

Technical Memorandum



To: Minesh Dave

From: Diane Freeman

Company: 11087258 Canada Inc. c/o Blackwood Partners Inc. **SLR Consulting (Canada) Ltd.**

cc: Oz Kemal, MHBC Planning

Date: August 10, 2023

Project No. 241.V19208.00001

**RE: Comments on Air Quality, Dust, Odour
Proxy Transportation Study**

SLR Consulting (Canada) Ltd. (SLR), was retained by 11087258 Canada Inc. to review the memo entitled "560 & 772 Winton Churchill Boulevard Trip Generation Review", dated August 1, 2023 and prepared by Crozier Consulting Engineers ("Crozier"). A copy of the memo is provided in **Attachment A**.

In the memo, Crozier summarizes the results of their review of the transportation conditions predicted at the build-out stage of the development of both the 560 and 772 Winston Churchill Boulevard sites.

1.0 Background

SLR was previously retained to conduct a land-use compatibility assessment submitted for the proposed development located at 560 Winston Churchill Boulevard in Oakville, Ontario ("the Project"). The SLR report is entitled, "Addendum to Compatibility & Mitigation Study Air Quality, Dust, Odour, Oakville, ON" and dated November 2021.

2.0 Scope of Work

SLR was requested to review the Crozier memo and assess if the conclusions of the memo change any of the conclusions and recommendations provided by SLR in our above noted report.

2.1 Overview of Crozier Memo

The Crozier Memo concludes that the original trip generation methodology used within the transportation impact study ("TIS") reports prepared for the Project adequately estimate the trips generated by the development since the trip generation rates used were found to be greater than the compared proxy sites.

As stated in our report, the operation of trucks on the Project property has the potential to emit, particulate matter ("PM"), volatile organic compounds ("VOCs"), Nitrogen oxides ("NO_x"), and sulphur dioxides ("SO₂"). These compounds are emitted from the operation of internal fuel combustion engines, brake wear, tire wear and the breakdown of dust/debris on roadways.

The emissions of VOCs, NO_x, and SO₂ from truck engines (tailpipes) are specifically exempted from MECP permitting requirements by Section 9(3)(f) of the EPA and are addressed in Sections 21 to 23 of the EPA and by O. Reg. 457/19: Vehicle Emissions. Based on our experience, the types and numbers of vehicles used, their locations, and the MECP guidance, adverse impacts from tailpipe emissions are not anticipated and, therefore, an assessment of impacts from tailpipe emissions is not required.

A significant portion of PM emissions from the operations of trucks comes from brake wear, tire wear and the breakdown of dust/debris which is re-suspended by vehicles travelling on the road. Trucks will be travelling on short lengths of paved roadways internal to the property. Paved surfaces have a low potential to generate dust and to retain debris, as the surface is continuously “flushed” by rainfall events. During rainfall events, dust/debris is directed to catch basins/sewers where it is later removed for off-property disposal. Vehicle speeds on site are expected to be low reducing the potential for re-suspension of dust/debris. The truck travel lanes are buffered from the surrounding residential properties by the proposed warehouse buildings reducing potential surface winds that could give rise to re-suspension of dust/debris. Given the low travel speeds, buffering of surface winds, and that the trucks are moving on paved surfaces, the potential for re-suspension of PM is considered to be negligible.

3.0 Conclusions

Considering the above, there are no significant sources of PM, VOCs, NO_x, and SO₂ emissions associated with Project site warehousing uses. The Project site sources are not considered to be major as defined by the Town of Oakville Health Protection and Air Quality By-Law 2010-035, therefore, an application for approval to be considered by Town Council is not required.

The information provided in the Crozier memo does not alter our opinion related to vehicle emissions as discussed above.

Further, SLR confirms our opinion that the Project site is anticipated to be compatible with the surrounding land uses from an air quality perspective.

4.0 Statement of Limitations

This report has been prepared and the work referred to in this report has been undertaken by SLR Consulting (Canada) Ltd. (SLR) for 11087258 Canada Inc. hereafter referred to as the “Client”. It is intended for the sole and exclusive use of the Client. The report has been prepared in accordance with the Scope of Work and agreement between SLR and the Client. Other than by the Client and by the Town of Oakville and the Region of Peel in their role as land-use planning approval authorities, copying or distribution of this report or use of or reliance on the information contained herein, in whole or in part, is not permitted unless payment for the work has been made in full and express written permission has been obtained from SLR.

