



Appendix B Traffic Data and Calculations

Environmental Noise & Vibration Assessment

130 Mountainview Road North, Georgetown

Whitestone (Georgetown Developments) General Partnership

SLR Project No.: 241.031484.00001

December 6, 2024



Train Count Data

TRANSMITTAL

To: SLR
Destinataire: 150 Research Lane
Suite 105 Limited

Project: HAL - 23.5 Georgetown Go Station, Georgetown
ON

Attn: Marcus Li

Routing: mli@slrconsulting.com

From: Michael Vallins
Expéditeur:

Date: 2020/12/18

Cc: Adjacent Development
CN via e-mail

Urgent For Your Use For Review For Your Information Confidential

Re: Train Traffic Data - CN Halton Subdivision near Georgetown Go Station in Georgetown, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **\$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at permits.gld@cn.ca

Sincerely,
CN Design & Construction

Michael Vallins P. Eng
Manager, Public Works-Eastern Canada
Permits.gld@cn.ca

Date: 2020/12/18

Project Number: HAL - 23.5 - Georgetown Go station, Georgetown ON

Dear Marcus:

Re: Train Traffic Data - CN Halton Subdivision near 11611 Trafalgar in Georgetown, ON

The following is provided in response to Marcus's 2020/09/08 request for information regarding rail traffic in the vicinity of Georgetown Go station in Georgetown at approximately Mile 23.5 on CN's Halton Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

*Maximum train speed is given in Miles per Hour

| | 0700-2300 | | | |
|---------------|-----------|--------------|------------|------------|
| Type of Train | Volumes | Max. Consist | Max. Speed | Max. Power |
| Freight | 6 | 140 | 50 | 4 |
| Way Freight | 0 | 25 | 50 | 4 |
| Passenger | 0 | 10 | 50 | 2 |

| | 2300-0700 | | | |
|---------------|-----------|--------------|------------|------------|
| Type of Train | Volumes | Max. Consist | Max. Speed | Max. Power |
| Freight | 9 | 140 | 50 | 4 |
| Way Freight | 0 | 25 | 50 | 4 |
| Passenger | 4 | 10 | 50 | 2 |

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Halton Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is no at-grade crossing in the immediate vicinity of the study area. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The double mainline track is considered to be continuously welded rail throughout the study area.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,



Michael Vallins P.Eng
Manager, Public Works-Eastern Canada
Permits.gld@cn.ca

Sabah Ersum

From: Sarangan Srikanth <Sarangan.Srikanth@cn.ca>
Sent: September 10, 2024 10:41 AM
To: Keni Mallinen
Subject: RE: Rail Traffic Data Request - Noise Study - Halton Subdivision at Mountainview Road North, Georgetown

You don't often get email from sarangan.srikanth@cn.ca. [Learn why this is important](#)

Hello Keni,

This data is still valid.

Thank you,



Sarangan Srikanth

Officer Public Works | Engineering-GLD- Eastern Canada
T: **905-669-3000** | C: **437-329-4963**

[What's New at CN](#) | [Quoi de neuf au CN](#)

From: Keni Mallinen <kmallinen@slrconsulting.com>
Sent: Thursday, April 04, 2024 8:14 AM
To: GLD-Permits <permits.gld@cn.ca>
Subject: Rail Traffic Data Request - Noise Study - Halton Subdivision at Mountainview Road North, Georgetown

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AVERTISSEMENT : ce courriel provient d'une source externe au CN : NE CLIQUEZ SUR AUCUN lien ou pièce jointe à moins de reconnaître l'expéditeur et d'

Good day,

We are working on an environmental noise and vibration study near the CN Halton Subdivision at Mountainview Road North in Georgetown, Ontario. The Project site location is shown in the attached Google Earth aerial image.

Would I be able to purchase rail traffic data for this section of the CN Halton Subdivision for our study?

If the invoice can reference 'Keni Mallinen' and be sent to me directly at kmallinen@slrconsulting.com, I can ensure that it will be processed as quickly as possible for payment.

Please let me know if you require any other information regarding this request.

Best regards,
Keni

Keni Mallinen M.A.Sc., P.Eng.
Senior Acoustics Engineer

O +1 226 706 8080
M +1 226 203 7385
E kmallinen@slrconsulting.com

SLR Consulting (Canada) Ltd.
100 Stone Road West, Suite 201, Guelph, ON, Canada N1G 5L3



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Sabah Ersum

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: April 26, 2024 5:05 PM
To: Keni Mallinen
Subject: RE: Rail Traffic Data Request - Noise Study - Halton Subdivision at Mountainview Road North, Georgetown

Good afternoon Keni,

Further to your request dated April 04, 2022, the subject lands (near the intersection of Mountainview Road North and River Dr, Halton Hills) are located within 300 metres of the CN Halton Subdivision (which carries Kitchener GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel trains. The GO rail fleet combination on this Subdivision will consist of up to 2 locomotive and 8 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 76 trains. *The planned detailed trip breakdown is listed below:

| | 1 Diesel Locomotive | 2 Diesel Locomotive | | 1 Diesel Locomotive | 2 Diesel Locomotive |
|-----------------|---------------------|---------------------|-------------------|---------------------|---------------------|
| Day (0700-2300) | 56 | 8 | Night (2300-0700) | 12 | 0 |

The current track design speed near the subject lands is 50 mph (80 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands.

Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.

*At this time we do not expect the frequency of trains to increase beyond 2032. It is expected that the number of passenger cars may increase during peak periods to increase capacity as required. Exact numbers are unknown at this time.

Best regards,

Farah Faroque (she/her)
Project Analyst, Third Party Projects Review
Real Estate & Development
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2N8
T: 437.900.2291



From: Keni Mallinen <kmallinen@slrconsulting.com>
Sent: Friday, April 26, 2024 2:25 PM
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Subject: RE: Rail Traffic Data Request - Noise Study - Halton Subdivision at Mountainview Road North, Georgetown

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Good afternoon,

I just wanted to follow up on this rail data request in support of our environmental noise and vibration study.

