

# **Appendix F-4**

**Noise Existing Conditions Report**

## WALKER SOUTH LANDFILL PHASE 2 ENVIRONMENTAL ASSESSMENT

NIAGARA FALLS, ONTARIO

### NOISE EXISTING CONDITIONS

RWDI #2402272

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## ACRONYMS AND ABBREVIATIONS

| Acronym               | Description   |
|-----------------------|---|
| <b>CR</b>             | Common Receptor   |
| <b>dBA</b>            | A-weighted decibels, units of sound level   |
| <b>dBAI</b>           | A-weighted decibels (impulsive), units of impulsive sound level                               |
| <b>dBL</b>            | Linear (unweighted) decibels, units of airblast overpressure level                            |
| <b>EA</b>             | Environmental Assessment  |
| <b>FTA / FRA</b>      | U.S. Federal Transit Administration / U.S. Federal Railroad Administration                    |
| <b>GHD</b>            | GHD Group Pty Ltd (Canada)  |
| <b>HVAC</b>           | Heating Ventilation Air Conditioning  |
| <b>ISO</b>            | International Standards Organization  |
| <b>LLM</b>            | Logarithmic Mean Impulse Sound Level  |
| <b>LSA</b>            | Local Study Area  |
| <b>L<sub>EQ</sub></b> | Energy Equivalent Sound Level over a specified period of time                                 |
| <b>MECP</b>           | Ministry of Environment Conservation and Parks  |
| <b>MOECC</b>          | Ministry of Environment and Climate Change  |
| <b>MOE</b>            | Ministry of Environment   |
| <b>NPC-300</b>        | Ontario Environmental Noise Guideline   |
| <b>NR</b>             | Noise Receptor (often used interchangeably with POR)  |
| <b>ORNAMENT</b>       | Ontario Road Noise Analysis Method for Environment and Transportation                         |
| <b>POR</b>            | Point of Reception (often used interchangeably with NR)                                       |
| <b>PWL</b>            | Sound Power Level   |
| <b>RIC&amp;I</b>      | Residential, Industrial, Commercial, and Institutional  |
| <b>RSA</b>            | Regional Study Area   |
| <b>RWDI</b>           | RWDI Air Inc.   |
| <b>SPL</b>            | Sound Pressure Level  |
| <b>SSA</b>            | Site Study Area   |
| <b>ToR</b>            | Terms of Reference  |
| <b>WRM Campus</b>     | Walker Resource Management Campus that includes the South Landfill and its proposed expansion |



# 1 INTRODUCTION

This report provides an overview of the existing environmental sound conditions in support of an Environmental Assessment (EA) for the proposed South Landfill Phase 2 at the Walker Resource Management Campus (Campus) in Niagara Falls, Ontario. The existing environmental sound conditions within the area consist of ambient conditions affected by both background offsite traffic and other naturally occurring sounds in the area, as well as the sounds from the operations of the existing Campus facilities on nearby receptors. The Minister of the Environment, Conservation and Parks (Minister) Approved Terms of Reference (ToR) for the EA included a preliminary description of the existing environmental conditions and made a commitment to expand upon this description during the EA.

Walker Environmental Group (Walker) initiated a Comprehensive EA under the Ontario EA Act, R.S.O. 1990, c. E.19, seeking approval to expand the capacity of its existing South Landfill located at the Campus. The South Landfill is an essential component of Walker's Campus since it began operating in 2009 under Environmental Compliance Approval (ECA) No. 008-78RKAM, as amended, and provides safe, reliable, and affordable disposal capacity for solid, non-hazardous waste from residential, industrial, commercial, and institutional (IC&I) sources to its customer base within the City of Niagara Falls, the Regional Municipality of Niagara, and the Province of Ontario. The existing South Landfill's (i.e., Phase 1 landfill) total approved disposal capacity is 17.7 million m<sup>3</sup> and is expected to reach maximum capacity by 2029 to 2031.

The proposed Phase 2 of the South Landfill would extend its approved capacity by approximately 18 to 20 million m<sup>3</sup> over a 20-year period, ensuring Walker can continue to provide essential residual waste disposal services to its existing customer base. Walker is proposing to locate the additional disposal capacity (Phase 2) to the east of the existing South Landfill (Phase 1) within the area currently occupied by Walker's Southeast Quarry. The proposal would maintain the existing landfill service area, as well as the annual volume of solid, non-hazardous waste from the sources currently accepted.

The Ontario EA Act requires that proponents describe the environment that may potentially be affected or may reasonably be expected to be affected, directly or indirectly, by the Alternative Methods of Carrying Out the Undertaking (Alternative Methods) proposed as part of an EA. The description of the existing environmental conditions will provide the baseline for the assessment of potential effects for the proposed landfill, which will be conducted during the EA.

This report focuses on characterizing the existing conditions within the study area for the South Landfill Phase 2 EA for environmental sound.

# 2 STUDY AREA

This section introduces the study area and describes the general acoustic environment in the area.

The existing facility is located at municipal address 2800 Thorold Townline Road in Niagara Falls, Ontario. The site is in the north-west corner of the municipality of Niagara Falls, near the intersection of the municipalities of Thorold, St. Catharines and Niagara-On-The-Lake.



## 2.1 Study Area Limits

From an environmental sound perspective, the following characterization of the study area is appropriate to this EA:

- Site Study Area (SSA), including all lands (81.3 ha) owned and operated by Walker that are within the existing approved boundaries of the Southeast Quarry.
- Local Study Area (LSA), including all lands within a 1.0 km radius of the Limit of Fill.
- Regional Study Area (RSA), including all lands within a 3.0 km radius of the Limit of Fill.

The SSA includes all proposed Phase 2 landfill activity and related sound sources. This report considers the existing quarry sources within the SSA and other sources on the Campus associated with all current operations that may contribute to the ambient sound levels. The LSA extends 1.0 km from the Limit of Fill of the proposed Phase 2 of the South Landfill and includes existing roadways. The LSA is the area that could experience meaningful effects from the project and where sound levels can reasonably be predicted with confidence; hence it is the central focus of the acoustic analysis. Since sound decays logarithmically with distance from a source, this area is also where the primary sources that contribute to the ambient conditions will be located. The RSA extends 3.0 kms from the Limit of Fill of the proposed landfill and includes existing roadways and more distant sounds that may contribute to the environmental soundscape or be influential for other disciplines than noise.

The study areas are illustrated in **Figure 2-1**.

## 3 METHODOLOGY

The ambient acoustic environment near built-up areas is typically dominated by the sounds of human activity, particularly sound due to vehicle traffic (i.e., road and rail). These sound levels can be assessed by measurement; however, measurements represent a certain period in time and may not represent long-term conditions. Measurements also cannot be easily extrapolated to future conditions. As a result, offsite background sound levels for this project were assessed through both traffic modelling and measurement. Traffic modelling is generally relied upon in this assessment and verified through comparison with measurements. In more rural settings, the sounds of nature can also be prominent at certain times of day, and hence ambient measurements inform the local acoustical conditions. Modelling is also conducted to assess the contributions of the existing sources at the Campus.

The following sections outline the data references, criteria, modelling approach, receptors, and sources used in the analysis.

### 3.1 Data References

Available secondary sources of information were collected and reviewed to characterize noise existing conditions within the study areas. The following sources of information were reviewed:



Table 3-1: Data References

| Evaluation Criteria        | Indicator  | Data Sources   |
|----------------------------|--|--|
| <b>Environmental Noise</b> |  |  |
| <b>Ambient Noise</b>       | <ul style="list-style-type: none"> <li>Predicted off-site traffic (roadway) noise levels (dBA)</li> <li>Measurements of off-site noise levels (dBA)</li> </ul> | <ul style="list-style-type: none"> <li>Applicable Ministry of the Environment, Conservation and Parks (MECP) guidelines, technical standards and models</li> <li>Aerial mapping Imagery to confirm off-site points of reception</li> <li>Topographic and land-use mapping</li> <li>Land use zoning plans</li> <li>Proposed facility characteristics</li> <li>Landfill design and operations data</li> <li>Traffic counting, characterization and modelling studies, completed by the traffic consultant</li> <li>Niagara Waste Systems Limited Environmental Compliance Approval Amendment Acoustic Assessment Report (RWDI #1201154)</li> </ul> |
| <b>Walker Campus Noise</b> | <ul style="list-style-type: none"> <li>Predicted on-site traffic noise levels (dBA)</li> <li>Measurements of on-site noise sources (dBA)</li> </ul>            | <ul style="list-style-type: none"> <li>Applicable MECP guidelines, technical standards and models</li> <li>Aerial mapping Imagery to confirm off-site points of reception</li> <li>Topographic and land-use mapping</li> <li>Land use zoning plans</li> <li>Proposed facility characteristics</li> <li>Landfill design and operations data</li> <li>On-site noise source levels and operations verified by RWDI personnel during a site visit conducted on July 15, 2025</li> </ul>  |

All on-site measurements were consistent with ISO 3744:2010(E) (ISO, 2010a), and ISO 3746:2010(E) (ISO, 2010b) measurement standards, and the applicable portions of the MECP Publication NPC-103 (MOE, 1978). The measured sound pressure levels (SPL) were converted into sound power levels (PWL) based on measurement distances and the size of the equipment being measured, as appropriate. Weather conditions and measurement equipment meet the requirements set out in MECP Publication NPC-103 (MOE,1978).

### 3.2 Criteria

The applicable guidance for noise from landfill sites is contained in the following provincial publications:

- “Landfill Standards: A Guideline on the Regulatory and Approval Requirements for New or Expanding Landfilling Sites”. January 2012. Queen’s Printer for Ontario 2010. PIBS 7792e. (i.e., the “Landfill Guidelines”);
- “Noise Guidelines for Landfill Sites (Draft)”. October 1998. Ontario Ministry of the Environment. (i.e., the “Noise Guidelines”); and,
- Guideline D-4. “Land Use on or Near Landfills and Dumps”. April 1994. Ontario Ministry of the Environment. (i.e., “Guideline D-4”).



The provincial publication, NPC-300 *“Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning”* (August 2013), is not directly applicable to landfill sites but does contain supporting information and methods that may be generally relied upon in this assessment under the ToR. It would also apply to other non-landfill stationary noise sources at the Campus such as the asphalt plant, quarry, and landfill gas utilization plant.

### 3.2.1 Exclusion Limits

In Ontario, sound assessment criteria at points of reception (POR) are generally the higher of the minimum exclusion limit per provincial guidelines (e.g., the Noise Guidelines, NPC-300) or the minimum background sound level due to industry or road traffic that occurs or is likely to occur at a POR. The exclusion limit is applicable when the background sound level is lower than the exclusion limit.

For landfills, two time periods are defined for evaluation in the Noise Guidelines:

- **Daytime**, 0700h – 1900h; and,
- **Nighttime**, 1900h – 0700h.

Per the Noise Guidelines, the applicable one-hour energy equivalent sound level ( $L_{EQ(1-hr)}$ ) exclusion limit for noise from a landfill site is 45 dBA in any nighttime hour (19:00 – 07:00) and 55 dBA in any hour of the day (07:00 – 19:00) at the point of reception. For residential receptors where background (ambient) sound levels due to non-landfill related noise sources, such as road traffic, are higher than 55 dBA and 45 dBA minimum, the background ambient noise level may be used as the limit.

Background sound levels due to road traffic have been determined to be less than the guideline limits at PORs close to the Phase 2 landfill, therefore the limits of 55 and 45 dBA apply.

These limits only apply to the landfilling activities such as trucks and excavators. Other activities at the Walker Campus (e.g., asphalt plant, aggregate operations, composting, landfill gas plant) would be subject to the stationary source limits of NPC-300. These facilities are permitted separately and are not the subject of approval here but are assessed together with the proposed landfill sources to assess the magnitude of sound level changes for EA purposes.

### 3.2.2 Impulsive Noise (Pest Control)

The Noise Guideline states sound from impulsive pest control devices such as shotguns, bangers and crackers are assessed separately from other noise sources at the landfill. This type of impulsive noise is assessed as a Logarithmic Mean Impulse Sound Level (LLM), with a limit of 70 dBA<sub>I</sub> at the point of reception.

Sound from quasi-steady impulsive pest control devices such as whistles or screamers are also assessed separately from the other noise sources at the landfill. The noise is assessed as a one-hour  $L_{EQ}$ , with a limit of 60 dBA at the point of reception.



### 3.2.3 Quarry Blasting

Blasting activities associated with quarry operations are evaluated separately from other noise or vibration sources per MECP NPC-119. The applicable criteria for blasting are:

- Ground-borne Vibration Peak Particle Velocity (PPV) of 12.5 mm/s; and,
- Sound Overpressure Level of 128 dBL.

Based on historical blasting records, the existing quarry meets the blasting limits at all nearby receptors. Since blasting will end when the proposed landfill replaces the quarry, no blasting effects are anticipated as part of the proposed project. Therefore, quarry blasting has not been considered further in the assessment.

## 3.3 Points of Reception

A point of reception (POR) is defined as a location where noise from landfill operations, ancillary facilities, pest control devices or haul route is received. As defined by provincial guidelines, PORs are located:

- On the façade of a dwelling;
- On the property of, and within 30 m of a dwelling;
- On the façade of a noise-sensitive commercial-purpose building (e.g., hotel, motel);
- On the façade of a noise-sensitive institutional-purpose building (e.g., hospital, day nursery, educational facility, place of worship not on commercially or industrially zoned land); or
- On a vacant lot zoned for noise-sensitive use that is accessible by public road or navigable waterway.

### 3.3.1 Common Receptors

A base set of common receptors (CR) was identified by the EA team. The CR locations are intended to be common across all disciplines and show the net effects in various areas around the proposed Phase 2 landfill. They are summarized in **Table 3-2** and are presented in **Figure 3-1**. For noise assessment purposes, many of these receptors are beyond the reasonable zone of influence for noise from the landfill which is generally constrained to the LSA (i.e., 1.0 km from the landfill).



**Table 3-2: Common Receptor Summary**

| Receptor ID | Receptor Description  |
|-------------|---|
| CR01        | Located approximately 1094m from boundary of proposed Waste Disposal Site Boundary Limits. Representative of residences on Warner Road and the Niagara Escarpment. Near NR1 identified by RWDI.   |
| CR04        | Located approximately 550m from boundary of proposed Waste Disposal Site Boundary Limits. Representative of the residences on Garner Rd. south of Mountain Rd. and north of the transmission line that crosses Garner Rd. north of Thorold Stone Rd. Same as NR4 identified by RWDI.  |
| CR05        | Located approximately 450m from boundary of proposed Waste Disposal Site Boundary Limits.   |
| CR06        | Located approximately 2577m from boundary of proposed Waste Disposal Site Boundary Limits. Located at the eastern edge of the urban boundary for the City of Thorold, it serves as representative of a wide variety of residential, institutional, recreational and commercial developments within the City.  |
| CR07        | Located approximately 2005m southeast from boundary of proposed Waste Disposal Site Boundary Limits. Representative of an important public facility, a cluster of residences backing onto Kalar Rd. at Thorold Stone Rd., commercial businesses at the corner of Kalar Rd. and Thorold Stone Rd. and the Shriner's Woodlot Park off Kalar Rd.         |
| CR08        | Located approximately 1197m west from boundary of proposed Waste Disposal Site Boundary Limits. Represents an important public feature along Thorold Townline Road, used for outdoor public ceremonies and informal recreational activities.  |
| CR10        | Located approximately 1186m west from boundary of proposed Waste Disposal Site Boundary Limits. Representative of two public institutional facilities with outdoor components and industrial/commercial operations along Old Thorold Stone Road to the west and southwest.  |
| CR11        | Located approximately 1295m north from boundary of proposed Waste Disposal Site Boundary Limits. Representative of the outdoor recreational uses at the Bruce Trail along the Niagara Escarpment, Walker's Living Campus and Royal Niagara Golf Club. Serves as a location along Taylor Road, often used for biking and country drives.               |
| CR12        | Located approximately 1655m northeast from boundary of proposed Waste Disposal Site Boundary Limits. Representative of a cluster of residences east of the Queen Elizabeth Way. Can also be considered a control site that is not likely to have noticeable noise, dust, traffic or visual effects from the landfill.                                 |
| CR13        | Located approximately 1787m south from boundary of proposed Waste Disposal Site Boundary Limits. Representative of the outdoor recreational uses at the Beechwood Golf Course and along Beaver Dams Road.   |
| CR14        | Located approximately 1181m east from boundary of proposed Waste Disposal Site Boundary Limits. Representative of an area proposed for future residential development and the western edge of the City of Niagara Falls urban area boundary.  |
| CR15        | Located approximately 1984m north from boundary of proposed Waste Disposal Site Boundary Limits. Representative of the southern edge of the Glendale Secondary Plan Area proposed for future residential development and the Niagara-on-the Lake urban area boundary. Additionally representative of the Royal Niagara Golf Club and Niagara College. |



| Receptor ID | Receptor Description  |
|-------------|---|
| CR16        | Located approximately 2893m northwest from boundary of proposed Waste Disposal Site Boundary Limits. Representative of nearest area within the City of St. Catharines municipal boundary at the corner of Glendale Road and the Welland Canal Parkway and recreational trail. |
| CR17        | Located approximately 456m from boundary of proposed Waste Disposal Site Boundary Limits. Representative of the nearest residence northeast of the Waste Disposal Site Boundary Limits, and Gauld Nurseries, an important local business.                                     |
| CR18        | Located approximately 1054m from boundary of proposed Waste Disposal Site Boundary Limits. Representative of the cluster of residences on Garner Rd south of the transmission line and north of Thorold Stone Rd.   |
| CR19        | Located approximately 1033m from boundary of proposed Waste Disposal Site Boundary Limits. This is a Walker-owned property that is currently tenanted. Same as NR7 identified by RWDI.  |
| CR20        | Located approximately 1585m from boundary of proposed Waste Disposal Site Boundary Limits. Representative of subdivision east of Kalar Road.  |
| CR21        | Located approximately 1146m from boundary of proposed Waste Disposal Site Boundary Limits. Near NR1 identified by RWDI.   |

### 3.3.2 Noise Receptors

Eight (8) receptors were also identified by RWDI as representative noise receptors (NRs) for the noise assessment. They are existing residences and accessible vacant lots where noise-sensitive uses are permitted. These receptors are considered noise-sensitive per provincial guidelines, are within the LSA, and are the nearest receptor in each notable compass direction to the proposed landfill expansion. The locations are summarized in **Table 3-3** and are presented in **Figure 3-2**. They are numbered sequentially continuing from the last common receptor.

All NR locations have been modelled at two distinct heights based on the evaluation period consistent with provincial guidelines. Daytime levels have NR locations modelled at 1.5 m above grade, while evening and nighttime periods have NR locations modelled at 4.5 m, for residences up to two stories in height.



**Table 3-3: Noise Receptors**

| Receptor ID | Receptor Description   |
|-------------|--|
| NR22        | Residential property approximately 1115 m to the north of the Phase 2 landfill on Taylor Road.   |
| NR23        | Vacant (i.e., no dwelling) agricultural property approximately 325 m to the north of the Phase 2 landfill on Taylor Road.  |
| NR24        | Walker-owned vacant residential property approximately 223 m to the north of the Phase 2 landfill on Mountain Road. Dwelling has been removed from the property. |
| NR25        | Residential property approximately 550 m to the east of the Phase 2 landfill on Garner Road.   |
| NR26        | Walker-owned vacant residential property approximately 150 m to the south of the Phase 2 landfill on Taylor Road. Dwelling has been removed from the property.   |
| NR27        | Vacant residential property approximately 900 m to the south of the Phase 2 landfill on Taylor Road. Dwelling has been removed from the property.                |
| NR28        | Walker-owned tenanted residential property approximately 1033 m to the southwest of the Phase 2 landfill on Old Thorold Stone Rd.                                |
| NR29        | Walker-owned vacant residential property approximately 150 m to the east of the facility on Garner Road. There is no dwelling present on the property.           |

## 3.4 Modelling Approach

Modelling of sound level propagation to the nearby PORs was completed using Cadna/A (Version 2025 – 211.5558), a commercially available implementation of the ISO 9613 (ISO, 1996) algorithms. Cadna/A is produced by Datakustik GmbH. The Cadna/A modelling takes into account the following factors:

- Source sound power level;
- Distance attenuation;
- Source-receptor geometry including heights, elevations and topography;
- Barrier effects of the site and surrounding buildings;
- Ground and air (atmospheric) attenuation; and,
- Meteorological effects on sound propagation.

### 3.4.1 Offsite Road Traffic

Traffic volumes on public roadways within the LSA were considered, including the following secondary highways and local roadways:

- Taylor Road (Highway 70);
- Mountain Road;
- Garner Road;
- Thorold Stone Road (Highway 57);
- Beechwood Rd; and,
- Thorold Townline Road.



Road traffic on the Queen Elizabeth Way highway located east of the proposed landfill in the RSA is considered a distant contributor to the existing noise condition and not included in the ORNAMENT calculation assessment. Since the LSA is the main focus for acoustic analysis, background noise due to offsite traffic was predicted at all Noise Receptors, but not at Common Receptors.

The modelling considered the following factors:

- Road traffic parameters including traffic volume and speed limits;
- Vehicle type (automobiles, medium trucks, and heavy trucks); and,
- Source-receptor characteristics, including heights, distances, and ground type.

A traffic count field study was coordinated by the traffic consultant, TYLin. The traffic data supplied for this assessment is included in **Appendix A. Table 3-4** presents a summary of the offsite road traffic data used for modelling.

The vehicle volumes were modelled as per the traffic consultant growth projections. Heavy vehicle percentages were based on the traffic consultant supplied traffic report. The road traffic noise for this study includes only the contribution of vehicles from non-landfilling activities (i.e., public traffic on public roadways). The haul route traffic was provided in the Facility Characteristics Report dated March 31, 2026. The haul route traffic was removed from the corresponding roadways and is not included in the modelling for background offsite traffic sound.

**Table 3-4: Offsite Road Traffic Modelling Inputs**

| Roadway            | Intersection                      | Segment | Current Traffic (AADT) | Speed Limit (km/hr) | % Heavy Vehicles (Day) | % Heavy Vehicles (Night) |
|--------------------|-----------------------------------|---------|------------------------|---------------------|------------------------|--------------------------|
| Taylor Rd          | Taylor Rd + Thorold Stone Rd      | North   | 6055 <sup>[1]</sup>    | 60                  | 0.3                    | 0.4                      |
| Taylor Rd          | Taylor Rd + Thorold Stone Rd      | South   | 3014                   | 60                  | 2.6                    | 4.2                      |
| Thorold Stone Rd   | Taylor Rd + Thorold Stone Rd      | East    | 15174                  | 80                  | 1.1                    | 1.8                      |
| Thorold Stone Rd   | Taylor Rd + Thorold Stone Rd      | West    | 18508 <sup>[1]</sup>   | 80                  | 0.4                    | 0.6                      |
| Mountain Rd        | Taylor Rd + Mountain Rd           | East    | 3351                   | 60                  | 2.2                    | 3.5                      |
| Taylor Rd          | Taylor Rd + Primary Quarry Access | North   | 5390                   | 60                  | 2.4                    | 3.9                      |
| Thorold Towline Rd | Taylor Rd + Thorold Townline Rd   | West    | 930                    | 60                  | 7.0                    | 11.2                     |
| Mountain Rd        | Garner Rd + Mountain Rd           | East    | 3648                   | 60                  | 2.0                    | 3.3                      |
| Mountain Rd        | Garner Rd + Mountain Rd           | West    | 3312                   | 60                  | 2.1                    | 3.3                      |
| Garner Rd          | Garner Rd + Mountain Rd           | North   | 161                    | 60                  | 4.9                    | 7.9                      |
| Garner Rd          | Garner Rd + Mountain Rd           | South   | 901                    | 60                  | 0.7                    | 1.2                      |



| Roadway          | Intersection                    | Segment | Current Traffic (AADT) | Speed Limit (km/hr) | % Heavy Vehicles (Day) | % Heavy Vehicles (Night) |
|------------------|---------------------------------|---------|------------------------|---------------------|------------------------|--------------------------|
| Beechwood Rd     | Beechwood Rd + Thorold Stone Rd | North   | 428                    | 60                  | 1.8                    | 2.9                      |
| Beechwood Rd     | Beechwood Rd + Thorold Stone Rd | South   | 487                    | 60                  | 2.1                    | 3.4                      |
| Thorold Stone Rd | Beechwood Rd + Thorold Stone Rd | East    | 15035                  | 80                  | 1.1                    | 1.7                      |
| Thorold Stone Rd | Beechwood Rd + Thorold Stone Rd | West    | 15046                  | 80                  | 1.1                    | 1.7                      |

**Note:** 1. Truck traffic related to Walker's South Landfill operations are removed.

Sound levels due to offsite road traffic were predicted by inputting sound emission data from ORNAMENT (MOE, 1989) into line sources in the Cadna/A software package which uses ISO 9613 for propagation. A validation point was evaluated south of Thorold Stone Road located 39m from the centerline of Taylor Road. The results are within 0.1 dB of the ORNAMENT calculation, demonstrating excellent agreement, and the sample calculation is provided in **Appendix B**.

### 3.4.2 Rail Traffic

A rail line is located 340 m north of the South Landfill property line. The rail line is a freight line along the CN Grimsby Subdivision. Based on the Government of Canada "Grade Crossing Inventory", 16 trains may travel along the line daily. A copy of the Grade Crossing Inventory is provided in **Appendix A**.

A review of the ambient monitoring conducted in the area indicated a maximum of 4 trains during the daytime (07:00 - 19:00) and a maximum of 2 trains during the evening/nighttime (19:00 - 07:00). As such the daily number of trains identified from the audio review were used in this study, which conservatively represents the ambient (i.e., quieter sound levels). **Table 3-5** presents a summary of the CN Grimsby Subdivision rail data used for modelling.

**Table 3-5: Rail Traffic Modelling Inputs**

| Rail Subdivision | Modelled Number of Trains |                               | Train Max Speed (km/hr) |
|------------------|---------------------------|-------------------------------|-------------------------|
|                  | Day (07:00 - 19:00)       | Evening/Night (19:00 - 07:00) |                         |
| Grimsby          | 4                         | 2                             | 104                     |

Sound levels due to rail traffic were predicted by inputting the above rail data into the U.S. FTA/FRA line source algorithms in the Cadna/A software package.



### 3.4.3 Walker Resource Management Campus

The existing Campus consists of multiple facilities which include a landfill, asphalt plant, landfill gas utilization plant, and quarry. The landfill gas utilization plant operates continuously, 24 hours a day, 7 days a week. All other facilities only operate during the daytime (07:00 – 19:00) only. Sound power levels for continuous sources modelled were determined from manufacturer data and on-site measurements conducted by RWDI on July 15, 2025.

#### 3.4.3.1 Landfill

The existing South Landfill Phase 1 is in the southwestern portion of the Campus. The landfill sources consist of dozers, excavators, compactors, tippers and haul trucks. The dozers, excavators, compactors and tippers are modelled as a point source within the working areas. Haul trucks are modelled as line sources moving throughout the working area, travelling at speeds between 20 to 40 km/h, consisting of a peak of 36 movements within an hour. The locations of the modelled landfill sources are shown in **Figure 3-3**, and the source information is summarized in **Table 3-6**.

**Table 3-6: Existing Phase 1 Landfill Sources**

| Source ID        | Source Description | Source Type | Overall PWL (dBA) | Source Height (m) | Source Characteristic |
|------------------|--------------------|-------------|-------------------|-------------------|-----------------------|
| LF_IIb_lfwf_dzr  | Dozer              | P           | 114               | 2.5               | S                     |
| LF_IIb_lfwf_exc  | Excavator          | P           | 112               | 1.5               | S                     |
| LF_IIb_lfwf_idr1 | Compactor          | P           | 102               | 2.5               | S                     |
| LF_IIb_lfwf_idr2 | Compactor          | P           | 102               | 2.5               | S                     |
| LF_IIb_lfwf_idr3 | Compactor          | P           | 102               | 2.5               | S                     |
| LF_IIb_lfwf_idr4 | Compactor          | P           | 102               | 2.5               | S                     |
| LF_IIb_lfwf_idr5 | Compactor          | P           | 102               | 2.5               | S                     |
| LF_IIb_lfwf_tpr1 | Tipper             | P           | 108               | 1.5               | S                     |
| LF_IIb_lfwf_tpr2 | Tipper             | P           | 108               | 1.5               | S                     |
| LF_IIb_HR2lfwf   | Tractor Trailer    | L           | 113               | 3.5               | S                     |
| LF_IIb_HRqp_OB   | Articulate Truck   | L           | 114               | 3.5               | S                     |

**Notes:** 1. Source type as defined in the acoustic modelling: P = Point Source, A = Area Source, L = Line Source  
2. Sound characteristics per NPC-104: S = Steady, Q = Quasi-Steady Impulsive, I = Impulsive, B = Buzzing, T = Tonal, C = Cyclic

Impulsive sources were also considered. The impulsive sources considered were a banger, cracker, and shotgun, which are used for pest control throughout the site. The banger and cracker are used up to 25 times per day, and the shotgun is used up to approximately 540 times throughout the year which is in accordance with Walkers federal permit. Under predictable worst-case conditions the impulsive sound from the sources listed will be 3 bangs or less in one hour during the daytime. The modelled pest control sources are also shown in **Figure 3-3**. The source information is summarized in **Table 3-7**.



**Table 3-7: Existing Phase 1 Landfill Pest Control Sources**

| Source ID            | Source Description | Source Type | Overall PWL (dBA) | Source Height (m) | Source Characteristic |
|----------------------|--------------------|-------------|-------------------|-------------------|-----------------------|
| LF_I_II_lfwf_bngr    | Banger             | P           | 144               | 8                 | I                     |
| LF_I_II_lfwf_crac    | Cracker            | P           | 137               | 8                 | I                     |
| LF_I_II_lfwf_shotgun | Shotgun            | P           | 150               | 1.5               | I                     |

**Notes:** 1. Source type as defined in the acoustic modelling: P = Point Source, A = Area Source, L = Line Source  
2. Sound characteristics per NPC-104: S = Steady, Q = Quasi-Steady Impulsive, I = Impulsive, B = Buzzing, T = Tonal, C = Cyclic

### 3.4.3.2 Asphalt Plant

The existing asphalt plant is in the northwestern portion of the Campus. The asphalt plant consists of dust collectors, compressors, elevators, conveyors to move material, dryers, pug mills, recycled asphalt (RAP) bins and haul trucks. The dust collectors, compressors, elevators, conveyors, dryers, pug mills, and RAP bins are modelled as point sources within the working areas. Haul trucks are modelled as line sources moving throughout the working area, travelling at speeds between 40 km/h, consisting of a peak of 20 movements within an hour. The locations of the asphalt plant sources are shown in **Figure 3-4** and their source information is summarized in **Table 3-8**.

No impulsive sources of noise were identified at the asphalt plant.

**Table 3-8: Asphalt Plant Sources**

| Source ID       | Source Description            | Source Type | Overall PWL (dBA) | Source Height (m) | Source Characteristic |
|-----------------|-------------------------------|-------------|-------------------|-------------------|-----------------------|
| Q_asph_comp     | Compressor Vent               | P           | 96                | 0.6               | S                     |
| Q_asph_DC_m     | Dust Collector Blower (motor) | P           | 95                | 2                 | S                     |
| Q_asph_DC_s_p1a | Dust Collector Blower (stack) | P           | 98                | 20                | S                     |
| Q_asph_elev     | Elevator Motor                | P           | 101               | 19                | S                     |
| Q_asph_IDLE_TRK | Idling Truck                  | P           | 96                | 3.5               | S                     |
| Q_asph_motor    | Conveyor Motor                | P           | 107               | 4                 | S                     |
| Q_asph_dryer    | Dryer Motor                   | P           | 102               | 5.8               | S                     |
| Q_asph_pugdoor  | Pug Mill Door                 | P           | 107               | 4                 | S                     |
| Q_asph_pugmill  | Pug Mill Motor                | P           | 105               | 5                 | S                     |
| Q_asph_rapbin   | RAP bin                       | P           | 102               | 2.2               | S                     |

**Notes:** 1. Source type as defined in the acoustic modelling: P = Point Source, A = Area Source, L = Line Source  
2. Sound characteristics per NPC-104: S = Steady, Q = Quasi-Steady Impulsive, I = Impulsive, B = Buzzing, T = Tonal, C = Cyclic



### 3.4.3.3 Landfill Gas Utilization Plant

The existing landfill gas utilization plant is in the southwestern portion of the Campus, just west of the existing Phase 1 landfill. The plant consists of gas flares, portable generators, blowers, skids, exhaust stacks, chillers, HVAC, cooling fans and breakout noise through louvres. All sources were modelled as point sources within the plant working area. The location of the modelled landfill sources is shown in **Figure 3-5**, and their source information is summarized in **Table 3-9**.

No impulsive sources of noise were identified at the plant.

**Table 3-9: Landfill Gas Utilization Plant Sources**

| Source ID  | Source Description                   | Source Type | Overall PWL (dBA) | Source Height (m) | Source Characteristic |
|--|--------------------------------------|-------------|-------------------|-------------------|-----------------------|
| LF_Flare1_in   | Gas Flare Inlet                      | P           | 75                | 1                 | S                     |
| LF_Flare2_in<br>LF_Flare3_in<br>LF_Flare6_in                     | 3 Gas Flare Inlets<br>(2, 3 & 6)     | P           | 99                | 1                 | S                     |
| LF_Flare2_stk<br>LF_Flare3_stk<br>LF_Flare6_stk                  | 3 Gas Flare Stacks<br>(2, 3 & 6)     | P           | 92                | 15.2              | S                     |
| LF_PGen1   | Portable Generator                   | P           | 105               | 2.5               | S                     |
| LF_PGen2   | Portable Generator                   | P           | 97                | 1.5               | S                     |
| LG_B5  | Siloxane Purge Fan Blower            | P           | 102               | 1.5               | S                     |
| LG_baydoor   | Baydoor                              | P           | 101               | 1.8               | S                     |
| LG_BLW_1001  | Feed Blower                          | P           | 96                | 1.5               | S                     |
| LG_BLW_6001  | RTO Blower                           | P           | 96                | 1.5               | S                     |
| LG_BLW_4004_A<br>LG_BLW_4004_B<br>LG_BLW_4004_C<br>LG_BLW_4004_D | 4 NRU Skids<br>(A, B, C & D)         | P           | 96                | 1.5               | S                     |
| LG_Gen1  | Generator 1                          | P           | 104               | 2                 | S                     |
| LG_Gen1_stk  | Generator 1 Combustion Exhaust Stack | P           | 104               | 6                 | S                     |
| LG_Gen4  | Generator 4                          | P           | 100               | 1.5               | S                     |
| LG_Gly_CH1<br>LG_Gly_CH2   | 2 Chillers                           | P           | 96                | 1.5               | S                     |
| LG_HVAC1   | HVAC                                 | P           | 82                | 1                 | S                     |
| LG_HX_1002_1<br>LG_HX_1002_2                                     | 2 Cooler Fan Blowers                 | P           | 94                | 2.9               | S                     |
| LG_HX_5106_01<br>To<br>LG_HX_5106_12                             | 12 Chillers                          | P           | 88                | 2                 | S                     |
| LG_HX_5107   | Chiller                              | P           | 92                | 1.5               | S                     |



| Source ID  | Source Description              | Source Type | Overall PWL (dBA) | Source Height (m) | Source Characteristic |
|--|---------------------------------|-------------|-------------------|-------------------|-----------------------|
| LG_HX_5800A_1<br>LG_HX_5800A_2<br>LG_HX_5800B_1<br>LG_HX_5800B_2 | 4 Chillers                      | P           | 94                | 3                 | S                     |
| LG_L1  | Louvre                          | P           | 102               | 3.5               | S                     |
| LG_L2  | Louvre                          | P           | 101               | 3.5               | S                     |
| LG_L3  | Louvre                          | P           | 105               | 1.3               | S                     |
| LG_L4  | Louvre                          | P           | 105               | 2.4               | S                     |
| LG_L5  | Louvre                          | P           | 105               | 3.2               | S                     |
| LG_L6  | Louvre                          | P           | 104               | 0.4               | S                     |
| LG_Rad1_p2r<br>LG_Rad2_p2r                                       | 2 Coolant Radiators             | P           | 109               | 2                 | S                     |
| LG_RTO   | RTO                             | P           | 88                | 3                 | S                     |
| LG_Skid5_Encl  | Siloxane Skid Enclosure         | P           | 101               | 1.5               | S                     |
| LG_Evapco  | Evapco Unit                     | P           | 97                | 2.5               | S                     |
| LG_C_2501A_roof<br>LG_C_2501B_roof                               | Feed Compressor Building Roof   | A           | 91                | 3.1               | S                     |
| LG_C_4501A_roof<br>LG_C_4501B_roof                               | Sales Compressor Building Roof  | A           | 89                | 3.1               | S                     |
| LG_C_2501A_walls<br>LG_C_2501B_walls                             | Feed Compressor Building Walls  | A           | 98                | 3                 | S                     |
| LG_C_4501A_walls<br>LG_C_4501B_walls                             | Sales Compressor Building Walls | A           | 94                | 3                 | S                     |

**Notes:** 1. Source type as defined in the acoustic modelling: P = Point Source, A = Area Source, L = Line Source  
2. Sound characteristics per NPC-104: S = Steady, Q = Quasi-Steady Impulsive, I = Impulsive, B = Buzzing, T = Tonal, C = Cyclic

### 3.4.3.4 Quarry

Quarry activities occur in two locations within the Walkers property. Quarry working face and overburden work, which includes haul trucks, excavators and drills, occurs in the eastern portion of the Walkers property where the proposed Phase 2 Landfill will be. Haul trucks, modelled as line sources then move from this location to the primary crusher and processing plant, travelling at speeds between 40 km/h, consisting of a peak of 40 movements within an hour.

Quarry crushing activities occur within the primary crusher and processing plant. These activities include crushers, conveyor hoppers, loaders, scalpers, sizers, and haul trucks. Haul trucks performing quarry-related activities within the processing plant were modelled as line sources, travelling at speeds between 40 km/h, consisting of a peak of 40 movements within an hour. All other sources were modelled as point sources. The locations of the modelled landfill sources are shown in **Figure 3-6** and the source information is summarized in **Table 3-10**.



Sound and vibration due to blasting currently occurs at the quarry. As noted, these activities are evaluated separately from other sources of sound or vibration. Since historical blasting records demonstrate that sound (i.e., overpressure) and vibration (i.e., PPV) blasting limits are achieved at nearby receptors, and there will be no source of blasting emissions when the landfill replaces the quarry, blasting has not been considered further in this assessment.

**Table 3-10: Quarry Sources**

| Source ID          | Source Description     | Source Type | Overall PWL (dBA) | Source Height (m) | Source Characteristic |
|--------------------|------------------------|-------------|-------------------|-------------------|-----------------------|
| Q_Ca_IDLE_TRK      | Idling Truck           | P           | 96                | 3.5               | S                     |
| Q_Ca_OB_exc        | Excavator              | P           | 108               | 3.5               | S                     |
| Q_Ca_qwf_exc       | Excavator              | P           | 108               | 3.5               | S                     |
| Q_Ca_qwf_drill     | Drill Rig              | P           | 124               | 2.5               | S                     |
| Q_Ca_qwf_dzr_trk   | Idle Dozer Truck       | P           | 120               | 2.5               | S                     |
| Q_qp_1crush        | Primary Crusher        | P           | 117               | 2.5               | S                     |
| Q_qp_2crush        | Secondary Crusher      | P           | 117               | 1.2               | S                     |
| Q_qp_3crush        | Tertiary Crusher       | P           | 111               | 5                 | S                     |
| Q_qp_3CrusherMotor | Crusher Conveyor Motor | P           | 107               | 13.5              | S                     |
| Q_qp_hppr_drp      | Conveyor Hopper        | P           | 103               | 8                 | S                     |
| Q_qp_hppr_mtr      | Conveyor Hopper Motor  | P           | 98                | 2                 | S                     |
| Q_qp_ldr_act       | Loader                 | P           | 106               | 2.5               | S                     |
| Q_qp_ldr_drp       | Loader Stone Drop      | P           | 100               | 2                 | S                     |
| Q_qp_sclp_scn      | Scalping Screen        | P           | 118               | 7                 | S                     |
| Q_qp_sizing_scn    | Sizing Screen          | P           | 110               | 10                | S                     |
| Q_qp_trk_drp       | Truck Stone Drop       | P           | 120               | 2                 | S                     |
| Q_SH_IDLE_TRK      | Idling Truck           | P           | 96                | 3.5               | S                     |
| Q_Cb_HRqp          | Haul Truck             | L           | 116               | 3.5               | S                     |
| Q_Cb_HRqp_OB       | Haul Truck             | L           | 110               | 3.5               | S                     |
| Q_E_HRqsp          | Haul Truck             | L           | 107               | 3.5               | S                     |
| Q_F_HRq_N          | Haul Truck             | L           | 118               | 3.5               | S                     |
| Q_F_HRq_S          | Haul Truck             | L           | 115               | 3.5               | S                     |

**Notes:** 1. Source type as defined in the acoustic modelling: P = Point Source, A = Area Source, L = Line Source  
2. Sound characteristics per NPC-104: S = Steady, Q = Quasi-Steady Impulsive, I = Impulsive, B = Buzzing, T = Tonal, C = Cyclic

### 3.5 Ambient Monitoring

Long-term monitoring was conducted at six locations within the LSA. The locations of the long-term monitoring are shown in **Figure 3-7**. Monitoring was conducted from July 15 to 23, 2025 to capture representative conditions in the area, particularly near the key noise receptors discussed above in Section 2.3.



Measurements were conducted in accordance with the applicable requirements of NPC-103 (MECP, 1978). Only data with meteorological conditions complying with NPC-103 criteria during the measurement period were used in the analysis of background sound levels. Weather conditions at the St. Catherines Niagara District Airport during the measurement period were used to remove periods that did not meet NPC-103 criteria. This weather data and the measurement equipment information is summarized in **Appendix C**.

Ambient monitoring captured the cumulative sound level due to existing traffic conditions and contributions from the existing landfilling and quarrying activities. Audio review of the measurement data was used to characterize the existing acoustic environment and provided auditory context on the soundscape. The audio review was used to remove portions of invalid data such as precipitation, high winds, and nearby event-based noise sources that may have elevated background levels (e.g., aircraft, human activity, lawnmowers). The ambient environment was found to be dominated by natural sounds such as birds, offsite road traffic, rail traffic from the CN Grimsby line and Campus operations.

The average 1-hour ambient sound levels ( $LA_{eq(1-hr)}$ ) during the daytime (07:00 – 19:00) and nighttime (19:00 – 07:00) are shown in **Table 3-11**. The minimum of the average measured 1-hour values over the day and night periods is found to correlate best with modelled traffic values. Graphical charts presenting the one-minute measured sound levels ( $LA_{eq(1-min)}$ ) are shown in **Appendix D**. Statistical values (e.g., L90) were also recorded, however, are not presented as all locations are expected to be a minimum Class 2 acoustical environment per NPC-300.



Table 3-11: Ambient Noise Monitoring Summary

| 2025 Date     | Average Hourly Sound Level, LA <sub>eq(1-hr)</sub> (dBA) |       |                     |       |                            |       |                     |       |                     |       |                     |       |
|---------------|--|-------|---------------------|-------|----------------------------|-------|---------------------|-------|---------------------|-------|---------------------|-------|
|               | Monitor 1<br>(NR22 & NR23)                               |       | Monitor 2<br>(NR24) |       | Monitor 3<br>(NR25 & NR29) |       | Monitor 4<br>(NR26) |       | Monitor 5<br>(NR27) |       | Monitor 6<br>(NR28) |       |
|               | Day  | Night | Day                 | Night | Day                        | Night | Day                 | Night | Day                 | Night | Day                 | Night |
| Tue., July 15 | 55   | 55    | 51                  | 48    | 45                         | 43    | 56                  | 52    | 56                  | 55    | 56                  | 56    |
| Wed., July 16 | 57   | 54    | 52                  | 47    | 47                         | 46    | 55                  | 49    | 57                  | 49    | 57                  | 49    |
| Thu., July 17 | 57   | 54    | 51                  | 48    | 53                         | 44    | 55                  | 52    | 61                  | 55    | 51                  | 50    |
| Fri., July 18 | 57   | 55    | 51                  | 48    | 47                         | 42    | 55                  | 53    | 59                  | 57    | 57                  | 50    |
| Sat., July 19 | 53   | 52    | 49                  | 47    | 46                         | 43    | 55                  | 51    | 56                  | 54    | 54                  | 48    |
| Sun., July 20 | 52   | 52    | 47                  | 47    | 45                         | 43    | 55                  | 51    | 59                  | 56    | 49                  | 50    |
| Mon., July 21 | 57   | 56    | 51                  | 48    | 46                         | 42    | 55                  | 52    | 60                  | 57    | 60                  | 53    |
| Tue., July 22 | 58   | 55    | 50                  | 48    | 46                         | 42    | 55                  | 53    | 58                  | 57    | 56                  | 53    |
| Wed., July 23 | 58   | -     | 52                  | -     | 47                         | -     | 56                  | -     | 57                  | -     | 56                  | -     |
| Minimum       | 52   | 52    | 47                  | 47    | 45                         | 42    | 55                  | 49    | 56                  | 49    | 49                  | 48    |
| Average       | 56   | 54    | 51                  | 48    | 46                         | 43    | 55                  | 52    | 58                  | 57    | 56                  | 52    |

Notes: Day: from 0700 – 1900. Night: from 1900 – 0700.  
A dash “-” indicates data not collected during this period.

## 4 RESULTS

### 4.1 Background Offsite Road and Rail Traffic

Modelled 1-hour background sound levels from offsite road and rail traffic at the nearby noise receptors are summarized in **Table 4-1**. Background offsite road and rail traffic was only assessed for noise receptors within the LSA and within the acoustical zone of influence from the Campus as captured by the ambient monitoring study. The common receptors outside the LSA are influenced by road traffic along roadways not included in the traffic study. These values are used to evaluate background sound levels. To facilitate a comparison of predictions to measurements, the predicted levels due to average traffic were compared with the lowest average hourly measured levels.



The results show reasonable agreement for most receptors which demonstrates the applicability of the model for predictions. Higher predicted levels may be due to differences in actual traffic levels compared to those modelled, and higher measured levels may result from the influence of sounds of nature.

**Table 4-1: Background Sound Levels Due to Offsite Road and Rail Traffic**

| POR ID | Description  | Predicted 1-hour Sound Level due to Average Road Traffic, LA <sub>EQ(1-hr)</sub> (dBA) |                      | Applicable Noise Monitor | Lowest Measured Average Hourly Sound Level, LA <sub>EQ(1-hr)</sub> (dBA) |                      |
|--------|--------------|--|----------------------|--------------------------|--|----------------------|
|        |              | Day <sup>[2]</sup>   | Night <sup>[2]</sup> |                          | Day <sup>[2]</sup>   | Night <sup>[2]</sup> |
| NR22_f | Façade       | 60   | 55                   | 1                        | 52   | 52                   |
| NR22_o | Outdoor area | 51   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR23_f | Façade       | 53   | 49                   | 1                        | 52   | 52                   |
| NR23_o | Outdoor area | 54   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR24_f | Façade       | 53   | 48                   | 2                        | 47   | 42                   |
| NR24_o | Outdoor area | 57   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR25_f | Façade       | 41   | 36                   | 3                        | 45   | 42                   |
| NR25_o | Outdoor area | 41   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR26_f | Façade       | 44   | 40                   | 4                        | 55   | 49                   |
| NR26_o | Outdoor area | 46   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR27_f | Façade       | 48   | 44                   | 5                        | 56   | 49                   |
| NR27_o | Outdoor area | 48   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR28_f | Façade       | 48   | 43                   | 6                        | 49   | 48                   |
| NR28_o | Outdoor area | 48   | n/a <sup>[1]</sup>   |                          |  |                      |
| NR29_f | Façade       | 43   | 39                   | 3                        | 45   | 42                   |
| NR29_o | Outdoor area | 42   | n/a <sup>[1]</sup>   |                          |  |                      |

**Notes:** [1] Outdoor levels are not evaluated during the nighttime.

[2] Day: 0700-1900. Night: 1900-0700.

Given the measured daytime and nighttime sound levels are generally lower than the applicable exclusion limits (i.e., 55 dBA and 45 dBA, respectively), the exclusion limits are conservatively assumed to apply at all receptors.

## 4.2 Walkers South Landfill

Sound levels due to the existing Campus were assessed cumulatively at the nearby receptors. **Figure 4-1** and **Figure 4-2** are contour plots of the daytime and nighttime sound level results, respectively. **Table 4-2** summarizes the results at the EA common receptors and **Table 4-3** summarizes the results for the local noise receptors. These results will be used in conjunction with the proposed landfill sources to assess the change in sound levels due to the project and hence enable evaluation of the net effects.



**Table 4-2: Modelled Sound Levels Due to Existing WRM Campus Sources at Common Receptors**

| POR  | Predicted 1-hour Sound Level (dBA) |                       |
|------|------------------------------------|-----------------------|
|      | Daytime (0700-1900)                | Nighttime (1900-0700) |
| CR01 | 49                                 | 38                    |
| CR04 | 48                                 | 36                    |
| CR05 | 45                                 | 39                    |
| CR06 | 41                                 | 32                    |
| CR07 | 37                                 | 26                    |
| CR08 | 49                                 | 45                    |
| CR10 | 50                                 | 48                    |
| CR11 | 49                                 | 37                    |
| CR12 | 36                                 | 25                    |
| CR13 | 38                                 | 31                    |
| CR14 | 40                                 | 30                    |
| CR15 | 43                                 | 31                    |
| CR16 | 40                                 | 29                    |
| CR17 | 45                                 | 34                    |
| CR18 | 42                                 | 32                    |
| CR19 | 47                                 | 44                    |
| CR20 | 40                                 | 29                    |
| CR21 | 58                                 | 36                    |

**Table 4-3: Modelled Sound Levels Due to Existing WRM Campus Sources at Noise Receptors**

| POR    | Predicted 1-hour Sound Level (dBA) |                       |
|--------|------------------------------------|-----------------------|
|        | Daytime (0700-1900)                | Nighttime (1900-0700) |
| NR22_f | 54                                 | 40                    |
| NR22_o | 53                                 | n/a <sup>[1]</sup>    |
| NR23_f | 54                                 | 47                    |
| NR23_o | 53                                 | n/a <sup>[1]</sup>    |
| NR24_f | 48                                 | 37                    |
| NR24_o | 48                                 | n/a <sup>[1]</sup>    |
| NR25_f | 51                                 | 38                    |
| NR25_o | 50                                 | n/a <sup>[1]</sup>    |
| NR26_f | 52                                 | 46                    |
| NR26_o | 50                                 | n/a <sup>[1]</sup>    |
| NR27_f | 47                                 | 42                    |
| NR27_o | 47                                 | n/a <sup>[1]</sup>    |
| NR28_f | 48                                 | 45                    |
| NR28_o | 47                                 | n/a <sup>[1]</sup>    |
| NR29_f | 50                                 | 38                    |
| NR29_o | 50                                 | n/a <sup>[1]</sup>    |

**Notes:** [1] Outdoor levels are not evaluated during the nighttime.

Impulsive pest control sources were evaluated separately from the continuous sources. **Table 4-4** summarizes the results from each pest control source at the common receptors and **Table 4-5** summarizes the results at the nearby noise receptors.



**Table 4-4: Modelled Sound Levels Due to Existing Pest Control Sources at Common Receptors**

| POR  | Predicted 1-hour Impulsive Sound Level (dBAI) |         |         |
|------|---|---------|---------|
|      | Banger  | Cracker | Shotgun |
| CR01 | 62  | 50      | 67      |
| CR04 | 58  | 55      | 70      |
| CR05 | 62  | 54      | 71      |
| CR06 | 56  | 47      | 62      |
| CR07 | 54  | 46      | 61      |
| CR08 | 63  | 48      | 70      |
| CR10 | 63  | 55      | 71      |
| CR11 | 60  | 46      | 66      |
| CR12 | 53  | 46      | 59      |
| CR13 | 55  | 47      | 61      |
| CR14 | 56  | 49      | 63      |
| CR15 | 56  | 41      | 61      |
| CR16 | 53  | 45      | 59      |
| CR17 | 61  | 54      | 67      |
| CR18 | 59  | 51      | 66      |
| CR19 | 63  | 56      | 68      |
| CR20 | 56  | 48      | 63      |
| CR21 | 49  | 40      | 64      |

**Table 4-5: Modelled Sound Levels Due to Existing Pest Control Devices at Noise Receptors**

| POR    | Predicted 1-hour Impulsive Sound Level (dBAI) |         |         |
|--------|---|---------|---------|
|        | Banger  | Cracker | Shotgun |
| NR22_f | 56  | 47      | 68      |
| NR22_o | 53  | 44      | 67      |
| NR23_f | 70  | 60      | 75      |
| NR23_o | 66  | 55      | 73      |
| NR24_f | 63  | 55      | 69      |
| NR24_o | 63  | 55      | 69      |
| NR25_f | 66  | 58      | 72      |
| NR25_o | 64  | 56      | 71      |
| NR26_f | 70  | 62      | 81      |
| NR26_o | 64  | 59      | 75      |
| NR27_f | 63  | 56      | 70      |
| NR27_o | 63  | 56      | 70      |
| NR28_f | 66  | 58      | 70      |
| NR28_o | 63  | 55      | 69      |
| NR29_f | 64  | 56      | 70      |
| NR29_o | 64  | 56      | 71      |

## 5 CONCLUSIONS

The existing conditions of the acoustic environment around the Campus is assessed. The evaluation includes existing operations from the Campus and background offsite road and rail traffic sound levels for noise receptors within the LSA.

The results from the road and rail traffic modelling suggest that the contribution from these sources is minimal at the nearby receptors, except for existing sound levels at NR22 being influenced by the nearby rail line train pass-bys. Hence, the exclusion sound level limits (i.e., 50 dBA daytime, 45 dBA nighttime) are applied for the assessment of the proposed landfill at all receptors.



The ambient monitoring measurements suggest that the ambient environment consists of natural sounds such as birds, offsite road traffic, rail traffic from the CN Grimsby line in addition to Campus operations. The ambient monitoring sound levels are consistent with the predicted modelled sound levels from both the Campus and background offsite road and rail traffic.

## 6 STATEMENT OF LIMITATIONS

This report entitled “Draft Noise Existing Conditions Report, Walker South Landfill Phase 2 Environmental Assessment” was prepared by RWDI AIR Inc. (“RWDI”) for WEG. The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein (“Project”). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

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

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

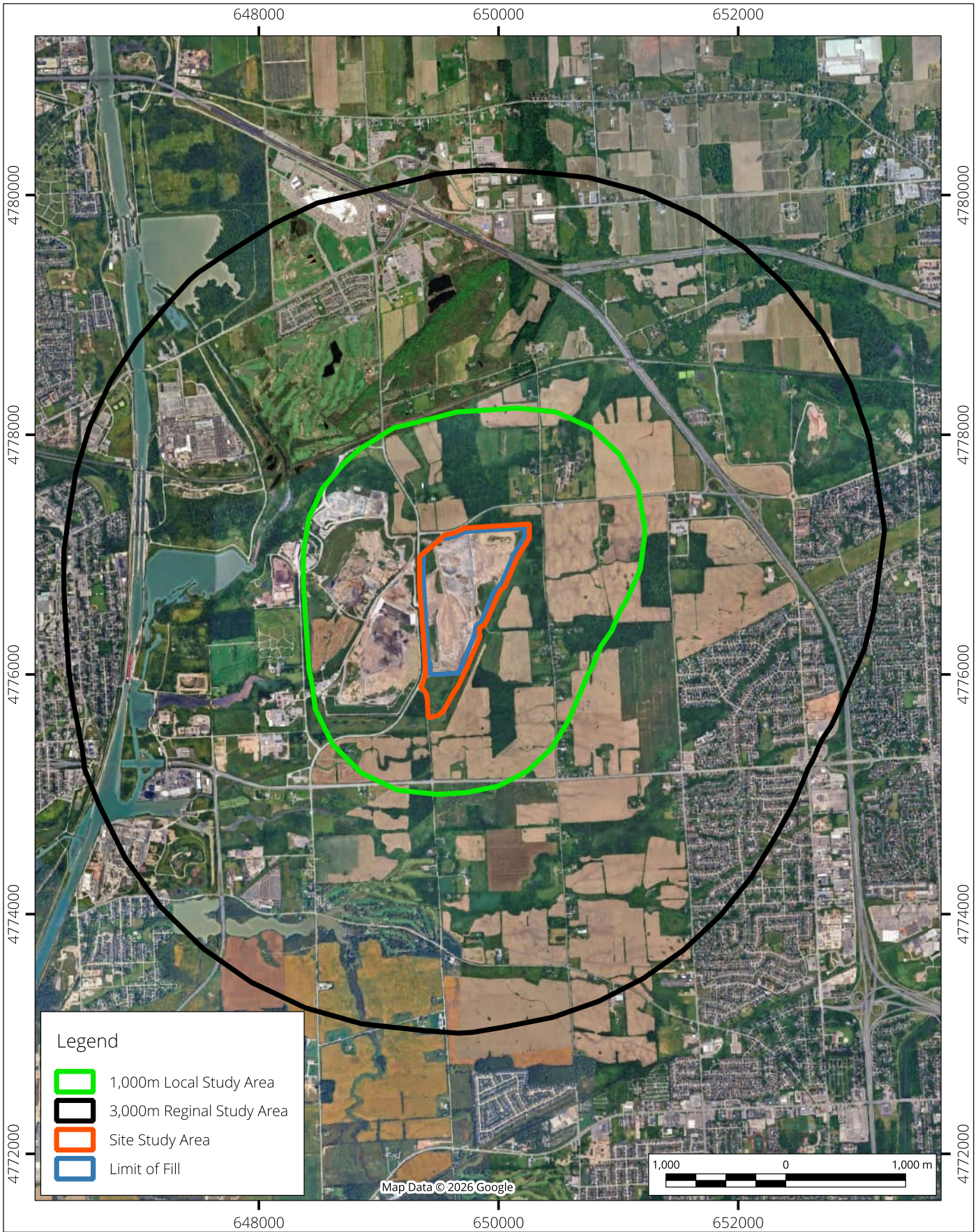


## 7 REFERENCES

1. Ontario Ministry of the Environment, Conservation and Parks (MECP), August 2013, Publication NPC-300, Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning (NPC-300)
2. Landfill standards: A guideline on the regulatory and approval requirements for new or expanding landfill sites, January 2012.
3. Ontario Ministry of the Environment (MOE), 1989, ORNAMENT Ontario Road Noise Analysis Method for Environment and Transportation, Technical Publication (MOE, 1989)
4. International Organization for Standardization (ISO), 1994, International Standard ISO 9613-1:1994, Acoustics – Attenuation of Sound during propagation outdoors. Part 1: Calculation of the absorption of sound by the atmosphere.
5. International Organization for Standardization (ISO), 1996, International Standard ISO 9613-2:1996, Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO, 1996)
6. Ontario Ministry of the Environment (MOE), 1978, Model Municipal Noise Control Bylaw, which includes Publication NPC-103 – Procedures, and Publication NPC-104 – Sound Level Adjustments.
7. Walker Environmental Group, Facility Characteristics report, South Landfill Phase 2 – Environmental Assessment, March 2026.
8. GHD Group, Walker SLFPH2 EA Common Receptors, June 2025.

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# FIGURES



Map Document: I:\2024\2402272\03\WorkItems\20\Environmental\Noise\Analysis\GIS\20260318 Walkers.qbz

### Study Areas

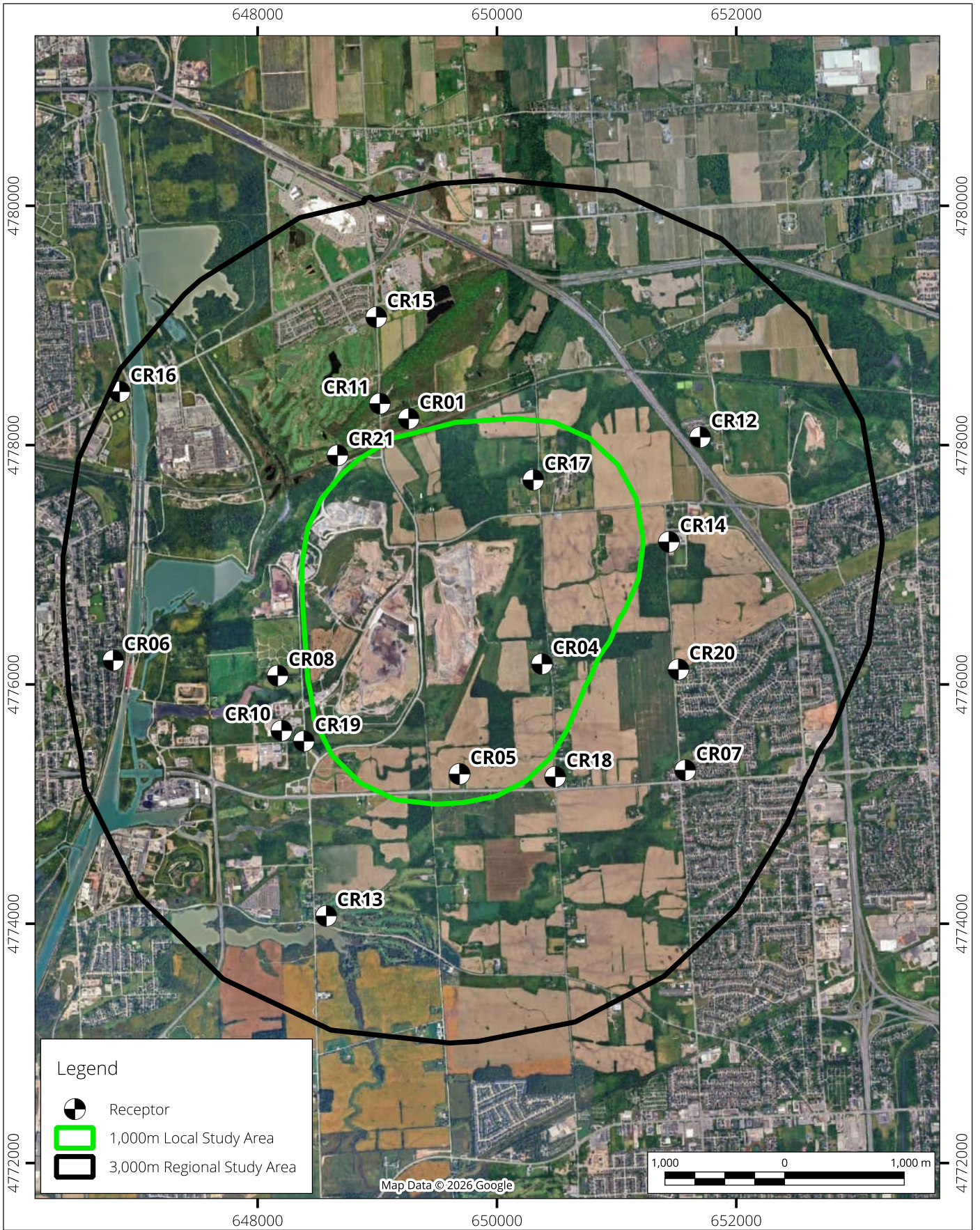
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Walker Phase 2 Landfill Expansion - Niagara Falls, Ontario



Project #: 2402272

|                            |             |
|----------------------------|-------------|
| Drawn by: KJZ              | Figure: 2-1 |
| Approx. Scale: 1:44,000    |             |
| Date Revised: Jun 08, 2026 |             |





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### Noise Sensitive Points of Reception Common Receptor Locations

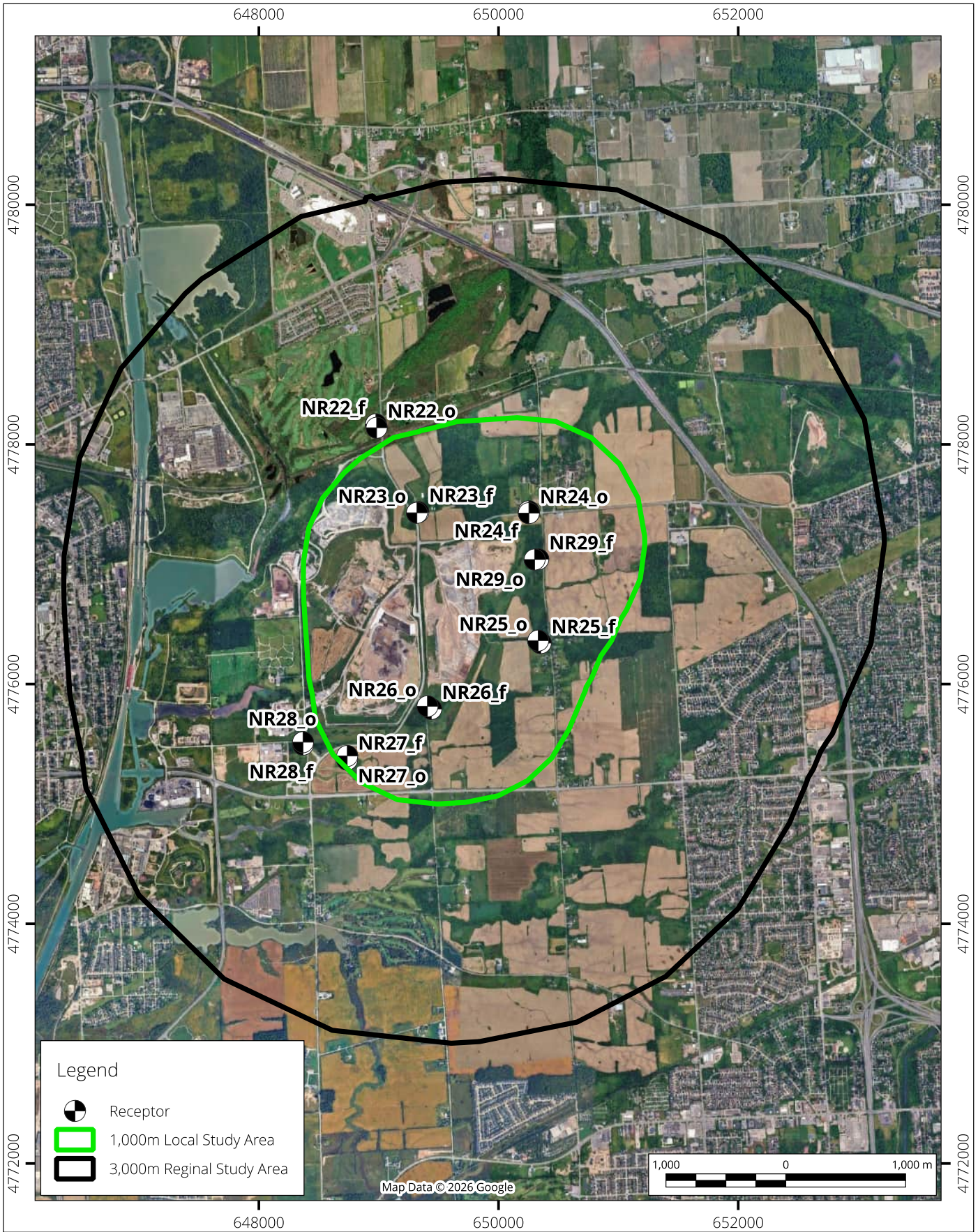
Map Projection: NAD 1983 UTM Zone 17N  
Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario



Project #: 2402272

|                            |             |
|----------------------------|-------------|
| Drawn by: KJZ              | Figure: 3-1 |
| Approx. Scale: 1:44,000    |             |
| Date Revised: May 01, 2026 |             |





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Noise Sensitive Points of Reception  
 RWDI Evaluated Points of Reception

Map Projection: NAD 1983 UTM Zone 17N  
 Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario



Project #: 2402272

|                            |             |
|----------------------------|-------------|
| Drawn by: KJZ              | Figure: 3-2 |
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| Date Revised: May 01, 2026 |             |





Significant Source Locations  
Walkers South Landfill - Landfill Sources

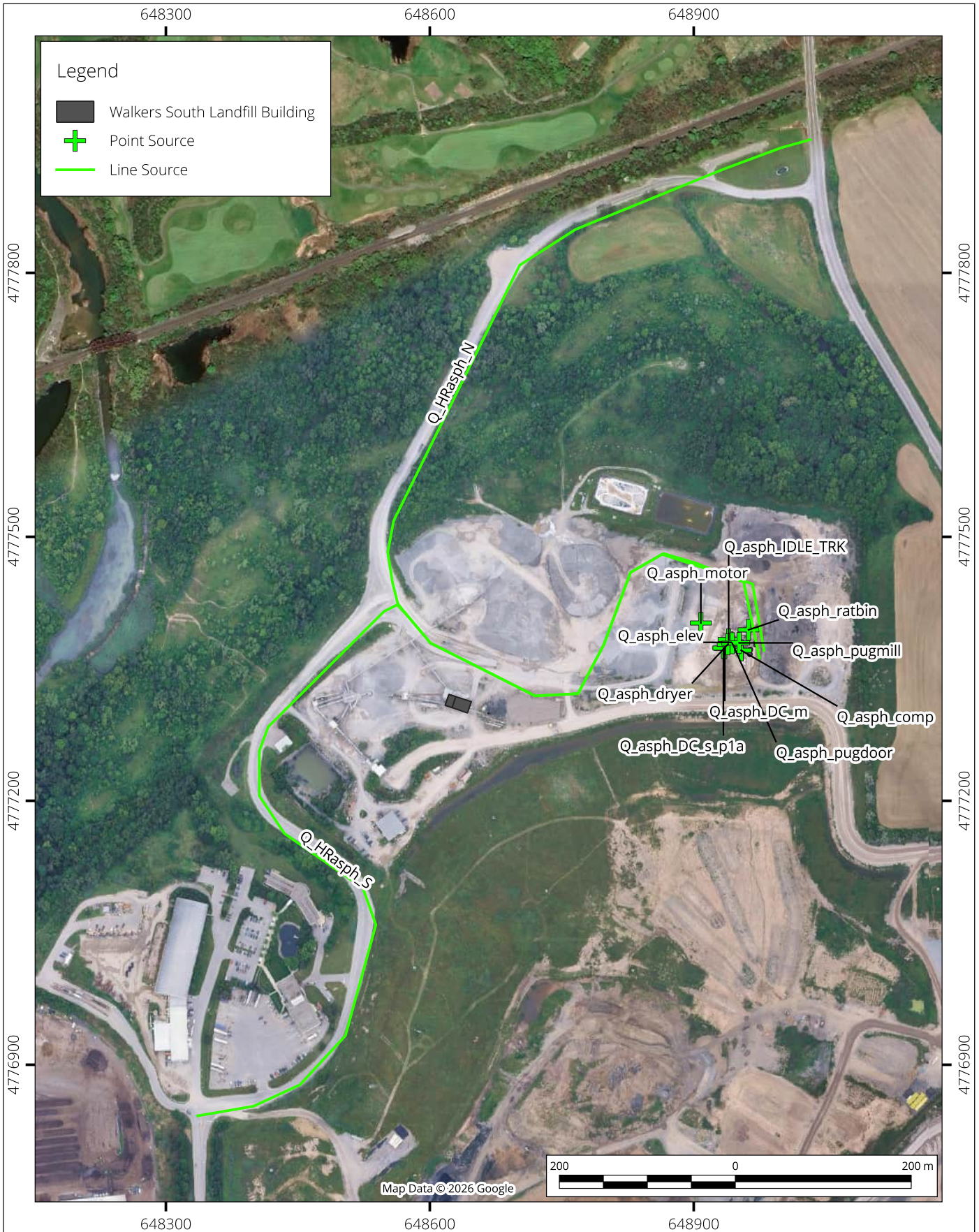
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Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario



Project #: 2402272

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|----------------------------|-------------|
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| Date Revised: May 01, 2026 |             |





**Significant Source Locations**  
 Walkers South Landfill - Asphalt Plant Sources

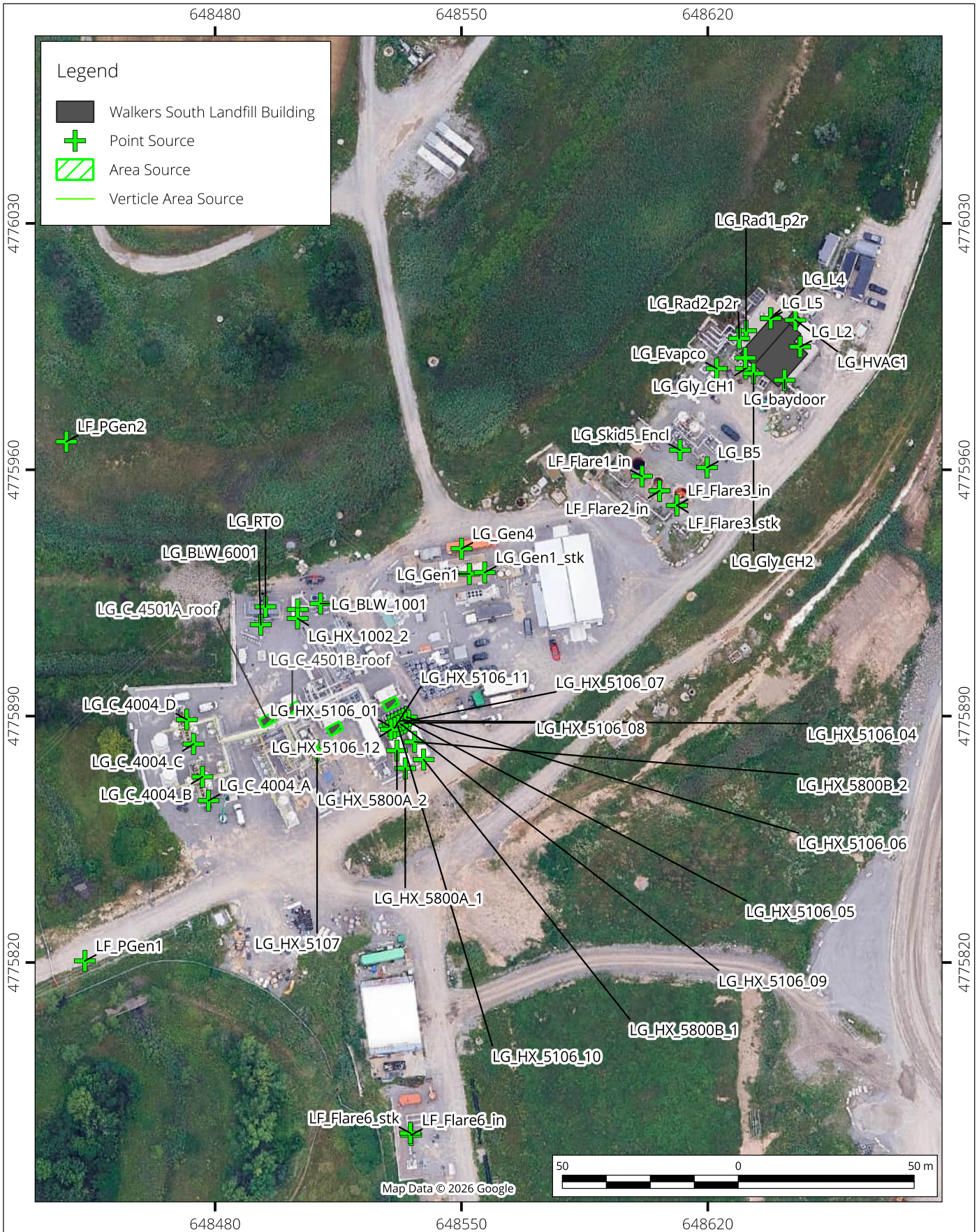
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 Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario



Project #: 2402272

|                            |             |
|----------------------------|-------------|
| Drawn by: KJZ              | Figure: 3-4 |
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| Date Revised: May 01, 2026 |             |





**Significant Source Locations**  
Walkers South Landfill - Gas Plant Sources

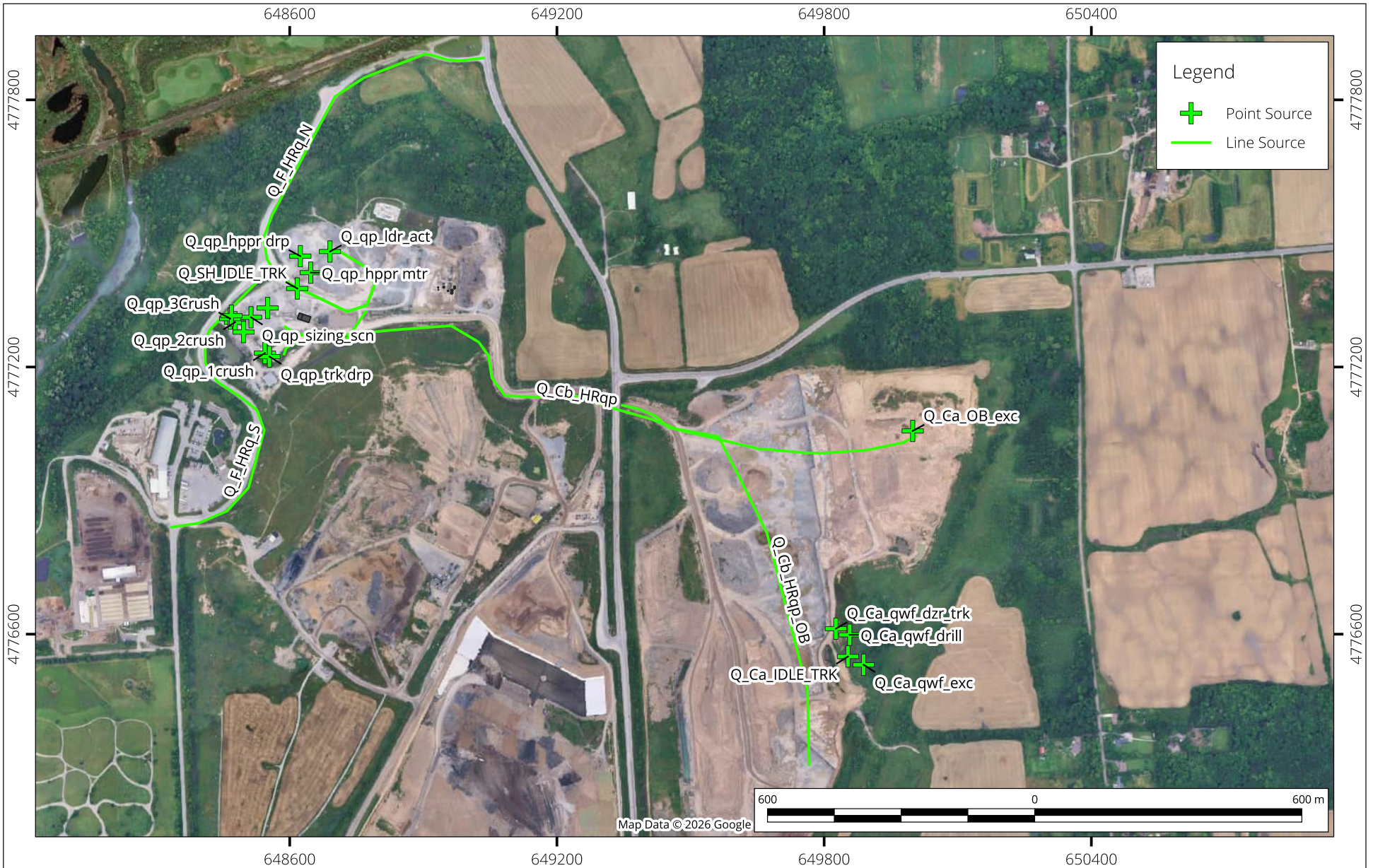
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Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario



Project #: 2402272

|                            |             |
|----------------------------|-------------|
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| Approx. Scale: 1:1,500     |             |
| Date Revised: May 01, 2026 |             |





### Significant Source Locations Walkers South Landfill - Quarry Sources

Map Projection: NAD 1983 UTM Zone 17N  
Walker Phase 2 Landfill Expansion - Niagara Falls, Ontario

True North



Drawn by: KJZ | Figure: 3-6

Approx. Scale: 1:12,000

Date Revised: May 01, 2026



Project #: 2402272



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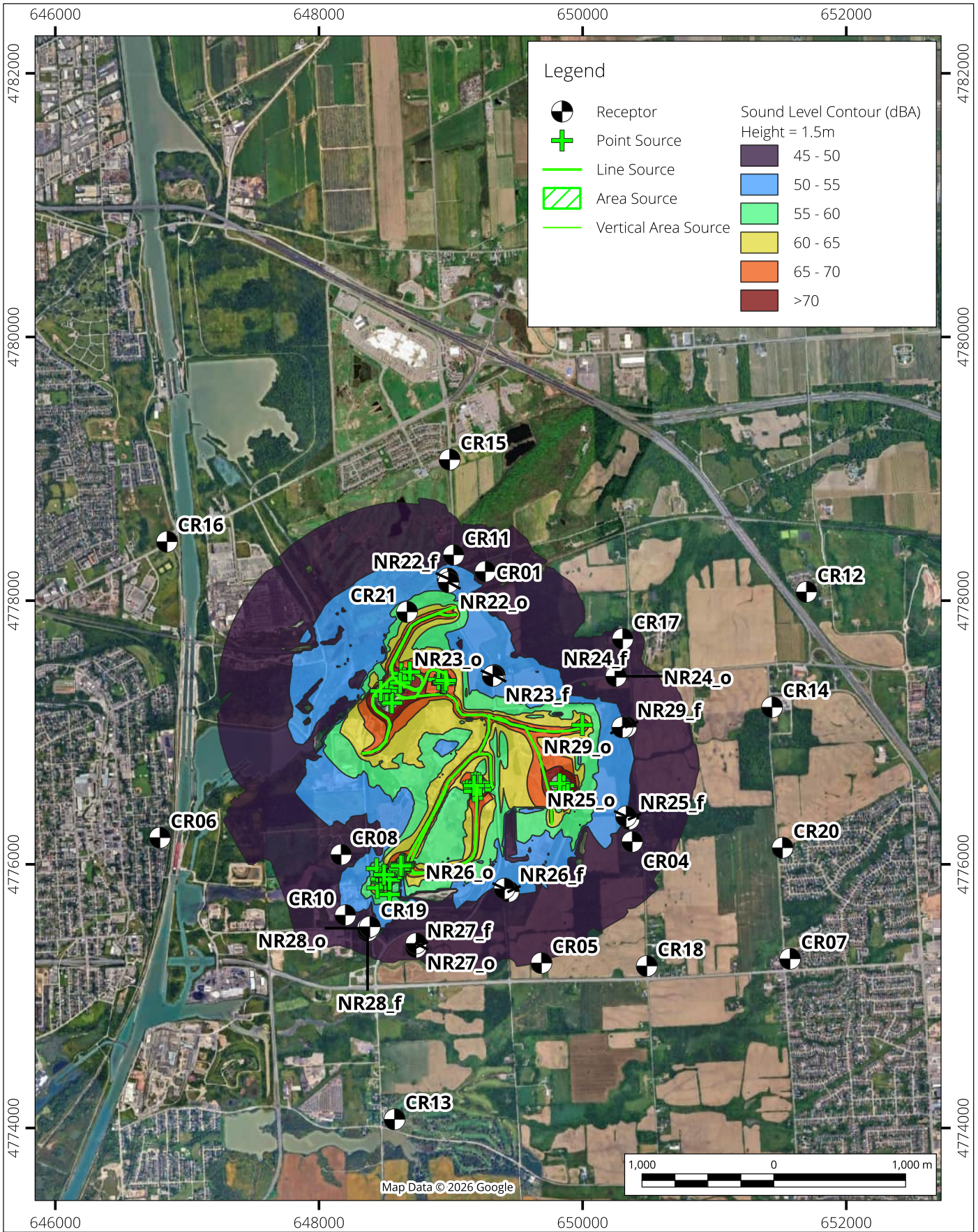
### Ambient Monitoring Locations

Map Projection: NAD 1983 UTM Zone 17N  
Walker Phase 2 Landfill Expansion - Niagara Falls, Ontario

True North  
  
 Project #: 2402272

|                            |             |
|----------------------------|-------------|
| Drawn by: KJZ              | Figure: 3-7 |
| Approx. Scale: 1:20,000    |             |
| Date Revised: May 01, 2026 |             |





WRM Campus Sound Level Contours  
Daytime

Map Projection: NAD 1983 UTM Zone 17N  
Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario

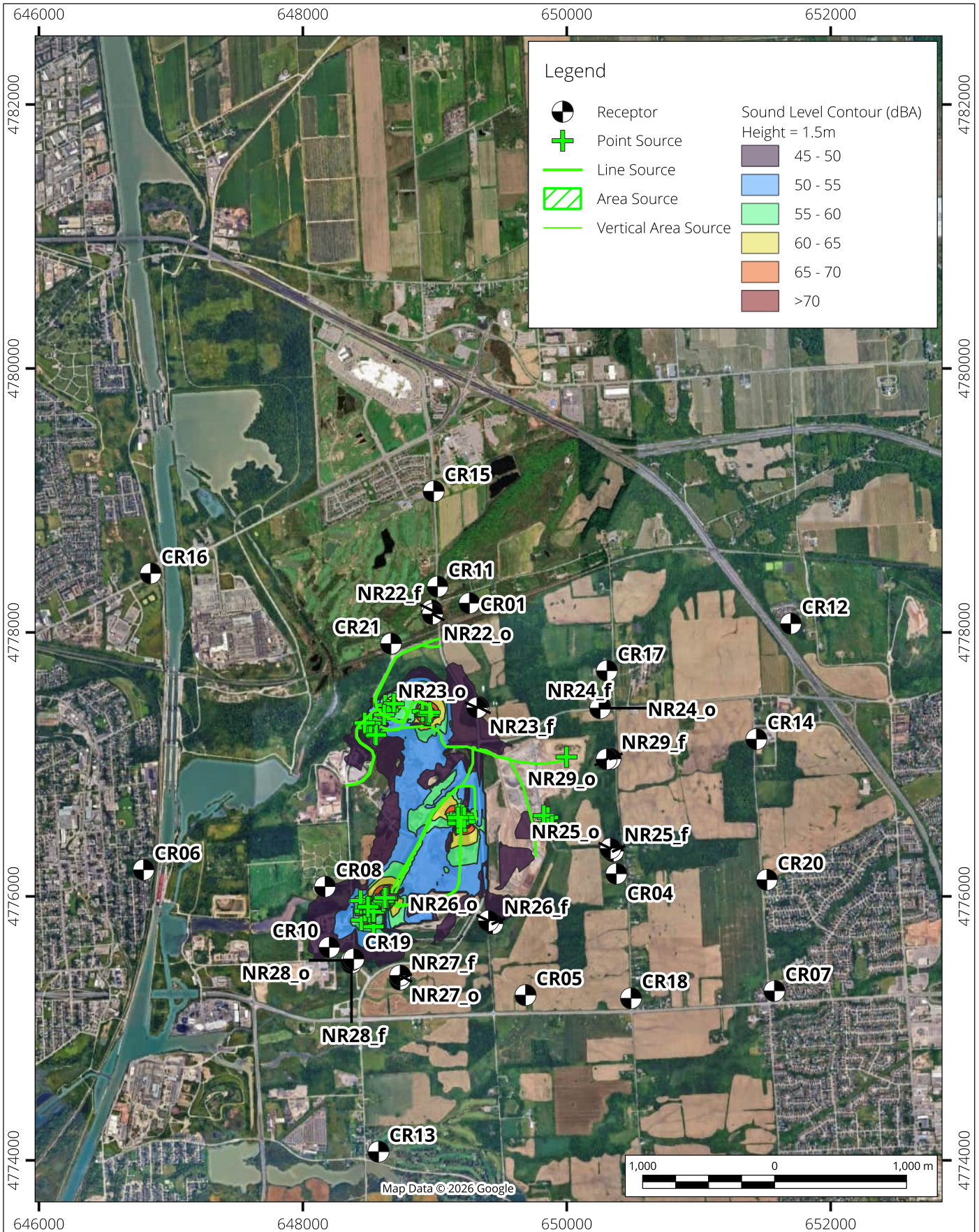


Project #: 2402272

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| Date Revised: May 01, 2026 |             |



