	-	-	606
HCM Lane V/C Ratio	0.043	0.037	-	-	0.001	-	-	0.086
HCM Control Delay (s)	12.4	7.9	-	-	7.5	-	-	11.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

44: Wellington Rd 23/9th Line & Wellington Rd 22
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	187	67	11	149	2	101	8	18	3	3	2
Future Vol, veh/h	4	187	67	11	149	2	101	8	18	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	100	88	90	90	90	90	90	90
Heavy Vehicles, %	25	6	3	0	7	0	5	0	6	0	0	50
Mvmt Flow	4	208	74	12	149	2	112	9	20	3	3	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	151	0	0	282	0	0	430	428	245	442	464	150
Stage 1	-	-	-	-	-	-	253	253	-	174	174	-
Stage 2	-	-	-	-	-	-	177	175	-	268	290	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.15	6.5	6.26	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.545	4	3.354	3.5	4	3.75
Pot Cap-1 Maneuver	1301	-	-	1292	-	-	530	522	784	529	498	784
Stage 1	-	-	-	-	-	-	745	701	-	833	759	-
Stage 2	-	-	-	-	-	-	818	758	-	742	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1292	-	-	520	515	784	503	491	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	515	-	503	491	-
Stage 1	-	-	-	-	-	-	742	698	-	830	751	-
Stage 2	-	-	-	-	-	-	804	750	-	711	673	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.6			13.9			11.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	546	1301	-	-	1292	-	-	547				
HCM Lane V/C Ratio	0.258	0.003	-	-	0.009	-	-	0.016				
HCM Control Delay (s)	13.9	7.8	0	-	7.8	0	-	11.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.1				

57: Wellington Rd 24 & Side Rd 27/New Conneting Rodway (Side Rd 27)
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Vol, veh/h	6	0	7	0	0	54	7	351	0	38	157	5
Future Vol, veh/h	6	0	7	0	0	54	7	351	0	38	157	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	92	89	92	92	92	89	89	92	92	89	89
Heavy Vehicles, %	0	0	0	0	0	100	0	0	0	100	0	20
Mvmt Flow	7	0	8	0	0	59	8	394	0	41	176	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	698	668	176	675	674	394	182	0	0	394	0	0
Stage 1	258	258	-	410	410	-	-	-	-	-	-	-
Stage 2	440	410	-	265	264	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	358	382	872	371	379	486	1405	-	-	784	-	-
Stage 1	751	698	-	623	599	-	-	-	-	-	-	-
Stage 2	600	599	-	745	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	357	872	349	354	486	1405	-	-	784	-	-
Mov Cap-2 Maneuver	299	357	-	349	354	-	-	-	-	-	-	-
Stage 1	746	658	-	619	595	-	-	-	-	-	-	-
Stage 2	524	595	-	695	654	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	13		13.4			0.1			1.8			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL		NBT	NBR EBLn1WBLn1		SBL	SBT	SBR				
Capacity (veh/h)	1405		-	-	463	486	784	-	-			
HCM Lane V/C Ratio	0.006		-	-	0.032	0.121	0.053	-	-			
HCM Control Delay (s)	7.6		0	-	13	13.4	9.8	0	-			
HCM Lane LOS	A		A	-	B	B	A	A	-			
HCM 95th %tile Q(veh)	0		-	-	0.1	0.4	0.2	-	-			

50: Wellington Rd 52/9thLine & Wellington Rd 52
Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	218	212	22	132	95
Future Vol, veh/h	18	218	212	22	132	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	21	1	0	30	1
Mvmt Flow	22	263	255	27	159	114
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	12.1	11.6	13.2
HCM LOS	B	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	58%
Vol Thru, %	91%	0%	0%	42%
Vol Right, %	9%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	18	218	227
LT Vol	0	18	0	132
Through Vol	212	0	0	95
RT Vol	22	0	218	0
Lane Flow Rate	282	22	263	273
Geometry Grp	2	5	5	2
Degree of Util (X)	0.402	0.039	0.413	0.438
Departure Headway (Hd)	5.134	6.508	5.654	5.77
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	702	551	638	626
Service Time	3.16	4.235	3.381	3.797
HCM Lane V/C Ratio	0.402	0.04	0.412	0.436
HCM Control Delay	11.6	9.5	12.3	13.2
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.9	0.1	2	2.2

64: 8th Line & New Conneting Rodway (Side Rd 27)

Scenario 2_2025_PM Peak_Detoured Truck Traffic

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

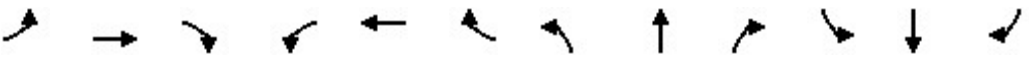
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	54	51	31	0
Future Vol, veh/h	0	38	54	51	31	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	100	100	1	6	0
Mvmt Flow	0	41	59	55	34	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.9	10.1	7.4
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	51%	0%	0%
Vol Thru, %	49%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	105	38	31
LT Vol	54	0	0
Through Vol	51	0	31
RT Vol	0	38	0
Lane Flow Rate	114	41	34
Geometry Grp	1	1	1
Degree of Util (X)	0.184	0.043	0.039
Departure Headway (Hd)	5.803	3.729	4.161
Convergence, Y/N	Yes	Yes	Yes
Cap	620	966	849
Service Time	3.823	1.729	2.244
HCM Lane V/C Ratio	0.184	0.042	0.04
HCM Control Delay	10.1	6.9	7.4
HCM Lane LOS	B	A	A
HCM 95th-tile Q	0.7	0.1	0.1

Future (2035) AM/PM - With Detour
Synchro Results

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	152	44	103	114	34	10	106	58	65	252	62
Future Volume (vph)	55	152	44	103	114	34	10	106	58	65	252	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	90.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			30.0			25.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.982			0.947			0.971	
Flt Protected		0.989			0.980		0.950			0.950		
Satd. Flow (prot)	0	1720	0	0	1505	0	1308	1547	0	1805	1845	0
Flt Permitted		0.825			0.666		0.556			0.586		
Satd. Flow (perm)	0	1435	0	0	1023	0	766	1547	0	1113	1845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			19			8	
Link Speed (k/h)		70			80			80			40	
Link Distance (m)		810.8			322.8			746.0			320.5	
Travel Time (s)		41.7			14.5			33.6			28.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	11%	0%	48%	4%	0%	38%	0%	46%	0%	0%	0%
Adj. Flow (vph)	60	165	48	112	124	37	11	115	63	71	274	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	273	0	11	178	0	71	341	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	35.0		5.0	30.0	
Minimum Split (s)	10.0	25.5		10.0	25.5		10.0	42.5		10.0	37.5	
Total Split (s)	35.0	27.0		35.0	27.0		35.0	45.0		35.0	45.0	
Total Split (%)	24.6%	19.0%		24.6%	19.0%		24.6%	31.7%		24.6%	31.7%	
Maximum Green (s)	31.0	19.5		31.0	19.5		31.0	37.5		31.0	37.5	
Yellow Time (s)	3.0	5.5		3.0	5.5		3.0	5.5		3.0	5.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5		4.0	7.5		4.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	4.0		5.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		18.7			18.7		47.4	37.8		50.8	45.4	
Actuated g/C Ratio		0.23			0.23		0.58	0.46		0.62	0.56	
v/c Ratio		0.82			1.14		0.02	0.24		0.09	0.33	
Control Delay		51.0			135.0		6.0	14.2		6.2	11.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		51.0			135.0		6.0	14.2		6.2	11.7	
LOS		D			F		A	B		A	B	
Approach Delay		51.0			135.0			13.7			10.7	
Approach LOS		D			F			B			B	
Queue Length 50th (m)		42.9			~54.3		0.6	16.3		4.1	25.8	
Queue Length 95th (m)		#86.0			#104.4		2.4	30.8		8.8	58.4	
Internal Link Dist (m)		786.8			298.8			722.0			296.5	
Turn Bay Length (m)							90.0			80.0		
Base Capacity (vph)		351			251		689	727		964	1031	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.78			1.09		0.02	0.24		0.07	0.33	
Intersection Summary												
Area Type:	Other											
Cycle Length: 142												
Actuated Cycle Length: 81.6												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.14												
Intersection Signal Delay: 50.4							Intersection LOS: D					
Intersection Capacity Utilization 73.8%							ICU Level of Service D					
Analysis Period (min) 15												
Description: 1_Truck_TMCFinal_Req_WR22&WR24												