Please let me know if any further information is required for this request.

Best regards,
Keni

Keni Mallinen M.A.Sc., P.Eng.
Senior Acoustics Engineer

O +1 226 706 8080
M +1 226 203 7385
E kmallinen@slrconsulting.com

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From: Keni Mallinen <kmallinen@slrconsulting.com>
Sent: April 04, 2024 8:16 AM
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Subject: Rail Traffic Data Request - Noise Study - Halton Subdivision at Mountainview Road North, Georgetown

Good day,

We are working on an environmental noise and vibration study near the Halton Subdivision at Mountainview Road North in Georgetown, Ontario. The Project site location is shown in the Google Earth aerial image below,



Would Metrolinx be able to provide rail data forecasts for this section of the Halton Subdivision for our study?

Please let me know if you require any other information regarding this request.

Thank you,
Keni

Keni Mallinen M.A.Sc., P.Eng.
Senior Acoustics Engineer

O +1 226 706 8080
M +1 226 203 7385
E kmallinen@slrconsulting.com

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Appendix B - Rail Traffic Modelling Input Summary

| Name | ID | Lw | | Train Class | Correct. Track (dB) | Vmax (km(km/h)) | Height | | E (m) | A_att | E_Att | Length (m) | Train Type 1 | | No. | | Speed (km/h) | Throttle (1 to 8) |
|--------------|-----------------------|-----------|-------------|-------------|---------------------|-----------------|--------|-------|-------|-------|-------|------------|------------------|-------|------|----|--------------|-------------------|
| | | Day (dBA) | Night (dBA) | | | | A (m) | E (m) | | | | | Day | Night | | | | |
| GO Passenger | GO_loco | 69 | 64.2 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_LOC_DE | 72 | 12 | 80 | 8 | |
| GO Passenger | GO_wheel | 61.4 | 57.1 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_CAR | 512 | 96 | 80 | 0 | |
| CN Freight | CNfreight_loco | 72.3 | 76.8 | (local) | 0 | | 0.6 | r | | | | 2639 | FRA_CONV_FRE_LOC | 40 | 56 | 80 | 8 | |
| CN Freight | CNfreight_wheel | 65.8 | 70.2 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_CAR | 1400 | 1960 | 80 | 0 | |
| CN Passenger | CNPassenger_loco | -81 | 64.9 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_LOC_DE | 0 | 14 | 80 | 8 | |
| CN Passenger | CNPassenger_wheel | -81 | 55.8 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_CAR | 0 | 70 | 80 | 0 | |
| GO Passenger | GO_loco_24Loco | 67.9 | -81 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_LOC_DE | 84 | 0 | 80 | 8 | |
| GO Passenger | GO_wheel_24Vheel | 60.4 | -81 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_CAR | 608 | 0 | 80 | 0 | |
| CN Freight | CNFreight_D_24Vloco | 74.4 | -81 | (local) | 0 | | 0.6 | r | | | | 2639 | FRA_CONV_FRE_LOC | 96 | 0 | 80 | 8 | |
| CN Freight | CNFreight_D_24Vheel | 67.8 | -81 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_CAR | 3360 | 0 | 80 | 0 | |
| CN Passenger | CNPassenger_D_24Loco | 60.1 | -81 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_LOC_DE | 14 | 0 | 80 | 8 | |
| CN Passenger | CNPassenger_D_24Vheel | 51 | -81 | (local) | 0 | | 0.6 | r | | | | 2639 | FTA_COMM_CAR | 70 | 0 | 80 | 0 | |

**Town of Halton Hills
Traffic Engineering Section
WEEKLY SUMMARY FOR ROAD TOTAL**

Starting:
May 4 - 10, 2017

Site Reference:

File:

Site ID:

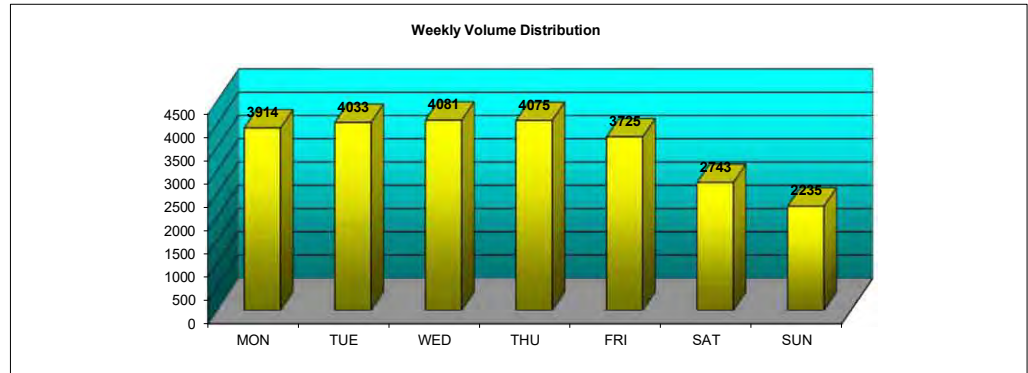
User: Roumen Kotev

Location: Maple Avenue between Mountainview Road N and Guelph Street

Direction: ROAD TOTAL

| TIME ENDING | MON | TUE | WED | THU | FRI | WEEKDAY | SAT | SUN | 7 DAY | TOTAL |
|-------------|-----|-----|-----|-----|-----|---------|-----|-----|---------|-------|
| | 8 | 9 | 10 | 4 | 5 | AVERAGE | 6 | 7 | AVERAGE | |
| 1:00 | 21 | 18 | 15 | 22 | 22 | 20 | 32 | 36 | 24 | 166 |
| 2:00 | 4 | 8 | 11 | 8 | 11 | 8 | 16 | 16 | 11 | 74 |
| 3:00 | 3 | 7 | 3 | 3 | 4 | 4 | 14 | 12 | 7 | 46 |
| 4:00 | 5 | 2 | 4 | 3 | 2 | 3 | 11 | 10 | 5 | 37 |
| 5:00 | 10 | 12 | 14 | 13 | 15 | 13 | 6 | 5 | 11 | 75 |
| 6:00 | 31 | 41 | 46 | 34 | 33 | 37 | 11 | 9 | 29 | 205 |
| 7:00 | 146 | 135 | 132 | 129 | 95 | 127 | 46 | 33 | 102 | 716 |
| 8:00 | 246 | 250 | 275 | 256 | 211 | 248 | 52 | 38 | 190 | 1328 |
| 9:00 | 311 | 341 | 336 | 346 | 320 | 331 | 103 | 70 | 261 | 1827 |
| 10:00 | 195 | 206 | 211 | 208 | 192 | 202 | 159 | 133 | 186 | 1304 |
| 11:00 | 151 | 189 | 185 | 208 | 169 | 180 | 221 | 144 | 181 | 1267 |
| 12:00 | 166 | 198 | 191 | 205 | 207 | 193 | 213 | 165 | 192 | 1345 |
| 13:00 | 236 | 234 | 245 | 222 | 205 | 228 | 252 | 231 | 232 | 1625 |
| 14:00 | 200 | 205 | 221 | 212 | 184 | 204 | 246 | 216 | 212 | 1484 |
| 15:00 | 245 | 253 | 241 | 256 | 254 | 250 | 222 | 209 | 240 | 1680 |
| 16:00 | 336 | 333 | 357 | 357 | 317 | 340 | 220 | 158 | 297 | 2078 |
| 17:00 | 429 | 369 | 353 | 377 | 387 | 383 | 196 | 151 | 323 | 2262 |
| 18:00 | 383 | 403 | 393 | 382 | 354 | 383 | 163 | 124 | 315 | 2202 |
| 19:00 | 272 | 301 | 296 | 312 | 281 | 292 | 152 | 135 | 250 | 1749 |
| 20:00 | 204 | 194 | 175 | 193 | 138 | 181 | 116 | 122 | 163 | 1142 |
| 21:00 | 135 | 141 | 153 | 144 | 113 | 137 | 77 | 80 | 120 | 843 |
| 22:00 | 94 | 106 | 125 | 86 | 104 | 103 | 67 | 80 | 95 | 662 |
| 23:00 | 61 | 51 | 61 | 56 | 51 | 56 | 90 | 32 | 57 | 402 |
| 24:00:00 | 30 | 36 | 38 | 43 | 56 | 41 | 58 | 26 | 41 | 287 |

| TOTALS | 3914 | 4033 | 4081 | 4075 | 3725 | 3966 | 2743 | 2235 | 3544 | 24806 | |
|-----------------|--------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|-------------|--------------|--------------|
| % AVG WKDY | 98.7 | 101.7 | 102.9 | 102.8 | 93.9 | | 69.2 | 56.4 | | | |
| % AVG WEEK | 110.4 | 113.8 | 115.2 | 115.0 | 105.1 | | 77.4 | 63.1 | | | |
| AM Times | 9:00 | 9:00 | 9:00 | 9:00 | 9:00 | | 11:00 | 12:00 | | | |
| AM Peaks | 311 | 341 | 336 | 346 | 320 | | 221 | 165 | | | |
| PM Times | 17:00 | 18:00 | 18:00 | 18:00 | 17:00 | | 13:00 | 13:00 | | | |
| PM Peaks | 429 | 403 | 393 | 382 | 387 | | 252 | 231 | | nm | |
| Class 1 | 18 | 23 | 31 | 2 | 3 | 15 | 0 | 1 | 9 | 60 | AADT (%) |
| Class 2 | 2412 | 2528 | 2676 | 2457 | 2350 | 2002 | 1834 | 1526 | 1910 | 13371 | 0.24 |
| Class 3 | 891 | 896 | 829 | 977 | 856 | 712 | 642 | 501 | 672 | 4701 | 53.90 |
| Class 4 | 100 | 100 | 94 | 129 | 99 | 84 | 20 | 14 | 65 | 456 | 18.95 |
| Class 5 | 293 | 292 | 248 | 289 | 251 | 216 | 187 | 145 | 202 | 1412 | 1.84 |
| Class 6 | 43 | 43 | 33 | 67 | 59 | 40 | 24 | 11 | 34 | 237 | 5.69 |
| Class 7 | 9 | 4 | 11 | 1 | 0 | 3 | 0 | 0 | 2 | 16 | 0.96 |
| Class 8 | 78 | 94 | 85 | 98 | 59 | 67 | 32 | 37 | 58 | 405 | 0.06 |
| Class 9 | 25 | 28 | 39 | 15 | 15 | 19 | 3 | 0 | 14 | 100 | 1.63 |
| Class 10 | 39 | 21 | 30 | 33 | 29 | 23 | 1 | 0 | 16 | 114 | 0.40 |
| Class 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.46 |
| Class 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Class 13 | 5 | 0 | 2 | 3 | 2 | 1 | 0 | 0 | 1 | 7 | 0.00 |
| Class 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.03 |
| Class 15 | 1 | 4 | 3 | 4 | 2 | 3 | 0 | 0 | 2 | 14 | 0.00 |
| Total | 3914 | 4033 | 4081 | 4075 | 3725 | 3966 | 2743 | 2235 | 3544 | 24806 | 84.23 |
| | | | | | | | | | | | 9.29 |



Class 1 - Motorcycles, Class 2 - Passenger Cars, Class 3 - Two axles and tire single units, Class 4 - Buses
Class 5 - Two axles and tire single units, Class 6 - Three axles single units, Class 7 - Four or more axle single units
Class 8 - Four or less axle single trailers, Class 9 - Five axle single trailers, Class 10 - Six or more axle single trailers
Class 11 - Five or less axle multi-trailers, Class 12 - Six axle multi-trailers, Class 13 - Seven or more axle multi-trailers
Class 14 - special cases, Class 15 - Vehicle which does not conform to the classification criteria for Class 1 through Class 14.