This report has been prepared in a manner generally accepted by professional consulting principles and practices for the same locality and under similar conditions. No other representations or warranties, expressed or implied, are made.

Opinions and recommendations contained in this report are based on conditions that existed at the time the services were performed and are intended only for the client, purposes, locations, time frames and project parameters as outlined in the Scope of Work and agreement between SLR and the Client. The data reported, findings, observations and conclusions expressed are limited by the Scope of Work. SLR is not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. SLR does not warrant the accuracy of information provided by third party sources.



5.0 Closure

Should you require additional information, please do not hesitate to contact the undersigned.

Regards,

SLR Consulting (Canada) Ltd.

A handwritten signature in black ink, appearing to read 'Nigel Taylor', is centered within a light gray rectangular box.

Diane Freeman, P.Eng. FEC, FCAE
Principal, Air Quality

Nigel Taylor, M.Sc., EP
Principal, Air Quality

Attachments





Attachment A – Crozier Memo

Comments on Air Quality, Dust, Odour

560 Winston Churchill

11087258 Canada Inc.

SLR Project No.: 241.V19208.00001

August 10, 2023

MEMO

DATE August 1, 2023 **PROJECT NO.** 0756-5105
RE 560 & 772 Winston Churchill Boulevard Trip Generation Review

TO Aquisha Khan, P. Eng., Transportation Engineer, Town of Oakville
FROM R. Aaron Wignall, Associate, Transportation, Crozier
Brandon Bradt, Manager, Transportation, Crozier
CC Minesh Dave, Vice President, Development, Blackwood Partners Inc.
Paul Au, Manager, Development, Blackwood Partners Inc.
Scott Arbuckle, Principal, Arcadis
Oz Kemal, Partner, MHBC Planning

Dear Aquisha,

A Transportation Impact Study (TIS) for the proposed site at 560 Winston Churchill, as well as the adjacent site located at 772 Winston Churchill Boulevard in the Town of Oakville, Region of Halton, were previously prepared and submitted for review by municipal staff.

This memo has been prepared in response to subsequent comments received from the Town of Oakville and its peer reviewer (Paradigm), as well as a motion was received from council that requested a review of the ultimate transportation conditions at build-out of both the 560 and 772 Winston Churchill Boulevard sites.

It is noted that while a review of the ultimate conditions of both sites was conducted at build-out within the respective Transportation Impact Studies (TIS) completed for each site, but it was requested that the trip generation within the respective studies be reviewed to determine whether the estimates contained within the studies were reasonable.

As a result, the Trip Generation Review Memo has been prepared to address the Town and their peer reviewer's comments, as well as council's motion, based on the Terms of Reference included in **Attachment 1**.

Trip Generation Review

While the previously submitted studies meet the standard practice of projecting Trip Generation during the peak hours, to address the comments received to date, this section compares the trip generation estimates to a similar industrial proxy site currently in operation at 8550 Boston Church Road (Milton), as well as a previously completed and approved report for an industrial development located at 551 Avonhead Road (Mississauga).

8550 Boston Church Road Trip Generation Comparison

The trip generation of a similar proxy site located at 8550 Boston Church Road in the Town of Milton (Lowe's Distribution Centre), which has a similar amount of total GFA and parking spaces as the combined statistics of the proposed sites, was reviewed and compared against the ITE Trip Generation methodology used for both studies.

It is noted that the 8550 Boston Church Road site includes a single building as well as three site accesses along Boston Church Road. The northern access is solely dedicated to heavy vehicle movements, while the southern two accesses are dedicated to passenger vehicle parking.

A comparison between the existing site at 8550 Boston Church Road and the combined statistics of the proposed sites is included in **Table 1** below for reference where it is noted that the proxy site includes a very similar number of parking spaces but about 20% less loading spaces over a very similar Gross Floor Area (GFA).

