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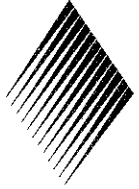
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**PRELIMINARY
ENVIRONMENTAL NOISE REPORT**

PROPOSED CONDOMINIUM DEVELOPMENT
EAGLE STREET
TOWN OF NEWMARKET



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PREPARED FOR
MILFORD DEVELOPMENT LIMITED

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SUMMARY

The proposed condominium residential development is located east of Yonge Street on the north side of Eagle Street in the Town of Newmarket. It includes a twelve storey residential building, seven townhouse blocks, internal roads, and parking areas. The proposed development is subject to road traffic noise from Eagle Street and Yonge Street. The potential noise impact from the existing commercial developments has also been assessed.

The environmental noise guidelines of the Town of Newmarket and the Ministry of the Environment (MOE) set out sound level limits for both indoor and outdoor space.

Using the road traffic data obtained from the Region of York, the Town of Newmarket, and GENIVAR Consultants LP, the sound levels for various locations in the development were determined.

Sound levels due to the adjacent roads were determined using ORNAMENT, the noise prediction model of the MOE. Based on the preliminary analysis, unattenuated sound levels in excess of the applicable noise guidelines were predicted, therefore mitigation measures are required.

Central air conditioning is required for the townhouse units immediately adjacent to Eagle Street. All other residential units require provision for adding central air conditioning at a later date. It is expected that the proposed twelve storey residential building will be provided with central air conditioning which exceeds the minimum acoustical requirements.

Based on the preliminary analysis, the unmitigated sound levels due to road traffic in the outdoor amenity areas of the proposed residential units are predicted to be between 55 dBA and 56 dBA or less; therefore, sound barriers are not required.

It was found that sound levels due to the existing commercial developments may exceed the sound level limits applicable to the proposed development by up to 6 dB particularly during the nighttime hours. It should be noted that these preliminary calculations were based on sound rating information for typical mechanical equipment and commercial operations. If mitigation is required, rooftop acoustical screens/enclosures and/or silencers could be used as a means to attenuate noise. The existence of the commercial uses does not influence the feasibility of the proposed development.

The proposed twelve storey residential building will have underground parking ventilated using garage exhaust fans. The location of the exhaust fans is not known at this time; therefore, the potential noise impact on the existing and/or proposed residential uses could not be assessed in this report.

Based on the site plan of the proposed development, ground level parking areas are shown immediately adjacent to the existing chiropractor/residential property north of Eagle Street. The parking areas are relatively small and acoustically significant impact of the vehicles using these parking areas on the existing property is not expected. However to separate the proposed and existing developments and to mitigate noise associated with activities within the parking areas, it is recommended that a 2.0 m high acoustic fence be incorporated into the landscape buffer along the north, east, and west property lines of the existing chiropractor/residential property.

Once the final plans are available, a detailed noise analysis should be prepared addressing the site specific information for the mechanical equipment and truck operations associated with the commercial operations as well as the garage exhaust fans and other mechanical equipment associated with the proposed high rise building to ensure that the applicable sound level limits are met at all residential units.

1.0 INTRODUCTION

Jade Acoustics Inc. was retained to prepare a Preliminary Environmental Noise Report to investigate the potential impact of noise on the proposed development to the satisfaction of the Town of Newmarket.

This preliminary environmental noise report has been prepared for an Official Planning Amendment (OPA) and Zoning Amendment.

The proposed site is identified as:

- Part of Lots 2 and 3
- Registered Plan 49
- Town of Newmarket
- Regional Municipality of York

The site is bounded by existing residential lots to the north and east, Eagle Street and existing residential lots to the south and existing commercial developments to the west and north. Yonge Street is located approximately 100 m west of the proposed site.

Surrounding land uses include residential uses, commercial operations, and open space.

This report is based on the site plan of the proposed condominium development dated August 12, 2010, prepared by PDA Architects.

The proposed development is comprised of a twelve storey condominium residential building, seven townhouse blocks, a stormwater management block, open space, internal roads, and parking areas.

A Key Plan is attached as Figure 1. Figure 2 shows the plan of the entire proposed development.

2.0 NOISE SOURCES

2.1 Transportation Sources

The noise source of potential impact on the proposed development is the road traffic on Eagle Street and Yonge Street.

The analysis was based on the road traffic data for Yonge Street provided by the Region of York and the road traffic data for Eagle Street provided by the Town of Newmarket and GENIVAR Consultants LP.

The site is not affected by rail or aircraft noise sources.

Road information is summarized in Table 1. Correspondence regarding the road traffic information is included in Appendix A.

2.2 Stationary Sources

Based on our site visits of January 19, 2011 and March 4, 2011, there are several existing commercial developments in the vicinity of the proposed development along Yonge Street and Eagle Street with the potential to be acoustically significant at the proposed development. They are listed below.

East Side of Yonge Street, North of Eagle Street

- Esso gas station and car wash;
- McDonald's restaurant;
- Pickle Barrel restaurant (currently under construction);
- HVN Gardenlands nursery;
- Uptown Furniture; and
- Restaurant (Puck n'Wings - closed).

East Side of Yonge Street, South of Eagle Street

- Petro Canada gas station and car wash

North Side of Eagle Street

- Orthodontist (29 Eagle Street); and
- Active Green and Ross tire and auto centre

All of the above mentioned commercial developments have been included in this preliminary noise analysis. As access was not available to all the commercial facilities, the analysis was based on typical sound ratings associated with the operations/equipment similar to the existing commercial operations/equipment. A detailed noise analysis based on more specific sound data will be prepared at a later date.

A car dealership is located south of the Petro Canada gas station approximately 200 m from the closest proposed residential units. Due to the separation distance, this car dealership is considered to be acoustically insignificant and as such was not analyzed further.

The York Region Administrative Centre and Ontario Courthouse buildings are located on the west side of Yonge Street. Rooftop mechanical equipment was observed on both buildings. Due to a separation distance of 300 m or more between the proposed residential development

and the above mentioned mechanical equipment, the existing developments on the west side of Yonge Street are acoustically insignificant.

3.0 ENVIRONMENTAL NOISE CRITERIA

The Ministry of Environment's environmental noise criteria which are applicable to residential developments in the Town of Newmarket are given in Appendix B and summarized below.

3.1 Transportation Sources

3.1.1 Indoors

If the nighttime (11:00 p.m. to 7:00 a.m.) sound level in terms of Leq at the exterior face of a bedroom window is greater than 60 dBA or if the daytime (7:00 a.m. to 11:00 p.m.) sound level at the exterior face of a living/dining room window is greater than 65 dBA, means must be provided so that windows can be kept closed for noise control purposes and central air conditioning is required. For sound levels greater than 50 dBA to less than or equal to 60 dBA on the exterior face of a bedroom window (nighttime) or greater than 55 dBA to less than or equal to 65 dBA on the exterior face of a living/dining room window (daytime), there need only be the provision for adding central air conditioning by the occupant at a later date. This typically involves a ducted heating system sized to accommodate the addition of central air conditioning by the occupant at a later date. A warning clause advising the occupant of the potential interference with some activities is also required.

In all cases, the air cooled condenser units must not exceed an AHRI sound rating of 7.6 bels. The air cooled condenser units must be sited in accordance with the zoning by-laws with respect to setbacks as well as location.

As required by the MOE, the indoor noise criteria for road traffic noise is 40 dBA (Leq8hour, nighttime) for the bedrooms and 45 dBA (Leq16hour, daytime) for the living/dining rooms. These criteria are used to determine the architectural requirements.

3.1.2 Outdoors

For outdoor amenity areas, a design goal is a daytime (7:00 a.m. to 11:00 p.m.) sound level of 55 dBA with an excess not exceeding 5 dB considered acceptable in some cases. Where the unmitigated sound level during the day is between 55 dBA and 60 dBA (Leq16hour, daytime) the MOE guidelines recommend sound barriers, but they are not mandatory and only a warning clause is required. Where the unmitigated sound level during the day exceeds 60 dBA, sound barriers and warning clauses are required to achieve as close to 55 dBA as is technically, economically and administratively feasible.

The definition of outdoor amenity area used in the analysis is that of the MOE as given below.

"Outdoor Living Area

is the part of an outdoor amenity area which is easily accessible from the dwelling and which is designed for the quiet enjoyment of the outdoor environment. Amenity areas include, but are not limited to, the following:

- Backyards or front yards or gardens or terraces or patios;
- Balconies, provided they are the only outdoor living areas for the occupant and meet the following conditions:
 - (a) minimum depth of 4 m;
 - (b) outside the exterior building facade;
 - (c) unenclosed;
- Common outdoor living areas associated with multi-storey apartment buildings or condominiums;
- Passive recreational areas identified by the municipality as noise sensitive, such as parks."

For both indoor and outdoor conditions where the acoustic criteria are exceeded, warning clauses must be placed in offers of purchase and sale, lease agreements, and registered in the appropriate section of the development agreement.

3.2 Stationary Sources

MOE Noise Guidelines

In this report, the guidelines of the Ministry of Environment (MOE) for stationary sources have been used for the existing industrial and commercial developments.

In the context of land-use planning the Ministry of Environment (MOE) has published two documents: LU-131 titled "Noise Assessment Criteria in Land-Use Planning", October 1997, and NPC-205 titled "Sound Level Limits for Stationary Sources In Class 1 & 2 Areas (Urban)", October, 1995.

The MOE also has vibration guidelines with respect to stationary sources, NPC-207. These guidelines require that the peak vibration velocities not exceed 0.3 mm/s at the point of reception during the day or night.

The MOE recognizes the need for back-up beepers/alarms as safety devices and as such does not have any guidelines or criteria to address these sources.

It should be noted that the MOE guidelines do not require that the source be inaudible, but rather that specific sound level limits be achieved.

LU-131

LU-131 outlines the MOE noise criteria for the planning of sensitive land uses adjacent to transportation sources and existing stationary sources. It provides definitions of the sources, including stationary sources of noise and sets sound level limits to be achieved at the residential receptors.

With respect to stationary sources of noise in urban areas, the MOE guidelines require that the sound exposure due to the stationary source not exceed the sound level due to road traffic in any hour of source operation, subject to specific exclusions. For Class 1 Areas (Urban) the lower limits are 50 dBA for the hours between 7:00 a.m. and 11:00 p.m. and 45 dBA for the hours between 11:00 p.m. and 7:00 a.m.

If the criteria for a stationary source of noise are exceeded, the MOE recommends that control be implemented at the source rather than at the receiver. Alternatively, if the receiver is set back from the source or if a physical barrier is constructed so that the criteria can be met at the receiver, no additional mitigative measures are required. In addition, a warning clause in offers of purchase and sale, lease agreements, and in registerable portion of the development agreement, noting the proximity of houses to such a source should be considered. Treatment of the receptor building by the use of modified wall and window construction and central air conditioning to keep windows closed is not an acceptable solution to MOE.

Table 5, Table 6 and Table 7 of the MOE Publication LU-131 "Noise Assessment Criteria in Land Use Planning" give sound level limits for an outdoor point of reception for daytime and evening hours and in the plane of a window for daytime, evening and nighttime hours. Publication LU-131 refers to NPC-205 to address the applicable impulse criteria.

The sound level produced by the stationary source is to be established using the techniques prescribed in the Model Municipal Noise Control By-Law publication, prepared by the MOE in 1978, including the most current version of NPC-205 (October 1995).

NPC-205

For planned stationary sources or for complaint investigations the MOE publication NPC-205 applies. The guidelines require that specific sound level limits be achieved anywhere on the

residential property, daytime, evening, and nighttime. In addition, the MOE guidelines require that most industries have a valid Certificate of Approval (C of A) to operate.

NPC-205 provides the applicable sound level limits for stationary sources to be achieved at residential receptors, including impulsive noise. For impulsive noise the Logarithmic Mean Impulse Sound Level cannot exceed the greater of the One Hour Equivalent Sound Level (Leq) produced by road traffic or the exclusion limits listed in Table 205-1, included in Appendix B.

The MOE guidelines also require that sources of noise that have a tonal component or are distinctly identifiable be penalized by a minimum of 5 dB. Quasi-steady impulsive sounds are subject to a 10 dB penalty.

3.3 MOE Separation Guidelines

The MOE document, Guideline D-6, Compatibility Between Industrial Facilities and Sensitive Land-Uses, dated October 12, 1994, indicates that for a Class I Industrial Facility a minimum separation distance of 20 m be used, Class II Industrial Facility a minimum of 70 m separation distance should be used and for a Class III Industrial Facility a minimum of 300 m should be used. These guidelines do not only address noise but also issues such as odour and dust.

It should be noted that even with the inclusion of the separation distance, the criteria may not be achieved and mitigation may still be required.

3.4 Town of Newmarket Noise Control By-law

The Town of Newmarket has by-laws to prohibit or regulate unusual noises or noises likely to disturb the inhabitants of the Town, Noise Control By-law No. 2004-94 and By-law No. 2005-158 to amend Noise Control By-law No. 2004-94. The by-laws do not provide specific sound level limits but rather provides qualitative information with respect to sources and provides prohibitions by time and place.

4.0 NOISE IMPACT ASSESSMENT

4.1 The Effect of the Neighbourhood on the Development

4.1.1 Transportation Sources

For road traffic noise the sound level in terms of Leq, the energy equivalent continuous sound level for both day (Leq16hour, daytime) and night (Leq8hour, nighttime) was determined using the MOE Traffic Noise Prediction Model ORNAMENT (computer program: STAMSON Version 5.03).

Table 2 provides a summary of predicted sound levels outdoors due to road traffic at specific locations without any mitigative measures. Appendix C gives sample calculations. The topography between the source and the receiver has been taken into account. Shielding provided by the buildings has also been accounted for in the analysis. The rear yard receiver for the townhouses was assumed to be 3 m from the rear wall of the house and 2 m from the side wall of the house.

Where applicable, the sound levels were calculated using an absorption coefficient of 0.33 to account for the reduced ground absorption across parking areas.

For the townhouse units immediately adjacent to Eagle Street, the unmitigated sound levels at the front wall were predicted to be 66 dBA (daytime) and 59 dBA (nighttime).

The unmitigated sound levels at the patios located on the north side of the townhouse units (away from Eagle Street) were predicted to be 55 dBA or less for all units except the west end unit of the first row of townhouse blocks where the unmitigated sound level was predicted to be between 55 dBA and 56 dBA.

The predicted sound level of between 55 dBA and 56 dBA is marginally above 55 dBA. The difference is acoustically insignificant; therefore, sound barriers are not needed.

The unmitigated sound levels at the west wall of the twelve storey building were predicted to be 63 dBA (daytime) and 56 dBA (nighttime).

For all residential units within 55 m from the centreline of Eagle Street, the unmitigated sound levels at the building facades are predicted to exceed 55 dBA during the daytime hours and 50 dBA during the nighttime hours.

Where the sound level limits are expected to be exceeded, mitigative measures and warning clauses are required.

4.1.2 Stationary Sources

The proposed residential development is located adjacent to existing commercial developments. A list of the closest commercial developments is included in Section 2.2.

In order to evaluate, in a preliminary fashion, the potential noise impact of the sources associated with the existing commercial developments, a site visit was conducted by Jade Acoustics Inc. staff on January 19, 2011. Observation and discussions with the operators of the commercial facilities were used to model activities within the commercial properties. Access to the roof and sound measurements of the operations were not permitted at this time.

The sound power levels (PWL) for different operations/equipment used for this preliminary noise assessment were based on sound data from other Jade Acoustics Inc. files. The findings of this preliminary analysis will be re-evaluated in the detailed stage of the project using more specific data.

A list of all analyzed noise sources and sound power levels in octave bands used for the analysis are given in Table A below.

TABLE A

SUMMARY OF NOISE SOURCE INFORMATION

| Noise Source* | Sound Power Level (PWL) | | | | | | | | Overall |
|--|-------------------------|--------|--------|--------|---------|---------|---------|---------|---------|
| | 63 Hz | 125 Hz | 250 Hz | 500 Hz | 1000 Hz | 2000 Hz | 4000 Hz | 8000 Hz | |
| Petro Canada and Esso Gas Stations and Car Washes | | | | | | | | | |
| Car Wash Exit Door | 103.7 | 105.0 | 103.8 | 103.9 | 102.4 | 100.0 | 95.6 | 90.4 | 107.1 |
| Car Wash Entrance Door | 100.4 | 98.3 | 97.5 | 97.6 | 96.3 | 94.5 | 90.6 | 88.9 | 101.4 |
| Vacuum | 79.5 | 77.7 | 83.6 | 82.6 | 88.6 | 91.8 | 91.5 | 88.6 | 97.1 |
| Air Compressor | 84.5 | 85.6 | 83.4 | 81.4 | 77.5 | 73.9 | 75.5 | 79.5 | 84.9 |
| Car Idling | 82.0 | 83.0 | 80.0 | 79.0 | 79.0 | 75.0 | 65.0 | 58.0 | 82.6 |
| 5 Ton HVAC Unit | 98.2 | 88.1 | 81.6 | 81.2 | 78.0 | 71.8 | 67.0 | 62.1 | 83.1 |
| 10 Ton HVAC Unit | 102.2 | 92.1 | 87.6 | 87.2 | 83.0 | 77.8 | 72.0 | 67.1 | 88.5 |
| McDonald's Restaurant | | | | | | | | | |
| Speaker At Drive-Thru | 82.2 | 82.1 | 73.9 | 84.9 | 79.0 | 74.3 | 65.5 | 51.9 | 84.4 |
| Car Idling | 82.0 | 83.0 | 80.0 | 79.0 | 79.0 | 75.0 | 65.0 | 58.0 | 82.6 |
| 5 Ton HVAC Unit | 98.2 | 88.1 | 81.6 | 81.2 | 78.0 | 71.8 | 67.0 | 62.1 | 83.1 |
| 10 Ton HVAC Unit | 102.2 | 92.1 | 87.6 | 87.2 | 83.0 | 77.8 | 72.0 | 67.1 | 88.5 |
| Refrigeration Unit | 80.0 | 80.0 | 77.0 | 74.0 | 70.0 | 67.0 | 64.0 | 56.0 | 76.2 |
| Exhaust Fan | 83.0 | 94.0 | 85.0 | 82.0 | 79.0 | 76.0 | 69.0 | 64.0 | 85.1 |
| Restaurant (Puck n' Wings - closed) | | | | | | | | | |
| 10 Ton HVAC Unit | 102.2 | 92.1 | 87.6 | 87.2 | 83.0 | 77.8 | 72.0 | 67.1 | 88.5 |
| Refrigeration Unit | 96.0 | 96.0 | 93.0 | 90.0 | 86.0 | 83.0 | 80.0 | 72.0 | 92.2 |
| Exhaust Fan | 83.0 | 94.0 | 85.0 | 82.0 | 79.0 | 76.0 | 69.0 | 64.0 | 85.1 |
| Pickle Barrel Restaurant | | | | | | | | | |
| 5 Ton HVAC Unit | 98.2 | 88.1 | 81.6 | 81.2 | 78.0 | 71.8 | 67.0 | 62.1 | 83.1 |
| 10 Ton HVAC Unit | 102.2 | 92.1 | 87.6 | 87.2 | 83.0 | 77.8 | 72.0 | 67.1 | 88.5 |
| Refrigeration Unit | 96.0 | 96.0 | 93.0 | 90.0 | 86.0 | 83.0 | 80.0 | 72.0 | 92.2 |
| Exhaust Fan | 83.0 | 94.0 | 85.0 | 82.0 | 79.0 | 76.0 | 69.0 | 64.0 | 85.1 |

* See Figures 3 and 4 for noise source location.

** Propagation through open door.

Note: Sound power levels for frequencies between 63 Hz and 8000 Hz expressed in linear dB re. 10^{-12} watts. Overall sound power levels expressed in A-weighted dB re. 10^{-12} watts.

TABLE A (Continued)

SUMMARY OF NOISE SOURCE INFORMATION

| Noise Source* | Sound Power Level (PWL) | | | | | | | | |
|--------------------------------|-------------------------|--------|--------|--------|---------|---------|---------|---------|---------|
| | 63 Hz | 125 Hz | 250 Hz | 500 Hz | 1000 Hz | 2000 Hz | 4000 Hz | 8000 Hz | Overall |
| HVN Gardenlands Nursery | | | | | | | | | |
| Diesel Tow Motor | 101.0 | 103.0 | 98.0 | 98.0 | 100.0 | 98.0 | 93.0 | 90.0 | 104.2 |
| Uptown Furniture | | | | | | | | | |
| 5 Ton HVAC Unit | 98.2 | 88.1 | 81.6 | 81.2 | 78.0 | 71.8 | 67.0 | 62.1 | 83.1 |
| Regular Truck Passby | 112.0 | 101.5 | 99.5 | 96.0 | 101.0 | 99.0 | 94.5 | 88.0 | 104.9 |
| Impulsive Noise at Loading Bay | 84.5 | 98.5 | 94.5 | 99.5 | 101.5 | 95.5 | 90.5 | 80.5 | 104.0 |
| Orthodontist | | | | | | | | | |
| 5 Ton HVAC Unit | 98.2 | 88.1 | 81.6 | 81.2 | 78.0 | 71.8 | 67.0 | 62.1 | 83.1 |
| Active Green & Ross | | | | | | | | | |
| 5 Ton HVAC Unit | 98.2 | 88.1 | 81.6 | 81.2 | 78.0 | 71.8 | 67.0 | 62.1 | 83.1 |
| Auto Repair Shop** | 86.5 | 83.0 | 74.5 | 73.0 | 77.5 | 82.0 | 87.5 | 85.5 | 91.0 |

* See Figures 3 and 4 for noise source location.

** Propagation through open door.

Note: Sound power levels for frequencies between 63 Hz and 8000 Hz expressed in linear dB re. 10^{-12} watts. Overall sound power levels expressed in A-weighted dB re. 10^{-12} watts.

A tonality penalty of +5 dB was used for the rooftop exhaust fans.

Table B which follows provides a summary of the duration of individual operations for daytime, evening, and nighttime periods used for the calculations.

TABLE B

SUMMARY OF DURATION OF OPERATION

| Noise Source* | Duration of Operation (minutes) / Description of Operations | | |
|--|--|---------------------------------------|---|
| | Daytime 7:00 a.m. to 7:00 p.m. | Evening 7:00 p.m. to 11:00 p.m. | Nighttime 11:00 p.m. to 7:00 a.m. |
| Petro Canada and Esso Gas Stations and Car Washes | | | |
| Car Wash Exit Doors | 30** 20# | 30** 20# | 15** 10# |
| Car Wash Entrance Doors | 15** 10# | 15** 10# | 7.5** 5# |
| Vacuums | 20 | 20 | 10 |
| Air Compressors | 10 | 10 | 5 |
| Cars Idling | 30 | 30 | 15 |
| HVAC Units | 60 | 42 | 24 |
| McDonald's Restaurant | | | |
| Speakers at Drive-Thru | 15 | 15 | 7.5 |
| Cars Idling | 30 | 30 | 15 |
| HVAC Units | 60 | 42 | 24 |
| Refrigeration Units | 60 | 42 | 24 |
| Exhaust Fan | 60 | 60 | 60 |
| Restaurant (Puck n' Wings - closed) | | | |
| HVAC Units | 60 | 42 | 24 |
| Refrigeration Units | 60 | 42 | 24 |
| Exhaust Fans | 60 | 60 | 60 |
| HVN Gardenland Nursery | | | |
| Diesel Tow Motor | 30 | No Operation | No Operation |
| Uptown Furniture | | | |
| HVAC Units | 60 | 42 | 24 |
| Regular Truck Passby | Path/10 km/hr | No Operation | No Operation |
| Impulsive Noise at Loading Bay | More than 20 impulses | No Operation | No Operation |
| Orthodontist | | | |
| HVAC Units | 60 | 42 | 24 |
| Active Green & Ross | | | |
| HVAC Units | 60 | 42 | 24 |
| Auto Repair Shop## | 60 | No Operation | No Operation |

- * See Figures 3 and 4 for noise source location.
- ** Petro Canada.
- # Esso.
- ## Propagation through open door.

Using the above data, the sound pressure levels, in terms of Leq1hour and impulsive logarithmic average, were determined at the closest proposed receptor locations for daytime hours (7:00 a.m. to 7:00 p.m.), evening hours (7:00 p.m. to 11:00 p.m.), and nighttime hours (11:00 p.m. to 7:00 a.m.).

The stationary noise source assessment was conducted using the CadnaA computer program which incorporates International Standard Analytical Code ISO 9613-2. Table C below shows the results of the analysis and comparison with the sound level limits considered applicable for the proposed development. The sound level limits were determined based on the ambient sound levels calculated using the road traffic counts provided by the Region of York and the Town of Newmarket. Appendix D includes sample ambient sound level calculations. Appendix E includes sample stationary source calculations.

TABLE C
SUMMARY OF PREDICTED SOUND LEVELS
WITHOUT MITIGATION MEASURES

| Receptor Location | Predicted Sound Level Due to Continuous Noise Sources (dBA)* | Predicted Sound Level Due to Impulsive Noise Sources (dBA)** | Sound Level Limit (dBA) | Predicted Exceedance | |
|--|--|--|-------------------------|--------------------------|-------------------------|
| | | | | Continuous Noise Sources | Impulsive Noise Sources |
| Daytime (7:00 a.m. to 7:00 p.m.) | | | | | |
| R1 | 55 | 48 | 55 | No | No |
| R2 | 55 | 47 | 55 | No | No |
| R3 | 52 | 23 | 53 | No | No |
| R4 | 47 | 44 | 50# | No | No |
| R5 | 44 | 20 | 50# | No | No |
| R6 | 52 | 16 | 51 | Yes | No |
| R7 | 48 | 43 | 53 | No | No |
| Evening (7:00 p.m. to 11:00 p.m.) | | | | | |
| R1 | 54 | No Operation | 53 | Yes | -- |
| R2 | 54 | No Operation | 53 | Yes | -- |
| R3 | 51 | No Operation | 51 | No | -- |
| R4 | 45 | No Operation | 47 | No | -- |
| R5 | 43 | No Operation | 47# | No | -- |
| R6 | 39 | No Operation | 49 | No | -- |
| R7 | 47 | No Operation | 50 | No | -- |

TABLE C (CONTINUED)

**SUMMARY OF PREDICTED SOUND LEVELS
WITHOUT MITIGATION MEASURES**

| Receptor Location | Predicted Sound Level Due to Continuous Noise Sources (dBA)* | Predicted Sound Level Due to Impulsive Noise Sources (dBAI)** | Sound Level Limit (dBA) | Predicted Exceedance | |
|--|--|---|-------------------------|--------------------------|-------------------------|
| | | | | Continuous Noise Sources | Impulsive Noise Sources |
| Nighttime (11:00 p.m. to 7:00 a.m.) | | | | | |
| R1 | 51 | No Operation | 45# | Yes | -- |
| R2 | 51 | No Operation | 45# | Yes | -- |
| R3 | 49 | No Operation | 45# | Yes | -- |
| R4 | 43 | No Operation | 45# | No | -- |
| R5 | 40 | No Operation | 45# | No | -- |
| R6 | 36 | No Operation | 45# | No | -- |
| R7 | 44 | No Operation | 45# | No | -- |

* See Figure 3.

** See Figure 4.

Calculated ambient sound level lower than MOE exclusion sound level limit. MOE exclusion limit used.

As can be seen in Table C, the predicted sound levels due to the sources of continuous noise exceed the applicable MOE sound level limits at some receptors; therefore, noise mitigation measures are required.

4.2 The Effect of the Development on the Neighbourhood and on Itself

4.2.1 Stationary Sources

Mechanical equipment including garage exhaust fans associated with the proposed twelve storey residential building has the potential to impact the existing and proposed residential uses. Information regarding the mechanical equipment is not available at this stage of the project. Once the final plans are available, detailed noise analyses should be prepared to ensure that the applicable sound level limits are met.

Parking areas are proposed in close proximity to the existing chiropractor/residential property located between the proposed site and Eagle Street. Generally, vehicle movements within parking areas are not included in noise analyses. In this situation, the proposed exterior parking areas are relatively small and acoustically significant impact of the vehicles within

the proposed development on the existing property is not expected. However, to separate the proposed and existing developments it is recommended that a 2.0 m high acoustic fence be incorporated into the proposed landscape buffer surrounding the existing chiropractor/residential property. The proposed location is shown on Figure 2. The details of the landscape buffer incorporating the 2.0 m high acoustic fence will be determined as part of the detailed design.

5.0 NOISE ABATEMENT REQUIREMENTS

The noise mitigation requirements for both the indoor and outdoor locations are detailed below. Table 3 and Figure 2 provide a summary of the noise abatement requirements for the residential units in this development.

5.1 Transportation Sources

5.1.1 Indoors

The indoor sound level criteria for road traffic can be achieved in all cases by using appropriate architectural elements for external wall, window, exterior door and roof construction. As required by the MOE, indoor sound level criteria for road traffic noise of 40 dBA (Leq8hour, nighttime) for the bedrooms and 45 dBA (Leq16hour, daytime) for the living/dining rooms was used. The characteristic spectrum for the noise sources has been accounted for in the determination of the architectural components.

In determining the architectural requirements, it is assumed that for the corner living/dining rooms of the townhouse units, exterior walls would be 55% of the associated floor area for the wall perpendicular to the noise source and the wall parallel to the noise source. The windows would be 25% of the associated floor area and located on the wall parallel and perpendicular to the noise source. For the living/dining rooms of the twelve storey residential building, it is assumed that the exterior walls would be 20% and the windows 60% of the associated floor area for the wall parallel and perpendicular to the noise source. These assumptions were considered to be applicable to the proposed residential units.

Sample architectural component selection calculations are shown in Appendix F.

Based on the ratios mentioned above, for the worst case locations, walls having an STC 35 rating and windows having an STC 30 rating would be needed. Window and exterior wall construction complying with the minimum structural and safety requirements provided by standard construction are acoustically satisfactory.

Since floor plans and elevations are not yet available, the final architectural choices cannot be made. Once detailed information is available, the noise control requirements should be re-evaluated.