3: Wellington Rd 24 & Wellington Rd 22

Scenario 2_2035_AM Peak_Detoured Truck Traffic

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Wellington Rd 24 & Wellington Rd 22

 Ø1	 Ø2	 Ø3	 Ø4
35 s	45 s	35 s	27 s
 Ø5	 Ø6	 Ø7	 Ø8
35 s	45 s	35 s	27 s

6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	193	98	178	196	18	74	158	41	28	360	97
Future Volume (vph)	152	193	98	178	196	18	74	158	41	28	360	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	100.0		95.0	100.0		90.0	70.0		0.0	50.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	100.0			100.0			100.0			100.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								0.99		1.00	0.99	
Frt			0.850			0.850		0.969			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1543	1624	1482	1180	1638	1417	1770	1674	0	1805	1644	0
Flt Permitted	0.577			0.447			0.200			0.624		
Satd. Flow (perm)	937	1624	1482	555	1638	1417	373	1674	0	1181	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105			89		7			8	
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		428.3			389.8			403.6			242.4	
Travel Time (s)		25.7			23.4			24.2			14.5	
Confl. Peds. (#/hr)							1		2	2		1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	17%	17%	9%	53%	16%	14%	2%	11%	3%	0%	10%	16%
Adj. Flow (vph)	163	208	105	191	211	19	80	170	44	30	387	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	208	105	191	211	19	80	214	0	30	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	30.0		5.0	30.0	
Minimum Split (s)	30.0	30.0	30.0	9.5	30.0	30.0	30.0	37.0		30.0	37.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		40.0	40.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	35.0	33.0	33.0	36.0	33.0	33.0	36.0	33.0		36.0	33.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0		1.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0		5.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		8.0			8.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		15.0			10.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	36.8	19.4	19.4	43.2	21.7	21.7	47.7	38.1		43.5	33.8	
Actuated g/C Ratio	0.36	0.19	0.19	0.42	0.21	0.21	0.47	0.37		0.43	0.33	
v/c Ratio	0.38	0.67	0.29	0.55	0.61	0.05	0.25	0.34		0.05	0.89	
Control Delay	21.8	51.8	9.7	25.7	45.4	0.3	18.7	27.7		17.2	55.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.8	51.8	9.7	25.7	45.4	0.3	18.7	27.7		17.2	55.0	
LOS	C	D	A	C	D	A	B	C		B	E	
Approach Delay		32.3			34.4			25.3			52.9	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	21.7	41.4	0.0	26.6	40.7	0.0	8.6	32.3		3.1	96.9	
Queue Length 95th (m)	37.6	73.8	14.8	46.3	70.6	0.0	21.8	65.8		10.3	#208.4	
Internal Link Dist (m)		404.3			365.8			379.6			218.4	
Turn Bay Length (m)	100.0		95.0	100.0		90.0	70.0			50.0		
Base Capacity (vph)	624	538	561	475	543	529	682	631		787	550	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.26	0.39	0.19	0.40	0.39	0.04	0.12	0.34		0.04	0.89	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 101.8												
Natural Cycle: 130												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.89												
Intersection Signal Delay: 37.9							Intersection LOS: D					
Intersection Capacity Utilization 69.9%							ICU Level of Service C					

6: Wellington Rd 24 & Wellington Rd 124

Scenario 2_2035_AM Peak_Detoured Truck Traffic

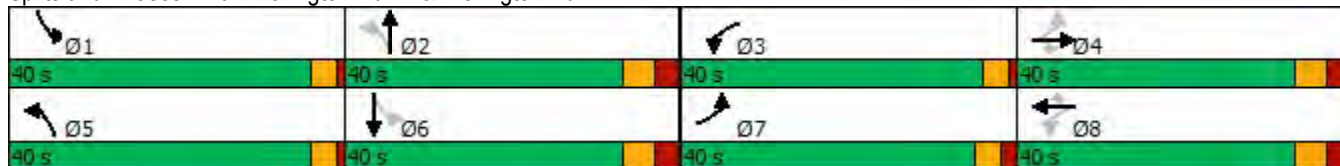
Analysis Period (min) 15

Description: 5_Truck_TMCFinal_Req_WR24&WR124

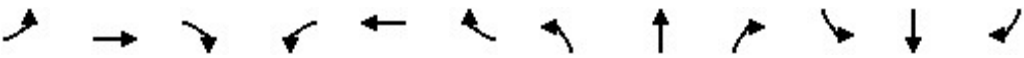
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Wellington Rd 24 & Wellington Rd 124



27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	270	15	109	216	36	11	70	90	69	107	39
Future Volume (vph)	19	270	15	109	216	36	11	70	90	69	107	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.993			0.987			0.929			0.976	
Flt Protected		0.997			0.985			0.997			0.984	
Satd. Flow (prot)	0	1879	0	0	1539	0	0	1303	0	0	1680	0
Flt Permitted		0.957			0.755			0.974			0.831	
Satd. Flow (perm)	0	1804	0	0	1179	0	0	1273	0	0	1419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			8			83			16	
Link Speed (k/h)		60			60			80			80	
Link Distance (m)		250.3			231.1			202.7			167.7	
Travel Time (s)		15.0			13.9			9.1			7.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	57%	0%	28%	0%	29%	44%	2%	16%	0%
Adj. Flow (vph)	21	300	17	121	240	40	12	78	100	77	119	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	338	0	0	401	0	0	190	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings

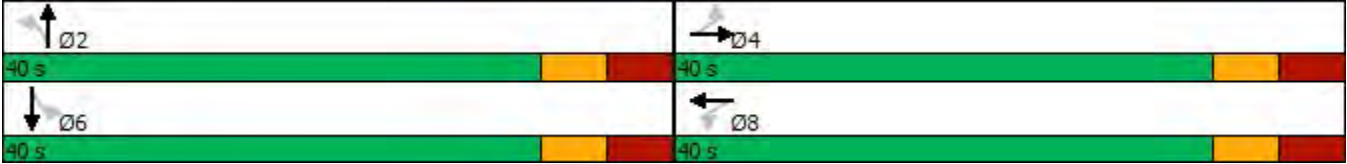
08-25-2025

27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		38.0	38.0		38.0	38.0	
Total Split (s)	40.0	40.0		40.0	40.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		8.0			8.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	0.0	0.0		0.0	0.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		28.3			28.3			32.1			32.1	
Actuated g/C Ratio		0.37			0.37			0.42			0.42	
v/c Ratio		0.50			0.91			0.33			0.40	
Control Delay		21.1			49.3			11.1			17.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.1			49.3			11.1			17.8	
LOS		C			D			B			B	
Approach Delay		21.1			49.3			11.1			17.8	
Approach LOS		C			D			B			B	
Queue Length 50th (m)		38.3			55.5			10.9			24.8	
Queue Length 95th (m)		61.8			#108.7			26.2			44.3	
Internal Link Dist (m)		226.3			207.1			178.7			143.7	
Turn Bay Length (m)												
Base Capacity (vph)		760			499			583			605	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.80			0.33			0.40	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 76.5												
Natural Cycle: 75												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.91												
Intersection Signal Delay: 28.5							Intersection LOS: C					
Intersection Capacity Utilization 89.2%							ICU Level of Service E					
Analysis Period (min) 15												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Splits and Phases: 27: Wellington Rd 25 & Wellington Rd 124



61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	0	129	0	0	0	144	191	0	0	138	193
Future Volume (vph)	215	0	129	0	0	0	144	191	0	0	138	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		50.0	0.0		0.0	0.0		0.0	0.0		50.0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						1.00				0.98
Frt			0.850									0.850
Flt Protected		0.950						0.979				
Satd. Flow (prot)	0	1805	1137	0	1900	0	0	1449	0	0	1900	1615
Flt Permitted		0.757						0.783				
Satd. Flow (perm)	0	1421	1137	0	1900	0	0	1158	0	0	1900	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121									238
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		246.4			78.1			140.7			184.1	
Travel Time (s)		14.8			4.7			12.7			16.6	
Confl. Peds. (#/hr)	2						1					1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	42%	0%	0%	0%	54%	9%	0%	0%	0%	0%
Adj. Flow (vph)	265	0	159	0	0	0	178	236	0	0	170	238
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	159	0	0	0	0	414	0	0	170	238
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm				pm+pt	NA			NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	35.0		10.0	35.0	35.0
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	42.0		14.5	42.0	42.0
Total Split (s)	40.0	60.0	60.0	40.0	60.0		40.0	42.0		40.0	42.0	42.0
Total Split (%)	22.0%	33.0%	33.0%	22.0%	33.0%		22.0%	23.1%		22.0%	23.1%	23.1%
Maximum Green (s)	36.0	53.0	53.0	36.0	53.0		36.0	35.0		37.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0	7.0	5.0	7.0		4.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		8.0	8.0		8.0			12.0			12.0	12.0
Flash Dont Walk (s)		7.0	7.0		7.0			7.0			7.0	7.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)		22.6	22.6					35.1			35.1	35.1
Actuated g/C Ratio		0.31	0.31					0.49			0.49	0.49
v/c Ratio		0.59	0.36					0.73			0.18	0.27
Control Delay		26.5	8.4					25.9			12.1	2.8
Queue Delay		0.0	0.0					0.0			0.0	0.0
Total Delay		26.5	8.4					25.9			12.1	2.8
LOS		C	A					C			B	A
Approach Delay		19.7						25.9			6.7	
Approach LOS		B						C			A	
Queue Length 50th (m)		31.1	3.8					43.4			12.6	0.0
Queue Length 95th (m)		46.3	13.0					#79.9			24.7	8.4
Internal Link Dist (m)		222.4			54.1			116.7			160.1	
Turn Bay Length (m)			50.0									50.0
Base Capacity (vph)		1052	873					566			929	891
Starvation Cap Reductn		0	0					0			0	0
Spillback Cap Reductn		0	0					0			0	0
Storage Cap Reductn		0	0					0			0	0
Reduced v/c Ratio		0.25	0.18					0.73			0.18	0.27
Intersection Summary												
Area Type:	Other											
Cycle Length: 182												
Actuated Cycle Length: 71.8												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.73												
Intersection Signal Delay: 17.5							Intersection LOS: B					
Intersection Capacity Utilization 88.3%							ICU Level of Service E					

61: Wellington Rd 52 & Wellington Rd 124

Scenario 2_2035_AM Peak_Detoured Truck Traffic

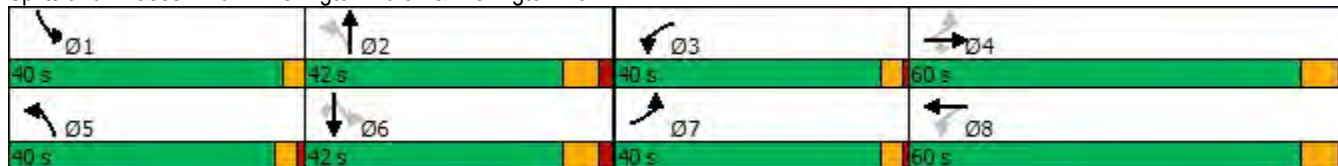
Analysis Period (min) 15

Description: 8_Truck_TMCFinal_Req_WR52&WR124

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 61: Wellington Rd 52 & Wellington Rd 124



13: 8th Line & Wellington Rd 22
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	233	4	3	174	27	3	1	1	44	3	63
Future Vol, veh/h	38	233	4	3	174	27	3	1	1	44	3	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	50	6	67	100	6	45	0	0	0	6	0	80
Mvmt Flow	43	262	4	3	196	30	3	1	1	49	3	71
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	266	0	0	604	582	264	553	554	196
Stage 1	-	-	-	-	-	-	350	350	-	202	202	-
Stage 2	-	-	-	-	-	-	254	232	-	351	352	-
Critical Hdwy	4.6	-	-	5.1	-	-	7.1	6.5	6.2	7.16	6.5	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.5	-
Follow-up Hdwy	2.65	-	-	3.1	-	-	3.5	4	3.3	3.554	4	4.02
Pot Cap-1 Maneuver	1105	-	-	891	-	-	413	427	780	438	443	681
Stage 1	-	-	-	-	-	-	671	636	-	791	738	-
Stage 2	-	-	-	-	-	-	755	716	-	657	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1105	-	-	891	-	-	354	406	780	420	421	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	406	-	420	421	-
Stage 1	-	-	-	-	-	-	640	607	-	755	735	-
Stage 2	-	-	-	-	-	-	671	713	-	625	606	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.1			13.9			13.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	409	1105	-	-	891	-	-	538				
HCM Lane V/C Ratio	0.014	0.039	-	-	0.004	-	-	0.23				
HCM Control Delay (s)	13.9	8.4	0	-	9.1	0	-	13.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.9				