Table 1: Proxy Site vs Combined Proposed Site Comparison

	Parking Spaces	Loading Spaces	Gross Floor Area (m ²)
8550 Boston Church Road	733	180	121,400
560 & 772 Winston Churchill Blvd	761	226	119,200
Difference	+4%	+20%	-2%

As part of this analysis, 2 days of 24-hour turning movement counts were collected by Spectrum Traffic Inc. on Tuesday May 30th and Wednesday May 31st, 2023. The raw data collection is included in **Attachment 2**.

It is noted that the peak hours for the trip generation observed at the 8550 Boston Church site were observed to be between 5:00-6:00 a.m. and 4:45-5:45 p.m. Therefore, the a.m. peak of the site occurs outside peak period expected for the adjacent roadways, while the p.m. peak of the site occurs within the peak period expected for the adjacent roadways. However, to ensure a conservative review within this memo, the a.m. peak of the generator was assumed to occur during the a.m. peak of the adjacent roadway.

The trip generation rate per 1,000 ft² of GFA, per parking and per loading space was calculated for the weekday a.m. and p.m. peak hour at 8550 Boston Church Road and compared to the ITE rate used at the 560 and 772 Winston Churchill Boulevard sites to analyze the difference. The results are displayed in **Table 2** and the Trip Generation Analysis sheets are provided as **Attachment 3**.

Table 2: 8550 Boston Church Road Trip Generation Rate Comparison

AM Peak					
	GFA Rate	Parking Space Rate	Loading Space Rate	% In	% Out
ITE Rate	0.17	0.29	0.98	77%	23%
Using Proxy Site Rate	0.08	0.14	0.57	70%	30%
Difference	-53%	-52%	-42%	-	-
PM Peak					
	Rate	Trips In	Trips Out	% In	% Out
ITE Rate	0.19	0.31	1.05	27%	73%
Using Proxy Site Rate	0.10	0.19	0.76	33%	67%
Difference	-47%	-39%	-28%	-	-

As shown in **Table 2**, the trip generation rates used in the 560 & 772 Winston Churchill Boulevard TIS reports yields a trip generation between 28 to 53 percent higher than the peak trip generation estimates compared to the 8550 Boston Church Road observed rates.

Therefore, the ITE Trip Generation methodology used for analysis within the TIS reports is considered very conservative when compared to the industrial development of a similar size.

The expected Truck Volume percentages were also requested to be reviewed. It is noted that an assumption of 20% of peak hour trips being heavy vehicles (tractor trailers or single-unit trucks) was used within the 560 & 772 Winston Churchill Boulevard analysis based on the ITE Manual, and the proxy data showed significantly lower percentages, with the greatest heavy vehicle percent of 13% observed during the AM Peak.

The results are displayed in **Table 3** below.

Table 3: Heavy Vehicle % Comparison at 8550 Boston Church Road

Day and Peak Hour		8550 Boston Church Road Observed	560 & 772 Winston Churchill Boulevard TIS Assumption	Difference
AM Peak Hour				
30-May	5:00-6:00	8%	20%	12%
31-May	5:00-6:00	13%	20%	7%
PM Peak Hour				
30-May	15:45-16:45	10%	20%	10%
31-May	15:45-16:45	7%	20%	13%

As shown in **Table 3**, the heavy vehicle percentages used for the analysis in the 560 Winston Churchill Boulevard TIS are much higher than that which was observed at the 8550 Boston Church Road Proxy Site and suggest a conservative assessment of truck trips, especially given the higher trip rates used.

551 Avonhead Road TIS Trip Generation Comparison

The trip generation methodology used in the Traffic Impact Study for a similar and nearby industrial site located at 551 Avonhead Road in the City of Mississauga was reviewed and compared to the trip generation methodology used in the 560 Winston Churchill Boulevard TIS, as requested by the Town councilor.

The site at 551 Avonhead Road is noted as being approximately 30-35% smaller than the combined size of the 560 and 772 Winston Churchill Boulevard. The site statistics for the 551 Avonhead Road development are shown in **Table 4** below.

Table 4: 551 Avonhead Road Site vs Combined Proposed Site Comparison

	Parking Spaces	Gross Floor Area (m ²)
551 Avonhead Road	541	78,300
560 & 772 Winston Churchill Blvd	761	119,200
Difference	-29%	-34%

Note: The loading space provision at 551 Avonhead Road was not made clear in the Traffic Impact Study (Attachment 4)

A review of the 551 Avonhead Road Traffic Impact Study prepared by GHD, dated June 4th, 2021, revealed that an identical total trip generation methodology was used to estimate the subject sites trip generation when compared to methodology used in the 560 & 772 Winston Churchill Boulevard TIS. Both studies calculated trip generation using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, using Land Use Category (LUC) 150 "Warehousing".