Where the sound level is greater than 60 dBA (Leq8hour, nighttime) at the outside face of a bedroom window or greater than 65 dBA (Leq16hour, daytime) on the outside face of a living/dining room window, the indoor sound level criteria would not be met with open windows and provisions must be made to permit the windows to remain closed. In this case, the MOE guidelines require central air conditioning and a warning clause. All townhouse units

immediately adjacent to Eagle Street require central air conditioning in order to meet the MOE guidelines. See Table 3 for details.

Where the nighttime sound level (Leq8hour, nighttime) is between 51 dBA and 60 dBA inclusive and daytime sound level (Leq16hour, daytime) is between 56 dBA and 65 dBA inclusive, the provision for adding central air conditioning by the occupants must be made. All proposed residential units, excluding the units that require central air conditioning, require provision for adding central air conditioning and a warning clause. See Table 3 for details.

It is expected that the proposed twelve storey residential building will be provided with central air conditioning which exceeds the minimum acoustical requirements.

The outdoor air conditioning condensing units for the proposed townhouse blocks must meet the applicable sound limits and be sited in accordance with the Town's zoning by-laws.

Warning clauses will also be required to be placed in offers of purchase and sale, lease agreements and in the subdivision agreement for all relevant residential units to make future occupants aware of the potential noise situation.

5.1.2 Outdoors

The outdoor amenity area is required to be exposed to sound levels due to road traffic of less than 55 dBA during the day. A 5 dBA exceedance is considered acceptable in certain situations. Typically, if the unmitigated sound level (Leq16hour, daytime) is above 60 dBA, some form of mitigation and a warning clause is required.

As mentioned in Section 3.1.2, less than 4.0 m deep balconies are not considered to be sensitive receptors. It is expected that this will be applicable to the proposed twelve storey building; therefore, sound barriers are not required.

Based on the preliminary analysis, the unmitigated sound levels within the outdoor amenity areas (patios) of the proposed townhouse units are predicted to be 55 dBA or less for all units except the west end unit of the west townhouse block immediately adjacent to Eagle Street. For this unit, a sound level of between 55 dBA and 56 dBA was predicted which is marginally above 55 dBA (acoustically insignificant). Therefore, sound barriers are not required.

5.2 Stationary Sources

Based on the preliminary noise analyses discussed in Section 4.2, the sound levels due to the existing commercial developments may exceed the sound level limits applicable to the proposed development by up to 6 dB particularly during the nighttime hours. Therefore, noise mitigation measures may be required. If needed, it is feasible to attenuate noise by

using physical mitigation measures such as rooftop acoustic screens/enclosures and/or silencers. Inclusion of mitigation measures at the commercial establishments will require the co-operation of the commercial owners/operators.

As it is possible to mitigate the existing commercial noise sources, the feasibility of the proposed development is not affected by the existing stationary noise sources.

The findings of the preliminary analysis should be re-evaluated in the detailed stage of the project. A detailed noise report will include more specific data regarding the existing mechanical equipment and commercial operation.

A proximity warning clause will be required for all residential units to advise the future occupants that the operations/equipment associated with the commercial operations may at times be audible. See Table 3 and Figure 2 for more details.

The mechanical equipment for the proposed twelve storey residential building may generate sound levels in excess of the applicable sound level limits (e.g. garage exhaust fans). As designs and selections of the mechanical equipment are not available at this time, detailed noise analyses could not be prepared for this report. Once the final information is available, detailed noise analyses should be prepared to ensure that the applicable sound level limits are met at all residential units.

The existing chiropractor/residential property located between the proposed development and Eagle Street will be exposed to vehicle noise generated within the proposed parking areas. Mitigation measures are not warranted. However, we recommend that a 2.0 m high acoustic fence be installed along the north, east and west property lines of the existing lot to provide a physical buffer between the existing property and the proposed development.

6.0

RECOMMENDATIONS

1. The requirements as stipulated in Table 3 should be incorporated into the development.
2. A detailed noise report incorporating the most current information regarding all the sources and the most up-to-date MOE guidelines will need to be prepared prior to final approval.
3. Specific setbacks from the roadways should be included in the detailed noise analysis.
4. Prior to the issuance of building permits, the building plans should be reviewed by an acoustical consultant to ensure compliance with the applicable guidelines.
5. Prior to final occupancy, the residential units should be inspected by an acoustical consultant to ensure the required mitigative measures have been incorporated.

7.0 CONCLUSIONS

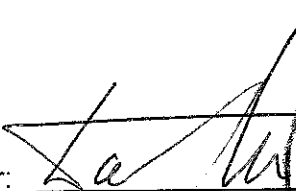
With the incorporation of the items discussed (see Table 3, Notes to Table 3, and Figure 2), the predicted sound levels due to the transportation noise sources will be within the appropriate environmental noise criteria.


Based on the preliminary analysis, the existing commercial developments may generate sound levels in excess of the applicable sound level limit. If required, physical mitigation measures could be implemented at the commercial buildings to attenuate sound levels; therefore, the feasibility of the proposed development is not compromised.


In conclusion, it is feasible to develop the proposed land for residential use. In accordance with Town and Ministry implementation guidelines where mitigation is required, future occupants will be advised through the use of warning clauses.


Respectfully submitted,

JADE ACOUSTICS INC.

Per: 
Davor Sikic, P.Eng.



Per: 
Dalila C. Giusti, P.Eng.



DSJ/BCG/fap
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8.0

REFERENCES

1. "Model Municipal Noise Control By-Law", Final Report, by the Ontario Ministry of the Environment, August, 1978.
2. ORNAMENT – "Ontario Road Noise Analysis Method for Environment and Transportation", Ontario Ministry of the Environment, October, 1989.
3. "Building Practice Note No. 56: Controlling Sound Transmission into Buildings", by J.D. Quirt, Division of Building Research, National Research Council of Canada, September, 1985.
4. "Noise Assessment Criteria in Land Use Planning", Ontario Ministry of the Environment, Publication LU-131, October, 1997.
5. "Noise Assessment Criteria in Land Use Planning: Requirements, Procedures and Implementation", Ontario Ministry of the Environment, October, 1997.
6. "Sound Level Limits for Stationary Sources in Class 1 & 2 Areas (Urban)", Ontario Ministry of Environment and Energy, Publication NPC-205, October, 1995.
7. "Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses", Ontario Ministry of the Environment, July 1995.
8. Town of Newmarket Noise Control By-law Number 2004-94.
9. Town of Newmarket By-law Number 2005-158 to amend Town of Newmarket Noise Control By-law Number 2004-94.

TABLE 1
PROPOSED CONDOMINIUM RESIDENTIAL DEVELOPMENT
EAGLE STREET
TOWN OF NEWMARKET

SUMMARY OF ROAD TRAFFIC DATA

| Road | Yonge Street | Eagle Street |
|------------------------|-------------------|---------------|
| AADT* | 38,000 (ultimate) | 21,500 (2021) |
| No. of Lanes | 4 | 2 |
| Speed (km/h) | 60 | 50 |
| Trucks (%) | 3 | 3 |
| Medium/Heavy Split (%) | 33/67 | 67/33 |
| Gradient (%) | Up to 4 | 2** |
| Day/Night Split (%) | 92/8 | 90/10** |
| R.O.W. (m) | 45 | Approx. 24 |

* AADT: Annual Average Daily Traffic.

** Assumed.

TABLE 2
PROPOSED CONDOMINIUM RESIDENTIAL DEVELOPMENT
EAGLE STREET
TOWN OF NEWMARKET

SUMMARY OF PREDICTED SOUND LEVELS
OUTDOORS DUE TO ROAD TRAFFIC

| Building/Block/Unit | Location* | Source | Distance (m) | Leq (dBA) | | | |
|---|------------|--------------|--------------|-----------|----------|----------|----------|
| | | | | Day | | Night | |
| | | | | Separate | Combined | Separate | Combined |
| 1 st Row West Townhouse Block (immediately adjacent to Eagle Street)/West Unit | Patio | Eagle Street | 32.0 | 55 | 56 | -- | -- |
| | | Yonge Street | 210.0 | 48 | | -- | |
| | Front Wall | Eagle Street | 17.5 | 65 | 66 | 59 | 59 |
| | | Yonge Street | 208.0 | 52 | | 45 | |
| 2 nd Row West Townhouse Block/West Unit | Patio | Eagle Street | 69.5 | 51 | 53 | -- | -- |
| | | Yonge Street | 207.0 | 48 | | -- | |
| 12 Storey Building | West Wall | Eagle Street | 82.0 | 56 | 63 | 49 | 56 |
| | | Yonge Street | 122.0 | 62 | | 55 | |

* Patio location taken 3 m from rear wall and 1.5 m above grade. Front wall location taken at 4.5 m above grade for second floor and 1.5 m above grade for first floor of dwellings. West wall location taken 34.5 above ground (12th storey of the proposed condominium building).

TABLE 3
PROPOSED CONDOMINIUM RESIDENTIAL DEVELOPMENT
EAGLE STREET
TOWN OF NEWMARKET

SUMMARY OF MINIMUM NOISE ABATEMENT MEASURES

| Building/Block/Unit | Air Conditioning (1) | Exterior Walls (2) | Windows (3) | Sound Barrier | Warning Clause (4) |
|---|-----------------------------|---------------------------|--------------------|----------------------|---------------------------|
| Townhouse Blocks Immediately Adjacent to Eagle Street / All Units | Mandatory | Standard | Standard | No* | A, B, D |
| Second Row of Townhouse Blocks / All Units | Provision for adding | Standard | Standard | No* | A, C, D |
| 12 Storey Residential Condominium / All Units | Provision for adding** | Standard | Standard | No* | A, C, D |

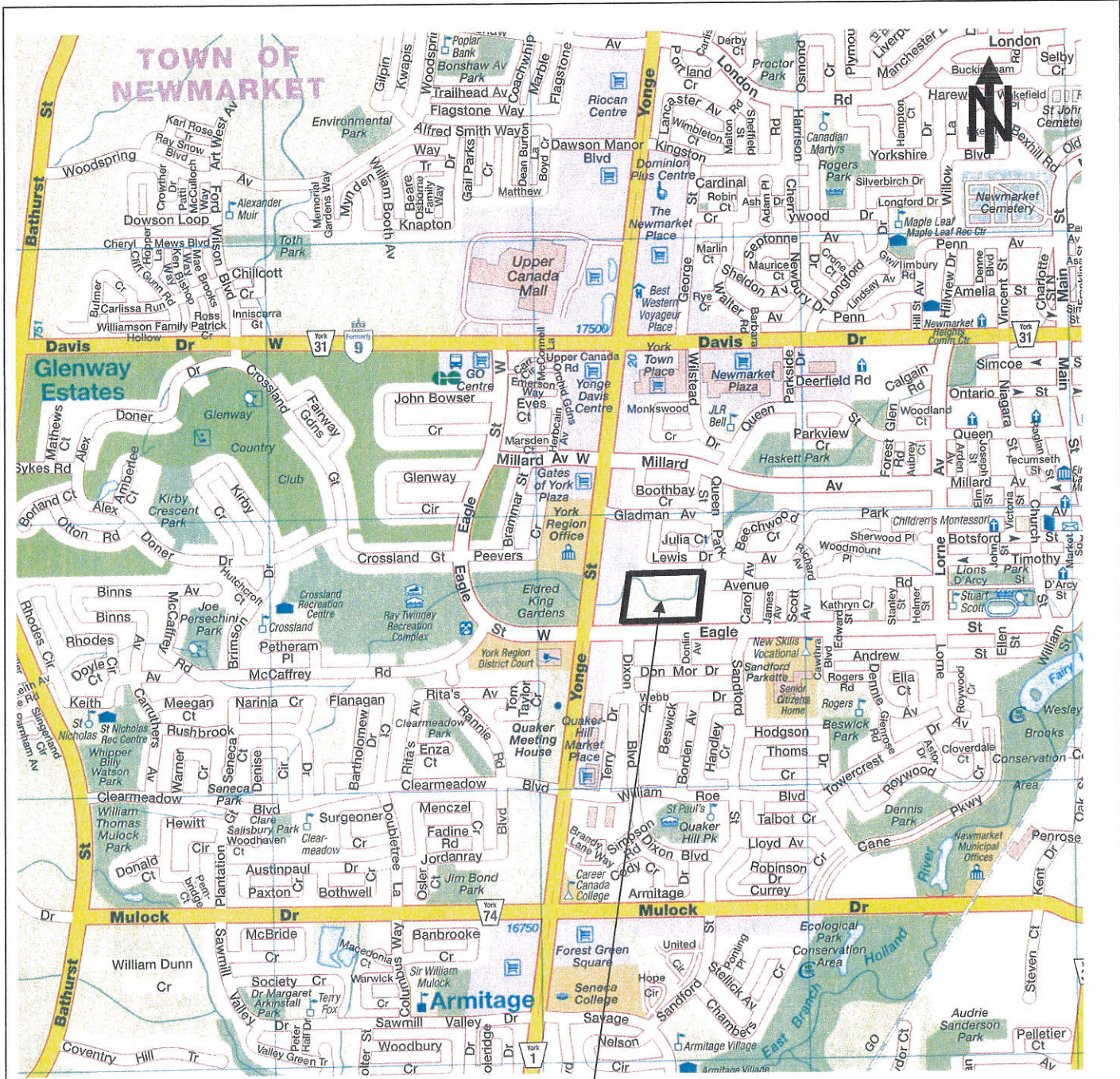
* See Section 5.2 for the recommended 2.0 m high acoustic fence between the proposed development and the existing chiropractor/residential lot.

** It is expected that all residential units will be provided with central air conditioning.

Note: Preliminary noise analyses and recommendations regarding stationary sources are included in Section 5.2.

NOTES TO TABLE 3

1. Means must be provided to allow windows to remain closed for noise control purposes. Provision for adding central air conditioning would involve a ducted heating system sized to accommodate the addition of central air conditioning by the occupant at a later date. For air cooled condensing units the AHRI sound rating must not exceed 7.6 bels for the proposed townhouse units.
2. See Section 5.1.1 for details of the preliminary noise analysis.
3. See Section 5.1.1 for details of the preliminary noise analysis.
4. Warning Clauses to be placed in the development agreement and to be included in offers of purchase and sale and/or lease agreements on designated building/blocks/units:
 - A. "Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within the building units, noise due to increasing traffic on Eagle Street and Yonge Street, may continue to be of concern, occasionally interfering with the activities of the occupants as the noise level may exceed the noise criteria of the municipality and the Ministry of the Environment."
 - B. "Purchasers/tenants are advised that this dwelling unit was fitted with a central air conditioning system in order to permit closing of windows for noise control. (Note: locate air cooled condenser unit in a noise insensitive area and ensure that unit must not exceed an AHRI rating of 7.6 bels.)"
 - C. "Purchasers/tenants are advised that this dwelling unit was fitted with a forced air heating system and the ducting, etc. sized to accommodate a central air conditioning unit. Air conditioning can be installed at the owners' option and cost. (Note: locate air cooled condenser unit in a noise insensitive area and ensure that unit must not exceed an AHRI rating of 7.6 bels.)"
 - D. "Purchasers/tenants are advised that this residential lot is in proximity to the existing commercial operations which operation may at times be audible."
6. A conventionally ventilated attic roof construction is satisfactory in all cases.



Proposed Development

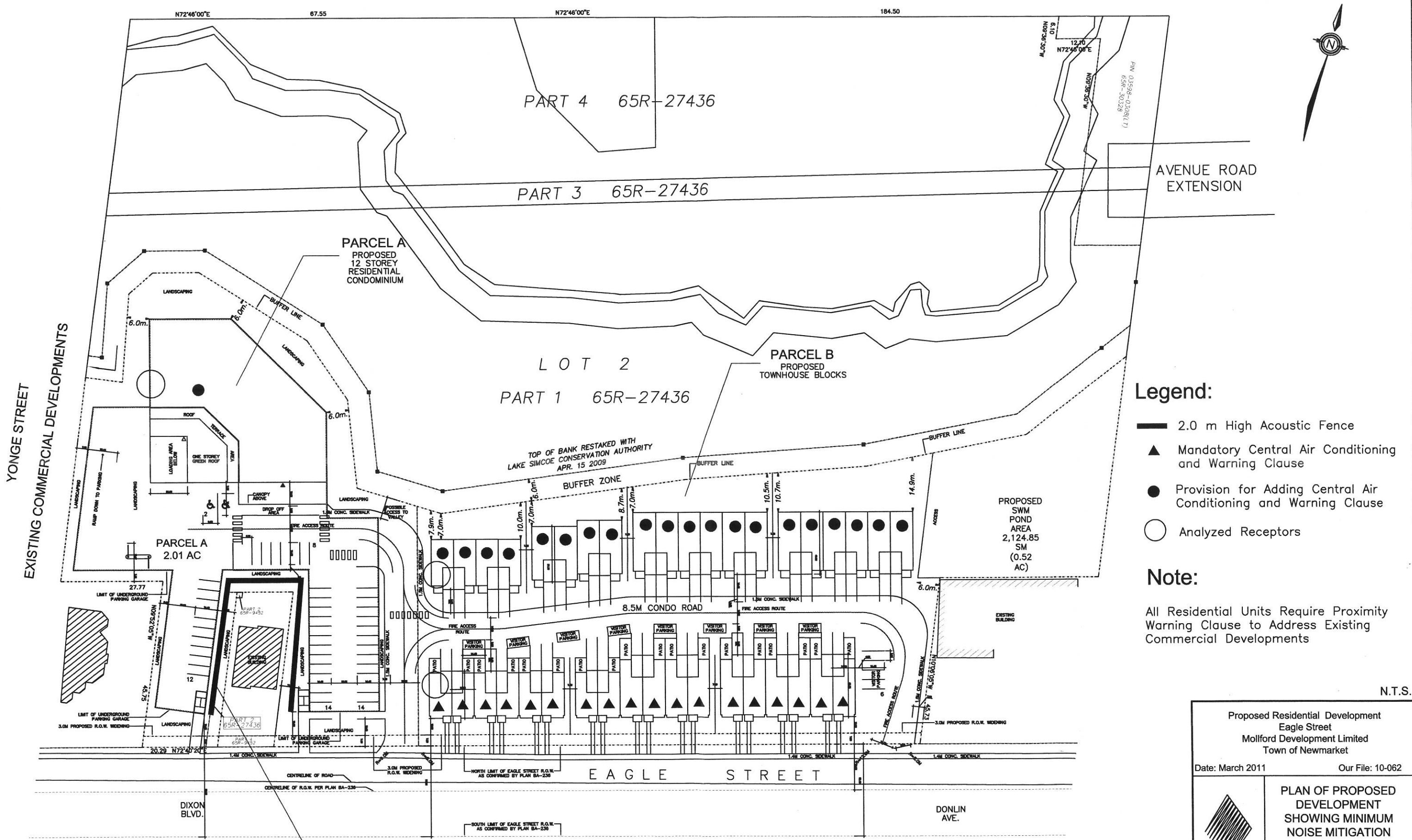
N.T.S

**Proposed Residential Development
Eagle Street
Millford Development Limited
Town of Newmarket**

Date: March 2011 File: 10-062

**KEY PLAN
FIGURE 1**





Legend:

- 2.0 m High Acoustic Fence
- ▲ Mandatory Central Air Conditioning and Warning Clause
- Provision for Adding Central Air Conditioning and Warning Clause
- Analyzed Receptors

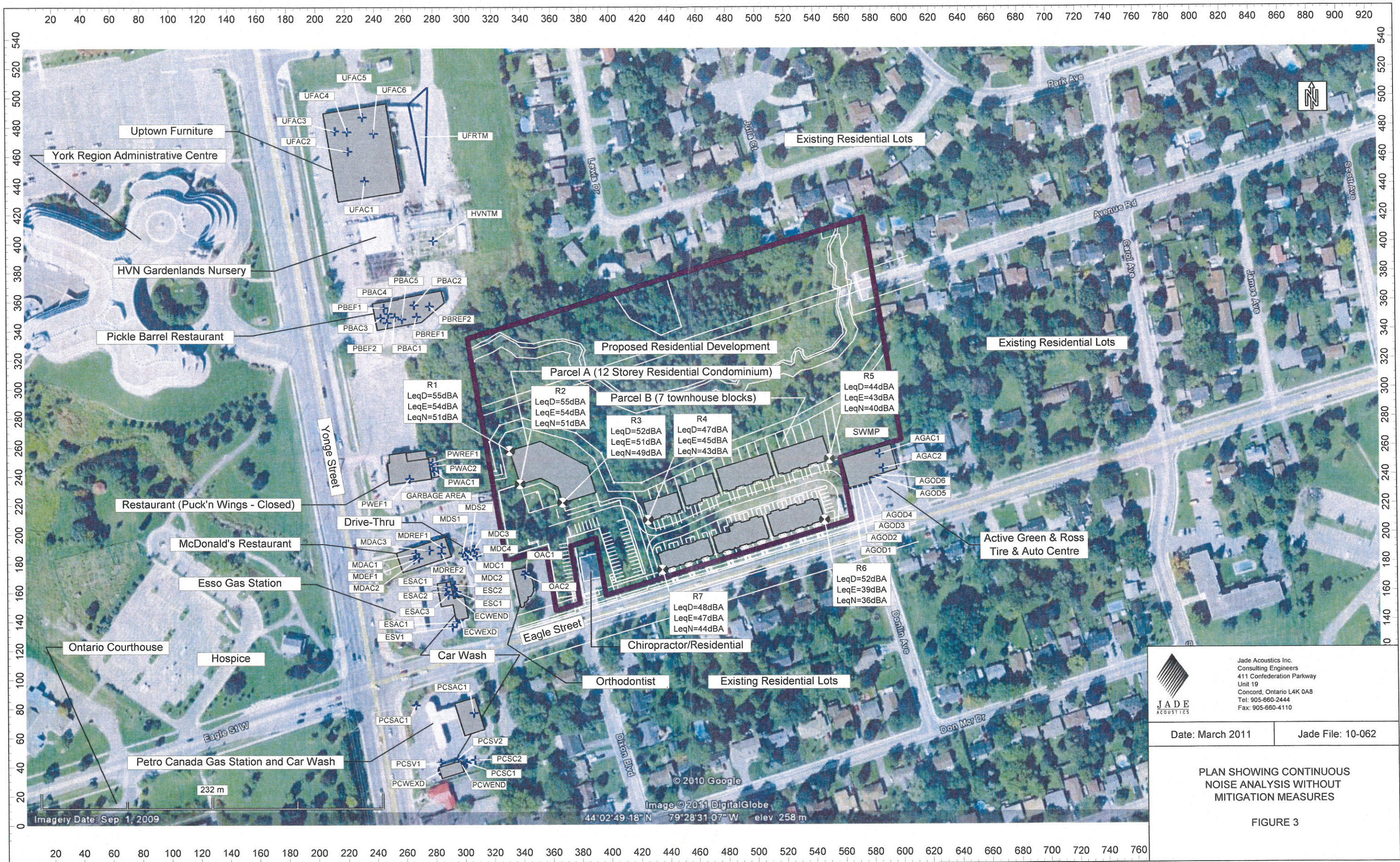
Note:

All Residential Units Require Proximity Warning Clause to Address Existing Commercial Developments

N.T.S.

| | |
|--|---|
| <p>Proposed Residential Development Eagle Street Mollford Development Limited Town of Newmarket</p> | |
| <p>Date: March 2011</p> | <p>Our File: 10-062</p> |
|  <p>JADE ACOUSTICS</p> | <p>PLAN OF PROPOSED DEVELOPMENT SHOWING MINIMUM NOISE MITIGATION MEASURES</p> <p>FIGURE 2</p> |

2.0 m High Acoustic Fence

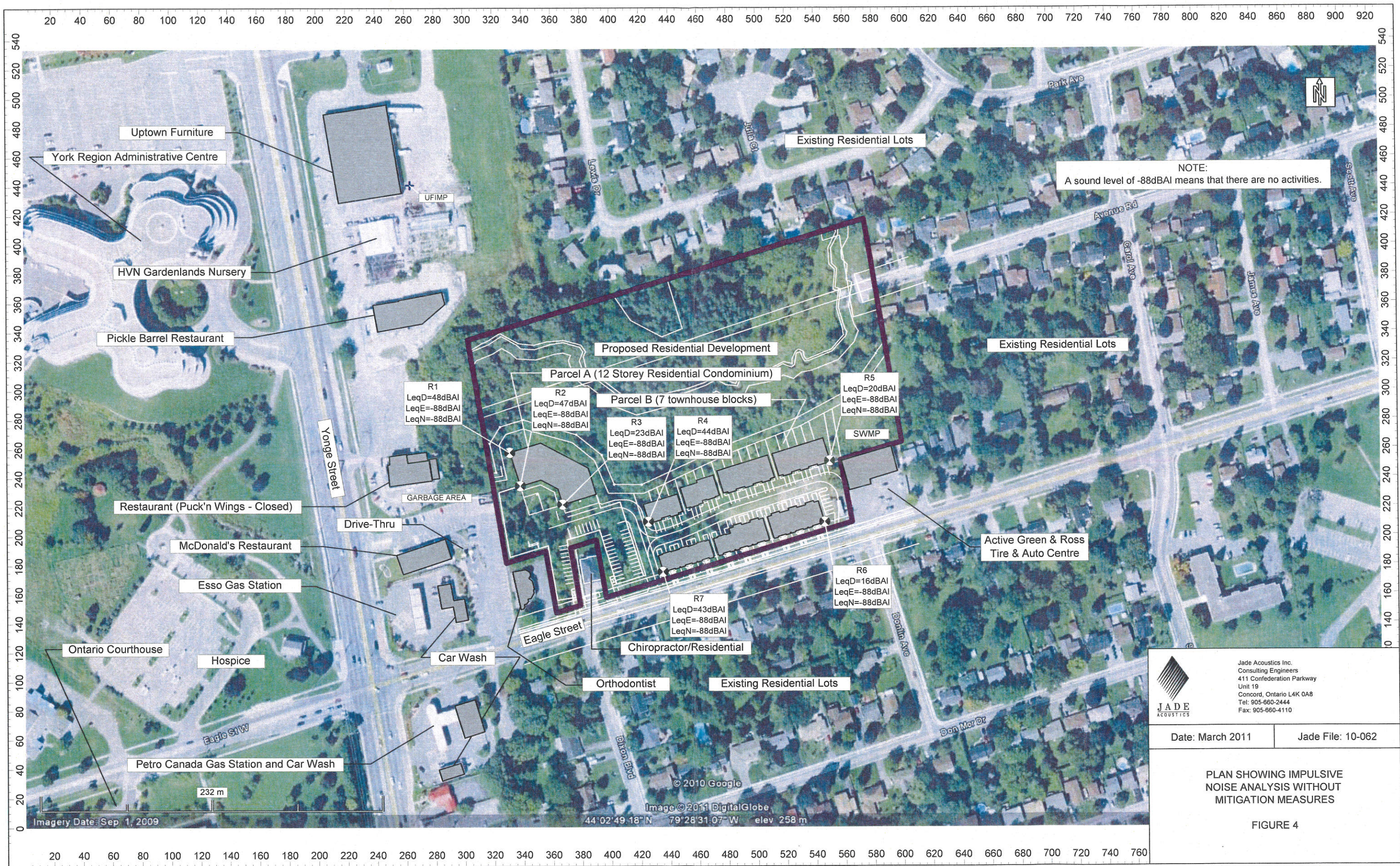



 Jade Acoustics Inc.
 Consulting Engineers
 411 Confederation Parkway
 Unit 19
 Concord, Ontario L4K 0A8
 Tel: 905-660-2444
 Fax: 905-660-4110

Date: March 2011 Jade File: 10-062

PLAN SHOWING CONTINUOUS
 NOISE ANALYSIS WITHOUT
 MITIGATION MEASURES

FIGURE 3



JADE
ACOUSTICS

Jade Acoustics Inc.
Consulting Engineers
411 Confederation Parkway
Unit 19
Concord, Ontario L4K 0A8
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Fax: 905-660-4110

Date: March 2011 | Jade File: 10-062

PLAN SHOWING IMPULSIVE NOISE ANALYSIS WITHOUT MITIGATION MEASURES

FIGURE 4

APPENDIX A

CORRESPONDENCE REGARDING

ROAD TRAFFIC DATA



Infrastructure Planning Branch
FAX No. (905) 895-0191

January 13, 2011

Mr. Davor Sikic
Jade Acoustics Inc.
411 Confederation Parkway, Unit 19
Concord, Ontario L4K 0A8

Dear Mr. Sikic:

**Re: Request for Forecast Data
File No. T09 - Newmarket**

As requested, the data for your study is summarized below.

| | <u>Yonge Street</u> |
|---------------------|---------------------|
| Location | N/O Millard Ave |
| Section No. | 1-28 |
| 2010 AADT | 37,000 |
| "Ultimate" AADT | 38,000 |
| Posted Speed | 60 km/hr |
| No. of Lanes | 4 |
| Planned ROW | Up to 45 m |
| Trucks (med./heavy) | 1% / 2% |
| Grade | Up to 4% |
| Day/Night Split | 92/8 |

I trust that this will be satisfactory for your study.

