

**APPENDIX A:  
TRAFFIC COUNTS**

**Accu-Traffic Inc.**  
**67 Richmond Street, Suite 407,**  
**Richmond Hill, ON, L4C 3Y3**  
**Tel: 1- 416-910-0171 Fax: 1-888-711-3125**  
**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:20:16	1	17	8	0	1	0	0	0	0	0	0	0	0	27
01:00	1	13	1	0	1	0	0	0	0	0	0	0	0	16
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4
04:00	0	13	5	0	0	0	0	0	1	0	0	0	0	19
05:00	0	25	16	0	0	0	0	0	1	0	0	0	0	42
06:00	3	60	41	4	3	1	0	0	0	0	0	0	0	112
07:00	3	134	88	3	3	0	0	1	1	0	0	0	0	233
08:00	3	225	124	5	8	2	0	3	1	2	0	1	0	374
09:00	5	255	132	11	2	0	1	1	0	0	0	0	1	408
10:00	5	271	147	1	10	1	0	3	1	0	1	0	0	440
11:00	11	326	148	2	3	4	3	2	0	0	0	0	0	499
12	8	312	161	3	7	4	0	6	0	1	0	0	0	502
13:00	7	308	139	1	4	4	1	0	0	0	0	0	0	464
14:00	2	329	174	6	3	2	0	1	1	0	0	0	1	519
15:00	2	397	166	11	5	1	2	6	0	0	0	1	0	591
16:00	5	482	199	10	3	0	1	0	0	0	0	0	1	701
17:00	1	389	212	0	2	1	1	2	0	0	0	0	0	608
18:00	1	272	117	0	5	0	0	0	0	0	0	0	0	395
19:00	3	194	81	1	3	0	0	0	0	0	0	0	0	282
20:00	2	139	53	1	1	0	1	0	0	0	0	0	0	197
21:00	1	125	57	0	2	0	0	0	1	0	0	0	0	186
22:00	1	59	32	0	0	1	0	0	0	0	0	0	0	93
23:00	0	45	11	0	0	0	0	0	0	0	0	0	0	56
Total	65	4395	2116	60	66	21	10	25	7	3	1	2	3	6774
Percent	1,0%	64,9%	31,2%	0,9%	1,0%	0,3%	0,1%	0,4%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	10:00	11:00	11:00	08:00	04:00	08:00	10:00	08:00	09:00	11:00
Vol.	11	326	148	11	10	4	3	3	1	2	1	1	1	499
PM Peak	12:00	16:00	17:00	15:00	12:00	12:00	15:00	12:00	14:00	12:00		15:00	14:00	16:00
Vol.	8	482	212	11	7	4	2	6	1	1		1	1	701

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06:21.16	0	12	3	0	0	0	0	0	0	0	0	0	0	15
01:00	1	14	7	0	0	0	0	0	0	0	0	0	0	22
02:00	0	8	8	0	0	0	0	0	1	0	0	0	0	17
03:00	0	4	2	0	0	0	0	0	0	1	0	0	0	7
04:00	0	8	8	0	2	0	0	0	0	0	0	0	0	18
05:00	1	19	18	0	0	0	0	0	0	1	0	0	0	39
06:00	1	56	49	1	2	0	0	0	1	0	0	0	0	110
07:00	2	150	81	5	3	<b>9</b>	1	0	1	0	0	0	0	252
08:00	1	198	108	8	8	6	0	0	<b>2</b>	<b>3</b>	0	0	0	334
09:00	4	228	133	<b>10</b>	7	7	0	<b>2</b>	2	1	<b>1</b>	0	0	395
10:00	6	252	133	3	<b>10</b>	5	1	1	0	0	1	0	0	412
11:00	<b>8</b>	<b>300</b>	<b>139</b>	3	3	1	<b>2</b>	2	1	1	0	<b>1</b>	<b>1</b>	<b>462</b>
12	4	328	159	3	6	0	0	1	4	2	0	0	1	508
13:00	<b>11</b>	322	163	5	<b>3</b>	<b>3</b>	0	1	<b>2</b>	<b>0</b>	0	0	<b>0</b>	510
14:00	6	346	155	3	6	0	0	<b>5</b>	0	0	0	0	0	521
15:00	9	388	207	<b>11</b>	4	3	0	2	0	1	<b>2</b>	0	0	627
16:00	8	<b>429</b>	<b>208</b>	6	4	1	<b>1</b>	2	0	0	0	0	0	<b>659</b>
17:00	6	411	196	0	2	2	0	2	0	0	1	0	0	620
18:00	7	278	123	1	6	0	0	0	1	1	0	0	0	417
19:00	1	194	94	1	2	1	1	2	0	0	0	0	0	296
20:00	6	165	84	0	1	0	0	2	0	0	0	0	0	258
21:00	1	133	72	0	1	0	0	0	0	0	0	0	0	207
22:00	0	81	50	0	2	0	0	0	0	0	0	0	0	133
23:00	0	62	22	0	1	1	0	0	0	0	0	0	0	86
Total	83	4386	2222	60	73	39	6	22	15	11	5	1	2	6925
Percent	1,2%	63,3%	32,1%	0,9%	1,1%	0,6%	0,1%	0,3%	0,2%	0,2%	0,1%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	10:00	07:00	11:00	09:00	08:00	08:00	09:00	11:00	11:00	11:00
Vol.	8	300	139	10	10	9	2	2	2	3	1	1	1	462
PM Peak	13:00	16:00	16:00	15:00	12:00	13:00	16:00	14:00	12:00	12:00	15:00		12:00	16:00
Vol.	11	429	208	11	6	3	1	5	4	2	2		1	659

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06:22:16	0	32	10	0	1	0	0	0	0	0	0	0	0	43
01:00	1	9	6	0	0	0	0	0	0	0	0	0	0	16
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
04:00	0	11	4	0	0	0	0	0	1	0	0	0	0	16
05:00	0	24	13	0	0	0	0	0	1	0	0	0	0	38
06:00	2	67	40	2	2	0	0	1	0	0	0	0	1	115
07:00	4	152	83	3	3	0	0	2	0	1	0	0	1	249
08:00	4	244	112	7	2	1	1	0	0	0	0	0	1	372
09:00	0	212	124	15	5	2	1	0	2	1	1	0	0	363
10:00	4	264	149	7	3	5	1	2	1	0	1	0	0	437
11:00	10	345	142	5	5	1	1	1	5	1	1	0	0	517
12:00	4	321	165	6	2	3	0	3	2	0	0	0	0	506
13:00	3	322	140	3	9	2	0	1	0	0	0	0	3	483
14:00	4	364	172	4	11	2	0	2	0	0	1	0	0	560
15:00	8	423	180	15	4	6	1	1	2	0	0	0	1	641
16:00	10	411	214	10	7	2	0	1	0	0	0	0	0	655
17:00	8	414	217	1	4	0	0	4	1	2	0	0	0	651
18:00	7	248	118	0	5	0	1	0	1	0	0	0	0	380
19:00	2	198	90	1	2	0	0	0	0	0	1	0	0	294
20:00	2	147	86	0	3	1	0	0	0	0	0	0	0	239
21:00	1	174	69	0	0	0	0	0	0	0	0	0	0	244
22:00	1	91	45	0	1	0	0	0	0	0	0	0	0	138
23:00	1	42	9	0	0	1	0	0	2	0	0	0	0	55
Total	76	4528	2196	79	69	26	6	18	18	5	5	0	7	7033
Percent	1,1%	64,4%	31,2%	1,1%	1,0%	0,4%	0,1%	0,3%	0,3%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	09:00	10:00	08:00	07:00	11:00	07:00	09:00		06:00	11:00
Vol.	10	345	149	15	5	5	1	2	5	1	1		1	517
PM Peak	16:00	15:00	17:00	15:00	14:00	15:00	15:00	17:00	12:00	17:00	14:00		13:00	16:00
Vol.	10	423	217	15	11	6	1	4	2	2	1		3	655

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06:23.16	0	22	9	0	0	0	0	0	0	0	0	0	0	31
01:00	1	5	8	0	0	0	0	0	0	0	0	0	0	14
02:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	8	7	0	0	1	0	0	0	0	0	0	0	16
05:00	1	26	22	0	1	1	0	0	0	0	0	0	0	51
06:00	1	65	38	1	2	0	0	1	1	0	0	0	0	109
07:00	4	164	93	<b>9</b>	3	2	0	<b>2</b>	0	0	0	0	0	277
08:00	1	215	123	8	<b>8</b>	3	<b>1</b>	1	1	0	0	0	<b>1</b>	362
09:00	4	256	132	9	8	2	0	2	1	0	0	0	0	414
10:00	<b>5</b>	288	145	7	4	1	1	2	<b>2</b>	0	<b>1</b>	0	1	457
11:00	5	<b>335</b>	<b>161</b>	3	7	<b>4</b>	0	1	0	0	0	0	0	<b>516</b>
12	4	320	177	1	5	4	0	2	1	0	0	0	0	514
13:00	4	316	159	3	3	1	0	0	<b>1</b>	0	0	0	<b>1</b>	488
14:00	9	332	146	4	<b>12</b>	3	0	1	1	0	<b>1</b>	0	0	509
15:00	6	417	175	<b>16</b>	7	1	0	4	1	<b>1</b>	0	0	0	628
16:00	<b>13</b>	<b>463</b>	<b>211</b>	5	7	<b>5</b>	0	<b>6</b>	0	0	1	0	0	<b>711</b>
17:00	8	441	211	0	8	2	0	3	0	0	0	0	0	673
18:00	5	302	129	1	2	0	0	0	0	1	0	0	0	440
19:00	6	226	117	2	2	1	<b>1</b>	0	0	0	0	0	0	355
20:00	6	184	84	0	2	1	0	0	1	0	0	0	0	278
21:00	4	133	58	1	3	0	0	0	1	0	0	0	0	200
22:00	0	101	39	0	3	0	0	0	0	0	0	0	0	143
23:00	0	55	15	0	0	1	0	0	0	0	0	0	0	71
Total	87	4687	2266	70	87	33	3	25	11	2	3	0	3	7277
Percent	1,2%	64,4%	31,1%	1,0%	1,2%	0,5%	0,0%	0,3%	0,2%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	07:00	08:00	11:00	08:00	07:00	10:00		10:00		08:00	11:00
Vol.	5	335	161	9	8	4	1	2	2		1		1	516
PM Peak	16:00	16:00	16:00	15:00	14:00	16:00	19:00	16:00	12:00	15:00	14:00		13:00	16:00
Vol.	13	463	211	16	12	5	1	6	1	1	1		1	711

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06:24:16	0	17	5	0	0	0	0	0	<b>2</b>	0	0	0	0	24
01:00	0	5	7	0	0	0	0	0	1	0	0	0	0	13
02:00	0	10	3	0	0	0	1	0	0	0	0	0	0	14
03:00	0	6	3	1	0	0	0	0	0	0	0	0	0	10
04:00	0	9	5	0	0	0	0	0	1	0	0	0	0	15
05:00	0	26	17	0	0	1	0	1	1	0	0	0	0	46
06:00	1	52	41	2	2	0	0	3	0	0	0	0	0	101
07:00	1	155	100	6	5	1	1	<b>4</b>	1	0	0	0	0	274
08:00	5	245	113	7	6	2	<b>4</b>	2	0	0	0	<b>1</b>	<b>1</b>	386
09:00	3	238	137	<b>11</b>	6	2	0	4	1	0	0	0	0	402
10:00	<b>9</b>	312	169	4	<b>7</b>	<b>5</b>	1	3	2	0	<b>1</b>	0	1	514
11:00	6	<b>350</b>	<b>180</b>	5	3	1	0	3	1	<b>2</b>	0	0	1	<b>552</b>
12	22	384	216	4	6	3	1	9	2	3	0	0	0	650
13:00	<b>13</b>	399	<b>182</b>	5	5	1	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	0	0	0	611
14:00	16	372	186	5	<b>7</b>	3	0	8	1	2	<b>1</b>	0	<b>2</b>	603
15:00	15	475	187	<b>10</b>	5	<b>4</b>	1	6	0	1	1	0	1	706
16:00	14	491	192	10	4	1	1	5	0	0	1	0	0	<b>719</b>
17:00	9	<b>492</b>	192	2	3	0	1	4	1	0	0	0	0	704
18:00	9	312	145	0	3	1	1	1	0	0	1	0	0	473
19:00	8	226	113	0	3	0	0	0	0	0	0	0	0	350
20:00	3	254	95	2	1	0	0	1	0	1	0	0	0	357
21:00	3	176	84	0	2	0	0	0	2	0	0	0	1	268
22:00	0	99	60	0	1	0	0	0	0	0	0	0	0	160
23:00	2	86	40	0	0	1	0	0	1	0	0	0	0	130
Total	139	5191	2472	74	69	26	12	58	18	10	5	1	7	8082
Percent	1,7%	64,2%	30,6%	0,9%	0,9%	0,3%	0,1%	0,7%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	11:00	09:00	10:00	10:00	08:00	07:00	00:00	11:00	10:00	08:00	08:00	11:00
Vol.	9	350	180	11	7	5	4	4	2	2	1	1	1	552
PM Peak	12:00	17:00	12:00	15:00	14:00	15:00	12:00	12:00	12:00	12:00	14:00		14:00	16:00
Vol.	22	492	216	10	7	4	1	9	2	3	1		2	719

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06:25.16	1	28	26	0	1	0	0	0	0	0	0	0	0	56
01:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
02:00	0	24	9	0	1	0	0	0	1	0	0	0	0	35
03:00	0	6	11	0	0	0	0	0	0	0	0	0	0	17
04:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17
05:00	0	20	5	0	0	0	0	1	1	0	0	0	0	27
06:00	2	32	27	1	1	0	0	1	0	0	0	0	0	64
07:00	2	123	64	1	2	0	0	2	0	0	0	0	0	194
08:00	6	219	95	1	3	0	0	1	0	0	0	0	0	325
09:00	8	308	180	3	3	0	0	1	<b>2</b>	0	0	<b>1</b>	0	506
10:00	7	409	177	2	<b>4</b>	0	0	5	0	0	0	0	0	604
11:00	<b>19</b>	<b>489</b>	<b>193</b>	<b>4</b>	3	<b>3</b>	0	<b>9</b>	0	<b>2</b>	0	0	0	<b>722</b>
12	14	498	205	4	2	6	1	11	0	0	0	0	0	741
13:00	<b>22</b>	<b>457</b>	<b>200</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	0	0	0	0	0	<b>695</b>
14:00	13	454	175	1	4	2	0	5	0	0	0	0	0	654
15:00	20	448	155	1	2	0	0	3	0	<b>1</b>	<b>1</b>	0	0	631
16:00	3	426	154	1	4	1	0	0	0	0	0	0	0	589
17:00	9	305	148	0	3	0	0	1	0	0	0	0	0	466
18:00	8	273	108	0	4	0	0	1	0	0	1	0	0	395
19:00	9	229	119	0	3	0	0	1	<b>1</b>	0	0	0	0	362
20:00	11	225	107	0	1	0	0	0	0	0	0	0	0	344
21:00	5	209	75	0	2	0	0	1	0	1	0	0	0	293
22:00	2	132	60	0	0	0	0	0	0	0	0	0	0	194
23:00	5	95	35	0	0	0	0	0	0	0	0	0	0	135
Total	166	5437	2341	22	47	13	1	51	5	4	2	1	0	8090
Percent	2,1%	67,2%	28,9%	0,3%	0,6%	0,2%	0,0%	0,6%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	11:00	10:00	11:00		11:00	09:00	11:00		09:00		11:00
Vol.	19	489	193	4	4	3		9	2	2		1		722
PM Peak	13:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	19:00	15:00	15:00			12:00
Vol.	22	498	205	4	4	6	1	11	1	1	1			741

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26:16	1	53	24	0	0	0	0	0	1	0	0	0	0	79
01:00	1	36	22	0	1	1	0	0	0	0	0	0	0	61
02:00	0	22	9	1	0	0	0	0	0	0	0	0	0	32
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
04:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
05:00	0	18	6	0	0	0	0	2	0	0	0	0	0	26
06:00	0	29	22	0	1	0	0	1	0	0	0	0	0	53
07:00	3	60	44	0	2	0	0	0	1	0	0	0	1	111
08:00	5	136	81	1	1	0	1	1	1	0	0	0	0	227
09:00	10	235	117	1	4	0	0	1	0	0	0	0	0	368
10:00	9	306	140	0	1	1	0	2	0	0	1	0	0	460
11:00	14	437	176	1	3	1	1	6	0	0	0	0	0	639
12	9	494	175	1	0	0	0	5	0	0	0	0	0	684
13:00	19	440	181	1	1	0	2	4	0	0	0	0	0	648
14:00	22	375	129	3	4	1	0	1	0	0	0	0	0	535
15:00	4	379	135	0	4	0	0	1	0	0	0	0	0	523
16:00	5	313	124	0	2	0	0	3	0	0	0	0	0	447
17:00	5	274	124	0	3	1	1	1	0	1	0	0	0	410
18:00	1	241	97	0	3	0	0	0	0	0	0	0	0	342
19:00	0	181	92	0	3	1	0	0	0	0	0	0	0	277
20:00	0	128	53	0	1	0	0	0	0	0	0	0	0	182
21:00	0	88	48	0	2	1	0	0	0	0	0	0	0	139
22:00	2	67	23	0	1	0	0	0	1	0	0	0	0	94
23:00	0	29	15	0	0	0	0	0	0	0	0	0	0	44
Total	110	4363	1848	9	37	7	5	28	4	1	1	0	1	6414
Percent	1,7%	68,0%	28,8%	0,1%	0,6%	0,1%	0,1%	0,4%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	02:00	09:00	01:00	08:00	11:00	00:00		10:00		07:00	11:00
Vol.	14	437	176	1	4	1	1	6	1		1		1	639
PM Peak	14:00	12:00	13:00	14:00	14:00	14:00	13:00	12:00	22:00	17:00				12:00
Vol.	22	494	181	3	4	1	2	5	1	1				684



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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:27.16	0	34	10	0	1	0	0	0	0	0	0	0	0	45
01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	6	4	0	0	0	0	0	1	0	0	0	0	11
04:00	0	13	4	0	0	0	0	0	2	0	0	0	0	19
05:00	1	20	17	0	0	2	0	0	1	<b>1</b>	0	0	0	42
06:00	0	51	44	1	3	0	0	0	1	1	0	0	0	101
07:00	5	147	88	5	4	0	<b>2</b>	2	<b>3</b>	1	0	0	0	257
08:00	2	253	122	6	4	3	0	1	1	1	0	0	1	394
09:00	4	243	136	<b>14</b>	1	1	0	0	0	0	0	0	0	399
10:00	1	343	<b>180</b>	3	3	2	1	<b>4</b>	2	0	0	0	0	539
11:00	<b>6</b>	<b>407</b>	177	6	<b>7</b>	<b>4</b>	0	2	1	1	0	0	<b>2</b>	<b>613</b>
12	9	373	177	2	5	3	0	2	1	0	0	0	1	573
13:00	<b>8</b>	335	172	1	6	3	0	4	2	<b>1</b>	1	0	<b>0</b>	533
14:00	2	351	159	8	<b>9</b>	2	0	2	1	0	0	0	0	534
15:00	5	402	179	<b>11</b>	4	3	0	2	0	1	<b>2</b>	0	0	609
16:00	8	<b>452</b>	<b>206</b>	9	4	<b>6</b>	<b>1</b>	<b>6</b>	1	0	0	0	0	<b>693</b>
17:00	8	446	198	0	8	3	0	3	0	1	0	0	1	668
18:00	9	292	128	2	5	0	0	0	1	0	0	0	0	437
19:00	1	220	100	0	4	0	0	1	<b>3</b>	0	0	0	0	329
20:00	3	163	91	0	2	0	0	0	1	1	0	0	0	261
21:00	1	170	65	0	1	0	0	1	0	0	0	0	0	238
22:00	0	71	37	0	0	0	0	0	0	0	0	0	0	108
23:00	0	29	17	0	0	0	0	0	0	0	0	0	0	46
Total	73	4830	2316	68	71	32	4	30	22	9	3	0	5	7463
Percent	1,0%	64,7%	31,0%	0,9%	1,0%	0,4%	0,1%	0,4%	0,3%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	11:00	11:00	07:00	10:00	07:00	05:00			11:00	11:00
Vol.	6	407	180	14	7	4	2	4	3	1			2	613
PM Peak	12:00	16:00	16:00	15:00	14:00	16:00	16:00	16:00	19:00	13:00	15:00		12:00	16:00
Vol.	9	452	206	11	9	6	1	6	3	1	2		1	693

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:28:16	0	19	12	1	0	0	0	0	0	0	0	0	0	32
01:00	1	11	13	0	0	0	0	0	2	0	0	0	0	27
02:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
04:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
05:00	1	29	16	0	0	2	0	0	1	0	0	0	0	49
06:00	0	61	33	2	4	0	0	0	0	1	0	0	3	104
07:00	0	142	108	5	2	2	0	2	1	0	1	0	0	263
08:00	2	221	101	6	9	3	1	2	0	0	0	0	2	347
09:00	2	234	125	10	9	3	0	0	1	0	0	0	0	384
10:00	8	241	126	3	8	2	1	2	1	1	0	0	0	393
11:00	1	320	146	5	7	1	0	3	1	0	0	0	1	485
12	4	331	151	4	4	3	0	3	1	0	0	0	0	501
13:00	3	339	160	6	5	3	0	0	2	0	0	0	0	518
14:00	4	361	196	3	5	3	0	1	1	0	1	0	0	575
15:00	3	407	203	7	3	1	1	4	0	1	2	0	0	632
16:00	4	461	187	3	9	0	0	2	1	0	0	0	0	667
17:00	4	467	214	1	4	3	0	2	0	0	1	0	0	696
18:00	1	285	150	1	6	0	0	0	1	0	0	0	0	444
19:00	2	189	100	1	5	2	0	0	0	0	0	0	0	299
20:00	2	162	75	0	2	0	1	0	0	0	0	0	0	242
21:00	2	169	76	0	3	0	0	0	1	0	0	0	0	251
22:00	1	76	48	0	0	0	0	0	0	0	0	0	0	125
23:00	1	42	25	0	0	0	0	0	0	0	0	0	0	68
Total	46	4594	2282	58	86	28	4	21	14	3	5	0	6	7147
Percent	0,6%	64,3%	31,9%	0,8%	1,2%	0,4%	0,1%	0,3%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	11:00	09:00	08:00	08:00	08:00	11:00	01:00	06:00	07:00		06:00	11:00
Vol.	8	320	146	10	9	3	1	3	2	1	1		3	485
PM Peak	12:00	17:00	17:00	15:00	16:00	12:00	15:00	15:00	13:00	15:00	15:00			17:00
Vol.	4	467	214	7	9	3	1	4	2	1	2			696

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**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.29.16	1	30	11	0	0	0	0	0	0	0	0	0	0	42
01:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
02:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10
04:00	0	11	7	0	0	0	0	0	1	0	0	0	0	19
05:00	0	24	18	0	1	2	0	0	<b>2</b>	<b>1</b>	0	0	0	48
06:00	0	69	40	1	4	2	0	2	0	1	0	0	0	119
07:00	4	143	84	4	4	0	0	2	0	0	0	0	0	241
08:00	3	235	124	5	<b>7</b>	3	<b>1</b>	2	1	1	0	0	0	382
09:00	3	248	137	<b>10</b>	7	3	0	1	1	0	0	0	<b>1</b>	411
10:00	<b>7</b>	275	137	5	5	<b>5</b>	1	0	0	1	0	0	0	436
11:00	6	<b>319</b>	<b>142</b>	1	6	4	1	<b>4</b>	1	0	0	0	0	<b>484</b>
12	6	343	165	7	9	5	1	6	1	1	1	0	0	545
13:00	<b>9</b>	315	195	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	1	<b>2</b>	<b>1</b>	0	0	543
14:00	5	374	190	4	5	4	0	1	1	1	0	0	0	585
15:00	3	346	150	7	2	1	1	5	<b>2</b>	0	0	0	<b>1</b>	518
16:00	9	<b>449</b>	<b>228</b>	4	10	1	0	6	0	0	0	0	0	<b>707</b>
17:00	7	442	228	4	3	2	0	1	1	0	1	0	0	689
18:00	7	277	135	2	5	2	0	0	0	0	1	<b>1</b>	0	430
19:00	7	254	121	0	4	1	0	1	0	0	0	0	0	388
20:00	6	191	96	0	3	3	0	0	0	0	0	0	0	299
21:00	5	266	101	0	2	1	0	0	1	0	1	0	0	377
22:00	3	93	54	0	0	0	0	0	1	0	0	0	0	151
23:00	1	62	46	0	2	1	0	0	0	0	0	0	0	112
Total	92	4796	2424	60	90	42	5	33	14	8	5	1	2	7572
Percent	1,2%	63,3%	32,0%	0,8%	1,2%	0,6%	0,1%	0,4%	0,2%	0,1%	0,1%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	09:00	08:00	10:00	08:00	11:00	05:00	05:00			09:00	11:00
Vol.	7	319	142	10	7	5	1	4	2	1			1	484
PM Peak	13:00	16:00	16:00	12:00	13:00	12:00	12:00	12:00	15:00	13:00	12:00	18:00	15:00	16:00
Vol.	9	449	228	7	10	5	1	6	2	2	1	1	1	707

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.30.16	2	32	14	0	0	0	0	0	1	0	0	0	0	49
01:00	1	11	10	0	1	0	0	0	0	0	0	0	0	23
02:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
04:00	1	14	6	0	0	0	0	0	0	0	0	0	0	21
05:00	0	28	10	0	0	1	0	0	0	0	0	0	0	39
06:00	2	63	34	2	2	1	0	1	1	1	0	0	0	107
07:00	2	140	103	2	5	0	1	0	2	0	0	0	0	255
08:00	1	236	115	6	7	3	0	1	0	0	0	0	0	369
09:00	5	266	140	1	7	0	2	2	0	1	0	0	0	424
10:00	7	326	157	2	7	3	0	4	1	1	0	0	1	509
11:00	3	380	156	3	9	2	0	1	1	1	0	1	1	558
12	6	436	177	1	4	0	0	4	1	1	0	0	0	630
13:00	14	374	189	4	3	4	1	5	0	0	0	0	0	594
14:00	11	402	184	4	9	2	0	7	1	1	0	0	1	622
15:00	8	485	218	6	8	0	0	3	0	0	2	0	0	730
16:00	11	496	213	1	9	1	1	5	0	0	0	0	1	738
17:00	8	410	201	1	3	1	0	5	0	0	0	0	0	629
18:00	12	328	146	1	1	1	1	2	0	0	0	0	0	492
19:00	5	305	143	0	3	1	0	2	1	1	0	0	0	461
20:00	11	288	140	0	2	0	1	0	1	0	0	0	0	443
21:00	2	242	119	1	2	0	0	2	0	0	0	0	0	368
22:00	3	123	74	0	1	1	1	0	0	0	0	0	0	203
23:00	1	89	52	0	1	0	0	0	1	0	0	0	0	144
Total	116	5486	2608	35	84	21	8	44	11	7	2	1	4	8427
Percent	1,4%	65,1%	30,9%	0,4%	1,0%	0,2%	0,1%	0,5%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	10:00	08:00	11:00	08:00	09:00	10:00	07:00	06:00		11:00	10:00	11:00
Vol.	7	380	157	6	9	3	2	4	2	1		1	1	558
PM Peak	13:00	16:00	15:00	15:00	14:00	13:00	13:00	14:00	12:00	12:00	15:00		14:00	16:00
Vol.	14	496	218	6	9	4	1	7	1	1	2		1	738

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07:01.16	1	44	25	0	0	0	0	0	<b>2</b>	0	0	0	0	72
01:00	0	25	7	0	2	0	0	0	0	0	0	0	0	34
02:00	1	10	8	0	0	0	0	0	0	0	0	0	0	19
03:00	0	12	8	0	0	0	0	0	0	0	0	0	0	20
04:00	0	15	8	0	0	0	0	0	1	0	0	0	0	24
05:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
06:00	1	36	21	0	1	0	0	0	0	0	0	0	0	59
07:00	<b>2</b>	78	68	0	2	0	0	<b>1</b>	1	0	0	0	0	152
08:00	1	156	73	0	<b>4</b>	0	0	0	0	0	0	<b>1</b>	0	235
09:00	1	201	124	0	3	1	0	1	0	0	0	0	0	331
10:00	0	243	157	0	3	0	0	1	2	0	0	0	0	406
11:00	2	<b>285</b>	<b>179</b>	0	2	<b>3</b>	0	1	1	0	0	0	0	<b>473</b>
12	2	353	166	1	4	0	1	1	0	0	0	1	0	529
13:00	1	<b>370</b>	172	<b>2</b>	2	1	<b>0</b>	<b>2</b>	0	0	<b>1</b>	<b>0</b>	0	<b>551</b>
14:00	<b>4</b>	322	<b>191</b>	1	<b>5</b>	0	0	1	0	0	0	0	0	524
15:00	0	353	188	0	3	0	0	0	0	<b>1</b>	0	0	0	545
16:00	4	337	145	0	4	0	0	2	0	0	0	0	0	492
17:00	1	340	124	0	4	0	0	0	0	0	0	0	0	469
18:00	0	237	104	0	4	1	0	2	0	0	0	0	<b>1</b>	349
19:00	4	238	106	0	3	0	0	1	0	0	0	0	0	352
20:00	2	190	95	0	1	0	0	1	0	0	1	0	0	290
21:00	1	181	93	0	1	<b>2</b>	0	0	0	0	0	0	0	278
22:00	0	164	87	0	0	0	0	0	<b>1</b>	0	0	0	0	252
23:00	0	132	75	0	1	0	0	0	0	0	0	0	0	208
Total	28	4343	2228	4	49	8	1	14	8	1	2	2	1	6689
Percent	0,4%	64,9%	33,3%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	07:00	11:00	11:00		08:00	11:00		07:00	00:00			08:00		11:00
Vol.	2	285	179		4	3		1	2			1		473
PM Peak	14:00	13:00	14:00	13:00	14:00	21:00	12:00	13:00	22:00	15:00	13:00	12:00	18:00	13:00
Vol.	4	370	191	2	5	2	1	2	1	1	1	1	1	551

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	2	55	32	0	0	0	0	0	1	0	0	0	0	90
01:00	1	25	17	0	0	0	0	0	0	0	0	0	0	43
02:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
03:00	0	14	12	0	0	0	0	0	0	0	0	0	0	26
04:00	0	9	9	0	1	0	0	0	0	0	0	0	0	19
05:00	0	23	12	0	0	0	0	0	0	0	0	0	0	35
06:00	0	41	24	0	0	0	0	0	0	0	0	0	0	65
07:00	1	109	44	0	3	0	0	0	0	0	0	0	0	157
08:00	6	205	120	1	2	2	0	2	0	0	0	0	0	338
09:00	12	296	173	1	2	3	0	2	0	0	0	0	0	489
10:00	9	446	214	3	3	0	0	6	1	0	0	1	0	683
11:00	15	564	233	1	2	1	0	17	1	1	0	0	0	835
12	18	610	201	1	4	4	0	9	0	0	0	0	0	847
13:00	17	567	228	2	2	3	2	12	0	3	0	0	1	837
14:00	21	513	221	1	2	3	0	2	0	1	1	0	1	766
15:00	13	444	199	1	6	1	0	5	0	0	1	0	0	670
16:00	8	403	170	1	3	1	0	5	1	0	0	0	0	592
17:00	7	357	127	2	2	1	0	2	0	0	1	0	0	499
18:00	7	314	152	1	4	0	0	1	0	0	1	0	0	480
19:00	2	280	104	0	3	0	0	0	1	0	0	0	0	390
20:00	10	244	112	0	4	0	0	1	0	0	0	0	0	371
21:00	5	204	96	0	5	0	0	0	0	0	0	0	0	310
22:00	1	144	71	0	0	0	0	0	0	0	0	0	1	217
23:00	1	99	39	0	0	1	0	0	0	0	0	0	0	140
Total	156	5998	2621	15	48	20	2	64	5	5	4	1	3	8942
Percent	1,7%	67,1%	29,3%	0,2%	0,5%	0,2%	0,0%	0,7%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	10:00	07:00	09:00		11:00	00:00	11:00		10:00		11:00
Vol.	15	564	233	3	3	3		17	1	1		1		835
PM Peak	14:00	12:00	13:00	13:00	15:00	12:00	13:00	13:00	16:00	13:00	14:00		13:00	12:00
Vol.	21	610	228	2	6	4	2	12	1	3	1		1	847

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	2	54	25	0	0	0	0	0	0	0	0	0	0	81
01:00	1	25	13	0	0	0	0	0	0	0	0	0	0	39
02:00	0	17	15	0	0	0	0	0	0	0	0	0	0	32
03:00	0	14	16	0	0	0	0	0	0	0	0	0	0	30
04:00	0	12	5	0	0	0	0	1	0	0	0	0	0	18
05:00	0	14	15	0	0	0	0	0	0	0	0	0	0	29
06:00	0	43	14	0	0	0	0	0	<b>1</b>	0	0	0	0	58
07:00	0	64	42	0	3	<b>1</b>	0	1	0	0	0	0	0	111
08:00	6	118	60	0	<b>4</b>	0	0	2	1	0	0	0	0	191
09:00	4	237	120	0	3	0	0	1	0	0	0	0	0	365
10:00	6	336	173	<b>1</b>	3	1	0	5	0	0	0	0	0	525
11:00	<b>15</b>	<b>473</b>	<b>191</b>	1	1	0	0	<b>7</b>	0	0	0	<b>1</b>	0	<b>689</b>
12	18	469	180	0	3	3	0	3	0	1	0	0	1	678
13:00	17	<b>434</b>	<b>178</b>	<b>1</b>	<b>1</b>	<b>1</b>	0	3	0	<b>0</b>	0	0	<b>0</b>	<b>635</b>
14:00	<b>22</b>	412	166	0	1	0	<b>1</b>	3	0	0	0	0	0	605
15:00	19	351	148	0	3	0	0	3	0	1	0	0	1	526
16:00	6	365	143	0	1	1	0	<b>6</b>	0	0	0	0	0	522
17:00	10	277	102	0	2	1	0	1	<b>1</b>	0	0	0	0	394
18:00	6	252	95	1	2	0	0	0	0	0	0	<b>1</b>	0	357
19:00	6	187	115	0	2	0	0	0	0	0	0	0	0	310
20:00	8	211	62	0	1	0	0	0	0	0	0	0	0	282
21:00	6	149	58	0	1	0	0	0	1	0	0	0	1	216
22:00	2	80	45	0	0	0	0	0	0	0	0	0	0	127
23:00	0	54	12	0	0	0	0	0	0	0	0	0	0	66
Total	154	4648	1993	4	31	8	1	36	4	2	0	2	3	6886
Percent	2,2%	67,5%	28,9%	0,1%	0,5%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	10:00	08:00	07:00		11:00	06:00			11:00		11:00
Vol.	15	473	191	1	4	1		7	1			1		689
PM Peak	14:00	12:00	12:00	13:00	12:00	12:00	14:00	16:00	17:00	12:00		18:00	12:00	12:00
Vol.	22	469	180	1	3	3	1	6	1	1		1	1	678

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	2	34	15	0	1	0	0	0	0	0	0	0	0	52
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	5	8	0	0	0	0	0	0	0	0	0	0	13
04:00	0	15	4	0	0	0	0	0	1	0	0	0	0	20
05:00	0	25	21	0	0	0	0	0	0	0	0	0	0	46
06:00	1	60	44	0	2	3	0	0	<b>2</b>	<b>1</b>	<b>1</b>	0	0	114
07:00	1	120	89	3	<b>4</b>	0	0	2	1	0	1	<b>1</b>	0	222
08:00	4	210	106	3	3	<b>5</b>	<b>1</b>	2	2	1	0	0	0	337
09:00	5	235	137	<b>5</b>	4	3	0	1	1	0	0	0	0	391
10:00	4	328	153	1	4	1	1	0	0	0	0	0	0	492
11:00	<b>9</b>	<b>438</b>	<b>212</b>	3	4	3	1	<b>4</b>	0	0	1	0	0	<b>675</b>
12	6	422	198	3	2	3	0	3	1	0	0	0	0	638
13:00	4	325	143	2	3	<b>2</b>	0	1	<b>0</b>	<b>1</b>	0	0	0	481
14:00	<b>18</b>	397	212	<b>4</b>	4	2	0	3	1	0	0	0	<b>2</b>	643
15:00	9	402	<b>235</b>	4	4	2	0	<b>5</b>	0	1	0	0	0	662
16:00	9	436	218	3	<b>9</b>	1	0	3	0	1	0	0	1	681
17:00	12	<b>466</b>	203	1	6	1	0	2	0	0	0	0	0	<b>691</b>
18:00	5	321	141	0	6	0	0	0	0	0	0	0	0	473
19:00	11	215	121	1	3	0	0	2	0	0	0	0	0	353
20:00	9	163	85	0	2	0	0	1	0	0	0	0	0	260
21:00	3	152	62	0	1	0	0	0	1	0	0	0	0	219
22:00	1	86	40	2	0	0	0	1	0	0	0	0	0	130
23:00	1	53	19	0	0	0	0	0	0	0	0	0	0	73
Total	114	4923	2474	35	62	26	3	30	10	5	3	1	3	7689
Percent	1,5%	64,0%	32,2%	0,5%	0,8%	0,3%	0,0%	0,4%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	07:00	08:00	08:00	11:00	06:00	06:00	06:00	07:00		11:00
Vol.	9	438	212	5	4	5	1	4	2	1	1	1		675
PM Peak	14:00	17:00	15:00	14:00	16:00	12:00		15:00	12:00	13:00			14:00	17:00
Vol.	18	466	235	4	9	3		5	1	1			2	691



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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05.16	1	29	15	0	1	0	0	0	0	0	0	0	0	46
01:00	2	12	9	0	1	0	0	0	1	0	0	0	0	25
02:00	1	9	7	0	0	0	0	0	1	0	0	0	0	18
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
05:00	0	20	15	1	1	1	0	0	0	0	0	0	0	38
06:00	1	55	43	3	1	3	0	0	1	1	1	0	0	109
07:00	1	126	96	2	3	2	2	0	1	1	0	0	1	235
08:00	3	200	116	4	7	0	2	1	1	1	0	0	0	335
09:00	1	237	142	3	8	2	0	1	0	0	1	0	0	395
10:00	4	347	164	1	2	3	0	1	1	0	0	0	0	523
11:00	8	401	202	1	4	3	0	5	1	0	0	0	0	625
12	10	454	219	2	2	6	0	3	1	0	0	0	0	697
13:00	9	379	171	2	4	4	0	1	0	0	0	1	1	572
14:00	11	394	195	3	9	3	1	0	0	1	0	0	0	617
15:00	7	459	167	2	6	2	0	3	0	0	0	0	0	646
16:00	4	448	196	2	2	1	0	3	0	0	0	0	1	657
17:00	13	474	223	2	3	3	1	3	0	0	0	0	0	722
18:00	6	345	130	1	2	2	0	1	0	0	0	0	1	488
19:00	3	216	101	0	0	0	0	0	1	0	0	0	0	321
20:00	2	232	84	0	2	1	0	0	0	0	0	0	0	321
21:00	6	190	89	1	1	0	0	3	0	0	0	0	0	290
22:00	2	86	46	0	1	0	0	0	1	0	0	0	0	136
23:00	2	62	23	0	1	0	0	0	0	0	0	0	0	88
Total	97	5192	2460	30	62	36	6	25	10	4	2	1	4	7929
Percent	1,2%	65,5%	31,0%	0,4%	0,8%	0,5%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	08:00	09:00	06:00	07:00	11:00	01:00	06:00	06:00		07:00	11:00
Vol.	8	401	202	4	8	3	2	5	1	1	1		1	625
PM Peak	17:00	17:00	17:00	14:00	14:00	12:00	14:00	12:00	12:00	14:00		13:00	13:00	17:00
Vol.	13	474	223	3	9	6	1	3	1	1		1	1	722

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	1	38	11	0	0	0	0	0	0	0	0	0	0	50
01:00	1	18	7	1	0	0	0	0	0	0	0	0	0	27
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
03:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
04:00	0	13	5	0	0	0	0	0	1	0	0	0	0	19
05:00	0	22	15	0	1	0	0	0	1	0	0	0	0	39
06:00	0	58	35	2	2	0	0	0	0	0	0	0	1	98
07:00	1	144	89	1	3	1	0	1	0	<b>1</b>	0	0	0	241
08:00	2	235	117	1	2	3	0	1	<b>2</b>	0	0	0	0	363
09:00	1	266	134	0	6	1	<b>3</b>	<b>4</b>	1	1	0	0	<b>2</b>	419
10:00	5	<b>338</b>	<b>157</b>	<b>8</b>	<b>7</b>	<b>4</b>	0	1	1	0	0	0	0	<b>521</b>
11:00	<b>8</b>	275	126	0	5	2	1	1	0	0	<b>2</b>	0	1	421
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	1420	704	13	26	11	4	8	6	2	2	0	4	2219
Percent	0,9%	64,0%	31,7%	0,6%	1,2%	0,5%	0,2%	0,4%	0,3%	0,1%	0,1%	0,0%	0,2%	
AM Peak	11:00	10:00	10:00	10:00	10:00	10:00	09:00	09:00	08:00	07:00	11:00		09:00	10:00
Vol.	8	338	157	8	7	4	3	4	2	1	2		2	521
PM Peak														
Vol.														
Grand Total	1621	79217	37571	696	1057	397	81	532	182	82	50	14	58	121558
Percent	1,3%	65,2%	30,9%	0,6%	0,9%	0,3%	0,1%	0,4%	0,1%	0,1%	0,0%	0,0%	0,0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.20.16	0	14	4	0	0	0	0	0	1	0	0	0	0	19
01:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
02:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
03:00	1	7	7	0	0	0	0	0	1	0	0	0	0	16
04:00	1	14	3	0	0	0	0	0	0	0	0	0	0	18
05:00	1	59	21	1	1	0	0	1	0	0	0	0	0	84
06:00	1	163	89	1	3	2	0	0	1	0	0	0	0	260
07:00	5	278	166	9	3	0	0	2	<b>2</b>	0	0	0	0	465
08:00	4	<b>468</b>	<b>178</b>	<b>15</b>	<b>4</b>	2	0	1	1	<b>1</b>	0	0	0	<b>674</b>
09:00	6	347	133	4	3	<b>4</b>	<b>1</b>	0	0	0	<b>2</b>	0	0	500
10:00	<b>9</b>	318	143	3	4	3	0	<b>3</b>	1	0	1	0	0	485
11:00	4	313	108	3	2	0	0	0	1	0	1	0	<b>3</b>	435
12	7	364	148	6	3	2	0	2	0	0	0	0	3	535
13:00	<b>5</b>	302	<b>139</b>	5	<b>5</b>	2	0	1	0	<b>1</b>	0	0	<b>1</b>	461
14:00	3	329	125	<b>11</b>	2	<b>4</b>	<b>1</b>	<b>5</b>	0	0	<b>2</b>	0	0	482
15:00	2	<b>387</b>	130	6	5	2	1	2	<b>1</b>	0	0	0	1	<b>537</b>
16:00	3	322	111	5	3	2	0	2	0	0	1	0	0	449
17:00	0	309	111	2	2	2	0	0	1	0	1	0	0	428
18:00	1	221	76	0	1	0	0	1	0	0	0	0	0	300
19:00	4	190	72	0	3	0	0	1	0	0	0	0	0	270
20:00	1	123	54	0	1	0	0	0	1	0	0	0	0	180
21:00	3	96	34	0	0	0	0	0	1	0	0	0	0	134
22:00	0	58	24	0	0	0	0	0	0	0	0	0	0	82
23:00	0	24	8	1	0	0	0	0	0	0	0	0	0	33
Total	61	4715	1894	72	46	25	3	21	12	2	8	0	8	6867
Percent	0,9%	68,7%	27,6%	1,0%	0,7%	0,4%	0,0%	0,3%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	10:00	08:00	08:00	08:00	08:00	09:00	09:00	10:00	07:00	08:00	09:00		11:00	08:00
Vol.	9	468	178	15	4	4	1	3	2	1	2		3	674
PM Peak	12:00	15:00	12:00	14:00	13:00	14:00	14:00	14:00	15:00	13:00	14:00		12:00	15:00
Vol.	7	387	148	11	5	4	1	5	1	1	2		3	537

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	12	4	0	0	0	0	0	0	0	0	0	0	16
01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	4	0	1	0	0	0	2	0	0	0	0	12
04:00	0	15	11	1	0	0	0	0	0	0	0	0	0	27
05:00	2	57	17	1	0	0	0	0	0	0	0	0	0	77
06:00	2	148	102	1	2	0	0	0	1	0	0	0	0	256
07:00	7	317	<b>175</b>	7	5	1	0	<b>2</b>	1	0	1	0	1	517
08:00	4	<b>414</b>	160	<b>20</b>	4	5	0	2	0	0	<b>2</b>	0	0	<b>611</b>
09:00	<b>9</b>	324	148	3	7	<b>7</b>	0	2	2	0	1	0	1	504
10:00	4	329	137	4	<b>8</b>	5	0	1	0	0	1	0	1	490
11:00	3	325	120	6	4	2	0	0	2	<b>1</b>	0	0	<b>3</b>	466
12	8	354	147	2	1	5	0	3	1	1	0	0	1	523
13:00	5	333	127	7	4	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	0	<b>2</b>	489
14:00	3	<b>379</b>	<b>150</b>	<b>12</b>	<b>7</b>	2	0	1	0	0	0	0	1	<b>555</b>
15:00	7	350	115	8	2	0	1	2	0	0	0	0	1	486
16:00	7	345	121	6	2	0	1	1	0	2	0	0	2	487
17:00	9	378	127	0	0	2	0	0	2	0	0	0	0	518
18:00	<b>11</b>	265	110	0	2	0	0	2	1	0	0	0	0	391
19:00	6	175	80	0	0	2	0	1	1	0	1	0	0	266
20:00	2	126	51	0	2	0	0	0	0	0	0	0	0	181
21:00	0	135	47	0	1	0	0	1	1	0	0	0	0	185
22:00	2	77	34	0	0	0	0	0	0	0	0	0	0	113
23:00	0	28	9	0	0	0	0	0	0	0	0	0	0	37
Total	91	4905	2001	78	52	33	3	21	16	6	7	0	13	7226
Percent	1,3%	67,9%	27,7%	1,1%	0,7%	0,5%	0,0%	0,3%	0,2%	0,1%	0,1%	0,0%	0,2%	
AM Peak	09:00	08:00	07:00	08:00	10:00	09:00		07:00	03:00	11:00	08:00		11:00	08:00
Vol.	9	414	175	20	8	7		2	2	1	2		3	611
PM Peak	18:00	14:00	14:00	14:00	14:00	12:00	13:00	12:00	13:00	13:00	13:00		13:00	14:00
Vol.	11	379	150	12	7	5	1	3	2	2	1		2	555

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	16	7	0	1	0	0	0	1	0	0	0	0	25
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	13	9	0	0	0	0	0	0	0	0	0	0	22
04:00	0	8	5	1	0	0	0	0	0	0	0	0	0	14
05:00	2	45	28	1	0	0	0	0	0	0	0	0	0	76
06:00	4	155	109	1	2	1	0	0	0	0	0	0	0	272
07:00	7	305	165	10	4	1	0	2	1	0	0	0	1	496
08:00	<b>9</b>	<b>413</b>	<b>179</b>	<b>14</b>	5	1	0	0	0	<b>2</b>	0	0	1	<b>624</b>
09:00	3	330	158	2	5	3	<b>1</b>	<b>5</b>	1	1	<b>2</b>	0	<b>3</b>	514
10:00	9	332	125	10	<b>7</b>	3	0	2	<b>3</b>	2	0	0	2	495
11:00	3	344	126	7	4	<b>4</b>	0	1	2	0	0	0	1	492
12	8	316	120	2	3	2	1	2	1	0	1	0	1	457
13:00	<b>4</b>	287	133	4	<b>6</b>	2	0	<b>2</b>	<b>1</b>	0	<b>0</b>	0	1	440
14:00	6	322	128	<b>9</b>	3	1	0	1	0	0	0	0	0	470
15:00	5	348	105	4	0	0	<b>2</b>	2	0	0	1	0	0	467
16:00	4	<b>362</b>	<b>135</b>	9	3	<b>4</b>	0	1	0	<b>1</b>	0	0	<b>2</b>	<b>521</b>
17:00	1	338	131	0	4	1	1	1	0	0	0	0	0	477
18:00	5	240	98	1	2	0	0	2	0	0	0	0	0	348
19:00	6	196	86	0	3	0	0	0	1	0	0	0	0	292
20:00	2	132	60	0	1	0	0	1	1	0	0	0	0	197
21:00	3	116	43	1	1	0	0	0	0	0	0	0	0	164
22:00	2	83	20	0	0	0	0	0	0	0	0	0	0	105
23:00	1	41	11	2	1	0	0	0	0	0	0	0	0	56
Total	84	4756	1983	78	55	23	5	22	12	6	4	0	12	7040
Percent	1,2%	67,6%	28,2%	1,1%	0,8%	0,3%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,2%	
AM Peak	08:00	08:00	08:00	08:00	10:00	11:00	09:00	09:00	10:00	08:00	09:00		09:00	08:00
Vol.	9	413	179	14	7	4	1	5	3	2	2		3	624
PM Peak	12:00	16:00	16:00	14:00	13:00	16:00	15:00	12:00	12:00	16:00	12:00		16:00	16:00
Vol.	8	362	135	9	6	4	2	2	1	1	1		2	521

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23.16	0	13	6	0	0	0	0	0	0	0	0	0	0	19
01:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
02:00	0	3	5	0	0	0	0	0	0	0	0	0	1	9
03:00	0	9	4	1	0	0	0	0	0	0	0	0	0	14
04:00	0	10	7	0	1	0	0	0	0	0	0	0	0	18
05:00	0	49	18	0	0	0	0	1	0	0	0	0	0	68
06:00	3	177	121	1	1	0	0	0	0	0	0	0	0	303
07:00	6	334	165	8	7	2	0	0	0	0	0	0	0	522
08:00	<b>7</b>	<b>426</b>	166	<b>18</b>	<b>9</b>	0	0	1	<b>1</b>	1	<b>1</b>	0	0	<b>630</b>
09:00	3	332	<b>172</b>	6	4	2	0	<b>2</b>	0	1	0	0	1	523
10:00	3	367	154	3	8	1	<b>1</b>	1	0	<b>2</b>	0	0	0	540
11:00	2	341	139	2	3	<b>5</b>	0	0	0	1	1	0	<b>3</b>	497
12	2	346	127	7	7	1	0	1	1	0	1	0	0	493
13:00	6	345	<b>142</b>	3	<b>5</b>	1	0	1	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	1	506
14:00	3	<b>379</b>	136	<b>8</b>	3	<b>2</b>	0	1	1	1	0	0	0	<b>534</b>
15:00	5	344	118	5	6	2	0	1	0	0	0	1	1	483
16:00	5	355	120	5	2	2	1	<b>3</b>	0	1	0	0	0	494
17:00	5	352	130	0	6	0	<b>2</b>	2	0	1	0	0	1	499
18:00	<b>7</b>	267	106	1	4	2	0	1	0	0	0	0	<b>2</b>	390
19:00	3	199	73	1	4	0	1	0	0	0	1	0	0	282
20:00	2	137	61	0	2	0	0	1	1	0	0	0	0	204
21:00	7	124	61	0	0	0	0	0	0	0	0	0	0	192
22:00	3	81	27	0	1	0	0	1	1	0	0	0	0	114
23:00	0	29	16	0	0	0	0	0	1	0	0	0	0	46
Total	72	5027	2080	69	73	20	5	17	6	9	4	2	10	7394
Percent	1,0%	68,0%	28,1%	0,9%	1,0%	0,3%	0,1%	0,2%	0,1%	0,1%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	10:00	09:00	08:00	10:00	08:00		11:00	08:00
Vol.	7	426	172	18	9	5	1	2	1	2	1		3	630
PM Peak	18:00	14:00	13:00	14:00	12:00	14:00	17:00	16:00	12:00	13:00	12:00	13:00	18:00	14:00
Vol.	7	379	142	8	7	2	2	3	1	1	1	1	2	534

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	12	7	0	0	0	0	0	0	0	0	0	0	19
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
04:00	0	7	8	0	0	1	0	0	0	0	0	0	0	16
05:00	1	56	21	1	0	0	0	0	1	0	0	0	0	80
06:00	2	144	97	3	2	0	0	1	0	0	0	0	1	250
07:00	6	296	156	8	6	2	1	2	0	1	2	0	0	480
08:00	<b>8</b>	<b>428</b>	<b>179</b>	<b>17</b>	6	<b>7</b>	1	<b>4</b>	1	0	2	0	0	<b>653</b>
09:00	7	353	149	7	3	5	<b>2</b>	2	2	0	1	0	1	532
10:00	7	370	145	2	<b>8</b>	2	1	2	0	0	0	0	1	538
11:00	4	371	142	5	7	1	1	3	<b>3</b>	0	0	0	0	537
12	9	318	139	3	6	3	0	3	0	0	0	0	0	481
13:00	8	<b>397</b>	<b>107</b>	9	4	<b>1</b>	0	0	1	0	<b>2</b>	0	0	529
14:00	<b>17</b>	374	139	<b>13</b>	5	2	0	2	<b>3</b>	0	1	0	0	<b>556</b>
15:00	2	360	133	7	6	2	0	3	0	0	0	0	0	513
16:00	5	364	127	6	<b>7</b>	1	<b>1</b>	0	1	0	0	0	<b>1</b>	513
17:00	8	353	89	0	2	0	0	3	0	0	0	0	0	455
18:00	7	339	123	1	2	0	0	<b>5</b>	0	0	0	0	0	477
19:00	7	246	88	1	3	0	0	1	0	0	0	0	1	347
20:00	6	193	73	0	3	1	0	0	0	0	0	0	0	276
21:00	2	211	69	0	0	0	0	1	1	0	0	0	0	284
22:00	2	131	50	0	0	0	0	0	1	0	0	0	0	184
23:00	1	55	16	0	0	0	0	1	0	0	0	0	0	73
Total	109	5397	2065	83	70	28	7	33	14	1	8	0	5	7820
Percent	1,4%	69,0%	26,4%	1,1%	0,9%	0,4%	0,1%	0,4%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	08:00	08:00	10:00	08:00	09:00	08:00	11:00	07:00	07:00		06:00	08:00
Vol.	8	428	179	17	8	7	2	4	3	1	2		1	653
PM Peak	14:00	13:00	12:00	14:00	16:00	12:00	16:00	18:00	14:00		13:00		16:00	14:00
Vol.	17	397	139	13	7	3	1	5	3		2		1	556

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:25.16	0	28	18	0	0	0	0	0	1	0	0	0	0	47
01:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
02:00	0	11	7	0	0	0	0	0	0	0	0	0	1	19
03:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
04:00	1	12	6	0	1	0	0	0	0	0	0	0	0	20
05:00	0	39	12	1	0	0	0	1	0	0	0	0	0	53
06:00	1	77	37	2	1	0	0	2	0	0	0	0	0	120
07:00	4	161	72	2	3	0	0	1	1	0	0	0	0	244
08:00	5	269	119	2	3	0	0	0	0	1	0	0	0	399
09:00	8	364	135	2	4	0	0	1	0	0	0	0	1	515
10:00	11	396	136	2	2	0	1	2	0	2	1	0	2	555
11:00	8	398	131	0	4	1	0	4	0	0	0	0	0	546
12	8	390	133	2	3	0	0	2	0	0	1	0	0	539
13:00	8	454	121	3	6	1	1	4	0	0	0	0	0	598
14:00	10	400	124	3	2	1	0	0	0	0	0	0	0	540
15:00	15	444	137	2	5	1	0	1	0	0	0	0	0	605
16:00	8	412	116	1	4	0	0	1	0	0	0	0	0	542
17:00	13	350	121	0	2	0	0	2	0	1	0	0	0	489
18:00	10	411	141	1	2	0	0	2	0	0	0	0	0	567
19:00	7	333	102	0	2	0	0	4	0	0	0	0	0	448
20:00	11	304	117	0	4	1	0	1	1	0	0	0	0	439
21:00	3	272	89	0	0	0	0	0	0	0	0	0	0	364
22:00	4	150	52	1	1	0	0	1	0	0	0	0	0	209
23:00	2	70	28	0	0	0	0	0	0	0	0	0	0	100
Total	137	5780	1966	24	49	5	2	29	3	4	2	0	4	8005
Percent	1,7%	72,2%	24,6%	0,3%	0,6%	0,1%	0,0%	0,4%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	10:00	06:00	09:00	11:00	10:00	11:00	00:00	10:00	10:00		10:00	10:00
Vol.	11	398	136	2	4	1	1	4	1	2	1		2	555
PM Peak	15:00	13:00	18:00	13:00	13:00	13:00	13:00	13:00	20:00	17:00	12:00			15:00
Vol.	15	454	141	3	6	1	1	4	1	1	1			605



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06:26.16	0	39	18	0	1	0	0	0	0	0	0	0	0	58
01:00	1	22	12	0	0	0	0	0	1	0	0	0	0	36
02:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
03:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
04:00	0	12	11	0	0	0	0	0	0	0	0	0	0	23
05:00	1	37	8	0	0	0	0	0	0	0	0	0	0	46
06:00	1	65	19	0	0	0	0	0	0	0	0	0	0	85
07:00	1	76	31	0	2	0	1	1	0	0	0	0	0	112
08:00	3	168	69	2	2	0	0	1	0	0	0	0	0	245
09:00	12	240	107	0	2	1	0	0	0	0	0	0	0	362
10:00	12	363	110	0	0	0	0	2	1	0	0	0	1	489
11:00	14	391	119	0	2	1	1	3	0	1	2	0	0	534
12	13	404	141	0	1	0	1	3	0	0	0	0	0	563
13:00	15	383	122	0	3	0	0	2	0	0	0	0	0	525
14:00	11	349	150	1	4	3	1	5	0	0	0	0	0	524
15:00	8	455	143	1	4	1	1	4	0	0	0	0	0	617
16:00	10	445	157	1	2	0	0	2	0	0	0	0	0	617
17:00	4	454	163	0	5	1	0	7	0	0	1	0	0	635
18:00	0	400	157	0	2	0	0	0	0	0	0	0	0	559
19:00	1	230	77	0	4	0	0	2	0	0	0	0	0	314
20:00	1	147	47	0	0	0	0	0	0	0	0	0	0	195
21:00	0	112	35	0	0	0	1	0	0	0	0	0	0	148
22:00	0	77	24	0	0	0	0	0	0	0	0	0	0	101
23:00	1	29	11	0	0	0	0	0	0	0	0	0	0	41
Total	109	4932	1745	5	34	7	6	32	2	1	3	0	1	6877
Percent	1,6%	71,7%	25,4%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	09:00	07:00	11:00	01:00	11:00	11:00		10:00	11:00
Vol.	14	391	119	2	2	1	1	3	1	1	2		1	534
PM Peak	13:00	15:00	17:00	14:00	17:00	14:00	12:00	17:00			17:00			17:00
Vol.	15	455	163	1	5	3	1	7			1			635

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:27.16	0	21	4	0	1	0	0	0	1	0	0	0	0	27
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
03:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
04:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
05:00	1	58	23	0	1	0	0	0	1	0	0	0	0	84
06:00	0	146	110	2	3	0	0	0	1	2	0	0	0	264
07:00	5	307	176	9	7	0	0	0	0	0	0	0	1	505
08:00	3	427	163	12	5	2	0	2	1	1	0	0	0	616
09:00	5	320	162	7	7	3	0	2	2	2	0	0	0	510
10:00	5	371	153	7	5	1	0	1	0	0	1	0	0	544
11:00	12	342	122	2	3	1	0	4	0	0	0	0	1	487
12	5	317	150	4	3	1	0	0	2	0	0	0	1	483
13:00	6	316	136	3	4	6	0	1	0	0	2	0	1	475
14:00	8	347	139	11	8	2	0	2	1	1	1	0	0	520
15:00	8	362	137	4	3	1	0	1	0	1	0	0	0	517
16:00	3	374	125	10	3	6	2	3	3	1	0	0	0	530
17:00	3	374	127	3	3	3	0	1	1	1	0	0	1	517
18:00	8	275	104	0	3	2	0	5	0	0	0	0	0	397
19:00	1	170	83	0	4	0	0	2	0	0	0	0	0	260
20:00	2	191	74	0	3	0	0	0	1	0	0	0	0	271
21:00	3	142	55	0	0	0	0	0	1	0	0	0	0	201
22:00	0	99	30	0	1	0	0	0	0	0	0	0	0	130
23:00	1	34	16	1	0	0	0	1	0	0	0	0	0	53
Total	79	5022	2108	75	67	28	2	25	15	9	4	0	5	7439
Percent	1,1%	67,5%	28,3%	1,0%	0,9%	0,4%	0,0%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	08:00	07:00	08:00	07:00	09:00		11:00	09:00	06:00	10:00		07:00	08:00
Vol.	12	427	176	12	7	3		4	2	2	1		1	616
PM Peak	14:00	16:00	12:00	14:00	14:00	13:00	16:00	18:00	16:00	14:00	13:00		12:00	16:00
Vol.	8	374	150	11	8	6	2	5	3	1	2		1	530

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:28.16	1	21	11	0	0	0	0	0	0	0	0	0	0	33
01:00	0	10	2	1	0	0	0	0	0	0	0	0	0	13
02:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
03:00	0	8	6	0	0	0	0	0	1	0	0	0	0	15
04:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
05:00	1	55	28	0	0	0	0	0	0	0	0	0	0	84
06:00	0	152	91	2	5	0	0	0	0	3	0	0	0	253
07:00	1	296	174	6	7	2	0	1	0	0	0	0	0	487
08:00	2	390	149	15	11	3	0	3	1	0	1	0	2	577
09:00	1	331	148	5	6	0	0	1	1	0	0	0	1	494
10:00	0	364	130	6	6	3	1	3	1	1	0	0	1	516
11:00	1	339	136	4	6	1	0	2	1	0	0	0	0	490
12	1	365	143	4	5	4	1	2	0	0	0	0	1	526
13:00	5	352	126	6	4	1	0	4	1	1	0	0	0	500
14:00	5	335	135	10	5	0	3	1	2	0	2	0	1	499
15:00	1	348	115	5	3	3	1	1	1	0	2	0	1	481
16:00	3	368	118	1	5	1	1	1	0	0	2	0	2	502
17:00	2	358	110	3	2	1	0	1	1	1	0	0	0	479
18:00	3	275	98	1	3	0	1	0	0	0	1	0	0	382
19:00	3	188	85	0	5	2	0	0	0	0	0	0	0	283
20:00	2	147	73	1	1	0	0	0	0	0	0	0	0	224
21:00	1	137	48	0	0	0	0	0	0	0	0	0	0	186
22:00	1	69	23	0	0	0	0	0	0	0	0	0	0	93
23:00	0	36	11	0	0	0	0	0	0	0	0	0	0	47
Total	34	4964	1969	70	74	21	8	20	10	6	8	0	9	7193
Percent	0,5%	69,0%	27,4%	1,0%	1,0%	0,3%	0,1%	0,3%	0,1%	0,1%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00	10:00	08:00	03:00	06:00	08:00		08:00	08:00
Vol.	2	390	174	15	11	3	1	3	1	3	1		2	577
PM Peak	13:00	16:00	12:00	14:00	12:00	12:00	14:00	13:00	14:00	13:00	14:00		16:00	12:00
Vol.	5	368	143	10	5	4	3	4	2	1	2		2	526

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 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:29.16	0	14	11	0	0	0	0	0	0	0	0	0	0	25
01:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
02:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
03:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
04:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
05:00	1	69	22	2	0	0	0	1	0	0	0	0	0	95
06:00	3	148	116	1	3	3	<b>1</b>	0	0	0	0	0	0	275
07:00	3	299	<b>173</b>	4	<b>9</b>	<b>6</b>	0	1	<b>1</b>	0	0	0	0	496
08:00	3	<b>363</b>	158	<b>10</b>	6	1	0	0	1	0	0	0	<b>2</b>	<b>544</b>
09:00	5	334	141	4	5	2	0	1	0	0	0	0	0	492
10:00	4	331	118	3	5	1	0	1	0	0	0	0	0	463
11:00	<b>7</b>	348	121	4	9	4	0	<b>4</b>	0	0	0	0	1	498
12	6	347	148	3	4	2	0	0	0	0	1	0	2	513
13:00	5	342	<b>140</b>	2	<b>6</b>	1	0	0	<b>1</b>	1	<b>0</b>	0	<b>0</b>	498
14:00	<b>9</b>	342	120	<b>7</b>	3	2	<b>1</b>	1	1	<b>2</b>	0	0	1	489
15:00	2	317	114	3	4	<b>3</b>	1	<b>3</b>	1	0	0	0	0	448
16:00	5	387	126	5	3	2	0	3	0	1	1	0	1	534
17:00	5	<b>404</b>	141	1	2	0	1	2	0	0	0	0	1	<b>557</b>
18:00	4	307	139	2	2	1	0	1	1	0	0	0	1	458
19:00	8	194	87	2	3	0	0	0	0	0	0	0	2	296
20:00	3	164	66	1	1	1	0	1	0	0	0	0	0	237
21:00	8	149	47	0	3	1	1	1	0	0	0	0	0	210
22:00	0	116	37	1	1	2	0	0	0	0	0	0	0	157
23:00	0	47	12	0	0	1	0	0	1	0	0	0	0	61
Total	81	5057	2061	55	69	33	5	20	7	4	2	0	11	7405
Percent	1,1%	68,3%	27,8%	0,7%	0,9%	0,4%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	08:00	07:00	08:00	07:00	07:00	06:00	11:00	07:00				08:00	08:00
Vol.	7	363	173	10	9	6	1	4	1				2	544
PM Peak	14:00	17:00	12:00	14:00	13:00	15:00	14:00	15:00	13:00	14:00	12:00		12:00	17:00
Vol.	9	404	148	7	6	3	1	3	1	2	1		2	557

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.30.16	1	26	13	0	0	0	0	0	1	0	0	0	0	41
01:00	1	16	5	1	3	0	0	0	0	0	0	0	0	26
02:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
03:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
04:00	0	12	7	1	0	1	0	0	0	0	0	0	0	21
05:00	1	59	26	0	0	0	0	0	0	0	0	0	0	86
06:00	4	160	96	1	2	0	0	0	0	0	0	0	0	263
07:00	4	271	<b>157</b>	3	6	1	<b>1</b>	1	0	<b>1</b>	<b>1</b>	0	0	446
08:00	2	385	137	<b>6</b>	6	1	0	<b>4</b>	<b>2</b>	0	0	0	0	543
09:00	5	308	141	4	6	0	0	4	1	0	1	0	0	470
10:00	6	348	126	2	<b>7</b>	1	0	1	2	0	1	0	0	494
11:00	<b>7</b>	<b>405</b>	141	3	4	<b>2</b>	0	2	0	0	0	0	0	<b>564</b>
12	10	388	163	3	7	3	0	2	0	0	0	0	0	576
13:00	<b>9</b>	<b>431</b>	<b>129</b>	1	4	3	0	2	<b>1</b>	1	1	0	0	<b>582</b>
14:00	9	376	138	4	<b>9</b>	2	0	1	1	0	<b>2</b>	0	<b>2</b>	544
15:00	9	408	148	<b>5</b>	3	2	2	<b>3</b>	1	1	0	0	0	582
16:00	7	390	148	0	4	<b>5</b>	<b>3</b>	3	0	<b>2</b>	0	0	1	563
17:00	4	400	141	1	5	0	0	0	0	1	1	0	0	553
18:00	5	350	115	1	3	0	0	1	0	0	1	0	0	476
19:00	9	241	94	1	3	0	0	3	0	1	0	0	0	352
20:00	5	211	74	1	1	0	0	1	0	0	0	0	0	293
21:00	2	193	81	1	0	0	0	1	1	0	0	0	0	279
22:00	1	124	53	1	1	0	0	0	1	0	0	0	0	181
23:00	0	72	24	0	0	0	0	0	0	0	0	0	0	96
Total	101	5588	2165	40	74	21	6	29	11	7	8	0	3	8053
Percent	1,3%	69,4%	26,9%	0,5%	0,9%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,0%	
AM Peak	11:00	11:00	07:00	08:00	10:00	11:00	07:00	08:00	08:00	07:00	07:00			11:00
Vol.	7	405	157	6	7	2	1	4	2	1	1			564
PM Peak	12:00	13:00	12:00	15:00	14:00	16:00	16:00	15:00	13:00	16:00	14:00		14:00	13:00
Vol.	10	431	163	5	9	5	3	3	1	2	2		2	582

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WB

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07:01.16	1	47	12	0	0	1	0	0	1	0	1	0	0	63
01:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
02:00	0	12	11	0	1	0	0	0	0	0	0	0	0	24
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
04:00	1	12	5	0	0	0	0	0	1	0	0	0	0	19
05:00	0	29	9	1	2	2	0	0	0	0	0	0	0	43
06:00	0	73	32	0	1	0	0	0	1	0	0	0	0	107
07:00	2	108	51	1	1	1	0	1	0	0	0	0	0	165
08:00	0	175	72	0	2	2	0	0	1	0	0	0	0	252
09:00	6	246	96	1	3	0	1	1	0	0	0	0	0	354
10:00	0	248	116	0	2	0	0	0	0	0	0	0	0	366
11:00	3	<b>344</b>	<b>148</b>	1	4	1	0	0	0	1	0	0	0	<b>502</b>
12	2	366	143	2	1	0	0	0	1	0	0	0	0	515
13:00	1	335	136	1	2	0	0	0	0	0	0	0	0	475
14:00	1	<b>381</b>	<b>150</b>	1	3	0	0	1	0	0	0	0	0	<b>537</b>
15:00	2	332	131	1	5	0	0	0	0	0	0	0	0	471
16:00	0	306	101	0	4	1	0	0	0	0	0	0	0	412
17:00	0	294	128	0	2	1	0	1	0	0	0	0	0	426
18:00	2	282	121	0	2	1	0	0	0	0	0	0	0	408
19:00	0	251	106	0	2	0	0	1	0	0	0	0	0	360
20:00	0	178	63	0	3	0	0	0	0	0	0	0	1	245
21:00	1	186	75	0	0	0	0	1	0	0	0	0	0	263
22:00	0	118	45	0	0	0	0	0	0	0	0	0	0	163
23:00	3	104	46	0	0	0	0	0	2	0	0	0	0	155
Total	25	4453	1805	9	40	10	1	6	7	1	1	0	1	6359
Percent	0,4%	70,0%	28,4%	0,1%	0,6%	0,2%	0,0%	0,1%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	05:00	11:00	05:00	09:00	07:00	00:00	11:00	00:00			11:00
Vol.	6	344	148	1	4	2	1	1	1	1	1			502
PM Peak	23:00	14:00	14:00	12:00	15:00	16:00		14:00	23:00				20:00	14:00
Vol.	3	381	150	2	5	1		1	2				1	537

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07:02.16	0	38	15	0	0	0	0	0	0	0	0	0	0	53
01:00	1	28	14	0	0	0	0	0	0	0	0	0	0	43
02:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27
03:00	0	10	9	0	0	0	0	0	0	0	0	0	0	19
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:00	0	37	15	0	1	0	0	0	0	0	0	0	0	53
06:00	0	72	29	0	0	0	0	0	0	0	0	0	0	101
07:00	1	142	56	1	3	0	0	0	0	0	0	0	0	203
08:00	5	278	93	2	3	2	0	0	1	1	0	0	0	385
09:00	8	382	141	1	3	1	0	1	0	1	0	0	0	538
10:00	14	455	174	0	1	1	0	2	0	0	0	0	0	647
11:00	11	451	125	0	4	1	0	2	1	0	1	0	0	596
12	9	470	144	1	3	0	0	2	0	0	1	0	0	630
13:00	7	399	146	1	2	0	0	1	0	0	0	0	0	556
14:00	7	461	140	0	2	0	0	6	0	0	0	0	0	616
15:00	13	420	110	1	4	1	0	1	1	0	0	0	0	551
16:00	14	406	129	1	5	2	0	2	0	0	0	0	0	559
17:00	6	475	170	1	2	1	0	0	0	0	0	0	0	655
18:00	14	470	134	0	2	0	1	0	0	0	0	1	0	622
19:00	8	366	138	0	2	0	0	1	0	0	0	0	0	515
20:00	4	285	95	0	2	0	0	1	0	0	0	0	0	387
21:00	8	252	71	0	2	0	0	1	0	0	0	0	0	334
22:00	3	161	68	0	1	0	0	1	0	0	0	0	0	234
23:00	0	81	28	1	0	0	0	0	0	0	0	0	0	110
Total	133	6167	2056	10	42	9	1	21	3	2	2	1	0	8447
Percent	1,6%	73,0%	24,3%	0,1%	0,5%	0,1%	0,0%	0,2%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	10:00	10:00	08:00	11:00	08:00		10:00	08:00	08:00	11:00			10:00
Vol.	14	455	174	2	4	2		2	1	1	1			647
PM Peak	16:00	17:00	17:00	12:00	16:00	16:00	18:00	14:00	15:00		12:00	18:00		17:00
Vol.	14	475	170	1	5	2	1	6	1		1	1		655

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	1	57	17	0	0	0	0	1	0	0	0	0	0	76
01:00	1	26	16	0	0	0	0	0	1	0	0	0	0	44
02:00	1	26	8	0	0	0	0	0	0	0	0	0	0	35
03:00	1	16	10	0	0	0	0	0	0	0	0	0	0	27
04:00	1	14	11	0	0	0	0	0	0	0	0	0	0	26
05:00	0	29	16	0	0	0	0	0	0	0	0	0	0	45
06:00	0	61	19	0	0	0	0	0	0	0	0	0	0	80
07:00	1	91	30	0	4	0	0	1	0	0	0	0	0	127
08:00	2	165	57	1	3	1	0	1	0	0	0	0	0	230
09:00	1	252	105	0	2	0	0	0	0	0	0	0	0	360
10:00	10	321	111	0	1	0	0	0	0	0	1	0	0	444
11:00	7	392	125	0	3	1	1	1	0	0	0	0	0	530
12	12	443	130	0	1	1	1	2	0	0	0	0	0	590
13:00	18	414	150	1	0	0	0	3	0	0	1	0	0	587
14:00	17	404	134	0	2	1	1	2	0	0	0	0	0	561
15:00	15	499	161	0	4	3	0	3	0	0	0	0	2	687
16:00	16	494	161	0	2	1	0	3	0	0	1	0	0	678
17:00	12	455	179	0	4	1	0	3	0	1	0	0	0	655
18:00	9	397	146	0	3	1	0	4	2	0	0	0	0	562
19:00	9	325	112	0	2	0	0	2	0	0	0	0	0	450
20:00	2	281	103	0	1	0	0	1	0	0	1	0	0	389
21:00	3	250	62	0	0	0	0	1	0	0	0	0	0	316
22:00	0	97	39	0	0	0	0	0	0	0	0	0	0	136
23:00	1	36	18	0	0	0	0	0	1	0	0	0	0	56
Total	140	5545	1920	2	32	10	3	28	4	1	4	0	2	7691
Percent	1,8%	72,1%	25,0%	0,0%	0,4%	0,1%	0,0%	0,4%	0,1%	0,0%	0,1%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	08:00	07:00	08:00	11:00	00:00	01:00		10:00			11:00
Vol.	10	392	125	1	4	1	1	1	1		1			530
PM Peak	13:00	15:00	17:00	13:00	15:00	15:00	12:00	18:00	18:00	17:00	13:00		15:00	15:00
Vol.	18	499	179	1	4	3	1	4	2	1	1		2	687



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Site Code: 1  
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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	1	24	8	0	0	0	0	0	0	0	0	0	0	33
01:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
04:00	0	10	8	0	0	0	0	0	1	0	0	0	0	19
05:00	2	58	28	1	1	1	0	0	1	0	0	0	0	92
06:00	2	143	101	2	2	0	0	0	0	0	0	0	1	251
07:00	4	286	153	2	5	0	0	5	0	0	1	0	0	456
08:00	3	365	143	4	2	4	0	1	0	1	1	0	0	524
09:00	5	354	137	4	3	2	0	4	0	0	1	0	0	510
10:00	4	376	143	6	2	2	0	1	0	0	1	0	0	535
11:00	9	373	156	2	3	3	0	1	1	0	0	0	0	548
12	6	370	168	2	3	4	0	4	0	0	0	0	0	557
13:00	13	312	114	2	3	2	0	2	1	0	0	0	0	449
14:00	8	401	133	3	2	3	0	1	1	0	0	0	2	554
15:00	5	383	134	1	3	3	1	2	0	0	0	0	1	533
16:00	10	435	151	2	2	7	0	1	2	1	0	0	0	611
17:00	13	370	128	0	2	2	0	0	0	0	0	0	0	515
18:00	8	297	97	0	2	1	0	0	0	0	1	0	1	407
19:00	7	238	95	1	5	0	0	1	0	0	0	0	0	347
20:00	5	203	86	1	3	0	0	1	2	0	0	0	0	301
21:00	2	159	72	0	1	0	0	0	1	0	0	0	0	235
22:00	1	80	20	0	0	0	0	0	0	0	0	0	0	101
23:00	0	34	11	1	0	0	0	0	0	0	0	0	0	46
Total	108	5302	2096	34	44	34	1	24	10	2	5	0	5	7665
Percent	1,4%	69,2%	27,3%	0,4%	0,6%	0,4%	0,0%	0,3%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	10:00	11:00	10:00	07:00	08:00		07:00	04:00	08:00	07:00		06:00	11:00
Vol.	9	376	156	6	5	4		5	1	1	1		1	548
PM Peak	13:00	16:00	12:00	14:00	19:00	16:00	15:00	12:00	16:00	16:00	18:00		14:00	16:00
Vol.	13	435	168	3	5	7	1	4	2	1	1		2	611

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05:16	0	21	9	0	0	0	0	0	0	0	0	0	0	30
01:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
02:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
04:00	1	15	15	0	0	0	0	0	1	0	0	0	0	32
05:00	1	56	28	3	0	2	0	0	0	0	0	0	0	90
06:00	1	159	100	1	2	0	0	0	0	1	0	0	1	265
07:00	8	296	148	5	6	0	0	1	1	0	1	0	0	466
08:00	7	365	163	3	9	0	0	1	1	2	1	0	1	553
09:00	5	325	140	2	4	2	1	0	0	0	0	0	0	479
10:00	6	387	128	6	6	5	0	1	0	1	0	0	1	541
11:00	6	347	128	2	3	8	0	4	1	0	0	0	0	499
12	5	393	134	2	3	1	0	5	2	1	2	0	0	548
13:00	6	379	148	4	4	4	0	2	0	0	1	0	2	550
14:00	5	439	143	2	4	1	0	3	1	0	0	0	1	599
15:00	9	407	166	2	2	2	1	3	2	2	2	0	0	598
16:00	6	417	147	6	2	1	1	5	1	1	1	0	0	588
17:00	0	370	112	0	4	1	1	2	0	0	0	0	0	490
18:00	6	366	122	0	2	0	0	0	0	0	0	0	0	496
19:00	6	232	77	2	2	0	0	1	0	1	0	0	0	321
20:00	4	203	66	0	1	1	0	0	1	0	0	0	0	276
21:00	3	164	67	0	1	0	0	2	1	0	0	0	0	238
22:00	0	93	30	2	0	0	0	0	1	0	0	0	0	126
23:00	1	35	13	0	0	0	0	0	1	0	0	0	0	50
Total	86	5496	2092	42	55	28	4	30	15	9	8	0	6	7871
Percent	1,1%	69,8%	26,6%	0,5%	0,7%	0,4%	0,1%	0,4%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	07:00	10:00	08:00	10:00	08:00	11:00	09:00	11:00	01:00	08:00	07:00		06:00	08:00
Vol.	8	387	163	6	9	8	1	4	1	2	1		1	553
PM Peak	15:00	14:00	15:00	16:00	13:00	13:00	15:00	12:00	12:00	15:00	12:00		13:00	14:00
Vol.	9	439	166	6	4	4	1	5	2	2	2		2	599

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 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07.06.16	0	24	9	0	0	0	0	0	0	0	0	0	0	33
01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	11	6	1	0	0	0	0	0	0	0	0	0	18
04:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
05:00	1	61	27	1	2	1	0	1	1	0	0	0	0	95
06:00	3	143	104	0	1	1	0	1	0	0	0	0	0	253
07:00	<b>6</b>	<b>311</b>	<b>161</b>	<b>4</b>	<b>7</b>	<b>3</b>	0	2	2	0	0	0	0	496
08:00	4	366	160	2	2	2	<b>1</b>	1	1	0	0	0	<b>2</b>	541
09:00	6	329	129	3	<b>8</b>	1	0	<b>3</b>	1	0	<b>1</b>	0	2	483
10:00	3	<b>394</b>	133	3	6	2	0	2	0	0	0	0	1	<b>544</b>
11:00	6	270	104	1	1	2	0	3	<b>3</b>	0	0	0	1	391
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	1935	845	15	28	12	1	13	8	0	1	0	6	2893
Percent	1,0%	66,9%	29,2%	0,5%	1,0%	0,4%	0,0%	0,4%	0,3%	0,0%	0,0%	0,0%	0,2%	
AM Peak	07:00	10:00	07:00	07:00	09:00	07:00	08:00	09:00	11:00		09:00		08:00	10:00
Vol.	6	394	161	4	8	3	1	3	3		1		2	544
PM Peak														
Vol.														
Grand Total	1479	85041	32851	761	904	347	63	391	155	70	79	3	101	122245
Percent	1,2%	69,6%	26,9%	0,6%	0,7%	0,3%	0,1%	0,3%	0,1%	0,1%	0,1%	0,0%	0,1%	

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Site Code: 1  
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Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:20:16	1	31	12	0	1	0	0	0	1	0	0	0	0	46
01:00	1	17	6	0	1	0	0	0	0	0	0	0	0	25
02:00	0	9	7	0	1	0	0	0	0	0	0	0	0	17
03:00	1	8	9	1	0	0	0	0	1	0	0	0	0	20
04:00	1	27	8	0	0	0	0	0	1	0	0	0	0	37
05:00	1	84	37	1	1	0	0	1	1	0	0	0	0	126
06:00	4	223	130	5	6	3	0	0	1	0	0	0	0	372
07:00	8	412	254	12	6	0	0	3	<b>3</b>	0	0	0	0	698
08:00	7	<b>693</b>	<b>302</b>	<b>20</b>	12	<b>4</b>	0	4	2	<b>3</b>	0	<b>1</b>	0	<b>1048</b>
09:00	11	602	265	15	5	4	2	1	0	0	<b>2</b>	0	1	908
10:00	14	589	290	4	<b>14</b>	4	0	<b>6</b>	2	0	2	0	0	925
11:00	<b>15</b>	639	256	5	5	4	<b>3</b>	2	1	0	1	0	<b>3</b>	934
12	15	676	309	9	10	6	0	8	0	1	0	0	3	1037
13:00	<b>12</b>	610	278	6	<b>9</b>	<b>6</b>	1	<b>1</b>	0	<b>1</b>	0	0	<b>1</b>	925
14:00	5	658	299	<b>17</b>	5	6	1	6	1	0	<b>2</b>	0	1	1001
15:00	4	784	296	17	10	3	<b>3</b>	8	1	0	0	<b>1</b>	1	1128
16:00	8	<b>804</b>	310	15	6	2	1	2	0	0	1	0	1	<b>1150</b>
17:00	1	698	<b>323</b>	2	4	3	1	2	1	0	1	0	0	1036
18:00	2	493	193	0	6	0	0	1	0	0	0	0	0	695
19:00	7	384	153	1	6	0	0	1	0	0	0	0	0	552
20:00	3	262	107	1	2	0	1	0	1	0	0	0	0	377
21:00	4	221	91	0	2	0	0	0	<b>2</b>	0	0	0	0	320
22:00	1	117	56	0	0	1	0	0	0	0	0	0	0	175
23:00	0	69	19	1	0	0	0	0	0	0	0	0	0	89
Total	126	9110	4010	132	112	46	13	46	19	5	9	2	11	13641
Percent	0,9%	66,8%	29,4%	1,0%	0,8%	0,3%	0,1%	0,3%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	08:00	08:00	08:00	10:00	08:00	11:00	10:00	07:00	08:00	09:00	08:00	11:00	08:00
Vol.	15	693	302	20	14	4	3	6	3	3	2	1	3	1048
PM Peak	12:00	16:00	17:00	14:00	12:00	12:00	15:00	12:00	21:00	12:00	14:00	15:00	12:00	16:00
Vol.	15	804	323	17	10	6	3	8	2	1	2	1	3	1150

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EB, WB														
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06:21.16	0	24	7	0	0	0	0	0	0	0	0	0	0	31
01:00	1	22	9	0	0	0	0	0	0	0	0	0	0	32
02:00	0	14	11	0	0	0	0	0	1	0	0	0	0	26
03:00	0	9	6	0	1	0	0	0	2	1	0	0	0	19
04:00	0	23	19	1	2	0	0	0	0	0	0	0	0	45
05:00	3	76	35	1	0	0	0	0	0	1	0	0	0	116
06:00	3	204	151	2	4	0	0	0	2	0	0	0	0	366
07:00	9	467	256	12	8	10	1	2	2	0	1	0	1	769
08:00	5	612	268	<b>28</b>	12	11	0	2	2	<b>3</b>	<b>2</b>	0	0	<b>945</b>
09:00	<b>13</b>	552	<b>281</b>	13	14	<b>14</b>	0	<b>4</b>	<b>4</b>	1	2	0	1	899
10:00	10	581	270	7	<b>18</b>	10	1	2	0	0	2	0	1	902
11:00	11	<b>625</b>	259	9	7	3	<b>2</b>	2	3	2	0	<b>1</b>	<b>4</b>	928
12	12	682	306	5	7	5	0	4	5	3	0	0	2	1031
13:00	16	655	290	12	7	<b>5</b>	1	4	<b>4</b>	<b>2</b>	1	0	<b>2</b>	999
14:00	9	725	305	15	<b>13</b>	2	0	<b>6</b>	0	0	0	0	1	1076
15:00	16	738	322	<b>19</b>	6	3	1	4	0	1	<b>2</b>	0	1	1113
16:00	15	774	<b>329</b>	12	6	1	<b>2</b>	3	0	2	0	0	2	<b>1146</b>
17:00	15	<b>789</b>	323	0	2	4	0	2	2	0	1	0	0	1138
18:00	<b>18</b>	543	233	1	8	0	0	2	2	1	0	0	0	808
19:00	7	369	174	1	2	3	1	3	1	0	1	0	0	562
20:00	8	291	135	0	3	0	0	2	0	0	0	0	0	439
21:00	1	268	119	0	2	0	0	1	1	0	0	0	0	392
22:00	2	158	84	0	2	0	0	0	0	0	0	0	0	246
23:00	0	90	31	0	1	1	0	0	0	0	0	0	0	123
Total	174	9291	4223	138	125	72	9	43	31	17	12	1	15	14151
Percent	1,2%	65,7%	29,8%	1,0%	0,9%	0,5%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	09:00	11:00	09:00	08:00	10:00	09:00	11:00	09:00	09:00	08:00	08:00	11:00	11:00	08:00
Vol.	13	625	281	28	18	14	2	4	4	3	2	1	4	945
PM Peak	18:00	17:00	16:00	15:00	14:00	12:00	16:00	14:00	12:00	12:00	15:00		12:00	16:00
Vol.	18	789	329	19	13	5	2	6	5	3	2		2	1146

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22:16	0	48	17	0	2	0	0	0	1	0	0	0	0	68
01:00	1	19	7	0	0	0	0	0	0	0	0	0	0	27
02:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
03:00	0	17	13	0	0	0	0	0	0	0	0	0	0	30
04:00	0	19	9	1	0	0	0	0	1	0	0	0	0	30
05:00	2	69	41	1	0	0	0	0	1	0	0	0	0	114
06:00	6	222	149	3	4	1	0	1	0	0	0	0	1	387
07:00	11	457	248	13	7	1	0	4	1	1	0	0	2	745
08:00	<b>13</b>	<b>657</b>	<b>291</b>	<b>21</b>	7	2	1	0	0	<b>2</b>	0	0	2	996
09:00	3	542	282	17	<b>10</b>	5	<b>2</b>	<b>5</b>	3	2	<b>3</b>	0	<b>3</b>	877
10:00	13	596	274	17	10	<b>8</b>	1	4	4	2	1	0	2	932
11:00	13	<b>689</b>	268	12	9	5	1	2	<b>7</b>	1	1	0	1	<b>1009</b>
12	12	637	285	8	5	5	1	5	3	0	1	0	1	963
13:00	7	609	273	7	<b>15</b>	4	0	<b>3</b>	<b>1</b>	0	<b>0</b>	0	<b>4</b>	923
14:00	10	686	300	13	14	3	0	3	0	0	1	0	0	1030
15:00	13	771	285	<b>19</b>	4	<b>6</b>	<b>3</b>	3	2	0	1	0	1	1108
16:00	<b>14</b>	<b>773</b>	<b>349</b>	19	10	6	0	2	0	1	0	0	2	<b>1176</b>
17:00	9	752	348	1	8	1	1	5	1	<b>2</b>	0	0	0	1128
18:00	12	488	216	1	7	0	1	2	1	0	0	0	0	728
19:00	8	394	176	1	5	0	0	0	1	0	1	0	0	586
20:00	4	279	146	0	4	1	0	1	1	0	0	0	0	436
21:00	4	290	112	1	1	0	0	0	0	0	0	0	0	408
22:00	3	174	65	0	1	0	0	0	0	0	0	0	0	243
23:00	2	83	20	2	1	1	0	0	2	0	0	0	0	111
Total	160	9284	4179	157	124	49	11	40	30	11	9	0	19	14073
Percent	1,1%	66,0%	29,7%	1,1%	0,9%	0,3%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	08:00	11:00	08:00	08:00	09:00	10:00	09:00	09:00	11:00	08:00	09:00		09:00	11:00
Vol.	13	689	291	21	10	8	2	5	7	2	3		3	1009
PM Peak	16:00	16:00	16:00	15:00	13:00	15:00	15:00	12:00	12:00	17:00	12:00		13:00	16:00
Vol.	14	773	349	19	15	6	3	5	3	2	1		4	1176

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23.16	0	35	15	0	0	0	0	0	0	0	0	0	0	50
01:00	1	13	14	0	0	0	0	0	0	0	0	0	0	28
02:00	0	11	10	0	0	0	0	0	0	0	0	0	1	22
03:00	0	14	6	1	0	0	0	0	0	0	0	0	0	21
04:00	0	18	14	0	1	1	0	0	0	0	0	0	0	34
05:00	1	75	40	0	1	1	0	1	0	0	0	0	0	119
06:00	4	242	159	2	3	0	0	1	1	0	0	0	0	412
07:00	<b>10</b>	498	258	17	10	4	0	2	0	0	0	0	0	799
08:00	8	641	289	<b>26</b>	<b>17</b>	3	1	2	<b>2</b>	1	<b>1</b>	0	1	992
09:00	7	588	<b>304</b>	15	12	4	0	<b>4</b>	1	1	0	0	1	937
10:00	8	655	299	10	12	2	<b>2</b>	3	2	<b>2</b>	1	0	1	997
11:00	7	<b>676</b>	300	5	10	<b>9</b>	0	1	0	1	1	0	<b>3</b>	<b>1013</b>
12	6	666	304	8	12	5	0	3	2	0	1	0	0	1007
13:00	10	661	301	6	8	2	0	1	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	994
14:00	12	711	282	12	<b>15</b>	5	0	2	2	1	1	0	0	1043
15:00	11	761	293	<b>21</b>	13	3	0	5	1	1	0	1	1	1111
16:00	<b>18</b>	<b>818</b>	331	10	9	<b>7</b>	1	<b>9</b>	0	1	1	0	0	<b>1205</b>
17:00	13	793	<b>341</b>	0	14	2	<b>2</b>	5	0	1	0	0	1	1172
18:00	12	569	235	2	6	2	0	1	0	1	0	0	2	830
19:00	9	425	190	3	6	1	2	0	0	0	1	0	0	637
20:00	8	321	145	0	4	1	0	1	2	0	0	0	0	482
21:00	11	257	119	1	3	0	0	0	1	0	0	0	0	392
22:00	3	182	66	0	4	0	0	1	1	0	0	0	0	257
23:00	0	84	31	0	0	1	0	0	1	0	0	0	0	117
Total	159	9714	4346	139	160	53	8	42	17	11	7	2	13	14671
Percent	1,1%	66,2%	29,6%	0,9%	1,1%	0,4%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	07:00	11:00	09:00	08:00	08:00	11:00	10:00	09:00	08:00	10:00	08:00		11:00	11:00
Vol.	10	676	304	26	17	9	2	4	2	2	1		3	1013
PM Peak	16:00	16:00	17:00	15:00	14:00	16:00	17:00	16:00	12:00	13:00	12:00	13:00	13:00	16:00
Vol.	18	818	341	21	15	7	2	9	2	1	1	1	2	1205

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	29	12	0	0	0	0	0	2	0	0	0	0	43
01:00	0	11	9	0	0	0	0	0	1	0	0	0	0	21
02:00	0	13	7	0	0	0	1	0	0	0	0	0	0	21
03:00	0	16	5	1	0	0	0	0	0	0	0	0	0	22
04:00	0	16	13	0	0	1	0	0	1	0	0	0	0	31
05:00	1	82	38	1	0	1	0	1	2	0	0	0	0	126
06:00	3	196	138	5	4	0	0	4	0	0	0	0	1	351
07:00	7	451	256	14	11	3	2	<b>6</b>	1	1	<b>2</b>	0	0	754
08:00	13	673	292	<b>24</b>	12	<b>9</b>	<b>5</b>	6	1	0	2	<b>1</b>	1	1039
09:00	10	591	286	18	9	7	2	6	3	0	1	0	1	934
10:00	<b>16</b>	682	314	6	<b>15</b>	7	2	5	2	0	1	0	<b>2</b>	1052
11:00	10	<b>721</b>	<b>322</b>	10	10	2	1	6	<b>4</b>	<b>2</b>	0	0	1	<b>1089</b>
12	31	702	355	7	12	6	1	12	2	3	0	0	0	1131
13:00	21	796	<b>289</b>	14	<b>9</b>	<b>2</b>	0	<b>4</b>	2	<b>1</b>	<b>2</b>	0	0	1140
14:00	<b>33</b>	746	325	<b>18</b>	12	5	0	10	<b>4</b>	2	2	0	<b>2</b>	1159
15:00	17	835	320	17	11	6	1	9	0	1	1	0	1	1219
16:00	19	<b>855</b>	319	16	11	2	<b>2</b>	5	1	0	1	0	1	<b>1232</b>
17:00	17	845	281	2	5	0	1	7	1	0	0	0	0	1159
18:00	16	651	268	1	5	1	1	6	0	0	1	0	0	950
19:00	15	472	201	1	6	0	0	1	0	0	0	0	1	697
20:00	9	447	168	2	4	1	0	1	0	1	0	0	0	633
21:00	5	387	153	0	2	0	0	1	3	0	0	0	1	552
22:00	2	230	110	0	1	0	0	0	1	0	0	0	0	344
23:00	3	141	56	0	0	1	0	1	1	0	0	0	0	203
Total	248	10588	4537	157	139	54	19	91	32	11	13	1	12	15902
Percent	1,6%	66,6%	28,5%	1,0%	0,9%	0,3%	0,1%	0,6%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	11:00	08:00	10:00	08:00	08:00	07:00	11:00	11:00	07:00	08:00	10:00	11:00
Vol.	16	721	322	24	15	9	5	6	4	2	2	1	2	1089
PM Peak	14:00	16:00	12:00	14:00	12:00	12:00	16:00	12:00	14:00	12:00	13:00		14:00	16:00
Vol.	33	855	355	18	12	6	2	12	4	3	2		2	1232



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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:25:16	1	56	44	0	1	0	0	0	1	0	0	0	0	103
01:00	0	42	12	0	0	0	0	0	0	0	0	0	0	54
02:00	0	35	16	0	1	0	0	0	1	0	0	0	1	54
03:00	0	16	18	0	0	0	0	0	0	0	0	0	0	34
04:00	1	23	12	0	1	0	0	0	0	0	0	0	0	37
05:00	0	59	17	1	0	0	0	2	1	0	0	0	0	80
06:00	3	109	64	3	2	0	0	3	0	0	0	0	0	184
07:00	6	284	136	3	5	0	0	3	1	0	0	0	0	438
08:00	11	488	214	3	6	0	0	1	0	1	0	0	0	724
09:00	16	672	315	<b>5</b>	<b>7</b>	0	0	2	<b>2</b>	0	0	<b>1</b>	1	1021
10:00	18	805	313	4	6	0	<b>1</b>	7	0	<b>2</b>	<b>1</b>	0	<b>2</b>	1159
11:00	<b>27</b>	<b>887</b>	<b>324</b>	4	7	<b>4</b>	0	<b>13</b>	0	2	0	0	0	<b>1268</b>
12	22	888	338	6	5	6	1	13	0	0	1	0	0	1280
13:00	30	<b>911</b>	<b>321</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>12</b>	0	0	<b>0</b>	0	0	<b>1293</b>
14:00	23	854	299	4	6	3	0	5	0	0	0	0	0	1194
15:00	<b>35</b>	892	292	3	7	1	0	4	0	<b>1</b>	1	0	0	1236
16:00	11	838	270	2	8	1	0	1	0	0	0	0	0	1131
17:00	22	655	269	0	5	0	0	3	0	1	0	0	0	955
18:00	18	684	249	1	6	0	0	3	0	0	1	0	0	962
19:00	16	562	221	0	5	0	0	5	<b>1</b>	0	0	0	0	810
20:00	22	529	224	0	5	1	0	1	1	0	0	0	0	783
21:00	8	481	164	0	2	0	0	1	0	1	0	0	0	657
22:00	6	282	112	1	1	0	0	1	0	0	0	0	0	403
23:00	7	165	63	0	0	0	0	0	0	0	0	0	0	235
Total	303	11217	4307	46	96	18	3	80	8	8	4	1	4	16095
Percent	1,9%	69,7%	26,8%	0,3%	0,6%	0,1%	0,0%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	09:00	11:00	10:00	11:00	09:00	10:00	10:00	09:00	10:00	11:00
Vol.	27	887	324	5	7	4	1	13	2	2	1	1	2	1268
PM Peak	15:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	19:00	15:00	12:00			13:00
Vol.	35	911	338	6	10	6	1	13	1	1	1			1293

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26.16	1	92	42	0	1	0	0	0	1	0	0	0	0	137
01:00	2	58	34	0	1	1	0	0	1	0	0	0	0	97
02:00	0	42	19	1	0	0	0	0	0	0	0	0	0	62
03:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
04:00	0	22	19	0	0	0	0	0	0	0	0	0	0	41
05:00	1	55	14	0	0	0	0	2	0	0	0	0	0	72
06:00	1	94	41	0	1	0	0	1	0	0	0	0	0	138
07:00	4	136	75	0	4	0	1	1	1	0	0	0	1	223
08:00	8	304	150	3	3	0	1	2	1	0	0	0	0	472
09:00	22	475	224	1	6	1	0	1	0	0	0	0	0	730
10:00	21	669	250	0	1	1	0	4	1	0	1	0	1	949
11:00	<b>28</b>	<b>828</b>	<b>295</b>	1	5	2	2	9	0	1	2	0	0	<b>1173</b>
12	22	898	316	1	1	0	1	8	0	0	0	0	0	1247
13:00	<b>34</b>	<b>823</b>	<b>303</b>	1	4	0	2	6	0	0	0	0	0	<b>1173</b>
14:00	33	724	279	4	8	4	1	6	0	0	0	0	0	1059
15:00	12	834	278	1	8	1	1	5	0	0	0	0	0	1140
16:00	15	758	281	1	4	0	0	5	0	0	0	0	0	1064
17:00	9	728	287	0	8	2	1	8	0	1	1	0	0	1045
18:00	1	641	254	0	5	0	0	0	0	0	0	0	0	901
19:00	1	411	169	0	7	1	0	2	0	0	0	0	0	591
20:00	1	275	100	0	1	0	0	0	0	0	0	0	0	377
21:00	0	200	83	0	2	1	1	0	0	0	0	0	0	287
22:00	2	144	47	0	1	0	0	0	1	0	0	0	0	195
23:00	1	58	26	0	0	0	0	0	0	0	0	0	0	85
Total	219	9295	3593	14	71	14	11	60	6	2	4	0	2	13291
Percent	1,6%	69,9%	27,0%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	11:00	11:00	11:00	00:00	11:00	11:00		07:00	11:00
Vol.	28	828	295	3	6	2	2	9	1	1	2		1	1173
PM Peak	13:00	12:00	12:00	14:00	14:00	14:00	13:00	12:00	22:00	17:00	17:00			12:00
Vol.	34	898	316	4	8	4	2	8	1	1	1			1247

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EB, WB														
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06:27.16	0	55	14	0	2	0	0	0	1	0	0	0	0	72
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
03:00	0	18	11	0	0	0	0	0	1	0	0	0	0	30
04:00	0	22	9	0	0	0	0	0	2	0	0	0	0	33
05:00	2	78	40	0	1	2	0	0	2	1	0	0	0	126
06:00	0	197	154	3	6	0	0	0	2	<b>3</b>	0	0	0	365
07:00	10	454	264	14	<b>11</b>	0	<b>2</b>	2	<b>3</b>	1	0	0	1	762
08:00	5	680	285	18	9	<b>5</b>	0	3	2	2	0	0	1	1010
09:00	9	563	298	<b>21</b>	8	4	0	2	2	2	0	0	0	909
10:00	6	714	<b>333</b>	10	8	3	1	5	2	0	<b>1</b>	0	0	1083
11:00	<b>18</b>	<b>749</b>	299	8	10	5	0	<b>6</b>	1	1	0	0	<b>3</b>	<b>1100</b>
12	14	690	327	6	8	4	0	2	3	0	0	0	2	1056
13:00	14	651	308	4	10	9	0	5	2	1	<b>3</b>	0	<b>1</b>	1008
14:00	10	698	298	<b>19</b>	<b>17</b>	4	0	4	2	1	1	0	0	1054
15:00	13	764	316	15	7	4	0	3	0	<b>2</b>	2	0	0	1126
16:00	11	<b>826</b>	<b>331</b>	19	7	<b>12</b>	<b>3</b>	<b>9</b>	<b>4</b>	1	0	0	0	<b>1223</b>
17:00	11	820	325	3	11	6	0	4	1	2	0	0	2	1185
18:00	<b>17</b>	567	232	2	8	2	0	5	1	0	0	0	0	834
19:00	2	390	183	0	8	0	0	3	3	0	0	0	0	589
20:00	5	354	165	0	5	0	0	0	2	1	0	0	0	532
21:00	4	312	120	0	1	0	0	1	1	0	0	0	0	439
22:00	0	170	67	0	1	0	0	0	0	0	0	0	0	238
23:00	1	63	33	1	0	0	0	1	0	0	0	0	0	99
Total	152	9852	4424	143	138	60	6	55	37	18	7	0	10	14902
Percent	1,0%	66,1%	29,7%	1,0%	0,9%	0,4%	0,0%	0,4%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	07:00	08:00	07:00	11:00	07:00	06:00	10:00		11:00	11:00
Vol.	18	749	333	21	11	5	2	6	3	3	1		3	1100
PM Peak	18:00	16:00	16:00	14:00	14:00	16:00	16:00	16:00	16:00	15:00	13:00		12:00	16:00
Vol.	17	826	331	19	17	12	3	9	4	2	3		2	1223

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:28.16	1	40	23	1	0	0	0	0	0	0	0	0	0	65
01:00	1	21	15	1	0	0	0	0	2	0	0	0	0	40
02:00	0	17	11	0	0	0	0	0	0	0	0	0	0	28
03:00	0	9	9	0	0	0	0	0	1	0	0	0	0	19
04:00	0	29	12	0	1	0	0	0	0	0	0	0	0	42
05:00	2	84	44	0	0	2	0	0	1	0	0	0	0	133
06:00	0	213	124	4	9	0	0	0	0	4	0	0	3	357
07:00	1	438	282	11	9	4	0	3	1	0	1	0	0	750
08:00	4	611	250	21	20	6	1	5	1	0	1	0	4	924
09:00	3	565	273	15	15	3	0	1	2	0	0	0	1	878
10:00	8	605	256	9	14	5	2	5	2	2	0	0	1	909
11:00	2	659	282	9	13	2	0	5	2	0	0	0	1	975
12	5	696	294	8	9	7	1	5	1	0	0	0	1	1027
13:00	8	691	286	12	9	4	0	4	3	1	0	0	0	1018
14:00	9	696	331	13	10	3	3	2	3	0	3	0	1	1074
15:00	4	755	318	12	6	4	2	5	1	1	4	0	1	1113
16:00	7	829	305	4	14	1	1	3	1	0	2	0	2	1169
17:00	6	825	324	4	6	4	0	3	1	1	1	0	0	1175
18:00	4	560	248	2	9	0	1	0	1	0	1	0	0	826
19:00	5	377	185	1	10	4	0	0	0	0	0	0	0	582
20:00	4	309	148	1	3	0	1	0	0	0	0	0	0	466
21:00	3	306	124	0	3	0	0	0	1	0	0	0	0	437
22:00	2	145	71	0	0	0	0	0	0	0	0	0	0	218
23:00	1	78	36	0	0	0	0	0	0	0	0	0	0	115
Total	80	9558	4251	128	160	49	12	41	24	9	13	0	15	14340
Percent	0,6%	66,7%	29,6%	0,9%	1,1%	0,3%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	07:00	08:00	08:00	08:00	10:00	08:00	01:00	06:00	07:00		08:00	11:00
Vol.	8	659	282	21	20	6	2	5	2	4	1		4	975
PM Peak	14:00	16:00	14:00	14:00	16:00	12:00	14:00	12:00	13:00	13:00	15:00		16:00	17:00
Vol.	9	829	331	13	14	7	3	5	3	1	4		2	1175

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.29.16	1	44	22	0	0	0	0	0	0	0	0	0	0	67
01:00	0	28	11	0	0	0	0	0	0	0	0	0	0	39
02:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
03:00	0	14	13	0	1	0	0	0	0	0	0	0	0	28
04:00	0	21	14	0	0	0	0	0	1	0	0	0	0	36
05:00	1	93	40	2	1	2	0	1	<b>2</b>	<b>1</b>	0	0	0	143
06:00	3	217	156	2	7	5	<b>1</b>	2	0	1	0	0	0	394
07:00	7	442	257	8	13	6	0	3	1	0	0	0	0	737
08:00	6	598	<b>282</b>	<b>15</b>	13	4	1	2	2	1	0	0	<b>2</b>	926
09:00	8	582	278	14	12	5	0	2	1	0	0	0	1	903
10:00	11	606	255	8	10	6	1	1	0	1	0	0	0	899
11:00	<b>13</b>	<b>667</b>	263	5	<b>15</b>	<b>8</b>	1	<b>8</b>	1	0	0	0	1	<b>982</b>
12	12	690	313	10	13	7	1	6	1	1	2	0	2	1058
13:00	14	657	335	8	<b>16</b>	<b>3</b>	0	2	2	<b>3</b>	<b>1</b>	0	<b>0</b>	1041
14:00	14	716	310	<b>11</b>	8	6	1	2	2	3	0	0	1	1074
15:00	5	663	264	10	6	4	<b>2</b>	8	<b>3</b>	0	0	0	1	966
16:00	14	836	354	9	13	3	0	<b>9</b>	0	1	1	0	1	1241
17:00	12	<b>846</b>	<b>369</b>	5	5	2	1	3	1	0	1	0	1	<b>1246</b>
18:00	11	584	274	4	7	3	0	1	1	0	1	<b>1</b>	1	888
19:00	<b>15</b>	448	208	2	7	1	0	1	0	0	0	0	2	684
20:00	9	355	162	1	4	4	0	1	0	0	0	0	0	536
21:00	13	415	148	0	5	2	1	1	1	0	1	0	0	587
22:00	3	209	91	1	1	2	0	0	1	0	0	0	0	308
23:00	1	109	58	0	2	2	0	0	1	0	0	0	0	173
Total	173	9853	4485	115	159	75	10	53	21	12	7	1	13	14977
Percent	1,2%	65,8%	29,9%	0,8%	1,1%	0,5%	0,1%	0,4%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	08:00	08:00	11:00	11:00	06:00	11:00	05:00	05:00			08:00	11:00
Vol.	13	667	282	15	15	8	1	8	2	1			2	982
PM Peak	19:00	17:00	17:00	14:00	13:00	12:00	15:00	16:00	15:00	13:00	12:00	18:00	12:00	17:00
Vol.	15	846	369	11	16	7	2	9	3	3	2	1	2	1246

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 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.30.16	3	58	27	0	0	0	0	0	2	0	0	0	0	90
01:00	2	27	15	1	4	0	0	0	0	0	0	0	0	49
02:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
03:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
04:00	1	26	13	1	0	1	0	0	0	0	0	0	0	42
05:00	1	87	36	0	0	1	0	0	0	0	0	0	0	125
06:00	6	223	130	3	4	1	0	1	1	1	0	0	0	370
07:00	6	411	260	5	11	1	2	1	2	1	1	0	0	701
08:00	3	621	252	12	13	4	0	5	2	0	0	0	0	912
09:00	10	574	281	5	13	0	2	6	1	1	1	0	0	894
10:00	13	674	283	4	14	4	0	5	3	1	1	0	1	1003
11:00	10	785	297	6	13	4	0	3	1	1	0	1	1	1122
12	16	824	340	4	11	3	0	6	1	1	0	0	0	1206
13:00	23	805	318	5	7	7	1	7	1	1	1	0	0	1176
14:00	20	778	322	8	18	4	0	8	2	1	2	0	3	1166
15:00	17	893	366	11	11	2	2	6	1	1	2	0	0	1312
16:00	18	886	361	1	13	6	4	8	0	2	0	0	2	1301
17:00	12	810	342	2	8	1	0	5	0	1	1	0	0	1182
18:00	17	678	261	2	4	1	1	3	0	0	1	0	0	968
19:00	14	546	237	1	6	1	0	5	1	2	0	0	0	813
20:00	16	499	214	1	3	0	1	1	1	0	0	0	0	736
21:00	4	435	200	2	2	0	0	3	1	0	0	0	0	647
22:00	4	247	127	1	2	1	1	0	1	0	0	0	0	384
23:00	1	161	76	0	1	0	0	0	1	0	0	0	0	240
Total	217	11074	4773	75	158	42	14	73	22	14	10	1	7	16480
Percent	1,3%	67,2%	29,0%	0,5%	1,0%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	08:00	10:00	08:00	07:00	09:00	10:00	06:00	07:00	11:00	10:00	11:00
Vol.	13	785	297	12	14	4	2	6	3	1	1	1	1	1122
PM Peak	13:00	15:00	15:00	15:00	14:00	13:00	16:00	14:00	14:00	16:00	14:00		14:00	15:00
Vol.	23	893	366	11	18	7	4	8	2	2	2		3	1312

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 Mosley Street West of 58th Street

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EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	2	91	37	0	0	1	0	0	<b>3</b>	0	<b>1</b>	0	0	135
01:00	0	42	11	0	2	0	0	0	0	0	0	0	0	55
02:00	1	22	19	0	1	0	0	0	0	0	0	0	0	43
03:00	0	21	12	0	0	0	0	0	0	0	0	0	0	33
04:00	1	27	13	0	0	0	0	0	2	0	0	0	0	43
05:00	0	50	13	<b>1</b>	2	2	0	0	0	0	0	0	0	68
06:00	1	109	53	0	2	0	0	0	1	0	0	0	0	166
07:00	4	186	119	1	3	1	0	<b>2</b>	1	0	0	0	0	317
08:00	1	331	145	0	<b>6</b>	2	0	0	1	0	0	<b>1</b>	0	487
09:00	<b>7</b>	447	220	1	6	1	<b>1</b>	2	0	0	0	0	0	685
10:00	0	491	273	0	5	0	0	1	2	0	0	0	0	772
11:00	5	<b>629</b>	<b>327</b>	1	6	<b>4</b>	0	1	1	<b>1</b>	0	0	0	<b>975</b>
12	4	719	309	3	5	0	1	1	1	0	0	1	0	1044
13:00	2	<b>705</b>	308	<b>3</b>	4	1	<b>0</b>	<b>2</b>	0	0	<b>1</b>	<b>0</b>	0	1026
14:00	<b>5</b>	703	<b>341</b>	2	<b>8</b>	0	0	2	0	0	0	0	0	<b>1061</b>
15:00	2	685	319	1	8	0	0	0	0	<b>1</b>	0	0	0	1016
16:00	4	643	246	0	8	1	0	2	0	0	0	0	0	904
17:00	1	634	252	0	6	1	0	1	0	0	0	0	0	895
18:00	2	519	225	0	6	<b>2</b>	0	2	0	0	0	0	<b>1</b>	757
19:00	4	489	212	0	5	0	0	2	0	0	0	0	0	712
20:00	2	368	158	0	4	0	0	1	0	0	1	0	1	535
21:00	2	367	168	0	1	2	0	1	0	0	0	0	0	541
22:00	0	282	132	0	0	0	0	0	1	0	0	0	0	415
23:00	3	236	121	0	1	0	0	0	<b>2</b>	0	0	0	0	363
Total	53	8796	4033	13	89	18	2	20	15	2	3	2	2	13048
Percent	0,4%	67,4%	30,9%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	05:00	08:00	11:00	09:00	07:00	00:00	11:00	00:00	08:00		11:00
Vol.	7	629	327	1	6	4	1	2	3	1	1	1		975
PM Peak	14:00	12:00	14:00	12:00	14:00	18:00	12:00	13:00	23:00	15:00	13:00	12:00	18:00	14:00
Vol.	5	719	341	3	8	2	1	2	2	1	1	1	1	1061

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07:02:16	2	93	47	0	0	0	0	0	1	0	0	0	0	143
01:00	2	53	31	0	0	0	0	0	0	0	0	0	0	86
02:00	0	50	20	0	0	0	0	0	0	0	0	0	0	70
03:00	0	24	21	0	0	0	0	0	0	0	0	0	0	45
04:00	0	19	12	0	1	0	0	0	0	0	0	0	0	32
05:00	0	60	27	0	1	0	0	0	0	0	0	0	0	88
06:00	0	113	53	0	0	0	0	0	0	0	0	0	0	166
07:00	2	251	100	1	<b>6</b>	0	0	0	0	0	0	0	0	360
08:00	11	483	213	<b>3</b>	5	<b>4</b>	0	2	1	<b>1</b>	0	0	0	723
09:00	20	678	314	2	5	4	0	3	0	1	0	0	0	1027
10:00	23	901	<b>388</b>	3	4	1	0	8	1	0	0	<b>1</b>	0	1330
11:00	<b>26</b>	<b>1015</b>	358	1	6	2	0	<b>19</b>	<b>2</b>	1	<b>1</b>	0	0	<b>1431</b>
12	27	1080	345	2	7	4	0	11	0	0	1	0	0	1477
13:00	24	<b>966</b>	<b>374</b>	<b>3</b>	4	<b>3</b>	<b>2</b>	<b>13</b>	0	<b>3</b>	<b>0</b>	0	<b>1</b>	<b>1393</b>
14:00	<b>28</b>	974	361	1	4	3	0	8	0	1	1	0	1	1382
15:00	26	864	309	2	<b>10</b>	2	0	6	<b>1</b>	0	1	0	0	1221
16:00	22	809	299	2	8	3	0	7	1	0	0	0	0	1151
17:00	13	832	297	3	4	2	0	2	0	0	1	0	0	1154
18:00	21	784	286	1	6	0	1	1	0	0	1	<b>1</b>	0	1102
19:00	10	646	242	0	5	0	0	1	1	0	0	0	0	905
20:00	14	529	207	0	6	0	0	2	0	0	0	0	0	758
21:00	13	456	167	0	7	0	0	1	0	0	0	0	0	644
22:00	4	305	139	0	1	0	0	1	0	0	0	0	1	451
23:00	1	180	67	1	0	1	0	0	0	0	0	0	0	250
Total	289	12165	4677	25	90	29	3	85	8	7	6	2	3	17389
Percent	1,7%	70,0%	26,9%	0,1%	0,5%	0,2%	0,0%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	10:00	08:00	07:00	08:00		11:00	11:00	08:00	11:00	10:00		11:00
Vol.	26	1015	388	3	6	4		19	2	1	1	1		1431
PM Peak	14:00	12:00	13:00	13:00	15:00	12:00	13:00	13:00	15:00	13:00	12:00	18:00	13:00	12:00
Vol.	28	1080	374	3	10	4	2	13	1	3	1	1	1	1477



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**Tel: 1- 416-910-0171 Fax: 1-888-711-3125**  
**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03:16	3	111	42	0	0	0	0	1	0	0	0	0	0	157
01:00	2	51	29	0	0	0	0	0	1	0	0	0	0	83
02:00	1	43	23	0	0	0	0	0	0	0	0	0	0	67
03:00	1	30	26	0	0	0	0	0	0	0	0	0	0	57
04:00	1	26	16	0	0	0	0	1	0	0	0	0	0	44
05:00	0	43	31	0	0	0	0	0	0	0	0	0	0	74
06:00	0	104	33	0	0	0	0	0	1	0	0	0	0	138
07:00	1	155	72	0	7	1	0	2	0	0	0	0	0	238
08:00	8	283	117	1	7	1	0	3	1	0	0	0	0	421
09:00	5	489	225	0	5	0	0	1	0	0	0	0	0	725
10:00	16	657	284	1	4	1	0	5	0	0	1	0	0	969
11:00	<b>22</b>	<b>865</b>	<b>316</b>	1	4	1	1	8	0	0	0	1	0	<b>1219</b>
12	30	912	310	0	4	4	1	5	0	1	0	0	1	1268
13:00	35	<b>848</b>	<b>328</b>	2	1	1	0	6	0	0	1	0	0	<b>1222</b>
14:00	<b>39</b>	816	300	0	3	1	2	5	0	0	0	0	0	1166
15:00	34	850	309	0	7	3	0	6	0	1	0	0	3	1213
16:00	22	859	304	0	3	2	0	9	0	0	1	0	0	1200
17:00	22	732	281	0	6	2	0	4	1	1	0	0	0	1049
18:00	15	649	241	1	5	1	0	4	2	0	0	1	0	919
19:00	15	512	227	0	4	0	0	2	0	0	0	0	0	760
20:00	10	492	165	0	2	0	0	1	0	0	1	0	0	671
21:00	9	399	120	0	1	0	0	1	1	0	0	0	1	532
22:00	2	177	84	0	0	0	0	0	0	0	0	0	0	263
23:00	1	90	30	0	0	0	0	0	1	0	0	0	0	122
Total	294	10193	3913	6	63	18	4	64	8	3	4	2	5	14577
Percent	2,0%	69,9%	26,8%	0,0%	0,4%	0,1%	0,0%	0,4%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	07:00	11:00	11:00	01:00		10:00	11:00		11:00
Vol.	22	865	316	1	7	1	1	8	1		1	1		1219
PM Peak	14:00	12:00	13:00	13:00	15:00	12:00	14:00	16:00	18:00	12:00	13:00	18:00	15:00	12:00
Vol.	39	912	328	2	7	4	2	9	2	1	1	1	3	1268

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	3	58	23	0	1	0	0	0	0	0	0	0	0	85
01:00	0	19	9	0	0	0	0	0	0	0	0	0	0	28
02:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
03:00	0	16	13	0	0	0	0	0	0	0	0	0	0	29
04:00	0	25	12	0	0	0	0	0	2	0	0	0	0	39
05:00	2	83	49	1	1	1	0	0	1	0	0	0	0	138
06:00	3	203	145	2	4	3	0	0	2	1	1	0	1	365
07:00	5	406	242	5	9	0	0	7	1	0	2	1	0	678
08:00	7	575	249	7	5	9	1	3	2	2	1	0	0	861
09:00	10	589	274	9	7	5	0	5	1	0	1	0	0	901
10:00	8	704	296	7	6	3	1	1	0	0	1	0	0	1027
11:00	18	811	368	5	7	6	1	5	1	0	1	0	0	1223
12	12	792	366	5	5	7	0	7	1	0	0	0	0	1195
13:00	17	637	257	4	6	4	0	3	1	1	0	0	0	930
14:00	26	798	345	7	6	5	0	4	2	0	0	0	4	1197
15:00	14	785	369	5	7	5	1	7	0	1	0	0	1	1195
16:00	19	871	369	5	11	8	0	4	2	2	0	0	1	1292
17:00	25	836	331	1	8	3	0	2	0	0	0	0	0	1206
18:00	13	618	238	0	8	1	0	0	0	0	1	0	1	880
19:00	18	453	216	2	8	0	0	3	0	0	0	0	0	700
20:00	14	366	171	1	5	0	0	2	2	0	0	0	0	561
21:00	5	311	134	0	2	0	0	0	2	0	0	0	0	454
22:00	2	166	60	2	0	0	0	1	0	0	0	0	0	231
23:00	1	87	30	1	0	0	0	0	0	0	0	0	0	119
Total	222	10225	4570	69	106	60	4	54	20	7	8	1	8	15354
Percent	1,4%	66,6%	29,8%	0,4%	0,7%	0,4%	0,0%	0,4%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	09:00	07:00	08:00	08:00	07:00	04:00	08:00	07:00	07:00	06:00	11:00
Vol.	18	811	368	9	9	9	1	7	2	2	2	1	1	1223
PM Peak	14:00	16:00	15:00	14:00	16:00	16:00	15:00	12:00	14:00	16:00	18:00		14:00	16:00
Vol.	26	871	369	7	11	8	1	7	2	2	1		4	1292

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05:16	1	50	24	0	1	0	0	0	0	0	0	0	0	76
01:00	2	18	11	0	1	0	0	0	2	0	0	0	0	34
02:00	1	20	10	0	0	0	0	0	1	0	0	0	0	32
03:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
04:00	1	29	20	0	1	0	0	0	1	0	0	0	0	52
05:00	1	76	43	4	1	3	0	0	0	0	0	0	0	128
06:00	2	214	143	4	3	3	0	0	1	2	1	0	1	374
07:00	9	422	244	7	9	2	2	1	2	1	1	0	1	701
08:00	10	565	279	7	16	0	2	2	2	3	1	0	1	888
09:00	6	562	282	5	12	4	1	1	0	0	1	0	0	874
10:00	10	734	292	7	8	8	0	2	1	1	0	0	1	1064
11:00	14	748	330	3	7	11	0	9	2	0	0	0	0	1124
12	15	847	353	4	5	7	0	8	3	1	2	0	0	1245
13:00	15	758	319	6	8	8	0	3	0	0	1	1	3	1122
14:00	16	833	338	5	13	4	1	3	1	1	0	0	1	1216
15:00	16	866	333	4	8	4	1	6	2	2	2	0	0	1244
16:00	10	865	343	8	4	2	1	8	1	1	1	0	1	1245
17:00	13	844	335	2	7	4	2	5	0	0	0	0	0	1212
18:00	12	711	252	1	4	2	0	1	0	0	0	0	1	984
19:00	9	448	178	2	2	0	0	1	1	1	0	0	0	642
20:00	6	435	150	0	3	2	0	0	1	0	0	0	0	597
21:00	9	354	156	1	2	0	0	5	1	0	0	0	0	528
22:00	2	179	76	2	1	0	0	0	2	0	0	0	0	262
23:00	3	97	36	0	1	0	0	0	1	0	0	0	0	138
Total	183	10688	4552	72	117	64	10	55	25	13	10	1	10	15800
Percent	1,2%	67,6%	28,8%	0,5%	0,7%	0,4%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	07:00	08:00	11:00	07:00	11:00	01:00	08:00	06:00		06:00	11:00
Vol.	14	748	330	7	16	11	2	9	2	3	1		1	1124
PM Peak	14:00	15:00	12:00	16:00	14:00	13:00	17:00	12:00	12:00	15:00	12:00	13:00	13:00	12:00
Vol.	16	866	353	8	13	8	2	8	3	2	2	1	3	1245

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 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	1	62	20	0	0	0	0	0	0	0	0	0	0	83
01:00	1	30	11	1	0	0	0	0	0	0	0	0	0	43
02:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
03:00	0	16	11	1	0	0	0	0	0	0	0	0	0	28
04:00	0	21	10	0	1	0	0	0	1	0	0	0	0	33
05:00	1	83	42	1	3	1	0	1	2	0	0	0	0	134
06:00	3	201	139	2	3	1	0	1	0	0	0	0	1	351
07:00	7	455	250	5	10	4	0	3	2	<b>1</b>	0	0	0	737
08:00	6	601	277	3	4	5	1	2	<b>3</b>	0	0	0	2	904
09:00	7	595	263	3	<b>14</b>	2	<b>3</b>	<b>7</b>	2	1	1	0	<b>4</b>	902
10:00	8	<b>732</b>	<b>290</b>	<b>11</b>	13	<b>6</b>	0	3	1	0	0	0	1	<b>1065</b>
11:00	<b>14</b>	545	230	1	6	4	1	4	3	0	<b>2</b>	0	2	812
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	3355	1549	28	54	23	5	21	14	2	3	0	10	5112
Percent	0,9%	65,6%	30,3%	0,5%	1,1%	0,4%	0,1%	0,4%	0,3%	0,0%	0,1%	0,0%	0,2%	
AM Peak	11:00	10:00	10:00	10:00	09:00	10:00	09:00	09:00	08:00	07:00	11:00		09:00	10:00
Vol.	14	732	290	11	14	6	3	7	3	1	2		4	1065
PM Peak														
Vol.														
Grand Total	3100	164258	70422	1457	1961	744	144	923	337	152	129	17	159	243803
Percent	1,3%	67,4%	28,9%	0,6%	0,8%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,1%	

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	1	49	18	0	0	0	0	0	<b>2</b>	0	0	0	0	70
01:00	0	27	7	0	2	0	0	0	0	0	0	0	0	36
02:00	1	11	5	0	0	0	0	0	0	0	0	0	0	17
03:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
04:00	0	20	8	0	0	0	0	0	1	0	0	0	0	29
05:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
06:00	1	44	23	0	1	0	0	0	0	0	0	0	0	69
07:00	1	103	64	0	2	0	0	0	1	0	0	0	0	171
08:00	1	198	71	0	<b>4</b>	<b>1</b>	0	<b>2</b>	0	0	0	0	0	277
09:00	<b>2</b>	232	132	0	3	1	0	2	0	0	0	0	0	372
10:00	0	290	152	0	3	0	0	0	2	0	0	0	0	447
11:00	1	<b>334</b>	<b>168</b>	0	3	1	0	1	2	0	0	0	0	<b>510</b>
12	2	413	151	1	3	1	1	2	0	0	0	0	0	574
13:00	0	<b>409</b>	157	<b>2</b>	2	<b>2</b>	<b>0</b>	<b>3</b>	0	0	0	0	0	<b>575</b>
14:00	2	365	168	2	<b>5</b>	0	0	1	0	0	0	0	0	543
15:00	0	391	<b>175</b>	0	4	0	0	1	<b>1</b>	0	0	0	0	572
16:00	<b>3</b>	390	111	0	4	0	0	2	0	0	0	0	0	510
17:00	3	379	105	0	5	0	0	0	0	0	0	0	0	492
18:00	0	258	92	0	5	0	0	2	0	0	0	0	<b>1</b>	358
19:00	1	268	105	0	3	0	0	1	0	0	0	0	0	378
20:00	2	218	84	0	0	0	0	0	0	0	0	0	0	304
21:00	1	201	84	0	0	1	0	0	0	0	0	0	0	287
22:00	2	178	78	0	0	0	0	0	1	0	0	0	0	259
23:00	0	144	61	0	0	0	0	0	0	0	0	0	0	205
Total	24	4965	2030	5	49	7	1	17	10	0	0	0	1	7109
Percent	0,3%	69,8%	28,6%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00		08:00	08:00		08:00	00:00					11:00
Vol.	2	334	168		4	1		2	2					510
PM Peak	16:00	12:00	15:00	13:00	14:00	13:00	12:00	13:00	15:00				18:00	13:00
Vol.	3	413	175	2	5	2	1	3	1				1	575

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	2	62	29	0	0	0	0	0	1	0	0	0	0	94
01:00	1	31	13	0	0	0	0	0	0	0	0	0	0	45
02:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
03:00	0	20	8	0	0	0	0	0	0	0	0	0	0	28
04:00	0	10	10	0	0	0	0	0	0	0	0	0	0	20
05:00	0	33	10	0	0	0	0	0	0	0	0	0	0	43
06:00	1	58	22	0	0	0	0	0	0	0	0	0	0	81
07:00	0	126	41	0	3	0	0	0	0	0	0	0	0	170
08:00	4	239	116	2	3	0	0	1	0	0	0	0	0	365
09:00	9	344	176	1	3	2	0	0	0	0	0	0	0	535
10:00	3	533	166	2	1	0	0	6	1	0	1	1	0	714
11:00	6	606	204	1	3	2	0	1	0	0	1	0	0	824
12	10	630	176	0	1	1	0	3	0	0	0	0	1	822
13:00	15	594	166	2	1	1	0	1	0	0	0	0	1	781
14:00	16	596	169	0	3	0	0	6	0	1	1	0	0	792
15:00	9	515	181	1	6	1	0	3	0	0	0	0	0	716
16:00	10	474	140	1	3	0	0	1	0	0	0	0	0	629
17:00	8	396	103	1	3	1	0	1	0	0	0	0	1	514
18:00	9	350	124	1	4	2	0	0	0	0	0	0	0	490
19:00	2	324	82	0	1	0	0	0	1	0	0	0	0	410
20:00	9	282	100	0	4	0	0	1	0	0	0	0	0	396
21:00	3	236	91	0	2	0	0	0	0	0	0	0	0	332
22:00	0	177	60	0	0	0	0	1	0	0	0	0	0	238
23:00	1	105	36	0	1	0	0	0	0	0	0	0	0	143
Total	118	6772	2233	12	42	10	0	25	3	1	3	1	3	9223
Percent	1,3%	73,4%	24,2%	0,1%	0,5%	0,1%	0,0%	0,3%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	08:00	07:00	09:00		10:00	00:00		10:00	10:00		11:00
Vol.	9	606	204	2	3	2		6	1		1	1		824
PM Peak	14:00	12:00	15:00	13:00	15:00	18:00		14:00	19:00	14:00	14:00		12:00	12:00
Vol.	16	630	181	2	6	2		6	1	1	1		1	822

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07.03.16	1	60	23	0	0	0	0	0	0	0	0	0	0	84
01:00	1	33	10	0	0	0	0	0	0	0	0	0	0	44
02:00	0	25	9	0	0	0	0	0	0	0	0	0	0	34
03:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35
04:00	0	18	3	0	0	0	0	2	0	0	0	0	0	23
05:00	0	21	15	0	0	0	0	0	0	0	0	0	0	36
06:00	0	50	14	0	0	0	0	0	<b>1</b>	0	0	0	0	65
07:00	0	90	40	0	3	1	0	1	0	0	0	0	0	135
08:00	5	142	55	0	<b>4</b>	0	0	2	1	0	0	0	0	209
09:00	4	301	121	0	3	0	0	1	0	0	0	0	0	430
10:00	6	386	144	<b>1</b>	1	<b>2</b>	0	<b>4</b>	0	0	0	0	0	544
11:00	<b>9</b>	<b>536</b>	<b>166</b>	1	2	0	0	4	0	0	0	<b>2</b>	0	<b>720</b>
12	10	531	138	0	3	0	1	6	1	0	0	0	0	690
13:00	<b>20</b>	<b>507</b>	<b>153</b>	<b>1</b>	<b>2</b>	0	<b>0</b>	<b>3</b>	<b>0</b>	0	0	<b>1</b>	0	<b>687</b>
14:00	16	459	145	0	1	0	0	1	0	<b>1</b>	0	0	0	623
15:00	20	449	113	0	2	0	0	5	0	1	0	0	0	590
16:00	9	406	115	0	2	0	0	4	0	0	0	0	0	536
17:00	7	305	86	0	2	0	0	1	1	0	0	0	<b>1</b>	403
18:00	5	297	82	0	2	0	0	1	0	0	0	0	0	387
19:00	3	235	94	0	2	<b>1</b>	0	1	0	0	0	0	0	336
20:00	7	222	58	0	0	0	0	0	0	0	0	0	0	287
21:00	5	170	53	0	1	0	0	0	1	0	0	0	1	231
22:00	2	105	30	0	0	0	0	0	0	0	0	0	0	137
23:00	0	59	8	0	0	0	0	0	0	0	0	0	0	67
Total	130	5433	1684	3	30	4	1	36	5	2	0	3	2	7333
Percent	1,8%	74,1%	23,0%	0,0%	0,4%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	10:00	08:00	10:00		10:00	06:00			11:00		11:00
Vol.	9	536	166	1	4	2		4	1			2		720
PM Peak	13:00	12:00	13:00	13:00	12:00	19:00	12:00	12:00	12:00	14:00		13:00	17:00	12:00
Vol.	20	531	153	1	3	1	1	6	1	1		1	1	690

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	2	33	15	0	0	0	0	0	0	0	0	0	0	50
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
04:00	0	22	4	0	0	0	0	0	1	0	0	0	0	27
05:00	0	34	19	0	0	0	0	0	0	0	0	0	0	53
06:00	0	69	49	0	2	1	0	1	<b>3</b>	<b>2</b>	0	0	0	127
07:00	1	141	87	<b>4</b>	3	2	0	0	1	0	0	0	0	239
08:00	2	265	99	2	3	<b>3</b>	<b>1</b>	<b>2</b>	0	1	0	0	<b>1</b>	379
09:00	3	288	149	4	<b>6</b>	3	1	1	1	0	0	0	0	456
10:00	1	379	155	2	5	1	0	0	1	0	0	0	0	544
11:00	<b>11</b>	<b>509</b>	<b>181</b>	3	5	3	0	2	0	0	<b>1</b>	0	1	<b>716</b>
12	8	499	174	1	1	1	0	4	1	0	0	0	0	689
13:00	5	<b>432</b>	173	2	4	1	0	<b>2</b>	<b>0</b>	<b>1</b>	0	0	<b>1</b>	621
14:00	<b>19</b>	488	177	1	4	1	0	4	1	1	0	0	0	696
15:00	6	469	169	<b>4</b>	5	<b>3</b>	0	3	0	0	0	<b>1</b>	0	660
16:00	6	482	<b>197</b>	2	<b>8</b>	3	0	3	0	1	0	0	0	<b>702</b>
17:00	10	483	169	1	4	0	0	1	0	0	0	0	0	668
18:00	3	359	121	0	4	0	0	0	0	0	0	0	0	487
19:00	8	239	101	1	1	0	0	1	0	0	0	0	0	351
20:00	9	191	64	0	2	0	0	2	0	0	0	0	0	268
21:00	2	173	51	0	1	0	0	0	1	0	0	0	0	228
22:00	1	95	35	1	0	0	0	1	0	0	0	0	0	133
23:00	0	58	14	0	0	0	0	0	0	0	0	0	0	72
Total	97	5734	2214	28	58	22	2	27	10	6	1	1	3	8203
Percent	1,2%	69,9%	27,0%	0,3%	0,7%	0,3%	0,0%	0,3%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	07:00	09:00	08:00	08:00	08:00	06:00	06:00	11:00		08:00	11:00
Vol.	11	509	181	4	6	3	1	2	3	2	1		1	716
PM Peak	14:00	12:00	16:00	15:00	16:00	15:00		12:00	12:00	13:00		15:00	13:00	16:00
Vol.	19	499	197	4	8	3		4	1	1		1	1	702



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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05:16	2	36	10	0	0	0	0	0	0	0	0	0	0	48
01:00	1	16	9	0	1	0	0	0	0	0	0	0	0	27
02:00	1	11	5	0	0	0	0	0	1	0	0	0	0	18
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
05:00	0	33	14	2	1	0	0	0	0	0	0	0	0	50
06:00	0	74	49	2	1	2	0	0	0	2	0	0	1	131
07:00	1	169	88	3	3	2	0	0	1	1	0	0	2	270
08:00	5	228	126	4	6	1	1	1	1	1	1	0	0	375
09:00	5	298	129	3	8	1	0	0	0	0	0	0	1	445
10:00	2	418	145	1	4	3	0	0	1	1	0	0	0	575
11:00	5	<b>452</b>	<b>191</b>	3	2	2	0	3	1	1	0	0	0	<b>660</b>
12	11	518	183	0	3	2	0	1	0	0	1	0	0	719
13:00	<b>13</b>	421	169	2	5	2	0	0	0	2	0	0	0	614
14:00	9	473	177	4	6	1	0	1	0	1	0	0	1	673
15:00	6	512	138	0	4	0	0	0	0	0	0	0	1	661
16:00	6	501	174	1	3	0	0	1	0	0	0	1	0	687
17:00	13	<b>529</b>	<b>198</b>	2	4	2	0	0	0	0	0	0	0	<b>748</b>
18:00	6	386	128	0	3	2	0	0	0	0	0	0	0	525
19:00	5	235	91	0	2	0	0	0	0	0	0	0	0	333
20:00	1	243	70	0	2	0	0	1	0	0	0	0	0	317
21:00	7	210	71	1	1	0	0	1	0	0	0	0	0	291
22:00	2	98	41	0	1	0	0	0	1	0	0	0	0	143
23:00	1	71	19	0	1	0	0	0	0	0	0	0	0	92
Total	102	5955	2233	28	62	20	1	9	6	9	2	1	6	8434
Percent	1,2%	70,6%	26,5%	0,3%	0,7%	0,2%	0,0%	0,1%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	08:00	11:00	11:00	08:00	09:00	10:00	08:00	11:00	02:00	06:00	08:00		07:00	11:00
Vol.	5	452	191	4	8	3	1	3	1	2	1		2	660
PM Peak	13:00	17:00	17:00	14:00	14:00	12:00		12:00	22:00	13:00	12:00	16:00	14:00	17:00
Vol.	13	529	198	4	6	2		1	1	2	1	1	1	748

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	0	39	9	0	0	0	0	0	0	0	0	0	0	48
01:00	1	19	6	1	0	0	0	0	0	0	0	0	0	27
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
04:00	0	20	5	0	0	0	0	0	1	0	0	0	0	26
05:00	0	26	17	0	2	0	0	0	1	0	0	0	0	46
06:00	0	73	44	2	1	0	0	0	1	0	0	0	0	121
07:00	1	185	91	2	2	0	0	1	0	<b>1</b>	0	0	0	283
08:00	3	290	99	0	3	<b>2</b>	1	<b>3</b>	<b>3</b>	1	0	0	1	406
09:00	2	342	130	0	6	1	<b>2</b>	2	0	1	0	0	<b>2</b>	488
10:00	5	421	152	<b>7</b>	5	1	1	1	2	1	0	0	0	596
11:00	<b>9</b>	<b>465</b>	<b>161</b>	1	<b>8</b>	1	1	3	1	0	0	0	1	<b>651</b>
12	14	466	155	5	5	3	0	1	2	0	1	0	0	652
13:00	<b>5</b>	437	152	<b>2</b>	3	<b>2</b>	0	2	<b>1</b>	<b>1</b>	<b>0</b>	0	1	606
14:00	6	473	169	2	<b>7</b>	1	0	2	1	0	0	0	0	661
15:00	12	436	182	2	3	2	0	2	0	0	1	0	0	640
16:00	6	474	180	2	6	0	0	0	0	0	0	0	0	668
17:00	11	<b>485</b>	<b>185</b>	1	6	1	0	<b>3</b>	0	0	0	0	<b>2</b>	<b>694</b>
18:00	4	315	137	1	5	0	0	1	0	0	0	0	0	463
19:00	5	245	111	0	2	0	0	0	1	0	0	0	0	364
20:00	8	219	74	0	2	1	0	1	2	0	0	0	0	307
21:00	0	203	59	0	0	0	0	1	0	0	0	0	0	263
22:00	2	107	30	0	0	0	0	0	0	0	0	0	0	139
23:00	0	50	23	0	0	0	0	0	1	0	0	0	0	74
Total	94	5806	2178	28	66	15	5	23	17	5	2	0	7	8246
Percent	1,1%	70,4%	26,4%	0,3%	0,8%	0,2%	0,1%	0,3%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	10:00	11:00	08:00	09:00	08:00	08:00	07:00			09:00	11:00
Vol.	9	465	161	7	8	2	2	3	3	1			2	651
PM Peak	12:00	17:00	17:00	12:00	14:00	12:00		17:00	12:00	13:00	12:00		17:00	17:00
Vol.	14	485	185	5	7	3		3	2	1	1		2	694

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:07.16	0	29	7	0	0	0	0	0	0	0	0	0	0	36
01:00	1	15	7	0	0	0	0	0	0	0	0	0	0	23
02:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
03:00	1	10	7	0	0	0	0	0	0	0	0	0	0	18
04:00	0	21	3	0	0	0	0	1	0	0	0	0	0	25
05:00	0	32	24	0	1	0	0	0	0	0	0	0	0	57
06:00	0	83	46	1	1	1	0	0	0	0	0	0	0	132
07:00	1	161	100	5	4	2	1	1	2	0	0	0	3	280
08:00	1	250	99	6	5	4	1	0	0	0	1	0	0	367
09:00	5	349	129	2	5	3	0	1	0	0	0	0	1	495
10:00	8	370	130	3	3	0	1	1	1	0	0	0	0	517
11:00	7	449	145	1	2	1	0	1	1	0	1	0	0	608
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	24	1782	705	18	21	11	3	5	4	0	2	0	4	2579
Percent	0,9%	69,1%	27,3%	0,7%	0,8%	0,4%	0,1%	0,2%	0,2%	0,0%	0,1%	0,0%	0,2%	
AM Peak	10:00	11:00	11:00	08:00	08:00	08:00	07:00	04:00	07:00		08:00		07:00	11:00
Vol.	8	449	145	6	5	4	1	1	2		1		3	608
PM Peak														
Vol.														
Grand Total	589	36447	13277	122	328	89	13	142	55	23	10	6	26	51127
Percent	1,2%	71,3%	26,0%	0,2%	0,6%	0,2%	0,0%	0,3%	0,1%	0,0%	0,0%	0,0%	0,1%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	1	55	13	0	0	1	0	0	1	0	1	0	0	72
01:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
02:00	0	15	11	0	0	0	0	0	0	0	0	0	0	26
03:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
04:00	1	11	6	0	0	0	0	0	1	0	0	0	0	19
05:00	0	29	10	1	1	2	0	0	0	0	0	0	0	43
06:00	0	69	35	0	1	0	0	0	1	0	0	0	0	106
07:00	2	118	49	1	2	0	0	0	0	0	0	0	0	172
08:00	0	186	80	0	3	2	0	0	1	0	0	0	0	272
09:00	4	268	103	1	3	0	0	2	0	0	0	0	0	381
10:00	0	276	114	0	2	0	0	0	0	0	0	0	0	392
11:00	4	<b>373</b>	<b>149</b>	<b>2</b>	<b>4</b>	1	1	1	0	0	1	0	0	<b>536</b>
12	3	381	153	0	2	0	0	1	0	0	0	0	1	541
13:00	2	371	<b>145</b>	<b>1</b>	4	1	1	3	0	0	0	0	0	528
14:00	2	<b>414</b>	136	1	3	1	1	0	1	0	0	0	0	<b>559</b>
15:00	1	385	133	1	7	2	0	0	0	0	0	0	0	529
16:00	1	340	116	0	4	1	0	1	0	0	0	0	0	463
17:00	1	293	145	1	3	0	0	1	0	0	0	0	0	444
18:00	3	315	115	0	3	1	0	0	0	0	1	0	0	438
19:00	1	267	114	0	3	0	0	1	0	0	0	0	0	386
20:00	1	200	64	0	4	0	0	0	0	0	0	0	1	270
21:00	1	197	78	0	0	0	0	1	0	0	0	0	0	277
22:00	0	133	52	0	0	0	0	0	0	0	0	0	0	185
23:00	3	126	51	0	0	0	0	0	2	0	0	0	0	182
Total	31	4850	1883	9	49	12	3	11	7	0	3	0	2	6860
Percent	0,5%	70,7%	27,4%	0,1%	0,7%	0,2%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	11:00	11:00	05:00	11:00	09:00	00:00		00:00			11:00
Vol.	4	373	149	2	4	2	1	2	1		1			536
PM Peak	12:00	14:00	12:00	13:00	15:00	15:00	13:00	13:00	23:00		18:00		12:00	14:00
Vol.	3	414	153	1	7	2	1	3	2		1		1	559

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**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	0	45	14	0	0	0	0	0	0	0	0	0	0	59
01:00	1	31	14	0	0	0	0	0	0	0	0	0	0	46
02:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
03:00	0	11	8	0	0	0	0	0	0	0	0	0	0	19
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:00	0	36	16	0	1	0	0	0	0	0	0	0	0	53
06:00	1	71	31	0	0	0	0	0	0	0	0	0	0	103
07:00	1	147	54	1	<b>3</b>	1	0	0	0	0	0	0	0	207
08:00	3	274	95	<b>2</b>	3	3	1	1	<b>1</b>	<b>1</b>	0	0	0	384
09:00	13	402	145	2	3	1	0	1	0	0	0	0	0	567
10:00	<b>14</b>	<b>500</b>	<b>183</b>	0	3	2	0	1	0	0	<b>2</b>	0	0	<b>705</b>
11:00	14	498	158	0	3	<b>8</b>	<b>2</b>	<b>4</b>	1	0	0	0	<b>1</b>	689
12	11	540	170	2	3	3	5	4	0	1	0	0	1	740
13:00	11	<b>515</b>	151	1	2	<b>7</b>	<b>3</b>	<b>6</b>	0	<b>0</b>	1	<b>1</b>	<b>0</b>	<b>698</b>
14:00	8	502	145	<b>5</b>	2	2	1	3	0	1	1	0	0	670
15:00	9	416	145	1	1	2	0	3	<b>1</b>	0	0	0	0	578
16:00	13	443	137	2	<b>5</b>	1	2	2	0	0	0	0	0	605
17:00	6	499	<b>186</b>	0	3	0	1	4	0	0	<b>2</b>	0	0	701
18:00	<b>17</b>	506	154	0	3	1	3	0	0	0	0	0	0	684
19:00	7	393	146	0	2	0	0	3	0	0	0	0	0	551
20:00	4	278	104	0	2	0	0	3	0	0	0	0	0	391
21:00	7	239	84	0	1	0	0	0	0	0	0	0	0	331
22:00	4	159	80	0	2	0	0	2	0	0	0	0	0	247
23:00	1	92	34	0	0	0	0	0	0	0	0	0	0	127
Total	145	6629	2266	16	42	31	18	37	3	3	6	1	2	9199
Percent	1,6%	72,1%	24,6%	0,2%	0,5%	0,3%	0,2%	0,4%	0,0%	0,0%	0,1%	0,0%	0,0%	
AM Peak	10:00	10:00	10:00	08:00	07:00	11:00	11:00	11:00	08:00	08:00	10:00		11:00	10:00
Vol.	14	500	183	2	3	8	2	4	1	1	2		1	705
PM Peak	18:00	12:00	17:00	14:00	16:00	13:00	12:00	13:00	15:00	12:00	17:00	13:00	12:00	12:00
Vol.	17	540	186	5	5	7	5	6	1	1	2	1	1	740