Mountainview Road between Maple Avenue and River Drive (SB Direction, 2 Lanes)

Project Notes:
 Location/Name: 8/19/2024 08:56
 Report Generated:
 Speed Intervals: 1 km/h
 Time Intervals: Instant
 Traffic Report From: 9/9/2022 00:00:00 through 9/15/2022 23:59:59
 85th Percentile Speed: 63 km/h
 85th Percentile Vehicles: 32310
 Max Speed: 125 km/h on 9/12/2022 09:35:21
 Total Vehicles: 38012
 AADT: 5430

Volumes - weekly counts

| Time | 5 Day | 7 Day |
|---------------|-------|-------|
| Average Daily | 5706 | 5430 |
| AM Peak | 454 | 388 |
| PM Peak | 441 | 419 |

Speed

Speed Limit: 50
 85th Percentile Speed: 63
 50th Percentile Speed: 56
 10 km/h Pace Interval: 51.0 km/h to 61.0 km/h
 Average Speed: 55.68

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|--------|---------|-----------|----------|--------|----------|--------|
| Count over limit | 3987 | 4259 | 4466 | 4487 | 4678 | 4180 | 3511 |
| % over limit | 76.3 | 77.2 | 77.7 | 77.0 | 75.3 | 81.8 | 80.4 |
| Avg Speeder | 58.5 | 58.7 | 58.9 | 58.8 | 58.7 | 58.8 | 58.7 |

Class Counts

| | Number | % |
|---------------------|--------|------------------|
| VEH_SM | 481 | 1.3 |
| VEH_MED | 35007 | 92.1 |
| VEH_LG | 2524 | 6.6 |
| [VEH_SM=motorcycle, | | VEH_MED = sedan, |
| | | VEH_LG = truck] |

For Project: Mountainview Road between Maple Avenue and River Drive (NB Direction, 2 Lanes)

Project Notes:

Location/Name: 8/19/2024 08:53
 Report Generated:
 Speed Intervals: 1 km/h
 Time Intervals: Instant
 Traffic Report From: 9/9/2022 00:00:00 through 9/15/2022 23:59:59
 85th Percentile Speed: 62 km/h
 85th Percentile Vehicles: 33605
 Max Speed: 118 km/h on 9/12/2022 00:28:58
 Total Vehicles: 39535
 AADT: 5647

Volumes - weekly counts

| Time | 5 Day | 7 Day |
|---------------|-------|-------|
| Average Daily | 5989 | 5647 |
| AM Peak | 346 | 350 |
| PM Peak | 537 | 481 |

Speed

Speed Limit: 50
 85th Percentile Speed: 62
 50th Percentile Speed: 55
 10 km/h Pace Interval: to 60.0 km/h
 Average Speed: 55.29

| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|------------------|--------|---------|-----------|----------|--------|----------|--------|
| Count over limit | 4189 | 4511 | 4611 | 4708 | 5053 | 4291 | 3517 |
| % over limit | 76.8 | 76.8 | 76.7 | 76.6 | 78.2 | 81.9 | 80.8 |
| Avg Speeder | 57.8 | 57.8 | 57.9 | 57.8 | 58.1 | 58.3 | 57.9 |

Class Counts

| Number | % |
|---------------------|------------------|
| VEH_SM | 0.8 |
| VEH_MED | 92.8 |
| VEH_LG | 6.4 |
| [VEH_SM=motorcycle, | VEH_MED = sedan, |
| | VEH_LG = truck] |



