

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW NUMBER 85-74

A By-law to levy an amount on
correctional institutions in the
City of Brampton.


WHEREAS the Lieutenant Governor in Council has designated the institutions listed in Column One of Schedule "A", attached to this by-law as correctional institutions pursuant to Section 304 (2) of The Municipal Act, R.S.O. 1970, Chapter 284, as re-enacted by The Municipal Amendment Act, 1973 and the Minister of Correctional Services has determined the number of resident places in each such institution to be those listed in Column Two of the said Schedule, pursuant to the said subsection.

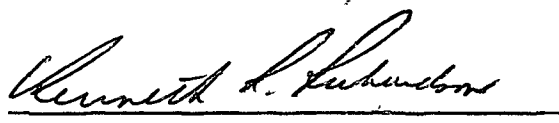
AND WHEREAS the Council deems it expedient to levy an amount upon the said institutions, as authorized by the said subsection.

NOW THEREFORE the Council of the Corporation of the City of Brampton ENACTS as follows:

1. That the amount listed in Column Three of Schedule "A", being the product of 50 multiplied by the number of resident places in the correctional institution listed in Column One opposite thereto, be and is hereby levied upon the correctional institution so listed.
2. The said amounts shall become due and payable on the 16th day of September, 1973.

READ A FIRST, SECOND and THIRD time and PASSED in Open Council this *26th* day of *August*, 1974.


JAMES E. ARCHDEKIN, Mayor

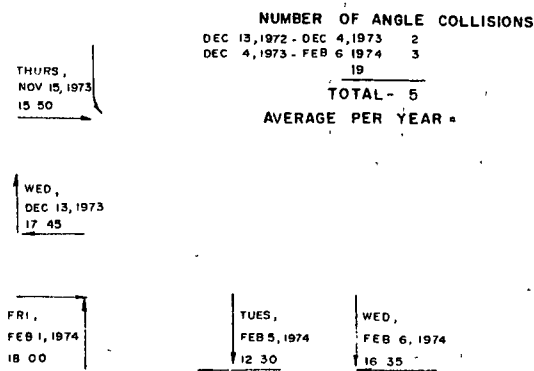

KENNETH R. RICHARDSON, Clerk

THE CORPORATION OF THE CITY OF BRAMPTON

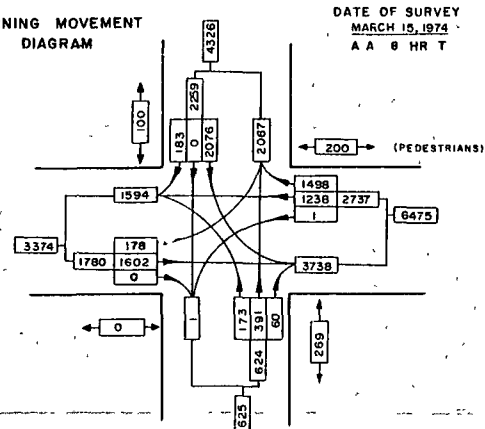
schedule "A" to By-law Number 85-74

Column One	Column Two	Column Three
<u>Name of Institution</u>	<u>Capacity</u>	<u>Amount of Levy</u>
O.C.I. Clinic	198	\$9,900.00
Adult Training Centre	120	\$6,000.00
Brampton Jail	30	\$1,500.00
Vanier Centre (Female Institution)	120	\$6,000.00