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 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	1	64	19	0	0	0	0	2	0	0	0	0	0	86
01:00	1	30	17	0	0	0	0	0	1	0	0	0	0	49
02:00	1	27	13	0	0	0	0	0	0	0	0	0	0	41
03:00	1	17	12	0	0	0	0	0	0	0	0	0	0	30
04:00	0	12	11	0	0	1	0	0	0	0	0	0	0	24
05:00	0	31	14	0	0	0	0	0	0	0	0	0	0	45
06:00	0	66	19	0	0	0	0	0	0	0	0	0	0	85
07:00	1	93	40	0	4	1	0	1	0	0	0	0	0	140
08:00	3	164	61	1	3	1	0	2	0	0	0	0	0	235
09:00	4	266	107	1	2	0	0	1	0	0	0	0	0	381
10:00	12	338	128	0	3	0	0	1	1	0	0	0	0	483
11:00	10	432	142	0	3	4	2	4	0	0	0	0	0	597
12	11	465	155	1	2	0	0	5	0	0	0	0	0	639
13:00	23	425	162	0	2	0	0	1	0	1	0	0	0	614
14:00	16	420	148	0	1	0	2	6	0	0	0	0	0	593
15:00	19	490	167	1	5	2	0	3	0	0	0	0	0	687
16:00	17	503	189	1	2	1	1	4	0	2	0	0	0	720
17:00	15	461	185	0	5	2	0	4	0	0	1	0	0	673
18:00	9	405	154	0	3	0	0	5	1	0	1	0	0	578
19:00	7	306	122	0	2	0	0	2	0	0	0	0	0	439
20:00	2	297	110	0	1	0	0	1	0	0	1	0	0	412
21:00	3	241	74	0	0	0	0	1	0	0	0	0	0	319
22:00	0	105	37	0	0	0	0	0	0	0	0	0	0	142
23:00	1	46	18	0	0	0	0	0	1	0	0	0	0	66
Total	157	5704	2104	5	38	12	5	43	4	3	3	0	0	8078
Percent	1,9%	70,6%	26,0%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	08:00	07:00	11:00	11:00	11:00	01:00					11:00
Vol.	12	432	142	1	4	4	2	4	1					597
PM Peak	13:00	16:00	16:00	12:00	15:00	15:00	14:00	14:00	18:00	16:00	17:00			16:00
Vol.	23	503	189	1	5	2	2	6	1	2	1			720

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	1	27	9	0	0	0	0	0	0	0	0	0	0	37
01:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
02:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
03:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
04:00	0	12	7	0	0	0	0	0	1	0	0	0	0	20
05:00	2	55	26	1	1	2	0	0	1	0	0	0	0	88
06:00	2	142	108	2	2	1	0	0	0	0	0	0	1	258
07:00	4	292	151	2	6	0	1	5	0	0	1	0	0	462
08:00	4	360	151	4	3	8	0	2	0	0	0	0	0	532
09:00	7	343	144	4	6	1	0	3	1	0	0	0	0	509
10:00	6	389	167	6	5	0	1	1	0	0	1	0	0	576
11:00	9	391	165	2	2	0	1	1	2	1	1	0	0	575
12	10	411	183	1	7	3	0	5	0	0	0	0	0	620
13:00	15	410	160	3	6	2	1	3	0	0	0	0	1	601
14:00	12	415	155	4	4	7	2	3	1	0	0	0	0	603
15:00	7	425	154	4	5	2	2	2	0	0	1	0	2	604
16:00	9	478	165	5	4	4	2	3	0	2	1	0	0	673
17:00	15	431	148	2	3	5	0	2	0	1	0	0	0	607
18:00	8	317	115	0	2	0	0	0	0	0	1	0	1	444
19:00	5	256	107	1	2	1	0	0	0	0	0	0	0	372
20:00	4	202	100	1	4	0	0	3	2	0	0	0	0	316
21:00	4	162	74	0	0	0	0	0	1	0	0	0	0	241
22:00	1	84	24	0	1	1	0	0	0	0	0	0	0	111
23:00	0	35	13	1	0	0	0	0	0	0	0	0	0	49
Total	125	5668	2339	43	63	37	10	33	9	4	6	0	5	8342
Percent	1,5%	67,9%	28,0%	0,5%	0,8%	0,4%	0,1%	0,4%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	10:00	07:00	08:00	07:00	07:00	11:00	11:00	07:00		06:00	10:00
Vol.	9	391	167	6	6	8	1	5	2	1	1		1	576
PM Peak	13:00	16:00	12:00	16:00	12:00	14:00	14:00	12:00	20:00	16:00	15:00		15:00	16:00
Vol.	15	478	183	5	7	7	2	5	2	2	1		2	673

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05.16	0	26	9	0	0	0	0	0	0	0	0	0	0	35
01:00	1	6	2	0	1	0	0	0	1	0	0	0	0	11
02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
03:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
04:00	1	14	15	0	0	0	0	0	1	0	0	0	0	31
05:00	1	54	30	3	0	2	0	0	0	0	0	0	0	90
06:00	1	148	108	1	2	0	0	0	0	1	0	0	1	262
07:00	8	307	158	5	7	0	0	3	0	0	0	0	1	489
08:00	8	382	<b>180</b>	4	<b>9</b>	2	0	3	1	0	0	0	0	<b>589</b>
09:00	6	312	176	3	5	2	0	1	0	0	0	0	0	505
10:00	4	<b>383</b>	154	<b>6</b>	7	<b>9</b>	0	3	0	1	0	0	0	567
11:00	<b>11</b>	374	152	4	3	6	<b>1</b>	<b>4</b>	0	0	0	0	0	555
12	17	415	174	5	2	4	0	4	0	1	0	0	0	622
13:00	<b>11</b>	394	162	<b>4</b>	<b>4</b>	4	0	5	0	<b>1</b>	0	0	<b>1</b>	586
14:00	5	432	170	1	4	3	0	3	0	0	<b>2</b>	0	0	620
15:00	9	<b>444</b>	<b>194</b>	2	3	<b>6</b>	1	5	<b>1</b>	0	1	0	1	<b>667</b>
16:00	13	440	167	5	4	3	<b>2</b>	<b>6</b>	1	0	0	<b>1</b>	0	642
17:00	2	389	128	0	4	1	1	3	0	0	0	0	0	528
18:00	8	370	119	0	2	0	0	0	0	0	0	0	0	499
19:00	8	261	88	1	2	1	0	0	0	0	0	0	0	361
20:00	3	221	75	0	1	0	0	0	1	0	0	0	0	301
21:00	2	171	78	0	0	0	0	2	0	0	0	0	1	254
22:00	0	109	27	2	0	0	0	0	1	0	0	0	0	139
23:00	1	35	15	0	0	0	0	0	1	0	0	0	0	52
Total	120	5708	2386	46	60	43	5	42	8	4	3	1	5	8431
Percent	1,4%	67,7%	28,3%	0,5%	0,7%	0,5%	0,1%	0,5%	0,1%	0,0%	0,0%	0,0%	0,1%	
AM Peak	11:00	10:00	08:00	10:00	08:00	10:00	11:00	11:00	01:00	06:00			06:00	08:00
Vol.	11	383	180	6	9	9	1	4	1	1			1	589
PM Peak	12:00	15:00	15:00	12:00	13:00	15:00	16:00	16:00	15:00	12:00	14:00	16:00	13:00	15:00
Vol.	17	444	194	5	4	6	2	6	1	1	2	1	1	667



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07:06.16	0	26	9	0	0	0	0	0	0	0	0	0	0	35
01:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
02:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
03:00	0	9	6	1	0	0	0	0	0	0	0	0	0	16
04:00	0	9	6	0	1	0	0	0	0	0	0	0	0	16
05:00	1	58	26	0	2	<b>2</b>	0	1	1	0	0	0	0	91
06:00	3	136	110	0	1	1	0	1	0	0	0	0	0	252
07:00	6	328	<b>171</b>	3	8	2	0	1	2	<b>1</b>	0	0	0	522
08:00	5	389	162	3	3	2	0	1	1	0	0	0	<b>1</b>	567
09:00	<b>8</b>	323	143	4	9	1	<b>1</b>	<b>3</b>	0	0	0	0	1	493
10:00	5	386	156	<b>5</b>	<b>10</b>	2	1	0	1	0	0	0	0	566
11:00	8	<b>407</b>	148	2	1	1	0	2	<b>4</b>	0	<b>2</b>	0	1	<b>576</b>
12	7	376	146	5	7	3	1	1	2	1	0	0	0	549
13:00	7	387	169	3	<b>6</b>	4	<b>1</b>	3	<b>0</b>	0	0	<b>1</b>	0	581
14:00	<b>12</b>	391	164	1	3	0	0	3	1	0	0	0	<b>2</b>	577
15:00	8	405	<b>171</b>	3	6	2	1	1	0	0	0	0	0	597
16:00	9	471	150	<b>6</b>	7	<b>6</b>	1	3	0	0	0	0	0	653
17:00	7	<b>476</b>	157	0	3	2	0	<b>6</b>	1	<b>2</b>	<b>2</b>	0	0	<b>656</b>
18:00	6	345	113	1	5	0	0	2	0	0	0	0	0	472
19:00	11	247	109	0	3	0	0	0	1	0	0	0	0	371
20:00	1	176	90	1	2	0	0	0	1	0	0	0	0	271
21:00	6	150	66	0	0	0	0	1	0	0	0	0	0	223
22:00	3	98	36	0	0	0	0	0	1	0	0	0	0	138
23:00	1	35	27	1	0	0	0	0	0	0	0	0	0	64
Total	114	5646	2345	39	77	28	6	29	16	4	4	1	5	8314
Percent	1,4%	67,9%	28,2%	0,5%	0,9%	0,3%	0,1%	0,3%	0,2%	0,0%	0,0%	0,0%	0,1%	
AM Peak	09:00	11:00	07:00	10:00	10:00	05:00	09:00	09:00	11:00	07:00	11:00		08:00	11:00
Vol.	8	407	171	5	10	2	1	3	4	1	2		1	576
PM Peak	14:00	17:00	15:00	16:00	12:00	16:00	12:00	17:00	12:00	17:00	17:00	13:00	14:00	17:00
Vol.	12	476	171	6	7	6	1	6	2	2	2	1	2	656

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07:07.16	0	32	13	1	0	0	0	0	1	0	0	0	0	47
01:00	0	14	3	0	0	2	0	0	0	0	0	0	0	19
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	5	8	0	0	0	0	0	1	0	0	0	0	14
04:00	0	14	5	1	0	0	0	0	0	0	0	0	0	20
05:00	1	51	25	1	0	3	0	0	0	0	0	0	0	81
06:00	3	160	117	1	0	2	0	0	0	0	0	0	0	283
07:00	<b>12</b>	296	169	3	7	0	0	1	0	0	0	0	<b>1</b>	489
08:00	1	360	159	2	5	3	0	3	<b>2</b>	0	0	0	1	536
09:00	3	360	145	6	7	2	0	3	1	0	0	0	0	527
10:00	5	411	165	<b>8</b>	<b>9</b>	3	0	<b>5</b>	0	0	0	0	0	606
11:00	6	<b>444</b>	<b>175</b>	3	5	<b>5</b>	0	2	1	<b>1</b>	<b>2</b>	0	0	<b>644</b>
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	31	2157	986	26	33	20	0	14	6	1	2	0	2	3278
Percent	0,9%	65,8%	30,1%	0,8%	1,0%	0,6%	0,0%	0,4%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	07:00	11:00	11:00	10:00	10:00	11:00		10:00	08:00	11:00	11:00		07:00	11:00
Vol.	12	444	175	8	9	5		5	2	1	2		1	644
PM Peak														
Vol.														
Grand Total	723	36362	14309	184	362	183	47	209	53	19	27	3	21	52502
Percent	1,4%	69,3%	27,3%	0,4%	0,7%	0,3%	0,1%	0,4%	0,1%	0,0%	0,1%	0,0%	0,0%	

**Accu-Traffic Inc.**  
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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	2	104	31	0	0	1	0	0	<b>3</b>	0	<b>1</b>	0	0	142
01:00	0	48	12	0	2	0	0	0	0	0	0	0	0	62
02:00	1	26	16	0	0	0	0	0	0	0	0	0	0	43
03:00	0	22	12	0	0	0	0	0	0	0	0	0	0	34
04:00	1	31	14	0	0	0	0	0	2	0	0	0	0	48
05:00	0	57	15	1	1	2	0	0	0	0	0	0	0	76
06:00	1	113	58	0	2	0	0	0	1	0	0	0	0	175
07:00	3	221	113	1	4	0	0	0	1	0	0	0	0	343
08:00	1	384	151	0	<b>7</b>	<b>3</b>	0	2	1	0	0	0	0	549
09:00	<b>6</b>	500	235	1	6	1	0	<b>4</b>	0	0	0	0	0	753
10:00	0	566	266	0	5	0	0	0	2	0	0	0	0	839
11:00	5	<b>707</b>	<b>317</b>	<b>2</b>	7	2	<b>1</b>	2	2	0	1	0	0	<b>1046</b>
12	5	794	304	1	5	1	1	3	0	0	0	0	1	1115
13:00	<b>2</b>	<b>780</b>	302	<b>3</b>	6	<b>3</b>	<b>1</b>	<b>6</b>	0	0	0	0	<b>0</b>	<b>1103</b>
14:00	4	779	304	3	8	1	1	1	1	0	0	0	0	1102
15:00	1	776	<b>308</b>	1	<b>11</b>	2	0	1	1	0	0	0	0	1101
16:00	4	730	227	0	8	1	0	3	0	0	0	0	0	973
17:00	4	672	250	1	8	0	0	1	0	0	0	0	0	936
18:00	3	573	207	0	8	1	0	2	0	0	<b>1</b>	0	1	796
19:00	2	535	219	0	6	0	0	2	0	0	0	0	0	764
20:00	3	418	148	0	4	0	0	0	0	0	0	0	1	574
21:00	2	398	162	0	0	1	0	1	0	0	0	0	0	564
22:00	2	311	130	0	0	0	0	0	1	0	0	0	0	444
23:00	3	270	112	0	0	0	0	0	<b>2</b>	0	0	0	0	387
Total	55	9815	3913	14	98	19	4	28	17	0	3	0	3	13969
Percent	0,4%	70,3%	28,0%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	11:00	08:00	08:00	11:00	09:00	00:00		00:00			11:00
Vol.	6	707	317	2	7	3	1	4	3		1			1046
PM Peak	12:00	12:00	15:00	13:00	15:00	13:00	12:00	13:00	23:00		18:00		12:00	12:00
Vol.	5	794	308	3	11	3	1	6	2		1		1	1115

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	2	107	43	0	0	0	0	0	1	0	0	0	0	153
01:00	2	62	27	0	0	0	0	0	0	0	0	0	0	91
02:00	0	53	19	0	0	0	0	0	0	0	0	0	0	72
03:00	0	31	16	0	0	0	0	0	0	0	0	0	0	47
04:00	0	20	13	0	0	0	0	0	0	0	0	0	0	33
05:00	0	69	26	0	1	0	0	0	0	0	0	0	0	96
06:00	2	129	53	0	0	0	0	0	0	0	0	0	0	184
07:00	1	273	95	1	6	1	0	0	0	0	0	0	0	377
08:00	7	513	211	4	6	3	1	2	1	1	0	0	0	749
09:00	22	746	321	3	6	3	0	1	0	0	0	0	0	1102
10:00	17	1033	349	2	4	2	0	7	1	0	3	1	0	1419
11:00	20	1104	362	1	6	10	2	5	1	0	1	0	1	1513
12	21	1170	346	2	4	4	5	7	0	1	0	0	2	1562
13:00	26	1109	317	3	3	8	3	7	0	0	1	1	1	1479
14:00	24	1098	314	5	5	2	1	9	0	2	2	0	0	1462
15:00	18	931	326	2	7	3	0	6	1	0	0	0	0	1294
16:00	23	917	277	3	8	1	2	3	0	0	0	0	0	1234
17:00	14	895	289	1	6	1	1	5	0	0	2	0	1	1215
18:00	26	856	278	1	7	3	3	0	0	0	0	0	0	1174
19:00	9	717	228	0	3	0	0	3	1	0	0	0	0	961
20:00	13	560	204	0	6	0	0	4	0	0	0	0	0	787
21:00	10	475	175	0	3	0	0	0	0	0	0	0	0	663
22:00	4	336	140	0	2	0	0	3	0	0	0	0	0	485
23:00	2	197	70	0	1	0	0	0	0	0	0	0	0	270
Total	263	13401	4499	28	84	41	18	62	6	4	9	2	5	18422
Percent	1,4%	72,7%	24,4%	0,2%	0,5%	0,2%	0,1%	0,3%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	08:00	07:00	11:00	11:00	10:00	00:00	08:00	10:00	10:00	11:00	11:00
Vol.	22	1104	362	4	6	10	2	7	1	1	3	1	1	1513
PM Peak	13:00	12:00	12:00	14:00	16:00	13:00	12:00	14:00	15:00	14:00	14:00	13:00	12:00	12:00
Vol.	26	1170	346	5	8	8	5	9	1	2	2	1	2	1562

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 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	2	124	42	0	0	0	0	2	0	0	0	0	0	170
01:00	2	63	27	0	0	0	0	0	1	0	0	0	0	93
02:00	1	52	22	0	0	0	0	0	0	0	0	0	0	75
03:00	1	43	21	0	0	0	0	0	0	0	0	0	0	65
04:00	0	30	14	0	0	1	0	2	0	0	0	0	0	47
05:00	0	52	29	0	0	0	0	0	0	0	0	0	0	81
06:00	0	116	33	0	0	0	0	0	1	0	0	0	0	150
07:00	1	183	80	0	7	2	0	2	0	0	0	0	0	275
08:00	8	306	116	1	7	1	0	4	1	0	0	0	0	444
09:00	8	567	228	1	5	0	0	2	0	0	0	0	0	811
10:00	18	724	272	1	4	2	0	5	1	0	0	0	0	1027
11:00	<b>19</b>	<b>968</b>	<b>308</b>	1	5	<b>4</b>	<b>2</b>	<b>8</b>	0	0	0	<b>2</b>	0	<b>1317</b>
12	21	996	293	1	5	0	1	11	1	0	0	0	0	1329
13:00	<b>43</b>	<b>932</b>	<b>315</b>	<b>1</b>	4	0	0	<b>4</b>	<b>0</b>	1	0	<b>1</b>	0	<b>1301</b>
14:00	32	879	293	0	2	0	<b>2</b>	7	0	1	0	0	0	1216
15:00	39	939	280	1	<b>7</b>	<b>2</b>	0	8	0	1	0	0	0	1277
16:00	26	909	304	1	4	1	1	8	0	<b>2</b>	0	0	0	1256
17:00	22	766	271	0	7	2	0	5	1	0	<b>1</b>	0	<b>1</b>	1076
18:00	14	702	236	0	5	0	0	6	1	0	1	0	0	965
19:00	10	541	216	0	4	1	0	3	0	0	0	0	0	775
20:00	9	519	168	0	1	0	0	1	0	0	1	0	0	699
21:00	8	411	127	0	1	0	0	1	1	0	0	0	1	550
22:00	2	210	67	0	0	0	0	0	0	0	0	0	0	279
23:00	1	105	26	0	0	0	0	0	1	0	0	0	0	133
Total	287	11137	3788	8	68	16	6	79	9	5	3	3	2	15411
Percent	1,9%	72,3%	24,6%	0,1%	0,4%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	11:00	11:00	11:00	01:00			11:00		11:00
Vol.	19	968	308	1	7	4	2	8	1			2		1317
PM Peak	13:00	12:00	13:00	12:00	15:00	15:00	14:00	12:00	12:00	16:00	17:00	13:00	17:00	12:00
Vol.	43	996	315	1	7	2	2	11	1	2	1	1	1	1329

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Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	3	60	24	0	0	0	0	0	0	0	0	0	0	87
01:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
02:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
03:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
04:00	0	34	11	0	0	0	0	0	2	0	0	0	0	47
05:00	2	89	45	1	1	2	0	0	1	0	0	0	0	141
06:00	2	211	157	2	4	2	0	1	<b>3</b>	<b>2</b>	0	0	<b>1</b>	385
07:00	5	433	238	6	9	2	<b>1</b>	<b>5</b>	1	0	1	0	0	701
08:00	6	625	250	6	6	<b>11</b>	1	4	0	1	0	0	1	911
09:00	10	631	293	<b>8</b>	<b>12</b>	4	1	4	2	0	0	0	0	965
10:00	7	768	322	8	10	1	1	1	1	0	1	0	0	1120
11:00	<b>20</b>	<b>900</b>	<b>346</b>	5	7	3	1	3	2	1	<b>2</b>	0	1	<b>1291</b>
12	18	910	357	2	8	4	0	9	1	0	0	0	0	1309
13:00	20	842	333	5	10	3	1	<b>5</b>	0	1	0	0	<b>2</b>	1222
14:00	<b>31</b>	903	332	5	8	<b>8</b>	<b>2</b>	7	<b>2</b>	1	0	0	0	1299
15:00	13	894	323	<b>8</b>	10	5	2	5	0	0	<b>1</b>	<b>1</b>	2	1264
16:00	15	<b>960</b>	<b>362</b>	7	<b>12</b>	7	2	6	0	<b>3</b>	1	0	0	<b>1375</b>
17:00	25	914	317	3	7	5	0	3	0	1	0	0	0	1275
18:00	11	676	236	0	6	0	0	0	0	0	1	0	1	931
19:00	13	495	208	2	3	1	0	1	0	0	0	0	0	723
20:00	13	393	164	1	6	0	0	5	2	0	0	0	0	584
21:00	6	335	125	0	1	0	0	0	2	0	0	0	0	469
22:00	2	179	59	1	1	1	0	1	0	0	0	0	0	244
23:00	0	93	27	1	0	0	0	0	0	0	0	0	0	121
Total	222	11402	4553	71	121	59	12	60	19	10	7	1	8	16545
Percent	1,3%	68,9%	27,5%	0,4%	0,7%	0,4%	0,1%	0,4%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	09:00	08:00	07:00	07:00	06:00	06:00	11:00		06:00	11:00
Vol.	20	900	346	8	12	11	1	5	3	2	2		1	1291
PM Peak	14:00	16:00	16:00	15:00	16:00	14:00	14:00	12:00	14:00	16:00	15:00	15:00	13:00	16:00
Vol.	31	960	362	8	12	8	2	9	2	3	1	1	2	1375

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Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05.16	2	62	19	0	0	0	0	0	0	0	0	0	0	83
01:00	2	22	11	0	2	0	0	0	1	0	0	0	0	38
02:00	1	23	7	0	0	0	0	0	1	0	0	0	0	32
03:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
04:00	1	33	21	0	1	0	0	0	1	0	0	0	0	57
05:00	1	87	44	5	1	2	0	0	0	0	0	0	0	140
06:00	1	222	157	3	3	2	0	0	0	<b>3</b>	0	0	2	393
07:00	9	476	246	<b>8</b>	10	2	0	3	1	1	0	0	<b>3</b>	759
08:00	13	610	306	8	<b>15</b>	3	<b>1</b>	4	<b>2</b>	1	<b>1</b>	0	0	964
09:00	11	610	305	6	13	3	0	1	0	0	0	0	1	950
10:00	6	801	299	7	11	<b>12</b>	0	3	1	2	0	0	0	1142
11:00	<b>16</b>	<b>826</b>	<b>343</b>	7	5	8	1	<b>7</b>	1	1	0	0	0	<b>1215</b>
12	28	933	357	5	5	6	0	5	0	1	1	0	0	1341
13:00	<b>24</b>	815	<b>331</b>	<b>6</b>	9	<b>6</b>	0	5	0	<b>3</b>	0	0	1	<b>1200</b>
14:00	14	905	347	5	<b>10</b>	4	0	4	0	1	<b>2</b>	0	1	1293
15:00	15	<b>956</b>	332	2	7	6	1	5	1	0	1	0	<b>2</b>	1328
16:00	19	941	341	6	7	3	<b>2</b>	<b>7</b>	1	0	0	<b>2</b>	0	1329
17:00	15	918	326	2	8	3	1	3	0	0	0	0	0	1276
18:00	14	756	247	0	5	2	0	0	0	0	0	0	0	1024
19:00	13	496	179	1	4	1	0	0	0	0	0	0	0	694
20:00	4	464	145	0	3	0	0	1	1	0	0	0	0	618
21:00	9	381	149	1	1	0	0	3	0	0	0	0	1	545
22:00	2	207	68	2	1	0	0	0	<b>2</b>	0	0	0	0	282
23:00	2	106	34	0	1	0	0	0	1	0	0	0	0	144
Total	222	11663	4619	74	122	63	6	51	14	13	5	2	11	16865
Percent	1,3%	69,2%	27,4%	0,4%	0,7%	0,4%	0,0%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	07:00	08:00	10:00	08:00	11:00	08:00	06:00	08:00		07:00	11:00
Vol.	16	826	343	8	15	12	1	7	2	3	1		3	1215
PM Peak	12:00	15:00	12:00	13:00	14:00	12:00	16:00	16:00	22:00	13:00	14:00	16:00	15:00	12:00
Vol.	28	956	357	6	10	6	2	7	2	3	2	2	2	1341

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EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	0	65	18	0	0	0	0	0	0	0	0	0	0	83
01:00	1	32	10	1	0	0	0	0	0	0	0	0	0	44
02:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
03:00	0	16	11	1	0	0	0	0	0	0	0	0	0	28
04:00	0	29	11	0	1	0	0	0	1	0	0	0	0	42
05:00	1	84	43	0	4	2	0	1	2	0	0	0	0	137
06:00	3	209	154	2	2	1	0	1	1	0	0	0	0	373
07:00	7	513	262	5	10	2	0	2	2	<b>2</b>	0	0	0	805
08:00	8	679	261	3	6	<b>4</b>	1	4	4	1	0	0	2	973
09:00	10	665	273	4	<b>15</b>	2	<b>3</b>	<b>5</b>	0	1	0	0	<b>3</b>	981
10:00	10	807	308	<b>12</b>	15	3	2	1	3	1	0	0	0	1162
11:00	<b>17</b>	<b>872</b>	<b>309</b>	3	9	2	1	5	<b>5</b>	0	<b>2</b>	0	2	<b>1227</b>
12	21	842	301	10	12	6	1	2	4	1	1	0	0	1201
13:00	<b>12</b>	824	321	<b>5</b>	9	<b>6</b>	<b>1</b>	5	<b>1</b>	1	0	<b>1</b>	1	1187
14:00	18	864	333	3	10	1	0	5	2	0	0	0	<b>2</b>	1238
15:00	20	841	<b>353</b>	5	9	4	1	3	0	0	1	0	0	1237
16:00	15	945	330	8	<b>13</b>	6	1	3	0	0	0	0	0	1321
17:00	18	<b>961</b>	342	1	9	3	0	<b>9</b>	1	<b>2</b>	<b>2</b>	0	2	<b>1350</b>
18:00	10	660	250	2	10	0	0	3	0	0	0	0	0	935
19:00	16	492	220	0	5	0	0	0	2	0	0	0	0	735
20:00	9	395	164	1	4	1	0	1	3	0	0	0	0	578
21:00	6	353	125	0	0	0	0	2	0	0	0	0	0	486
22:00	5	205	66	0	0	0	0	0	1	0	0	0	0	277
23:00	1	85	50	1	0	0	0	0	1	0	0	0	0	138
Total	208	11452	4523	67	143	43	11	52	33	9	6	1	12	16560
Percent	1,3%	69,2%	27,3%	0,4%	0,9%	0,3%	0,1%	0,3%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	10:00	09:00	08:00	09:00	09:00	11:00	07:00	11:00		09:00	11:00
Vol.	17	872	309	12	15	4	3	5	5	2	2		3	1227
PM Peak	12:00	17:00	15:00	12:00	16:00	12:00	12:00	17:00	12:00	17:00	17:00	13:00	14:00	17:00
Vol.	21	961	353	10	13	6	1	9	4	2	2	1	2	1350



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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:07.16	0	61	20	1	0	0	0	0	1	0	0	0	0	83
01:00	1	29	10	0	0	2	0	0	0	0	0	0	0	42
02:00	0	23	10	0	0	0	0	0	0	0	0	0	0	33
03:00	1	15	15	0	0	0	0	0	1	0	0	0	0	32
04:00	0	35	8	1	0	0	0	1	0	0	0	0	0	45
05:00	1	83	49	1	1	3	0	0	0	0	0	0	0	138
06:00	3	243	163	2	1	3	0	0	0	0	0	0	0	415
07:00	<b>13</b>	457	269	8	11	2	<b>1</b>	2	<b>2</b>	0	0	0	<b>4</b>	769
08:00	2	610	258	8	10	<b>7</b>	1	3	2	0	1	0	1	903
09:00	8	709	274	8	<b>12</b>	5	0	4	1	0	0	0	1	1022
10:00	13	781	295	<b>11</b>	12	3	1	<b>6</b>	1	0	0	0	0	1123
11:00	13	<b>893</b>	<b>320</b>	4	7	6	0	3	2	<b>1</b>	<b>3</b>	0	0	<b>1252</b>
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	55	3939	1691	44	54	31	3	19	10	1	4	0	6	5857
Percent	0,9%	67,3%	28,9%	0,8%	0,9%	0,5%	0,1%	0,3%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	07:00	11:00	11:00	10:00	09:00	08:00	07:00	10:00	07:00	11:00	11:00		07:00	11:00
Vol.	13	893	320	11	12	7	1	6	2	1	3		4	1252
PM Peak														
Vol.														
Grand Total	1312	72809	27586	306	690	272	60	351	108	42	37	9	47	103629
Percent	1,3%	70,3%	26,6%	0,3%	0,7%	0,3%	0,1%	0,3%	0,1%	0,0%	0,0%	0,0%	0,0%	

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	14	4	0	0	0	0	0	0	0	0	0	0	18
01:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
02:00	0	10	7	0	0	0	0	0	1	0	0	0	0	18
03:00	0	5	2	0	0	0	0	0	0	1	0	0	0	8
04:00	0	14	11	0	1	0	0	0	0	0	0	0	0	26
05:00	1	28	16	0	0	0	0	0	0	1	0	0	0	46
06:00	1	72	56	1	2	0	0	1	1	0	0	0	0	134
07:00	3	197	83	6	3	<b>5</b>	0	0	0	<b>3</b>	0	0	<b>2</b>	302
08:00	2	287	93	7	7	4	0	1	<b>3</b>	1	0	0	2	407
09:00	5	300	<b>164</b>	<b>19</b>	6	5	0	1	1	3	0	0	0	504
10:00	5	299	134	4	<b>9</b>	5	1	1	0	2	<b>1</b>	0	0	461
11:00	<b>9</b>	<b>360</b>	134	4	5	2	<b>3</b>	<b>2</b>	0	1	1	0	0	<b>521</b>
12	5	403	158	4	8	1	0	0	3	2	0	0	0	584
13:00	<b>8</b>	368	164	6	<b>4</b>	<b>4</b>	0	0	<b>0</b>	<b>0</b>	0	0	0	554
14:00	4	395	152	3	7	0	0	<b>2</b>	0	0	<b>1</b>	0	0	564
15:00	7	438	201	<b>12</b>	4	2	<b>1</b>	1	1	0	0	0	0	667
16:00	7	450	<b>206</b>	10	6	2	0	2	0	0	0	0	0	<b>683</b>
17:00	4	<b>464</b>	194	0	4	0	1	2	0	0	1	0	0	670
18:00	6	288	116	1	6	0	0	2	0	2	0	0	0	421
19:00	1	216	99	1	1	0	1	1	1	0	1	0	0	322
20:00	7	172	77	0	2	0	0	1	0	0	0	0	0	259
21:00	1	142	63	0	1	0	0	0	0	0	0	0	0	207
22:00	0	84	44	0	1	0	0	0	0	0	0	0	0	129
23:00	0	67	18	0	1	1	0	0	0	0	0	0	0	87
Total	76	5087	2204	78	78	31	7	17	11	16	5	0	4	7614
Percent	1,0%	66,8%	28,9%	1,0%	1,0%	0,4%	0,1%	0,2%	0,1%	0,2%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	09:00	09:00	10:00	07:00	11:00	11:00	08:00	07:00	10:00		07:00	11:00
Vol.	9	360	164	19	9	5	3	2	3	3	1		2	521
PM Peak	13:00	17:00	16:00	15:00	12:00	13:00	15:00	14:00	12:00	12:00	14:00			16:00
Vol.	8	464	206	12	8	4	1	2	3	2	1			683

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	36	7	0	1	0	0	0	0	0	0	0	0	44
01:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
04:00	0	13	8	0	0	0	0	0	0	1	0	0	0	22
05:00	0	26	15	0	0	0	0	0	1	0	0	0	0	42
06:00	1	86	40	2	2	1	0	1	0	0	0	0	1	134
07:00	2	195	91	3	2	1	1	1	0	0	0	0	2	298
08:00	4	304	114	12	4	1	1	1	1	0	0	0	1	443
09:00	0	291	126	16	4	4	1	0	2	0	0	0	0	444
10:00	4	317	152	7	3	3	0	1	1	1	0	0	0	489
11:00	10	380	148	5	7	3	0	2	3	0	2	0	1	561
12	2	384	153	6	1	4	0	1	2	0	0	0	0	553
13:00	5	336	154	3	8	2	0	1	2	1	0	0	1	513
14:00	5	391	167	5	11	3	0	0	0	1	0	0	0	583
15:00	5	480	178	12	3	7	0	3	2	0	1	0	0	691
16:00	10	470	201	9	6	1	0	1	0	0	0	0	0	698
17:00	9	469	204	2	2	1	0	1	0	0	0	0	1	689
18:00	8	286	108	0	6	0	1	0	1	0	0	0	0	410
19:00	4	209	96	1	3	0	0	0	0	0	1	0	0	314
20:00	1	178	70	0	2	1	0	0	0	0	0	0	0	252
21:00	1	197	69	0	1	0	0	0	0	0	0	0	0	268
22:00	1	99	37	0	1	0	0	0	0	0	0	0	0	138
23:00	1	56	7	0	0	0	0	1	0	0	0	0	0	65
Total	73	5225	2158	83	67	32	4	14	15	4	4	0	7	7686
Percent	0,9%	68,0%	28,1%	1,1%	0,9%	0,4%	0,1%	0,2%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	11:00	09:00	07:00	11:00	11:00	04:00	11:00		07:00	11:00
Vol.	10	380	152	16	7	4	1	2	3	1	2		2	561
PM Peak	16:00	15:00	17:00	15:00	14:00	15:00	18:00	15:00	12:00	13:00	15:00		13:00	16:00
Vol.	10	480	204	12	11	7	1	3	2	1	1		1	698

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23:16	0	21	9	0	0	0	0	0	0	0	0	0	0	30
01:00	1	10	8	0	0	0	0	0	0	0	0	0	0	19
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
03:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
04:00	0	15	8	0	0	1	0	0	0	0	0	0	0	24
05:00	1	30	23	0	1	0	0	0	1	0	0	0	0	56
06:00	1	75	47	2	2	0	0	2	1	0	0	0	0	130
07:00	2	193	104	7	3	3	0	3	1	0	0	0	0	316
08:00	0	264	119	12	3	2	1	0	0	2	0	0	1	404
09:00	6	313	148	18	8	2	0	0	1	0	0	0	0	496
10:00	5	329	141	12	4	3	1	4	0	0	0	0	0	499
11:00	5	402	154	5	6	3	0	1	1	0	0	0	1	578
12	4	392	165	5	5	1	0	1	1	1	0	0	0	575
13:00	3	356	166	3	4	1	0	0	1	1	0	0	0	535
14:00	8	388	140	6	7	5	0	1	0	0	1	0	0	556
15:00	5	527	174	19	9	0	1	1	1	0	0	0	1	738
16:00	8	512	197	8	8	2	0	2	0	1	2	0	0	740
17:00	10	496	204	1	5	2	0	1	0	1	0	0	0	720
18:00	7	337	123	1	2	0	0	0	0	0	0	0	1	471
19:00	6	254	110	1	1	1	1	1	0	0	0	0	0	375
20:00	6	189	82	1	4	0	0	0	1	0	0	0	0	283
21:00	4	141	54	1	3	0	0	0	1	0	0	0	0	204
22:00	0	107	37	0	1	0	0	0	0	0	0	0	0	145
23:00	0	55	15	0	0	0	0	1	0	0	0	0	0	71
Total	82	5420	2235	102	76	26	4	18	10	6	3	0	4	7986
Percent	1,0%	67,9%	28,0%	1,3%	1,0%	0,3%	0,1%	0,2%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	09:00	11:00	11:00	09:00	09:00	07:00	08:00	10:00	05:00	08:00			08:00	11:00
Vol.	6	402	154	18	8	3	1	4	1	2			1	578
PM Peak	17:00	15:00	17:00	15:00	15:00	14:00	15:00	16:00	12:00	12:00	16:00		15:00	16:00
Vol.	10	527	204	19	9	5	1	2	1	1	2		1	740

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	16	7	0	0	0	0	0	2	0	0	0	0	25
01:00	0	6	8	0	0	0	0	0	1	0	0	0	0	15
02:00	0	12	1	0	0	0	1	0	0	0	0	0	0	14
03:00	0	7	3	1	0	0	0	0	0	0	0	0	0	11
04:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
05:00	0	31	19	0	0	0	0	1	1	0	0	1	0	53
06:00	1	76	44	1	3	0	0	1	0	0	0	0	0	126
07:00	1	200	102	3	3	1	1	2	0	0	1	0	0	314
08:00	1	280	111	8	6	2	1	1	0	1	1	0	0	412
09:00	5	316	148	17	8	1	1	3	1	0	1	0	0	501
10:00	11	352	184	7	3	1	3	0	0	1	0	0	2	564
11:00	3	405	161	8	4	5	0	3	1	1	0	0	1	592
12	22	415	203	4	8	3	1	8	2	3	0	0	0	669
13:00	13	461	175	4	3	2	0	4	0	1	1	0	2	666
14:00	13	436	182	5	4	2	0	6	0	0	1	0	2	651
15:00	15	571	180	15	4	1	0	3	0	0	1	0	1	791
16:00	14	542	190	8	5	1	1	2	0	1	1	0	0	765
17:00	11	545	177	1	1	0	0	3	1	2	0	0	0	741
18:00	7	370	122	0	3	0	0	3	0	0	1	0	0	506
19:00	6	274	100	0	4	1	0	0	0	0	0	0	0	385
20:00	5	270	92	2	1	0	0	2	0	0	0	0	0	372
21:00	3	204	75	0	2	0	0	0	3	0	0	0	0	287
22:00	0	109	57	0	1	0	0	0	0	0	0	0	0	167
23:00	2	90	41	0	0	0	0	0	1	0	0	0	0	134
Total	133	6003	2389	84	63	20	9	42	13	10	8	1	8	8783
Percent	1,5%	68,3%	27,2%	1,0%	0,7%	0,2%	0,1%	0,5%	0,1%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	10:00	09:00	09:00	11:00	10:00	09:00	00:00	08:00	07:00	05:00	10:00	11:00
Vol.	11	405	184	17	8	5	3	3	2	1	1	1	2	592
PM Peak	12:00	15:00	12:00	15:00	12:00	12:00	12:00	12:00	21:00	12:00	13:00		13:00	15:00
Vol.	22	571	203	15	8	3	1	8	3	3	1		2	791

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:25.16	1	37	22	1	0	0	0	0	0	0	0	0	0	61
01:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
02:00	0	26	7	0	1	0	0	0	1	0	0	0	0	35
03:00	0	8	9	0	0	0	0	0	0	0	0	0	0	17
04:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
05:00	0	24	10	0	0	0	0	1	1	0	0	0	0	36
06:00	1	36	31	1	2	0	0	1	0	0	0	0	0	72
07:00	2	140	70	1	2	0	0	3	0	0	0	0	0	218
08:00	4	253	110	0	<b>4</b>	0	0	1	0	0	0	0	0	372
09:00	10	374	166	<b>4</b>	4	0	0	1	<b>2</b>	0	0	0	0	561
10:00	9	475	<b>177</b>	3	3	0	0	4	0	0	0	0	0	671
11:00	<b>18</b>	<b>527</b>	159	1	4	<b>3</b>	0	<b>8</b>	0	0	0	0	0	<b>720</b>
12	7	538	191	2	4	4	0	8	0	0	1	1	0	756
13:00	<b>18</b>	<b>485</b>	<b>184</b>	<b>4</b>	<b>6</b>	<b>2</b>	0	<b>7</b>	0	0	<b>0</b>	<b>0</b>	0	<b>706</b>
14:00	13	501	164	0	5	1	0	0	0	0	0	0	0	684
15:00	18	485	131	0	3	0	0	6	0	<b>2</b>	0	0	<b>1</b>	646
16:00	3	458	143	2	3	1	0	1	0	0	0	0	0	611
17:00	10	370	131	0	3	0	0	0	0	0	0	0	0	514
18:00	4	316	102	0	5	0	0	2	0	0	0	0	0	429
19:00	5	257	108	0	3	0	0	0	<b>1</b>	0	0	0	0	374
20:00	11	239	98	0	1	1	0	0	0	0	0	0	0	350
21:00	4	223	77	0	1	0	0	0	0	0	0	0	0	305
22:00	2	140	51	0	0	0	0	0	0	0	0	0	0	193
23:00	5	100	30	0	0	0	0	0	0	0	0	0	0	135
Total	145	6040	2185	19	54	12	0	43	5	2	1	1	1	8508
Percent	1,7%	71,0%	25,7%	0,2%	0,6%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	10:00	09:00	08:00	11:00		11:00	09:00					11:00
Vol.	18	527	177	4	4	3		8	2					720
PM Peak	13:00	12:00	12:00	13:00	13:00	12:00		12:00	19:00	15:00	12:00	12:00	15:00	12:00
Vol.	18	538	191	4	6	4		8	1	2	1	1	1	756

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**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26:16	1	59	27	0	0	0	0	0	1	0	0	0	0	88
01:00	1	34	21	0	1	1	0	0	0	0	0	0	0	58
02:00	0	23	7	1	0	0	0	0	0	0	0	0	0	31
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	13	5	0	0	0	0	1	0	0	0	0	0	19
05:00	0	21	8	0	0	0	0	2	0	0	0	0	0	31
06:00	0	28	23	0	1	0	0	1	0	0	0	0	0	53
07:00	4	78	40	0	2	0	0	0	1	0	0	0	1	126
08:00	2	173	84	1	3	0	1	0	0	0	1	0	1	266
09:00	6	286	115	1	3	1	0	3	0	0	1	0	0	416
10:00	10	358	134	0	1	1	0	3	0	0	0	0	0	507
11:00	<b>16</b>	<b>502</b>	<b>184</b>	0	<b>4</b>	0	1	<b>7</b>	0	<b>1</b>	0	0	0	<b>715</b>
12	8	526	170	1	1	1	0	1	0	0	0	0	0	708
13:00	<b>15</b>	<b>481</b>	<b>180</b>	<b>1</b>	1	<b>1</b>	0	1	0	0	0	0	0	<b>680</b>
14:00	15	405	141	1	4	0	0	<b>3</b>	0	0	0	0	0	569
15:00	5	405	132	1	<b>5</b>	0	0	2	0	0	0	0	0	550
16:00	7	372	117	0	2	1	0	1	0	0	0	0	0	500
17:00	6	330	117	0	5	1	0	1	0	0	0	0	0	460
18:00	1	256	84	0	2	1	0	1	0	0	0	0	0	345
19:00	0	208	79	0	3	0	0	0	0	0	0	0	0	290
20:00	0	150	50	0	1	0	0	0	0	0	0	0	0	201
21:00	0	107	53	0	1	0	0	0	0	0	0	0	0	161
22:00	2	71	22	0	1	0	0	0	<b>1</b>	0	0	0	0	97
23:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
Total	99	4931	1809	7	41	8	2	27	3	1	2	0	2	6932
Percent	1,4%	71,1%	26,1%	0,1%	0,6%	0,1%	0,0%	0,4%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	02:00	11:00	01:00	08:00	11:00	00:00	11:00	08:00		07:00	11:00
Vol.	16	502	184	1	4	1	1	7	1	1	1		1	715
PM Peak	13:00	12:00	13:00	12:00	15:00	12:00		14:00	22:00					12:00
Vol.	15	526	180	1	5	1		3	1					708
Grand Total	608	32706	12980	373	379	129	26	161	57	39	23	2	26	47509
Percent	1,3%	68,8%	27,3%	0,8%	0,8%	0,3%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	14	5	0	0	0	0	0	0	0	0	0	0	19
01:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	3	0	1	0	0	0	2	0	0	0	0	11
04:00	0	16	12	1	0	0	0	0	0	0	0	0	0	29
05:00	2	52	20	1	0	0	0	0	0	0	0	0	0	75
06:00	2	145	108	1	2	0	0	0	1	0	0	0	0	259
07:00	9	290	<b>197</b>	4	8	2	1	1	1	<b>1</b>	1	0	1	516
08:00	<b>11</b>	<b>442</b>	194	<b>17</b>	4	5	<b>3</b>	<b>5</b>	0	0	<b>3</b>	0	0	<b>684</b>
09:00	2	346	157	3	7	<b>7</b>	0	4	2	0	0	0	1	529
10:00	6	311	157	6	<b>9</b>	3	0	1	1	1	0	0	0	495
11:00	5	345	144	7	3	2	0	0	2	0	0	0	<b>3</b>	511
12	9	338	183	3	5	2	1	1	1	2	0	0	3	548
13:00	2	363	139	7	5	<b>3</b>	<b>1</b>	1	<b>2</b>	<b>0</b>	0	0	<b>4</b>	527
14:00	5	<b>390</b>	<b>189</b>	<b>13</b>	<b>8</b>	1	1	<b>4</b>	0	2	0	0	1	<b>614</b>
15:00	11	390	150	8	7	2	0	1	0	0	0	0	0	569
16:00	8	378	143	6	5	0	0	0	1	0	1	0	2	544
17:00	8	385	146	0	3	2	0	0	2	0	<b>2</b>	0	0	548
18:00	<b>14</b>	289	135	0	2	0	0	2	1	0	0	0	1	444
19:00	7	198	96	0	3	1	0	0	1	0	0	0	0	306
20:00	1	136	56	0	2	0	0	0	0	0	0	0	0	195
21:00	2	140	59	0	1	0	0	1	1	0	0	0	0	204
22:00	2	78	40	0	1	0	0	0	0	0	0	0	0	121
23:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
Total	106	5091	2349	77	76	30	7	21	18	6	7	0	16	7804
Percent	1,4%	65,2%	30,1%	1,0%	1,0%	0,4%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,2%	
AM Peak	08:00	08:00	07:00	08:00	10:00	09:00	08:00	08:00	03:00	07:00	08:00		11:00	08:00
Vol.	11	442	197	17	9	7	3	5	2	1	3		3	684
PM Peak	18:00	14:00	14:00	14:00	14:00	13:00	12:00	14:00	13:00	12:00	17:00		13:00	14:00
Vol.	14	390	189	13	8	3	1	4	2	2	2		4	614



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Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	18	6	0	1	0	0	0	1	0	0	0	0	26
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
04:00	0	8	6	1	0	0	0	0	0	0	0	0	0	15
05:00	2	43	29	1	0	0	0	0	0	0	0	0	0	75
06:00	4	146	113	1	3	1	0	0	0	0	0	0	0	268
07:00	7	309	182	10	5	2	0	2	1	0	0	0	1	519
08:00	10	<b>473</b>	<b>199</b>	<b>11</b>	5	<b>5</b>	0	3	0	0	1	0	0	<b>707</b>
09:00	8	326	183	4	5	4	<b>1</b>	<b>5</b>	1	1	<b>2</b>	0	<b>2</b>	542
10:00	<b>12</b>	328	148	9	<b>7</b>	2	0	1	<b>3</b>	1	0	0	1	512
11:00	6	352	162	9	3	3	0	3	1	<b>2</b>	0	0	1	542
12	12	322	147	5	3	4	2	2	1	0	0	0	0	498
13:00	<b>3</b>	310	<b>152</b>	4	7	1	<b>0</b>	3	<b>2</b>	1	0	0	<b>2</b>	485
14:00	7	366	143	<b>10</b>	2	2	0	<b>5</b>	0	1	0	0	1	537
15:00	8	368	146	6	3	2	1	4	0	<b>2</b>	0	0	1	541
16:00	6	<b>380</b>	146	7	<b>9</b>	<b>7</b>	2	2	0	0	0	0	1	<b>560</b>
17:00	2	361	142	1	5	2	0	2	0	0	0	0	0	515
18:00	6	260	103	2	3	0	0	1	0	0	0	0	0	375
19:00	6	195	103	0	7	1	0	0	1	0	0	0	0	313
20:00	5	151	69	1	1	0	0	0	1	0	0	0	0	228
21:00	3	129	51	0	1	0	0	0	0	0	0	0	0	184
22:00	0	93	23	0	0	0	0	0	0	0	0	0	0	116
23:00	1	44	14	2	0	0	0	0	0	0	0	0	0	61
Total	108	5012	2279	84	70	36	6	33	12	8	3	0	10	7661
Percent	1,4%	65,4%	29,7%	1,1%	0,9%	0,5%	0,1%	0,4%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	10:00	08:00	08:00	08:00	10:00	08:00	09:00	09:00	10:00	11:00	09:00		09:00	08:00
Vol.	12	473	199	11	7	5	1	5	3	2	2		2	707
PM Peak	12:00	16:00	13:00	14:00	16:00	16:00	12:00	14:00	13:00	15:00			13:00	16:00
Vol.	12	380	152	10	9	7	2	5	2	2			2	560

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Site Code: 2  
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 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23.16	0	16	7	0	0	0	0	0	0	0	0	0	0	23
01:00	0	7	6	0	1	0	0	0	0	0	0	0	0	14
02:00	0	7	4	0	0	0	0	0	0	0	0	0	1	12
03:00	0	8	4	1	0	0	0	0	0	0	0	0	0	13
04:00	0	12	7	0	1	0	0	0	0	0	0	0	0	20
05:00	0	46	20	0	0	0	0	1	0	0	0	0	0	67
06:00	3	174	121	1	1	0	0	0	0	0	0	0	0	300
07:00	<b>10</b>	312	184	8	9	3	1	0	0	0	0	0	0	527
08:00	6	<b>450</b>	<b>208</b>	<b>16</b>	8	<b>6</b>	<b>3</b>	<b>5</b>	0	0	<b>1</b>	<b>1</b>	0	<b>704</b>
09:00	4	348	198	7	6	5	0	2	0	0	0	0	<b>3</b>	573
10:00	6	389	174	3	<b>15</b>	1	1	0	0	0	1	0	0	590
11:00	2	343	164	2	5	4	0	2	0	<b>2</b>	1	0	2	527
12	5	351	154	5	8	4	0	1	1	0	0	0	0	529
13:00	6	375	<b>163</b>	2	5	2	0	1	<b>0</b>	<b>3</b>	0	0	<b>1</b>	558
14:00	<b>7</b>	<b>408</b>	162	<b>7</b>	6	<b>6</b>	0	2	1	1	0	0	1	<b>601</b>
15:00	7	379	144	7	7	2	1	3	1	1	0	0	0	552
16:00	6	391	155	4	4	1	1	1	0	1	0	0	0	564
17:00	6	402	145	0	5	3	0	<b>4</b>	0	1	0	0	0	566
18:00	6	275	123	1	<b>9</b>	4	<b>2</b>	0	0	0	0	0	0	420
19:00	2	201	92	2	5	1	0	2	0	0	<b>1</b>	0	0	306
20:00	4	161	66	0	3	1	0	1	0	0	0	0	0	236
21:00	7	136	63	0	0	0	0	0	0	0	0	0	0	206
22:00	3	74	39	0	1	0	0	1	1	0	0	0	0	119
23:00	0	31	19	0	0	0	0	0	1	0	0	0	0	51
Total	90	5296	2422	66	99	43	9	26	5	9	4	1	8	8078
Percent	1,1%	65,6%	30,0%	0,8%	1,2%	0,5%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	07:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00		11:00	08:00	08:00	09:00	08:00
Vol.	10	450	208	16	15	6	3	5		2	1	1	3	704
PM Peak	14:00	14:00	13:00	14:00	18:00	14:00	18:00	17:00	12:00	13:00	19:00		13:00	14:00
Vol.	7	408	163	7	9	6	2	4	1	3	1		1	601

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WB

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06:24.16	0	14	10	0	0	0	0	0	0	0	0	0	0	24
01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
02:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
03:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
04:00	0	9	8	0	0	1	0	0	0	0	0	0	0	18
05:00	1	53	19	1	0	0	0	0	1	0	0	0	0	75
06:00	5	141	95	3	2	0	0	2	0	0	0	0	0	248
07:00	7	305	155	9	8	3	0	3	0	1	2	0	1	494
08:00	<b>9</b>	<b>492</b>	<b>202</b>	<b>18</b>	4	<b>10</b>	<b>3</b>	<b>4</b>	2	0	<b>3</b>	0	0	<b>747</b>
09:00	8	361	161	6	6	6	0	3	1	0	0	0	1	553
10:00	9	364	183	4	<b>10</b>	2	1	4	0	0	1	0	1	579
11:00	2	397	177	10	7	1	1	4	<b>3</b>	0	0	0	1	603
12	4	344	174	3	5	1	1	0	0	0	0	0	0	532
13:00	10	397	153	7	6	1	<b>0</b>	1	0	0	1	0	<b>1</b>	577
14:00	<b>20</b>	375	<b>180</b>	<b>14</b>	5	<b>5</b>	1	3	<b>2</b>	0	0	0	0	<b>605</b>
15:00	10	<b>398</b>	148	7	4	4	1	2	1	<b>1</b>	1	0	0	577
16:00	3	387	150	6	<b>7</b>	4	1	3	1	0	<b>2</b>	0	0	564
17:00	6	375	136	1	2	1	1	3	0	0	0	0	0	525
18:00	6	350	130	1	3	2	0	3	0	0	0	0	0	495
19:00	8	260	101	0	2	0	0	<b>4</b>	0	0	1	0	0	376
20:00	8	214	90	0	1	0	0	1	0	0	0	0	0	314
21:00	1	214	90	0	0	2	0	0	1	0	0	0	0	308
22:00	2	147	56	0	0	0	0	0	1	0	0	0	0	206
23:00	1	61	19	0	0	0	0	1	0	0	0	0	0	82
Total	120	5682	2447	90	72	43	10	41	13	2	11	0	5	8536
Percent	1,4%	66,6%	28,7%	1,1%	0,8%	0,5%	0,1%	0,5%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00	11:00	07:00	08:00		07:00	08:00
Vol.	9	492	202	18	10	10	3	4	3	1	3		1	747
PM Peak	14:00	15:00	14:00	14:00	16:00	14:00	12:00	19:00	14:00	15:00	16:00		13:00	14:00
Vol.	20	398	180	14	7	5	1	4	2	1	2		1	605

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06:25:16	0	32	23	0	0	1	0	0	1	0	0	0	0	57
01:00	0	28	9	0	1	0	0	0	0	0	0	0	0	38
02:00	0	14	8	0	0	0	0	0	0	0	0	0	1	23
03:00	0	11	7	0	0	1	0	0	0	0	0	0	0	19
04:00	1	14	6	0	1	0	0	0	0	0	0	0	0	22
05:00	0	39	13	1	0	0	0	1	0	0	0	0	0	54
06:00	2	71	46	2	1	1	0	2	0	0	0	0	0	125
07:00	4	158	77	0	3	0	0	0	1	0	0	0	0	243
08:00	5	275	121	1	4	0	1	0	0	1	0	0	0	408
09:00	14	361	153	2	5	1	1	0	0	0	0	0	1	538
10:00	10	400	157	1	4	0	1	4	0	0	1	0	1	579
11:00	10	479	145	3	1	1	3	3	0	0	0	0	0	645
12	11	407	197	2	3	0	0	1	0	0	2	0	0	623
13:00	11	484	141	4	6	0	0	2	1	0	0	0	0	649
14:00	16	414	166	2	2	2	0	2	0	0	0	1	0	605
15:00	15	454	175	1	3	0	0	4	0	0	1	0	0	653
16:00	9	426	149	1	4	1	2	2	0	0	2	0	0	596
17:00	18	371	139	3	2	0	0	2	0	0	0	0	0	535
18:00	11	400	161	1	1	2	0	0	0	0	0	0	0	576
19:00	8	327	125	0	2	1	0	4	0	1	1	0	0	469
20:00	10	306	132	0	3	1	0	0	1	0	1	0	0	454
21:00	4	269	98	0	0	0	0	0	0	0	0	0	0	371
22:00	4	161	52	1	1	0	0	1	0	0	0	0	0	220
23:00	2	78	31	0	0	0	0	0	0	0	0	0	0	111
Total	165	5979	2331	25	47	12	8	28	4	2	8	1	3	8613
Percent	1,9%	69,4%	27,1%	0,3%	0,5%	0,1%	0,1%	0,3%	0,0%	0,0%	0,1%	0,0%	0,0%	
AM Peak	09:00	11:00	10:00	11:00	09:00	00:00	11:00	10:00	00:00	08:00	10:00		02:00	11:00
Vol.	14	479	157	3	5	1	3	4	1	1	1		1	645
PM Peak	17:00	13:00	12:00	13:00	13:00	14:00	16:00	15:00	13:00	19:00	12:00	14:00		15:00
Vol.	18	484	197	4	6	2	2	4	1	1	2	1		653

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**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26.16	1	42	24	0	1	0	0	0	0	0	0	0	0	68
01:00	1	25	13	0	0	0	0	0	1	0	0	0	0	40
02:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31
03:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
04:00	0	14	10	0	0	0	0	0	0	0	0	0	0	24
05:00	1	36	12	0	0	0	0	0	0	0	0	0	0	49
06:00	1	67	20	0	0	1	0	0	0	0	0	0	0	89
07:00	1	67	42	0	3	0	1	0	0	0	0	0	0	114
08:00	5	162	76	2	2	0	0	0	0	0	1	0	0	248
09:00	11	241	106	1	3	1	0	0	0	0	0	0	0	363
10:00	10	372	136	0	3	0	0	1	1	0	1	0	1	525
11:00	14	356	167	0	2	0	0	5	0	1	1	0	1	547
12	19	425	159	1	2	1	0	1	0	0	0	0	0	608
13:00	17	355	156	0	2	1	1	5	0	0	2	0	0	539
14:00	15	361	185	1	2	2	0	7	0	1	0	0	0	574
15:00	9	482	171	0	4	2	2	7	0	0	0	0	0	677
16:00	10	437	178	0	3	1	0	3	0	1	0	0	0	633
17:00	7	448	179	1	1	2	1	6	0	0	0	0	0	645
18:00	0	409	171	0	4	0	0	1	0	0	0	0	0	585
19:00	1	238	88	0	3	0	1	2	0	0	0	0	0	333
20:00	0	155	55	0	0	0	0	0	0	0	0	0	0	210
21:00	0	112	46	0	0	0	1	0	0	0	0	0	0	159
22:00	0	81	32	0	0	0	0	0	0	0	0	0	0	113
23:00	2	29	12	0	1	0	0	0	0	0	0	0	0	44
Total	125	4947	2057	6	36	11	7	38	2	3	5	0	2	7239
Percent	1,7%	68,3%	28,4%	0,1%	0,5%	0,2%	0,1%	0,5%	0,0%	0,0%	0,1%	0,0%	0,0%	
AM Peak	11:00	10:00	11:00	08:00	07:00	06:00	07:00	11:00	01:00	11:00	08:00		10:00	11:00
Vol.	14	372	167	2	3	1	1	5	1	1	1		1	547
PM Peak	12:00	15:00	14:00	12:00	15:00	14:00	15:00	14:00		14:00	13:00			15:00
Vol.	19	482	185	1	4	2	2	7		1	2			677
Grand Total	714	32007	13885	348	400	175	47	187	54	30	38	2	44	47931
Percent	1,5%	66,8%	29,0%	0,7%	0,8%	0,4%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,1%	

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.21.16	0	28	9	0	0	0	0	0	0	0	0	0	0	37
01:00	0	21	12	0	0	0	0	0	0	0	0	0	0	33
02:00	0	16	10	0	0	0	0	0	1	0	0	0	0	27
03:00	0	10	5	0	1	0	0	0	2	1	0	0	0	19
04:00	0	30	23	1	1	0	0	0	0	0	0	0	0	55
05:00	3	80	36	1	0	0	0	0	0	1	0	0	0	121
06:00	3	217	164	2	4	0	0	1	2	0	0	0	0	393
07:00	12	487	280	10	11	7	1	1	1	<b>4</b>	1	0	<b>3</b>	818
08:00	13	<b>729</b>	287	<b>24</b>	11	9	<b>3</b>	<b>6</b>	<b>3</b>	1	<b>3</b>	0	2	<b>1091</b>
09:00	7	646	<b>321</b>	22	13	<b>12</b>	0	5	3	3	0	0	1	1033
10:00	11	610	291	10	<b>18</b>	8	1	2	1	3	1	0	0	956
11:00	<b>14</b>	705	278	11	8	4	3	2	2	1	1	0	3	1032
12	14	741	341	7	13	3	1	1	4	4	0	0	3	1132
13:00	10	731	303	13	9	<b>7</b>	<b>1</b>	1	<b>2</b>	<b>0</b>	0	0	<b>4</b>	1081
14:00	9	785	341	16	<b>15</b>	1	1	<b>6</b>	0	2	1	0	1	1178
15:00	18	828	<b>351</b>	<b>20</b>	11	4	1	2	1	0	0	0	0	<b>1236</b>
16:00	15	828	349	16	11	2	0	2	1	0	1	0	2	1227
17:00	12	<b>849</b>	340	0	7	2	1	2	2	0	<b>3</b>	0	0	1218
18:00	<b>20</b>	577	251	1	8	0	0	4	1	2	0	0	1	865
19:00	8	414	195	1	4	1	1	1	2	0	1	0	0	628
20:00	8	308	133	0	4	0	0	1	0	0	0	0	0	454
21:00	3	282	122	0	2	0	0	1	1	0	0	0	0	411
22:00	2	162	84	0	2	0	0	0	0	0	0	0	0	250
23:00	0	94	27	0	1	1	0	0	0	0	0	0	0	123
Total	182	10178	4553	155	154	61	14	38	29	22	12	0	20	15418
Percent	1,2%	66,0%	29,5%	1,0%	1,0%	0,4%	0,1%	0,2%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	08:00	09:00	08:00	10:00	09:00	08:00	08:00	08:00	07:00	08:00		07:00	08:00
Vol.	14	729	321	24	18	12	3	6	3	4	3		3	1091
PM Peak	18:00	17:00	15:00	15:00	14:00	13:00	12:00	14:00	12:00	12:00	17:00		13:00	15:00
Vol.	20	849	351	20	15	7	1	6	4	4	3		4	1236

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	54	13	0	2	0	0	0	1	0	0	0	0	70
01:00	0	20	9	0	0	0	0	0	0	0	0	0	0	29
02:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
03:00	0	17	12	0	0	0	0	0	0	0	0	0	0	29
04:00	0	21	14	1	0	0	0	0	0	1	0	0	0	37
05:00	2	69	44	1	0	0	0	0	1	0	0	0	0	117
06:00	5	232	153	3	5	2	0	1	0	0	0	0	1	402
07:00	9	504	273	13	7	3	1	3	1	0	0	0	3	817
08:00	14	<b>777</b>	<b>313</b>	<b>23</b>	9	6	1	4	1	0	1	0	1	<b>1150</b>
09:00	8	617	309	20	9	<b>8</b>	<b>2</b>	<b>5</b>	3	1	<b>2</b>	0	2	986
10:00	<b>16</b>	645	300	16	<b>10</b>	5	0	2	<b>4</b>	<b>2</b>	0	0	1	1001
11:00	16	732	310	14	10	6	0	5	4	2	2	0	2	1103
12	14	706	300	11	4	8	2	3	3	0	0	0	0	1051
13:00	8	646	306	7	<b>15</b>	3	<b>0</b>	4	<b>4</b>	<b>2</b>	0	0	<b>3</b>	998
14:00	12	757	310	15	13	5	0	5	0	2	0	0	1	1120
15:00	13	848	324	<b>18</b>	6	<b>9</b>	1	<b>7</b>	2	2	<b>1</b>	0	1	1232
16:00	<b>16</b>	<b>850</b>	<b>347</b>	16	15	8	2	3	0	0	0	0	1	<b>1258</b>
17:00	11	830	346	3	7	3	0	3	0	0	0	0	1	1204
18:00	14	546	211	2	9	0	1	1	1	0	0	0	0	785
19:00	10	404	199	1	10	1	0	0	1	0	1	0	0	627
20:00	6	329	139	1	3	1	0	0	1	0	0	0	0	480
21:00	4	326	120	0	2	0	0	0	0	0	0	0	0	452
22:00	1	192	60	0	1	0	0	0	0	0	0	0	0	254
23:00	2	100	21	2	0	0	0	1	0	0	0	0	0	126
Total	181	10237	4437	167	137	68	10	47	27	12	7	0	17	15347
Percent	1,2%	66,7%	28,9%	1,1%	0,9%	0,4%	0,1%	0,3%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	10:00	08:00	08:00	08:00	10:00	09:00	09:00	09:00	10:00	10:00	09:00		07:00	08:00
Vol.	16	777	313	23	10	8	2	5	4	2	2		3	1150
PM Peak	16:00	16:00	16:00	15:00	13:00	15:00	12:00	15:00	13:00	13:00	15:00		13:00	16:00
Vol.	16	850	347	18	15	9	2	7	4	2	1		3	1258

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Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23:16	0	37	16	0	0	0	0	0	0	0	0	0	0	53
01:00	1	17	14	0	1	0	0	0	0	0	0	0	0	33
02:00	0	15	7	0	0	0	0	0	0	0	0	0	1	23
03:00	0	14	8	1	0	0	0	0	0	0	0	0	0	23
04:00	0	27	15	0	1	1	0	0	0	0	0	0	0	44
05:00	1	76	43	0	1	0	0	1	1	0	0	0	0	123
06:00	4	249	168	3	3	0	0	2	1	0	0	0	0	430
07:00	12	505	288	15	12	6	1	3	1	0	0	0	0	843
08:00	6	714	327	28	11	8	4	5	0	2	1	1	1	1108
09:00	10	661	346	25	14	7	0	2	1	0	0	0	3	1069
10:00	11	718	315	15	19	4	2	4	0	0	1	0	0	1089
11:00	7	745	318	7	11	7	0	3	1	2	1	0	3	1105
12	9	743	319	10	13	5	0	2	2	1	0	0	0	1104
13:00	9	731	329	5	9	3	0	1	1	4	0	0	1	1093
14:00	15	796	302	13	13	11	0	3	1	1	1	0	1	1157
15:00	12	906	318	26	16	2	2	4	2	1	0	0	1	1290
16:00	14	903	352	12	12	3	1	3	0	2	2	0	0	1304
17:00	16	898	349	1	10	5	0	5	0	2	0	0	0	1286
18:00	13	612	246	2	11	4	2	0	0	0	0	0	1	891
19:00	8	455	202	3	6	2	1	3	0	0	1	0	0	681
20:00	10	350	148	1	7	1	0	1	1	0	0	0	0	519
21:00	11	277	117	1	3	0	0	0	1	0	0	0	0	410
22:00	3	181	76	0	2	0	0	1	1	0	0	0	0	264
23:00	0	86	34	0	0	0	0	1	1	0	0	0	0	122
Total	172	10716	4657	168	175	69	13	44	15	15	7	1	12	16064
Percent	1,1%	66,7%	29,0%	1,0%	1,1%	0,4%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	07:00	11:00	09:00	08:00	10:00	08:00	08:00	08:00	05:00	08:00	08:00	08:00	09:00	08:00
Vol.	12	745	346	28	19	8	4	5	1	2	1	1	3	1108
PM Peak	17:00	15:00	16:00	15:00	15:00	14:00	15:00	17:00	12:00	13:00	16:00		13:00	16:00
Vol.	16	906	352	26	16	11	2	5	2	4	2		1	1304



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EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	30	17	0	0	0	0	0	2	0	0	0	0	49
01:00	0	12	11	0	0	0	0	0	1	0	0	0	0	24
02:00	0	18	6	0	0	0	1	0	0	0	0	0	0	25
03:00	0	19	5	1	0	0	0	0	0	0	0	0	0	25
04:00	0	24	15	0	0	1	0	0	0	0	0	0	0	40
05:00	1	84	38	1	0	0	0	1	2	0	0	1	0	128
06:00	6	217	139	4	5	0	0	3	0	0	0	0	0	374
07:00	8	505	257	12	11	4	1	5	0	1	3	0	1	808
08:00	10	772	313	<b>26</b>	10	<b>12</b>	<b>4</b>	5	2	1	<b>4</b>	0	0	1159
09:00	13	677	309	23	<b>14</b>	7	1	6	2	0	1	0	1	1054
10:00	<b>20</b>	716	<b>367</b>	11	13	3	4	4	0	1	1	0	<b>3</b>	1143
11:00	5	<b>802</b>	338	18	11	6	1	<b>7</b>	<b>4</b>	1	0	0	2	<b>1195</b>
12:00	26	759	377	7	13	4	2	8	2	3	0	0	0	1201
13:00	23	858	<b>328</b>	11	<b>9</b>	3	<b>0</b>	5	0	<b>1</b>	2	0	<b>3</b>	1243
14:00	<b>33</b>	811	362	19	9	<b>7</b>	1	<b>9</b>	2	0	1	0	2	1256
15:00	25	<b>969</b>	328	<b>22</b>	8	5	1	5	1	1	2	0	1	<b>1368</b>
16:00	17	929	340	14	12	5	2	5	1	1	<b>3</b>	0	0	1329
17:00	17	920	313	2	3	1	1	6	1	2	0	0	0	1266
18:00	13	720	252	1	6	2	0	6	0	0	1	0	0	1001
19:00	14	534	201	0	6	1	0	4	0	0	1	0	0	761
20:00	13	484	182	2	2	0	0	3	0	0	0	0	0	686
21:00	4	418	165	0	2	2	0	0	<b>4</b>	0	0	0	0	595
22:00	2	256	113	0	1	0	0	0	1	0	0	0	0	373
23:00	3	151	60	0	0	0	0	1	1	0	0	0	0	216
Total	253	11685	4836	174	135	63	19	83	26	12	19	1	13	17319
Percent	1,5%	67,5%	27,9%	1,0%	0,8%	0,4%	0,1%	0,5%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	10:00	08:00	09:00	08:00	08:00	11:00	11:00	07:00	08:00	05:00	10:00	11:00
Vol.	20	802	367	26	14	12	4	7	4	1	4	1	3	1195
PM Peak	14:00	15:00	12:00	15:00	12:00	14:00	12:00	14:00	21:00	12:00	16:00		13:00	15:00
Vol.	33	969	377	22	13	7	2	9	4	3	3		3	1368

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Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.25.16	1	69	45	1	0	1	0	0	1	0	0	0	0	118
01:00	0	43	16	0	1	0	0	0	0	0	0	0	0	60
02:00	0	40	15	0	1	0	0	0	1	0	0	0	1	58
03:00	0	19	16	0	0	1	0	0	0	0	0	0	0	36
04:00	1	27	13	0	1	0	0	0	0	0	0	0	0	42
05:00	0	63	23	1	0	0	0	2	1	0	0	0	0	90
06:00	3	107	77	3	3	1	0	3	0	0	0	0	0	197
07:00	6	298	147	1	5	0	0	3	1	0	0	0	0	461
08:00	9	528	231	1	8	0	1	1	0	1	0	0	0	780
09:00	24	735	319	6	9	1	1	1	2	0	0	0	1	1099
10:00	19	875	334	4	7	0	1	8	0	0	1	0	1	1250
11:00	28	1006	304	4	5	4	3	11	0	0	0	0	0	1365
12	18	945	388	4	7	4	0	9	0	0	3	1	0	1379
13:00	29	969	325	8	12	2	0	9	1	0	0	0	0	1355
14:00	29	915	330	2	7	3	0	2	0	0	0	1	0	1289
15:00	33	939	306	1	6	0	0	10	0	2	1	0	1	1299
16:00	12	884	292	3	7	2	2	3	0	0	2	0	0	1207
17:00	28	741	270	3	5	0	0	2	0	0	0	0	0	1049
18:00	15	716	263	1	6	2	0	2	0	0	0	0	0	1005
19:00	13	584	233	0	5	1	0	4	1	1	1	0	0	843
20:00	21	545	230	0	4	2	0	0	1	0	1	0	0	804
21:00	8	492	175	0	1	0	0	0	0	0	0	0	0	676
22:00	6	301	103	1	1	0	0	1	0	0	0	0	0	413
23:00	7	178	61	0	0	0	0	0	0	0	0	0	0	246
Total	310	12019	4516	44	101	24	8	71	9	4	9	2	4	17121
Percent	1,8%	70,2%	26,4%	0,3%	0,6%	0,1%	0,0%	0,4%	0,1%	0,0%	0,1%	0,0%	0,0%	
AM Peak	11:00	11:00	10:00	09:00	09:00	11:00	11:00	11:00	09:00	08:00	10:00		02:00	11:00
Vol.	28	1006	334	6	9	4	3	11	2	1	1		1	1365
PM Peak	15:00	13:00	12:00	13:00	13:00	12:00	16:00	15:00	13:00	15:00	12:00	12:00	15:00	12:00
Vol.	33	969	388	8	12	4	2	10	1	2	3	1	1	1379

**Accu-Traffic Inc.**  
**67 Richmond Street, Suite 407,**  
**Richmond Hill, ON, L4C 3Y3**  
**Tel: 1- 416-910-0171 Fax: 1-888-711-3125**  
**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26:16	2	101	51	0	1	0	0	0	1	0	0	0	0	156
01:00	2	59	34	0	1	1	0	0	1	0	0	0	0	98
02:00	0	43	18	1	0	0	0	0	0	0	0	0	0	62
03:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37
04:00	0	27	15	0	0	0	0	1	0	0	0	0	0	43
05:00	1	57	20	0	0	0	0	2	0	0	0	0	0	80
06:00	1	95	43	0	1	1	0	1	0	0	0	0	0	142
07:00	5	145	82	0	5	0	1	0	1	0	0	0	1	240
08:00	7	335	160	3	5	0	1	0	0	0	2	0	1	514
09:00	17	527	221	2	6	2	0	3	0	0	1	0	0	779
10:00	20	730	270	0	4	1	0	4	1	0	1	0	1	1032
11:00	30	858	351	0	6	0	1	12	0	2	1	0	1	1262
12	27	951	329	2	3	2	0	2	0	0	0	0	0	1316
13:00	32	836	336	1	3	2	1	6	0	0	2	0	0	1219
14:00	30	766	326	2	6	2	0	10	0	1	0	0	0	1143
15:00	14	887	303	1	9	2	2	9	0	0	0	0	0	1227
16:00	17	809	295	0	5	2	0	4	0	1	0	0	0	1133
17:00	13	778	296	1	6	3	1	7	0	0	0	0	0	1105
18:00	1	665	255	0	6	1	0	2	0	0	0	0	0	930
19:00	1	446	167	0	6	0	1	2	0	0	0	0	0	623
20:00	0	305	105	0	1	0	0	0	0	0	0	0	0	411
21:00	0	219	99	0	1	0	1	0	0	0	0	0	0	320
22:00	2	152	54	0	1	0	0	0	1	0	0	0	0	210
23:00	2	61	25	0	1	0	0	0	0	0	0	0	0	89
Total	224	9878	3866	13	77	19	9	65	5	4	7	0	4	14171
Percent	1,6%	69,7%	27,3%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	09:00	07:00	11:00	00:00	11:00	08:00		07:00	11:00
Vol.	30	858	351	3	6	2	1	12	1	2	2		1	1262
PM Peak	13:00	12:00	13:00	12:00	15:00	17:00	15:00	14:00	22:00	14:00	13:00			12:00
Vol.	32	951	336	2	9	3	2	10	1	1	2			1316
Grand Total	1322	64713	26865	721	779	304	73	348	111	69	61	4	70	95440
Percent	1,4%	67,8%	28,1%	0,8%	0,8%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,1%	

**APPENDIX B:  
NOTICE OF STUDY COMMENCEMENT**



# Mosley Street Urbanization Beachwood Road to 45<sup>th</sup> Street Municipal Class Environmental Assessment Study Notice of Study Commencement

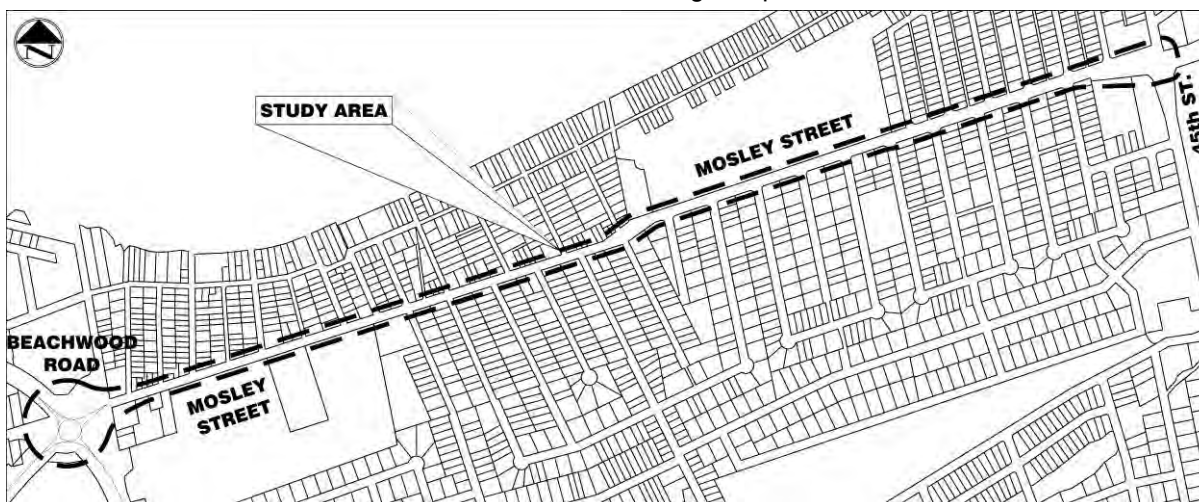
## Background

The Town of Wasaga Beach is proposing to urbanize and widen Mosley Street from Beachwood Road to 45<sup>th</sup> Street. The urbanization and widening is necessary to accommodate future transportation demands within the Town's main east/west corridor and to address road safety, drainage and pavement structure issues. In addition to these enhancements, this Environmental Assessment will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. Possible improvements include the provision of a center turn lane, additional through lanes, storm sewers and curb and gutter, sidewalks and bike lanes.

## Study Process

The Town is proceeding with a Schedule C Municipal Class Environmental Assessment (EA) to consider the impacts associated with the proposed urbanization. The Class EA process will address the following:

- the existing traffic operations and conditions on Mosley Street;
- alternative solutions to implementing the urbanization and addressing the identified future needs;
- the location, extent and sensitivity of the existing environments within the area;
- the potential impacts of each alternative to the noted environments and possible mitigating measures;
- public and agency consultation and participation; and
- an assessment and evaluation of the alternatives culminating in a preferred solution.



## Purpose of Notice

The purpose of this notice is to invite public/agency input and comment early in the study such that they can be incorporated into the planning and overall study design. Comments should be directed to the Town and/or Consultant as noted below. A further opportunity for public input and comment will be provided at a Public Information Centre (open house) to be held in the upcoming months, during which time the various alternative solutions and assessment of each will be presented. Further details with respect to the Public Information Centre will be provided closer to the date.

## Project Contacts

### Owner

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
**Mike Latimer, C.E.T.**  
Project Coordinator  
m.latimer@wasagabeach.com  
(705) 429-2540 x2342

### Consultant

C.C. Tatham & Associates Ltd.  
200 Sandford Fleming Dr. #200  
Collingwood, ON L9Y 5A6  
**Michael Cullip, P.Eng**  
Project Manager  
mcullip@cctatham.com  
(705) 444-2565 x265

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Agriculture, Food and Rural Affairs	Economic Development Division, Rural Community Development Branch	1 Stone Rd W. 3rd Floor	Guelph, ON	N1G 4Y2	Mr.	John	Turvey	Policy Advisor	519-826-3419
Agency	Ministry of Culture	Midhurst District Office	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Greig	Stewart	Regional Advisor	705-739-6696
Agency	Ministry of Culture	Heritage Operations Unit	400 University Ave. 4 <sup>th</sup> Floor	Toronto, ON	M7A 2R9	Mr.	Winston	Wong	Heritage Planner	416-314-7147
Agency	Ministry of the Environment & Climate Change	CEAA Branch	2 St. Clair Ave. W. 12 <sup>th</sup> Floor	Toronto, ON	M4V 1L5	Mr.	Paul	Heeney	Supervisor, Project Review Unit	416-314-7210
Agency	Ministry of the Environment & Climate Change	Central Region Office	5775 Yonge Street 9 <sup>th</sup> Floor	Toronto, ON	M2M 4J1	Ms.	Chunmei	Liu	EA Coordinator	416-326-4886
Agency	Ministry of the Environment & Climate Change	London Regional Office	733 Exeter Road	London, ON	N6E 1L3	Mr.	Bill	Armstrong	Environmental Planner	519-873-5013
Agency	Ministry of the Environment & Climate Change	Owen Sound District Office	101 17 <sup>th</sup> Street East	Owen Sound, ON	N4K 0A5					519-371-2901
Agency	Ministry of Municipal Affairs and Housing	Central Region Office	777 Bay Street	Toronto, ON	M5G 2E5	Mr.	Darryl	Lyons	Senior Planner	416-585-6048
Agency	Ministry of Natural Resources & Forestry	Midhurst District	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Mark	Shoreman	District Manager	705-725-7546
Agency	Ministry of Natural Resources & Forestry	Wasaga Beach Provincial Park	11-22nd St. North	Wasaga Beach, ON	L9Z 2V9	Mr.	John	Fisher	Superintendent	
Agency	Ministry of Tourism, Culture & Sport	180 Dundas Street	9 <sup>th</sup> Floor, Suite 502	Toronto, ON	M7A 2R9	Mr.	Tom	Sherzan	Manager, Regional Services Branch	
Agency	Ministry of Transportation	Central Region Planning & Design Section	1201 Wilson Avenue, Bldg. D, 4th Floor	Downsview, Ontario	M3M 1J8	Ms.	Heather	Glass	Sr Project Engineer	(416) 235-5521 heather.glass@mtoc.ca
Agency	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 Concession 8	Utopia, ON	L0M 1T0	Mr.	Glenn	Switzer	Director, Engineering & Technical Services	705-424-1479 ext. 225
Agency	Niagara Escarpment Commission	99 King Street East	PO Box 308	Thornbury, ON	N0H 2P0	Mr.	Rick	Watt	Senior Planning Coordinator	519-599-3740 rick.watt@ontario.ca

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Indigenous Relations and Reconciliation	Policy and Relations Branch	720 Bay Street, Fourth Floor	Toronto, ON	M5G 2K1	Mr.	Francois	Lachance	Senior Policy Advisor	416-326-4754
Agency (Federal)	Indian and Northern Affairs Canada	Environment and Natural Resources Department	25 St. Clair Ave. East, 8th Floor	Toronto, ON	M4T 1M2		Glenn	Gilbert	Manager	416-973-2131
Municipal	Town of Wasaga Beach	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	George	Vadeboncoeur	CAO	
Municipal	Wasaga Beach Fire Department	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	Mike	McWilliam	Fire Chief	
Municipal	Ontario Provincial Police	Huronian West Detachment	P.O. Box 140 1000 River Road West	Wasaga Beach, ON	L9Z 1A2					705-429-3575
Municipal	The County of Simcoe	Administration Centre	1110 Highway 26	Midhurst, ON	L0L 1X0		County Clerk			705-726-9300
School Board	Simcoe County District School Board		1170 Highway 26	Midhurst, ON	L0L 1X0	Mr.	Rick	Howse	Central Maintenance Supervisor	705-728-7570
School Board	Simcoe Muskoka Catholic District School Board	46 Alliance Blvd.		Barrie, ON	L4M 5K3		Jennifer	Sharpe	Planning Officer	705-722-3555
School Board	Simcoe County Student Transportation Consortium	566 Bryne Drive		Barrie, ON	L4N 9P6	Ms.	Bonnie	Branch	Transportation Officer	
Agency	Simcoe County District Health Unit	15 Sperling Drive		Barrie, ON	L4M 6K9	Mr.	Ted	Devine	Director, Health Protection Services	705-721-7520
Agency	ON Realty Corporation	1 Dundas Street West		Toronto, ON	M5G 2L5					
Utility	Bell Canada	136 Bayfield Street	Floor 2	Barrie, ON	L4M 3B1	Mrs.	Wendy	Lefebvre	Manager, Access Network	705-722-2467
Utility	Wasaga Distribution Inc.	950 River Road West	P.O. Box 20	Wasaga Beach, ON	L9Z 1A2					705-429-2517
Utility	Rogers Communications Inc.	1 Sperling Drive		Barrie, ON	L4M 6B8	Mr.	Tony	Dominguez	System Planner	705-737-4660 ext 6907 Tony.domnguez@rci.rogers.com

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Utility	Hydro One	Subdivision Group	420 Welham Road	Barrie, ON	L4N 8Z2	Ms.	Heather	McTeer		1-866-272-3330
Utility	Hydro One Network	45 Sarjeant Drive	P.O. Box 6700	Barrie, ON	L4M 5N5		Business Customer Center			1-877-447-4412
Utility	ON Power Generation	700 University Avenue	H9F5	Toronto, ON	M5G 1X6	Ms.	Cara	Clairman	VP Sustainable Development	416-592-4921
Utility	Enbridge Gas Distribution Inc.	10 Churchill Drive		Barrie, ON	L4N 8Z5	Mr.	David	Smith	Sales Development Representative	705-739-5254
Utility	Union Gas	1590 8th St E		Owen Sound, ON	N4K 0A2	Mr.	Derrick	Cunningham		519-270-0305
First Nations Community	Chippewas of Georgina Island	R. R. #2	Box N-13	Sutton West, ON	LOE 1R0	Ms.	Donna	Big Canoe	Chief	705 437-1337
First Nations Community	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0		Rodney	Noganosh	Chief	<a href="mailto:chief@ramafirstnation.ca">chief@ramafirstnation.ca</a> 705-325-3611 x1216
First Nations Community	Wahta Mohawk	P.O. Box 260	2664 Muskoka Road	Bala, ON	P0C 1A0		Blaine	Commandant	Chief	
First Nations Community	Moose Dear Point	3720 Twelve Mile Bay Road	P.O. Box 119	Mac Tier, ON	P0C 1H0		Barron	King	Chief	
First Nations Community	Wasauksing First Nation (Parry Island)	P.O. Box 250	1508 Lane "G" Geewadin Road	Parry Sound, ON	P2A 2X4		Alex	Zyganiuk	Community Consultation Coordinator	
First Nations Community	Coordinator for Williams Treaties First Nation	8 Creswick Court		Barrie, ON	L4M 2J7	Ms.	Karry	Sandy-McKenzie	Barrister & Solicitor	k.a.sandy-mckenzie@rogers.com
First Nations Community	Beausoleil First Nation (Christian Island)	11 Ogema Miikaan	Christian Island	Cedar Point, ON	L0K 1R0		Roly	Monague Jr.	Chief	
First Nations Community	Georgian Bay Metis Council	355 Cranston Crescent	PO Box 4	Midland, ON	L4R 4K6	Mr.	David	Dusome	President	705-526-6335 daviddusome@rogers.com
First Nations Community	Metis Nation of Ontario - Head Office	500 Old St. Patrick Street	Unit D	Ottawa, ON	K1N 9G4					
First Nations Community	Mnjikaning First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0					

I:\2016 Projects\116056 - Mosley St EA, Wasaga Beach\Documents\Public Consultation\Mosley Street - communications plan-stakeholders.doc



**Town of Wasaga Beach – Mosley Street Urbanization – Municipal Class Environmental Assessment Study – Notice of Study Commencement**

>>> Chief Rodney Noganosh <chief@ramafirstnation.ca> 11/4/2016 11:41 AM >>>  
Dear Mike & Michael;

Thank you for your letter re: Town of Wasaga Beach – Mosley Street Urbanization – Municipal Class Environmental Assessment Study – Notice of Study Commencement.

Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to Karry Sandy McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the interim, should you wish to contact Ms. McKenzie directly, please do so at [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com)

Thank you,

Chief Rodney Noganosh

---

**Hollie Nolan**

*Executive Assistant to the Chief, Administration*

**Chippewas of Rama First Nation**

(ph) [705-325-3611](tel:705-325-3611),1216

(cell)

(fax) [705-325-0879](tel:705-325-0879)

(url) [www.ramafirstnation.ca](http://www.ramafirstnation.ca)

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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

## Contact Information

>>> Hollie Nolan <hollien@ramafirstnation.ca> 11/4/2016 11:38 AM >>>

Good Morning,

Please update the contact information you have for Rama First Nation to Chief Rodney Noganosh.

Thank you,

---

### Hollie Nolan

*Executive Assistant to the Chief, Administration*

#### **Chippewas of Rama First Nation**

(ph) [705-325-3611](tel:705-325-3611),1216

(cell)

(fax) [705-325-0879](tel:705-325-0879)

(url) [www.ramafirstnation.ca](http://www.ramafirstnation.ca)

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## **CEA - Mosely Street Urbanization**

**Attachments:** NVCA\_BasemapPlanning.pdf

>>> Jeff Andersen <jandersen@nvca.on.ca> 11/9/2016 12:29 PM >>>

Good Day Gentlemen;

NVCA is in receipt of a notice of study commencement for the urbanization of Mosley Street. We offer the following;

Some portions of the study area are regulate by the NVCA for flood and erosion hazards and wetlands and associated buffers as depicted on the attached regulation mapping. Depending on the proposed works, a permit may be required in the regulated areas, however, we are certain any issues can be worked out at the design stage.

As always, we look forward to working with you on this project.

Thank you for your time.

**Jeff J. Andersen | Regulations Technician**

**Nottawasaga Valley Conservation Authority**

8195 8<sup>th</sup> Line, Utopia, ON L0M 1T0

**T** [705-424-1479 ext. 238](tel:705-424-1479) | **F** [705-424-2115](tel:705-424-2115)

[jandersen@nvca.on.ca](mailto:jandersen@nvca.on.ca) [nvca.on.ca](http://nvca.on.ca)

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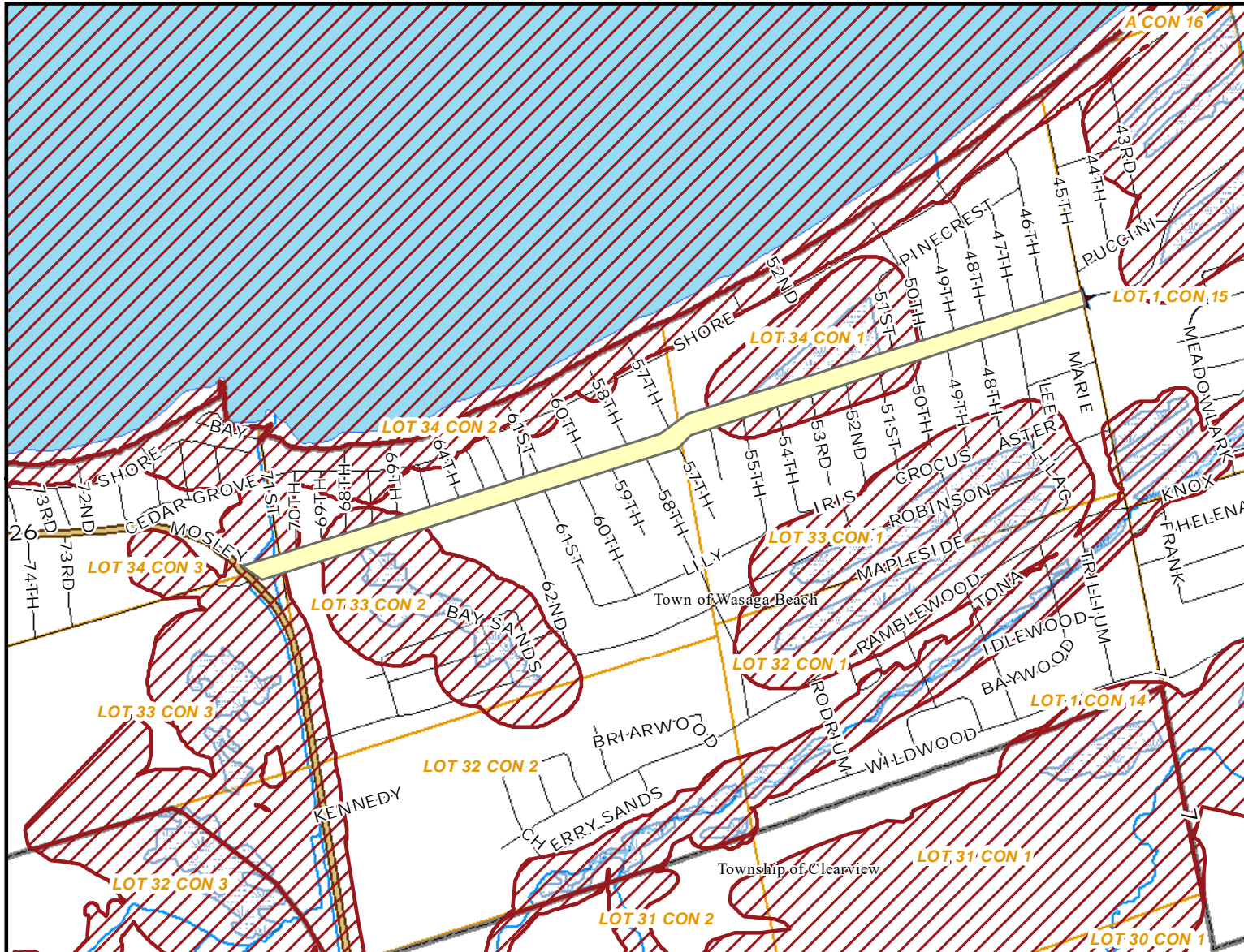
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# Mosley Street, Wasaga Beach



Date: 09-Nov-2016

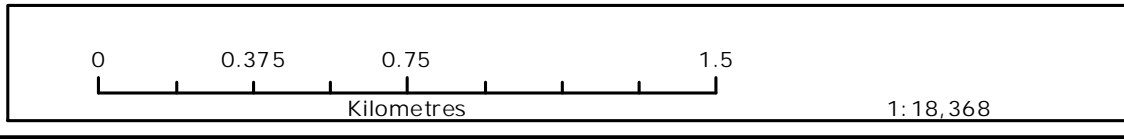


### Legend

- Regulated Extent
- Wetlands (NVCA)
- Evaluated - Other
- Evaluated - Provincial
- Jurisdiction Boundary
- Municipal Boundary
- Lot Concessions
- Lakes
- Rivers / Stream

### Notes

**Nottawasaga Valley Conservation Authority**  
 8195 8th Line  
 Utopia, ON L0M 1T0  
[www.nvca.on.ca](http://www.nvca.on.ca)



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**CEA - Mosely Street Urbanization**

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**From:** Michael Cullip  
**To:** Jeff Andersen; Mike Latimer  
**Date:** 11/9/2016 1:55 PM  
**Subject:** Re: CEA - Mosely Street Urbanization

---

Thank you Jeff.

We appreciate the comments and certainly acknowledge the requirement for NVCA approvals in regulated areas.

---

**Michael Cullip, B.Eng. & Mgmt., M.Eng. P.Eng**  
Director, Manager - Transportation & Municipal Engineering

**C.C. Tatham & Associates Ltd.**

tel:  [\(705\) 444-2565 x265](tel:(705)444-2565)

cell:  [\(705\) 888-3289](tel:(705)888-3289)

[mcullip@cctatham.com](mailto:mcullip@cctatham.com)

[www.cctatham.com](http://www.cctatham.com)

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---

>>> Jeff Andersen <jandersen@nvca.on.ca> 11/9/2016 12:29 PM >>>

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Some portions of the study area are regulate by the NVCA for flood and erosion hazards and wetlands and associated buffers as depicted on the attached regulation mapping. Depending on the proposed works, a permit may be required in the regulated areas, however, we are certain any issues can be worked out at the design stage.

As always, we look forward to working with you on this project.

Thank you for your time.

**Jeff J. Andersen** | Regulations Technician

**Nottawasaga Valley Conservation Authority**

8195 8<sup>th</sup> Line, Utopia, ON L0M 1T0

**T** [705-424-1479 ext. 238](tel:705-424-1479) | **F** [705-424-2115](tel:705-424-2115)

[jandersen@nvca.on.ca](mailto:jandersen@nvca.on.ca) **nvca.on.ca**

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## **Mosley Street Urbanization - MTCS Comments**

**Attachments:** 2016-12-12 - Mosley Street Urbanization - MTCS Comments.pdf

>>> "Minkin, Dan (MTCS)" <Dan.Minkin@ontario.ca> 12/12/2016 5:56 PM >>>

Good afternoon,

Please see attached.

### **Dan Minkin**

Heritage Planner

Ministry of Tourism, Culture and Sport

Culture Division | Programs and Services Branch | Heritage Program Unit

401 Bay Street, Suite 1700

Toronto, Ontario M7A 0A7

Tel. [416.314.7147](tel:416.314.7147) | Fax. [416.314.7175](tel:416.314.7175)

**Ministry of Tourism,  
Culture and Sport**

Heritage Program Unit  
Programs and Services Branch  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
Tel: 416 314 7147  
Fax: 416 212 1802

**Ministère du Tourisme,  
de la Culture et du Sport**

Unité des programmes patrimoine  
Direction des programmes et des services  
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Toronto ON M7A 0A7  
Tél: 416 314 7147  
Télééc: 416 212 1802



December 12, 2016 (EMAIL ONLY)

Mike Latimer, C.E.T.  
Project Coordinator  
Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
E: m.latimer@wasagabeach.com

**RE: MTCS file #: 0005164**  
**Proponent: Town of Wasaga Beach**  
**Subject: Notice of Commencement**  
**Mosley Street Urbanization**  
**Location: Town of Wasaga Beach, Ontario**

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Dear Mr. Latimer:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement and Notice of Public Information Centre (PIC) for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

#### **Archaeological Resources**

The [Criteria for Evaluating Archaeological Potential](#) is normally used to determine if an archaeological assessment is needed. In this case, your PIC materials indicate that archaeological assessment work has already been completed, with the Stage 1 report recommending no further assessment. Your licensed archaeological consultant is responsible for submitting the report directly to MTCS for review.

#### **Built Heritage and Cultural Heritage Landscapes**

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk for the Town of Wasaga Beach can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.



If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in heritage.

### **Environmental Assessment Reporting**

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin  
Heritage Planner  
Dan.Minkin@Ontario.ca

Copied to: Michael Cullip, C.C. Tatham & Associates Ltd.

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

**IO Environmental Assessment Notice Letter - Mosley Street Urbanization**

**Attachments:** IO EA Notice Letter.pdf; Scanned from a Xerox multifunction device.pdf

>>> "Lui, Brandon (IO)" <Brandon.Lui@infrastructureontario.ca> 12/15/2016 4:45 PM >>>  
Hello,

Please review the attached IO Notice Letter on behalf of Lisa Myslicki.

Thank you,

**Brandon Lui**  
Environmental Management Associate

Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON M5G 2L5

(416) 212-6975  
[Brandon.Lui@infrastructureontario.ca](mailto:Brandon.Lui@infrastructureontario.ca)

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December 15, 2016

### **Response to EA Notice**

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project.

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Aboriginal peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations which may include considering the use of any MOI lands as part of your individual environmental assessment. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Aboriginal Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties Consultant Archaeologists – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MOI lands, then an agreement is required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

We strongly encourage you to work with IO as early as possible in your process to identify if any MOI lands would be required for your proposed project. Please note that on title MOI control may

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be identified under the name of MOI or one of its predecessor ministries or agencies which may include but is not limited to variations of the following: Her Majesty the Queen/King, Hydro One, MBS, MEI, MEDEI, MGS, MOI, OLC, ORC, PIR or Ministry of Public Works<sup>1</sup>.

Please provide Rita Kelly with a confirmation in writing of any MOI lands that you propose to use for your proposed project and why the lands are required along with a copy of a title search for the MOI lands.

For more information concerning the identification of MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly  
Project Manager  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON  
M5G 2L5  
Tel: (416) 212-4934  
Email: [rita.kelly@infrastructureontario.ca](mailto:rita.kelly@infrastructureontario.ca)

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki  
Environmental Specialist  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON  
M5G 2L5  
Tel: (416) 557-3116  
Email: [lisa.myslicki@infrastructureontario.ca](mailto:lisa.myslicki@infrastructureontario.ca)

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<sup>1</sup> MBS - Management Board Secretariat; MEI - Ministry of Energy and Infrastructure; MEDEI – Ministry of Economic Development, Employment and Infrastructure; MGS - Ministry of Government Services; MOI - Ministry of Infrastructure; OLC - Ontario Lands Corporation; ORC - Ontario Realty Corporation; PIR - Ministry of Public Infrastructure Renewal

If MOI lands are not to be impacted by the proposed project, please provide a confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

**Patrick Grace**  
Director  
Land Transactions, Hydro Corridors & Public Works  
Infrastructure Ontario  
1 Dundas Street West, Suite 2000  
Toronto, ON, M5G 2L5

## **INSTRUCTION NOTE 1**

### **Provincial Crown's Aboriginal Duty to Consult obligations**

The Crown has a constitutional Duty to Consult (DTC) in certain circumstances and Aboriginal consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Aboriginal consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Aboriginal consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MOI may assess that the Crown's Duty to Consult (DTC) requires consultation of Aboriginal communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Where MOI determines that Aboriginal consultation is required, MOI will formally ask you to consult or continue to consult with Aboriginal peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry updates on these activities as requested; and
3. Notify the Ministry of any issues raised by Aboriginal communities.

If consultation has already occurred, IO strongly encourages you to provide complete Aboriginal consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any duty to consult obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.

## INSTRUCTION NOTE 2

### **Requirements of the MOI Public Work Class Environmental Assessment**

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assesses undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at:

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. IO will work with you to ensure that all of the MOI undertakings or activities related to the use of MOI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MOI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MOI lands may satisfy MOI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MOI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MOI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- that the environmental assessment documents set out that one process will be relied on by both the proponent and MOI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- that the proponent's description of the undertaking to be assessed include all of the MOI undertakings related to the use or access to MOI lands (see Glossary of Terms);
- the associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- that the proponent's environmental assessment indicate that MOI would be relying on the proponent's assessment to satisfy MOI's obligations under the *Environment Assessment Act*,
- establish a monitoring and report back mechanism to ensure that any obligations of MOI resulting from the assessment will be met; and

An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MOI lands are consulted

### **Other Due Diligence Requirements**

There may also be other additional due diligence requirements for the use of MOI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment and follow up
- Stage 1 Archaeological Assessment and follow up

- 
- Survey
  - Title Search
  - Species at Risk Survey(s)
  - Appraisal



INSTRUCTION NOTE 3 – ARCHAEOLOGY - (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the 2011 Ministry of Culture Standards and Guidelines for Consulting Archaeologists. Please visit.....

Archaeological due diligence is required for any proposed project on MOI land that could cause significant below ground disturbance such as, new building construction, installation/modification of site services, and installation/maintenance of new pipelines or transmission lines.

You, as the proponent, must engage IO prior to undertaking any archaeological work on MOI lands.

IO has two in-house licensed archaeologists who should be consulted early in the preparatory stages of a proposed project when geographic and site locations are being considered so that the potential for archaeological resources including historic and Aboriginal material (ion Aboriginal villages and burials sites) can be assessed.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessments are required to determine if there are any significant findings that may be of cultural value or interest to Aboriginal people (e.g., archaeological or burial sites).

Archaeological work can begin before the assessment under the Public Works Class EA begins but the Class EA cannot be completed until the duty to consult that may be triggered regarding archaeological resources are fulfilled.

Depending upon the number or significance of resources found, the duty to consult may be triggered during any of the 4 phases of archaeological work (see below) or anytime during project construction.

The discovery of Aboriginal resources can impact on activities, including project and site plans, timelines and all costs. As the proponent, you are expected to ensure that you project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

For Archaeological Assessments (Stages 1 through 4), proponents must adhere to the four stage archaeological fieldwork process prescribed by the Ontario Ministry of Tourism, Culture and Sport (MTCS) as per the 2011 Standards and Guidelines for Consultant Archeologists. Not all noted Stages will be necessary for all work. Respondents must follow industry procedures and practices as per the MTCS Standards and Guidelines for Consultant Archeologists 2011 for each Stage of archaeological assessment, all reporting criteria and formatting, and any other license requirements and/or obligations.

- Stage 1 Background Study - Evaluation of Archaeological Potential
  - Archival research and non-intrusive site visit
- Stage 2 Property Assessment

- In-field systematic pedestrian survey or test pitting and reporting
- 
- Stage 3 Site-specific Assessment
  - Limited excavation to determine site significance and size
  - Field works and reporting
- Stage 4 Site mitigation
  - Through either avoidance/protection or excavation Field work 4 to 8 weeks
  - Develop summary report
  - MTCS review – expedited review of summary report 6 weeks
  - Final report
  - Time to develop and implement mitigation measures – negotiation, legal protections, avoidance

IO Contact Information and direction to IO website....

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## INSTRUCTION NOTE 4 – HERITAGE REQUIREMENTS

### Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the Ontario Heritage Act, the regulations to that Act and the 2010 Ministry of Culture Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs) Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. The S&Gs set out a process for identifying properties of cultural heritage value, and the standards for protection, maintenance, use and disposal of these properties. Please visit.....

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources, such as new building construction, installation/modification of site services, landscape modifications and installation/maintenance of new pipelines, transmission lines.

To support MOI's heritage and MOI PW Class EA obligations, proponents will be required to undertake cultural heritage assessments for all projects that require MOI lands. This will help to determine if the MOI lands are of cultural value or interest to the Province and the level of heritage significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO heritage staff as early in your project planning process as possible and in advance of beginning any cultural heritage assessment work. IO staff will be able to provide advice on the S&Gs and will provide any available heritage information for the MOI lands.

Proponents must also follow industry procedures and practices for all components of cultural heritage assessment work, all reporting criteria and formatting, and any other requirements and/or obligations. IO heritage staff can help identify any required reports.

Should MOI lands be identified under the S&Gs as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance, IO must be engaged to determine next steps.

Please note that if a Provincial Heritage Property of Provincial Significance is to be impacted, it is likely that consent from the Minister, Ontario Minister, Tourism, Culture and Sport (MTCS) will be required prior to access being granted to MOI lands. Minister's consent requires a detailed application and approvals should land dispositions or building demolitions be applied for as part of the proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

Staff contacts.....



## **Town of Wasaga Beach**

30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
(705) 429-3844  
www.wasagabeach.com

# **Mosley Street Urbanization Municipal Class Environmental Assessment Study**

## **Notice of Study Commencement**

### **Background**

The Town of Wasaga Beach is proposing to urbanize and widen Mosley Street from Beachwood Road to 45<sup>th</sup> Street. The urbanization and widening is necessary to accommodate future transportation demands within the Town's main east/west corridor and to address road safety, drainage and pavement structure issues. In addition to these enhancements, this Environmental Assessment will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. Possible improvements include the provision of a center turn lane, additional through lanes, storm sewers and curb and gutter, sidewalks and bike lanes.

### **Study Process**

The Town is proceeding with a Schedule C Municipal Class Environmental Assessment (EA) to consider the impacts associated with the proposed urbanization. The Class EA process will address the following:

- the existing traffic operations and conditions on Mosley Street;
- alternative solutions to implementing the urbanization and addressing the identified future needs;
- the location, extent and sensitivity of the existing environments within the area;
- the potential impacts of each alternative to the noted environments and possible mitigating measures;
- public and agency consultation and participation; and
- an assessment and evaluation of the alternatives culminating in a preferred solution.

### **Purpose of Notice**

The purpose of this notice is to invite public/agency input and comment early in the study such that they can be incorporated into the planning and overall study design. Comments should be directed to the Town and/or Consultant as noted below. A further opportunity for public input and comment will be provided at a Public Information Centre (open house) to be held in the upcoming months, during which time the various alternative solutions and assessment of each will be presented. Further details with respect to the Public Information Centre will be provided closer to the date.

### **Project Contacts**

#### **Owner**

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
**Mike Latimer, C.E.T.**  
Project Coordinator  
m.latimer@wasagabeach.com  
(705) 429-2540 x2342

#### **Consultant**

C.C. Tatham & Associates Ltd.  
200 Sandford Fleming Dr. #200  
Collingwood, ON L9Y 5A6  
**Michael Cullip, P.Eng**  
Project Manager  
mcullip@cctatham.com  
(705) 444-2565 x265

**Mesley Street**

**Attachments:** moecc\_initial comments\_Dec16\_2016.pdf

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>>> "Liu, Chunmei (MOECC)" <Chunmei.Liu@ontario.ca> 12/16/2016 2:17 PM >>>

Please find attached a letter as our comments for the above-noted project.

Please note – MOECC is in the process of developing an internal protocol to provide proponents with a list of potentially interested Aboriginal communities that should be notified of and invited to participate in Environmental Assessment studies. Please disregard the section in the attached letter directing proponents to contact the Ministry of Aboriginal Affairs (now Ministry of Indigenous Relations and Reconciliation). MOECC has developed a list of potentially interested Aboriginal communities that must be notified of the proposed project and invited to participate in consultation activities. These communities are as follows:

- Chippewas of Georgina Island FN
- Chippewas of Rama FN
- Beausoleil FN
- Huron-Wendat First Nation would only need to be notified if there are archaeological remains or other Indigenous artifacts discovered.
- Métis Nation of Ontario

If you have any questions regarding these comments, please feel free to contact me for further discussion.

Thanks,

**Chunmei Liu** | Environmental Resource Planner | Environmental Assessment Coordinator | Central Region,  
Ontario Ministry of the Environment | 5775 Yonge Street, 8th Flr | Toronto, Ontario M2M 4J1

Tel: [416-326-4886](tel:416-326-4886) | Fax: [416-325-6347](tel:416-325-6347) | Email: [Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca) | Website: <http://www.ene.gov.on.ca/>



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**Ministry of the Environment  
and Climate Change**

Central Region  
Technical Support Section

5775 Yonge Street, 8<sup>th</sup> Floor  
North York, Ontario M2M 4J1

Tel.: (416) 326-6700  
Fax: (416) 325-6347

**Ministère de l'Environnement et de  
l'Action en Matière de Changement Climatique**

Région du Centre  
Section d'appui technique

5775, rue Yonge, 8<sup>ème</sup> étage  
North York, Ontario M2M 4J1

Tél. : (416) 326-6700  
Télééc. : (416) 325-6347



December 16, 2016

File No.: EA 01-06-05

Mike Latimer, C.E.T.  
Project Coordinator  
Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1

RE: Mosley Street Urbanization Beachwood Road to 45th Street  
Town of Wasaga Beach  
Class Environmental Assessment  
Response to Notices of Study Commencement and PIC

Dear Mr. Latimer:

This letter acknowledges that the Town of Wasaga Beach is proceeding with a Schedule C Municipal Class Environmental Assessment (EA) to urbanize and widen Mosley Street from Beachwood Road to 45th Street. The Class EA study will address future transportation demands, the integration of active transportation components and possible improvements for Mosley Street.

The "Areas of Interest" document attached provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the proposed project and ensure they are addressed.

Failure to properly follow the Class EA process is an offence under the *Environmental Assessment Act*. It may also result in the ministry withholding/revising an approval provided under the Act and/or the Minister issuing a Part II Order for the project.

Please forward our office the Notice of Completion and Environmental Study Report (ESR) when completed. Should your team have any questions regarding the above, please contact me at 416-326-4886.

Yours sincerely,

Environmental Resource Planner and EA Coordinator  
Air, Pesticides and Environmental Planning

c. C. Hood, Manager, Barrie District Office, MOECC  
Michael Cullip, P.Eng, Project Manager, C.C. Tatham & Associates Ltd.  
Central Region EA File  
A & P File

## AREAS OF INTEREST

*Please check off each applicable area after these areas have been considered / addressed.*

### **Ecosystem Protection and Restoration**

- Any impacts to ecosystem form and function must be avoided where possible. The Project File/ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Areas of Natural and Scientific Interest (ANSIs)
  - Rare Species of flora or fauna
  - Watercourses
  - Wetlands
  - Woodlots

Please consult with the Ministry of Natural Resources and Forestry (MNR), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, the proponent may consider the provisions of the Rouge Park Management Plan if applicable.

### **Surface Water**

- The Project File/ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the Project File/ESR and utilized when designing stormwater control methods. We recommend that a Stormwater Management Plan should be prepared as part of the Class EA process that includes:
  - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
  - Watershed information, drainage conditions, and other relevant background information
  - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
  - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the Project File/ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

## □ **Groundwater**

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the Project File/ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the Project File/ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the Project File/ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 litres per day.

## □ **Air Quality, Dust and Noise**

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization, a quantification of air quality impacts by determining emission rates and conducting dispersion modelling, and an assessment of effects. The assessment will compare to all available standards for any contaminants of concern. Please contact this office during the scoping process to confirm the appropriate level of assessment.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The Project File/ESR should consider the potential impacts of increased noise levels during the operation of the undertaking due to potentially higher traffic volumes resulting from this project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

## □ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.



- Please refer to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

#### □ Contamination and Soils

- Any current or historical waste disposal sites should be identified in the Project File/ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- Since the removal or movement of soils may be required, the ministry's document "Management of Excess Soil – A Guide for Best Management Practices" should be followed regarding all activities related to soil management. If potential contamination involved at the site, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- The location of any underground storage tanks should be investigated in the Project File/ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The Project File/ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

#### □ Mitigation and Monitoring

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- All waste generated during construction must be disposed of in accordance with ministry requirements.
- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the Project File/ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly. The proponent's construction and post-construction monitoring plans should be documented in the Project File/ESR.

#### □ Planning and Policy

- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario's natural heritage, such as significant ANSIs, watercourses and wetlands. Applicable policies should be referenced in the ESR/Project File, and the proponent should demonstrate how this

proposed project is consistent with these policies, including describing measures that prevent and minimize potential impacts.

- Parts of the study area may be subject to the [Oak Ridges Moraine Conservation Plan](#), [Niagara Escarpment Plan](#), [Greenbelt Plan](#), [Lake Simcoe Protection Plan](#), [Source Protection Plans](#), or [Growth Plan for the Greater Golden Horseshoe](#). The Project File/ESR should demonstrate how the proposed study adheres to the relevant policies in these plans.

#### □ **Class EA Process**

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. In addition, any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Project File/ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making. The Project File/ESR must also demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all public consultation efforts undertaken during the planning process. Additionally, the Project File/ESR should identify all concerns that were raised and how they have been addressed throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The Project File/ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the Project File/ESR.
- Please include in the Project File/ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including the ministry's PTTW and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act* (CEAA).
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. Please review all the available guides and reference any relevant information in the Project File/ESR.

#### □ **Aboriginal Communities**

- The proposed project may have the potential to affect Aboriginal communities who hold or claim Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. The Crown has a duty to consult First Nation and Métis communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that may adversely affect them.
- Although the Crown remains responsible for ensuring the adequacy of consultation with potentially affected Aboriginal communities, it may delegate procedural aspects of the

consultation process to project proponents.

- The environmental assessment process requires proponents to consult with interested persons and government agencies, including those potentially affected by the proposed project. This includes a responsibility to conduct adequate consultation with First Nation and Métis communities.
- The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process.
- Where the Crown's duty to consult is triggered in relation to your proposed project, the ministry is delegating the procedural aspects of rights-based consultation to proponents through this letter.
- Steps that proponents may need to take in relation to Aboriginal consultation for the proposed projects are outlined in the "Aboriginal Consultation Information" checklist below. Please complete the checklist contained, and keep related notes as part of the consultation record. Doing so will help assess the project's potential adverse effects on Aboriginal or treaty rights.
- Please contact the Director, Environmental Approvals Branch if the proposed project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order request/elevation request has been submitted. The ministry will then assess the extent of any Crown duty to consult in the circumstances, and will consider whether additional steps should be taken and what role proponents will be asked to play in them.

## ABORIGINAL CONSULTATION INFORMATION

### ***Consultation with Interested Persons under the Ontario Environmental Assessment Act***

Proponents subject to the Ontario *Environmental Assessment Act* are required to consult with interested persons, which may include First Nations and Métis communities. In some cases, special efforts may be required to ensure that Aboriginal communities are made aware of the project and are afforded opportunities to provide comments. Direction about how to consult with interested persons/communities is provided in the Code of Practice: Consultation in Ontario's Environmental Assessment Process available on the Ministry's website:

<https://www.ontario.ca/environment-and-energy/consultation-ontarios-environmental-assessment-process>

As an early part of the consultation process, proponents are required to contact the Ontario Ministry of Aboriginal Affairs' Consultation Unit and visit Aboriginal Affairs and Northern Development Canada's Aboriginal and Treaty Rights Information System (ATRIS) to help identify which First Nation and Métis communities may be interested in or potentially impacted by their proposed projects.

ATRIS can be accessed through the Aboriginal Affairs and Northern Development Canada website: [http://sidait-atris.aadnc-aandc.gc.ca/atris\\_online/](http://sidait-atris.aadnc-aandc.gc.ca/atris_online/)

For more information in regard Aboriginal consultation as part of the Environmental Assessment process, refer to the Ministry's website:

[www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities](http://www.ontario.ca/government/environment-assessments-consulting-aboriginal-communities)

You are advised to provide notification directly to all of the First Nation and Métis communities who may be interested in the project. You should contact First Nation communities through their Chief and Band Council, and Metis communities through their elected leadership.

### ***Rights-based consultation with First Nation and Métis Communities***

Proponents should note that, in addition to requiring interest-based consultation as described above, certain projects may have the potential to adversely affect the ability of First Nation or Métis communities to exercise their established or credibly asserted Aboriginal or treaty rights. In such cases, Ontario may have a duty to consult those Aboriginal communities.

Activities which may restrict or reduce access to unoccupied Crown lands, or which could result in a potential adverse impact to land or water resources in which harvesting rights are exercised, may have the potential to impact Aboriginal or treaty rights. For assistance in determining whether your proposed project could affect these rights, please refer to the attached "Preliminary Assessment Checklist: First Nation and Métis Community Interest."

If there is likely to be an adverse impact to Aboriginal or treaty rights, accommodation may be required to avoid or minimize the adverse impacts. Accommodation is an outcome of consultation and includes any mechanism used to avoid or minimize adverse impacts to Aboriginal or treaty rights and traditional uses. Solutions could include mitigation such as adjustments in the timing or geographic location of the proposed activity. Accommodation may in certain circumstances involve the provision of financial compensation, but does not necessarily require it.

For more information about the duty to consult, please see the Ministry's website at:

[www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario](http://www.ontario.ca/government/duty-consult-aboriginal-peoples-ontario)

The proponent must contact the Director, Environmental Approvals Branch if a project may adversely affect an Aboriginal or treaty right, consultation has reached an impasse, or if a Part II Order or an elevation request is anticipated; the Ministry will then determine whether the Crown has a duty to consult.

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to [EAASIBgen@ontario.ca](mailto:EAASIBgen@ontario.ca) or by mail or fax at the address provided below:

<b>Email:</b>	<a href="mailto:EAASIBgen@ontario.ca">EAASIBgen@ontario.ca</a> Subject: Potential Duty to Consult
<b>Fax:</b>	416-314-8452
<b>Address:</b>	Environmental Approvals Branch 135 St. Clair Avenue West, 1 <sup>st</sup> Floor Toronto, ON, M4V 1P5

### ***Delegation of Procedural Aspects of Consultation***

Proponents have an important and direct role in the consultation process, including a responsibility to conduct adequate consultation with First Nation and Métis communities as part of the environmental assessment process. This is laid out in existing environmental assessment codes of practice and guides that can be accessed from the Ministry's environmental assessment website at: [www.ontario.ca/environmentalassessments](http://www.ontario.ca/environmentalassessments)

The Ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. Where the Crown's duty to consult is triggered, various additional procedural steps may also be asked of proponents as part of their delegated duty to consult responsibilities. In some situations, the Crown may also become involved in consultation activities.

Ontario will have an oversight role as the consultation process unfolds but will be relying on the steps undertaken and information you obtain to ensure adequate consultation has taken place. To ensure that First Nation and Métis communities have the ability to assess a project's potential to adversely affect their Aboriginal or treaty rights, Ontario requires proponents to undertake certain procedural aspects of consultation.

The proponent's responsibilities for procedural aspects of consultation include:

- Providing notice to the elected leadership of the First Nation and/or Métis communities (e.g., First Nation Chief) as early as possible regarding the project;
- Providing First Nation and/or Métis communities with information about the proposed project including anticipated impacts, information on timelines and your environmental assessment process;
- Following up with First Nation and/or Métis communities to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to

contact the Chief) please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office for further direction.

- Providing First Nation and/or Métis communities with opportunities to meet with appropriate proponent representatives to discuss the project;
- Gathering information about how the project may adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation, which may include providing support to help build communities' capacity to participate in consultation about the proposed project.
- Maintaining a Consultation Record to show evidence that you, the proponent, completed all the steps itemized above or at a minimum made meaningful attempts to do so.
- Upon request, providing copies of the Consultation Record to the Ministry. The Consultation Record should:
  - summarize the nature of any comments and questions received from First Nation and/or Métis communities
  - describe your response to those comments and how their concerns were considered
  - include a communications log indicating the dates and times of all communications; and
  - document activities in relation to consultation.

Successful consultation depends, in part, on early engagement by proponents with First Nation and Métis communities. Information shared with communities must be clear, accurate and complete, and in plain language where possible. The consultation process must maintain sufficient flexibility to respond to new information, and we trust you will make all reasonable efforts to build positive relationships with all First Nation and Métis communities contacted. If you need more specific guidance on Aboriginal consultation steps in relation to your proposed project, or if you feel consultation has reached an impasse, please contact the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office.

### **Preliminary Assessment Checklist: First Nation and Métis Community Interests and Rights**

In addition to other interests, some main concerns of First Nation and Métis communities may pertain to established or asserted rights to hunt, gather, trap, and fish – these activities generally occur on Crown land or water bodies. As such, projects related to Crown land or water bodies, or changes to how lands and water are accessed, may be of concern to Aboriginal communities.

Please answer the following questions and keep related notes as part of your consultation record. “Yes” responses will indicate a potential adverse impact on Aboriginal or treaty rights.

Where you have identified that your project may trigger rights-based consultation through the following questions, you should arrange for a meeting between you and the Environmental Assessment and Planning Coordinator at the Ministry's appropriate regional office to provide an

early opportunity to confirm whether Ontario's duty to consult is triggered and to discuss roles and responsibilities in that event.

	YES	NO
<p>1. Are you aware of concerns from First Nation and Métis communities about your project or a similar project in the area?</p> <p>The types of concerns can range from interested inquiries to environmental complaints, and even to land use concerns. You should consider whether the interest represents on-going, acute and/or widespread concern.</p>		
<p>2. Is your project occurring on Crown land, or is it close to a water body? Might it change access to either?</p>		
<p>3. Is the project located in an open or forested area where hunting or trapping could take place?</p>		
<p>4. Does the project involve the clearing of forested land?</p>		
<p>5. Is the project located away from developed, urban areas?</p>		
<p>6. Is your project close to, or adjacent to, an existing reserve?</p> <p>Projects in areas near reserves may be of interest to the First Nation and Métis communities living there.</p>		
<p>7. Will the project affect First Nations and/or Métis ability to access areas of significance to them?</p>		
<p>8. Is the area subject to a land claim?</p> <p>Information about land claims filed in Ontario is available from the Ministry of Aboriginal Affairs; information about land claims filed with the federal government is available from Aboriginal Affairs and Northern Development Canada.</p>		
<p>9. Does the project have the potential to impact any archaeological sites?</p>		

**FW: widening mosely west****From:****Sent:** November-05-16 8:53 AM**To:** Mike Latimer**Subject:** widening mosely west

Hi.. Since I have that option, I want to voice my opinion on widening Mosely St., West.... I think its a terrible and dangerous idea... Since the round a bout at the end, was built, there is nothing to stop the flow of traffic, so we who live on the South side, have a hard time getting across the street, to get our mail, go to the Beach or whatever we have to do...Its worse in the summer months....So instead of having 2 lanes to get across, we will have 4 lanes of cars and trucks to dodge... There isn't a speed limit at this end of town---if I had a dollar for every vehicle that goes thru here way over 50, I would be rich and famous... And its never monitored, so build a "highway" and its going to be even worse... There are kids who catch school busses along this stretch and I already worry about it, because people sure don't take that into consideration when theyre speeding thru here or passing slower moving vehicles...Its too bad there couldn't be a bypass to eliminate the traffic!!!turning lanes aren't the answer either---you cant turn, if you cant get out in traffic....I'm hoping that if you go ahead with this idea, there will be more traffic lights or stop signs or something---actually, I'm hoping this doesn't happen.... Thanx for letting me vent...



November-22-16 11:43 AM  
To: Mike Latimer  
Subject: Mosley Street Urbanization

Mike

This is in response re the Subject Matter

I hope this means that it will equal what we now have in place from the Schooner Town Bridge that being four lanes and sidewalks on each side. To do anything different would not make sense and hopefully when the times comes that the same will be done on River Road West. This is all part of a great plan for our Town for the flow of traffic. I was at the meeting a few years back and there were many examples that being the one I have pointed out here in this e-mail

**APPENDIX C:  
NATURAL ENVIRONMENT REPORT**



**Natural Environmental  
Existing Conditions Report**

**Mosley Street  
Urbanization Project**

Prepared for:  
C.C. Tatham & Associates Ltd.

Prepared by:  
Azimuth Environmental  
Consulting, Inc.

February 2017

AEC 16-080



Environmental Assessments & Approvals

February 22, 2017

AEC 16-080

C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, Ontario  
L9Y 5A6

Attention: Sean Sexsmith, Intermediate Technologist, Project Manager

Re: **Natural Environment Existing Conditions Report**  
**Mosley Street Urbanization – 45th Street to Beachwood Road**  
**Town of Wasaga Beach Class Environmental Assessment (Phase 2)**

Dear Mr. Sexsmith:

Azimuth Environmental Consulting Inc. is pleased to submit our Natural Environment Existing Conditions Report for the above noted project for your review and comment in determining the design alternatives.

This report summarizes our findings based on review of background information and one site visit to broadly characterize the natural environmental features within the Study Area, and identify any potential development constraints to assist in the design of alternatives. Our findings indicate that various features with potential to be considered significant within the Study Area are present, based on applicable policy and/or legislation. Those features with potential to be considered significant existing on or adjacent to the Study Area are identified as the candidate Significant Natural Heritage Features. These include potential habitat of Species at Risk, candidate Significant Wildlife Habitat, and fish habitat.

Additional field investigations and review of design alternatives will be required, as per the Class EA requirements, to further determine the potential impacts to the identified candidate Significant Natural Heritage Features.

Should you have any questions or wish to discuss the information provided, please do not hesitate to contact me.



Yours truly,

AZIMUTH ENVIRONMENTAL CONSULTING, INC.

Stephanie Casutt, HBES  
Terrestrial Ecologist

Matt Stuart, H.B.Sc  
Aquatic Ecologist/Partner



## Table of Contents

	Page
Letter of transmittal.....	i
<b>1.0 INTRODUCTION.....</b>	<b>1</b>
<b>2.0 STUDY APPROACH.....</b>	<b>1</b>
2.1 Existing Data Sources.....	2
<b>3.0 PLANNING CONTEXT.....</b>	<b>2</b>
3.1 Provincial Planning Policy.....	2
3.2 Endangered Species Act, 2007.....	4
3.3 Nottawasaga Valley Conservation Authority.....	4
3.4 Federal Fisheries Act.....	4
<b>4.0 EXISTING CONDITIONS.....</b>	<b>5</b>
4.1 On Site Land Use.....	5
4.2 Adjacent Lands.....	5
4.3 Natural Environmental Resources.....	5
4.3.1 Terrestrial Environment.....	5
4.3.2 Fisheries and Aquatic Resources.....	7
<b>5.0 SIGNIFICANT NATURAL HERITAGE FEATURES.....</b>	<b>8</b>
5.1 Significant Habitat for Threatened and Endangered Species (ESA).....	8
5.1.1 Endangered Bat Species.....	8
5.1.2 Threatened Bird Species.....	9
5.2 Significant Wildlife Habitat.....	10
5.2.1 Potential Habitat for Special Concern Species.....	10
5.2.2 Potential Bat Maternity Colony Habitat.....	11
5.2.3 Potential Turtle Nesting Habitat.....	11
5.2.4 Potential Amphibian Breeding Habitat (Wetland).....	11
<b>6.0 PRELIMINARY IMPACT ASSESSMENT.....</b>	<b>11</b>
<b>7.0 RECOMMENDED MITIGATION MEASURES.....</b>	<b>12</b>
7.1 Avoidance.....	12
7.2 Species at Risk.....	12
7.2.1 Worker Training.....	12
7.2.2 Endangered Bat Species.....	13
7.3 Migratory Breeding Birds.....	13



<b>7.4</b>	<b>Turtle Nesting.....</b>	<b>13</b>
<b>7.5</b>	<b>Timing Restrictions.....</b>	<b>13</b>
<b>7.6</b>	<b>Sediment and Erosion Controls.....</b>	<b>14</b>
<b>7.7</b>	<b>Culvert/Sewer Design .....</b>	<b>14</b>
<b>7.8</b>	<b>Site Restoration .....</b>	<b>14</b>
<b>7.9</b>	<b>Operations .....</b>	<b>14</b>
<b>8.0</b>	<b>CONCLUSION.....</b>	<b>15</b>
<b>9.0</b>	<b>REFERENCES .....</b>	<b>16</b>



## **List of Figures**

Figure 1	Study Area Location
Figure 2	Environmental Features

## **List of Tables**

Table 1	Vegetation Species Observed
Table 2	Species at Risk Habitat Summary
Table 3	Aquatic Habitat Summary

## **List of Appendices**

Appendix A:	Agency Correspondence
Appendix B:	NVCA Regulation Mapping
Appendix C:	NHIC





## 1.0 INTRODUCTION

Azimuth Environmental Consulting Inc. (Azimuth) was retained by C.C. Tatham & Associates Ltd. (C.C. Tatham) to complete an assessment of the natural heritage conditions for the future urbanization project of Mosley Street – 45<sup>th</sup> Street to Beachwood Road in the Town of Wasaga Beach and the County of Simcoe (Study Area; Figure 1). This work is intended to satisfy the requirements under Phase 2 of the Class Environmental Assessment (EA) process and provide guidance in developing the design alternatives during subsequent phases of the project.

The purpose of this report is to document the natural environmental features and functions present within and adjacent (*i.e.*, 120m) to the Study Area. It also presents the environmental factors to be considered by the study team in the preparation of the engineering design alternatives in Phase 3 of the Class EA.

Azimuth will prepare a separate updated Natural Environmental Impact Assessment Report that will include the results of additional field investigations (potentially required) as well as an assessment of the impacts of the proposed alternative design concepts for the preferred solution, on identified environmental features.

## 2.0 STUDY APPROACH

Azimuth undertook the following activities to complete this report:

- Obtained background information related to the natural heritage features and wildlife species identified in the area of proposed development;
  - Requested current background information from the MNRF regarding SAR that have been observed on or adjacent to the Study Area;
  - Consulted with the Nottawasaga Valley Conservation Authority (NVCA) to determine their concerns with the project.
- Completed field reconnaissance investigations of the Study Area to identify natural environmental feature in July 2016;
- Characterized aquatic habitat conditions at all watercourse crossings in July 2016 to evaluate the potential for fish habitat;
- Completed a habitat assessment for Species at Risk (SAR) which included:
  - Identification of prospective habitat for the Threatened (THR) or Endangered (END) species with potential to occur in the area; and
  - Identification of prospective habitat for species of SC with potential to occur in the area which could be considered significant wildlife habitat under the PPS.



- Overlaid information collected on recent aerial photography of the Study Area so that the relationship between the proposed road widening and the natural environmental features can be more easily visualized and assessed;
- Identified potential development constraints based on environmental features and presented on maps with current aerial photographs; and
- Recommended mitigation measures.

## 2.1 Existing Data Sources

A review of existing documents provided information on site characteristics, habitat, wildlife, vegetation communities, and general aspects of the Study Area. Data were gathered from the following sources:

- Aerial images (Google, VuMap);
- Town of Wasaga Beach Official Plan (consolidated September 6, 2013) and maps;
- Atlas of the Breeding Birds of Ontario (OBBA) [website];
- MNRF's NHIC Make-A-Map: Natural Heritage Areas application [website];
- Ontario Nature – Ontario Reptile and Amphibian Atlas [website]; and
- MNRF's Species at Risk in Ontario list (updated to June 29th, 2016).

In addition, a request for information letter was sent to the MNRF Midhurst District requesting any background information the District may have on file including fisheries, occurrences of SAR in the Study Area, and any identified natural areas or other sensitive features including Provincially Significant Wetlands (PSW) and Areas of Natural and Scientific Interest (ANSI). This request letter and the MNRF response are included in Appendix A.

## 3.0 PLANNING CONTEXT

### 3.1 Provincial Planning Policy

Ontario's *Planning Act* (1990) requires that planning decisions shall be consistent with the Provincial Policy Statement, 2014 (PPS). Section 2.1 of the PPS specifies policy related to protection of natural heritage features and functions. According to the PPS development and site alteration shall not be permitted in:

- a) *Significant wetlands in Ecoregions 5E, 6E; and 7E; and*
- b) *Significant coastal wetlands.*



Section 2.1.5 of the PPS states that, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, development and site alteration shall not be permitted in:

- a) *Significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E; and 7E;*
- b) *Significant woodlands in Ecoregions 6E; and 7E;*
- c) *Significant valleylands in Ecoregions 6E; and 7E;*
- d) *Significant wildlife habitat;*
- e) *Significant areas of natural and scientific interest; and*
- f) *Coastal wetlands in Ecoregions 5E, 6E; and 7E that are not subject to policy 2.1.4(b)*

It is ultimately the responsibility of the Province and/or the Municipality to designate areas identified within Section 2.1.4 and Section 2.1.5 of the PPS as significant. The Natural Heritage Reference Manual (MNR, 2010) and Ecoregion 6E Significant Wildlife Habitat (SWH) Criterion Schedule (MNR, 2015) were used to identify candidate features considered applicable to the Study Area and adjacent lands.

No development or site alteration will be permitted on lands adjacent to the areas defined above unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated there will be no negative impacts on the natural features and ecological functions.

The PPS also states that development and site alteration is not permitted in fish habitat or habitat of END and THR species except in accordance with federal and provincial requirements.

The term development (as defined in the PPS) is defined as the creation of a new lot, a change in land use or the construction of buildings and structures, requiring approval under the *Planning Act*, but does not include:

- a) *activities that create or maintain infrastructure authorized under an environmental assessment process;*
- b) *works subject to the Drainage Act; or*
- c) *for the purposes of policy 2.1.4(a), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the Mining Act. Instead, those matters shall be subject to policy 2.1.5(a).*



### **3.2 Endangered Species Act, 2007**

Ontario's *Endangered Species Act, 2007* (ESA) provides regulatory protection to END and THR species, prohibiting harassment, harm and/or killing of individuals and destruction of their habitats. Habitat is broadly characterized within the ESA as the area prescribed by a regulation as the habitat of the species or an area on which the species depends, directly or indirectly, to carry on its life processes including reproduction, rearing of young, hibernation, migration or feeding.

The various schedules of the ESA identify SAR in Ontario. These include species listed as Extirpated (EXT), END, THR, and Special Concern (SC). As noted above, only species listed as END and THR receive protection through the ESA from harm and destruction to habitat on which they depend. Habitat for species designated as SC is considered as SWH provisions of the PPS.

### **3.3 Nottawasaga Valley Conservation Authority**

The Study Area is located within the jurisdiction of the NVCA. The Study Area includes lands subject to Ontario Regulation (O. Reg.) 172/06 – “Regulation of Development Interference with Wetlands and Alterations to Shorelines and Watercourses” by the NVCA, which is associated with the presence of the Nottawasaga River and its associated floodplain (Appendix B). Under O. Reg. 172/06, the NVCA requires that a permit be obtained for any proposed development within areas regulated under their jurisdiction.

An information request was forwarded to the NVCA regarding the Study Area (Appendix A). A response has not yet been received.

### **3.4 Federal Fisheries Act**

Amendments to the *Fisheries Act* came into effect on November 25, 2013. These changes focus the *Fisheries Act* on protecting the productivity of recreational, commercial and Aboriginal fisheries. Fisheries and Oceans Canada (DFO) is now focusing protection rules on real and significant threats to the fisheries and the habitat that supports them, while setting clear standards and guidelines for routine projects.

Under the current DFO review process, projects are to be evaluated under the Self-Assessment process to determine whether a project has the potential to result in 'serious harm to fish', and whether DFO review is required to obtain either a Letter of Advice or federal Authorization. Based on the aquatic habitat found within the study area, DFO authorizations are not expected for this project, however once a preferred alternative is chosen, a quick self assessment regarding the *Fisheries Act* and the potential for serious harm is recommended as due diligence.



## **4.0 EXISTING CONDITIONS**

### **4.1 On Site Land Use**

For the purpose of this report, the limits of the Study Area include the footprint of the existing Mosley Street from 45<sup>th</sup> Street to Beachwood Road (approximately 2.6km in length) and adjacent lands within 30m of Mosley St. The proposed Mosley St. urbanization Study Area includes existing roadway, forest and early successional vegetation communities, commercial and residential lands, with maintained lawns and residential properties. Two forest communities, including the Wasaga Beach Provincial Park, approximately 14ha and 34ha, are also present in the Study Area.

### **4.2 Adjacent Lands**

Adjacent lands, for the purposes of this report, are those lands residing outside of the 30m setback (*i.e.*, 120m). Lands adjacent to the proposed Mosley St urbanization project are composed of primarily residential homes and commercial properties within the Town of Wasaga Beach.

### **4.3 Natural Environmental Resources**

#### **4.3.1 Terrestrial Environment**

##### *Vegetation Species and Vegetation Communities*

Table 1 provides a list of vascular plants observed within the Study Area. None of the plant species identified are designated provincially rare (*i.e.*, S Rank 1, 2, or 3). No Butternut trees (END) were observed within the Study Area. Additional screening for Butternut trees may be required following review of the engineering design alternatives.

The Ecological Land Classification for Southern Ontario (ELC) (Lee *et al.*, 1998) was used as a general guide to the classification of the vegetation community types within the Study Area (Figure 2). One natural vegetation community was identified within the Study Area. A Dry-Fresh White Pine-Hardwood Mixed Forest Type (FOMM2) was identified within the two forest communities. All other areas within the Study Area are maintained (*i.e.*, maintained lawns, pavement), including one small wet area containing riprap.

None of the vegetation communities are considered to be provincially rare (NHIC, 2008). None of the species observed are considered to be provincially endangered, threatened or of special concern.



### *Wetlands*

No wetlands which have been identified as Provincially or Locally Significant were identified within or adjacent (*i.e.*, 120 meters) to the Study Area. Small un-evaluated wetland communities appear to be present adjacent to the Study Area, with the closest being approximately 85m south of the Study Area (Appendix C).

### *Wildlife*

For the purpose of this assignment no formal wildlife surveys were undertaken. The assessment was completed at a screening level to identify the potential for Significant Natural Heritage Features (SNHF) or functions with potential to be impacted by the future works. Incidental observations of wildlife were collected to provide additional information related to the Study Area. Wildlife species utilizing the Study Area were identified from direct observation and through interpretation of sign (*i.e.*, tracks, scats, vocalizations) as a matter of course while conducting site assessment. This information was used with available background data related to wildlife use of the Study Area to determine the sensitive areas associated with wildlife expected to be present. SWH was identified where applicable as outlined within the Significant Wildlife Habitat Technical Guideline (SWHTG) (MNRF. 2000).

The following species were observed and/or documented to occur on site during the field survey:

- Mammals: Red Squirrel, Raccoon, Eastern Chipmunk
- Reptiles and Amphibians: Leopard Frog; and,
- Birds: American Robin, Cedar Waxwing, Mourning Dove, Northern Flicker, American Goldfinch, House Sparrow, and Black-capped Chickadee.

### *Species at Risk*

The SAR screening undertaken for this project included an initial assessment of the habitat requirements of species with potential to occur in the Study Area. The initial screening was based on air photo interpretation and general knowledge of the area to identify habitats specific to the study area. Habitat requirements and SAR designations (END, THR, or SC) for all species with potential to occur in the area are outlined in Table 2.

The MNRF was contacted on August 10, 2016 to request background and SAR information that may be relevant to this project (Appendix A). Additionally, based on a review of background data, all SAR species that have the potential to occur in the area were considered in our assessment (Table 2).



Of the species identified with potential to exist within the Study Area, the following were identified based on habitat requirements to have potential to exist within the Study Area.

- Reptiles and Amphibians: Snapping Turtle;
- Birds: Barn Swallow, Chimney Swift, Eastern Wood-pewee, and Wood Thrush;
- Mammals: Little Brown Myotis, Northern Long-eared Myotis, and Tri-colored Bat;
- Plants: Butternut; and
- Insects: Monarch

Habitat requirements associated with these species are outlined in Table 2 and will require consideration when evaluating the engineering design alternatives. While none of the SAR species being considered were observed within the study area, potential exists for the species to be present within the study area based on habitat requirements.

#### 4.3.2 Fisheries and Aquatic Resources

Azimuth's aquatic resources survey included a field investigation of the east/west ditches along the ROW of the Mosley St. Study Area, centerline culvert crossings running north/south across Mosley St, and the review of available background information from the NVCA, MNRF, and historical reports completed by various consultants.

Available background information was limited to the Brock's Beach Creek watercourse that flows beneath Mosley St. at the Mosley St. roundabout at the western limits of the Study Area. There was no other available data on any of the other watercourses/ditches found within the study limits. There are no aquatic SAR known to be found within the Study Area.

Site investigations were completed in July 2016 (in conjunction with Azimuth field data available for Brock's Beach Creek from the mid 2000's). Within the Study Area, seven (7) total (six (6) culvert centerline culvert crossings, and one (1) east/west flowing ditch within the north ROW) areas of potential aquatic habitat were flagged. However, for the most part the watercourse/drainage features within the Study Area provided low sensitivity seasonal aquatic habitat that were dry during the site investigation, and are limited to providing surface drainage during precipitation events and the annual spring freshet. Of the seven areas of potential aquatic habitat, one (Brock's Beach Creek) is likely to provide potential year-round direct fish habitat. Other areas may display permanent flow regimes due to potential ground water influence within the historically



maintained ditches, yet they do not host direct fish habitat, and large sections remain within culverts that eventually discharged into Georgian Bay.

Table 3 provides a summary of the seven areas of aquatic habitat found within the Study Area. Mapping of these areas can be found in Figure 2.

## **5.0 SIGNIFICANT NATURAL HERITAGE FEATURES**

The results of our field surveys and review of background information indicate the potential for the following candidate SNHF and functions to be located on or adjacent to the Study Area:

- Significant Habitat for THR and END Species;
  - Potential habitat for END Bat Species.
  - Potential habitat for THR Bird Species
- Significant Wildlife Habitat; and
  - Potential Habitat for SC Wildlife Species.
  - Potential Bat Maternity Colony Habitat.
  - Potential Turtle Nesting Habitat.
  - Potential Amphibian Breeding Habitat (Wetland).

None of the species listed in this section were identified in the Study Area during the assessment. Generally, in order to confirm a species as absent from an area, additional species specific studies are required to ensure that a thorough and standard approach is used to confirm absence. An alternative is to consider the potential for impacts assuming that the species could occur in the area. If there is no potential for impacts to occur, or if the impacts can be avoided/mitigated, no further study would be required.

### **5.1 Significant Habitat for Threatened and Endangered Species (ESA)**

Potential habitat for species listed as THR or END under the ESA was identified in proximity to the study area. Based on our assessment in combination with species specific surveys potential habitat for END Bat Species and THR Bird Species has been identified within the study area.

#### **5.1.1 Endangered Bat Species**

Little Brown Myotis, Northern Long-eared Myotis, and Tri-colored Bat (listed in 2016) use a wide variety of habitats for summer roosting including rock crevices, buildings, bridges, caves, mines, and large snags (>25 cm diameter at breast height) in the early





stages of decay (COSEWIC 2013). During the summer, females often roost in large maternity colonies while males tend to roost in small groups or individually (MNR 2011).

Habitat for bat maternity colony, properties containing wildlife cavity trees within mature forest communities having >10 large diameter snag trees (*i.e.*, trees containing cavities or loose bark pockets of sufficient size to house five or more adult bats) would be considered candidate Bat Maternity Colony Habitat.

According to guidelines set out by the MNRF, maternity roosting habitat may be present within the forest areas adjacent to the Study Area. Any proposed works within the identified potential habitat will require additional field investigation (*i.e.*, snag density survey, acoustic survey) to ensure no contravention of the ESA.

#### 5.1.2 Threatened Bird Species

##### *Barn Swallow*

The Barn Swallow is listed as THR on the Species at Risk in Ontario List. THR species as well as their habitats are protected under Section 9 and 10 of the ESA. Barn Swallow currently has general habitat protection. Before European colonization, Barn Swallows nested mostly in caves, holes, crevices and ledges in cliff faces. Following European settlement, they shifted largely to nesting in and on artificial structures, including barns and other outbuildings, garages, houses, bridges, and road culverts (COSEWIC. 2011).

The MNRF has produced a general habitat guidance document for Barn Swallow which outlines habitat as the following:

- Category 1 Habitat includes the nest. Damage to the nest would be considered a contravention of the ESA.
- Category 2 Habitat included the area within 5m of a nest which is considered the defended territory for Barn Swallow during the breeding season. This area has moderate tolerance to alteration, although work in this area could also be considered harassment of the species.
- Category 3 Habitat is the area which the species depends upon for rearing, feeding and resting. This area has a high tolerance to alteration.

No nesting activity or observations of Barn Swallow were made at the time of the investigation. Thorough nest surveys of box culverts (culverts 4, 5, &6) structures should be conducted before commencing any works. Should nests be present during future assessment, the subject culvert work would be considered to be within the Category 1 habitat for Barn Swallow.



### *Chimney Swift*

The Chimney Swift is listed as THR on the SARO List. THR species as well as their habitats are protected under Section 9 and 10 of the ESA. Chimney Swift currently has general habitat protection. Chimney Swifts are aerial foragers, often concentrating near water where insects are abundant. Before the arrival of Europeans in North America, the Chimney Swift mainly used hollow trees and nesting sites. When hollow trees became rare as a result of logging, it quickly adopted chimneys (COSEWIC, 2007).

The MNRF has produced a general habitat guidance document for Chimney Swift which outlines habitat as the following:

- Category 1 Habitat: Human-made nest/roost, or a natural nest/roost cavity and the areas within 90m of the natural cavity. Damage to the nest would be considered a contravention of the ESA.
- Category 2 Habitat: Not applicable to this species.
- Category 3 Habitat: Not applicable to this species.