16: Wellington Rd 24 & Erin-Garafraxa Townline
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	15	50	23	29	44	26	9	211	39	20	255	6
Future Vol, veh/h	15	50	23	29	44	26	9	211	39	20	255	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	77	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	100	92	97	97	97
Heavy Vehicles, %	8	8	17	4	3	5	29	32	13	6	10	0
Mvmt Flow	15	52	24	30	45	27	9	211	42	21	263	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	594	579	266	575	540	211	269	0	0	253	0	0
Stage 1	308	308	-	229	229	-	-	-	-	-	-	-
Stage 2	286	271	-	346	311	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.37	7.14	6.53	6.25	4.39	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.14	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.14	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.453	3.536	4.027	3.345	2.461	-	-	2.254	-	-
Pot Cap-1 Maneuver	408	418	738	426	447	822	1154	-	-	1289	-	-
Stage 1	689	650	-	769	713	-	-	-	-	-	-	-
Stage 2	708	674	-	666	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	355	406	738	365	434	822	1154	-	-	1289	-	-
Mov Cap-2 Maneuver	355	406	-	365	434	-	-	-	-	-	-	-
Stage 1	683	638	-	762	707	-	-	-	-	-	-	-
Stage 2	635	668	-	581	644	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.1		14.9		0.3		0.6					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1154	-	-	448	466	1289	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.203	0.219	0.016	-	-				
HCM Control Delay (s)	8.1	0	-	15.1	14.9	7.8	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	0.8	0	-	-				

20: Wellington Rd 24 & Mill St
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	3	11	40	3	8	10	169	13	9	310	4
Future Vol, veh/h	1	3	11	40	3	8	10	169	13	9	310	4
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	1	1	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	3	12	44	3	9	11	186	14	10	341	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	587	588	345	587	583	195	347	0	0	201	0	0
Stage 1	365	365	-	216	216	-	-	-	-	-	-	-
Stage 2	222	223	-	371	367	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	424	424	702	424	427	851	1223	-	-	1383	-	-
Stage 1	658	627	-	791	728	-	-	-	-	-	-	-
Stage 2	785	723	-	653	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	410	415	701	408	418	850	1221	-	-	1382	-	-
Mov Cap-2 Maneuver	410	415	-	408	418	-	-	-	-	-	-	-
Stage 1	650	620	-	782	720	-	-	-	-	-	-	-
Stage 2	765	715	-	633	619	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.3		14.3			0.4			0.2			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1221	-	-	591	445	1382	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.028	0.126	0.007	-	-				
HCM Control Delay (s)	8	0	-	11.3	14.3	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-				

23: Wellington Rd 52 & Wellington Rd 25
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	157	104	108	164	72
Future Vol, veh/h	72	157	104	108	164	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	74	4	13	12	19	96
Mvmt Flow	78	171	113	117	178	78
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	230	0	-	0	499	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.84	-	-	-	6.59	7.16
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	2.866	-	-	-	3.671	4.164
Pot Cap-1 Maneuver	1009	-	-	-	502	677
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1009	-	-	-	459	677
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	694	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.8	0		19		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1009	-	-	-	509	
HCM Lane V/C Ratio	0.078	-	-	-	0.504	
HCM Control Delay (s)	8.9	0	-	-	19	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.3	-	-	-	2.8	

36: 8th Line & Wellington Rd 124
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	325	5	4	392	5	11	1	6	25	0	8
Future Vol, veh/h	8	325	5	4	392	5	11	1	6	25	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	33	14	25	0	28	25	44	100	0	33	0	10
Mvmt Flow	9	357	5	4	431	5	12	1	7	27	0	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	436	0	0	362	0	0	825	822	360	824	822	435
Stage 1	-	-	-	-	-	-	378	378	-	442	442	-
Stage 2	-	-	-	-	-	-	447	444	-	382	380	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.54	7.5	6.2	7.43	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	6.5	-	6.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	6.5	-	6.43	5.5	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.896	4.9	3.3	3.797	4	3.39
Pot Cap-1 Maneuver	977	-	-	1208	-	-	248	220	689	259	311	605
Stage 1	-	-	-	-	-	-	567	475	-	539	580	-
Stage 2	-	-	-	-	-	-	517	439	-	582	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	977	-	-	1208	-	-	241	216	689	253	306	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	241	216	-	253	306	-
Stage 1	-	-	-	-	-	-	560	469	-	533	578	-
Stage 2	-	-	-	-	-	-	507	437	-	568	610	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			17.6			19		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	305	977	-	-	1208	-	-	294				
HCM Lane V/C Ratio	0.065	0.009	-	-	0.004	-	-	0.123				
HCM Control Delay (s)	17.6	8.7	0	-	8	0	-	19				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4				

41: 10th Line & Wellington Rd 52
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	188	4	9	167	9	10	0	6	46	0	38
Future Vol, veh/h	11	188	4	9	167	9	10	0	6	46	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	40	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	29	67	86	44	14	75	0	40	0	0	3
Mvmt Flow	13	221	5	11	196	11	12	0	7	54	0	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	226	0	0	493	476	221	477	476	202
Stage 1	-	-	-	-	-	-	247	247	-	224	224	-
Stage 2	-	-	-	-	-	-	246	229	-	253	252	-
Critical Hdwy	4.1	-	-	4.96	-	-	7.85	6.5	6.6	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.85	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.85	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.974	-	-	4.175	4	3.66	3.5	4	3.327
Pot Cap-1 Maneuver	1376	-	-	972	-	-	386	491	732	502	491	836
Stage 1	-	-	-	-	-	-	620	706	-	783	722	-
Stage 2	-	-	-	-	-	-	621	718	-	756	702	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1376	-	-	972	-	-	360	481	732	489	481	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	481	-	489	481	-
Stage 1	-	-	-	-	-	-	614	700	-	776	714	-
Stage 2	-	-	-	-	-	-	581	710	-	742	696	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.4			13.4			12.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	445	1376	-	-	972	-	-	602
HCM Lane V/C Ratio	0.042	0.009	-	-	0.011	-	-	0.164
HCM Control Delay (s)	13.4	7.6	-	-	8.7	-	-	12.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

44: Wellington Rd 23/9th Line & Wellington Rd 22
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	153	115	15	136	3	59	5	8	3	9	3
Future Vol, veh/h	5	153	115	15	136	3	59	5	8	3	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	25	7	3	8	10	100	4	25	17	100	0	0
Mvmt Flow	6	174	131	17	155	3	67	6	9	3	10	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	305	0	0	449	444	240	450	508	157
Stage 1	-	-	-	-	-	-	252	252	-	191	191	-
Stage 2	-	-	-	-	-	-	197	192	-	259	317	-
Critical Hdwy	4.35	-	-	4.18	-	-	7.14	6.75	6.37	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.75	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.75	-	7.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.272	-	-	3.536	4.225	3.453	4.4	4	3.3
Pot Cap-1 Maneuver	1293	-	-	1222	-	-	517	476	763	386	471	894
Stage 1	-	-	-	-	-	-	748	658	-	629	746	-
Stage 2	-	-	-	-	-	-	800	700	-	573	658	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1293	-	-	1222	-	-	498	466	763	372	461	894
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	466	-	372	461	-
Stage 1	-	-	-	-	-	-	744	654	-	625	735	-
Stage 2	-	-	-	-	-	-	774	690	-	558	654	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			13.3			12.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	515	1293	-	-	1222	-	-	485				
HCM Lane V/C Ratio	0.159	0.004	-	-	0.014	-	-	0.035				
HCM Control Delay (s)	13.3	7.8	0	-	8	0	-	12.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.1				