It is noted that the methodology did differ from the 551 Avonhead Road Traffic Impact Study regarding the heavy vehicle trip generation rate. The 560 Winston Churchill Boulevard TIS used an assumption of 20% of all peak hour trips being heavy vehicles (tractor trailers or single-unit trucks), while the 551 Avonhead Road Traffic Impact Study utilized a count from a proxy site located in Bolton, which yielded a truck volume allocation of 40%, 20%, 50%, and 30% for the weekday AM inbound, weekday AM outbound, weekday PM inbound, weekday PM outbound peak hour conditions, respectively.

However, as noted above, the proxy site surveyed by Crozier located at 8550 Boston Church Road in Milton, showed significantly lower heavy vehicle percentages that were less than 15% for all peak hours on both the surveyed dates.

Furthermore, given that the overall trip generation rates for the proxy site at 8550 Boston Church Road were approximately double compared to the ITE rates, the total truck traffic assumed for the site, as well as the overall trip generation, are considered reasonable.

Relevant excerpts from the 551 Avonhead Road Traffic Impact Study are included as **Attachment 4**.

Conclusions

Based on the above, it our professional opinion that the original trip generation methodology used within the TIS reports prepared for the 560 and 772 Winston Churchill Boulevard development applications adequately estimate the trips generated by the subject developments since the ITE trip generation rates used were found to be greater than the rates observed at the 8550 Boston Church Road proxy site. Furthermore, the overall trip generation estimates matched the TIS report prepared for the development application located at 551 Avonhead Road in the City of Mississauga.

Additionally, the truck volume percentages utilized in the 560 & 772 Winston Churchill Boulevard TIS are greater than the truck percentages observed at the 8550 Boston Church Road proxy site but were lower than the assumptions used in the 551 Avonhead Road Traffic Impact Study. Given the proxy site at 8550 Boston Church Road (Milton) is closer in scale when compared to the proxy site used in the 551 Avonhead report (Mississauga), and that the observed rates are significantly greater than the proxy data collected at 8550 Boston Church Road, the heavy vehicle trips generated are expected to be reasonable estimates during the AM and PM peak periods.

Given the contents of this letter, we trust that the City's concerns regarding the trip generation and subsequent TIS studies have been addressed. However, should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt
Manager, Transportation Planning



R. Aaron Wignall
Associate, Transportation

tds

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Attachment 1

Terms of Reference Correspondence

MAY 30, 2023

PROJECT NO: 0756-5105

SENT VIA EMAIL:

AQUISHA.KHAN@OAKVILLE.CA

Town of Oakville Engineering and Construction
1225 Trafalgar Road
Oakville, ON L6H 0H3

Attention: Aquisha Khan

**RE: TRIP GENERATION REVIEW MEMO TERMS OF REFERENCE
PROPOSED INDUSTRIAL DEVELOPMENT
560 WINSTON CHURCHILL BOULEVARD
TOWN OF OAKVILLE**

Dear Aquisha,

C.F. Crozier & Associates has been retained to prepare a Trip Generation Review Memo at 560 Winston Churchill in the Town of Oakville, Region of Halton.

A Transportation Impact Study (TIS) was originally prepared and submitted in July 2019, the TIS was then updated and issued for resubmission in March 2021, November 2021, and June 2022.

Since the latest submission, comments were received from the Town and its peer reviewer (Paradigm). In particular, comments related to truck impacts were received, which requested an investigation of off-peak conditions and an understanding of heavy vehicle trip generation rates using proxy sites. These comments are specifically 26.22 and 26.23.

As a result, a Trip Generation Review Memo is proposed to be prepared to address the Town's comments dated February 9, 2023, based on the Terms of Reference provided herein.

We are kindly requesting that you review the following Terms of Reference for this Memo and to confirm the scope of work required for the Memo in order to address the Town's comments.

