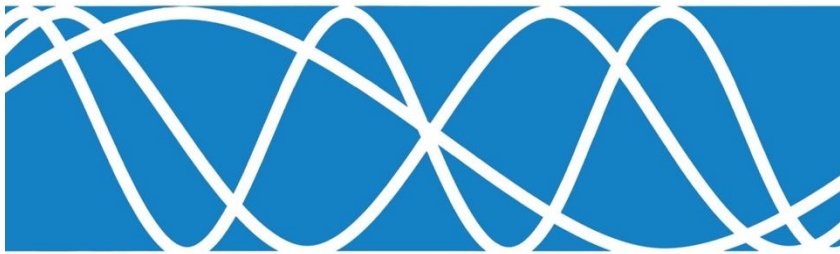


Noise Feasibility Study
Proposed Residential
Development
8076 Wellington Road 19
Fergus, Ontario

July 3, 2026
HGC Project #: 02600462



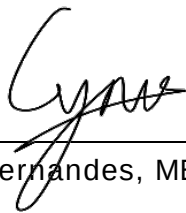
Prepared for:

RBS & EJS Fergus Limited Partnership
3700 Steeles Ave W, Suite 800
Vaughan, ON L4L 8M9

Version Control

Ver.	Date	Version Description	Prepared By
1	July 3, 2026	Noise Feasibility Study to support draft plan approval.	C. Fernandes / S. Paul

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Cyrus Fernandes, MEng

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Reviewed by:



Sheeba Paul, MEng, PEng

Limitations

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Any conclusions and/or recommendations herein reflect the judgment of HGC based on information available at the time of preparation and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

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1 INTRODUCTION & SUMMARY

HGC Noise Vibration Acoustics was retained by RBS & EJS Fergus Limited Partnership to conduct a noise feasibility study for a proposed residential development to be located at 8076 Wellington Road 19 and 6490 First Line, Fergus, Ontario. The residential development will consist of residential blocks along with an existing heritage house, environmental lands, a stormwater management pond, a park, and associated roadways. The study is required as part of the approvals process, specifically for draft plan approval.

The primary source of transportation noise is road traffic on Wellington Road 19. Road traffic data was obtained from the County of Wellington and was used to predict future traffic sound levels at the dwelling units of the proposed residential blocks and in outdoor living areas. The predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP) to develop noise mitigation recommendations.

The preliminary results show that the proposed development is feasible with the noise mitigation measures described in this report. Central air conditioning systems and upgraded glazing construction for the south façades are required for the dwelling units directly adjacent to Wellington Road 19. Provision for the future installation of central air conditioning systems at the occupant's discretion is required for the dwelling units in the second row and with some exposure to Wellington Road 19. Warning clauses are required for the aforementioned dwelling units to inform future residents of traffic noise impacts. Acoustic barriers are required for any rear yard Outdoor Living Areas backing or flanking directly onto Wellington Road 19. Warning clauses are also required for all dwelling units in the development to inform future residents of the presence of nearby commercial/industrial, recreational, and institutional facilities.



2 SITE DESCRIPTION & NOISE SOURCES

2.1 Site Description

Figure 1 is a key plan indicating the location of the proposed site. The site is located at the northwest corner of Wellington Road 19 (Garafraxa Street East) and First Line in Fergus, Ontario. Figure 2 shows the proposed draft plan by Weston Consulting dated June 23, 2026. The proposed residential development will consist of residential blocks, a heritage house on Block 46, environmental lands, a stormwater management pond, a park, and associated roadways.

HGC personnel visited the site on May 20, 2026, to make observations of the acoustical environment. There are existing residences in the area and some commercial uses located to the west of the existing trail. There is a church located to the north of the site, and a school located to the south. There is also an existing park located to the east of the site.

The subject site is located in a Class 2 (semi-urban) acoustical environment with sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours), and low evening and nighttime background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours).

2.2 Noise Sources

During the site visit, it was noted that the primary source of noise impacting the site was road traffic on Wellington Road 19. An assessment of traffic noise impact is conducted and detailed in Section 3. Significant noise sources were not observed from the commercial/industrial, recreational, and institutional facilities. Nevertheless, it is recommended that a noise warning clause be included in the property and tenancy agreements to advise that such facilities may be audible at times due to proximity, as included in Section 4.



3 TRAFFIC NOISE ASSESSMENT

3.1 Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300, "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning", dated August 2013 with release date October 21, 2013, and are listed in Table 1 below [1].

The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A-weighted decibels [dBA].

Table 1: Applicable Sound Level Limits [dBA]

Space	Daytime [$L_{EQ-16hr}$] Road	Nighttime [L_{EQ-8hr}] Road
Outdoor Living Areas	55	--
Inside Living/Dining Rooms	45	45
Inside Bedrooms	45	40

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace, or other area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

The guidelines in the MECP publication allow the daytime sound levels in an Outdoor Living Area to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and tenancy agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically, and administratively practical.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where future nighttime sound levels outside bedroom/living/dining room windows will exceed 60 dBA or future daytime sound levels exceed 65 dBA. If the sound level is greater than 55 dBA and less than or equal to 65 dBA, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

Building components such as walls, windows, and doors must be designed to achieve indoor sound level criteria when the plane of window nighttime sound level is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise.

Warning clauses to notify future residents of possible noise excesses are also required when nighttime sound levels exceed 50 dBA at the plane of a bedroom/living/dining room window and when daytime sound levels exceed 55 dBA at the plane of a bedroom/living/dining room window.

3.2 Road Traffic Data

Traffic data for Wellington Road 19 was obtained from the County of Wellington in the form of Annual Average Daily Traffic (AADT) values. The values were projected to the year 2036 at an annual growth rate of 2.5%. A projected volume of 5 999 vehicles per day and 85th percentile summer speed of 76 km/h were applied. A commercial vehicle percentage of 8.2% was split into 3.2% for medium trucks and 5.0% for heavy trucks. A day/night split of 90% / 10% was applied as per the Ontario Ministry of Transportation (MTO) guidelines [2].

Traffic data for First Line was obtained from the Township of Centre Wellington in the form of class volume counts. The values indicate relatively low traffic volumes and that traffic noise from this roadway is expected to have a negligible impact on the proposed development. Accordingly, a detailed assessment of this roadway was not conducted.

Road traffic data is included in Appendix A and summarized below in Table 2.



Table 2: Projected Road Traffic Data to Year 2036

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed [km / h]
			Medium	Heavy	
Wellington Rd 19	5 999	90 / 10	3.2	5.0	76

3.3 Traffic Noise Assessment Methodology & Results

To assess the levels of road traffic noise which will impact the study area in the future, sound level predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. Sample STAMSON calculations are included in Appendix B.

Prediction locations were chosen around the proposed development to obtain an appropriate preliminary representation of future sound levels at various façades. Sound levels were predicted at the plane of the top-storey windows during daytime and nighttime hours to investigate ventilation and façade construction requirements. A worst-case prediction of 3 storeys with a maximum height of 11 m for all dwelling units was assumed based on the proposed draft plan and the Township of Centre Wellington Zoning By-law [3]. The relevant pages of the Zoning By-law are included in Appendix C. Sound levels were also predicted at the assumed rear yard OLAs backing or flanking onto Wellington Road 19. Block 46 contains the heritage house and is excluded from the analysis as no additional units are proposed for that block. Figure 2 shows the proposed draft plan with prediction locations. The results are summarized in Table 3.

Table 3: Preliminary Predicted Traffic Sound Levels, Without Mitigation [dBA]

Prediction Location	Description	OLA, LEQ-16hr	Daytime, LEQ-16hr	Nighttime, LEQ-8hr
[A]	Dwelling units with direct exposure to Wellington Rd 19	63	66	59
[B]	Dwelling units with some exposure to Wellington Rd 19	<55	61	55
[C]	Dwelling units with some exposure to Wellington Rd 19	<55	58	51
[D]	Dwelling units with some exposure to Wellington Rd 19	<55	54	47
[OLA]	Rear yard OLAs backing onto Wellington Rd 19	64	--	--



3.4 Traffic Noise Recommendations

The preliminary sound level predictions indicate that the future traffic sound levels will exceed MECP guidelines at the proposed development.

Recommendations to address these excesses are discussed below.

3.4.1 Outdoor Living Areas

The predicted daytime sound levels at the assumed rear yard OLAs directly backing onto Wellington Road 19 will be up to 64 dBA, which exceeds the MECP guideline level of 55 dBA. Physical mitigation in the form of acoustic barriers is required; a minimum barrier height of 1.8 m is recommended.

For flanking rear yards adjacent to Wellington Road 19, the predicted sound level is up to 63 dBA. Physical mitigation in the form of acoustic barriers is required; a minimum barrier height of 1.8 m high is recommended.

Figure 3 shows the approximate location of the acoustic barriers.

Table 4: Barrier Heights to Achieve Various Sound Levels

		Sound Level in OLA [dBA]				
Prediction Location		55	56	57	58	59
Barrier Height [m]	Backing rear yard OLAs	2.6	2.4	2.2	2.0	1.8
	Flanking rear yard OLAs	2.1	2.0	1.8	--	--

The wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m². The walls may be constructed from a variety of materials such as wood, glass, pre-cast concrete, or other concrete/wood composite systems provided that it is free of gaps or cracks within or below its extent.

Further Analysis

If large balconies/terraces greater than 4 m in depth are provided, or if other common outdoor living areas are provided, the preliminary sound level predictions should be refined to confirm mitigation requirements, if applicable. When grading information is available, the acoustic barrier heights should be refined.

3.4.2 Indoor Living Areas and Ventilation Requirements

The predicted traffic sound levels outside the top-storey windows of the dwelling units with direct exposure to Wellington Road 19 will exceed 65 dBA during daytime hours. To address these excesses, these dwelling units need to be equipped with central air conditioning systems so that windows may remain closed.

The predicted daytime traffic sound levels outside the top-storey windows of the dwelling units in the second row with some exposure to Wellington Road 19 are greater than 55 dBA and less than 65 dBA. To address these excesses, the dwelling units should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

The predicted daytime traffic sound levels outside the top-storey windows of the remaining dwelling units are less than 55 dBA; no mitigation is required. Figure 4 shows the ventilation requirements for the development.

Window or through-the-wall air conditioning units are not recommended because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall sound insulating properties of the envelope. The location, installation, and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-300, as applicable.

3.4.3 Building Façade Constructions

The predicted traffic sound levels at the south façades of the dwelling units with direct exposure to Wellington Road 19 will exceed 65 dBA during daytime hours due to road traffic noise. Accordingly, MECP guidelines recommend that the windows, walls, and doors be designed so that the indoor sound levels comply with MECP noise criteria.

Detailed floor plans were not available at the time of this report, and thus assumptions were made regarding floor, exterior wall, and window areas. Preliminary calculations were performed to determine the building façade constructions required to maintain indoor sound levels within MECP guidelines. The calculation methods were developed by the National Research Council (NRC). They are based on the predicted future sound levels at the façades, and the anticipated areas of the façade components (walls, windows, and doors) relative to the floor area of the adjacent room.

Exterior Doors

There may be glazed exterior doors (sliding or swing) for entry onto balconies from living/dining rooms and some bedrooms or into rear yard OLAs. The glazing areas of the doors should be counted as part of the total window glazing area. All exterior doors should include good weather seals to reduce air infiltration to the minimum achievable levels.

Glazing Construction

Detailed floor plans and building elevations were not available for review at the time of this report. The window to floor area ratios were assumed to be 50% (40% fixed, 10% operable) for living/dining rooms and 25% (20% fixed, 5% operable) for bedrooms to determine preliminary window STC ratings required to mitigate road traffic noise levels.



Table 5: Preliminary Minimum STC Requirements

Prediction Location	Façade	Minimum Glazing STC Requirement
Dwelling Units with Direct Exposure to Wellington Rd 19	+ South Façade	STC-30
	+ Remaining Façades	OBC *
Remaining Dwelling Units	+ All Façades	OBC *

Notes: + Sound entering through windows.

* Meeting the minimum requirements of the Ontario Building Code (OBC).

Further Analysis

When detailed floor plans and building elevations are available for the dwellings directly adjacent to Wellington Road 19, an acoustical consultant shall review the detailed drawings and provide refined glazing constructions based on actual window to floor area ratios.

4 WARNING CLAUSES

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all dwelling units with anticipated traffic sound level excesses. Examples are provided below and follow the labels outlined in NPC-300.

Suggested wording for future dwellings with sound level excesses is given below.

Type A:

Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.

Suggested wording for future dwellings for which physical mitigation has been provided is given below.



Type B:

Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.

Suggested wording for future dwelling units requiring a provision for the future installation of central air conditioning systems at the occupant's discretion is given below.

Type C:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

Suggested wording for future dwelling units requiring the inclusion of central air conditioning systems is given below.

Type D:

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

Suggested wording regarding the presence of nearby commercial, recreational, and institutional facilities is given below.

Type E:

Purchasers/tenants are advised that due to the proximity of the adjacent commercial, recreational, and institutional facilities, noise from these facilities may at times be audible.

These sample clauses are provided by the MECP as examples and can be modified by the Municipality as required.

5 SUMMARY

HGC has assessed the impact of traffic noise at the proposed residential development. The preliminary results show that the proposed development is feasible with the noise mitigation measures described in this report. The following list and Table 6 summarize the recommendations made in this report. The reader is referred to the previous sections of the report where these recommendations are applied and discussed in more detail.