Project #24-046 - GHD

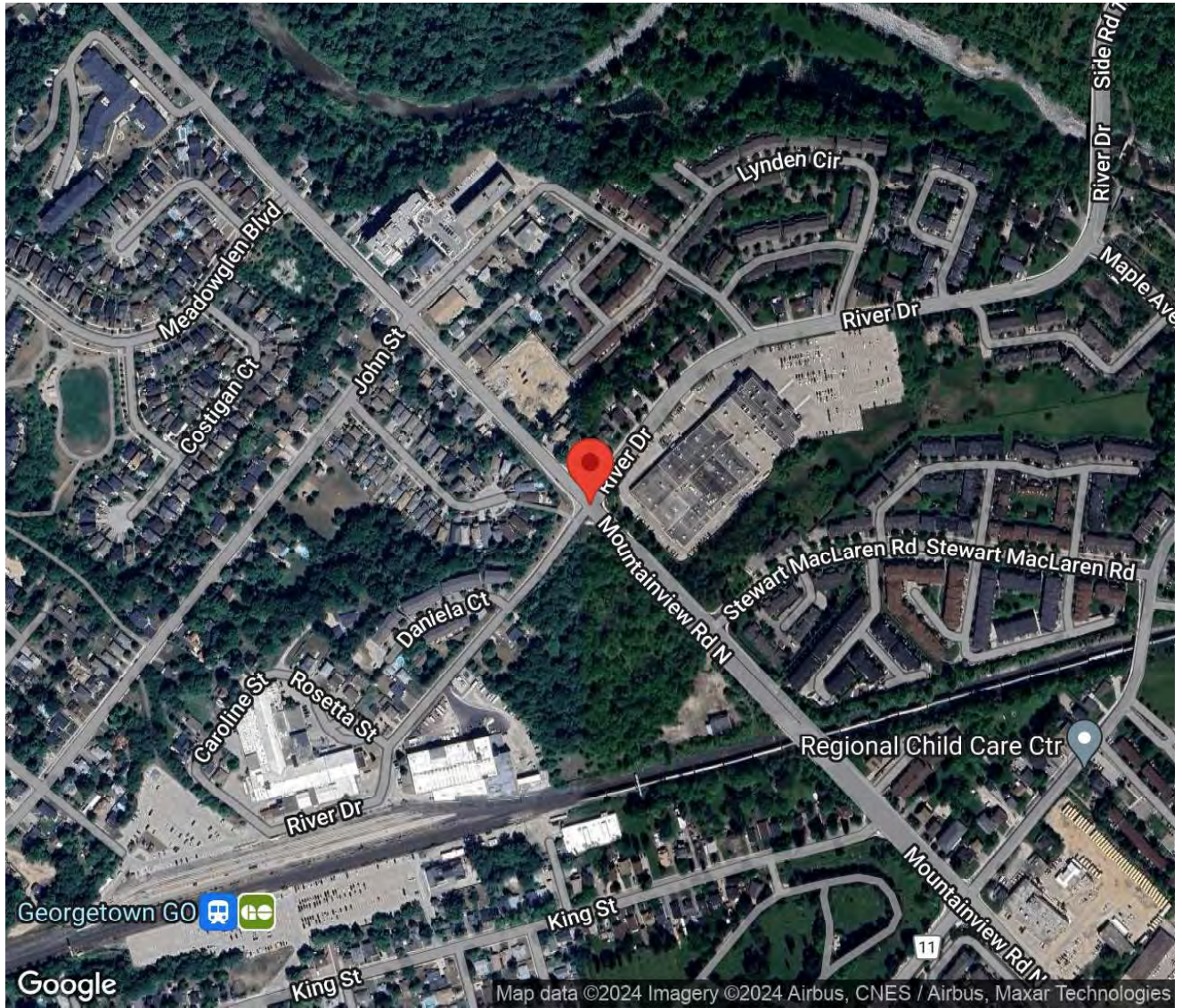
Intersection Count Report

Intersection: River Dr & Mountainview Rd N
Municipality: Georgetown
Count Date: Wednesday, Feb 07, 2024
Site Code: 2404600001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-09:00, 16:00-18:00
Weather: Clear
Comments:



Traffic Count Map

Intersection: River Dr & Mountainview Rd N
Site Code: 240460001
Municipality: Georgetown
Count Date: Feb 07, 2024





Traffic Count Summary

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024

Mountainview Rd N - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|--------------------|---------------------------------|-------------|-----------|----------|-------------|-----------|---------------------------------|-------------|------------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 56 | 218 | 3 | 0 | 277 | 5 | 21 | 129 | 78 | 0 | 228 | 2 | 505 |
| 08:00 - 09:00 | 33 | 349 | 4 | 0 | 386 | 4 | 15 | 197 | 109 | 0 | 321 | 2 | 707 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 26 | 302 | 8 | 0 | 336 | 2 | 39 | 367 | 122 | 1 | 529 | 0 | 865 |
| 17:00 - 18:00 | 17 | 262 | 1 | 0 | 280 | 9 | 24 | 354 | 94 | 0 | 472 | 0 | 752 |
| GRAND TOTAL | 132 | 1131 | 16 | 0 | 1279 | 20 | 99 | 1047 | 403 | 1 | 1550 | 4 | 2829 |



Traffic Count Summary

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024

River Dr - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-----------|-----------|----------|------------|----------|---------------------------------|-----------|------------|----------|------------|-----------|------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 85 | 5 | 12 | 0 | 102 | 1 | 3 | 11 | 39 | 0 | 53 | 5 | 155 |
| 08:00 - 09:00 | 91 | 8 | 16 | 0 | 115 | 0 | 4 | 4 | 32 | 0 | 40 | 2 | 155 |
| BREAK | | | | | | | | | | | | | |
| 16:00 - 17:00 | 93 | 8 | 29 | 0 | 130 | 0 | 1 | 3 | 41 | 0 | 45 | 3 | 175 |
| 17:00 - 18:00 | 87 | 7 | 28 | 0 | 122 | 6 | 1 | 8 | 32 | 0 | 41 | 3 | 163 |
| GRAND TOTAL | 356 | 28 | 85 | 0 | 469 | 7 | 9 | 26 | 144 | 0 | 179 | 13 | 648 |



Traffic Count Data

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024

North Approach - Mountainview Rd N

| Start Time | Cars | | | Trucks | | | Bicycles | | | Total Peds | | | | | |
|-----------------|-------|-----|---|--------|----|---|----------|----|---|------------|---|---|---|---|---|
| | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | | | |
| | Total | | | Total | | | Total | | | Total | | | | | |
| 07:00 | 11 | 39 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 07:15 | 15 | 42 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 19 | 55 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 10 | 73 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 8 | 87 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 9 | 84 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:30 | 8 | 73 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 6 | 92 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 86 | 545 | 7 | 0 | 22 | 0 | 0 | 24 | 1 | 0 | 0 | 0 | 0 | 1 | 9 |

Traffic Count Data

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024



North Approach - Mountainview Rd N

| Start Time | Cars | | | Trucks | | | Bicycles | | | Total Peds | | | |
|--------------------|------------|-------------|-----------|----------|-----------|----------|-----------|----------|----------|------------|----------|----------|-----------|
| | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | |
| | Total | | | Total | | | Total | | | Total | | | |
| 16:00 | 3 | 98 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:15 | 10 | 74 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 6 | 55 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 6 | 72 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 6 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 1 | 78 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 6 | 58 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| SUBTOTAL | 41 | 556 | 8 | 2 | 8 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| GRAND TOTAL | 127 | 1101 | 15 | 4 | 30 | 1 | 35 | 1 | 0 | 0 | 0 | 0 | 20 |