Sincerely,

Winnie Lai, P.Eng
Infrastructure Planning

WL/wl

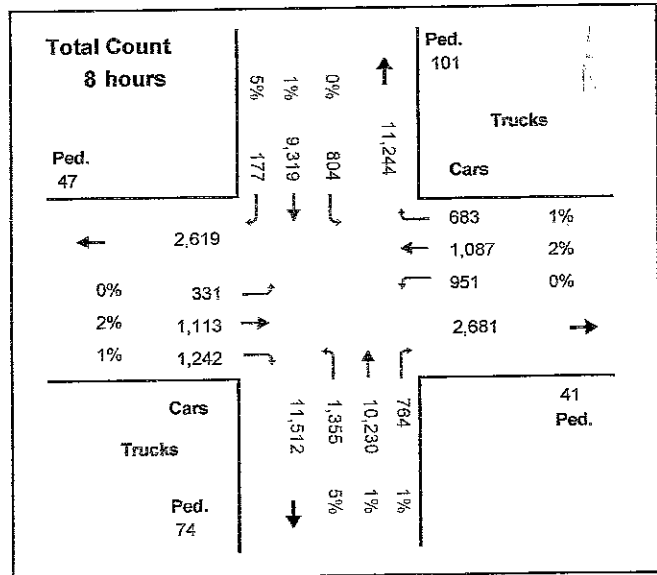
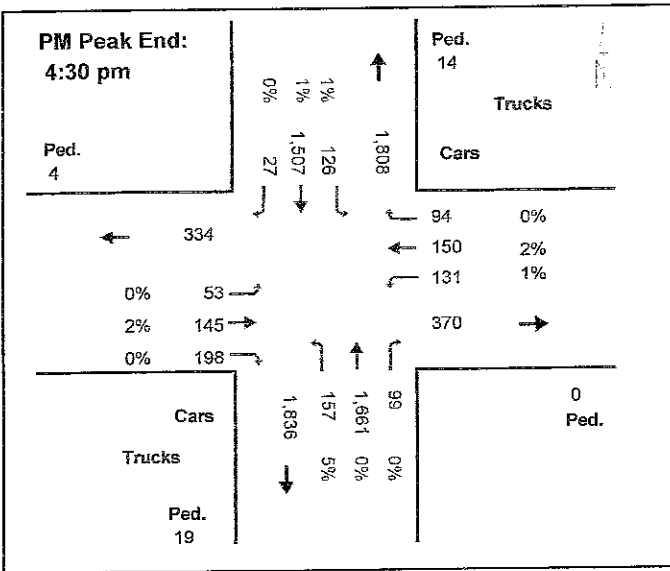
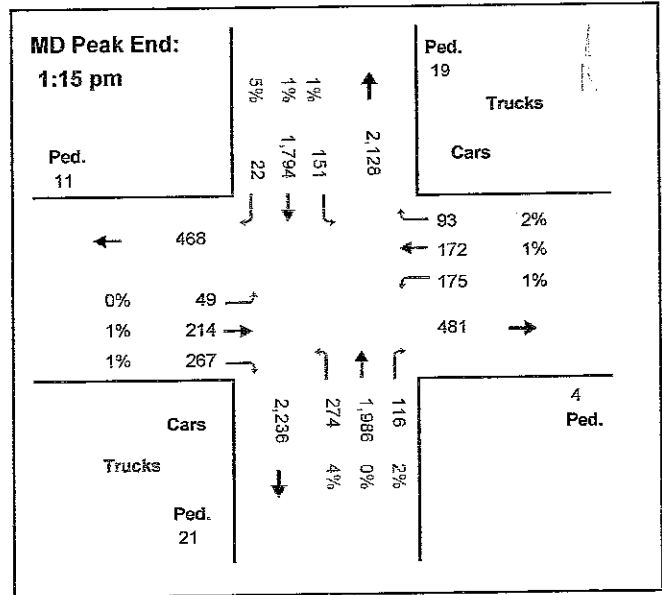
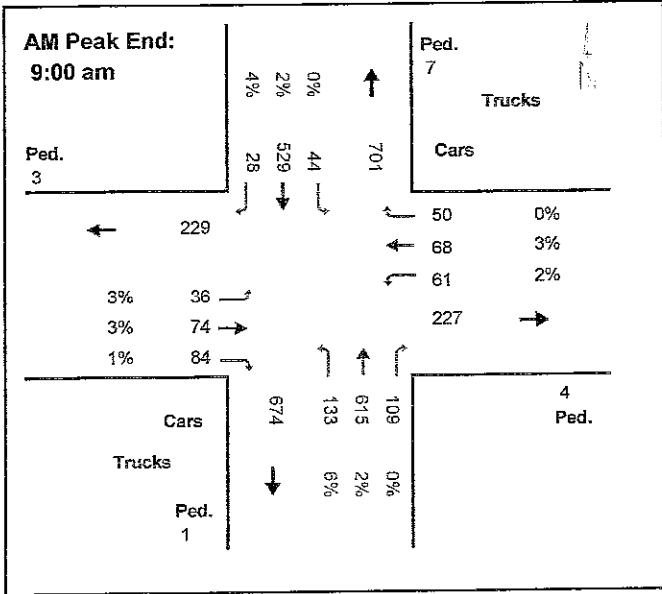


Eagle St @ Yonge St Newmarket

Intersection ID:960

Count Day: Saturday

Count Date: 28-Mar-2009



15 MIN REPORT

Intersection ID:960

Eagle St @ Yonge St

Municipality: Newmarket

Date: 28-Mar-2009

| Time | NORTH APPROACH | | | | EAST APPROACH | | | | SOUTH APPROACH | | | | WEST APPROACH | | | | Total | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|----------------|------------|--------|------------|---------------|------------|-----|------|----------------|--------|------------|---------|---------------|-----|------|------------|-------|--------|------------|---------|------------|-----|----|---|---|---|---|---|---|----|----|----|----|---|---|---|---|---|---|---|------|
| | Cars | | Trucks | | Heavies | | Ped | Cars | | Trucks | | Heavies | | Ped | Cars | | | Trucks | | Heavies | | Ped | | | | | | | | | | | | | | | | | | | |
| | Left | Thru/Right | Left | Thru/Right | Left | Thru/Right | | Left | Thru/Right | Left | Thru/Right | Left | Thru/Right | | Left | Thru/Right | | Left | Thru/Right | Left | Thru/Right | | | | | | | | | | | | | | | | | | | | |
| Period1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7:15 | 7 | 39 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 11 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 7 | 34 | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 154 |
| 7:30 | 9 | 77 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 7 | 36 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 195 |
| 7:45 | 8 | 80 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 7 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 62 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 234 |
| 8:00 | 10 | 106 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 8 | 16 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 96 | 6 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 4 | 7 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 307 |
| 8:15 | 5 | 80 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 3 | 10 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 87 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 303 |
| 8:30 | 7 | 96 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 | 22 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 116 | 24 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 374 |
| 8:45 | 15 | 166 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 19 | 16 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 39 | 175 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 16 | 18 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 538 |
| 9:00 | 17 | 174 | 16 | 0 | 4 | 1 | 0 | 0 | 0 | 2 | 18 | 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 41 | 227 | 36 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 18 | 20 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 631 |
| Period2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:15 | 28 | 273 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 46 | 59 | 25 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 45 | 374 | 39 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 28 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1008 |
| 11:30 | 34 | 330 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 41 | 37 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 55 | 413 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 53 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1108 |
| 11:45 | 24 | 310 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 37 | 36 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 324 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 26 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 958 |
| 12:00 | 34 | 336 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 35 | 40 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 336 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 10 | 31 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 989 |
| 12:15 | 28 | 336 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 22 | 41 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 41 | 334 | 17 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 13 | 41 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 941 |
| 12:30 | 52 | 410 | 9 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 38 | 59 | 22 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 81 | 434 | 40 | 3 | 1 | 1 | 0 | 0 | 0 | 12 | 15 | 60 | 58 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 1316 |
| 12:45 | 30 | 502 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 45 | 34 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 537 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 42 | 63 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 1401 |
| 13:00 | 28 | 454 | 4 | 0 | 5 | 0 | 0 | 1 | 0 | 4 | 49 | 34 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 479 | 31 | 5 | 1 | 0 | 0 | 0 | 0 | 3 | 14 | 59 | 69 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1337 |
| 13:15 | 40 | 411 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 6 | 42 | 43 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 531 | 21 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 10 | 50 | 55 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1314 |
| 13:30 | 28 | 302 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 41 | 40 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 37 | 440 | 33 | 3 | 0 | 0 | 1 | 0 | 0 | 4 | 10 | 43 | 43 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1073 |
| 13:45 | 26 | 347 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 29 | 45 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 50 | 371 | 47 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 51 | 30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1051 |
| 14:00 | 24 | 365 | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 3 | 34 | 43 | 42 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 21 | 367 | 39 | 3 | 6 | 0 | 0 | 0 | 0 | 6 | 11 | 47 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1053 |
| Period3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15:15 | 32 | 364 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 8 | 43 | 30 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 76 | 403 | 26 | 2 | 3 | 0 | 0 | 0 | 0 | 2 | 9 | 45 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1135 |
| 15:30 | 39 | 312 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 10 | 35 | 46 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 54 | 334 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 39 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 996 |
| 15:45 | 36 | 353 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 37 | 41 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 404 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 28 | 46 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1057 |
| 16:00 | 28 | 410 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 35 | 36 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 445 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 2 | 10 | 38 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1162 |
| 16:15 | 28 | 390 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 33 | 36 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 38 | 415 | 24 | 3 | 4 | 0 | 0 | 0 | 0 | 5 | 18 | 42 | 43 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 1124 |
| 16:30 | 33 | 345 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 25 | 34 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 49 | 391 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 6 | 12 | 34 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1042 |
| 16:45 | 23 | 342 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 5 | 42 | 42 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 380 | 21 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 11 | 44 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1016 |
| 17:00 | 27 | 324 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 39 | 39 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 53 | 368 | 21 | 2 | 5 | 0 | 0 | 0 | 0 | 3 | 12 | 43 | 57 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 1032 |
| 17:15 | 27 | 308 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 33 | 35 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 341 | 24 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 14 | 42 | 43 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 943 |
| 17:30 | 26 | 335 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 4 | 22 | 32 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 26 | 332 | 13 | 2 | 3 | 0 | 0 | 0 | 0 | 6 | 10 | 38 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 903 |
| 17:45 | 24 | 284 | 6 | 0 | 4 | 2 | 0 | 0 | 0 | 5 | 25 | 35 | 19 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 29 | 303 | 19 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 12 | 36 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 4 | 853 |
| 18:00 | 24 | 243 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 7 | 27 | 38 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 33 | 271 | 15 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 9 | 33 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 771 |

| EB | Latitude: 0' 0.000 Undefined | | | | | | | | | | | | | | | Pace | Number |
|----------------|------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---------|
| Start Time | 1 19 | 20 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 80 | 81 9999 | Total | Speed | in Pace |
| 06/19/08 | 0 | 0 | 2 | 5 | 5 | 9 | 10 | 10 | 7 | 1 | 1 | 0 | 2 | 0 | 52 | 42-51 | 20 |
| 01:00 | 0 | 0 | 0 | 1 | 3 | 3 | 5 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 43-52 | 12 |
| 02:00 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 5 | 0 | 2 | 2 | 1 | 1 | 0 | 16 | 46-55 | 9 |
| 03:00 | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 47-56 | 7 |
| 04:00 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 44-53 | 8 |
| 05:00 | 0 | 0 | 0 | 0 | 5 | 13 | 9 | 16 | 5 | 3 | 0 | 0 | 0 | 0 | 51 | 46-55 | 25 |
| 06:00 | 6 | 0 | 5 | 4 | 19 | 35 | 46 | 31 | 11 | 4 | 1 | 0 | 0 | 0 | 162 | 41-50 | 81 |
| 07:00 | 25 | 4 | 7 | 14 | 34 | 75 | 116 | 46 | 6 | 1 | 0 | 0 | 0 | 0 | 328 | 41-50 | 191 |
| 08:00 | 37 | 7 | 16 | 26 | 48 | 107 | 141 | 55 | 20 | 3 | 0 | 0 | 0 | 0 | 460 | 41-50 | 248 |
| 09:00 | 22 | 3 | 11 | 24 | 51 | 84 | 109 | 63 | 25 | 3 | 1 | 0 | 0 | 0 | 396 | 41-50 | 193 |
| 10:00 | 21 | 3 | 17 | 21 | 33 | 55 | 96 | 66 | 10 | 5 | 6 | 0 | 0 | 0 | 333 | 46-55 | 162 |
| 11:00 | 29 | 3 | 18 | 35 | 30 | 75 | 107 | 62 | 17 | 5 | 1 | 0 | 0 | 0 | 382 | 41-50 | 182 |
| 12 PM | 31 | 6 | 19 | 33 | 44 | 68 | 93 | 53 | 15 | 6 | 0 | 0 | 0 | 0 | 368 | 41-50 | 161 |
| 13:00 | 38 | 9 | 18 | 33 | 57 | 92 | 109 | 60 | 15 | 1 | 0 | 0 | 0 | 1 | 433 | 41-50 | 201 |
| 14:00 | 36 | 0 | 18 | 27 | 44 | 74 | 93 | 72 | 20 | 6 | 2 | 0 | 0 | 0 | 392 | 42-51 | 168 |
| 15:00 | 38 | 5 | 14 | 28 | 50 | 94 | 104 | 70 | 17 | 3 | 0 | 0 | 0 | 0 | 423 | 41-50 | 198 |
| 16:00 | 80 | 6 | 32 | 60 | 80 | 67 | 74 | 37 | 18 | 3 | 0 | 0 | 0 | 0 | 457 | 36-45 | 147 |
| 17:00 | 47 | 5 | 26 | 72 | 75 | 79 | 98 | 50 | 13 | 0 | 0 | 0 | 0 | 0 | 465 | 41-50 | 177 |
| 18:00 | 37 | 5 | 15 | 43 | 70 | 87 | 112 | 66 | 22 | 6 | 0 | 0 | 0 | 0 | 463 | 41-50 | 199 |
| 19:00 | 20 | 3 | 12 | 23 | 48 | 52 | 89 | 51 | 15 | 1 | 0 | 1 | 0 | 0 | 315 | 42-51 | 142 |
| 20:00 | 19 | 2 | 16 | 30 | 45 | 81 | 88 | 52 | 13 | 7 | 0 | 0 | 0 | 0 | 353 | 41-50 | 169 |
| 21:00 | 9 | 4 | 10 | 22 | 26 | 44 | 66 | 42 | 10 | 3 | 0 | 0 | 0 | 0 | 236 | 42-51 | 111 |
| 22:00 | 3 | 4 | 11 | 13 | 18 | 23 | 42 | 37 | 11 | 5 | 0 | 0 | 0 | 0 | 167 | 46-55 | 79 |
| 23:00 | 0 | 0 | 0 | 6 | 9 | 20 | 26 | 13 | 10 | 2 | 2 | 0 | 0 | 0 | 88 | 41-50 | 46 |
| Total | 501 | 70 | 268 | 524 | 797 | 1239 | 1641 | 974 | 285 | 70 | 16 | 2 | 3 | 1 | 6391 | | |
| Percent | 7.8% | 1.1% | 4.2% | 8.2% | 12.5% | 19.4% | 25.7% | 15.2% | 4.5% | 1.1% | 0.3% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 08:00 | 11:00 | 11:00 | 09:00 | 08:00 | 08:00 | 10:00 | 09:00 | 10:00 | 10:00 | 02:00 | 00:00 | | 08:00 | | |
| Vol. | 37 | 7 | 18 | 35 | 51 | 107 | 141 | 66 | 25 | 5 | 6 | 1 | 2 | | 460 | | |
| PM Peak | 16:00 | 13:00 | 16:00 | 17:00 | 16:00 | 15:00 | 18:00 | 14:00 | 18:00 | 20:00 | 14:00 | 19:00 | | 13:00 | 17:00 | | |
| Vol. | 80 | 9 | 32 | 72 | 80 | 94 | 112 | 72 | 22 | 7 | 2 | 1 | | 1 | 465 | | |

| EB | Latitude: 0' 0.000 Undefined | | | | | | | | | | | | | | | Total | Pace Speed | Number in Pace |
|--------------------|------------------------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|---------------|-------------------|
| | Start Time | 1 19 | 20 25 | 26 30 | 31 35 | 36 40 | 41 45 | 46 50 | 51 55 | 56 60 | 61 65 | 66 70 | 71 75 | 76 80 | 81 9999 | | | |
| 06/20/08 | 0 | 0 | 1 | 1 | 3 | 4 | 11 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 43-52 | 18 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 4 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 41-50 | 14 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 13 | 43-52 | 9 | |
| 03:00 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 34-43 | 6 | |
| 04:00 | 0 | 0 | 2 | 0 | 3 | 5 | 1 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 19 | 36-45 | 8 | |
| 05:00 | 2 | 0 | 2 | 3 | 7 | 9 | 8 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 49 | 46-55 | 19 | |
| 06:00 | 2 | 2 | 1 | 16 | 14 | 29 | 42 | 36 | 8 | 6 | 3 | 0 | 0 | 0 | 159 | 46-55 | 78 | |
| 07:00 | 21 | 7 | 8 | 29 | 28 | 74 | 89 | 45 | 19 | 5 | 0 | 0 | 0 | 0 | 325 | 41-50 | 163 | |
| 08:00 | 21 | 3 | 12 | 44 | 62 | 82 | 116 | 63 | 15 | 3 | 0 | 0 | 0 | 0 | 421 | 41-50 | 198 | |
| 09:00 | 15 | 2 | 5 | 22 | 47 | 77 | 82 | 65 | 29 | 3 | 1 | 0 | 0 | 0 | 348 | 41-50 | 159 | |
| 10:00 | 17 | 1 | 14 | 23 | 39 | 77 | 91 | 51 | 20 | 0 | 0 | 0 | 0 | 0 | 333 | 41-50 | 168 | |
| 11:00 | 25 | 3 | 18 | 42 | 51 | 68 | 90 | 34 | 11 | 7 | 2 | 0 | 0 | 0 | 351 | 41-50 | 158 | |
| 12 PM | 29 | 2 | 32 | 36 | 50 | 89 | 86 | 45 | 16 | 3 | 0 | 0 | 0 | 0 | 388 | 41-50 | 175 | |
| 13:00 | 14 | 0 | 18 | 34 | 55 | 77 | 120 | 61 | 13 | 7 | 1 | 0 | 0 | 0 | 400 | 41-50 | 197 | |
| 14:00 | 31 | 4 | 9 | 40 | 42 | 81 | 99 | 60 | 15 | 2 | 0 | 0 | 0 | 0 | 383 | 41-50 | 180 | |
| 15:00 | 31 | 3 | 14 | 37 | 63 | 88 | 94 | 60 | 16 | 5 | 1 | 0 | 0 | 0 | 412 | 41-50 | 182 | |
| 16:00 | 48 | 4 | 6 | 30 | 49 | 96 | 108 | 66 | 21 | 4 | 1 | 1 | 0 | 0 | 434 | 41-50 | 204 | |
| 17:00 | 38 | 4 | 18 | 40 | 56 | 91 | 114 | 46 | 15 | 4 | 1 | 0 | 0 | 0 | 427 | 41-50 | 205 | |
| 18:00 | 31 | 3 | 22 | 42 | 46 | 67 | 81 | 63 | 28 | 4 | 1 | 0 | 0 | 1 | 389 | 41-50 | 148 | |
| 19:00 | 17 | 2 | 10 | 25 | 26 | 38 | 98 | 64 | 19 | 3 | 2 | 0 | 0 | 0 | 304 | 46-55 | 162 | |
| 20:00 | 4 | 3 | 10 | 24 | 28 | 66 | 64 | 48 | 23 | 6 | 0 | 0 | 0 | 0 | 276 | 41-50 | 130 | |
| 21:00 | 8 | 0 | 5 | 21 | 24 | 36 | 67 | 35 | 9 | 4 | 2 | 0 | 0 | 0 | 211 | 41-50 | 103 | |
| 22:00 | 2 | 0 | 9 | 11 | 22 | 39 | 47 | 26 | 12 | 4 | 1 | 0 | 0 | 0 | 173 | 41-50 | 86 | |
| 23:00 | 5 | 3 | 4 | 11 | 18 | 12 | 31 | 11 | 13 | 5 | 2 | 0 | 0 | 1 | 116 | 41-50 | 43 | |
| Total | 361 | 46 | 220 | 533 | 738 | 1215 | 1555 | 907 | 310 | 80 | 18 | 2 | 0 | 2 | 5987 | | | |
| Percent | 6.0% | 0.8% | 3.7% | 8.9% | 12.3% | 20.3% | 26.0% | 15.1% | 5.2% | 1.3% | 0.3% | 0.0% | 0.0% | 0.0% | | | | |
| AM Peak Vol. | 11:00 25 | 07:00 7 | 11:00 18 | 08:00 44 | 08:00 62 | 08:00 82 | 08:00 116 | 09:00 65 | 09:00 29 | 11:00 7 | 06:00 3 | 03:00 1 | | | | 08:00 421 | | |
| PM Peak Vol. | 16:00 48 | 14:00 4 | 12:00 32 | 18:00 42 | 15:00 63 | 16:00 96 | 13:00 120 | 16:00 66 | 18:00 28 | 13:00 7 | 19:00 2 | 16:00 1 | | 18:00 1 | 16:00 434 | | | |

| EB | | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------------------|---------------|-------------------|
| Start Time | 19 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 81 9999 | Total | Pace Speed | Number in Pace |
| 06/21/08 | 1 | 0 | 1 | 3 | 6 | 13 | 14 | 24 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 73 | 46-55 | 38 |
| 01:00 | 2 | 2 | 0 | 3 | 6 | 6 | 12 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 45 | 43-52 | 20 |
| 02:00 | 0 | 0 | 0 | 0 | 7 | 8 | 6 | 4 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 32 | 37-46 | 16 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 45-54 | 9 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 44-53 | 8 |
| 05:00 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 49-58 | 13 |
| 06:00 | 1 | 1 | 2 | 4 | 7 | 9 | 14 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 60 | 46-55 | 30 |
| 07:00 | 2 | 0 | 6 | 10 | 11 | 20 | 27 | 25 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 115 | 46-55 | 52 |
| 08:00 | 10 | 2 | 5 | 16 | 25 | 39 | 77 | 54 | 10 | 7 | 2 | 0 | 0 | 0 | 0 | 247 | 46-55 | 131 |
| 09:00 | 12 | 3 | 6 | 19 | 38 | 59 | 93 | 52 | 21 | 7 | 1 | 0 | 0 | 0 | 0 | 311 | 41-50 | 152 |
| 10:00 | 42 | 2 | 18 | 38 | 49 | 83 | 84 | 55 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 389 | 41-50 | 167 |
| 11:00 | 26 | 4 | 13 | 36 | 45 | 85 | 104 | 55 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 382 | 41-50 | 189 |
| 12 PM | 33 | 4 | 20 | 43 | 52 | 82 | 96 | 52 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 397 | 41-50 | 178 |
| 13:00 | 26 | 4 | 18 | 34 | 41 | 94 | 90 | 54 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 390 | 41-50 | 184 |
| 14:00 | 36 | 4 | 13 | 18 | 43 | 64 | 99 | 60 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 363 | 41-50 | 163 |
| 15:00 | 28 | 2 | 9 | 23 | 46 | 64 | 84 | 53 | 30 | 2 | 2 | 0 | 0 | 0 | 0 | 343 | 41-50 | 148 |
| 16:00 | 17 | 3 | 13 | 16 | 33 | 68 | 106 | 60 | 18 | 9 | 3 | 0 | 1 | 0 | 0 | 347 | 41-50 | 174 |
| 17:00 | 10 | 2 | 7 | 17 | 31 | 53 | 86 | 73 | 28 | 7 | 1 | 0 | 0 | 0 | 0 | 315 | 46-55 | 159 |
| 18:00 | 17 | 4 | 6 | 17 | 29 | 53 | 59 | 51 | 26 | 3 | 1 | 0 | 0 | 1 | 0 | 267 | 42-51 | 113 |
| 19:00 | 9 | 2 | 12 | 19 | 21 | 36 | 63 | 27 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 194 | 41-50 | 99 |
| 20:00 | 4 | 3 | 5 | 19 | 21 | 33 | 58 | 32 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 193 | 43-52 | 93 |
| 21:00 | 3 | 3 | 8 | 17 | 18 | 30 | 45 | 26 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 165 | 41-50 | 75 |
| 22:00 | 3 | 2 | 9 | 11 | 14 | 31 | 44 | 28 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 148 | 41-50 | 75 |
| 23:00 | 2 | 0 | 2 | 4 | 10 | 35 | 35 | 27 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 41-50 | 70 |
| Total | 284 | 47 | 174 | 369 | 556 | 969 | 1305 | 850 | 292 | 76 | 13 | 1 | 1 | 1 | 4938 | | | |
| Percent | 5.8% | 1.0% | 3.5% | 7.5% | 11.3% | 19.6% | 26.4% | 17.2% | 5.9% | 1.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 10:00 | 11:00 | 10:00 | 10:00 | 10:00 | 11:00 | 11:00 | 10:00 | 09:00 | 08:00 | 08:00 | 11:00 | | | | 10:00 | | |
| Vol. | 42 | 4 | 18 | 38 | 49 | 85 | 104 | 55 | 21 | 7 | 2 | 1 | | | | 389 | | |
| PM Peak | 14:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 | 16:00 | 17:00 | 15:00 | 16:00 | 16:00 | | 16:00 | 18:00 | 12:00 | | | |
| Vol. | 36 | 4 | 20 | 43 | 52 | 94 | 106 | 73 | 30 | 9 | 3 | | 1 | 1 | 397 | | | |

| EB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|------------------------------|-------|---------|
| Start Time | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/22/08 | 1 | 1 | 3 | 6 | 7 | 22 | 24 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 85 | 41-50 | 46 |
| 01:00 | 1 | 0 | 0 | 4 | 3 | 17 | 9 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 53 | 41-50 | 26 |
| 02:00 | 0 | 0 | 1 | 2 | 5 | 5 | 11 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 33 | 44-53 | 19 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 6 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 14 | 40-49 | 10 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 10 | 49-58 | 7 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 7 | 52-61 | 7 |
| 06:00 | 0 | 3 | 3 | 3 | 6 | 9 | 16 | 7 | 1 | 1 | 1 | 0 | 0 | 0 | 50 | 42-51 | 26 |
| 07:00 | 1 | 1 | 3 | 1 | 9 | 13 | 18 | 20 | 4 | 5 | 0 | 1 | 0 | 0 | 76 | 46-55 | 38 |
| 08:00 | 3 | 2 | 7 | 6 | 13 | 35 | 37 | 33 | 4 | 2 | 1 | 0 | 0 | 0 | 143 | 41-50 | 72 |
| 09:00 | 9 | 0 | 3 | 12 | 24 | 45 | 78 | 51 | 15 | 2 | 0 | 0 | 0 | 0 | 239 | 46-55 | 129 |
| 10:00 | 8 | 3 | 5 | 14 | 16 | 46 | 69 | 74 | 17 | 5 | 0 | 0 | 0 | 0 | 257 | 46-55 | 143 |
| 11:00 | 26 | 0 | 5 | 23 | 46 | 58 | 83 | 52 | 28 | 2 | 1 | 0 | 0 | 0 | 324 | 41-50 | 141 |
| 12 PM | 26 | 2 | 14 | 28 | 40 | 80 | 103 | 54 | 12 | 2 | 0 | 0 | 0 | 0 | 361 | 41-50 | 183 |
| 13:00 | 13 | 3 | 14 | 22 | 41 | 54 | 91 | 65 | 15 | 6 | 1 | 0 | 0 | 0 | 325 | 46-55 | 156 |
| 14:00 | 16 | 1 | 11 | 18 | 38 | 72 | 86 | 62 | 14 | 3 | 0 | 0 | 0 | 0 | 321 | 41-50 | 158 |
| 15:00 | 8 | 1 | 2 | 14 | 30 | 55 | 80 | 52 | 26 | 4 | 2 | 0 | 0 | 0 | 274 | 41-50 | 135 |
| 16:00 | 8 | 5 | 9 | 16 | 39 | 45 | 69 | 61 | 20 | 9 | 1 | 0 | 0 | 0 | 282 | 46-55 | 130 |
| 17:00 | 20 | 3 | 7 | 18 | 32 | 49 | 82 | 52 | 27 | 4 | 0 | 0 | 0 | 0 | 294 | 43-52 | 134 |
| 18:00 | 7 | 0 | 7 | 14 | 31 | 53 | 53 | 42 | 13 | 6 | 1 | 0 | 0 | 0 | 227 | 41-50 | 106 |
| 19:00 | 5 | 5 | 5 | 15 | 26 | 43 | 68 | 32 | 9 | 4 | 0 | 1 | 0 | 0 | 213 | 41-50 | 111 |
| 20:00 | 5 | 4 | 8 | 12 | 19 | 30 | 49 | 43 | 18 | 1 | 1 | 0 | 0 | 0 | 190 | 46-55 | 92 |
| 21:00 | 7 | 2 | 6 | 16 | 19 | 20 | 46 | 27 | 7 | 2 | 0 | 0 | 0 | 0 | 152 | 46-55 | 73 |
| 22:00 | 1 | 0 | 4 | 8 | 10 | 18 | 23 | 22 | 4 | 3 | 0 | 0 | 0 | 0 | 93 | 43-52 | 45 |
| 23:00 | 0 | 1 | 0 | 3 | 6 | 10 | 9 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 39 | 40-49 | 20 |
| Total | 165 | 37 | 117 | 256 | 460 | 786 | 1110 | 798 | 254 | 66 | 10 | 3 | 0 | 0 | 4062 | | |
| Percent | 4.1% | 0.9% | 2.9% | 6.3% | 11.3% | 19.4% | 27.3% | 19.6% | 6.3% | 1.6% | 0.2% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 06:00 | 08:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 07:00 | 04:00 | 07:00 | | | 11:00 | | |
| Vol. | 26 | 3 | 7 | 23 | 46 | 58 | 83 | 74 | 28 | 5 | 1 | 1 | | | 324 | | |
| PM Peak | 12:00 | 16:00 | 12:00 | 12:00 | 13:00 | 12:00 | 12:00 | 13:00 | 17:00 | 16:00 | 15:00 | 19:00 | | | 12:00 | | |
| Vol. | 26 | 5 | 14 | 28 | 41 | 80 | 103 | 65 | 27 | 9 | 2 | 1 | | | 361 | | |

