REPORT

8885 – 8911 LUNDYS LANE

NIAGARA, ONTARIO

NOISE AND VIBRATION IMPACT STUDY

RWDI #2206394

May 23, 2025

SUBMITTED TO

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VERSION HISTORY

Index	Date	Description	Prepared By	Reviewed By
1	October 21, 2022	Draft	Lorenzo Carboni	Slavi Grozev
2	June 15, 2023	Final	Caelan Weber-Martin	Slavi Grozev
3	May 23, 2025	Updated Building Design	Lorenzo Carboni	Kyle Hellewell

EXECUTIVE SUMMARY

RWDI was retained to prepare a Noise and Vibration Impact Study for the proposed mixed-use development located at 8885 to 8911 Lundy's Lane in Niagara Falls, Ontario. The proposed development site is on the northeast corner of the intersection of Lundy's Lane and Garner Road.

The following noise control measures are recommended for the proposed development:

1. Installation of central air conditioning so that all suites' windows can remain closed.
2. The inclusion of noise warning clauses related to:
    a. Transportation sound levels at the building façade and in the outdoor amenity area.
    b. Proximity to railway line.
    c. Nearby industrial and commercial facilities.
3. Sound isolation performance:
    a. Suite bedroom window glazing with sound isolation performance up to STC-31.
    b. Façade wall construction meeting the Ontario Building Code.
4. Construction of noise barriers along the perimeters of the at grade amenity space.
5. For onsite mechanical equipment
    a. Maximum sound power level for the emergency generator of 100 dBA or 84 dBA depending on the location.
    b. For the underground parking ventilation fans, there is a maximum sound power level of 68 dBA for the intake and 86 dBA for the exhaust. These levels are applicable at the outdoor openings of the vent shafts and must account for all fans connected to the shaft. This is expected to require a combination of silencers and fans other than typical prop fans. Additionally, the ceiling in the area around the intake should be acoustically absorbent.

The rail line to the north is greater than 100 m from the property line, at this setback distance no significant impacts from rail vibration are expected. No further analysis, measurements or mitigation is required.

The potential noise levels from stationary sources of sound were evaluated. Based on the noise modeling results and setback distances, the land use compatibility of the proposed development with respect to the nearby industrial land-uses is considered acceptable from the noise assessment perspective.

At this stage in design the full scope of noise levels produced by the development on itself and its surroundings could not be quantitatively assessed. Performance specification for an emergency generator and parking garage fans are determined. Other sources of noise associated with the development are expected to be HVAC related. Provided that best practices for the acoustical design of the building are followed, noise from these building services equipment associated with the development are expected to meet the applicable criteria. We recommend that the building design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of the analysis including implementation of the recommendations included with this assessment, the proposed development is feasible from an environmental noise and vibration perspective.

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1 INTRODUCTION

RWDI was retained to update a Noise and Vibration Impact Study (NVIS) for the proposed mixed-use development located at 8885 to 8911 Lundy's Lane in Niagara Falls, Ontario. The proposed development site is on the northeast corner of the intersection of Lundy's Lane and Garner Road.

The proposed development will consist of a 6-storey residential building. The context site plan is shown in **Figure 1**, and site drawings used for the assessment are included in **Appendix A.**

The site is exposed to noise from road traffic from Lundy's Lane to the south and Garner Road to the East. The site is also exposed to noise from rail traffic from CN movements along Stamford Subdivision to the north.

A screening level assessment of nearby stationary sources was conducted. Conservative assumptions for potential noise emissions from Class I and Class II facilities within 70-meters and 300-meters respectively from the development property line were included in the stationary source assessment. No Class III facilities were identified within the potential 1000-meter zone of influence. The stationary sources of noise in the area include activities at BV Glazing, across Garner Road from the site, HVAC equipment at the establishments across Lundy's Lane from the site, and the pumping station to the northwest of the development.

This assessment was completed to support an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and/or Site Plan Approval (SPA) submission as required by the City of Niagara Falls. This assessment was based on design drawings dated April 16, 2025 and May 16, 2025.

2 APPLICABLE CRITERIA

Applicable criteria for transportation noise sources (road and rail), stationary noise sources and rail vibration are adopted from the Ontario Ministry of the Environment, Conservation and Parks (MECP) NPC-300 Environmental Noise Guideline (MOE, 2013), with a summary of the applicable criteria included with **Appendix B**.

The proposed development site would be characterized as a "Class 1 Area", which is defined according to NPC-300 as an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum."

In addition to the provincial guidance the Niagara Region Public Works Department Policy Manual (PW5.NO1.0) Regional Road Traffic Noise Control policy has been applied where applicable.

3 THE EFFECTS OF THE ENVIRONMENT ON THE PROPOSED DEVELOPMENT

3.1 Transportation Source Assessment

3.1.1 Road Traffic Volume Data

Garner Road and Lundy's Lane traffic data from the City of Niagara and Niagara Region were obtained. The total truck volume for Garner Road is 1.8% of the total traffic volume. It is assumed that there is a medium to heavy truck ratio of 5:8 as recommend in the Ministry of Transportation Environmental Guide for Noise document in the absence of detailed traffic data.

The traffic volumes for each of the respective roadways were increased at a rate of 2.5% per year to represent the predicted 20-year horizon volumes required by Niagara Region.

A summary of the traffic data used is included in **Table 1** below with more detailed information included in **Appendix C**.

A sample ORNAMENT calculation was conducted as comparison to the Cadna/A and RLS-90 prediction results. The results were found to be within 1 dB. The sample calculation for both is provided in **Appendix C**.

Table 1: Road Traffic Volumes

Roadway	2045 Future Traffic (AADT)	% Day/Night	Speed Limit (km/hr)	% Trucks
Garner Road	7,459	93% /7%	60	1.8
Lundy's Lane	25,804	91% / 9%	60	3.6

3.1.2 Rail Traffic Volume Data

Freight rail volumes are not provided by the rail authorities (CN). As such, typical volumes based online-type (e.g. principal main line, secondary line) have been assumed as a basis for the analysis.

The data used for the analysis is summarized in **Table 2**, with details of the data used included in **Appendix C**.

Table 2: Rail Volumes and Configuration

Train Type	Daytime	Nighttime	Type of Locomotive	No of Locomotives	No of Cars	Speed (km/h)
CN Stamford Subdivision[1]	16	8	Diesel	4	120	100

Note(s):

1. Assumed principal main line.

3.1.3 Representative Receptors

The selection of receptors affected by transportation noise sources was based on the drawings reviewed for this assessment. Using the "building evaluation" feature of Cadna/A, each façade of the residential buildings was assessed.

Outdoor Living Areas (OLAs) would include outdoor areas intended and designed for the quiet enjoyment of the outdoor environment and which are readily accessible from the building. OLAs may include any common outdoor amenity spaces associated with a multi-unit residential development (e.g. courtyards, roof-top terraces), and/or private backyards and terraces with a minimum depth of 4 m provided they are the only outdoor living area for the occupant.

There is one common outdoor amenity space associated with the development. Daytime sound levels were assessed at the following identified OLA:

- OLA_01: At grade outdoor amenity space at the northwest corner of building.

The OLA location is indicated in **Figure 2**.

3.1.4 Transportation Source Assessment - Analysis and Results

Sound levels due to the adjacent transportation (road and rail) sources were predicted using the RLS-90 standard (RLS,1990), and FTA method (FTA, 2018) as implemented in the Cadna/A software package.

To assess the effect of transportation noise on suites, the maximum sound level on each façade was determined with the results summarized in **Table 3**.

Table 3: Predicted Ground Transportation Source Sound Levels – Plane of Window

Building	Façade	Road		Rail		Combined Road and Rail		Notes
		Day L_{EQ}, 16hr	Night L_{EQ}, 8hr	Day L_{EQ}, 16hr	Night L_{EQ}, 8hr	Day L_{EQ}, 16hr	Night L_{EQ}, 8hr	
Residential Building	North	58	50	63	63	64	63	1
	East	63	56	61	61	65	62	1
	South	67	60	54	54	67	61	1
	West	64	56	59	59	65	61	1

Note(s):

1. The acoustical performance of building components must be specified to meet the indoor sound level criteria. Installation of air conditioning to allow for windows and doors to remain closed, warning clause "Type D". Refer to **Appendix D** for guidance regarding air-conditioning as a noise mitigation measure.

To assess the effect of transportation noise on the qualifying OLAs for the development, predicted sound level results are summarized in **Table 4**.

Table 4: Transportation Sound Levels in Outdoor Living Areas (OLAs)

Receptor	Description	Daytime L_{EQ}, 16hr	Notes
OLA_01	At grade outdoor amenity space at the northwest corner of building.	62 dBA	1

Note(s):

1. Noise control measures are required in order to meet the 55 dBA OLA sound level criterion.

3.2 Rail Vibration Assessment

The rail line to the north is greater than 100 m from the property line, at this setback distance no significant impacts from rail vibration are expected. No further analysis, measurements or mitigation is required.

3.3 Stationary Source Assessment

Stationary sources could be grouped into two categories: Those that have a permit with the Ontario Ministry of the Environment, Conservation and Parks (MECP) through an Environmental Compliance Approval (ECA) or Environmental Activity and Sector Registry (EASR); and those that are exempt from ECA or EASR permit requirements.

In the case where a stationary source has an ECA or EASR permit with the MECP, and would be put in a position where it is no longer in compliance with the applicable sound level criteria due to the encroachment of the proposed new development, source specific mitigation and/or formal classification of the proposed development lands as a "Class 4 Area" (refer to C.4.4.2 "Class 4 Area" in NPC-300) would be required. In this case, coordination and agreements between the stationary source owner, proposed new development owner, the land-use planning authority and potentially the MECP would be needed.

In the case where a stationary source is exempt from ECA or EASR permit requirements, the noise provisions of the applicable Municipal Code and guidance from NPC-300 would be applicable. In this case, mitigation of sound levels due to stationary sources would be from a due diligence perspective to avoid nuisance complaints from future occupants of the proposed new development. Mitigation could be in the form of mitigation at the source (with agreement from the stationary source owner) and/or mitigation at the receptor through site and building element design (building orientation, acoustical barriers, façade sound insulation design).

3.3.1 Land-Use Compatibility Review (D-6 Guideline Assessment)

The MECP Guideline D-6 (MOE, 1995) was used as a tool to classify the identified industries and assess their potential influence on the proposed development. The classifications and setback guidelines are summarized in

Appendix B and the results of the classification and potential influence on the proposed development is discussed below.

3.3.1.1 Class III Industries

No facilities within the 1000 m radius of the proposed development were identified as Class III.

3.3.1.2 Class II Industries

One facility within the 300 m area surrounding the subject lands have been classified as Class II. This facility is within the 300 m zone of influence and the 70 m minimum recommended setback. The facility is summarized in included in **Table 5** and its location identified in **Figure 3.1**.

Table 5: Class II Industries within 300 m of the Development

Name	Address	Type of Operation	ECA or EASR Registration #	Approximate Distance to Subject Lands [1]
BV Glazing Systems	5855 Garner Road, Niagara Falls, Ontario	Site is medium scale, well contained with relatively low-lying rooftop stacks. A residential railing and commercial glazing products manufacturing facility.	N/A	40 m

Note(s):

1. From the development property line to facility's building

3.3.1.3 Class I Industries

One facility within the 70 m area surrounding the subject lands have been classified as Class I. This facility is included in **Table 6** and its respective location identified in **Figure 3.2**.

Table 6: Class I Industries within 70 m of the Development

Name	Address	Type of Operation	ECA or EASR Registration #	Approximate Distance to Subject Lands [1]
Lundy's Lane Sewage Pumping Station	8971 Lundy's Lane Niagara Falls, Ontario	Site is small scale, well contained with low lying ground level stacks. This is a sanitary sewage pumping station with no outdoor storage. Although, frequent odour emissions, occasionally intense may potentially occur, the facility is located closer to existing residential therefore indicating that its influence area is less than 70 m The emergency generator is a significant noise source.	3820-4YKHJZ (Municipal and Private Sewage Works)	12 m

In addition, there are two non-industrial sites located within 70 m of the subject lands: Seductions and The Dwnr to the southeast. Neither of these facilities operate under an MECP ECA or EASR permits. The rooftop HVAC equipment is included in the stationary noise source assessment as due diligence to ensure a comfortable acoustic environment for the tenants.

3.3.2 Stationary Source Modeling

RWDI conducted a screening level land-use compatibility assessment based on the guidance of the Ministry of the Environment D-6 Guideline (MOE, 1995a). Stationary sources of noise surrounding the proposed development were identified using a combination of source identification during publicly available aerial, street-level imagery, business listing, The Ministry of the Environments Access Environment database, conversations with staff from the sewage pumping facility and RWDI's existing knowledge of noise sources in the area.

In this case all stationary sources are assessed as due diligence against the local noise By-law. In line with NPC-300 guidance the stationary source assessment is split to assess continuous stationary sources and emergency stationary sources separately.

The results of the D-6 assessment from a noise impact perspective are summarized in **Section 3.1.1**. The results of the D-6 assessment indicate that one Class II facility, one Class I facility and two unclassified commercial developments should be included the stationary source assessment.

3.3.2.1 Representative Receptors

The representative receptor locations were assessed to evaluate the potential stationary source noise impact. Using the "building evaluation" feature of Cadna/A, each façade of the buildings was assessed. The outdoor points of reception for this assessment are selected to coincide with the OLAs.

3.3.2.2 Assumed Sources and Sound Power Levels

RWDI proxy data were used for the sound power levels of the HVAC units, dust collector and idling trucks, forklift, and pumping station equipment included in the model. The assumed sound power levels included in the screening level stationary source assessment are presented in **Table 7**. The locations of the sources summarized in **Table 7** and shown in **Figure 3.1** and **Figure 3.2**.

Table 7: Stationary Source Sound Power Level Assumptions

Source	Proxy Data / Calculation	Sound Power Level (dBA)	Duty Cycle	
			Daytime and Evening 0700h – 2300h	Nighttime 2300h – 0700h
HVAC_1Fan	Proxy Data	82	Continuous	Continuous
HVAC_2Fan	Proxy Data	85	Continuous	Continuous
HVAC_4Fan	Proxy Data	88	Continuous	Continuous
Idling Truck	Proxy Data	92	15 min/hour	-
Dust Collector	Proxy Data	101	Continuous	-
Transport Truck	Proxy Data	104	3 trucks/hour	-
Forklift	Proxy Data	96	Continuous	-
Generator Exhaust	Proxy Data	86	Continuous	-
Generator Louver	Proxy Data	78	Continuous	-

Note(s):
1. It was confirmed with the pumping station operators that emergency testing occurs once monthly, between 0800h and 1200h and lasts between 1 to 2 hours.

The assumed sound power level values and duty-cycles for the stationary sources are based on reasonable assumptions for the source type.

Equipment at BV Glazing was assumed to operate continuously during the posted business hours (09:00 to 17:00), with only building ventilation equipment running during the nighttime. The HVAC equipment associated with Seductions and The Dwnr is assumed to have continuous operation at all times. This is taken to represent the predictable worst-case scenario for non-emergency stationary source equipment around the development.

Daytime only testing of the emergency equipment at the pumping station was confirmed with city staff. It is conservatively assumed that testing may take an hour or longer. This represents the predictable worst-case scenario for emergency source testing around the development.

3.3.2.3 Analysis and Results

Stationary source noise modelling was carried out using the Cadna/A software package, a commercially available implementation of the ISO 9613 (ISO, 1994 and ISO, 1996) algorithms. The predicted sound levels are assessed against both the Class 1 Area guidance (refer to **Appendix B**).

The predicted sound levels during the worst-case 1-hour from existing stationary sources are presented in **Table 8**.

Table 8: Predicted Stationary Source Sound Levels at Facades

Section of Development	Location	Non-Emergency Stationary Source L_{EQ}, 1hr dBA		Emergency Stationary Source L_{EQ}, 1hr dBA Daytime 0700h-1900h
		Daytime-Evening 0700h-2300h	Nighttime[1] 2300h-0700h	
Residential Building	North	50	43	44
	East	42	42	27
	South	42	42	17
	West	50	43	37

As shown in **Table 8**, the continuous sound levels at the façades of the building meet the Class 1 sound level guidance.

Outdoor points of reception (OPOR) were assessed for stationary sources at the same locations as the OLA receptors. The resulting daytime sound levels at the OPORs due to stationary sources are shown below in **Table 9.**

Table 9: Predicted Stationary Source Daytime Sound Levels at Outdoor Points of Reception

Receptor	Description	Non-Emergency Stationary Source L_{EQ}, 1hr dBA	Emergency Stationary Source L_{EQ}, 1hr dBA
OPOR_01	At grade outdoor amenity space at the northwest corner of building.	50	46

Note(s):

1. Outdoor areas are not assessed during the nighttime period.

As shown in **Table 9** the continuous sound levels at the outdoor points of reception meet the Class 1 sound level guidance**.**

3.4 Recommendations

Based on the noise and vibration assessment results, the following recommendations were determined for the project. Recommendations are provided for both transportation sources and stationary sources.

3.4.1 Transportation Sources

The following recommendations are provided to address transportation sources.

3.4.1.1 Building Façade Components

To assess the development's feasibility, window glazing sound isolation requirements were determined. The drawings were reviewed, and typical dimensions for rooms on each façade determined:

- Middle of north, south and west facades:
  - Bedroom
    - 2.8 m wide and 3.4 m deep
    - One window measuring 1.73 by 1.58 m
  - Living room
    - 3 m wide and 5.9 m deep
    - One window measuring 1.73 by 1.58 m
- Middle of west façade
  - Living room
    - 3 m wide and 5.9 m deep
    - One window measuring 1.73 by 1.58 m
- Corner units exposed to sound from multiple facades were considered, specifically
  - 203-503 Living Room - Daytime
  - 202-502 Living Room - Daytime
  - 229-529 Bedroom - Nighttime
  - 201-511 Bedroom – Nighttime
  - 211-511 Living Room - Daytime

It was assumed that the acoustical character of bedrooms includes high absorption finishes/furniture and living rooms include intermediate absorption finishes/furniture.

Based on the predicted plane of window sound levels and the assumptions listed above, recommendations for the minimum sound insulation ratings for the building components were determined using the National Research Council of Canada "BPN-56 method" (NRCC, 1985). The reported results are in terms of Sound Transmission Class (STC) ratings as summarized in **Table 9**.

Table 10: Recommended Façade Component Minimum Sound Insulation Rating

Portion of Development	Façade	Window Glazing	Façade Wall
Residential Tower	North Façade	STC-31	STC-45[1]
	East Façade	STC-23[1]	STC-45[1]
	South Façade	STC-24[1]	STC-45[1]
	West Façade	STC-28[1]	STC-45[1]

Note(s):

1. Building envelope assemblies meeting the minimum Ontario Building Code (OBC) requirements are expected to exhibit sufficient noise reduction to meet the interior sound level criteria.

The maximum requirement for the window glazing was determined to be STC-31. This is considered feasible as it can be achieved by various double-glazed configurations of insulated glazing units.

Taking into account the assumptions used as a basis to determine the glazing requirements, the applicable indoor transportation source sound level criteria are predicted to be achieved.

We recommend that the façade construction is reviewed during detailed design to ensure that the indoor sound level limits will be met, and that the window/door supplier is requested to provide STC laboratory test reports as part of shop drawing submittal to confirm that the glazing/door components will meet the minimum STC requirements.

3.4.1.2 Ventilation Recommendations

Due to the transportation sound levels at the plane of the façade, central air conditioning is recommended for the proposed development to allow for windows and doors to remain closed as a noise mitigation measure. Further, prospective purchasers or tenants should be informed by a warning clause "Type D".

3.4.1.3 Outdoor Living Areas

Due to exposure to transportation sources, sound levels in OLA are predicted to be elevated. The combined (rail and road) daytime average sound levels for the OLA included in the assessment is 62 dBA. To reduce the transportation sound levels in OLAs to meet the applicable criteria, noise barriers are recommended.

The target transportation source sound level for OLAs is 55 dBA. Noise mitigation to reduce sound levels in OLAs to 55 dBA is recommended. Where sound levels in an OLA are between 55 and 60 dBA, barriers are optional, however if barriers are not provided, a warning clause must be included. Where sound levels in an OLA are greater than 60 dBA, barriers to meet the 55 dBA criteria are required. The barrier heights needed to meet 55 dBA may not be feasible for technical, economic, or administrative reasons beyond the scope environmental noise engineering. In these cases, an excess of up to 5 dB is allowed with the inclusion of a warning clause. The barrier heights resulting in a 5 dB excess are presented as the minimum permissible level of mitigation that must be included. The mitigation to meet 55 dBA should be followed wherever possible, and the tallest feasible barrier used where meeting the specification is not feasible.

The recommended geometry of the noise barriers required to meet the 55 dBA criteria are shown in **Figure 4.1**. The barrier geometry for the minimum permissible level of mitigation is shown in **Figure 4.2**. The barrier heights are summarized in **Table 11**. General guidance with respect to noise barrier design is included with **Appendix D**.

Table 11: Barrier Height Recommendations for OLAs

Receptor	Description	Sound Level Daytime L_{EQ}, 16hr	Barrier Requirement	Barrier Height to Meet Sound Level Criterion (55 dBA) [1]	Minimum Permissible Barrier [2]
OLA_01	At grade outdoor amenity space at the northwest corner of building.	62 dBA	Required [3]	3.0 m and 2.2 m	1.7 m and 1.1 m

Note(s):

1. Refer to Figure 4.1 for individual barrier geometry to meet sound level criterion.
2. Refer to Figure 4.2 for individual barrier geometry to meet minimum permissible requirements.
3. If noise control measures below what is required to meet 55 dBA are implemented, a warning clause "Type B" is required.

3.4.2 Stationary Sources

Based on the noise modeling results and setback distances, the proposed development is not anticipated to infringe on the compliance of any commercial or industrial operations with environmental noise permits (ECA or EASR), nor cause infractions against the local noise by-law (Niagara, 2004). The sound levels from surrounding facilities are expected to meet the applicable NPC-300 Guidance.

As such, the land use compatibility of the proposed development with respect to the nearby industries is considered acceptable from the noise impact perspective. However, given the proximity to BV Glazing, we recommend the inclusion of a warning clause.

3.4.3 Warning Clauses

The following warning clauses are recommended for the proposed development:

1. NPC-300 Type B to address transportation sound levels in OLAs as applicable for the suites that have access to the deeper balconies.
2. NPC-300 Type D to address transportation sound levels at the plane of window.
3. NPC-300 Type E to address proximity to commercial/industrial land-use.
4. Proximity to Railway Line Warning Clause.

Warning clauses are recommended to be included on all development agreements, offers of purchase and agreements of purchase and sale or lease. The wording of the recommended warning clauses is included with **Appendix E**.

4 THE EFFECTS OF THE PROPOSED DEVELOPMENT ON ITS SURROUNDINGS AND ON ITSELF

At this stage in the design minimal information is available with respect to onsite mechanical equipment. At this stage two items shown in the drawings are considered and performance specifications provided. These are the potential emergency generator and the ventilation shafts for the underground parking. The locations considered in the determination of the performance specifications are shown in **Figure 5**. Final equipment selections for this mechanical equipment should be reviewed by a noise engineer. The critical point of reception for this equipment is the development itself and offsite impacts are expected to be lower.

Other on-site stationary sources for the development are expected to consist of HVAC related equipment in the roof-top mechanical penthouse as well as various exhaust fans. Further, consideration should be given to control airborne and structure-borne noise generated within the proposed development. Provided that best practices for the acoustical design of the building are followed, noise from these building services equipment associated with the development are expected to meet the applicable sound level criteria due to the nature (residential/mixed-use) of the proposed development.

We recommend that the potential noise effect of the proposed development is reviewed during detailed design to ensure the applicable sound level criteria will be achieved.

4.1 Emergency Generator

The drawings indicate two potential locations for an emergency generator. Location 1 is on the roof adjacent to the mechanical penthouse, location 2 is at grade to the east of the building. The performance specifications are location specific. It was assumed that the testing of the emergency generator takes one hour or longer and occurs only during the daytime or evening periods, 07:00 to 23:00.

The specifications are summarized in **Table 12** are report in two formats. The sound power level, an intrinsic metric typically used in sound level modeling, and the sound pressure level at 7 meters which is typically noted on generator manufacturer data sheets.

Table 12: Performance Specifications for Emergency Generator

Generator Location	Maximum Sound Power Level	Maximum Sound Pressure Level at 7 m [1]
1	100 dBA	75 dBA
2	84 dBA	59 dBA

Note(s):

1. Based on hemi-spherical propagation of a point source over a reflective plane.

It is expected that an acoustic enclosure and upgraded exhaust silencer will be required to meet these requirements.

4.2 Parking Ventilation

The drawings indicate an intake near the northwest of the building in the outdoor amenity space, and an exhaust near the northeast of the building. Performance specifications for the sound level at the intake and exhaust points are provided. The intake is located within the outdoor amenity space, a buffer area around the intake location that is recommended. The size of this buffer distance and the required sound level at the intake are closely linked. For the purposes of this feasibility assessment a five-meter buffer is considered. The specification for the equipment as shown including the buffer around the intake are summarized in **Table 13**.

Table 13: Performance Specifications for Parking Ventilation

Location	Maximum Sound Power Level	Notes
Intake	68 dBA	Critical point of reception is the outdoor amenity space that the intake is located in.
Exhaust	86 dBA	Critical point of reception is the east façade of the building.

These performance specifications are expected to require a combination of silencers and fans other than the typical prop fans used in parking garages. Relocation of the exhaust and intake points away from the amenity space and building will reduce the required level of mitigation.

The intake is located under an overhang of the building above, the ceiling of the overhang should be acoustically absorbent to reduce reflection of sound form the exhaust into the amenity space.

5 CONCLUSIONS

RWDI was retained to prepare a Noise and Vibration Impact Study (NVIS) for the proposed development located at 8885 to 8911 Lundy's Lane in Niagara Falls, Ontario.

The following noise control measures are recommended for the proposed development:

1. Installation of central air conditioning so that all suites' windows can remain closed.
2. The inclusion of noise warning clauses related to:
    a. Transportation sound levels at the building façade and in the outdoor amenity area.
    b. Proximity to railway line.
    c. Nearby industrial and commercial facilities.
3. Sound isolation performance:
    a. Suite bedroom window glazing with sound isolation performance up to STC-31.
    b. Façade wall construction meeting the Ontario Building Code.
4. Construction of noise barriers along the perimeters of the at grade amenity space.
5. For onsite mechanical equipment
    a. Maximum sound power level for the emergency generator of 100 dBA or 84 dBA depending on the location.

b. For the underground parking ventilation fans, there is a maximum sound power level of 68 dBA for the intake and 86 dBA for the exhaust. This is expected to require a combination of silencers and fans other than typical prop fans.

The potential noise levels from stationary sources of sound were evaluated. Based on the noise modeling results and setback distances, the land use compatibility of the proposed development with respect to the nearby industrial land-uses is considered acceptable from the noise assessment perspective.

At this stage in design the full scope of noise levels produced by the development on itself and its surroundings could not be quantitatively assessed. Performance specification for an emergency generator and parking garage fans are determined. Other sources of noise associated with the development are expected to be HVAC related. Provided that best practices for the acoustical design of the building are followed, noise from these building services equipment associated with the development are expected to meet the applicable criteria. We recommend that the building design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of the analysis including implementation of the recommendations included with this assessment, the proposed development is feasible from an environmental noise and vibration perspective.

6 REFERENCES

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11. International Organization for Standardization (ISO), 1996, International Standard ISO 9613-2:1996, Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO, 1996)
12. Bies, H. and Hanson, C. H. (2009), Engineering Noise Control: Theory and Practice. Spon Press, New York, USA.

13. Crocker, M. (2007), Handbook of Noise and Vibration Control. John Wiley & Sons, Inc.
14. City of Niagara Falls, *A Consolidated By-Law Being By-law No. 2004 - 105 as amended by: By-law 2005 - 73, By-law 2007-28 and By-law 2014-155*, (Niagara, 2004)
15. Niagara Region, Public Works Department Policy Manual Regional Road Traffic Noise Control (PW5.NO1.0), (Niagara, 2006)

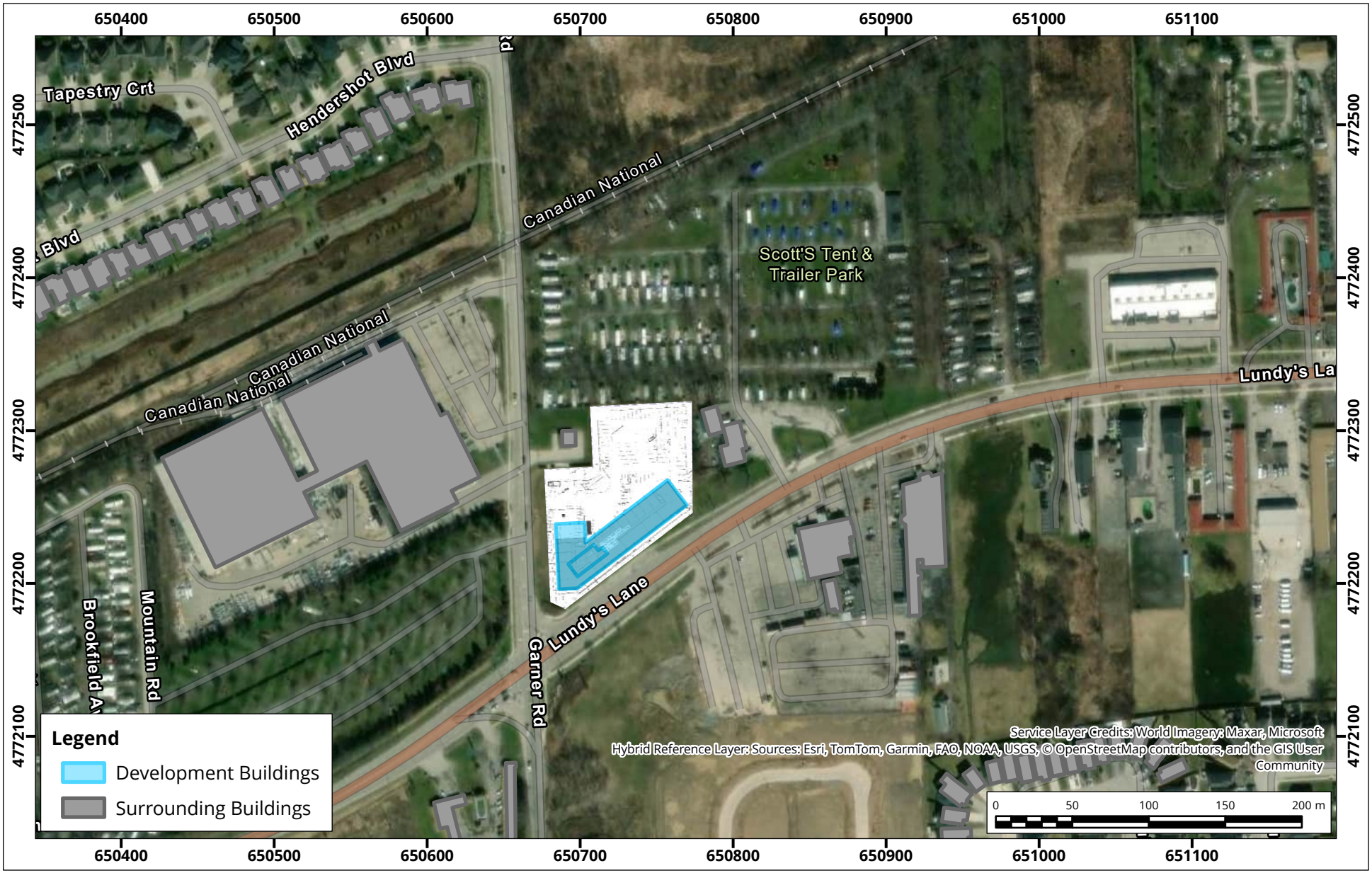
7 STATEMENT OF LIMITATIONS

This report entitled "8885 – 8911 Lundys Lane Nosie and Vibration Impact Study" was prepared by RWDI AIR Inc. ("RWDI") for M5V Developments ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