Traffic Count Data

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024

South Approach - Mountainview Rd N

| Start Time | Cars | | | Trucks | | | Bicycles | | | Total Peds | | | |
|-----------------|-----------|------------|------------|----------|-----------|-----------|----------|-----------|----------|------------|----------|----------|----------|
| | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | |
| | Total | | | Total | | | Total | | | Total | | | |
| 07:00 | 8 | 26 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 3 | 31 | 13 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 5 | 30 | 9 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 4 | 32 | 23 | 1 | 2 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:00 | 2 | 42 | 18 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 2 | 54 | 28 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 3 | 34 | 21 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 7 | 54 | 12 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUBTOTAL | 34 | 303 | 139 | 0 | 23 | 48 | 0 | 73 | 0 | 0 | 0 | 0 | 4 |



Traffic Count Data

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024

South Approach - Mountainview Rd N

| Start Time | Cars | | | Trucks | | | Bicycles | | | Total Peds | | | | |
|--------------------|-----------|-------------|------------|----------|-------------|----------|-----------|-----------|----------|------------|----------|----------|----------|----------|
| | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | | |
| | Total | | | Total | | | Total | | | Total | | | | |
| 16:00 | 7 | 83 | 17 | 0 | 5 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | |
| 16:15 | 11 | 98 | 32 | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | |
| 16:30 | 7 | 100 | 31 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | |
| 16:45 | 14 | 76 | 19 | 1 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | |
| 17:00 | 8 | 97 | 23 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | |
| 17:15 | 7 | 92 | 24 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 17:30 | 4 | 87 | 15 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | |
| 17:45 | 5 | 72 | 22 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | |
| SUBTOTAL | 63 | 705 | 183 | 1 | 16 | 33 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | |
| GRAND TOTAL | 97 | 1008 | 322 | 1 | 1428 | 2 | 39 | 81 | 0 | 122 | 0 | 0 | 0 | 4 |



Traffic Count Data

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Municipality: Georgetown
 Count Date: Feb 07, 2024

East Approach - River Dr

| Start Time | Cars | | | Trucks | | | Bicycles | | | Total Peds | | | | | |
|--------------------|------------|-----------|-----------|----------|----------|------------|-----------|----------|----------|------------|----------|-----------|----------|----------|----------|
| | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | ← | ↑ | ↻ | | | |
| | Total | | | Total | | | Total | | | Total | | | | | |
| 16:00 | 23 | 5 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 20 | 0 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 20 | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 22 | 2 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 22 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 18 | 2 | 13 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 19 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 23 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 167 | 15 | 57 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| GRAND TOTAL | 287 | 28 | 84 | 0 | 0 | 399 | 69 | 0 | 1 | 0 | 0 | 70 | 0 | 0 | 0 |

Peak Hour Diagram

Specified Period

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

One Hour Peak

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

Intersection: River Dr & Mountainview Rd N
Site Code: 2404600001
Count Date: Feb 07, 2024

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Mountainview Rd N runs N/S

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 371 | 204 | 575 |
| | 15 | 13 | 28 |
| | 0 | 0 | 0 |
| Totals | 386 | 217 | 603 |

Mountainview Rd N

| | | | | |
|---------------|----------|------------|-----------|----------|
| | 0 | 0 | 0 | 0 |
| | 0 | 13 | 2 | 0 |
| | 4 | 336 | 31 | 0 |
| Totals | 4 | 349 | 33 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 92 | 114 | 206 |
| | 23 | 32 | 55 |
| | 0 | 0 | 0 |
| Totals | 115 | 146 | 261 |

River Dr

| | | | | Totals |
|--|---|---|----|--------|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 4 | 4 |
| | 0 | 0 | 4 | 4 |
| | 0 | 3 | 29 | 32 |

Peds: 4

Peds: 2



Peds: 0

Peds: 2

River Dr

| Totals | | | |
|--------|----|----|---|
| 0 | 0 | 0 | 0 |
| 16 | 16 | 0 | 0 |
| 8 | 8 | 0 | 0 |
| 91 | 68 | 23 | 0 |

West Approach

| | Out | In | Total |
|---------------|-----------|-----------|-----------|
| | 37 | 26 | 63 |
| | 3 | 1 | 4 |
| | 0 | 0 | 0 |
| Totals | 40 | 27 | 67 |

| Totals | | | |
|--------|-----|----|---|
| 15 | 184 | 79 | 0 |
| 1 | 13 | 30 | 0 |
| 0 | 0 | 0 | 0 |

Mountainview Rd N

South Approach

| Out | In | Total |
|------------|------------|------------|
| 277 | 433 | 710 |
| 44 | 39 | 83 |
| 0 | 0 | 0 |
| 321 | 472 | 793 |

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Count Date: Feb 07, 2024
 Period: 07:00 - 09:00