Methodology for the Trip Generation Review

While our current analysis meets the standard practice of projecting Trip Generation during the peak hours of the adjacent roadway, to address the comments outlined above, the Memo will include the following tasks:

1. Analyze the trip generation of a similar proxy site located at 8550 Boston Church Road in the Town of Milton (Lowe's Distribution Centre), which has a similar amount of total GFA and parking spaces as the proposed site.

As part of this analysis, 2 days of 24-hour turning movement counts would be collected from a specialty traffic counting firm. The data will be analyzed to determine the peak operating hours of the facility and the maximum site traffic generated from the development for both heavy and passenger vehicles in relation to the GFA and parking spots available for the site.

This data will be used to determine when the greatest expected site traffic generated from the Subject Development would occur and compare these results with the trip rates expected to occur during the peak hours of the adjacent roadways.

It should be noted that regardless of when the peak shipping hours are observed at the 8550 Boston Church Road site, the TIS analysis periods for the proposed development will still conform to the AM and PM peak commuting hours on the adjacent roads. For instance, if the data collection shows a peak shipping time of noon, we would not produce additional analysis/results for the noon peak hour since background traffic volumes are much lower.

2. Review the trip generation methodology used in the Transportation Impact Study for a similar and nearby industrial site located at 551 Avonhead Road in the City of Mississauga, as requested by the Town councilor. The purpose for this review would be to determine whether similar trip generation methodology is utilized in our analysis compared to the methodology used at 551 Avonhead Road.

The purpose of the Trip Generation Review Memo is to clarify the impact of site generated traffic at the Subject Development, addressing the Town's concerns and comments.

I trust the contents outlined in this email are acceptable. Should you have any questions or require any further information, please feel free to contact us.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.



Aaron Wignall
Associate, Transportation

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt, P.Eng
Project Manager, Transportation

TDS/BB

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Memorandum



2023-06-21
Project: 220129

To

Aquisha Khan, P. Eng.,
Transportation Engineer
Transportation Planning Services
Town of Oakville

From

Joshua de Boer, M. Eng., P. Eng., PTOE
Senior Project Manager, Associate
**Paradigm Transportation Solutions
Limited**

RE: **PROPOSED INDUSTRIAL DEVELOPMENT, TRIP GENERATION REVIEW MEMO TERMS OF REFERENCE, TOWN OF OAKVILLE**

Blackwood Partners Inc. and 772 Winston Churchill GP Inc. are proposing to develop warehouse facilities in the Town of Oakville (the Town) at 560 and 700-750 Winston Churchill Boulevard, respectively. Henceforth these sites are referred to as the subject site. The Town previously provided C.F. Crozier & Associates (Crozier) comments on their transportation studies for their site. Crozier has since prepared a Terms of Reference (ToR) for a Trip Generation Review Memo (the Memo) to address the Town's comments. The purpose of this memorandum is to provide a technical review of the Memo.

Memo Summary

Key aspects of the Memo include:

- ▶ An analysis of trip rates based on a proxy site located at 8550 Boston Church Road in the Town of Milton. This site is currently a distribution centre for Lowe's.
- ▶ The collection of 24-hour turning movement counts (TMCs) across two days to determine peak operating hours and the maximum traffic generated at the site. This data would be compared to existing study data to discern any potential varying traffic impacts.
- ▶ A review of the trip generation methodology for an industrial site located at 551 Avonhead Road in the City of Mississauga.

Detail Comments

Key transportation-related items are as follows:

- ▶ **Adjacent Sites.** Prior discussions of the 560 Winston Churchill Boulevard site sought to consider the combined impacts of the 700-750 Winston Churchill Boulevard site. The

Trip Generation Review Memo ToR does not consider the 700-750 Winston Churchill Boulevard site.