FIGURES



Site Context Plan

True North

Drawn by: LRC | Figure: 1

Approx. Scale: 1:3,500

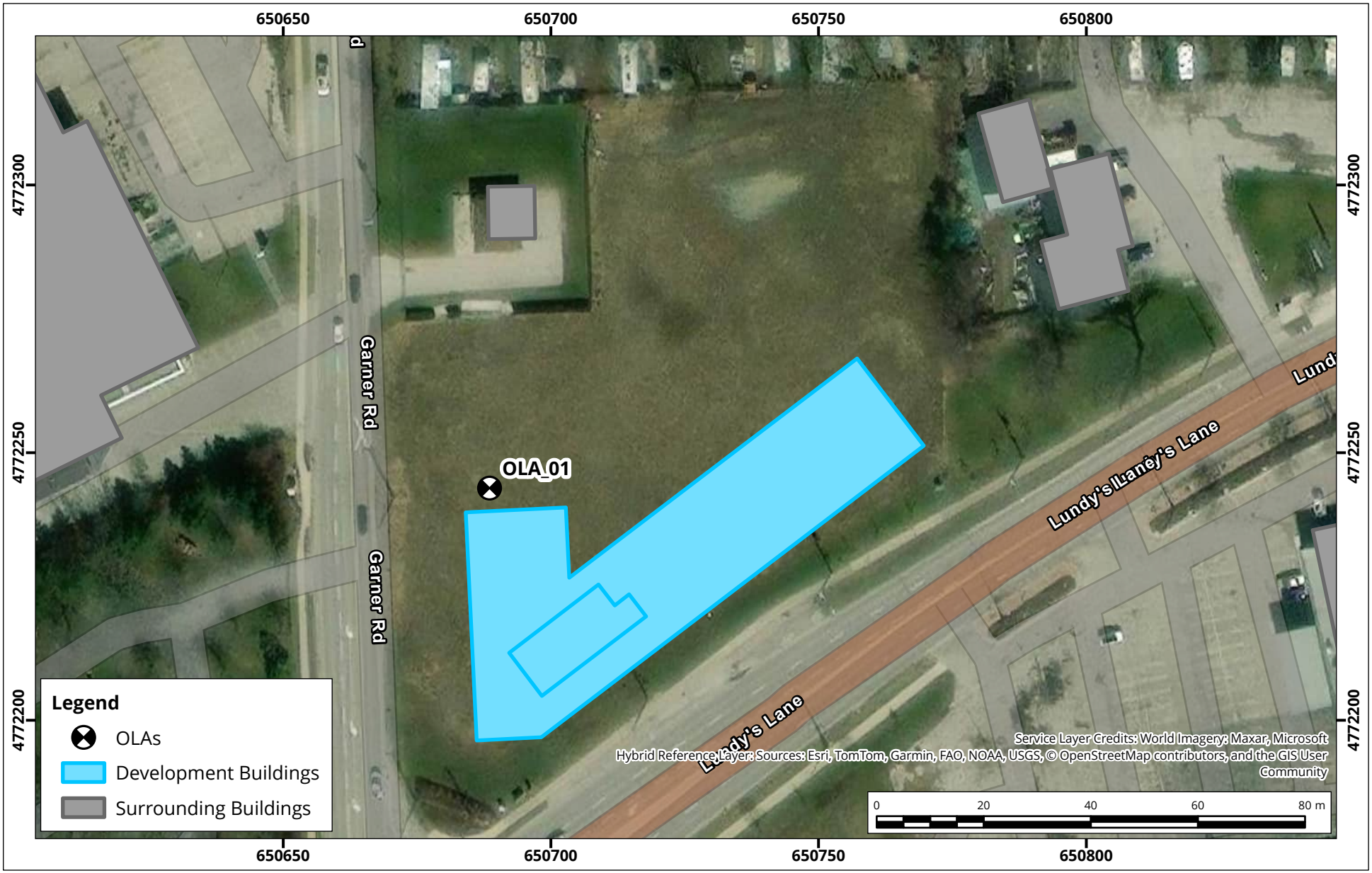
Date Revised: May 15, 2025

Map Projection: NAD 1983 UTM Zone 17N

8885 to 8911 Lundy's Lane - Niagara, Ontario

Project #: 2206394

Map Document: C:\Users\LRC\Documents\Local Proj\Lundy's Lane\Lundy's Lane v3.aprx



Outdoor Living Areas (OLAs) Locations

Location of Common Outdoor Amenity Areas

Map Projection: NAD 1983 UTM Zone 17N

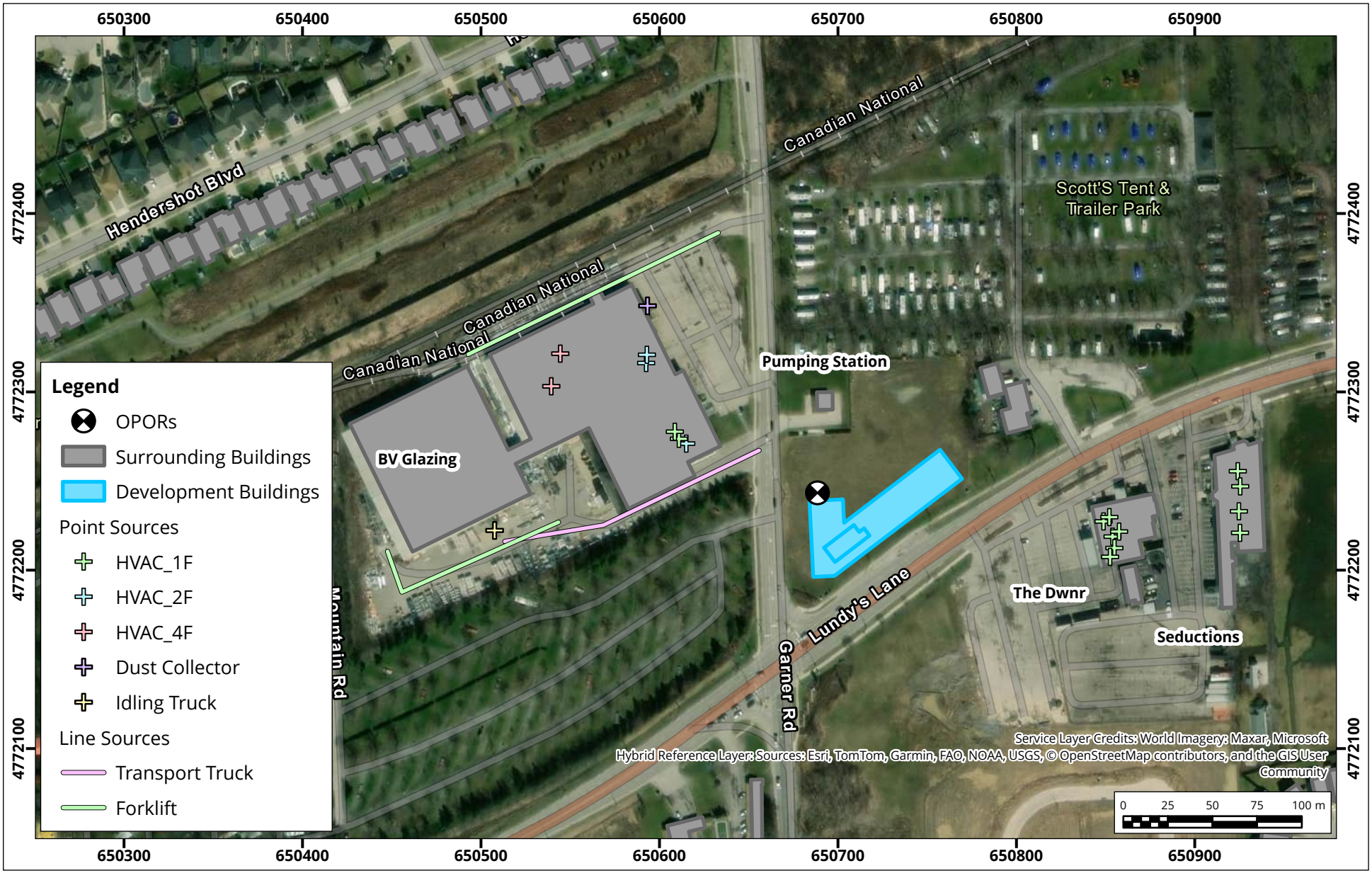
8885 to 8911 Lundy's Lane - Niagara, Ontario

True North

Project #: 2206394

Drawn by: LRC	Figure: 2
Approx. Scale:	1:1,000
Date Revised:	May 15, 2025

Map Document: C:\Users\LRC\Documents\LocalProj\Lundy's Lane\Lundy's Lane v3.aprx



Surrounding Stationary Sources

Location of Stationary Sources in Relation to the Proposed Development

True North

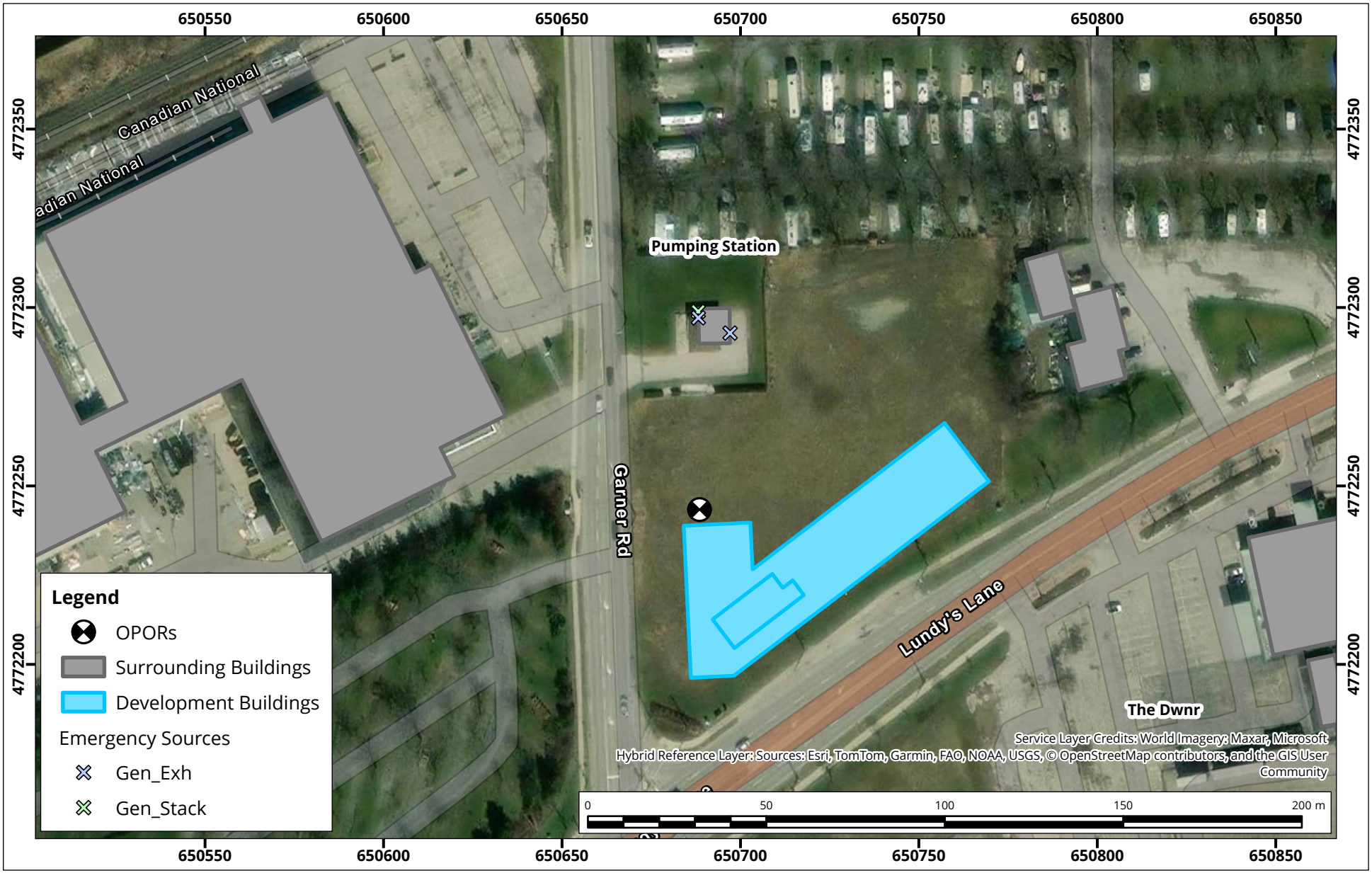
Drawn by: LRC	Figure:3.1
Approx. Scale:	1:3,000
Date Revised: May 15, 2025	

Map Projection: NAD 1983 UTM Zone 17N

8885 to 8911 Lundy's Lane - Niagara, Ontario

Project #: 2206394

Map Document: C:\Users\LRC\Documents\Local Proj\Lundy's Lane\Lundy's Lane v3.aprx



Surrounding Emergency Stationary Sources

Location of Stationary Sources in Relation to the Proposed Development

True North

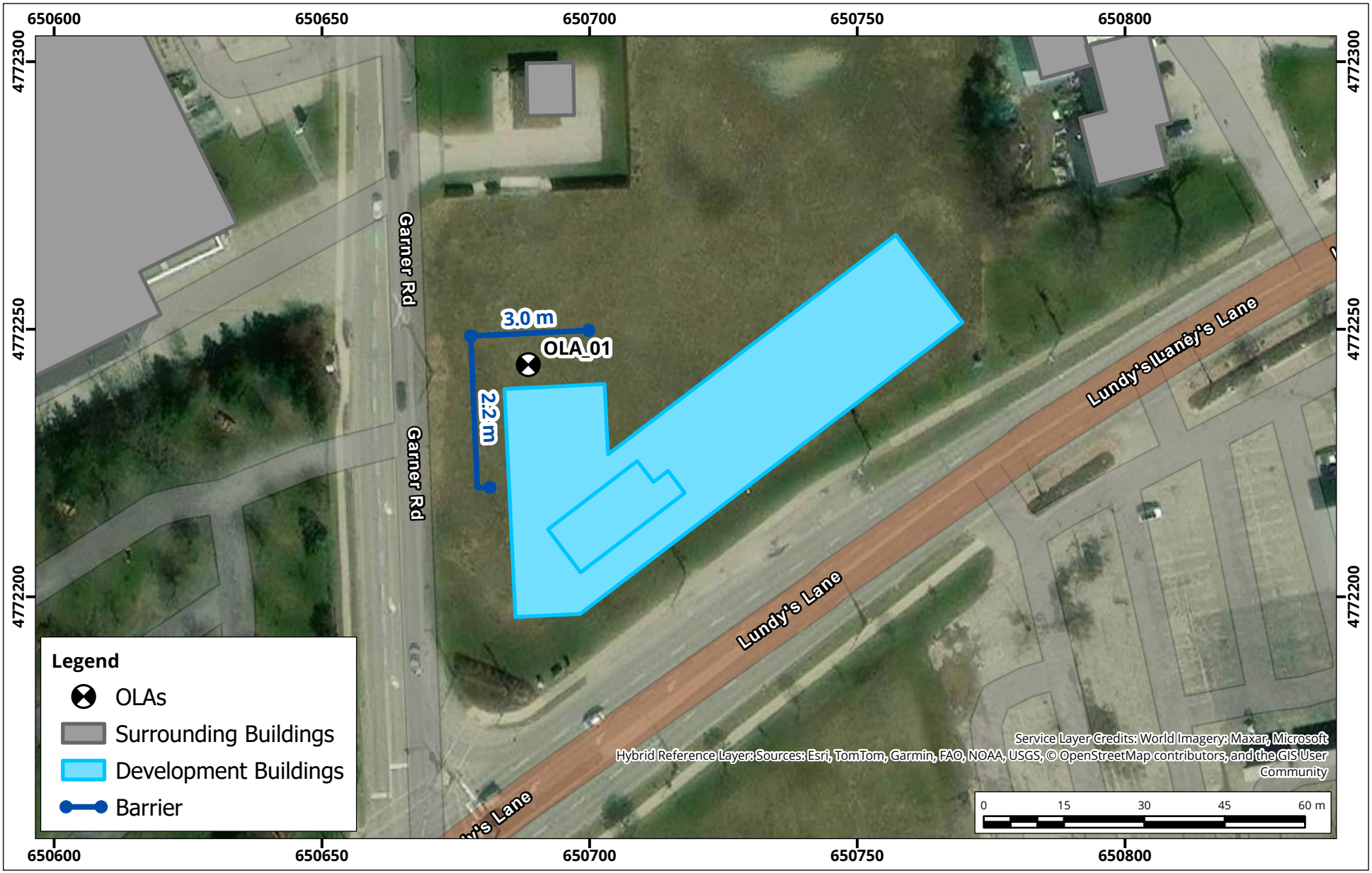
Drawn by: LRC	Figure:3.2
Approx. Scale:	1:1,500
Date Revised: May 15, 2025	

Map Projection: NAD 1983 UTM Zone 17N

8885 to 8911 Lundy's Lane - Niagara, Ontario

Project #: 2206394

Map Document: C:\Users\LRC\Documents\LocalProj\Lundy's Lane\Lundy's Lane v3.aprx



Outdoor Living Areas Noise Mitigation

Barrier Geometry Required to Meet 55 dBA

Map Projection: NAD 1983 UTM Zone 17N

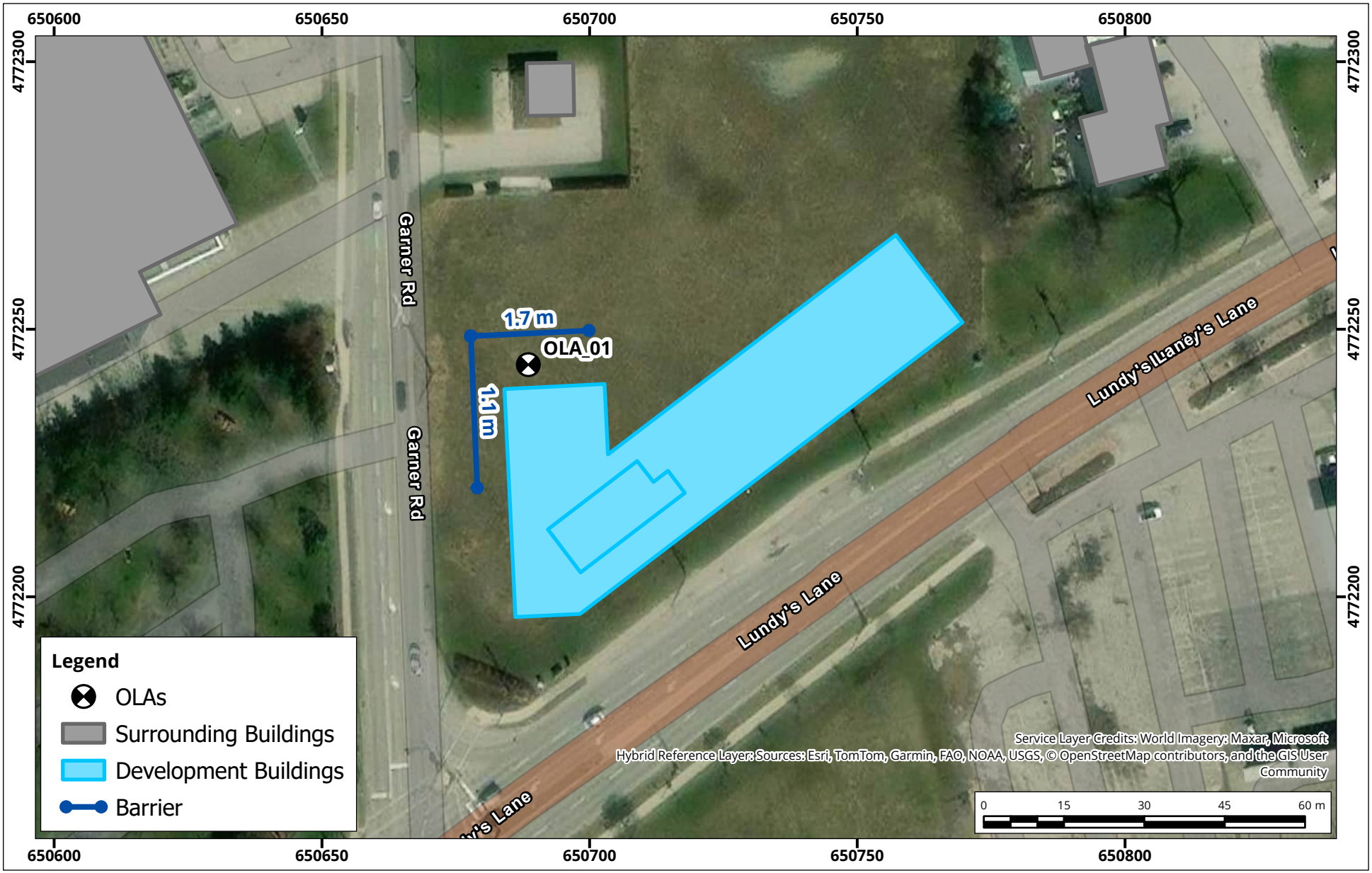
8885 to 8911 Lundy's Lane - Niagara, Ontario

True North

Project #: 2206394

Drawn by: LRC	Figure: 4.1
Approx. Scale:	1:1,000
Date Revised: May 15, 2025	

Map Document: C:\Users\LRC\Documents\LocalProj\Lundy's Lane\Lundy's Lane v3.aprx



Outdoor Living Areas Noise Mitigation

Minimum Required Barrier Geometry

Map Projection: NAD 1983 UTM Zone 17N

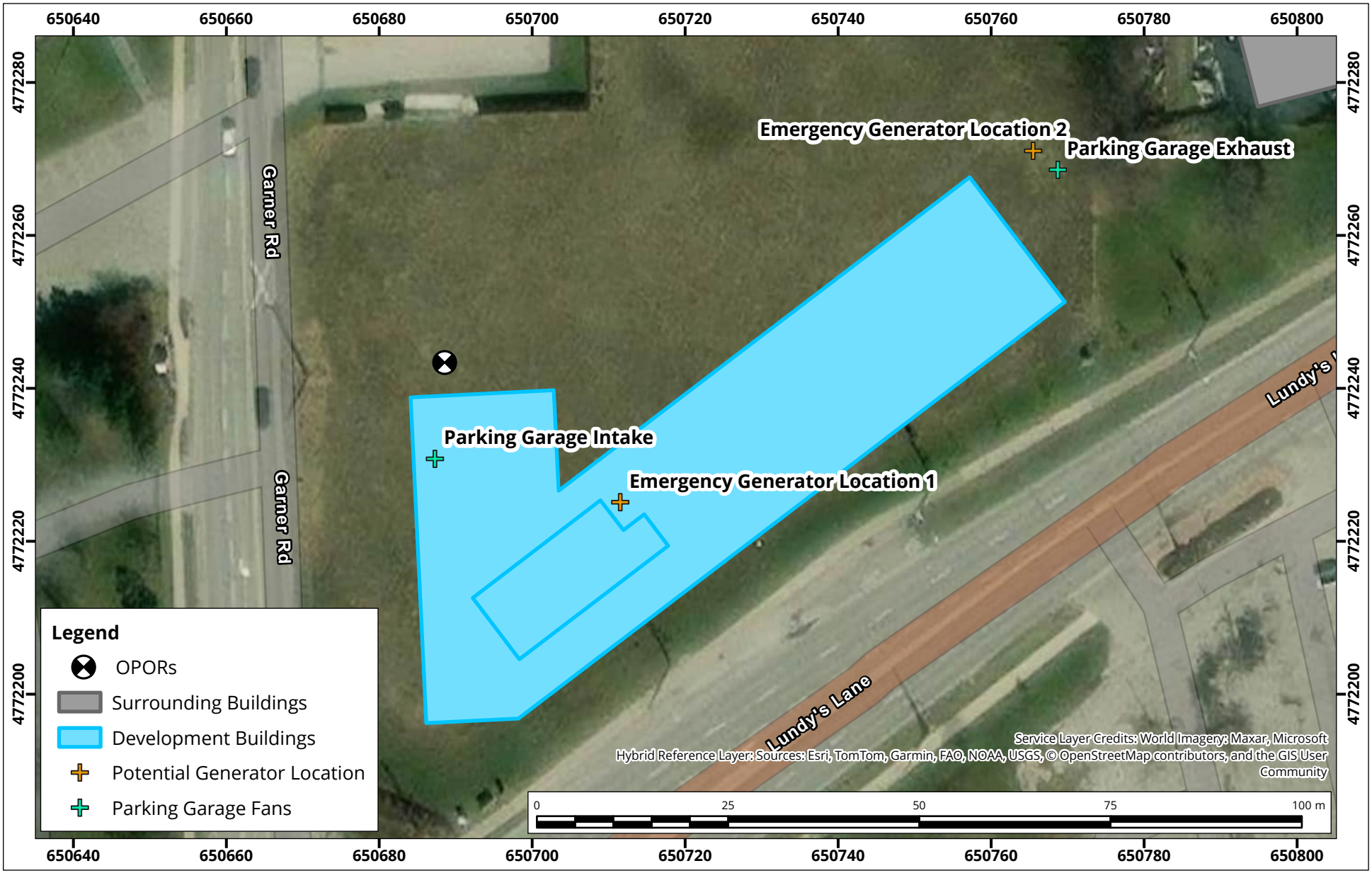
8885 to 8911 Lundy's Lane - Niagara, Ontario

True North

Project #: 2206394

Drawn by: LRC	Figure: 4.2
Approx. Scale:	1:1,000
Date Revised: May 15, 2025	

Map Document: C:\Users\LRC\Documents\Local Proj\Lundy's Lane\Lundy's Lane v3.aprx



On-Site Stationary Sources

Location of Stationary Sources within the Proposed Development

Map Projection: NAD 1983 UTM Zone 17N

8885 to 8911 Lundy's Lane - Niagara, Ontario

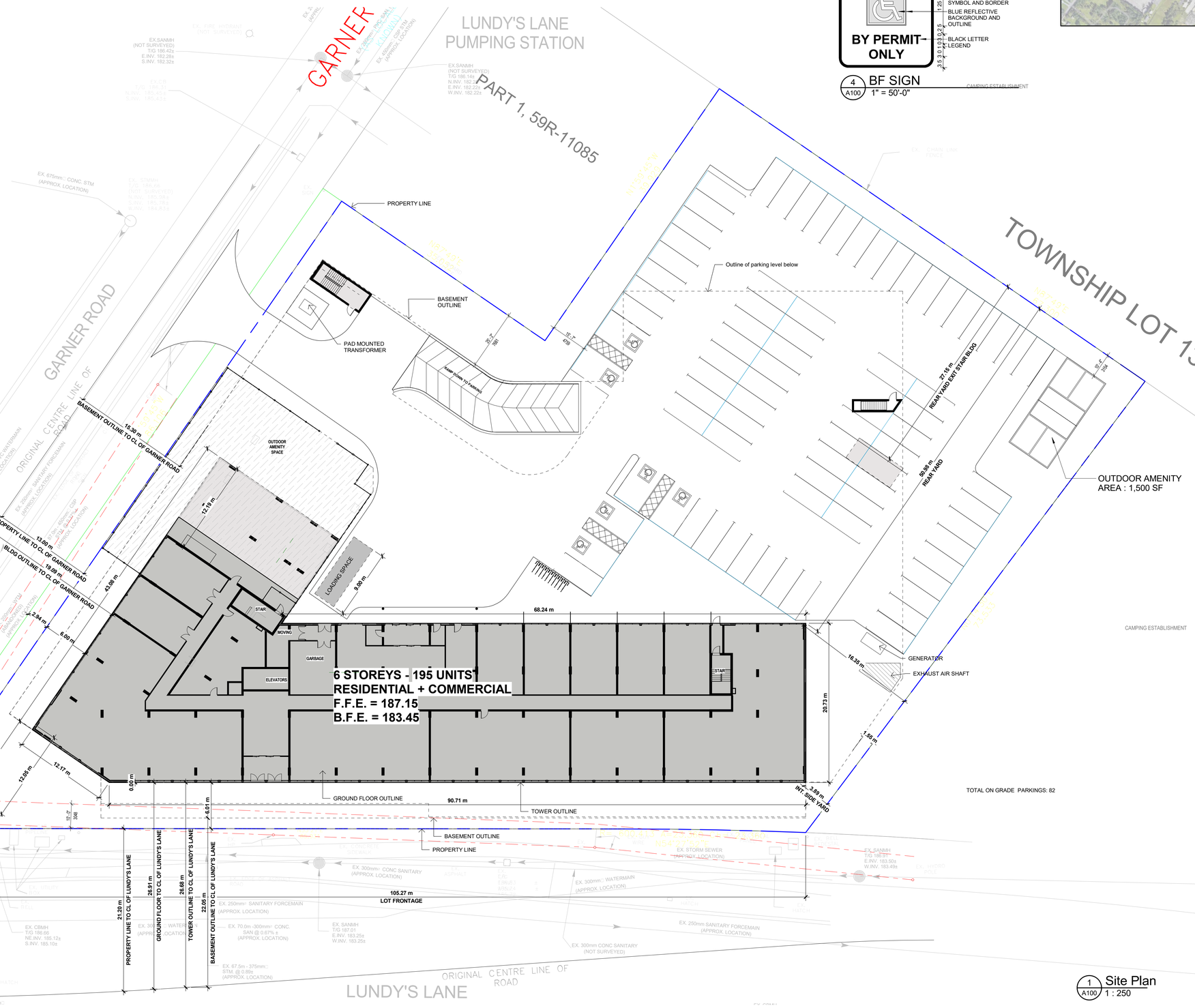
True North

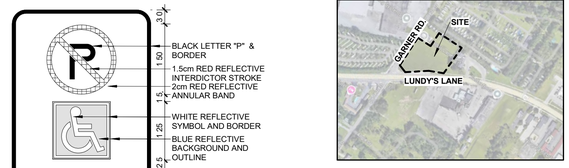
Project #: 2206394

Drawn by: LRC	Figure: 5
Approx. Scale:	1:700
Date Revised: May 15, 2025	

Map Document: C:\Users\LRC\Documents\LocalProj\Lundy's Lane\Lundy's Lane v3.aprx

APPENDIX A





4 / A100 BF SIGN
1" = 50'-0"

1 / A100 Site Plan
1 : 250

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON
cristina@podariuarchitects.ca

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILES _____ PREPARED BY S. LLEWELLYN & ASSOCIATES LIMITED CONSULTING ENGINEERS DATED JANUARY 2022.

2819614 ONTARIO CORP - PODARIU ARCHITECTS ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

LEGAL LAND DESCRIPTION:

LOT: #
CONCESSION: #
PIN: ####-####
REGISTERED PLAN: ##R-####
CITY

SURVEYOR'S INFO:
COMPANY NAME: S. LLEWELLYN & ASSOCIATES LIMITED CONSULTING ENGINEERS
Address: 3228 SOUTH SERVICE RD, SUITE #105 EAST WING, BURLINGTON, ON, L7N 3H8 Phone: 9056316978
E-mail: info@sla.on.ca

THE PLAN IS COMPILED AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.

CONCEPT IS PRELIMINARY AND NOT REVIEWED BY THE CITY.

NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
ISSUANCE SCHEDULE			

PROFESSIONAL CERTIFICATION

PROJECT N. TRUE N.

CLIENT: 2305105 ONTARIO CORP.
10158 JANE STREET, MAPLE,
ON, L6A 3K1, DANNY BAWA

PROJECT
NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE
SITE PLAN

SCALE:	As indicated	SHEET
DRAWN BY:	Author	A100
ISSUE DATE:		

PLOT DATE: 2025-04-16 2:19:53 PM

LIST OF DRAWINGS

A100	SITE PLAN
A101	SITE STATISTICS / SITE DETAILS
A200	BASEMENT FLOOR PLAN
A201	GROUND FLOOR PLAN
A202	TYPICAL FLOOR PLAN
A203	ROOF PLAN
A301	EXTERIOR ELEVATION I
A302	EXTERIOR ELEVATION II
A305	ISOMETRIC VIEWS
A306	PERSPECTIVE VIEWS
AP 70	TYPICAL UNIT PLANS
AP 71	TYPICAL UNIT PLANS
AP 72	TYPICAL UNIT PLANS
AP 73	TYPICAL UNIT PLANS
AP 74	TYPICAL UNIT PLANS
AP 75	TYPICAL UNIT PLANS
AP 76	TYPICAL UNIT PLANS
AP 77	TYPICAL UNIT PLANS

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

LIST OF CONSULTANTS

ARCHITECT

PODARIU ARCHITECTS
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tel: 647-904 5056

CIVIL

LANDSCAPE

STRUCTURAL

MECHANICAL & ELECTRICAL

PROJECT NO.
2024-11

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

ISSUED FOR
DESIGN DEVELOPMENT

DATE
2025-05-16

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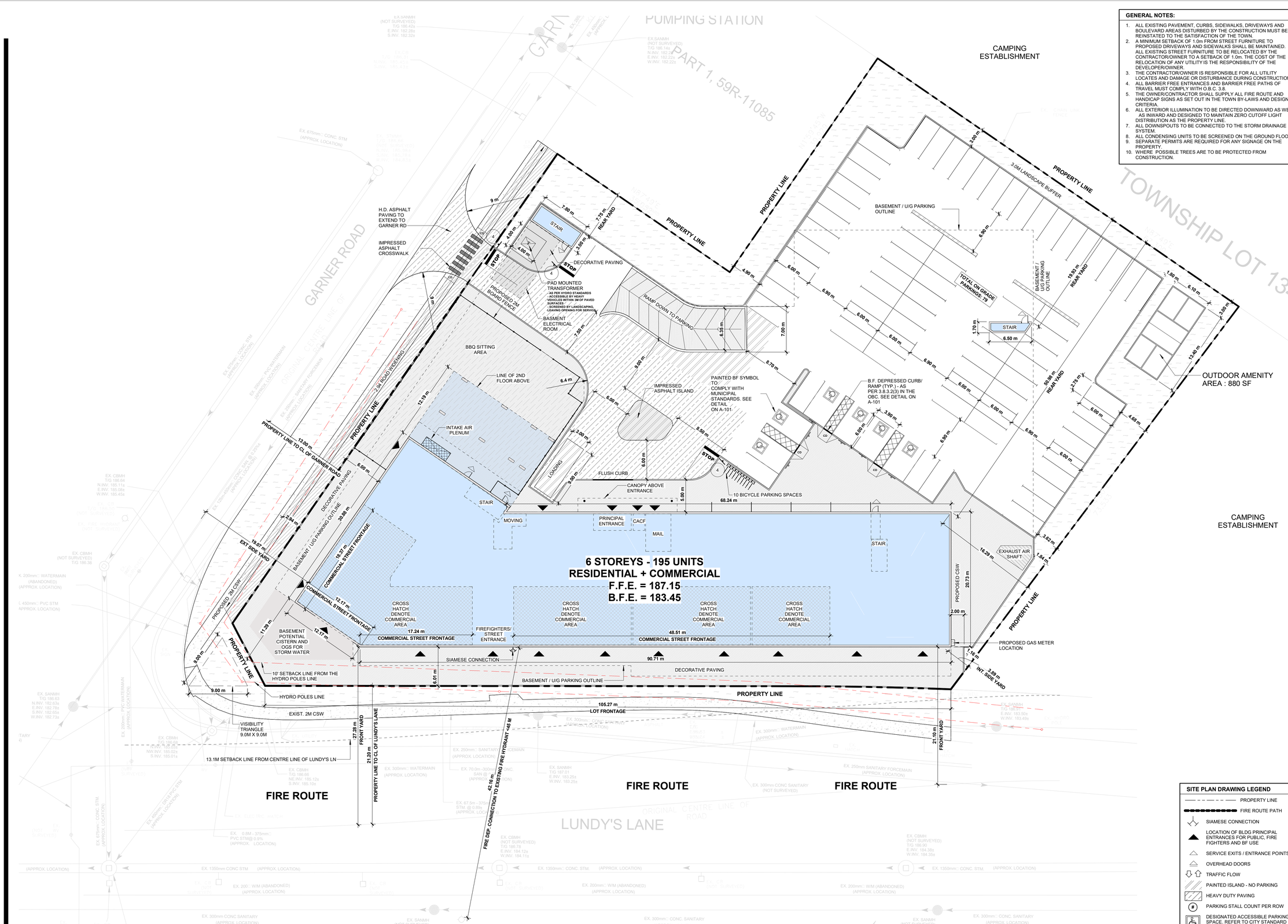


1 A100 Site Plan
1 : 250

CAMPING ESTABLISHMENT

GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
2. A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.