57: Wellington Rd 24 & Side Rd 27/New Connecting Roadway (Side Rd 27)
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	4	0	0	41	4	166	0	48	271	5
Future Vol, veh/h	10	1	4	0	0	41	4	166	0	48	271	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	92	76	92	92	92	76	76	92	92	76	76
Heavy Vehicles, %	25	100	0	0	0	100	0	0	0	100	0	0
Mvmt Flow	13	1	5	0	0	45	5	218	0	52	357	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	712	689	357	696	696	218	364	0	0	218	0	0
Stage 1	461	461	-	228	228	-	-	-	-	-	-	-
Stage 2	251	228	-	468	468	-	-	-	-	-	-	-
Critical Hdwy	7.35	7.5	6.2	7.1	6.5	7.2	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.35	6.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.35	6.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.725	4.9	3.3	3.5	4	4.2	2.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	319	269	692	359	368	628	1206	-	-	935	-	-
Stage 1	539	430	-	779	719	-	-	-	-	-	-	-
Stage 2	705	566	-	579	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	279	249	692	335	340	628	1206	-	-	935	-	-
Mov Cap-2 Maneuver	279	249	-	335	340	-	-	-	-	-	-	-
Stage 1	536	400	-	775	715	-	-	-	-	-	-	-
Stage 2	652	563	-	533	525	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	16.6		11.2			0.2			1.1			
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1206	-	-	330	628	935	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.059	0.071	0.056	-	-				
HCM Control Delay (s)	8	0	-	16.6	11.2	9.1	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.2	-	-				

50: Wellington Rd 52/9thLine & Wellington Rd 52
Scenario 2_2035_AM Peak_Detoured Truck Traffic

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	181	153	14	171	79
Future Vol, veh/h	24	181	153	14	171	79
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	5	49	2	9	33	5
Mvmt Flow	32	238	201	18	225	104
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	12.7	10.8	15.1
HCM LOS	B	B	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	68%
Vol Thru, %	92%	0%	0%	32%
Vol Right, %	8%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	24	181	250
LT Vol	0	24	0	171
Through Vol	153	0	0	79
RT Vol	14	0	181	0
Lane Flow Rate	220	32	238	329
Geometry Grp	2	5	5	2
Degree of Util (X)	0.321	0.058	0.407	0.527
Departure Headway (Hd)	5.26	6.614	6.156	5.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	543	586	625
Service Time	3.287	4.341	3.883	3.797
HCM Lane V/C Ratio	0.322	0.059	0.406	0.526
HCM Control Delay	10.8	9.7	13.1	15.1
HCM Lane LOS	B	A	B	C
HCM 95th-tile Q	1.4	0.2	2	3.1

64: 8th Line & New Conneting Rodway (Side Rd 27)
Scenario 2_2035_AM Peak_Detoured Truck Traffic

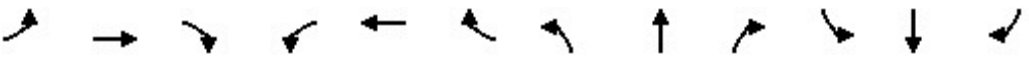
Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	49	41	25	60	0
Future Vol, veh/h	0	49	41	25	60	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	100	100	20	6	0
Mvmt Flow	0	53	45	27	65	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.9	9.7	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	62%	0%	0%
Vol Thru, %	38%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	49	60
LT Vol	41	0	0
Through Vol	25	0	60
RT Vol	0	49	0
Lane Flow Rate	72	53	65
Geometry Grp	1	1	1
Degree of Util (X)	0.117	0.054	0.075
Departure Headway (Hd)	5.869	3.667	4.149
Convergence, Y/N	Yes	Yes	Yes
Cap	611	983	856
Service Time	3.898	1.667	2.209
HCM Lane V/C Ratio	0.118	0.054	0.076
HCM Control Delay	9.7	6.9	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	180	18	79	171	76	48	367	137	45	144	56
Future Volume (vph)	69	180	18	79	171	76	48	367	137	45	144	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	90.0		0.0	80.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			30.0			25.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.968			0.959			0.958	
Flt Protected		0.987			0.988		0.950			0.950		
Satd. Flow (prot)	0	1798	0	0	1579	0	1805	1655	0	1805	1820	0
Flt Permitted		0.728			0.791		0.628			0.355		
Satd. Flow (perm)	0	1326	0	0	1264	0	1193	1655	0	674	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			12			13			13	
Link Speed (k/h)		70			80			80			40	
Link Distance (m)		810.8			322.8			746.0			320.5	
Travel Time (s)		41.7			14.5			33.6			28.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	0%	62%	0%	0%	0%	0%	37%	0%	0%	0%
Adj. Flow (vph)	70	184	18	81	174	78	49	374	140	46	147	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	0	0	333	0	49	514	0	46	204	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	

3: Wellington Rd 24 & Wellington Rd 22
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	35.0		5.0	30.0	
Minimum Split (s)	10.0	25.5		10.0	25.5		10.0	42.5		10.0	37.5	
Total Split (s)	35.0	27.0		35.0	27.0		35.0	45.0		35.0	45.0	
Total Split (%)	24.6%	19.0%		24.6%	19.0%		24.6%	31.7%		24.6%	31.7%	
Maximum Green (s)	31.0	19.5		31.0	19.5		31.0	37.5		31.0	37.5	
Yellow Time (s)	3.0	5.5		3.0	5.5		3.0	5.5		3.0	5.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.5			7.5		4.0	7.5		4.0	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	4.0		5.0	4.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		7.0			7.0			7.0			7.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)		18.9			18.9		46.3	37.9		46.2	37.8	
Actuated g/C Ratio		0.24			0.24		0.59	0.48		0.58	0.48	
v/c Ratio		0.85			1.07		0.06	0.64		0.09	0.23	
Control Delay		55.9			102.6		6.2	21.3		6.4	13.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		55.9			102.6		6.2	21.3		6.4	13.7	
LOS		E			F		A	C		A	B	
Approach Delay		55.9			102.6			20.0			12.3	
Approach LOS		E			F			B			B	
Queue Length 50th (m)		44.2			~63.6		2.8	65.7		2.6	19.4	
Queue Length 95th (m)		#90.9			#117.6		6.6	104.5		6.3	34.5	
Internal Link Dist (m)		786.8			298.8			722.0			296.5	
Turn Bay Length (m)							90.0			80.0		
Base Capacity (vph)		332			323		974	799		861	877	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.82			1.03		0.05	0.64		0.05	0.23	
Intersection Summary												
Area Type:	Other											
Cycle Length: 142												
Actuated Cycle Length: 79												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.07												
Intersection Signal Delay: 44.9							Intersection LOS: D					
Intersection Capacity Utilization 72.6%							ICU Level of Service C					
Analysis Period (min) 15												
Description: 1_Truck_TMCFinal_Req_WR22&WR24												