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WRM Campus Sound Level Contours  
Nighttime

Map Projection: NAD 1983 UTM Zone 17N  
Walker Phase 2 Landfill Expansion - Niagra Falls, Ontario



Project #: 2402272

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
# APPENDIX A

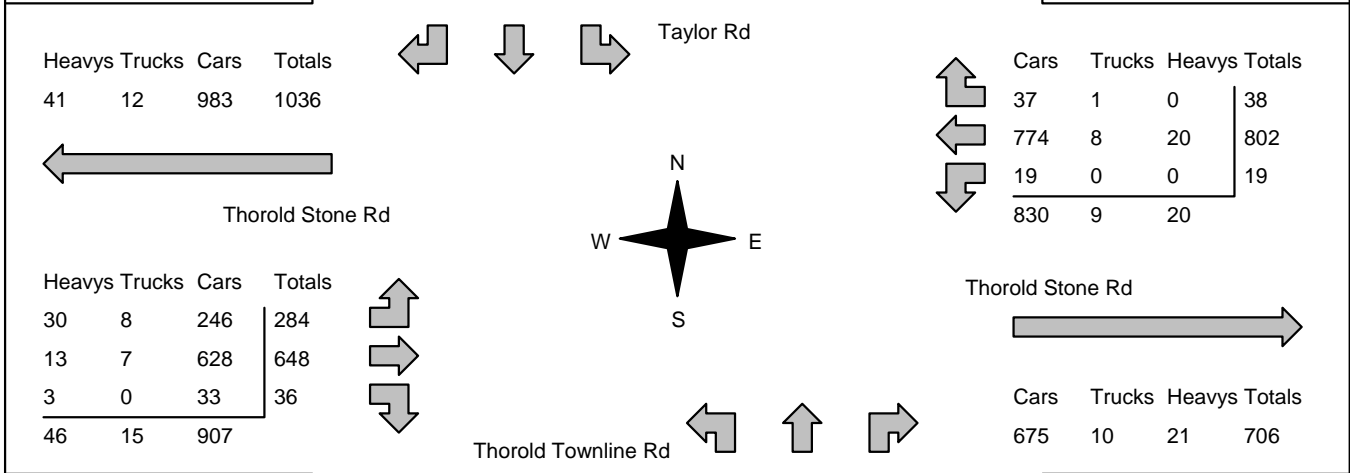
# Accu-Traffic Inc.


|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
|-----------------------------|---|--|

|  |   |
|--|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400001<br><b>Intersection:</b> Thorold Stone Rd & Taylor Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|--|---|

|                                      |  |
|--------------------------------------|--|
| <b>** Signalized Intersection **</b> | <b>Major Road:</b> Thorold Stone Rd runs W/E |
|--------------------------------------|--|

|  |   |        |    |     |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
|--|---|--------|----|-----|---|----|--------|---|---|---|----|------|-----|----|----|-----|--------|-----|----|----|--|--|--|--------|----|--------|---|------|-----|--------|-----|--|
| North Leg Total: 744<br>North Entering: 304<br>North Peds: 0<br>Peds Cross: $\times$ | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>20</td><td>7</td><td>6</td><td style="border-left: 1px solid black;">33</td></tr> <tr><td>Trucks</td><td>3</td><td>6</td><td>3</td><td style="border-left: 1px solid black;">12</td></tr> <tr><td>Cars</td><td>184</td><td>54</td><td>21</td><td style="border-left: 1px solid black;">259</td></tr> <tr><td>Totals</td><td>207</td><td>67</td><td>30</td><td style="border-left: 1px solid black;"></td></tr> </table> | Heavys | 20 | 7   | 6 | 33 | Trucks | 3 | 6 | 3 | 12 | Cars | 184 | 54 | 21 | 259 | Totals | 207 | 67 | 30 |  |  | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>39</td></tr> <tr><td>Trucks</td><td>9</td></tr> <tr><td>Cars</td><td>392</td></tr> <tr><td>Totals</td><td>440</td></tr> </table> | Heavys | 39 | Trucks | 9 | Cars | 392 | Totals | 440 | East Leg Total: 1565<br>East Entering: 859<br>East Peds: 0<br>Peds Cross: $\times$ |
| Heavys   | 20  | 7      | 6  | 33  |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Trucks   | 3   | 6      | 3  | 12  |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Cars   | 184   | 54     | 21 | 259 |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Totals   | 207   | 67     | 30 |     |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Heavys   | 39  |        |    |     |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Trucks   | 9   |        |    |     |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Cars   | 392   |        |    |     |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |
| Totals   | 440   |        |    |     |   |    |        |   |   |   |    |      |     |    |    |     |        |     |    |    |  |  |  |        |    |        |   |      |     |        |     |  |



|  |  |      |     |        |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
|--|--|------|-----|--------|---|--------|----|--------|-----|---|---|------|----|-----|----|-----|--------|---|---|---|---|--------|---|---|---|----|--------|----|-----|----|--|--|
| Peds Cross: $\times$<br>West Peds: 0<br>West Entering: 968<br>West Leg Total: 2004 | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>106</td></tr> <tr><td>Trucks</td><td>6</td></tr> <tr><td>Heavys</td><td>10</td></tr> <tr><td>Totals</td><td>122</td></tr> </table> | Cars | 106 | Trucks | 6 | Heavys | 10 | Totals | 122 |  | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>25</td><td>109</td><td>26</td><td style="border-left: 1px solid black;">160</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>1</td><td>9</td><td>2</td><td style="border-left: 1px solid black;">12</td></tr> <tr><td>Totals</td><td>27</td><td>118</td><td>28</td><td style="border-left: 1px solid black;"></td></tr> </table> | Cars | 25 | 109 | 26 | 160 | Trucks | 1 | 0 | 0 | 1 | Heavys | 1 | 9 | 2 | 12 | Totals | 27 | 118 | 28 |  | Peds Cross: $\times$<br>South Peds: 0<br>South Entering: 173<br>South Leg Total: 295 |
| Cars   | 106  |      |     |        |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Trucks   | 6  |      |     |        |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Heavys   | 10   |      |     |        |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Totals   | 122  |      |     |        |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Cars   | 25   | 109  | 26  | 160    |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Trucks   | 1  | 0    | 0   | 1      |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Heavys   | 1  | 9    | 2   | 12     |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |
| Totals   | 27   | 118  | 28  |        |   |        |    |        |     |   |   |      |    |     |    |     |        |   |   |   |   |        |   |   |   |    |        |    |     |    |  |  |


**Comments**

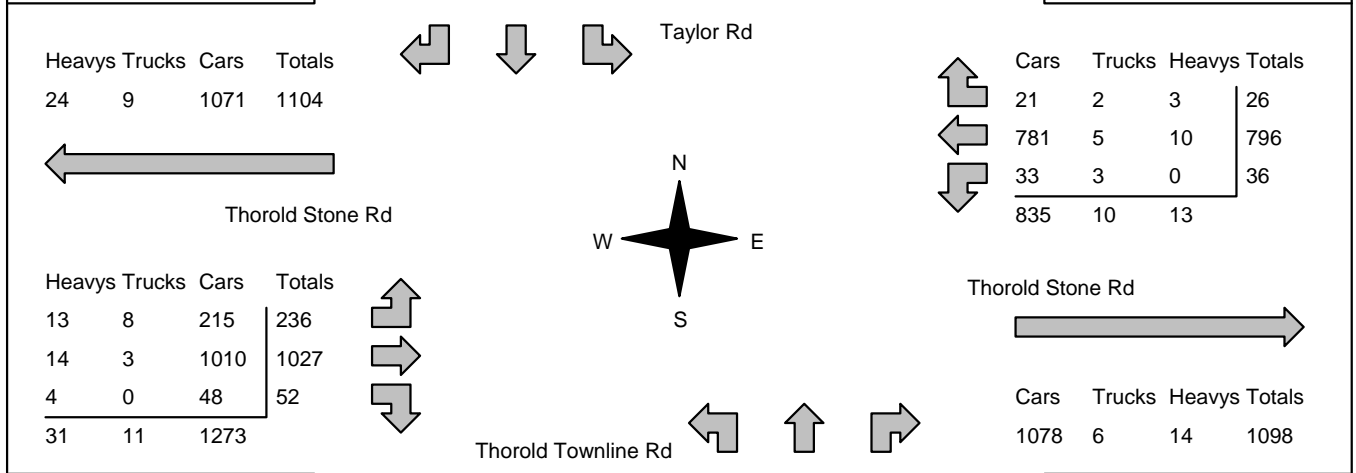
# Accu-Traffic Inc.


|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|  |   |
|--|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400001<br><b>Intersection:</b> Thorold Stone Rd & Taylor Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|--|---|

|                                      |  |
|--------------------------------------|--|
| <b>** Signalized Intersection **</b> | <b>Major Road:</b> Thorold Stone Rd runs W/E |
|--------------------------------------|--|

|  |   |        |    |     |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
|--|---|--------|----|-----|---|----|--------|---|---|---|----|------|-----|-----|----|-----|--------|-----|-----|----|--|--|---|--------|----|--------|----|------|-----|--------|-----|--|
| North Leg Total: 791<br>North Entering: 449<br>North Peds: 0<br>Peds Cross: $\times$ | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>10</td><td>4</td><td>0</td><td>14</td></tr> <tr><td>Trucks</td><td>4</td><td>4</td><td>2</td><td>10</td></tr> <tr><td>Cars</td><td>235</td><td>141</td><td>49</td><td>425</td></tr> <tr><td>Totals</td><td>249</td><td>149</td><td>51</td><td></td></tr> </table> | Heavys | 10 | 4   | 0 | 14 | Trucks | 4 | 4 | 2 | 10 | Cars | 235 | 141 | 49 | 425 | Totals | 249 | 149 | 51 |  |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>20</td></tr> <tr><td>Trucks</td><td>14</td></tr> <tr><td>Cars</td><td>308</td></tr> <tr><td>Totals</td><td>342</td></tr> </table> | Heavys | 20 | Trucks | 14 | Cars | 308 | Totals | 342 | East Leg Total: 1956<br>East Entering: 858<br>East Peds: 0<br>Peds Cross: $\times$ |
| Heavys   | 10  | 4      | 0  | 14  |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Trucks   | 4   | 4      | 2  | 10  |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Cars   | 235   | 141    | 49 | 425 |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Totals   | 249   | 149    | 51 |     |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Heavys   | 20  |        |    |     |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Trucks   | 14  |        |    |     |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Cars   | 308   |        |    |     |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |
| Totals   | 342   |        |    |     |   |    |        |   |   |   |    |      |     |     |    |     |        |     |     |    |  |  |   |        |    |        |    |      |     |        |     |  |



|   |   |      |     |        |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
|---|---|------|-----|--------|---|--------|---|--------|-----|---|--|------|----|----|----|-----|--------|---|---|---|---|--------|---|---|---|---|--------|----|----|----|--|--|
| Peds Cross: $\times$<br>West Peds: 0<br>West Entering: 1315<br>West Leg Total: 2419 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>222</td></tr> <tr><td>Trucks</td><td>7</td></tr> <tr><td>Heavys</td><td>8</td></tr> <tr><td>Totals</td><td>237</td></tr> </table> | Cars | 222 | Trucks | 7 | Heavys | 8 | Totals | 237 |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td>55</td><td>72</td><td>19</td><td>146</td></tr> <tr><td>Trucks</td><td>0</td><td>4</td><td>1</td><td>5</td></tr> <tr><td>Heavys</td><td>4</td><td>4</td><td>0</td><td>8</td></tr> <tr><td>Totals</td><td>59</td><td>80</td><td>20</td><td></td></tr> </table> | Cars | 55 | 72 | 19 | 146 | Trucks | 0 | 4 | 1 | 5 | Heavys | 4 | 4 | 0 | 8 | Totals | 59 | 80 | 20 |  | Peds Cross: $\times$<br>South Peds: 0<br>South Entering: 159<br>South Leg Total: 396 |
| Cars  | 222   |      |     |        |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Trucks  | 7   |      |     |        |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Heavys  | 8   |      |     |        |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Totals  | 237   |      |     |        |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Cars  | 55  | 72   | 19  | 146    |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Trucks  | 0   | 4    | 1   | 5      |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Heavys  | 4   | 4    | 0   | 8      |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |
| Totals  | 59  | 80   | 20  |        |   |        |   |        |     |   |  |      |    |    |    |     |        |   |   |   |   |        |   |   |   |   |        |    |    |    |  |  |

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

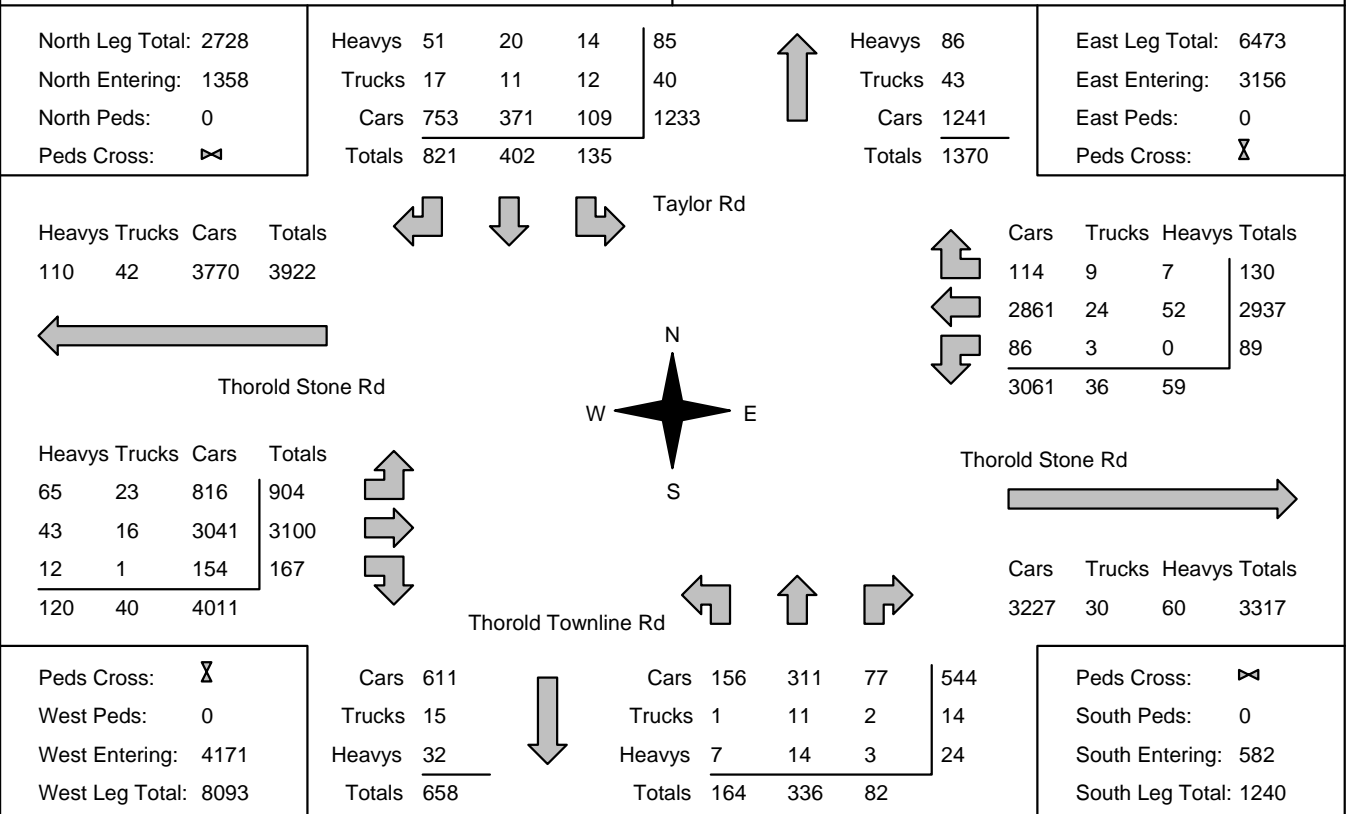
**Municipality:** Thorold  
**Site #:** 2500400001  
**Intersection:** Thorold Stone Rd & Taylor Rd  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Thorold Stone Rd runs W/E



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Thorold Stone Rd & Taylor Rd      Count Date: 15-Jan-25      Municipality: Thorold

| <b>North Approach Totals</b>                               |                                 |      |       |                |               | North/South<br>Total<br>Approaches | <b>South Approach Totals</b> |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|------------------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 32                              | 60   | 134   | 226            | 0             | 350                                | 8:00:00                      | 19                              | 87   | 18    | 124            | 0             |
| 9:00:00  | 28                              | 75   | 226   | 329            | 0             | 499                                | 9:00:00                      | 31                              | 111  | 28    | 170            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 51                              | 149  | 249   | 449            | 0             | 608                                | 17:00:00                     | 59                              | 80   | 20    | 159            | 0             |
| 18:00:00   | 24                              | 118  | 212   | 354            | 0             | 483                                | 18:00:00                     | 55                              | 58   | 16    | 129            | 0             |
| <b>Totals:</b>   | 135                             | 402  | 821   | 1358           | 0             | 1940                               | <b>S Totals:</b>             | 164                             | 336  | 82    | 582            | 0             |
| <b>East Approach Totals</b>                                |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | <b>West Approach Totals</b>  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 11                              | 595  | 43    | 649            | 0             | 1451                               | 8:00:00                      | 246                             | 529  | 27    | 802            | 0             |
| 9:00:00  | 18                              | 807  | 39    | 864            | 0             | 1803                               | 9:00:00                      | 249                             | 652  | 38    | 939            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 36                              | 796  | 26    | 858            | 0             | 2173                               | 17:00:00                     | 236                             | 1027 | 52    | 1315           | 0             |
| 18:00:00   | 24                              | 739  | 22    | 785            | 0             | 1900                               | 18:00:00                     | 173                             | 892  | 50    | 1115           | 0             |
| <b>Totals:</b>   | 89                              | 2937 | 130   | 3156           | 0             | 7327                               | <b>W Totals:</b>             | 904                             | 3100 | 167   | 4171           | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                              |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    | 17:00                        | 18:00                           | 0:00 | 0:00  |                |               |
| Crossing Values:   | 0                               | 138  | 170   | 0              |               |                                    | 259                          | 197                             | 0    | 0     |                |               |









# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400002<br><b>Intersection:</b> Taylor Rd & Walker Landfill East Ac<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|                                      |                                       |
|--------------------------------------|---------------------------------------|
| <b>** Signalized Intersection **</b> | <b>Major Road:</b> Taylor Rd runs N/S |
|--------------------------------------|---------------------------------------|

|   |  |                             |           |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
|---|--|-----------------------------|-----------|------------|----------|-----------------------------|--|--|-----------|----------|-----------|-----|------------|----------|-----------|-----|-----------|------------|--|----|------------|---|-----------|-----|-----------------------------|--|--------|--|------|--------|---|---|---|-----------|----|--|------|-----|--------|-----|----------|---|----------|---|-----------|----|--|----|------------|--|-----------|-----|-----------|---|--|--|---|--------|-----|----------|---|----------|---|-----------|----|-----------|----|------------|--|-----------|-----|---|---|---|--|---|
| North Leg Total: 645<br>North Entering: 307<br>North Peds: 0<br>Peds Cross:   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 5</td> <td style="border-right: 1px solid black;">14</td> <td style="border-right: 1px solid black;">19</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">↑</td> <td style="border-right: 1px solid black;">Heavys 27</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">9</td> <td style="border-right: 1px solid black;">9</td> <td style="border-right: 1px solid black;">Trucks 7</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 7</td> <td style="border-right: 1px solid black;">272</td> <td style="border-right: 1px solid black;">279</td> <td style="border-right: 1px solid black;">Cars 304</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 12</td> <td style="border-right: 1px solid black;">295</td> <td style="border-right: 1px solid black;"></td> <td style="border-right: 1px solid black;">Totals 338</td> </tr> </table> | Heavys 5                    | 14        | 19         | ↑        | Heavys 27                   | Trucks 0   | 9  | 9         | Trucks 7 | Cars 7    | 272 | 279        | Cars 304 | Totals 12 | 295 |           | Totals 338 |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Heavys 5  | 14   | 19                          | ↑         | Heavys 27  |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Trucks 0  | 9  | 9                           |           | Trucks 7   |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Cars 7  | 272  | 279                         |           | Cars 304   |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Totals 12   | 295  |                             |           | Totals 338 |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
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| 26  | 0  | 9                           | 35        |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
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| 8   | 0  | 1                           | 9         |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| 23  | 0  | 1                           | 24        |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| 31  | 0  | 2                           |           |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
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|   | ↓  | Taylor Rd                   |           |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Cars</td> <td style="border-right: 1px solid black;">273</td> <td style="border-right: 1px solid black;">Cars 2</td> <td style="border-right: 1px solid black;">303</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 9</td> <td style="border-right: 1px solid black;">7</td> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">7</td> </tr> <tr> <td style="border-right: 1px solid black;">Heavys 37</td> <td style="border-right: 1px solid black;">19</td> <td style="border-right: 1px solid black;">Heavys 21</td> <td style="border-right: 1px solid black;">40</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 319</td> <td style="border-right: 1px solid black;"></td> <td style="border-right: 1px solid black;">Totals 23</td> <td style="border-right: 1px solid black;">329</td> </tr> </table>  | Cars   | 273                         | Cars 2    | 303        | Trucks 9 | 7                           | Trucks 0   | 7  | Heavys 37 | 19       | Heavys 21 | 40  | Totals 319 |          | Totals 23 | 329 | ↓         | ←          | ↑  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Cars  | 273  | Cars 2                      | 303       |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Trucks 9  | 7  | Trucks 0                    | 7         |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Heavys 37   | 19   | Heavys 21                   | 40        |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Totals 319  |  | Totals 23                   | 329       |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |
| Peds Cross:<br>West Peds: 0<br>West Entering: 33<br>West Leg Total: 68  | Peds Cross:<br>South Peds: 0<br>South Entering: 352<br>South Leg Total: 671  |                             |           |            |          |                             |  |  |           |          |           |     |            |          |           |     |           |            |  |    |            |   |           |     |                             |  |        |  |      |        |   |   |   |           |    |  |      |     |        |     |          |   |          |   |           |    |  |    |            |  |           |     |           |   |  |  |   |        |     |          |   |          |   |           |    |           |    |            |  |           |     |   |   |   |  |   |

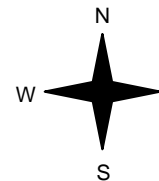
## Comments

# Accu-Traffic Inc.

|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400002<br><b>Intersection:</b> Taylor Rd & Walker Landfill East Ac<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|                                      |                                       |
|--------------------------------------|---------------------------------------|
| <b>** Signalized Intersection **</b> | <b>Major Road:</b> Taylor Rd runs N/S |
|--------------------------------------|---------------------------------------|

|  |   |           |            |            |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
|--|---|-----------|------------|------------|--|--|----------|----------|----------|-----------|--------|-----|-----|----------|----------|-----|-----|------------|--|---|
| North Leg Total: 751<br>North Entering: 429<br>North Peds: 0<br>Peds Cross: $\times$   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 1</td> <td style="border-right: 1px solid black;">11</td> <td style="border-right: 1px solid black;">12</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">↑</td> <td style="border-right: 1px solid black;">Heavys 19</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">6</td> <td style="border-right: 1px solid black;">6</td> <td style="border-right: 1px solid black;">Trucks 9</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 0</td> <td style="border-right: 1px solid black;">411</td> <td style="border-right: 1px solid black;">411</td> <td style="border-right: 1px solid black;">Cars 294</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 1</td> <td style="border-right: 1px solid black;">428</td> <td style="border-right: 1px solid black;"></td> <td style="border-right: 1px solid black;">Totals 322</td> </tr> </table> | Heavys 1  | 11         | 12         | ↑  | Heavys 19  | Trucks 0 | 6        | 6        | Trucks 9  | Cars 0 | 411 | 411 | Cars 294 | Totals 1 | 428 |     | Totals 322 |  |   |
| Heavys 1   | 11  | 12        | ↑          | Heavys 19  |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| Trucks 0   | 6   | 6         |            | Trucks 9   |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| Cars 0   | 411   | 411       |            | Cars 294   |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| Totals 1   | 428   |           |            | Totals 322 |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 7</td> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">Cars 1</td> <td style="border-right: 1px solid black;">Totals 8</td> </tr> </table> <p style="text-align: center;">← Walker Landfill East Access</p> | Heavys 7  | Trucks 0  | Cars 1     | Totals 8   |  <p style="text-align: center;">Taylor Rd</p> | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 6</td> <td style="border-right: 1px solid black;">Trucks 1</td> <td style="border-right: 1px solid black;">Cars 3</td> <td style="border-right: 1px solid black;">Totals 10</td> <td rowspan="2" style="text-align: center; vertical-align: middle;">↑</td> </tr> <tr> <td style="border-right: 1px solid black;">9</td> <td style="border-right: 1px solid black;">2</td> <td style="border-right: 1px solid black;">1</td> <td style="border-right: 1px solid black;">12</td> </tr> <tr> <td style="border-right: 1px solid black;">15</td> <td style="border-right: 1px solid black;">3</td> <td style="border-right: 1px solid black;">4</td> <td style="border-right: 1px solid black;"></td> <td style="text-align: center; vertical-align: middle;">↓</td> </tr> </table> <p style="text-align: center;">Taylor Rd</p> | Heavys 6 | Trucks 1 | Cars 3   | Totals 10 | ↑      | 9   | 2   | 1        | 12       | 15  | 3   | 4          |  | ↓ |
| Heavys 7   | Trucks 0  | Cars 1    | Totals 8   |            |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| Heavys 6   | Trucks 1  | Cars 3    | Totals 10  | ↑          |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| 9  | 2   | 1         | 12         |            |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| 15   | 3   | 4         |            | ↓          |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| Peds Cross: $\times$<br>West Peds: 0<br>West Entering: 22<br>West Leg Total: 30  | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Cars 412</td> <td style="border-right: 1px solid black;">Trucks 8</td> <td style="border-right: 1px solid black;">Heavys 20</td> <td style="border-right: 1px solid black;">Totals 440</td> <td rowspan="4" style="text-align: center; vertical-align: middle;">↓</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 1</td> <td style="border-right: 1px solid black;">Trucks 0</td> <td style="border-right: 1px solid black;">Heavys 6</td> <td style="border-right: 1px solid black;">Totals 7</td> </tr> <tr> <td style="border-right: 1px solid black;">291</td> <td style="border-right: 1px solid black;">8</td> <td style="border-right: 1px solid black;">13</td> <td style="border-right: 1px solid black;">19</td> </tr> <tr> <td style="border-right: 1px solid black;">292</td> <td style="border-right: 1px solid black;">8</td> <td style="border-right: 1px solid black;">312</td> <td style="border-right: 1px solid black;"></td> </tr> </table> | Cars 412  | Trucks 8   | Heavys 20  | Totals 440   | ↓  | Cars 1   | Trucks 0 | Heavys 6 | Totals 7  | 291    | 8   | 13  | 19       | 292      | 8   | 312 |            | Peds Cross: $\times$<br>South Peds: 0<br>South Entering: 319<br>South Leg Total: 759 |   |
| Cars 412   | Trucks 8  | Heavys 20 | Totals 440 | ↓          |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| Cars 1   | Trucks 0  | Heavys 6  | Totals 7   |            |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| 291  | 8   | 13        | 19         |            |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |
| 292  | 8   | 312       |            |            |  |  |          |          |          |           |        |     |     |          |          |     |     |            |  |   |

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

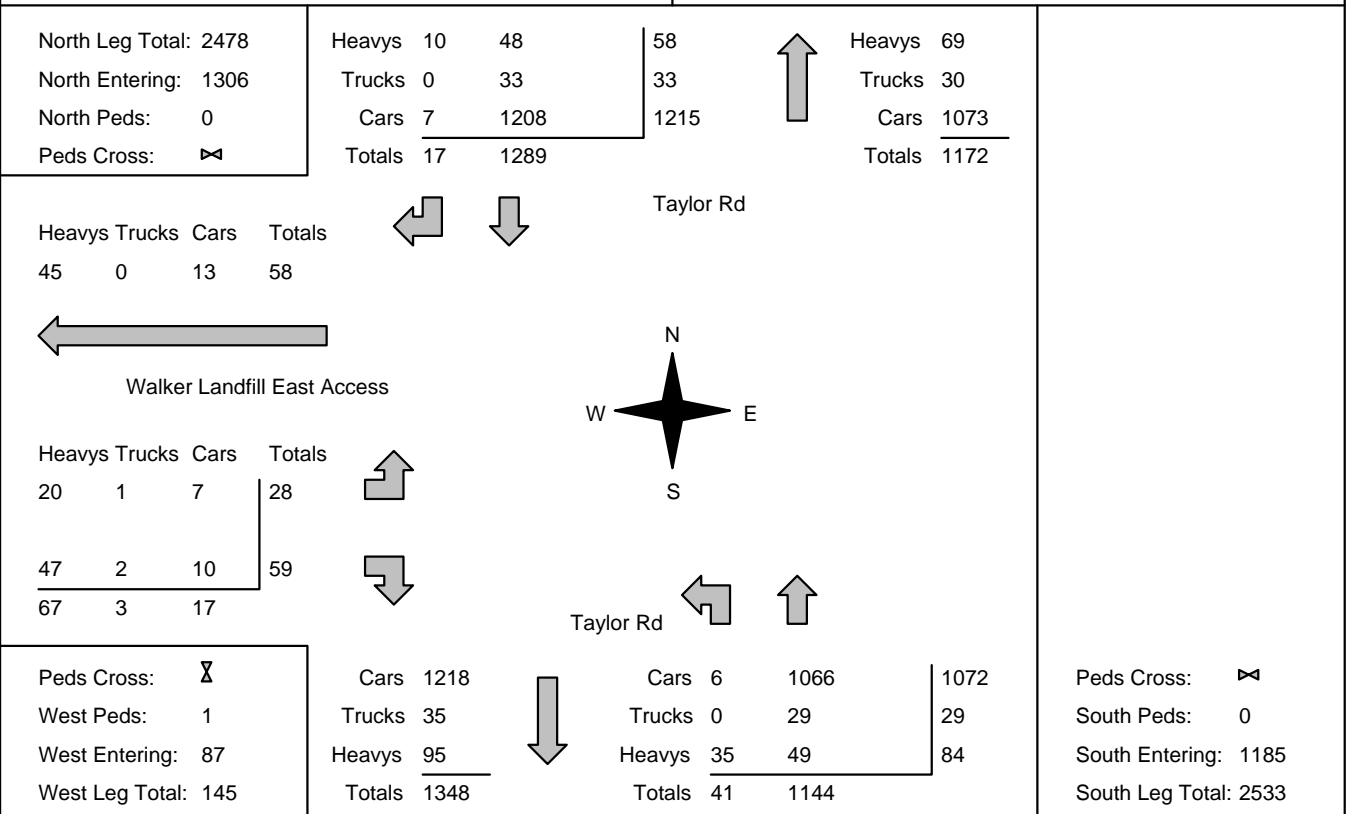
**Municipality:** Thorold  
**Site #:** 2500400002  
**Intersection:** Taylor Rd & Walker Landfill East Ac  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Taylor Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Taylor Rd & Walker Landfill East A      Count Date: 15-Jan-25      Municipality: Thorold

| <b>North Approach Totals</b>                               |                                 |      |       |                |               | North/South<br>Total<br>Approaches | <b>South Approach Totals</b> |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|------------------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 211  | 6     | 217            | 0             | 497                                | 8:00:00                      | 15                              | 265  | 0     | 280            | 0             |
| 9:00:00  | 0                               | 309  | 10    | 319            | 0             | 653                                | 9:00:00                      | 18                              | 316  | 0     | 334            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 428  | 1     | 429            | 0             | 748                                | 17:00:00                     | 7                               | 312  | 0     | 319            | 0             |
| 18:00:00   | 0                               | 341  | 0     | 341            | 0             | 593                                | 18:00:00                     | 1                               | 251  | 0     | 252            | 0             |
| <b>Totals:</b>   | 0                               | 1289 | 17    | 1306           | 0             | 2491                               | <b>S Totals:</b>             | 41                              | 1144 | 0     | 1185           | 0             |
| <b>East Approach Totals</b>                                |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | <b>West Approach Totals</b>  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 0    | 0     | 0              | 0             | 19                                 | 8:00:00                      | 2                               | 0    | 17    | 19             | 0             |
| 9:00:00  | 0                               | 0    | 0     | 0              | 0             | 38                                 | 9:00:00                      | 12                              | 0    | 26    | 38             | 1             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 0    | 0     | 0              | 0             | 22                                 | 17:00:00                     | 10                              | 0    | 12    | 22             | 0             |
| 18:00:00   | 0                               | 0    | 0     | 0              | 0             | 8                                  | 18:00:00                     | 4                               | 0    | 4     | 8              | 0             |
| <b>Totals:</b>   | 0                               | 0    | 0     | 0              | 0             | 87                                 | <b>W Totals:</b>             | 28                              | 0    | 59    | 87             | 1             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                              |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    | 17:00                        | 18:00                           | 0:00 | 0:00  |                |               |
| Crossing Values:   | 0                               | 2    | 12    | 0              |               |                                    | 10                           | 4                               | 0    | 0     |                |               |



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400002

| Interval Time | Passenger Cars - North Approach |      |      |      |       |      | Trucks - North Approach |      |      |      |       |      | Heavys - North Approach |      |      |      |       |      | Pedestrians |      |
|---------------|---------------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------|------|
|               | Left                            |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | North Cross |      |
|               | Cum                             | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum         | Incr |
| 7:00:00       | 0                               | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0           | 0    |
| 7:15:00       | 0                               | 0    | 31   | 31   | 0     | 0    | 0                       | 0    | 5    | 5    | 0     | 0    | 0                       | 0    | 3    | 3    | 0     | 0    | 0           | 0    |
| 7:30:00       | 0                               | 0    | 72   | 41   | 0     | 0    | 0                       | 0    | 5    | 0    | 0     | 0    | 0                       | 0    | 12   | 9    | 2     | 2    | 0           | 0    |
| 7:45:00       | 0                               | 0    | 130  | 58   | 0     | 0    | 0                       | 0    | 8    | 3    | 0     | 0    | 0                       | 0    | 14   | 2    | 4     | 2    | 0           | 0    |
| 8:00:00       | 0                               | 0    | 185  | 55   | 2     | 2    | 0                       | 0    | 9    | 1    | 0     | 0    | 0                       | 0    | 17   | 3    | 4     | 0    | 0           | 0    |
| 8:15:00       | 0                               | 0    | 247  | 62   | 6     | 4    | 0                       | 0    | 10   | 1    | 0     | 0    | 0                       | 0    | 20   | 3    | 5     | 1    | 0           | 0    |
| 8:30:00       | 0                               | 0    | 323  | 76   | 6     | 0    | 0                       | 0    | 12   | 2    | 0     | 0    | 0                       | 0    | 22   | 2    | 6     | 1    | 0           | 0    |
| 8:45:00       | 0                               | 0    | 402  | 79   | 7     | 1    | 0                       | 0    | 17   | 5    | 0     | 0    | 0                       | 0    | 28   | 6    | 9     | 3    | 0           | 0    |
| 9:00:00       | 0                               | 0    | 464  | 62   | 7     | 0    | 0                       | 0    | 23   | 6    | 0     | 0    | 0                       | 0    | 33   | 5    | 9     | 0    | 0           | 0    |
| 9:15:00       | 0                               | 0    | 464  | 0    | 7     | 0    | 0                       | 0    | 23   | 0    | 0     | 0    | 0                       | 0    | 33   | 0    | 9     | 0    | 0           | 0    |
| 16:00:00      | 0                               | 0    | 464  | 0    | 7     | 0    | 0                       | 0    | 23   | 0    | 0     | 0    | 0                       | 0    | 33   | 0    | 9     | 0    | 0           | 0    |
| 16:15:00      | 0                               | 0    | 560  | 96   | 7     | 0    | 0                       | 0    | 28   | 5    | 0     | 0    | 0                       | 0    | 39   | 6    | 10    | 1    | 0           | 0    |
| 16:30:00      | 0                               | 0    | 655  | 95   | 7     | 0    | 0                       | 0    | 29   | 1    | 0     | 0    | 0                       | 0    | 43   | 4    | 10    | 0    | 0           | 0    |
| 16:45:00      | 0                               | 0    | 776  | 121  | 7     | 0    | 0                       | 0    | 29   | 0    | 0     | 0    | 0                       | 0    | 44   | 1    | 10    | 0    | 0           | 0    |
| 17:00:00      | 0                               | 0    | 875  | 99   | 7     | 0    | 0                       | 0    | 29   | 0    | 0     | 0    | 0                       | 0    | 44   | 0    | 10    | 0    | 0           | 0    |
| 17:15:00      | 0                               | 0    | 962  | 87   | 7     | 0    | 0                       | 0    | 31   | 2    | 0     | 0    | 0                       | 0    | 44   | 0    | 10    | 0    | 0           | 0    |
| 17:30:00      | 0                               | 0    | 1062 | 100  | 7     | 0    | 0                       | 0    | 31   | 0    | 0     | 0    | 0                       | 0    | 45   | 1    | 10    | 0    | 0           | 0    |
| 17:45:00      | 0                               | 0    | 1150 | 88   | 7     | 0    | 0                       | 0    | 32   | 1    | 0     | 0    | 0                       | 0    | 47   | 2    | 10    | 0    | 0           | 0    |
| 18:00:00      | 0                               | 0    | 1208 | 58   | 7     | 0    | 0                       | 0    | 33   | 1    | 0     | 0    | 0                       | 0    | 48   | 1    | 10    | 0    | 0           | 0    |
| 18:15:00      | 0                               | 0    | 1208 | 0    | 7     | 0    | 0                       | 0    | 33   | 0    | 0     | 0    | 0                       | 0    | 48   | 0    | 10    | 0    | 0           | 0    |
| 18:15:15      | 0                               | 0    | 1208 | 0    | 7     | 0    | 0                       | 0    | 33   | 0    | 0     | 0    | 0                       | 0    | 48   | 0    | 10    | 0    | 0           | 0    |

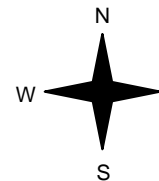






# Accu-Traffic Inc.

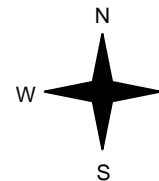
|   |   |  |
|---|---|--|
| <b>Morning Peak Diagram</b>   | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00   | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400003<br><b>Intersection:</b> Taylor Rd & Mountain Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |  |
| <b>** Signalized Intersection **</b>  | <b>Major Road:</b> Taylor Rd runs N/S   |  |

|   |   |        |     |                      |    |        |        |        |        |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|---|---|--------|-----|----------------------|----|--------|--------|--------|--------|---------------------|--|---------------------|--------|---|---|---|--|--|--------|---|--|--|--------------------|------|-----|----|-----|--|--|------|-----|--|--|--------------|--------|-----|----|--|--|--|--------|-----|--|--|---------------|------|----|---|---|----|--|---|------|--------|--------|--------|--|--|--|--|--|--|--|-----|---|---|-----|--|--|--|--|--|--|--|-----|---|---|--|------|-----|---|----|-----|--|---|------|--------|--------|--------|--|--|--|--|--|--|--|-----|----|-----|--|--|--|--|--|--|--|--|---|---|---|--|--|--|--|--|--|--|--|----|---|----|--|--|--|--|--|--|--|--|--------|-----|----|--|------|-----|--|--|---------------|--------|---|--|--|---------------|--------|----|--|--|---------------------|--------|-----|--|--|----------------------|--|
| North Leg Total: 506<br>North Entering: 176<br>North Peds: 0<br>Peds Cross: ☒ | <table style="margin: auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">14</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;">16</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td style="text-align: left;">Heavys</td> <td style="text-align: center;">22</td> <td colspan="2"></td> <td style="text-align: right;">East Leg Total: 379</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">6</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">7</td> <td></td> <td></td> <td style="text-align: left;">Trucks</td> <td style="text-align: center;">6</td> <td colspan="2"></td> <td style="text-align: right;">East Entering: 251</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">117</td> <td style="text-align: center;">36</td> <td style="border-left: 1px solid black; text-align: center;">153</td> <td></td> <td></td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">302</td> <td colspan="2"></td> <td style="text-align: right;">East Peds: 0</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">137</td> <td style="text-align: center;">39</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">330</td> <td colspan="2"></td> <td style="text-align: right;">Peds Cross: ☒</td> </tr> </table> <p style="text-align: center;">↓     ↘     Taylor Rd</p> <div style="text-align: center;">  </div> <p style="text-align: center;">Taylor Rd     ↑     ↘</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">78</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">3</td> <td style="text-align: center;">81</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">Trucks</td> <td style="text-align: center;">Heavys</td> <td style="text-align: center;">Totals</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td></td> <td style="text-align: left;">162</td> <td style="text-align: center;">2</td> <td style="text-align: center;">6</td> <td style="border-left: 1px solid black; text-align: center;">170</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td></td> <td style="text-align: left;">240</td> <td style="text-align: center;">2</td> <td style="text-align: center;">9</td> <td style="border-left: 1px solid black; text-align: center;"></td> </tr> </table> <p style="text-align: center;">Mountain Rd →</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">115</td> <td style="text-align: center;">3</td> <td style="border-left: 1px solid black; text-align: center;">10</td> <td style="text-align: center;">128</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">Trucks</td> <td style="text-align: center;">Heavys</td> <td style="text-align: center;">Totals</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td></td> <td style="text-align: left;">224</td> <td style="text-align: center;">79</td> <td style="border-left: 1px solid black; text-align: center;">303</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td></td> <td style="text-align: left;">6</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;">8</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td></td> <td style="text-align: left;">19</td> <td style="text-align: center;">8</td> <td style="border-left: 1px solid black; text-align: center;">27</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">249</td> <td style="text-align: center;">89</td> <td style="border-left: 1px solid black; text-align: center;"></td> </tr> </table> <p style="text-align: center;">↓</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">279</td> <td colspan="2"></td> <td style="text-align: right;">Peds Cross: ☒</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">8</td> <td colspan="2"></td> <td style="text-align: right;">South Peds: 0</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">20</td> <td colspan="2"></td> <td style="text-align: right;">South Entering: 338</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">307</td> <td colspan="2"></td> <td style="text-align: right;">South Leg Total: 645</td> </tr> </table> | Heavys | 14  | 2                    | 16 |        | ↑      | Heavys | 22     |                     |  | East Leg Total: 379 | Trucks | 6 | 1 | 7 |  |  | Trucks | 6 |  |  | East Entering: 251 | Cars | 117 | 36 | 153 |  |  | Cars | 302 |  |  | East Peds: 0 | Totals | 137 | 39 |  |  |  | Totals | 330 |  |  | Peds Cross: ☒ | Cars | 78 | 0 | 3 | 81 |  | ↑ | Cars | Trucks | Heavys | Totals |  |  |  |  |  |  |  | 162 | 2 | 6 | 170 |  |  |  |  |  |  |  | 240 | 2 | 9 |  | Cars | 115 | 3 | 10 | 128 |  | ↑ | Cars | Trucks | Heavys | Totals |  |  |  |  |  |  |  | 224 | 79 | 303 |  |  |  |  |  |  |  |  | 6 | 2 | 8 |  |  |  |  |  |  |  |  | 19 | 8 | 27 |  |  |  |  |  |  |  |  | Totals | 249 | 89 |  | Cars | 279 |  |  | Peds Cross: ☒ | Trucks | 8 |  |  | South Peds: 0 | Heavys | 20 |  |  | South Entering: 338 | Totals | 307 |  |  | South Leg Total: 645 |  |
| Heavys  | 14  | 2      | 16  |                      | ↑  | Heavys | 22     |        |        | East Leg Total: 379 |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Trucks  | 6   | 1      | 7   |                      |    | Trucks | 6      |        |        | East Entering: 251  |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Cars  | 117   | 36     | 153 |                      |    | Cars   | 302    |        |        | East Peds: 0        |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Totals  | 137   | 39     |     |                      |    | Totals | 330    |        |        | Peds Cross: ☒       |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Cars  | 78  | 0      | 3   | 81                   |    | ↑      | Cars   | Trucks | Heavys | Totals              |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|   |   |        |     |                      |    |        | 162    | 2      | 6      | 170                 |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|   |   |        |     |                      |    |        | 240    | 2      | 9      |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Cars  | 115   | 3      | 10  | 128                  |    | ↑      | Cars   | Trucks | Heavys | Totals              |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|   |   |        |     |                      |    |        | 224    | 79     | 303    |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|   |   |        |     |                      |    |        | 6      | 2      | 8      |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|   |   |        |     |                      |    |        | 19     | 8      | 27     |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
|   |   |        |     |                      |    |        | Totals | 249    | 89     |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Cars  | 279   |        |     | Peds Cross: ☒        |    |        |        |        |        |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Trucks  | 8   |        |     | South Peds: 0        |    |        |        |        |        |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Heavys  | 20  |        |     | South Entering: 338  |    |        |        |        |        |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |
| Totals  | 307   |        |     | South Leg Total: 645 |    |        |        |        |        |                     |  |                     |        |   |   |   |  |  |        |   |  |  |                    |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |      |        |        |        |  |  |  |  |  |  |  |     |   |   |     |  |  |  |  |  |  |  |     |   |   |  |      |     |   |    |     |  |   |      |        |        |        |  |  |  |  |  |  |  |     |    |     |  |  |  |  |  |  |  |  |   |   |   |  |  |  |  |  |  |  |  |    |   |    |  |  |  |  |  |  |  |  |        |     |    |  |      |     |  |  |               |        |   |  |  |               |        |    |  |  |                     |        |     |  |  |                      |  |

## Comments

# Accu-Traffic Inc.

|   |   |  |
|---|---|--|
| <b>Afternoon Peak Diagram</b>   | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00                                       | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400003<br><b>Intersection:</b> Taylor Rd & Mountain Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |  |
| <b>** Signalized Intersection **</b>  | <b>Major Road:</b> Taylor Rd runs N/S   |  |

|   |  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
|---|--|--------|-----|-----|--------|--------|-----|--------|---|--|-------------|--------|-------------|---|-----------------|-----|------------------|--------|---|--|--|------|-----|-----|-----|--|--|------|-----|--|--|--------|-----|-----|--|--|--|--------|-----|--|--|------|-----|--|--|---|------|-----|-----|-----|--|--|--------|---|--|--|--|--------|---|---|---|--|--|--------|----|--|--|--|--------|---|----|----|--|--|--------|-----|--|--|--|--------|-----|-----|--|--|--|---|-----------------|-----|----------------|-----|------------|---|-------------|---|------|----|---|---|----|--------|--|--|--|--|--------|--|--|--|--|--------|-----|---|---|-----|------|-----|---|---|--|------|-----|---|----|-----|--------|--|--|--|--|--------|--|--|--|--|--------|--|--|--|--|
| North Leg Total: 681<br>North Entering: 428<br>North Peds: 0<br>Peds Cross: ☒   | <table style="margin: auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">9</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;">11</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td style="text-align: left;">Heavys</td> <td style="text-align: center;">9</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">3</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">4</td> <td></td> <td></td> <td style="text-align: left;">Trucks</td> <td style="text-align: center;">6</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">301</td> <td style="text-align: center;">112</td> <td style="border-left: 1px solid black; text-align: center;">413</td> <td></td> <td></td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">238</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">313</td> <td style="text-align: center;">115</td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">253</td> <td colspan="2"></td> </tr> </table> <p style="text-align: center;">Taylor Rd</p>  <p style="text-align: center;">Taylor Rd</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">411</td> <td colspan="2"></td> <td style="text-align: center;">↓</td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">176</td> <td style="text-align: center;">124</td> <td style="border-left: 1px solid black; text-align: center;">300</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">6</td> <td colspan="2"></td> <td></td> <td style="text-align: left;">Trucks</td> <td style="text-align: center;">6</td> <td style="text-align: center;">3</td> <td style="border-left: 1px solid black; text-align: center;">9</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">11</td> <td colspan="2"></td> <td></td> <td style="text-align: left;">Heavys</td> <td style="text-align: center;">7</td> <td style="text-align: center;">11</td> <td style="border-left: 1px solid black; text-align: center;">18</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">428</td> <td colspan="2"></td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">189</td> <td style="text-align: center;">138</td> <td style="border-left: 1px solid black;"></td> <td colspan="2"></td> </tr> </table> | Heavys | 9   | 2   | 11     |        | ↑   | Heavys | 9 |  |             | Trucks | 3           | 1 | 4               |     |                  | Trucks | 6 |  |  | Cars | 301 | 112 | 413 |  |  | Cars | 238 |  |  | Totals | 313 | 115 |  |  |  | Totals | 253 |  |  | Cars | 411 |  |  | ↓ | Cars | 176 | 124 | 300 |  |  | Trucks | 6 |  |  |  | Trucks | 6 | 3 | 9 |  |  | Heavys | 11 |  |  |  | Heavys | 7 | 11 | 18 |  |  | Totals | 428 |  |  |  | Totals | 189 | 138 |  |  |  | <table style="margin: auto;"> <tr> <td style="text-align: right;">East Leg Total:</td> <td style="text-align: center;">432</td> </tr> <tr> <td style="text-align: right;">East Entering:</td> <td style="text-align: center;">179</td> </tr> <tr> <td style="text-align: right;">East Peds:</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">Peds Cross:</td> <td style="text-align: center;">☒</td> </tr> </table> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">62</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;">64</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">110</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;">115</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">172</td> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> <td style="border-left: 1px solid black;"></td> </tr> </table> <p style="text-align: center;">Mountain Rd</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">236</td> <td style="text-align: center;">4</td> <td style="text-align: center;">13</td> <td style="border-left: 1px solid black; text-align: center;">253</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | East Leg Total: | 432 | East Entering: | 179 | East Peds: | 0 | Peds Cross: | ☒ | Cars | 62 | 0 | 2 | 64 | Trucks |  |  |  |  | Heavys |  |  |  |  | Totals | 110 | 3 | 2 | 115 | Cars | 172 | 3 | 4 |  | Cars | 236 | 4 | 13 | 253 | Trucks |  |  |  |  | Heavys |  |  |  |  | Totals |  |  |  |  |
| Heavys  | 9  | 2      | 11  |     | ↑      | Heavys | 9   |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Trucks  | 3  | 1      | 4   |     |        | Trucks | 6   |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Cars  | 301  | 112    | 413 |     |        | Cars   | 238 |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Totals  | 313  | 115    |     |     |        | Totals | 253 |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Cars  | 411  |        |     | ↓   | Cars   | 176    | 124 | 300    |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Trucks  | 6  |        |     |     | Trucks | 6      | 3   | 9      |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Heavys  | 11   |        |     |     | Heavys | 7      | 11  | 18     |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Totals  | 428  |        |     |     | Totals | 189    | 138 |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| East Leg Total:   | 432  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| East Entering:  | 179  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| East Peds:  | 0  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Peds Cross:   | ☒  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Cars  | 62   | 0      | 2   | 64  |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Trucks  |  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Heavys  |  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Totals  | 110  | 3      | 2   | 115 |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Cars  | 172  | 3      | 4   |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Cars  | 236  | 4      | 13  | 253 |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Trucks  |  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Heavys  |  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Totals  |  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| <table style="margin: auto;"> <tr> <td style="text-align: right;">Peds Cross:</td> <td style="text-align: center;">☒</td> </tr> <tr> <td style="text-align: right;">South Peds:</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">South Entering:</td> <td style="text-align: center;">327</td> </tr> <tr> <td style="text-align: right;">South Leg Total:</td> <td style="text-align: center;">755</td> </tr> </table> |  |        |     |     |        |        |     |        |   |  | Peds Cross: | ☒      | South Peds: | 0 | South Entering: | 327 | South Leg Total: | 755    |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| Peds Cross:   | ☒  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| South Peds:   | 0  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| South Entering:   | 327  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |
| South Leg Total:  | 755  |        |     |     |        |        |     |        |   |  |             |        |             |   |                 |     |                  |        |   |  |  |      |     |     |     |  |  |      |     |  |  |        |     |     |  |  |  |        |     |  |  |      |     |  |  |   |      |     |     |     |  |  |        |   |  |  |  |        |   |   |   |  |  |        |    |  |  |  |        |   |    |    |  |  |        |     |  |  |  |        |     |     |  |  |  |   |                 |     |                |     |            |   |             |   |      |    |   |   |    |        |  |  |  |  |        |  |  |  |  |        |     |   |   |     |      |     |   |   |  |      |     |   |    |     |        |  |  |  |  |        |  |  |  |  |        |  |  |  |  |

## Comments

# Accu-Traffic Inc.

## Total Count Diagram

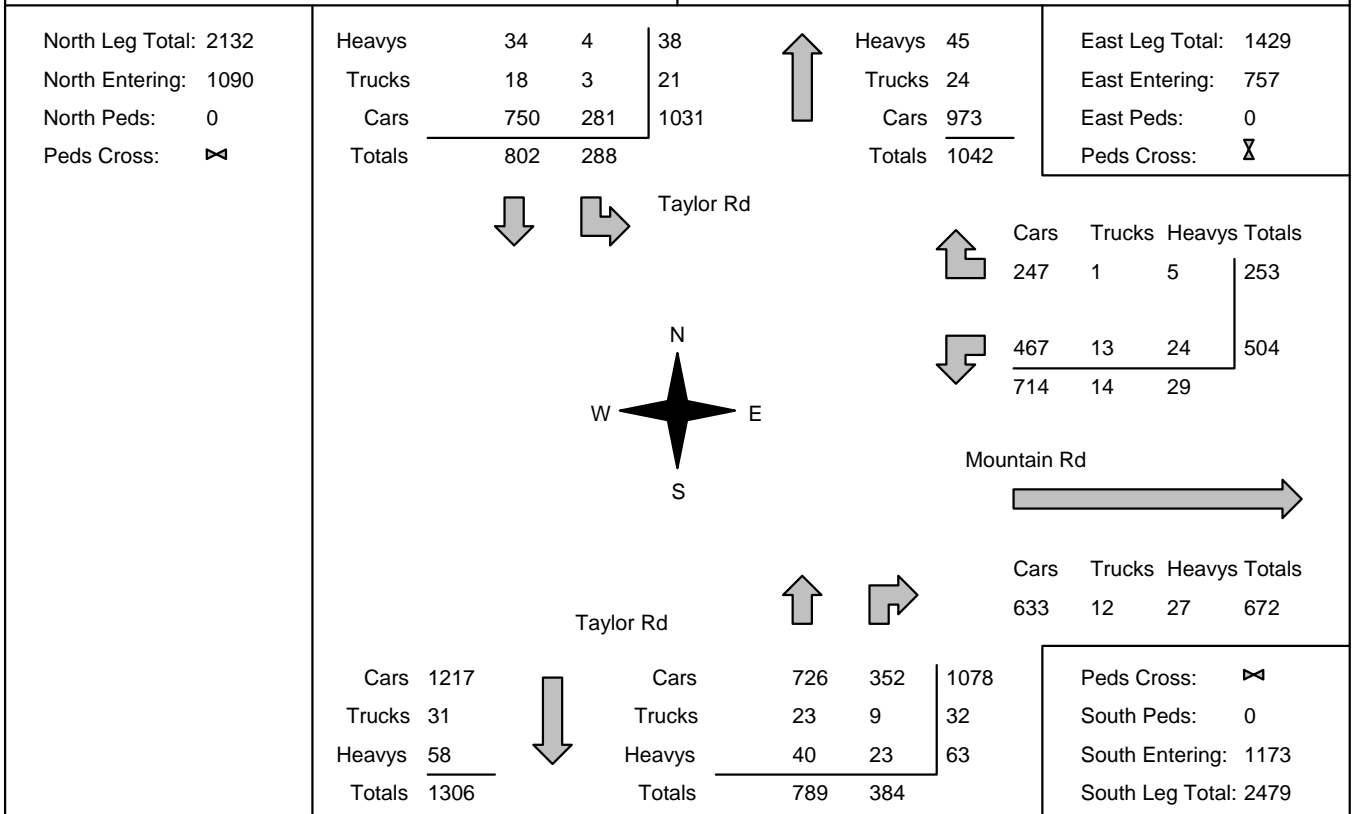
**Municipality:** Thorold  
**Site #:** 2500400003  
**Intersection:** Taylor Rd & Mountain Rd  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

**\*\* Signalized Intersection \*\***

**Major Road:** Taylor Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Taylor Rd & Mountain Rd      Count Date: 15-Jan-25      Municipality: Thorold

| <b>North Approach Totals</b>                               |                                 |      |       |                |               | North/South<br>Total<br>Approaches | <b>South Approach Totals</b> |                                 |       |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|------------------------------|---------------------------------|-------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |       |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru  | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0     | 0     | 0              | 0             |
| 8:00:00  | 24                              | 93   | 0     | 117            | 0             | 383                                | 8:00:00                      | 0                               | 201   | 65    | 266            | 0             |
| 9:00:00  | 44                              | 147  | 0     | 191            | 0             | 519                                | 9:00:00                      | 0                               | 241   | 87    | 328            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0     | 0     | 0              | 0             |
| 17:00:00   | 115                             | 313  | 0     | 428            | 0             | 755                                | 17:00:00                     | 0                               | 189   | 138   | 327            | 0             |
| 18:00:00   | 105                             | 249  | 0     | 354            | 0             | 606                                | 18:00:00                     | 0                               | 158   | 94    | 252            | 0             |
| <b>Totals:</b>   | 288                             | 802  | 0     | 1090           | 0             | 2263                               | <b>S Totals:</b>             | 0                               | 789   | 384   | 1173           | 0             |
| <b>East Approach Totals</b>                                |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | <b>West Approach Totals</b>  |                                 |       |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |       |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru  | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0     | 0     | 0              | 0             |
| 8:00:00  | 125                             | 0    | 57    | 182            | 0             | 182                                | 8:00:00                      | 0                               | 0     | 0     | 0              | 0             |
| 9:00:00  | 171                             | 0    | 71    | 242            | 0             | 242                                | 9:00:00                      | 0                               | 0     | 0     | 0              | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0     | 0     | 0              | 0             |
| 17:00:00   | 115                             | 0    | 64    | 179            | 0             | 179                                | 17:00:00                     | 0                               | 0     | 0     | 0              | 0             |
| 18:00:00   | 93                              | 0    | 61    | 154            | 0             | 154                                | 18:00:00                     | 0                               | 0     | 0     | 0              | 0             |
| <b>Totals:</b>   | 504                             | 0    | 253   | 757            | 0             | 757                                | <b>W Totals:</b>             | 0                               | 0     | 0     | 0              | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                              |                                 |       |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    |                              | 17:00                           | 18:00 | 0:00  | 0:00           |               |
| Crossing Values:   | 0                               | 125  | 171   | 0              |               |                                    |                              | 115                             | 93    | 0     | 0              |               |







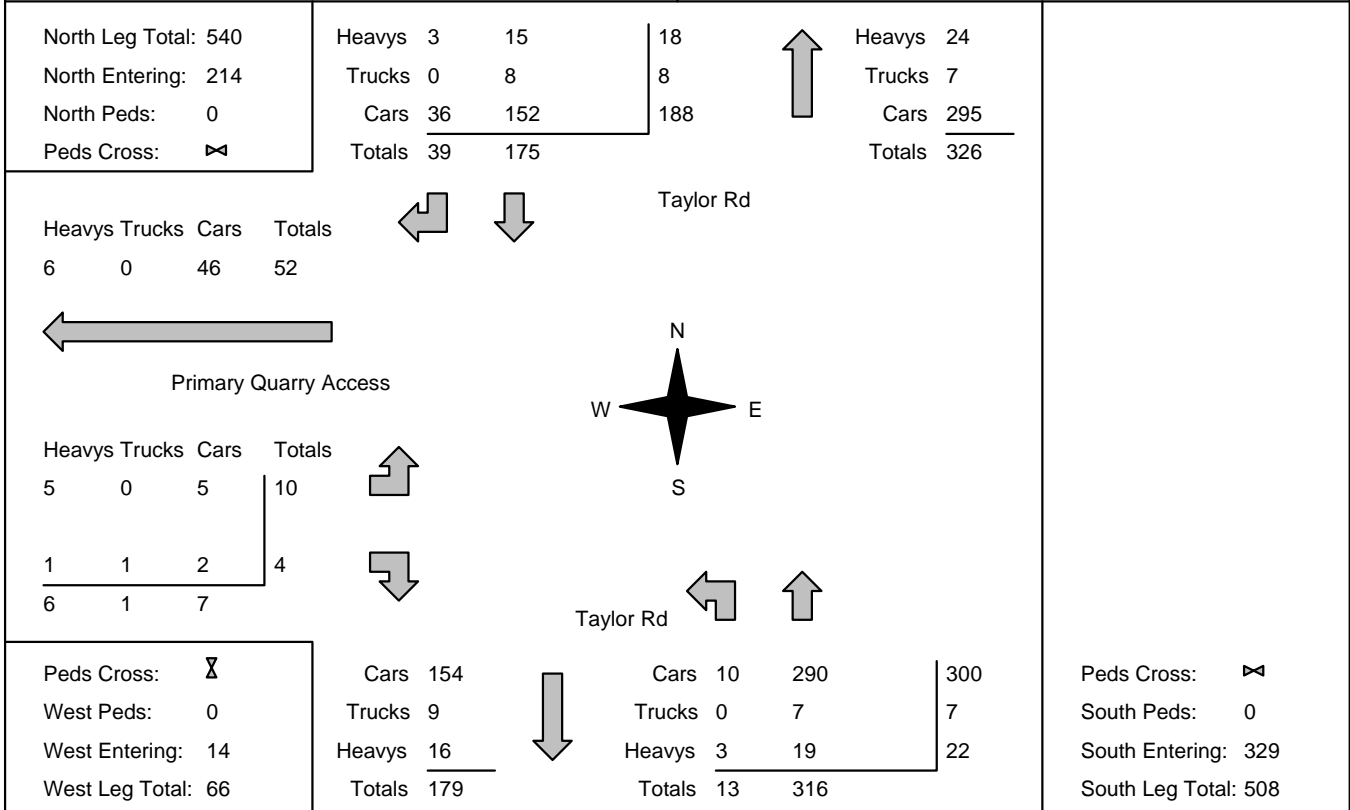


# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400004<br><b>Intersection:</b> Taylor Rd & Primary Quarry Access<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |                                       |
|--|---------------------------------------|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Taylor Rd runs N/S |
|--|---------------------------------------|



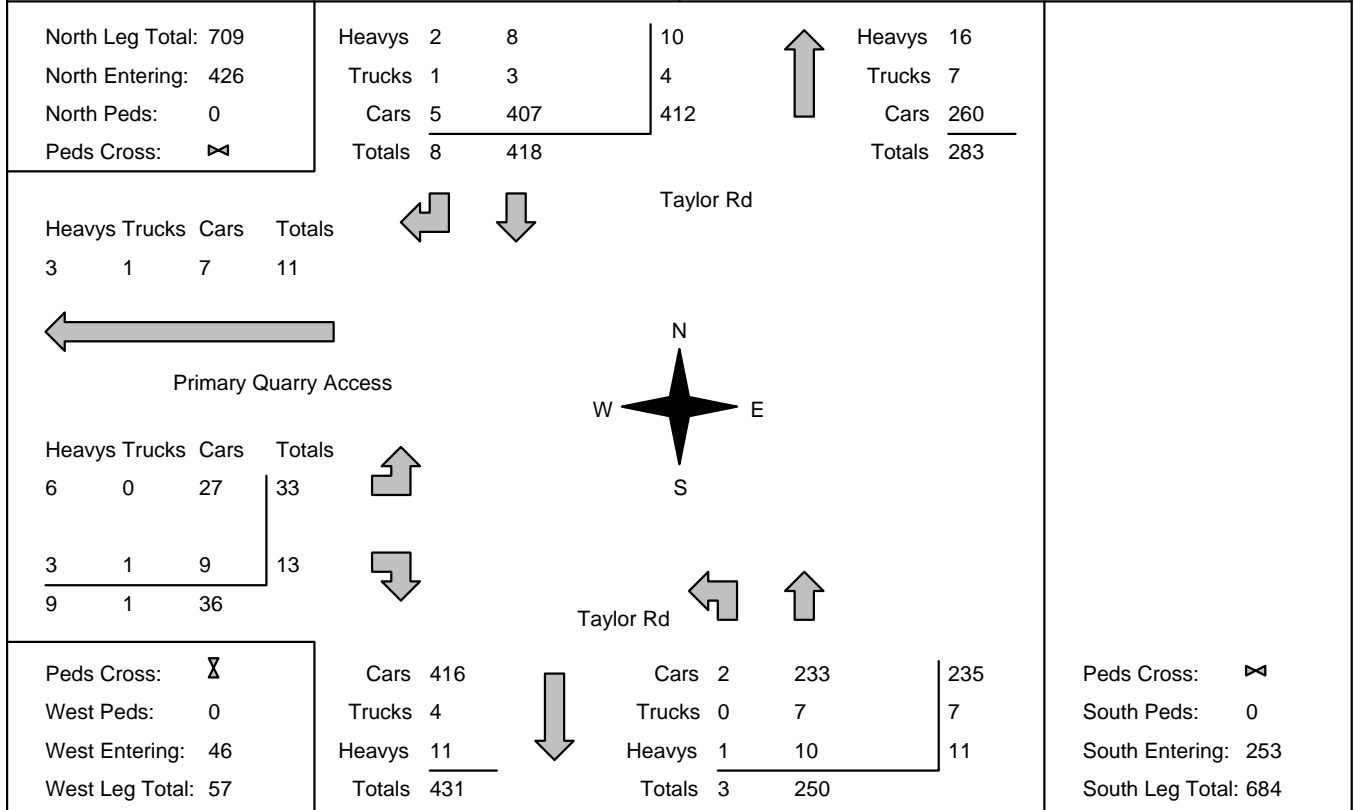
## Comments

# Accu-Traffic Inc.

|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400004<br><b>Intersection:</b> Taylor Rd & Primary Quarry Access<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |                                       |
|--|---------------------------------------|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Taylor Rd runs N/S |
|--|---------------------------------------|



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

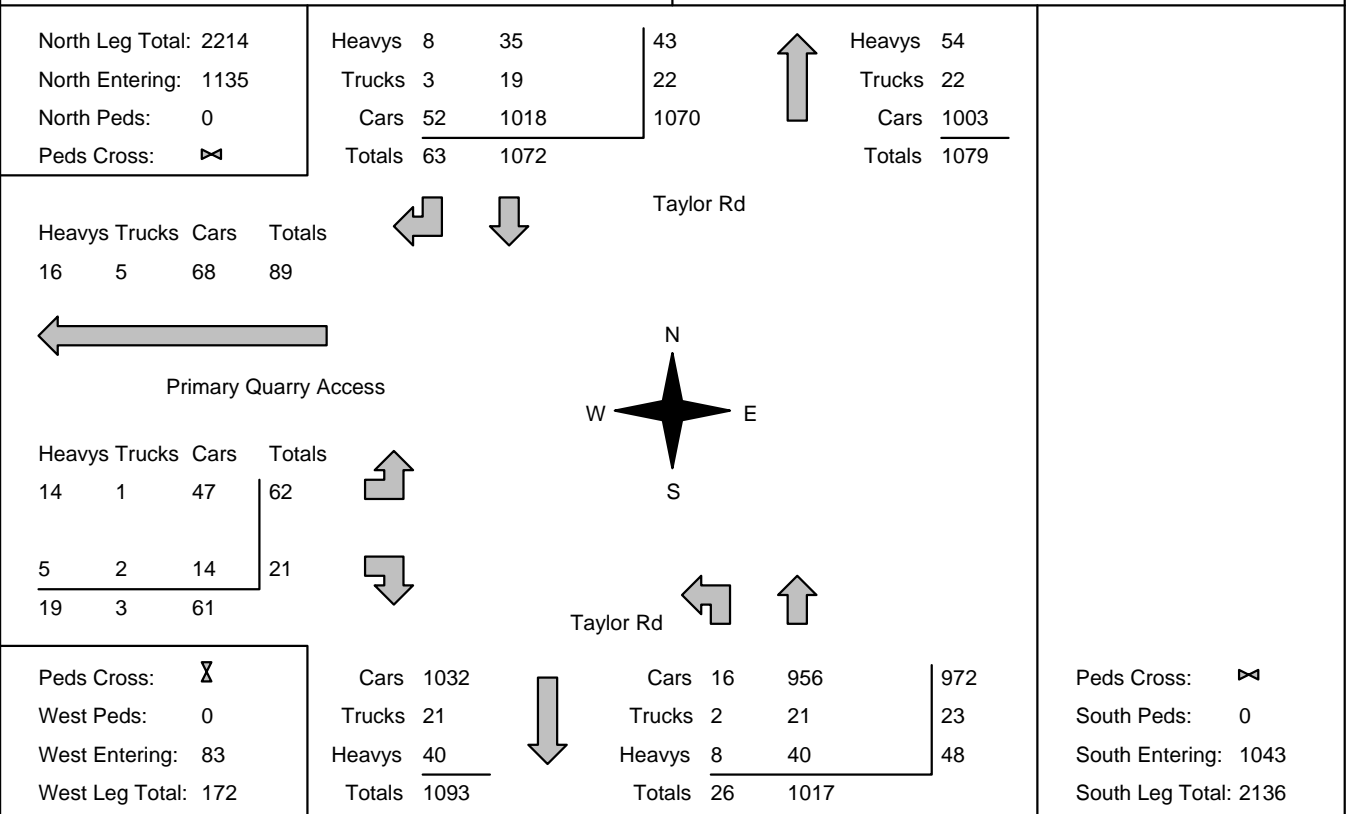
**Municipality:** Thorold  
**Site #:** 2500400004  
**Intersection:** Taylor Rd & Primary Quarry Access  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Taylor Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Taylor Rd & Primary Quarry Acces      Count Date: 15-Jan-25      Municipality: Thorold

| North Approach Totals                                      |                                 |      |       |                |               | North/South<br>Total<br>Approaches | South Approach Totals |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|-----------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 113  | 24    | 137            | 0             | 392                                | 8:00:00               | 13                              | 242  | 0     | 255            | 0             |
| 9:00:00  | 0                               | 189  | 30    | 219            | 0             | 531                                | 9:00:00               | 9                               | 303  | 0     | 312            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 418  | 8     | 426            | 0             | 679                                | 17:00:00              | 3                               | 250  | 0     | 253            | 0             |
| 18:00:00   | 0                               | 352  | 1     | 353            | 0             | 576                                | 18:00:00              | 1                               | 222  | 0     | 223            | 0             |
| <b>Totals:</b>   | 0                               | 1072 | 63    | 1135           | 0             | 2178                               | <b>S Totals:</b>      | 26                              | 1017 | 0     | 1043           | 0             |
| East Approach Totals                                       |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | West Approach Totals  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 0    | 0     | 0              | 0             | 7                                  | 8:00:00               | 4                               | 0    | 3     | 7              | 0             |
| 9:00:00  | 0                               | 0    | 0     | 0              | 0             | 15                                 | 9:00:00               | 12                              | 0    | 3     | 15             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 0    | 0     | 0              | 0             | 46                                 | 17:00:00              | 33                              | 0    | 13    | 46             | 0             |
| 18:00:00   | 0                               | 0    | 0     | 0              | 0             | 15                                 | 18:00:00              | 13                              | 0    | 2     | 15             | 0             |
| <b>Totals:</b>   | 0                               | 0    | 0     | 0              | 0             | 83                                 | <b>W Totals:</b>      | 62                              | 0    | 21    | 83             | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                       |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    | 17:00                 | 18:00                           | 0:00 | 0:00  |                |               |
| Crossing Values:   | 0                               | 4    | 12    | 0              |               |                                    | 33                    | 13                              | 0    | 0     |                |               |







# Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400004

| Interval<br>Time | Passenger Cars - South Approach |      |      |      |       |      | Trucks - South Approach |      |      |      |       |      | Heavys - South Approach |      |      |      |       |      | Pedestrians |      |
|------------------|---------------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------|------|
|                  | Left                            |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | South Cross |      |
|                  | Cum                             | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum         | Incr |
| 7:00:00          | 0                               | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0           | 0    |
| 7:15:00          | 1                               | 1    | 34   | 34   | 0     | 0    | 1                       | 1    | 2    | 2    | 0     | 0    | 0                       | 0    | 2    | 2    | 0     | 0    | 0           | 0    |
| 7:30:00          | 2                               | 1    | 71   | 37   | 0     | 0    | 1                       | 0    | 3    | 1    | 0     | 0    | 1                       | 1    | 4    | 2    | 0     | 0    | 0           | 0    |
| 7:45:00          | 3                               | 1    | 130  | 59   | 0     | 0    | 2                       | 1    | 5    | 2    | 0     | 0    | 2                       | 1    | 6    | 2    | 0     | 0    | 0           | 0    |
| 8:00:00          | 9                               | 6    | 222  | 92   | 0     | 0    | 2                       | 0    | 7    | 2    | 0     | 0    | 2                       | 0    | 13   | 7    | 0     | 0    | 0           | 0    |
| 8:15:00          | 10                              | 1    | 281  | 59   | 0     | 0    | 2                       | 0    | 8    | 1    | 0     | 0    | 2                       | 0    | 15   | 2    | 0     | 0    | 0           | 0    |
| 8:30:00          | 11                              | 1    | 352  | 71   | 0     | 0    | 2                       | 0    | 10   | 2    | 0     | 0    | 3                       | 1    | 20   | 5    | 0     | 0    | 0           | 0    |
| 8:45:00          | 13                              | 2    | 420  | 68   | 0     | 0    | 2                       | 0    | 12   | 2    | 0     | 0    | 5                       | 2    | 25   | 5    | 0     | 0    | 0           | 0    |
| 9:00:00          | 13                              | 0    | 504  | 84   | 0     | 0    | 2                       | 0    | 13   | 1    | 0     | 0    | 7                       | 2    | 28   | 3    | 0     | 0    | 0           | 0    |
| 9:15:00          | 13                              | 0    | 504  | 0    | 0     | 0    | 2                       | 0    | 13   | 0    | 0     | 0    | 7                       | 0    | 28   | 0    | 0     | 0    | 0           | 0    |
| 16:00:00         | 13                              | 0    | 504  | 0    | 0     | 0    | 2                       | 0    | 13   | 0    | 0     | 0    | 7                       | 0    | 28   | 0    | 0     | 0    | 0           | 0    |
| 16:15:00         | 14                              | 1    | 559  | 55   | 0     | 0    | 2                       | 0    | 14   | 1    | 0     | 0    | 8                       | 1    | 34   | 6    | 0     | 0    | 0           | 0    |
| 16:30:00         | 14                              | 0    | 607  | 48   | 0     | 0    | 2                       | 0    | 18   | 4    | 0     | 0    | 8                       | 0    | 35   | 1    | 0     | 0    | 0           | 0    |
| 16:45:00         | 14                              | 0    | 663  | 56   | 0     | 0    | 2                       | 0    | 19   | 1    | 0     | 0    | 8                       | 0    | 36   | 1    | 0     | 0    | 0           | 0    |
| 17:00:00         | 15                              | 1    | 737  | 74   | 0     | 0    | 2                       | 0    | 20   | 1    | 0     | 0    | 8                       | 0    | 38   | 2    | 0     | 0    | 0           | 0    |
| 17:15:00         | 16                              | 1    | 804  | 67   | 0     | 0    | 2                       | 0    | 20   | 0    | 0     | 0    | 8                       | 0    | 38   | 0    | 0     | 0    | 0           | 0    |
| 17:30:00         | 16                              | 0    | 865  | 61   | 0     | 0    | 2                       | 0    | 20   | 0    | 0     | 0    | 8                       | 0    | 38   | 0    | 0     | 0    | 0           | 0    |
| 17:45:00         | 16                              | 0    | 912  | 47   | 0     | 0    | 2                       | 0    | 21   | 1    | 0     | 0    | 8                       | 0    | 39   | 1    | 0     | 0    | 0           | 0    |
| 18:00:00         | 16                              | 0    | 956  | 44   | 0     | 0    | 2                       | 0    | 21   | 0    | 0     | 0    | 8                       | 0    | 40   | 1    | 0     | 0    | 0           | 0    |
| 18:15:00         | 16                              | 0    | 956  | 0    | 0     | 0    | 2                       | 0    | 21   | 0    | 0     | 0    | 8                       | 0    | 40   | 0    | 0     | 0    | 0           | 0    |
| 18:15:15         | 16                              | 0    | 956  | 0    | 0     | 0    | 2                       | 0    | 21   | 0    | 0     | 0    | 8                       | 0    | 40   | 0    | 0     | 0    | 0           | 0    |



# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400005<br><b>Intersection:</b> Taylor Rd & Thorold Townline Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |                                       |
|--|---------------------------------------|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Taylor Rd runs N/S |
|--|---------------------------------------|

|  |  |   |                    |   |   |                |  |                   |  |
|--|--|---|--------------------|---|---|----------------|--|-------------------|--|
| North Leg Total: 637<br>North Entering: 302<br>North Peds: 0<br>Peds Cross: $\times$   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;">           Heavys 1    36<br/>           Trucks 3    4<br/>           Cars 25    233<br/>           Totals 29    273         </td> <td style="width: 50%; border-right: 1px solid black; text-align: center;">           37<br/>           7<br/>           258         </td> </tr> </table> | Heavys 1    36<br>Trucks 3    4<br>Cars 25    233<br>Totals 29    273 | 37<br>7<br>258     | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;">           Heavys 39<br/>           Trucks 8<br/>           Cars 288<br/>           Totals 335         </td> <td style="width: 50%; text-align: center;"> </td> </tr> </table>  | Heavys 39<br>Trucks 8<br>Cars 288<br>Totals 335                       |                |  |                   |  |
| Heavys 1    36<br>Trucks 3    4<br>Cars 25    233<br>Totals 29    273  | 37<br>7<br>258   |   |                    |   |   |                |  |                   |  |
| Heavys 39<br>Trucks 8<br>Cars 288<br>Totals 335  |  |   |                    |   |   |                |  |                   |  |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;">           Heavys Trucks Cars Totals<br/>           2    3    67    72         </td> <td style="width: 50%; text-align: center;"> </td> </tr> </table>   | Heavys Trucks Cars Totals<br>2    3    67    72  |   | Taylor Rd<br><br>  |   |   |                |  |                   |  |
| Heavys Trucks Cars Totals<br>2    3    67    72  |  |   |                    |   |   |                |  |                   |  |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;">           Heavys Trucks Cars Totals<br/>           1    3    7    11         </td> <td style="width: 50%; text-align: center;"> </td> </tr> <tr> <td style="width: 50%; border-right: 1px solid black;">           3    5    17    25         </td> <td style="width: 50%; text-align: center;"> </td> </tr> <tr> <td style="width: 50%; border-right: 1px solid black;">           4    8    24         </td> <td style="width: 50%;"></td> </tr> </table> | Heavys Trucks Cars Totals<br>1    3    7    11   |   | 3    5    17    25 |   | 4    8    24  |                |  | Taylor Rd<br><br> |  |
| Heavys Trucks Cars Totals<br>1    3    7    11   |  |   |                    |   |   |                |  |                   |  |
| 3    5    17    25   |  |   |                    |   |   |                |  |                   |  |
| 4    8    24   |  |   |                    |   |   |                |  |                   |  |
| Peds Cross: $\times$<br>West Peds: 0<br>West Entering: 36<br>West Leg Total: 108   | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;">           Cars 250<br/>           Trucks 9<br/>           Heavys 39<br/>           Totals 298         </td> <td style="width: 50%; text-align: center;"> </td> </tr> </table>   | Cars 250<br>Trucks 9<br>Heavys 39<br>Totals 298                       |                    | <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-right: 1px solid black;">           Cars 42    281<br/>           Trucks 0    5<br/>           Heavys 1    38<br/>           Totals 43    324         </td> <td style="width: 50%; text-align: center;">           323<br/>           5<br/>           39         </td> </tr> </table> | Cars 42    281<br>Trucks 0    5<br>Heavys 1    38<br>Totals 43    324 | 323<br>5<br>39 | Peds Cross: $\times$<br>South Peds: 0<br>South Entering: 367<br>South Leg Total: 665 |                   |  |
| Cars 250<br>Trucks 9<br>Heavys 39<br>Totals 298  |  |   |                    |   |   |                |  |                   |  |
| Cars 42    281<br>Trucks 0    5<br>Heavys 1    38<br>Totals 43    324  | 323<br>5<br>39   |   |                    |   |   |                |  |                   |  |

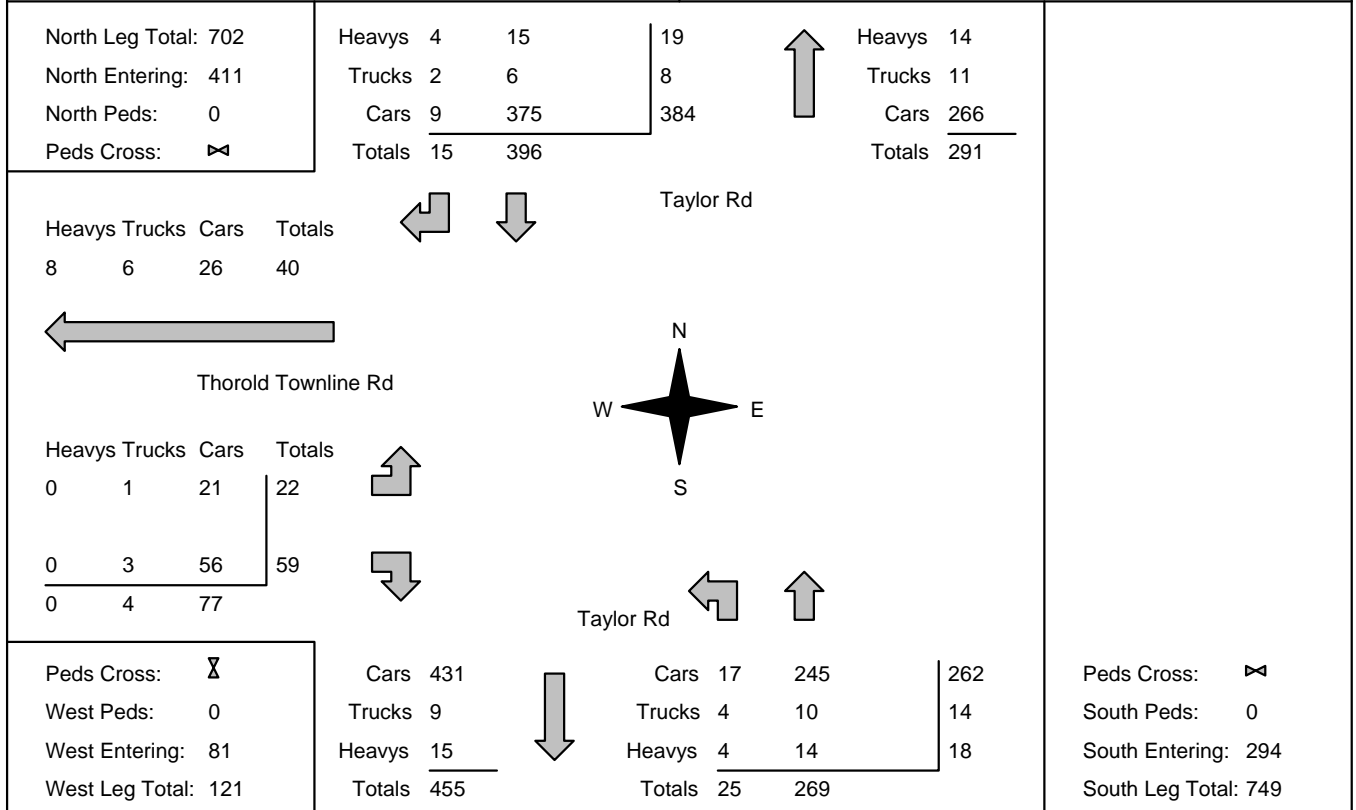
## Comments

# Accu-Traffic Inc.

|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400005<br><b>Intersection:</b> Taylor Rd & Thorold Townline Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |                                       |
|--|---------------------------------------|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Taylor Rd runs N/S |
|--|---------------------------------------|



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

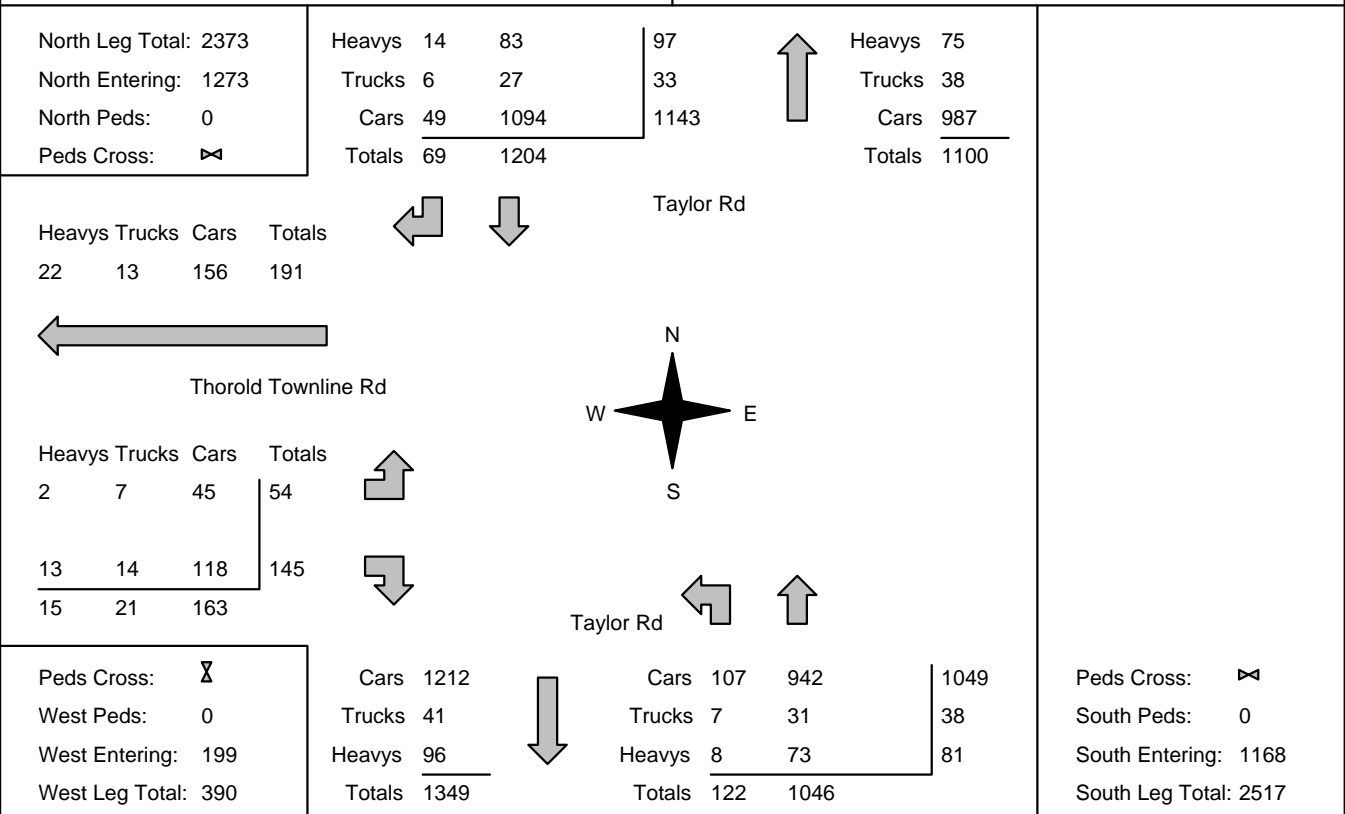
**Municipality:** Thorold  
**Site #:** 2500400005  
**Intersection:** Taylor Rd & Thorold Townline Rd  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Taylor Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Taylor Rd & Thorold Townline Rd      Count Date: 15-Jan-25      Municipality: Thorold

| North Approach Totals                                      |                                 |      |       |                |               | North/South<br>Total<br>Approaches | South Approach Totals |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|-----------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 199  | 25    | 224            | 0             | 532                                | 8:00:00               | 47                              | 261  | 0     | 308            | 0             |
| 9:00:00  | 0                               | 291  | 24    | 315            | 0             | 656                                | 9:00:00               | 39                              | 302  | 0     | 341            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 1                                  | 16:00:00              | 0                               | 1    | 0     | 1              | 0             |
| 17:00:00   | 0                               | 396  | 15    | 411            | 0             | 705                                | 17:00:00              | 25                              | 269  | 0     | 294            | 0             |
| 18:00:00   | 0                               | 318  | 5     | 323            | 0             | 547                                | 18:00:00              | 11                              | 213  | 0     | 224            | 0             |
| <b>Totals:</b>   | 0                               | 1204 | 69    | 1273           | 0             | 2441                               | <b>S Totals:</b>      | 122                             | 1046 | 0     | 1168           | 0             |
| East Approach Totals                                       |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | West Approach Totals  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 0    | 0     | 0              | 0             | 41                                 | 8:00:00               | 7                               | 0    | 34    | 41             | 0             |
| 9:00:00  | 0                               | 0    | 0     | 0              | 0             | 38                                 | 9:00:00               | 13                              | 0    | 25    | 38             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 0    | 0     | 0              | 0             | 81                                 | 17:00:00              | 22                              | 0    | 59    | 81             | 0             |
| 18:00:00   | 0                               | 0    | 0     | 0              | 0             | 39                                 | 18:00:00              | 12                              | 0    | 27    | 39             | 0             |
| <b>Totals:</b>   | 0                               | 0    | 0     | 0              | 0             | 199                                | <b>W Totals:</b>      | 54                              | 0    | 145   | 199            | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                       |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    | 17:00                 | 18:00                           | 0:00 | 0:00  |                |               |
| Crossing Values:   | 0                               | 7    | 13    | 0              |               |                                    | 22                    | 12                              | 0    | 0     |                |               |



# Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400005

| Interval Time | Passenger Cars - North Approach |      |      |      |       |      | Trucks - North Approach |      |      |      |       |      | Heavys - North Approach |      |      |      |       |      | Pedestrians |      |
|---------------|---------------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------|------|
|               | Left                            |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | North Cross |      |
|               | Cum                             | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum         | Incr |
| 7:00:00       | 0                               | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0           | 0    |
| 7:15:00       | 0                               | 0    | 27   | 27   | 4     | 4    | 0                       | 0    | 1    | 1    | 0     | 0    | 0                       | 0    | 4    | 4    | 1     | 1    | 0           | 0    |
| 7:30:00       | 0                               | 0    | 62   | 35   | 9     | 5    | 0                       | 0    | 4    | 3    | 0     | 0    | 0                       | 0    | 15   | 11   | 2     | 1    | 0           | 0    |
| 7:45:00       | 0                               | 0    | 114  | 52   | 12    | 3    | 0                       | 0    | 7    | 3    | 0     | 0    | 0                       | 0    | 20   | 5    | 5     | 3    | 0           | 0    |
| 8:00:00       | 0                               | 0    | 163  | 49   | 20    | 8    | 0                       | 0    | 7    | 0    | 0     | 0    | 0                       | 0    | 29   | 9    | 5     | 0    | 0           | 0    |
| 8:15:00       | 0                               | 0    | 208  | 45   | 25    | 5    | 0                       | 0    | 7    | 0    | 1     | 1    | 0                       | 0    | 34   | 5    | 5     | 0    | 0           | 0    |
| 8:30:00       | 0                               | 0    | 280  | 72   | 30    | 5    | 0                       | 0    | 8    | 1    | 2     | 1    | 0                       | 0    | 44   | 10   | 6     | 1    | 0           | 0    |
| 8:45:00       | 0                               | 0    | 347  | 67   | 37    | 7    | 0                       | 0    | 11   | 3    | 3     | 1    | 0                       | 0    | 56   | 12   | 6     | 0    | 0           | 0    |
| 9:00:00       | 0                               | 0    | 406  | 59   | 38    | 1    | 0                       | 0    | 18   | 7    | 3     | 0    | 0                       | 0    | 66   | 10   | 8     | 2    | 0           | 0    |
| 9:15:00       | 0                               | 0    | 406  | 0    | 38    | 0    | 0                       | 0    | 18   | 0    | 3     | 0    | 0                       | 0    | 66   | 0    | 8     | 0    | 0           | 0    |
| 16:00:00      | 0                               | 0    | 406  | 0    | 38    | 0    | 0                       | 0    | 18   | 0    | 3     | 0    | 0                       | 0    | 66   | 0    | 8     | 0    | 0           | 0    |
| 16:15:00      | 0                               | 0    | 491  | 85   | 40    | 2    | 0                       | 0    | 23   | 5    | 5     | 2    | 0                       | 0    | 71   | 5    | 9     | 1    | 0           | 0    |
| 16:30:00      | 0                               | 0    | 575  | 84   | 41    | 1    | 0                       | 0    | 24   | 1    | 5     | 0    | 0                       | 0    | 76   | 5    | 11    | 2    | 0           | 0    |
| 16:45:00      | 0                               | 0    | 687  | 112  | 46    | 5    | 0                       | 0    | 24   | 0    | 5     | 0    | 0                       | 0    | 79   | 3    | 12    | 1    | 0           | 0    |
| 17:00:00      | 0                               | 0    | 781  | 94   | 47    | 1    | 0                       | 0    | 24   | 0    | 5     | 0    | 0                       | 0    | 81   | 2    | 12    | 0    | 0           | 0    |
| 17:15:00      | 0                               | 0    | 861  | 80   | 48    | 1    | 0                       | 0    | 25   | 1    | 6     | 1    | 0                       | 0    | 81   | 0    | 12    | 0    | 0           | 0    |
| 17:30:00      | 0                               | 0    | 961  | 100  | 48    | 0    | 0                       | 0    | 25   | 0    | 6     | 0    | 0                       | 0    | 81   | 0    | 12    | 0    | 0           | 0    |
| 17:45:00      | 0                               | 0    | 1044 | 83   | 49    | 1    | 0                       | 0    | 26   | 1    | 6     | 0    | 0                       | 0    | 83   | 2    | 13    | 1    | 0           | 0    |
| 18:00:00      | 0                               | 0    | 1094 | 50   | 49    | 0    | 0                       | 0    | 27   | 1    | 6     | 0    | 0                       | 0    | 83   | 0    | 14    | 1    | 0           | 0    |
| 18:15:00      | 0                               | 0    | 1094 | 0    | 49    | 0    | 0                       | 0    | 27   | 0    | 6     | 0    | 0                       | 0    | 83   | 0    | 14    | 0    | 0           | 0    |
| 18:15:15      | 0                               | 0    | 1094 | 0    | 49    | 0    | 0                       | 0    | 27   | 0    | 6     | 0    | 0                       | 0    | 83   | 0    | 14    | 0    | 0           | 0    |







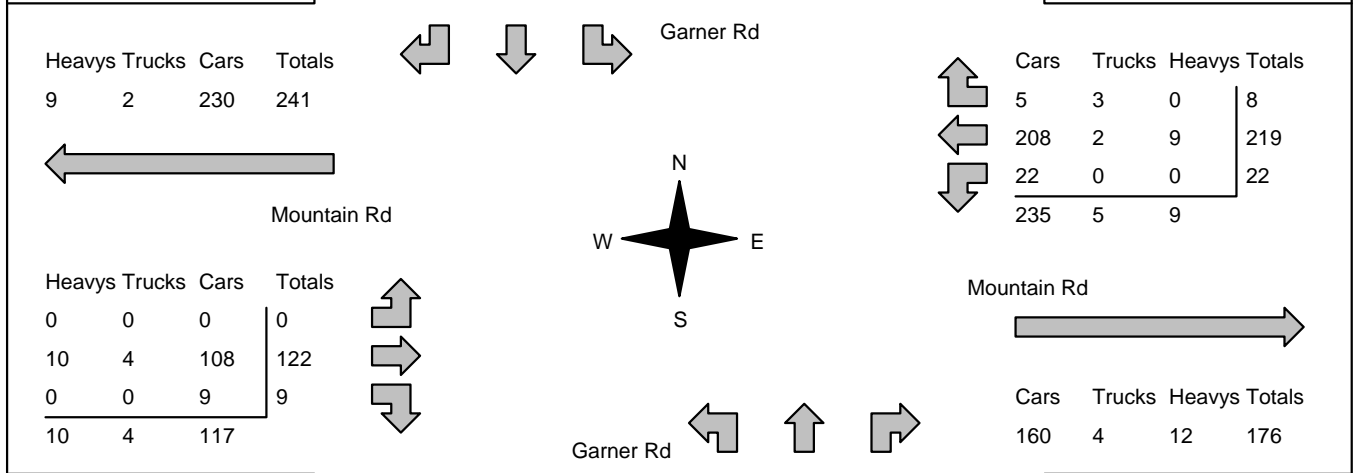
# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400006<br><b>Intersection:</b> Mountain Rd & Garner Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
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|  |   |
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| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Mountain Rd runs W/E |
|--|---|

|  |   |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
|--|---|--------|---|---|---|---|--------|---|---|---|---|------|---|---|---|---|--------|---|---|---|--|---|--|--------|---|--------|---|------|----|--------|----|--|
| North Leg Total: 22<br>North Entering: 9<br>North Peds: 0<br>Peds Cross: ☒ | <table style="margin: auto;"> <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>0</td><td>0</td></tr> <tr><td>Cars</td><td>4</td><td>2</td><td>3</td><td>9</td></tr> <tr><td>Totals</td><td>4</td><td>2</td><td>3</td><td></td></tr> </table> | Heavys | 0 | 0 | 0 | 0 | Trucks | 0 | 0 | 0 | 0 | Cars | 4 | 2 | 3 | 9 | Totals | 4 | 2 | 3 |  | ↑ | <table style="margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>10</td></tr> <tr><td>Totals</td><td>13</td></tr> </table> | Heavys | 0 | Trucks | 3 | Cars | 10 | Totals | 13 | East Leg Total: 425<br>East Entering: 249<br>East Peds: 0<br>Peds Cross: ☒ |
| Heavys   | 0   | 0      | 0 | 0 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Trucks   | 0   | 0      | 0 | 0 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Cars   | 4   | 2      | 3 | 9 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Totals   | 4   | 2      | 3 |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Heavys   | 0   |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Trucks   | 3   |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Cars   | 10  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Totals   | 13  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |



|  |  |      |    |        |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
|--|--|------|----|--------|---|--------|---|--------|----|---|--|------|----|---|----|----|--------|---|---|---|---|--------|---|---|---|---|--------|----|---|----|--|--|
| Peds Cross: ☒<br>West Peds: 0<br>West Entering: 131<br>West Leg Total: 372 | <table style="margin: auto;"> <tr><td>Cars</td><td>33</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>33</td></tr> </table> | Cars | 33 | Trucks | 0 | Heavys | 0 | Totals | 33 | ↓ | <table style="margin: auto;"> <tr><td>Cars</td><td>18</td><td>5</td><td>49</td><td>72</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr><td>Totals</td><td>18</td><td>5</td><td>51</td><td></td></tr> </table> | Cars | 18 | 5 | 49 | 72 | Trucks | 0 | 0 | 0 | 0 | Heavys | 0 | 0 | 2 | 2 | Totals | 18 | 5 | 51 |  | Peds Cross: ☒<br>South Peds: 0<br>South Entering: 74<br>South Leg Total: 107 |
| Cars   | 33   |      |    |        |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Trucks   | 0  |      |    |        |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Heavys   | 0  |      |    |        |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Totals   | 33   |      |    |        |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Cars   | 18   | 5    | 49 | 72     |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Trucks   | 0  | 0    | 0  | 0      |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Heavys   | 0  | 0    | 2  | 2      |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Totals   | 18   | 5    | 51 |        |   |        |   |        |    |   |  |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |

**Comments**

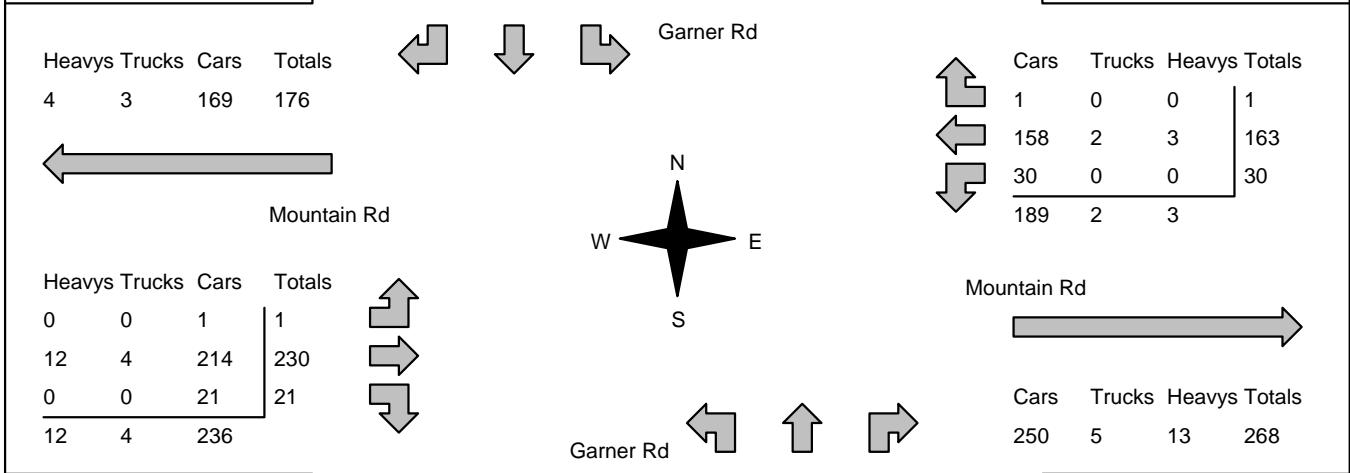
# Accu-Traffic Inc.

|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400006<br><b>Intersection:</b> Mountain Rd & Garner Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
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| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Mountain Rd runs W/E |
|--|---|

|   |  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
|---|--|--------|---|---|---|---|--------|---|---|---|---|------|---|---|---|---|--------|---|---|---|--|---|--------|---|--------|---|------|---|--------|---|--|
| North Leg Total: 9<br>North Entering: 3<br>North Peds: 0<br>Peds Cross: ☒ | <table style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Cars</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>1</td><td>2</td><td></td></tr> </table> | Heavys | 0 | 0 | 1 | 1 | Trucks | 0 | 0 | 1 | 1 | Cars | 0 | 1 | 0 | 1 | Totals | 0 | 1 | 2 |  | <table style="margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>6</td></tr> </table> | Heavys | 0 | Trucks | 0 | Cars | 6 | Totals | 6 | East Leg Total: 462<br>East Entering: 194<br>East Peds: 0<br>Peds Cross: ☒ |
| Heavys  | 0  | 0      | 1 | 1 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Trucks  | 0  | 0      | 1 | 1 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Cars  | 0  | 1      | 0 | 1 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Totals  | 0  | 1      | 2 |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Heavys  | 0  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Trucks  | 0  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Cars  | 6  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |
| Totals  | 6  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |        |   |        |   |      |   |        |   |  |



|  |   |      |    |        |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
|--|---|------|----|--------|---|--------|---|--------|----|---|------|----|---|----|----|--------|---|---|---|---|--------|---|---|---|---|--------|----|---|----|--|--|
| Peds Cross: ☒<br>West Peds: 0<br>West Entering: 252<br>West Leg Total: 428 | <table style="margin: auto;"> <tr><td>Cars</td><td>52</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>52</td></tr> </table> | Cars | 52 | Trucks | 0 | Heavys | 0 | Totals | 52 | <table style="margin: auto;"> <tr><td>Cars</td><td>11</td><td>4</td><td>36</td><td>51</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>13</td><td>4</td><td>36</td><td></td></tr> </table> | Cars | 11 | 4 | 36 | 51 | Trucks | 1 | 0 | 0 | 1 | Heavys | 1 | 0 | 0 | 1 | Totals | 13 | 4 | 36 |  | Peds Cross: ☒<br>South Peds: 0<br>South Entering: 53<br>South Leg Total: 105 |
| Cars   | 52  |      |    |        |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Trucks   | 0   |      |    |        |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Heavys   | 0   |      |    |        |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Totals   | 52  |      |    |        |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Cars   | 11  | 4    | 36 | 51     |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Trucks   | 1   | 0    | 0  | 1      |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Heavys   | 1   | 0    | 0  | 1      |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |
| Totals   | 13  | 4    | 36 |        |   |        |   |        |    |   |      |    |   |    |    |        |   |   |   |   |        |   |   |   |   |        |    |   |    |  |  |

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

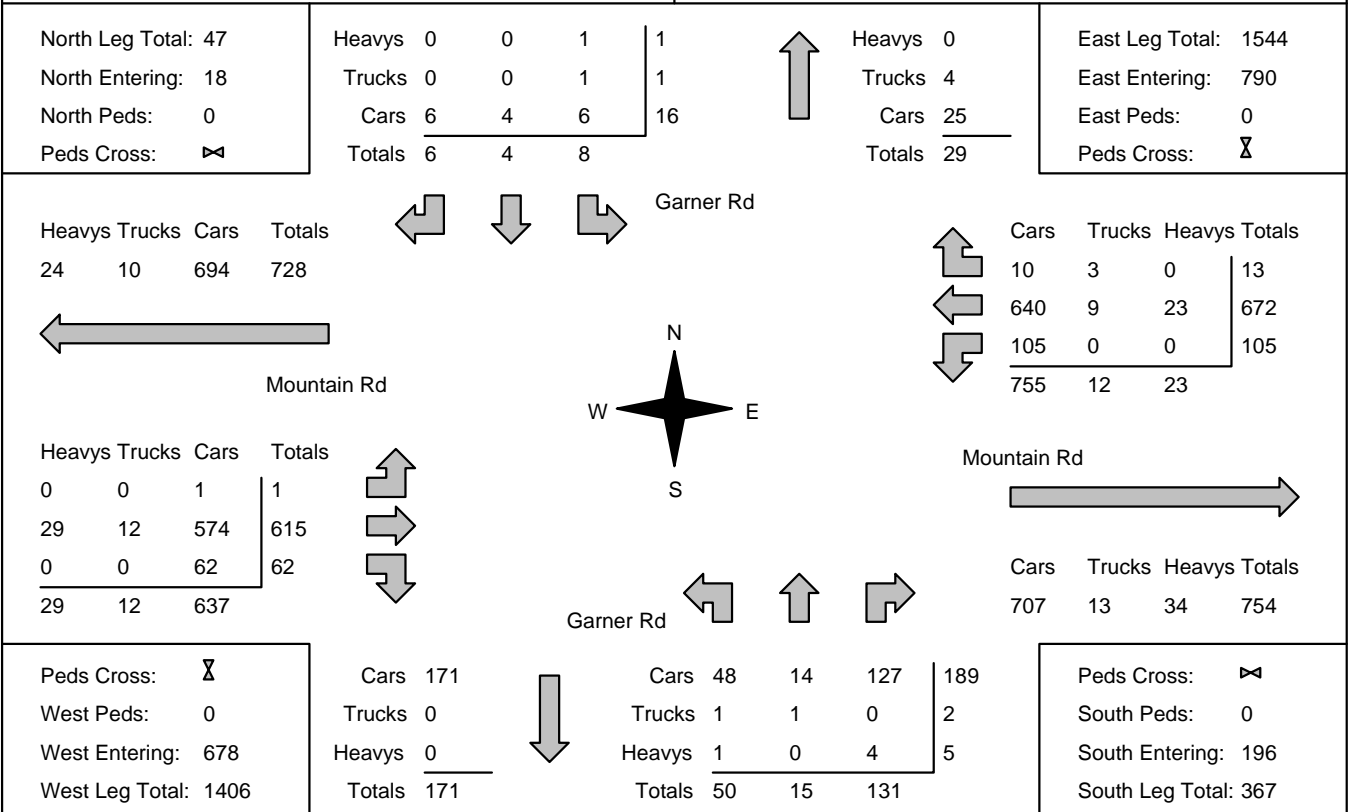
**Municipality:** Thorold  
**Site #:** 2500400006  
**Intersection:** Mountain Rd & Garner Rd  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Mountain Rd runs W/E



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Mountain Rd & Garner Rd      Count Date: 15-Jan-25      Municipality: Thorold

| <b>North Approach Totals</b>                               |                                 |      |       |                |               | North/South<br>Total<br>Approaches | <b>South Approach Totals</b> |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|------------------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 1                               | 0    | 5     | 6              | 0             | 46                                 | 8:00:00                      | 7                               | 4    | 29    | 40             | 0             |
| 9:00:00  | 2                               | 2    | 1     | 5              | 0             | 71                                 | 9:00:00                      | 18                              | 3    | 45    | 66             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 2                               | 1    | 0     | 3              | 0             | 56                                 | 17:00:00                     | 13                              | 4    | 36    | 53             | 0             |
| 18:00:00   | 3                               | 1    | 0     | 4              | 0             | 41                                 | 18:00:00                     | 12                              | 4    | 21    | 37             | 0             |
| <b>Totals:</b>   | 8                               | 4    | 6     | 18             | 0             | 214                                | <b>S Totals:</b>             | 50                              | 15   | 131   | 196            | 0             |
| <b>East Approach Totals</b>                                |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | <b>West Approach Totals</b>  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 24                              | 156  | 4     | 184            | 0             | 277                                | 8:00:00                      | 0                               | 91   | 2     | 93             | 0             |
| 9:00:00  | 28                              | 213  | 5     | 246            | 0             | 376                                | 9:00:00                      | 0                               | 117  | 13    | 130            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 30                              | 163  | 1     | 194            | 0             | 446                                | 17:00:00                     | 1                               | 230  | 21    | 252            | 0             |
| 18:00:00   | 23                              | 140  | 3     | 166            | 0             | 369                                | 18:00:00                     | 0                               | 177  | 26    | 203            | 0             |
| <b>Totals:</b>   | 105                             | 672  | 13    | 790            | 0             | 1468                               | <b>W Totals:</b>             | 1                               | 615  | 62    | 678            | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                              |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    | 17:00                        | 18:00                           | 0:00 | 0:00  |                |               |
| Crossing Values:   | 0                               | 12   | 23    | 0              |               |                                    | 19                           | 19                              | 0    | 0     |                |               |









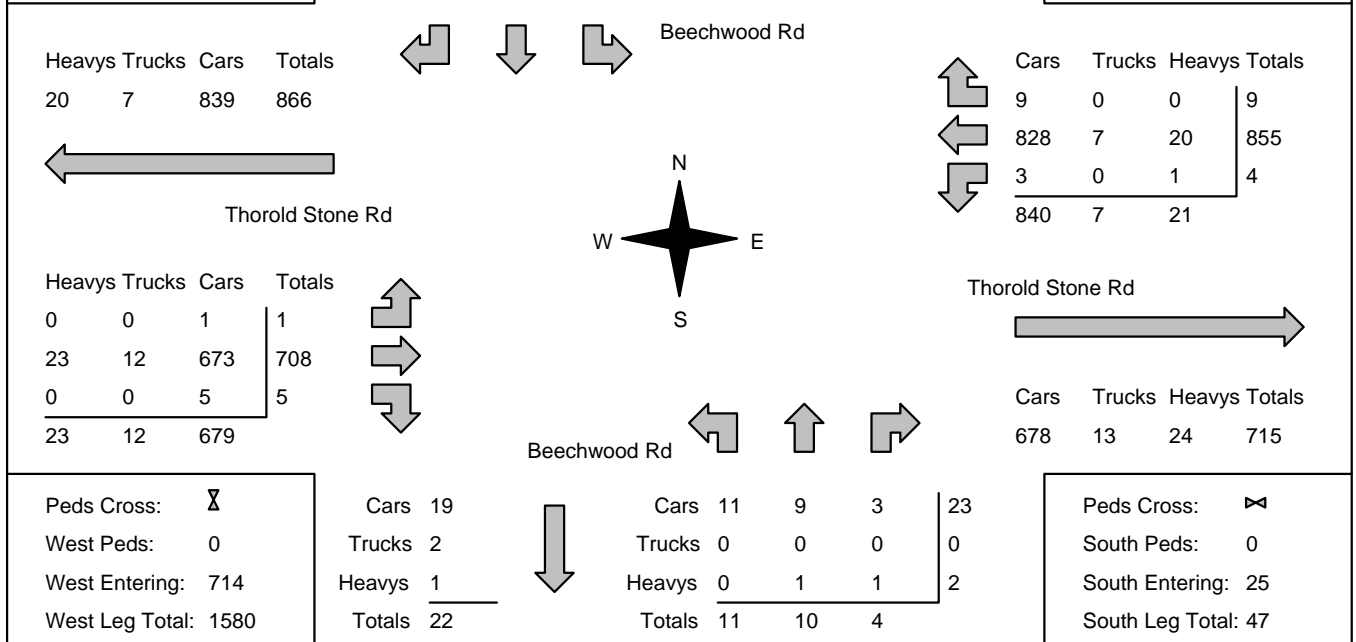
# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 8:00:00<br><b>To:</b> 9:00:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400007<br><b>Intersection:</b> Thorold Stone Rd & Beechwood Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |  |
|--|--|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Stone Rd runs W/E |
|--|--|

|   |  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
|---|--|--------|---|----|---|---|--------|---|---|---|---|------|---|----|---|----|--------|---|----|---|--|--|--------|---|--------|---|------|----|--------|----|---|
| North Leg Total: 36<br>North Entering: 16<br>North Peds: 0<br>Peds Cross: ☒ | <table style="margin: auto;"> <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>2</td><td>1</td><td>3</td></tr> <tr><td>Cars</td><td>0</td><td>11</td><td>2</td><td>13</td></tr> <tr><td>Totals</td><td>0</td><td>13</td><td>3</td><td></td></tr> </table> | Heavys | 0 | 0  | 0 | 0 | Trucks | 0 | 2 | 1 | 3 | Cars | 0 | 11 | 2 | 13 | Totals | 0 | 13 | 3 |  | <table style="margin: auto;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>19</td></tr> <tr><td>Totals</td><td>20</td></tr> </table> | Heavys | 1 | Trucks | 0 | Cars | 19 | Totals | 20 | East Leg Total: 1583<br>East Entering: 868<br>East Peds: 0<br>Peds Cross: ☒ |
| Heavys  | 0  | 0      | 0 | 0  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Trucks  | 0  | 2      | 1 | 3  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Cars  | 0  | 11     | 2 | 13 |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Totals  | 0  | 13     | 3 |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Heavys  | 1  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Trucks  | 0  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Cars  | 19   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |
| Totals  | 20   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |        |   |        |   |      |    |        |    |   |




## Comments

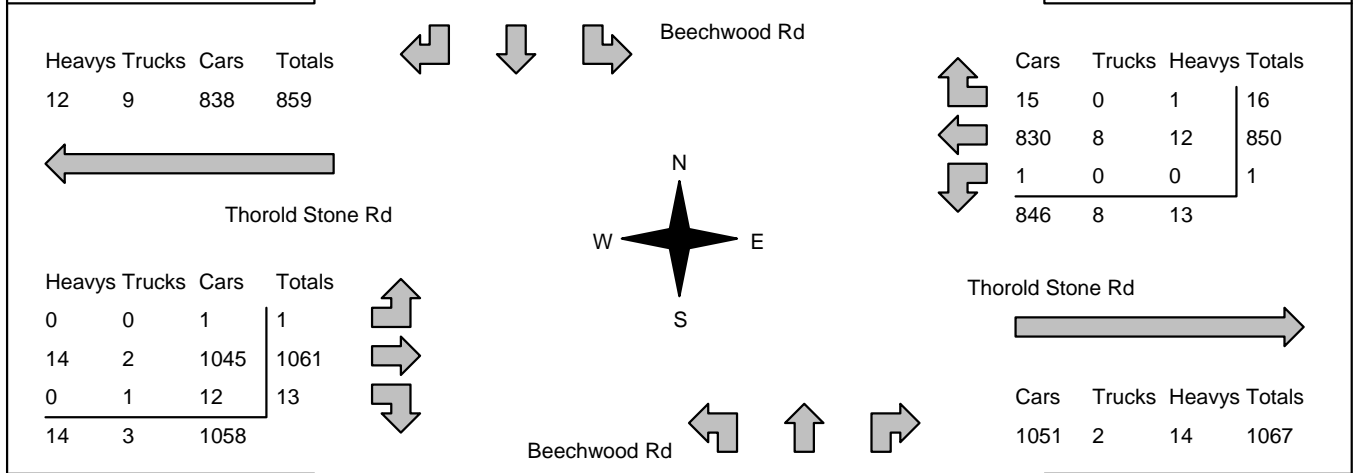
# Accu-Traffic Inc.


|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400007<br><b>Intersection:</b> Thorold Stone Rd & Beechwood Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |  |
|--|--|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Stone Rd runs W/E |
|--|--|

|   |  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
|---|--|--------|---|----|---|---|--------|---|---|---|---|------|---|----|---|----|--------|---|----|---|--|--|--|--------|---|--------|---|------|----|--------|----|---|
| North Leg Total: 57<br>North Entering: 26<br>North Peds: 0<br>Peds Cross: ☒ | <table style="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>1</td><td>0</td><td>1</td></tr> <tr><td>Cars</td><td>0</td><td>21</td><td>4</td><td>25</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>22</td><td>4</td><td></td></tr> </table> | Heavys | 0 | 0  | 0 | 0 | Trucks | 0 | 1 | 0 | 1 | Cars | 0 | 21 | 4 | 25 | Totals | 0 | 22 | 4 |  |  | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>30</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>31</td></tr> </table> | Heavys | 1 | Trucks | 0 | Cars | 30 | Totals | 31 | East Leg Total: 1934<br>East Entering: 867<br>East Peds: 0<br>Peds Cross: ☒ |
| Heavys  | 0  | 0      | 0 | 0  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Trucks  | 0  | 1      | 0 | 1  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Cars  | 0  | 21     | 4 | 25 |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Totals  | 0  | 22     | 4 |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Heavys  | 1  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Trucks  | 0  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Cars  | 30   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Totals  | 31   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |



|  |  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
|--|--|------|----|--------|---|--------|---|--------|----|---|--|------|---|----|---|----|--------|---|---|---|---|--------|---|---|---|---|--------|---|----|---|--|---|
| Peds Cross: ☒<br>West Peds: 0<br>West Entering: 1075<br>West Leg Total: 1934 | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>34</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>36</td></tr> </table> | Cars | 34 | Trucks | 2 | Heavys | 0 | Totals | 36 |  | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>8</td><td>14</td><td>2</td><td>24</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>9</td><td>14</td><td>2</td><td></td></tr> </table> | Cars | 8 | 14 | 2 | 24 | Trucks | 1 | 0 | 0 | 1 | Heavys | 0 | 0 | 0 | 0 | Totals | 9 | 14 | 2 |  | Peds Cross: ☒<br>South Peds: 0<br>South Entering: 25<br>South Leg Total: 61 |
| Cars   | 34   |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Trucks   | 2  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Heavys   | 0  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Totals   | 36   |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Cars   | 8  | 14   | 2  | 24     |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Trucks   | 1  | 0    | 0  | 1      |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Heavys   | 0  | 0    | 0  | 0      |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Totals   | 9  | 14   | 2  |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

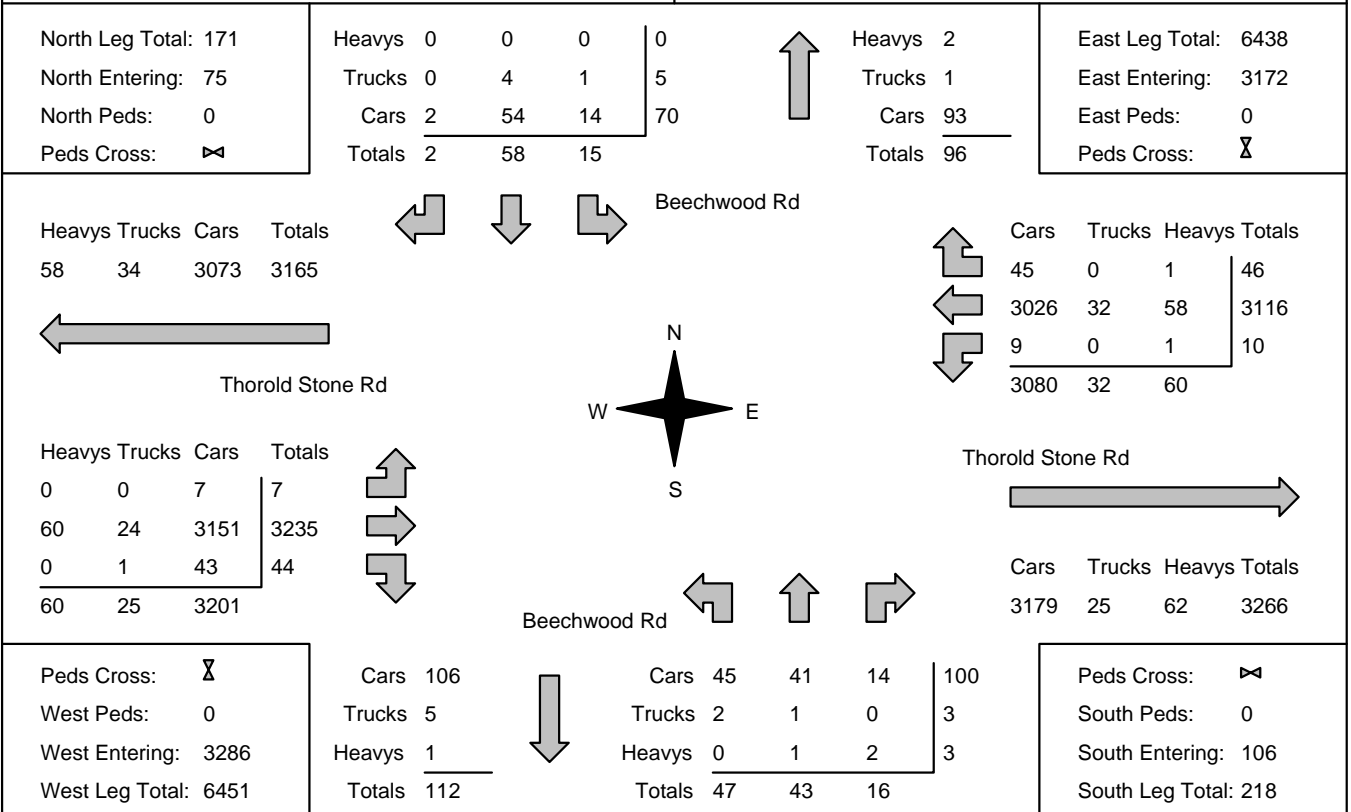
**Municipality:** Thorold  
**Site #:** 2500400007  
**Intersection:** Thorold Stone Rd & Beechwood Rd  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Thorold Stone Rd runs W/E



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Thorold Stone Rd & Beechwood R      Count Date: 15-Jan-25      Municipality: Thorold

| <b>North Approach Totals</b>                               |                                 |      |       |                |               | North/South<br>Total<br>Approaches | <b>South Approach Totals</b> |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|------------------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 1                               | 5    | 0     | 6              | 0             | 31                                 | 8:00:00                      | 12                              | 8    | 5     | 25             | 0             |
| 9:00:00  | 3                               | 13   | 0     | 16             | 0             | 41                                 | 9:00:00                      | 11                              | 10   | 4     | 25             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 4                               | 22   | 0     | 26             | 0             | 51                                 | 17:00:00                     | 9                               | 14   | 2     | 25             | 0             |
| 18:00:00   | 7                               | 18   | 2     | 27             | 0             | 58                                 | 18:00:00                     | 15                              | 11   | 5     | 31             | 0             |
| <b>Totals:</b>   | 15                              | 58   | 2     | 75             | 0             | 181                                | <b>S Totals:</b>             | 47                              | 43   | 16    | 106            | 0             |
| <b>East Approach Totals</b>                                |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | <b>West Approach Totals</b>  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 1                               | 639  | 10    | 650            | 0             | 1219                               | 8:00:00                      | 1                               | 559  | 9     | 569            | 0             |
| 9:00:00  | 4                               | 855  | 9     | 868            | 0             | 1582                               | 9:00:00                      | 1                               | 708  | 5     | 714            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 1                               | 850  | 16    | 867            | 0             | 1942                               | 17:00:00                     | 1                               | 1061 | 13    | 1075           | 0             |
| 18:00:00   | 4                               | 771  | 11    | 786            | 0             | 1714                               | 18:00:00                     | 4                               | 907  | 17    | 928            | 0             |
| <b>Totals:</b>   | 10                              | 3115 | 46    | 3171           | 0             | 6457                               | <b>W Totals:</b>             | 7                               | 3235 | 44    | 3286           | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                              |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               | 17:00                              | 18:00                        | 0:00                            | 0:00 |       |                |               |
| Crossing Values:   | 0                               | 21   | 27    | 0              |               | 35                                 | 40                           | 0                               | 0    |       |                |               |



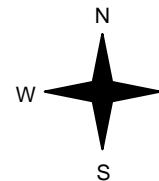







# Accu-Traffic Inc.

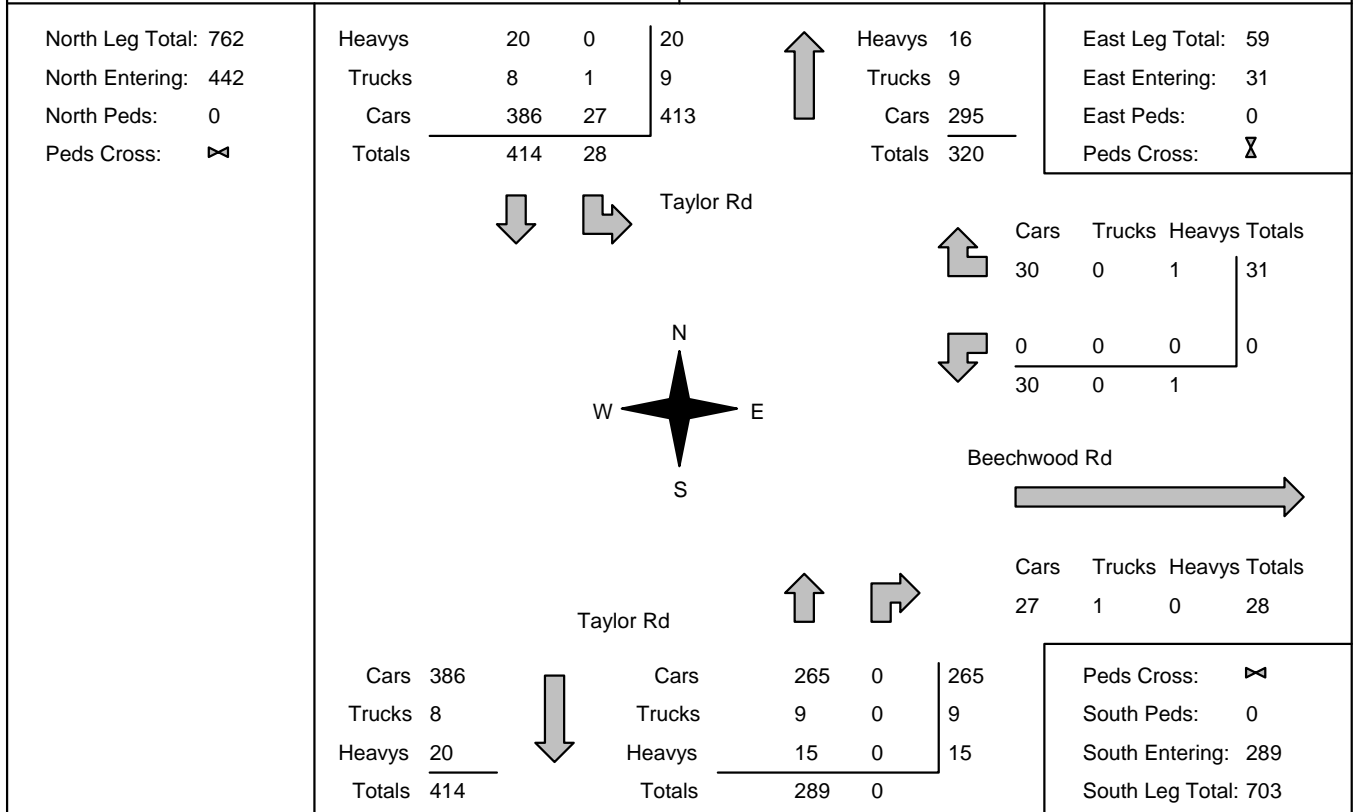
|  |   |  |
|--|---|--|
| <b>Morning Peak Diagram</b>  | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00   | <b>One Hour Peak</b><br><b>From:</b> 8:00:00<br><b>To:</b> 9:00:00 |
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400008<br><b>Intersection:</b> Taylor Rd & Beechwood Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |  |
| <b>** Non-Signalized Intersection **</b>   | <b>Major Road:</b> Taylor Rd runs N/S   |  |

|  |  |        |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
|--|--|--------|-------------|----|-------------|--------|-----------------|--------|------------------|--------------------|--|--------------------|--------|----|---|----|--|--|--------|----|--|--|-------------------|------|-----|----|-----|--|--|------|-----|--|--|--------------|--------|-----|----|--|--|--|--------|-----|--|--|---------------|------|----|---|---|----|--|---|--|--|--------|---|---|---|---|--|---|--|--|--------|----|---|---|--|--|--|--|--|------|----|---|---|----|--|--|--------|---|---|---|---|--|---|--|--|--------|-----|---|-----|--|--|---|--|--|--------|-----|---|--|--|--|--|--|--|--|------|-----|---|-----|--|--|--------|----|---|----|--|---|--------|----|---|----|--|--|--------|-----|---|--|--|--|------|-----|---|-----|--|--|--------|----|---|----|--|---|--------|----|---|----|--|--|--------|-----|---|--|--|--|
| North Leg Total: 675<br>North Entering: 337<br>North Peds: 0<br>Peds Cross: ☒  | <table style="margin: auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">39</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">39</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td style="text-align: left;">Heavys</td> <td style="text-align: center;">30</td> <td colspan="2"></td> <td style="text-align: right;">East Leg Total: 40</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">12</td> <td style="text-align: center;">3</td> <td style="border-left: 1px solid black; text-align: center;">15</td> <td></td> <td></td> <td style="text-align: left;">Trucks</td> <td style="text-align: center;">11</td> <td colspan="2"></td> <td style="text-align: right;">East Entering: 21</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">269</td> <td style="text-align: center;">14</td> <td style="border-left: 1px solid black; text-align: center;">283</td> <td></td> <td></td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">297</td> <td colspan="2"></td> <td style="text-align: right;">East Peds: 0</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">320</td> <td style="text-align: center;">17</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">338</td> <td colspan="2"></td> <td style="text-align: right;">Peds Cross: ☒</td> </tr> </table> <p style="text-align: center;">Taylor Rd</p>  <p style="text-align: center;">Taylor Rd</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">19</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">20</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">1</td> <td></td> <td style="text-align: center;">↓</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">20</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td colspan="2"></td> <td></td> </tr> </table> <p style="text-align: center;">Beechwood Rd</p>  <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">15</td> <td style="text-align: center;">4</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">19</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">2</td> <td style="width: 20px;"></td> <td style="text-align: center;">↑</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">278</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">279</td> <td></td> <td></td> <td style="text-align: center;">↓</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">318</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td></td> <td colspan="2"></td> <td></td> </tr> </table> | Heavys | 39          | 0  | 39          |        | ↑               | Heavys | 30               |                    |  | East Leg Total: 40 | Trucks | 12 | 3 | 15 |  |  | Trucks | 11 |  |  | East Entering: 21 | Cars | 269 | 14 | 283 |  |  | Cars | 297 |  |  | East Peds: 0 | Totals | 320 | 17 |  |  |  | Totals | 338 |  |  | Peds Cross: ☒ | Cars | 19 | 0 | 1 | 20 |  | ↑ |  |  | Trucks | 1 | 0 | 0 | 1 |  | ↓ |  |  | Totals | 20 | 0 | 1 |  |  |  |  |  | Cars | 15 | 4 | 0 | 19 |  |  | Trucks | 1 | 1 | 0 | 2 |  | ↑ |  |  | Heavys | 278 | 1 | 279 |  |  | ↓ |  |  | Totals | 318 | 2 |  |  |  |  |  |  | <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">270</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">271</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">12</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">13</td> <td style="width: 20px;"></td> <td style="text-align: center;">↓</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">39</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">39</td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">321</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td></td> </tr> </table> <p style="text-align: center;">Taylor Rd</p> <table style="margin: auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">278</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">279</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">11</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">12</td> <td style="width: 20px;"></td> <td style="text-align: center;">↓</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">29</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">29</td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">318</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;"></td> <td></td> <td></td> </tr> </table> | Cars | 270 | 1 | 271 |  |  | Trucks | 12 | 1 | 13 |  | ↓ | Heavys | 39 | 0 | 39 |  |  | Totals | 321 | 2 |  |  |  | Cars | 278 | 1 | 279 |  |  | Trucks | 11 | 1 | 12 |  | ↓ | Heavys | 29 | 0 | 29 |  |  | Totals | 318 | 2 |  |  |  |
| Heavys   | 39   | 0      | 39          |    | ↑           | Heavys | 30              |        |                  | East Leg Total: 40 |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Trucks   | 12   | 3      | 15          |    |             | Trucks | 11              |        |                  | East Entering: 21  |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Cars   | 269  | 14     | 283         |    |             | Cars   | 297             |        |                  | East Peds: 0       |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Totals   | 320  | 17     |             |    |             | Totals | 338             |        |                  | Peds Cross: ☒      |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Cars   | 19   | 0      | 1           | 20 |             | ↑      |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Trucks   | 1  | 0      | 0           | 1  |             | ↓      |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Totals   | 20   | 0      | 1           |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Cars   | 15   | 4      | 0           | 19 |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Trucks   | 1  | 1      | 0           | 2  |             | ↑      |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Heavys   | 278  | 1      | 279         |    |             | ↓      |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Totals   | 318  | 2      |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Cars   | 270  | 1      | 271         |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Trucks   | 12   | 1      | 13          |    | ↓           |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Heavys   | 39   | 0      | 39          |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Totals   | 321  | 2      |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Cars   | 278  | 1      | 279         |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Trucks   | 11   | 1      | 12          |    | ↓           |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Heavys   | 29   | 0      | 29          |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Totals   | 318  | 2      |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| <table style="width: 100%;"> <tr> <td style="text-align: right;">Peds Cross:</td> <td style="text-align: center;">☒</td> </tr> <tr> <td style="text-align: right;">South Peds:</td> <td style="text-align: center;">0</td> </tr> <tr> <td style="text-align: right;">South Entering:</td> <td style="text-align: center;">320</td> </tr> <tr> <td style="text-align: right;">South Leg Total:</td> <td style="text-align: center;">641</td> </tr> </table> |  |        | Peds Cross: | ☒  | South Peds: | 0      | South Entering: | 320    | South Leg Total: | 641                |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| Peds Cross:  | ☒  |        |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| South Peds:  | 0  |        |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| South Entering:  | 320  |        |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |
| South Leg Total:   | 641  |        |             |    |             |        |                 |        |                  |                    |  |                    |        |    |   |    |  |  |        |    |  |  |                   |      |     |    |     |  |  |      |     |  |  |              |        |     |    |  |  |  |        |     |  |  |               |      |    |   |   |    |  |   |  |  |        |   |   |   |   |  |   |  |  |        |    |   |   |  |  |  |  |  |      |    |   |   |    |  |  |        |   |   |   |   |  |   |  |  |        |     |   |     |  |  |   |  |  |        |     |   |  |  |  |  |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |      |     |   |     |  |  |        |    |   |    |  |   |        |    |   |    |  |  |        |     |   |  |  |  |

## Comments

# Accu-Traffic Inc.

|  |   |  |
|--|---|--|
| <b>Afternoon Peak Diagram</b>  | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00                                       | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400008<br><b>Intersection:</b> Taylor Rd & Beechwood Rd<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |  |
| <b>** Non-Signalized Intersection **</b>   | <b>Major Road:</b> Taylor Rd runs N/S   |  |



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Thorold  
**Site #:** 2500400008  
**Intersection:** Taylor Rd & Beechwood Rd  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Taylor Rd runs N/S

North Leg Total: 2545  
 North Entering: 1353  
 North Peds: 0  
 Peds Cross:

|        |      |    |      |
|--------|------|----|------|
| Heavys | 97   | 0  | 97   |
| Trucks | 32   | 5  | 37   |
| Cars   | 1148 | 71 | 1219 |
| Totals | 1277 | 76 |      |

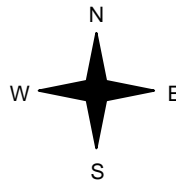


|        |      |
|--------|------|
| Heavys | 79   |
| Trucks | 33   |
| Cars   | 1080 |
| Totals | 1192 |

East Leg Total: 178  
 East Entering: 100  
 East Peds: 0  
 Peds Cross:



Taylor Rd



|               | Cars      | Trucks   | Heavys   | Totals |
|---------------|-----------|----------|----------|--------|
| Northbound    | 95        | 1        | 2        | 98     |
| Southbound    | 2         | 0        | 0        | 2      |
| <b>Totals</b> | <b>97</b> | <b>1</b> | <b>2</b> |        |

Beechwood Rd



| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 72   | 6      | 0      | 78     |

|        |      |
|--------|------|
| Cars   | 1150 |
| Trucks | 32   |
| Heavys | 97   |
| Totals | 1279 |



|        |      |   |     |
|--------|------|---|-----|
| Cars   | 985  | 1 | 986 |
| Trucks | 32   | 1 | 33  |
| Heavys | 77   | 0 | 77  |
| Totals | 1094 | 2 |     |

Peds Cross:   
 South Peds: 0  
 South Entering: 1096  
 South Leg Total: 2375

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Taylor Rd & Beechwood Rd      Count Date: 15-Jan-25      Municipality: Thorold

| North Approach Totals                                      |                                 |      |       |                |               | North/South<br>Total<br>Approaches | South Approach Totals |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|-----------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 6                               | 222  | 0     | 228            | 0             | 494                                | 8:00:00               | 0                               | 266  | 0     | 266            | 0             |
| 9:00:00  | 17                              | 320  | 0     | 337            | 0             | 657                                | 9:00:00               | 0                               | 318  | 2     | 320            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 28                              | 414  | 0     | 442            | 0             | 731                                | 17:00:00              | 0                               | 289  | 0     | 289            | 0             |
| 18:00:00   | 25                              | 321  | 0     | 346            | 0             | 567                                | 18:00:00              | 0                               | 221  | 0     | 221            | 0             |
| <b>Totals:</b>   | 76                              | 1277 | 0     | 1353           | 0             | 2449                               | <b>S Totals:</b>      | 0                               | 1094 | 2     | 1096           | 0             |
| East Approach Totals                                       |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | West Approach Totals  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 1                               | 0    | 18    | 19             | 0             | 19                                 | 8:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 9:00:00  | 1                               | 0    | 20    | 21             | 0             | 21                                 | 9:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 0    | 31    | 31             | 0             | 31                                 | 17:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 18:00:00   | 0                               | 0    | 29    | 29             | 0             | 29                                 | 18:00:00              | 0                               | 0    | 0     | 0              | 0             |
| <b>Totals:</b>   | 2                               | 0    | 98    | 100            | 0             | 100                                | <b>W Totals:</b>      | 0                               | 0    | 0     | 0              | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                       |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               |                                    | 17:00                 | 18:00                           | 0:00 | 0:00  |                |               |
| Crossing Values:   | 0                               | 1    | 1     | 0              |               |                                    | 0                     | 0                               | 0    | 0     |                |               |







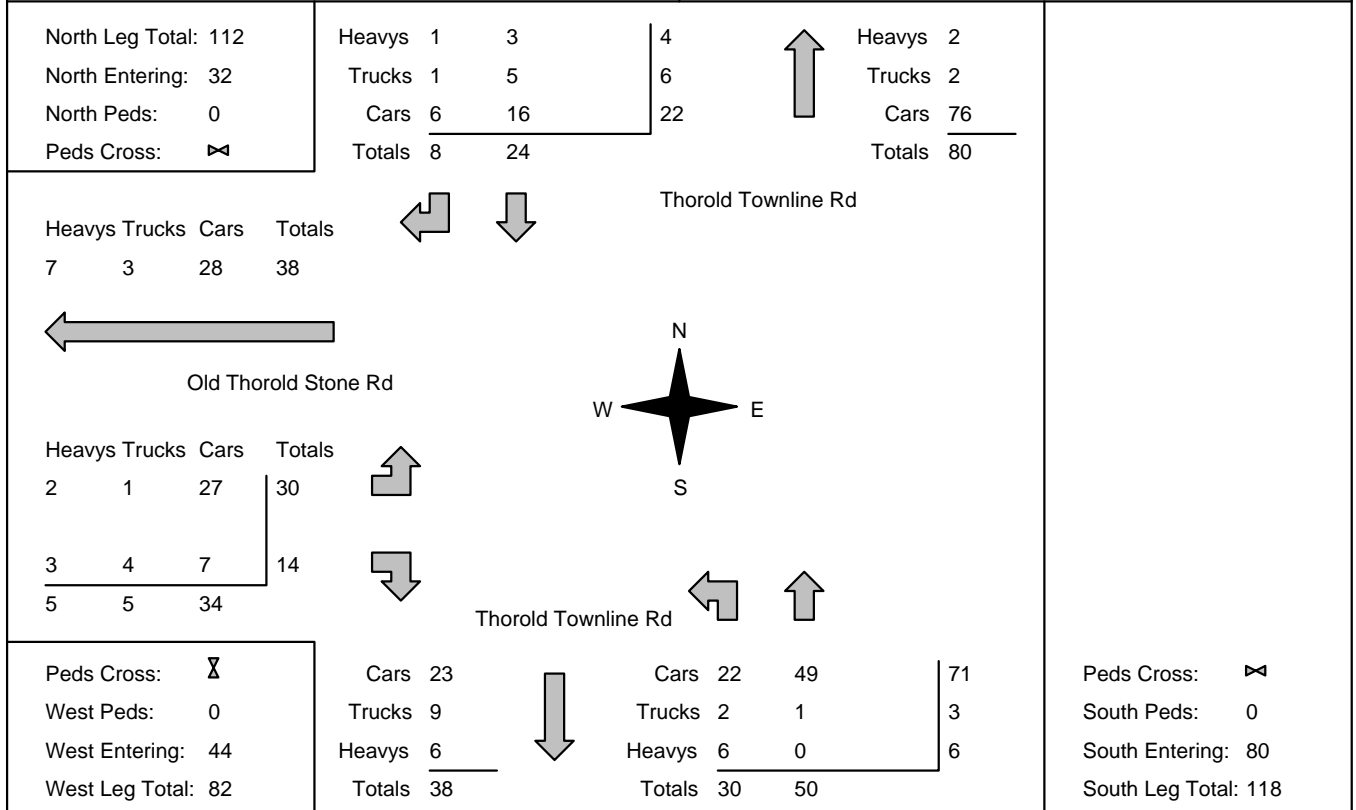


# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:30:00<br><b>To:</b> 8:30:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400009<br><b>Intersection:</b> Thorold Townline Rd & Old Thorold<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |   |
|--|---|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Townline Rd runs N/S |
|--|---|



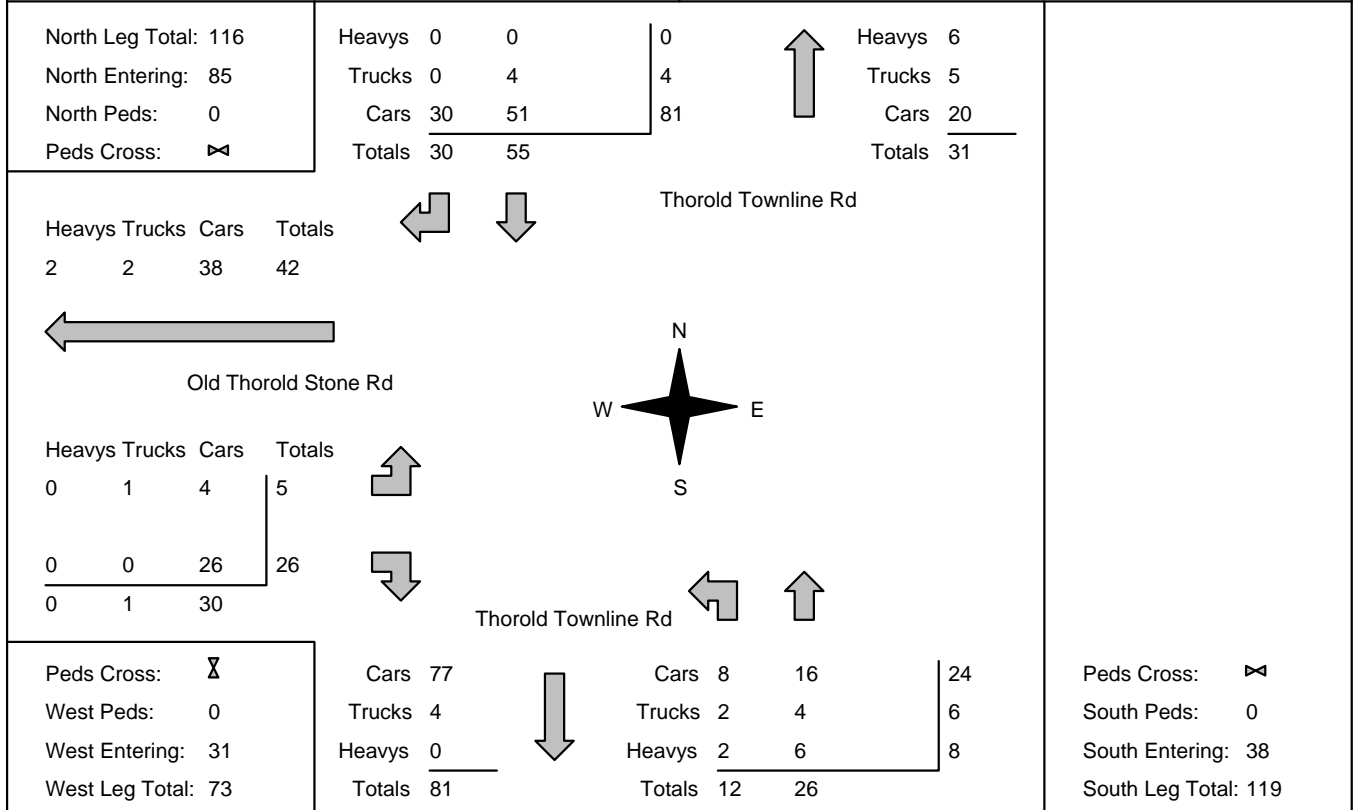
## Comments

# Accu-Traffic Inc.

|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400009<br><b>Intersection:</b> Thorold Townline Rd & Old Thorold<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |   |
|--|---|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Townline Rd runs N/S |
|--|---|



## Comments

# Accu-Traffic Inc.

## Total Count Diagram

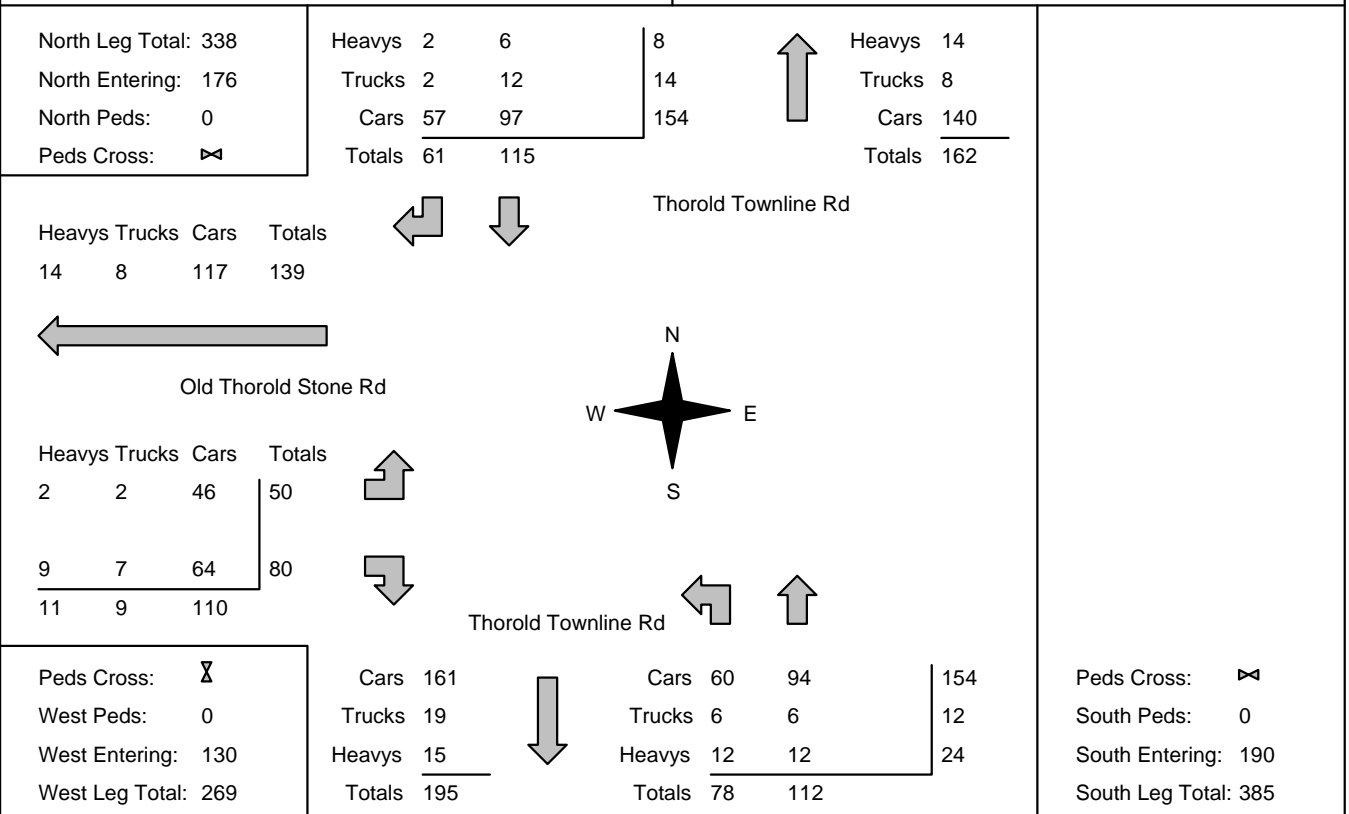
**Municipality:** Thorold  
**Site #:** 2500400009  
**Intersection:** Thorold Townline Rd & Old Thorold  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Thorold Townline Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Thorold Townline Rd & Old Thorol      Count Date: 15-Jan-25      Municipality: Thorold

| North Approach Totals                                      |                                 |      |       |                |               | North/South<br>Total<br>Approaches | South Approach Totals |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|-----------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 21   | 9     | 30             | 0             | 102                                | 8:00:00               | 34                              | 38   | 0     | 72             | 0             |
| 9:00:00  | 0                               | 25   | 7     | 32             | 0             | 95                                 | 9:00:00               | 20                              | 43   | 0     | 63             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 55   | 30    | 85             | 0             | 123                                | 17:00:00              | 12                              | 26   | 0     | 38             | 0             |
| 18:00:00   | 0                               | 14   | 15    | 29             | 0             | 46                                 | 18:00:00              | 12                              | 5    | 0     | 17             | 0             |
| <b>Totals:</b>   | 0                               | 115  | 61    | 176            | 0             | 366                                | <b>S Totals:</b>      | 78                              | 112  | 0     | 190            | 0             |
| East Approach Totals                                       |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | West Approach Totals  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 0    | 0     | 0              | 0             | 40                                 | 8:00:00               | 23                              | 0    | 17    | 40             | 0             |
| 9:00:00  | 0                               | 0    | 0     | 0              | 0             | 35                                 | 9:00:00               | 22                              | 0    | 13    | 35             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 0    | 0     | 0              | 0             | 31                                 | 17:00:00              | 5                               | 0    | 26    | 31             | 0             |
| 18:00:00   | 0                               | 0    | 0     | 0              | 0             | 24                                 | 18:00:00              | 0                               | 0    | 24    | 24             | 0             |
| <b>Totals:</b>   | 0                               | 0    | 0     | 0              | 0             | 130                                | <b>W Totals:</b>      | 50                              | 0    | 80    | 130            | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                       |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               | 17:00                              | 18:00                 | 0:00                            | 0:00 |       |                |               |
| Crossing Values:   | 0                               | 23   | 22    | 0              |               | 5                                  | 0                     | 0                               | 0    |       |                |               |



# Accu-Traffic Inc.

Count Date: 15-Jan-25 Site #: 2500400009

| Interval Time | Passenger Cars - North Approach |      |      |      |       |      | Trucks - North Approach |      |      |      |       |      | Heavys - North Approach |      |      |      |       |      | Pedestrians |      |
|---------------|---------------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------------------|------|------|------|-------|------|-------------|------|
|               | Left                            |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | Left                    |      | Thru |      | Right |      | North Cross |      |
|               | Cum                             | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum                     | Incr | Cum  | Incr | Cum   | Incr | Cum         | Incr |
| 7:00:00       | 0                               | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0                       | 0    | 0    | 0    | 0     | 0    | 0           | 0    |
| 7:15:00       | 0                               | 0    | 3    | 3    | 4     | 4    | 0                       | 0    | 1    | 1    | 0     | 0    | 0                       | 0    | 1    | 1    | 1     | 1    | 0           | 0    |
| 7:30:00       | 0                               | 0    | 3    | 0    | 4     | 0    | 0                       | 0    | 2    | 1    | 0     | 0    | 0                       | 0    | 2    | 1    | 1     | 0    | 0           | 0    |
| 7:45:00       | 0                               | 0    | 8    | 5    | 4     | 0    | 0                       | 0    | 5    | 3    | 0     | 0    | 0                       | 0    | 3    | 1    | 1     | 0    | 0           | 0    |
| 8:00:00       | 0                               | 0    | 11   | 3    | 8     | 4    | 0                       | 0    | 6    | 1    | 0     | 0    | 0                       | 0    | 4    | 1    | 1     | 0    | 0           | 0    |
| 8:15:00       | 0                               | 0    | 13   | 2    | 8     | 0    | 0                       | 0    | 7    | 1    | 0     | 0    | 0                       | 0    | 4    | 0    | 2     | 1    | 0           | 0    |
| 8:30:00       | 0                               | 0    | 19   | 6    | 10    | 2    | 0                       | 0    | 7    | 0    | 1     | 1    | 0                       | 0    | 5    | 1    | 2     | 0    | 0           | 0    |
| 8:45:00       | 0                               | 0    | 23   | 4    | 11    | 1    | 0                       | 0    | 7    | 0    | 1     | 0    | 0                       | 0    | 5    | 0    | 2     | 0    | 0           | 0    |
| 9:00:00       | 0                               | 0    | 32   | 9    | 12    | 1    | 0                       | 0    | 8    | 1    | 2     | 1    | 0                       | 0    | 6    | 1    | 2     | 0    | 0           | 0    |
| 9:15:00       | 0                               | 0    | 32   | 0    | 12    | 0    | 0                       | 0    | 8    | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 16:00:00      | 0                               | 0    | 32   | 0    | 12    | 0    | 0                       | 0    | 8    | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 16:15:00      | 0                               | 0    | 45   | 13   | 22    | 10   | 0                       | 0    | 8    | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 16:30:00      | 0                               | 0    | 56   | 11   | 25    | 3    | 0                       | 0    | 11   | 3    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 16:45:00      | 0                               | 0    | 74   | 18   | 35    | 10   | 0                       | 0    | 12   | 1    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 17:00:00      | 0                               | 0    | 83   | 9    | 42    | 7    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 17:15:00      | 0                               | 0    | 86   | 3    | 50    | 8    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 17:30:00      | 0                               | 0    | 93   | 7    | 55    | 5    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 17:45:00      | 0                               | 0    | 95   | 2    | 55    | 0    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 18:00:00      | 0                               | 0    | 97   | 2    | 57    | 2    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 18:15:00      | 0                               | 0    | 97   | 0    | 57    | 0    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |
| 18:15:15      | 0                               | 0    | 97   | 0    | 57    | 0    | 0                       | 0    | 12   | 0    | 2     | 0    | 0                       | 0    | 6    | 0    | 2     | 0    | 0           | 0    |







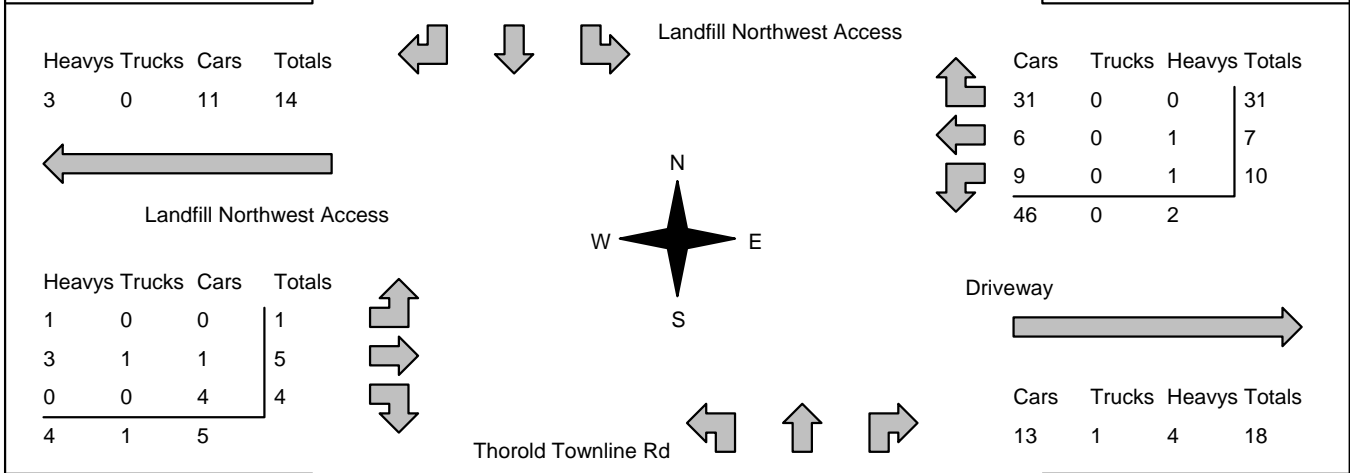
# Accu-Traffic Inc.

|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400010<br><b>Intersection:</b> Thorold Townline Rd & Landfill Nort<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |   |
|--|---|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Townline Rd runs N/S |
|--|---|

|  |   |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
|--|---|--------|---|---|---|---|--------|---|---|---|---|------|---|---|---|---|--------|---|---|---|--|---|--|--------|---|--------|---|------|----|--------|----|--|
| North Leg Total: 70<br>North Entering: 8<br>North Peds: 0<br>Peds Cross: ☒ | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>1</td><td>6</td><td>7</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td><td>1</td><td>6</td><td></td></tr> </table> | Heavys | 1 | 0 | 0 | 1 | Trucks | 0 | 0 | 0 | 0 | Cars | 0 | 1 | 6 | 7 | Totals | 1 | 1 | 6 |  | ↑ | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>60</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>62</td></tr> </table> | Heavys | 1 | Trucks | 1 | Cars | 60 | Totals | 62 | East Leg Total: 66<br>East Entering: 48<br>East Peds: 0<br>Peds Cross: ☒ |
| Heavys   | 1   | 0      | 0 | 1 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Trucks   | 0   | 0      | 0 | 0 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Cars   | 0   | 1      | 6 | 7 |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Totals   | 1   | 1      | 6 |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Heavys   | 1   |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Trucks   | 1   |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Cars   | 60  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |
| Totals   | 62  |        |   |   |   |   |        |   |   |   |   |      |   |   |   |   |        |   |   |   |  |   |  |        |   |        |   |      |    |        |    |  |



|  |  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
|--|--|------|----|--------|---|--------|---|--------|----|---|--|------|---|----|---|----|--------|---|---|---|---|--------|---|---|---|---|--------|---|----|---|--|---|
| Peds Cross: ☒<br>West Peds: 0<br>West Entering: 10<br>West Leg Total: 24 | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>14</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>15</td></tr> </table> | Cars | 14 | Trucks | 0 | Heavys | 1 | Totals | 15 | ↓ | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>5</td><td>29</td><td>6</td><td>40</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>1</td><td>2</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>6</td><td>30</td><td>7</td><td></td></tr> </table> | Cars | 5 | 29 | 6 | 40 | Trucks | 0 | 1 | 0 | 1 | Heavys | 1 | 0 | 1 | 2 | Totals | 6 | 30 | 7 |  | Peds Cross: ☒<br>South Peds: 0<br>South Entering: 43<br>South Leg Total: 58 |
| Cars   | 14   |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Trucks   | 0  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Heavys   | 1  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Totals   | 15   |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Cars   | 5  | 29   | 6  | 40     |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Trucks   | 0  | 1    | 0  | 1      |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Heavys   | 1  | 0    | 1  | 2      |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Totals   | 6  | 30   | 7  |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |

**Comments**

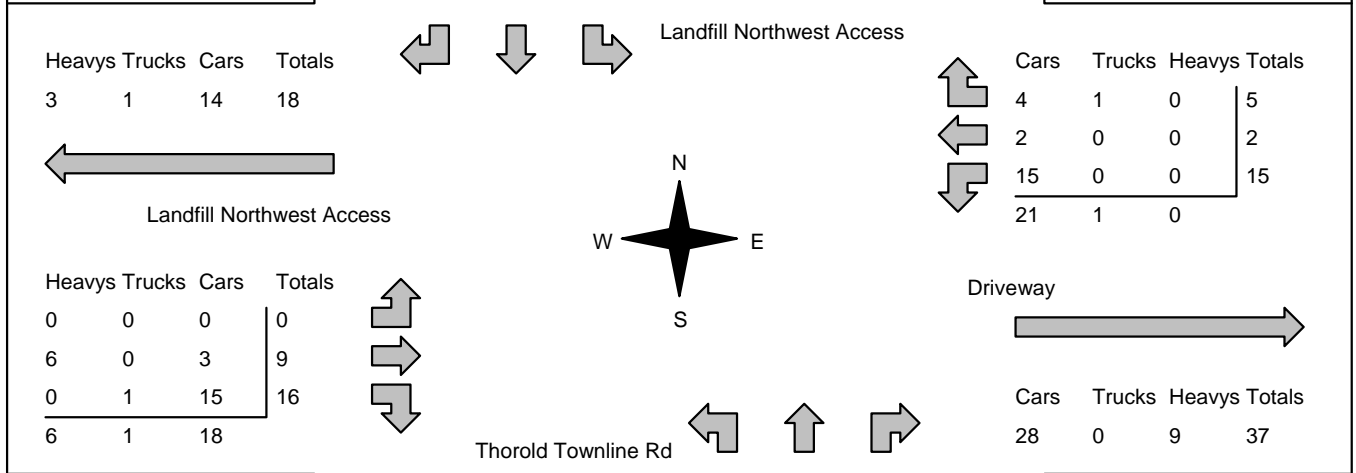
# Accu-Traffic Inc.

|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400010<br><b>Intersection:</b> Thorold Townline Rd & Landfill Nort<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |   |
|--|---|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Townline Rd runs N/S |
|--|---|

|   |  |        |    |    |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
|---|--|--------|----|----|---|---|--------|---|---|---|---|------|---|----|----|----|--------|---|----|----|--|--|--------|---|--------|---|------|---|--------|---|--|
| North Leg Total: 61<br>North Entering: 53<br>North Peds: 0<br>Peds Cross: ☒ | <table style="border-collapse: collapse; margin: auto;"> <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>2</td><td>0</td><td>2</td></tr> <tr><td>Cars</td><td>1</td><td>29</td><td>21</td><td>51</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td><td>31</td><td>21</td><td></td></tr> </table> | Heavys | 0  | 0  | 0 | 0 | Trucks | 0 | 2 | 0 | 2 | Cars | 1 | 29 | 21 | 51 | Totals | 1 | 31 | 21 |  | <table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Cars</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>8</td></tr> </table> | Heavys | 0 | Trucks | 2 | Cars | 6 | Totals | 8 | East Leg Total: 59<br>East Entering: 22<br>East Peds: 0<br>Peds Cross: ☒ |
| Heavys  | 0  | 0      | 0  | 0  |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Trucks  | 0  | 2      | 0  | 2  |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Cars  | 1  | 29     | 21 | 51 |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Totals  | 1  | 31     | 21 |    |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Heavys  | 0  |        |    |    |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Trucks  | 2  |        |    |    |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Cars  | 6  |        |    |    |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |
| Totals  | 8  |        |    |    |   |   |        |   |   |   |   |      |   |    |    |    |        |   |    |    |  |  |        |   |        |   |      |   |        |   |  |



|  |  |      |    |        |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
|--|--|------|----|--------|---|--------|---|--------|----|--|------|----|---|---|----|--------|---|---|---|---|--------|---|---|---|---|--------|----|---|---|--|---|
| Peds Cross: ☒<br>West Peds: 0<br>West Entering: 25<br>West Leg Total: 43 | <table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>59</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>62</td></tr> </table> | Cars | 59 | Trucks | 3 | Heavys | 0 | Totals | 62 | <table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>11</td><td>2</td><td>4</td><td>17</td></tr> <tr><td>Trucks</td><td>1</td><td>1</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>3</td><td>0</td><td>3</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>15</td><td>3</td><td>7</td><td></td></tr> </table> | Cars | 11 | 2 | 4 | 17 | Trucks | 1 | 1 | 0 | 2 | Heavys | 3 | 0 | 3 | 6 | Totals | 15 | 3 | 7 |  | Peds Cross: ☒<br>South Peds: 0<br>South Entering: 25<br>South Leg Total: 87 |
| Cars   | 59   |      |    |        |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Trucks   | 3  |      |    |        |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Heavys   | 0  |      |    |        |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Totals   | 62   |      |    |        |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Cars   | 11   | 2    | 4  | 17     |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Trucks   | 1  | 1    | 0  | 2      |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Heavys   | 3  | 0    | 3  | 6      |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |
| Totals   | 15   | 3    | 7  |        |   |        |   |        |    |  |      |    |   |   |    |        |   |   |   |   |        |   |   |   |   |        |    |   |   |  |   |

Comments

# Accu-Traffic Inc.

## Total Count Diagram

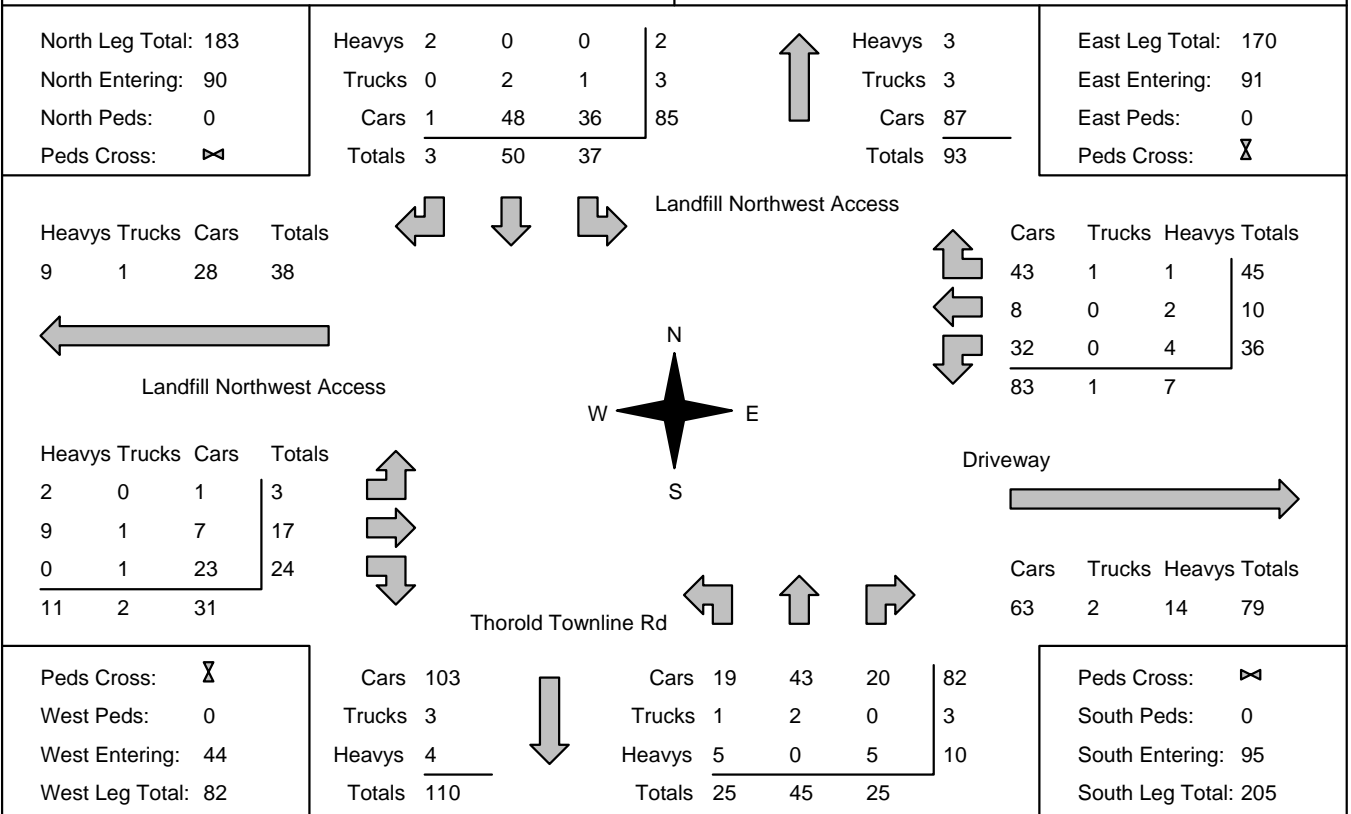
**Municipality:** Thorold  
**Site #:** 2500400010  
**Intersection:** Thorold Townline Rd & Landfill Nort  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Thorold Townline Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Thorold Townline Rd & Landfill No      Count Date: 15-Jan-25      Municipality: Thorold

| North Approach Totals                                      |                                 |           |           |                |               | North/South<br>Total<br>Approaches | South Approach Totals |                                 |           |           |                |               |
|--|---------------------------------|-----------|-----------|----------------|---------------|------------------------------------|-----------------------|---------------------------------|-----------|-----------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |           |           |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |           |           |                | Total<br>Peds |
|  | Left                            | Thru      | Right     | Grand<br>Total |               |                                    |                       | Left                            | Thru      | Right     | Grand<br>Total |               |
| 7:00:00  | 0                               | 0         | 0         | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0         | 0         | 0              | 0             |
| 8:00:00  | 0                               | 2         | 1         | 3              | 0             | 28                                 | 8:00:00               | 3                               | 15        | 7         | 25             | 0             |
| 9:00:00  | 7                               | 1         | 1         | 9              | 0             | 51                                 | 9:00:00               | 7                               | 27        | 8         | 42             | 0             |
| 16:00:00   | 0                               | 0         | 0         | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0         | 0         | 0              | 0             |
| 17:00:00   | 21                              | 31        | 1         | 53             | 0             | 78                                 | 17:00:00              | 15                              | 3         | 7         | 25             | 0             |
| 18:00:00   | 9                               | 16        | 0         | 25             | 0             | 28                                 | 18:00:00              | 0                               | 0         | 3         | 3              | 0             |
| <b>Totals:</b>   | <b>37</b>                       | <b>50</b> | <b>3</b>  | <b>90</b>      | <b>0</b>      | <b>185</b>                         | <b>S Totals:</b>      | <b>25</b>                       | <b>45</b> | <b>25</b> | <b>95</b>      | <b>0</b>      |
| East Approach Totals                                       |                                 |           |           |                |               | East/West<br>Total<br>Approaches   | West Approach Totals  |                                 |           |           |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |           |           |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |           |           |                | Total<br>Peds |
|  | Left                            | Thru      | Right     | Grand<br>Total |               |                                    |                       | Left                            | Thru      | Right     | Grand<br>Total |               |
| 7:00:00  | 0                               | 0         | 0         | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0         | 0         | 0              | 0             |
| 8:00:00  | 8                               | 4         | 15        | 27             | 0             | 31                                 | 8:00:00               | 3                               | 1         | 0         | 4              | 0             |
| 9:00:00  | 9                               | 4         | 25        | 38             | 0             | 49                                 | 9:00:00               | 0                               | 5         | 6         | 11             | 0             |
| 16:00:00   | 0                               | 0         | 0         | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0         | 0         | 0              | 0             |
| 17:00:00   | 15                              | 2         | 5         | 22             | 0             | 47                                 | 17:00:00              | 0                               | 9         | 16        | 25             | 0             |
| 18:00:00   | 4                               | 0         | 0         | 4              | 0             | 8                                  | 18:00:00              | 0                               | 2         | 2         | 4              | 0             |
| <b>Totals:</b>   | <b>36</b>                       | <b>10</b> | <b>45</b> | <b>91</b>      | <b>0</b>      | <b>135</b>                         | <b>W Totals:</b>      | <b>3</b>                        | <b>17</b> | <b>24</b> | <b>44</b>      | <b>0</b>      |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |           |           |                |               |                                    |                       |                                 |           |           |                |               |
| Hours Ending:  | 7:00                            | 8:00      | 9:00      | 16:00          |               | 17:00                              | 18:00                 | 0:00                            | 0:00      |           |                |               |
| Crossing Values:   | 0                               | 15        | 14        | 0              |               | 24                                 | 6                     | 0                               | 0         |           |                |               |





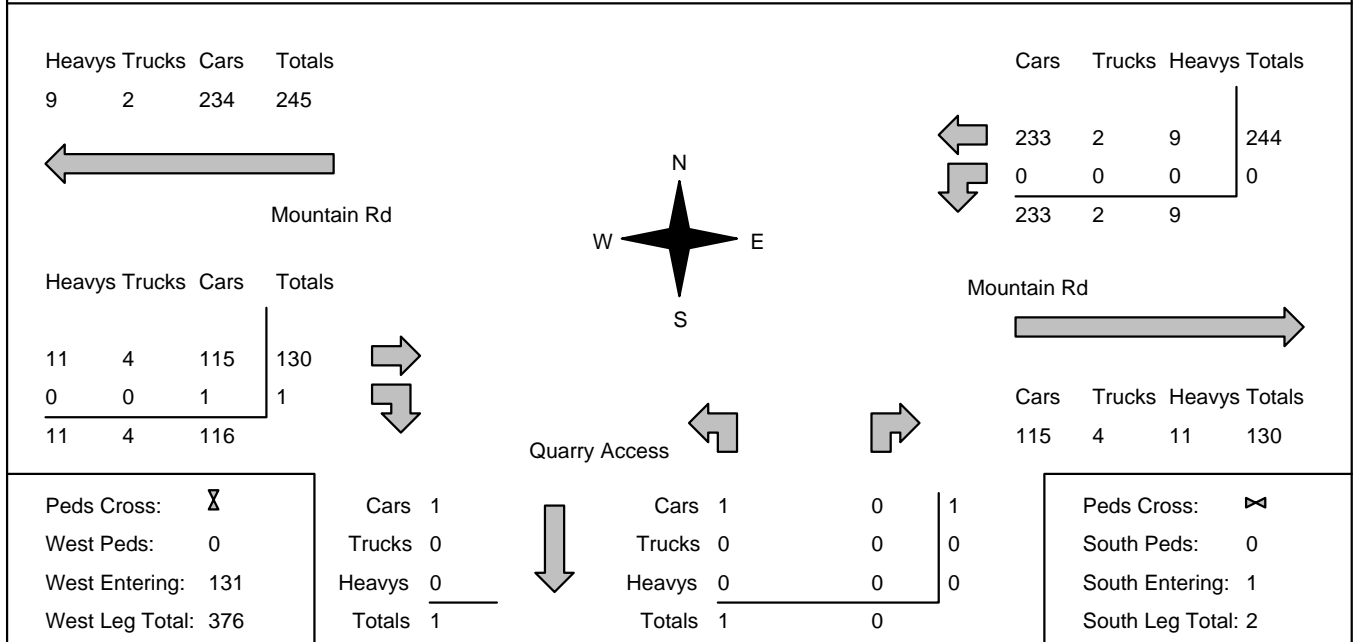




# Accu-Traffic Inc.

|   |   |  |
|---|---|--|
| <b>Morning Peak Diagram</b>   | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00   | <b>One Hour Peak</b><br><b>From:</b> 7:45:00<br><b>To:</b> 8:45:00 |
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400011<br><b>Intersection:</b> Mountain Rd & Quarry Access<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |  |
| <b>** Non-Signalized Intersection **</b>  | <b>Major Road:</b> Mountain Rd runs W/E   |  |

|  |  |
|--|--|
|  | East Leg Total: 374<br>East Entering: 244<br>East Peds: 0<br>Peds Cross: 8 |
|--|--|