SITE PLAN DRAWING LEGEND

- PROPERTY LINE
- FIRE ROUTE PATH
- SIAMESE CONNECTION
- LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTERS AND BF USE
- SERVICE EXITS / ENTRANCE POINTS
- OVERHEAD DOORS
- TRAFFIC FLOW
- PAINTED ISLAND - NO PARKING
- HEAVY DUTY PAVING
- PARKING STALL COUNT PER ROW
- DESIGNATED ACCESSIBLE PARKING SPACE. REFER TO CITY STANDARD FOR PAINTED SYMBOL
- FREE-STANDING SIGN
- LIGHT STANDARD
- EX EXISTING ELEMENTS
- AREA OF PROPOSED NEW BUILDING

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON
cristina@podariuarchitects.ca

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILES _____ PREPARED BY S. LLEWELLYN & ASSOCIATES LIMITED CONSULTING ENGINEERS DATED JANUARY 2022.

2819614 ONTARIO CORP - PODARIU ARCHITECTS ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

LEGAL LAND DESCRIPTION:

LOT: #
CONCESSION: #
PIN: ####-####
REGISTERED PLAN: ##R-####
CITY

SURVEYOR'S INFO:
COMPANY NAME: S. LLEWELLYN & ASSOCIATES LIMITED CONSULTING ENGINEERS
Address: 3228 SOUTH SERVICE RD, SUITE #105 EAST WING, BURLINGTON, ON, L7N 3H8 Phone: 9056316978
E-mail: info@sla.on.ca

THE PLAN IS COMPILED AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.

CONCEPT IS PRELIMINARY AND NOT REVIEWED BY THE CITY.

ABBREVIATIONS

B	BOLLARD
BALC	BALCONY
BF	BARRIER FREE
BFFE	BASEMENT FFE
CD	CURB DEPRESSION
CSW	CONCRETE SIDEWALK
EX	EXISTING
H.D.	HEAVY DUTY PAVEMENT
L.D.	LIGHT DUTY PAVEMENT
PFH	PROPOSED FIRE HYDRANT
FFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FRS	FIRE ROUTE SIGN
FYSB	FRONT YARD BUILDING SETBACK
GFA	GROSS FLOOR AREA
HDP	HEAVY DUTY PAVING
ISYSB	INTERIOR SIDE YARD SETBACK
LAND	LANDSCAPE
LDP	LIGHT DUTY PAVING
LB	LIGHT BOLLARD
LS	LIGHT STANDARD
PROV	PROVIDED
REQD	REQUIRED
RYSB	REAR YARD BUILDING SETBACK
SDWK	SIDEWALK
TWSI	Tactile Walking Surface Indicators
TBD	TO BE DETERMINED
TBR	TO BE REMOVED
UP	UTILITY POLE

KEY PLAN - NTS

NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

PROJECT N. TRUE N.

CLIENT: M5V The Lundy Inc.

PROJECT
NIAGARA FALLS
LUNDY'S LANE MIXED USE-RESIDENTIAL
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE
SITE PLAN

SCALE: As indicated	SHEET A100
DRAWN BY: HH	
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:14 PM

DEVELOPMENT STATISTICS (LUNDY'S LANE)

	SM	SF	ACRES	%
GROSS SITE AREA	9,261.8	99,693.3	2.289	
ROAD WIDENING (2.94m)	255.4	2,748.9	0.063	
NEW GROSS SITE AREA	9,006.4	96,944.5	2.226	100%
LANDSCAPING AREAS	490.2	5,276.9	0.121	5.4%
LANDSCAPE DECORATVE PAVING	401.1	4,317.5	0.099	4.5%
TOTAL LANDSCAPE OPEN SPACE	891.4	9,594.4	0.220	9.9%
ASPHALT AREA	3,488.5	37,550.1	0.862	38.7%
MISC (CURBS WALKWAYS ETC.)	2,311.7	24,882.7	0.571	25.7%
GROUND (Bldg Outline) (Lot coverage)	2,131.3	22,940.7	0.527	23.7%
STAIRS AND AIR SHAFTS	45.0	484.3	0.011	0.5%
EXPOSED RAMP	138.6	1,492.2	0.034	1.5%
TOTAL LOT COVERAGE	2,314.9	24,917.2	0.572	25.7%
GROSS CONSTRUCTION AREA (GCA)	13,939.9	150,047.7	3.445	154.8%
GROSS CONSTRUCTION AREA WITH U/G PARKING AREA	20,282.8	218,322.0	5.012	

TOTAL SALEABLE AREA CALCULATION

TOTAL DWELLING AREA	9,967.3	107,287.1
TOTAL COMMERCIAL AREA	807.1	8,687.1
TOTAL SALEABLE AREA	10,774.4	115,974.2

PARKING CALCULATION

TOTAL PARKING REQUIRED AS PER NEW ZONING BY-LAW	SM/UNITS	RATIO	PER	TOTAL
Residential - UNIT	195	1.1		215
COMMERCIAL - SM	807.1	29.0	1	28
Shared btw commercial and residential				-7
TOTAL REQUIRED 4.19.1				236
PROPOSED PARKING RATES				TOTAL
U/G PARKING				158
ON GRADE PARKING				79
TOTAL PARKING PROVIDED				237
PARKING SURPLUS				1
LOADING		REQ'D	PROV.	COMPLY
REQUIRED 3+1 PER 4,600SM 4.20 (Floor Area of Building or Structure Over 300 sq. m but not exceeding 3,700 sq. m)		1	1	YES
ACCESSIBLE PARKING ZONING BY-LAW		REQ'D	PROV.	COMPLY
REQUIRED (201-1000) = 2+2%		7	7	YES
BICYCLE PARKING		REQ'D	PROV.	COMPLY
RESIDENTIAL(0.5 / UNIT)		98	98	YES
RETAIL COMMERCIAL - (1/500 SM) - BIKE ROOM		2	2	YES
TOTAL		100	100	YES

STATISTICS/TOTAL

BUILDING HEIGHT		GROSS CONSTRUCTION AREA (GCA)					
FLOOR LEVELS	FLOOR HEIGHT	GFA SM	GFA SF	AMENITY AREA (SM)	AMENITY AREA (SF)	TOTAL SALEABLE AREA - RESEDENTIAL (SM)	TOTAL SALEABLE AREA - RESEDENTIAL (SF)
P1	-3.51	6342.9	68,274.3				
1	4.50	2131.3	22,940.7	1,106.4	11,908.8		
2	3.35	2361.7	25,421.4	107.5	1,157.1	1,993.5	21,457.4
3	3.35	2361.7	25,421.4	107.5	1,157.1	1,993.5	21,457.4
4	3.35	2361.7	25,421.4	107.5	1,157.1	1,993.5	21,457.4
5	3.35	2361.7	25,421.4	107.5	1,157.1	1,993.5	21,457.4
6	3.73	2361.7	25,421.4	107.5	1,157.1	1,993.5	21,457.4
PARAPET	2.90						
	24.53	13939.9	150,047.7	1,643.9	17,694.4	9,967.3	107,287.1
	BLDG. HEIGHT	TOTAL GCA		11.79%		71.50%	
		20282.8	218322.03	AVG AMENITY AREA PER UNIT (SF)		90.7	
		TOTAL CONSTRUCTION AREA WITH U/G PARKING AREA					

UNIT BREAKDOWN

FLOOR LEVELS	1 BDRM	1 BDRM ACC	2 BDRM	2 BDRM ACC	3 BDRM	STUDIO	STUDIO ACC	TOTAL /FLOOR
P1								
1								
2	12	4	16	1	1	4	1	39
3	12	4	16	1	1	4	1	39
4	12	4	16	1	1	4	1	39
5	12	4	16	1	1	4	1	39
6	12	4	16	1	1	4	1	39
TOTAL UNITS	60	20	80	5	5	20	5	195
	80		85		5	25		
	30.8%	10.3%	41.0%	2.6%	2.6%	10.3%	2.6%	
	41.0%		43.6%		2.6%	12.8%		
15% ACC SUITES	30							
	1 BDRM	1 BDRM ACC	2 BDRM	2 BDRM ACC	3 BDRM	STUDIO	STUDIO ACC	
AVERAGE UNIT SIZE (SF)	942.3	619.8	1331.2	727.3	945.6	331.0	331.1	

ZONING INFORMATION - ZONING BY-LAW No. 79-200 and BY-LAW No. 2024-30

ZONED: TOURIST COMMERCIAL ZONE (rezoned as per by-law No. 2024-30)

Permited Uses - TC	REQ'D (SM/M)	PROV.(SM/M)	COMPLY
Residential + Commercial			YES
TOTAL FLOOR AREA		13,939.9	
TOTAL COMMERCIAL AREA		807.1	
% OF TOTAL FLOOR AREA USED FOR DWELLING UNITS	92%	72%	YES
Table 8.6.2	**REQ'D (SM/M)**	**PROV.(SM/M)**	
(a) Min. Lot Frontage (Lundy's Lane)	6	105.27	YES
(b) MIN. FRONT YARD (From the centerline of the original road allowance Lundy's Lane)	13.1	MAX 27.28 m AT GRADE AND UPPER LEVELS MIN 21.10 m AT GRADE AND UPPER LEVELS MAX 24.48 m for BASEMENT MIN 16.63 m for BASEMENT	YES
(c.i) MIN. REAR YARD (where any part of the building is used for residential purpose)	10	50.98	YES
(c.ii) MIN. REAR YARD (where no part of the building is used for residential purposes)	3	19.93m EXIT STAIR BLDG. 7.75m EXIST STAIR BLDG.	YES
(d.i) MIN. INTERIOR SIDE YARD (EAST) (Abutting	3	N.A.	N.A.
(d.ii) MIN. INTERIOR SIDE YARD (EAST) (Not Abutting Res,In, OS zones)	N/A	3.89m at GRADE and UPPER FLOORS 1.24m for BASEMENT	YES
(e) MIN. EXTERIOR SIDE YARD (WEST) (from the original centerline of Garner Road)	13.1	19.07m at GRADE and ABOVE GRADE 15.44m for BASEMENT	YES
(f) Max. Lot Coverage	70%	25.7%	YES
(g) Max Buidling Height (as per by-law No. 2024-30)	36.5	24.53	YES
(k) Max floor area for each retail store	400	343	YES
(i) Max total floor area for all retail stores per property	3530	807	YES
PARKING STANDARDS			
PARKING STALL (4.19)	2.75 x 6.0		
ACC.PARKING - DBL LOADED	3.9 x 6.0		
BICYCLE PARKING	1.8 x 0.60 / 1.2X0.6 FOR VERTICAL PARKING		
LOADING STALL DIMENSION	3.0 x 9.0 X 4.0		
MANOUVERING WITHOUT PARKING	6		
MANOUVERING DRIVE AISLE (4.19) WITHIN PARKING (ON SURFACE)	6.9		
MANOUVERING DRIVE AISLE (4.19) - WITHIN PARKING (BUILDING)	6.3		

Under By-law 79-200, Gross Floor Area is defined as:

"The total floor area, measured between the outside of exterior walls, virtual walls or between the outside of exterior walls or virtual walls and the centre line of party walls dividing the building from another building, of

STATISTICS RESIDENTIAL

FLOOR LEVELS	GFA (TOTAL RESIDENTIAL)		MECHANICAL		ELECTRICAL		STAIR		ELEVATOR		CORRIDOR	
	GFA SM	GFA SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF
2	1993.5	21457.4	2.2	23.9	3.5	37.8	27.1	291.33	15.6	167.7	205.2	2208.6
3	1993.5	21457.4	2.2	23.9	3.5	37.8	27.1	291.33	15.6	167.7	205.2	2208.6
4	1993.5	21457.4	2.2	23.9	3.5	37.8	27.1	291.33	15.6	167.7	205.2	2208.6
5	1993.5	21457.4	2.2	23.9	3.5	37.8	27.1	291.33	15.6	167.7	205.2	2208.6
6	1993.5	21457.4	2.2	23.9	3.5	37.8	27.1	291.33	15.6	167.7	205.2	2208.6
TOTAL	9967.3	107287.1	11.1	119.5	17.6	189.0	135.3	1456.7	77.9	838.6	1025.9	11043.0

STATISTICS COMMERCIAL

FLOOR LEVELS	GFA (TOTAL COMMERCIAL)		MECHANICAL		GARBAGE		STAIR		ELEVATOR		CORRIDOR		ADMIN		MOVING	
	GFA SM	GFA SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF
1	807.1	8687.0	8.7	94.2	44.5	478.9	27.1	291.3	15.6	167.7	300.3	3232.2	20.8	223.7	21.7	233.9
TOTAL	807.1	8687.0	8.7	94.2	44.5	478.9	27.1	291.3	15.6	167.7	300.3	3232.2	20.8	223.7	21.7	233.9

STATISTICS PARKING

FLOOR LEVELS	GFA (TOTAL)		MECHANICAL		ELECTRICAL		STAIR		ELEVATOR		DRIVEWAY		BIKE STORAGE		PARKING		SECURITY ROOM	
	GFA SM	GFA SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF	SM	SF
P1	6342.9	68274.3	137.0	1474.2	67.1	721.8	55.9	602.1	15.6	167.7	2326.9	25046.3	117.5	1264.3	2613.9	28135.8	13.1	140.9
TOTAL	6342.9	68274.3	137.0	1474.2	67.1	721.8	55.9	602.1	15.6	167.7	2326.9	25046.3	117.5	1264.3	2613.9	28135.8	13.1	140.9

GROUND FLOOR AMENITIES

NAME	AREA SM	AREA SF
AMEN-FITNESS ROOM	289.8	3119.4
AMEN-MAIL/PARCELS	25.4	272.9
AMEN-PARTY ROOM	63.1	679.7
AMEN-PET WASH	6.6	70.6
AMEN-THEATER ROOM	61.4	661.0
AMENITY AREA TBD	87.7	944.5
AMENITY - OUTDOOR	572.3	6160.7
TOTAL: 7	1106.4	11908.8

TYPICAL FLOOR AMENITIES

NAME	AREA SM	AREA SF
AMENITY AREA TBD	107.5	1156.7
TOTAL: 1	107.5	1156.7

GROUND FLOOR COMMERCIAL AREA

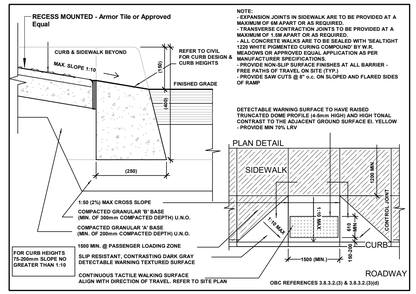
Number	Name	Area	Area sm
1	COMMERCIAL	3694.4 SF	343.22 m²
2	COMMERCIAL	1872.2 SF	173.94 m²
3	COMMERCIAL	1872.2 SF	173.94 m²
4	COMMERCIAL	1248.2 SF	115.96 m²
Grand total: 4		8687.0 SF	807.05 m²

TYPICAL FLOOR SUITES AREA

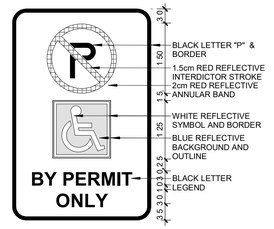
Number	Name	Area	Area (sm)
206-506	1BDRM	503.3 SF	46.76 m²
212-512	1BDRM	426.7 SF	39.64 m²
230-530	1BDRM	478.2 SF	44.43 m²
214-514	1BDRM A	447.4 SF	41.57 m²
215-515	1BDRM A	447.4 SF	41.57 m²
217-517	1BDRM A	447.4 SF	41.57 m²
219-219	1BDRM A	447.4 SF	41.57 m²
202-502	1BDRM ACC	605.0 SF	56.21 m²
228-528	1BDRM ACC	636.3 SF	59.12 m²
238-538	1BDRM ACC	619.0 SF	57.50 m²
239-539	1BDRM ACC	619.0 SF	57.50 m²
213-513	1BDRM B	487.3 SF	45.27 m²
216-516	1BDRM B	484.6 SF	45.02 m²
218-518	1BDRM B	484.6 SF	45.02 m²
220-520	1BDRM B	484.6 SF	45.02 m²
201-501	1BDRM TYPE F	486.1 SF	45.16 m²
209-509	2BDRM	622.4 SF	57.82 m²
221-521	2BDRM	621.4 SF	57.73 m²
222-522	2BDRM	621.4 SF	57.73 m²
223-523	2BDRM	621.4 SF	57.73 m²
224-524	2BDRM	621.4 SF	57.73 m²
225-525	2BDRM	621.4 SF	57.73 m²
226-526	2BDRM	621.4 SF	57.73 m²
227-527	2BDRM	621.4 SF	57.73 m²
231-531	2BDRM	628.4 SF	58.38 m²
232-532	2BDRM	619.0 SF	57.50 m²
233-533	2BDRM	619.0 SF	57.50 m²
234-534	2BDRM	619.0 SF	57.50 m²
235-535	2BDRM	619.0 SF	57.50 m²
236-536	2BDRM	619.0 SF	57.50 m²
237-537	2BDRM	619.0 SF	57.50 m²
229-529	2BDRM ACC	727.3 SF	67.57 m²
203-503	2BDRM TYPE B	710.9 SF	66.04 m²
211-511	3BDRM	945.6 SF	87.85 m²
204-504	STUDIO	325.9 SF	30.28 m²
205-505	STUDIO	340.3 SF	31.62 m²
207-507	STUDIO	346.4 SF	32.18 m²
210-510	STUDIO	311.4 SF	28.93 m²
208-508	STUDIO ACC	331.1 SF	30.76 m²
Grand total: 39		21457.4 SF	1,993.46 m²

TYPICAL FLOOR PLAN EFFICIENCY

Name	Area (ft²)	Area (m²)	Floor Efficiency
Common area	2778 ft²	258.1 m²	11%
Saleble area	22641 ft²	2103.4 m²	89%

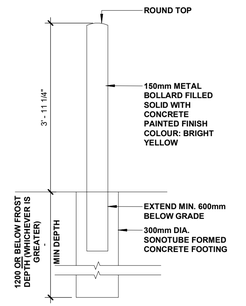


1 A101 **BF CURB DEPRESSION DETAIL**
1 : 10



BARRIER FREE PARKING SIGNAGE REQUIREMENTS
Designated parking space or spaces shall be identified by a minimum of one vertically erected sign for each designated parking space, as prescribed in R.R.O. 1990, Regulation 581 under the Highway Traffic Act as amended from time to time.
(b) A sign shall have the dimensions as described and illustrated in the figure above.
(c) The sign shall be located at the front and in the centre of the parking stall on a support that has been permanently installed in the ground. The sign shall be mounted at a height of 1.0 metre to 1.5 metres from the ground to the bottom of the sign.

3 A101 **BF SIGN**
1" = 50'-0"



2 A101 **BOLLARD DETAIL**
1 : 20

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON
cristina@podariuarchitects.ca

GENERAL NOTES:

DO NOT SCALE DRAWINGS. WORK TO DIMENSIONS SHOWN. THE CONTRACTOR MUST CHECK ALL DRAWINGS AND VERIFY ALL DIMENSIONS ON THE JOB. ALL STEEL ANGLES SUPPORTING BRICK VENEER TO HAVE MIN. 6" BEARING @ ENDS, TYP. ALL STRUCTURAL MEMBERS TO HAVE MIN. REQUIRED BEARING.
ALL ELECTRICAL WORK TO BE COMPLETED AS PER O.B.C.
PROVIDE TWO COATS OF ASPHALT DAMPPROOFING TO ALL BELOW GRADE FOUNDATION WALLS.
PROVIDE APPROVED DRAINAGE LAYER TO FOUNDATION WALLS BELOW GRADE.
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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

PROJECT N. TRUE N.

CLIENT: **M5V The Lundy Inc.**

PROJECT
NIAGARA FALLS
LUNDY'S LANE MIXED USE-RESIDENTIAL
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE
SITE STATISTICS / SITE DETAILS

SCALE:	As indicated
DRAWN BY:	HH
ISSUE DATE:	2025-05-16
SHEET	A101

PLOT DATE: 2025-05-16 5:34:20 PM

1 A200 BASEMENT - FLOOR PLAN
1/16" = 1'-0"

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON

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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

PROJECT N
TRUE N

CLIENT: M5V The Lundy Inc.

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

BASEMENT FLOOR PLAN

SCALE: 1/16" = 1'-0"	SHEET A200
DRAWN BY: HH	
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:22 PM

NOTE:

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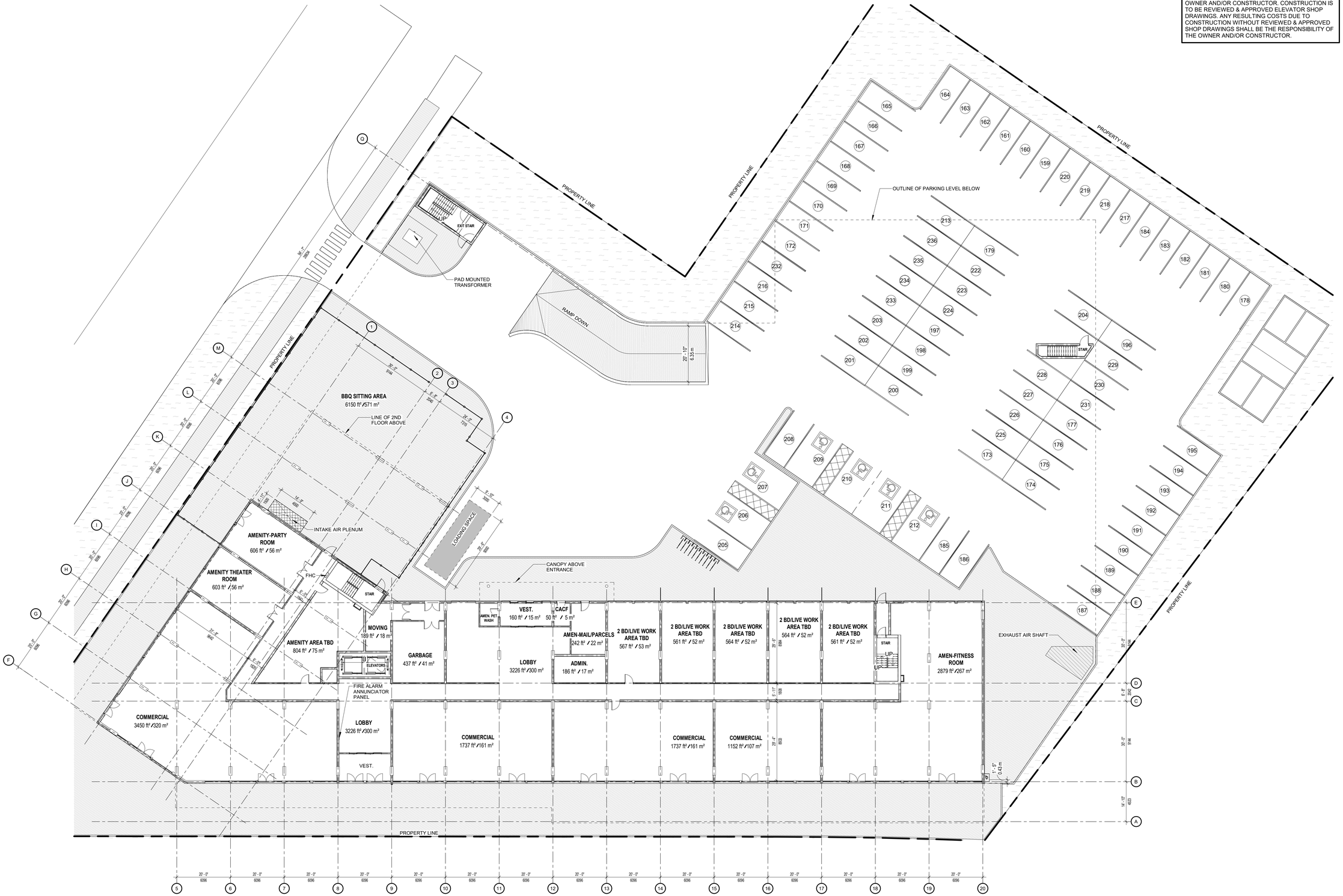

1 A201 T/O GROUND FLOOR
1/16" = 1'-0"

ARCHITECT:
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3270 Prospect st, Burlington, ON
cristina@podariuarchitects.ca

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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

PROJECT N. TRUE N.

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

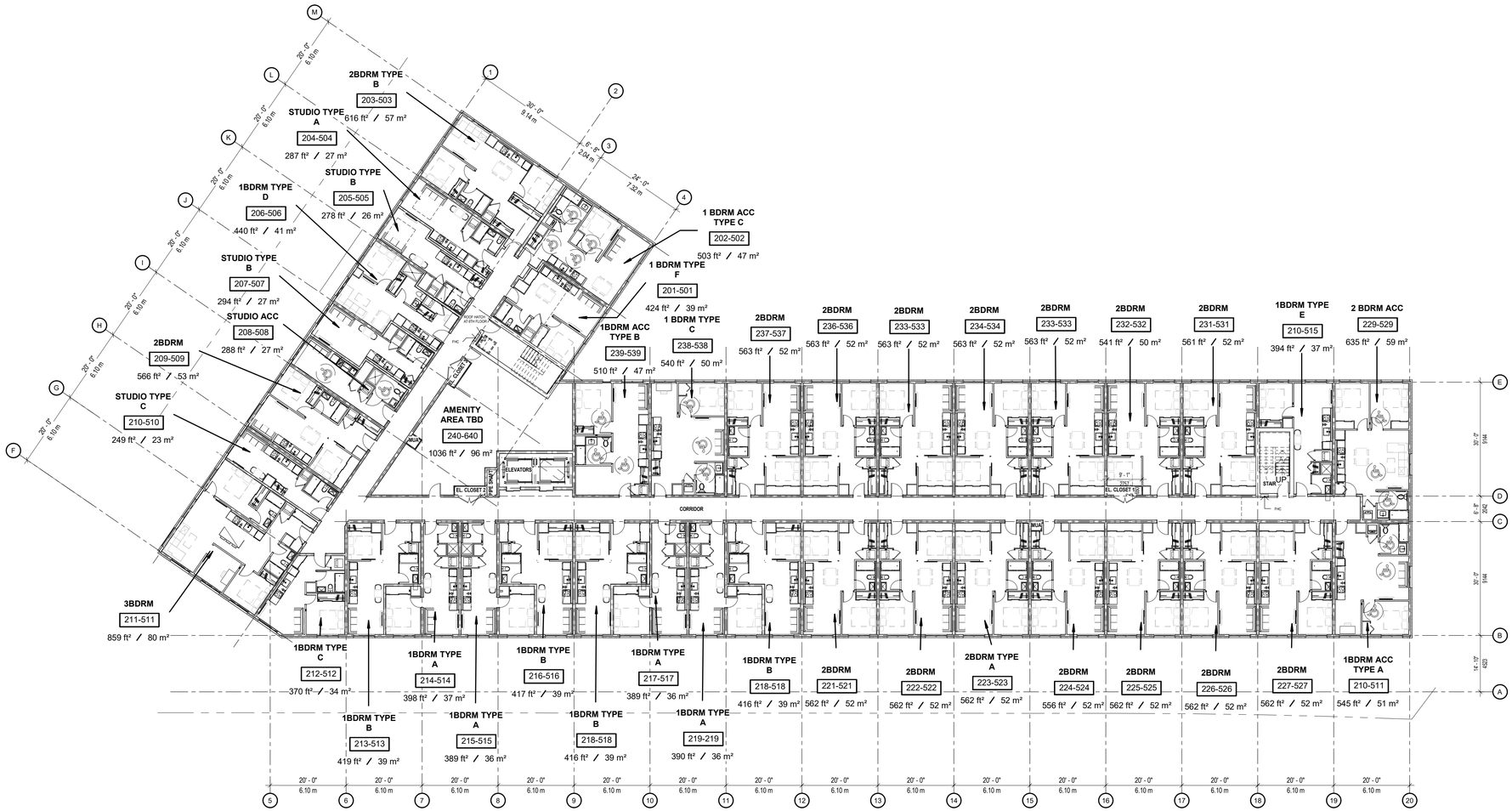
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

GROUND FLOOR PLAN

SCALE: As indicated	SHEET A201
DRAWN BY: HH	
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:27 PM



1 A202 TYPICAL FLOOR PLAN (2nd-6th)
1/16" = 1'-0"

ARCHITECT:
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3270 Prospect st, Burlington, ON

cristina@podariuarchitects.ca

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No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROJECT N. TRUE N

PROFESSIONAL CERTIFICATION

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

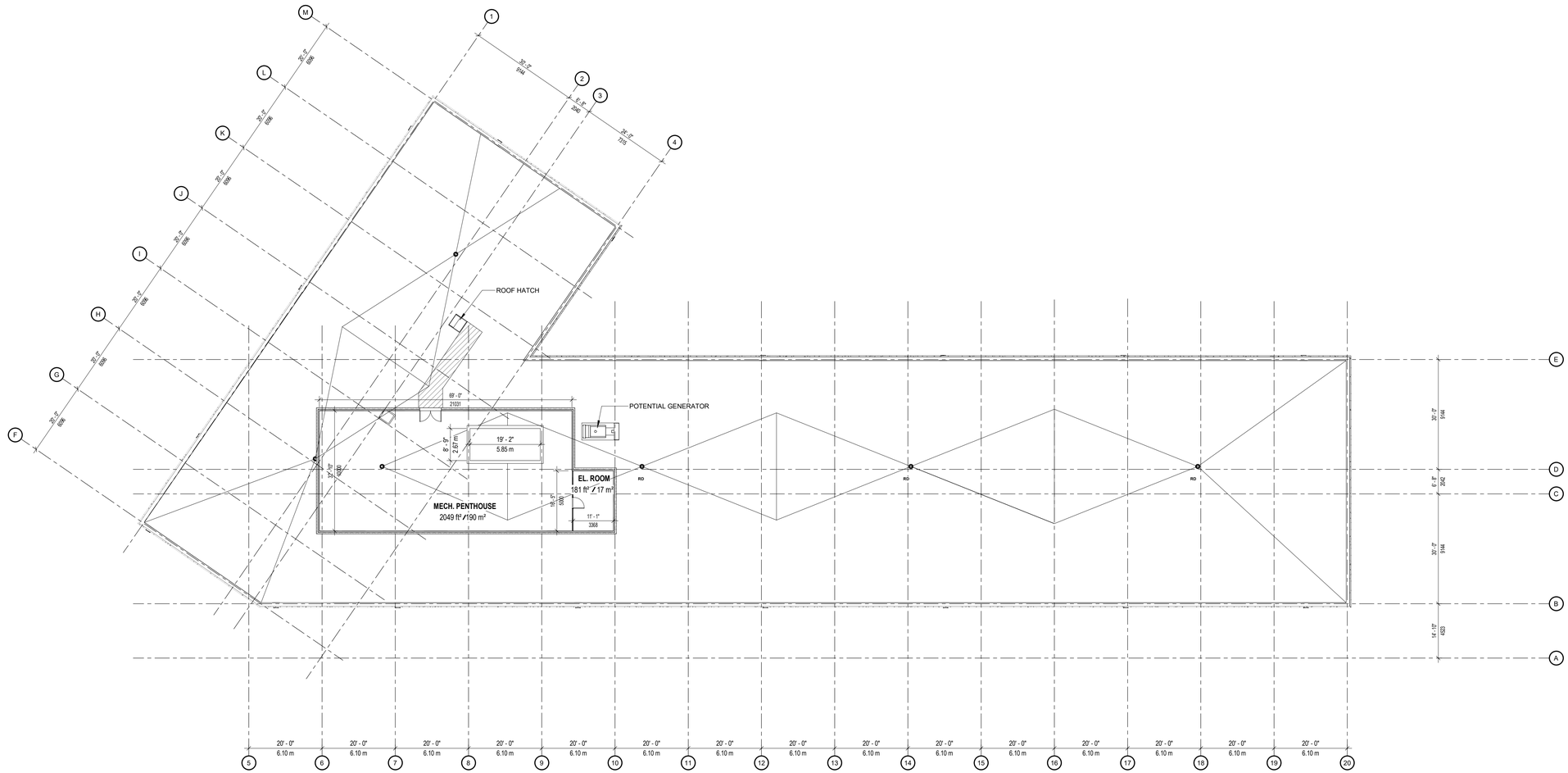
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

TYPICAL FLOOR PLAN

SCALE: 1/16" = 1'-0"	SHEET
DRAWN BY: HH	A202
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:36 PM



1 A203 T/O ROOF
1/16" = 1'-0"

ARCHITECT:
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2819614 Ontario Corporation
3270 Prospect st, Burlington, ON

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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

PROJECT N.