3: Wellington Rd 24 & Wellington Rd 22

Scenario 2_2035_PM Peak_Detoured Truck Traffic

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Wellington Rd 24 & Wellington Rd 22

 Ø1	 Ø2	 Ø3	 Ø4
35 s	45 s	35 s	27 s
 Ø5	 Ø6	 Ø7	 Ø8
35 s	45 s	35 s	27 s

6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	309	171	126	277	51	89	428	56	21	218	144
Future Volume (vph)	153	309	171	126	277	51	89	428	56	21	218	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	100.0		95.0	100.0		90.0	70.0		0.0	50.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	100.0			100.0			100.0			100.0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			0.99	
Frt			0.850			0.850		0.983			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	1743	1583	1236	1792	1615	1736	1774	0	1805	1629	0
Flt Permitted	0.354			0.332			0.296			0.320		
Satd. Flow (perm)	611	1743	1583	432	1792	1615	541	1774	0	608	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			89		4			19	
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		428.3			389.8			403.6			242.4	
Travel Time (s)		25.7			23.4			24.2			14.5	
Confl. Peds. (#/hr)							1		3	3		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	10%	9%	2%	46%	6%	0%	4%	5%	4%	0%	9%	8%
Adj. Flow (vph)	163	329	182	134	295	54	95	455	60	22	232	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	329	182	134	295	54	95	515	0	22	385	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

6: Wellington Rd 24 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	30.0		5.0	30.0	
Minimum Split (s)	30.0	30.0	30.0	9.5	30.0	30.0	30.0	37.0		30.0	37.0	
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		40.0	40.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	35.0	33.0	33.0	36.0	33.0	33.0	36.0	33.0		36.0	33.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0		1.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0		4.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	3.0	3.0	5.0	3.0	3.0	5.0	3.0		5.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max		None	Max	
Walk Time (s)		5.0	5.0		5.0	5.0		8.0			8.0	
Flash Dont Walk (s)		15.0	15.0		15.0	15.0		15.0			10.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effect Green (s)	44.3	27.6	27.6	44.4	26.6	26.6	52.1	44.3		44.7	33.3	
Actuated g/C Ratio	0.40	0.25	0.25	0.41	0.24	0.24	0.48	0.40		0.41	0.30	
v/c Ratio	0.42	0.75	0.34	0.47	0.68	0.12	0.25	0.72		0.07	0.76	
Control Delay	22.4	50.2	6.8	24.3	46.8	2.5	19.5	37.3		18.6	45.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.4	50.2	6.8	24.3	46.8	2.5	19.5	37.3		18.6	45.7	
LOS	C	D	A	C	D	A	B	D		B	D	
Approach Delay		31.8			35.6			34.5			44.2	
Approach LOS		C			D			C			D	
Queue Length 50th (m)	22.2	68.3	0.0	18.0	60.2	0.0	11.7	88.6		2.6	75.7	
Queue Length 95th (m)	37.8	110.1	17.8	32.6	97.3	3.4	24.9	#193.4		8.3	#143.8	
Internal Link Dist (m)		404.3			365.8			379.6			218.4	
Turn Bay Length (m)	100.0		95.0	100.0		90.0	70.0			50.0		
Base Capacity (vph)	601	529	607	461	544	552	653	719		685	508	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.27	0.62	0.30	0.29	0.54	0.10	0.15	0.72		0.03	0.76	
Intersection Summary												
Area Type:	Other											
Cycle Length: 160												
Actuated Cycle Length: 109.6												
Natural Cycle: 130												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.76												
Intersection Signal Delay: 35.7							Intersection LOS: D					
Intersection Capacity Utilization 72.4%							ICU Level of Service C					

6: Wellington Rd 24 & Wellington Rd 124

Scenario 2_2035_PM Peak_Detoured Truck Traffic

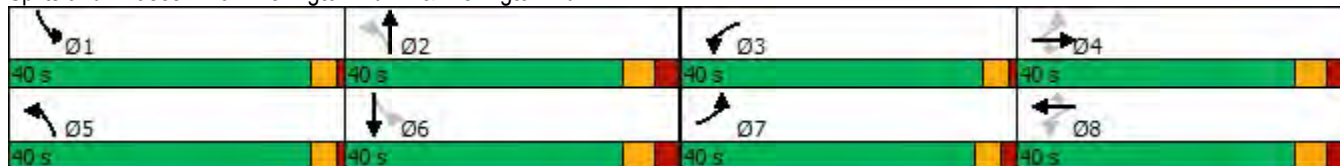
Analysis Period (min) 15

Description: 5_Truck_TMCFinal_Req_WR24&WR124

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: Wellington Rd 24 & Wellington Rd 124



27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	402	28	92	330	109	11	121	108	67	56	18
Future Volume (vph)	33	402	28	92	330	109	11	121	108	67	56	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frt		0.992			0.972			0.939			0.983	
Flt Protected		0.996			0.991			0.998			0.977	
Satd. Flow (prot)	0	1875	0	0	1639	0	0	1425	0	0	1545	0
Flt Permitted		0.910			0.732			0.985			0.748	
Satd. Flow (perm)	0	1713	0	0	1211	0	0	1406	0	0	1183	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			19			61			11	
Link Speed (k/h)		60			60			80			80	
Link Distance (m)		250.3			231.1			202.7			167.7	
Travel Time (s)		15.0			13.9			9.1			7.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	60%	0%	6%	0%	13%	41%	23%	18%	0%
Adj. Flow (vph)	35	432	30	99	355	117	12	130	116	72	60	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	497	0	0	571	0	0	258	0	0	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

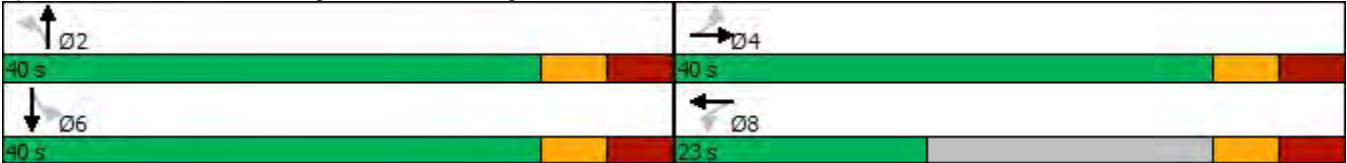
27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		38.0	38.0		38.0	38.0	
Total Split (s)	40.0	40.0		23.0	23.0		40.0	40.0		40.0	40.0	
Total Split (%)	50.0%	50.0%		28.8%	28.8%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	32.0	32.0		15.0	15.0		32.0	32.0		32.0	32.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		8.0			8.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	0.0	0.0		0.0	0.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	0.0	0.0		0.0	0.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		24.5			24.5			32.2			32.2	
Actuated g/C Ratio		0.34			0.34			0.44			0.44	
v/c Ratio		0.86			1.36			0.39			0.29	
Control Delay		37.5			201.3			13.7			15.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		37.5			201.3			13.7			15.5	
LOS		D			F			B			B	
Approach Delay		37.5			201.3			13.7			15.5	
Approach LOS		D			F			B			B	
Queue Length 50th (m)		64.7			~108.9			17.9			12.4	
Queue Length 95th (m)		101.7			#170.6			41.7			29.4	
Internal Link Dist (m)		226.3			207.1			178.7			143.7	
Turn Bay Length (m)												
Base Capacity (vph)		760			546			655			529	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.65			1.05			0.39			0.29	
Intersection Summary												
Area Type:	Other											
Cycle Length: 80												
Actuated Cycle Length: 72.8												
Natural Cycle: 80												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 1.36												
Intersection Signal Delay: 94.4							Intersection LOS: F					
Intersection Capacity Utilization 101.7%							ICU Level of Service G					
Analysis Period (min) 15												
~ Volume exceeds capacity, queue is theoretically infinite.												
Queue shown is maximum after two cycles.												