Potential Chimney Swift habitat is directly related to the adjacent residential/commercial structures of the Study Area. Given the preliminary phase of the project, it is unknown whether impacts (*i.e.*, removal, disturbance) to existing structures are expected to occur. Thorough surveys for this species should be conducted before commencing any works related to impacts to existing structures.

## **5.2 Significant Wildlife Habitat**

It is ultimately the responsibility of the Province and/or the Municipality to designate areas identified as potential SWH as significant. Generally, areas which could be considered habitat of species listed as SC (ESA, 2007) exist in the areas surrounding the Aubrey Lake culvert. For the purpose of this assessment the study area presents candidate SWH for SC bird and reptile species.

### 5.2.1 Potential Habitat for Special Concern Species

#### *Special Concern Turtles (Snapping Turtle)*

Snapping Turtle was not identified within the Study Area at the time of the assessment. However, given the proximity to suitable habitat (*i.e.*, Georgian Bay), it can be expected that Snapping Turtles be present within the Study Area.

#### *Special Concern Birds*

None of the listed SC bird species were identified within the study area at the time of the assessment. Based on habitat requirements, Eastern Wood-pewee and Wood Thrush



have the potential to occur within the Study Area, particularly within the forested areas. Any proposed works within the identified potential habitat may require additional field investigation (*i.e.*, dawn breeding bird surveys).

### *Monarch*

While the Monarch Butterfly can generally be identified in any old field or cultural meadow habitat often including disturbed ditches along road right of ways, the key habitat is typically associated with tracts of old-field meadow habitat containing an abundance of Common Milkweed. The ROW within the Study Area may provide habitat for Monarch Butterfly.

### 5.2.2 Potential Bat Maternity Colony Habitat

According to the SWHTG Ecoregion 6E Criteria Schedules (MNRF, 2015), bat maternity colonies can be found in tree cavities, vegetation, and often in buildings. Maternity colonies are located in mature mixed and deciduous forest stands, preferably in large snag trees (>25 cm diameter at breast height (DBH)) in the early stages of decay. The two forest communities located within the Study Area have the potential to provide candidate bat maternity colony habitat. Further, these areas may support roosting habitat for END bat species including Little Brown Myotis, Northern Myotis, and Tri-colored Bat.

### 5.2.3 Potential Turtle Nesting Habitat

Snapping Turtle nesting habitat is closely associated with the loose soils present on the shoulders of the road where turtles commonly come to nest. Nesting on the shoulder of large roads leaves eggs vulnerable from the months of June through September 30. Any areas of loose exposed soil or gravel in the study area are potential nesting habitat for SC turtles could be considered SWH.

### 5.2.4 Potential Amphibian Breeding Habitat (Wetland)

Potential anuran amphibian breeding habitat exists within the flowing ditches and low lying areas within the wooded areas adjacent to the road that may contain seasonal standing water in the springtime within the study area. Leopard Frogs were observed in various water filled ditches along the length of the Study Area.

## **6.0 PRELIMINARY IMPACT ASSESSMENT**

At the time of production of this report, the details of the project (*i.e.* development footprint, installations) had yet to be determined. Therefore a detailed impact assessment cannot be completed at this time. Given that the survey was completed using a general



habitat assessment, the following section provides mitigation practices to reduce potential impacts to the candidate SNHF as outlined in Section 5.

## **7.0 RECOMMENDED MITIGATION MEASURES**

Please note that the following mitigation list is not exhaustive, and additional mitigation measures may be required once the design drawings are reviewed during subsequent design phases.

### **7.1 Avoidance**

The candidate SNHF identified within the Study Area should be taken into consideration when designing the alternatives for this project. These SNHF are largely associated with the naturalized areas of the Study Area, including the two forest communities where bird and bat habitat may be present and areas of the ROW including wet ditched which may provide breeding habitat for amphibian species. Future design of the project should take these areas into consideration and provide an avoidance plan if appropriate. Should avoidance not be possible, mitigation measures will be needed to ensure no negative ecological impact occurs as a result of future works.

### **7.2 Species at Risk**

It should be noted that the absence of a protected species within the Study Area does not indicate that they will never occur within the area. Given the dynamic character of the natural environment, there is a constant variation in habitat use. Care should be taken in the interpretation of presence of species of concern including those listed under the ESA. Changes to policy, or the natural environment, could result in re-designation of species, or addition of new species to the SAR in Ontario list. This report is intended as a point in time assessment of the potential to impact SAR; not to provide long term 'clearance' for SAR. While there is no expectation that the assessment should change significantly, it is the responsibility of the proponent to ensure that they are not in contravention of the ESA at the time that site works are undertaken. A review of the assessment provided in this report by a qualified person should be sufficient to provide appropriate advice at the time of the onset of future site works.

#### **7.2.1 Worker Training**

When working on culverts which are identified in areas with potential SAR or SAR habitat in the area, care should be taken to ensure that employees are trained to ensure no contraventions of the ESA.



### 7.2.2 Endangered Bat Species

Works should be avoided within the identified potential maternity roosting habitat (*i.e.* forest communities) for END bats to ensure no contravention to Section 9 and 10 of the ESA. Should works be proposed within the habitat, additional field surveys are required to evaluate the significance of habitat.

### 7.3 Migratory Breeding Birds

Activities involving the removal of vegetation should be restricted from occurring during the breeding season. Migratory birds, nests, and eggs are protected by the Migratory Birds Convention Act, and the Fish and Wildlife Conservation Act. Environment Canada outlines dates when activities in any region have potential to impact nests at the Environment Canada Website ([http://www.ec.gc.ca/paom-itmb/default.asp?lang=En&n=4F39A78F-1#\\_03](http://www.ec.gc.ca/paom-itmb/default.asp?lang=En&n=4F39A78F-1#_03)). In Zones C2, vegetation clearing should be avoided from April 4<sup>th</sup> through August 31<sup>st</sup> of any given year. If work requires that vegetation clearing is required between these dates screening by an ecologist with knowledge of bird species present in the area could be undertaken to ensure that the vegetation has been confirmed to be free of nests prior to clearing.

### 7.4 Turtle Nesting

While there is no legislative requirement, the following is recommended, where possible, as a best management practice in areas where turtle nesting may occur:

- Install silt fencing along the limits of the ROW/work area on both sides of the highway in a configuration that would prevent turtles from moving out of the water body and into roadside gravel shoulders within the work area to nest. Fencing should be erected prior to May 15 of any given year;
- Inspect the silt fence daily during the nesting season (*i.e.*, May 15 to June 30 of any given year) and immediately repair any damage that would allow turtles access to the work area;
- The detailed sediment and erosion plan completed prior to construction should consider the needs for both mitigation of impacts to fish habitat and the exclusion of turtles from the work area;

### 7.5 Timing Restrictions

Potential works involving the flowing road side ditches and specifically the tributary to/and Brock's Beach Creek should not be conducted at times when flows are elevated due to local rain events, storms or seasonal floods/freshets. Any works involving the ditches/other drainage features should be completed 'in the dry', during low water levels, or by means of temporary diversions. Based on the thermal classification, in-water works



will likely not be permitted between March 15<sup>th</sup> and June 15<sup>th</sup> of any given year for the any potential works required on the tributary of/and Brock's Beach Creek. Ultimately, it is expected that the agencies will confirm appropriate timing windows for this project during agency review.

## **7.6 Sediment and Erosion Controls**

Diligent application of erosion and sediment control measures will be of the utmost importance for this project recognizing the existing fish habitat located in the “receiving” watercourses (Brock's Beach Creek/Georgian Bay). All construction activities occurring in or around the watercourse/ditches must be completed using best management practices to minimize the extent of accidental or unavoidable impacts to fish habitat, and alleviate the risk of sediment entering the receiving waterbody/drainage. All sediment controls are to be maintained until vegetation has been re-established to sufficiently stabilize any disturbed soils.

## **7.7 Culvert/Sewer Design**

It is recommended that any proposed new culverts and/or replacement culverts for the tributary crossing are to be installed with a minimum 20% embedment below the existing channel invert or design bottom of the tributary, and if possible, should provide a similar bottom width as the existing structure.

Permanent summer base flow is present within some of the previously described aquatic habitat locations hosting indirect fish habitat along Mosley Street, indicating that groundwater contributions potentially occur to some degree at these locations. The NVCA typically requires that this contribution be maintained in order to protect the existing water quality, therefore any ditch enclosure (piping) should be perforated to maintain and capture ground water seepage at these locations.

## **7.8 Site Restoration**

All areas disturbed during construction should be restored immediately following the completion of the works. Site restoration should include immediate site stability methods (erosion control blankets, silt fencing), of all excavated and erodible soils to minimize the potential for erosion, combined with a planting plan (where/if deemed required) that utilizes native material deemed acceptable to NVCA.

## **7.9 Operations**

All maintenance activities required during construction must be conducted away from the flowing roadside ditches/aquatic habitat features to protect them from any accidental



spillage of deleterious substances that may harm the aquatic environment, both locally and downstream.

## **8.0 CONCLUSION**

Given the preliminary stage of the project, a detailed impact assessment of the project on the candidate SNHF cannot be completed at this time. A Natural Sciences Impact Assessment Report will be completed upon receipt of preliminary design options for the project at which point additional field investigation and mitigation/recommendation measures may be required.



## 9.0 REFERENCES

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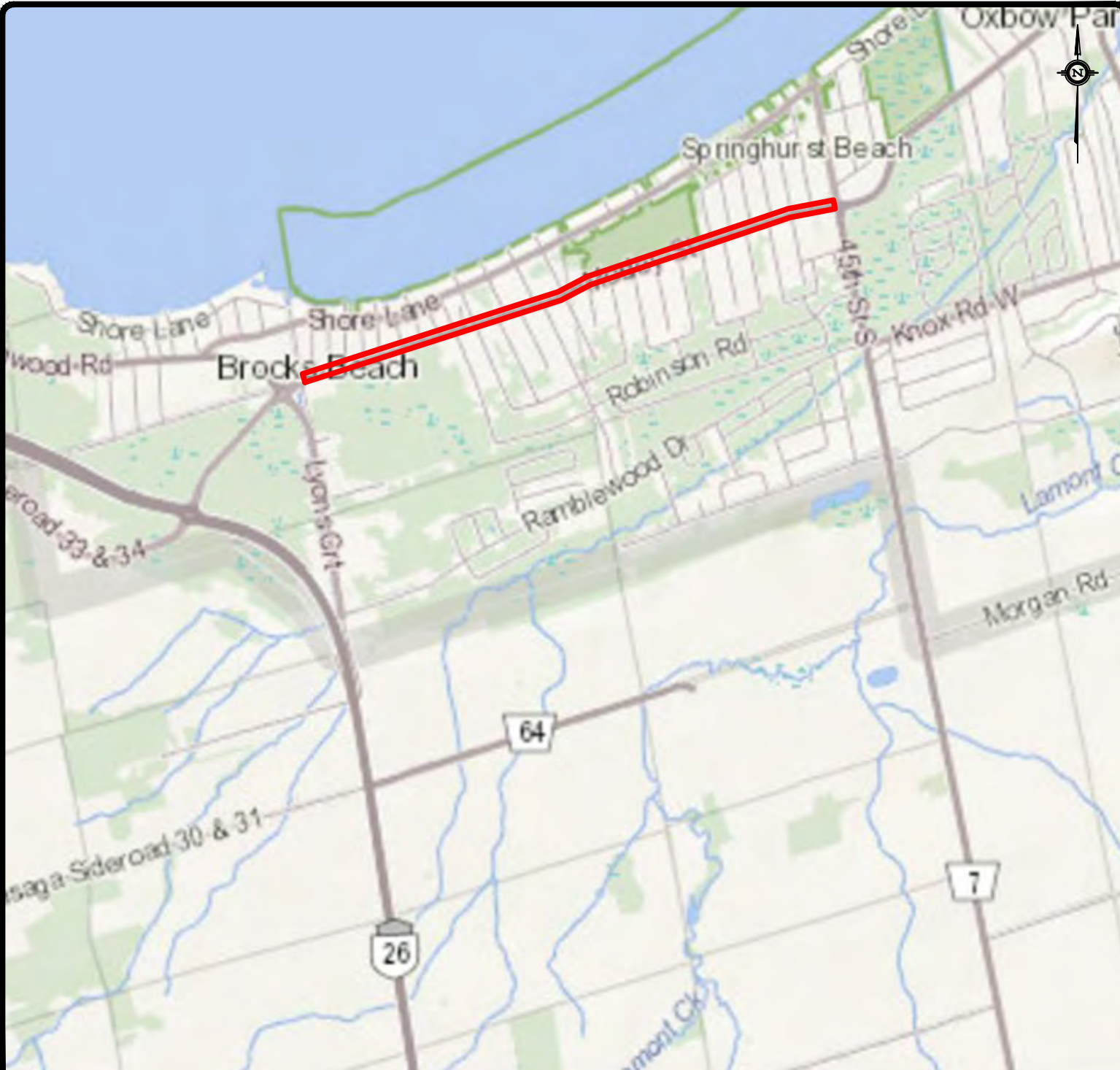
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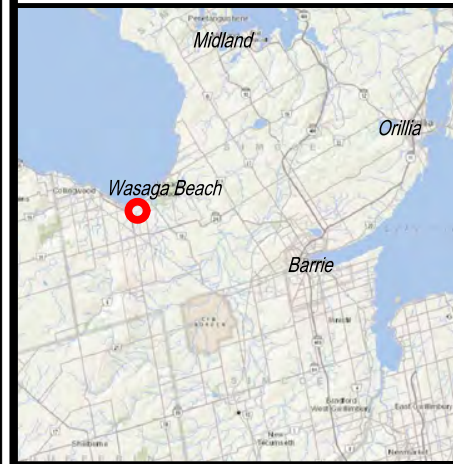
Azimuth Environmental Consulting Inc , 2004 - Fisheries Assessment for the Proposed Installation of Four Culverts on Brock's Beach Creek, Town of Wasaga Beach Highway 26/Collingwood Airport Road DFO File No.:BU 04-0938 (including correspondence with Fred Dobbs/others at NVCA and historical MNRF data).

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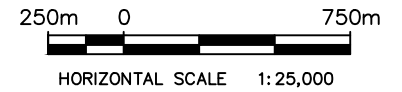


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— Approx. Property Boundary



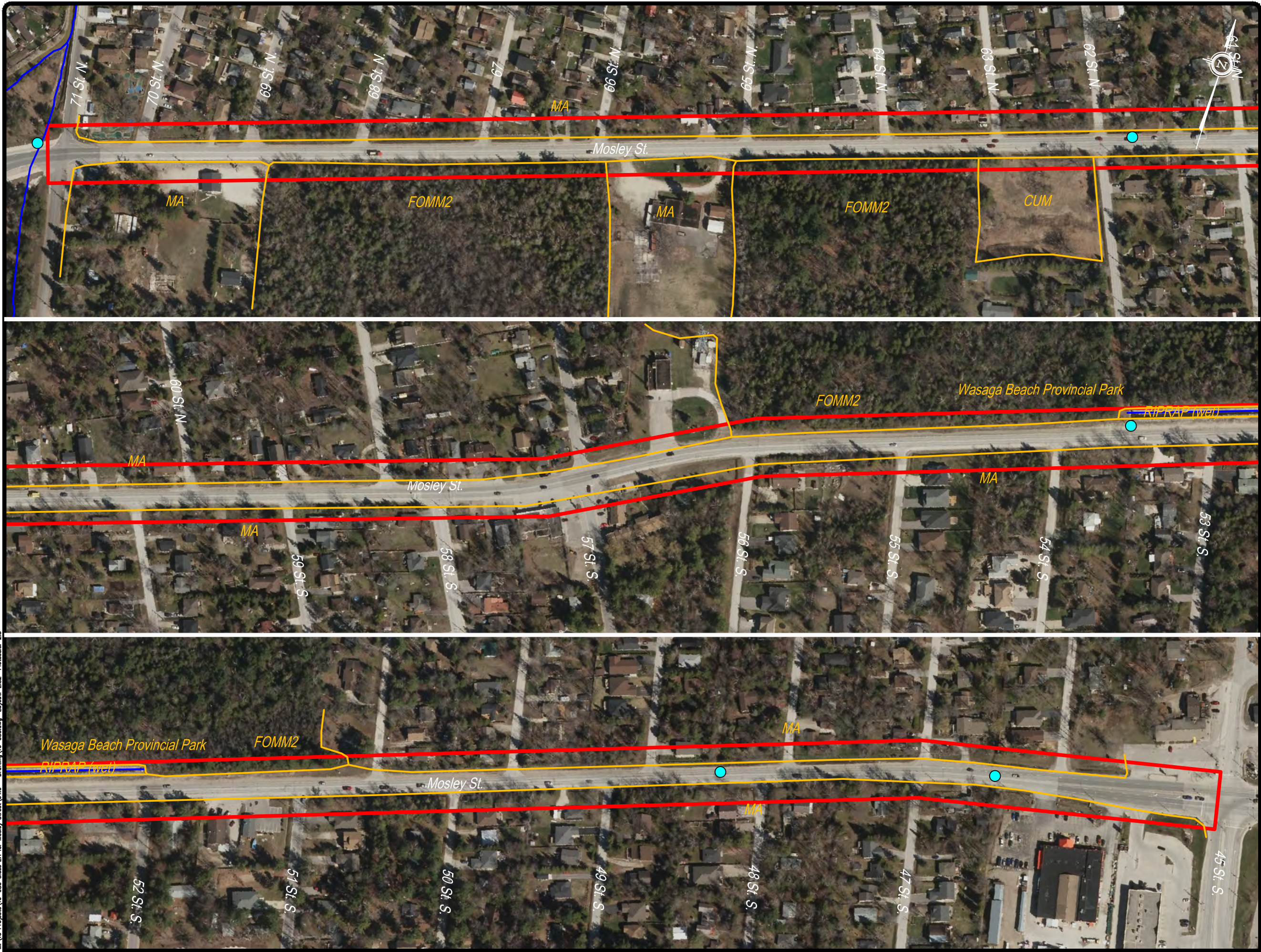
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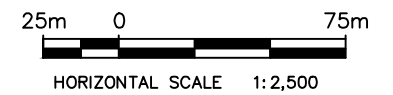
Study Area Location

Class EA for Mosley Street,  
Wasaga Beach, ON

DATE ISSUED: February 2017	Figure No.
CREATED BY: JLM	
PROJECT NO.: 16-080	1
REFERENCE: MNR	



- LEGEND:**
- Approx. Property Boundary
  - Watercourse
  - Culvert Locations
  - Vegetation Communities
  - CUM Cultural Meadow
  - FOMM2 Dry-Fresh White-Pine Hardwood Mixed Forest Type
  - MA Maintained Area



Environmental Features

Class EA for Mosley Street,  
Wasaga Beach, ON

DATE ISSUED:	February 2017	Figure No. <b>2</b>
CREATED BY:	JLM	
PROJECT NO.:	16-080	
REFERENCE:	Simcoe County Maps	

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Table 1. Vegetation Species Observed

AEC 16-080 Mosley St EA

FAMILY	SCIENTIFIC NAME	COMMON NAME	ROW	Conservation Rank		
				S RANK	G RANK	SARO STATUS
Aceraceae	<i>Acer negundo</i>	Manitoba Maple	X	G5	S5	NAR
Aceraceae	<i>Acer saccharum</i>	Sugar Maple	X	G5	S5	NAR
Alismataceae	<i>Alisma gramineum</i>	Narrow-leaved Water-plantain	X	G5	S4	NAR
Anacardiaceae	<i>Rhus typhina</i>	Staghorn Sumac	X	G5	S5	NAR
Anacardiaceae	<i>Toxicodendron rydbergii</i>	Rydberg's Poison Ivy	X	G5	S5	NAR
Apiaceae	<i>Daucus carota</i>	Wild Carrot	X	GNR	SE5	NAR
Apocynaceae	<i>Apocynum androsaemifolium</i>	Spreading Dogbane	X	G5	S5	NAR
Asteraceae	<i>Lactuca canadensis</i>	Canada Lettuce	X	G5	S5	NAR
Asclepiadaceae	<i>Asclepias syriaca</i>	Common Milkweed	X	G5	S5	NAR
Asteraceae	<i>Achillea millefolium</i>	Common Yarrow	X	G5	SE	NAR
Asteraceae	<i>Ambrosia artemisiifolia</i>	Annual Ragweed	X	G5	S5	NAR
Asteraceae	<i>Anaphalis margaritacea</i>	Pearly Everlasting	X	G5	S5	NAR
Asteraceae	<i>Cichorium intybus</i>	Chicory	X	GNR	SE5	NAR
Asteraceae	<i>Cirsium vulgare</i>	Bull Thistle	X	GNR	SE5	NAR
Asteraceae	<i>Erigeron hyssopifolius</i>	Daisy Fleabane	X	G5	S5	NAR
Asteraceae	<i>Eurybia macrophylla</i>	Large-leaved Aster	X	G5	S5	NAR
Asteraceae	<i>Lactuca biennis</i>	Tall Blue Lettuce	X	G5	S5	NAR
Asteraceae	<i>Leucanthemum vulgare</i>	Oxeye Daisy	X	GNR	SE5	NAR
Asteraceae	<i>Matricaria discoidea</i>	Pineapple-weed Chamomile	X	G5	SE5	NAR
Asteraceae	<i>Petasites frigidus</i> var. <i>palmatius</i>	Palmate Coltsfoot	X	G5T5	S5	NAR
Asteraceae	<i>Solidago altissima</i> ssp. <i>altissima</i>	Eastern Late Goldenrod	X	GNR	S5	NAR
Asteraceae	<i>Solidago canadensis</i> var. <i>canadensis</i>	Canada Goldenrod	X	G5T5	S5	NAR
Asteraceae	<i>Sonchus arvensis</i> ssp. <i>arvensis</i>	Field Sow-thistle	X	GNRTNR	SE5	NAR

Asteraceae	<i>Taraxacum officinale</i>	Common Dandelion	X	G5	SE5	NAR
Asteraceae	<i>Tussilago farfara</i>	Colt's-foot	X	GNR	SE5	NAR
Balsaminaceae	<i>Impatiens capensis</i>	Spotted Jewelweed	X	G5	S5	NAR
Betulaceae	<i>Betula papyrifera</i>	Paper Birch	X	G5	S5	NAR
Boraginaceae	<i>Echium vulgare</i>	Common Viper's-bugloss	X	GNR	SE5	NAR
Brassicaceae	<i>Brassica rapa</i>	Field Mustard	X	GNR	SE5	NAR
Brassicaceae	<i>Hesperis matronalis</i>	Dame's Rocket	X	G4G5	SE5	NAR
Caprifoliaceae	<i>Lonicera canadensis</i>	Canada Fly Honeysuckle	X	G5	S5	NAR
Chenopodiaceae	<i>Chenopodium album</i>	White Goosefoot	X	G5	SE5	NAR
Clusiaceae	<i>Hypericum perforatum</i>	Common St. John's-wort	X	GNR	SE5	NAR
Cupressaceae	<i>Juniperus communis</i>	Ground Juniper	X	G5	S5	NAR
Cupressaceae	<i>Thuja occidentalis</i>	Eastern White Cedar	X	G5	S5	NAR
Cyperaceae	<i>Carex prasina</i>	Drooping Sedge	X	G4	S4	NAR
Cyperaceae	<i>Scirpus atrovirens</i>	Dark-green Bulrush	X	G5?	S5	NAR
Dryopteridaceae	<i>Onoclea sensibilis</i>	Sensitive Fern	X	G5	S5	NAR
Equisetaceae	<i>Equisetum palustre</i>	Marsh Horsetail	X	G5	S5	NAR
Ericaceae	<i>Gaultheria procumbens</i>	Eastern Teaberry	X	G5	S5	NAR
Fabaceae	<i>Lotus corniculatus</i>	Garden Bird's-foot Trefoil	X	GNR	SE5	NAR
Fabaceae	<i>Melilotus albus</i>	White Sweet-clover	X	G5	SE5	NAR
Fabaceae	<i>Trifolium campestre</i>	Low Hop Clover	X	GNR	SE5	NAR
Fabaceae	<i>Vicia cracca</i>	Tufted Vetch	X	GNR	SE5	NAR
Fagaceae	<i>Quercus alba</i>	White Oak	X	G5	S5	NAR
Fagaceae	<i>Quercus rubra</i>	Northern Red Oak	X	G5	S5	NAR
Rosaceae	<i>Rosa acicularis</i>	Prickly Rose	X	G5	S5	NAR
Liliaceae	<i>Asparagus officinalis</i>	Garden Asparagus	X	G5?	SE5	NAR
Liliaceae	<i>Maianthemum racemosum</i>	False Solomon's-seal	X	G5	S5	NAR
Liliaceae	<i>Maianthemum stellatum</i>	Star-flowered False Solomon's-seal	X	G5	S5	NAR
Lythraceae	<i>Lythrum salicaria</i>	Purple Loosestrife	X	G5	SE5	NAR
Nymphaeaceae	<i>Nymphaea odorata ssp. odorata</i>	Fragrant Water-lily	X	G5T5	S5?	NAR
Oleaceae	<i>Fraxinus pennsylvanica</i>	Green Ash	X	G5	S4	NAR
Oleaceae	<i>Syringa vulgaris</i>	Common Lilac	X	GNR	SE5	NAR
Pinaceae	<i>Abies balsamea</i>	Balsam Fir	X	G5	S5	NAR

Table 1 (AEC 16-080)

Pinaceae	<i>Picea abies</i>	Norway Spruce	X	G5	SE3	NAR
Pinaceae	<i>Picea glauca</i>	White Spruce	X	G5	S5	NAR
Pinaceae	<i>Pinus strobus</i>	Eastern White Pine	X	G5	S5	NAR
Pinaceae	<i>Pinus sylvestris</i>	Scotch Pine	X	GNR	SE5	NAR
Plantaginaceae	<i>Plantago major</i>	Common Plantain	X	G5	S5	NAR
Poaceae	<i>Phleum pratense</i>	Common Timothy	X	GNR	SE5	NAR
Poaceae	<i>Phragmites australis ssp. Australis</i>	European Reed	X	G5T5	SE5	NAR
Polygonaceae	<i>Fallopia japonica</i>	Japanese Knotweed	X	GNR	SE5	NAR
Polygonaceae	<i>Rumex crispus</i>	Curly Dock	X	GNR	SE5	NAR
Ranunculaceae	<i>Ranunculus acris</i>	Tall Buttercup	X	G5	SE5	NAR
Ranunculaceae	<i>Thalictrum dioicum</i>	Early Meadow-rue	X	G5	S5	NAR
Rhamnaceae	<i>Rhamnus cathartica</i>	Common Buckthorn	X	GNR	SE5	NAR
Asteraceae	<i>Tragopogon dubius</i>	Yellow Goat's-beard	X	GNR	SE5	NAR
Rosaceae	<i>Fragaria virginiana</i>	Wild Strawberry	X	G5	S5	NAR
Rosaceae	<i>Prunus pensylvanica</i>	Pin Cherry	X	G5	S5	NAR
Salicaceae	<i>Populus tremuloides</i>	Trembling Aspen	X	G5	S5	NAR
Salicaceae	<i>Salix bebbiana</i>	Bebb's Willow	X	G5	S5	NAR
Salicaceae	<i>Salix discolor</i>	Pussy Willow	X	G5	S5	NAR
Scrophulariaceae	<i>Verbascum thapsus</i>	Common Mullein	X	GNR	SE5	NAR
Solanaceae	<i>Solanum dulcamara</i>	Climbing Nightshade	X	GNR	SE5	NAR
Typhaceae	<i>Typha angustifolia</i>	Narrow-leaved Cattail	X	G5	SE5	NAR
Vitaceae	<i>Parthenocissus quinquefolia</i>	Virginia Creeper	X	G5	S4?	NAR
Vitaceae	<i>Vitis riparia</i>	Riverbank Grape	X	G5	S5	NAR

S Rank - "Sub-national Rank/provincial rank" (S Rank 1, 2 & 3 considered provincially rare); G RANK - "Global Rank" (G Rank 1, 2 & 3 considered globally rare), "SNA" - sub-national rank not assigned (general indicates non-native species); SARO - designation as Species at Risk in Ontario (Endangered, Threatened or Special Concern). Not at Risk (NAR).

Table 2: Species at Risk Habitat Summary

Common Name	Species Name	ESA	SARA	Key Habitats Used By Species <sup>1</sup>	Initial Assessment
Bald Eagle	<i>Haliaeetus leucocephalus</i>	SC	NAR	Nests are typically found near the shoreline of lakes or large rivers, often on forested islands (Cadman et al., 2007). ESA Protection: N/A	Species may be present within the general area ( <i>i.e.</i> , Georgian Bay shoreline) but not expected to occur within the Study Area and adjacent lands. No further assessment undertaken.
Bank Swallow	<i>Riparia riparia</i>	THR	NAR	Nests in burrows excavated in natural and human-made settings with vertical sand and silt faces. Commonly found in sand or gravel pits, road cuts, lakeshore bluffs, and along riverbanks (COSEWIC, 2013c). ESA Protection: Species and general habitat protection	Features associated with habitat requirements for this species was not identified within the Study Area. No further assessment undertaken.
Barn Swallow	<i>Hirundo rustica</i>	THR	NAR	Ledges and walls of man-made structures such as buildings, barns, boathouses, garages, culverts and bridges. Also nest in caves, holes, crevices and cliff ledges (COSEWIC, 2011c). ESA Protection: Species and general habitat protection	Species may be present within the general area and using structures for nesting including box culverts and bridges. <b>See Section 5.1.2 for further assessment.</b>
Black Tern	<i>Chlidonias niger</i>	SC	NAR	Colonial nesters typically found within marshes. Its preferred nesting habitat is a hemi-marsh ( <i>i.e.</i> a wetland with 50:50 open water and emergent vegetation). Nests are usually built on an upturned cattail root, floating vegetation mat or patch of mud (Cadman et al., 2007). ESA Protection: N/A	No habitat present within Study Area.
Blanding's Turtle	<i>Emydoidea blandingii</i>	THR	THR	Blanding's Turtles are a primarily aquatic species that prefer wetland habitats, lakes, ponds, slow-moving streams, etc., however they may utilize upland areas to search for suitable basking and nesting sites. In general, preferred wetland sites are eutrophic and characterized by clear, shallow water, with organic substrates and high density of aquatic vegetation (COSEWIC, 2005). ESA Protection: Species and general habitat protection	Known occurrences for this species are present within the Wasaga Beach area ( <i>i.e.</i> , Georgian Bay). However, suitable habitat ( <i>i.e.</i> , large tracts of wetland habitat) is not present within Study Area and adjacent lands. No further assessment undertaken.
Bobolink	<i>Dolichonyx oryzivorus</i>	THR	NAR	Nests primarily in forage crops ( <i>e.g.</i> hayfields and pastures) dominated by a variety of species such as clover, Timothy, Kentucky Bluegrass, tall grass, and broadleaved plants. Also occurs in wet prairie, graminoid peatlands, and abandoned fields dominated by tall grasses. Does not generally occupy fields of row crops ( <i>e.g.</i> corn, soybeans, wheat) or short-grass prairie. Sensitive to habitat size and has lower reproductive success in small habitat fragments (COSEWIC, 2010b). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Broad Beech Fern	<i>Phyopteris hexagonoptera</i>	SC	SC	Rich soils in deciduous forests, such as Maple-Beech forests (MNRF, 2016). ESA Protection: N/A	No habitat present within Study Area.
Butternut	<i>Juglans cinerea</i>	END	END	Commonly found in riparian habitats, but is also found in rich, moist, well-drained loams, and well-drained gravels. Butternut is intolerant of shade (COSEWIC, 2003). ESA Protection: Species and general habitat protection	No Butternut identified within the ROW at the time of the site investigation. Additional screening for Butternut trees may be required following review of the engineering design alternatives.
Canada Warbler	<i>Cardellina canadensis</i>	SC	THR	Wet, mixed deciduous-coniferous forests with a well developed shrub layer. Shrub marshes, Red-Maple stands, cedar stands, Black Spruce swamps, larch and riparian woodlands along rivers and lakes (COSEWIC, 2008b). ESA Protection: N/A	No habitat present within Study Area.
Cerulean Warbler	<i>Dendroica cerulea</i>	THR	SC	Associated with large tracts of mature deciduous forest with tall trees and an open understorey. Found in both wet bottomland forests and upland areas (COSEWIC, 2010a). ESA Protection: Species and general habitat protection	Forested areas adjacent to the Study Area are small in size and lack features associated with key habitat requirements for this species. No further assessment undertaken.
Chimney Swift	<i>Chaetura pelagica</i>	THR	THR	Nests primarily in chimneys though some populations ( <i>i.e.</i> in rural northern areas) may nest in cavity trees (COSEWIC, 2007b). Recent changes in chimney design may be a significant factor in recent declines in numbers (Cadman et al., 2007). ESA Protection: Species and general habitat protection	Species may be present within the general area and using structures for nesting. <b>See Section 5.1.2 for further assessment.</b>
Common Nighthawk	<i>Chordeiles minor</i>	SC	THR	Open habitats including sand dunes, beaches recently logged/burned over areas, forest clearings, short grass prairies, pastures, open forests, bogs, marshes, lakeshores, gravel roads, mine tailings, quarries, and other open relatively clear areas (COSEWIC, 2007c). ESA Protection: N/A	No habitat present within Study Area.
Eastern Foxsnake (Georgian Bay population)	<i>Pantherophis gloydi</i>	THR	END	In Georgian Bay, Foxsnakes use a variety of open habitats along shorelines ( <i>e.g.</i> rock barren, coastal meadow marsh). The Foxsnakes inhabiting this coastline do not venture far inland, restricting the majority of their activity to within 150 m of the water (COSEWIC, 2008a). ESA Protection: Species and regulated habitat protection	No habitat present within Study Area.
Eastern Hog-nosed Snake	<i>Heterodon platirhinus</i>	THR	THR	Habitat features include: well-drained soil; loose or sandy soil; open vegetative cover; brushland or forest edge; proximity to water; and climatic conditions typical of the eastern deciduous forest biome. In the Georgian Bay region, open grass, sand, human-impacted and forest habitats over rock, wetland, and aquatic habitats are preferable (COSEWIC, 2007a). ESA Protection: Species and general habitat protection	Species may be present within the general area. Known occurrences of this species in the Wasaga Beach area, however significant habitat of Eastern Hog-nosed Snake is not present as per the Town of Wasaga Beach Natural Heritage System Eastern Hog-nosed Snake Discussion Paper (NVCA, 2005). Habitat for this species is not present within Study Area. No further assessment undertaken.
Eastern Meadowlark	<i>Sturnella magna</i>	THR	NAR	Most common in grassland, pastures, savannahs, as well as anthropogenic grassland habitats, including hayfields, weedy meadows, young orchards, golf courses, restored surface mines, <i>etc.</i> Occasionally nest in row crop fields such as corn and soybean, but there are considered low-quality habitat. Large tracts of grassland are preferred over smaller fragments and the minimum area required is estimated at 5ha (COSEWIC, 2011d). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Eastern Musk Turtle	<i>Sternotherus oderatus</i>	SC	THR	Inhabit littoral zones of waterways such as rivers, lakes, bays, streams, ponds, canals, and swamps with slow to no current and soft bottoms. During the active season they prefer shallow water (<2m) with abundant vegetation. Most are found close to shore and do not venture onto land except to nest or access adjacent wetlands (COSEWIC, 2012b). ESA Protection: N/A	No habitat present within Study Area.
Eastern Ribbonsnake	<i>Thamnophis sauritus</i>	SC	SC	Found in wetland habitats with both flowing and standing water such as marshes, bogs, fens, ponds, lake shorelines and wet meadows. Most sightings occur near the water's edge (COSEWIC, 2012c). ESA Protection: N/A	No habitat present within Study Area.
Eastern Small-footed Myotis	<i>Myotis leibii</i>	END	END	Generally occurs in mountainous or rocky regions as well as in buildings, on the face of rock bluffs, and beneath slabs of rock and stones. Hibernation is typically confined to caves and old mines (Best and Jennings, 1997). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Eastern Whip-poor-will	<i>Antrostomus vociferus</i>	THR	THR	Semi-open forests or patchy forests with clearings, such as barrens or forests that are regenerating following major disturbances, are preferred nesting habitats (COSEWIC, 2009a). ESA Protection: Species and general habitat protection	No habitat present within Study Area.

Table 2: Species at Risk Habitat Summary

Common Name	Species Name	ESA	SARA	Key Habitats Used By Species <sup>1</sup>	Initial Assessment
Eastern Wood-pewee	<i>Contopus virens</i>	SC	NAR	Mostly in mature and intermediate-age deciduous and mixed forests having an open understorey. It is often associated with forests dominated by Sugar Maple and oak. Usually associated with forest clearings and edges within the vicinity of its nest (COSEWIC, 2012e). ESA Protection: N/A	Potential exists for this species to be utilizing forested areas adjacent to the Study Area. See Section 5.2.1 for further assessment.
Grasshopper Sparrow <i>pratensis</i> subspecies	<i>Ammodramus savannarum pratensis</i>	SC	NAR	Typically breeds in large human-created grasslands (≥ 5ha), such as pastures and hayfields, and natural prairies, such as alvars, characterized by well-drained, often poor soil dominated by low, sparse perennial herbaceous vegetation (COSEWIC, 2013d). ESA Protection: N/A	No habitat present within Study Area.
Golden-winged Warbler	<i>Vermivora chrysoptera</i>	SC	THR	Areas of early successional scrub surrounded by mature forests including dry uplands, swamp forests, and marshes (COSEWIC, 2006a). ESA Protection: N/A	No habitat present within Study Area.
Henslow's Sparrow	<i>Ammodramus henslowii</i>	END	END	Requires grassland habitat and occurs more frequently and at higher densities in large patches of suitable habitat. Nests in tallgrass prairie, wet meadow, and marsh habitats as well as agricultural grasslands, lightly grazed pasture and grasslands on reclaimed surface mines (COSEWIC, 2011a). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Hill's Thistle	<i>Cirsium hillii</i>	THR	THR	Found in a variety of open, dry, sandy, fire-prone habitats, including such communities as gravel hill or bluff prairies, sand prairies, pine barrens, oak barrens, sand dunes, oak savannah, and open woods (COSEWIC, 2004). ESA Protection: Species and general habitat protection	Known occurrences for this species are present within the Wasaga Beach area. However, suitable habitat is not present within Study Area and adjacent lands. No further assessment undertaken.
King Rail	<i>Rallus elegans</i>	END	END	Wide variety of freshwater marsh habitat types with cattails. Large marshes, especially those that contain a range of water level conditions and a mosaic of habitats (COSEWIC, 2011b). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Lake Sturgeon (Great Lakes - Upper St. Lawrence populations)	<i>Acipenser fulvescens</i>	THR	NAR	Generally found in the shallow areas of lakes or larger rivers, moving into smaller rivers to spawn. Usually found at depths of 5 -10m and are in areas where water velocity does not exceed 70cm/sec (COSEWIC, 2006b). ESA Protection: Species and general habitat protection	Known occurrences for this species are present within the Wasaga Beach area (i.e., Georgian Bay). However, suitable habitat is not present within Study Area and adjacent lands. No further assessment undertaken.
Least Bittern	<i>Ixobrychus exilis</i>	THR	THR	Breed strictly in marshes of emergents (usually cattails) that have relatively stable water levels and interspersed areas of open water (COSEWIC, 2009b). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Little Brown Myotis	<i>Myotis lucifugus</i>	END	END	Forests and regularly aging human structures as maternity roost sites. Regularly associated with attics of older buildings and barns for summer maternity roost colonies. Overwintering sites are characteristically mines or caves, but can often include buildings (MNR 2014, COSEWIC, 2013b). ESA Protection: Species and general habitat protection	Potential exists for this species to be present within Study Area and adjacent lands, particularly the forested areas. See Section 5.1.1 for further assessment.
Massasauga (Great Lakes - St. Lawrence population)	<i>Sistrurus catenatus</i>	THR	THR	In Georgian Bay, Massasaugas use bedrock barrens, conifer swamps, beaver meadows, fens, bogs, and shoreline habitats. On the upper Bruce Peninsula, forested habitats are used during hibernation and open, wetland, and edge habitat with canopy closure <50% in mid-late summer (COSEWIC, 2012a). ESA Protection: Species and general habitat protection	No habitat present within Study Area.
Monarch	<i>Danaus plexippus</i>	SC	SC	Breeding habitat is confined to sites where milkweeds, the sole food of caterpillars, grow. Milkweeds grow in a variety of environments, including meadows in farmlands, along roadsides and in ditches, open wetlands, dry sandy areas, short and tall grass prairie, river banks, irrigation ditches, arid valleys, and south-facing hills (COSEWIC, 2010c). ESA Protection: N/A	Milkweed is a common roadside species and was observed within the ROW of the Study Area. See Section 5.2 for further assessment.
Northern Long-eared Myotis	<i>Myotis septentrionalis</i>	END	END	Maternity roost sites are generally located within deciduous and mixed forests and focused in snags including loose bark and cavities of trees. Overwintering sites are characteristically mines or caves (COSEWIC, 2013c). ESA Protection: Species and general habitat protection	Potential exists for this species to be present within Study Area and adjacent lands, particularly the forested areas. See Section 5.1.1 for further assessment.
Northern Map Turtle	<i>Graptemys geographica</i>	SC	SC	Inhabits rivers and lakes where it basks on emergent rocks, banks, logs and fallen trees. Prefer shallow, soft-bottomed aquatic habitats with exposed objects for basking (COSEWIC, 2012d). ESA Protection: N/A	Known occurrences for this species are present within the Wasaga Beach area (i.e., Georgian Bay). However, no suitable habitat within the Study Area. No further assessment undertaken.
Olive-sided Flycatcher	<i>Contopus cooperi</i>	SC	THR	Natural forest openings, forest edges near natural openings (such as wetlands) or open to semi-open forest stands. Occasionally human made openings (such as clear cuts). Presence of tall snags and residual live trees is essential. (COSEWIC, 2007d) ESA Protection: N/A	No habitat present within Study Area.
Peregrine Falcon	<i>Falco peregrinus</i>	SC	SC ( <i>anatum/tundrius</i> )	Most nest on cliff ledges or crevices, but some will use tall buildings or bridges near good foraging areas. Nests are typically close to bodies of water (COSEWIC, 2007e). ESA Protection: Species and regulated habitat protection	No habitat present within Study Area.
Piping Plover	<i>Charadrius melodus</i>	END	END	Nest on sand and pebble beaches of freshwater dune formations on barrier islands, peninsulas or shorelines of large lakes (COSEWIC, 2013a). ESA Protection: Species and regulated habitat protection	Known occurrences for this species are present within the Wasaga Beach area (i.e., Georgian Bay). However, suitable habitat is not present within Study Area and adjacent lands. No further assessment undertaken.
Red-headed Woodpecker	<i>Melanerpes erythrocephalus</i>	SC	THR	Occurs in open deciduous forests, particularly those dominated by oak and beech, grasslands, forest edges, orchards, pastures along rivers and roads, urban parks, golf courses, cemeteries, beaver ponds and timber stands that have been treated with herbicides (COSEWIC, 2007f). ESA Protection: N/A	No habitat present within Study Area.
Snapping Turtle	<i>Chelydra serpentina</i>	SC	SC	Habitat is characterized by slow-moving water with a soft mud bottom and dense aquatic vegetation. Often located in ponds, sloughs, shallow bays or river edges and slow streams, or areas combining several of these wetland habitats (COSEWIC, 2008a). ESA Protection: N/A	Known occurrences for this species are present within the Wasaga Beach area (i.e., Georgian Bay). Given the proximity to potential habitat, this species should be considered as being potentially present within the Study Area. See Section 5.2.1 for further assessment.
Tri-colored Bat	<i>Perimyotis subflavus</i>	END	END	Maternity roost sites include forests and modified landscapes (barns or human-made structures). Overwintering sites include mines and caves (COSEWIC, 2013c). ESA Protection: Species and general habitat protection	Potential exists for this species to be present within Study Area and adjacent lands, particularly the forested areas. See Section 5.1.1 for further assessment.
Wood Thrush	<i>Hylocichla mustelina</i>	SC	NAR	Found in moist, deciduous hardwood or mixed stands, often previously disturbed, with a dense deciduous undergrowth and with tall trees for singing perches (COSEWIC, 2012f). ESA Protection: N/A	Potential exists for this species to be utilizing forested areas adjacent to the Study Area. See Section 5.2.1 for further assessment.
Yellow Rail	<i>Coturnicops noveboracensis</i>	SC	SC	Nest in wet marshy areas of short grass-like vegetation. The habitat must remain wet throughout the breeding season (COSEWIC, 2009c). ESA Protection: N/A	No habitat present within Study Area.



Table 2: Species at Risk Habitat Summary

Common Name	Species Name	ESA	SARA	Key Habitats Used By Species <sup>1</sup>	Initial Assessment
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Species at Risk in Ontario List (June 15, 2016)

Best, T., and J. Jennings. 1997. Mammalian Species, *Myotis leibii*. The American Society of Mammalogists. No. 547, pp. 1-6, 5 figs.

Cadman, M., D. Sutherland, G. Beck, D. Lepage and A. Couturier. 2007. Atlas of the Breeding Birds of Ontario 2001-2005. Bird Studies Canada, Environment Canada, Ontario Field

COSEWIC. 2003. COSEWIC assessment and status report on the Butternut *Juglans cinerea* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 32 pp.

COSEWIC. 2004. COSEWIC assessment and status report on Hill's Thistle *Cirsium hillii* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 34 pp.

COSEWIC. 2005. COSEWIC assessment and update status report on the Blanding's Turtle *Emydoidea blandingii* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. viii + 40 pp.

COSEWIC. 2006a. COSEWIC assessment and status report on the Golden-winged Warbler *Vermivora chrysoptera* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 30 pp.

COSEWIC. 2006b. COSEWIC assessment and update status report on the Lake Sturgeon *Acipenser fulvescens* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xi + 107 pp.

COSEWIC. 2007a. COSEWIC assessment and update status report on the Eastern Hog-nosed Snake *Heterodon platirhinos* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. viii + 36 pp.

COSEWIC. 2007b. COSEWIC assessment and update status report on the Chimney Swift *Chaetura pelagica* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 49 pp.

COSEWIC. 2007c. COSEWIC assessment and status report on the Common Nighthawk *Chordeiles minor* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vi + 35 pp.

COSEWIC. 2007d. COSEWIC assessment and status report on the Olive-sided Flycatcher *Contopus cooperi* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 25 pp.

COSEWIC. 2007e. COSEWIC assessment and status report on the Peregrine Falcon *Falco peregrinus* (*pealei* subspecies - *Falco peregrinus* and *pealei anatum/tundrius* - *Falco peregrinus anatum/tundrius*) in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 45 pp.

COSEWIC. 2007f. COSEWIC assessment and status report on the Red-headed Woodpecker *Melanerpes erythrocephalus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vi + 27 pp.

COSEWIC. 2008a. COSEWIC assessment and status report on the Snapping Turtle *Chelydra serpentina* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 47 pp.

COSEWIC. 2008b. COSEWIC assessment and status report on the Canada Warbler *Wilsonia canadensis* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vi + 35 pp.

COSEWIC. 2009a. COSEWIC assessment and update status report on the Whip-poor-will *Caprimulgus vociferus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vi + 28 pp.

COSEWIC. 2009b. COSEWIC assessment and update status report on the Least Bittern *Ixobrychus exilis* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vi + 36 pp.

COSEWIC. 2009c. COSEWIC assessment and status report on the Yellow Rail *Coturnicops noveboracensis* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 32 pp.

COSEWIC. 2010a. COSEWIC assessment and update status report on the Cerulean Warbler *Dendroica cerulea* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. x + 40 pp.

COSEWIC. 2010b. COSEWIC assessment and update status report on the Bobolink *Dolichonyx oryzivorus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vi + 42 pp.

COSEWIC. 2010c. COSEWIC assessment and status report on the Monarch *Danaus plexippus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. vii + 43 pp.

COSEWIC. 2011a. COSEWIC assessment and update status report on the Henslow's Sparrow *Ammodramus henslowii* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. x + 37 pp.

COSEWIC. 2011b. COSEWIC assessment and update status report on the King Rail *Rallus elegans* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. x + 32 pp.

COSEWIC. 2011c. COSEWIC assessment and update status report on the Barn Swallow *Hirundo rustica* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. ix + 37 pp.

COSEWIC. 2011d. COSEWIC assessment and update status report on the Eastern Meadowlark *Sturnella magna* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. x + 40 pp.

COSEWIC. 2012a. COSEWIC assessment and update status report on the Massasauga *Sistrurus catenatus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xiii + 84 pp.

COSEWIC. 2012b. COSEWIC assessment and status report on the Eastern Musk Turtle *Sternotherus odoratus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xiii + 68 pp.

COSEWIC. 2012c. COSEWIC assessment and status report on the Eastern Ribbonsnake *Thamnophis sauritus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xii + 39 pp.

COSEWIC. 2012d. COSEWIC assessment and status report on the Northern Map Turtle *Graptemys geographica* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xi + 63 pp.

COSEWIC. 2012e. COSEWIC assessment and status report on the Eastern Wood-pewee *Contopus virens* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. x + 39 pp.

COSEWIC. 2012f. COSEWIC assessment and status report on the Wood Thrush *Hylocichla mustelina* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. ix + 46 pp.

COSEWIC. 2013a. COSEWIC assessment and update status report on the Piping Plover *circumcinctus* subspecies (*Charadrius melodus circumcinctus*) and the *melodus* subspecies (*Charadrius melodus melodus*) in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xiv + 39 pp.

COSEWIC. 2013b. COSEWIC assessment and update status report on the Little Brown Myotis *Myotis lucifugus*, Northern Myotis *Myotis septentrionalis* and Tri-colored Bat *Perimyotis subflavus* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. xxiv + 93 pp.

COSEWIC. 2013c. COSEWIC assessment and update status report on the Bank Swallow *Riparia riparia* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. ix + 48 pp.

COSEWIC. 2013d. COSEWIC assessment and status report on the Grasshopper Sparrow *pratensis* subspecies *Ammodramus savannarum pratensis* in Canada. Committee on the Status of Endangered Wildlife in Canada. Ottawa. ix + 36 pp.

Ministry of Natural Resources and Forestry (MNR). 2014. Eastern Small-footed Bat. Queen's Printer for Ontario. <https://www.ontario.ca/environment-and-energy/eastern-small-footed-bat>

Ministry of Natural Resources and Forestry (MNR). 2016. <http://www.ontario.ca/environment-and-energy/species-risk>

Nottawasaga Valley Conservation Authority. 2005. Town of Wasaga Beach Natural Heritage System Eastern Hog-nosed Snake Discussion Paper.

**Table 3. Aquatic Habitat Summary**

<b>Aquatic Habitat Culvert/Area #</b>	<b>GPS (UTM) (Easting, Northing)</b>	<b>Waterbody</b>	<b>Substrate</b>	<b>Vegetation</b>	<b>Directly Supports Fishery (Yes/No/Potential)</b>	<b>Type of Fishery Supported</b>	<b>Sensitivity (H,M,L)</b>	<b>Rationale for Sensitivity Ranking/ Comments</b>
1	17T 573302E 4924906N	Unnamed Drainage between 46 <sup>th</sup> and 47 <sup>th</sup> Street– Flows south to north, along the western property limits of Home Hardware, crossing Mosley Street via 1200mm CSP culvert, eventually discharging into Georgian Bay.	Muck, Detritus, Silt.	Herbaceous, Emergent Aquatic Macrophyte, and Cattails.	Potential	Unknown	Low	Likely indirect aquatic habitat. Permanent flow suggests potential ground water influence from surrounding ditches/input. Within study limits, watercourse/drainage is not regulated by NVCA.
2	17T 573119E 4924853N	Unnamed Drainage between 48 <sup>th</sup> and 49 <sup>th</sup> Street– Flows northerly from the east/west flowing south ditch, crossing Mosley via twin 750mm CSP culverts.	Muck, Detritus, Silt, Gravel	Herbaceous, Emergent Aquatic Macrophyte, and Cattails.	No	Indirect	Low	Indirect aquatic habitat. Dry ditch on south side and available habitat limits potential for aquatic habitat productivity. Within study limits, watercourse/drainage is not regulated by NVCA.
3	17T 572586E 4924680N	Unnamed Drainage between 53 <sup>rd</sup> and 54 <sup>th</sup> Street – flows northerly from the east/west flowing ditch, connecting to the north ditch drainage feature that runs parallel to Mosley Street. Crosses Mosley Street via 750mm CSP culvert eventually discharging into Georgian Bay.	Muck, Detritus, Silt, Gravel, Rip Rap	Herbaceous, Minor areas of Emergent Aquatic Macrophyte, and Cattails.	No (not upstream or at crossing), potential downstream beyond the ROW/study limits.	Indirect	Low	Intermittent flows, no indication of ground water contribution during site inspection. Potential for seasonally direct fish habitat to be found in channel located in north ditch, and downstream of ROW. Within study limits, watercourse/drainage <b>is</b> regulated by NVCA.
4	17T 571767E 4924379N	Unnamed Drainage between 61 <sup>st</sup> and 62 <sup>nd</sup> Street – Flow originates from the residential areas south of Mosley Street, crossing Mosley Street via a 3.5m x 1.2m concrete box culvert.	Muck, Detritus, Silt, Gravel	Herbaceous, Emergent Aquatic Macrophyte, and Cattails	No	Indirect	Low	Indirect aquatic habitat. Presence of permanent 0.5m wide wetted channel suggests potential ground water influence. Within study limits, watercourse/drainage is not regulated by NVCA.
5	17T 571042E 4924153N	Unnamed Tributary of Brock’s Beach Creek, located just west of 71 <sup>st</sup> Street, flowing northerly beneath Mosley Street via 1.0m concrete culvert, discharging into Brock’s Beach Creek approximately 60m downstream (north) of Mosley Street.	Muck, Detritus, Silt, Cobble, Rip Rap, Concrete	Cattail, Grass/Sedges	Yes (Seasonal Potential) Watercourse dry during summer months.	Direct -warm water baitfish.	Low	Intermittent flows, no indication of ground water contribution (dry during summer months). Defined channel within 1m wide wetted channel, max depth 10cm during summer months. Common/adaptable baitfish community has the potential to seasonally access watercourse from Brock’s Beach Creek. Within study limits, watercourse/drainage <b>is</b> regulated by NVCA.

**Table 3. Aquatic Habitat Summary**

Aquatic Habitat Culvert/Area #	GPS (UTM) (Easting, Northing)	Waterbody	Substrate	Vegetation	Directly Supports Fishery (Yes/No/Potential)	Type of Fishery Supported	Sensitivity (H,M,L)	Rationale for Sensitivity Ranking/ Comments
6	17T 570977E 4924144N	Brock’s Beach Creek – Flows northerly beneath the Mosley Street Roundabout, eventually flowing within the west ditch of 71 <sup>st</sup> Street, with a direct confluence to Georgian Bay.	Muck, Detritus, Silt, River Stone, Rip Rap, Concrete, Cobble.	Herbaceous, Emergent Aquatic Macrophyte, and Cattails in areas that have not been recently worked on with roundabout works.	Yes – Seasonally with potential for deeper pools upstream (south) of the site limits having the potential to host fish throughout the year.	Direct – warm water baitfish with minor potential to host migratory Salmonids (Rainbow Trout) during periods of elevated flows (spring freshet).	Low	MNRF has historically identified Brock’s Beach Creek as a cold water system (Azimuth, 2004) however this classification conflicts with the warm water designation from the 2003 NVCA, 2003 Dillon Consulting Sampling, and Azimuth’s historical studies completed on this watercourse. Based on our field assessment and review of background information, we are of the opinion that this system likely dries considerably during the summer months and functions as a warm-cool intermittent watercourse with the potential to provide year-round habitat in isolated pools for warm water baitfish. The headwaters of this creek do not receive sustained base flow (groundwater influence). During periods of elevated water levels in the spring, it would be possible for Rainbow Trout to access this system from Georgian Bay, which would corroborate with MNRF’s historical data records identifying Rainbow Trout in Brock’s Beach Creek, however the extent of use is presumably limited. Within study limits, watercourse/drainage <b>is</b> regulated by NVCA.
North Ditch – Between 52 <sup>nd</sup> and 54 <sup>th</sup> Street.	East Limit 17T 572736E 4924738N West Limit 17T 572581E 4924688N	Unnamed Drainage located in the north ditch between 52 <sup>nd</sup> and 54 <sup>th</sup> Street– Flows westerly from the eastern limits (headwall), eventually making a 90 degree turn to the north (at Culvert 3), and flowing through the adjacent woodlot, eventually discharging into Georgian Bay.	Rip Rap, and Silt.	Herbaceous, and Cattails.	No (not likely within ditch), however potential downstream beyond the ROW/study limits.	Indirect	Low	Available habitat has been historically impacted by rip rap placement due to instability/flooding conditions impacting the function of the ditch. Intermittent flows, no indication of ground water contribution during site inspection. Potential for seasonally direct fish habitat to be found within the north ditch (if present downstream). Within study limits, watercourse/drainage ditch <b>is</b> regulated by NVCA

**REFERENCES**

- Dillon Consulting Inc., 2003., DRAFT Report – Highway 26 Realignment, Collingwood to Wasaga Beach, GWP 629-91-00, Fisheries Compensation Plan (MTO).
- Azimuth Environmental Consulting Inc , 2004 - Fisheries Assessment for the Proposed Installation of Four Culverts on Brock’s Beach Creek, Town of Wasaga Beach Highway 26/Collingwood Airport Road DFO File No.:BU 04-0938 (including correspondence with Fred Dobbs/others at NVCA and historical MNRF data).

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## **APPENDICES**

- Appendix A: Agency Correspondence**
  - Appendix B: NVCA Regulation Mapping**
  - Appendix C: NHIC**
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**APPENDIX A**

**Agency Correspondence**

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## Stephanie Casutt

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**From:** Benvenuti, Jodi (MNRF) [jodi.benvenuti@ontario.ca]  
**Sent:** 08-31-2016 15:39  
**To:** Stephanie Casutt  
**Subject:** RE: AEC16-080 Species at Risk Information Request

Hi Stephanie,

Thanks for the clarification.

Given the urban context and that likely the proposed work will be contained within the existing road corridor or may extend slightly beyond, the species with the highest potential to be present within the corridor is Butternut.

Jodi

---

**From:** Stephanie Casutt [mailto:scasutt@azimuthenvironmental.com]  
**Sent:** August-31-16 3:32 PM  
**To:** Benvenuti, Jodi (MNRF)  
**Subject:** RE: AEC16-080 Species at Risk Information Request

Good Afternoon Jodi,

Thanks for your response to my inquiry.

“Urbanization” refers to the enhancement of the roadway pavement condition and surface drainage problems. In addition to enhancing the road capacity, safety, drainage, and pavement structure deficiency issues, potential for the integration of active transportation components such as pedestrian, bicycle and public transit may exist for this road section. Given the current stage of the project, it is not yet known whether that will involve work beyond the current road corridor, however there is potential that widening of Mosley Street to Beachwood Road will occur.

I hope this answers your questions. Please don't hesitate to call to discuss.

Regards,

STEPHANIE CASUTT  
Terrestrial Ecologist

Azimuth Environmental Consulting, Inc.  
642 Welham Road, Barrie, ON, L4N 9A1  
office: (705)721-8451 ext.204  
cell: (705)305-8582  
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[www.azimuthenvironmental.com](http://www.azimuthenvironmental.com)

*Providing services in hydrogeology, terrestrial and aquatic ecology & environmental engineering*

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**From:** Benvenuti, Jodi (MNRF) [mailto:jodi.benvenuti@ontario.ca]  
**Sent:** 08-31-2016 15:06

**To:** Stephanie Casutt  
**Subject:** RE: AEC16-080 Species at Risk Information Request

Hi Stephanie,

To further assist with your information request, I will need some clarification on a few points:

- What exactly does the “urbanization” of Mosley Street entail?
- Is this restricted to the existing road corridor primarily or does it extend beyond?

Thanks!

Jodi Benvenuti  
Management Biologist  
Ministry of Natural Resources and Forestry  
Midhurst District  
Phone: (705) 725-7513

---

**From:** Stephanie Casutt [<mailto:scasutt@azimuthenvironmental.com>]

**Sent:** August-10-16 10:25 AM

**To:** Benvenuti, Jodi (MNRF)

**Subject:** AEC16-080 Species at Risk Information Request

Good Afternoon Ms. Benvenuti,

Azimuth Environmental has been retained by C.C. Tatham to prepare an Existing Conditions Report relating to the Municipal Class Environmental Assessment (EA) and planning process for the urbanization of Mosley Street from 45<sup>th</sup> street to the east, to Beachwood road to the west in the Town of Wasaga Beach (Attachment 1: Study Location).

I have attached a letter requesting information regarding Species at Risk in the area. I have listed the species we are currently considering in the study, and would appreciate feedback on the matter.

If you have any questions regarding this project please do not hesitate to contact me.

Regards,

Stephanie Casutt  
Terrestrial Ecologist

Azimuth Environmental Consulting, Inc.  
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office: (705)721-8451 ext.204  
cell: (705)305-8582  
[scasutt@azimuthenvironmental.com](mailto:scasutt@azimuthenvironmental.com)  
[www.azimuthenvironmental.com](http://www.azimuthenvironmental.com)

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## Stephanie Casutt

---

**From:** Stephanie Casutt  
**Sent:** 08-10-2016 10:48  
**To:** 'dfeatherstone@nvca.on.ca'  
**Subject:** AEC16-080 Terms of Reference - Town of Wasaga Beach  
**Attachments:** Attachment 1. Study Location.pdf

Hello David,

Azimuth Environmental has been retained by C.C. Tatham to prepare an Existing Conditions Report relating to the Municipal Class Environmental Assessment (EA) and planning process for the urbanization of Mosley Street from 45<sup>th</sup> street to the east, to Beachwood road to the west in the Town of Wasaga Beach (Attachment 1: Study Location).

Azimuth proposes to undertake the following activities to fulfill objectives of this study:

- Contact the Ontario Ministry of Natural Resources and Forestry (MNRF) to acquire current background information regarding Species at Risk (SAR);
- Conduct one (1) field assessment (summer 2016) to evaluate the aquatic ecosystems and assess the ditches for the potential to provide fish habitat and characterize any aquatic habitat features;
- Conduct one (1) field assessment (summer 2016) to characterize and evaluate vegetation communities, record incidental wildlife observations, and assess wildlife habitat, including a screening for Species at Risk;
- Evaluate vegetation communities using protocols of the Ecological Land Classification for Southern Ontario (Lee *et al.* 1998. Ecological land classification for southern Ontario: first approximation and its applications. SCSS Field Guide FG-02);
- Conduct a SAR screening assessment in accordance with Ontario's *Endangered Species Act*;
- Review the preliminary design alternatives and provide input with respect to work on existing environmental features;
- Provide a constraints section within the report based on the environmental features found within the site limits, including habitat alteration, changes to flow regimes, water quality, erosion and sedimentation and ongoing maintenance requirements;
- Recommend (based on preliminary design) any appropriate avoidance/mitigation/restoration strategies to address potential environmental impacts; and
- Based on all data collected throughout our background, field and desktop studies, Azimuth will prepare a draft Existing Conditions Report summarizing all results and recommendations for future environmental permit requirements. The draft report will be forwarded to all applicable members of the project team for review. Following the review process, a final version of the report will be completed and submitted to C.C. Tatham for use during the Environmental Assessment procedure.

At this time, we are asking that NVCA provide comment on the proposed TOR for the above mentioned property. Please do not hesitate to contact me to discuss further.



Regards,

Stephanie Casutt  
Terrestrial Ecologist

Azimuth Environmental Consulting, Inc.  
642 Welham Road, Barrie, ON, L4N 9A1  
office: (705)721-8451 ext.204  
cell: (705)305-8582  
[scasutt@azimuthenvironmental.com](mailto:scasutt@azimuthenvironmental.com)  
[www.azimuthenvironmental.com](http://www.azimuthenvironmental.com)

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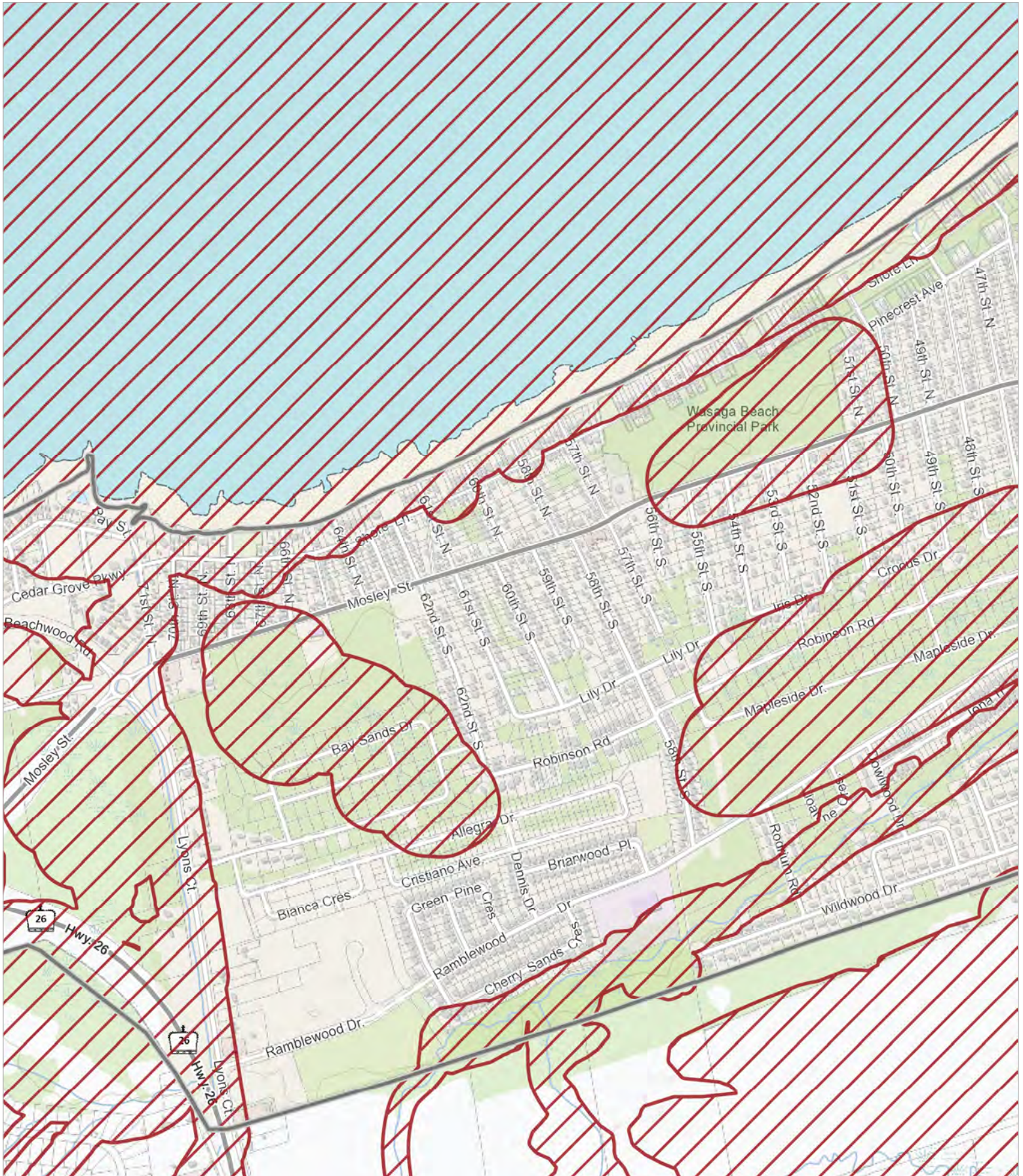
**APPENDIX B**

**NVCA Regulation Mapping**

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# NVCA - Web Map



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0 0.275 0.55 1.1 km

1:18,056

February 21, 2017



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**APPENDIX C**

**NHIC**

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Legend

- Assessment Parcel
- Woodland
- Conservation Reserve
- Provincial Park
- Natural Heritage System
- Ecoregion
- Wetland**
  - Provincially Significant Wetland Evaluated
  - Non - Provincially Significant Wetland Evaluated
  - Unevaluated Wetland
- Area of Natural Heritage & Scientific Interest (ANSI)**
  - Provincially Significant Life Science ANSI
  - Provincially Significant Earth Science ANSI
- Greenbelt Plan**
  - Boundary
  - River Valley Connections
- Land Use Designations**
  - Protected Countryside
  - Towns and Villages
  - Hamlets
  - Urban River Valley
  - Specialty Crop Area
- Niagara Escarpment Plan (NEP)**
  - Boundary
  - Parks and Open Space System
- Land Use Designations**
  - Escarpment Natural Area
  - Escarpment Protection Area
  - Escarpment Rural Area
  - Mineral Resource Extraction Area
  - Escarpment Recreation Area
  - Urban Area
  - Minor Urban Centre
- Oak Ridges Moraine Conservation Plan (ORM)**
  - Boundary
- Land Use Designations**
  - Natural Core Area
  - Natural Linkage Area
  - Countryside Area
  - Rural Settlement
  - Paigrave Estates Residential Community
  - Settlement Area

0.9 0 0.46 0.9 Kilometers

Scale: 1 : 18,055



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**APPENDIX D:  
ARCHAEOLOGICAL ASSESSMENTS & HERITAGE REPORT**

**Built Heritage and Cultural Heritage Landscape Assessment  
Mosley Street Urbanization  
Class Environmental Assessment  
The Corporation of the Town of Wasaga Beach  
Lots 33-34, Concessions 1, 2 and 3  
Geographic Township of Nottawasaga  
Lot 1, Concession 15  
Geographic Township of Sunnidale  
County of Simcoe, Ontario**

Prepared for  
**C.C. Tatham & Associates Ltd.**  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
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By  
**Archaeological Research Associates Ltd.**  
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Kitchener, ON N2H 5Z6  
Tel: (519) 804-2291 Fax: (519) 286-0493

HR-085-2016

**02/23/2017**

**Original Report**

## EXECUTIVE SUMMARY

Under a contract awarded in June 2016 by C.C. Tatham & Associates Ltd., on behalf of the Town of Wasaga Beach, Archaeological Research Associates Ltd. carried out a Built Heritage and Cultural Heritage Landscape Assessment of structures and landscapes with the potential to be impacted by the proposed Mosley Street Urbanization project in the Town of Wasaga Beach, County of Simcoe, Ontario.

The Town of Wasaga Beach Public Works Department has requested engineering services relating to a Municipal Class Environmental Assessment and the planning process for the urbanization of Mosley Street from 45<sup>th</sup> Street to Beachwood Road, approximately 2.6 km in length. The proposed work includes:

- Enhancement of the roadway pavement conditions;
- Address safety concerns;
- Address surface drainage problems;
- Address pavement structure deficiency issues; and
- Incorporation of the recommendations outlined in the *Active Transportation Plan for the Town of Wasaga Beach* (2008), by identification and planning for the integration of active transportation components such as pedestrian, bicycle and public transit.

Mosley Street is a part of the main east/west corridor in the Town of Wasaga Beach so is important in servicing commuter, recreational and tourist traffic. Currently, it is a two-lane road with a rural cross-section (i.e., partly paved shoulders and open ditches). The Built Heritage and Cultural Heritage Landscape Assessment approach included:

- Background research concerning the project context and historical context of the study area;
- Consultation with the Town of Wasaga Beach and the Simcoe County's staff regarding heritage matters in the study area;
- Identification of any designated or recognized properties within the limits of the study area;
- On-site inspection and creation of an inventory of all properties with potential Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs) within the study area;
- A description of the location and nature of potential cultural heritage resources;
- Evaluation of each potential cultural heritage resource against the criteria set out in Ontario Regulation 9/06, and 10/06, where applicable, for determining cultural heritage value or interest (CHVI);
- Evaluation of potential project impacts; and
- Provision of suggested strategies for the future conservation of identified cultural heritage resources.

As a result of consultation and field survey, the following BHRs were identified as having potential CHVI: 2115 Mosley Street (BHR 1), 2121 Mosley Street (BHR 2),



3057 Mosley Street (BHR 3), 3091 Mosley Street (BHR 4), 66 58th Street North (BHR 6), 3116 Mosley Street (BHR 6), 3130 Mosley Street (BHR 7) and 3267 Mosley Street (BHR 8). No CHLs were identified in the study area.

An analysis of the impacts of the proposed Mosley Street Urbanization project found that there are no anticipated direct impacts to the identified BHRs. The heritage attributes of the BHRs are largely defined by intrinsic values (i.e., those rooted in the architecture of the buildings or in their association with key individuals or communities) and these values will continue to exist with or without the urbanization/upgrading of Mosley Street. There may be some indirect impacts to the BHRs, during construction activities and minor changes to the character of the existing frontage of properties along Mosley Street due to the “urbanization”-related activities.

As a result of this Built Heritage Resource and Cultural Heritage Landscape Assessment, the following mitigation strategies are recommended:

- Isolate development and site alteration from identified BHRs and their heritage attributes. During the planning and design of the urbanization of the 2.6 km length of Mosley Street care should be taken to avoid, where possible, the eight BHRs;
- Should project-related activities be planned for properties with identified BHRs a qualified heritage consultant should be contracted to provide detailed mitigation options to address the proposed work on the BHRs;
- Road urbanization, particularly the possible installation of sidewalks, bike lanes and/or transit stops, provides an opportunity for some of the cultural heritage resources to be interpreted (i.e., with plaques);
- Public consultation may result in additional potential cultural heritage resources being identified. These potential cultural heritage resources should be reviewed by a qualified heritage consultant to: 1) determine their cultural heritage value or interest 2) evaluate potential project impacts and 3) suggest strategies for future conservation of any identified cultural heritage resources;
- Previously-unrecognized cultural heritage resources with CHVI discussed in this assessment *may* be worthy of inclusion on a Municipal Heritage Register; and
- This Built Heritage and Cultural Heritage Landscape Assessment should be provided to staff/planners at the Town of Wasaga Beach and County of Simcoe.

## TABLE OF CONTENTS

<b>1.0</b>	<b>PROJECT CONTEXT</b>	<b>1</b>
<b>2.0</b>	<b>METHOD</b>	<b>3</b>
2.1	Key Concepts	3
2.2	Types of Recognition	5
2.3	Approach	5
2.3.1	Historical Research	6
2.3.2	Consultation	6
2.3.3	Field Survey	6
2.4	Evaluation of Significance	6
2.4.1	Local Value	6
2.4.2	Provincial Significance	7
2.5	Evaluation of Impacts	8
2.6	Mitigation Strategies	8
2.7	Summary of Approach	9
<b>3.0</b>	<b>HISTORICAL CONTEXT</b>	<b>9</b>
3.1	Nottawasaga Township, Sunnidale Township and Simcoe County	9
3.2	Town of Wasaga Beach	10
3.3	Study Area	11
<b>4.0</b>	<b>HERITAGE CONTEXT</b>	<b>17</b>
<b>5.0</b>	<b>HERITAGE ASSESSMENT</b>	<b>17</b>
<b>6.0</b>	<b>DEVELOPMENT PLAN</b>	<b>23</b>
<b>7.0</b>	<b>ANALYSIS OF POTENTIAL IMPACTS</b>	<b>23</b>
<b>8.0</b>	<b>RECOMMENDATIONS AND CONCLUSIONS</b>	<b>24</b>
<b>9.0</b>	<b>BIBLIOGRAPHY AND SOURCES</b>	<b>26</b>

## LIST OF MAPS

Map 1: Study Area in the Town of Wasaga Beach	2
Map 2: Patent Plan of <i>Nottawasaga Township</i> (n1832 with Updates), Showing the Study Area	12
Map 3: Detail of the <i>Map of Nottawasaga and Sunnidale Townships</i> from J. Hogg's <i>Hogg's Map of the County of Simcoe</i> . (1871), Showing the Study Area	13
Map 4: Detail of the <i>Map of Nottawasaga Township</i> from H. Belden's <i>Illustrated Historical Atlas of Simcoe County, Ont.</i> (1881), Showing the Study Area	14
Map 5: Detail of the <i>Map of Sunnidale Township</i> from H. Belden's <i>Illustrated Historical Atlas of Simcoe County, Ont.</i> (1881), Showing the Study Area	15

Map 6: Historic Aerial Image (1954), Showing the Study Area	16
Map 7: Assessment Result – Map 1	19
Map 8: Assessment Result – Map 2	20
Map 9: Assessment Result – Map 3	21

## **LIST OF APPENDICES**

Appendix A: Built Heritage Resources	29
Appendix B: Team Member Curriculum Vitae	46

## **GLOSSARY OF ABBREVIATIONS**

ARA – Archaeological Research Associates Ltd.  
BHR – Built Heritage Resource  
CHVI – Cultural Heritage Value or Interest  
CHL – Cultural Heritage Landscape  
EA – Environmental Assessment  
MTC – (Former) Ministry of Tourism and Culture  
MTCS – Ministry of Tourism, Culture and Sport  
MCEA – Municipal Class Environmental Assessment  
OHA – Ontario Heritage Act  
OHT – Ontario Heritage Trust  
O. Reg. – Ontario Regulation  
PPS – Provincial Policy Statement

## **PERSONNEL**

**Project Director:** P.J. Racher, M.A. CAHP  
**Project Manager:** K. Jonas Galvin, M.A., CAHP  
**Heritage Assessment:** K. Jonas Galvin and P. Young, M.A., CAHP  
**Site Visit:** K. Jonas Galvin  
**Historical Research:** S. Clarke, B.A.  
**Photography:** K. Jonas Galvin  
**Cartographer:** K. Brightwell (GIS)  
**Technical Writers:** K. Jonas Galvin, J. McDermid, B.A. and P. Young

## **1.0 PROJECT CONTEXT**

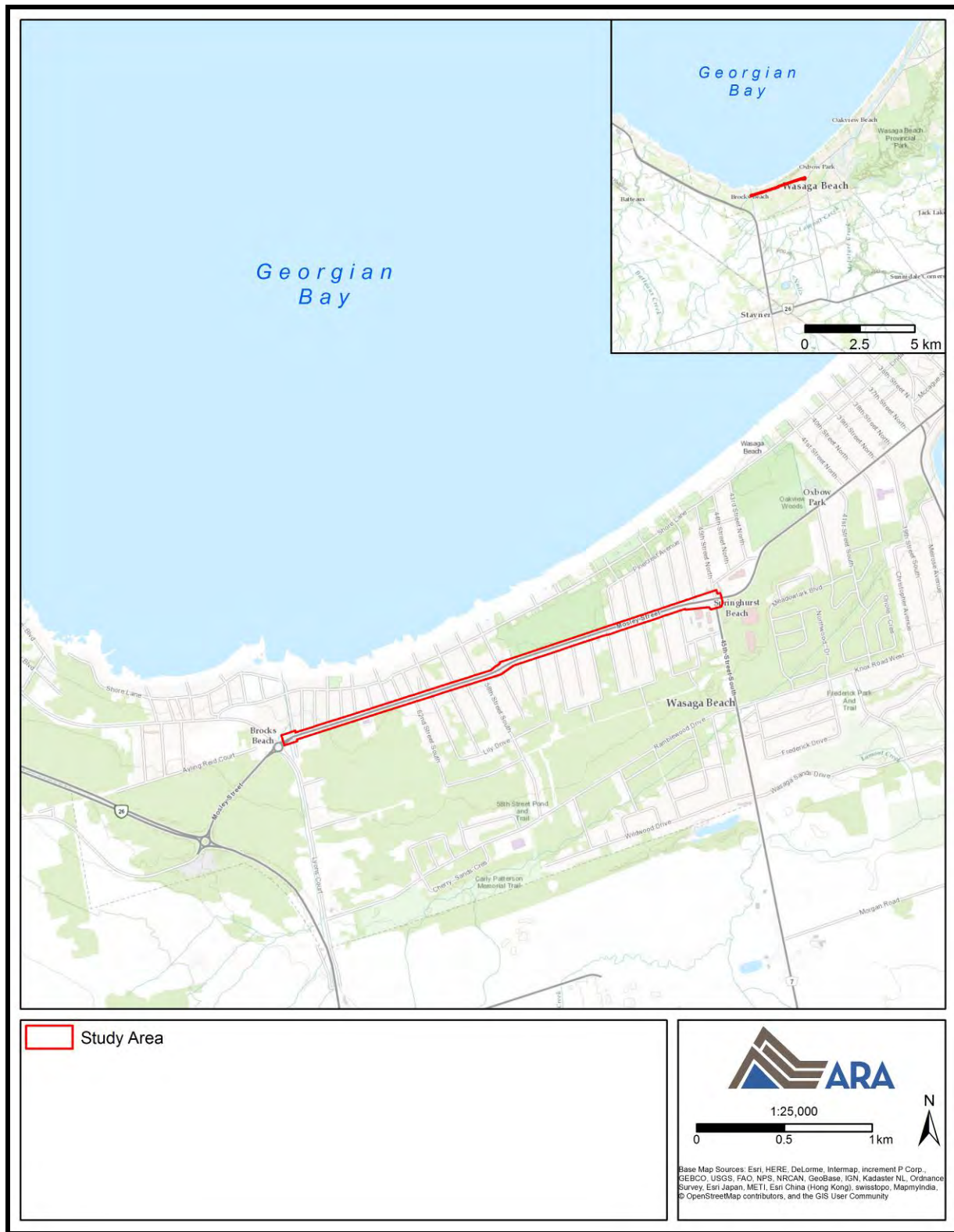
Under a contract awarded in June 2016 by C.C. Tatham & Associates Ltd. on behalf of the Town of Wasaga Beach, Archaeological Research Associates Ltd. (ARA) carried out a Built Heritage and Cultural Heritage Landscape Assessment of structures and landscapes with the potential to be impacted by the proposed Mosley Street Urbanization project in the Town of Wasaga Beach, County of Simcoe, Ontario.

Mosley Street, as a part of the main east/west corridor in the Town of Wasaga Beach, and is important in servicing commuter, recreational and tourist traffic. Currently, it is a two-lane road having a rural cross-section (i.e., partly paved shoulders and open ditches). The Town of Wasaga Beach Public Works Department is proposing engineering services related to a Municipal Class Environmental Assessment (EA) and the planning process for the urbanization of Mosley Street from 45<sup>th</sup> Street to Beachwood Road. The proposed work includes: enhancement of the roadway pavement conditions; address safety concerns; address surface drainage problems; address pavement structure deficiency issues; and incorporation of the recommendations outlined in the *Active Transportation Plan for the Town of Wasaga Beach* (2008), by identification and planning for the integration of active transportation components such as pedestrian, bicycle and public transit. These proposed urbanization activities are to be reviewed with reference to any potential environmental impacts and to provide mitigation options for any potential impacts, if necessary.

The study area consists of an approximately 2.6 km corridor of land located in the Town of Wasaga Beach. This parcel comprises the north and south side of Mosley Street, from 71<sup>st</sup> Street eastward along Mosley Street to 45<sup>th</sup> Street. The study area falls on Lots 33–34, Concessions 1, 2 and 3, Geographic Township of Nottawasaga, and Lot 1, Concession 15, Geographic Township of Sunnidale, County of Simcoe, Ontario. The study area includes the road, the right of way and portions of the adjacent property parcels (see Map 1).

The purpose of this assessment is to identify and evaluate the cultural heritage resources within the study area that may be impacted by the Municipal Class EA that is being conducted in relation to the urbanization of Mosley Street. This assessment was conducted in accordance with the aims of the *Environmental Assessment Act*, R.S.O. 1990, *Provincial Policy Statement* (2014) and the *Ontario Heritage Act*, R.S.O. 1990, c. O.18, *County of Simcoe Official Plan* (2016), and *Official Plan of the Town of Wasaga Beach* (2013).

All notes, photographs and records pertaining to the heritage assessment are currently housed in ARA's processing facility located at 1480 Sandhill Drive – Unit 3, Ancaster, Ontario. Subsequent long-term storage will occur at the same location.



**Map 1: Study Area in the Town of Wasaga Beach**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

## 2.0 METHOD

The framework for this assessment report is provided by provincial environmental and planning legislation and policies as well as regional and local municipal Official Plans and guidelines. Within the *Environmental Assessment (EA) Act*, the environment includes as “any building, structure, machine or other device or thing made by humans”. An Environmental Assessment is a study that evaluates both the potential positive and/or negative effects of a project on the environment. This study is conducted as part of a streamlined self-assessment EA process called a Class EA which apply to routine projects grouped into classes for the Municipal Class EA (MCEA) the classes range from A (minor undertakings) to C (construction of new large facilities). The Municipal Class EA applies to municipal infrastructure undertakings including roads, water and wastewater projects.

*PPS 2014* promotes the conservation of cultural heritage resources through policies in Section 2.6 such that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved” as per policy 2.6.1 (2014:29).

With respect to cultural heritage, one of the goals of the *County of Simcoe Official Plan* is to “protect, conserve, and enhance the County’s natural and cultural heritage” (2016:13). And the *Official Plan of the Town of Wasaga Beach* contains policies that address cultural heritage resources and the EA Act such as policy 15.2.6.9 “Council may employ relevant legislation to encourage the preservation and enhancement of cultural heritage resources may include the *Heritage Act*, the *Planning Act*, as amended, the *Municipal Act*, as amended, the *Environmental Assessment Act*, as amended, and the *Aggregate Resources Act*, as amended” (2013:123).

Through careful analysis of the heritage values and attributes of an identified resource, coupled with an analysis of project impacts and an outline of potential mitigation measures, the aims of the *Environmental Assessment Act* and these Official Plans can be met.

### 2.1 Key Concepts

The following concepts require clear definition in advance of the methodological overview; proper understanding is fundamental for any discussion pertaining to cultural heritage resources:

- **Cultural Heritage Value or Interest (CHVI)**, also referred to as Heritage Value, is identified if a property meets one of the criteria outlined in O. Reg. 9/06 namely historic or associate value, design or physical value and/or contextual value. Provincial significance is defined under *Ontario Heritage Act (OHA) O. Reg. 10/06*.
- **Built Heritage Resource (BHR)** can be defined in the *PPS* as: “a building, structure, monument, installation or any manufactured remnant that contributes to a property’s cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the *OHA*, or included on local, provincial and/or federal registers” (MMAH 2014:39).

- **Cultural Heritage Landscape (CHL)** is defined in the *PPS* as: “a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g., a National Historic Site or District designation, or a UNESCO World Heritage Site)” (MMAH 2014:40).

It is recognized that the heritage value of a CHL is often derived from its association with historical themes that characterize the development of human settlement in an area (Scheinman 2006). In Ontario, typical themes which may carry heritage value within a community include, but are not limited to: 1) Pre-Contact habitation, 2) early European exploration, 3) early European and First Nations contacts, 4) pioneer settlement, 5) the development of transportation networks, agriculture and rural life, 6) early industry and commerce, and/or 7) urban development. Individuals CHLs may be related to a number of these themes simultaneously.

The *Operational Guidelines for the Implementation of the World Heritage Convention* defines several types of CHLs: 1) designed and created intentionally by man, 2) organically evolved landscapes which fall into two-subcategories (relic/fossil or continuing), and 3) associative cultural landscapes (UNESCO 2008:86). MCL (at the time) *Information Sheet #2 Cultural Heritage Landscapes* (MCL 2006c) repeats these definitions to describe landscapes in Ontario.

- **Conserved** means “the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the *Ontario Heritage Act*. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments” (MMAH 2014:40).
- **Heritage Attributes** are defined in the *Ontario Heritage Act* as: “the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include the property’s built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property means, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest” (Government of Ontario 2009).

- **Significant** in reference to cultural heritage is defined as: “resources that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people” (MMAH 2014:49).

## **2.2 Types of Recognition**

BHRs and CHLs are broadly referred to as cultural heritage resources. A variety of types of recognition exist to commemorate and/or protect cultural heritage resources in Ontario.

The National Historic Sites program commemorates important sites, people or events that had a nationally significant effect on, or illustrate a nationally important aspect of, the history of Canada. The Minister of Canadian Heritage on the advice of the Historic Sites and Monuments Board of Canada (HSMBC) makes recommendations to the program. Another form of recognition at the federal level is the Canadian Heritage Rivers System program. It is a federal program to recognize and conserve rivers with outstanding natural, cultural and recreational heritage. It is important to note that both of these federal commemoration programs do not offer protection from alteration or destruction.

The Ontario Heritage Trust (OHT) operates the Provincial Plaque Program, which has over 1,250 provincial plaques recognizing key people, places and events that shaped the province. Additionally, properties owned by the province may be recognized as a “provincial heritage property” (MTC 2010). A cultural heritage resource may also be protected through an OHT or municipal easement. Many municipal heritage committees and historical societies provide plaques for local places of interest. “One role of municipal heritage groups (i.e. municipal heritage committees, historical societies) is to educate and inform the community on local heritage and several ways this could occur could include: producing descriptive guides and newsletters or by installing commemorative plaques” (MCL 2007:8).

Under *Section 27* of the *OHA*, a municipality must keep a Municipal Heritage Register. A Register lists designated properties (those protected by Part IV (individual properties) or Part V (Heritage Conservation Districts) designation under the *OHA* as well as other properties of cultural heritage value or interest in the municipality. Properties on this list that are not formally designated are commonly referred to as “listed”. Listed properties are flagged for planning purposes and are afforded a 60-day delay in demolition if a demolition request is received.

## **2.3 Approach**

The *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* indicates a need to describe the “affected environment” which is “a spatially defined area within which land will be altered as a result of the proponent’s development” (MCL 1992:3). As such ARA completes in depth research and evaluation of any potential cultural heritage resource within the project area. ARA’s business practice also considers a larger study area that takes into account adjacent properties. This ensures that every BHR and CHL that may be subject to potential indirect project impacts is identified.



A combination of background research, consultation with the local community and field survey is essential to identify and effectively evaluate properties with potential BHRs and CHLs in a meaningful and objective format.

### **2.3.1 Historical Research**

Background information is obtained from aerial photographs, historical maps (e.g., illustrated atlases), archival sources (e.g., historical publications and records), published secondary sources (online and print) and local historical organizations.

### **2.3.2 Consultation**

Consultation with the local community is essential for determining the community value of cultural heritage resources. At project commencement, ARA contacts the relevant local and regional municipalities to inquire about: 1) protected properties in the study area, 2) properties with other types of recognition in the study area, 3) previous studies relevant to the current study, and 4) other heritage concerns regarding the study area or project area. Where possible, information is also sought directly from the MTCS and OHT. Public input is an ongoing process with stakeholders, providing feedback at various stages in the project and through this input additional potential cultural heritage resources may be identified.

### **2.3.3 Field Survey**

The field survey component of an assessment involves the collection of primary data through systematic photographic documentation of all potential cultural heritage resources within the study area, as identified through historical research and consultation. Generally, potential cultural heritage resources are identified by applying a 40 year rolling timeline. This timeline is considered an industry best practice (e.g., MTO 2008). A date of 40 years does not automatically attribute CHVI to a resource; rather, that it should be flagged as a potential resource and evaluated for CHVI.

Additional cultural heritage resources may also be identified during the survey itself. Photographs capturing all properties with potential BHRs and CHLs are taken, as are general views of the surrounding landscape. The site visit also assists in confirming the location of each potential cultural heritage resource and helps to determine the relationship between resources. Given that such surveys are limited to areas of public access (e.g., roadways, intersections, non-private lands, etc.), there is always the possibility that obscured cultural heritage resources may be missed or that heritage attributes may be refined with closer inspection.

## **2.4 Evaluation of Significance**

### **2.4.1 Local Value**

In order to objectively identify cultural heritage resources, O. Reg. 9/06 made under the *OHA* sets out three principal criteria with nine sub-criteria for determining CHVI (MCL 2006a:20–27). The criteria set out in the regulation were developed to identify and evaluate properties for designation under the *OHA*. Best practices in evaluating properties that are not yet protected

employ O. Reg. 9/06 to determine if they have CHVI. These criteria include: design or physical value, historical or associative value and contextual value.

Design or Physical Value manifests when a feature:

- is a rare, unique, representative or early example of a style, type, expression, material or construction method;
- displays a high degree of craftsmanship or artistic value; or
- displays a high degree of technical or scientific achievement.

Historical or Associative Value appears when a resource:

- has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to the community;
- yields or has the potential to yield information that contributes to the understanding of a community or culture; or
- demonstrates or reflects work or ideas of an architect, builder, artist, designer or theorist who is significant to the community.

Contextual Value is implied when a feature:

- is important in defining, maintaining or supporting the character of an area;
- is physically, functionally, visually or historically linked to its surroundings; or
- is a landmark.

If a potential cultural heritage resource (BHR or CHL) is found to meet any one of these criteria, it can then be considered an identified resource.

#### ***2.4.2 Provincial Significance***

Issued under the *OHA*, O. Reg. 10/06 outlines the criteria to determine if a property is of provincial significance. In order to be a “heritage property of provincial significance” a site must meet one or more of the following criteria:

- The property represents or demonstrates a theme or pattern in Ontario’s history;
- The property yields, or has the potential to yield, information that contributes to an understanding of Ontario’s history;
- The property demonstrates an uncommon, rare or unique aspect of Ontario’s cultural heritage;
- The property is of aesthetic, visual or contextual importance to the province;
- The property demonstrates a high degree of excellence or creative, technical or scientific achievement at a provincial level in a given period;
- The property has a strong or special association with the entire province or with a community that is found in more than one part of the province. The association exists for historic, social, or cultural reasons or because of traditional use;

- The property has a strong or special association with the life or work of a person, group or organization of importance to the province or with an event of importance to the province; or
- The property is located in unorganized territory and the Minister determines that there is a provincial interest in the protection of the property. O. Reg. 10/06, s. 1 (2).

## 2.5 Evaluation of Impacts

Any potential project impacts on identified BHRs or CHLs must be evaluated, including direct and indirect impacts. *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006b:3) provides an overview of several major types of negative impacts, including but not limited to:

- Destruction of any, or part of any, significant heritage attributes;
- Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;
- Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
- Isolation of a heritage attribute from its surrounding environment, context or significant relationship;
- Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
- A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces; and
- Land disturbances such as a change in grade that alters soils, and drainage patterns that adversely affect an archaeological resource.

The above direct and indirect impacts are primarily negative impacts but there may be positive effects as a result of an EA Act project. For example, more recent infrastructure may be removed to restore the original views to cultural heritage resources

## 2.6 Mitigation Strategies

If potential impacts on identified heritage resources are determined, proposed conservation or mitigative/avoidance measures must be recommended.

The Ministry of Culture's *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (2006b:3) lists several specific methods of minimizing or avoiding a negative impact on a cultural heritage resource, including but not limited to:

- Alternative development approaches;
- Isolating development and site alteration from significant built and natural features and vistas;
- Design guidelines that harmonize mass, setback, setting, and materials;
- Limiting height and density;
- Allowing only compatible infill and additions;

- Reversible alterations; and
- Buffer zones, site plan control, and other planning mechanisms.

Strategies also may be developed to enhance positive environmental effects as a result of an EA undertaking

## **2.7 Summary of Approach**

The approach outlined herein is supported by the best practices, guidelines and policies of the following:

- The *Provincial Policy Statement* (2014);
- The *Ontario Heritage Act* (R.S.O. 1990);
- *Environmental Assessment Act* (R.S.O. 1990);
- *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (MCL 1992);
- The *Ontario Heritage Tool Kit* series (MCL 2006a);
- *County of Simcoe Official Plan* (2016) and
- *Official Plan of the Town of Wasaga Beach* (2013).

The Mosley Street Urbanization Built Heritage and Cultural Heritage Landscape Assessment was directed by P.J. Racher, M.A., CAHP, was managed by K. Jonas Galvin, B.E.S, CAHP, the heritage assessment was conducted by K. Jonas Galvin and P. Young, M.A., CAHP, the site visit was completed by K. Jonas Galvin and the historic research was completed by S. Clarke., B.A. Curriculum Vitae for these key personnel are in Appendix B.

## **3.0 HISTORICAL CONTEXT**

### **3.1 Nottawasaga Township, Sunnidale Township and County of Simcoe**

Although many cultural heritage resources have strong associations with Aboriginal communities, all of the features considered in this report can be associated with Post-Contact (rather than Pre-Contact) cultural developments. Accordingly, the history of the initial settlement and growth of Euro-Canadian communities in the Nottawasaga Township, Sunnidale Township and County of Simcoe are of direct relevance to the present study, as opposed to that of the Pre-Contact period. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories.

The early history of the study area can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 1.

**Table 1: County and Township Settlement History  
 (Smith 1846; Hunter 1909; Cumming 1970; Watson 2009)**

Historical Event	Timeframe	Characteristics
Loyalist Influx	Late 18 <sup>th</sup> century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; John Collins acquires the northern part of the Toronto Carrying Place in 1785; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
Simcoe County Development	Late 18 <sup>th</sup> and early 19 <sup>th</sup> century	Became part of the expansive Kent County in 1792; Penetanguishene Peninsula Purchase completed in 1798; Nominally became part of Simcoe County in 1798; Lake Simcoe Purchase completed in 1815; Lake Simcoe-Nottawasaga Purchase completed in 1818; All townships fully surveyed by the mid-1830s; Townships ceded to Waterloo County in 1837 and York County 1838; Simcoe County independent after the abolition of the district system in 1849.
Sunnidale Township Formation	Early 19 <sup>th</sup> century	The township before purchase from the Anishinabeg, was key land in the War of 1812 for control of the Upper Great Lakes; The of the Township of Sunnidale was not surveyed until 1832 and 1833; Thomas Kelly laid out the 16 concessions that would make up the township, and William Hawkins surveyed the Sunnidale Road.
Sunnidale Township Development	Mid-19 <sup>th</sup> and early 20 <sup>th</sup> century	It is believed that the area's sandy soil made the land relatively unattractive to the earliest farmers resulting in slow population growth however logging thrived in the area; By 1846, only 3,144 acres were taken up in the township, with 378 acres under cultivation with a small population of 174; Due to the proximity to Wasaga Beach, the area since the 1880s was developed as a cottage and vacation area.
Nottawasaga Township Formation	Early 19 <sup>th</sup> century	The Township of Nottawasaga was surveyed by Thomas Kelly in 1832 and Charles Rankin in 1833, and the first settlers arrived in 1834; Original settlement happened mostly with Scottish settlers at Bowmore (Duntroon).
Nottawasaga Township Development	Mid-19 <sup>th</sup> and early 20 <sup>th</sup> century	The population the Township of Nottawasaga reached 420 in 1842, and the majority of the pioneers were Scottish. By the mid-19 <sup>th</sup> century, a total of 7,628 ha had been taken up in the township, 623 ha of which were under cultivation. At that time, there were three grist mills and three saw mills in operation; The most prominent settlement was Collingwood which by 1881, it contained two saw mills, a water and steam powered flouring mill, two tanneries, sash and door factories, shingle and stave factories, a foundry and boiler shop, several shipyards, three printing offices, two banks and eight hotels.

### 3.2 Town of Wasaga Beach

The study area lies at the western extent of the Town of Wasaga Beach. Initially, the Town of Wasaga Beach was a small settlement known as Van Vlack, named after John Van Vlack whom purchased 69 acres of land near the Nottawasaga River in 1870. A sawmill was constructed by Van Vlack, and by 1896 the settlement had a population of approximately 70 people.

As the 20<sup>th</sup> century approached, the area began to be exploited for its summer resort capabilities with hotels and cottages dotting the landscape around the mouth of the Nottawasaga River. Cottage courts first appeared in the 1920s, though at this time the western extent of the settlement was modern 18<sup>th</sup> Street. Wasaga Beach became a police village in 1940, was designated as an improvement district in 1946 and became an incorporated village in 1949 (Watson 2013:12).

In 1974 both Brock's Beach and Springhurst were annexed to Wasaga Beach, which had been incorporated as a town on January 1<sup>st</sup> of the same year. The influx of visitors to the area and the establishment of the Wasaga Beach Provincial Park put an end to the presence of cars driving on the beach, which was previously the main road of the area. The main (east) end of the town was

closed off to all vehicular traffic and became a pedestrian mall. The Town of Wasaga Beach now stretches from the Collingwood boundary to the west and the boundary of Tiny Township to the west.

### 3.3 Study Area

As discussed in Section 1.1, the study area for this assessment falls on part Lots 33–34, Concessions 1, 2 and 3, Geographic Township of Nottawasaga, and Lot 1, Concession 15, Geographic Township of Sunnidale, County of Simcoe, Ontario.

In an attempt to reconstruct the historic land use of the study area, ARA examined four historical maps that documented past residents, structures (e.g., homes, businesses and public buildings) and features between the mid-19<sup>th</sup> and early 20<sup>th</sup> centuries and one aerial image from the mid-20<sup>th</sup> century. Specifically, the resources outlined in Table 2 were consulted.

**Table 2: Maps and Aerial Photographs Consulted**

Year	Map Title	Reference
1832	Nottawasaga Township	Kelly
1871	Map of the County of Simcoe	Hogg
1881	Nottawasaga Township	Belden
1881	Sunnidale Township	Belden
1954	Aerial Photo	U of T

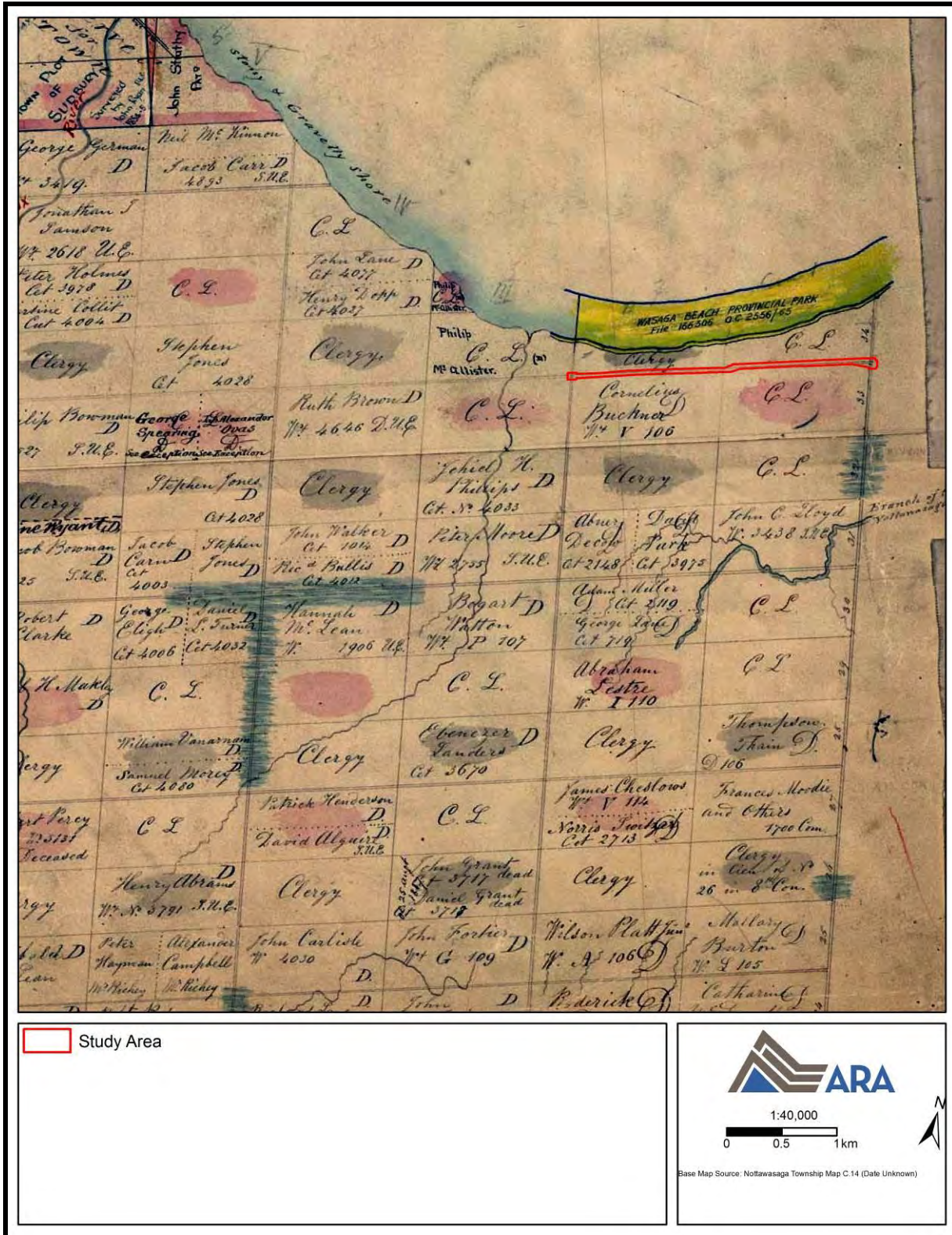
The limits of the study area are shown on 1) georeferenced versions of the consulted historical maps and 2) georeferenced version of the aerial image from 1954 in Map 2–Map 6.

Kelly’s patent plan for the *Township of Nottawasaga* (1832, with updates) indicates that the study area was comprised of Crown and Clergy reserves. Cornelius Buckner is attributed as owning Lot 33, Concession 2 (updated in 1837); however, no structures are indicated within the study area on the patent plan.

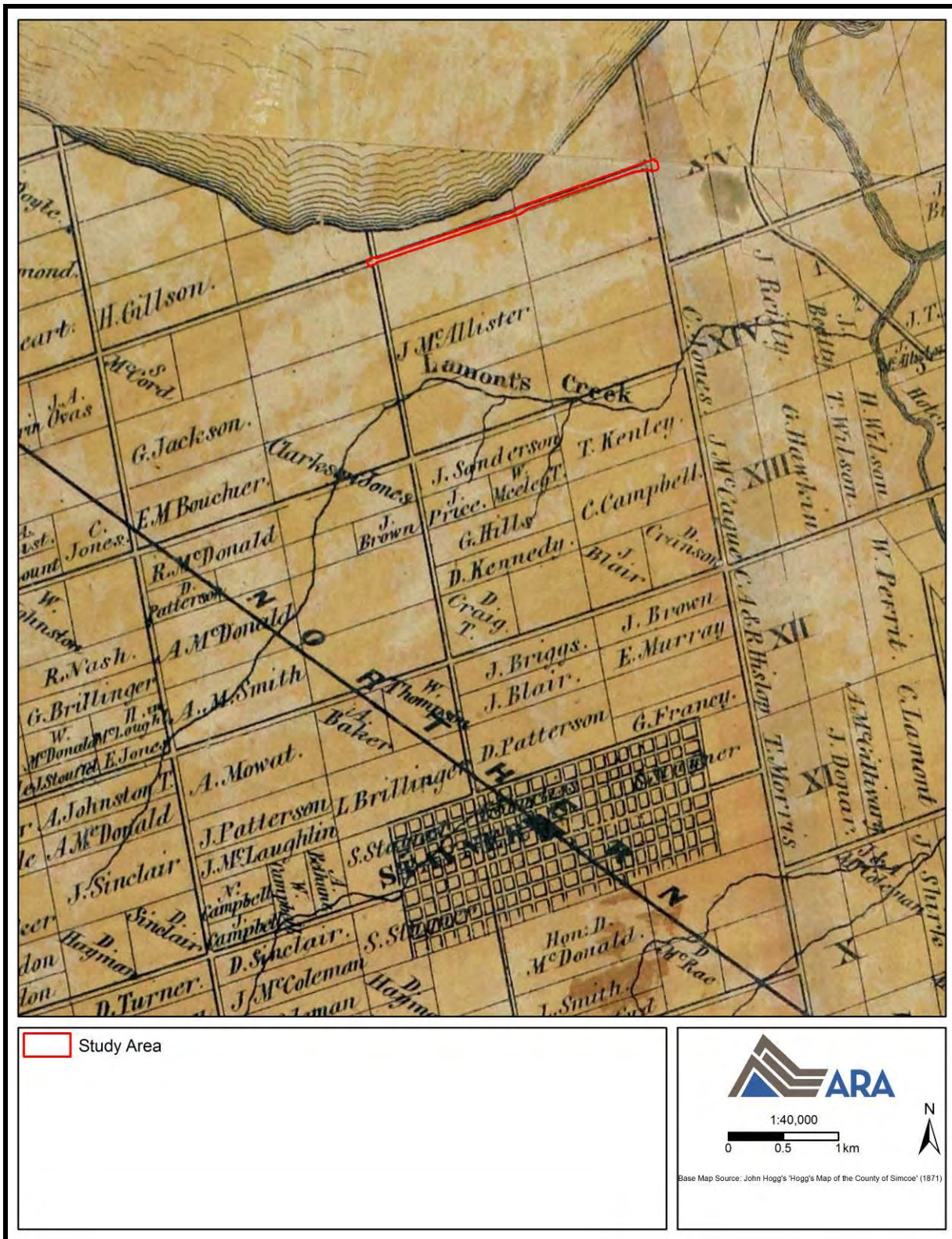
Hogg’s *Map of the County of Simcoe* (1871) does not indicate land ownership or structures on the lots within the study area. Lots to the west, south and east of the study area appear to be well settled, with the Village of Stayner to the south diagonally bisected by a branch of the Northern Railway.

The 1881 maps of Sunnidale Township and Nottawasaga Township do not provide any additional settlement information for the study area (Belden 1881). Modern Mosley Street is indicated on the historic mapping as a historic thoroughfare, as are modern 71<sup>st</sup> and 45<sup>th</sup> Streets, which were former concession roads.

By 1954, the current road alignments flanking Mosley Street (north–south) had been established. Brock’s Beach is indicated at the western extent of the study area and development along Shore Lane (parallel to the Georgian Bay shoreline) was in effect at this time.

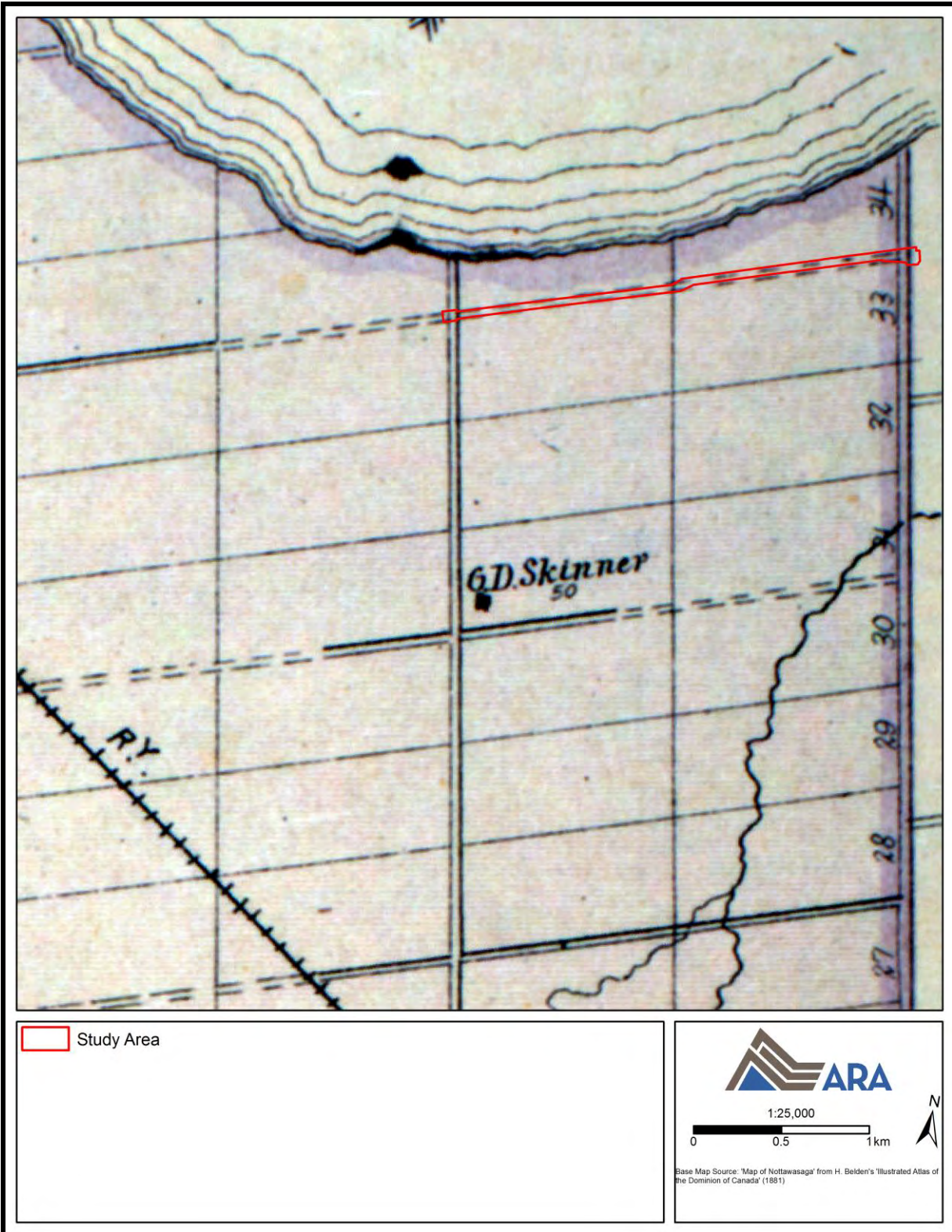


**Map 2: Patent Plan of Nottawasaga Township (n1832 with Updates), Showing the Study Area (Archives of Ontario n.d.)**

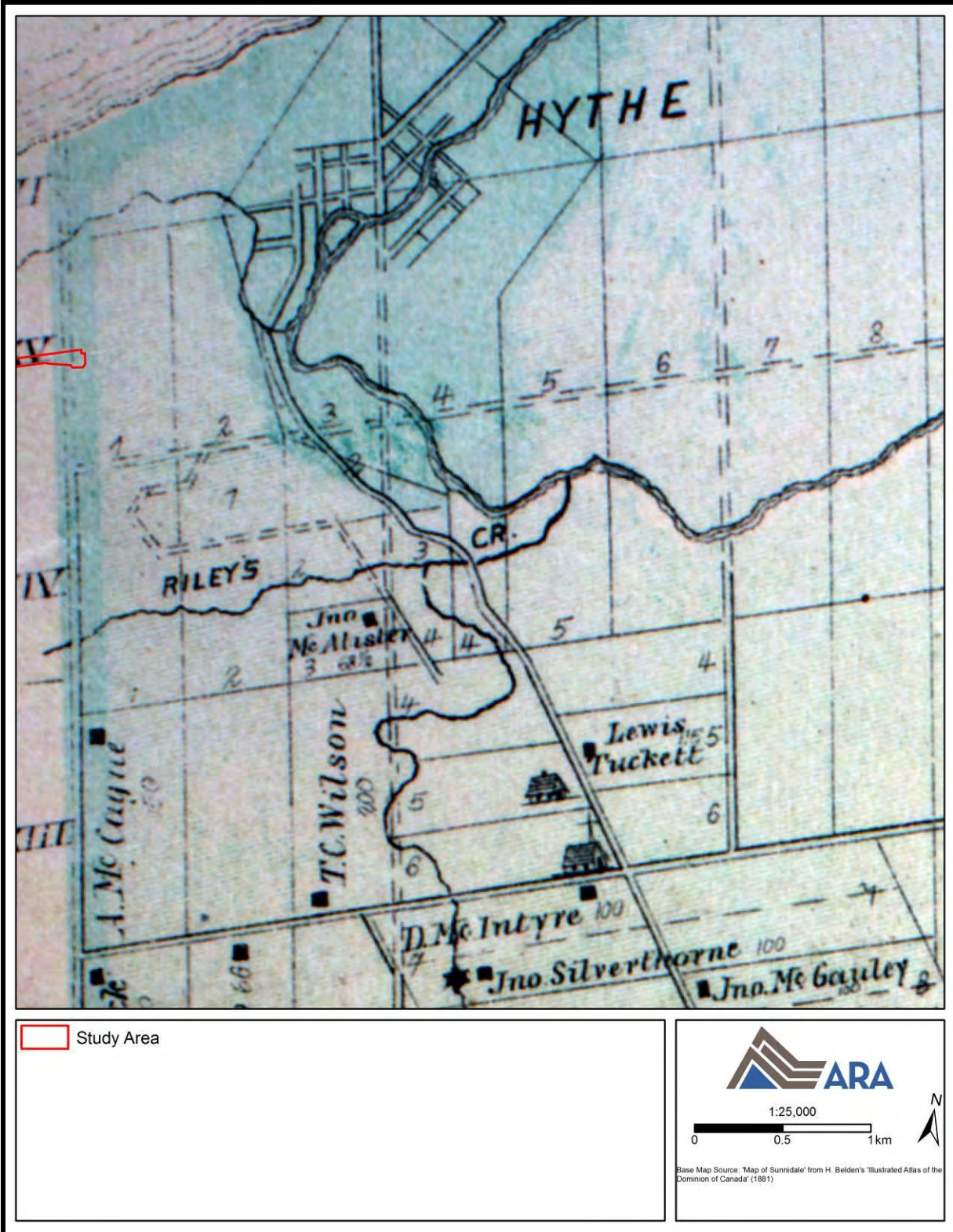


**Map 3: Detail of the Map of Nottawasaga and Sunnidale Townships from J. Hogg's Hogg's Map of the County of Simcoe. (1871), Showing the Study Area (J. Hogg 1871)**

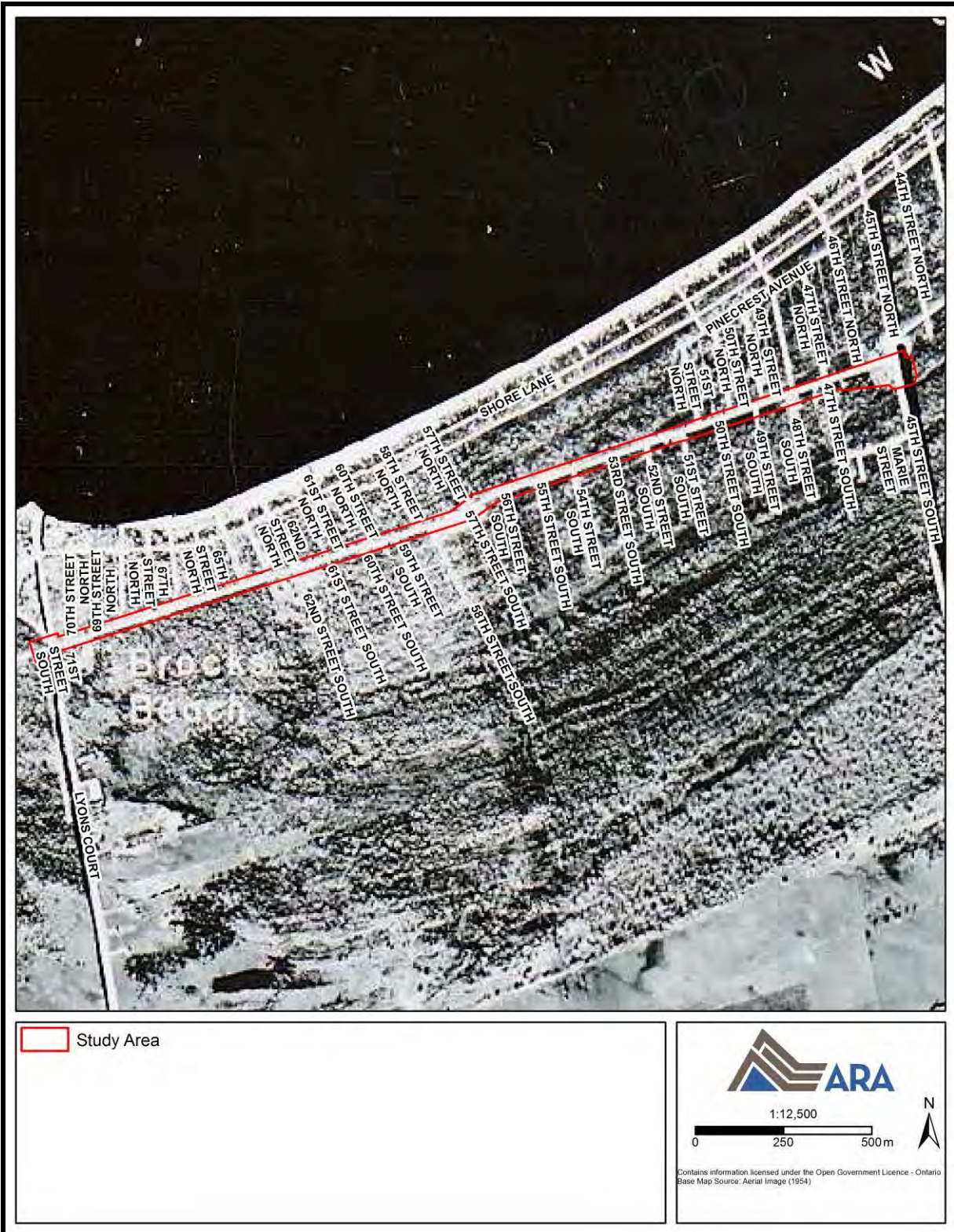




**Map 4: Detail of the Map of Nottawasaga Township from H. Belden's *Illustrated Historical Atlas of Simcoe County, Ont.* (1881), Showing the Study Area (McGill University 2001)**



**Map 5: Detail of the Map of Sunnidale Township from H. Belden's *Illustrated Historical Atlas of Simcoe County, Ont.* (1881), Showing the Study Area (McGill University 2001)**



**Map 6: Historic Aerial Image (1954), Showing the Study Area  
(University of Toronto 1954)**

## **4.0 HERITAGE CONTEXT**

In order to determine whether any previously-identified properties of CHVI are located within the study area, ARA consulted a number of heritage groups and online heritage resources.

MTCS's current list of Heritage Conservation Districts was consulted. No designated districts were identified in the study area (MTCS 2016). The list of properties designated by the Ministry of Tourism, Culture and Sport under Section 34.5 of the *OHA* was consulted. No properties in the study area are listed. The OHT plaque database and the Federal Canadian Heritage Database were searched. None of the properties within the study area are commemorated with an OHT plaque.

ARA staff contacted the Town of Wasaga Beach and the County of Simcoe via email on July 14, 2016 and with follow up emails on July 28, 2016. The County of Simcoe indicated they had no information on heritage resources in the study area. In a phone call on August 7, 2016, the Town of Wasaga Beach indicated that there were several properties of heritage interest in the town and these were profiled in articles on the Town's Archives' webpage. ARA confirmed these articles also were also captured in Watson's "Sharing Memories: Stories of Wasaga's Past" (2013), a source that was consulted during ARA's research. A review of the material determined that there were no designated or listed properties in the study area.

As part of the EA process, public input is also sought from Public Open Houses (or Public Information Centres). At these meetings additional potential cultural heritage resources may be identified.

A site visit was conducted on July 8, 2016 in order to photograph and document the study area, and to record any local features that could enhance our understanding of their setting in the landscape and contribute to the cultural heritage evaluation process. The site visit was conducted from publicly accessible, non-private lands.

## **5.0 HERITAGE ASSESSMENT**

The study area consists of a 2.6 km segment of Mosley Street, from 45<sup>th</sup> Street to Beachwood Road. Mosley Street in this area of Wasaga Beach is a two-lane road with cottages and buildings on either side. As a result of consultation and field survey, the following cultural heritage resources were identified within the study area as having potential CHVI: 2115 Mosley Street (BHR 1), 2121 Mosley Street (BHR 2), 3057 Mosley Street (BHR 3), 3091 Mosley Street (BHR 4), 66 58<sup>th</sup> Street North (BHR 6), 3116 Mosley Street (BHR 6), 3130 Mosley Street (BHR 7) and 3267 Mosley Street (BHR 8). No CHLs were identified in the study area.

A summary of the results of the evaluation of the BHRs against the criteria set out in O. Reg. 9/06 can be found in Table 3 and Table 4 and the information sheets with the evaluations for each heritage resource can be found in Appendix A.

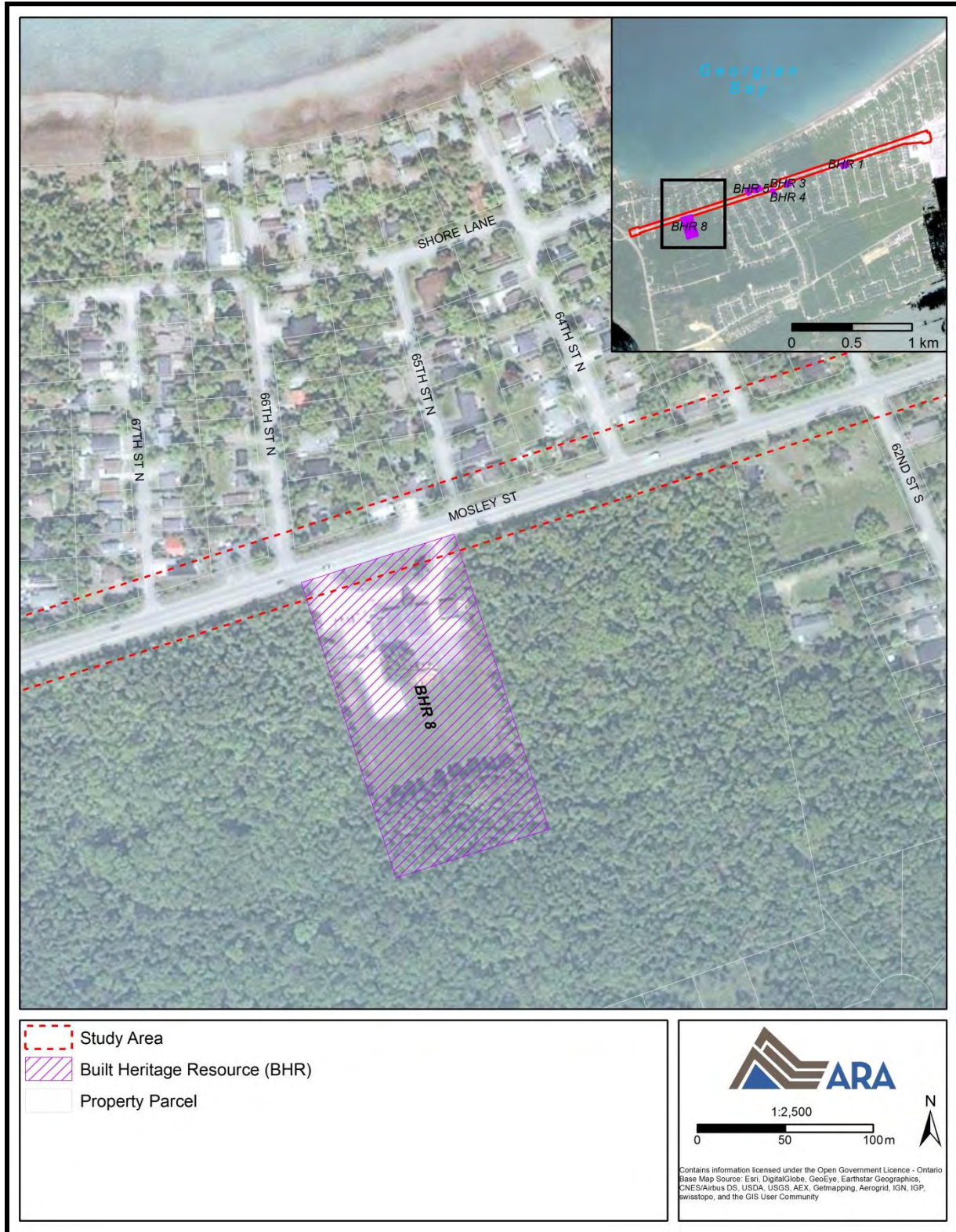
The assessment determined that all eight BHRs met one or more of the O. Reg. 9/06 criteria. Accordingly, these can now be classified as properties with *identified* BHRs (BHR Nos. 1–8). The locations of all identified BHRs appear in Map 7 – Map 9.



**Map 7: Assessment Result – Map 1**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



**Map 8: Assessment Result – Map 2**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



**Map 9: Assessment Result – Map 3**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)



**Table 3: BHRs with CHVI**

Type and Number	Address/Name	Adjacent/In Proximity?	CHVI (Y/N)	Criteria Met
BHR 1	2115 Mosley Street	Adjacent	Yes	Historical or Associative Value
BHR 2	2121 Mosley Street	Adjacent	Yes	Historical or Associative Value and Contextual Value
BHR 3	3057 Mosley Street	Adjacent	Yes	Design or Physical Value
BHR 4	3091 Mosley Street	Adjacent	Yes	Design or Physical Value and Historical or Associative Value
BHR 5	66 58 <sup>th</sup> Street North	Adjacent	Yes	Design or Physical Value
BHR 6	3116 Mosley Street	Adjacent	Yes	Design or Physical Value
BHR 7	3130 Mosley Street	Adjacent	Yes	Design or Physical Value
BHR 8	3267 Mosley Street	Adjacent	Yes	Design or Physical Value, Historical or Associative Value and Contextual Value

**Table 4: Identified BHRs Value Statements and Heritage Attributes**

Type and Number	Address/Name	Value Statement(s)	Heritage Attributes*
BHR 1	2115 Mosley Street	Formerly functioned as the Loyal Order of Moose lodge.	Key heritage attributes include: one-and-a-half storey commercial structure and a gable roof.
BHR 2	2121 Mosley Street	Associated with the Lithuanian community in Wasaga Beach. Has served as the religious focal point of the Lithuanian community in Wasaga Beach since 1955.	Key heritage attributes include: one storey frame building, hip roof, and an L-shaped plan.
BHR 3	3057 Mosley Street	Representative example of a front-gable frame building.	Key heritage attributes include: one storey frame construction, front gable roof, and a rectangular floor plan.
BHR 4	3091 Mosley Street	Rare surviving example of a mid-19 <sup>th</sup> century log house. The Muirhead family-owned the house for 93 years.	Key heritage attributes include: mid-19 <sup>th</sup> century one-and-a-half storey log house, side gable roof, dovetailed log joints, rectangular plan, and a symmetrical façade.
BHR 5	66 58 <sup>th</sup> Street North	Good example of a hip roof frame cottage with a large brick chimney.	Key heritage attributes include: one storey frame cottage, hip roof, rectangular floor plan, large centrally placed red brick banded chimney, two stone pillars, and it is set back from the road on a large lot.
BHR 6	3116 Mosley Street	Representative example of a mid-20 <sup>th</sup> century era frame building with a cross-gable roof.	Key heritage attributes include: one storey frame cottage, cross-gable roof, and an L-shaped floor plan.

Type and Number	Address/Name	Value Statement(s)	Heritage Attributes*
BHR 7	3130 Mosley Street	Representative example of a one storey frame building with a hip roof.	Key heritage attributes include: one storey frame house, hip roof, rectangular floor plan, and a hip roof frame outbuilding.
BHR 8	3267 Mosley Street	Representative example of a one storey brick school. Served as a public school, Christian school and church. The building is a landmark in the educational and religious history of Wasaga Beach.	Key heritage attributes include: one storey brick school, flat roof, rectangular floor plan, and a tall brick chimney.

\*Heritage Attributes may include, but are not limited to, those listed in this table.

## 6.0 DEVELOPMENT PLAN

The proposed development is the urbanization of a 2.6 km section of Mosley Street which will include: enhancing the roadway pavement conditions; addressing safety concerns; addressing surface drainage problems; addressing pavement structure deficiency issues; and incorporating the recommendations outlined in the *Active Transportation Plan for the Town of Wasaga Beach* (2008), by identifying and planning for the integration of active transportation components such as pedestrian, bicycle and public transit. Based on the information available at the time of writing, there are no detailed designs or plans; and the study area encompasses the potential areas of impact.

## 7.0 ANALYSIS OF POTENTIAL IMPACTS

Municipal road projects have the potential to affect cultural heritage resources. The MTCS *InfoSheet #5: Heritage Impact Assessments and Conservation Plans* (MCL 2006b:3) provides a list of potential impacts for evaluating against any proposed development. Outlined in Section 2.0, impacts can be classified as either direct or indirect. Direct impacts (those that physically affect the heritage resources themselves) include, but are not limited to: initial project staging, excavation/levelling operations, construction of access roads and renovations or repairs over the life of the project.

Indirect impacts include, but are not limited to: alterations that are not compatible with the historic fabric and appearance of the area, the creation of shadows that alter the appearance of an identified heritage attribute, the isolation of a heritage attribute from its surrounding environment, the obstruction of significant views and vistas, and other less-tangible impacts.

As mentioned in Section 2.6, there may be positive environmental effects as a result of an EA undertaking. In this case, the urbanization of Mosley Street, particularly the possible installation of sidewalks, bike lanes and/or transit stops, provides an opportunity for some of the cultural heritage resources to be interpreted (i.e., with plaques).

This project entails both engineering services and a planning process for the “urbanization” and as such, there are not, as of yet, detailed designs which would provide the project impacts. Therefore, the potential impacts and mitigation options related to the project will be discussed at a high level.

While BHRs have been identified along the section of Mosley Street that is to be “urbanized”, there are no anticipated direct impacts to the identified BHRs. The heritage attributes of the BHRs are largely defined by intrinsic values (i.e., those rooted in the architecture of the buildings or in their association with key individuals or communities), and these values will continue to exist with or without the urbanization/upgrading of Mosley Street.

There may be some indirect impacts to the BHRs during construction activities and minor changes to the character of the existing frontage of properties along Mosley Street as a result of the “urbanization”-related activities.

## **8.0 RECOMMENDATIONS AND CONCLUSIONS**

The study area consists of a 2.6 km segment of Mosley Street from 45<sup>th</sup> Street to Beachwood Road. Mosley Street in this area of Wasaga Beach is a two-lane road with cottages and buildings on either side. As a result of consultation and field survey, the following heritage resources were identified within the study area as having potential CHVI: 2115 Mosley Street (BHR 1), 2121 Mosley Street (BHR 2), 3057 Mosley Street (BHR 3), 3091 Mosley Street (BHR 4), 66 58th Street North (BHR 6), 3116 Mosley Street (BHR 6), 3130 Mosley Street (BHR 7) and 3267 Mosley Street (BHR 8). No CHLs were identified in the study area.

There are no detailed designs or plans for the urbanization of the approximately 2.6 km length of Mosley Street available at the time of the writing of this report, but it is not anticipated that the heritage attributes of BHRs 1–8 will be directly impacted by the proposed project. The heritage attributes of the BHRs are largely defined by intrinsic values (i.e. those rooted in the architecture of the buildings or in their association with key individuals or communities) and these values will continue to exist with or without the urbanization/upgrading of Mosley Street. However, there may be some indirect impacts to the identified BHRs during construction activities and minor changes to the character of the existing frontage of properties along Mosley Street due to the “urbanization”-related activities.

As a result of this Built Heritage Resource and Cultural Heritage Landscape Assessment, the following mitigation strategies are recommended:

- Isolate development and site alteration from identified BHRs and their heritage attributes. During the planning and design of the urbanization of the 2.6 km length of Mosley Street care should be taken to avoid, where possible, the eight BHRs;
- Should project-related activities be planned for properties with identified BHRs a qualified heritage consultant should be contracted to provide detailed mitigation options to address the proposed work on the BHRs;

- Road urbanization, particularly the possible installation of sidewalks, bike lanes and/or transit stops, provides an opportunity for some of the cultural heritage resources to be interpreted (i.e., with plaques);
- Public consultation may result in additional potential cultural heritage resources being identified. These potential cultural heritage resources should be reviewed by a qualified heritage consultant to: 1) determine their cultural heritage value or interest 2) evaluate potential project impacts and 3) suggest strategies for future conservation of any identified cultural heritage resources;
- Previously-unrecognized cultural heritage resources with CHVI discussed in this assessment *may* be worthy of inclusion on a Municipal Heritage Register; and
- This Built Heritage and Cultural Heritage Landscape Assessment should be provided to staff/planners at the Town of Wasaga Beach and County of Simcoe.

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**Appendix A: Built Heritage Resources**

**BUILT HERITAGE RESOURCE NO. 1**

DESCRIPTION OF PROPERTY	
<b>Street Address</b>	2115 Mosley Street
<b>Name</b>	n/a
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Commercial
<b>Date(s)</b>	Unknown
<b>Description</b>	<ul style="list-style-type: none"> <li>• Large one-and-a-half storey frame building</li> <li>• Gable roof</li> <li>• Formerly functioned as the Loyal Order of Moose lodge</li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	Formerly functioned as the Loyal Order of Moose lodge.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		




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	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark		

<b>RESULTS OF HERITAGE ASSESSMENT</b>	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one-and-a-half storey commercial structure; and gable roof.

**BUILT HERITAGE RESOURCE NO. 2**


DESCRIPTION OF PROPERTY	
<b>Street Address</b>	2121 Mosley Street
<b>Name</b>	Wasaga Beach Gerojo Ganytojo Sventove
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Church
<b>Date(s)</b>	1955
<b>Description</b>	<ul style="list-style-type: none"> <li>• One storey frame building</li> <li>• L-shaped plan</li> <li>• Hip roof</li> <li>• Established as the Lithuanian Church in Wasaga Beach                             <ul style="list-style-type: none"> <li>○ Consecrated August 4, 1955</li> <li>○ Originally a wooden structure designed for summer use only</li> <li>○ Winterized in 1985 and 1993</li> <li>○ Remodelling undertaken in 1993 by community members</li> </ul> </li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method		
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	Associated with the Lithuanian community in Wasaga Beach.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark	✓	Has served as the religious focal point of the Lithuanian community in Wasaga Beach since 1955.

RESULTS OF HERITAGE ASSESSMENT	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one storey frame building; hip roof; and L-shaped plan.

REFERENCE MATERIALS	
<b>Source(s)</b>	Anapilis 2015 <b>Wasaga Beach</b> . Accessed online at: <a href="http://www.anapilis.ca/Parish/WasagaBeach">http://www.anapilis.ca/Parish/WasagaBeach</a> .


### BUILT HERITAGE RESOURCE NO. 3

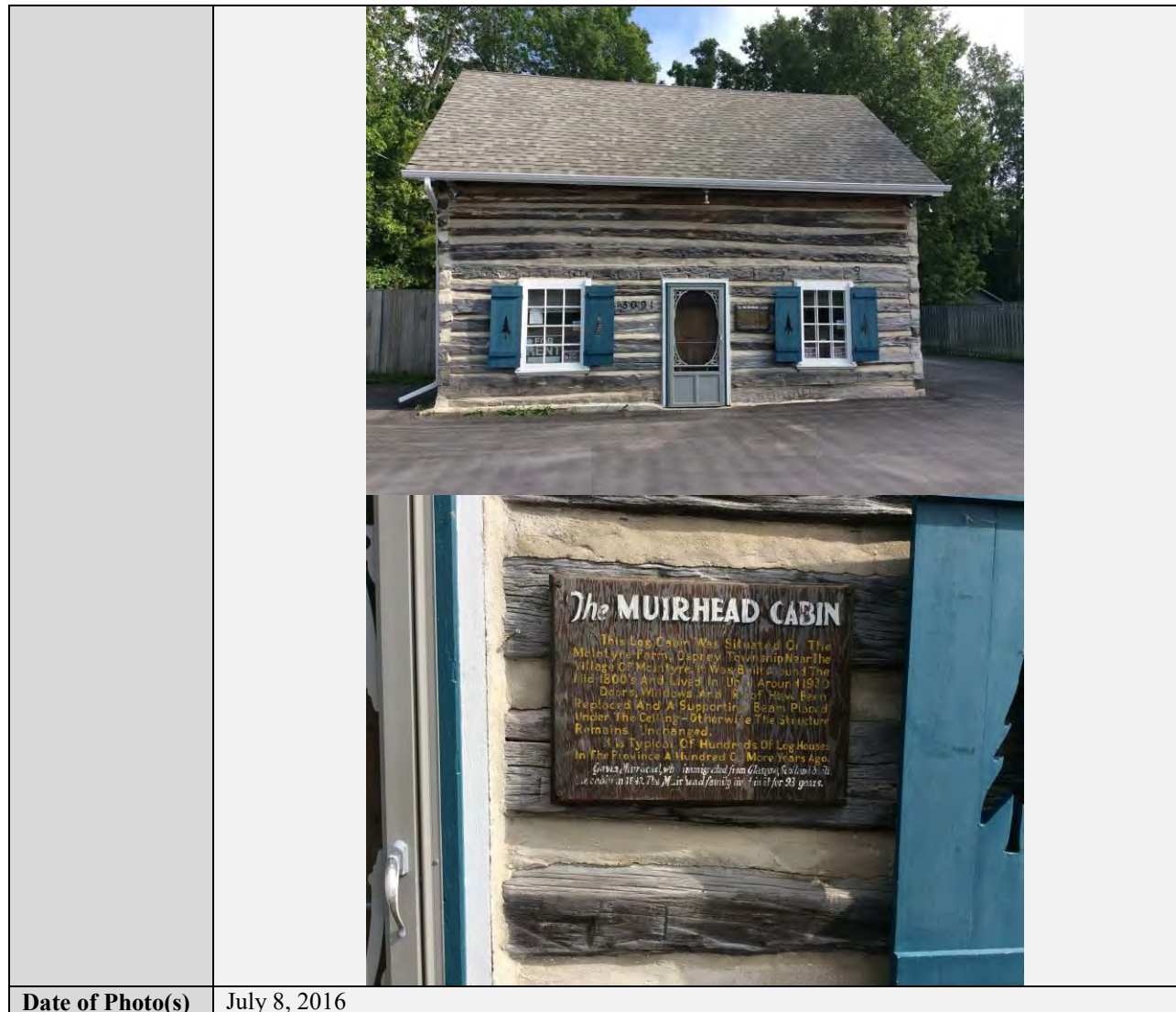
DESCRIPTION OF PROPERTY	
<b>Street Address</b>	3057 Mosley Street
<b>Name</b>	n/a
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Residential
<b>Date(s)</b>	Unknown
<b>Description</b>	<ul style="list-style-type: none"> <li>• One storey frame building</li> <li>• Rectangular shaped floor plan</li> <li>• Front gable roof</li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	Representative example of a front-gable frame building.
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark		

<b>RESULTS OF HERITAGE ASSESSMENT</b>	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one storey frame construction; front gable roof; and rectangular floor plan.

**BUILT HERITAGE RESOURCE NO. 4**

DESCRIPTION OF PROPERTY	
<b>Street Address</b>	3091 Mosley Street
<b>Name</b>	The Muirhead Cabin
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Residential
<b>Date(s)</b>	Circa 1843
<b>Description</b>	<ul style="list-style-type: none"> <li>• One-and-a-half storey log building</li> <li>• Rectangular shaped floor plan</li> <li>• Side gable roof</li> <li>• Symmetrical façade with central door opening flanked by large window openings</li> <li>• Gable roof addition off the rear</li> <li>• Side elevation exhibits one off-centre window opening on the first storey and one centrally placed in the second storey</li> <li>• Hand hewn logs</li> <li>• Dovetailed log joints</li> <li>• Constructed by Gavin Muirhead                             <ul style="list-style-type: none"> <li>○ Muirhead family immigrated to Grey County from Scotland in the early 19<sup>th</sup> century</li> <li>○ Cabin was originally situated on Lot 65, Concession 3 in the Township of Osprey, Grey County</li> <li>○ Moved to the present location</li> </ul> </li> </ul>
<b>Photo(s)</b>	



**Date of Photo(s)** July 8, 2016

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	Rare surviving example of a mid-19th century log house; one-and-a-half storey side gable log house with dovetailed log joints.
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	Muirhead family-owned for 93 years.
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		


<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark	✓	

<b>RESULTS OF HERITAGE ASSESSMENT</b>	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: mid-19th century one-and-a-half storey log house; side gable roof; dovetailed log joints; rectangular plan; and symmetrical façade.

<b>REFERENCE MATERIALS</b>	
<b>Source(s)</b>	Marsh, Edith Louise 1931 <b>A History of the County of Grey.</b> Owen Sound: Fleming Publishing Company. Accessed online at: <a href="http://www.ourroots.ca/e/page.aspx?id=2529773">http://www.ourroots.ca/e/page.aspx?id=2529773</a> .



**BUILT HERITAGE RESOURCE NO. 5**


DESCRIPTION OF PROPERTY	
<b>Street Address</b>	66 58 <sup>th</sup> Street
<b>Name</b>	n/a
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Residential
<b>Date(s)</b>	Unknown
<b>Description</b>	<ul style="list-style-type: none"> <li>• One storey frame building</li> <li>• Rectangular shaped floor plan</li> <li>• Hip roof</li> <li>• Large centrally placed banded red brick chimney</li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	Good example of a hip roof frame cottage with a large brick chimney.

	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark		

<b>RESULTS OF HERITAGE ASSESSMENT</b>	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one storey frame cottage; hip roof; rectangular floor plan, large centrally placed red brick banded chimney; two stone pillars; and set back from the road on a large lot.

**BUILT HERITAGE RESOURCE NO. 6**

DESCRIPTION OF PROPERTY	
<b>Street Address</b>	3116 Mosley Street
<b>Name</b>	
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Residential
<b>Date(s)</b>	Unknown
<b>Description</b>	<ul style="list-style-type: none"> <li>• One storey frame cottage</li> <li>• L-shaped floor plan</li> <li>• Cross-gable roof</li> <li>• One door and two window openings on the façade</li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016


EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	Representative example of a mid-twentieth century era frame building with a cross-gable roof
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or		

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	historically linked to its surroundings		
	Is a landmark		

<b>RESULTS OF HERITAGE ASSESSMENT</b>	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one storey frame cottage; cross-gable roof; and L-shaped floor plan.


**BUILT HERITAGE RESOURCE NO. 7**

DESCRIPTION OF PROPERTY	
<b>Street Address</b>	3130 Mosley Street
<b>Name</b>	n/a
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	Residential
<b>Date(s)</b>	Unknown
<b>Description</b>	<ul style="list-style-type: none"> <li>• One storey frame building</li> <li>• Rectangular floor plan</li> <li>• Hip roof</li> <li>• Gable roof addition</li> <li>• Hip roof small outbuilding with large double doors with a small diamond window opening in each door</li> <li>• Screened by trees</li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	Representative example of a one storey frame building with a hip roof.
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community		
	Yields or has the potential to yield information that contributes to the understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark		

RESULTS OF HERITAGE ASSESSMENT	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one storey frame house; hip roof; rectangular floor plan; and hip roof frame outbuilding.

**BUILT HERITAGE RESOURCE NO. 8**

DESCRIPTION OF PROPERTY	
<b>Street Address</b>	3267 Mosley Street
<b>Name</b>	Byrnes Avenue School
<b>Recognition</b>	None
<b>Location</b>	Town of Wasaga Beach
<b>Type of Property</b>	School
<b>Date(s)</b>	1940; after 1963
<b>Description</b>	<ul style="list-style-type: none"> <li>• One storey brick school</li> <li>• Rectangular floor plan</li> <li>• Flat roof</li> <li>• Very tall brick chimney stack</li> <li>• Byrnes Avenue Public School                             <ul style="list-style-type: none"> <li>○ Initially constructed as a two room schoolhouse</li> <li>○ Additions to the building after 1963 to accommodate students attending from within the township</li> <li>○ Byrnes Avenue School closed in 1994</li> </ul> </li> <li>• Silvercrest Christian School 1994–late 1990s</li> </ul>
<b>Photo(s)</b>	
<b>Date of Photo(s)</b>	July 8, 2016
<b>Historic Photo(s)</b>	

EVALUATION OF PROPERTY			
Criteria	Description	✓	Value Statement(s)
<b>Design or Physical Value</b>	Is a rare, unique, representative or early example of a style, type, expression, material or construction method	✓	Representative example of a one storey brick school.
	Displays a high degree of craftsmanship or artistic value		
	Displays a high degree of technical or scientific achievement		
<b>Historical or Associative Value</b>	Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	✓	Served as a public school, Christian school and church.
	Yields or has the potential to yield information that contributes to the		

	understanding of a community or culture		
	Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community		
<b>Contextual Value</b>	Is important in defining, maintaining or supporting the character of an area		
	Is physically, functionally, visually or historically linked to its surroundings		
	Is a landmark	✓	As a public school, Christian school and church, the building is a landmark in the educational and religious history of Wasaga Beach.