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

| Start Time | North Approach Mountainview Rd N | | | South Approach Mountainview Rd N | | | East Approach River Dr | | | West Approach River Dr | | | Total Vehicles | | | | | | | | | | | | | |
|--------------------|-------------------------------------|------------|------------|-------------------------------------|-------------|-------------|---------------------------|-------------|-------------|---------------------------|----------|-------------|-------------------|-------------|-------------|----------|----------|-------------|-------------|------------|-------------|----------|----------|-------------|-------------|---|
| | ↑ | ↑ | Total | ↑ | ↑ | Total | ↑ | ↑ | Total | ↑ | ↑ | Total | | | | | | | | | | | | | | |
| 08:00 | 9 | 90 | 2 | 0 | 0 | 101 | 3 | 46 | 30 | 0 | 0 | 79 | 27 | 1 | 5 | 0 | 0 | 33 | 3 | 0 | 9 | 0 | 0 | 12 | 225 | |
| 08:15 | 9 | 86 | 1 | 0 | 2 | 96 | 2 | 59 | 37 | 0 | 1 | 98 | 17 | 2 | 3 | 0 | 0 | 22 | 0 | 2 | 7 | 0 | 1 | 9 | 225 | |
| 08:30 | 8 | 76 | 0 | 0 | 2 | 84 | 3 | 35 | 28 | 0 | 0 | 66 | 20 | 2 | 6 | 0 | 0 | 28 | 0 | 0 | 4 | 0 | 1 | 4 | 182 | |
| 08:45 | 7 | 97 | 1 | 0 | 0 | 105 | 7 | 57 | 14 | 0 | 1 | 78 | 27 | 3 | 2 | 0 | 0 | 32 | 1 | 2 | 12 | 0 | 0 | 15 | 230 | |
| Grand Total | 33 | 349 | 4 | 0 | 4 | 386 | 15 | 197 | 109 | 0 | 2 | 321 | 91 | 8 | 16 | 0 | 0 | 115 | 4 | 4 | 32 | 0 | 2 | 40 | 862 | |
| Approach % | 8.5 | 90.4 | 1 | 0 | - | - | 4.7 | 61.4 | 34 | 0 | 0 | - | 79.1 | 7 | 13.9 | 0 | 0 | - | 10 | 10 | 80 | 0 | 0 | - | - | |
| Totals % | 3.8 | 40.5 | 0.5 | 0 | 44.8 | 44.8 | 1.7 | 22.9 | 12.6 | 0 | 0 | 37.2 | 10.6 | 0.9 | 1.9 | 0 | 0 | 13.3 | 0.5 | 0.5 | 3.7 | 0 | 0 | 4.6 | - | |
| PHF | 0.92 | 0.9 | 0.5 | 0 | 0.92 | 0.92 | 0.54 | 0.83 | 0.74 | 0 | 0 | 0.82 | 0.84 | 0.67 | 0.67 | 0 | 0 | 0.87 | 0.33 | 0.5 | 0.67 | 0 | 0 | 0.67 | 0.94 | |
| Cars | 31 | 336 | 4 | 0 | 0 | 371 | 14 | 184 | 79 | 0 | 0 | 277 | 68 | 8 | 16 | 0 | 0 | 92 | 4 | 4 | 29 | 0 | 0 | 37 | 777 | |
| % Cars | 93.9 | 96.3 | 100 | 0 | 0 | 96.1 | 93.3 | 93.4 | 72.5 | 0 | 0 | 86.3 | 74.7 | 100 | 100 | 0 | 0 | 80 | 100 | 100 | 90.6 | 0 | 0 | 92.5 | 90.1 | |
| Trucks | 2 | 13 | 0 | 0 | 0 | 15 | 1 | 13 | 30 | 0 | 0 | 44 | 23 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 3 | 0 | 0 | 3 | 85 | |
| % Trucks | 6.1 | 3.7 | 0 | 0 | 0 | 3.9 | 6.7 | 6.6 | 27.5 | 0 | 0 | 13.7 | 25.3 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 9.4 | 0 | 0 | 7.5 | 9.9 | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Peds | | | | | | 4 | | | | | 2 | | | | | | 0 | | | | | | | 2 | | 8 |
| % Peds | | | | | | 50 | | | | | 25 | | | | | | 0 | | | | | | | 25 | | - |

Peak Hour Diagram

Specified Period

From: 16:00:00
To: 18:00:00

One Hour Peak

From: 16:00:00
To: 17:00:00

Intersection: River Dr & Mountainview Rd N
Site Code: 2404600001
Count Date: Feb 07, 2024

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Mountainview Rd N runs N/S

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 331 | 387 | 718 |
| | 5 | 10 | 15 |
| | 0 | 0 | 0 |
| Totals | 336 | 397 | 733 |

Mountainview Rd N

| | | | | |
|---------------|----------|------------|-----------|----------|
| | 0 | 0 | 0 | 0 |
| | 1 | 3 | 1 | 0 |
| | 7 | 299 | 25 | 0 |
| Totals | 8 | 302 | 26 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 122 | 127 | 249 |
| | 8 | 24 | 32 |
| | 0 | 0 | 0 |
| Totals | 130 | 151 | 281 |

River Dr

| | | | | Totals |
|--|---|---|----|--------|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 1 | 1 |
| | 0 | 0 | 3 | 3 |
| | 0 | 3 | 38 | 41 |

Peds: 2

Peds: 3



Peds: 0

Peds: 0

River Dr

| Totals | | | |
|--------|----|---|---|
| 0 | 0 | 0 | 0 |
| 29 | 29 | 0 | 0 |
| 8 | 8 | 0 | 0 |
| 93 | 85 | 8 | 0 |

West Approach

| | Out | In | Total |
|---------------|-----------|-----------|------------|
| | 42 | 54 | 96 |
| | 3 | 1 | 4 |
| | 0 | 0 | 0 |
| Totals | 45 | 55 | 100 |

| Totals | | | |
|--------|-----|----|---|
| 39 | 357 | 99 | 1 |
| 0 | 10 | 23 | 0 |
| 0 | 0 | 0 | 0 |

Mountainview Rd N

South Approach

| Out | In | Total |
|------------|------------|------------|
| 496 | 423 | 919 |
| 33 | 14 | 47 |
| 0 | 0 | 0 |
| 529 | 437 | 966 |

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: River Dr & Mountainview Rd N
 Site Code: 2404600001
 Count Date: Feb 07, 2024
 Period: 16:00 - 18:00