1. Central air conditioning systems and upgraded glazing construction for the dwelling units directly adjacent to Wellington Road 19.
2. Provision for the future installation of central air conditioning systems at the occupant's discretion is required for the dwelling units in the second row with some exposure to Wellington Road 19, as shown in Figure 4.
3. Warning clauses are required for the aforementioned dwelling units to inform future residents of traffic noise impacts and the presence of nearby commercial/industrial, recreational, and institutional facilities.
4. Acoustic barriers are required for any rear yard OLAs directly backing onto or flanking onto Wellington Road 19. When grading information is available, the acoustical barrier heights should be refined.



Table 6: Summary of Noise Mitigation Requirements and Noise Warning Clauses

Description	Block	Acoustic Barrier ²	Ventilation Requirements ^{1, 2}	Type of Warning Clause ²	Upgraded Glazing Requirements ²
Dwelling units with direct exposure to Wellington Rd 19	1, 2, 36, 41, 44	--	Central A/C	A, B, D, E	STC-30**
Dwelling units in the second row with some exposure to Wellington Rd 19	1, 2, 4, 36, 37, 39, 40, 42 to 45	--	Provision for future installation of central A/C	A, C, E	OBC*
Remaining dwelling units	All	--	--	E	OBC*
Rear yard OLAs backing or flanking onto Wellington Rd 19	1, 2, 36, 41, 44	✓	--	--	--

- Notes:
- No specific requirement.
 - 1 The location, installation, and sound ratings of the air conditioning condensers must be compliant with MECP Guideline NPC-300, as applicable.
 - 2 When detailed floor plans and building elevations are available, a detailed noise study should be completed to refine the noise mitigation requirements.
 - * Meeting the minimum requirements of the Ontario Building Code (OBC).
 - ** South façades of the dwelling units.
 - ✓ Rear yard OLAs backing/flanking onto Wellington Road 19 require an acoustic barrier. Refer to section 3.4.1.

5.1 Implementation

To ensure that the noise mitigation recommendations outlined above are properly implemented prior to registration, it is recommended that:

1. Prior to the issuance of building permits for this development, a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should review the detailed architectural plans and building elevations to refine the noise mitigation requirements.
2. Prior to the issuance of occupancy permits for this development, a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should inspect the site to certify that the sound control measures as approved have been incorporated, properly installed and constructed.



6 REFERENCES

1. *Ontario Ministry of the Environment, Conservation and Parks, Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning, August 2013.*
2. *Ontario Ministry of Transportation, Environmental Guide for Noise, 2022.*
3. *Township of Centre Wellington, Comprehensive Zoning By-law No. 2009-045, December 2025.*
4. *Google Maps Aerial Imagery, Internet application: maps.google.com.*

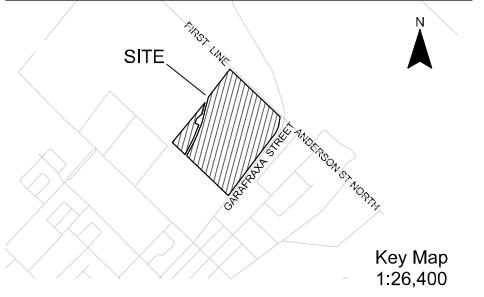




Figure 1 - Key Plan



DRAFT PLAN OF SUBDIVISION
PT LT 8 CON 1 WEST GARAFRAXA
PT 1, 61R11802 TOWNSHIP OF
CENTRE WELLINGTON
WELLINGTON COUNTY



OWNER'S CERTIFICATE:
I authorize Weston Consulting Group Inc. to prepare and submit this plan for draft approval.

Date: June 23, 2026

RBS & EUS FERGUS G.P. INC.
3706 STEELES AVENUE WEST, SUITE 800
VAUGHAN, ON L4L 8M9
905-854-0154

SURVEYOR'S CERTIFICATE:
I hereby certify that the boundaries of the lands being subdivided and their correct relationship to the adjacent lands are accurately and correctly shown on this plan.

Date: June 23, 2026

GRANT T. STONWILL O.L.S.
J.D. BARNES LTD.
401 WHEELABRATOR WAY, SUITE A
MILTON, ON L7T 3C1
PHONE: (905) 875-9955
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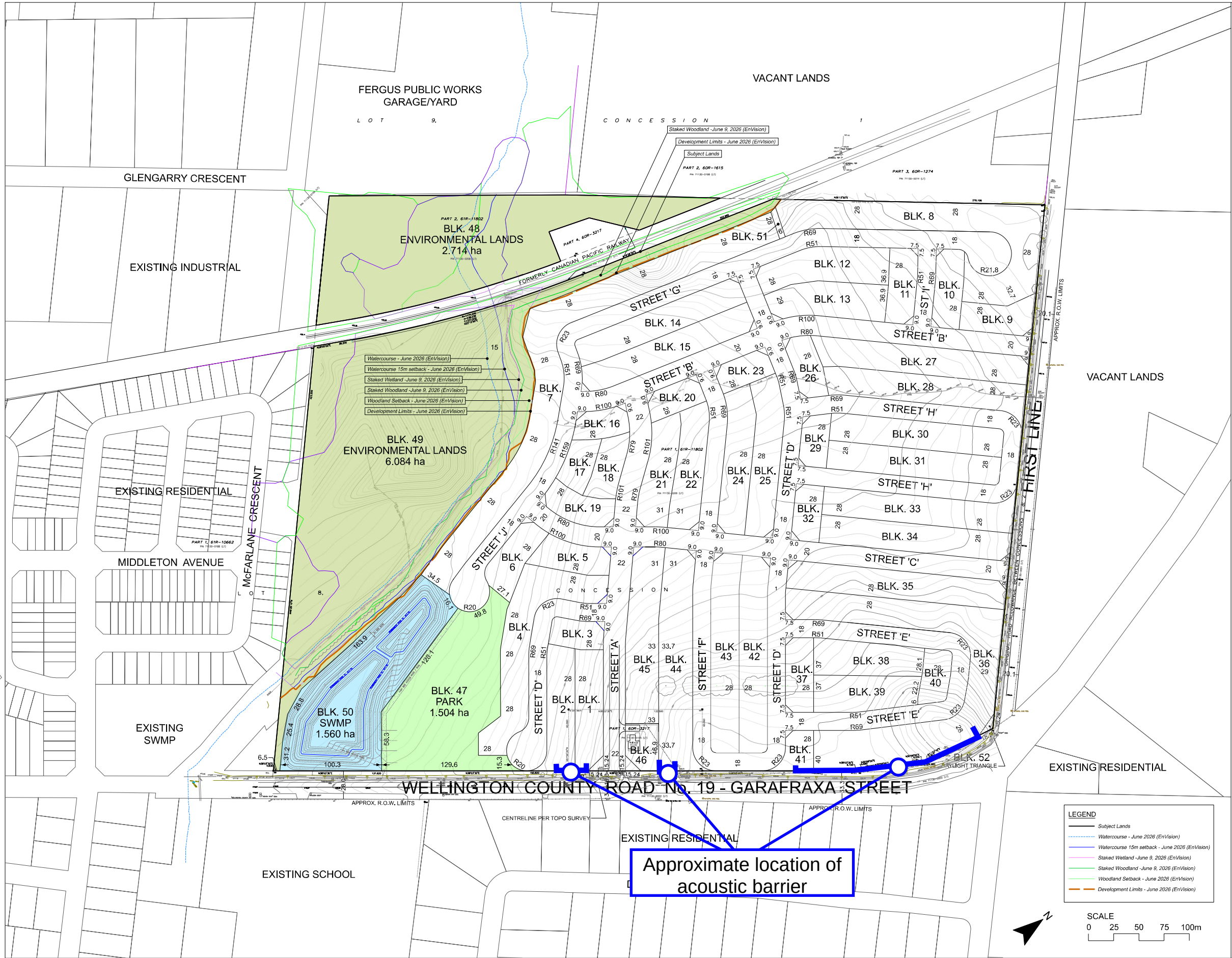
ADDITIONAL INFORMATION:
[Section 51(17) of the Planning Act, R.S.O. 1990, c. P.13], as amended to June 16, 2026.
a), b), e), f), g), j) & l) - on plan.
c) - on key plan
d) - see statistics
h) - piped water to be installed by developer
i) - sandy silt till, silt & sandy silt
k) - all services to be made available by developer

DEVELOPMENT STATISTICS:		
BLOCKS	UNITS	AREA(HA)
Residential Blocks [Blks. 1-45]:	674-694	18.874 ha
Heritage House [Blk. 46]:	1	0.143 ha
Park [Blk. 47]:		1.504 ha
Environmental Protection Area [Blks. 48,49]:		8.798 ha
SWMP [Blk. 50]:		1.560 ha
Walkway and Servicing [Blk. 51]:		0.018 ha
Sight Triangle [Blk. 52]:		0.010 ha
Roads:		8.152 ha
Total:	675-695	39.059 ha

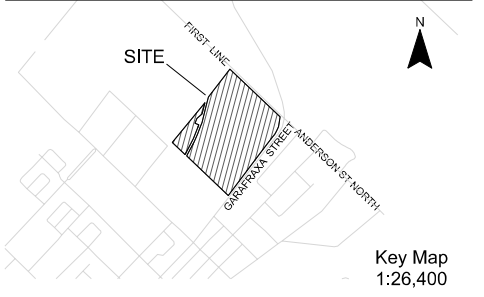
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Drawn By: SM
Planner: RG
CAD: 2026-06-23_Wellington_Draft Plan D1_11630.dwg
Drawing
D1

Figure 2 - Draft Plan Showing Prediction Locations



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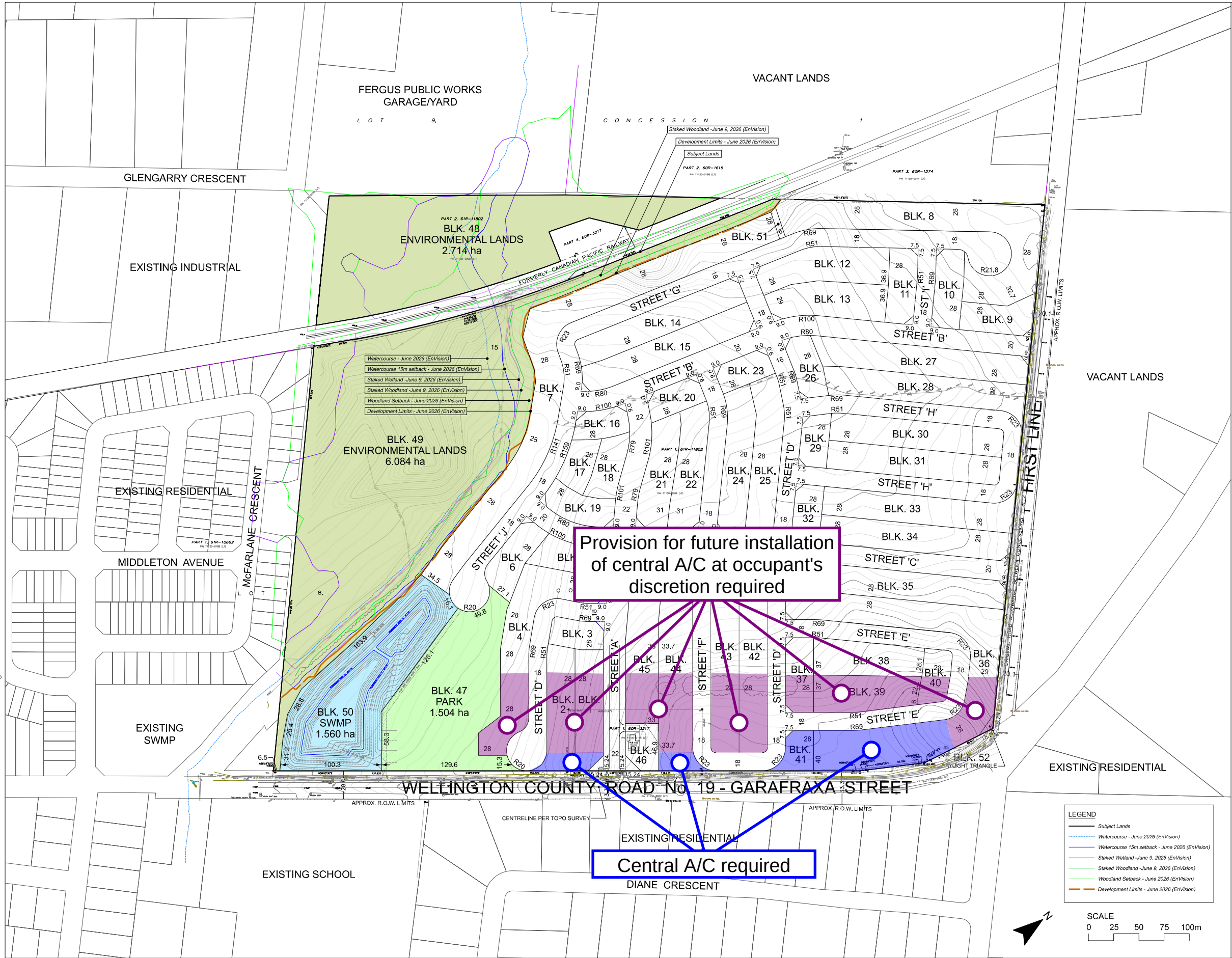
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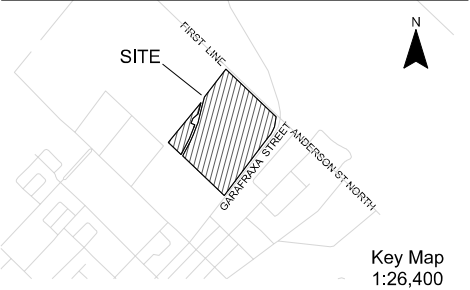
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Figure 3 - Draft Plan Showing Barrier Requirements