COLLISION DIAGRAM



TURNING MOVEMENT DIAGRAM

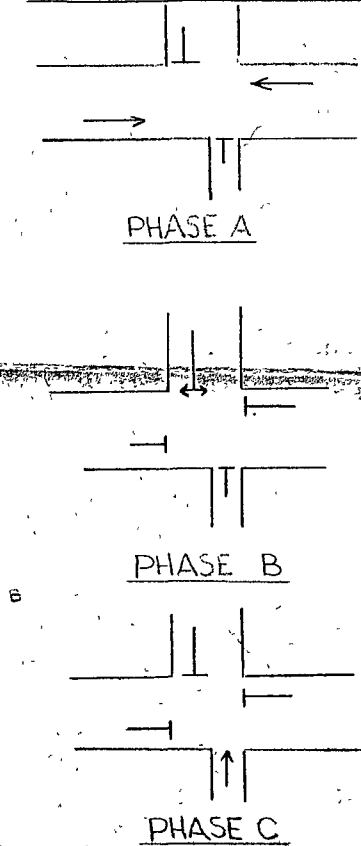


MINIMUM WARRANTS FOR INSTALLATION OF TRAFFIC SIGNALS FOR TWO-LANE ROADWAYS

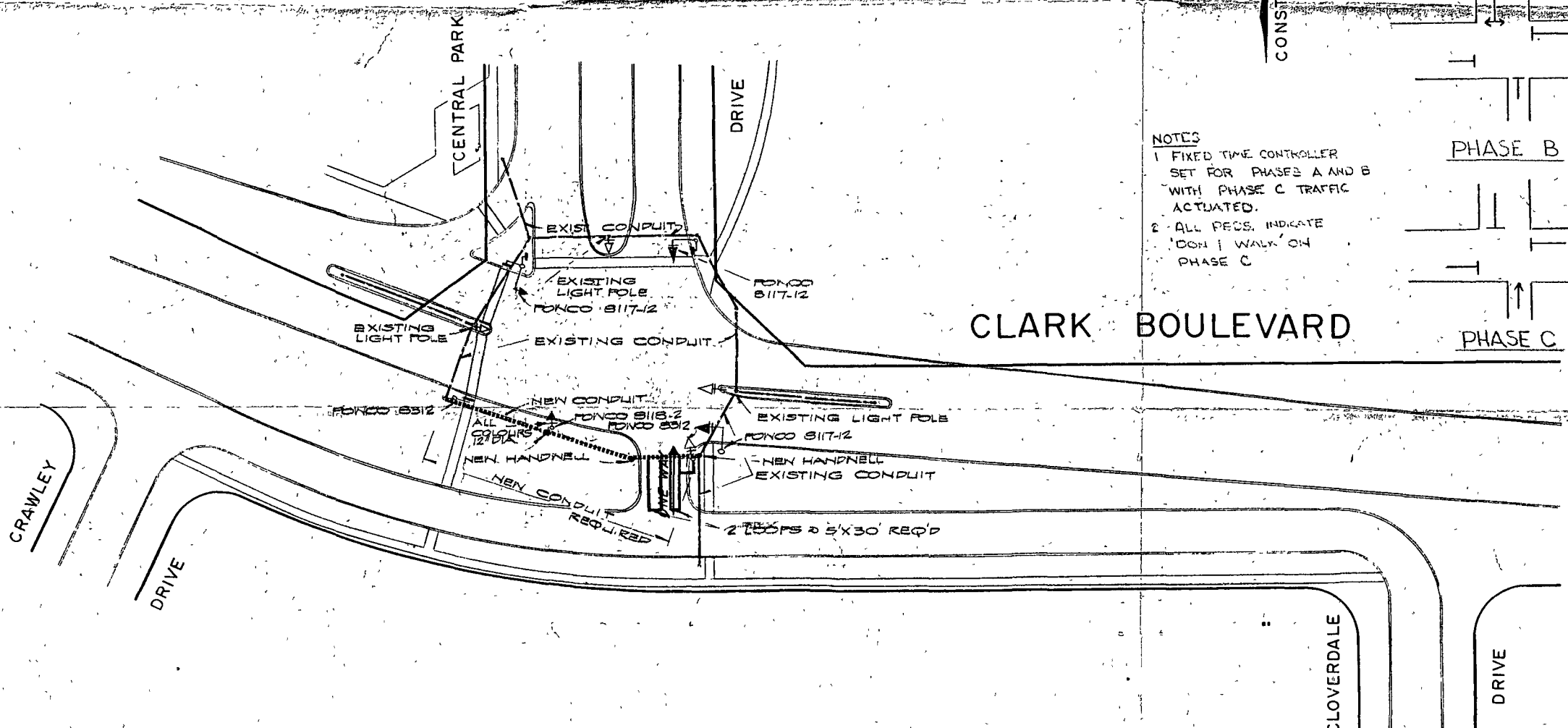
WARRANT	DESCRIPTION	(1) MINIMUM REQ'D FOR 2 LANE HWYS		COMPLIANCE	
		(2) Free Flow	(3) Restricted Flow	Sectional Numerical	Entire %
1	(A) VEHICLE VOLUME, ALL APPROACHES PER HOUR FOR 8 HOURS, AND (B) VEHICLE VOLUME, ALONG MINOR STREETS, PER HR FOR SAME 8 HRS	480	900	925	103
2	(A) VEHICLE VOLUME, ALONG ARTERY, PER HOUR FOR 8 HOURS, AND (B) COMBINED VEHICLE AND PEDESTRIAN VOLUME CROSSING ARTERY FROM MINOR STREETS, PER HOUR FOR SAME 8 HOURS	480	900	564	63
3	(A) PEDESTRIAN VOLUME CROSSING ARTERY, PER HR FOR 8 HRS AND (B) VEHICLE VOLUME, ALONG ARTERY PER HOUR FOR SAME 8 HOURS	120	240	46	19
4	(A) TOTAL REPORTED ACCIDENTS OF TYPES SUSCEPTIBLE TO CORRECTION BY A TRAFFIC SIGNAL, WITHIN A 12 MONTH PERIOD, AND (B) ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES, WHERE SATISFACTORY OBSERVANCE AND ENFORCEMENT HAVE FAILED TO REDUCE THE NUMBER OF ACCIDENTS, AND (C) FULFILLMENT OF ANY OF THE ABOVE WARRANTS (NUMBERS 1, 2 OR 3) TO THE EXTENT OF 80% OR MORE	5		4	80
5	TWO OR MORE OF ABOVE WARRANTS (NUMBERS 1, 2, 3 OR 4) SATISFIED TO EXTENT OF 80% OR MORE	YES or NO		NO	0