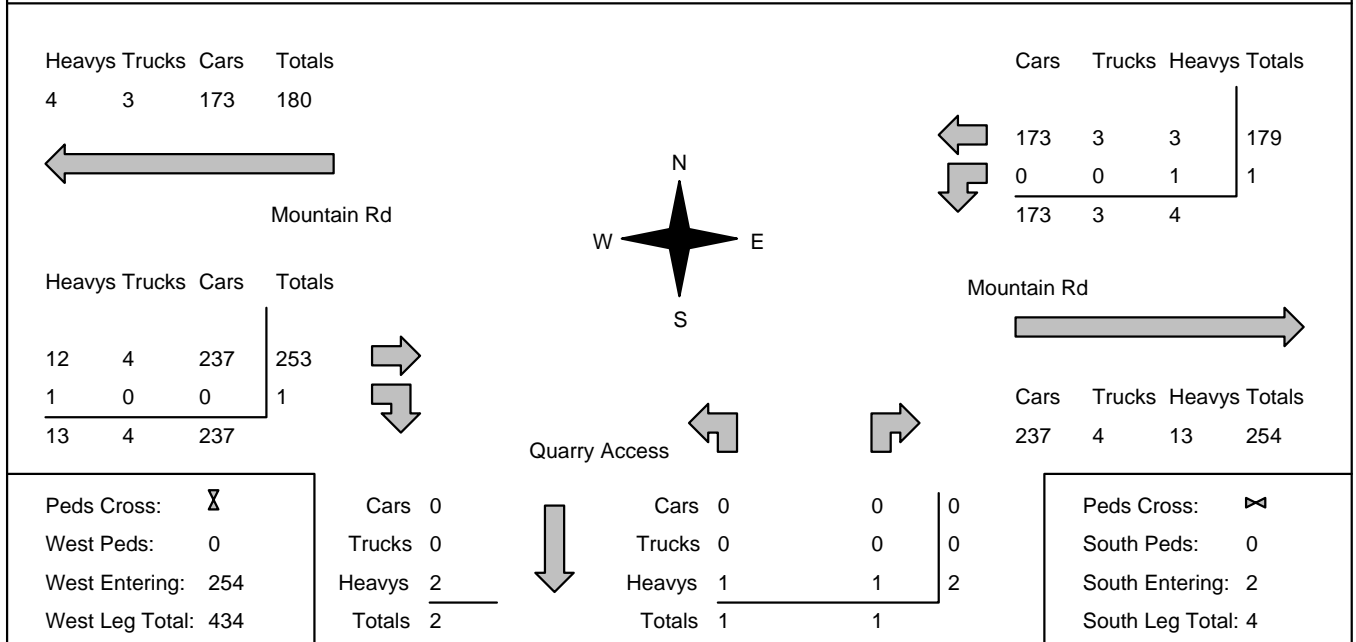


Comments

# Accu-Traffic Inc.

|   |   |  |
|---|---|--|
| <b>Afternoon Peak Diagram</b>   | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00                                       | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400011<br><b>Intersection:</b> Mountain Rd & Quarry Access<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |  |
| <b>** Non-Signalized Intersection **</b>  | <b>Major Road:</b> Mountain Rd runs W/E   |  |

|  |  |
|--|--|
|  | East Leg Total: 434<br>East Entering: 180<br>East Peds: 0<br>Peds Cross: 8 |
|--|--|



Comments

# Accu-Traffic Inc.

## Total Count Diagram

**Municipality:** Thorold  
**Site #:** 2500400011  
**Intersection:** Mountain Rd & Quarry Access  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Mountain Rd runs W/E

East Leg Total: 1424  
 East Entering: 749  
 East Peds: 0  
 Peds Cross: 8

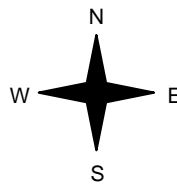
| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 31     | 10     | 709  | 750    |



| Heavys | Trucks | Cars | Totals |
|--------|--------|------|--------|
| 29     | 11     | 634  | 674    |
| 1      | 0      | 1    | 2      |
| 30     | 11     | 635  |        |



Quarry Access



| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 708  | 10     | 30     | 748    |
| 0    | 0      | 1      | 1      |
| 708  | 10     | 31     |        |



Mountain Rd

| Cars | Trucks | Heavys | Totals |
|------|--------|--------|--------|
| 634  | 11     | 30     | 675    |



Peds Cross: 8  
 West Peds: 0  
 West Entering: 676  
 West Leg Total: 1426

|               |          |
|---------------|----------|
| Cars          | 1        |
| Trucks        | 0        |
| Heavys        | 2        |
| <b>Totals</b> | <b>3</b> |



|               |          |          |         |
|---------------|----------|----------|---------|
| Cars          | 1        | 0        | 1       |
| Trucks        | 0        | 0        | 0       |
| Heavys        | 1        | 1        | 2       |
| <b>Totals</b> | <b>2</b> | <b>1</b> | <b></b> |

Peds Cross: 1  
 South Peds: 1  
 South Entering: 3  
 South Leg Total: 6

### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Mountain Rd & Quarry Access      Count Date: 15-Jan-25      Municipality: Thorold

| North Approach Totals                                      |                                 |      |       |                |               | North/South<br>Total<br>Approaches | South Approach Totals |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|-----------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 8:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 9:00:00  | 0                               | 0    | 0     | 0              | 0             | 1                                  | 9:00:00               | 1                               | 0    | 0     | 1              | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 0    | 0     | 0              | 0             | 2                                  | 17:00:00              | 1                               | 0    | 1     | 2              | 0             |
| 18:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 18:00:00              | 0                               | 0    | 0     | 0              | 1             |
| <b>Totals:</b>   | 0                               | 0    | 0     | 0              | 0             | 3                                  | <b>S Totals:</b>      | 2                               | 0    | 1     | 3              | 1             |
| East Approach Totals                                       |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | West Approach Totals  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending        | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                       | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00               | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 176  | 0     | 176            | 0             | 268                                | 8:00:00               | 0                               | 92   | 0     | 92             | 0             |
| 9:00:00  | 0                               | 238  | 0     | 238            | 0             | 370                                | 9:00:00               | 0                               | 131  | 1     | 132            | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00              | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 1                               | 179  | 0     | 180            | 0             | 434                                | 17:00:00              | 0                               | 253  | 1     | 254            | 0             |
| 18:00:00   | 0                               | 155  | 0     | 155            | 0             | 353                                | 18:00:00              | 0                               | 198  | 0     | 198            | 0             |
| <b>Totals:</b>   | 1                               | 748  | 0     | 749            | 0             | 1425                               | <b>W Totals:</b>      | 0                               | 674  | 2     | 676            | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                       |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               | 17:00                              | 18:00                 | 0:00                            | 0:00 |       |                |               |
| Crossing Values:   | 0                               | 0    | 1     | 0              |               | 1                                  | 0                     | 0                               | 0    |       |                |               |










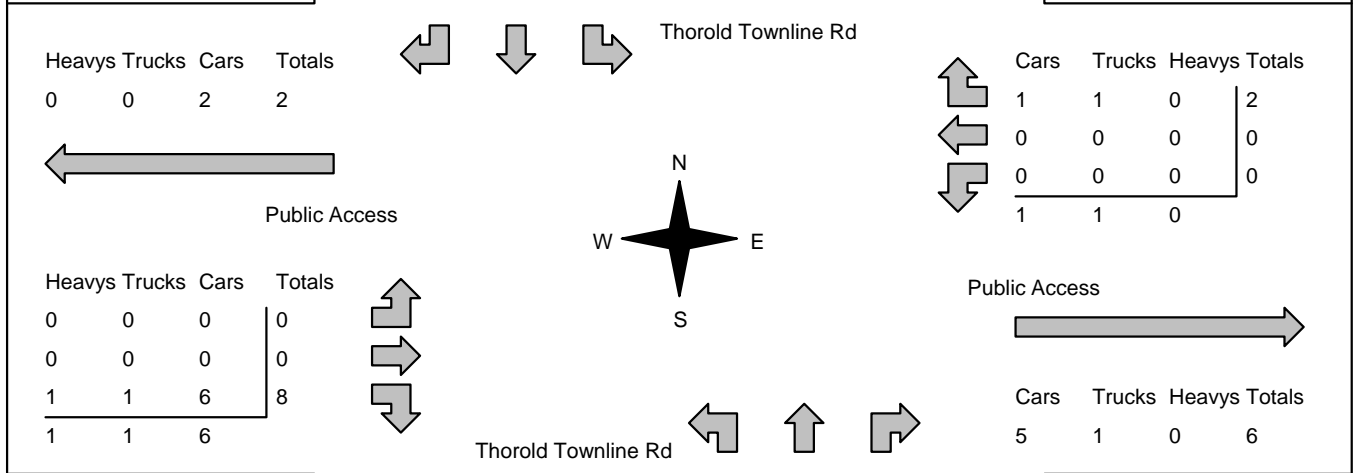
# Accu-Traffic Inc.


|                             |   |  |
|-----------------------------|---|--|
| <b>Morning Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 7:00:00<br><b>To:</b> 9:00:00 | <b>One Hour Peak</b><br><b>From:</b> 7:30:00<br><b>To:</b> 8:30:00 |
|-----------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400012<br><b>Intersection:</b> Thorold Townline Rd & Public Acce<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |   |
|--|---|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Townline Rd runs N/S |
|--|---|

|  |   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
|--|---|--------|---|----|---|---|--------|---|---|---|---|------|---|----|---|----|--------|---|----|---|--|--|---|--------|---|--------|---|------|----|--------|----|---|
| North Leg Total: 70<br>North Entering: 14<br>North Peds: 0<br>Peds Cross: $\times$ | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>10</td><td>3</td><td>13</td></tr> <tr><td>Totals</td><td>0</td><td>11</td><td>3</td><td></td></tr> </table> | Heavys | 0 | 1  | 0 | 1 | Trucks | 0 | 0 | 0 | 0 | Cars | 0 | 10 | 3 | 13 | Totals | 0 | 11 | 3 |  |  | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>3</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>52</td></tr> <tr><td>Totals</td><td>56</td></tr> </table> | Heavys | 3 | Trucks | 1 | Cars | 52 | Totals | 56 | East Leg Total: 8<br>East Entering: 2<br>East Peds: 0<br>Peds Cross: $\times$ |
| Heavys   | 0   | 1      | 0 | 1  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Trucks   | 0   | 0      | 0 | 0  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Cars   | 0   | 10     | 3 | 13 |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Totals   | 0   | 11     | 3 |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Heavys   | 3   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Trucks   | 1   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Cars   | 52  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |
| Totals   | 56  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |   |        |   |        |   |      |    |        |    |   |



|  |   |      |    |        |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
|--|---|------|----|--------|---|--------|---|--------|----|---|---|------|---|----|---|----|--------|---|---|---|---|--------|---|---|---|---|--------|---|----|---|--|--|
| Peds Cross: $\times$<br>West Peds: 0<br>West Entering: 8<br>West Leg Total: 10 | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>16</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Totals</td><td>19</td></tr> </table> | Cars | 16 | Trucks | 1 | Heavys | 2 | Totals | 19 |  | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>2</td><td>51</td><td>2</td><td>55</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>3</td><td>0</td><td>3</td></tr> <tr><td>Totals</td><td>2</td><td>54</td><td>3</td><td></td></tr> </table> | Cars | 2 | 51 | 2 | 55 | Trucks | 0 | 0 | 1 | 1 | Heavys | 0 | 3 | 0 | 3 | Totals | 2 | 54 | 3 |  | Peds Cross: $\times$<br>South Peds: 0<br>South Entering: 59<br>South Leg Total: 78 |
| Cars   | 16  |      |    |        |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Trucks   | 1   |      |    |        |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Heavys   | 2   |      |    |        |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Totals   | 19  |      |    |        |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Cars   | 2   | 51   | 2  | 55     |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Trucks   | 0   | 0    | 1  | 1      |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Heavys   | 0   | 3    | 0  | 3      |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |
| Totals   | 2   | 54   | 3  |        |   |        |   |        |    |   |   |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |  |


**Comments**

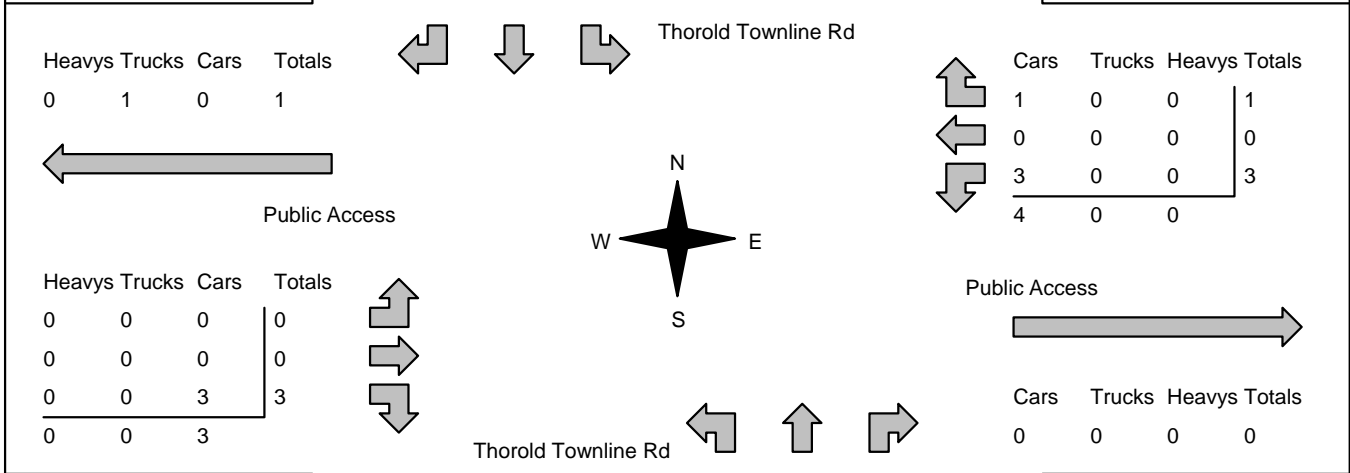
# Accu-Traffic Inc.


|                               |   |  |
|-------------------------------|---|--|
| <b>Afternoon Peak Diagram</b> | <b>Specified Period</b><br><b>From:</b> 16:00:00<br><b>To:</b> 18:00:00 | <b>One Hour Peak</b><br><b>From:</b> 16:00:00<br><b>To:</b> 17:00:00 |
|-------------------------------|---|--|

|   |   |
|---|---|
| <b>Municipality:</b> Thorold<br><b>Site #:</b> 2500400012<br><b>Intersection:</b> Thorold Townline Rd & Public Acce<br><b>TFR File #:</b> 1<br><b>Count date:</b> 15-Jan-25 | <b>Weather conditions:</b><br><br><b>Person counted:</b><br><b>Person prepared:</b><br><b>Person checked:</b> |
|---|---|

|  |   |
|--|---|
| <b>** Non-Signalized Intersection **</b> | <b>Major Road:</b> Thorold Townline Rd runs N/S |
|--|---|

|  |  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
|--|--|--------|---|----|---|---|--------|---|---|---|---|------|---|----|---|----|--------|---|----|---|--|--|--|--------|---|--------|---|------|----|--------|----|---|
| North Leg Total: 95<br>North Entering: 66<br>North Peds: 0<br>Peds Cross: $\times$ | <table style="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>4</td><td>0</td><td>4</td></tr> <tr><td>Cars</td><td>0</td><td>62</td><td>0</td><td>62</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>66</td><td>0</td><td></td></tr> </table> | Heavys | 0 | 0  | 0 | 0 | Trucks | 0 | 4 | 0 | 4 | Cars | 0 | 62 | 0 | 62 | Totals | 0 | 66 | 0 |  |  | <table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>6</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>20</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>29</td></tr> </table> | Heavys | 6 | Trucks | 3 | Cars | 20 | Totals | 29 | East Leg Total: 4<br>East Entering: 4<br>East Peds: 0<br>Peds Cross: $\times$ |
| Heavys   | 0  | 0      | 0 | 0  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Trucks   | 0  | 4      | 0 | 4  |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Cars   | 0  | 62     | 0 | 62 |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Totals   | 0  | 66     | 0 |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Heavys   | 6  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Trucks   | 3  |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Cars   | 20   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |
| Totals   | 29   |        |   |    |   |   |        |   |   |   |   |      |   |    |   |    |        |   |    |   |  |  |  |        |   |        |   |      |    |        |    |   |



|   |  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
|---|--|------|----|--------|---|--------|---|--------|----|---|--|------|---|----|---|----|--------|---|---|---|---|--------|---|---|---|---|--------|---|----|---|--|---|
| Peds Cross: $\times$<br>West Peds: 0<br>West Entering: 3<br>West Leg Total: 4 | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>68</td></tr> <tr><td>Trucks</td><td>4</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>72</td></tr> </table> | Cars | 68 | Trucks | 4 | Heavys | 0 | Totals | 72 |  | <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>19</td><td>0</td><td>19</td></tr> <tr><td>Trucks</td><td>1</td><td>3</td><td>0</td><td>4</td></tr> <tr><td>Heavys</td><td>0</td><td>6</td><td>0</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td><td>28</td><td>0</td><td></td></tr> </table> | Cars | 0 | 19 | 0 | 19 | Trucks | 1 | 3 | 0 | 4 | Heavys | 0 | 6 | 0 | 6 | Totals | 1 | 28 | 0 |  | Peds Cross: $\times$<br>South Peds: 0<br>South Entering: 29<br>South Leg Total: 101 |
| Cars  | 68   |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Trucks  | 4  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Heavys  | 0  |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Totals  | 72   |      |    |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Cars  | 0  | 19   | 0  | 19     |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Trucks  | 1  | 3    | 0  | 4      |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Heavys  | 0  | 6    | 0  | 6      |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |
| Totals  | 1  | 28   | 0  |        |   |        |   |        |    |   |  |      |   |    |   |    |        |   |   |   |   |        |   |   |   |   |        |   |    |   |  |   |

**Comments**

# Accu-Traffic Inc.

## Total Count Diagram

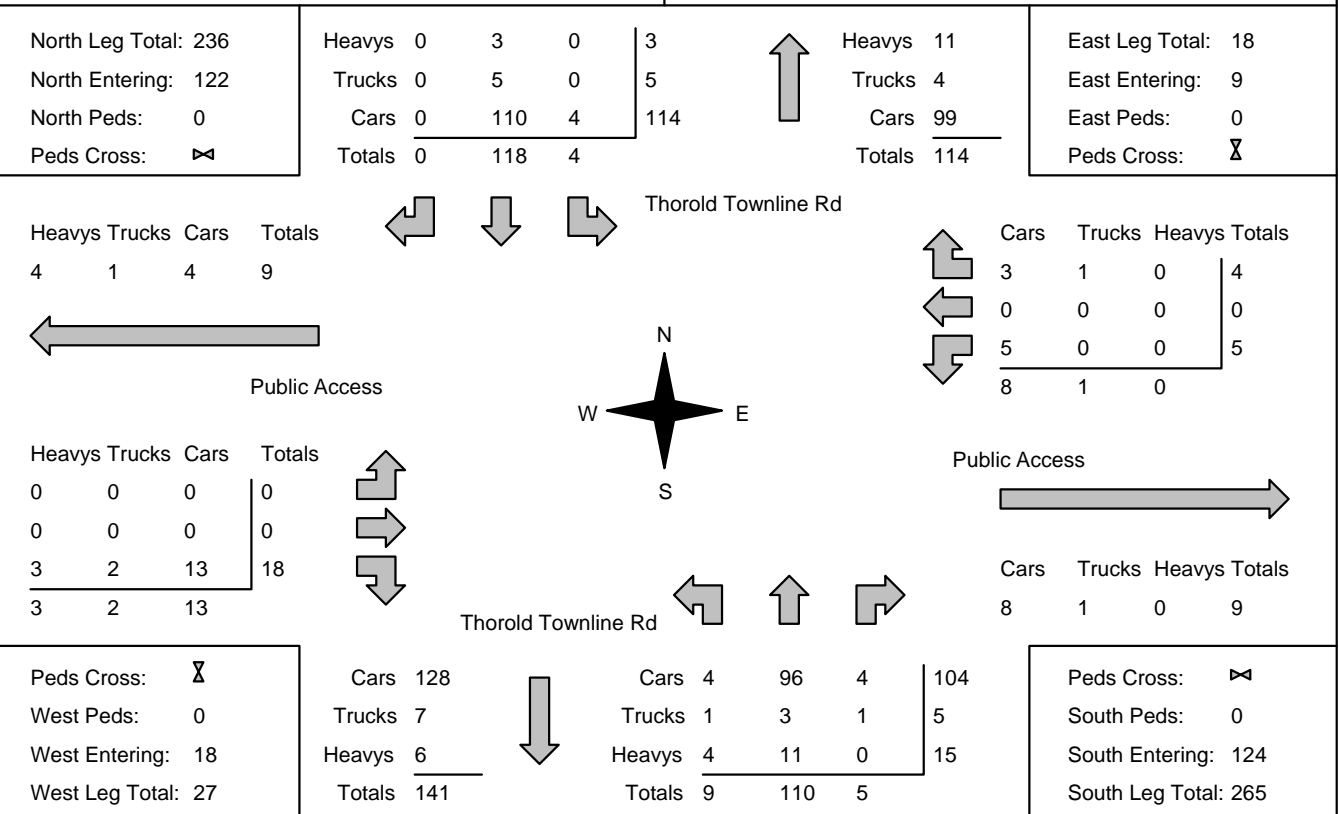
**Municipality:** Thorold  
**Site #:** 2500400012  
**Intersection:** Thorold Townline Rd & Public Acce  
**TFR File #:** 1  
**Count date:** 15-Jan-25

**Weather conditions:**

**Person counted:**  
**Person prepared:**  
**Person checked:**

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

**Major Road:** Thorold Townline Rd runs N/S



### Comments



**Accu-Traffic Inc.**  
Traffic Monitoring & Data Analysis

# Accu-Traffic Inc.

## Traffic Count Summary

Intersection: Thorold Townline Rd & Public Acc      Count Date: 15-Jan-25      Municipality: Thorold

| <b>North Approach Totals</b>                               |                                 |      |       |                |               | North/South<br>Total<br>Approaches | <b>South Approach Totals</b> |                                 |      |       |                |               |
|--|---------------------------------|------|-------|----------------|---------------|------------------------------------|------------------------------|---------------------------------|------|-------|----------------|---------------|
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 1                               | 9    | 0     | 10             | 0             | 47                                 | 8:00:00                      | 2                               | 31   | 4     | 37             | 0             |
| 9:00:00  | 3                               | 15   | 0     | 18             | 0             | 71                                 | 9:00:00                      | 4                               | 48   | 1     | 53             | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 0                               | 66   | 0     | 66             | 0             | 95                                 | 17:00:00                     | 1                               | 28   | 0     | 29             | 0             |
| 18:00:00   | 0                               | 28   | 0     | 28             | 0             | 33                                 | 18:00:00                     | 2                               | 3    | 0     | 5              | 0             |
| <b>Totals:</b>   | 4                               | 118  | 0     | 122            | 0             | 246                                | <b>S Totals:</b>             | 9                               | 110  | 5     | 124            | 0             |
| <b>East Approach Totals</b>                                |                                 |      |       |                |               | East/West<br>Total<br>Approaches   | <b>West Approach Totals</b>  |                                 |      |       |                |               |
| Hour<br>Ending   | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |                                    | Hour<br>Ending               | Includes Cars, Trucks, & Heavys |      |       |                | Total<br>Peds |
|  | Left                            | Thru | Right | Grand<br>Total |               |                                    |                              | Left                            | Thru | Right | Grand<br>Total |               |
| 7:00:00  | 0                               | 0    | 0     | 0              | 0             | 0                                  | 7:00:00                      | 0                               | 0    | 0     | 0              | 0             |
| 8:00:00  | 0                               | 0    | 2     | 2              | 0             | 12                                 | 8:00:00                      | 0                               | 0    | 10    | 10             | 0             |
| 9:00:00  | 1                               | 0    | 1     | 2              | 0             | 7                                  | 9:00:00                      | 0                               | 0    | 5     | 5              | 0             |
| 16:00:00   | 0                               | 0    | 0     | 0              | 0             | 0                                  | 16:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| 17:00:00   | 3                               | 0    | 1     | 4              | 0             | 7                                  | 17:00:00                     | 0                               | 0    | 3     | 3              | 0             |
| 18:00:00   | 1                               | 0    | 0     | 1              | 0             | 1                                  | 18:00:00                     | 0                               | 0    | 0     | 0              | 0             |
| <b>Totals:</b>   | 5                               | 0    | 4     | 9              | 0             | 27                                 | <b>W Totals:</b>             | 0                               | 0    | 18    | 18             | 0             |
| <b>Calculated Values for Traffic Crossing Major Street</b> |                                 |      |       |                |               |                                    |                              |                                 |      |       |                |               |
| Hours Ending:  | 7:00                            | 8:00 | 9:00  | 16:00          |               | 17:00                              | 18:00                        | 0:00                            | 0:00 |       |                |               |
| Crossing Values:   | 0                               | 0    | 1     | 0              |               | 3                                  | 1                            | 0                               | 0    |       |                |               |









| Rank | TC Number | Railway Compan | Province | Access | Jurisdiction | Mile  | Subdivision  | Location       | Latitude | Longitude | Road Authority | Protection    | Total Trains Daily | Vehicles Daily | Train Max Speed | Road Speed (km. Lanes) | Tracks | IsUrban |
|------|-----------|----------------|----------|--------|--------------|-------|--------------|----------------|----------|-----------|----------------|---------------|--------------------|----------------|-----------------|------------------------|--------|---------|
| 1178 | 6699      | CN             | ON       | Public | F            | 24.27 | Grimsby - CN | MountainviewRd | 43.1846  | -79.4974  | Lincoln (ON)   | Active - FLBG | 16                 | 601            | 65              | 50                     | 2      | 1 N     |

The page features a decorative background with a large, light gray curved shape on the right side and a blue curved shape on the left side, separated by a white border.

# APPENDIX B



**ORNAMENT**

Ontario Road Noise Analysis Method for Environment and Transportation  
version 2.2

Job No. 2402272  
Job Name Walkers Landfill

Scenario Receptor 39m south of the Thorold Stone Rd centreline

Notes:  
1. Topography Type "A" means Flat or Gently Sloping (ORNAMENT types 1, 2, 6 and 7)

| ROAD CHARACTERISTICS |                  |             |                    |        |       |              |                   |                |               | SOURCE-RECEIVER-TOPOGRAPHY CHARACTERISTICS |            |                              |                         |                               |                   |                        |                     | ADJUSTMENTS                |            |                   |                       |                           |                           |                       | Total Segment $L_{eq}$ (dBA) |                              |                |                 |                       |
|----------------------|------------------|-------------|--------------------|--------|-------|--------------|-------------------|----------------|---------------|--|------------|------------------------------|-------------------------|-------------------------------|-------------------|------------------------|---------------------|----------------------------|------------|-------------------|-----------------------|---------------------------|---------------------------|-----------------------|------------------------------|------------------------------|----------------|-----------------|-----------------------|
| ID                   | Description      | Time Period | Number of Vehicles |        |       | Speed (km/h) | Road Gradient (%) | Two Way? (y/n) | Pavement Type | Road Viewable Angle                        |            | Source-Receiver Distance (m) | Ground Type (Hard/Soft) | Topography Type <sup>1)</sup> | Source Height (m) | Road Elevation (m asl) | Receptor Height (m) | Receptor Elevation (m asl) | Barrier    |                   |                       |                           |                           | No. of Rows of Houses |                              | Density of Houses (% Houses) | Depth of Woods | Adjustment (dB) | Reason For Adjustment |
|                      |                  |             | Autos              | Medium | Heavy |              |                   |                |               | $\alpha_1$                                 | $\alpha_2$ |                              |                         |                               |                   |                        |                     |                            | Height (m) | Elevation (m asl) | Receiver Distance (m) | Viewable Angle $\alpha_1$ | Viewable Angle $\alpha_2$ |                       |                              |                              |                |                 |                       |
| Thor_Beech_East_Lin  | Thorold Stone Rd | 12          | 904                | 10     | 16    | 80           | 0                 | y              | 1             | -90  | 90         | 39.0                         | Hard                    | A                             | 1.1               |                        | 1.5                 |                            |            |                   |                       |                           |                           |                       |                              |                              |                |                 | 54.86                 |
| Thor_Beech_East_Lin  | Thorold Stone Rd | 12          | 314                | 3      | 6     | 80           | 0                 | y              | 1             | -90  | 90         | 39.0                         | Hard                    | A                             | 1.1               |                        | 1.5                 |                            |            |                   |                       |                           |                           |                       |                              |                              |                |                 | 50.28                 |

**Cadna/A Results**

| Source Name      | ID                  | Partial Level Traffic w/o Site Traffic (dB(A)) |       |
|------------------|---------------------|--|-------|
|                  |                     | Day  | Night |
| Tab_7_Thor_Beech | Thor_Beech_East_Lin | 54.8   | 50.2  |

The page features a decorative background with a large, light gray curved shape on the right side and a blue curved shape on the left side, separated by a white border.

# APPENDIX C



|                  |                   |        |         |
|------------------|-------------------|--------|---------|
| Form: LSD CAL200 | Approved by: J.R. | Jan-04 | Ver 1.0 |
|------------------|-------------------|--------|---------|

Calibration Report part of Certificate # 186694

|              |        |           |            |        |
|--------------|--------|-----------|------------|--------|
| Make         | Model  | Serial No | Asset      | Cal by |
| Larson Davis | CAL200 | 9351      | 831C Kit 4 | P.O.   |

| Test | Setting | Reading | Spec's | In/Out |
|------|---------|---------|--------|--------|
|------|---------|---------|--------|--------|

**Sound Pressure Level**

|        |          |         |    |
|--------|----------|---------|----|
| 94 dB  | 94.1 dB  | ±0.2 dB | In |
| 114 dB | 114.1 dB | ±0.2 dB | In |

**Frequency Accuracy**

|         |         |        |    |
|---------|---------|--------|----|
| 1000 Hz | 1000 Hz | ±10 Hz | In |
|---------|---------|--------|----|

**Test Conditions**

|              |          |
|--------------|----------|
| Air Pressure | 98.8 kPa |
|--------------|----------|



|                  |                   |        |         |
|------------------|-------------------|--------|---------|
| Form: LSD CAL200 | Approved by: J.R. | Jan-04 | Ver 1.0 |
|------------------|-------------------|--------|---------|

Calibration Report part of Certificate # 186693

|                      |                 |                   |                     |                |
|----------------------|-----------------|-------------------|---------------------|----------------|
| Make<br>Larson Davis | Model<br>CAL200 | Serial No<br>5166 | Asset<br>831C Kit 2 | Cal by<br>P.O. |
|----------------------|-----------------|-------------------|---------------------|----------------|

| Test | Setting | Reading | Spec's | In/Out |
|------|---------|---------|--------|--------|
|------|---------|---------|--------|--------|

Sound Pressure Level

|        |          |         |    |
|--------|----------|---------|----|
| 94 dB  | 94.0 dB  | ±0.2 dB | In |
| 114 dB | 114.1 dB | ±0.2 dB | In |

Frequency Accuracy

|         |         |        |    |
|---------|---------|--------|----|
| 1000 Hz | 1000 Hz | ±10 Hz | In |
|---------|---------|--------|----|

Test Conditions

|              |          |
|--------------|----------|
| Air Pressure | 98.8 kPa |
|--------------|----------|

# ***CERTIFICATE of CALIBRATION***

Make : Larson Davis

Reference # : 189763

Model : CAL200

Customer : Rowan Williams Davies & Irwin Inc  
Guelph, ON

Descr. : Sound cal 94/114dB 1KHz

Serial # : 3628

P. Order : 66890.080.120. AHO

Asset # : 820 KIT 3

Cal. status : Received in spec's, minor adjustment made.  
Level was -0.1dB

*Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.*

*Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.*

*Our calibration system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.*

Calibrated : Dec 30, 2025

By :



Cal. Due : Dec 30, 2026

J. Raposo

Temperature : 23 °C ± 2 °C    Relative Humidity : 30% to 70%

Standards used : J-203 J-216 J-261 J-333 J-420

## ***Navair Technologies***

**REPAIR AND CALIBRATION TRACEABLE TO NRC AND NIST**

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Fax: 905 565 8325

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|                  |                |        |         |
|------------------|----------------|--------|---------|
| Form: LSD CAL200 | Approved By:JR | Jan-04 | Ver 1.0 |
|------------------|----------------|--------|---------|

Calibration Report part of Certificate #: 189763

| Make         | Model  | Serial | Asset    |
|--------------|--------|--------|----------|
| Larson Davis | CAL200 | 3268   | 820 KIT3 |

| Test | Reading | Spec's | In/Out |
|------|---------|--------|--------|
|------|---------|--------|--------|

**After**

| SPL re 20µPa |           |         |    |
|--------------|-----------|---------|----|
| 94 dB        | 93.99 dB  | +0.2 dB | In |
| 114 dB       | 113.98 dB | +0.2 dB | In |

| Freq. Accuracy |           |        |    |
|----------------|-----------|--------|----|
| 1000 Hz        | 1000.0 Hz | ±10 Hz | In |

| Test Conditions |          |
|-----------------|----------|
| Air Pressure    | 98.6 kPa |

**Before**

| SPL re 20µPa |           |         |    |
|--------------|-----------|---------|----|
| 94 dB        | 93.91 dB  | +0.2 dB | In |
| 114 dB       | 113.89 dB | +0.2 dB | In |

| Freq. Accuracy |           |        |    |
|----------------|-----------|--------|----|
| 1000 Hz        | 1000.0 Hz | ±10 Hz | In |

| Test Conditions |          |
|-----------------|----------|
| Air Pressure    | 98.6 kPa |

# ***CERTIFICATE of CALIBRATION***

Make : Larson Davis

Reference # : 189779

Model : CA250

Customer : Rowan Williams Davies & Irwin Inc  
Guelph, ON

Descr. : Sound cal 114dB 250Hz

Serial # : 2202

P. Order : 66890.080.120. AHO

Asset # : 821 KIT 4

Cal. status : Received in spec's, no adjustment made.

*Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.*

*Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.*

*Our calibration system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.*

Calibrated : Dec 30, 2025

By :



Cal. Due : Dec 30, 2026

J. Raposo

Temperature : 23 °C ± 2 °C    Relative Humidity : 30% to 70%

Standards used : J-203 J-216 J-261 J-333 J-420

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Fax: (905)565-8325

|                 |                |        |         |
|-----------------|----------------|--------|---------|
| Form: LSD CA250 | Approved by:JR | Apr-09 | Ver 1.1 |
|-----------------|----------------|--------|---------|

Calibration Report for Certificate : 189779

|              |       |        |           |
|--------------|-------|--------|-----------|
| Make         | Model | Serial | Asset     |
| Larson Davis | CA250 | 2202   | 821 Kit 4 |

|      |     |         |     |        |
|------|-----|---------|-----|--------|
| Test | Min | Reading | Max | In/Out |
|------|-----|---------|-----|--------|

Sound Pressure Rel 20 $\mu$ Pa

|        |       |           |    |       |    |
|--------|-------|-----------|----|-------|----|
| 114 dB | 113.8 | 113.98 dB | dB | 114.2 | In |
|--------|-------|-----------|----|-------|----|

Frequency Accuracy

|          |       |           |    |       |    |
|----------|-------|-----------|----|-------|----|
| 251.2 Hz | 249.2 | 251.05 Hz | Hz | 253.2 | In |
|----------|-------|-----------|----|-------|----|

Test Conditions

|              |          |
|--------------|----------|
| Air Pressure | 98.6 kPa |
|--------------|----------|





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Tel: (905)565-1583  
Fax: (905)565-8325

|                  |                |        |         |
|------------------|----------------|--------|---------|
| Form: LSD CAL200 | Approved By:JR | Jan-04 | Ver 1.0 |
|------------------|----------------|--------|---------|

Calibration Report part of Certificate #: 189780

| Make         | Model  | Serial | Asset     |
|--------------|--------|--------|-----------|
| Larson Davis | CAL200 | 2939   | 821 Kit 5 |

| Test | Reading | Spec's | In/Out |
|------|---------|--------|--------|
|------|---------|--------|--------|

SPL re 20 $\mu$ Pa

|        |           |              |    |
|--------|-----------|--------------|----|
| 94 dB  | 93.95 dB  | $\pm 0.2$ dB | In |
| 114 dB | 113.95 dB | $\pm 0.2$ dB | In |

Freq. Accuracy

|         |           |             |    |
|---------|-----------|-------------|----|
| 1000 Hz | 1000.1 Hz | $\pm 10$ Hz | In |
|---------|-----------|-------------|----|

Test Conditions

|              |          |
|--------------|----------|
| Air Pressure | 98.6 kPa |
|--------------|----------|



Hourly Data Report for July 15, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME LST, Temp °C, Dew Point °C, Rel Hum %, Precip. Amount mm, Wind Dir 10's deg, Wind Spd km/h, Visibility km, Stn Press kPa, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



Hourly Data Report for July 16, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME, Temp, Dew Point, Rel Hum, Precip. Amount, Wind Dir, Wind Spd, Visibility, Stn Press, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



Hourly Data Report for July 17, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME, Temp, Dew Point, Rel Hum, Precip. Amount, Wind Dir, Wind Spd, Visibility, Stn Press, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



Hourly Data Report for July 19, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME, Temp, Dew Point, Rel Hum, Precip. Amount, Wind Dir, Wind Spd, Visibility, Stn Press, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



Hourly Data Report for July 20, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME LST, Temp °C, Dew Point °C, Rel Hum %, Precip. Amount mm, Wind Dir 10's deg, Wind Spd km/h, Visibility km, Stn Press kPa, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



Hourly Data Report for July 21, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME LST, Temp °C, Dew Point °C, Rel Hum %, Precip. Amount mm, Wind Dir 10's deg, Wind Spd km/h, Visibility km, Stn Press kPa, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03



Hourly Data Report for July 23, 2025

If selected Local Standard Time (LST), add 1 hour to adjust for Daylight Saving Time where and when it is observed.

ST. CATHARINES / NIAGARA DISTRICT A
ONTARIO
Current Station Operator: NAVCAN

Latitude: 43°11'30.000" N
Longitude: 79°10'18.000" W
Elevation: 97.80 m
Climate ID: 6137286
WMO ID:
TC ID: YSN

Table with 12 columns: TIME LST, Temp °C, Dew Point °C, Rel Hum %, Precip. Amount mm, Wind Dir 10's deg, Wind Spd km/h, Visibility km, Stn Press kPa, Hmdx, Wind Chill, Weather. Rows show hourly data from 00:00 to 23:00.

### Legend

- E = Estimated
- M = Missing
- D = Data subject to further quality
- NA = Not Available\*
- [empty] = Indicates an unobserved

control procedure

value

### Date modified:

2026-02-03

# ***CERTIFICATE of CALIBRATION***

Make : Larson Davis

Reference # : 186721

Model : 820

Customer : Rowan Williams Davies & Irwin Inc  
Guelph, ON

Descr. : Sound Level Meter Type 1

Serial # : 1754

P. Order : 66890.080.120 AHO

Asset # : 820 KIT 4

Cal. status : Received out of spec's, adjustments made.  
Cal. with PRM828 S#:2734 & PCB377B02 S#:111853

*Navair Technologies certifies that the above listed instrument was calibrated on date noted and was released from this laboratory performing in accordance with the specifications set forth by the manufacturer.*

*Unless otherwise noted in the calibration report a 4:1 accuracy ratio was maintained for this calibration.*

*Our calibration system complies with the requirements of ISO-9001-2015 and is registered under certificate CA96/269, working standards used for calibration are certified by or traceable to the National Research Council of Canada or the National Institute of Standards and Technology.*

Calibrated : May 20, 2025

By : 

T. Beilin

Cal. Due : May 20, 2027

Temperature : 23 °C ± 2 °C    Relative Humidity : 30% to 70%

Standards used : J-216 J-303 J-512

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|            |                |                 |        |
|------------|----------------|-----------------|--------|
| Form:LD820 | Approved by:JR | Date: May, 2025 | ver2.1 |
|------------|----------------|-----------------|--------|

Calibration Report part of Certificate: 186721

| Make         | Model | Serial | Asset     |
|--------------|-------|--------|-----------|
| Larson Davis | 820   | 1754   | 820 KIT 4 |

With preamp PRM828 sn:2734 & mike PCB 377B02 sn:111853

TYPE 1 Specs

| Test | Reading | In/Out |
|------|---------|--------|
|------|---------|--------|

Freq.Response

Tested with dummy mike

IEC61672-1: 2013 limits

WTG Curve Check

| kHz    | Min   | A     | Max   |    |
|--------|-------|-------|-------|----|
| 0.0315 | 73.1  | 74.5  | 76.1  | In |
| 0.063  | 86.8  | 87.7  | 88.8  | In |
| 0.125  | 96.9  | 97.9  | 98.9  | In |
| 0.25   | 104.4 | 105.2 | 106.4 | In |
| 0.5    | 109.8 | 110.7 | 111.8 | In |
| 1      | 113.3 | 114.0 | 114.7 | In |
| 2      | 114.2 | 115.2 | 116.2 | In |
| 4      | 114.0 | 115.0 | 116.0 | In |
| 8      | 110.4 | 112.8 | 114.4 | In |
| 12.5   | 104.7 | 109.6 | 111.7 | In |

|        |       | C     |       |    |
|--------|-------|-------|-------|----|
| 0.0315 | 109.5 | 110.5 | 112.5 | In |
| 0.063  | 112.2 | 113.0 | 114.2 | In |
| 0.125  | 112.8 | 113.8 | 114.8 | In |
| 0.25   | 113.0 | 114.0 | 115.0 | In |
| 0.5    | 113.0 | 114.0 | 115.0 | In |
| 1      | 113.3 | 114.0 | 114.7 | In |
| 2      | 112.8 | 113.8 | 114.8 | In |
| 4      | 112.2 | 113.1 | 114.2 | In |
| 8      | 108.5 | 110.9 | 112.5 | In |
| 12.5   | 102.8 | 107.6 | 109.8 | In |



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 Tel: (905)565-1583  
 Fax: (905)565-8325

186721

| Test | Reading |  |  | In/Out |
|------|---------|--|--|--------|
|------|---------|--|--|--------|

Scale Test with microphone

Scale

dBc @1kHz

I/P dB

Normal Range

|     |       |       |       |    |
|-----|-------|-------|-------|----|
| 114 | 113.5 | 114.0 | 114.5 | In |
| 104 | 103.5 | 103.8 | 104.5 | In |
| 94  | 93.5  | 93.8  | 94.5  | In |

Impulse Test

Peak hold

Fast/Slow

Pass

Pass

Pass

AC O/P

Pass

Before

Scale Test with microphone

Scale

dBc @1kHz

I/P dB

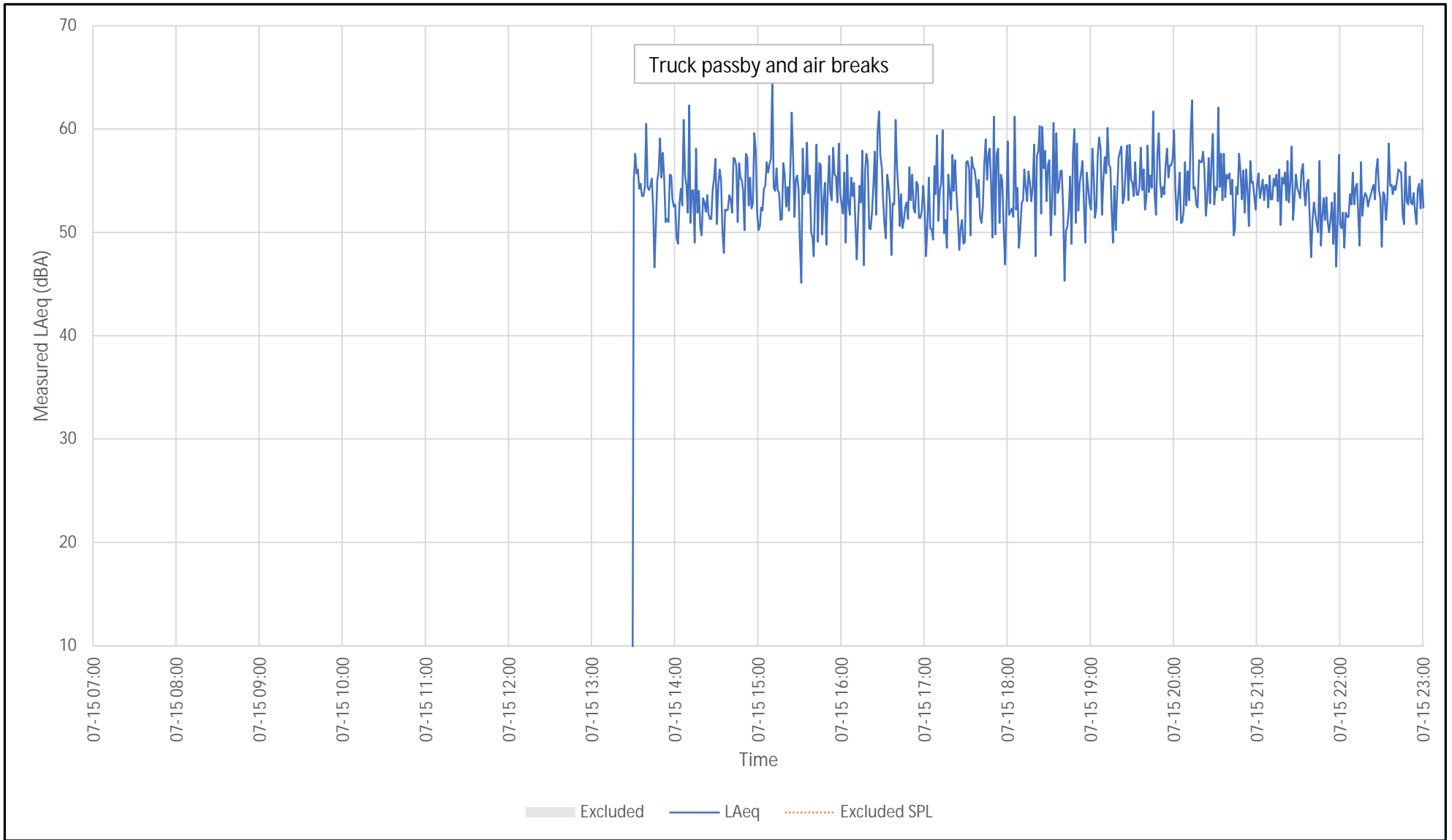
Normal Range

|     |       |       |       |     |
|-----|-------|-------|-------|-----|
| 114 | 113.5 | 112.8 | 114.5 | OUT |
| 104 | 103.5 | 102.6 | 104.5 | OUT |
| 94  | 93.5  | 92.6  | 94.5  | OUT |

The page features a decorative background with a large, light grey curved shape on the right side and a blue curved shape on the left side, separated by a white border.

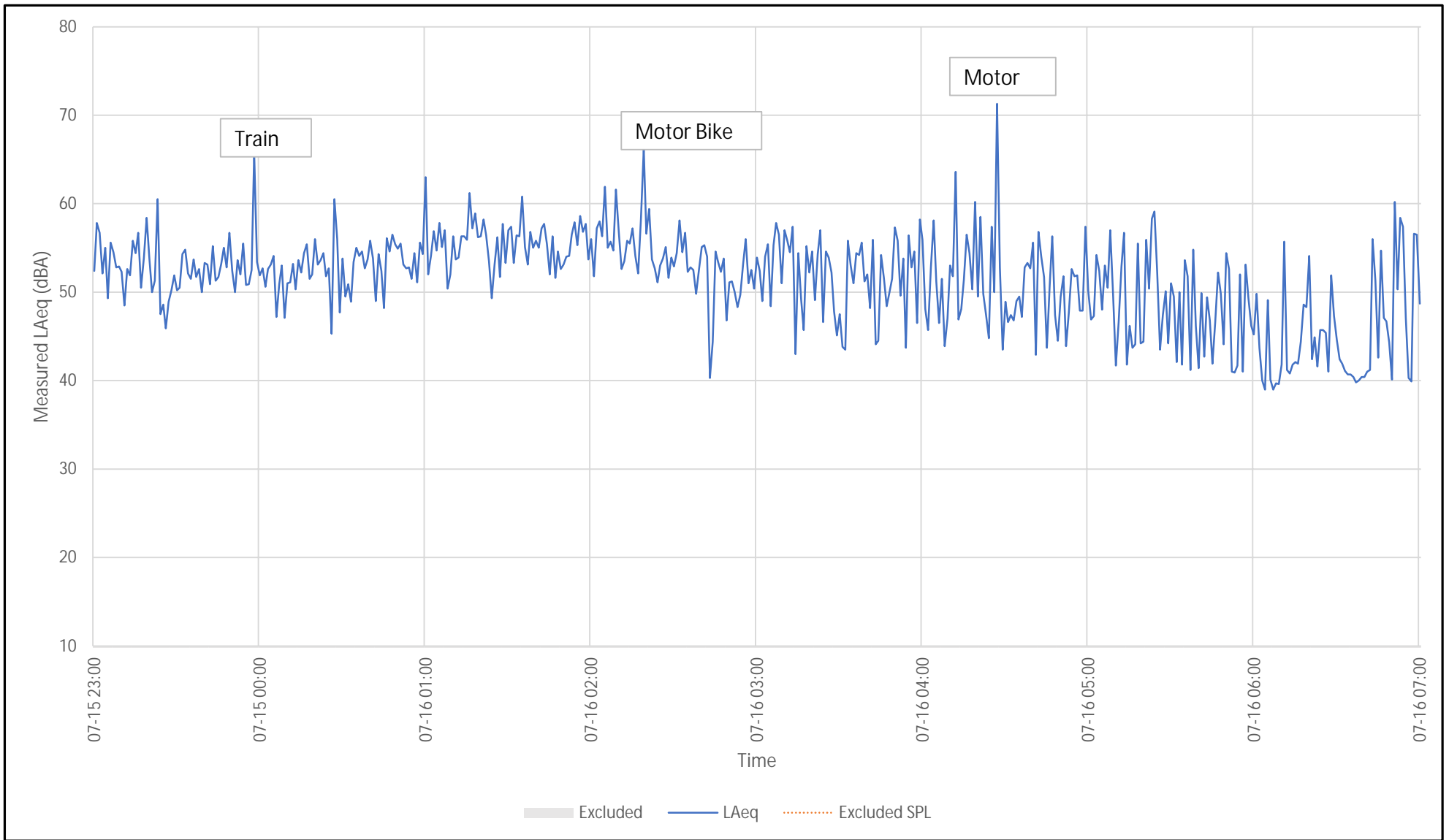
# APPENDIX D

## Appendix B - Measured Sound Levels



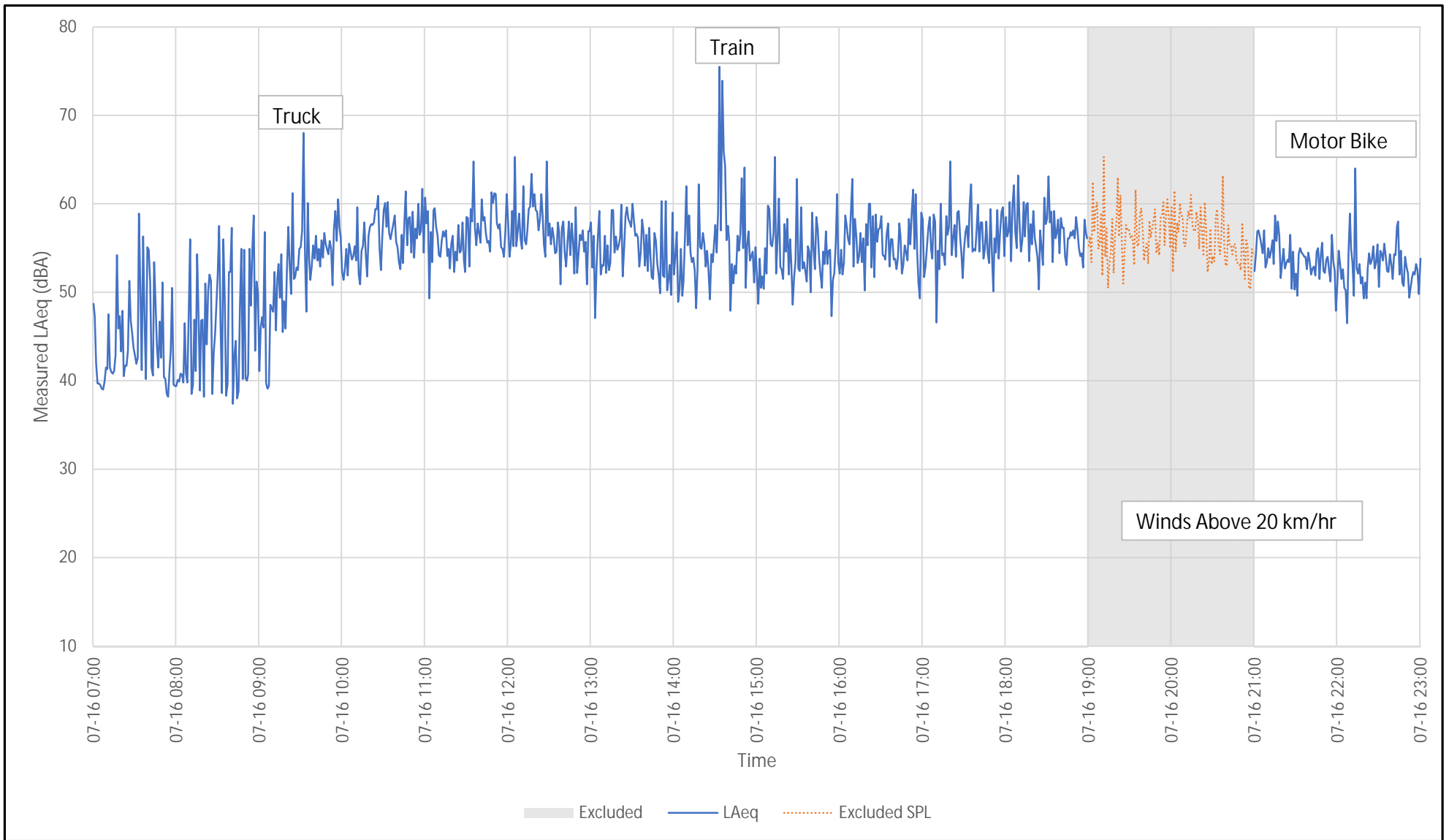
|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 | Figure No.    | B1        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 to 2025/07/16 | Figure No.    | B2        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

# Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16

Project #2402272

Figure No.

B3

Drawn By:

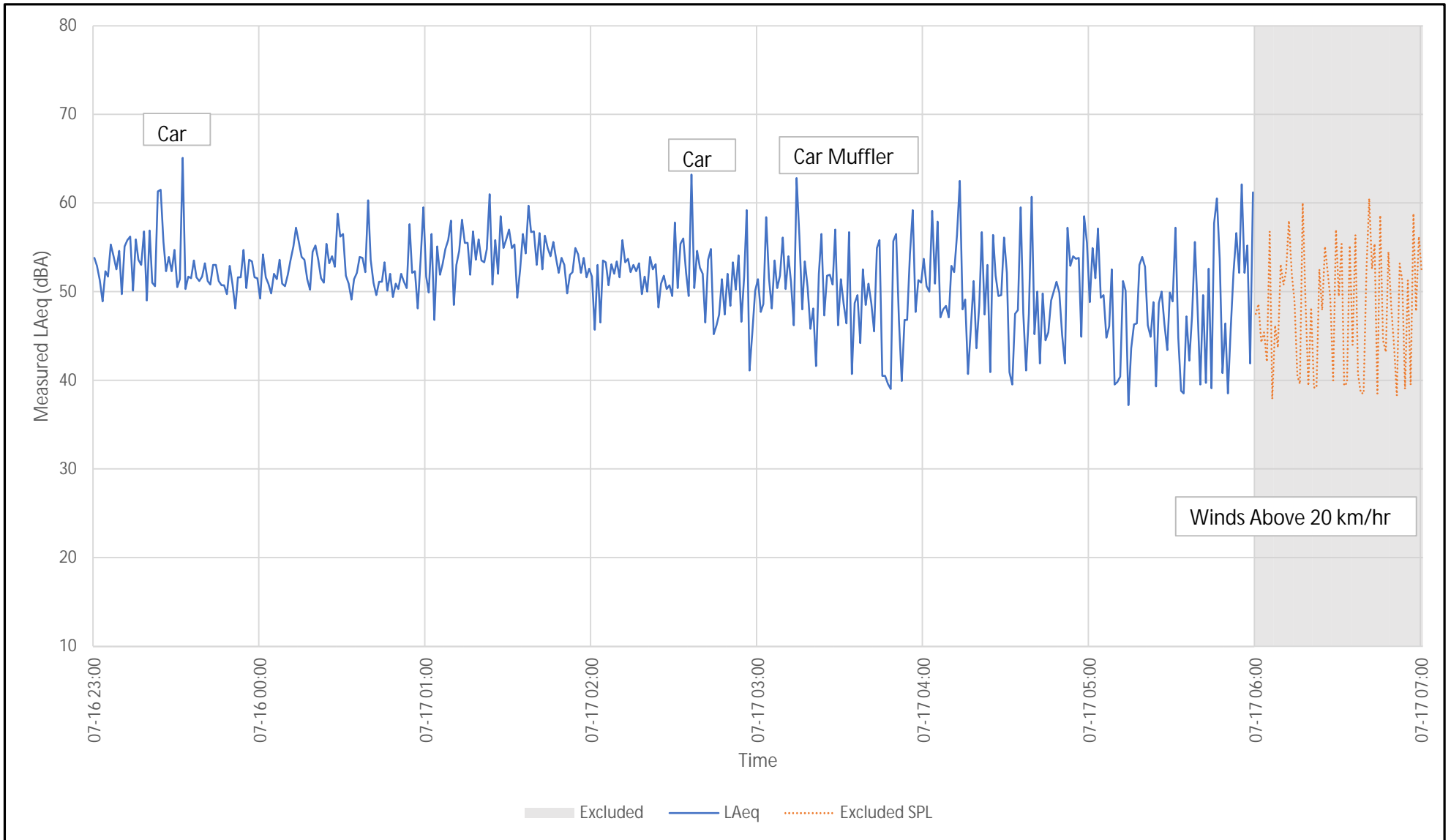
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels

Measurement Period: 2025/07/16 to 2025/07/17

Project #2402272

Figure No.

B5

Drawn By:

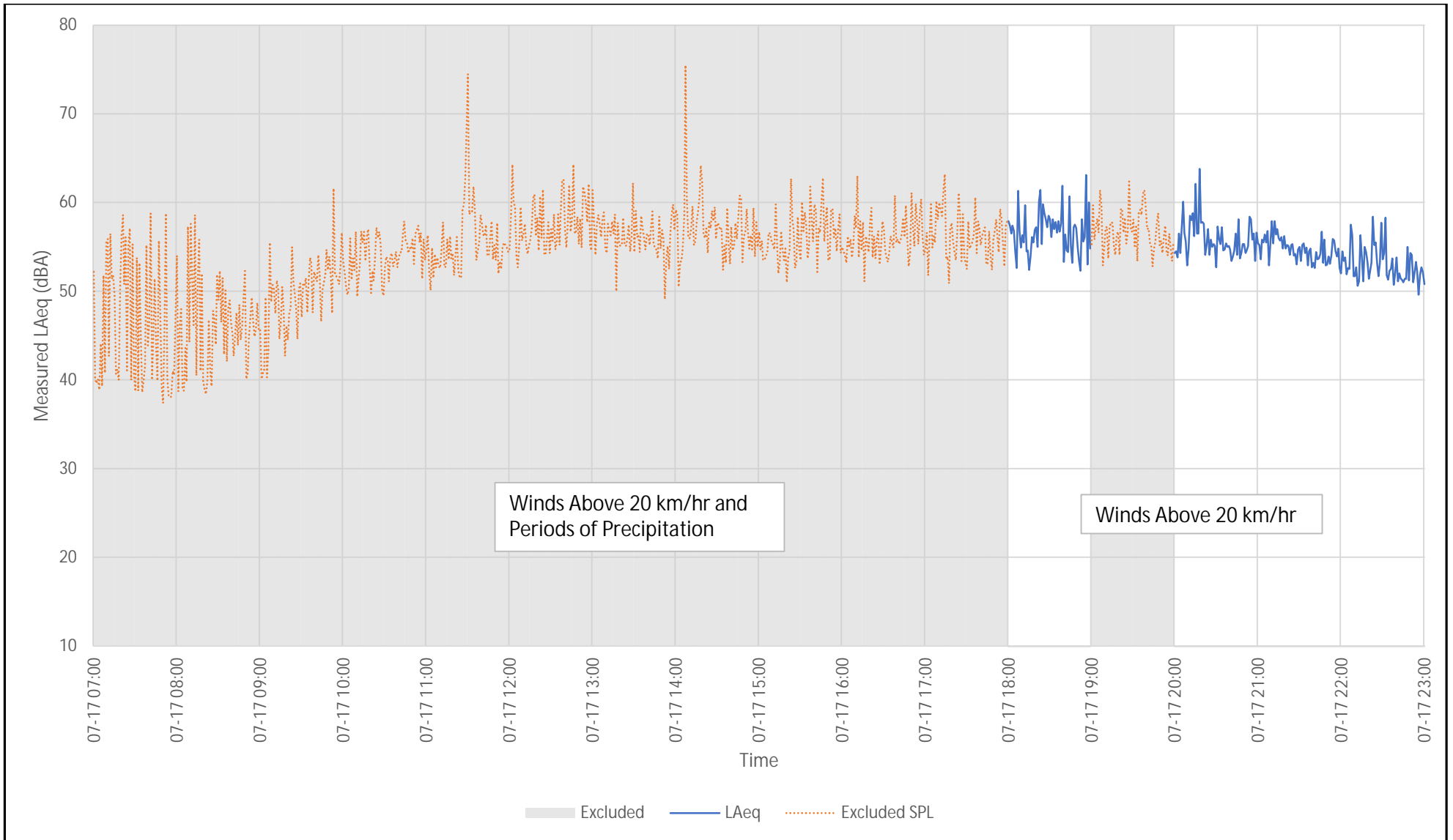
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/17

Project #2402272

Figure No.

B6

Drawn By:

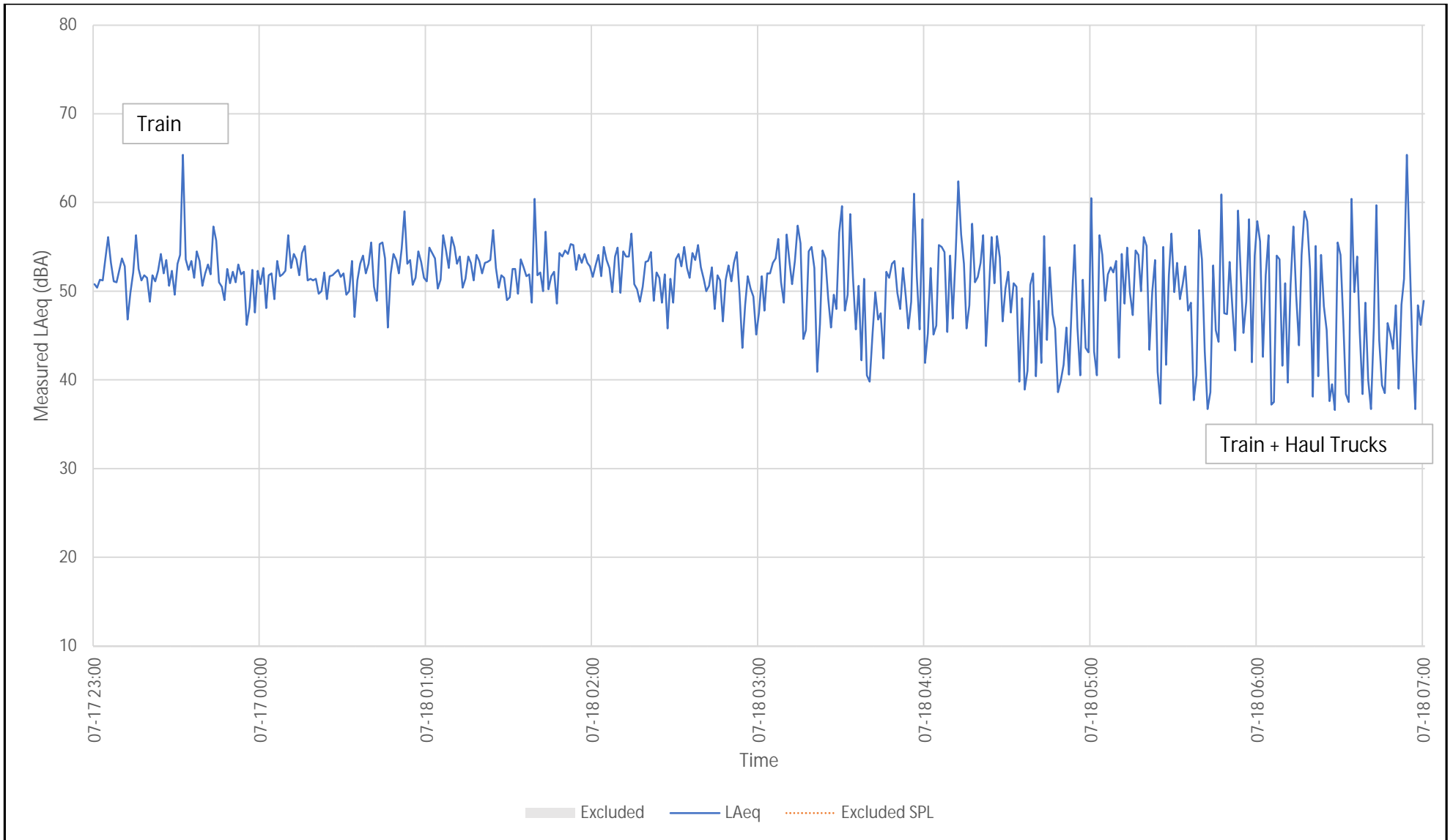
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/17 to 2025/07/18

Project #2402272

Figure No.

B7

Drawn By:

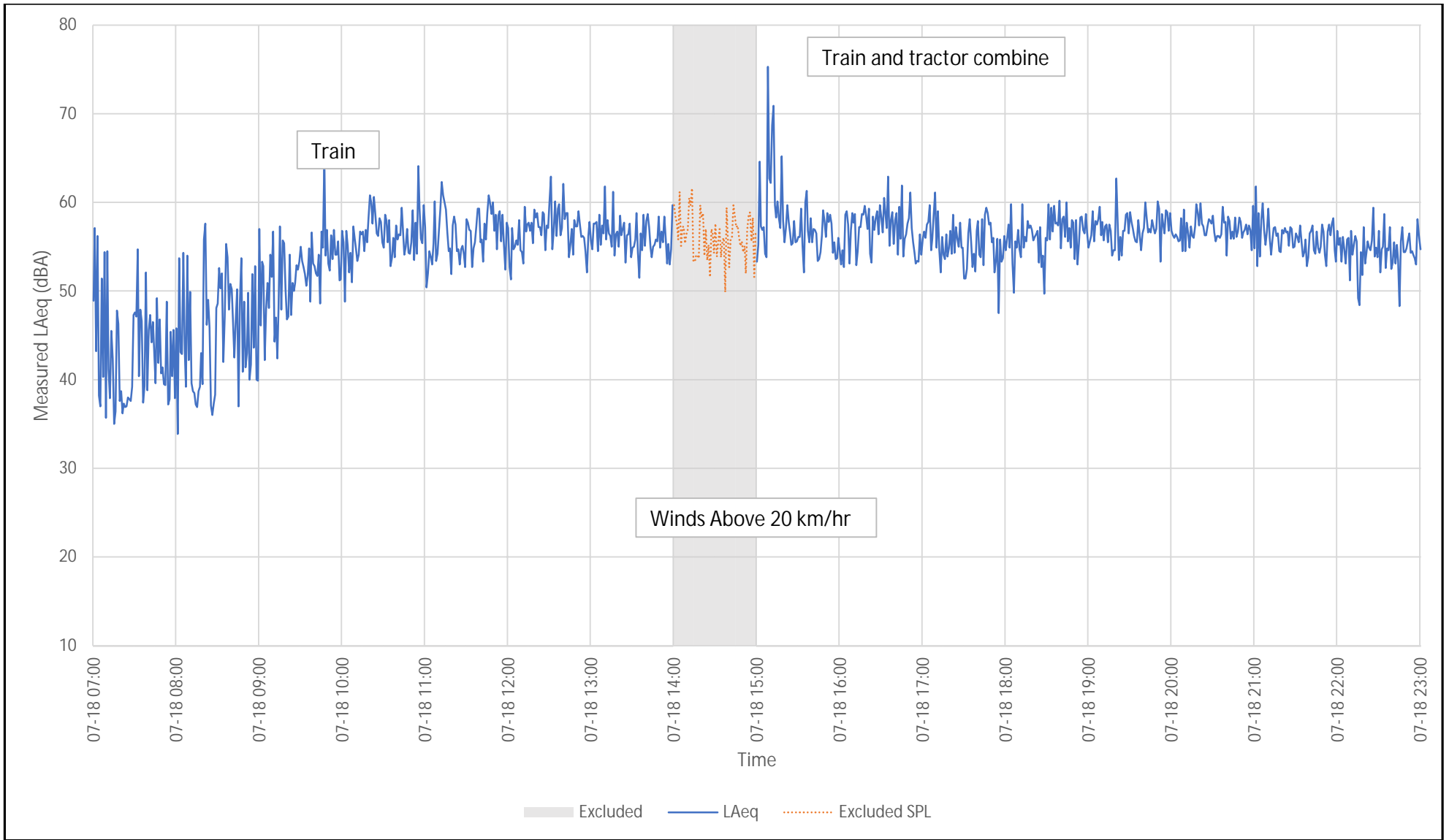
MPP

Date Revised:

3/26/2026

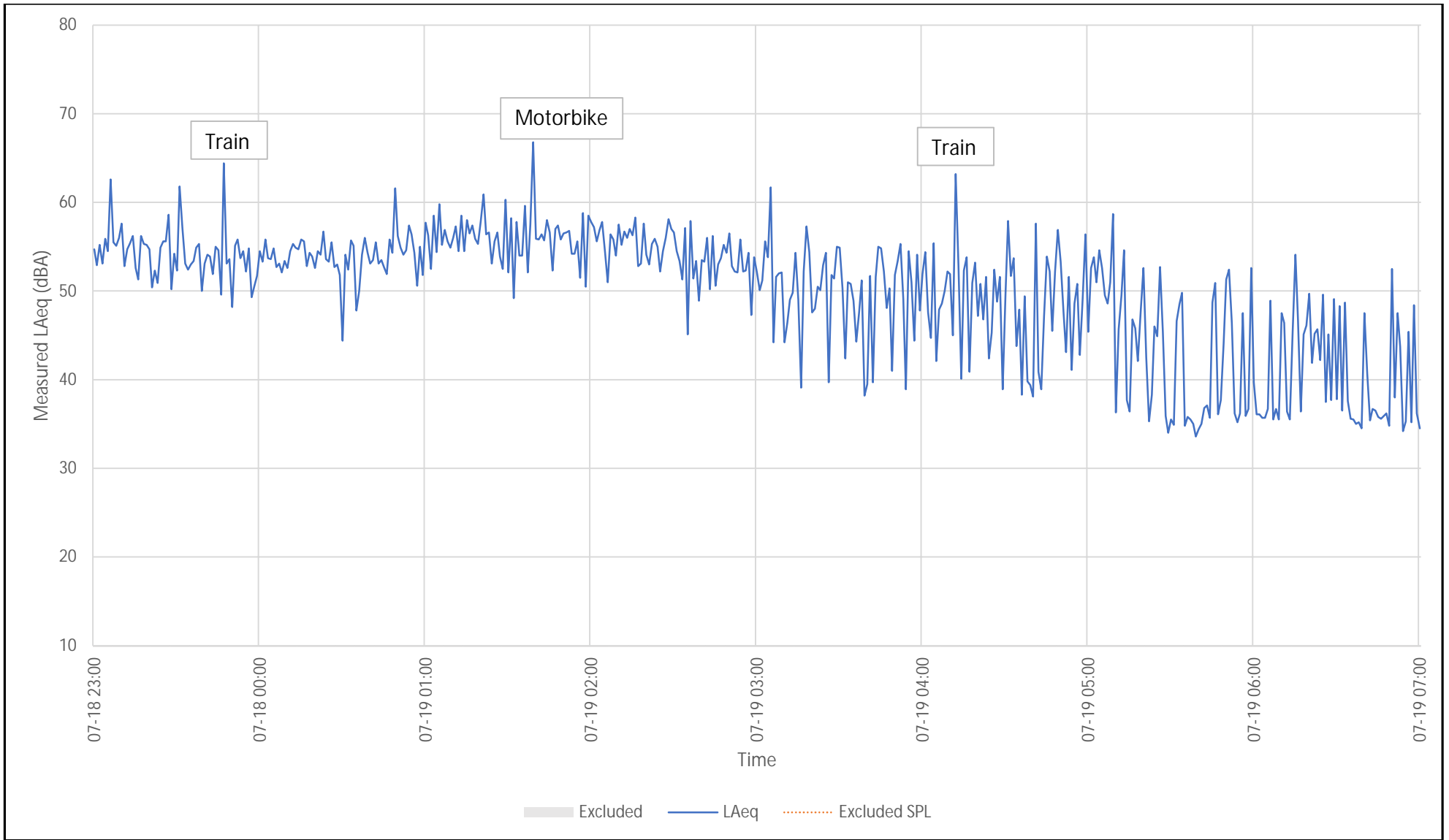


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/18 | Figure No.    | B8        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/18 to 2025/07/19

Project #2402272

Figure No.

B9

Drawn By:

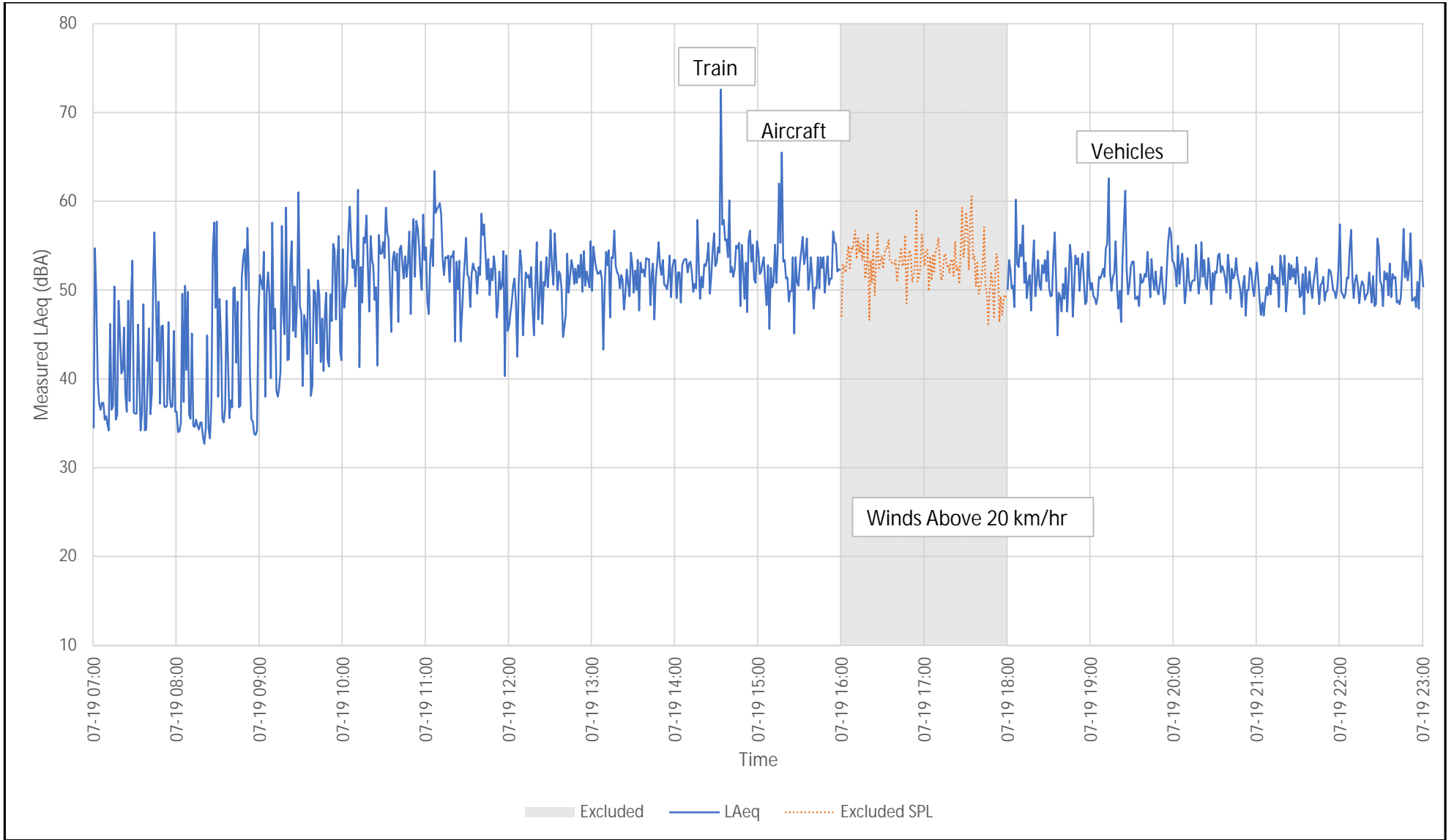
MPP

Date Revised:

3/26/2026

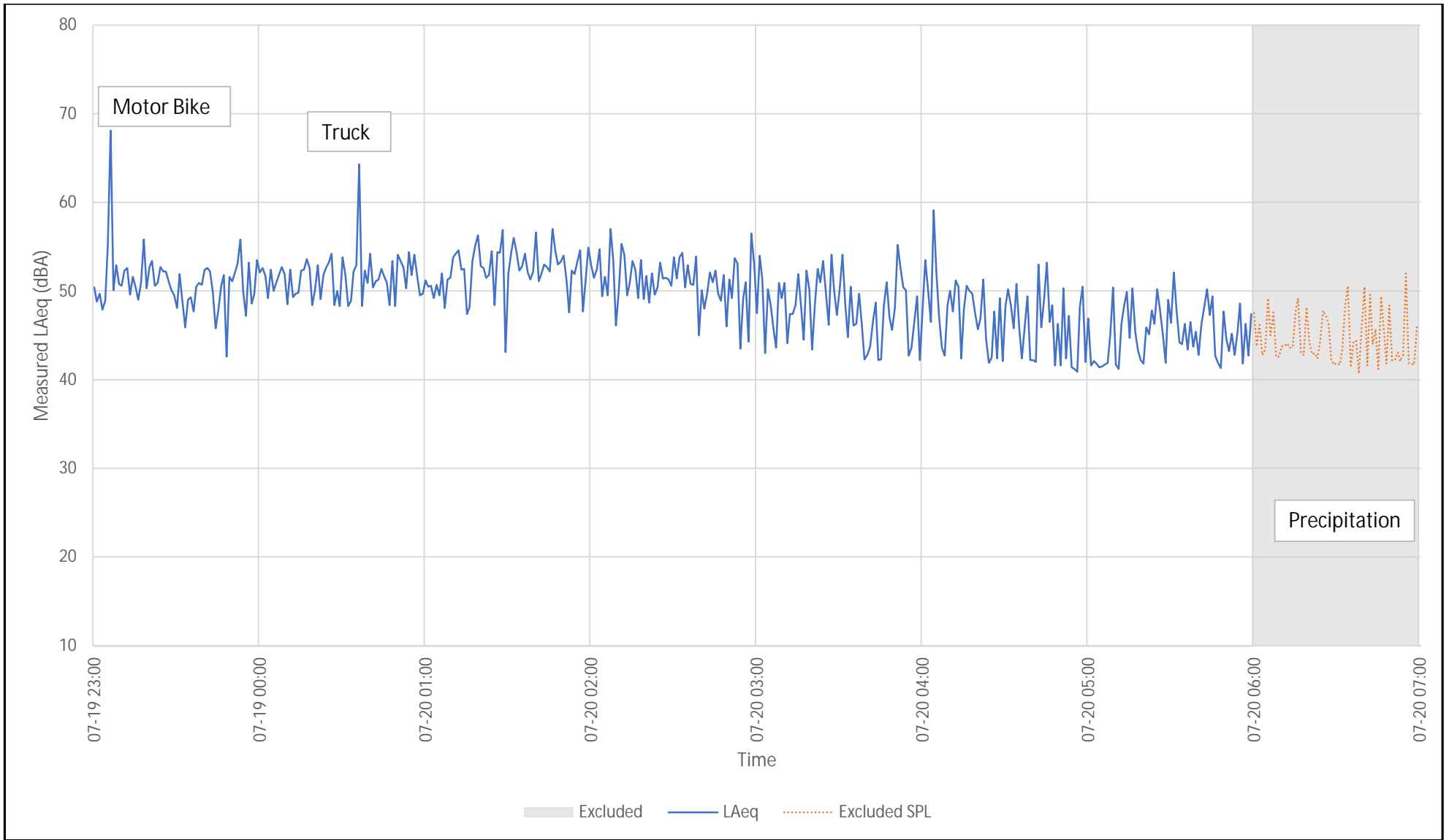


# Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br>Measurement Period: 2025/07/19 | Figure No.    | B10       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/19 to 2025/07/20

Project #2402272

Figure No.

B11

Drawn By:

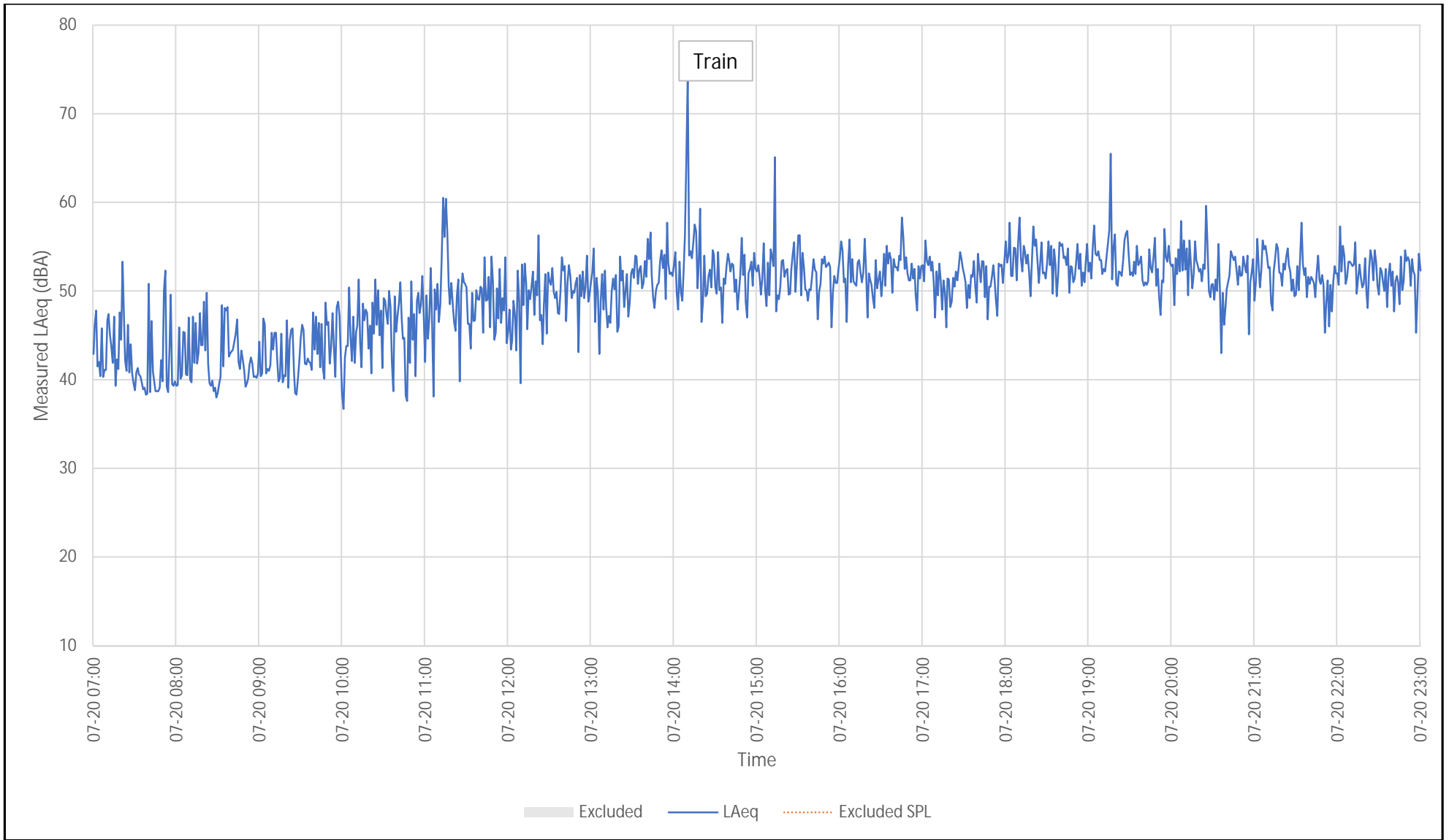
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/20

Project #2402272

Figure No.

