



Township of North Stormont

Agenda

Regular Meeting

Tuesday, May 18, 2021 6:30 PM

Council Chambers

Page

1. CALL TO ORDER (OPENING REMARKS)

1.1. You are invited to a Zoom webinar.

When: May 18, 2021 06:30 PM Eastern Time (US and Canada)

Topic: Regular Council Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/93203289643?pwd=Ry9rWWpnTURiVINVWmxROE1TMmNBQT09>

Passcode: 268295

Or One tap mobile :

Canada: +17789072071,,93203289643#,,, *268295# or
+12042727920,,93203289643#,,, *268295#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

Canada: +1 778 907 2071 or +1 204 272 7920 or +1 438 809 7799

Webinar ID: 932 0328 9643

Passcode: 268295

International numbers available: <https://zoom.us/j/93203289643?pwd=Ry9rWWpnTURiVINVWmxROE1TMmNBQT09>

1.2. Open

Be it resolved that this meeting open for business at 6:30 p.m.

2. ADOPTION OF AGENDA (AMENDMENTS ADDITION OR DELETIONS)

2.1. Adopt

Be it resolved that the agenda be approved as presented.

3. DISCLOSURE OF PECUNIARY INTEREST AND NATURE THEREOF

3.1. [Pecuniary Interest Form](#)

6 - 7

4. DELEGATIONS

4.1. Township Website Launch - Nancy-Ann Gauthier

4.2. Update on Complaints Regarding Trucks on Municipal Roads & Asset Management Data Works Discussion- Blake Henderson

5.	ADOPTION OF MINUTES OF PREVIOUS MEETING	
5.1.	Be it resolved that the following minutes be approved as presented: Regular Council Meeting May 4, 2021 Regular Meeting - May 4, 2021	8 - 12
6.	ADOPTION OF MINUTES OF COMMITTEES AND LOCAL BOARDS	
7.	RECEIVING OF MONTHLY STAFF REPORTS AND RECOMMENDATIONS	
7.1.	Be it resolved that Council receives the following report: Nation Rise Wind Farm Report - May 18, 2021 Nation Rise Wind Farm Report - May 18, 2021	13 - 15
7.2.	Be it resolved that Council receives this report from the Public Works Department regarding the 2021 Annual Development Allocation Report for the Finch, Crysler, and Moose Creek municipal water & wastewater systems and approves the staff recommended Annual Development Allocation for 2021 to be the available capacities as shown in Table 1 & 2 of this report. Public Works Department - 2021 Annual Development Allocation Report	16 - 20
7.3.	Be it resolved that Council receives this report from the Planning Department and approves the recommendation to consider participation in the building of a sewage pumping station on the north side of the South Nation River in Crysler to support a study for a proposed residential development on lands as described below. Planning Department Report - Crysler-Finch Sewage Pumping Station	21 - 23
7.4.	Be it resolved that Council receives this report from the Public Works Department regarding the Intersection Control Review that was conducted by request at the intersection of Valley Street and the 8th Road and approve the recommendation that the Township of North Stormont retain the yield control at this intersection. Public Works Department Report - Intersection Control Review Valley Street & 8th Road Intersection Safety Review - North Stormon Valley Street and Eighth Road	24 - 103
7.5.	Be it resolved that Council receives the report from the Fire Department and approves the repairs for the Finch Pumper Fire Services vehicle. Fire Department Report - Finch Pump Repair Expense Approval	104 - 106
8.	MUNICIPAL BY-LAWS	

9. UNFINISHED BUSINESS

- 9.1. Be it resolved that Council receives the report from the Public Works Department regarding painting the logo on the Chrysler Water Tower and hereby approves/does not approve to proceed at the estimated cost of \$17,000.00. 107 - 108

[Public Works Report - Water Tower LOGO](#)

10. NEW BUSINESS

11. MOTIONS AND NOTICES OF MOTIONS

- 11.1. Be it resolved that Council supports/ does not support Councilor Densham's motion to urge the federal and provincial governments to do more to get an increased number of vaccines to our local health unit so they can continue to vaccinate and help the residents and businesses of Eastern Ontario; and further, that this resolution be forwarded to the Prime Minister, Premier and our federal and provincial representatives demanding their support and action on behalf of the residents of Eastern Ontario. 109

[Councilor Densham's Motion - Request for Increased Number of Vaccines](#)

- 11.2. Be it resolved that Council supports/does not support Deputy Mayor Landry's motion to urge the Federal and Provincial Government to include apparatuses, training, equipment, and structures for fire departments as eligible categories to any further infrastructure programs which will not only provide an immediate stimulus to the local, provincial and federal economies given current economic uncertainty but also ensure the safety of Canadians and dedicated firefighters; and THAT this resolution be forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Laurie Scott, Minister of Infrastructure, local MPP, local MP, the Ontario Fire Marshal, Jon Pegg, and the Ontario Association of Fire Chiefs. 110

[Deputy Mayor Landry's Motion - Fire Department Support](#)

- 11.3. Be it resolved that Council supports/does not support the resolution from the Municipality of Chatham Kent in requesting that the Ministry of Government and Consumer Services review MFIPPA, and consider the recommendations noted in the resolution. 111 - 113

[Municipality of Chatham Kent - Support MFIPPA Change](#)

- 11.4. Be it resolved that Council supports/does not support the resolution from MP Eric Duncan to endorse the 988 crisis line initiative; and THAT Staff be directed to send a letter indicating such support to the local MP, MPP, Federal Minister of Health, the CRTC and local area municipalities to indicate our support. 114 - 115

[MP Eric Duncan - Resolution of Support for Creation of 988 Crisis Hotline](#)
[Municipal Council Motion to Support 988 Crisis Line Initiative](#)

12. CORRESPONDENCE

- 12.1. [City of Barrie - 3-Digit Suicide & Crisis Hotline Support Resolution](#)
[Township of Burpee and Mills - 3-Digit Suicide & Crisis Hotline Support Resolution](#) 116 - 118
- 12.2. [Chairs letter to Minister Monsef Scott](#)
[Mayors, Reeves, Wardens Call on Federal and Provincial Governments to support the EORN Gig Project to bring Fibre to the Home](#)
[EORN Gig Project Speaking Points for MP & MPP Calls](#) 119 - 125
- 12.3. [Notice of Decision OPA - SDG](#)
[SDG By-Law No. 5289](#)
[Decision Notice With Respect to OPA Section 17 & 21 of Planning Act](#) 126 - 159
- 12.4. [Town of Amherstburg - Planning Act Timelines Support Resolution](#) 160 - 163
- 12.5. Be it resolved that Council receives the correspondence listed as items 12.1 to 12.5 on the agenda. 164
[Town of Perth - Provincial Hospital Funding](#)

13. SCHEDULING OF MEETINGS

- 13.1. June 1 - regular meeting - 6:30 p.m.
June 15 - regular meeting - 6:30 p.m.

14. COMING EVENTS

15. CLOSED SESSION

16. RATIFICATION/CONFIRMING BY-LAW

- 16.1. Be it resolved that By-Law No. 32-2021, being a By-Law to ratify and confirm the proceedings of Council at its regular meeting of May 18, 2021, be read a first, second, and third time, passed, signed, and sealed in Open Council this 18th day of May 2021. 165
[By-Law No. 32-2021 - Confirm May 18 meeting](#)

17. ADJOURNMENT

17.1. Close

Be it resolved that this regular meeting adjourns at ____ p.m.



CANTON DE STORMONT NORD
TOWNSHIP OF NORTH STORMONT

DÉCLARATION D'INTÉRÊT – Loi sur les conflits d'intérêt municipaux
DECLARATION OF INTEREST –Municipal Conflict of Interest Act

Date _____

Nº de l'article et sujet / *Item No and Title:* _____

Je / I, _____ membre du conseil du Canton de Stormont
Nord/Township of North Stormont Council Member:

déclare avoir un intérêt pécuniaire potentiel (réputé ☐ / direct ☐ / indirect ☐
concernant le sujet ci-haut mentionné de l'ordre du jour du Conseil / Comité pour les
raisons suivantes : _____

*declare a potential (deemed ☐ / direct ☐ / indirect ☐) pecuniary interest on Council /
Committee Agenda for the following reason: _____*

Signature

- Pour un « intérêt pécuniaire indirect » voir l'article 2 de la Loi sur les conflits d'intérêt municipaux.
- For an "indirect pecuniary interest" see Section 2 of the Municipal Conflict of Interest Act.
- Pour un « intérêt pécuniaire réputé » direct ou indirect voir l'article 3 de la Loi sur les conflits d'intérêt municipaux.
- For a "deemed" direct or indirect pecuniary interest see Section 3 of the Municipal Conflict of Interest Act.

Intérêt pécuniaire indirect

2 Pour l'application de la présente loi, le membre a un intérêt pécuniaire indirect dans une affaire du ressort du conseil ou du conseil local, dans les cas suivants :

- a) le membre, directement ou par personne interposée :
- (i) est actionnaire, administrateur ou dirigeant d'une personne morale dont les valeurs mobilières ne sont pas offertes au public,
 - (ii) détient des intérêts majoritaires dans une personne morale dont les valeurs mobilières sont offertes au public, ou en est administrateur ou dirigeant,
 - (iii) est membre d'un organisme, qui a un intérêt pécuniaire dans l'affaire;
- b) il est l'associé d'une personne ou l'employé d'une personne ou d'un organisme qui a un intérêt pécuniaire dans l'affaire. L.R.O. 1990, chap. M.50, art. 2.

Intérêt de certaines personnes réputé celui du membre

3 Pour l'application de la présente loi, l'intérêt pécuniaire, direct ou indirect, du père ou de la mère, du conjoint ou d'un enfant d'un membre, est réputé, si le membre en est au courant, un intérêt pécuniaire de celui-ci L.R.O. 1990, chap. M.50, art. 3; 1999, chap. 6, par. 41 (2); 2005, chap. 5, par. 45 (3).

Indirect pecuniary interest

2 For the purposes of this Act, a member has an indirect pecuniary interest in any matter in which the council or local board, as the case may be, is concerned, if,

- (a) the member or his or her nominee,
- (i) is a shareholder in, or a director or senior officer of, a corporation that does not offer its securities to the public,
 - (ii) has a controlling interest in or is a director or senior officer of, a corporation that offers its securities to the public, or
 - (iii) is a member of a body, that has a pecuniary interest in the matter; or
- (b) the member is a partner of a person or is in the employment of a person or body that has a pecuniary interest in the matter. R.S.O. 1990, c. M.50, s. 2.

Interest of certain persons deemed that of member

3 For the purposes of this Act, the pecuniary interest, direct or indirect, of a parent or the spouse or any child of the member shall, if known to the member, be deemed to be also the pecuniary interest of the member. R.S.O. 1990, c. M.50, s. 3; 1999, c. 6, s. 41 (2); 2005, c. 5, s. 45 (3).



**Township of North Stormont
MINUTES
Regular Meeting
Tuesday, May 4, 2021
Council Chambers
6:30 PM**

COUNCIL PRESENT: Jim Wert, Mayor
François Landry, Deputy Mayor
Randy Douglas, Councillor
Steve Densham, Councillor
Roxane Villeneuve, Councillor

COUNCIL ABSENT:

STAFF PRESENT: Craig Calder, CAO/Clerk
Blake Henderson, Public Works Superintendent
Nancy-Ann Gauthier, MLEO/ Fire Chief
Carly Wheeler, Director of Finance/Treasurer
Austin Winters, Deputy Clerk

1. CALL TO ORDER (Opening Remarks)

You are invited to a Zoom webinar.

When: May 4, 2021 06:30 PM Eastern Time (US and Canada)

Topic: Regular Council Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/93919964059?pwd=SDhNcXB2eVlBaW4wOTRhMHduTHVFQT09>

Passcode: 568887

Or One tap mobile :

Canada: +17789072071,,93919964059#,,,568887# or

+12042727920,,93919964059#,,,568887#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

Canada: +1 778 907 2071 or +1 204 272 7920 or +1 438 809 7799

Passcode: 568887

International numbers available: <https://zoom.us/j/ave6FEYzD>

Open

RES-122-2021 Moved by Councillor Douglas, Seconded by Councillor Villeneuve
Be it resolved that this meeting open for business at 6:30 p.m.
CARRIED.

2. ADOPTION OF AGENDA (amendments addition or deletions)

Adopt

RES-123-2021 Moved by Councillor Densham, Seconded by Deputy Mayor Landry
Be it resolved that the agenda be approved as presented.
CARRIED.

3. DISCLOSURE OF PECUNIARY INTEREST AND NATURE THEREOF

4. DELEGATIONS

5. ADOPTION OF MINUTES OF PREVIOUS MEETING

RES-124-2021 Moved by Deputy Mayor Landry, Seconded by Councillor Villeneuve
Be it resolved that the following minutes be approved as presented:
Regular Council Meeting April 20, 2021
CARRIED.

6. ADOPTION OF MINUTES OF COMMITTEES AND LOCAL BOARDS

7. RECEIVING OF MONTHLY STAFF REPORTS AND RECOMMENDATIONS

RES-125-2021 Moved by Councillor Densham, Seconded by Councillor Douglas
Be it resolved that Council receives the following reports for the month of April, 2021:
CAO Report
Arena Report
Nation Rise Wind Farm Report
Municipal Law Enforcement Report
Fire Department Report
Finance Department Report
Building Department Report
Public Works Department Report
CARRIED.

RES-126-2021 Moved by Councillor Densham, Seconded by Deputy Mayor Landry
Be it resolved that Council receives and approves the COVID Funding reports for March 2021 as submitted by the Finance Department.
CARRIED.

RES-127-2021 Moved by Councillor Densham, Seconded by Councillor Douglas
Be it resolved that Council receives the report from the Public Works Department regarding painting the logo on the Chrysler Water Tower and hereby approves to proceed at the estimated cost of \$17,000.00.
DEFERRED.

RES-128-2021 Moved by Councillor Douglas, Seconded by Councillor Densham
Be it resolved that Council receives the report from the CAO/Clerk regarding the construction of the Chrysler Fire Hall. Council hereby approves that the Municipality be declared the General Contractor and that the Public Works Superintendent be the Project Manager.
CARRIED.

Councillor Densham	For
Councillor Douglas	For
Mayor Wert	For
Deputy Mayor Landry	For
Councillor Villeneuve	Against

RES-129-2021 Moved by Councillor Densham, Seconded by Deputy Mayor Landry
Be it resolved that Council receives and approves the report from the Junior Planner regarding the security release for the site plan agreement with Lawrence Dairy Supply and hereby authorizes that the securities be reduced to \$0.00 from \$122,500.00.
CARRIED.

8. MUNICIPAL BY-LAWS

RES-130-2021 Moved by Councillor Densham, Seconded by Deputy Mayor Landry
Be it resolved that By-Law No. 28-2021, being a By-Law to amend By-Law No. 08-2019 which adopts the Community Improvement Plan for the Township of North Stormont, be read a first, second and third time, passed, signed and sealed in Open Council, this 4th day of May, 2021.
CARRIED.

RES-131-2021 Moved by Councillor Douglas, Seconded by Deputy Mayor Landry
Be it resolved that By-Law No. 30-2021, being a By-Law to authorize the Mayor and Clerk to sign a services agreement with the Ontario Clean Water Agency, be read a first, second and third time, passed, signed and sealed in Open Council this 4th day of May, 2021.
CARRIED.

RES-132-2021 Moved by Councillor Densham, Seconded by Deputy Mayor Landry
Be it resolved that By-Law No. 31-2021, being a by-law to approve the 2021 tax rates, be read a first, second and third time, passed, signed and sealed in Open Council this 4th day of May, 2021.
CARRIED.

Deputy Mayor Landry	For
Councillor Densham	For
Mayor Wert	For
Councillor Douglas	For
Councillor Villeneuve	Against

9. UNFINISHED BUSINESS

10. NEW BUSINESS

11. MOTIONS AND NOTICES OF MOTIONS

RES-133-2021 *Moved by Councillor Villeneuve, Seconded by Deputy Mayor Landry
Be it resolved that Council supports the resolution from the City of Cambridge in requesting that the provincial government require Ontario employers to provide no less than five paid sick days annually to workers, after three months of employment, by amending the Employment Standards Act, 2000, or through a different mechanism and to provide necessary funding, fiscal relief, and/or support to employers so that all workers in Ontario have access to no less than 10 paid sick days annually in the event of a declared infectious disease emergency, such as the COVID-19 pandemic, and ensure all Ontario workers have access to protected and paid emergency leave so care can be provided to children, parents, and/or other family members who may become ill and that all workers may receive paid time off to enable them to receive the COVID-19 Vaccine.*

DEFEATED.

RES-134-2021 *Moved by Councillor Densham, Seconded by Councillor Villeneuve
Be it resolved that Council supports the resolution from the Township of South Stormont in requesting that the federal and provincial governments do more to get an increased number of vaccines to our local health unit so they can continue to vaccinate and help the residents and businesses of Eastern Ontario.*

CARRIED.

12. CORRESPONDENCE

RES-135-2021 *Moved by Councillor Douglas, Seconded by Councillor Densham
Be it resolved that Council receives the correspondence listed as items 12.1 to 12.8 on the agenda.*

CARRIED.

13. SCHEDULING OF MEETINGS

May 18 - regular meeting - 6:30 p.m.

June 1- regular meeting - 6:30 p.m.

14. COMING EVENTS

15. CLOSED SESSION

16. RATIFICATION/CONFIRMING BY-LAW

RES-136-2021 *Moved by Deputy Mayor Landry, Seconded by Councillor Densham
Be it resolved that By-Law No. 29-2021, being a By-Law to ratify and confirm
the proceedings of Council at its regular meeting of May 4, 2021, be read a
first, second, and third time, passed, signed, and sealed in Open Council this
4th day of May 2021.*

CARRIED.

17. ADJOURNMENT


Close

RES-137-2021 *Moved by Deputy Mayor Landry, Seconded by Councillor Douglas
Be it resolved that this regular meeting adjourns at 8:35 p.m.*

CARRIED.

Craig Calder, CAO/Clerk

Jim Wert, Mayor

		The Corporation of the Township of NORTH STORMONT	Report No. CAO-15-2021 File No. CAO-2021
Agenda Date:	May 18, 2021		
Subject:	Nation Rise Wind Farm Report		
Attachments:			

1.0 **RECOMMENDATION**

THAT Council receives and approves the May 18th, 2021 Nation Rise Wind Farm updates for information purposes as requested.

2.0 **LEGAL DESCRIPTION**

N/A

3.0 **BACKGROUND**

As per Council Resolution No. RES-176-2019, passed on March 26th, 2019, Administration is to provide a status report to the progress of the Nation Rise Wind Farm on a regular basis.

4.0 **POLICY CONSIDERATION**

N/A

5.0 **ANALYSIS**

Updates are provided on a weekly basis:

May 3rd-May 7th - Commissioning activities continue at Turbines 27 & 54. Commissioning activities are almost complete with 27 of 29 Turbines being completed by the end of this week. 300 hour maintenance are complete at 10 of 29 Turbines. 300 hour maintenance continues at Turbines 16, 20, 41 and 48. Civil/Reclamation works commenced on May 1st and will continue throughout the summer. Temporary turns are being re-constructed to allow for the transport of the new replacement blade for one (1) site. The delivery of the blade is ahead of schedule and it is anticipated the blade will be installed by mid-May.

May 10th-May 14th - Commissioning activities underway at Turbines 28 and 29 this week. 300 hour testing continue at Turbines 21, 44 and 48. Turbine blade replacement will be completed this week and the blade is to be transported to the site on May 12th. Reclamation works continue at Turbine 28. Township staff have not received any noise complaints since the last Council update.

Home Improvement Fund - EDP has provided the following information regarding this program.

The HIF Committee has been established and held their first meeting on May 6th, 2021. The HIF Committee will be providing further information on the application process and requirements and will provide this information to the public via the project webpage in June. Please see the main information points below:

1. Homes within 1.5 kilometers of the project turbines will be eligible to apply for the fund. Maps of the eligible homes and address listing will be provided on the project webpage. Homes located within this area will receive a letter and application form in the mail.
2. The application window will open 30 days after the project has reached its commercial operation date and close one year from the application window opening.
3. Distribution of the fund will be provided after the application window closes to ensure that the fund is not distributed on a first-come first-served basis.

All questions regarding the fund should be directed to the Nation Rise Wind Farm project email nationrise@edpr.com

6.0 ENVIRONMENTAL CONSIDERATIONS


7.0 RECOMMENDED CONDITIONS

8.0 ALTERNATIVES

FINANCIAL/STAFFING IMPLICATIONS

This item has been approved in the current budget: Yes ☐ No ☐ N/A ☐
This item is within the approved budgeted amount: Yes ☐ No ☐ N/A ☐
This item is mandated by the Provincial/Federal Government: Yes ☐ No ☐ N/A ☐

Prepared By:	Reviewed and submitted by:	Submitted for Council consideration by:
_____	_____	_____

 <div> The Corporation of the Township of NORTH STORMONT </div>		Report No. PW-08-2021
		File No.
Agenda Date:	May 18, 2021	
Subject:	2021 Annual Development Allocation Report	
Attachments:	Appendix A: Capacity Calculation Summaries	

1.0 RECOMMENDATION

THAT Council, receives the 2021 Annual Development Allocation Report for the Finch, Crysler, and Moose Creek municipal water & wastewater systems. From the available capacities, Council shall determine the Annual Development Allocation for the year 2021.

2.0 BACKGROUND

Council adopted the Allocation of Water and Wastewater Capacity By-law 10-2021 in February 2021. The by-law states that the municipality shall, at least annually, determine the available units of Water and Wastewater Capacities. From the available capacities, Council shall determine the Annual Development Allocation.

The Development Allocation has been calculated using historical flow data per service connection. The appended spreadsheets show the summaries of the available capacity calculations.

The recommended capacity and the distribution of 80% of the capacity for General Development and 20% for Infill Development are as follows:

Location	Water Connections	General Development	Infill
Finch	50	40	10
Crysler	300	240	60
Moose Creek	100	80	20

Table 1: Recommended Water Annual Development Allocation

Location	Wastewater Connections	General Development	Infill
Finch	128	102	26
Crysler	300	240	60
Moose Creek	40	32	8

Table 2: Recommended Wastewater Annual Development Allocation

3.0 **POLICY CONSIDERATION**

Section 4.06.3.4 of the SDG Official Plan states that: “A Local Municipality may limit the allocation of capacity for any development. Capacity which has been allocated to development may be reallocated where measures are instituted under the Planning Act to de-designate development (examples include an official plan amendment, deeming of subdivisions, rezoning).”

4.0 **ANALYSIS**

Calculations were completed in accordance with MOE procedure D-5-1, a guide outlining the procedure for calculation and reporting the uncommitted reserve capacity at water and sewage treatment plants. Flow data that were used in these calculations were obtained from Performance Assessment Reports prepared by Ontario Clean Water Agency (OCWA)

Water:

Finch is serviced by a two (2) well water supply and treatment system capable of delivering 777m³/day. The village of Chrysler water supply includes two (2) groundwater wells capable of delivering 1685m³/day. The Moose Creek Water Treatment plant has a rated capacity of 896 m³/day. The 3-year average (2018-2020) of recorded maximum daily flows were used in computations to reflect capacity in meeting day demand.

Wastewater:

Sewage reserve capacity was based on recorded usage and rated capacity of both sewage pumping stations (using maximum day flows) and sewage lagoons (using average day flows). Available reserve capacity was determined based on the limiting parameter (pumping station or lagoon).

Finch and Chrysler share a sewage collection and treatment system composed of Finch SPS (Sewage Pumping Station), Chrysler SPS, and Chrysler lagoon. Reserve Capacity for Finch is included in the total system capacity and was computed based on the Finch SPS rated at 1253 m³/day. Sewage reserve capacity for the system was calculated based on the capacity of both the

Crysler SPS rated at 3974 m3/day and the sewage treatment lagoon rated at 1118 m3/day. Flows are based on a 3-year average of the system (2018-2020).

Moose Creek was evaluated separately as it has its own system comprised of a sewage pumping station and lagoon, the lagoon has a rated capacity of 302 m3/day. Moose Creek Lagoon was determined to be the limiting parameter therefor flows are based on a 3-year average of the lagoon system (2018-2020).

The 2014 Water & Sewage Reserve Capacity Assessment Final Report by R. V Anderson Associates Limited was used as the basis of this report and assumes a population of 2.05 persons per residential unit.

The findings of the calculations suggest that the reserve capacity of the water and wastewater systems have changed significantly since the last study was completed in 2014 and reaffirms the need for an updated study prepared by qualified professionals in this field. Therefore, administration recommends that the Annual Development Allocation be established between 15%-60% less than the available capacity for all water and wastewater systems in order to provide a conservative estimate until the 2014 Water & Sewage Reserve Capacity Assessment Final Report by R. V Anderson and Associates can be updated, and a thorough investigation of the reserve capacity is conducted. Until such time, administration recommends the figures shown in Table 1 and Table 2, be approved as the Annual Development Allocation for 2021.

6.0 ENVIRONMENTAL CONSIDERATIONS

Should the wastewater treatment systems be operating in violation of Ministry of Environmental standards, the Township would be at risk of receiving fines.

7.0 RECOMMENDED CONDITIONS

N/A

8.0 ALTERNATIVES

- 1) Council determines the Annual Development Allocation for 2021 to be the available capacities as shown in Table 1 and Table 2 of this Report. (Recommended)
- 2) Council determines the Annual Development Allocation for 2021 to be the available capacities as shown in Appendix A of this Report. (Not Recommended)

- 3) Council defers the decision until the 2014 Water & Sewage Reserve Capacity Assessment Final Report by R. V Anderson Associates Limited is updated.

FINANCIAL/STAFFING IMPLICATIONS

This item has been approved in the current budget:	Yes	No <input type="checkbox"/>	N/A <input type="checkbox"/>
This item is within the approved budgeted amount:	Yes	No <input type="checkbox"/>	N/A <input type="checkbox"/>
This item is mandated by the Provincial/Federal Government:	Yes	No <input type="checkbox"/>	N/A <input type="checkbox"/>

Prepared By:



Moe Hammoud

**Reviewed and
submitted by:**



Mary McCuaig

**Submitted for Council
consideration by:**




Blake Henderson

Appendix A: Capacity Calculation Summaries

Cryler	Average Maximum Flow (2018-2020)	Connections	Population	Per connection	Per person	Design Capacity	Remaining Capacity	Remaining Connections	Pre-Approved Connections	Available Capacity
Water	807 m ³	412	845	1.96 m ³ /unit/day	0.955 m ³ /person/day	1685 m ³ /day	878 m ³ /day	448	55	393
	Average Flow (2018-2020)	Connections	Population	Per Connection	Per Person	Design Capacity	Remaining Capacity	Remaining Connections	Pre-Approved Connections	Available Capacity
Wastewater	583 m ³	628	1288	0.929 m ³ /unit/day	0.453 m ³ /person/day	1118 m ³ /day	535 m ³ /day	509	11	*509

* Available Wastewater Capacity includes uncommitted lots in Finch.

Moose Creek	Average Maximum Flow (2018-2020)	Connections	Population	Per Connection	Per person	Design Capacity	Remaining Capacity	Remaining Connections	Pre-Approved Connections	Available Capacity (connections)
Water	526 m ³	208	427	2.53 m ³ /unit/day	1.232 m ³ /person/day	896 m ³ /day	370 m ³ /day	146	27	119
	Average Flow (2018-2020)	Connections	Population	Per Connection	Per person	Design Capacity	Remaining Capacity	Remaining Connections	Pre-Approved Connections	Available Capacity (connections)
Wastewater	212 m ³	208	427	1.02 m ³ /unit/day	0.497 m ³ /person/day	302 m ³ /day	90 m ³ /day	88	27	61
Finch	Average Maximum Flow (2018-2020)	Connections	Population	Per Connection	Per Person	Design Capacity	Remaining Capacity	Remaining Connections	Pre-Approved Connections	Available Capacity (connections)
Water	578 m ³ /day	248	509	2.34 m ³ /unit/day	1.14 m ³ /person/day	777.6 m ³ /day	199.6 m ³ /day	85	11	74
	Average Maximum Flow (2018-2020)	Connections	Population	Per Connection	Per Person	Design Capacity	Remaining Capacity	Remaining Connections	Pre-Approved Connections	Available Capacity (connections)
Wastewater SPS	505.56 m ³ /day	226	464	2.24 m ³ /unit/day	1.09 m ³ /person/day	1253 m ³ /day	74.7 m ³ /day	333	11	322

	The Corporation of the Township of NORTH STORMONT		Report No.
			File No.
Agenda Date:	May 18, 2021		
Subject:	Crysler-Finch Sewage Pumping Station		
Attachments:			

1.0 RECOMMENDATION

THAT Council approves the recommendation to consider participation in the building of a sewage pumping station on the north side of the South Nation River in Crysler to support a study for a proposed residential development on lands as described below.

2.0 LEGAL DESCRIPTION

Concession 10, Part Lot 13, Crysler, north side of the South Nation River

3.0 BACKGROUND

Staff will be participating in a pre-consultation meeting to hear a proposal for development of a residential subdivision on the above property. It is estimated that the land can support development in excess of 200 doors. The lands in question are within the village boundary.

4.0 POLICY CONSIDERATION

A thorough analysis will have to be done of the Crysler water and sewer system to determine if the existing system can withstand the additional development pressure. Of particular concern is the Crysler Sewage Pumping Station (SPS) located on the south side of the river. The Crysler-Finch Wastewater Servicing Master Plan prepared in August 2013 by R.V. Anderson Associates Limited stated the following:

"The local sewers in Crysler have sufficient capacity to accommodate additional population; however, handling peak flows at the pump station and forcemain remains a problem.

Comparing the total annual flow, the sewage from Finch takes up about 46% of Crysler's sewer and pump station capacity."

5.0 ANALYSIS

This pre-consultation is the perfect opportunity for the municipality to consider its options regarding improvements to the SPS and syphon system in Crysler. The proposed development would likely require its own pumping station and forcemain for sewage. The Master Plan of 2013 identified as an alternative solution the following:

"Alternative 4: New Sewage Pump Station (SPS) and Forcemain North of the South Nation River

This alternative will optimize the system with operation and maintenance improvements such as sealing of manholes and sewers, disconnection of sump pumps and roof downspouts, rainwater collection, public education on water efficiency measures, development of Design Standards and Servicing Guidelines, installation of an in-line storage in Finch to reduce the effect of peak flows and installation of a new SPS and forcemain north of the South Nation River with direct discharge to the lagoon. The alternative solves the problem definition."

The municipality should consider participating in implementing the solution with the developer. All the development on the north side of the river could then be directed to the new SPS thereby protecting the existing SPS for further development of the south side of the river, including the Village of Finch.

6.0 ENVIRONMENTAL CONSIDERATIONS

None

7.0 RECOMMENDED CONDITIONS

This recommendation in no way commits the municipality to building the SPS, instead, a discussion and further study should be undertaken with the developer to determine if it is a viable alternative.

8.0 ALTERNATIVES

Maintain status quo, do nothing.

FINANCIAL/STAFFING IMPLICATIONS

This item has been approved in the current budget:	Yes	No <input type="checkbox"/>	N/A x
This item is within the approved budgeted amount:	Yes	No <input type="checkbox"/>	N/A x
This item is mandated by the Provincial/Federal Government:	Yes	No <input type="checkbox"/>	N/A x

Prepared By:


Mary McCuaig

**Reviewed and
submitted by:**

Craig Calder

**Submitted for Council
consideration by:**

Mary McCuaig

 <div> The Corporation of the Township of NORTH STORMONT </div>		Report No. PW-
		File No.
Agenda Date:	May 18, 2021	
Subject:	Intersection Control Review Valley Street & 8th Road	
Attachments:		

1.0 **RECOMMENDATION**

That Council receives the Intersection Control Review that was conducted by request at the intersection of Valley Street and the 8th Road.

2.0 **LEGAL DESCRIPTION**

3.0 **BACKGROUND**

User safety on Township roads is an important part of maintaining the road network. During the fall of 2020, residents of Valley Street submitted a petition to the Township of North Stormont, requesting that the yield sign on 8th Road be replaced with a stop sign. The Township of North Stormont subsequently submitted a request to the United Counties of Stormont, Dundas and Glengarry's Department of Transportation and Planning Services to provide an engineering review of the aforementioned request.

The Department of Transportation and Planning Services (TPS) has subsequently completed a review of intersection to ensure that the intersection has full regard for public safety in accordance with current design guidelines.

This report was prepared by Benjamin de Haan P.Eng (Director of Transportation and Planning), and, Michael Jans, P.Eng. (Manager of Infrastructure).

Also note this report was done free of charge and Township appreciates the work that went into this study.

4.0 **POLICY CONSIDERATION**

5.0 ANALYSIS

As per the Ontario Traffic Manual, a stop sign is prescribed for specific types of intersections, and intersections with a history of collisions under yield control. The subject intersection has been determined not to match these conditions, and to convert this intersection to stop control would be unnecessarily restrictive.

Further, as it was noted that acceleration/deceleration of large trucks cause additional noise, converting the subject intersection to a stop controlled intersection would exacerbate existing noise pollution at the subject intersection. The fact that the approach from the west is inclined on the approach to the intersection would also greatly exacerbate this issue.

6.0 ENVIRONMENTAL CONSIDERATIONS

7.0 RECOMMENDED CONDITIONS

based on the information above, it is recommended that the Township of North Stormont retain the yield control at this intersection

8.0 ALTERNATIVES

FINANCIAL/STAFFING IMPLICATIONS

This item has been approved in the current budget:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
This item is within the approved budgeted amount:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
This item is mandated by the Provincial/Federal Government:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>

Prepared By:

**Reviewed and
submitted by:**

**Submitted for Council
consideration by:**



Benjamin de Haan P.Eng and Michael
Jans P.Eng

INTERSECTION CONTROL REVIEW

Valley Street and 8th Road
Township of North Stormont

Intersection Control Review: Valley Street and 8th Rd.

Background

User safety on Township roads is an important part of maintaining the road network. During the fall of 2020, residents of Valley Street submitted a petition to the Township of North Stormont, requesting that the yield sign on 8th Road be replaced with a stop sign. The Township of North Stormont subsequently submitted a request to the United Counties of Stormont, Dundas and Glengarry's Department of Transportation and Planning Services to provide an engineering review of the aforementioned request. The Department of Transportation and Planning Services (TPS) has subsequently completed a review of intersection to ensure that the intersection has full regard for public safety in accordance with current design guidelines.

This report was prepared by Benjamin de Haan P.Eng (Director of Transportation and Planning), and, Michael Jans, P.Eng. (Manager of Infrastructure).

Existing Conditions

Valley Street extends north to south through the village of Moose Creek. Approximately 0.8km north of the village, Valley Street turns into Norman Drive with a bend where the road turns towards Highway 138. At the northern limit of the village of Moose Creek, Valley Street is intersected by Eighth Road. Eighth Road runs east to west between County Road 6 and the tee intersection with Valley Street. Both Valley Street and Eighth Road are maintained by the Township of North Stormont, and therefore the intersection is owned wholly by the Township. Valley Street is the through road, while Eighth Road is yield controlled.

Both roads are paved within the vicinity of the intersection, however Valley Street transitions to a gravel road by 55m north of the intersection.

Both Valley Street and Eighth Road have posted speed limits of 50km/h.

Eighth Road and Valley Street north of the intersection are part of a designated heavy truck route.

Truck Route

Throughout the United Counties of Stormont, Dundas and Glengarry, the County roads are intended to be the primary routes for large trucks entering the County, leaving the County, or travelling within the County. The municipal roads are generally intended to be treated as local roads.

Recent developments are increasing the volume of truck traffic through the historic village of Moose Creek. Like most historic villages within the County, the "Main Street" through the village is a County Road. Typical to most Main Streets in historic villages, the right of way is narrow, reflecting the historic lot fabric of pre-automobile land planning. Unlike most villages in the County, the main street alignment is influenced by the existing VIA railroad and watercourse (Moose Creek), which results in tight turns and steep gradients which can be a challenge for large commercial vehicles. Additionally the

acceleration, deceleration and overall prevalence of commercial vehicles creates additional noise, nuisance and conflict between residents, pedestrians, passenger vehicles and commercial storefronts.

A truck route that bypasses the village interior mitigates the challenges as described above, and, recent developments have been permitted on the premise of diverting truck traffic around the village. Accordingly, the Township determined that Eighth Road and Valley Street north of the village towards Highway 138 would be a designated truck route. This route passes through the subject intersection.

Review of OPP Collision Reports

Due to recent MTO policy changes, the OPP are no longer permitted to share collision report information with municipalities. During previous attempts, TPS had contact the Stormont detachment of the OPP to request information and were instructed to receive these reports through the MTO's online collision report system. Registration to obtain the collision information through the MTO system remains ongoing as of the date of this report.

As this intersection is not on any part of a County Road, the County is not in possession of historic collision statistics for this intersection. Counties staff reached out to the North Stormont Fire Service for comment on historic calls out to this location. The North Stormont Fire Service could not recall any recent collisions at the subject intersection. Additionally, North Stormont Public Works Department was not aware of any recent collisions at this location.

It is assumed that the signage request is not based on any occurrence of collisions or near misses, and that no obvious safety issue is present with the current intersection control.

Findings of Intersection Control Review

As part of this review, SDG have conducted a broader review of the *Ontario Traffic Manual* (OTM) and *Transportation Association of Canada* (TAC) guidelines and have considered collision history, speed limit, traffic counts prevailing speeds, illumination, traffic signals warrants, signs and pavement markings and sightline concerns.

Site Visit

A site visit was conducted on January 28th, 2021 between 11:00am and 12:00pm. Despite being in a lockdown, there was still a large variety of personal vehicles, heavy vehicles, long trailers and obvious commercial trucks using the intersection. There was also one pedestrian.

Topography & Sightlines

It was observed that Valley Street is relatively straight and flat within the village. At the northern edge of the village, the terrain drops off to lower elevation. The intersection exists within this transition. Eighth Road also drops off from the intersection (going west).

The local topography, particularly the lot grading and landscaping at Civic Address (CA) 2044 Valley Street (the corner lot in the southwest corner), combined with the utility pole on the front corner of the same lot, have the effect of blocking view of the signage on Eighth Road that would demarcate the intersection to Northbound traffic on Valley Street. Despite this, there is little that would obstruct a driver on Valley Street from observing a vehicle on Eighth Road approaching the yield sign or stopped at it. There is also little obstructing the view of a vehicle sufficiently slowed or stopped at the yield sign on

Eighth Road from observing approaching traffic on Valley Street (both either north or south bound) for a distance in excess of 120m. There is therefore insufficient basis to sign the intersection as a hidden intersection in accordance with OTM Book 6, Table 8.

Traffic Count and Prevailing Speeds

The traffic counting tallies the number of vehicles that pass by and can log the speed of each vehicle.

Traffic Counts and Speed data for Eighth Road were obtained by the Township of North Stormont in two separate studies in April and June of 2020 using a temporary radar sign installation located approximately 70m west of the intersection.

Traffic Counts and Speed data for Valley Street have not been obtained since 2015.

A copy of the speed summary reports is included in *Appendix A*. As can be seen in the summary reports, the 85th percentile speed varies from 64 km/hr to 74 km/hr. These speeds are well above the posted speed limit, within the vicinity of the intersection.

Recommendation(s):

- 1) Request OPP support to increase enforcement in this area.
- 2) Install a 50 km/hr sign for eastbound traffic west of the village on Eighth Road.

Pavement Markings

No pavement markings were observed.

Recommendation(s):

No action required – A stop bar may be deemed desirable if the intersection is converted to stop controlled.

Intersection Illumination

While neither Valley Street or Eighth Road are illuminated, the intersection already features a single LED luminaire. An Illumination of Rural Intersection Review was therefore not necessary.

Recommendation(s):

No action required – The intersection is already illuminated.

Pedestrian Accommodations

Neither Valley Street nor Eighth Road have separate pedestrian facilities. The road width is typical of a local road; however the gravel shoulders are narrow on both roads. This configuration and cross-section does not differ from most of the village's local roads; most of which also include yield-controlled intersections.

Recommendation(s):

No action required – The intersection is already illuminated.

Signage

VALLEY STREET (SOUTHBOUND)

There is a 50km/h sign on Valley Street, approximately 100m north of the intersection, on the west side of the road. This sign was recently relocated from the south west corner of the intersection. The sign was not tested for reflectivity, but otherwise appears to be in good condition and is legible.

VALLEY STREET (NORTHBOUND)

There is no signage leading up to the intersection on this approach.