| Latitude: 0' 0.000 Undefined | | | | | | | | | | | | | | | | | | |
|------------------------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------------|
| EB | Start Time | 19 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace Speed | Number in Pace |
| 06/23/08 | 0 | 0 | 1 | 1 | 2 | 3 | 7 | 6 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 26 | 43-52 | 13 |
| 01:00 | 2 | 2 | 1 | 1 | 1 | 4 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 48-57 | 10 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 42-51 | 3 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 48-57 | 3 |
| 04:00 | 1 | 0 | 1 | 1 | 2 | 3 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 15 | 39-48 | 8 |
| 05:00 | 0 | 0 | 0 | 3 | 4 | 6 | 11 | 7 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 43 | 45-54 | 18 |
| 06:00 | 8 | 1 | 3 | 4 | 9 | 31 | 44 | 36 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 147 | 45-54 | 80 |
| 07:00 | 14 | 1 | 8 | 5 | 39 | 74 | 98 | 66 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 332 | 41-50 | 172 |
| 08:00 | 25 | 3 | 15 | 33 | 59 | 103 | 130 | 66 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 456 | 41-50 | 233 |
| 09:00 | 28 | 1 | 12 | 21 | 25 | 62 | 72 | 70 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 314 | 46-55 | 142 |
| 10:00 | 23 | 4 | 14 | 11 | 39 | 52 | 84 | 65 | 21 | 7 | 0 | 0 | 0 | 0 | 0 | 320 | 46-55 | 149 |
| 11:00 | 21 | 1 | 15 | 19 | 43 | 56 | 74 | 65 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 317 | 46-55 | 139 |
| 12 PM | 28 | 5 | 16 | 30 | 58 | 67 | 94 | 46 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 359 | 41-50 | 161 |
| 13:00 | 27 | 9 | 19 | 25 | 52 | 58 | 105 | 39 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 362 | 41-50 | 163 |
| 14:00 | 18 | 7 | 17 | 37 | 57 | 95 | 91 | 53 | 32 | 8 | 3 | 0 | 0 | 0 | 0 | 418 | 41-50 | 186 |
| 15:00 | 43 | 2 | 13 | 39 | 51 | 91 | 99 | 63 | 12 | 3 | 1 | 1 | 0 | 0 | 0 | 418 | 41-50 | 190 |
| 16:00 | 52 | 8 | 15 | 31 | 55 | 90 | 113 | 74 | 16 | 2 | 3 | 0 | 0 | 0 | 0 | 459 | 41-50 | 203 |
| 17:00 | 40 | 5 | 25 | 37 | 56 | 93 | 106 | 66 | 9 | 3 | 2 | 0 | 0 | 0 | 0 | 442 | 41-50 | 199 |
| 18:00 | 37 | 5 | 12 | 38 | 57 | 119 | 152 | 73 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 514 | 41-50 | 271 |
| 19:00 | 12 | 1 | 11 | 27 | 39 | 74 | 104 | 68 | 26 | 3 | 0 | 0 | 0 | 0 | 0 | 365 | 41-50 | 178 |
| 20:00 | 18 | 4 | 12 | 17 | 35 | 67 | 98 | 49 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 317 | 41-50 | 165 |
| 21:00 | 7 | 2 | 9 | 16 | 23 | 42 | 47 | 30 | 9 | 2 | 2 | 0 | 1 | 0 | 0 | 190 | 41-50 | 89 |
| 22:00 | 1 | 1 | 3 | 7 | 15 | 22 | 38 | 18 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 121 | 41-50 | 60 |
| 23:00 | 0 | 0 | 1 | 5 | 7 | 14 | 30 | 10 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 72 | 41-50 | 44 |
| Total | 405 | 62 | 223 | 408 | 730 | 1227 | 1605 | 978 | 311 | 68 | 17 | 3 | 1 | 0 | 0 | 6038 | | |
| Percent | 6.7% | 1.0% | 3.7% | 6.8% | 12.1% | 20.3% | 26.6% | 16.2% | 5.2% | 1.1% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 09:00 | 10:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 09:00 | 07:00 | 10:00 | 05:00 | 00:00 | | | | 08:00 | | |
| Vol. | 28 | 4 | 15 | 33 | 59 | 103 | 130 | 70 | 24 | 7 | 2 | 1 | | | | 456 | | |
| PM Peak | 16:00 | 13:00 | 17:00 | 15:00 | 12:00 | 18:00 | 18:00 | 16:00 | 14:00 | 14:00 | 14:00 | 15:00 | 21:00 | | | 18:00 | | |
| Vol. | 52 | 9 | 25 | 39 | 58 | 119 | 152 | 74 | 32 | 8 | 3 | 1 | 1 | | | 514 | | |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | | |
|----------------|-------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|------------------------------|-------------|-------|---------|
| EB | Start | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| | Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/24/08 | | 0 | 0 | 1 | 2 | 2 | 5 | 5 | 5 | 3 | 5 | 0 | 0 | 1 | 0 | 29 | 39-48 | 10 |
| 01:00 | | 0 | 0 | 0 | 1 | 4 | 1 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 48-57 | 9 |
| 02:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 13 | 48-57 | 9 |
| 03:00 | | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 49-58 | 9 |
| 04:00 | | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 24 | 49-58 | 13 |
| 05:00 | | 0 | 0 | 0 | 0 | 4 | 12 | 8 | 15 | 4 | 5 | 2 | 0 | 0 | 0 | 50 | 46-55 | 23 |
| 06:00 | | 6 | 4 | 5 | 4 | 21 | 38 | 51 | 34 | 12 | 4 | 1 | 0 | 0 | 0 | 180 | 41-50 | 89 |
| 07:00 | | 20 | 3 | 5 | 11 | 28 | 62 | 97 | 38 | 6 | 5 | 0 | 0 | 0 | 0 | 275 | 41-50 | 159 |
| 08:00 | | 38 | 7 | 16 | 27 | 50 | 112 | 147 | 57 | 20 | 5 | 3 | 0 | 0 | 0 | 482 | 41-50 | 259 |
| 09:00 | | 18 | 2 | 9 | 19 | 42 | 69 | 90 | 52 | 20 | 4 | 2 | 0 | 0 | 0 | 327 | 41-50 | 159 |
| 10:00 | | 22 | 3 | 18 | 22 | 35 | 58 | 102 | 70 | 10 | 5 | 6 | 3 | 3 | 0 | 357 | 46-55 | 172 |
| 11:00 | | 22 | 2 | 13 | 26 | 23 | 57 | 82 | 47 | 13 | 6 | 3 | 0 | 0 | 0 | 294 | 41-50 | 139 |
| 12 PM | | 35 | 6 | 21 | 37 | 49 | 77 | 105 | 60 | 17 | 6 | 5 | 0 | 0 | 0 | 418 | 41-50 | 182 |
| 13:00 | | 31 | 2 | 13 | 29 | 47 | 60 | 66 | 41 | 14 | 3 | 2 | 0 | 0 | 0 | 308 | 41-50 | 126 |
| 14:00 | | 28 | 10 | 10 | 28 | 46 | 104 | 113 | 60 | 14 | 3 | 0 | 0 | 0 | 1 | 417 | 41-50 | 217 |
| 15:00 | | 41 | 8 | 18 | 50 | 55 | 94 | 73 | 44 | 16 | 5 | 1 | 1 | 0 | 0 | 406 | 41-50 | 167 |
| 16:00 | | 66 | 10 | 13 | 56 | 82 | 89 | 95 | 45 | 13 | 6 | 1 | 0 | 0 | 0 | 476 | 41-50 | 184 |
| 17:00 | | 51 | 11 | 15 | 42 | 82 | 115 | 100 | 59 | 13 | 2 | 2 | 1 | 0 | 0 | 493 | 41-50 | 215 |
| 18:00 | | 35 | 4 | 14 | 41 | 66 | 83 | 107 | 63 | 21 | 5 | 4 | 0 | 0 | 0 | 443 | 41-50 | 190 |
| 19:00 | | 21 | 3 | 12 | 24 | 51 | 55 | 95 | 54 | 16 | 5 | 1 | 1 | 0 | 0 | 338 | 41-50 | 150 |
| 20:00 | | 15 | 1 | 12 | 24 | 36 | 64 | 70 | 41 | 10 | 5 | 5 | 0 | 0 | 0 | 283 | 41-50 | 134 |
| 21:00 | | 9 | 4 | 10 | 22 | 26 | 45 | 67 | 43 | 10 | 3 | 3 | 0 | 0 | 0 | 242 | 41-50 | 112 |
| 22:00 | | 3 | 4 | 11 | 14 | 19 | 24 | 45 | 39 | 11 | 5 | 5 | 0 | 0 | 0 | 180 | 46-55 | 84 |
| 23:00 | | 0 | 0 | 5 | 8 | 12 | 27 | 36 | 18 | 13 | 2 | 2 | 0 | 0 | 0 | 123 | 41-50 | 63 |
| Total | | 463 | 85 | 222 | 489 | 782 | 1253 | 1563 | 906 | 270 | 90 | 49 | 6 | 4 | 1 | 6183 | | |
| Percent | | 7.5% | 1.4% | 3.6% | 7.9% | 12.6% | 20.3% | 25.3% | 14.7% | 4.4% | 1.5% | 0.8% | 0.1% | 0.1% | 0.0% | | | |
| AM | | | | | | | | | | | | | | | | | | |
| Peak | 08:00 | 08:00 | 10:00 | 08:00 | 08:00 | 08:00 | 08:00 | 10:00 | 08:00 | 11:00 | 10:00 | 10:00 | 10:00 | 10:00 | | 08:00 | | |
| Vol. | 38 | 7 | 18 | 27 | 50 | 112 | 147 | 70 | 20 | 6 | 6 | 3 | 3 | | | 482 | | |
| PM | | | | | | | | | | | | | | | | | | |
| Peak | 16:00 | 17:00 | 12:00 | 16:00 | 16:00 | 17:00 | 14:00 | 18:00 | 18:00 | 12:00 | 12:00 | 15:00 | | 14:00 | 17:00 | | | |
| Vol. | 66 | 11 | 21 | 56 | 82 | 115 | 113 | 63 | 21 | 6 | 5 | 1 | | 1 | | 493 | | |

| EB | Latitude: 0' 0.000 Undefined | | | | | | | | | | | | | | | Pace | Number | |
|------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|--------|---------|
| Start Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 81 | 9999 | Total | Speed | in Pace |
| 06/25/08 | 0 | 0 | 2 | 2 | 4 | 6 | 14 | 12 | 8 | 2 | 0 | 2 | 1 | 0 | 53 | 45-54 | 25 | |
| 01:00 | 2 | 2 | 1 | 1 | 1 | 4 | 3 | 5 | 3 | 4 | 0 | 0 | 0 | 0 | 26 | 46-55 | 8 | |
| 02:00 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 44-53 | 10 | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 13 | 52-61 | 10 | |
| 04:00 | 1 | 0 | 1 | 1 | 3 | 5 | 5 | 1 | 1 | 1 | 5 | 1 | 0 | 0 | 25 | 38-47 | 10 | |
| 05:00 | 0 | 0 | 3 | 4 | 4 | 6 | 12 | 7 | 7 | 3 | 2 | 0 | 0 | 0 | 48 | 45-54 | 19 | |
| 06:00 | 7 | 2 | 9 | 3 | 8 | 30 | 43 | 35 | 6 | 3 | 0 | 0 | 0 | 0 | 146 | 46-55 | 78 | |
| 07:00 | 13 | 5 | 7 | 4 | 36 | 69 | 92 | 62 | 22 | 2 | 0 | 0 | 0 | 0 | 312 | 41-50 | 161 | |
| 08:00 | 26 | 3 | 16 | 35 | 63 | 110 | 139 | 71 | 20 | 5 | 3 | 0 | 0 | 0 | 491 | 41-50 | 249 | |
| 09:00 | 36 | 1 | 15 | 27 | 32 | 81 | 94 | 91 | 22 | 7 | 5 | 0 | 0 | 0 | 411 | 46-55 | 185 | |
| 10:00 | 20 | 3 | 12 | 9 | 34 | 46 | 74 | 57 | 18 | 6 | 5 | 0 | 0 | 0 | 284 | 46-55 | 131 | |
| 11:00 | 27 | 1 | 19 | 25 | 56 | 74 | 97 | 85 | 27 | 6 | 2 | 0 | 0 | 0 | 419 | 46-55 | 182 | |
| 12 PM | 29 | 5 | 16 | 31 | 61 | 70 | 98 | 48 | 12 | 5 | 2 | 1 | 0 | 0 | 378 | 41-50 | 168 | |
| 13:00 | 37 | 12 | 26 | 34 | 72 | 80 | 145 | 54 | 31 | 5 | 6 | 1 | 0 | 0 | 503 | 41-50 | 225 | |
| 14:00 | 18 | 7 | 17 | 37 | 57 | 96 | 92 | 53 | 32 | 8 | 3 | 3 | 0 | 0 | 423 | 41-50 | 188 | |
| 15:00 | 48 | 2 | 14 | 43 | 57 | 102 | 111 | 70 | 13 | 3 | 1 | 5 | 1 | 0 | 470 | 41-50 | 213 | |
| 16:00 | 57 | 8 | 16 | 34 | 60 | 99 | 124 | 81 | 17 | 5 | 3 | 2 | 0 | 0 | 506 | 41-50 | 223 | |
| 17:00 | 49 | 6 | 30 | 45 | 69 | 114 | 130 | 81 | 11 | 3 | 5 | 2 | 0 | 0 | 545 | 41-50 | 244 | |
| 18:00 | 34 | 4 | 11 | 35 | 53 | 112 | 143 | 68 | 16 | 7 | 2 | 0 | 0 | 0 | 485 | 41-50 | 255 | |
| 19:00 | 8 | 6 | 8 | 19 | 28 | 53 | 75 | 49 | 18 | 2 | 0 | 0 | 0 | 0 | 266 | 41-50 | 128 | |
| 20:00 | 22 | 4 | 14 | 20 | 43 | 82 | 120 | 60 | 18 | 5 | 2 | 0 | 0 | 0 | 390 | 41-50 | 202 | |
| 21:00 | 9 | 2 | 12 | 22 | 32 | 59 | 67 | 42 | 12 | 2 | 2 | 9 | 1 | 0 | 271 | 41-50 | 126 | |
| 22:00 | 1 | 1 | 4 | 10 | 23 | 34 | 59 | 28 | 17 | 7 | 5 | 0 | 0 | 0 | 189 | 41-50 | 93 | |
| 23:00 | 0 | 0 | 1 | 6 | 8 | 17 | 38 | 12 | 2 | 1 | 5 | 2 | 0 | 0 | 92 | 41-50 | 55 | |
| Total | 444 | 74 | 254 | 447 | 811 | 1352 | 1782 | 1078 | 340 | 93 | 58 | 28 | 3 | 0 | 6764 | | | |
| Percent | 6.6% | 1.1% | 3.8% | 6.6% | 12.0% | 20.0% | 26.3% | 15.9% | 5.0% | 1.4% | 0.9% | 0.4% | 0.0% | 0.0% | | | | |
| AM Peak | 09:00 | 07:00 | 11:00 | 08:00 | 08:00 | 08:00 | 08:00 | 09:00 | 11:00 | 09:00 | 04:00 | 00:00 | 00:00 | | 08:00 | | | |
| Vol. | 36 | 5 | 19 | 35 | 63 | 110 | 139 | 91 | 27 | 7 | 5 | 2 | 1 | | 491 | | | |
| PM Peak | 16:00 | 13:00 | 17:00 | 17:00 | 13:00 | 17:00 | 13:00 | 16:00 | 14:00 | 14:00 | 13:00 | 21:00 | 15:00 | | 17:00 | | | |
| Vol. | 57 | 12 | 30 | 45 | 72 | 114 | 145 | 81 | 32 | 8 | 6 | 9 | 1 | | 545 | | | |
| Total | 2623 | 421 | 1478 | 3026 | 4874 | 8041 | 10561 | 6491 | 2062 | 543 | 181 | 45 | 12 | 5 | 40363 | | | |
| Percent | 6.5% | 1.0% | 3.7% | 7.5% | 12.1% | 19.9% | 26.2% | 16.1% | 5.1% | 1.3% | 0.4% | 0.1% | 0.0% | 0.0% | | | | |

15th Percentile : 33 KPH
 50th Percentile : 45 KPH
 85th Percentile : 53 KPH
 95th Percentile : 58 KPH

Stats
 10 KPH Pace Speed : 41-50 KPH
 Number in Pace : 18602
 Percent in Pace : 46.1%
 Number of Vehicles > 40 KPH : 27941
 Percent of Vehicles > 40 KPH : 69.2%
 Mean Speed(Average) : 43 KPH

| WB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|--------|---------|
| Start Time | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Pace | Number | |
| | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | Total | Speed | in Pace |
| 06/20/08 | 0 | 1 | 0 | 2 | 5 | 4 | 9 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 30 | 43-52 | 16 |
| 01:00 | 0 | 0 | 1 | 1 | 2 | 3 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 43-52 | 11 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 46-55 | 7 |
| 03:00 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 14 | 54-63 | 8 |
| 04:00 | 1 | 1 | 0 | 1 | 2 | 2 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 44-53 | 11 |
| 05:00 | 0 | 0 | 2 | 6 | 10 | 13 | 19 | 13 | 3 | 2 | 0 | 2 | 0 | 0 | 70 | 43-52 | 34 |
| 06:00 | 2 | 4 | 4 | 17 | 29 | 38 | 57 | 22 | 9 | 4 | 1 | 1 | 0 | 1 | 189 | 41-50 | 95 |
| 07:00 | 25 | 4 | 16 | 34 | 69 | 68 | 59 | 28 | 6 | 6 | 0 | 0 | 0 | 0 | 315 | 36-45 | 137 |
| 08:00 | 45 | 14 | 27 | 66 | 91 | 96 | 51 | 23 | 8 | 0 | 1 | 0 | 0 | 0 | 422 | 36-45 | 187 |
| 09:00 | 27 | 8 | 16 | 44 | 70 | 57 | 82 | 24 | 5 | 1 | 1 | 0 | 0 | 0 | 335 | 41-50 | 139 |
| 10:00 | 15 | 3 | 10 | 18 | 40 | 82 | 74 | 29 | 11 | 2 | 0 | 0 | 0 | 0 | 284 | 41-50 | 156 |
| 11:00 | 25 | 10 | 19 | 48 | 57 | 86 | 63 | 39 | 7 | 5 | 0 | 0 | 0 | 0 | 359 | 39-48 | 149 |
| 12 PM | 46 | 24 | 45 | 71 | 88 | 82 | 49 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 437 | 36-45 | 170 |
| 13:00 | 23 | 13 | 18 | 27 | 67 | 100 | 60 | 31 | 11 | 3 | 1 | 0 | 0 | 0 | 354 | 36-45 | 167 |
| 14:00 | 29 | 10 | 8 | 52 | 50 | 101 | 55 | 36 | 13 | 2 | 0 | 0 | 0 | 0 | 356 | 41-50 | 156 |
| 15:00 | 27 | 18 | 31 | 74 | 75 | 101 | 58 | 29 | 3 | 1 | 0 | 1 | 0 | 0 | 418 | 36-45 | 176 |
| 16:00 | 65 | 13 | 36 | 93 | 102 | 75 | 43 | 21 | 5 | 1 | 0 | 2 | 0 | 0 | 456 | 31-40 | 195 |
| 17:00 | 62 | 19 | 22 | 75 | 82 | 90 | 41 | 27 | 9 | 4 | 0 | 1 | 0 | 0 | 432 | 36-45 | 172 |
| 18:00 | 22 | 9 | 22 | 49 | 67 | 92 | 64 | 27 | 14 | 1 | 0 | 0 | 0 | 0 | 367 | 36-45 | 159 |
| 19:00 | 17 | 4 | 10 | 26 | 42 | 66 | 67 | 23 | 4 | 5 | 0 | 0 | 0 | 0 | 264 | 41-50 | 133 |
| 20:00 | 8 | 4 | 11 | 18 | 41 | 66 | 42 | 31 | 9 | 3 | 1 | 0 | 0 | 0 | 234 | 38-47 | 109 |
| 21:00 | 6 | 9 | 9 | 24 | 37 | 52 | 36 | 26 | 3 | 5 | 0 | 1 | 0 | 0 | 208 | 37-46 | 90 |
| 22:00 | 2 | 2 | 10 | 15 | 27 | 27 | 29 | 16 | 6 | 2 | 0 | 0 | 0 | 0 | 136 | 39-48 | 57 |
| 23:00 | 5 | 3 | 5 | 5 | 18 | 29 | 24 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 105 | 40-49 | 53 |
| Total | 452 | 173 | 322 | 766 | 1073 | 1334 | 998 | 503 | 142 | 54 | 6 | 8 | 0 | 2 | 5833 | | |
| Percent | 7.7% | 3.0% | 5.5% | 13.1% | 18.4% | 22.9% | 17.1% | 8.6% | 2.4% | 0.9% | 0.1% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 09:00 | 11:00 | 10:00 | 07:00 | 06:00 | 05:00 | | 02:00 | 08:00 | | |
| Vol. | 45 | 14 | 27 | 66 | 91 | 96 | 82 | 39 | 11 | 6 | 1 | 2 | | 1 | 422 | | |
| PM Peak | 16:00 | 12:00 | 12:00 | 16:00 | 16:00 | 14:00 | 19:00 | 14:00 | 18:00 | 19:00 | 13:00 | 16:00 | | | 16:00 | | |
| Vol. | 65 | 24 | 45 | 93 | 102 | 101 | 67 | 36 | 14 | 5 | 1 | 2 | | | 456 | | |

| WB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | | |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------------------|-------|---------------|-------------------|
| Start Time | 19 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 81 9999 | Total | Pace Speed | Number In Pace |
| 06/21/08 | 1 | 0 | 2 | 6 | 5 | 12 | 16 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 41-50 | 28 |
| 01:00 | 0 | 1 | 1 | 1 | 3 | 9 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 1 | 32 | 40-49 | 18 | |
| 02:00 | 0 | 0 | 0 | 1 | 4 | 6 | 3 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 22 | 35-44 | 10 | |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 11 | 41-50 | 5 | |
| 04:00 | 1 | 0 | 0 | 0 | 2 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 43-52 | 9 | |
| 05:00 | 2 | 1 | 0 | 3 | 3 | 5 | 5 | 3 | 2 | 2 | 0 | 1 | 0 | 0 | 27 | 38-47 | 10 | |
| 06:00 | 2 | 1 | 4 | 8 | 10 | 18 | 12 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 75 | 41-50 | 30 | |
| 07:00 | 2 | 5 | 10 | 12 | 11 | 23 | 36 | 29 | 11 | 1 | 0 | 0 | 0 | 0 | 140 | 45-54 | 65 | |
| 08:00 | 9 | 5 | 16 | 29 | 35 | 64 | 58 | 37 | 9 | 4 | 0 | 0 | 0 | 0 | 266 | 41-50 | 122 | |
| 09:00 | 13 | 5 | 15 | 23 | 62 | 80 | 78 | 33 | 18 | 3 | 0 | 0 | 0 | 0 | 330 | 41-50 | 158 | |
| 10:00 | 29 | 10 | 29 | 68 | 83 | 91 | 64 | 35 | 4 | 0 | 0 | 0 | 0 | 0 | 413 | 36-45 | 174 | |
| 11:00 | 29 | 22 | 37 | 73 | 83 | 100 | 59 | 24 | 4 | 6 | 2 | 0 | 0 | 0 | 439 | 36-45 | 183 | |
| 12 PM | 33 | 19 | 47 | 65 | 86 | 97 | 63 | 31 | 7 | 3 | 0 | 0 | 0 | 0 | 451 | 36-45 | 183 | |
| 13:00 | 32 | 18 | 32 | 68 | 75 | 97 | 51 | 21 | 8 | 4 | 1 | 0 | 0 | 0 | 407 | 36-45 | 172 | |
| 14:00 | 26 | 5 | 24 | 43 | 75 | 104 | 85 | 23 | 11 | 2 | 1 | 0 | 1 | 0 | 400 | 41-50 | 189 | |
| 15:00 | 21 | 1 | 12 | 38 | 67 | 81 | 75 | 28 | 16 | 3 | 0 | 1 | 0 | 0 | 343 | 41-50 | 156 | |
| 16:00 | 26 | 7 | 25 | 41 | 50 | 86 | 66 | 33 | 11 | 2 | 1 | 0 | 1 | 0 | 349 | 41-50 | 152 | |
| 17:00 | 10 | 4 | 19 | 23 | 46 | 62 | 75 | 28 | 15 | 3 | 1 | 0 | 0 | 0 | 286 | 41-50 | 137 | |
| 18:00 | 21 | 10 | 16 | 28 | 54 | 65 | 59 | 39 | 15 | 4 | 0 | 0 | 0 | 0 | 311 | 40-49 | 124 | |
| 19:00 | 16 | 3 | 7 | 24 | 45 | 46 | 52 | 11 | 7 | 1 | 3 | 0 | 0 | 0 | 215 | 41-50 | 98 | |
| 20:00 | 4 | 11 | 6 | 22 | 29 | 46 | 40 | 18 | 7 | 0 | 0 | 0 | 0 | 0 | 183 | 41-50 | 86 | |
| 21:00 | 4 | 5 | 2 | 7 | 20 | 33 | 30 | 12 | 8 | 1 | 2 | 0 | 0 | 0 | 124 | 41-50 | 63 | |
| 22:00 | 4 | 1 | 7 | 15 | 20 | 21 | 33 | 23 | 2 | 2 | 1 | 0 | 0 | 0 | 129 | 44-53 | 57 | |
| 23:00 | 0 | 2 | 0 | 4 | 11 | 20 | 19 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 69 | 40-49 | 39 | |
| Total | 285 | 137 | 311 | 602 | 879 | 1173 | 993 | 470 | 169 | 47 | 14 | 2 | 3 | 1 | 5086 | | | |
| Percent | 5.6% | 2.7% | 6.1% | 11.8% | 17.3% | 23.1% | 19.5% | 9.2% | 3.3% | 0.9% | 0.3% | 0.0% | 0.1% | 0.0% | | | | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 09:00 | 08:00 | 09:00 | 11:00 | 11:00 | 05:00 | 03:00 | 01:00 | 11:00 | | | |
| Vol. | 29 | 22 | 37 | 73 | 83 | 100 | 78 | 37 | 18 | 6 | 2 | 1 | 1 | 1 | 439 | | | |
| PM Peak | 12:00 | 12:00 | 12:00 | 13:00 | 12:00 | 14:00 | 14:00 | 18:00 | 15:00 | 13:00 | 19:00 | 15:00 | 14:00 | 14:00 | 12:00 | | | |
| Vol. | 33 | 19 | 47 | 68 | 86 | 104 | 85 | 39 | 16 | 4 | 3 | 1 | 1 | 451 | | | | |