B12

Drawn By:

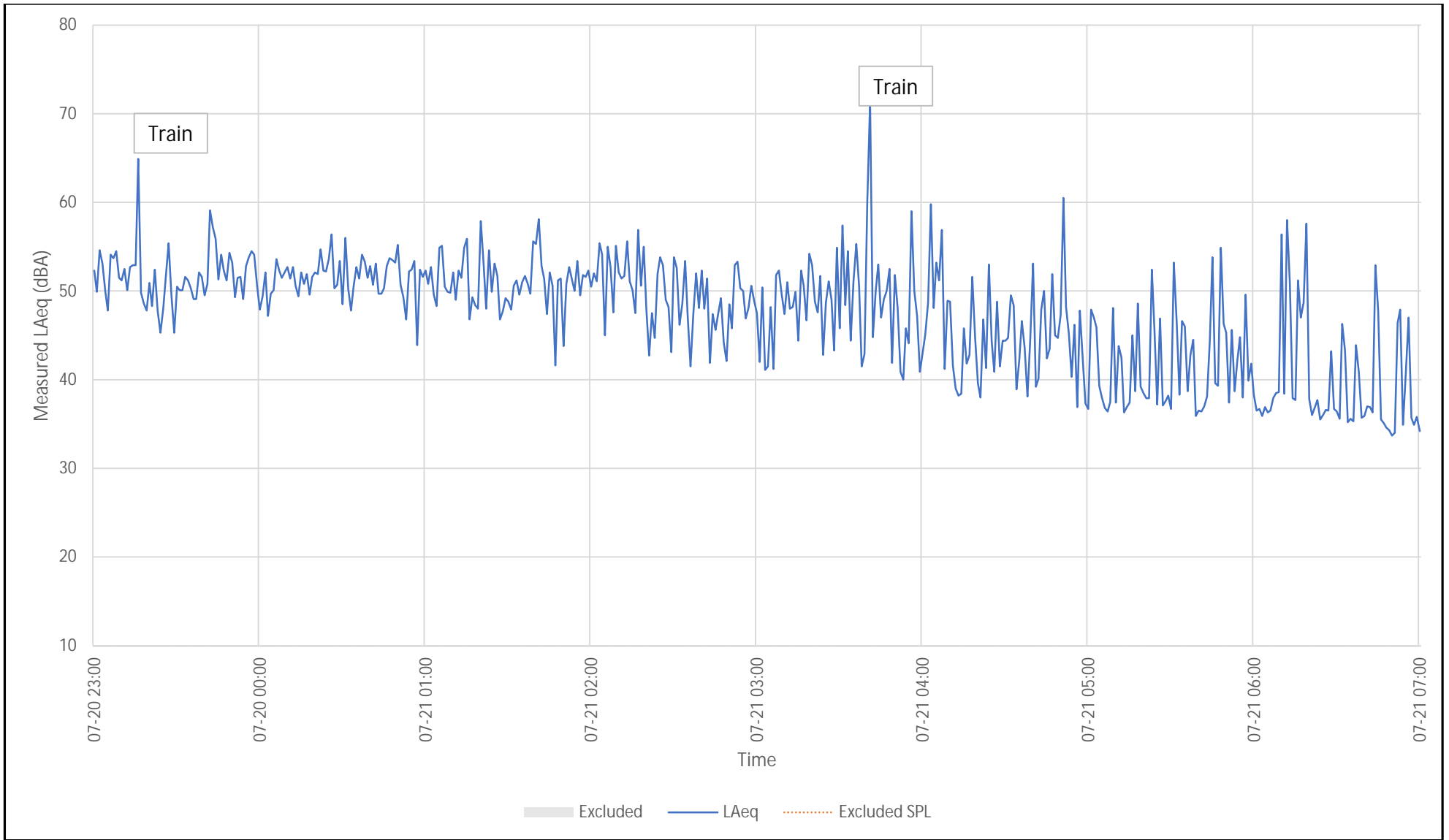
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/20 to 2025/07/21

Project #2402272

Figure No.

B13

Drawn By:

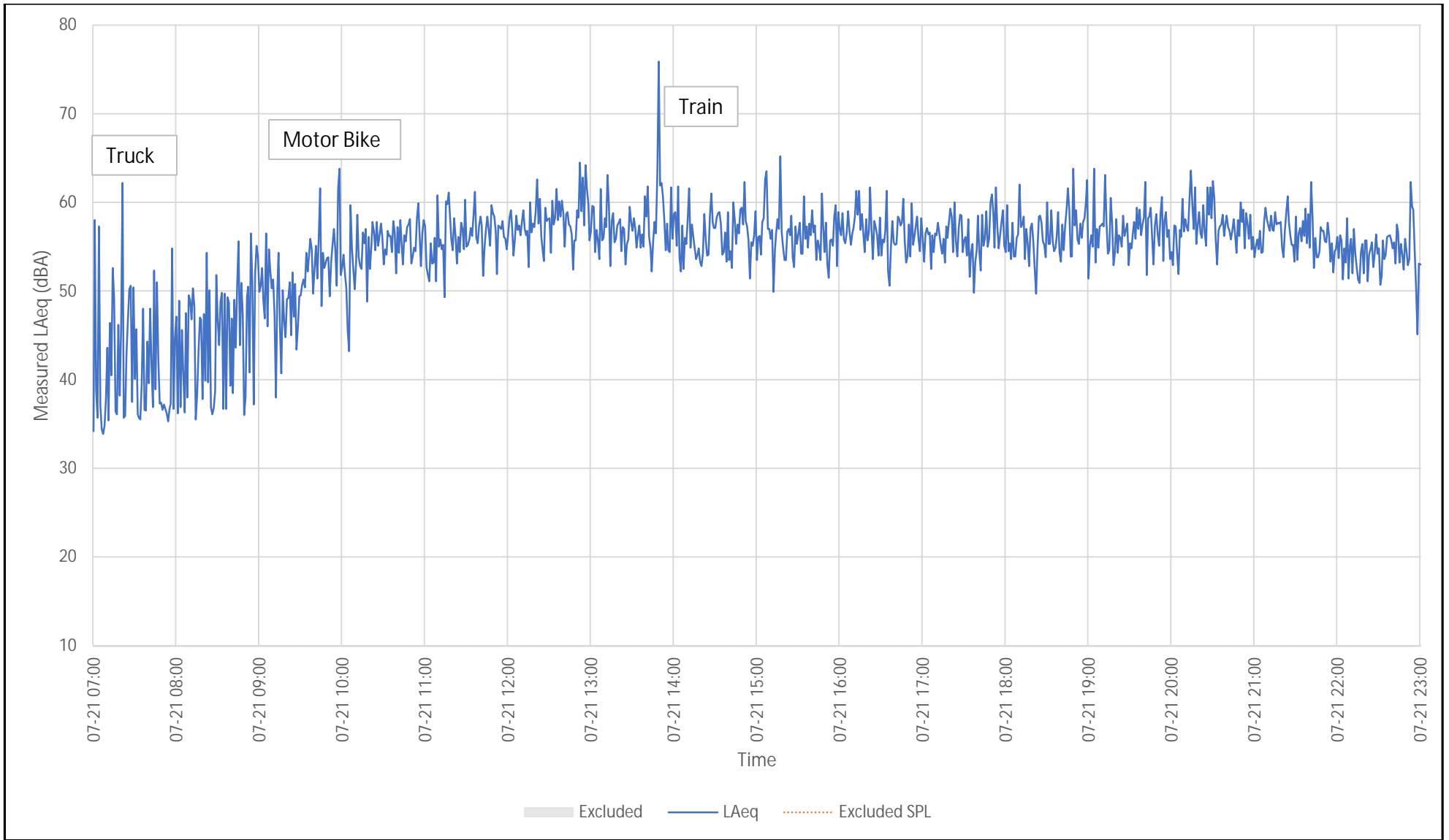
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels

Measurement Period: 2025/07/21

Project #2402272

Figure No.

B14

Drawn By:

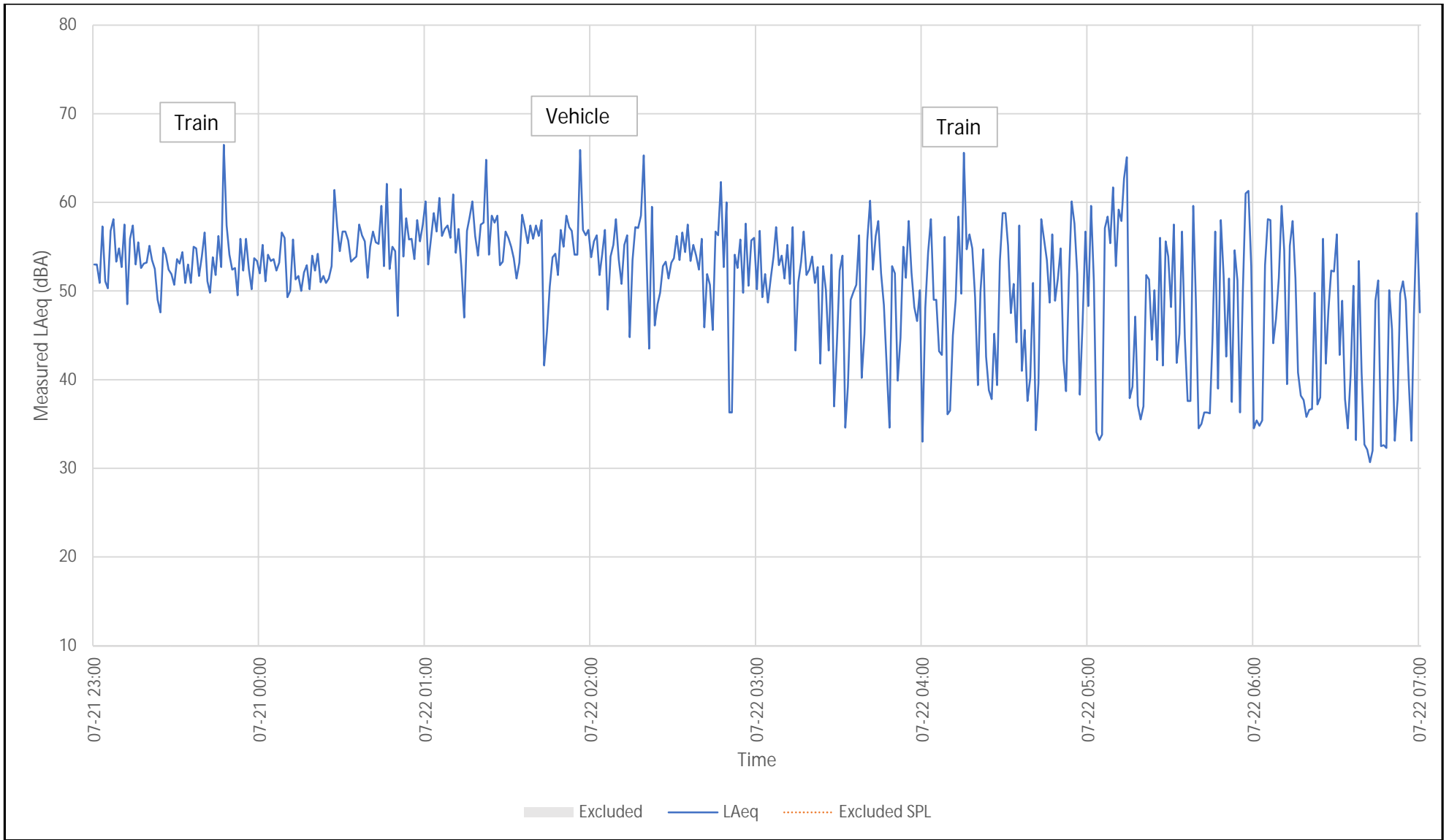
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/21 to 2025/07/22

Project #2402272

Figure No.

B15

Drawn By:

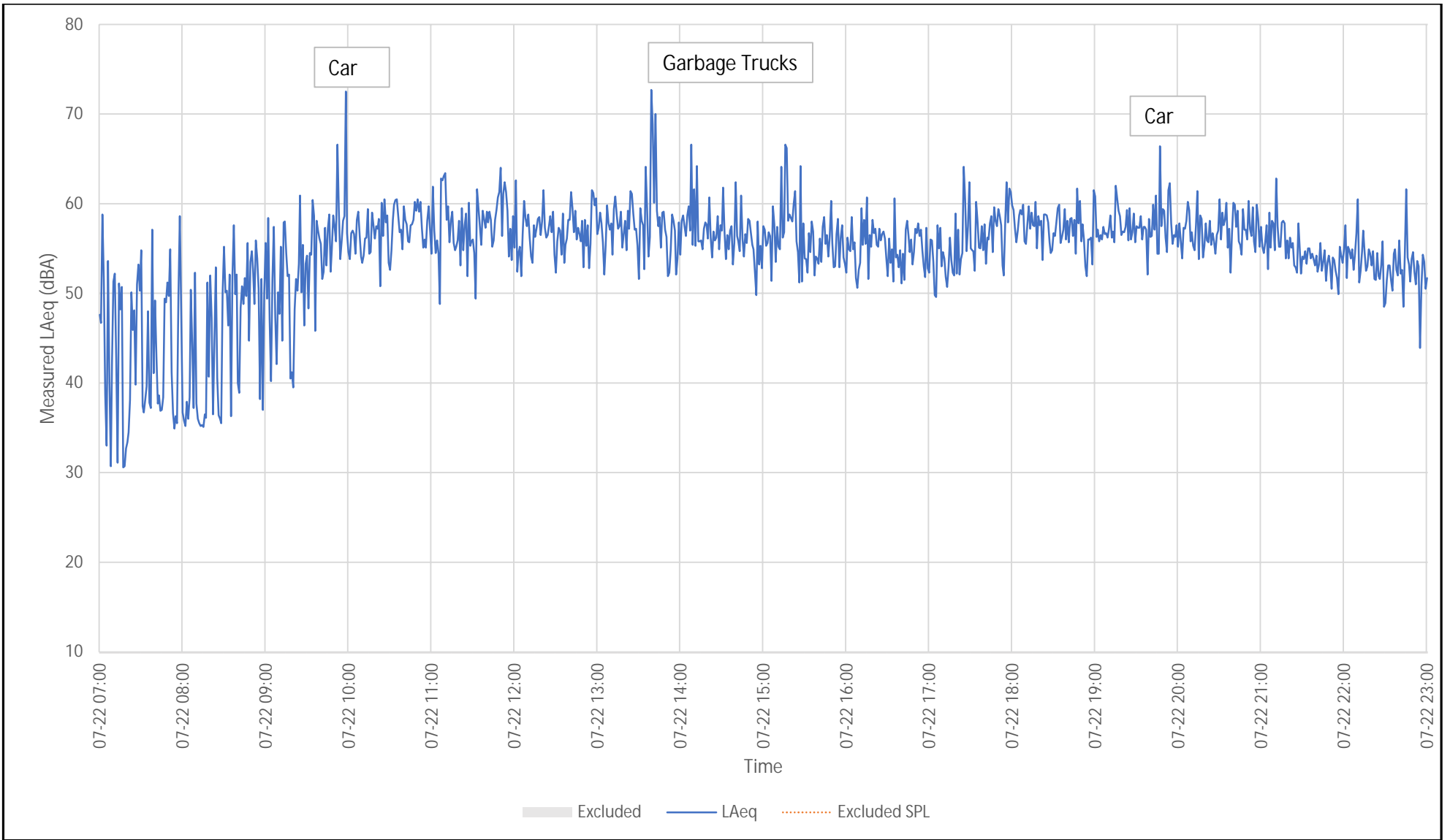
MPP

Date Revised:

3/26/2026



# Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/22

Project #2402272

Figure No.

B16

Drawn By:

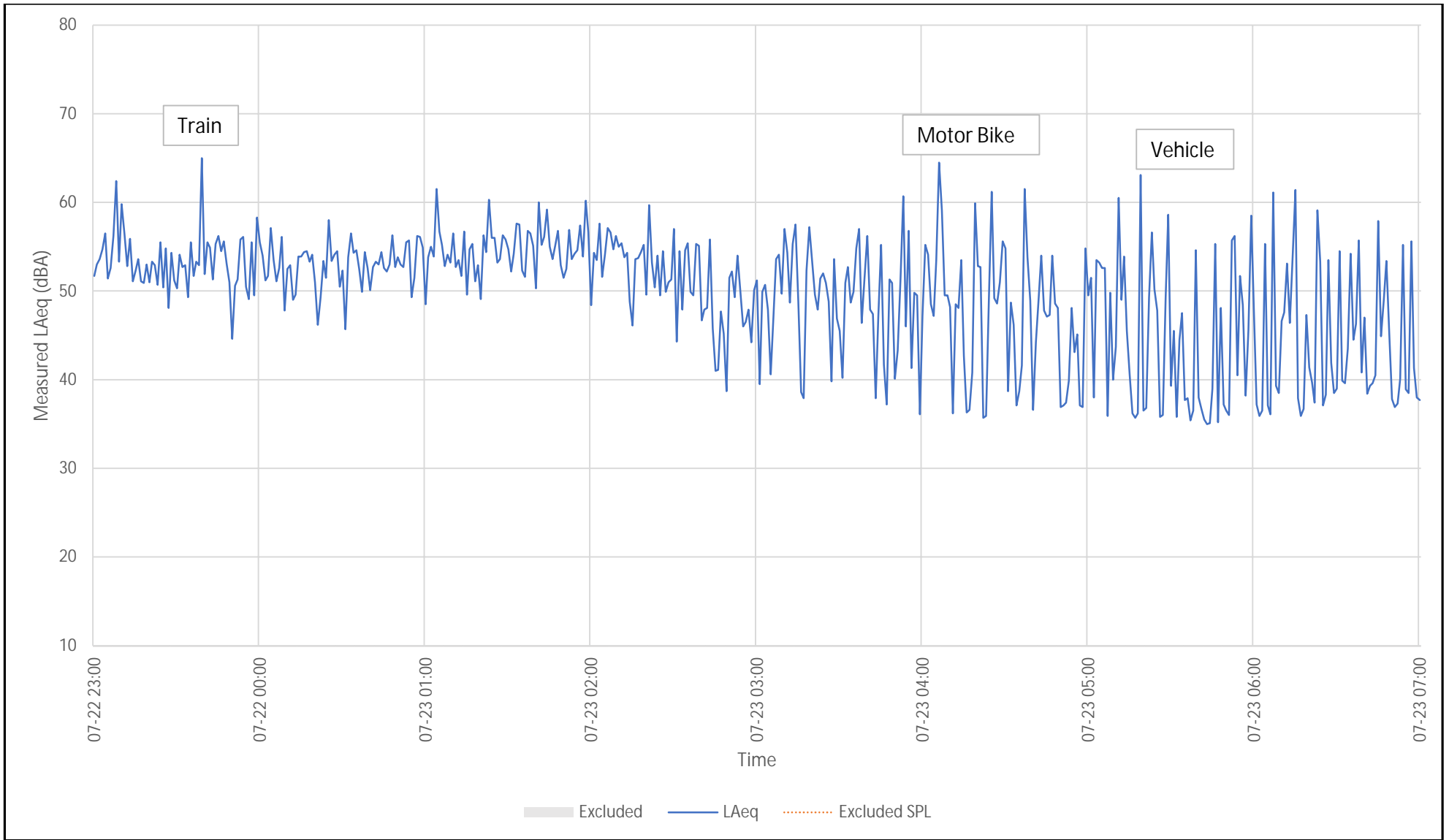
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/22 to 2025/07/23

Project #2402272

Figure No.

B17

Drawn By:

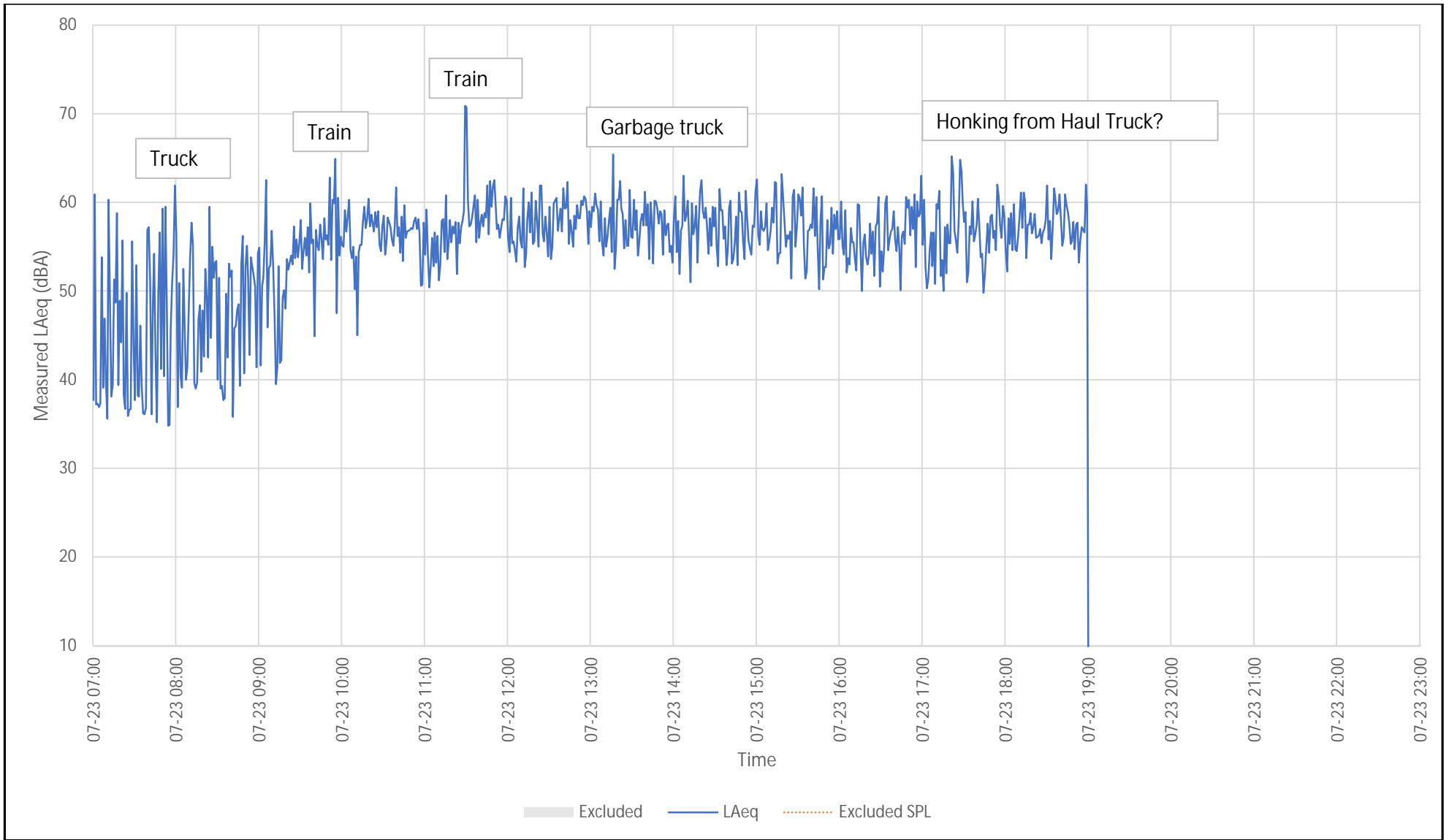
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{E_{Q}}$  Sound Levels

Measurement Period: 2025/07/23

Project #2402272

Figure No.

B18

Drawn By:

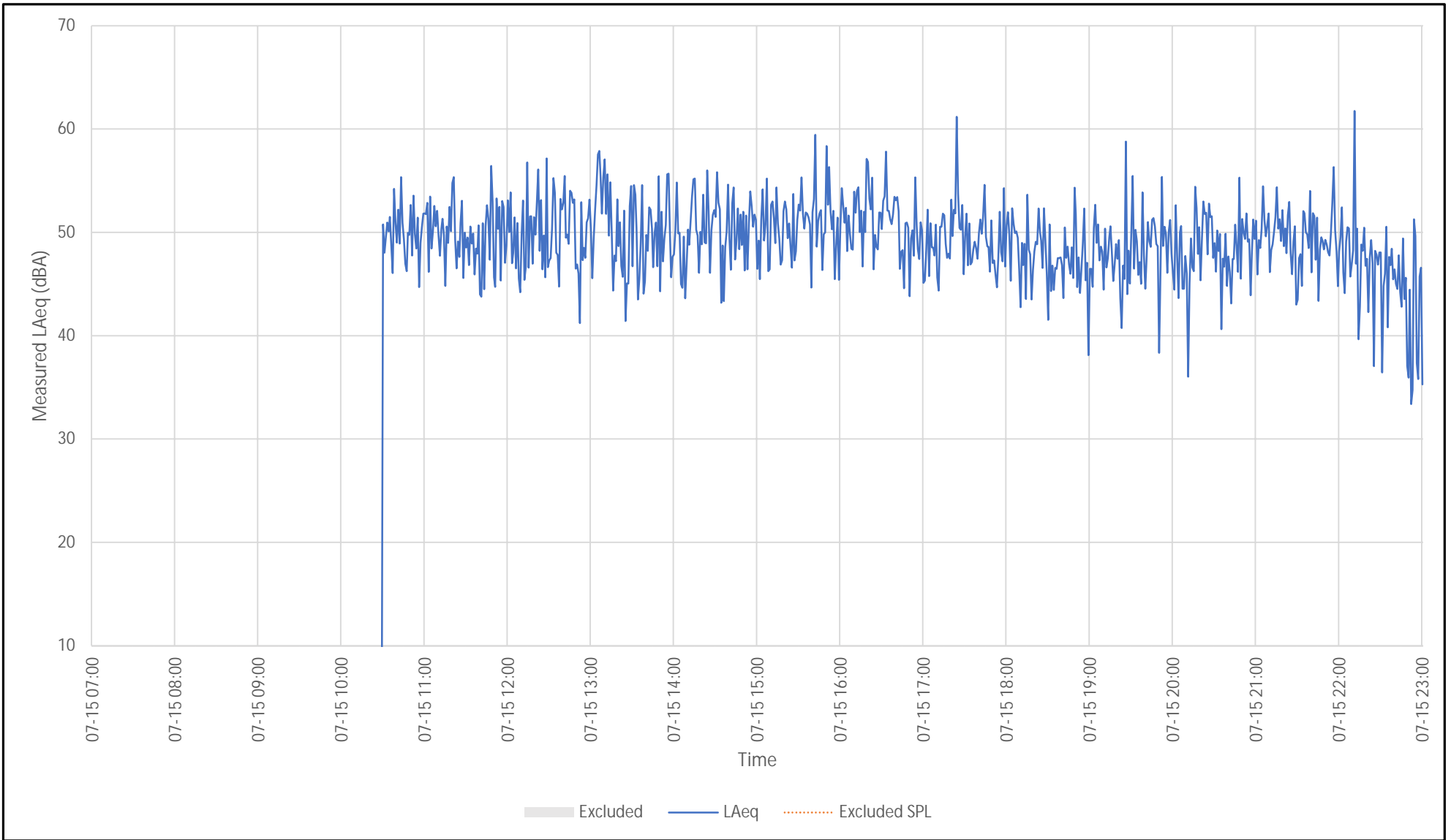
MPP

Date Revised:

3/26/2026



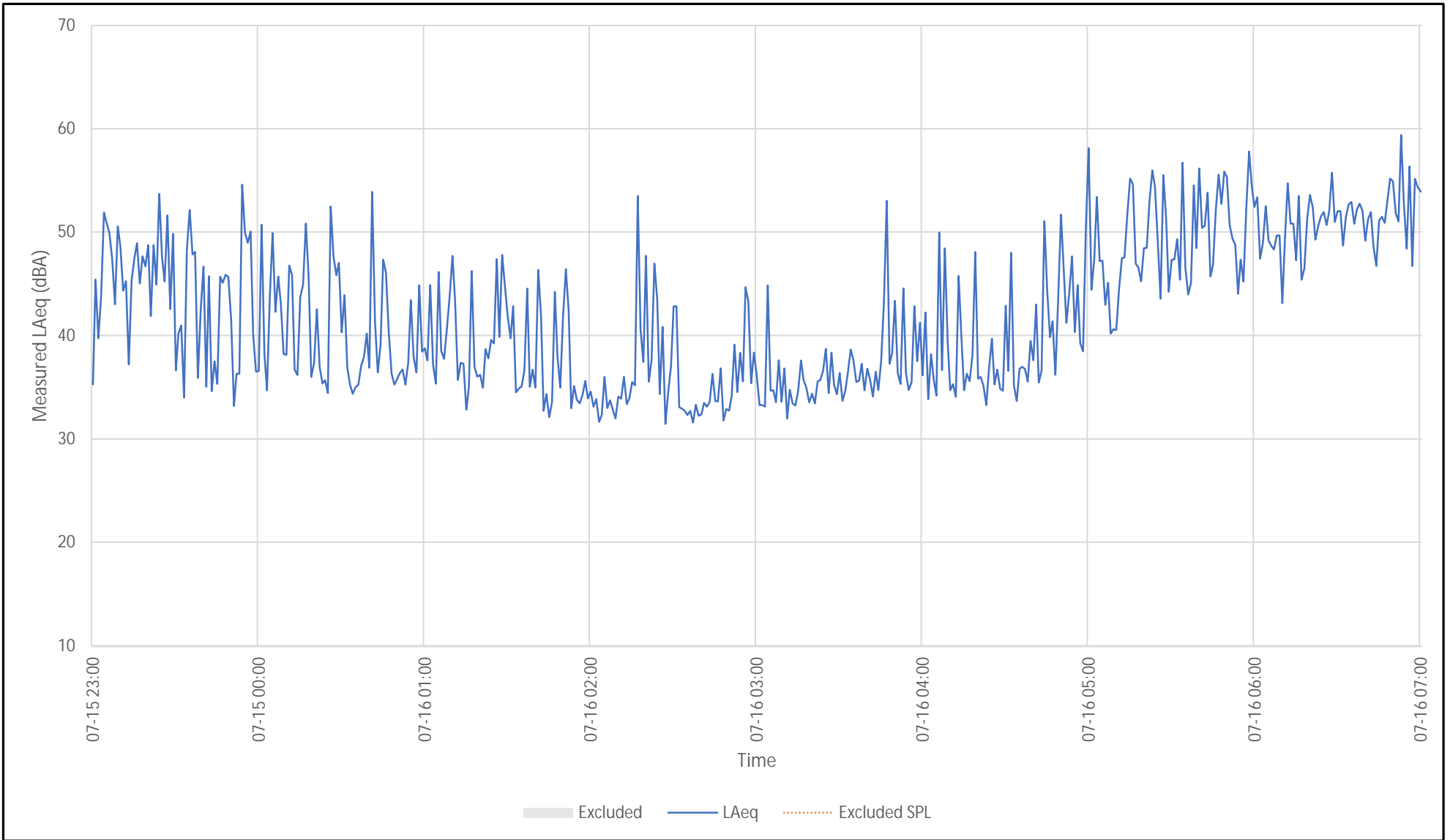
## Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 | Figure No.    | B1        |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |

Project #2402272

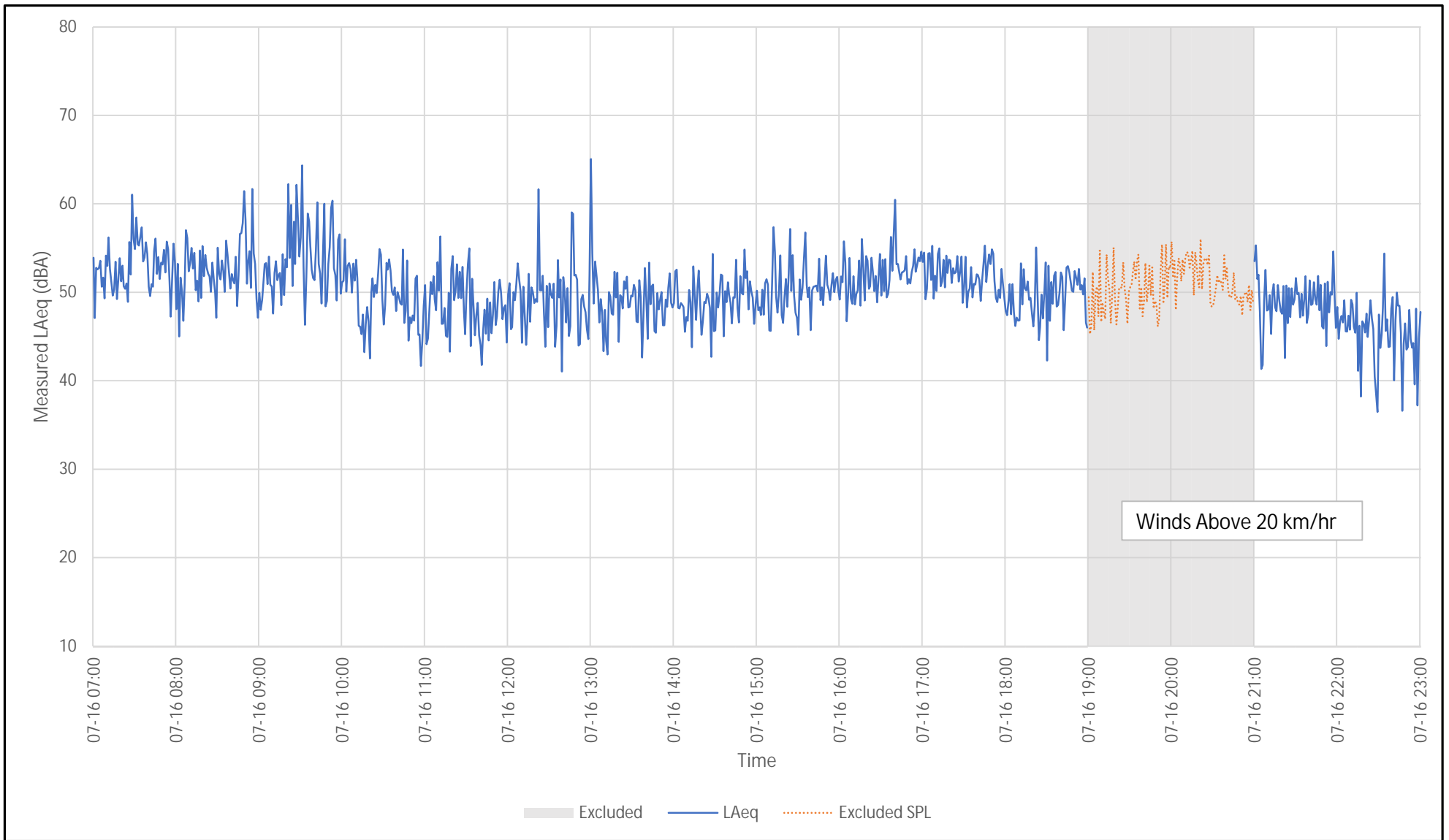
## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 to 2025/07/16 | Figure No.    | B2        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |

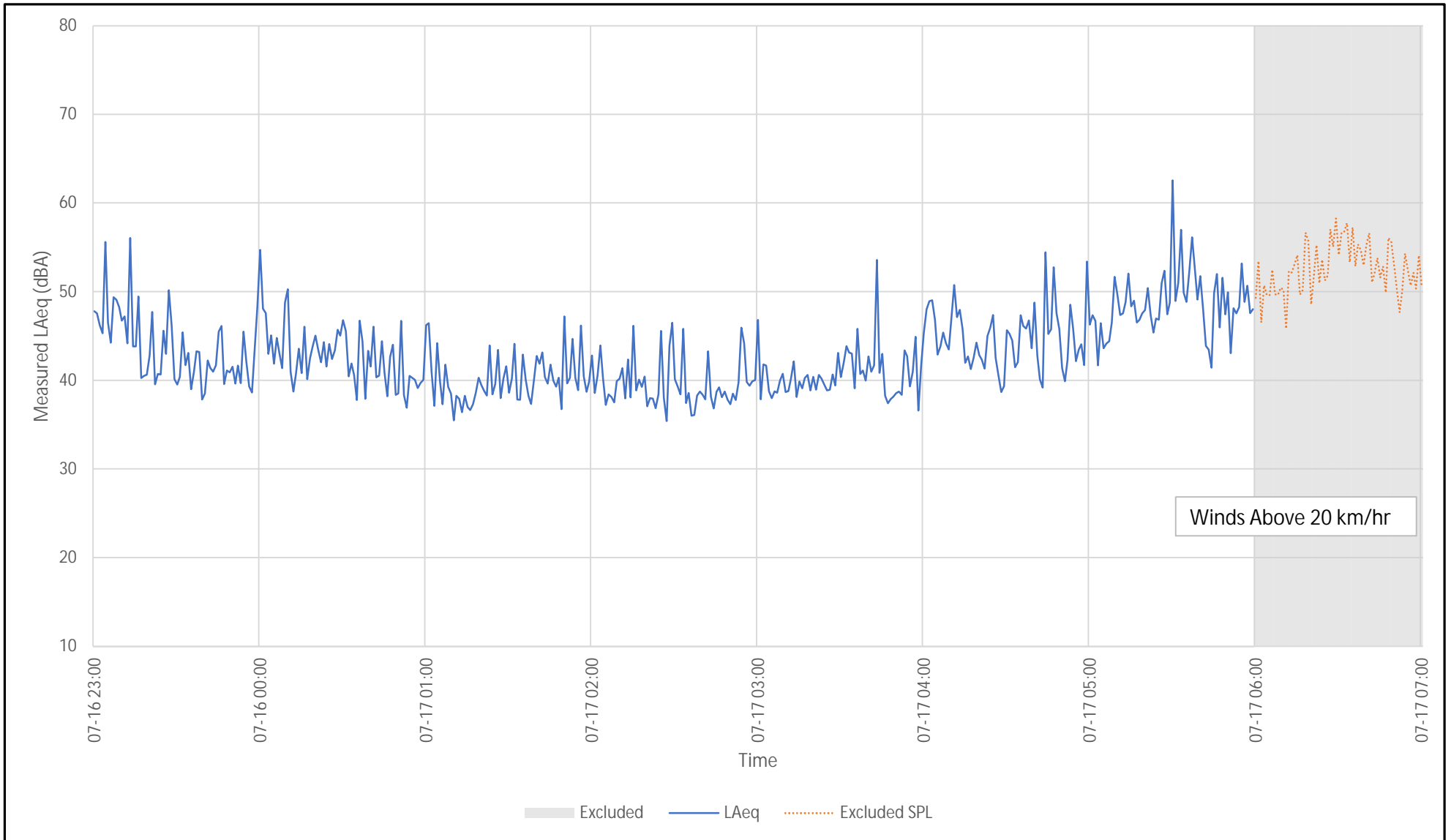
Project #2402272

# Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br>Measurement Period: 2025/07/16 | Figure No.    | B3        |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |


# Appendix B - Measured Sound Levels



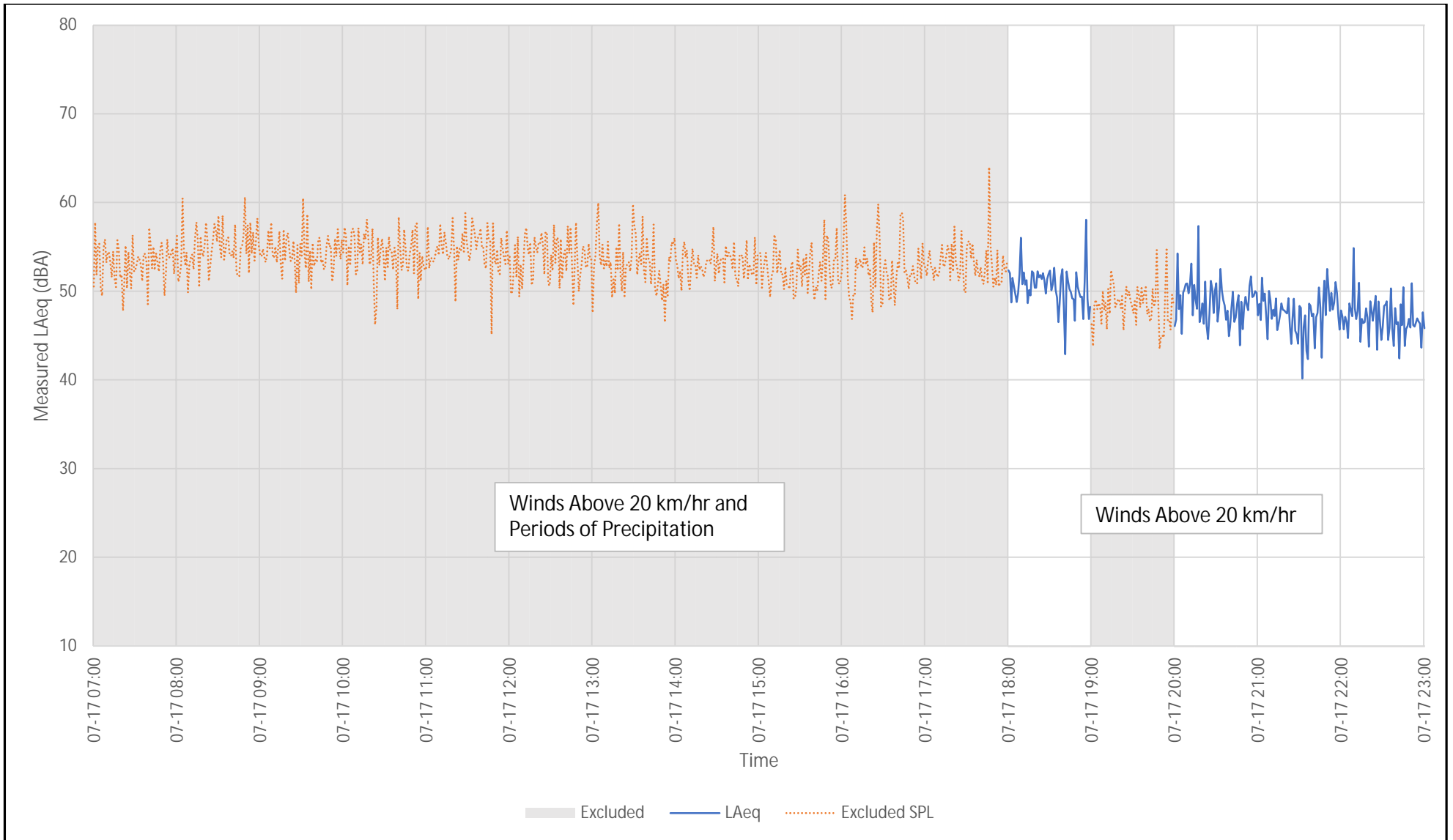
Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16 to 2025/07/17

Project #2402272

|               |           |   |
|---------------|-----------|---|
| Figure No.    | B5        |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/17

Project #2402272

Figure No.

B6

Drawn By:

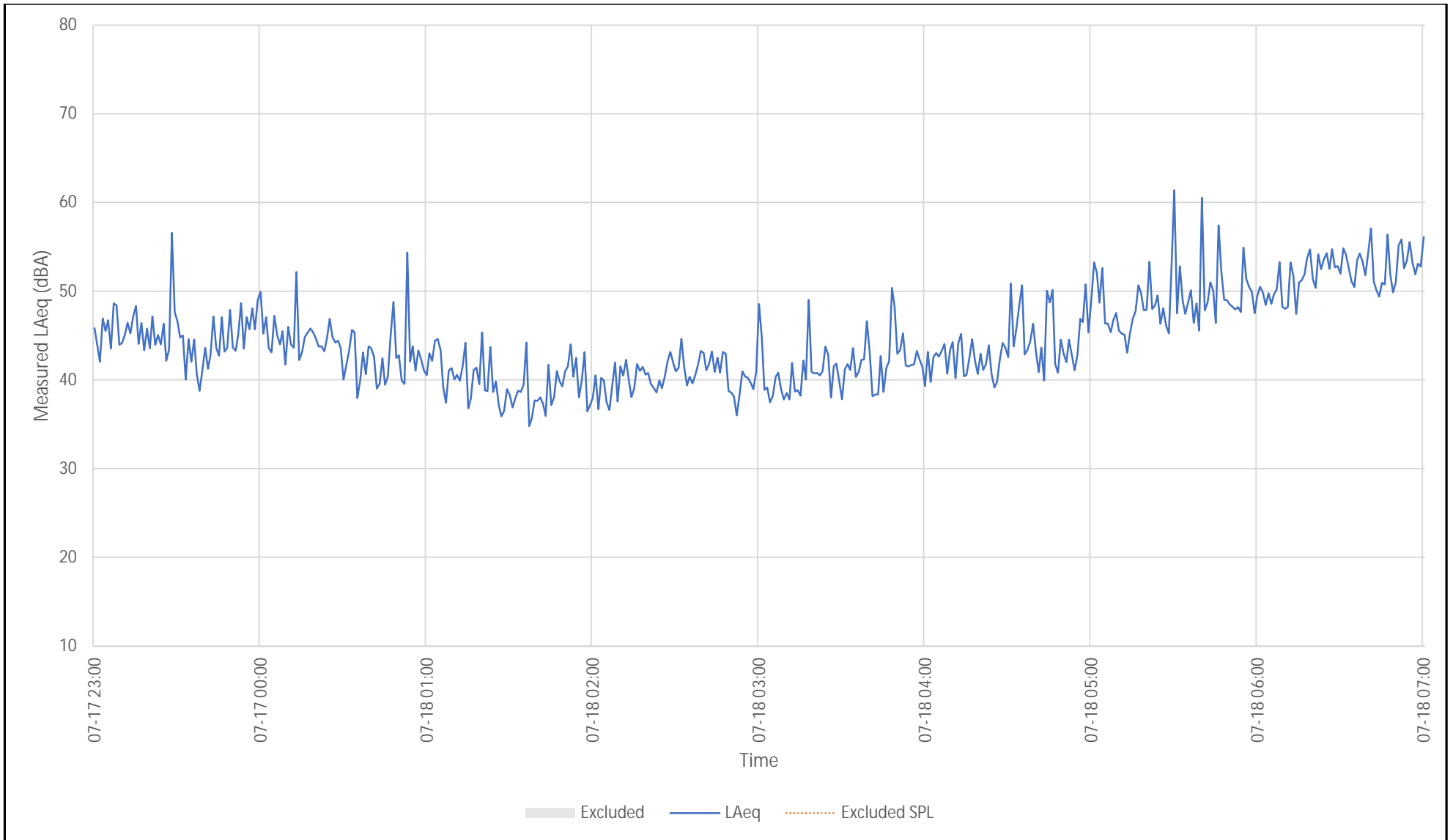
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Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/17 to 2025/07/18

Project #2402272

Figure No.

B7

Drawn By:

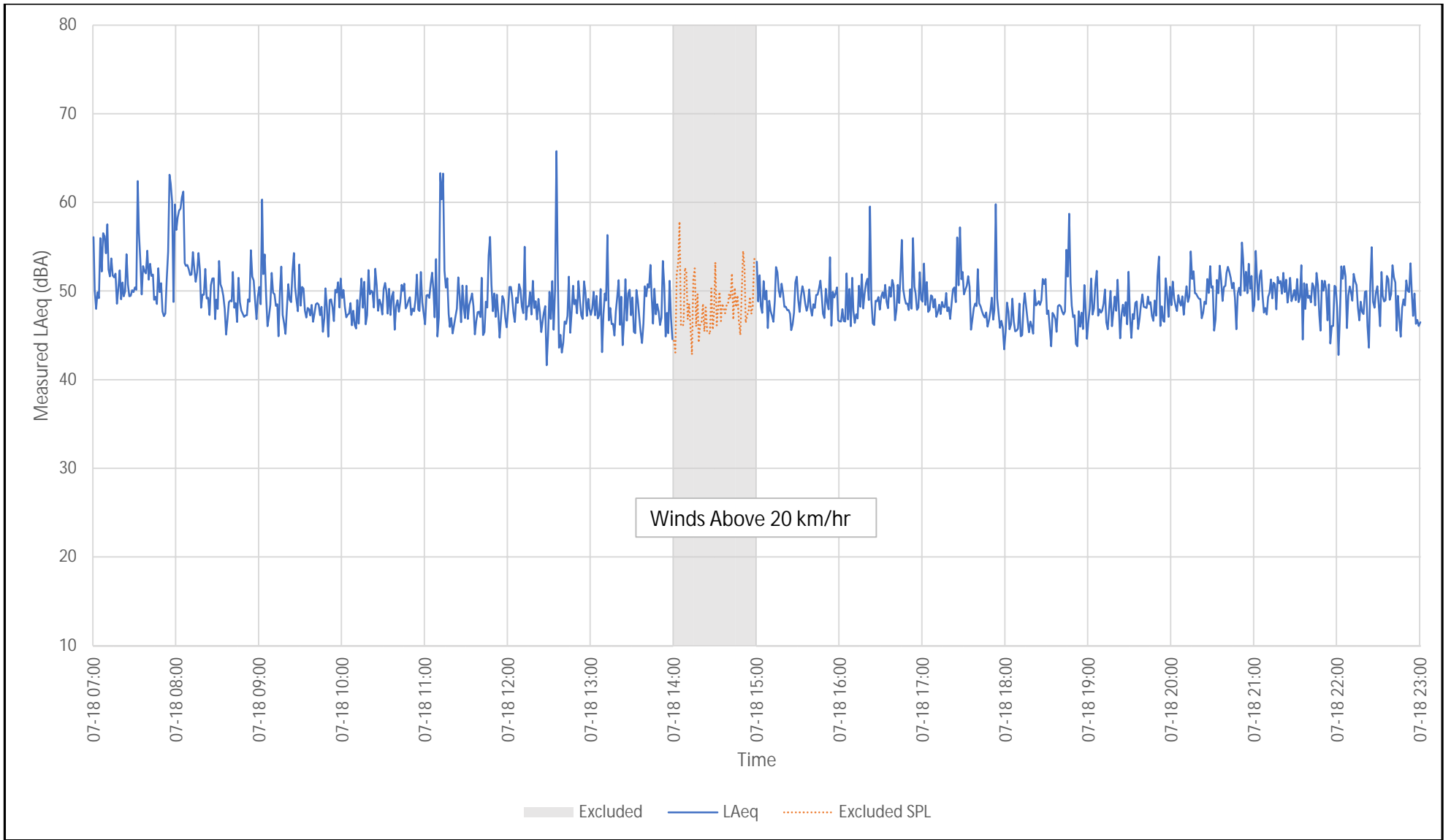
MPP

Date Revised:

3/26/2026

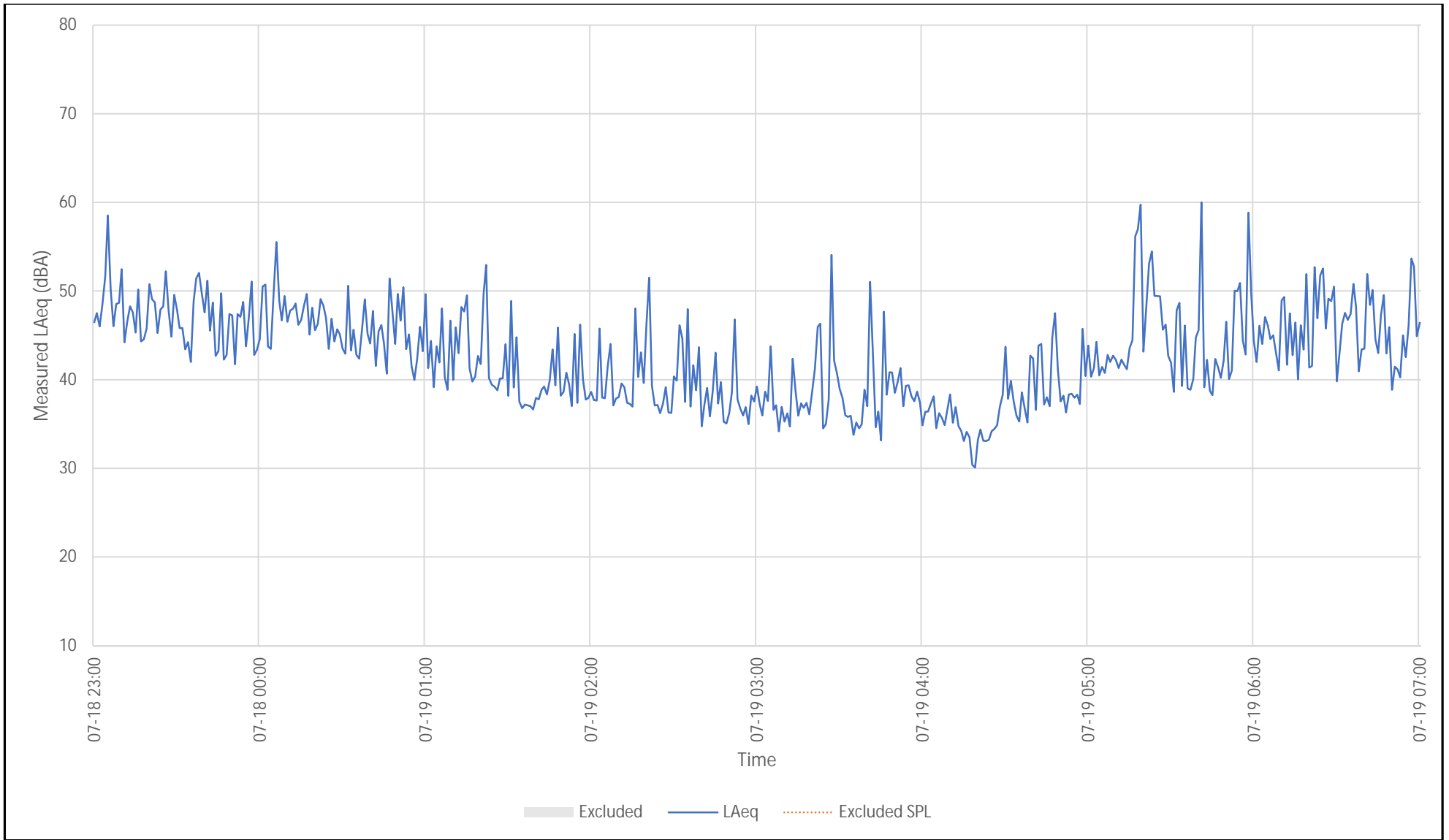


## Appendix B - Measured Sound Levels



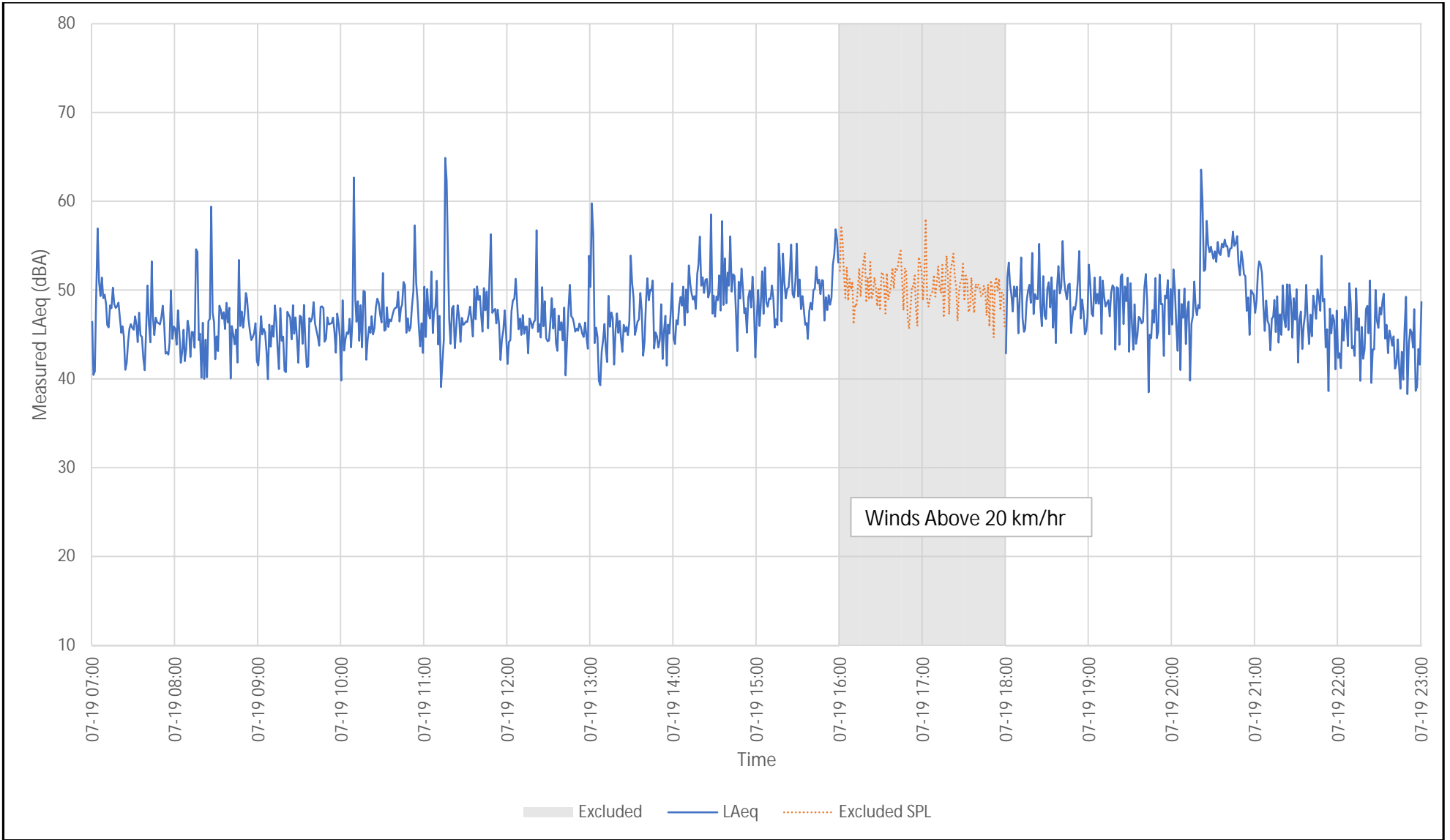
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|---|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels<br><br>Measurement Period: 2025/07/18 | Figure No.    | B8        |  |
|   | Drawn By:     | MPP       |  |
|   | Date Revised: | 3/26/2026 |  |
| Project #2402272  |               |           |  |

## Appendix B - Measured Sound Levels



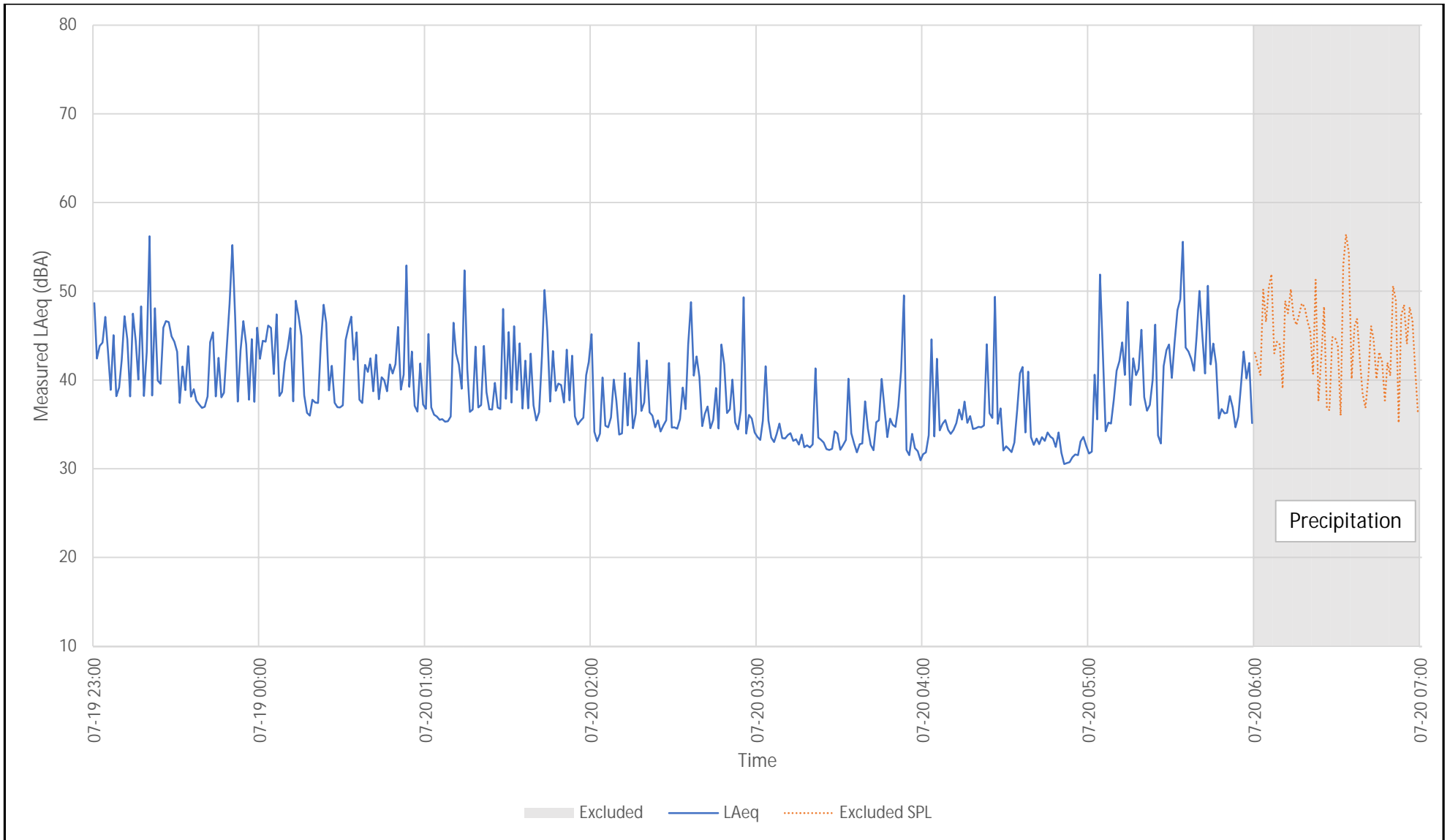
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|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels - Entire Monitoring Period<br><br>Measurement Period: 2025/07/18 to 2025/07/19 | Figure No.    | B9        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

# Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br>Measurement Period: 2025/07/19 | Figure No.    | B10       |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/19 to 2025/07/20

Project #2402272

Figure No.

B11

Drawn By:

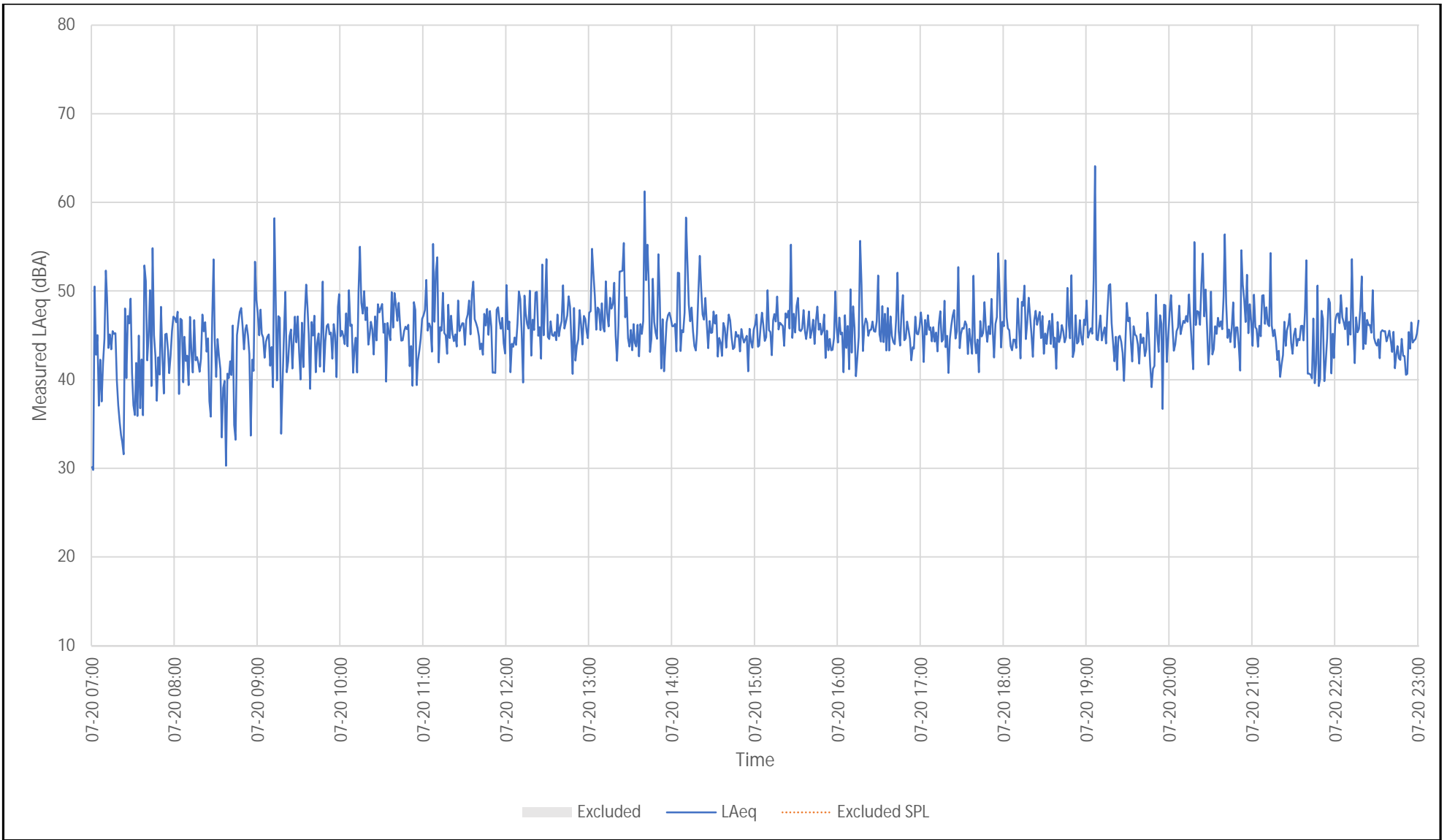
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Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/20

Project #2402272

Figure No.

B12

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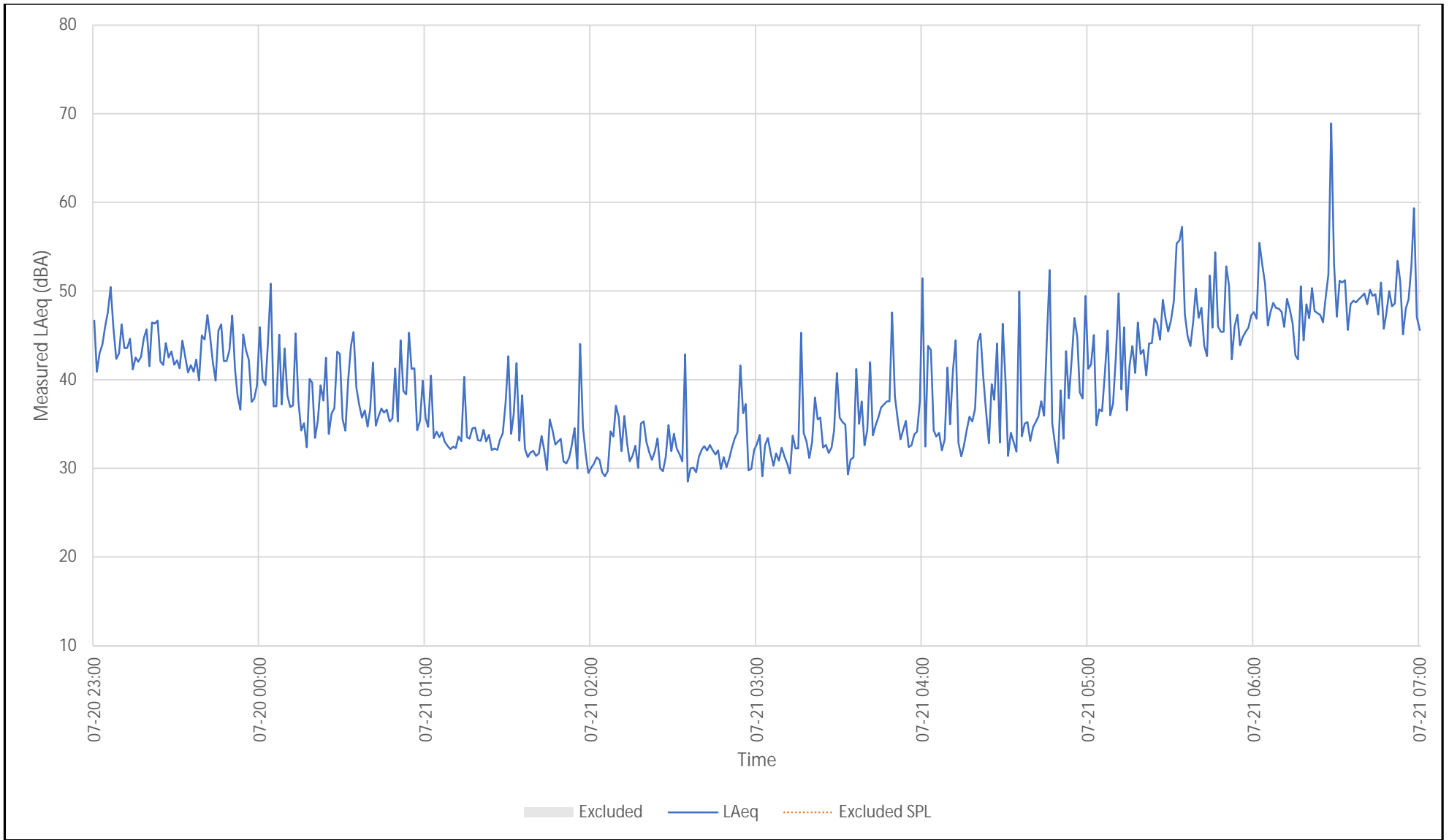
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/20 to 2025/07/21

Project #2402272

Figure No.

B13

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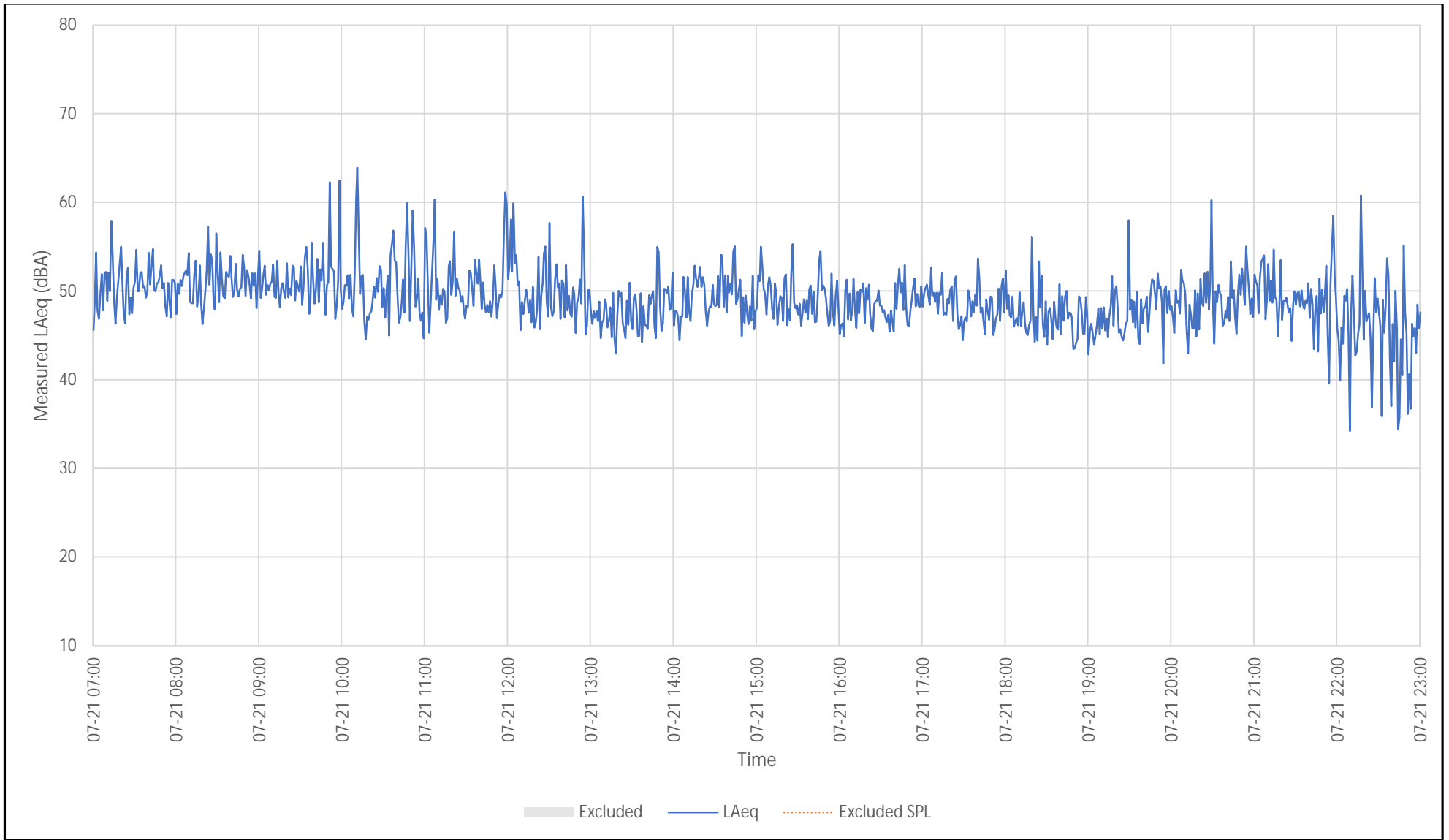
MPP

Date Revised:

3/26/2026

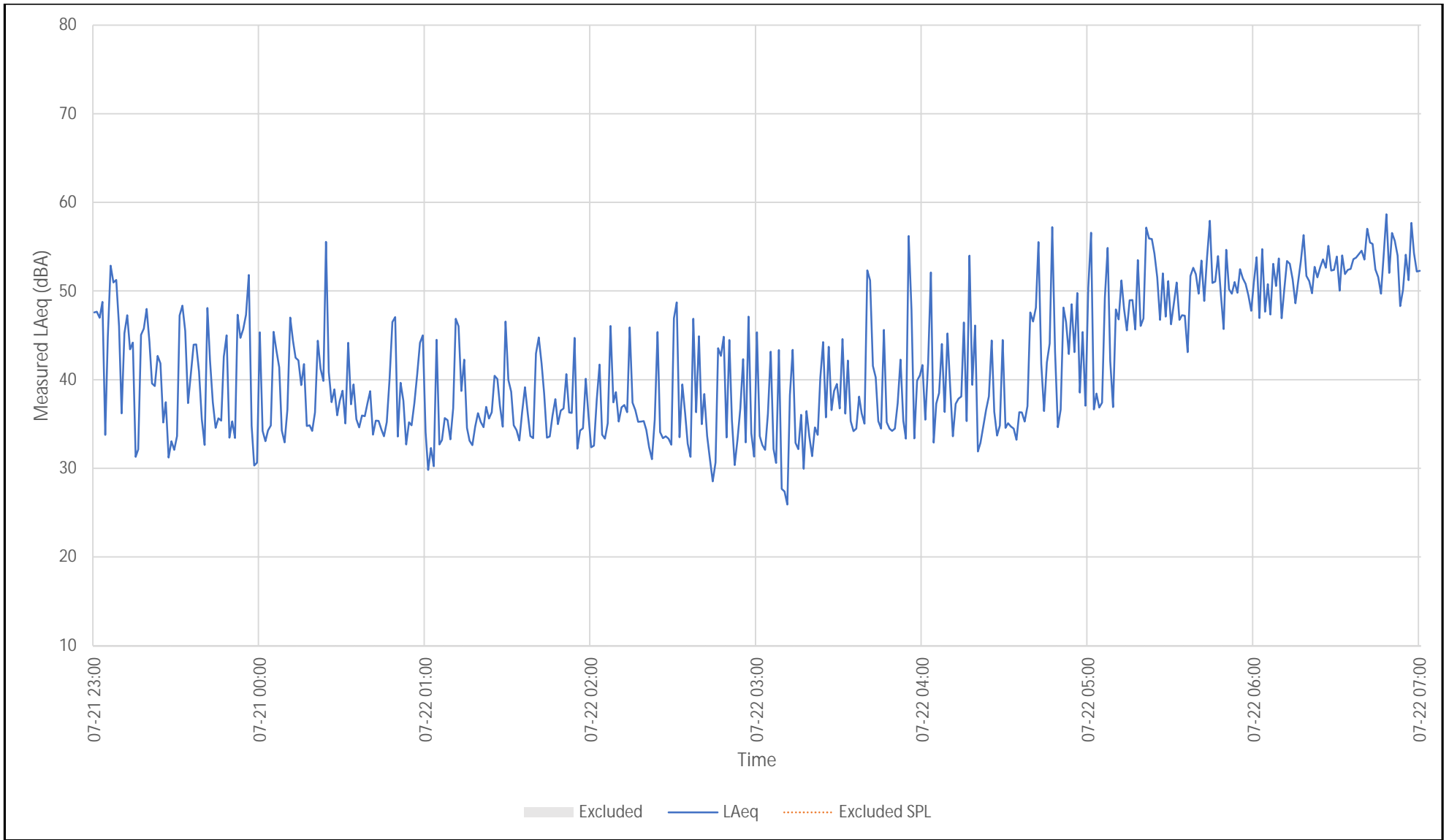


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/21 | Figure No.    | B14       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/21 to 2025/07/22

Project #2402272

Figure No.

B15

Drawn By:

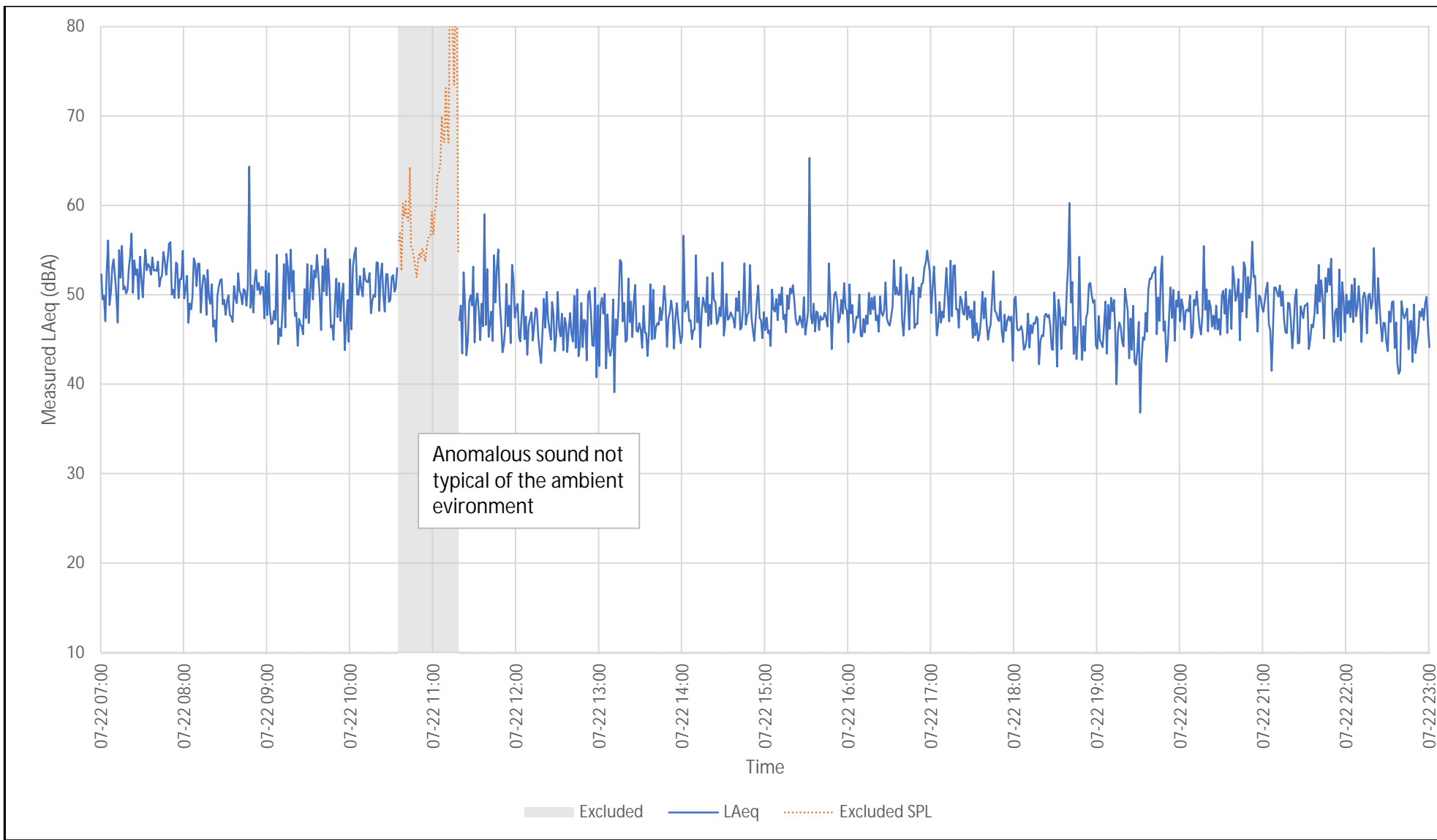
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels

Measurement Period: 2025/07/22

Project #2402272

Figure No.

B16

Drawn By:

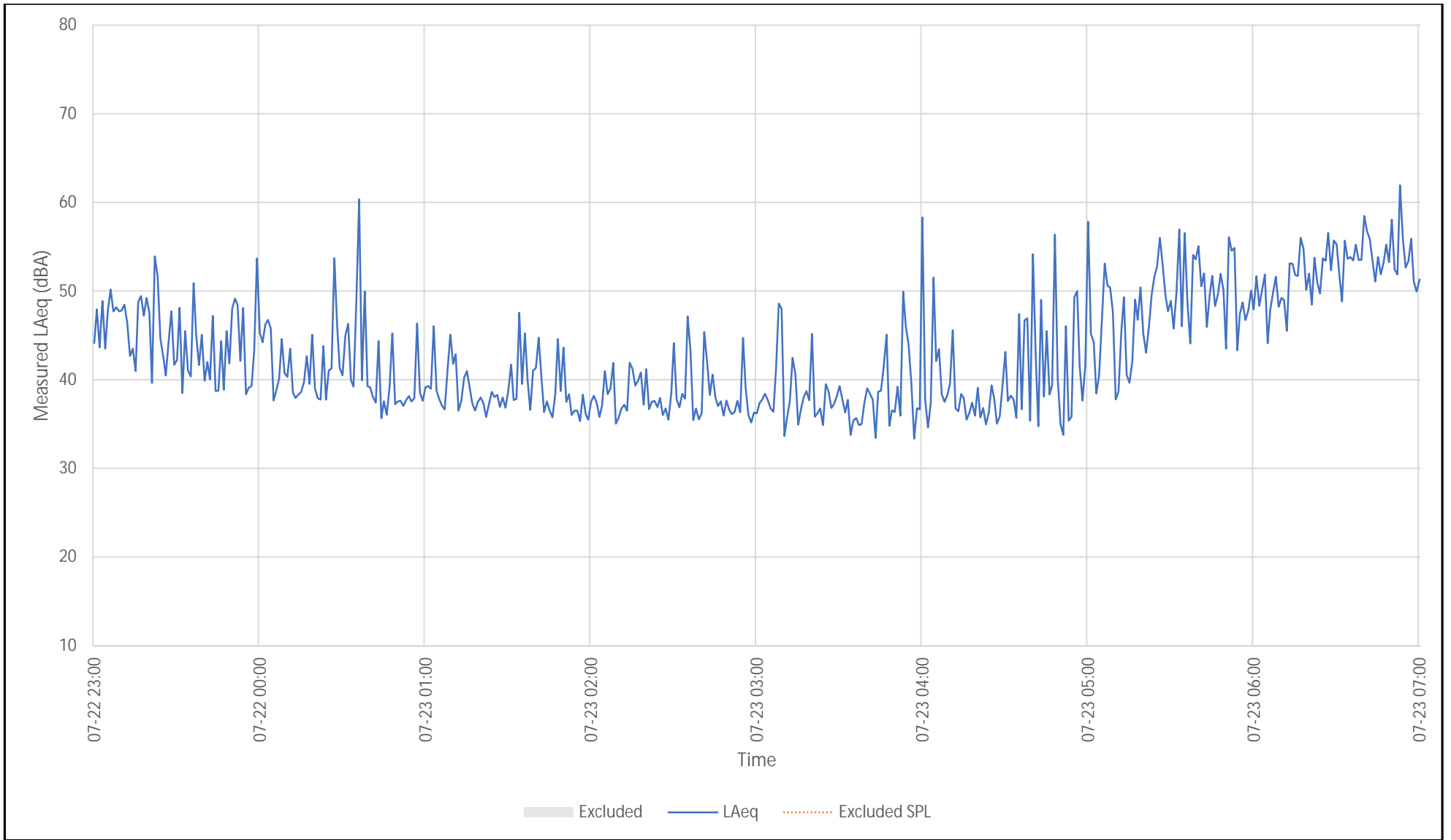
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Date Revised:

3/26/2026

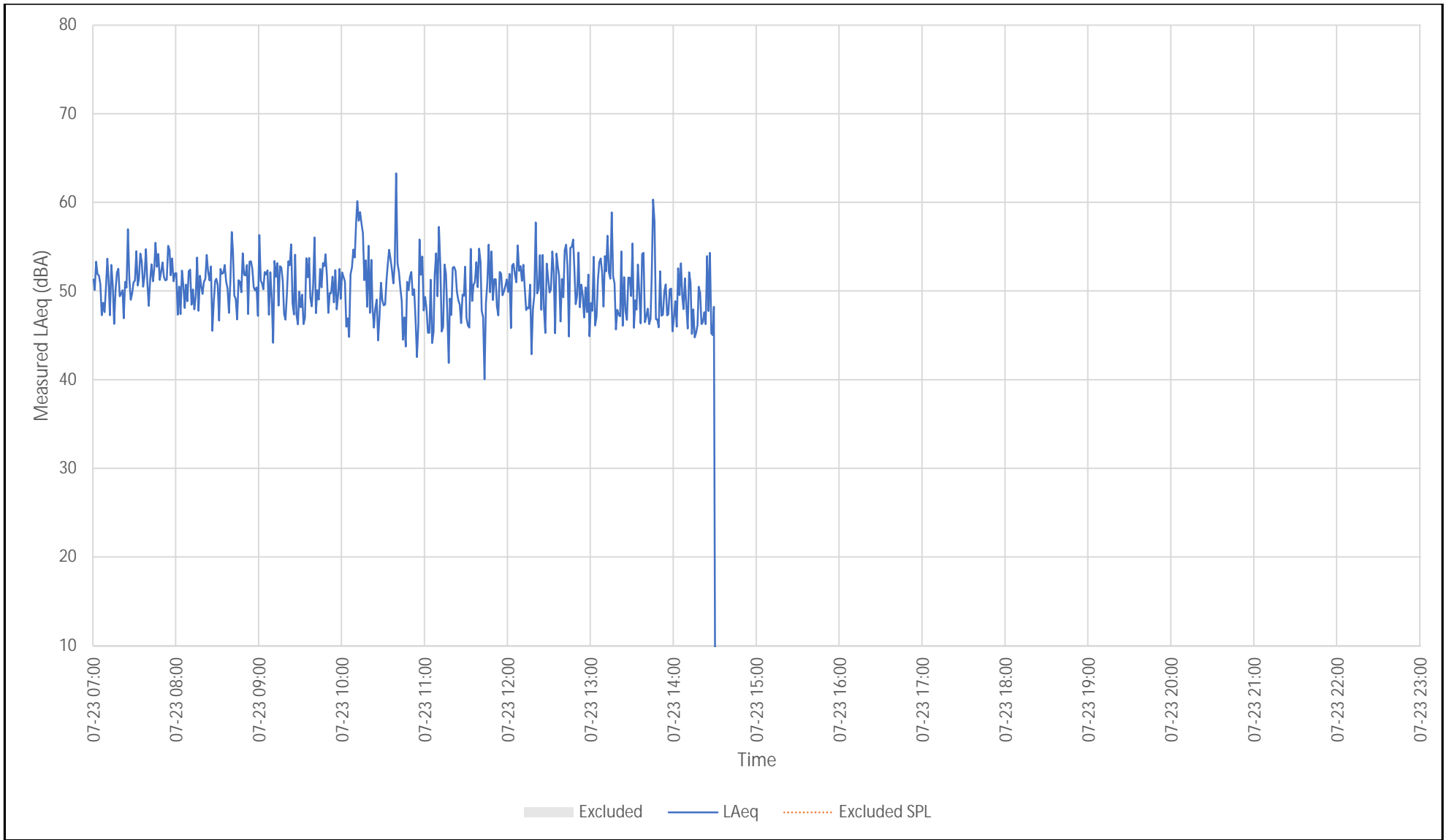


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels - Entire Monitoring Period<br><br>Measurement Period: 2025/07/22 to 2025/07/23 | Figure No.    | B17       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/23

Project #2402272

Figure No.