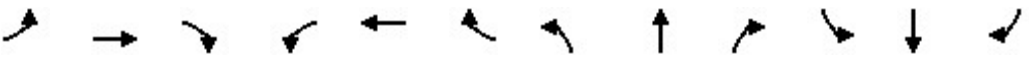
27: Wellington Rd 25 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: Wellington Rd 25 & Wellington Rd 124



61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	0	126	0	0	0	147	185	0	0	207	272
Future Volume (vph)	272	0	126	0	0	0	147	185	0	0	207	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		50.0	0.0		0.0	0.0		0.0	0.0		50.0
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98						1.00				0.98
Frt			0.850									0.850
Flt Protected		0.950						0.978				
Satd. Flow (prot)	0	1805	1179	0	1900	0	0	1534	0	0	1900	1615
Flt Permitted		0.757						0.757				
Satd. Flow (perm)	0	1412	1179	0	1900	0	0	1186	0	0	1900	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94									233
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		246.4			78.1			140.7			184.1	
Travel Time (s)		14.8			4.7			12.7			16.6	
Confl. Peds. (#/hr)	3					3	1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	37%	0%	0%	0%	44%	3%	0%	0%	0%	0%
Adj. Flow (vph)	283	0	131	0	0	0	153	193	0	0	216	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	131	0	0	0	0	346	0	0	216	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0	2.0	2.0	10.0		2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6	2.0	2.0	0.6		2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm				pm+pt	NA			NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0		5.0	35.0		10.0	35.0	35.0
Minimum Split (s)	9.5	23.5	23.5	9.5	23.5		9.5	42.0		14.5	42.0	42.0
Total Split (s)	40.0	60.0	60.0	40.0	60.0		40.0	42.0		40.0	42.0	42.0
Total Split (%)	22.0%	33.0%	33.0%	22.0%	33.0%		22.0%	23.1%		22.0%	23.1%	23.1%
Maximum Green (s)	36.0	53.0	53.0	36.0	53.0		36.0	35.0		37.0	35.0	35.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0		3.0	5.0		3.0	5.0	5.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		0.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	7.0	7.0	5.0	7.0		4.0	5.0		5.0	5.0	5.0
Recall Mode	None	None	None	None	None		None	Max		None	Max	Max
Walk Time (s)		8.0	8.0		8.0			12.0			12.0	12.0
Flash Dont Walk (s)		7.0	7.0		7.0			7.0			7.0	7.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)		23.8	23.8					35.2			35.2	35.2
Actuated g/C Ratio		0.33	0.33					0.48			0.48	0.48
v/c Ratio		0.62	0.29					0.61			0.24	0.32
Control Delay		26.9	8.3					20.8			13.0	4.3
Queue Delay		0.0	0.0					0.0			0.0	0.0
Total Delay		26.9	8.3					20.8			13.0	4.3
LOS		C	A					C			B	A
Approach Delay		21.0						20.8			8.1	
Approach LOS		C						C			A	
Queue Length 50th (m)		33.8	3.7					34.2			17.0	3.6
Queue Length 95th (m)		57.4	14.8					74.5			36.2	18.7
Internal Link Dist (m)		222.4			54.1			116.7			160.1	
Turn Bay Length (m)			50.0									50.0
Base Capacity (vph)		1029	885					571			915	879
Starvation Cap Reductn		0	0					0			0	0
Spillback Cap Reductn		0	0					0			0	0
Storage Cap Reductn		0	0					0			0	0
Reduced v/c Ratio		0.28	0.15					0.61			0.24	0.32
Intersection Summary												
Area Type:	Other											
Cycle Length: 182												
Actuated Cycle Length: 73												
Natural Cycle: 90												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.62												
Intersection Signal Delay: 15.8							Intersection LOS: B					
Intersection Capacity Utilization 97.6%							ICU Level of Service F					

61: Wellington Rd 52 & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Analysis Period (min) 15

Description: 8_Truck_TMCFinal_Req_WR52&WR124

Splits and Phases: 61: Wellington Rd 52 & Wellington Rd 124

 Ø1	 Ø2	 Ø3	 Ø4
40 s	42 s	40 s	60 s
 Ø5	 Ø6	 Ø7	 Ø8
40 s	42 s	40 s	60 s

13: 8th Line & Wellington Rd 22
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	294	5	4	274	59	8	5	1	30	4	53
Future Vol, veh/h	68	294	5	4	274	59	8	5	1	30	4	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	87	6	0	0	6	17	0	0	0	8	0	90
Mvmt Flow	77	334	6	5	311	67	9	6	1	34	5	60
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	378	0	0	340	0	0	878	879	337	816	815	311
Stage 1	-	-	-	-	-	-	491	491	-	321	321	-
Stage 2	-	-	-	-	-	-	387	388	-	495	494	-
Critical Hdwy	4.97	-	-	4.1	-	-	7.1	6.5	6.2	7.18	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.18	5.5	-
Follow-up Hdwy	2.983	-	-	2.2	-	-	3.5	4	3.3	3.572	4	4.11
Pot Cap-1 Maneuver	834	-	-	1230	-	-	271	288	710	289	314	564
Stage 1	-	-	-	-	-	-	563	552	-	678	655	-
Stage 2	-	-	-	-	-	-	641	612	-	545	550	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	834	-	-	1230	-	-	217	254	710	258	277	564
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	254	-	258	277	-
Stage 1	-	-	-	-	-	-	499	489	-	601	652	-
Stage 2	-	-	-	-	-	-	566	609	-	476	487	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.1			20.9			17.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	242	834	-	-	1230	-	-	387				
HCM Lane V/C Ratio	0.066	0.093	-	-	0.004	-	-	0.255				
HCM Control Delay (s)	20.9	9.8	0	-	7.9	0	-	17.5				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-	1				

