

Traffic Flow Plan

Preface

EllisDon and the Michael Garron Hospital Redevelopment team are actively listening to community concerns and are interested in minimizing any potential foreseen risks.

Purpose

The purpose of the Traffic Flow Plan is to properly organize how heavy trucks and heavy vehicles are to arrive and depart the Michael Garron Hospital Project (MGH) through increased awareness of: the appropriate directional flow heavy vehicles are to take to reach the site depending on which crane is to be used; and, which community roads are prohibited/permitted for heavy truck and heavy vehicles.

The Traffic Flow Plan is to be used for informational purposes only as it explains to the community one of our approaches to decrease community concerns regarding increased heavy truck traffic on the community side roads.

Approach

Two maps have been created and are continuously being distributed to heavy truck/heavy vehicle operators that arrive onsite depending on which crane is to be used to offload supplies. Additionally, these maps are also being showcased (when applicable) within relevant shipment yards that deliver supplies to this project site. *Please see attached Map 1 and Map 2.*

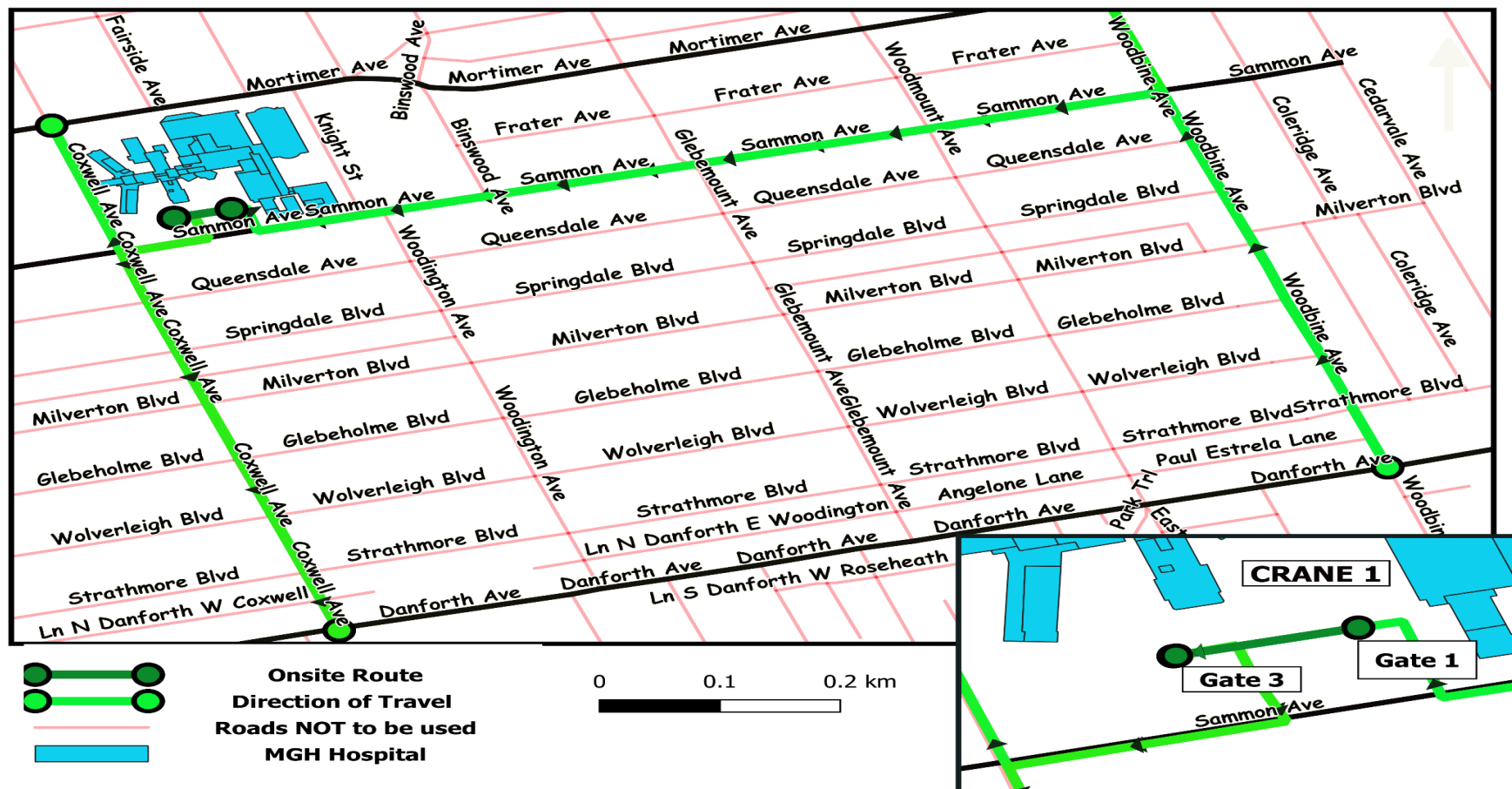
These maps are initiating necessary conversations about the importance of addressing and maintaining safe roads in a community not used to higher than normal heavy truck traffic. These conversations aim to instill the message to heavy truck operators that safe community roads are of upmost importance and are to be respected over convenience. This message is being supported by Ellisdon, as the General Contractor, and of the Operations Management team of the vendors insinuated. Our aim is to reach as many truck operators as possible and inform our major vendors (associated with heavy truck deliveries) with our approach.

Considerations

This is not, by all means, the sole solution to the community road safety concerns. It is important to take note that heavy truck operators vary as they are sent from various yards across the Greater Toronto Area. As previously stated, our overall goal is to minimize, and overtime, eliminate the amount of truck/heavy vehicle operators optimizing their route through their use of community side roads when main roads are too congested.