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Figure 4 - Draft Plan Showing Ventilation Requirements

Appendix A

Road Traffic Data



NOISE

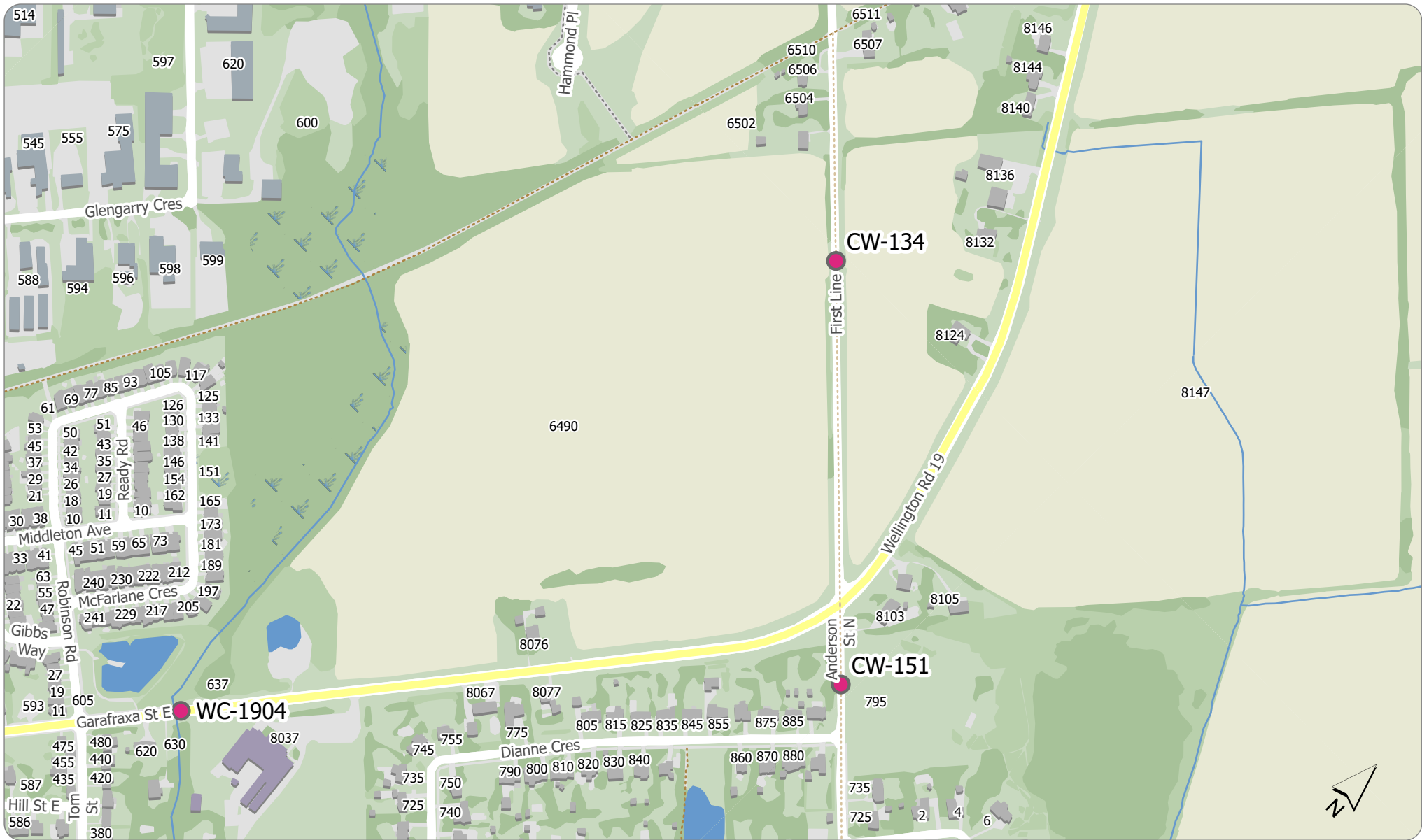


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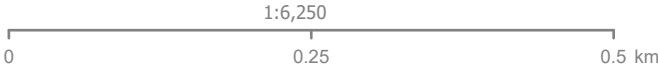
www.hgcacoustics.com



Township of Centre Wellington Traffic Counts Locations First Line and Wellington Rd 19

● Traffic Count Site

Sources: May include data from the Grand River Conservation Authority, County of Wellington, Teranet (2004) and © 2026 of the Queens Printer For Ontario. Data provided herein is derived from sources with varying levels of accuracy and currency. This is not a survey product. The Township of Centre Wellington disclaims all responsibility for the accuracy or completeness of information contained herein. The Township of Centre Wellington assumes no responsibility for errors arising from use of these mapping products. All rights reserved. May not be reproduced without permission. © 2026 The Township of Centre Wellington. Path: O:\DATA_ENTERPRISE\INFRASTRUCTURE\ROADS\TRAFFIC\TrafficCount_Request_Base\TrafficCount_Request_Base.aprx



Report-1.1	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E - Direction : North Road : Dates : 2025-09-23													
Classes ----->	Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total
00:00 0:15														
0:15 0:30														
0:30 0:45														
0:45 1:00														
00:00 1:00														
1:00 1:15														
1:15 1:30														
1:30 1:45														
1:45 2:00														
1:00 2:00														
2:00 2:15														
2:15 2:30														
2:30 2:45														
2:45 3:00														
2:00 3:00														
3:00 3:15														
3:15 3:30														
3:30 3:45		1												1 0.3%
3:45 4:00														
3:00 4:00		1												1 0.3%
4:00 4:15														
4:15 4:30														
4:30 4:45														
4:45 5:00														
4:00 5:00														
5:00 5:15														
5:15 5:30														
5:30 5:45								1						1 0.3%
5:45 6:00		1	3											4 1.0%
5:00 6:00		1	3					1						5 1.3%
6:00 6:15		2	1											3 0.8%
6:15 6:30		2	1											3 0.8%
6:30 6:45		3	4		1									8 2.1%
6:45 7:00		1	4											5 1.3%
6:00 7:00		8	10		1									19 4.9%
7:00 7:15		4	2											6 1.6%
7:15 7:30		6	2		1									9 2.3%
7:30 7:45		11	4		1									16 4.2%
7:45 8:00	1	11	5	1										18 4.7%
7:00 8:00	1	32	13	1	2									49 12.8%
8:00 8:15	1	3	3		1									8 2.1%
8:15 8:30	1	5		2										8 2.1%
8:30 8:45		2	1		1									4 1.0%
8:45 9:00		4	5	1	3									13 3.4%
8:00 9:00	2	14	9	3	5									33 8.6%
9:00 9:15		7	2	1	1									11 2.9%
9:15 9:30		1	2											3 0.8%
9:30 9:45		2	4		1			1						8 2.1%
9:45 10:00		2	2											4 1.0%
9:00 10:00		12	10	1	2			1						26 6.8%
10:00 10:15		3	2		1									6 1.6%
10:15 10:30	1	3	1		1									6 1.6%
10:30 10:45			2											2 0.5%
10:45 11:00		5	1											6 1.6%
10:00 11:00	1	11	6		2									20 5.2%
11:00 11:15		5	4				1							10 2.6%
11:15 11:30			2											2 0.5%
11:30 11:45		3	2		1									6 1.6%
11:45 12:00		5	2											7 1.8%
11:00 12:00		13	10		1		1							25 6.5%

12:00	12:15	1	1		3					5	1.3%
12:15	12:30	1	1	1						3	0.8%
12:30	12:45		1		2					3	0.8%
12:45	13:00		3	1	2					6	1.6%
12:00	13:00	2	6	2	7					17	4.4%
13:00	13:15		4	3						7	1.8%
13:15	13:30		1	2						3	0.8%
13:30	13:45		5	4						9	2.3%
13:45	14:00		1	2	1					4	1.0%
13:00	14:00		11	11	1					23	6.0%
14:00	14:15		3	1						4	1.0%
14:15	14:30		4	2						6	1.6%
14:30	14:45		3	2						5	1.3%
14:45	15:00		4			1	1			6	1.6%
14:00	15:00		14	5		1	1			21	5.5%
15:00	15:15		3	1						4	1.0%
15:15	15:30	1	4	3	1					9	2.3%
15:30	15:45	1	3	2						6	1.6%
15:45	16:00	1	3	4	1					9	2.3%
15:00	16:00	3	13	10	2					28	7.3%
16:00	16:15		5		1					6	1.6%
16:15	16:30		6	3	4					13	3.4%
16:30	16:45		3	3		1				7	1.8%
16:45	17:00		6	1	1					8	2.1%
16:00	17:00		20	7	5	1	1			34	8.9%
17:00	17:15		3	5						8	2.1%
17:15	17:30		2	3						5	1.3%
17:30	17:45		4	3		1				8	2.1%
17:45	18:00		2	1						3	0.8%
17:00	18:00		11	12		1				24	6.3%
18:00	18:15		2	3	1	1				7	1.8%
18:15	18:30		1				1			2	0.5%
18:30	18:45		2			1				3	0.8%
18:45	19:00		1	2		1				4	1.0%
18:00	19:00		6	5	1	3		1		16	4.2%
19:00	19:15		1							1	0.3%
19:15	19:30		2	9		1				12	3.1%
19:30	19:45		2	2						4	1.0%
19:45	20:00		2	1						3	0.8%
19:00	20:00		7	12		1				20	5.2%
20:00	20:15		2			1				3	0.8%
20:15	20:30		1	2			1			4	1.0%
20:30	20:45		1	1						2	0.5%
20:45	21:00										
20:00	21:00		4	3		1		1		9	2.3%
21:00	21:15		1			2				3	0.8%
21:15	21:30		4							4	1.0%
21:30	21:45		2							2	0.5%
21:45	22:00		1							1	0.3%
21:00	22:00		8			2				10	2.6%
22:00	22:15						1			1	0.3%
22:15	22:30										
22:30	22:45										
22:45	23:00										
22:00	23:00						1			1	0.3%
23:00	23:15		1	1						2	0.5%
23:15	23:30										
23:30	23:45		1							1	0.3%
23:45	00:00										
23:00	00:00		2	1						3	0.8%
Total		9	194	129	13	30	1	2	6	384	
		2.3%	50.5%	33.6%	3.4%	7.8%	0.3%	0.5%	1.6%		
AM PEAK		1	11	5	2	3		1	1	18	
period		7:45	7:30	7:45	8:15	8:45		11:00	5:30	7:45	
% of class		11.1%	5.7%	3.9%	15.4%	10.0%		50.0%	16.7%	4.7%	
PM PEAK		1	6	9	4	3	1	1	1	13	
period		12:00	16:15	19:15	16:15	12:00	16:30	14:45	14:45	16:15	
% of class		11.1%	3.1%	7.0%	30.8%	10.0%	100.0%	50.0%	16.7%	3.4%	

12:00	12:15	3						3	0.8%
12:15	12:30	3	2		2			7	2.0%
12:30	12:45	4	2					6	1.7%
12:45	13:00	3	2		2			7	2.0%
12:00	13:00	13	6		4			23	6.5%
13:00	13:15	2	2		1			5	1.4%
13:15	13:30								
13:30	13:45	4		1			1	6	1.7%
13:45	14:00	2	1					3	0.8%
13:00	14:00	8	3	1	1		1	14	4.0%
14:00	14:15	2	2					4	1.1%
14:15	14:30	2	2		1			5	1.4%
14:30	14:45	4	2					6	1.7%
14:45	15:00		1					1	0.3%
14:00	15:00	8	7		1			16	4.5%
15:00	15:15	4	2					6	1.7%
15:15	15:30	5	1		1	1		8	2.3%
15:30	15:45	6	1					7	2.0%
15:45	16:00	3		1	1		1	6	1.7%
15:00	16:00	18	4	2	2		1	27	7.6%
16:00	16:15	4	1	1	1	1		7	2.0%
16:15	16:30	3	6	6	1			16	4.5%
16:30	16:45	5	2					7	2.0%
16:45	17:00	3	3	1	1			8	2.3%
16:00	17:00	15	12	8	3			38	10.7%
17:00	17:15	2	1					3	0.8%
17:15	17:30		2					2	0.6%
17:30	17:45	2	4					6	1.7%
17:45	18:00	3			1			4	1.1%
17:00	18:00	7	7		1			15	4.2%
18:00	18:15	1					1	2	0.6%
18:15	18:30		1					1	0.3%
18:30	18:45	1	3					4	1.1%
18:45	19:00	5	9		1			15	4.2%
18:00	19:00	7	13		1		1	22	6.2%
19:00	19:15	1	1					2	0.6%
19:15	19:30			1				1	0.3%
19:30	19:45	4	5					9	2.5%
19:45	20:00	3	2					5	1.4%
19:00	20:00	1	8	8				17	4.8%
20:00	20:15	1	1					2	0.6%
20:15	20:30	6	4					10	2.8%
20:30	20:45		1		1			2	0.6%
20:45	21:00	2			1			3	0.8%
20:00	21:00	9	6		2			17	4.8%
21:00	21:15	3						3	0.8%
21:15	21:30	1	1					2	0.6%
21:30	21:45		1					1	0.3%
21:45	22:00	1						1	0.3%
21:00	22:00	5	2					7	2.0%
22:00	22:15								
22:15	22:30	1						1	0.3%
22:30	22:45	1			1			2	0.6%
22:45	23:00								
22:00	23:00	2			1			3	0.8%
23:00	23:15								
23:15	23:30		1					1	0.3%
23:30	23:45								
23:45	00:00								
23:00	00:00		1					1	0.3%
Total		3	188	109	15	35	1	3	
		0.8%	53.1%	30.8%	4.2%	9.9%	0.3%	0.8%	
AM PEAK		2	15	6	2	3	1	24	
period		7:45	7:45	7:45	8:15	8:15	9:45	7:45	
% of class		66.7%	8.0%	5.5%	13.3%	8.6%	100.0%	6.8%	
PM PEAK		1	6	9	6	2	1	16	
period		19:00	15:30	18:45	16:15	12:15	13:30	16:15	
% of class		33.3%	3.2%	8.3%	40.0%	5.7%	33.3%	4.5%	