| WB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|--------|---------|
| Start Time | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Pace | Number | |
| | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | Total | Speed | in Pace |
| 06/22/08 | 2 | 0 | 0 | 5 | 8 | 18 | 15 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 61 | 41-50 | 33 |
| 01:00 | 0 | 0 | 1 | 2 | 4 | 10 | 8 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 34 | 39-48 | 18 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 4 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 42-51 | 10 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 16 | 42-51 | 12 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 44-53 | 7 |
| 05:00 | 0 | 0 | 1 | 0 | 1 | 5 | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 17 | 40-49 | 10 |
| 06:00 | 0 | 3 | 4 | 5 | 9 | 9 | 13 | 15 | 5 | 1 | 1 | 0 | 0 | 0 | 65 | 46-55 | 28 |
| 07:00 | 3 | 1 | 4 | 7 | 5 | 19 | 24 | 8 | 13 | 0 | 1 | 0 | 0 | 0 | 85 | 41-50 | 43 |
| 08:00 | 2 | 6 | 5 | 8 | 21 | 49 | 42 | 21 | 7 | 2 | 0 | 0 | 0 | 0 | 163 | 41-50 | 91 |
| 09:00 | 7 | 4 | 7 | 19 | 29 | 74 | 48 | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 233 | 41-50 | 122 |
| 10:00 | 7 | 4 | 21 | 30 | 51 | 77 | 62 | 35 | 16 | 2 | 1 | 0 | 0 | 1 | 307 | 41-50 | 139 |
| 11:00 | 23 | 12 | 31 | 50 | 93 | 105 | 68 | 43 | 11 | 3 | 0 | 0 | 0 | 0 | 439 | 36-45 | 198 |
| 12 PM | 36 | 8 | 23 | 50 | 79 | 84 | 87 | 43 | 7 | 2 | 0 | 0 | 0 | 0 | 419 | 41-50 | 171 |
| 13:00 | 24 | 8 | 28 | 75 | 81 | 74 | 60 | 32 | 2 | 1 | 1 | 0 | 0 | 0 | 386 | 31-40 | 156 |
| 14:00 | 18 | 10 | 19 | 25 | 62 | 76 | 69 | 35 | 8 | 3 | 1 | 0 | 0 | 0 | 326 | 40-49 | 145 |
| 15:00 | 10 | 4 | 10 | 25 | 43 | 73 | 67 | 37 | 6 | 0 | 0 | 1 | 0 | 0 | 276 | 41-50 | 140 |
| 16:00 | 11 | 2 | 12 | 24 | 39 | 67 | 54 | 45 | 8 | 3 | 1 | 0 | 0 | 0 | 266 | 41-50 | 121 |
| 17:00 | 8 | 3 | 13 | 10 | 38 | 59 | 49 | 37 | 7 | 2 | 2 | 0 | 0 | 0 | 228 | 41-50 | 108 |
| 18:00 | 14 | 6 | 9 | 13 | 38 | 48 | 48 | 18 | 12 | 3 | 1 | 0 | 0 | 0 | 210 | 41-50 | 96 |
| 19:00 | 6 | 5 | 0 | 23 | 25 | 53 | 42 | 22 | 9 | 1 | 2 | 0 | 0 | 0 | 188 | 41-50 | 95 |
| 20:00 | 9 | 4 | 4 | 10 | 26 | 45 | 53 | 24 | 10 | 1 | 0 | 0 | 0 | 0 | 186 | 41-50 | 98 |
| 21:00 | 14 | 1 | 3 | 17 | 18 | 23 | 19 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 131 | 46-55 | 44 |
| 22:00 | 0 | 2 | 5 | 10 | 14 | 30 | 20 | 10 | 5 | 1 | 1 | 0 | 0 | 0 | 98 | 41-50 | 50 |
| 23:00 | 2 | 0 | 3 | 4 | 8 | 11 | 8 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 44 | 38-47 | 21 |
| Total | 196 | 83 | 203 | 413 | 695 | 1018 | 876 | 520 | 153 | 29 | 15 | 1 | 0 | 1 | 4203 | | |
| Percent | 4.7% | 2.0% | 4.8% | 9.8% | 16.5% | 24.2% | 20.8% | 12.4% | 3.6% | 0.7% | 0.4% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 00:00 | | | | 10:00 | 11:00 | |
| Vol. | 23 | 12 | 31 | 50 | 93 | 105 | 68 | 43 | 16 | 3 | 1 | | | 1 | 439 | | |
| PM Peak | 12:00 | 14:00 | 13:00 | 13:00 | 13:00 | 12:00 | 12:00 | 16:00 | 18:00 | 14:00 | 17:00 | 15:00 | | | 12:00 | | |
| Vol. | 36 | 10 | 28 | 75 | 81 | 84 | 87 | 45 | 12 | 3 | 2 | 1 | | | 419 | | |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | | |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|------------------------------|-------|-------|---------|
| WB | Start | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| | Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/23/08 | | 0 | 0 | 0 | 1 | 2 | 6 | 7 | 6 | 4 | 1 | 0 | 2 | 0 | 0 | 29 | 42-51 | 14 |
| 01:00 | | 1 | 0 | 1 | 1 | 0 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 43-52 | 12 |
| 02:00 | | 1 | 2 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 42-51 | 4 |
| 03:00 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 44-53 | 4 |
| 04:00 | | 0 | 1 | 0 | 1 | 2 | 7 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 22 | 39-48 | 15 |
| 05:00 | | 0 | 0 | 3 | 3 | 10 | 18 | 18 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 73 | 41-50 | 36 |
| 06:00 | | 4 | 2 | 5 | 16 | 26 | 48 | 52 | 24 | 8 | 3 | 0 | 0 | 0 | 0 | 188 | 41-50 | 100 |
| 07:00 | | 16 | 2 | 8 | 35 | 42 | 86 | 70 | 28 | 10 | 2 | 0 | 0 | 0 | 0 | 299 | 41-50 | 156 |
| 08:00 | | 19 | 8 | 16 | 46 | 77 | 89 | 76 | 37 | 8 | 3 | 0 | 0 | 0 | 0 | 379 | 37-46 | 167 |
| 09:00 | | 30 | 5 | 15 | 27 | 46 | 74 | 69 | 43 | 15 | 3 | 2 | 0 | 0 | 0 | 329 | 41-50 | 143 |
| 10:00 | | 27 | 12 | 17 | 38 | 41 | 74 | 60 | 33 | 6 | 4 | 1 | 0 | 0 | 0 | 313 | 41-50 | 134 |
| 11:00 | | 30 | 7 | 15 | 36 | 42 | 75 | 63 | 49 | 15 | 0 | 1 | 0 | 0 | 0 | 333 | 41-50 | 138 |
| 12 PM | | 46 | 12 | 19 | 65 | 86 | 107 | 58 | 25 | 5 | 1 | 0 | 1 | 0 | 0 | 425 | 36-45 | 193 |
| 13:00 | | 19 | 8 | 13 | 44 | 72 | 65 | 70 | 42 | 15 | 2 | 0 | 0 | 0 | 0 | 351 | 36-45 | 137 |
| 14:00 | | 23 | 5 | 10 | 59 | 70 | 83 | 75 | 25 | 16 | 2 | 0 | 0 | 0 | 0 | 368 | 41-50 | 158 |
| 15:00 | | 47 | 12 | 28 | 50 | 90 | 95 | 69 | 25 | 13 | 0 | 1 | 0 | 0 | 0 | 430 | 36-45 | 185 |
| 16:00 | | 80 | 26 | 37 | 67 | 104 | 85 | 55 | 28 | 3 | 2 | 2 | 0 | 0 | 0 | 489 | 36-45 | 189 |
| 17:00 | | 65 | 26 | 44 | 82 | 87 | 62 | 40 | 15 | 8 | 2 | 0 | 0 | 0 | 0 | 431 | 31-40 | 169 |
| 18:00 | | 53 | 14 | 38 | 88 | 96 | 101 | 45 | 9 | 7 | 3 | 1 | 0 | 0 | 0 | 455 | 36-45 | 197 |
| 19:00 | | 24 | 5 | 21 | 46 | 85 | 86 | 78 | 30 | 13 | 1 | 0 | 2 | 0 | 0 | 391 | 36-45 | 171 |
| 20:00 | | 26 | 11 | 19 | 44 | 61 | 91 | 68 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 354 | 40-49 | 159 |
| 21:00 | | 13 | 2 | 7 | 25 | 44 | 52 | 42 | 13 | 5 | 4 | 0 | 0 | 0 | 0 | 207 | 37-46 | 97 |
| 22:00 | | 2 | 5 | 5 | 7 | 15 | 32 | 18 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 98 | 39-48 | 50 |
| 23:00 | | 1 | 3 | 2 | 8 | 15 | 14 | 16 | 9 | 5 | 2 | 1 | 0 | 0 | 0 | 76 | 37-46 | 30 |
| Total | | 527 | 168 | 323 | 789 | 1114 | 1351 | 1070 | 497 | 176 | 38 | 9 | 5 | 0 | 1 | 6068 | | |
| Percent | | 8.7% | 2.8% | 5.3% | 13.0% | 18.4% | 22.3% | 17.6% | 8.2% | 2.9% | 0.6% | 0.1% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 09:00 | 10:00 | 10:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 09:00 | 10:00 | 09:00 | 00:00 | | | | 08:00 | | |
| Vol. | 30 | 12 | 17 | 46 | 77 | 89 | 76 | 49 | 15 | 4 | 2 | 2 | | | | 379 | | |
| PM Peak | 16:00 | 16:00 | 17:00 | 18:00 | 16:00 | 12:00 | 19:00 | 13:00 | 14:00 | 21:00 | 16:00 | 19:00 | | 13:00 | 16:00 | | | |
| Vol. | 80 | 26 | 44 | 88 | 104 | 107 | 78 | 42 | 16 | 4 | 2 | 2 | | 1 | 489 | | | |

| WB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------------------|------------|----------------|
| Start Time | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace Speed | Number in Pace |
| | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | | |
| 06/24/08 | 0 | 2 | 0 | 0 | 1 | 9 | 7 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 27 | 40-49 | 16 |
| 01:00 | 0 | 0 | 0 | 1 | 4 | 2 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 17 | 35-44 | 6 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 3 | 5 | 2 | 0 | 0 | 0 | 1 | 16 | 53-62 | 10 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 5 | 2 | 3 | 1 | 5 | 3 | 0 | 0 | 1 | 21 | 59-68 | 9 |
| 04:00 | 1 | 0 | 0 | 0 | 1 | 11 | 11 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 45-54 | 16 |
| 05:00 | 0 | 0 | 0 | 4 | 7 | 13 | 21 | 10 | 5 | 3 | 0 | 0 | 0 | 0 | 63 | 41-50 | 34 |
| 06:00 | 9 | 9 | 8 | 26 | 19 | 56 | 43 | 19 | 8 | 2 | 2 | 0 | 0 | 0 | 201 | 41-50 | 99 |
| 07:00 | 19 | 3 | 11 | 49 | 44 | 64 | 56 | 15 | 8 | 6 | 2 | 0 | 0 | 0 | 277 | 41-50 | 120 |
| 08:00 | 50 | 14 | 27 | 72 | 79 | 106 | 65 | 31 | 7 | 4 | 0 | 0 | 0 | 0 | 455 | 36-45 | 185 |
| 09:00 | 29 | 11 | 18 | 51 | 69 | 82 | 67 | 18 | 7 | 6 | 1 | 0 | 0 | 0 | 359 | 37-46 | 152 |
| 10:00 | 23 | 13 | 19 | 37 | 60 | 70 | 60 | 15 | 4 | 4 | 0 | 0 | 0 | 0 | 305 | 36-45 | 130 |
| 11:00 | 38 | 11 | 16 | 38 | 81 | 98 | 78 | 27 | 7 | 6 | 1 | 0 | 0 | 0 | 401 | 36-45 | 179 |
| 12 PM | 59 | 23 | 36 | 50 | 83 | 71 | 51 | 28 | 5 | 5 | 0 | 0 | 0 | 0 | 411 | 36-45 | 154 |
| 13:00 | 27 | 9 | 16 | 46 | 86 | 63 | 43 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 312 | 36-45 | 149 |
| 14:00 | 32 | 18 | 14 | 55 | 71 | 87 | 62 | 25 | 13 | 2 | 2 | 0 | 0 | 0 | 381 | 36-45 | 158 |
| 15:00 | 55 | 22 | 41 | 80 | 66 | 86 | 56 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 428 | 36-45 | 152 |
| 16:00 | 122 | 21 | 45 | 95 | 75 | 52 | 29 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 453 | 31-40 | 170 |
| 17:00 | 105 | 19 | 57 | 90 | 87 | 68 | 38 | 18 | 1 | 3 | 0 | 1 | 0 | 0 | 487 | 31-40 | 177 |
| 18:00 | 37 | 17 | 28 | 62 | 59 | 73 | 45 | 25 | 5 | 5 | 0 | 0 | 0 | 0 | 356 | 36-45 | 132 |
| 19:00 | 10 | 4 | 10 | 39 | 72 | 89 | 62 | 17 | 4 | 6 | 1 | 0 | 0 | 0 | 314 | 36-45 | 161 |
| 20:00 | 11 | 9 | 11 | 33 | 46 | 50 | 34 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 211 | 36-45 | 96 |
| 21:00 | 7 | 1 | 6 | 17 | 39 | 57 | 51 | 15 | 11 | 5 | 2 | 0 | 0 | 0 | 211 | 41-50 | 108 |
| 22:00 | 2 | 4 | 5 | 21 | 18 | 47 | 31 | 15 | 2 | 2 | 1 | 9 | 2 | 0 | 159 | 41-50 | 78 |
| 23:00 | 0 | 2 | 4 | 5 | 19 | 32 | 27 | 17 | 5 | 4 | 5 | 0 | 0 | 0 | 120 | 41-50 | 59 |
| Total | 636 | 212 | 372 | 872 | 1088 | 1281 | 946 | 363 | 129 | 74 | 21 | 10 | 2 | 2 | 6008 | | |
| Percent | 10.6% | 3.5% | 6.2% | 14.5% | 18.1% | 21.3% | 15.7% | 6.0% | 2.1% | 1.2% | 0.3% | 0.2% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 08:00 | 11:00 | 08:00 | 06:00 | 07:00 | 03:00 | | | 02:00 | 08:00 | | |
| Vol. | 50 | 14 | 27 | 72 | 81 | 106 | 78 | 31 | 8 | 6 | 3 | | | 1 | 455 | | |
| PM Peak | 16:00 | 12:00 | 17:00 | 16:00 | 17:00 | 19:00 | 14:00 | 12:00 | 14:00 | 19:00 | 23:00 | 22:00 | 22:00 | | 17:00 | | |
| Vol. | 122 | 23 | 57 | 95 | 87 | 89 | 62 | 28 | 13 | 6 | 5 | 9 | 2 | | 487 | | |

| WB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------------------|------------|----------------|
| Start Time | 1 | 20 | 26 | 31 | 38 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace Speed | Number in Pace |
| 06/25/08 | 0 | 0 | 0 | 1 | 2 | 6 | 7 | 6 | 4 | 1 | 0 | 2 | 0 | 0 | 29 | 42-51 | 14 |
| 01:00 | 1 | 0 | 1 | 1 | 0 | 1 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 45-54 | 12 |
| 02:00 | 1 | 3 | 0 | 0 | 1 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 42-51 | 9 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 47-56 | 15 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 40-49 | 10 |
| 05:00 | 0 | 2 | 3 | 3 | 10 | 18 | 18 | 13 | 7 | 1 | 0 | 0 | 0 | 0 | 75 | 41-50 | 36 |
| 06:00 | 4 | 2 | 6 | 19 | 31 | 57 | 62 | 28 | 9 | 6 | 3 | 0 | 0 | 0 | 227 | 41-50 | 119 |
| 07:00 | 15 | 1 | 7 | 34 | 40 | 83 | 68 | 27 | 9 | 6 | 1 | 0 | 0 | 0 | 291 | 41-50 | 151 |
| 08:00 | 19 | 8 | 16 | 46 | 78 | 90 | 77 | 37 | 8 | 3 | 2 | 0 | 0 | 0 | 384 | 38-47 | 170 |
| 09:00 | 31 | 5 | 15 | 28 | 48 | 77 | 72 | 45 | 15 | 3 | 5 | 2 | 0 | 0 | 346 | 41-50 | 149 |
| 10:00 | 35 | 15 | 22 | 50 | 54 | 98 | 79 | 43 | 7 | 5 | 6 | 1 | 0 | 0 | 415 | 41-50 | 177 |
| 11:00 | 36 | 8 | 18 | 43 | 50 | 90 | 76 | 59 | 18 | 5 | 1 | 0 | 0 | 0 | 404 | 41-50 | 166 |
| 12 PM | 44 | 11 | 18 | 63 | 83 | 103 | 56 | 24 | 7 | 4 | 0 | 0 | 0 | 0 | 413 | 36-45 | 186 |
| 13:00 | 23 | 9 | 16 | 54 | 89 | 80 | 86 | 51 | 18 | 5 | 0 | 0 | 2 | 1 | 434 | 36-45 | 169 |
| 14:00 | 24 | 5 | 10 | 63 | 74 | 88 | 80 | 26 | 17 | 4 | 2 | 0 | 0 | 0 | 393 | 41-50 | 168 |
| 15:00 | 51 | 13 | 30 | 54 | 97 | 103 | 74 | 27 | 14 | 3 | 1 | 0 | 0 | 0 | 467 | 36-45 | 200 |
| 16:00 | 61 | 20 | 28 | 51 | 80 | 65 | 42 | 21 | 5 | 2 | 1 | 0 | 1 | 0 | 377 | 36-45 | 145 |
| 17:00 | 65 | 26 | 44 | 82 | 87 | 62 | 40 | 15 | 8 | 2 | 2 | 0 | 0 | 0 | 433 | 31-40 | 169 |
| 18:00 | 47 | 12 | 34 | 79 | 86 | 91 | 40 | 8 | 6 | 7 | 2 | 0 | 0 | 0 | 412 | 36-45 | 177 |
| 19:00 | 25 | 5 | 21 | 48 | 88 | 89 | 81 | 31 | 13 | 1 | 4 | 2 | 0 | 0 | 408 | 36-45 | 177 |
| 20:00 | 27 | 11 | 20 | 46 | 64 | 95 | 71 | 26 | 9 | 4 | 0 | 0 | 0 | 0 | 373 | 41-50 | 166 |
| 21:00 | 14 | 2 | 8 | 28 | 50 | 59 | 48 | 14 | 5 | 6 | 4 | 0 | 0 | 0 | 238 | 36-45 | 109 |
| 22:00 | 1 | 4 | 4 | 6 | 14 | 31 | 17 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 96 | 38-47 | 48 |
| 23:00 | 1 | 3 | 2 | 9 | 17 | 16 | 19 | 10 | 5 | 2 | 6 | 1 | 0 | 0 | 91 | 40-49 | 35 |
| Total | 525 | 165 | 323 | 808 | 1144 | 1410 | 1136 | 540 | 195 | 72 | 40 | 8 | 3 | 1 | 6370 | | |
| Percent | 8.2% | 2.6% | 5.1% | 12.7% | 18.0% | 22.1% | 17.8% | 8.5% | 3.1% | 1.1% | 0.6% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 10:00 | 10:00 | 10:00 | 08:00 | 10:00 | 10:00 | 11:00 | 11:00 | 06:00 | 10:00 | 00:00 | | | 10:00 | | |
| Vol. | 36 | 15 | 22 | 50 | 78 | 98 | 79 | 59 | 18 | 6 | 6 | 2 | | | 415 | | |
| PM Peak | 17:00 | 17:00 | 17:00 | 17:00 | 15:00 | 12:00 | 13:00 | 13:00 | 13:00 | 18:00 | 23:00 | 19:00 | 13:00 | 13:00 | 15:00 | | |
| Vol. | 65 | 26 | 44 | 82 | 97 | 103 | 86 | 51 | 18 | 7 | 6 | 2 | 2 | 1 | 467 | | |
| Total | 3220 | 1156 | 2230 | 5141 | 7181 | 8976 | 6997 | 3287 | 1084 | 357 | 113 | 38 | 9 | 11 | 39800 | | |
| Percent | 8.1% | 2.9% | 5.6% | 12.9% | 18.0% | 22.6% | 17.6% | 8.3% | 2.7% | 0.9% | 0.3% | 0.1% | 0.0% | 0.0% | | | |

15th Percentile : 29 KPH
 50th Percentile : 41 KPH
 85th Percentile : 50 KPH
 95th Percentile : 55 KPH

Stats
 10 KPH Pace Speed : 36-45 KPH
 Number in Pace : 16157
 Percent in Pace : 40.6%
 Number of Vehicles > 40 KPH : 20872
 Percent of Vehicles > 40 KPH : 52.4%
 Mean Speed(Average) : 39 KPH

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | | |
|----------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------------|-------|------------|----------------|
| EB, WB | Start Time | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace Speed | Number in Pace |
| | | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | | |
| 06/19/08 | | 1 | 3 | 2 | 6 | 7 | 21 | 20 | 15 | 7 | 3 | 1 | 0 | 2 | 0 | 88 | 41-50 | 41 |
| 01:00 | | 0 | 0 | 0 | 3 | 9 | 6 | 11 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 46 | 45-54 | 22 |
| 02:00 | | 0 | 0 | 0 | 2 | 1 | 0 | 9 | 5 | 4 | 2 | 2 | 1 | 1 | 1 | 28 | 46-55 | 14 |
| 03:00 | | 1 | 0 | 0 | 2 | 2 | 4 | 4 | 7 | 2 | 4 | 0 | 0 | 0 | 1 | 27 | 43-52 | 11 |
| 04:00 | | 3 | 1 | 1 | 1 | 3 | 3 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 29 | 43-52 | 14 |
| 05:00 | | 0 | 0 | 1 | 6 | 15 | 31 | 38 | 30 | 9 | 4 | 1 | 0 | 0 | 0 | 135 | 41-50 | 69 |
| 06:00 | | 16 | 0 | 14 | 31 | 39 | 92 | 90 | 51 | 20 | 7 | 4 | 1 | 0 | 0 | 365 | 41-50 | 182 |
| 07:00 | | 48 | 8 | 21 | 72 | 87 | 151 | 183 | 64 | 16 | 4 | 0 | 0 | 1 | 0 | 655 | 41-50 | 334 |
| 08:00 | | 83 | 20 | 41 | 93 | 121 | 205 | 201 | 84 | 27 | 3 | 0 | 0 | 0 | 0 | 878 | 41-50 | 406 |
| 09:00 | | 53 | 15 | 30 | 77 | 123 | 170 | 179 | 82 | 33 | 5 | 2 | 0 | 0 | 0 | 769 | 41-50 | 349 |
| 10:00 | | 50 | 19 | 41 | 67 | 107 | 142 | 170 | 85 | 15 | 5 | 7 | 0 | 0 | 0 | 708 | 41-50 | 312 |
| 11:00 | | 64 | 13 | 33 | 70 | 103 | 164 | 178 | 87 | 24 | 6 | 1 | 0 | 0 | 0 | 743 | 41-50 | 342 |
| 12 PM | | 94 | 31 | 58 | 86 | 132 | 144 | 148 | 83 | 21 | 6 | 0 | 0 | 0 | 0 | 803 | 41-50 | 292 |
| 13:00 | | 67 | 17 | 34 | 101 | 140 | 186 | 150 | 86 | 23 | 5 | 0 | 0 | 0 | 0 | 810 | 41-50 | 336 |
| 14:00 | | 73 | 9 | 38 | 76 | 124 | 168 | 146 | 104 | 28 | 10 | 2 | 1 | 0 | 0 | 779 | 41-50 | 314 |
| 15:00 | | 83 | 15 | 40 | 96 | 136 | 203 | 163 | 92 | 20 | 6 | 1 | 0 | 0 | 1 | 856 | 41-50 | 366 |
| 16:00 | | 176 | 44 | 71 | 130 | 149 | 117 | 94 | 48 | 20 | 3 | 0 | 0 | 0 | 0 | 852 | 31-40 | 279 |
| 17:00 | | 119 | 30 | 80 | 156 | 183 | 157 | 135 | 63 | 18 | 1 | 0 | 0 | 0 | 0 | 942 | 33-42 | 341 |
| 18:00 | | 78 | 24 | 46 | 112 | 135 | 168 | 162 | 94 | 28 | 7 | 0 | 0 | 0 | 0 | 854 | 41-50 | 330 |
| 19:00 | | 33 | 9 | 25 | 71 | 137 | 162 | 166 | 73 | 21 | 3 | 0 | 1 | 0 | 0 | 701 | 41-50 | 328 |
| 20:00 | | 37 | 16 | 34 | 80 | 115 | 157 | 140 | 68 | 14 | 10 | 0 | 0 | 0 | 0 | 671 | 41-50 | 297 |
| 21:00 | | 16 | 5 | 16 | 39 | 64 | 99 | 115 | 57 | 21 | 5 | 0 | 0 | 0 | 0 | 437 | 41-50 | 214 |
| 22:00 | | 5 | 7 | 15 | 28 | 31 | 56 | 64 | 48 | 13 | 7 | 1 | 2 | 0 | 0 | 277 | 41-50 | 120 |
| 23:00 | | 0 | 2 | 3 | 10 | 22 | 42 | 45 | 25 | 14 | 5 | 2 | 0 | 0 | 0 | 170 | 41-50 | 87 |
| Total | | 1100 | 288 | 644 | 1415 | 1985 | 2648 | 2619 | 1368 | 405 | 113 | 24 | 6 | 4 | 4 | 12623 | | |
| Percent | | 8.7% | 2.3% | 5.1% | 11.2% | 15.7% | 21.0% | 20.7% | 10.8% | 3.2% | 0.9% | 0.2% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 09:00 | 08:00 | 08:00 | 11:00 | 09:00 | 06:00 | 10:00 | 02:00 | 00:00 | 02:00 | 08:00 | | | |
| Vol. | 83 | 20 | 41 | 93 | 123 | 205 | 201 | 87 | 33 | 7 | 7 | 1 | 2 | 1 | 878 | | | |
| PM Peak | 16:00 | 16:00 | 17:00 | 17:00 | 17:00 | 15:00 | 19:00 | 14:00 | 14:00 | 14:00 | 14:00 | 22:00 | | 13:00 | 17:00 | | | |
| Vol. | 176 | 44 | 80 | 156 | 183 | 203 | 166 | 104 | 28 | 10 | 2 | 2 | | 1 | 942 | | | |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|-------|---------|
| EB, WB | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| Start Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/20/08 | 0 | 1 | 1 | 3 | 8 | 8 | 20 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 57 | 45-54 | 34 |
| 01:00 | 0 | 0 | 1 | 1 | 4 | 7 | 16 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 37 | 42-51 | 24 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 6 | 6 | 7 | 1 | 1 | 0 | 0 | 0 | 1 | 24 | 43-52 | 14 |
| 03:00 | 0 | 0 | 0 | 1 | 4 | 4 | 4 | 4 | 3 | 4 | 0 | 1 | 0 | 0 | 25 | 42-51 | 9 |
| 04:00 | 1 | 1 | 2 | 1 | 5 | 7 | 7 | 10 | 1 | 2 | 0 | 0 | 0 | 0 | 37 | 44-53 | 17 |
| 05:00 | 2 | 0 | 4 | 9 | 17 | 22 | 27 | 24 | 8 | 4 | 0 | 2 | 0 | 0 | 119 | 44-53 | 52 |
| 06:00 | 4 | 6 | 5 | 33 | 43 | 67 | 99 | 58 | 17 | 10 | 4 | 1 | 0 | 1 | 348 | 41-50 | 166 |
| 07:00 | 46 | 11 | 24 | 63 | 97 | 142 | 148 | 73 | 25 | 11 | 0 | 0 | 0 | 0 | 640 | 41-50 | 290 |
| 08:00 | 66 | 17 | 39 | 110 | 153 | 178 | 167 | 86 | 23 | 3 | 1 | 0 | 0 | 0 | 843 | 41-50 | 345 |
| 09:00 | 42 | 10 | 21 | 66 | 117 | 134 | 164 | 89 | 34 | 4 | 2 | 0 | 0 | 0 | 683 | 41-50 | 298 |
| 10:00 | 32 | 4 | 24 | 41 | 79 | 159 | 165 | 80 | 31 | 2 | 0 | 0 | 0 | 0 | 617 | 41-50 | 324 |
| 11:00 | 50 | 13 | 37 | 90 | 108 | 154 | 153 | 73 | 18 | 12 | 2 | 0 | 0 | 0 | 710 | 41-50 | 307 |
| 12 PM | 75 | 26 | 77 | 107 | 138 | 171 | 135 | 73 | 20 | 3 | 0 | 0 | 0 | 0 | 825 | 36-45 | 309 |
| 13:00 | 37 | 13 | 36 | 61 | 122 | 177 | 180 | 92 | 24 | 10 | 2 | 0 | 0 | 0 | 754 | 41-50 | 357 |
| 14:00 | 60 | 14 | 17 | 92 | 92 | 182 | 154 | 96 | 28 | 4 | 0 | 0 | 0 | 0 | 739 | 41-50 | 336 |
| 15:00 | 58 | 21 | 45 | 111 | 138 | 189 | 152 | 89 | 19 | 6 | 1 | 1 | 0 | 0 | 830 | 41-50 | 341 |
| 16:00 | 113 | 17 | 42 | 123 | 151 | 171 | 151 | 87 | 26 | 5 | 1 | 3 | 0 | 0 | 890 | 37-46 | 323 |
| 17:00 | 100 | 23 | 40 | 115 | 138 | 181 | 155 | 73 | 24 | 8 | 1 | 1 | 0 | 0 | 859 | 41-50 | 336 |
| 18:00 | 53 | 12 | 44 | 91 | 113 | 159 | 145 | 90 | 42 | 5 | 1 | 0 | 0 | 1 | 756 | 41-50 | 304 |
| 19:00 | 34 | 6 | 20 | 51 | 68 | 104 | 165 | 87 | 23 | 8 | 2 | 0 | 0 | 0 | 568 | 41-50 | 269 |
| 20:00 | 12 | 7 | 21 | 42 | 69 | 132 | 106 | 79 | 32 | 9 | 1 | 0 | 0 | 0 | 510 | 41-50 | 238 |
| 21:00 | 14 | 9 | 14 | 45 | 61 | 88 | 103 | 61 | 12 | 9 | 2 | 1 | 0 | 0 | 419 | 41-50 | 191 |
| 22:00 | 4 | 2 | 19 | 26 | 49 | 66 | 76 | 42 | 18 | 6 | 1 | 0 | 0 | 0 | 309 | 41-50 | 142 |
| 23:00 | 10 | 6 | 9 | 16 | 36 | 41 | 55 | 17 | 21 | 6 | 3 | 0 | 0 | 1 | 221 | 41-50 | 96 |
| Total | 813 | 219 | 542 | 1299 | 1811 | 2549 | 2553 | 1410 | 452 | 134 | 24 | 10 | 0 | 4 | 11820 | | |
| Percent | 6.9% | 1.9% | 4.6% | 11.0% | 15.3% | 21.6% | 21.6% | 11.9% | 3.8% | 1.1% | 0.2% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 09:00 | 09:00 | 11:00 | 06:00 | 05:00 | | 02:00 | 08:00 | | |
| Vol. | 66 | 17 | 39 | 110 | 153 | 178 | 167 | 89 | 34 | 12 | 4 | 2 | | 1 | 843 | | |
| PM Peak | 16:00 | 12:00 | 12:00 | 16:00 | 16:00 | 15:00 | 13:00 | 14:00 | 18:00 | 13:00 | 23:00 | 16:00 | | 18:00 | 16:00 | | |
| Vol. | 113 | 26 | 77 | 123 | 151 | 189 | 180 | 96 | 42 | 10 | 3 | 3 | | 1 | 890 | | |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|-------|---------|
| EB, WB | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| Start | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | | | |
| Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/21/08 | 2 | 0 | 3 | 9 | 11 | 25 | 30 | 30 | 14 | 1 | 0 | 0 | 0 | 1 | 125 | 46-55 | 60 |
| 01:00 | 2 | 3 | 1 | 4 | 9 | 15 | 21 | 12 | 8 | 1 | 0 | 0 | 0 | 0 | 77 | 41-50 | 36 |
| 02:00 | 0 | 0 | 0 | 1 | 11 | 14 | 9 | 8 | 7 | 3 | 1 | 0 | 0 | 0 | 54 | 36-45 | 25 |
| 03:00 | 0 | 1 | 0 | 1 | 1 | 5 | 5 | 5 | 1 | 2 | 1 | 0 | 1 | 0 | 23 | 40-49 | 10 |
| 04:00 | 1 | 0 | 0 | 0 | 2 | 5 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 39-48 | 12 |
| 05:00 | 2 | 1 | 1 | 4 | 5 | 6 | 7 | 11 | 5 | 2 | 0 | 1 | 0 | 0 | 45 | 45-54 | 18 |
| 06:00 | 3 | 2 | 6 | 12 | 17 | 27 | 26 | 31 | 5 | 5 | 1 | 0 | 0 | 0 | 135 | 46-55 | 57 |
| 07:00 | 4 | 5 | 16 | 22 | 22 | 43 | 63 | 54 | 23 | 3 | 0 | 0 | 0 | 0 | 255 | 46-55 | 117 |
| 08:00 | 19 | 7 | 21 | 45 | 60 | 103 | 135 | 91 | 19 | 11 | 2 | 0 | 0 | 0 | 513 | 41-50 | 238 |
| 09:00 | 25 | 8 | 21 | 42 | 100 | 139 | 171 | 85 | 39 | 10 | 1 | 0 | 0 | 0 | 641 | 41-50 | 310 |
| 10:00 | 71 | 12 | 47 | 106 | 132 | 174 | 148 | 90 | 16 | 6 | 0 | 0 | 0 | 0 | 802 | 41-50 | 322 |
| 11:00 | 55 | 26 | 50 | 109 | 128 | 185 | 163 | 79 | 17 | 6 | 2 | 1 | 0 | 0 | 821 | 41-50 | 348 |
| 12 PM | 66 | 23 | 67 | 108 | 138 | 179 | 159 | 83 | 19 | 5 | 1 | 0 | 0 | 0 | 848 | 41-50 | 338 |
| 13:00 | 58 | 22 | 50 | 102 | 116 | 191 | 141 | 75 | 30 | 11 | 1 | 0 | 0 | 0 | 797 | 41-50 | 332 |
| 14:00 | 62 | 9 | 37 | 61 | 118 | 168 | 184 | 83 | 34 | 5 | 1 | 0 | 1 | 0 | 763 | 41-50 | 352 |
| 15:00 | 49 | 3 | 21 | 61 | 113 | 145 | 159 | 81 | 46 | 5 | 2 | 1 | 0 | 0 | 686 | 41-50 | 304 |
| 16:00 | 43 | 10 | 38 | 57 | 83 | 154 | 172 | 93 | 29 | 11 | 4 | 0 | 2 | 0 | 696 | 41-50 | 326 |
| 17:00 | 20 | 6 | 26 | 40 | 77 | 115 | 161 | 101 | 43 | 10 | 2 | 0 | 0 | 0 | 601 | 41-50 | 276 |
| 18:00 | 38 | 14 | 22 | 45 | 83 | 118 | 118 | 90 | 41 | 7 | 1 | 0 | 0 | 1 | 578 | 41-50 | 236 |
| 19:00 | 25 | 5 | 19 | 43 | 66 | 82 | 115 | 38 | 9 | 4 | 3 | 0 | 0 | 0 | 409 | 41-50 | 197 |
| 20:00 | 8 | 14 | 11 | 41 | 50 | 79 | 98 | 50 | 19 | 6 | 0 | 0 | 0 | 0 | 376 | 41-50 | 177 |
| 21:00 | 7 | 8 | 10 | 24 | 38 | 63 | 75 | 38 | 17 | 6 | 3 | 0 | 0 | 0 | 289 | 41-50 | 138 |
| 22:00 | 7 | 3 | 16 | 26 | 34 | 52 | 77 | 51 | 7 | 3 | 1 | 0 | 0 | 0 | 277 | 42-51 | 130 |
| 23:00 | 2 | 2 | 2 | 8 | 21 | 55 | 54 | 36 | 11 | 0 | 0 | 0 | 0 | 0 | 191 | 41-50 | 109 |
| Total | 569 | 184 | 485 | 971 | 1435 | 2142 | 2298 | 1320 | 461 | 123 | 27 | 3 | 4 | 2 | 10024 | | |
| Percent | 5.7% | 1.8% | 4.8% | 9.7% | 14.3% | 21.4% | 22.9% | 13.2% | 4.5% | 1.2% | 0.3% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 10:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 09:00 | 08:00 | 09:00 | 08:00 | 08:00 | 05:00 | 03:00 | 01:00 | 11:00 | | |
| Vol. | 71 | 26 | 50 | 109 | 132 | 185 | 171 | 91 | 39 | 11 | 2 | 1 | 1 | 1 | 821 | | |
| PM Peak | 12:00 | 12:00 | 12:00 | 12:00 | 12:00 | 13:00 | 14:00 | 17:00 | 15:00 | 13:00 | 16:00 | 15:00 | 16:00 | 18:00 | 12:00 | | |
| Vol. | 66 | 23 | 67 | 108 | 138 | 191 | 184 | 101 | 46 | 11 | 4 | 1 | 2 | 1 | 848 | | |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|-------|---------|
| EB, WB | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| Start Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/22/08 | 3 | 1 | 3 | 11 | 15 | 40 | 39 | 26 | 6 | 1 | 1 | 0 | 0 | 0 | 146 | 41-50 | 79 |
| 01:00 | 1 | 0 | 1 | 6 | 7 | 27 | 17 | 19 | 6 | 2 | 1 | 0 | 0 | 0 | 87 | 41-50 | 44 |
| 02:00 | 0 | 0 | 1 | 3 | 6 | 9 | 16 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 49 | 43-52 | 28 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 10 | 11 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 30 | 41-50 | 21 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 19 | 44-53 | 10 |
| 05:00 | 0 | 0 | 1 | 0 | 1 | 5 | 5 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 24 | 52-61 | 11 |
| 06:00 | 0 | 6 | 7 | 8 | 15 | 18 | 29 | 22 | 6 | 2 | 2 | 0 | 0 | 0 | 115 | 43-52 | 51 |
| 07:00 | 4 | 2 | 7 | 8 | 14 | 32 | 42 | 28 | 17 | 5 | 1 | 1 | 0 | 0 | 161 | 41-50 | 74 |
| 08:00 | 5 | 8 | 12 | 14 | 34 | 84 | 79 | 54 | 11 | 4 | 1 | 0 | 0 | 0 | 306 | 41-50 | 163 |
| 09:00 | 16 | 4 | 10 | 31 | 53 | 119 | 126 | 92 | 19 | 2 | 0 | 0 | 0 | 0 | 472 | 41-50 | 245 |
| 10:00 | 15 | 7 | 26 | 44 | 67 | 123 | 131 | 109 | 33 | 7 | 1 | 0 | 0 | 1 | 564 | 41-50 | 254 |
| 11:00 | 49 | 12 | 36 | 73 | 139 | 163 | 151 | 95 | 39 | 5 | 1 | 0 | 0 | 0 | 763 | 41-50 | 314 |
| 12 PM | 62 | 10 | 37 | 78 | 119 | 164 | 190 | 97 | 19 | 4 | 0 | 0 | 0 | 0 | 780 | 41-50 | 354 |
| 13:00 | 37 | 11 | 42 | 97 | 122 | 128 | 151 | 97 | 17 | 7 | 2 | 0 | 0 | 0 | 711 | 41-50 | 279 |
| 14:00 | 34 | 11 | 30 | 43 | 100 | 148 | 155 | 97 | 22 | 6 | 1 | 0 | 0 | 0 | 647 | 41-50 | 303 |
| 15:00 | 18 | 5 | 12 | 39 | 73 | 128 | 147 | 89 | 32 | 4 | 2 | 1 | 0 | 0 | 550 | 41-50 | 275 |
| 16:00 | 19 | 7 | 21 | 40 | 78 | 112 | 123 | 106 | 28 | 12 | 2 | 0 | 0 | 0 | 548 | 41-50 | 235 |
| 17:00 | 28 | 6 | 20 | 28 | 70 | 108 | 131 | 89 | 34 | 6 | 2 | 0 | 0 | 0 | 522 | 41-50 | 239 |
| 18:00 | 21 | 6 | 16 | 27 | 69 | 101 | 101 | 60 | 25 | 9 | 2 | 0 | 0 | 0 | 437 | 41-50 | 202 |
| 19:00 | 11 | 10 | 5 | 38 | 51 | 96 | 110 | 54 | 18 | 5 | 2 | 1 | 0 | 0 | 401 | 41-50 | 206 |
| 20:00 | 14 | 8 | 12 | 22 | 45 | 75 | 102 | 67 | 28 | 2 | 1 | 0 | 0 | 0 | 376 | 41-50 | 177 |
| 21:00 | 21 | 3 | 9 | 33 | 37 | 43 | 65 | 52 | 18 | 2 | 0 | 0 | 0 | 0 | 283 | 46-55 | 117 |
| 22:00 | 1 | 2 | 9 | 18 | 24 | 48 | 43 | 32 | 9 | 4 | 1 | 0 | 0 | 0 | 191 | 41-50 | 91 |
| 23:00 | 2 | 1 | 3 | 7 | 14 | 21 | 17 | 9 | 7 | 1 | 0 | 1 | 0 | 0 | 83 | 38-47 | 38 |
| Total | 361 | 120 | 320 | 669 | 1155 | 1804 | 1986 | 1318 | 407 | 95 | 25 | 4 | 0 | 1 | 8265 | | |
| Percent | 4.4% | 1.5% | 3.9% | 8.1% | 14.0% | 21.8% | 24.0% | 15.9% | 4.9% | 1.1% | 0.3% | 0.0% | 0.0% | 0.0% | | | |
| AM Peak | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 10:00 | 11:00 | 10:00 | 04:00 | 07:00 | | 10:00 | 11:00 | | |
| AM Peak Vol. | 49 | 12 | 36 | 73 | 139 | 163 | 151 | 109 | 39 | 7 | 2 | 1 | | 1 | 763 | | |
| PM Peak | 12:00 | 13:00 | 13:00 | 13:00 | 13:00 | 12:00 | 12:00 | 16:00 | 17:00 | 16:00 | 13:00 | 15:00 | | | 12:00 | | |
| PM Peak Vol. | 62 | 11 | 42 | 97 | 122 | 164 | 190 | 106 | 34 | 12 | 2 | 1 | | | 780 | | |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|----------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------|-------|---------|
| EB, WB | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| Start Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/23/08 | 0 | 0 | 1 | 2 | 4 | 9 | 14 | 12 | 8 | 2 | 0 | 0 | 0 | 0 | 55 | 43-52 | 26 |
| 01:00 | 3 | 2 | 2 | 2 | 1 | 5 | 12 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 14 | 43-52 | 7 |
| 02:00 | 1 | 2 | 0 | 0 | 3 | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 48-57 | 7 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 37 | 41-50 | 21 |
| 04:00 | 1 | 1 | 1 | 2 | 4 | 10 | 11 | 1 | 3 | 2 | 0 | 1 | 0 | 0 | 37 | 41-50 | 21 |
| 05:00 | 0 | 0 | 3 | 6 | 14 | 24 | 29 | 20 | 14 | 4 | 2 | 0 | 0 | 0 | 116 | 41-50 | 53 |
| 06:00 | 12 | 3 | 8 | 20 | 35 | 79 | 96 | 60 | 15 | 7 | 0 | 0 | 0 | 0 | 335 | 41-50 | 175 |
| 07:00 | 30 | 3 | 16 | 40 | 81 | 160 | 168 | 94 | 34 | 5 | 0 | 0 | 0 | 0 | 631 | 41-50 | 328 |
| 08:00 | 44 | 11 | 31 | 79 | 136 | 192 | 206 | 103 | 27 | 6 | 0 | 0 | 0 | 0 | 835 | 41-50 | 398 |
| 09:00 | 58 | 6 | 27 | 48 | 71 | 136 | 141 | 113 | 32 | 9 | 2 | 0 | 0 | 0 | 643 | 41-50 | 277 |
| 10:00 | 50 | 16 | 31 | 49 | 80 | 126 | 144 | 98 | 27 | 11 | 1 | 0 | 0 | 0 | 633 | 41-50 | 270 |
| 11:00 | 51 | 8 | 30 | 55 | 85 | 131 | 137 | 114 | 36 | 2 | 1 | 0 | 0 | 0 | 650 | 41-50 | 268 |
| 12 PM | 74 | 17 | 35 | 95 | 144 | 174 | 152 | 71 | 17 | 3 | 1 | 1 | 0 | 0 | 784 | 41-50 | 326 |
| 13:00 | 46 | 17 | 32 | 69 | 124 | 123 | 175 | 81 | 38 | 6 | 1 | 0 | 0 | 1 | 713 | 41-50 | 298 |
| 14:00 | 41 | 12 | 27 | 96 | 127 | 178 | 166 | 78 | 48 | 10 | 3 | 0 | 0 | 0 | 786 | 41-50 | 344 |
| 15:00 | 90 | 14 | 41 | 89 | 141 | 186 | 168 | 88 | 25 | 3 | 2 | 1 | 0 | 0 | 848 | 41-50 | 354 |
| 16:00 | 132 | 34 | 52 | 98 | 159 | 175 | 168 | 102 | 19 | 4 | 5 | 0 | 0 | 0 | 948 | 41-50 | 343 |
| 17:00 | 105 | 31 | 69 | 119 | 143 | 155 | 146 | 81 | 17 | 5 | 2 | 0 | 0 | 0 | 873 | 38-47 | 301 |
| 18:00 | 90 | 19 | 50 | 126 | 153 | 220 | 197 | 82 | 25 | 6 | 1 | 0 | 0 | 0 | 969 | 41-50 | 417 |
| 19:00 | 36 | 6 | 32 | 73 | 124 | 160 | 182 | 98 | 39 | 4 | 0 | 2 | 0 | 0 | 756 | 41-50 | 342 |
| 20:00 | 44 | 15 | 31 | 61 | 96 | 158 | 166 | 74 | 24 | 2 | 0 | 0 | 0 | 0 | 671 | 41-50 | 324 |
| 21:00 | 20 | 4 | 16 | 41 | 67 | 94 | 89 | 43 | 14 | 6 | 2 | 0 | 1 | 0 | 397 | 41-50 | 183 |
| 22:00 | 3 | 6 | 8 | 14 | 30 | 54 | 56 | 30 | 13 | 5 | 0 | 0 | 0 | 0 | 219 | 41-50 | 110 |
| 23:00 | 1 | 3 | 3 | 13 | 22 | 28 | 46 | 19 | 7 | 3 | 3 | 0 | 0 | 0 | 148 | 41-50 | 74 |
| Total | 932 | 230 | 546 | 1197 | 1844 | 2578 | 2675 | 1475 | 487 | 106 | 26 | 8 | 1 | 1 | 12106 | | |
| Percent | 7.7% | 1.9% | 4.5% | 9.9% | 15.2% | 21.3% | 22.1% | 12.2% | 4.0% | 0.9% | 0.2% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 09:00 | 10:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | 10:00 | 05:00 | 00:00 | | | | | 08:00 |
| Vol. | 58 | 16 | 31 | 79 | 136 | 192 | 206 | 114 | 36 | 11 | 2 | 3 | | | | | 835 |
| PM Peak | 16:00 | 16:00 | 17:00 | 18:00 | 16:00 | 18:00 | 18:00 | 16:00 | 14:00 | 14:00 | 16:00 | 19:00 | 21:00 | 13:00 | | | 18:00 |
| Vol. | 132 | 34 | 69 | 126 | 159 | 220 | 197 | 102 | 48 | 10 | 5 | 2 | 1 | 1 | | | 969 |

| | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|--------------|-------------|------------|------------|-------------|-------------|-------------|-------------|-------------|------------|------------|-----------|-----------|----------|----------|------------------------------|-------|---------|
| EB, WB | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Total | Pace | Number |
| Start Time | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | | Speed | in Pace |
| 06/24/08 | 0 | 2 | 1 | 2 | 3 | 14 | 12 | 8 | 7 | 6 | 0 | 0 | 1 | 0 | 56 | 41-50 | 26 |
| 01:00 | 0 | 0 | 0 | 2 | 8 | 3 | 7 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 32 | 43-52 | 13 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 7 | 9 | 3 | 1 | 0 | 0 | 1 | 29 | 50-59 | 17 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 5 | 3 | 8 | 4 | 5 | 3 | 0 | 0 | 1 | 31 | 48-57 | 12 |
| 04:00 | 3 | 1 | 1 | 1 | 3 | 3 | 13 | 13 | 9 | 0 | 0 | 0 | 0 | 0 | 47 | 46-55 | 26 |
| 05:00 | 0 | 0 | 0 | 4 | 11 | 25 | 29 | 25 | 9 | 8 | 2 | 0 | 0 | 0 | 113 | 41-50 | 54 |
| 06:00 | 15 | 13 | 13 | 30 | 40 | 94 | 94 | 53 | 20 | 6 | 3 | 0 | 0 | 0 | 381 | 41-50 | 188 |
| 07:00 | 39 | 6 | 16 | 60 | 72 | 126 | 153 | 53 | 14 | 11 | 2 | 0 | 0 | 0 | 552 | 41-50 | 279 |
| 08:00 | 88 | 21 | 43 | 99 | 129 | 218 | 212 | 88 | 27 | 9 | 3 | 0 | 0 | 0 | 937 | 41-50 | 430 |
| 09:00 | 47 | 13 | 27 | 70 | 111 | 151 | 157 | 70 | 27 | 10 | 3 | 0 | 0 | 0 | 686 | 41-50 | 308 |
| 10:00 | 45 | 16 | 37 | 59 | 95 | 128 | 162 | 85 | 14 | 9 | 6 | 3 | 3 | 0 | 662 | 41-50 | 290 |
| 11:00 | 60 | 13 | 29 | 64 | 104 | 155 | 160 | 74 | 20 | 12 | 4 | 0 | 0 | 0 | 695 | 41-50 | 315 |
| 12 PM | 94 | 29 | 57 | 87 | 132 | 148 | 156 | 88 | 22 | 11 | 5 | 0 | 0 | 0 | 829 | 41-50 | 304 |
| 13:00 | 58 | 11 | 29 | 75 | 133 | 123 | 109 | 54 | 22 | 4 | 2 | 0 | 0 | 0 | 620 | 36-45 | 256 |
| 14:00 | 60 | 28 | 24 | 83 | 117 | 191 | 175 | 85 | 27 | 5 | 2 | 0 | 0 | 1 | 798 | 41-50 | 366 |
| 15:00 | 96 | 30 | 59 | 130 | 121 | 180 | 129 | 61 | 20 | 5 | 2 | 1 | 0 | 0 | 834 | 40-49 | 309 |
| 16:00 | 188 | 31 | 58 | 151 | 157 | 141 | 124 | 57 | 15 | 6 | 1 | 0 | 0 | 0 | 929 | 31-40 | 308 |
| 17:00 | 156 | 30 | 72 | 132 | 169 | 183 | 138 | 77 | 14 | 5 | 2 | 2 | 0 | 0 | 980 | 36-45 | 352 |
| 18:00 | 72 | 21 | 42 | 103 | 125 | 156 | 152 | 88 | 26 | 10 | 4 | 0 | 0 | 0 | 799 | 41-50 | 308 |
| 19:00 | 31 | 7 | 22 | 63 | 123 | 144 | 157 | 71 | 20 | 11 | 2 | 1 | 0 | 0 | 652 | 41-50 | 301 |
| 20:00 | 26 | 10 | 23 | 57 | 82 | 114 | 104 | 51 | 16 | 6 | 5 | 0 | 0 | 0 | 494 | 41-50 | 218 |
| 21:00 | 16 | 5 | 16 | 39 | 65 | 102 | 118 | 58 | 21 | 8 | 5 | 0 | 0 | 0 | 453 | 41-50 | 220 |
| 22:00 | 5 | 8 | 16 | 35 | 37 | 71 | 76 | 54 | 13 | 7 | 6 | 9 | 2 | 0 | 339 | 41-50 | 147 |
| 23:00 | 0 | 2 | 9 | 13 | 31 | 59 | 63 | 35 | 18 | 6 | 7 | 0 | 0 | 0 | 243 | 41-50 | 122 |
| Total | 1099 | 297 | 594 | 1361 | 1870 | 2534 | 2509 | 1269 | 399 | 164 | 70 | 16 | 6 | 3 | 12191 | | |
| Percent | 9.0% | 2.4% | 4.9% | 11.2% | 15.3% | 20.8% | 20.6% | 10.4% | 3.3% | 1.3% | 0.6% | 0.1% | 0.0% | 0.0% | | | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 10:00 | 10:00 | 10:00 | 02:00 | 08:00 | | |
| Vol. | 88 | 21 | 43 | 99 | 129 | 218 | 212 | 88 | 27 | 12 | 6 | 3 | 3 | 1 | 937 | | |
| PM Peak | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 14:00 | 14:00 | 12:00 | 14:00 | 12:00 | 23:00 | 22:00 | 22:00 | 14:00 | 17:00 | | |
| Vol. | 188 | 31 | 72 | 151 | 169 | 191 | 175 | 88 | 27 | 11 | 7 | 9 | 2 | 1 | 980 | | |

| EB, WB | | | | | | | | | | | | | | | Latitude: 0' 0.000 Undefined | | |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------------------------------|---------------|-----|
| Start Time | 1 | 20 | 26 | 31 | 36 | 41 | 46 | 51 | 56 | 61 | 66 | 71 | 76 | 81 | Pace | Number | |
| | 19 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 9999 | Total | Speed in Pace | |
| 06/25/08 | 0 | 0 | 2 | 3 | 6 | 12 | 21 | 18 | 12 | 3 | 0 | 4 | 1 | 0 | 82 | 44-53 | 39 |
| 01:00 | 3 | 2 | 2 | 2 | 1 | 5 | 13 | 7 | 5 | 4 | 0 | 0 | 0 | 0 | 44 | 43-52 | 20 |
| 02:00 | 1 | 3 | 0 | 0 | 8 | 3 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 33 | 43-52 | 17 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 28 | 48-57 | 21 |
| 04:00 | 1 | 0 | 1 | 1 | 4 | 10 | 10 | 5 | 2 | 1 | 5 | 1 | 0 | 0 | 41 | 41-50 | 20 |
| 05:00 | 0 | 2 | 6 | 7 | 14 | 24 | 30 | 20 | 14 | 4 | 2 | 0 | 0 | 0 | 123 | 41-50 | 54 |
| 06:00 | 11 | 4 | 15 | 22 | 39 | 87 | 105 | 63 | 15 | 9 | 3 | 0 | 0 | 0 | 373 | 41-50 | 192 |
| 07:00 | 28 | 6 | 14 | 38 | 76 | 152 | 160 | 89 | 31 | 8 | 1 | 0 | 0 | 0 | 603 | 41-50 | 312 |
| 08:00 | 45 | 11 | 32 | 81 | 141 | 200 | 216 | 108 | 28 | 8 | 5 | 0 | 0 | 0 | 875 | 41-50 | 416 |
| 09:00 | 67 | 6 | 30 | 55 | 80 | 158 | 166 | 136 | 37 | 10 | 10 | 2 | 0 | 0 | 757 | 41-50 | 324 |
| 10:00 | 55 | 18 | 34 | 59 | 88 | 144 | 153 | 100 | 25 | 11 | 11 | 1 | 0 | 0 | 699 | 41-50 | 297 |
| 11:00 | 63 | 9 | 37 | 68 | 106 | 164 | 173 | 144 | 45 | 11 | 3 | 0 | 0 | 0 | 823 | 41-50 | 337 |
| 12 PM | 73 | 16 | 34 | 94 | 144 | 173 | 154 | 72 | 19 | 9 | 2 | 1 | 0 | 0 | 791 | 41-50 | 327 |
| 13:00 | 60 | 21 | 42 | 88 | 161 | 160 | 231 | 105 | 49 | 10 | 6 | 1 | 2 | 1 | 937 | 41-50 | 391 |
| 14:00 | 42 | 12 | 27 | 100 | 131 | 184 | 172 | 79 | 49 | 12 | 5 | 3 | 0 | 0 | 816 | 41-50 | 356 |
| 15:00 | 99 | 15 | 44 | 97 | 154 | 205 | 185 | 97 | 27 | 6 | 2 | 5 | 1 | 0 | 937 | 41-50 | 390 |
| 16:00 | 118 | 28 | 44 | 85 | 140 | 164 | 166 | 102 | 22 | 7 | 4 | 2 | 1 | 0 | 883 | 41-50 | 330 |
| 17:00 | 114 | 32 | 74 | 127 | 156 | 176 | 170 | 96 | 19 | 5 | 7 | 2 | 0 | 0 | 978 | 41-50 | 346 |
| 18:00 | 81 | 16 | 45 | 114 | 139 | 203 | 183 | 76 | 22 | 14 | 4 | 0 | 0 | 0 | 897 | 41-50 | 386 |
| 19:00 | 33 | 11 | 29 | 67 | 116 | 142 | 156 | 80 | 31 | 3 | 4 | 2 | 0 | 0 | 674 | 41-50 | 298 |
| 20:00 | 49 | 15 | 34 | 66 | 107 | 177 | 191 | 86 | 27 | 9 | 2 | 0 | 0 | 0 | 763 | 41-50 | 368 |
| 21:00 | 23 | 4 | 20 | 50 | 82 | 118 | 115 | 56 | 17 | 8 | 6 | 9 | 1 | 0 | 509 | 41-50 | 233 |
| 22:00 | 2 | 5 | 8 | 16 | 37 | 65 | 76 | 39 | 24 | 8 | 5 | 0 | 0 | 0 | 285 | 41-50 | 141 |
| 23:00 | 1 | 3 | 3 | 15 | 25 | 33 | 57 | 22 | 7 | 3 | 11 | 3 | 0 | 0 | 183 | 41-50 | 90 |
| Total | 969 | 239 | 577 | 1255 | 1955 | 2762 | 2918 | 1618 | 535 | 165 | 98 | 36 | 6 | 1 | 13134 | | |
| Percent | 7.4% | 1.8% | 4.4% | 9.6% | 14.9% | 21.0% | 22.2% | 12.3% | 4.1% | 1.3% | 0.7% | 0.3% | 0.0% | 0.0% | | | |
| AM Peak | 09:00 | 10:00 | 11:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | 10:00 | 10:00 | 00:00 | 00:00 | | 08:00 | | |
| Vol. | 67 | 18 | 37 | 81 | 141 | 200 | 216 | 144 | 45 | 11 | 11 | 4 | 1 | | 875 | | |
| PM Peak | 16:00 | 17:00 | 17:00 | 17:00 | 13:00 | 15:00 | 13:00 | 13:00 | 13:00 | 18:00 | 23:00 | 21:00 | 13:00 | 13:00 | 17:00 | | |
| Vol. | 118 | 32 | 74 | 127 | 161 | 205 | 231 | 105 | 49 | 14 | 11 | 9 | 2 | 1 | 978 | | |
| Total | 5843 | 1577 | 3708 | 8167 | 12055 | 17017 | 17558 | 9778 | 3146 | 900 | 294 | 83 | 21 | 16 | 80163 | | |
| Percent | 7.3% | 2.0% | 4.6% | 10.2% | 15.0% | 21.2% | 21.9% | 12.2% | 3.9% | 1.1% | 0.4% | 0.1% | 0.0% | 0.0% | | | |

15th Percentile : 31 KPH
 50th Percentile : 43 KPH
 85th Percentile : 52 KPH
 95th Percentile : 56 KPH

Stats
 10 KPH Pace Speed : 41-50 KPH
 Number in Pace : 34575
 Percent in Pace : 43.1%
 Number of Vehicles > 40 KPH : 48813
 Percent of Vehicles > 40 KPH : 60.9%
 Mean Speed(Average) : 41 KPH

Ontario Traffic Inc.

Morning Peak Diagram

Specified Period

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

One Hour Peak

From: 8:00:00
To: 9:00:00

Municipality: Newmarket
Site #: 0900600039
Intersection: Eagle & Carol
TFR File #: 4
Count date: 14-Oct-09

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Eagle runs W/E

North Leg Total: 189
North Entering: 108
North Peds: 4
Peds Cross: ∞

| | | | | |
|--------|----|----|----|-----|
| Heavys | 0 | 0 | 1 | 1 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 41 | 44 | 22 | 107 |
| Totals | 41 | 44 | 23 | |



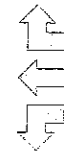
Heavys 0
Trucks 1
Cars 80
Totals 81

East Leg Total: 1115
East Entering: 499
East Peds: 5
Peds Cross: ∞

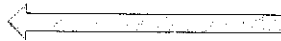
| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 12 | 8 | 492 | 512 |



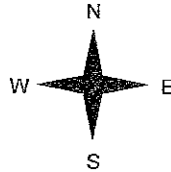
Carol



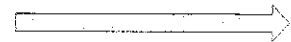
| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 7 | 0 | 0 | 7 |
| 408 | 7 | 11 | 426 |
| 58 | 3 | 5 | 66 |
| 473 | 10 | 16 | |



Eagle



Eagle



| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 0 | 0 | 15 | 15 |
| 6 | 6 | 466 | 478 |
| 1 | 1 | 29 | 31 |
| 7 | 7 | 510 | |



Carol



| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 598 | 9 | 9 | 616 |

Peds Cross: ∞
West Peds: 1
West Entering: 524
West Leg Total: 1036

| | |
|--------|-----|
| Cars | 131 |
| Trucks | 4 |
| Heavys | 6 |
| Totals | 141 |



| | | | | |
|--------|----|----|-----|-----|
| Cars | 43 | 58 | 110 | 211 |
| Trucks | 1 | 1 | 3 | 5 |
| Heavys | 1 | 0 | 2 | 3 |
| Totals | 45 | 59 | 115 | |

Peds Cross: ∞
South Peds: 5
South Entering: 219
South Leg Total: 360

Comments

Ontario Traffic Inc.