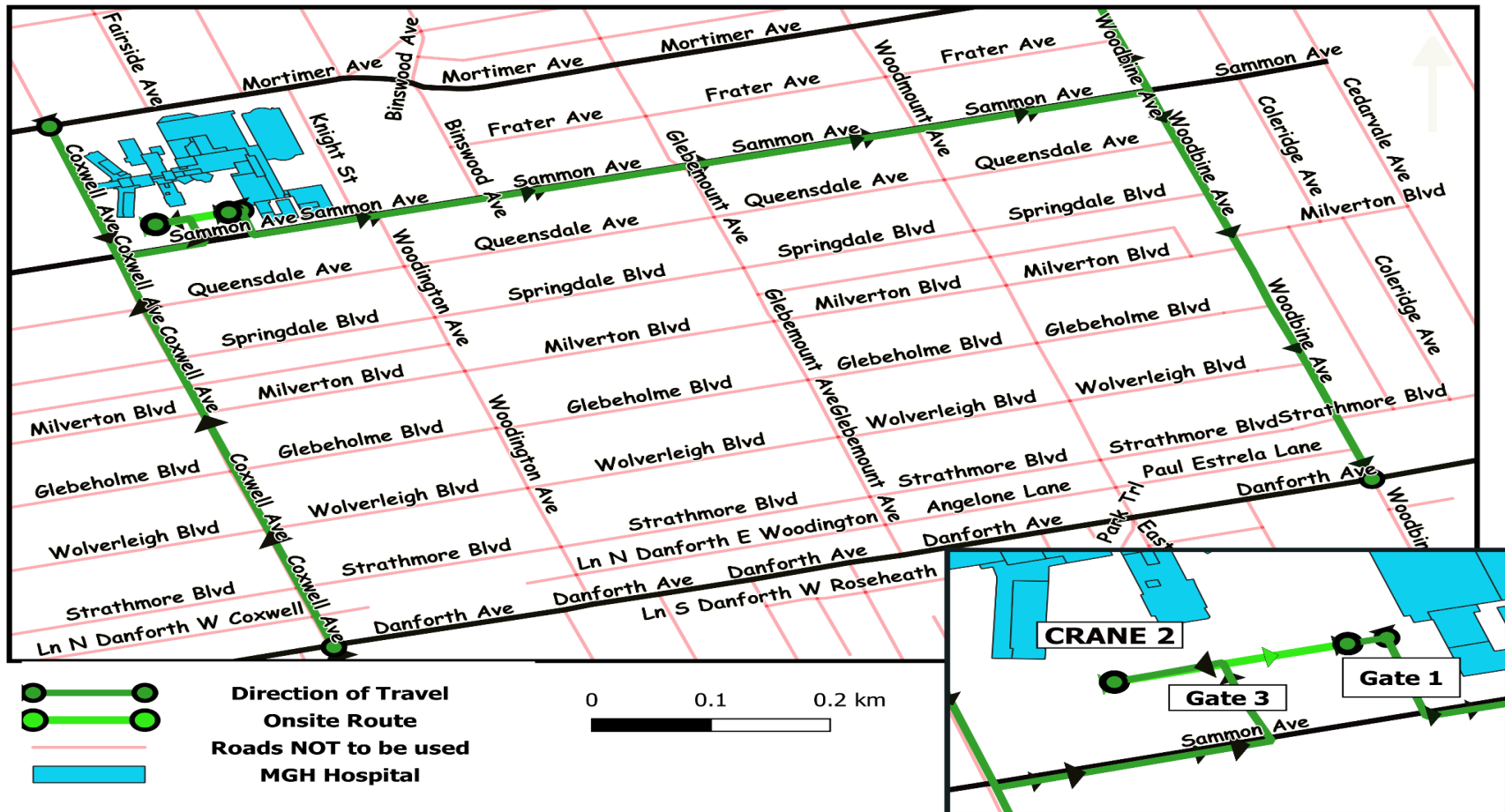
It is important to note that this Traffic Flow Plan is not a revision to the current Traffic Management Plan.

Crane 1 Delivery & Exit Route Logistics Map



Crane 1 Delivery & Exit Route Logistics Map Illustrates that heavy truck/heavy vehicles accessing Crane 1 are to come to the Michael Garron Hospital Project site from Woodbine Ave onto Sammon Ave, make their way into the site (if applicable) by entering Gate 1 and exiting Gate 3, and exit the project site onto Coxwell Ave. The *Direction of Travel* is highlighted in neon green with a black arrows for the main roads. The Directional flow within the project construction site, *Onsite Route*, is highlighted in dark green. Community roads which heavy trucks and heavy vehicles are prohibited to use are illustrated in red. Lastly, the Michael Garron Hospital has been illustrated in light blue.

Crane 2 Delivery & Exit Route Logistics Map



Crane 2 Delivery & Exit Route Logistics Map Illustrates that heavy truck/heavy vehicles accessing Crane 2 are to come to the Michael Garron Hospital Project site from Coxwell Ave onto Sammon Ave, make their way into the site (if applicable) by entering Gate 3 and exiting Gate 1, and exit the project site by accessing Sammon Ave towards Woodbine Ave. The *Direction of Travel* is highlighted in dark green with a black arrows for the main roads. The Directional flow within the project construction site, *Onsite Route*, is highlighted in neon green. Community roads which heavy trucks and heavy vehicles are prohibited to use are illustrated in red. Lastly, the Michael Garron Hospital has been illustrated in light blue.