TRUE N

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

ROOF PLAN

SCALE: 1/16" = 1'-0"	SHEET
DRAWN BY: HH	A203
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:40 PM

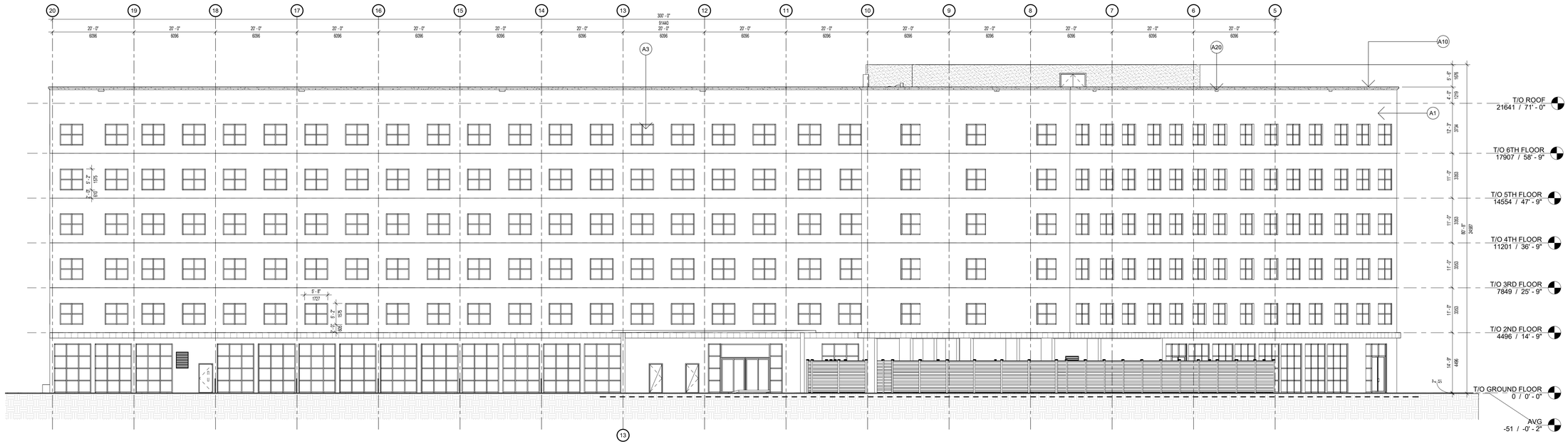
EXTERIOR ELEVATION LEGEND

A1 MASONRY VENEER RAINSCREEN ASSEMBLY

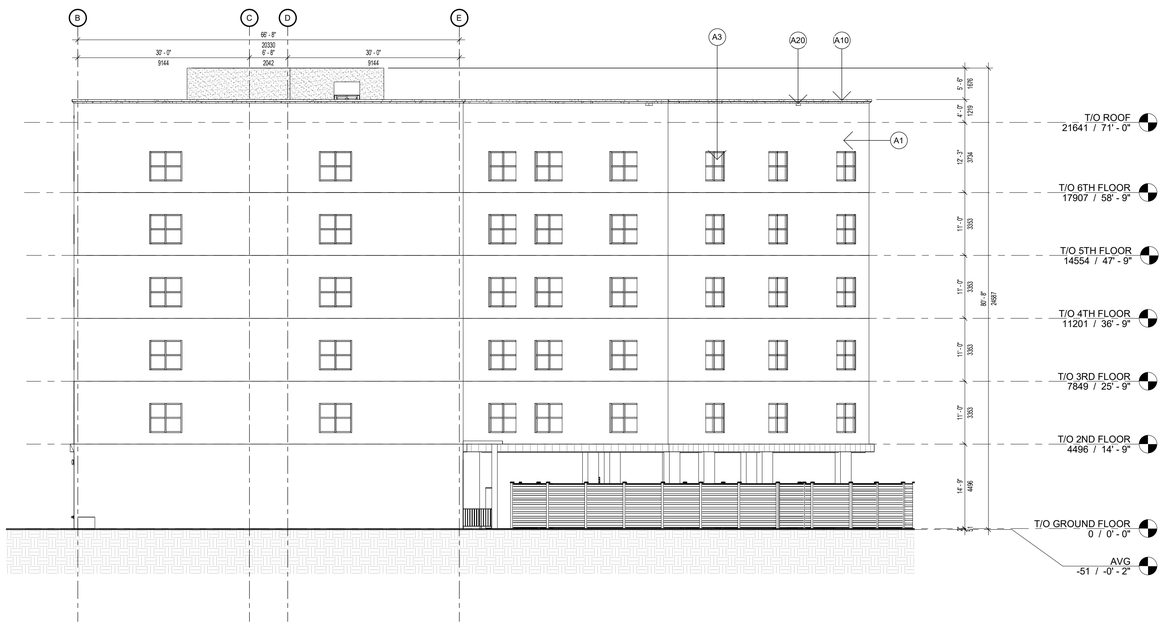
A3 WINDOW, ALUMINUM PROFILE, TERMALLY BROKEN FRAME, DUAL GLAZED, Max.U-value=0.45 for operable windows, Max. U-value=0.38 for fixed windows

A10 CORNICE AND METAL FLASHING

A20 ROOF OVERFLOW SCUPPER



1 A301 NORTH ELEVATION
1 : 150



2 A301 EAST ELEVATION
1 : 150

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON

cristina@podariuarchitects.ca

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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

EXTERIOR ELEVATION I

SCALE: 1 : 150	SHEET A301
DRAWN BY: HH	
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:41 PM

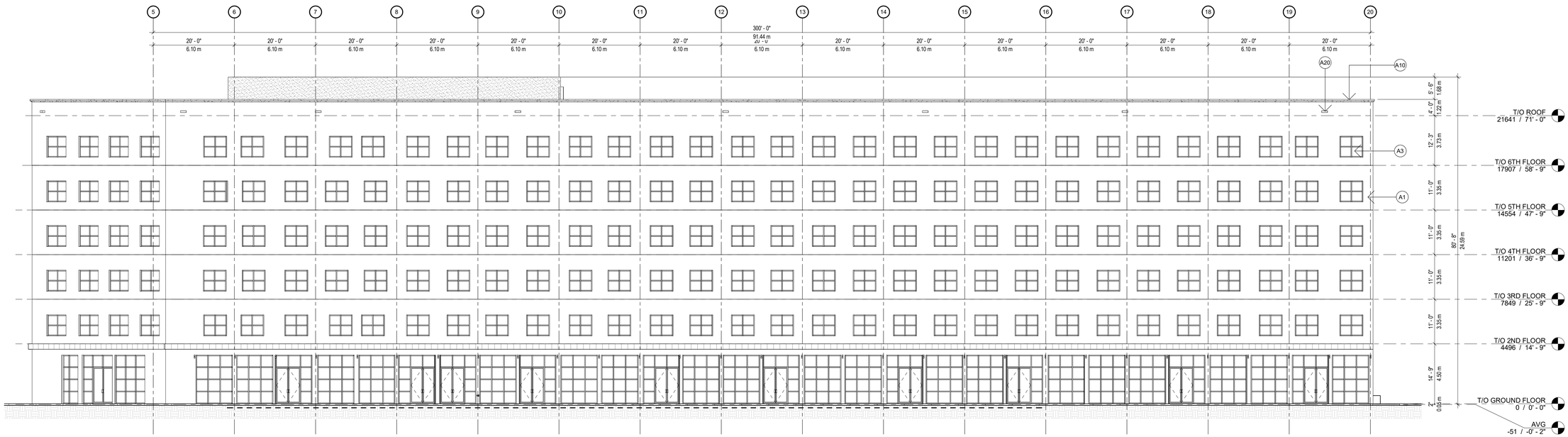
EXTERIOR ELEVATION LEGEND

A1 MASONRY VENEER RAINSCREEN ASSEMBLY

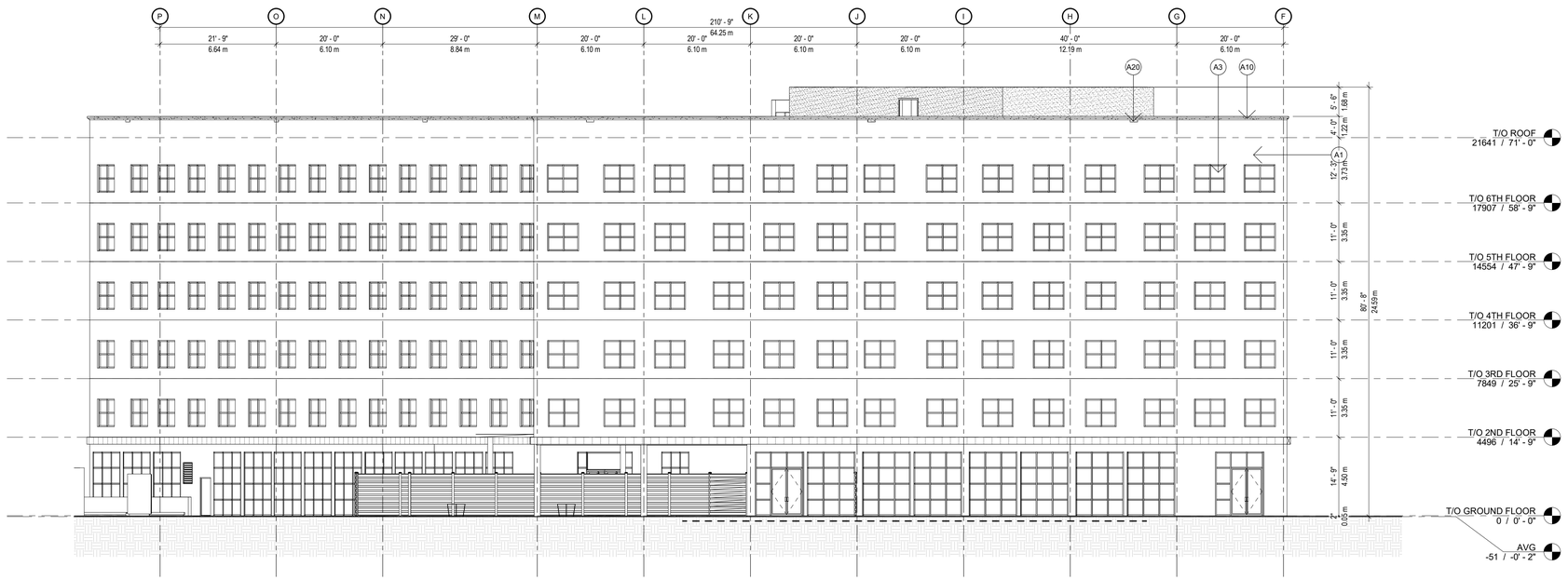
A3 WINDOW, ALUMINUM PROFILE, TERMALLY BROKEN FRAME, DUAL GLAZED, Max.U-value=0.45 for operable windows, Max. U-value=0.38 for fixed windows

A10 CORNICE AND METAL FLASHING

A20 ROOF OVERFLOW SCUPPER



1 A302 SOUTH ELEVATION - LUNDY'S LANE
1 : 150



2 A302 WEST ELEVATION - GARNER ROAD
1 : 150

ARCHITECT:
PODARIU ARCHITECTS
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3270 Prospect st, Burlington, ON

cristina@podariuarchitects.ca

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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

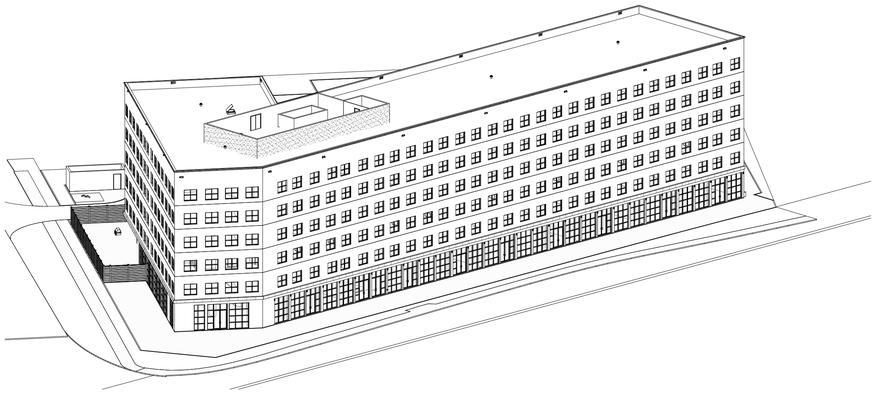
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

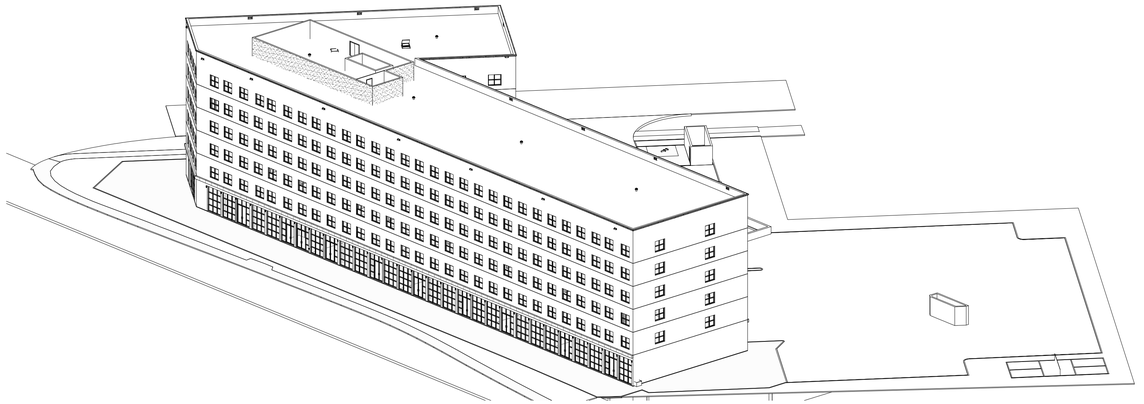
EXTERIOR ELEVATION II

SCALE: 1 : 150	SHEET A302
DRAWN BY: HH	
ISSUE DATE: 2025-05-16	

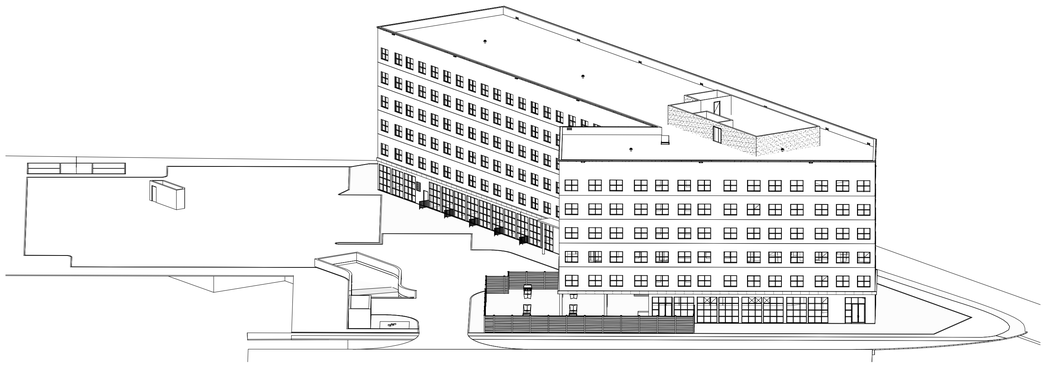
PLOT DATE: 2025-05-16 5:34:44 PM



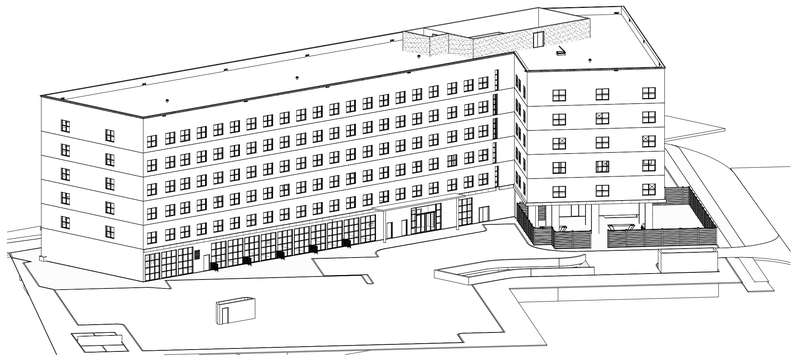
1 A305 ISO 01



2 A305 ISO 02



4 A305 ISO 04



3 A305 ISO 03

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON

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NOT ISSUED FOR CONSTRUCTION

No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

ISOMETRIC VIEWS

SCALE:	SHEET
DRAWN BY: HH	A305
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:48 PM

ARCHITECT:
PODARIU ARCHITECTS
2819614 Ontario Corporation
3270 Prospect st, Burlington, ON

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No.	By	Description	Date YY-MM-DD
1	CP	DESIGN DEVELOPMENT	2025-05-16

ISSUANCE SCHEDULE

PROFESSIONAL CERTIFICATION

CLIENT: **M5V The Lundy Inc.**

PROJECT

NIAGARA FALLS LUNDY'S LANE MIXED USE-RESIDENTIAL

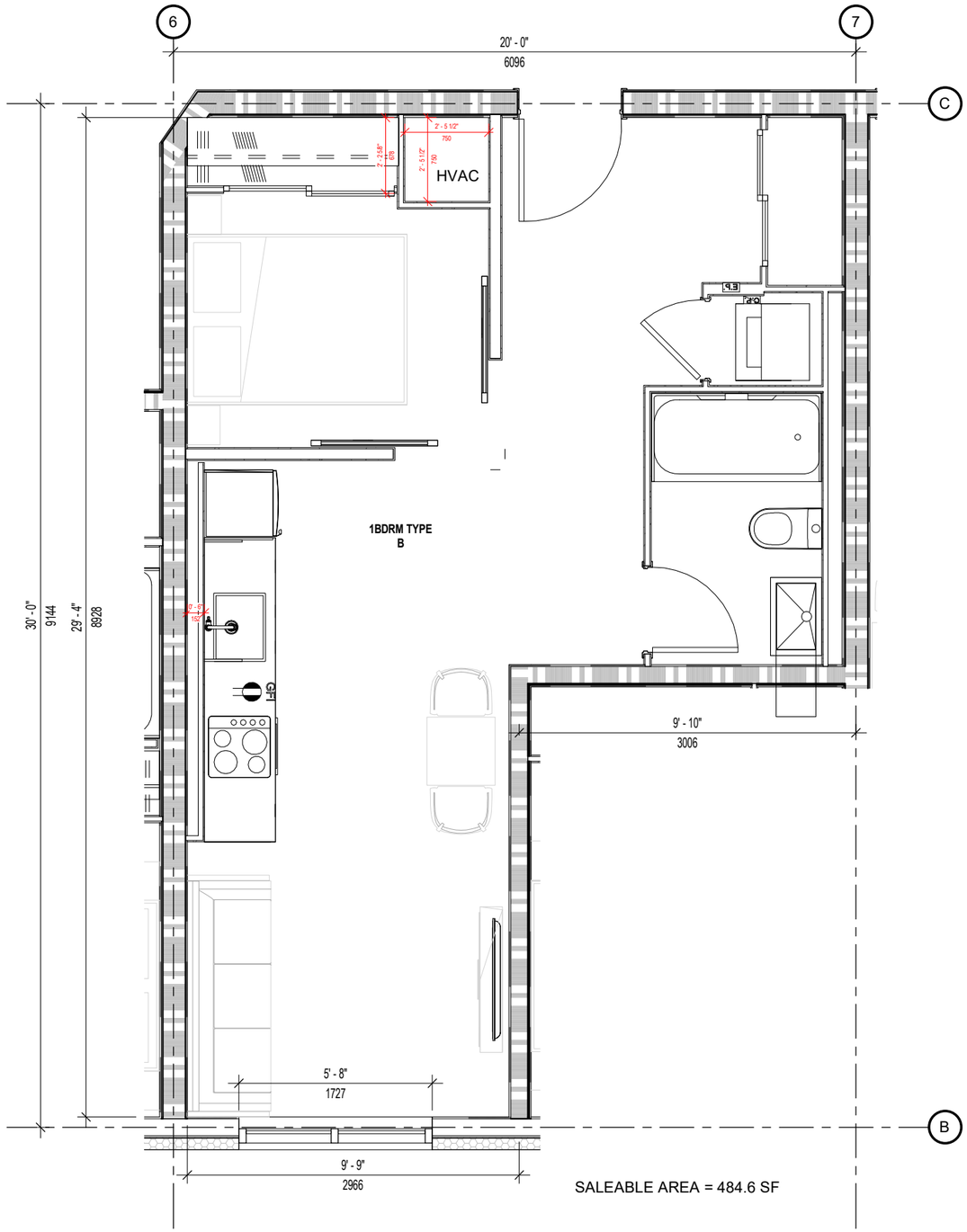
8885-8911 Lundy's Lane Niagara Falls, Ontario, Canada

DRAWING TITLE

PERSPECTIVE VIEWS

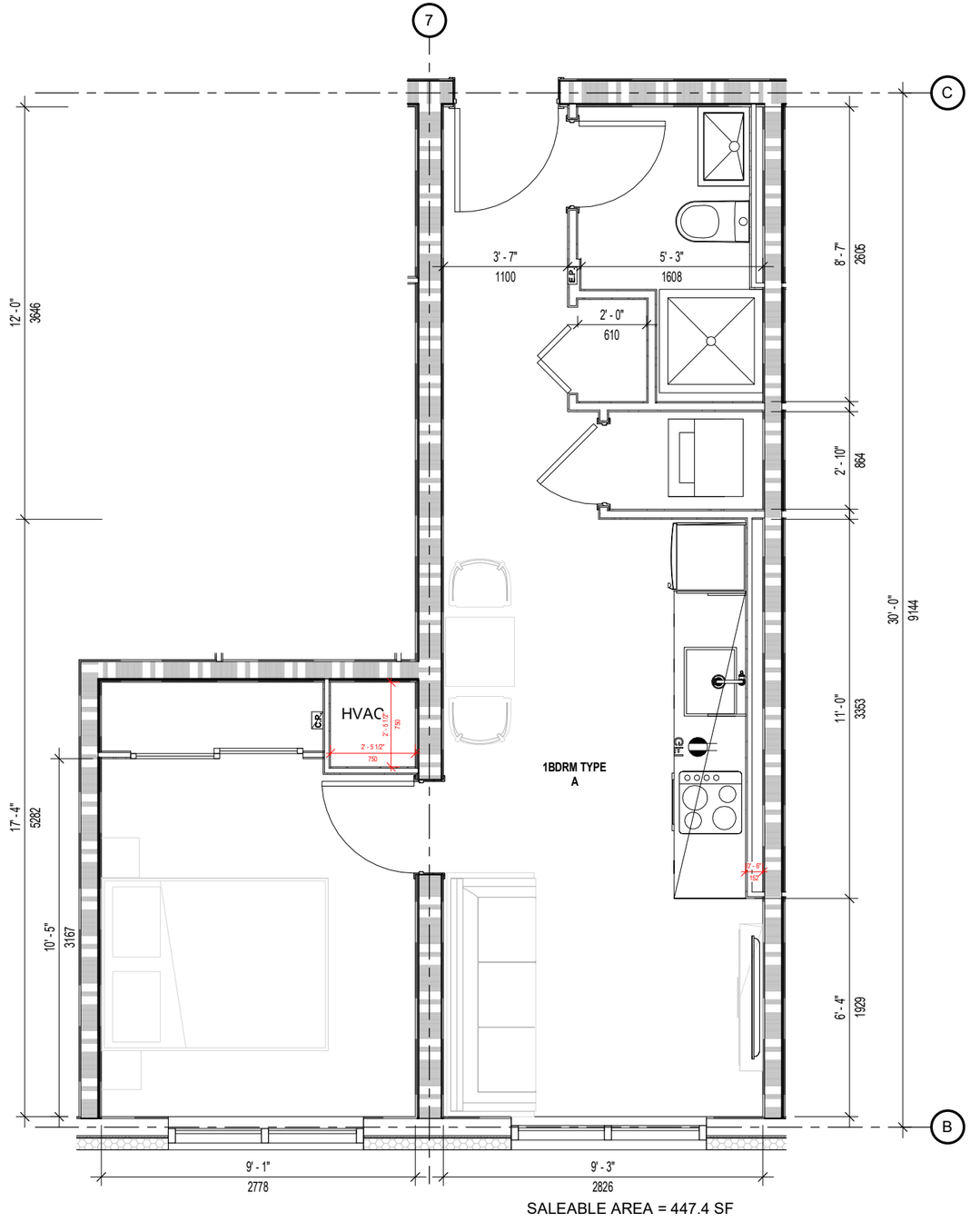
SCALE:	SHEET
DRAWN BY: HH	A306
ISSUE DATE: 2025-05-16	

PLOT DATE: 2025-05-16 5:34:51 PM



SALEABLE AREA = 484.6 SF

1 AP 70 **1 BDRM TYPE B**
1/4" = 1'-0"



SALEABLE AREA = 447.4 SF

2 AP 70 **1 BDRM TYPE A**
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

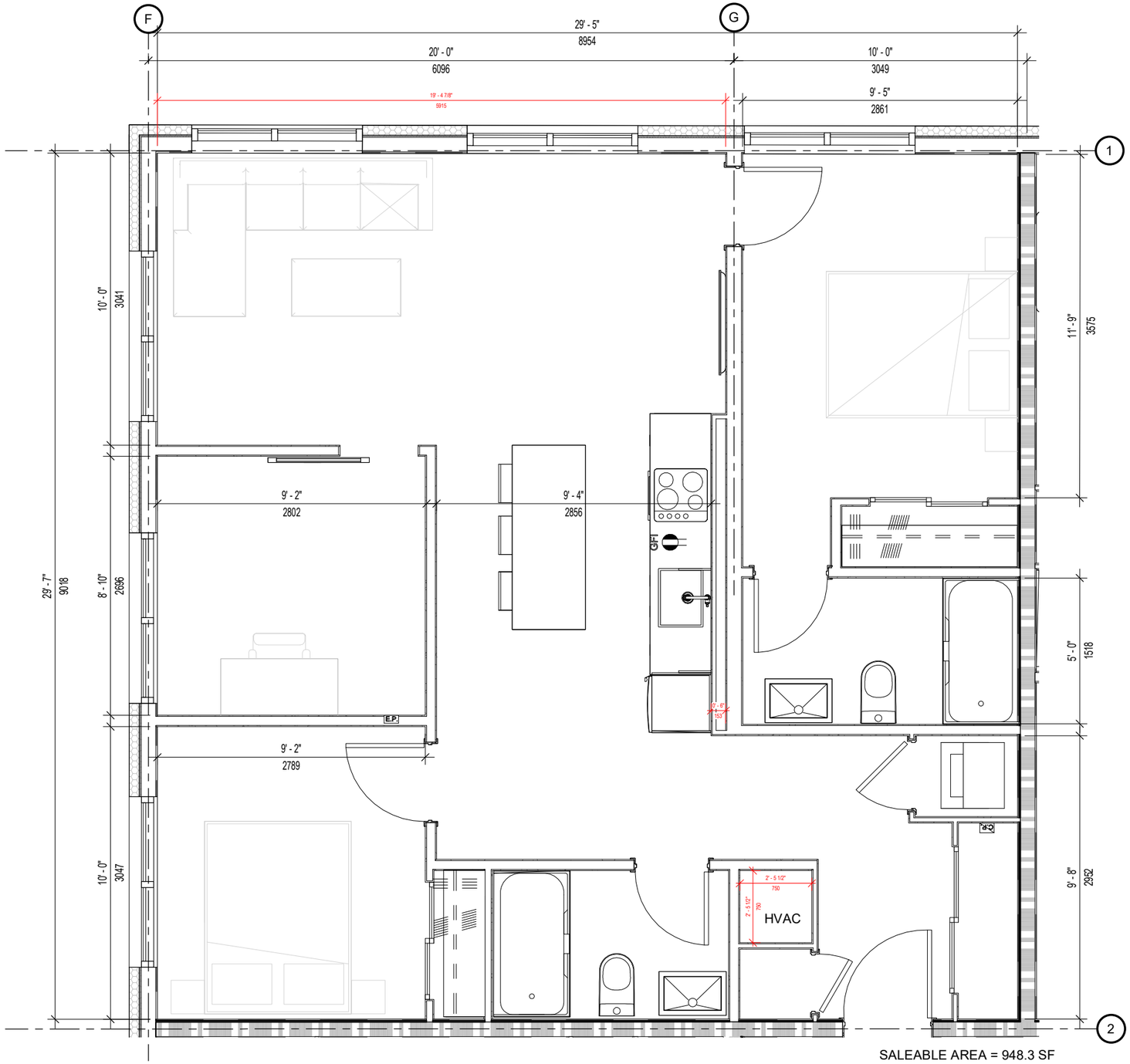
TRUE NORTH | PROJECT NORTH

TYPICAL UNIT PLANS

DATE: 2025-05-16

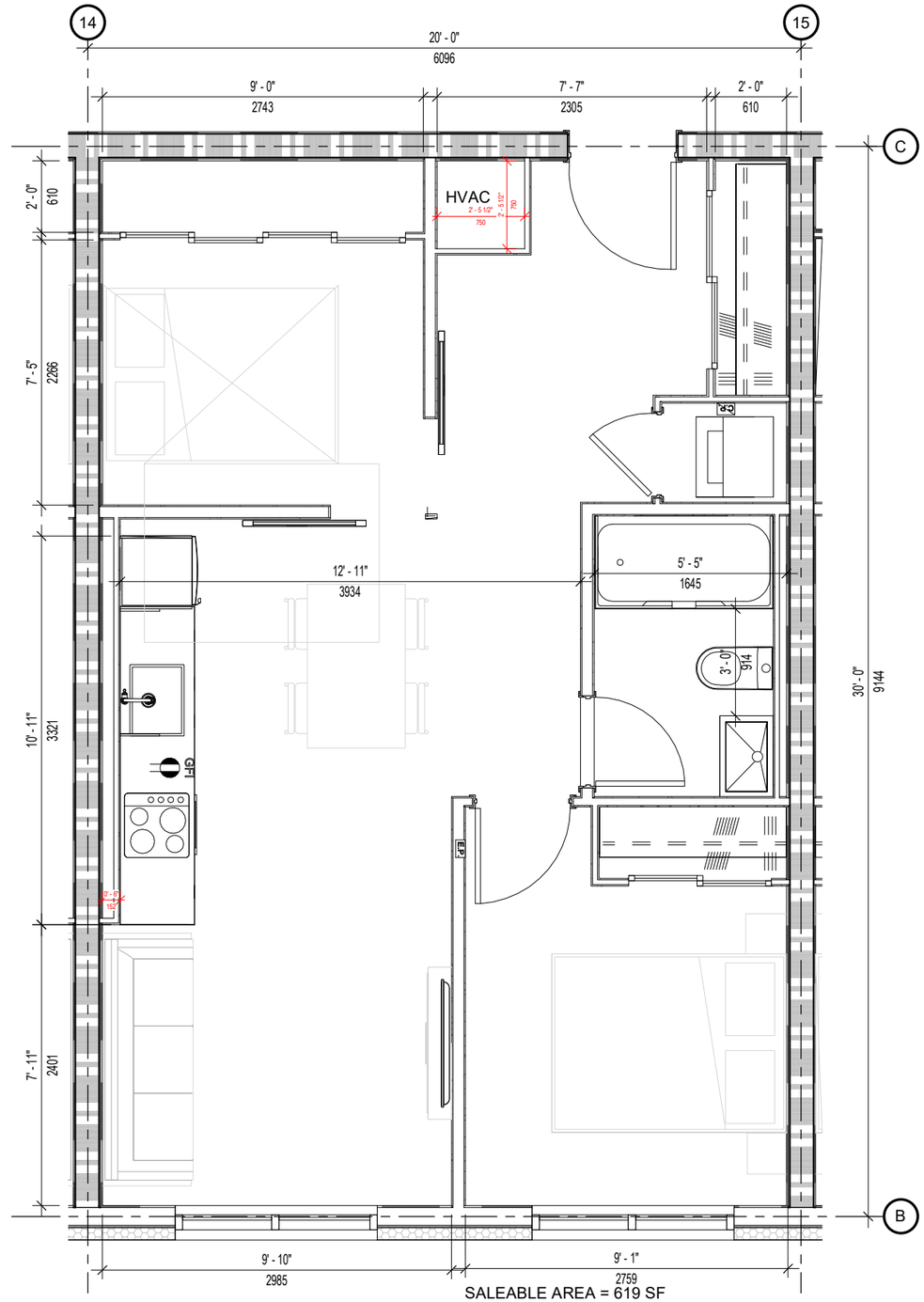
SCALE: 1/4" = 1'-0"

AP 70



SALEABLE AREA = 948.3 SF

1 / AP 71 **3 BDRM**
1/4" = 1'-0"



SALEABLE AREA = 619 SF

2 / AP 71 **2 BDRM TYPE A**
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