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 12:30:00

To: 13:30:00

Municipality: Newmarket
Site #: 0900600039
Intersection: Eagle & Carol
TFR File #: 4
Count date: 14-Oct-09

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Eagle runs W/E

North Leg Total: 205
 North Entering: 127
 North Peds: 5
 Peds Cross: \times

| | | | | |
|--------|----|----|----|-----|
| Heavys | 0 | 0 | 0 | 0 |
| Trucks | 0 | 0 | 0 | 0 |
| Cars | 36 | 62 | 29 | 127 |
| Totals | 36 | 62 | 29 | |



| | |
|--------|----|
| Heavys | 0 |
| Trucks | 0 |
| Cars | 78 |
| Totals | 78 |

East Leg Total: 857
 East Entering: 426
 East Peds: 6
 Peds Cross: \times

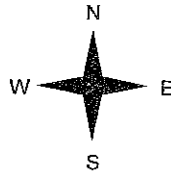
| | | | |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 3 | 7 | 415 | 425 |



Carol



Eagle

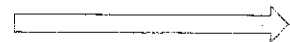


| | | | |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 10 | 0 | 0 | 10 |
| 341 | 6 | 3 | 350 |
| 62 | 4 | 0 | 66 |
| 413 | 10 | 3 | |

| | | | |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 0 | 0 | 18 | 18 |
| 2 | 4 | 323 | 329 |
| 0 | 2 | 48 | 50 |
| 2 | 6 | 389 | |



Eagle



Peds Cross: \times
 West Peds: 1
 West Entering: 397
 West Leg Total: 822

| | |
|--------|-----|
| Cars | 172 |
| Trucks | 6 |
| Heavys | 0 |
| Totals | 178 |



Carol

| | | | | |
|--------|----|----|----|-----|
| Cars | 38 | 50 | 72 | 160 |
| Trucks | 1 | 0 | 1 | 2 |
| Heavys | 0 | 0 | 0 | 0 |
| Totals | 39 | 50 | 73 | |

Peds Cross: \times
 South Peds: 2
 South Entering: 162
 South Leg Total: 340

Comments

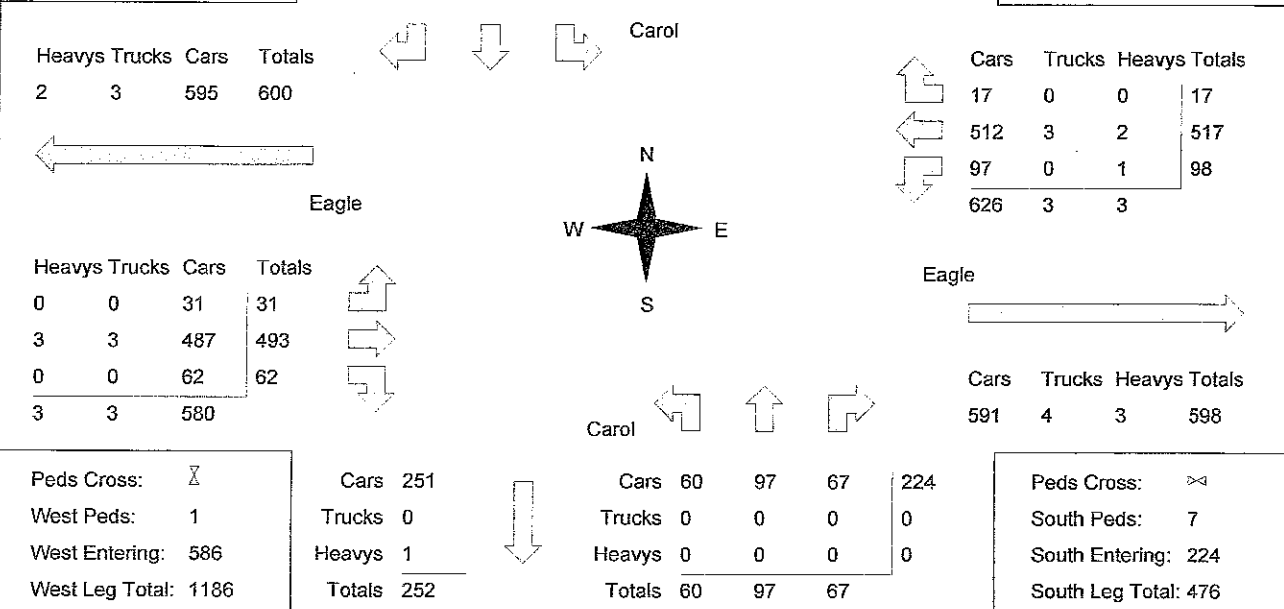
Ontario Traffic Inc.

| | | |
|-------------------------------|---|--|
| 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: Newmarket Site #: 0900600039 Intersection: Eagle & Carol TFR File #: 4 Count date: 14-Oct-09 | Weather conditions: Person(s) who counted: |
|---|---|

**** Signalized Intersection **** **Major Road:** Eagle runs W/E

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--------|----|-----|---|---|--------|---|---|---|---|------|----|----|----|-----|--------|----|----|----|--|---|---|--------|---|--------|---|------|-----|--------|-----|---|
| North Leg Total: 298 North Entering: 153 North Peds: 4 Peds Cross: ∞ | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Cars</td><td>23</td><td>92</td><td>37</td><td>152</td></tr> <tr><td>Totals</td><td>23</td><td>92</td><td>38</td><td></td></tr> </table> | Heavys | 0 | 0 | 0 | 0 | Trucks | 0 | 0 | 1 | 1 | Cars | 23 | 92 | 37 | 152 | Totals | 23 | 92 | 38 | | ↑ | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>145</td></tr> <tr><td>Totals</td><td>145</td></tr> </table> | Heavys | 0 | Trucks | 0 | Cars | 145 | Totals | 145 | East Leg Total: 1230 East Entering: 632 East Peds: 7 Peds Cross: ∞ |
| Heavys | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trucks | 0 | 0 | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cars | 23 | 92 | 37 | 152 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 23 | 92 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heavys | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trucks | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cars | 145 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 145 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Comments

Ontario Traffic Inc.

Total Count Diagram

Municipality: Newmarket
Site #: 0900600039
Intersection: Eagle & Carol
TFR File #: 4
Count date: 14-Oct-09

Weather conditions:
Person(s) who counted:

**** Signalized Intersection ****

Major Road: Eagle runs W/E

North Leg Total: 1824
 North Entering: 1020
 North Peds: 40
 Peds Cross: ∞

| | | | | |
|--------|-----|-----|-----|------|
| Heavys | 1 | 1 | 2 | 4 |
| Trucks | 2 | 1 | 3 | 6 |
| Cars | 217 | 594 | 199 | 1010 |
| Totals | 220 | 596 | 204 | |



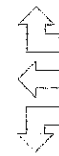
Heavys 4
 Trucks 7
 Cars 793
 Totals 804

East Leg Total: 7257
 East Entering: 3653
 East Peds: 46
 Peds Cross: ∞

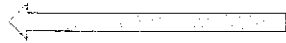
| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 47 | 37 | 3346 | 3430 |



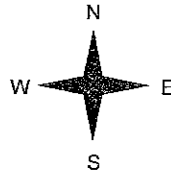
Carol



| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 157 | 2 | 0 | 159 |
| 2828 | 31 | 42 | 2901 |
| 568 | 9 | 16 | 593 |
| 3553 | 42 | 58 | |



Eagle

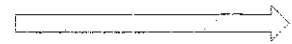


| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 1 | 1 | 141 | 143 |
| 33 | 36 | 2719 | 2788 |
| 2 | 3 | 321 | 326 |
| 36 | 40 | 3181 | |



Carol

Eagle



| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 3511 | 46 | 47 | 3604 |

Peds Cross: ∞
 West Peds: 14
 West Entering: 3257
 West Leg Total: 6687

| | |
|--------|------|
| Cars | 1483 |
| Trucks | 13 |
| Heavys | 19 |
| Totals | 1515 |



| | | | | |
|--------|-----|-----|-----|------|
| Cars | 301 | 495 | 593 | 1389 |
| Trucks | 4 | 4 | 7 | 15 |
| Heavys | 4 | 3 | 12 | 19 |
| Totals | 309 | 502 | 612 | |

Peds Cross: ∞
 South Peds: 43
 South Entering: 1423
 South Leg Total: 2938

Comments

APPENDIX B

ENVIRONMENTAL NOISE CRITERIA

MINISTRY OF THE ENVIRONMENT (MOE)

A. SOUND LEVEL CRITERIA FOR ROAD, RAIL AND AIRCRAFT NOISE

Reference: "Noise Assessment Criteria in Land Use Planning", Publication LU-131, October 1997.

ROAD AND RAIL TRAFFIC

TABLE 1
Sound Level Criterion for Outdoor Living Areas
Road and Rail

| Time Period | L_{eq} (16) (dBA) |
|----------------------|----------------------------------|
| 16 hr, 07:00 - 23:00 | 55 |

TABLE 2
Indoor Sound Level Criteria
Road and Rail

| Type of Space | L_{eq} (Time Period) (dBA) | |
|---|---|-------------|
| | Road | Rail |
| Living/dining areas of residences, hospitals, schools, nursing/retirement homes, daycare centres, etc. (Time period: 16 hr, 07:00 - 23:00) | 45 | 40 |
| Sleeping quarters (Time period: 8 hr, 23:00 - 07:00) | 40 | 35 |

SUPPLEMENTARY NOISE CRITERIA

Criteria for noise sensitive land uses that are assessed by the Ministry are specified in the main body of Publication LU-131, Table 2. The following Table A-1 is an extended version of Table 2 and presents guidelines for acceptable indoor sound levels that are applicable to developments which may not be assessed by the Ministry. The specified values are minimum requirements and apply to the indicated indoor spaces with the windows and doors closed. The criteria in Table A-1 are presented by the Ministry as good design objectives.

TABLE A-1
Indoor Sound Level Criteria
Road and Rail

| Type of Space | Leq (Time Period) (dBA) | |
|---|----------------------------|------|
| | Road | Rail |
| General offices, reception areas, retail stores, etc. (Time period: 16 hr, 07:00 - 23:00) | 50 | 45 |
| Living/dining areas of residences, hospitals, schools, nursing/retirement homes, day-care centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms, etc. (Time period: 16 hr, 07:00 - 23:00) | 45 | 40 |
| Sleeping quarters of hotels/motels (Time period: 8 hr, 23:00 – 07:00) | 45 | 40 |
| Sleeping quarters of residences, hospitals, nursing/retirement homes, etc. (Time period: 8 hr, 23:00 – 07:00) | 40 | 35 |

TABLE A-2
Indoor Aircraft Noise Criteria*
(Applicable over 24-hour period)

| Type of Space | Indoor NEF/NEP* |
|--|--------------------|
| General offices, reception areas, retail stores, etc. | 15 |
| Individual or semi-private offices, conference rooms, etc. | 10 |
| Living/dining areas of residences, sleeping quarters of hotels/motels, theatres, libraries, schools, day-care centres, places of worship, etc. | 5 |
| Sleeping quarters of residences, hospitals, nursing/retirement homes, etc. | 0 |

* The Indoor NEF/NEP values listed in Table A-2 are not obtained from NEF/NEP contour maps. The values are representative of the indoor sound levels and are used as assessment criteria for the evaluation of acoustical insulation requirements, see Reference [1].

TABLE 3

Outdoor Aircraft Noise Criterion

| Time Period | NEF/NEP |
|--------------------|----------------|
| 24 hours | 30* |

* Certain conditions apply above NEF/NEP value of 25, see Section A.3.2.1. The criterion may not apply to redevelopment and infilling, see Reference [13] and Section A.3.2.1.

TABLE 4

Indoor Aircraft Noise Criteria*
(Applicable over 24-hour period)

| Type of Space | Indoor NEF/NEP |
|---|-----------------------|
| Living/dining areas of residences, hospitals, schools, nursing/retirement homes, day-care centres, etc. | 5 |
| Sleeping quarters | 0 |

* The indoor NEF/NEP values listed in Table 4 are not obtained from NEF/NEP contour maps. The values are representative of the indoor sound levels and are used as assessment criteria for the evaluation of acoustical insulation requirements, see Reference [1].

B. SUMMARY OF MINIMUM NOISE CONTROL AND VENTILATION REQUIREMENTS FOR ROAD, RAIL AND AIRCRAFT NOISE

Reference: "Noise Assessment Criteria in Land Use Planning: Requirements, Procedures and Implementation", October, 1997.

**TABLE 1
COMBINATION OF ROAD AND RAIL NOISE, DAYTIME (0700 - 2300)
OUTDOOR, VENTILATION AND WARNING CLAUSE REQUIREMENTS**

| Assessment Location | Leq (16 hr) (dBA) | Ventilation Requirements | Outdoor Control Measures | Warning Clause |
|-----------------------------|---|--|--|---|
| Outdoor Living Area (OLA) | Less than or equal to 55 dBA | N/A | None required | Not required |
| | Greater than 55 dBA to less than or equal to 60 dBA | N/A | Control measures (barriers) not required but should be considered | Required if resultant Leq exceeds 55 dBA Type A |
| | Greater than 60 dBA | N/A | Control measures (barriers) required to reduce the Leq to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible | Required if resultant Leq exceeds 55 dBA Type B |
| Plane of Living Room Window | Greater than 50 dBA to less than or equal to 55 dBA | None required | N/A | Not required |
| | Greater than 55 dBA to less than or equal to 65 dBA | Forced air heating with provision for central air conditioning | N/A | Required Type C |
| | Greater than 65 dBA | Central air conditioning | N/A | Required Type D |

TABLE 2
COMBINATION OF ROAD AND RAIL NOISE, NIGHTTIME (2300 - 0700)
VENTILATION AND WARNING CLAUSE REQUIREMENTS

| Assessment Location | Leq (8 hr) (dBA) | Ventilation Requirements | Warning Clause |
|-------------------------|--|--|-----------------|
| Plane of Bedroom Window | Greater than 50 dBA to less or equal to 60 dBA | Forced air heating with provision for central air conditioning | Required Type C |
| | Greater than 60 dBA | Central air conditioning | Required Type D |

TABLE 3
ROAD AND RAIL NOISE, DAYTIME (0700 - 2300)
BUILDING COMPONENT REQUIREMENTS

| Assessment Location | | Leq (16 hr) | Building Component Requirements |
|-----------------------------|------|------------------------------|--|
| Plane of Living Room Window | Road | Less than or equal to 65 dBA | Building compliant with the Ontario Building Code |
| | | Greater than 65 dBA | Building components (walls, windows, etc.) must be designed to achieve indoor sound level criteria |
| | Rail | Less than or equal to 60 dBA | Building compliant with the Ontario Building Code |
| | | Greater than 60 dBA | Building components (walls, windows, etc.) must be designed to achieve indoor sound level criteria |

TABLE 4

ROAD AND RAIL NOISE, NIGHTTIME (2300 - 0700)

BUILDING COMPONENT REQUIREMENTS

| Assessment Location | | L_{eq} (8 hr) | Building Component Requirements |
|-------------------------|------|------------------------------|--|
| Plane of Bedroom Window | Road | Less than or equal to 60 dBA | Building compliant with the Ontario Building Code |
| | | Greater than 60 dBA | Building components (walls, windows, etc.) must be designed to achieve indoor sound level criteria |
| | Rail | Less than or equal to 55 dBA | Building compliant with the Ontario Building Code |
| | | Greater than 55 dBA | Building components (walls, windows, etc.) must be designed to achieve indoor sound level criteria |

TABLE 5

AIRCRAFT NOISE – 24 HOURS

| Assessment Location | NEF or NEP | Ventilation Requirements | Noise Requirements Control | Warning Clause |
|---------------------------------|--|--|--|-----------------------|
| Any Location on Property or Lot | Less than NEF 25 | None required | Building compliant with the Ontario Building Code | Not required |
| | Greater or equal to NEF 25 to less than NEF 30 | Provision for central air conditioning | Building components (walls, windows, etc.) must be designed to achieve indoor sound level criteria | Required Type C |
| | Greater than NEF 30 | Central air conditioning | Building components (walls, windows, etc.) must be designed to achieve indoor sound level criteria | Required Type B and D |

TABLE 6

FACADE REQUIREMENT FOR RAIL NOISE ONLY – 24 HOURS

| Assessment Location | Distance to Railway (m) | L_{eq} (24 hr) (dBA) | Noise Control Requirement |
|-------------------------|-------------------------|------------------------------|---|
| Plane of Bedroom Window | Less than 100 m | Less than or equal to 60 dBA | No additional requirement |
| | | Greater than 60 dBA | Brick veneer or acoustically equivalent |
| | Greater than 100 m | Less than or equal to 60 dBA | No additional requirement |
| | | Greater than 60 dBA | No additional requirement |

ENVIRONMENTAL NOISE CRITERIA

MINISTRY OF THE ENVIRONMENT (MOE)

Reference: MOE Publication LU-131, October 1997: "Noise Assessment Criteria in Land-Use Planning".

TABLE 5
Sound Level Criteria for an Outdoor Point of Reception - Stationary Sources

| Area | Time of Day | Hourly $L_{eq}(1)$ (dBA) |
|---------|---------------|--------------------------|
| Class 1 | 07:00 - 23:00 | 50* |
| Class 2 | 07:00 - 19:00 | 50* |
| | 19:00 - 23:00 | 45* |

* or the minimum hourly background sound level $L_{eq}(1)$, whichever is higher.

TABLE 6
Sound Level Criteria in the Plane of a Window - Stationary Sources

| Area | Time of Day | Hourly $L_{eq}(1)$ (dBA) |
|---------|---------------|--------------------------|
| Class 1 | 07:00 - 23:00 | 50* |
| Class 2 | 07:00 - 19:00 | 50* |
| | 19:00 - 23:00 | 45* |

* or the minimum hourly background sound level $L_{eq}(1)$, whichever is higher.

TABLE 7
Sound Level Criterion in the Plane of a Bedroom Window - Stationary Sources

| Time of Day | Hourly $L_{eq}(1)$ (dBA) |
|---------------|--------------------------|
| 23:00 - 07:00 | 45* |

* or the minimum hourly background sound level $L_{eq}(1)$, whichever is higher.

MINISTRY OF THE ENVIRONMENT (MOE)

Reference: "Sound Level Limits for Stationary Sources in Class 1 and 2 Areas (Urban), NPC-205, MOE, October, 1995.

TABLE 205-1

**Minimum Values for One Hour L_{eq} or L_{LM}
By Time of Day**

| Time of Day | One Hour L_{eq} (dBA) or L_{LM} (dBA) | |
|-------------|---|--------------|
| | Class 1 Area | Class 2 Area |
| 0700 – 1900 | 50 | 50 |
| 1900 – 2300 | 47 | 45 |
| 2300 – 0700 | 45 | 45 |

Applicable to any usable portion of the lot.

APPENDIX C

SAMPLE CALCULATIONS OF PREDICTED UNMITIGATED SOUND LEVELS DUE TO ROAD TRAFFIC

APPENDIX C-1
SAMPLE CALCULATION OF PREDICTED SOUND LEVELS

FILE: 10-062
 NAME: Eagle Street
 REFERENCE DRAWINGS: Site Plan
 LOCATION: 1st row west townhouse block/west unit, **patio**

| Noise Source: | Eagle Street | Yonge Street |
|---------------------------|--------------|--------------|
| Time Period: 16 hr. (day) | | |
| Distance (m): | 32.0 | 210.0 |

CALCULATION OF PREDICTED SOUND LEVELS*

| | | |
|--|-------|--------|
| Reference Leq (dBA)*: | 66.04 | 71.39 |
| Height and/or Distance Correction (dBA): | -4.38 | -15.24 |
| Finite Element Correction (dBA): | -6.74 | -3.05 |
| Allowance for Screening (dBA): | 0 | -4.77 |
| Allowance for Future Growth (dBA): | incl. | incl. |
| LeqDay (dBA): | 54.92 | 48.33 |
| Combined LeqDay (dBA): | 55.78 | |

* Leq determined using the computerized model of the Ministry of the Environment Noise Assessment Guidelines, STAMSON Version 5.03 (ORNAMENT). See attached printouts.

Filename: rlola.te Time Period: Day/Night 16/8 hours
Description: West end TH unit, patio

Road data, segment # 1: Eagle Street (day/night)

Car traffic volume : 18770/2086 veh/TimePeriod *
Medium truck volume : 387/43 veh/TimePeriod *
Heavy truck volume : 194/22 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 1.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eagle Street (day)

Angle1 Angle2 : 37.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 32.00 m
Receiver height : 1.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : 37.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.50 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Road data, segment # 2: Yonge Street (day/night)

Car traffic volume : 33911/2949 veh/TimePeriod *
Medium truck volume : 350/30 veh/TimePeriod *
Heavy truck volume : 699/61 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Yonge Street (day)

```

-----
Angle1  Angle2      : -53.00 deg  40.00 deg
Wood depth      :      0      (No woods.)
No of house rows :      1
Surface         :      1      (Absorptive ground surface)
Receiver source distance : 210.00 m
Receiver height  :    1.50 m
Topography      :      0      (Define your own alpha.)
Barrier angle1   : -53.00 deg  Angle2 : 40.00 deg
Barrier height   :    0.00 m
Barrier receiver distance :    3.00 m
Source elevation :    0.00 m
Receiver elevation :    0.50 m
Barrier elevation :    0.00 m
Alpha           :    0.33
Reference angle  :    0.00
    
```

Results segment # 1: Eagle Street (day)

Source height = 1.00 m

```

ROAD (0.00 + 54.92 + 0.00) = 54.92 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj  SubLeq
-----
   37    90   0.33  66.04   0.00  -4.38  -6.74   0.00   0.00   0.00  54.92
    
```

Segment Leq : 54.92 dBA

Results segment # 2: Yonge Street (day)

Source height = 1.19 m

```

ROAD (0.00 + 48.33 + 0.00) = 48.33 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj  SubLeq
-----
  -53    40   0.33  71.39   0.00 -15.24  -3.05   0.00  -4.77   0.00  48.33
    
```

Segment Leq : 48.33 dBA

Total Leq All Segments: 55.78 dBA

APPENDIX C-2
SAMPLE CALCULATION OF PREDICTED SOUND LEVELS

FILE: 10-062
 NAME: Eagle Street
 REFERENCE DRAWINGS: Site Plan
 LOCATION: 1st row west townhouse block/west unit, **front wall**

| | | |
|---------------------------|-----------------|-----------------|
| Noise Source: | Eagle Street | Yonge Street |
| Time Period: 16 hr. (day) | | |
| Distance (m): | 17.5 | 208.0 |

CALCULATION OF PREDICTED SOUND LEVELS*

| | | |
|--|-------|--------|
| Reference Leq (dBA)*: | 66.04 | 71.39 |
| Height and/or Distance Correction (dBA): | -0.67 | -15.19 |
| Finite Element Correction (dBA): | 0.00 | -3.85 |
| Correction for Distance (dBA): | 0 | 0 |
| Allowance for Future Growth (dBA): | incl. | incl. |
| LeqDay (dBA): | 65.37 | 52.36 |
| Combined LeqDay (dBA): | 65.58 | |

* Leq determined using the computerized model of the Ministry of the Environment Noise Assessment Guidelines, STAMSON Version 5.03 (ORNAMENT). See attached printouts.

APPENDIX C-3
SAMPLE CALCULATION OF PREDICTED SOUND LEVELS

FILE: 10-062
 NAME: Eagle Street
 REFERENCE DRAWINGS: Site Plan
 LOCATION: 1st row west townhouse block/west unit, **front wall**

| Noise Source: | Eagle Street | Yonge Street |
|----------------------------|--------------|--------------|
| Time Period: 8 hr. (night) | | |
| Distance (m): | 17.5 | 208.0 |

CALCULATION OF PREDICTED SOUND LEVELS*

| | | |
|--|-------|--------|
| Reference Leq (dBA)*: | 59.54 | 63.80 |
| Height and/or Distance Correction (dBA): | -0.67 | -15.19 |
| Finite Element Correction (dBA): | 0.00 | -3.85 |
| Correction for Distance (dBA): | 0 | 0 |
| Allowance for Future Growth (dBA): | incl. | incl. |
| LeqNight (dBA): | 58.87 | 44.77 |
| Combined LeqNight (dBA): | | 59.04 |

* Leq determined using the computerized model of the Ministry of the Environment Noise Assessment Guidelines, STAMSON Version 5.03 (ORNAMENT). See attached printouts.

Filename: rlfw.te Time Period: Day/Night 16/8 hours
 Description: West end TH unit, front wall

Road data, segment # 1: Eagle Street (day/night)

 Car traffic volume : 18770/2086 veh/TimePeriod *
 Medium truck volume : 387/43 veh/TimePeriod *
 Heavy truck volume : 194/22 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 21500
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 2.00
 Heavy Truck % of Total Volume : 1.00
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Eagle Street (day/night)

 Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 2 (Reflective ground surface)
 Receiver source distance : 17.50 / 17.50 m
 Receiver height : 1.50 / 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street (day/night)

 Car traffic volume : 33911/2949 veh/TimePeriod *
 Medium truck volume : 350/30 veh/TimePeriod *
 Heavy truck volume : 699/61 veh/TimePeriod *
 Posted speed limit : 60 km/h
 Road gradient : 4 %
 Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 38000
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.00
 Heavy Truck % of Total Volume : 2.00
 Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Yonge Street (day/night)

```

-----
Angle1  Angle2      : -90.00 deg   0.00 deg
Wood depth      :          0   (No woods.)
No of house rows :          0 / 0
Surface         :          1   (Absorptive ground surface)
Receiver source distance : 208.00 / 208.00 m
Receiver height :    1.50 / 4.50 m
Topography      :          0   (Define your own alpha.)
Barrier angle1  : -90.00 deg   Angle2 : 0.00 deg
Barrier height  :          0.00 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation :          0.00 m
Receiver elevation :          0.50 m
Barrier elevation :          0.00 m
Alpha          :          0.33
Reference angle :          0.00

```

Results segment # 1: Eagle Street (day)

Source height = 1.00 m

```

ROAD (0.00 + 65.37 + 0.00) = 65.37 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     90     0.00  66.04   0.00  -0.67   0.00   0.00   0.00   0.00  65.37
-----

```

Segment Leq : 65.37 dBA

Results segment # 2: Yonge Street (day)

Source height = 1.19 m

```

ROAD (0.00 + 52.36 + 0.00) = 52.36 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     0     0.33  71.39   0.00 -15.19  -3.85   0.00   0.00   0.00  52.36
-----

```

Segment Leq : 52.36 dBA

Total Leq All Segments: 65.58 dBA

Results segment # 1: Eagle Street (night)

Source height = 1.01 m

```

ROAD (0.00 + 58.87 + 0.00) = 58.87 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-----
-90     90     0.00  59.54   0.00  -0.67   0.00   0.00   0.00   0.00  58.87
-----

```

Segment Leq : 58.87 dBA

Results segment # 2: Yonge Street (night)

Source height = 1.19 m

ROAD (0.00 + 44.77 + 0.00) = 44.77 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.33 | 63.80 | 0.00 | -15.19 | -3.85 | 0.00 | 0.00 | 0.00 | 44.77 |

Segment Leq : 44.77 dBA

Total Leq All Segments: 59.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.58
(NIGHT): 59.04

**APPENDIX D -
SAMPLE CALCULATIONS OF
AMBIENT SOUND LEVELS**

Filename: r1r2day.te Time Period: 1 hours
Description: Receptors R1 and R2, daytime ambient

Road data, segment # 1: Eagle Street

Car traffic volume : 496 veh/TimePeriod
Medium truck volume : 2 veh/TimePeriod
Heavy truck volume : 2 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Road data, segment # 2: Yonge Street

Car traffic volume : 1301 veh/TimePeriod
Medium truck volume : 7 veh/TimePeriod
Heavy truck volume : 7 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

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 : 122.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Results segment # 1: Eagle Street

Source height = 0.80 m

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.33 | 60.44 | 0.00 | -9.81 | -3.85 | 0.00 | 0.00 | 0.00 | 46.78 |

Segment Leq : 46.78 dBA

Results segment # 2: Yonge Street

Source height = 0.85 m

ROAD (0.00 + 54.00 + 0.00) = 54.00 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 90 | 0.33 | 66.94 | 0.00 | -12.11 | -0.83 | 0.00 | 0.00 | 0.00 | 54.00 |

Segment Leq : 54.00 dBA

Total Leq All Segments: 54.75 dBA

TOTAL Leq FROM ALL SOURCES: 54.75

Filename: rlr2eve.te Time Period: 1 hours
Description: Receptors R1 and R2, evening ambient

Road data, segment # 1: Eagle Street

Car traffic volume : 269 veh/TimePeriod
Medium truck volume : 1 veh/TimePeriod
Heavy truck volume : 1 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Road data, segment # 2: Yonge Street

Car traffic volume : 844 veh/TimePeriod
Medium truck volume : 4 veh/TimePeriod
Heavy truck volume : 4 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

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 : 122.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Results segment # 1: Eagle Street

Source height = 0.78 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.33 | 57.69 | 0.00 | -9.81 | -3.85 | 0.00 | 0.00 | 0.00 | 44.03 |

Segment Leq : 44.03 dBA

Results segment # 2: Yonge Street

Source height = 0.83 m

ROAD (0.00 + 51.97 + 0.00) = 51.97 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 90 | 0.33 | 64.91 | 0.00 | -12.11 | -0.83 | 0.00 | 0.00 | 0.00 | 51.97 |

Segment Leq : 51.97 dBA

Total Leq All Segments: 52.62 dBA

TOTAL Leq FROM ALL SOURCES: 52.62

Filename: rlr2nite.te Time Period: 1 hours
Description: Receptors R1 and R2, nighttime ambient

Road data, segment # 1: Eagle Street

Car traffic volume : 44 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Road data, segment # 2: Yonge Street

Car traffic volume : 79 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 0 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

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 : 122.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Results segment # 1: Eagle Street

Source height = 0.50 m

ROAD (0.00 + 34.88 + 0.00) = 34.88 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.33 | 48.54 | 0.00 | -9.81 | -3.85 | 0.00 | 0.00 | 0.00 | 34.88 |

Segment Leq : 34.88 dBA

Results segment # 2: Yonge Street

Source height = 0.50 m

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 90 | 0.33 | 53.30 | 0.00 | -12.11 | -0.83 | 0.00 | 0.00 | 0.00 | 40.36 |

Segment Leq : 40.36 dBA

Total Leq All Segments: 41.44 dBA

TOTAL Leq FROM ALL SOURCES: 41.44

Filename: r3day.te Time Period: 1 hours
Description: Receptor R3, daytime ambient

Road data, segment # 1: Eagle Street

Car traffic volume : 496 veh/TimePeriod
Medium truck volume : 2 veh/TimePeriod
Heavy truck volume : 2 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Road data, segment # 2: Yonge Street

Car traffic volume : 1301 veh/TimePeriod
Medium truck volume : 7 veh/TimePeriod
Heavy truck volume : 7 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

Angle1 Angle2 : -90.00 deg 30.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : -90.00 deg Angle2 : 30.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Results segment # 1: Eagle Street

Source height = 0.80 m

ROAD (0.00 + 46.78 + 0.00) = 46.78 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.33 | 60.44 | 0.00 | -9.81 | -3.85 | 0.00 | 0.00 | 0.00 | 46.78 |

Segment Leq : 46.78 dBA

Results segment # 2: Yonge Street

Source height = 0.85 m

ROAD (0.00 + 52.44 + 0.00) = 52.44 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 30 | 0.33 | 66.94 | 0.00 | -12.11 | -2.39 | 0.00 | 0.00 | 0.00 | 52.44 |

Segment Leq : 52.44 dBA

Total Leq All Segments: 53.48 dBA

TOTAL Leq FROM ALL SOURCES: 53.48

Filename: r3eve.te Time Period: 1 hours
 Description: Receptor R3, evening ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 269 veh/TimePeriod
 Medium truck volume : 1 veh/TimePeriod
 Heavy truck volume : 1 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 82.00 m
 Receiver height : 34.50 m
 Topography : 0 (Define your own alpha.)
 Barrier angle1 : 0.00 deg Angle2 : 90.00 deg
 Barrier height : 0.00 m
 Barrier receiver distance : 3.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Alpha : 0.33
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 844 veh/TimePeriod
 Medium truck volume : 4 veh/TimePeriod
 Heavy truck volume : 4 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 30.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 122.00 m
 Receiver height : 34.50 m
 Topography : 0 (Define your own alpha.)
 Barrier angle1 : -90.00 deg Angle2 : 30.00 deg
 Barrier height : 0.00 m
 Barrier receiver distance : 3.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Alpha : 0.33
 Reference angle : 0.00