(1) Warrant values are based on the Annual Average Daily Traffic (AADT) which approximates May and October traffic volume warrants (1A), (2A), (3B) for intersections of roadways having two or more moving lanes in one direction should be 25% higher than the values given above.
 (2) Warrant values for free flow apply to rural or small communities, when the 85 percentile speed of artery traffic exceeds 40 mph, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000.
 (3) Warrant values for restricted flow apply to larger urban communities, when the 85 percentile speed of artery traffic does not exceed 40 mph.
 (4) The lowest sectional percentage governs the entire warrant.

SEQUENCE DIAGRAM



NOTES
 1 FIXED TIME CONTROLLER SET FOR PHASES A AND B WITH PHASE C TRAFFIC ACTUATED.
 2 ALL PECS INDICATE DON / WALK ON PHASE C



NOTE: FOR LEGAL APPROVAL ONLY

TYPE OF APPROACH ROADWAY	LOCATION	TYPE AND LOCATION OF TRAFFIC SIGNAL HEADS				
		TYPE	SIZE	BACKBOARD	MOUNTING HT	ARM LENGTH
CLARK BLVD	URBAN	PRIMARY	12" HWY	YES	16'	12'
FOUR LANE ARTERIAL		SECONDARY	STANDARD	YES	9'	2'
CENTRAL PARK DR	URBAN	PRIMARY	12" HWY	YES	16'	12' AND 2'
FOUR LANE ARTERIAL		SECONDARY	STANDARD	YES	9'	2'

STANDARD LEGEND

- NEW OR RELOCATED LUMINAIRE
- EXISTING LUMINAIRE
- NEW OR RELOCATED POLE
- ⊗ EXISTING POLE
- PEDESTRIAN PUSH BUTTON
- ⬇ HIGHWAY SIGNAL HEAD (12" RED) WITH BACKBOARD AND MAST ARM
- ⬇ HIGHWAY SIGNAL HEAD (12" RED) WITH BACKBOARD AND MOUNTING BRACKET
- ⬇ STANDARD SIGNAL HEAD WITH BACKBOARD AND MAST ARM
- ⬇ STANDARD SIGNAL HEAD, WITH MOUNTING BRACKET
- ⬇ HIGHWAY SIGNAL HEAD (12" RED) WITH BACKBOARD AND OVERHEAD CABLE
- ⬇ PEDESTRIAN SIGNAL HEAD WITH MOUNTING BRACKET
- ⬇ OVERHEAD 4-WAY FLASHING BEACON
- ⬇ TRAFFIC SIGNAL CONTROLLER
- ⊙ RADAR VEHICLE DETECTOR
- ⊠ MAGNETIC VEHICLE DETECTOR
- ⊠ VEHICLE LOOP DETECTOR
- ⬇ TRAFFIC SIGN
- ⬇ TRAFFIC SIGN WITH FLASHING BEACON
- ⬇ ILLUMINATED TRAFFIC SIGN
- ⬇ CROSSWALK

MUNICIPALITY: **CITY OF BRAMPTON**
 INTERSECTION: **CLARK BOULEVARD & CENTRAL PARK DRIVE**
 DATE: **MARCH 20 1974** SCALE: **1" = 40'**
 RECOMMENDED BY: _____
 MUNICIPAL OFFICIAL (MUNICIPAL INSTALLATION) / REGIONAL TRAFFIC ENGINEER (MINISTRY INSTALLATION)

MINISTRY OF TRANSPORTATION AND COMMUNICATIONS ONTARIO
 SIGNALS WARRANTED
 SIGNAL DESIGN RECOMMENDED FOR APPROVAL
 SIGNAL INSTALLATION APPROVED AS PER SECTION 96 (20) H.T.A.
 APPROVAL DATE: _____