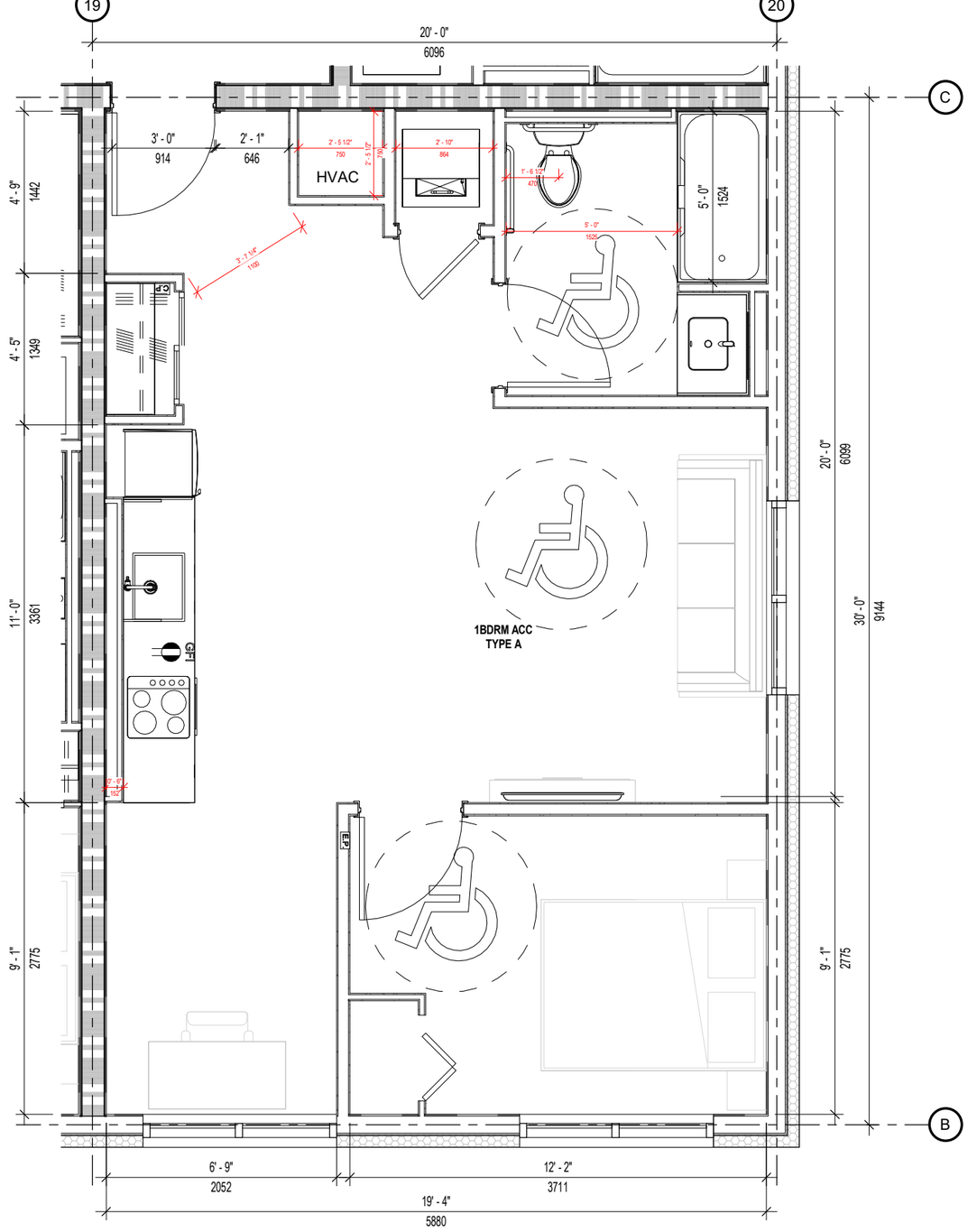
TRUE NORTH | PROJECT NORTH

TYPICAL UNIT PLANS

DATE: 2025-05-16

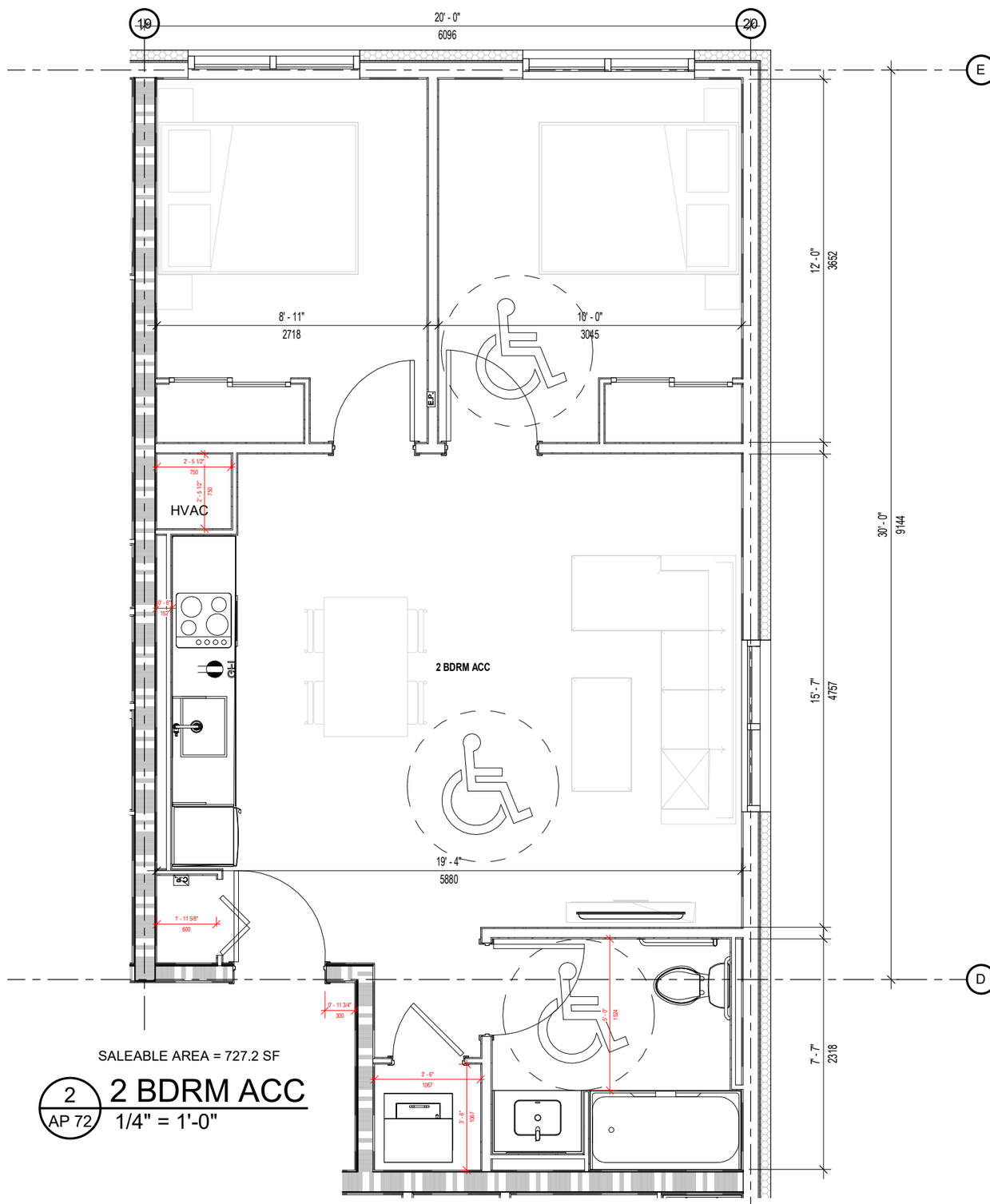
SCALE: 1/4" = 1'-0"

AP 71



SALEABLE AREA = 636.5 SF

1 AP 72 **1 BDRM ACC**
1/4" = 1'-0"



SALEABLE AREA = 727.2 SF

2 AP 72 **2 BDRM ACC**
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

TRUE NORTH

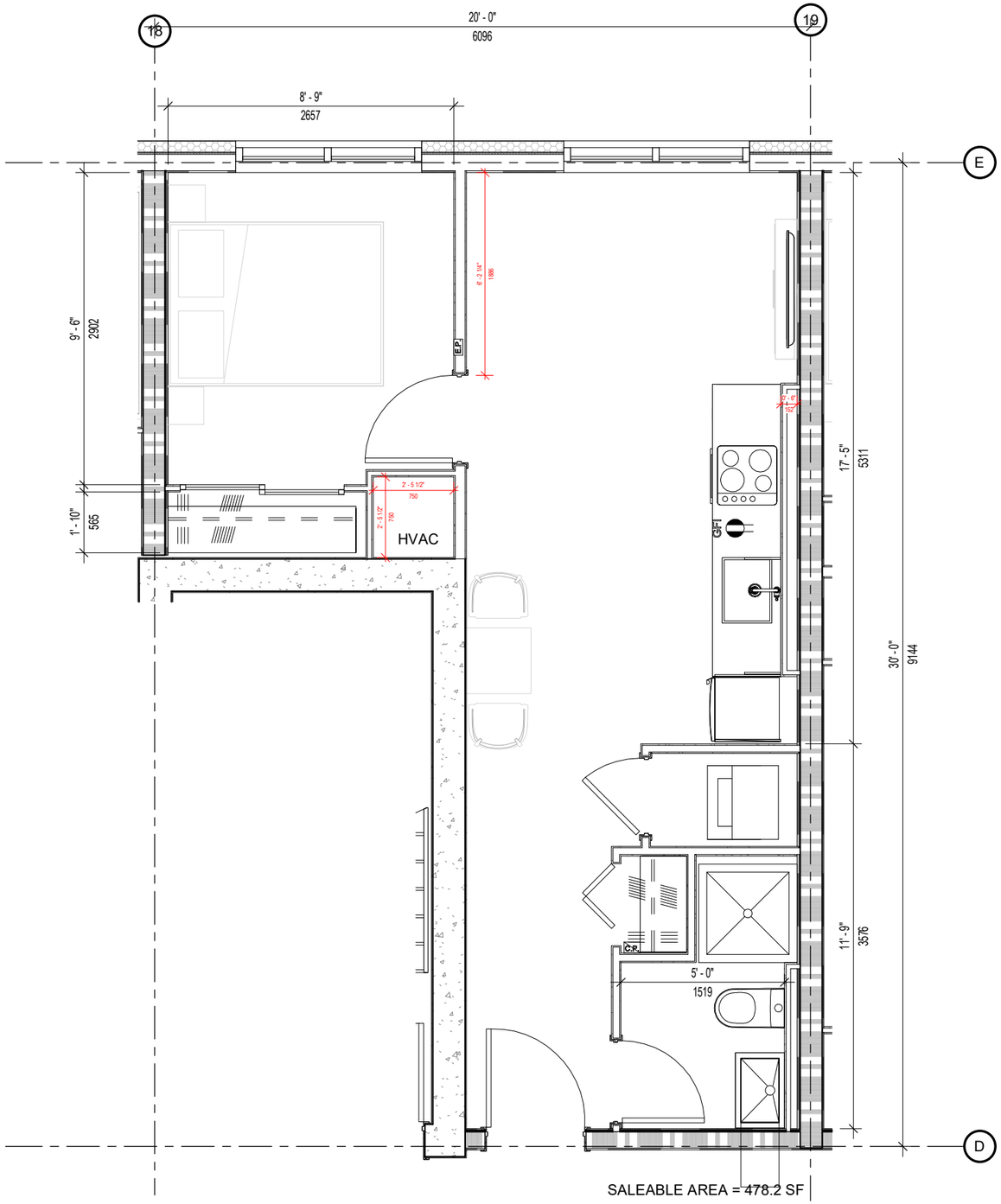
PROJECT NORTH

TYPICAL UNIT PLANS

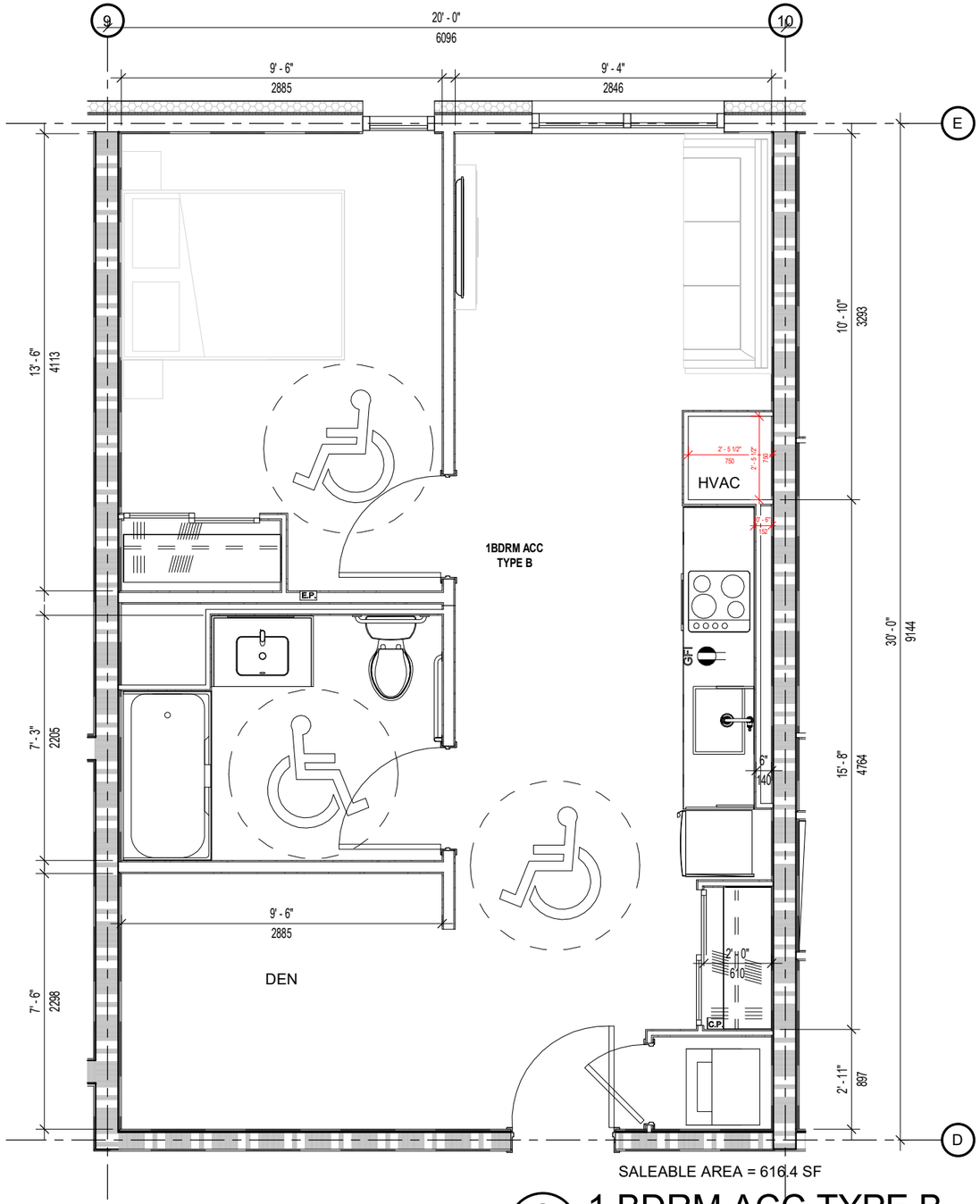
DATE: 2025-05-16

SCALE: 1/4" = 1'-0"

AP 72



1 AP 73 **1 BDRM TYPE E**
1/4" = 1'-0"



2 AP 73 **1 BDRM ACC TYPE B**
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

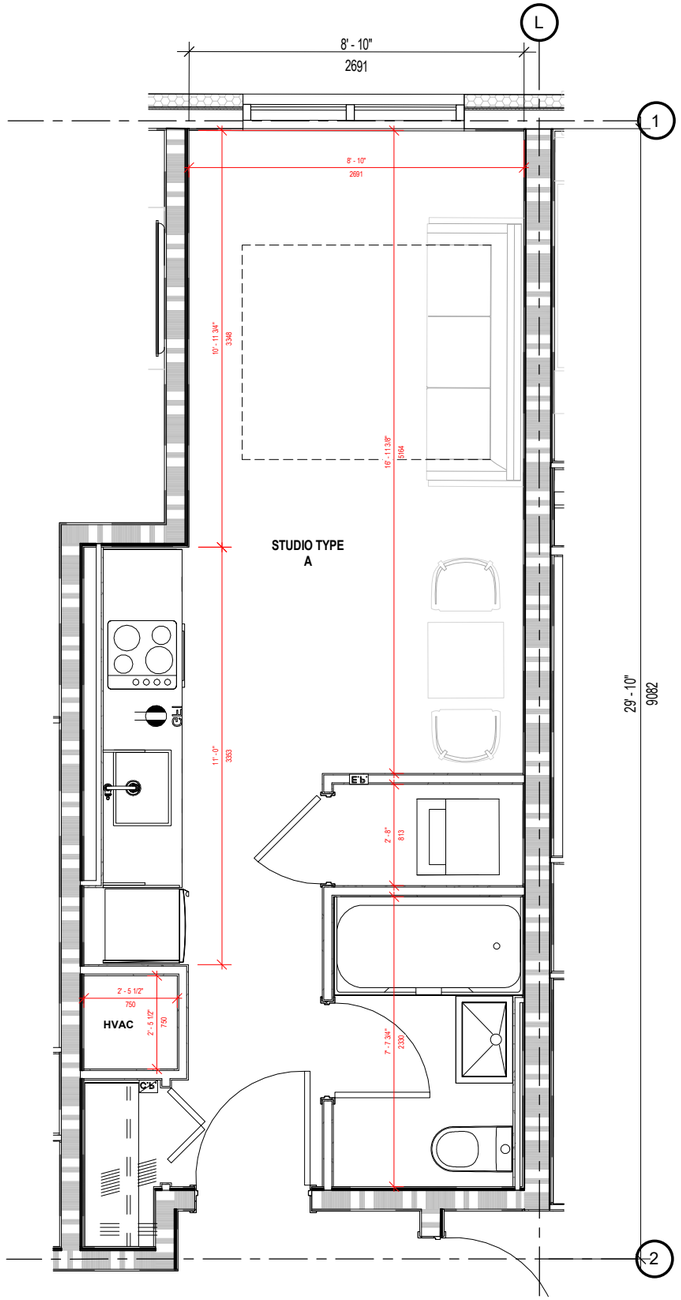
TRUE NORTH | PROJECT NORTH

TYPICAL UNIT PLANS

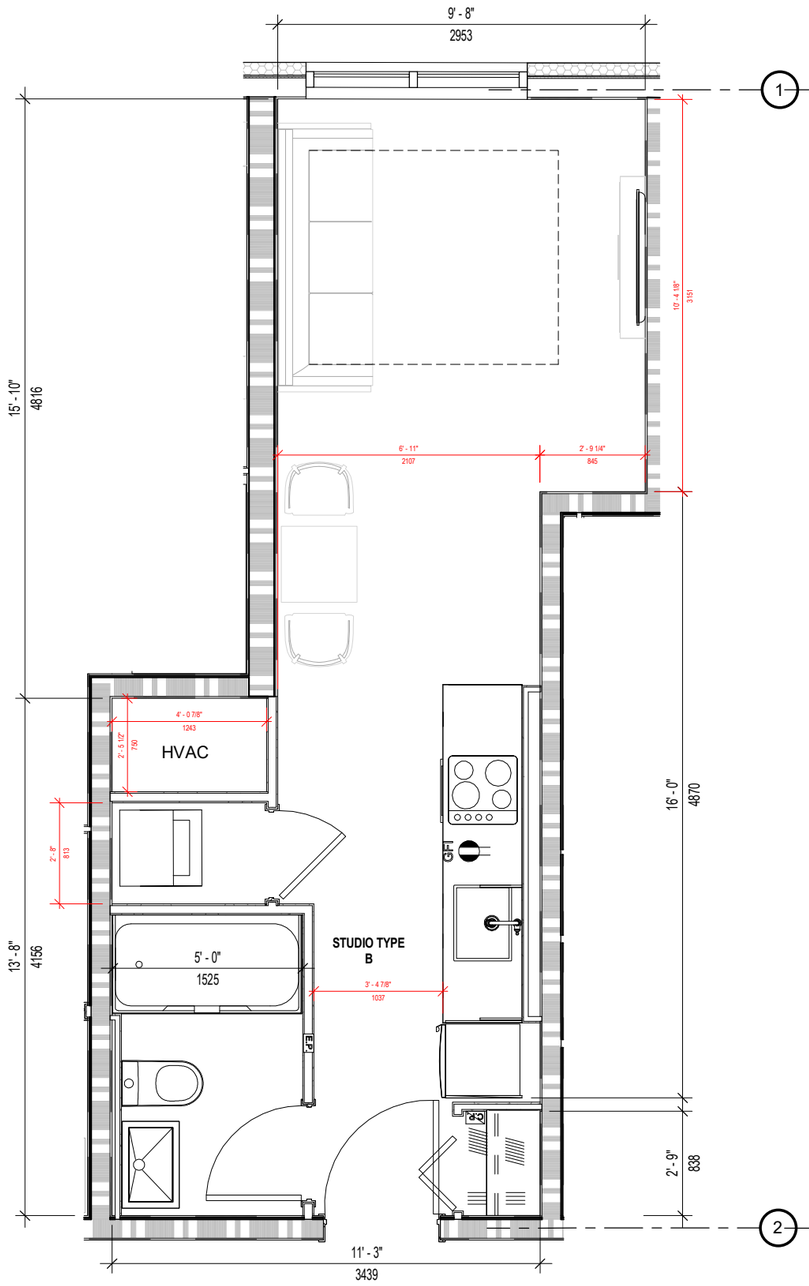
DATE: 2025-05-16

SCALE: 1/4" = 1'-0"

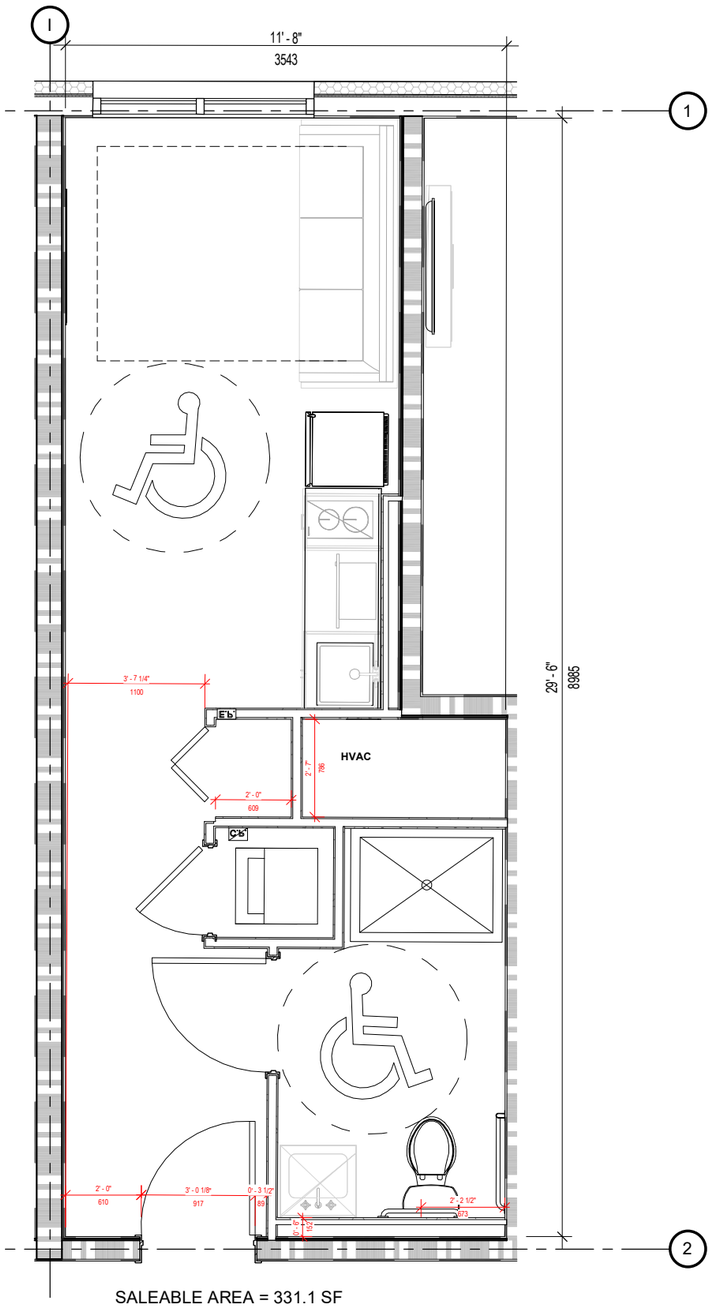
AP 73



2 AP 74 STUDIO TYPE A
1/4" = 1'-0"



3 AP 74 STUDIO TYPE B
1/4" = 1'-0"



1 AP 74 STUDIO ACC
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

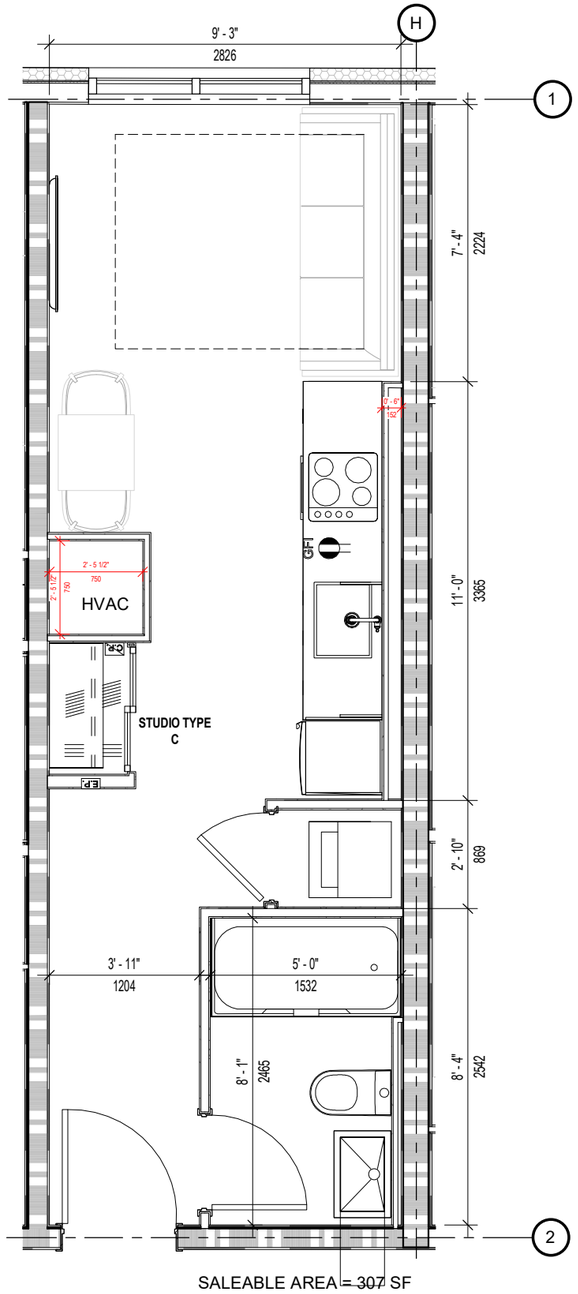
TRUE NORTH | PROJECT NORTH

TYPICAL UNIT PLANS

DATE: 2025-05-16

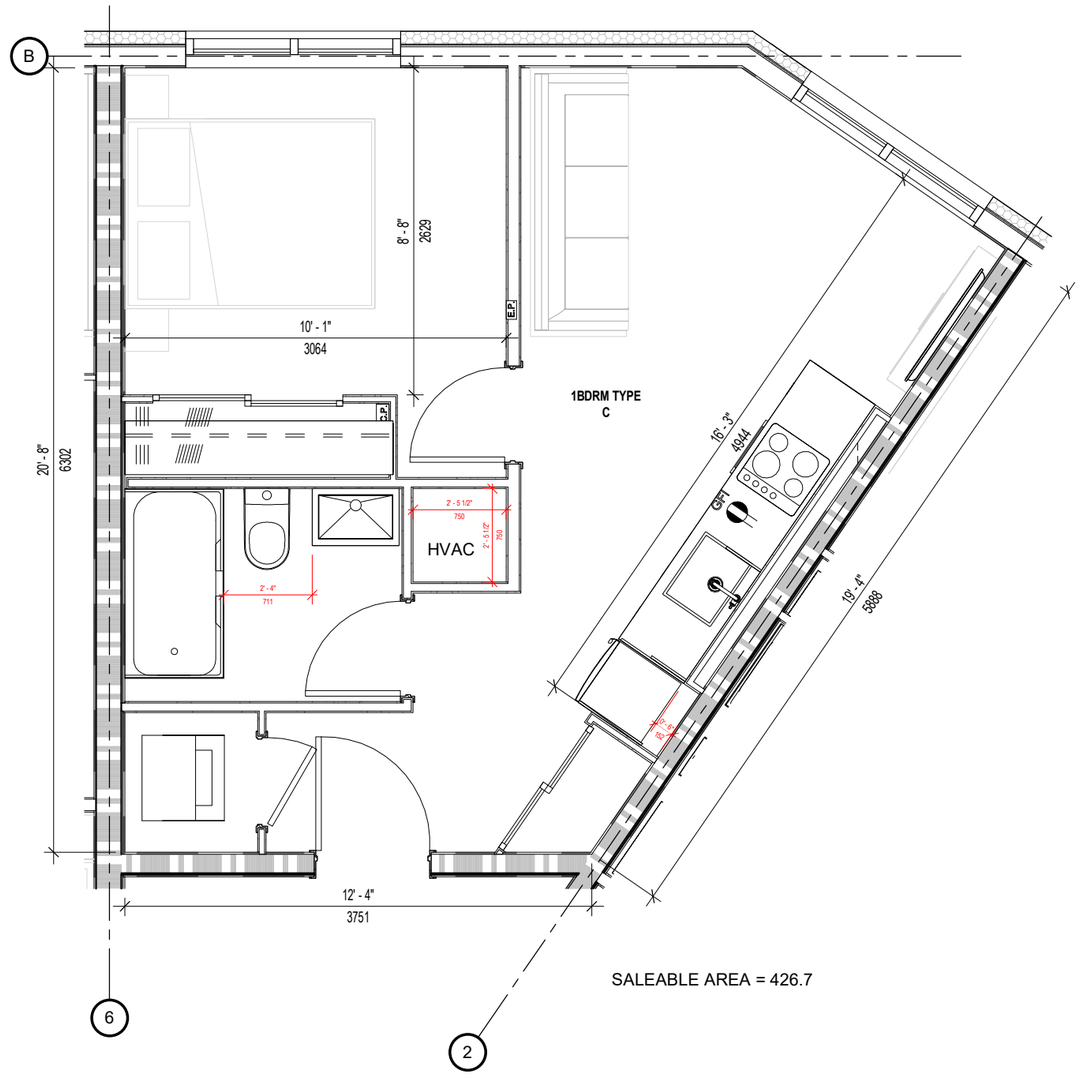
SCALE: 1/4" = 1'-0"