EIGHTH ROAD (EASTBOUND)

There is no signage leading up to the intersection, however within the intersection this approach is yield controlled using a yield sign (Ra-2), as well as provided with a checkerboard sign (Both directions, Wa-8LR). Both are visible to distances exceeding 300m. The signs were not tested for reflectivity, but otherwise appear to be in good condition and legible.

Recommendation(s):

- 1) It is recommended that the Township periodically verify the reflectivity of all of the signs in their inventory, including the signs in the vicinity of the subject intersection.
- 2) Install a 50 km/h speed limit sign on Valley Street, north of CR 15, reminding northbound traffic of the speed limit within the village.
- 3) Install a 50 km/h speed limit sign on Eighth Road, west of the intersection, reminding northbound traffic of the speed limit within the village.

Traffic Signal Justification

A detailed traffic signal review requires total turning counts at the intersection. Turning counts are historically obtained using student forces during summer months. At the time of this study, student labour was not available. The Counties is in the process of acquiring a technological solution to this issue, however it is not yet ready to be implemented.

On-site observations were only conducted during the lockdown, and may not be representative of actual site trends. That said, disturbed gravel and asphalt wear were indicative of a predominant west/south approach and departure.

Recommendation(s):

- 1) Conduct a turning count during the summer of 2021.
- 2) Request engineering support to complete a Traffic Signal Justification.

Ontario Traffic Manual

The Ontario Traffic Manual (Book 5) prescribes the appropriateness of stop signs at intersections. A copy of relevant sections of OTM's Book 5 and Book 6 are included in *Appendix B*. Stop signs are used when:

1. A yield sign is inadequate to reduce the frequency of certain types of collisions.
2. Traffic signals are not warranted.
3. Traffic engineering studies considering such factors as traffic speeds, traffic volumes, sight lines and collision experience, indicate that the use of STOP signs is warranted.

Further guidelines for use indicate that STOP signs must be used at two types of intersections, neither of which apply to this location, and that STOP signs should be considered for other eight types of intersections, of which only one loosely matches this location:

• **At the intersection of a minor street or road with a through street or highway;**

...though the use of a stop sign is overwhelmingly described as a tool to control traffic from lesser roads onto major roads and to reduce conflicts where frequent collisions are an ongoing issue. Neither of these two aspects are present at the subject intersection.

Prescriptively, YIELD signs are used when:

1. The normal right-of-way rule does not provide safe, convenient and efficient traffic movement.
2. A stop regulation at one or more of the approaches is too restrictive.

Conclusions and Next Steps

As per the Ontario Traffic Manual, a stop sign is prescribed for specific types of intersection, and intersections with a history of collisions under yield control. The subject intersection has been determined to not match these conditions, and to convert this intersection to stop control would be unnecessarily restrictive.

Further, as it was noted that acceleration/deceleration of large trucks causes additional noise, converting the subject intersection to a stop-controlled intersection would exacerbate existing noise pollution at the subject intersection. The fact that the approach from the west is inclined on the approach to the intersection would also greatly exacerbate this issue.

Based on the information above, it is recommended that the Township of North Stormont retain the yield control at this intersection.



Benjamin de Haan, P.Eng.
Director of Transportation and Planning



Michael Jans, P. Eng.
Manager of Infrastructure

Appendix A: Traffic Count & Prevailing Speed

ÉlanCité



DÉTECTER • INFORMER • SÉCURISER

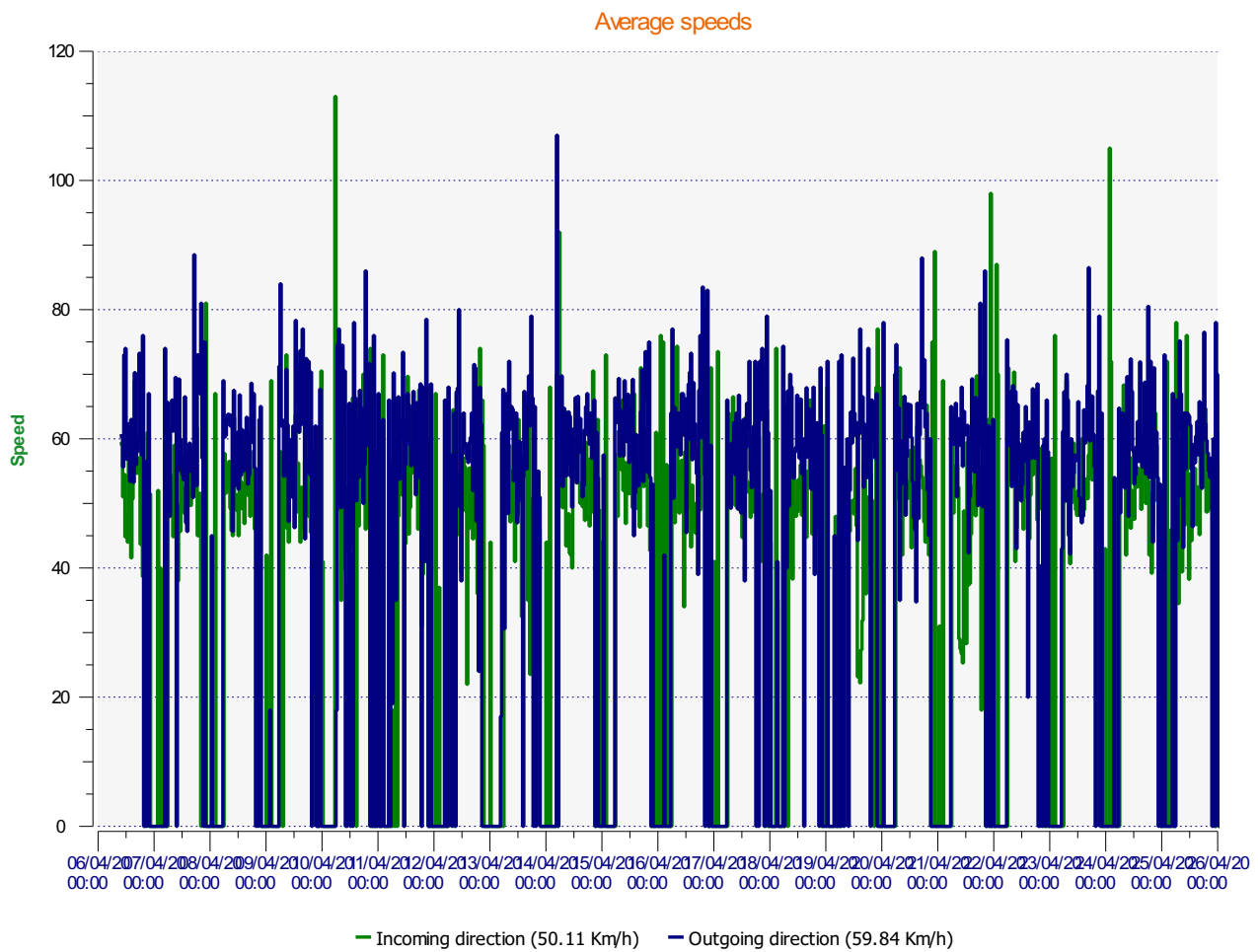
Start date: Monday, April 6, 2020 10:00 AM
End date: Sunday, April 26, 2020 4:30 AM

Location:

Comments:

Reference : Speed Radar Sign 8th Road 50km april 2020.pdf

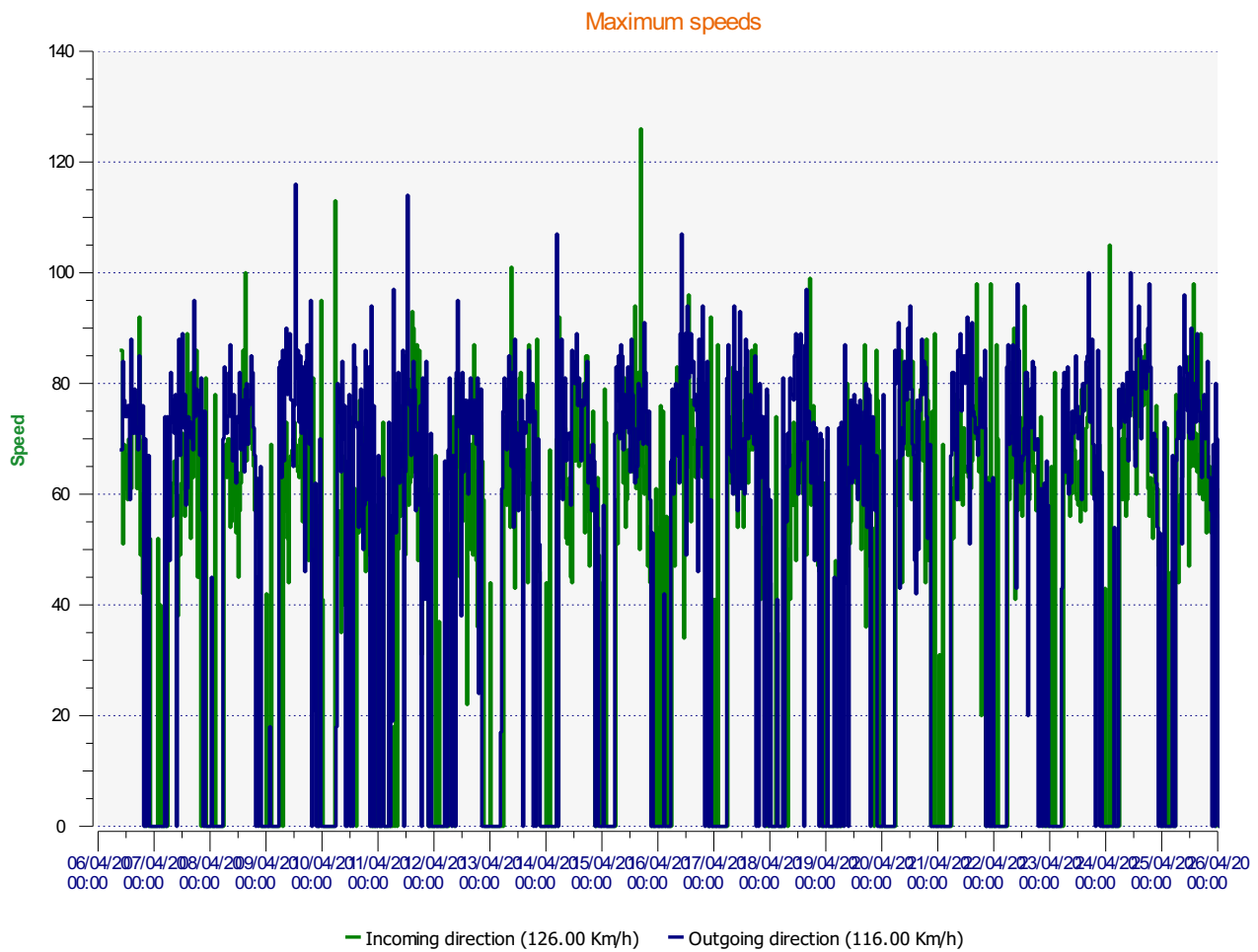
Page 1 on 35



Start date: Monday, April 6, 2020 10:00 AM
End date: Sunday, April 26, 2020 4:30 AM

Location:

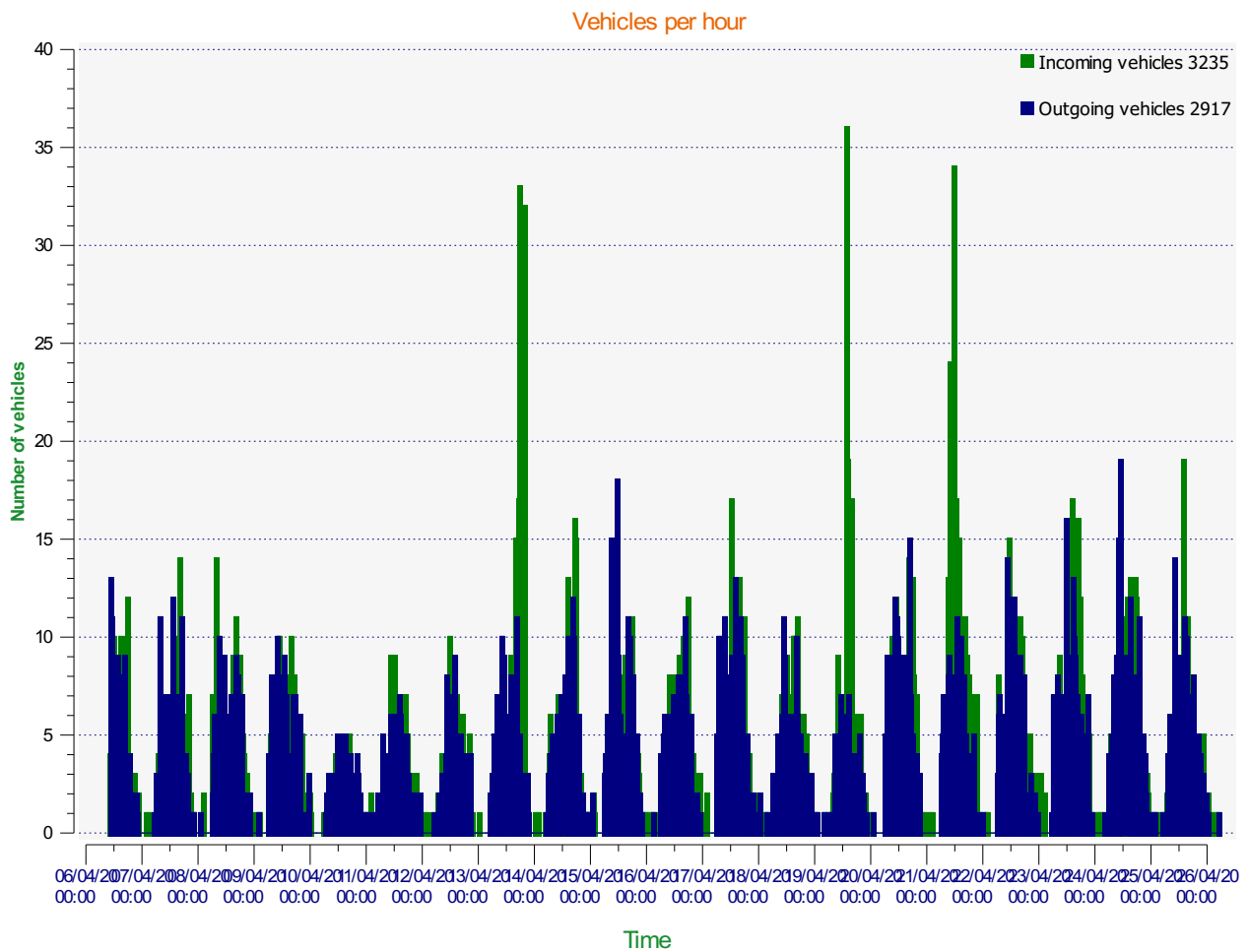
Comments:



Start date: Monday, April 6, 2020 10:00 AM
End date: Sunday, April 26, 2020 4:30 AM

Location:

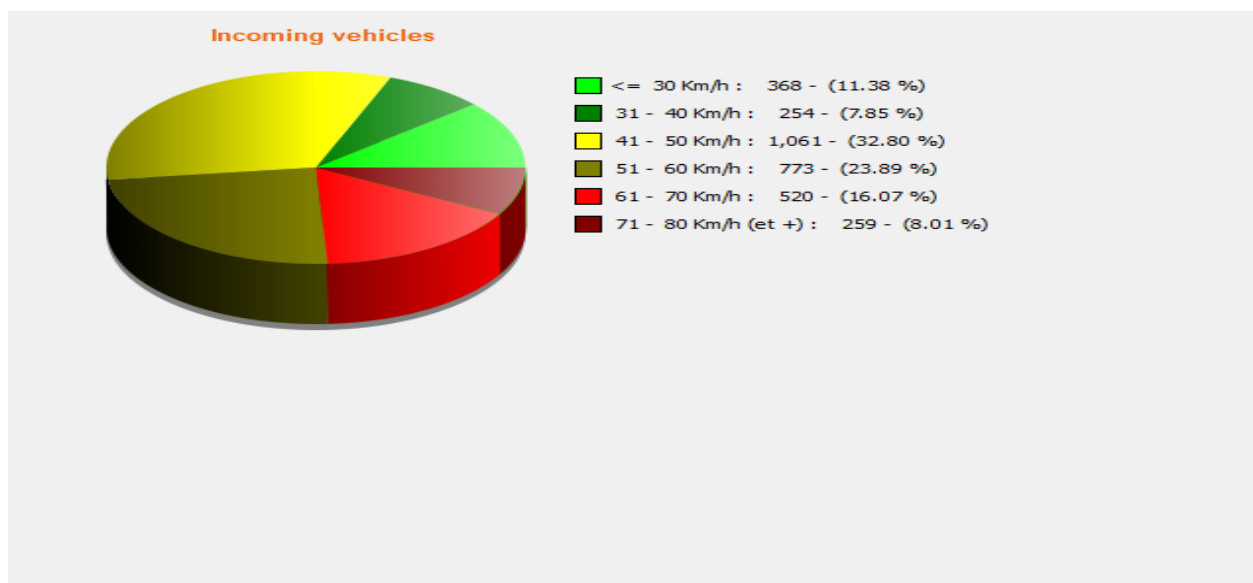
Comments:



Start date: Monday, April 6, 2020 10:00 AM
End date: Sunday, April 26, 2020 4:30 AM

Location:

Comments:

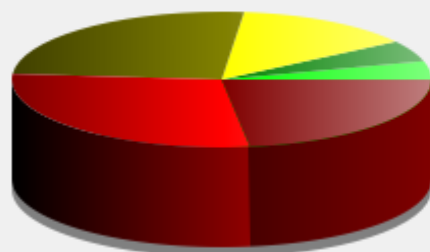



Start date: Monday, April 6, 2020 10:00 AM
End date: Sunday, April 26, 2020 4:30 AM

Location:

Comments:

Outgoing vehicles

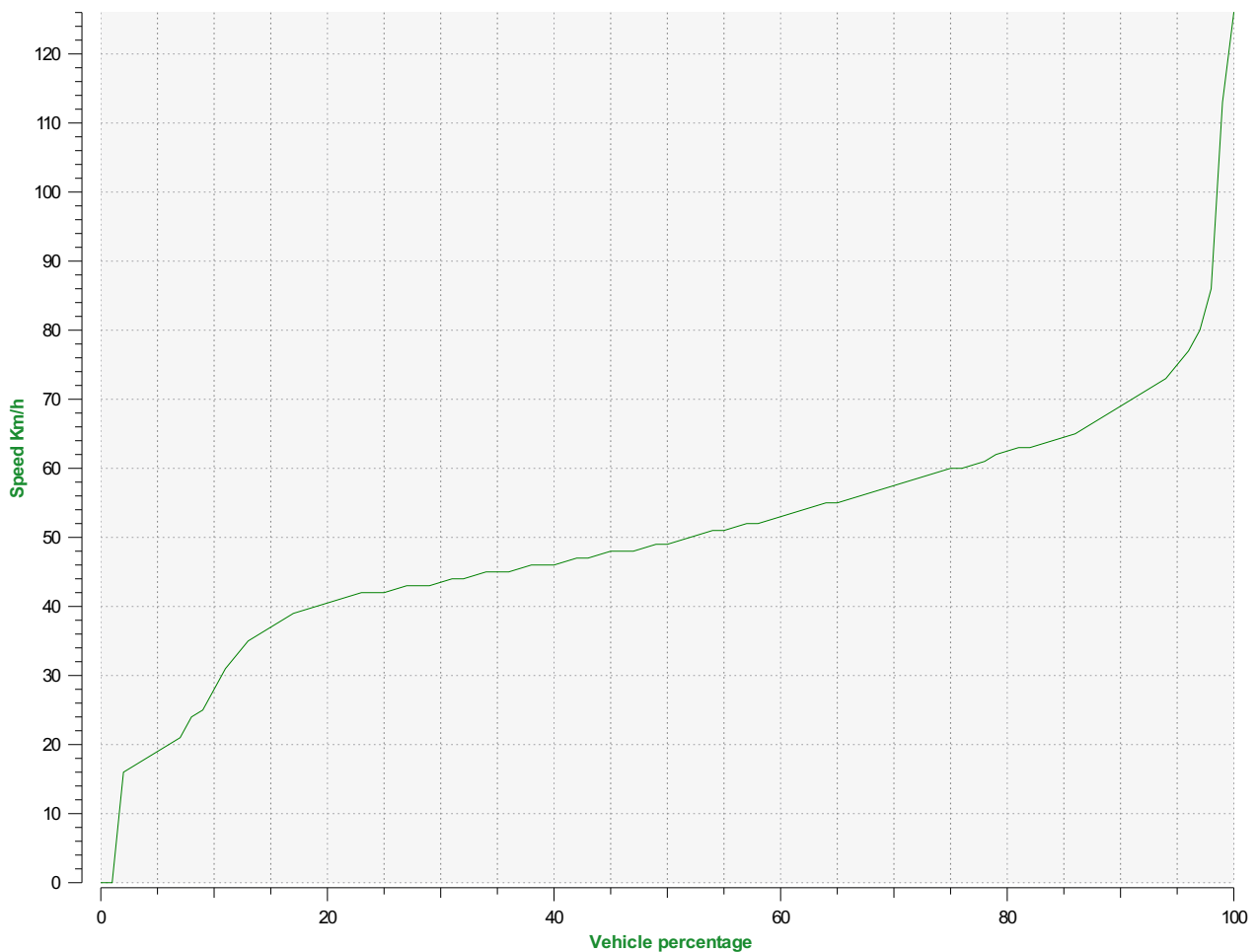


	<= 30 Km/h : 128 - (4.39 %)
	31 - 40 Km/h : 148 - (5.07 %)
	41 - 50 Km/h : 404 - (13.85 %)
	51 - 60 Km/h : 740 - (25.37 %)
	61 - 70 Km/h : 831 - (28.49 %)
	71 - 80 Km/h (et +) : 666 - (22.83 %)

Start date: Monday, April 6, 2020 10:00 AM
End date: Sunday, April 26, 2020 4:30 AM

Location:

Comments:



Speed percentiles (incoming)

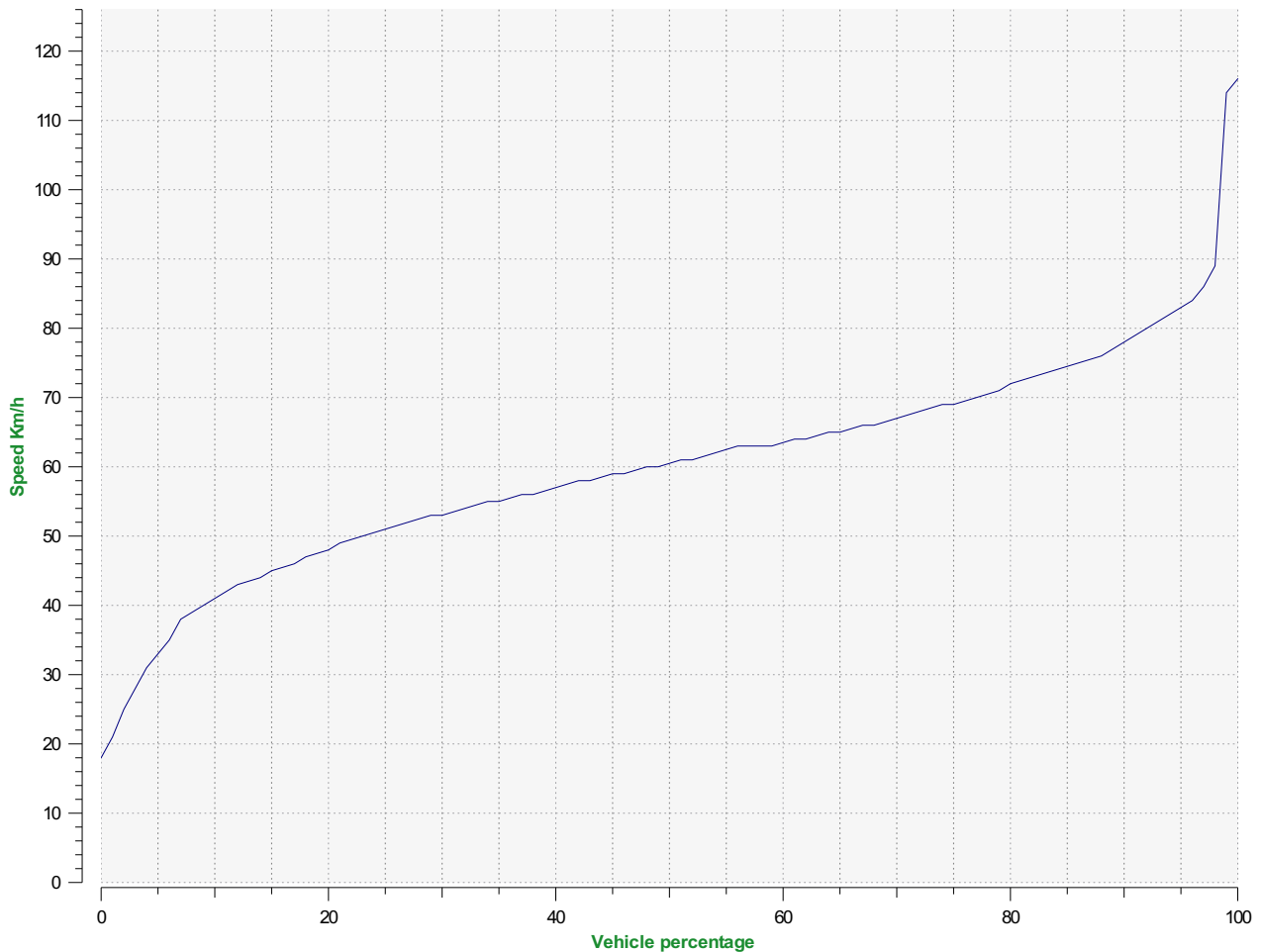
V30: 43.00Km/h **V50:** 49.00Km/h **V85:** 64.00Km/h

Start date: Monday, April 6, 2020 10:00 AM

End date: Sunday, April 26, 2020 4:30 AM

Location:

Comments:



Speed percentile(outgoing)

V30: 53.00Km/h **V50:** 60.00Km/h **V85:** 74.00Km/h

Start date: Monday, April 6, 2020 10:00 AM

End date: Sunday, April 26, 2020 4:30 AM

Location:

Comments:

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
26/04/2020 04:30	1	1	74.00	74.00	Outgoing
26/04/2020 04:00	1	1	49.00	49.00	Incoming
26/04/2020 02:30	1	1	46.00	46.00	Incoming
26/04/2020 01:00	1	1	71.00	71.00	Incoming
26/04/2020 00:00	2	2	34.00	47.00	Incoming
26/04/2020 00:00	1	1	56.00	56.00	Outgoing
25/04/2020 23:30	1	1	61.00	61.00	Incoming
25/04/2020 23:30	1	1	70.00	70.00	Outgoing
25/04/2020 23:00	2	2	78.00	80.00	Outgoing
25/04/2020 22:30	2	2	53.00	59.00	Incoming
25/04/2020 22:00	5	5	55.20	65.00	Incoming
25/04/2020 22:00	3	3	60.00	69.00	Outgoing
25/04/2020 21:30	1	1	53.00	53.00	Incoming
25/04/2020 21:00	4	4	49.25	53.00	Incoming
25/04/2020 21:00	1	1	57.00	57.00	Outgoing
25/04/2020 20:30	2	2	49.50	65.00	Incoming
25/04/2020 20:30	4	4	54.00	63.00	Outgoing
25/04/2020 20:00	3	3	55.67	58.00	Incoming
25/04/2020 20:00	2	2	55.00	63.00	Outgoing
25/04/2020 19:30	4	4	48.75	67.00	Incoming
25/04/2020 19:30	5	5	57.80	84.00	Outgoing
25/04/2020 19:00	3	3	48.67	53.00	Incoming
25/04/2020 19:00	4	4	59.75	76.00	Outgoing
25/04/2020 18:30	3	3	64.67	74.00	Incoming
25/04/2020 18:30	3	3	62.33	70.00	Outgoing
25/04/2020 18:00	5	5	52.60	70.00	Incoming
25/04/2020 18:00	2	2	76.50	78.00	Outgoing
25/04/2020 17:30	1	1	59.00	59.00	Incoming
25/04/2020 17:30	8	8	65.38	74.00	Outgoing
25/04/2020 17:00	7	7	57.14	72.00	Incoming
25/04/2020 17:00	3	3	52.33	63.00	Outgoing
25/04/2020 16:30	5	5	59.60	89.00	Incoming
25/04/2020 16:30	7	7	58.43	73.00	Outgoing
25/04/2020 16:00	6	6	45.17	60.00	Incoming
25/04/2020 16:00	4	4	65.75	75.00	Outgoing
25/04/2020 15:30	11	11	52.55	67.00	Incoming
25/04/2020 15:30	6	6	57.50	77.00	Outgoing
25/04/2020 15:00	10	10	48.90	64.00	Incoming
25/04/2020 15:00	6	6	62.67	89.00	Outgoing
25/04/2020 14:30	11	11	46.73	71.00	Incoming
25/04/2020 14:30	10	10	60.40	73.00	Outgoing
25/04/2020 14:00	7	7	55.43	65.00	Incoming
25/04/2020 14:00	11	11	56.27	80.00	Outgoing
25/04/2020 13:30	19	19	47.21	98.00	Incoming
25/04/2020 13:30	7	7	59.14	77.00	Outgoing
25/04/2020 13:00	5	5	54.60	89.00	Incoming
25/04/2020 13:00	5	5	46.40	70.00	Outgoing
25/04/2020 12:30	9	9	44.22	65.00	Incoming
25/04/2020 12:30	7	7	55.29	90.00	Outgoing
25/04/2020 12:00	7	7	54.57	85.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
25/04/2020 12:00	9	9	62.11	70.00	Outgoing
25/04/2020 11:30	4	4	38.25	47.00	Incoming
25/04/2020 11:30	8	8	63.50	71.00	Outgoing
25/04/2020 11:00	4	4	51.75	81.00	Incoming
25/04/2020 11:00	8	8	63.88	75.00	Outgoing
25/04/2020 10:30	1	1	76.00	76.00	Incoming
25/04/2020 10:30	7	7	64.00	82.00	Outgoing
25/04/2020 10:00	6	6	49.50	76.00	Incoming
25/04/2020 10:00	3	3	55.33	85.00	Outgoing
25/04/2020 09:30	5	5	46.60	80.00	Incoming
25/04/2020 09:30	14	14	64.00	96.00	Outgoing
25/04/2020 09:00	5	5	56.60	81.00	Incoming
25/04/2020 09:00	6	6	43.17	70.00	Outgoing
25/04/2020 08:30	5	5	39.40	63.00	Incoming
25/04/2020 08:30	2	2	51.00	51.00	Outgoing
25/04/2020 08:00	1	1	60.00	60.00	Incoming
25/04/2020 08:00	2	2	67.00	70.00	Outgoing
25/04/2020 07:30	1	1	58.00	58.00	Incoming
25/04/2020 07:30	6	6	75.17	83.00	Outgoing
25/04/2020 07:00	2	2	34.50	44.00	Incoming
25/04/2020 07:00	3	3	61.33	75.00	Outgoing
25/04/2020 06:30	2	2	44.00	45.00	Incoming
25/04/2020 06:30	4	4	44.25	70.00	Outgoing
25/04/2020 06:00	1	1	78.00	78.00	Incoming
25/04/2020 06:00	1	1	66.00	66.00	Outgoing
25/04/2020 04:30	1	1	67.00	67.00	Outgoing
25/04/2020 04:00	1	1	46.00	46.00	Incoming
25/04/2020 02:00	1	1	72.00	72.00	Incoming
25/04/2020 01:00	1	1	73.00	73.00	Outgoing
25/04/2020 00:30	1	1	44.00	44.00	Incoming
24/04/2020 23:00	1	1	53.00	53.00	Incoming
24/04/2020 23:00	1	1	53.00	53.00	Outgoing
24/04/2020 22:30	2	2	45.50	47.00	Incoming
24/04/2020 22:00	3	3	50.33	61.00	Incoming
24/04/2020 22:00	1	1	54.00	54.00	Outgoing
24/04/2020 21:30	2	2	59.00	76.00	Incoming
24/04/2020 21:30	2	2	61.00	62.00	Outgoing
24/04/2020 21:00	2	2	64.00	65.00	Incoming
24/04/2020 21:00	4	4	61.25	70.00	Outgoing
24/04/2020 20:30	4	4	51.25	61.00	Incoming
24/04/2020 20:30	1	1	71.00	71.00	Outgoing
24/04/2020 20:00	3	3	46.67	52.00	Incoming
24/04/2020 20:00	5	5	44.00	64.00	Outgoing
24/04/2020 19:30	5	5	39.20	58.00	Incoming
24/04/2020 19:30	3	3	58.33	64.00	Outgoing
24/04/2020 19:00	2	2	51.50	63.00	Incoming
24/04/2020 19:00	3	3	72.00	83.00	Outgoing
24/04/2020 18:30	4	4	42.00	56.00	Incoming
24/04/2020 18:30	11	11	54.00	98.00	Outgoing
24/04/2020 18:00	4	4	53.50	61.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
24/04/2020 18:00	2	2	80.50	90.00	Outgoing
24/04/2020 17:30	12	12	55.75	85.00	Incoming
24/04/2020 17:30	8	8	55.38	82.00	Outgoing
24/04/2020 17:00	13	13	50.00	87.00	Incoming
24/04/2020 17:00	5	5	54.60	79.00	Outgoing
24/04/2020 16:30	13	13	58.00	85.00	Incoming
24/04/2020 16:30	4	4	68.75	84.00	Outgoing
24/04/2020 16:00	6	6	59.00	76.00	Incoming
24/04/2020 16:00	8	8	56.62	84.00	Outgoing
24/04/2020 15:30	4	4	59.50	84.00	Incoming
24/04/2020 15:30	5	5	55.60	81.00	Outgoing
24/04/2020 15:00	13	13	49.08	72.00	Incoming
24/04/2020 15:00	4	4	60.25	70.00	Outgoing
24/04/2020 14:30	9	9	54.11	81.00	Incoming
24/04/2020 14:30	12	12	71.92	86.00	Outgoing
24/04/2020 14:00	9	9	52.67	79.00	Incoming
24/04/2020 14:00	8	8	56.50	94.00	Outgoing
24/04/2020 13:30	12	12	55.50	86.00	Incoming
24/04/2020 13:30	9	9	62.67	85.00	Outgoing
24/04/2020 13:00	4	4	52.50	60.00	Incoming
24/04/2020 13:00	9	9	58.78	88.00	Outgoing
24/04/2020 12:30	10	10	55.70	68.00	Incoming
24/04/2020 12:30	7	7	54.43	65.00	Outgoing
24/04/2020 12:00	11	11	47.55	74.00	Incoming
24/04/2020 12:00	9	9	53.00	78.00	Outgoing
24/04/2020 11:30	8	8	51.38	80.00	Incoming
24/04/2020 11:30	7	7	58.14	82.00	Outgoing
24/04/2020 11:00	4	4	52.00	80.00	Incoming
24/04/2020 11:00	6	6	67.33	78.00	Outgoing
24/04/2020 10:30	13	13	46.15	78.00	Incoming
24/04/2020 10:30	19	19	72.37	100.00	Outgoing
24/04/2020 10:00	7	7	57.14	75.00	Incoming
24/04/2020 10:00	4	4	68.75	74.00	Outgoing
24/04/2020 09:30	8	8	57.75	68.00	Incoming
24/04/2020 09:30	15	15	48.00	66.00	Outgoing
24/04/2020 09:00	8	8	49.50	59.00	Incoming
24/04/2020 09:00	8	8	69.62	82.00	Outgoing
24/04/2020 08:30	4	4	42.00	56.00	Incoming
24/04/2020 08:30	9	9	61.78	76.00	Outgoing
24/04/2020 08:00	4	4	54.25	70.00	Incoming
24/04/2020 08:00	8	8	52.38	73.00	Outgoing
24/04/2020 07:30	6	6	68.33	79.00	Incoming
24/04/2020 07:30	8	8	56.50	76.00	Outgoing
24/04/2020 07:00	3	3	54.33	59.00	Incoming
24/04/2020 07:00	5	5	64.00	80.00	Outgoing
24/04/2020 06:30	5	5	52.80	70.00	Incoming
24/04/2020 06:30	5	5	62.60	74.00	Outgoing
24/04/2020 06:00	2	2	62.00	64.00	Incoming
24/04/2020 06:00	4	4	48.50	72.00	Outgoing
24/04/2020 05:30	4	4	64.75	79.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
24/04/2020 03:30	1	1	54.00	54.00	Outgoing
24/04/2020 02:00	1	1	72.00	72.00	Incoming
24/04/2020 01:30	1	1	105.00	105.00	Incoming
23/04/2020 23:30	1	1	43.00	43.00	Incoming
23/04/2020 22:00	1	1	64.00	64.00	Outgoing
23/04/2020 21:30	1	1	41.00	41.00	Incoming
23/04/2020 21:00	5	5	56.80	69.00	Incoming
23/04/2020 21:00	1	1	79.00	79.00	Outgoing
23/04/2020 20:30	3	3	55.00	58.00	Incoming
23/04/2020 20:30	7	7	67.43	86.00	Outgoing
23/04/2020 20:00	4	4	52.00	57.00	Incoming
23/04/2020 20:00	2	2	44.50	61.00	Outgoing
23/04/2020 19:30	7	7	57.57	65.00	Incoming
23/04/2020 19:00	5	5	53.60	67.00	Incoming
23/04/2020 19:00	3	3	55.67	59.00	Outgoing
23/04/2020 18:30	6	6	56.50	66.00	Incoming
23/04/2020 18:30	3	3	60.67	69.00	Outgoing
23/04/2020 18:00	8	8	53.62	60.00	Incoming
23/04/2020 18:00	5	5	66.60	88.00	Outgoing
23/04/2020 17:30	12	12	59.83	76.00	Incoming
23/04/2020 17:30	6	6	66.67	77.00	Outgoing
23/04/2020 17:00	5	5	64.40	80.00	Incoming
23/04/2020 17:00	6	6	59.67	73.00	Outgoing
23/04/2020 16:30	16	16	57.50	83.00	Incoming
23/04/2020 16:30	2	2	86.50	100.00	Outgoing
23/04/2020 16:00	11	11	50.73	74.00	Incoming
23/04/2020 16:00	7	7	68.29	85.00	Outgoing
23/04/2020 15:30	14	14	53.79	72.00	Incoming
23/04/2020 15:30	7	7	60.14	84.00	Outgoing
23/04/2020 15:00	2	2	51.50	57.00	Incoming
23/04/2020 15:00	9	9	59.33	80.00	Outgoing
23/04/2020 14:30	14	14	49.00	71.00	Incoming
23/04/2020 14:30	10	10	64.50	75.00	Outgoing
23/04/2020 14:00	17	17	51.47	67.00	Incoming
23/04/2020 14:00	13	13	48.00	80.00	Outgoing
23/04/2020 13:30	7	7	60.00	79.00	Incoming
23/04/2020 13:30	9	9	47.00	59.00	Outgoing
23/04/2020 13:00	7	7	48.86	55.00	Incoming
23/04/2020 13:00	8	8	48.00	70.00	Outgoing
23/04/2020 12:30	8	8	51.50	66.00	Incoming
23/04/2020 12:30	4	4	51.00	74.00	Outgoing
23/04/2020 12:00	2	2	52.00	58.00	Incoming
23/04/2020 12:00	4	4	65.75	70.00	Outgoing
23/04/2020 11:30	8	8	48.12	59.00	Incoming
23/04/2020 11:30	7	7	57.43	76.00	Outgoing
23/04/2020 11:00	2	2	49.00	60.00	Incoming
23/04/2020 11:00	16	16	56.62	85.00	Outgoing
23/04/2020 10:30	4	4	50.75	68.00	Incoming
23/04/2020 10:30	6	6	57.50	73.00	Outgoing
23/04/2020 10:00	3	3	59.33	74.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
23/04/2020 10:00	6	6	54.67	71.00	Outgoing
23/04/2020 09:30	6	6	53.17	74.00	Incoming
23/04/2020 09:30	7	7	52.57	75.00	Outgoing
23/04/2020 09:00	7	7	50.00	60.00	Incoming
23/04/2020 09:00	2	2	60.00	62.00	Outgoing
23/04/2020 08:30	9	9	40.67	56.00	Incoming
23/04/2020 08:30	6	6	42.17	69.00	Outgoing
23/04/2020 08:00	4	4	58.25	71.00	Incoming
23/04/2020 08:00	5	5	45.00	60.00	Outgoing
23/04/2020 07:30	2	2	55.50	64.00	Incoming
23/04/2020 07:30	8	8	66.00	83.00	Outgoing
23/04/2020 07:00	2	2	69.00	79.00	Incoming
23/04/2020 07:00	1	1	70.00	70.00	Outgoing
23/04/2020 06:30	3	3	56.33	62.00	Incoming
23/04/2020 06:30	5	5	50.40	64.00	Outgoing
23/04/2020 06:00	5	5	50.20	72.00	Incoming
23/04/2020 06:00	7	7	67.29	82.00	Outgoing
23/04/2020 05:30	7	7	61.14	79.00	Outgoing
23/04/2020 05:00	1	1	43.00	43.00	Outgoing
23/04/2020 02:00	2	2	76.00	82.00	Incoming
23/04/2020 00:30	3	3	57.00	65.00	Incoming
23/04/2020 00:00	1	1	47.00	47.00	Incoming
22/04/2020 23:00	1	1	58.00	58.00	Outgoing
22/04/2020 22:30	1	1	66.00	66.00	Outgoing
22/04/2020 22:00	3	3	48.33	55.00	Incoming
22/04/2020 21:30	2	2	60.00	62.00	Outgoing
22/04/2020 21:00	1	1	59.00	59.00	Outgoing
22/04/2020 20:30	1	1	52.00	52.00	Incoming
22/04/2020 20:00	5	5	49.20	74.00	Incoming
22/04/2020 20:00	3	3	40.33	61.00	Outgoing
22/04/2020 19:30	2	2	52.00	61.00	Incoming
22/04/2020 19:00	3	3	58.67	70.00	Incoming
22/04/2020 18:30	5	5	47.40	65.00	Incoming
22/04/2020 18:30	2	2	68.50	70.00	Outgoing
22/04/2020 18:00	2	2	55.50	57.00	Incoming
22/04/2020 18:00	2	2	67.00	69.00	Outgoing
22/04/2020 17:30	3	3	64.67	65.00	Incoming
22/04/2020 17:30	2	2	57.00	68.00	Outgoing
22/04/2020 17:00	4	4	57.25	64.00	Incoming
22/04/2020 17:00	8	8	62.50	83.00	Outgoing
22/04/2020 16:30	10	10	54.40	71.00	Incoming
22/04/2020 16:30	4	4	67.75	84.00	Outgoing
22/04/2020 16:00	7	7	59.57	74.00	Incoming
22/04/2020 16:00	8	8	57.00	72.00	Outgoing
22/04/2020 15:30	11	11	51.27	66.00	Incoming
22/04/2020 15:30	9	9	59.11	79.00	Outgoing
22/04/2020 15:00	4	4	44.50	59.00	Incoming
22/04/2020 15:00	5	5	62.60	74.00	Outgoing
22/04/2020 14:30	3	3	59.00	64.00	Incoming
22/04/2020 14:30	1	1	20.00	20.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
22/04/2020 14:00	6	6	51.00	81.00	Incoming
22/04/2020 14:00	7	7	56.43	82.00	Outgoing
22/04/2020 13:30	7	7	51.14	77.00	Incoming
22/04/2020 13:30	3	3	65.00	82.00	Outgoing
22/04/2020 13:00	11	11	60.73	94.00	Incoming
22/04/2020 13:00	12	12	57.17	72.00	Outgoing
22/04/2020 12:30	9	9	46.00	60.00	Incoming
22/04/2020 12:30	4	4	61.00	67.00	Outgoing
22/04/2020 12:00	2	2	53.00	56.00	Incoming
22/04/2020 12:00	9	9	52.89	66.00	Outgoing
22/04/2020 11:30	12	12	53.67	69.00	Incoming
22/04/2020 11:30	5	5	50.40	62.00	Outgoing
22/04/2020 11:00	15	15	51.80	74.00	Incoming
22/04/2020 11:00	11	11	59.18	67.00	Outgoing
22/04/2020 10:30	5	5	53.00	65.00	Incoming
22/04/2020 10:30	12	12	54.67	86.00	Outgoing
22/04/2020 10:00	6	6	51.00	57.00	Incoming
22/04/2020 10:00	14	14	65.29	98.00	Outgoing
22/04/2020 09:30	6	6	46.17	59.00	Incoming
22/04/2020 09:30	1	1	43.00	43.00	Outgoing
22/04/2020 09:00	1	1	41.00	41.00	Incoming
22/04/2020 09:00	6	6	67.33	80.00	Outgoing
22/04/2020 08:30	3	3	70.33	90.00	Incoming
22/04/2020 08:30	3	3	58.67	67.00	Outgoing
22/04/2020 08:00	4	4	58.75	84.00	Incoming
22/04/2020 08:00	4	4	68.25	87.00	Outgoing
22/04/2020 07:30	1	1	63.00	63.00	Incoming
22/04/2020 07:30	5	5	52.60	71.00	Outgoing
22/04/2020 07:00	5	5	54.40	74.00	Incoming
22/04/2020 07:00	4	4	67.25	71.00	Outgoing
22/04/2020 06:30	8	8	53.62	59.00	Incoming
22/04/2020 06:30	7	7	60.29	69.00	Outgoing
22/04/2020 06:00	1	1	71.00	71.00	Incoming
22/04/2020 06:00	6	6	59.00	87.00	Outgoing
22/04/2020 05:30	3	3	75.33	83.00	Outgoing
22/04/2020 01:30	1	1	70.00	70.00	Incoming
22/04/2020 01:00	1	1	87.00	87.00	Incoming
21/04/2020 23:30	1	1	63.00	63.00	Outgoing
21/04/2020 22:30	1	1	98.00	98.00	Incoming
21/04/2020 21:30	1	1	63.00	63.00	Outgoing
21/04/2020 21:30	1	1	62.00	62.00	Incoming
21/04/2020 21:00	7	7	26.86	50.00	Incoming
21/04/2020 20:00	3	3	57.67	72.00	Incoming
21/04/2020 20:00	1	1	86.00	86.00	Outgoing
21/04/2020 19:30	2	2	68.50	69.00	Incoming
21/04/2020 19:30	5	5	61.80	78.00	Outgoing
21/04/2020 19:00	7	7	53.14	73.00	Incoming
21/04/2020 19:00	4	4	49.50	72.00	Outgoing
21/04/2020 18:30	2	2	18.00	20.00	Incoming
21/04/2020 18:30	3	3	69.33	80.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
21/04/2020 18:00	5	5	55.40	68.00	Incoming
21/04/2020 18:00	1	1	81.00	81.00	Outgoing
21/04/2020 17:30	8	8	55.25	64.00	Incoming
21/04/2020 17:30	4	4	59.25	72.00	Outgoing
21/04/2020 17:00	9	9	55.56	77.00	Incoming
21/04/2020 17:00	3	3	49.67	67.00	Outgoing
21/04/2020 16:30	4	4	69.75	98.00	Incoming
21/04/2020 16:30	4	4	66.00	72.00	Outgoing
21/04/2020 16:00	11	11	48.09	70.00	Incoming
21/04/2020 16:00	5	5	66.40	71.00	Outgoing
21/04/2020 15:30	7	7	58.14	73.00	Incoming
21/04/2020 15:30	8	8	54.88	74.00	Outgoing
21/04/2020 15:00	5	5	52.00	76.00	Incoming
21/04/2020 15:00	3	3	58.00	75.00	Outgoing
21/04/2020 14:30	5	5	52.60	66.00	Incoming
21/04/2020 14:30	7	7	69.29	91.00	Outgoing
21/04/2020 14:00	4	4	45.25	61.00	Incoming
21/04/2020 14:00	10	10	57.50	79.00	Outgoing
21/04/2020 13:30	15	15	37.60	89.00	Incoming
21/04/2020 13:30	1	1	51.00	51.00	Outgoing
21/04/2020 13:00	8	8	37.38	63.00	Incoming
21/04/2020 13:00	3	3	42.33	64.00	Outgoing
21/04/2020 12:30	2	2	59.50	65.00	Incoming
21/04/2020 12:30	11	11	62.09	92.00	Outgoing
21/04/2020 12:00	17	17	28.29	64.00	Incoming
21/04/2020 12:00	5	5	61.80	85.00	Outgoing
21/04/2020 11:30	34	34	32.59	65.00	Incoming
21/04/2020 11:30	8	8	60.62	80.00	Outgoing
21/04/2020 11:00	6	6	48.83	72.00	Incoming
21/04/2020 11:00	4	4	64.25	85.00	Outgoing
21/04/2020 10:30	17	17	25.29	58.00	Incoming
21/04/2020 10:30	4	4	55.75	83.00	Outgoing
21/04/2020 10:00	20	20	26.75	70.00	Incoming
21/04/2020 10:00	3	3	68.00	75.00	Outgoing
21/04/2020 09:30	24	24	27.46	77.00	Incoming
21/04/2020 09:30	7	7	59.00	89.00	Outgoing
21/04/2020 09:00	13	13	29.00	59.00	Incoming
21/04/2020 09:00	9	9	60.11	85.00	Outgoing
21/04/2020 08:30	2	2	52.50	61.00	Incoming
21/04/2020 08:30	8	8	63.12	86.00	Outgoing
21/04/2020 08:00	2	2	56.00	64.00	Incoming
21/04/2020 08:00	3	3	51.00	59.00	Outgoing
21/04/2020 07:30	7	7	54.29	78.00	Incoming
21/04/2020 07:30	2	2	65.50	70.00	Outgoing
21/04/2020 07:00	3	3	51.33	63.00	Incoming
21/04/2020 07:00	2	2	63.50	68.00	Outgoing
21/04/2020 06:30	4	4	48.50	52.00	Incoming
21/04/2020 06:30	7	7	59.14	82.00	Outgoing
21/04/2020 06:00	1	1	61.00	61.00	Incoming
21/04/2020 06:00	5	5	61.60	82.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
21/04/2020 05:30	4	4	65.00	67.00	Outgoing
21/04/2020 02:00	1	1	69.00	69.00	Incoming
21/04/2020 00:30	1	1	31.00	31.00	Incoming
20/04/2020 22:30	1	1	89.00	89.00	Incoming
20/04/2020 21:30	1	1	75.00	75.00	Incoming
20/04/2020 20:30	3	3	45.33	53.00	Incoming
20/04/2020 20:30	3	3	60.00	69.00	Outgoing
20/04/2020 20:00	3	3	42.00	48.00	Incoming
20/04/2020 20:00	3	3	45.00	54.00	Outgoing
20/04/2020 19:30	7	7	56.43	77.00	Incoming
20/04/2020 19:30	1	1	52.00	52.00	Outgoing
20/04/2020 19:00	4	4	65.25	88.00	Incoming
20/04/2020 19:00	4	4	64.00	74.00	Outgoing
20/04/2020 18:30	1	1	44.00	44.00	Incoming
20/04/2020 18:30	4	4	61.75	83.00	Outgoing
20/04/2020 18:00	8	8	47.12	73.00	Incoming
20/04/2020 18:00	4	4	72.25	84.00	Outgoing
20/04/2020 17:30	13	13	52.31	66.00	Incoming
20/04/2020 17:30	5	5	64.80	78.00	Outgoing
20/04/2020 17:00	7	7	54.14	70.00	Incoming
20/04/2020 17:00	1	1	88.00	88.00	Outgoing
20/04/2020 16:30	8	8	55.88	79.00	Incoming
20/04/2020 16:30	7	7	67.43	78.00	Outgoing
20/04/2020 16:00	14	14	56.79	73.00	Incoming
20/04/2020 16:00	15	15	60.60	75.00	Outgoing
20/04/2020 15:30	1	1	64.00	64.00	Incoming
20/04/2020 15:30	3	3	47.67	50.00	Outgoing
20/04/2020 15:00	3	3	62.00	69.00	Incoming
20/04/2020 15:00	4	4	65.50	77.00	Outgoing
20/04/2020 14:30	5	5	46.20	75.00	Incoming
20/04/2020 14:30	4	4	34.75	42.00	Outgoing
20/04/2020 14:00	7	7	51.71	73.00	Incoming
20/04/2020 14:00	3	3	46.00	48.00	Outgoing
20/04/2020 13:30	3	3	58.67	68.00	Incoming
20/04/2020 13:30	9	9	47.78	67.00	Outgoing
20/04/2020 13:00	5	5	49.80	84.00	Incoming
20/04/2020 13:00	8	8	53.38	69.00	Outgoing
20/04/2020 12:30	8	8	43.12	59.00	Incoming
20/04/2020 12:30	9	9	60.22	79.00	Outgoing
20/04/2020 12:00	5	5	58.20	76.00	Incoming
20/04/2020 12:00	7	7	65.29	94.00	Outgoing
20/04/2020 11:30	6	6	53.17	77.00	Incoming
20/04/2020 11:30	8	8	60.38	79.00	Outgoing
20/04/2020 11:00	5	5	50.80	67.00	Incoming
20/04/2020 11:00	10	10	65.40	90.00	Outgoing
20/04/2020 10:30	12	12	52.00	80.00	Incoming
20/04/2020 10:30	11	11	57.27	77.00	Outgoing
20/04/2020 10:00	6	6	53.67	77.00	Incoming
20/04/2020 10:00	12	12	48.17	80.00	Outgoing
20/04/2020 09:30	3	3	58.67	70.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
20/04/2020 09:30	7	7	66.57	84.00	Outgoing
20/04/2020 09:00	10	10	51.00	68.00	Incoming
20/04/2020 09:00	7	7	55.29	69.00	Outgoing
20/04/2020 08:30	2	2	42.00	44.00	Incoming
20/04/2020 08:30	7	7	59.71	67.00	Outgoing
20/04/2020 08:00	4	4	66.50	86.00	Incoming
20/04/2020 08:00	9	9	53.00	72.00	Outgoing
20/04/2020 07:30	3	3	71.00	79.00	Incoming
20/04/2020 07:30	3	3	35.00	43.00	Outgoing
20/04/2020 07:00	4	4	50.75	59.00	Incoming
20/04/2020 07:00	5	5	64.80	91.00	Outgoing
20/04/2020 06:30	5	5	55.60	66.00	Incoming
20/04/2020 06:30	9	9	55.11	84.00	Outgoing
20/04/2020 06:00	1	1	58.00	58.00	Incoming
20/04/2020 06:00	5	5	74.60	80.00	Outgoing
20/04/2020 05:30	5	5	70.00	86.00	Outgoing
20/04/2020 00:30	1	1	78.00	78.00	Outgoing
19/04/2020 22:30	1	1	68.00	68.00	Incoming
19/04/2020 22:00	1	1	77.00	77.00	Incoming
19/04/2020 21:30	2	2	68.00	86.00	Incoming
19/04/2020 21:30	1	1	67.00	67.00	Outgoing
19/04/2020 21:00	2	2	50.50	54.00	Incoming
19/04/2020 21:00	1	1	57.00	57.00	Outgoing
19/04/2020 20:30	2	2	62.50	66.00	Outgoing
19/04/2020 20:00	1	1	49.00	49.00	Incoming
19/04/2020 20:00	3	3	59.67	74.00	Outgoing
19/04/2020 19:30	6	6	23.67	51.00	Incoming
19/04/2020 19:30	2	2	66.00	66.00	Outgoing
19/04/2020 19:00	3	3	54.67	70.00	Incoming
19/04/2020 18:30	2	2	40.50	47.00	Incoming
19/04/2020 18:30	5	5	62.80	78.00	Outgoing
19/04/2020 18:00	6	6	48.17	62.00	Incoming
19/04/2020 18:00	2	2	74.00	79.00	Outgoing
19/04/2020 17:30	1	1	51.00	51.00	Incoming
19/04/2020 17:30	1	1	54.00	54.00	Outgoing
19/04/2020 17:00	1	1	36.00	36.00	Incoming
19/04/2020 17:00	4	4	54.75	80.00	Outgoing
19/04/2020 16:30	6	6	57.33	87.00	Incoming
19/04/2020 16:30	4	4	62.25	75.00	Outgoing
19/04/2020 16:00	5	5	56.20	74.00	Incoming
19/04/2020 16:00	2	2	52.50	58.00	Outgoing
19/04/2020 15:30	17	17	31.88	69.00	Incoming
19/04/2020 15:30	2	2	66.50	73.00	Outgoing
19/04/2020 15:00	6	6	27.33	50.00	Incoming
19/04/2020 15:00	3	3	62.00	70.00	Outgoing
19/04/2020 14:30	14	14	22.21	62.00	Incoming
19/04/2020 14:30	1	1	77.00	77.00	Outgoing
19/04/2020 14:00	19	19	25.21	69.00	Incoming
19/04/2020 14:00	7	7	60.71	69.00	Outgoing
19/04/2020 13:30	36	36	23.14	60.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
19/04/2020 13:30	4	4	44.25	59.00	Outgoing
19/04/2020 13:00	4	4	46.50	65.00	Incoming
19/04/2020 13:00	6	6	62.50	76.00	Outgoing
19/04/2020 12:30	5	5	55.40	62.00	Incoming
19/04/2020 12:30	2	2	60.50	63.00	Outgoing
19/04/2020 12:00	3	3	48.33	67.00	Incoming
19/04/2020 12:00	5	5	64.00	78.00	Outgoing
19/04/2020 11:30	2	2	50.50	66.00	Incoming
19/04/2020 11:30	2	2	72.50	75.00	Outgoing
19/04/2020 11:00	6	6	50.17	64.00	Incoming
19/04/2020 11:00	3	3	59.33	62.00	Outgoing
19/04/2020 10:30	3	3	50.33	55.00	Incoming
19/04/2020 10:30	7	7	64.14	77.00	Outgoing
19/04/2020 10:00	3	3	45.67	51.00	Incoming
19/04/2020 10:00	5	5	52.00	65.00	Outgoing
19/04/2020 09:30	9	9	48.89	69.00	Incoming
19/04/2020 09:00	5	5	48.80	80.00	Incoming
19/04/2020 09:00	2	2	60.00	61.00	Outgoing
19/04/2020 08:30	1	1	45.00	45.00	Incoming
19/04/2020 08:30	1	1	44.00	44.00	Outgoing
19/04/2020 08:00	3	3	49.67	57.00	Incoming
19/04/2020 08:00	5	5	55.60	87.00	Outgoing
19/04/2020 07:30	2	2	55.50	62.00	Incoming
19/04/2020 07:00	1	1	51.00	51.00	Incoming
19/04/2020 07:00	1	1	53.00	53.00	Outgoing
19/04/2020 06:30	1	1	73.00	73.00	Outgoing
19/04/2020 05:30	1	1	72.00	72.00	Outgoing
19/04/2020 04:00	1	1	48.00	48.00	Incoming
19/04/2020 03:30	1	1	45.00	45.00	Outgoing
19/04/2020 00:30	1	1	68.00	68.00	Incoming
19/04/2020 00:30	1	1	72.00	72.00	Outgoing
18/04/2020 23:30	1	1	36.00	36.00	Incoming
18/04/2020 23:00	1	1	62.00	62.00	Incoming
18/04/2020 22:00	3	3	60.67	70.00	Outgoing
18/04/2020 21:30	1	1	62.00	62.00	Incoming
18/04/2020 21:30	1	1	71.00	71.00	Outgoing
18/04/2020 21:00	1	1	46.00	46.00	Incoming
18/04/2020 20:30	1	1	47.00	47.00	Incoming
18/04/2020 20:30	1	1	48.00	48.00	Outgoing
18/04/2020 20:00	5	5	55.40	70.00	Incoming
18/04/2020 20:00	2	2	62.50	63.00	Outgoing
18/04/2020 19:30	3	3	48.00	68.00	Incoming
18/04/2020 19:30	4	4	60.25	72.00	Outgoing
18/04/2020 19:00	6	6	54.00	67.00	Incoming
18/04/2020 19:00	2	2	39.00	48.00	Outgoing
18/04/2020 18:30	5	5	50.40	76.00	Incoming
18/04/2020 18:30	2	2	68.00	73.00	Outgoing
18/04/2020 18:00	4	4	45.25	72.00	Incoming
18/04/2020 18:00	2	2	63.00	64.00	Outgoing
18/04/2020 17:30	3	3	54.00	58.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
18/04/2020 17:30	5	5	52.20	62.00	Outgoing
18/04/2020 17:00	5	5	66.00	99.00	Incoming
18/04/2020 17:00	3	3	57.67	71.00	Outgoing
18/04/2020 16:30	11	11	52.82	73.00	Incoming
18/04/2020 16:30	3	3	64.67	75.00	Outgoing
18/04/2020 16:00	6	6	55.00	74.00	Incoming
18/04/2020 16:00	6	6	57.17	70.00	Outgoing
18/04/2020 15:30	4	4	44.75	49.00	Incoming
18/04/2020 15:30	10	10	67.90	97.00	Outgoing
18/04/2020 15:00	10	10	46.20	59.00	Incoming
18/04/2020 15:00	6	6	60.00	87.00	Outgoing
18/04/2020 14:30	10	10	51.80	67.00	Incoming
18/04/2020 14:00	7	7	54.00	60.00	Incoming
18/04/2020 14:00	3	3	60.00	67.00	Outgoing
18/04/2020 13:30	6	6	48.17	62.00	Incoming
18/04/2020 13:30	5	5	54.60	69.00	Outgoing
18/04/2020 13:00	4	4	56.00	67.00	Incoming
18/04/2020 13:00	6	6	66.17	89.00	Outgoing
18/04/2020 12:30	7	7	52.57	88.00	Incoming
18/04/2020 12:30	2	2	57.00	66.00	Outgoing
18/04/2020 12:00	6	6	53.67	81.00	Incoming
18/04/2020 12:00	1	1	60.00	60.00	Outgoing
18/04/2020 11:30	9	9	48.67	69.00	Incoming
18/04/2020 11:30	4	4	66.75	87.00	Outgoing
18/04/2020 11:00	1	1	48.00	48.00	Incoming
18/04/2020 11:00	6	6	58.67	89.00	Outgoing
18/04/2020 10:30	4	4	50.00	58.00	Incoming
18/04/2020 10:30	9	9	57.89	85.00	Outgoing
18/04/2020 10:00	6	6	58.17	73.00	Incoming
18/04/2020 10:00	11	11	53.91	77.00	Outgoing
18/04/2020 09:30	7	7	38.29	58.00	Incoming
18/04/2020 09:30	6	6	56.83	78.00	Outgoing
18/04/2020 09:00	5	5	57.40	67.00	Incoming
18/04/2020 09:00	4	4	68.00	78.00	Outgoing
18/04/2020 08:30	1	1	41.00	41.00	Incoming
18/04/2020 08:30	2	2	70.00	81.00	Outgoing
18/04/2020 08:00	1	1	50.00	50.00	Incoming
18/04/2020 08:00	5	5	49.60	65.00	Outgoing
18/04/2020 07:30	5	5	67.40	71.00	Outgoing
18/04/2020 07:00	1	1	65.00	65.00	Incoming
18/04/2020 07:00	2	2	40.00	55.00	Outgoing
18/04/2020 06:30	1	1	65.00	65.00	Incoming
18/04/2020 06:30	1	1	62.00	62.00	Outgoing
18/04/2020 05:30	3	3	74.33	81.00	Outgoing
18/04/2020 03:00	1	1	35.00	35.00	Incoming
18/04/2020 03:00	1	1	41.00	41.00	Outgoing
18/04/2020 02:30	1	1	74.00	74.00	Incoming
18/04/2020 00:00	1	1	44.00	44.00	Incoming
18/04/2020 00:00	2	2	52.00	59.00	Outgoing
17/04/2020 23:00	1	1	61.00	61.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
17/04/2020 22:30	2	2	64.50	78.00	Incoming
17/04/2020 22:30	1	1	79.00	79.00	Outgoing
17/04/2020 22:00	1	1	53.00	53.00	Outgoing
17/04/2020 21:30	1	1	71.00	71.00	Incoming
17/04/2020 21:00	2	2	51.50	54.00	Incoming
17/04/2020 21:00	2	2	67.00	74.00	Outgoing
17/04/2020 20:30	1	1	50.00	50.00	Incoming
17/04/2020 20:30	1	1	74.00	74.00	Outgoing
17/04/2020 20:00	1	1	41.00	41.00	Incoming
17/04/2020 20:00	1	1	63.00	63.00	Outgoing
17/04/2020 19:30	4	4	47.00	72.00	Incoming
17/04/2020 19:30	2	2	72.00	80.00	Outgoing
17/04/2020 19:00	3	3	60.33	62.00	Incoming
17/04/2020 18:30	4	4	45.75	49.00	Incoming
17/04/2020 18:30	5	5	70.80	79.00	Outgoing
17/04/2020 18:00	4	4	60.50	71.00	Incoming
17/04/2020 17:30	11	11	56.55	87.00	Incoming
17/04/2020 17:30	3	3	72.00	85.00	Outgoing
17/04/2020 17:00	9	9	48.67	72.00	Incoming
17/04/2020 17:00	4	4	62.00	69.00	Outgoing
17/04/2020 16:30	5	5	60.40	68.00	Incoming
17/04/2020 16:30	9	9	56.78	75.00	Outgoing
17/04/2020 16:00	10	10	57.30	86.00	Incoming
17/04/2020 16:00	9	9	52.44	71.00	Outgoing
17/04/2020 15:30	13	13	47.85	68.00	Incoming
17/04/2020 15:30	11	11	55.09	78.00	Outgoing
17/04/2020 15:00	6	6	52.33	68.00	Incoming
17/04/2020 15:00	2	2	72.00	76.00	Outgoing
17/04/2020 14:30	9	9	51.78	62.00	Incoming
17/04/2020 14:30	6	6	61.50	70.00	Outgoing
17/04/2020 14:00	5	5	53.40	75.00	Incoming
17/04/2020 14:00	8	8	65.50	86.00	Outgoing
17/04/2020 13:30	3	3	63.33	83.00	Incoming
17/04/2020 13:30	13	13	58.62	88.00	Outgoing
17/04/2020 13:00	7	7	53.86	77.00	Incoming
17/04/2020 13:00	4	4	38.00	60.00	Outgoing
17/04/2020 12:30	3	3	53.00	54.00	Incoming
17/04/2020 12:30	3	3	63.00	70.00	Outgoing
17/04/2020 12:00	17	17	44.71	68.00	Incoming
17/04/2020 12:00	9	9	52.33	62.00	Outgoing
17/04/2020 11:30	3	3	55.67	63.00	Incoming
17/04/2020 11:30	6	6	48.50	61.00	Outgoing
17/04/2020 11:00	5	5	55.60	73.00	Incoming
17/04/2020 11:00	3	3	62.33	93.00	Outgoing
17/04/2020 10:30	3	3	49.00	68.00	Incoming
17/04/2020 10:30	4	4	66.75	80.00	Outgoing
17/04/2020 10:00	2	2	50.50	54.00	Incoming
17/04/2020 10:00	6	6	49.17	57.00	Outgoing
17/04/2020 09:30	7	7	56.43	80.00	Incoming
17/04/2020 09:30	8	8	64.00	82.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
17/04/2020 09:00	9	9	49.67	60.00	Incoming
17/04/2020 09:00	11	11	54.45	76.00	Outgoing
17/04/2020 08:30	4	4	57.00	70.00	Incoming
17/04/2020 08:30	10	10	62.50	94.00	Outgoing
17/04/2020 08:00	4	4	66.50	83.00	Incoming
17/04/2020 08:00	3	3	58.67	60.00	Outgoing
17/04/2020 07:30	2	2	63.00	72.00	Incoming
17/04/2020 07:30	6	6	59.33	64.00	Outgoing
17/04/2020 07:00	5	5	51.00	62.00	Incoming
17/04/2020 07:00	4	4	49.25	67.00	Outgoing
17/04/2020 06:30	7	7	53.00	74.00	Incoming
17/04/2020 06:30	10	10	55.70	68.00	Outgoing
17/04/2020 06:00	1	1	64.00	64.00	Incoming
17/04/2020 06:00	5	5	58.00	87.00	Outgoing
17/04/2020 05:30	5	5	66.00	81.00	Outgoing
17/04/2020 01:30	2	2	73.50	87.00	Incoming
17/04/2020 00:00	1	1	41.00	41.00	Incoming
16/04/2020 22:30	3	3	71.00	92.00	Incoming
16/04/2020 22:30	1	1	59.00	59.00	Outgoing
16/04/2020 21:00	2	2	53.00	64.00	Incoming
16/04/2020 21:00	2	2	83.00	84.00	Outgoing
16/04/2020 20:30	2	2	59.00	72.00	Incoming
16/04/2020 20:30	1	1	80.00	80.00	Outgoing
16/04/2020 20:00	3	3	57.67	64.00	Incoming
16/04/2020 19:30	4	4	54.75	66.00	Incoming
16/04/2020 19:30	2	2	74.50	77.00	Outgoing
16/04/2020 19:00	2	2	60.00	63.00	Incoming
16/04/2020 19:00	2	2	83.50	94.00	Outgoing
16/04/2020 18:30	2	2	54.50	74.00	Incoming
16/04/2020 18:30	6	6	60.17	69.00	Outgoing
16/04/2020 18:00	6	6	49.00	65.00	Incoming
16/04/2020 18:00	3	3	76.00	84.00	Outgoing
16/04/2020 17:30	12	12	53.08	81.00	Incoming
16/04/2020 17:30	6	6	67.50	88.00	Outgoing
16/04/2020 17:00	7	7	55.43	70.00	Incoming
16/04/2020 17:00	5	5	39.00	46.00	Outgoing
16/04/2020 16:30	9	9	50.11	64.00	Incoming
16/04/2020 16:30	7	7	54.57	75.00	Outgoing
16/04/2020 16:00	8	8	45.38	63.00	Incoming
16/04/2020 16:00	11	11	58.27	78.00	Outgoing
16/04/2020 15:30	10	10	46.10	69.00	Incoming
16/04/2020 15:30	8	8	62.38	76.00	Outgoing
16/04/2020 15:00	4	4	50.00	72.00	Incoming
16/04/2020 15:00	7	7	68.71	84.00	Outgoing
16/04/2020 14:30	6	6	52.83	77.00	Incoming
16/04/2020 14:30	8	8	56.75	82.00	Outgoing
16/04/2020 14:00	8	8	43.25	55.00	Incoming
16/04/2020 14:00	4	4	73.25	89.00	Outgoing
16/04/2020 13:30	9	9	49.44	65.00	Incoming
16/04/2020 13:30	6	6	70.33	87.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
16/04/2020 13:00	4	4	67.50	96.00	Incoming
16/04/2020 13:00	8	8	68.50	81.00	Outgoing
16/04/2020 12:30	5	5	53.60	65.00	Incoming
16/04/2020 12:30	5	5	59.80	94.00	Outgoing
16/04/2020 12:00	8	8	50.38	70.00	Incoming
16/04/2020 12:00	2	2	45.50	49.00	Outgoing
16/04/2020 11:30	1	1	58.00	58.00	Incoming
16/04/2020 11:30	5	5	66.20	89.00	Outgoing
16/04/2020 11:00	1	1	34.00	34.00	Incoming
16/04/2020 11:00	7	7	60.57	82.00	Outgoing
16/04/2020 10:30	6	6	54.17	77.00	Incoming
16/04/2020 10:30	6	6	67.00	71.00	Outgoing
16/04/2020 10:00	3	3	56.67	72.00	Incoming
16/04/2020 10:00	6	6	67.00	107.00	Outgoing
16/04/2020 09:30	8	8	56.50	73.00	Incoming
16/04/2020 09:30	4	4	57.50	89.00	Outgoing
16/04/2020 09:00	4	4	48.50	75.00	Incoming
16/04/2020 09:00	2	2	59.50	62.00	Outgoing
16/04/2020 08:30	6	6	52.83	67.00	Incoming
16/04/2020 08:30	5	5	64.00	78.00	Outgoing
16/04/2020 08:00	3	3	74.33	83.00	Incoming
16/04/2020 08:00	4	4	58.75	67.00	Outgoing
16/04/2020 07:30	5	5	54.00	68.00	Incoming
16/04/2020 07:30	6	6	63.33	80.00	Outgoing
16/04/2020 07:00	1	1	47.00	47.00	Incoming
16/04/2020 07:00	6	6	64.83	79.00	Outgoing
16/04/2020 06:30	4	4	54.75	70.00	Incoming
16/04/2020 06:30	5	5	50.80	60.00	Outgoing
16/04/2020 06:00	2	2	53.00	64.00	Incoming
16/04/2020 06:00	3	3	77.00	79.00	Outgoing
16/04/2020 05:30	4	4	64.00	66.00	Outgoing
16/04/2020 03:30	1	1	56.00	56.00	Incoming
16/04/2020 02:30	1	1	42.00	42.00	Outgoing
16/04/2020 02:00	1	1	75.00	75.00	Incoming
16/04/2020 01:00	1	1	76.00	76.00	Incoming
15/04/2020 23:30	1	1	54.00	54.00	Incoming
15/04/2020 23:00	1	1	61.00	61.00	Incoming
15/04/2020 21:30	1	1	53.00	53.00	Outgoing
15/04/2020 20:30	3	3	42.67	44.00	Incoming
15/04/2020 20:30	2	2	54.00	59.00	Outgoing
15/04/2020 20:00	4	4	52.75	54.00	Incoming
15/04/2020 20:00	1	1	75.00	75.00	Outgoing
15/04/2020 19:30	2	2	46.50	47.00	Incoming
15/04/2020 19:30	5	5	54.80	69.00	Outgoing
15/04/2020 19:00	3	3	61.33	75.00	Incoming
15/04/2020 19:00	5	5	66.40	75.00	Outgoing
15/04/2020 18:30	2	2	54.00	63.00	Incoming
15/04/2020 18:30	2	2	73.50	82.00	Outgoing
15/04/2020 18:00	3	3	52.67	60.00	Incoming
15/04/2020 18:00	5	5	69.40	91.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
15/04/2020 17:30	11	11	52.64	65.00	Incoming
15/04/2020 17:30	8	8	53.38	69.00	Outgoing
15/04/2020 17:00	7	7	56.57	78.00	Incoming
15/04/2020 17:00	6	6	70.67	78.00	Outgoing
15/04/2020 16:30	7	7	71.00	126.00	Incoming
15/04/2020 16:30	10	10	64.20	79.00	Outgoing
15/04/2020 16:00	6	6	46.33	50.00	Incoming
15/04/2020 16:00	7	7	53.71	70.00	Outgoing
15/04/2020 15:30	5	5	60.40	82.00	Incoming
15/04/2020 15:30	11	11	52.73	80.00	Outgoing
15/04/2020 15:00	3	3	53.33	67.00	Incoming
15/04/2020 15:00	3	3	52.67	65.00	Outgoing
15/04/2020 14:30	9	9	49.22	61.00	Incoming
15/04/2020 14:30	3	3	60.67	63.00	Outgoing
15/04/2020 14:00	8	8	54.38	94.00	Incoming
15/04/2020 14:00	5	5	51.60	62.00	Outgoing
15/04/2020 13:30	2	2	67.00	72.00	Incoming
15/04/2020 13:30	3	3	45.00	72.00	Outgoing
15/04/2020 13:00	6	6	49.33	64.00	Incoming
15/04/2020 13:00	5	5	69.20	78.00	Outgoing
15/04/2020 12:30	3	3	58.67	79.00	Incoming
15/04/2020 12:30	5	5	64.80	88.00	Outgoing
15/04/2020 12:00	7	7	54.57	68.00	Incoming
15/04/2020 12:00	6	6	57.00	64.00	Outgoing
15/04/2020 11:30	6	6	51.50	64.00	Incoming
15/04/2020 11:30	9	9	56.33	71.00	Outgoing
15/04/2020 11:00	3	3	56.33	68.00	Incoming
15/04/2020 11:00	18	18	66.89	83.00	Outgoing
15/04/2020 10:30	3	3	53.67	59.00	Incoming
15/04/2020 10:30	5	5	59.60	77.00	Outgoing
15/04/2020 10:00	9	9	46.89	54.00	Incoming
15/04/2020 10:00	10	10	61.80	72.00	Outgoing
15/04/2020 09:30	5	5	56.40	81.00	Incoming
15/04/2020 09:30	3	3	69.00	78.00	Outgoing
15/04/2020 09:00	7	7	52.00	62.00	Incoming
15/04/2020 09:00	3	3	57.33	68.00	Outgoing
15/04/2020 08:30	2	2	66.00	78.00	Incoming
15/04/2020 08:30	15	15	62.40	85.00	Outgoing
15/04/2020 08:00	4	4	55.25	77.00	Incoming
15/04/2020 08:00	5	5	64.40	87.00	Outgoing
15/04/2020 07:30	4	4	62.50	71.00	Incoming
15/04/2020 07:30	3	3	57.33	70.00	Outgoing
15/04/2020 07:00	5	5	61.20	75.00	Incoming
15/04/2020 07:00	3	3	69.33	85.00	Outgoing
15/04/2020 06:30	3	3	48.00	51.00	Incoming
15/04/2020 06:30	6	6	62.67	77.00	Outgoing
15/04/2020 06:00	2	2	57.50	59.00	Incoming
15/04/2020 06:00	4	4	62.50	83.00	Outgoing
15/04/2020 05:30	3	3	66.33	71.00	Outgoing
15/04/2020 01:30	1	1	73.00	73.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
15/04/2020 01:00	2	2	47.50	79.00	Incoming
15/04/2020 00:30	2	2	57.50	58.00	Outgoing
15/04/2020 00:00	1	1	39.00	39.00	Incoming
14/04/2020 23:00	1	1	44.00	44.00	Incoming
14/04/2020 22:30	1	1	49.00	49.00	Incoming
14/04/2020 22:00	1	1	63.00	63.00	Incoming
14/04/2020 22:00	1	1	54.00	54.00	Outgoing
14/04/2020 21:30	1	1	61.00	61.00	Outgoing
14/04/2020 20:30	2	2	50.00	57.00	Incoming
14/04/2020 20:30	1	1	66.00	66.00	Outgoing
14/04/2020 20:00	2	2	70.50	75.00	Incoming
14/04/2020 20:00	2	2	57.50	69.00	Outgoing
14/04/2020 19:30	3	3	48.67	69.00	Incoming
14/04/2020 19:30	1	1	57.00	57.00	Outgoing
14/04/2020 19:00	1	1	57.00	57.00	Incoming
14/04/2020 19:00	2	2	64.00	67.00	Outgoing
14/04/2020 18:30	2	2	46.50	47.00	Incoming
14/04/2020 18:30	6	6	59.17	67.00	Outgoing
14/04/2020 18:00	6	6	47.67	57.00	Incoming
14/04/2020 18:00	2	2	60.50	62.00	Outgoing
14/04/2020 17:30	15	15	47.87	85.00	Incoming
14/04/2020 17:30	4	4	67.00	84.00	Outgoing
14/04/2020 17:00	16	16	59.44	85.00	Incoming
14/04/2020 17:00	4	4	65.00	77.00	Outgoing
14/04/2020 16:30	8	8	47.38	53.00	Incoming
14/04/2020 16:30	10	10	61.40	80.00	Outgoing
14/04/2020 16:00	9	9	58.11	80.00	Incoming
14/04/2020 16:00	12	12	52.75	76.00	Outgoing
14/04/2020 15:30	6	6	49.50	75.00	Incoming
14/04/2020 15:30	5	5	51.00	77.00	Outgoing
14/04/2020 15:00	5	5	52.00	68.00	Incoming
14/04/2020 15:00	4	4	58.50	66.00	Outgoing
14/04/2020 14:30	8	8	50.00	67.00	Incoming
14/04/2020 14:30	6	6	63.17	76.00	Outgoing
14/04/2020 14:00	13	13	53.31	65.00	Incoming
14/04/2020 14:00	10	10	57.90	81.00	Outgoing
14/04/2020 13:30	3	3	62.33	70.00	Incoming
14/04/2020 13:30	7	7	66.57	76.00	Outgoing
14/04/2020 13:00	7	7	55.29	76.00	Incoming
14/04/2020 13:00	6	6	53.17	89.00	Outgoing
14/04/2020 12:30	6	6	57.50	66.00	Incoming
14/04/2020 12:30	8	8	66.38	80.00	Outgoing
14/04/2020 12:00	7	7	60.14	82.00	Incoming
14/04/2020 12:00	6	6	61.00	80.00	Outgoing
14/04/2020 11:30	6	6	56.50	66.00	Incoming
14/04/2020 11:30	6	6	61.50	84.00	Outgoing
14/04/2020 11:00	3	3	40.00	44.00	Incoming
14/04/2020 11:00	7	7	49.43	86.00	Outgoing
14/04/2020 10:30	3	3	42.00	45.00	Incoming
14/04/2020 10:30	6	6	54.17	58.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
14/04/2020 10:00	7	7	42.29	63.00	Incoming
14/04/2020 10:00	4	4	63.50	71.00	Outgoing
14/04/2020 09:30	5	5	48.40	61.00	Incoming
14/04/2020 09:30	6	6	64.17	71.00	Outgoing
14/04/2020 09:00	2	2	46.00	51.00	Incoming
14/04/2020 09:00	6	6	56.17	70.00	Outgoing
14/04/2020 08:30	5	5	43.40	52.00	Incoming
14/04/2020 08:30	4	4	54.25	66.00	Outgoing
14/04/2020 08:00	3	3	64.33	72.00	Incoming
14/04/2020 08:00	3	3	59.00	81.00	Outgoing
14/04/2020 07:30	3	3	61.67	70.00	Incoming
14/04/2020 07:30	4	4	64.75	70.00	Outgoing
14/04/2020 07:00	3	3	49.33	61.00	Incoming
14/04/2020 07:00	5	5	52.60	59.00	Outgoing
14/04/2020 06:30	6	6	52.67	73.00	Incoming
14/04/2020 06:30	4	4	69.75	88.00	Outgoing
14/04/2020 06:00	4	4	59.00	66.00	Incoming
14/04/2020 06:00	4	4	59.75	80.00	Outgoing
14/04/2020 05:30	1	1	92.00	92.00	Incoming
14/04/2020 05:30	3	3	68.00	75.00	Outgoing
14/04/2020 04:30	1	1	70.00	70.00	Incoming
14/04/2020 04:30	1	1	107.00	107.00	Outgoing
14/04/2020 01:30	1	1	68.00	68.00	Incoming
14/04/2020 00:00	1	1	44.00	44.00	Incoming
13/04/2020 21:00	1	1	46.00	46.00	Incoming
13/04/2020 21:00	1	1	51.00	51.00	Outgoing
13/04/2020 20:30	1	1	49.00	49.00	Incoming
13/04/2020 20:30	3	3	55.00	70.00	Outgoing
13/04/2020 20:00	2	2	52.00	88.00	Incoming
13/04/2020 20:00	1	1	49.00	49.00	Outgoing
13/04/2020 19:30	32	32	24.62	72.00	Incoming
13/04/2020 19:00	11	11	27.64	75.00	Incoming
13/04/2020 19:00	2	2	65.00	75.00	Outgoing
13/04/2020 18:30	4	4	51.00	57.00	Incoming
13/04/2020 18:00	6	6	49.50	62.00	Incoming
13/04/2020 18:00	3	3	66.33	80.00	Outgoing
13/04/2020 17:30	33	33	25.85	61.00	Incoming
13/04/2020 17:30	1	1	79.00	79.00	Outgoing
13/04/2020 17:00	17	17	23.53	60.00	Incoming
13/04/2020 17:00	5	5	62.00	73.00	Outgoing
13/04/2020 16:30	3	3	65.33	87.00	Incoming
13/04/2020 16:30	4	4	69.75	86.00	Outgoing
13/04/2020 16:00	3	3	35.00	44.00	Incoming
13/04/2020 16:00	11	11	65.09	78.00	Outgoing
13/04/2020 15:30	15	15	55.47	68.00	Incoming
13/04/2020 15:30	3	3	55.33	73.00	Outgoing
13/04/2020 15:00	5	5	59.80	68.00	Incoming
13/04/2020 15:00	3	3	63.00	71.00	Outgoing
13/04/2020 14:30	4	4	56.00	65.00	Incoming
13/04/2020 14:30	3	3	67.33	73.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
13/04/2020 14:00	6	6	54.00	60.00	Incoming
13/04/2020 13:30	9	9	32.44	65.00	Incoming
13/04/2020 13:30	8	8	57.00	77.00	Outgoing
13/04/2020 13:00	6	6	48.33	82.00	Incoming
13/04/2020 13:00	6	6	53.33	77.00	Outgoing
13/04/2020 12:30	6	6	52.00	81.00	Incoming
13/04/2020 12:30	5	5	59.60	66.00	Outgoing
13/04/2020 12:00	1	1	63.00	63.00	Incoming
13/04/2020 12:00	3	3	50.33	57.00	Outgoing
13/04/2020 11:30	3	3	53.33	63.00	Incoming
13/04/2020 11:30	2	2	47.00	71.00	Outgoing
13/04/2020 11:00	4	4	62.25	73.00	Incoming
13/04/2020 11:00	1	1	64.00	64.00	Outgoing
13/04/2020 10:30	3	3	41.00	43.00	Incoming
13/04/2020 10:30	9	9	57.00	88.00	Outgoing
13/04/2020 10:00	3	3	49.00	54.00	Incoming
13/04/2020 10:00	2	2	53.50	54.00	Outgoing
13/04/2020 09:30	2	2	55.00	56.00	Incoming
13/04/2020 09:30	10	10	64.60	82.00	Outgoing
13/04/2020 09:00	5	5	53.80	101.00	Incoming
13/04/2020 09:00	1	1	65.00	65.00	Outgoing
13/04/2020 08:30	7	7	47.14	54.00	Incoming
13/04/2020 08:30	4	4	61.50	72.00	Outgoing
13/04/2020 08:00	2	2	59.00	64.00	Incoming
13/04/2020 08:00	3	3	72.00	85.00	Outgoing
13/04/2020 07:30	4	4	58.00	68.00	Incoming
13/04/2020 07:30	7	7	48.43	79.00	Outgoing
13/04/2020 07:00	2	2	53.00	58.00	Incoming
13/04/2020 07:00	2	2	67.00	68.00	Outgoing
13/04/2020 06:30	2	2	63.00	74.00	Incoming
13/04/2020 06:30	5	5	51.80	75.00	Outgoing
13/04/2020 06:00	3	3	64.67	70.00	Incoming
13/04/2020 06:00	5	5	30.60	81.00	Outgoing
13/04/2020 05:30	3	3	67.67	75.00	Outgoing
13/04/2020 05:00	1	1	61.00	61.00	Outgoing
13/04/2020 04:30	2	2	17.00	17.00	Outgoing
13/04/2020 00:00	1	1	44.00	44.00	Incoming
12/04/2020 21:00	1	1	59.00	59.00	Incoming
12/04/2020 20:30	1	1	66.00	66.00	Incoming
12/04/2020 20:00	5	5	53.80	73.00	Incoming
12/04/2020 20:00	4	4	62.25	79.00	Outgoing
12/04/2020 19:30	2	2	74.00	75.00	Incoming
12/04/2020 19:30	3	3	68.00	73.00	Outgoing
12/04/2020 19:00	1	1	39.00	39.00	Incoming
12/04/2020 19:00	1	1	24.00	24.00	Outgoing
12/04/2020 18:30	1	1	36.00	36.00	Incoming
12/04/2020 18:30	2	2	61.00	81.00	Outgoing
12/04/2020 18:00	1	1	48.00	48.00	Incoming
12/04/2020 18:00	4	4	47.25	69.00	Outgoing
12/04/2020 17:30	3	3	57.33	64.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
12/04/2020 17:30	1	1	71.00	71.00	Outgoing
12/04/2020 17:00	6	6	55.17	87.00	Incoming
12/04/2020 17:00	2	2	71.50	77.00	Outgoing
12/04/2020 16:30	2	2	44.50	49.00	Incoming
12/04/2020 16:30	2	2	52.00	71.00	Outgoing
12/04/2020 16:00	4	4	54.75	69.00	Incoming
12/04/2020 16:00	5	5	64.00	71.00	Outgoing
12/04/2020 15:30	2	2	47.50	50.00	Incoming
12/04/2020 15:30	5	5	60.20	81.00	Outgoing
12/04/2020 15:00	2	2	55.50	66.00	Incoming
12/04/2020 15:00	5	5	59.40	77.00	Outgoing
12/04/2020 14:30	7	7	46.00	70.00	Incoming
12/04/2020 14:30	3	3	56.33	60.00	Outgoing
12/04/2020 14:00	1	1	22.00	22.00	Incoming
12/04/2020 14:00	2	2	57.00	66.00	Outgoing
12/04/2020 13:30	5	5	48.80	66.00	Incoming
12/04/2020 13:30	9	9	59.22	77.00	Outgoing
12/04/2020 13:00	3	3	55.67	74.00	Incoming
12/04/2020 13:00	7	7	58.86	75.00	Outgoing
12/04/2020 12:30	3	3	57.00	65.00	Incoming
12/04/2020 12:30	1	1	64.00	64.00	Outgoing
12/04/2020 12:00	4	4	49.50	55.00	Incoming
12/04/2020 12:00	5	5	57.60	82.00	Outgoing
12/04/2020 11:30	10	10	39.30	77.00	Incoming
12/04/2020 11:30	1	1	38.00	38.00	Outgoing
12/04/2020 11:00	2	2	45.00	45.00	Incoming
12/04/2020 11:00	7	7	49.43	72.00	Outgoing
12/04/2020 10:30	4	4	53.50	67.00	Incoming
12/04/2020 10:30	1	1	80.00	80.00	Outgoing
12/04/2020 10:00	3	3	54.67	65.00	Incoming
12/04/2020 10:00	8	8	67.88	95.00	Outgoing
12/04/2020 09:30	4	4	53.50	81.00	Incoming
12/04/2020 09:30	4	4	67.25	82.00	Outgoing
12/04/2020 09:00	3	3	38.67	40.00	Incoming
12/04/2020 08:30	1	1	64.00	64.00	Outgoing
12/04/2020 08:00	4	4	64.50	74.00	Incoming
12/04/2020 08:00	3	3	52.00	67.00	Outgoing
12/04/2020 07:30	1	1	45.00	45.00	Incoming
12/04/2020 07:00	1	1	53.00	53.00	Incoming
12/04/2020 07:00	2	2	57.50	61.00	Outgoing
12/04/2020 06:30	2	2	47.00	47.00	Incoming
12/04/2020 06:30	2	2	53.50	81.00	Outgoing
12/04/2020 06:00	1	1	68.00	68.00	Outgoing
12/04/2020 04:30	1	1	66.00	66.00	Outgoing
12/04/2020 02:00	1	1	37.00	37.00	Incoming
12/04/2020 00:30	1	1	67.00	67.00	Incoming
11/04/2020 22:30	2	2	68.50	71.00	Outgoing
11/04/2020 21:00	3	3	57.00	61.00	Incoming
11/04/2020 21:00	1	1	60.00	60.00	Outgoing
11/04/2020 20:30	2	2	52.50	53.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
11/04/2020 20:30	2	2	78.50	84.00	Outgoing
11/04/2020 20:00	1	1	45.00	45.00	Incoming
11/04/2020 20:00	1	1	41.00	41.00	Outgoing
11/04/2020 19:30	3	3	61.00	73.00	Incoming
11/04/2020 19:30	2	2	63.50	80.00	Outgoing
11/04/2020 19:00	3	3	39.00	43.00	Incoming
11/04/2020 19:00	2	2	68.00	81.00	Outgoing
11/04/2020 18:30	1	1	31.00	31.00	Incoming
11/04/2020 18:00	2	2	49.50	53.00	Incoming
11/04/2020 18:00	2	2	68.50	76.00	Outgoing
11/04/2020 17:30	5	5	67.60	86.00	Incoming
11/04/2020 17:30	3	3	54.00	58.00	Outgoing
11/04/2020 17:00	3	3	46.00	48.00	Incoming
11/04/2020 17:00	1	1	62.00	62.00	Outgoing
11/04/2020 16:30	7	7	59.71	87.00	Incoming
11/04/2020 16:30	5	5	65.60	71.00	Outgoing
11/04/2020 16:00	2	2	54.50	65.00	Incoming
11/04/2020 16:00	3	3	51.33	57.00	Outgoing
11/04/2020 15:30	6	6	58.00	64.00	Incoming
11/04/2020 15:30	3	3	65.33	79.00	Outgoing
11/04/2020 15:00	4	4	60.00	90.00	Incoming
11/04/2020 15:00	3	3	67.33	84.00	Outgoing
11/04/2020 14:30	7	7	64.57	93.00	Incoming
11/04/2020 14:30	3	3	58.33	68.00	Outgoing
11/04/2020 14:00	7	7	54.57	63.00	Incoming
11/04/2020 14:00	6	6	55.83	67.00	Outgoing
11/04/2020 13:30	6	6	49.33	62.00	Incoming
11/04/2020 13:30	7	7	59.14	76.00	Outgoing
11/04/2020 13:00	4	4	45.25	58.00	Incoming
11/04/2020 13:00	4	4	65.25	79.00	Outgoing
11/04/2020 12:30	3	3	69.67	81.00	Incoming
11/04/2020 12:30	6	6	67.00	114.00	Outgoing
11/04/2020 12:00	9	9	53.44	84.00	Incoming
11/04/2020 12:00	4	4	63.00	85.00	Outgoing
11/04/2020 11:30	4	4	43.75	49.00	Incoming
11/04/2020 11:30	3	3	56.00	64.00	Outgoing
11/04/2020 11:00	2	2	58.50	68.00	Incoming
11/04/2020 10:30	8	8	52.38	67.00	Incoming
11/04/2020 10:30	5	5	73.40	86.00	Outgoing
11/04/2020 10:00	9	9	51.33	76.00	Incoming
11/04/2020 10:00	6	6	62.67	69.00	Outgoing
11/04/2020 09:30	2	2	52.00	56.00	Incoming
11/04/2020 09:30	3	3	60.00	65.00	Outgoing
11/04/2020 09:00	4	4	54.00	66.00	Incoming
11/04/2020 09:00	4	4	53.75	62.00	Outgoing
11/04/2020 08:30	3	3	48.00	50.00	Incoming
11/04/2020 08:30	2	2	66.50	82.00	Outgoing
11/04/2020 08:00	3	3	65.33	80.00	Outgoing
11/04/2020 07:30	1	1	56.00	56.00	Incoming
11/04/2020 07:30	2	2	35.00	53.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
11/04/2020 07:00	3	3	66.00	71.00	Outgoing
11/04/2020 06:30	1	1	18.00	18.00	Incoming
11/04/2020 06:30	5	5	70.20	97.00	Outgoing
11/04/2020 06:00	1	1	19.00	19.00	Outgoing
11/04/2020 05:30	1	1	56.00	56.00	Outgoing
11/04/2020 04:30	2	2	66.00	73.00	Outgoing
11/04/2020 02:00	1	1	73.00	73.00	Incoming
11/04/2020 02:00	1	1	63.00	63.00	Outgoing
11/04/2020 01:30	2	2	46.50	60.00	Incoming
11/04/2020 00:00	1	1	41.00	41.00	Incoming
11/04/2020 00:00	1	1	67.00	67.00	Outgoing
10/04/2020 23:00	1	1	58.00	58.00	Incoming
10/04/2020 22:00	1	1	76.00	76.00	Outgoing
10/04/2020 21:00	2	2	57.50	94.00	Outgoing
10/04/2020 20:30	1	1	74.00	74.00	Incoming
10/04/2020 20:00	2	2	47.00	49.00	Incoming
10/04/2020 20:00	3	3	71.67	83.00	Outgoing
10/04/2020 19:30	2	2	55.50	70.00	Incoming
10/04/2020 19:30	4	4	59.00	67.00	Outgoing
10/04/2020 19:00	3	3	65.67	67.00	Incoming
10/04/2020 19:00	1	1	59.00	59.00	Outgoing
10/04/2020 18:30	1	1	46.00	46.00	Incoming
10/04/2020 18:30	1	1	86.00	86.00	Outgoing
10/04/2020 18:00	1	1	57.00	57.00	Incoming
10/04/2020 18:00	2	2	56.00	58.00	Outgoing
10/04/2020 17:30	3	3	70.00	72.00	Incoming
10/04/2020 17:30	1	1	50.00	50.00	Outgoing
10/04/2020 17:00	2	2	55.50	62.00	Incoming
10/04/2020 17:00	3	3	64.67	69.00	Outgoing
10/04/2020 16:30	5	5	66.40	73.00	Incoming
10/04/2020 16:30	4	4	64.75	79.00	Outgoing
10/04/2020 16:00	2	2	66.00	77.00	Incoming
10/04/2020 16:00	4	4	67.50	73.00	Outgoing
10/04/2020 15:30	2	2	46.50	53.00	Incoming
10/04/2020 15:30	1	1	54.00	54.00	Outgoing
10/04/2020 15:00	2	2	56.00	56.00	Incoming
10/04/2020 15:00	4	4	63.00	72.00	Outgoing
10/04/2020 14:30	5	5	50.40	73.00	Outgoing
10/04/2020 14:00	1	1	61.00	61.00	Incoming
10/04/2020 14:00	3	3	66.33	83.00	Outgoing
10/04/2020 13:30	1	1	50.00	50.00	Incoming
10/04/2020 13:30	2	2	78.00	87.00	Outgoing
10/04/2020 13:00	3	3	66.33	74.00	Incoming
10/04/2020 12:30	5	5	43.60	49.00	Incoming
10/04/2020 12:30	5	5	42.00	56.00	Outgoing
10/04/2020 12:00	1	1	64.00	64.00	Incoming
10/04/2020 11:30	5	5	52.80	60.00	Incoming
10/04/2020 11:30	2	2	65.50	78.00	Outgoing
10/04/2020 11:00	3	3	52.33	58.00	Incoming
10/04/2020 11:00	5	5	37.40	66.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
10/04/2020 10:30	4	4	42.75	59.00	Incoming
10/04/2020 10:00	3	3	45.67	57.00	Incoming
10/04/2020 09:30	3	3	47.00	49.00	Incoming
10/04/2020 09:30	2	2	70.50	76.00	Outgoing
10/04/2020 09:00	1	1	40.00	40.00	Incoming
10/04/2020 09:00	3	3	62.00	70.00	Outgoing
10/04/2020 08:30	1	1	67.00	67.00	Incoming
10/04/2020 08:30	2	2	74.50	84.00	Outgoing
10/04/2020 08:00	1	1	35.00	35.00	Incoming
10/04/2020 08:00	3	3	49.33	64.00	Outgoing
10/04/2020 07:30	1	1	49.00	49.00	Incoming
10/04/2020 07:30	3	3	53.67	73.00	Outgoing
10/04/2020 07:00	1	1	57.00	57.00	Incoming
10/04/2020 07:00	2	2	77.00	79.00	Outgoing
10/04/2020 06:30	1	1	55.00	55.00	Incoming
10/04/2020 06:30	2	2	74.50	80.00	Outgoing
10/04/2020 06:00	1	1	73.00	73.00	Incoming
10/04/2020 06:00	1	1	18.00	18.00	Outgoing
10/04/2020 05:30	1	1	113.00	113.00	Incoming
10/04/2020 00:00	1	1	41.00	41.00	Incoming
09/04/2020 23:30	2	2	70.50	95.00	Incoming
09/04/2020 23:00	1	1	62.00	62.00	Incoming
09/04/2020 23:00	3	3	67.67	70.00	Outgoing
09/04/2020 21:30	1	1	58.00	58.00	Incoming
09/04/2020 21:00	1	1	56.00	56.00	Incoming
09/04/2020 21:00	1	1	62.00	62.00	Outgoing
09/04/2020 20:30	2	2	41.00	43.00	Incoming
09/04/2020 20:30	1	1	21.00	21.00	Outgoing
09/04/2020 20:00	5	5	58.20	81.00	Incoming
09/04/2020 20:00	1	1	50.00	50.00	Outgoing
09/04/2020 19:30	6	6	50.67	66.00	Incoming
09/04/2020 19:00	2	2	45.50	49.00	Incoming
09/04/2020 19:00	6	6	70.33	95.00	Outgoing
09/04/2020 18:30	4	4	52.75	69.00	Incoming
09/04/2020 18:30	4	4	54.50	69.00	Outgoing
09/04/2020 18:00	1	1	48.00	48.00	Incoming
09/04/2020 18:00	1	1	72.00	72.00	Outgoing
09/04/2020 17:30	3	3	55.67	65.00	Incoming
09/04/2020 17:30	5	5	60.40	87.00	Outgoing
09/04/2020 17:00	8	8	56.88	81.00	Incoming
09/04/2020 17:00	7	7	72.43	84.00	Outgoing
09/04/2020 16:30	7	7	56.43	66.00	Incoming
09/04/2020 16:30	2	2	44.50	46.00	Outgoing
09/04/2020 16:00	2	2	50.50	60.00	Incoming
09/04/2020 16:00	7	7	63.43	80.00	Outgoing
09/04/2020 15:30	10	10	46.20	55.00	Incoming
09/04/2020 15:30	3	3	77.00	83.00	Outgoing
09/04/2020 15:00	4	4	52.50	75.00	Incoming
09/04/2020 15:00	4	4	62.25	71.00	Outgoing
09/04/2020 14:30	7	7	44.00	70.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
09/04/2020 14:30	3	3	73.67	85.00	Outgoing
09/04/2020 14:00	8	8	51.50	63.00	Incoming
09/04/2020 14:00	4	4	61.00	73.00	Outgoing
09/04/2020 13:30	4	4	56.25	64.00	Incoming
09/04/2020 13:30	3	3	71.00	86.00	Outgoing
09/04/2020 13:00	3	3	48.67	65.00	Incoming
09/04/2020 13:00	7	7	65.43	81.00	Outgoing
09/04/2020 12:30	3	3	63.67	69.00	Incoming
09/04/2020 12:30	9	9	78.33	116.00	Outgoing
09/04/2020 12:00	4	4	59.50	73.00	Incoming
09/04/2020 12:00	4	4	46.25	76.00	Outgoing
09/04/2020 11:30	4	4	54.00	70.00	Incoming
09/04/2020 11:30	2	2	62.00	65.00	Outgoing
09/04/2020 11:00	9	9	53.11	68.00	Incoming
09/04/2020 11:00	6	6	51.00	77.00	Outgoing
09/04/2020 10:30	10	10	52.40	67.00	Incoming
09/04/2020 10:30	5	5	57.00	77.00	Outgoing
09/04/2020 10:00	2	2	55.50	66.00	Incoming
09/04/2020 10:00	8	8	59.88	89.00	Outgoing
09/04/2020 09:30	1	1	44.00	44.00	Incoming
09/04/2020 09:30	10	10	47.20	83.00	Outgoing
09/04/2020 09:00	7	7	46.14	52.00	Incoming
09/04/2020 09:00	5	5	62.20	78.00	Outgoing
09/04/2020 08:30	1	1	73.00	73.00	Incoming
09/04/2020 08:30	4	4	70.75	90.00	Outgoing
09/04/2020 08:00	8	8	46.25	57.00	Incoming
09/04/2020 08:00	6	6	62.67	79.00	Outgoing
09/04/2020 07:30	6	6	56.83	64.00	Incoming
09/04/2020 07:30	5	5	54.20	66.00	Outgoing
09/04/2020 07:00	8	8	62.88	86.00	Outgoing
09/04/2020 06:30	5	5	57.00	72.00	Incoming
09/04/2020 06:30	3	3	62.00	63.00	Outgoing
09/04/2020 06:00	1	1	58.00	58.00	Incoming
09/04/2020 06:00	1	1	84.00	84.00	Outgoing
09/04/2020 05:30	4	4	71.25	83.00	Outgoing
09/04/2020 02:00	1	1	69.00	69.00	Incoming
09/04/2020 01:30	1	1	18.00	18.00	Outgoing
09/04/2020 00:00	1	1	42.00	42.00	Incoming
08/04/2020 21:30	2	2	65.00	65.00	Outgoing
08/04/2020 21:00	1	1	37.00	37.00	Incoming
08/04/2020 21:00	1	1	63.00	63.00	Outgoing
08/04/2020 20:30	3	3	51.00	52.00	Incoming
08/04/2020 20:00	3	3	51.33	55.00	Incoming
08/04/2020 20:00	1	1	45.00	45.00	Outgoing
08/04/2020 19:30	4	4	49.25	63.00	Incoming
08/04/2020 19:00	5	5	46.00	57.00	Incoming
08/04/2020 19:00	2	2	55.50	67.00	Outgoing
08/04/2020 18:30	5	5	53.80	65.00	Incoming
08/04/2020 18:30	2	2	67.00	72.00	Outgoing
08/04/2020 18:00	4	4	55.50	68.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
08/04/2020 18:00	7	7	59.43	82.00	Outgoing
08/04/2020 17:30	9	9	58.00	79.00	Incoming
08/04/2020 17:30	5	5	68.60	85.00	Outgoing
08/04/2020 17:00	6	6	48.00	74.00	Incoming
08/04/2020 17:00	5	5	60.80	77.00	Outgoing
08/04/2020 16:30	3	3	60.33	71.00	Incoming
08/04/2020 16:30	8	8	54.38	76.00	Outgoing
08/04/2020 16:00	11	11	51.27	69.00	Incoming
08/04/2020 16:00	4	4	53.00	69.00	Outgoing
08/04/2020 15:30	2	2	59.00	66.00	Incoming
08/04/2020 15:30	9	9	63.33	80.00	Outgoing
08/04/2020 15:00	8	8	61.12	100.00	Incoming
08/04/2020 15:00	4	4	57.50	79.00	Outgoing
08/04/2020 14:30	9	9	46.89	71.00	Incoming
08/04/2020 14:30	6	6	55.50	64.00	Outgoing
08/04/2020 14:00	6	6	52.67	86.00	Incoming
08/04/2020 14:00	6	6	55.00	70.00	Outgoing
08/04/2020 13:30	5	5	49.20	70.00	Incoming
08/04/2020 13:30	7	7	61.43	77.00	Outgoing
08/04/2020 13:00	3	3	53.33	62.00	Incoming
08/04/2020 13:00	3	3	54.33	68.00	Outgoing
08/04/2020 12:30	1	1	57.00	57.00	Incoming
08/04/2020 12:30	5	5	66.80	82.00	Outgoing
08/04/2020 12:00	1	1	45.00	45.00	Incoming
08/04/2020 12:00	5	5	52.20	73.00	Outgoing
08/04/2020 11:30	3	3	51.33	64.00	Incoming
08/04/2020 11:30	5	5	61.00	74.00	Outgoing
08/04/2020 11:00	6	6	49.00	53.00	Incoming
08/04/2020 11:00	6	6	53.17	62.00	Outgoing
08/04/2020 10:30	5	5	49.40	58.00	Incoming
08/04/2020 10:30	9	9	52.78	70.00	Outgoing
08/04/2020 10:00	4	4	63.25	71.00	Incoming
08/04/2020 10:00	6	6	67.50	78.00	Outgoing
08/04/2020 09:30	3	3	45.00	70.00	Incoming
08/04/2020 09:30	6	6	45.67	66.00	Outgoing
08/04/2020 09:00	9	9	45.78	55.00	Incoming
08/04/2020 09:00	5	5	63.60	74.00	Outgoing
08/04/2020 08:30	4	4	49.25	54.00	Incoming
08/04/2020 08:30	10	10	62.00	87.00	Outgoing
08/04/2020 08:00	4	4	56.50	70.00	Incoming
08/04/2020 08:00	4	4	63.75	82.00	Outgoing
08/04/2020 07:30	14	14	55.86	70.00	Incoming
08/04/2020 07:30	5	5	63.80	74.00	Outgoing
08/04/2020 07:00	6	6	52.50	63.00	Incoming
08/04/2020 07:00	3	3	63.00	71.00	Outgoing
08/04/2020 06:30	7	7	51.57	69.00	Incoming
08/04/2020 06:30	6	6	60.50	72.00	Outgoing
08/04/2020 06:00	7	7	57.71	67.00	Incoming
08/04/2020 06:00	4	4	60.25	83.00	Outgoing
08/04/2020 05:30	2	2	69.00	70.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
08/04/2020 02:00	2	2	67.00	78.00	Incoming
08/04/2020 00:30	1	1	45.00	45.00	Outgoing
07/04/2020 22:00	1	1	81.00	81.00	Incoming
07/04/2020 21:30	1	1	75.00	75.00	Outgoing
07/04/2020 21:00	1	1	69.00	69.00	Incoming
07/04/2020 20:30	2	2	46.50	48.00	Incoming
07/04/2020 20:30	1	1	57.00	57.00	Outgoing
07/04/2020 20:00	1	1	81.00	81.00	Outgoing
07/04/2020 19:30	7	7	51.57	73.00	Incoming
07/04/2020 19:30	1	1	67.00	67.00	Outgoing
07/04/2020 19:00	1	1	45.00	45.00	Incoming
07/04/2020 19:00	3	3	68.67	75.00	Outgoing
07/04/2020 18:30	1	1	45.00	45.00	Incoming
07/04/2020 18:30	2	2	73.00	78.00	Outgoing
07/04/2020 18:00	5	5	61.80	86.00	Incoming
07/04/2020 18:00	4	4	52.75	79.00	Outgoing
07/04/2020 17:30	6	6	54.67	71.00	Incoming
07/04/2020 17:30	4	4	66.00	74.00	Outgoing
07/04/2020 17:00	6	6	52.00	68.00	Incoming
07/04/2020 17:00	2	2	88.50	95.00	Outgoing
07/04/2020 16:30	7	7	53.14	63.00	Incoming
07/04/2020 16:30	11	11	50.91	68.00	Outgoing
07/04/2020 16:00	14	14	50.93	82.00	Incoming
07/04/2020 16:00	6	6	57.83	70.00	Outgoing
07/04/2020 15:30	3	3	49.67	52.00	Incoming
07/04/2020 15:30	5	5	55.00	73.00	Outgoing
07/04/2020 15:00	4	4	58.75	64.00	Incoming
07/04/2020 15:00	3	3	59.33	71.00	Outgoing
07/04/2020 14:30	4	4	52.00	70.00	Incoming
07/04/2020 14:30	7	7	57.57	74.00	Outgoing
07/04/2020 14:00	9	9	51.56	89.00	Incoming
07/04/2020 14:00	6	6	45.67	61.00	Outgoing
07/04/2020 13:30	10	10	52.50	71.00	Incoming
07/04/2020 13:30	3	3	47.00	58.00	Outgoing
07/04/2020 13:00	5	5	48.40	56.00	Incoming
07/04/2020 13:00	6	6	66.50	78.00	Outgoing
07/04/2020 12:30	7	7	48.86	61.00	Incoming
07/04/2020 12:30	12	12	53.67	72.00	Outgoing
07/04/2020 12:00	5	5	48.80	71.00	Incoming
07/04/2020 12:00	7	7	54.43	89.00	Outgoing
07/04/2020 11:30	5	5	57.40	62.00	Incoming
07/04/2020 11:30	7	7	55.86	74.00	Outgoing
07/04/2020 11:00	3	3	45.67	49.00	Incoming
07/04/2020 11:00	2	2	60.00	67.00	Outgoing
07/04/2020 10:30	5	5	49.20	54.00	Incoming
07/04/2020 10:30	4	4	69.25	88.00	Outgoing
07/04/2020 10:00	1	1	38.00	38.00	Incoming
07/04/2020 10:00	7	7	55.00	75.00	Outgoing
07/04/2020 09:30	5	5	50.00	60.00	Incoming
07/04/2020 09:00	4	4	51.50	64.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
07/04/2020 09:00	2	2	69.50	78.00	Outgoing
07/04/2020 08:30	4	4	59.00	66.00	Incoming
07/04/2020 08:30	4	4	64.75	71.00	Outgoing
07/04/2020 08:00	6	6	44.83	62.00	Incoming
07/04/2020 08:00	5	5	61.20	73.00	Outgoing
07/04/2020 07:30	3	3	52.00	56.00	Incoming
07/04/2020 07:30	7	7	66.00	77.00	Outgoing
07/04/2020 07:00	3	3	52.00	59.00	Incoming
07/04/2020 07:00	11	11	61.36	82.00	Outgoing
07/04/2020 06:30	4	4	54.50	59.00	Incoming
07/04/2020 06:30	1	1	48.00	48.00	Outgoing
07/04/2020 06:00	2	2	59.50	62.00	Incoming
07/04/2020 06:00	3	3	51.33	70.00	Outgoing
07/04/2020 05:30	3	3	65.67	74.00	Outgoing
07/04/2020 04:30	1	1	74.00	74.00	Outgoing
07/04/2020 02:30	1	1	40.00	40.00	Incoming
07/04/2020 01:30	1	1	52.00	52.00	Incoming
06/04/2020 22:00	2	2	51.50	52.00	Incoming
06/04/2020 21:30	1	1	67.00	67.00	Outgoing
06/04/2020 21:00	1	1	61.00	61.00	Incoming
06/04/2020 21:00	2	2	48.00	51.00	Outgoing
06/04/2020 20:30	3	3	50.33	59.00	Incoming
06/04/2020 20:00	2	2	56.50	70.00	Outgoing
06/04/2020 19:30	3	3	54.00	70.00	Incoming
06/04/2020 19:00	3	3	38.67	42.00	Incoming
06/04/2020 19:00	1	1	76.00	76.00	Outgoing
06/04/2020 18:30	1	1	60.00	60.00	Incoming
06/04/2020 18:30	2	2	57.50	71.00	Outgoing
06/04/2020 18:00	3	3	43.67	49.00	Incoming
06/04/2020 18:00	4	4	61.00	76.00	Outgoing
06/04/2020 17:30	12	12	57.08	92.00	Incoming
06/04/2020 17:30	4	4	73.25	85.00	Outgoing
06/04/2020 17:00	10	10	55.70	68.00	Incoming
06/04/2020 17:00	3	3	60.00	68.00	Outgoing
06/04/2020 16:30	3	3	54.67	61.00	Incoming
06/04/2020 16:30	4	4	58.00	72.00	Outgoing
06/04/2020 16:00	7	7	55.14	77.00	Incoming
06/04/2020 16:00	9	9	56.00	71.00	Outgoing
06/04/2020 15:30	3	3	69.00	75.00	Incoming
06/04/2020 15:30	4	4	70.25	79.00	Outgoing
06/04/2020 15:00	6	6	58.17	76.00	Incoming
06/04/2020 15:00	4	4	53.25	71.00	Outgoing
06/04/2020 14:30	10	10	50.70	75.00	Incoming
06/04/2020 14:30	6	6	57.00	77.00	Outgoing
06/04/2020 14:00	7	7	41.57	61.00	Incoming
06/04/2020 14:00	8	8	63.00	88.00	Outgoing
06/04/2020 13:30	5	5	55.00	61.00	Incoming
06/04/2020 13:30	5	5	53.40	59.00	Outgoing
06/04/2020 13:00	3	3	61.33	70.00	Incoming
06/04/2020 13:00	9	9	62.33	76.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
06/04/2020 12:30	6	6	44.00	59.00	Incoming
06/04/2020 12:30	3	3	60.00	76.00	Outgoing
06/04/2020 12:00	4	4	48.00	67.00	Incoming
06/04/2020 12:00	7	7	56.86	74.00	Outgoing
06/04/2020 11:30	10	10	44.80	61.00	Incoming
06/04/2020 11:30	1	1	74.00	74.00	Outgoing
06/04/2020 11:00	6	6	54.50	69.00	Incoming
06/04/2020 11:00	2	2	73.00	77.00	Outgoing
06/04/2020 10:30	1	1	51.00	51.00	Incoming
06/04/2020 10:30	11	11	55.64	84.00	Outgoing
06/04/2020 10:00	4	4	59.25	86.00	Incoming
06/04/2020 10:00	13	13	60.46	68.00	Outgoing