12:00	12:15		6	1		1				8	2.1%
12:15	12:30	1	2		1	1				5	1.3%
12:30	12:45		5	2		1				8	2.1%
12:45	13:00		3							3	0.8%
12:00	13:00	1	16	3	1	2	1			24	6.3%
13:00	13:15		4			1				5	1.3%
13:15	13:30		3	4				1		8	2.1%
13:30	13:45		2	1		1				4	1.0%
13:45	14:00		4	1						5	1.3%
13:00	14:00		13	6		2		1		22	5.7%
14:00	14:15		3	1		2				6	1.6%
14:15	14:30		3							3	0.8%
14:30	14:45		6	3	1			2		12	3.1%
14:45	15:00		2	2	1					5	1.3%
14:00	15:00		14	6	2	2		2		26	6.8%
15:00	15:15		4			1				5	1.3%
15:15	15:30			4			1		1	6	1.6%
15:30	15:45		4	5	1	1				11	2.9%
15:45	16:00	1	5	1						7	1.8%
15:00	16:00	1	13	10	1	2	1	1		29	7.6%
16:00	16:15		10	3			1			14	3.7%
16:15	16:30		7	3	1	2				13	3.4%
16:30	16:45	1	9	4		1				15	3.9%
16:45	17:00		7	1						8	2.1%
16:00	17:00	1	33	11	1	3	1			50	13.1%
17:00	17:15	1	6	5		2				14	3.7%
17:15	17:30		5	1						6	1.6%
17:30	17:45		6	2						8	2.1%
17:45	18:00		5	3						8	2.1%
17:00	18:00	1	22	11		2				36	9.4%
18:00	18:15		4	2		2		1		9	2.3%
18:15	18:30		4	2		1				7	1.8%
18:30	18:45		3	2		1	1			7	1.8%
18:45	19:00		9							9	2.3%
18:00	19:00		20	6		4	1	1		32	8.4%
19:00	19:15		3	1						4	1.0%
19:15	19:30		3	2						5	1.3%
19:30	19:45		2	1						3	0.8%
19:45	20:00										
19:00	20:00		8	4						12	3.1%
20:00	20:15		2							2	0.5%
20:15	20:30		3							3	0.8%
20:30	20:45					1				1	0.3%
20:45	21:00		1							1	0.3%
20:00	21:00		6			1				7	1.8%
21:00	21:15		3	3		1				7	1.8%
21:15	21:30		3	2						5	1.3%
21:30	21:45										
21:45	22:00		1	1						2	0.5%
21:00	22:00		7	6		1				14	3.7%
22:00	22:15										
22:15	22:30										
22:30	22:45										
22:45	23:00										
22:00	23:00										
23:00	23:15										
23:15	23:30		1							1	0.3%
23:30	23:45										
23:45	00:00										
23:00	00:00		1							1	0.3%
Total			10 2.6%	221 57.7%	102 26.6%	15 3.9%	23 6.0%	5 1.3%	7 1.8%	383	
AM PEAK period % of class			3 8:30 30.0%	8 7:30 3.6%	7 8:15 6.9%	3 7:30 20.0%	1 6:15 4.3%	1 8:15 20.0%	1 5:45 14.3%	14 8:15 3.7%	
PM PEAK period % of class			1 12:15 10.0%	10 16:00 4.5%	5 15:30 4.9%	1 12:15 6.7%	2 14:00 8.7%	1 12:00 20.0%	2 14:30 28.6%	15 16:30 3.9%	

Report-1.5	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E -													
	Direction : North + South		Road :											
Dates : 2025-09-23														
Classes ----->	Class-1	Class-2	Class-3	Class-4	Class-5	Class-6	Class-7	Class-8	Class-9	Class-10	Class-11	Class-12	Class-13	Total
00:00 0:15														
0:15 0:30														
0:30 0:45														
0:45 1:00														
00:00 1:00														
1:00 1:15														
1:15 1:30														
1:30 1:45														
1:45 2:00														
1:00 2:00														
2:00 2:15	1													1 0.1%
2:15 2:30														
2:30 2:45														
2:45 3:00														
2:00 3:00	1													1 0.1%
3:00 3:15														
3:15 3:30														
3:30 3:45	1													1 0.1%
3:45 4:00														
3:00 4:00	1													1 0.1%
4:00 4:15														
4:15 4:30														
4:30 4:45														
4:45 5:00														
4:00 5:00														
5:00 5:15														
5:15 5:30	1													1 0.1%
5:30 5:45														1 0.1%
5:45 6:00	2 4													7 0.9%
5:00 6:00	3 4													9 1.2%
6:00 6:15	3 1													4 0.5%
6:15 6:30	2 1													4 0.5%
6:30 6:45	4 5													10 1.3%
6:45 7:00	2 5 1													8 1.0%
6:00 7:00	11 12 1 2													26 3.4%
7:00 7:15	7 2													9 1.2%
7:15 7:30	8 4													13 1.7%
7:30 7:45	19 6 3 1													29 3.8%
7:45 8:00	1 12 7 3													23 3.0%
7:00 8:00	1 46 19 6 2													74 9.6%
8:00 8:15	1 5 3 2 1													12 1.6%
8:15 8:30	1 10 7 2 1 1													22 2.9%
8:30 8:45	3 2 4 1 1													11 1.4%
8:45 9:00	8 5 1 3													17 2.2%
8:00 9:00	5 25 19 6 6 1													62 8.1%
9:00 9:15	10 3 1 2													16 2.1%
9:15 9:30	6 4													10 1.3%
9:30 9:45	1 3 4													11 1.4%
9:45 10:00	1 3 2													6 0.8%
9:00 10:00	2 22 13 1 3													43 5.6%
10:00 10:15	5 3 1													9 1.2%
10:15 10:30	1 3 3 1													8 1.0%
10:30 10:45	1 3 5 1 1													11 1.4%
10:45 11:00	9 3													12 1.6%
10:00 11:00	2 20 14 1 3													40 5.2%
11:00 11:15	12 5													18 2.3%
11:15 11:30	6 4													10 1.3%
11:30 11:45	5 7 1													13 1.7%
11:45 12:00	8 3													11 1.4%
11:00 12:00	31 19 1 1													52 6.8%

12:00	12:15	1	7	1	3	1				13	1.7%
12:15	12:30	2	3	1	1	1				8	1.0%
12:30	12:45		6	2		3				11	1.4%
12:45	13:00		6	1		2				9	1.2%
12:00	13:00	3	22	5	1	9	1			41	5.3%
13:00	13:15		8	3		1				12	1.6%
13:15	13:30		4	6				1		11	1.4%
13:30	13:45		7	5		1				13	1.7%
13:45	14:00		5	3		1				9	1.2%
13:00	14:00		24	17		3		1		45	5.9%
14:00	14:15		6	2		2				10	1.3%
14:15	14:30		7	2						9	1.2%
14:30	14:45		9	5	1				2	17	2.2%
14:45	15:00		6	2	1			1	1	11	1.4%
14:00	15:00		28	11	2	2		1	3	47	6.1%
15:00	15:15		7	1		1				9	1.2%
15:15	15:30	1	4	7	1		1		1	15	2.0%
15:30	15:45	1	7	7	1	1				17	2.2%
15:45	16:00	2	8	5	1					16	2.1%
15:00	16:00	4	26	20	3	2	1		1	57	7.4%
16:00	16:15		15	3		1	1			20	2.6%
16:15	16:30		13	6	5	2				26	3.4%
16:30	16:45	1	12	7		1	1			22	2.9%
16:45	17:00		13	2	1					16	2.1%
16:00	17:00	1	53	18	6	4	2			84	11.0%
17:00	17:15	1	9	10		2				22	2.9%
17:15	17:30		7	4						11	1.4%
17:30	17:45		10	5		1				16	2.1%
17:45	18:00		7	4						11	1.4%
17:00	18:00	1	33	23		3				60	7.8%
18:00	18:15		6	5	1	3			1	16	2.1%
18:15	18:30		5	2		1			1	9	1.2%
18:30	18:45		5	2		2	1			10	1.3%
18:45	19:00		10	2		1				13	1.7%
18:00	19:00		26	11	1	7	1		2	48	6.3%
19:00	19:15		4	1						5	0.7%
19:15	19:30		5	11		1				17	2.2%
19:30	19:45		4	3						7	0.9%
19:45	20:00		2	1						3	0.4%
19:00	20:00		15	16		1				32	4.2%
20:00	20:15		4			1				5	0.7%
20:15	20:30		4	2					1	7	0.9%
20:30	20:45		1	1		1				3	0.4%
20:45	21:00		1							1	0.1%
20:00	21:00		10	3		2			1	16	2.1%
21:00	21:15		4	3		3				10	1.3%
21:15	21:30		7	2						9	1.2%
21:30	21:45		2							2	0.3%
21:45	22:00		2	1						3	0.4%
21:00	22:00		15	6		3				24	3.1%
22:00	22:15										
22:15	22:30							1		1	0.1%
22:30	22:45										
22:45	23:00										
22:00	23:00							1		1	0.1%
23:00	23:15		1	1						2	0.3%
23:15	23:30		1							1	0.1%
23:30	23:45		1							1	0.1%
23:45	00:00										
23:00	00:00		3	1						4	0.5%
Total		19 2.5%	415 54.1%	231 30.1%	28 3.7%	53 6.9%	6 0.8%	2 0.3%	13 1.7%	767	
AM PEAK period % of class		3 8:30 15.8%	19 7:30 4.6%	7 7:45 3.0%	3 7:30 10.7%	3 8:45 5.7%	1 8:15 16.7%	1 11:00 50.0%	2 9:30 15.4%	29 7:30	3.8%
PM PEAK period % of class		2 12:15 10.5%	15 16:00 3.6%	11 19:15 4.8%	5 16:15 17.9%	3 12:00 5.7%	1 12:00 16.7%	1 14:45 50.0%	2 14:30 15.4%	26 16:15	3.4%

12:00	12:15	9	1								10	1.3%
12:15	12:30	4	4		2						10	1.3%
12:30	12:45	13	2								15	2.0%
12:45	13:00	6	2		2						10	1.3%
12:00	13:00	32	9		4						45	6.1%
13:00	13:15	6	3		2						11	1.5%
13:15	13:30	1	1		1				1		4	0.5%
13:30	13:45	5	4		2				1		12	1.6%
13:45	14:00	9	4		1	1					15	2.0%
13:00	14:00	21	12	3	4				2		42	5.7%
14:00	14:15	7	3		1				1		12	1.6%
14:15	14:30	3	4		1						8	1.1%
14:30	14:45	7	3		1	2					13	1.8%
14:45	15:00		4		1						5	0.7%
14:00	15:00	17	14	2	4				1		38	5.1%
15:00	15:15	7	2		1						10	1.3%
15:15	15:30	7	5		1	4					17	2.3%
15:30	15:45	13	3		1	1					18	2.4%
15:45	16:00	3	1		1	2			1		8	1.1%
15:00	16:00	30	11	3	8				1		53	7.2%
16:00	16:15	12	2		1	1					16	2.2%
16:15	16:30	11	7		7	2					27	3.6%
16:30	16:45	2	10		7	1					20	2.7%
16:45	17:00	8	4		1	1					14	1.9%
16:00	17:00	2	41	20	9	5					77	10.4%
17:00	17:15		11		4						16	2.2%
17:15	17:30	1	4		6		1		1		13	1.8%
17:30	17:45		4		6						10	1.3%
17:45	18:00		5		2		3				10	1.3%
17:00	18:00	1	24	18		5		1			49	6.6%
18:00	18:15		5		5				1		11	1.5%
18:15	18:30		4		4						8	1.1%
18:30	18:45		2		4		1				7	0.9%
18:45	19:00		10		17		1				28	3.8%
18:00	19:00		21		30		2		1		54	7.3%
19:00	19:15	1	6		1		1				9	1.2%
19:15	19:30		2		1		1				4	0.5%
19:30	19:45		8		6						14	1.9%
19:45	20:00		9		5		1				15	2.0%
19:00	20:00	1	25		13		3				42	5.7%
20:00	20:15		3		3				1		7	0.9%
20:15	20:30		7		5						12	1.6%
20:30	20:45		3		7		2				12	1.6%
20:45	21:00		2		3		1				6	0.8%
20:00	21:00		15		18		3		1		37	5.0%
21:00	21:15		3								3	0.4%
21:15	21:30		6		2						8	1.1%
21:30	21:45		1		1						2	0.3%
21:45	22:00		2								2	0.3%
21:00	22:00		12		3						15	2.0%
22:00	22:15											
22:15	22:30		1				1				2	0.3%
22:30	22:45		1				1				2	0.3%
22:45	23:00											
22:00	23:00		2				2				4	0.5%
23:00	23:15				1						1	0.1%
23:15	23:30				1						1	0.1%
23:30	23:45											
23:45	00:00											
23:00	00:00				2						2	0.3%
Total		7	394	227	33	69	2	1	7	1	741	
		0.9%	53.2%	30.6%	4.5%	9.3%	0.3%	0.1%	0.9%	0.1%		
AM PEAK		2	18	8	3	5	1	1	1	1	28	
period		7:45	7:45	9:15	7:30	8:15	10:30	9:45	8:15	8:00	7:45	
% of class		28.6%	4.6%	3.5%	9.1%	7.2%	50.0%	100.0%	14.3%	100.0%	3.8%	
PM PEAK		2	13	17	7	4	1		1		28	
period		16:30	12:30	18:45	16:15	15:15	17:15		13:15		18:45	
% of class		28.6%	3.3%	7.5%	21.2%	5.8%	50.0%		14.3%		3.8%	