AP 74



SALEABLE AREA = 307 SF

2 AP 75 STUDIO TYPE C
1/4" = 1'-0"



SALEABLE AREA = 426.7

3 AP 75 1 BDRM TYPE C
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

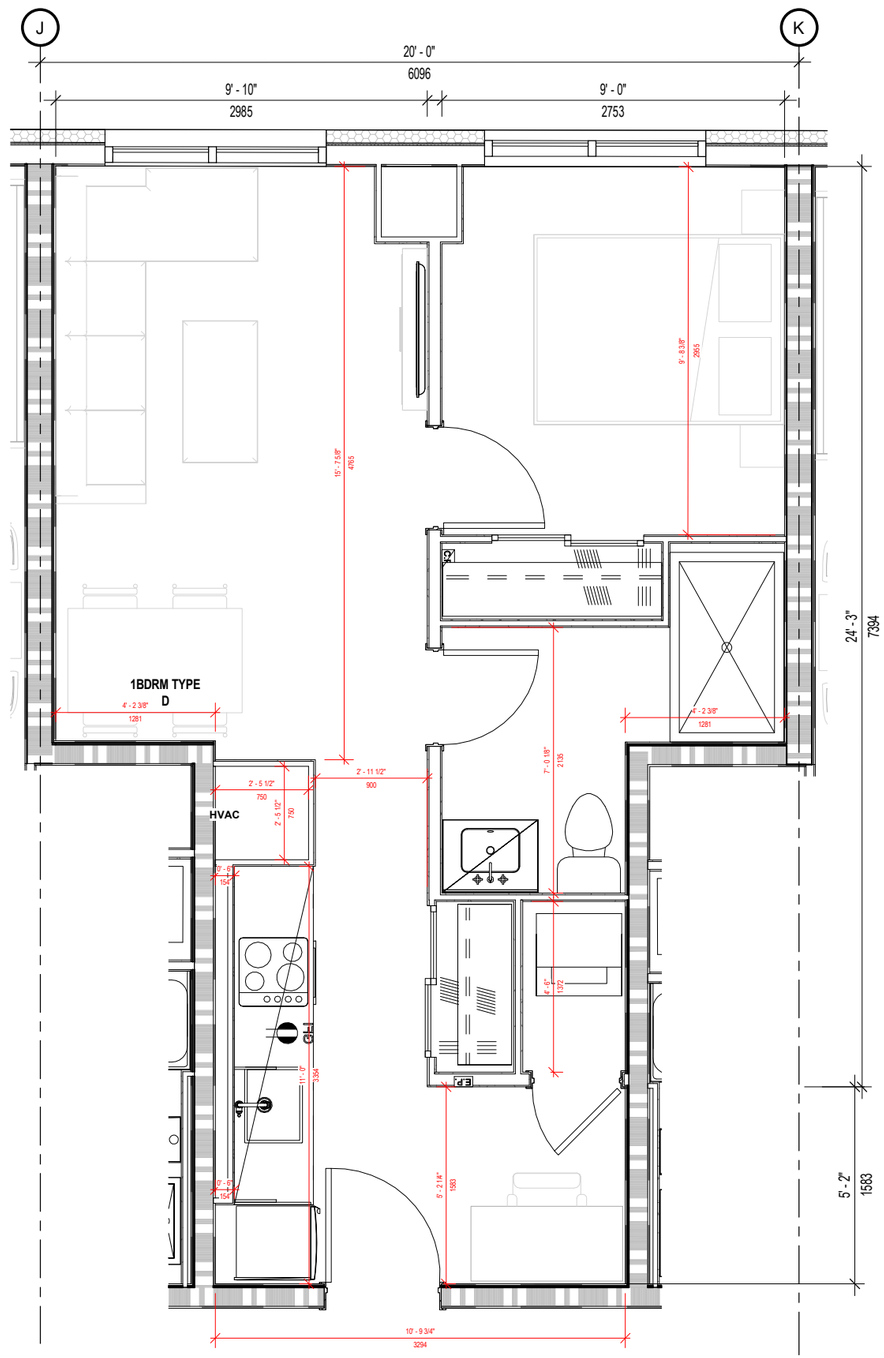
TRUE NORTH | PROJECT NORTH

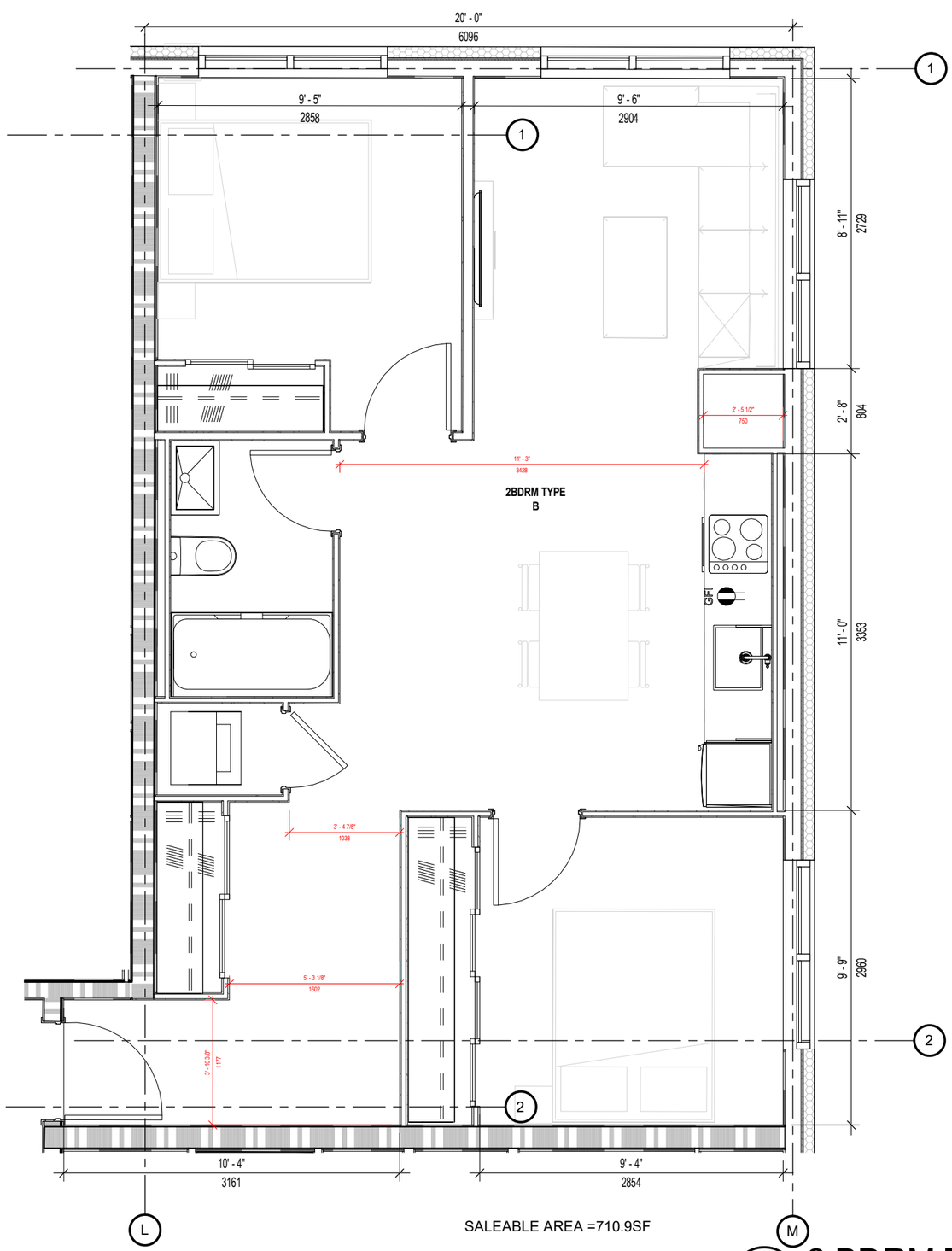
TYPICAL UNIT PLANS

DATE: 2025-05-16

SCALE: 1/4" = 1'-0"

AP 75





1 BDRM TYPE D
1 / AP 76
1/4" = 1'-0"

2 BDRM TYPE B
2 / AP 76
1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

TRUE NORTH

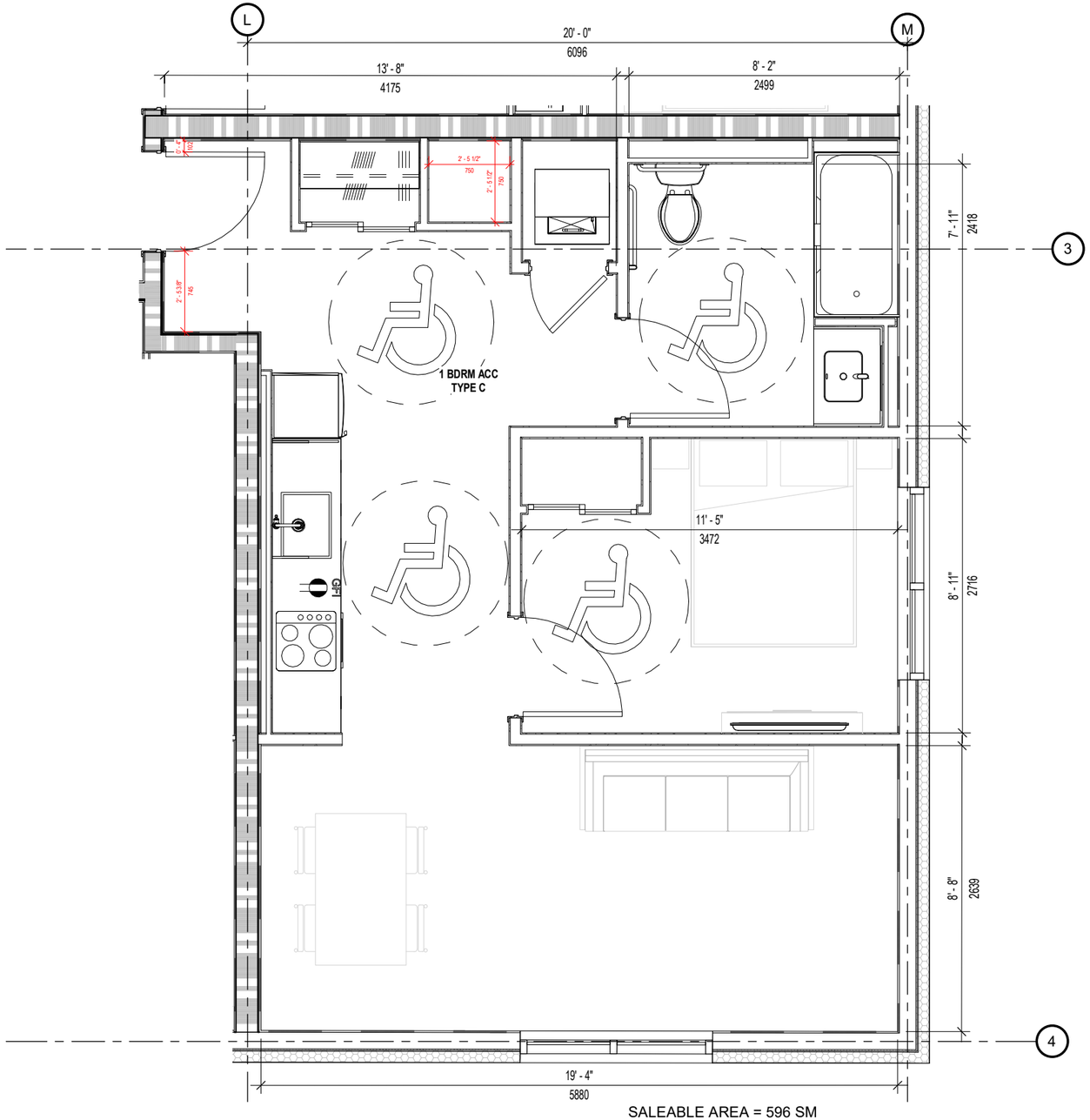
PROJECT NORTH

TYPICAL UNIT PLANS

DATE: 2025-05-16

SCALE: 1/4" = 1'-0"

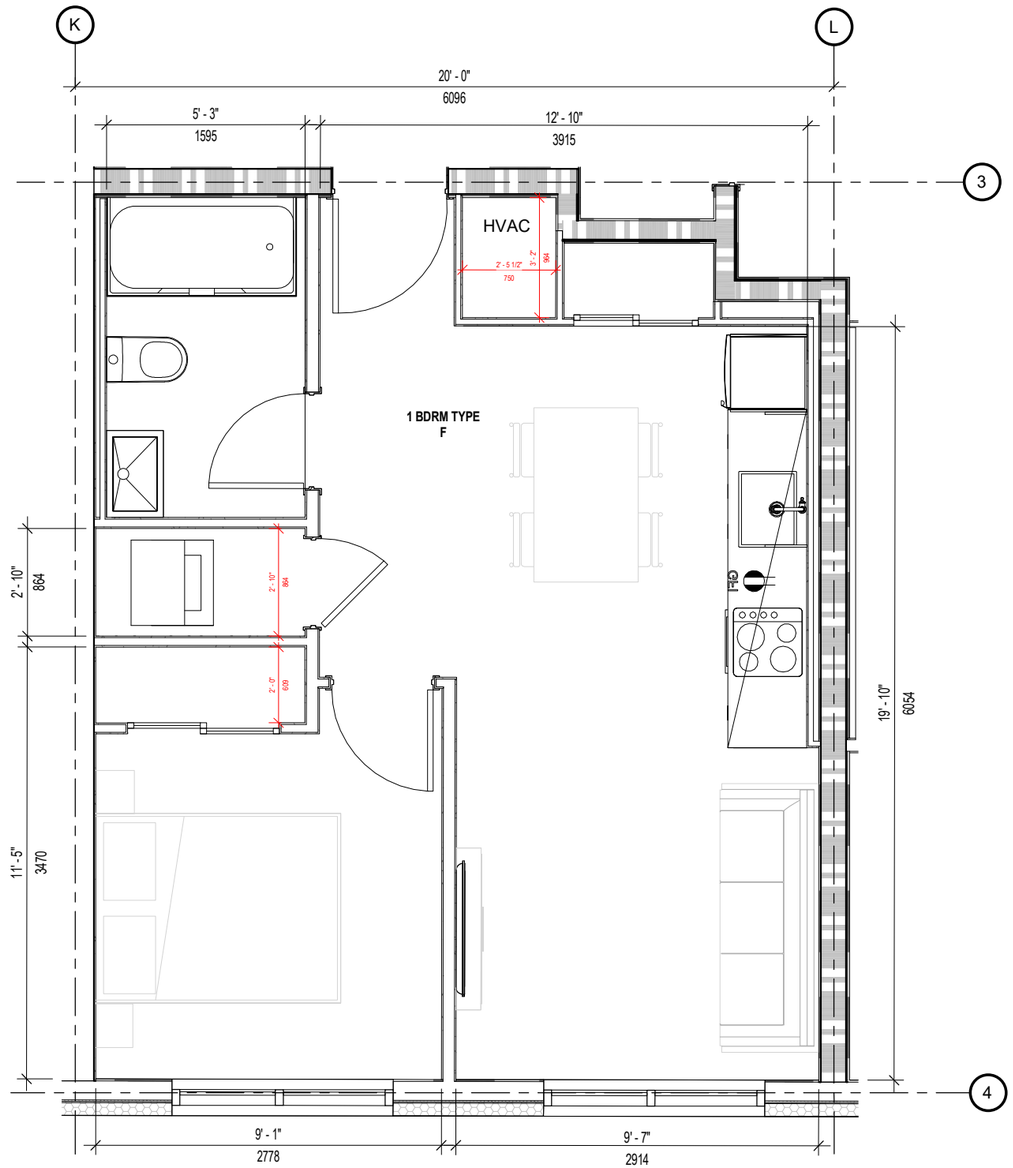
AP 76



SALEABLE AREA = 596 SM

1 / AP 77 **1 BDRM ACC TYPE C**

1/4" = 1'-0"



SALEABLE AREA = 478.3 SF

2 / AP 77 **1 BDRM TYPE F**

1/4" = 1'-0"

NIAGARA FALLS LUNDY'S LANE
MIXED USE-RESIDENTIAL

CLIENT: M5V The Lundy Inc.

PODARIU ARCHITECTS

TRUE NORTH

PROJECT NORTH

TYPICAL UNIT PLANS

DATE: 2025-05-16

SCALE: 1/4" = 1'-0"

AP 77

APPENDIX B

CRITERIA

Transportation Sources

Guidance from the Ontario Ministry of the Environment, Conservation and Parks (MECP) NPC-300 Environmental Noise Guideline was used to assess environmental noise generated by transportation-related sources. There are three aspects to consider, which include the following:

i. Transportation source sound levels in indoor living areas (living rooms and sleeping quarters), which determines building façade elements (windows, exterior walls, doors) sound insulation design recommendations.
ii. Transportation source sound levels at the plane of the window, which determines air-conditioning and ventilation system recommendations and associated warning clauses which inform the future occupants that windows and doors must be closed in order to meet the indoor sound level criteria.
iii. Transportation source sound levels in Outdoor Living Areas (OLAs), which determines OLA noise mitigation and related warning clause recommendations.

Road and Rail

Indoor Sound Level Criteria

For assessing sound originating from transportation sources, NPC-300 defines sound level criteria as summarized in **Table 1** for indoor areas of sensitive uses. The specified values are maximum sound levels and apply to the indicated indoor spaces with the windows and doors closed.

Table 1: Indoor Sound Level Criteria for Road and Rail Sources

Type of Space	Source	Sound Level Criteria (Indoors)	
		Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h
Living Quarters Examples: Living, dining and den areas of residences, hospitals, nursing homes, schools and daycare centres	**Road**	45 dBA	
	Rail	40 dBA	
Sleeping Quarters	**Road**	45 dBA	40 dBA
	Rail	40 dBA	35 dBA

NPC-300 also provides guidelines for acceptable indoor sound levels that are extended to land uses and developments which are not normally considered noise sensitive. The guideline sound level criteria presented in **Table 2** are provided to inform good-practice design objectives.

Table 2: Supplementary Indoor Sound Level Criteria for Road and Rail Sources

Type of Space	Source	Sound Level Criteria (Indoors)	
		Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h
General offices, reception areas, retail stores, etc.	**Road**	50 dBA	-
	Rail	45 dBA	-
Theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms, etc.	**Road**	45 dBA	-
	Rail	40 dBA	-
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	**Road**	-	40 dBA
	Rail	-	35 dBA
Sleeping quarters of hotels/motels	**Road**	-	45 dBA
	Rail	-	40 dBA

Outdoor Living Areas (OLAs)

Outdoor Living Areas (OLAs) would include outdoor areas intended and designed for the quiet enjoyment of the outdoor environment and which are readily accessible from the building.

OLAs may include any common outdoor amenity spaces associated with a multi-unit residential development (e.g. courtyards, roof-top terraces), and/or private backyards and terraces with a minimum depth of 4m provided they are the only outdoor living area for the occupant. The sound level criteria for outdoor living areas is summarized in **Table 3**.

Table 3: Sound Level Criteria – Outdoor Living Area

Assessment Location	Sound Level Criteria (Outdoors)	
	Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h
Outdoor Living Area (OLA) (Combined Road and Rail)	55 dBA	-

Outdoor and Plane of Window Sound Levels

In addition to the sound level criteria, noise control measures and requirements for ventilation and warning clauses requirements are recommended for residential land-uses based on predicted transportation source sound levels incident in the plane of window at bedrooms and living/dining rooms, and/or at outdoor living areas. These recommendations are summarized in **Table 4** below.

Table 4: Ventilation, Building Component, and Warning Clauses Recommendations for Road/Rail Sources

Assessment Location	Transportation Sound Level (Outdoors)		Recommendations
	Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h	
Plane of Window (Road)	> 65 dBA	> 60 dBA	Installation of air conditioning to allow windows to remained closed. The sound insulation performance of building components must be specified and designed to meet the indoor sound level criteria. Warning clause "Type D" is recommended.
	> 55 dBA	> 50 dBA	Applicable for low and medium density development: Forced-air ventilation system to allow for the future installation of air-conditioning. Warning clause "Type C" is recommended. Applicable for high density development: Air conditioning to allow windows to remained closed. Warning clause "Type D" is recommended.
Plane of Window (Rail [1, 2])	> 60 dBA	> 55 dBA	The acoustical performance of building façade components should be specified such that the indoor sound level limits are predicted to be achieved. Warning clause "Type D" is recommended.
	> 60 dBA ($L_{eq,\ 24hr}$) and < 100m from tracks		Exterior walls consisting of a brick veneer or masonry equivalent for the first row of dwellings. Warning clause "Type D" is recommended.
Outdoor Living Area (Combined Road and Rail [3])	≤ 60 dBA > 55 dBA	-	If sound levels are predicted to exceed 55 dBA, but are less than 60 dBA, noise controls may be applied to reduce the sound level to 55 dBA. If noise control measures are not provided, a warning clause "Type A" is recommended.
	> 60 dBA	-	Noise controls (barriers) should be implemented to meet the 55 dBA criterion. If mitigation is not feasible to meet the 55 dBA criterion for technical, economic or administrative reasons, an exceedance of 5 dB may be acceptable (to a maximum sound level of 60 dBA). In this case a warning clause "Type B" would be recommended.

Note(s):

1. Whistle noise is included (if applicable) in the determination of the sound level at the plane of window.
2. Some railway companies (e.g. CN, CP) may require that the exterior walls include a brick veneer or masonry equivalent for the façade facing the railway line, regardless of the sound level.
3. Whistle noise is not included in the determination of the sound level at the OLA.

Rail Layover Sites

NPC-300 provides a sound level limit for rail layover sites to be the higher of the background sound level or 55 dBA $L_{eq,1\text{-}hr,}$ for any one-hour period.

Rail Vibration Criteria

An assessment of rail vibration is generally recommended for developments within 75m of a rail corridor or rail yard, and adjacent to or within a setback of 15m of a transit (subway or light-rail) rail line.

The generally accepted vibration criterion for sensitive land-uses is the threshold of perception for human exposure to vibration, being a vibration velocity level of 0.14 mm/s RMS in any one-third octave band centre frequency in the range of 4 Hz to 200 Hz.

This vibration criterion is based on a one-second exponential time-averaged maximum hold root-mean-square (RMS) vibration velocity level and is consistent with the Railway Associations of Canada (RAC, 2013) guideline, the U.S. Federal Transit Authority (FTA, 2018) criterion for residential land-uses, the Toronto Transit Commission (TTC) guidelines for the assessment of potential vibration impact of future expansion (MOEE/TTC, 1993).

Aircraft

Land-use compatibility in the vicinity of airports is addressed in Ministry of the Environment, Conservation, and Parks (MECP) Guideline NPC-300 (MOE, 2013). The guideline provides recommendations for ventilation, and noise control for different Noise Exposure Forecast (NEF) values, which would be based on NEF contour maps available from the airport authority. The NEF values can be expressed as $L_{A,eq,24hr}$ sound levels by using the expression NEF = $L_{Aeq,24hr}$ -32 dBA.

Table 5: Indoor Sound Level Criteria for Aircraft Sources

Assessment Location	Indoor Sound Level Criteria NEF ($L_{eq,\ 24hr}$) [1]
Living/dining/den areas of residences, hospitals, schools, nursing/retirement homes, daycare centres, etc.	NEF- 5 (37 dBA)
Sleeping quarters	NEF-0 (32 dBA)

NPC-300 also provides guidelines for acceptable indoor sound levels that are extended to land uses and developments which are not normally considered noise sensitive. The guideline sound level criteria presented in **Table 6** are provided to inform good-practice design objectives.

Table 6: Supplementary Indoor Sound Level Criteria for Aircraft Sources

Assessment Location	Indoor Sound Level Criteria[1]
General offices, reception areas, retail stores, etc.	NEF-15 (47 dBA)
Individual or semi-private offices, conference rooms, etc.	NEF-10 (42 dBA)
Sleeping quarters of hotels/motels, theatres, libraries, places of worship, etc.	NEF-5 (37 dBA)

Table 7: NPC-300 Sound Level Criteria for Aircraft (Outdoors)

Assessment Location	Outdoor Sound Level Criteria[1]
Outdoor areas, including OLA	NEF-30 (62 dBA)

Table 8: Ventilation, Building Component, and Warning Clauses Recommendations for Aircraft Sources

Assessment Location	Aircraft Sound Level	NPC-300 Requirements
	NEF ($L_{EQ,24\text{-}hr}$)	
Outdoors	≥NEF 30	Air conditioning to allow windows to remained closed. The sound insulation performance of building components must be specified and designed to meet the indoor sound level criteria. Warning clauses "Type D" and "Type B" are recommended.
	< NEF 30 ≥ NEF 25	The sound insulation performance of building components must be specified and designed to meet the indoor sound level criteria. Applicable for low and medium density development: Forced-air ventilation system to allow for the future installation of air-conditioning. Warning clause "Type C" is recommended. Applicable for high density development: Air conditioning to allow windows to remained closed. Warning clause "Type D" is recommended.
	< NEF 25	Further assessment not required

Stationary Sources

NPC-300 Sound Level Criteria – Stationary Sources

Guidance from the MECP NPC-300 Environmental Noise Guideline is used to assess environmental noise generated by stationary sources, for example industrial and commercial facilities.

Noise from stationary sources is treated differently from transportation sources and requires sound levels be assessed for the predictable worst-case one-hour average sound level (L_{eq}) for each period of the day. For assessing sound originating from stationary sources, NPC-300 defines sound level criteria for two types of Points of Reception (PORs): outdoor and plane of window.

The assessment criteria for all PORs is the higher of either the exclusion limit per NPC-300 or the minimum background sound level that occurs or is likely to occur at a POR. The applicable exclusion limit is determined based on the level of urbanization or "Class" of the area. The NPC-300 exclusion limits for continuously operating stationary sources are summarized in **Table 9**.

Table 9: NPC-300 Exclusion Limits – Continuous and Quasi-Steady Impulsive Stationary Sources (LAeq-1hr)

Time Period	Class 1 Area		Class 2 Area		Class 3 Area		Class 4 Area	
	Outdoor	Plane of Window	Outdoor	Plane of Window	Outdoor	Plane of Window	Outdoor	Plane of Window
Daytime 0700-1900h	50 dBA	50 dBA	50 dBA	50 dBA	45 dBA	45 dBA	55 dBA	60 dBA
Evening 1900-2300h	50 dBA	50 dBA	45 dBA	50 dBA	40 dBA	40 dBA	55 dBA	60 dBA
Nighttime 2300-0700h	--	45 dBA	--	45 dBA	--	40 dBA	--	55 dBA

Note(s):

1. The applicable sound level criterion is the background sound level or the exclusion limit, whichever is higher.
2. Class 1, 2 and 3 sound level criteria apply to a window that is assumed to be open.
3. Class 4 area criteria apply to a window that is assumed closed. Class 4 area requires formal designation by the land-use planning authority.
4. Sound level criteria for emergency backup equipment (e.g. generators) operating in non-emergency situations such as testing or maintenance are 5 dB greater than the applicable sound level criteria for stationary sources.

For impulsive sound, other than quasi-steady impulsive sound, from a stationary source, the sound level criteria at a POR is expressed in terms of the Logarithmic Mean Impulse Sound Level (L_{LM}), and is summarized in **Table 10**.

Table 10: NPC-300 Exclusion Limits – Impulsive Stationary Sources (L_{LM})

Time Period	Number of Impulses in Period of One-Hour	Class 1 and 2 Areas		Class 3 Areas		Class 4 Areas	
		Outdoor	Plane of Window	Outdoor	Plane of Window	Outdoor	Plane of Window
Daytime (0700-2300h)	9 or more	50 dBAI	50 dBAI	45 dBAI	45 dBAI	55 dBAI	60 dBAI
Nighttime (2300–0700h)		-	45 dBAI	-	40 dBAI	-	55 dBAI
Daytime (0700-2300h)	7 to 8	55 dBAI	55 dBAI	50 dBAI	50 dBAI	60dBAI	65 dBAI
Nighttime (2300–0700h)		-	50 dBAI	-	45 dBAI	-	60 dBAI
Daytime (0700-2300h)	5 to 6	60 dBAI	60 dBAI	55 dBAI	55 dBAI	65 dBAI	70 dBAI
Nighttime (2300–0700h)		-	55 dBAI	-	50 dBAI	-	65 dBAI
Daytime (0700-2300h)	4	65 dBAI	65 dBAI	60 dBAI	60 dBAI	70 dBAI	75 dBAI
Nighttime (2300–0700h)		-	60 dBAI	-	55 dBAI	-	70 dBAI
Daytime (0700-2300h)	3	70 dBAI	70 dBAI	65 dBAI	65 dBAI	75 dBAI	80 dBAI
Nighttime (2300–0700h)		-	65 dBAI	-	60 dBAI	-	75 dBAI
Daytime (0700-2300h)	2	75 dBAI	75 dBAI	70 dBAI	70 dBAI	80 dBAI	85 dBAI
Nighttime (2300–0700h)		-	70 dBAI	-	65 dBAI	-	80 dBAI
Daytime (0700-2300h)	1	80 dBAI	80 dBAI	75 dBAI	75 dBAI	85 dBAI	90 dBAI
Nighttime (2300–0700h)		-	75 dBAI	-	70 dBAI	-	85 dBAI

Note(s):

1. The applicable sound level criterion is the background sound level or the exclusion limit, whichever is higher.

D-Series Guidelines

The MECP D-series guidelines (MOE, 1995) provide direction for land use planning to maximize compatibility of industrial uses with adjacent land uses. The goal of Guideline D-6 is to minimize encroachment of sensitive land uses on industrial facilities and vice versa, in order to address potential incompatibility due to adverse effects such as noise, odour and dust.

For each class of industry, the guideline provides an estimate of potential influence area and states that this influence area shall be used in the absence of the recommended technical studies. Guideline D-6 also recommends a minimum separation distance between each class of industry and sensitive land uses (see **Table 11**). Section 4.10 of D-6 identifies exceptional circumstances with respect to redevelopment, infill and mixed-use areas. In these cases, the guideline suggests that separation distances at, or less than, the recommended minimum separation distance may be acceptable if a justifying impact assessment is provided.

Table 11: Summary of Guideline D-6

Industry Class	Definition	Potential Influence Area	Recommended Minimum Separation Distance (property line to property line)
Class I	Small scale, self-contained, daytime only, infrequent heavy vehicle movements, no outside storage.	70 m	20 m
Class II	Medium scale, outdoor storage of wastes or materials, shift operations and frequent heavy equipment movement during the daytime.	300 m	70 m
Class III	Large scale, outdoor storage of raw and finished products, large production volume, continuous movement of products and employees during daily shift operations.	1000 m	300 m

Guideline D-6 provides criteria for classifying industrial land uses, based on their outputs, scale of operations, processes, schedule and intensity of operations. **Table 12** provides the classification criteria and examples.

Table 12: Guideline D-6 Industrial Categorization Criteria

Criteria	Class I	Class II	Class III
Outputs	• Sound not audible off property • Infrequent dust and/ or odour emissions and not intense • No ground-borne vibration	• Sound occasionally audible off property • Frequent dust and/ or odour emissions and occasionally intense • Possible ground-borne vibration	• Sound frequently audible off property • Persistent and intense dust and/ or odour emissions • Frequent ground-borne vibration
Scale	• No outside storage • Small scale plant or scale is irrelevant in relation to all other criteria	• Outside storage permitted • Medium level of production	• Outside storage of raw and finished products • Large production levels
Process	• Self-contained plant or building which produces / stores a packaged product • Low probability of fugitive emissions	• Open process • Periodic outputs of minor annoyance • Low probability of fugitive emissions	• Open process • Frequent outputs of major annoyances • High probability of fugitive emissions
Operation / Intensity	• Daytime operations only • Infrequent movement of products and/or heavy trucks	• Shift operations permitted • Frequent movements of products and/or heavy trucks with majority of movements during daytime hours	• Continuous movement of products and employees • Daily shift operations permitted
Examples	• Electronics Manufacturing • Furniture refinishing • Beverage bottling • Auto parts • Packaging services • Dairy distribution • Laundry and linen supply	• Magazine printing • Paint spray booths • Metal command • Electrical production • Dairy product manufacturing • Feed packing plant	• Paint and varnish manufacturing • Organic chemicals manufacturing • Breweries • Solvent recovery plant • Soap manufacturing • Metal manufacturing

APPENDIX C

RAIL VOLUMES

Freight Rail Line Class	Characteristics	Freight Train Modelling Assumptions
Principal Main Line	• Traffic volume generally exceeds 10 trains per day • High speeds, usually exceeding 80 kph (50 mph) • Includes heavy trains with 3 or 4 locomotives per train, commuter and passenger trains	• Assume one freight train per hour, or 16 trains per 16-hour day and 8 trains per 8-hour night (24 total per 24 hours) • Continuously welded rail • 100 kph speed • Assume 4 locomotives per train
Secondary Main Line	• Traffic volume generally exceeds 10 trains per day • High speeds, usually exceeding 80 kph (50 mph) • Trains generally of light to moderate weight with 3 or 4 locomotives per train • Majority of traffic may be commuter and passenger trains	• Assume one freight train per 2 hours, or 8 trains per 16-hour day and 4 trains per 8-hour night (12 total per 24 hours) • Continuously welded rail • 80 kph speed • Assume 3 locomotives per train
Principal Branch Line	• Regular scheduled traffic, usually less than 5 trains per day • Low speeds, generally limited to 50 kph (30 mph) • Trains generally of light to moderate weight with 1 or 2 locomotives per train but may include heavier trains with more units	• Assume one freight train per 4 hours, or 4 trains per 16-hour day and 2 trains per 8-hour night (6 total per 24 hours) • Continuously welded rail • 50 kph speed • Assume 2 locomotives per train
Secondary Branch Line	• Intermittent, unscheduled traffic, usually less than 1 train per day • Low speeds, generally limited to 50 kph (30 mph) • Trains generally of light to moderate weight with 1 locomotive per train	• Assume one freight train per 8 hours, or 2 trains per 16-hour day and 1 train per 8-hour night (3 total per 24 hours) • Continuously welded rail • 50 kph speed • Assume 1 locomotive per train
Spur Line	• Unscheduled traffic on a demand basis • Low speeds, limited to 24kph (15 mph) • Trains generally of light to moderate weight with 1 locomotive per train	• Assume one freight train per 12 hours, or 1 train per 16-hour day and 1 train per 8-hour night (2 total per 24 hours) • Jointed rail • 24 kph speed • Assume 1 locomotive per train
NOTES:	1. Canadian Rail Atlas has been used to determine rail line classification and ownership (i.e., CN/CP/other) 2. Commuter (GO) and passenger (VIA) rail volumes are based on data received from the responsible authority.	