B18

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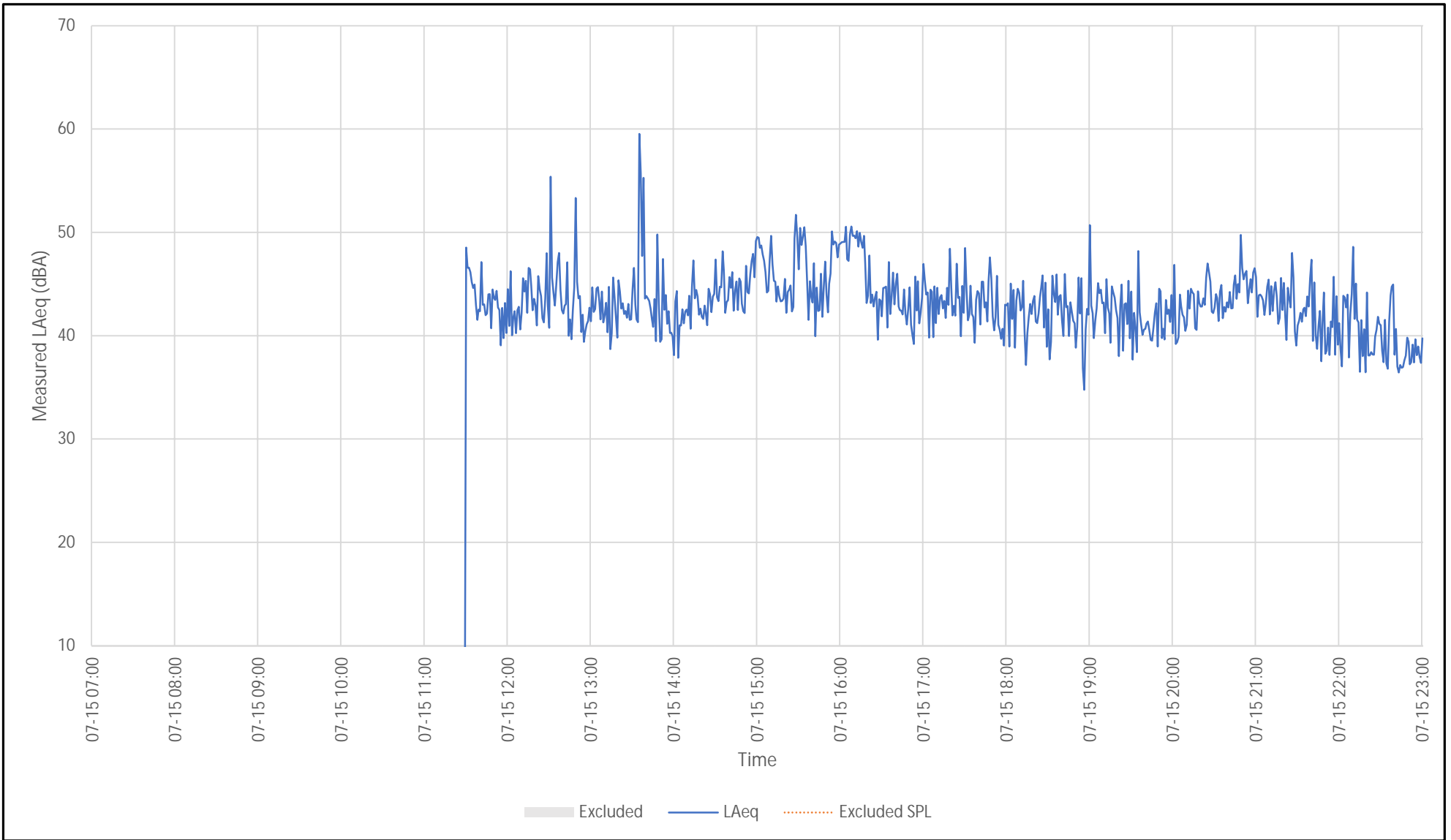
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels

Measurement Period: 2025/07/15

Project #2402272

Figure No.

B1

Drawn By:

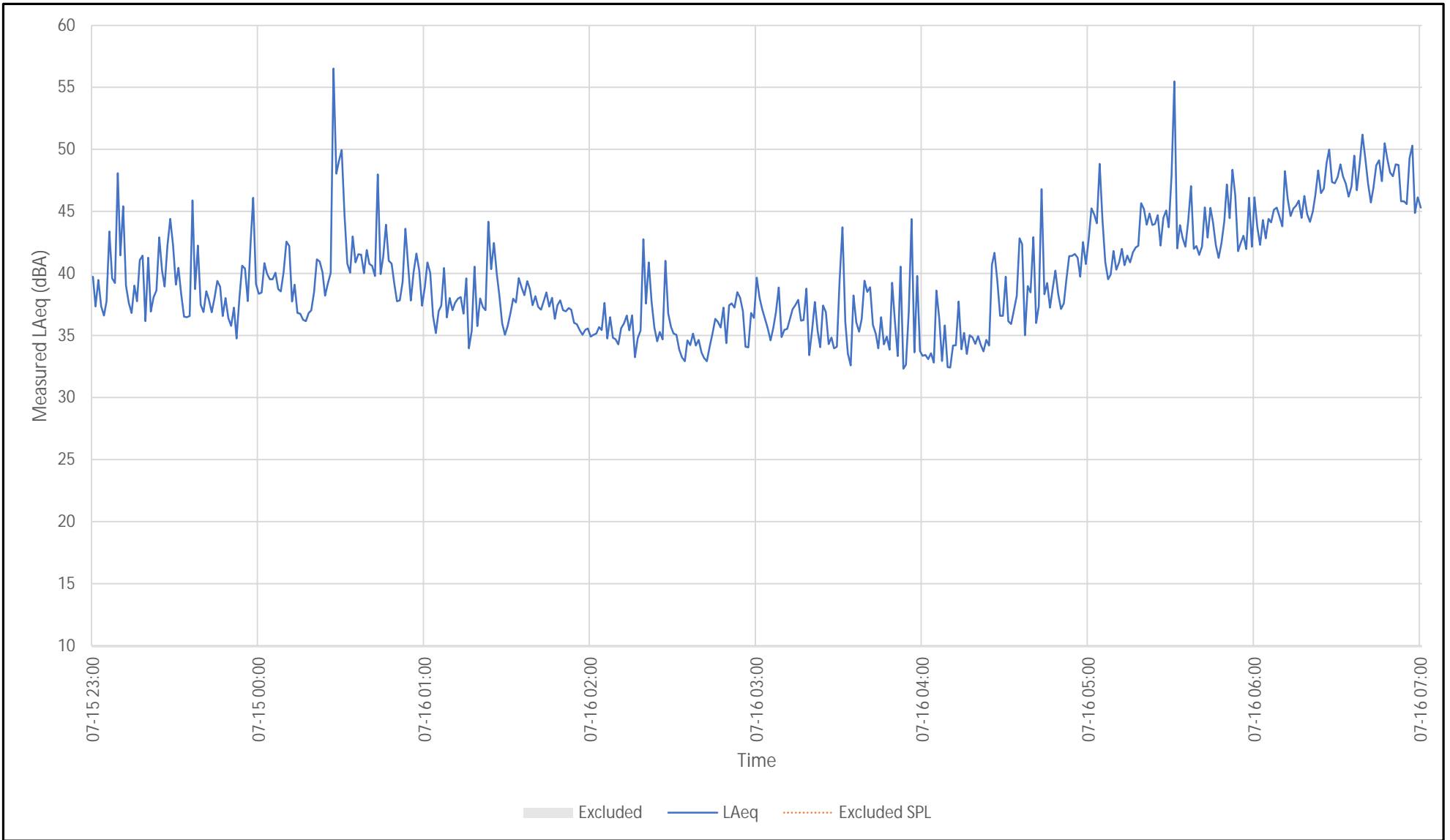
MPP

Date Revised:

3/26/2026

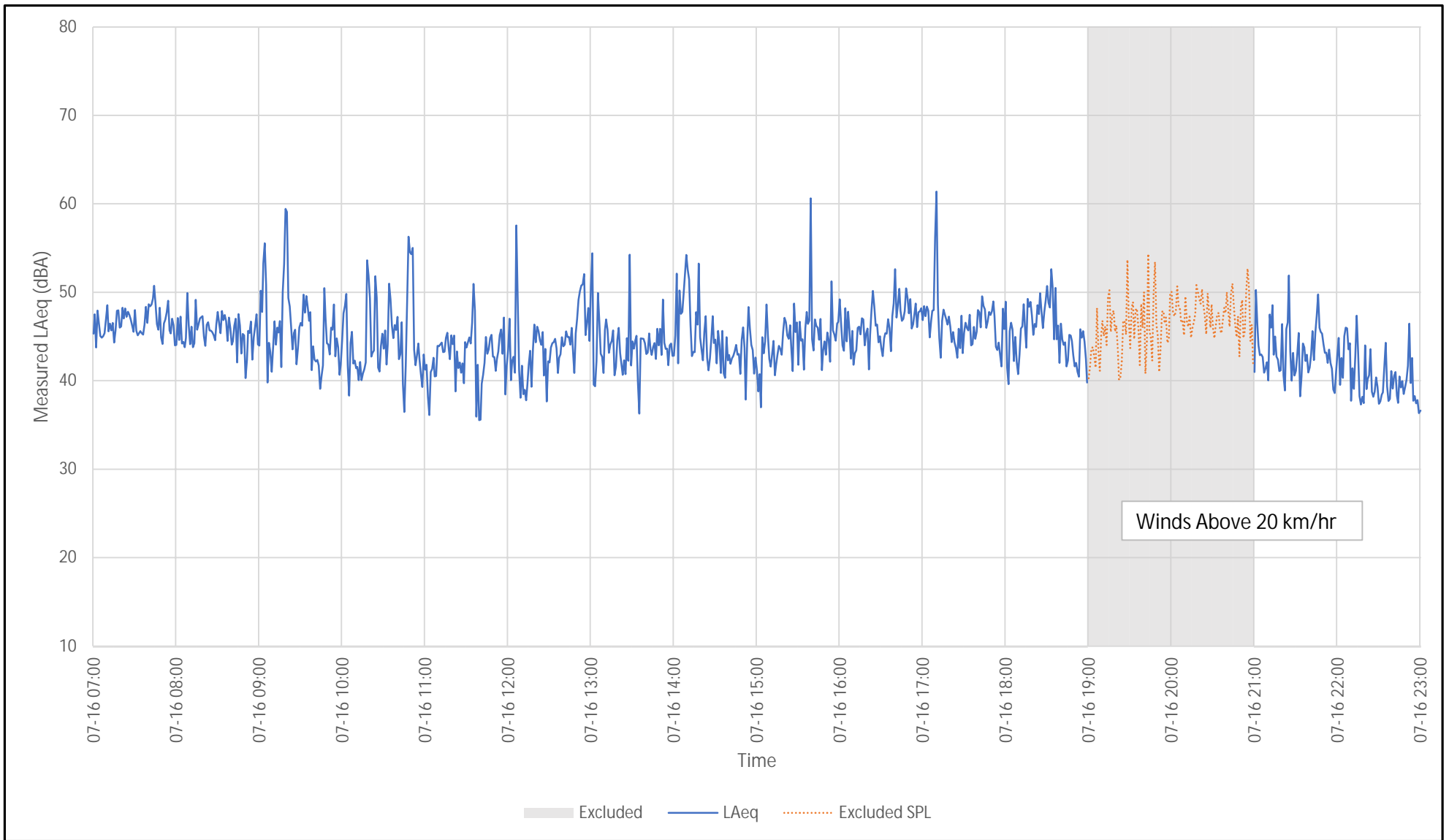


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 to 2025/07/16 | Figure No.    | B2        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16

Project #2402272

Figure No.

B3

Drawn By:

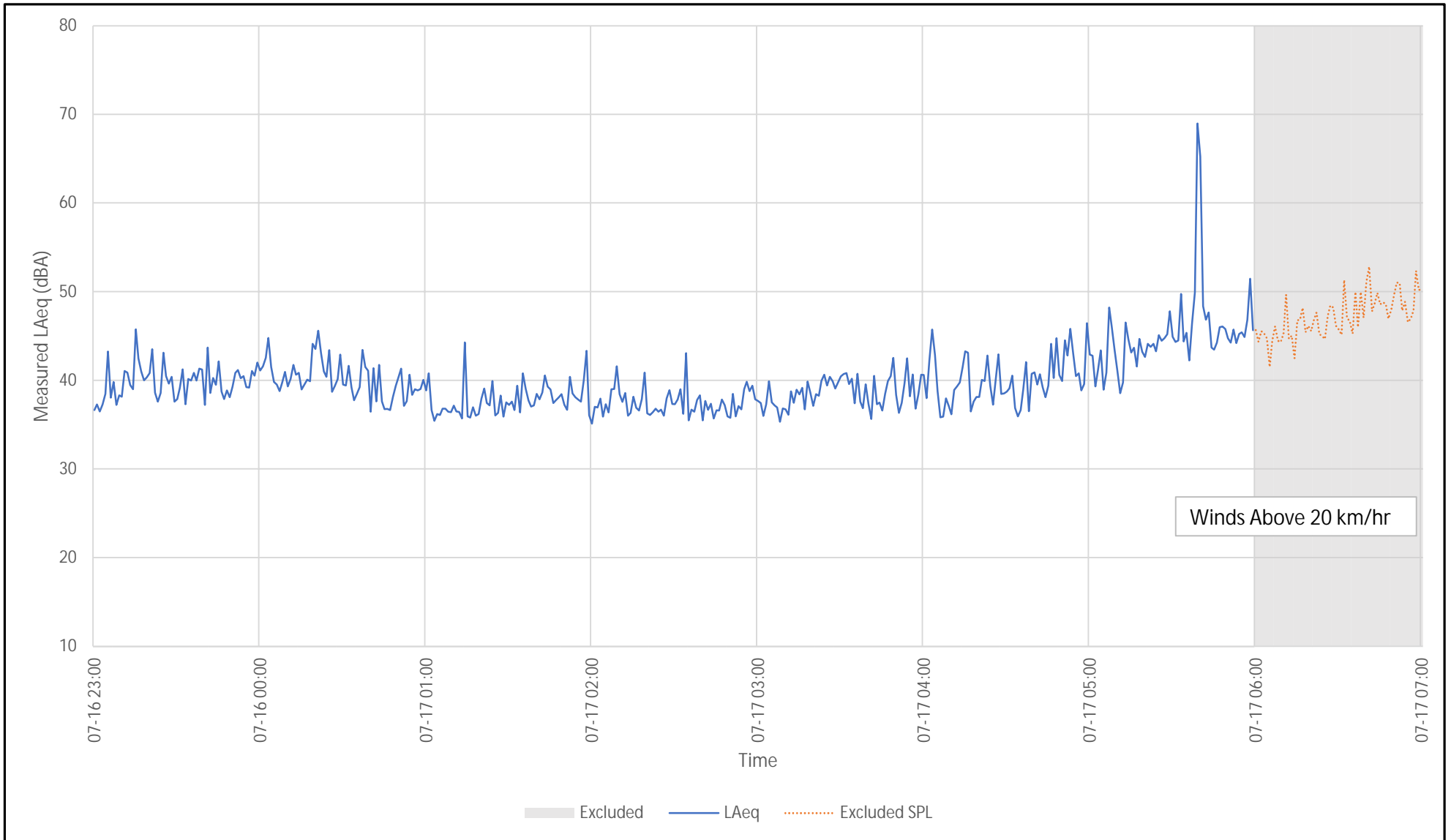
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Date Revised:

3/26/2026

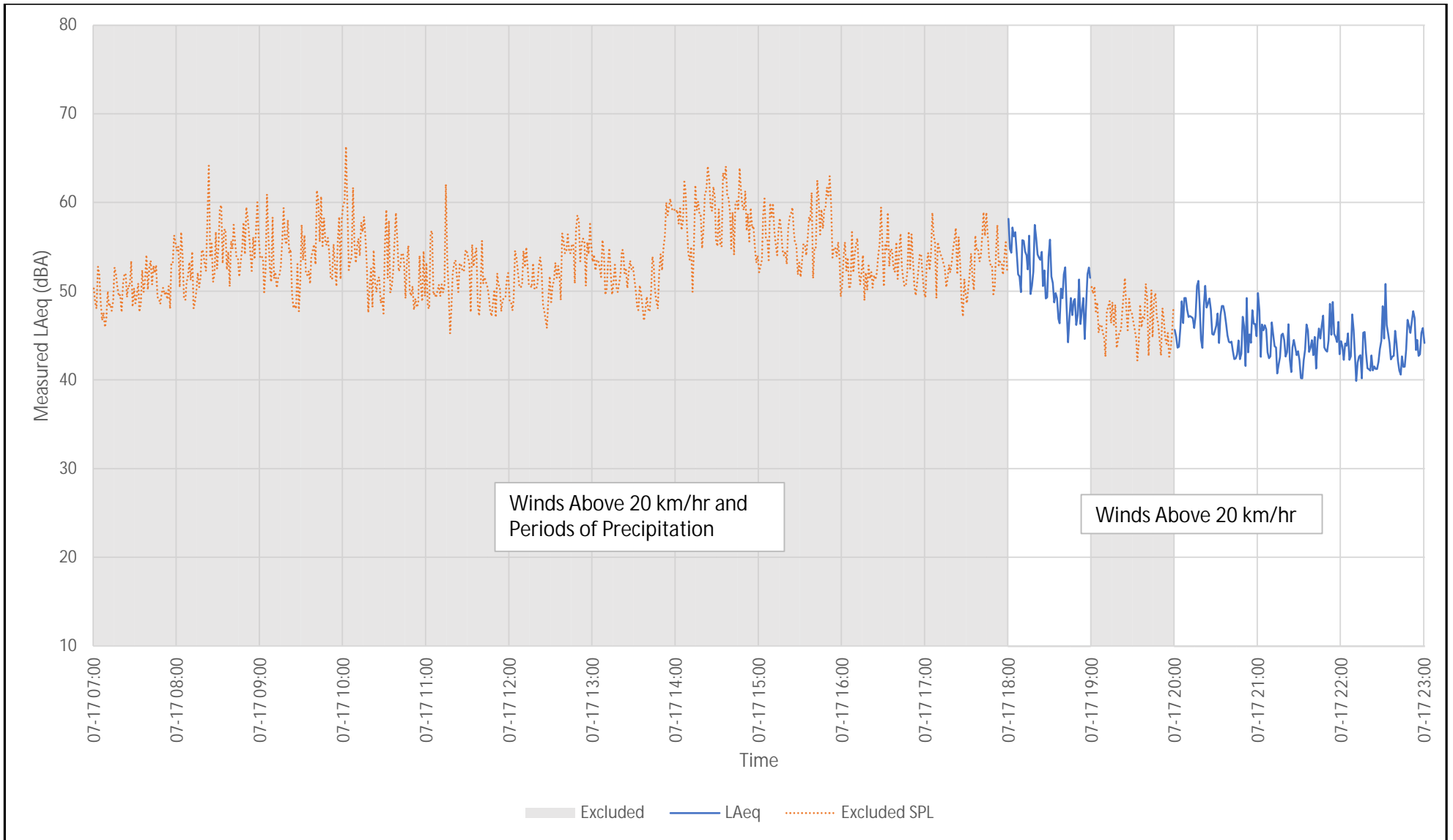


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/16 to 2025/07/17 | Figure No.    | B5        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/17

Project #2402272

Figure No.

B6

Drawn By:

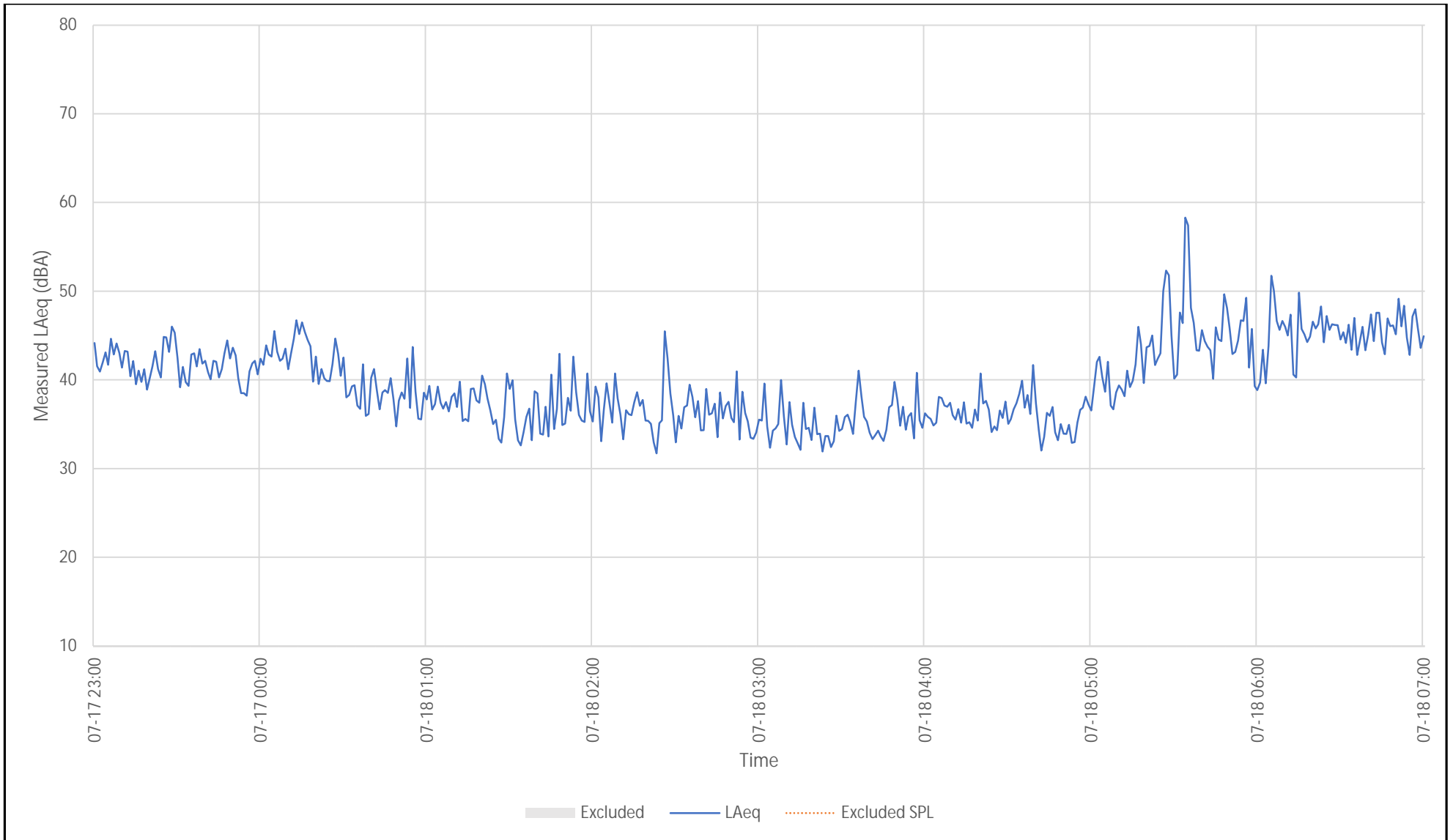
MPP

Date Revised:

3/26/2026



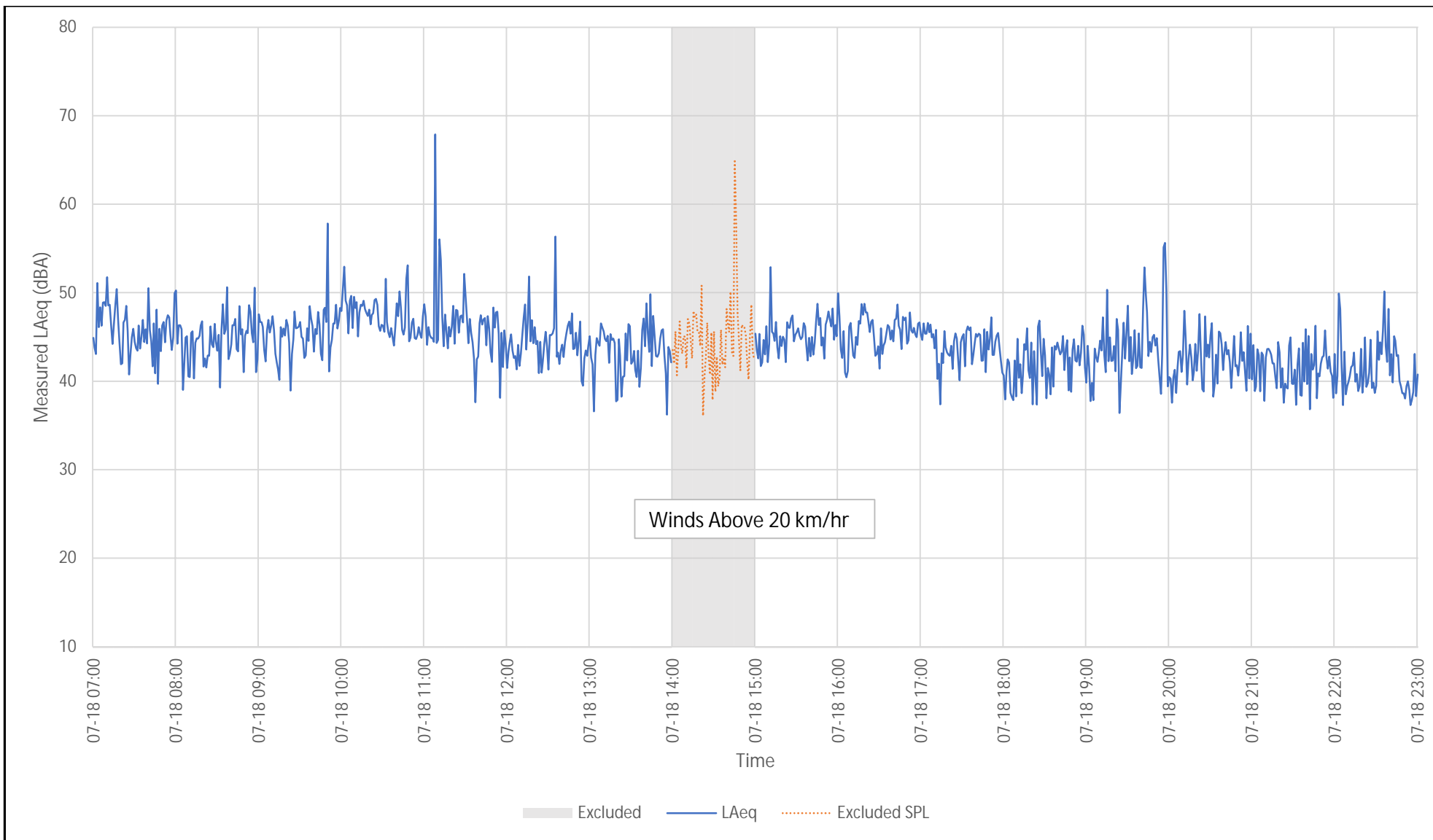
## Appendix B - Measured Sound Levels



|   |               |           |  |
|---|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels - Entire Monitoring Period<br><br>Measurement Period: 2025/07/17 to 2025/07/18 | Figure No.    | B7        |  |
|   | Drawn By:     | MPP       |  |
|   | Date Revised: | 3/26/2026 |  |

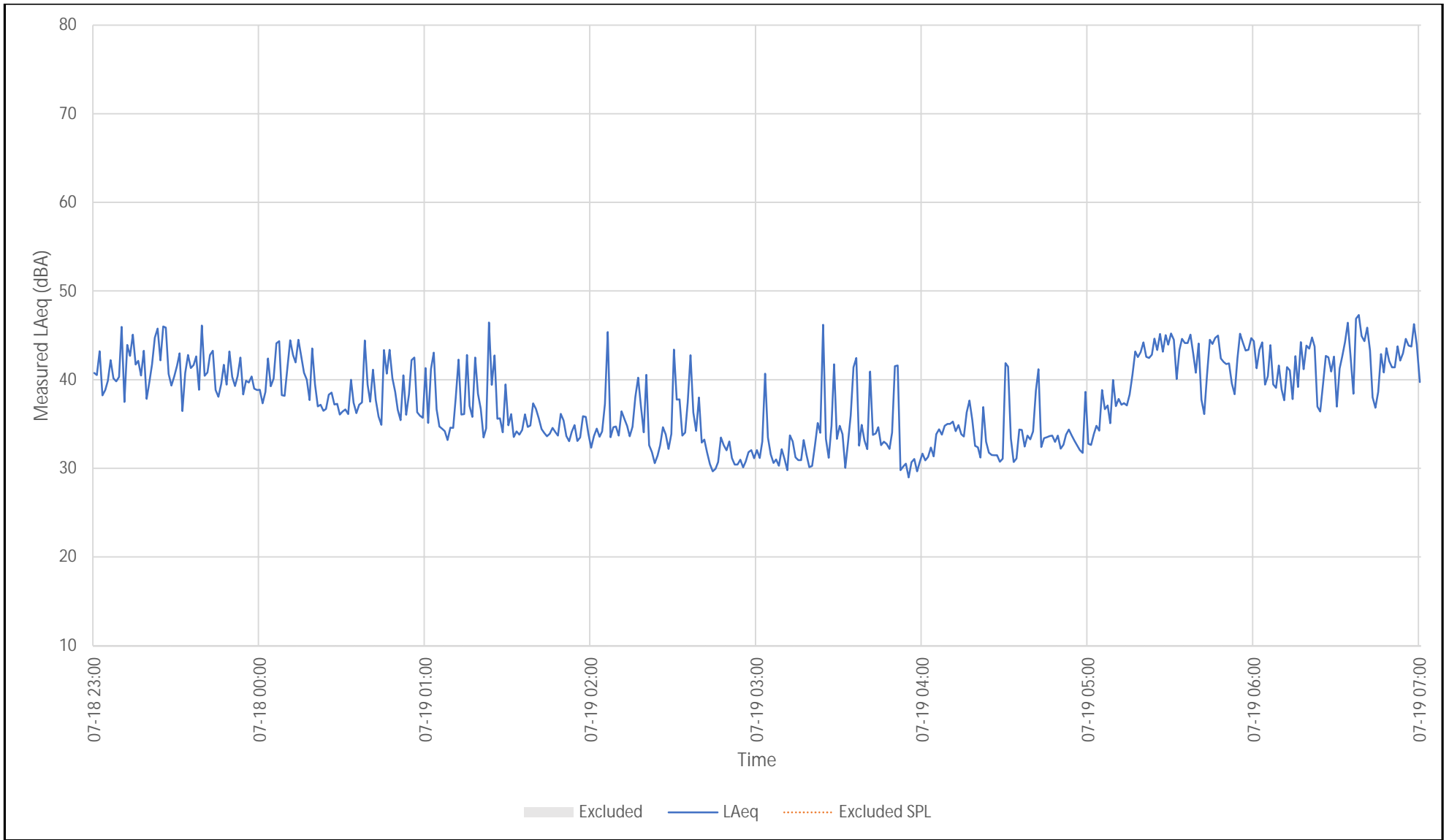
Project #2402272

# Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br>Measurement Period: 2025/07/18 | Figure No.    | B8        |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |


## Appendix B - Measured Sound Levels



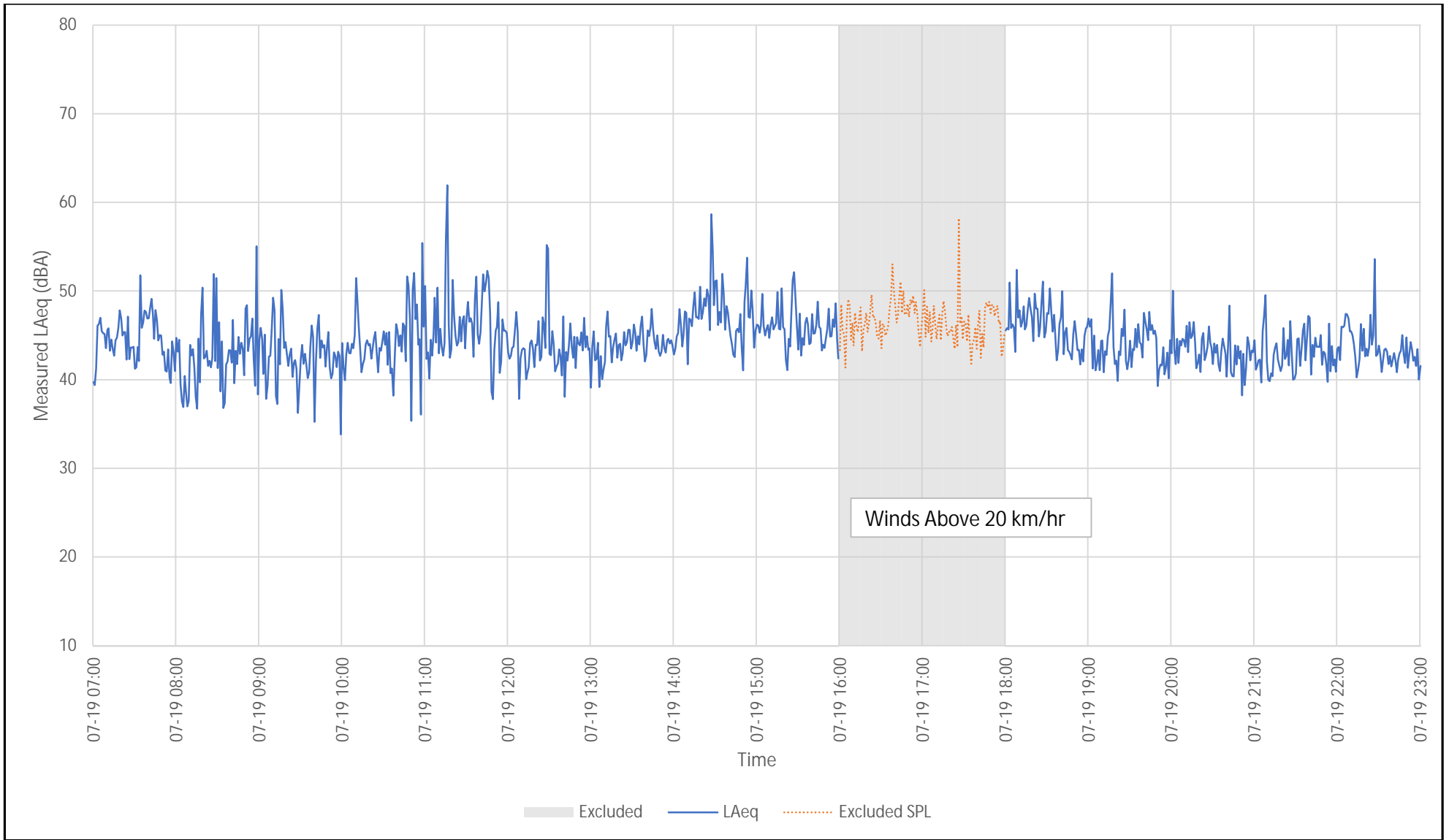
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/18 to 2025/07/19

Project #2402272

|               |           |   |
|---------------|-----------|---|
| Figure No.    | B9        |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/19

Project #2402272

Figure No.

B10

Drawn By:

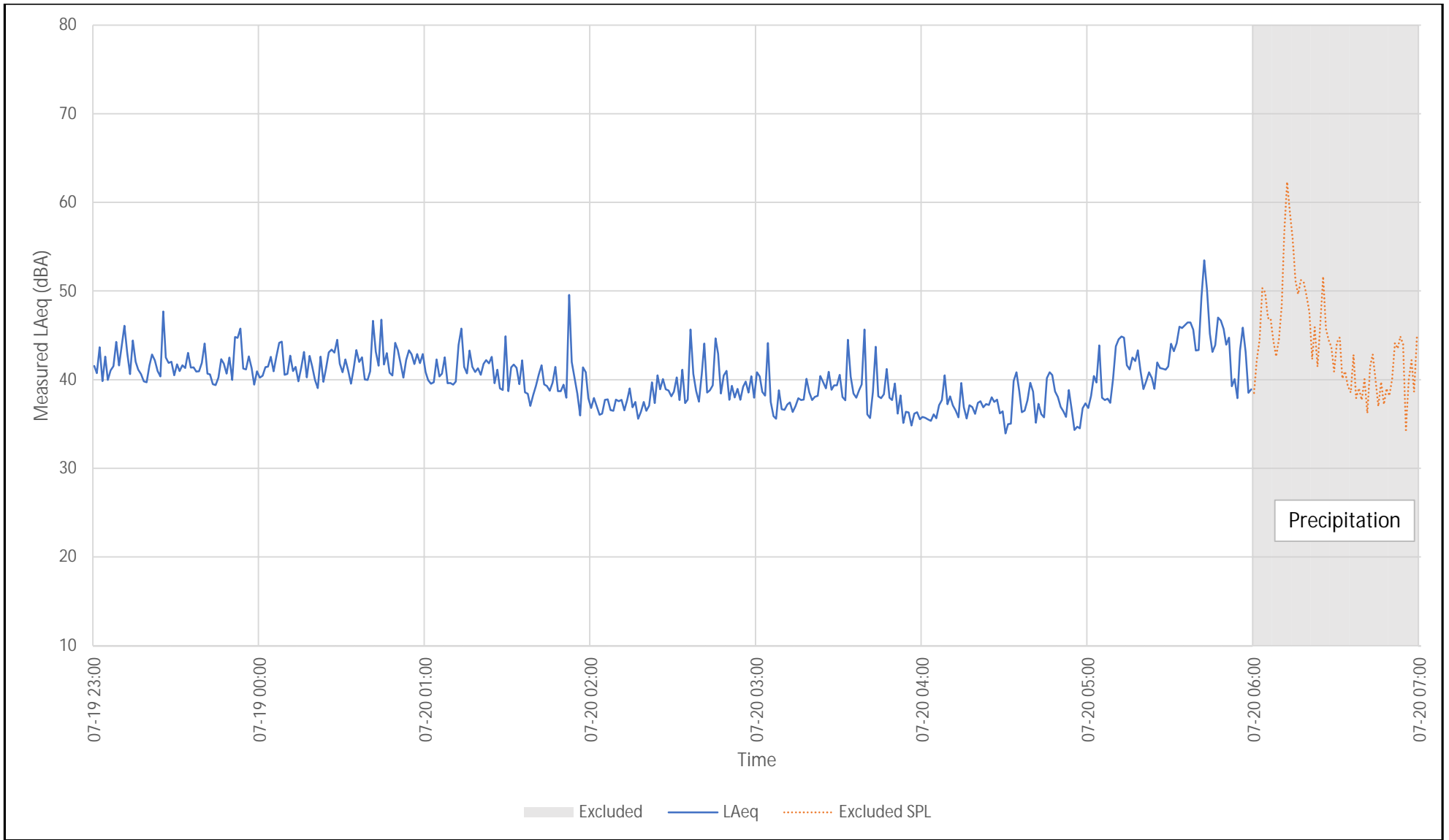
MPP

Date Revised:

3/26/2026




## Appendix B - Measured Sound Levels



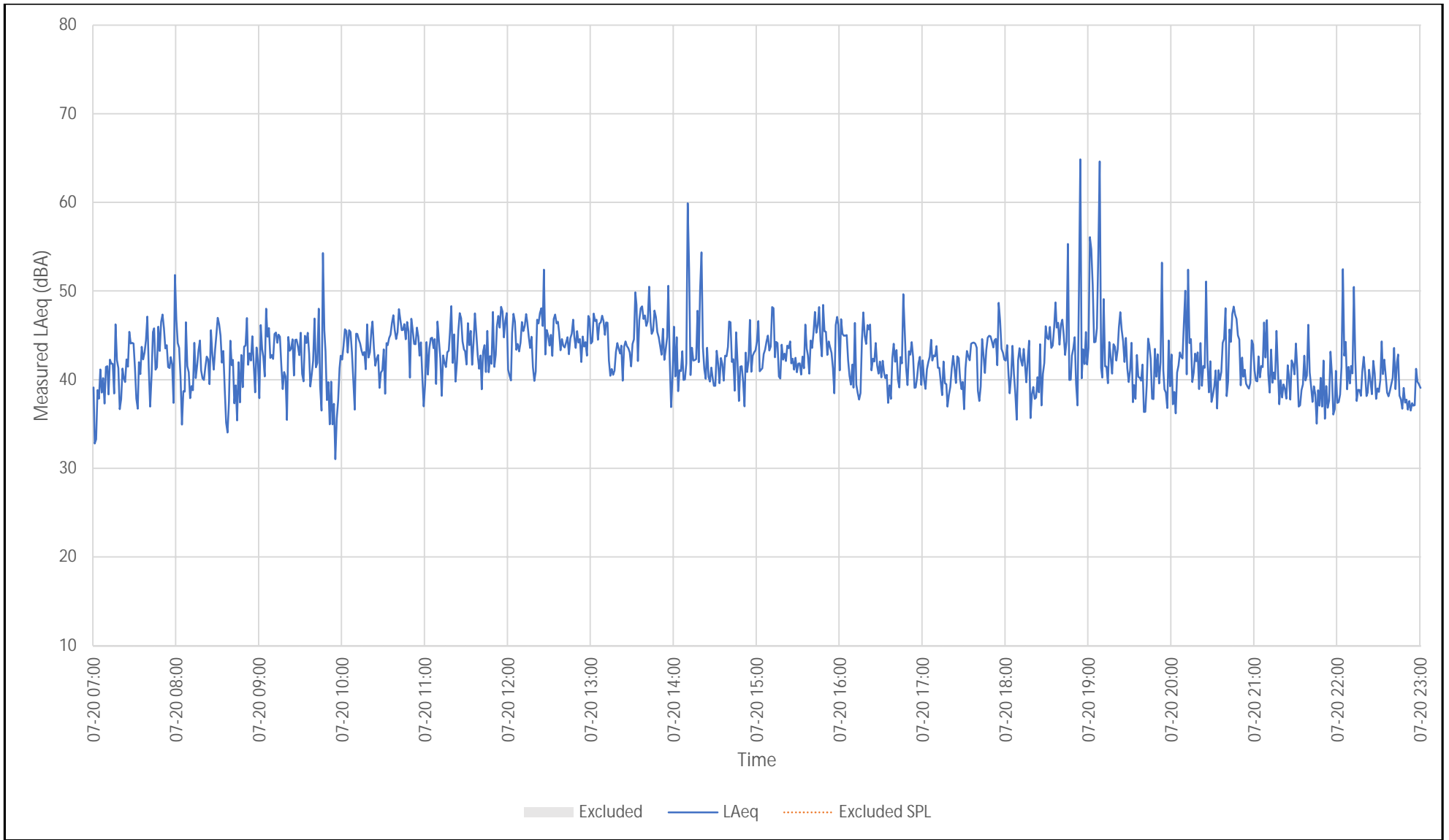
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/19 to 2025/07/20

Project #2402272

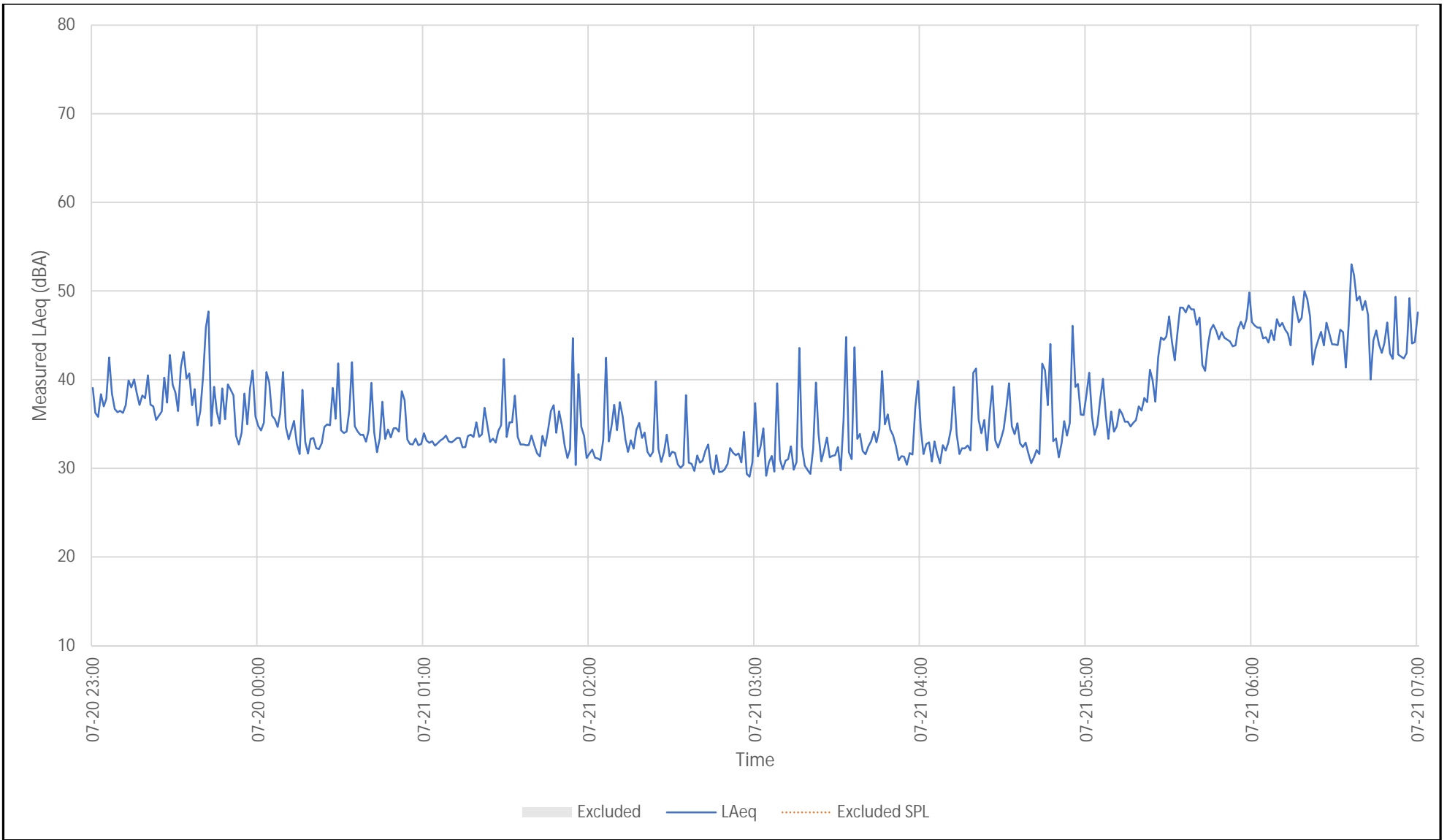
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|---------------|-----------|---|
| Figure No.    | B11       |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/20 | Figure No.    | B12       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/20 to 2025/07/21

Project #2402272

Figure No.

B13

Drawn By:

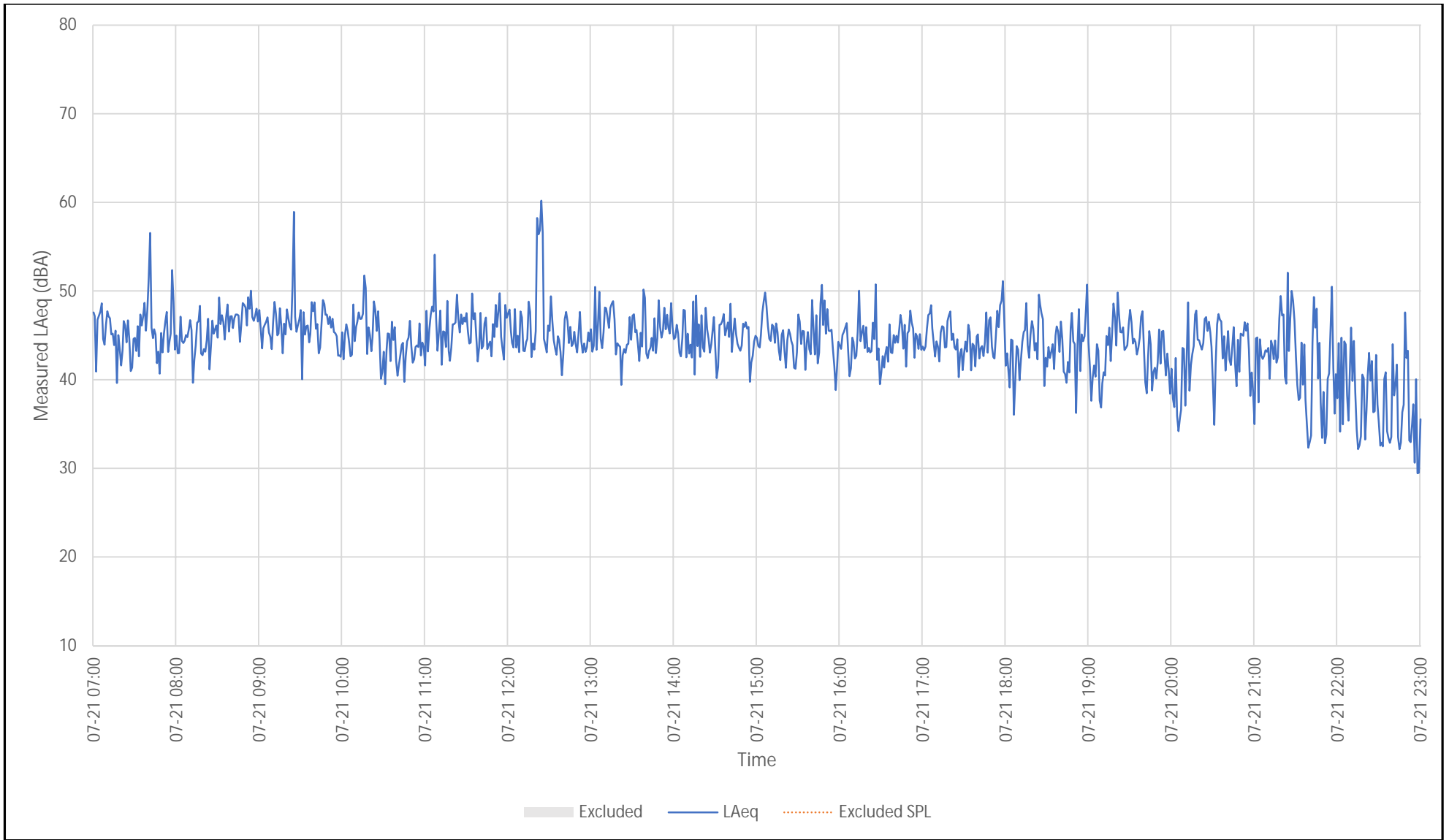
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Date Revised:

3/26/2026

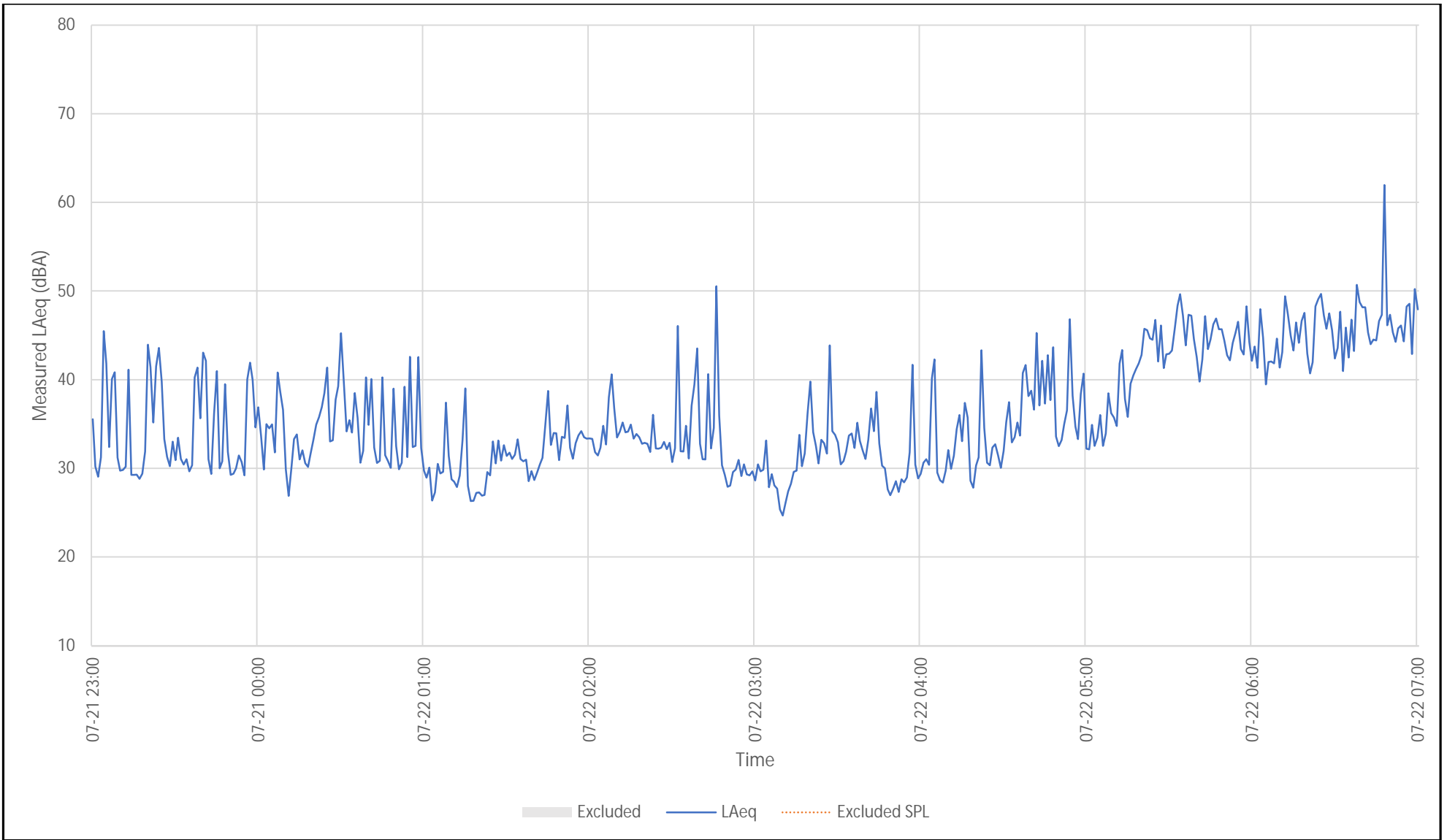


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/21 | Figure No.    | B14       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/21 to 2025/07/22

Project #2402272

Figure No.

B15

Drawn By:

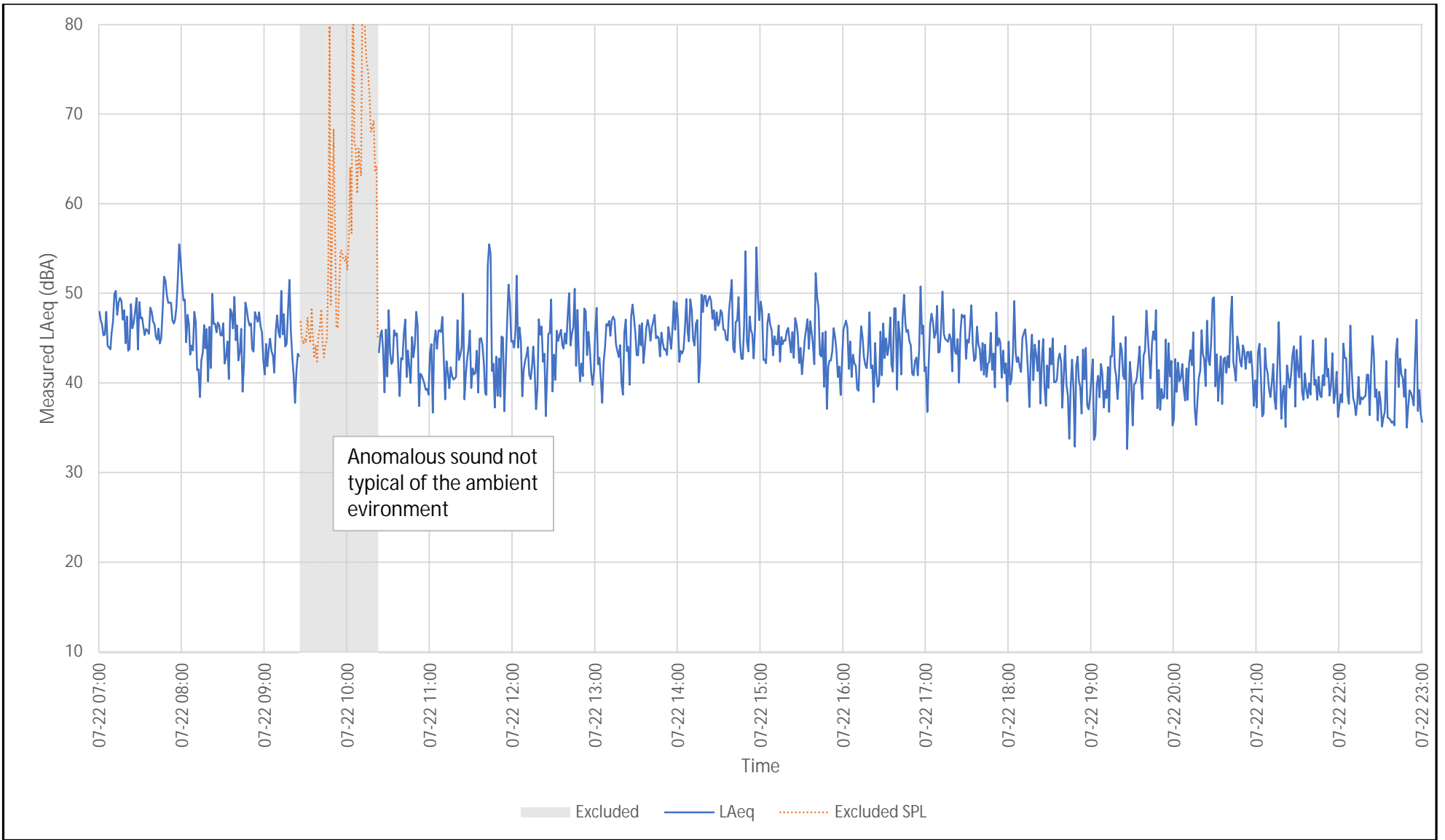
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Date Revised:

3/26/2026

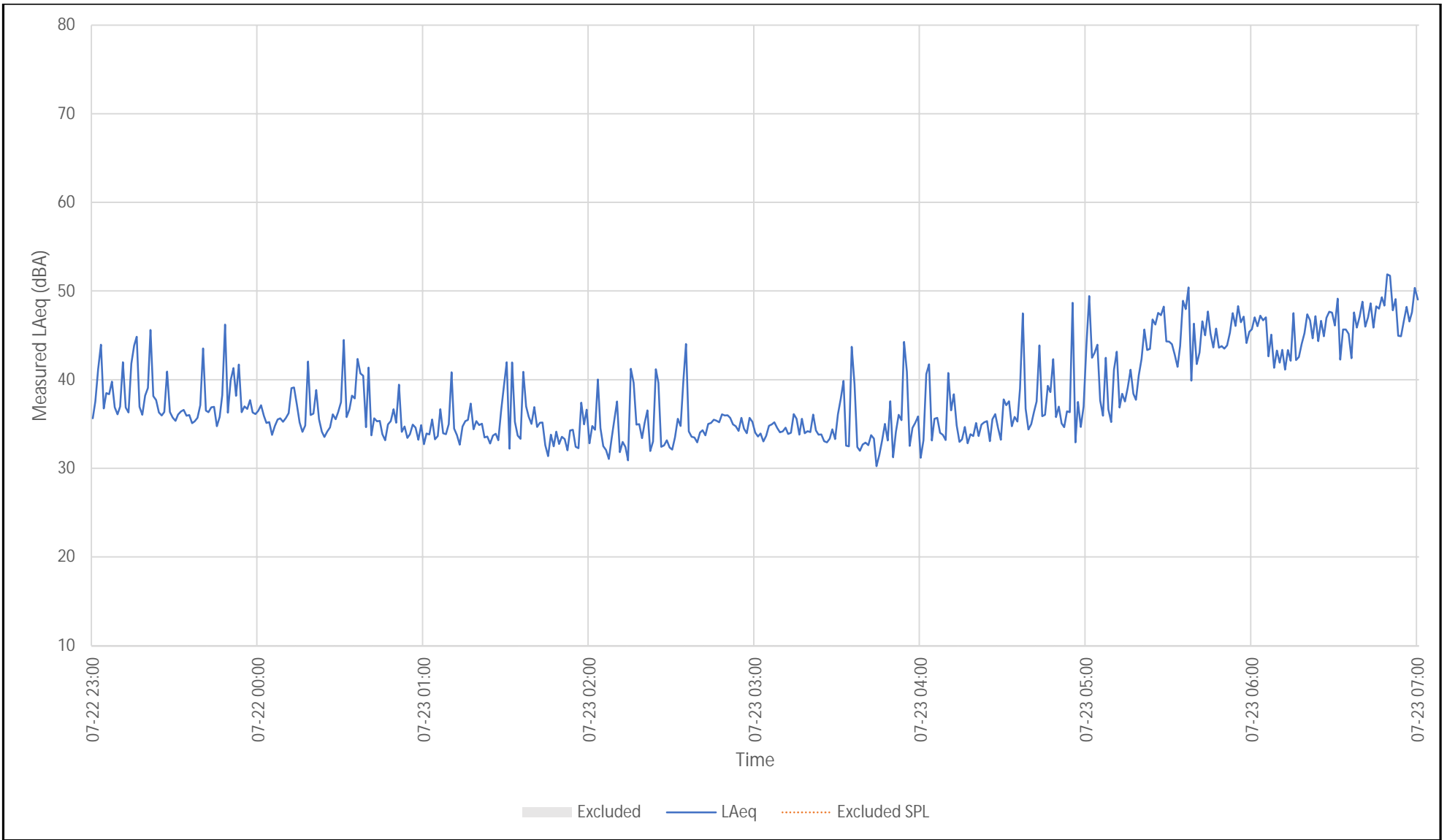


## Appendix B - Measured Sound Levels



|   |               |           |  |
|---|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels<br><br>Measurement Period: 2025/07/22 | Figure No.    | B16       |  |
|   | Drawn By:     | MPP       |  |
|   | Date Revised: | 3/26/2026 |  |
| Project #2402272  |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/22 to 2025/07/23

Project #2402272

Figure No.

B17

Drawn By:

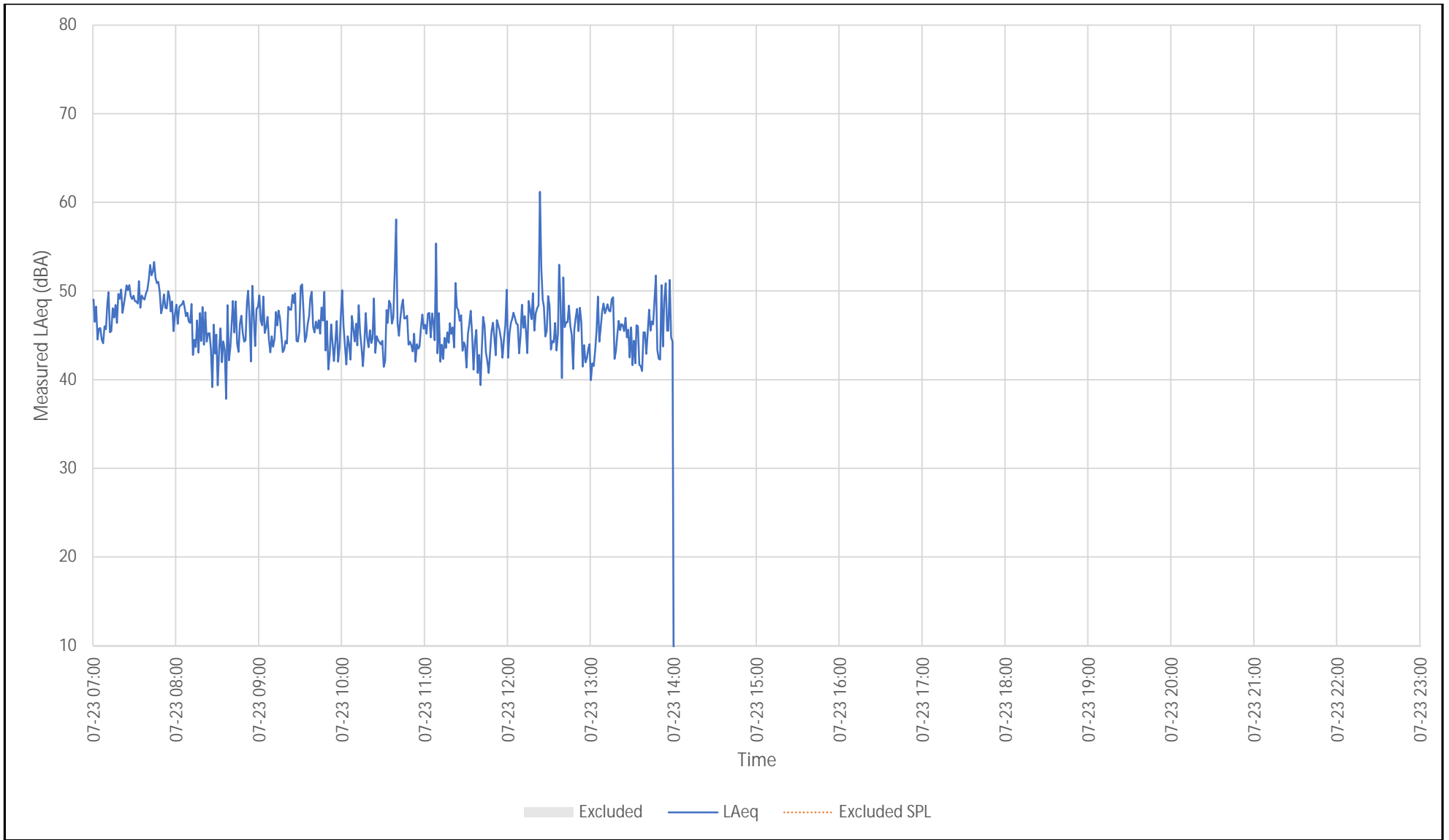
MPP

Date Revised:

3/26/2026

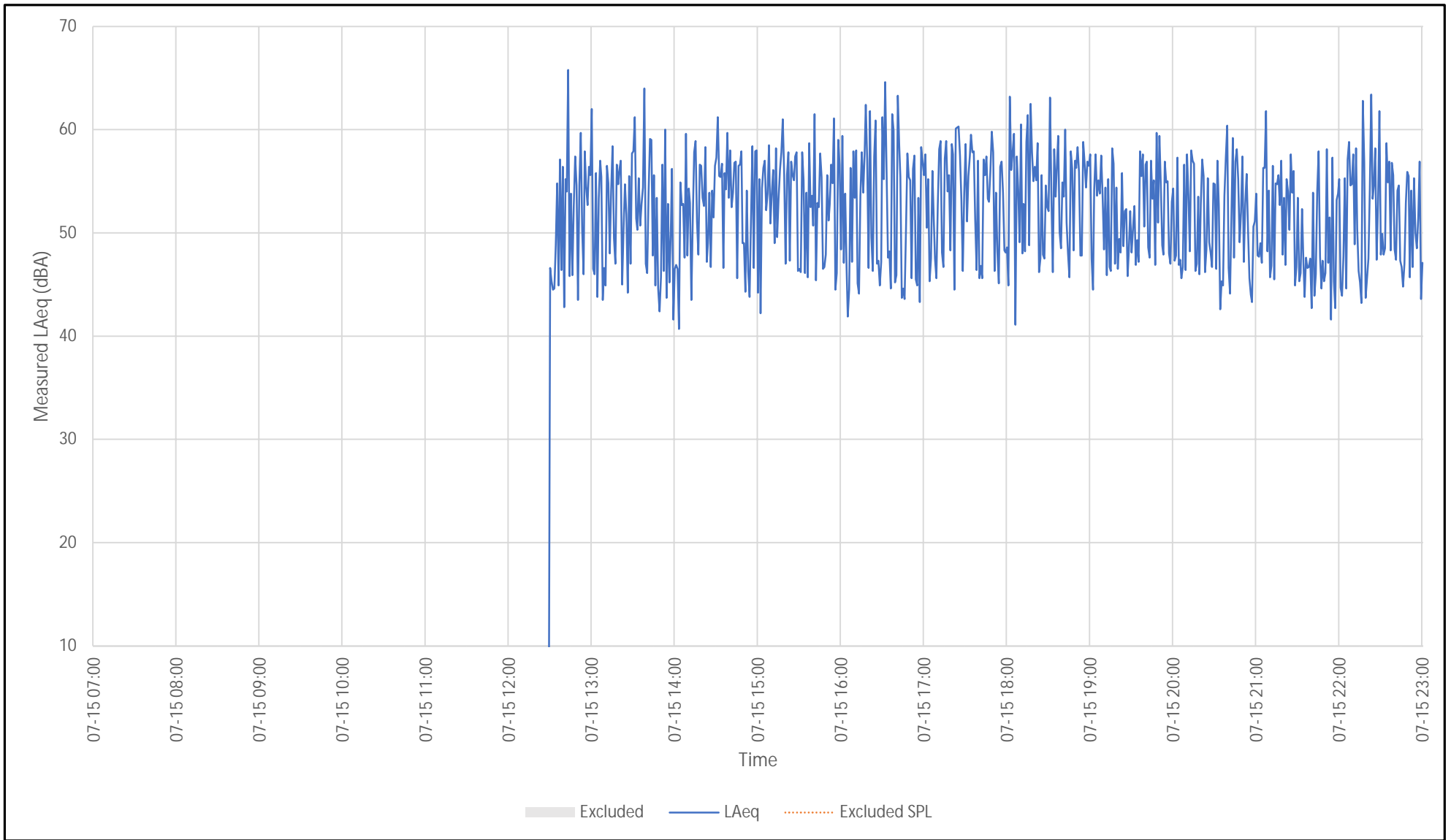


## Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/23 | Figure No.    | B18       |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels

Measurement Period: 2025/07/15

Project #2402272

Figure No.

B1

Drawn By:

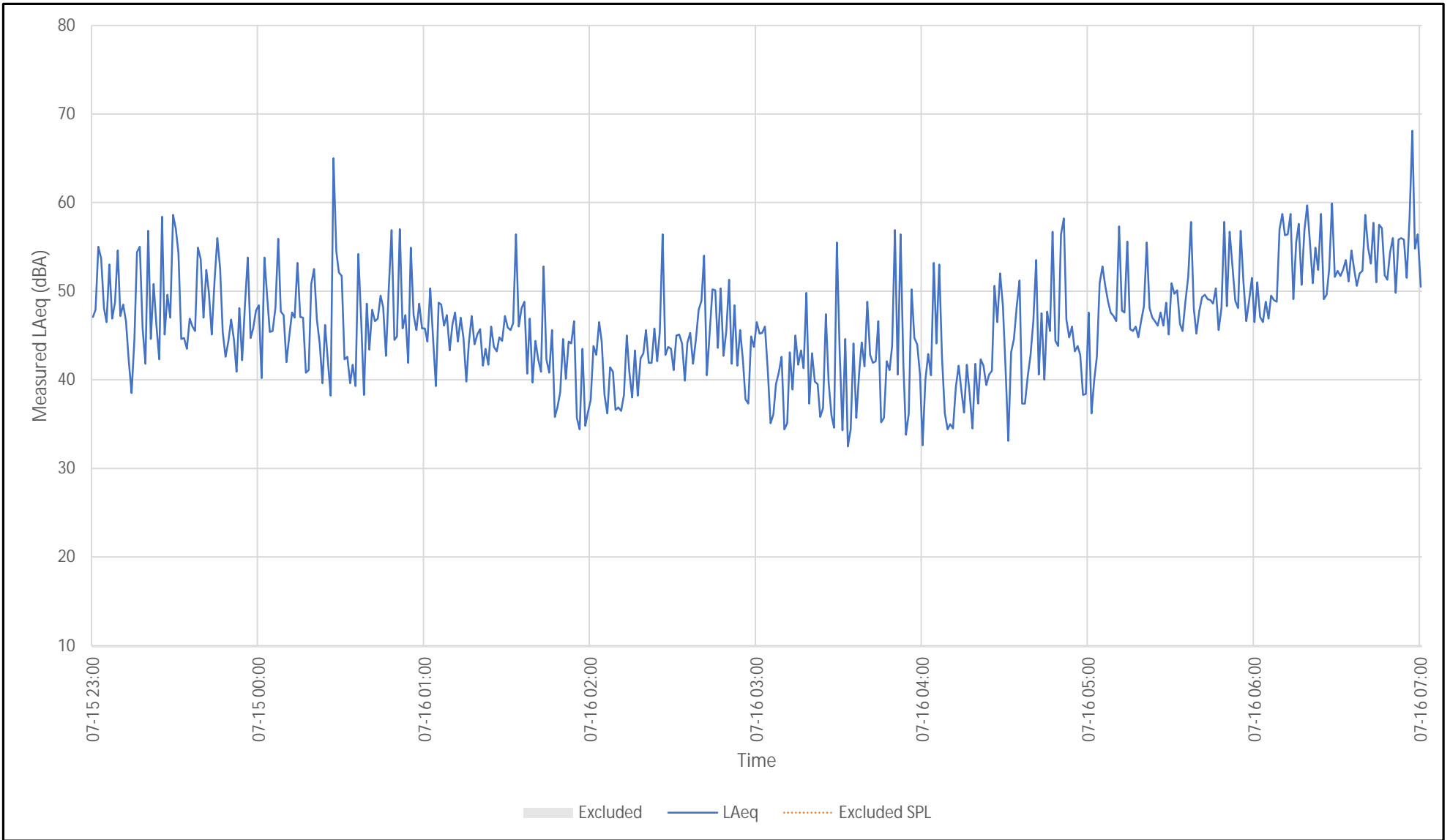
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Date Revised:

3/26/2026

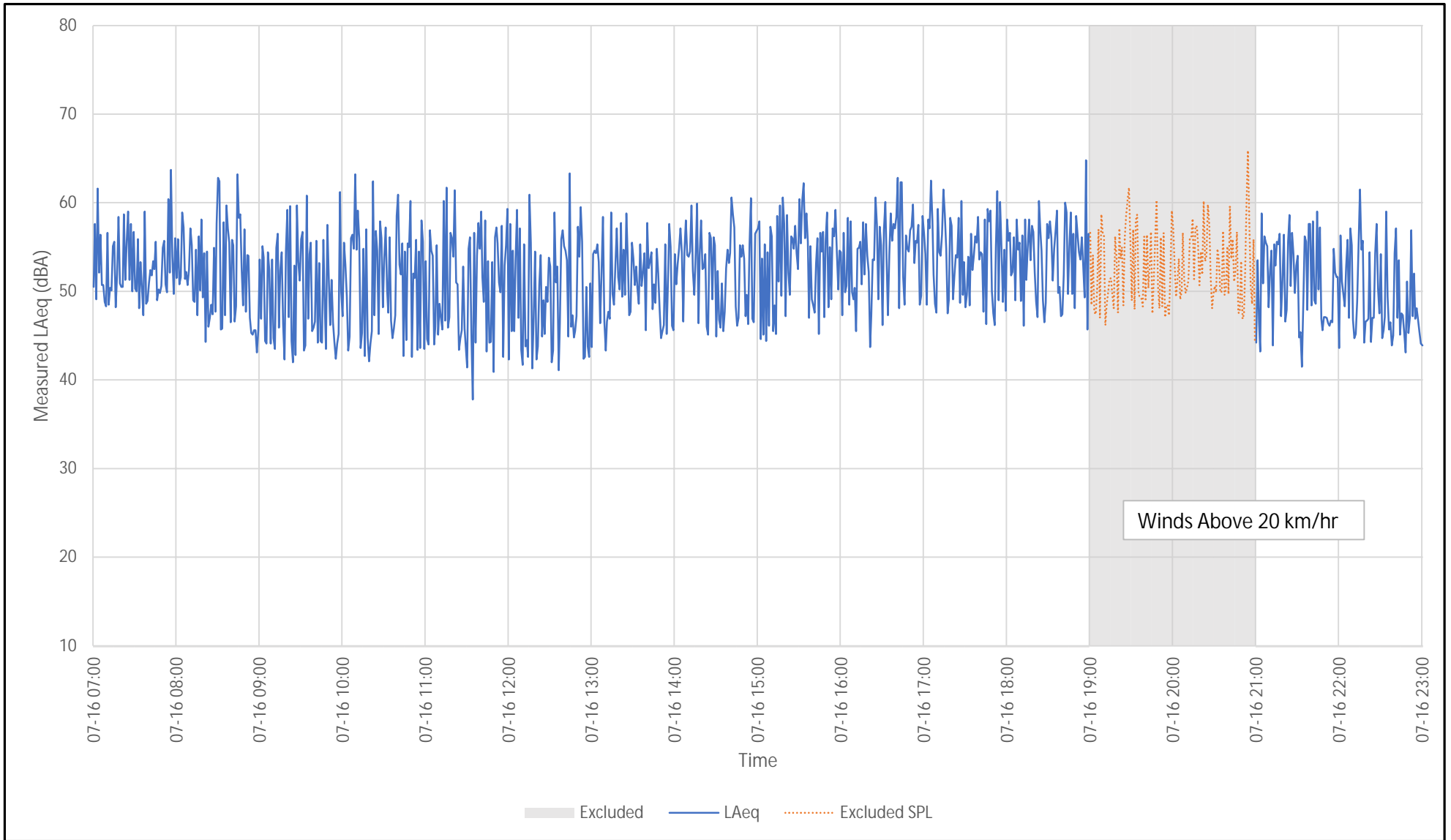


## Appendix B - Measured Sound Levels



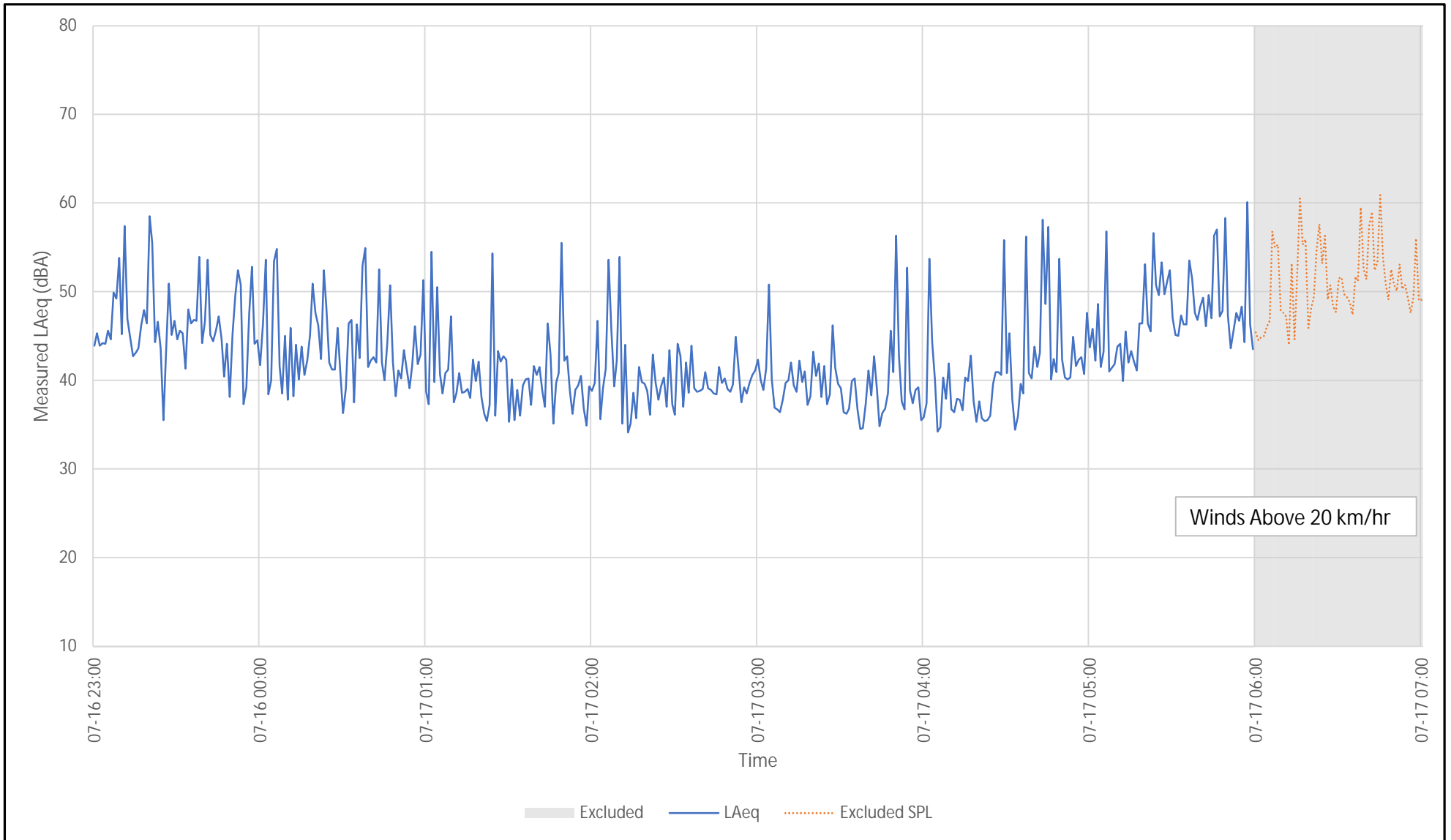
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| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 to 2025/07/16 | Figure No.    | B2        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/16 | Figure No.    | B3        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16 to 2025/07/17

Project #2402272

Figure No.

B5

Drawn By:

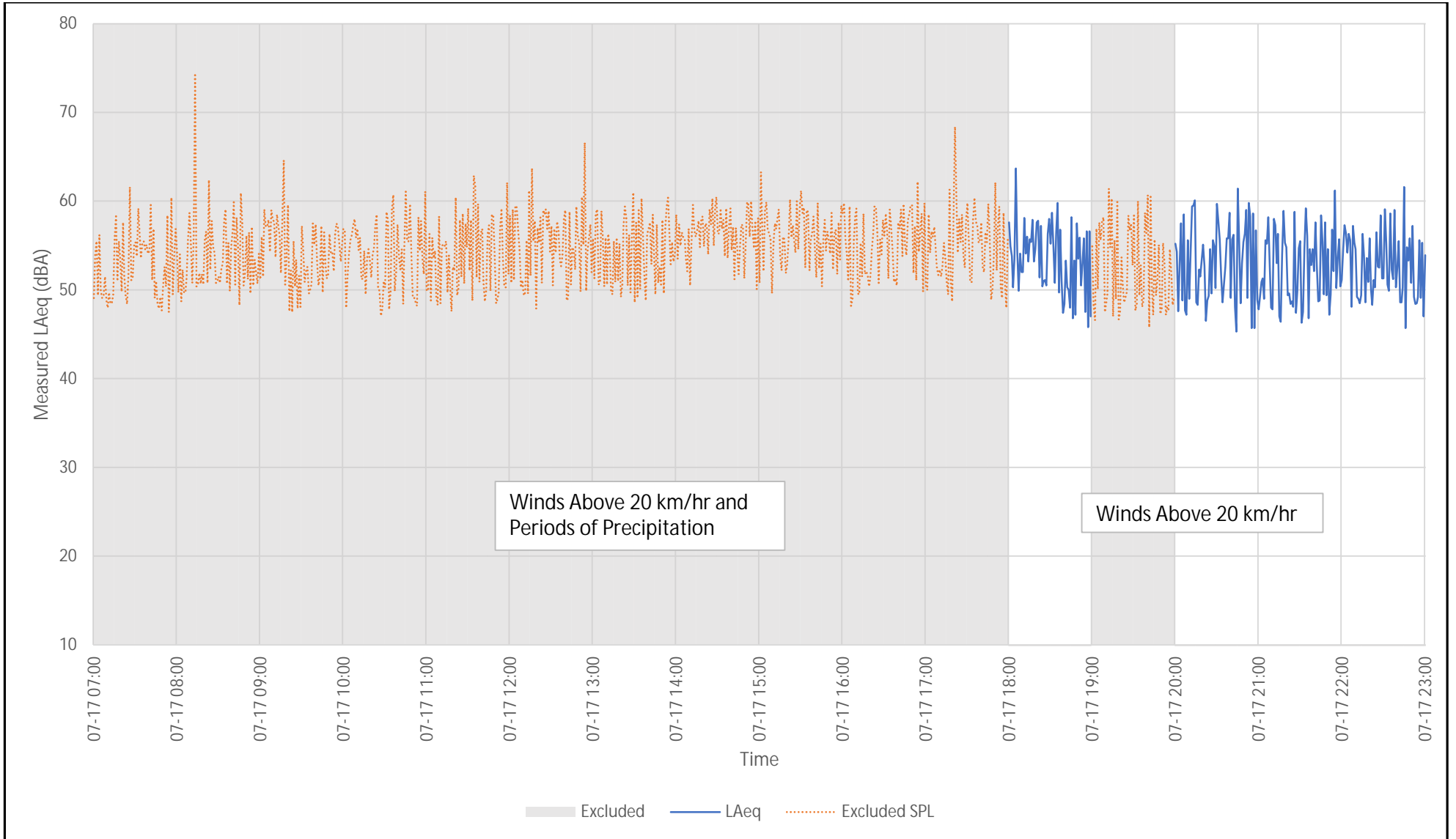
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/17

Project #2402272

Figure No.