Report-2.1	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E -																															
	Direction :		North		Road :																											
	Dates : 1		2025-09-23																													
Speeds,km/h ----->															Total			Pace	Number													
															20			30	40	50	60	70	80	90	100	110	120	130	140			
00:00	0:15																															
0:15	0:30																															
0:30	0:45																															
0:45	1:00																															
00:00	1:00																															
1:00	1:15																															
1:15	1:30																															
1:30	1:45																															
1:45	2:00																															
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2:00	2:15																															
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2:30	2:45																															
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11:00	11:15																															
11:15	11:30																															
11:30	11:45																															
11:45	12:00																															
11:00	12:00																															

12:00	12:15							3	2							5	64.9-84.9	5							
12:15	12:30							1	1							3	65.2-85.2	2							
12:30	12:45		1					1	1							3	51.4-71.4	3							
12:45	13:00							2	3	1						6	54.9-74.9	5							
12:00	13:00		1		1		3	8	4							17	64.9-84.9	5							
13:00	13:15			1			3	1	1	1						7	50.6-70.6	4							
13:15	13:30				1			2								3	54.9-74.9	3							
13:30	13:45		1	1			3	3	1							9	61.8-81.8	7							
13:45	14:00						4									4	48.8-68.8	4							
13:00	14:00		1	2	1	10	6	2	1							23	61.8-81.8	7							
14:00	14:15					1	1	1	1							4	53.1-73.1	3							
14:15	14:30					2	1	2	1							6	51.8-71.8	4							
14:30	14:45				1	2	1			1						5	55.1-75.1	4							
14:45	15:00						2	2	2							6	62.9-82.9	6							
14:00	15:00					4	6	6	4	1						21	62.9-82.9	6							
15:00	15:15						2	1	1							4	51.0-71.0	3							
15:15	15:30		1			1	4	1	2							9	51.9-71.9	6							
15:30	15:45			1			1	3	1							6	53.6-73.6	4							
15:45	16:00					2	2	2	3							9	62.2-82.2	7							
15:00	16:00		1	1		3	9	7	7							28	62.2-82.2	7							
16:00	16:15				1		2	2	1							6	60.8-80.8	5							
16:15	16:30				2	1	5	4	1							13	58.5-78.5	9							
16:30	16:45						3	2	2							7	60.7-80.7	6							
16:45	17:00							5	3							8	66.1-86.1	8							
16:00	17:00				3	1	10	13	7							34	58.5-78.5	9							
17:00	17:15						6	1	1							8	62.5-82.5	8							
17:15	17:30						1	3		1						5	55.0-75.0	4							
17:30	17:45					2	2	2	1	1						8	53.7-73.7	5							
17:45	18:00						1	1	1							3	65.7-85.7	3							
17:00	18:00					2	10	7	3	2						24	62.5-82.5	8							
18:00	18:15					1	1	4	1							7	65.1-85.1	6							
18:15	18:30							1	1							2	67.7-87.7	2							
18:30	18:45								1	2						3	69.2-89.2	3							
18:45	19:00					1	2	1								4	47.2-67.2	3							
18:00	19:00					2	3	7	4							16	65.1-85.1	6							
19:00	19:15							1								1	53.6-73.6	1							
19:15	19:30					1		8	2	1						12	70.2-90.2	11							
19:30	19:45						2	1		1						4	56.6-76.6	3							
19:45	20:00						1	2								3	58.4-78.4	3							
19:00	20:00					1	3	12	2	2						20	70.2-90.2	11							
20:00	20:15					1	1		1							3	42.7-62.7	2							
20:15	20:30					1	1	1	1							4	53.5-73.5	3							
20:30	20:45						1	1								2	56.2-76.2	2							
20:45	21:00																								
20:00	21:00					2	3	2	2							9	53.5-73.5	3							
21:00	21:15							1	2							3	64.7-84.7	3							
21:15	21:30						1	1		2						4	53.5-73.5	2							
21:30	21:45							2								2	58.8-78.8	2							
21:45	22:00						1									1	49.0-69.0	1							
21:00	22:00						2	4	2	2						10	64.7-84.7	3							
22:00	22:15																								
22:15	22:30							1								1	54.7-74.7	1							
22:30	22:45																								
22:45	23:00																								
22:00	23:00							1								1	54.7-74.7	1							
23:00	23:15					1				1						2	39.8-59.8	1							
23:15	23:30																								
23:30	23:45							1								1	55.4-75.4	1							
23:45	00:00																								
23:00	00:00					1		1		1						3	39.8-59.8	1							
Total		2	2	4	9	37	114	130	63	19	3	1							384						
AM PEAK		0.5%	0.5%	1.0%	2.3%	9.6%	29.7%	33.9%	16.4%	4.9%	0.8%	0.3%													
period		1	1	1	1	2	8	7	4	2	1	1							18						
% of class		7:45	10:15	8:00	7:00	6:15	7:45	9:00	7:45	7:15	6:30	8:15							7:45						
		50.0%	50.0%	25.0%	11.1%	5.4%	7.0%	5.4%	6.3%	10.5%	33.3%	100.0%							4.7%						
PM PEAK		1	1	1	2	2	6	8	3	2									13						
period		15:15	15:30	12:15	16:15	14:15	17:00	19:15	15:45	21:15									16:15						
% of class		50.0%	50.0%	25.0%	22.2%	5.4%	5.3%	6.2%	4.8%	10.5%							3.4%								

15% Percentile :	60 KPH
50% Percentile :	72 KPH
85% Percentile :	85 KPH
95% Percentile :	92 KPH

20 KPH Pace Speed:	61.5-81.5 KPH
Number in Pace:	250
Percent in Pace:	65.1 %
Number of Vehicles >60 KPH:	330
Percent of Vehicles >60 KPH:	85.9 %
Mean Speed(average):	72 KPH

Report-2.2	Location : CW25-134NS Direction : North Dates : 2025-09-24															FIRST LINE W-NORTH OF GARAFAXA ST E - Road :		
	Speeds,km/h ----->															Total	Pace Speed	Number in Pace
00:00 0:15								1								1	54.7-74.7	1
0:15 0:30																		
0:30 0:45																		
0:45 1:00																		
00:00 1:00								1								1	54.7-74.7	1
1:00 1:15																		
1:15 1:30																		
1:30 1:45																		
1:45 2:00																		
1:00 2:00																		
2:00 2:15																		
2:15 2:30																		
2:30 2:45																		
2:45 3:00																		
2:00 3:00																		
3:00 3:15																		
3:15 3:30																		
3:30 3:45																		
3:45 4:00								1								1	57.7-77.7	1
3:00 4:00								1								1	57.7-77.7	1
4:00 4:15																		
4:15 4:30																		
4:30 4:45																		
4:45 5:00																		
4:00 5:00																		
5:00 5:15										1						1	74.2-94.2	1
5:15 5:30																		
5:30 5:45																		
5:45 6:00							1	1								2	46.7-66.7	2
5:00 6:00							1	1			1					3	46.7-66.7	2
6:00 6:15											1					1	61.7-81.7	1
6:15 6:30											2					2	67.0-87.0	2
6:30 6:45							1	2	2	2						7	60.3-80.3	5
6:45 7:00							1	1								2	46.7-66.7	2
6:00 7:00							2	3	2	5						12	60.3-80.3	5
7:00 7:15							1	2	2							5	57.1-77.1	5
7:15 7:30								5	4	2	1					12	61.1-81.1	11
7:30 7:45							1	7	4	1	1					14	52.6-72.6	11
7:45 8:00	1		1				12	6	3	1						24	59.8-79.8	18
7:00 8:00	1		1				2	26	16	6	3					55	59.8-79.8	18
8:00 8:15								1	8							9	58.9-78.9	9
8:15 8:30				1				5	3							9	54.7-74.7	8
8:30 8:45					3				2	1						6	55.9-75.9	4
8:45 9:00								2	3							5	55.7-75.7	5
8:00 9:00				1	3	8	16	1								29	58.9-78.9	9
9:00 9:15				1		2		1								4	31.0-51.0	3
9:15 9:30				1	1	3	5	1	3							14	44.3-64.3	9
9:30 9:45																		
9:45 10:00							1	2								3	54.7-74.7	3
9:00 10:00				2	1	5	6	4	3							21	44.3-64.3	9
10:00 10:15										2						2	63.9-83.9	2
10:15 10:30							1		1	1						3	53.2-73.2	2
10:30 10:45							3	1	1							5	44.6-64.6	4
10:45 11:00																		
10:00 11:00							4	1	2	3						10	44.6-64.6	4
11:00 11:15								3	2							5	58.8-78.8	5
11:15 11:30								1		2						3	63.2-83.2	3
11:30 11:45							3	2	3	2						10	54.1-74.1	8
11:45 12:00					1	1	1			1						4	45.2-65.2	3
11:00 12:00					1	4	7	5	4	1						22	54.1-74.1	8

20 KPH Pace Speed:	62.4-82.4 KPH
Number in Pace:	231
Percent in Pace:	65.3 %
Number of Vehicles >60 KPH:	308
Percent of Vehicles >60 KPH:	87.0 %
Mean Speed(average):	72 KPH

Report-2.3	Location : CW25-134NS Direction : South Dates : 2025-09-23														FIRST LINE W-NORTH OF GARAFAXA ST E - Road :		
	Speeds,km/h ----->														Total	Pace Speed	Number in Pace
00:00 0:15 0:15 0:30 0:30 0:45 0:45 1:00																	
00:00 1:00																	
1:00 1:15 1:15 1:30 1:30 1:45 1:45 2:00																	
1:00 2:00																	
2:00 2:15 2:15 2:30 2:30 2:45 2:45 3:00	1														1	50.6-70.6	1
2:00 3:00	1														1	50.6-70.6	1
3:00 3:15 3:15 3:30 3:30 3:45 3:45 4:00																	
3:00 4:00																	
4:00 4:15 4:15 4:30 4:30 4:45 4:45 5:00																	
4:00 5:00																	
5:00 5:15 5:15 5:30 5:30 5:45 5:45 6:00	1														1	31.9-51.9	1
5:00 6:00	2 1														3	61.2-81.2	3
6:00 6:15 6:15 6:30 6:30 6:45 6:45 7:00	1 1														1	66.3-86.3	1
6:00 7:00	2 2 1														3	27.3-47.3	2
7:00 7:15 7:15 7:30 7:30 7:45 7:45 8:00	1 2 1 1														7	59.9-79.9	2
7:00 8:00	5 3 10 7														25	64.2-84.2	10
8:00 8:15 8:15 8:30 8:30 8:45 8:45 9:00	2 1 1 1														4	37.4-57.4	3
8:00 9:00	3 1 2 3 15 3 2														14	49.8-69.8	12
9:00 9:15 9:15 9:30 9:30 9:45 9:45 10:00	1 1 1 1 1														7	9.5-29.5	3
9:00 10:00	1 3 7 3 2 1														4	50.9-70.9	4
10:00 10:15 10:15 10:30 10:30 10:45 10:45 11:00	1 1 1 2 2 1														29	49.8-69.8	12
10:00 11:00	2 4 2 7 4 1														5	52.5-72.5	3
11:00 11:15 11:15 11:30 11:30 11:45 11:45 12:00	2 1 1 4 1 3 3 1														7	49.7-69.7	6
11:00 12:00	2 9 12 4														3	54.0-74.0	2
															2	9.1-29.1	1
															17	49.7-69.7	6
															3	50.3-70.3	3
															2	33.7-53.7	1
															9	62.9-82.9	5
															6	68.0-88.0	5
															20	62.9-82.9	5
															8	62.4-82.4	6
															8	62.9-82.9	7
															7	53.6-73.6	6
															4	56.3-76.3	4
															27	62.9-82.9	7

20 KPH Pace Speed:	63.3-83.3	KPH
Number in Pace:	254	
Percent in Pace:	66.3	%
Number of Vehicles >60 KPH:	318	
Percent of Vehicles >60 KPH:	83.0	%
Mean Speed(average):	70	KPH

Report-2.4	Location : CW25-134NS Direction : South Dates : 2025-09-24														FIRST LINE W-NORTH OF GARAFAXA ST E - Road :		
	Speeds,km/h ----->														Total	Pace Speed	Number in Pace
00:00 0:15 0:15 0:30 0:30 0:45 0:45 1:00																	
00:00 1:00																	
1:00 1:15 1:15 1:30 1:30 1:45 1:45 2:00																	
1:00 2:00																	
2:00 2:15 2:15 2:30 2:30 2:45 2:45 3:00																	
2:00 3:00																	
3:00 3:15 3:15 3:30 3:30 3:45 3:45 4:00																	
3:00 4:00																	
4:00 4:15 4:15 4:30 4:30 4:45 4:45 5:00																	
4:00 5:00															1	67.2-87.2	1
5:00 5:15 5:15 5:30 5:30 5:45 5:45 6:00															1	67.2-87.2	1
5:00 6:00															1	67.2-87.2	1
6:00 6:15 6:15 6:30 6:30 6:45 6:45 7:00															1	67.2-87.2	1
6:00 7:00															1	67.2-87.2	1
7:00 7:15 7:15 7:30 7:30 7:45 7:45 8:00															1	67.2-87.2	1
7:00 8:00															1	67.2-87.2	1
8:00 8:15 8:15 8:30 8:30 8:45 8:45 9:00															1	67.2-87.2	1
8:00 9:00															1	67.2-87.2	1
9:00 9:15 9:15 9:30 9:30 9:45 9:45 10:00															1	67.2-87.2	1
9:00 10:00															1	67.2-87.2	1
10:00 10:15 10:15 10:30 10:30 10:45 10:45 11:00															1	67.2-87.2	1
10:00 11:00															1	67.2-87.2	1
11:00 11:15 11:15 11:30 11:30 11:45 11:45 12:00															1	67.2-87.2	1
11:00 12:00															1	67.2-87.2	1