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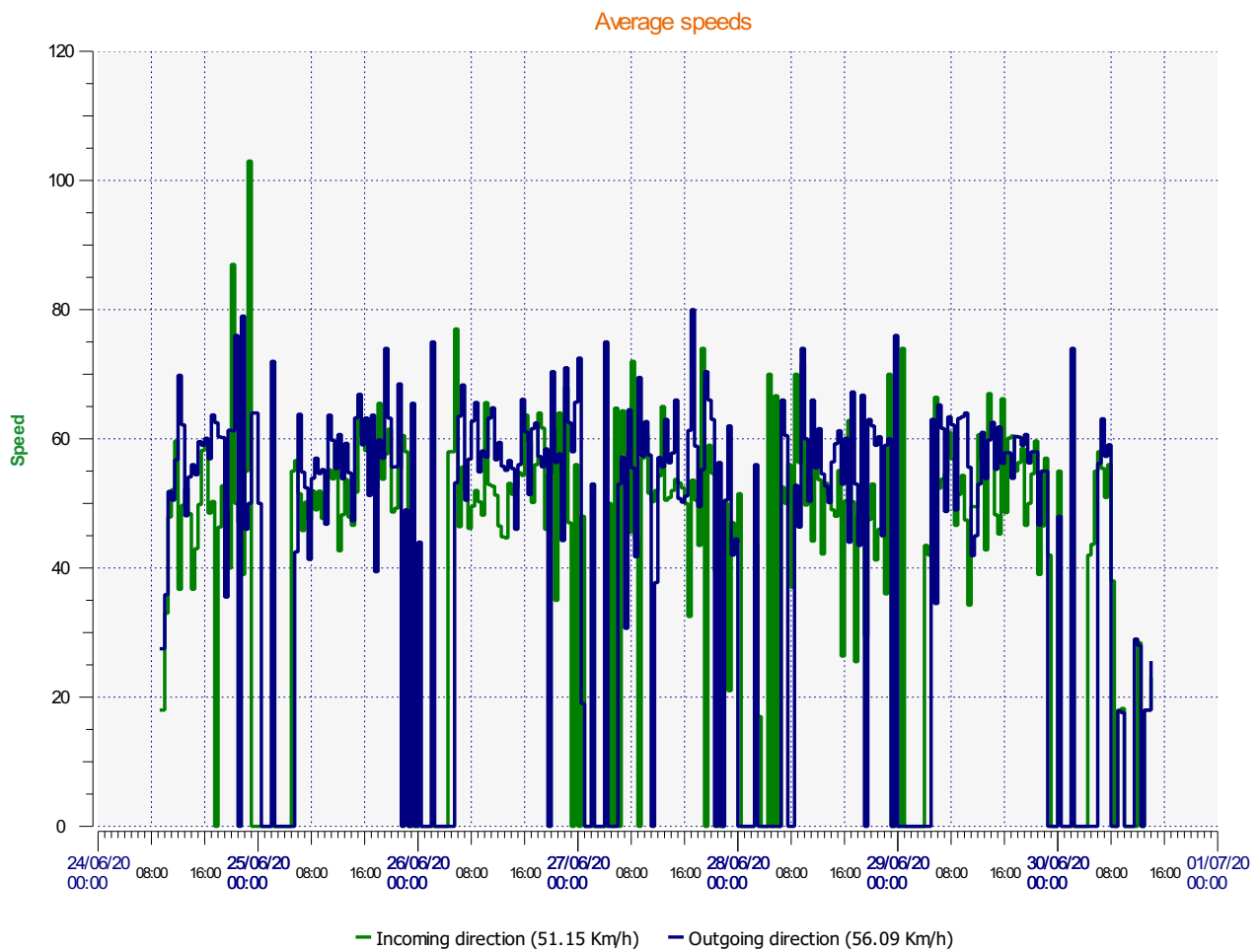
Start date: Wednesday, June 24, 2020 9:30 AM
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:

Reference : Speed radar sign 8th road june 2020.pdf

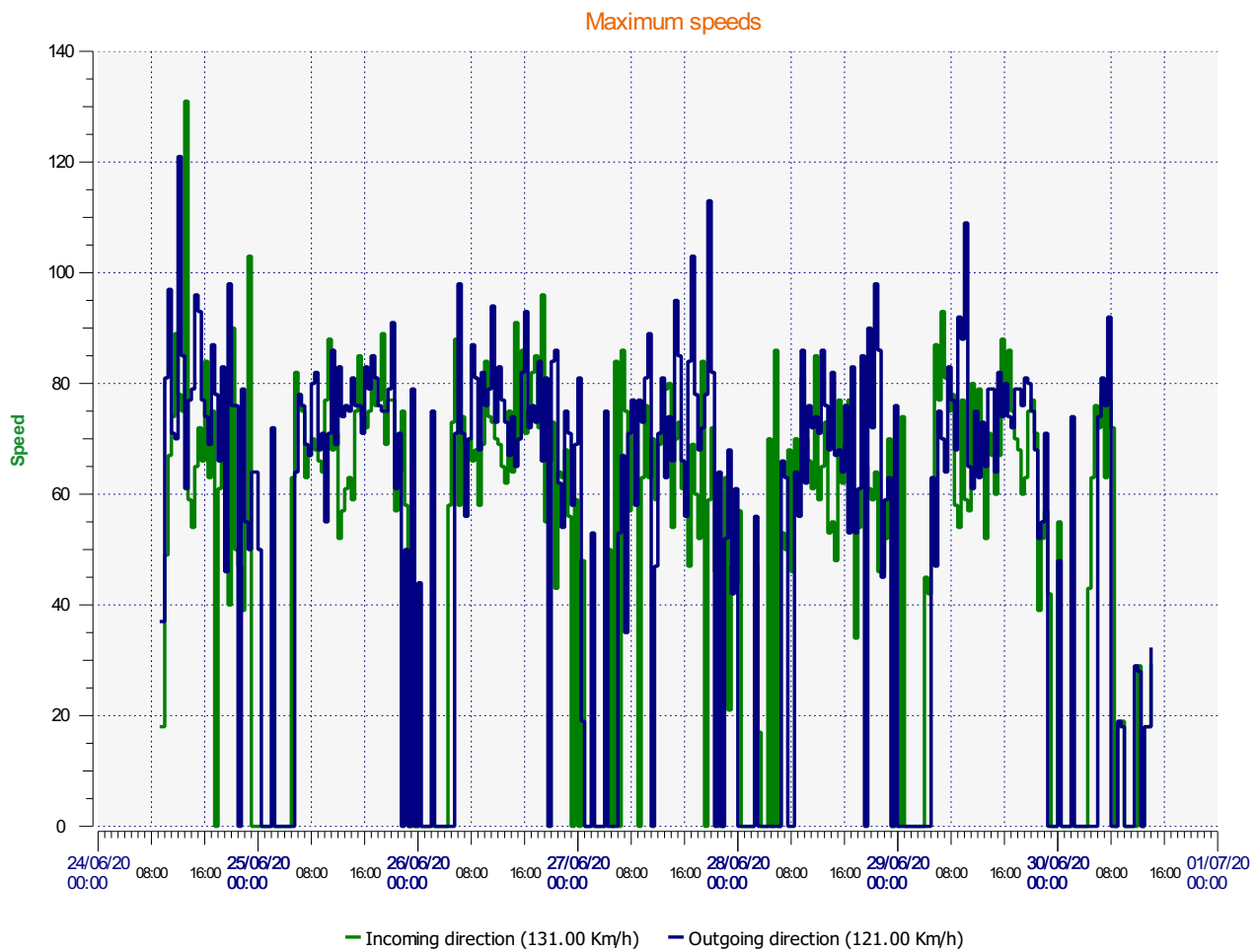
Page 1 on 17



Start date: Wednesday, June 24, 2020 9:30 AM
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:



Start date: Wednesday, June 24, 2020 9:30 AM

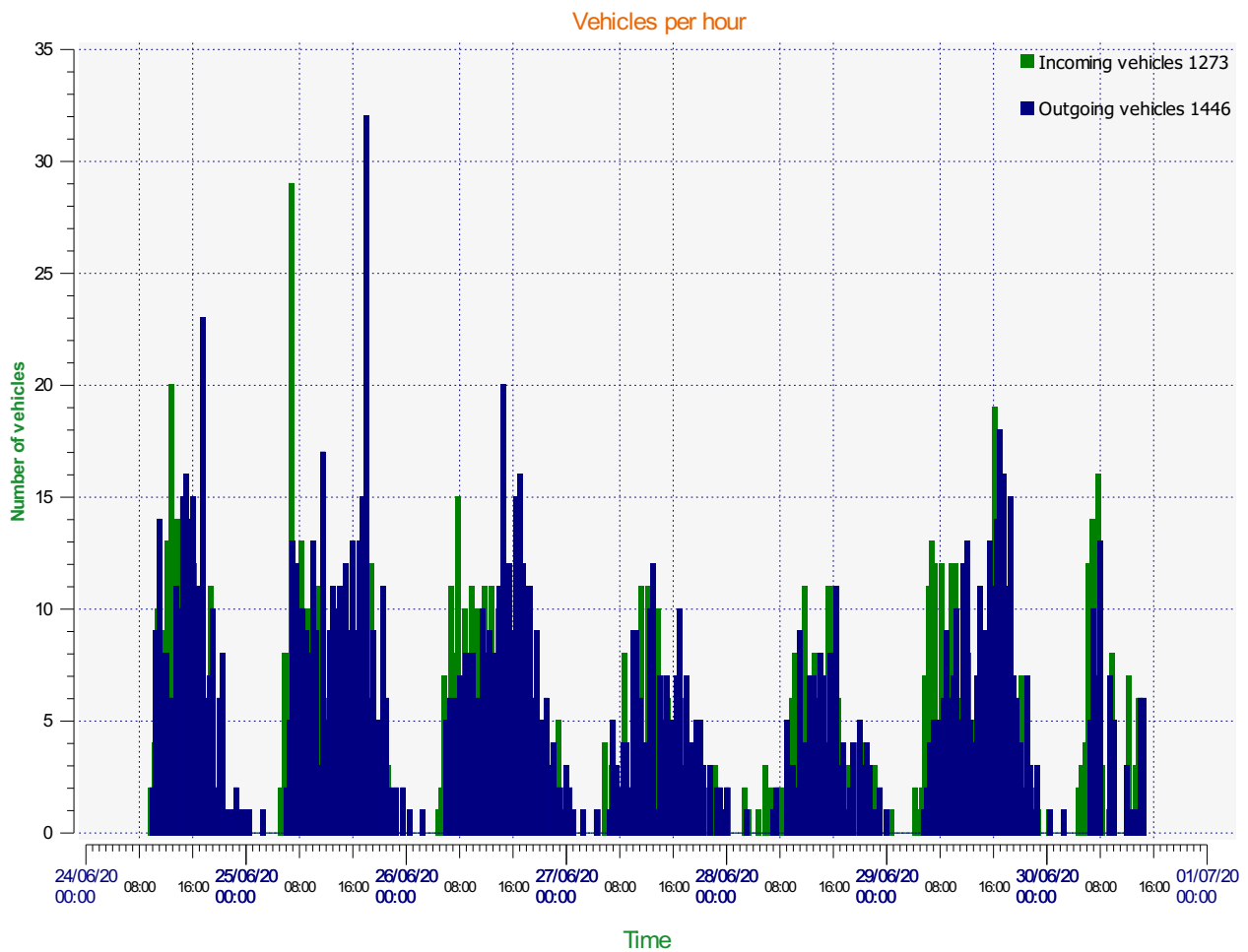
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:

Reference : Speed radar sign 8th road june 2020.pdf

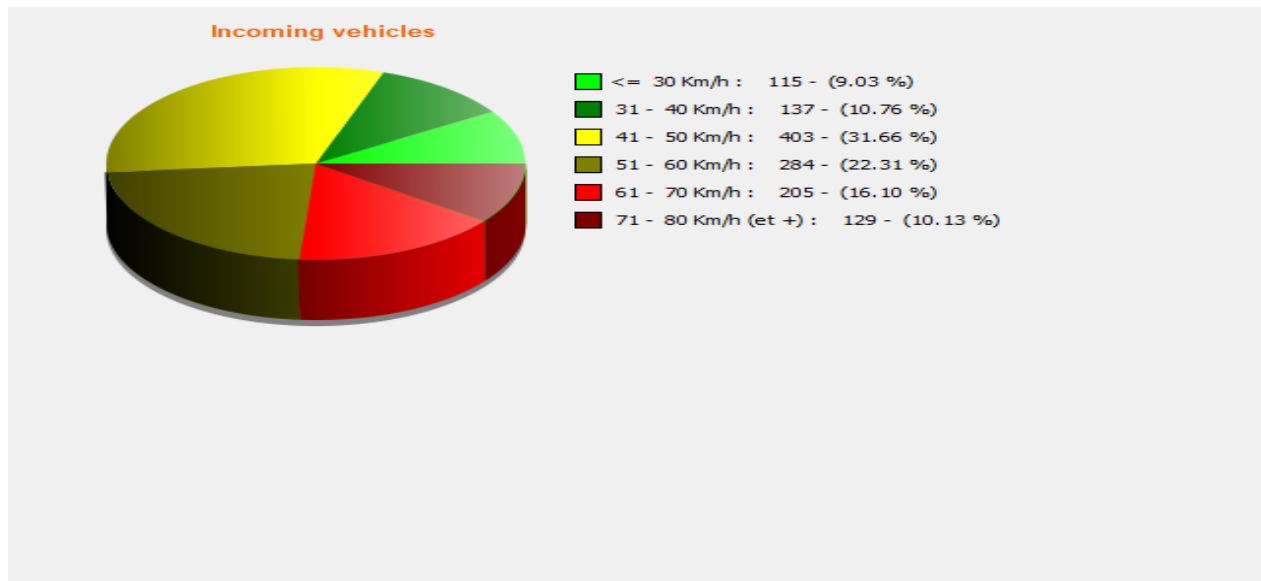
Page 3 on 17



Start date: Wednesday, June 24, 2020 9:30 AM
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:

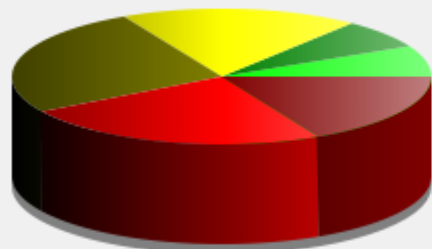





Start date: Wednesday, June 24, 2020 9:30 AM
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:

Outgoing vehicles

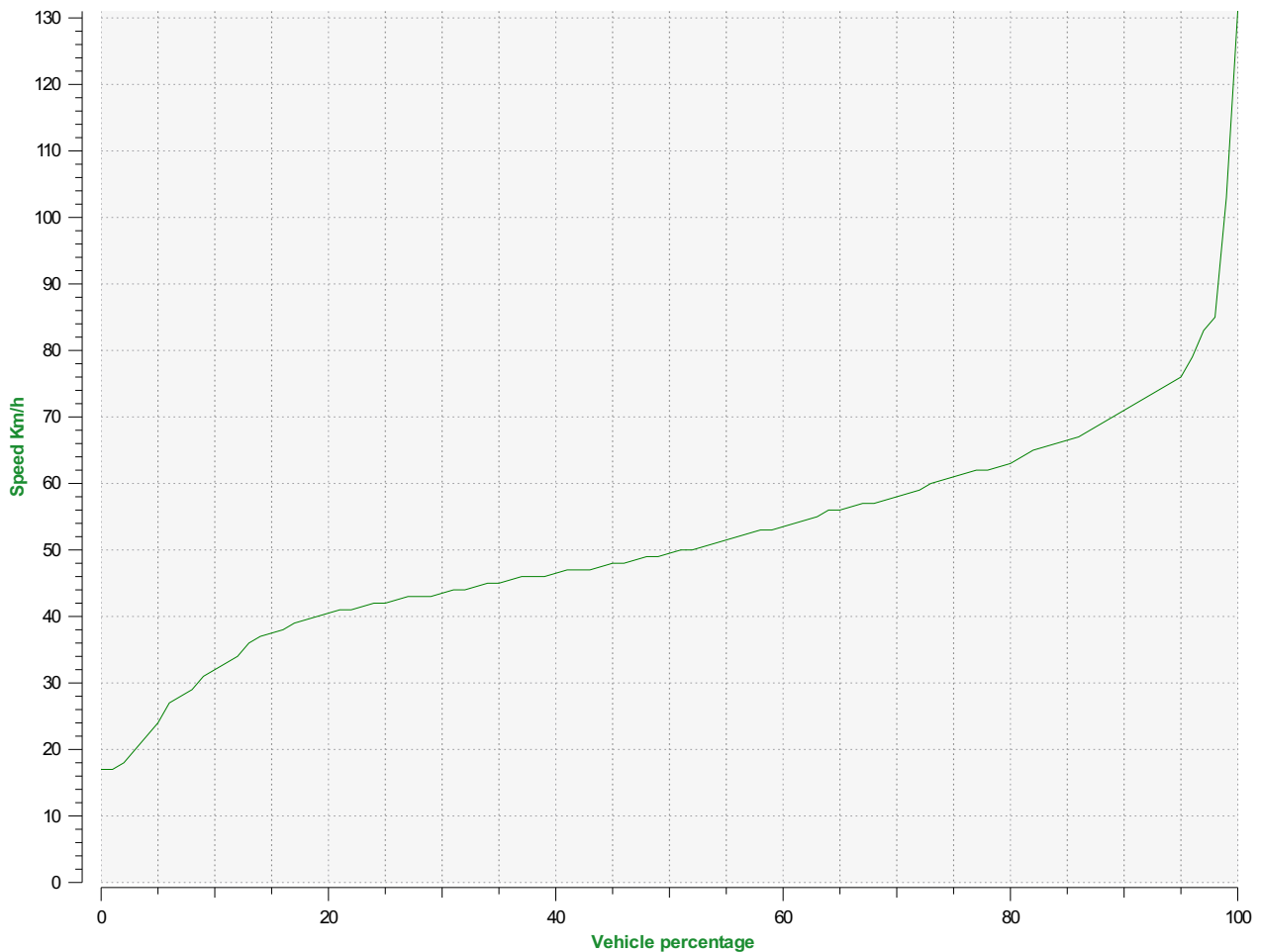


	<= 30 Km/h :	107 - (7.40 %)
	31 - 40 Km/h :	101 - (6.98 %)
	41 - 50 Km/h :	265 - (18.33 %)
	51 - 60 Km/h :	375 - (25.93 %)
	61 - 70 Km/h :	347 - (24.00 %)
	71 - 80 Km/h (et +) :	251 - (17.36 %)

Start date: Wednesday, June 24, 2020 9:30 AM
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:



Speed percentiles (incoming)

V30: 43.00Km/h **V50:** 49.00Km/h **V85:** 66.00Km/h

Start date: Wednesday, June 24, 2020 9:30 AM

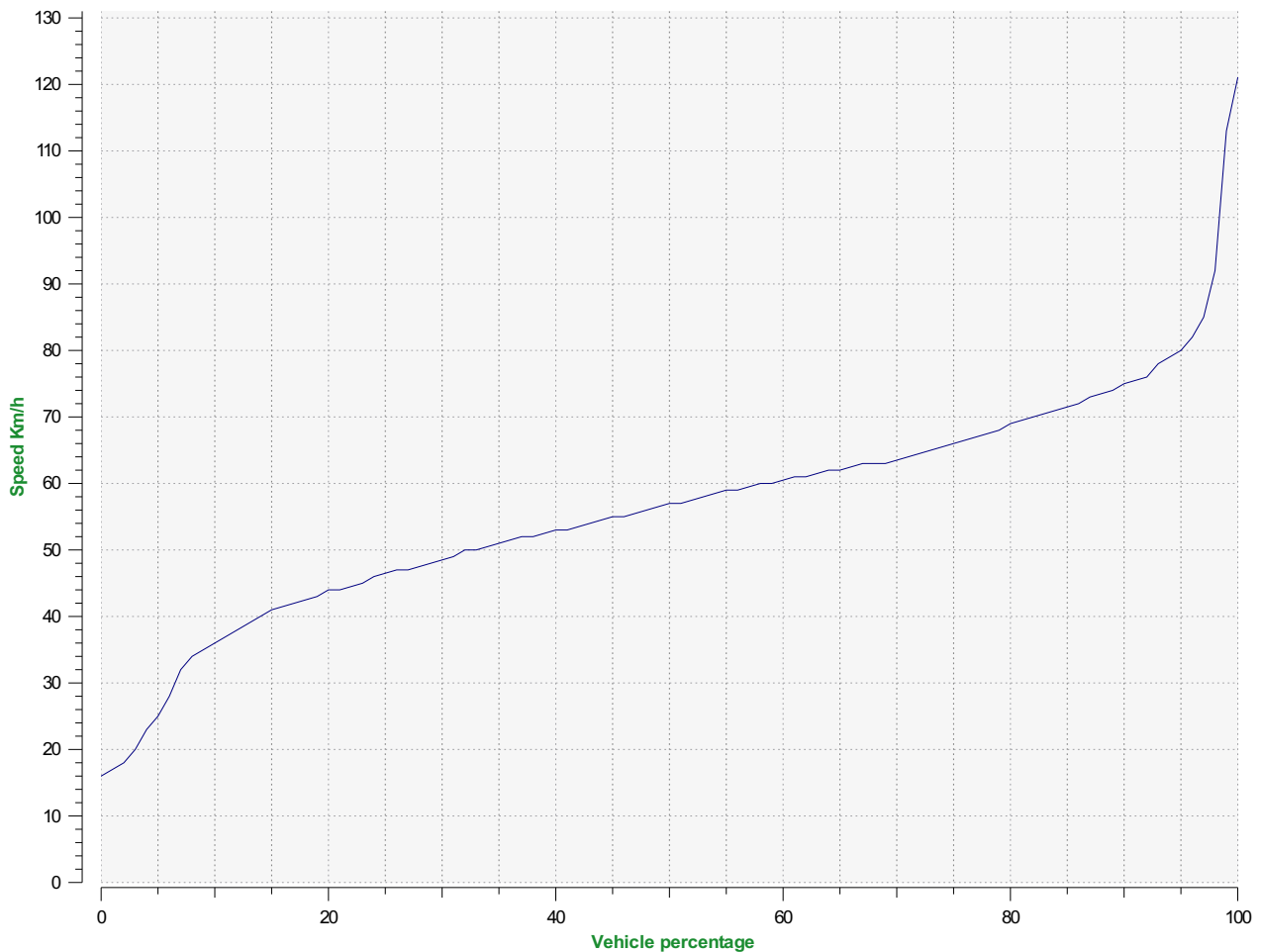
End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:

Reference : Speed radar sign 8th road june 2020.pdf

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Speed percentile(outgoing)

V30: 48.00Km/h **V50:** 57.00Km/h **V85:** 71.00Km/h

Start date: Wednesday, June 24, 2020 9:30 AM

End date: Tuesday, June 30, 2020 2:00 PM

Location:

Comments:

Reference : Speed radar sign 8th road june 2020.pdf

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Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
30/06/2020 14:00	4	4	22.75	29.00	Incoming
30/06/2020 14:00	6	6	25.33	32.00	Outgoing
30/06/2020 13:30	6	6	18.00	18.00	Incoming
30/06/2020 13:30	6	6	18.00	18.00	Outgoing
30/06/2020 13:00	3	3	18.00	18.00	Incoming
30/06/2020 13:00	1	1	18.00	18.00	Outgoing
30/06/2020 12:00	7	7	28.43	29.00	Incoming
30/06/2020 12:00	1	1	28.00	28.00	Outgoing
30/06/2020 11:30	3	3	29.00	29.00	Outgoing
30/06/2020 09:30	8	8	18.25	19.00	Incoming
30/06/2020 09:30	5	5	17.60	18.00	Outgoing
30/06/2020 09:00	1	1	18.00	18.00	Incoming
30/06/2020 09:00	7	7	17.86	19.00	Outgoing
30/06/2020 08:00	3	3	38.00	72.00	Incoming
30/06/2020 07:30	13	13	59.08	92.00	Outgoing
30/06/2020 07:30	16	16	56.00	77.00	Incoming
30/06/2020 07:00	13	13	50.92	63.00	Incoming
30/06/2020 07:00	7	7	57.29	76.00	Outgoing
30/06/2020 06:30	14	14	55.43	78.00	Incoming
30/06/2020 06:30	10	10	63.10	81.00	Outgoing
30/06/2020 06:00	12	12	58.00	72.00	Incoming
30/06/2020 06:00	5	5	56.20	74.00	Outgoing
30/06/2020 05:30	4	4	55.00	76.00	Incoming
30/06/2020 05:00	3	3	43.67	63.00	Incoming
30/06/2020 04:30	2	2	42.00	43.00	Incoming
30/06/2020 02:00	1	1	74.00	74.00	Outgoing
30/06/2020 00:00	1	1	55.00	55.00	Incoming
30/06/2020 00:00	1	1	48.00	48.00	Outgoing
29/06/2020 22:30	1	1	42.00	42.00	Incoming
29/06/2020 22:00	3	3	55.00	71.00	Outgoing
29/06/2020 22:00	1	1	57.00	57.00	Incoming
29/06/2020 21:30	2	2	46.50	52.00	Incoming
29/06/2020 21:30	1	1	55.00	55.00	Outgoing
29/06/2020 21:00	1	1	39.00	39.00	Incoming
29/06/2020 21:00	3	3	46.67	52.00	Outgoing
29/06/2020 20:30	3	3	59.67	71.00	Incoming
29/06/2020 20:30	7	7	58.00	68.00	Outgoing
29/06/2020 20:00	7	7	54.57	77.00	Incoming
29/06/2020 20:00	2	2	58.00	75.00	Outgoing
29/06/2020 19:30	5	5	50.00	75.00	Incoming
29/06/2020 19:30	4	4	56.25	80.00	Outgoing
29/06/2020 19:00	5	5	46.60	63.00	Incoming
29/06/2020 19:00	6	6	60.67	81.00	Outgoing
29/06/2020 18:30	2	2	58.50	60.00	Incoming
29/06/2020 18:30	7	7	59.00	76.00	Outgoing
29/06/2020 18:00	3	3	56.33	68.00	Incoming
29/06/2020 18:00	15	15	60.27	79.00	Outgoing
29/06/2020 17:30	4	4	55.00	70.00	Incoming
29/06/2020 17:30	11	11	60.36	79.00	Outgoing
29/06/2020 17:00	9	9	60.44	75.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
29/06/2020 17:00	16	16	53.88	72.00	Outgoing
29/06/2020 16:30	8	8	60.12	86.00	Incoming
29/06/2020 16:30	18	18	57.83	74.00	Outgoing
29/06/2020 16:00	19	19	48.58	77.00	Incoming
29/06/2020 16:00	14	14	57.86	80.00	Outgoing
29/06/2020 15:30	5	5	66.20	88.00	Incoming
29/06/2020 15:30	11	11	56.18	74.00	Outgoing
29/06/2020 15:00	8	8	45.25	67.00	Incoming
29/06/2020 15:00	13	13	61.85	82.00	Outgoing
29/06/2020 14:30	9	9	48.22	60.00	Incoming
29/06/2020 14:30	7	7	55.29	64.00	Outgoing
29/06/2020 14:00	2	2	60.50	67.00	Incoming
29/06/2020 14:00	9	9	62.56	79.00	Outgoing
29/06/2020 13:30	4	4	67.00	71.00	Incoming
29/06/2020 13:30	11	11	59.82	79.00	Outgoing
29/06/2020 13:00	5	5	42.80	52.00	Incoming
29/06/2020 13:00	7	7	53.86	65.00	Outgoing
29/06/2020 12:30	5	5	56.80	67.00	Incoming
29/06/2020 12:30	4	4	61.00	73.00	Outgoing
29/06/2020 12:00	8	8	60.62	79.00	Incoming
29/06/2020 12:00	5	5	53.00	63.00	Outgoing
29/06/2020 11:30	8	8	49.50	66.00	Incoming
29/06/2020 11:30	13	13	45.00	75.00	Outgoing
29/06/2020 11:00	6	6	49.50	80.00	Incoming
29/06/2020 11:00	12	12	41.92	61.00	Outgoing
29/06/2020 10:30	4	4	34.25	57.00	Incoming
29/06/2020 10:30	5	5	55.60	65.00	Outgoing
29/06/2020 10:00	12	12	47.42	59.00	Incoming
29/06/2020 10:00	10	10	64.00	109.00	Outgoing
29/06/2020 09:30	12	12	54.33	77.00	Incoming
29/06/2020 09:30	7	7	63.43	88.00	Outgoing
29/06/2020 09:00	5	5	51.40	54.00	Incoming
29/06/2020 09:00	6	6	63.17	92.00	Outgoing
29/06/2020 08:30	5	5	46.60	58.00	Incoming
29/06/2020 08:30	9	9	49.00	68.00	Outgoing
29/06/2020 08:00	12	12	56.92	78.00	Incoming
29/06/2020 08:00	6	6	62.17	77.00	Outgoing
29/06/2020 07:30	2	2	61.00	75.00	Incoming
29/06/2020 07:30	5	5	63.40	83.00	Outgoing
29/06/2020 07:00	12	12	54.58	81.00	Incoming
29/06/2020 07:00	4	4	48.75	64.00	Outgoing
29/06/2020 06:30	13	13	53.77	93.00	Incoming
29/06/2020 06:30	5	5	61.60	70.00	Outgoing
29/06/2020 06:00	11	11	52.36	77.00	Incoming
29/06/2020 06:00	4	4	65.25	75.00	Outgoing
29/06/2020 05:30	7	7	66.43	87.00	Incoming
29/06/2020 05:30	2	2	34.50	47.00	Outgoing
29/06/2020 05:00	2	2	59.00	60.00	Incoming
29/06/2020 05:00	1	1	63.00	63.00	Outgoing
29/06/2020 04:30	1	1	42.00	42.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
29/06/2020 04:00	2	2	43.50	45.00	Incoming
29/06/2020 00:30	1	1	74.00	74.00	Incoming
28/06/2020 23:30	1	1	76.00	76.00	Outgoing
28/06/2020 22:30	1	1	70.00	70.00	Incoming
28/06/2020 22:30	2	2	60.00	63.00	Outgoing
28/06/2020 22:00	3	3	36.00	52.00	Incoming
28/06/2020 22:00	1	1	59.00	59.00	Outgoing
28/06/2020 21:30	1	1	46.00	46.00	Incoming
28/06/2020 21:30	1	1	45.00	45.00	Outgoing
28/06/2020 21:00	1	1	46.00	46.00	Incoming
28/06/2020 21:00	3	3	60.33	86.00	Outgoing
28/06/2020 20:30	4	4	41.25	64.00	Incoming
28/06/2020 20:30	4	4	59.00	98.00	Outgoing
28/06/2020 20:00	3	3	53.00	59.00	Incoming
28/06/2020 20:00	3	3	62.00	72.00	Outgoing
28/06/2020 19:30	2	2	47.50	61.00	Incoming
28/06/2020 19:30	5	5	63.00	90.00	Outgoing
28/06/2020 19:00	4	4	29.50	65.00	Incoming
28/06/2020 18:30	4	4	66.75	85.00	Outgoing
28/06/2020 18:30	3	3	58.33	65.00	Incoming
28/06/2020 18:00	3	3	48.00	54.00	Incoming
28/06/2020 18:00	2	2	43.50	61.00	Outgoing
28/06/2020 17:30	2	2	25.50	34.00	Incoming
28/06/2020 17:30	1	1	53.00	53.00	Outgoing
28/06/2020 17:00	4	4	50.25	61.00	Incoming
28/06/2020 17:00	4	4	67.25	83.00	Outgoing
28/06/2020 16:30	6	6	62.83	77.00	Incoming
28/06/2020 16:30	3	3	44.00	53.00	Outgoing
28/06/2020 16:00	5	5	50.40	69.00	Incoming
28/06/2020 16:00	11	11	60.09	76.00	Outgoing
28/06/2020 15:30	11	11	26.36	62.00	Incoming
28/06/2020 15:30	7	7	53.00	64.00	Outgoing
28/06/2020 15:00	11	11	55.09	77.00	Incoming
28/06/2020 15:00	8	8	61.25	68.00	Outgoing
28/06/2020 14:30	1	1	48.00	48.00	Incoming
28/06/2020 14:30	4	4	59.25	67.00	Outgoing
28/06/2020 14:00	2	2	49.00	55.00	Incoming
28/06/2020 14:00	7	7	56.43	82.00	Outgoing
28/06/2020 13:30	3	3	51.33	53.00	Incoming
28/06/2020 13:30	8	8	50.12	68.00	Outgoing
28/06/2020 13:00	8	8	53.12	73.00	Incoming
28/06/2020 13:00	6	6	52.67	76.00	Outgoing
28/06/2020 12:30	6	6	42.17	65.00	Incoming
28/06/2020 12:30	7	7	54.57	86.00	Outgoing
28/06/2020 12:00	3	3	53.67	59.00	Incoming
28/06/2020 12:00	7	7	61.57	71.00	Outgoing
28/06/2020 11:30	11	11	56.91	85.00	Incoming
28/06/2020 11:30	4	4	55.50	74.00	Outgoing
28/06/2020 11:00	6	6	44.17	61.00	Incoming
28/06/2020 11:00	4	4	66.00	72.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
28/06/2020 10:30	6	6	54.00	66.00	Incoming
28/06/2020 10:30	9	9	50.33	76.00	Outgoing
28/06/2020 10:00	8	8	49.75	70.00	Incoming
28/06/2020 10:00	2	2	60.00	62.00	Outgoing
28/06/2020 09:30	6	6	71.50	81.00	Incoming
28/06/2020 09:30	3	3	74.00	86.00	Outgoing
28/06/2020 09:00	3	3	56.33	62.00	Incoming
28/06/2020 09:00	3	3	46.33	56.00	Outgoing
28/06/2020 08:30	1	1	70.00	70.00	Incoming
28/06/2020 08:30	5	5	52.80	64.00	Outgoing
28/06/2020 08:00	2	2	37.00	46.00	Incoming
28/06/2020 07:30	2	2	56.00	68.00	Incoming
28/06/2020 07:00	2	2	60.50	63.00	Outgoing
28/06/2020 07:00	1	1	50.00	50.00	Incoming
28/06/2020 06:30	2	2	52.50	53.00	Incoming
28/06/2020 06:30	1	1	66.00	66.00	Outgoing
28/06/2020 05:30	3	3	66.67	86.00	Incoming
28/06/2020 04:30	1	1	70.00	70.00	Incoming
28/06/2020 03:00	1	1	17.00	17.00	Incoming
28/06/2020 02:30	1	1	56.00	56.00	Outgoing
28/06/2020 02:30	2	2	43.50	47.00	Incoming
28/06/2020 00:00	2	2	51.50	57.00	Incoming
27/06/2020 23:30	2	2	44.50	61.00	Outgoing
27/06/2020 23:30	1	1	44.00	44.00	Incoming
27/06/2020 23:00	1	1	47.00	47.00	Incoming
27/06/2020 23:00	1	1	42.00	42.00	Outgoing
27/06/2020 22:30	1	1	21.00	21.00	Incoming
27/06/2020 22:30	2	2	62.00	68.00	Outgoing
27/06/2020 22:00	3	3	50.00	63.00	Incoming
27/06/2020 22:00	2	2	50.50	52.00	Outgoing
27/06/2020 21:00	3	3	56.33	64.00	Outgoing
27/06/2020 20:30	2	2	39.50	46.00	Incoming
27/06/2020 20:00	3	3	63.00	82.00	Outgoing
27/06/2020 20:00	3	3	54.67	72.00	Incoming
27/06/2020 19:30	1	1	59.00	59.00	Incoming
27/06/2020 19:30	5	5	66.00	113.00	Outgoing
27/06/2020 19:00	5	5	70.40	78.00	Outgoing
27/06/2020 18:30	2	2	74.00	84.00	Incoming
27/06/2020 18:30	4	4	55.25	72.00	Outgoing
27/06/2020 18:00	2	2	43.50	52.00	Incoming
27/06/2020 18:00	4	4	49.50	68.00	Outgoing
27/06/2020 17:30	6	6	50.50	60.00	Incoming
27/06/2020 17:30	7	7	58.86	78.00	Outgoing
27/06/2020 17:00	5	5	53.60	69.00	Incoming
27/06/2020 17:00	3	3	80.00	103.00	Outgoing
27/06/2020 16:30	4	4	32.50	47.00	Incoming
27/06/2020 16:30	10	10	61.30	84.00	Outgoing
27/06/2020 16:00	4	4	50.00	60.00	Incoming
27/06/2020 16:00	7	7	51.14	56.00	Outgoing
27/06/2020 15:30	5	5	52.40	61.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
27/06/2020 15:30	5	5	50.20	66.00	Outgoing
27/06/2020 15:00	6	6	53.17	73.00	Incoming
27/06/2020 15:00	4	4	50.75	85.00	Outgoing
27/06/2020 14:30	7	7	53.71	70.00	Incoming
27/06/2020 14:30	7	7	66.00	95.00	Outgoing
27/06/2020 14:00	5	5	52.00	54.00	Incoming
27/06/2020 14:00	5	5	57.80	66.00	Outgoing
27/06/2020 13:30	10	10	50.90	80.00	Incoming
27/06/2020 13:30	7	7	56.29	74.00	Outgoing
27/06/2020 13:00	6	6	50.50	79.00	Incoming
27/06/2020 13:00	1	1	63.00	63.00	Outgoing
27/06/2020 12:30	2	2	65.00	71.00	Incoming
27/06/2020 12:30	12	12	55.67	81.00	Outgoing
27/06/2020 12:00	11	11	54.27	69.00	Incoming
27/06/2020 12:00	10	10	57.10	71.00	Outgoing
27/06/2020 11:30	2	2	52.00	59.00	Incoming
27/06/2020 11:30	4	4	37.75	47.00	Outgoing
27/06/2020 11:00	11	11	50.27	70.00	Incoming
27/06/2020 10:30	6	6	57.50	89.00	Outgoing
27/06/2020 10:30	7	7	51.57	63.00	Incoming
27/06/2020 10:00	3	3	60.67	76.00	Incoming
27/06/2020 10:00	9	9	62.67	81.00	Outgoing
27/06/2020 09:30	2	2	57.00	63.00	Incoming
27/06/2020 09:30	9	9	57.33	73.00	Outgoing
27/06/2020 09:00	2	2	69.50	77.00	Outgoing
27/06/2020 08:30	8	8	44.50	74.00	Incoming
27/06/2020 08:30	4	4	41.75	58.00	Outgoing
27/06/2020 08:00	2	2	72.00	77.00	Incoming
27/06/2020 08:00	4	4	55.50	77.00	Outgoing
27/06/2020 07:30	2	2	45.50	57.00	Incoming
27/06/2020 07:30	2	2	64.50	71.00	Outgoing
27/06/2020 07:00	3	3	57.67	75.00	Incoming
27/06/2020 07:00	3	3	30.67	35.00	Outgoing
27/06/2020 06:30	3	3	64.33	86.00	Incoming
27/06/2020 06:30	5	5	57.20	67.00	Outgoing
27/06/2020 06:00	1	1	53.00	53.00	Outgoing
27/06/2020 05:30	4	4	64.75	84.00	Incoming
27/06/2020 04:30	1	1	50.00	50.00	Incoming
27/06/2020 04:00	1	1	75.00	75.00	Outgoing
27/06/2020 02:00	1	1	53.00	53.00	Outgoing
27/06/2020 00:30	1	1	48.00	48.00	Incoming
27/06/2020 00:30	1	1	19.00	19.00	Outgoing
27/06/2020 00:00	2	2	72.50	81.00	Outgoing
26/06/2020 23:30	2	2	56.00	59.00	Incoming
26/06/2020 23:30	3	3	65.67	69.00	Outgoing
26/06/2020 23:00	1	1	58.00	58.00	Outgoing
26/06/2020 22:30	5	5	47.00	56.00	Incoming
26/06/2020 22:30	2	2	62.50	71.00	Outgoing
26/06/2020 22:00	1	1	68.00	68.00	Incoming
26/06/2020 22:00	2	2	71.00	75.00	Outgoing

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
26/06/2020 21:30	2	2	55.00	63.00	Incoming
26/06/2020 21:30	4	4	44.25	54.00	Outgoing
26/06/2020 21:00	1	1	64.00	64.00	Incoming
26/06/2020 21:00	3	3	57.67	62.00	Outgoing
26/06/2020 20:30	3	3	35.00	43.00	Incoming
26/06/2020 20:30	6	6	56.33	86.00	Outgoing
26/06/2020 20:00	3	3	61.33	73.00	Incoming
26/06/2020 20:00	5	5	70.40	84.00	Outgoing
26/06/2020 19:30	2	2	54.50	66.00	Incoming
26/06/2020 19:00	9	9	58.44	81.00	Outgoing
26/06/2020 19:00	3	3	46.00	55.00	Incoming
26/06/2020 18:30	6	6	61.67	96.00	Incoming
26/06/2020 18:30	6	6	55.67	66.00	Outgoing
26/06/2020 18:00	2	2	64.00	72.00	Incoming
26/06/2020 18:00	11	11	57.27	84.00	Outgoing
26/06/2020 17:30	4	4	56.00	85.00	Incoming
26/06/2020 17:30	11	11	62.45	73.00	Outgoing
26/06/2020 17:00	7	7	50.14	82.00	Incoming
26/06/2020 17:00	12	12	61.58	76.00	Outgoing
26/06/2020 16:30	9	9	59.56	75.00	Incoming
26/06/2020 16:30	16	16	51.38	72.00	Outgoing
26/06/2020 16:00	3	3	63.67	71.00	Incoming
26/06/2020 16:00	15	15	61.07	93.00	Outgoing
26/06/2020 15:30	9	9	54.33	86.00	Incoming
26/06/2020 15:30	9	9	66.11	82.00	Outgoing
26/06/2020 15:00	8	8	54.75	70.00	Incoming
26/06/2020 15:00	12	12	56.00	70.00	Outgoing
26/06/2020 14:30	12	12	52.33	91.00	Incoming
26/06/2020 14:30	10	10	46.00	65.00	Outgoing
26/06/2020 14:00	5	5	51.40	64.00	Incoming
26/06/2020 14:00	20	20	55.40	74.00	Outgoing
26/06/2020 13:30	10	10	53.10	75.00	Incoming
26/06/2020 13:30	11	11	56.64	67.00	Outgoing
26/06/2020 13:00	6	6	44.67	62.00	Incoming
26/06/2020 13:00	8	8	55.12	73.00	Outgoing
26/06/2020 12:30	11	11	44.82	65.00	Incoming
26/06/2020 12:30	8	8	55.75	77.00	Outgoing
26/06/2020 12:00	6	6	46.50	69.00	Incoming
26/06/2020 12:00	9	9	59.44	83.00	Outgoing
26/06/2020 11:30	11	11	51.27	70.00	Incoming
26/06/2020 11:30	8	8	56.75	73.00	Outgoing
26/06/2020 11:00	9	9	52.67	73.00	Incoming
26/06/2020 11:00	10	10	64.80	94.00	Outgoing
26/06/2020 10:30	10	10	52.90	74.00	Incoming
26/06/2020 10:30	5	5	63.20	79.00	Outgoing
26/06/2020 10:00	5	5	65.60	84.00	Incoming
26/06/2020 10:00	6	6	57.17	76.00	Outgoing
26/06/2020 09:30	11	11	48.18	69.00	Incoming
26/06/2020 09:30	8	8	58.12	82.00	Outgoing
26/06/2020 09:00	4	4	50.25	58.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
26/06/2020 09:00	8	8	54.88	68.00	Outgoing
26/06/2020 08:30	10	10	52.00	68.00	Incoming
26/06/2020 08:30	8	8	65.62	81.00	Outgoing
26/06/2020 08:00	7	7	49.57	66.00	Incoming
26/06/2020 08:00	4	4	62.75	87.00	Outgoing
26/06/2020 07:30	15	15	46.13	70.00	Incoming
26/06/2020 07:30	7	7	56.86	70.00	Outgoing
26/06/2020 07:00	8	8	52.12	69.00	Incoming
26/06/2020 07:00	6	6	50.50	56.00	Outgoing
26/06/2020 06:30	11	11	55.64	74.00	Incoming
26/06/2020 06:30	3	3	68.33	71.00	Outgoing
26/06/2020 06:00	5	5	46.40	58.00	Incoming
26/06/2020 06:00	6	6	63.50	98.00	Outgoing
26/06/2020 05:30	7	7	77.00	88.00	Incoming
26/06/2020 05:30	5	5	53.20	71.00	Outgoing
26/06/2020 05:00	2	2	58.00	73.00	Incoming
26/06/2020 04:30	1	1	58.00	58.00	Incoming
26/06/2020 02:00	1	1	75.00	75.00	Outgoing
26/06/2020 00:00	1	1	44.00	44.00	Outgoing
25/06/2020 23:00	2	2	65.50	79.00	Outgoing
25/06/2020 22:00	1	1	58.00	58.00	Incoming
25/06/2020 22:00	2	2	49.00	50.00	Outgoing
25/06/2020 21:30	2	2	60.50	75.00	Incoming
25/06/2020 21:00	2	2	68.50	71.00	Outgoing
25/06/2020 21:00	3	3	55.33	64.00	Incoming
25/06/2020 20:30	4	4	49.25	57.00	Incoming
25/06/2020 20:30	6	6	55.67	61.00	Outgoing
25/06/2020 20:00	3	3	48.67	77.00	Incoming
25/06/2020 20:00	11	11	55.64	91.00	Outgoing
25/06/2020 19:30	4	4	61.50	77.00	Incoming
25/06/2020 19:30	5	5	63.20	79.00	Outgoing
25/06/2020 19:00	3	3	57.67	69.00	Incoming
25/06/2020 19:00	3	3	74.00	75.00	Outgoing
25/06/2020 18:30	12	12	53.75	89.00	Incoming
25/06/2020 18:30	9	9	57.00	75.00	Outgoing
25/06/2020 18:00	6	6	65.50	77.00	Incoming
25/06/2020 18:00	6	6	59.83	76.00	Outgoing
25/06/2020 17:30	6	6	52.33	76.00	Incoming
25/06/2020 17:30	32	32	39.44	81.00	Outgoing
25/06/2020 17:00	8	8	55.12	85.00	Incoming
25/06/2020 17:00	15	15	63.67	85.00	Outgoing
25/06/2020 16:30	5	5	60.80	75.00	Incoming
25/06/2020 16:30	13	13	51.23	79.00	Outgoing
25/06/2020 16:00	6	6	58.17	72.00	Incoming
25/06/2020 16:00	9	9	63.22	83.00	Outgoing
25/06/2020 15:30	5	5	60.40	74.00	Incoming
25/06/2020 15:30	13	13	59.08	71.00	Outgoing
25/06/2020 15:00	5	5	66.40	85.00	Incoming
25/06/2020 15:00	9	9	66.89	76.00	Outgoing
25/06/2020 14:30	8	8	51.75	75.00	Incoming

Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
25/06/2020 14:30	12	12	63.25	76.00	Outgoing
25/06/2020 14:00	5	5	46.60	59.00	Incoming
25/06/2020 14:00	10	10	47.30	81.00	Outgoing
25/06/2020 13:30	9	9	47.89	63.00	Incoming
25/06/2020 13:30	11	11	54.73	75.00	Outgoing
25/06/2020 13:00	3	3	53.67	61.00	Incoming
25/06/2020 13:00	10	10	59.30	76.00	Outgoing
25/06/2020 12:30	4	4	48.25	57.00	Incoming
25/06/2020 12:30	11	11	53.82	74.00	Outgoing
25/06/2020 12:00	6	6	42.67	52.00	Incoming
25/06/2020 12:00	9	9	60.67	83.00	Outgoing
25/06/2020 11:30	4	4	59.25	71.00	Incoming
25/06/2020 11:30	5	5	55.40	69.00	Outgoing
25/06/2020 11:00	10	10	53.80	68.00	Incoming
25/06/2020 11:00	17	17	59.76	86.00	Outgoing
25/06/2020 10:30	11	11	55.18	88.00	Incoming
25/06/2020 10:30	3	3	63.67	71.00	Outgoing
25/06/2020 10:00	10	10	51.70	77.00	Incoming
25/06/2020 10:00	9	9	46.78	55.00	Outgoing
25/06/2020 09:30	9	9	47.67	64.00	Incoming
25/06/2020 09:30	13	13	55.23	71.00	Outgoing
25/06/2020 09:00	10	10	51.90	66.00	Incoming
25/06/2020 09:00	8	8	54.62	68.00	Outgoing
25/06/2020 08:30	6	6	49.00	68.00	Incoming
25/06/2020 08:30	9	9	57.00	82.00	Outgoing
25/06/2020 08:00	13	13	51.92	70.00	Incoming
25/06/2020 08:00	10	10	53.90	80.00	Outgoing
25/06/2020 07:30	7	7	47.43	67.00	Incoming
25/06/2020 07:30	9	9	41.33	67.00	Outgoing
25/06/2020 07:00	10	10	50.20	63.00	Incoming
25/06/2020 07:00	12	12	52.42	69.00	Outgoing
25/06/2020 06:30	29	29	45.79	75.00	Incoming
25/06/2020 06:30	13	13	54.85	76.00	Outgoing
25/06/2020 06:00	8	8	51.50	78.00	Incoming
25/06/2020 06:00	5	5	63.80	78.00	Outgoing
25/06/2020 05:30	8	8	56.62	82.00	Incoming
25/06/2020 05:30	2	2	42.50	64.00	Outgoing
25/06/2020 05:00	2	2	55.00	63.00	Incoming
25/06/2020 02:00	1	1	72.00	72.00	Outgoing
25/06/2020 00:00	1	1	50.00	50.00	Outgoing
24/06/2020 23:30	1	1	64.00	64.00	Outgoing
24/06/2020 23:00	1	1	64.00	64.00	Outgoing
24/06/2020 22:30	1	1	103.00	103.00	Incoming
24/06/2020 22:30	1	1	50.00	50.00	Outgoing
24/06/2020 22:00	1	1	55.00	55.00	Incoming
24/06/2020 22:00	2	2	46.00	55.00	Outgoing
24/06/2020 21:30	1	1	39.00	39.00	Incoming
24/06/2020 21:30	1	1	79.00	79.00	Outgoing
24/06/2020 21:00	1	1	47.00	47.00	Incoming
24/06/2020 20:30	1	1	76.00	76.00	Outgoing

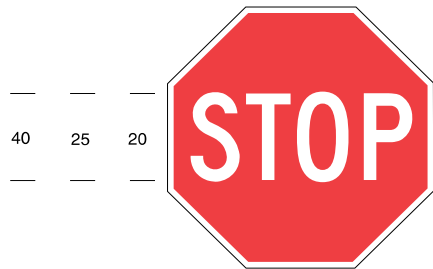
Measurements records

Date	Number of measurements	Number of vehicles	Average speed	Maximum speed	Direction
24/06/2020 20:30	1	1	50.00	50.00	Incoming
24/06/2020 20:00	2	2	87.00	90.00	Incoming
24/06/2020 20:00	8	8	61.25	76.00	Outgoing
24/06/2020 19:30	1	1	40.00	40.00	Incoming
24/06/2020 19:30	6	6	61.33	98.00	Outgoing
24/06/2020 19:00	2	2	49.00	54.00	Incoming
24/06/2020 19:00	2	2	35.50	46.00	Outgoing
24/06/2020 18:30	11	11	52.73	74.00	Incoming
24/06/2020 18:30	10	10	60.20	83.00	Outgoing
24/06/2020 18:00	3	3	46.33	61.00	Incoming
24/06/2020 18:00	7	7	60.29	66.00	Outgoing
24/06/2020 17:30	6	6	62.50	78.00	Outgoing
24/06/2020 17:00	10	10	50.30	75.00	Incoming
24/06/2020 17:00	23	23	63.70	87.00	Outgoing
24/06/2020 16:30	6	6	48.50	63.00	Incoming
24/06/2020 16:30	11	11	56.91	69.00	Outgoing
24/06/2020 16:00	12	12	59.75	84.00	Incoming
24/06/2020 16:00	11	11	60.09	74.00	Outgoing
24/06/2020 15:30	5	5	58.20	66.00	Incoming
24/06/2020 15:30	15	15	59.00	77.00	Outgoing
24/06/2020 15:00	12	12	49.83	72.00	Incoming
24/06/2020 15:00	14	14	59.57	93.00	Outgoing
24/06/2020 14:30	15	15	43.00	65.00	Incoming
24/06/2020 14:30	16	16	54.44	96.00	Outgoing
24/06/2020 14:00	7	7	36.71	54.00	Incoming
24/06/2020 14:00	15	15	56.00	79.00	Outgoing
24/06/2020 13:30	14	14	48.43	59.00	Incoming
24/06/2020 13:30	10	10	54.10	77.00	Outgoing
24/06/2020 13:00	12	12	52.33	131.00	Incoming
24/06/2020 13:00	11	11	48.09	61.00	Outgoing
24/06/2020 12:30	20	20	49.70	75.00	Incoming
24/06/2020 12:30	6	6	62.17	85.00	Outgoing
24/06/2020 12:00	13	13	36.69	78.00	Incoming
24/06/2020 12:00	6	6	69.83	121.00	Outgoing
24/06/2020 11:30	9	9	59.67	89.00	Incoming
24/06/2020 11:30	8	8	56.75	70.00	Outgoing
24/06/2020 11:00	9	9	52.11	74.00	Incoming
24/06/2020 11:00	8	8	50.50	71.00	Outgoing
24/06/2020 10:30	10	10	47.90	67.00	Incoming
24/06/2020 10:30	14	14	51.86	97.00	Outgoing
24/06/2020 10:00	4	4	33.00	49.00	Incoming
24/06/2020 10:00	9	9	35.89	81.00	Outgoing
24/06/2020 09:30	2	2	27.50	37.00	Outgoing
24/06/2020 09:30	2	2	18.00	18.00	Incoming

Appendix B: Ontario Traffic Manual

Regulatory Signs

2. STOP Sign



Ra-1	60 cm x 60 cm
Ra-101	75 cm x 75 cm
Ra-1101	120 cm x 120 cm
Font	Highway Gothic C
Colour	Legend & Border – White Reflective Background – Red Reflective

ALL-WAY Tab Sign



Ra-1t	15 cm x 30 cm
Font	Helvetica Bold Condensed
Colour	Legend & Border – Red Reflective Background – White Reflective

Purpose and Background

Where no traffic control device is present at an intersection of two roadways, the basic rules of the road apply. The Highway Traffic Act assigns priority to vehicles already within the intersection or, in the event two or more vehicles are approaching the intersection at approximately the same time, the Act requires the driver on the left to yield to the vehicle

on the right. A number of traffic control devices are available to assist in the allocation of right-of-way between vehicles in an intersection, increasing in level of control from a YIELD sign to a STOP sign up to full traffic signal control.

The purpose of the STOP sign is to clearly assign right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted or not yet installed and it has been determined that a YIELD sign is inadequate. The STOP sign requires the driver to stop the vehicle before entering the intersection, yield to any traffic in or approaching the intersection and then proceed when safe to do so.

The introduction of STOP sign control can reduce the frequency of certain types of collision (e.g. right-angle or turning), but also results in delay to motorists and may increase some other types of collision (e.g., rear-end). STOP signs should, therefore, not be used indiscriminately.

STOP signs must not be used on the same approach to an intersection where traffic control signals are operating, as the conflicting commands of two types of control devices would be confusing.

Portable or part-time STOP signs must not be used except in emergency or temporary situations, such as in conjunction with Traffic Control Persons or at intersections where traffic signals are inoperative.

STOP signs are not intended to be used as speed control devices. Their usage should be limited to the control of right-of-way conflicts.

In general, STOP signs should only be used where traffic engineering studies considering such factors as traffic speeds, traffic volumes, restricted sight lines and collision experience, indicate that the use of STOP signs is warranted.

Sign Types

The **standard size STOP sign (Ra-1)**, is the minimum size permitted, and may generally be used where the posted speed is 60 km/h or less.

The **oversize STOP sign (Ra-101)** should be used where the posted speed is 70 km/h or greater. This sign may also be installed at lower speed locations where the prevailing traffic conditions warrant greater visibility or emphasis, for example in complex visual environments where many signs and other devices compete for driver attention or at high traffic volume locations where drivers must concentrate more on the driving task.

Specific situations where the **oversize STOP sign (Ra-101)** must be used include:

- At the junction of two King's Highways in rural areas;
- At the junction of any public road with a King's Highway in rural areas;
- At the junction of two major County or Regional roads; or
- At freeway exit ramp terminals not controlled by traffic signals.

The **special oversize STOP sign (Ra-1101)** may be used in locations where two relatively major roads (e.g., King's Highway, Regional or County Roads) intersect, particularly in high speed rural locations where such an intersection may be unexpected, and at other locations where special emphasis is required.

In addition to the STOP sign, there are a number of other supplementary traffic control devices which may be considered, to provide added emphasis in selected circumstances.

On paved roads, the STOP sign may be supplemented with a **stop line**. For information on appropriate pavement markings, reference should be made to Book 11 (Markings and Delineation).

Where the presiding road authority has determined that an all-way stop (see below) is required, the STOP signs should be supplemented with an **ALL-WAY tab sign (Ra-1t)** directly below the STOP sign. The use of the TWO-WAY tab sign found in earlier editions of the MUTCD is not recommended, as it is ambiguous and could lead to confusion. Consistency and uniformity throughout Ontario in this practice will help distinguish all-way stop situations from conventional stop control, and facilitate driver understanding of what is required in each case.

Where necessary for increased emphasis, a supplementary **red flashing beacon** may be used to reinforce a STOP sign. Such flashing beacons may be installed overhead, within the intersection proper, or mounted directly above the STOP sign itself. For information regarding flashing beacons, refer to Book 12 (Traffic Signals).

In cases of restricted visibility or other special conditions affecting the STOP sign, a **STOP AHEAD sign (Wb-1)** may be required or recommended. For information regarding STOP AHEAD signs, refer to Book 6 (Warning Signs), Section 6.

Guidelines for Use

Stop Control

Where traffic signals are not warranted or installed, or are warranted but have not yet been installed, STOP signs should be considered as follows:

STOP signs must be used:

- At the intersection of two King's Highways; and

- At the intersection of a County or Regional road with a King's Highway in a rural area.

The use of STOP signs should be considered:

- At the intersection of a County or Regional road with a King's Highway in a built-up area;
- At the intersection of a city street or township road with a King's Highway;
- At the intersection of a minor street or road with a through street or highway;
- At unsignalized intersections in a signalized area, except where they would interfere with traffic signal progression;
- At intersections where the application of the normal right hand rule or yield control would be unduly hazardous; and
- At intersections which have experienced a record of collisions of the type which are susceptible to correction by STOP control (see stop collision warrant below).

Stop Collision Warrant

STOP sign control may be warranted where three or more right angle or turning collisions per year have occurred over a period of three years and methods of reducing the collision experience, such as sight line improvements, street lighting, parking prohibitions, enforcement, geometric revisions, or YIELD sign controls, have been tried or considered, and found to be inadequate.

All-way Stop Controls

In some circumstances, it may be appropriate to install STOP signs on all approaches to an intersection. This results in an all-way stop condition. All-way STOP sign controls disrupt the flow of traffic

and introduce delays to all drivers within the intersection and should only be considered at the intersection of two relatively equal roadways having similar traffic volume demand and operating characteristics (see minimum volume warrants below). The approaches should be directly opposing (i.e., not offset), should preferably approach at right angles (i.e., no skewed approaches) and have an equal number of lanes.

All-way stop controls should be considered only under the following situations:

- As an interim measure, where traffic control signals are warranted but cannot be implemented immediately. For information on traffic signal control, refer to Book 12 (Traffic Signals);
- At locations having a high collision frequency where less restrictive measures have been tried and found inadequate (see all-way stop collision warrant below); or
- As a means of providing a transition period to accustom drivers to a change in intersection right-of-way control from one direction to another. Installation under this warrant must be in conformance with the Amendment of Intersection Control, discussed under Special Considerations at the end of Section 2.

All-way Stop Minimum Volume Warrant (Arterial and Major Roads)

All-way stop control may be considered on major roads where the following conditions are met:

- The total vehicle volume on all intersection approaches exceeds 500 vehicles per hour for each of any eight hours of the day;

- The combined vehicular and pedestrian volume on the minor street exceeds 200 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours, with an average delay to traffic on the minor street (either vehicles or pedestrians wishing to enter the intersection) of greater than 30 seconds; and
- The volume split does not exceed 70/30. Volume on the major street is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.

*All-way Stop Minimum
Volume Warrant (Minor Roads)*

All-way stop control may be considered on minor roads where the following conditions are met:

- Total vehicle volume on all intersection approaches exceeds 350 for the highest hour recorded; and
- Volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume is defined as vehicles only.

All-way Stop Collision Warrant

For the purposes of this warrant, a high accident frequency is an average of four collisions per year over a three-year period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Included in this warrant are those locations where visibility problems exist which limit the safe approach speed to less than 15 km/h, thereby creating an unreasonable accident potential. Special advance warning or overhead flashing lights may be necessary to augment the control if vertical or horizontal alignment is a factor.

Inappropriate Use of All-way Stop Control

All-way stop controls should *not* be used under the following conditions:

- Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means;
- As a speed control device;
- On roads where progressive signal timing exists;
- On roads within urban areas having a posted speed limit in excess of 60 km/h;
- At intersections that are not roundabouts having less than three, or more than four, approaches;
- At intersections that are offset, poorly defined or geometrically substandard;
- On truck or bus routes, except in an industrial area or where two such routes cross;
- On multi-lane approaches where a parked or stopped vehicle on the right will obscure the STOP sign;
- Where traffic would be required to stop on grades;
- As a means of deterring the movement of through traffic in a residential area;

- Where visibility of the sign is hampered by curves or grades, and insufficient safe stopping distance exists; or
- Where any other traffic device controlling right-of-way is permanently in place within 250 m, with the exception of a YIELD sign.

Location Criteria

A STOP sign must be installed in accordance with the Regulations in order to be effective and enforceable.

The STOP sign must be installed on the right side of the roadway, facing traffic, no closer than 1.5 m and no further than 15 m from the edge of the intersecting roadway, unless it is clearly not practicable to locate the STOP sign closer to the intersection.

Within a city, town, village, police village or built-up area, the left edge of the STOP sign must be no more than 2 m from the edge of the roadway. In other (rural) areas, the left edge must be no more than 4 m and no less than 2 m from the edge of the roadway.

On divided highways and one-way roadways with visibility problems, a supplementary STOP sign should be installed on the left side of the roadway.

Where one roadway intersects another roadway at an acute angle, the STOP sign on the intersecting roadway should be turned or shielded so that motorists travelling on the higher priority roadway cannot read it.

Typical locations of STOP signs are illustrated in Figure 2.

Legal Status

Highway Traffic Act, Sections 136 and 137 (R.S.O. 1990) (STOP Sign).

Highway Traffic Act, Regulation 615, Sections 6 to 8, and Regulations 623 and 624 (R.R.O. 1990) (STOP Sign).

On roadways under the jurisdiction of a municipality, a municipal by-law is required before the STOP sign becomes enforceable.

Highway Traffic Act, Regulation 615, Section 10 (R.R.O. 1990) (ALL-WAY Tab Sign).

Minimum Sheeting Requirement

The signs must be Type III or IV as of January 1, 2002.

Type I is minimum requirement prior to the dates indicated.

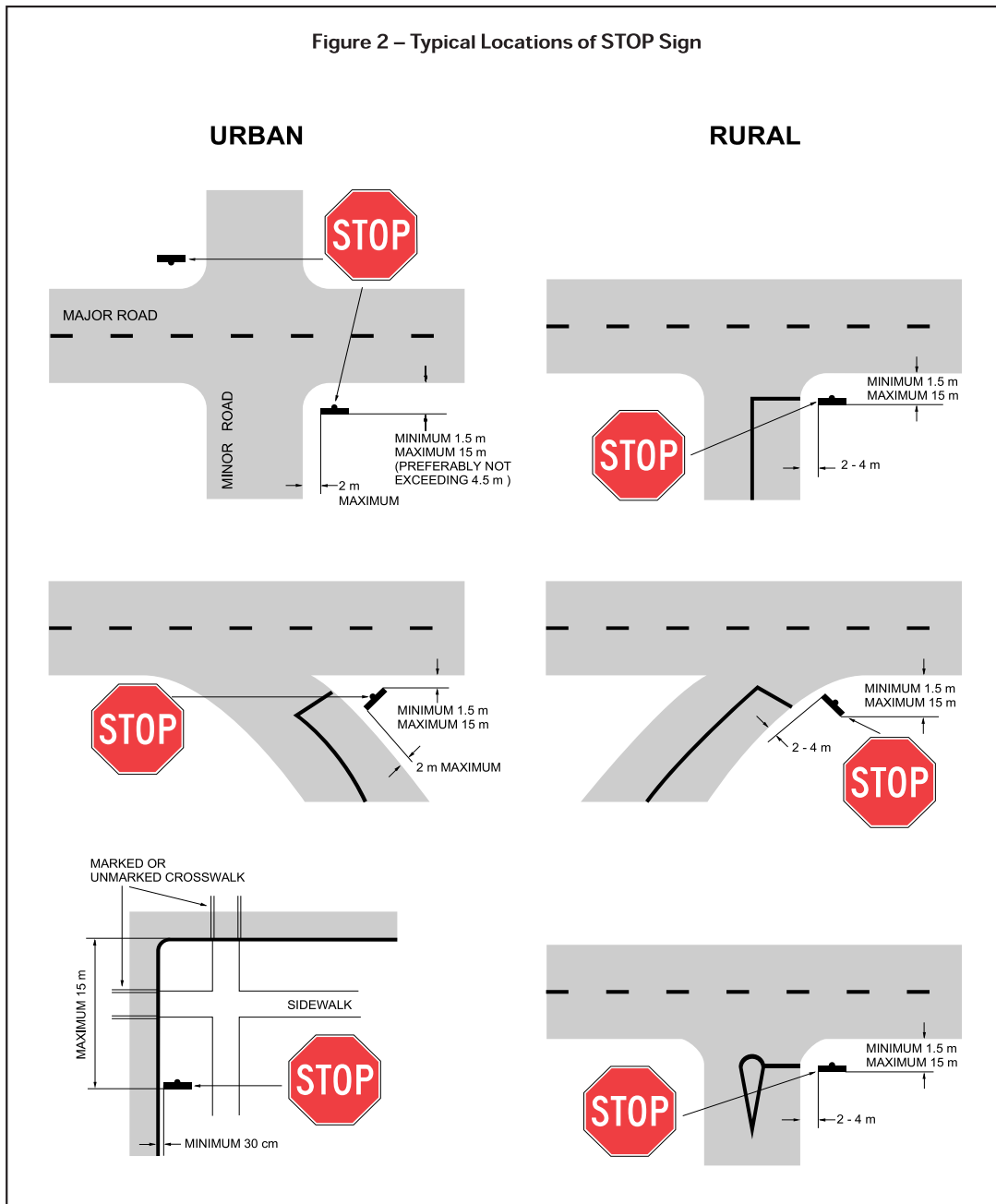
Special Considerations

Amendment of Intersection Right-of-way Control

Where right-of-way is being reassigned from one roadway to another crossing roadway, through the elimination of an existing STOP sign control and the installation of STOP sign control on the previously uncontrolled roadway, an introductory period is required to safely carry out the transition.

The recommended procedure for completing such a reversal is described below. For information on the warning signs noted in the procedure, reference should be made to Book 6 (Warning Signs).

Figure 2 – Typical Locations of STOP Sign



- (1) Install new STOP signs on the previously uncontrolled approaches along with stop lines and crosswalk markings, if required. Oversize STOP signs and/or additional left side installations may be provided where conditions warrant. Install ALL-WAY tabs on all approaches. A painted "stop" legend on the roadway, in advance of the stop line, may be added for additional emphasis.

Install a 90 cm x 90 cm CROSS TRAFFIC DOES NOT STOP sign (Wa-19), on the newly controlled roadway, in advance of the STOP sign. This is the standard size of sign. A larger size sign may be used where prevailing traffic conditions warrant greater visibility or emphasis, e.g., in complex visual environments where many signs and other devices compete for driver attention.

Install a NEW sign (Wb-3) above, and an AFTER (month and day) tab sign (Wa-19t) below, in black letters on a yellow retroreflective background, stating the date that the old control will be removed. The warning sign's position should be such that it does not block the approaching motorist's view of the STOP sign but commands attention and may be read as the driver approaches the stop line. A location approximately 30 m in advance of the stop line is recommended, in low speed applications.

Install a STOP AHEAD (Wb-1) sign, with NEW sign (Wb-3) above, at the proper location in advance of the intersection on the newly controlled approaches. An oversize STOP AHEAD sign, and a STOP AHEAD roadway marking legend may be provided for additional warning where conditions warrant.

- (2) After at least 15 days, remove the STOP AHEAD signs, if any, the STOP signs, stop lines and any crosswalk lines from the previously controlled roadway. Remove the ALL-WAY tabs from all approaches. Remove the NEW signs attached to the CROSS TRAFFIC DOES NOT STOP signs (Wa-19), and the STOP AHEAD signs. Remove the Wa-19t tabs. Any roadway marking legends, if provided, should be allowed to fade and not be replenished unless local conditions warrant the continued provision of this additional warning.
- (3) After an additional period of at least 15 days, the Wa-19 signs should be removed. Any oversize STOP signs may now be replaced with standard sized signs unless the continued additional emphasis is warranted. STOP AHEAD signs should be reduced from oversize to standard size or removed if their continued presence is unwarranted.

Where an existing all-way stop control is to be removed and a through roadway created, the following procedure is recommended:

- (1) Install 90 cm x 90 cm diamond-shaped warning signs bearing the legend CROSS TRAFFIC DOES NOT STOP (Wa-19) in black letters on a yellow retroreflective background, on the approaches where the STOP control is to remain, at least 15 days before the removal of control.

Install a NEW sign (Wb-3) over the sign and an AFTER (month and day) tab sign (Wa-19t) with black text on a yellow retroreflective background, stating the date when the control on the crossing roadway will be removed.

- (2) On the appointed date, remove the STOP AHEAD signs, if any, on the crossing roadway. Remove the STOP signs, stop lines and any crosswalk lines on these approaches. Remove all of the ALL-WAY tabs at the intersection. Remove the Wa-19t tabs from the warning signs.
- (3) After an additional period of at least 15 days, the NEW signs and Wa-19 signs should be removed.

In all cases information regarding the change in right-of-way control should be publicized via local print and electronic media, particularly using radio stations which provide traffic coverage in commuter areas. Local residents should be advised of the revisions, and law enforcement agencies requested to provide stepped up enforcement and more frequent patrols of the location. Advance notification should also be provided to local ambulance services, transit authorities, bus companies, taxi companies and trucking firms known to use the intersection frequently.

Any actual removal or revision of the control at an intersection should occur prior to the start of the morning peak on the specified date, both to preserve the integrity of the Wa-19t tab message and to permit the revision to take place during a period of reduced demand.

3. YIELD Sign



Ra-2	75 cm
Ra-102	90 cm
Font	N/A
Colour	Legend – Red Reflective Background – White Reflective

YIELD Tab Sign



Ra-2t	22.5 cm x 45 cm
Ra-102t	30 cm x 60 cm
Font	Highway Gothic D
Colour	Legend & Border – Red Reflective Background – White Reflective

Purpose and Background

The purpose of the YIELD sign is to regulate right-of-way control.

A YIELD sign can be an effective control device at intersections, roundabouts or where necessary at traffic circles, if it is found that:

- The normal right-of-way rule does not provide safe, convenient and efficient traffic movement; and

- A stop regulation at one or more of the approaches is too restrictive.

Vehicles approaching the sign must yield the right-of-way at the intersection to oncoming vehicles on the priority road, and at the roundabout or traffic circle to vehicles inside the facility, stopping if necessary.

Sign Types

The **standard size YIELD sign (Ra-2)** should be used where posted speed is 60 km/h or less.

The **oversize YIELD sign (Ra-102)** should be used where posted speed is 70 km/h or greater. This sign may also be installed at lower speed locations where prevailing traffic conditions warrant greater visibility or emphasis, e.g., in complex visual environments where many signs and other devices compete for driver attention, or at high traffic volume locations where drivers must concentrate more on the driving task.

The **educational tab signs (Ra-2t, Ra-102t)** may be used where it has been determined that motorists are still unfamiliar with the meaning of the symbol. Motorist familiarity can be assessed according to factors such as collision experience, incidences of near-collisions, observation and presence of similar signs in the area.

If an educational tab sign is required, the **standard size tab sign (Ra-2t)** should be used with the standard size YIELD sign (Ra-2), and the **oversize tab sign (Ra-102t)** should be used with the oversize YIELD sign (Ra-102).

In cases of restricted visibility or other special conditions affecting the YIELD sign, a **YIELD AHEAD sign (Wb-1A)** may be required or recommended. For information regarding YIELD AHEAD signs, refer to Book 6 (Warning Signs), Section 6.

Guidelines for Use

Before using a YIELD sign as a substitute for the normal right-of-way rule or for a STOP sign, consideration must be given to its suitability in relation to traffic volume, speed, sight distance along the main road onto which vehicles merge, and collision record of the intersection related to right-of-way control.

The use of a YIELD sign should be considered under the following circumstances:

- (1) On a minor road approaching its intersection with a major road, where:
 - Right-of-way control is required for the major road;
 - Stopping on the minor road is not always required; and
 - The safe approach speed on the minor road exceeds 15 km/h;
- (2) Within an intersection of a road with a divided highway, where:
 - There is a STOP sign approaching the intersection with the roadway upstream of the median;
 - Further control is necessary at the approach to the intersection of the roadway downstream of the median; and
 - Where the median width exceeds 10 m;
- (3) At each approach to a roundabout to provide right-of-way to vehicles on the roundabout;
- (4) On an entrance ramp to a freeway or expressway, where the acceleration lane or taper is less than specified in Table 2 below; or

- (5) Where there is a separate or channelized right-turn lane, and the acceleration lane or taper is less than specified in Table 2 below.

Table 2 – Maximum Acceleration Lane and/or Taper Length for YIELD Signs

Posted Speed for Through Road	Length of Acceleration Lane and/or Taper
km/h	m
50	50
60	60
70	65
80	70
90	80
100	85
110	90

YIELD signs should *not* be used for the following applications:

- (1) To control the major flow of traffic at an intersection;
- (2) At an intersection of a County or Regional Road with a King's Highway, so as to provide uniformity of driver expectancy on major highways;
- (3) On more than two opposing approaches of an intersecting street or highway;
- (4) At an intersection where there are STOP signs on one or more approaches except, under special circumstances, to provide minor movement control within complex intersections, e.g., a divided highway;

- (5) On the through roadway of freeways or expressways; or
- (6) On entrance ramps at well designed interchanges, because the sign would interfere with the free merging movement of vehicles.

Location Criteria

The YIELD sign must be installed on the right side of the roadway, facing traffic, no closer than 1.5 m and no further than 15 m from the edge of the intersecting roadway, unless it is clearly not practicable to locate the YIELD sign closer to the intersection.

Within a city, town, village, police village or built-up area, the left edge of the YIELD sign must be no more than 1.5 m from the edge of the roadway. In other (rural) areas, the left edge must be no more than 4 m and no less than 1.5 m from the edge of the roadway.

On divided highways and one-way roadways with visibility problems, a supplementary YIELD sign should be installed on the left side of the roadway.

Legal Status

Highway Traffic Act, Section 138 (R.S.O. 1990).

Highway Traffic Act, Regulation 615, Sections 16 to 19, and Regulation 631 (R.R.O. 1990) (Territory Without Municipal Organization).

Highway Traffic Act, Sections 135 and 139 (R.S.O. 1990) for general rules of yielding.

Minimum Sheeting Requirement

Ra-2 and Ra-102 must be Type III or Type IV as of January 1, 2002.

Ra-2t and Ra-102t must be Type III or Type IV as of January 1, 2006.

Type I is minimum requirement prior to the dates indicated.

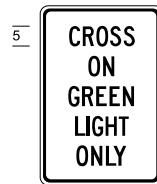
Special Considerations

N/A

4. Pedestrian Crossing Signs

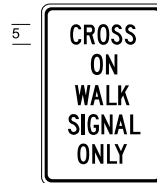
4.1 General Pedestrian Crossing Signs

CROSS ON GREEN LIGHT ONLY Sign



Ra-6 30 cm x 45 cm
Font Highway Gothic C
Colour Legend & Border – Black
Background – White Reflective

CROSS ON WALK SIGNAL ONLY Sign



Ra-7 30 cm x 45 cm
Font Highway Gothic C
Colour Legend & Border – Black
Background – White Reflective

Warning Signs

HIDDEN INTERSECTION Tab Sign

Wa-18t	30 cm x 60 cm
Wa-118t	45 cm x 90 cm
Font	Highway Gothic D
Colour	Legend & Border – Black Background – Yellow Reflective
Minimum Sheeting	Type I

DISTANCE Tab Sign

Wa-23t	30 cm x 60 cm
Font	Highway Gothic C
Colour	Legend & Border – Black Background – Yellow Reflective
Minimum Sheeting	Type I

Purpose and Background

Controlled intersection signs are used to warn drivers on a through road of an approaching intersection at which the intersecting side road is under stop or yield control.

On intersection signs, lines or curves are used to represent the intersection layout and the intersecting angle of the crossing roadway. An arrowhead at the end of a line or curve symbolizes right-of-way. On all controlled intersection signs, a line/curve symbol with an arrowhead represents the through road, signifying that this road has right-of-way.

Sign Types

The **INTERSECTION sign (controlled) (Wa-11A, Wa-111A)** indicates an intersection where a road under stop or yield control crosses the through road on which the sign appears.

The **INTERSECTION sign (controlled) (Wa-12A, Wa-112A)** indicates an intersection where a road under stop or yield control, approaching from one side at a non-perpendicular angle, meets the through road on which the sign appears.

The **INTERSECTION sign (controlled) (Wa-13A, Wa-113A)** indicates an intersection where a road under stop or yield control, approaching from one side at a perpendicular angle, meets the through road on which the sign appears.

The **Y-INTERSECTION sign (controlled) (Wa-15A, Wa-115A)** indicates a Y-shaped intersection, where through traffic approaches from the stem of the “Y” and continues along the branch of the “Y” with the arrowhead. The road representing the other branch of the “Y” is under stop or yield control at the point of intersection with the through road.

The **standard size** versions of the above signs, including:

- **Standard size INTERSECTION sign (controlled) (Wa-11A);**
- **Standard size INTERSECTION sign (controlled) (Wa-12A);**
- **Standard size INTERSECTION sign (controlled) (Wa-13A); and**
- **Standard size Y-INTERSECTION sign (controlled) (Wa-15A);**

should be used:

- On roads with one or two lanes per direction; or
- Where posted speed limit is 60 km/h or less.

The **oversize** versions of the above signs, including:

- **Oversize INTERSECTION sign (controlled) (Wa-111A);**
- **Oversize INTERSECTION sign (controlled) (Wa-112A);**
- **Oversize INTERSECTION sign (controlled) (Wa-113A);** and
- **Oversize Y-INTERSECTION sign (controlled) (Wa-115A);**

must be used:

- On roads with three or more lanes per direction; or
- Where prevailing traffic conditions warrant greater visibility or emphasis, e.g., in complex visual environments where many signs and other devices compete for driver attention, where sight lines are obscured by vegetation or hills, or at high traffic volume locations where drivers must concentrate more on the driving task;

and should be used where posted speed limit is 70 km/h or greater.

The **HIDDEN INTERSECTION tab sign** is used in combination with other controlled intersection signs, to warn drivers on the through road that side road traffic under stop or yield control does not have an adequate view of traffic approaching on the through road. Where the **HIDDEN INTERSECTION tab sign** is required, the **standard size HIDDEN INTERSECTION tab sign (Wa-18t)** must be used

together with standard size controlled intersection signs, and the **oversize HIDDEN INTERSECTION tab sign (Wa-118t)** must be used together with oversize controlled intersection signs.

The **standard size DISTANCE tab sign (Wa-23t)** indicates the distance from the sign to the hidden intersection.

Guidelines for Use

Controlled intersection signs must not be used:

- Where there is no designated right-of-way for either of the intersecting roads. (Uncontrolled intersection signs are intended for these applications.);
- On approaches to intersections under stop or yield control (the STOP AHEAD sign (Wb-1) or YIELD AHEAD sign (Wb-1A) must be used where drivers need to be alerted to the presence of an intersection under stop or yield control); or
- To warn of hidden private driveways or entrances.

The Y-INTERSECTION sign must not be used at intersections channelized by traffic islands, or where junction signs or turn markers are present. In these situations, the context and signing are sufficient to alert motorists to the presence of an intersection. Also, at channelized intersections, traffic does not enter, but can only exit, the main road via the right branch of the "Y".

A left version of the Wa-12A, Wa-13A or Wa-15A sign should be used where appropriate to represent the actual intersection layout.

Where an intersection occurs along a forward or reverse curve, an adapted intersection sign must be used. The adapted sign design is based on the applicable turn/curve warning sign (Wa-1 to Wa-5), with one or more side strokes added to indicate a side road entering.

Where one or more of the curves included under a WINDING ROAD sign (Wa-6) contains a controlled intersection, an individual turn/curve warning sign, adapted to be a controlled intersection sign, must be posted. The WINDING ROAD sign indicates a symbolic configuration only, and is not precise enough to represent to drivers the actual location of the controlled intersection.

In situations where the intersection configuration varies significantly from what is symbolized on the sign options discussed above, signs should be created with new symbols to represent actual intersection layouts. In such cases, the through road must be represented as a line **with** an arrowhead, to indicate that it has right-of-way, and that the intersecting road does not.

Hidden intersection signing consists of a controlled intersection sign combined with the HIDDEN INTERSECTION tab sign (Wa-18t). The word "hidden" refers to traffic on the road with the designated right-of-way, which is hidden from traffic on the side road. Hidden intersection signing must not be installed at

uncontrolled intersections, since the combination of no designated right-of-way and poor visibility of traffic can be extremely hazardous. Where the drivers on a side road of an uncontrolled intersection do not have an adequate view of traffic on the main road, right-of-way control in the form of STOP or YIELD signs must be provided on the side road prior to installing hidden intersection signing.

To determine if a HIDDEN INTERSECTION tab sign is required, the sight distance of the driver stopped on the side road at the STOP or YIELD sign must be measured:

- From an assumed eye height of 1.05 m above the surface, 5 m from the edge of pavement or travelled portion of the roadway, at the vehicle stop location;
- To an assumed vehicle height of 1.05 m above the surface on the centreline of the through road, at the upstream-most location that a vehicle is visible to the driver on the side road.

A HIDDEN INTERSECTION tab sign must be installed when the sight distance measured using the above procedure is less than the minimum sight distance specified in Table 8.

Table 8 – Minimum Sight Distance for HIDDEN INTERSECTION Tab Sign

Type of Roadway	Normal Regulatory Posted Speed on Major Highway (km/h)					
	50	60	70	80	90	100
Two-lane Roadway	95	115	135	150	170	—
Four-lane Divided Roadway (Median width more than 5.5 m)	95	115	135	150	170	190
Other Four-lane Roadway	115	135	160	180	205	225

A standard size DISTANCE tab sign (Wa-23t), indicating the distance from the sign to the intersection, may supplement HIDDEN INTERSECTION tab signs. The DISTANCE tab signs are especially relevant if the signs need to be placed at locations different from those specified in Tables 3 and 4, due to obstructions or the presence of other nearby intersections that could be confused with the hidden intersection.

Controlled intersection warning signs are not required on local residential streets, including streets within sub-divisions.

For more information on turn/curve warning signs, see Section 2 (Roadway Alignment Signs). For more information about STOP AHEAD and YIELD AHEAD signs, see Section 6 (Traffic Regulations Ahead Signs). Information about right-of-way control and STOP and YIELD signs can be found in Book 5 (Regulatory Signs).

Location Criteria

The location criteria for controlled intersection signs are as described for warning signs in Section 1.5 (Location), and as described for signs in general, in Book 1b, Section 12 (Sign Position). No exceptional location criteria are noted.

Special Considerations

N/A

MERGE Sign




Wa-16	75 cm x 75 cm
Wa-116	90 cm x 90 cm
Wa-1116	120 cm x 120 cm
Font	N/A
Colour	Legend & Border – Black
	Background – Yellow Reflective
Minimum Sheeting	Type I

Purpose and Background

The MERGE sign may be placed upstream of a point where two roadways converge, and where traffic on these roadways is moving in the same direction of travel and must merge into one lane. The MERGE sign alerts drivers that vehicles from the other roadway may soon be entering the lane in which they are travelling, and that they must exert caution and adjust their positioning to accommodate the ingress of vehicles. MERGE signs are also used to provide warning to traffic entering the roadway that they do not have the right of way and must prepare to merge with the through traffic.

Acceleration lanes from ramps entering freeways, or channelized turn lanes are common examples of merge conditions.

 <div style="text-align: center;"> The Corporation of the Township of NORTH STORMONT </div>		Report No.
		FD-
		File No.
Agenda Date:	May 18, 2021	
Subject:	Finch Pump Repair Expense Approval	
Attachments:		

1.0 **RECOMMENDATION**

THAT Council of the Corporation of the Township of North Stormont approves the repairs for the Finch Pumper Fire Services vehicle.

2.0 **LEGAL DESCRIPTION**

N/a

3.0 **BACKGROUND**

The Fire Chief is seeking approval to repair Finch Pumper for the approximate quoted cost of \$14,600.68 Incl. HST.

4.0 **POLICY CONSIDERATION**

The Municipal Act, S.O. 2001, c.25, as amended and By-Law 19-2021 2021 final budget

5.0 **ANALYSIS**

As you are aware the Fire Department in conjunction with the Public Works Mechanical Department have implemented a maintenance program for the Fire Department's fleet. It was also stated the the fire department would evaluate it's fleet and present council with recommendations. Starting March 2021, our Emergency Vehicle Technician (EVT) began the monthly inspections, which would equal to a quarterly inspection for each station. I have also contacted Battleshield and scheduled our fleet to be evaluated at the same time as our annual pump test in June 2021.

The first station was Finch. During that routine inspection it was discovered some regular maintenance was required for a cost of \$1,861.52 (including

HST). During those repairs both the EVT and Township mechanic discovered a major issue with the pump on the Finch vehicle. The Finch pumper was brought to Battleship for their assessment of the damage, and applicable costs associated with these repairs.

QUOTATION FOR REPAIR SERVICES

Quote No. 21-2001 dated May 07, 2021 is \$14,600.68 (Includes HST) with estimated Battleship labor costs being adjusted at the completion of the repairs.