B6

Drawn By:

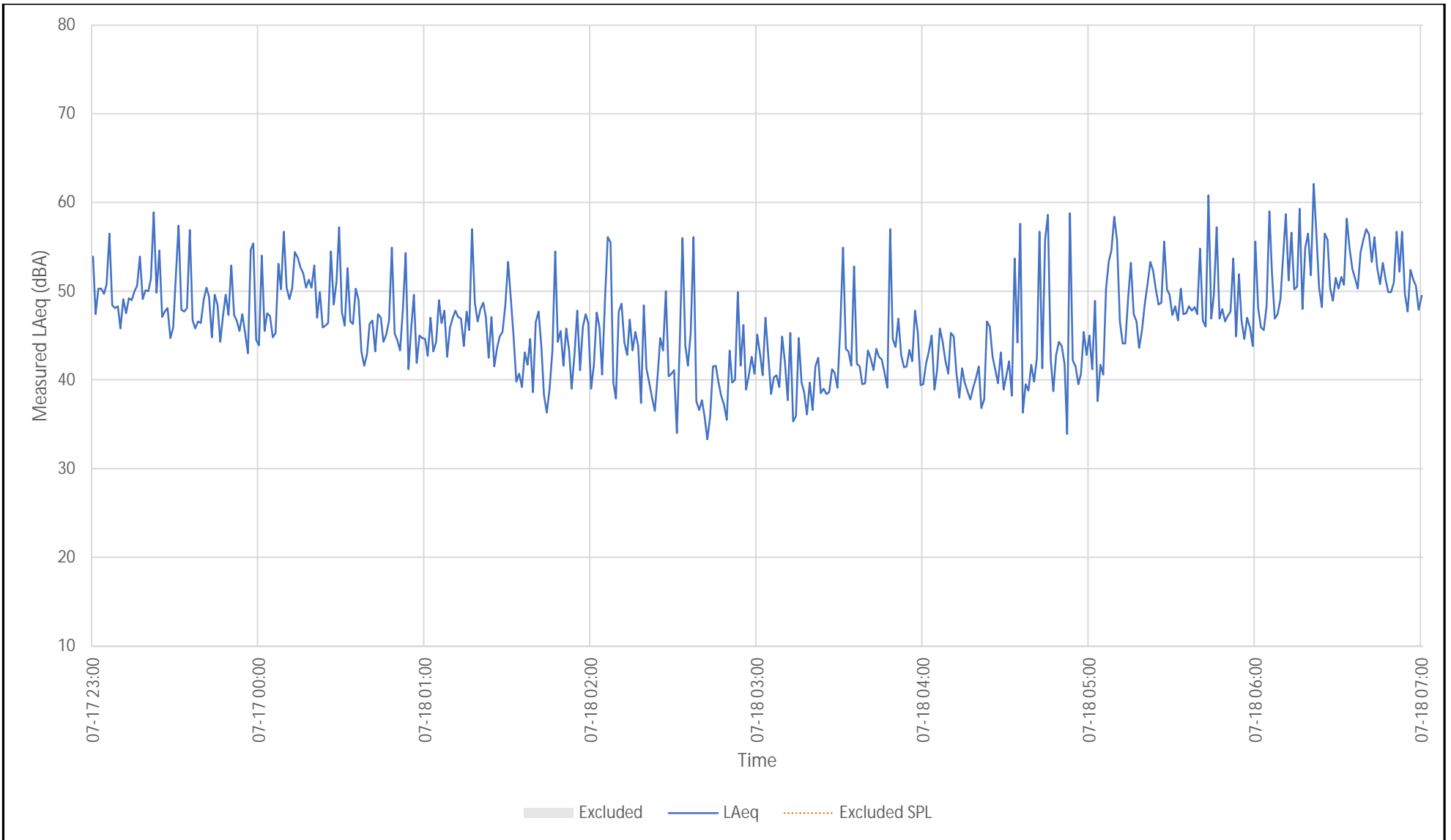
MPP

Date Revised:

3/26/2026




## Appendix B - Measured Sound Levels



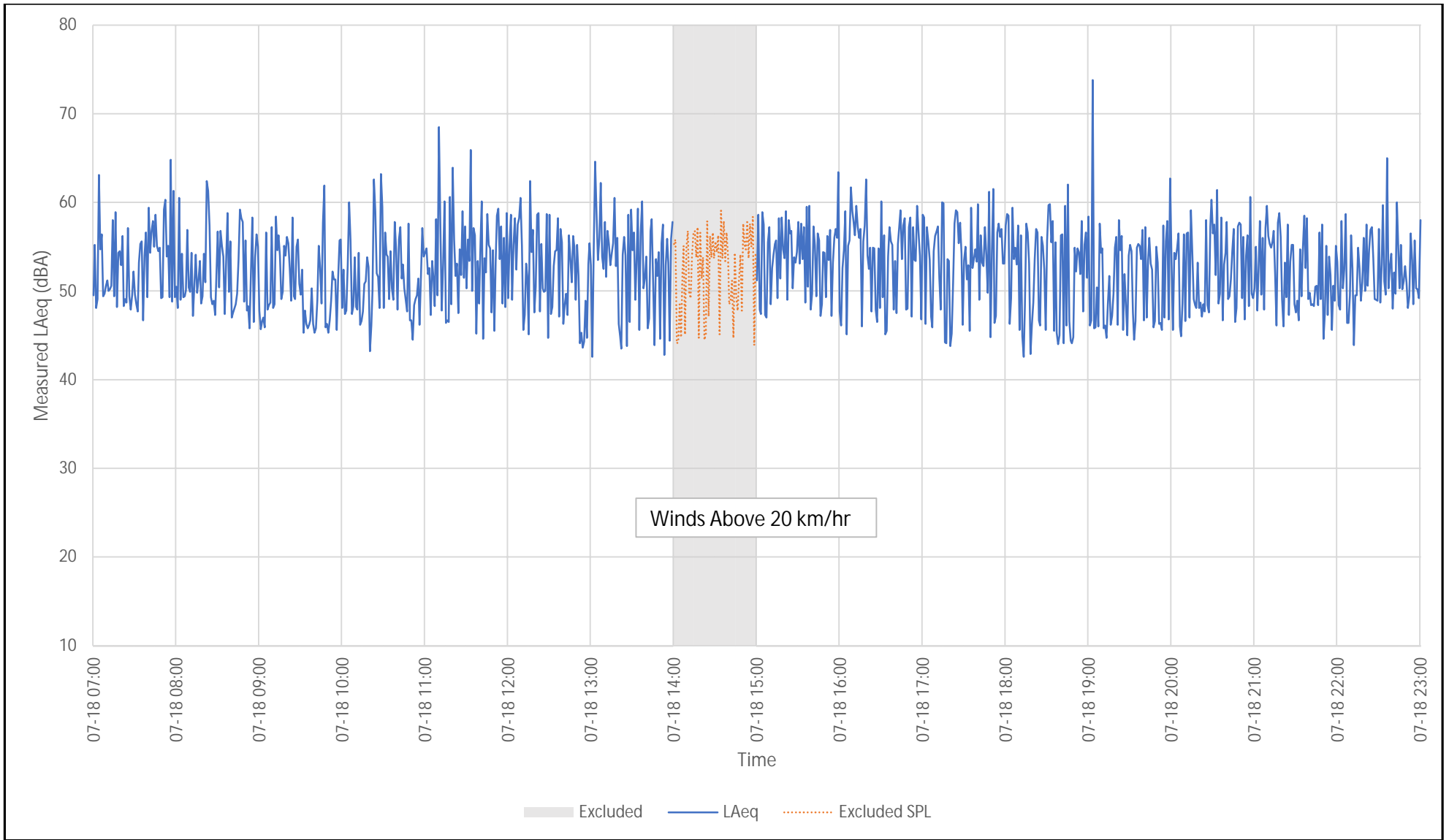
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/17 to 2025/07/18

Project #2402272

|               |           |   |
|---------------|-----------|---|
| Figure No.    | B7        |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/18

Project #2402272

Figure No.

B8

Drawn By:

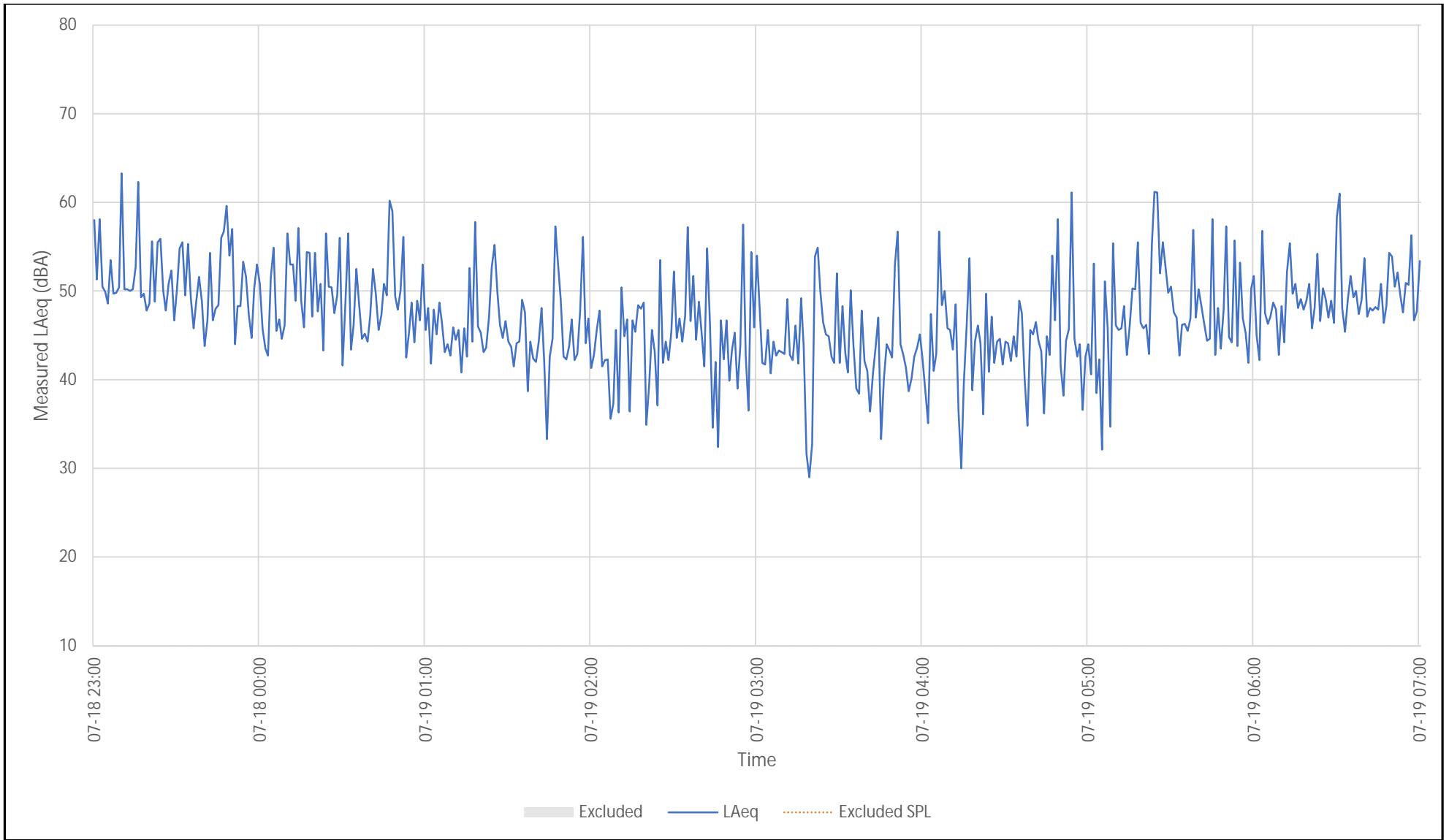
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Date Revised:

3/26/2026

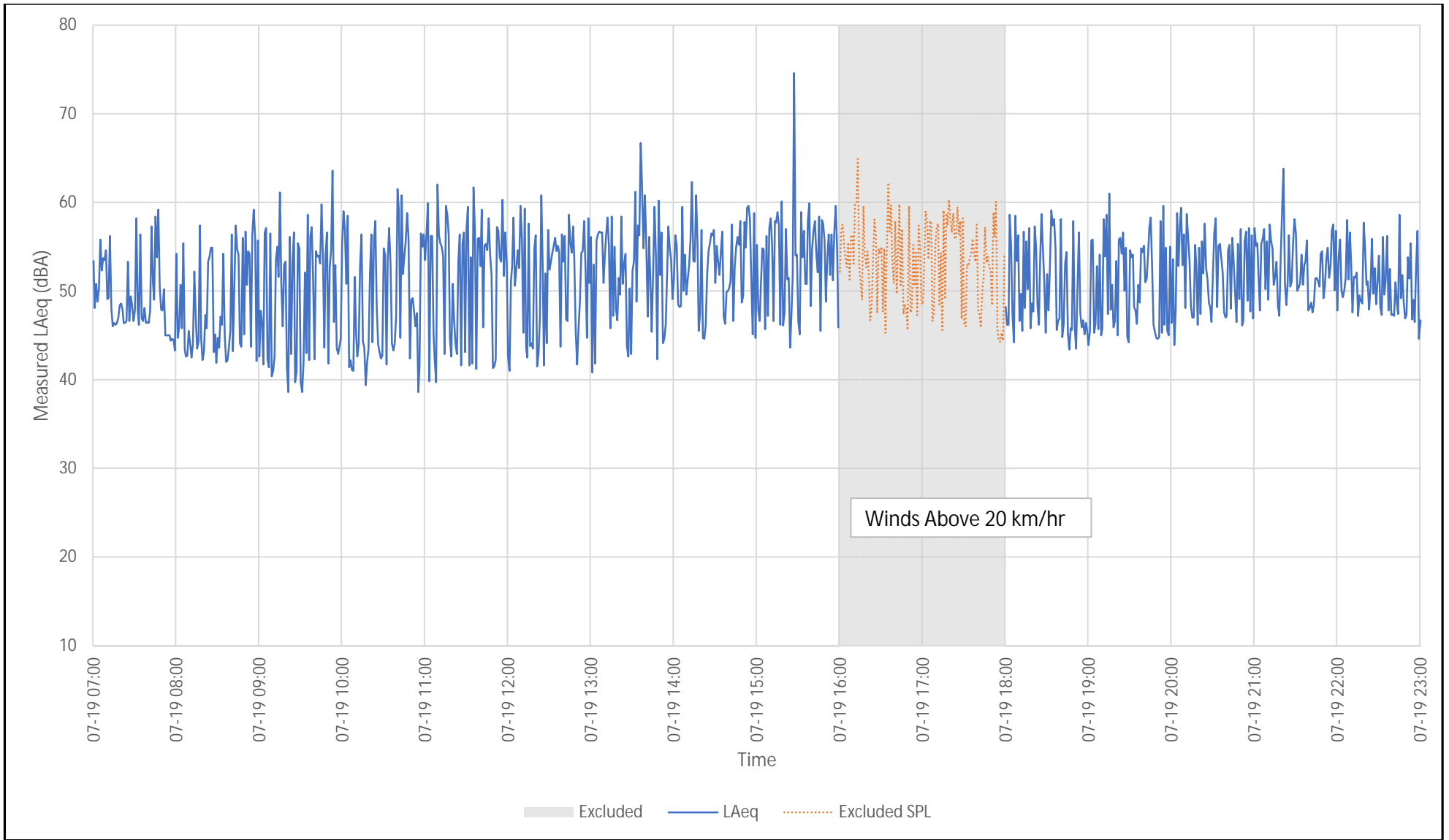


## Appendix B - Measured Sound Levels



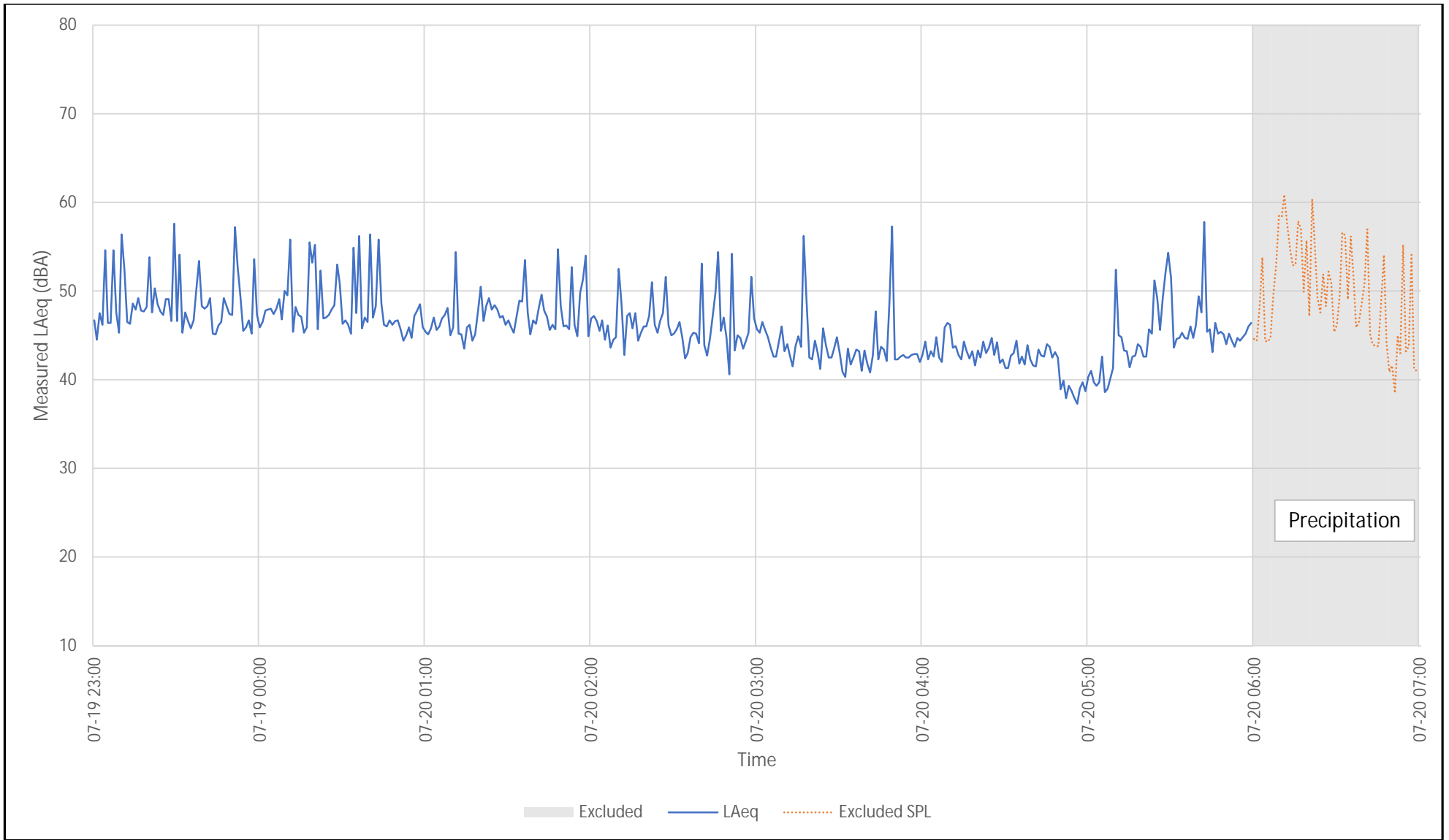
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| Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels - Entire Monitoring Period<br><br>Measurement Period: 2025/07/18 to 2025/07/19 | Figure No.    | B9        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

# Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br>Measurement Period: 2025/07/19 | Figure No.    | B10       |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |


## Appendix B - Measured Sound Levels



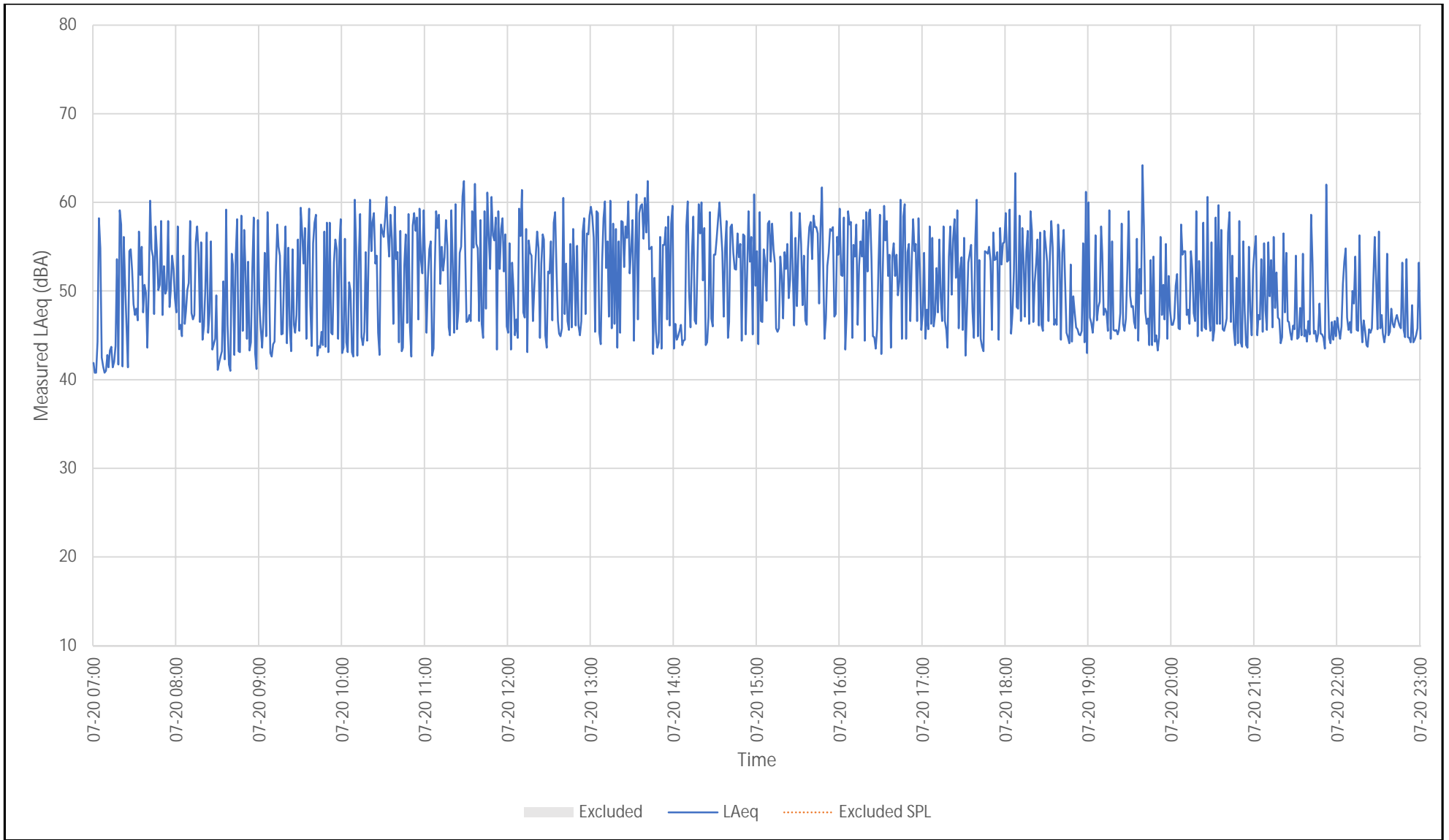
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/19 to 2025/07/20

Project #2402272

|               |           |   |
|---------------|-----------|---|
| Figure No.    | B11       |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/20

Project #2402272

Figure No.

B12

Drawn By:

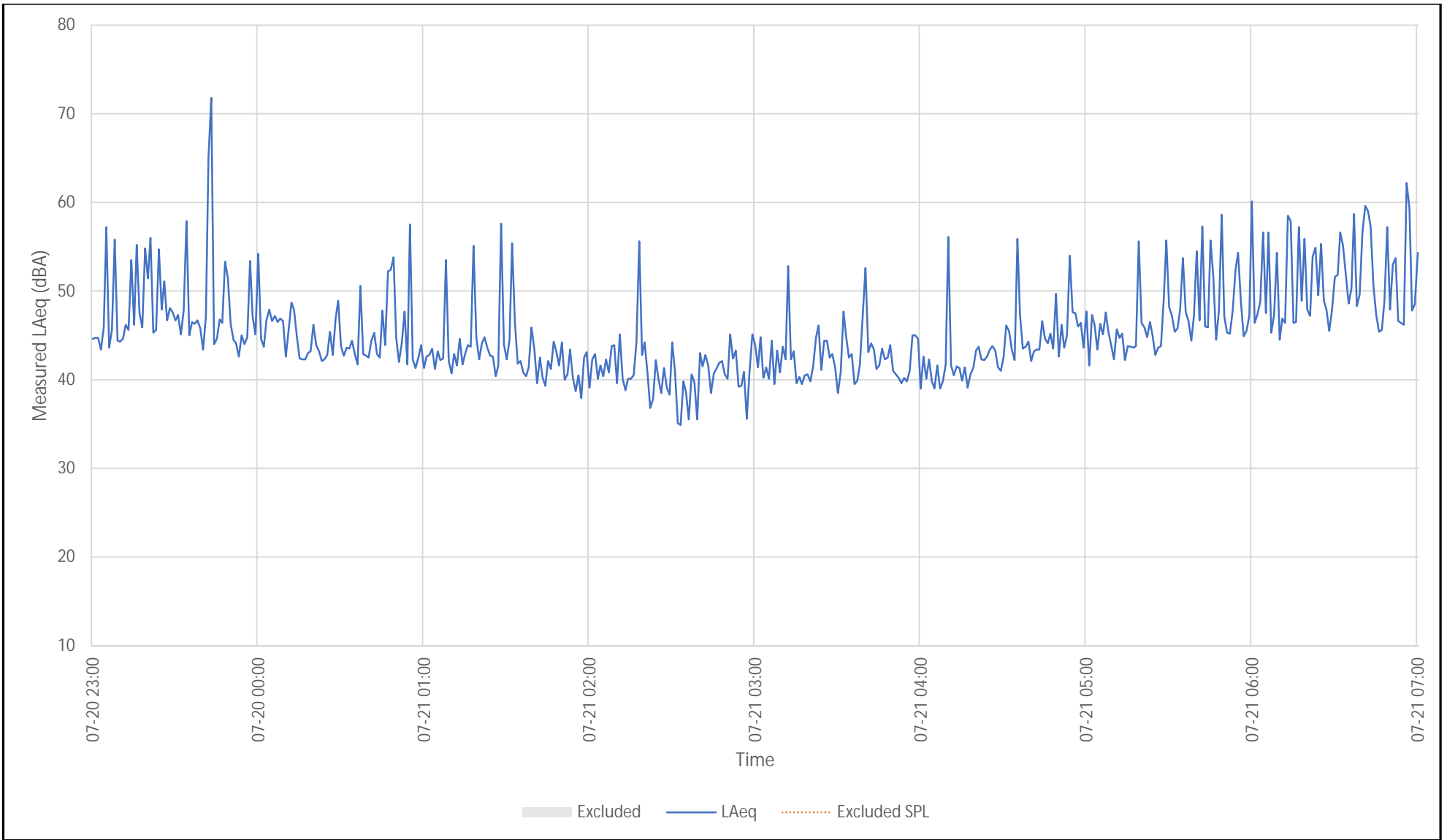
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/20 to 2025/07/21

Project #2402272

Figure No.

B13

Drawn By:

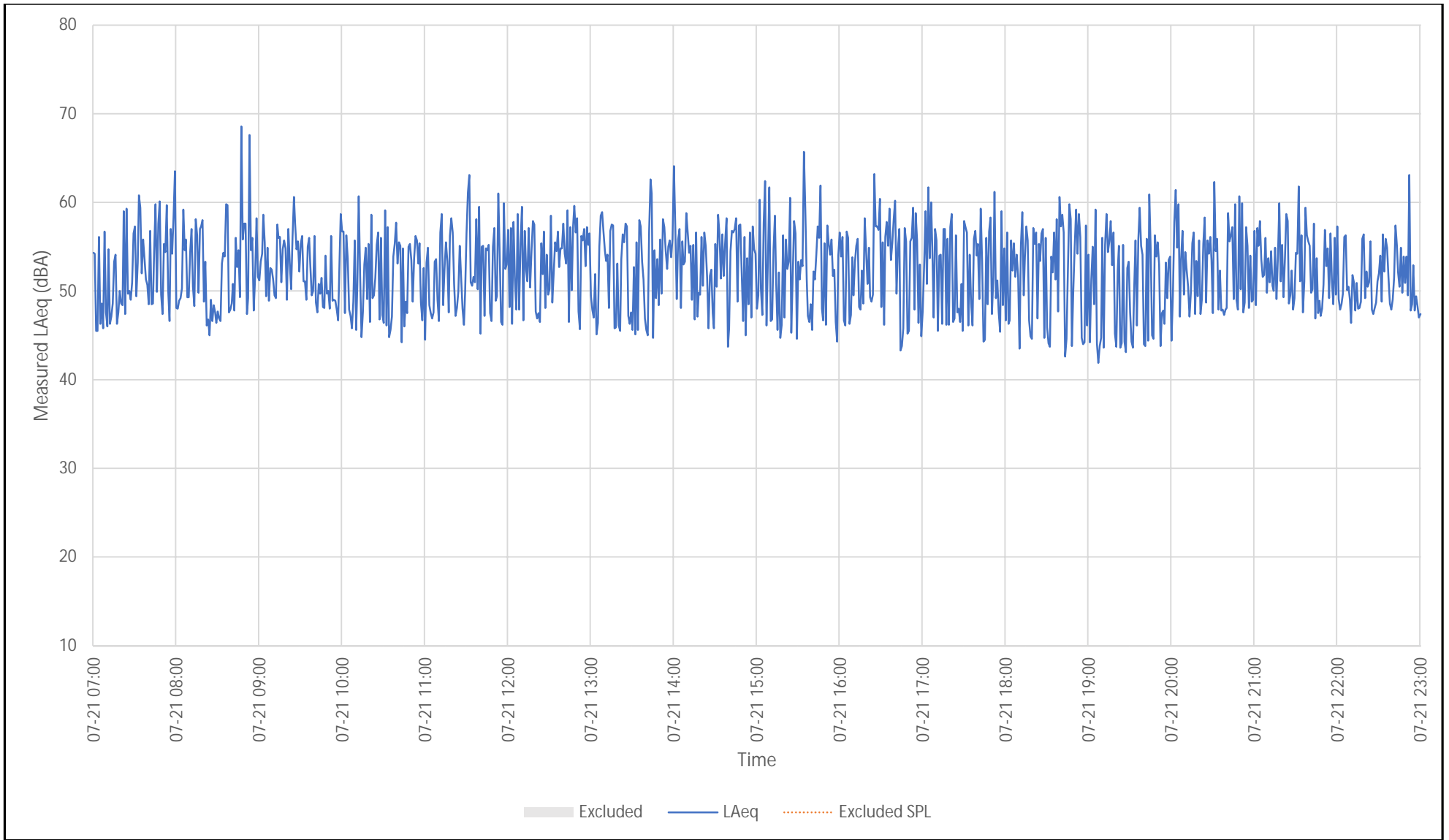
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Date Revised:

3/26/2026

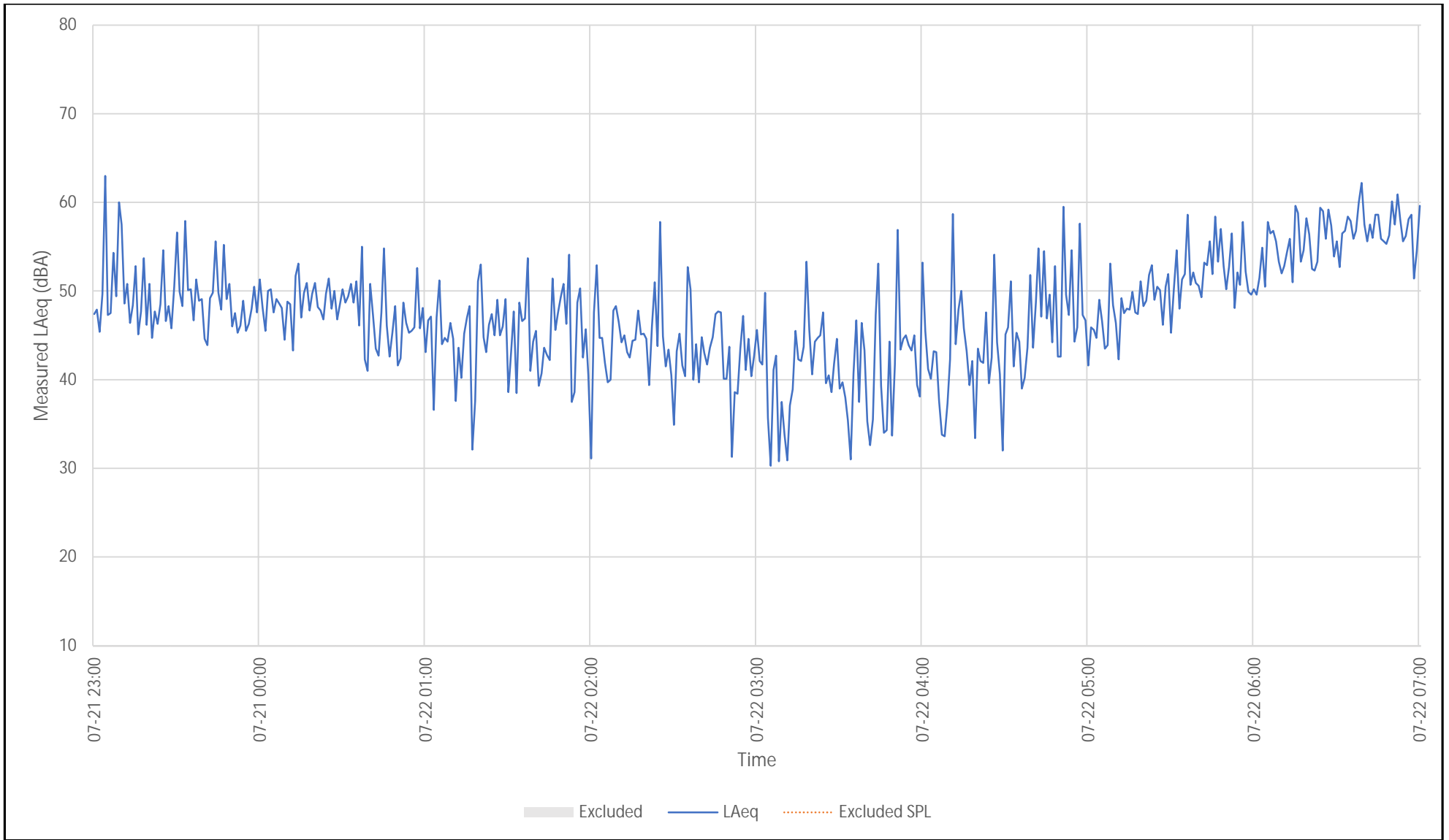



## Appendix B - Measured Sound Levels



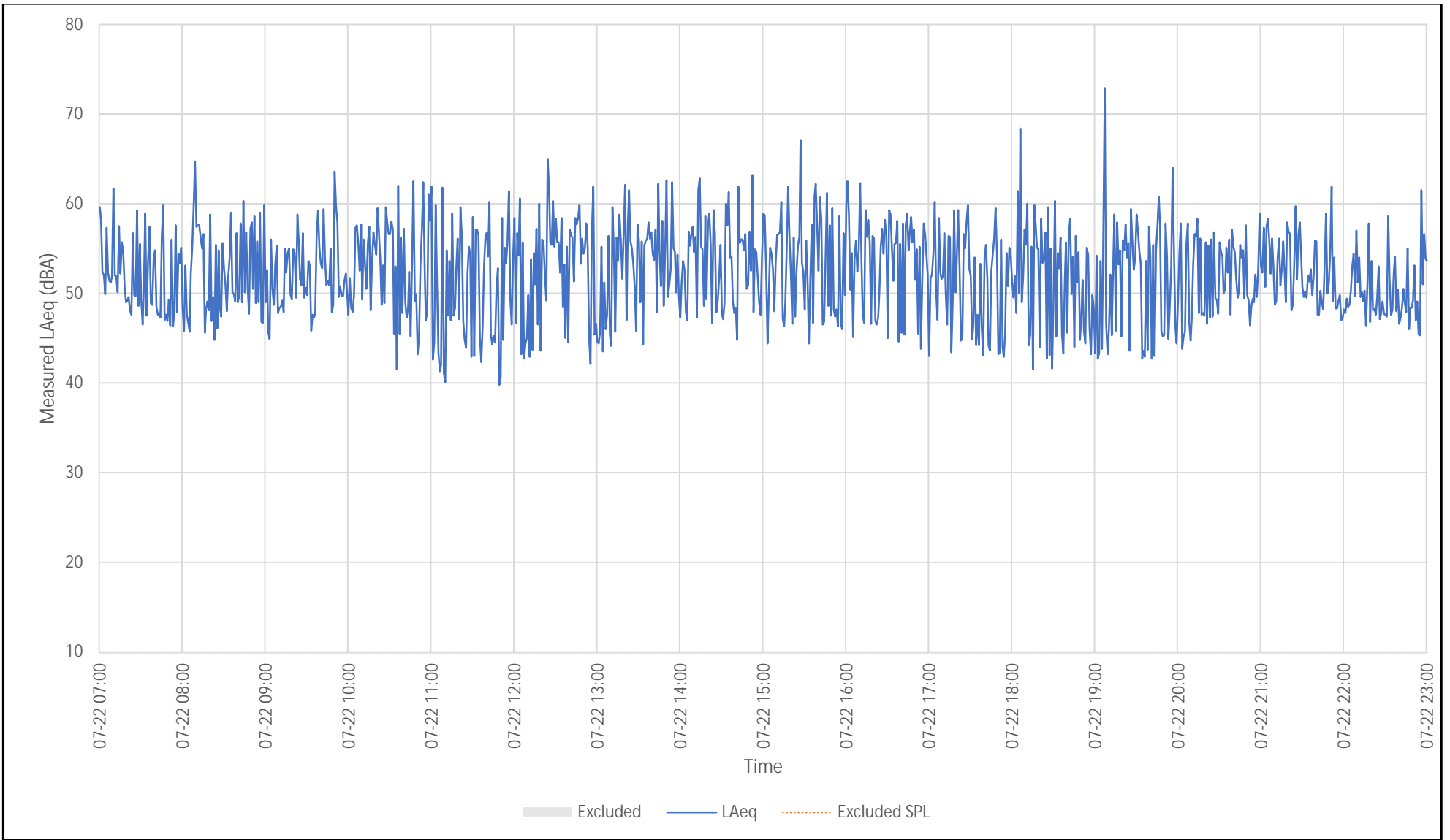
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| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/21 | Figure No.    | B14       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels - Entire Monitoring Period<br><br>Measurement Period: 2025/07/21 to 2025/07/22 | Figure No.    | B15       |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels

Measurement Period: 2025/07/22

Project #2402272

Figure No.

B16

Drawn By:

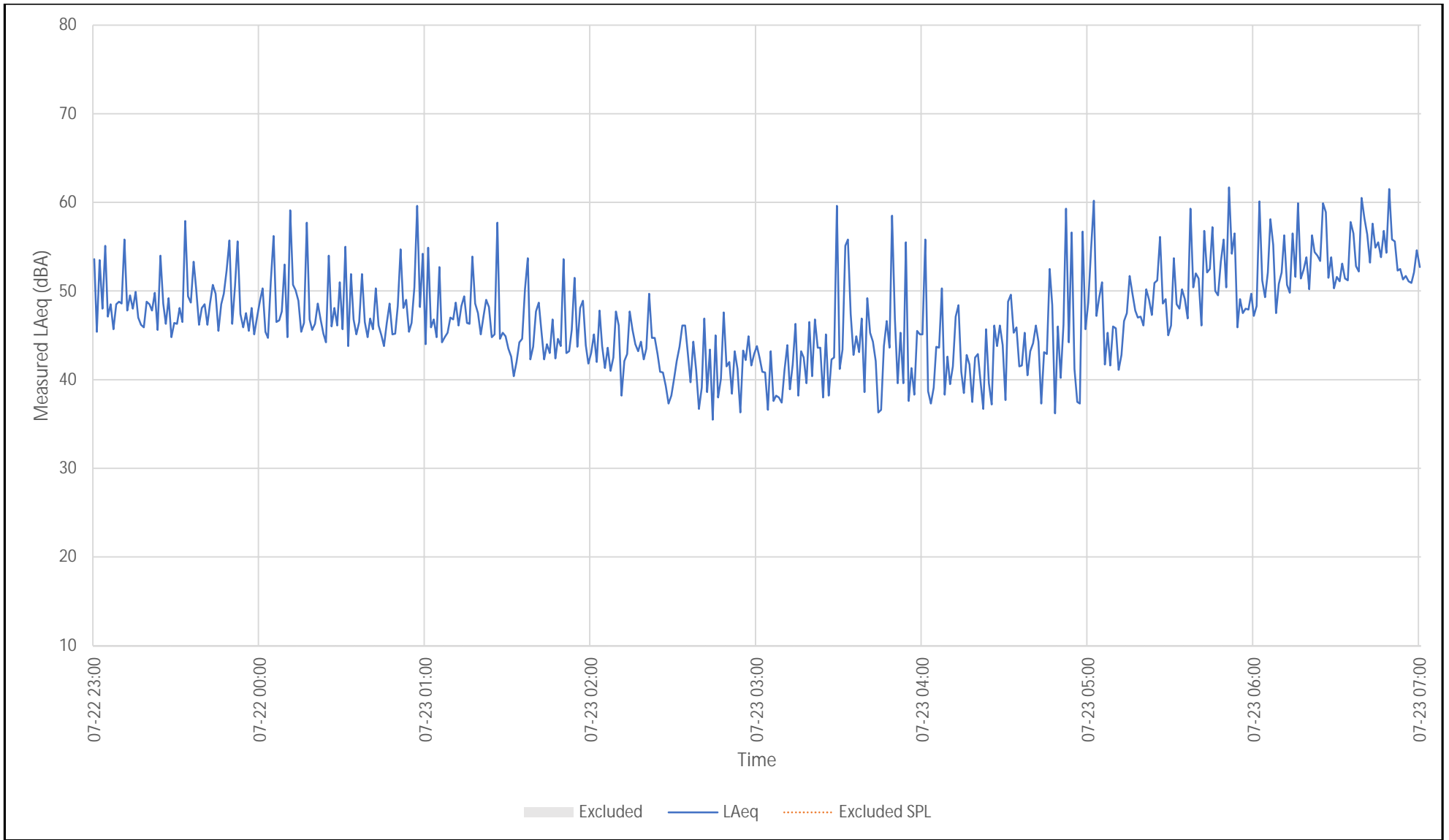
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Date Revised:

3/26/2026



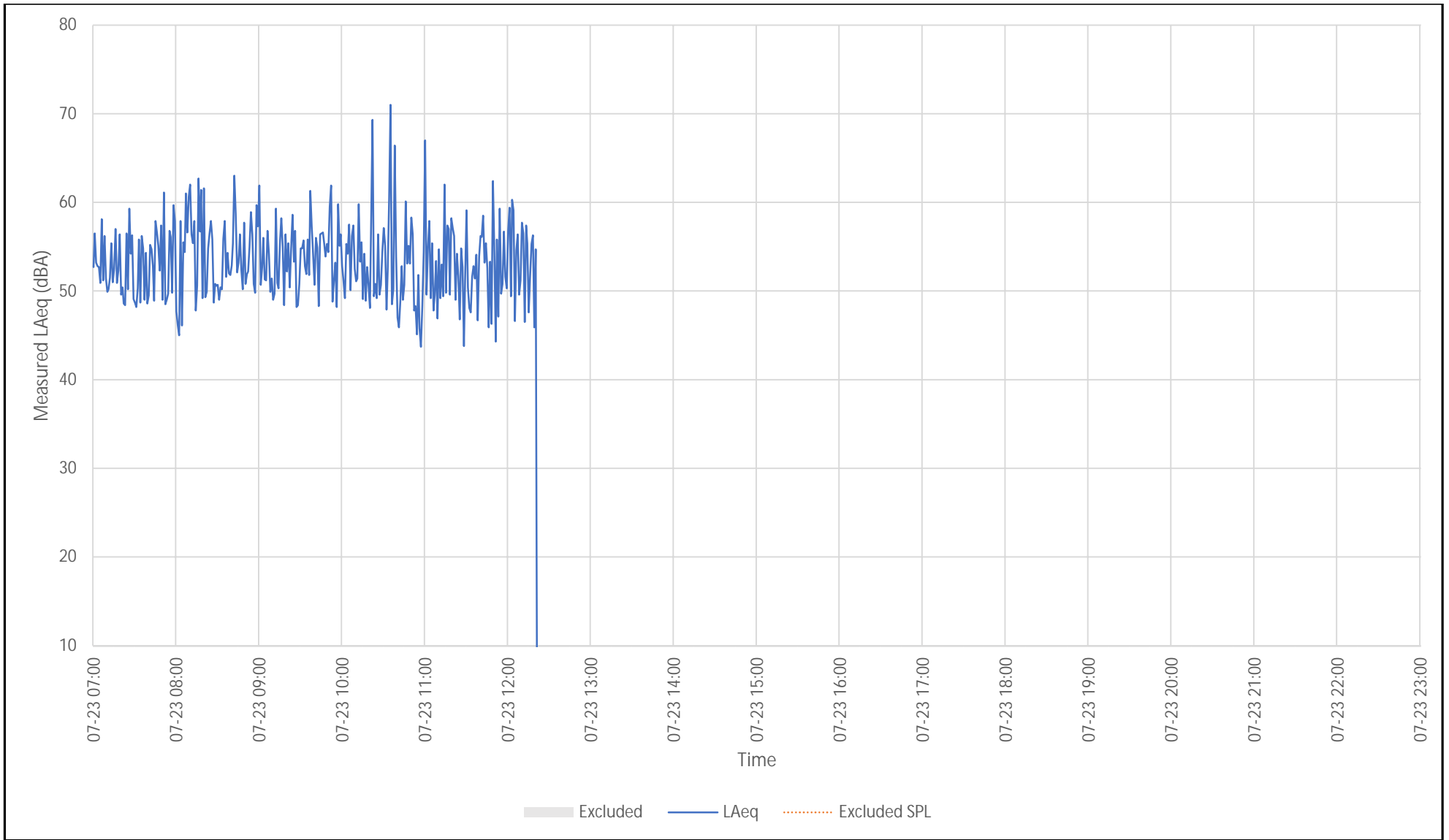
## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels - Entire Monitoring Period<br><br>Measurement Period: 2025/07/22 to 2025/07/23 | Figure No.    | B17       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |

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## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/23

Project #2402272

Figure No.

B18

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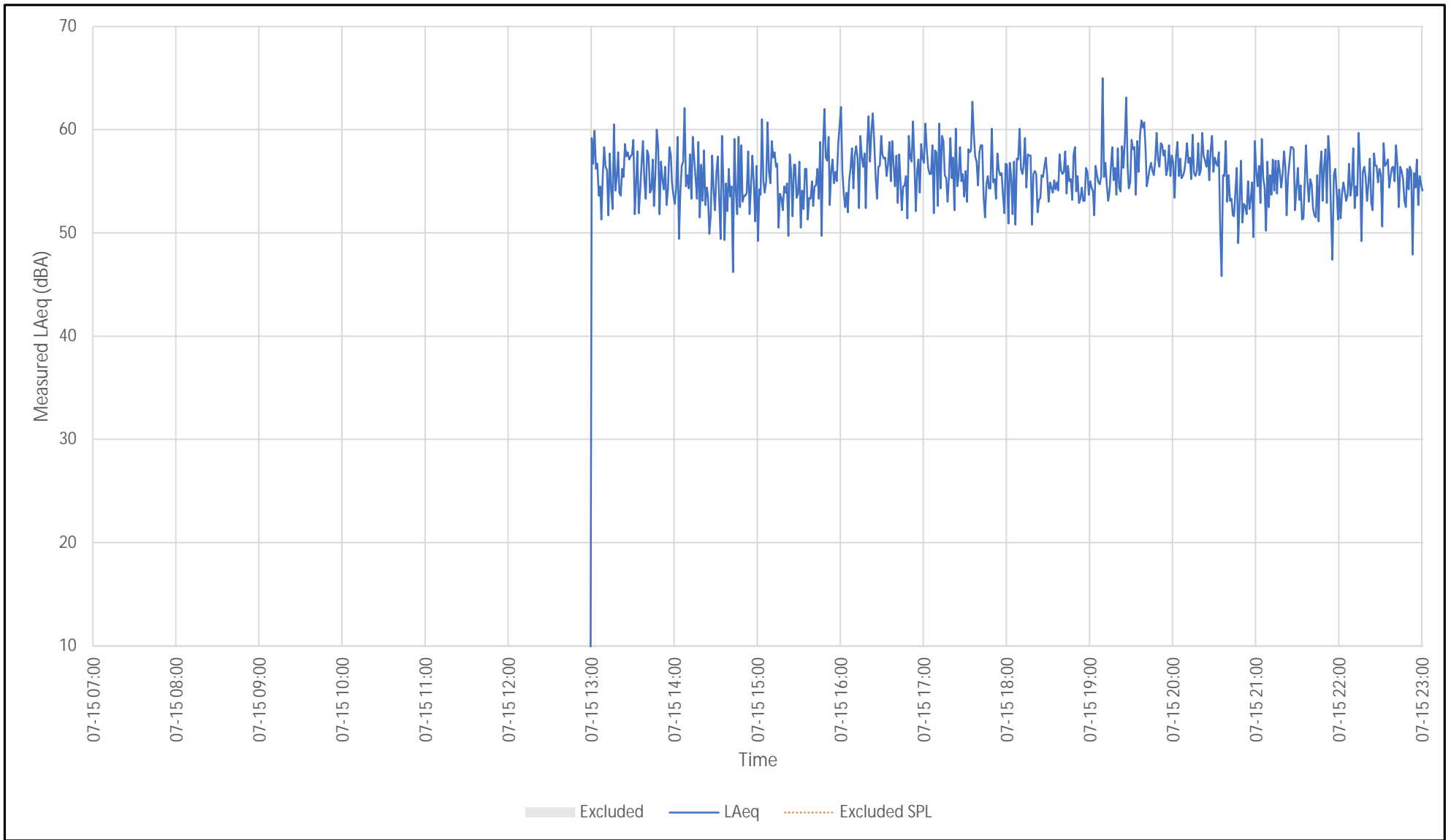
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Date Revised:

3/26/2026

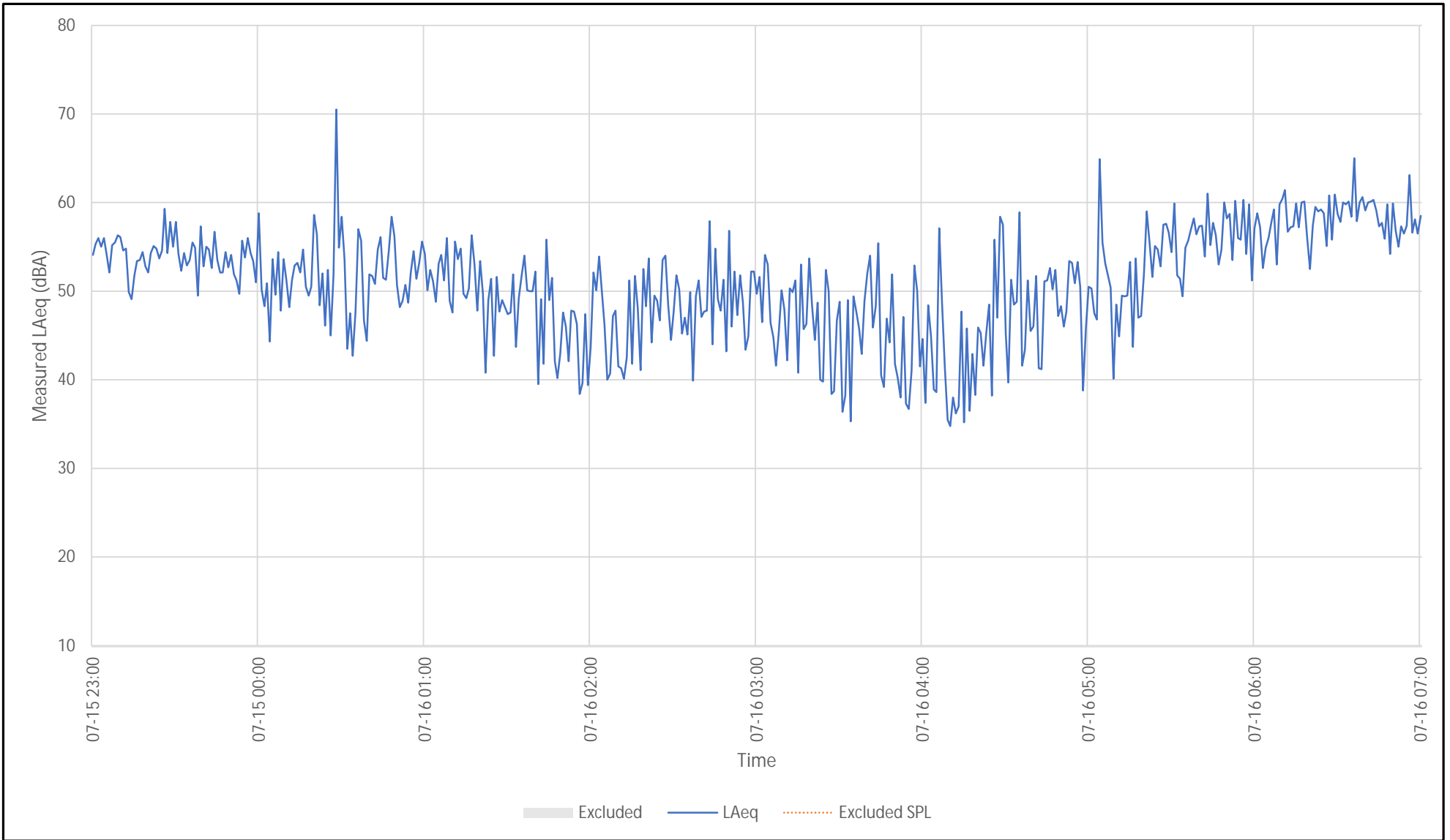


## Appendix B - Measured Sound Levels



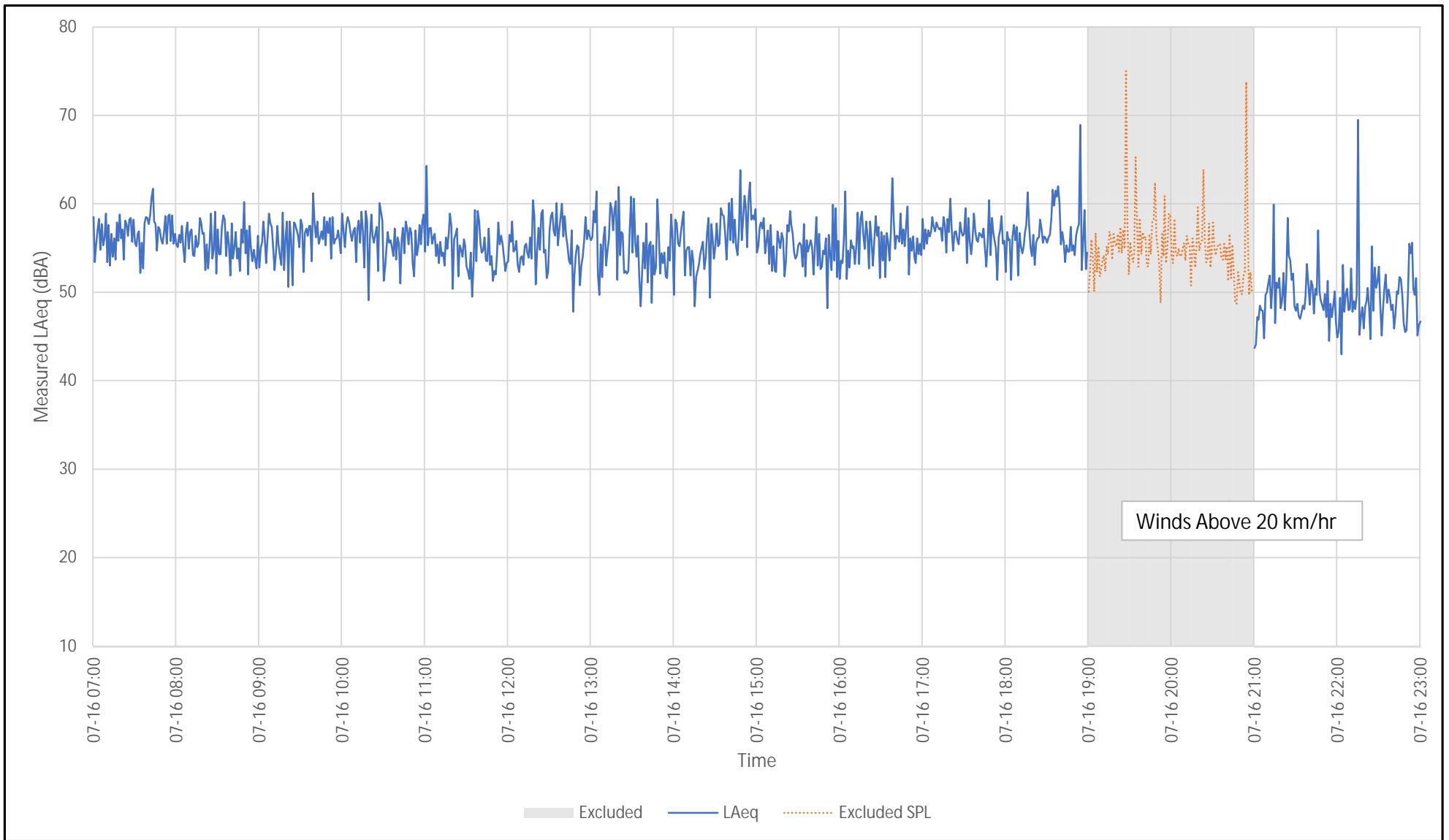
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| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 | Figure No.    | B1        |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |
| Project #2402272   |               |           |   |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 to 2025/07/16 | Figure No.    | B2        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16

Project #2402272

Figure No.

B3

Drawn By:

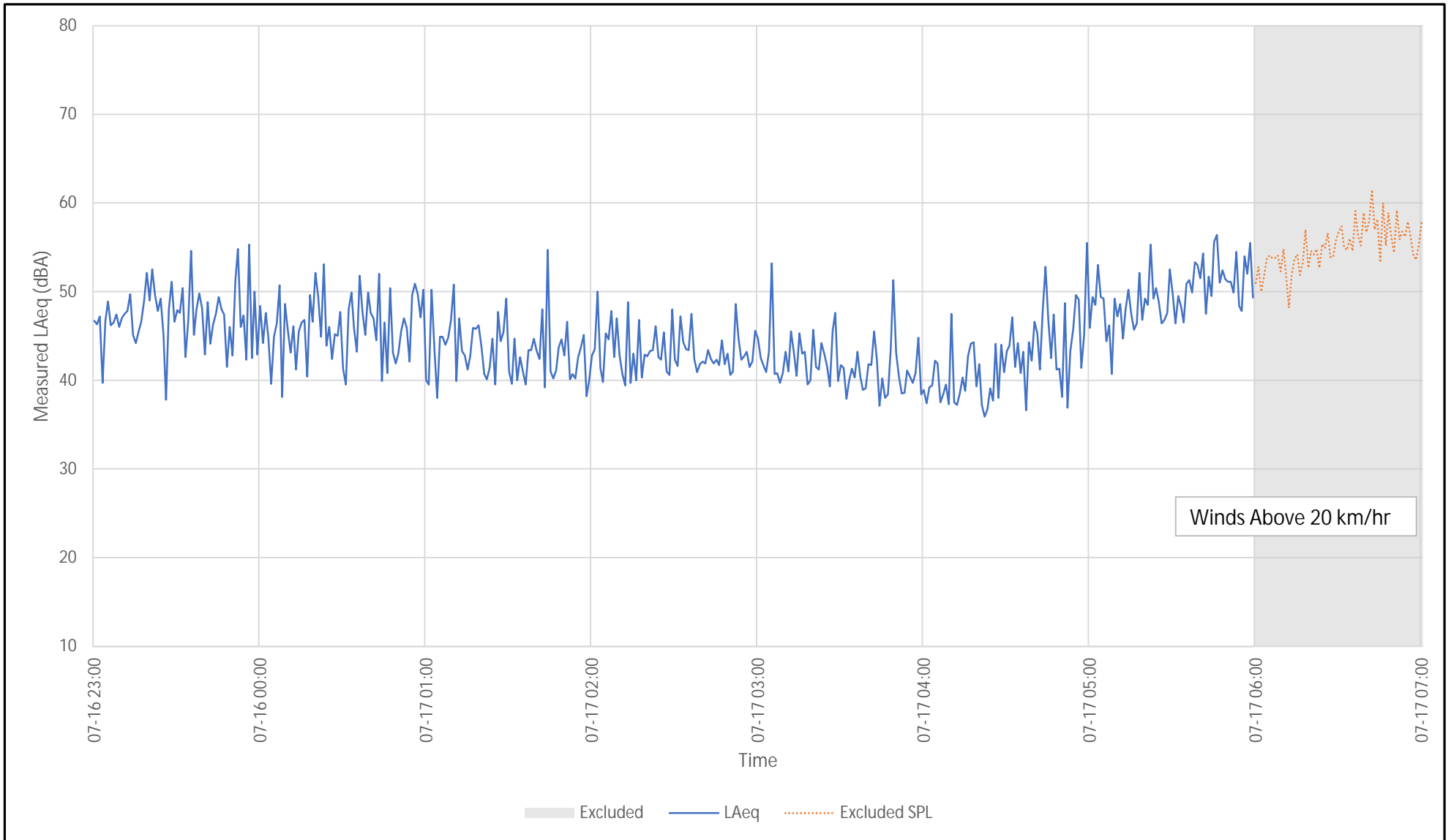
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Date Revised:

3/26/2026

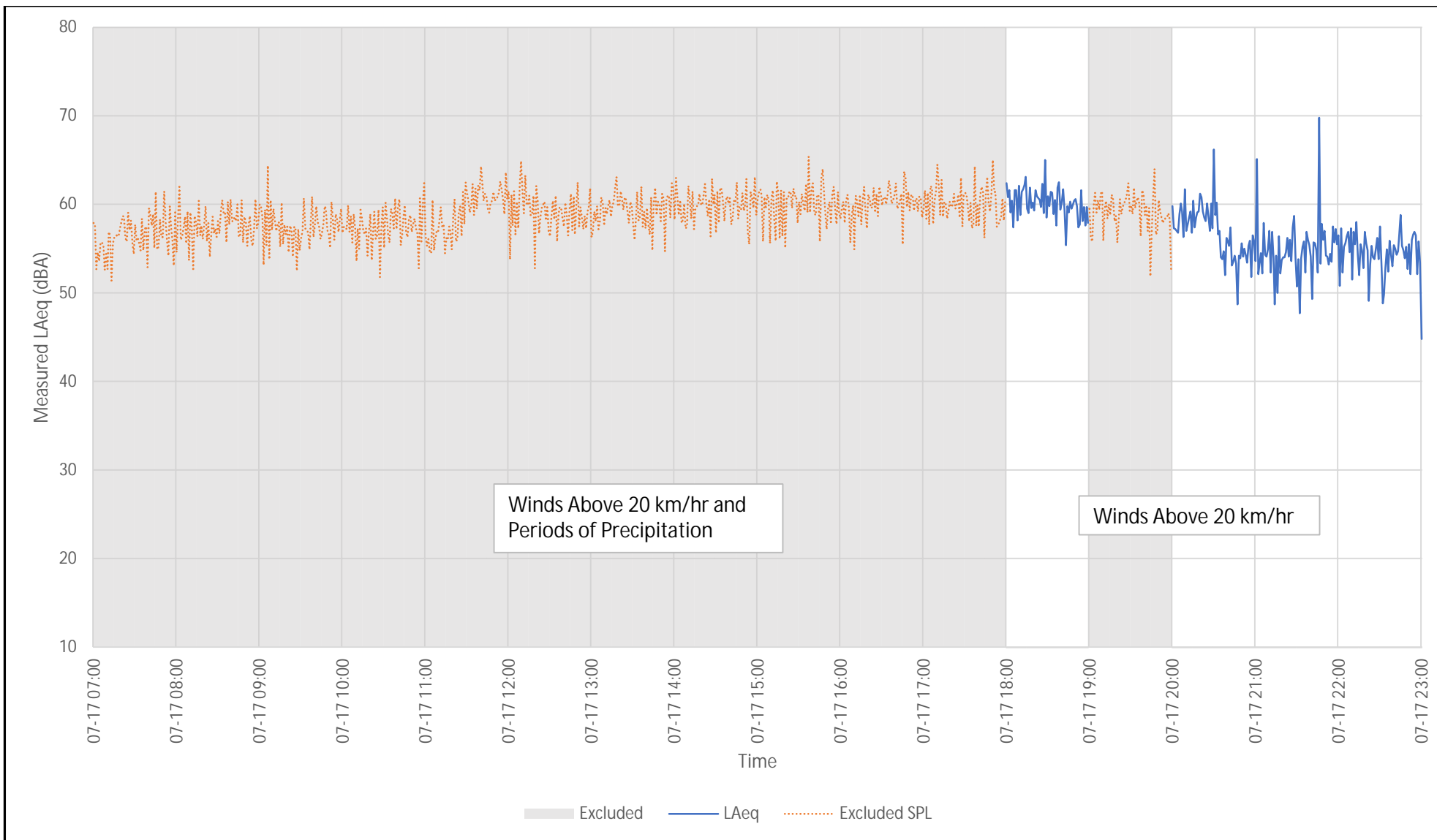


## Appendix B - Measured Sound Levels



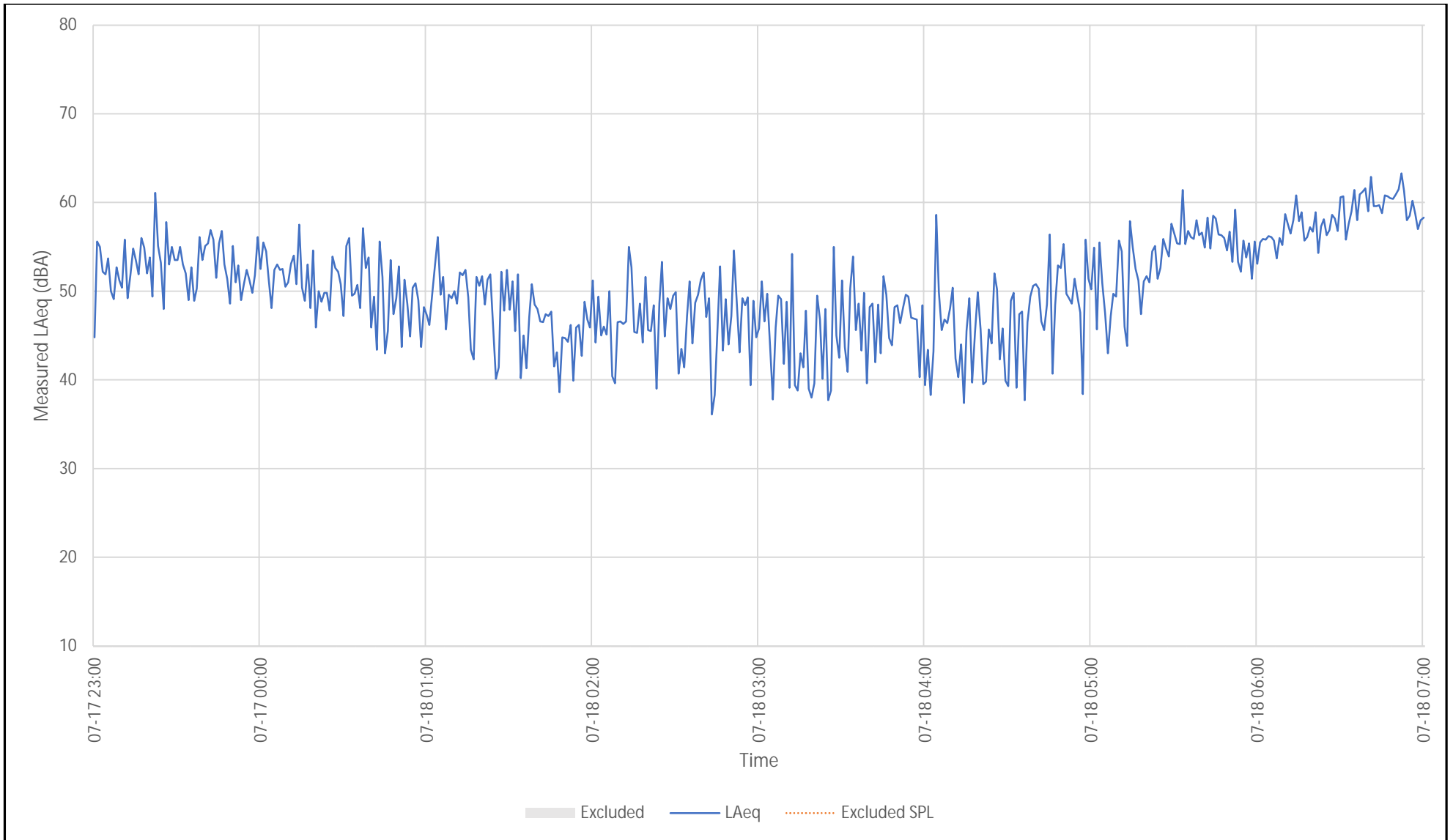
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| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/16 to 2025/07/17 | Figure No.    | B5        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/17 | Figure No.    | B6        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |


## Appendix B - Measured Sound Levels



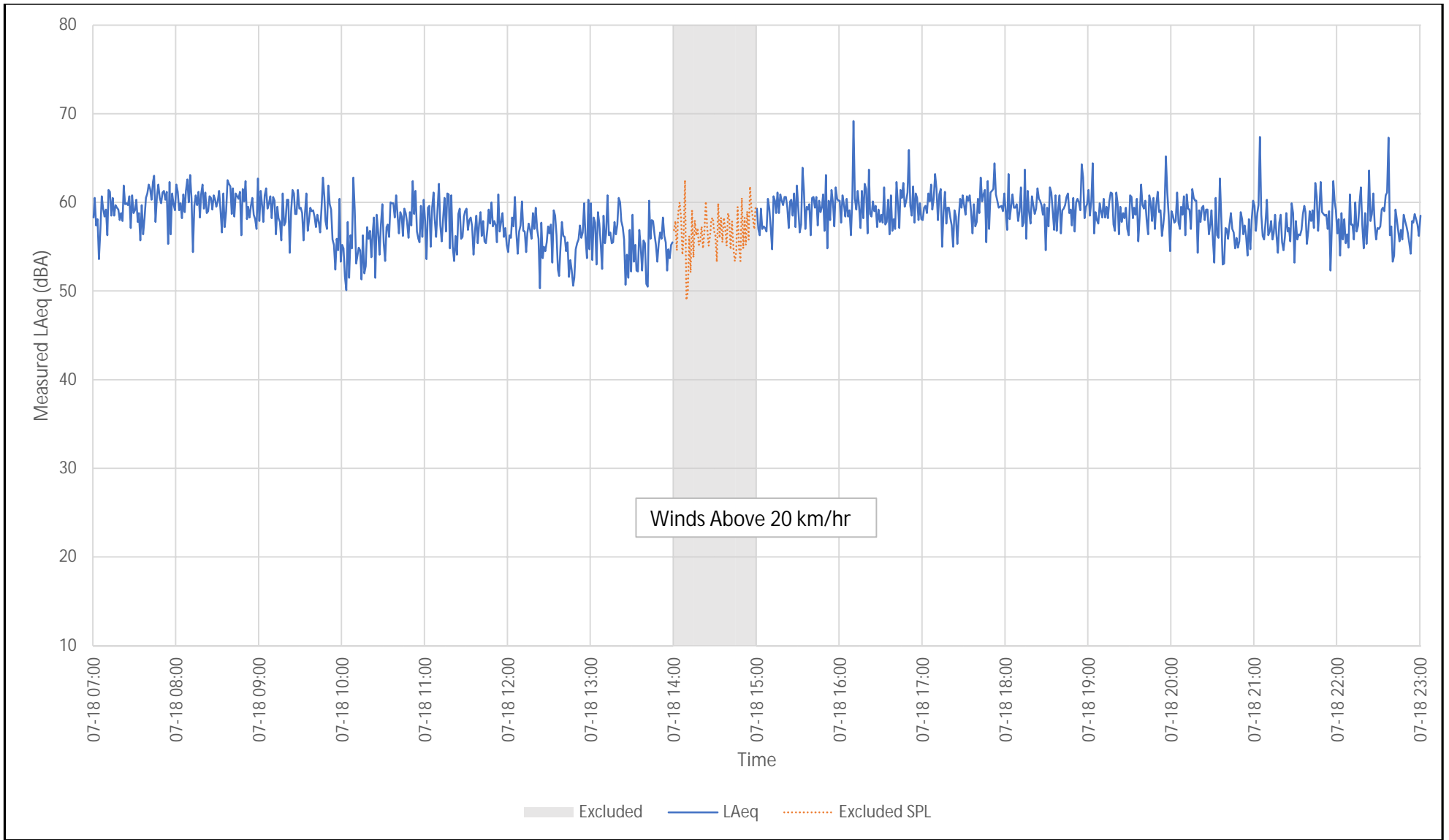
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/17 to 2025/07/18

Project #2402272

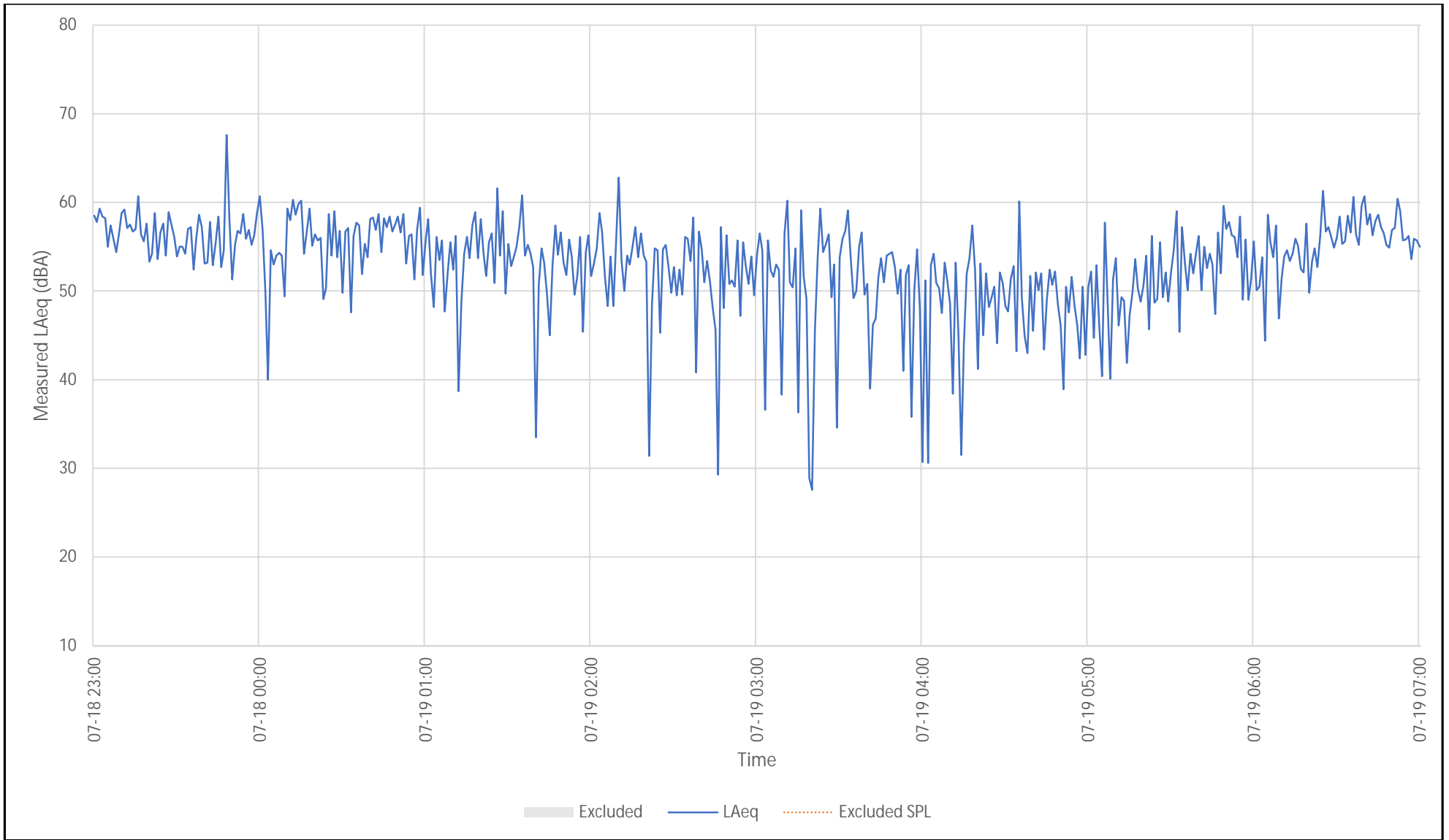
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| Figure No.    | B7        |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/18 | Figure No.    | B8        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |


## Appendix B - Measured Sound Levels



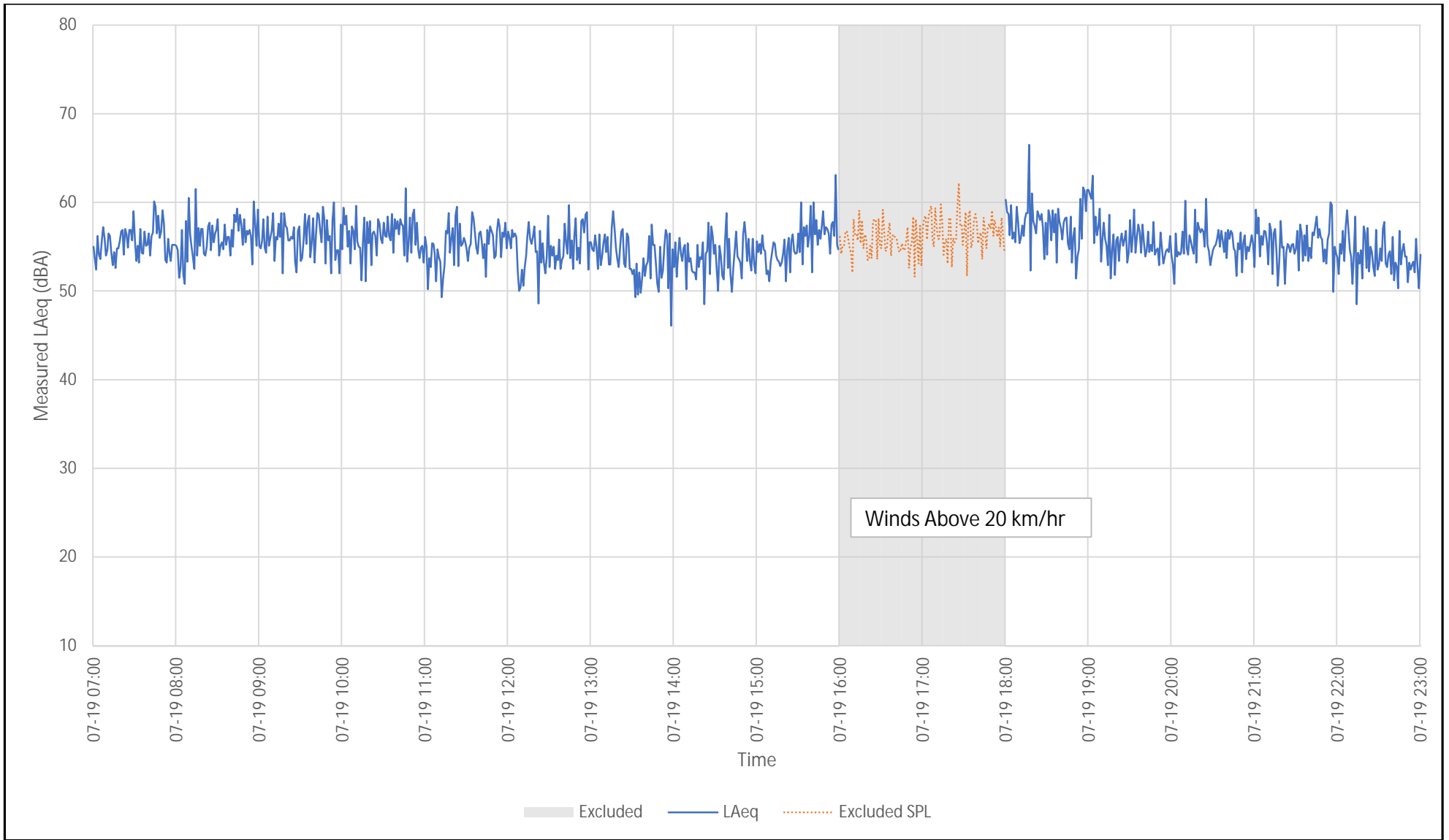
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/18 to 2025/07/19

Project #2402272

|               |           |   |
|---------------|-----------|---|
| Figure No.    | B9        |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/19

Project #2402272

Figure No.

B10

Drawn By:

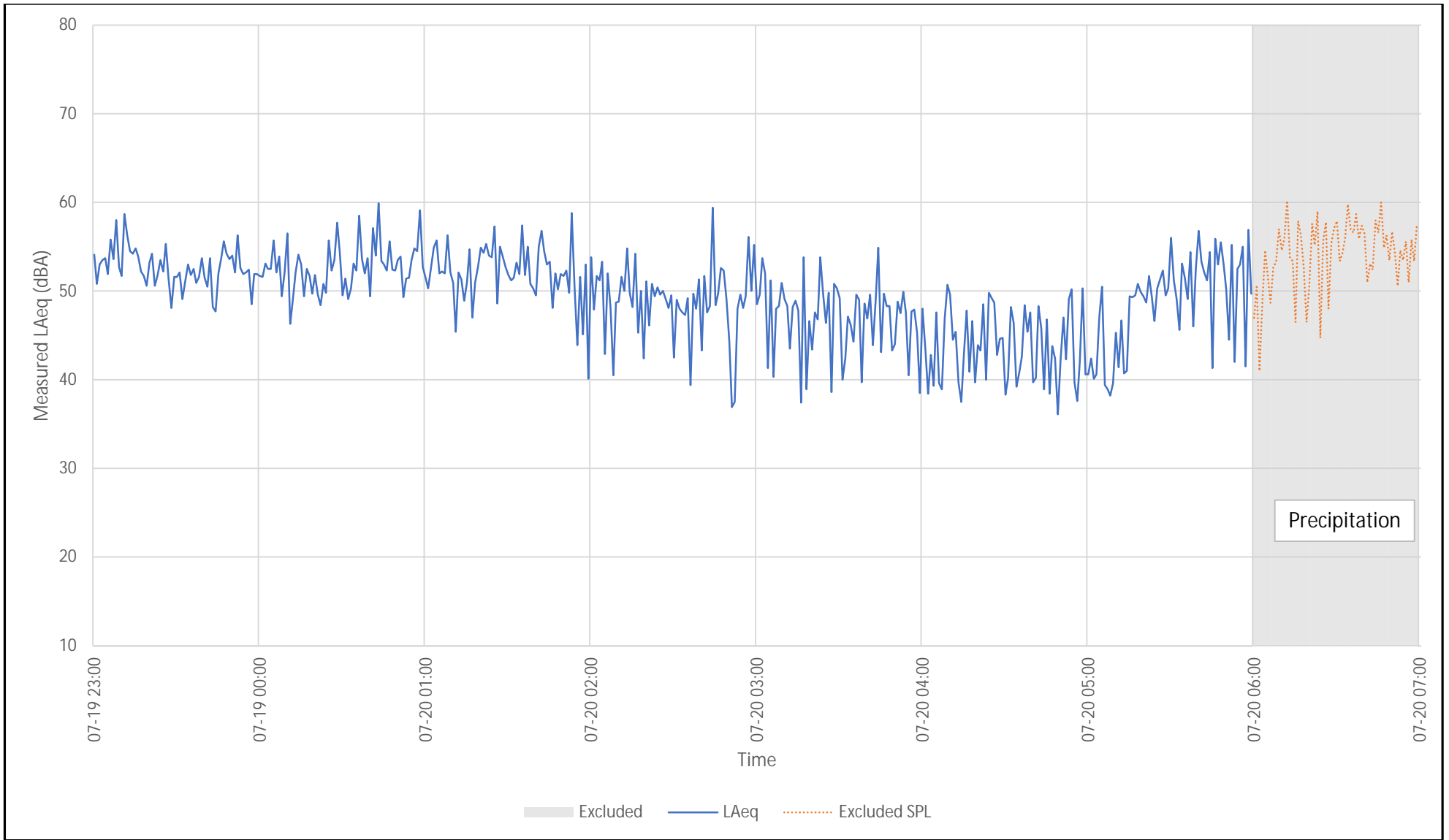
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/19 to 2025/07/20

Project #2402272

Figure No.

B11

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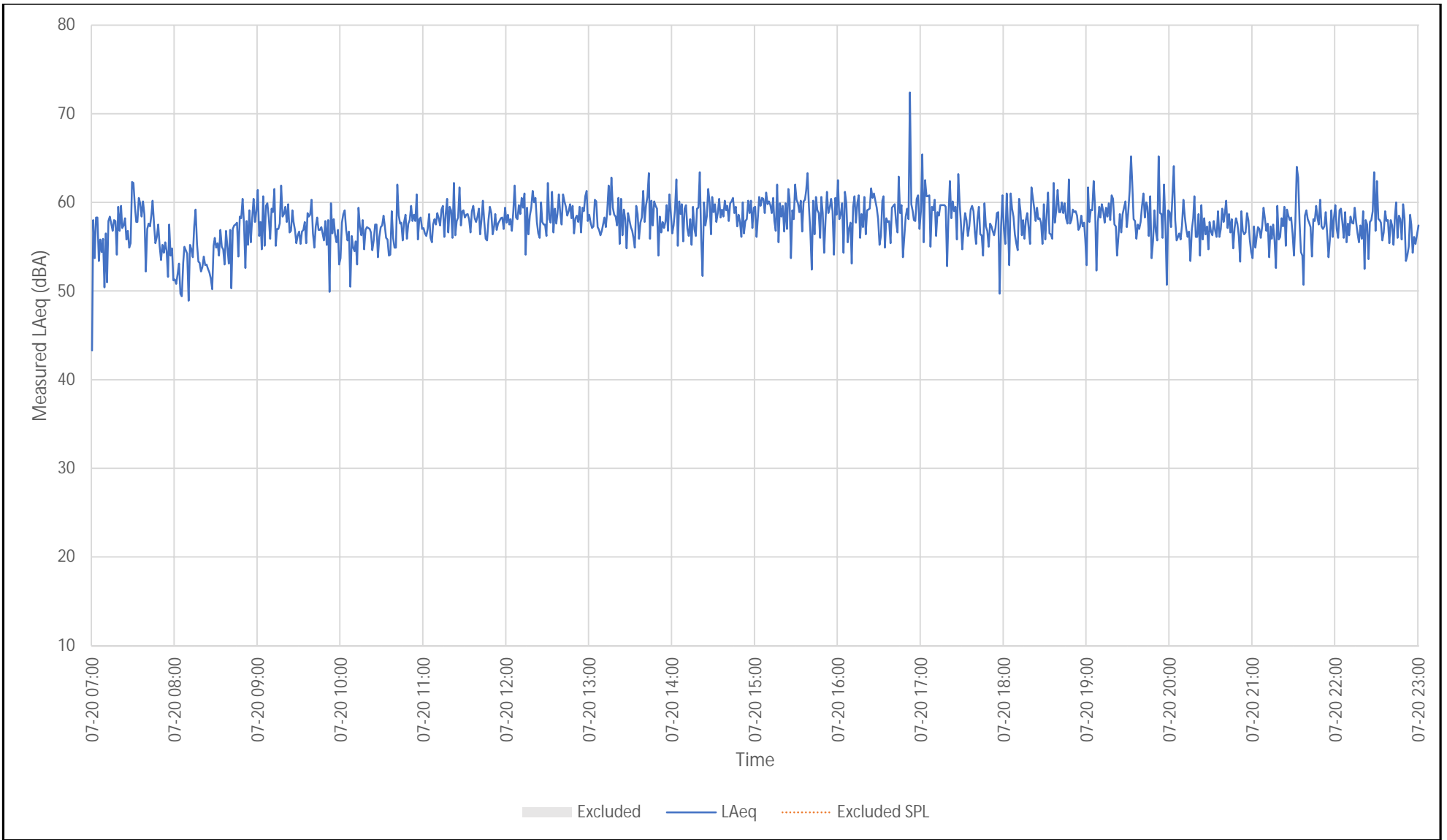
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{E\Omega}$  Sound Levels

Measurement Period: 2025/07/20

Project #2402272

Figure No.

B12

Drawn By:

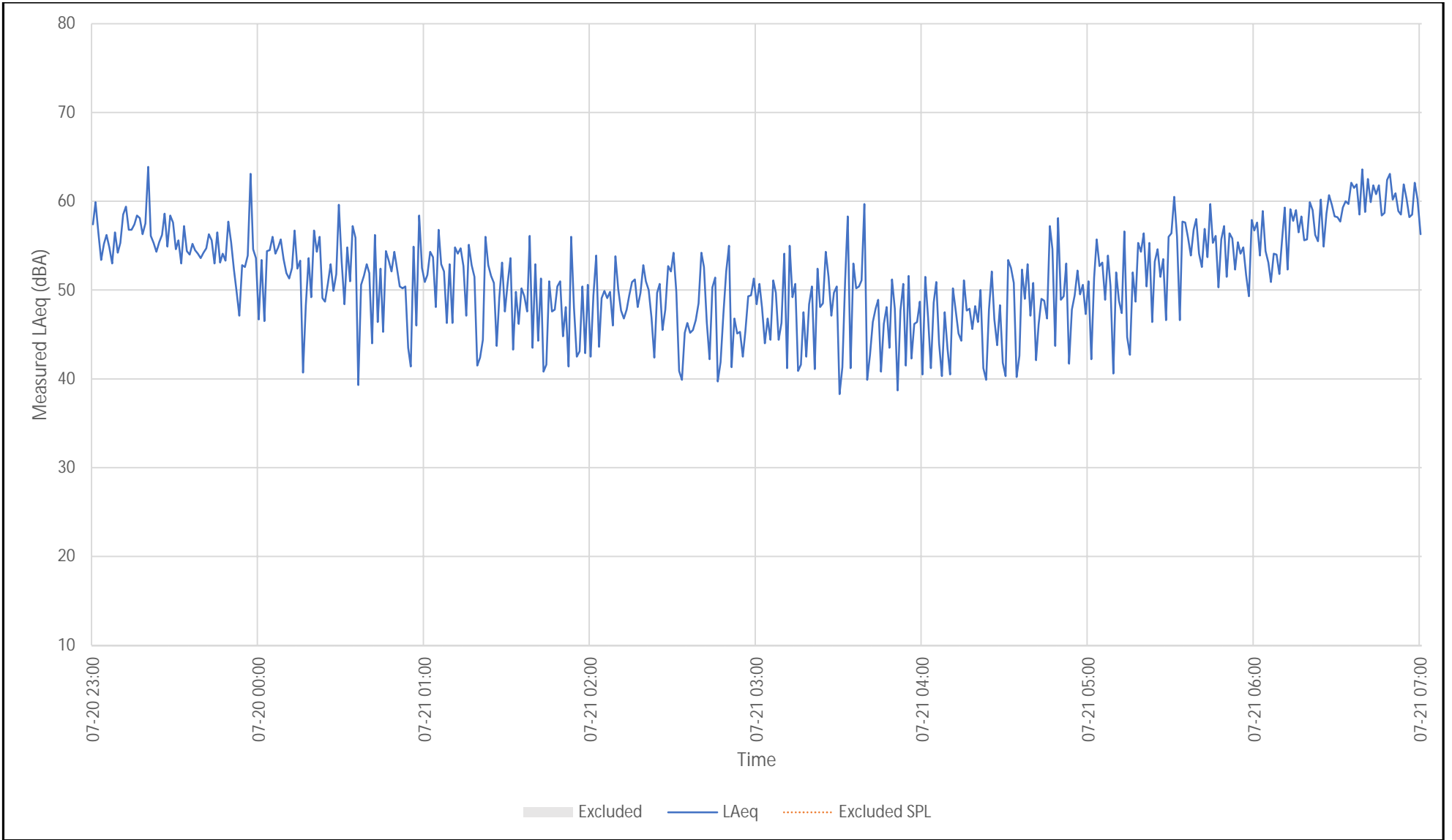
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/20 to 2025/07/21

Project #2402272

Figure No.