16: Wellington Rd 24 & Erin-Garafraxa Townline
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	70	21	56	56	44	26	449	59	14	191	6
Future Vol, veh/h	18	70	21	56	56	44	26	449	59	14	191	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	77	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	14	5	0	2	0	0	0	21	0	0	7	0
Mvmt Flow	21	82	25	66	66	52	31	528	69	16	225	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	945	920	229	904	854	528	232	0	0	597	0	0
Stage 1	261	261	-	590	590	-	-	-	-	-	-	-
Stage 2	684	659	-	314	264	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.55	6.2	7.12	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.24	5.55	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.55	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.045	3.3	3.518	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	230	268	815	258	298	554	1348	-	-	989	-	-
Stage 1	718	687	-	494	498	-	-	-	-	-	-	-
Stage 2	420	456	-	697	694	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	254	815	180	282	554	1348	-	-	989	-	-
Mov Cap-2 Maneuver	164	254	-	180	282	-	-	-	-	-	-	-
Stage 1	693	674	-	477	481	-	-	-	-	-	-	-
Stage 2	317	440	-	582	681	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	30.7		44.4		0.4		0.6					
HCM LOS	D		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1348	-	-	265	265	989	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.484	0.693	0.017	-	-				
HCM Control Delay (s)	7.7	0	-	30.7	44.4	8.7	0	-				
HCM Lane LOS	A	A	-	D	E	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.5	4.6	0.1	-	-				

20: Wellington Rd 24 & Mill St
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	23	51	19	18	15	80	441	53	11	183	8
Future Vol, veh/h	29	23	51	19	18	15	80	441	53	11	183	8
Conflicting Peds, #/hr	1	0	0	0	0	1	3	0	1	1	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	31	25	55	20	19	16	86	474	57	12	197	9
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	922	933	205	942	909	505	209	0	0	532	0	0
Stage 1	229	229	-	676	676	-	-	-	-	-	-	-
Stage 2	693	704	-	266	233	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	253	268	841	245	277	571	1374	-	-	1046	-	-
Stage 1	778	718	-	446	456	-	-	-	-	-	-	-
Stage 2	437	443	-	744	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	240	839	195	248	570	1371	-	-	1045	-	-
Mov Cap-2 Maneuver	213	240	-	195	248	-	-	-	-	-	-	-
Stage 1	706	707	-	405	415	-	-	-	-	-	-	-
Stage 2	368	403	-	662	705	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	19.9		22.2			1.1			0.5			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1371	-	-	352	265	1045	-	-				
HCM Lane V/C Ratio	0.063	-	-	0.315	0.211	0.011	-	-				
HCM Control Delay (s)	7.8	0	-	19.9	22.2	8.5	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.8	0	-	-				

23: Wellington Rd 52 & Wellington Rd 25
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	68	107	218	211	95	78
Future Vol, veh/h	68	107	218	211	95	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	67	1	0	6	3	73
Mvmt Flow	76	120	245	237	107	88
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	482	0	-	0	636	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	4.77	-	-	-	6.43	6.93
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.803	-	-	-	3.527	3.957
Pot Cap-1 Maneuver	813	-	-	-	440	548
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	813	-	-	-	396	548
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	771	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.8	0		18.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	813	-	-	-	453	
HCM Lane V/C Ratio	0.094	-	-	-	0.429	
HCM Control Delay (s)	9.9	0	-	-	18.8	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.3	-	-	-	2.1	

36: 8th Line & Wellington Rd 124
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	392	6	6	442	26	3	3	6	14	6	33
Future Vol, veh/h	19	392	6	6	442	26	3	3	6	14	6	33
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	13	12	0	0	26	5	0	0	0	0	0	12
Mvmt Flow	20	422	6	6	475	28	3	3	6	15	6	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	503	0	0	428	0	0	988	980	425	971	969	490
Stage 1	-	-	-	-	-	-	465	465	-	501	501	-
Stage 2	-	-	-	-	-	-	523	515	-	470	468	-
Critical Hdwy	4.23	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.317	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.408
Pot Cap-1 Maneuver	1007	-	-	1142	-	-	228	252	634	234	256	559
Stage 1	-	-	-	-	-	-	581	566	-	556	546	-
Stage 2	-	-	-	-	-	-	541	538	-	578	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1007	-	-	1142	-	-	204	244	634	223	248	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	244	-	223	248	-
Stage 1	-	-	-	-	-	-	566	551	-	542	542	-
Stage 2	-	-	-	-	-	-	497	534	-	554	550	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.1			16.4			16.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	329	1007	-	-	1142	-	-	363				
HCM Lane V/C Ratio	0.039	0.02	-	-	0.006	-	-	0.157				
HCM Control Delay (s)	16.4	8.6	0	-	8.2	0	-	16.8				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6				

41: 10th Line & Wellington Rd 52
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	151	1	1	259	36	15	3	6	20	6	31
Future Vol, veh/h	51	151	1	1	259	36	15	3	6	20	6	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	40	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	7	31	0	0	22	0	8	0	20	0	0	0
Mvmt Flow	58	172	1	1	294	41	17	3	7	23	7	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	335	0	0	173	0	0	626	625	172	611	606	315
Stage 1	-	-	-	-	-	-	288	288	-	317	317	-
Stage 2	-	-	-	-	-	-	338	337	-	294	289	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.18	6.5	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.572	4	3.48	3.5	4	3.3
Pot Cap-1 Maneuver	1197	-	-	1416	-	-	388	404	827	409	414	730
Stage 1	-	-	-	-	-	-	707	677	-	698	658	-
Stage 2	-	-	-	-	-	-	664	645	-	719	677	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	1416	-	-	351	384	827	388	394	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	384	-	388	394	-
Stage 1	-	-	-	-	-	-	673	645	-	664	657	-
Stage 2	-	-	-	-	-	-	625	644	-	675	645	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0			14.3			12.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	415	1197	-	-	1416	-	-	522				
HCM Lane V/C Ratio	0.066	0.048	-	-	0.001	-	-	0.124				
HCM Control Delay (s)	14.3	8.2	-	-	7.5	-	-	12.9				
HCM Lane LOS	B	A	-	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	0.4				

44: Wellington Rd 23/9th Line & Wellington Rd 22
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	235	84	14	187	3	127	10	23	4	4	3
Future Vol, veh/h	5	235	84	14	187	3	127	10	23	4	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	100	88	90	90	90	90	90	90
Heavy Vehicles, %	25	6	3	0	7	0	5	0	6	0	0	50
Mvmt Flow	6	261	93	16	187	3	141	11	26	4	4	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	354	0	0	544	542	308	559	587	189
Stage 1	-	-	-	-	-	-	320	320	-	221	221	-
Stage 2	-	-	-	-	-	-	224	222	-	338	366	-
Critical Hdwy	4.35	-	-	4.1	-	-	7.15	6.5	6.26	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.545	4	3.354	3.5	4	3.75
Pot Cap-1 Maneuver	1257	-	-	1216	-	-	445	450	723	443	425	744
Stage 1	-	-	-	-	-	-	685	656	-	786	724	-
Stage 2	-	-	-	-	-	-	772	723	-	681	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1257	-	-	1216	-	-	433	441	723	412	416	744
Mov Cap-2 Maneuver	-	-	-	-	-	-	433	441	-	412	416	-
Stage 1	-	-	-	-	-	-	681	652	-	781	713	-
Stage 2	-	-	-	-	-	-	752	712	-	642	622	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.6			17.7			12.8		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	460	1257	-	-	1216	-	-	471				
HCM Lane V/C Ratio	0.386	0.004	-	-	0.013	-	-	0.026				
HCM Control Delay (s)	17.7	7.9	0	-	8	0	-	12.8				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	0.1				