<b>RESULTS OF HERITAGE ASSESSMENT</b>	
<b>CHVI Evaluation</b>	Has CHVI.
<b>Heritage Attributes</b>	Key heritage attributes include: one storey brick school; flat roof; rectangular floor plan; and tall brick chimney.

<b>REFERENCE MATERIALS</b>	
<b>Source(s)</b>	Watson, Mary 2013 <b>Sharing Memories: Stories of Wasaga's Past.</b> Orillia: Rose Printing.



## Appendix B: Team Member Curriculum Vitae

Paul J. Racher, M.A., CAHP  
Principal

### **ARCHAEOLOGICAL RESEARCH ASSOCIATES LTD.**

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### **Biography**

Paul Racher is a Principal of ARA. He has a BA in Prehistoric Archaeology from WLU and an MA in anthropology from McMaster University. He began his career as a heritage professional in 1986. Over the three decades since, he has overseen the completion of several hundred archaeological and cultural heritage contracts. He holds professional license #P007 with the MTCS. Paul is former lecturer in Cultural Resource Management at WLU. He is a professional member of the Canadian Association of Heritage Professionals (CAHP). He the President of the Ontario Archaeological Association (OAS).

### **Education**

- 1989-1992 M.A., Department of Anthropology, McMaster University, Hamilton, Ontario. Thesis titled: The Archaeologist's 'Indian': Narrativity and Representation in Archaeological Discourse.
- 1985-1989 Honours B.A., Wilfrid Laurier University, Waterloo, Ontario. Major: Prehistoric Archaeology.

### **Professional Memberships and Accreditations**

- Current Ministry of Tourism Culture and Sport Professional Licence (#P007)  
Professional Member of the Canadian Association of Professional Heritage Consultants  
President of the Ontario Archaeological Society  
RAQS registered with MTO

### **Work Experience**

- Current **Principal, Archaeological Research Associates Ltd., Kitchener, Ontario.**  
Responsible for winning contracts, client liaison, project excellence, and setting the policies and priorities for a multi-million dollar heritage consulting firm.
- 2011-2015 **Vice-President, Operations, Archaeological Research Associates Ltd., Kitchener, Ontario.**  
Responsible for winning contracts, client liaison, project excellence, and setting the policies and priorities for a multi-million dollar heritage consulting firm.

**Work Experience (Continued)**

- 2000-2011 **Project Manager/Principal Investigator, Archaeological Research Associates Ltd., Waterloo, Ontario.**  
Managed projects for a heritage consulting firm. In 10 field seasons, managed hundreds of projects of varying size.
- 2008-2011 **Part-Time Faculty, Wilfrid Laurier University.**  
Lecturer for Cultural Resource Management course (AR 336). In charge of all teaching, coursework, and student evaluations.
- 1995 **Field Archaeologist, University of Toronto.**  
Served as a supervisor on a multinational archaeological project in northern Jordan.
- 1992-1995 **Teaching Assistant, University of Toronto.**  
Responsible for teaching and organizing weekly tutorials for a number of courses.
- 1991-1994 **Part-Time Faculty, Wilfrid Laurier University.**  
Lectured for several courses in anthropology. Held complete responsibility for all teaching, coursework, and student evaluations.
- 1992-1996 **Partner in Consulting Company, Cultural Management Associates Incorporated.**  
Supervised several archaeological contracts in Southern Ontario. Participated in a major (now published) archaeological potential modeling project for MTO.
- 1989-1991 **Partner in Consulting Company, Cultural Resource Consultants.**  
Managed the financial affairs of a consulting firm whilst supervising the completion of several contracts performed for heritage parks in central Ontario.
- 1988-1991 **Principal Investigator/Project Director, Archaeological Research Associates Ltd., Waterloo, Ontario.**  
Oversaw the completion of large contracts, wrote reports, and was responsible for ensuring that contracts were completed within budget.
- 1988 **Assistant Director of Excavations, St. Marie among the Hurons, Midland, Ontario.**  
Duties included crew supervision, mapping, report writing and photography.
- 1986-1987 **Archaeological Crew Person, Archaeological Research Associates Ltd., Waterloo, Ontario.**  
Participated in background research, survey, and excavation on a number of archaeological sites across Ontario.

**Selected Heritage Projects Managed from 2012 to 2016**

- 2016 **Cultural Heritage Inventory for Region of Waterloo LRT, Cambridge and Kitchener.** Client: WSP Parsons.
- 2015 **Old Mill SPS Built Heritage and Cultural Heritage Landscape Assessment,** City of Kitchener. Client: MTE
- 2015 **British Methodist Episcopal Church, Salem Chapel HIA,** St. Catharines. Client: Regional Municipality of Niagara.
- 2015 **Stephenson Road 1 Bridge HIA,** Bracebridge, ON. Client: C.C. Tatham & Associates Ltd., The Town of Bracebridge & The Town of Huntsville.
- 2015 **Cultural Heritage Property Evaluations,** Kingston, ON. Client: The City of Kingston.

**Selected Heritage Projects Managed from 2012 to 2016 (Continued)**

- 2015 **William Wilson Pioneer Cemetery Restoration and Promotion Plan**, Midland, ON. Client: The Town of Midland.
- 2015 **Edenvale Solar Project CHIA**, Clearview, ON. Client: BluEarth Renewables Inc.
- 2015 **Kagiano Lake Dam Built Heritage and Cultural Heritage Landscape Assessment**, Thunder Bay, ON. Client: Hatch Ltd., The Ojibways of the Pic River First Nation.
- 2015 **Burlington Preliminary Evaluations and Revised Information Sheets**, Burlington, ON. Client: The City of Burlington.
- 2015 **Old Mill Sanitary Pumping Station, Built Heritage and Cultural Heritage Landscape Assessment**, Kitchener, ON. Client: MTE Consultants Inc.
- 2015 **Burlington Heritage Designations**, Burlington, ON. Client: The City of Burlington.
- 2015 **Cultural Heritage Inventory for Region of Waterloo LRT**, Cambridge and Kitchener, ON. Client: WSP Parsons.
- 2014 **655 Black Bridge Road HIA**, Cambridge, ON. Client: Acorn Development.
- 2014 **Winston Churchill Blvd Built Heritage & Cultural Heritage Landscape Assessment**, Mississauga, ON. Client: Hatch Mott MacDonald.
- 2014 **Municipal Heritage Register Property Evaluation**. Client: City of Burlington
- 2014 **Historic Themes and Property Stories**. Client: City of Burlington.
- 2014 **HONI Nipigon 30 Second Street CHER**, Nipigon, ON. Client: Hydro One Networks Inc.
- 2014 **Parkway West Station Condition Assessment and Mothballing Plan**, Milton, ON. Client: Union Gas and WalterFedy.
- 2014 **Picton Lateral Replacement Built Heritage and Cultural Heritage Landscape Report**. Client: Union Gas.
- 2014 **30 Second Street Cultural Heritage Evaluation Report**. Client: Hydro One Networks Inc.
- 2013 **High Falls Hydro Project Heritage Impact Assessment**. Client: Hatch Ltd.
- 2013 **McVean Drive Improvements from Castlemore to Mayfield Road Built Heritage and Cultural Heritage Landscape Assessment**. Client: Hatch Mott MacDonald.
- 2013 **Parkway West Station Heritage Impact Assessment**. Client: Union Gas Ltd.
- 2013 **Timiskaming Dam Built Heritage and Cultural Heritage Landscape Assessment**. Client: Hatch Ltd.
- 2013 **Stephenson Road 1 Bridge Cultural Heritage Evaluation**. Client: C.C. Tatham & Associates Ltd.
- 2012 **Fountain Street Cultural Heritage Assessment**. Client: Stantec Consulting Ltd.
- 2012 **Trent Canal Bridge, Site 32-065 (Rosedale) Cultural Heritage Evaluation Report**. Client: Stantec Consulting Ltd. (Hamilton).
- 2012 **Mariposa Brook Culvert (Site 32-161) Cultural Heritage Evaluation Report** Client: Stantec Consulting Ltd. (Hamilton).
- 2012 **Mariposa Creek Culvert (Site 32-124) Cultural Heritage Evaluation Report** Client: Stantec Consulting Ltd. (Hamilton).

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Team Lead – Heritage  
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### **Biography**

Kayla Jonas Galvin, ARA's Operations Manager – Heritage, has extensive experience evaluating cultural heritage resources and landscapes for private and public sector clients to fulfill the requirements of provincial and municipal legislation such as the *Environmental Assessment Act*, the *Standards & Guidelines for the Conservation of Provincial Heritage Properties* and municipal Official Plans. She served as Team Lead on the MTCS Historic Places Initiative which drafted over 850 Statements of Significance and for *Heritage Districts Work!*, a study of 64 heritage districts. Kayla was an editor of *Arch, Truss and Beam: The Grand River Watershed Heritage Bridge Inventory* and has worked on Municipal Heritage Registers in several municipalities. Kayla has drafted designation by-laws for the City of Kingston, the City of Burlington, the municipality of Chatham-Kent and City of Brampton. At this time, Kayla recently completed her M.A. in Planning from the *University of Waterloo* and is a professional member of the Canadian Association of Heritage Professionals (CAHP).

### **Education**

2011-2016 M.A. in Planning, University of Waterloo  
2003-2008 Honours BES University of Waterloo, Waterloo, Ontario  
Joint Major: Environment and Resource Studies and Anthropology  
Distinction: Dean's Honour Roll

### **Professional Memberships and Accreditations**

Current Professional Member of the Canadian Association of Heritage Professionals (CAHP)  
Board Member. Ontario Association of Heritage Professionals

### **Work Experience**

2013-Current **Operations Manager – Heritage, Archaeological Research Associates Ltd.**  
Oversees business development for the Heritage Department, coordinates the completion of designation by-laws, heritage inventories, Heritage Impact Assessments, Built Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage Resource Evaluations.

2009-2013 **Heritage Planner, Heritage Resources Centre, University of Waterloo**  
Coordinated the completion of various contracts associated with built heritage including responding to grants, RFPs and initiating service proposals.

**Work Experience (Continued)**

- 2008-2009 **Project Coordinator, Heritage Conservation District Study, Architectural Conservancy of Ontario**  
Coordinated the field research and wrote reports for the study of 32 Heritage Conservation Districts in Ontario. Managed the efforts of over 84 volunteers, four staff and municipal planners from 23 communities.
- 2007-2008 **Team Lead, Historic Place Initiative, Ministry of Culture**  
Liaised with Ministry of Culture Staff, Centre's Director and municipal heritage staff to draft over 850 Statements of Significance for properties to be nominated to the Canadian Register of Historic Places. Managed a team of four people.

**Heritage Projects Managed**

- 2016 **Cultural Heritage Inventory for Region of Waterloo LRT**, Cambridge and Kitchener. Client: WSP Parsons.
- 2015 **Old Mill SPS Built Heritage and Cultural Heritage Landscape Assessment**, City of Kitchener. Client: MTE.
- 2015 **British Methodist Episcopal Church, Salem Chapel HIA**, St. Catharines. Client: Regional Municipality of Niagara.
- 2015 **Stephenson Road 1 Bridge Heritage Impact Assessment**, Bracebridge. Client: C.C. Tatham & Associates Ltd., Town of Bracebridge & Town of Huntsville
- 2015 **150 Cultural Heritage Property Evaluations**, Kingston. Client: The City of Kingston.
- 2015 **William Wilson Pioneer Cemetery Restoration and Promotion Plan**, Midland. Client: The Town of Midland.
- 2015 **Edenvale Solar Project Cultural Heritage Impact Assessment**, Clearview, ON. Client: BluEarth Renewables Inc.
- 2015 **Kagiano Lake Dam Built Heritage and Cultural Heritage Landscape Assessment**, Thunder Bay. Client: Hatch Ltd., The Ojibways of the Pic River First Nation.
- 2015 **Burlington Preliminary Evaluations and Revised Information Sheets**, Burlington. Client: The City of Burlington.
- 2015 **Old Mill Sanitary Pumping Station, Built Heritage and Cultural Heritage Landscape Assessment**, Kitchener. Client: MTE Consultants Inc.
- 2015 **Six Heritage Designation Reports**, Burlington. Client: The City of Burlington.
- 2014 **655 Black Bridge Road Heritage Impact Assessment**, Cambridge. Client: Acorn Development.
- 2014 **Winston Churchill Blvd. Built Heritage & Cultural Heritage Landscape Assessment**, Mississauga. Client: Hatch Mott MacDonald.
- 2014 **Municipal Heritage Register Property Evaluation for 160 Properties**, Burlington. Client: City of Burlington.
- 2014 **Historic Themes and Property Stories for Heritage Burlington Website**, Burlington. Client: City of Burlington.
- 2014 **HONI Nipigon 30 Second Street Cultural Heritage Evaluation Report**, Nipigon. Client: Hydro One Networks Inc.

### **Heritage Projects Managed (Continued)**

- 2014 **Parkway West Station Condition Assessment and Mothballing Plan**, Milton. Client: Union Gas and WalterFedy.
- 2014 **Picton Lateral Replacement Built Heritage and Cultural Heritage Landscape Report**, Picton. Client: Union Gas.
- 2013 **Timiskaming Dam Heritage Impact Assessment**, Timiskaming. Client: Hatch
- 2013 **McVean Road Built Heritage & Cultural Heritage Landscape Assessment**, Brampton. Client: Hatch Mott MacDonald.
- 2013 **High Falls Built Heritage and Cultural Heritage Landscape Assessment**, Thunder Bay. Client: Hatch Ltd., The Ojibways of the Pic River First Nation
- 2013 **Stephenson Road 1 Bridge Cultural Heritage Evaluation Report**, Bracebridge. Client: C.C. Tatham & Associates Ltd., Town of Bracebridge & Town of Huntsville.
- 2013 **Black Bridge Heritage Conservation District Study**, Cambridge. Client: City of Cambridge.
- 2011 **Building Stories Database Development**, Burlington. Client: City of Burlington
- 2012 **Bridge Inventory of the Grand River Watershed**. Client: Grand River Conservation Authority.
- 2010 **Designation By-laws (Chatham-Kent (15), Burlington (1), Brampton (4))**
- 2010 **Heritage Impact Assessments (King and Fountain Streets, Elmira, Binbrook, Waterloo, Port Colborne, Mississauga)**. Clients: A.J. Clarke and Associates, Archaeological Research Associates Ltd.
- 2010 **Goderich Harbour Cultural Heritage Landscape**, Goderich. Client: Town of Goderich.
- 2009 **Municipal Heritage Register**, Halton Hills. Client: Town of Halton Hills
- 2009 **Victoria Crescent Heritage Conservation District Study**, Wellington. Client: Township of Centre Wellington.
- 2009 **Potential Heritage Conservation Districts in Waterloo**, Waterloo. Client: City of Waterloo Municipal Heritage Committee.
- 2008 **Heritage Conservation District Study (Phase 1 & 2) for Architectural Conservancy of Ontario**. Client: Architectural Conservancy of Ontario - Trillium Grant.
- 2007 **Historic Places Initiative**. Client: Ministry of Culture.

### **Professional Development**

- 2015 Introduction to Blacksmithing, One-Day
- 2015 Leadership Training for Managers Course, Dale Carnegie Training
- 2014 Heritage Preservation and Structural Recording in Historical and Industrial Archaeology, Wilfrid Laurier University, 12 weeks
- 2012 Region of Waterloo Workshop on Heritage Impact Assessments, Half-Day
- 2012 Conducting Historic Building Assessments Workshop, One-Day
- 2012 Window Restoration Workshop, One-Day
- 2011 Lime Mortars for Traditionally Constructed Brickwork, Two-Day Workshop, ERA Architects and Historic Restoration Inc.
- 2011 Energy & Heritage Buildings Workshop Two-Day Workshop, Heritage Resources Centre

Penny M. Young, M.A., CAHP  
Heritage Team  
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### **Biography**

Penny Young is a member of the heritage team at ARA. She has over twenty years of experience working in government as a heritage planner, heritage coordinator, regional archaeologist, and archaeology database coordinator where she managed and coordinated the impacts to cultural heritage resources including built heritage, archaeological sites and cultural heritage landscapes for compliance with municipal, provincial and federal legislation and policy. She also held temporary positions with three Ontario municipalities. She has a BA in Anthropology and English and an MA in Anthropology from McMaster University. She is a professional member of the Canadian Association of Heritage Planners (CAHP). She holds Professional License #P092 from MTCS. She also holds memberships in the Association of Professional Archaeologists (APA) and the Ontario Archaeological Association (OAS).

### **Education**

1990-1993 M.A., Department of Anthropology McMaster University, Hamilton Ontario.  
Specializing in Mesoamerican and Ontario archaeology.  
1983-1987 Honours Bachelor of Arts (English and Anthropology), McMaster University,  
Hamilton, Ontario.

### **Professional Memberships and Accreditations**

Current Professional Member of the Canadian Association of Heritage Professionals  
**(CAHP)**  
Professional Member of the Association of Professional Archaeologists  
Member of Ontario Archaeological Association (Recipient of twenty-five year  
member pin)  
Ministry of Tourism, Culture and Sport Professional Archaeological Licence  
(#P092)

### **Work Experience**

2016-Current **Heritage team, Archaeological Research Associates Ltd.**  
Conducts and coordinates heritage assessment projects including the completion  
of designation by-laws, heritage inventories, Heritage Impact Assessments, Built  
Heritage and Cultural Heritage Landscape Assessments, and Cultural Heritage  
Resource Evaluations.

**Work Experience (Continued)**

- 2008-2016 **Heritage Planner, Culture Services Unit, Ontario Ministry of Tourism, Culture and Sport**  
Responsible for provincial government involvement in heritage conservation through review and comment on environmental assessment and planning projects impacting heritage resources including cemeteries, terrestrial and in-water archaeological resources, burial sites, heritage bridges, cultural heritage landscapes and Aboriginal traditional use sites; and providing advice on heritage conservation strategies and policy advice.
- 2014 **Senior Heritage Planner, Planning and Building Department, City of Burlington** (temporary assignment)  
Initiated the study of a newly proposed Heritage Conservation District under the *Ontario Heritage Act (OHA)* and facilitated the implementation of the Heritage Property Tax Rebate Program involving developing the Tax rebate application and By-law and worked with City Financial and Legal staff. Liaised with Municipal Heritage Committee and municipal heritage property owners approving heritage permits and providing direction on proposed impacts to heritage properties.
- 2011 **Heritage Coordinator, Building, Planning and Design Department, City of Brampton** (temporary assignment)  
Project lead for new Heritage Conservation District Study including directing consultants, managing budgets, organizing Public Information Sessions, and providing project reporting to Senior Management and Council. Reviewed development/planning documents for impacts to heritage including Official Plan policies, Official Plan Amendments, Plans of subdivision and Committee of Adjustment applications and activities conducted under the Municipal Class EAA.
- 2010-2011 **Senior Heritage Coordinator, Culture Division, City of Mississauga** (temporary assignment)  
Advised Senior Management and Municipal Councils on matters related to the conservation, preservation and interpretation of properties with built heritage, archaeological sites and/or cultural heritage landscapes. Facilitated a multi-party (municipal government, Aboriginal community and private property owner) resolution to address un-permitted development impacts of a historic Mississauga village and helped to establish a permanent working partnership between the property owner and the Mississaugas of the New Credit First Nation. Heritage expert witness representing the City at an Ontario Municipal Board (OMB) hearing concerning development adjacent to an Ontario Heritage Act designated cultural heritage landscape property.
- 1999-2007 **Regional Archaeologist, Planning and Environmental Section, Ontario Ministry of Transportation**  
Responsible for the operation of the Ministry of Transportation's program for archaeology and built heritage including project planning, managing multiple consultants, conducting field assessments, coordination of field assessments, surveys and excavations. Presented to First Nations' Band Councils on heritage and archaeological work conducted in relation to highway projects. Produced annual work plans for archaeology and built heritage projects



### **Work Experience (Continued)**

- 2006 **Education/Technical Advisor, Heritage Programs and Policy Development Unit, Ontario Ministry of Tourism, Culture and Sport** (temporary assignment)  
Advised on municipal heritage conservation strategies for Part IV and V *OHA* designated properties and provided outreach through the development and delivery of training modules/presentations to elected officials, municipal staff and municipal heritage committees.
- 1994-1999 **Data Coordinator, Heritage Operations Unit, Ontario Ministry of Tourism, Culture and Sport**  
Managed and coordinated the Province's registered archaeological sites database including data collection, analysis, evaluation for its use in multiple resource, environmental and land-use planning decisions.
- 1993-1994 **Project Archaeologist, D.R. Poulton and Associates Inc.**  
Responsible for the independent operation of a Toronto branch office of a cultural resource management firm conducting archaeological assessments throughout Ontario with responsibilities including office management, archaeological assessment proposal writing, report writing and mapping. Field supervisor for multiple archaeological surveys and assistant field supervisor for large-scale Iroquoian site excavation.
- 1992-1994 **Partner, Cultural Management Associates Inc.**  
Coordinator of an archaeological predictive modeling project for the Ministry of Transportation, supervising a team of archaeologists and conducting map digitization, research and report writing. Assistant field supervisor for multiple archaeological surveys.

### **Heritage Projects**

- 2016 **Cultural Heritage Inventory for Region of Waterloo LRT**, Cambridge and Kitchener. Client: WSP Parsons.
- 2014 **Heritage Property Tax Rebate Program**, City of Burlington.
- 2013-2014 **New Official Plan Heritage Policies**, member of Ad-Hoc City of Toronto Heritage Advisory Committee.
- 2013-2014 **Municipal Cultural Planning in Ontario Program Review**, member of project team at Ontario Ministry of Tourism, Culture and Sport.
- 2007-2011 **Public Archaeology Program and Archaeological Monitoring**, School of Restoration Arts at Willowbank.
- 2002-2005 **Relocation Project – Heritage Buildings from proposed Highway 407 East Corridor**, Ontario Ministry of Transportation.
- 2001-2006 **Ontario Heritage Bridge Guidelines for Provincially Owned Bridges**, Ontario Ministry of Tourism, Culture and Sport and Ontario Ministry of Transportation.

### **Professional Development**

- 2015 Policy Implementation, University of Toronto School of Public Policy and Governance, One Evening
- 2014 Introduction to International Association of Public Participation (IAP2) facilitation training course, Public Participation Spectrum, Two Day
- 2013 Introduction to Policy, Ontario Public Service, Two Day

Sarah Clarke, B.A.  
Heritage Research Manager  
Team Lead – Research, Team Lead – Archaeology  
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### **Biography**

Sarah Clarke is ARA's Team Lead–Research and Team Lead–Archaeology. She joined ARA in the spring of 2013, bringing with her seven years of experience in Ontario archaeology and five years of experience with background research. Her experience includes conducting archival research (both local and remote), artifact cataloguing and processing, and fieldwork at various stages in both the consulting and research-based realms. As Team Lead of Research, Sarah is responsible for conducting archival research in advance of ARA's archaeological and heritage assessments. In this capacity, she performs Stage 1 archaeological assessment site visits, conducts preliminary built heritage and cultural heritage landscape investigations and liaises with heritage resource offices and local community resources in order to obtain and process data. Sarah holds an Honours B.A. in North American Archaeology, with a Historical/Industrial Option from Wilfrid Laurier University. She is a member of the Ontario Archaeological Society (OAS), the Society for Industrial Archaeology, the Association of Professional Archaeologists (APA), and is a Council-appointed citizen volunteer on the Brantford Municipal Heritage Committee. Sarah holds an R-level archaeological license with the MTCS (#R446).

### **Education**

1999–2010 Honours BA, Wilfrid Laurier University, Waterloo, Ontario  
Major: North American Archaeology, Historical/Industrial Option

### **Professional Development**

2015 Introduction to Blacksmithing Workshop, Milton Historical Society (One day)  
2015 Applied Research License Workshop, MTCS (One day)  
2014 Applied Research License Workshop, MTCS (One day)  
2014 Heritage Preservation and Structural Recording in Historical and Industrial Archaeology. Four month course taken at Wilfrid Laurier University, Waterloo, ON. Professor: Meagan Brooks  
2014 Mississaugas of the New Credit First Nation Historical Gathering and Education Conference (Three days)  
2014 Grand River Watershed 17<sup>th</sup> Annual Heritage Day Workshop and Celebration (One day)  
2014 Board Governance 101 Workshop with Catherine Raso  
2013 Canadian Archaeological Association Annual Meeting, London, ON (One day)  
2012 Ontario Archaeological Society Symposium, Windsor, ON (Two days)  
2012 Six Nations Archaeological Roundtable, Brantford, ON (One day)  
2010 Council for Northeast Historical Archaeology Conference, Lancaster, PA (Three days)

### **Professional Memberships and Accreditations**

Current	Member of the Ontario Archaeological Society
Current	Member of the Society for Industrial Archaeology
Current	Member of the Brant Historical Society
Current	Member of the Association of Professional Archaeologists

### **Work Experience**

Current	<b>Team Lead – Research; Team Lead – Archaeology, Archaeological Research Associates Ltd., Kitchener, Ontario.</b> Manage and plan the research needs for archaeological and heritage projects. Research at offsite locations including land registry offices, local libraries and local and provincial archives. Historic analysis for archaeological and heritage projects. Field director conducting Stages 1–4 assessments for urban projects.
2013-2015	<b>Heritage Research Manager; Archaeological Monitoring Coordinator, Archaeological Research Associates Ltd., Kitchener, Ontario.</b> Stage 1 archaeological field assessments, research at local and distant archives at both the municipal and provincial levels, coordination of construction monitors for archaeological project locations.
2010-2013	<b>Historic Researcher/Archaeologist, Timmins Martelle Heritage Consultants Inc., London, Ontario.</b> Report preparation, local and offsite research (libraries, archives); correspondence with the Ministry of Tourism, Culture, and Sport; report submission to the Ministry and clients; and administrative duties (PIF and Borden form completion and submission, data requests).
2008-2009	<b>Field Technician, Archaeological Assessments Ltd., Oakville, Ontario.</b> Participated in field excavation and artifact processing.
2008-2009	<b>Teaching Assistant, Wilfrid Laurier University.</b> Responsible for teaching and evaluating first year student lab work.
2007-2008	<b>Field and Lab Technician, Historic Horizons, Hamilton, Ontario.</b> Participated in excavations at Dundurn Castle and Auchmar in Hamilton, Ontario. Catalogued artifacts from excavations at Auchmar.
2006-2010	<b>Archaeological Field Technician/Supervisor, Wilfrid Laurier University.</b> Field school student in 2006, then and returned as a field school teaching assistant in 2008 and 2010.

### **Volunteer Experience**

Current	<b>Council-appointed citizen volunteer for the Brantford Municipal Heritage Committee, City of Brantford.</b>
2007-2008	<b>Archaeological Field Technician, Wilfrid Laurier University, Bermuda</b> Participated in two 10-day research excavations at the Port Royal Golf Course, Bermuda.

**Stage 1 Archaeological Assessment  
Mosley Street Urbanization – 45<sup>th</sup> Street to Beachwood Road  
Class Environmental Assessment  
Town of Wasaga Beach  
Part of Lots 33–34, Concession 1–3  
Geographic Township of Nottawasaga  
Part of Lot 1, Concession 15  
Geographic Township of Sunnidale  
Simcoe County, Ontario**

Prepared for  
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&  
**The Town of Wasaga Beach**  
&  
**The Ministry of Tourism, Culture and Sport**

Licensed under  
**P.J. Racher, M.A.**  
MTCS Licence #P007  
PIF #P007-0755-2016  
ARA File #2016-0049

**23/02/2017**

**Original Report**

## **EXECUTIVE SUMMARY**

Under a contract awarded in June 2016, Archaeological Research Associates Ltd. carried out a Stage 1 archaeological assessment of lands with the potential to be impacted by the proposed Mosley Street Urbanization project (45<sup>th</sup> Street to Beachwood Road) in the Town of Wasaga Beach, Simcoe County, Ontario. The assessment was completed as a component of a Schedule ‘C’ Municipal Class Environment Assessment. The proposed work includes enhancing road capacity, safety, drainage and pavement structure deficiency issues, and also recognizes the intention to incorporate recommendations outlined in the *Active Transportation Plan for the Town of Wasaga Beach* (2008) by identifying and possibly planning for the integration of active transportation components such as pedestrian, bicycle and public transit. This report documents the background research and fieldwork involved in the assessment, and presents conclusions and recommendations pertaining to archaeological concerns within the project lands.

The Stage 1 assessment was conducted in July 2016 under PIF #P007-0755-2016. The assessment encompassed the entirety of the proposed project lands, comprising the Mosley Street Right-of-Way and adjacent lands that may be required depending on the selected alternative. All field observations were made from accessible public areas; accordingly, no permissions were required for property access. At the time of assessment, the study area comprised the Mosley Street Right-of-Way with its roadway platform, shoulders and ditches, as well as adjacent residential properties, maintained lawns and wooded areas.

The Stage 1 assessment determined that the study area comprised a mixture of areas of archaeological potential and areas of no archaeological potential. Archaeological Research Associates Ltd. recommends that all identified areas of archaeological potential that could be impacted by the project be subject to a Stage 2 property assessment in advance of construction. The identified areas of no archaeological potential are not recommended for further assessment. It is requested that this report be entered into the *Ontario Public Register of Archaeological Reports*, as provided for in Section 65.1 of the *Ontario Heritage Act*.

## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>I</b>
<b>GLOSSARY OF ABBREVIATIONS</b>	<b>IV</b>
<b>PERSONNEL</b>	<b>IV</b>
<b>1.0 PROJECT CONTEXT</b>	<b>1</b>
1.1 Development Context	1
1.2 Historical Context	2
1.2.1 Settlement History	2
1.2.1.1 Pre-Contact	2
1.2.1.2 Post-Contact	3
1.2.2 Past and Present Land Use	4
1.3 Archaeological Context	5
1.3.1 Condition of the Property	6
1.3.2 Previous Archaeological Work	7
1.3.3 Registered or Known Archaeological Sites	7
<b>2.0 STAGE 1 BACKGROUND STUDY</b>	<b>8</b>
2.1 Background	8
2.2 Field Methods (Property Inspection)	8
2.3 Analysis and Conclusions	9
<b>3.0 RECOMMENDATIONS</b>	<b>11</b>
<b>4.0 ADVICE ON COMPLIANCE WITH LEGISLATION</b>	<b>12</b>
<b>5.0 IMAGES</b>	<b>13</b>
<b>6.0 MAPS</b>	<b>17</b>
<b>7.0 BIBLIOGRAPHY AND SOURCES</b>	<b>32</b>

## LIST OF IMAGES

Image 1: Disturbed Lands	13
Image 2: Disturbed Lands	13
Image 3: Disturbed Lands	13
Image 4: Disturbed Lands	13
Image 5: Disturbed Lands	14
Image 6: Disturbed Lands	14
Image 7: Disturbed Lands	14
Image 8: Disturbed Lands	14
Image 9: Disturbed Lands	14
Image 10: Disturbed Lands	14

Image 11: Disturbed Lands	15
Image 12: Disturbed Lands	15
Image 13: Disturbed Lands	15
Image 14: Disturbed Lands	15
Image 15: Disturbed Lands	15
Image 16: Disturbed Lands	15
Image 17: Field Conditions	16
Image 18: Field Conditions	16
Image 19: Field Conditions	16
Image 20: Field Conditions	16
Image 21: Field Conditions	16
Image 22: Field Conditions	16

## **LIST OF MAPS**

Map 1: Location of the Study Area	17
Map 2: Detail from J. Hogg's Hogg's Map of the County of Simcoe (1871), Showing the Study Area	18
Map 3: Detail of the Map of Nottawasaga Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881), Showing the Study Area	19
Map 4: Detail of the Map of Sunnidale Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881), Showing the Study Area	20
Map 5: Aerial Image (1954), Showing the Study Area	21
Map 6: Features of Potential	22
Map 7: Potential Modelling (Tile 1)	23
Map 8: Potential Modelling (Tile 2)	24
Map 9: Potential Modelling (Tile 3)	25
Map 10: Potential Modelling (Tile 4)	26
Map 11: Potential Modelling (Tile 5)	27
Map 12: Potential Modelling (Tile 6)	28
Map 13: Potential Modelling (Tile 7)	29
Map 14: Potential Modelling (Tile 8)	30
Map 15: Potential Modelling (Tile 9)	31

## LIST OF TABLES

Table 1: Pre-Contact Settlement History	2
Table 2: Post-Contact Settlement History	3
Table 3: Soil Types	6
Table 4: Registered or Known Archaeological Sites within 1 km	7

## GLOSSARY OF ABBREVIATIONS

AAL – Archaeological Assessments Ltd.  
ARA – Archaeological Research Associates Ltd.  
MTC – (Former) Ministry of Tourism and Culture  
MTCS – Ministry of Tourism, Culture and Sport  
PIF – Project Information Form  
ROW – Right-of-Way  
S&Gs – Standards and Guidelines for Consultant Archaeologists

## PERSONNEL

**Project Director:** P.J. Racher, M.A. (#P007)  
**Project Managers:** V. Cafik (#R437), P. Epler (#R418), C.J. Gohm, M.A.  
**Field Director:** S. Clarke (#R446)  
**Cartographer:** K. Brightwell, P.G. (GIS) (#R341)  
**Technical Writer:** C.J. Gohm



## 1.0 PROJECT CONTEXT

### 1.1 Development Context

Under a contract awarded in June 2016, ARA carried out a Stage 1 archaeological assessment of lands with the potential to be impacted by the proposed Mosley Street Urbanization project (45<sup>th</sup> Street to Beachwood Road) in the Town of Wasaga Beach, Simcoe County, Ontario. The assessment was completed as a component of a Schedule ‘C’ Municipal Class Environment Assessment. The proposed work includes enhancing road capacity, safety, drainage and pavement structure deficiency issues, and also recognizes the intention to incorporate recommendations outlined in the *Active Transportation Plan for the Town of Wasaga Beach* (2008) by identifying and possibly planning for the integration of active transportation components such as pedestrian, bicycle and public transit. This report documents the background research and fieldwork involved in the assessment, and presents conclusions and recommendations pertaining to archaeological concerns within the project lands.

The subject study area consists of an irregularly-shaped 12.1 ha parcel of land located in the southwestern part of the Town of Wasaga Beach (see Map 1). This parcel is generally bounded by residential properties and intervening woodlots to the north and south, 45<sup>th</sup> Street South to the east and Beachwood Road to the west. The assessment encompassed the entirety of the proposed project lands, comprising the Mosley Street ROW and adjacent lands that may be required depending on the selected alternative. In legal terms, the study area falls on part of Lots 33–34, Concession 1–3 in the Geographic Township of Nottawasaga and part of Lot 1, Concession 15 in the Geographic Township of Sunnidale (Simcoe County).

The Stage 1 assessment was conducted in July 2016 under PIF #P007-0755-2016. All field observations were made from accessible public areas; accordingly, no permissions were required for property access. In compliance with the objectives set out in Section 1.0 of the *S&Gs* (MTC 2011:13–23), this investigation was carried out in order to:

- Provide information concerning the geography, history and current land condition of the study area;
- Determine the presence of known archaeological sites in the study area;
- Present strategies to mitigate project impacts to such sites, if they are located;
- Evaluate in detail the archaeological potential of the study area; and
- Recommend appropriate strategies for Stage 2 archaeological assessment, if some or all of the study area has archaeological potential.

The MTCS is asked to review the results and recommendations presented in this report and express their satisfaction with the fieldwork and reporting through a *Letter of Review and Entry into the Ontario Public Register of Archaeological Reports*.

## 1.2 Historical Context

After a century of archaeological work in southern Ontario, scholarly understanding of the historic usage of the area has become very well-developed. With occupation beginning in the Palaeo-Indian period approximately 11,000 years ago, the greater vicinity of the study area comprises a complex chronology of Pre-Contact and Euro-Canadian histories. Section 1.2.1 provides an overview of the region’s settlement history, and Section 1.2.2 summarizes the past and present land use of the study area. One other archaeological report containing relevant background information (influencing the choice of fieldwork strategy or recommendations) was identified and consulted. This report documents the Stage 1 archaeological assessment for the Bay Sands Development Area Proposed Drainage and Outlet Improvements project under PIF #P013-1044-2014 (AAL 2014).

### 1.2.1 Settlement History

#### 1.2.1.1 Pre-Contact

The Pre-Contact history of the region is lengthy and rich, and a variety of Aboriginal groups inhabited the landscape. Archaeologists generally divide this vibrant history into three main periods: Palaeo-Indian, Archaic and Woodland. Each of these periods comprises a range of discrete sub-periods characterized by identifiable trends in material culture and settlement patterns, which are used to interpret indigenous lifeways. The principal characteristics of these sub-periods are summarized in Table 1.

**Table 1: Pre-Contact Settlement History**  
 (Wright 1972; Ellis and Ferris 1990; Warrick 2000; Munson and Jamieson 2013)

Sub-Period	Timeframe	Characteristics
<i>Early Palaeo-Indian</i>	9000–8400 BC	Gainey, Barnes and Crowfield traditions; Small bands; Mobile hunters and gatherers; Utilization of seasonal resources and large territories; Fluted projectiles
<i>Late Palaeo-Indian</i>	8400–7500 BC	Holcombe, Hi-Lo and Lanceolate biface traditions; Continuing mobility; Campsite/Way-Station sites; Smaller territories are utilized; Non-fluted projectiles
<i>Early Archaic</i>	7500–6000 BC	Side-notched, Corner-notched (Nettling, Thebes) and Bifurcate traditions; Growing diversity of stone tool types; Heavy woodworking tools appear (e.g., ground stone axes and chisels)
<i>Middle Archaic</i>	6000–2500 BC	Stemmed (Kirk, Stanly/Neville), Brewerton side- and corner-notched traditions; Reliance on local resources; Populations increasing; More ritual activities; Fully ground and polished tools; Net-sinkers common; Earliest copper tools
<i>Late Archaic</i>	2500–900 BC	Narrow Point (Lamoka), Broad Point (Genesee) and Small Point (Crawford Knoll) traditions; Less mobility; Use of fish-weirs; True cemeteries appear; Stone pipes emerge; Long-distance trade (marine shells and galena)
<i>Early Woodland</i>	900–400 BC	Meadowood tradition; Crude cord-roughened ceramics emerge; Meadowood cache blades and side-notched points; Bands of up to 35 people
<i>Middle Woodland</i>	400 BC–AD 600	Point Peninsula tradition; Vnette 2 ceramics appear; Small camp sites and seasonal village sites; Influences from northern Ontario and Hopewell area to the south; Hopewellian influence can be seen in continued use of burial mounds
<i>Middle/Late Woodland Transition</i>	AD 600–900	Gradual transition between Point Peninsula and Iroquoian lifeways; Princess Point tradition emerges elsewhere (i.e., in the vicinity of the Grand and Credit Rivers)
<i>Late Woodland (Early Iroquoian)</i>	AD 900–1300	Glen Meyer tradition; Settled village-life based on agriculture; Small villages (0.4 ha) with 75–200 people and 4–5 longhouses; Semi-permanent settlements

Sub-Period	Timeframe	Characteristics
<i>Late Woodland (Middle Iroquoian)</i>	AD 1300–1400	Uren and Middleport traditions; Classic longhouses emerge; Larger villages (1.2 ha) with up to 600 people; More permanent settlements (30 years)
<i>Late Woodland (Late Iroquoian)</i>	AD 1400–1600	Huron-Petun tradition; Globular-shaped ceramic vessels, ceramic pipes, bone/antler awls and beads, ground stone celts and adzes, chipped stone tools, and even rare copper objects; Large villages (often with palisades), temporary hunting and fishing camps, cabin sites and small hamlets; Territorial contraction in early 16 <sup>th</sup> century; Fur trade begins ca. 1580; European trade goods appear

### 1.2.1.2 Post-Contact

The arrival of the European explorers and traders at the beginning of the 17<sup>th</sup> century triggered widespread shifts in Aboriginal lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 2.

**Table 2: Post-Contact Settlement History**  
(Smith 1846; Coyne 1895; Hunter 1909a–b; Lajeunesse 1960; Cumming 1970; Ellis and Ferris 1990; Surtees 1994; AO 2015)

Historical Event	Timeframe	Characteristics
Early Contact	Early 17 <sup>th</sup> century	Brûlé explores the area in 1610; Champlain visits in 1613 and 1615/1616; Iroquoian-speakers (Huron, Petun and Neutral) and Algonkian-speakers (Anishnabeg) encountered; European goods begin to replace traditional tools
Five Nations Invasion	Mid-17 <sup>th</sup> century	Haudenosaunee (Five Nations) invade ca. 1650; Neutral, Huron and Petun Nations are defeated/removed; vast Iroquoian hunting territory established in the second half of the 17 <sup>th</sup> century; Explorers continue to document the area
Anishnabeg Influx	Late 17 <sup>th</sup> and early 18 <sup>th</sup> century	Ojibway, Odawa and Potawatomi expand into Haudenosaunee lands in the late 17 <sup>th</sup> century; Nanfan Treaty between Haudenosaunee and British in 1701; Anishnabeg occupy the area and trade directly with the French and English
Fur Trade Development	Early and mid-18 <sup>th</sup> century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years' War in 1754; French surrender in 1760
British Control	Mid-18 <sup>th</sup> century	<i>Royal Proclamation</i> of 1763 recognizes the title of the First Nations to the land; Numerous treaties arranged by the Crown; First acquisition is the Seneca surrender of the west side of the Niagara River in August 1764
Loyalist Influx	Late 18 <sup>th</sup> century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; John Collins acquires the northern part of the Toronto Carrying Place in 1785; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
County Development	Late 18 <sup>th</sup> and early 19 <sup>th</sup> century	Became part of the expansive Kent County in 1792; Penetanguishene Peninsula Purchase completed in 1798; Nominally became part of Simcoe County in 1798; Lake Simcoe Purchase completed in 1815; Lake Simcoe-Nottawasaga Purchase completed in 1818; All townships fully surveyed by the mid-1830s; Townships ceded to Waterloo County in 1837 and York County 1838; Simcoe County independent after the abolition of the district system in 1849
Township Formation	Early 19 <sup>th</sup> century	Nottawasaga: Surveyed by Thomas Kelly in 1832 and Charles Rankin in 1833; First settlers arrived in 1834; Settlement initially facilitated by Crown Lands Agent H.C. Young, and four communities were founded (two Scottish, one Irish and one German); Scottish settlement at Bowmore (Duntroon) began with free grants, and 21 families settled there in 1834

Historical Event	Timeframe	Characteristics
		Sunnidale: Figured prominently in the War of 1812 (the <i>HMS Nancy</i> was sunk by the Americans at the mouth of the river in 1814); Fort Nottawasaga (Schoonertown) founded in 1816 but closed in 1818; Surveyed by Thomas Kelly in 1831/32, save for a portion in the southeast; William Hawkins conducted the Sunnidale Road Survey in 1833, and laid out town plots at Rippon and Hythe
Township Development	Mid-19 <sup>th</sup> and early 20 <sup>th</sup> century	Nottawasaga: Population reached 420 by 1842 (mostly Scottish); 7,628 ha had been taken up by 1846, with 623 ha under cultivation; 3 grist mills and 3 saw mills in operation at that time; Traversed by the Ontario, Simcoe & Huron Railway/the Northern Railway (1855) and a branch of the Hamilton & North Western Railway (1879); Collingwood was the principal settlement; Other communities at Stayner, Nottawa, Batteaux, Duntroon, Singhampton, Glen Huron, Dunedin, Creemore and Avening
		Sunnidale: Population was only 174 in 1842; Growth was stagnant due to combination of sandy soils and lack of roads, mills and markets; 1,272 ha taken up by 1846, with 153 ha under cultivation; 1 saw mill in operation at that time; Logging industry boomed throughout 19 <sup>th</sup> century; Traversed by the Ontario, Simcoe & Huron Railway/the Northern Railway (1855); Prominent communities at Wasaga Beach, Sunnidale Corners, Sunnidale Village, New Lowell and Brentwood

### 1.2.2 Past and Present Land Use

During Pre-Contact and Early Contact times, the vicinity of the study area would have comprised a mixture of coniferous trees, deciduous trees and open areas. It seems clear that the First Nations managed the landscape to some degree, but the extent of such management is unknown. During the early 19<sup>th</sup> century, Euro-Canadian settlers arrived in the area and began to clear the forests for agricultural and settlement purposes. The vicinity of the study area was relatively well-settled for the remainder of the Euro-Canadian period, and the nearest community was Wasaga Beach.

The area of Wasaga Beach was a locale for logging and small-scale fishing during the 19<sup>th</sup> century. In 1870, John Van Vlack purchased 28 ha near the Nottawasaga River in the northwestern corner of the Township of Flos. As one of the area’s first residents, Van Vlack built a saw mill, ran a store and served as the area’s first postmaster. As additional settlers arrived to work for Van Vlack or to start their own businesses, the village quickly developed. By the end of the 1880s, the beach area around the Van Vlack settlement became known as Wasaga Beach, a derivative of ‘Nottawasaga’. By the turn of the 20<sup>th</sup> century, this area had a hotel and a few cottages, and it became a favoured locale for picnics and vacations. The first cottage lots in the area were surveyed in 1907, and Wasaga Beach developed into a cottage community during the 1920s. This growth accelerated with the advent of the automobile, as the beach became one of the most popular resort destinations in Ontario (Watson 2009:2–4).

In an attempt to reconstruct the historic land use of the study area, ARA examined three historical maps that documented past residents, structures (e.g., homes, businesses and public buildings) and features during the 19<sup>th</sup> century, as well as one aerial image from the mid-20<sup>th</sup> century. Specifically, the following resources were consulted:

- J. Hogg’s *Hogg’s Map of the County of Simcoe* (1871) at a scale of 80 chains to 1 inch (OHCMP 2016);

- the *Map of Nottawasaga Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) at a scale of 100 chains to 1 inch (McGill University 2001);
- the *Map of Sunnidale Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) at a scale of 100 chains to 1 inch (McGill University 2001); and
- An aerial image 1954 (University of Toronto 2009).

The limits of the study area are shown on georeferenced versions of the consulted historical resources in Map 2–Map 5.

J. Hogg's *Map of the County of Simcoe* (1871) does not indicate any landowners or structures within the subject lots (see Map 2). Lots to the west, south and east of the study area appear to have been well settled, however, and dense settlement is apparent in the vicinity of Stayner. The *Map of Nottawasaga Township* and the *Map of Sunnidale Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) similarly do not identify any landowners or structures in the area, and Mosley Street is shown as an unopened road allowance (see Map 3–Map 4). The lack of identified landowners does not necessarily mean that the area was unoccupied, however, as typically only subscribers to the *Illustrated Atlas* would be included in the published content. It is therefore possible that the residents of these lots were simply not subscribers, and were accordingly omitted.

The aerial image from 1954 demonstrates that the study area consisted of the Mosley Street ROW and adjacent residential properties and wooded areas during the mid-20<sup>th</sup> century (see Map 5). Brock's Beach is indicated at the western extent of the study area, and development along Shore Lane (parallel to the Georgian Bay shoreline) was underway at this time. The current land use can be classified as a mixture of infrastructural and residential.

### 1.3 Archaeological Context

The Stage 1 assessment was conducted on July 7, 2016 under PIF #P007-0755-2016. ARA utilized a Garmin eTrex 20 high-sensitivity WAAS-enabled GPS receiver with an accuracy of +/- 5 m (UTM17/NAD83) during the investigation. The limits of the study area within the accessible lands were confirmed using project-specific GIS data translated into GPS points for reference in the field, in combination with georeferenced aerial imagery showing natural formations in relation to the project lands. The northern and southern limits within the private properties could not be verified using the GPS, and were estimated based on the aerial imagery and natural formations.

The archaeological context of a given study area must be informed by the general condition of the property (Section 1.3.1), summaries of any previous archaeological work conducted within 50 m (Section 1.3.2) and whether there are any registered or known archaeological sites within 1 km (Section 1.3.3).

### 1.3.1 Condition of the Property

The study area lies within the Great Lakes–St. Lawrence forest, which is a transitional zone between the southern deciduous forest and the northern boreal forest. This forest extends along the St. Lawrence River across central Ontario to Lake Huron and west of Lake Superior along the border with Minnesota, and its southern portion extends into the more populated areas of Ontario. This forest is dominated by hardwoods, featuring species such as maple, oak, yellow birch, white and red pine. Coniferous trees such as white pine, red pine, hemlock and white cedar commonly mix with deciduous broad-leaved species, such as yellow birch, sugar and red maples, basswood and red oak (MNR 2015).

Physiographically, the study area lies within the region known as the Simcoe Lowlands, which consists of an approximately 284,899 ha area bordering Georgian Bay and Lake Simcoe. Specifically, the study area lies within western part of the region (the Nottawasaga basin), which was once flooded by glacial Lake Algonquin and is bordered by shorecliffs, beaches and bouldery terraces. The Nottawasaga basin is limited to the broad flats bordering the river, and its surface beds comprise deposits of deltaic and lacustrine origin rather than glacial outwash (Chapman and Putnam 1984:177–180).

The soils within the study area consist of Sargent gravelly sandy loam (Stsl) in the west, Eastport sand (Ets) in the west-centre and Alliston sandy loam (Ans) in east. The specific characteristics of these soil types are summarized in Table 3 (Hoffman et al. 1962:Soil Map North Sheet).

**Table 3: Soil Types**

Soil Code	Soil Type	Soil Group	Parent Materials	Topography	Drainage
Stsl	Sargent gravelly sandy loam	Brown Forest	Pale brown, calcareous outwash gravel	Smooth, gently sloping	Good
Ets	Eastport sand	Dry Sands	Grey, calcareous outwash sand	Irregular, moderately sloping	Excessive
Ans	Alliston sandy loam	Podzol	Grey, calcareous outwash sand	Smooth, very gently sloping	Imperfect

In terms of local watersheds, the subject lands fall within the Blue Mountains drainage basin, which forms part of the Nottawasaga Valley Conservation Authority (NVCA 2016). Specifically, the study area is traversed by a tributary of Georgian Bay in the west and is located 218 m south of Georgian Bay, 610 m north of a tributary of the Nottawasaga River, 1.3 km north of Lamont Creek and 1.4 km west of the Nottawasaga River. The study area is also traversed by an unnamed wetland in the east (now mostly developed) and is surrounded by several other unnamed wetlands.

At the time of assessment, the study area comprised the Mosley Street ROW with its roadway platform, shoulders and ditches, as well as adjacent residential properties, maintained lawns and wooded areas. Field conditions were ideal during the assessment, with high ground surface

visibility. No unusual physical features were encountered that affected the results of the Stage 1 assessment.

### 1.3.2 Previous Archaeological Work

The Ontario Archaeological Sites Database and the Ontario Public Register of Archaeological Reports were consulted to determine whether any archaeological assessments had been previously conducted within the limits of, or immediately adjacent to the study area. Specifically, reports documenting 1) assessments previously conducted within the project lands and 2) assessments that resulted in the discovery of archaeological sites that could extend onto the project lands were sought. As a result of this investigation, it was determined that there is one report on record documenting previous fieldwork within a 50 m radius. In accordance with the requirements set out in Section 7.5.8 of the S&Gs (MTC 2011:125), the relevant assessment and its associated recommendations are summarized below.

In May 2014, AAL conducted a Stage 1 archaeological assessment for the Bay Sands Development Area Proposed Drainage and Outlet Improvements project under PIF #P013-1044-2014 (AAL 2014). The greater project study area encompassed 55 ha, but the assessment was focused on the proposed location of five ponds, an easement corridor, a road widening and a watercourse channel upgrade. The assessment determined that four of the five ponds, the easement corridor and the 62<sup>nd</sup> Street South road corridor had no archaeological potential. The northeastern proposed pond, the 62<sup>nd</sup> Street North road corridor and the watercourse channel upgrade all had archaeological potential and were recommended for Stage 2 assessment (AAL 2014:5–6). These areas of archaeological potential traverse the subject study area in the vicinity of Mosley Street and 62<sup>nd</sup> Street North, and the previously assessed areas are represented in the mapping.

### 1.3.3 Registered or Known Archaeological Sites

The Ontario Archaeological Sites Database and the Ontario Public Register of Archaeological Reports were also consulted to determine whether any registered or known archaeological resources occur in the greater vicinity of the study area. As a result of this investigation, it was determined that there is one previously identified archaeological site located within a 1 km radius. The characteristics of this site are summarized in Table 4.

**Table 4: Registered or Known Archaeological Sites within 1 km**

Borden No.	Site Name (Identifier)	Time Period	Site Type	Assessment History	Assessment Results
BcHa-29	Canal	Post-Contact	Canal	1974	This canal crosses the Sunnidale Road near Nottawasaga Bay, in 1883 it was 86 feet wide, 3 feet deep and 1.25 miles long, today it is somewhat filled and looks like a ditch, CHVI unknown

This identified archaeological site does not fall within or immediately adjacent to the project lands; accordingly, it has no potential to traverse the study area. Regardless, the presence of one previously identified site in the vicinity of the study area demonstrates the desirability of this locality for early settlement.

## **2.0 STAGE 1 BACKGROUND STUDY**

### **2.1 Background**

The Stage 1 assessment involved background research to document the geography, history, previous archaeological fieldwork and current land condition of the study area. This desktop examination included research from both archival sources as well as current academic/archaeological publications. It also included the analysis of modern topographic maps, aerial photographs, satellite imagery, and historical maps/atlas of the most detailed scale available. The results of the research conducted for the background study are summarized below.

With occupation beginning approximately 11,000 years ago, the greater vicinity of the study area comprises a complex chronology of Pre-Contact and Post-Contact histories (see Section 1.2). Artifacts associated with Palaeo-Indian, Archaic, Woodland and Early Contact traditions are well-attested in Simcoe County, and Euro-Canadian archaeological sites dating to pre-1900 and post-1900 contexts are likewise common. The presence of one registered archaeological site in the vicinity of the study area demonstrates the desirability of this locality for early settlement (see Section 1.3.3).

The natural environment of the study area would have been attractive to both Pre-Contact and Euro-Canadian populations as a result of proximity to Georgian Bay and its tributary. The areas of Sargent gravelly sandy loam and Alliston sandy loam would have been acceptable for agriculture, and the diverse local vegetation would also have encouraged settlement throughout Ontario's lengthy history. Euro-Canadian populations would have been particularly drawn to Mosley Street, 45<sup>th</sup> Street and 71<sup>st</sup> Street, all of which were historically-surveyed thoroughfares.

In summary, the Stage 1 assessment included an up-to-date listing of sites from the MTCS's Ontario Archaeological Sites Database (within at least a 1 km radius), the consideration of previous local archaeological fieldwork (within at least a 50 m radius), the analysis of topographic and historic maps (at the most detailed scale available), and the study of aerial photographs/satellite imagery. In this manner, the standards for background research set out in Section 1.1 of the *S&Gs* (MTC 2011:14–15) were met.

### **2.2 Field Methods (Property Inspection)**

In order to gain first-hand knowledge of the geography, topography and current condition of the study area, a property inspection was conducted on July 7, 2016. Environmental conditions were ideal during the inspection, with sunny skies, a high of 28 °C and excellent lighting. ARA therefore confirms that fieldwork was carried out under weather and lighting conditions that met the requirements set out in Section 1.2 Standard 2 of the *S&Gs* (MTC 2011:16).

The study area was subjected to a systematic visual inspection (at an interval of  $\leq 10$  m) in accordance with the requirements set out in Section 1.2 of the *S&Gs* (MTC 2011:15–17). Specifically, the inspection began at the western edge of the study area and progressed eastwards along the north side of Mosley Street towards 58<sup>th</sup> Street, and then continued on the south side of Mosley Street back towards Beachwood Road. The inspection then shifted to 45<sup>th</sup> Street, and progressed westwards along the north side of Mosley Street towards 58<sup>th</sup> Street, and then continued



on the south side of Mosley back towards 45<sup>th</sup> Street. The visually inspected areas were examined under ideal weather and lighting conditions with high ground surface visibility.

The visual inspection confirmed that all surficial features of archaeological potential (e.g., historically-surveyed roadways, etc.) were present where they were previously identified, and did not result in the identification of any additional features of archaeological potential not visible on mapping (e.g., relic water channels, patches of well-drained soils, etc.). The inspection confirmed that parts of the study area were significantly disturbed by past construction activities. No other features (e.g., permanently wet lands, sloped lands, overgrown vegetation, heavier soils than expected, etc.) or significant built features (e.g., heritage structures, landscapes, plaques, monuments, cemeteries, etc.) that would affect assessment strategies were identified.

### **2.3 Analysis and Conclusions**

In addition to relevant historical sources and the results of past archaeological assessments, the archaeological potential of a property can be assessed using its soils, hydrology and landforms as considerations. Section 1.3.1 of the *S&Gs* (MTC 2011:17–18) recognizes the following features or characteristics as indicators of archaeological potential: previously identified sites, water sources (past and present), elevated topography, pockets of well-drained sandy soil, distinctive land formations, resource areas, areas of Euro-Canadian settlement, early transportation routes, listed or designated properties, historic landmarks or sites, and areas that local histories or informants have identified with possible sites, events, activities or occupations.

The Stage 1 assessment resulted in the identification of numerous features of archaeological potential in the vicinity of the study area (see Map 6). The closest and most relevant indicators of archaeological potential (i.e., those that would directly affect survey interval requirements) include two primary water sources (Georgian Bay and a tributary of Georgian Bay), eleven secondary water sources (unnamed wetlands) and three historic roadways (Mosley Street, 45<sup>th</sup> Street and 71<sup>st</sup> Street).

Although proximity to a feature of archaeological potential is a significant factor in the potential modelling process, current land conditions must also be considered. Section 1.3.2 of the *S&Gs* (MTC 2011:18) emphasizes that 1) quarrying, 2) major landscaping involving grading below topsoil, 3) building footprints and 4) sewage/infrastructure development can result in the removal of archaeological potential, and Section 2.1 of the *S&Gs* (MTC 2011:28) states that 1) permanently wet areas, 2) exposed bedrock and 3) steep slopes (> 20°) can also be considered as having no archaeological potential.

ARA's visual inspection, coupled with the analysis of aerial photographs, satellite imagery, topographic mapping and digital environmental data, resulted in the identification of several areas of no archaeological potential within the assessed lands. The identified areas of no archaeological potential can be summarized as follows:

- Deep land alterations have resulted in the removal of archaeological potential from 1) the roadway platform, shoulders and ditches for Mosley Street and various intersecting roadways, 2) a stone-lined ditch and gas line easement on the north side of Mosley Street (between 54<sup>th</sup> Street South and 52<sup>nd</sup> Street South) and 3) fully developed commercial lands

in the vicinity of 45<sup>th</sup> Street South. These areas had all clearly been impacted by past earth-moving/construction activities, resulting in the disturbance of the original soils to a significant depth (see Image 1–Image 16).

The remainder of the assessed area either has potential for Pre-Contact and Euro-Canadian archaeological materials or requires test pit survey to confirm the presence/extent of any subsurface disturbances (see Image 17–Image 22). Background research did not identify any features indicating that the study area has potential for deeply buried archaeological materials.

The Stage 1 assessment determined that the assessed area currently comprises a mixture of areas of archaeological potential and areas of no archaeological potential. At the time of assessment, 37.38% (4.52 ha) of the study area had archaeological potential and fell within wooded or grassed areas located < 300 m from a feature of archaeological potential, 22.17% (2.68 ha) was likely disturbed but retains archaeological potential until such time as disturbance can be confirmed, and 40.45% (4.90 ha) was identified as disturbed. The identified areas of archaeological potential and areas of no archaeological potential are depicted in Map 7. The project limits are depicted as a layer in these maps (formal project mapping is not yet available).

### 3.0 RECOMMENDATIONS

The Stage 1 assessment determined that the study area comprised a mixture of areas of archaeological potential and areas of no archaeological potential. ARA recommends that all identified areas of archaeological potential that could be impacted by the project be subject to a Stage 2 property assessment in advance of construction.

The Stage 2 assessment must be conducted in accordance with Section 2.1 of the *S&Gs* (MTC 2011:28–39). Given that the areas of archaeological potential consist of grassed areas and residential properties, it is recommended that the test pit survey method be utilized to complete the assessment. A test pit survey interval of  $\leq 5$  m will be required due to the proximity of the lands to the identified features of archaeological potential. Each test pit must be excavated into the first 5 cm of subsoil, and the resultant pits must be examined for stratigraphy, cultural features and/or evidence of fill. The soil from each test pit must be screened through mesh with an aperture of no greater than 6 mm and examined for archaeological materials. If archaeological materials are encountered, all PTPs must be documented and intensification may be required. Given the likelihood that the edges of the Mosley Street ROW have been impacted by past construction activities, a combination of visual inspection and test pit survey should be utilized to confirm the extents of any disturbed areas in accordance with Section 2.1.8 of the *S&Gs* (MTC 2011:38). Any undisturbed areas would require test pit survey as outlined above.

The identified areas of no archaeological potential are not recommended for further assessment. It is requested that this report be entered into the *Ontario Public Register of Archaeological Reports*, as provided for in Section 65.1 of the *Ontario Heritage Act*.

#### 4.0 ADVICE ON COMPLIANCE WITH LEGISLATION

Section 7.5.9 of the S&Gs requires that the following information be provided for the benefit of the proponent and approval authority in the land use planning and development process (MTC 2011:126–127):

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MTCS, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
- The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

## 5.0 IMAGES



**Image 1: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 2: Disturbed Lands**  
(July 7, 2016; Facing Southwest)



**Image 3: Disturbed Lands**  
(July 7, 2016; Facing Southwest)



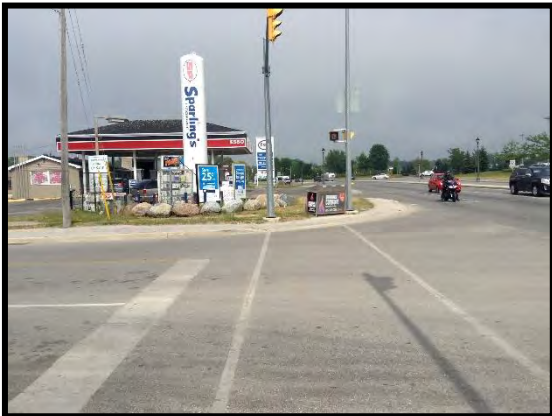
**Image 4: Disturbed Lands**  
(July 7, 2016; Facing Southwest)



**Image 5: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 6: Disturbed Lands**  
(July 7, 2016; Facing Southwest)



**Image 7: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 8: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 9: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 10: Disturbed Lands**  
(July 7, 2016; Facing Northwest)



**Image 11: Disturbed Lands**  
(July 7, 2016; Facing Southwest)



**Image 12: Disturbed Lands**  
(July 7, 2016; Facing South)



**Image 13: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 14: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 15: Disturbed Lands**  
(July 7, 2016; Facing Southwest)



**Image 16: Disturbed Lands**  
(July 7, 2016; Facing Northeast)



**Image 17: Field Conditions**  
(July 7, 2016; Facing Southwest)



**Image 18: Field Conditions**  
(July 7, 2016; Facing Southwest)



**Image 19: Field Conditions**  
(July 7, 2016; Facing Southwest)



**Image 20: Field Conditions**  
(July 7, 2016; Facing Southwest)



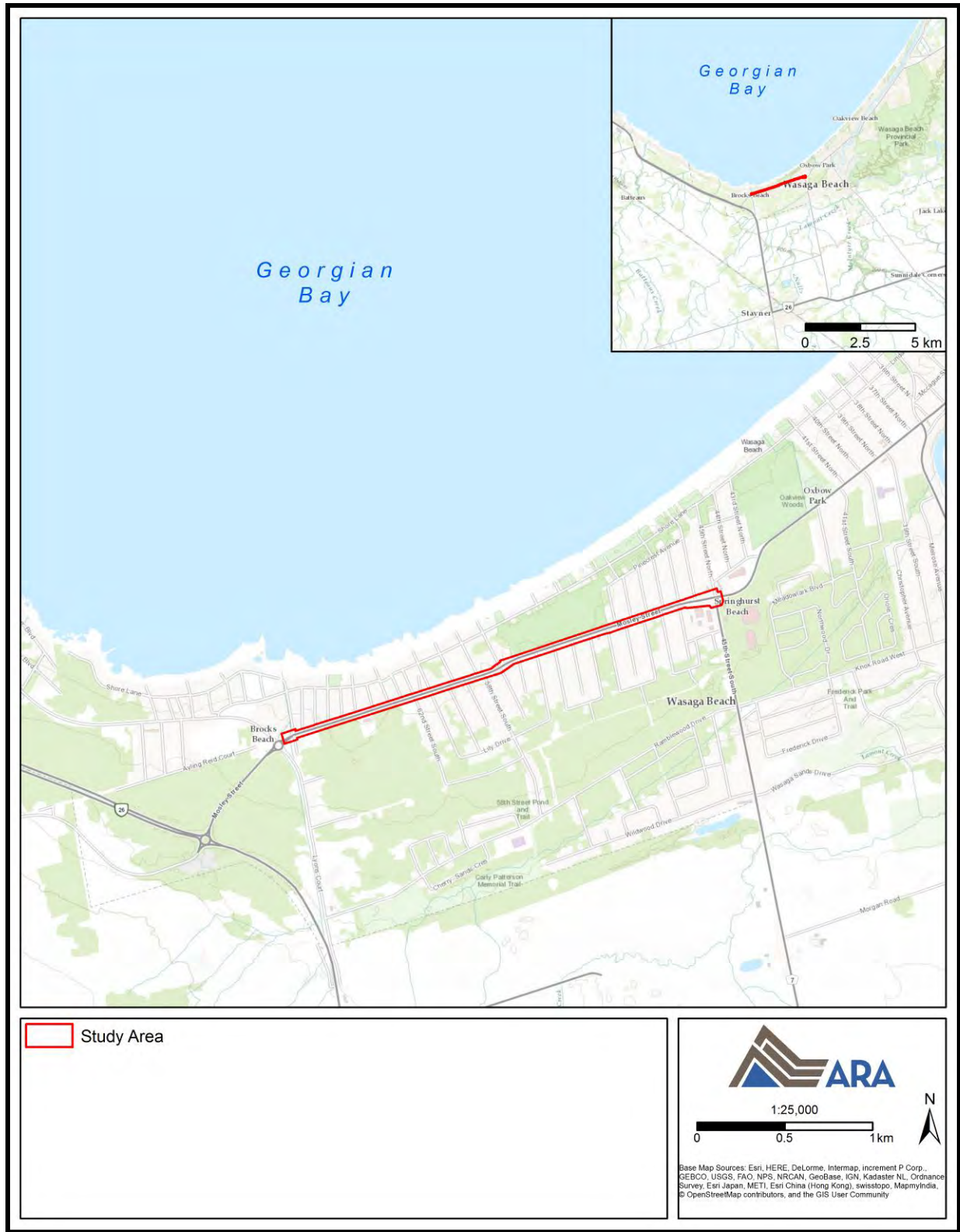
**Image 21: Field Conditions**  
(July 7, 2016; Facing Southwest)



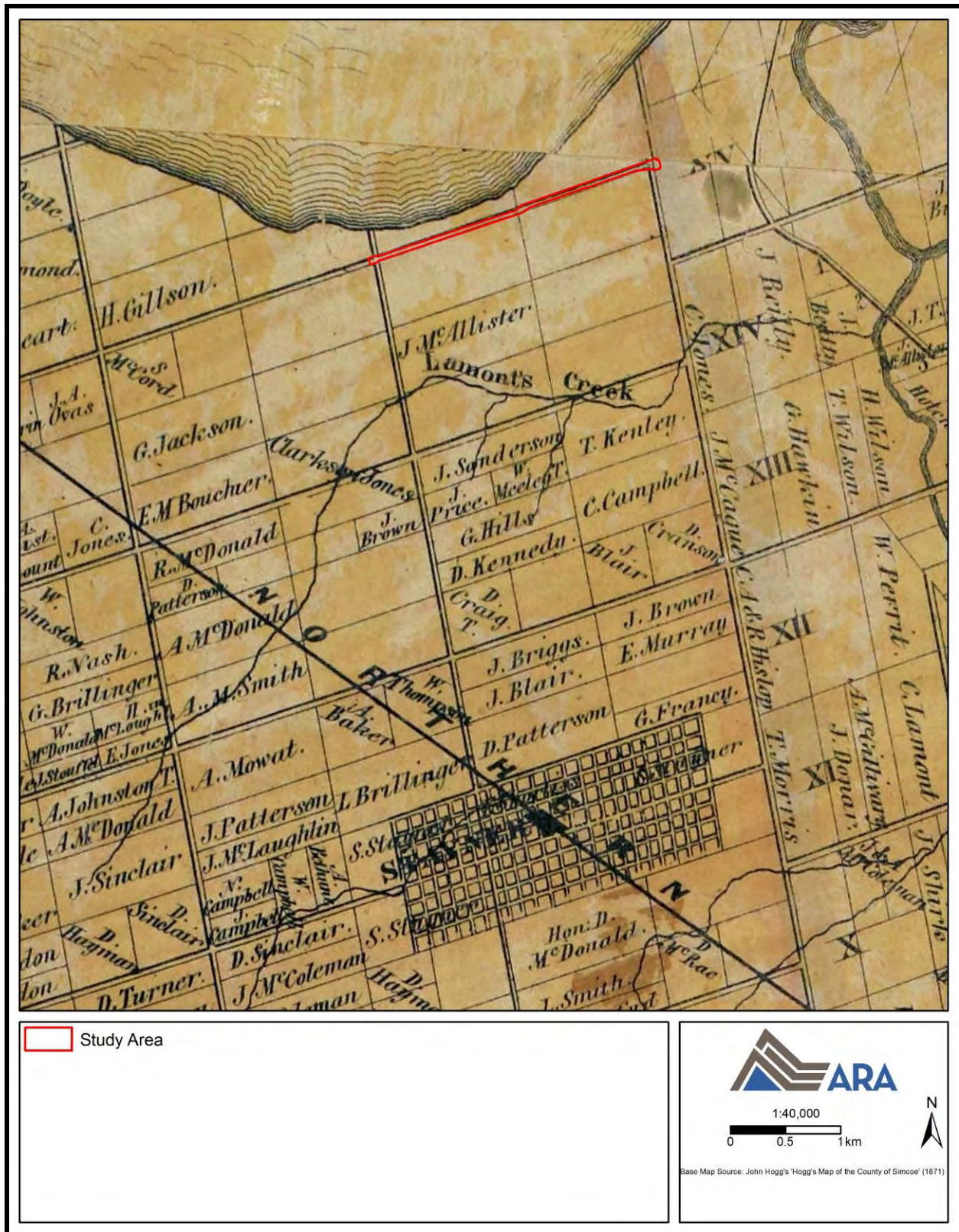
**Image 22: Field Conditions**  
(July 7, 2016; Facing Southwest)



## 6.0 MAPS

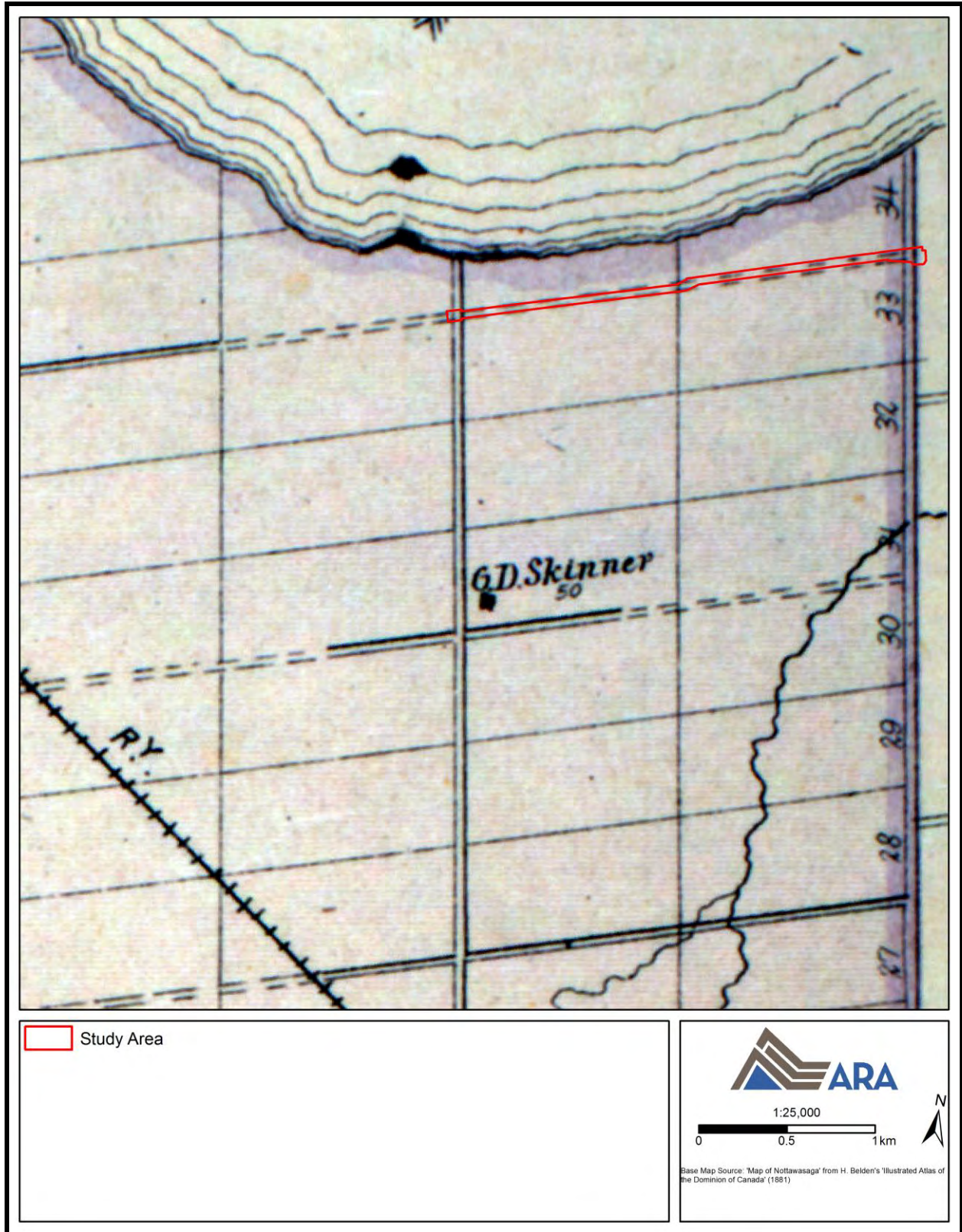


**Map 1: Location of the Study Area**  
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

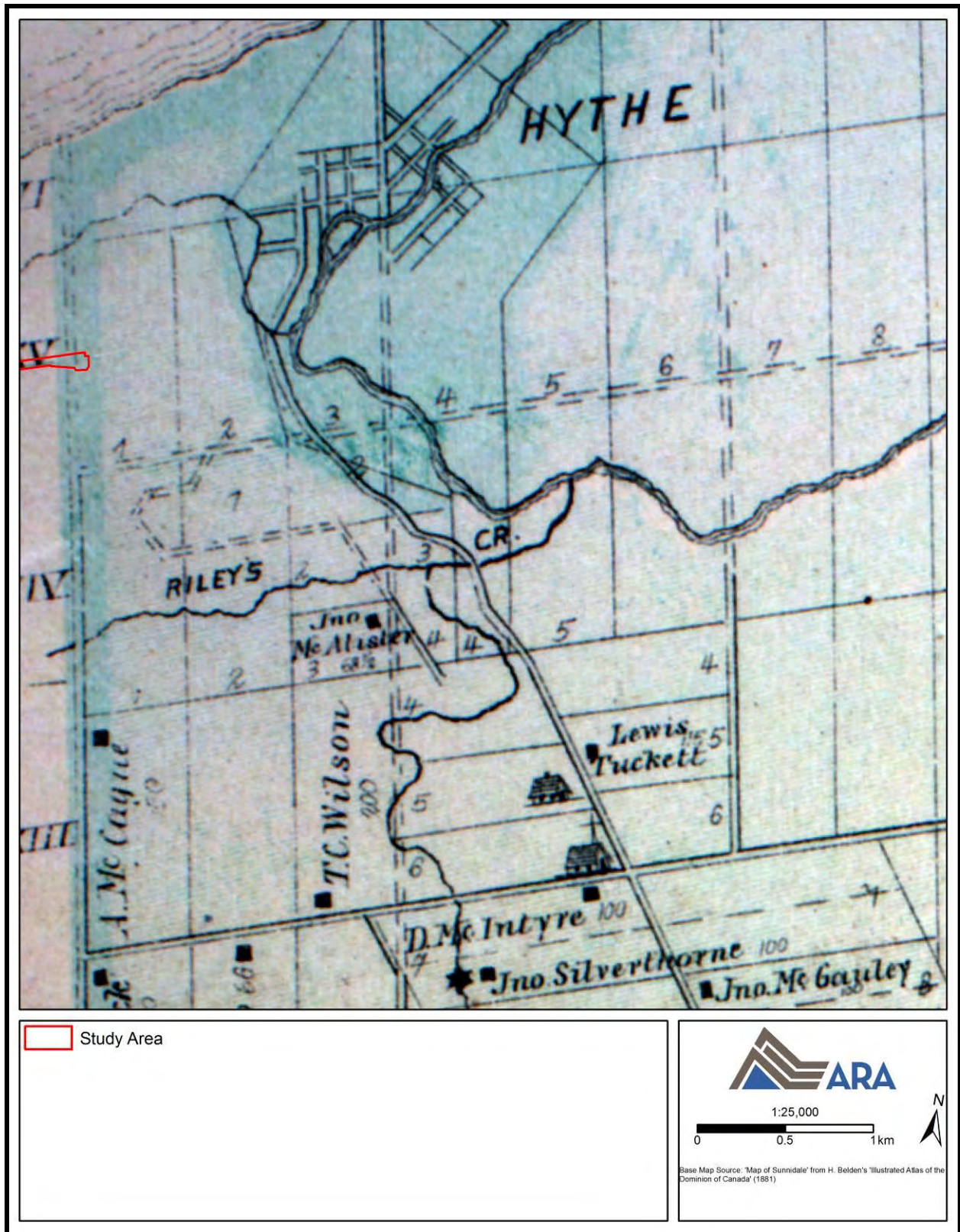


**Map 2: Detail from J. Hogg's Hogg's Map of the County of Simcoe (1871), Showing the Study Area**

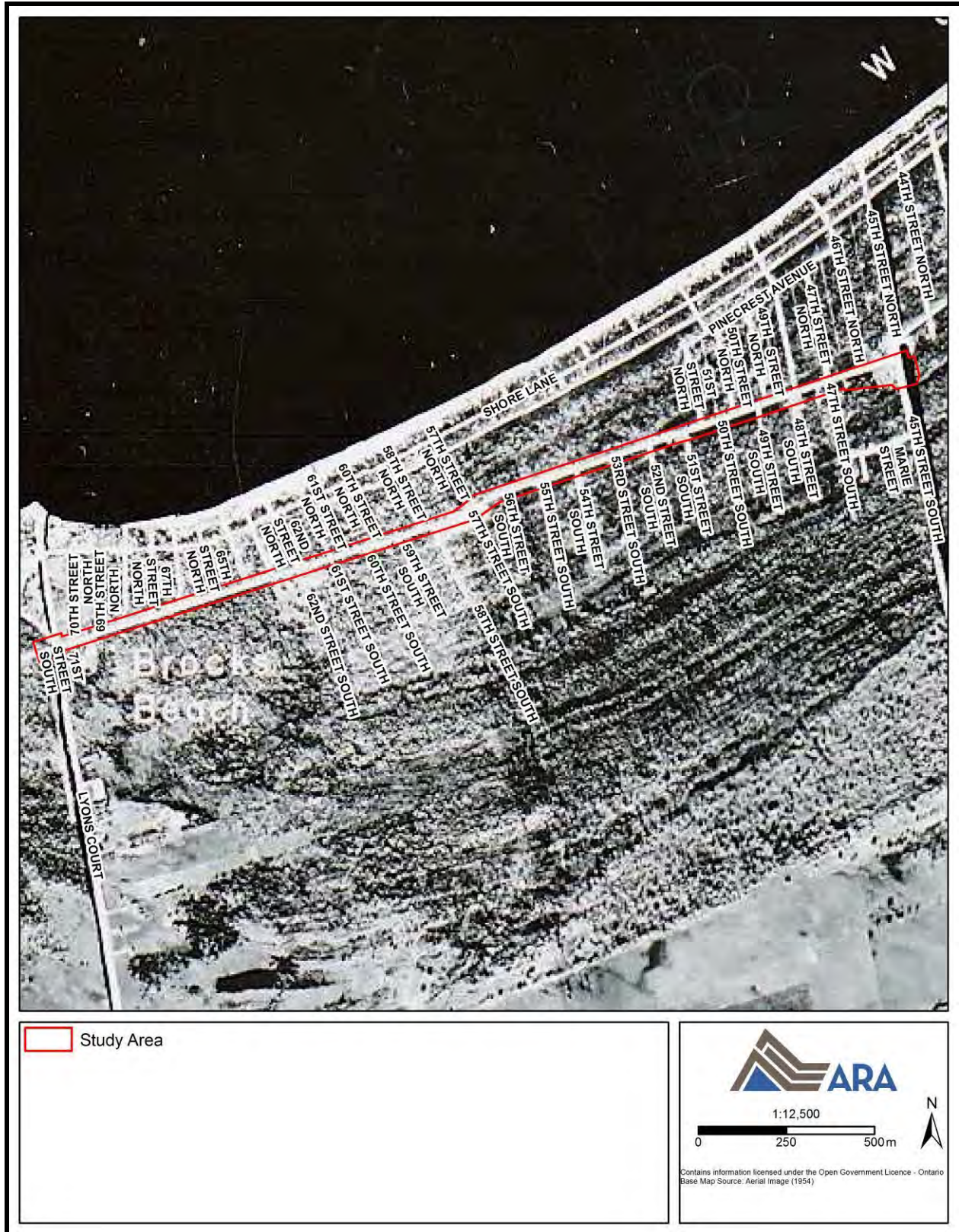
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri; OHCMP 2016)



**Map 3: Detail of the Map of Nottawasaga Township from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881), Showing the Study Area (Produced by ARA under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)**



**Map 4: Detail of the Map of Sunnidale Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881), Showing the Study Area (Produced by ARA under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)**

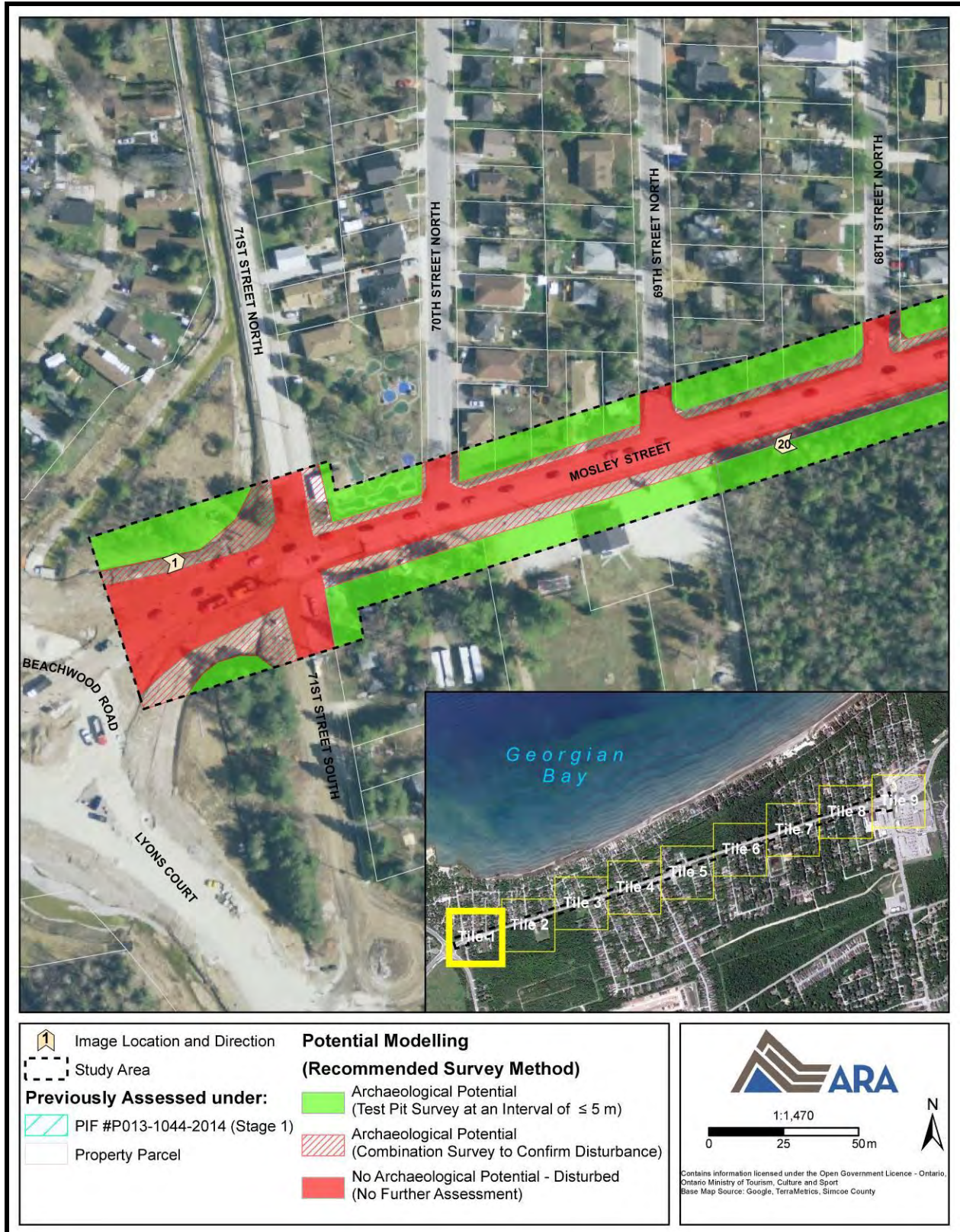


**Map 5: Aerial Image (1954), Showing the Study Area**

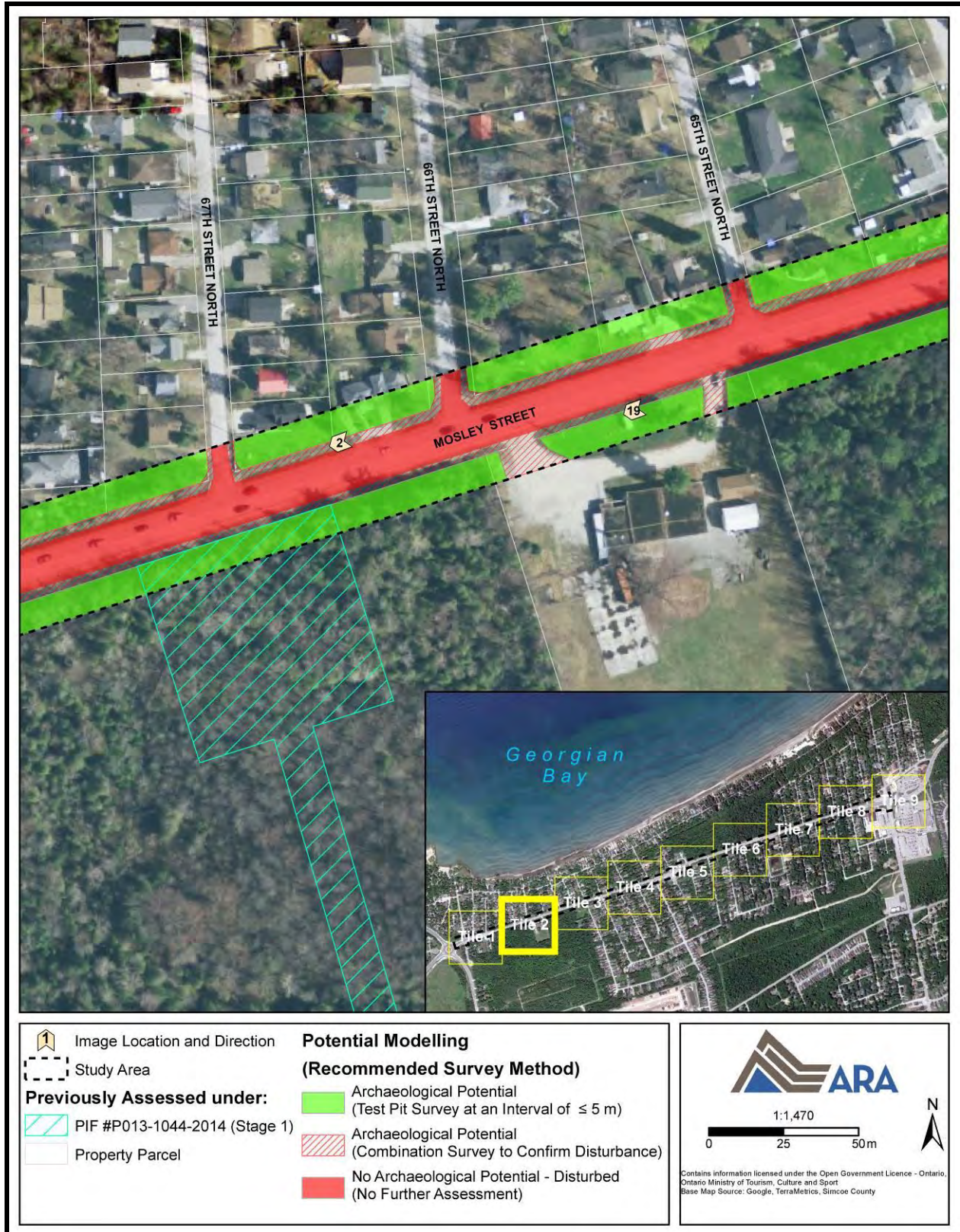
(Produced by ARA under licence using ArcGIS® software by Esri, © Esri; University of Toronto 2009)



**Map 6: Features of Potential**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

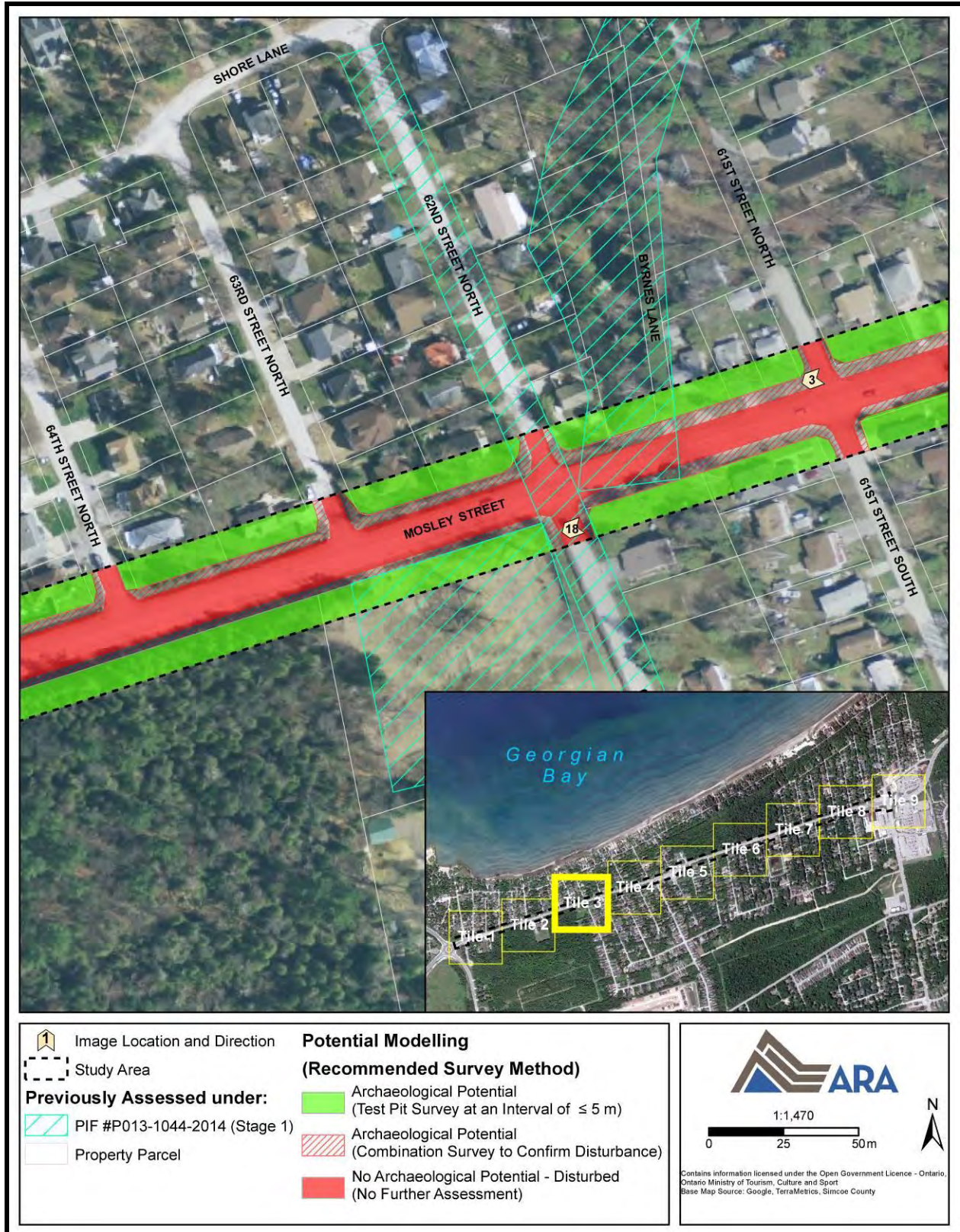


**Map 7: Potential Modelling (Tile 1)**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

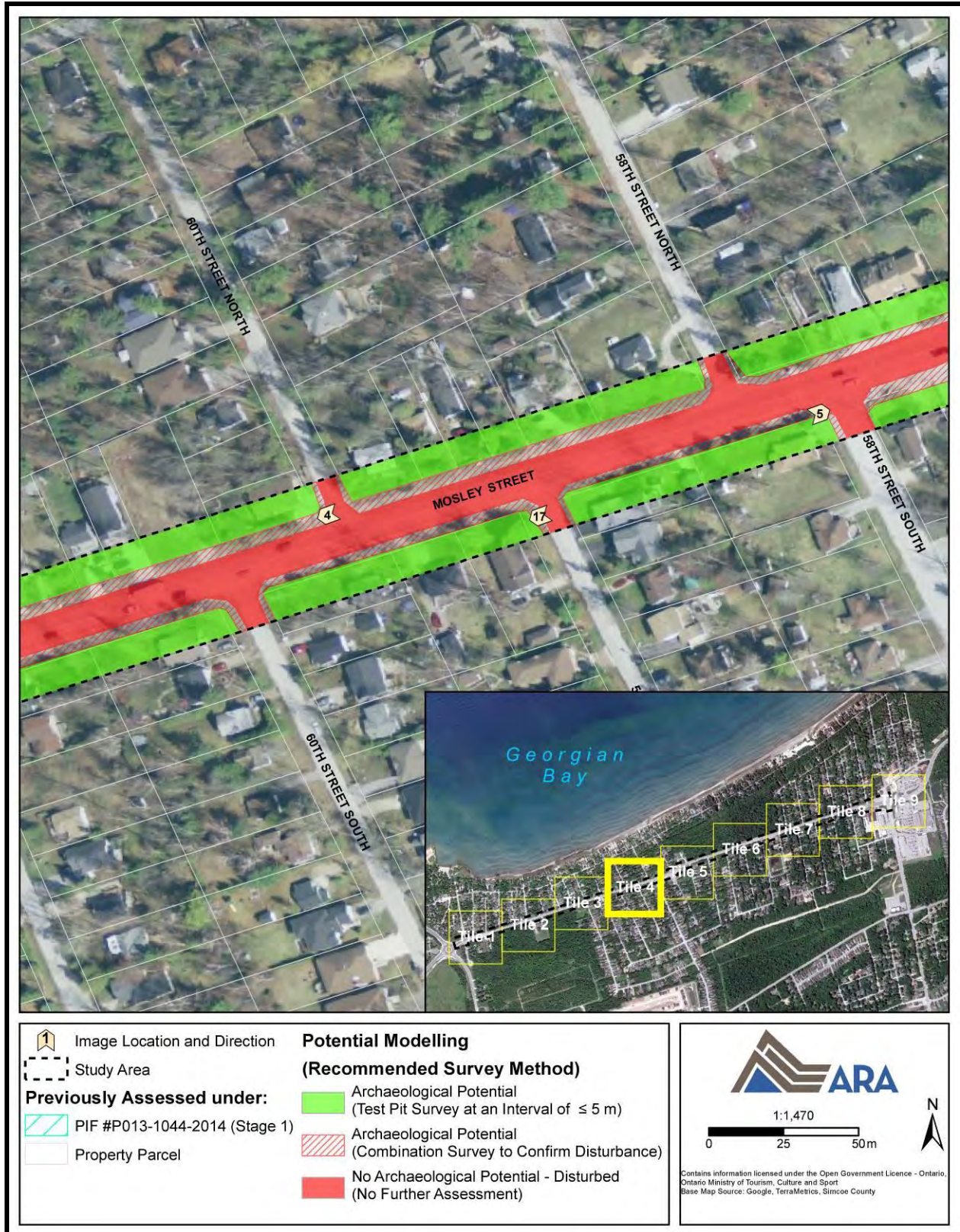


**Map 8: Potential Modelling (Tile 2)**  
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**Map 9: Potential Modelling (Tile 3)**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

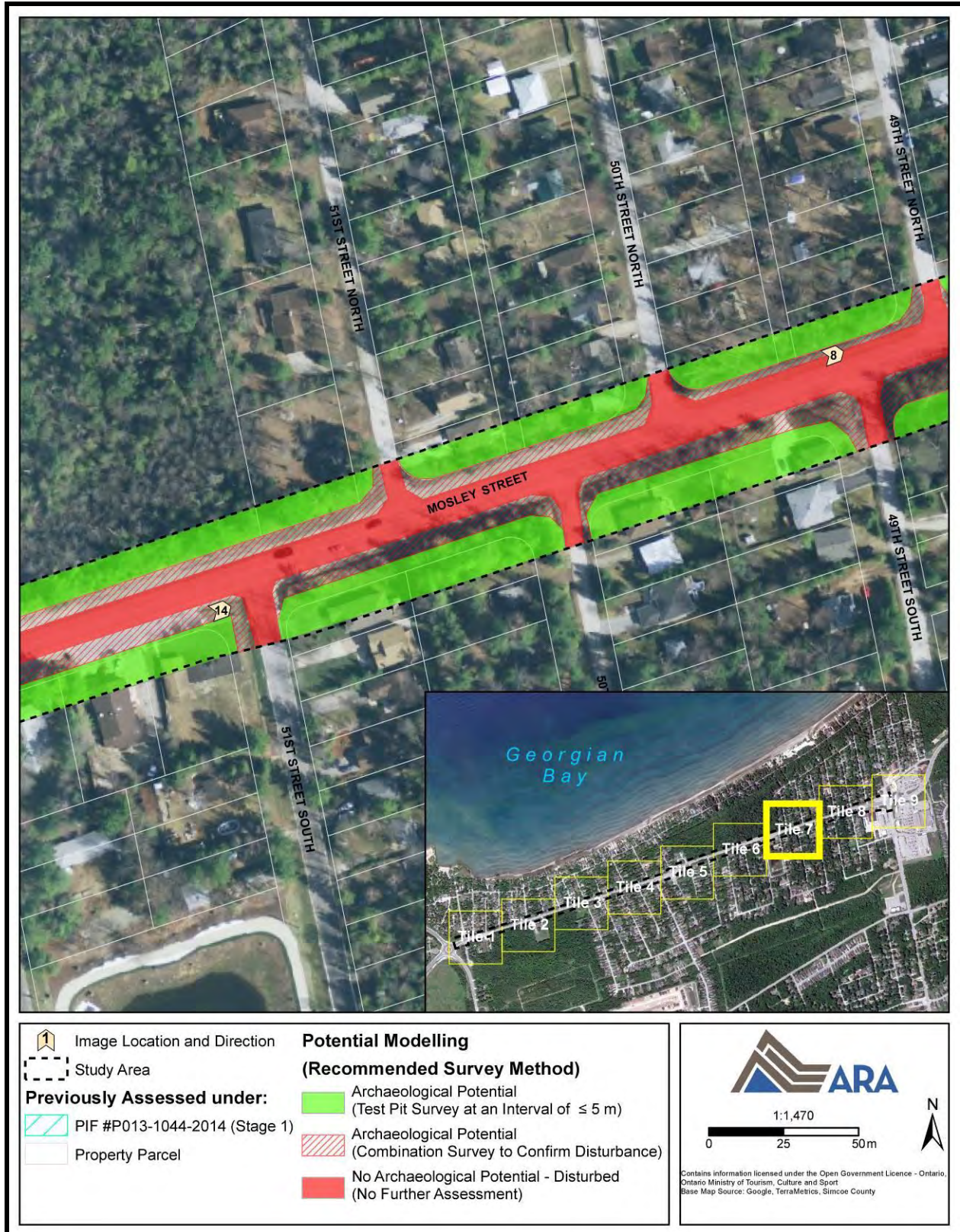




**Map 11: Potential Modelling (Tile 5)**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

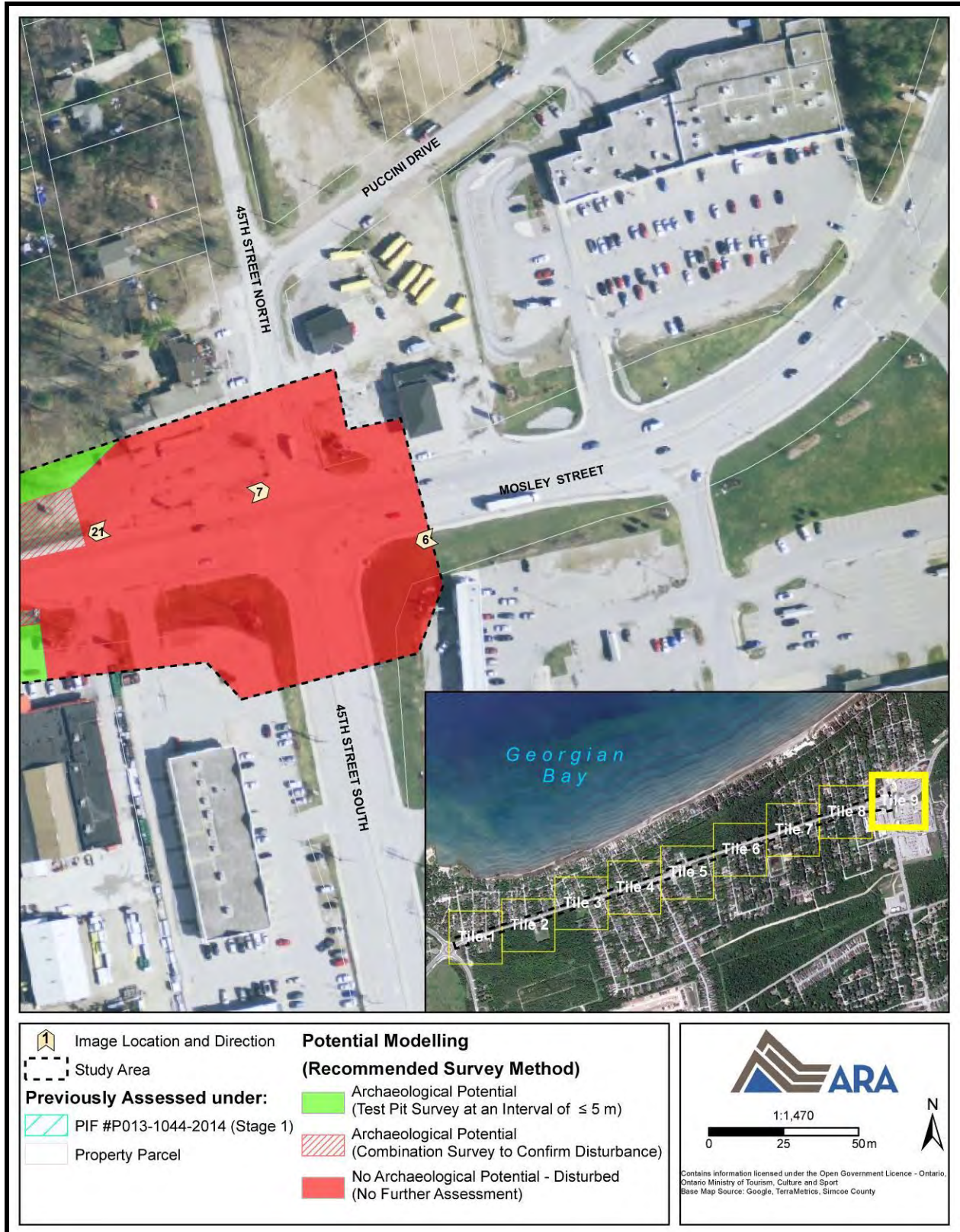


**Map 12: Potential Modelling (Tile 6)**  
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**Map 13: Potential Modelling (Tile 7)**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)





**Map 15: Potential Modelling (Tile 9)**  
 (Produced by ARA under licence using ArcGIS® software by Esri, © Esri)

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**Stage 2 Archaeological Assessment  
Mosley Street Urbanization  
Beachwood Road to 45<sup>th</sup> Street  
Class Environmental Assessment  
Town of Wasaga Beach  
Part of Lots 33–34, Concession 1–3  
Geographic Township of Nottawasaga  
Part of Lot 1, Concession 15  
Geographic Township of Sunnidale  
Simcoe County, Ontario**

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&  
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Licensed under  
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MTCS Licence #P007  
PIF #P007-0842-2017  
ARA File #2017-0142

**12/12/2017**

**Original Report**

## **EXECUTIVE SUMMARY**

Under a contract awarded in June 2017, Archaeological Research Associates Ltd. carried out a Stage 2 archaeological assessment of lands with the potential to be impacted by the proposed urbanization of Mosley Street from Beachwood Road to 45<sup>th</sup> Street in the Town of Wasaga Beach, Simcoe County, Ontario. The assessment was completed as a component of a Schedule 'C' Municipal Class Environment Assessment. The proposed urbanization and widening is necessary to accommodate future transportation demands and to address road safety, drainage and pavement structure issues. In addition to these enhancements, the study will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. This report documents the background research and fieldwork involved in the assessment, and presents conclusions and recommendations pertaining to archaeological concerns within the project lands.

The Stage 1 assessment for the subject project was conducted in July 2016 under Project Information Form #P007-0755-2016 (ARA 2017). The assessment encompassed the Mosley Street Right-of-Way and additional adjacent lands that could be required depending on the selected alternative. The Stage 1 assessment determined that the study area comprised a mixture of areas of archaeological potential and areas of no archaeological potential. It was recommended that all identified areas of archaeological potential that could be impacted by the project be subject to a Stage 2 property assessment in advance of construction. The identified areas of no archaeological potential were not recommended for further assessment (ARA 2017:11).

The Stage 2 assessment of the project lands was conducted in August 2017 under Project Information Form #P007-0842-2017. The assessment encompassed the subject portion of the Mosley Street Right-of-Way, as it has been determined that the final preferred solution will not require any additional adjacent lands. Legal permission to enter and conduct all necessary fieldwork activities within the assessed lands was granted by the property owner. At the time of assessment, the study area comprised the Mosley Street Right-of-Way with its roadway platform, shoulders, ditches and grassed areas.

The Stage 2 assessment did not result in the identification of any archaeological materials. Archaeological Research Associates Ltd. recommends that no further assessment be required within the project lands. It is requested that this report be entered into the Ontario Public Register of Archaeological Reports, as provided for in Section 65.1 of the *Ontario Heritage Act*.

## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>I</b>
<b>GLOSSARY OF ABBREVIATIONS</b>	<b>IV</b>
<b>PERSONNEL</b>	<b>IV</b>
<b>1.0 PROJECT CONTEXT</b>	<b>1</b>
1.1 Development Context	1
1.2 Historical Context	1
1.2.1 Settlement History	2
1.2.1.1 Pre-Contact	2
1.2.1.2 Post-Contact	3
1.2.2 Past and Present Land Use	4
1.3 Archaeological Context	5
1.3.1 Condition of the Property	5
1.3.2 Registered or Known Archaeological Sites	6
1.3.3 Previous Archaeological Work	7
<b>2.0 STAGE 2 PROPERTY ASSESSMENT</b>	<b>9</b>
2.1 Field Methods	9
2.2 Record of Finds	11
2.3 Analysis and Conclusions	11
<b>3.0 RECOMMENDATIONS</b>	<b>12</b>
<b>4.0 ADVICE ON COMPLIANCE WITH LEGISLATION</b>	<b>13</b>
<b>5.0 IMAGES</b>	<b>14</b>
<b>6.0 MAPS</b>	<b>20</b>
<b>7.0 BIBLIOGRAPHY AND SOURCES</b>	<b>34</b>

## LIST OF IMAGES

Image 1: Disturbed Lands	14
Image 2: Disturbed Lands	14
Image 3: Disturbed Lands	14
Image 4: Disturbed Lands	14
Image 5: Disturbed Lands	15
Image 6: Disturbed Lands	15
Image 7: Disturbed Lands	15
Image 8: Disturbed Lands	15
Image 9: Test Pit Survey at an Interval of $\leq 5$ m	15
Image 10: Test Pit Survey at an Interval of $\leq 5$ m	15

Image 11: Test Pit Survey at an Interval of $\leq 5$ m	16
Image 12: Test Pit Survey at an Interval of $\leq 5$ m	16
Image 13: Test Pit Survey at an Interval of $\leq 5$ m	16
Image 14: Test Pit Survey at an Interval of $\leq 5$ m	16
Image 15: Combination Survey to Confirm Disturbance	16
Image 16: Combination Survey to Confirm Disturbance	16
Image 17: Combination Survey to Confirm Disturbance	17
Image 18: Combination Survey to Confirm Disturbance	17
Image 19: Combination Survey to Confirm Disturbance	17
Image 20: Combination Survey to Confirm Disturbance	17
Image 21: Combination Survey to Confirm Disturbance	17
Image 22: Combination Survey to Confirm Disturbance	17
Image 23: Combination Survey to Confirm Disturbance	18
Image 24: Combination Survey to Confirm Disturbance	18
Image 25: Combination Survey to Confirm Disturbance	18
Image 26: Combination Survey to Confirm Disturbance	18
Image 27: Combination Survey to Confirm Disturbance	18
Image 28: Combination Survey to Confirm Disturbance	18
Image 29: Combination Survey to Confirm Disturbance	19
Image 30: Combination Survey to Confirm Disturbance	19
Image 31: Combination Survey to Confirm Disturbance	19
Image 32: Combination Survey to Confirm Disturbance	19

## LIST OF MAPS

Map 1: Location of the Study Area	20
Map 2: J. Hogg's Hogg's Map of the County of Simcoe (1871)	21
Map 3: Map of Nottawasaga Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881)	22
Map 4: Map of Sunnidale Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881)	23
Map 5: Aerial Image (1954)	24
Map 6: Field Methods (Tile 1)	25
Map 7: Field Methods (Tile 2)	26
Map 8: Field Methods (Tile 3)	27
Map 9: Field Methods (Tile 4)	28
Map 10: Field Methods (Tile 5)	29
Map 11: Field Methods (Tile 6)	30
Map 12: Field Methods (Tile 7)	31
Map 13: Field Methods (Tile 8)	32
Map 14: Field Methods (Tile 9)	33

## LIST OF TABLES

Table 1: Pre-Contact Settlement History	2
Table 2: Post-Contact Settlement History	3
Table 3: Soil Types	6
Table 4: Registered or Known Archaeological Sites within 1 km	6
Table 5: Fieldwork Activities and Environmental Conditions	9
Table 6: Survey Methods	10
Table 7: Fixed Reference Landmarks	11
Table 8: Documentary Record	11

## GLOSSARY OF ABBREVIATIONS

AAL – Archaeological Assessments Ltd.  
ARA – Archaeological Research Associates Ltd.  
MTC – (Former) Ministry of Tourism and Culture  
MTCS – Ministry of Tourism, Culture and Sport  
PIF – Project Information Form  
ROW – Right-of-Way  
S&Gs – Standards and Guidelines for Consultant Archaeologists

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## 1.0 PROJECT CONTEXT

### 1.1 Development Context

Under a contract awarded in June 2017, ARA carried out a Stage 2 archaeological assessment of lands with the potential to be impacted by the proposed urbanization of Mosley Street from Beachwood Road to 45<sup>th</sup> Street in the Town of Wasaga Beach, Simcoe County, Ontario. The assessment was completed as a component of a Schedule ‘C’ Municipal Class Environment Assessment. The proposed urbanization and widening is necessary to accommodate future transportation demands and to address road safety, drainage and pavement structure issues. In addition to these enhancements, the study will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. This report documents the background research and fieldwork involved in the assessment, and presents conclusions and recommendations pertaining to archaeological concerns within the project lands.

The subject study area consists of an irregularly-shaped parcel of land with a total area of 6.86 ha (Map 1). This parcel is generally bounded by residential properties and intervening woodlots to the north and south, 45<sup>th</sup> Street South to the east and Beachwood Road to the west. In legal terms, the study area falls on part of Lots 33–34, Concession 1–3 in the Geographic Township of Nottawasaga and part of Lot 1, Concession 15 in the Geographic Township of Sunnidale (Simcoe County).

The Stage 2 assessment of the project lands was conducted in August 2017 under PIF #P007-0842-2017. The assessment encompassed the subject portion of the Mosley Street ROW, as it has been determined that the final preferred solution will not require any additional adjacent lands. In compliance with the objectives set out in Section 2.0 of the *S&Gs* (MTC 2011:27–41), this investigation was carried out in order to:

- Empirically document all archaeological resources within the study area;
- Determine whether the study area contains archaeological resources requiring further assessment; and
- Recommend appropriate Stage 3 assessment strategies, if any archaeological resources requiring further assessment are identified.

The MTCS is asked to review the results and recommendations presented in this report and express their satisfaction with the fieldwork and reporting through a *Letter of Review and Entry into the Ontario Public Register of Archaeological Reports*.

### 1.2 Historical Context

After a century of archaeological work in southern Ontario, scholarly understanding of the historic usage of the area has become very well-developed. With occupation beginning in the Palaeo-Indian period approximately 11,000 years ago, the greater vicinity of the study area comprises a complex chronology of Indigenous and Euro-Canadian histories. Section 1.2.1 provides an overview of the region’s settlement history, and Section 1.2.2 summarizes the past and present land use of the study area.

Two previous archaeological reports containing relevant background information (influencing the choice of fieldwork strategy or recommendations) were identified during the research component of the study. These reports document 1) the Stage 1 assessment for the Bay Sands Development Area Proposed Drainage and Outlet Improvements Project under PIF #P013-1044-2014 (AAL 2014) and 2) the Stage 1 assessment for the subject Mosley Street Urbanization Project under PIF #P007-0755-2016 (ARA 2017).

### 1.2.1 Settlement History

#### 1.2.1.1 Pre-Contact

The Pre-Contact history of the region is lengthy and rich, and a variety of Indigenous groups inhabited the landscape. Archaeologists generally divide this vibrant history into three main periods: Palaeo-Indian, Archaic and Woodland. Each of these periods comprise a range of discrete sub-periods characterized by identifiable trends in material culture and settlement patterns, which are used to interpret past lifeways. The principal characteristics of these sub-periods are summarized in Table 1.

**Table 1: Pre-Contact Settlement History**  
 (Wright 1972; Ellis and Ferris 1990; Warrick 2000; Munson and Jamieson 2013)

Sub-Period	Timeframe	Characteristics
<i>Early Palaeo-Indian</i>	9000–8400 BC	Gainey, Barnes and Crowfield traditions; Small bands; Mobile hunters and gatherers; Utilization of seasonal resources and large territories; Fluted projectiles
<i>Late Palaeo-Indian</i>	8400–7500 BC	Holcombe, Hi-Lo and Lanceolate biface traditions; Continuing mobility; Campsite/Way-Station sites; Smaller territories are utilized; Non-fluted projectiles
<i>Early Archaic</i>	7500–6000 BC	Side-notched, Corner-notched (Nettling, Thebes) and Bifurcate traditions; Growing diversity of stone tool types; Heavy woodworking tools appear (e.g., ground stone axes and chisels)
<i>Middle Archaic</i>	6000–2500 BC	Stemmed (Kirk, Stanly/Neville), Brewerton side- and corner-notched traditions; Reliance on local resources; Populations increasing; More ritual activities; Fully ground and polished tools; Net-sinkers common; Earliest copper tools
<i>Late Archaic</i>	2500–900 BC	Narrow Point (Lamoka), Broad Point (Genesee) and Small Point (Crawford Knoll) traditions; Less mobility; Use of fish-weirs; True cemeteries appear; Stone pipes emerge; Long-distance trade (marine shells and galena)
<i>Early Woodland</i>	900–400 BC	Meadowood tradition; Crude cord-roughened ceramics emerge; Meadowood cache blades and side-notched points; Bands of up to 35 people
<i>Middle Woodland</i>	400 BC–AD 600	Point Peninsula tradition; Vinette 2 ceramics appear; Small camp sites and seasonal village sites; Influences from northern Ontario and Hopewell area to the south; Hopewellian influence can be seen in continued use of burial mounds
<i>Middle/Late Woodland Transition</i>	AD 600–900	Gradual transition between Point Peninsula and Iroquoian lifeways; Princess Point tradition emerges elsewhere (i.e., in the vicinity of the Grand and Credit Rivers)
<i>Late Woodland (Early Iroquoian)</i>	AD 900–1300	Glen Meyer tradition; Settled village-life based on agriculture; Small villages (0.4 ha) with 75–200 people and 4–5 longhouses; Semi-permanent settlements
<i>Late Woodland (Middle Iroquoian)</i>	AD 1300–1400	Uren and Middleport traditions; Classic longhouses emerge; Larger villages (1.2 ha) with up to 600 people; More permanent settlements (30 years)
<i>Late Woodland (Late Iroquoian)</i>	AD 1400–1600	Huron-Petun tradition; Globular-shaped ceramic vessels, ceramic pipes, bone/antler awls and beads, ground stone celts and adzes, chipped stone tools, and even rare copper objects; Large villages (often with palisades), temporary hunting and fishing camps, cabin sites and small hamlets; Territorial contraction in early 16 <sup>th</sup> century; Fur trade begins ca. 1580; European trade goods appear



1.2.1.2 Post-Contact

The arrival of European explorers and traders at the beginning of the 17<sup>th</sup> century triggered widespread shifts in Indigenous lifeways and set the stage for the ensuing Euro-Canadian settlement process. Documentation for this period is abundant, ranging from the first sketches of Upper Canada and the written accounts of early explorers to detailed township maps and lengthy histories. The Post-Contact period can be effectively discussed in terms of major historical events, and the principal characteristics associated with these events are summarized in Table 2.

**Table 2: Post-Contact Settlement History**  
 (Smith 1846; Coyne 1895; Hunter 1909a–b; Lajeunesse 1960; Cumming 1970; Ellis and Ferris 1990; Surtees 1994; AO 2015)

Historical Event	Timeframe	Characteristics
Early Contact	Early 17 <sup>th</sup> century	Brûlé explores the area in 1610; Champlain visits in 1613 and 1615/1616; Iroquoian-speakers (Huron, Petun and Neutral) and Algonkian-speakers (Anishinabeg) encountered; European goods begin to replace traditional tools
Five Nations Invasion	Mid-17 <sup>th</sup> century	Haudenosaunee (Five Nations) invade ca. 1650; Neutral, Huron and Petun Nations are defeated/removed; vast Iroquoian hunting territory established in the second half of the 17 <sup>th</sup> century; Explorers continue to document the area
Anishnabeg Influx	Late 17 <sup>th</sup> and early 18 <sup>th</sup> century	Ojibway, Odawa and Potawatomi expand into Haudenosaunee lands in the late 17 <sup>th</sup> century; Nanfan Treaty between Haudenosaunee and British in 1701; Anishnabeg occupy the area and trade directly with the French and English
Fur Trade Development	Early and mid-18 <sup>th</sup> century	Growth and spread of the fur trade; Peace between the French and English with the Treaty of Utrecht in 1713; Ethnogenesis of the Métis; Hostilities between French and British lead to the Seven Years' War in 1754; French surrender in 1760
British Control	Mid-18 <sup>th</sup> century	<i>Royal Proclamation</i> of 1763 recognizes the title of the First Nations to the land; Numerous treaties arranged by the Crown; First acquisition is the Seneca surrender of the west side of the Niagara River in August 1764
Loyalist Influx	Late 18 <sup>th</sup> century	United Empire Loyalist influx after the American Revolutionary War (1775–1783); British develop interior communication routes and acquire additional lands; John Collins acquires the northern part of the Toronto Carrying Place in 1785; <i>Constitutional Act</i> of 1791 creates Upper and Lower Canada
County Development	Late 18 <sup>th</sup> and early 19 <sup>th</sup> century	Became part of the expansive Kent County in 1792; Penetanguishene Peninsula Purchase completed in 1798; Nominally became part of Simcoe County in 1798; Lake Simcoe Purchase completed in 1815; Lake Simcoe-Nottawasaga Purchase completed in 1818; All townships fully surveyed by the mid-1830s; Townships ceded to Waterloo County in 1837 and York County 1838; Simcoe County independent after the abolition of the district system in 1849
Township Formation	Early 19 <sup>th</sup> century	Nottawasaga: Surveyed by Thomas Kelly in 1832 and Charles Rankin in 1833; First settlers arrived in 1834; Settlement initially facilitated by Crown Lands Agent H.C. Young, and four communities were founded (two Scottish, one Irish and one German); Scottish settlement at Bowmore (Duntroon) began with free grants, and 21 families settled there in 1834
		Sunnidale: Figured prominently in the War of 1812 (the <i>HMS Nancy</i> was sunk by the Americans at the mouth of the river in 1814); Fort Nottawasaga (Schoonertown) founded in 1816 but closed in 1818; Surveyed by Thomas Kelly in 1831/32, save for a portion in the southeast; William Hawkins conducted the Sunnidale Road Survey in 1833, and laid out town plots at Rippon and Hythe
Township Development	Mid-19 <sup>th</sup> and early 20 <sup>th</sup> century	Nottawasaga: Population reached 420 by 1842 (mostly Scottish); 7,628 ha had been taken up by 1846, with 623 ha under cultivation; 3 grist mills and 3 saw mills in operation at that time; Traversed by the Ontario, Simcoe & Huron Railway/the Northern Railway (1855) and a branch of the Hamilton & North Western Railway (1879); Collingwood was the principal settlement; Other communities at Stayner, Nottawa, Batteaux, Duntroon, Singhampton, Glen Huron, Dunedin, Creemore and Avening

Historical Event	Timeframe	Characteristics
		Sunnidale: Population was only 174 in 1842; Growth was stagnant due to combination of sandy soils and lack of roads, mills and markets; 1,272 ha taken up by 1846, with 153 ha under cultivation; 1 saw mill in operation at that time; Logging industry boomed throughout 19 <sup>th</sup> century; Traversed by the Ontario, Simcoe & Huron Railway/the Northern Railway (1855); Prominent communities at Wasaga Beach, Sunnidale Corners, Sunnidale Village, New Lowell and Brentwood

### 1.2.2 Past and Present Land Use

During Pre-Contact and Early Contact times, the vicinity of the study area would have comprised a mixture of coniferous trees, deciduous trees and open areas. It seems clear that the First Nations managed the landscape to some degree, but the extent of such management is unknown. During the early 19<sup>th</sup> century, Euro-Canadian settlers arrived in the area and began to clear the forests for agricultural and settlement purposes. The vicinity of the study area was relatively well-settled for the remainder of the Euro-Canadian period, and was located southwest of Wasaga Beach.

The area of Wasaga Beach was a locale for logging and small-scale fishing during the 19<sup>th</sup> century. In 1870, John Van Vlack purchased 28 ha near the Nottawasaga River in the northwestern corner of the Township of Flos. As one of the area's first residents, Van Vlack built a saw mill, ran a store and served as the area's first postmaster. As additional settlers arrived to work for Van Vlack or to start their own businesses, the village quickly developed. By the end of the 1880s, the beach area around the Van Vlack settlement became known as Wasaga Beach, a derivative of 'Nottawasaga'. By the turn of the 20<sup>th</sup> century, this area had a hotel and a few cottages, and it became a favoured locale for picnics and vacations. The first cottage lots in the area were surveyed in 1907, and Wasaga Beach developed into a cottage community during the 1920s. This growth accelerated with the advent of the automobile, as the beach became one of the most popular resort destinations in Ontario (Watson 2009:2-4).

In an attempt to reconstruct the historic land use of the study area, ARA examined three historical maps that documented past residents, structures (e.g., homes, businesses and public buildings) and features during the 19<sup>th</sup> century, as well as one aerial image from the mid-20<sup>th</sup> century. Specifically, the following resources were consulted:

- J. Hogg's *Hogg's Map of the County of Simcoe* (1871) (OHCMP 2017);
- The *Map of Nottawasaga Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) (McGill University 2001);
- The *Map of Sunnidale Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) (McGill University 2001); and
- An aerial image 1954 (University of Toronto 2009).

The limits of the study area are shown on georeferenced versions of the consulted historical resources in Map 2–Map 5.

J. Hogg's *Map of the County of Simcoe* (1871) does not indicate any landowners or structures within the subject lots (Map 2). Lots to the west, south and east of the study area appear to have been well settled, however, and dense settlement is apparent in the vicinity of Stayner. The *Map of Nottawasaga Township* and the *Map of Sunnidale Township* from H. Belden & Co.'s *Illustrated Atlas of the Dominion of Canada: Simcoe Supplement* (1881) similarly do not identify any landowners or structures in the area, and Mosley Street is shown as an unopened road allowance (Map 3–Map 4). The lack of identified landowners does not necessarily mean that the area was unoccupied, however, as typically only subscribers to the *Illustrated Atlas* would be included in the published content. It is therefore possible that the residents of these lots were simply not subscribers, and were accordingly omitted.

The aerial image from 1954 demonstrates that the study area consisted of the Mosley Street ROW during the mid-20<sup>th</sup> century (Map 5). Brock's Beach is indicated at the western extent of the study area, and development along Shore Lane (parallel to the Georgian Bay shoreline) was underway at this time. The land use at the time of assessment can be classified as infrastructural.

### **1.3 Archaeological Context**

The Stage 2 assessment was conducted on August 23–24, 2017 under PIF #P007-0842-2017. ARA utilized a Topcon HiPer SR GNSS receiver with RTK correction providing a precision of 1 cm (UTM17/NAD83) during the investigation. The limits of the study area were confirmed using project-specific GIS data translated into GPS points for reference in the field, in combination with georeferenced aerial imagery showing natural formations in relation to the project lands.

The archaeological context of any given study area must be informed by 1) the condition of the property as found (Section 1.3.1), 2) a summary of registered or known archaeological sites located within a minimum 1 km radius (Section 1.3.2) and 3) descriptions of previous archaeological fieldwork carried out within the limits of, or immediately adjacent to the subject lands (Section 1.3.3).

#### **1.3.1 Condition of the Property**

The study area lies within the Great Lakes–St. Lawrence forest, which is a transitional zone between the southern deciduous forest and the northern boreal forest. This forest extends along the St. Lawrence River across central Ontario to Lake Huron and west of Lake Superior along the border with Minnesota, and its southern portion extends into the more populated areas of Ontario. This forest is dominated by hardwoods, featuring species such as maple, oak, yellow birch, white and red pine. Coniferous trees such as white pine, red pine, hemlock and white cedar commonly mix with deciduous broad-leaved species, such as yellow birch, sugar and red maples, basswood and red oak (MNR 2015).

Physiographically, the study area lies within the region known as the Simcoe Lowlands, which consists of an approximately 284,899 ha area bordering Georgian Bay and Lake Simcoe. Specifically, the study area lies within western part of the region (the Nottawasaga basin), which was once flooded by glacial Lake Algonquin and is bordered by shorecliffs, beaches and bouldery terraces. The Nottawasaga basin is limited to the broad flats bordering the river, and its surface

beds comprise deposits of deltaic and lacustrine origin rather than glacial outwash (Chapman and Putnam 1984:177–180).

The soils within the study area consist of Sargent gravelly sandy loam in the west, Eastport sand in the west-centre and Alliston sandy loam in east. The specific characteristics of these soil types are summarized in Table 3 (Hoffman et al. 1962:Soil Map North Sheet).

**Table 3: Soil Types**

Soil Type	Soil Group	Parent Materials	Topography	Drainage
Sargent gravelly sandy loam	Brown Forest	Pale brown, calcareous outwash gravel	Smooth, gently sloping	Good
Eastport sand	Dry Sands	Grey, calcareous outwash sand	Irregular, moderately sloping	Excessive
Alliston sandy loam	Podzol	Grey, calcareous outwash sand	Smooth, very gently sloping	Imperfect

In terms of local watersheds, the subject lands fall within the Blue Mountains drainage basin, which is under the jurisdiction of the Nottawasaga Valley Conservation Authority (NVCA 2017). Specifically, the study area is traversed by a tributary of Georgian Bay in the west and is located 218 m south of Georgian Bay, 574 m northwest of a tributary of the Nottawasaga River, 1.3 km north of Lamont Creek and 1.4 km west of the Nottawasaga River. The study area is also traversed by an unnamed wetland in the east (now mostly developed) and is surrounded by several other unnamed wetlands.

At the time of assessment, the study area comprised the Mosley Street ROW with its roadway platform, shoulders, ditches and grassed areas. Field conditions were ideal during the assessment, with dry soils for screening during the test pit survey and high ground surface visibility throughout the investigation. No unusual physical features were encountered that affected fieldwork strategy decisions or the identification of artifacts or cultural features (e.g., dense root mats, boulders, rubble, etc.).

### 1.3.2 Registered or Known Archaeological Sites

The Ontario Archaeological Sites Database and the Ontario Public Register of Archaeological Reports were consulted to determine whether any registered or known archaeological resources occur in the greater vicinity of the study area. As a result of this investigation, it was determined that there is one previously identified archaeological site located within a 1 km radius. This site is summarized in Table 4.

**Table 4: Registered or Known Archaeological Sites within 1 km**

Borden No.	Site Name (Identifier)	Time Period	Site Type	Assessment History	Assessment Results
BcHa-29	Canal	Post-Contact	Canal	1974	This canal crosses the Sunnidale Road near Nottawasaga Bay, in 1883 it was 86 feet wide, 3 feet deep and 1.25 miles long, today it is somewhat filled and looks like a ditch, CHVI unknown

This identified archaeological site is not located within or immediately adjacent to the project lands; accordingly, it has no potential to traverse the study area.

### **1.3.3 Previous Archaeological Work**

Reports documenting 1) assessments previously conducted within the study area and 2) assessments that resulted in the discovery of archaeological sites that could extend into the study area were sought during the research component of the study. As a result of this investigation, it was determined that there are two reports on record documenting relevant archaeological fieldwork within a 50 m radius. In accordance with the requirements set out in Section 7.5.8 of the *S&Gs* (MTC 2011:125–126), the previous results and recommendations are summarized below.

A Stage 1 archaeological assessment was conducted for the Bay Sands Development Area Proposed Drainage and Outlet Improvements Project in May 2014 under PIF #P013-1044-2014 (AAL 2014). The greater project area encompassed 55 ha, but the assessment was focused on the proposed location of five ponds, an easement corridor, a road widening and a watercourse channel upgrade. The assessment determined that four of the five ponds, the easement corridor and the 62<sup>nd</sup> Street South road corridor had no archaeological potential. The northeastern proposed pond, the 62<sup>nd</sup> Street North road corridor and the watercourse channel upgrade all had archaeological potential and were recommended for Stage 2 assessment (AAL 2014:5–6). These areas of archaeological potential traverse the subject study area in the vicinity of Mosley Street and 62<sup>nd</sup> Street North, and the previously assessed areas are represented in the mapping.

The Stage 1 assessment for the subject project was conducted in July 2016 under PIF #P007-0755-2016 (ARA 2017). The assessment encompassed the Mosley Street ROW and additional adjacent lands that could be required depending on the selected alternative. The Stage 1 assessment determined that the study area comprised a mixture of areas of archaeological potential and areas of no archaeological potential. It was recommended that all identified areas of archaeological potential that could be impacted by the project be subject to a Stage 2 property assessment in advance of construction. The identified areas of no archaeological potential were not recommended for further assessment. The following field methods were recommended:

The Stage 2 assessment must be conducted in accordance with Section 2.1 of the *S&Gs* (MTC 2011:28–39). Given that the areas of archaeological potential consist of grassed areas and residential properties, it is recommended that the test pit survey method be utilized to complete the assessment. A test pit survey interval of  $\leq 5$  m will be required due to the proximity of the lands to the identified features of archaeological potential. Each test pit must be excavated into the first 5 cm of subsoil, and the resultant pits must be examined for stratigraphy, cultural features and/or evidence of fill. The soil from each test pit must be screened through mesh with an aperture of no greater than 6 mm and examined for archaeological materials. If archaeological materials are encountered, all PTPs must be documented and intensification may be required. Given the likelihood that the edges of the Mosley Street ROW have been impacted by past construction activities, a combination of visual inspection and test pit survey should be utilized to confirm the extents of any disturbed areas in accordance with Section 2.1.8 of the *S&Gs* (MTC 2011:38). Any undisturbed areas would require test pit survey as outlined above (ARA 2017:11).

A letter of *Review and Entry into the Ontario Public Register of Archaeological Reports* was issued for the Stage 1 report on May 8, 2017.

## 2.0 STAGE 2 PROPERTY ASSESSMENT

### 2.1 Field Methods

The Stage 2 assessment involved visual inspection to evaluate archaeological potential, test pit survey in all identified areas of archaeological potential and a combination of visual inspection and test pit survey to confirm the extent of several disturbed areas (Image 1–Image 32). Environmental conditions were ideal during the investigation, permitting good visibility of land features and providing an increased chance of finding evidence of archaeological resources. A breakdown of the specific fieldwork activities and environmental conditions appears in Table 5. ARA therefore confirms that fieldwork was carried out under weather and lighting conditions that met the requirements set out in Section 1.2 Standard 2 and Section 2.1 Standard 3 of the *S&Gs* (MTC 2011:16, 29).

**Table 5: Fieldwork Activities and Environmental Conditions**

Date	Activity	Field Conditions	Weather Conditions	Temperature (°C)	Lighting Conditions
23/08/2017	Test Pit Survey; Combination Survey	Dry	Partly Cloudy	18	Excellent
24/08/2017	Test Pit Survey; Combination Survey	Dry	Partly Cloudy	18	Excellent

The previously assessed parts of the project area that were not recommended for further assessment (i.e., the disturbed areas identified under PIF #P007-0755-2016) were not subject to an additional visual inspection. The remainder of the study area was subjected to a systematic visual inspection (at an interval of  $\leq 5$  m) in accordance with the requirements set out in Section 1.2 of the *S&Gs* (MTC 2011:15–17). This inspection was conducted concurrently with the property survey. The visually inspected areas were examined under ideal weather and lighting conditions with high ground surface visibility. The inspection confirmed that all surficial features of archaeological potential (e.g., historically-surveyed roadways, etc.) were present where they were previously identified, and did not result in the identification of any additional features of archaeological potential not visible on mapping (e.g., relic water channels, patches of well-drained soils, etc.).

The visual inspection resulted in the identification of multiple areas of disturbance within the assessed lands, including portions of ditches, sidewalks, shoulders, utility boxes and driveways (Image 1–Image 8). These areas had clearly been impacted by past earth-moving/construction activities, resulting in the disturbance of the original soils to a significant depth. No natural features (e.g., permanently wet lands, sloped lands, overgrown vegetation, heavier soils than expected, etc.) or significant built features (e.g., heritage structures, landscapes, plaques, monuments, cemeteries, etc.) that would affect assessment strategies were identified.

The test pit survey method was utilized to complete the assessment within the areas of archaeological potential because ploughing was not possible (i.e., the grassed areas along the edges of the ROW were not plough accessible). Using this method, ARA crewmembers hand-excavated small regular test pits with a minimum diameter of 30 cm at prescribed intervals. In accordance with Section 2.1.2 of the *S&Gs* (MTC 2011:31–32), all lands within 300 m of any feature of archaeological potential were assessed at an interval of  $\leq 5$  m (Image 9–Image 14). Given the

proximity of the study area to multiple features of archaeological potential, test pit survey at an interval of  $\leq 10$  m was not conducted. Test pits were excavated to within 1 m of any structures, as required by Section 2.1.2 Standard 4 of the *S&Gs* (MTC 2011:32).

The test pit survey confirmed that the majority of the study area had been deeply impacted by past construction activities. Soils comprising thin medium brown sandy loam topsoil over a variety of fill layers were encountered, the latter of which included grey-brown sand with gravel and cobbles and yellow-grey sand with many cobbles. In several locations, test pits were excavated to a depth of 0.6–1.0 m without encountering subsoil, revealing deep disturbance. A combination of visual inspection and test pit survey was utilized to confirm the extent of the disturbed areas in accordance with Section 2.1.8 of the *S&Gs* (MTC 2011:38). Given that these areas had already been subjected to visual inspection, test pits were excavated according to professional judgement to confirm that they had been completely disturbed (Image 15–Image 32).

Each test pit was excavated into at least the first 5 cm of subsoil (or to a sufficient depth to confirm deep disturbance if subsoil was not preserved), and the resultant pits were examined for stratigraphy, potential features and/or evidence of fill. The soils from each test pit were screened through mesh with an aperture of no greater than 6 mm and examined for archaeological materials. No archaeological materials were encountered during the test pit survey. All test pits were backfilled upon completion.

The results of the Stage 2 assessment are presented in Map 6–Map 14. All previously assessed parts of the project lands that were not recommended for further assessment (i.e., the disturbed areas identified under PIF #P007-0755-2016) are represented in the mapping. The limits of the project lands (‘study area’) are depicted as a layer in this map, and project mapping is included in the submission package. A breakdown of the survey methods appears in Table 6.

**Table 6: Survey Methods**

Category	Study Area
Property assessed by pedestrian survey at an interval of $\leq 5$ m	0.00% (0.00 ha)
Property assessed by test pit survey at an interval of $\leq 5$ m	1.92% (0.13 ha)
Property assessed by test pit survey at an interval of $\leq 10$ m	0.00% (0.00 ha)
Property assessed by combination of visual inspection and test pit survey to confirm disturbance	18.04% (1.24 ha)
Property assessed with a modified survey interval due to a physical or cultural constraint	0.00% (0.00 ha)
Property not assessed due to physical constraint	0.00% (0.00 ha)
Property not assessed because of permanently wet areas	0.00% (0.00 ha)
Property not assessed because of exposed bedrock	0.00% (0.00 ha)
Property not assessed because of sloped areas	0.00% (0.00 ha)
Property not assessed because of disturbed areas	19.48% (1.34 ha)
Property previously assessed and of no further concerns	60.56% (4.15 ha)
<b>Total</b>	<b>100% (6.86 ha)</b>

As required by Section 2.1 Standard 4 of the *S&Gs* (MTC 2011:29), GPS coordinates were recorded for at least one local fixed reference landmark (e.g., a Land Surveyor benchmark, Hydro pole, standard iron bar, etc.). The GPS co-ordinates for the documented landmarks appear in Table 7, and the fixed reference landmark locations are shown in Map 6–Map 14.



**Table 7: Fixed Reference Landmarks**

Fixed Reference Landmark ID	Landmark Type	UTM Zone	Easting (m)	Northing (m)
FRL1	Utility Pole	17	571,045	4,924,159
FRL2	Utility Pole	17	571,065	4,924,165
FRL3	Utility Pole	17	572,176	4,924,515
FRL4	Utility Pole	17	572,202	4,924,528
FRL5	Utility Pole	17	573,138	4,924,865
FRL6	Utility Pole	17	573,168	4,924,876

## 2.2 Record of Finds

The assessment did not result in the discovery of any archaeological materials. The inventory of the documentary record, which includes a quantitative summary of the field notes, photographs and mapping materials associated with the project, appears in Table 8.

**Table 8: Documentary Record**

Field Documents	Total	Nature	Location
Photographs	73	Digital	On server at 219-900 Guelph Street, Kitchener
Notes	3	Digital and hard copy	Filed and on server at 219-900 Guelph Street, Kitchener
Maps	17	Digital and hard copy	Filed and on server at 219-900 Guelph Street, Kitchener

## 2.3 Analysis and Conclusions

No archaeological sites were identified within the assessed lands.

### **3.0 RECOMMENDATIONS**

The Stage 2 assessment did not result in the identification of any archaeological materials. ARA recommends that no further assessment be required within the project lands. It is requested that this report be entered into the Ontario Public Register of Archaeological Reports, as provided for in Section 65.1 of the *Ontario Heritage Act*.