B13

Drawn By:

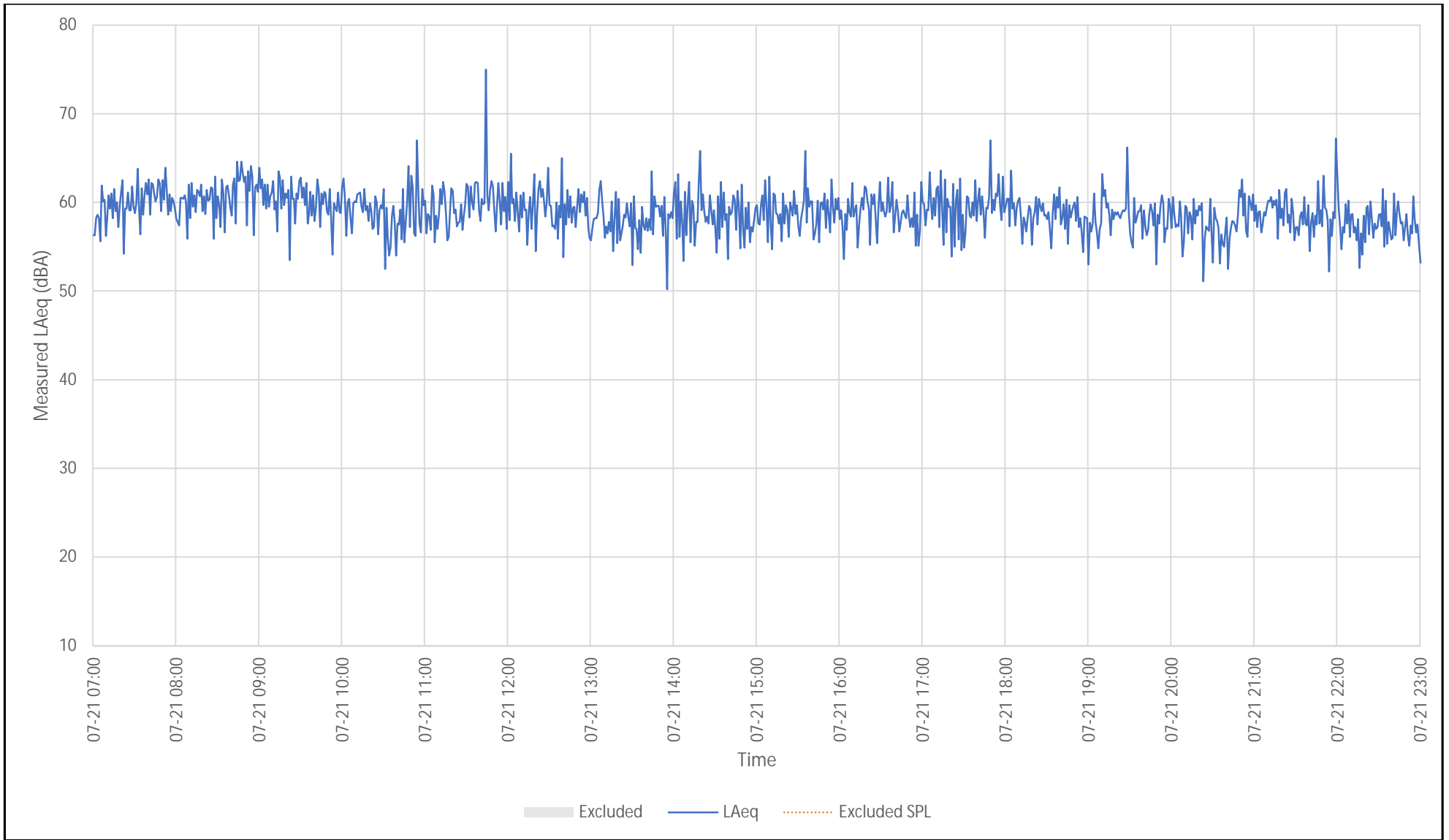
MPP

Date Revised:

3/26/2026

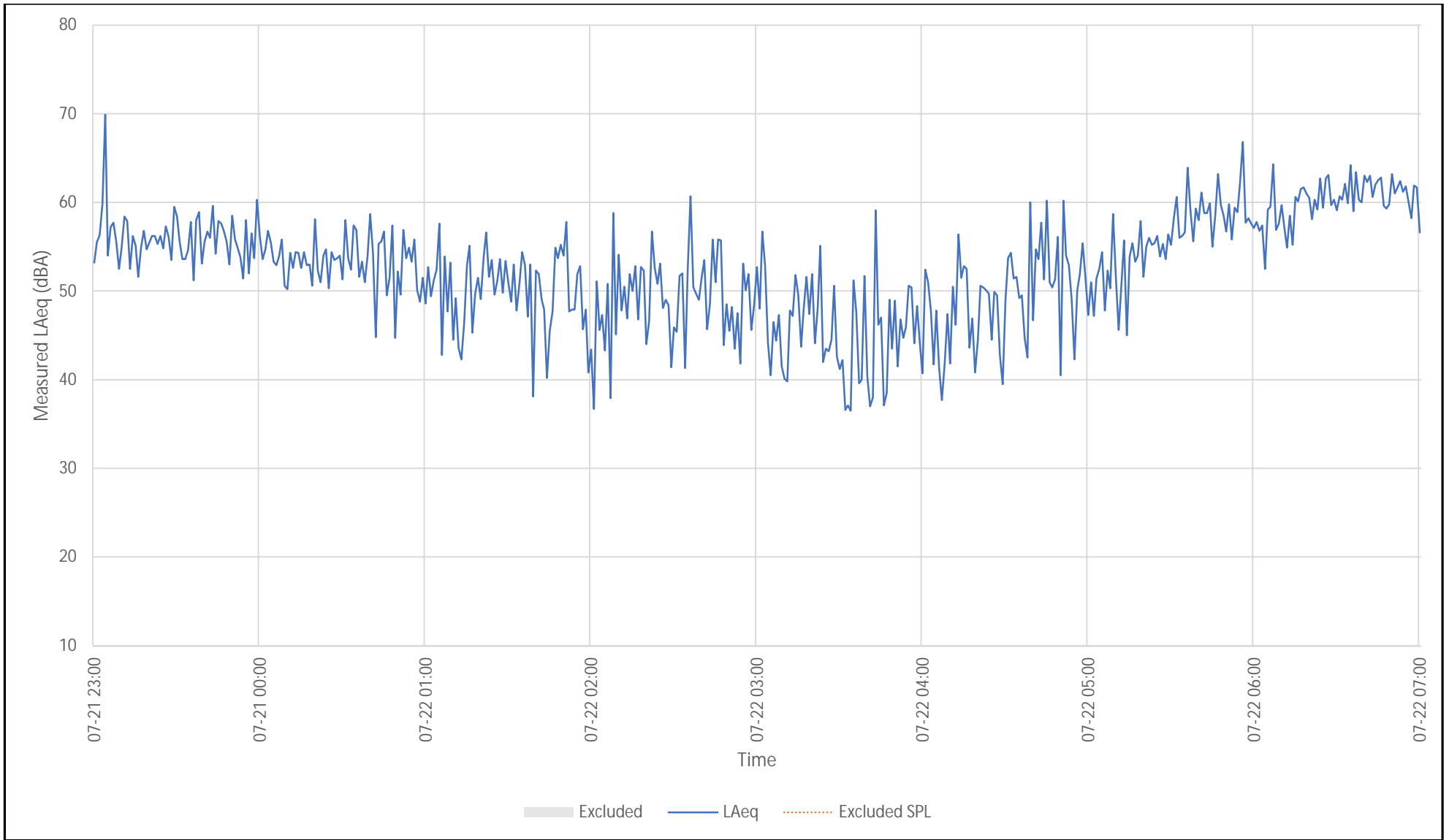


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/21 | Figure No.    | B14       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/21 to 2025/07/22

Project #2402272

Figure No.

B15

Drawn By:

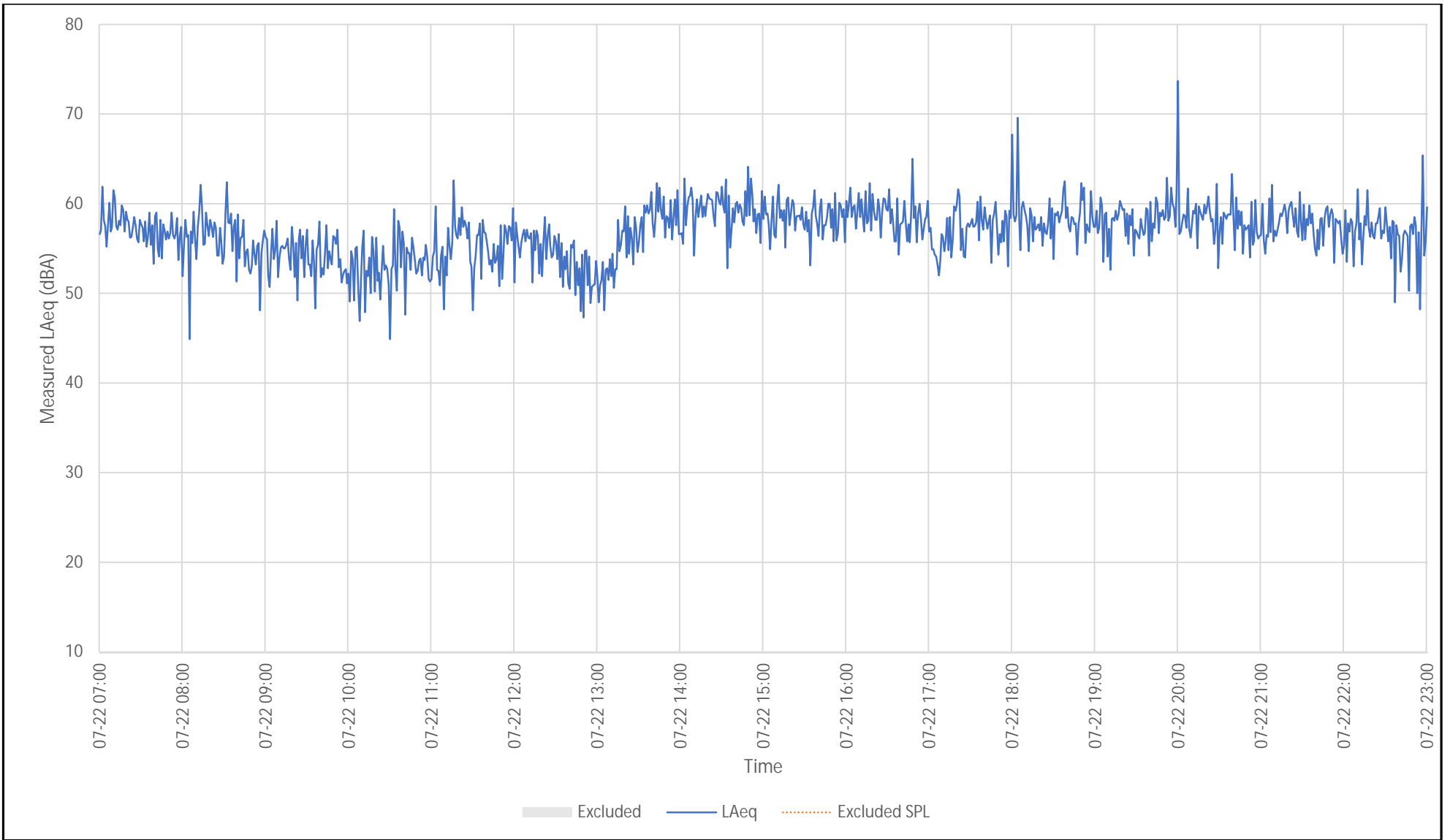
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/22

Project #2402272

Figure No.

B16

Drawn By:

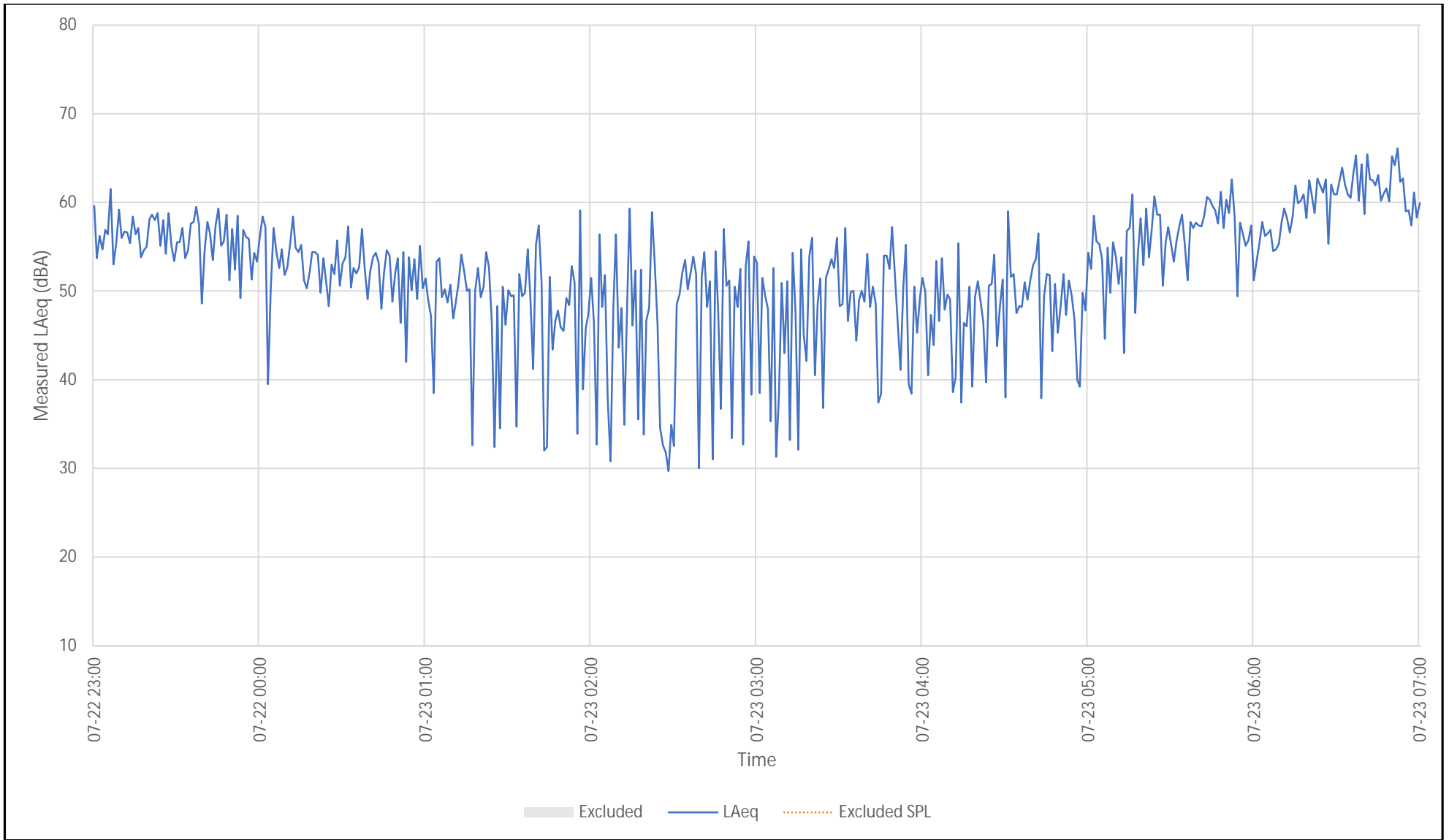
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/22 to 2025/07/23

Project #2402272

Figure No.

B17

Drawn By:

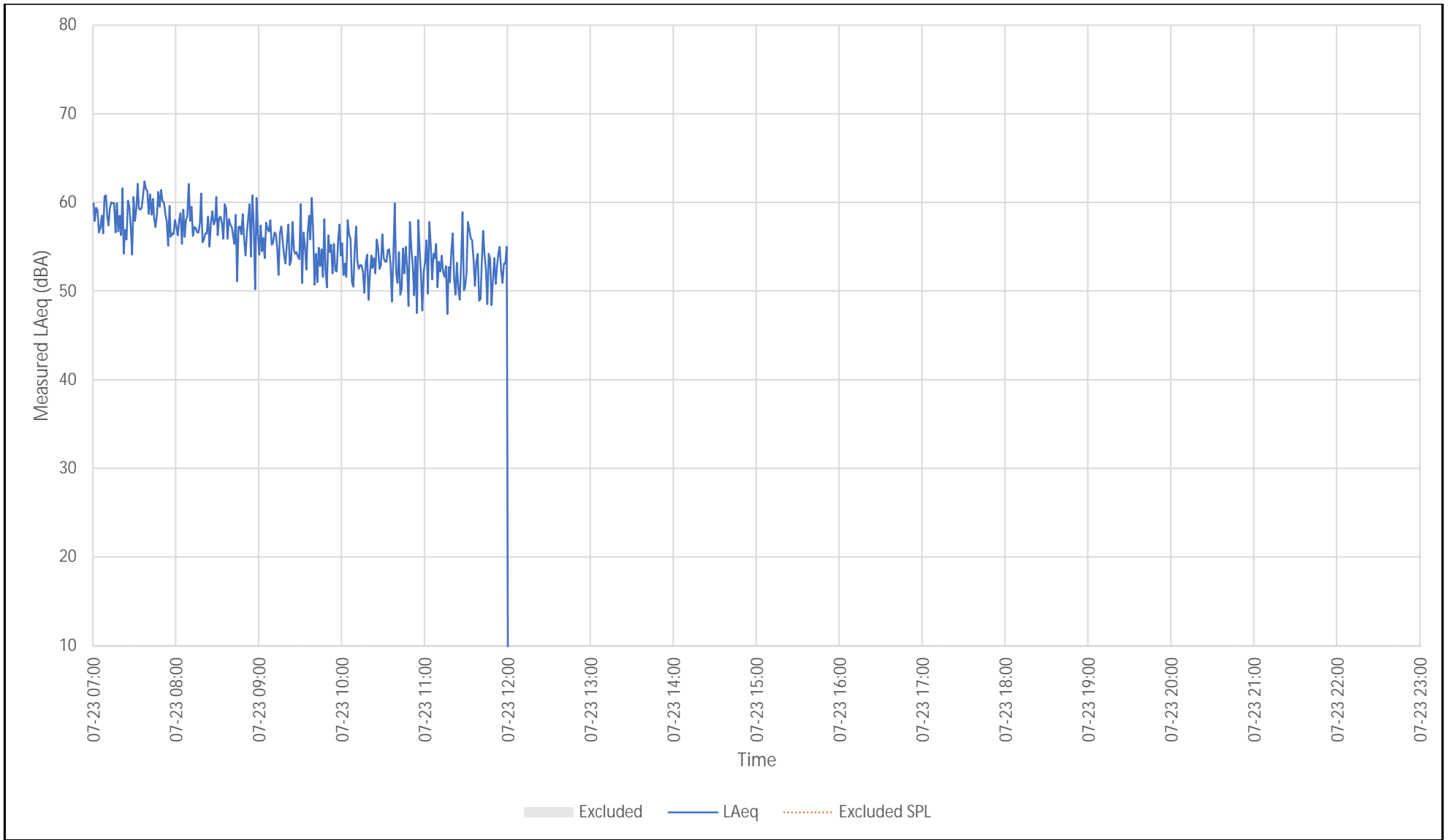
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/23

Project #2402272

Figure No.

B18

Drawn By:

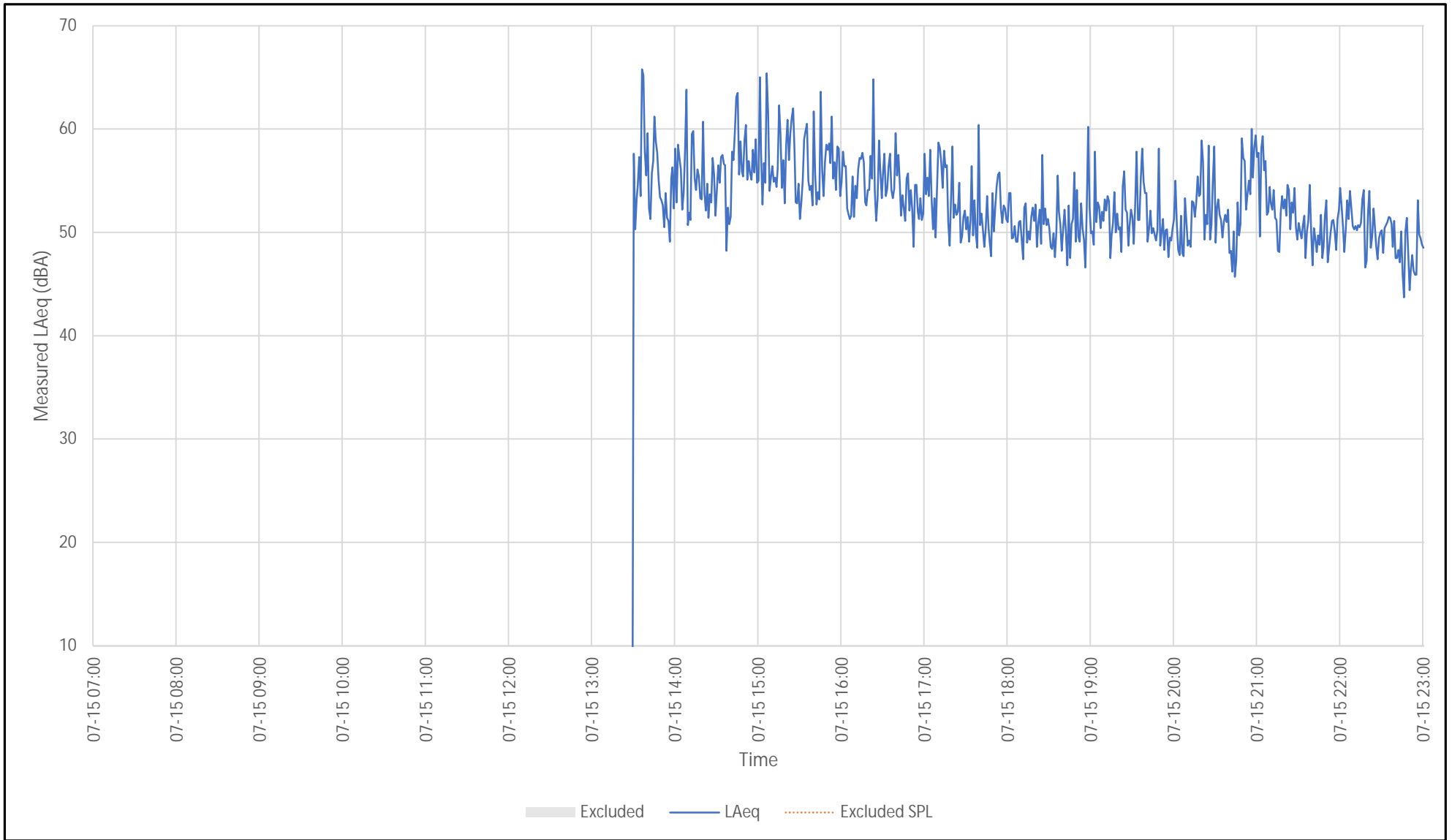
MPP

Date Revised:

3/26/2026

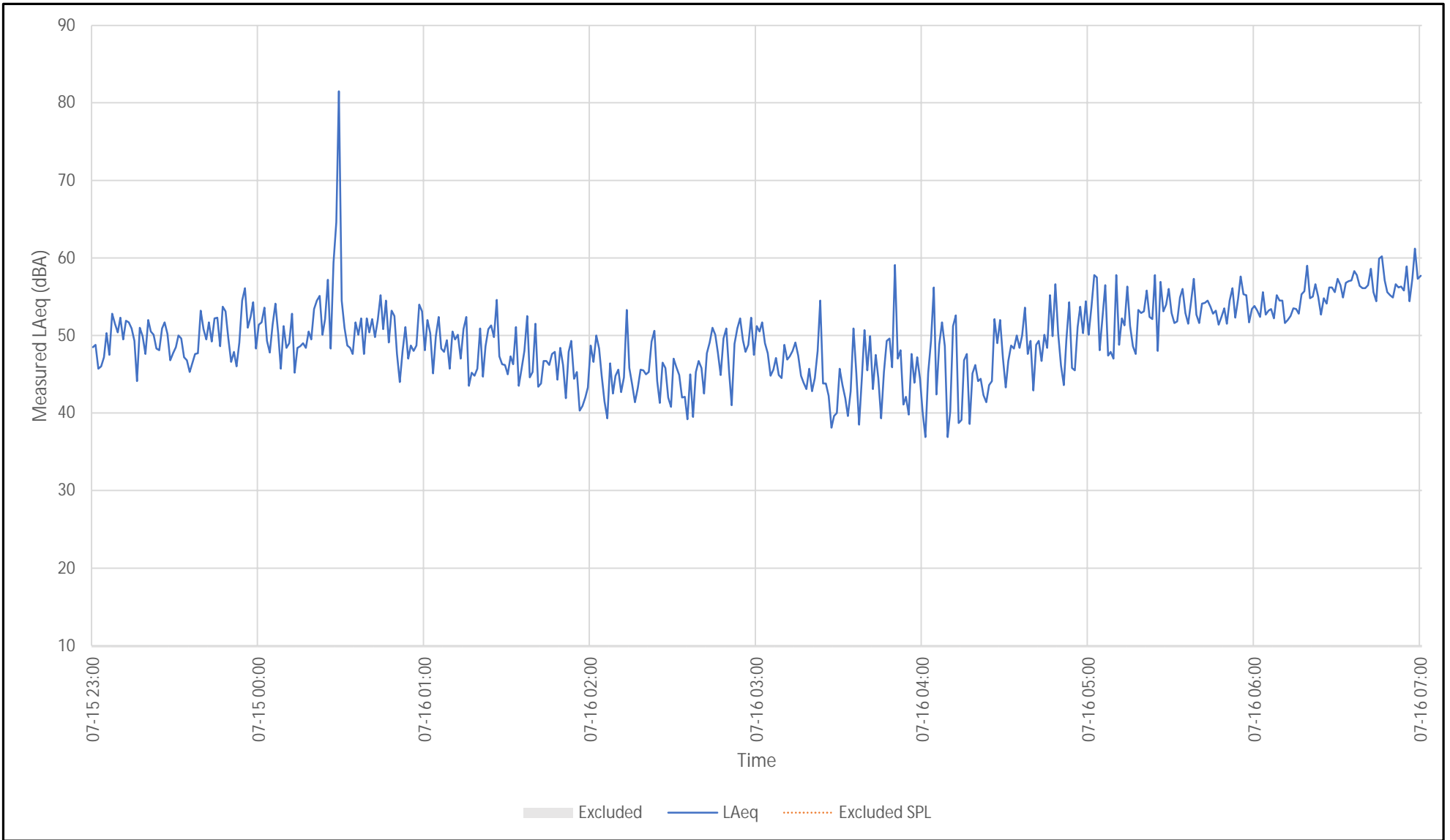



## Appendix B - Measured Sound Levels



|   |               |           |   |
|---|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{EQ}$ Sound Levels<br><br>Measurement Period: 2025/07/15 | Figure No.    | B1        |  |
|   | Drawn By:     | MPP       |   |
|   | Date Revised: | 3/26/2026 |   |
| Project #2402272  |               |           |   |

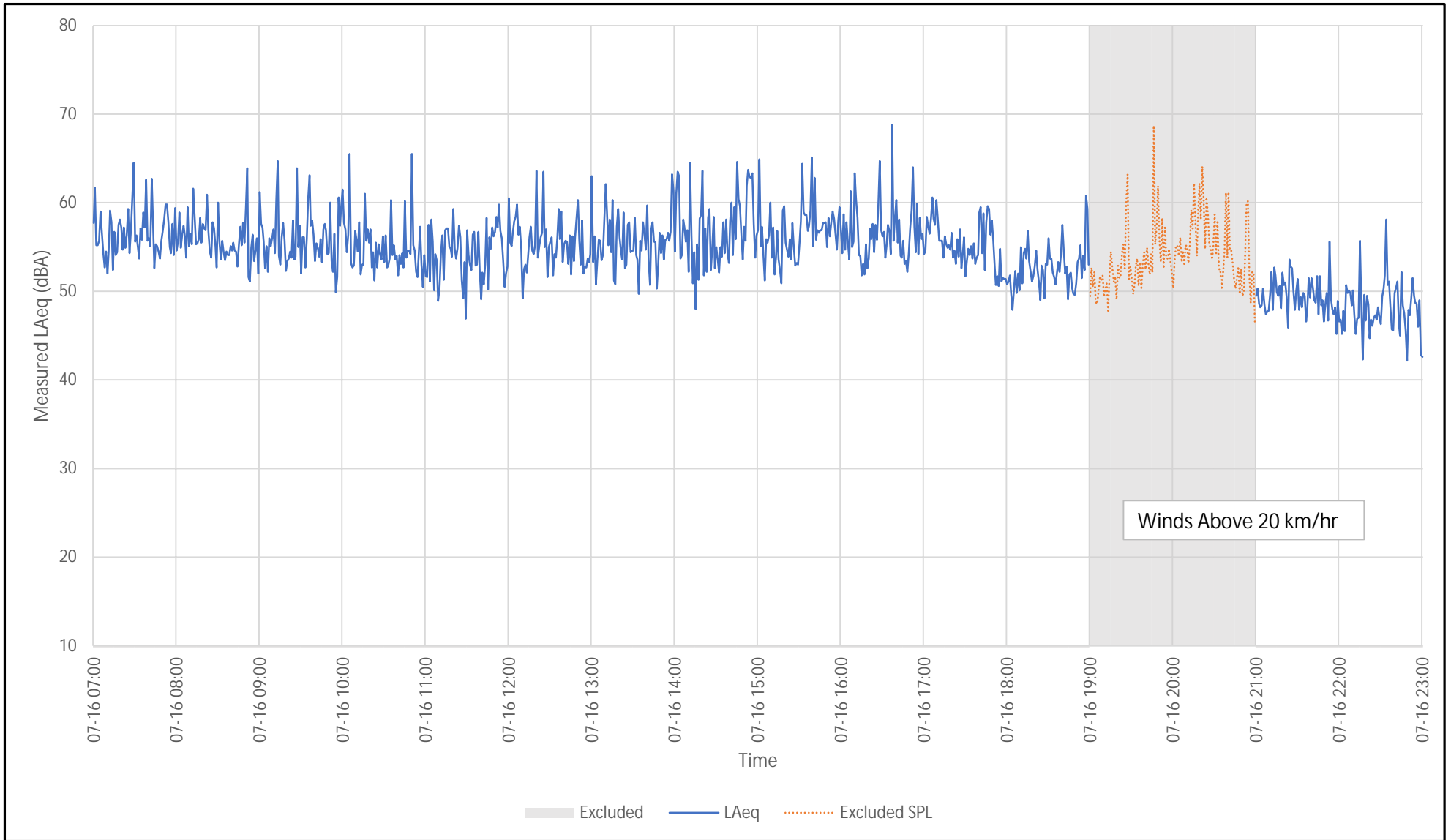
## Appendix B - Measured Sound Levels



|  |               |           |   |
|--|---------------|-----------|---|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/15 to 2025/07/16 | Figure No.    | B2        |  |
|  | Drawn By:     | MPP       |   |
|  | Date Revised: | 3/26/2026 |   |

Project #2402272

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16

Project #2402272

Figure No.

B3

Drawn By:

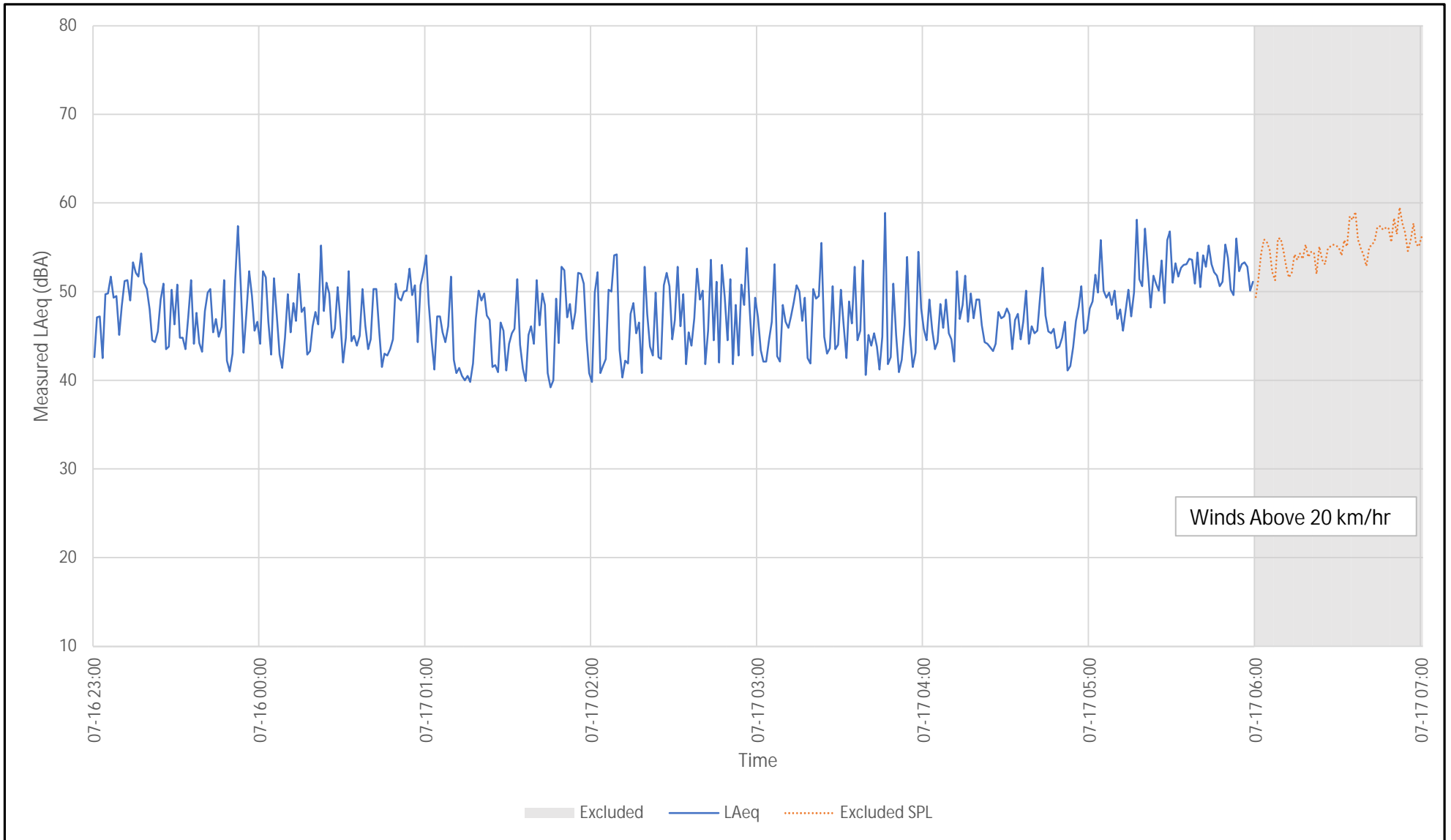
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/16 to 2025/07/17

Project #2402272

Figure No.

B5

Drawn By:

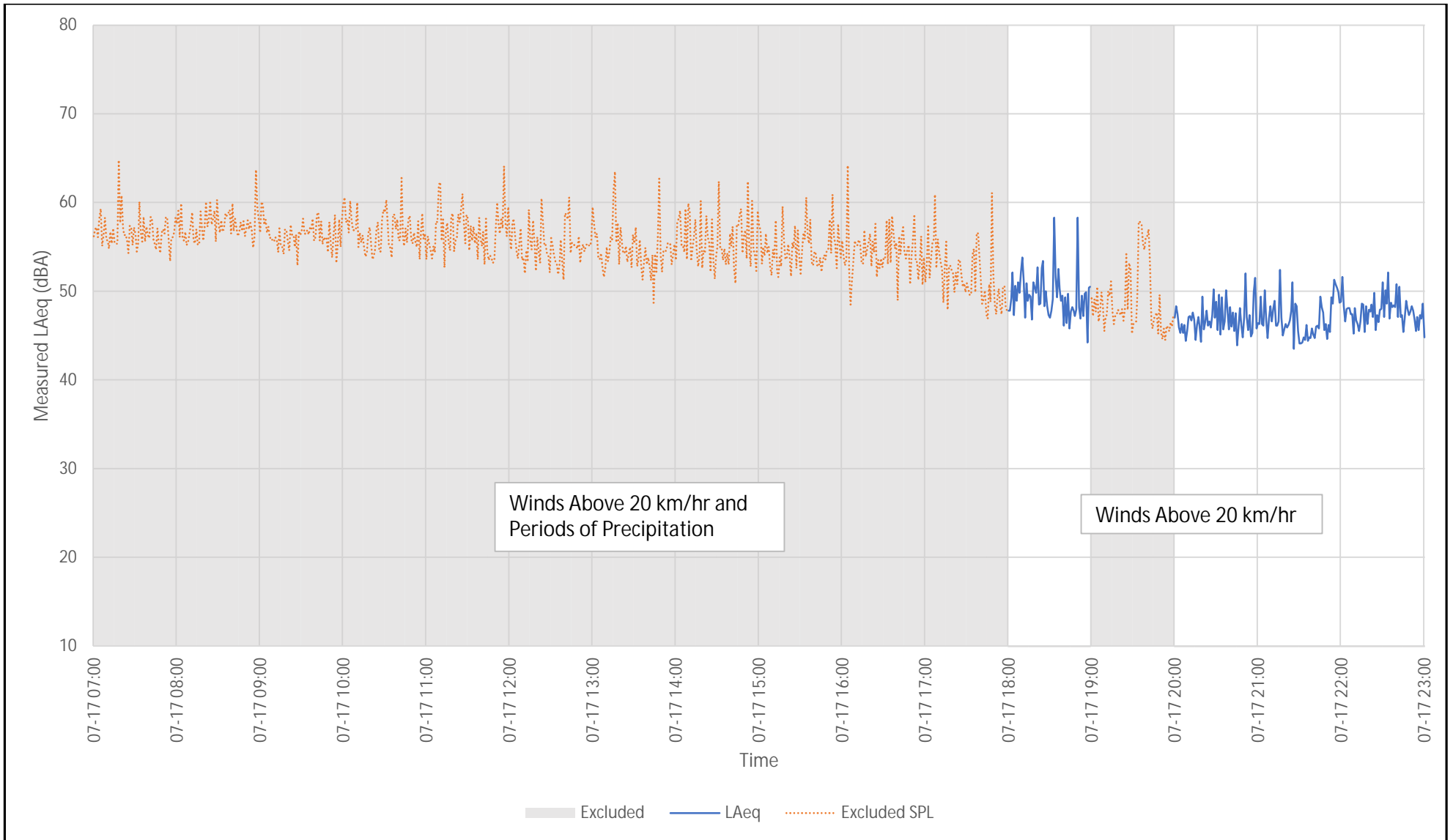
MPP

Date Revised:

3/26/2026

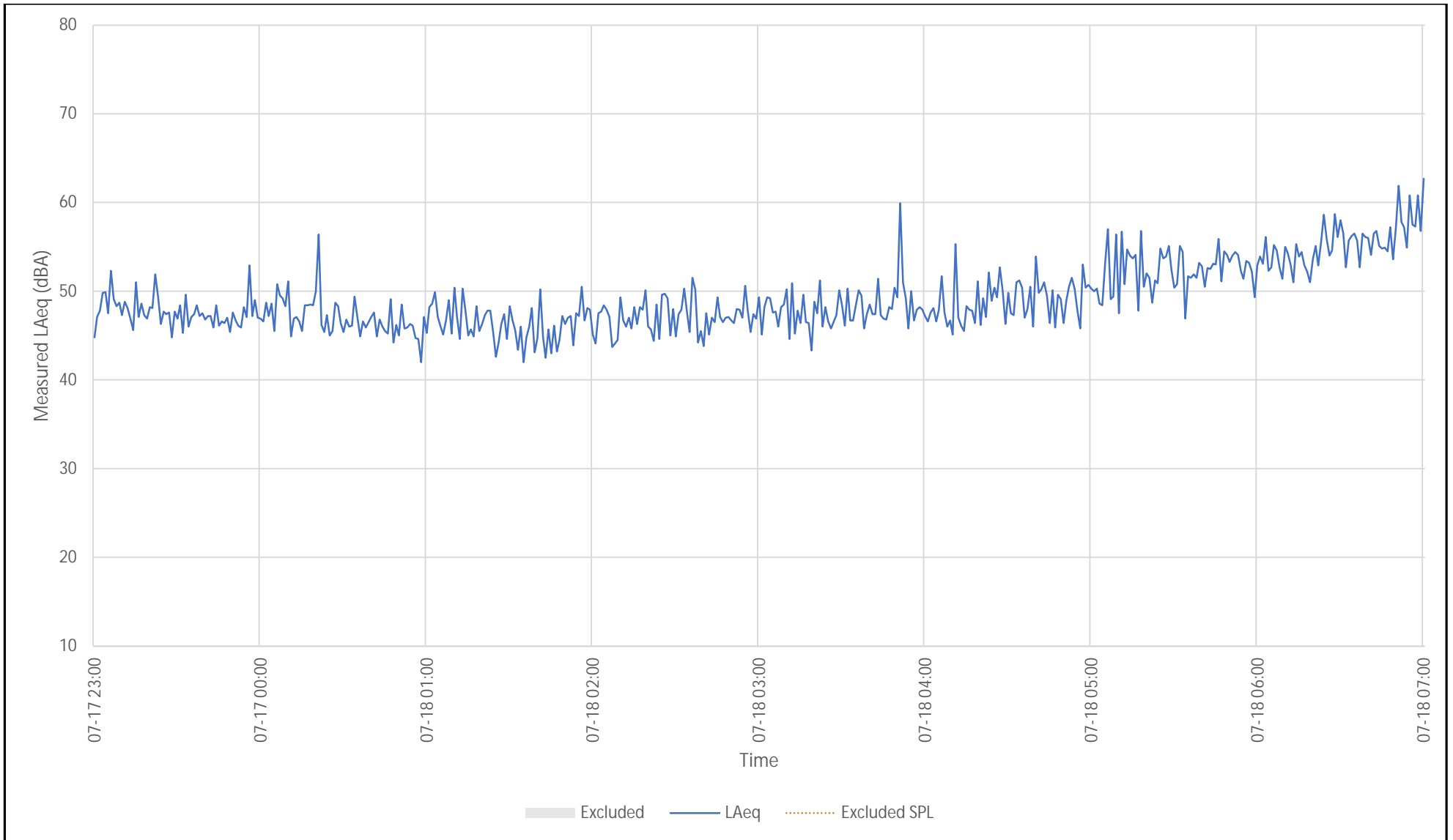


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/17 | Figure No.    | B6        |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/17 to 2025/07/18

Project #2402272

Figure No.

B7

Drawn By:

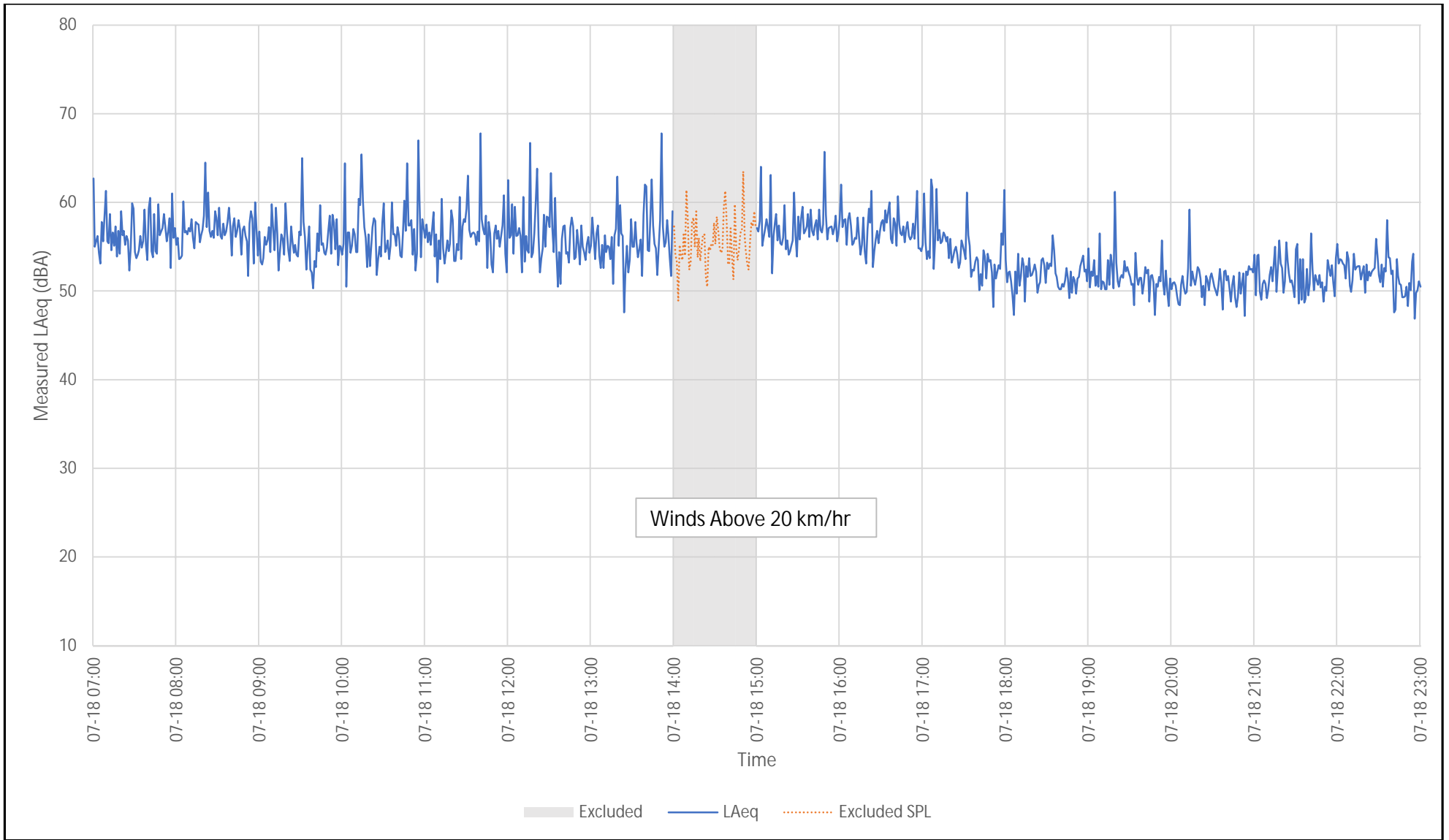
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/18

Project #2402272

Figure No.

B8

Drawn By:

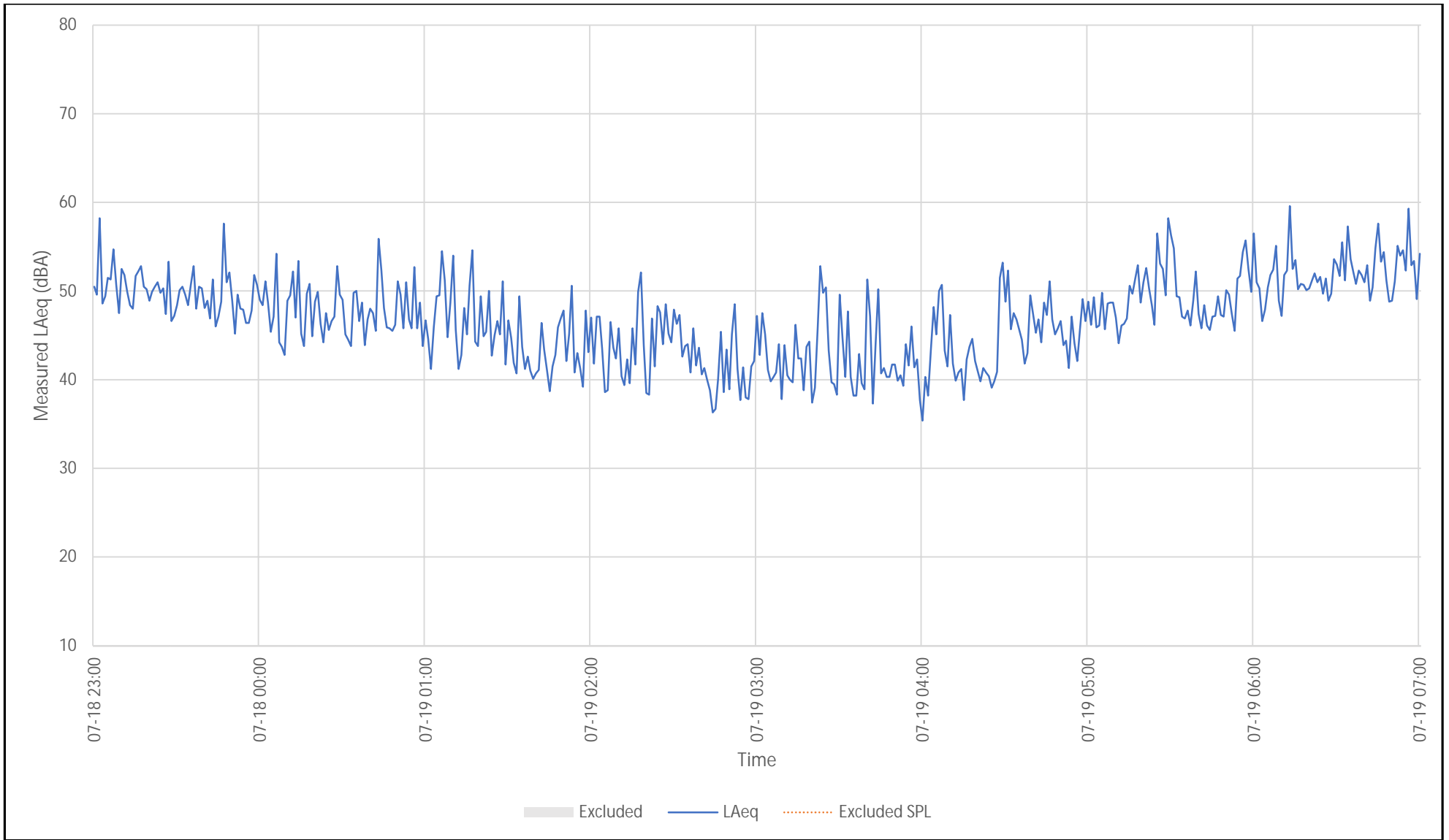
MPP

Date Revised:

3/26/2026




## Appendix B - Measured Sound Levels



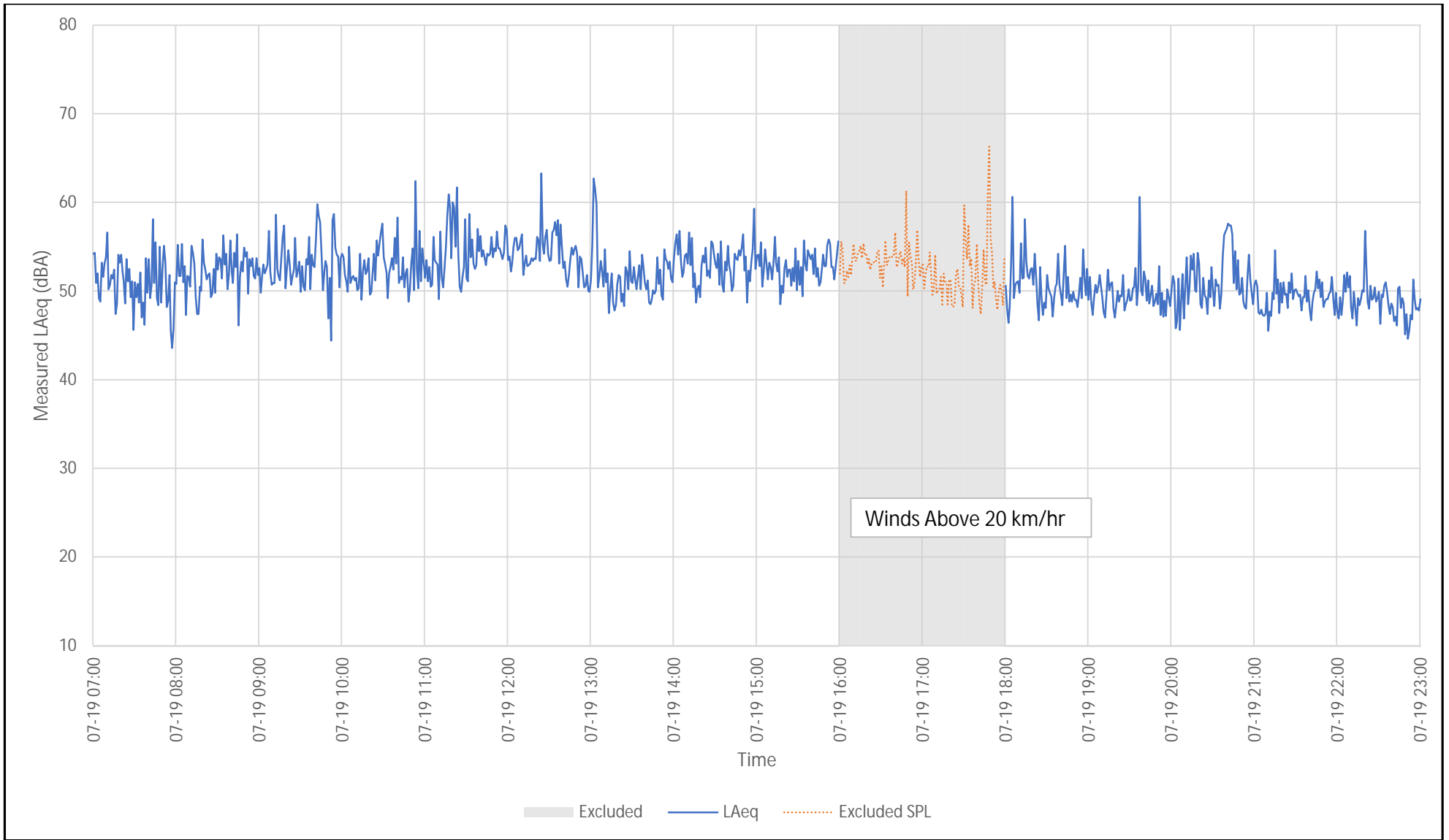
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/18 to 2025/07/19

Project #2402272

|               |           |   |
|---------------|-----------|---|
| Figure No.    | B9        |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/19

Project #2402272

Figure No.

B10

Drawn By:

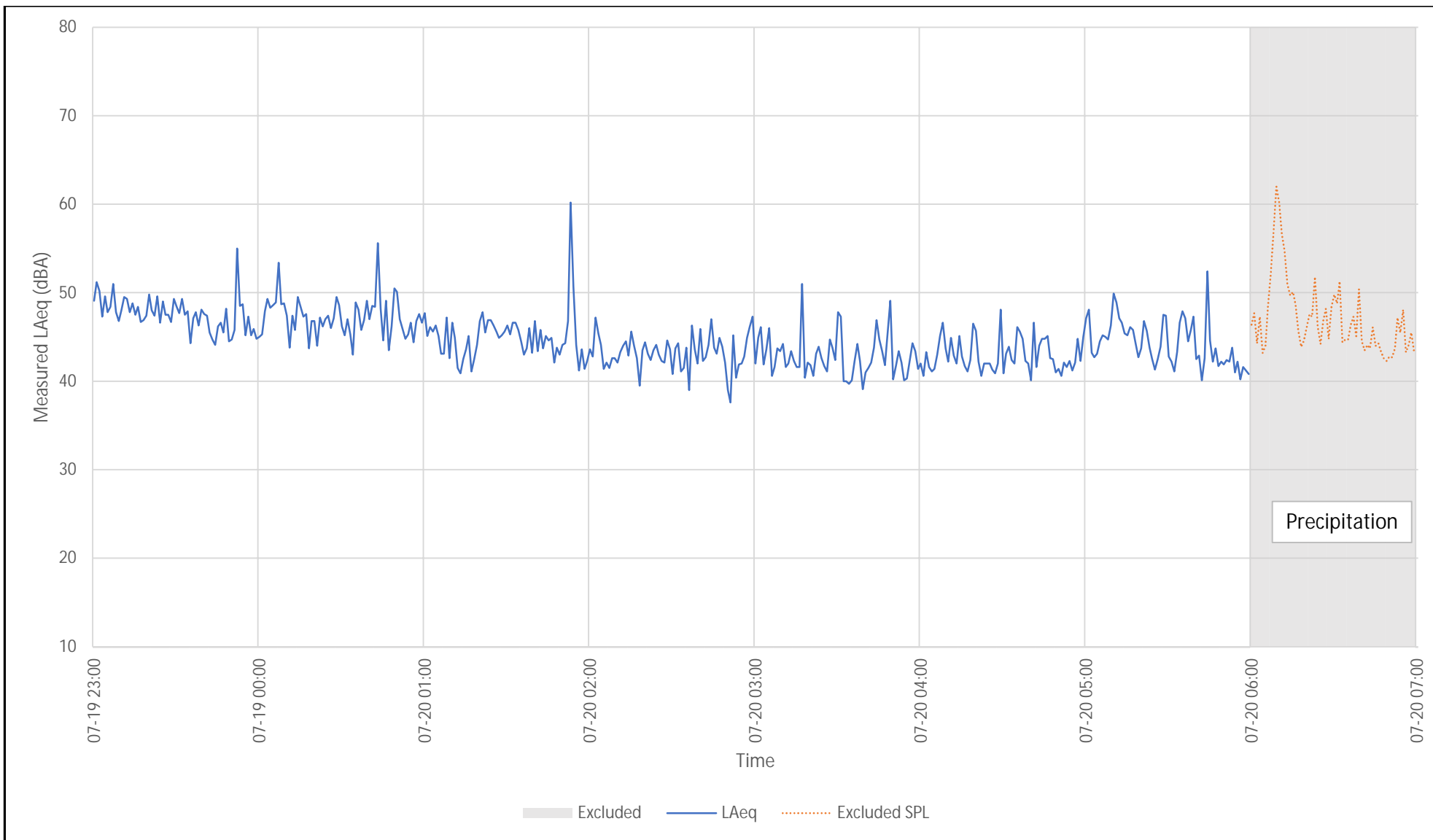
MPP

Date Revised:

3/26/2026




### Appendix B - Measured Sound Levels



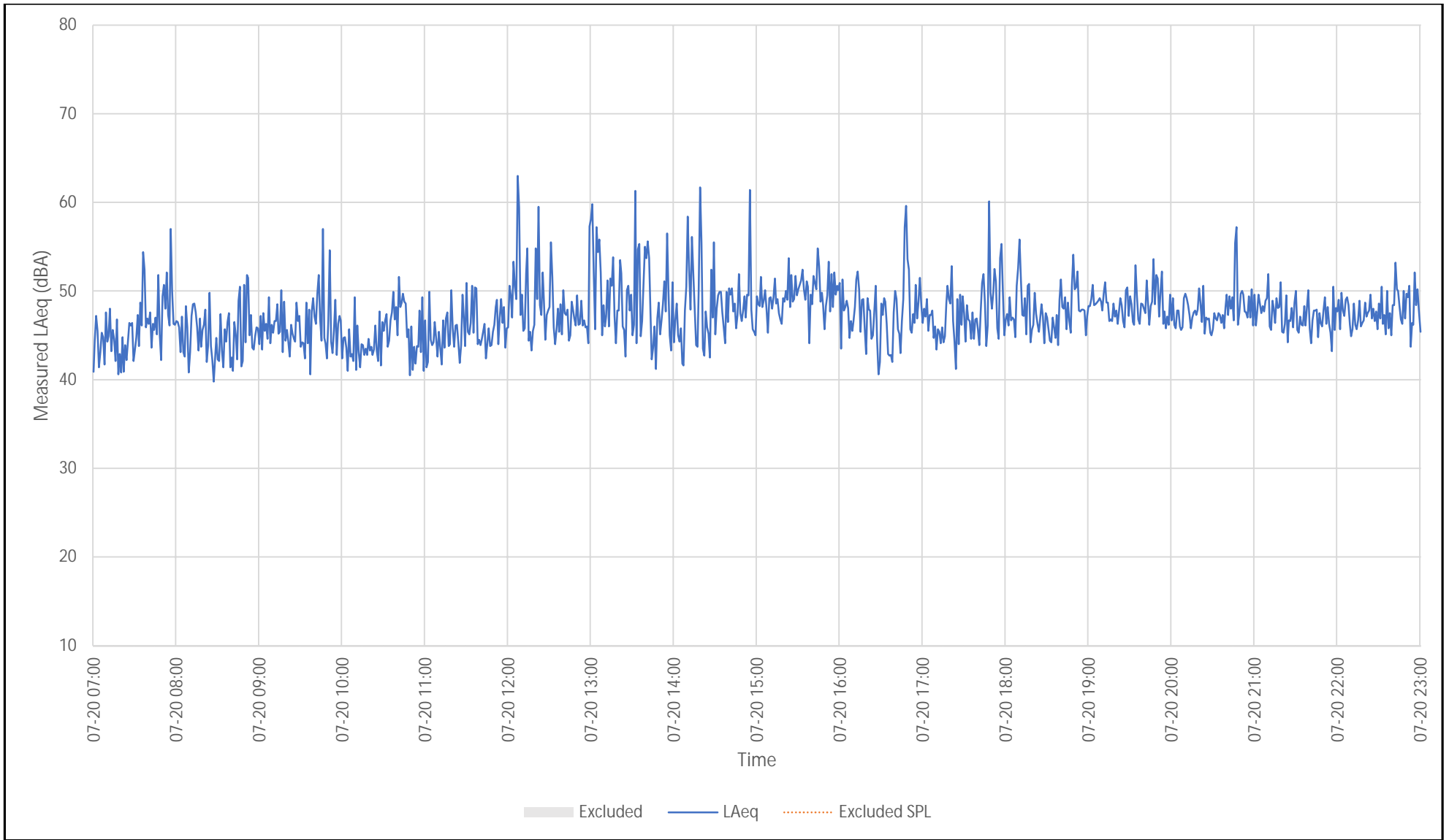
Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/19 to 2025/07/20

Project #2402272

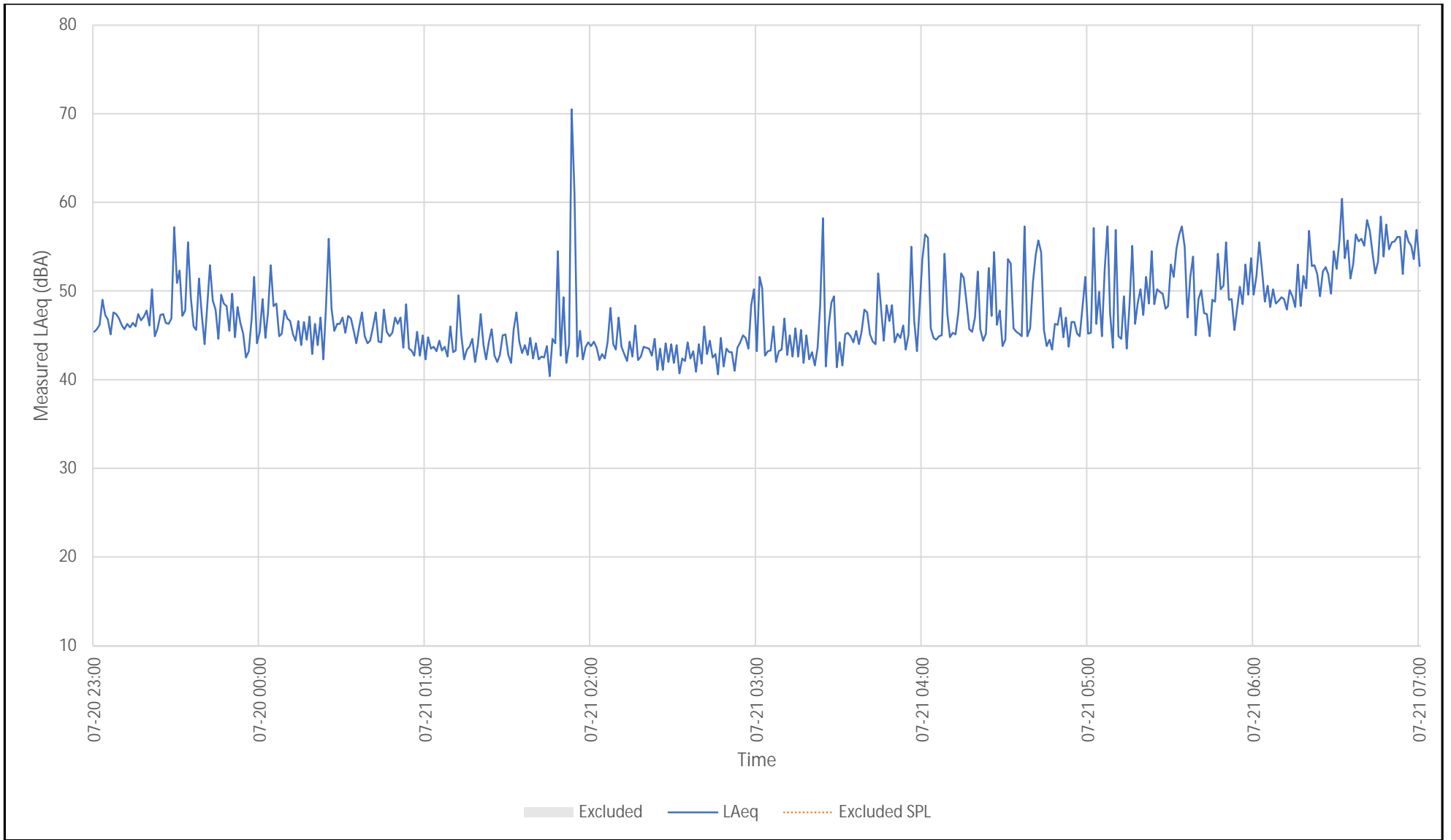
|               |           |   |
|---------------|-----------|---|
| Figure No.    | B11       |  |
| Drawn By:     | MPP       |   |
| Date Revised: | 3/26/2026 |   |

## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/20 | Figure No.    | B12       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/20 to 2025/07/21

Project #2402272

Figure No.

B13

Drawn By:

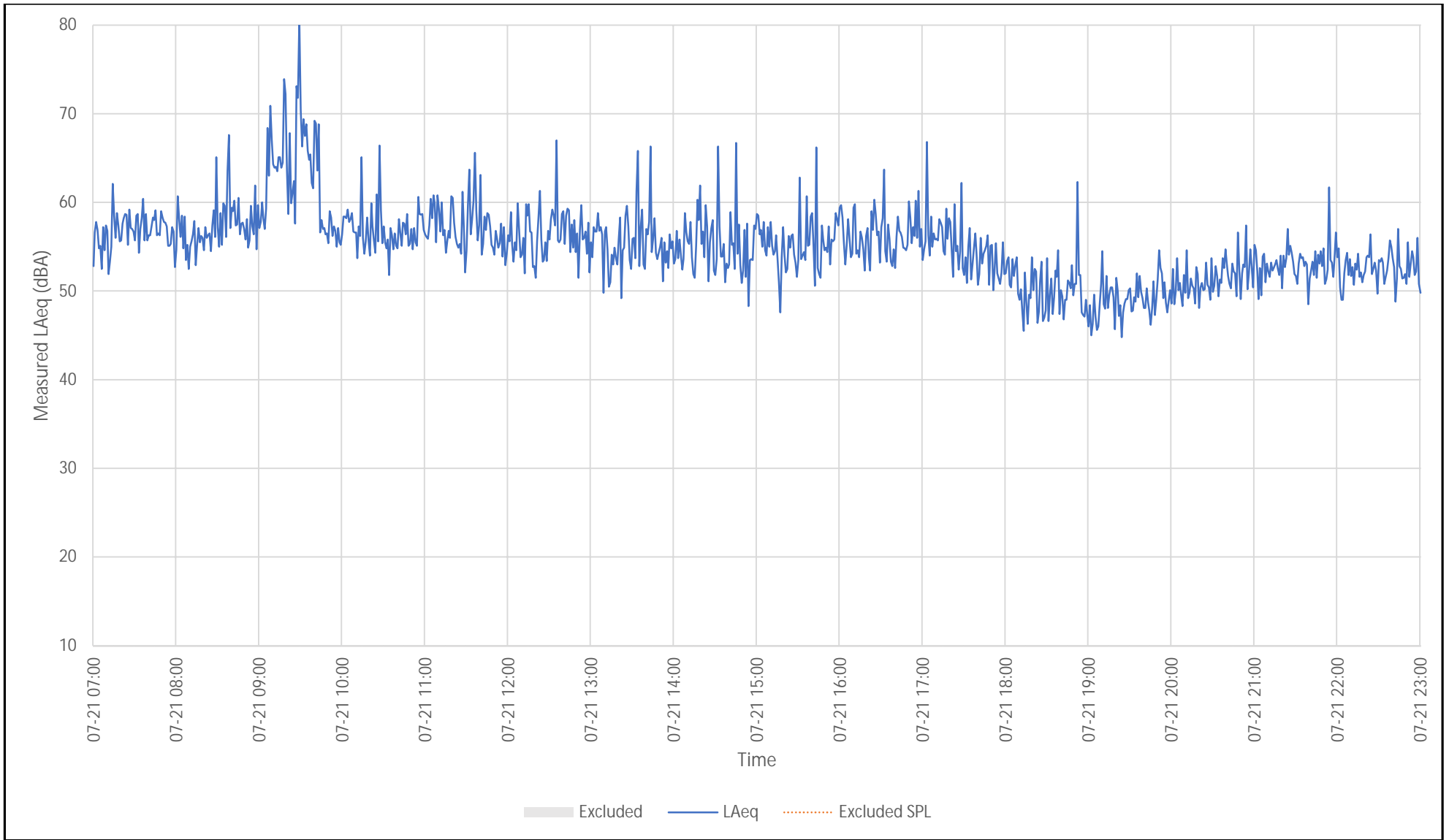
MPP

Date Revised:

3/26/2026



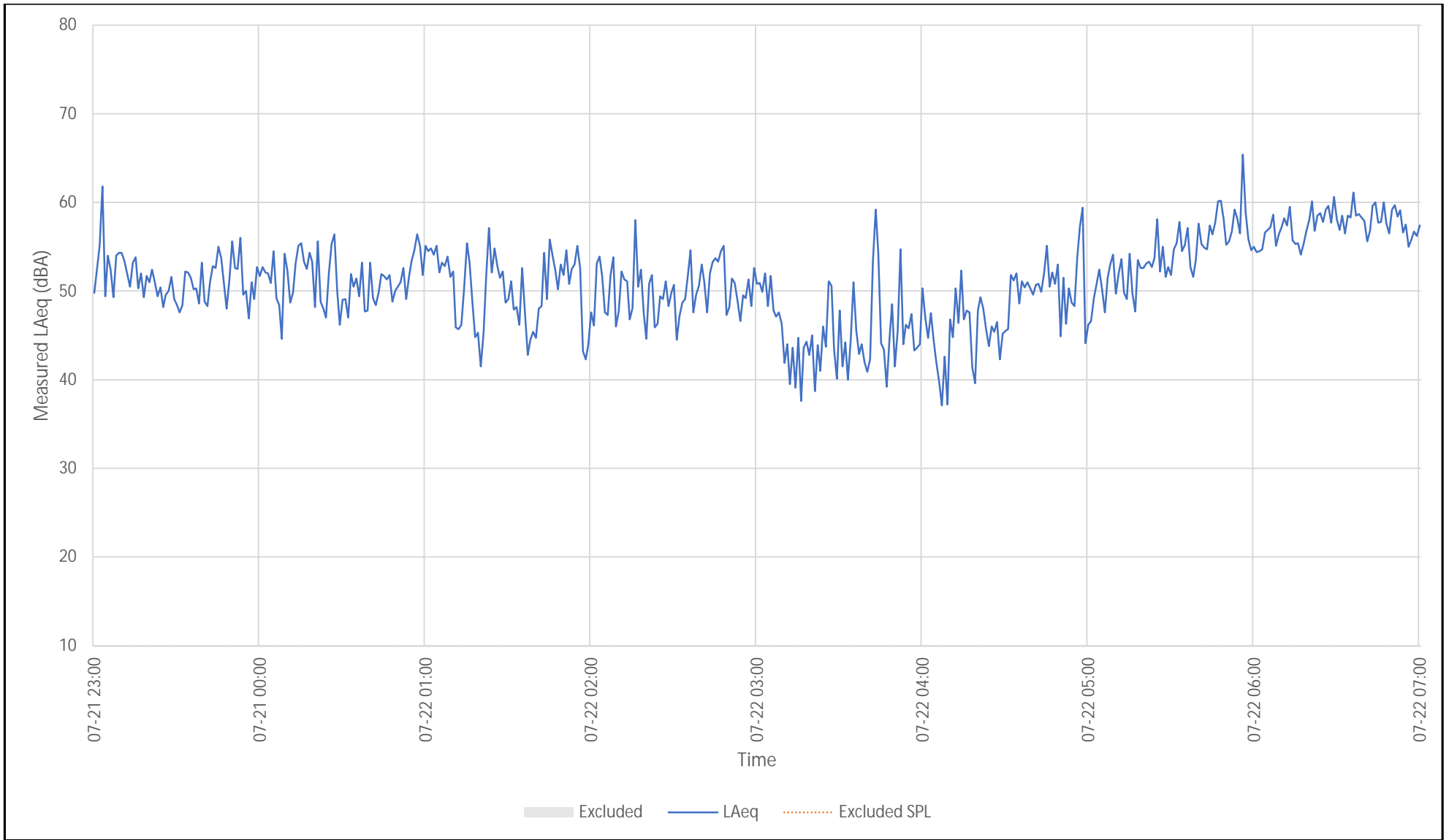
## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night $L_{E_{Q}}$ Sound Levels<br><br>Measurement Period: 2025/07/21 | Figure No.    | B14       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |

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## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/21 to 2025/07/22

Project #2402272

Figure No.

B15

Drawn By:

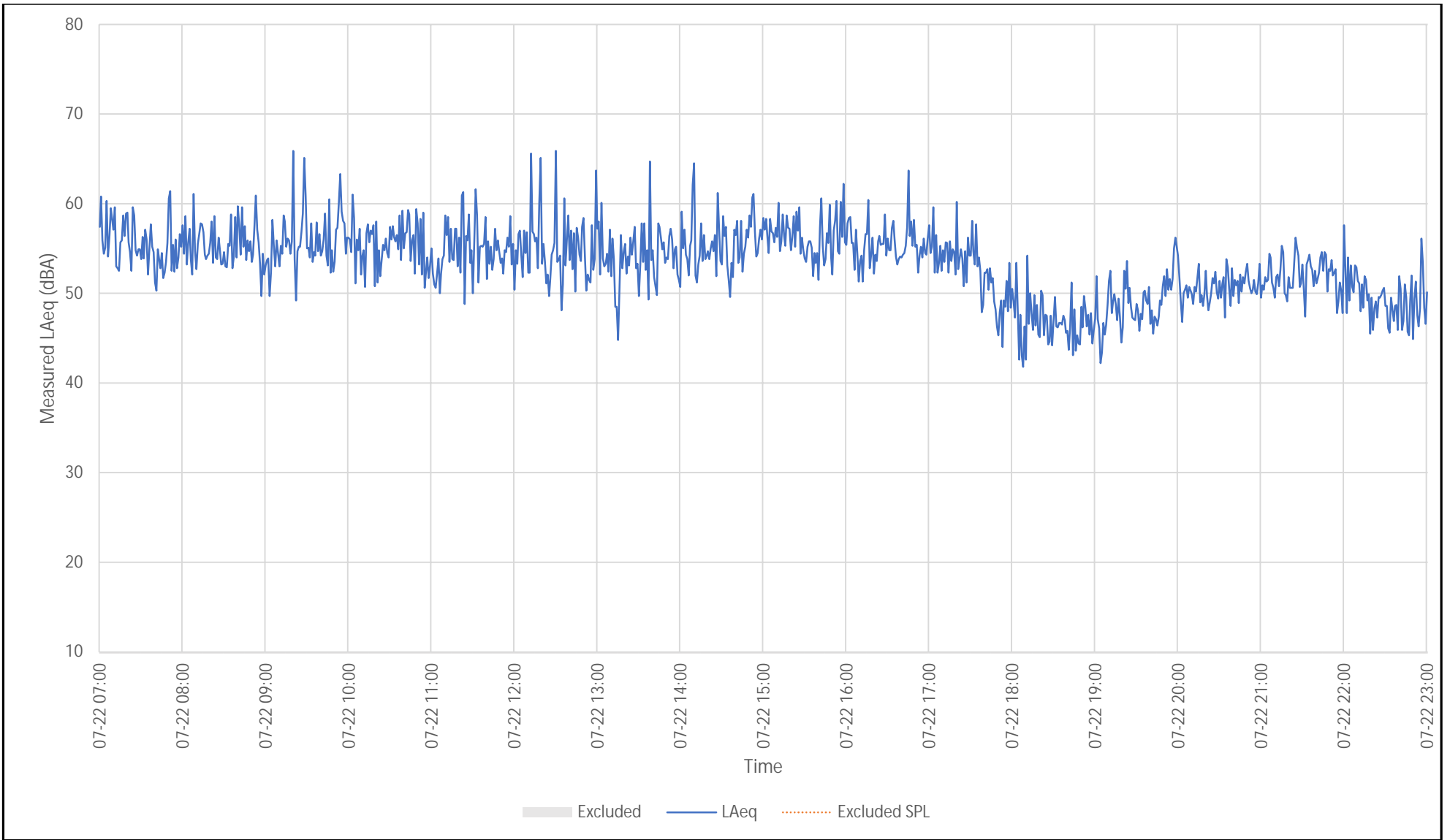
MPP

Date Revised:

3/26/2026

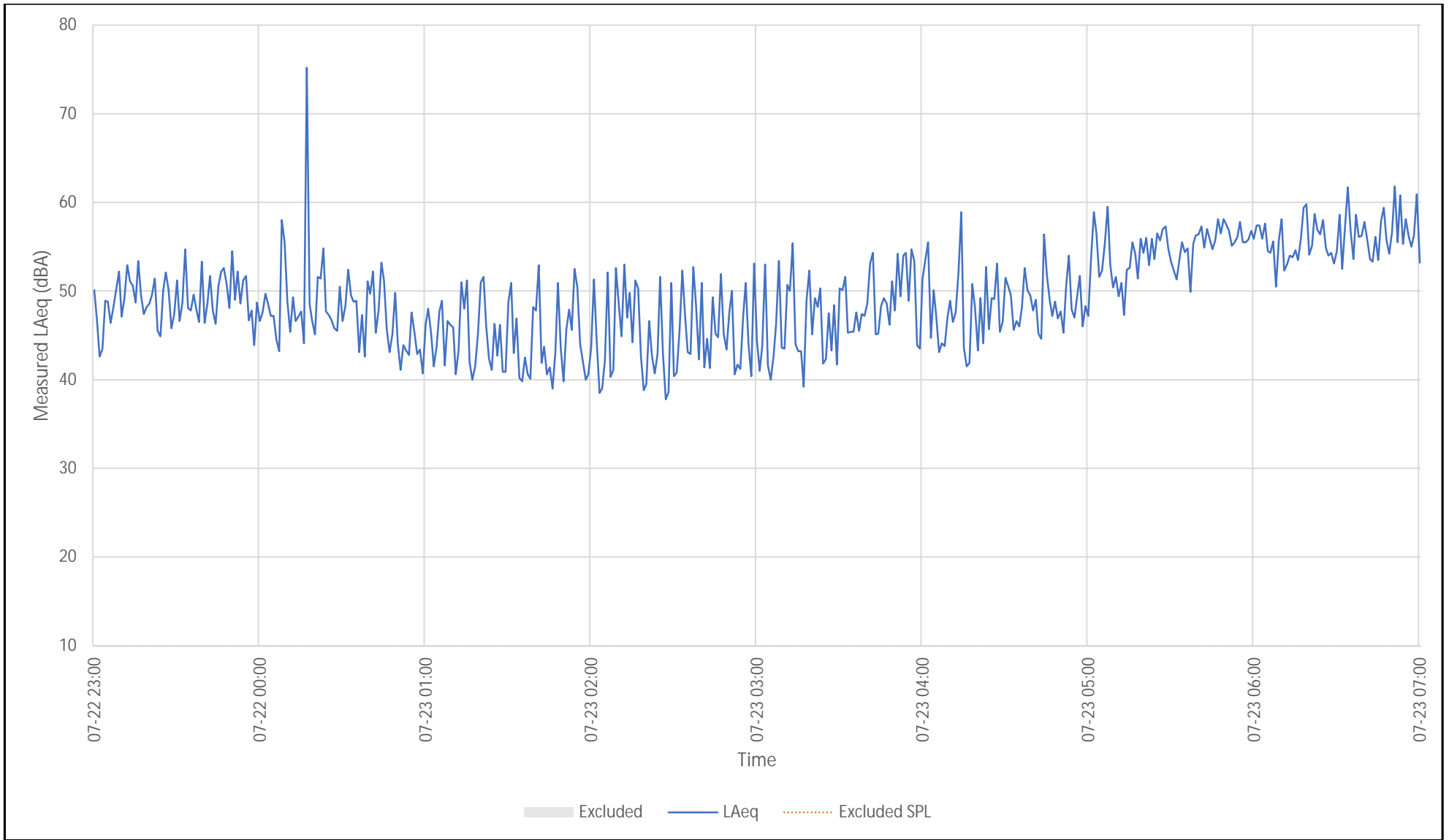


## Appendix B - Measured Sound Levels



|  |               |           |  |
|--|---------------|-----------|--|
| Walkers Monitor 1 - NR1 - Monitoring Results<br>Measured One-Minute and Overall Day and Night L <sub>EQ</sub> Sound Levels<br><br>Measurement Period: 2025/07/22 | Figure No.    | B16       |  |
|  | Drawn By:     | MPP       |  |
|  | Date Revised: | 3/26/2026 |  |
| Project #2402272   |               |           |  |

## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - 48 Hour Monitoring Results  
 Measured One-Minute and Overall Day and Night  $L_{EQ}$  Sound Levels - Entire Monitoring Period

Measurement Period: 2025/07/22 to 2025/07/23

Project #2402272

Figure No.

B17

Drawn By:

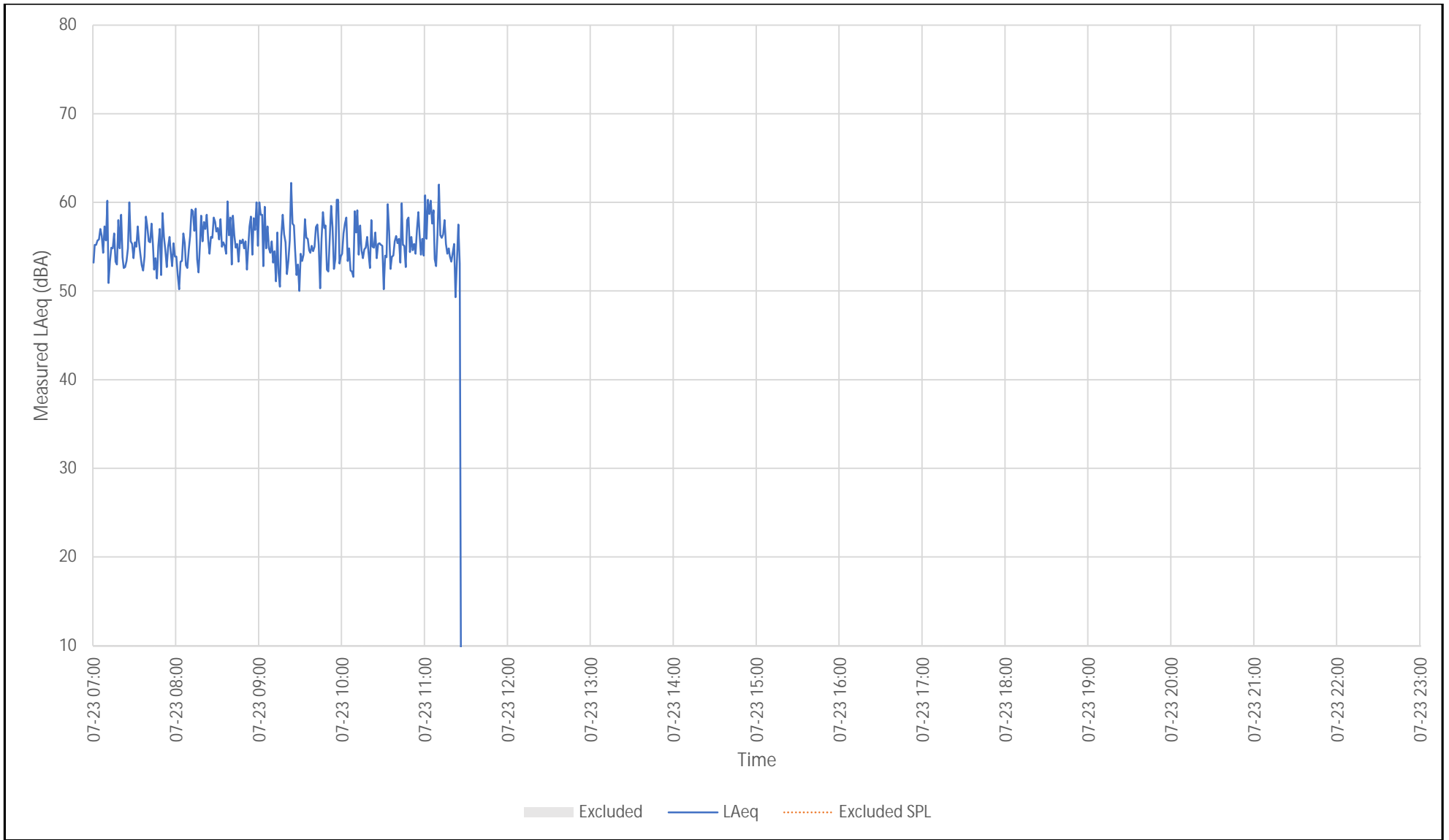
MPP

Date Revised:

3/26/2026



## Appendix B - Measured Sound Levels



Walkers Monitor 1 - NR1 - Monitoring Results  
 Measured One-Minute and Overall Day and Night L<sub>EQ</sub> Sound Levels

Measurement Period: 2025/07/23

Project #2402272

Figure No.

B18

Drawn By:

MPP

Date Revised:

3/26/2026