20 KPH Pace Speed:	61.5-81.5	KPH
Number in Pace:	253	
Percent in Pace:	65.4	%
Number of Vehicles >60 KPH:	335	
Percent of Vehicles >60 KPH:	86.6	%
Mean Speed(average):	72	KPH

Report-2.5	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E -																
	Direction :		North + South		Road :												
	Dates :		2025-09-23														
Speeds,km/h ----->	20	30	40	50	60	70	80	90	100	110	120	130	140	Total	Pace Speed	Number in Pace	
00:00 0:15																	
0:15 0:30																	
0:30 0:45																	
0:45 1:00																	
00:00 1:00																	
1:00 1:15																	
1:15 1:30																	
1:30 1:45																	
1:45 2:00																	
1:00 2:00																	
2:00 2:15							1							1	50.6-70.6	1	
2:15 2:30																	
2:30 2:45																	
2:45 3:00																	
2:00 3:00							1							1	50.6-70.6	1	
3:00 3:15																	
3:15 3:30																	
3:30 3:45							1							1	47.1-67.1	1	
3:45 4:00																	
3:00 4:00							1							1	47.1-67.1	1	
4:00 4:15																	
4:15 4:30																	
4:30 4:45																	
4:45 5:00																	
4:00 5:00																	
5:00 5:15																	
5:15 5:30							1							1	31.9-51.9	1	
5:30 5:45														1	54.8-74.8	1	
5:45 6:00							2	3	1	1				7	61.2-81.2	6	
5:00 6:00							1	2	4	1	1			9	61.2-81.2	6	
6:00 6:15																	
6:15 6:30							1	1	2					4	66.3-86.3	3	
6:30 6:45														4	49.9-69.9	3	
6:30 6:45							2	7				1		10	59.9-79.9	9	
6:45 7:00							2	1	1	2	1	1		8	80.2-100.2	4	
6:00 7:00							2	2	5	9	5	1	2	26	59.9-79.9	9	
7:00 7:15							1	1	3	2	1	1		9	50.5-70.5	5	
7:15 7:30																	
7:30 7:45							6	3	2	2				13	58.1-78.1	9	
7:30 7:45							4	8	9	7	1			29	64.3-84.3	22	
7:45 8:00							4	8	5	5				23	53.5-73.5	14	
7:00 8:00							1	9	25	19	15	4		74	64.3-84.3	22	
8:00 8:15																	
8:15 8:30							1	2	2	6	1			12	57.0-77.0	7	
8:15 8:30							1	1	3	12	3	1		22	50.3-70.3	16	
8:30 8:45													1	11	51.7-71.7	6	
8:30 8:45							3		5	1	2			11	51.7-71.7	6	
8:45 9:00														17	57.2-77.2	13	
8:00 9:00							3	2	3	6	24	16	7	62	50.3-70.3	16	
9:00 9:15																	
9:15 9:30							1							16	56.8-76.8	12	
9:15 9:30														10	50.8-70.8	8	
9:30 9:45							1	4	4			1	1	11	57.1-77.1	8	
9:45 10:00														6	59.4-79.4	4	
9:00 10:00							1	1	1	6	13	17	2	43	56.8-76.8	12	
10:00 10:15																	
10:15 10:30							1	3	3	1			1	9	57.8-77.8	6	
10:15 10:30														8	49.3-69.3	6	
10:30 10:45							2	2	2	2	1			11	62.9-82.9	6	
10:45 11:00														12	68.0-88.0	9	
10:00 11:00							1							40	68.0-88.0	9	
11:00 11:15																	
11:15 11:30							4	4	8	1	1			18	54.0-74.0	12	
11:30 11:45														10	62.9-82.9	8	
11:30 11:45							1	4	6	2				13	58.3-78.3	11	
11:45 12:00														11	61.0-81.0	7	
11:00 12:00							1	5	14	20	9	3		52	54.0-74.0	12	

20 KPH Pace Speed:	60.2-80.2	KPH
Number in Pace:	499	
Percent in Pace:	65.1	%
Number of Vehicles >60 KPH:	648	
Percent of Vehicles >60 KPH:	84.5	%
Mean Speed(average):	71	KPH

Report-2.6	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E -																
	Direction :		North + South		Road :												
	Dates :		2025-09-24														
Speeds,km/h ----->		20	30	40	50	60	70	80	90	100	110	120	130	140	Total	Pace Speed	Number in Pace
00:00 0:15							1								1	54.7-74.7	1
0:15 0:30																	
0:30 0:45																	
0:45 1:00																	
00:00 1:00							1								1	54.7-74.7	1
1:00 1:15																	
1:15 1:30																	
1:30 1:45																	
1:45 2:00																	
1:00 2:00																	
2:00 2:15																	
2:15 2:30																	
2:30 2:45																	
2:45 3:00																	
2:00 3:00																	
3:00 3:15																	
3:15 3:30																	
3:30 3:45																	
3:45 4:00							1								1	57.7-77.7	1
3:00 4:00							1								1	57.7-77.7	1
4:00 4:15																	
4:15 4:30																	
4:30 4:45								1							1	67.2-87.2	1
4:45 5:00																	
4:00 5:00								1							1	67.2-87.2	1
5:00 5:15										1					1	74.2-94.2	1
5:15 5:30						1	1								2	45.5-65.5	2
5:30 5:45									1						1	64.9-84.9	1
5:45 6:00						1	1	1							3	46.7-66.7	2
5:00 6:00						2	2	1	1	1					7	45.5-65.5	2
6:00 6:15										1					1	61.7-81.7	1
6:15 6:30							2			2					4	44.3-64.3	2
6:30 6:45						2	2	3	2						9	60.3-80.3	6
6:45 7:00						2	1	1	1						5	53.9-73.9	4
6:00 7:00						4	5	4	6						19	60.3-80.3	6
7:00 7:15						2	2	5	1						10	54.1-74.1	7
7:15 7:30							5	4	2	1					12	61.1-81.1	11
7:30 7:45						3	9	4	4	2					22	52.6-72.6	15
7:45 8:00		1		1			13	8	4	1					28	59.8-79.8	21
7:00 8:00		1		1		5	29	21	11	4					72	59.8-79.8	21
8:00 8:15				1	4	3	8								16	58.9-78.9	12
8:15 8:30				1		9	3	3	1						17	61.0-81.0	14
8:30 8:45					4	4	4	1							13	55.9-75.9	11
8:45 9:00						8	3	2							13	55.7-75.7	11
8:00 9:00				2	8	24	18	6	1						59	61.0-81.0	14
9:00 9:15				1		5	5	4	1						16	54.4-74.4	11
9:15 9:30			1	1	1	5	6	3	3						20	48.6-68.6	12
9:30 9:45				1			1	2							4	53.2-73.2	3
9:45 10:00						1	4	4							9	58.0-78.0	8
9:00 10:00			1	2	2	11	16	13	4						49	48.6-68.6	12
10:00 10:15							1	1							2	56.5-76.5	2
10:15 10:30						2		2	2						6	63.9-83.9	4
10:30 10:45						2	1	4	1						8	58.4-78.4	6
10:45 11:00						4	1	1	1		1				8	44.6-64.6	5
10:00 11:00						8	3	8	4		1				24	58.4-78.4	6
11:00 11:15				1			6	5							12	58.8-78.8	11
11:15 11:30						2	3	2	2						9	50.2-70.2	6
11:30 11:45						3	3	4	3		1				14	54.1-74.1	9
11:45 12:00					1	3	6	3	1	1					15	52.9-72.9	11
11:00 12:00				1	1	8	18	14	6	1	1				50	58.8-78.8	11

12:00	12:15				1	1	4	4											10	63.4-83.4	9
12:15	12:30					2	5	2	1										10	62.0-82.0	9
12:30	12:45		1			6	8												15	56.8-76.8	14
12:45	13:00				1	1	5	3											10	66.7-86.7	9
12:00	13:00		1	2	10	22	9	1											45	56.8-76.8	14
13:00	13:15				2	4	4		1										11	56.1-76.1	10
13:15	13:30					3	1												4	58.0-78.0	4
13:30	13:45				2	1	6	1	2										12	56.1-76.1	9
13:45	14:00		1	3	4	6	1												15	54.5-74.5	11
13:00	14:00		1	7	12	17	2	3											42	54.5-74.5	11
14:00	14:15		1		2	3	3	3											12	63.1-83.1	8
14:15	14:30			2	1	2	1	1	1										8	41.9-61.9	4
14:30	14:45				2	7	3	1											13	58.2-78.2	11
14:45	15:00				1	2	2												5	52.9-72.9	4
14:00	15:00		1	2	6	14	9	5	1										38	58.2-78.2	11
15:00	15:15				1	3	2	3	1										10	65.8-85.8	7
15:15	15:30				1	2	10	3	1										17	66.5-86.5	14
15:30	15:45					7	4	6	1										18	63.1-83.1	12
15:45	16:00				1	3	2	2											8	62.0-82.0	6
15:00	16:00				3	15	18	14	3										53	66.5-86.5	14
16:00	16:15			1	1	5	6	3											16	65.6-85.6	13
16:15	16:30			1	4	14	3	4	1										27	50.5-70.5	19
16:30	16:45		1		2	6	7	2	1		1								20	58.1-78.1	14
16:45	17:00					4	6	3	1										14	64.8-84.8	13
16:00	17:00		1	2	7	29	22	12	3	1									77	50.5-70.5	19
17:00	17:15					3	8	3	1		1								16	62.5-82.5	14
17:15	17:30		1		1	2	6	2	1										13	58.4-78.4	9
17:30	17:45					3	5	1	1										10	56.5-76.5	8
17:45	18:00				1	2	5	2											10	64.3-84.3	9
17:00	18:00		1		2	10	24	8	3	1									49	62.5-82.5	14
18:00	18:15					1	6	3	1										11	67.6-87.6	10
18:15	18:30					1	3	3	1										8	65.7-85.7	7
18:30	18:45					1	1	4	1										7	66.3-86.3	6
18:45	19:00					4	11	11	2										28	64.9-84.9	24
18:00	19:00					7	21	21	5										54	64.9-84.9	24
19:00	19:15				1	1	3	2	2										9	70.7-90.7	7
19:15	19:30					1		2	1										4	76.8-96.8	3
19:30	19:45			1		2	5	5	1										14	67.7-87.7	10
19:45	20:00					5	7	1	1	1									15	57.5-77.5	12
19:00	20:00		1	1	9	15	10	5	1										42	57.5-77.5	12
20:00	20:15					3	2	2											7	62.9-82.9	6
20:15	20:30			1	2	4	3	1	1										12	65.4-85.4	8
20:30	20:45				2	8	1	1											12	62.6-82.6	11
20:45	21:00			1		2	2	1											6	68.7-88.7	4
20:00	21:00			2	7	16	8	3	1										37	62.6-82.6	11
21:00	21:15					1	1	1											3	62.4-82.4	2
21:15	21:30					2	2	3		1									8	60.1-80.1	5
21:30	21:45					1	1												2	57.6-77.6	2
21:45	22:00				1			1											2	33.5-53.5	1
21:00	22:00			1	4	3	5	1	1										15	60.1-80.1	5
22:00	22:15						1	1													
22:15	22:30																		2	60.5-80.5	2
22:30	22:45					1			1										2	40.2-60.2	1
22:45	23:00																				
22:00	23:00				1	1	1	1											4	60.5-80.5	2
23:00	23:15								1										1	77.1-97.1	1
23:15	23:30							1											1	66.3-86.3	1
23:30	23:45																				
23:45	00:00																				
23:00	00:00					1	1												2	77.1-97.1	1
Total		1	2	6	12	77	215	249	135	37	5	2									741
AM PEAK		0.1%	0.3%	0.8%	1.6%	10.4%	29.0%	33.6%	18.2%	5.0%	0.7%	0.3%									
period		1	1	1	1	5	13	8	4	2	1										28
% of class		7:45	9:15	7:45	8:00	9:00	7:45	7:45	7:30	7:30	10:45										7:45
		100.0%	50.0%	16.7%	8.3%	6.5%	6.0%	3.2%	3.0%	5.4%	20.0%										3.8%
PM PEAK		1	1	2	4	14	11	11	2	1	1										28
period		17:15	14:00	14:15	16:15	16:15	18:45	18:45	13:30	19:45	16:30										18:45
% of class		50.0%	16.7%	16.7%	5.2%	6.5%	4.4%	8.1%	5.4%	20.0%	50.0%										3.8%

15% Percentile :	61 KPH
50% Percentile :	72 KPH
85% Percentile :	85 KPH
95% Percentile :	92 KPH

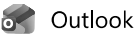
20 KPH Pace Speed:	62.1-82.1 KPH
Number in Pace:	479
Percent in Pace:	64.6 %
Number of Vehicles >60 KPH:	643
Percent of Vehicles >60 KPH:	86.8 %
Mean Speed(average):	72 KPH