#### 4.0 ADVICE ON COMPLIANCE WITH LEGISLATION

Section 7.5.9 of the *S&Gs* requires that the following information be provided for the benefit of the proponent and approval authority in the land use planning and development process (MTC 2011:126–127):

- This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MTCS, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
- The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

## 5.0 IMAGES



**Image 1: Disturbed Lands**  
(August 23, 2017; Facing Southwest)



**Image 2: Disturbed Lands**  
(August 23, 2017; Facing Southwest)



**Image 3: Disturbed Lands**  
(August 23, 2017; Facing Northeast)



**Image 4: Disturbed Lands**  
(August 23, 2017; Facing Northeast)



**Image 5: Disturbed Lands**  
(August 23, 2017; Facing Southwest)



**Image 6: Disturbed Lands**  
(August 24, 2017; Facing Northeast)



**Image 7: Disturbed Lands**  
(August 24, 2017; Facing Southwest)



**Image 8: Disturbed Lands**  
(August 24, 2017; Facing West)



**Image 9: Test Pit Survey at an Interval of  $\leq 5$  m**  
(August 23, 2017; Facing Northeast)



**Image 10: Test Pit Survey at an Interval of  $\leq 5$  m**  
(August 23, 2017; Facing Southwest)



**Image 11: Test Pit Survey at an Interval of  $\leq 5$  m**  
(August 23, 2017; Facing Northeast)



**Image 12: Test Pit Survey at an Interval of  $\leq 5$  m**  
(August 23, 2017; Facing Southwest)



**Image 13: Test Pit Survey at an Interval of  $\leq 5$  m**  
(August 23, 2017; Facing Northeast)



**Image 14: Test Pit Survey at an Interval of  $\leq 5$  m**  
(August 23, 2017; Facing Northeast)



**Image 15: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing Northeast)



**Image 16: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing North)



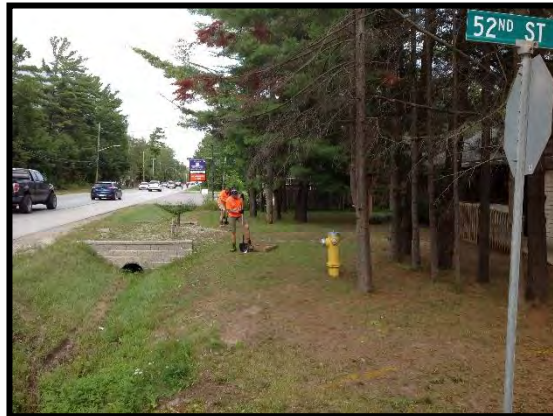
**Image 17: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing Northeast)



**Image 18: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing North)



**Image 19: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing Northeast)



**Image 20: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing Northeast)



**Image 21: Combination Survey to Confirm Disturbance**  
(August 23, 2017; Facing Southeast)



**Image 22: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)



**Image 23: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing North)



**Image 24: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)



**Image 25: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Northeast)



**Image 26: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)



**Image 27: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Northeast)

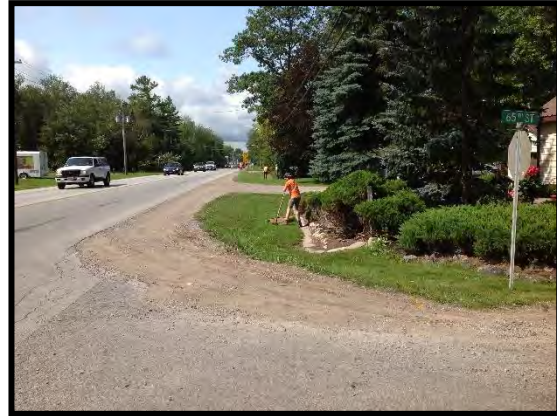


**Image 28: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Northeast)





**Image 29: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)



**Image 30: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)

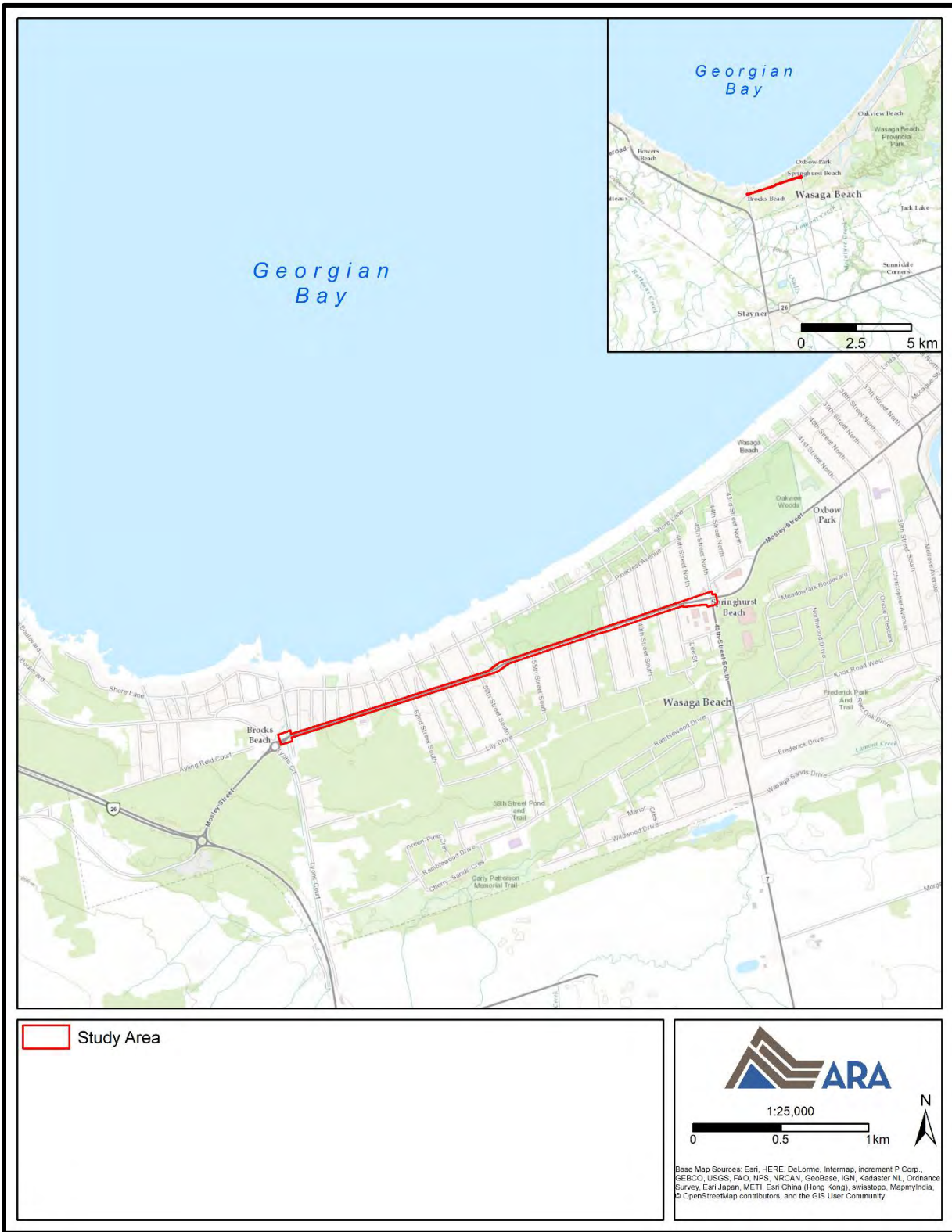


**Image 31: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)

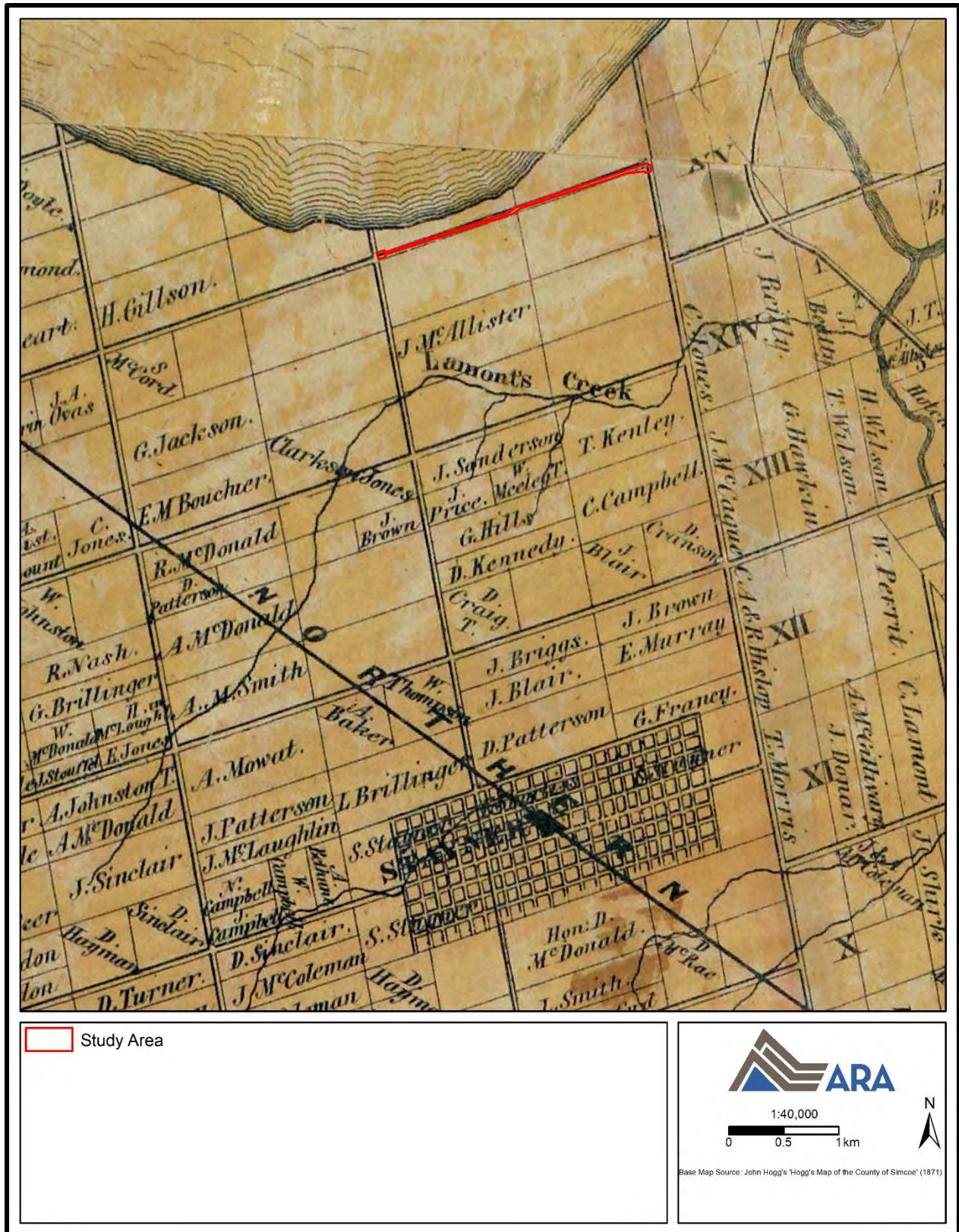


**Image 32: Combination Survey to Confirm Disturbance**  
(August 24, 2017; Facing Southwest)

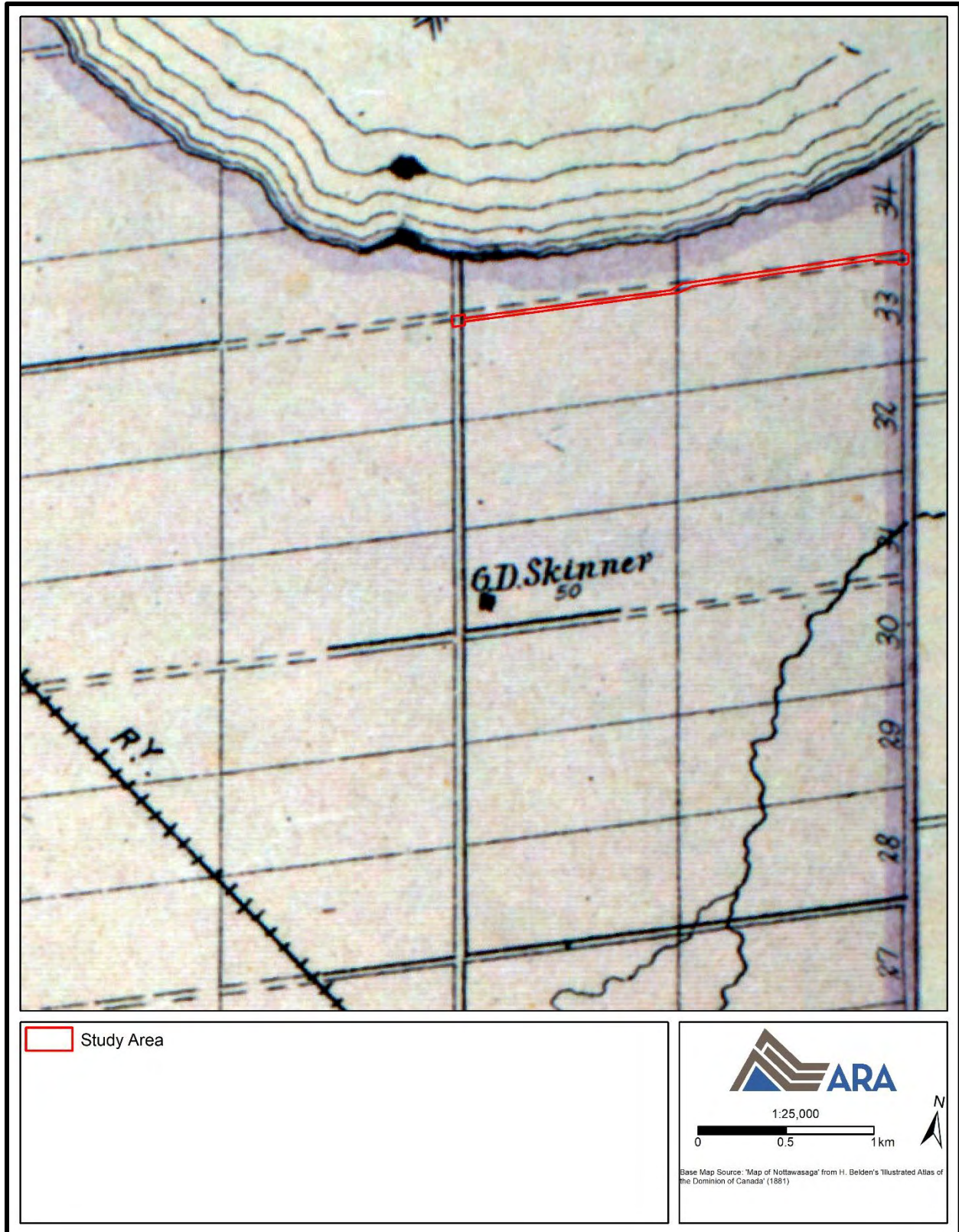
## 6.0 MAPS



**Map 1: Location of the Study Area**  
(Produced under licence using ArcGIS® software by Esri, © Esri)

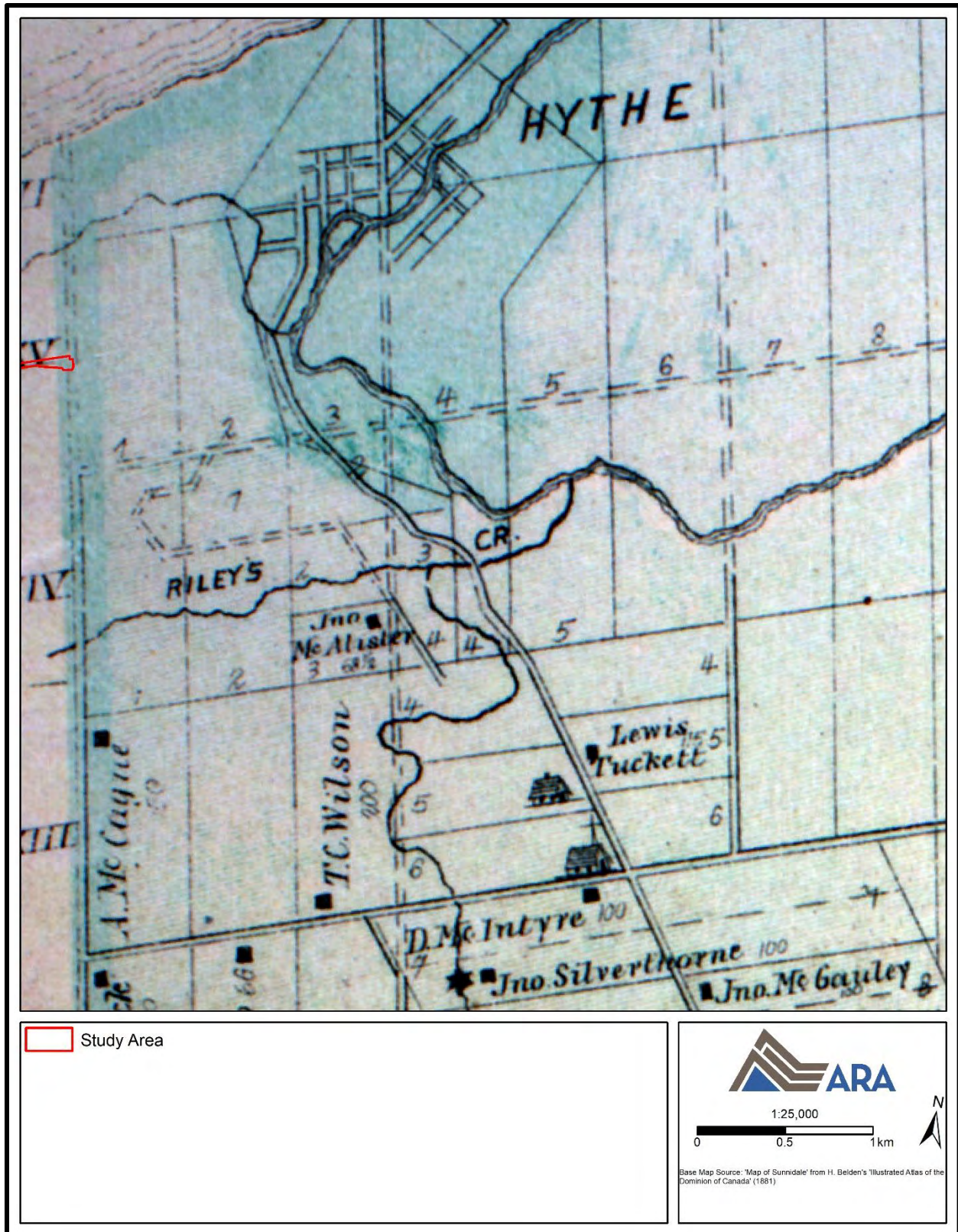


**Map 2: J. Hogg's Hogg's Map of the County of Simcoe (1871)**  
(Produced under licence using ArcGIS® software by Esri, © Esri; OHCMP 2017)

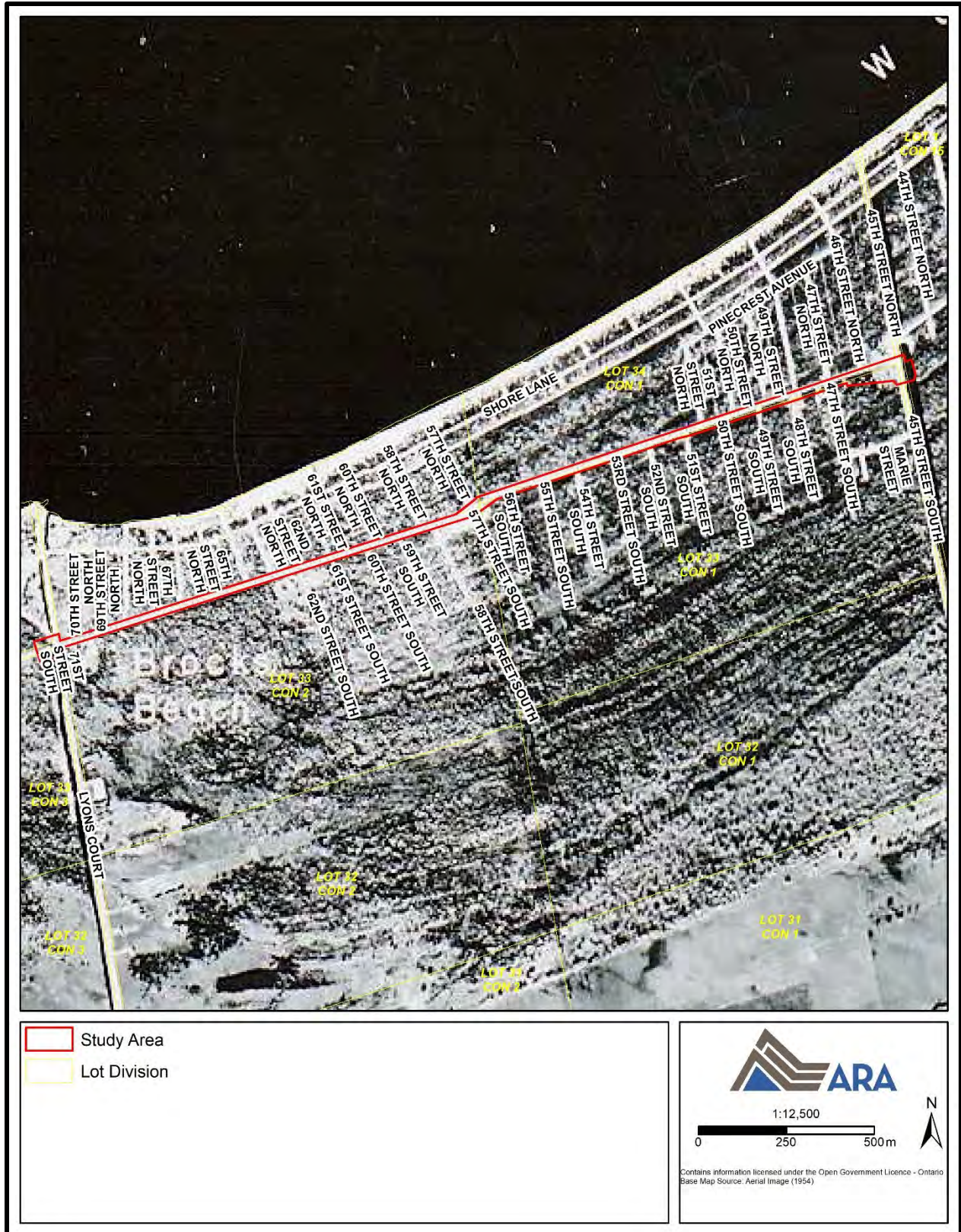


**Map 3: Map of Nottawasaga Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881)**

(Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)

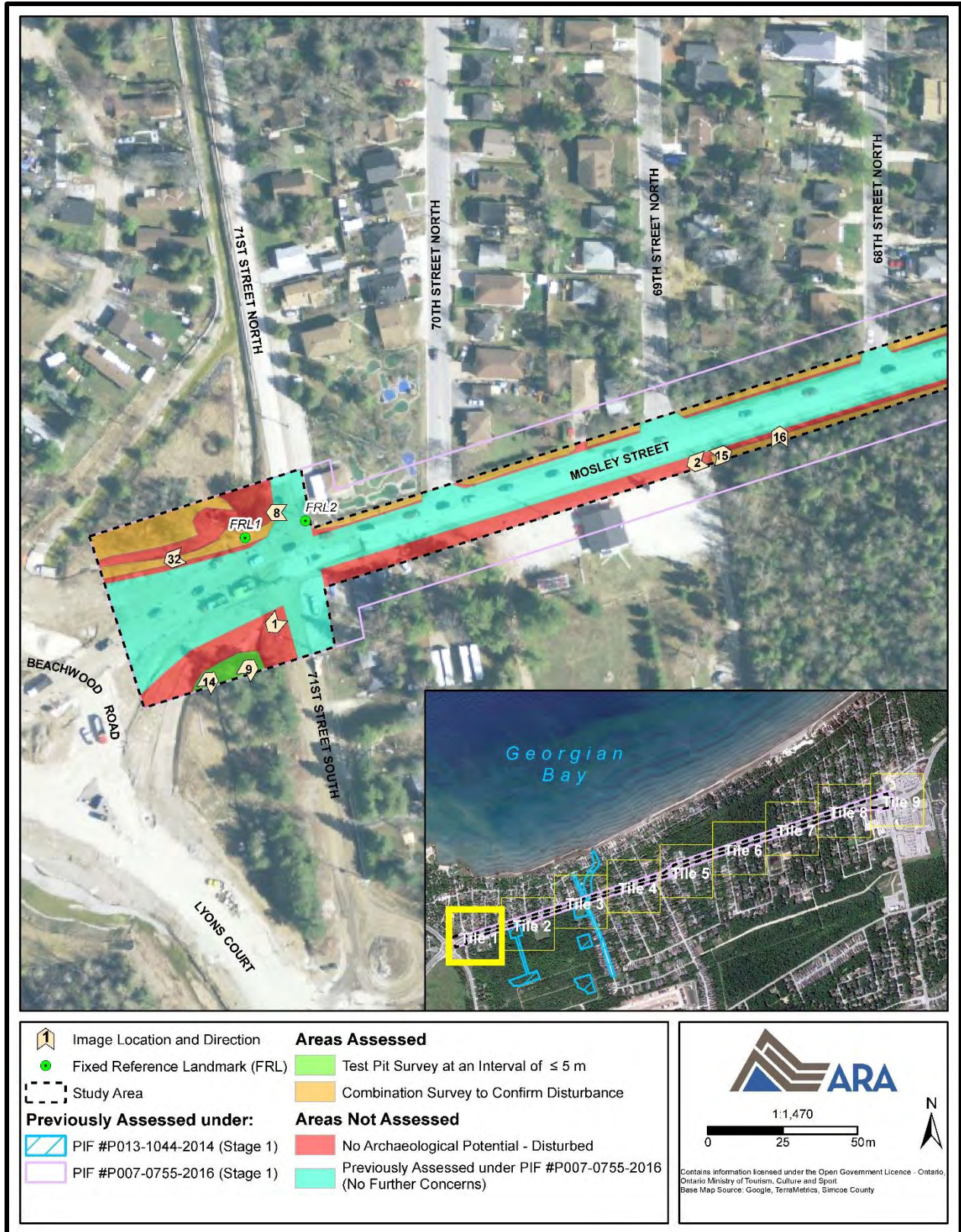


**Map 4: Map of Sunnidale Township from H. Belden & Co.'s Illustrated Atlas of the Dominion of Canada: Simcoe Supplement (1881)**  
(Produced under licence using ArcGIS® software by Esri, © Esri; McGill University 2001)



**Map 5: Aerial Image (1954)**

(Produced under licence using ArcGIS® software by Esri, © Esri; University of Toronto 2009)

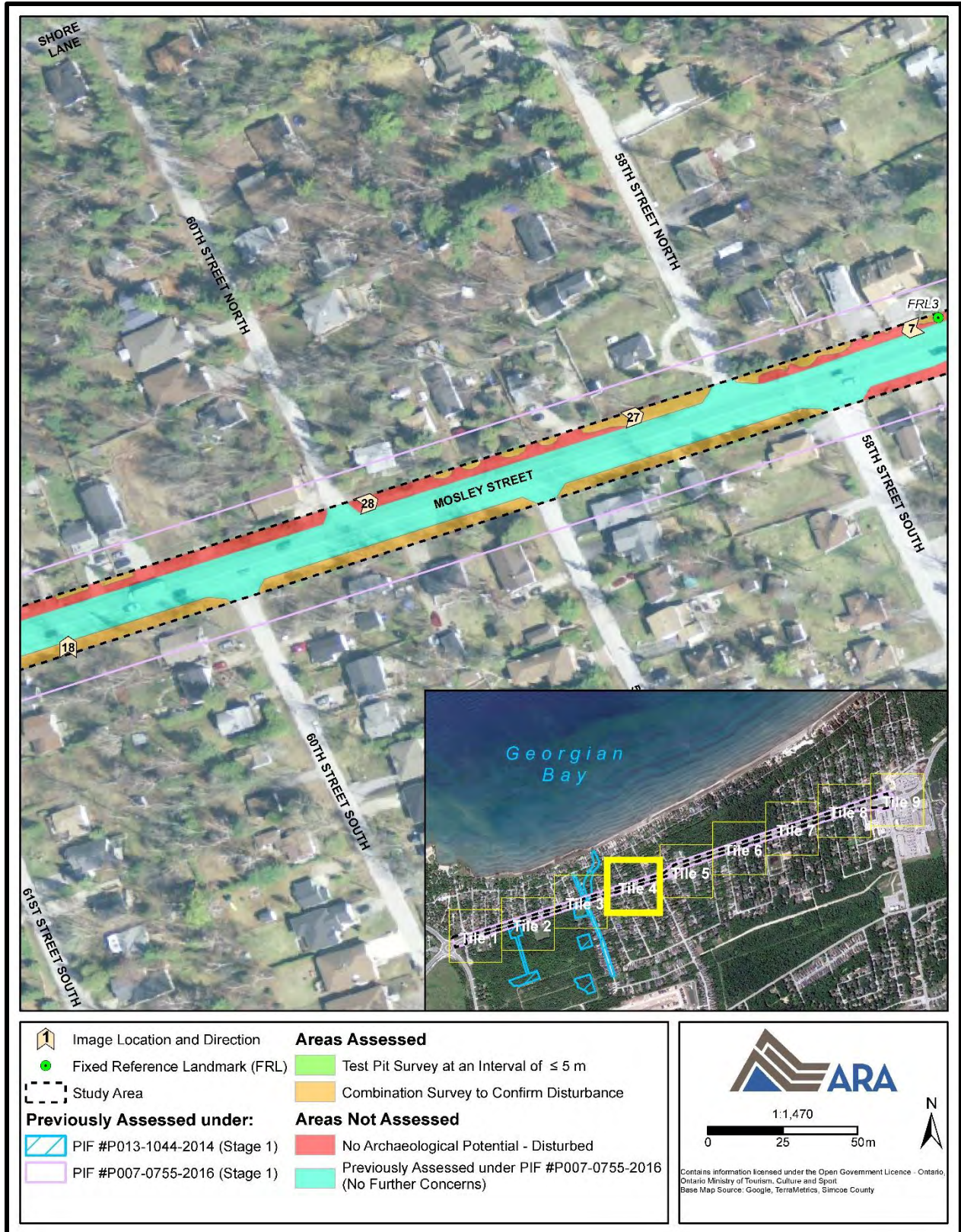


**Map 6: Field Methods (Tile 1)**  
 (Produced under licence using ArcGIS® software by Esri, © Esri)

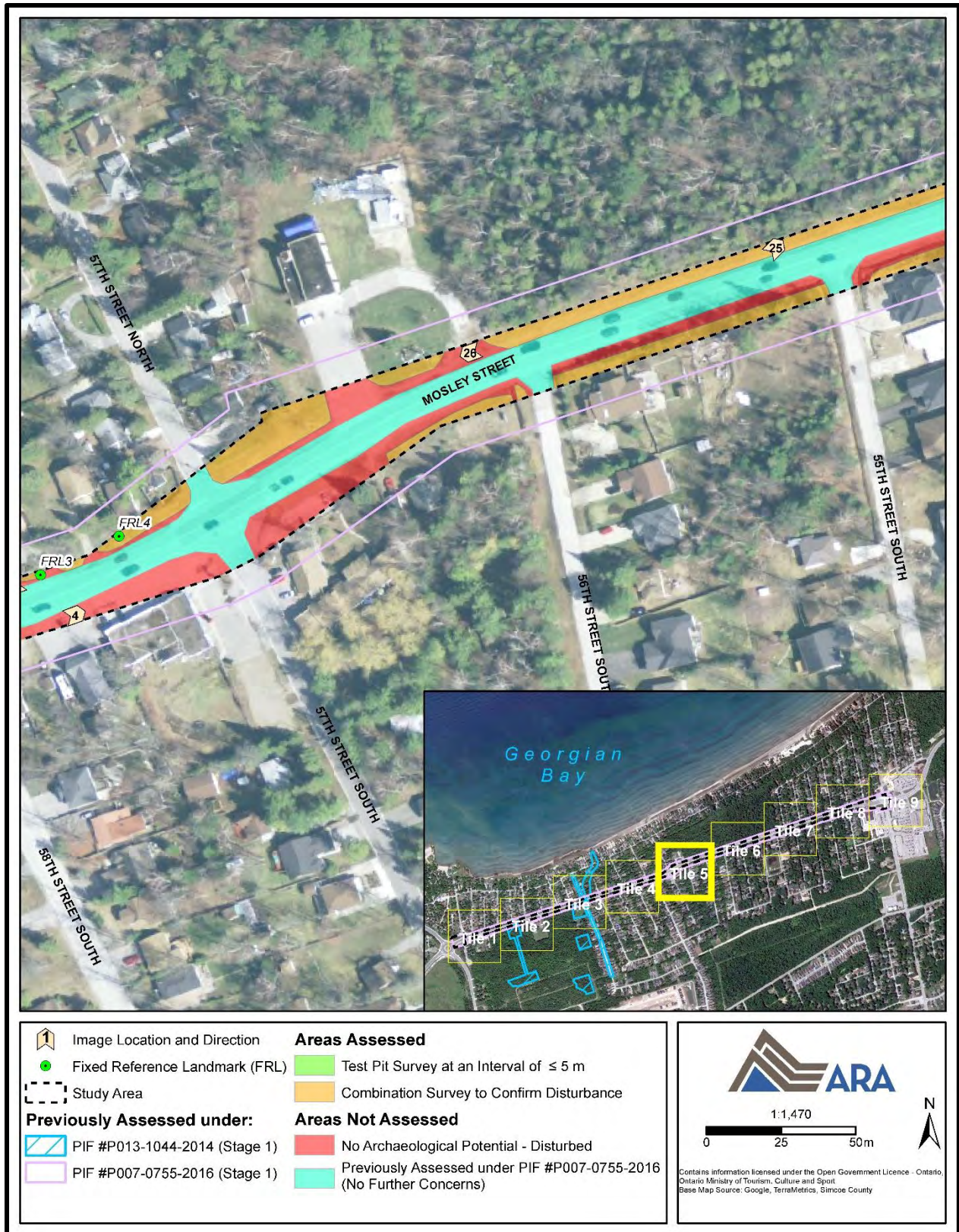


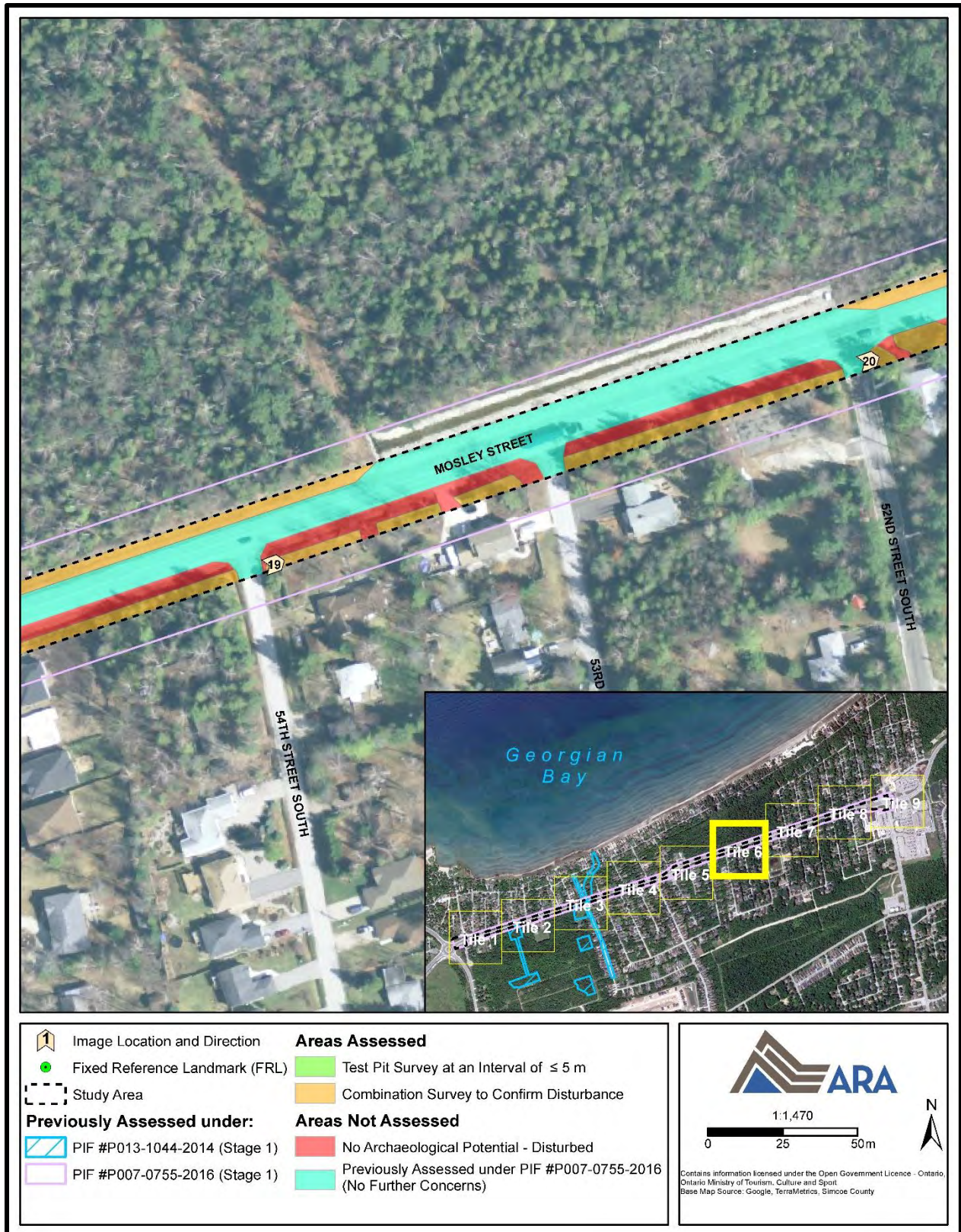




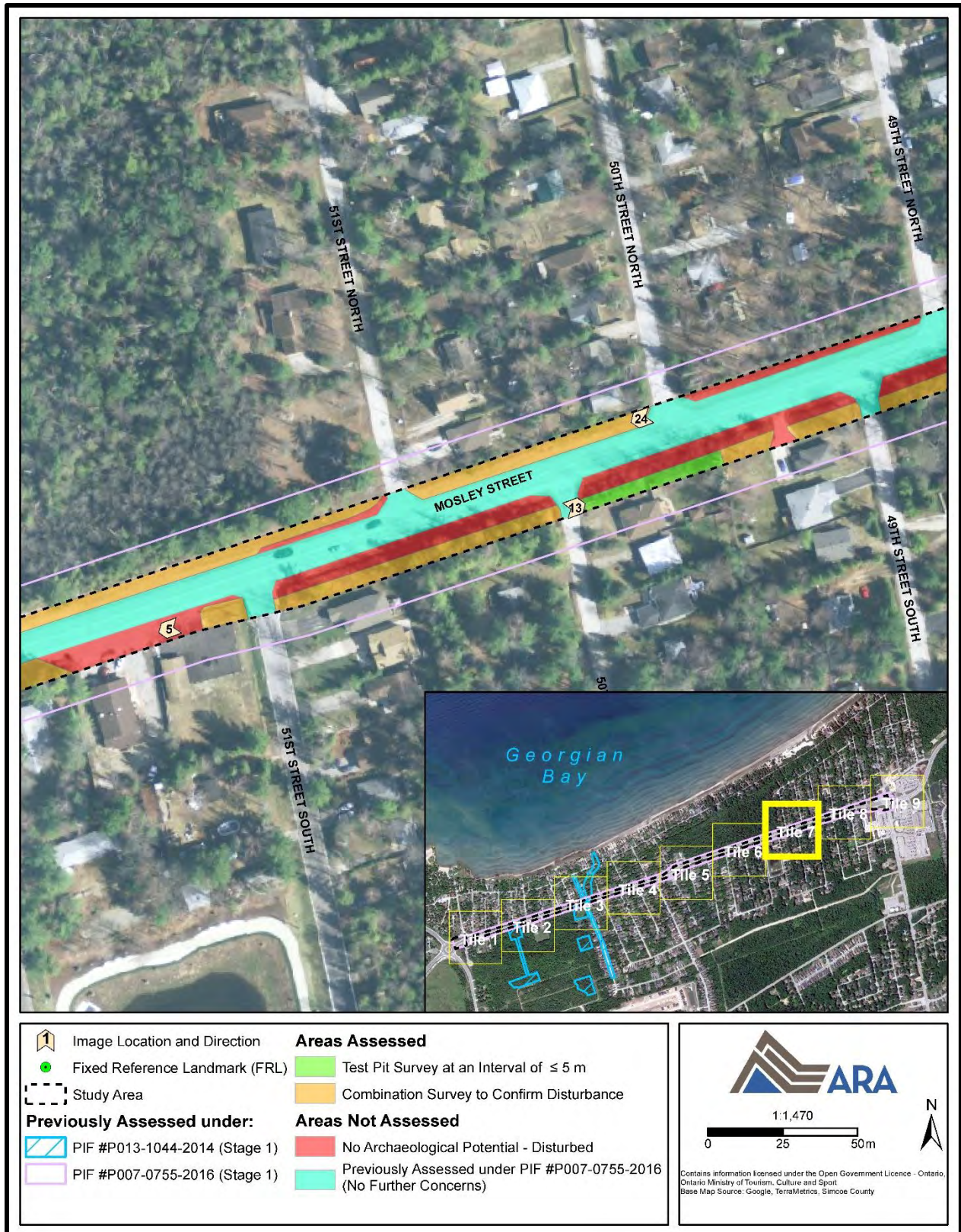


**Map 9: Field Methods (Tile 4)**  
 (Produced under licence using ArcGIS® software by Esri, © Esri)

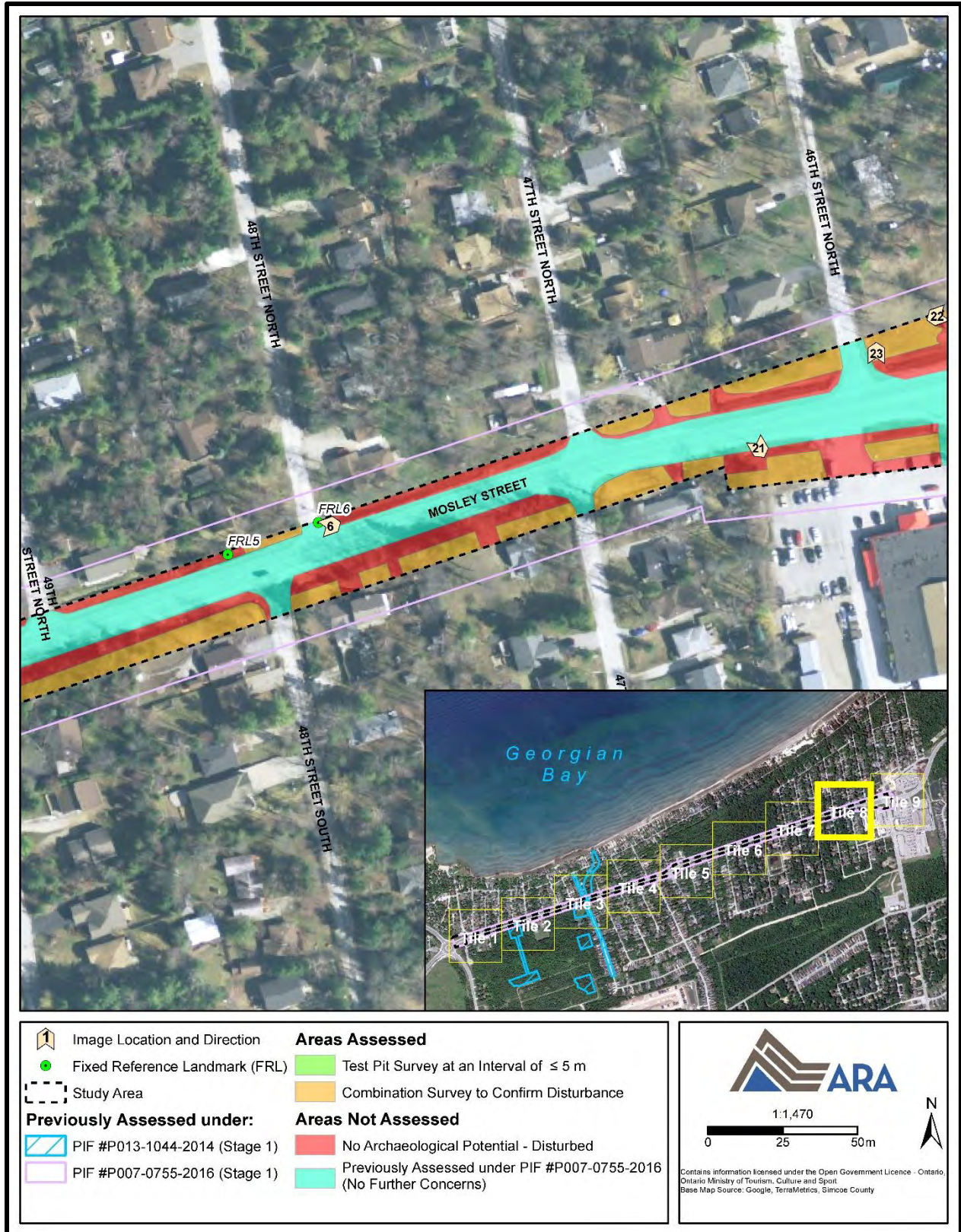




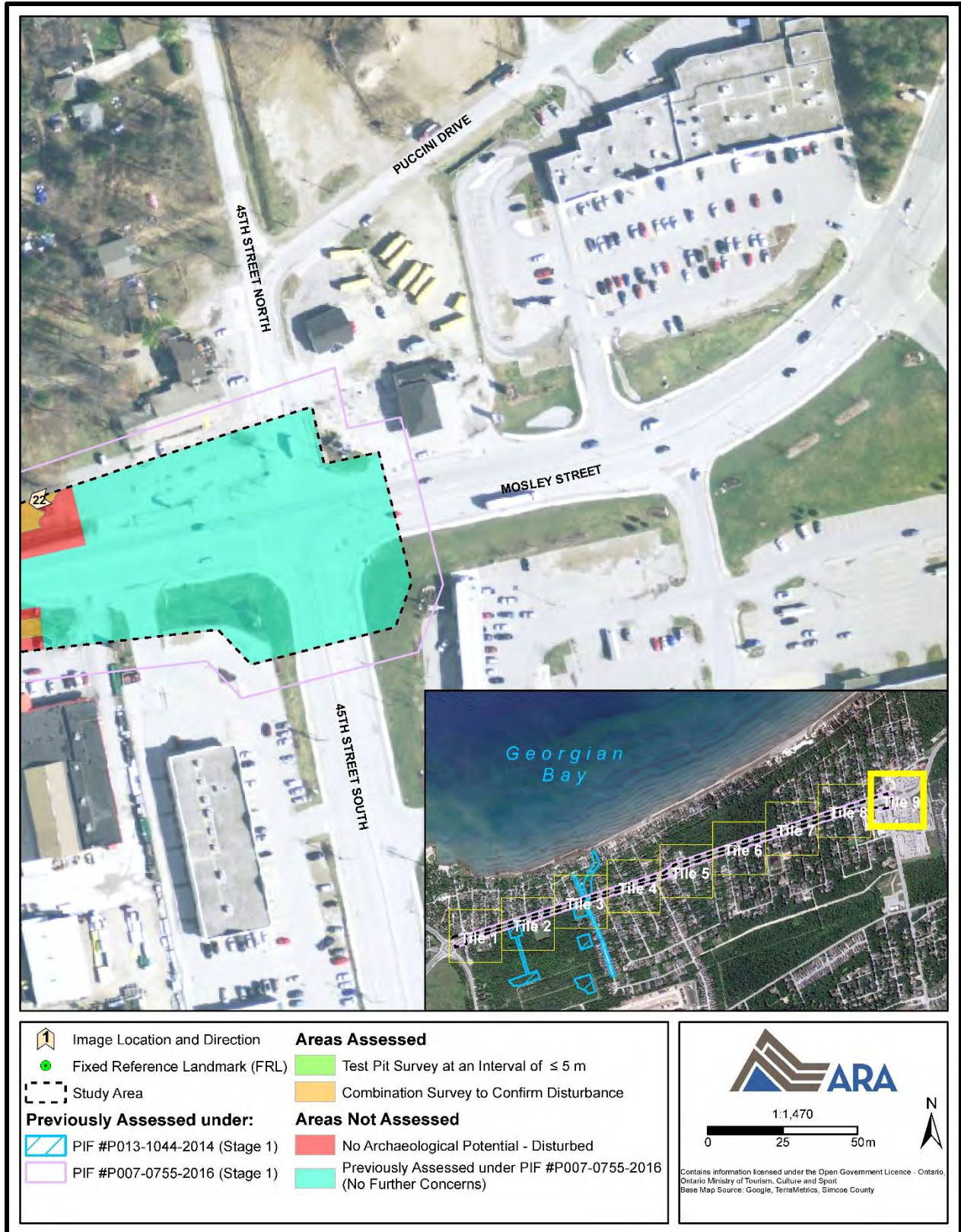
**Map 11: Field Methods (Tile 6)**  
(Produced under licence using ArcGIS® software by Esri, © Esri)



**Map 12: Field Methods (Tile 7)**  
(Produced under licence using ArcGIS® software by Esri, © Esri)



**Map 13: Field Methods (Tile 8)**  
 (Produced under licence using ArcGIS® software by Esri, © Esri)



**Map 14: Field Methods (Tile 9)**  
(Produced under licence using ArcGIS® software by Esri, © Esri)

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**Ministry of Tourism, Culture and Sport**

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Programs and Services Branch  
Culture Division  
401 Bay Street, Suite 1700  
Toronto ON M7A 0A7  
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**Ministère du Tourisme, de la Culture et du Sport**

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Direction des programmes et des services  
Division de culture  
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Email: miranda.brunton@ontario.ca



Feb 2, 2018

Paul Racher (P007)  
Archaeological Research Associates Ltd.  
900 Guelph Kitchener ON N2H 5Z6

**RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 2 Archaeological Assessment, Mosley Street Urbanization, Beachwood Road to 45th Street, Class Environmental Assessment, Town of Wasaga Beach, Part of Lots 33–34, Concession 1–3, Geographic Township of Nottawasaga, Part of Lot 1, Concession 15, Geographic Township of Sunnidale, Simcoe County, Ontario", Dated Dec 12, 2017, Filed with MTCS Toronto Office on Dec 29, 2017, MTCS Project Information Form Number P007-0842-2017, MTCS File Number 0005164**

Dear Mr. Racher:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.<sup>1</sup> This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 Standards and Guidelines for Consultant Archaeologists set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in Map 6 through Map 14 of the above titled report and recommends the following:

The Stage 2 assessment did not result in the identification of any archaeological materials. ARA recommends that no further assessment be required within the project lands.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Miranda Brunton  
Archaeology Review Officer

cc. Archaeology Licensing Officer  
Michael Cullip, C.C. Tatham  
Sean Sexsmith, C.C. Tatham & Associates Ltd.  
Kevin LaLonde, Town of Wasaga Beach

<sup>1</sup>In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

**APPENDIX E:**  
**PUBLIC INFORMATION CENTRE 1**



# Mosley Street Urbanization Beachwood Road to 45<sup>th</sup> Street Municipal Class Environmental Assessment Study Notice of Public Information Centre

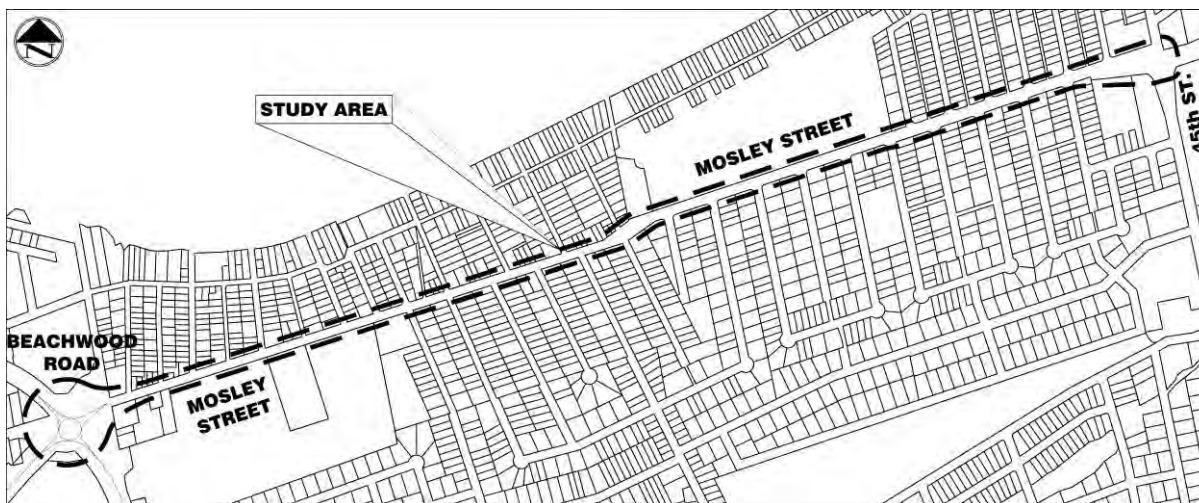
## Background

The Town of Wasaga Beach is proposing to urbanize and widen Mosley Street from Beachwood Road to 45<sup>th</sup> Street. The urbanization and widening is necessary to accommodate future transportation demands within the Town's main east/west corridor and to address road safety, drainage and pavement structure issues. In addition to these enhancements, this Environmental Assessment will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. Possible improvements include the provision of a center turn lane, additional through lanes, storm sewers and curb and gutter, sidewalks and bike lanes.

## Study Process

The Town is proceeding with a Schedule C Municipal Class Environmental Assessment (EA) to consider the impacts associated with the proposed urbanization. The Class EA process will address the following:

- the existing traffic operations and conditions on Mosley Street;
- alternative solutions to implementing the urbanization and addressing the identified future needs;
- the location, extent and sensitivity of the existing environments within the area;
- the potential impacts of each alternative to the noted environments and possible mitigating measures;
- public and agency consultation and participation; and
- an assessment and evaluation of the alternatives culminating in a preferred solution.



## Purpose of Notice

The purpose of this notice is to invite public/agency input via a Public Information Centre (PIC) to be held on Tuesday November 29, 2016, from 7:00PM to 9:00PM at the Wasaga Stars Arena, Auditorium, 425 River Road West. The purpose of the PIC is to present the study, the development and assessment of improvement options, and identify the recommended solution. Following completion of the PIC, and in consideration of concerns raised through agency reviews and public comment, the preferred solution will be identified for further study.

## Project Contacts

### Owner

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
**Mike Latimer, C.E.T.**  
Project Coordinator  
m.latimer@wasagabeach.com  
(705) 429-2540 x2342

### Consultant

C.C. Tatham & Associates Ltd.  
200 Sandford Fleming Dr. #200  
Collingwood, ON L9Y 5A6  
**Michael Cullip, P.Eng**  
Project Manager  
mcullip@cctatham.com  
(705) 444-2565 x265

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Agriculture, Food and Rural Affairs	Economic Development Division, Rural Community Development Branch	1 Stone Rd W. 3rd Floor	Guelph, ON	N1G 4Y2	Mr.	John	Turvey	Policy Advisor	519-826-3419
Agency	Ministry of Culture	Midhurst District Office	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Greig	Stewart	Regional Advisor	705-739-6696
Agency	Ministry of Culture	Heritage Operations Unit	400 University Ave. 4 <sup>th</sup> Floor	Toronto, ON	M7A 2R9	Mr.	Winston	Wong	Heritage Planner	416-314-7147
Agency	Ministry of the Environment & Climate Change	CEAA Branch	2 St. Clair Ave. W. 12 <sup>th</sup> Floor	Toronto, ON	M4V 1L5	Mr.	Paul	Heeney	Supervisor, Project Review Unit	416-314-7210
Agency	Ministry of the Environment & Climate Change	Central Region Office	5775 Yonge Street 9 <sup>th</sup> Floor	Toronto, ON	M2M 4J1	Ms.	Chunmei	Liu	EA Coordinator	416-326-4886
Agency	Ministry of the Environment & Climate Change	London Regional Office	733 Exeter Road	London, ON	N6E 1L3	Mr.	Bill	Armstrong	Environmental Planner	519-873-5013
Agency	Ministry of the Environment & Climate Change	Owen Sound District Office	101 17 <sup>th</sup> Street East	Owen Sound, ON	N4K 0A5					519-371-2901
Agency	Ministry of Municipal Affairs and Housing	Central Region Office	777 Bay Street	Toronto, ON	M5G 2E5	Mr.	Darryl	Lyons	Senior Planner	416-585-6048
Agency	Ministry of Natural Resources & Forestry	Midhurst District	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Mark	Shoreman	District Manager	705-725-7546
Agency	Ministry of Natural Resources & Forestry	Wasaga Beach Provincial Park	11-22nd St. North	Wasaga Beach, ON	L9Z 2V9	Mr.	John	Fisher	Superintendent	
Agency	Ministry of Tourism, Culture & Sport	180 Dundas Street	9 <sup>th</sup> Floor, Suite 502	Toronto, ON	M7A 2R9	Mr.	Tom	Sherzan	Manager, Regional Services Branch	
Agency	Ministry of Transportation	Central Region Planning & Design Section	1201 Wilson Avenue, Bldg. D, 4th Floor	Downsview, Ontario	M3M 1J8	Ms.	Heather	Glass	Sr Project Engineer	(416) 235-5521 heather.glass@mtoc.ca
Agency	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 Concession 8	Utopia, ON	L0M 1T0	Mr.	Glenn	Switzer	Director, Engineering & Technical Services	705-424-1479 ext. 225
Agency	Niagara Escarpment Commission	99 King Street East	PO Box 308	Thornbury, ON	N0H 2P0	Mr.	Rick	Watt	Senior Planning Coordinator	519-599-3740 rick.watt@ontario.ca

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Indigenous Relations and Reconciliation	Policy and Relations Branch	720 Bay Street, Fourth Floor	Toronto, ON	M5G 2K1	Mr.	Francois	Lachance	Senior Policy Advisor	416-326-4754
Agency (Federal)	Indian and Northern Affairs Canada	Environment and Natural Resources Department	25 St. Clair Ave. East, 8th Floor	Toronto, ON	M4T 1M2		Glenn	Gilbert	Manager	416-973-2131
Municipal	Town of Wasaga Beach	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	George	Vadeboncoeur	CAO	
Municipal	Wasaga Beach Fire Department	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	Mike	McWilliam	Fire Chief	
Municipal	Ontario Provincial Police	Huronian West Detachment	P.O. Box 140 1000 River Road West	Wasaga Beach, ON	L9Z 1A2					705-429-3575
Municipal	The County of Simcoe	Administration Centre	1110 Highway 26	Midhurst, ON	L0L 1X0		County Clerk			705-726-9300
School Board	Simcoe County District School Board		1170 Highway 26	Midhurst, ON	L0L 1X0	Mr.	Rick	Howse	Central Maintenance Supervisor	705-728-7570
School Board	Simcoe Muskoka Catholic District School Board	46 Alliance Blvd.		Barrie, ON	L4M 5K3		Jennifer	Sharpe	Planning Officer	705-722-3555
School Board	Simcoe County Student Transportation Consortium	566 Bryne Drive		Barrie, ON	L4N 9P6	Ms.	Bonnie	Branch	Transportation Officer	
Agency	Simcoe County District Health Unit	15 Sperling Drive		Barrie, ON	L4M 6K9	Mr.	Ted	Devine	Director, Health Protection Services	705-721-7520
Agency	ON Realty Corporation	1 Dundas Street West		Toronto, ON	M5G 2L5					
Utility	Bell Canada	136 Bayfield Street	Floor 2	Barrie, ON	L4M 3B1	Mrs.	Wendy	Lefebvre	Manager, Access Network	705-722-2467
Utility	Wasaga Distribution Inc.	950 River Road West	P.O. Box 20	Wasaga Beach, ON	L9Z 1A2					705-429-2517
Utility	Rogers Communications Inc.	1 Sperling Drive		Barrie, ON	L4M 6B8	Mr.	Tony	Dominguez	System Planner	705-737-4660 ext 6907 Tony.domnguez@rci.rogers.com



Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Utility	Hydro One	Subdivision Group	420 Welham Road	Barrie, ON	L4N 8Z2	Ms.	Heather	McTeer		1-866-272-3330
Utility	Hydro One Network	45 Sarjeant Drive	P.O. Box 6700	Barrie, ON	L4M 5N5		Business Customer Center			1-877-447-4412
Utility	ON Power Generation	700 University Avenue	H9F5	Toronto, ON	M5G 1X6	Ms.	Cara	Clairman	VP Sustainable Development	416-592-4921
Utility	Enbridge Gas Distribution Inc.	10 Churchill Drive		Barrie, ON	L4N 8Z5	Mr.	David	Smith	Sales Development Representative	705-739-5254
Utility	Union Gas	1590 8th St E		Owen Sound, ON	N4K 0A2	Mr.	Derrick	Cunningham		519-270-0305
First Nations Community	Chippewas of Georgina Island	R. R. #2	Box N-13	Sutton West, ON	LOE 1R0	Ms.	Donna	Big Canoe	Chief	705 437-1337
First Nations Community	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0		Rodney	Noganosh	Chief	<a href="mailto:chief@ramafirstnation.ca">chief@ramafirstnation.ca</a> 705-325-3611 x1216
First Nations Community	Wahta Mohawk	P.O. Box 260	2664 Muskoka Road	Bala, ON	P0C 1A0		Blaine	Commandant	Chief	
First Nations Community	Moose Dear Point	3720 Twelve Mile Bay Road	P.O. Box 119	Mac Tier, ON	P0C 1H0		Barron	King	Chief	
First Nations Community	Wasauksing First Nation (Parry Island)	P.O. Box 250	1508 Lane "G" Geewadin Road	Parry Sound, ON	P2A 2X4		Alex	Zyganiuk	Community Consultation Coordinator	
First Nations Community	Coordinator for Williams Treaties First Nation	8 Creswick Court		Barrie, ON	L4M 2J7	Ms.	Karry	Sandy-McKenzie	Barrister & Solicitor	k.a.sandy-mckenzie@rogers.com
First Nations Community	Beausoleil First Nation (Christian Island)	11 Ogema Miikaan	Christian Island	Cedar Point, ON	L0K 1R0		Roly	Monague Jr.	Chief	
First Nations Community	Georgian Bay Metis Council	355 Cranston Crescent	PO Box 4	Midland, ON	L4R 4K6	Mr.	David	Dusome	President	705-526-6335 daviddusome@rogers.com
First Nations Community	Metis Nation of Ontario - Head Office	500 Old St. Patrick Street	Unit D	Ottawa, ON	K1N 9G4					
First Nations Community	Mnjikaning First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0					

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**Public  
Information  
Centre 1  
(PIC 1)**



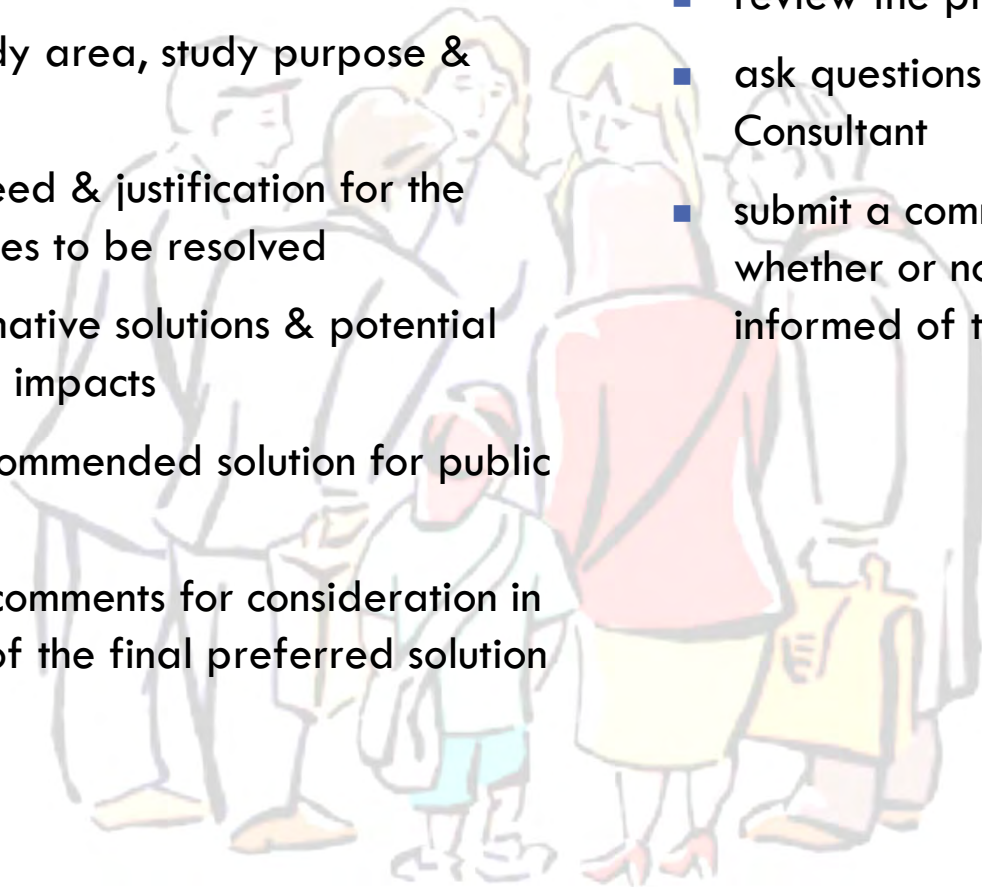
**MOSLEY STREET URBANIZATION  
BEACHWOOD ROAD TO 45<sup>TH</sup> STREET  
Class Environmental Assessment**

# Welcome

2



- This Public Information Centre will:
  - establish channels of communication with public & stakeholders
  - detail the study area, study purpose & objective
  - present the need & justification for the study and issues to be resolved
  - identify alternative solutions & potential environmental impacts
  - identify a recommended solution for public review
  - seek input & comments for consideration in the selection of the final preferred solution
- Public & Stakeholders should:
  - sign the registry
  - review the presentation material
  - ask questions of the Town and/or Consultant
  - submit a comment sheet & indicate whether or not you want to be kept informed of the process



# Background, Study Objective & Purpose

3



- *Town of Wasaga Beach 2012 Transportation Study Update*
  - noted Mosley Street east of 45<sup>th</sup> Street has been improved to 4 lanes to address capacity deficiencies
  - identified the need for 3 to 4 lanes from Highway 26 (now Beachwood Road) to 45<sup>th</sup> Street
- The objectives of the study are to:
  1. improve traffic operations on Mosley Street
  2. eliminate road side ditches and ensure the proper conveyance of stormwater flows
  3. provide opportunity to implement active transportation measures previously identified in the *Active Transportation Plan*

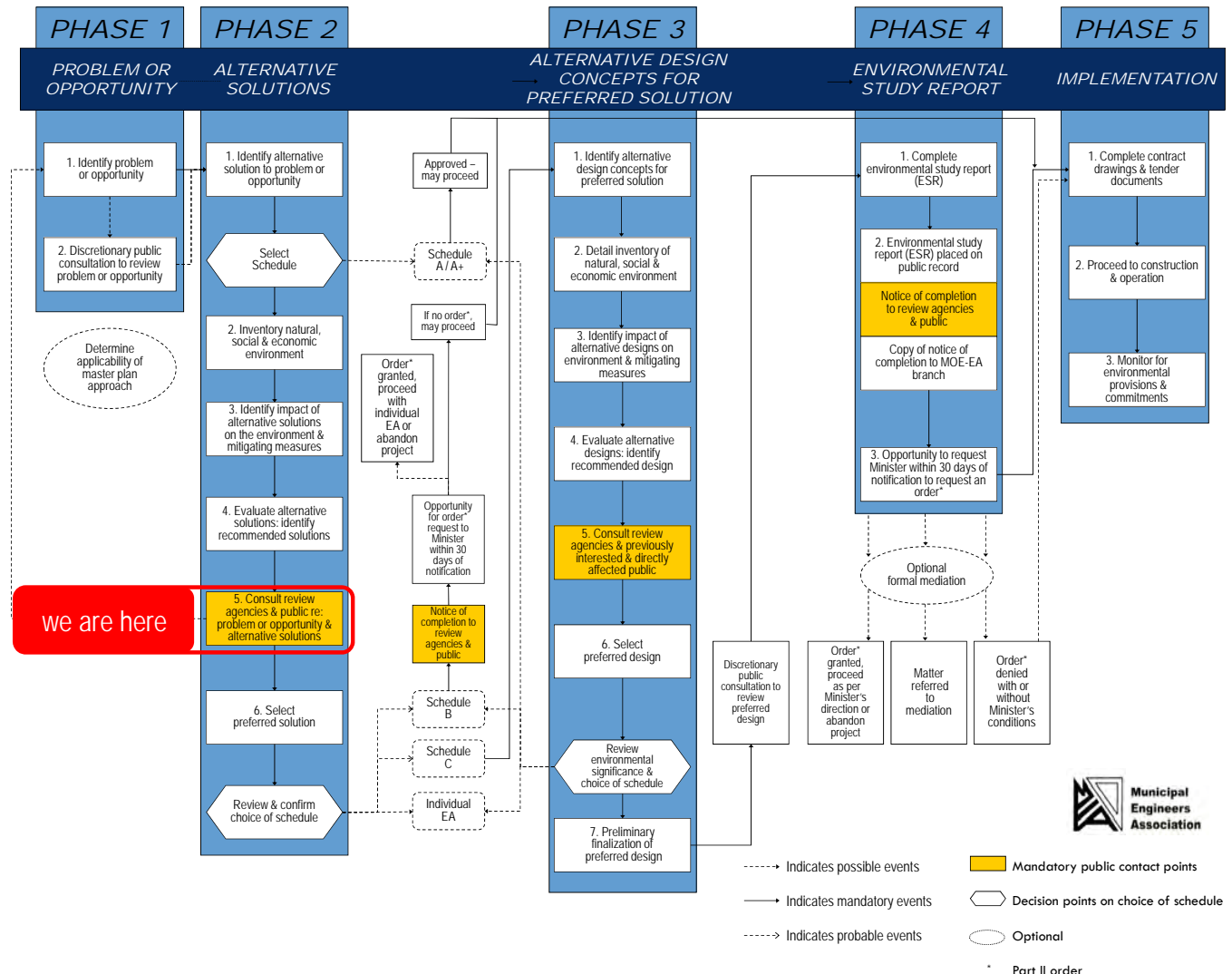
- The purpose of the study is to:
  - develop alternative solutions to improving traffic operations and drainage facilities
  - identify the location, extent and sensitivity of affected environments
  - assess the alternatives given potential environmental impacts
  - identify the preferred solutions
  - establish measures to mitigate impacts
  - satisfy the Class EA requirements



# Municipal Class EA Process



- The Class EA schedule is based on the type of work, potential impacts & \$ value
- Mosley Street improvements
  - will be undertaken as a Schedule C process
  - Phases 1 to 5 will be completed
- Opportunities for public review & input
  - Notices
  - public info centres
  - 30-day review of final report & findings

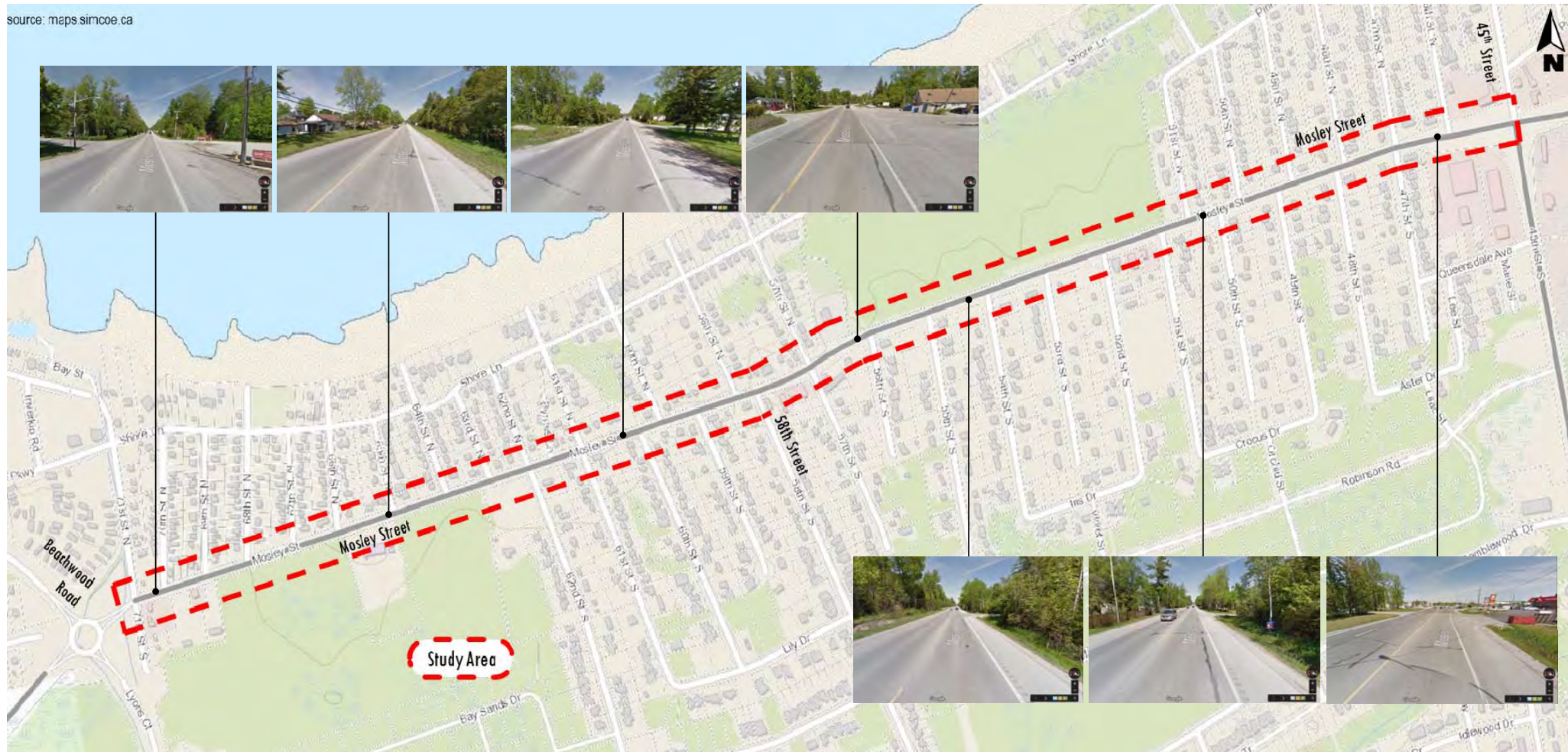


# Study Area



- Study limits extend from Beachwood Road (roundabout) to 45<sup>th</sup> Street
  - beyond 45<sup>th</sup>, Mosley Street has been widened to 4 lanes (2 per direction)

source: maps.simcoe.ca



# Traffic Volumes & Operations

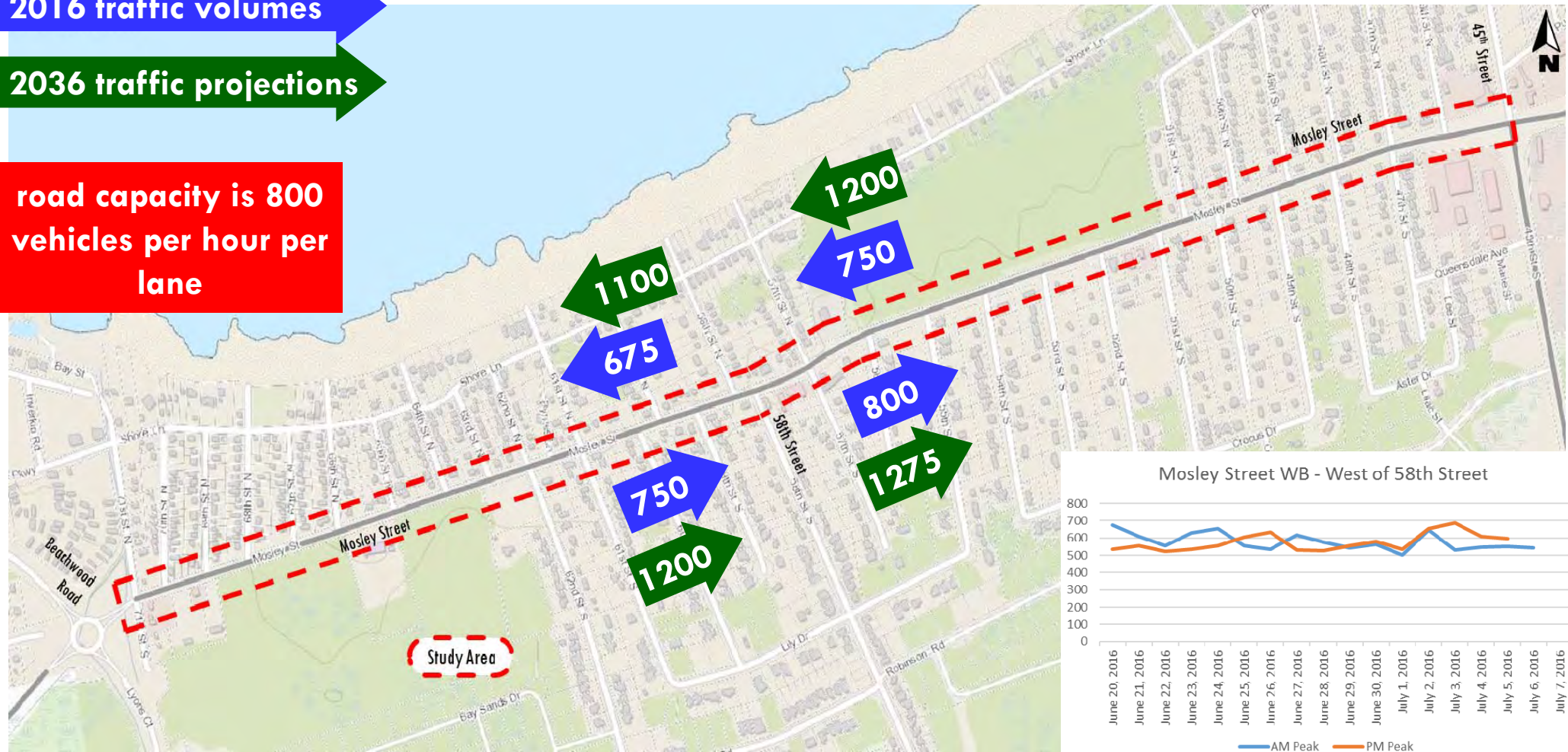


- Peak hour weekday volumes (source: 2016 Traffic counts, east and west of 58<sup>th</sup> Street)
  - Saturday & Sunday Peak hour volumes are comparable or only slightly higher

2016 traffic volumes

2036 traffic projections

road capacity is 800 vehicles per hour per lane



# Roadside & Area Drainage

7



- Mosley Street currently has
  - a rural cross-section with open ditches
  - limited urbanization along the intersecting streets
  - a drainage channel along the north side of Mosley Street between 52<sup>nd</sup> and 54<sup>th</sup> Streets
- With the proposed urbanization of Mosley Street it is anticipated that storm sewers shall ensure the proper conveyance of stormwater flows



- in addition to the proposed improvements along Mosley Street the recommendations from the Bay Sands Development Area study will be considered as part of the ultimate design
- The preliminary recommendations propose a drainage crossing of Mosley Street at 67<sup>th</sup> Street



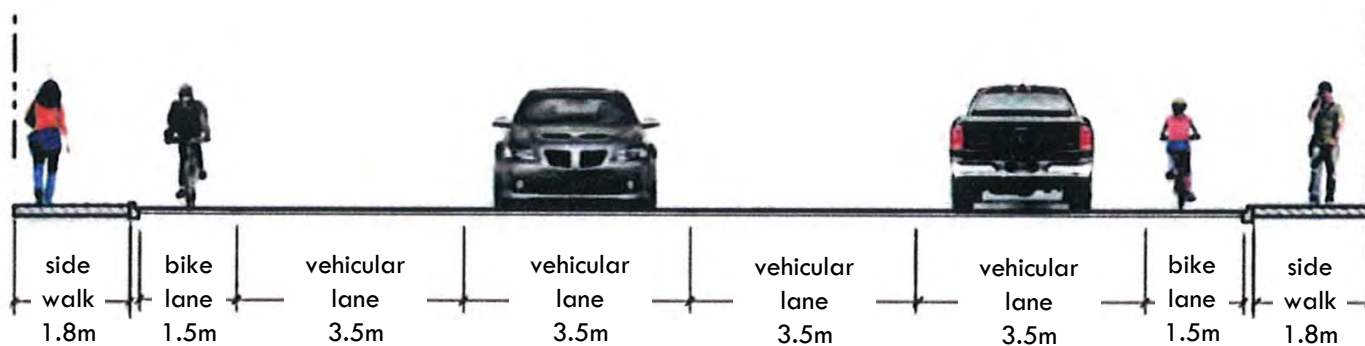
# Active Transportation

8

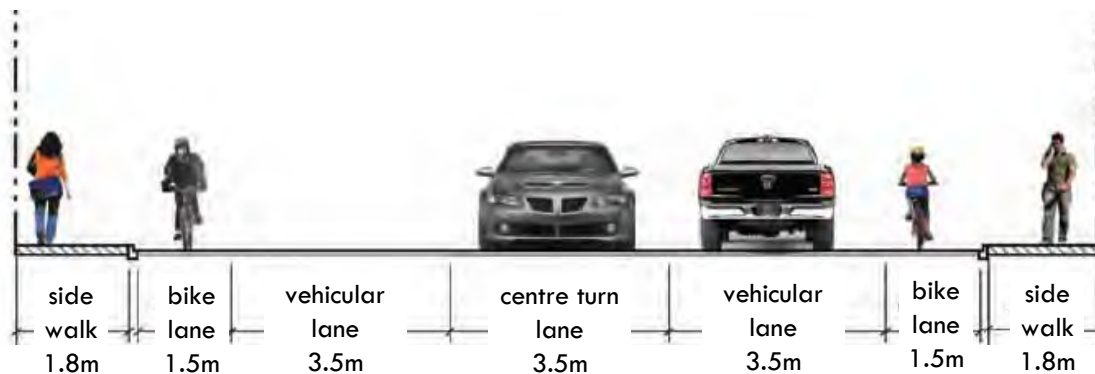


- As per the Town's *Active Transportation Plan*:
  - Mosley Street is to have on road bicycles lanes and sidewalks on both sides
  - wayfinding and transit stops are to be provided at 45<sup>th</sup> and 58<sup>th</sup> Streets
  - typical road cross-sections were provided for Mosley Street, as below

## 4-Lane Urban Section (21.6m)



## 3-Lane Urban Section (18.1m)



# Problem Identification

9



- Existing conditions:
  - designated as a Primary Arterial, the purpose of which is to serve high traffic volumes & provide a through travel route
  - shoulders are gravel or partially paved
  - areas of distressed pavement conditions
  - the right-of-way (ROW) varies from 20 to 26 metres
  - serves 500 to 850 vehicles per hour per direction during the peak hours (approximately 16,000 vehicle per day under average conditions)
- Future needs:
  - ensure appropriate traffic operations for future traffic volumes on Mosley Street (the need to widen Mosley Street to 3-4 lanes was identified in the *2012 Transportation Plan Update*)
  - provide an improved road surface
  - implement an urban cross-section (eg. curb and gutter) to improve drainage and properly convey stormwater flows
  - implement an urban cross-section to provide an opportunity for active transportation

## Problem Statement

“That existing traffic and infrastructure needs and deficiencies along the subject length of Mosley Street (from Beachwood road to 45<sup>th</sup> Street) be addressed in an environmentally sound manner, in consideration of future traffic needs, current Town standards, active transportation opportunities and surface drainage requirements, with the objective of providing safe and efficient travel for all road users. “

# Alternative Solutions

10



- Alt A: Do Nothing
  - maintain existing conditions with no improvements
- Alt B: Reduce Travel Demand
  - reduce travel demand on the road and negate the need for improvements
  - increase use of other travel modes & shift peak hour demands
- Alt C: Alternative Travel Route
  - promote use of other roads to alleviate demands on Mosley Street
- Alt D: Operational Improvements
  - maintain existing 2-lane road with intersection improvements
  - provide active transportation facilities
  - urbanize and provide drainage improvements

## Pre-Screen Alternatives

- Can the alternatives fully address the need for improved traffic operations?
  - ✗ Alt A - no improvements, therefore future travel demands cannot be satisfied
  - ✗ Alt B - while this will have a positive effect, the extent of such is not considered adequate to address future travel demands and operations
  - ✗ Alt C - there are limited alternative routes, none of which can adequately accommodate the future demands
  - ✗ Alt D - some benefits are expected, although not sufficient to adequately accommodate future travel demands

# Alternative Solutions (cont'd)



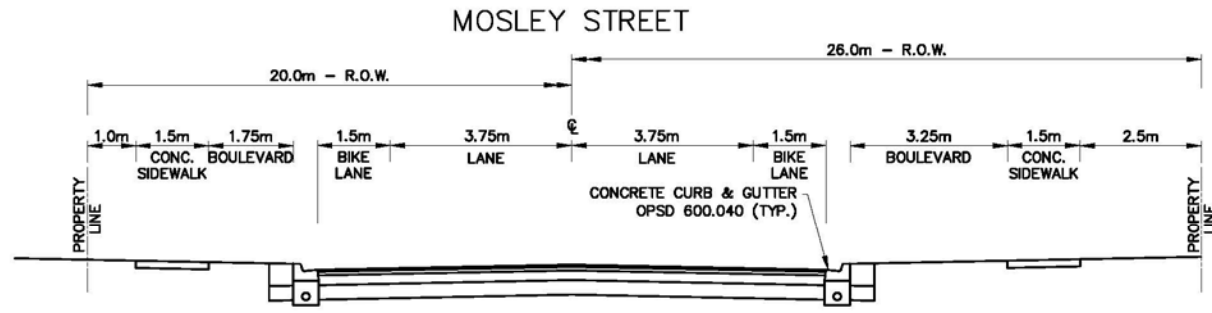
11

- **Alternative E: Widen to 3 Lanes**
  - widen road from 2 to 3 lanes to increase road capacity & improve operations (1 lane per direction + centre turn lane)
  - widening recommended in the *2012 Transportation Plan Update*
  - urbanize road to improve drainage
  - provides opportunities for active transportation facilities in the form of multi-use trails, bicycle lanes, sidewalks or a combination of these elements
- **Alternative F: Widen to 4 Lanes**
  - widen road from 2 to 4 lanes to increase road capacity & improve operations (2 lanes per direction, no centre turn lane)
  - widening recommended in the *2012 Transportation Plan Update*
  - urbanize road to improve drainage
  - provides opportunities for active transportation facilities in the form of multi-use trails, bicycle lanes, sidewalks, or a combination of these elements

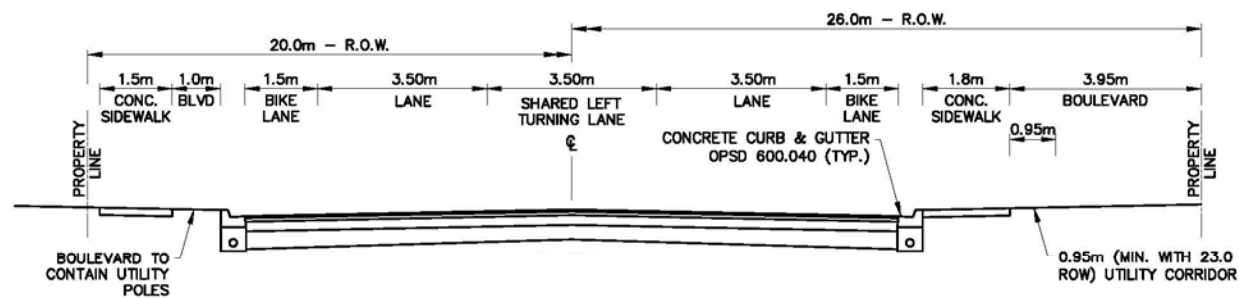
## Pre-Screen Alternatives

- Can the alternatives fully address the need for improved road capacity and drainage improvements?
  - ✓ Alt E & F - each will improve drainage and increase road capacity, and hence will accommodate future travel demands
  - ✓ each will be considered further

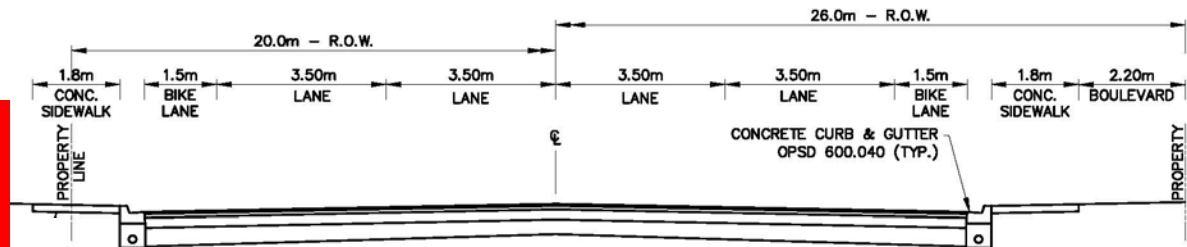
# Alternative Solutions D, E & F



Alt D  
2 lanes  
+ bike  
lanes



Alt E  
3 lanes  
+ bike  
lanes



Alt F  
4 lanes  
+ bike  
lanes

cannot be accommodated as shown within a 20m ROW (remove bike lanes and/or sidewalk)

# Alternative Solutions D, E & F



Alternative D: Operational Improvements



Alternative E: Widen to 3 Lanes



Alternative F: Widen to 4 Lanes



# Alternative Solutions D, E & F



14

Alternative D: Operational Improvements



Alternative E: Widen to 3 Lanes



Alternative F: Widen to 4 Lanes



# Alternative Solutions D, E & F



Alternative D: Operational Improvements



Alternative E: Widen to 3 Lanes



Alternative F: Widen to 4 Lanes





# Alternative Solutions D, E & F



## Alternative D: Operational Improvements



## Alternative E: Widen to 3 Lanes



## Alternative F: Widen to 4 Lanes



# Natural Environment

17



- Existing conditions
  - study area is comprised of a mix of wooded areas & residential lands
  - natural area of environmental quality, significance and/or sensitivity to the north of Mosley Street
  - no endangered or threatened species were observed in the Mosley Street right-of-way
  - no regionally or provincially rare species were documented in the Mosley Street right-of-way.

- Potential impacts
  - extension or replacement of drainage channel crossing culverts will be required
  - road widenings may be required adjacent to Natural Heritage System Lands
  - other impacts are considered minor (loss of habitat, vegetation, etc.)



# Cultural/Heritage & Social Environments



18

- Existing conditions
  - assessment based on Stage 1 Archaeological/Heritage assessment
  - no archaeological potential for pre-contact and Euro-Canadian archaeological materials:
    - existing road platform, shoulders and ditches
    - areas of deep land alteration
  - moderate-high potential in some areas:
    - in proximity to potable water
    - in proximity to navigable water
    - near recorded archaeological sites
    - early settlement areas
- Potential impacts to Cultural/Heritage Env
  - no known impacts
  - however, additional studies are recommended in those areas to be disturbed by the preferred solution
- Existing conditions
  - land uses include
    - commercial development
    - institutional uses (Fire Hall, utilities etc.)
    - residential
  - most residences front adjacent streets
- Potential impacts to Social Environment
  - potential property impacts
  - potential noise impacts

# Mosley Street- Assessment of Alternatives



Evaluation Criteria	Alternative D 2 Lanes with Operational Improvements	Alternative E Widen to 3 Lanes	Alternative F Widen to 4 Lanes
Physical Environment	<ul style="list-style-type: none"> <li>✓urbanization provides opportunity to implement active transportation elements (bicycle lanes and sidewalks)</li> <li>✓eliminates road side ditches and ensures the proper conveyance of stormwater flows</li> <li>✓least impact to abutting existing hydro/utility poles</li> <li>*road capacity will not adequately accommodate future travel demands</li> </ul>	<ul style="list-style-type: none"> <li>✓urbanization provides opportunity to implement active transportation elements (bicycle lanes and sidewalks)</li> <li>✓eliminates road side ditches and ensures the proper conveyance of stormwater flows</li> <li>✓greater road capacity will be realized through the use of opposing left turn lanes, but will not accommodate projected future travel demands</li> <li>*potential impact to abutting existing hydro/utility poles dependent final road corridor configuration</li> </ul>	<ul style="list-style-type: none"> <li>✓increased road capacity will adequately accommodate future travel demands</li> <li>✓urbanization provides opportunity to implement active transportation elements (bicycle lanes and sidewalks)</li> <li>✓eliminates road side ditches and ensures the proper conveyance of stormwater flows</li> <li>*greatest impact to abutting existing hydro/utility poles</li> </ul>
Natural Environment	<ul style="list-style-type: none"> <li>✓no appreciable impacts from either alternative given built nature of area</li> </ul>		<ul style="list-style-type: none"> <li>*potential for impacts in areas that may be widened beyond existing right-of-way (dependant on final road corridor configuration).</li> </ul>
Social Environment	<ul style="list-style-type: none"> <li>✓no impacts to existing abutting lands</li> <li>✓no change to noise impacts as road remains in original location</li> </ul>	<ul style="list-style-type: none"> <li>✓no impacts to existing abutting lands</li> <li>*greater noise impacts as travelled road lanes shift closer to property lines through implementation of opposing left turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>*potential for impacts to abutting commercial and residential lands dependent on final road corridor configuration</li> <li>*greatest noise impacts as travelled road lanes shift closer to property lines with an additional travel lane in each direction</li> </ul>
Cultural/Heritage Environment	<ul style="list-style-type: none"> <li>✓no known archaeological or cultural/heritage impacts as all works with the existing ROW or within previously disturbed/constructed areas</li> <li>✓additional studies to be undertaken as necessary</li> </ul>		<ul style="list-style-type: none"> <li>*greater potential for pre-contact and Euro-Canadian archaeological materials should works extend beyond existing ROW or previously disturbed/constructed areas</li> <li>✓additional studies to be undertaken as necessary</li> </ul>
Economic Environment	<ul style="list-style-type: none"> <li>✓least overall construction costs</li> <li>✓least cost for relocation of hydro/utility poles</li> </ul>	<ul style="list-style-type: none"> <li>*greater overall construction cost</li> <li>*greater cost for relocation of hydro/utility poles</li> </ul>	<ul style="list-style-type: none"> <li>*greatest overall construction costs</li> <li>*greatest cost for relocation of hydro/utility poles</li> </ul>

# Next Steps

20



- **Mosley Street Urbanization**
  - review/address stakeholder comments
  - identify the preferred solution for the road urbanization (and widening) to study further (Phase 3 of the Class EA process)
  - further develop the preferred solution with details for implementation & mitigation
  - address natural environment/water crossing requirements & mitigation
  - 2<sup>nd</sup> public meeting
  - prepare final report for public review
  - prepare Notice of Study Completion
  - design & implementation
- **Before you leave:**
  - have your questions been addressed?
  - have you signed the registry to be informed of the next phase of the study?
  - have you completed a comment sheet?

contacts

- **Mike Latimer, C.E.T.**  
Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
t: (705) 429 2540 ext 2342  
f: (705) 429 8226  
e: m.latimer@wasagabeach.com



- **Michael Cullip, P. Eng.**  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
t: (705) 444-2565 ext265  
f: (705) 444-2327  
e: mcullip@cctatham.com



**Mosley Street Urbanization Beachwood Road to 45th Stret MEA Class EA - Notice of Public Information Centre**

**Attachments:** Mosley Street Urbanization Notice - MEA Class EA.pdf

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>>> "Newton, Craig (MOECC)" <Craig.Newton@ontario.ca> 11/23/2016 11:57 AM >>>

Good Morning Chunmei:

I received the attached Notice in error. It should have been sent to you. Simcoe County is within the geographic responsibility / jurisdiction of MOECC Central Region, not MOECC SWR. By copy of this e-mail I am advising the proponent and their consultant of same.

Yours truly,

Craig Newton  
Regional Environmental Planner / EA Coordinator  
Ministry of the Environment & Climate Change  
Southwestern Region  
[\(519\) 873-5014](tel:5198735014)

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# Mosley Street Urbanization Beachwood Road to 45<sup>th</sup> Street Municipal Class Environmental Assessment Study Notice of Public Information Centre

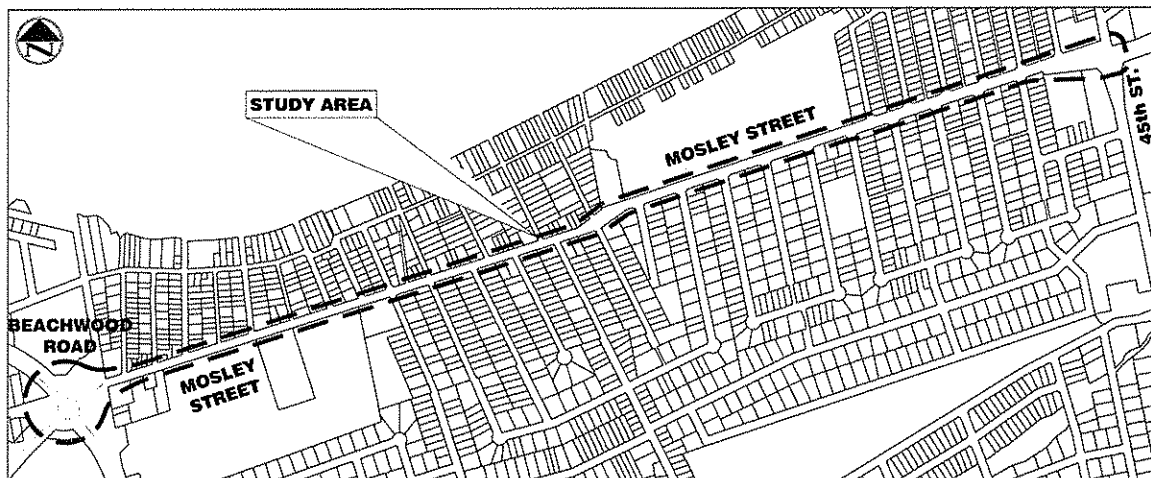
## Background

The Town of Wasaga Beach is proposing to urbanize and widen Mosley Street from Beachwood Road to 45<sup>th</sup> Street. The urbanization and widening is necessary to accommodate future transportation demands within the Town's main east/west corridor and to address road safety, drainage and pavement structure issues. In addition to these enhancements, this Environmental Assessment will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. Possible improvements include the provision of a center turn lane, additional through lanes, storm sewers and curb and gutter, sidewalks and bike lanes.

## Study Process

The Town is proceeding with a Schedule C Municipal Class Environmental Assessment (EA) to consider the impacts associated with the proposed urbanization. The Class EA process will address the following:

- the existing traffic operations and conditions on Mosley Street;
- alternative solutions to implementing the urbanization and addressing the identified future needs;
- the location, extent and sensitivity of the existing environments within the area;
- the potential impacts of each alternative to the noted environments and possible mitigating measures;
- public and agency consultation and participation; and
- an assessment and evaluation of the alternatives culminating in a preferred solution.



## Purpose of Notice

The purpose of this notice is to invite public/agency input via a Public Information Centre (PIC) to be held on Tuesday November 29, 2016, from 7:00PM to 9:00PM at the Wasaga Stars Arena, Auditorium, 425 River Road West. The purpose of the PIC is to present the study, the development and assessment of improvement options, and identify the recommended solution. Following completion of the PIC, and in consideration of concerns raised through agency reviews and public comment, the preferred solution will be identified for further study.

## Project Contacts

### Owner

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
**Mike Latimer, C.E.T.**  
Project Coordinator  
m.latimer@wasagabeach.com  
(705) 429-2540 x2342

### Consultant

C.C. Tatham & Associates Ltd.  
200 Sandford Fleming Dr. #200  
Collingwood, ON L9Y 5A6  
**Michael Cullip, P.Eng**  
Project Manager  
mcullip@cctatham.com  
(705) 444-2565 x265

**Mosley Street Urbanization – Beachwood Road to 45th Street – Municipal Class Environmental Assessment Study – Notice of Public Information Centre**

>>> Hollie Nolan <hollien@ramafirstnation.ca> 11/29/2016 3:43 PM >>>

Dear Mike & Michael;

Thank you for your letter re: Mosley Street Urbanization – Beachwood Road to 45<sup>th</sup> Street – Municipal Class Environmental Assessment Study – Notice of Public Information Centre.

Please be advised that we reviewed your letter. I have shared it with Council and we've forwarded the information to Karry Sandy McKenzie, Williams Treaties First Nation Process Co-ordinator/Negotiator. Ms. McKenzie will review your letter and take the necessary action if required. In the interim, should you wish to contact Ms. McKenzie directly, please do so at [k.a.sandy-mckenzie@rogers.com](mailto:k.a.sandy-mckenzie@rogers.com)

Thank you,

Chief Rodney Noganosh

---

**Hollie Nolan**

*Executive Assistant to the Chief, Administration*

**Chippewas of Rama First Nation**

(ph) [705-325-3611](tel:705-325-3611), 1216

(cell)

(fax) [705-325-0879](tel:705-325-0879)

(url) [www.ramafirstnation.ca](http://www.ramafirstnation.ca)

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This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies of this e-mail.

By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

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 Please consider the environment before printing this e-mail.

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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

Yes - Accommodate traffic + improve safety.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes -

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes

I would widen to  
2 lanes plus turning lane.  
+ develop a truck route to  
A redirect heavy traffic  
- logging trucks?

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
tel: (705) 444-2565 fax: (705) 444-2327

The information on this comment sheet is collected under the authority of the Environmental Assessment Act and will become public information. All comments will be included in the Class Environmental Assessment documentation to be made public at the conclusion of this project.

Please check the space below if you wish your comments to be made anonymously.

Please withhold my name and address from publication



# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

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Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

Agree on it being reviewed but I believe the plan should be discussed with property owners most affected by the plan i.e. closest to the street who have the most impact as a result of the proposals presented.

For some properties including our own at \_\_\_\_\_ there is very limited land to begin with. If we're just considering traffic it's short sighted.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes, but only if a 3 lane is being considered. There needs to be a balance between accommodating mainly tourists and more impatiently catering to existing residents & tax payers who may choose to relocate outside the town given direct impact to their quality of living, pedestrian, speed & value of their property.

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Plans are vague & understandably so given the impact of current residential in the area. Sidewalks are fine but 4 lane proposals vs 3 lanes & bicycle lanes all will negatively impact existing residents.

We hope to be able to see a finalized plan & discuss our directly impacted property to determine if we will choose to reside elsewhere in the future.

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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Consulting Engineers

Public Information Centre – November 29, 2016

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Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

Yes - increased traffic requires more lanes to accomodate traffic and maintain a resonable speed.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

I have a problem with designated bicycle lanes as many cyclists abuse their right of way and are difficult to manoeuvre by in high density traffic, Night time can be very dangerous when cyclists are not equipped with lights

Do you fee that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why? reflectors or bright clothing.

In reference to the above comment progress & reality must be considered and biagle lanes, trails etc are current activities for the younger families, including trails & bike lanes will be good policy for Wasaga Beach promotion

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

*We liked the 3rd lane idea. Otherwise speeding will certainly be an issue. Also much land would have to be acquired*

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*Perhaps. I do see many bikes along the road.*

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*Definitely. Safety*

\* *The curb from 45th to 47th is an issue. Turning lane <sup>only</sup> should exist before 45th St.*

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

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Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

Yes, To add sidewalks for pedestrian travel needs and Storm Sewers to properly irrigate streets so as to avoid flooding on streets.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

No, We feel that shore Lane is a much safer route and also more scenic for travellers.

Do you fee that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Sidewalks definately! Bike lanes, we feel are not necessary. With Shore lane/ Carly Patterson trail it would make more sense to promote the trails already available to residents & visitors to the beach.

Name

Address

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

YES, TRAFFIC CONGESTION.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

NO! LANE EXPANSION IS #1 PRIORITY.

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

NO. USE SHORE LANE FORGET BIKE PATHS

Name

Address

Thank you for your input. Your comments will be reviewed and may be included in the final report. Please return this form to the address below by December 9, 2016.

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
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Please withhold my name and address from publication



# Mosley Street Urbanization Municipal Class Environmental Assessment Study

Public Information Centre – November 29, 2016

\* My 2nd sheet submitted



C.C. Tatham & Associates Ltd.  
Consulting Engineers

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

- Town of Wasaga Beach resident
- Area Business Owner
- Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

There needs to be an official - Crosswalk somewhere in front of Lorna June & somewhere between 68<sup>th</sup> & 70<sup>th</sup> Streets. With flashing lights & painted lines, etc.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why? *Use Shoreline*

Side Note:

We can never turn left onto Mosley St from #69<sup>th</sup> Street. We have waited up to 10 mins. to get out.

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Note: Ban the noisy mufflers from our town!  
Can't even hear ourselves have a conversation inside our cottage.

Also - No 18 wheelers - Noise, fumes, dust

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
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Collingwood, ON L9Y 5A6  
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Please withhold my name and address from publication



# Mosley Street Urbanization Municipal Class Environmental Assessment Study

Public Information Centre – November 29, 2016



C.C. Tatham & Associates Ltd.  
Consulting Engineers

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

- Town of Wasaga Beach resident *70 years*  Area Business Owner  Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

*Yes - Due to heavy traffic (3 lanes only)*

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*No. No room on <sup>south side</sup> one side only if necessary. Slow lane can be added.*

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*Yes. On south side only.*

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

I FEEL A THREE LANE WIDENING OF MOSLEY WOULD BE A WAY TO CONTINUE TO ALLOW FLOW OF TRAFFIC AND NOT CREATE A SPEED WAY. AS I LIVE ON THE CORNER OF A DEAD END ROAD GETTING ON OR OFF THE SIDE ROAD IS DIFFICULT NOW AND WOULD BE MORE CHALLENGING WITH AN ADDED EXPRESSWAY IN PLACE.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

I FEEL BICYCLE LANES ARE NEEDED ON BOTH SIDES OF MOSLEY, CYCLISTS CURRENTLY SHARE THE ROAD WITHOUT PAVED SHOULDERS ON THE NORTH SIDE OF THE ROADWAY AND SHARE THE PAVED LANE TO THE SOUTH SIDE OF MOSLEY WITH PEDESTRIANS

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

SIDEWALKS SHOULD BE ON BOTH SIDES OF THE ROADWAY, PEDESTRIAN TRAFFIC HAS A DIFFICULT TIME BESIDE A BUSY ROADWAY

BOTH BICYCLE LANES AND SIDEWALKS MAKE EXERCISE SAFER.

Name

Address

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
tel: (705) 444-2565 fax: (705) 444-2327

The information on this comment sheet is collected under the authority of the Environmental Assessment Act and will become public information. All comments will be included in the Class Environmental Assessment documentation to be made public at the conclusion of this project.

Please check the space below if you wish your comments to be made anonymously.

Please withhold my name and address from publication

2

WITH A LANES OF CONTINUOUS TRAFFIC FLOWING,  
ACCESS TO DRIVEWAYS AND SIDE STREETS BECOMES  
DIFFICULT. REVERSING FROM PARKING SPOTS  
ON TO MOSLEY WILL BE MORE DIFFICULT.

---

FITNESS IS ENCOURAGED WITH BICYCLE LANES IN PLACE.

---

SUMMERTIME BEACH SEEKERS FROM  
THE SOUTH SIDE OF MOSLEY, ~~WILL~~ <sup>MAY</sup> BE  
AT AN INCREASED RISK OF INJURY TRYING TO  
CROSS MOSLEY STREET.



# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

*This is the major feeder road to the Town of Wasaga Beach from Collingwood and Hwy #26 roundabouts. Currently gives the impression that the Town of Wasaga is low end. Not a good first impression. (Promote business and residents)*

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*Yes, provide some safety for those using this mode of travel.*

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*Sidewalks a must. Safety for pedestrians and residents in area. Necessary upgrade to Town. Long overdue.*

*Preference would be 3 lane option.*

Name

Address

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C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

*Yes. Too much traffic, especially with tourists in the summer. Noisy fumes, racing motorcycles along Mosley is very dangerous. We can't hear ourselves talk outside because of excessive noise from the traffic.*

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*Not necessarily*

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

*No. Other recreation facilities are available at the other end of the beach, not at the beginning of Mosley St.*

Name

Address

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

Yes with sidewalks, bike lane + passing lane  
When walking dog, almost got run over  
when driver decided to go to side of road  
for cell phone. Scary.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes, will help them not go on sidewalk  
& allow elderly ~~th~~ with their scooters

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes definitely need sidewalks. Also,  
have a way to get to trails, paths etc.

Name

Address

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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# Mosley Street Urbanization Municipal Class Environmental Assessment Study

Public Information Centre – November 29, 2016



C.C. Tatham & Associates Ltd.  
Consulting Engineers



## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

- Town of Wasaga Beach resident
  Area Business Owner
  Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

1. Yes, to ease long-term summer congestion  
 2. To keep up improvements w the rest of the town so the West End doesn't get orphaned for improvements.

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Maybe only on the S. side - not both. This provides continuity from the existing path on the South side.

Do you fee that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

No  
Not enough room  
Maybe only one side - South side.

Name: [Redacted]

Address: [Redacted]

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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Please withhold my name and address from publication

Perhaps Mike Latimer could book an appointment specifically w My Mom + co-owner to discuss sell.

**Comment Sheet Mosley street urbanization**

**Attachments:** Road Widening doc 2016.pdf

---

Good afternoon

Please see the attached

Thanks Kindly

---





# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> Street to address future travel needs? Why?

Yes. THE TRAFFIC VOLUME IS CHOKED AT PEAK TIMES.

THE ADVERSITY CAUSED BY VOLUME NEGATIVELY AFFECTS OUR BUSINESS AT PEAK TIMES + TOP FOUR LANES WILL DEFINITELY IMPROVE FROM REDUCE ROAD AGE +

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes. MORE + MORE PEOPLE ARE LIVING ON SOUTH SIDE MOSLEY AND TRAVEL UP + DOWN ROAD TO ACCESS BEACH + COMMERCIAL AREA AT 45<sup>th</sup> + MOSLEY.

Do you feel that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?

Yes. Having Grown UP ON 70<sup>th</sup> STREET MY HAS LONG BEEN A CONVENIENCE + SAFETY ISSUE WALKING ALONG MOSLEY.

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

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C.C. Tatham & Associates Ltd.  
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**Mosley St. Urbanization Response**

**Attachments:** Mosley St Urbanization 45th St. to 71st St. Reply Pg 1.docx; Page 2.docx

Michael:

Attached is my completed form along with a Page 2.

Please acknowledge receipt and feel free to contact me with any questions you may have. I have other suggestions that might be of interest.

Thanks.



# Mosley Street Urbanization Municipal Class Environmental Assessment Study

C.C.Tatham & Associates Ltd

Public Information Centre - November 29, 2016

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

I own or Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that Mosley Street should be widened from Beachwood Road to 45th Street to address future travel needs? Why?

**Definitely!! This should have been done a short time after Mosley east of 45<sup>th</sup> was widened.**

**Has anyone in this study ever seen the back up of traffic on weekend mornings coming in to the Beach?**

Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45th Street? Why?

**Again Definitely!! We are a tourist destination and we should do everything possible to have the**

**Tourists leave their cars where they are staying and encourage them to use other transportation**

**Whether it be bicycles, buses or even shuttle trams. ATV's are even allowed now.**

Do you fee that sidewalks or other active transportation facilities (ie. multi-use trails, bicycle paths, etc.) should be implemented on Mosley Street from Beachwood Road to 45th Street? Why?

**This stretch of road should only be TWO LANES with a CENTRE TURN LANE, BIKE LANES AND SIDEWALKS. Two lanes would keep the speed limit down (see attached notes)**

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **December 9, 2016** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite  
200 Collingwood, ON L9Y 5A6  
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Four lanes just tends to have the traffic go faster and faster. We do not need that here!! In fact, they should change the stretch of Mosley from East of 45<sup>th</sup> to Sunnidale Rd. into the same configuration! This is a stretch of mostly Residential zoning along with the RecPlex and YMCA and there is no need for four lanes. Bike Lanes are what's needed here. Not traffic going way over the posted speed limit of 50KHP.

This would be a simple fix.... Simply painting new lines!!

Back to the original question, I also believe that there should be a Pedestrian Crosswalk located at every 3<sup>rd</sup> block in this section of Mosley. This would make the properties on the south side of Mosley more attractive and as a result, more valuable in price. Talk to the people that live on the south side and ask them how long it takes to simply cross Mosley with their family to go to the Beach in Safety!! The value of Properties on the North side is almost double that of the South Side. The cost of the Crosswalks would soon be made up by Revenue of the increased Assessments alone.

I have no idea why this Council or the previous ones have let this go on FOR SO LONG!!! Shameful.

Hi Mike,

My wife and I live on [redacted]  
that will be urbanized and expanded.

We would love to attend the upcoming Public Information Centre but unfortunately we have to be out of town that day, so please accept our input as follows:

1. we applaud the proposed construction of bike lanes along Mosley that will link to the existing bike lanes on Beachwood Road
2. we ask that preventive measures be taken to stem the flow of heavy delivery trucks that take the forbidden short-cut West along Queensdale Avenue and North up 47th Street to reach Home Hardware:

- despite ineffectual street signs that state "No heavy trucks allowed", truckers often take that route in order to avoid the delay imposed by a left turn at 45th and Mosley, followed by another left turn from Mosley into Home Hardware
  - **if Mosley Street is urbanized and expanded, the flow of heavy trucks that take the illegal shortcut along Queensdale Avenue to reach Home Hardware will increase unless the Town takes preventive measures. We therefore ask that the Mosley urbanization project incorporate the installation of traffic controls that will effectively restrain the flow of heavy trucks along Queensdale Avenue and 47th Street**
  - please note that Queensdale Avenue currently lacks sidewalks and our neighbourhood features families with small children and elderly pedestrians whose safety is put at risk by heavy trucks. Queensdale Avenue and 47th Street also feature low-hanging electrical distribution cables that a tall truck could contact (which has already happened)
3. we ask that the Mosley urbanization project include improvement of the storm-water drainage along Queensdale Avenue, which is one block South of the affected portion of Mosley:
- large amounts of storm-water routinely flow onto Queensdale Avenue from 45th Street and the "TD Bank" mini mall. The drainage ditches along Queensdale are very poorly graded and do not adequately drain the storm-water. As a result, the water table in this area is persistently very high and causes problems for the affected homeowners
  - Public Works Superintendent Giuliano Duni has informed us that the Town has been actively studying this problem to identify the best way to resolve it and how best to fund a solution
  - **since the Mosley urbanization project includes improvement of storm-water drainage, we ask that the project incorporate improvement to the storm-water drainage along Queensdale Avenue, which is one block south of the affected portion of Mosley**

I invite you to contact me : \_\_\_\_\_ if you'd like to discuss any of the above items.

Many thanks Mike,

--

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## **Mosley st updates**

**To:** Mike Latimer

**Subject:** Mosley st updates

Hi Mike,

My name is \_\_\_\_\_, \_\_\_\_\_, we met at the info session on Monday night. Wondering if you could add my email address to get info updates on upcoming projects in the town. \_\_\_\_\_

Regards,

**APPENDIX F:  
TRAFFIC NOISE IMPACT STUDY**



# TRAFFIC NOISE IMPACT STUDY

Proposed Road Improvements  
Municipal Class Environmental Assessment

## *“Mosley Street”*

45th Street to Beachwood Road  
Wasaga Beach  
County of Simcoe

Prepared for:

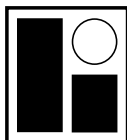
**C.C. Tatham & Associates Ltd.**

Prepared by:

**Ralph Bouwmeester, P. Eng.**



**September 8, 2017**



**R. BOUWMEESTER & ASSOCIATES**  
165 Browning Trail  
Barrie, Ontario, Canada L4N 5E7  
tel: (705) 726-3392 fax: (705) 726-3392

RBA File: A16013

## **EXECUTIVE SUMMARY**

R. BOUWMEESTER & ASSOCIATES has been retained by C.C. Tatham & Associates Ltd. to assess the impact of future traffic noise on existing properties resulting from the proposed improvements to Mosley Street from 45th Street to Beachwood Road in Wasaga Beach.

The project is subject to a Municipal Class Environmental Assessment (EA).

The goals and objectives of this study are five-fold, namely:

1. Establish noise criteria.
2. Identify noise sources and existing noise-sensitive areas (NSAs).
3. Estimate the impact of increasing traffic noise levels at existing noise-sensitive areas due to the proposed road improvements.
4. Determine the need for mitigation to protect existing noise-sensitive receptors.
5. Recommend mitigation measures if, and where, required.

The concern for this project is increased traffic noise resulting from the proposed improvements.

This assessment has been carried in accordance with noise criteria derived from MOECC and MTO policies as described herein. Traffic volumes have been projected 10 years as required.

Since the existing carrying capacity of Mosley Street exceeds the future (Year 2027) traffic volumes, the future volumes are expected to be the same with or without the improvements. Although traffic volumes are expected to increase naturally over time, they will not increase as a result of the proposed widening. On this basis, there is no impact due to traffic volume alone.

Minor shifts in centreline pavement are proposed in the Alternatives. We have found, however, that the shifts are not sufficient to result in sound level increases of more than 5 dBA in the NSAs (which is the limit specified by MTO).

The centreline shift does result in the MTO noise limit of 65 dBA at the most exposed side of a dwelling (i.e. closest side) being exceeded in five locations. The estimated sound level excesses are less than 1 dBA which is a barely noticeable and negligible difference. Furthermore, the sound levels beside and behind the houses will be less than 65 dBA.

We have reviewed the acoustic implications of all the proposed Alternatives and find that all are acoustically acceptable; however, we would point out that Alternatives that maintain existing centreline are the most equitable in terms of distributing the potential noise impacts.

In summary, the predicted noise levels and noise level increases are not sufficient to warrant noise mitigation under the noise policies and protocol established by the MOECC and MTO for provincial highway and freeway (re-)construction projects. Accordingly, noise mitigation measures are not required for any of the Alternatives.

## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b>		<u>Page</u>
<b>1.</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2.</b>	<b>GOALS AND OBJECTIVES</b>	<b>1</b>
<b>3.</b>	<b>GUIDELINES AND CRITERIA</b>	<b>1</b>
	3.1 MTO Noise Guide - General Provisions	4
	3.2 MTO Noise Guide - Construction Noise	6
	3.3 Project-Specific Noise Criteria	6
<b>4.</b>	<b>ANALYSIS PROCEDURES</b>	<b>6</b>
	4.1 Surroundings and Study Area Characteristics	6
	4.2 Noise Sources	7
	4.3 Noise-Sensitive Areas	8
	4.4 Traffic Data	9
	4.5 Study Period	10
	4.6 Sound Level Prediction Model	10
	4.7 Correction Factors	10
<b>5.</b>	<b>CALCULATED EQUIVALENT SOUND LEVELS</b>	<b>11</b>
	5.1 Noise Levels	11
	5.2 Sound Level Increases	11
	5.3 Predicted Year 2027 Sound Levels	12
<b>6.</b>	<b>NOISE IMPACT SUMMARY</b>	<b>14</b>
<b>7.</b>	<b>CONCLUSIONS</b>	<b>14</b>
<b><u>TABLES</u></b>		
	Table 1 - Mitigation Effort Required	2
	Table 2 - Daily Traffic Volumes with and without Proposed Undertaking	9
	Table 3 - Perceived Noise Impact Due to Sound Level Increases	13
	Table 4 - Sound Level Contours	13
<b><u>REFERENCES</u></b>		<b>15</b>
<b><u>FIGURES</u></b>		
	Figure 1 - Location Plan	
	Figure 2 - Noise Level Plan (Figs for each Alternative 3A, 3B, 4A, 4B, and 4C)	
<b><u>APPENDICES</u></b>		
	A. Traffic Data	
	B. Zoning Map	
	C. Sample Noise Level Calculations	
	D. Road Improvement Cross-Sections (source: C.C. Tatham and Associates)	

## **1. INTRODUCTION**

R. BOUWMEESTER & ASSOCIATES has been retained by C.C. Tatham & Associates Ltd. to assess the impact of future traffic noise on existing properties resulting from the proposed widening of Mosley Street from 45th Street to Beachwood Road in Wasaga Beach (“Study Area”). The project is subject to a Municipal Class Environmental Assessment (EA) and the Study Area includes the lands on either side of the subject road. See Figures and Appendices for key maps.

The Study Area is approximately 2.6 km in length.

The noise concern for this project is increased traffic noise resulting from future traffic increases on Mosley Street due to the proposed improvements.

Properties zoned to permit residential uses and used as principal residences are the focus of this noise assessment. This ensures that mitigation efforts and funds are directed to areas of greatest need (i.e. principal residences). Notwithstanding the above, existing residential uses within other zones also considered. The noise impact on lands zoned and used for non-residential purposes is not addressed in this analysis.

It is noted that there are no provincial noise criteria that apply to the (re-)construction of municipal roads. This is unlike the (re-)construction of provincial highways and freeways, and it is unlike new residential development along existing or planned future roads. As a result, this review is based on the MTO Environmental Guide for Noise (Oct 2006 – v1.1 rev July 2008).

## **2. GOALS AND OBJECTIVES**

The goals and objectives of this study are five-fold, namely:

1. Establish noise criteria.
2. Identify noise sources and existing noise-sensitive areas (NSAs).
3. Estimate the impact of increasing traffic noise levels at existing noise-sensitive areas due to the proposed road improvements.
4. Determine the need for mitigation to protect existing noise-sensitive receptors.
5. Recommend mitigation measures if, and where, required.

## **3. GUIDELINES AND CRITERIA**

As noted above, there are no specific noise criteria that apply in the case of a municipal road (re-)construction project adjacent to existing noise-sensitive land uses. The Ministry of the Environment and Climate Change (MOECC) noise guideline (Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning Publication NPC-300) relates to the assessment of traffic noise in new developments and new sources of stationary noise (e.g. commercial/industrial operations) that may impact existing (or zoned) noise-sensitive land uses. Neither applies in this case.

The MOECC and the Ontario Ministry of Transportation (MTO) developed a protocol (A Protocol for Dealing With Noise Concerns During the Preparation, Review and Evaluation of Provincial Highways Environmental Assessments, February 1986) for assessing and dealing with the impact of noise from new or improved provincial highways and freeways on existing noise-sensitive land uses. This protocol does not apply in this case since it does not apply to municipal road projects. It is noted that the protocol requires noise controls only if the predicted noise level, due to the proposed road improvements and based on ten-year traffic projections, increases by more than 5 dBA.

The MTO issued Ministry Directive A-1 (Noise Policy and Acoustic Standards for Provincial Highways, July 1978) which was revised in August 1987 to reflect the requirements of the 1986 MOECC/MTO protocol. This directive documents the MTO policy for investigating and controlling provincial highway noise and its effect on adjacent residential areas. It also establishes warrants for noise control measures.

In October 2006, the MTO issued an updated policy entitled, Environmental Guide for Noise, as part of its Environmental Standards and Practices series. Referred to simply as the *Noise Guide*, it updates, improves, and supersedes the MTO/MOECC Noise Protocol and MTO Noise Policy referred to above.

According to the Noise Guide, the mitigation effort required is a function of the noise level and the noise level increase.

**TABLE 1 - Mitigation Effort Required for the Projected Noise Level with the Proposed Improvements above the Ambient<sup>1</sup>**

Change in Noise Level Above Ambient / Projected Noise Levels with Proposed Improvements	Mitigation Effort Required
< 5 dBA change + < 65 dBA	None
≥ 5 dBA change  OR  ≥ 65 dBA	<ul style="list-style-type: none"> <li>• Investigate noise control measures on right-of-way</li> <li>• Introduce noise control measures within right-of-way and mitigate to ambient if technically, economically and administratively feasible</li> <li>• Noise control measures, where introduced, should achieve a minimum of 5 dBA attenuation, over first row receivers</li> </ul>

<sup>1</sup> Environmental Guide for Noise, MTO October 2006

Mitigation must attempt to achieve levels as close to, or lower than, the objective level (i.e. future predicted ambient without the proposed improvements) as is technically, economically, and administratively feasible.

The technical, economic, and administrative feasibility of providing mitigation is required by the Noise Guide to be reviewed as follows<sup>2</sup>:

<b>Technical Feasibility</b>	Review the constructability of the noise mitigation (i.e. design of wall, roadside safety, shadow effect, topography, achieve a 5 dBA reduction, ability to provide a continuous barrier, etc.).
<b>Economic Feasibility</b>	Carry out a cost/benefit assessment of the noise mitigation (i.e., determine cost per benefited receiver).
<b>Administrative Feasibility</b>	Determine the ability to locate the noise mitigation on lands within public ownership (i.e., provincial or municipal right-of-way).

The main differences between the new Noise Guide and the earlier policies are:

- in addition to the test for a “5 dBA increase”, an upper noise level limit of 65 dBA has been set at which point noise control measures must be investigated within the right-of-way. The previous policies had no upper limit.
- in addition to evaluating sound levels in outdoor living areas (OLAs) associated with noise sensitive areas (NSAs), a new concept has been introduced which evaluates noise impacts along the “most exposed side” (i.e. closest side) of existing dwellings.

While the future development of existing vacant lands (and the re-development of non-vacant lands) will have to comply with MOECC Publication NPC-300 referred to above, we note that the subject assessment applies only to existing NSAs. As indicated earlier, this study is intended to determine both the increase in traffic noise levels and the resultant traffic noise levels at existing NSAs directly due to the proposed improvements.

We note that in the case of existing dwellings there is no opportunity to require central air conditioning, special building component design, or warning clauses on title as would be the case in developments proceeding under NPC-300. Where warranted, however, OLAs exposed to proposed road improvements can be protected by installing acoustic barriers.

In the absence of specific guidelines governing the noise impacts of municipal road improvement projects, this study is based on the requirements of the MTO Noise Guide which includes general provisions, and provisions related to construction noise as summarized below. Although these relate to provincial highway projects, they are used in this analysis as a guide in assessing the potential noise impacts from this project.

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<sup>2</sup> Environmental Guide for Noise, MTO October 2006

### 3.1 MTO Noise Guide - General Provisions

Some of the key provisions of the Noise Guide are summarized below. We have added project-specific commentary (*in italics*) where applicable.

- a) In order to determine a noise impact, a comparison is made of future sound levels with and without the proposed improvements. An apples-to-apples comparison can only be done by prediction modeling; future sound levels cannot be measured today, and as such, existing sound levels are not part of the impact analysis where an existing road is improved.
- b) Noise prediction calculations must only be undertaken using noise prediction methodologies approved by MOECC and MTO (e.g. ORNAMENT<sup>3</sup> (Ontario Road Noise Analysis Method for Environment and Transportation) or STAMINA 2.0 (computer program based on US Federal Highway Administration Highway Noise Prediction Model)).
- c) The sound level objective for OLAs is 55 dBA (*similar to NPC-300 objective for new residential development*) or the ambient, whichever is higher.
- d) In addition to OLAs, the most exposed sides of existing dwellings are now included (under the new Noise Guide) in the assessment of noise impacts.
- e) Mitigation requirements, if any, are based on OLA noise levels which, unlike noise levels at the ‘most exposed side’, take advantage of shielding from the dwelling unit.
- f) The significance of the noise impact is quantified by the change in sound level as well as the actual sound level.
- g) If the change in sound level is less than 5 dBA and the predicted sound level with road improvements is less than 65 dBA, then no mitigation is required.
- h) If the change is 5 dBA or more or if the sound level is 65 dBA or more, then noise control measures within the right-of-way should be investigated.
- i) Mitigation measures, if required, must be investigated within the right-of-way.
- j) Mitigation measures, if required, must be capable of reducing sound levels by at least 5 dBA averaged over the first row receivers.
- k) NSAs include all noise-sensitive land uses.
- l) To qualify as an NSA, an NSA must have an OLA associated with a dwelling unit. OLAs must be at ground level adjacent to a residential unit.
- m) NSAs are defined to include:
  - Private homes such as single family residences (owned or rental)
  - Townhouses (owned or rental)
  - Multi-unit buildings, e.g. apartments, with OLAs for use by all occupants
  - Hospitals, nursing homes for the aged, where there are OLAs for patients

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<sup>3</sup> Used in this study.

- n) Where retrofit is considered, NSAs can also include:
- residential lands adjacent to an existing freeway (*roadway in our case*) if the lands were approved for residential use prior to February 8, 1977
  - residential lands adjacent to a new freeway (*roadway*) if the lands were approved for residential use before the route was designated
  - residential lands adjacent to an expanding freeway (*roadway*) if the lands were approved for residential use before the expansion and where noise controls were not originally required.
- o) Where a new freeway/highway (*roadway*) is planned, the following land uses would qualify as NSAs in addition to those listed above:
- Educational facilities and day care centres if there are OLAs for students
  - Overnight campgrounds
  - Hotels/motels if there are OLAs (e.g. pool area, etc.) for guests.
- p) The following do not necessarily qualify as NSAs:
- Apartment balconies above ground floor
  - Educational facilities (except dorms with OLAs for students)
  - Churches
  - Cemeteries
  - Parks and picnic areas
  - Day care centres
  - All commercial
  - All industrial.
- q) The majority of residences in the area must be zoned Residential and taxed as principal residences. This ensures that funds for retrofit are directed to areas of greatest need.
- r) Caution should be taken in situations where there is potential for zoning to be changed from noise-sensitive land uses to non-sensitive uses.
- s) Noise levels for arterial roads are to be calculated for the 16-hour daytime period (7:00 am to 11:00 pm). (*Our analysis is based on day/night traffic splits derived from traffic counts provided by Tatham. See Section 4.4.*).
- t) Commercial vehicle percentages should be based on data provided by a traffic analyst. If no data is available, the Noise Guide makes recommendations for assumed percentages that vary by type of road. (*Our analysis is based on truck percentages derived from traffic counts provided by Tatham. See Section 4.4.*)
- u) Noise level calculations must be carried out using the posted speed limits. (*The current posted speed limits have been used for all scenarios.*)
- v) Receiver heights are to be set at 1.2 m above grade 3 m from the house. (*We used a height of 1.5 m as per the MOECC guidelines for new housing; this is more conservative since it does not allow as much of a sound level reduction due to ground attenuation and it renders noise barriers slightly less effective.*)



### **3.2 MTO Noise Guide - Construction Noise**

The Noise Guide recommends the following with respect to construction noise:

- a) Identify noise-sensitive areas.
- b) Identify and obey municipal noise control by-law. If the by-law causes hardship or timing issues for the contractor, then the contractor may apply directly to the municipality for an exemption to the by-law.
- c) Include general noise control measures (not sound level limits) in the construction contract. In response to noise complaints from the public, check for compliance with the noise control measures stipulated in the contract. If public complaints continue even if the required noise control measures are in effect, then enforce the sound level limits as per MOECC construction noise guideline NPC-115.

### **3.3 Project-Specific Noise Criteria**

The noise criteria developed for this project are derived from the MOECC and MTO policies described earlier. In summary, this assessment focuses on the following:

- NSAs including:
  - 1<sup>st</sup> priority - lands zoned Residential and used as such
  - 2<sup>nd</sup> priority - lands used as residential but zoned non-residential
- OLAs where noise levels are predicted to increase by 5 dBA or more as a result of the proposed road realignment
- OLAs where future sound levels are predicted to increase to 65 dBA or more as a result of the proposed road realignment.

## **4. ANALYSIS PROCEDURES**

### **4.1 Surroundings and Study Area Characteristics**

The majority (62%) of the frontage within the Study Area is zoned Residential. There are several pockets of Commercial (14%), and the remaining 24% is comprised of 12% OS (Open Space), 9% D (Development), and 3% I (Institutional). See Appendices for maps.

The Commercial uses are mainly clustered near the Mosley intersections with 45<sup>th</sup> Street, 57<sup>th</sup> Street and near Beachwood Road.

The Institutional site (former school) and the Development property surrounding it are located on the south side of Mosley Street between Beachwood and 67<sup>th</sup> Street, and together have a frontage of about 570 m (the school occupying about 91 m).

The Open Space lands are located on the north side of Mosley Street between 51<sup>st</sup> Street and 56<sup>th</sup> Street; the total frontage is about 575 m.

Save for the Commercial, Institutional, Development and Open Space uses described above, the Study Area is primarily Residential in nature.

The configuration of the properties within the Study Area and the locations of existing NSAs and associated OLAs were derived from air photos and zoning mapping.

Mosley Street, designated an arterial road in the Town's Official Plan, is currently a two-lane road with localized turning lanes only at 45<sup>th</sup> Street. The road widens to 4 lanes east of 45<sup>th</sup> Street. A recently built traffic circle is located at Mosley and Beachwood.

The posted speed limit is 50 kph and the road grade is generally flat (<2%); the speed limit and road grade are not anticipated to change.

## 4.2 Noise Sources

The primary noise source of concern for this project is future traffic noise resulting from the proposed improvements to Mosley Street.

Roadway noise from both cars and trucks (medium and heavy) have been accounted for in this analysis, and the noise source heights have been established in accordance with MOECC criteria.

The MOECC traffic noise model is based on vehicles equipped with mufflers in good working condition. It does not account for car stereos, squealing tires, honking horns, etc. The model assumes a steady flow of traffic at the speed limit, and vehicles equally spaced throughout the study period.

We note that traffic noise levels are influenced by a number of factors including the amount of traffic, traffic speed, percent trucks, road grades, source-receiver heights above grade, source-receiver separation distance, changes in terrain type (e.g. asphalt vs. vegetation), and the removal/addition of intervening structures. In this study, the factors warranting further review are traffic volume and road alignment (i.e. centreline location).

It is noted that separation distance is defined as the distance between centreline of travel and receptor. In cases where the separation distance increases, sound levels reduce; in cases where the distance decreases, sound levels increase. Higher noise levels from traffic on the near side of centreline are generally offset by lower levels from the far side. Assuming an even directional split in traffic, average noise levels are assumed to originate from traffic along the centreline of pavement.

The MOECC allows the above approach for roads with up to four lanes of through traffic. For roads with more than four through lanes, separate analyses must be carried out for each direction of travel (in sets of up to four lanes each). In this analysis we have assumed an even directional split in traffic with noise originating from centreline.

Five alternatives are being considered by Tatham and are described below.

**Alternative 3A**

- 20 m ROW - 2 through lanes, no ROW centreline shift
- 23 m ROW - 2 through lanes, no ROW centreline shift
- 26 m ROW - 2 through lanes, 1.5 m ROW centreline shift south

**Alternative 3B**

- 20 m ROW - 2 through lanes, 0.75 m ROW centreline shift south
- 23 m ROW - 2 through lanes, 0.75 m ROW centreline shift south
- 26 m ROW - 2 through lanes, 2.25 m ROW centreline shift south

**Alternative 4A**

- 20 m ROW - 4 through lanes, no ROW centreline shift
- 23 m ROW - 4 through lanes, no ROW centreline shift
- 26 m ROW - 4 through lanes, 1.5 m ROW centreline shift south

**Alternative 4B**

- 20 m ROW - 4 through lanes, 0.6 m ROW centreline shift south
- 23 m ROW - 4 through lanes, 0.6 m ROW centreline shift south
- 26 m ROW - 4 through lanes, 2.1 m ROW centreline shift south

**Alternative 4C**

- 20 m ROW - 4 through lanes, 1.5 m ROW centreline shift north
- 23 m ROW - 4 through lanes, 1.5 m ROW centreline shift north
- 26 m ROW - 4 through lanes, no ROW centreline shift

The varying ROW widths apply as follows:

- 20 m – 71<sup>st</sup> to 57<sup>th</sup> Street
- 23 m – 57<sup>th</sup> to 51<sup>st</sup> Street
- 26 m – 51<sup>st</sup> to 45<sup>th</sup> Street

Detailed cross-sections of each Alternative are provided in the Appendices.

In all cases, the road will be widened from its current two-lane configuration.

It is noted that there may be other noise sources in the area (e.g. Highway 26, Beachwood Road, commercial operations, etc.) which contribute to the ambient noise level in the area. These are not accounted for in this study since the focus of this assessment is the potential increase in traffic noise resulting from the proposed road improvements.

### 4.3 Noise-Sensitive Areas

Potential noise-sensitive areas were identified from zoning maps and air photos.

Based on the above, and the noise criteria summarized in Section 3.3, the following qualify as noise-sensitive areas that warrant further investigation:

- The most exposed sides of dwellings along Mosley Street
- OLAs associated with the above-noted dwellings.

#### 4.4 Traffic Data

Existing road capacities and existing and future traffic volumes were provided by C.C. Tatham & Associates Ltd. The data includes current traffic volumes (i.e. for Year 2016) together with Year 2026 and 2027 projections under both existing (i.e. “do nothing”) and proposed conditions. See Appendix ‘A’ for details of the traffic data used.

MTO and MOECC require traffic noise assessments to be based on the higher of Annual Average Daily Traffic (AADT) and Summer Average Daily Traffic (SADT). They also require a minimum 10-year traffic volume projection. Accordingly, this assessment is based on Year 2027 SADT figures, thereby meeting those requirements.

According to data provided by Tatham, the SADT traffic volume is projected to grow between Year 2016 and Year 2027 as follows:

- Period 2016 to 2026 – 2.77% annually
- Period 2026 to 2036 – 2.00% annually

Tatham has also indicated that the current carrying capacity of Mosley Street is 800 vehicles per hour per lane; this equates to 38,400 vehicles per day.

They provided Year 2027 SADT projections as follows:

**TABLE 2 –Daily Traffic Volumes with and without Proposed Undertaking (2027)**

<b>Location</b>	<b>‘do nothing’</b>	<b>proposed</b>
West of 58 <sup>th</sup> Street	20,881	20,881
East of 58 <sup>th</sup> Street	22,393	22,393

Since the current carrying capacity (38,400 vpd) exceeds the future traffic volumes, we can assume that the road improvements will not result in additional traffic – in other words, the projected Year 2027 summer traffic volume can be accommodated on Mosley Street with or without the improvements.

Based on Year 2016 traffic counts provided by Tatham, we have determined the split between daytime (7:00 am to 11:00 pm) and night-time (11:00 pm to 7:00 am) to be 94/6 within the entire Study Area (i.e. both east and west of 58<sup>th</sup> Street).

The percentages of truck traffic were also derived from the traffic counts. They are summarized as follows:

- West of 58<sup>th</sup> Street – 2.5% (split 1.4% medium, 1.1% heavy)
- East of 58<sup>th</sup> Street – 1.9% (split 1.0% medium, 0.9% heavy)

It is assumed that the day/night split and truck percentages remain constant at the current level for the duration of the study period.

The current posted speed limit is not expected to change during the 10-year study period, therefore, the current limit was used for the “do nothing” and the “proposed” scenarios. Speed limits are 50 kph throughout the Study Area.

Noise calculations in this study are based on infinite road lengths unless indicated otherwise. And since the road is relatively flat, no adjustments were necessary to account for noise from heavy trucks on uphill climbs.

The terrain between the proposed road and the noise-sensitive receptors is non-reflective for the purpose of this analysis, and shielding by intervening vegetation and buildings has not been accounted for unless noted otherwise.

#### **4.5 Study Period**

The key study period, as per the Noise Guide, is daytime from 7:00 am to 11:00 pm.

#### **4.6 Sound Level Prediction Model**

Noise level predictions were carried out in accordance with Environmental Noise Assessment in Land Use Planning (MOECC Training Manual 1987) and through the use of the MOECC roadway noise model ORNAMENT (Ontario Road Noise Analysis Method for Environment and Transportation) as implemented by the MOECC roadway noise computer program Stamson 5.04.

Sample noise level calculations are provided in the Appendices.

#### **4.7 Correction Factors**

Typical corrections required by the MOECC to be applied to the noise levels have been taken into account where applicable. These include corrections for such things as:

- a) Road grade
- b) Roadway segment lengths
- c) Ground surface type
- d) Source - receiver distance
- e) Height of elevated source/receiver, and
- f) Day/night split in traffic volumes.

## 5. CALCULATED EQUIVALENT SOUND LEVELS

Outdoor living area sound levels are typically calculated for receivers located 3.0 m from the rear wall of a house, with a receiver height of 1.5 m above finished grade. It is noted that noise barriers may not protect against noise levels where decks, balconies, or roof-top terraces are provided. Resultant noise levels in these locations may, therefore, be higher than the allowable limit. (We note that decks and balconies are exempt from the NPC-300 outdoor noise limits unless they are the only outdoor living area available to the resident, and they are at least 4.0 m deep, outside the building façade, and unenclosed.)

Noise levels along a wall on the far (shielded) side of a building are typically 15 dBA less than those not shielded, and noise levels along a side wall, that is, in areas exposed to one-half of the road length, are typically 3 dBA less than those in fully exposed areas.

### 5.1 Noise Contours

In order to put the traffic noise levels into perspective, we have developed sound level contours for Year 2027. The contours for 55, 60 and 65 dBA are shown graphically on Figure 2. The contours are based on the separation distances given in Table 4.

Only NSAs subject to sound levels greater than 65 dBA need to be reviewed further.

### 5.2 Sound Level Increases

In order to quantify the noise impact of the proposed road improvements, we have compared the proposed Year 2027 sound levels (i.e. with the proposed improvements in place) to those assuming the status quo, that is, assuming no road improvements (i.e. “do nothing”) and allowing for normal growth limited only by the physical road capacity. This approach compares future proposed noise levels to future ambient noise levels as stipulated in the MTO Noise Guide (see Section 3.1).

Increases of less than 5 dBA do not warrant noise mitigation according to the Noise Guide, and even if they exceed 5 dBA, mitigation options are typically investigated only within the right-of-way. According to the Noise Guide, noise levels in OLAs must be examined in further detail in cases where daytime outdoor sound levels along the most exposed side of a dwelling increase by more than 5 dBA or where they exceed 65 dBA. Noise controls for highway improvement projects typically relate to noise levels only in OLAs (at ground level) of residential properties, not at the building face.

Based on our analysis, we have found that noise level increases are not expected to exceed 5 dBA at any of the NSA receptor locations. There is no increase due to traffic volume, and the centreline shifts in road alignment are simply not enough to cause a 5 dBA increase. See Section 5.3.

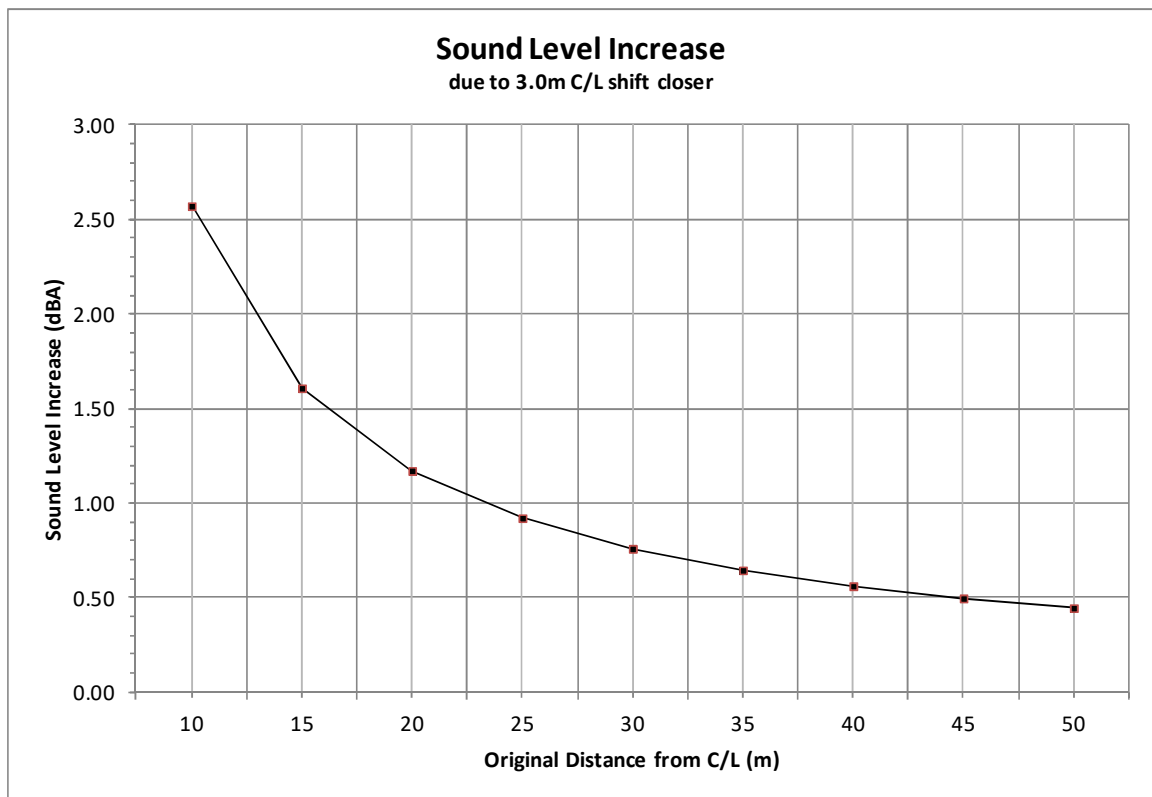
### 5.3 Predicted Year 2027 Sound Levels

As indicated in the previous section, an impact is deemed to occur only if noise levels increase as a direct result of the proposed improvements, not simply as a result of normal traffic growth. Hence the need to compare future sound levels under the ‘do nothing’ and ‘proposed’ scenarios. Generally speaking, there is no impact if the number of lanes and centreline alignment remain unchanged.

As indicated in Section 4.4, the current carrying capacity of Mosley Street exceeds both the current (Year 2016) and future (Year 2027) traffic volumes, and the future volume is projected to be the same with or without the improvements. From that we can conclude that there is no impact due to traffic volume alone.

Even without changes in traffic volume, changes in alignment can increase/decrease sound levels. In terms of the centreline of pavement shifting from its current location, we have determined the worst-case (i.e. greatest) shift occurs in Alternative 4C where it shifts about 3.0 m south between 47<sup>th</sup> Street and 56<sup>th</sup> Street. We have examined the effect of this shift on sound levels and have found the increase to be below 5 dBA. See below.

Intuitively, we know that the acoustic effect of a shift is greater at close range and that the sound level difference becomes less with distance. The following graph demonstrates this point. In this particular case, in order to realize a 5 dBA increase, we have found that a receptor must be located within the road right-of-way.



Based on the perceived impact of sound level increases as summarized below, the noise impact of the proposed alternatives is nil. This is acceptable.

**TABLE 3 – Perceived Noise Impact Due to Sound Level Increases**

Sound Level Increase (dBA)	Change in Subjective Loudness	Perceived Noise Impact
0 - 3	barely noticeable	nil
4 - 5	noticeably louder	slight
6 - 10	almost twice as loud	definite
11 - 15	almost three times as loud	serious
>16	almost four times as loud	very serious

Figure 2, Noise Level Plan, shows the future 65, 60 and 55 dBA contour lines. The contours do not account for shielding by existing vegetation or buildings, and as indicated in Section 4.2, sound levels on the far side of the houses are typically 15 dBA less than unshielded levels, and those along side walls are about 3 dBA less. Accordingly, a contour value of 65 dBA at the most exposed side of a house implies a noise level of about 50 dBA on the far (shielded) side and about 62 dBA along the side walls.

Using the noise contours as a guide, we have identified five NSAs where the most exposed side is predicted to exceed 65 dBA. There is one at the north-west corner of Mosley and 60<sup>th</sup> Street North (see Alternatives 3B and 4B), one at the south-east corner of Mosley and 56<sup>th</sup> Street South (see Alternative 4C) and three along the south side of Mosley between 60<sup>th</sup> and 62<sup>nd</sup> Streets South (see Alternative 4C). The estimated sound levels are between 65.0 and 65.7 dBA which is a barely noticeable and negligible excess over 65 dBA (see Table 3). Furthermore, the sound levels beside and behind the houses will be less than 65 dBA.

The future contours shown in Figure 2 were generated using the distances below.

**TABLE 4 – Sound Level Contours (dBA)**

Road Segment	Distance from C/L of Road (m)								
	2016 Existing			2027 Do Nothing			2027 Proposed		
	Sound Level (Leq16) (dBA)			Sound Level (Leq16) (dBA)			Sound Level (Leq16) (dBA)		
	55	60	65	55	60	65	55	60	65
West of 58th	45.3	22.7	11.3	54.1	27.1	13.5	54.1	27.1	13.5
East of 58th	44.5	22.3	11.1	53.1	26.5	13.3	53.1	26.5	13.3

Based on our detailed analysis of future traffic noise levels in NSAs along the route of the proposed improvements, we have found that the predicted noise levels are well below the allowable 5 dBA increase and also at or below the 65 dBA threshold for noise barriers; therefore, no barriers are required.



**6. NOISE IMPACT SUMMARY**

As indicated herein, there are no NSA sound level increases greater than 5 dBA and no OLA sound levels greater than 65 dBA for any of the proposed alternatives. The predicted noise levels in OLAs will remain below the 65 dBA threshold at which the feasibility of providing noise barriers is investigated for provincial highways.

**7. CONCLUSIONS**

The proposed improvements will result in sound level increases and future sound levels in OLAs that do not warrant noise mitigation under the noise policies and protocol established by the MOECC and MTO for provincial highway and freeway (re-) construction projects.

We have reviewed the acoustic implications of all the Alternatives (3A, 3B, 4A, 4B and 4C) and find that all are acoustically acceptable. However, it is worth pointing out that maintaining existing centreline (i.e. no shift) results in a more equitable distribution of noise along both sides of a road where there are noise-sensitive receptors.

In summary, noise mitigation measures are not required for any of the Alternatives.