- ▶ **Parking.** The Memo specifies that the proxy site has a similar number of parking spaces as the subject site. The Memo does not specifically detail number of parking spaces at the proxy site. It is estimated that there are approximately 733 passenger parking spaces at the proxy site, which is similar to the combined total of 761 for the 560 and 700-750 Winston Churchill Boulevard sites. It is anticipated that any comparisons between the proxy and subject site will be factored accordingly.
- ▶ **Loading Spaces.** It is estimated that the proxy site has approximately 180 loading bays, which is less than the combined total of 226 for the 560 and 700-750 Winston Churchill Boulevard sites. It is anticipated that any comparisons between the proxy and subject site will be factored accordingly.
- ▶ **GFA.** The GFA for the proxy site is not provided in the memo. The combined GFA of the 560 and 700-750 Winston Churchill Boulevard sites is approximately 119,186 m². It is anticipated that any comparisons between the proxy and subject site will be factored accordingly.
- ▶ **Surrounding Land Use.** The proxy site at 8550 Boston Church Road (proxy site) is located in an industrial area with no residential houses in the vicinity. The 560 Winston Churchill Boulevard site is located directly north of an existing residential area. The varying land uses in the two study areas may result in varying travel patterns.
- ▶ **Site Access.** The proxy site has two passenger vehicle access located at the east side of the property. There is a separate driveway exclusively for heavy vehicles along the west side of the proxy site. The subject site has one access each for heavy and passenger vehicles for both properties. The difference in the site accesses for the proxy and subject site may influence travel behaviour.
- ▶ **Data Collection.** The memo does not make clear what site accesses will be counted. It also does not establish the days that data collection will occur. Data is typically collected between Tuesday and Thursday in the spring or fall periods.
- ▶ **Public Transit.** The proxy site as well as the subject site are both located close to a major GO Transit stops. The proxy site is located close to the Milton GO Transit stop and the subject site is located near the Clarkson GO Transit stop. Both transit stops have comparable park and ride facilities.
- ▶ **551 Avonhead Road Trip Generation Methodology.** A review of the trip generation methodology for 551 Avonhead Road is proposed in the Memo ToR. It is anticipated that the trip generation methodology for this site will be similar to the subject site and clear justification and adjustment factors will be provided where differences are apparent.



Conclusions

The following conclusions are noted:

- ▶ There are differences between the two proxy sites and subject site as described in the aforementioned detailed commentary. The pending Trip Generation Memo should clearly demonstrate that the proxy sites and subject site are similar to each other. Where they are found to not be similar, it is anticipated that justification and subsequent consideration of the differences will be provided.
- ▶ The Memo considers the 560 Winston Churchill Boulevard site and does not mention the 700-750 Winston Churchill Boulevard site. A clearer impact of transportation impacts on the studied transportation network would be made possible if both sites are considered in combination with each other.
- ▶ The Memo does not establish clear data collection details, including TMC locations and data collection dates.

Recommendations

The Town may consider the following recommendations:

- ▶ Consider the impacts of both 560 and 700-750 Winston Churchill Boulevard in tandem.
- ▶ Clarify data collection particulars, including TMC locations and data collection dates.
- ▶ Confirm that all other study parameters for the proxy site are the same as previous studies. Further analysis is recommended if substantial changes to study parameters for the proxy site are proposed.



Attachment 2

8550 Boston Church Road TMC Data



Turning Movement Count (1 . BOSTON CHURCH RD & 8550 BOSTON CHURCH RD (NORTH ACCESS))

Start Time	N Approach BOSTON CHURCH RD					S Approach BOSTON CHURCH RD					W Approach 8550 BOSTON CHURCH RD (NORTH ACCESS)					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
00:00:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
00:15:00	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	4	
00:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45:00	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	3	8
01:00:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
01:15:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	5
01:30:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	6
01:45:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
02:00:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
02:15:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
02:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45:00	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	5
03:00:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
03:15:00	0	1	0	0	1	12	0	0	0	12	0	0	0	0	0	13	17
03:30:00	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5	22
03:45:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	23
04:00:00	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3	25
04:15:00	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	5	17
04:30:00	0	2	0	0	2	3	1	0	0	4	1	0	0	0	1	7	19
04:45:00	1	2	0	0	3	3	0	0	0	3	0	0	0	0	0	6	21
05:00:00	0	9	0	0	9	2	0	0	0	2	1	1	0	0	2	13	31
05:15:00	1	8	0	0	9	9	4	0	0	13	0	0	0	0	0	22	48
05:30:00	2	14	0	0	16	7	0	0	0	7	0	1	0	0	1	24	65
05:45:00	2	17	0	0	19	16	0	0	0	16	0	3	0	0	3	38	97
06:00:00	2	5	0	0	7	4	1	0	0	5	0	2	0	0	2	14	98
06:15:00	5	5	0	0	10	6	0	0	0	6	1	0	0	0	1	17	93
06:30:00	2	12	0	0	14	8	1	0	0	9	1	3	0	0	4	27	96
06:45:00	0	19	0	0	19	9	0	0	0	9	0	1	0	0	1	29	87
07:00:00	2	18	0	0	20	11	1	0	0	12	1	2	0	0	3	35	108
07:15:00	3	21	0	0	24	9	0	0	0	9	0	2	0	0	2	35	126
07:30:00	0	18	0	0	18	10	0	0	0	10	0	1	0	0	1	29	128
07:45:00	0	17	0	0	17	5	1	0	0	6	0	0	0	0	0	23	122
08:00:00	0	21	0	0	21	5	0	0	0	5	0	1	0	0	1	27	114