Peak Hour Data (16:00 - 17:00)

| Start Time | North Approach Mountainview Rd N | | | South Approach Mountainview Rd N | | | East Approach River Dr | | | West Approach River Dr | | | Total Vehicles | |
|--------------------|-------------------------------------|-------------|-------------|-------------------------------------|-------------|-------------|---------------------------|------------|-------------|---------------------------|----------|-------------|-------------------|-------------|
| | ↑ | ↑ | Total | ↑ | ↑ | Total | ↑ | ↑ | Total | ↑ | ↑ | Total | | |
| 16:00 | 4 | 99 | 104 | 7 | 88 | 95 | 24 | 5 | 29 | 0 | 0 | 0 | 8 | 269 |
| 16:15 | 10 | 75 | 86 | 11 | 101 | 112 | 22 | 0 | 22 | 0 | 0 | 0 | 10 | 278 |
| 16:30 | 6 | 56 | 62 | 7 | 100 | 107 | 22 | 1 | 23 | 0 | 0 | 1 | 10 | 248 |
| 16:45 | 6 | 72 | 78 | 14 | 78 | 92 | 25 | 2 | 27 | 0 | 0 | 2 | 13 | 245 |
| Grand Total | 26 | 302 | 328 | 39 | 367 | 696 | 93 | 8 | 101 | 0 | 0 | 3 | 41 | 1040 |
| Approach % | 7.7 | 89.9 | - | 7.4 | 69.4 | 23.1 | 71.5 | 6.2 | 22.3 | 0 | 0 | 6.7 | 91.1 | - |
| Totals % | 2.5 | 29 | 32.3 | 3.8 | 35.3 | 11.7 | 8.9 | 0.8 | 2.8 | 0 | 0 | 0.1 | 3.9 | 4.3 |
| PHF | 0.65 | 0.76 | 0.81 | 0.7 | 0.91 | 0.76 | 0.93 | 0.4 | 0.91 | 0 | 0 | 0.25 | 0.38 | 0.75 |
| Cars | 25 | 299 | 324 | 39 | 357 | 396 | 85 | 8 | 93 | 0 | 0 | 1 | 3 | 42 |
| % Cars | 96.2 | 99 | 98.5 | 100 | 97.3 | 93.8 | 91.4 | 100 | 100 | 0 | 0 | 100 | 92.7 | 93.3 |
| Trucks | 1 | 3 | 4 | 0 | 10 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Trucks | 3.8 | 1 | 1.5 | 0 | 2.7 | 3.4 | 8.6 | 0 | 0 | 0 | 0 | 0 | 7.3 | 6.7 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peds | 2 | - | 2 | - | - | - | 0 | - | 0 | - | - | 0 | 3 | 5 |
| % Peds | 40 | - | 40 | - | - | - | 0 | - | 0 | - | - | 0 | 60 | - |

ORNAMENT - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

| Road Segment ID | Roadway Name | Link Description | Speed (kph) | Period (h) | AADT | Total Traffic Volumes | Auto % | Med % | Hvy % | Auto | Med | Heavy | Road Gradient (%) | PWL (dBA) | Source Heights (m) |
|---------------------|---|-------------------|-------------|------------|-------|-----------------------|--------|-------|-------|------|-----|-------|-------------------|-----------|--------------------|
| Mountainview_avg | Mountainview Rd N | Daytime Impacts | 50 | 16 | 11284 | 10156 | 89.5% | 5.3% | 5.3% | 9089 | 533 | 533 | 0 | 82.1 | 1.5 |
| | | Nighttime Impacts | 50 | 8 | | 1128 | 89.5% | 5.3% | 5.3% | 1010 | 59 | 59 | 0 | 75.6 | 1.5 |
| Mountainview_DH_avg | Mountainview Rd N | Daytime Impacts | 50 | 16 | 5642 | 5078 | 89.5% | 5.3% | 5.3% | 4545 | 267 | 267 | 0 | 79.1 | 1.5 |
| | | Nighttime Impacts | 50 | 8 | | 564 | 89.5% | 5.3% | 5.3% | 505 | 30 | 30 | 0 | 72.6 | 1.5 |
| Mountainview_UH_avg | Mountainview Rd N | Daytime Impacts | 50 | 16 | 5642 | 5078 | 89.5% | 5.3% | 5.3% | 4545 | 267 | 267 | 6.2 | 81.3 | 1.5 |
| | | Nighttime Impacts | 50 | 8 | | 564 | 89.5% | 5.3% | 5.3% | 505 | 30 | 30 | 6.2 | 74.8 | 1.5 |
| RiverE_avg | River Dr (East of Mountainview Rd) | Daytime Impacts | 50 | 16 | 3714 | 3343 | 78.9% | 10.6% | 10.6% | 2637 | 353 | 353 | 0 | 79.9 | 1.8 |
| | | Nighttime Impacts | 50 | 8 | | 371 | 78.9% | 10.6% | 10.6% | 293 | 39 | 39 | 0 | 73.4 | 1.8 |
| RiverW_DH_avg | River Dr (Downhill - West of Mountainview Rd) | Daytime Impacts | 50 | 16 | 1857 | 1671 | 78.9% | 10.6% | 10.6% | 1319 | 176 | 176 | 0 | 76.9 | 1.8 |
| | | Nighttime Impacts | 50 | 8 | | 186 | 78.9% | 10.6% | 10.6% | 147 | 20 | 20 | 0 | 70.3 | 1.8 |
| RiverW_UH_avg | River Dr (Uphill - West of Mountainview Rd) | Daytime Impacts | 50 | 16 | 1857 | 1671 | 78.9% | 10.6% | 10.6% | 1319 | 176 | 176 | 4.6 | 78.2 | 1.8 |
| | | Nighttime Impacts | 50 | 8 | | 186 | 78.9% | 10.6% | 10.6% | 147 | 20 | 20 | 4.6 | 71.7 | 1.8 |
| Maple_avg | Maple Ave | Daytime Impacts | 50 | 16 | 5893 | 5304 | 93.4% | 3.3% | 3.3% | 4954 | 175 | 175 | 0 | 77.8 | 1.3 |
| | | Nighttime Impacts | 50 | 8 | | 589 | 93.4% | 3.3% | 3.3% | 550 | 19 | 19 | 0 | 71.3 | 1.3 |