Results segment # 1: Eagle Street

Source height = 0.78 m

ROAD (0.00 + 44.03 + 0.00) = 44.03 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.33 | 57.69 | 0.00 | -9.81 | -3.85 | 0.00 | 0.00 | 0.00 | 44.03 |

Segment Leq : 44.03 dBA

Results segment # 2: Yonge Street

Source height = 0.83 m

ROAD (0.00 + 50.41 + 0.00) = 50.41 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 30 | 0.33 | 64.91 | 0.00 | -12.11 | -2.39 | 0.00 | 0.00 | 0.00 | 50.41 |

Segment Leq : 50.41 dBA

Total Leq All Segments: 51.31 dBA

TOTAL Leq FROM ALL SOURCES: 51.31

Filename: r3nite.te Time Period: 1 hours
Description: Receptor R3, nighttime ambient

Road data, segment # 1: Eagle Street

Car traffic volume : 44 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 0 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : 0.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Road data, segment # 2: Yonge Street

Car traffic volume : 79 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 0 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

Angle1 Angle2 : -90.00 deg 30.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 122.00 m
Receiver height : 34.50 m
Topography : 0 (Define your own alpha.)
Barrier angle1 : -90.00 deg Angle2 : 30.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Alpha : 0.33
Reference angle : 0.00

Results segment # 1: Eagle Street

Source height = 0.50 m

ROAD (0.00 + 34.88 + 0.00) = 34.88 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.33 | 48.54 | 0.00 | -9.81 | -3.85 | 0.00 | 0.00 | 0.00 | 34.88 |

Segment Leq : 34.88 dBA

Results segment # 2: Yonge Street

Source height = 0.50 m

ROAD (0.00 + 38.81 + 0.00) = 38.81 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 30 | 0.33 | 53.30 | 0.00 | -12.11 | -2.39 | 0.00 | 0.00 | 0.00 | 38.81 |

Segment Leq : 38.81 dBA

Total Leq All Segments: 40.29 dBA

TOTAL Leq FROM ALL SOURCES: 40.29

Filename: r4day.te Time Period: 1 hours
 Description: Receptor R4, daytime ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 496 veh/TimePeriod
 Medium truck volume : 2 veh/TimePeriod
 Heavy truck volume : 2 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 52.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 1301 veh/TimePeriod
 Medium truck volume : 7 veh/TimePeriod
 Heavy truck volume : 7 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 205.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Eagle Street

 Source height = 0.80 m

ROAD (0.00 + 47.50 + 0.00) = 47.50 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.59 | 60.44 | 0.00 | -8.59 | -4.35 | 0.00 | 0.00 | 0.00 | 47.50 |

Segment Leq : 47.50 dBA

Results segment # 2: Yonge Street

Source height = 0.85 m

ROAD (0.00 + 44.54 + 0.00) = 44.54 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.59 | 66.94 | 0.00 | -18.05 | -4.35 | 0.00 | 0.00 | 0.00 | 44.54 |

Segment Leq : 44.54 dBA

Total Leq All Segments: 49.28 dBA

TOTAL Leq FROM ALL SOURCES: 49.28

Filename: r4eve.te Time Period: 1 hours
 Description: Receptor R4, evening ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 269 veh/TimePeriod
 Medium truck volume : 1 veh/TimePeriod
 Heavy truck volume : 1 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 52.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 844 veh/TimePeriod
 Medium truck volume : 4 veh/TimePeriod
 Heavy truck volume : 4 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 205.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Eagle Street

 Source height = 0.78 m

ROAD (0.00 + 44.74 + 0.00) = 44.74 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.59 | 57.69 | 0.00 | -8.59 | -4.35 | 0.00 | 0.00 | 0.00 | 44.74 |

Segment Leq : 44.74 dBA

Results segment # 2: Yonge Street

Source height = 0.83 m

ROAD (0.00 + 42.50 + 0.00) = 42.50 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.59 | 64.91 | 0.00 | -18.06 | -4.35 | 0.00 | 0.00 | 0.00 | 42.50 |

Segment Leq : 42.50 dBA

Total Leq All Segments: 46.77 dBA

TOTAL Leq FROM ALL SOURCES: 46.77

Filename: r4night.te Time Period: 1 hours
 Description: Receptor R4, nighttime ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 44 veh/TimePeriod
 Medium truck volume : 0 veh/TimePeriod
 Heavy truck volume : 0 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 52.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 79 veh/TimePeriod
 Medium truck volume : 0 veh/TimePeriod
 Heavy truck volume : 0 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 205.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Eagle Street

 Source height = 0.50 m

ROAD (0.00 + 35.53 + 0.00) = 35.53 dBA
 Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

 -90 0 0.60 48.54 0.00 -8.64 -4.37 0.00 0.00 0.00 35.53

Segment Leq : 35.53 dBA

Results segment # 2: Yonge Street

Source height = 0.50 m

ROAD (0.00 + 30.77 + 0.00) = 30.77 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 0 | 0.60 | 53.30 | 0.00 | -18.17 | -4.37 | 0.00 | 0.00 | 0.00 | 30.77 |

Segment Leq : 30.77 dBA

Total Leq All Segments: 36.78 dBA

TOTAL Leq FROM ALL SOURCES: 36.78

Filename: r7day.te Time Period: 1 hours
 Description: Receptor R7, daytime ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 496 veh/TimePeriod
 Medium truck volume : 2 veh/TimePeriod
 Heavy truck volume : 2 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 30.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 1301 veh/TimePeriod
 Medium truck volume : 7 veh/TimePeriod
 Heavy truck volume : 7 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 45.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 205.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Eagle Street

 Source height = 0.80 m

ROAD (0.00 + 51.30 + 0.00) = 51.30 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.59 | 60.44 | 0.00 | -4.79 | -4.35 | 0.00 | 0.00 | 0.00 | 51.30 |

Segment Leq : 51.30 dBA

Results segment # 2: Yonge Street

Source height = 0.85 m

ROAD (0.00 + 46.69 + 0.00) = 46.69 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 45 | 0.59 | 66.94 | 0.00 | -18.05 | -2.20 | 0.00 | 0.00 | 0.00 | 46.69 |

Segment Leq : 46.69 dBA

Total Leq All Segments: 52.59 dBA

TOTAL Leq FROM ALL SOURCES: 52.59

Filename: r7eve.te Time Period: 1 hours
 Description: Receptor R7, evening ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 269 veh/TimePeriod
 Medium truck volume : 1 veh/TimePeriod
 Heavy truck volume : 1 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 30.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 844 veh/TimePeriod
 Medium truck volume : 4 veh/TimePeriod
 Heavy truck volume : 4 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 45.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 205.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Eagle Street

 Source height = 0.78 m

ROAD (0.00 + 48.55 + 0.00) = 48.55 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.59 | 57.69 | 0.00 | -4.79 | -4.35 | 0.00 | 0.00 | 0.00 | 48.55 |

Segment Leq : 48.55 dBA

Results segment # 2: Yonge Street

Source height = 0.83 m

ROAD (0.00 + 44.65 + 0.00) = 44.65 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 45 | 0.59 | 64.91 | 0.00 | -18.06 | -2.20 | 0.00 | 0.00 | 0.00 | 44.65 |

Segment Leq : 44.65 dBA

Total Leq All Segments: 50.03 dBA

TOTAL Leq FROM ALL SOURCES: 50.03

Filename: r7night.te Time Period: 1 hours
 Description: Receptor R7, nighttime ambient

Road data, segment # 1: Eagle Street

 Car traffic volume : 44 veh/TimePeriod
 Medium truck volume : 0 veh/TimePeriod
 Heavy truck volume : 0 veh/TimePeriod
 Posted speed limit : 50 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eagle Street

 Angle1 Angle2 : 0.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 30.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: Yonge Street

 Car traffic volume : 79 veh/TimePeriod
 Medium truck volume : 0 veh/TimePeriod
 Heavy truck volume : 0 veh/TimePeriod
 Posted speed limit : 60 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Yonge Street

 Angle1 Angle2 : -90.00 deg 45.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 205.00 m
 Receiver height : 4.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Results segment # 1: Eagle Street

 Source height = 0.50 m

ROAD (0.00 + 39.35 + 0.00) = 39.35 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------|
| 0 | 90 | 0.60 | 48.54 | 0.00 | -4.82 | -4.37 | 0.00 | 0.00 | 0.00 | 39.35 |

 Segment Leq : 39.35 dBA

Results segment # 2: Yonge Street

Source height = 0.50 m

ROAD (0.00 + 32.92 + 0.00) = 32.92 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|--------|--------|-------|--------|-------|--------|-------|-------|-------|-------|--------|
| -90 | 45 | 0.60 | 53.30 | 0.00 | -18.17 | -2.22 | 0.00 | 0.00 | 0.00 | 32.92 |

Segment Leq : 32.92 dBA

Total Leq All Segments: 40.24 dBA

TOTAL Leq FROM ALL SOURCES: 40.24

APPENDIX E

**SAMPLE CALCULATIONS OF PREDICTED UNMITIGATED
SOUND LEVELS DUE TO STATIONARY SOURCES**

CadnaA-Berechnung

Version 4.1.137 (32 Bit)

Datei: C:\Server\Jade Projects\2010\10-062\cadnaa\continuous_no mitigation.cna

Start: 02.03.11 10:44:45

Berechnungsparameter:

General

| | |
|------------------------|---------------|
| Country | International |
| Max. Error (dB) | 0 |
| Max. Search Radius (m) | 2000 |
| Min. Dist Src to Rcvr | 0 |

Partition

| | |
|----------------------------|------|
| Raster Factor | 0.5 |
| Max. Length of Section (m) | 1000 |
| Min. Length of Section (m) | 1 |
| Min. Length of Section (%) | 0 |

Proj. Line Sources On

Proj. Area Sources On

Ref. Time

| | |
|----------------------------|----|
| Reference Time Day (min) | 60 |
| Reference Time Night (min) | 60 |
| Daytime Penalty (dB) | 0 |
| Recr. Time Penalty (dB) | 0 |
| Night-time Penalty (dB) | 0 |

DTM

Standard Height (m) 0

Model of Terrain Triangulation

Reflection

| | |
|----------------------------------|-----------------|
| max. Order of Reflection | 1 |
| Search Radius Src | 1000 |
| Search Radius Rcvr | 1000 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rcvr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.1 |

Industrial (ISO 9613)

Lateral Diffraction some Obj

Obst. within Area Src do not shield On

Screening Excl. Ground Att. over Barrier

Dz with limit (20/25)

Barrier Coefficients C1,2,3 3.0 20.0 0.0

Temperature (°C) 10

rel. Humidity (%) 70

Ground Absorption G 1

Wind Speed for Dir. (m/s) 3

Roads (RLS-90)

Strictly acc. to RLS-90

Railways (Schall 03)

Strictly acc. to Schall 03 / Schall-Transrapid

Aircraft (???)

Strictly acc. to AzB

CONTINUOUS POINT NOISE SOURCES

| Source Name | Source ID | Result. PWL | | | Lw / Li Type | Value | Operating Time | | | K0 (dB) | Directivity | Height (m) | Coordinates | | |
|---------------------------------------|-----------|-------------|---------------|-------------|--------------|----------|----------------|---------------|-------------|---------|-------------|------------|-------------|--------|-------|
| | | Day (dBA) | Evening (dBA) | Night (dBA) | | | Day (min) | Evening (min) | Night (min) | | | | X (m) | Y (m) | Z (m) |
| Esso Station HVAC 1 | ESAC1 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 287.55 | 163.61 | 4.70 |
| Esso Station HVAC 2 | ESAC2 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 287.27 | 160.56 | 4.70 |
| Esso Station HVAC 3 | ESAC3 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 288.94 | 158.33 | 4.70 |
| Petro Canada Station HVAC 3 | PCSAC1 | 88.5 | 88.5 | 88.5 | Lw | HVAC2 | 60 | 42 | 24 | 0 | (none) | 1.5 | 305.89 | 76.93 | 5.00 |
| Esso Station Vacuum 1 | ESV1 | 97.1 | 97.1 | 97.1 | Lw | VAC | 20 | 20 | 10 | 0 | (none) | 1.5 | 291.72 | 136.11 | 1.50 |
| Petro Canada Station Vacuum 1 | PCSV1 | 97.1 | 97.1 | 97.1 | Lw | VAC | 20 | 20 | 10 | 0 | (none) | 1.5 | 283.35 | 42.50 | 1.50 |
| Petro Canada Station Vacuum 2 | PCSV2 | 97.1 | 97.1 | 97.1 | Lw | VAC | 20 | 20 | 10 | 0 | (none) | 1.5 | 295.26 | 45.81 | 1.50 |
| Petro Canada Station Air Compressor 1 | PCSAC1 | 84.9 | 84.9 | 84.9 | Lw | AIR | 10 | 10 | 5 | 0 | (none) | 1.5 | 266.37 | 82.19 | 1.50 |
| Esso Station Air Compressor 1 | ESAC1 | 84.9 | 84.9 | 84.9 | Lw | AIR | 10 | 10 | 5 | 0 | (none) | 1.5 | 294.60 | 139.30 | 1.50 |
| Orthodontist HVAC 1 | OAC1 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 342.06 | 174.28 | 4.70 |
| Orthodontist HVAC 2 | OAC2 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 341.18 | 172.08 | 4.70 |
| Esso Station Car Idling 1 | ESC1 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 294.65 | 160.39 | 0.50 |
| Esso Station Car Idling 2 | ESC2 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 293.55 | 165.02 | 0.50 |
| Petro Canada Station Car Idling 1 | PCSC1 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 300.89 | 42.42 | 0.50 |
| Petro Canada Station Car Idling 2 | PCSC2 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 306.63 | 44.62 | 0.50 |
| Active Green HVAC 1 | AGAC1 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 584.03 | 254.78 | 4.70 |
| Active Green HVAC 2 | AGAC2 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 586.48 | 244.98 | 4.70 |
| McDonald's Speaker 1 | MDS1 | 84.4 | 84.4 | 84.4 | Lw | SPK | 15 | 15 | 7.5 | 0 | (none) | 1.0 | 298.81 | 186.99 | 1.00 |
| McDonald's Speaker 2 | MDS2 | 84.4 | 84.4 | 84.4 | Lw | SPK | 15 | 15 | 7.5 | 0 | (none) | 1.0 | 304.10 | 188.54 | 1.00 |
| McDonald's Car Idling 1 | MDC1 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 300.75 | 187.77 | 0.50 |
| McDonald's Car Idling 2 | MDC2 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 302.15 | 182.70 | 0.50 |
| McDonald's Car Idling 3 | MDC3 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 306.87 | 189.70 | 0.50 |
| McDonald's Car Idling 4 | MDC4 | 82.6 | 82.6 | 82.6 | Lw | CAR | 30 | 30 | 15 | 0 | (none) | 0.5 | 308.45 | 185.15 | 0.50 |
| Puck's Wings Exhaust Fan 1 | PWEF1 | 90.1 | 90.1 | 90.1 | Lw | EXHFAN+5 | 60 | 60 | 60 | 0 | (none) | 1.5 | 262.79 | 238.13 | 8.00 |
| Puck's Wings HVAC 1 | PWAC1 | 88.5 | 88.5 | 88.5 | Lw | HVAC2 | 60 | 42 | 24 | 0 | (none) | 1.5 | 279.77 | 243.38 | 5.50 |
| Puck's Wings HVAC 2 | PWAC2 | 88.5 | 88.5 | 88.5 | Lw | HVAC2 | 60 | 42 | 24 | 0 | (none) | 1.5 | 279.01 | 246.99 | 5.50 |
| Puck's Wings Refrigeration Unit 1 | PWREF1 | 92.2 | 92.2 | 92.2 | Lw | REF1 | 60 | 42 | 24 | 0 | (none) | 1.5 | 278.67 | 249.42 | 5.50 |
| McDonald's HVAC 1 | MDAC1 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 266.67 | 186.62 | 7.70 |
| McDonald's HVAC 2 | MDAC2 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 268.85 | 183.37 | 7.70 |
| McDonald's HVAC 3 | MDAC3 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 276.20 | 188.97 | 7.70 |
| McDonald's Refrigeration Unit 1 | MDREF1 | 76.2 | 76.2 | 76.2 | Lw | REF2 | 60 | 42 | 24 | 0 | (none) | 1.0 | 284.43 | 191.07 | 7.50 |
| McDonald's Refrigeration Unit 2 | MDREF2 | 76.2 | 76.2 | 76.2 | Lw | REF2 | 60 | 42 | 24 | 0 | (none) | 1.0 | 284.43 | 186.87 | 7.50 |
| Pickle Barrel HVAC 1 | PBAC1 | 88.5 | 88.5 | 88.5 | Lw | HVAC2 | 60 | 42 | 24 | 0 | (none) | 1.5 | 253.13 | 349.35 | 8.00 |
| Pickle Barrel HVAC 2 | PBAC2 | 88.5 | 88.5 | 88.5 | Lw | HVAC2 | 60 | 42 | 24 | 0 | (none) | 1.5 | 266.47 | 357.69 | 8.00 |
| Pickle Barrel Refrigeration Unit 1 | PBREF1 | 92.2 | 92.2 | 92.2 | Lw | REF1 | 60 | 42 | 24 | 0 | (none) | 1.5 | 268.14 | 349.63 | 8.00 |
| Pickle Barrel Refrigeration Unit 2 | PBREF2 | 92.2 | 92.2 | 92.2 | Lw | REF1 | 60 | 42 | 24 | 0 | (none) | 1.5 | 277.03 | 356.85 | 8.00 |
| Pickle Barrel HVAC 3 | PBAC3 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 243.41 | 348.80 | 7.70 |
| Pickle Barrel HVAC 4 | PBAC4 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 248.69 | 351.85 | 7.70 |
| Pickle Barrel HVAC 5 | PBAC5 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 258.13 | 347.96 | 7.70 |
| Pickle Barrel Exhaust Fan 1 | PBEF1 | 90.1 | 90.1 | 90.1 | Lw | EXHFAN+5 | 60 | 60 | 60 | 0 | (none) | 1.5 | 245.63 | 355.74 | 8.00 |
| Pickle Barrel Exhaust Fan 2 | PBEF2 | 90.1 | 90.1 | 90.1 | Lw | EXHFAN+5 | 60 | 60 | 60 | 0 | (none) | 1.5 | 247.85 | 345.46 | 8.00 |
| McDonald's Exhaust Fan 1 | MDEF1 | 90.1 | 90.1 | 90.1 | Lw | EXHFAN+5 | 60 | 60 | 60 | 0 | (none) | 1.5 | 265.42 | 182.66 | 8.00 |
| HVN Garden Tow Motor | HVNTM | 104.2 | 104.2 | 104.2 | Lw | DTMM | 30 | 0 | 0 | 0 | (none) | 1.5 | 279.74 | 401.89 | 1.50 |
| Uptown Furniture HVAC 1 | UFAC1 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 232.95 | 442.97 | 7.70 |
| Uptown Furniture HVAC 2 | UFAC2 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 221.75 | 463.27 | 7.70 |
| Uptown Furniture HVAC 3 | UFAC3 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 213.00 | 477.28 | 7.70 |
| Uptown Furniture HVAC 4 | UFAC4 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 221.05 | 478.58 | 7.70 |
| Uptown Furniture HVAC 5 | UFAC5 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 231.55 | 486.73 | 7.70 |
| Uptown Furniture HVAC 6 | UFAC6 | 83.1 | 83.1 | 83.1 | Lw | HVAC1 | 60 | 42 | 24 | 0 | (none) | 1.2 | 239.25 | 475.53 | 7.70 |

CONTINUOUS LINE NOISE SOURCES

| Source Name | Source ID | Result. PWL | | | Result. PWL' | | | Lw / Li Type | Value | K0 (dB) | Direct. | Height (m) | Trucks Per Hour | | |
|---------------------------------------|-----------|-------------|---------------|-------------|--------------|---------------|-------------|--------------|-------|---------|---------|------------|-----------------|---------|-------|
| | | Day (dBA) | Evening (dBA) | Night (dBA) | Day (dBA) | Evening (dBA) | Night (dBA) | | | | | | Day | Evening | Night |
| Uptown Furniture Regular Truck Moving | UFRTM | 89.4 | 0.0 | 0.0 | 67.9 | 0.0 | 0.0 | PWL-Pt | RTP | 0 | (none) | 2.40 | 2 | 0 | 0 |

CONTINUOUS VERTICAL AREA NOISE SOURCES

| Source Name | Source ID | Result. PWL | | | Result. PWL' | | | Lw / Li Type | Value | K0 (dB) | Direct. | Height (m) | Operating Time | | |
|-------------------------------------|-----------|-------------|---------------|-------------|--------------|---------------|-------------|--------------|-------|---------|-----------------|------------|----------------|----------------|--------------|
| | | Day (dBA) | Evening (dBA) | Night (dBA) | Day (dBA) | Evening (dBA) | Night (dBA) | | | | | | Day (min.) | Evening (min.) | Night (min.) |
| Esso Car Wash Exit Door | ECWEXD | 107.1 | 107.1 | 107.1 | 98.4 | 98.4 | 98.4 | Lw | EXIT | 3 | Opening (ÖAL28) | 2.5 | 20 | 20 | 10 |
| Esso Car Wash Entrance Door | ECWEND | 101.4 | 101.4 | 101.4 | 92.6 | 92.6 | 92.6 | Lw | ENTR | 3 | Opening (ÖAL28) | 2.5 | 10 | 10 | 5 |
| Petro Canada Car Wash Entrance Door | PCWEND | 101.4 | 101.4 | 101.4 | 92.6 | 92.6 | 92.6 | Lw | ENTR | 3 | Opening (ÖAL28) | 2.5 | 15 | 15 | 7.5 |
| Petro Canada Car Wash Exit Door | PCWEXD | 101.4 | 101.4 | 101.4 | 92.6 | 92.6 | 92.6 | Lw | ENTR | 3 | Opening (ÖAL28) | 2.5 | 30 | 30 | 15 |
| Active Green Overhead Door 1 | AGOD1 | 83.0 | 83.0 | 83.0 | 73.5 | 73.5 | 73.5 | Lw | ARS-8 | 3 | Opening (ÖAL28) | 3.0 | 60 | 0 | 0 |
| Active Green Overhead Door 4 | AGOD4 | 83.0 | 83.0 | 83.0 | 73.5 | 73.5 | 73.5 | Lw | ARS-8 | 3 | Opening (ÖAL28) | 3.0 | 60 | 0 | 0 |
| Active Green Overhead Door 2 | AGOD2 | 83.0 | 83.0 | 83.0 | 73.5 | 73.5 | 73.5 | Lw | ARS-8 | 3 | Opening (ÖAL28) | 3.0 | 60 | 0 | 0 |
| Active Green Overhead Door 3 | AGOD3 | 83.0 | 83.0 | 83.0 | 73.5 | 73.5 | 73.5 | Lw | ARS-8 | 3 | Opening (ÖAL28) | 3.0 | 60 | 0 | 0 |
| Active Green Overhead Door 5 | AGOD5 | 83.0 | 83.0 | 83.0 | 73.5 | 73.5 | 73.5 | Lw | ARS-8 | 3 | Opening (ÖAL28) | 3.0 | 60 | 0 | 0 |
| Active Green Overhead Door 6 | AGOD6 | 83.0 | 83.0 | 83.0 | 73.5 | 73.5 | 73.5 | Lw | ARS-8 | 3 | Opening (ÖAL28) | 3.0 | 60 | 0 | 0 |

IMPULSIVE POINT NOISE SOURCES

| Source Name | Source ID | Result. PWL | | | Lw / Li Type | Value | Operating Time | | | K0 (dB) | Direct. | Height (m) | Coordinates | | |
|---|-----------|-------------|---------------|-------------|--------------|-------|----------------|---------------|-------------|---------|---------|------------|-------------|--------|-------|
| | | Day (dBA) | Evening (dBA) | Night (dBA) | | | Day (min) | Evening (min) | Night (min) | | | | X (m) | Y (m) | Z (m) |
| Uptown Furniture Loading/Unloading Impulses | UFIMP | 104.0 | 104.0 | 104.0 | Lw | IMP | 60 | 0 | 0 | 0 | (none) | 2.50 | 263.40 | 440.93 | 2.50 |

CONTINUOUS NOISE SOURCES AT ANALYZED RECEPTORS

| Receptor Name | Receptor ID | Predicted Sound Level | | | Sound Level Limit | | | Height (m) | Coordinates | | |
|---------------|-------------|-----------------------|---------------|-------------|-------------------|---------------|-------------|------------|-------------|--------|-------|
| | | Day (dBA) | Evening (dBA) | Night (dBA) | Day (dBA) | Evening (dBA) | Night (dBA) | | X (m) | Y (m) | Z (m) |
| Parcel A - R1 | R1 | 55.2 | 53.5 | 51.5 | 55.0 | 53.0 | 45.0 | 10.5 | 331.03 | 257.55 | 10.50 |
| Parcel A - R2 | R2 | 54.9 | 53.5 | 51.4 | 55.0 | 53.0 | 45.0 | 10.5 | 338.09 | 234.48 | 10.50 |
| Parcel A - R3 | R3 | 51.9 | 51.2 | 48.9 | 53.0 | 51.0 | 45.0 | 10.5 | 366.88 | 221.83 | 10.50 |
| Parcel B - R4 | R4 | 47.4 | 45.3 | 43.1 | 50.0 | 47.0 | 45.0 | 4.5 | 425.18 | 209.85 | 4.50 |
| Parcel B - R5 | R5 | 44.5 | 42.8 | 40.4 | 50.0 | 47.0 | 45.0 | 4.5 | 549.74 | 251.55 | 4.50 |
| Parcel B - R6 | R6 | 52.3 | 38.8 | 36.4 | 51.0 | 49.0 | 45.0 | 4.5 | 546.18 | 209.59 | 4.50 |
| Parcel B - R7 | R7 | 48.1 | 46.7 | 44.3 | 53.0 | 50.0 | 45.0 | 4.5 | 434.90 | 175.32 | 4.50 |

IMPULSIVE NOISE SOURCES AT ANALYZED RECEPTORS

| Receptor Name | Receptor ID | Predicted Sound Level | | | Sound Level Limit | | | Height (m) | Coordinates | | |
|---------------|-------------|-----------------------|---------------|-------------|-------------------|---------------|-------------|------------|-------------|--------|-------|
| | | Day (dBA) | Evening (dBA) | Night (dBA) | Day (dBA) | Evening (dBA) | Night (dBA) | | X (m) | Y (m) | Z (m) |
| Parcel A - R1 | R1 | 48.3 | N/A | N/A | 55.0 | 53.0 | 45.0 | 10.5 | 331.03 | 257.55 | 10.50 |
| Parcel A - R2 | R2 | 47.1 | N/A | N/A | 55.0 | 53.0 | 45.0 | 10.5 | 338.09 | 234.48 | 10.50 |
| Parcel A - R3 | R3 | 23.1 | N/A | N/A | 53.0 | 51.0 | 45.0 | 10.5 | 366.88 | 221.83 | 10.50 |
| Parcel B - R4 | R4 | 43.7 | N/A | N/A | 50.0 | 47.0 | 45.0 | 4.5 | 425.18 | 209.85 | 4.50 |
| Parcel B - R5 | R5 | 20.4 | N/A | N/A | 50.0 | 47.0 | 45.0 | 4.5 | 549.74 | 251.55 | 4.50 |
| Parcel B - R6 | R6 | 15.6 | N/A | N/A | 51.0 | 49.0 | 45.0 | 4.5 | 546.18 | 209.59 | 4.50 |
| Parcel B - R7 | R7 | 42.7 | N/A | N/A | 53.0 | 50.0 | 45.0 | 4.5 | 434.90 | 175.32 | 4.50 |

APPENDIX F

**SAMPLE CALCULATION OF
ARCHITECTURAL COMPONENT SELECTION**

APPENDIX F-1
SAMPLE CALCULATION OF ARCHITECTURAL COMPONENT SELECTION*

FILE: 10-062

NAME: Eagle Street

REFERENCE DRAWINGS: Site Plan

LOCATION: 1st row west townhouse block/west unit, first floor corner living/dining room

ROAD

| | | |
|--|---|--|
| Wall area as a percentage of floor area: | South: 55% | West: 55% |
| Window area as a percentage of floor area: | South: 25% | West: 25% |
| Number of components: | 4 | |
| Outdoor Leq: | South: 66 (+3 for reflections) = 69 dBA | West: 63 (+3 for reflections) = 66 dBA |
| Indoor Leq: | 45 | |
| Noise Reduction (dBA): | South: 24 | West: 21 |
| Noise Spectrum: | Road/Distant Aircraft | Angle Correction: 0 |
| Absorption: | Medium | |

APPROPRIATE ELEMENTS

| | | STC Rating |
|--------|-------|-------------------|
| Wall | South | STC 35 |
| | West | STC 33 |
| Window | South | STC 27 |
| | West | STC 24 |

* Based upon "Controlling Sound Transmission into Buildings", Building Practice Note 56 by National Research Council of Canada, September, 1985.

APPENDIX F-2
SAMPLE CALCULATION OF ARCHITECTURAL COMPONENT SELECTION*

FILE: 10-062
 NAME: Eagle Street
 REFERENCE DRAWINGS: Site Plan
 LOCATION: Residential Condominium Tower, corner living/dining room

ROAD

| | | |
|--|--|---|
| Wall area as a percentage of floor area: | West: 20% | South: 20% |
| Window area as a percentage of floor area: | West: 60% | South: 60% |
| Number of components: | 4 | |
| Outdoor Leq: | West: 63 (+3 for reflections) = 66 dBA | South: 62 (+3 for reflections) = 65 dBA |
| Indoor Leq: | 45 | |
| Noise Reduction (dBA): | West: 21 | South: 20 |
| Noise Spectrum: | Road/Distant Aircraft | Angle Correction: 0 |
| Absorption: | Medium | |

APPROPRIATE ELEMENTS

| | | STC Rating |
|--------|-------|-------------------|
| Wall | West | STC 30 |
| | South | STC 29 |
| Window | West | STC 30 |
| | South | STC 29 |

* Based upon "Controlling Sound Transmission into Buildings", Building Practice Note 56 by National Research Council of Canada, September, 1985.