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [00:00-00:15]																
0 -> 4.9	0	0	3	2	4	3	0	0	0	1	0	0	0	0	0	13
5.0 -> 7.9	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [00:15-00:30]																
0 -> 4.9	0	0	0	0	4	0	0	2	0	0	0	0	0	0	0	6
5.0 -> 7.9	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	5
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [00:30-00:45]																
0 -> 4.9	1	3	0	3	2	2	2	0	0	0	0	0	0	0	0	13
5.0 -> 7.9	0	1	2	3	0	0	2	0	0	0	0	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [00:45-01:00]																
0 -> 4.9	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	8
5.0 -> 7.9	0	1	0	1	1	3	0	0	0	0	0	0	0	0	0	6
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [01:00-01:15]																
0 -> 4.9	0	2	0	1	3	5	0	0	0	0	0	0	0	0	0	11
5.0 -> 7.9	0	0	0	2	2	3	1	0	1	0	0	0	0	0	0	9
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [00:00-00:15]																
0 -> 4.9	0	0	0	0	1	3	1	1	0	3	0	0	0	0	0	9
5.0 -> 7.9	0	0	0	1	1	3	3	1	3	0	0	0	0	0	0	12
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [00:15-00:30]																
0 -> 4.9	1	1	0	1	2	4	2	1	0	0	0	0	0	0	0	12
5.0 -> 7.9	0	0	0	0	1	1	2	1	3	0	0	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [00:30-00:45]																
0 -> 4.9	0	0	0	0	1	1	1	2	1	1	0	0	0	0	0	7
5.0 -> 7.9	0	0	0	1	1	3	3	3	0	0	0	2	0	0	0	13
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [00:45-01:00]																
0 -> 4.9	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
5.0 -> 7.9	0	0	0	0	0	1	0	4	0	2	1	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [01:00-01:15]																
0 -> 4.9	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	6
5.0 -> 7.9	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	3
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [01:15-01:30]																
0 -> 4.9	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
5.0 -> 7.9	0	0	1	0	1	3	1	3	0	0	0	0	0	0	0	9
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [01:30-01:45]																
0 -> 4.9	0	0	1	0	2	2	0	1	0	0	0	0	0	0	0	6
5.0 -> 7.9	0	0	2	1	0	0	2	0	2	0	0	0	0	0	0	7
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [01:45-02:00]																
0 -> 4.9	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	6
5.0 -> 7.9	0	0	0	0	2	0	0	3	2	1	0	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [02:00-02:15]																
0 -> 4.9	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	6
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [02:15-02:30]																
0 -> 4.9	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
5.0 -> 7.9	0	0	0	0	0	1	2	0	1	1	2	0	0	0	0	7
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [02:30-02:45]																
0 -> 4.9	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	0	0	0	0	3	1	1	1	0	0	0	0	6
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [02:45-03:00]																
0 -> 4.9	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
5.0 -> 7.9	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [03:00-03:15]																
0 -> 4.9	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4
5.0 -> 7.9	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
8.0 -> 9.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [03:15-03:30]																
0 -> 4.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5.0 -> 7.9	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [03:30-03:45]																
0 -> 4.9	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
5.0 -> 7.9	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
8.0 -> 9.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [03:45-04:00]																
0 -> 4.9	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	0	0	2	1	4	1	0	0	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:00-04:15]																
0 -> 4.9	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
5.0 -> 7.9	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:15-04:30]																
0 -> 4.9	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	3
8.0 -> 9.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:30-04:45]																
0 -> 4.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.0 -> 7.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8.0 -> 9.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:45-05:00]																
0 -> 4.9	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
5.0 -> 7.9	0	0	0	0	1	1	2	2	0	1	1	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [05:00-05:15]																
0 -> 4.9	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
5.0 -> 7.9	0	0	0	1	0	2	1	1	1	2	1	0	0	0	0	9
8.0 -> 9.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [05:15-05:30]																
0 -> 4.9	0	1	0	1	0	1	3	3	0	1	0	0	0	0	0	10
5.0 -> 7.9	0	0	0	1	0	0	2	2	2	1	0	0	0	0	0	8
8.0 -> 9.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [05:30-05:45]																
0 -> 4.9	0	0	1	1	1	3	2	3	1	1	1	0	0	0	0	14
5.0 -> 7.9	0	0	1	2	0	2	5	3	0	0	1	0	0	0	0	14
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [05:45-06:00]																
0 -> 4.9	0	0	1	0	1	2	1	2	1	0	0	1	0	0	0	9
5.0 -> 7.9	0	0	0	1	2	3	0	2	0	0	2	0	0	0	0	10
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [06:00-06:15]																
0 -> 4.9	0	0	0	0	2	0	2	0	0	3	0	0	0	0	0	7
5.0 -> 7.9	0	0	1	0	1	2	3	3	4	2	2	0	0	0	0	18
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [06:15-06:30]																
0 -> 4.9	0	0	0	0	3	1	3	1	1	0	0	1	0	0	0	10
5.0 -> 7.9	0	0	0	1	2	3	6	2	0	0	3	1	0	0	0	18
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [06:30-06:45]																
0 -> 4.9	0	0	4	2	3	4	4	1	2	0	0	0	0	0	0	20
5.0 -> 7.9	0	0	0	2	5	7	6	5	9	0	1	0	0	0	0	35
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [06:45-07:00]																
0 -> 4.9	0	0	1	1	4	4	2	6	1	0	0	0	0	0	0	19
5.0 -> 7.9	0	1	1	0	2	4	2	8	1	3	0	0	0	0	0	22
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [07:00-07:15]																
0 -> 4.9	0	0	1	4	5	4	8	3	2	1	1	0	0	0	0	29
5.0 -> 7.9	0	0	0	0	4	3	8	5	4	1	1	1	0	0	0	27
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [07:15-07:30]																
0 -> 4.9	0	1	0	5	2	4	3	4	2	1	0	0	0	0	0	22
5.0 -> 7.9	0	0	0	4	5	2	9	10	2	0	0	0	0	0	0	32
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [07:30-07:45]																
0 -> 4.9	0	0	1	2	8	9	4	1	2	2	0	0	0	0	0	29
5.0 -> 7.9	1	0	0	8	7	10	9	6	6	3	1	1	0	0	0	52
8.0 -> 9.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [07:45-08:00]																
0 -> 4.9	2	0	0	5	6	8	7	2	0	0	0	0	0	0	0	30
5.0 -> 7.9	2	1	0	4	6	4	7	11	2	3	4	0	0	0	0	44
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	2	0	1	2	1	0	0	0	0	0	0	0	6
13.0 -> 15.9	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [08:00-08:15]																
0 -> 4.9	0	1	0	2	10	8	9	4	2	0	0	0	0	0	0	36
5.0 -> 7.9	1	0	0	6	4	16	14	7	3	4	0	0	0	0	0	55
8.0 -> 9.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Tue,04-02-2019 [08:15-08:30]																
0 -> 4.9	2	0	1	4	10	2	9	6	1	0	0	0	0	0	0	35
5.0 -> 7.9	0	1	1	2	7	6	9	9	5	0	1	0	0	0	0	41
8.0 -> 9.9	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [08:30-08:45]																
0 -> 4.9	2	0	0	7	12	6	6	2	4	2	1	0	0	0	0	42
5.0 -> 7.9	0	0	2	5	14	7	11	8	5	1	1	0	0	0	0	54
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [08:45-09:00]																
0 -> 4.9	0	1	2	6	7	8	5	1	4	1	0	0	0	0	0	35
5.0 -> 7.9	3	0	2	7	4	6	10	3	6	3	2	0	0	0	0	46
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [09:00-09:15]																
0 -> 4.9	1	0	2	10	8	4	7	7	0	1	0	0	0	0	0	40
5.0 -> 7.9	4	1	3	4	10	6	10	8	2	3	0	0	0	0	0	51
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [09:15-09:30]																
0 -> 4.9	0	0	2	4	8	5	7	2	0	0	0	0	0	0	0	28
5.0 -> 7.9	0	0	2	5	5	9	10	6	4	1	0	0	0	0	0	42
8.0 -> 9.9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [09:30-09:45]																
0 -> 4.9	1	1	4	5	2	5	7	2	0	0	0	0	0	0	0	27
5.0 -> 7.9	0	0	0	2	7	8	6	4	4	0	0	0	0	0	0	31
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [09:45-10:00]																
0 -> 4.9	1	1	1	7	6	5	7	2	4	0	0	0	0	0	0	34
5.0 -> 7.9	1	0	1	5	6	9	7	3	4	2	2	1	0	0	0	41
8.0 -> 9.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [10:00-10:15]																
0 -> 4.9	0	1	0	5	7	5	2	3	1	1	0	0	0	0	0	25
5.0 -> 7.9	1	0	0	5	7	4	6	4	2	1	0	0	0	0	0	30
8.0 -> 9.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [10:15-10:30]																
0 -> 4.9	0	1	1	3	7	6	5	5	2	2	0	0	0	0	0	32
5.0 -> 7.9	0	0	0	2	6	5	11	6	4	1	0	0	0	0	0	35
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [10:30-10:45]																
0 -> 4.9	4	1	1	7	5	7	3	2	1	0	0	0	0	0	0	31
5.0 -> 7.9	0	0	1	8	2	5	12	3	3	3	0	1	0	0	0	38
8.0 -> 9.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10.0 -> 12.9	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Tue,04-02-2019 [10:45-11:00]																
0 -> 4.9	1	0	1	6	9	11	7	4	3	1	2	0	0	0	0	45
5.0 -> 7.9	0	0	1	1	12	10	9	6	2	3	1	0	0	0	0	45
8.0 -> 9.9	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [11:00-11:15]																
0 -> 4.9	0	2	0	6	10	7	4	4	0	2	0	0	0	0	0	35
5.0 -> 7.9	0	2	3	7	6	3	5	10	1	3	4	0	0	0	0	44
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [11:15-11:30]																
0 -> 4.9	0	0	4	5	9	11	4	2	1	1	0	0	0	0	0	37
5.0 -> 7.9	0	0	2	5	10	13	10	2	0	2	0	0	0	0	0	44
8.0 -> 9.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [11:30-11:45]																
0 -> 4.9	0	1	5	7	7	12	3	11	0	1	0	0	0	0	0	47
5.0 -> 7.9	0	1	2	5	6	11	10	8	7	2	2	0	0	0	0	54
8.0 -> 9.9	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	4
10.0 -> 12.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [11:45-12:00]																
0 -> 4.9	2	1	2	9	13	4	5	2	1	0	2	1	0	0	0	42
5.0 -> 7.9	0	0	3	4	16	8	14	10	5	4	1	0	0	0	0	65
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [12:00-12:15]																
0 -> 4.9	0	1	3	15	8	7	9	5	3	0	0	2	0	0	0	53
5.0 -> 7.9	1	2	1	6	17	11	13	6	5	3	0	0	0	0	0	65
8.0 -> 9.9	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [12:15-12:30]																
0 -> 4.9	0	0	2	10	13	16	9	6	2	1	0	0	0	0	0	59
5.0 -> 7.9	1	0	3	6	7	13	11	13	6	0	1	0	0	0	0	61
8.0 -> 9.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [12:30-12:45]																
0 -> 4.9	0	0	5	12	5	9	10	4	0	0	0	0	0	0	0	45
5.0 -> 7.9	0	1	2	10	12	12	9	7	2	1	1	0	0	0	0	57
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [12:45-13:00]																
0 -> 4.9	1	3	1	4	5	9	8	4	0	1	0	0	0	0	0	36
5.0 -> 7.9	1	2	5	8	6	7	8	4	4	0	0	0	0	0	0	45
8.0 -> 9.9	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	4
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [13:00-13:15]																
0 -> 4.9	1	0	4	12	9	16	12	2	1	0	0	0	0	0	0	57
5.0 -> 7.9	2	2	1	6	12	14	8	12	2	3	2	0	0	0	0	64
8.0 -> 9.9	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	5
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [13:15-13:30]																
0 -> 4.9	2	1	0	7	10	7	4	4	0	0	0	0	0	0	0	35
5.0 -> 7.9	4	1	5	8	8	15	8	17	2	0	1	1	0	0	0	70
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [13:30-13:45]																
0 -> 4.9	0	1	0	9	9	5	7	5	2	0	1	0	0	0	0	39
5.0 -> 7.9	2	0	3	9	6	9	15	8	2	0	1	0	0	0	0	55
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [13:45-14:00]																
0 -> 4.9	0	2	2	6	11	9	12	2	2	0	0	0	0	0	0	46
5.0 -> 7.9	1	0	1	8	9	10	15	9	4	1	1	0	0	0	0	59
8.0 -> 9.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:00-14:15]																
0 -> 4.9	3	0	4	12	6	7	7	6	2	0	0	0	0	0	0	47
5.0 -> 7.9	0	1	1	7	6	12	11	2	1	1	0	2	0	0	0	44
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:15-14:30]																
0 -> 4.9	2	3	1	6	5	5	6	4	1	0	0	0	0	0	0	33
5.0 -> 7.9	0	0	2	3	5	10	11	15	5	1	1	2	0	0	0	55
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:30-14:45]																
0 -> 4.9	1	2	6	12	9	7	5	3	2	1	1	0	0	0	0	49
5.0 -> 7.9	1	2	4	9	8	18	6	14	4	2	0	0	0	0	0	68
8.0 -> 9.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:45-15:00]																
0 -> 4.9	0	1	2	3	10	9	5	3	1	0	1	0	0	0	0	35
5.0 -> 7.9	0	1	5	7	7	20	6	11	5	1	1	0	0	0	0	64
8.0 -> 9.9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [15:00-15:15]																
0 -> 4.9	1	2	3	13	7	10	9	5	2	1	2	0	0	0	0	55
5.0 -> 7.9	0	1	2	5	12	12	13	7	7	4	2	0	0	0	0	65
8.0 -> 9.9	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
13.0 -> 15.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [15:15-15:30]																
0 -> 4.9	0	2	5	7	10	7	5	5	4	0	2	0	0	0	0	47
5.0 -> 7.9	0	0	3	6	14	18	17	10	8	6	0	0	0	0	0	82
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [15:30-15:45]																
0 -> 4.9	3	1	5	11	10	10	9	9	4	0	2	0	0	0	0	64
5.0 -> 7.9	1	1	6	7	9	17	16	6	1	1	0	1	0	0	0	66
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [15:45-16:00]																
0 -> 4.9	0	2	2	5	11	10	10	4	6	1	0	1	0	0	0	52
5.0 -> 7.9	0	1	2	4	13	8	12	8	7	2	2	0	0	0	0	59
8.0 -> 9.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [16:00-16:15]																
0 -> 4.9	0	1	1	6	10	13	10	4	1	1	1	0	0	0	0	48
5.0 -> 7.9	1	1	5	8	10	16	18	16	6	3	0	0	0	0	0	84
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22.0->	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [16:15-16:30]																
0 -> 4.9	1	1	3	12	15	16	11	6	1	1	2	0	0	0	0	69
5.0 -> 7.9	0	0	1	8	6	18	15	12	3	0	1	0	0	0	0	64
8.0 -> 9.9	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19.0 -> 21.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [16:30-16:45]																
0 -> 4.9	2	0	1	8	11	11	17	5	1	1	0	0	0	0	0	57
5.0 -> 7.9	1	1	2	4	6	13	10	14	9	2	1	0	0	0	0	63
8.0 -> 9.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [16:45-17:00]																
0 -> 4.9	2	1	4	14	15	18	9	13	0	2	1	0	0	0	0	79
5.0 -> 7.9	2	1	3	10	12	15	21	14	2	3	1	0	0	0	0	84
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [17:00-17:15]																
0 -> 4.9	2	3	5	9	9	11	6	5	1	1	2	0	0	0	0	54
5.0 -> 7.9	0	2	4	11	9	10	15	15	4	0	1	0	0	0	0	71
8.0 -> 9.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [17:15-17:30]																
0 -> 4.9	2	0	3	12	13	25	9	13	3	4	0	0	0	0	0	84
5.0 -> 7.9	1	0	2	5	6	20	17	18	6	5	0	1	0	0	0	81
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [17:30-17:45]																
0 -> 4.9	2	1	1	11	5	12	7	4	4	1	0	1	0	0	0	49
5.0 -> 7.9	1	1	0	5	11	10	10	18	9	1	1	2	0	0	0	69
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [17:45-18:00]																
0 -> 4.9	3	1	1	6	9	11	10	3	3	0	1	0	0	0	0	48
5.0 -> 7.9	4	1	0	3	6	4	9	12	5	2	0	1	0	0	0	47
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [18:00-18:15]																
0 -> 4.9	2	2	5	7	11	7	12	7	2	1	0	0	0	0	0	56
5.0 -> 7.9	0	0	3	6	8	6	13	5	3	5	0	0	0	0	0	49
8.0 -> 9.9	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [18:15-18:30]																
0 -> 4.9	3	1	2	4	2	14	3	4	1	0	0	0	0	0	0	34
5.0 -> 7.9	0	0	1	2	8	12	8	8	4	5	2	0	0	0	0	50
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [18:30-18:45]																
0 -> 4.9	2	0	2	7	10	6	8	9	1	0	0	0	0	0	0	45
5.0 -> 7.9	0	0	2	2	4	7	12	4	3	2	3	0	0	0	0	39
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616	
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [18:45-19:00]																
0 -> 4.9	2	2	2	4	6	10	4	6	4	1	0	0	0	0	0	41
5.0 -> 7.9	0	0	2	6	13	5	13	4	3	0	2	1	0	0	0	49
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:00-19:15]																
0 -> 4.9	2	0	1	6	4	8	3	4	0	1	0	0	0	0	0	29
5.0 -> 7.9	1	0	3	4	8	7	7	10	3	1	0	1	0	0	0	45
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:15-19:30]																
0 -> 4.9	1	0	2	6	6	9	10	6	5	0	0	0	0	0	0	45
5.0 -> 7.9	1	1	3	4	6	9	9	6	3	2	0	0	0	0	0	44
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:30-19:45]																
0 -> 4.9	1	2	3	5	8	8	5	0	1	1	1	0	0	0	0	35
5.0 -> 7.9	1	2	2	6	7	10	13	2	1	0	0	0	0	0	0	44
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:45-20:00]																
0 -> 4.9	2	1	1	8	11	10	6	4	3	0	1	0	0	0	0	47
5.0 -> 7.9	0	1	5	4	6	5	6	4	3	1	1	0	0	0	0	36
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [20:00-20:15]																
0 -> 4.9	1	0	0	4	7	4	9	7	3	2	0	0	0	0	0	37
5.0 -> 7.9	0	2	0	3	5	8	10	5	5	3	1	0	0	0	0	42
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [20:15-20:30]																
0 -> 4.9	0	1	2	6	10	3	3	4	1	1	0	0	0	0	0	31
5.0 -> 7.9	1	1	2	5	3	9	9	7	5	1	1	0	0	0	0	44
8.0 -> 9.9	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [20:30-20:45]																
0 -> 4.9	2	0	3	3	7	10	5	4	0	0	0	0	0	0	0	34
5.0 -> 7.9	1	1	2	4	5	11	7	5	2	2	1	0	0	0	0	41
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [20:45-21:00]																
0 -> 4.9	1	0	3	5	5	1	4	2	0	2	0	0	0	0	0	23
5.0 -> 7.9	0	1	1	3	4	7	3	4	2	1	3	0	0	0	0	29
8.0 -> 9.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [21:00-21:15]																
0 -> 4.9	1	0	3	6	7	7	6	1	0	2	0	0	0	0	0	33
5.0 -> 7.9	0	0	0	4	1	6	6	5	1	3	0	0	0	0	0	26
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [21:15-21:30]																
0 -> 4.9	0	0	1	5	10	3	6	5	2	0	0	0	0	0	0	32
5.0 -> 7.9	0	0	0	2	4	3	9	10	3	1	1	0	0	0	0	33
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [21:30-21:45]																
0 -> 4.9	0	2	0	5	7	9	5	4	0	0	0	0	0	0	0	32
5.0 -> 7.9	0	0	1	2	6	2	6	4	0	2	1	0	0	0	0	24
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [21:45-22:00]																
0 -> 4.9	1	1	1	3	5	7	5	3	2	1	1	0	0	0	0	30
5.0 -> 7.9	0	1	2	3	6	9	7	8	1	3	0	0	0	0	0	40
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [22:00-22:15]																
0 -> 4.9	0	0	0	4	5	10	2	1	3	1	0	0	0	0	0	26
5.0 -> 7.9	0	1	0	6	3	3	2	3	1	4	0	2	0	0	0	25
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [22:15-22:30]																
0 -> 4.9	0	0	2	2	3	3	1	4	0	1	0	0	0	0	0	16
5.0 -> 7.9	0	0	0	1	5	3	5	3	1	2	3	0	0	0	0	23
8.0 -> 9.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [22:30-22:45]																
0 -> 4.9	1	0	1	3	5	0	4	2	2	0	0	0	0	0	0	18
5.0 -> 7.9	0	0	1	3	2	3	0	5	0	0	0	0	0	0	0	14
8.0 -> 9.9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [22:45-23:00]																
0 -> 4.9	0	0	0	3	0	3	3	0	1	0	0	1	0	0	0	11
5.0 -> 7.9	0	0	0	0	0	6	4	4	3	0	0	0	0	0	0	17
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [23:00-23:15]																
0 -> 4.9	0	0	2	3	2	6	0	0	0	0	0	0	0	0	0	13
5.0 -> 7.9	0	1	0	4	3	4	4	0	3	1	2	1	0	0	0	23
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [23:15-23:30]																
0 -> 4.9	1	0	2	3	0	2	5	2	2	2	1	0	0	0	0	20
5.0 -> 7.9	0	0	0	0	1	6	1	4	1	0	0	0	0	0	0	13
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [23:30-23:45]																
0 -> 4.9	0	1	0	2	0	3	2	1	0	0	1	0	0	0	0	10
5.0 -> 7.9	0	0	1	1	0	2	3	4	6	1	1	0	0	0	0	19
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403753	**Location:**	7485	**Raw Count:**	6,616
Operator:	MD	**Lane:**	WB	**AADT Count:**	6,616
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - WB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [23:45-00:00]																
0 -> 4.9	0	0	1	1	3	3	0	0	2	0	0	0	0	0	0	10
5.0 -> 7.9	0	0	1	0	0	4	4	2	1	1	1	0	0	0	0	14
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [01:15-01:30]																
0 -> 4.9	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	5
5.0 -> 7.9	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	5
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [01:30-01:45]																
0 -> 4.9	1	2	0	2	2	1	0	0	0	0	0	0	0	0	0	8
5.0 -> 7.9	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	4
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [01:45-02:00]																
0 -> 4.9	0	0	2	0	4	3	1	0	0	0	0	0	0	0	0	10
5.0 -> 7.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [02:00-02:15]																
0 -> 4.9	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	7
5.0 -> 7.9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [02:15-02:30]																
0 -> 4.9	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0	7
5.0 -> 7.9	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	5
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [02:30-02:45]																
0 -> 4.9	0	0	0	2	4	3	1	0	0	0	0	0	0	0	0	10
5.0 -> 7.9	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [02:45-03:00]																
0 -> 4.9	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	9
5.0 -> 7.9	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	6
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [03:00-03:15]																
0 -> 4.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [03:15-03:30]																
0 -> 4.9	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
5.0 -> 7.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [03:30-03:45]																
0 -> 4.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5.0 -> 7.9	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [03:45-04:00]																
0 -> 4.9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:00-04:15]																
0 -> 4.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5.0 -> 7.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:15-04:30]																
0 -> 4.9	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	4
5.0 -> 7.9	1	0	0	1	2	0	0	1	0	0	0	0	0	0	0	5
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:30-04:45]																
0 -> 4.9	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [04:45-05:00]																
0 -> 4.9	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5.0 -> 7.9	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [05:00-05:15]																
0 -> 4.9	2	0	0	2	1	1	0	1	1	0	0	0	0	0	0	8
5.0 -> 7.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [05:15-05:30]																
0 -> 4.9	0	0	1	4	2	1	0	0	0	1	0	0	0	0	0	9
5.0 -> 7.9	0	0	0	1	2	4	2	2	0	0	0	0	0	0	0	11
8.0 -> 9.9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [05:30-05:45]																
0 -> 4.9	0	0	2	0	2	5	2	1	0	1	0	0	0	0	0	13
5.0 -> 7.9	0	0	0	2	5	4	2	0	1	0	0	0	0	0	0	14
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [05:45-06:00]																
0 -> 4.9	0	1	1	2	0	2	4	2	0	0	1	0	0	0	0	13
5.0 -> 7.9	0	0	0	2	2	1	4	1	0	0	0	0	0	0	0	10
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [06:00-06:15]																
0 -> 4.9	0	0	2	5	10	8	4	0	1	0	0	0	0	0	0	30
5.0 -> 7.9	0	0	0	0	1	5	4	1	0	1	1	0	0	0	0	13
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [06:15-06:30]																
0 -> 4.9	0	1	1	6	5	7	4	1	1	1	0	0	0	0	0	27
5.0 -> 7.9	0	1	0	3	5	6	5	1	0	0	0	0	0	0	0	21
8.0 -> 9.9	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [06:30-06:45]																
0 -> 4.9	0	1	1	10	11	10	6	0	1	0	0	0	0	0	0	40
5.0 -> 7.9	0	0	2	1	8	11	2	0	0	1	0	0	0	0	0	25
8.0 -> 9.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [06:45-07:00]																
0 -> 4.9	0	0	3	8	10	5	5	2	0	0	0	0	0	0	0	33
5.0 -> 7.9	0	1	1	4	12	10	1	0	2	0	0	0	0	0	0	31
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [07:00-07:15]																
0 -> 4.9	2	1	1	8	3	6	2	1	0	0	0	0	0	0	0	24
5.0 -> 7.9	0	0	1	4	4	5	3	5	0	0	1	0	0	0	0	23
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [07:15-07:30]																
0 -> 4.9	1	1	0	12	11	7	8	0	1	0	0	0	0	0	0	41
5.0 -> 7.9	0	0	0	6	11	9	1	1	0	0	0	0	0	0	0	28
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [07:30-07:45]																
0 -> 4.9	1	0	3	15	17	16	7	1	0	0	0	0	0	0	0	60
5.0 -> 7.9	0	1	1	11	10	8	3	0	2	0	0	0	0	0	0	36
8.0 -> 9.9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [07:45-08:00]																
0 -> 4.9	4	1	1	9	9	14	7	2	0	0	0	0	0	0	0	47
5.0 -> 7.9	2	1	1	4	14	4	10	3	0	0	0	0	0	0	0	39
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [08:00-08:15]																
0 -> 4.9	0	3	3	16	19	13	5	0	2	0	0	1	0	0	0	62
5.0 -> 7.9	0	2	3	10	8	10	3	2	0	0	0	0	0	0	0	38
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	5
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [08:15-08:30]																
0 -> 4.9	0	1	1	22	29	19	9	1	0	1	0	0	0	0	0	83
5.0 -> 7.9	0	1	3	7	14	12	6	0	0	0	0	0	0	0	0	43
8.0 -> 9.9	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [08:30-08:45]																
0 -> 4.9	1	3	3	25	13	18	9	0	2	0	0	0	0	0	0	74
5.0 -> 7.9	1	0	1	23	11	10	6	0	0	0	0	0	0	0	0	52
8.0 -> 9.9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [08:45-09:00]																
0 -> 4.9	1	1	3	33	17	8	7	1	1	0	0	0	0	0	0	72
5.0 -> 7.9	0	0	1	13	13	10	2	2	1	0	1	0	0	0	0	43
8.0 -> 9.9	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [09:00-09:15]																
0 -> 4.9	0	0	5	23	13	8	4	2	0	0	0	0	0	0	0	55
5.0 -> 7.9	0	0	5	15	9	9	5	1	0	0	0	0	0	0	0	44
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [09:15-09:30]																
0 -> 4.9	2	1	4	22	20	8	4	1	0	0	0	0	0	0	0	62
5.0 -> 7.9	0	2	2	14	13	8	3	1	1	0	0	0	0	0	0	44
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [09:30-09:45]																
0 -> 4.9	0	1	12	11	8	4	1	4	1	0	0	0	0	0	0	42
5.0 -> 7.9	1	1	4	11	9	4	0	0	1	0	0	0	0	0	0	31
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [09:45-10:00]																
0 -> 4.9	3	0	3	14	19	6	6	1	1	0	0	0	0	0	0	53
5.0 -> 7.9	1	0	2	8	6	2	4	0	0	1	0	0	0	0	0	24
8.0 -> 9.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	4
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [10:00-10:15]																
0 -> 4.9	1	1	3	17	15	5	2	1	0	0	0	0	0	0	0	45
5.0 -> 7.9	0	1	4	8	9	5	4	2	1	1	0	0	0	0	0	35
8.0 -> 9.9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [10:15-10:30]																
0 -> 4.9	3	2	8	15	17	3	0	0	0	0	0	0	0	0	0	48
5.0 -> 7.9	1	0	1	10	13	5	2	0	0	0	0	0	0	0	0	32
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [10:30-10:45]																
0 -> 4.9	0	4	7	25	14	3	5	1	0	0	0	0	0	0	0	59
5.0 -> 7.9	0	0	3	13	11	6	1	0	0	0	0	0	0	0	0	34
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [10:45-11:00]																
0 -> 4.9	1	2	2	17	21	19	7	1	0	0	0	0	0	0	0	70
5.0 -> 7.9	1	2	1	4	10	3	3	0	0	0	0	0	0	0	0	24
8.0 -> 9.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [11:00-11:15]																
0 -> 4.9	1	1	4	11	16	11	2	1	1	0	0	0	0	0	0	48
5.0 -> 7.9	1	1	2	7	11	5	1	0	0	0	0	0	0	0	0	28
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60
Hours:	24.00	**County:**			
Period (min):	15	**State:**	ON		