Report-3.1	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E -									
	Road :									
	Dates : 2025-09-23									
Directions ----->	North		South		East		West		Total	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
00:00 0:15										
0:15 0:30										
0:30 0:45										
0:45 1:00										
00:00 1:00										
1:00 1:15										
1:15 1:30										
1:30 1:45										
1:45 2:00										
1:00 2:00										
2:00 2:15			1	0.3%					1	0.1%
2:15 2:30										
2:30 2:45										
2:45 3:00										
2:00 3:00			1	0.3%					1	0.1%
3:00 3:15										
3:15 3:30										
3:30 3:45	1	0.3%							1	0.1%
3:45 4:00										
3:00 4:00	1	0.3%							1	0.1%
4:00 4:15										
4:15 4:30										
4:30 4:45										
4:45 5:00										
4:00 5:00										
5:00 5:15										
5:15 5:30			1	0.3%					1	0.1%
5:30 5:45	1	0.3%							1	0.1%
5:45 6:00	4	1.0%	3	0.8%					7	0.9%
5:00 6:00	5	1.3%	4	1.0%					9	1.2%
6:00 6:15	3	0.8%	1	0.3%					4	0.5%
6:15 6:30	3	0.8%	1	0.3%					4	0.5%
6:30 6:45	8	2.1%	2	0.5%					10	1.3%
6:45 7:00	5	1.3%	3	0.8%					8	1.0%
6:00 7:00	19	4.9%	7	1.8%					26	3.4%
7:00 7:15	6	1.6%	3	0.8%					9	1.2%
7:15 7:30	9	2.3%	4	1.0%					13	1.7%
7:30 7:45	16	4.2%	13	3.4%					29	3.8%
7:45 8:00	18	4.7%	5	1.3%					23	3.0%
7:00 8:00	49	12.8%	25	6.5%					74	9.6%
8:00 8:15	8	2.1%	4	1.0%					12	1.6%
8:15 8:30	8	2.1%	14	3.7%					22	2.9%
8:30 8:45	4	1.0%	7	1.8%					11	1.4%
8:45 9:00	13	3.4%	4	1.0%					17	2.2%
8:00 9:00	33	8.6%	29	7.6%					62	8.1%
9:00 9:15	11	2.9%	5	1.3%					16	2.1%
9:15 9:30	3	0.8%	7	1.8%					10	1.3%
9:30 9:45	8	2.1%	3	0.8%					11	1.4%
9:45 10:00	4	1.0%	2	0.5%					6	0.8%
9:00 10:00	26	6.8%	17	4.4%					43	5.6%
10:00 10:15	6	1.6%	3	0.8%					9	1.2%
10:15 10:30	6	1.6%	2	0.5%					8	1.0%
10:30 10:45	2	0.5%	9	2.3%					11	1.4%
10:45 11:00	6	1.6%	6	1.6%					12	1.6%
10:00 11:00	20	5.2%	20	5.2%					40	5.2%
11:00 11:15	10	2.6%	8	2.1%					18	2.3%
11:15 11:30	2	0.5%	8	2.1%					10	1.3%
11:30 11:45	6	1.6%	7	1.8%					13	1.7%
11:45 12:00	7	1.8%	4	1.0%					11	1.4%
11:00 12:00	25	6.5%	27	7.0%					52	6.8%

12:00	12:15	5	1.3%	8	2.1%			13	1.7%
12:15	12:30	3	0.8%	5	1.3%			8	1.0%
12:30	12:45	3	0.8%	8	2.1%			11	1.4%
12:45	13:00	6	1.6%	3	0.8%			9	1.2%
12:00	13:00	17	4.4%	24	6.3%			41	5.3%
13:00	13:15	7	1.8%	5	1.3%			12	1.6%
13:15	13:30	3	0.8%	8	2.1%			11	1.4%
13:30	13:45	9	2.3%	4	1.0%			13	1.7%
13:45	14:00	4	1.0%	5	1.3%			9	1.2%
13:00	14:00	23	6.0%	22	5.7%			45	5.9%
14:00	14:15	4	1.0%	6	1.6%			10	1.3%
14:15	14:30	6	1.6%	3	0.8%			9	1.2%
14:30	14:45	5	1.3%	12	3.1%			17	2.2%
14:45	15:00	6	1.6%	5	1.3%			11	1.4%
14:00	15:00	21	5.5%	26	6.8%			47	6.1%
15:00	15:15	4	1.0%	5	1.3%			9	1.2%
15:15	15:30	9	2.3%	6	1.6%			15	2.0%
15:30	15:45	6	1.6%	11	2.9%			17	2.2%
15:45	16:00	9	2.3%	7	1.8%			16	2.1%
15:00	16:00	28	7.3%	29	7.6%			57	7.4%
16:00	16:15	6	1.6%	14	3.7%			20	2.6%
16:15	16:30	13	3.4%	13	3.4%			26	3.4%
16:30	16:45	7	1.8%	15	3.9%			22	2.9%
16:45	17:00	8	2.1%	8	2.1%			16	2.1%
16:00	17:00	34	8.9%	50	13.1%			84	11.0%
17:00	17:15	8	2.1%	14	3.7%			22	2.9%
17:15	17:30	5	1.3%	6	1.6%			11	1.4%
17:30	17:45	8	2.1%	8	2.1%			16	2.1%
17:45	18:00	3	0.8%	8	2.1%			11	1.4%
17:00	18:00	24	6.3%	36	9.4%			60	7.8%
18:00	18:15	7	1.8%	9	2.3%			16	2.1%
18:15	18:30	2	0.5%	7	1.8%			9	1.2%
18:30	18:45	3	0.8%	7	1.8%			10	1.3%
18:45	19:00	4	1.0%	9	2.3%			13	1.7%
18:00	19:00	16	4.2%	32	8.4%			48	6.3%
19:00	19:15	1	0.3%	4	1.0%			5	0.7%
19:15	19:30	12	3.1%	5	1.3%			17	2.2%
19:30	19:45	4	1.0%	3	0.8%			7	0.9%
19:45	20:00	3	0.8%					3	0.4%
19:00	20:00	20	5.2%	12	3.1%			32	4.2%
20:00	20:15	3	0.8%	2	0.5%			5	0.7%
20:15	20:30	4	1.0%	3	0.8%			7	0.9%
20:30	20:45	2	0.5%	1	0.3%			3	0.4%
20:45	21:00			1	0.3%			1	0.1%
20:00	21:00	9	2.3%	7	1.8%			16	2.1%
21:00	21:15	3	0.8%	7	1.8%			10	1.3%
21:15	21:30	4	1.0%	5	1.3%			9	1.2%
21:30	21:45	2	0.5%					2	0.3%
21:45	22:00	1	0.3%	2	0.5%			3	0.4%
21:00	22:00	10	2.6%	14	3.7%			24	3.1%
22:00	22:15								
22:15	22:30	1	0.3%					1	0.1%
22:30	22:45								
22:45	23:00								
22:00	23:00	1	0.3%					1	0.1%
23:00	23:15	2	0.5%					2	0.3%
23:15	23:30			1	0.3%			1	0.1%
23:30	23:45	1	0.3%					1	0.1%
23:45	00:00								
23:00	00:00	3	0.8%	1	0.3%			4	0.5%
Total		384		383				767	100.0%
		50.1%		49.9%				100.0%	
AM PEAK		18		14				29	
period		7:45		8:15				7:30	
% of class		4.7%		3.7%				3.8%	
PM PEAK		13		15				26	
period		16:15		16:30				16:15	
% of class		3.4%		3.9%				3.4%	

Report-3.2	Location : CW25-134NS FIRST LINE W-NORTH OF GARAFAXA ST E -									
	Road :									
	Dates : 2025-09-24									
Directions ----->	North		South		East		West		Total	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
00:00 0:15	1	0.3%							1	0.1%
0:15 0:30										
0:30 0:45										
0:45 1:00										
00:00 1:00	1	0.3%							1	0.1%
1:00 1:15										
1:15 1:30										
1:30 1:45										
1:45 2:00										
1:00 2:00										
2:00 2:15										
2:15 2:30										
2:30 2:45										
2:45 3:00										
2:00 3:00										
3:00 3:15										
3:15 3:30										
3:30 3:45										
3:45 4:00	1	0.3%							1	0.1%
3:00 4:00	1	0.3%							1	0.1%
4:00 4:15										
4:15 4:30										
4:30 4:45			1	0.3%					1	0.1%
4:45 5:00										
4:00 5:00			1	0.3%					1	0.1%
5:00 5:15	1	0.3%							1	0.1%
5:15 5:30			2	0.5%					2	0.3%
5:30 5:45			1	0.3%					1	0.1%
5:45 6:00	2	0.6%	1	0.3%					3	0.4%
5:00 6:00	3	0.8%	4	1.0%					7	0.9%
6:00 6:15	1	0.3%							1	0.1%
6:15 6:30	2	0.6%	2	0.5%					4	0.5%
6:30 6:45	7	2.0%	2	0.5%					9	1.2%
6:45 7:00	2	0.6%	3	0.8%					5	0.7%
6:00 7:00	12	3.4%	7	1.8%					19	2.6%
7:00 7:15	5	1.4%	5	1.3%					10	1.3%
7:15 7:30	12	3.4%							12	1.6%
7:30 7:45	14	4.0%	8	2.1%					22	3.0%
7:45 8:00	24	6.8%	4	1.0%					28	3.8%
7:00 8:00	55	15.5%	17	4.4%					72	9.7%
8:00 8:15	9	2.5%	7	1.8%					16	2.2%
8:15 8:30	9	2.5%	8	2.1%					17	2.3%
8:30 8:45	6	1.7%	7	1.8%					13	1.8%
8:45 9:00	5	1.4%	8	2.1%					13	1.8%
8:00 9:00	29	8.2%	30	7.8%					59	8.0%
9:00 9:15	4	1.1%	12	3.1%					16	2.2%
9:15 9:30	14	4.0%	6	1.6%					20	2.7%
9:30 9:45			4	1.0%					4	0.5%
9:45 10:00	3	0.8%	6	1.6%					9	1.2%
9:00 10:00	21	5.9%	28	7.2%					49	6.6%
10:00 10:15			2	0.5%					2	0.3%
10:15 10:30	2	0.6%	4	1.0%					6	0.8%
10:30 10:45	3	0.8%	5	1.3%					8	1.1%
10:45 11:00	5	1.4%	3	0.8%					8	1.1%
10:00 11:00	10	2.8%	14	3.6%					24	3.2%
11:00 11:15	5	1.4%	7	1.8%					12	1.6%
11:15 11:30	3	0.8%	6	1.6%					9	1.2%
11:30 11:45	10	2.8%	4	1.0%					14	1.9%
11:45 12:00	4	1.1%	11	2.8%					15	2.0%
11:00 12:00	22	6.2%	28	7.2%					50	6.7%

12:00	12:15	3	0.8%	7	1.8%			10	1.3%
12:15	12:30	7	2.0%	3	0.8%			10	1.3%
12:30	12:45	6	1.7%	9	2.3%			15	2.0%
12:45	13:00	7	2.0%	3	0.8%			10	1.3%
12:00	13:00	23	6.5%	22	5.7%			45	6.1%
13:00	13:15	5	1.4%	6	1.6%			11	1.5%
13:15	13:30			4	1.0%			4	0.5%
13:30	13:45	6	1.7%	6	1.6%			12	1.6%
13:45	14:00	3	0.8%	12	3.1%			15	2.0%
13:00	14:00	14	4.0%	28	7.2%			42	5.7%
14:00	14:15	4	1.1%	8	2.1%			12	1.6%
14:15	14:30	5	1.4%	3	0.8%			8	1.1%
14:30	14:45	6	1.7%	7	1.8%			13	1.8%
14:45	15:00	1	0.3%	4	1.0%			5	0.7%
14:00	15:00	16	4.5%	22	5.7%			38	5.1%
15:00	15:15	6	1.7%	4	1.0%			10	1.3%
15:15	15:30	8	2.3%	9	2.3%			17	2.3%
15:30	15:45	7	2.0%	11	2.8%			18	2.4%
15:45	16:00	6	1.7%	2	0.5%			8	1.1%
15:00	16:00	27	7.6%	26	6.7%			53	7.2%
16:00	16:15	7	2.0%	9	2.3%			16	2.2%
16:15	16:30	16	4.5%	11	2.8%			27	3.6%
16:30	16:45	7	2.0%	13	3.4%			20	2.7%
16:45	17:00	8	2.3%	6	1.6%			14	1.9%
16:00	17:00	38	10.7%	39	10.1%			77	10.4%
17:00	17:15	3	0.8%	13	3.4%			16	2.2%
17:15	17:30	2	0.6%	11	2.8%			13	1.8%
17:30	17:45	6	1.7%	4	1.0%			10	1.3%
17:45	18:00	4	1.1%	6	1.6%			10	1.3%
17:00	18:00	15	4.2%	34	8.8%			49	6.6%
18:00	18:15	2	0.6%	9	2.3%			11	1.5%
18:15	18:30	1	0.3%	7	1.8%			8	1.1%
18:30	18:45	4	1.1%	3	0.8%			7	0.9%
18:45	19:00	15	4.2%	13	3.4%			28	3.8%
18:00	19:00	22	6.2%	32	8.3%			54	7.3%
19:00	19:15	2	0.6%	7	1.8%			9	1.2%
19:15	19:30	1	0.3%	3	0.8%			4	0.5%
19:30	19:45	9	2.5%	5	1.3%			14	1.9%
19:45	20:00	5	1.4%	10	2.6%			15	2.0%
19:00	20:00	17	4.8%	25	6.5%			42	5.7%
20:00	20:15	2	0.6%	5	1.3%			7	0.9%
20:15	20:30	10	2.8%	2	0.5%			12	1.6%
20:30	20:45	2	0.6%	10	2.6%			12	1.6%
20:45	21:00	3	0.8%	3	0.8%			6	0.8%
20:00	21:00	17	4.8%	20	5.2%			37	5.0%
21:00	21:15	3	0.8%					3	0.4%
21:15	21:30	2	0.6%	6	1.6%			8	1.1%
21:30	21:45	1	0.3%	1	0.3%			2	0.3%
21:45	22:00	1	0.3%	1	0.3%			2	0.3%
21:00	22:00	7	2.0%	8	2.1%			15	2.0%
22:00	22:15								
22:15	22:30	1	0.3%	1	0.3%			2	0.3%
22:30	22:45	2	0.6%					2	0.3%
22:45	23:00								
22:00	23:00	3	0.8%	1	0.3%			4	0.5%
23:00	23:15			1	0.3%			1	0.1%
23:15	23:30	1	0.3%					1	0.1%
23:30	23:45								
23:45	00:00								
23:00	00:00	1	0.3%	1	0.3%			2	0.3%
Total		354		387				741	100.0%
		47.8%		52.2%				100.0%	
AM PEAK		24		12				28	
period		7:45		9:00				7:45	
% of class		6.8%		3.1%				3.8%	
PM PEAK		16		13				28	
period		16:15		16:30				18:45	
% of class		4.5%		3.4%				3.8%	



RE: Contact Form Inquiry - Road Traffic Data Request - 8076 Wellington Road No. 19 and 6490 First Line

From Kayla Martin <kaylam@wellington.ca>
Date Wed 2026-05-20 10:06 AM
To Cyrus Fernandes <cfernandes@hgcaoustics.com>

Hi Cyrus,

Below is the data you requested. Please let me know if you need anything else.