Respectfully submitted,

**R. BOUWMEESTER & ASSOCIATES**



Ralph Bouwmeester, P. Eng.  
Principal

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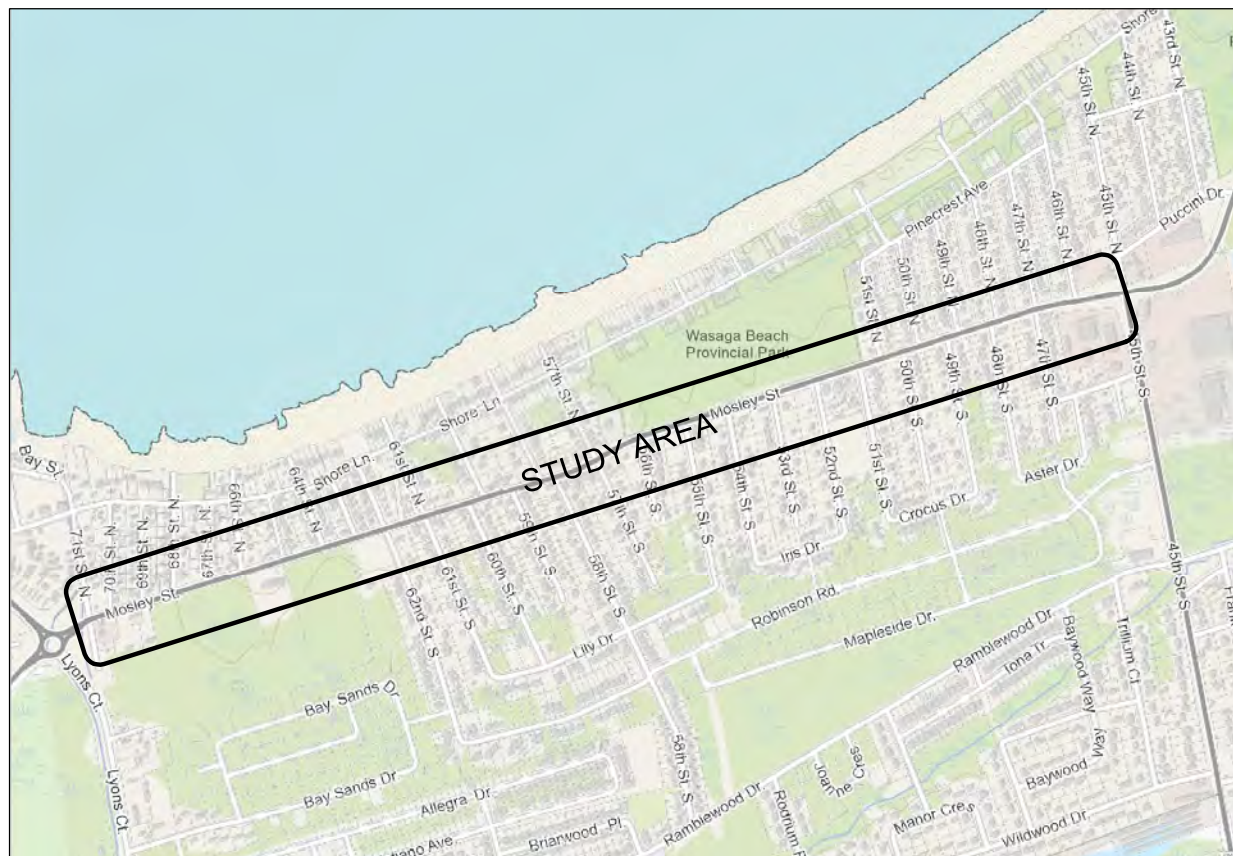
1. Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning (MOE Publication NPC-300, Aug 2013 ver. #22)
2. Sound Levels due to Road Traffic (MOE, Publication NPC-206, October 1995)
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4. Road and Rail Noise: Effects on Housing (CMHC, Rev. 1981)
5. ORNAMENT (Ontario Road Noise Analysis Method for Environment and Transportation) (MOE, October 1989)
6. A Protocol for Dealing With Noise Concerns During the Preparation, Review and Evaluation of Provincial Highways Environmental Assessments (MOE and MTO, February 1986)
7. Noise Policy and Acoustic Standards for Provincial Highways (MTO, Ministry Directive A-1, July 1978)
8. MTO Environmental Guide for Noise (Oct 2006 – v1.1 rev July 2008)

## **FIGURES**

Figure 1 - Location Plan

Figure 2 - Noise Level Plan

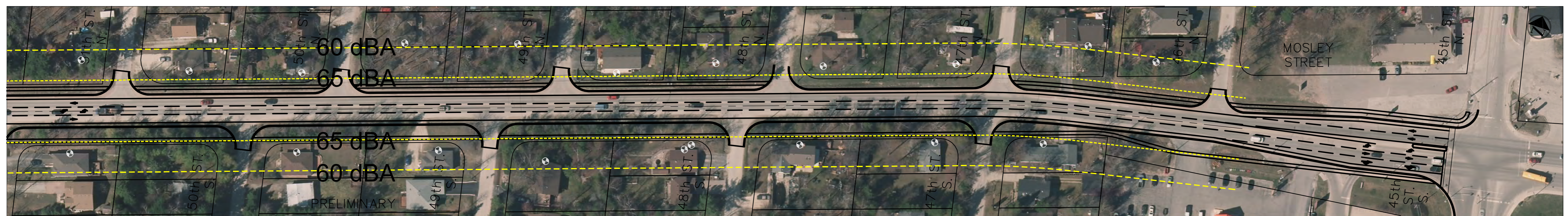
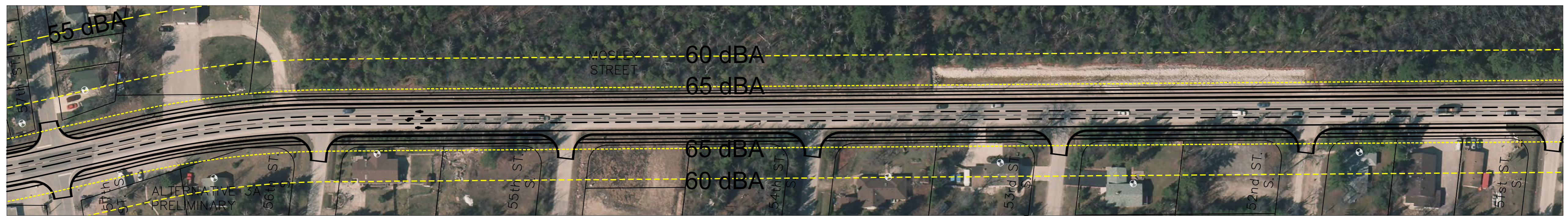
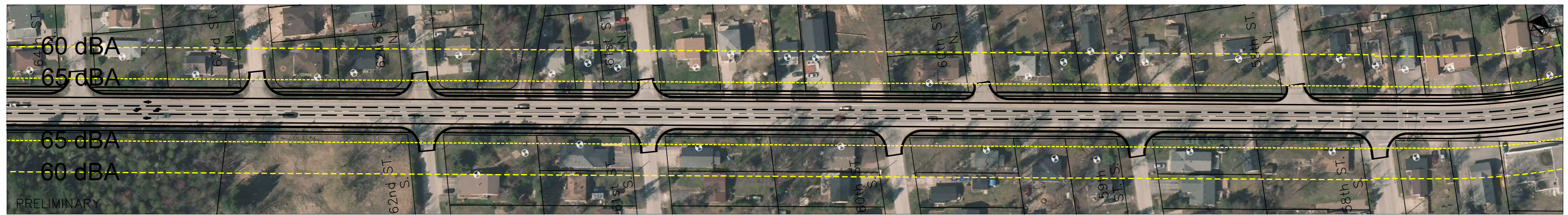
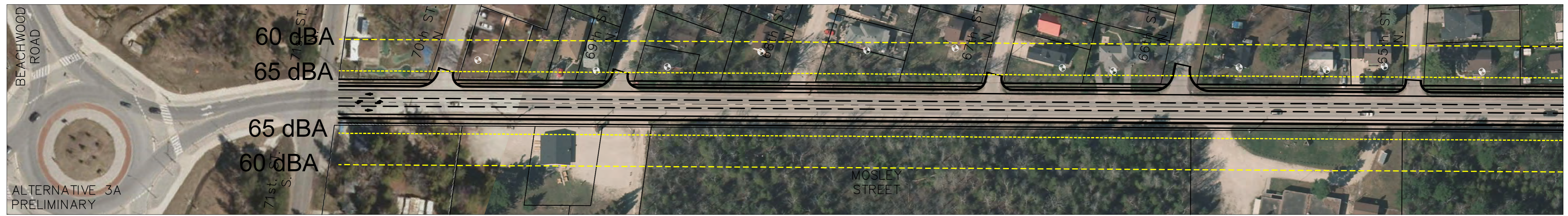
(Figs for each Alternative 3A, 3B, 4A, 4B, and 4C)



**Location Plan**  
Scale: NTS  
**FIG. 1**

Base map source: Simcoe County

September 2017  
R. Bouwmeester & Associates

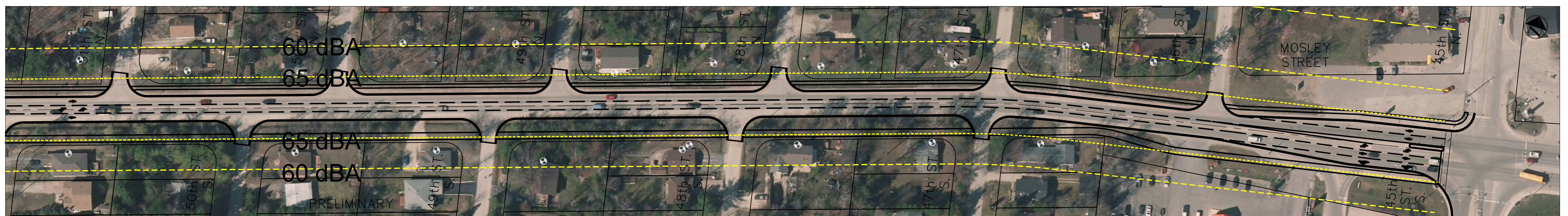
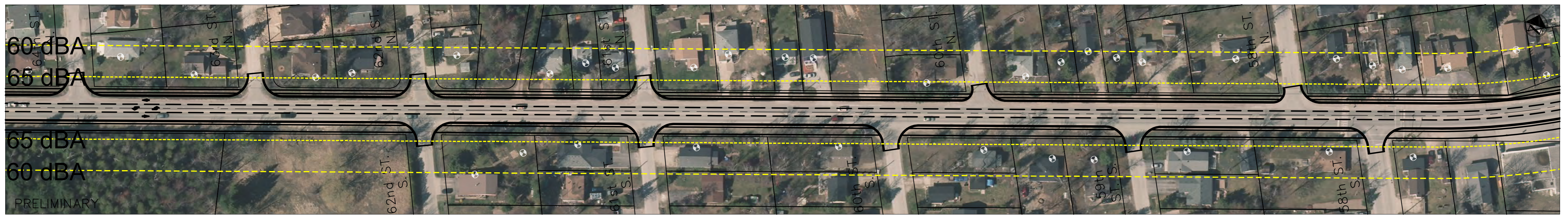
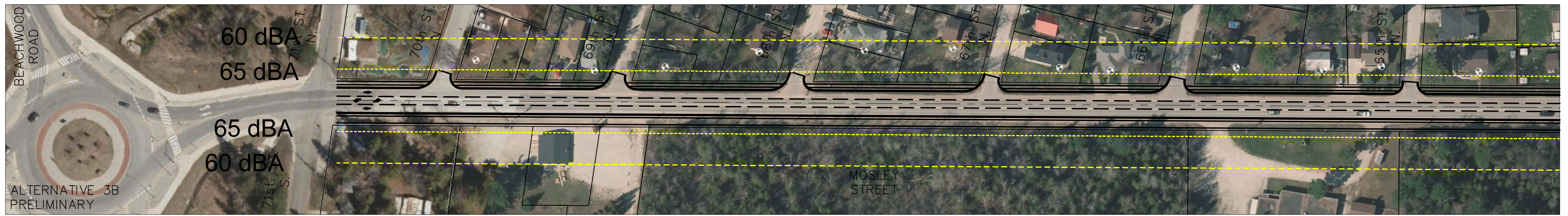


⊙ 'MOST EXPOSED SIDE' RECEPTOR

YEAR 2027 NOISE CONTOURS  
ALTERNATIVE 3A

NOISE LEVEL PLAN  
FIG 2.3A

SCALE 1:1000

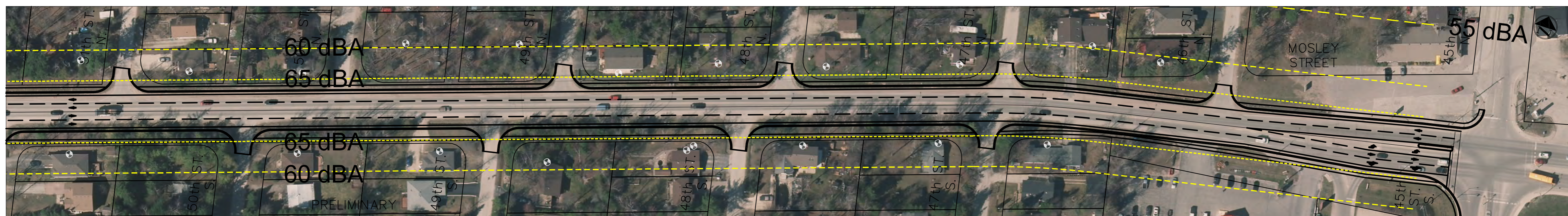
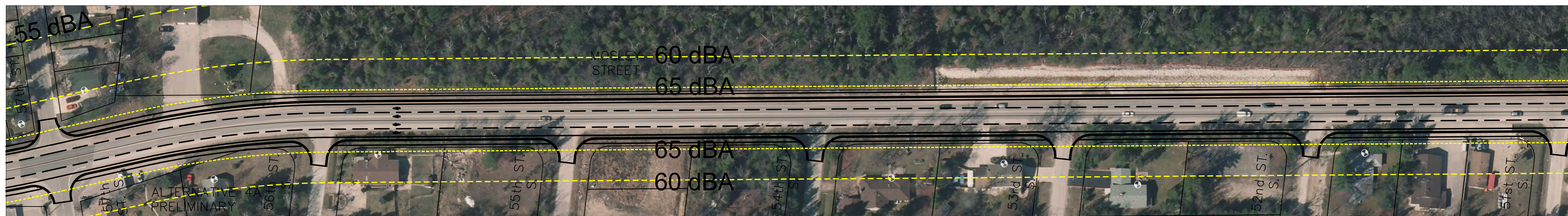
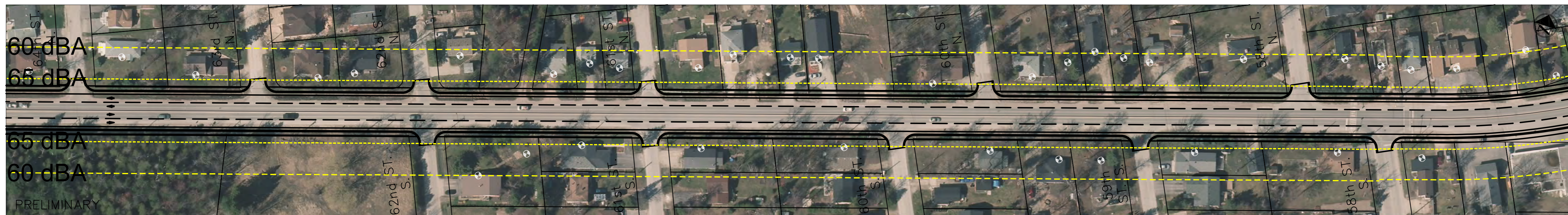
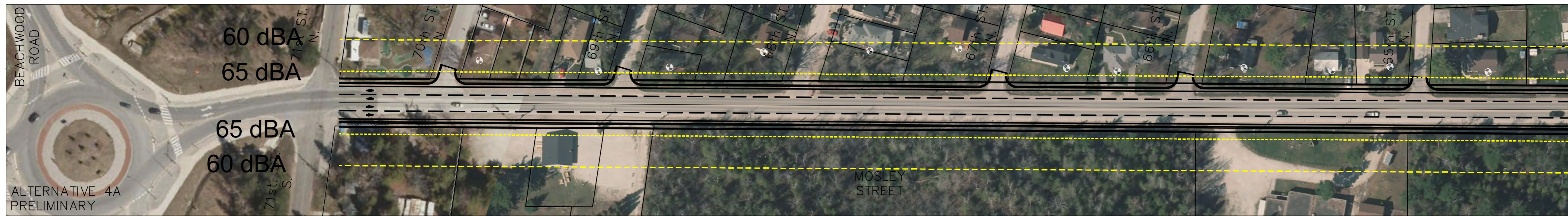


⊕ 'MOST EXPOSED SIDE' RECEPTOR

YEAR 2027 NOISE CONTOURS  
ALTERNATIVE 3B

NOISE LEVEL PLAN  
FIG 2.3B

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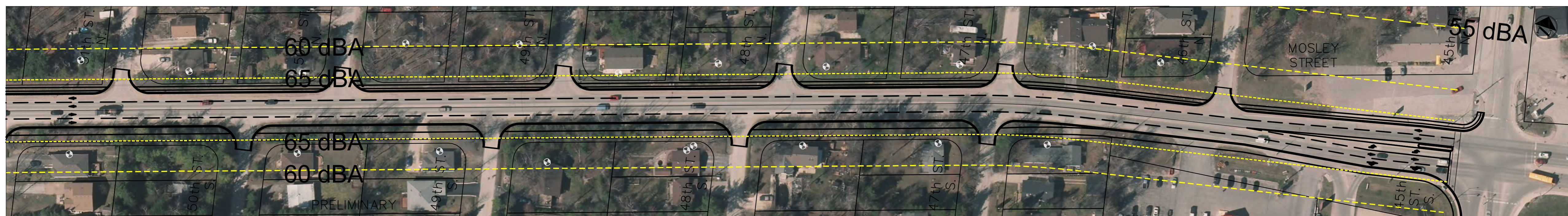
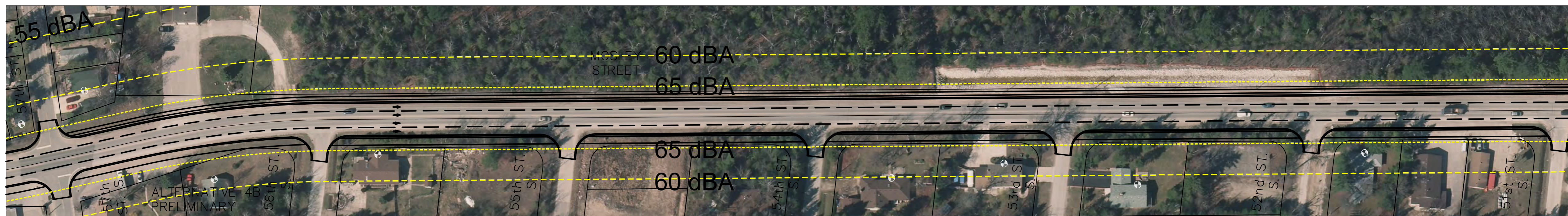
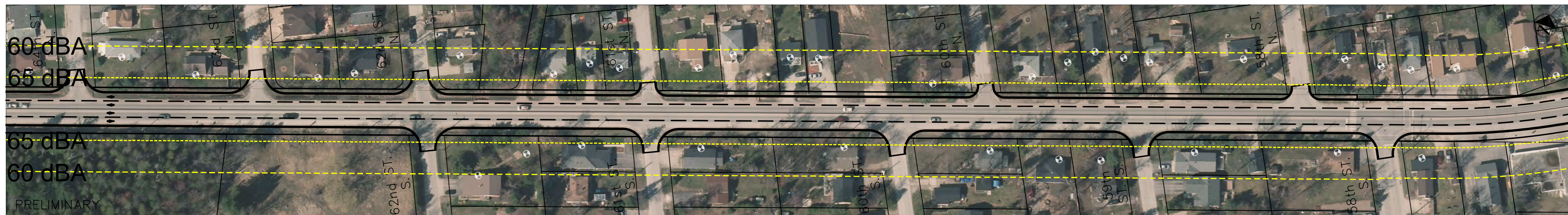
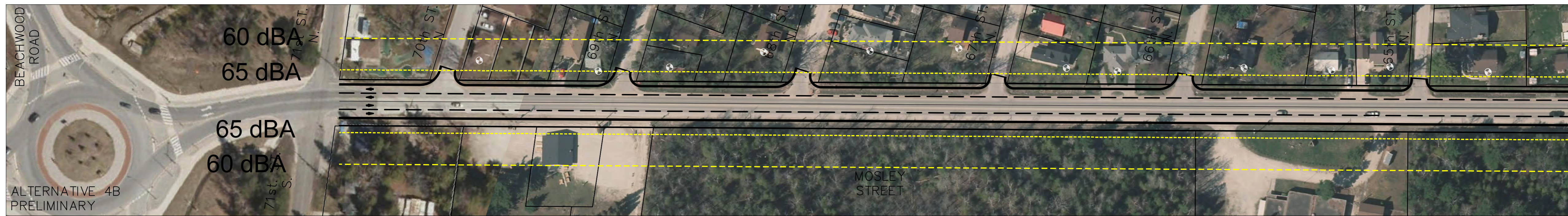


⊕ 'MOST EXPOSED SIDE' RECEPTOR

YEAR 2027 NOISE CONTOURS  
ALTERNATIVE 4A

NOISE LEVEL PLAN  
FIG 2.4A

SCALE 1:1000



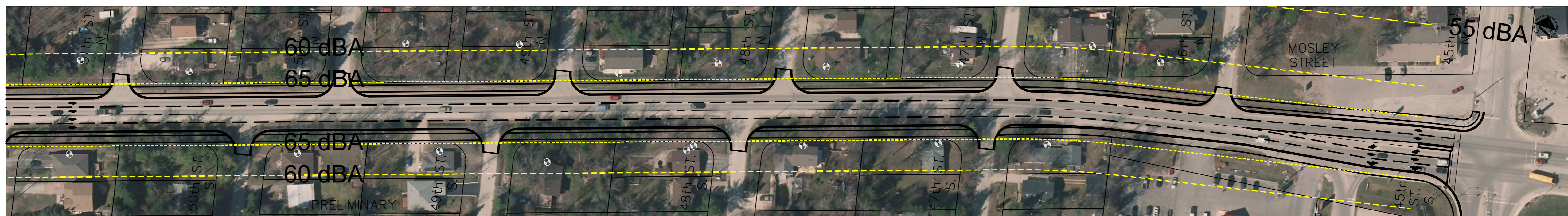
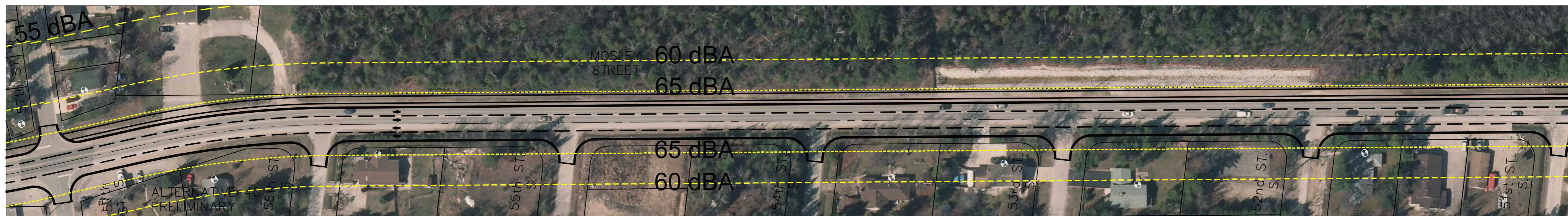
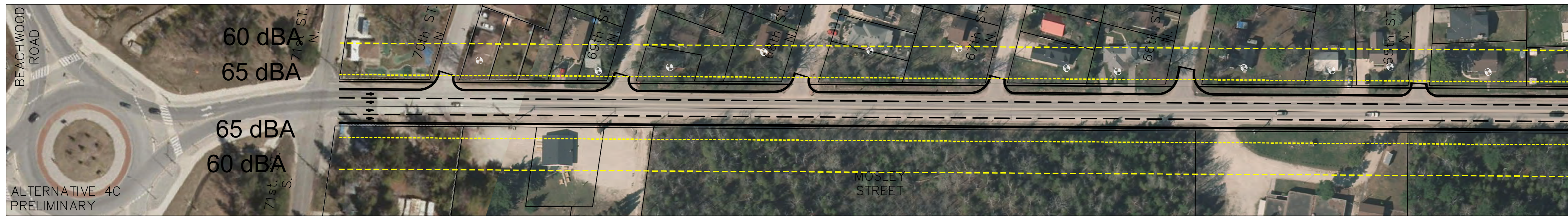
⊕ 'MOST EXPOSED SIDE' RECEPTOR

YEAR 2027 NOISE CONTOURS  
ALTERNATIVE 4B

NOISE LEVEL PLAN  
FIG 2.4B

SCALE 1:1000





☉ 'MOST EXPOSED SIDE' RECEPTOR

YEAR 2027 NOISE CONTOURS  
ALTERNATIVE 4C

NOISE LEVEL PLAN  
FIG 2.4C

SCALE 1:1000

## **APPENDICES**

- A. Traffic Data
- B. Zoning Map
- C. Sample Noise Level Calculations
- D. Road Improvement Cross-Sections (source: C.C. Tatham and Associates)

**APPENDIX 'A'**

**TRAFFIC DATA**

Road Segment	SADT			Day/Night Split
	Yr 2016	Yr 2027		
	Existing	Do Nothing	Proposed	
West of 58th	15577	20881	20881	94/6
East of 58th	16705	22393	22393	94/6

Note: No changes expected in speed limit, road grade and truck traffic percentages between Year 2016 and 2027.

Road Segment			% Trucks	
	Speed (kph)	Grade %	Medium	Heavy
West of 58th	50	<2.0	1.4	1.1
East of 58th	50	<2.0	1.0	0.9

**Vehicle Breakdown (Day-time 0700 - 2300 hrs)**

		Yr 2016	Yr 2027
<b>W of 58th</b>	SADT	15577	20881
	Day	14642	19628
	cars	14276	19137
	MT	205	275
	HT	161	216
<b>E of 58th</b>	SADT	16705	22393
	Day	15703	21049
	cars	15404	20649
	MT	157	210
	HT	141	189

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 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:20:16	1	17	8	0	1	0	0	0	0	0	0	0	0	27
01:00	1	13	1	0	1	0	0	0	0	0	0	0	0	16
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	1	2	1	0	0	0	0	0	0	0	0	0	4
04:00	0	13	5	0	0	0	0	0	1	0	0	0	0	19
05:00	0	25	16	0	0	0	0	0	1	0	0	0	0	42
06:00	3	60	41	4	3	1	0	0	0	0	0	0	0	112
07:00	3	134	88	3	3	0	0	1	1	0	0	0	0	233
08:00	3	225	124	5	8	2	0	3	1	2	0	1	0	374
09:00	5	255	132	11	2	0	1	1	0	0	0	0	1	408
10:00	5	271	147	1	10	1	0	3	1	0	1	0	0	440
11:00	11	326	148	2	3	4	3	2	0	0	0	0	0	499
12	8	312	161	3	7	4	0	6	0	1	0	0	0	502
13:00	7	308	139	1	4	4	1	0	0	0	0	0	0	464
14:00	2	329	174	6	3	2	0	1	1	0	0	0	1	519
15:00	2	397	166	11	5	1	2	6	0	0	0	1	0	591
16:00	5	482	199	10	3	0	1	0	0	0	0	0	1	701
17:00	1	389	212	0	2	1	1	2	0	0	0	0	0	608
18:00	1	272	117	0	5	0	0	0	0	0	0	0	0	395
19:00	3	194	81	1	3	0	0	0	0	0	0	0	0	282
20:00	2	139	53	1	1	0	1	0	0	0	0	0	0	197
21:00	1	125	57	0	2	0	0	0	1	0	0	0	0	186
22:00	1	59	32	0	0	1	0	0	0	0	0	0	0	93
23:00	0	45	11	0	0	0	0	0	0	0	0	0	0	56
Total	65	4395	2116	60	66	21	10	25	7	3	1	2	3	6774
Percent	1,0%	64,9%	31,2%	0,9%	1,0%	0,3%	0,1%	0,4%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	10:00	11:00	11:00	08:00	04:00	08:00	10:00	08:00	09:00	11:00
Vol.	11	326	148	11	10	4	3	3	1	2	1	1	1	499
PM Peak	12:00	16:00	17:00	15:00	12:00	12:00	15:00	12:00	14:00	12:00		15:00	14:00	16:00
Vol.	8	482	212	11	7	4	2	6	1	1		1	1	701

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	12	3	0	0	0	0	0	0	0	0	0	0	15
01:00	1	14	7	0	0	0	0	0	0	0	0	0	0	22
02:00	0	8	8	0	0	0	0	0	1	0	0	0	0	17
03:00	0	4	2	0	0	0	0	0	0	1	0	0	0	7
04:00	0	8	8	0	2	0	0	0	0	0	0	0	0	18
05:00	1	19	18	0	0	0	0	0	0	1	0	0	0	39
06:00	1	56	49	1	2	0	0	0	1	0	0	0	0	110
07:00	2	150	81	5	3	<b>9</b>	1	0	1	0	0	0	0	252
08:00	1	198	108	8	8	6	0	0	<b>2</b>	<b>3</b>	0	0	0	334
09:00	4	228	133	<b>10</b>	7	7	0	<b>2</b>	2	1	<b>1</b>	0	0	395
10:00	6	252	133	3	<b>10</b>	5	1	1	0	0	1	0	0	412
11:00	<b>8</b>	<b>300</b>	<b>139</b>	3	3	1	<b>2</b>	2	1	1	0	<b>1</b>	<b>1</b>	<b>462</b>
12	4	328	159	3	6	0	0	1	4	2	0	0	1	508
13:00	<b>11</b>	322	163	5	<b>3</b>	<b>3</b>	0	1	<b>2</b>	<b>0</b>	0	0	<b>0</b>	510
14:00	6	346	155	3	6	0	0	<b>5</b>	0	0	0	0	0	521
15:00	9	388	207	<b>11</b>	4	3	0	2	0	1	<b>2</b>	0	0	627
16:00	8	<b>429</b>	<b>208</b>	6	4	1	<b>1</b>	2	0	0	0	0	0	<b>659</b>
17:00	6	411	196	0	2	2	0	2	0	0	1	0	0	620
18:00	7	278	123	1	6	0	0	0	1	1	0	0	0	417
19:00	1	194	94	1	2	1	1	2	0	0	0	0	0	296
20:00	6	165	84	0	1	0	0	2	0	0	0	0	0	258
21:00	1	133	72	0	1	0	0	0	0	0	0	0	0	207
22:00	0	81	50	0	2	0	0	0	0	0	0	0	0	133
23:00	0	62	22	0	1	1	0	0	0	0	0	0	0	86
Total	83	4386	2222	60	73	39	6	22	15	11	5	1	2	6925
Percent	1,2%	63,3%	32,1%	0,9%	1,1%	0,6%	0,1%	0,3%	0,2%	0,2%	0,1%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	10:00	07:00	11:00	09:00	08:00	08:00	09:00	11:00	11:00	11:00
Vol.	8	300	139	10	10	9	2	2	2	3	1	1	1	462
PM Peak	13:00	16:00	16:00	15:00	12:00	13:00	16:00	14:00	12:00	12:00	15:00		12:00	16:00
Vol.	11	429	208	11	6	3	1	5	4	2	2		1	659

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06:22:16	0	32	10	0	1	0	0	0	0	0	0	0	0	43
01:00	1	9	6	0	0	0	0	0	0	0	0	0	0	16
02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
03:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
04:00	0	11	4	0	0	0	0	0	1	0	0	0	0	16
05:00	0	24	13	0	0	0	0	0	1	0	0	0	0	38
06:00	2	67	40	2	2	0	0	1	0	0	0	0	1	115
07:00	4	152	83	3	3	0	0	2	0	1	0	0	1	249
08:00	4	244	112	7	2	1	1	0	0	0	0	0	1	372
09:00	0	212	124	15	5	2	1	0	2	1	1	0	0	363
10:00	4	264	149	7	3	5	1	2	1	0	1	0	0	437
11:00	10	345	142	5	5	1	1	1	5	1	1	0	0	517
12	4	321	165	6	2	3	0	3	2	0	0	0	0	506
13:00	3	322	140	3	9	2	0	1	0	0	0	0	3	483
14:00	4	364	172	4	11	2	0	2	0	0	1	0	0	560
15:00	8	423	180	15	4	6	1	1	2	0	0	0	1	641
16:00	10	411	214	10	7	2	0	1	0	0	0	0	0	655
17:00	8	414	217	1	4	0	0	4	1	2	0	0	0	651
18:00	7	248	118	0	5	0	1	0	1	0	0	0	0	380
19:00	2	198	90	1	2	0	0	0	0	0	1	0	0	294
20:00	2	147	86	0	3	1	0	0	0	0	0	0	0	239
21:00	1	174	69	0	0	0	0	0	0	0	0	0	0	244
22:00	1	91	45	0	1	0	0	0	0	0	0	0	0	138
23:00	1	42	9	0	0	1	0	0	2	0	0	0	0	55
Total	76	4528	2196	79	69	26	6	18	18	5	5	0	7	7033
Percent	1,1%	64,4%	31,2%	1,1%	1,0%	0,4%	0,1%	0,3%	0,3%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	09:00	10:00	08:00	07:00	11:00	07:00	09:00		06:00	11:00
Vol.	10	345	149	15	5	5	1	2	5	1	1		1	517
PM Peak	16:00	15:00	17:00	15:00	14:00	15:00	15:00	17:00	12:00	17:00	14:00		13:00	16:00
Vol.	10	423	217	15	11	6	1	4	2	2	1		3	655

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06:23.16	0	22	9	0	0	0	0	0	0	0	0	0	0	31
01:00	1	5	8	0	0	0	0	0	0	0	0	0	0	14
02:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
04:00	0	8	7	0	0	1	0	0	0	0	0	0	0	16
05:00	1	26	22	0	1	1	0	0	0	0	0	0	0	51
06:00	1	65	38	1	2	0	0	1	1	0	0	0	0	109
07:00	4	164	93	<b>9</b>	3	2	0	<b>2</b>	0	0	0	0	0	277
08:00	1	215	123	8	<b>8</b>	3	<b>1</b>	1	1	0	0	0	<b>1</b>	362
09:00	4	256	132	9	8	2	0	2	1	0	0	0	0	414
10:00	<b>5</b>	288	145	7	4	1	1	2	<b>2</b>	0	<b>1</b>	0	1	457
11:00	5	<b>335</b>	<b>161</b>	3	7	<b>4</b>	0	1	0	0	0	0	0	<b>516</b>
12	4	320	177	1	5	4	0	2	1	0	0	0	0	514
13:00	4	316	159	3	3	1	0	0	<b>1</b>	0	0	0	<b>1</b>	488
14:00	9	332	146	4	<b>12</b>	3	0	1	1	0	<b>1</b>	0	0	509
15:00	6	417	175	<b>16</b>	7	1	0	4	1	<b>1</b>	0	0	0	628
16:00	<b>13</b>	<b>463</b>	<b>211</b>	5	7	<b>5</b>	0	<b>6</b>	0	0	1	0	0	<b>711</b>
17:00	8	441	211	0	8	2	0	3	0	0	0	0	0	673
18:00	5	302	129	1	2	0	0	0	0	1	0	0	0	440
19:00	6	226	117	2	2	1	<b>1</b>	0	0	0	0	0	0	355
20:00	6	184	84	0	2	1	0	0	1	0	0	0	0	278
21:00	4	133	58	1	3	0	0	0	1	0	0	0	0	200
22:00	0	101	39	0	3	0	0	0	0	0	0	0	0	143
23:00	0	55	15	0	0	1	0	0	0	0	0	0	0	71
Total	87	4687	2266	70	87	33	3	25	11	2	3	0	3	7277
Percent	1,2%	64,4%	31,1%	1,0%	1,2%	0,5%	0,0%	0,3%	0,2%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	07:00	08:00	11:00	08:00	07:00	10:00		10:00		08:00	11:00
Vol.	5	335	161	9	8	4	1	2	2		1		1	516
PM Peak	16:00	16:00	16:00	15:00	14:00	16:00	19:00	16:00	12:00	15:00	14:00		13:00	16:00
Vol.	13	463	211	16	12	5	1	6	1	1	1		1	711

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Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24:16	0	17	5	0	0	0	0	0	<b>2</b>	0	0	0	0	24
01:00	0	5	7	0	0	0	0	0	1	0	0	0	0	13
02:00	0	10	3	0	0	0	1	0	0	0	0	0	0	14
03:00	0	6	3	1	0	0	0	0	0	0	0	0	0	10
04:00	0	9	5	0	0	0	0	0	1	0	0	0	0	15
05:00	0	26	17	0	0	1	0	1	1	0	0	0	0	46
06:00	1	52	41	2	2	0	0	3	0	0	0	0	0	101
07:00	1	155	100	6	5	1	1	<b>4</b>	1	0	0	0	0	274
08:00	5	245	113	7	6	2	<b>4</b>	2	0	0	0	<b>1</b>	<b>1</b>	386
09:00	3	238	137	<b>11</b>	6	2	0	4	1	0	0	0	0	402
10:00	<b>9</b>	312	169	4	<b>7</b>	<b>5</b>	1	3	2	0	<b>1</b>	0	1	514
11:00	6	<b>350</b>	<b>180</b>	5	3	1	0	3	1	<b>2</b>	0	0	1	<b>552</b>
12	22	384	216	4	6	3	1	9	2	3	0	0	0	650
13:00	<b>13</b>	399	<b>182</b>	5	5	1	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	0	0	0	611
14:00	16	372	186	5	<b>7</b>	3	0	8	1	2	<b>1</b>	0	<b>2</b>	603
15:00	15	475	187	<b>10</b>	5	<b>4</b>	1	6	0	1	1	0	1	706
16:00	14	491	192	10	4	1	1	5	0	0	1	0	0	<b>719</b>
17:00	9	<b>492</b>	192	2	3	0	1	4	1	0	0	0	0	704
18:00	9	312	145	0	3	1	1	1	0	0	1	0	0	473
19:00	8	226	113	0	3	0	0	0	0	0	0	0	0	350
20:00	3	254	95	2	1	0	0	1	0	1	0	0	0	357
21:00	3	176	84	0	2	0	0	0	2	0	0	0	1	268
22:00	0	99	60	0	1	0	0	0	0	0	0	0	0	160
23:00	2	86	40	0	0	1	0	0	1	0	0	0	0	130
Total	139	5191	2472	74	69	26	12	58	18	10	5	1	7	8082
Percent	1,7%	64,2%	30,6%	0,9%	0,9%	0,3%	0,1%	0,7%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	11:00	09:00	10:00	10:00	08:00	07:00	00:00	11:00	10:00	08:00	08:00	11:00
Vol.	9	350	180	11	7	5	4	4	2	2	1	1	1	552
PM Peak	12:00	17:00	12:00	15:00	14:00	15:00	12:00	12:00	12:00	12:00	14:00		14:00	16:00
Vol.	22	492	216	10	7	4	1	9	2	3	1		2	719



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06:25.16	1	28	26	0	1	0	0	0	0	0	0	0	0	56
01:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
02:00	0	24	9	0	1	0	0	0	1	0	0	0	0	35
03:00	0	6	11	0	0	0	0	0	0	0	0	0	0	17
04:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17
05:00	0	20	5	0	0	0	0	1	1	0	0	0	0	27
06:00	2	32	27	1	1	0	0	1	0	0	0	0	0	64
07:00	2	123	64	1	2	0	0	2	0	0	0	0	0	194
08:00	6	219	95	1	3	0	0	1	0	0	0	0	0	325
09:00	8	308	180	3	3	0	0	1	<b>2</b>	0	0	<b>1</b>	0	506
10:00	7	409	177	2	<b>4</b>	0	0	5	0	0	0	0	0	604
11:00	<b>19</b>	<b>489</b>	<b>193</b>	<b>4</b>	3	<b>3</b>	0	<b>9</b>	0	<b>2</b>	0	0	0	<b>722</b>
12	14	498	205	4	2	6	1	11	0	0	0	0	0	741
13:00	<b>22</b>	<b>457</b>	<b>200</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	0	0	0	0	0	<b>695</b>
14:00	13	454	175	1	4	2	0	5	0	0	0	0	0	654
15:00	20	448	155	1	2	0	0	3	0	<b>1</b>	<b>1</b>	0	0	631
16:00	3	426	154	1	4	1	0	0	0	0	0	0	0	589
17:00	9	305	148	0	3	0	0	1	0	0	0	0	0	466
18:00	8	273	108	0	4	0	0	1	0	0	1	0	0	395
19:00	9	229	119	0	3	0	0	1	<b>1</b>	0	0	0	0	362
20:00	11	225	107	0	1	0	0	0	0	0	0	0	0	344
21:00	5	209	75	0	2	0	0	1	0	1	0	0	0	293
22:00	2	132	60	0	0	0	0	0	0	0	0	0	0	194
23:00	5	95	35	0	0	0	0	0	0	0	0	0	0	135
Total	166	5437	2341	22	47	13	1	51	5	4	2	1	0	8090
Percent	2,1%	67,2%	28,9%	0,3%	0,6%	0,2%	0,0%	0,6%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	11:00	10:00	11:00		11:00	09:00	11:00		09:00		11:00
Vol.	19	489	193	4	4	3		9	2	2		1		722
PM Peak	13:00	12:00	12:00	12:00	13:00	12:00	12:00	12:00	19:00	15:00	15:00			12:00
Vol.	22	498	205	4	4	6	1	11	1	1	1			741

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26:16	1	53	24	0	0	0	0	0	1	0	0	0	0	79
01:00	1	36	22	0	1	1	0	0	0	0	0	0	0	61
02:00	0	22	9	1	0	0	0	0	0	0	0	0	0	32
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
04:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
05:00	0	18	6	0	0	0	0	2	0	0	0	0	0	26
06:00	0	29	22	0	1	0	0	1	0	0	0	0	0	53
07:00	3	60	44	0	2	0	0	0	1	0	0	0	1	111
08:00	5	136	81	1	1	0	1	1	1	0	0	0	0	227
09:00	10	235	117	1	4	0	0	1	0	0	0	0	0	368
10:00	9	306	140	0	1	1	0	2	0	0	1	0	0	460
11:00	14	437	176	1	3	1	1	6	0	0	0	0	0	639
12	9	494	175	1	0	0	0	5	0	0	0	0	0	684
13:00	19	440	181	1	1	0	2	4	0	0	0	0	0	648
14:00	22	375	129	3	4	1	0	1	0	0	0	0	0	535
15:00	4	379	135	0	4	0	0	1	0	0	0	0	0	523
16:00	5	313	124	0	2	0	0	3	0	0	0	0	0	447
17:00	5	274	124	0	3	1	1	1	0	1	0	0	0	410
18:00	1	241	97	0	3	0	0	0	0	0	0	0	0	342
19:00	0	181	92	0	3	1	0	0	0	0	0	0	0	277
20:00	0	128	53	0	1	0	0	0	0	0	0	0	0	182
21:00	0	88	48	0	2	1	0	0	0	0	0	0	0	139
22:00	2	67	23	0	1	0	0	0	1	0	0	0	0	94
23:00	0	29	15	0	0	0	0	0	0	0	0	0	0	44
Total	110	4363	1848	9	37	7	5	28	4	1	1	0	1	6414
Percent	1,7%	68,0%	28,8%	0,1%	0,6%	0,1%	0,1%	0,4%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	02:00	09:00	01:00	08:00	11:00	00:00		10:00		07:00	11:00
Vol.	14	437	176	1	4	1	1	6	1		1		1	639
PM Peak	14:00	12:00	13:00	14:00	14:00	14:00	13:00	12:00	22:00	17:00				12:00
Vol.	22	494	181	3	4	1	2	5	1	1				684

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 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:27.16	0	34	10	0	1	0	0	0	0	0	0	0	0	45
01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	6	4	0	0	0	0	0	1	0	0	0	0	11
04:00	0	13	4	0	0	0	0	0	2	0	0	0	0	19
05:00	1	20	17	0	0	2	0	0	1	<b>1</b>	0	0	0	42
06:00	0	51	44	1	3	0	0	0	1	1	0	0	0	101
07:00	5	147	88	5	4	0	<b>2</b>	2	<b>3</b>	1	0	0	0	257
08:00	2	253	122	6	4	3	0	1	1	1	0	0	1	394
09:00	4	243	136	<b>14</b>	1	1	0	0	0	0	0	0	0	399
10:00	1	343	<b>180</b>	3	3	2	1	<b>4</b>	2	0	0	0	0	539
11:00	<b>6</b>	<b>407</b>	177	6	<b>7</b>	<b>4</b>	0	2	1	1	0	0	<b>2</b>	<b>613</b>
12	9	373	177	2	5	3	0	2	1	0	0	0	1	573
13:00	<b>8</b>	335	172	1	6	3	0	4	2	<b>1</b>	1	0	<b>0</b>	533
14:00	2	351	159	8	<b>9</b>	2	0	2	1	0	0	0	0	534
15:00	5	402	179	<b>11</b>	4	3	0	2	0	1	<b>2</b>	0	0	609
16:00	8	<b>452</b>	<b>206</b>	9	4	<b>6</b>	<b>1</b>	<b>6</b>	1	0	0	0	0	<b>693</b>
17:00	8	446	198	0	8	3	0	3	0	1	0	0	1	668
18:00	9	292	128	2	5	0	0	0	1	0	0	0	0	437
19:00	1	220	100	0	4	0	0	1	<b>3</b>	0	0	0	0	329
20:00	3	163	91	0	2	0	0	0	1	1	0	0	0	261
21:00	1	170	65	0	1	0	0	1	0	0	0	0	0	238
22:00	0	71	37	0	0	0	0	0	0	0	0	0	0	108
23:00	0	29	17	0	0	0	0	0	0	0	0	0	0	46
Total	73	4830	2316	68	71	32	4	30	22	9	3	0	5	7463
Percent	1,0%	64,7%	31,0%	0,9%	1,0%	0,4%	0,1%	0,4%	0,3%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	11:00	11:00	07:00	10:00	07:00	05:00			11:00	11:00
Vol.	6	407	180	14	7	4	2	4	3	1			2	613
PM Peak	12:00	16:00	16:00	15:00	14:00	16:00	16:00	16:00	19:00	13:00	15:00		12:00	16:00
Vol.	9	452	206	11	9	6	1	6	3	1	2		1	693

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:28:16	0	19	12	1	0	0	0	0	0	0	0	0	0	32
01:00	1	11	13	0	0	0	0	0	2	0	0	0	0	27
02:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
04:00	0	16	7	0	1	0	0	0	0	0	0	0	0	24
05:00	1	29	16	0	0	2	0	0	1	0	0	0	0	49
06:00	0	61	33	2	4	0	0	0	0	1	0	0	3	104
07:00	0	142	108	5	2	2	0	2	1	0	1	0	0	263
08:00	2	221	101	6	9	3	1	2	0	0	0	0	2	347
09:00	2	234	125	10	9	3	0	0	1	0	0	0	0	384
10:00	8	241	126	3	8	2	1	2	1	1	0	0	0	393
11:00	1	320	146	5	7	1	0	3	1	0	0	0	1	485
12	4	331	151	4	4	3	0	3	1	0	0	0	0	501
13:00	3	339	160	6	5	3	0	0	2	0	0	0	0	518
14:00	4	361	196	3	5	3	0	1	1	0	1	0	0	575
15:00	3	407	203	7	3	1	1	4	0	1	2	0	0	632
16:00	4	461	187	3	9	0	0	2	1	0	0	0	0	667
17:00	4	467	214	1	4	3	0	2	0	0	1	0	0	696
18:00	1	285	150	1	6	0	0	0	1	0	0	0	0	444
19:00	2	189	100	1	5	2	0	0	0	0	0	0	0	299
20:00	2	162	75	0	2	0	1	0	0	0	0	0	0	242
21:00	2	169	76	0	3	0	0	0	1	0	0	0	0	251
22:00	1	76	48	0	0	0	0	0	0	0	0	0	0	125
23:00	1	42	25	0	0	0	0	0	0	0	0	0	0	68
Total	46	4594	2282	58	86	28	4	21	14	3	5	0	6	7147
Percent	0,6%	64,3%	31,9%	0,8%	1,2%	0,4%	0,1%	0,3%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	11:00	09:00	08:00	08:00	08:00	11:00	01:00	06:00	07:00		06:00	11:00
Vol.	8	320	146	10	9	3	1	3	2	1	1		3	485
PM Peak	12:00	17:00	17:00	15:00	16:00	12:00	15:00	15:00	13:00	15:00	15:00			17:00
Vol.	4	467	214	7	9	3	1	4	2	1	2			696

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Site Code: 1  
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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.29.16	1	30	11	0	0	0	0	0	0	0	0	0	0	42
01:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
02:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10
04:00	0	11	7	0	0	0	0	0	1	0	0	0	0	19
05:00	0	24	18	0	1	2	0	0	<b>2</b>	<b>1</b>	0	0	0	48
06:00	0	69	40	1	4	2	0	2	0	1	0	0	0	119
07:00	4	143	84	4	4	0	0	2	0	0	0	0	0	241
08:00	3	235	124	5	<b>7</b>	3	<b>1</b>	2	1	1	0	0	0	382
09:00	3	248	137	<b>10</b>	7	3	0	1	1	0	0	0	<b>1</b>	411
10:00	<b>7</b>	275	137	5	5	<b>5</b>	1	0	0	1	0	0	0	436
11:00	6	<b>319</b>	<b>142</b>	1	6	4	1	<b>4</b>	1	0	0	0	0	<b>484</b>
12	6	343	165	7	9	5	1	6	1	1	1	0	0	545
13:00	<b>9</b>	315	195	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	1	<b>2</b>	<b>1</b>	0	0	543
14:00	5	374	190	4	5	4	0	1	1	1	0	0	0	585
15:00	3	346	150	7	2	1	1	5	<b>2</b>	0	0	0	<b>1</b>	518
16:00	9	<b>449</b>	<b>228</b>	4	10	1	0	6	0	0	0	0	0	<b>707</b>
17:00	7	442	228	4	3	2	0	1	1	0	1	0	0	689
18:00	7	277	135	2	5	2	0	0	0	0	1	<b>1</b>	0	430
19:00	7	254	121	0	4	1	0	1	0	0	0	0	0	388
20:00	6	191	96	0	3	3	0	0	0	0	0	0	0	299
21:00	5	266	101	0	2	1	0	0	1	0	1	0	0	377
22:00	3	93	54	0	0	0	0	0	1	0	0	0	0	151
23:00	1	62	46	0	2	1	0	0	0	0	0	0	0	112
Total	92	4796	2424	60	90	42	5	33	14	8	5	1	2	7572
Percent	1,2%	63,3%	32,0%	0,8%	1,2%	0,6%	0,1%	0,4%	0,2%	0,1%	0,1%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	09:00	08:00	10:00	08:00	11:00	05:00	05:00			09:00	11:00
Vol.	7	319	142	10	7	5	1	4	2	1			1	484
PM Peak	13:00	16:00	16:00	12:00	13:00	12:00	12:00	12:00	15:00	13:00	12:00	18:00	15:00	16:00
Vol.	9	449	228	7	10	5	1	6	2	2	1	1	1	707

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.30.16	2	32	14	0	0	0	0	0	1	0	0	0	0	49
01:00	1	11	10	0	1	0	0	0	0	0	0	0	0	23
02:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
04:00	1	14	6	0	0	0	0	0	0	0	0	0	0	21
05:00	0	28	10	0	0	1	0	0	0	0	0	0	0	39
06:00	2	63	34	2	2	1	0	1	1	<b>1</b>	0	0	0	107
07:00	2	140	103	2	5	0	1	0	<b>2</b>	0	0	0	0	255
08:00	1	236	115	<b>6</b>	7	<b>3</b>	0	1	0	0	0	0	0	369
09:00	5	266	140	1	7	0	<b>2</b>	2	0	1	0	0	0	424
10:00	<b>7</b>	326	<b>157</b>	2	7	3	0	<b>4</b>	1	1	0	0	<b>1</b>	509
11:00	3	<b>380</b>	156	3	<b>9</b>	2	0	1	1	1	0	<b>1</b>	1	<b>558</b>
12	6	436	177	1	4	0	0	4	1	1	0	0	0	630
13:00	<b>14</b>	374	189	4	3	<b>4</b>	<b>1</b>	5	<b>0</b>	<b>0</b>	0	0	0	594
14:00	11	402	184	4	<b>9</b>	2	0	<b>7</b>	1	1	0	0	<b>1</b>	622
15:00	8	485	<b>218</b>	<b>6</b>	8	0	0	3	0	0	<b>2</b>	0	0	730
16:00	11	<b>496</b>	213	1	9	1	1	5	0	0	0	0	1	<b>738</b>
17:00	8	410	201	1	3	1	0	5	0	0	0	0	0	629
18:00	12	328	146	1	1	1	1	2	0	0	0	0	0	492
19:00	5	305	143	0	3	1	0	2	1	1	0	0	0	461
20:00	11	288	140	0	2	0	1	0	1	0	0	0	0	443
21:00	2	242	119	1	2	0	0	2	0	0	0	0	0	368
22:00	3	123	74	0	1	1	1	0	0	0	0	0	0	203
23:00	1	89	52	0	1	0	0	0	1	0	0	0	0	144
Total	116	5486	2608	35	84	21	8	44	11	7	2	1	4	8427
Percent	1,4%	65,1%	30,9%	0,4%	1,0%	0,2%	0,1%	0,5%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	10:00	08:00	11:00	08:00	09:00	10:00	07:00	06:00		11:00	10:00	11:00
Vol.	7	380	157	6	9	3	2	4	2	1		1	1	558
PM Peak	13:00	16:00	15:00	15:00	14:00	13:00	13:00	14:00	12:00	12:00	15:00		14:00	16:00
Vol.	14	496	218	6	9	4	1	7	1	1	2		1	738

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07:01.16	1	44	25	0	0	0	0	0	<b>2</b>	0	0	0	0	72
01:00	0	25	7	0	2	0	0	0	0	0	0	0	0	34
02:00	1	10	8	0	0	0	0	0	0	0	0	0	0	19
03:00	0	12	8	0	0	0	0	0	0	0	0	0	0	20
04:00	0	15	8	0	0	0	0	0	1	0	0	0	0	24
05:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
06:00	1	36	21	0	1	0	0	0	0	0	0	0	0	59
07:00	<b>2</b>	78	68	0	2	0	0	<b>1</b>	1	0	0	0	0	152
08:00	1	156	73	0	<b>4</b>	0	0	0	0	0	0	<b>1</b>	0	235
09:00	1	201	124	0	3	1	0	1	0	0	0	0	0	331
10:00	0	243	157	0	3	0	0	1	2	0	0	0	0	406
11:00	2	<b>285</b>	<b>179</b>	0	2	<b>3</b>	0	1	1	0	0	0	0	<b>473</b>
12	2	353	166	1	4	0	1	1	0	0	0	1	0	529
13:00	1	<b>370</b>	172	<b>2</b>	2	1	<b>0</b>	<b>2</b>	0	0	<b>1</b>	<b>0</b>	0	<b>551</b>
14:00	<b>4</b>	322	<b>191</b>	1	<b>5</b>	0	0	1	0	0	0	0	0	524
15:00	0	353	188	0	3	0	0	0	0	<b>1</b>	0	0	0	545
16:00	4	337	145	0	4	0	0	2	0	0	0	0	0	492
17:00	1	340	124	0	4	0	0	0	0	0	0	0	0	469
18:00	0	237	104	0	4	1	0	2	0	0	0	0	<b>1</b>	349
19:00	4	238	106	0	3	0	0	1	0	0	0	0	0	352
20:00	2	190	95	0	1	0	0	1	0	0	1	0	0	290
21:00	1	181	93	0	1	<b>2</b>	0	0	0	0	0	0	0	278
22:00	0	164	87	0	0	0	0	0	<b>1</b>	0	0	0	0	252
23:00	0	132	75	0	1	0	0	0	0	0	0	0	0	208
Total	28	4343	2228	4	49	8	1	14	8	1	2	2	1	6689
Percent	0,4%	64,9%	33,3%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	07:00	11:00	11:00		08:00	11:00		07:00	00:00			08:00		11:00
Vol.	2	285	179		4	3		1	2			1		473
PM Peak	14:00	13:00	14:00	13:00	14:00	21:00	12:00	13:00	22:00	15:00	13:00	12:00	18:00	13:00
Vol.	4	370	191	2	5	2	1	2	1	1	1	1	1	551

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	2	55	32	0	0	0	0	0	1	0	0	0	0	90
01:00	1	25	17	0	0	0	0	0	0	0	0	0	0	43
02:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
03:00	0	14	12	0	0	0	0	0	0	0	0	0	0	26
04:00	0	9	9	0	1	0	0	0	0	0	0	0	0	19
05:00	0	23	12	0	0	0	0	0	0	0	0	0	0	35
06:00	0	41	24	0	0	0	0	0	0	0	0	0	0	65
07:00	1	109	44	0	3	0	0	0	0	0	0	0	0	157
08:00	6	205	120	1	2	2	0	2	0	0	0	0	0	338
09:00	12	296	173	1	2	3	0	2	0	0	0	0	0	489
10:00	9	446	214	3	3	0	0	6	1	0	0	1	0	683
11:00	15	564	233	1	2	1	0	17	1	1	0	0	0	835
12	18	610	201	1	4	4	0	9	0	0	0	0	0	847
13:00	17	567	228	2	2	3	2	12	0	3	0	0	1	837
14:00	21	513	221	1	2	3	0	2	0	1	1	0	1	766
15:00	13	444	199	1	6	1	0	5	0	0	1	0	0	670
16:00	8	403	170	1	3	1	0	5	1	0	0	0	0	592
17:00	7	357	127	2	2	1	0	2	0	0	1	0	0	499
18:00	7	314	152	1	4	0	0	1	0	0	1	0	0	480
19:00	2	280	104	0	3	0	0	0	1	0	0	0	0	390
20:00	10	244	112	0	4	0	0	1	0	0	0	0	0	371
21:00	5	204	96	0	5	0	0	0	0	0	0	0	0	310
22:00	1	144	71	0	0	0	0	0	0	0	0	0	1	217
23:00	1	99	39	0	0	1	0	0	0	0	0	0	0	140
Total	156	5998	2621	15	48	20	2	64	5	5	4	1	3	8942
Percent	1,7%	67,1%	29,3%	0,2%	0,5%	0,2%	0,0%	0,7%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	10:00	07:00	09:00		11:00	00:00	11:00		10:00		11:00
Vol.	15	564	233	3	3	3		17	1	1		1		835
PM Peak	14:00	12:00	13:00	13:00	15:00	12:00	13:00	13:00	16:00	13:00	14:00		13:00	12:00
Vol.	21	610	228	2	6	4	2	12	1	3	1		1	847



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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	2	54	25	0	0	0	0	0	0	0	0	0	0	81
01:00	1	25	13	0	0	0	0	0	0	0	0	0	0	39
02:00	0	17	15	0	0	0	0	0	0	0	0	0	0	32
03:00	0	14	16	0	0	0	0	0	0	0	0	0	0	30
04:00	0	12	5	0	0	0	0	1	0	0	0	0	0	18
05:00	0	14	15	0	0	0	0	0	0	0	0	0	0	29
06:00	0	43	14	0	0	0	0	0	<b>1</b>	0	0	0	0	58
07:00	0	64	42	0	3	<b>1</b>	0	1	0	0	0	0	0	111
08:00	6	118	60	0	<b>4</b>	0	0	2	1	0	0	0	0	191
09:00	4	237	120	0	3	0	0	1	0	0	0	0	0	365
10:00	6	336	173	<b>1</b>	3	1	0	5	0	0	0	0	0	525
11:00	<b>15</b>	<b>473</b>	<b>191</b>	1	1	0	0	<b>7</b>	0	0	0	<b>1</b>	0	<b>689</b>
12	18	469	180	0	3	3	0	3	0	1	0	0	1	678
13:00	17	<b>434</b>	<b>178</b>	<b>1</b>	<b>1</b>	<b>1</b>	0	3	0	<b>0</b>	0	0	<b>0</b>	<b>635</b>
14:00	<b>22</b>	412	166	0	1	0	<b>1</b>	3	0	0	0	0	0	605
15:00	19	351	148	0	3	0	0	3	0	1	0	0	1	526
16:00	6	365	143	0	1	1	0	<b>6</b>	0	0	0	0	0	522
17:00	10	277	102	0	2	1	0	1	<b>1</b>	0	0	0	0	394
18:00	6	252	95	1	2	0	0	0	0	0	0	<b>1</b>	0	357
19:00	6	187	115	0	2	0	0	0	0	0	0	0	0	310
20:00	8	211	62	0	1	0	0	0	0	0	0	0	0	282
21:00	6	149	58	0	1	0	0	0	1	0	0	0	1	216
22:00	2	80	45	0	0	0	0	0	0	0	0	0	0	127
23:00	0	54	12	0	0	0	0	0	0	0	0	0	0	66
Total	154	4648	1993	4	31	8	1	36	4	2	0	2	3	6886
Percent	2,2%	67,5%	28,9%	0,1%	0,5%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	10:00	08:00	07:00		11:00	06:00			11:00		11:00
Vol.	15	473	191	1	4	1		7	1			1		689
PM Peak	14:00	12:00	12:00	13:00	12:00	12:00	14:00	16:00	17:00	12:00		18:00	12:00	12:00
Vol.	22	469	180	1	3	3	1	6	1	1		1	1	678

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	2	34	15	0	1	0	0	0	0	0	0	0	0	52
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	5	8	0	0	0	0	0	0	0	0	0	0	13
04:00	0	15	4	0	0	0	0	0	1	0	0	0	0	20
05:00	0	25	21	0	0	0	0	0	0	0	0	0	0	46
06:00	1	60	44	0	2	3	0	0	<b>2</b>	<b>1</b>	<b>1</b>	0	0	114
07:00	1	120	89	3	<b>4</b>	0	0	2	1	0	1	<b>1</b>	0	222
08:00	4	210	106	3	3	<b>5</b>	<b>1</b>	2	2	1	0	0	0	337
09:00	5	235	137	<b>5</b>	4	3	0	1	1	0	0	0	0	391
10:00	4	328	153	1	4	1	1	0	0	0	0	0	0	492
11:00	<b>9</b>	<b>438</b>	<b>212</b>	3	4	3	1	<b>4</b>	0	0	1	0	0	<b>675</b>
12	6	422	198	3	2	3	0	3	1	0	0	0	0	638
13:00	4	325	143	2	3	<b>2</b>	0	1	<b>0</b>	<b>1</b>	0	0	0	481
14:00	<b>18</b>	397	212	<b>4</b>	4	2	0	3	1	0	0	0	<b>2</b>	643
15:00	9	402	<b>235</b>	4	4	2	0	<b>5</b>	0	1	0	0	0	662
16:00	9	436	218	3	<b>9</b>	1	0	3	0	1	0	0	1	681
17:00	12	<b>466</b>	203	1	6	1	0	2	0	0	0	0	0	<b>691</b>
18:00	5	321	141	0	6	0	0	0	0	0	0	0	0	473
19:00	11	215	121	1	3	0	0	2	0	0	0	0	0	353
20:00	9	163	85	0	2	0	0	1	0	0	0	0	0	260
21:00	3	152	62	0	1	0	0	0	1	0	0	0	0	219
22:00	1	86	40	2	0	0	0	1	0	0	0	0	0	130
23:00	1	53	19	0	0	0	0	0	0	0	0	0	0	73
Total	114	4923	2474	35	62	26	3	30	10	5	3	1	3	7689
Percent	1,5%	64,0%	32,2%	0,5%	0,8%	0,3%	0,0%	0,4%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	07:00	08:00	08:00	11:00	06:00	06:00	06:00	07:00		11:00
Vol.	9	438	212	5	4	5	1	4	2	1	1	1		675
PM Peak	14:00	17:00	15:00	14:00	16:00	12:00		15:00	12:00	13:00			14:00	17:00
Vol.	18	466	235	4	9	3		5	1	1			2	691

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05.16	1	29	15	0	1	0	0	0	0	0	0	0	0	46
01:00	2	12	9	0	1	0	0	0	1	0	0	0	0	25
02:00	1	9	7	0	0	0	0	0	1	0	0	0	0	18
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
05:00	0	20	15	1	1	1	0	0	0	0	0	0	0	38
06:00	1	55	43	3	1	3	0	0	1	1	1	0	0	109
07:00	1	126	96	2	3	2	2	0	1	1	0	0	1	235
08:00	3	200	116	4	7	0	2	1	1	1	0	0	0	335
09:00	1	237	142	3	8	2	0	1	0	0	1	0	0	395
10:00	4	347	164	1	2	3	0	1	1	0	0	0	0	523
11:00	8	401	202	1	4	3	0	5	1	0	0	0	0	625
12	10	454	219	2	2	6	0	3	1	0	0	0	0	697
13:00	9	379	171	2	4	4	0	1	0	0	0	1	1	572
14:00	11	394	195	3	9	3	1	0	0	1	0	0	0	617
15:00	7	459	167	2	6	2	0	3	0	0	0	0	0	646
16:00	4	448	196	2	2	1	0	3	0	0	0	0	1	657
17:00	13	474	223	2	3	3	1	3	0	0	0	0	0	722
18:00	6	345	130	1	2	2	0	1	0	0	0	0	1	488
19:00	3	216	101	0	0	0	0	0	1	0	0	0	0	321
20:00	2	232	84	0	2	1	0	0	0	0	0	0	0	321
21:00	6	190	89	1	1	0	0	3	0	0	0	0	0	290
22:00	2	86	46	0	1	0	0	0	1	0	0	0	0	136
23:00	2	62	23	0	1	0	0	0	0	0	0	0	0	88
Total	97	5192	2460	30	62	36	6	25	10	4	2	1	4	7929
Percent	1,2%	65,5%	31,0%	0,4%	0,8%	0,5%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	08:00	09:00	06:00	07:00	11:00	01:00	06:00	06:00		07:00	11:00
Vol.	8	401	202	4	8	3	2	5	1	1	1		1	625
PM Peak	17:00	17:00	17:00	14:00	14:00	12:00	14:00	12:00	12:00	14:00		13:00	13:00	17:00
Vol.	13	474	223	3	9	6	1	3	1	1		1	1	722

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	1	38	11	0	0	0	0	0	0	0	0	0	0	50
01:00	1	18	7	1	0	0	0	0	0	0	0	0	0	27
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
03:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
04:00	0	13	5	0	0	0	0	0	1	0	0	0	0	19
05:00	0	22	15	0	1	0	0	0	1	0	0	0	0	39
06:00	0	58	35	2	2	0	0	0	0	0	0	0	1	98
07:00	1	144	89	1	3	1	0	1	0	<b>1</b>	0	0	0	241
08:00	2	235	117	1	2	3	0	1	<b>2</b>	0	0	0	0	363
09:00	1	266	134	0	6	1	<b>3</b>	<b>4</b>	1	1	0	0	<b>2</b>	419
10:00	5	<b>338</b>	<b>157</b>	<b>8</b>	<b>7</b>	<b>4</b>	0	1	1	0	0	0	0	<b>521</b>
11:00	<b>8</b>	275	126	0	5	2	1	1	0	0	<b>2</b>	0	1	421
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	1420	704	13	26	11	4	8	6	2	2	0	4	2219
Percent	0,9%	64,0%	31,7%	0,6%	1,2%	0,5%	0,2%	0,4%	0,3%	0,1%	0,1%	0,0%	0,2%	
AM Peak	11:00	10:00	10:00	10:00	10:00	10:00	09:00	09:00	08:00	07:00	11:00		09:00	10:00
Vol.	8	338	157	8	7	4	3	4	2	1	2		2	521
PM Peak														
Vol.														
Grand Total	1621	79217	37571	696	1057	397	81	532	182	82	50	14	58	121558
Percent	1,3%	65,2%	30,9%	0,6%	0,9%	0,3%	0,1%	0,4%	0,1%	0,1%	0,0%	0,0%	0,0%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.20.16	0	14	4	0	0	0	0	0	1	0	0	0	0	19
01:00	0	4	5	0	0	0	0	0	0	0	0	0	0	9
02:00	0	5	5	0	1	0	0	0	0	0	0	0	0	11
03:00	1	7	7	0	0	0	0	0	1	0	0	0	0	16
04:00	1	14	3	0	0	0	0	0	0	0	0	0	0	18
05:00	1	59	21	1	1	0	0	1	0	0	0	0	0	84
06:00	1	163	89	1	3	2	0	0	1	0	0	0	0	260
07:00	5	278	166	9	3	0	0	2	<b>2</b>	0	0	0	0	465
08:00	4	<b>468</b>	<b>178</b>	<b>15</b>	<b>4</b>	2	0	1	1	<b>1</b>	0	0	0	<b>674</b>
09:00	6	347	133	4	3	<b>4</b>	<b>1</b>	0	0	0	<b>2</b>	0	0	500
10:00	<b>9</b>	318	143	3	4	3	0	<b>3</b>	1	0	1	0	0	485
11:00	4	313	108	3	2	0	0	0	1	0	1	0	<b>3</b>	435
12	7	364	148	6	3	2	0	2	0	0	0	0	3	535
13:00	<b>5</b>	302	<b>139</b>	5	<b>5</b>	2	0	1	0	<b>1</b>	0	0	<b>1</b>	461
14:00	3	329	125	<b>11</b>	2	<b>4</b>	<b>1</b>	<b>5</b>	0	0	<b>2</b>	0	0	482
15:00	2	<b>387</b>	130	6	5	2	1	2	<b>1</b>	0	0	0	1	<b>537</b>
16:00	3	322	111	5	3	2	0	2	0	0	1	0	0	449
17:00	0	309	111	2	2	2	0	0	1	0	1	0	0	428
18:00	1	221	76	0	1	0	0	1	0	0	0	0	0	300
19:00	4	190	72	0	3	0	0	1	0	0	0	0	0	270
20:00	1	123	54	0	1	0	0	0	1	0	0	0	0	180
21:00	3	96	34	0	0	0	0	0	1	0	0	0	0	134
22:00	0	58	24	0	0	0	0	0	0	0	0	0	0	82
23:00	0	24	8	1	0	0	0	0	0	0	0	0	0	33
Total	61	4715	1894	72	46	25	3	21	12	2	8	0	8	6867
Percent	0,9%	68,7%	27,6%	1,0%	0,7%	0,4%	0,0%	0,3%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	10:00	08:00	08:00	08:00	08:00	09:00	09:00	10:00	07:00	08:00	09:00		11:00	08:00
Vol.	9	468	178	15	4	4	1	3	2	1	2		3	674
PM Peak	12:00	15:00	12:00	14:00	13:00	14:00	14:00	14:00	15:00	13:00	14:00		12:00	15:00
Vol.	7	387	148	11	5	4	1	5	1	1	2		3	537

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	12	4	0	0	0	0	0	0	0	0	0	0	16
01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	4	0	1	0	0	0	2	0	0	0	0	12
04:00	0	15	11	1	0	0	0	0	0	0	0	0	0	27
05:00	2	57	17	1	0	0	0	0	0	0	0	0	0	77
06:00	2	148	102	1	2	0	0	0	1	0	0	0	0	256
07:00	7	317	<b>175</b>	7	5	1	0	<b>2</b>	1	0	1	0	1	517
08:00	4	<b>414</b>	160	<b>20</b>	4	5	0	2	0	0	<b>2</b>	0	0	<b>611</b>
09:00	<b>9</b>	324	148	3	7	<b>7</b>	0	2	2	0	1	0	1	504
10:00	4	329	137	4	<b>8</b>	5	0	1	0	0	1	0	1	490
11:00	3	325	120	6	4	2	0	0	2	<b>1</b>	0	0	<b>3</b>	466
12	8	354	147	2	1	5	0	3	1	1	0	0	1	523
13:00	5	333	127	7	4	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	0	<b>2</b>	489
14:00	3	<b>379</b>	<b>150</b>	<b>12</b>	<b>7</b>	2	0	1	0	0	0	0	1	<b>555</b>
15:00	7	350	115	8	2	0	1	2	0	0	0	0	1	486
16:00	7	345	121	6	2	0	1	1	0	2	0	0	2	487
17:00	9	378	127	0	0	2	0	0	2	0	0	0	0	518
18:00	<b>11</b>	265	110	0	2	0	0	2	1	0	0	0	0	391
19:00	6	175	80	0	0	2	0	1	1	0	1	0	0	266
20:00	2	126	51	0	2	0	0	0	0	0	0	0	0	181
21:00	0	135	47	0	1	0	0	1	1	0	0	0	0	185
22:00	2	77	34	0	0	0	0	0	0	0	0	0	0	113
23:00	0	28	9	0	0	0	0	0	0	0	0	0	0	37
Total	91	4905	2001	78	52	33	3	21	16	6	7	0	13	7226
Percent	1,3%	67,9%	27,7%	1,1%	0,7%	0,5%	0,0%	0,3%	0,2%	0,1%	0,1%	0,0%	0,2%	
AM Peak	09:00	08:00	07:00	08:00	10:00	09:00		07:00	03:00	11:00	08:00		11:00	08:00
Vol.	9	414	175	20	8	7		2	2	1	2		3	611
PM Peak	18:00	14:00	14:00	14:00	14:00	12:00	13:00	12:00	13:00	13:00	13:00		13:00	14:00
Vol.	11	379	150	12	7	5	1	3	2	2	1		2	555

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	16	7	0	1	0	0	0	1	0	0	0	0	25
01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	13	9	0	0	0	0	0	0	0	0	0	0	22
04:00	0	8	5	1	0	0	0	0	0	0	0	0	0	14
05:00	2	45	28	1	0	0	0	0	0	0	0	0	0	76
06:00	4	155	109	1	2	1	0	0	0	0	0	0	0	272
07:00	7	305	165	10	4	1	0	2	1	0	0	0	1	496
08:00	<b>9</b>	<b>413</b>	<b>179</b>	<b>14</b>	5	1	0	0	0	<b>2</b>	0	0	1	<b>624</b>
09:00	3	330	158	2	5	3	<b>1</b>	<b>5</b>	1	1	<b>2</b>	0	<b>3</b>	514
10:00	9	332	125	10	<b>7</b>	3	0	2	<b>3</b>	2	0	0	2	495
11:00	3	344	126	7	4	<b>4</b>	0	1	2	0	0	0	1	492
12	8	316	120	2	3	2	1	2	1	0	1	0	1	457
13:00	<b>4</b>	287	133	4	<b>6</b>	2	0	<b>2</b>	<b>1</b>	0	<b>0</b>	0	1	440
14:00	6	322	128	<b>9</b>	3	1	0	1	0	0	0	0	0	470
15:00	5	348	105	4	0	0	<b>2</b>	2	0	0	1	0	0	467
16:00	4	<b>362</b>	<b>135</b>	9	3	<b>4</b>	0	1	0	<b>1</b>	0	0	<b>2</b>	<b>521</b>
17:00	1	338	131	0	4	1	1	1	0	0	0	0	0	477
18:00	5	240	98	1	2	0	0	2	0	0	0	0	0	348
19:00	6	196	86	0	3	0	0	0	1	0	0	0	0	292
20:00	2	132	60	0	1	0	0	1	1	0	0	0	0	197
21:00	3	116	43	1	1	0	0	0	0	0	0	0	0	164
22:00	2	83	20	0	0	0	0	0	0	0	0	0	0	105
23:00	1	41	11	2	1	0	0	0	0	0	0	0	0	56
Total	84	4756	1983	78	55	23	5	22	12	6	4	0	12	7040
Percent	1,2%	67,6%	28,2%	1,1%	0,8%	0,3%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,2%	
AM Peak	08:00	08:00	08:00	08:00	10:00	11:00	09:00	09:00	10:00	08:00	09:00		09:00	08:00
Vol.	9	413	179	14	7	4	1	5	3	2	2		3	624
PM Peak	12:00	16:00	16:00	14:00	13:00	16:00	15:00	12:00	12:00	16:00	12:00		16:00	16:00
Vol.	8	362	135	9	6	4	2	2	1	1	1		2	521

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WB

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06:23.16	0	13	6	0	0	0	0	0	0	0	0	0	0	19
01:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
02:00	0	3	5	0	0	0	0	0	0	0	0	0	1	9
03:00	0	9	4	1	0	0	0	0	0	0	0	0	0	14
04:00	0	10	7	0	1	0	0	0	0	0	0	0	0	18
05:00	0	49	18	0	0	0	0	1	0	0	0	0	0	68
06:00	3	177	121	1	1	0	0	0	0	0	0	0	0	303
07:00	6	334	165	8	7	2	0	0	0	0	0	0	0	522
08:00	<b>7</b>	<b>426</b>	166	<b>18</b>	<b>9</b>	0	0	1	<b>1</b>	1	<b>1</b>	0	0	<b>630</b>
09:00	3	332	<b>172</b>	6	4	2	0	<b>2</b>	0	1	0	0	1	523
10:00	3	367	154	3	8	1	<b>1</b>	1	0	<b>2</b>	0	0	0	540
11:00	2	341	139	2	3	<b>5</b>	0	0	0	1	1	0	<b>3</b>	497
12	2	346	127	7	7	1	0	1	1	0	1	0	0	493
13:00	6	345	<b>142</b>	3	<b>5</b>	1	0	1	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	1	506
14:00	3	<b>379</b>	136	<b>8</b>	3	<b>2</b>	0	1	1	1	0	0	0	<b>534</b>
15:00	5	344	118	5	6	2	0	1	0	0	0	1	1	483
16:00	5	355	120	5	2	2	1	<b>3</b>	0	1	0	0	0	494
17:00	5	352	130	0	6	0	<b>2</b>	2	0	1	0	0	1	499
18:00	<b>7</b>	267	106	1	4	2	0	1	0	0	0	0	<b>2</b>	390
19:00	3	199	73	1	4	0	1	0	0	0	1	0	0	282
20:00	2	137	61	0	2	0	0	1	1	0	0	0	0	204
21:00	7	124	61	0	0	0	0	0	0	0	0	0	0	192
22:00	3	81	27	0	1	0	0	1	1	0	0	0	0	114
23:00	0	29	16	0	0	0	0	0	1	0	0	0	0	46
Total	72	5027	2080	69	73	20	5	17	6	9	4	2	10	7394
Percent	1,0%	68,0%	28,1%	0,9%	1,0%	0,3%	0,1%	0,2%	0,1%	0,1%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	09:00	08:00	08:00	11:00	10:00	09:00	08:00	10:00	08:00		11:00	08:00
Vol.	7	426	172	18	9	5	1	2	1	2	1		3	630
PM Peak	18:00	14:00	13:00	14:00	12:00	14:00	17:00	16:00	12:00	13:00	12:00	13:00	18:00	14:00
Vol.	7	379	142	8	7	2	2	3	1	1	1	1	2	534



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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	12	7	0	0	0	0	0	0	0	0	0	0	19
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
02:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
04:00	0	7	8	0	0	1	0	0	0	0	0	0	0	16
05:00	1	56	21	1	0	0	0	0	1	0	0	0	0	80
06:00	2	144	97	3	2	0	0	1	0	0	0	0	1	250
07:00	6	296	156	8	6	2	1	2	0	1	2	0	0	480
08:00	<b>8</b>	<b>428</b>	<b>179</b>	<b>17</b>	6	<b>7</b>	1	<b>4</b>	1	0	2	0	0	<b>653</b>
09:00	7	353	149	7	3	5	<b>2</b>	2	2	0	1	0	1	532
10:00	7	370	145	2	<b>8</b>	2	1	2	0	0	0	0	1	538
11:00	4	371	142	5	7	1	1	3	<b>3</b>	0	0	0	0	537
12	9	318	139	3	6	3	0	3	0	0	0	0	0	481
13:00	8	<b>397</b>	<b>107</b>	9	4	<b>1</b>	0	0	1	0	<b>2</b>	0	0	529
14:00	<b>17</b>	374	139	<b>13</b>	5	2	0	2	<b>3</b>	0	1	0	0	<b>556</b>
15:00	2	360	133	7	6	2	0	3	0	0	0	0	0	513
16:00	5	364	127	6	<b>7</b>	1	<b>1</b>	0	1	0	0	0	<b>1</b>	513
17:00	8	353	89	0	2	0	0	3	0	0	0	0	0	455
18:00	7	339	123	1	2	0	0	<b>5</b>	0	0	0	0	0	477
19:00	7	246	88	1	3	0	0	1	0	0	0	0	1	347
20:00	6	193	73	0	3	1	0	0	0	0	0	0	0	276
21:00	2	211	69	0	0	0	0	1	1	0	0	0	0	284
22:00	2	131	50	0	0	0	0	0	1	0	0	0	0	184
23:00	1	55	16	0	0	0	0	1	0	0	0	0	0	73
Total	109	5397	2065	83	70	28	7	33	14	1	8	0	5	7820
Percent	1,4%	69,0%	26,4%	1,1%	0,9%	0,4%	0,1%	0,4%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	08:00	08:00	10:00	08:00	09:00	08:00	11:00	07:00	07:00		06:00	08:00
Vol.	8	428	179	17	8	7	2	4	3	1	2		1	653
PM Peak	14:00	13:00	12:00	14:00	16:00	12:00	16:00	18:00	14:00		13:00		16:00	14:00
Vol.	17	397	139	13	7	3	1	5	3		2		1	556

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06:25.16	0	28	18	0	0	0	0	0	1	0	0	0	0	47
01:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
02:00	0	11	7	0	0	0	0	0	0	0	0	0	1	19
03:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
04:00	1	12	6	0	1	0	0	0	0	0	0	0	0	20
05:00	0	39	12	1	0	0	0	1	0	0	0	0	0	53
06:00	1	77	37	2	1	0	0	2	0	0	0	0	0	120
07:00	4	161	72	2	3	0	0	1	1	0	0	0	0	244
08:00	5	269	119	2	3	0	0	0	0	1	0	0	0	399
09:00	8	364	135	2	4	0	0	1	0	0	0	0	1	515
10:00	11	396	136	2	2	0	1	2	0	2	1	0	2	555
11:00	8	398	131	0	4	1	0	4	0	0	0	0	0	546
12	8	390	133	2	3	0	0	2	0	0	1	0	0	539
13:00	8	454	121	3	6	1	1	4	0	0	0	0	0	598
14:00	10	400	124	3	2	1	0	0	0	0	0	0	0	540
15:00	15	444	137	2	5	1	0	1	0	0	0	0	0	605
16:00	8	412	116	1	4	0	0	1	0	0	0	0	0	542
17:00	13	350	121	0	2	0	0	2	0	1	0	0	0	489
18:00	10	411	141	1	2	0	0	2	0	0	0	0	0	567
19:00	7	333	102	0	2	0	0	4	0	0	0	0	0	448
20:00	11	304	117	0	4	1	0	1	1	0	0	0	0	439
21:00	3	272	89	0	0	0	0	0	0	0	0	0	0	364
22:00	4	150	52	1	1	0	0	1	0	0	0	0	0	209
23:00	2	70	28	0	0	0	0	0	0	0	0	0	0	100
Total	137	5780	1966	24	49	5	2	29	3	4	2	0	4	8005
Percent	1,7%	72,2%	24,6%	0,3%	0,6%	0,1%	0,0%	0,4%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	10:00	06:00	09:00	11:00	10:00	11:00	00:00	10:00	10:00		10:00	10:00
Vol.	11	398	136	2	4	1	1	4	1	2	1		2	555
PM Peak	15:00	13:00	18:00	13:00	13:00	13:00	13:00	13:00	20:00	17:00	12:00			15:00
Vol.	15	454	141	3	6	1	1	4	1	1	1			605

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26.16	0	39	18	0	1	0	0	0	0	0	0	0	0	58
01:00	1	22	12	0	0	0	0	0	1	0	0	0	0	36
02:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
03:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
04:00	0	12	11	0	0	0	0	0	0	0	0	0	0	23
05:00	1	37	8	0	0	0	0	0	0	0	0	0	0	46
06:00	1	65	19	0	0	0	0	0	0	0	0	0	0	85
07:00	1	76	31	0	2	0	1	1	0	0	0	0	0	112
08:00	3	168	69	2	2	0	0	1	0	0	0	0	0	245
09:00	12	240	107	0	2	1	0	0	0	0	0	0	0	362
10:00	12	363	110	0	0	0	0	2	1	0	0	0	1	489
11:00	14	391	119	0	2	1	1	3	0	1	2	0	0	534
12	13	404	141	0	1	0	1	3	0	0	0	0	0	563
13:00	15	383	122	0	3	0	0	2	0	0	0	0	0	525
14:00	11	349	150	1	4	3	1	5	0	0	0	0	0	524
15:00	8	455	143	1	4	1	1	4	0	0	0	0	0	617
16:00	10	445	157	1	2	0	0	2	0	0	0	0	0	617
17:00	4	454	163	0	5	1	0	7	0	0	1	0	0	635
18:00	0	400	157	0	2	0	0	0	0	0	0	0	0	559
19:00	1	230	77	0	4	0	0	2	0	0	0	0	0	314
20:00	1	147	47	0	0	0	0	0	0	0	0	0	0	195
21:00	0	112	35	0	0	0	1	0	0	0	0	0	0	148
22:00	0	77	24	0	0	0	0	0	0	0	0	0	0	101
23:00	1	29	11	0	0	0	0	0	0	0	0	0	0	41
Total	109	4932	1745	5	34	7	6	32	2	1	3	0	1	6877
Percent	1,6%	71,7%	25,4%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	09:00	07:00	11:00	01:00	11:00	11:00		10:00	11:00
Vol.	14	391	119	2	2	1	1	3	1	1	2		1	534
PM Peak	13:00	15:00	17:00	14:00	17:00	14:00	12:00	17:00			17:00			17:00
Vol.	15	455	163	1	5	3	1	7			1			635

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:27.16	0	21	4	0	1	0	0	0	1	0	0	0	0	27
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
03:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
04:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
05:00	1	58	23	0	1	0	0	0	1	0	0	0	0	84
06:00	0	146	110	2	3	0	0	0	1	2	0	0	0	264
07:00	5	307	176	9	7	0	0	0	0	0	0	0	1	505
08:00	3	427	163	12	5	2	0	2	1	1	0	0	0	616
09:00	5	320	162	7	7	3	0	2	2	2	0	0	0	510
10:00	5	371	153	7	5	1	0	1	0	0	1	0	0	544
11:00	12	342	122	2	3	1	0	4	0	0	0	0	1	487
12	5	317	150	4	3	1	0	0	2	0	0	0	1	483
13:00	6	316	136	3	4	6	0	1	0	0	2	0	1	475
14:00	8	347	139	11	8	2	0	2	1	1	1	0	0	520
15:00	8	362	137	4	3	1	0	1	0	1	0	0	0	517
16:00	3	374	125	10	3	6	2	3	3	1	0	0	0	530
17:00	3	374	127	3	3	3	0	1	1	1	0	0	1	517
18:00	8	275	104	0	3	2	0	5	0	0	0	0	0	397
19:00	1	170	83	0	4	0	0	2	0	0	0	0	0	260
20:00	2	191	74	0	3	0	0	0	1	0	0	0	0	271
21:00	3	142	55	0	0	0	0	0	1	0	0	0	0	201
22:00	0	99	30	0	1	0	0	0	0	0	0	0	0	130
23:00	1	34	16	1	0	0	0	1	0	0	0	0	0	53
Total	79	5022	2108	75	67	28	2	25	15	9	4	0	5	7439
Percent	1,1%	67,5%	28,3%	1,0%	0,9%	0,4%	0,0%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	08:00	07:00	08:00	07:00	09:00		11:00	09:00	06:00	10:00		07:00	08:00
Vol.	12	427	176	12	7	3		4	2	2	1		1	616
PM Peak	14:00	16:00	12:00	14:00	14:00	13:00	16:00	18:00	16:00	14:00	13:00		12:00	16:00
Vol.	8	374	150	11	8	6	2	5	3	1	2		1	530

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:28.16	1	21	11	0	0	0	0	0	0	0	0	0	0	33
01:00	0	10	2	1	0	0	0	0	0	0	0	0	0	13
02:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
03:00	0	8	6	0	0	0	0	0	1	0	0	0	0	15
04:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
05:00	1	55	28	0	0	0	0	0	0	0	0	0	0	84
06:00	0	152	91	2	5	0	0	0	0	3	0	0	0	253
07:00	1	296	174	6	7	2	0	1	0	0	0	0	0	487
08:00	2	390	149	15	11	3	0	3	1	0	1	0	2	577
09:00	1	331	148	5	6	0	0	1	1	0	0	0	1	494
10:00	0	364	130	6	6	3	1	3	1	1	0	0	1	516
11:00	1	339	136	4	6	1	0	2	1	0	0	0	0	490
12	1	365	143	4	5	4	1	2	0	0	0	0	1	526
13:00	5	352	126	6	4	1	0	4	1	1	0	0	0	500
14:00	5	335	135	10	5	0	3	1	2	0	2	0	1	499
15:00	1	348	115	5	3	3	1	1	1	0	2	0	1	481
16:00	3	368	118	1	5	1	1	1	0	0	2	0	2	502
17:00	2	358	110	3	2	1	0	1	1	1	0	0	0	479
18:00	3	275	98	1	3	0	1	0	0	0	1	0	0	382
19:00	3	188	85	0	5	2	0	0	0	0	0	0	0	283
20:00	2	147	73	1	1	0	0	0	0	0	0	0	0	224
21:00	1	137	48	0	0	0	0	0	0	0	0	0	0	186
22:00	1	69	23	0	0	0	0	0	0	0	0	0	0	93
23:00	0	36	11	0	0	0	0	0	0	0	0	0	0	47
Total	34	4964	1969	70	74	21	8	20	10	6	8	0	9	7193
Percent	0,5%	69,0%	27,4%	1,0%	1,0%	0,3%	0,1%	0,3%	0,1%	0,1%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	07:00	08:00	08:00	08:00	10:00	08:00	03:00	06:00	08:00		08:00	08:00
Vol.	2	390	174	15	11	3	1	3	1	3	1		2	577
PM Peak	13:00	16:00	12:00	14:00	12:00	12:00	14:00	13:00	14:00	13:00	14:00		16:00	12:00
Vol.	5	368	143	10	5	4	3	4	2	1	2		2	526

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:29.16	0	14	11	0	0	0	0	0	0	0	0	0	0	25
01:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
02:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
03:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
04:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
05:00	1	69	22	2	0	0	0	1	0	0	0	0	0	95
06:00	3	148	116	1	3	3	<b>1</b>	0	0	0	0	0	0	275
07:00	3	299	<b>173</b>	4	<b>9</b>	<b>6</b>	0	1	<b>1</b>	0	0	0	0	496
08:00	3	<b>363</b>	158	<b>10</b>	6	1	0	0	1	0	0	0	<b>2</b>	<b>544</b>
09:00	5	334	141	4	5	2	0	1	0	0	0	0	0	492
10:00	4	331	118	3	5	1	0	1	0	0	0	0	0	463
11:00	<b>7</b>	348	121	4	9	4	0	<b>4</b>	0	0	0	0	1	498
12	6	347	148	3	4	2	0	0	0	0	1	0	2	513
13:00	5	342	<b>140</b>	2	<b>6</b>	1	0	0	<b>1</b>	1	<b>0</b>	0	<b>0</b>	498
14:00	<b>9</b>	342	120	<b>7</b>	3	2	<b>1</b>	1	1	<b>2</b>	0	0	1	489
15:00	2	317	114	3	4	<b>3</b>	1	<b>3</b>	1	0	0	0	0	448
16:00	5	387	126	5	3	2	0	3	0	1	1	0	1	534
17:00	5	<b>404</b>	141	1	2	0	1	2	0	0	0	0	1	<b>557</b>
18:00	4	307	139	2	2	1	0	1	1	0	0	0	1	458
19:00	8	194	87	2	3	0	0	0	0	0	0	0	2	296
20:00	3	164	66	1	1	1	0	1	0	0	0	0	0	237
21:00	8	149	47	0	3	1	1	1	0	0	0	0	0	210
22:00	0	116	37	1	1	2	0	0	0	0	0	0	0	157
23:00	0	47	12	0	0	1	0	0	1	0	0	0	0	61
Total	81	5057	2061	55	69	33	5	20	7	4	2	0	11	7405
Percent	1,1%	68,3%	27,8%	0,7%	0,9%	0,4%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	08:00	07:00	08:00	07:00	07:00	06:00	11:00	07:00				08:00	08:00
Vol.	7	363	173	10	9	6	1	4	1				2	544
PM Peak	14:00	17:00	12:00	14:00	13:00	15:00	14:00	15:00	13:00	14:00	12:00		12:00	17:00
Vol.	9	404	148	7	6	3	1	3	1	2	1		2	557

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.30.16	1	26	13	0	0	0	0	0	1	0	0	0	0	41
01:00	1	16	5	1	3	0	0	0	0	0	0	0	0	26
02:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
03:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
04:00	0	12	7	1	0	1	0	0	0	0	0	0	0	21
05:00	1	59	26	0	0	0	0	0	0	0	0	0	0	86
06:00	4	160	96	1	2	0	0	0	0	0	0	0	0	263
07:00	4	271	<b>157</b>	3	6	1	<b>1</b>	1	0	<b>1</b>	<b>1</b>	0	0	446
08:00	2	385	137	<b>6</b>	6	1	0	<b>4</b>	<b>2</b>	0	0	0	0	543
09:00	5	308	141	4	6	0	0	4	1	0	1	0	0	470
10:00	6	348	126	2	<b>7</b>	1	0	1	2	0	1	0	0	494
11:00	<b>7</b>	<b>405</b>	141	3	4	<b>2</b>	0	2	0	0	0	0	0	<b>564</b>
12	10	388	163	3	7	3	0	2	0	0	0	0	0	576
13:00	<b>9</b>	<b>431</b>	<b>129</b>	1	4	3	0	2	<b>1</b>	1	1	0	0	<b>582</b>
14:00	9	376	138	4	<b>9</b>	2	0	1	1	0	<b>2</b>	0	<b>2</b>	544
15:00	9	408	148	<b>5</b>	3	2	2	<b>3</b>	1	1	0	0	0	582
16:00	7	390	148	0	4	<b>5</b>	<b>3</b>	3	0	<b>2</b>	0	0	1	563
17:00	4	400	141	1	5	0	0	0	0	1	1	0	0	553
18:00	5	350	115	1	3	0	0	1	0	0	1	0	0	476
19:00	9	241	94	1	3	0	0	3	0	1	0	0	0	352
20:00	5	211	74	1	1	0	0	1	0	0	0	0	0	293
21:00	2	193	81	1	0	0	0	1	1	0	0	0	0	279
22:00	1	124	53	1	1	0	0	0	1	0	0	0	0	181
23:00	0	72	24	0	0	0	0	0	0	0	0	0	0	96
Total	101	5588	2165	40	74	21	6	29	11	7	8	0	3	8053
Percent	1,3%	69,4%	26,9%	0,5%	0,9%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,0%	
AM Peak	11:00	11:00	07:00	08:00	10:00	11:00	07:00	08:00	08:00	07:00	07:00			11:00
Vol.	7	405	157	6	7	2	1	4	2	1	1			564
PM Peak	12:00	13:00	12:00	15:00	14:00	16:00	16:00	15:00	13:00	16:00	14:00		14:00	13:00
Vol.	10	431	163	5	9	5	3	3	1	2	2		2	582

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WB

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07:01.16	1	47	12	0	0	1	0	0	1	0	1	0	0	63
01:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
02:00	0	12	11	0	1	0	0	0	0	0	0	0	0	24
03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
04:00	1	12	5	0	0	0	0	0	1	0	0	0	0	19
05:00	0	29	9	1	2	2	0	0	0	0	0	0	0	43
06:00	0	73	32	0	1	0	0	0	1	0	0	0	0	107
07:00	2	108	51	1	1	1	0	1	0	0	0	0	0	165
08:00	0	175	72	0	2	2	0	0	1	0	0	0	0	252
09:00	6	246	96	1	3	0	1	1	0	0	0	0	0	354
10:00	0	248	116	0	2	0	0	0	0	0	0	0	0	366
11:00	3	<b>344</b>	<b>148</b>	1	4	1	0	0	0	1	0	0	0	<b>502</b>
12	2	366	143	2	1	0	0	0	1	0	0	0	0	515
13:00	1	335	136	1	2	0	0	0	0	0	0	0	0	475
14:00	1	<b>381</b>	<b>150</b>	1	3	0	0	1	0	0	0	0	0	<b>537</b>
15:00	2	332	131	1	5	0	0	0	0	0	0	0	0	471
16:00	0	306	101	0	4	1	0	0	0	0	0	0	0	412
17:00	0	294	128	0	2	1	0	1	0	0	0	0	0	426
18:00	2	282	121	0	2	1	0	0	0	0	0	0	0	408
19:00	0	251	106	0	2	0	0	1	0	0	0	0	0	360
20:00	0	178	63	0	3	0	0	0	0	0	0	0	1	245
21:00	1	186	75	0	0	0	0	1	0	0	0	0	0	263
22:00	0	118	45	0	0	0	0	0	0	0	0	0	0	163
23:00	3	104	46	0	0	0	0	0	2	0	0	0	0	155
Total	25	4453	1805	9	40	10	1	6	7	1	1	0	1	6359
Percent	0,4%	70,0%	28,4%	0,1%	0,6%	0,2%	0,0%	0,1%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	05:00	11:00	05:00	09:00	07:00	00:00	11:00	00:00			11:00
Vol.	6	344	148	1	4	2	1	1	1	1	1			502
PM Peak	23:00	14:00	14:00	12:00	15:00	16:00		14:00	23:00				20:00	14:00
Vol.	3	381	150	2	5	1		1	2				1	537



**Accu-Traffic Inc.**  
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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02.16	0	38	15	0	0	0	0	0	0	0	0	0	0	53
01:00	1	28	14	0	0	0	0	0	0	0	0	0	0	43
02:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27
03:00	0	10	9	0	0	0	0	0	0	0	0	0	0	19
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:00	0	37	15	0	1	0	0	0	0	0	0	0	0	53
06:00	0	72	29	0	0	0	0	0	0	0	0	0	0	101
07:00	1	142	56	1	3	0	0	0	0	0	0	0	0	203
08:00	5	278	93	2	3	2	0	0	1	1	0	0	0	385
09:00	8	382	141	1	3	1	0	1	0	1	0	0	0	538
10:00	14	455	174	0	1	1	0	2	0	0	0	0	0	647
11:00	11	451	125	0	4	1	0	2	1	0	1	0	0	596
12	9	470	144	1	3	0	0	2	0	0	1	0	0	630
13:00	7	399	146	1	2	0	0	1	0	0	0	0	0	556
14:00	7	461	140	0	2	0	0	6	0	0	0	0	0	616
15:00	13	420	110	1	4	1	0	1	1	0	0	0	0	551
16:00	14	406	129	1	5	2	0	2	0	0	0	0	0	559
17:00	6	475	170	1	2	1	0	0	0	0	0	0	0	655
18:00	14	470	134	0	2	0	1	0	0	0	0	1	0	622
19:00	8	366	138	0	2	0	0	1	0	0	0	0	0	515
20:00	4	285	95	0	2	0	0	1	0	0	0	0	0	387
21:00	8	252	71	0	2	0	0	1	0	0	0	0	0	334
22:00	3	161	68	0	1	0	0	1	0	0	0	0	0	234
23:00	0	81	28	1	0	0	0	0	0	0	0	0	0	110
Total	133	6167	2056	10	42	9	1	21	3	2	2	1	0	8447
Percent	1,6%	73,0%	24,3%	0,1%	0,5%	0,1%	0,0%	0,2%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	10:00	10:00	08:00	11:00	08:00		10:00	08:00	08:00	11:00			10:00
Vol.	14	455	174	2	4	2		2	1	1	1			647
PM Peak	16:00	17:00	17:00	12:00	16:00	16:00	18:00	14:00	15:00		12:00	18:00		17:00
Vol.	14	475	170	1	5	2	1	6	1		1	1		655

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	1	57	17	0	0	0	0	1	0	0	0	0	0	76
01:00	1	26	16	0	0	0	0	0	1	0	0	0	0	44
02:00	1	26	8	0	0	0	0	0	0	0	0	0	0	35
03:00	1	16	10	0	0	0	0	0	0	0	0	0	0	27
04:00	1	14	11	0	0	0	0	0	0	0	0	0	0	26
05:00	0	29	16	0	0	0	0	0	0	0	0	0	0	45
06:00	0	61	19	0	0	0	0	0	0	0	0	0	0	80
07:00	1	91	30	0	4	0	0	1	0	0	0	0	0	127
08:00	2	165	57	1	3	1	0	1	0	0	0	0	0	230
09:00	1	252	105	0	2	0	0	0	0	0	0	0	0	360
10:00	10	321	111	0	1	0	0	0	0	0	1	0	0	444
11:00	7	392	125	0	3	1	1	1	0	0	0	0	0	530
12	12	443	130	0	1	1	1	2	0	0	0	0	0	590
13:00	18	414	150	1	0	0	0	3	0	0	1	0	0	587
14:00	17	404	134	0	2	1	1	2	0	0	0	0	0	561
15:00	15	499	161	0	4	3	0	3	0	0	0	0	2	687
16:00	16	494	161	0	2	1	0	3	0	0	1	0	0	678
17:00	12	455	179	0	4	1	0	3	0	1	0	0	0	655
18:00	9	397	146	0	3	1	0	4	2	0	0	0	0	562
19:00	9	325	112	0	2	0	0	2	0	0	0	0	0	450
20:00	2	281	103	0	1	0	0	1	0	0	1	0	0	389
21:00	3	250	62	0	0	0	0	1	0	0	0	0	0	316
22:00	0	97	39	0	0	0	0	0	0	0	0	0	0	136
23:00	1	36	18	0	0	0	0	0	1	0	0	0	0	56
Total	140	5545	1920	2	32	10	3	28	4	1	4	0	2	7691
Percent	1,8%	72,1%	25,0%	0,0%	0,4%	0,1%	0,0%	0,4%	0,1%	0,0%	0,1%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	08:00	07:00	08:00	11:00	00:00	01:00		10:00			11:00
Vol.	10	392	125	1	4	1	1	1	1		1			530
PM Peak	13:00	15:00	17:00	13:00	15:00	15:00	12:00	18:00	18:00	17:00	13:00		15:00	15:00
Vol.	18	499	179	1	4	3	1	4	2	1	1		2	687

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Site Code: 1  
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 Mosley Street West of 58th Street

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	1	24	8	0	0	0	0	0	0	0	0	0	0	33
01:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
04:00	0	10	8	0	0	0	0	0	1	0	0	0	0	19
05:00	2	58	28	1	1	1	0	0	1	0	0	0	0	92
06:00	2	143	101	2	2	0	0	0	0	0	0	0	1	251
07:00	4	286	153	2	5	0	0	5	0	0	1	0	0	456
08:00	3	365	143	4	2	4	0	1	0	1	1	0	0	524
09:00	5	354	137	4	3	2	0	4	0	0	1	0	0	510
10:00	4	376	143	6	2	2	0	1	0	0	1	0	0	535
11:00	9	373	156	2	3	3	0	1	1	0	0	0	0	548
12	6	370	168	2	3	4	0	4	0	0	0	0	0	557
13:00	13	312	114	2	3	2	0	2	1	0	0	0	0	449
14:00	8	401	133	3	2	3	0	1	1	0	0	0	2	554
15:00	5	383	134	1	3	3	1	2	0	0	0	0	1	533
16:00	10	435	151	2	2	7	0	1	2	1	0	0	0	611
17:00	13	370	128	0	2	2	0	0	0	0	0	0	0	515
18:00	8	297	97	0	2	1	0	0	0	0	1	0	1	407
19:00	7	238	95	1	5	0	0	1	0	0	0	0	0	347
20:00	5	203	86	1	3	0	0	1	2	0	0	0	0	301
21:00	2	159	72	0	1	0	0	0	1	0	0	0	0	235
22:00	1	80	20	0	0	0	0	0	0	0	0	0	0	101
23:00	0	34	11	1	0	0	0	0	0	0	0	0	0	46
Total	108	5302	2096	34	44	34	1	24	10	2	5	0	5	7665
Percent	1,4%	69,2%	27,3%	0,4%	0,6%	0,4%	0,0%	0,3%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	10:00	11:00	10:00	07:00	08:00		07:00	04:00	08:00	07:00		06:00	11:00
Vol.	9	376	156	6	5	4		5	1	1	1		1	548
PM Peak	13:00	16:00	12:00	14:00	19:00	16:00	15:00	12:00	16:00	16:00	18:00		14:00	16:00
Vol.	13	435	168	3	5	7	1	4	2	1	1		2	611

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05:16	0	21	9	0	0	0	0	0	0	0	0	0	0	30
01:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
02:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
04:00	1	15	15	0	0	0	0	0	1	0	0	0	0	32
05:00	1	56	28	3	0	2	0	0	0	0	0	0	0	90
06:00	1	159	100	1	2	0	0	0	0	1	0	0	1	265
07:00	8	296	148	5	6	0	0	1	1	0	1	0	0	466
08:00	7	365	163	3	9	0	0	1	1	2	1	0	1	553
09:00	5	325	140	2	4	2	1	0	0	0	0	0	0	479
10:00	6	387	128	6	6	5	0	1	0	1	0	0	1	541
11:00	6	347	128	2	3	8	0	4	1	0	0	0	0	499
12	5	393	134	2	3	1	0	5	2	1	2	0	0	548
13:00	6	379	148	4	4	4	0	2	0	0	1	0	2	550
14:00	5	439	143	2	4	1	0	3	1	0	0	0	1	599
15:00	9	407	166	2	2	2	1	3	2	2	2	0	0	598
16:00	6	417	147	6	2	1	1	5	1	1	1	0	0	588
17:00	0	370	112	0	4	1	1	2	0	0	0	0	0	490
18:00	6	366	122	0	2	0	0	0	0	0	0	0	0	496
19:00	6	232	77	2	2	0	0	1	0	1	0	0	0	321
20:00	4	203	66	0	1	1	0	0	1	0	0	0	0	276
21:00	3	164	67	0	1	0	0	2	1	0	0	0	0	238
22:00	0	93	30	2	0	0	0	0	1	0	0	0	0	126
23:00	1	35	13	0	0	0	0	0	1	0	0	0	0	50
Total	86	5496	2092	42	55	28	4	30	15	9	8	0	6	7871
Percent	1,1%	69,8%	26,6%	0,5%	0,7%	0,4%	0,1%	0,4%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	07:00	10:00	08:00	10:00	08:00	11:00	09:00	11:00	01:00	08:00	07:00		06:00	08:00
Vol.	8	387	163	6	9	8	1	4	1	2	1		1	553
PM Peak	15:00	14:00	15:00	16:00	13:00	13:00	15:00	12:00	12:00	15:00	12:00		13:00	14:00
Vol.	9	439	166	6	4	4	1	5	2	2	2		2	599

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07.06.16	0	24	9	0	0	0	0	0	0	0	0	0	0	33
01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	11	6	1	0	0	0	0	0	0	0	0	0	18
04:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
05:00	1	61	27	1	2	1	0	1	1	0	0	0	0	95
06:00	3	143	104	0	1	1	0	1	0	0	0	0	0	253
07:00	<b>6</b>	<b>311</b>	<b>161</b>	<b>4</b>	<b>7</b>	<b>3</b>	0	2	2	0	0	0	0	496
08:00	4	366	160	2	2	2	<b>1</b>	1	1	0	0	0	<b>2</b>	541
09:00	6	329	129	3	<b>8</b>	1	0	<b>3</b>	1	0	<b>1</b>	0	2	483
10:00	3	<b>394</b>	133	3	6	2	0	2	0	0	0	0	1	<b>544</b>
11:00	6	270	104	1	1	2	0	3	<b>3</b>	0	0	0	1	391
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	1935	845	15	28	12	1	13	8	0	1	0	6	2893
Percent	1,0%	66,9%	29,2%	0,5%	1,0%	0,4%	0,0%	0,4%	0,3%	0,0%	0,0%	0,0%	0,2%	
AM Peak	07:00	10:00	07:00	07:00	09:00	07:00	08:00	09:00	11:00		09:00		08:00	10:00
Vol.	6	394	161	4	8	3	1	3	3		1		2	544
PM Peak														
Vol.														
Grand Total	1479	85041	32851	761	904	347	63	391	155	70	79	3	101	122245
Percent	1,2%	69,6%	26,9%	0,6%	0,7%	0,3%	0,1%	0,3%	0,1%	0,1%	0,1%	0,0%	0,1%	

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EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:20:16	1	31	12	0	1	0	0	0	1	0	0	0	0	46
01:00	1	17	6	0	1	0	0	0	0	0	0	0	0	25
02:00	0	9	7	0	1	0	0	0	0	0	0	0	0	17
03:00	1	8	9	1	0	0	0	0	1	0	0	0	0	20
04:00	1	27	8	0	0	0	0	0	1	0	0	0	0	37
05:00	1	84	37	1	1	0	0	1	1	0	0	0	0	126
06:00	4	223	130	5	6	3	0	0	1	0	0	0	0	372
07:00	8	412	254	12	6	0	0	3	<b>3</b>	0	0	0	0	698
08:00	7	<b>693</b>	<b>302</b>	<b>20</b>	12	<b>4</b>	0	4	2	<b>3</b>	0	<b>1</b>	0	<b>1048</b>
09:00	11	602	265	15	5	4	2	1	0	0	<b>2</b>	0	1	908
10:00	14	589	290	4	<b>14</b>	4	0	<b>6</b>	2	0	2	0	0	925
11:00	<b>15</b>	639	256	5	5	4	<b>3</b>	2	1	0	1	0	<b>3</b>	934
12	15	676	309	9	10	6	0	8	0	1	0	0	3	1037
13:00	<b>12</b>	610	278	6	<b>9</b>	<b>6</b>	1	<b>1</b>	0	<b>1</b>	0	0	<b>1</b>	925
14:00	5	658	299	<b>17</b>	5	6	1	6	1	0	<b>2</b>	0	1	1001
15:00	4	784	296	17	10	3	<b>3</b>	8	1	0	0	<b>1</b>	1	1128
16:00	8	<b>804</b>	310	15	6	2	1	2	0	0	1	0	1	<b>1150</b>
17:00	1	698	<b>323</b>	2	4	3	1	2	1	0	1	0	0	1036
18:00	2	493	193	0	6	0	0	1	0	0	0	0	0	695
19:00	7	384	153	1	6	0	0	1	0	0	0	0	0	552
20:00	3	262	107	1	2	0	1	0	1	0	0	0	0	377
21:00	4	221	91	0	2	0	0	0	<b>2</b>	0	0	0	0	320
22:00	1	117	56	0	0	1	0	0	0	0	0	0	0	175
23:00	0	69	19	1	0	0	0	0	0	0	0	0	0	89
Total	126	9110	4010	132	112	46	13	46	19	5	9	2	11	13641
Percent	0,9%	66,8%	29,4%	1,0%	0,8%	0,3%	0,1%	0,3%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	08:00	08:00	08:00	10:00	08:00	11:00	10:00	07:00	08:00	09:00	08:00	11:00	08:00
Vol.	15	693	302	20	14	4	3	6	3	3	2	1	3	1048
PM Peak	12:00	16:00	17:00	14:00	12:00	12:00	15:00	12:00	21:00	12:00	14:00	15:00	12:00	16:00
Vol.	15	804	323	17	10	6	3	8	2	1	2	1	3	1150

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**67 Richmond Street, Suite 407,**  
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**Tel: 1- 416-910-0171 Fax: 1-888-711-3125**  
**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	24	7	0	0	0	0	0	0	0	0	0	0	31
01:00	1	22	9	0	0	0	0	0	0	0	0	0	0	32
02:00	0	14	11	0	0	0	0	0	1	0	0	0	0	26
03:00	0	9	6	0	1	0	0	0	2	1	0	0	0	19
04:00	0	23	19	1	2	0	0	0	0	0	0	0	0	45
05:00	3	76	35	1	0	0	0	0	0	1	0	0	0	116
06:00	3	204	151	2	4	0	0	0	2	0	0	0	0	366
07:00	9	467	256	12	8	10	1	2	2	0	1	0	1	769
08:00	5	612	268	<b>28</b>	12	11	0	2	2	<b>3</b>	<b>2</b>	0	0	<b>945</b>
09:00	<b>13</b>	552	<b>281</b>	13	14	<b>14</b>	0	<b>4</b>	<b>4</b>	1	2	0	1	899
10:00	10	581	270	7	<b>18</b>	10	1	2	0	0	2	0	1	902
11:00	11	<b>625</b>	259	9	7	3	<b>2</b>	2	3	2	0	<b>1</b>	<b>4</b>	928
12	12	682	306	5	7	5	0	4	5	3	0	0	2	1031
13:00	16	655	290	12	7	<b>5</b>	1	4	<b>4</b>	<b>2</b>	1	0	<b>2</b>	999
14:00	9	725	305	15	<b>13</b>	2	0	<b>6</b>	0	0	0	0	1	1076
15:00	16	738	322	<b>19</b>	6	3	1	4	0	1	<b>2</b>	0	1	1113
16:00	15	774	<b>329</b>	12	6	1	<b>2</b>	3	0	2	0	0	2	<b>1146</b>
17:00	15	<b>789</b>	323	0	2	4	0	2	2	0	1	0	0	1138
18:00	<b>18</b>	543	233	1	8	0	0	2	2	1	0	0	0	808
19:00	7	369	174	1	2	3	1	3	1	0	1	0	0	562
20:00	8	291	135	0	3	0	0	2	0	0	0	0	0	439
21:00	1	268	119	0	2	0	0	1	1	0	0	0	0	392
22:00	2	158	84	0	2	0	0	0	0	0	0	0	0	246
23:00	0	90	31	0	1	1	0	0	0	0	0	0	0	123
Total	174	9291	4223	138	125	72	9	43	31	17	12	1	15	14151
Percent	1,2%	65,7%	29,8%	1,0%	0,9%	0,5%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	09:00	11:00	09:00	08:00	10:00	09:00	11:00	09:00	09:00	08:00	08:00	11:00	11:00	08:00
Vol.	13	625	281	28	18	14	2	4	4	3	2	1	4	945
PM Peak	18:00	17:00	16:00	15:00	14:00	12:00	16:00	14:00	12:00	12:00	15:00		12:00	16:00
Vol.	18	789	329	19	13	5	2	6	5	3	2		2	1146

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22:16	0	48	17	0	2	0	0	0	1	0	0	0	0	68
01:00	1	19	7	0	0	0	0	0	0	0	0	0	0	27
02:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
03:00	0	17	13	0	0	0	0	0	0	0	0	0	0	30
04:00	0	19	9	1	0	0	0	0	1	0	0	0	0	30
05:00	2	69	41	1	0	0	0	0	1	0	0	0	0	114
06:00	6	222	149	3	4	1	0	1	0	0	0	0	1	387
07:00	11	457	248	13	7	1	0	4	1	1	0	0	2	745
08:00	<b>13</b>	<b>657</b>	<b>291</b>	<b>21</b>	7	2	1	0	0	<b>2</b>	0	0	2	996
09:00	3	542	282	17	<b>10</b>	5	<b>2</b>	<b>5</b>	3	2	<b>3</b>	0	<b>3</b>	877
10:00	13	596	274	17	10	<b>8</b>	1	4	4	2	1	0	2	932
11:00	13	<b>689</b>	268	12	9	5	1	2	<b>7</b>	1	1	0	1	<b>1009</b>
12:00	12	637	285	8	5	5	1	5	3	0	1	0	1	963
13:00	7	609	273	7	<b>15</b>	4	0	<b>3</b>	<b>1</b>	0	<b>0</b>	0	<b>4</b>	923
14:00	10	686	300	13	14	3	0	3	0	0	1	0	0	1030
15:00	13	771	285	<b>19</b>	4	<b>6</b>	<b>3</b>	3	2	0	1	0	1	1108
16:00	<b>14</b>	<b>773</b>	<b>349</b>	19	10	6	0	2	0	1	0	0	2	<b>1176</b>
17:00	9	752	348	1	8	1	1	5	1	<b>2</b>	0	0	0	1128
18:00	12	488	216	1	7	0	1	2	1	0	0	0	0	728
19:00	8	394	176	1	5	0	0	0	1	0	1	0	0	586
20:00	4	279	146	0	4	1	0	1	1	0	0	0	0	436
21:00	4	290	112	1	1	0	0	0	0	0	0	0	0	408
22:00	3	174	65	0	1	0	0	0	0	0	0	0	0	243
23:00	2	83	20	2	1	1	0	0	2	0	0	0	0	111
Total	160	9284	4179	157	124	49	11	40	30	11	9	0	19	14073
Percent	1,1%	66,0%	29,7%	1,1%	0,9%	0,3%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	08:00	11:00	08:00	08:00	09:00	10:00	09:00	09:00	11:00	08:00	09:00		09:00	11:00
Vol.	13	689	291	21	10	8	2	5	7	2	3		3	1009
PM Peak	16:00	16:00	16:00	15:00	13:00	15:00	15:00	12:00	12:00	17:00	12:00		13:00	16:00
Vol.	14	773	349	19	15	6	3	5	3	2	1		4	1176



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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23.16	0	35	15	0	0	0	0	0	0	0	0	0	0	50
01:00	1	13	14	0	0	0	0	0	0	0	0	0	0	28
02:00	0	11	10	0	0	0	0	0	0	0	0	0	1	22
03:00	0	14	6	1	0	0	0	0	0	0	0	0	0	21
04:00	0	18	14	0	1	1	0	0	0	0	0	0	0	34
05:00	1	75	40	0	1	1	0	1	0	0	0	0	0	119
06:00	4	242	159	2	3	0	0	1	1	0	0	0	0	412
07:00	<b>10</b>	498	258	17	10	4	0	2	0	0	0	0	0	799
08:00	8	641	289	<b>26</b>	<b>17</b>	3	1	2	<b>2</b>	1	<b>1</b>	0	1	992
09:00	7	588	<b>304</b>	15	12	4	0	<b>4</b>	1	1	0	0	1	937
10:00	8	655	299	10	12	2	<b>2</b>	3	2	<b>2</b>	1	0	1	997
11:00	7	<b>676</b>	300	5	10	<b>9</b>	0	1	0	1	1	0	<b>3</b>	<b>1013</b>
12	6	666	304	8	12	5	0	3	2	0	1	0	0	1007
13:00	10	661	301	6	8	2	0	1	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	994
14:00	12	711	282	12	<b>15</b>	5	0	2	2	1	1	0	0	1043
15:00	11	761	293	<b>21</b>	13	3	0	5	1	1	0	1	1	1111
16:00	<b>18</b>	<b>818</b>	331	10	9	<b>7</b>	1	<b>9</b>	0	1	1	0	0	<b>1205</b>
17:00	13	793	<b>341</b>	0	14	2	<b>2</b>	5	0	1	0	0	1	1172
18:00	12	569	235	2	6	2	0	1	0	1	0	0	2	830
19:00	9	425	190	3	6	1	2	0	0	0	1	0	0	637
20:00	8	321	145	0	4	1	0	1	2	0	0	0	0	482
21:00	11	257	119	1	3	0	0	0	1	0	0	0	0	392
22:00	3	182	66	0	4	0	0	1	1	0	0	0	0	257
23:00	0	84	31	0	0	1	0	0	1	0	0	0	0	117
Total	159	9714	4346	139	160	53	8	42	17	11	7	2	13	14671
Percent	1,1%	66,2%	29,6%	0,9%	1,1%	0,4%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	07:00	11:00	09:00	08:00	08:00	11:00	10:00	09:00	08:00	10:00	08:00		11:00	11:00
Vol.	10	676	304	26	17	9	2	4	2	2	1		3	1013
PM Peak	16:00	16:00	17:00	15:00	14:00	16:00	17:00	16:00	12:00	13:00	12:00	13:00	13:00	16:00
Vol.	18	818	341	21	15	7	2	9	2	1	1	1	2	1205

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EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.24.16	0	29	12	0	0	0	0	0	2	0	0	0	0	43
01:00	0	11	9	0	0	0	0	0	1	0	0	0	0	21
02:00	0	13	7	0	0	0	1	0	0	0	0	0	0	21
03:00	0	16	5	1	0	0	0	0	0	0	0	0	0	22
04:00	0	16	13	0	0	1	0	0	1	0	0	0	0	31
05:00	1	82	38	1	0	1	0	1	2	0	0	0	0	126
06:00	3	196	138	5	4	0	0	4	0	0	0	0	1	351
07:00	7	451	256	14	11	3	2	<b>6</b>	1	1	<b>2</b>	0	0	754
08:00	13	673	292	<b>24</b>	12	<b>9</b>	<b>5</b>	6	1	0	2	<b>1</b>	1	1039
09:00	10	591	286	18	9	7	2	6	3	0	1	0	1	934
10:00	<b>16</b>	682	314	6	<b>15</b>	7	2	5	2	0	1	0	<b>2</b>	1052
11:00	10	<b>721</b>	<b>322</b>	10	10	2	1	6	<b>4</b>	<b>2</b>	0	0	1	<b>1089</b>
12	31	702	355	7	12	6	1	12	2	3	0	0	0	1131
13:00	21	796	<b>289</b>	14	<b>9</b>	<b>2</b>	0	<b>4</b>	2	<b>1</b>	<b>2</b>	0	0	1140
14:00	<b>33</b>	746	325	<b>18</b>	12	5	0	10	<b>4</b>	2	2	0	<b>2</b>	1159
15:00	17	835	320	17	11	6	1	9	0	1	1	0	1	1219
16:00	19	<b>855</b>	319	16	11	2	<b>2</b>	5	1	0	1	0	1	<b>1232</b>
17:00	17	845	281	2	5	0	1	7	1	0	0	0	0	1159
18:00	16	651	268	1	5	1	1	6	0	0	1	0	0	950
19:00	15	472	201	1	6	0	0	1	0	0	0	0	1	697
20:00	9	447	168	2	4	1	0	1	0	1	0	0	0	633
21:00	5	387	153	0	2	0	0	1	3	0	0	0	1	552
22:00	2	230	110	0	1	0	0	0	1	0	0	0	0	344
23:00	3	141	56	0	0	1	0	1	1	0	0	0	0	203
Total	248	10588	4537	157	139	54	19	91	32	11	13	1	12	15902
Percent	1,6%	66,6%	28,5%	1,0%	0,9%	0,3%	0,1%	0,6%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	11:00	08:00	10:00	08:00	08:00	07:00	11:00	11:00	07:00	08:00	10:00	11:00
Vol.	16	721	322	24	15	9	5	6	4	2	2	1	2	1089
PM Peak	14:00	16:00	12:00	14:00	12:00	12:00	16:00	12:00	14:00	12:00	13:00		14:00	16:00
Vol.	33	855	355	18	12	6	2	12	4	3	2		2	1232

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EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
	06:25:16	1	56	44	0	1	0	0	0	1	0	0	0	0	103
	01:00	0	42	12	0	0	0	0	0	0	0	0	0	0	54
	02:00	0	35	16	0	1	0	0	0	1	0	0	0	1	54
	03:00	0	16	18	0	0	0	0	0	0	0	0	0	0	34
	04:00	1	23	12	0	1	0	0	0	0	0	0	0	0	37
	05:00	0	59	17	1	0	0	0	2	1	0	0	0	0	80
	06:00	3	109	64	3	2	0	0	3	0	0	0	0	0	184
	07:00	6	284	136	3	5	0	0	3	1	0	0	0	0	438
	08:00	11	488	214	3	6	0	0	1	0	1	0	0	0	724
	09:00	16	672	315	<b>5</b>	<b>7</b>	0	0	2	<b>2</b>	0	0	<b>1</b>	1	1021
	10:00	18	805	313	4	6	0	<b>1</b>	7	0	<b>2</b>	<b>1</b>	0	<b>2</b>	1159
	11:00	<b>27</b>	<b>887</b>	<b>324</b>	4	7	<b>4</b>	0	<b>13</b>	0	2	0	0	0	<b>1268</b>
	12	22	888	338	6	5	6	1	13	0	0	1	0	0	1280
	13:00	30	<b>911</b>	<b>321</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>12</b>	0	0	<b>0</b>	0	0	<b>1293</b>
	14:00	23	854	299	4	6	3	0	5	0	0	0	0	0	1194
	15:00	<b>35</b>	892	292	3	7	1	0	4	0	<b>1</b>	1	0	0	1236
	16:00	11	838	270	2	8	1	0	1	0	0	0	0	0	1131
	17:00	22	655	269	0	5	0	0	3	0	1	0	0	0	955
	18:00	18	684	249	1	6	0	0	3	0	0	1	0	0	962
	19:00	16	562	221	0	5	0	0	5	<b>1</b>	0	0	0	0	810
	20:00	22	529	224	0	5	1	0	1	1	0	0	0	0	783
	21:00	8	481	164	0	2	0	0	1	0	1	0	0	0	657
	22:00	6	282	112	1	1	0	0	1	0	0	0	0	0	403
	23:00	7	165	63	0	0	0	0	0	0	0	0	0	0	235
	Total	303	11217	4307	46	96	18	3	80	8	8	4	1	4	16095
	Percent	1,9%	69,7%	26,8%	0,3%	0,6%	0,1%	0,0%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
	AM Peak	11:00	11:00	11:00	09:00	09:00	11:00	10:00	11:00	09:00	10:00	10:00	09:00	10:00	11:00
	Vol.	27	887	324	5	7	4	1	13	2	2	1	1	2	1268
	PM Peak	15:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	19:00	15:00	12:00			13:00
	Vol.	35	911	338	6	10	6	1	13	1	1	1			1293

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06.26.16	1	92	42	0	1	0	0	0	1	0	0	0	0	137
01:00	2	58	34	0	1	1	0	0	1	0	0	0	0	97
02:00	0	42	19	1	0	0	0	0	0	0	0	0	0	62
03:00	0	26	7	0	0	0	0	0	0	0	0	0	0	33
04:00	0	22	19	0	0	0	0	0	0	0	0	0	0	41
05:00	1	55	14	0	0	0	0	2	0	0	0	0	0	72
06:00	1	94	41	0	1	0	0	1	0	0	0	0	0	138
07:00	4	136	75	0	4	0	1	1	1	0	0	0	1	223
08:00	8	304	150	3	3	0	1	2	1	0	0	0	0	472
09:00	22	475	224	1	6	1	0	1	0	0	0	0	0	730
10:00	21	669	250	0	1	1	0	4	1	0	1	0	1	949
11:00	<b>28</b>	<b>828</b>	<b>295</b>	1	5	2	2	9	0	1	2	0	0	<b>1173</b>
12	22	898	316	1	1	0	1	8	0	0	0	0	0	1247
13:00	<b>34</b>	<b>823</b>	<b>303</b>	1	4	0	2	6	0	0	0	0	0	<b>1173</b>
14:00	33	724	279	4	8	4	1	6	0	0	0	0	0	1059
15:00	12	834	278	1	8	1	1	5	0	0	0	0	0	1140
16:00	15	758	281	1	4	0	0	5	0	0	0	0	0	1064
17:00	9	728	287	0	8	2	1	8	0	1	1	0	0	1045
18:00	1	641	254	0	5	0	0	0	0	0	0	0	0	901
19:00	1	411	169	0	7	1	0	2	0	0	0	0	0	591
20:00	1	275	100	0	1	0	0	0	0	0	0	0	0	377
21:00	0	200	83	0	2	1	1	0	0	0	0	0	0	287
22:00	2	144	47	0	1	0	0	0	1	0	0	0	0	195
23:00	1	58	26	0	0	0	0	0	0	0	0	0	0	85
Total	219	9295	3593	14	71	14	11	60	6	2	4	0	2	13291
Percent	1,6%	69,9%	27,0%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	11:00	11:00	11:00	00:00	11:00	11:00		07:00	11:00
Vol.	28	828	295	3	6	2	2	9	1	1	2		1	1173
PM Peak	13:00	12:00	12:00	14:00	14:00	14:00	13:00	12:00	22:00	17:00	17:00			12:00
Vol.	34	898	316	4	8	4	2	8	1	1	1			1247

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**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:27.16	0	55	14	0	2	0	0	0	1	0	0	0	0	72
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
03:00	0	18	11	0	0	0	0	0	1	0	0	0	0	30
04:00	0	22	9	0	0	0	0	0	2	0	0	0	0	33
05:00	2	78	40	0	1	2	0	0	2	1	0	0	0	126
06:00	0	197	154	3	6	0	0	0	2	<b>3</b>	0	0	0	365
07:00	10	454	264	14	<b>11</b>	0	<b>2</b>	2	<b>3</b>	1	0	0	1	762
08:00	5	680	285	18	9	<b>5</b>	0	3	2	2	0	0	1	1010
09:00	9	563	298	<b>21</b>	8	4	0	2	2	2	0	0	0	909
10:00	6	714	<b>333</b>	10	8	3	1	5	2	0	<b>1</b>	0	0	1083
11:00	<b>18</b>	<b>749</b>	299	8	10	5	0	<b>6</b>	1	1	0	0	<b>3</b>	<b>1100</b>
12	14	690	327	6	8	4	0	2	3	0	0	0	2	1056
13:00	14	651	308	4	10	9	0	5	2	1	<b>3</b>	0	<b>1</b>	1008
14:00	10	698	298	<b>19</b>	<b>17</b>	4	0	4	2	1	1	0	0	1054
15:00	13	764	316	15	7	4	0	3	0	<b>2</b>	2	0	0	1126
16:00	11	<b>826</b>	<b>331</b>	19	7	<b>12</b>	<b>3</b>	<b>9</b>	<b>4</b>	1	0	0	0	<b>1223</b>
17:00	11	820	325	3	11	6	0	4	1	2	0	0	2	1185
18:00	<b>17</b>	567	232	2	8	2	0	5	1	0	0	0	0	834
19:00	2	390	183	0	8	0	0	3	3	0	0	0	0	589
20:00	5	354	165	0	5	0	0	0	2	1	0	0	0	532
21:00	4	312	120	0	1	0	0	1	1	0	0	0	0	439
22:00	0	170	67	0	1	0	0	0	0	0	0	0	0	238
23:00	1	63	33	1	0	0	0	1	0	0	0	0	0	99
Total	152	9852	4424	143	138	60	6	55	37	18	7	0	10	14902
Percent	1,0%	66,1%	29,7%	1,0%	0,9%	0,4%	0,0%	0,4%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	07:00	08:00	07:00	11:00	07:00	06:00	10:00		11:00	11:00
Vol.	18	749	333	21	11	5	2	6	3	3	1		3	1100
PM Peak	18:00	16:00	16:00	14:00	14:00	16:00	16:00	16:00	16:00	15:00	13:00		12:00	16:00
Vol.	17	826	331	19	17	12	3	9	4	2	3		2	1223

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:28.16	1	40	23	1	0	0	0	0	0	0	0	0	0	65
01:00	1	21	15	1	0	0	0	0	2	0	0	0	0	40
02:00	0	17	11	0	0	0	0	0	0	0	0	0	0	28
03:00	0	9	9	0	0	0	0	0	1	0	0	0	0	19
04:00	0	29	12	0	1	0	0	0	0	0	0	0	0	42
05:00	2	84	44	0	0	2	0	0	1	0	0	0	0	133
06:00	0	213	124	4	9	0	0	0	0	4	0	0	3	357
07:00	1	438	282	11	9	4	0	3	1	0	1	0	0	750
08:00	4	611	250	21	20	6	1	5	1	0	1	0	4	924
09:00	3	565	273	15	15	3	0	1	2	0	0	0	1	878
10:00	8	605	256	9	14	5	2	5	2	2	0	0	1	909
11:00	2	659	282	9	13	2	0	5	2	0	0	0	1	975
12	5	696	294	8	9	7	1	5	1	0	0	0	1	1027
13:00	8	691	286	12	9	4	0	4	3	1	0	0	0	1018
14:00	9	696	331	13	10	3	3	2	3	0	3	0	1	1074
15:00	4	755	318	12	6	4	2	5	1	1	4	0	1	1113
16:00	7	829	305	4	14	1	1	3	1	0	2	0	2	1169
17:00	6	825	324	4	6	4	0	3	1	1	1	0	0	1175
18:00	4	560	248	2	9	0	1	0	1	0	1	0	0	826
19:00	5	377	185	1	10	4	0	0	0	0	0	0	0	582
20:00	4	309	148	1	3	0	1	0	0	0	0	0	0	466
21:00	3	306	124	0	3	0	0	0	1	0	0	0	0	437
22:00	2	145	71	0	0	0	0	0	0	0	0	0	0	218
23:00	1	78	36	0	0	0	0	0	0	0	0	0	0	115
Total	80	9558	4251	128	160	49	12	41	24	9	13	0	15	14340
Percent	0,6%	66,7%	29,6%	0,9%	1,1%	0,3%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	07:00	08:00	08:00	08:00	10:00	08:00	01:00	06:00	07:00		08:00	11:00
Vol.	8	659	282	21	20	6	2	5	2	4	1		4	975
PM Peak	14:00	16:00	14:00	14:00	16:00	12:00	14:00	12:00	13:00	13:00	15:00		16:00	17:00
Vol.	9	829	331	13	14	7	3	5	3	1	4		2	1175

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.29.16	1	44	22	0	0	0	0	0	0	0	0	0	0	67
01:00	0	28	11	0	0	0	0	0	0	0	0	0	0	39
02:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
03:00	0	14	13	0	1	0	0	0	0	0	0	0	0	28
04:00	0	21	14	0	0	0	0	0	1	0	0	0	0	36
05:00	1	93	40	2	1	2	0	1	<b>2</b>	<b>1</b>	0	0	0	143
06:00	3	217	156	2	7	5	<b>1</b>	2	0	1	0	0	0	394
07:00	7	442	257	8	13	6	0	3	1	0	0	0	0	737
08:00	6	598	<b>282</b>	<b>15</b>	13	4	1	2	2	1	0	0	<b>2</b>	926
09:00	8	582	278	14	12	5	0	2	1	0	0	0	1	903
10:00	11	606	255	8	10	6	1	1	0	1	0	0	0	899
11:00	<b>13</b>	<b>667</b>	263	5	<b>15</b>	<b>8</b>	1	<b>8</b>	1	0	0	0	1	<b>982</b>
12	12	690	313	10	13	7	1	6	1	1	2	0	2	1058
13:00	14	657	335	8	<b>16</b>	<b>3</b>	0	2	2	<b>3</b>	<b>1</b>	0	<b>0</b>	1041
14:00	14	716	310	<b>11</b>	8	6	1	2	2	3	0	0	1	1074
15:00	5	663	264	10	6	4	<b>2</b>	8	<b>3</b>	0	0	0	1	966
16:00	14	836	354	9	13	3	0	<b>9</b>	0	1	1	0	1	1241
17:00	12	<b>846</b>	<b>369</b>	5	5	2	1	3	1	0	1	0	1	<b>1246</b>
18:00	11	584	274	4	7	3	0	1	1	0	1	<b>1</b>	1	888
19:00	<b>15</b>	448	208	2	7	1	0	1	0	0	0	0	2	684
20:00	9	355	162	1	4	4	0	1	0	0	0	0	0	536
21:00	13	415	148	0	5	2	1	1	1	0	1	0	0	587
22:00	3	209	91	1	1	2	0	0	1	0	0	0	0	308
23:00	1	109	58	0	2	2	0	0	1	0	0	0	0	173
Total	173	9853	4485	115	159	75	10	53	21	12	7	1	13	14977
Percent	1,2%	65,8%	29,9%	0,8%	1,1%	0,5%	0,1%	0,4%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	08:00	08:00	11:00	11:00	06:00	11:00	05:00	05:00			08:00	11:00
Vol.	13	667	282	15	15	8	1	8	2	1			2	982
PM Peak	19:00	17:00	17:00	14:00	13:00	12:00	15:00	16:00	15:00	13:00	12:00	18:00	12:00	17:00
Vol.	15	846	369	11	16	7	2	9	3	3	2	1	2	1246

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 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06.30.16	3	58	27	0	0	0	0	0	2	0	0	0	0	90
01:00	2	27	15	1	4	0	0	0	0	0	0	0	0	49
02:00	0	16	8	0	0	0	0	0	0	0	0	0	0	24
03:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
04:00	1	26	13	1	0	1	0	0	0	0	0	0	0	42
05:00	1	87	36	0	0	1	0	0	0	0	0	0	0	125
06:00	6	223	130	3	4	1	0	1	1	1	0	0	0	370
07:00	6	411	260	5	11	1	2	1	2	1	1	0	0	701
08:00	3	621	252	12	13	4	0	5	2	0	0	0	0	912
09:00	10	574	281	5	13	0	2	6	1	1	1	0	0	894
10:00	13	674	283	4	14	4	0	5	3	1	1	0	1	1003
11:00	10	785	297	6	13	4	0	3	1	1	0	1	1	1122
12	16	824	340	4	11	3	0	6	1	1	0	0	0	1206
13:00	23	805	318	5	7	7	1	7	1	1	1	0	0	1176
14:00	20	778	322	8	18	4	0	8	2	1	2	0	3	1166
15:00	17	893	366	11	11	2	2	6	1	1	2	0	0	1312
16:00	18	886	361	1	13	6	4	8	0	2	0	0	2	1301
17:00	12	810	342	2	8	1	0	5	0	1	1	0	0	1182
18:00	17	678	261	2	4	1	1	3	0	0	1	0	0	968
19:00	14	546	237	1	6	1	0	5	1	2	0	0	0	813
20:00	16	499	214	1	3	0	1	1	1	0	0	0	0	736
21:00	4	435	200	2	2	0	0	3	1	0	0	0	0	647
22:00	4	247	127	1	2	1	1	0	1	0	0	0	0	384
23:00	1	161	76	0	1	0	0	0	1	0	0	0	0	240
Total	217	11074	4773	75	158	42	14	73	22	14	10	1	7	16480
Percent	1,3%	67,2%	29,0%	0,5%	1,0%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	08:00	10:00	08:00	07:00	09:00	10:00	06:00	07:00	11:00	10:00	11:00
Vol.	13	785	297	12	14	4	2	6	3	1	1	1	1	1122
PM Peak	13:00	15:00	15:00	15:00	14:00	13:00	16:00	14:00	14:00	16:00	14:00		14:00	15:00
Vol.	23	893	366	11	18	7	4	8	2	2	2		3	1312



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EB, WB														
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07:01.16	2	91	37	0	0	1	0	0	<b>3</b>	0	<b>1</b>	0	0	135
01:00	0	42	11	0	2	0	0	0	0	0	0	0	0	55
02:00	1	22	19	0	1	0	0	0	0	0	0	0	0	43
03:00	0	21	12	0	0	0	0	0	0	0	0	0	0	33
04:00	1	27	13	0	0	0	0	0	2	0	0	0	0	43
05:00	0	50	13	<b>1</b>	2	2	0	0	0	0	0	0	0	68
06:00	1	109	53	0	2	0	0	0	1	0	0	0	0	166
07:00	4	186	119	1	3	1	0	<b>2</b>	1	0	0	0	0	317
08:00	1	331	145	0	<b>6</b>	2	0	0	1	0	0	<b>1</b>	0	487
09:00	<b>7</b>	447	220	1	6	1	<b>1</b>	2	0	0	0	0	0	685
10:00	0	491	273	0	5	0	0	1	2	0	0	0	0	772
11:00	5	<b>629</b>	<b>327</b>	1	6	<b>4</b>	0	1	1	<b>1</b>	0	0	0	<b>975</b>
12	4	719	309	3	5	0	1	1	1	0	0	1	0	1044
13:00	2	<b>705</b>	308	<b>3</b>	4	1	<b>0</b>	<b>2</b>	0	0	<b>1</b>	<b>0</b>	0	1026
14:00	<b>5</b>	703	<b>341</b>	2	<b>8</b>	0	0	2	0	0	0	0	0	<b>1061</b>
15:00	2	685	319	1	8	0	0	0	0	<b>1</b>	0	0	0	1016
16:00	4	643	246	0	8	1	0	2	0	0	0	0	0	904
17:00	1	634	252	0	6	1	0	1	0	0	0	0	0	895
18:00	2	519	225	0	6	<b>2</b>	0	2	0	0	0	0	<b>1</b>	757
19:00	4	489	212	0	5	0	0	2	0	0	0	0	0	712
20:00	2	368	158	0	4	0	0	1	0	0	1	0	1	535
21:00	2	367	168	0	1	2	0	1	0	0	0	0	0	541
22:00	0	282	132	0	0	0	0	0	1	0	0	0	0	415
23:00	3	236	121	0	1	0	0	0	<b>2</b>	0	0	0	0	363
Total	53	8796	4033	13	89	18	2	20	15	2	3	2	2	13048
Percent	0,4%	67,4%	30,9%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	05:00	08:00	11:00	09:00	07:00	00:00	11:00	00:00	08:00		11:00
Vol.	7	629	327	1	6	4	1	2	3	1	1	1		975
PM Peak	14:00	12:00	14:00	12:00	14:00	18:00	12:00	13:00	23:00	15:00	13:00	12:00	18:00	14:00
Vol.	5	719	341	3	8	2	1	2	2	1	1	1	1	1061

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07:02:16	2	93	47	0	0	0	0	0	1	0	0	0	0	143
01:00	2	53	31	0	0	0	0	0	0	0	0	0	0	86
02:00	0	50	20	0	0	0	0	0	0	0	0	0	0	70
03:00	0	24	21	0	0	0	0	0	0	0	0	0	0	45
04:00	0	19	12	0	1	0	0	0	0	0	0	0	0	32
05:00	0	60	27	0	1	0	0	0	0	0	0	0	0	88
06:00	0	113	53	0	0	0	0	0	0	0	0	0	0	166
07:00	2	251	100	1	<b>6</b>	0	0	0	0	0	0	0	0	360
08:00	11	483	213	<b>3</b>	5	<b>4</b>	0	2	1	<b>1</b>	0	0	0	723
09:00	20	678	314	2	5	4	0	3	0	1	0	0	0	1027
10:00	23	901	<b>388</b>	3	4	1	0	8	1	0	0	<b>1</b>	0	1330
11:00	<b>26</b>	<b>1015</b>	358	1	6	2	0	<b>19</b>	<b>2</b>	1	<b>1</b>	0	0	<b>1431</b>
12	27	1080	345	2	7	4	0	11	0	0	1	0	0	1477
13:00	24	<b>966</b>	<b>374</b>	<b>3</b>	4	<b>3</b>	<b>2</b>	<b>13</b>	0	<b>3</b>	<b>0</b>	0	<b>1</b>	<b>1393</b>
14:00	<b>28</b>	974	361	1	4	3	0	8	0	1	1	0	1	1382
15:00	26	864	309	2	<b>10</b>	2	0	6	<b>1</b>	0	1	0	0	1221
16:00	22	809	299	2	8	3	0	7	1	0	0	0	0	1151
17:00	13	832	297	3	4	2	0	2	0	0	1	0	0	1154
18:00	21	784	286	1	6	0	1	1	0	0	1	<b>1</b>	0	1102
19:00	10	646	242	0	5	0	0	1	1	0	0	0	0	905
20:00	14	529	207	0	6	0	0	2	0	0	0	0	0	758
21:00	13	456	167	0	7	0	0	1	0	0	0	0	0	644
22:00	4	305	139	0	1	0	0	1	0	0	0	0	1	451
23:00	1	180	67	1	0	1	0	0	0	0	0	0	0	250
Total	289	12165	4677	25	90	29	3	85	8	7	6	2	3	17389
Percent	1,7%	70,0%	26,9%	0,1%	0,5%	0,2%	0,0%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	10:00	08:00	07:00	08:00		11:00	11:00	08:00	11:00	10:00		11:00
Vol.	26	1015	388	3	6	4		19	2	1	1	1		1431
PM Peak	14:00	12:00	13:00	13:00	15:00	12:00	13:00	13:00	15:00	13:00	12:00	18:00	13:00	12:00
Vol.	28	1080	374	3	10	4	2	13	1	3	1	1	1	1477

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03:16	3	111	42	0	0	0	0	1	0	0	0	0	0	157
01:00	2	51	29	0	0	0	0	0	1	0	0	0	0	83
02:00	1	43	23	0	0	0	0	0	0	0	0	0	0	67
03:00	1	30	26	0	0	0	0	0	0	0	0	0	0	57
04:00	1	26	16	0	0	0	0	1	0	0	0	0	0	44
05:00	0	43	31	0	0	0	0	0	0	0	0	0	0	74
06:00	0	104	33	0	0	0	0	0	1	0	0	0	0	138
07:00	1	155	72	0	7	1	0	2	0	0	0	0	0	238
08:00	8	283	117	1	7	1	0	3	1	0	0	0	0	421
09:00	5	489	225	0	5	0	0	1	0	0	0	0	0	725
10:00	16	657	284	1	4	1	0	5	0	0	1	0	0	969
11:00	<b>22</b>	<b>865</b>	<b>316</b>	1	4	1	1	8	0	0	0	1	0	<b>1219</b>
12	30	912	310	0	4	4	1	5	0	1	0	0	1	1268
13:00	35	<b>848</b>	<b>328</b>	2	1	1	0	6	0	0	1	0	0	<b>1222</b>
14:00	<b>39</b>	816	300	0	3	1	2	5	0	0	0	0	0	1166
15:00	34	850	309	0	7	3	0	6	0	1	0	0	3	1213
16:00	22	859	304	0	3	2	0	9	0	0	1	0	0	1200
17:00	22	732	281	0	6	2	0	4	1	1	0	0	0	1049
18:00	15	649	241	1	5	1	0	4	2	0	0	1	0	919
19:00	15	512	227	0	4	0	0	2	0	0	0	0	0	760
20:00	10	492	165	0	2	0	0	1	0	0	1	0	0	671
21:00	9	399	120	0	1	0	0	1	1	0	0	0	1	532
22:00	2	177	84	0	0	0	0	0	0	0	0	0	0	263
23:00	1	90	30	0	0	0	0	0	1	0	0	0	0	122
Total	294	10193	3913	6	63	18	4	64	8	3	4	2	5	14577
Percent	2,0%	69,9%	26,8%	0,0%	0,4%	0,1%	0,0%	0,4%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	07:00	11:00	11:00	01:00		10:00	11:00		11:00
Vol.	22	865	316	1	7	1	1	8	1		1	1		1219
PM Peak	14:00	12:00	13:00	13:00	15:00	12:00	14:00	16:00	18:00	12:00	13:00	18:00	15:00	12:00
Vol.	39	912	328	2	7	4	2	9	2	1	1	1	3	1268

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	3	58	23	0	1	0	0	0	0	0	0	0	0	85
01:00	0	19	9	0	0	0	0	0	0	0	0	0	0	28
02:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
03:00	0	16	13	0	0	0	0	0	0	0	0	0	0	29
04:00	0	25	12	0	0	0	0	0	2	0	0	0	0	39
05:00	2	83	49	1	1	1	0	0	1	0	0	0	0	138
06:00	3	203	145	2	4	3	0	0	2	1	1	0	1	365
07:00	5	406	242	5	9	0	0	7	1	0	2	1	0	678
08:00	7	575	249	7	5	9	1	3	2	2	1	0	0	861
09:00	10	589	274	9	7	5	0	5	1	0	1	0	0	901
10:00	8	704	296	7	6	3	1	1	0	0	1	0	0	1027
11:00	18	811	368	5	7	6	1	5	1	0	1	0	0	1223
12	12	792	366	5	5	7	0	7	1	0	0	0	0	1195
13:00	17	637	257	4	6	4	0	3	1	1	0	0	0	930
14:00	26	798	345	7	6	5	0	4	2	0	0	0	4	1197
15:00	14	785	369	5	7	5	1	7	0	1	0	0	1	1195
16:00	19	871	369	5	11	8	0	4	2	2	0	0	1	1292
17:00	25	836	331	1	8	3	0	2	0	0	0	0	0	1206
18:00	13	618	238	0	8	1	0	0	0	0	1	0	1	880
19:00	18	453	216	2	8	0	0	3	0	0	0	0	0	700
20:00	14	366	171	1	5	0	0	2	2	0	0	0	0	561
21:00	5	311	134	0	2	0	0	0	2	0	0	0	0	454
22:00	2	166	60	2	0	0	0	1	0	0	0	0	0	231
23:00	1	87	30	1	0	0	0	0	0	0	0	0	0	119
Total	222	10225	4570	69	106	60	4	54	20	7	8	1	8	15354
Percent	1,4%	66,6%	29,8%	0,4%	0,7%	0,4%	0,0%	0,4%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	09:00	07:00	08:00	08:00	07:00	04:00	08:00	07:00	07:00	06:00	11:00
Vol.	18	811	368	9	9	9	1	7	2	2	2	1	1	1223
PM Peak	14:00	16:00	15:00	14:00	16:00	16:00	15:00	12:00	14:00	16:00	18:00		14:00	16:00
Vol.	26	871	369	7	11	8	1	7	2	2	1		4	1292

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05:16	1	50	24	0	1	0	0	0	0	0	0	0	0	76
01:00	2	18	11	0	1	0	0	0	2	0	0	0	0	34
02:00	1	20	10	0	0	0	0	0	1	0	0	0	0	32
03:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
04:00	1	29	20	0	1	0	0	0	1	0	0	0	0	52
05:00	1	76	43	4	1	3	0	0	0	0	0	0	0	128
06:00	2	214	143	4	3	3	0	0	1	2	1	0	1	374
07:00	9	422	244	7	9	2	2	1	2	1	1	0	1	701
08:00	10	565	279	7	16	0	2	2	2	3	1	0	1	888
09:00	6	562	282	5	12	4	1	1	0	0	1	0	0	874
10:00	10	734	292	7	8	8	0	2	1	1	0	0	1	1064
11:00	14	748	330	3	7	11	0	9	2	0	0	0	0	1124
12	15	847	353	4	5	7	0	8	3	1	2	0	0	1245
13:00	15	758	319	6	8	8	0	3	0	0	1	1	3	1122
14:00	16	833	338	5	13	4	1	3	1	1	0	0	1	1216
15:00	16	866	333	4	8	4	1	6	2	2	2	0	0	1244
16:00	10	865	343	8	4	2	1	8	1	1	1	0	1	1245
17:00	13	844	335	2	7	4	2	5	0	0	0	0	0	1212
18:00	12	711	252	1	4	2	0	1	0	0	0	0	1	984
19:00	9	448	178	2	2	0	0	1	1	1	0	0	0	642
20:00	6	435	150	0	3	2	0	0	1	0	0	0	0	597
21:00	9	354	156	1	2	0	0	5	1	0	0	0	0	528
22:00	2	179	76	2	1	0	0	0	2	0	0	0	0	262
23:00	3	97	36	0	1	0	0	0	1	0	0	0	0	138
Total	183	10688	4552	72	117	64	10	55	25	13	10	1	10	15800
Percent	1,2%	67,6%	28,8%	0,5%	0,7%	0,4%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	07:00	08:00	11:00	07:00	11:00	01:00	08:00	06:00		06:00	11:00
Vol.	14	748	330	7	16	11	2	9	2	3	1		1	1124
PM Peak	14:00	15:00	12:00	16:00	14:00	13:00	17:00	12:00	12:00	15:00	12:00	13:00	13:00	12:00
Vol.	16	866	353	8	13	8	2	8	3	2	2	1	3	1245