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [11:15-11:30]																
0 -> 4.9	2	2	6	25	12	11	6	1	1	0	0	0	0	0	0	66
5.0 -> 7.9	1	3	0	8	13	5	1	0	0	0	0	0	0	0	0	31
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [11:30-11:45]																
0 -> 4.9	2	1	1	27	18	13	2	0	0	0	0	0	0	0	0	64
5.0 -> 7.9	1	1	2	9	9	7	6	1	0	0	0	0	0	0	0	36
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [11:45-12:00]																
0 -> 4.9	0	2	3	15	9	10	5	0	0	0	0	0	0	0	0	44
5.0 -> 7.9	0	0	3	10	16	4	1	3	0	0	0	0	0	0	0	37
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22.0->	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Tue,04-02-2019 [12:00-12:15]																
0 -> 4.9	1	1	13	27	12	9	4	0	1	0	0	0	0	0	0	68
5.0 -> 7.9	0	4	11	9	13	5	2	3	0	0	0	0	0	0	0	47
8.0 -> 9.9	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [12:15-12:30]																
0 -> 4.9	1	2	3	26	23	14	1	0	0	0	0	0	0	0	0	70
5.0 -> 7.9	0	0	4	9	14	8	3	1	0	0	0	0	0	0	0	39
8.0 -> 9.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [12:30-12:45]																
0 -> 4.9	1	4	3	32	28	10	4	1	0	0	0	0	0	0	0	83
5.0 -> 7.9	1	2	3	13	11	10	2	0	0	0	0	0	0	0	0	42
8.0 -> 9.9	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [12:45-13:00]																
0 -> 4.9	1	3	6	16	15	12	7	4	2	0	0	0	0	0	0	66
5.0 -> 7.9	2	0	2	11	7	9	7	0	0	0	0	0	0	0	0	38
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [13:00-13:15]																
0 -> 4.9	0	2	6	19	18	8	0	2	2	0	0	0	0	0	0	57
5.0 -> 7.9	0	3	3	21	15	5	4	2	0	0	0	0	0	0	0	53
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [13:15-13:30]																
0 -> 4.9	1	0	7	12	12	5	5	0	1	0	0	0	0	0	0	43
5.0 -> 7.9	0	0	3	14	5	7	2	0	0	0	0	0	0	0	0	31
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [13:30-13:45]																
0 -> 4.9	2	6	8	33	15	8	2	0	0	0	0	0	0	0	0	74
5.0 -> 7.9	1	1	7	15	13	10	5	0	1	1	0	0	0	0	0	54
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [13:45-14:00]																
0 -> 4.9	0	0	4	14	12	9	9	1	1	0	0	1	0	0	0	51
5.0 -> 7.9	2	0	1	8	11	9	2	0	0	1	0	0	0	0	0	34
8.0 -> 9.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:00-14:15]																
0 -> 4.9	2	1	3	27	9	8	2	0	0	0	0	0	0	0	0	52
5.0 -> 7.9	3	2	3	9	9	6	1	1	0	1	1	0	0	0	0	36
8.0 -> 9.9	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:15-14:30]																
0 -> 4.9	2	1	5	11	23	15	0	0	0	0	0	0	0	0	0	57
5.0 -> 7.9	1	0	2	15	9	12	4	2	0	0	0	0	0	0	0	45
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:30-14:45]																
0 -> 4.9	1	3	5	16	31	8	6	1	2	0	0	0	0	0	0	73
5.0 -> 7.9	1	0	5	12	6	10	3	2	0	1	0	0	0	0	0	40
8.0 -> 9.9	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [14:45-15:00]																
0 -> 4.9	3	4	12	39	17	7	5	1	0	0	0	0	0	0	0	88
5.0 -> 7.9	1	4	5	17	13	11	7	0	0	1	0	0	0	0	0	59
8.0 -> 9.9	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [15:00-15:15]																
0 -> 4.9	7	3	9	29	18	6	3	2	0	1	0	0	0	0	0	78
5.0 -> 7.9	5	2	0	21	17	3	4	0	0	0	0	0	0	0	0	52
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [15:15-15:30]																
0 -> 4.9	1	3	13	37	18	9	4	1	0	0	1	0	0	0	0	87
5.0 -> 7.9	1	1	5	15	7	12	3	0	1	0	0	0	0	0	0	45
8.0 -> 9.9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [15:30-15:45]																
0 -> 4.9	3	6	5	29	22	13	4	2	0	0	0	0	0	0	0	84
5.0 -> 7.9	1	1	11	18	15	8	4	1	1	0	0	0	0	0	0	60
8.0 -> 9.9	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [15:45-16:00]																
0 -> 4.9	1	7	10	23	18	13	3	1	0	0	0	0	0	0	0	76
5.0 -> 7.9	2	3	4	17	17	15	5	6	0	0	0	0	0	0	0	69
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [16:00-16:15]																
0 -> 4.9	2	1	7	34	20	11	7	0	1	0	0	0	0	0	0	83
5.0 -> 7.9	0	2	9	21	12	8	3	0	0	1	0	0	0	0	0	56
8.0 -> 9.9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [16:15-16:30]																
0 -> 4.9	1	4	8	35	23	13	2	0	0	0	0	0	0	0	0	86
5.0 -> 7.9	1	2	5	18	16	9	1	1	1	0	1	0	0	0	0	55
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [16:30-16:45]																
0 -> 4.9	1	1	18	43	17	11	2	1	0	0	0	0	0	0	0	94
5.0 -> 7.9	1	3	7	16	17	8	0	0	1	0	0	0	0	0	0	53
8.0 -> 9.9	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
10.0 -> 12.9	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
13.0 -> 15.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [16:45-17:00]																
0 -> 4.9	1	3	7	40	26	9	5	1	1	0	0	0	0	0	0	93
5.0 -> 7.9	0	2	5	8	16	12	4	0	0	0	0	0	0	0	0	47
8.0 -> 9.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [17:00-17:15]																
0 -> 4.9	1	0	8	29	27	17	3	1	1	1	0	0	0	0	0	88
5.0 -> 7.9	4	2	4	28	16	11	3	1	1	0	0	0	0	0	0	70
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [17:15-17:30]																
0 -> 4.9	0	3	9	25	29	16	4	2	0	0	0	0	0	0	0	88
5.0 -> 7.9	1	1	5	17	14	12	5	0	0	0	0	0	0	0	0	55
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [17:30-17:45]																
0 -> 4.9	1	0	10	21	30	14	5	2	1	0	0	0	0	0	0	84
5.0 -> 7.9	2	2	4	15	6	10	4	1	1	0	0	0	0	0	0	45
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [17:45-18:00]																
0 -> 4.9	1	1	5	34	25	14	6	1	0	0	0	0	0	0	0	87
5.0 -> 7.9	0	1	4	14	12	11	2	1	0	0	0	0	0	0	0	45
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [18:00-18:15]																
0 -> 4.9	1	0	10	18	17	13	5	0	0	0	0	0	0	0	0	64
5.0 -> 7.9	1	0	1	10	13	7	8	0	1	0	0	0	0	0	0	41
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [18:15-18:30]																
0 -> 4.9	1	1	4	21	21	13	5	0	0	0	0	0	0	0	0	66
5.0 -> 7.9	0	0	1	12	7	7	0	1	0	1	0	1	0	0	0	30
8.0 -> 9.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [18:30-18:45]																
0 -> 4.9	1	4	2	11	19	12	8	1	0	0	0	0	0	0	0	58
5.0 -> 7.9	0	0	1	7	5	7	2	1	0	0	0	0	0	0	0	23
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [18:45-19:00]																
0 -> 4.9	1	1	8	14	14	10	3	2	1	0	0	0	0	0	0	54
5.0 -> 7.9	2	0	3	14	14	12	2	0	0	0	0	0	0	0	0	47
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:00-19:15]																
0 -> 4.9	0	1	6	18	12	7	3	0	0	0	0	0	0	0	0	47
5.0 -> 7.9	1	3	8	6	3	9	1	1	1	0	0	0	0	0	0	33
8.0 -> 9.9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:15-19:30]																
0 -> 4.9	0	2	2	12	17	12	5	0	1	0	0	0	0	0	0	51
5.0 -> 7.9	0	1	2	7	6	4	3	0	0	0	0	0	0	0	0	23
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:30-19:45]																
0 -> 4.9	0	1	5	10	12	8	6	0	0	0	0	0	0	0	0	42
5.0 -> 7.9	0	1	1	10	15	3	1	0	0	0	0	0	0	0	0	31
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [19:45-20:00]																
0 -> 4.9	0	1	4	22	10	3	1	0	0	0	0	0	0	0	0	41
5.0 -> 7.9	1	1	4	7	9	4	2	0	0	0	0	0	0	0	0	28
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [20:00-20:15]																
0 -> 4.9	1	2	6	22	16	4	3	2	0	0	0	0	0	0	0	56
5.0 -> 7.9	2	1	1	5	6	2	3	0	0	0	0	0	0	0	0	20
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [20:15-20:30]																
0 -> 4.9	2	3	7	18	8	6	4	1	0	0	0	0	0	0	0	49
5.0 -> 7.9	0	1	3	10	3	4	1	1	0	0	0	1	0	0	0	24
8.0 -> 9.9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [20:30-20:45]																
0 -> 4.9	0	0	4	12	7	5	1	0	0	0	0	0	0	0	0	29
5.0 -> 7.9	0	1	2	6	5	7	3	0	0	0	0	0	0	0	0	24
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [20:45-21:00]																
0 -> 4.9	0	1	2	13	7	3	1	1	1	0	0	0	0	0	0	29
5.0 -> 7.9	1	0	1	3	7	3	2	0	0	0	0	0	0	0	0	17
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [21:00-21:15]																
0 -> 4.9	0	0	2	11	9	3	2	0	0	0	0	0	0	0	0	27
5.0 -> 7.9	1	1	3	7	5	3	1	1	0	0	0	0	0	0	0	22
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [21:15-21:30]																
0 -> 4.9	2	1	5	16	13	5	1	0	0	0	0	0	0	0	0	43
5.0 -> 7.9	1	0	5	8	4	4	1	0	0	0	0	0	0	0	0	23
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [21:30-21:45]																
0 -> 4.9	1	1	5	11	5	6	2	0	1	0	0	0	0	0	0	32
5.0 -> 7.9	1	1	1	5	3	1	2	2	0	0	0	0	0	0	0	16
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [21:45-22:00]																
0 -> 4.9	3	3	2	13	4	3	3	2	0	0	0	0	0	0	0	33
5.0 -> 7.9	0	1	3	1	2	2	0	0	0	0	0	0	0	0	0	9
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [22:00-22:15]																
0 -> 4.9	0	1	1	4	10	4	3	0	1	0	0	0	0	0	0	24
5.0 -> 7.9	1	1	2	2	2	3	2	0	0	0	0	0	0	0	0	13
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [22:15-22:30]																
0 -> 4.9	0	1	2	9	6	7	0	0	0	0	0	0	0	0	0	25
5.0 -> 7.9	0	0	1	6	2	5	1	0	0	0	1	0	0	0	0	16
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [22:30-22:45]																
0 -> 4.9	0	0	1	4	7	6	2	2	0	0	0	0	0	0	0	22
5.0 -> 7.9	0	0	0	1	0	6	1	1	0	0	0	0	0	0	0	9
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [22:45-23:00]																
0 -> 4.9	1	0	5	6	2	6	2	0	0	0	0	0	0	0	0	22
5.0 -> 7.9	0	0	1	2	4	3	1	2	0	0	0	0	0	0	0	13
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [23:00-23:15]																
0 -> 4.9	1	0	1	6	1	1	0	1	0	0	0	0	0	0	0	11
5.0 -> 7.9	0	1	1	1	4	2	0	1	0	0	0	0	0	0	0	10
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [23:15-23:30]																
0 -> 4.9	0	1	2	3	3	4	1	0	0	0	0	0	0	0	0	14
5.0 -> 7.9	0	1	1	2	6	1	1	0	0	0	0	0	0	0	0	12
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue,04-02-2019 [23:30-23:45]																
0 -> 4.9	0	0	1	4	4	2	2	1	0	0	0	0	0	0	0	14
5.0 -> 7.9	0	0	2	3	2	4	1	1	0	1	0	0	0	0	0	14
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Raw] Class Report

Device ID:	403610	**Location:**	7485	**Raw Count:**	6,963	
Operator:	MD	**Lane:**	EB	**AADT Count:**	6,963	
Begin:	04-02-2019 12:00 AM	**Street:**	610154 - EB	**AADT Factor:**	1	
End:	04-03-2019 12:00 AM	**City:**	Niagara Region	**Speed Limit:**	60	
Hours:	24.00	**County:**				
Period (min):	15	**State:**	ON			

Date And Time Range	< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >	Total
Tue,04-02-2019 [23:45-00:00]																
0 -> 4.9	0	1	1	5	4	5	0	2	0	0	0	0	0	0	0	18
5.0 -> 7.9	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
8.0 -> 9.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.0 -> 12.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.0 -> 15.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.0 -> 18.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.0 -> 21.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.0->	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Niagara Region
Street: 610154 - EB
Location: 7485

A study of vehicle traffic was conducted with the device having serial number 403610. The study was done in the EB lane at 610154 - EB in Niagara Region, ON in county. The study began on 2019-04-02 at 12:00 AM and concluded on 2019-04-03 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,963 vehicles passed through the location with a peak volume of 163 on 2019-04-02 at [05:00 PM-05:15 PM] and a minimum volume of 2 on 2019-04-02 at [04:00 AM-04:15 AM]. The AADT count for this study was 6,963.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 50 - 55 KM/H range or lower. The average speed for all classifed vehicles was 56 KM/H with 28.13% vehicles exceeding the posted speed of 60 KM/H. 0.20% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 50KM/H and the 85th percentile was 63.72 KM/H.

< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >
164	223	606	2144	1823	1216	507	131	54	19	10	4	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6685 which represents 97 percent of the total classified vehicles. The number of Small Trucks in the study was 61 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 88 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 67 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 7.9	8.0 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 21.9	22.0 to >							
4099	2586	61	88	18	40	7	2							

CHART 2

HEADWAY

During the peak traffic period, on 2019-04-02 at [05:00 PM-05:15 PM] the average headway between vehicles was 5.488 seconds. During the slowest traffic period, on 2019-04-02 at [04:00 AM-04:15 AM] the average headway between vehicles was 300 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 0.00 and 23.00 degrees C.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Niagara Region
Street: 610154 - WB
Location: 7485

A study of vehicle traffic was conducted with the device having serial number 403753. The study was done in the WB lane at 610154 - WB in Niagara Region, ON in county. The study began on 2019-04-02 at 12:00 AM and concluded on 2019-04-03 at 12:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6,616 vehicles passed through the location with a peak volume of 171 on 2019-04-02 at [04:45 PM-05:00 PM] and a minimum volume of 4 on 2019-04-02 at [03:15 AM-03:30 AM]. The AADT count for this study was 6,616.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 60 - 65 KM/H range or lower. The average speed for all classifed vehicles was 63 KM/H with 62.49% vehicles exceeding the posted speed of 60 KM/H. 2.15% percent of the total vehicles were traveling in excess of 89 KM/H. The mode speed for this traffic study was 60KM/H and the 85th percentile was 73.76 KM/H.

< to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to 79	80 to 84	85 to 89	90 to 94	95 to 99	100 to 104	105 to >
126	116	290	840	1071	1249	1172	893	408	208	109	31	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6259 which represents 96 percent of the total classified vehicles. The number of Small Trucks in the study was 76 which represents 1 percent of the total classified vehicles. The number of Trucks/Buses in the study was 83 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 95 which represents 1 percent of the total classified vehicles.

< to 4.9	5.0 to 7.9	8.0 to 9.9	10.0 to 12.9	13.0 to 15.9	16.0 to 18.9	19.0 to 21.9	22.0 to >							
2807	3452	76	83	26	43	16	10							

CHART 2

HEADWAY

During the peak traffic period, on 2019-04-02 at [04:45 PM-05:00 PM] the average headway between vehicles was 5.233 seconds. During the slowest traffic period, on 2019-04-02 at [03:15 AM-03:30 AM] the average headway between vehicles was 180 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 1.00 and 22.00 degrees C.

Garner Rd @ Forestview Blvd

Municipality: Niagara Falls
Major Road: Garner Rd
Minor Road: Forestview Blvd

Date: May 15, 2018

Major Road Runs: North/South
Weather Conditions: Cloudy/Wet
Person No. 1 Cam
Person No. 2

Period Ending	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
8:15	1	13	0	0	1	0	0	3	0	32	0	0	1	0	0	21	1	0	1	0	0	0	0	1	0	0	0	0	75	
8:30	7	12	0	0	0	0	0	4	0	29	0	0	0	0	0	24	2	0	1	1	0	0	0	0	0	0	0	0	80	
8:45	6	20	0	0	0	0	0	1	0	22	0	0	0	0	0	15	1	0	1	0	0	0	0	0	0	0	0	0	66	
9:00	9	15	0	0	0	0	0	1	0	12	0	0	0	0	1	30	0	0	0	1	0	0	0	0	0	0	0	0	69	290
9:15	5	7	0	0	0	0	0	2	0	11	0	0	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	39	254
9:30	3	17	0	0	0	0	0	0	0	13	0	0	0	0	0	11	1	0	0	0	0	1	0	1	0	0	0	0	47	221
9:45	3	6	0	0	0	0	0	2	0	16	0	0	0	0	0	10	1	0	0	0	0	1	0	0	0	0	0	0	39	194
10:00	5	16	0	0	0	0	0	0	0	11	0	0	0	0	0	9	0	0	2	0	0	0	0	0	0	0	0	0	43	168
11:15	7	8	1	0	0	0	0	3	0	12	1	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	40	
11:30	6	15	0	0	0	0	0	1	0	11	0	0	0	0	0	19	2	0	0	0	0	0	0	0	0	0	0	0	54	
11:45	9	12	0	0	0	0	0	1	0	11	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	44	
12:00	8	14	0	1	1	0	0	1	0	5	0	0	0	0	0	11	1	0	1	0	0	0	0	0	0	0	0	0	43	181
12:15	8	10	0	0	0	0	0	1	0	15	0	0	0	0	0	13	0	0	1	0	0	0	0	0	0	0	0	0	48	189
12:30	6	7	0	0	0	0	0	1	0	9	0	0	0	0	0	20	1	0	1	0	0	0	0	0	0	0	0	0	45	180
12:45	10	15	1	0	0	0	0	1	0	11	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	58	194
13:00	9	12	0	0	0	0	0	1	0	6	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	45	196
13:15	6	14	0	1	0	0	0	3	0	6	0	0	0	0	0	14	1	0	1	0	0	0	0	0	0	0	0	0	46	194
13:30	8	9	0	0	0	0	0	0	0	11	0	0	1	0	1	10	0	0	1	0	0	0	0	0	0	0	0	1	41	190
13:45	7	15	0	1	0	0	0	1	0	8	0	0	1	0	0	15	3	0	0	0	0	0	0	0	0	0	0	0	51	183
14:00	14	11	0	1	1	0	0	0	0	9	0	0	1	1	0	18	0	0	1	0	0	0	0	1	0	0	0	0	57	195
15:15	14	22	0	1	1	0	0	0	0	7	0	0	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	66	
15:30	24	15	0	0	1	0	0	2	0	11	0	0	1	1	0	17	1	0	1	0	0	0	0	0	0	0	0	0	73	
15:45	21	19	0	0	0	1	0	2	0	13	0	0	0	0	0	21	1	0	1	0	0	1	0	0	0	0	0	0	80	
16:00	14	17	0	0	0	0	0	3	0	13	0	0	0	0	0	22	4	0	3	0	0	0	0	0	0	0	0	0	76	295
16:15	13	19	0	0	0	0	0	2	0	18	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	67	296
16:30	13	12	1	0	0	0	0	1	0	10	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	53	276
16:45	30	12	0	1	0	0	0	3	1	11	0	0	1	0	0	20	2	0	0	0	0	0	0	2	0	0	0	0	83	279
17:00	20	34	0	0	0	0	0	2	0	11	0	0	0	0	0	17	3	0	1	0	0	0	0	0	0	0	0	0	88	291
17:15	26	24	1	0	0	0	0	3	0	15	0	0	0	0	0	23	2	0	1	0	0	2	0	0	0	0	0	0	97	321
17:30	27	22	0	0	0	0	0	2	0	16	0	0	0	0	1	18	2	0	0	0	0	0	0	0	0	0	0	0	88	356
17:45	17	16	0	0	0	0	0	5	0	7	0	0	1	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0	66	339
18:00	19	19	0	0	0	0	1	1	0	9	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	66	317

Garner Rd @ Forestview Blvd

Morning Peak Diagram

Specified Period
From: 8:00:00
To: 10:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

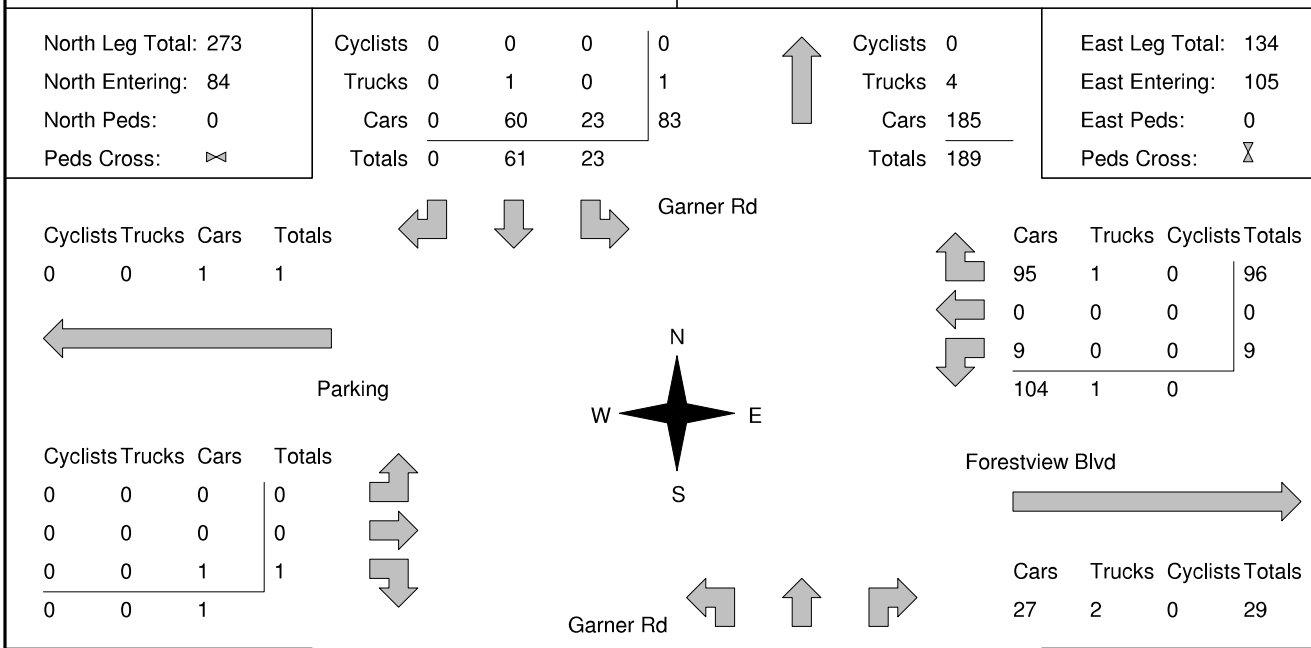
Municipality: Niagara Falls
Site #: 0000000006
Intersection: Garner Rd & Forestview Blvd
TFR File #: 6
Count date: 15-May-2018

Weather conditions:
Cloudy/Wet

Person(s) who counted:
Cam

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

Major Road: Garner Rd runs N/S



Comments

Garner Rd @ Forestview Blvd

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

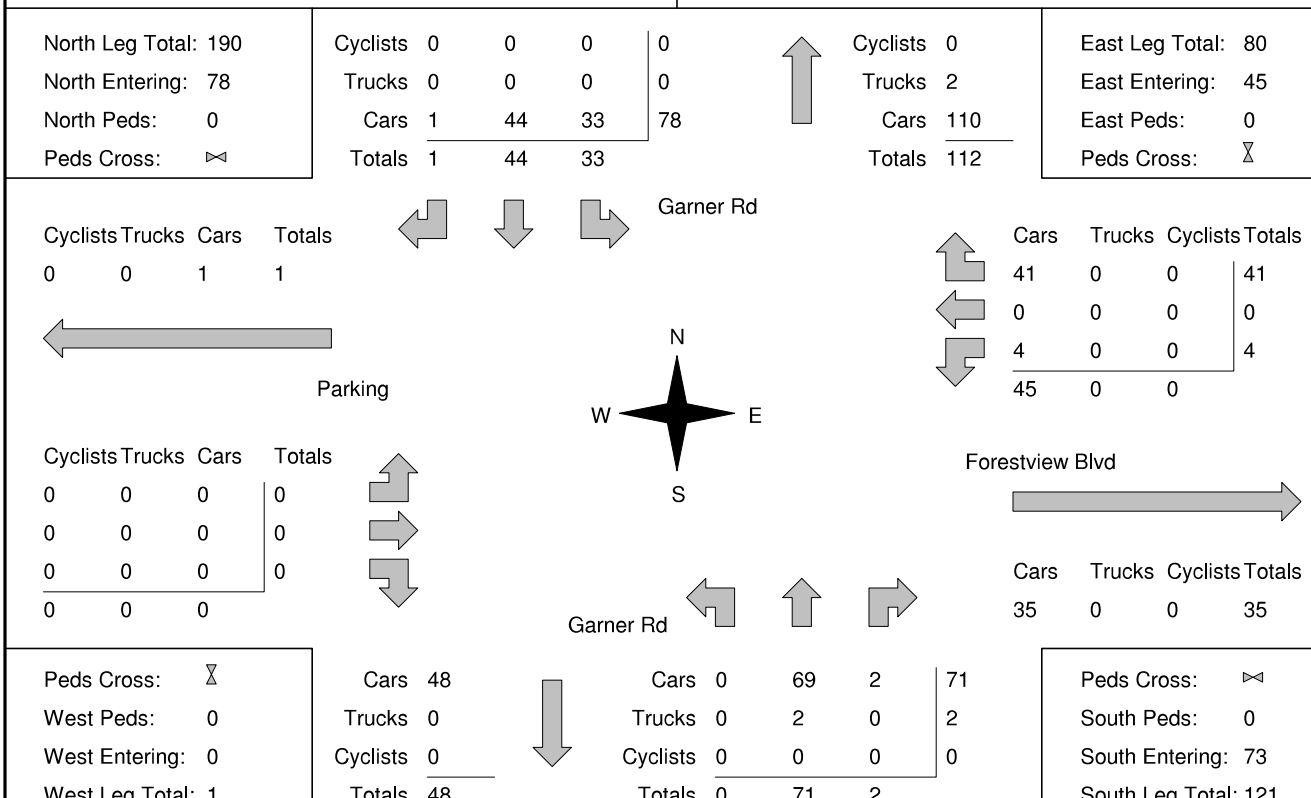
Municipality: Niagara Falls
Site #: 0000000006
Intersection: Garner Rd & Forestview Blvd
TFR File #: 6
Count date: 15-May-2018

Weather conditions:
Cloudy/Wet

Person(s) who counted:
Cam

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

Major Road: Garner Rd runs N/S



Comments

Garner Rd @ Forestview Blvd

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

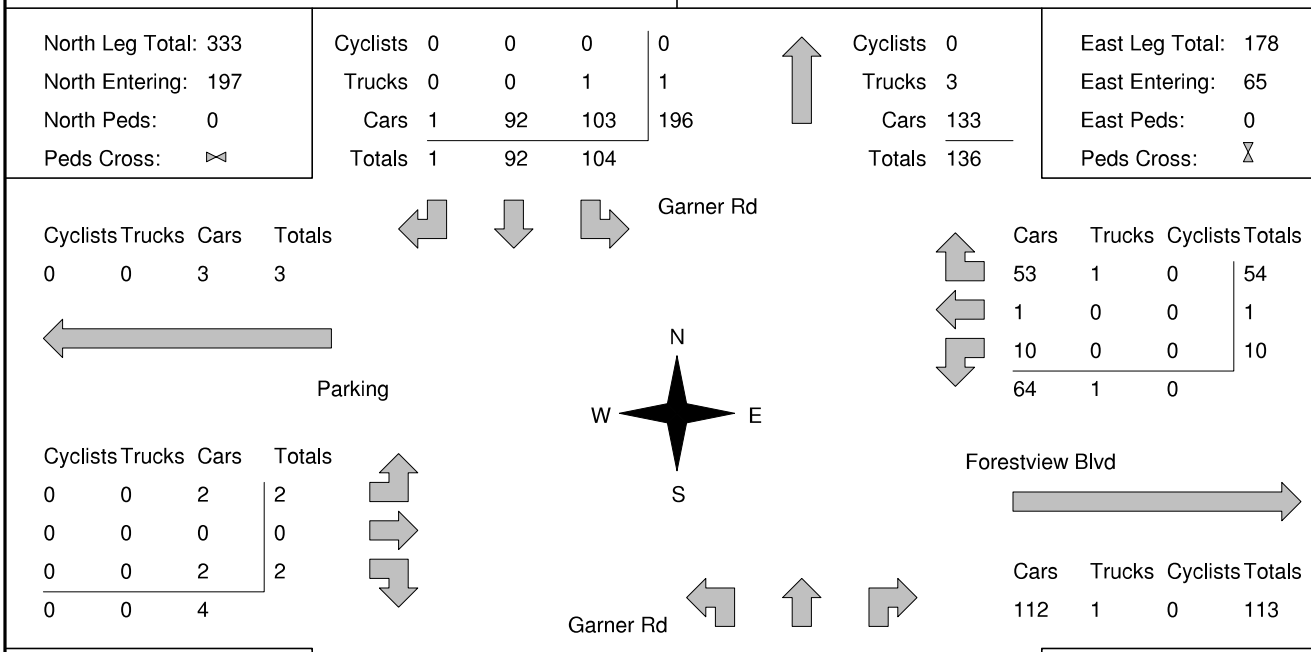
Municipality: Niagara Falls
Site #: 0000000006
Intersection: Garner Rd & Forestview Blvd
TFR File #: 6
Count date: 15-May-2018

Weather conditions:
Cloudy/Wet

Person(s) who counted:
Cam

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

Major Road: Garner Rd runs N/S



Comments

Garner Rd @ Forestview Blvd

Total Count Diagram

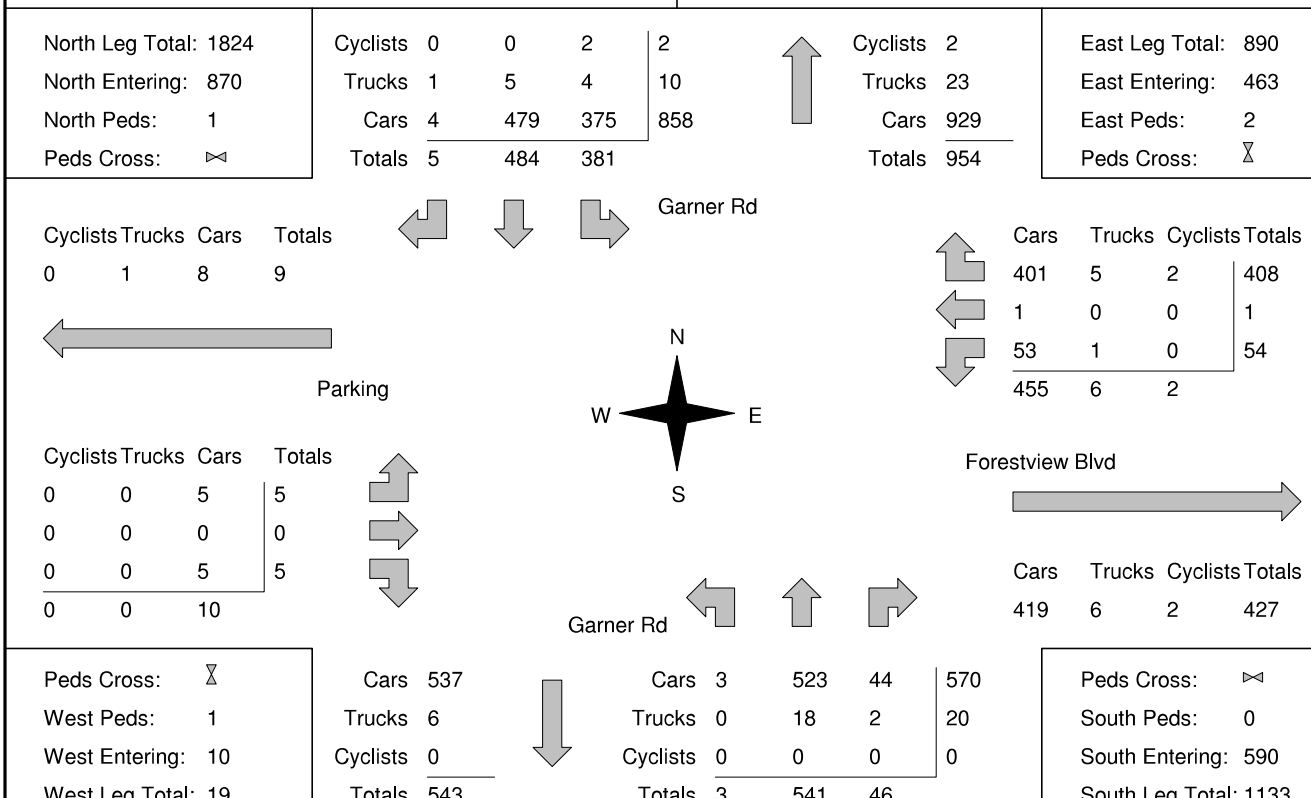
Municipality: Niagara Falls
Site #: 0000000006
Intersection: Garner Rd & Forestview Blvd
TFR File #: 6
Count date: 15-May-2018

Weather conditions:
Cloudy/Wet

Person(s) who counted:
Cam

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

Major Road: Garner Rd runs N/S



Comments

```
STAMSON 5.0        NORMAL REPORT        Date: 15-05-2025 14:54:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: LUNDY.TE             Time Period: 1 hours
Description: Sample STAMSON calc for OLA_01 - Lundy's Lane


Road data, segment # 1: Lundys Lane
----------------------------------
Car traffic volume  :  1416 veh/TimePeriod
Medium truck volume :    32 veh/TimePeriod
Heavy truck volume  :    18 veh/TimePeriod
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 1: Lundys Lane
---------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  67.00 m
Receiver height           :   1.50 m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -40.00 deg   Angle2 : 90.00 deg
Barrier height            :  23.00 m
Barrier receiver distance :  16.00 m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Reference angle           :   0.00

FF
Road data, segment # 2: Garner Rd
---------------------------------
Car traffic volume  :   426 veh/TimePeriod
Medium truck volume :     3 veh/TimePeriod
Heavy truck volume  :     5 veh/TimePeriod
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 2: Garner Rd
-------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  24.00 m
Receiver height           :   1.50 m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Lundys Lane
--------------------------------

Source height = 1.05 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
```

```
       1.05 !        1.50 !        1.39 !         1.39

ROAD (49.58 + 41.36 + 0.00) = 50.19 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90    -40   0.66  68.69   0.00 -10.79  -8.32   0.00   0.00   0.00  49.58
-------------------------------------------------------------------------------
   -40     90   0.00  68.69   0.00  -6.50  -1.41   0.00   0.00 -19.42  41.36
-------------------------------------------------------------------------------

Segment Leq : 50.19 dBA (Compared to 50.9 dBA from RLS-90 in CadnaA)

Results segment # 2: Garner Rd
------------------------------

Source height = 1.04 m

ROAD (0.00 + 58.00 + 0.00) = 58.00 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.66  62.85   0.00  -3.39  -1.46   0.00   0.00   0.00  58.00
-------------------------------------------------------------------------------

Segment Leq : 58.00 dBA (Compared to 58.4 dBA from RLS-90 in CadnaA)

Total Leq All Segments: 58.67 dBA



TOTAL Leq FROM ALL SOURCES:       58.67
```

APPENDIX D

NOISE MITIGATION GUIDANCE

Acoustic/Noise Barrier

Generally, noise controls to attenuate transportation sound levels at Outdoor Living Areas (OLAs) would consist of the implementation of acoustic/noise barriers with materials that would meet the guidance included in NPC-300, for example:

- A wall, berm, wall/berm combination or similar structure, used as a noise control measure, and high enough to break the line-of-sight between the source and the receptor.
- The minimum surface density (face weight) is 20 kg/m^2
    - Many materials could satisfy the surface density requirement, e.g. wood, glass, concrete, Plexiglas, Acrylite.
    - The required thickness can be determined by dividing the 20 kg/m^2 face weight by the material density (kg/m^3). Typically, this would imply:
        - 50 mm (2") thickness of wood
        - 13 mm (0.5") thickness of lighter plastic (like Plexiglas or PVC)
        - 6 mm (0.25") thickness of heavier material (like aluminum, glass, concrete)
- The barrier should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Joints between panels may need to be overlapped to ensure surfaces are free of gaps, particularly for wood construction.
- Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained.
- If a sound absorptive face is to be included in the barrier design, the minimum noise reduction coefficient is recommended to be NRC 0.7.

Building Ventilation and Air Conditioning

The use of air conditioning itself is not a noise control measure; however, it allows for windows and doors to remain closed, thereby reducing the indoor sound levels.

NPC-300 provides the following guidance with respect to implementation of building ventilation and air conditioning:

a. the noise produced by the proposed ventilation system in the space served does not exceed 40 dBA. In practice, this condition usually implies that window air conditioning units are not acceptable;
b. the ventilation system complies with all national, provincial and municipal standards and codes;
c. the ventilation system is designed by a heating and ventilation professional; and
d. the ventilation system enables the windows and exterior doors to remain closed.

Air conditioning systems also need to comply with Publication NPC-216, and/or any local municipal noise by-law that has provisions relating to air conditioning equipment.

APPENDIX E

WARNING CLAUSES

Warning clauses are recommended to be included on all development agreements, offers of purchase and agreements of purchase and sale or lease. Warning clauses may be used individually or in combination.

The following warning clauses are recommended based on the applicable guidelines; however, wording may be modified/customized during consultation with the planning authority to best suit the proposed development:

Transportation Sources

NPC-300 Type A: Recommended to address surface transportation sound levels in OLAs if sound level is in the range of >55 dBA but ≤ 60 dBA, and noise controls have not been provided.

"Purchasers/tenants are advised that sound levels due to increasing road traffic (rail traffic) (air traffic) may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."

NPC-300 Type B: Recommended to address surface transportation sound levels in OLAs if the sound level is in the range of >55 dBA but ≤ 60 dBA, and noise controls have been provided. Recommended to address outdoor aircraft sound levels ≥NEF 30.

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

NPC-300 Type C: Applicable for low and medium density developments only, recommended to address transportation sound levels at the plane of window.

"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

NPC-300 Type D: Recommended to address transportation sound levels at the plane of window.

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

Proximity to Railway Line: Metrolinx/CN/CP/VIA Warning Clause for developments that are within 300 metres of the right-of-way

"Warning: [Canadian National Railway Company] [Metrolinx / GO] [Canadian Pacific Railway Company] [VIA Rail Canada Inc.] or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR/Metrolinx/GO/CPR/VIA will not responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

Stationary Sources

NPC-300 Type E: Recommended to address proximity to commercial/industrial land-use

"Purchasers/tenants are advised that due to the proximity of the adjacent industrial/commercial land-uses, noise from the industrial/commercial land-uses may at times be audible."

NPC-300 Type F: Recommended to for Class 4 Area Notification

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