COUNT INFORMATION					SPRING										SUMMER					FALL					AVERAGES				
					Total of Passenger Car	Total Small Truck	Total Truck/Busses	Total Tractor Trailer	Total	Total of Passenger Car	Total Small Truck	Total Truck/Busses	Total Tractor Trailer	Total	Total of Passenger Car	Total Small Truck	Total Truck/Busses	Total Tractor Trailer	Total	Total of Passenger Car	Total Small Truck	Total Truck/Busses	Total Tractor Trailer	AADT					
Counting Station ID	Location Description	Municipality	Latitude	Longitude																									
1904 (Counted in 2023)	WR 19 - 0.6 km NorthEast of WR 43 Gartshore St., Fergus	Centre Wellington	43.71836184	-80.36859194	4066	77	76	241	4460	4184	55	70	208	4517	3737	80	63	198	4078	3996	71	70	216	4352					

Spring	85th Percentile	Average Speed
Speed	74 kmph	61 kmph
Summer	85th Percentile	Average Speed
Speed	76 kmph	63 kmph
Fall	85th Percentile	Average Speed
Speed	64 kmph	54 kmph



Thanks,

Kayla

Kayla Martin
Engineering Technologist
County of Wellington
74 Woolwich Street, Guelph, ON N1H 3T9
T: 519.837.2600 x 2261 | E: kaylam@wellington.ca

From: Emily Alessio <EAlessio@centrewellington.ca>
Sent: Tuesday, May 19, 2026 1:42 PM
To: Kayla Martin <kaylam@wellington.ca>
Subject: FW: Contact Form Inquiry - Road Traffic Data Request - 8076 Wellington Road No. 19 and 6490 First Line

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you know the contents to be safe.

Hi Kayla,

I'm not sure if you would be the right person to direct this inquiry to, so if not, please just let me know.

We received the request below for traffic data on WR19/First Line on the east side of Fergus. Would you have any recent traffic data that could be shared for Wellington Rd 19 between Gartshore and First Line?

Thanks!



Centre Wellington

Emily Alessio (she/her)
Technologist - Transportation | Infrastructure Services
1 MacDonald Square, Elora ON, N0B 1S0
T: 519-846-9691 x 354
Office: 7444 Wellington Rd 21, Elora ON
www.centrewellington.ca



From: noreply@centrewellington.ca <noreply@centrewellington.ca>
Sent: Friday, May 15, 2026 4:01 PM
To: Clerks Public Email <clerks@centrewellington.ca>
Subject: Contact Form Inquiry - Road Traffic Data Request - 8076 Wellington Road No. 19 and 6490 First Line

Hello,

Please note the following message was sent to you from cfernandes@hgcaoustics.com.

- **Your Email Address**
cfernandes@hgcaoustics.com
- **Your Name**
Cyrus Fernandes
- **Subject**
Road Traffic Data Request - 8076 Wellington Road No. 19 and 6490 First Line
- **Your Message**
Hi,

HGC is conducting a noise feasibility study for a proposed development located at 8076 Wellington Road No. 19 and 6490 First Line in Fergus, ON (<https://maps.app.goo.gl/ZBQh1Kv8c1LMVr6f9>).

Please advise if you have the on-site traffic data for Wellington Road No. 19 and First Line. Ideally looking for AADT or traffic volumes, day/night split %, commercial truck split % (medium/heavy), speed, and road grade if relevant. If not, please advise where this data can be obtained from, thank you!

Regards,
Cyrus Fernandes
Acoustic Consultant
HGC Noise Vibration Acoustics

[This is an automated email notification -- please do not respond]
"This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately."

Wellington Rd 19

		Year	
		2023	2036
AADT		4352	5999
MT		141	194
MT%		3.2%	
HT		216	298
HT%		5.0%	
Speed		76 kmph	

(85th percentile summer speed)

First Line

		23-09-2025	24-09-2025	
Total		767	741	(volumes negligible)
Cars		665	628	
MT		89	105	
MT%		11.6%	14.2%	
HT		13	8	
HT%		1.7%	1.1%	
Speed		83 KPH	85 KPH	(85th percentile speed)



NOISE



VIBRATION



ACOUSTICS

Appendix B

Sample STAMSON 5.04 Outputs



NOISE



VIBRATION



ACOUSTICS

www.hgcacoustics.com

STAMSON 5.0 NORMAL REPORT Date: 26-05-2026 14:24:34
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a.te Time Period: Day/Night 16/8 hours
 Description: [A] Dwelling Units with Direct Exposure to Wellington Rd 19

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

```
-----
Car traffic volume : 4957/551    veh/TimePeriod *
Medium truck volume : 173/19    veh/TimePeriod *
Heavy truck volume : 270/30    veh/TimePeriod *
Posted speed limit : 76 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 4352
Percentage of Annual Growth : 2.50
Number of Years of Growth : 13.00
Medium Truck % of Total Volume : 3.20
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 1: wellington (day/night)

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 16.00 / 16.00 m
Receiver height : 9.17 / 9.17 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: wellington (day)

Source height = 1.50 m

ROAD (0.00 + 65.95 + 0.00) = 65.95 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	67.39	0.00	-0.40	-1.04	0.00	0.00	0.00	65.95

Segment Leq : 65.95 dBA

Total Leq All Segments: 65.95 dBA

Results segment # 1: wellington (night)

Source height = 1.50 m

ROAD (0.00 + 59.41 + 0.00) = 59.41 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.43	60.86	0.00	-0.40	-1.04	0.00	0.00	0.00	59.41

Segment Leq : 59.41 dBA

Total Leq All Segments: 59.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.95
 (NIGHT): 59.41



STAMSON 5.0 NORMAL REPORT Date: 27-05-2026 14:34:13
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola.te Time Period: 16 hours
 Description: [OLA] Rear yard OLAs backing onto Wellington Rd 19 (no mitigation)

Road data, segment # 1: wellington

```
-----
Car traffic volume : 4957 veh/TimePeriod *
Medium truck volume : 173 veh/TimePeriod *
Heavy truck volume : 270 veh/TimePeriod *
Posted speed limit : 76 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 1: wellington

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 m
Receiver height : 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 2.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: wellington

Source height = 1.50 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.50 ! 1.50 ! 1.50 ! 1.50
```

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	67.39	0.00	-1.51	-1.46	0.00	0.00	-0.17	64.25*
-90	90	0.66	67.39	0.00	-1.51	-1.46	0.00	0.00	0.00	64.43

* Bright Zone !

Segment Leq : 64.43 dBA

Total Leq All Segments: 64.43 dBA

TOTAL Leq FROM ALL SOURCES: 64.43



STAMSON 5.0 NORMAL REPORT Date: 27-05-2026 14:34:27
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola1.te Time Period: 16 hours
 Description: [OLA] Rear yard OLAs backing onto Wellington Rd 19 (with mitigation)

Road data, segment # 1: wellington

```
-----
Car traffic volume : 4957 veh/TimePeriod *
Medium truck volume : 173 veh/TimePeriod *
Heavy truck volume : 270 veh/TimePeriod *
Posted speed limit : 76 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 1: wellington

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 18.50 m
Receiver height : 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 1.80 m
Barrier receiver distance : 2.50 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: wellington

Source height = 1.50 m

Barrier height for grazing incidence

```
-----
Source ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
1.50 ! 1.50 ! 1.50 ! 1.50
```

ROAD (0.00 + 59.06 + 0.00) = 59.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.55	67.39	0.00	-1.41	-1.27	0.00	0.00	-5.65	59.06

Segment Leq : 59.06 dBA

Total Leq All Segments: 59.06 dBA

TOTAL Leq FROM ALL SOURCES: 59.06



Appendix C

Township of Centre Wellington Zoning By-law Relevant Pages



NOISE



VIBRATION



ACOUSTICS

www.hgcacoustics.com

7.0 RESIDENTIAL ZONES

7.1 Residential R1 Zone

Within any R1A, R1B, and R1C ZONE, no land shall be used and no building or structure shall be constructed, altered or used except in accordance with the following regulations:

7.1.1 Permitted Uses

- a) A single detached dwelling
- b) An existing semi-detached dwelling
- c) An existing link or twin dwelling
- d) A group home in accordance with Section 4.16
- e) Uses, buildings and structures accessory to the foregoing, including:
 - i. A bed and breakfast establishment (Class 1) in accordance with Section 4.6
 - ii. A home occupation in accordance with Section 4.17

7.1.2 Building Regulations

Table 7A Regulations for Single Detached Dwellings, R1A Zone				
A	Zone Category	R1A	R1A	R1A
		Lot With Individual On-Site Sewer Services	Lot With Municipal Sewer Services Only	Lot With Both Municipal Sewer and Water Services
B	Minimum Lot Frontage	24.4 m (80 ft)	20 m (65.6 ft)	18 m (59.1 ft)
C	Minimum Lot Area	1,858 m ² (20,000 ft ²)	743 m ² (7,997.8 ft ²)	560 m ² (6,028 ft ²)
D	Minimum Lot Depth	26 m (85.3 ft)		
E	Maximum Building Height	3 storeys but no more than 11 m (36 ft)		
F	Minimum Front Yard	7.5 m (24.6 ft) or in accordance with Section 4.36		6.0 m (19.7 ft) or in accordance with Section 4.36
G	Minimum Exterior Side Yard	4.5 m (14.8 ft) or in accordance with Section 4.34, except where a driveway crosses an exterior side lot line, the minimum setback to a garage shall be 6.0 m (19.7 ft)		
H	Minimum Side Yard	1.5 m (4.9 ft), except where the dwelling does not include an attached garage, the minimum interior side yard on one side shall be 3.0 m (9.8 ft)		
J	Minimum Rear Yard	7.5 m (24.6 ft)		

K	Maximum Lot Coverage (1)	30%	30%	40%
L	Minimum Landscaped Open Space	The Front Yard on any lot, excepting the driveway shall be landscaped and no parking shall be permitted within this landscaped area. The driveway shall not constitute more than 40% of the width and/or area of the Front Yard.		
Notes	(1) Includes Accessory Buildings			
Table 7B Regulations for Single Detached Dwellings, R1B and R1C Zones				
A	Zone Category	R1B		R1C
B	Minimum Lot Frontage	14 m (45.9 ft)		11 m (36.1 ft)
C	Minimum Lot Area	434 m ² (4,672 ft ²)		341 m ² (3,671 ft ²)
D	Minimum Lot Depth	26 m (85.3 ft)		
E	Maximum Building Height	3 storeys but not greater than 11 m (36 ft)		
F	Minimum Front Yard	6.0 m (19.7 ft) or in accordance with Section 4.36.		
G	Minimum Exterior Side Yard	4.5 m (14.8 ft) or in accordance with Section 4.34, except where a driveway crosses an exterior side lot line, the minimum setback to a garage shall be 6.0 m (19.7 ft)		
H	Minimum Side Yard (1)	1.5 m (4.9 ft)		1.5 m (4.9 ft) (2)
J	Minimum Rear Yard	7.5 m (24.6 ft)		
K	Maximum Lot Coverage (3)	40%		40% (4)
L	Minimum Landscaped Open Space	The Front Yard on any Lot, excepting the Driveway shall be landscaped and no parking shall be permitted within this Landscaped Open Space. The driveway shall not constitute more than 50% of the width and/or area of the Front Yard.		
Notes	(1) Where the dwelling does not include an attached garage, the minimum interior side yard on one side shall be 3.0 m (2) The minimum side yard may be reduced to 1.2 m for a single storey dwelling. (3) Maximum Lot Coverage includes accessory buildings. (4) The maximum lot coverage may be increased to 45% for a single storey dwelling.			