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Site Code: 1  
 Station ID: MC28  
 Mosley Street West of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	1	62	20	0	0	0	0	0	0	0	0	0	0	83
01:00	1	30	11	1	0	0	0	0	0	0	0	0	0	43
02:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
03:00	0	16	11	1	0	0	0	0	0	0	0	0	0	28
04:00	0	21	10	0	1	0	0	0	1	0	0	0	0	33
05:00	1	83	42	1	3	1	0	1	2	0	0	0	0	134
06:00	3	201	139	2	3	1	0	1	0	0	0	0	1	351
07:00	7	455	250	5	10	4	0	3	2	<b>1</b>	0	0	0	737
08:00	6	601	277	3	4	5	1	2	<b>3</b>	0	0	0	2	904
09:00	7	595	263	3	<b>14</b>	2	<b>3</b>	<b>7</b>	2	1	1	0	<b>4</b>	902
10:00	8	<b>732</b>	<b>290</b>	<b>11</b>	13	<b>6</b>	0	3	1	0	0	0	1	<b>1065</b>
11:00	<b>14</b>	545	230	1	6	4	1	4	3	0	<b>2</b>	0	2	812
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	3355	1549	28	54	23	5	21	14	2	3	0	10	5112
Percent	0,9%	65,6%	30,3%	0,5%	1,1%	0,4%	0,1%	0,4%	0,3%	0,0%	0,1%	0,0%	0,2%	
AM Peak	11:00	10:00	10:00	10:00	09:00	10:00	09:00	09:00	08:00	07:00	11:00		09:00	10:00
Vol.	14	732	290	11	14	6	3	7	3	1	2		4	1065
PM Peak														
Vol.														
Grand Total	3100	164258	70422	1457	1961	744	144	923	337	152	129	17	159	243803
Percent	1,3%	67,4%	28,9%	0,6%	0,8%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,1%	

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	1	49	18	0	0	0	0	0	<b>2</b>	0	0	0	0	70
01:00	0	27	7	0	2	0	0	0	0	0	0	0	0	36
02:00	1	11	5	0	0	0	0	0	0	0	0	0	0	17
03:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
04:00	0	20	8	0	0	0	0	0	1	0	0	0	0	29
05:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33
06:00	1	44	23	0	1	0	0	0	0	0	0	0	0	69
07:00	1	103	64	0	2	0	0	0	1	0	0	0	0	171
08:00	1	198	71	0	<b>4</b>	<b>1</b>	0	<b>2</b>	0	0	0	0	0	277
09:00	<b>2</b>	232	132	0	3	1	0	2	0	0	0	0	0	372
10:00	0	290	152	0	3	0	0	0	2	0	0	0	0	447
11:00	1	<b>334</b>	<b>168</b>	0	3	1	0	1	2	0	0	0	0	<b>510</b>
12	2	413	151	1	3	1	1	2	0	0	0	0	0	574
13:00	0	<b>409</b>	157	<b>2</b>	2	<b>2</b>	<b>0</b>	<b>3</b>	0	0	0	0	0	<b>575</b>
14:00	2	365	168	2	<b>5</b>	0	0	1	0	0	0	0	0	543
15:00	0	391	<b>175</b>	0	4	0	0	1	<b>1</b>	0	0	0	0	572
16:00	<b>3</b>	390	111	0	4	0	0	2	0	0	0	0	0	510
17:00	3	379	105	0	5	0	0	0	0	0	0	0	0	492
18:00	0	258	92	0	5	0	0	2	0	0	0	0	<b>1</b>	358
19:00	1	268	105	0	3	0	0	1	0	0	0	0	0	378
20:00	2	218	84	0	0	0	0	0	0	0	0	0	0	304
21:00	1	201	84	0	0	1	0	0	0	0	0	0	0	287
22:00	2	178	78	0	0	0	0	0	1	0	0	0	0	259
23:00	0	144	61	0	0	0	0	0	0	0	0	0	0	205
Total	24	4965	2030	5	49	7	1	17	10	0	0	0	1	7109
Percent	0,3%	69,8%	28,6%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00		08:00	08:00		08:00	00:00					11:00
Vol.	2	334	168		4	1		2	2					510
PM Peak	16:00	12:00	15:00	13:00	14:00	13:00	12:00	13:00	15:00				18:00	13:00
Vol.	3	413	175	2	5	2	1	3	1				1	575

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	2	62	29	0	0	0	0	0	1	0	0	0	0	94
01:00	1	31	13	0	0	0	0	0	0	0	0	0	0	45
02:00	0	31	10	0	0	0	0	0	0	0	0	0	0	41
03:00	0	20	8	0	0	0	0	0	0	0	0	0	0	28
04:00	0	10	10	0	0	0	0	0	0	0	0	0	0	20
05:00	0	33	10	0	0	0	0	0	0	0	0	0	0	43
06:00	1	58	22	0	0	0	0	0	0	0	0	0	0	81
07:00	0	126	41	0	3	0	0	0	0	0	0	0	0	170
08:00	4	239	116	2	3	0	0	1	0	0	0	0	0	365
09:00	9	344	176	1	3	2	0	0	0	0	0	0	0	535
10:00	3	533	166	2	1	0	0	6	1	0	1	1	0	714
11:00	6	606	204	1	3	2	0	1	0	0	1	0	0	824
12	10	630	176	0	1	1	0	3	0	0	0	0	1	822
13:00	15	594	166	2	1	1	0	1	0	0	0	0	1	781
14:00	16	596	169	0	3	0	0	6	0	1	1	0	0	792
15:00	9	515	181	1	6	1	0	3	0	0	0	0	0	716
16:00	10	474	140	1	3	0	0	1	0	0	0	0	0	629
17:00	8	396	103	1	3	1	0	1	0	0	0	0	1	514
18:00	9	350	124	1	4	2	0	0	0	0	0	0	0	490
19:00	2	324	82	0	1	0	0	0	1	0	0	0	0	410
20:00	9	282	100	0	4	0	0	1	0	0	0	0	0	396
21:00	3	236	91	0	2	0	0	0	0	0	0	0	0	332
22:00	0	177	60	0	0	0	0	1	0	0	0	0	0	238
23:00	1	105	36	0	1	0	0	0	0	0	0	0	0	143
Total	118	6772	2233	12	42	10	0	25	3	1	3	1	3	9223
Percent	1,3%	73,4%	24,2%	0,1%	0,5%	0,1%	0,0%	0,3%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	08:00	07:00	09:00		10:00	00:00		10:00	10:00		11:00
Vol.	9	606	204	2	3	2		6	1		1	1		824
PM Peak	14:00	12:00	15:00	13:00	15:00	18:00		14:00	19:00	14:00	14:00		12:00	12:00
Vol.	16	630	181	2	6	2		6	1	1	1		1	822



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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07.03.16	1	60	23	0	0	0	0	0	0	0	0	0	0	84
01:00	1	33	10	0	0	0	0	0	0	0	0	0	0	44
02:00	0	25	9	0	0	0	0	0	0	0	0	0	0	34
03:00	0	26	9	0	0	0	0	0	0	0	0	0	0	35
04:00	0	18	3	0	0	0	0	2	0	0	0	0	0	23
05:00	0	21	15	0	0	0	0	0	0	0	0	0	0	36
06:00	0	50	14	0	0	0	0	0	<b>1</b>	0	0	0	0	65
07:00	0	90	40	0	3	1	0	1	0	0	0	0	0	135
08:00	5	142	55	0	<b>4</b>	0	0	2	1	0	0	0	0	209
09:00	4	301	121	0	3	0	0	1	0	0	0	0	0	430
10:00	6	386	144	<b>1</b>	1	<b>2</b>	0	<b>4</b>	0	0	0	0	0	544
11:00	<b>9</b>	<b>536</b>	<b>166</b>	1	2	0	0	4	0	0	0	<b>2</b>	0	<b>720</b>
12	10	531	138	0	3	0	1	6	1	0	0	0	0	690
13:00	<b>20</b>	<b>507</b>	<b>153</b>	<b>1</b>	<b>2</b>	0	<b>0</b>	<b>3</b>	<b>0</b>	0	0	<b>1</b>	0	<b>687</b>
14:00	16	459	145	0	1	0	0	1	0	<b>1</b>	0	0	0	623
15:00	20	449	113	0	2	0	0	5	0	1	0	0	0	590
16:00	9	406	115	0	2	0	0	4	0	0	0	0	0	536
17:00	7	305	86	0	2	0	0	1	1	0	0	0	<b>1</b>	403
18:00	5	297	82	0	2	0	0	1	0	0	0	0	0	387
19:00	3	235	94	0	2	<b>1</b>	0	1	0	0	0	0	0	336
20:00	7	222	58	0	0	0	0	0	0	0	0	0	0	287
21:00	5	170	53	0	1	0	0	0	1	0	0	0	1	231
22:00	2	105	30	0	0	0	0	0	0	0	0	0	0	137
23:00	0	59	8	0	0	0	0	0	0	0	0	0	0	67
Total	130	5433	1684	3	30	4	1	36	5	2	0	3	2	7333
Percent	1,8%	74,1%	23,0%	0,0%	0,4%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	10:00	08:00	10:00		10:00	06:00			11:00		11:00
Vol.	9	536	166	1	4	2		4	1			2		720
PM Peak	13:00	12:00	13:00	13:00	12:00	19:00	12:00	12:00	12:00	14:00		13:00	17:00	12:00
Vol.	20	531	153	1	3	1	1	6	1	1		1	1	690

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	2	33	15	0	0	0	0	0	0	0	0	0	0	50
01:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
04:00	0	22	4	0	0	0	0	0	1	0	0	0	0	27
05:00	0	34	19	0	0	0	0	0	0	0	0	0	0	53
06:00	0	69	49	0	2	1	0	1	<b>3</b>	<b>2</b>	0	0	0	127
07:00	1	141	87	<b>4</b>	3	2	0	0	1	0	0	0	0	239
08:00	2	265	99	2	3	<b>3</b>	<b>1</b>	<b>2</b>	0	1	0	0	<b>1</b>	379
09:00	3	288	149	4	<b>6</b>	3	1	1	1	0	0	0	0	456
10:00	1	379	155	2	5	1	0	0	1	0	0	0	0	544
11:00	<b>11</b>	<b>509</b>	<b>181</b>	3	5	3	0	2	0	0	<b>1</b>	0	1	<b>716</b>
12	8	499	174	1	1	1	0	4	1	0	0	0	0	689
13:00	5	<b>432</b>	173	2	4	1	0	<b>2</b>	<b>0</b>	<b>1</b>	0	0	<b>1</b>	621
14:00	<b>19</b>	488	177	1	4	1	0	4	1	1	0	0	0	696
15:00	6	469	169	<b>4</b>	5	<b>3</b>	0	3	0	0	0	<b>1</b>	0	660
16:00	6	482	<b>197</b>	2	<b>8</b>	3	0	3	0	1	0	0	0	<b>702</b>
17:00	10	483	169	1	4	0	0	1	0	0	0	0	0	668
18:00	3	359	121	0	4	0	0	0	0	0	0	0	0	487
19:00	8	239	101	1	1	0	0	1	0	0	0	0	0	351
20:00	9	191	64	0	2	0	0	2	0	0	0	0	0	268
21:00	2	173	51	0	1	0	0	0	1	0	0	0	0	228
22:00	1	95	35	1	0	0	0	1	0	0	0	0	0	133
23:00	0	58	14	0	0	0	0	0	0	0	0	0	0	72
Total	97	5734	2214	28	58	22	2	27	10	6	1	1	3	8203
Percent	1,2%	69,9%	27,0%	0,3%	0,7%	0,3%	0,0%	0,3%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	07:00	09:00	08:00	08:00	08:00	06:00	06:00	11:00		08:00	11:00
Vol.	11	509	181	4	6	3	1	2	3	2	1		1	716
PM Peak	14:00	12:00	16:00	15:00	16:00	15:00		12:00	12:00	13:00		15:00	13:00	16:00
Vol.	19	499	197	4	8	3		4	1	1		1	1	702

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05:16	2	36	10	0	0	0	0	0	0	0	0	0	0	48
01:00	1	16	9	0	1	0	0	0	0	0	0	0	0	27
02:00	1	11	5	0	0	0	0	0	1	0	0	0	0	18
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
05:00	0	33	14	2	1	0	0	0	0	0	0	0	0	50
06:00	0	74	49	2	1	2	0	0	0	2	0	0	1	131
07:00	1	169	88	3	3	2	0	0	1	1	0	0	2	270
08:00	5	228	126	4	6	1	1	1	1	1	1	0	0	375
09:00	5	298	129	3	8	1	0	0	0	0	0	0	1	445
10:00	2	418	145	1	4	3	0	0	1	1	0	0	0	575
11:00	5	<b>452</b>	<b>191</b>	3	2	2	0	3	1	1	0	0	0	<b>660</b>
12	11	518	183	0	3	2	0	1	0	0	1	0	0	719
13:00	<b>13</b>	421	169	2	5	2	0	0	0	2	0	0	0	614
14:00	9	473	177	4	6	1	0	1	0	1	0	0	1	673
15:00	6	512	138	0	4	0	0	0	0	0	0	0	1	661
16:00	6	501	174	1	3	0	0	1	0	0	0	1	0	687
17:00	13	<b>529</b>	<b>198</b>	2	4	2	0	0	0	0	0	0	0	<b>748</b>
18:00	6	386	128	0	3	2	0	0	0	0	0	0	0	525
19:00	5	235	91	0	2	0	0	0	0	0	0	0	0	333
20:00	1	243	70	0	2	0	0	1	0	0	0	0	0	317
21:00	7	210	71	1	1	0	0	1	0	0	0	0	0	291
22:00	2	98	41	0	1	0	0	0	1	0	0	0	0	143
23:00	1	71	19	0	1	0	0	0	0	0	0	0	0	92
Total	102	5955	2233	28	62	20	1	9	6	9	2	1	6	8434
Percent	1,2%	70,6%	26,5%	0,3%	0,7%	0,2%	0,0%	0,1%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	08:00	11:00	11:00	08:00	09:00	10:00	08:00	11:00	02:00	06:00	08:00		07:00	11:00
Vol.	5	452	191	4	8	3	1	3	1	2	1		2	660
PM Peak	13:00	17:00	17:00	14:00	14:00	12:00		12:00	22:00	13:00	12:00	16:00	14:00	17:00
Vol.	13	529	198	4	6	2		1	1	2	1	1	1	748

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Site Code: 2  
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 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	0	39	9	0	0	0	0	0	0	0	0	0	0	48
01:00	1	19	6	1	0	0	0	0	0	0	0	0	0	27
02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
03:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
04:00	0	20	5	0	0	0	0	0	1	0	0	0	0	26
05:00	0	26	17	0	2	0	0	0	1	0	0	0	0	46
06:00	0	73	44	2	1	0	0	0	1	0	0	0	0	121
07:00	1	185	91	2	2	0	0	1	0	<b>1</b>	0	0	0	283
08:00	3	290	99	0	3	<b>2</b>	1	<b>3</b>	<b>3</b>	1	0	0	1	406
09:00	2	342	130	0	6	1	<b>2</b>	2	0	1	0	0	<b>2</b>	488
10:00	5	421	152	<b>7</b>	5	1	1	1	2	1	0	0	0	596
11:00	<b>9</b>	<b>465</b>	<b>161</b>	1	<b>8</b>	1	1	3	1	0	0	0	1	<b>651</b>
12	14	466	155	5	5	3	0	1	2	0	1	0	0	652
13:00	<b>5</b>	437	152	<b>2</b>	3	<b>2</b>	0	2	<b>1</b>	<b>1</b>	<b>0</b>	0	1	606
14:00	6	473	169	2	<b>7</b>	1	0	2	1	0	0	0	0	661
15:00	12	436	182	2	3	2	0	2	0	0	1	0	0	640
16:00	6	474	180	2	6	0	0	0	0	0	0	0	0	668
17:00	11	<b>485</b>	<b>185</b>	1	6	1	0	<b>3</b>	0	0	0	0	<b>2</b>	<b>694</b>
18:00	4	315	137	1	5	0	0	1	0	0	0	0	0	463
19:00	5	245	111	0	2	0	0	0	1	0	0	0	0	364
20:00	8	219	74	0	2	1	0	1	2	0	0	0	0	307
21:00	0	203	59	0	0	0	0	1	0	0	0	0	0	263
22:00	2	107	30	0	0	0	0	0	0	0	0	0	0	139
23:00	0	50	23	0	0	0	0	0	1	0	0	0	0	74
Total	94	5806	2178	28	66	15	5	23	17	5	2	0	7	8246
Percent	1,1%	70,4%	26,4%	0,3%	0,8%	0,2%	0,1%	0,3%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	10:00	11:00	08:00	09:00	08:00	08:00	07:00			09:00	11:00
Vol.	9	465	161	7	8	2	2	3	3	1			2	651
PM Peak	12:00	17:00	17:00	12:00	14:00	12:00		17:00	12:00	13:00	12:00		17:00	17:00
Vol.	14	485	185	5	7	3		3	2	1	1		2	694

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**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:07.16	0	29	7	0	0	0	0	0	0	0	0	0	0	36
01:00	1	15	7	0	0	0	0	0	0	0	0	0	0	23
02:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
03:00	1	10	7	0	0	0	0	0	0	0	0	0	0	18
04:00	0	21	3	0	0	0	0	1	0	0	0	0	0	25
05:00	0	32	24	0	1	0	0	0	0	0	0	0	0	57
06:00	0	83	46	1	1	1	0	0	0	0	0	0	0	132
07:00	1	161	100	5	4	2	1	1	2	0	0	0	3	280
08:00	1	250	99	6	5	4	1	0	0	0	1	0	0	367
09:00	5	349	129	2	5	3	0	1	0	0	0	0	1	495
10:00	8	370	130	3	3	0	1	1	1	0	0	0	0	517
11:00	7	449	145	1	2	1	0	1	1	0	1	0	0	608
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	24	1782	705	18	21	11	3	5	4	0	2	0	4	2579
<b>Percent</b>	0,9%	69,1%	27,3%	0,7%	0,8%	0,4%	0,1%	0,2%	0,2%	0,0%	0,1%	0,0%	0,2%	
<b>AM Peak</b>	10:00	11:00	11:00	08:00	08:00	08:00	07:00	04:00	07:00		08:00		07:00	11:00
<b>Vol.</b>	8	449	145	6	5	4	1	1	2		1		3	608
<b>PM Peak</b>														
<b>Vol.</b>														
<b>Grand Total</b>	589	36447	13277	122	328	89	13	142	55	23	10	6	26	51127
<b>Percent</b>	1,2%	71,3%	26,0%	0,2%	0,6%	0,2%	0,0%	0,3%	0,1%	0,0%	0,0%	0,0%	0,1%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	1	55	13	0	0	1	0	0	1	0	1	0	0	72
01:00	0	21	5	0	0	0	0	0	0	0	0	0	0	26
02:00	0	15	11	0	0	0	0	0	0	0	0	0	0	26
03:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
04:00	1	11	6	0	0	0	0	0	1	0	0	0	0	19
05:00	0	29	10	1	1	2	0	0	0	0	0	0	0	43
06:00	0	69	35	0	1	0	0	0	1	0	0	0	0	106
07:00	2	118	49	1	2	0	0	0	0	0	0	0	0	172
08:00	0	186	80	0	3	2	0	0	1	0	0	0	0	272
09:00	4	268	103	1	3	0	0	2	0	0	0	0	0	381
10:00	0	276	114	0	2	0	0	0	0	0	0	0	0	392
11:00	4	<b>373</b>	<b>149</b>	<b>2</b>	<b>4</b>	1	1	1	0	0	1	0	0	<b>536</b>
12	3	381	153	0	2	0	0	1	0	0	0	0	1	541
13:00	2	371	<b>145</b>	<b>1</b>	4	1	1	3	0	0	0	0	0	528
14:00	2	<b>414</b>	136	1	3	1	1	0	1	0	0	0	0	<b>559</b>
15:00	1	385	133	1	7	2	0	0	0	0	0	0	0	529
16:00	1	340	116	0	4	1	0	1	0	0	0	0	0	463
17:00	1	293	145	1	3	0	0	1	0	0	0	0	0	444
18:00	3	315	115	0	3	1	0	0	0	0	1	0	0	438
19:00	1	267	114	0	3	0	0	1	0	0	0	0	0	386
20:00	1	200	64	0	4	0	0	0	0	0	0	0	1	270
21:00	1	197	78	0	0	0	0	1	0	0	0	0	0	277
22:00	0	133	52	0	0	0	0	0	0	0	0	0	0	185
23:00	3	126	51	0	0	0	0	0	2	0	0	0	0	182
Total	31	4850	1883	9	49	12	3	11	7	0	3	0	2	6860
Percent	0,5%	70,7%	27,4%	0,1%	0,7%	0,2%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	11:00	11:00	05:00	11:00	09:00	00:00		00:00			11:00
Vol.	4	373	149	2	4	2	1	2	1		1			536
PM Peak	12:00	14:00	12:00	13:00	15:00	15:00	13:00	13:00	23:00		18:00		12:00	14:00
Vol.	3	414	153	1	7	2	1	3	2		1		1	559

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**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	0	45	14	0	0	0	0	0	0	0	0	0	0	59
01:00	1	31	14	0	0	0	0	0	0	0	0	0	0	46
02:00	0	22	9	0	0	0	0	0	0	0	0	0	0	31
03:00	0	11	8	0	0	0	0	0	0	0	0	0	0	19
04:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
05:00	0	36	16	0	1	0	0	0	0	0	0	0	0	53
06:00	1	71	31	0	0	0	0	0	0	0	0	0	0	103
07:00	1	147	54	1	<b>3</b>	1	0	0	0	0	0	0	0	207
08:00	3	274	95	<b>2</b>	3	3	1	1	<b>1</b>	<b>1</b>	0	0	0	384
09:00	13	402	145	2	3	1	0	1	0	0	0	0	0	567
10:00	<b>14</b>	<b>500</b>	<b>183</b>	0	3	2	0	1	0	0	<b>2</b>	0	0	<b>705</b>
11:00	14	498	158	0	3	<b>8</b>	<b>2</b>	<b>4</b>	1	0	0	0	<b>1</b>	689
12	11	540	170	2	3	3	5	4	0	1	0	0	1	740
13:00	11	<b>515</b>	151	1	2	<b>7</b>	<b>3</b>	<b>6</b>	0	<b>0</b>	1	<b>1</b>	<b>0</b>	<b>698</b>
14:00	8	502	145	<b>5</b>	2	2	1	3	0	1	1	0	0	670
15:00	9	416	145	1	1	2	0	3	<b>1</b>	0	0	0	0	578
16:00	13	443	137	2	<b>5</b>	1	2	2	0	0	0	0	0	605
17:00	6	499	<b>186</b>	0	3	0	1	4	0	0	<b>2</b>	0	0	701
18:00	<b>17</b>	506	154	0	3	1	3	0	0	0	0	0	0	684
19:00	7	393	146	0	2	0	0	3	0	0	0	0	0	551
20:00	4	278	104	0	2	0	0	3	0	0	0	0	0	391
21:00	7	239	84	0	1	0	0	0	0	0	0	0	0	331
22:00	4	159	80	0	2	0	0	2	0	0	0	0	0	247
23:00	1	92	34	0	0	0	0	0	0	0	0	0	0	127
Total	145	6629	2266	16	42	31	18	37	3	3	6	1	2	9199
Percent	1,6%	72,1%	24,6%	0,2%	0,5%	0,3%	0,2%	0,4%	0,0%	0,0%	0,1%	0,0%	0,0%	
AM Peak	10:00	10:00	10:00	08:00	07:00	11:00	11:00	11:00	08:00	08:00	10:00		11:00	10:00
Vol.	14	500	183	2	3	8	2	4	1	1	2		1	705
PM Peak	18:00	12:00	17:00	14:00	16:00	13:00	12:00	13:00	15:00	12:00	17:00	13:00	12:00	12:00
Vol.	17	540	186	5	5	7	5	6	1	1	2	1	1	740

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Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03.16	1	64	19	0	0	0	0	2	0	0	0	0	0	86
01:00	1	30	17	0	0	0	0	0	1	0	0	0	0	49
02:00	1	27	13	0	0	0	0	0	0	0	0	0	0	41
03:00	1	17	12	0	0	0	0	0	0	0	0	0	0	30
04:00	0	12	11	0	0	1	0	0	0	0	0	0	0	24
05:00	0	31	14	0	0	0	0	0	0	0	0	0	0	45
06:00	0	66	19	0	0	0	0	0	0	0	0	0	0	85
07:00	1	93	40	0	4	1	0	1	0	0	0	0	0	140
08:00	3	164	61	1	3	1	0	2	0	0	0	0	0	235
09:00	4	266	107	1	2	0	0	1	0	0	0	0	0	381
10:00	12	338	128	0	3	0	0	1	1	0	0	0	0	483
11:00	10	432	142	0	3	4	2	4	0	0	0	0	0	597
12	11	465	155	1	2	0	0	5	0	0	0	0	0	639
13:00	23	425	162	0	2	0	0	1	0	1	0	0	0	614
14:00	16	420	148	0	1	0	2	6	0	0	0	0	0	593
15:00	19	490	167	1	5	2	0	3	0	0	0	0	0	687
16:00	17	503	189	1	2	1	1	4	0	2	0	0	0	720
17:00	15	461	185	0	5	2	0	4	0	0	1	0	0	673
18:00	9	405	154	0	3	0	0	5	1	0	1	0	0	578
19:00	7	306	122	0	2	0	0	2	0	0	0	0	0	439
20:00	2	297	110	0	1	0	0	1	0	0	1	0	0	412
21:00	3	241	74	0	0	0	0	1	0	0	0	0	0	319
22:00	0	105	37	0	0	0	0	0	0	0	0	0	0	142
23:00	1	46	18	0	0	0	0	0	1	0	0	0	0	66
Total	157	5704	2104	5	38	12	5	43	4	3	3	0	0	8078
Percent	1,9%	70,6%	26,0%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	10:00	11:00	11:00	08:00	07:00	11:00	11:00	11:00	01:00					11:00
Vol.	12	432	142	1	4	4	2	4	1					597
PM Peak	13:00	16:00	16:00	12:00	15:00	15:00	14:00	14:00	18:00	16:00	17:00			16:00
Vol.	23	503	189	1	5	2	2	6	1	2	1			720



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WB

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07:04.16	1	27	9	0	0	0	0	0	0	0	0	0	0	37
01:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
02:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
03:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
04:00	0	12	7	0	0	0	0	0	1	0	0	0	0	20
05:00	2	55	26	1	1	2	0	0	1	0	0	0	0	88
06:00	2	142	108	2	2	1	0	0	0	0	0	0	1	258
07:00	4	292	151	2	6	0	1	5	0	0	1	0	0	462
08:00	4	360	151	4	3	8	0	2	0	0	0	0	0	532
09:00	7	343	144	4	6	1	0	3	1	0	0	0	0	509
10:00	6	389	167	6	5	0	1	1	0	0	1	0	0	576
11:00	9	391	165	2	2	0	1	1	2	1	1	0	0	575
12	10	411	183	1	7	3	0	5	0	0	0	0	0	620
13:00	15	410	160	3	6	2	1	3	0	0	0	0	1	601
14:00	12	415	155	4	4	7	2	3	1	0	0	0	0	603
15:00	7	425	154	4	5	2	2	2	0	0	1	0	2	604
16:00	9	478	165	5	4	4	2	3	0	2	1	0	0	673
17:00	15	431	148	2	3	5	0	2	0	1	0	0	0	607
18:00	8	317	115	0	2	0	0	0	0	0	1	0	1	444
19:00	5	256	107	1	2	1	0	0	0	0	0	0	0	372
20:00	4	202	100	1	4	0	0	3	2	0	0	0	0	316
21:00	4	162	74	0	0	0	0	0	1	0	0	0	0	241
22:00	1	84	24	0	1	1	0	0	0	0	0	0	0	111
23:00	0	35	13	1	0	0	0	0	0	0	0	0	0	49
Total	125	5668	2339	43	63	37	10	33	9	4	6	0	5	8342
Percent	1,5%	67,9%	28,0%	0,5%	0,8%	0,4%	0,1%	0,4%	0,1%	0,0%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	10:00	07:00	08:00	07:00	07:00	11:00	11:00	07:00		06:00	10:00
Vol.	9	391	167	6	6	8	1	5	2	1	1		1	576
PM Peak	13:00	16:00	12:00	16:00	12:00	14:00	14:00	12:00	20:00	16:00	15:00		15:00	16:00
Vol.	15	478	183	5	7	7	2	5	2	2	1		2	673

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 Mosley Street East of 58th Street

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05.16	0	26	9	0	0	0	0	0	0	0	0	0	0	35
01:00	1	6	2	0	1	0	0	0	1	0	0	0	0	11
02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
03:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
04:00	1	14	15	0	0	0	0	0	1	0	0	0	0	31
05:00	1	54	30	3	0	2	0	0	0	0	0	0	0	90
06:00	1	148	108	1	2	0	0	0	0	1	0	0	1	262
07:00	8	307	158	5	7	0	0	3	0	0	0	0	1	489
08:00	8	382	<b>180</b>	4	<b>9</b>	2	0	3	1	0	0	0	0	<b>589</b>
09:00	6	312	176	3	5	2	0	1	0	0	0	0	0	505
10:00	4	<b>383</b>	154	<b>6</b>	7	<b>9</b>	0	3	0	1	0	0	0	567
11:00	<b>11</b>	374	152	4	3	6	<b>1</b>	<b>4</b>	0	0	0	0	0	555
12	17	415	174	5	2	4	0	4	0	1	0	0	0	622
13:00	<b>11</b>	394	162	<b>4</b>	<b>4</b>	4	0	5	0	<b>1</b>	0	0	<b>1</b>	586
14:00	5	432	170	1	4	3	0	3	0	0	<b>2</b>	0	0	620
15:00	9	<b>444</b>	<b>194</b>	2	3	<b>6</b>	1	5	<b>1</b>	0	1	0	1	<b>667</b>
16:00	13	440	167	5	4	3	<b>2</b>	<b>6</b>	1	0	0	<b>1</b>	0	642
17:00	2	389	128	0	4	1	1	3	0	0	0	0	0	528
18:00	8	370	119	0	2	0	0	0	0	0	0	0	0	499
19:00	8	261	88	1	2	1	0	0	0	0	0	0	0	361
20:00	3	221	75	0	1	0	0	0	1	0	0	0	0	301
21:00	2	171	78	0	0	0	0	2	0	0	0	0	1	254
22:00	0	109	27	2	0	0	0	0	1	0	0	0	0	139
23:00	1	35	15	0	0	0	0	0	1	0	0	0	0	52
Total	120	5708	2386	46	60	43	5	42	8	4	3	1	5	8431
Percent	1,4%	67,7%	28,3%	0,5%	0,7%	0,5%	0,1%	0,5%	0,1%	0,0%	0,0%	0,0%	0,1%	
AM Peak	11:00	10:00	08:00	10:00	08:00	10:00	11:00	11:00	01:00	06:00			06:00	08:00
Vol.	11	383	180	6	9	9	1	4	1	1			1	589
PM Peak	12:00	15:00	15:00	12:00	13:00	15:00	16:00	16:00	15:00	12:00	14:00	16:00	13:00	15:00
Vol.	17	444	194	5	4	6	2	6	1	1	2	1	1	667

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WB

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07:06.16	0	26	9	0	0	0	0	0	0	0	0	0	0	35
01:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
02:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
03:00	0	9	6	1	0	0	0	0	0	0	0	0	0	16
04:00	0	9	6	0	1	0	0	0	0	0	0	0	0	16
05:00	1	58	26	0	2	<b>2</b>	0	1	1	0	0	0	0	91
06:00	3	136	110	0	1	1	0	1	0	0	0	0	0	252
07:00	6	328	<b>171</b>	3	8	2	0	1	2	<b>1</b>	0	0	0	522
08:00	5	389	162	3	3	2	0	1	1	0	0	0	<b>1</b>	567
09:00	<b>8</b>	323	143	4	9	1	<b>1</b>	<b>3</b>	0	0	0	0	1	493
10:00	5	386	156	<b>5</b>	<b>10</b>	2	1	0	1	0	0	0	0	566
11:00	8	<b>407</b>	148	2	1	1	0	2	<b>4</b>	0	<b>2</b>	0	1	<b>576</b>
12	7	376	146	5	7	3	1	1	2	1	0	0	0	549
13:00	7	387	169	3	<b>6</b>	4	<b>1</b>	3	<b>0</b>	0	0	<b>1</b>	0	581
14:00	<b>12</b>	391	164	1	3	0	0	3	1	0	0	0	<b>2</b>	577
15:00	8	405	<b>171</b>	3	6	2	1	1	0	0	0	0	0	597
16:00	9	471	150	<b>6</b>	7	<b>6</b>	1	3	0	0	0	0	0	653
17:00	7	<b>476</b>	157	0	3	2	0	<b>6</b>	1	<b>2</b>	<b>2</b>	0	0	<b>656</b>
18:00	6	345	113	1	5	0	0	2	0	0	0	0	0	472
19:00	11	247	109	0	3	0	0	0	1	0	0	0	0	371
20:00	1	176	90	1	2	0	0	0	1	0	0	0	0	271
21:00	6	150	66	0	0	0	0	1	0	0	0	0	0	223
22:00	3	98	36	0	0	0	0	0	1	0	0	0	0	138
23:00	1	35	27	1	0	0	0	0	0	0	0	0	0	64
Total	114	5646	2345	39	77	28	6	29	16	4	4	1	5	8314
Percent	1,4%	67,9%	28,2%	0,5%	0,9%	0,3%	0,1%	0,3%	0,2%	0,0%	0,0%	0,0%	0,1%	
AM Peak	09:00	11:00	07:00	10:00	10:00	05:00	09:00	09:00	11:00	07:00	11:00		08:00	11:00
Vol.	8	407	171	5	10	2	1	3	4	1	2		1	576
PM Peak	14:00	17:00	15:00	16:00	12:00	16:00	12:00	17:00	12:00	17:00	17:00	13:00	14:00	17:00
Vol.	12	476	171	6	7	6	1	6	2	2	2	1	2	656

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07:07.16	0	32	13	1	0	0	0	0	1	0	0	0	0	47
01:00	0	14	3	0	0	2	0	0	0	0	0	0	0	19
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	5	8	0	0	0	0	0	1	0	0	0	0	14
04:00	0	14	5	1	0	0	0	0	0	0	0	0	0	20
05:00	1	51	25	1	0	3	0	0	0	0	0	0	0	81
06:00	3	160	117	1	0	2	0	0	0	0	0	0	0	283
07:00	<b>12</b>	296	169	3	7	0	0	1	0	0	0	0	<b>1</b>	489
08:00	1	360	159	2	5	3	0	3	<b>2</b>	0	0	0	1	536
09:00	3	360	145	6	7	2	0	3	1	0	0	0	0	527
10:00	5	411	165	<b>8</b>	<b>9</b>	3	0	<b>5</b>	0	0	0	0	0	606
11:00	6	<b>444</b>	<b>175</b>	3	5	<b>5</b>	0	2	1	<b>1</b>	<b>2</b>	0	0	<b>644</b>
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	31	2157	986	26	33	20	0	14	6	1	2	0	2	3278
Percent	0,9%	65,8%	30,1%	0,8%	1,0%	0,6%	0,0%	0,4%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	07:00	11:00	11:00	10:00	10:00	11:00		10:00	08:00	11:00	11:00		07:00	11:00
Vol.	12	444	175	8	9	5		5	2	1	2		1	644
PM Peak														
Vol.														
Grand Total	723	36362	14309	184	362	183	47	209	53	19	27	3	21	52502
Percent	1,4%	69,3%	27,3%	0,4%	0,7%	0,3%	0,1%	0,4%	0,1%	0,0%	0,1%	0,0%	0,0%	

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:01.16	2	104	31	0	0	1	0	0	<b>3</b>	0	<b>1</b>	0	0	142
01:00	0	48	12	0	2	0	0	0	0	0	0	0	0	62
02:00	1	26	16	0	0	0	0	0	0	0	0	0	0	43
03:00	0	22	12	0	0	0	0	0	0	0	0	0	0	34
04:00	1	31	14	0	0	0	0	0	2	0	0	0	0	48
05:00	0	57	15	1	1	2	0	0	0	0	0	0	0	76
06:00	1	113	58	0	2	0	0	0	1	0	0	0	0	175
07:00	3	221	113	1	4	0	0	0	1	0	0	0	0	343
08:00	1	384	151	0	<b>7</b>	<b>3</b>	0	2	1	0	0	0	0	549
09:00	<b>6</b>	500	235	1	6	1	0	<b>4</b>	0	0	0	0	0	753
10:00	0	566	266	0	5	0	0	0	2	0	0	0	0	839
11:00	5	<b>707</b>	<b>317</b>	<b>2</b>	7	2	<b>1</b>	2	2	0	1	0	0	<b>1046</b>
12	5	794	304	1	5	1	1	3	0	0	0	0	1	1115
13:00	<b>2</b>	<b>780</b>	302	<b>3</b>	6	<b>3</b>	<b>1</b>	<b>6</b>	0	0	0	0	<b>0</b>	<b>1103</b>
14:00	4	779	304	3	8	1	1	1	1	0	0	0	0	1102
15:00	1	776	<b>308</b>	1	<b>11</b>	2	0	1	1	0	0	0	0	1101
16:00	4	730	227	0	8	1	0	3	0	0	0	0	0	973
17:00	4	672	250	1	8	0	0	1	0	0	0	0	0	936
18:00	3	573	207	0	8	1	0	2	0	0	<b>1</b>	0	1	796
19:00	2	535	219	0	6	0	0	2	0	0	0	0	0	764
20:00	3	418	148	0	4	0	0	0	0	0	0	0	1	574
21:00	2	398	162	0	0	1	0	1	0	0	0	0	0	564
22:00	2	311	130	0	0	0	0	0	1	0	0	0	0	444
23:00	3	270	112	0	0	0	0	0	<b>2</b>	0	0	0	0	387
Total	55	9815	3913	14	98	19	4	28	17	0	3	0	3	13969
Percent	0,4%	70,3%	28,0%	0,1%	0,7%	0,1%	0,0%	0,2%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	11:00	08:00	08:00	11:00	09:00	00:00		00:00			11:00
Vol.	6	707	317	2	7	3	1	4	3		1			1046
PM Peak	12:00	12:00	15:00	13:00	15:00	13:00	12:00	13:00	23:00		18:00		12:00	12:00
Vol.	5	794	308	3	11	3	1	6	2		1		1	1115

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Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:02:16	2	107	43	0	0	0	0	0	1	0	0	0	0	153
01:00	2	62	27	0	0	0	0	0	0	0	0	0	0	91
02:00	0	53	19	0	0	0	0	0	0	0	0	0	0	72
03:00	0	31	16	0	0	0	0	0	0	0	0	0	0	47
04:00	0	20	13	0	0	0	0	0	0	0	0	0	0	33
05:00	0	69	26	0	1	0	0	0	0	0	0	0	0	96
06:00	2	129	53	0	0	0	0	0	0	0	0	0	0	184
07:00	1	273	95	1	6	1	0	0	0	0	0	0	0	377
08:00	7	513	211	4	6	3	1	2	1	1	0	0	0	749
09:00	22	746	321	3	6	3	0	1	0	0	0	0	0	1102
10:00	17	1033	349	2	4	2	0	7	1	0	3	1	0	1419
11:00	20	1104	362	1	6	10	2	5	1	0	1	0	1	1513
12	21	1170	346	2	4	4	5	7	0	1	0	0	2	1562
13:00	26	1109	317	3	3	8	3	7	0	0	1	1	1	1479
14:00	24	1098	314	5	5	2	1	9	0	2	2	0	0	1462
15:00	18	931	326	2	7	3	0	6	1	0	0	0	0	1294
16:00	23	917	277	3	8	1	2	3	0	0	0	0	0	1234
17:00	14	895	289	1	6	1	1	5	0	0	2	0	1	1215
18:00	26	856	278	1	7	3	3	0	0	0	0	0	0	1174
19:00	9	717	228	0	3	0	0	3	1	0	0	0	0	961
20:00	13	560	204	0	6	0	0	4	0	0	0	0	0	787
21:00	10	475	175	0	3	0	0	0	0	0	0	0	0	663
22:00	4	336	140	0	2	0	0	3	0	0	0	0	0	485
23:00	2	197	70	0	1	0	0	0	0	0	0	0	0	270
Total	263	13401	4499	28	84	41	18	62	6	4	9	2	5	18422
Percent	1,4%	72,7%	24,4%	0,2%	0,5%	0,2%	0,1%	0,3%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	09:00	11:00	11:00	08:00	07:00	11:00	11:00	10:00	00:00	08:00	10:00	10:00	11:00	11:00
Vol.	22	1104	362	4	6	10	2	7	1	1	3	1	1	1513
PM Peak	13:00	12:00	12:00	14:00	16:00	13:00	12:00	14:00	15:00	14:00	14:00	13:00	12:00	12:00
Vol.	26	1170	346	5	8	8	5	9	1	2	2	1	2	1562

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Latitude: 0' 0,000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:03:16	2	124	42	0	0	0	0	2	0	0	0	0	0	170
01:00	2	63	27	0	0	0	0	0	1	0	0	0	0	93
02:00	1	52	22	0	0	0	0	0	0	0	0	0	0	75
03:00	1	43	21	0	0	0	0	0	0	0	0	0	0	65
04:00	0	30	14	0	0	1	0	2	0	0	0	0	0	47
05:00	0	52	29	0	0	0	0	0	0	0	0	0	0	81
06:00	0	116	33	0	0	0	0	0	1	0	0	0	0	150
07:00	1	183	80	0	7	2	0	2	0	0	0	0	0	275
08:00	8	306	116	1	7	1	0	4	1	0	0	0	0	444
09:00	8	567	228	1	5	0	0	2	0	0	0	0	0	811
10:00	18	724	272	1	4	2	0	5	1	0	0	0	0	1027
11:00	<b>19</b>	<b>968</b>	<b>308</b>	1	5	<b>4</b>	<b>2</b>	<b>8</b>	0	0	0	<b>2</b>	0	<b>1317</b>
12	21	996	293	1	5	0	1	11	1	0	0	0	0	1329
13:00	<b>43</b>	<b>932</b>	<b>315</b>	<b>1</b>	4	0	0	<b>4</b>	<b>0</b>	1	0	<b>1</b>	0	<b>1301</b>
14:00	32	879	293	0	2	0	<b>2</b>	7	0	1	0	0	0	1216
15:00	39	939	280	1	<b>7</b>	<b>2</b>	0	8	0	1	0	0	0	1277
16:00	26	909	304	1	4	1	1	8	0	<b>2</b>	0	0	0	1256
17:00	22	766	271	0	7	2	0	5	1	0	<b>1</b>	0	<b>1</b>	1076
18:00	14	702	236	0	5	0	0	6	1	0	1	0	0	965
19:00	10	541	216	0	4	1	0	3	0	0	0	0	0	775
20:00	9	519	168	0	1	0	0	1	0	0	1	0	0	699
21:00	8	411	127	0	1	0	0	1	1	0	0	0	1	550
22:00	2	210	67	0	0	0	0	0	0	0	0	0	0	279
23:00	1	105	26	0	0	0	0	0	1	0	0	0	0	133
Total	287	11137	3788	8	68	16	6	79	9	5	3	3	2	15411
Percent	1,9%	72,3%	24,6%	0,1%	0,4%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	07:00	11:00	11:00	11:00	01:00			11:00		11:00
Vol.	19	968	308	1	7	4	2	8	1			2		1317
PM Peak	13:00	12:00	13:00	12:00	15:00	15:00	14:00	12:00	12:00	16:00	17:00	13:00	17:00	12:00
Vol.	43	996	315	1	7	2	2	11	1	2	1	1	1	1329

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Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:04.16	3	60	24	0	0	0	0	0	0	0	0	0	0	87
01:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
02:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
03:00	0	20	10	0	0	0	0	0	0	0	0	0	0	30
04:00	0	34	11	0	0	0	0	0	2	0	0	0	0	47
05:00	2	89	45	1	1	2	0	0	1	0	0	0	0	141
06:00	2	211	157	2	4	2	0	1	<b>3</b>	<b>2</b>	0	0	<b>1</b>	385
07:00	5	433	238	6	9	2	<b>1</b>	<b>5</b>	1	0	1	0	0	701
08:00	6	625	250	6	6	<b>11</b>	1	4	0	1	0	0	1	911
09:00	10	631	293	<b>8</b>	<b>12</b>	4	1	4	2	0	0	0	0	965
10:00	7	768	322	8	10	1	1	1	1	0	1	0	0	1120
11:00	<b>20</b>	<b>900</b>	<b>346</b>	5	7	3	1	3	2	1	<b>2</b>	0	1	<b>1291</b>
12	18	910	357	2	8	4	0	9	1	0	0	0	0	1309
13:00	20	842	333	5	10	3	1	<b>5</b>	0	1	0	0	<b>2</b>	1222
14:00	<b>31</b>	903	332	5	8	<b>8</b>	<b>2</b>	7	<b>2</b>	1	0	0	0	1299
15:00	13	894	323	<b>8</b>	10	5	2	5	0	0	<b>1</b>	<b>1</b>	2	1264
16:00	15	<b>960</b>	<b>362</b>	7	<b>12</b>	7	2	6	0	<b>3</b>	1	0	0	<b>1375</b>
17:00	25	914	317	3	7	5	0	3	0	1	0	0	0	1275
18:00	11	676	236	0	6	0	0	0	0	0	1	0	1	931
19:00	13	495	208	2	3	1	0	1	0	0	0	0	0	723
20:00	13	393	164	1	6	0	0	5	2	0	0	0	0	584
21:00	6	335	125	0	1	0	0	0	2	0	0	0	0	469
22:00	2	179	59	1	1	1	0	1	0	0	0	0	0	244
23:00	0	93	27	1	0	0	0	0	0	0	0	0	0	121
Total	222	11402	4553	71	121	59	12	60	19	10	7	1	8	16545
Percent	1,3%	68,9%	27,5%	0,4%	0,7%	0,4%	0,1%	0,4%	0,1%	0,1%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	09:00	09:00	08:00	07:00	07:00	06:00	06:00	11:00		06:00	11:00
Vol.	20	900	346	8	12	11	1	5	3	2	2		1	1291
PM Peak	14:00	16:00	16:00	15:00	16:00	14:00	14:00	12:00	14:00	16:00	15:00	15:00	13:00	16:00
Vol.	31	960	362	8	12	8	2	9	2	3	1	1	2	1375



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EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:05.16	2	62	19	0	0	0	0	0	0	0	0	0	0	83
01:00	2	22	11	0	2	0	0	0	1	0	0	0	0	38
02:00	1	23	7	0	0	0	0	0	1	0	0	0	0	32
03:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
04:00	1	33	21	0	1	0	0	0	1	0	0	0	0	57
05:00	1	87	44	5	1	2	0	0	0	0	0	0	0	140
06:00	1	222	157	3	3	2	0	0	0	<b>3</b>	0	0	2	393
07:00	9	476	246	<b>8</b>	10	2	0	3	1	1	0	0	<b>3</b>	759
08:00	13	610	306	8	<b>15</b>	3	<b>1</b>	4	<b>2</b>	1	<b>1</b>	0	0	964
09:00	11	610	305	6	13	3	0	1	0	0	0	0	1	950
10:00	6	801	299	7	11	<b>12</b>	0	3	1	2	0	0	0	1142
11:00	<b>16</b>	<b>826</b>	<b>343</b>	7	5	8	1	<b>7</b>	1	1	0	0	0	<b>1215</b>
12	28	933	357	5	5	6	0	5	0	1	1	0	0	1341
13:00	<b>24</b>	815	<b>331</b>	<b>6</b>	9	<b>6</b>	0	5	0	<b>3</b>	0	0	1	<b>1200</b>
14:00	14	905	347	5	<b>10</b>	4	0	4	0	1	<b>2</b>	0	1	1293
15:00	15	<b>956</b>	332	2	7	6	1	5	1	0	1	0	<b>2</b>	1328
16:00	19	941	341	6	7	3	<b>2</b>	<b>7</b>	1	0	0	<b>2</b>	0	1329
17:00	15	918	326	2	8	3	1	3	0	0	0	0	0	1276
18:00	14	756	247	0	5	2	0	0	0	0	0	0	0	1024
19:00	13	496	179	1	4	1	0	0	0	0	0	0	0	694
20:00	4	464	145	0	3	0	0	1	1	0	0	0	0	618
21:00	9	381	149	1	1	0	0	3	0	0	0	0	1	545
22:00	2	207	68	2	1	0	0	0	<b>2</b>	0	0	0	0	282
23:00	2	106	34	0	1	0	0	0	1	0	0	0	0	144
Total	222	11663	4619	74	122	63	6	51	14	13	5	2	11	16865
Percent	1,3%	69,2%	27,4%	0,4%	0,7%	0,4%	0,0%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	07:00	08:00	10:00	08:00	11:00	08:00	06:00	08:00		07:00	11:00
Vol.	16	826	343	8	15	12	1	7	2	3	1		3	1215
PM Peak	12:00	15:00	12:00	13:00	14:00	12:00	16:00	16:00	22:00	13:00	14:00	16:00	15:00	12:00
Vol.	28	956	357	6	10	6	2	7	2	3	2	2	2	1341

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:06.16	0	65	18	0	0	0	0	0	0	0	0	0	0	83
01:00	1	32	10	1	0	0	0	0	0	0	0	0	0	44
02:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
03:00	0	16	11	1	0	0	0	0	0	0	0	0	0	28
04:00	0	29	11	0	1	0	0	0	1	0	0	0	0	42
05:00	1	84	43	0	4	2	0	1	2	0	0	0	0	137
06:00	3	209	154	2	2	1	0	1	1	0	0	0	0	373
07:00	7	513	262	5	10	2	0	2	2	<b>2</b>	0	0	0	805
08:00	8	679	261	3	6	<b>4</b>	1	4	4	1	0	0	2	973
09:00	10	665	273	4	<b>15</b>	2	<b>3</b>	<b>5</b>	0	1	0	0	<b>3</b>	981
10:00	10	807	308	<b>12</b>	15	3	2	1	3	1	0	0	0	1162
11:00	<b>17</b>	<b>872</b>	<b>309</b>	3	9	2	1	5	<b>5</b>	0	<b>2</b>	0	2	<b>1227</b>
12	21	842	301	10	12	6	1	2	4	1	1	0	0	1201
13:00	<b>12</b>	824	321	<b>5</b>	9	<b>6</b>	<b>1</b>	5	<b>1</b>	1	0	<b>1</b>	1	1187
14:00	18	864	333	3	10	1	0	5	2	0	0	0	<b>2</b>	1238
15:00	20	841	<b>353</b>	5	9	4	1	3	0	0	1	0	0	1237
16:00	15	945	330	8	<b>13</b>	6	1	3	0	0	0	0	0	1321
17:00	18	<b>961</b>	342	1	9	3	0	<b>9</b>	1	<b>2</b>	<b>2</b>	0	2	<b>1350</b>
18:00	10	660	250	2	10	0	0	3	0	0	0	0	0	935
19:00	16	492	220	0	5	0	0	0	2	0	0	0	0	735
20:00	9	395	164	1	4	1	0	1	3	0	0	0	0	578
21:00	6	353	125	0	0	0	0	2	0	0	0	0	0	486
22:00	5	205	66	0	0	0	0	0	1	0	0	0	0	277
23:00	1	85	50	1	0	0	0	0	1	0	0	0	0	138
Total	208	11452	4523	67	143	43	11	52	33	9	6	1	12	16560
Percent	1,3%	69,2%	27,3%	0,4%	0,9%	0,3%	0,1%	0,3%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	11:00	11:00	11:00	10:00	09:00	08:00	09:00	09:00	11:00	07:00	11:00		09:00	11:00
Vol.	17	872	309	12	15	4	3	5	5	2	2		3	1227
PM Peak	12:00	17:00	15:00	12:00	16:00	12:00	12:00	17:00	12:00	17:00	17:00	13:00	14:00	17:00
Vol.	21	961	353	10	13	6	1	9	4	2	2	1	2	1350

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**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC29  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
07:07.16	0	61	20	1	0	0	0	0	1	0	0	0	0	83
01:00	1	29	10	0	0	2	0	0	0	0	0	0	0	42
02:00	0	23	10	0	0	0	0	0	0	0	0	0	0	33
03:00	1	15	15	0	0	0	0	0	1	0	0	0	0	32
04:00	0	35	8	1	0	0	0	1	0	0	0	0	0	45
05:00	1	83	49	1	1	3	0	0	0	0	0	0	0	138
06:00	3	243	163	2	1	3	0	0	0	0	0	0	0	415
07:00	<b>13</b>	457	269	8	11	2	<b>1</b>	2	<b>2</b>	0	0	0	<b>4</b>	769
08:00	2	610	258	8	10	<b>7</b>	1	3	2	0	1	0	1	903
09:00	8	709	274	8	<b>12</b>	5	0	4	1	0	0	0	1	1022
10:00	13	781	295	<b>11</b>	12	3	1	<b>6</b>	1	0	0	0	0	1123
11:00	13	<b>893</b>	<b>320</b>	4	7	6	0	3	2	<b>1</b>	<b>3</b>	0	0	<b>1252</b>
12	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>55</b>	<b>3939</b>	<b>1691</b>	<b>44</b>	<b>54</b>	<b>31</b>	<b>3</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>5857</b>
<b>Percent</b>	<b>0,9%</b>	<b>67,3%</b>	<b>28,9%</b>	<b>0,8%</b>	<b>0,9%</b>	<b>0,5%</b>	<b>0,1%</b>	<b>0,3%</b>	<b>0,2%</b>	<b>0,0%</b>	<b>0,1%</b>	<b>0,0%</b>	<b>0,1%</b>	
<b>AM Peak</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>	<b>10:00</b>	<b>09:00</b>	<b>08:00</b>	<b>07:00</b>	<b>10:00</b>	<b>07:00</b>	<b>11:00</b>	<b>11:00</b>		<b>07:00</b>	<b>11:00</b>
<b>Vol.</b>	<b>13</b>	<b>893</b>	<b>320</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>		<b>4</b>	<b>1252</b>
<b>PM Peak</b>														
<b>Vol.</b>														
<b>Grand Total</b>	<b>1312</b>	<b>72809</b>	<b>27586</b>	<b>306</b>	<b>690</b>	<b>272</b>	<b>60</b>	<b>351</b>	<b>108</b>	<b>42</b>	<b>37</b>	<b>9</b>	<b>47</b>	<b>103629</b>
<b>Percent</b>	<b>1,3%</b>	<b>70,3%</b>	<b>26,6%</b>	<b>0,3%</b>	<b>0,7%</b>	<b>0,3%</b>	<b>0,1%</b>	<b>0,3%</b>	<b>0,1%</b>	<b>0,0%</b>	<b>0,0%</b>	<b>0,0%</b>	<b>0,0%</b>	

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	14	4	0	0	0	0	0	0	0	0	0	0	18
01:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
02:00	0	10	7	0	0	0	0	0	1	0	0	0	0	18
03:00	0	5	2	0	0	0	0	0	0	1	0	0	0	8
04:00	0	14	11	0	1	0	0	0	0	0	0	0	0	26
05:00	1	28	16	0	0	0	0	0	0	1	0	0	0	46
06:00	1	72	56	1	2	0	0	1	1	0	0	0	0	134
07:00	3	197	83	6	3	<b>5</b>	0	0	0	<b>3</b>	0	0	<b>2</b>	302
08:00	2	287	93	7	7	4	0	1	<b>3</b>	1	0	0	2	407
09:00	5	300	<b>164</b>	<b>19</b>	6	5	0	1	1	3	0	0	0	504
10:00	5	299	134	4	<b>9</b>	5	1	1	0	2	<b>1</b>	0	0	461
11:00	<b>9</b>	<b>360</b>	134	4	5	2	<b>3</b>	<b>2</b>	0	1	1	0	0	<b>521</b>
12	5	403	158	4	8	1	0	0	3	2	0	0	0	584
13:00	<b>8</b>	368	164	6	<b>4</b>	<b>4</b>	0	0	<b>0</b>	<b>0</b>	0	0	0	554
14:00	4	395	152	3	7	0	0	<b>2</b>	0	0	<b>1</b>	0	0	564
15:00	7	438	201	<b>12</b>	4	2	<b>1</b>	1	1	0	0	0	0	667
16:00	7	450	<b>206</b>	10	6	2	0	2	0	0	0	0	0	<b>683</b>
17:00	4	<b>464</b>	194	0	4	0	1	2	0	0	1	0	0	670
18:00	6	288	116	1	6	0	0	2	0	2	0	0	0	421
19:00	1	216	99	1	1	0	1	1	1	0	1	0	0	322
20:00	7	172	77	0	2	0	0	1	0	0	0	0	0	259
21:00	1	142	63	0	1	0	0	0	0	0	0	0	0	207
22:00	0	84	44	0	1	0	0	0	0	0	0	0	0	129
23:00	0	67	18	0	1	1	0	0	0	0	0	0	0	87
Total	76	5087	2204	78	78	31	7	17	11	16	5	0	4	7614
Percent	1,0%	66,8%	28,9%	1,0%	1,0%	0,4%	0,1%	0,2%	0,1%	0,2%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	09:00	09:00	10:00	07:00	11:00	11:00	08:00	07:00	10:00		07:00	11:00
Vol.	9	360	164	19	9	5	3	2	3	3	1		2	521
PM Peak	13:00	17:00	16:00	15:00	12:00	13:00	15:00	14:00	12:00	12:00	14:00			16:00
Vol.	8	464	206	12	8	4	1	2	3	2	1			683

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	36	7	0	1	0	0	0	0	0	0	0	0	44
01:00	0	8	7	0	0	0	0	0	0	0	0	0	0	15
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
04:00	0	13	8	0	0	0	0	0	0	1	0	0	0	22
05:00	0	26	15	0	0	0	0	0	1	0	0	0	0	42
06:00	1	86	40	2	2	1	0	1	0	0	0	0	1	134
07:00	2	195	91	3	2	1	1	1	0	0	0	0	2	298
08:00	4	304	114	12	4	1	1	1	1	0	0	0	1	443
09:00	0	291	126	16	4	4	1	0	2	0	0	0	0	444
10:00	4	317	152	7	3	3	0	1	1	1	0	0	0	489
11:00	10	380	148	5	7	3	0	2	3	0	2	0	1	561
12	2	384	153	6	1	4	0	1	2	0	0	0	0	553
13:00	5	336	154	3	8	2	0	1	2	1	0	0	1	513
14:00	5	391	167	5	11	3	0	0	0	1	0	0	0	583
15:00	5	480	178	12	3	7	0	3	2	0	1	0	0	691
16:00	10	470	201	9	6	1	0	1	0	0	0	0	0	698
17:00	9	469	204	2	2	1	0	1	0	0	0	0	1	689
18:00	8	286	108	0	6	0	1	0	1	0	0	0	0	410
19:00	4	209	96	1	3	0	0	0	0	0	1	0	0	314
20:00	1	178	70	0	2	1	0	0	0	0	0	0	0	252
21:00	1	197	69	0	1	0	0	0	0	0	0	0	0	268
22:00	1	99	37	0	1	0	0	0	0	0	0	0	0	138
23:00	1	56	7	0	0	0	0	1	0	0	0	0	0	65
Total	73	5225	2158	83	67	32	4	14	15	4	4	0	7	7686
Percent	0,9%	68,0%	28,1%	1,1%	0,9%	0,4%	0,1%	0,2%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	11:00	10:00	09:00	11:00	09:00	07:00	11:00	11:00	04:00	11:00		07:00	11:00
Vol.	10	380	152	16	7	4	1	2	3	1	2		2	561
PM Peak	16:00	15:00	17:00	15:00	14:00	15:00	18:00	15:00	12:00	13:00	15:00		13:00	16:00
Vol.	10	480	204	12	11	7	1	3	2	1	1		1	698

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 Station ID: MC10  
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**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23.16	0	21	9	0	0	0	0	0	0	0	0	0	0	30
01:00	1	10	8	0	0	0	0	0	0	0	0	0	0	19
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
03:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
04:00	0	15	8	0	0	1	0	0	0	0	0	0	0	24
05:00	1	30	23	0	1	0	0	0	<b>1</b>	0	0	0	0	56
06:00	1	75	47	2	2	0	0	2	1	0	0	0	0	130
07:00	2	193	104	7	3	<b>3</b>	0	3	1	0	0	0	0	316
08:00	0	264	119	12	3	2	<b>1</b>	0	0	<b>2</b>	0	0	<b>1</b>	404
09:00	<b>6</b>	313	148	<b>18</b>	<b>8</b>	2	0	0	1	0	0	0	0	496
10:00	5	329	141	12	4	3	1	<b>4</b>	0	0	0	0	0	499
11:00	5	<b>402</b>	<b>154</b>	5	6	3	0	1	1	0	0	0	1	<b>578</b>
12	4	392	165	5	5	1	0	1	1	1	0	0	0	575
13:00	3	356	166	3	4	1	0	0	<b>1</b>	<b>1</b>	0	0	0	535
14:00	8	388	140	6	7	<b>5</b>	0	1	0	0	1	0	0	556
15:00	5	<b>527</b>	174	<b>19</b>	<b>9</b>	0	<b>1</b>	1	1	0	0	0	<b>1</b>	738
16:00	8	512	197	8	8	2	0	<b>2</b>	0	1	<b>2</b>	0	0	<b>740</b>
17:00	<b>10</b>	496	<b>204</b>	1	5	2	0	1	0	1	0	0	0	720
18:00	7	337	123	1	2	0	0	0	0	0	0	0	1	471
19:00	6	254	110	1	1	1	1	1	0	0	0	0	0	375
20:00	6	189	82	1	4	0	0	0	1	0	0	0	0	283
21:00	4	141	54	1	3	0	0	0	1	0	0	0	0	204
22:00	0	107	37	0	1	0	0	0	0	0	0	0	0	145
23:00	0	55	15	0	0	0	0	1	0	0	0	0	0	71
Total	82	5420	2235	102	76	26	4	18	10	6	3	0	4	7986
Percent	1,0%	67,9%	28,0%	1,3%	1,0%	0,3%	0,1%	0,2%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	09:00	11:00	11:00	09:00	09:00	07:00	08:00	10:00	05:00	08:00			08:00	11:00
Vol.	6	402	154	18	8	3	1	4	1	2			1	578
PM Peak	17:00	15:00	17:00	15:00	15:00	14:00	15:00	16:00	12:00	12:00	16:00		15:00	16:00
Vol.	10	527	204	19	9	5	1	2	1	1	2		1	740

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	16	7	0	0	0	0	0	<b>2</b>	0	0	0	0	25
01:00	0	6	8	0	0	0	0	0	1	0	0	0	0	15
02:00	0	12	1	0	0	0	1	0	0	0	0	0	0	14
03:00	0	7	3	1	0	0	0	0	0	0	0	0	0	11
04:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
05:00	0	31	19	0	0	0	0	1	1	0	0	<b>1</b>	0	53
06:00	1	76	44	1	3	0	0	1	0	0	0	0	0	126
07:00	1	200	102	3	3	1	1	2	0	0	<b>1</b>	0	0	314
08:00	1	280	111	8	6	2	1	1	0	<b>1</b>	1	0	0	412
09:00	5	316	148	<b>17</b>	<b>8</b>	1	1	<b>3</b>	1	0	1	0	0	501
10:00	<b>11</b>	352	<b>184</b>	7	3	1	<b>3</b>	0	0	1	0	0	<b>2</b>	564
11:00	3	<b>405</b>	161	8	4	<b>5</b>	0	3	1	1	0	0	1	<b>592</b>
12	22	415	203	4	8	3	1	8	2	3	0	0	0	669
13:00	<b>13</b>	461	<b>175</b>	4	<b>3</b>	<b>2</b>	<b>0</b>	<b>4</b>	0	<b>1</b>	<b>1</b>	0	<b>2</b>	666
14:00	13	436	182	5	4	2	0	6	0	0	1	0	2	651
15:00	15	<b>571</b>	180	<b>15</b>	4	1	0	3	0	0	1	0	1	<b>791</b>
16:00	14	542	190	8	5	1	1	2	0	1	1	0	0	765
17:00	11	545	177	1	1	0	0	3	1	2	0	0	0	741
18:00	7	370	122	0	3	0	0	3	0	0	1	0	0	506
19:00	6	274	100	0	4	1	0	0	0	0	0	0	0	385
20:00	5	270	92	2	1	0	0	2	0	0	0	0	0	372
21:00	3	204	75	0	2	0	0	0	<b>3</b>	0	0	0	0	287
22:00	0	109	57	0	1	0	0	0	0	0	0	0	0	167
23:00	2	90	41	0	0	0	0	0	1	0	0	0	0	134
Total	133	6003	2389	84	63	20	9	42	13	10	8	1	8	8783
Percent	1,5%	68,3%	27,2%	1,0%	0,7%	0,2%	0,1%	0,5%	0,1%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	10:00	09:00	09:00	11:00	10:00	09:00	00:00	08:00	07:00	05:00	10:00	11:00
Vol.	11	405	184	17	8	5	3	3	2	1	1	1	2	592
PM Peak	12:00	15:00	12:00	15:00	12:00	12:00	12:00	12:00	21:00	12:00	13:00		13:00	15:00
Vol.	22	571	203	15	8	3	1	8	3	3	1		2	791

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

**EB**

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:25.16	1	37	22	1	0	0	0	0	0	0	0	0	0	61
01:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
02:00	0	26	7	0	1	0	0	0	1	0	0	0	0	35
03:00	0	8	9	0	0	0	0	0	0	0	0	0	0	17
04:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
05:00	0	24	10	0	0	0	0	1	1	0	0	0	0	36
06:00	1	36	31	1	2	0	0	1	0	0	0	0	0	72
07:00	2	140	70	1	2	0	0	3	0	0	0	0	0	218
08:00	4	253	110	0	<b>4</b>	0	0	1	0	0	0	0	0	372
09:00	10	374	166	<b>4</b>	4	0	0	1	<b>2</b>	0	0	0	0	561
10:00	9	475	<b>177</b>	3	3	0	0	4	0	0	0	0	0	671
11:00	<b>18</b>	<b>527</b>	159	1	4	<b>3</b>	0	<b>8</b>	0	0	0	0	0	<b>720</b>
12	7	538	191	2	4	4	0	8	0	0	1	1	0	756
13:00	<b>18</b>	<b>485</b>	<b>184</b>	<b>4</b>	<b>6</b>	<b>2</b>	0	<b>7</b>	0	0	<b>0</b>	<b>0</b>	0	<b>706</b>
14:00	13	501	164	0	5	1	0	0	0	0	0	0	0	684
15:00	18	485	131	0	3	0	0	6	0	<b>2</b>	0	0	<b>1</b>	646
16:00	3	458	143	2	3	1	0	1	0	0	0	0	0	611
17:00	10	370	131	0	3	0	0	0	0	0	0	0	0	514
18:00	4	316	102	0	5	0	0	2	0	0	0	0	0	429
19:00	5	257	108	0	3	0	0	0	<b>1</b>	0	0	0	0	374
20:00	11	239	98	0	1	1	0	0	0	0	0	0	0	350
21:00	4	223	77	0	1	0	0	0	0	0	0	0	0	305
22:00	2	140	51	0	0	0	0	0	0	0	0	0	0	193
23:00	5	100	30	0	0	0	0	0	0	0	0	0	0	135
Total	145	6040	2185	19	54	12	0	43	5	2	1	1	1	8508
Percent	1,7%	71,0%	25,7%	0,2%	0,6%	0,1%	0,0%	0,5%	0,1%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	10:00	09:00	08:00	11:00		11:00	09:00					11:00
Vol.	18	527	177	4	4	3		8	2					720
PM Peak	13:00	12:00	12:00	13:00	13:00	12:00		12:00	19:00	15:00	12:00	12:00	15:00	12:00
Vol.	18	538	191	4	6	4		8	1	2	1	1	1	756



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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26:16	1	59	27	0	0	0	0	0	1	0	0	0	0	88
01:00	1	34	21	0	1	1	0	0	0	0	0	0	0	58
02:00	0	23	7	1	0	0	0	0	0	0	0	0	0	31
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
04:00	0	13	5	0	0	0	0	1	0	0	0	0	0	19
05:00	0	21	8	0	0	0	0	2	0	0	0	0	0	31
06:00	0	28	23	0	1	0	0	1	0	0	0	0	0	53
07:00	4	78	40	0	2	0	0	0	1	0	0	0	1	126
08:00	2	173	84	1	3	0	1	0	0	0	1	0	1	266
09:00	6	286	115	1	3	1	0	3	0	0	1	0	0	416
10:00	10	358	134	0	1	1	0	3	0	0	0	0	0	507
11:00	<b>16</b>	<b>502</b>	<b>184</b>	0	<b>4</b>	0	1	<b>7</b>	0	<b>1</b>	0	0	0	<b>715</b>
12	8	526	170	1	1	1	0	1	0	0	0	0	0	708
13:00	<b>15</b>	<b>481</b>	<b>180</b>	<b>1</b>	1	<b>1</b>	0	1	0	0	0	0	0	<b>680</b>
14:00	15	405	141	1	4	0	0	<b>3</b>	0	0	0	0	0	569
15:00	5	405	132	1	<b>5</b>	0	0	2	0	0	0	0	0	550
16:00	7	372	117	0	2	1	0	1	0	0	0	0	0	500
17:00	6	330	117	0	5	1	0	1	0	0	0	0	0	460
18:00	1	256	84	0	2	1	0	1	0	0	0	0	0	345
19:00	0	208	79	0	3	0	0	0	0	0	0	0	0	290
20:00	0	150	50	0	1	0	0	0	0	0	0	0	0	201
21:00	0	107	53	0	1	0	0	0	0	0	0	0	0	161
22:00	2	71	22	0	1	0	0	0	<b>1</b>	0	0	0	0	97
23:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
Total	99	4931	1809	7	41	8	2	27	3	1	2	0	2	6932
Percent	1,4%	71,1%	26,1%	0,1%	0,6%	0,1%	0,0%	0,4%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	02:00	11:00	01:00	08:00	11:00	00:00	11:00	08:00		07:00	11:00
Vol.	16	502	184	1	4	1	1	7	1	1	1		1	715
PM Peak	13:00	12:00	13:00	12:00	15:00	12:00		14:00	22:00					12:00
Vol.	15	526	180	1	5	1		3	1					708
Grand Total	608	32706	12980	373	379	129	26	161	57	39	23	2	26	47509
Percent	1,3%	68,8%	27,3%	0,8%	0,8%	0,3%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	14	5	0	0	0	0	0	0	0	0	0	0	19
01:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	3	0	1	0	0	0	2	0	0	0	0	11
04:00	0	16	12	1	0	0	0	0	0	0	0	0	0	29
05:00	2	52	20	1	0	0	0	0	0	0	0	0	0	75
06:00	2	145	108	1	2	0	0	0	1	0	0	0	0	259
07:00	9	290	<b>197</b>	4	8	2	1	1	1	<b>1</b>	1	0	1	516
08:00	<b>11</b>	<b>442</b>	194	<b>17</b>	4	5	<b>3</b>	<b>5</b>	0	0	<b>3</b>	0	0	<b>684</b>
09:00	2	346	157	3	7	<b>7</b>	0	4	2	0	0	0	1	529
10:00	6	311	157	6	<b>9</b>	3	0	1	1	1	0	0	0	495
11:00	5	345	144	7	3	2	0	0	2	0	0	0	<b>3</b>	511
12	9	338	183	3	5	2	1	1	1	2	0	0	3	548
13:00	2	363	139	7	5	<b>3</b>	<b>1</b>	1	<b>2</b>	<b>0</b>	0	0	<b>4</b>	527
14:00	5	<b>390</b>	<b>189</b>	<b>13</b>	<b>8</b>	1	1	<b>4</b>	0	2	0	0	1	<b>614</b>
15:00	11	390	150	8	7	2	0	1	0	0	0	0	0	569
16:00	8	378	143	6	5	0	0	0	1	0	1	0	2	544
17:00	8	385	146	0	3	2	0	0	2	0	<b>2</b>	0	0	548
18:00	<b>14</b>	289	135	0	2	0	0	2	1	0	0	0	1	444
19:00	7	198	96	0	3	1	0	0	1	0	0	0	0	306
20:00	1	136	56	0	2	0	0	0	0	0	0	0	0	195
21:00	2	140	59	0	1	0	0	1	1	0	0	0	0	204
22:00	2	78	40	0	1	0	0	0	0	0	0	0	0	121
23:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
Total	106	5091	2349	77	76	30	7	21	18	6	7	0	16	7804
Percent	1,4%	65,2%	30,1%	1,0%	1,0%	0,4%	0,1%	0,3%	0,2%	0,1%	0,1%	0,0%	0,2%	
AM Peak	08:00	08:00	07:00	08:00	10:00	09:00	08:00	08:00	03:00	07:00	08:00		11:00	08:00
Vol.	11	442	197	17	9	7	3	5	2	1	3		3	684
PM Peak	18:00	14:00	14:00	14:00	14:00	13:00	12:00	14:00	13:00	12:00	17:00		13:00	14:00
Vol.	14	390	189	13	8	3	1	4	2	2	2		4	614

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	18	6	0	1	0	0	0	1	0	0	0	0	26
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
03:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
04:00	0	8	6	1	0	0	0	0	0	0	0	0	0	15
05:00	2	43	29	1	0	0	0	0	0	0	0	0	0	75
06:00	4	146	113	1	3	1	0	0	0	0	0	0	0	268
07:00	7	309	182	10	5	2	0	2	1	0	0	0	1	519
08:00	10	<b>473</b>	<b>199</b>	<b>11</b>	5	<b>5</b>	0	3	0	0	1	0	0	<b>707</b>
09:00	8	326	183	4	5	4	<b>1</b>	<b>5</b>	1	1	<b>2</b>	0	<b>2</b>	542
10:00	<b>12</b>	328	148	9	<b>7</b>	2	0	1	<b>3</b>	1	0	0	1	512
11:00	6	352	162	9	3	3	0	3	1	<b>2</b>	0	0	1	542
12	12	322	147	5	3	4	2	2	1	0	0	0	0	498
13:00	<b>3</b>	310	<b>152</b>	4	7	1	<b>0</b>	3	<b>2</b>	1	0	0	<b>2</b>	485
14:00	7	366	143	<b>10</b>	2	2	0	<b>5</b>	0	1	0	0	1	537
15:00	8	368	146	6	3	2	1	4	0	<b>2</b>	0	0	1	541
16:00	6	<b>380</b>	146	7	<b>9</b>	<b>7</b>	2	2	0	0	0	0	1	<b>560</b>
17:00	2	361	142	1	5	2	0	2	0	0	0	0	0	515
18:00	6	260	103	2	3	0	0	1	0	0	0	0	0	375
19:00	6	195	103	0	7	1	0	0	1	0	0	0	0	313
20:00	5	151	69	1	1	0	0	0	1	0	0	0	0	228
21:00	3	129	51	0	1	0	0	0	0	0	0	0	0	184
22:00	0	93	23	0	0	0	0	0	0	0	0	0	0	116
23:00	1	44	14	2	0	0	0	0	0	0	0	0	0	61
Total	108	5012	2279	84	70	36	6	33	12	8	3	0	10	7661
Percent	1,4%	65,4%	29,7%	1,1%	0,9%	0,5%	0,1%	0,4%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	10:00	08:00	08:00	08:00	10:00	08:00	09:00	09:00	10:00	11:00	09:00		09:00	08:00
Vol.	12	473	199	11	7	5	1	5	3	2	2		2	707
PM Peak	12:00	16:00	13:00	14:00	16:00	16:00	12:00	14:00	13:00	15:00			13:00	16:00
Vol.	12	380	152	10	9	7	2	5	2	2			2	560

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06:23.16	0	16	7	0	0	0	0	0	0	0	0	0	0	23
01:00	0	7	6	0	1	0	0	0	0	0	0	0	0	14
02:00	0	7	4	0	0	0	0	0	0	0	0	0	1	12
03:00	0	8	4	1	0	0	0	0	0	0	0	0	0	13
04:00	0	12	7	0	1	0	0	0	0	0	0	0	0	20
05:00	0	46	20	0	0	0	0	1	0	0	0	0	0	67
06:00	3	174	121	1	1	0	0	0	0	0	0	0	0	300
07:00	<b>10</b>	312	184	8	9	3	1	0	0	0	0	0	0	527
08:00	6	<b>450</b>	<b>208</b>	<b>16</b>	8	<b>6</b>	<b>3</b>	<b>5</b>	0	0	<b>1</b>	<b>1</b>	0	<b>704</b>
09:00	4	348	198	7	6	5	0	2	0	0	0	0	<b>3</b>	573
10:00	6	389	174	3	<b>15</b>	1	1	0	0	0	1	0	0	590
11:00	2	343	164	2	5	4	0	2	0	<b>2</b>	1	0	2	527
12	5	351	154	5	8	4	0	1	1	0	0	0	0	529
13:00	6	375	<b>163</b>	2	5	2	0	1	<b>0</b>	<b>3</b>	0	0	<b>1</b>	558
14:00	<b>7</b>	<b>408</b>	162	<b>7</b>	6	<b>6</b>	0	2	1	1	0	0	1	<b>601</b>
15:00	7	379	144	7	7	2	1	3	1	1	0	0	0	552
16:00	6	391	155	4	4	1	1	1	0	1	0	0	0	564
17:00	6	402	145	0	5	3	0	<b>4</b>	0	1	0	0	0	566
18:00	6	275	123	1	<b>9</b>	4	<b>2</b>	0	0	0	0	0	0	420
19:00	2	201	92	2	5	1	0	2	0	0	<b>1</b>	0	0	306
20:00	4	161	66	0	3	1	0	1	0	0	0	0	0	236
21:00	7	136	63	0	0	0	0	0	0	0	0	0	0	206
22:00	3	74	39	0	1	0	0	1	1	0	0	0	0	119
23:00	0	31	19	0	0	0	0	0	1	0	0	0	0	51
Total	90	5296	2422	66	99	43	9	26	5	9	4	1	8	8078
Percent	1,1%	65,6%	30,0%	0,8%	1,2%	0,5%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	07:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00		11:00	08:00	08:00	09:00	08:00
Vol.	10	450	208	16	15	6	3	5		2	1	1	3	704
PM Peak	14:00	14:00	13:00	14:00	18:00	14:00	18:00	17:00	12:00	13:00	19:00		13:00	14:00
Vol.	7	408	163	7	9	6	2	4	1	3	1		1	601

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**E-mail: solutions@accu-traffic.ca**  
**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	14	10	0	0	0	0	0	0	0	0	0	0	24
01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
02:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
03:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
04:00	0	9	8	0	0	1	0	0	0	0	0	0	0	18
05:00	1	53	19	1	0	0	0	0	1	0	0	0	0	75
06:00	5	141	95	3	2	0	0	2	0	0	0	0	0	248
07:00	7	305	155	9	8	3	0	3	0	1	2	0	1	494
08:00	<b>9</b>	<b>492</b>	<b>202</b>	<b>18</b>	4	<b>10</b>	<b>3</b>	<b>4</b>	2	0	<b>3</b>	0	0	<b>747</b>
09:00	8	361	161	6	6	6	0	3	1	0	0	0	1	553
10:00	9	364	183	4	<b>10</b>	2	1	4	0	0	1	0	1	579
11:00	2	397	177	10	7	1	1	4	<b>3</b>	0	0	0	1	603
12	4	344	174	3	5	1	1	0	0	0	0	0	0	532
13:00	10	397	153	7	6	1	<b>0</b>	1	0	0	1	0	<b>1</b>	577
14:00	<b>20</b>	375	<b>180</b>	<b>14</b>	5	<b>5</b>	1	3	<b>2</b>	0	0	0	0	<b>605</b>
15:00	10	<b>398</b>	148	7	4	4	1	2	1	<b>1</b>	1	0	0	577
16:00	3	387	150	6	<b>7</b>	4	1	3	1	0	<b>2</b>	0	0	564
17:00	6	375	136	1	2	1	1	3	0	0	0	0	0	525
18:00	6	350	130	1	3	2	0	3	0	0	0	0	0	495
19:00	8	260	101	0	2	0	0	<b>4</b>	0	0	1	0	0	376
20:00	8	214	90	0	1	0	0	1	0	0	0	0	0	314
21:00	1	214	90	0	0	2	0	0	1	0	0	0	0	308
22:00	2	147	56	0	0	0	0	0	1	0	0	0	0	206
23:00	1	61	19	0	0	0	0	1	0	0	0	0	0	82
Total	120	5682	2447	90	72	43	10	41	13	2	11	0	5	8536
Percent	1,4%	66,6%	28,7%	1,1%	0,8%	0,5%	0,1%	0,5%	0,2%	0,0%	0,1%	0,0%	0,1%	
AM Peak	08:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00	11:00	07:00	08:00		07:00	08:00
Vol.	9	492	202	18	10	10	3	4	3	1	3		1	747
PM Peak	14:00	15:00	14:00	14:00	16:00	14:00	12:00	19:00	14:00	15:00	16:00		13:00	14:00
Vol.	20	398	180	14	7	5	1	4	2	1	2		1	605

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:25:16	0	32	23	0	0	1	0	0	1	0	0	0	0	57
01:00	0	28	9	0	1	0	0	0	0	0	0	0	0	38
02:00	0	14	8	0	0	0	0	0	0	0	0	0	1	23
03:00	0	11	7	0	0	1	0	0	0	0	0	0	0	19
04:00	1	14	6	0	1	0	0	0	0	0	0	0	0	22
05:00	0	39	13	1	0	0	0	1	0	0	0	0	0	54
06:00	2	71	46	2	1	1	0	2	0	0	0	0	0	125
07:00	4	158	77	0	3	0	0	0	1	0	0	0	0	243
08:00	5	275	121	1	4	0	1	0	0	1	0	0	0	408
09:00	14	361	153	2	5	1	1	0	0	0	0	0	1	538
10:00	10	400	157	1	4	0	1	4	0	0	1	0	1	579
11:00	10	479	145	3	1	1	3	3	0	0	0	0	0	645
12	11	407	197	2	3	0	0	1	0	0	2	0	0	623
13:00	11	484	141	4	6	0	0	2	1	0	0	0	0	649
14:00	16	414	166	2	2	2	0	2	0	0	0	1	0	605
15:00	15	454	175	1	3	0	0	4	0	0	1	0	0	653
16:00	9	426	149	1	4	1	2	2	0	0	2	0	0	596
17:00	18	371	139	3	2	0	0	2	0	0	0	0	0	535
18:00	11	400	161	1	1	2	0	0	0	0	0	0	0	576
19:00	8	327	125	0	2	1	0	4	0	1	1	0	0	469
20:00	10	306	132	0	3	1	0	0	1	0	1	0	0	454
21:00	4	269	98	0	0	0	0	0	0	0	0	0	0	371
22:00	4	161	52	1	1	0	0	1	0	0	0	0	0	220
23:00	2	78	31	0	0	0	0	0	0	0	0	0	0	111
Total	165	5979	2331	25	47	12	8	28	4	2	8	1	3	8613
Percent	1,9%	69,4%	27,1%	0,3%	0,5%	0,1%	0,1%	0,3%	0,0%	0,0%	0,1%	0,0%	0,0%	
AM Peak	09:00	11:00	10:00	11:00	09:00	00:00	11:00	10:00	00:00	08:00	10:00		02:00	11:00
Vol.	14	479	157	3	5	1	3	4	1	1	1		1	645
PM Peak	17:00	13:00	12:00	13:00	13:00	14:00	16:00	15:00	13:00	19:00	12:00	14:00		15:00
Vol.	18	484	197	4	6	2	2	4	1	1	2	1		653

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Site Code: 2  
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 Mosley Street East of 58th Street

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26.16	1	42	24	0	1	0	0	0	0	0	0	0	0	68
01:00	1	25	13	0	0	0	0	0	1	0	0	0	0	40
02:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31
03:00	0	13	8	0	0	0	0	0	0	0	0	0	0	21
04:00	0	14	10	0	0	0	0	0	0	0	0	0	0	24
05:00	1	36	12	0	0	0	0	0	0	0	0	0	0	49
06:00	1	67	20	0	0	1	0	0	0	0	0	0	0	89
07:00	1	67	42	0	3	0	1	0	0	0	0	0	0	114
08:00	5	162	76	2	2	0	0	0	0	0	1	0	0	248
09:00	11	241	106	1	3	1	0	0	0	0	0	0	0	363
10:00	10	372	136	0	3	0	0	1	1	0	1	0	1	525
11:00	14	356	167	0	2	0	0	5	0	1	1	0	1	547
12	19	425	159	1	2	1	0	1	0	0	0	0	0	608
13:00	17	355	156	0	2	1	1	5	0	0	2	0	0	539
14:00	15	361	185	1	2	2	0	7	0	1	0	0	0	574
15:00	9	482	171	0	4	2	2	7	0	0	0	0	0	677
16:00	10	437	178	0	3	1	0	3	0	1	0	0	0	633
17:00	7	448	179	1	1	2	1	6	0	0	0	0	0	645
18:00	0	409	171	0	4	0	0	1	0	0	0	0	0	585
19:00	1	238	88	0	3	0	1	2	0	0	0	0	0	333
20:00	0	155	55	0	0	0	0	0	0	0	0	0	0	210
21:00	0	112	46	0	0	0	1	0	0	0	0	0	0	159
22:00	0	81	32	0	0	0	0	0	0	0	0	0	0	113
23:00	2	29	12	0	1	0	0	0	0	0	0	0	0	44
Total	125	4947	2057	6	36	11	7	38	2	3	5	0	2	7239
Percent	1,7%	68,3%	28,4%	0,1%	0,5%	0,2%	0,1%	0,5%	0,0%	0,0%	0,1%	0,0%	0,0%	
AM Peak	11:00	10:00	11:00	08:00	07:00	06:00	07:00	11:00	01:00	11:00	08:00		10:00	11:00
Vol.	14	372	167	2	3	1	1	5	1	1	1		1	547
PM Peak	12:00	15:00	14:00	12:00	15:00	14:00	15:00	14:00		14:00	13:00			15:00
Vol.	19	482	185	1	4	2	2	7		1	2			677
Grand Total	714	32007	13885	348	400	175	47	187	54	30	38	2	44	47931
Percent	1,5%	66,8%	29,0%	0,7%	0,8%	0,4%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,1%	

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Site Code: 2  
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 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:21.16	0	28	9	0	0	0	0	0	0	0	0	0	0	37
01:00	0	21	12	0	0	0	0	0	0	0	0	0	0	33
02:00	0	16	10	0	0	0	0	0	1	0	0	0	0	27
03:00	0	10	5	0	1	0	0	0	2	1	0	0	0	19
04:00	0	30	23	1	1	0	0	0	0	0	0	0	0	55
05:00	3	80	36	1	0	0	0	0	0	1	0	0	0	121
06:00	3	217	164	2	4	0	0	1	2	0	0	0	0	393
07:00	12	487	280	10	11	7	1	1	1	4	1	0	3	818
08:00	13	<b>729</b>	287	<b>24</b>	11	9	<b>3</b>	<b>6</b>	<b>3</b>	1	<b>3</b>	0	2	<b>1091</b>
09:00	7	646	<b>321</b>	22	13	<b>12</b>	0	5	3	3	0	0	1	1033
10:00	11	610	291	10	<b>18</b>	8	1	2	1	3	1	0	0	956
11:00	<b>14</b>	705	278	11	8	4	3	2	2	1	1	0	3	1032
12	14	741	341	7	13	3	1	1	4	4	0	0	3	1132
13:00	10	731	303	13	9	<b>7</b>	<b>1</b>	1	<b>2</b>	<b>0</b>	0	0	<b>4</b>	1081
14:00	9	785	341	16	<b>15</b>	1	1	<b>6</b>	0	2	1	0	1	1178
15:00	18	828	<b>351</b>	<b>20</b>	11	4	1	2	1	0	0	0	0	<b>1236</b>
16:00	15	828	349	16	11	2	0	2	1	0	1	0	2	1227
17:00	12	<b>849</b>	340	0	7	2	1	2	2	0	<b>3</b>	0	0	1218
18:00	<b>20</b>	577	251	1	8	0	0	4	1	2	0	0	1	865
19:00	8	414	195	1	4	1	1	1	2	0	1	0	0	628
20:00	8	308	133	0	4	0	0	1	0	0	0	0	0	454
21:00	3	282	122	0	2	0	0	1	1	0	0	0	0	411
22:00	2	162	84	0	2	0	0	0	0	0	0	0	0	250
23:00	0	94	27	0	1	1	0	0	0	0	0	0	0	123
Total	182	10178	4553	155	154	61	14	38	29	22	12	0	20	15418
Percent	1,2%	66,0%	29,5%	1,0%	1,0%	0,4%	0,1%	0,2%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	11:00	08:00	09:00	08:00	10:00	09:00	08:00	08:00	08:00	07:00	08:00		07:00	08:00
Vol.	14	729	321	24	18	12	3	6	3	4	3		3	1091
PM Peak	18:00	17:00	15:00	15:00	14:00	13:00	12:00	14:00	12:00	12:00	17:00		13:00	15:00
Vol.	20	849	351	20	15	7	1	6	4	4	3		4	1236



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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:22.16	0	54	13	0	2	0	0	0	1	0	0	0	0	70
01:00	0	20	9	0	0	0	0	0	0	0	0	0	0	29
02:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
03:00	0	17	12	0	0	0	0	0	0	0	0	0	0	29
04:00	0	21	14	1	0	0	0	0	0	1	0	0	0	37
05:00	2	69	44	1	0	0	0	0	1	0	0	0	0	117
06:00	5	232	153	3	5	2	0	1	0	0	0	0	1	402
07:00	9	504	273	13	7	3	1	3	1	0	0	0	<b>3</b>	817
08:00	14	<b>777</b>	<b>313</b>	<b>23</b>	9	6	1	4	1	0	1	0	1	<b>1150</b>
09:00	8	617	309	20	9	<b>8</b>	<b>2</b>	<b>5</b>	3	1	<b>2</b>	0	2	986
10:00	<b>16</b>	645	300	16	<b>10</b>	5	0	2	<b>4</b>	<b>2</b>	0	0	1	1001
11:00	16	732	310	14	10	6	0	5	4	2	2	0	2	1103
12	14	706	300	11	4	8	2	3	3	0	0	0	0	1051
13:00	8	646	306	7	<b>15</b>	3	<b>0</b>	4	<b>4</b>	<b>2</b>	0	0	<b>3</b>	998
14:00	12	757	310	15	13	5	0	5	0	2	0	0	1	1120
15:00	13	848	324	<b>18</b>	6	<b>9</b>	1	<b>7</b>	2	2	<b>1</b>	0	1	1232
16:00	<b>16</b>	<b>850</b>	<b>347</b>	16	15	8	2	3	0	0	0	0	1	<b>1258</b>
17:00	11	830	346	3	7	3	0	3	0	0	0	0	1	1204
18:00	14	546	211	2	9	0	1	1	1	0	0	0	0	785
19:00	10	404	199	1	10	1	0	0	1	0	1	0	0	627
20:00	6	329	139	1	3	1	0	0	1	0	0	0	0	480
21:00	4	326	120	0	2	0	0	0	0	0	0	0	0	452
22:00	1	192	60	0	1	0	0	0	0	0	0	0	0	254
23:00	2	100	21	2	0	0	0	1	0	0	0	0	0	126
Total	181	10237	4437	167	137	68	10	47	27	12	7	0	17	15347
Percent	1,2%	66,7%	28,9%	1,1%	0,9%	0,4%	0,1%	0,3%	0,2%	0,1%	0,0%	0,0%	0,1%	
AM Peak	10:00	08:00	08:00	08:00	10:00	09:00	09:00	09:00	10:00	10:00	09:00		07:00	08:00
Vol.	16	777	313	23	10	8	2	5	4	2	2		3	1150
PM Peak	16:00	16:00	16:00	15:00	13:00	15:00	12:00	15:00	13:00	13:00	15:00		13:00	16:00
Vol.	16	850	347	18	15	9	2	7	4	2	1		3	1258

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EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:23:16	0	37	16	0	0	0	0	0	0	0	0	0	0	53
01:00	1	17	14	0	1	0	0	0	0	0	0	0	0	33
02:00	0	15	7	0	0	0	0	0	0	0	0	0	1	23
03:00	0	14	8	1	0	0	0	0	0	0	0	0	0	23
04:00	0	27	15	0	1	1	0	0	0	0	0	0	0	44
05:00	1	76	43	0	1	0	0	1	1	0	0	0	0	123
06:00	4	249	168	3	3	0	0	2	1	0	0	0	0	430
07:00	12	505	288	15	12	6	1	3	1	0	0	0	0	843
08:00	6	714	327	28	11	8	4	5	0	2	1	1	1	1108
09:00	10	661	346	25	14	7	0	2	1	0	0	0	3	1069
10:00	11	718	315	15	19	4	2	4	0	0	1	0	0	1089
11:00	7	745	318	7	11	7	0	3	1	2	1	0	3	1105
12	9	743	319	10	13	5	0	2	2	1	0	0	0	1104
13:00	9	731	329	5	9	3	0	1	1	4	0	0	1	1093
14:00	15	796	302	13	13	11	0	3	1	1	1	0	1	1157
15:00	12	906	318	26	16	2	2	4	2	1	0	0	1	1290
16:00	14	903	352	12	12	3	1	3	0	2	2	0	0	1304
17:00	16	898	349	1	10	5	0	5	0	2	0	0	0	1286
18:00	13	612	246	2	11	4	2	0	0	0	0	0	1	891
19:00	8	455	202	3	6	2	1	3	0	0	1	0	0	681
20:00	10	350	148	1	7	1	0	1	1	0	0	0	0	519
21:00	11	277	117	1	3	0	0	0	1	0	0	0	0	410
22:00	3	181	76	0	2	0	0	1	1	0	0	0	0	264
23:00	0	86	34	0	0	0	0	1	1	0	0	0	0	122
Total	172	10716	4657	168	175	69	13	44	15	15	7	1	12	16064
Percent	1,1%	66,7%	29,0%	1,0%	1,1%	0,4%	0,1%	0,3%	0,1%	0,1%	0,0%	0,0%	0,1%	
AM Peak	07:00	11:00	09:00	08:00	10:00	08:00	08:00	08:00	05:00	08:00	08:00	08:00	09:00	08:00
Vol.	12	745	346	28	19	8	4	5	1	2	1	1	3	1108
PM Peak	17:00	15:00	16:00	15:00	15:00	14:00	15:00	17:00	12:00	13:00	16:00		13:00	16:00
Vol.	16	906	352	26	16	11	2	5	2	4	2		1	1304

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**URL: http://www.accu-traffic.ca**

Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:24.16	0	30	17	0	0	0	0	0	2	0	0	0	0	49
01:00	0	12	11	0	0	0	0	0	1	0	0	0	0	24
02:00	0	18	6	0	0	0	1	0	0	0	0	0	0	25
03:00	0	19	5	1	0	0	0	0	0	0	0	0	0	25
04:00	0	24	15	0	0	1	0	0	0	0	0	0	0	40
05:00	1	84	38	1	0	0	0	1	2	0	0	1	0	128
06:00	6	217	139	4	5	0	0	3	0	0	0	0	0	374
07:00	8	505	257	12	11	4	1	5	0	1	3	0	1	808
08:00	10	772	313	26	10	12	4	5	2	1	4	0	0	1159
09:00	13	677	309	23	14	7	1	6	2	0	1	0	1	1054
10:00	20	716	367	11	13	3	4	4	0	1	1	0	3	1143
11:00	5	802	338	18	11	6	1	7	4	1	0	0	2	1195
12	26	759	377	7	13	4	2	8	2	3	0	0	0	1201
13:00	23	858	328	11	9	3	0	5	0	1	2	0	3	1243
14:00	33	811	362	19	9	7	1	9	2	0	1	0	2	1256
15:00	25	969	328	22	8	5	1	5	1	1	2	0	1	1368
16:00	17	929	340	14	12	5	2	5	1	1	3	0	0	1329
17:00	17	920	313	2	3	1	1	6	1	2	0	0	0	1266
18:00	13	720	252	1	6	2	0	6	0	0	1	0	0	1001
19:00	14	534	201	0	6	1	0	4	0	0	1	0	0	761
20:00	13	484	182	2	2	0	0	3	0	0	0	0	0	686
21:00	4	418	165	0	2	2	0	0	4	0	0	0	0	595
22:00	2	256	113	0	1	0	0	0	1	0	0	0	0	373
23:00	3	151	60	0	0	0	0	1	1	0	0	0	0	216
Total	253	11685	4836	174	135	63	19	83	26	12	19	1	13	17319
Percent	1,5%	67,5%	27,9%	1,0%	0,8%	0,4%	0,1%	0,5%	0,2%	0,1%	0,1%	0,0%	0,1%	
AM Peak	10:00	11:00	10:00	08:00	09:00	08:00	08:00	11:00	11:00	07:00	08:00	05:00	10:00	11:00
Vol.	20	802	367	26	14	12	4	7	4	1	4	1	3	1195
PM Peak	14:00	15:00	12:00	15:00	12:00	14:00	12:00	14:00	21:00	12:00	16:00		13:00	15:00
Vol.	33	969	377	22	13	7	2	9	4	3	3		3	1368

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

EB, WB														
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:25:16	1	69	45	1	0	1	0	0	1	0	0	0	0	118
01:00	0	43	16	0	1	0	0	0	0	0	0	0	0	60
02:00	0	40	15	0	1	0	0	0	1	0	0	0	1	58
03:00	0	19	16	0	0	1	0	0	0	0	0	0	0	36
04:00	1	27	13	0	1	0	0	0	0	0	0	0	0	42
05:00	0	63	23	1	0	0	0	2	1	0	0	0	0	90
06:00	3	107	77	3	3	1	0	3	0	0	0	0	0	197
07:00	6	298	147	1	5	0	0	3	1	0	0	0	0	461
08:00	9	528	231	1	8	0	1	1	0	1	0	0	0	780
09:00	24	735	319	6	9	1	1	1	2	0	0	0	1	1099
10:00	19	875	334	4	7	0	1	8	0	0	1	0	1	1250
11:00	28	1006	304	4	5	4	3	11	0	0	0	0	0	1365
12	18	945	388	4	7	4	0	9	0	0	3	1	0	1379
13:00	29	969	325	8	12	2	0	9	1	0	0	0	0	1355
14:00	29	915	330	2	7	3	0	2	0	0	0	1	0	1289
15:00	33	939	306	1	6	0	0	10	0	2	1	0	1	1299
16:00	12	884	292	3	7	2	2	3	0	0	2	0	0	1207
17:00	28	741	270	3	5	0	0	2	0	0	0	0	0	1049
18:00	15	716	263	1	6	2	0	2	0	0	0	0	0	1005
19:00	13	584	233	0	5	1	0	4	1	1	1	0	0	843
20:00	21	545	230	0	4	2	0	0	1	0	1	0	0	804
21:00	8	492	175	0	1	0	0	0	0	0	0	0	0	676
22:00	6	301	103	1	1	0	0	1	0	0	0	0	0	413
23:00	7	178	61	0	0	0	0	0	0	0	0	0	0	246
Total	310	12019	4516	44	101	24	8	71	9	4	9	2	4	17121
Percent	1,8%	70,2%	26,4%	0,3%	0,6%	0,1%	0,0%	0,4%	0,1%	0,0%	0,1%	0,0%	0,0%	
AM Peak	11:00	11:00	10:00	09:00	09:00	11:00	11:00	11:00	09:00	08:00	10:00		02:00	11:00
Vol.	28	1006	334	6	9	4	3	11	2	1	1		1	1365
PM Peak	15:00	13:00	12:00	13:00	13:00	12:00	16:00	15:00	13:00	15:00	12:00	12:00	15:00	12:00
Vol.	33	969	388	8	12	4	2	10	1	2	3	1	1	1379

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Site Code: 2  
 Station ID: MC10  
 Mosley Street East of 58th Street

Latitude: 0' 0,000 Undefined

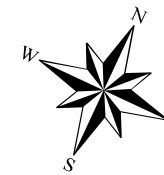
EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
06:26:16	2	101	51	0	1	0	0	0	1	0	0	0	0	156
01:00	2	59	34	0	1	1	0	0	1	0	0	0	0	98
02:00	0	43	18	1	0	0	0	0	0	0	0	0	0	62
03:00	0	26	11	0	0	0	0	0	0	0	0	0	0	37
04:00	0	27	15	0	0	0	0	1	0	0	0	0	0	43
05:00	1	57	20	0	0	0	0	2	0	0	0	0	0	80
06:00	1	95	43	0	1	1	0	1	0	0	0	0	0	142
07:00	5	145	82	0	5	0	1	0	1	0	0	0	1	240
08:00	7	335	160	3	5	0	1	0	0	0	2	0	1	514
09:00	17	527	221	2	6	2	0	3	0	0	1	0	0	779
10:00	20	730	270	0	4	1	0	4	1	0	1	0	1	1032
11:00	30	858	351	0	6	0	1	12	0	2	1	0	1	1262
12	27	951	329	2	3	2	0	2	0	0	0	0	0	1316
13:00	32	836	336	1	3	2	1	6	0	0	2	0	0	1219
14:00	30	766	326	2	6	2	0	10	0	1	0	0	0	1143
15:00	14	887	303	1	9	2	2	9	0	0	0	0	0	1227
16:00	17	809	295	0	5	2	0	4	0	1	0	0	0	1133
17:00	13	778	296	1	6	3	1	7	0	0	0	0	0	1105
18:00	1	665	255	0	6	1	0	2	0	0	0	0	0	930
19:00	1	446	167	0	6	0	1	2	0	0	0	0	0	623
20:00	0	305	105	0	1	0	0	0	0	0	0	0	0	411
21:00	0	219	99	0	1	0	1	0	0	0	0	0	0	320
22:00	2	152	54	0	1	0	0	0	1	0	0	0	0	210
23:00	2	61	25	0	1	0	0	0	0	0	0	0	0	89
Total	224	9878	3866	13	77	19	9	65	5	4	7	0	4	14171
Percent	1,6%	69,7%	27,3%	0,1%	0,5%	0,1%	0,1%	0,5%	0,0%	0,0%	0,0%	0,0%	0,0%	
AM Peak	11:00	11:00	11:00	08:00	09:00	09:00	07:00	11:00	00:00	11:00	08:00		07:00	11:00
Vol.	30	858	351	3	6	2	1	12	1	2	2		1	1262
PM Peak	13:00	12:00	13:00	12:00	15:00	17:00	15:00	14:00	22:00	14:00	13:00			12:00
Vol.	32	951	336	2	9	3	2	10	1	1	2			1316
Grand Total	1322	64713	26865	721	779	304	73	348	111	69	61	4	70	95440
Percent	1,4%	67,8%	28,1%	0,8%	0,8%	0,3%	0,1%	0,4%	0,1%	0,1%	0,1%	0,0%	0,1%	

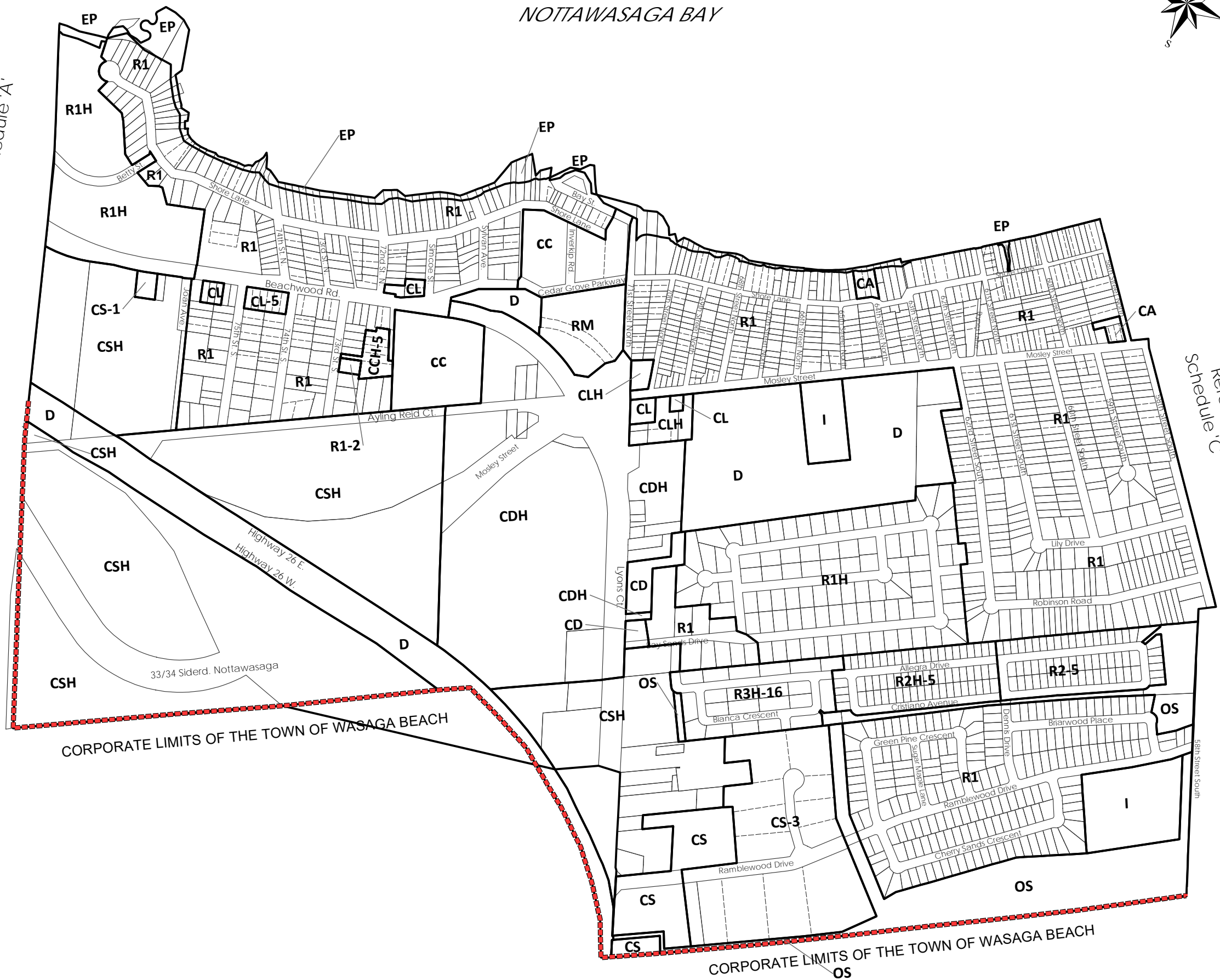
**APPENDIX 'B'**

**ZONING MAP**

NOTTAWASAGA BAY



Refer to Schedule 'A'



Refer to Schedule 'C'

# SCHEDULE 'B'

TOWN OF WASAGA BEACH

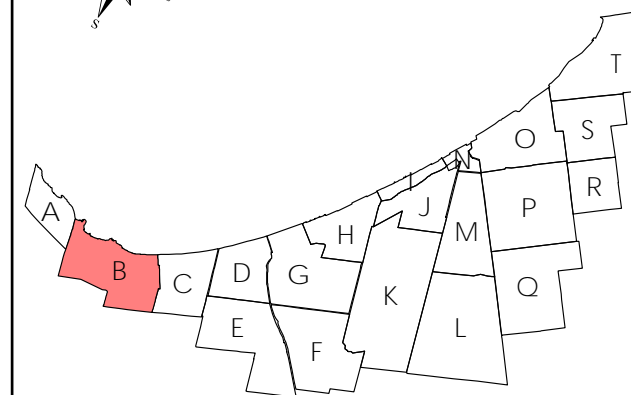
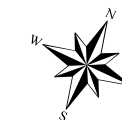
The Beach is Just the Beginning...



THIS IS SCHEDULE 'B' TO BY-LAW 2003-60, PASSED THE 9th DAY OF September, 2003  
SIGNATURES OF SIGNING OFFICERS

MAYOR \_\_\_\_\_

CLERK \_\_\_\_\_



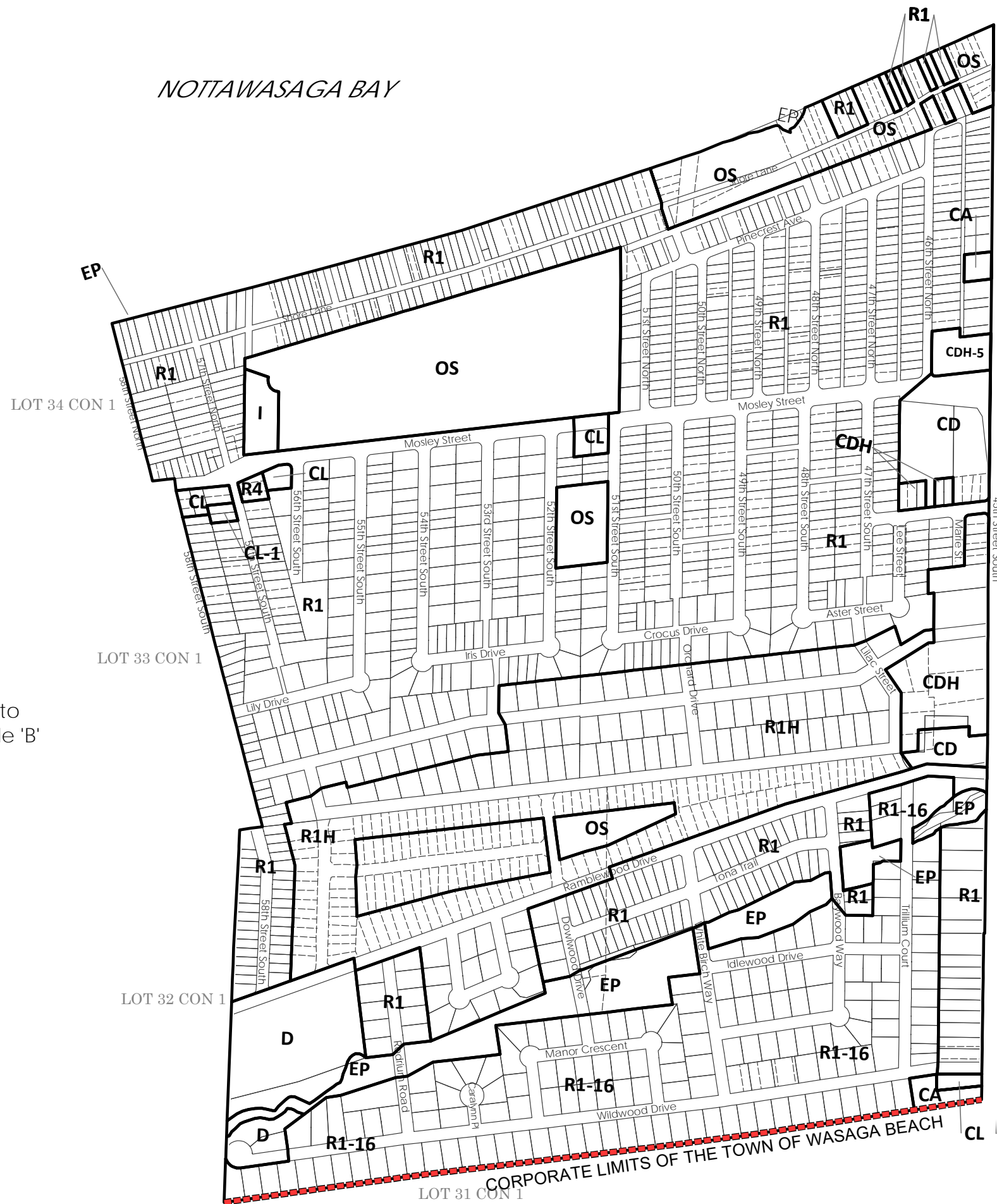
## OFFICE CONSOLIDATION JANUARY 2016

NOTE: The lot lines depicted on this map are for reference purposes only and may not reflect accurately property boundaries in all instances

1:9,000



NOTTAWASAGA BAY



Refer to Schedule 'D'

Refer to Schedule 'B'

Refer to Schedule 'E'

# SCHEDULE 'C'

TOWN OF WASAGA BEACH

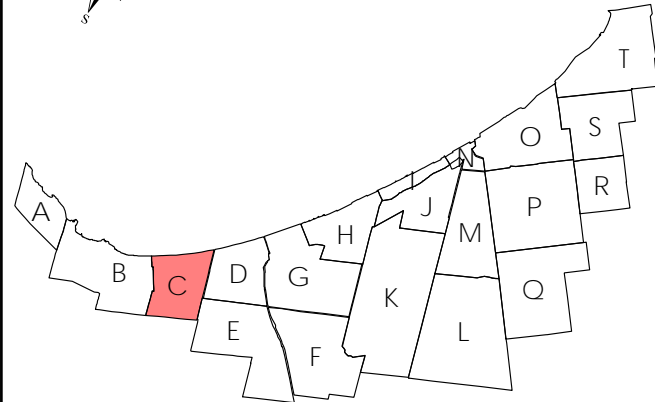
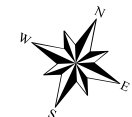
*The Beach is Just the Beginning...*



THIS IS SCHEDULE 'C' TO BY-LAW  
2003-60, PASSED  
THE 9th DAY OF September, 2003  
SIGNATURES OF SIGNING OFFICERS

MAYOR \_\_\_\_\_

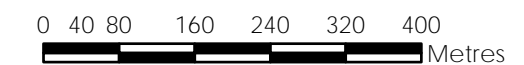
CLERK \_\_\_\_\_



OFFICE CONSOLIDATION  
JANUARY 2016

NOTE: The lot lines depicted on this map are for reference purposes only and may not reflect accurately property boundaries in all instances

1:8,000





# APPENDIX 'C'

## SAMPLE NOISE LEVEL CALCULATIONS

STAMSON 5.0                      NORMAL REPORT                      Date: 08-09-2017 10:26:09  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 6013w58.te                      Time Period: 16 hours  
Description: W of 58th - 55 dBA EX

Road data, segment # 1: Mosley W 58

-----  
Car traffic volume : 14276 veh/TimePeriod \*  
Medium truck volume : 205 veh/TimePeriod \*  
Heavy truck volume : 161 veh/TimePeriod \*  
Posted speed limit : 50 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley W 58

-----  
Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 45.30 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Mosley W 58

-----  
Source height = 1.02 m

ROAD (0.00 + 55.01 + 0.00) = 55.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-7.97	-1.46	0.00	0.00	0.00	55.01

-----

Segment Leq : 55.01 dBA

Total Leq All Segments: 55.01 dBA

TOTAL Leq FROM ALL SOURCES: 55.01

Filename: 6013w58.te                    Time Period: 16 hours  
 Description: W of 58th - 60 dBA EX

Road data, segment # 1: Mosley W 58

-----  
 Car traffic volume : 14276 veh/TimePeriod \*  
 Medium truck volume : 205 veh/TimePeriod \*  
 Heavy truck volume : 161 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley W 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 22.70 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley W 58

-----  
 Source height = 1.02 m

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA  

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	-2.99	-1.46	0.00	0.00	0.00	59.99

 -----

Segment Leq : 59.99 dBA

Total Leq All Segments: 59.99 dBA

TOTAL Leq FROM ALL SOURCES: 59.99

Filename: 6013w58.te                    Time Period: 16 hours  
 Description: W of 58th at 15m EX

Road data, segment # 1: Mosley W 58

-----  
 Car traffic volume : 14276 veh/TimePeriod \*  
 Medium truck volume : 205 veh/TimePeriod \*  
 Heavy truck volume : 161 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley W 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 15.00 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley W 58

-----  
 Source height = 1.02 m

ROAD (0.00 + 62.98 + 0.00) = 62.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.43	0.00	0.00	-1.46	0.00	0.00	0.00	62.98

Segment Leq : 62.98 dBA

Total Leq All Segments: 62.98 dBA

TOTAL Leq FROM ALL SOURCES: 62.98

**NOTE: DIST FOR 65 dBA = 15/(10^((65-62.98)/16.6)) = 15/1.32 = 11.33**

Filename: 6013e58.te                    Time Period: 16 hours  
 Description: E of 58th 55 dBA EX

Road data, segment # 1: Mosley E 58

-----  
 Car traffic volume : 15404 veh/TimePeriod \*  
 Medium truck volume : 157 veh/TimePeriod \*  
 Heavy truck volume : 141 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley E 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 44.50 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley E 58

-----  
 Source height = 0.97 m

ROAD (0.00 + 55.00 + 0.00) = 55.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.30	0.00	-7.84	-1.46	0.00	0.00	0.00	55.00

Segment Leq : 55.00 dBA

Total Leq All Segments: 55.00 dBA

TOTAL Leq FROM ALL SOURCES: 55.00

Filename: 6013e58.te                    Time Period: 16 hours  
 Description: E of 58th 60 dBA EX

Road data, segment # 1: Mosley E 58

-----  
 Car traffic volume : 15404 veh/TimePeriod \*  
 Medium truck volume : 157 veh/TimePeriod \*  
 Heavy truck volume : 141 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley E 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 22.30 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley E 58

-----  
 Source height = 0.97 m

ROAD (0.00 + 59.98 + 0.00) = 59.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.30	0.00	-2.86	-1.46	0.00	0.00	0.00	59.98

-----  
 Segment Leq : 59.98 dBA

Total Leq All Segments: 59.98 dBA

TOTAL Leq FROM ALL SOURCES: 59.98

Filename: 6013e58.te                    Time Period: 16 hours  
 Description: E of 58th at 15 m EX

Road data, segment # 1: Mosley E 58

-----  
 Car traffic volume : 15404 veh/TimePeriod \*  
 Medium truck volume : 157 veh/TimePeriod \*  
 Heavy truck volume : 141 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley E 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 15.00 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley E 58

-----  
 Source height = 0.97 m

ROAD (0.00 + 62.84 + 0.00) = 62.84 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	64.30	0.00	0.00	-1.46	0.00	0.00	0.00	62.84

Segment Leq : 62.84 dBA

Total Leq All Segments: 62.84 dBA

TOTAL Leq FROM ALL SOURCES: 62.84

**NOTE: DIST FOR 65 dBA = 15/(10^((65-62.84)/16.6)) = 15/1.35 = 11.12**

Filename: 6013w58.te                    Time Period: 16 hours  
 Description: W of 58th 55 dBA FUT

Road data, segment # 1: Mosley W 58

-----  
 Car traffic volume : 19137 veh/TimePeriod \*  
 Medium truck volume : 275 veh/TimePeriod \*  
 Heavy truck volume : 216 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley W 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 54.10 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley W 58

-----  
 Source height = 1.02 m

ROAD (0.00 + 55.00 + 0.00) = 55.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.71	0.00	-9.25	-1.46	0.00	0.00	0.00	55.00

-----  
 Segment Leq : 55.00 dBA

Total Leq All Segments: 55.00 dBA

TOTAL Leq FROM ALL SOURCES: 55.00

Filename: 6013w58.te                    Time Period: 16 hours  
 Description: W of 58th 60 dBA FUT

Road data, segment # 1: Mosley W 58  
 -----

Car traffic volume : 19137 veh/TimePeriod \*  
 Medium truck volume : 275 veh/TimePeriod \*  
 Heavy truck volume : 216 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley W 58  
 -----

Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 27.10 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley W 58  
 -----

Source height = 1.02 m

ROAD (0.00 + 59.99 + 0.00) = 59.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.71	0.00	-4.26	-1.46	0.00	0.00	0.00	59.99

Segment Leq : 59.99 dBA

Total Leq All Segments: 59.99 dBA

TOTAL Leq FROM ALL SOURCES: 59.99



Filename: 6013w58.te                    Time Period: 16 hours  
 Description: W of 58th at 15m FUT

Road data, segment # 1: Mosley W 58

-----  
 Car traffic volume : 19137 veh/TimePeriod \*  
 Medium truck volume : 275 veh/TimePeriod \*  
 Heavy truck volume : 216 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley W 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 15.00 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley W 58

-----  
 Source height = 1.02 m

ROAD (0.00 + 64.25 + 0.00) = 64.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.71	0.00	0.00	-1.46	0.00	0.00	0.00	64.25

Segment Leq : 64.25 dBA

Total Leq All Segments: 64.25 dBA

TOTAL Leq FROM ALL SOURCES: 64.25

**NOTE: DIST FOR 65 dBA = 15/(10^((65-64.25)/16.6)) = 15/1.11 = 13.52**

Filename: 6013e58.te                    Time Period: 16 hours  
 Description: E of 58th 55 dBA FUT

Road data, segment # 1: Mosley E 58

-----  
 Car traffic volume : 20649 veh/TimePeriod \*  
 Medium truck volume : 210 veh/TimePeriod \*  
 Heavy truck volume : 189 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley E 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 53.10 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley E 58

-----  
 Source height = 0.97 m

ROAD (0.00 + 55.00 + 0.00) = 55.00 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.57	0.00	-9.11	-1.46	0.00	0.00	0.00	55.00

-----  
 Segment Leq : 55.00 dBA

Total Leq All Segments: 55.00 dBA

TOTAL Leq FROM ALL SOURCES:                    55.00

Filename: 6013e58.te                    Time Period: 16 hours  
 Description: E of 58th 60 dBA FUT

Road data, segment # 1: Mosley E 58

-----  
 Car traffic volume : 20649 veh/TimePeriod \*  
 Medium truck volume : 210 veh/TimePeriod \*  
 Heavy truck volume : 189 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley E 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 26.50 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley E 58

-----  
 Source height = 0.97 m

ROAD (0.00 + 60.01 + 0.00) = 60.01 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.57	0.00	-4.10	-1.46	0.00	0.00	0.00	60.01

Segment Leq : 60.01 dBA

Total Leq All Segments: 60.01 dBA

TOTAL Leq FROM ALL SOURCES: 60.01

Filename: 6013e58.te                    Time Period: 16 hours  
 Description: E of 58th at 15m FUT

Road data, segment # 1: Mosley E 58

-----  
 Car traffic volume : 20649 veh/TimePeriod \*  
 Medium truck volume : 210 veh/TimePeriod \*  
 Heavy truck volume : 189 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 0 %  
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Mosley E 58

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 15.00 m  
 Receiver height : 1.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Results segment # 1: Mosley E 58

-----  
 Source height = 0.97 m

ROAD (0.00 + 64.11 + 0.00) = 64.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	65.57	0.00	0.00	-1.46	0.00	0.00	0.00	64.11

Segment Leq : 64.11 dBA

Total Leq All Segments: 64.11 dBA

TOTAL Leq FROM ALL SOURCES: 64.11

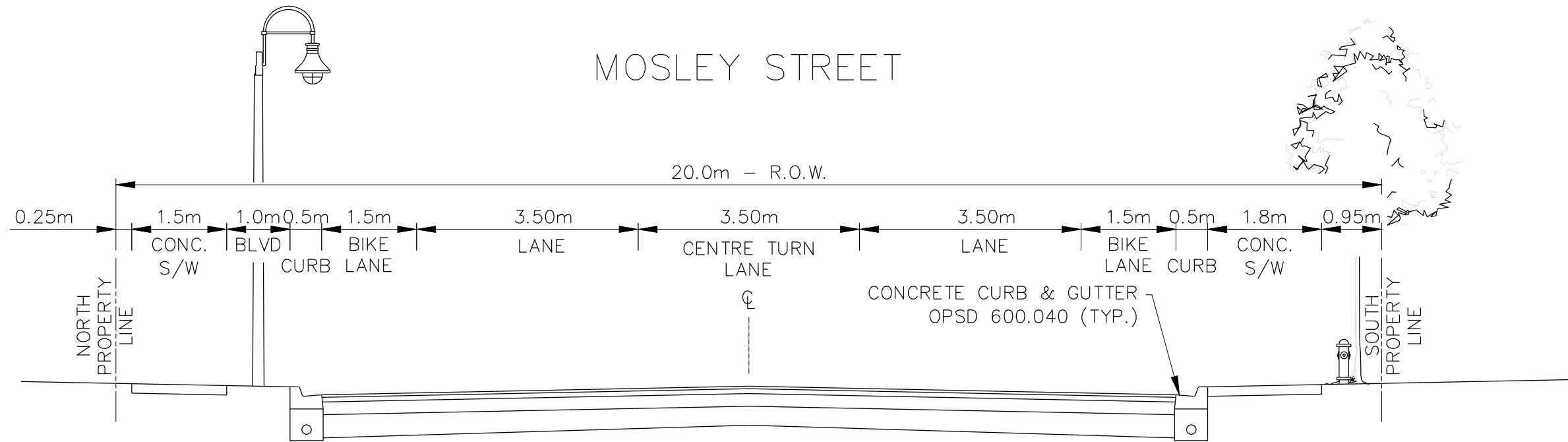
**NOTE: DIST FOR 65 dBA = 15/(10^((65-64.11)/16.6)) = 15/1.13 = 13.26**

# **APPENDIX 'D'**

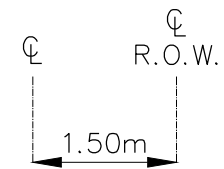
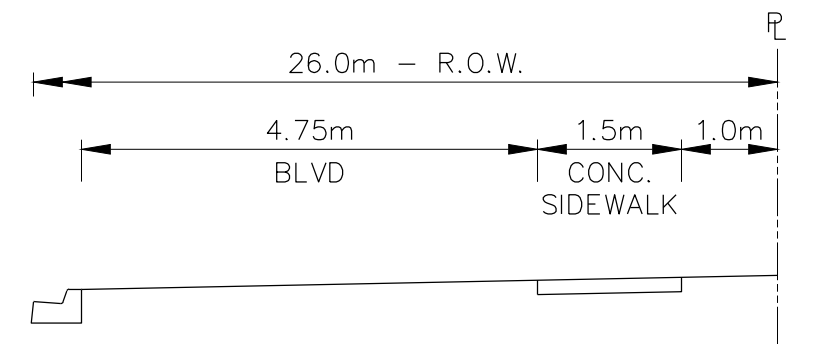
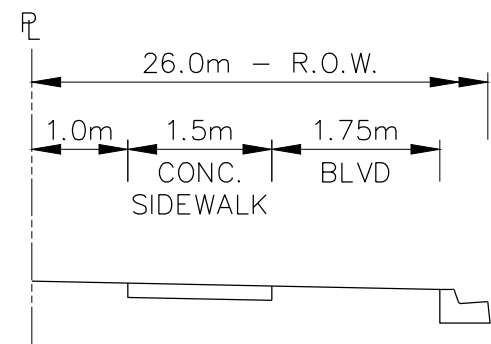
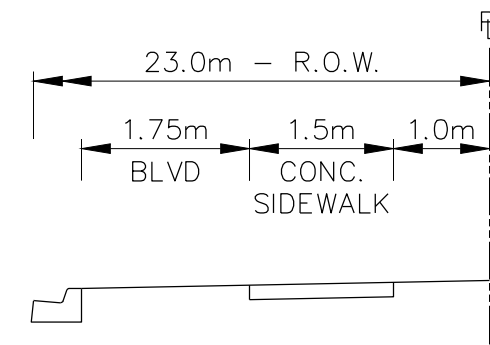
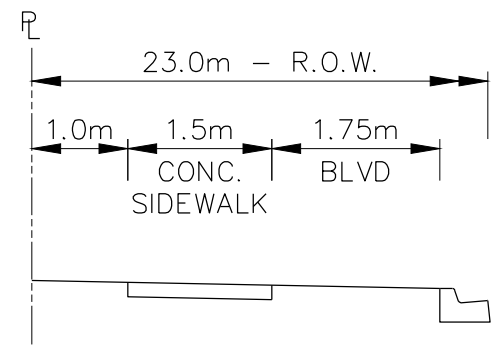
## **ROAD IMPROVEMENT CROSS-SECTIONS**

(source: C.C. Tatham and Associates)

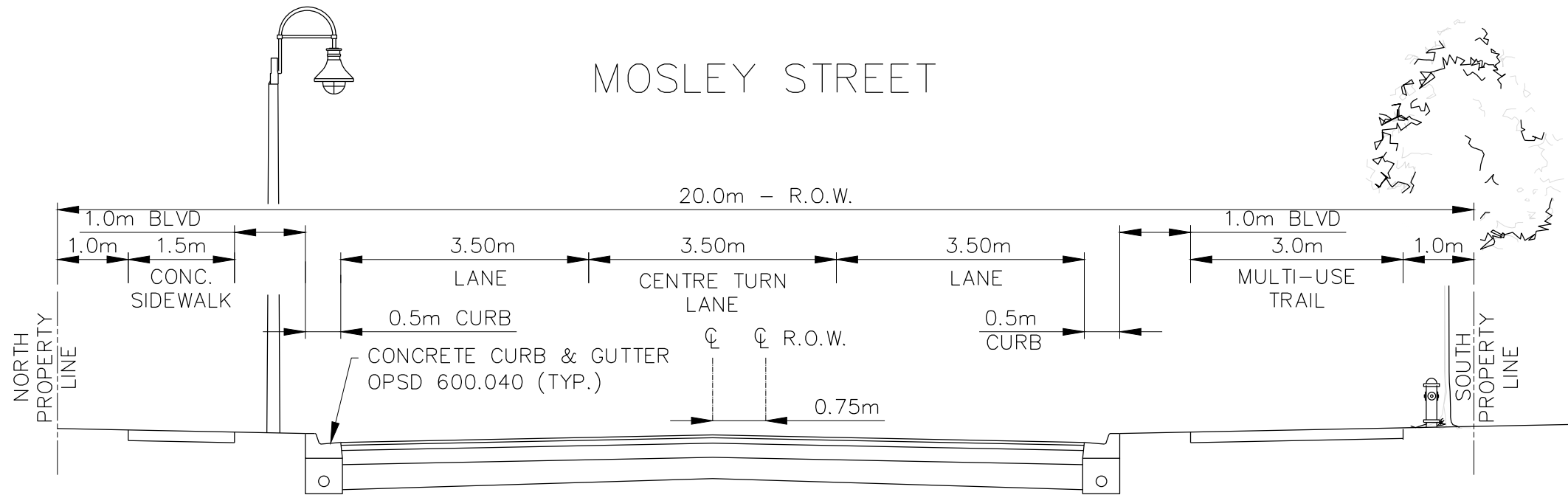
# MOSLEY STREET



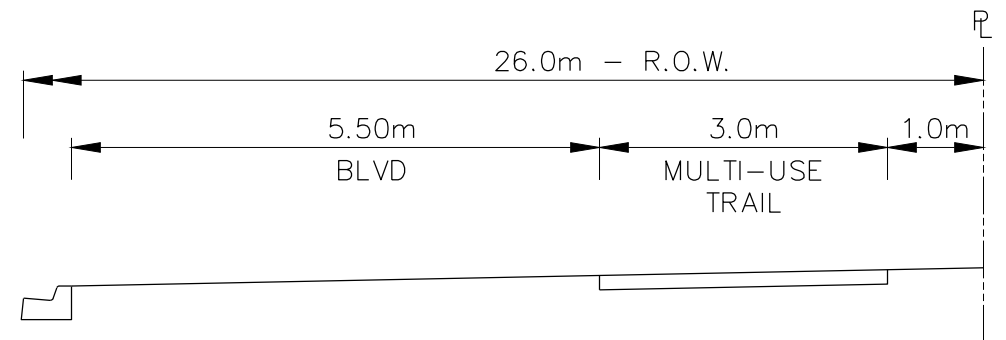
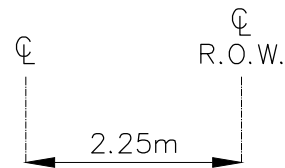
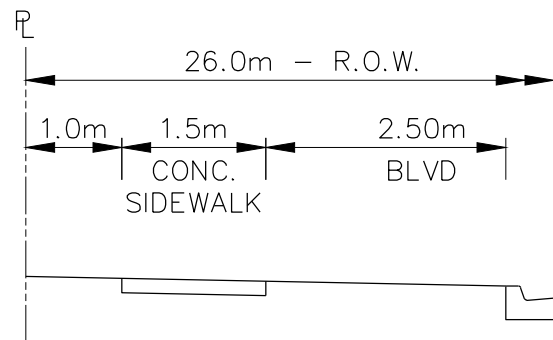
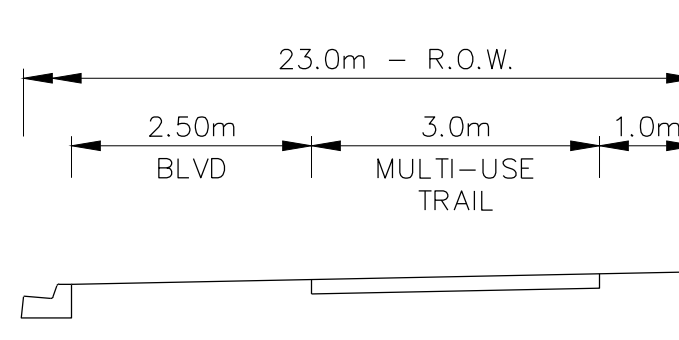
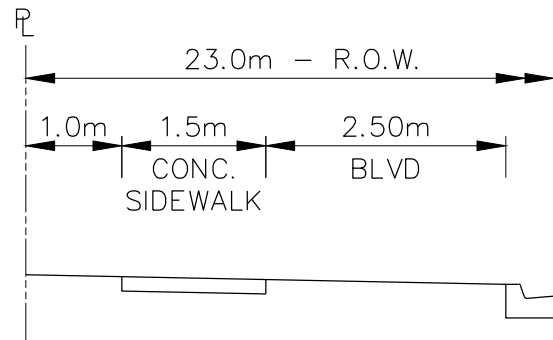
## DESIGN ALTERNATIVE 3A 3 LANES, BIKE LANES & SIDEWALKS



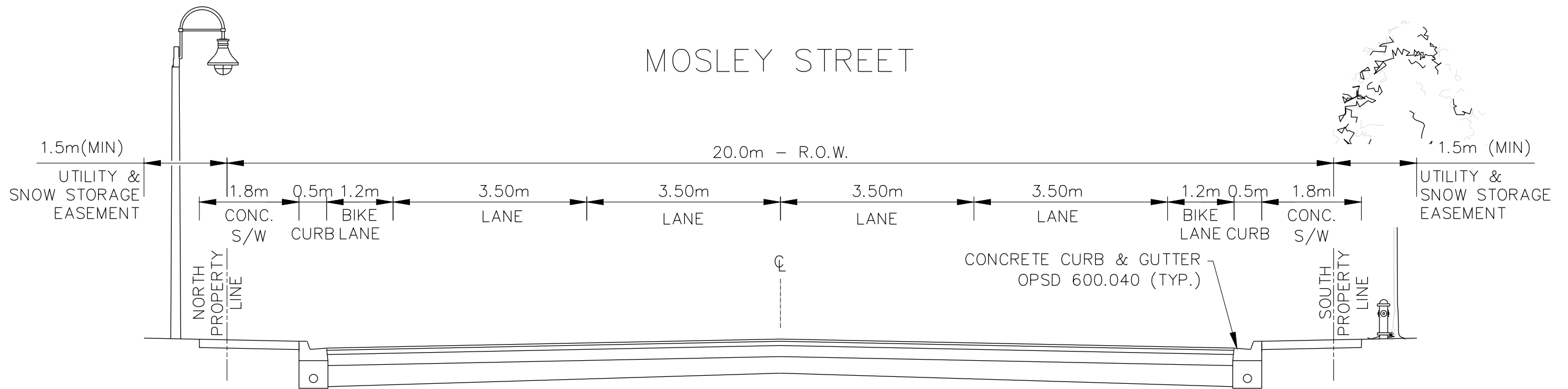
# MOSLEY STREET



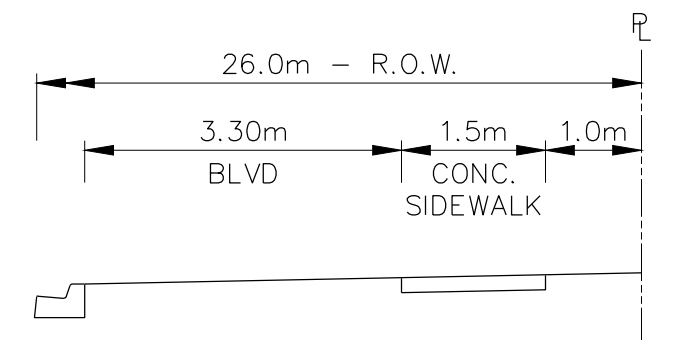
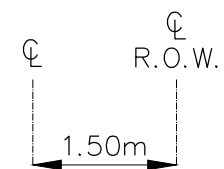
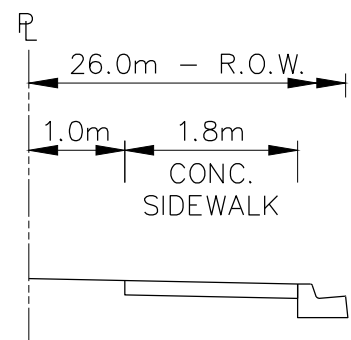
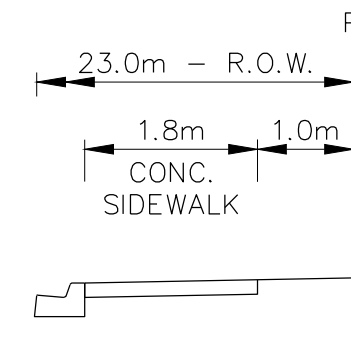
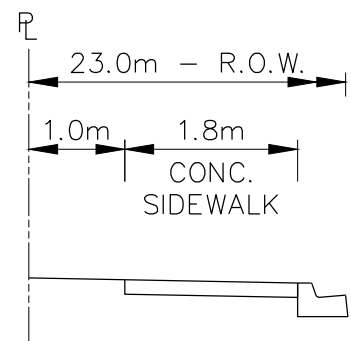
DESIGN ALTERNATIVE 3B  
3 LANES, SIDEWALK &  
MULTI-USE TRAIL



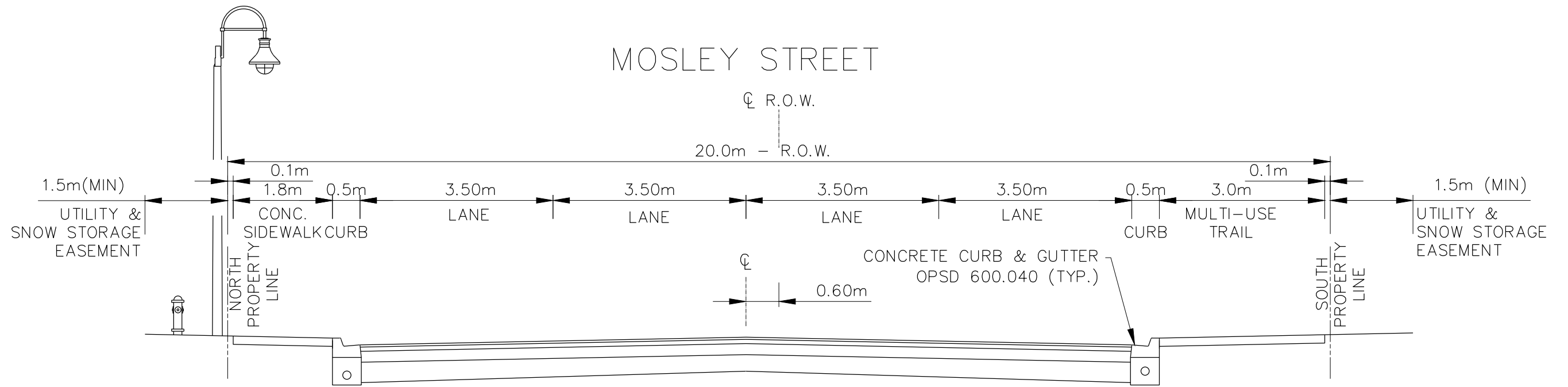
# MOSLEY STREET



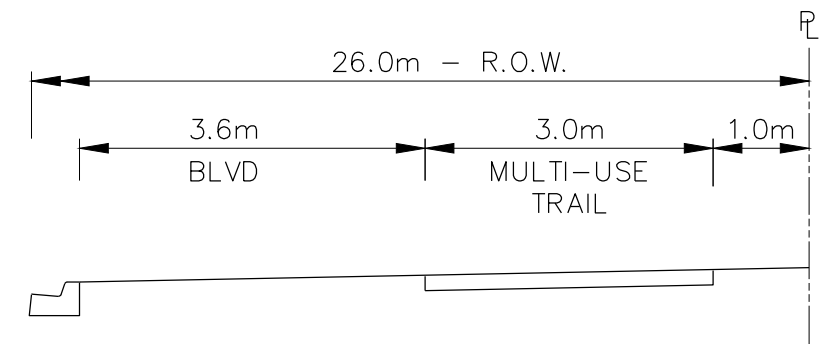
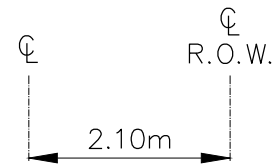
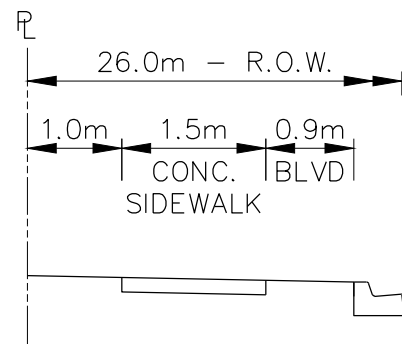
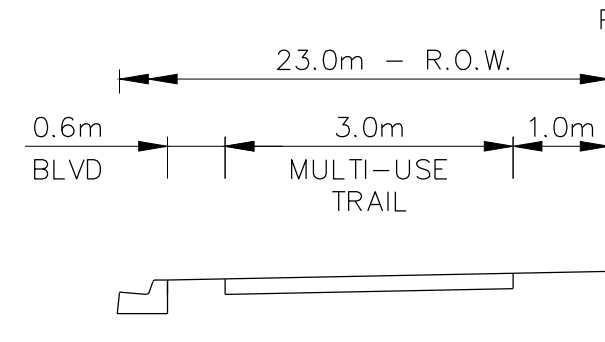
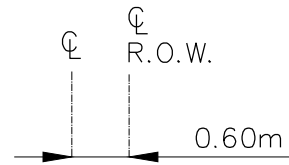
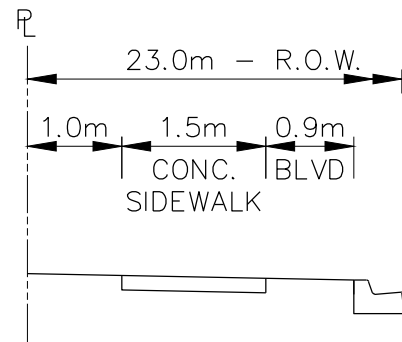
## DESIGN ALTERNATIVE 4A 4 LANES, BIKE LANES & SIDEWALKS



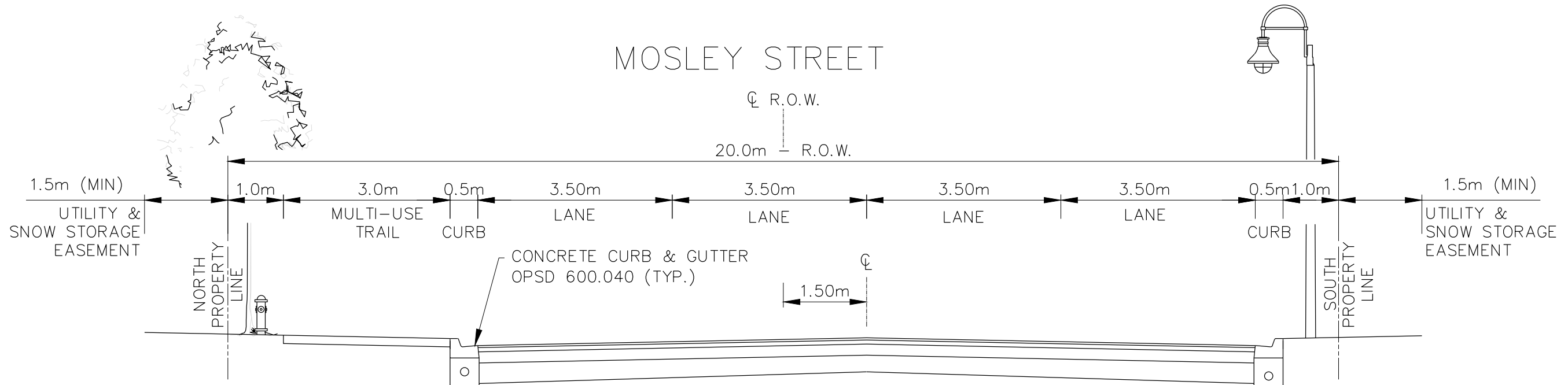




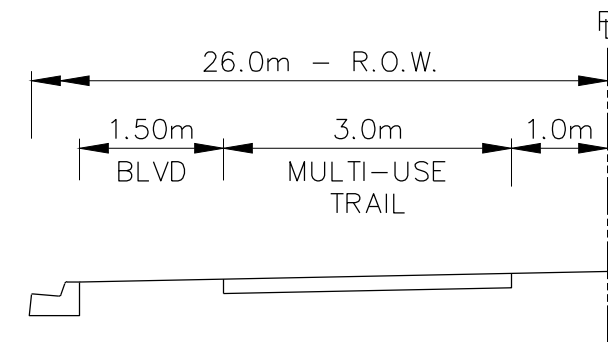
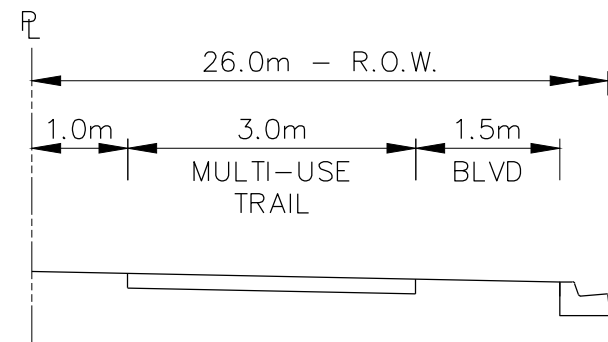
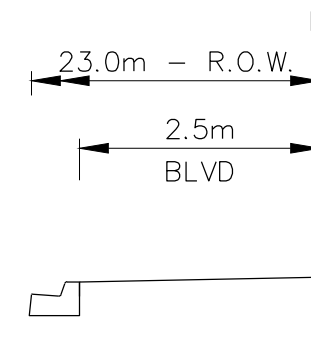
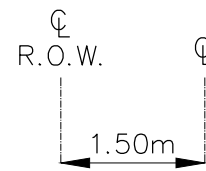
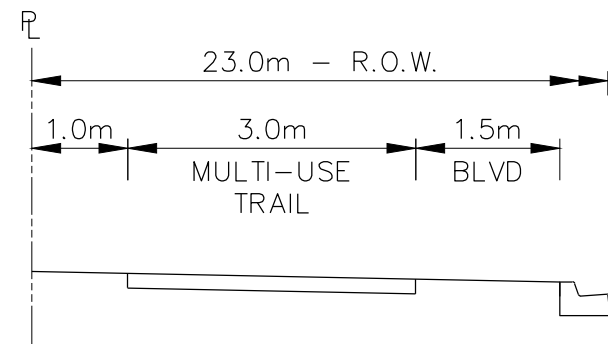
DESIGN ALTERNATIVE 4B  
4 LANES, SIDEWALK &  
MULTI-USE TRAIL



# MOSLEY STREET



## DESIGN ALTERNATIVE 4C 4 LANES & MULTI-USE TRAIL



**APPENDIX G:  
BENCHMARK COSTS**

# Mosley Street - Town of Wasaga Beach

## ROAD ESTIMATE COSTS

### SUMMARY

Alternative	Cost per km	Total Cost	Rank
3A	\$3,240,000	\$8,200,000	3
3B	\$2,910,000	\$7,400,000	1
4A	\$3,510,000	\$8,900,000	5
4B	\$3,240,000	\$8,200,000	4
4C	\$3,140,000	\$7,950,000	2
Widen 3 to 4 lanes	\$1,030,000	\$2,650,000	

**Mosley Street - Town of Wasaga Beach**  
**ROAD ESTIMATE COSTS**

UNIT PRICES

UE	=	\$12.00	/m3	EARTH EXC
UA	=	\$25.00	/t	GRAN A
UB	=	\$20.00	/t	GRAN B
UC	=	\$0.00	/m3	CONCRETE
UH	=	\$100.00	/t	HOT MIX
UCGR	=	\$17.00	/m	CURB & GUTTER REMOVAL
UCGC	=	\$125.00	/m	CURB & GUTTER CONSTRUCTION
USST	=	\$650.00	/m	STORM SEWER TRUNK
USSL	=	\$225.00	/m	STORM SEWER LATERAL
UMHR	=	\$850.00	ea	MH REMOVAL
UMHC	=	\$8,600.00	ea	MH CONSTRUCTION
UMHA	=	\$0.00	ea	MH ADJUSTMENT
UCBR	=	\$1,000.00	ea	CB REMOVAL
UCBC	=	\$2,500.00	ea	CB CONSTRUCTION
UCBA	=	\$0.00	ea	CB ADJUSTMENT
UPL	=	\$10.00	/m2	COLD PLANING
UPV	=	\$5.00	/m2	PULVERIZING
USD	=	\$30.00	/m	SUD-DRAINS

## Mosley Street - Town of Wasaga Beach ROAD ESTIMATE COSTS

CROSS SECTION K	RECONSTRUCTION -- URBAN ROADS:WITH STORM SEWER;GRANULAR BASE	Mosley Alternative 3A
<u>MEASUREMENTS</u>	<u>CALCULATIONS</u>	<u>FORMULA RSS,NC</u>
DDP = 115.00 mm	E = \$107,010.00 - Cost/km	BENCHMARK = \$2,977,391.20 - Cost/km
RDP = --- mm	GA = \$174,000.00 - Cost/km	
ShW = --- m	GB = \$174,000.00 - Cost/km	Other Costs      Qty      Unit Price
DA = 200.00 mm	HM = \$352,187.50 - Cost/km	
DB = 300.00 mm	CGR = \$0.00 - Cost/km	Sidewalk 1 side      2,000      \$130.00      \$260,000 - Cost/km
DC = --- mm	CGC = \$250,000.00 - Cost/km	
EPW = --- m	SST = \$650,000.00 - Cost/km	
DPW = 13.50 m	SSL = \$33,412.50 - Cost/km	
	MHR = \$0.00 - Cost/km	Delete
DB nominal	MHC = \$103,200.00 - Cost/km	CGR Curb Rem      0.00      \$0.00      \$0
	CBR = \$0.00 - Cost/km	MHR MH Rem      0.00      \$0.00      \$0
	CBC = \$55,000.00 - Cost/km	CBR CB Rem      0.00      \$0.00      \$0
<u>FACTORS</u>	SD = \$60,000.00 - Cost/km	CGC Curb Const      0.00      \$250,000.00      \$0
BCF - 15%		<b>Total BM Cost      \$3,237,391 - Cost/km</b>
EF - 15%		
CF - 22%		Nearest      \$10,000.00      \$3,240,000
TF - 0%		Length      2530.00      \$8,197,200.00
		HST      13.00%      \$1,065,636.00
		<b>Total      \$9,262,836.00</b>

## Mosley Street - Town of Wasaga Beach

### ROAD ESTIMATE COSTS

CROSS SECTION K	RECONSTRUCTION -- URBAN ROADS: WITH STORM SEWER; GRANULAR BASE	Mosley Alternative 3B
-----------------	----------------------------------------------------------------	-----------------------

<u>MEASUREMENTS</u>	<u>CALCULATIONS</u>	<u>FORMULA</u>	<u>RSS, NC</u>
DDP = 115.00 mm	E = \$84,870.00 - Cost/km	BENCHMARK	= \$2,694,534.40 - Cost/km
RDP = --- mm	GA = \$138,000.00 - Cost/km		
ShW = --- m	GB = \$138,000.00 - Cost/km	Other Costs	Qty Unit Price
DA = 200.00 mm	HM = \$267,662.50 - Cost/km		
DB = 300.00 mm	CGR = \$0.00 - Cost/km	Sidewalk 1 side	1,000 \$130.00 \$130,000 - Cost/km
DC = --- mm	CGC = \$250,000.00 - Cost/km	Path 1 Side	1,000 \$90.00 \$90,000
EPW = --- m	SST = \$650,000.00 - Cost/km		
DPW = 10.50 m	SSL = \$25,987.50 - Cost/km		
	MHR = \$0.00 - Cost/km	Delete	
DB nominal	MHC = \$103,200.00 - Cost/km	CGR Curb Rem	0.00 \$0.00 \$0
	CBR = \$0.00 - Cost/km	MHR MH Rem	0.00 \$0.00 \$0
	CBC = \$55,000.00 - Cost/km	CBR CB Rem	0.00 \$0.00 \$0
<u>FACTORS</u>	SD = \$60,000.00 - Cost/km	CGC Curb Const	0.00 \$250,000.00 \$0
BCF - 15%			<b>Total BM Cost</b> \$2,914,534 - Cost/km
EF - 15%		Nearest	\$10,000.00 \$2,910,000
CF - 22%		Length	2530.00 \$7,362,300.00
TF - 0%		HST	13.00% \$957,099.00
		<b>Total</b>	<b>\$8,319,399.00</b>

# Mosley Street - Town of Wasaga Beach

## ROAD ESTIMATE COSTS

CROSS SECTION K	RECONSTRUCTION -- URBAN ROADS:WITH STORM SEWER;GRANULAR BASE				Mosley Alternative 4A
<u>MEASUREMENTS</u>	<u>CALCULATIONS</u>			<u>FORMULA RSS,NC</u>	
DDP = 115.00 mm	E = \$128,412.00 - Cost/km		BENCHMARK =	\$3,250,819.44 - Cost/km	
RDP = --- mm	GA = \$208,800.00 - Cost/km				
ShW = --- m	GB = \$208,800.00 - Cost/km	Other Costs	Qty	Unit Price	
DA = 200.00 mm	HM = \$433,895.00 - Cost/km				
DB = 300.00 mm	CGR = \$0.00 - Cost/km	Sidewalk 1 side	2,000	\$130.00	\$260,000 - Cost/km
DC = --- mm	CGC = \$250,000.00 - Cost/km	Path 1 Side	0	\$90.00	\$0
EPW = --- m	SST = \$650,000.00 - Cost/km				
DPW = 16.40 m	SSL = \$40,590.00 - Cost/km				
	MHR = \$0.00 - Cost/km	Delete			
DB nominal	MHC = \$103,200.00 - Cost/km	CGR Curb Rem	0.00	\$0.00	\$0
	CBR = \$0.00 - Cost/km	MHR MH Rem	0.00	\$0.00	\$0
	CBC = \$55,000.00 - Cost/km	CBR CB Rem	0.00	\$0.00	\$0
<u>FACTORS</u>	SD = \$60,000.00 - Cost/km	CGC Curb Const	0.00	\$250,000.00	\$0
BCF - 15%			<b>Total BM Cost</b>		<b>\$3,510,819 - Cost/km</b>
EF - 15%			Nearest	\$10,000.00	\$3,510,000
CF - 22%			Length	2530.00	\$8,880,300.00
TF - 0%			HST	13.00%	\$1,154,439.00
			<b>Total</b>		<b>\$10,034,739.00</b>



## Mosley Street - Town of Wasaga Beach ROAD ESTIMATE COSTS

CROSS SECTION K	RECONSTRUCTION -- URBAN ROADS:WITH STORM SEWER;GRANULAR BASE				Mosley Alternative 4B
<u>MEASUREMENTS</u>	<u>CALCULATIONS</u>		<u>FORMULA RSS,NC</u>		
DDP = 115.00 mm	E = \$110,700.00 - Cost/km			BENCHMARK =	\$3,024,534.00 - Cost/km
RDP = --- mm	GA = \$180,000.00 - Cost/km				
ShW = --- m	GB = \$180,000.00 - Cost/km	Other Costs	Qty	Unit Price	
DA = 200.00 mm	HM = \$366,275.00 - Cost/km				
DB = 300.00 mm	CGR = \$0.00 - Cost/km	Sidewalk 1 side	1,000	\$130.00	\$130,000 - Cost/km
DC = --- mm	CGC = \$250,000.00 - Cost/km	Path 1 Side	1,000	\$90.00	\$90,000
EPW = --- m	SST = \$650,000.00 - Cost/km				
DPW = 14.00 m	SSL = \$34,650.00 - Cost/km				
	MHR = \$0.00 - Cost/km	Delete			
DB nominal	MHC = \$103,200.00 - Cost/km	CGR Curb Rem	0.00	\$0.00	\$0
	CBR = \$0.00 - Cost/km	MHR MH Rem	0.00	\$0.00	\$0
	CBC = \$55,000.00 - Cost/km	CBR CB Rem	0.00	\$0.00	\$0
	SD = \$60,000.00 - Cost/km	CGC Curb Const	0.00	\$250,000.00	\$0
<u>FACTORS</u>			<b>Total BM Cost</b>		<b>\$3,244,534 - Cost/km</b>
BCF - 15%			Nearest	\$10,000.00	\$3,240,000
EF - 15%			Length	2530.00	\$8,197,200.00
CF - 22%			HST	13.00%	\$1,065,636.00
TF - 0%			<b>Total</b>		<b>\$9,262,836.00</b>

## Mosley Street - Town of Wasaga Beach ROAD ESTIMATE COSTS

CROSS SECTION K			RECONSTRUCTION -- URBAN ROADS:WITH STORM SEWER;GRANULAR BASE			Mosley Alternative 4C		
<u>MEASUREMENTS</u>			<u>CALCULATIONS</u>			<u>FORMULA RSS,NC</u>		
DDP	=	115.00 mm	E	=	\$110,700.00 - Cost/km	BENCHMARK	=	\$3,024,534.00 - Cost/km
RDP	=	---	GA	=	\$180,000.00 - Cost/km			
ShW	=	---	GB	=	\$180,000.00 - Cost/km	Other Costs	Qty	Unit Price
DA	=	200.00 mm	HM	=	\$366,275.00 - Cost/km			
DB	=	300.00 mm	CGR	=	\$0.00 - Cost/km	Path 1 Side	1,000	\$90.00
DC	=	---	CGC	=	\$250,000.00 - Cost/km	Path 1 Side	247	\$90.00
EPW	=	---	SST	=	\$650,000.00 - Cost/km			\$90,000 - Cost/km
DPW	=	14.00 m	SSL	=	\$34,650.00 - Cost/km			\$22,233
			MHR	=	\$0.00 - Cost/km	Delete		
DB nominal			MHC	=	\$103,200.00 - Cost/km	CGR Curb Rem	0.00	\$0.00
			CBR	=	\$0.00 - Cost/km	MHR MH Rem	0.00	\$0.00
			CBC	=	\$55,000.00 - Cost/km	CBR CB Rem	0.00	\$0.00
			SD	=	\$60,000.00 - Cost/km	CGC Curb Const	0.00	\$250,000.00
<u>FACTORS</u>						<b>Total BM Cost</b>		<b>\$3,136,767 - Cost/km</b>
BCF	-	15%				Nearest	\$10,000.00	\$3,140,000
EF	-	15%				Length	2530.00	\$7,944,200.00
CF	-	22%				HST	13.00%	\$1,032,746.00
TF	-	0%				<b>Total</b>		<b>\$8,976,946.00</b>

## Mosley Street - Town of Wasaga Beach ROAD ESTIMATE COSTS

CROSS SECTION F	RESURFACE & WIDEN -- URBAN ROADS:GRANULAR BASE
-----------------	------------------------------------------------

<u>MEASUREMENTS</u>	<u>CALCULATIONS</u>	<u>FORMULA</u>	<u>RSS,NC</u>
DDP = 115.00 mm	E = \$29,421.00 - Cost/km	BENCHMARK =	\$1,033,390.62 - Cost/km
RDP = --- mm	GA = \$53,400.00 - Cost/km		
ShW = --- m	GB = \$42,000.00 - Cost/km	Other Costs	Qty      Unit Price
DA = 200.00 mm	HMB = \$125,378.75 - Cost/km		
DB = 300.00 mm	HM = \$0.00 - Cost/km	Sidewalk 2 side	3,000      \$0.00      \$0 - Cost/km
DC = --- mm	PD = \$0.00 - Cost/km		
EPW = 10.50 m	SSL = \$8,662.50 - Cost/km		
DPW = 14.00 m	MHA = \$0.00 - Cost/km		
	SD = \$60,000.00 - Cost/km	Delete	
DB nominal	CBR = \$22,000.00 - Cost/km	CGR	1.00      \$1,000.00      \$1,000
	CBC = \$55,000.00 - Cost/km	MHR	0.00      \$0.00      \$0
	CGR = \$34,000.00 - Cost/km	CBR	0.00      \$0.00      \$0
	CGC = \$250,000.00 - Cost/km		
<u>FACTORS</u>		<b>Total BM Cost</b>	<b>\$1,034,391 - Cost/km</b>
BCF - 15%		Nearest	\$10,000.00      \$1,030,000
EF - 15%		Length	2530.00      \$2,605,900.00
CF - 22%		HST	13.00%      \$338,767.00
TF - 0%		<b>Total</b>	<b>\$2,944,667.00</b>

**APPENDIX H:  
PEDESTRIAN CROSSOVER MEMO**

# MEMORANDUM (Inter Office)



**TO:** Kevin Lalonde, P.Eng., Director of Public Works

**FROM:** Bridget Sheridan, Engineering Intern

**SUBJECT:** Mosley Street and 52<sup>nd</sup> Street - Pedestrian and Vehicle Count

**COUNT DATE:** Friday July 10, 2015

**SUBMITTED:** July 17, 2015

## RECOMMENDATION

THAT the data below be received as information; no further action is required as warrants for minimum pedestrian volumes are not met as per the Ontario Traffic Manual.