Due to time sensitivity, I did not complete the pumper's mechanical history. I can attest that 600km was travelled in 2021 for calls and training. Currently, companies like Battleship are taking orders for start dates of 18 to 20 months ahead for new fire apparatus. It is hard to define an exact cause, situation or moment that may have contributed to the failure of the pump. As indicated previously, the Township certified mechanic had provided all required general inspection, and maintenance duties, on all Fire Service vehicles including the Finch pumper. This mechanical failure, and associated repair cost, is not a result of negligence or abuse of the equipment.

6.0 ENVIRONMENTAL CONSIDERATIONS

N/A

7.0 RECOMMENDED CONDITIONS

I believe there is no alternative but to move forward. This repair is an immediate need and must be completed in haste to ensure life/safety of the public

8.0 ALTERNATIVES

1. That council approves the expense quoted.
2. That council amends or denies the expense quoted.
3. Other

FINANCIAL/STAFFING IMPLICATIONS

This item has been approved in the current budget:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
This item is within the approved budgeted amount:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
This item is mandated by the Provincial/Federal Government:	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

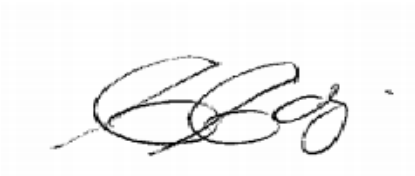
Prepared By:




**Reviewed and
submitted by:**



**Submitted for Council
consideration by:**



 <div style="text-align: center;"> The Corporation of the Township of NORTH STORMONT </div>		Report No.
		File No.
Agenda Date:	May 04, 2021	
Subject:	Water Tower LOGO	
Attachments:		

1.0 RECOMMENDATION

That council approves or rejects the proposal to have the North Stormont Logo placed on the Water Tower in Crysler

2.0 LEGAL DESCRIPTION

3.0 BACKGROUND

The Water Tower in Crysler is undergoing some rehab/painting and the question is still up in the air if the Township of North Stormont Logo should be placed on the tower.

4.0 POLICY CONSIDERATION

5.0 ANALYSIS

The Fee for this logo is approximately \$17,000.00 extra

6.0 ENVIRONMENTAL CONSIDERATIONS

7.0 RECOMMENDED CONDITIONS

That council approves or rejects the placement of a North Stormont Logo on the Water Tower in Crysler

8.0 ALTERNATIVES

FINANCIAL/STAFFING IMPLICATIONS

This item has been approved in the current budget:

Yes ☐ No **X** N/A ☐

This item is within the approved budgeted amount:

Yes ☐ No ☒ N/A ☐

This item is mandated by the Provincial/Federal Government:

Yes ☐ No ☐ N/A ☒

Prepared By:

**Reviewed and submitted
by:**

**Submitted for Council
consideration by:**





**Blake Henderson
Roads Superintendant**

**Councilor Densham's Motion to Urge the Federal and Provincial Government
to do More to Increase the Vaccine Supply**

MOVED BY: Councilor Densham **SECONDED BY:** _____

WHEREAS:

- Eastern Ontario is dealing with a third wave of the Covid-19 virus, rising positive case numbers and increasing hospital pressure;
- And whereas Council and residents alike are gravely concerned about the lack of vaccine supply for residents in Eastern Ontario, the inconsistent messaging coming from the provincial government, and the dire situation faced by small businesses across the region;
- And whereas this situation is increasingly unacceptable.

THEREFORE, BE IT RESOLVED:

- That the Council of the Township of North Stormont calls on the federal and provincial governments to do more to get an increased number of vaccines to our local health unit so they can continue to vaccinate and help the residents and businesses of Eastern Ontario;
- And further, that this resolution be forwarded to the Prime Minister, Premier and our federal and provincial representatives demanding their support and action on behalf of the residents of Eastern Ontario.

Submitted on this 18th Day of May 2021.

Deputy Mayor Landry's Motion for Fire Department Support

MOVED BY: Deputy Mayor Landry **SECONDED BY:** _____

WHEREAS:

- The role of Ontario's 441 fire departments and their approximate 30,000 full, part-time, and volunteer firefighters is to protect Ontarians and their property; and
- According to the Ontario Fire Marshal and Emergency Management's latest data, in Ontario there was over 11,000 number of loss fires, 9,500 no loss fires, 784 injuries, 91 fatalities, and over \$820 million dollars of estimated loss in 2018; and
- Fire emergencies only make up a portion of the total calls for help received by fire and emergency service departments as they respond to nearly every public emergency, disaster, or 9-1-1 call; and
- Ontario's fire department infrastructure deficit continues to grow annually and is almost entirely borne by the municipality and local taxpayers with the majority having populations under 25,000; and
- Due to antiquated structures and equipment that do not meet current industry standards the safety of the Ontario public and Ontario firefighters is being jeopardized.

THEREFORE, BE IT RESOLVED:

- THAT the Federal and Provincial Government includes apparatuses, training, equipment and structures for fire departments as eligible categories to any further infrastructure programs which will not only provide immediate stimulus to the local, provincial and federal economies given current economic uncertainty but also ensure the safety of Canadians and dedicated firefighters; and
- THAT this resolution be forwarded to the Honourable Doug Ford Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Laurie Scott, Minister of Infrastructure, local MPP, local MP, the Ontario Fire Marshal, Jon Pegg, and the Ontario Association of Fire Chiefs."

Submitted on this 18th Day of May 2021.



Municipality of Chatham-Kent

Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

May 10, 2021

Via Email: Lisa.Thompson@pc.ola.org

Hon. Lisa M. Thompson
Minister of Government and Consumer Services
5th Floor, 777 Bay Street
Toronto, ON M7A 2J3

Dear Hon. Thompson:

**Re: Time for Change
Municipal Freedom of Information and Protection of Privacy Act**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on March 1, 2021 passed the following resolution:

WHEREAS the Municipal Freedom of Information and Protection of Privacy Act R.S.O. 1990 (MFIPPA) dates back 30 years;

AND WHEREAS municipalities, including the Municipality of Chatham-Kent, practice and continue to promote open and transparent government operations, actively disseminate information and routinely disclose public documents upon request outside of the MFIPPA process;

AND WHEREAS government operations, public expectations, technologies, and legislation surrounding accountability and transparency have dramatically changed and MFIPPA has not advanced in line with these changes;

AND WHEREAS the creation, storage and utilization of records has changed significantly, and the Municipal Clerk of the Municipality is responsible for records and information management programs as prescribed by the Municipal Act, 2001;

AND WHEREAS regulation 823 under MFIPPA continues to reference antiquated technology and does not adequately provide for cost recovery, and these financial shortfalls are borne by the municipal taxpayer;

AND WHEREAS the threshold to establish frivolous and/or vexatious requests is unreasonably high and allows for harassment of staff and members of municipal councils, and unreasonably affects the operations of the municipality;

AND WHEREAS the Act fails to recognize how multiple requests from an individual, shortage of staff resources or the expense of producing a record due to its size, number or physical location does not allow for time extensions to deliver requests and unreasonably affects the operations of the municipality;

AND WHEREAS the name of the requestor is not permitted to be disclosed to anyone other than the person processing the access request, and this anonymity is used by requesters to abuse the MFIPPA process and does not align with the spirit of openness and transparency embraced by municipalities;

AND WHEREAS legal professionals use MFIPPA to gain access to information launch litigation against institutions, where other remedies exist;

AND WHEREAS there are limited resources to assist administrators or requestors to navigate the legislative process;

AND WHEREAS reform is needed to address societal and technological changes in addition to global privacy concerns and consistency across provincial legislation;

BE IT RESOLVED THAT the Ministry of Government and Consumer Services be requested to review the MFIPPA, and consider recommendations as follows:

1. That MFIPPA assign the Municipal Clerk, or designate to be the Head under the Act;
2. That MFIPPA be updated to address current and emerging technologies;
3. That MFIPPA regulate the need for consistent routine disclosure practices across institutions;
4. That the threshold for frivolous and/or vexatious actions be reviewed, and take into consideration the community and available resources in which it is applied;
5. That the threshold for frivolous and/or vexatious also consider the anonymity of requesters, their abusive nature and language in requests to ensure protection from harassment as provided for in Occupational Health and Safety Act;
6. That the application and scalability of fees be designed to ensure taxpayers are protected from persons abusing the access to information process;
7. That administrative practices implied or required under the Act, including those of the IPC, be reviewed and modernized;
8. That the integrity of the Act be maintained to protect personal privacy and transparent governments.

If you have any questions or comments, please contact Judy Smith at
ckclerk@chatham-kefn.ca

Sincerely,

Judy Smith, CMO
Director Municipal Governance
Clerk /Freedom of Information Coordinator

c.

Lianne Rood, MP
Dave Epp MP
Rick Nicholls, MPP
Monte McNaughton, MPP
Information and Privacy Commissioner of Ontario
Association of Municipalities of Ontario
AMCTO Legislative and Policy Advisory Committee
Ontario municipalities



OTTAWA

House of Commons
Ottawa, Ontario
K1A 0A6
Tel: 613-992-2521
Fax: 613-996-2119

CORNWALL

691-C Brookdale Avenue
Cornwall, Ontario
K6J 5C6
Tel: 613-937-3331
Fax: 613-937-3251

Eric.Duncan@parl.gc.ca



ERIC DUNCAN
Member of Parliament
Député
Stormont-Dundas-
South Glengarry

OTTAWA

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K1A 0A6
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Télec: 613-996-2119

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691-C, av Brookdale
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K6J 5C6
Tél: 613-937-3331
Télec: 613-937-3251

Eric.Duncan@parl.gc.ca

Tuesday, May 11th, 2021

Mayor Jim Wert
Township of North Stormont
15 Rue Union Street; Box 99
Berwick, Ontario
K0C 1G0
Sent via email: Clerk Craig Calder (ccalder@northstormont.ca)

Re: Resolution of Support for the Creation of a Three-Digit (9-8-8) National Suicide Hotline

Dear Mayor Wert,

Thank you to your entire Council and staff for your continued leadership during these challenging times. While I am looking forward to being able to join you at the Council table in person at some point soon, I am writing today to ask for your support for a new federal initiative that would help Canadians better access mental health supports.

Given the vast implications of COVID-19, many Canadians have suffered with mental health issues and their general well being. With continued social isolation and heightened anxiety, rates of alcohol and drug abuse have increased significantly. Current reports have further shown rising levels of domestic violence and suicide ideation.

My Conservative colleague Todd Doherty (Cariboo-Prince George) has tabled a Private Members Bill C-294, to create a three-digit number, 9-8-8, as a national suicide prevention hotline. Back in December 2020, the idea received the unanimous support of Parliament and I am proud to be a seconder of this bipartisan legislation.

With this easy to remember hotline, Canadians from across the country would receive immediate help in times of crises. Rather than using the current 10-digit number that adds unnecessary barriers, this simple to use 9-8-8 suicide hotline may save the lives of many vulnerable Canadians.

I believe we can all agree that we need to invest more funding directly into front line mental health services. While we have made progress as a country by reducing stigmas associated with coping with mental health challenges, there continues to be too many barriers to accessing quick, affordable treatment services in every part of Canada. This 9-8-8 hotline can be one more vital tool available for Canadians that provides an easy-to-remember, free, and instant service to help them in a time of need.

I have attached a draft motion for your Council's consideration. I would encourage Council to consider supporting this motion that would strengthen our national efforts in helping Canadians receive the help that they need.

If your Council is supportive of this initiative, we ask that your Clerk please send resolutions of support to my Legislative Intern Rachel Loif at Rachel.Loif.502@parl.gc.ca. We will share your resolution with both MP Doherty's office and the respective Cabinet Ministers involved with the file.

Sincerely,

Eric Duncan, MP
Stormont-Dundas-South Glengarry



Municipal Council Motion to Support 988 Crisis Line Initiative

MOVED BY: _____ **SECONDED BY:** _____

WHEREAS:

- The Federal government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline; and
- The ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200 per cent; and
- Existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold; and
- In 2022 the United States will have in place a national 988 crisis hotline; and
- The Council of the Township of North Stormont recognizes that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

THEREFORE, BE IT RESOLVED:

- THAT The Council of the Township of North Stormont endorses this 988 crisis line initiative; and
- THAT Staff be directed to send a letter indicating such support to the local MP, MPP, Federal Minister of Health, the CRTC and local area municipalities to indicate our support.

Submitted on this 18th Day of May 2021.

April 30, 2021

COO

The Honourable Doug Downey, MPP, Attorney General
20 Bell Farm Road
Barrie, ON L4M 6E4
(sent via email doug.downey@pc.ola.org)

Dear Minister Downey:

Re: NATIONAL 3-DIGIT SUICIDE AND CRISIS HOTLINE

On behalf of the Council of The Corporation of the City of Barrie, I wish to advise you that City Council adopted the following resolution at its meeting held on April 26, 2021:

21-G-098 NATIONAL THREE DIGIT SUICIDE AND CRISIS HOTLINE

WHEREAS the Federal government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline; and

WHEREAS the motion calls for the federal government to consolidate all existing suicide crisis numbers into one three-digit hotline; and

WHEREAS the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200%; and

WHEREAS existing suicide prevention hotlines require the user to remember a 10-digit number and go through directories or be placed on hold; and

WHEREAS in 2022 the United States will have in place a national 988 crisis hotline; and

WHEREAS the City of Barrie recognized that it is a significant and important initiative to ensure critical barriers are removed to those in a crisis and seeking help;

NOW THEREFORE BE IT RESOLVED as follows:

1. That the City of Barrie endorses this 988 crisis line initiative.
2. That a letter demonstrating Barrie's support be sent to Todd Doherty, MP Caribou-Prince George, John Brassard, MP, Barrie-Innisfil, Doug Shipley, MP, Barrie-Springwater-Oro-Medonte, the Honourable Andrea Khanjin, MPP, Barrie-Innisfil, the Honourable Doug Downey, MPP, Barrie-Springwater-Oro-Medonte, the Honourable Patty Hajdu, Federal Minister of Health, the Canadian Radio-television and Telecommunications (CRTC) and all municipalities in Ontario.

If you have any questions, please do not hesitate to contact the undersigned,
wendy.cooke@barrie.ca or (705) 739.4220, Ext. 4560.

Yours truly,

Wendy Cooke
City Clerk/Director of Legislative and Court Services

WC/bt

cc:

- The Honourable Patty Hajdu, MP, Minister of Health
- John Brassard, MP, Barrie-Innisfil
- Doug Shipley, MP, Barrie-Springwater-Oro-Medonte
- Todd Doherty, MP, Caribou-Prince George
- Andrea Khanjin, MPP, Barrie-Innisfil
- The Canadian Radio-television and Telecommunications (CRTC)
- All municipalities in Ontario

Legislative and Court Services ■ 70 Collier Street, P.O. Box 400, Barrie, Ontario L4M 4T5

P (705) 739-4220 ext. 5500 ■ F (705) 739-4206 ■ cityclerks@barrie.ca



The Corporation of the Township of Burpee and Mills

8 Bailey Line Rd. Evansville, ON P0P 1E0
Phone & Fax 705-282-0624
Email: burpeemills@vianet.ca

The Honourable Patty Hajdu
Federal Minister of Health
House of Commons
Ottawa, ON
K1A 0A6
Via email: Patty.Hajdu@pal.gc.ca

May 11, 2021-05-11

Re: Support for 988, a 3-Digit Suicide and Crisis Prevention Hotline

Please be advised that on May 4, 2021, The Township of Burpee & Mills passed the following motion to support The Town of Caledon letter endorsing the 988 crisis line initiative to ensure critical barriers are removed to those in a crisis and seeking help.

THAT The Township of Burpee and Mills hereby supports the letter by the Town of Caledon, attached hereto in support for 988, a 3-Digit Suicide and Crisis Prevention Hotline.

AND FURTHER directs staff to forward a copy of this resolution to local members of Parliament, and all Ontario Municipalities.

Carried: Ken Noland

cc The Honourable Christine Elliott, Minister of Health, Ontario - christine.elliott@ontario.ca
MP Carol Hughes - carol.hughes@parl.gc.ca
MPP Michael Mantha - mmantha-qp@ndp.on.ca
Ian Scott, Chairperson and Chief Executive Officer, Canadian Radio-Television and Telecommunications Commission – iscott@telesat.com
All Ontario Municipalities



May 4, 2021

Honourable Maryam Monsef
Minister for Women and Gender Equality and Rural Economic Development
180 Kent Street, Suite 1100
Ottawa, Ontario
K1P 9B6

Honourable Laurie Scott
Minister of Infrastructure
777 Bay Street, 5th Floor
Toronto, Ontario
M7A 2J3

Dear Ministers:

Yesterday as Chairs of the EOWC, EOMC and EORN we brought together 75 participants of which 59 were heads of council from across eastern Ontario to discuss the proposed EORN Gig Project. We were very pleased with the attendance given the short notice of the meeting.

We want you to know that there is overwhelming support for the Gig Project from mayors, reeves and wardens from across our region. This is in addition to the unanimous support of all 13 EOWC Wardens and the 10 Mayors of the separated cities and towns throughout eastern Ontario that we shared with you some weeks ago. Municipalities of all sizes in our region want an EORN led Gig Project because it is the right solution for today and long into the future.

We also want you to know that there is deep appreciation for the hard work both of you have put in to secure the historic levels of funding for building out broadband infrastructure. Together you have made this critical infrastructure a priority for both Canada and Ontario. As Chairs we want to add our thanks to you as well.

In the coming days we expect Members of Parliament and Members of Provincial Parliament and perhaps you, will be hearing from heads of council and councillors asking for their support for the project.

We appreciated your email communication to us this past Friday Minister Scott and shared it with the participants at yesterday's meeting. We also apprised them of your recent meeting with Chair Jones, Minister Monsef. It too was a very welcome gesture.

As some participants noted it has been nearly a year since EORN first submitted its Gig Project proposal to Canada and Ontario. We continue to believe that the project should be a part of the plans your governments have for our region.

EORN has proven itself more than capable of delivering large complex projects. It is quick, efficient, and effective. As a non-profit entity its overhead and administrative costs are low. It works equally well with small, medium, and large telecommunications companies, all of whom should be part of the build solution. A number of those same companies are telling us that they prefer the EORN approach because of the way it brings all sources of government funding into one spot along with the professional and effective way EORN runs its procurement process.

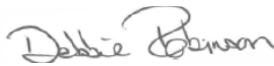
Ministers let's execute the EORN Gig Project together. It is time to move forward.

We look forward to hearing back from you and are ready to meet with you at your convenience.

Yours truly,



J. Murray Jones
Chair, EORN
Warden, Peterborough County



Debbie Robinson
Chair, EOWC
Warden, Renfrew County



Diane Therrien
Chair, EOMC
City of Peterborough

cc Eastern Ontario Members of Parliament
Eastern Ontario Member of Provincial Parliament
Heads of Council for eastern Ontario
EOWC members
EOMC members
EORN Board of Directors



May 4, 2021

Media Release

Mayors, Reeves, Wardens Call on Federal and Provincial Governments to support the EORN Gig Project to bring Fibre to the Home

On Tuesday, 59 heads of Council from across eastern Ontario gathered for a virtual meeting and voiced overwhelming support for the Eastern Ontario Regional Network (EORN) Gig Project, which aims to connect homes and businesses across the region with ultra-fast internet speeds.

These municipal leaders are joining the Chairs of EORN, the Eastern Ontario Wardens' Caucus (EOWC) and the Eastern Ontario Mayors' Caucus (EOMC) in urging the federal and provincial governments to fund the region-wide Gig Project. The project would expand fibre to homes and businesses to deliver internet speeds up to 1 Gig (1,000 Megabits per second).

EORN has been seeking federal and provincial support for the public-private partnership valued at up to \$1.6 billion. It would include investments by the federal and provincial governments, and the private sector, through EORN's proven model for expanding connectivity in underserved regions.

EORN is requesting \$200 million each from the federal and provincial governments. This is about six per cent of the total funds the governments of Canada and Ontario have committed to broadband expansion. Given that recent analysis shows rural eastern Ontario accounts for about 30% of all under-served households in Ontario, the project offers tremendous value.

The EORN Gig Project offers a comprehensive solution that ensures the region can keep pace with rising demand for connectivity over the long-term. It is critical for the region's economic recovery from the pandemic and will support future economic growth and improved quality of life.

Quotes:

"The assembled heads of Council were loud and clear in saying they will urge both the federal and provincial governments to commit to funding this essential broadband project. This is what the people we represent need and deserve. The EORN model, which pools resources and

planning at a regional scale, is proven to be efficient and effective. It is straightforward for the telecommunications industry and preferred by local governments, which have limited capacity to manage such projects on their own.”

- *Debbie Robinson, Chair of the EOWC and Warden of Renfrew County*

“This level of support is truly remarkable. It was so encouraging to have 59 mayors, reeves and wardens join our virtual meeting on short notice. To then hear their keen interest in supporting the EORN Gig project really speaks to their desire to do something truly game-changing for our citizens and businesses. We got a huge vote of confidence from them and for that we are extremely grateful.”

- *J. Murray Jones, Chair of EORN and Warden of Peterborough County*

“Like my colleagues at the EOWC, the mayors of eastern Ontario’s cities and towns including my city, Peterborough, along with Quinte West, Belleville and Prescott, to name just a few, see the incredible economic and social benefits the Gig Project would bring to our communities. Creating jobs, helping our children learn online, and improving access to healthcare services are benefits that as mayors, we endorse wholeheartedly.”

- *Diane Therrien, Chair of EOMC and Mayor of the City of Peterborough*

About EORN

EORN, a non-profit created by the Eastern Ontario Wardens’ Caucus (EOWC), works with governments and community organizations to improve and leverage broadband access to fuel economic development and growth.

EORN is currently working on a \$213 million project, funded by public and private sector partners, to improve and expand cellular services across the region. Building on that project is beginning in 2021.

From 2010 to 2014, EORN helped to improve broadband access to nearly 90 per cent of eastern Ontario through a \$175 million public-private partnership. The network was funded by federal, provincial and municipal governments and private sector service providers. As a result of the project, 423,000 homes and businesses are now able to access services of up to 10 Mbps download. It also spurred more than \$100 million in additional private sector investment in the region, over and above their initial commitments.

About the EOWC

Since its inception, the Eastern Ontario Wardens' Caucus (EOWC) has worked to support and advocate on behalf of the 750,000 property taxpayers across rural eastern Ontario. The EOWC covers an area of 45,000 square kilometres from Cobourg to the Quebec border, and includes

13 upper-tier and single-tier municipalities as well as 90 local municipalities. All members work together as a team, striving to ensure that conditions are in place to make Eastern Ontario the greatest place in the world to reside and do business.

About the EOMC

The Eastern Ontario Mayors' Caucus (EOMC) is made up of the Mayors of the 11 urban municipalities (separated, single tier) of Eastern Ontario. The committee meets quarterly as a group with the municipal CAOs in attendance to discuss common issues relevant to municipalities in eastern Ontario.

-30-

For more information contact:

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Diane Therrien

Chair, EOMC

Mayor, City of Peterborough

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(705) 742-7777



May 4, 2021

Promoting the Gig Project

Speaking Points for MP and MPP calls:

- *"I am calling to ask if you will actively support EORN's Gig project to bring up to 1 Gig (1,000 Megabits of speed) to residents and businesses in my municipality.*
- *Municipalities across eastern Ontario, including mine, believe the Gig project represents the best solution that will solve our broadband problem long into the future.*
- *Both the federal and provincial governments have together now committed almost \$7 billion to broadband. The money is there for the Gig project.*
- *All EORN is seeking is \$200 million from each government for this \$1.2 billion public private partnership project. That represents just 5.7% of all federal and provincial funding that is available.*
- *Eastern Ontario has about 30% of all the underserved or un-served household in Ontario that currently cannot even get the minimum CRTC standard of 50 Megabits down and 10 Megabits up of speed.*
- *EORN commissioned two independent economic studies on the Gig Project.*
- *Both identified the potential for major economic benefits to the whole region. Things like:*
 - *Upwards of 16,000+new jobs during construction*
 - *\$450 m to \$730 m in employment income that will fuel economic growth*

- *Reductions of \$175 m+ in the delivery of health care services*
 - *New tax revenues to both senior governments of some \$560 m*
- *It is a true economic development project for us all*
- **An** *EORN lead project would be delivered in a timely and efficient manner.*
- *EORN knows how to get high levels private sector investment and long-term contracts that bring community benefits beyond just the broadband infrastructure to our residents and businesses.*
- *EORN provided its project proposal almost a year ago to both the federal and provincial governments. It's time to get going on it.*
- *If you won't support the Gig Project, will you commit to ensuring that my residents get at least the same level of broadband services the Gig would have given them?"*

Minister Monsef

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Ottawa Office

Telephone: 613-995-6411

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Telephone: 705-745-2108

Minister Scott

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Toronto Office

Telephone: 416-327-4412

Constituency Office

14 Lindsay St. N,

Lindsay, Ontario

K9V 1T4

Telephone: 705-324-6654

Applicant: United Counties of SDG

Date of Decision: April 19, 2021

Date of Notice: April 30, 2021

Last Date of Appeal: May 20, 2021

Subject Lands: Various Lands Throughout SDG

NOTICE OF DECISION
With respect to an Official plan Amendment:
Subsection 17(35) of the Planning Act

A decision was made on April 19, 2021 to approve all of Amendment No. 6 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry as adopted by By-law No. 5289.

Purpose and Effect of the Official Plan Amendment

The purpose of the Public Meeting is to provide an opportunity for Council to receive input from the public and stakeholders in respect of the current proposed Housekeeping Amendment to the SDG Official Plan. The amendment is intended to correct technical errors and clarify policies for ease of use and interpretation. Additionally, it will formally recognize official plan amendments to the 2006 Official Plan that were adopted by Council but not incorporated during the final stages of the Province's approval of the 2018 Official Plan.

When and How to File An Appeal

Notice to appeal the decision to the Local Planning Appeals Tribunal must be filed with the Approval Authority no later than 20 days from the date of this notice as shown above as the last date of appeal.

The notice of appeal should be sent to the attention of the Planner, at the address shown below and it must,

- (1) Be filed with the Council of the United Counties of Stormont, Dundas and Glengarry at the address shown below.
- (2) Must set out the reasons for the appeal and the specific part of the proposed Official Plan Amendment to which the appeal applies, and;
- (3) Must be accompanied by the fee prescribed under the Local Planning Appeals Tribunal Act in the amount of \$1,100.00, payable by certified cheque to the Minister of Finance, Province of Ontario.

Who Can File An Appeal

Only individuals, corporations or public bodies may appeal the decision of the United Counties of Stormont, Dundas and Glengarry to the Local Planning Appeals Tribunal. An appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or group.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council or, in the opinion of the Local Planning Appeals Tribunal, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the Council of the United Counties of Stormont, Dundas and Glengarry is final if a Notice of Appeal is not received on or before the last day for filing a notice of appeal

Other Related Applications:

The subject to this Official Plan Amendment may be the subject of a future application under the Act for a Zoning By-law Amendment.

Getting Additional Information

Additional information about the application is available for public inspection during regular office hours at the United Counties of Stormont, Dundas and Glengarry at the address noted below or from the office of the municipality noted above.

Mailing Address for Filing a Notice of Appeal

United Counties of Stormont, Dundas and Glengarry
26 Pitt Street
Cornwall, ON K6J 3P2
Attention: County Clerk
Tel: (613) 932-1515
Fax: (613) 936-2913

THE CORPORATION OF THE UNITED COUNTIES

OF STORMONT, DUNDAS AND GLENGARRY

BY-LAW NO. 5289

A BY-LAW to adopt Official Plan Amendment No. 6 to the Official Plan of the United Counties of Stormont, Dundas and Glengarry.

WHEREAS the Official Plan of the United Counties of Stormont, Dundas and Glengarry was adopted by Council on July 17, 2017, and approved by the Minister of Municipal Affairs and Housing on February 4, 2018.

AND WHEREAS Section 17 (22) of the Planning Act, R.S.O., 1990 provides for the adoption of an official plan (or amendment) by a municipal council.

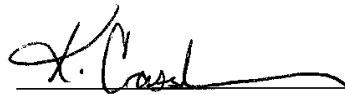
AND WHEREAS Official Plan Amendment No. 6 is a housekeeping amendment initiated by the United Counties of Stormont, Dundas and Glengarry pursuant to Section 22 of the Planning Act, R.S.O., 1990.

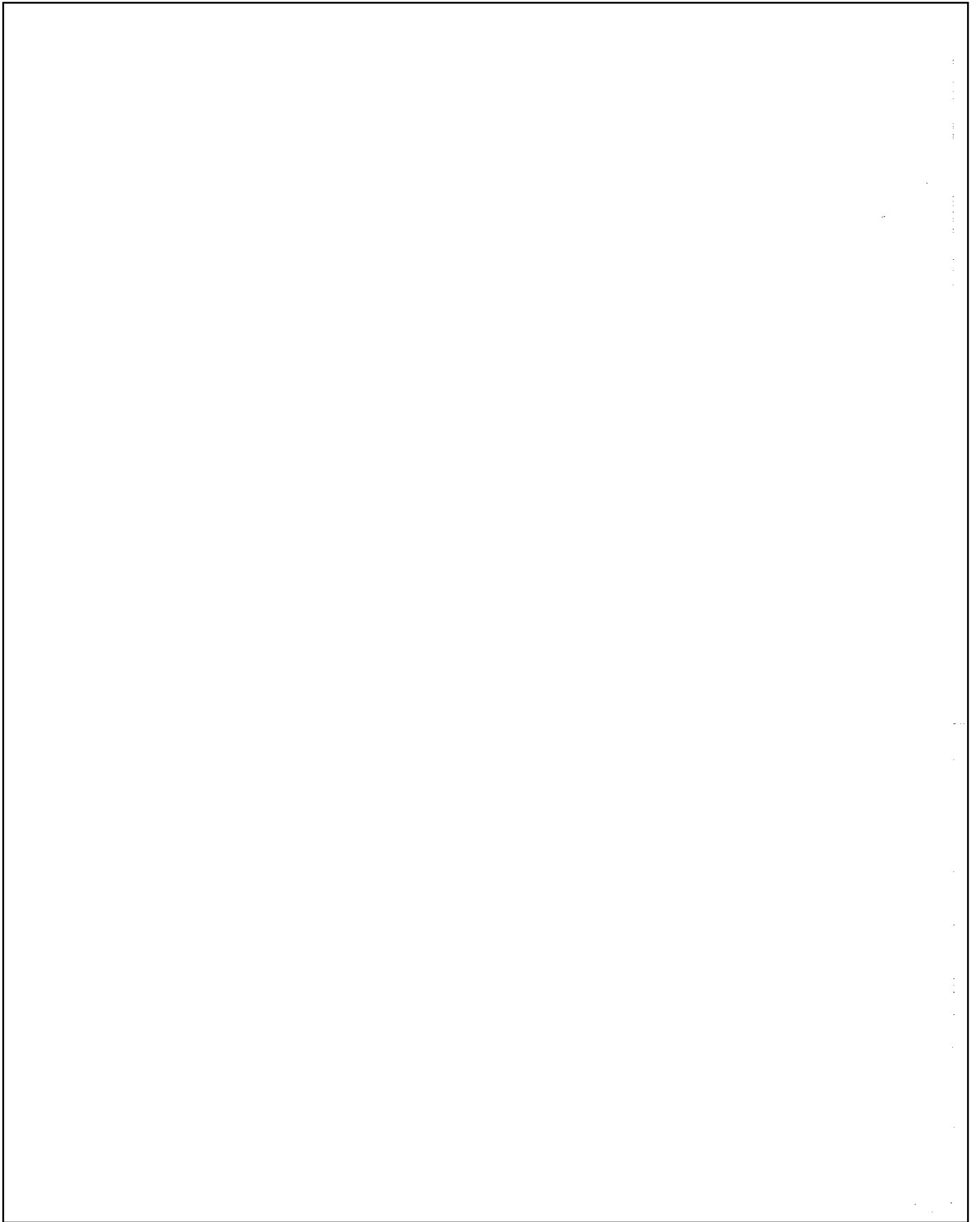
NOW THEREFORE the Council of the Corporation of the United Counties of Stormont, Dundas and Glengarry enacts as follows:

1. That Official Plan Amendment No. 6 to the Official Plan of the Corporation of the United Counties of Stormont, Dundas and Glengarry, attached hereto as Schedule "A" to this By-law, is hereby adopted.
2. That this By-law come into force and effect on the final passing thereof.

READ and passed in Open Council, signed and sealed this 19th day of April, 2021.


WARDEN


CLERK



SCHEDULE "A" TO BY-LAW No. 5289

**AMENDMENT NO. 6 TO THE OFFICIAL PLAN FOR THE UNITED COUNTIES OF
STORMONT, DUNDAS AND GLENGARRY**

Official Plan Amendment

Housekeeping Amendment

United Counties of Stormont Dundas and Glengarry



**UNITED COUNTIES OF STORMONT
DUNDAS AND GLENGARRY**

**CERTIFICATION OF COMPLIANCE WITH PUBLIC INVOLVEMENT AND NOTICE
REQUIREMENTS**

I, Kimberley Casselman, Clerk, hereby certify that the requirements for the giving of notice and the holding of at least one (1) public meeting as set out in Subsection 17(15) of the Planning Act, R.S.O. 1990, and the giving of notice as set out in Subsection 17(23) of the Planning Act, R.S.O. 1990, have been complied with.


Signed 
Kimberley Casselman, Clerk

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Appendices

Appendix A: Notice of Public Meeting
Appendix B: Record of Proceedings
Appendix C: Record of Public Comments Received

STATEMENT OF COMPONENTS

PART A - PREAMBLE

Introduces the actual Amendment but does not constitute part of Amendment No. 6 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry.

PART B - THE AMENDMENT

Consists of the following text, which constitutes Amendment No. 6 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry.

PART C - THE APPENDICES

Do not form part of Amendment No. 6 but are provided to clarify the intent and to supply background information related to the Amendment.

PART A – PREAMBLE

Purpose

The purpose of Amendment No. 6 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry, which is a housekeeping amendment initiated by the United Counties pursuant to Section 22 of the *Planning Act*, is to correct technical errors and clarify policies for ease of use and interpretation. Additionally, it will formally recognize official plan amendments to the 2006 Official Plan that were adopted by Council but not incorporated during the final stages of the Province's approval of the 2018 Official Plan.

Location

The amendments apply to all lands within the corporate boundaries of the United Counties.

Basis

The proposed amendment was developed by County Staff after a review of the Official Plan to identify technical errors and unclear / contradictory policies. Further it was reviewed all Staff at all the County's constituent municipalities who also identified technical errors and unclear / contradictory policies. The amendment is also based on the decisions of County Council as they related to amendments to the 2006 Official Plan that were adopted by Council but not incorporated during the final stages of the Province's approval of the 2018 Official Plan.

PART B - THE AMENDMENT

The Introductory Statement

All of this part of the document entitled, Part B - The Amendment, consisting of the following text and Schedule 'A', constitutes Amendment No. 4 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry.

Details of the Amendment

The Official Plan of the United Counties of Stormont, Dundas and Glengarry is amended as follows:

1. Section 1.2 – replace the first sentence in the third paragraph with the following:

“The County is responsible for coordinating reviews for all provincial policy interests and circulating applications to Ministries and local agencies.”
2. Section 1.5.3 – delete the second paragraph in its entirety.
3. Section 1.8.8 – delete the first paragraph in its entirety.
4. Section 3.0 – delete the first sentence and replace with “The County is primarily composed of a rural area containing a number of urban and rural settlements. The rural area itself is composed of prime agricultural lands and rural lands, natural heritage areas, and natural resource areas.”

Further, in the second sentence replace “rural lands” with “the rural area”.
5. Table 3.2 – add the designation “Special Land Use District (Overlay)” to both the Rural Area and Urban Settlement Area designation lists.
6. Section 3.4 – add the following before the first paragraph of this section: “All lands in the County are organized into Land Use Districts or Resource Designations. Their respective policies guide growth, development, and scope of land use in accordance with the goals and objectives of this Plan. The accompanying Land Use Schedules outline the Land Use District and Resource designations for each local municipality, which may be amended from time to time. This Section provides the policy framework applicable to Land Use Districts listed in Section 3.4.1. Section 5.0 outlines the policy framework applicable to the Resource Designations, such as Agricultural or Extractive Resource Lands.”

Further, replace the first sentence of the first paragraph with: "This Plan also recognizes site-specific designations and/or development criteria as set out in Section 9.0 of this Plan, through the use of Special Land Use District Overlays."

7. Section 3.4.1 – add the following to the end of the first sentence: ", Rural Settlement Area, and Special Land Use District Overlay."
8. Section 3.4.2 – add the following after the word "infrastructure" in the first sentence: "(excluding waste management systems)".
9. Section 3.4.3 – delete the sentence at the end of the third paragraph and replace with the following: "Existing standalone residential uses may be considered a conforming use in a local municipality's zoning by-law."
10. Section 3.4.7 – add the words "a maximum of" before the number 20 in the first sentence.
11. Table 3.5 – under the "Commercial District" designation replace the second bullet with the following: "Residential forming part of a mixed commercial/residential development".

Further, under the "Employment District" designation, add the following new bullet "Office uses" and replace the word "compliment" in the last bullet with the word "complement".

Further, under the "Major Open Space" designation, delete "waterfront areas" and replace with "marinas".

Further, under the "Rural District" designation, add the following new category: "General

- Forestry and conservation, and natural resource management activities;
- Bed and breakfast establishments;
- Open space;
- Cemeteries."

Further, add the following new designation to the table:

Special Land Use District (Overlay)	- Those uses specified and permitted on the lands under Section 9.0 of this Plan
-------------------------------------	--

12. Section 3.5.1.5.1 – in the second paragraph delete the words “Committee of Adjustment, formed under Section 44 of the Planning Act” and replace with “local municipality”.
13. Section 3.5.2.2 – in Subsection 3 delete the words “High density” and relocate Subsections 12 and 13 after Subsection 3.
14. Section 3.5.2.9 – in the third paragraph, delete the second sentence and replace with the following: “Reductions to any setback shall not require an amendment to this plan and may be considered in consultation with the local Conservation Authority. Standards for vegetation clearing to provide for shoreline access and views shall be established in implementing zoning by-laws.”

Further in paragraph seven, in the second sentence delete the words: “a minimum of 30 metres from the normal high-water mark of these waterbodies” and replace with the following: “in accordance with the regulations of the appropriate conservation authority having jurisdiction.”

15. Section 3.5.4.3 – replace the title “Secondary Units” with “Additional Residential Units” and replace all other references to the term “secondary unit” in the Plan with the term “additional residential unit”.

Further, delete the last sentence of the first paragraph.

Further replace the first sentence of the second paragraph with: “Local Municipalities shall make provision for additional residential units in their zoning by-law by authorizing, at minimum, the following:”.

Further in Subsection 1, delete the words: “if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains a residential unit”.

Further in Subsection 2, delete the words: “if the detached house, semi-detached house or rowhouse contains a single residential unit”.

Further in the last sentence of the section, delete the words “these types of uses” and replace with “a detached house, semi-detached house, or rowhouse”.

Further delete the third and fourth paragraphs and replace with the following:

“Further to the above, Local Municipalities may create additional provisions or requirements for additional residential units in their zoning by-law. Notwithstanding this, any additional provisions shall conform with this Section. The policies of Section 4.3.3 - Water Supply and Sewage Disposal Systems and Section 8.12.10.1

– Site Plan Control may also apply, as well as the provision of adequate parking and conformity with the requirements of the Building Code, Fire Code, and applicable property standards by-laws.

Creation of new lots will not be permitted to separate an additional residential unit from the primary dwelling, unless it conforms to the lot creation policies of Section 8.12.13.3, planning principles/guidelines of Section 3.5, and, in the opinion of the County and Local Municipality, represents an appropriate and desirable use of the lands.”

16. Section 3.6 – delete in its entirety.

17. Section 4.3.5.1 – delete in its entirety and replace with the following:

“Waste management systems include, but are not limited to, landfills, transfer stations, composting facilities, recycling facilities, septage haulage and disposal sites, and waste materials haulage and disposal. Accessory uses to the aforementioned may also include, but are not limited to, storage buildings, associated equipment, security buildings, weigh scales, and/or office/administrative facilities. Waste management systems may only be operated, expanded or closed in accordance with the policies of this Plan and provincial environmental standards and approvals.

All active, inactive, and closed waste management systems shall be identified on the Land Use Schedules of this Plan, with a symbol used to differentiate “active” and “closed” waste management systems.”

18. Section 4.3.5.2 delete this section in its entirety and replace with the following:

“Amendment & Planning Principles

New waste management systems may be permitted in either Rural District or Employment District designations and shall require an amendment to this plan and require approval under the Environmental Protection Act before an amendment is considered. Provincial and municipal approvals will be required for the hauling and disposal of waste materials and sewage and septage.