## DISCUSSION

To address public concerns regarding the current pedestrian and vehicular traffic volumes on Mosley Street between 46<sup>th</sup> Street North and 57<sup>th</sup> Street, a vehicular and pedestrian count was obtained to determine whether or not a pedestrian traffic signal and/or pedestrian cross-over (PXO) is warranted.

A MetroCount 5600 Vehicle Classifier System (tube counter) was utilized 50 m west of 51<sup>st</sup> Street South and Mosely Street. Traffic Volume was recorded continually from Thursday July 9<sup>th</sup> morning through to and including Thursday July 16<sup>th</sup>, 2015 afternoon. Table A summarizes the vehicle counts for each day of the data set

In addition, the Town's Engineering Intern sat beside the traffic counter 50 meters west of 51<sup>st</sup> Street South from the hours of 8 am to 4 pm continuously on July 10<sup>th</sup> and manually tallied pedestrian traffic that crossed the roadway. Table B summarizes the counts and the times.

## VEHICLE AND PEDESTRIAN COUNT SUMMARY

Table A:

**AADT - Total=15319**

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
<b>83</b>	<b>45</b>	<b>38</b>	<b>31</b>	<b>40</b>	<b>109</b>	<b>330</b>	<b>578</b>	<b>727</b>	<b>878</b>	<b>1016</b>	<b>1135</b>	<b>1184</b>	<b>1068</b>	<b>1153</b>	<b>1172</b>	<b>1245</b>	<b>1205</b>	<b>933</b>	<b>736</b>	<b>623</b>	<b>517</b>	<b>309</b>			
<b>163</b>	24	14	9	8	9	16	51	111	157	200	226	271	<b>296</b>	288	284	297	303	<b>308</b>	261	194	159	132	104		
49	25	9	12	8	9	26	83	133	164	214	249	280	<b>302</b>	273	305	293	318	<b>325</b>	252	193	158	142	82		
42	19	13	8	7	11	32	102	171	204	231	270	293	<b>296</b>	251	292	289	<b>325</b>	290	218	181	161	134	69		
39	16	10	8	9	12	35	94	162	202	233	271	<b>291</b>	290	256	272	293	<b>300</b>	282	202	168	145	109	54		
33																									

Numbers have been rounded to the nearest integer.

Table B:

Pedestrian Count at 52 <sup>nd</sup> and Mosely St.	
8am-9am	5
9am-10am	11
10am-11am	20
11am-12pm	4
12pm-1pm	5
1pm-2pm	8
2pm-3pm	13
3pm-4pm	9
<b>Total</b>	<b>75</b>

### SUMMARY

A Pedestrian Traffic Signal and/or Pedestrian Crossover (PXO) is not warranted for this section of Mosley Street according to the Ontario Traffic Manual (OTM). The OTM states the following in Table 20 – Pedestrian Volume Justification 5A and 5B of Book 12:

8 Hour Vehicular Volume $V_8$	Net 8 Hour Pedestrian Volume				
	<200	200-275	276-475	476-1000	>1000
<1440	Not Justified	Not Justified	Not Justified	Not Justified	Not Justified
1440-2600	Not Justified	Not Justified	Not Justified	See Equation 1	Justified
2601-7000	Not Justified	Not Justified	See Equation 2	Justified	Justified
>7000	<b>Not Justified</b>	See Equation 3	Justified	Justified	Justified

Equation 1: Justified if net 8 hour ped. Vol. >  $(1650 - 0.45V_8)$

Equation 2: Justified if net 8 hour ped. Vol. >  $(0.0001V_8^2 - 0.146V_8 + 770)$

Equation 3: Justified if net 8 hour ped. Vol. >  $(1650 - (0.0094V_8))$

Net Total Hour Vol. of Total Pedestrians	Net Total 8 Hour Volume of Delayed Pedestrians		
	>75	75-130	>130
<200	Not Justified	<b>Not Justified</b>	Not Justified
200-300	Not Justified	Justified if vol. of delayed peds > $(240 - (.55 \times \text{vol. of total peds}))$	Justified
>300	Not Justified	Justified	Justified

## Traffic Speed Count

In addition to traffic volumes, vehicular classification and speed was also recorded. It should be noted that there were some significantly high speeds observed and therefore, it is recommended that this report be provided to the OPP for their information/consideration of enforcement. The speed count is summarized in the table below.

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 60 km/h		
0000	583	0.5%	20.4	92.3	61.1	60.5	67.3	72.7	325	55.7%
0100	316	0.3%	18.7	91.8	62.7	62.3	69.8	77.0	205	64.9%
0200	266	0.2%	21.3	93.8	61.8	61.2	68.8	76.7	158	59.4%
0300	220	0.2%	15.9	125.6	62.1	60.8	70.6	77.0	127	57.7%
0400	279	0.2%	16.6	84.6	61.4	60.8	68.0	73.4	161	57.7%
0500	764	0.7%	21.3	100.4	62.4	61.9	69.5	73.8	489	64.0%
0600	2311	2.1%	11.6	97.9	62.5	62.6	68.8	72.4	1580	68.4%
0700	4047	3.6%	12.7	90.9	60.6	60.5	66.2	70.2	2262	55.9%
0800	5089	4.6%	14.0	95.7	58.0	58.3	64.1	68.4	2011	39.5%
0900	6143	5.5%	10.6	86.4	56.9	57.2	63.4	67.0	1995	32.5%
1000	8126	7.3%	10.5	82.2	55.1	55.8	61.9	65.9	2042	25.1%
1100	9081	8.1%	10.6	95.2	55.1	55.8	62.3	65.9	2258	24.9%
1200	9471	8.5%	10.7	86.1	56.7	57.2	63.4	67.0	3078	32.5%
1300	8547	7.7%	10.1	85.0	56.4	56.9	62.6	66.6	2490	29.1%
1400	8074	7.2%	13.7	85.5	55.4	56.2	61.9	65.9	2041	25.3%
1500	8202	7.3%	10.3	90.7	57.2	57.6	63.4	67.3	2858	34.8%
1600	8712	7.8%	13.4	87.3	57.9	58.3	64.1	68.0	3445	39.5%
1700	8434	7.6%	13.1	85.4	59.3	59.4	64.8	68.4	4002	47.5%
1800	6529	5.8%	13.1	120.3	59.4	59.4	65.5	69.8	3171	48.6%
1900	5152	4.6%	10.6	91.9	59.1	59.0	65.2	69.8	2303	44.7%
2000	4362	3.9%	15.1	92.4	58.7	58.7	65.2	68.8	1869	42.8%
2100	3621	3.2%	14.7	86.9	58.4	58.3	64.4	68.4	1400	38.7%
2200	2166	1.9%	27.3	97.4	59.6	59.4	65.2	69.1	991	45.8%
2300	1141	1.0%	10.7	99.9	60.2	60.1	65.5	70.6	589	51.6%
----	<b>111636</b>	<b>100.0%</b>	<b>10.1</b>	<b>125.6</b>	<b>57.6</b>	<b>58.0</b>	<b>64.1</b>	<b>68.0</b>	<b>41850</b>	<b>37.5%</b>

Respectfully Submitted,

Prepared by,

Reviewed By,



Bridget Sheridan.,  
Engineering Intern

Mike Pincivero, P.Eng.  
Manager of Engineering Services

Cc: Loris Lichardson, Staff Sargent

**APPENDIX I:  
PUBLIC INFORMATION CENTRE 2**





# Mosley Street Urbanization Beachwood Road to 45<sup>th</sup> Street Municipal Class Environmental Assessment Study Notice of Public Information Centre

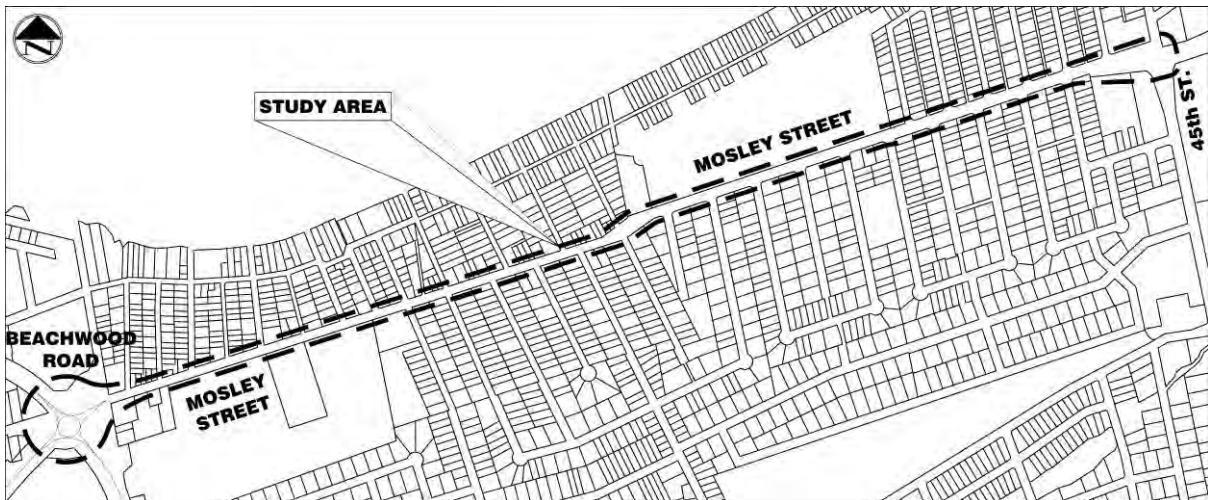
## Background

The Town of Wasaga Beach is proposing to urbanize and widen Mosley Street from Beachwood Road to 45<sup>th</sup> Street. The urbanization and widening is necessary to accommodate future transportation demands within the Town's main east/west corridor and to address road safety, drainage and pavement structure issues. In addition to these enhancements, this Class Environmental Assessment will identify and possibly plan for the integration of active transportation components to facilitate pedestrians and cyclists. Possible improvements include the provision of a centre turn lane, additional through lanes, storm sewers, curb and gutter, sidewalks and bike lanes.

## Study Process

The Town is proceeding with a Schedule C Municipal Class Environmental Assessment (EA) to consider the impacts associated with the proposed urbanization. The Class EA process will address the following:

- the existing traffic operations and conditions on Mosley Street;
- alternative solutions to implementing the urbanization and addressing the identified future needs;
- the location, extent and sensitivity of the existing environments within the area;
- the potential impacts of each alternative to the noted environments and possible mitigating measures;
- public and agency consultation and participation; and
- an assessment and evaluation of the alternatives culminating in a preferred solution.



## Purpose of Notice

The purpose of this notice is to invite public/agency input via a Public Information Centre (PIC) to be held on Tuesday September 12, 2017, from 7:00PM to 9:00PM at the Wasaga Beach RecPlex, Oakview Room, 1724 Mosley Street. The purpose of the PIC is to present the design concept alternatives of the preferred solution, identify the recommended design concept and to solicit input and comments from the public and relevant review agencies. Following completion of the PIC, and in consideration of agency reviews and public comment, the final preferred solution will be identified and the Environmental Study Report completed for Town review and council endorsement. Following this, the report will be available for public review and comment. A separate notice pertaining to this will be issued at that time.

## Recommended Design Concept

The recommended design concept not only considers immediate and long-term transportation needs, but also considers the needs of pedestrians and cyclists. The intent of the recommended design concept is to maximize the number of vehicle lanes, whilst providing off road trails and sidewalks for the entirety of the project length. Working within the constraints of the existing rights-of-way, the recommended design concept employs 3 lanes (1 per direction with a centre turn lane) between Beachwood Road and 57<sup>th</sup> Street, and 4 lanes (2 per direction, no centre turn lane) from 57<sup>th</sup> Street to 45<sup>th</sup> Street. In addition, the recommended design concept includes a sidewalk on the north side of Mosley Street, and a 3.0 metre multi-use trail on the south side for the entirety of the project length. It is noted that this is a recommended solution only, to be finalized pending completion of the PIC and receipt of public and agency input.

## Project Contacts

### Owner

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
**Mike Latimer, C.E.T.**  
Project Coordinator  
m.latimer@wasagabeach.com  
(705) 429-2540 x2342

### Consultant

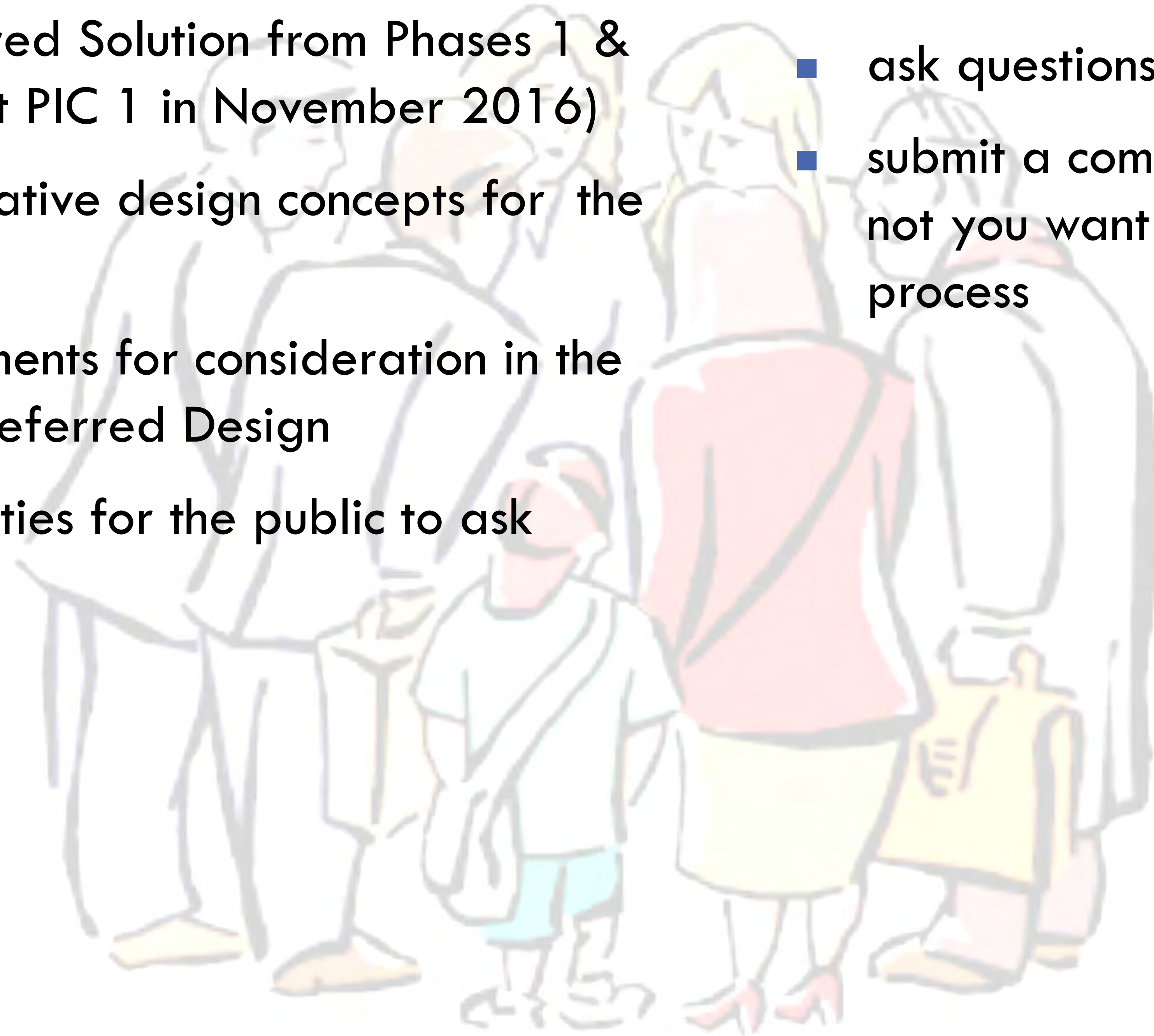
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Dr. #200  
Collingwood, ON L9Y 5A6  
**Michael Cullip, P.Eng**  
Project Manager  
mcullip@cctatham.com  
(705) 444-2565 x265

**Public  
Information  
Centre 2  
(PIC 2)**



**MOSLEY STREET URBANIZATION  
BEACHWOOD ROAD TO 45<sup>TH</sup> STREET  
Class Environmental Assessment**

- This Public Information Centre (PIC 2) will:
  - review the study area, study purpose & objective
  - review the Preferred Solution from Phases 1 & 2 (as presented at PIC 1 in November 2016)
  - present the alternative design concepts for the preferred solution
  - seek input & comments for consideration in the selection of the Preferred Design
  - provide opportunities for the public to ask questions
- Public & Stakeholders should:
  - sign the registry
  - review the presentation material
  - ask questions of the Town and/or Consultant
  - submit a comment sheet & indicate whether or not you want to be kept informed of the process



# Background, Study Objective & Purpose



3

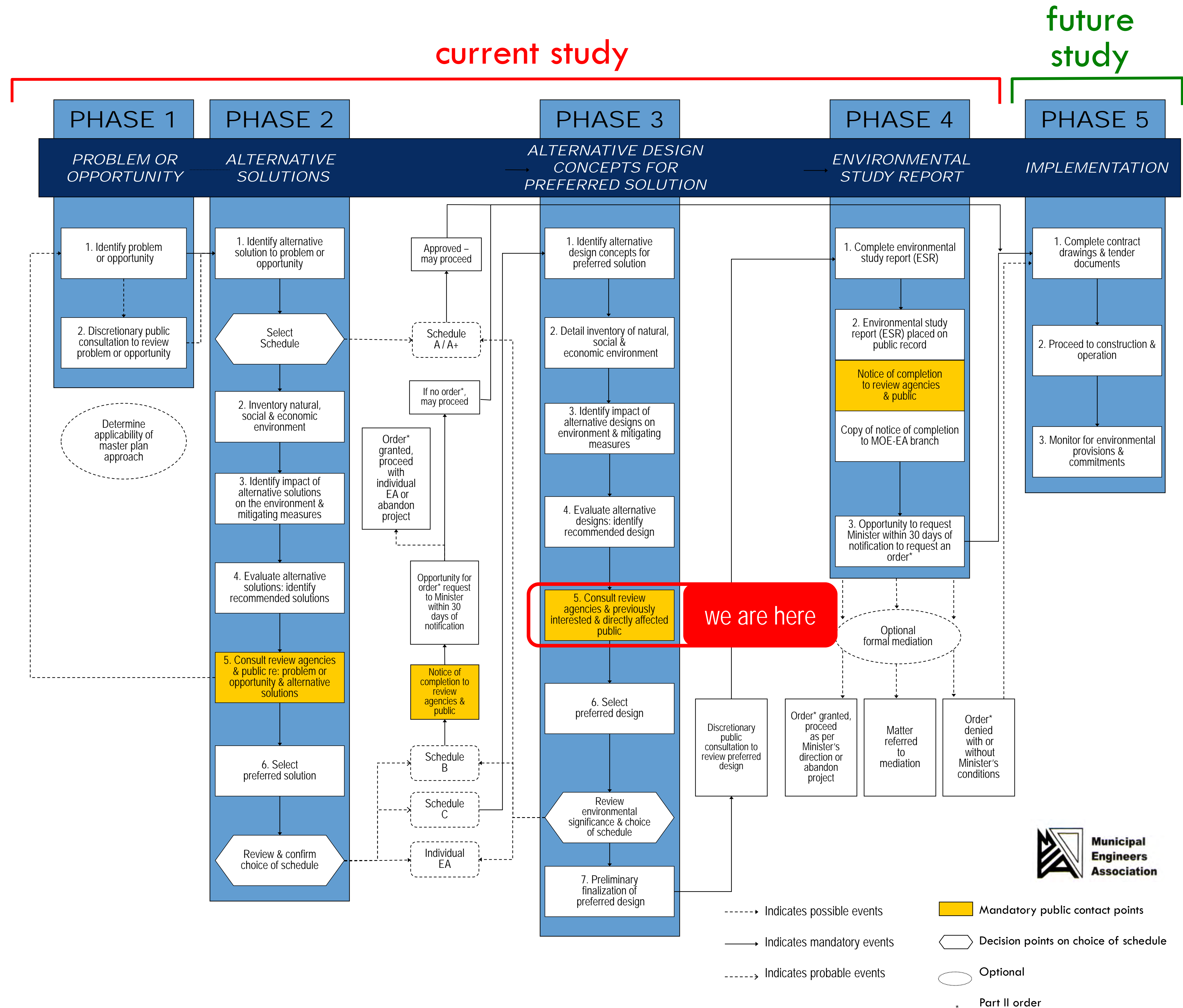
- *Town of Wasaga Beach 2012 Transportation Study Update*
  - noted Mosley Street east of 45<sup>th</sup> Street has been improved to 4 lanes to address capacity deficiencies
  - identified the need for 3 to 4 lanes from Highway 26 (now Beachwood Road) to 45<sup>th</sup> Street
- The objectives of the study are to:
  1. improve traffic operations on Mosley Street
  2. eliminate road side ditches and ensure the proper conveyance of stormwater flows
  3. provide opportunity to implement active transportation measures previously identified in the *Active Transportation Plan*
- The purpose of the study is to:
  - develop alternative solutions to improving traffic operations and drainage facilities
  - identify the location, extent and sensitivity of affected environments
  - assess the alternatives given potential environmental impacts
  - identify the preferred solutions
  - establish measures to mitigate impacts
  - satisfy the Class EA requirements



# Municipal Class EA Process



- The Class EA schedule is based on the type of work, potential impacts & \$ value
- Mosley Street improvements
  - to be completed as a Schedule C study (Phase 1 to 4)
  - Phase 5 to be completed in future, subject to Council approval & funding
- Opportunities for public review & input
  - notices
  - public info centres
  - 30-day review of final Class EA report



future study

current study

we are here

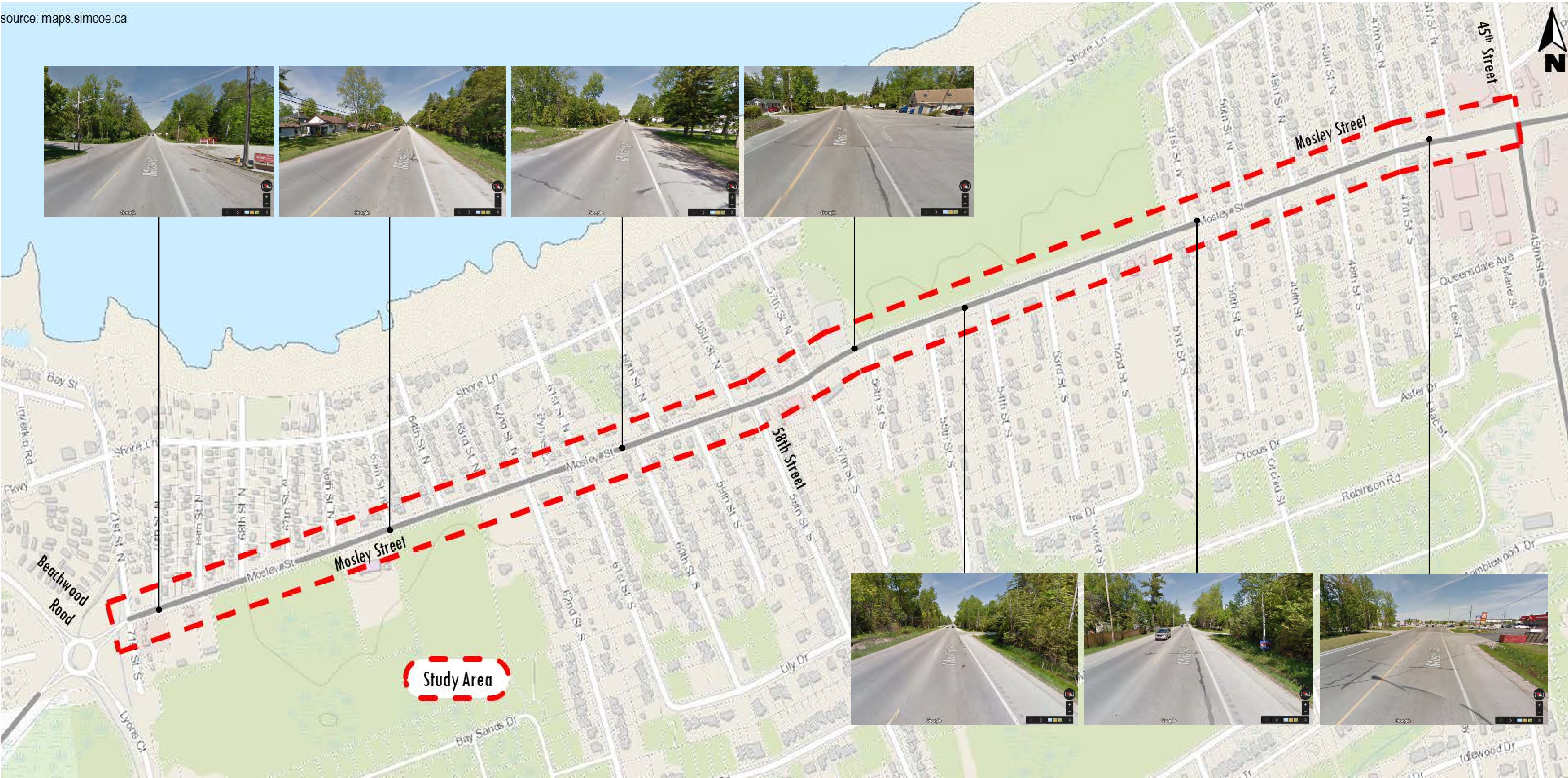


# Study Area



- Study limits extend from Beachwood Road (roundabout) to 45<sup>th</sup> Street
  - beyond 45<sup>th</sup>, Mosley Street has been widened to 4 lanes (2 per direction)

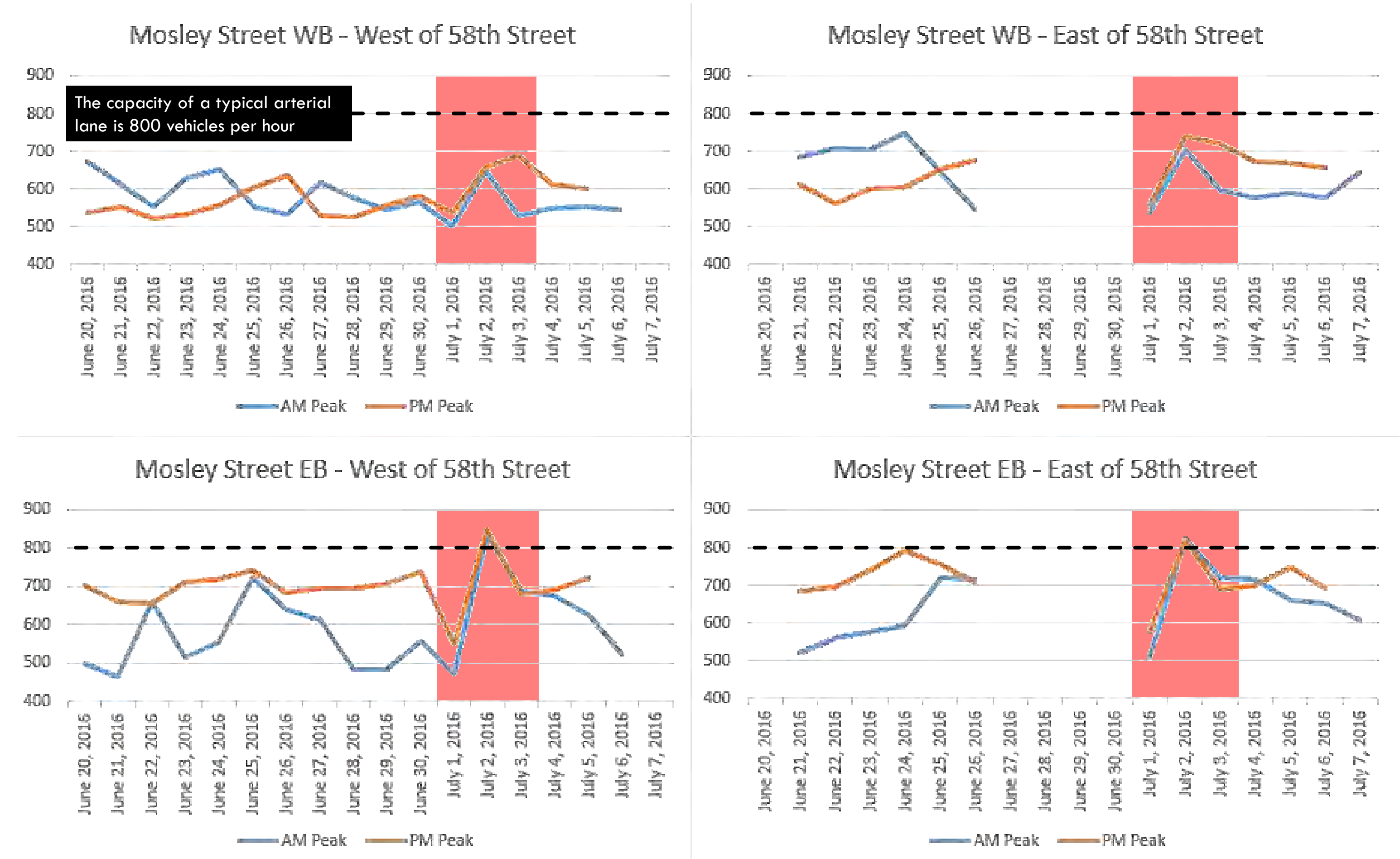
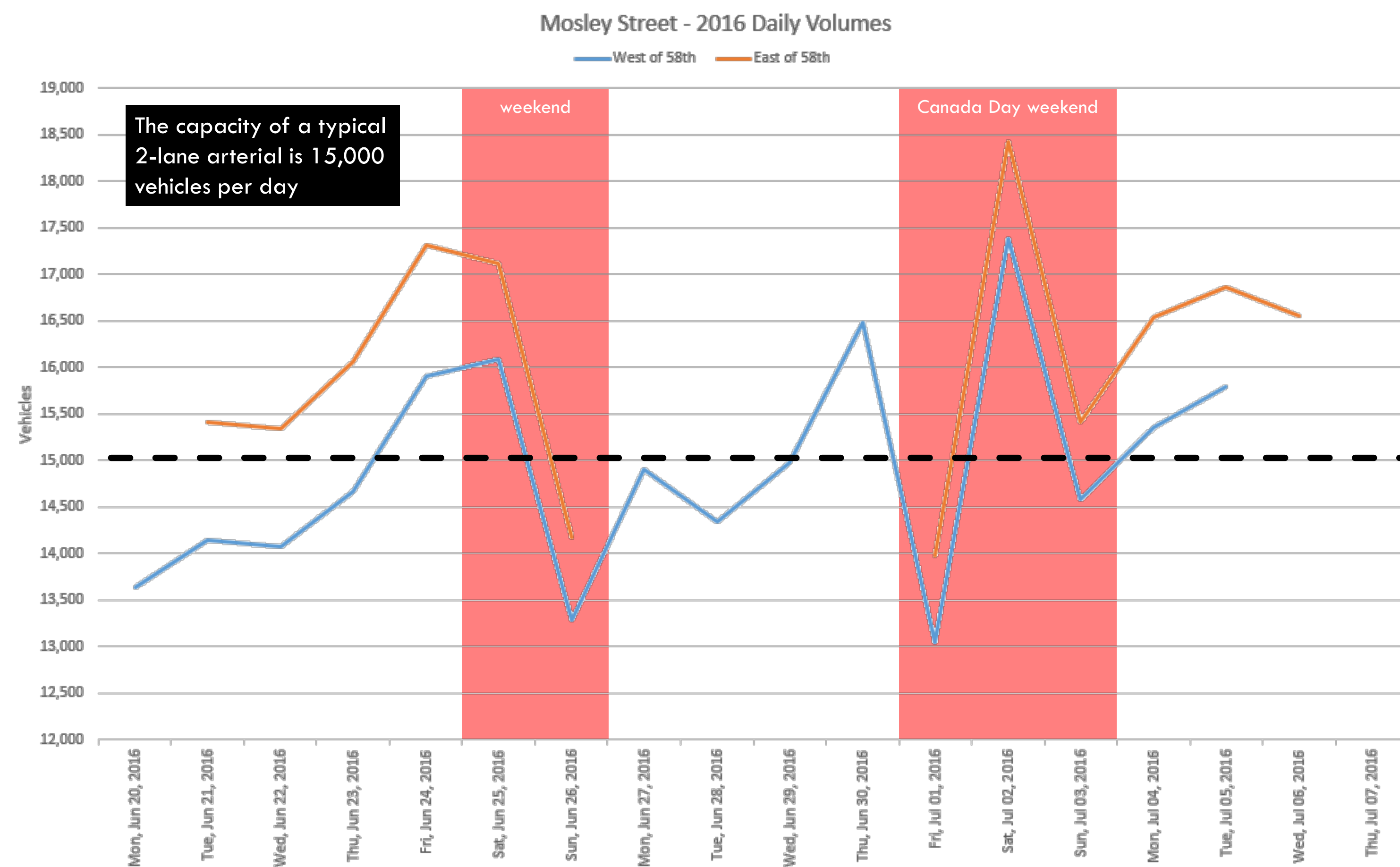
source: maps.simcoe.ca



# Traffic Volumes & Operations



- Traffic counts were completed
  - from June 20, 2016 to July 7, 2016 thus capturing average conditions (June), summer conditions (July) and summer long weekend conditions (July 1-3)
  - both east and west of 58<sup>th</sup> Street to reflect variations along Mosley Street



- Traffic operations & assessment
  - under average conditions (June), Mosley Street is operating at or near capacity, when considering the more critical peak hour operations (the summer volumes are slightly greater)
  - 2 lanes will provide capacity for the next 5 years; 3 lanes will provide capacity for years 5-10 (the 3<sup>rd</sup> lane will increase capacity approximately 10%); 4 lanes are required beyond 10 years otherwise traffic demand will exceed capacity which will result in congestion

- Mosley Street currently has
  - a rural cross-section with open ditches
  - limited urbanization along the intersecting streets
  - a drainage channel along the north side between 52<sup>nd</sup> and 54<sup>th</sup> Streets
- With the proposed urbanization of Mosley Street, it is anticipated that storm sewers shall ensure the proper conveyance of stormwater flows



## Bay Sands Development Area

- in addition to the proposed improvements along Mosley Street, the recommendations from the Bay Sands Development Area study will be considered as part of the ultimate design
- the preliminary recommendations propose a drainage crossing of Mosley Street at 67<sup>th</sup> Street





- Existing conditions:
  - designated as a Primary Arterial, the purpose of which is to serve high traffic volumes & provide a through travel route
  - shoulders are gravel or partially paved
  - areas of distressed pavement conditions
  - the right-of-way (ROW) varies from 20 to 26 metres
  - serves 500 to 850 vehicles per hour per direction during the peak hours (approximately 16,000 vehicle per day under average conditions)
- Future needs:
  - ensure appropriate traffic operations for future traffic volumes on Mosley Street (the need to widen Mosley Street to 3-4 lanes was identified in the 2012 *Transportation Plan Update*)
  - provide an improved road surface
  - implement an urban cross-section (eg. curb and gutter) to improve drainage and properly convey stormwater flows
  - implement an urban cross-section to provide an opportunity for active transportation

## Problem Statement

“That existing traffic and infrastructure needs and deficiencies along the subject length of Mosley Street (from Beachwood Road to 45<sup>th</sup> Street) be addressed in an environmentally sound manner, in consideration of future traffic needs, current Town standards, active transportation opportunities and surface drainage requirements, with the objective of providing safe and efficient travel for all road users. “

# Alternative Solutions – PIC 1 (Phases 1 & 2)



9

- Alt A: Do Nothing
  - maintain existing conditions
- Alt B: Reduce Travel Demand
  - reduce travel demand on Mosley St
  - increase use of other travel modes
- Alt C: Alternative Travel Route
  - promote use of other roads
- Alt D: Operational Improvements
  - maintain existing 2-lane road with intersection improvements
  - provide active transportation facilities
  - urbanize and improve drainage
- Alternative E: Widen to 3 Lanes
- Alternative F: Widen to 4 Lanes
  - widen road from 2 to 3 increase road capacity & improve operations (1 lane per direction + centre turn lane) or
  - widen road from 2 to 4 lanes to increase road capacity & improve operations (2 lanes per direction, no centre turn lane)
  - urbanize road to improve drainage
  - provide opportunities for active transportation facilities in the form of multi-use trails, bicycle lanes, sidewalks or a combination of these elements

## Preferred Solution

- Only Alternatives E & F were deemed appropriate in context of addressing the need for increased road capacity and improved stormwater drainage.

# Public Comments – PIC 1 (Phases 1 & 2)



## ■ The public were asked 3 questions at PIC 1 to establish support for improvements

- Question 1: Do you feel that Mosley Street should be widened from Beachwood Road to 45<sup>th</sup> street to address future travel needs? Why?
  - Yes, increased traffic requires more lanes.
  - Yes, to add sidewalks for pedestrians.
  - Yes, because of traffic congestion.
  - Yes, to add a turn lane before 45<sup>th</sup> Street.
  - Yes, but 3 lanes only. 4 lanes will make it difficult to access to/from the side streets.
  - Yes, needed to support the Town (3-lane preferred)
  - Yes, particularly given tourist traffic.
  - Yes, with sidewalks, bike lanes and passing lanes.
  - Yes, to keep up with the rest of the town.
  - Yes, traffic is congested during peak periods. 4 lanes will improve flow.
  - Definitely, particularly on summer weekends.

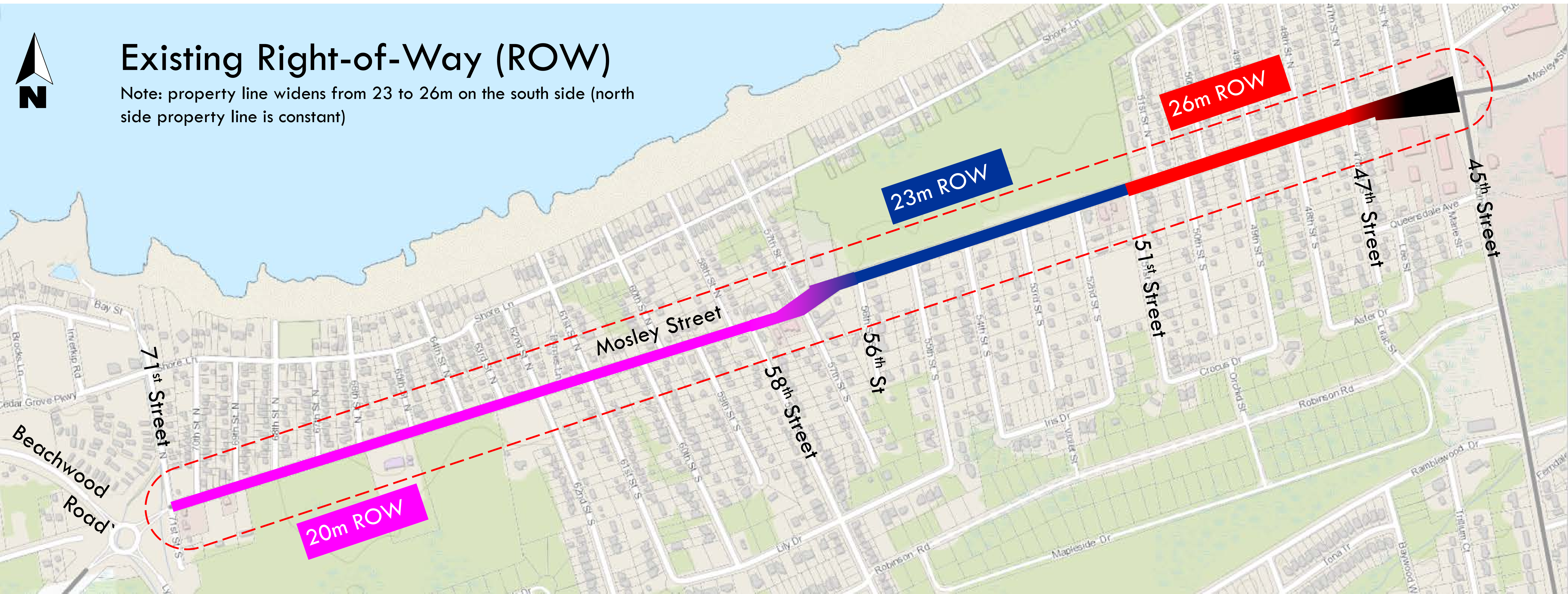
- Question 2: Do you feel that bicycle lanes should be implemented on Mosley Street from Beachwood Road to 45<sup>th</sup> Street? Why?
  - Only with 3 lanes. Need to balance needs of tourist and residents.
  - Cyclists abuse their right of way and difficult to see them on the road at night.
  - Perhaps implement bike lanes given increased use around Town.
  - No, use Shore Lane as it is safer.
  - No, traffic lanes should be the priority.
  - No (maybe south side only). Use Shore Lane.
  - Yes, on both sides as cyclists currently use the road.
  - Not necessary.
  - Yes, to get cyclists off the sidewalks.
  - Definitely. Needed to reduce demands for cars (especially with tourists).

- Question 3: Do you feel that sidewalks or other active transportation facilities (eg. multi-use trails) should be implemented? Why?
  - Sidewalks are fine, 4-lanes with bike lanes will impact property.
  - Facilities are needed for younger families. Good way to promote Wasaga Beach.
  - Definitely, for safety.
  - Definitely, for safety. Bike lanes are not necessary. Just promote existing trails.
  - No bike lanes, use Shore Lane.
  - Yes, on the south side only.
  - Sidewalks on both sides. Difficult for pedestrians to cross the road, particularly in the summer.
  - Both bike lanes and sidewalks.
  - No, not at the beginning of Mosley.
  - Yes, needed to connect to existing trails.
  - No, not enough room (maybe 1 side).
  - Yes, 3 lanes, bike lanes & sidewalks.

# Alternative Design Concepts



- Alternative design concepts have been developed in consideration of
  - provision of 3 lanes (1 per direction + centre turn lane) or 4 lanes (2 per direction)
  - objectives of the Town's *Active Transportation Plan* (which indicates that Mosley Street is to have on-road bicycles lanes and sidewalks on both sides)
  - available right-of-way (the Town does not wish to acquire property)



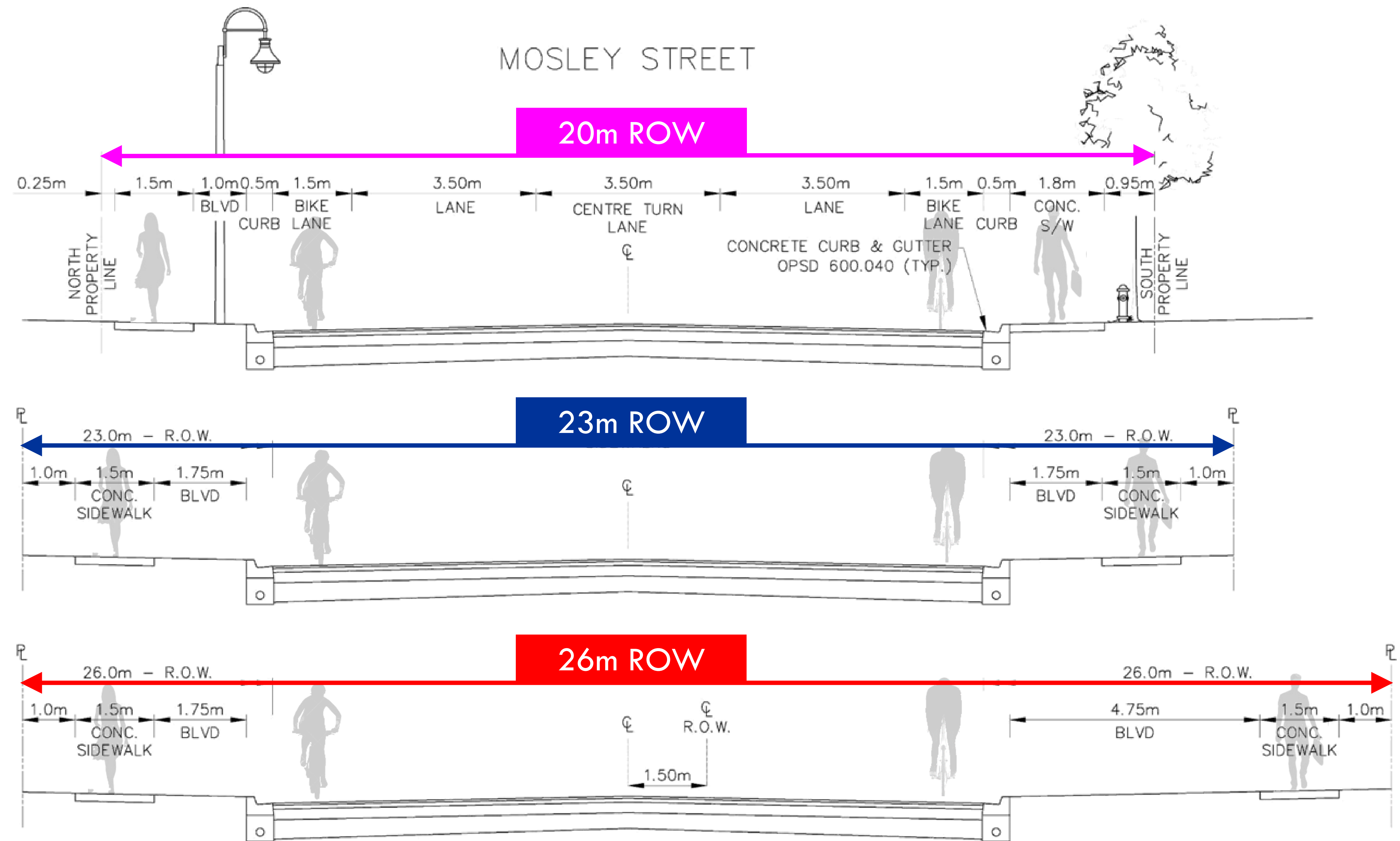
## Existing Right-of-Way (ROW)

Note: property line widens from 23 to 26m on the south side (north side property line is constant)

# Alternative Design 3A (3 lanes, bike lanes & sidewalks)



- 3 lanes
- 3.5m travel lanes
- 3.5m centre left turn lane
- 1.5m bicycle lanes
- 1.5m sidewalks (1.8m where curbside)
- road offset 1.5m from centre of 26m ROW
- limited room for snow storage in 20m ROW

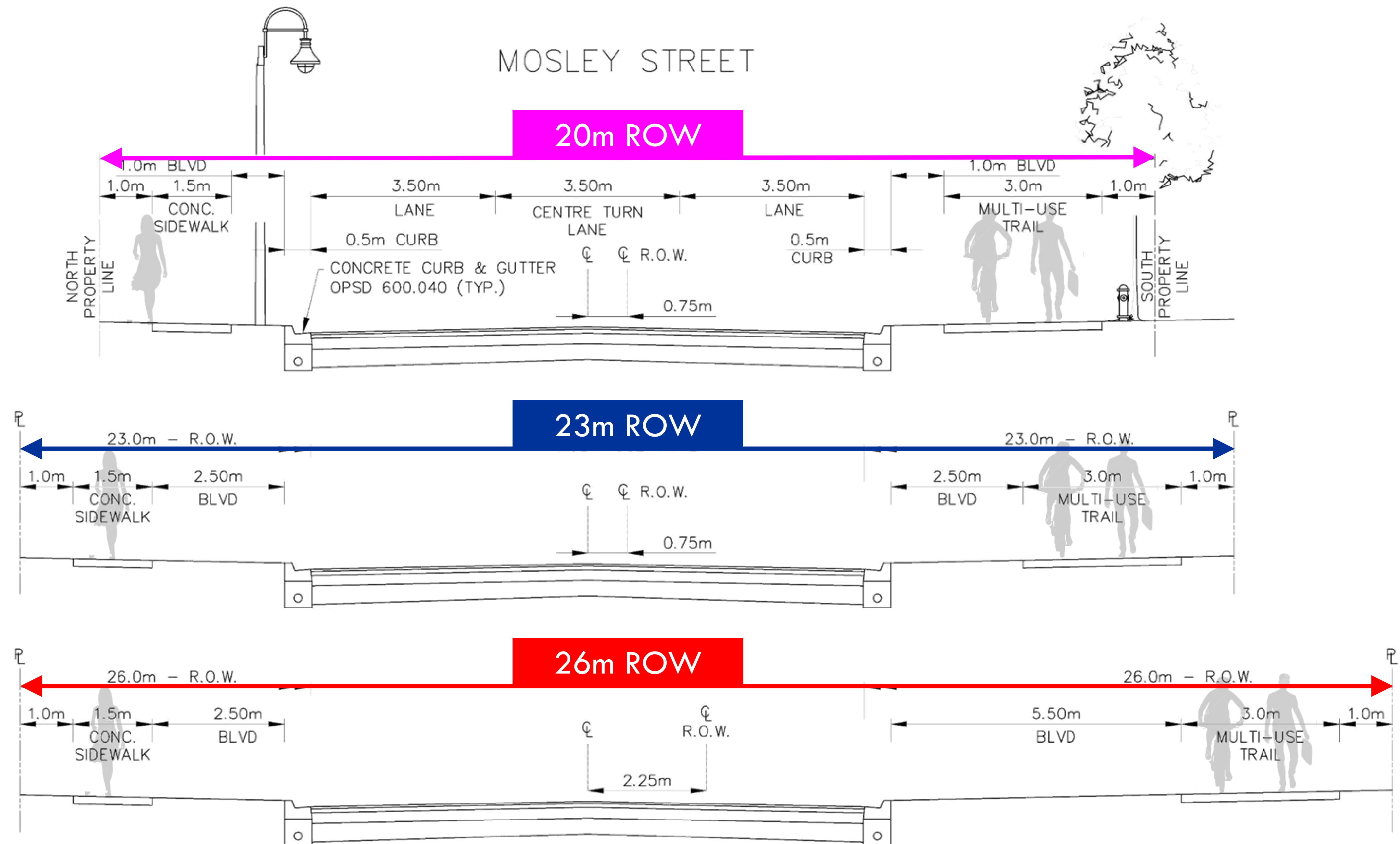


13.5m road width can be converted to 4 lanes if needed

# Alternative Design 3B (3 lanes, sidewalks & multi-use trail)

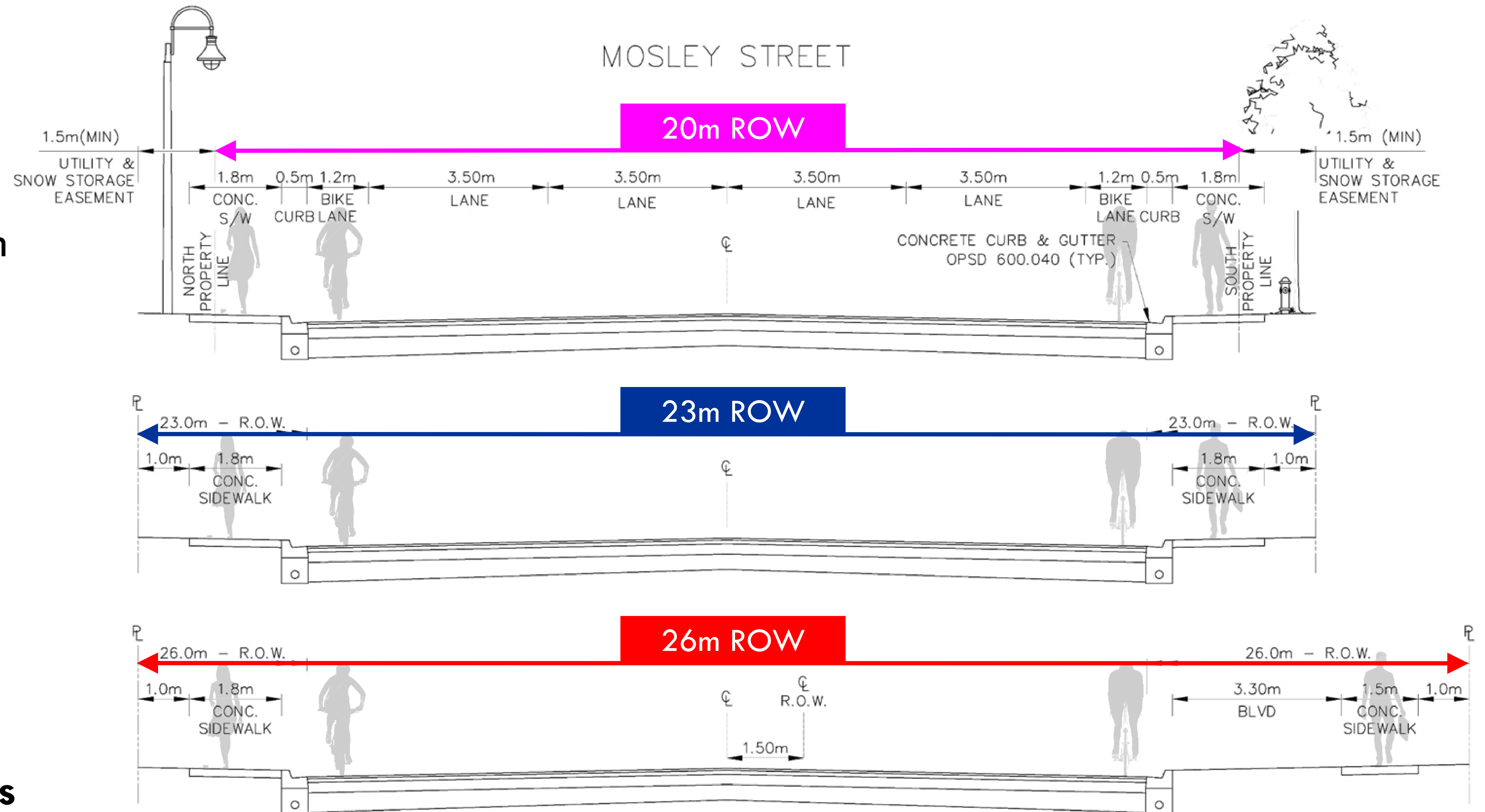


- 3 lanes
- 3.5m travel lanes
- 3.5m centre left turn lane
- 1.5m sidewalks on north side
- 3.0m multi-use trail on south side
- road offset 0.75m to 2.25m from centre of 23m and 26m ROW
- boulevards range from 1.0 to 5.5m



# Alternative Design 4A (4 lanes, bike lanes & sidewalks)

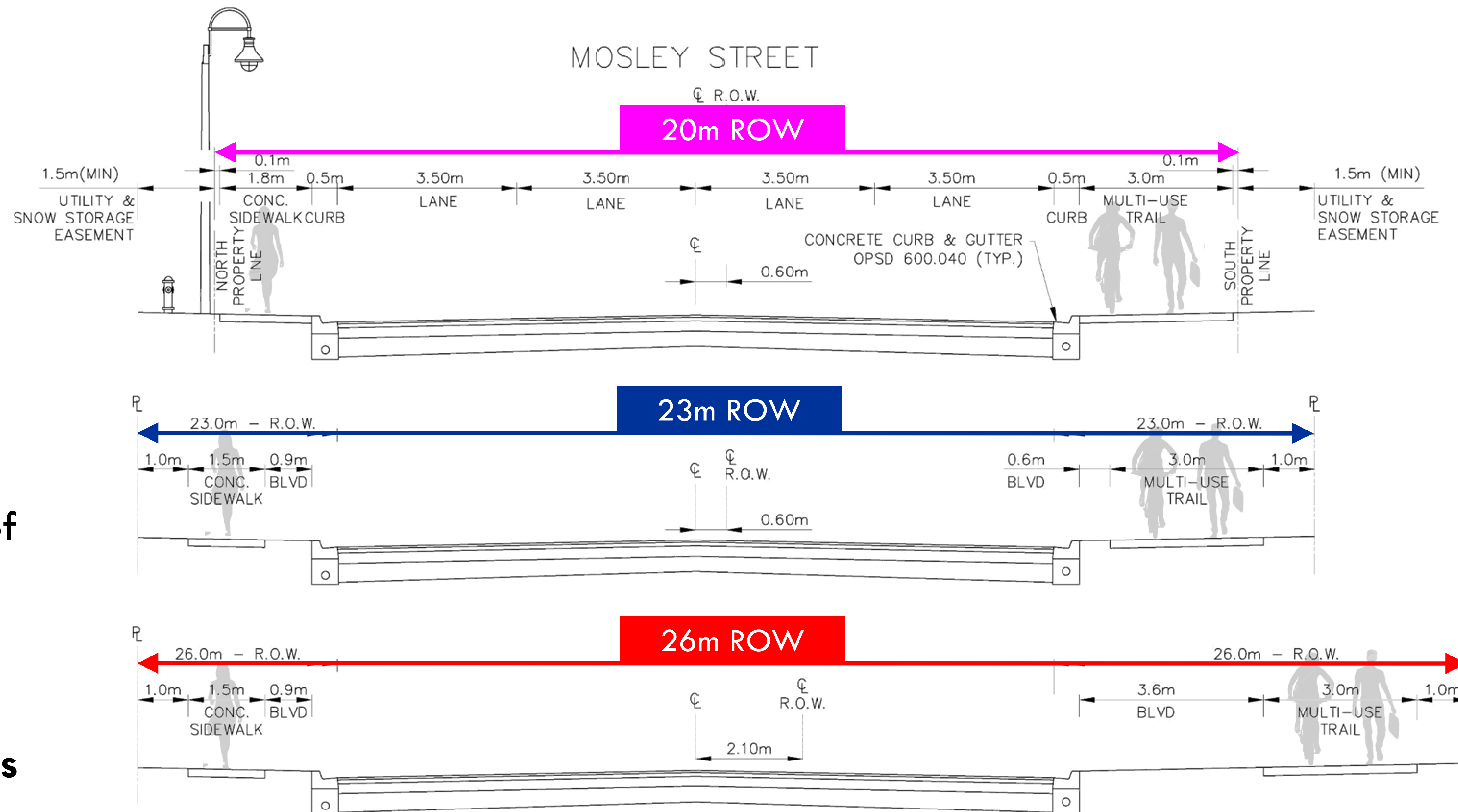
- 4 lanes
- 3.5m travel lanes
- 1.2 m bicycle lanes
- 1.5m sidewalks (1.8m where curbside)
- road offset 1.5m from centre of 26m ROW
- 3.3m boulevards in 26m ROW
- **cannot fit in 20m ROW (requires property acquisitions and/or easements)**



# Alternative Design 4B (4 lanes, sidewalks & multi-use trail)



- 4 lanes
- 3.5m travel lanes
- 1.5m sidewalks on north side (1.8m where curbside)
- 3.0m multi-use trail on south side
- road offset 0.75m to 2.25 m from centre of 23m and 26m ROW
- **cannot fit in 20m ROW (requires property acquisitions and/or easements)**

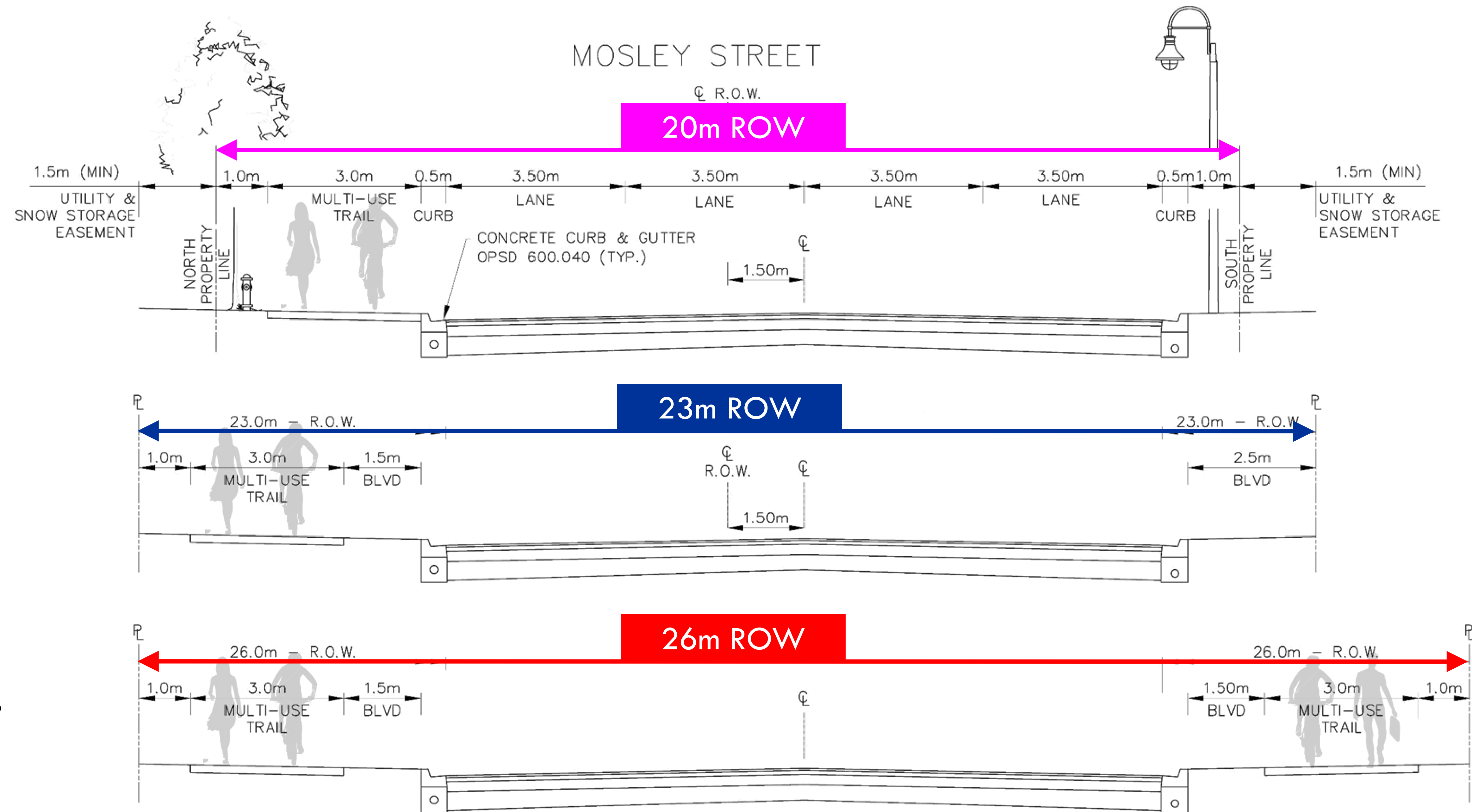




# Alternative Design 4C (4 lanes & multi-use trail)

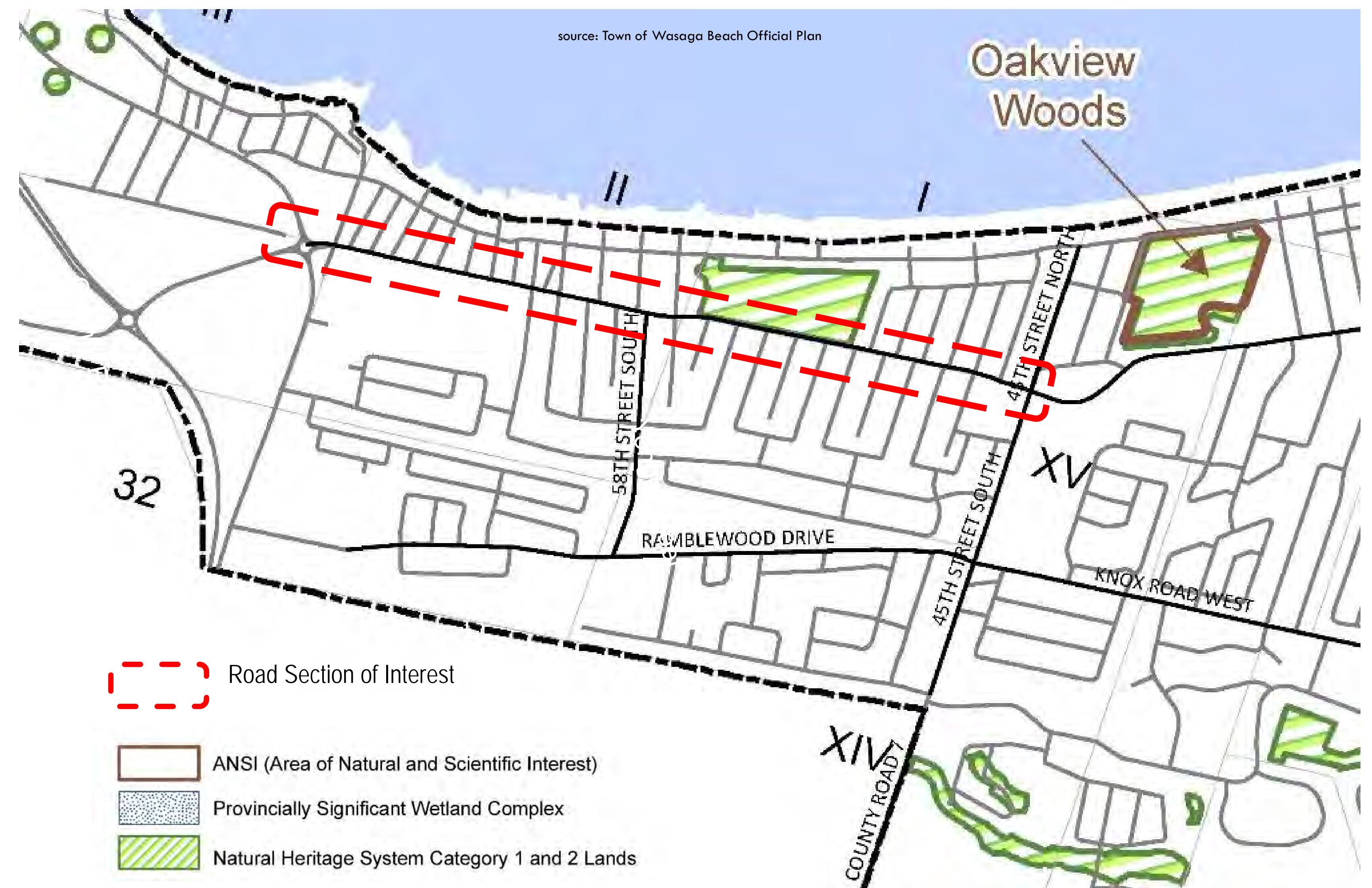


- 4 lanes
- 3.5m travel lanes
- 3.0m multi-use trail on north side
- 3.0m multi-use trail on south side in 26m ROW
- road offset 1.75m from centre of 20 & 23m ROW
- can fit in 20m ROW (requires easements for utilities & snow storage)



- Existing conditions
  - study area is comprised of a mix of wooded areas & residential lands
  - natural area of environmental quality, significance and/or sensitivity to the north of Mosley Street
  - no endangered or threatened species were observed in the Mosley Street right-of-way
  - no regionally or provincially rare species were documented in the Mosley Street right-of-way.

- Potential impacts
  - extension or replacement of drainage channel crossing culverts will be required
  - road widenings may be required adjacent to Natural Heritage System Lands
  - other impacts are considered minor (loss of habitat, vegetation, etc.)





- Existing conditions
  - assessment based on Stage 1 Archaeological/Heritage assessment
  - no archaeological potential for pre-contact and Euro-Canadian archaeological materials within:
    - existing road platform, shoulders and ditches
    - areas of deep land alteration
  - moderate-high potential in some areas:
    - in proximity to potable water
    - in proximity to navigable water
    - near recorded archaeological sites
    - early settlement areas
- Existing conditions
  - land uses include
    - commercial development
    - institutional uses (Fire Hall, utilities etc.)
    - residential
  - most residences front adjacent streets

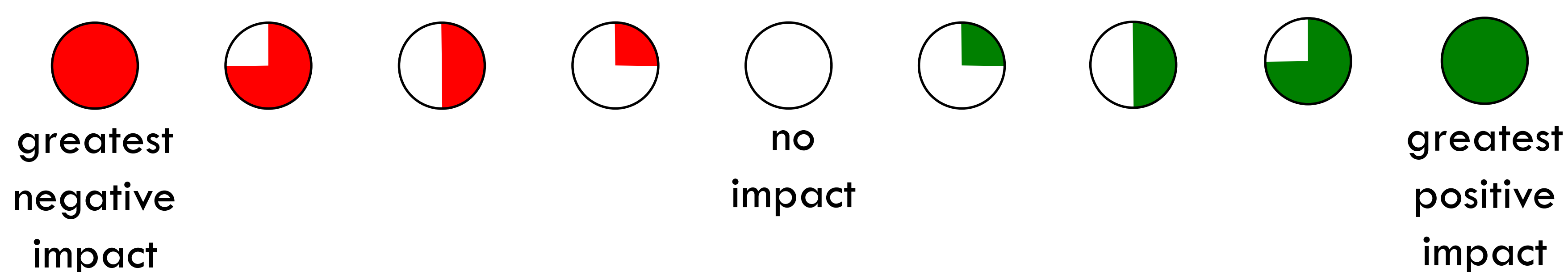
- Potential impacts to Cultural/Heritage Env
  - no known impacts
  - however, additional studies are recommended in those areas to be disturbed by the preferred solution

- Potential impacts to Social Environment
  - potential property impacts
  - potential noise impacts

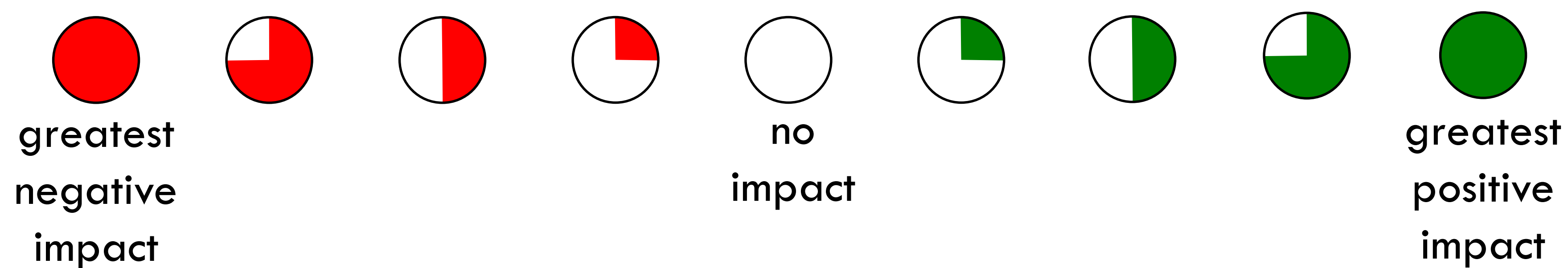
# Assessment of Alternatives



Evaluation Criteria	Alternative 3A 3 Lanes, Bike Lanes & Sidewalks	Alternative 3B 3 Lanes, Sidewalk & Multi-Use Trail	Alternative 4A 4 Lanes, Bike Lanes & Sidewalks	Alternative 4B 4 Lanes, Sidewalk & Multi-Use Trail	Alternative 4C 4 Lanes & Multi-Use Trail
<b>Traffic Operations</b>	<ul style="list-style-type: none"> <li>3-lanes provides capacity for 5-10 years</li> <li>Centre turn lane improves left turn operations</li> </ul>	<ul style="list-style-type: none"> <li>3-lanes provides capacity for 5-10 years</li> <li>Centre turn lane improves left turn operations</li> </ul>	<ul style="list-style-type: none"> <li>4-lanes provide ample capacity</li> <li>Will accommodate traffic demands beyond 2036</li> </ul>	<ul style="list-style-type: none"> <li>4-lanes provide ample capacity</li> <li>Will accommodate traffic demands beyond 2036</li> </ul>	<ul style="list-style-type: none"> <li>4-lanes provide ample capacity</li> <li>Will accommodate traffic demands beyond 2036</li> </ul>
<b>Cycling Operations</b>	<ul style="list-style-type: none"> <li>Provides cycling facilities designed to desired standards as per ATP recommendations</li> </ul>	<ul style="list-style-type: none"> <li>Provides off road cycling facilities on one side of the road only</li> </ul>	<ul style="list-style-type: none"> <li>Provides cycling facilities designed to minimum standards (narrow lanes)</li> </ul>	<ul style="list-style-type: none"> <li>Provides off road cycling facilities on one side of the road only</li> </ul>	<ul style="list-style-type: none"> <li>Provides off road cycling facilities on one side in 20m and 23m ROW</li> <li>Provides off road cycling facilities on both sides in 26m ROW</li> </ul>
<b>Pedestrian Operations</b>	<ul style="list-style-type: none"> <li>Continuous sidewalk to be provided on the north and south sides of the road</li> </ul>	<ul style="list-style-type: none"> <li>Continuous sidewalk to be provided on the north side and a multi-use trail to be provided on the south side of the road</li> </ul>	<ul style="list-style-type: none"> <li>Continuous sidewalk to be provided on the north and south sides of the road</li> </ul>	<ul style="list-style-type: none"> <li>Continuous sidewalk to be provided on the north side and a multi-use trail to be provided on the south side of the road</li> </ul>	<ul style="list-style-type: none"> <li>Provides multi-use facilities on one side in 20m and 23m ROW</li> <li>Provides multi-use facilities on both sides in the 26m ROW</li> </ul>
<b>Transit Operations</b>	<ul style="list-style-type: none"> <li>Transit infrastructure to remain as currently exists</li> <li>Left turn traffic no longer impacts buses</li> </ul>	<ul style="list-style-type: none"> <li>Transit infrastructure to remain as currently exists</li> <li>Left turn traffic no longer impacts buses</li> </ul>	<ul style="list-style-type: none"> <li>Transit infrastructure to remain as currently exists</li> <li>4-lane road mitigates delays by providing 1 additional lanes per direction for vehicles to navigate around stopped buses</li> </ul>	<ul style="list-style-type: none"> <li>Transit infrastructure to remain as currently exists</li> <li>4-lane road mitigates delays by providing 1 additional lanes per direction for vehicles to navigate around stopped buses</li> </ul>	<ul style="list-style-type: none"> <li>Transit infrastructure to remain as currently exists</li> <li>4-lane road mitigates delays by providing 1 additional lanes per direction for vehicles to navigate around stopped buses</li> </ul>
<b>Driveway Operations</b>	<ul style="list-style-type: none"> <li>TWTL will assist with access to/from driveways</li> </ul>	<ul style="list-style-type: none"> <li>TWTL will assist with access to/from driveways</li> </ul>	<ul style="list-style-type: none"> <li>Left turns to/from driveways across 2 lanes</li> </ul>	<ul style="list-style-type: none"> <li>Left turns to/from driveways across 2 lanes</li> </ul>	<ul style="list-style-type: none"> <li>Left turns to/from driveways across 2 lanes</li> </ul>
<b>Stormwater Management System</b>	<ul style="list-style-type: none"> <li>Similar Requirements to Alternative 4B and 4C</li> </ul>	<ul style="list-style-type: none"> <li>Least SWM requirements</li> </ul>	<ul style="list-style-type: none"> <li>Greatest SWM requirements</li> </ul>	<ul style="list-style-type: none"> <li>Similar Requirements to Alternative 3A and 4C</li> </ul>	<ul style="list-style-type: none"> <li>Similar Requirements to Alternative 3A and 4B</li> </ul>
<b>Utilities</b>	<ul style="list-style-type: none"> <li>Relocation of underground utilities required</li> <li>Limited relocation of overhead utilities/support poles</li> </ul>	<ul style="list-style-type: none"> <li>Full relocation of utilities required</li> </ul>	<ul style="list-style-type: none"> <li>Full relocation of utilities required</li> </ul>	<ul style="list-style-type: none"> <li>Full relocation of utilities required</li> </ul>	<ul style="list-style-type: none"> <li>Full relocation of utilities required</li> </ul>
<b>Fisheries /Aquatic Impacts</b>	<ul style="list-style-type: none"> <li>Minimal impacts to fisheries/ aquatic</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to fisheries/ aquatic</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to fisheries/ aquatic</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to fisheries/ aquatic</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to fisheries/ aquatic</li> <li>Same for all alternatives</li> </ul>
<b>Wildlife / Terrestrial Impacts</b>	<ul style="list-style-type: none"> <li>Minimal impacts to wildlife</li> <li>No species at risk were documented within the study area</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to wildlife</li> <li>No species at risk were documented within the study area</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to wildlife</li> <li>No species at risk were documented within the study area</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to wildlife</li> <li>No species at risk were documented within the study area</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to wildlife</li> <li>No species at risk were documented within the study area</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>
<b>Vegetation Impacts</b>	<ul style="list-style-type: none"> <li>No federal or provincially rare species or vegetation communities were identified within the development footprint</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No federal or provincially rare species or vegetation communities were identified within the development footprint</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No federal or provincially rare species or vegetation communities were identified within the development footprint</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No federal or provincially rare species or vegetation communities were identified within the development footprint</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No federal or provincially rare species or vegetation communities were identified within the development footprint</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Improvements consistent with existing land use</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Improvements consistent with existing land use</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Improvements consistent with existing land use</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Improvements consistent with existing land use</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Improvements consistent with existing land use</li> <li>No negative impacts</li> <li>Same for all alternatives</li> </ul>
<b>Property / Development Impacts</b>	<ul style="list-style-type: none"> <li>No anticipated impacts to adjacent properties</li> </ul>	<ul style="list-style-type: none"> <li>No anticipated impacts to adjacent properties</li> </ul>	<ul style="list-style-type: none"> <li>Property and easement required within the 20m ROW to accommodate sidewalks, utilities and snow storage</li> </ul>	<ul style="list-style-type: none"> <li>Easement required within the 20m ROW to accommodate utilities and snow storage</li> </ul>	<ul style="list-style-type: none"> <li>Easement required within the 20m ROW to accommodate utilities and snow storage</li> </ul>
<b>Aesthetics</b>	<ul style="list-style-type: none"> <li>Limited opportunity to enhance aesthetics due to limited boulevard width</li> </ul>	<ul style="list-style-type: none"> <li>Greatest opportunity to enhance aesthetics due to desired boulevard width</li> </ul>	<ul style="list-style-type: none"> <li>Limited opportunity to enhance aesthetics due to limited boulevard width</li> </ul>	<ul style="list-style-type: none"> <li>Limited opportunity to enhance aesthetics due to limited boulevard width</li> </ul>	<ul style="list-style-type: none"> <li>Limited opportunity to enhance aesthetics due to limited boulevard width</li> </ul>
<b>Noise Impacts</b>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>
<b>Construction Impacts</b>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>	<ul style="list-style-type: none"> <li>No significant difference between alternatives</li> </ul>
<b>Archaeological &amp; Heritage Impacts</b>	<ul style="list-style-type: none"> <li>Limited areas identified as retaining archaeological potential – Stage II assessment required</li> <li>Impacts to the cultural and heritage environment are similar for all design alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Limited areas identified as retaining archaeological potential – Stage II assessment required</li> <li>Impacts to the cultural and heritage environment are similar for all design alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Limited areas identified as retaining archaeological potential – Stage II assessment required</li> <li>Impacts to the cultural and heritage environment are similar for all design alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Limited areas identified as retaining archaeological potential – Stage II assessment required</li> <li>Impacts to the cultural and heritage environment are similar for all design alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Limited areas identified as retaining archaeological potential – Stage II assessment required</li> <li>Impacts to the cultural and heritage environment are similar for all design alternatives</li> </ul>



Evaluation Criteria	Alternative 3A 3 Lanes, Bike Lanes & Sidewalks	Alternative 3B 3 Lanes, Sidewalk & Multi-Use Trail	Alternative 4A 4 Lanes, Bike Lanes & Sidewalks	Alternative 4B 4 Lanes, Sidewalk & Multi-Use Trail	Alternative 4C 4 Lanes & Multi-Use Trail
<b>Construction Costs</b>	▪ \$8.2M	▪ \$7.4M	▪ \$8.9M	▪ \$8.2M	▪ \$8.0M
<b>Maintenance Costs</b>	▪ Second most cost to maintain	▪ Least Cost to maintain	▪ Most cost to maintain	▪ 2 <sup>nd</sup> most cost to maintain	▪ 2 <sup>nd</sup> least cost to maintain
<b>Land Acquisition Costs</b>	▪ No land acquisitions were identified	▪ No land acquisitions were identified	▪ Land acquisitions were identified in the 20 m ROW	▪ Land acquisitions were identified in the 20 m ROW	▪ No land acquisitions were identified

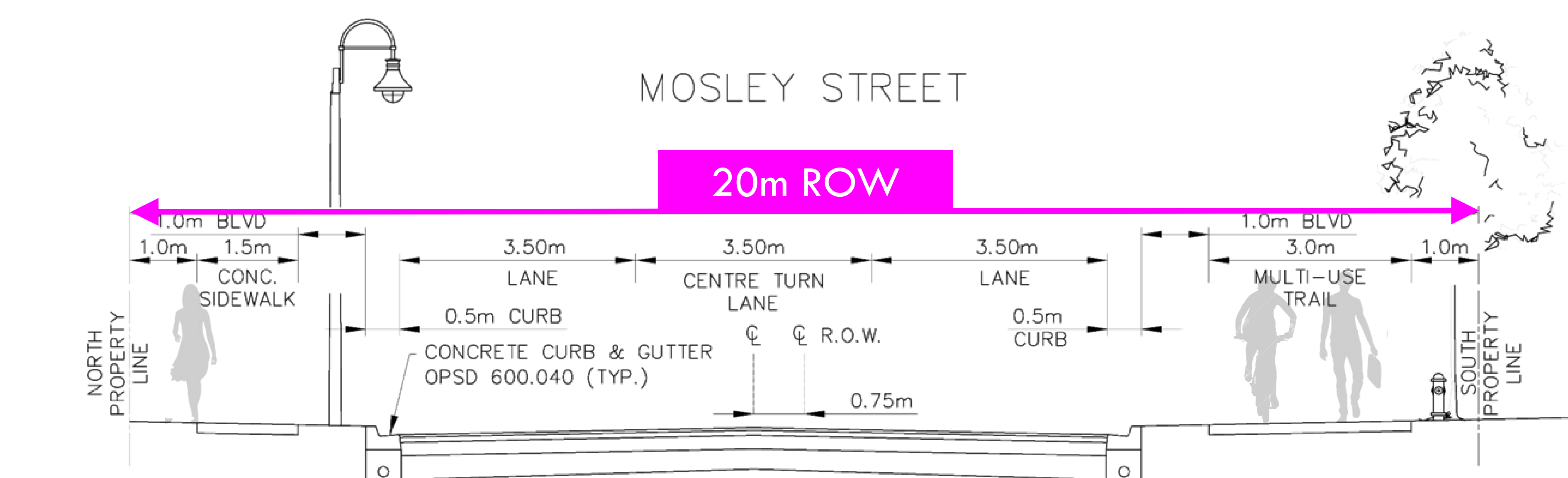


- In consideration of transportation needs:
  - 3 lanes are preferred to 2 lanes to meet the immediate travel demands
  - 4 lanes are preferred to 3 lanes to meet the long term travel demands
- In consideration of pedestrian needs:
  - sidewalks are preferred on both sides of the road
  - sidewalks set back from the edge of pavement are preferred to curb-face sidewalks
- In consideration of cyclist needs:
  - off-road trails are preferred to on-road bike lanes to better accommodate all possible users and skill levels

- The recommended design concept is:
  - intended to maximize the number of lanes whilst providing off-road trails and sidewalks
  - Alternative 3B for the 20m right-of-way
  - Alternative 4B for the 23m & 26m rights-of-way

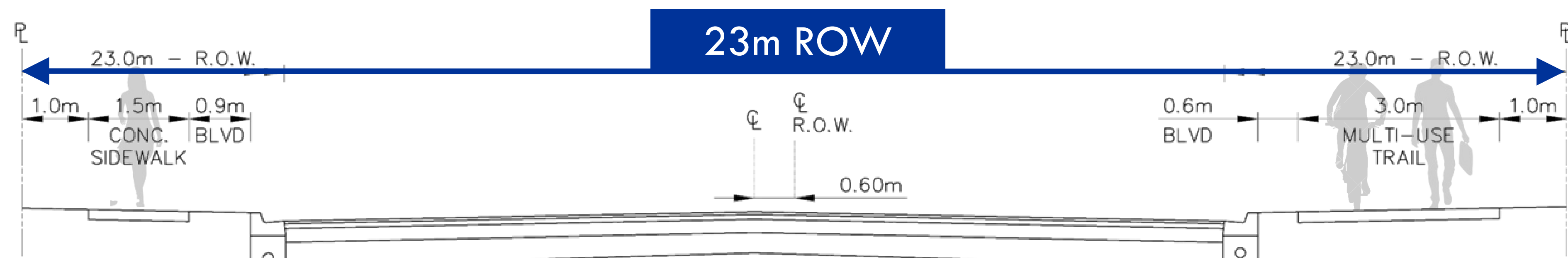
Alt **3B**

- 3 lanes (including centre turn lane)
- sidewalk on north side
- multi-use trail on south side



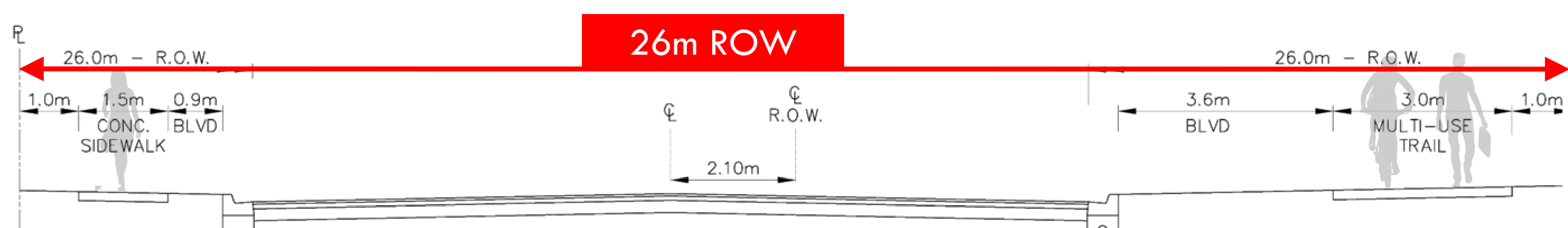
Alt **4B**

- 4 lanes (2 per direction, no centre turn lane)
- sidewalk on north side
- multi-use trail on south side



Alt **4B**

- 4 lanes (2 per direction, no centre turn lane)
- sidewalk on north side
- multi-use trail on south side



# Assessment of Alternatives



Alt

# 3B

- 3 lanes (including centre turn lane)
- sidewalk on north side
- multi-use trail on south side

3 lane to 4 lane transition

Alt

# 4B

- 4 lanes (2 per direction, no centre turn lane)
- sidewalk on north side
- multi-use trail on south side

# Pedestrian Crossings



- Intersection Pedestrian Signals (IPS) recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street intersections to provide improved pedestrian crossing opportunities





- Remainder of study will:
  - review/address stakeholder comments
  - conduct final assessment of alternative designs
  - identify preferred design
  - prepare final report for Town review & endorsement
  - place final report on public record for 30-day review period
  - prepare Notice of Study Completion
  - design & implementation (Phase 5) subject to Council approval & funding

- Important!
  - For concerns which cannot be resolved in discussion with the Town, the MOECC may be requested, subsequent to the filing of the Notice of Completion, to make an order for the project to comply with Part II of the Environmental Assessment Act (know as a Part II Order), which addresses individual environmental assessments.
- Before you leave:
  - have your questions been addressed?
  - have you signed the registry to be informed of the next phase of the study?
  - have you completed a comment sheet?

- Mike Latimer, C.E.T.  
Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
t: (705) 429 2540 ext 2342  
f: (705) 429 8226  
e: m.latimer@wasagabeach.com



- Michael Cullip, P. Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
t: (705) 444-2565 ext265  
f: (705) 444-2327  
e: mcullip@cctatham.com





Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Agriculture, Food and Rural Affairs	Economic Development Division, Rural Community Development Branch	1 Stone Rd W. 3rd Floor	Guelph, ON	N1G 4Y2	Mr.	John	Turvey	Policy Advisor	519-826-3419
Agency	Ministry of Culture	Midhurst District Office	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Greig	Stewart	Regional Advisor	705-739-6696
Agency	Ministry of Culture	Heritage Operations Unit	400 University Ave. 4 <sup>th</sup> Floor	Toronto, ON	M7A 2R9	Mr.	Winston	Wong	Heritage Planner	416-314-7147
Agency	Ministry of the Environment & Climate Change	CEAA Branch	2 St. Clair Ave. W. 12 <sup>th</sup> Floor	Toronto, ON	M4V 1L5	Mr.	Paul	Heeney	Supervisor, Project Review Unit	416-314-7210
Agency	Ministry of the Environment & Climate Change	Central Region Office	5775 Yonge Street 9 <sup>th</sup> Floor	Toronto, ON	M2M 4J1	Ms.	Chunmei	Liu	EA Coordinator	416-326-4886
Agency	Ministry of the Environment & Climate Change	London Regional Office	733 Exeter Road	London, ON	N6E 1L3	Mr.	Bill	Armstrong	Environmental Planner	519-873-5013
Agency	Ministry of the Environment & Climate Change	Owen Sound District Office	101 17 <sup>th</sup> Street East	Owen Sound, ON	N4K 0A5					519-371-2901
Agency	Ministry of Municipal Affairs and Housing	Central Region Office	777 Bay Street	Toronto, ON	M5G 2E5	Mr.	Darryl	Lyons	Senior Planner	416-585-6048
Agency	Ministry of Natural Resources & Forestry	Midhurst District	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Mark	Shoreman	District Manager	705-725-7546
Agency	Ministry of Natural Resources & Forestry	Wasaga Beach Provincial Park	11-22nd St. North	Wasaga Beach, ON	L9Z 2V9	Mr.	John	Fisher	Superintendent	
Agency	Ministry of Tourism, Culture & Sport	Cultural Division, Programs and Services Branch	401 Bay St., Suite 1700	Toronto, ON	M7A 0A7	Mr.	Dan	Minkin	Heritage Planner	416-314-7147 Dan.Minkin@ontario.ca
Agency	Ministry of Tourism, Culture & Sport	180 Dundas Street	9 <sup>th</sup> Floor, Suite 502	Toronto, ON	M7A 2R9	Mr.	Tom	Sherzan	Manager, Regional Services Branch	
Agency	Ministry of Transportation	Central Region Planning & Design Section	1201 Wilson Avenue, Bldg. D, 4th Floor	Downsview, Ontario	M3M 1J8	Ms.	Heather	Glass	Sr Project Engineer	(416) 235-5521 heather.glass@mtoc.ca

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Transportation	Central Region Engineering Office Corridor Management Section	159 Sir. William Hearst Ave., 7 <sup>th</sup> Floor	Toronto, ON	M3M 0B7	Mr.	Peter	Dorton	Sr. Project Manager	416-235-7280 peter.dorton@ontario.ca
Agency	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 Concession 8	Utopia, ON	L0M 1T0	Mr.	Glenn	Switzer	Director, Engineering & Technical Services	705-424-1479 ext. 225
Agency	Niagara Escarpment Commission	99 King Street East	PO Box 308	Thornbury, ON	N0H 2P0	Mr.	Rick	Watt	Senior Planning Coordinator	519-599-3740 rick.watt@ontario.ca
Agency	Ministry of Indigenous Relations and Reconciliation	Policy and Relations Branch	720 Bay Street, Fourth Floor	Toronto, ON	M5G 2K1	Mr.	Francois	Lachance	Senior Policy Advisor	416-326-4754
Agency (Federal)	Indian and Northern Affairs Canada	Environment and Natural Resources Department	25 St. Clair Ave. East, 8th Floor	Toronto, ON	M4T 1M2		Glenn	Gilbert	Manager	416-973-2131
Municipal	Town of Wasaga Beach	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	George	Vadeboncoeur	CAO	
Municipal	Wasaga Beach Fire Department	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	Mike	McWilliam	Fire Chief	
Municipal	Ontario Provincial Police	Huronian West Detachment	P.O. Box 140 1000 River Road West	Wasaga Beach, ON	L9Z 1A2					705-429-3575
Municipal	The County of Simcoe	Administration Centre	1110 Highway 26	Midhurst, ON	L0L 1X0		County Clerk			705-726-9300
School Board	Simcoe County District School Board		1170 Highway 26	Midhurst, ON	L0L 1X0	Mr.	Rick	Howse	Central Maintenance Supervisor	705-728-7570
School Board	Simcoe Muskoka Catholic District School Board	46 Alliance Blvd.		Barrie, ON	L4M 5K3		Jennifer	Sharpe	Planning Officer	705-722-3555
School Board	Simcoe County Student Transportation Consortium	566 Bryne Drive		Barrie, ON	L4N 9P6	Ms.	Bonnie	Branch	Transportation Officer	
Agency	Simcoe County District Health Unit	15 Sperling Drive		Barrie, ON	L4M 6K9	Mr.	Ted	Devine	Director, Health Protection Services	705-721-7520
Agency	ON Realty Corporation	1 Dundas Street West		Toronto, ON	M5G 2L5					

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Utility	Bell Canada	136 Bayfield Street	Floor 2	Barrie, ON	L4M 3B1	Mrs.	Wendy	Lefebvre	Manager, Access Network	705-722-2467
Utility	Wasaga Distribution Inc.	950 River Road West	P.O. Box 20	Wasaga Beach, ON	L9Z 1A2					705-429-2517
Utility	Rogers Communications Inc.	1 Sperling Drive		Barrie, ON	L4M 6B8	Mr.	Tony	Dominguez	System Planner	705-737-4660 ext 6907 Tony.domnguez@rci.rogers.com
Utility	Hydro One	Subdivision Group	420 Welham Road	Barrie, ON	L4N 8Z2	Ms.	Heather	McTeer		1-866-272-3330
Utility	Hydro One Network	45 Sarjeant Drive	P.O. Box 6700	Barrie, ON	L4M 5N5		Business Customer Center			1-877-447-4412
Utility	ON Power Generation	700 University Avenue	H9F5	Toronto, ON	M5G 1X6				VP Sustainable Development	416-592-4921
Utility	Enbridge Gas Distribution Inc.	10 Churchill Drive		Barrie, ON	L4N 8Z5	Mr.	David	Smith	Sales Development Representative	705-739-5254
Utility	Union Gas	1590 8th St E		Owen Sound, ON	N4K 0A2	Mr.	Derrick	Cunningham		519-270-0305
First Nations Community	Chippewas of Georgina Island	R. R. #2	Box N-13	Sutton West, ON	LOE 1R0	Ms.	Donna	Big Canoe	Chief	705 437-1337
First Nations Community	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0		Rodney	Noganosh	Chief	<a href="mailto:chief@ramafirstnation.ca">chief@ramafirstnation.ca</a> 705-325-3611 x1216
First Nations Community	Wahta Mohawk	P.O. Box 260	2664 Muskoka Road	Bala, ON	P0C 1A0		Blaine	Commandant	Chief	
First Nations Community	Moose Dear Point	3720 Twelve Mile Bay Road	P.O. Box 119	Mac Tier, ON	P0C 1H0		Barron	King	Chief	
First Nations Community	Wasauksing First Nation (Parry Island)	P.O. Box 250	1508 Lane "G" Geewadin Road	Parry Sound, ON	P2A 2X4		Alex	Zygniuk	Community Consultation Coordinator	
First Nations Community	Coordinator for Williams Treaties First Nation	8 Creswick Court		Barrie, ON	L4M 2J7	Ms.	Karry	Sandy-McKenzie	Barrister & Solicitor	k.a.sandy-mckenzie@rogers.com
First Nations Community	Beausoleil First Nation (Christian Island)	11 Ogema Miikaan	Christian Island	Cedar Point, ON	L0K 1R0		Roly	Monague Jr.	Chief	

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
First Nations Community	Georgian Bay Metis Council	355 Cranston Crescent	PO Box 4	Midland, ON	L4R 4K6	Mr.	David	Dusome	President	705-526-6335 daviddusome@rogers.com
First Nations Community	Metis Nation of Ontario - Head Office	500 Old St. Patrick Street	Unit D	Ottawa, ON	K1N 9G4					
First Nations Community	Mnjikaning First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0					
First Nations Community	La Nation Huronne-Wendat (Huron-Wendat First Nation)	Centre Administratif	255 Place Chef Michel Laveau	Wendake, QC	G0A 4V0	Mr.	Maxime	Picard		418 843-3826 ext. 2105 maxime.picard@cnhw.qc.ca
VIA EMAIL										
Agency	Heritage Program Unit, Ministry of Tourism, Culture and Sport									
Local Business										
Local Business										
Resident										
Resident										
Resident										
Resident										
Resident										

**From:** Mike Latimer <m.latimer@wasagabeach.com>  
**To:** "Sean Sexsmith (SSEXSMITH@cctatham.com)" <SSEXSMITH@cctatham.com>, "Mich..."  
**Date:** 9/7/2017 11:50 AM  
**Subject:** FW: Mosley revitalization

FYI. See below.

Kind Regards,

Mike Latimer, C.E.T.  
Project Coordinator

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, Ontario  
L9Z 1A1

Office: (705) 429-2540 ex. 2342  
Cell: (705) 443-7800  
m.latimer@wasagabeach.com

-----Or

From:  
Sent: September-06-17 6:56 PM  
To: Mike Latimer  
Subject: Mosley revitalization

Attention Mike Latimer

Hello my name is Mike Jordan and I live at 7 55th Street South, I have a concern about where the water that currently flows down 55th street and runs into the culvert ditch in front of my house. There are also many active sump pumps that flow through culvert pipes and empty in front of my house . I bought this house three years ago and was told by the town that I could not put in a culvert pipe. All this water currently flows to the ditch on Mosley, there is water in this ditch on Mosley all year long which is a concern to myself and my neighbors. My house is the second house south of Mosley and it always has water in front of it. If the culvert ditch on Mosley is filled or has culvert pipes and catch basin installed where is this water from 55th street going to go, is it going to be tied into any to the culvert pipes on Mosley, and if not we will have a flooding issue on 55th. Street. I appreciate your views on this matter.

Kindest Regards

Sent from my iPad

## Sean Sexsmith - RE: FW: Beachwood Road to the 45th Street

---

**From:** Maxime Picard <maxime.picard@cnhw.qc.ca>  
**To:** "Sean Sexsmith" <SSEXSMITH@cctatham.com>  
**Date:** 1/23/2018 2:16 PM  
**Subject:** RE: FW: Beachwood Road to the 45th Street

---

Well received Mr. Sexsmith.

We will let you know if we have any comments.

Best



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsiö**

**Maxime Picard, B. Sc. A.**  
Coordonnateur de projets - Ontario  
255, Place Chef Michel-Laveau  
Wendake (Qc) G0A 4V0  
Téléphone : 418-843-3767 # 2105  
Courriel : maxime.picard@cnhw.qc.ca

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---

**De :** Sean Sexsmith [[SSEXSMITH@cctatham.com](mailto:SSEXSMITH@cctatham.com)]

**Envoyé :** 23 janvier 2018 14:12

**À :** maxime.picard@cnhw.qc.ca

**Cc :** Michael Cullip

**Objet :** Re: FW: Beachwood Road to the 45th Street

Hello Mr. Picard,

Please find attached the Stage 2 Archaeological Assessment completed for the Mosley Street Urbanization project, from Beachwood Road to 45th Street.

If you require anything further, please do not hesitate to contact us.

**Sean Sexsmith, A.Sc.T.**

Intermediate Technologist, Project Manager

**C.C. Tatham & Associates Ltd.**

tel:  [\(705\) 444-2565 x2078](tel:(705)444-2565)

[ssexsmith@cctatham.com](mailto:ssexsmith@cctatham.com)

[www.cctatham.com](http://www.cctatham.com)

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---

## Sean Sexsmith - RE: FW: Beachwood Road to the 45th Street

---

**From:** Maxime Picard <maxime.picard@cnhw.qc.ca>  
**To:** "Sean Sexsmith" <SSEXSMITH@cctatham.com>  
**Date:** 9/8/2017 9:23 AM  
**Subject:** RE: FW: Beachwood Road to the 45th Street

---

Well received.

Thanks Sean



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

---

**Maxime Picard, B. Sc. A.**  
 Coordonnateur de projets - Ontario  
 255, Place Chef Michel-Laveau  
 Wendake (Qc) G0A 4V0  
 Téléphone : 418-843-3767 # 2105  
 Courriel : maxime.picard@cnhw.qc.ca



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**De :** Sean Sexsmith [[SSEXSMITH@cctatham.com](mailto:SSEXSMITH@cctatham.com)]

**Envoyé :** 8 septembre 2017 09:16

**À :** maxime.picard@cnhw.qc.ca

**Cc :** Michael Cullip; Mike Latimer

**Objet :** Re: FW: Beachwood Road to the 45th Street

Hello Mr. Picard,

Please find attached the Stage 1 Archaeological Assessment completed for the Mosley Street Urbanization project, from Beachwood Road to 45th Street.

If you require anything further, please do not hesitate to contact us.

**Sean Sexsmith, A.Sc.T.**



Intermediate Technologist, Project Manager

**C.C. Tatham & Associates Ltd.**

tel:  [\(705\) 444-2565 x275](tel:(705)444-2565)

[ssexsmith@cctatham.com](mailto:ssexsmith@cctatham.com)

[www.cctatham.com](http://www.cctatham.com)

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>>> Mike Latimer <[m.latimer@wasagabeach.com](mailto:m.latimer@wasagabeach.com)> 9/8/2017 9:00 AM >>>

Hi Sean,

Can you send Maxime the Stage 1 report? See email below.

Kind Regards,

Mike Latimer, C.E.T.  
Project Coordinator

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, Ontario  
L9Z 1A1

Office:  [\(705\) 429-2540](tel:(705)429-2540) ex. 2342

Cell:  [\(705\) 443-7800](tel:(705)443-7800)

[m.latimer@wasagabeach.com](mailto:m.latimer@wasagabeach.com)

---

**From:** Maxime Picard [[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)]

**Sent:** September-08-17 8:50 AM

**To:** Mike Latimer

**Subject:** RE: Beachwood Road to the 45th Street

Hi Mikem

Thanks for your answer.

Would it be possible to transfer us the Stage 1 report as well as the Stage 2 report when completed ?

Best,

Maxime



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsïo**

**Maxime Picard, B. Sc. A.**  
Coordonnateur de projets - Ontario  
255, Place Chef Michel-Laveau  
Wendake (Qc) G0A 4V0  
Téléphone : 418-843-3767 # 2105  
Courriel : maxime.picard@cnhw.qc.ca

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**De :** Mike Latimer [mailto:m.latimer@wasagabeach.com]

**Envoyé :** 5 septembre 2017 15:29

**À :** Maxime Picard

**Cc :** Michael Cullip; Sean Sexsmith (SSEXSMITH@cctatham.com)

**Objet :** RE: Beachwood Road to the 45th Street

Hi Mr. Picard,

Thanks for the email.

Yes a Stage 1 Arch. Study has been completed and Stage 2 is completed or underway and we are waiting for the final report.

If you have any other questions please let me know.

Kind Regards,

Mike Latimer, C.E.T.  
Project Coordinator

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, Ontario  
L9Z 1A1

Office: [\(705\) 429-2540](tel:7054292540) ex. 2342  
Cell: [\(705\) 443-7800](tel:7054437800)  
[m.latimer@wasagabeach.com](mailto:m.latimer@wasagabeach.com)

---

**From:** Maxime Picard [[maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)]  
**Sent:** September-05-17 3:25 PM  
**To:** Mike Latimer  
**Subject:** Beachwood Road to the 45th Street

Hi Mr. Latimer,

We received the notice about the Beachwood Road to 45th Street Project.

We would simply like to know if any archaeological assessment is anticipated in this process ?

Best regards,

Maxime Picard



**NATION HURONNE-WENDAT**  
**Bureau du Nionwentsio**

---

**Maxime Picard, B. Sc. A.**  
Coordonnateur de projets - Ontario  
255, Place Chef Michel-Laveau  
Wendake (Qc) G0A 4V0  
Téléphone : 418-843-3767 # 2105  
Courriel : [maxime.picard@cnhw.qc.ca](mailto:maxime.picard@cnhw.qc.ca)



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**Re: Urbanization of Mosley**

---

**From:**  
**To:**  
**Date:** 9/15/2017 2:38 PM  
**Subject:** Re: Urbanization of Mosley  
**Cc:** Sean Sexsmith

---

Thank you for your inquiry. A traffic noise impact study for the proposed alternatives is currently underway that is assessing the impact of future traffic noise on existing properties resulting from the proposed improvements. This study's preliminary findings are indicating that predicted noise levels will remain below the threshold for which the feasibility of providing noise barriers is investigated, and that the proposed improvements will not result in sound level increases and future sound levels that warrant noise mitigation. As such, a buffer along Mosley Street from Beachwood Road to 45th Street is not currently proposed.

If you have any further questions or concerns please do not hesitate to contact us.

---

**Michael Cullip, B.Eng. & Mgmt., M.Eng. P.Eng**  
Director, Manager - Transportation & Municipal Engineering

**C.C. Tatham & Associates Ltd.**

tel:  [\(705\) 444-2565 x265](tel:(705)444-2565)

cell:  [\(705\) 888-3289](tel:(705)888-3289)

[mcullip@cctatham.com](mailto:mcullip@cctatham.com)

[www.cctatham.com](http://www.cctatham.com)

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---

In your environmental assessment study is there a plan for a buffer along Mosley street for the streets from beach wood road to 45th street , due to increased traffic noise . ie : planting trees or installing fencing along Mosley street .

Thank you

Address: 52 South Street North Wasaga Beach  
Sent from my iPhone

---

**Sean Sexsmith - RE: 116056 - Town of Wasaga Beach - Mosley Street Urbanization  
Municipal Class EA**

---

**From:** "Dorton, Peter (MTO)" <Peter.Dorton@ontario.ca>  
**To:** Sean Sexsmith <SSEXSMITH@cctatham.com>  
**Date:** 10/6/2017 3:44 PM  
**Subject:** RE: 116056 - Town of Wasaga Beach - Mosley Street Urbanization Municipal Class EA  
**Cc:** Michael Cullip <MCULLIP@cctatham.com>, "Janke, Aaron (MTO)" <Aaron.Janke...>

---

Hi Sean:

MTO has no concerns in principle with proposed urbanization, however please be aware that any works within MTO jurisdictional limits on Mosley St. will be subject to MTO Encroachment permit approvals.

Thanks,  
Peter Dorton  
Senior Project Manager  
MTO Central Region Engineering Office  
Corridor Management Section  
159 Sir William Hearst Ave., 7th Floor  
Toronto, ON M3M 0B7  
Ph: [416-235-4280](tel:416-235-4280)  
Fx: [416-235-4267](tel:416-235-4267)  
Email: [peter.dorton@ontario.ca](mailto:peter.dorton@ontario.ca)

---

**From:** Sean Sexsmith [[SSEXSMITH@cctatham.com](mailto:SSEXSMITH@cctatham.com)]  
**Sent:** September 5, 2017 5:12 PM  
**To:** Dorton, Peter (MTO)  
**Cc:** Michael Cullip  
**Subject:** 116056 - Town of Wasaga Beach - Mosley Street Urbanization Municipal Class EA

Good afternoon Peter,

Please find attached the information and materials to date related to the Municipal Class EA Study for the urbanization of Mosley Street, in the Town of Wasaga Beach. This information is provided to you, at the request of the Town of Wasaga Beach. Please note that these notices have already been circulated to the MTO's Central Region Planning & Design Section, to the attention of Ms. Heather Glass.

If any questions or concerns should arise, please feel free to contact the project contacts listed herein.

**Sean Sexsmith, A.Sc.T.**

Intermediate Technologist, Project Manager

**C.C. Tatham & Associates Ltd.**

tel: [tel: \(705\) 444-2565 x275](tel:(705)444-2565)

[ssexsmith@cctatham.com](mailto:ssexsmith@cctatham.com)

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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

YES

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

NO. WE NEED A CENTRE TURN LANE

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

YES

NOTE. 55<sup>TH</sup> ST. HAS SOME DRAINAGE ISSUES AND PONDING WHICH NEEDS TO BE RESOLVED.

Name

Address

Thank you for your input. Please submit at the PIC or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
tel: (705) 444-2565 fax: (705) 444-2327

The information on this comment sheet is collected under the authority of the Environmental Assessment Act and will become public information. All comments will be included in the Class Environmental Assessment documentation to be made public at the conclusion of this project.

Please check the space below if you wish your comments to be made anonymously.

Please withhold my name and address from publication



# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

*Yes - not too intrusive to residents, & will meet needs*

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

*No - not necessary - keep it the same as Beachwood to 57<sup>th</sup> - 3 lanes  
very intrusive to residents at 4 lanes  
Do we need sidewalks & trails?*

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

*not necessary at this point - maybe crosswalks*

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
tel: (705) 444-2565 fax: (705) 444-2327

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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

## COMMENT SHEET (please print)

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Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

Yes. If any change would to occur 3 lanes would be best. You don't live there there is very little room cars and bikers aren't allowed to go

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

Barbaric! One lane would be more than efficient to meet the needs of commuters and residents.

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

Yes.

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
tel: (705) 444-2565 fax: (705) 444-2327

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Please withhold my name and address from publication



# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

YES, 3 LANES IS APPROPRIATE. CAN STILL SAFELY CROSS THE ROAD.

MAKE THE SIDEWALK & BIKE LANE MULTI-USE FOR BOTH. WITH LEFT LANE EASIER TO TURN LEFT.

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

NO, 4 LANES TO MANY. WON'T BE ABLE TO CROSS ROAD TO OTHER SIDE SAFELY. TOO FAR TO GO TO 57 & 45 TO CROSS. NO WHERE TO TURN LEFT.

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

NO!! NOT IF YOU GO TO 4 LANES YOU WON'T BE ABLE TO CROSS THE STREET

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
tel: (705) 444-2565 fax: (705) 444-2327

The information on this comment sheet is collected under the authority of the Environmental Assessment Act and will become public information. All comments will be included in the Class Environmental Assessment documentation to be made public at the conclusion of this project.

Please check the space below if you wish your comments to be made anonymously.

Please withhold my name and address from publication



# Mosley Street Urbanization Municipal Class Environmental Assessment Study

Public Information Centre – September 12, 2017



C.C. Tatham & Associates Ltd.  
Consulting Engineers

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

YES IF YOU TAKE IT THROUGH TO 45TH ST

ALSO THE STANDING WATER ISSUE ON 55THS

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

PLEASE RESTRIK TRAFFIC & ENCOURAGE PUBLIC TRANSIT

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

YES

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the PIC or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
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C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

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Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

YES

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

NO - I FEEL IT WOULD NOT BE SAFE IF WALKING & YOU HAVE BICYCLES & SCOOTERS ON THE WALK TRAIL - IT SHOULD BE 3 LANES - SIDEWALKS & TRAILS ON BOTH SIDES - WITH A CENTRE TURNING LANE - ~~3~~ LANES FOR EASE OF LEFT TURN OFF

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why? SIDE ST.

NO - WE NEED ONE IN BETWEEN SO THAT MORE PEOPLE CAN GET TO THE BEACH.

Name	_____
Address	_____ _____ _____

Thank you for your input. Please submit at the PIC or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
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# Mosley Street Urbanization Municipal Class Environmental Assessment Study



C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

## COMMENT SHEET (please print)

1. Please check the category that best describes your interest in the study:

Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

Yes

Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

Yes, to decrease congestion.

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

~~Definitely not~~ Absolutely yes. need one on 51<sup>st</sup> for access to Park Beach Area b. (to cross highway south side to north side of Mosley)

Name

Address

Thank you for your in,  
or mail/email/fax by **September 22, 2017** to:

Michael Cullip, P.Eng.  
C.C. Tatham & Associates Ltd.  
115 Sandford Fleming Drive, Suite 200  
Collingwood, ON L9Y 5A6  
mcullip@cctatham.com  
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C.C. Tatham & Associates Ltd.  
Consulting Engineers

Public Information Centre – September 12, 2017

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Town of Wasaga Beach resident

Area Business Owner

Other

2. With expected growth and future developments in the area, traffic volumes through the subject area will increase and some level of congestion will occur, particularly if no improvements to the roadway are undertaken.

Do you feel that that the recommended Alternative Design Concept from Beachwood Road to 57<sup>th</sup> Street (3 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

It's a solution.  
I'd like a round about to  
slow traffic down

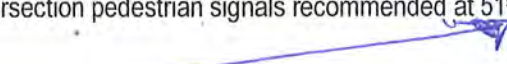
Do you feel that that the recommended Alternative Design Concept from 57<sup>th</sup> Street to 45<sup>th</sup> Street (4 lanes with 1.5m sidewalk on the north side and 3m trail on the south side) is an appropriate solution? Why?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Do you feel that the intersection pedestrian signals recommended at 51<sup>st</sup> and 62<sup>nd</sup> Street will meet pedestrian travel demands? Why?

Yes ...  51 62  
important — lots of  
walkers to the beach  
- No parking for driving to  
north side

Name \_\_\_\_\_

Address \_\_\_\_\_

Thank you for your input. Please submit at the ...  
or mail/email/fax by **September 22, 2017** to:

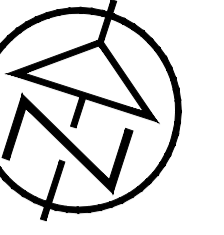
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Please withhold my name and address from publication

**APPENDIX J:  
PRELIMINARY DESIGN DRAWINGS**



LEGEND

**CONTRACT DRAWINGS**  
 CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST BE REPORTED TO THE ENGINEER BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED.  
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NO.	REVISIONS	DATE	INITIAL
1.	ISSUED FOR TOWN REVIEW	NOV/17	MJC

APPROVED

**PRELIMINARY**

**TOWN OF WASAGA BEACH**  
**MOSLEY STREET URBANIZATION**

PREFERRED DESIGN  
 MOSLEY STREET

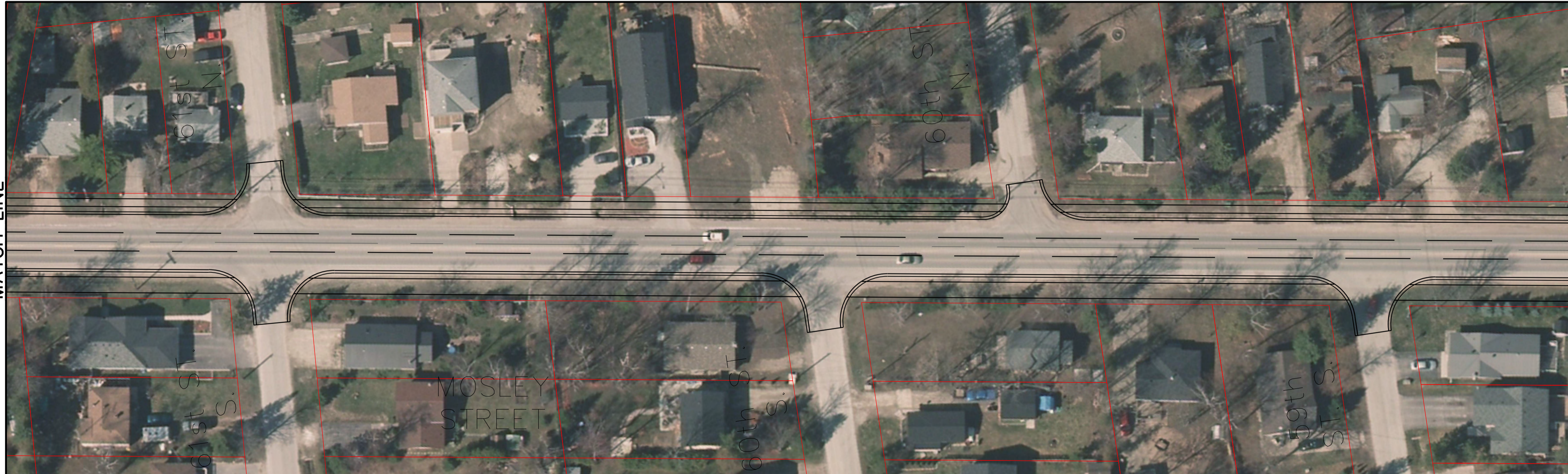
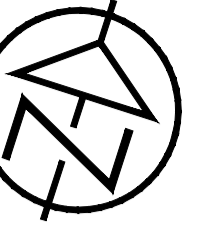


**C.C. Tatham & Associates Ltd.**  
 Consulting Engineers  
 Collingwood Bracebridge Orillia Barrie Ottawa

SCALE: 1:500	JOB NO. 116056
DESIGN: SS	CHECKED: MJC
DRAWN: SS	DATE: NOV/17

DWG. **P-1**





**LEGEND**

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**TOWN OF WASAGA BEACH**  
**MOSLEY STREET URBANIZATION**

**PREFERRED DESIGN**  
**MOSLEY STREET**

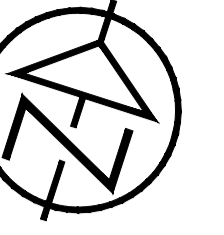


**C.C. Tatham & Associates Ltd.**  
 Consulting Engineers

Collingwood Bracebridge Orillia Barrie Ottawa

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DESIGN: SS	CHECKED: MJC
DRAWN: SS	DATE: NOV/17

DWG. **P-2**



SEE SHEET P-2  
MATCH LINE

MATCH LINE  
SEE BELOW



SEE ABOVE  
MATCH LINE


MATCH LINE  
SEE SHEET P-4

**LEGEND**  
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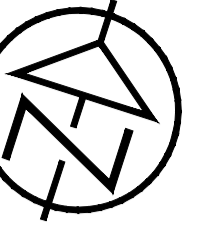
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**PRELIMINARY**

**TOWN OF WASAGA BEACH**  
**MOSLEY STREET URBANIZATION**  
  
**PREFERRED DESIGN**  
**MOSLEY STREET**



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Collingwood Bracebridge Orillia Barrie Ottawa

SCALE: 1:500	JOB NO. 116056
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DRAWN: SS	DATE: NOV/17
<b>DWG. P-3</b>	



SEE SHEET P-3  
MATCH LINE

MATCH LINE  
SEE BELOW



SEE ABOVE  
MATCH LINE

MATCH LINE  
SEE SHEET P-5

LEGEND

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**TOWN OF WASAGA BEACH**  
**MOSLEY STREET URBANIZATION**

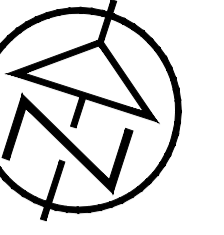
PREFERRED DESIGN  
MOSLEY STREET



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Consulting Engineers  
Collingwood Bracebridge Orillia Barrie Ottawa

SCALE: 1:500	JOB NO. 116056
DESIGN: SS	CHECKED: MJC
DRAWN: SS	DATE: NOV/17

DWG. **P-4**



SEE SHEET P-4  
MATCH LINE

LEGEND

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**TOWN OF WASAGA BEACH**  
**MOSLEY STREET URBANIZATION**

PREFERRED DESIGN  
 MOSLEY STREET



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 Collingwood Bracebridge Orillia Barrie Ottawa

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DWG. **P-5**

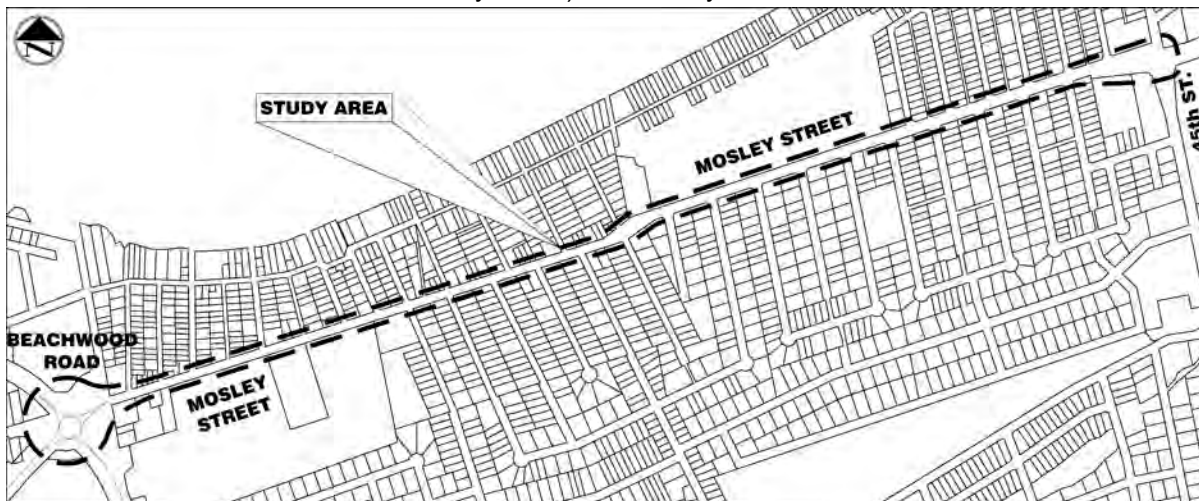
**APPENDIX K:  
NOTICE OF STUDY COMPLETION**



# Mosley Street Urbanization Beachwood Road to 45<sup>th</sup> Street Municipal Class Environmental Assessment Study Notice of Study Completion

## Background

The Town of Wasaga Beach has completed a Class Environmental Assessment (EA) for the proposed improvements to Mosley Street from Beachwood Road to 45<sup>th</sup> Street. The improvements are to widen and urbanize the road to 3 lanes from Beachwood Road to 57<sup>th</sup> Street, and widen and urbanize the road to 4 lanes from 57<sup>th</sup> Street to 45<sup>th</sup> Street to increase capacity, improve drainage, and implement active transportation facilities (which include a sidewalk on the north side and multi-use trail on the south side of Mosley Street). The Study area is illustrated below.



## Study Process

The Class EA study followed the planning and design process for Schedule C projects as described in the Municipal Class EA document for Municipal Roads Projects (2000), published by the Municipal Engineers Association and revised in 2007, 2011 and 2015. The findings of the Class EA process have been documented in an Environmental Study Report.

## Purpose of Notice

The purpose of this notice is to advise the public and stakeholder groups that the complete Environmental Study Report is available for review at the Town Hall and Public Library, and available for download on the Town website. Interested persons are encouraged to review the report and provide written comments to the Town within the 30-day review period **March 23, 2018 to April 23, 2018**, directed to the project contacts below.

### Owner

Town of Wasaga Beach  
30 Lewis Street  
Wasaga Beach, ON L9Z 1A1  
**Mike Latimer, C.E.T.**  
Project Coordinator  
m.latimer@wasagabeach.com  
(705) 429-2540 x2342

### Consultant

C.C. Tatham & Associates Ltd.  
200 Sandford Fleming Dr. #200  
Collingwood, ON L9Y 5A6  
**Michael Cullip, P.Eng**  
Project Manager  
mcullip@cctatham.com  
(705) 444-2565 x2020

If concerns arise regarding this project, which cannot be resolved in discussion with the Town, you may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Requests are to be submitted to the Minister, and copied to the Town, before the end of the review period. If there is not a request received by **April 23, 2018**, the project may proceed based on the identified preferred solution.

The Honourable Chris Ballard  
Minister of the Environment & Climate Change  
77 Wellesley Street West, 11th Floor, Ferguson Block  
Toronto, Ontario M7A 2T5

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Agriculture, Food and Rural Affairs	Economic Development Division, Rural Community Development Branch	1 Stone Rd W. 3rd Floor	Guelph, ON	N1G 4Y2	Mr.	John	Turvey	Policy Advisor	519-826-3419
Agency	Ministry of Culture	Midhurst District Office	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Greig	Stewart	Regional Advisor	705-739-6696
Agency	Ministry of Culture	Heritage Operations Unit	400 University Ave. 4 <sup>th</sup> Floor	Toronto, ON	M7A 2R9	Mr.	Winston	Wong	Heritage Planner	416-314-7147
Agency	Ministry of the Environment & Climate Change	CEAA Branch	2 St. Clair Ave. W. 12 <sup>th</sup> Floor	Toronto, ON	M4V 1L5	Mr.	Paul	Heeney	Supervisor, Project Review Unit	416-314-7210
Agency	Ministry of the Environment & Climate Change	Central Region Office	5775 Yonge Street 9 <sup>th</sup> Floor	Toronto, ON	M2M 4J1	Ms.	Chunmei	Liu	EA Coordinator	416-326-4886
Agency	Ministry of the Environment & Climate Change	London Regional Office	733 Exeter Road	London, ON	N6E 1L3	Mr.	Bill	Armstrong	Environmental Planner	519-873-5013
Agency	Ministry of the Environment & Climate Change	Owen Sound District Office	101 17 <sup>th</sup> Street East	Owen Sound, ON	N4K 0A5					519-371-2901
Agency	Ministry of Municipal Affairs and Housing	Central Region Office	777 Bay Street	Toronto, ON	M5G 2E5	Mr.	Darryl	Lyons	Senior Planner	416-585-6048
Agency	Ministry of Natural Resources & Forestry	Midhurst District	2284 Nursery Road	Midhurst, ON	L0L 1X0	Mr.	Mark	Shoreman	District Manager	705-725-7546
Agency	Ministry of Natural Resources & Forestry	Wasaga Beach Provincial Park	11-22nd St. North	Wasaga Beach, ON	L9Z 2V9	Mr.	John	Fisher	Superintendent	
Agency	Ministry of Tourism, Culture & Sport	Cultural Division, Programs and Services Branch	401 Bay St., Suite 1700	Toronto, ON	M7A 0A7	Mr.	Dan	Minkin	Heritage Planner	416-314-7147 Dan.Minkin@ontario.ca
Agency	Ministry of Tourism, Culture & Sport	180 Dundas Street	9 <sup>th</sup> Floor, Suite 502	Toronto, ON	M7A 2R9	Mr.	Tom	Sherzan	Manager, Regional Services Branch	
Agency	Ministry of Transportation	Central Region Planning & Design Section	1201 Wilson Avenue, Bldg. D, 4th Floor	Downsview, Ontario	M3M 1J8	Ms.	Heather	Glass	Sr Project Engineer	(416) 235-5521 heather.glass@mtoc.a

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Agency	Ministry of Transportation	Central Region Engineering Office Corridor Management Section	159 Sir. William Hearst Ave., 7 <sup>th</sup> Floor	Toronto, ON	M3M 0B7	Mr.	Peter	Dorton	Sr. Project Manager	416-235-7280 peter.dorton@ontario.ca
Agency	Nottawasaga Valley Conservation Authority	John Hix Conservation Administration Centre	8195 Concession 8	Utopia, ON	L0M 1T0	Mr.	Glenn	Switzer	Director, Engineering & Technical Services	705-424-1479 ext. 225
Agency	Niagara Escarpment Commission	99 King Street East	PO Box 308	Thornbury, ON	N0H 2P0	Mr.	Rick	Watt	Senior Planning Coordinator	519-599-3740 rick.watt@ontario.ca
Agency	Ministry of Indigenous Relations and Reconciliation	Policy and Relations Branch	720 Bay Street, Fourth Floor	Toronto, ON	M5G 2K1	Mr.	Francois	Lachance	Senior Policy Advisor	416-326-4754
Agency (Federal)	Indian and Northern Affairs Canada	Environment and Natural Resources Department	25 St. Clair Ave. East, 8th Floor	Toronto, ON	M4T 1M2		Glenn	Gilbert	Manager	416-973-2131
Municipal	Town of Wasaga Beach	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	George	Vadeboncoeur	CAO	
Municipal	Wasaga Beach Fire Department	30 Lewis Street		Wasaga Beach, ON	L9Z 1A1	Mr.	Mike	McWilliam	Fire Chief	
Municipal	Ontario Provincial Police	Huronian West Detachment	P.O. Box 140 1000 River Road West	Wasaga Beach, ON	L9Z 1A2					705-429-3575
Municipal	The County of Simcoe	Administration Centre	1110 Highway 26	Midhurst, ON	L0L 1X0		County Clerk			705-726-9300
School Board	Simcoe County District School Board		1170 Highway 26	Midhurst, ON	L0L 1X0	Mr.	Rick	Howse	Central Maintenance Supervisor	705-728-7570
School Board	Simcoe Muskoka Catholic District School Board	46 Alliance Blvd.		Barrie, ON	L4M 5K3		Jennifer	Sharpe	Planning Officer	705-722-3555
School Board	Simcoe County Student Transportation Consortium	566 Bryne Drive		Barrie, ON	L4N 9P6	Ms.	Bonnie	Branch	Transportation Officer	
Agency	Simcoe County District Health Unit	15 Sperling Drive		Barrie, ON	L4M 6K9	Mr.	Ted	Devine	Director, Health Protection Services	705-721-7520
Agency	ON Realty Corporation	1 Dundas Street West		Toronto, ON	M5G 2L5					



Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
Utility	Bell Canada	136 Bayfield Street	Floor 2	Barrie, ON	L4M 3B1	Mrs.	Wendy	Lefebvre	Manager, Access Network	705-722-2467
Utility	Wasaga Distribution Inc.	950 River Road West	P.O. Box 20	Wasaga Beach, ON	L9Z 1A2					705-429-2517
Utility	Rogers Communications Inc.	1 Sperling Drive		Barrie, ON	L4M 6B8	Mr.	Tony	Dominguez	System Planner	705-737-4660 ext 6907 Tony.domnguez@rci.rogers.com
Utility	Hydro One	Subdivision Group	420 Welham Road	Barrie, ON	L4N 8Z2	Ms.	Heather	McTeer		1-866-272-3330
Utility	Hydro One Network	45 Sarjeant Drive	P.O. Box 6700	Barrie, ON	L4M 5N5		Business Customer Center			1-877-447-4412
Utility	ON Power Generation	700 University Avenue	H9F5	Toronto, ON	M5G 1X6				VP Sustainable Development	416-592-4921
Utility	Enbridge Gas Distribution Inc.	10 Churchill Drive		Barrie, ON	L4N 8Z5	Mr.	David	Smith	Sales Development Representative	705-739-5254
Utility	Union Gas	1590 8th St E		Owen Sound, ON	N4K 0A2	Mr.	Derrick	Cunningham		519-270-0305
First Nations Community	Chippewas of Georgina Island	R. R. #2	Box N-13	Sutton West, ON	LOE 1R0	Ms.	Donna	Big Canoe	Chief	705 437-1337
First Nations Community	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0		Rodney	Noganosh	Chief	<a href="mailto:chief@ramafirstnation.ca">chief@ramafirstnation.ca</a> 705-325-3611 x1216
First Nations Community	Wahta Mohawk	P.O. Box 260	2664 Muskoka Road	Bala, ON	P0C 1A0		Blaine	Commandant	Chief	
First Nations Community	Moose Dear Point	3720 Twelve Mile Bay Road	P.O. Box 119	Mac Tier, ON	P0C 1H0		Barron	King	Chief	
First Nations Community	Wasauksing First Nation (Parry Island)	P.O. Box 250	1508 Lane "G" Geewadin Road	Parry Sound, ON	P2A 2X4		Alex	Zygniuk	Community Consultation Coordinator	
First Nations Community	Coordinator for Williams Treaties First Nation	8 Creswick Court		Barrie, ON	L4M 2J7	Ms.	Karry	Sandy-McKenzie	Barrister & Solicitor	k.a.sandy-mckenzie@rogers.com
First Nations Community	Beausoleil First Nation (Christian Island)	11 Ogema Miikaan	Christian Island	Cedar Point, ON	L0K 1R0		Roly	Monague Jr.	Chief	

Mosley Street Urbanization Schedule C Class EA

Type	Company	Address1	Address2	City	PostalCode	Title	FirstName	LastName	JobTitle	Contact
First Nations Community	Georgian Bay Metis Council	355 Cranston Crescent	PO Box 4	Midland, ON	L4R 4K6	Mr.	David	Dusome	President	705-526-6335 daviddusome@rogers.com
First Nations Community	Metis Nation of Ontario - Head Office	500 Old St. Patrick Street	Unit D	Ottawa, ON	K1N 9G4					
First Nations Community	Mnjikaning First Nation	5884 Rama Road	Suite 200	Rama, ON	L0K 1T0					
First Nations Community	La Nation Huronne-Wendat (Huron-Wendat First Nation)	Centre Administratif	255 Place Chef Michel Laveau	Wendake, QC	G0A 4V0	Mr.	Maxime	Picard		418 843-3826 ext. 2105 maxime.picard@cnhw.qc.ca
VIA EMAIL										
Agency	Heritage Program Unit, Ministry of Tourism, Culture and Sport					Ms.	Karla	Barboza	Team Lead (A), Heritage	karla.barboza@ontario.ca