- a) In considering an amendment to this plan to accommodate a new waste management system, the proposal shall be supported by appropriate environmental studies in accordance with the guidelines and requirements of the Ministry of Environment and Climate Change, to ensure negative impacts on surrounding lands are mitigated and/or eliminated to the satisfaction of the County.
- b) New sites shall be located where they are compatible with adjacent land uses (existing and designated).

- c) New waste disposal sites will be prohibited in designated vulnerable areas where they pose a significant threat to drinking water.
- d) Site development shall provide for progressive rehabilitation and reuse of the site.
- e) New or expanding waste management systems shall generally be located a minimum of 500 metres from an Urban or Rural Settlement Area boundary, and any Residential, Institutional, Commercial, and/or any other use(s) deemed by the County to be sensitive or at risk of impact from the use.
- f) Waste management systems and the sites accommodating them shall be appropriately zoned in Township Zoning By-laws and must operate in accordance with any Ministry of Environment and Climate Change approval(s) and/or standards applicable to the approved waste management system.
- g) Prohibited wastes shall include nuclear wastes and hazardous or pathological wastes. Local Municipalities should monitor waste sites for compliance with approvals to ensure that there are no on or off-site adverse impacts (see also Section 3.5.1.5).
- h) The "D-4 Land Use on or Near Landfills and Dumps" guideline shall be used as a guide when assessing land uses on or near any open or closed waste management system which contains municipal solid waste, industrial solid waste and/or sewage sludges. Separation distances will apply on a reciprocal basis for existing sensitive land uses.
- i) The County may assume responsibility for waste management on behalf of one or more Local Municipalities without requiring an amendment to this plan."

Notwithstanding the above, small scale recycling facilities, composting facilities, or transfer stations do not require an amendment to this Plan in order to establish.

19. Section 4.3.5.3 – delete this section and replace with the following:

"Closed or inactive sites, whether public or private, may be used for other purposes subject to meeting requirements of the Environmental Protection Act (Section 46 Order). In general, sites used to accommodate a waste management system cannot be redeveloped within a period of 25 years from the date the site was closed without approval from the Minister of the Environment and Climate Change and amendment to this Plan. Closure plans for waste management systems should include progressive rehabilitation of the site.

The County and Local Townships shall collaborate to ensure all closed or inactive waste management systems (and their associated sites) are appropriately identified on the Land Use Schedules of this Plan in accordance with the symbology outlined in 4.3.5.1. Where more restrictive separation distances and/or

investigation requirements are determined to be necessary, these should be reflected in the land use schedule and/or zoning of the site.”

20. Section 4.3.5.5 – delete this section and replace with the following:

“Local Municipalities will use a 500-m radius, or such other distance recommended by the Ministry of the Environment, as a guideline for triggering the assessment of the impact(s) of waste management systems on surrounding lands. Development proposals near sensitive land uses within the influence study area must include, but are not limited to, landfill generated gases, ground and surface water contamination by leachate, odour, litter, vehicular traffic, dust, noise, vectors and vermin and visual impact (see Section 3.5.1.5).

Development within 500 metres of an existing waste management system shall generally be discouraged unless supported by an appropriate study or studies which confirm that there will be no negative impacts on the proposed development related to current uses/activities associated with the normal operation of the waste management system. Furthermore, the study(ies) shall confirm, to the satisfaction of the County, that the proposed development will not impact future expansions of the uses/activities associated with the existing waste management system.”

21. Section 4.4 – delete this section in its entirety.
22. Section 6.2.1 – add the following at the end of the last sentence in the first paragraph:
- “which shall be implemented through a local municipality's zoning by-law. In some circumstances, it may be appropriate to permit certain forms of development on hazardous lands where measures are undertaken to safeguard such development and the environment from the impacts of natural hazards and from the creation of new hazards. In these circumstances no amendment to this plan shall be required for changes to the standards or prohibitions outlined in Table 6.1.”
23. Section 6.3.5 – delete Subsection 2 of the last paragraph.
24. Section 6.4 – delete this section in its entirety.
25. Section 7.4 – delete this section in its entirety.
26. Section 8.0 – delete the last two paragraphs in their entirety.
27. Section 8.12.10.1 – delete the second sentence and replace with the following:
“For the purposes of this Plan, the following land use designations and land uses

may be subject to Site Plan Control as determined as appropriate by the local municipality.”

28. Section 8.12.13.3 – in Subsection 6 a) delete the words “Urban or Rural Settlement Area or” at the beginning of the first sentence.

Further, at Subsection 6 b) replace the first word “Within” with “In”.

Further at Subsection 6 c) delete the second word “the”.

Further delete Subsection 10 and replace with the following:

“Applications shall be supported with information or evidence to verify suitability of new/altered lots for sewage disposal (e.g., approval under the Building Code, Ontario Water Resources Act or a servicing options report) where sewage disposal is required. A hydrogeological study may be required for:

- a) any subdivision intended to be serviced by individual on-site systems; and,
- b) any consent where lot creation or adjustment(s) will result in one or more lots having an area of less than 0.4 ha (see Section 4.3.3).

Lot creation shall also satisfy the requirements for stormwater management (see Section 4.3.4).”

29. Section 8.12.13.7 – add a new section after the said section numbered “Section 8.12.13.8” as follows:

“Pre-Consultation, Supporting Information, and Materials for Development Applications

The County requires pre-consultation prior to accepting applications for Plan of Subdivision or Condominium, or an Official Plan Amendment. The County also requires applicants to pre-consult with their respective local municipality for all consent applications. Where an application for Consent has access on a County Road, or where there are significant constraints (aggregate resources, Provincially Significant Wetlands, Source Protection Areas, flood plain, etc.) additional pre-consultation with agencies may be required. Local Municipalities are encouraged to require pre-consultation for development applications administered at the local level (zoning by-law amendment, minor variance, site plan control, etc.).

Certain supporting studies, information and/or materials may be required prior to, or part of, a development approval process or as part of a detailed planning study, some of which have are identified throughout this plan. The need and timing of such supporting studies, information and materials shall be determined by the

County or local municipality on a case-by-case basis, taking into consideration the nature and context of the proposal and the applicable policies of this Plan.

- a) At the time of pre-consultation for an application for Official Plan Amendment, Zoning By-law Amendment, plan of subdivision/condominium, minor variance/permission, or consent, the County or local municipality may identify some or all the following studies/reports as being required to form a complete application:
- i. Retail Market Impact Study;
 - ii. Municipal Financial Impact Assessment;
 - iii. Urban Design Brief/Strategy;
 - iv. Hydrogeological and Terrain Analysis;
 - v. Geotechnical Investigation;
 - vi. Groundwater Impact Assessment;
 - vii. Environmental Impact Study (EIS);
 - viii. Minimum Distance Separation (MDS) Analysis
 - ix. Record of Site Condition (RSC);
 - x. Phase I Environmental Site Assessment (ESA);
 - xi. Site Screening Questionnaire, where a Phase 1 Environmental Site Assessment is not required;
 - xii. Noise and/or Vibration Study
 - xiii. Transportation Impact Study;
 - xiv. Parking Study;
 - xv. Servicing Options or Functional Servicing Report;
 - xvi. Stormwater Management Plan;
 - xvii. Planning Rationale;
 - xix. Heritage Impact Assessment;
 - xx. Archaeological Assessment (land or marine);
 - xxi. Lighting Study;
 - xxii. Architectural design and/or massing drawings;
 - xxiii. Shadow Study; and/or
 - xxiv. Other studies which may be identified as relevant to the proposal.
- b) At the time of submission of an application for Official Plan Amendment, Zoning By-law Amendment, plan of subdivision/condominium, minor variance/permission, or consent, the County or local municipality may require an applicant to submit some or all of the following information, as deemed necessary:
- i. Any of the studies or reports listed above which may be identified as being necessary to form a complete application;
 - ii. Deed and/or Offer of Purchase;
 - iii. Topographic Plan of Survey;
 - iv. Site Plan (Conceptual);

- v. Floor Plan and/or Elevations;
- vi. Tree Survey and/or Landscaping Plan;
- vii. Draft Plan of Subdivision;
- viii. Condominium Description; and/or
- ix. Other information which may be identified as relevant to the proposal."

30. Table 9.1.1 – Add the following new row to the table:

18	051101600308000 and 051101600300118	Lots 10 and 11, Concession 4	Notwithstanding the underlying Extractive Resource Lands (Mineral Aggregate Reserve) designation, and policies to the contrary, Commercial District uses shall be permitted.
----	---	---------------------------------	---

31. Replace all references to the "Provincial Policy Statement, 2014" with "Provincial Policy Statement, as amended".

32. Section 8.9 – delete this section in its entirety and replace with the following:

The Municipal Act establishes the legislative authority for Ontario's municipalities, both lower and upper tier, and gives municipalities broad powers to pass by laws and govern within their jurisdiction. The act also outlines requirements for municipalities including practices and procedures, accountability and transparency. With regards to land use planning the Act provides direction on matters such as the opening and closing of public roads and the regulation of:

- signage;
- adult entertainment establishments;
- property standards;
- site alteration, including the removal of topsoil; and
- group homes;
- the cutting of trees; and,
- the establishment of business improvement areas, among other matters.

33. Reformat and replace section and subsection numbering conventions as required throughout the entire plan.

34. Remove all bolding and italicizing of terms with the exception of section and subsection headings.

35. Schedule A4 – remove the two 'closed landfill' symbols from Roll No. 040600100690000.

36. Schedule A1 - Redesignate those lands at PIN 661430063 currently designated "Extractive Resource Land (Mineral Aggregate Reserve)" to the "Agricultural Resource Lands" designation.
37. Schedules A5 and A6 – Correct the location of the municipal boundary between the Townships of North and South Glengarry to include Roll No. 011101101452000 in the Township of South Glengarry.
38. Schedule SLA4c – delete this schedule in its entirety and renumber schedules as required.
39. Schedule A4e – Redesignate lands located at Roll No. 040600100068015 from "Residential District" to "Employment District".
40. Schedule A4b – Redesignate lands located at Roll No. 040600101173600 and the north part of Roll No. 040600101170000 from "Residential District" to "Commercial District".
41. Delete the "Waste Disposal District" on all schedules and annexes found throughout the document and replace the district symbology, with a symbol indicating an "Active" or "Closed" waste disposal site, as appropriate.
42. Identify an "active waste disposal site" at Roll No. 041101601370000 with the appropriate symbology.
43. Schedule A6 – redesignate the lands located at Roll No. 010100600132500 from "Waste Disposal District" to "Rural District".
44. Schedule A2 – redesignate lands located at Roll No. 050600600017785 and 050600600017790 from "Agricultural Resource Lands" to "Salvage Yard District".
45. That the colour coding, symbology, and format of all land use schedules be revised to improve the readability of the schedules and annexes as appropriate (see Figure 1).

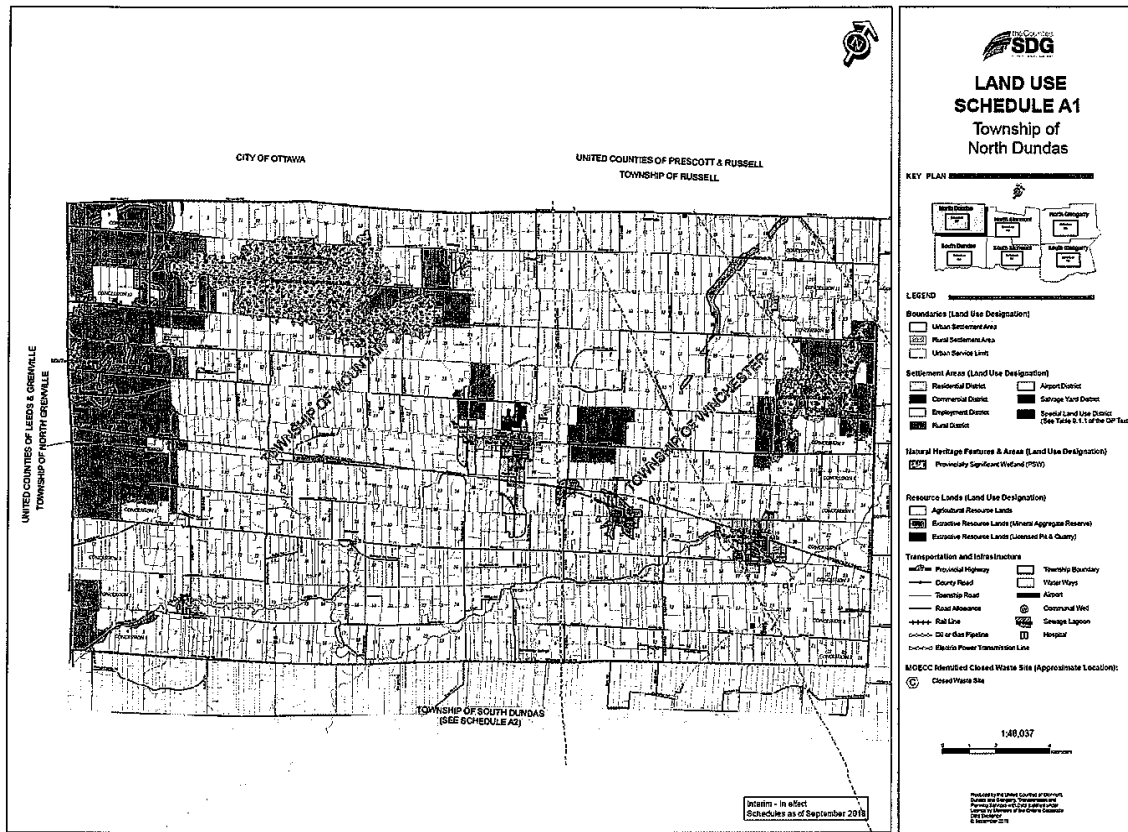


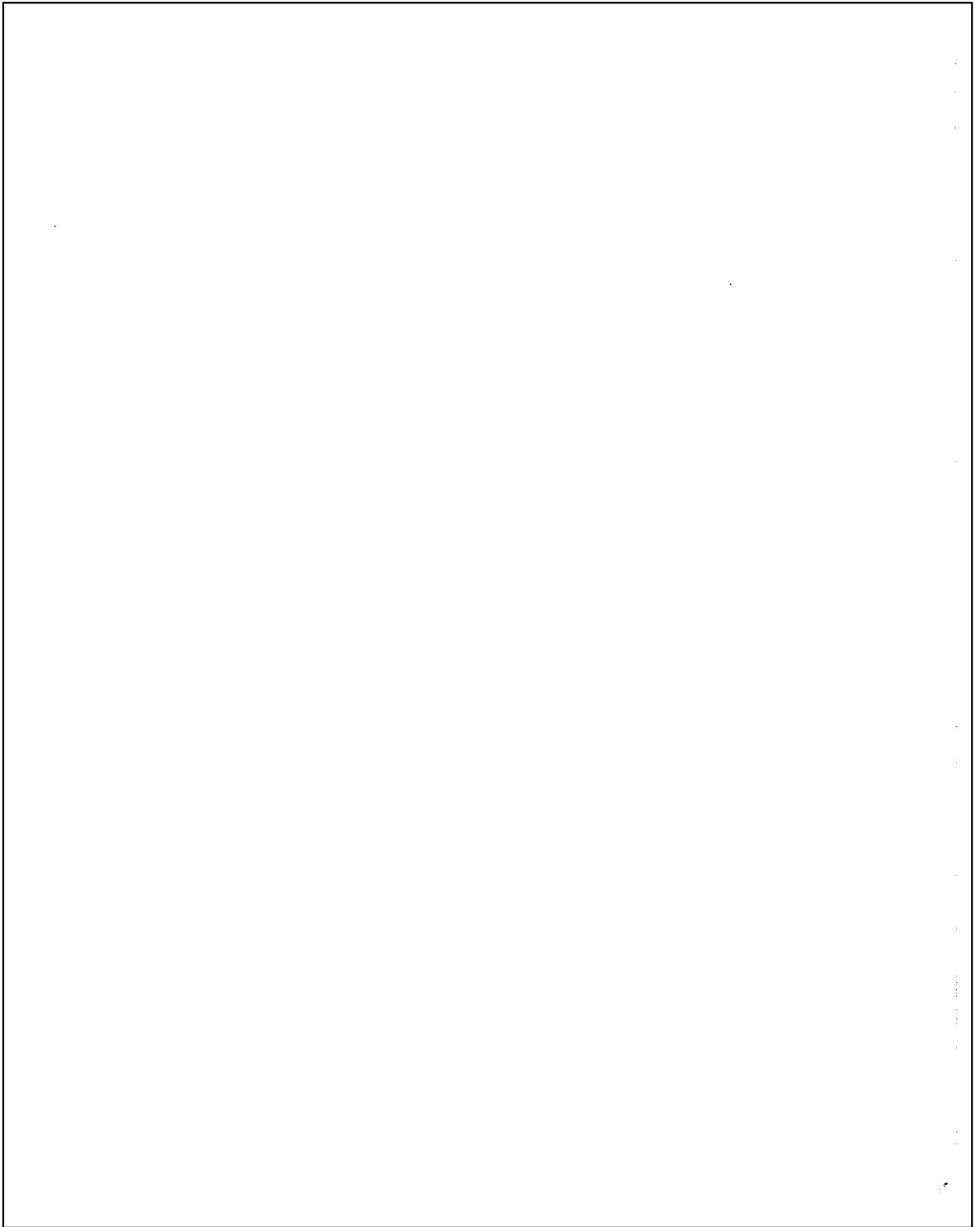
Figure 1: Example of changes to colour coding, symbology, and format of Land Use Schedules

PART C – THE APPENDICES

APPENDIX A: NOTICE OF PUBLIC MEETING

APPENDIX B: RECORD OF PROCEEDINGS

APPENDIX C: RECORD OF PUBLIC COMMENTS RECEIVED



APPENDIX A - NOTICE OF PUBLIC MEETING



NOTICE OF A PUBLIC MEETING Housekeeping Official Plan Amendment for the United Counties of Stormont Dundas and Glengarry

TAKE NOTICE that the Council of the Corporation of the United Counties of Stormont, Dundas and Glengarry (SDG) will hold a Public Meeting as per Section 17 and Section 21(1) of the *Planning Act* on Monday March 29, 2021, commencing at 12:00 P.M. on **Webex**.

THE PURPOSE AND EFFECT – The purpose of the Public Meeting is to provide an opportunity for Council to receive input from the public and stakeholders in respect of the current proposed Housekeeping Amendment to the SDG Official Plan. The amendment is intended to correct technical errors and clarify policies for ease of use and interpretation. Additionally, it will formally recognize official plan amendments to the 2006 Official Plan that were adopted by Council but not incorporated during the final stages of the Province's approval of the 2018 Official Plan. The Official Plan applies to the entire geographical area of SDG; as such, no key map is provided.

Copies of the draft Official Plan Housekeeping Amendment and relevant studies can be found at: sdgcounties.ca.

TAKE NOTICE THAT the United Counties of SDG is now conducting all public meetings virtually through Webex. Members of the public will have the ability to watch meeting proceedings and participate, where appropriate, as detailed below.

All public meetings are livestreamed on the United Counties of SDG YouTube page. To watch the livestream, go to: https://www.youtube.com/channel/UC_3kS_1PyhLSbTCCdpAUQeg

Members of the public who wish to participate in meetings will be able to do so by joining our Webex meeting on their device, or by dialing in from a phone (long distance charges may apply). **Registration is required in advance of the meeting at:**
<https://unitedcountiesofsdg.my.webex.com/unitedcountiesofsdg.my/j.php?RGID=r373ed9f7efabf76e1dc8e26954f2c74e>

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed amendment to the SDG Official Plan.

IF A PERSON or public body does not make oral submissions at a public meeting or make written submissions to SDG before the proposed Official Plan amendment is adopted, the person or public body is not entitled to appeal the decision of the Local Planning Appeals Tribunal.

IF A PERSON or public body does not make oral submissions at a public meeting or make written submissions to SDG before the proposed Official Plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal there is reasonable grounds to add the person or public body as a party.

IF YOU WISH TO BE NOTIFIED of the adoption of the Housekeeping Amendment to the Official Plan you must make a written request to the Manager of Planning (at the address below) or to info@sdgcounties.ca.

ADDITIONAL INFORMATION relating to the Housekeeping Amendment to the Official Plan is available on the SDG website and at the local township offices.

DATED this 9th day of March, 2021

Transportation and Planning Services
United Counties of Stormont, Dundas and Glengarry
26 Pitt Street, K6J 3P2
Cornwall, Ontario
Tel: (613) 932-1515
Fax: (613) 936-2913



APPENDIX B – RECORD OF PROCEEDINGS

MINUTES

Public Meeting

United Counties of Stormont, Dundas and Glengarry

Monday, March 29, 2021, 12:00 p.m.

Virtual Meeting

Present: County Council: Warden Frank Prevost, Councillor Bryan McGillis

County Staff: Tim Simpson, Chief Administrative Officer, Ben de Haan, Director of Planning and Transportation Services, Paul Hicks, Acting Manager of Planning, Kimberley Casselman, Director of Corporate Services/Clerk

Public Attendees: Kimberley MacDonald, Raisin Region Conservation Authority, Jennifer Barrett & Michelle Armstrong, GFL Environmental, James Holland, South Nation Conservation

1. Call to Order

Warden Prevost called the meeting to order at 12:00 p.m. and asked Clerk Casselman to provide housekeeping information for the meeting.

2. Disclosure of Pecuniary Interest - None

3. Public Meeting

3.1 Official Plan Amendment No. 6 - Housekeeping

Warden Prevost introduced Acting Manager of Planning, Paul Hicks, who further explained how the meeting would proceed. Mr. Hicks stated that the public meeting was a forum for the public and Council to receive information that pertained to the proposed housekeeping amendments to the Official Plan, as well as voice any questions, comments or concerns regarding the amendments. Mr. Hicks stated that the meeting was being held pursuant to Section 17 and Section



21(1) of the *Planning Act* and added that anyone wishing to receive further information about the Housekeeping Amendments to the SDG Official Plan, could send an email to info@sdgcounties.ca.

Mr. Hicks presented a PowerPoint presentation that provided information on the proposed Housekeeping Amendments to the SDG Official Plan. A copy of the presentation is held on file. Mr. Hicks spoke to the various categories of the amendments, including the correction of minor grammar, spelling and formatting issues; the introduction of new text or editing of existing text to improve readability and clarity; correction of mapping errors and reformatting the Official Plan schedules; and the various substantive policy changes. Mr. Hicks also presented information on the consultation activities that had taken place in preparing the amendment, including with local municipalities, the Ministry of Municipal Affairs and Housing, and the general public. He stated that at the time of the public meeting, the County had received two submissions from the statutory circulation of the amendment from GFL Environmental and South Nation Conservation, and the response to the submissions. Mr. Hicks concluded his presentation by providing information on next steps in the amendment process.

Warden Prevost thanked Mr. Hicks for his presentation and invited members of the public to speak to the amendments. No members of the public present at the meeting provided comments.

Warden Prevost invited members of Council in attendance to provide comments. Councillor Bryan McGillis stated the proposed amendments would be helpful especially the amendments regarding clarification surrounding the creation of secondary dwellings on properties.

CAO Simpson spoke to the amendments surrounding hydrological studies for lots that are smaller than an acre. He asked if this applied to second dwelling units on lots. Mr. Hicks stated that the proposed amendments with regard to hydrological study requirements were not to remove this requirement, but add extra discretion on the part of County staff for certain instances.

4. Adjournment

Warden Prevost adjourned the meeting at 12:25 p.m.

APPENDIX C - RECORD OF PUBLIC COMMENTS RECEIVED



Northern Futures Planning
(613) 809-6112
michelle@northernfutures.ca
www.northernfutures.ca

March 25, 2021

Benjamin De Haan
Director, Transportation and Planning Services
The United Counties of Stormont, Dundas and Glengarry
26 Pitt Street,
Cornwall, ON K6J 3P2

Dear Mr. De Haan,

RE: Proposed OPA No.6 – Waste Management Systems

We have been engaged by GFL Environmental Inc. to provide land use planning services for the Environmental Assessment process and municipal planning approvals for a planned expansion of GFL's Eastern Ontario Waste Handling Facility (EOWHF) in North Stormont Township on Laflèche Road. We have received and reviewed the Draft OPA No.6 (Housekeeping Amendment) and have noted a significant policy change to Section 4.3.5 of the Official Plan related to the regulation of Waste Management Systems.

A. Current OP

In the current OP, "Waste Management Systems" are defined in Section 4.3.5 and contain numerous policies to guide the establishment and operation of these systems. These systems are permitted in the *Rural District*. GFL's current waste handling facility is designated *Rural District* and conforms with all OP policies.

GFL has indicated interest in expanding the EOWHF on the lands to the east of the existing facility. These lands are currently designated *Agricultural Resource Lands* and *Employment District* which do not permit a "Waste Management System". GFL wishes to apply for amendments to the Official Plan and local Zoning By-law to open a potential pathway for a future expansion of the Eastern Ontario Waste Handling Facility (EOWHF). However, any future expansion is subject to an approved Provincial Environmental Assessment which will take approximately 2 to 3 years.

B. Draft OPA No.6

The Draft OPA No.6 proposes Schedule and textual changes to the OP.

The **Schedule** changes will remove the *Waste Disposal Districts* from all Land Use Schedules and replace the Districts with Active (A) and Closed (C) waste management system symbols, as they were previously indicated on County mapping. Since the *Waste Disposal Districts* on the Land Use Schedules have no corresponding statement of intent or policies in the text of the OP, we accept and support that this is an anomaly and technical error that should be addressed in the Housekeeping Amendment. We are in support of this amendment.

The **textual** changes identify the meaning of the Active (A) and Closed (C) Systems, presents a more detailed definition of "waste management systems", collates language around these uses into Section 4.3.5, but also introduces a new policy that Official Plan Amendments are required for an expansion to an existing "waste management system". We agree with the overall intent to correct errors, clarify the language and collate policies under Section 4.3.5, but we have concern with adding "expansions" as a trigger for an OPA. This language is new and appears in two locations under the "Amendment & Planning Principles" section of 4.3.5.2 [emphasis added]:

Amendment & Planning Principles

*New **or expanding** waste management systems shall require an amendment to this plan and will require approval under the Environmental Protection Act before an amendment is considered. Provincial and municipal approvals will be required for the hauling and disposal of waste materials and sewage and septage.*

*a) In considering an amendment to this plan to accommodate a new **or expanded** waste management system, the proposal shall be supported by appropriate environmental studies in accordance with the guidelines and requirements of the Ministry of Environment and Climate Change, to ensure negative impacts on surrounding lands are mitigated and/or eliminated to the satisfaction of the County.*

GFL does not support this language for the following reasons:

- Triggering the need for an OPA for an expanded site is a very significant change and is not housekeeping in nature. The change is not intended "to correct technical errors and clarify policies for ease of use and interpretation." Any change this significant should be subject to a broader consultation process.
- The proposed change in wording would mean that an OPA & ZBLA for lands owned by GFL for a potential future expansion could not proceed until the EA has been approved. Before undertaking the lengthy EA process (2 to 3 years), GFL wants clarity on whether the eastern lands targeted for expansion can be removed from the *Agricultural Resource Lands* and



Employment District designation, and whether there is Council support in principle for an expansion of the facility on these lands.

- The interests of the County and Township in ensuring that the EA is completed prior to any expansion of the facility can be achieved by placing a Hold symbol on the zoning with the condition for lifting "H" being an approved EA from the Ministry. This is the approach taken in other jurisdictions.

There are a number of other secondary comments on the proposed new Section 4.3.5 where wording could be further clarified including the definition of "waste management systems" and how Ministry Guidelines are applied. We would appreciate the opportunity to work with the County to find the right language to meet the intent of Section 4.3.5 to regulate "waste management systems".

We thank you for your attention and we would welcome the opportunity to discuss the proposed OPA No.6 further. I may be reached by phone at (613) 809-6112 or by e-mail at michelle@northernfutures.ca.

Best Regards,

Michelle Armstrong, MCIP RPP
Partner & Senior Planner
Northern Futures Planning

CC.

Paul Hicks, Contract Planner, SDG County
Daniel Brien, VP, Environmental Compliance and Landfill Operations, GFL Environmental
Greg Van Loenen, Environmental Compliance Officer, GFL Environmental
Larry Fedec, Solid Waste Program Leader, HDR Corporation

From: "Ethier, Dan (MMAH)" <Dan.Ethier@ontario.ca>

Date: Thursday, March 18, 2021 at 11:33 AM

To: Paul Hicks <phicks@sdgcounties.ca>

Cc: Stephanie Morin <smorin@sdgcounties.ca>

Subject: RE: Draft SGD OP Housekeeping Amendment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Paul,

Thank you for providing me with the opportunity to review the proposed housekeeping amendment and for our chat on Monday as well.

I have reviewed the amendment and can offer minor suggestive comments for your consideration:

- Item 14: Was it intended to amend the 2nd paragraph of section 3.5.2.9 (instead of the 3rd)? If so, suggested to revise to indicate "in the second paragraph..."
- Item 15: The intent of this item is to change the title from "Secondary Units" to "Additional Residential Units" however the remaining text still refers to such units as secondary units. Suggest to replace wording from 'secondary units' to 'additional residential units'.
- Items 18-20: Staff of the County may wish to contact staff of the MECP if they require any technical assistance or guidance associated with the proposed policy revisions involving separation distances.
- Item 37: MMAH staff consulted with MNRF staff and we have no objection to the proposed re-designation.

I hope the above is helpful and please don't hesitate to reach out should you have any questions.

Cheers,

Dan

From: Paul Hicks <phicks@sdgcounties.ca>

Sent: March 10, 2021 4:09 PM

To: Elaine.Mallory@ucalg.on.ca; Ethier, Dan (MMAH) <Dan.Ethier@ontario.ca>

Cc: Stephanie Morin <smorin@sdgcounties.ca>; Kimberley Casselman <kcasselman@sdgcounties.ca>

Subject: Draft SGD OP Housekeeping Amendment

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Please find attached the draft of the housekeeping amendment for your review.

Any questions or concerns please don't hesitate to contact me.

PH



SOUTH NATION
CONSERVATION
DE LA NATION SUD

March 26, 2021



Mr. Ben de Haan
Director of Transportation and Planning Services
United Counties of Stormont, Dundas and Glengarry
26 Pitt Street
Cornwall, ON
K6J 3P2

Subject: Official Plan Amendment No. 6 Review

Dear Mr. de Hann,

South Nation Conservation (SNC) was circulated on Amendment No. 6 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry. Thank you for the opportunity to provide input on the United Counties' policies. We offer the following comments for consideration:

Section 3.5.2.9: The conservation authority supports waiving an OPA for the reduction of a setback as it reduces administrative burden on the applicant.

Section 6.2.1: It is understood that in unique and exceptional circumstances, deviations from Table 6.1 are justified, and flexibility within the official plan is needed to permit these. The sentence containing the wording "deviations to the standards or prohibitions", however, does not provide this context and may lead to inquiries of what deviations could be permitted.

An alternate approach to achieve the same intent is a new sentence after the third sentence in paragraph one. The section could read:

In exceptional circumstances, certain types of development may be permitted on hazardous lands or sites where measures are undertaken to safeguard such development and the environment from the impacts of such hazards and from the creation of new hazards. These circumstances will not require an amendment to the Official Plan.



SOUTH NATION
CONSERVATION
DE LA NATION SUD

Section 8.12.13.7(a): The list of studies identifies a 'Hydrogeological Study,' whereas a more complete description would be a 'Hydrogeological and Terrain Analysis.'

Further, the list of studies could include a 'Private Servicing Plan.' This scaled plan demonstrates the layout of private services, and helps to ensure that the septic permit can be issued under the Ontario Building Code once the lot is approved.

If there are any questions about these comments, please feel free to contact me at (613) 984-2948.

Sincerely,

James Holland, MSc RPP
Watershed Planner
South Nation Conservation

SNC-1718-2021

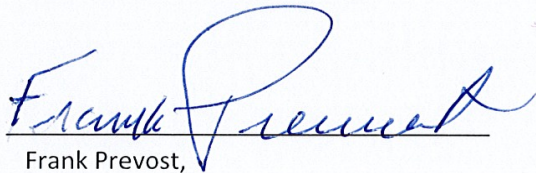


DECISION

**With Respect to an Official Plan Amendment:
Section 17 and 21 of the Planning Act**

This amendment to the Official Plan for the United Counties of Stormont, Dundas and Glengarry which has been adopted by the Council of the Corporation of the United Counties of Stormont, Dundas and Glengarry by By-law 5289, is hereby approved in accordance with Section 17 of the *Planning Act*, RSO 1990, as amended, as Amendment No. 6 to the Official Plan for the United Counties of Stormont, Dundas and Glengarry.

Dated this 19th day of April, 2021.

A handwritten signature in blue ink, appearing to read "Frank Prevost", written over a horizontal line.

Frank Prevost,
Warden

Kimberley Casselman,
Clerk__



The Corporation of The Town of Amherstburg

May 3, 2021

Honourable Steve Clark
Minister of Municipal Affairs and Housing
Email: minister.mah@ontario.ca

VIA EMAIL

Re: Planning Act Timelines

Dear Hon. Steve Clark,

At its meeting held on April 12, 2021, Council for the Town of Amherstburg passed the following:

Resolution # 20210412-120

"That Administration BE DIRECTED to send correspondence in support of the City of Kitchener's resolution regarding Planning Act Timelines."

Enclosed is a copy of the correspondence from the City of Kitchener for convenience and reference purposes.

Regards,

Tammy Fowkes
Deputy Clerk, Town of Amherstburg
(519) 736-0012 ext. 2216
tfowkes@amherstburg.ca

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519) 736-9860

cc:

Taras Natyshak – MPP, Essex, Ontario
tnatyshak-co@ndp.on.ca

Chris Lewis – MP, Essex, Ontario
Chris.Lewis@parl.gc.ca

Federation of Canadian Municipalities (FCM)
info@fcm.ca

Association of Municipalities Ontario (AMO)
amo@amo.on.ca

All Ontario Municipalities

Website: www.amherstburg.ca
271 SANDWICH ST. SOUTH, AMHERSTBURG, ONTARIO N9V 2A5
Phone: (519) 736-0012 Fax: (519) 736-5403 TTY: (519)736-9860



CHRISTINE TARLING

Director of Legislated Services & City Clerk
Corporate Services Department

Kitchener City Hall, 2nd Floor
200 King Street West, P.O. Box 1118
Kitchener, ON N2G 4G7

Phone: 519.741.2200 x 7809 Fax: 519.741.2705

christine.tarling@kitchener.ca

TTY: 519-741-2385

March 31, 2021

Honourable Steve Clark
Minister of Municipal Affairs and Housing
17th Floor, 777 Bay Street
Toronto ON M5G 2E5

Dear Mr. Clark:

This is to advise that City Council, at a meeting held on March 22, 2021, passed the following resolution regarding Planning Act Timelines:

"WHEREAS the City of Kitchener, like many Ontario municipalities, is experiencing significant growth; and,

WHEREAS the City of Kitchener has conducted extensive work through its Development Services Review to remove red tape and improve public engagement; and,

WHEREAS the Province of Ontario's Planning Act provides a legislative framework for processing development applications including established timeframes which permit applicants to appeal to the Local Planning Appeal Tribunal if a Council fails to make a decision within a prescribed timeline; and,

WHEREAS the passing of Bill 108 in 2019 reduced the timelines for processing development applications before they can be appealed to the Local Planning Appeals Tribunal (LPAT) for a non-decision from those outlined in Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017 as follows:

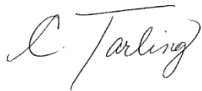
- from seven months (210 days) to four months (120 days) for Official Plan amendments;
- from five months (150 days) to three months (90 days) for Zoning By-law amendments; and
- from six months (180 days) to four months (120 days) for Plans of Subdivision; and

WHEREAS the shortened timeframes create unreasonable pressures on municipalities, even outside the context of navigating city business in a global pandemic, and result in reduced opportunities for meaningful public engagement and limited time for the public to provide written submissions on a development application;

THEREFORE BE IT RESOLVED that Kitchener City Council urge the Province of Ontario to review and reconsider the current timelines established for review of Planning Act applications before an appeal is permitted to the Local Planning Appeals Tribunal and to return to the timelines that were in effect under Bill 139, the Building Better Communities and Conserving Watersheds Act, 2017;

THEREFORE BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Ontario Minister of Municipal Affairs and Housing, to the local MP's and MPP's, to the Federation of Canadian Municipalities, to the Association of Municipalities Ontario, and all other municipalities in Ontario."

Yours truly,



C. Tarling
Director of Legislated Services
& City Clerk

c: Honourable Tim Louis, M.P.
 Honourable Raj Saini, M.P.
 Honourable Marwan Tabbara, M. P.
 Honourable Bardish Chagger, M.P.
 Honourable Bryan May, M.P.
 Honourable Amy Fee, M.P.P.
 Honourable Catherine Fife, M.P.P.
 Honourable Belinda Karahalios, M.P.P.
 Honourable Mike Harris, M.P.P.
 Honourable Laura Mae Lindo, M.P.P.
 Bill Karsten, President, Federation of Canadian Municipalities
 Monika Turner, Association of Municipalities of Ontario
 Rosa Bustamante, Director, Planning, City of Kitchener
 Ontario Municipalities



**THE CORPORATION OF
THE TOWN OF PERTH**

80 Gore Street East
Perth, Ontario K7H 1H9
Phone: (613) 267-3311
Fax: (613) 267-5635

April 30, 2021

Honourable Premier Doug Ford
Premier of Ontario
Legislative Building
Queens Park
Toronto, ON M7A 1A1

Dear Premier Ford:

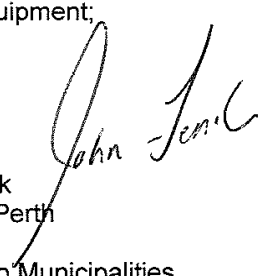
Sent via Email: premier@ontario.ca

Re: Provincial Hospital Funding of Major Capital Equipment

The Town of Perth is requesting that further consideration be given to having the province be financially responsible for the replacement costs associated with all major capital equipment in hospitals, as municipalities across the province are facing major shortfalls in meeting their financial obligations. As set out in their asset management plans and cannot afford to directly absorb the financial responsibility for the replacement costs of the hospitals' major capital equipment without jeopardizing their financial sustainability.

As well, if the province is unwilling to assume the full responsibility for funding local hospitals completely, the Town of Perth requests that the province must develop a legislative framework as to how counties and municipalities should best address the financial shortfalls facing hospitals throughout Ontario, specifically the funding of major capital equipment;

Sincerely,


John Fenik
Mayor of Perth

cc: Ontario Municipalities
AMO – amo@amo.on.ca

Aged to Perfection!

www.perth.ca

THE CORPORATION OF THE TOWNSHIP OF NORTH STORMONT

BY-LAW NO. 32-2021

BEING a by-law to adopt, confirm and ratify matters dealt with by resolution.

WHEREAS the Municipal Act, 2001, c. 25 s. 5 (1) provides that the powers of a municipal corporation are to be exercised by its council;

AND WHEREAS the Municipal Act, 2001, c. 25 s. 5 (3) provides that the powers of every council are to be exercised by by-law;

AND WHEREAS in many cases, action that is taken or authorized to be taken by the Township of North Stormont does not lend itself to the passage of an individual by-law.

NOW THEREFORE Council of the Township of the North Stormont hereby enacts as follows:

1. That the actions of Council, at its regular meeting held on May 18, 2021 in respect of which recommendations, each motion and resolution passed and taken by the Township of North Stormont is, except where the prior approval of the Local Planning Appeal Tribunal or other authority is required, hereby adopted, ratified and confirmed as if all such proceedings were expressly embodied in this by-law.
2. That where no individual by-law has been or is passed with respect to the taking of any action authorized in or by the above-mentioned minutes, then this by-law shall be deemed for all purposes to be the by-law required for approving and authorizing and taking of any action authorized therein and thereby required for the exercise of any powers therein by the Township of North Stormont.
3. That the Mayor and the appropriate officers of the Township of North Stormont are hereby authorized and directed to do all things necessary to give effect to the actions of the Council of the Township of North Stormont, to obtain approvals where required and except as otherwise provided, the Mayor and Clerk are hereby directed to execute all documents necessary on behalf of the Corporation of the Township of North Stormont and to affix the corporate seal.

READ A FIRST, SECOND AND THIRD TIME, passed, signed and sealed in open Council this 18th day of May 2021.

Jim Wert, Mayor

Craig Calder, CAO/Clerk

SEAL