08:15:00	1	26	0	0	27	9	3	0	0	12	0	1	0	0	1	40	119
08:30:00	0	23	0	0	23	11	0	0	0	11	1	0	0	0	1	35	125
08:45:00	1	19	0	0	20	6	0	0	0	6	0	0	0	0	0	26	128
09:00:00	3	16	0	0	19	4	1	0	0	5	1	1	0	0	2	26	127
09:15:00	2	19	0	0	21	13	0	0	0	13	0	2	0	0	2	36	123
09:30:00	0	9	0	0	9	10	3	0	0	13	1	4	0	0	5	27	115
09:45:00	1	13	1	0	15	4	2	0	0	6	0	1	0	0	1	22	111
10:00:00	2	13	0	0	15	10	3	0	0	13	2	0	0	0	2	30	115
10:15:00	3	17	0	0	20	16	1	0	0	17	2	2	0	0	4	41	120
10:30:00	1	13	0	0	14	6	0	0	0	6	0	1	0	0	1	21	114
10:45:00	0	13	0	0	13	11	0	0	0	11	1	3	0	0	4	28	120
11:00:00	1	12	1	0	14	9	1	0	0	10	0	3	0	0	3	27	117
11:15:00	2	15	0	0	17	14	0	0	0	14	1	2	0	0	3	34	110
11:30:00	0	17	0	0	17	12	0	1	0	13	0	1	0	0	1	31	120
11:45:00	1	20	0	0	21	9	0	0	0	9	1	1	0	0	2	32	124
12:00:00	0	19	0	0	19	19	0	0	0	19	0	2	0	0	2	40	137
12:15:00	1	15	0	0	16	27	0	0	0	27	0	1	0	0	1	44	147
12:30:00	5	24	1	0	30	21	0	0	0	21	0	1	0	0	1	52	168
12:45:00	4	18	0	0	22	24	2	1	0	27	1	1	0	0	2	51	187
13:00:00	1	9	0	0	10	31	1	0	0	32	0	1	0	0	1	43	190
13:15:00	1	11	0	0	12	7	0	0	0	7	0	2	0	0	2	21	167
13:30:00	1	11	0	0	12	12	0	0	0	12	3	1	0	0	4	28	143
13:45:00	2	15	0	0	17	14	0	1	0	15	0	2	0	0	2	34	126
14:00:00	2	19	0	0	21	10	0	0	0	10	2	1	0	4	3	34	117
14:15:00	1	19	0	0	20	9	0	0	0	9	0	1	0	0	1	30	126
14:30:00	0	19	1	0	20	20	0	0	0	20	1	3	0	0	4	44	142
14:45:00	1	16	0	0	17	11	0	0	0	11	0	2	0	1	2	30	138
15:00:00	0	20	0	0	20	10	0	0	0	10	0	0	0	0	0	30	134
15:15:00	2	9	0	0	11	21	0	0	0	21	0	0	0	0	0	32	136
15:30:00	1	16	0	0	17	16	0	0	0	16	0	0	0	1	0	33	125
15:45:00	2	17	0	0	19	14	1	0	0	15	0	4	0	0	4	38	133
16:00:00	2	15	0	0	17	24	0	0	0	24	1	2	0	0	3	44	147
16:15:00	2	15	0	0	17	37	0	0	0	37	0	1	0	0	1	55	170
16:30:00	1	16	0	0	17	26	0	0	0	26	0	2	0	0	2	45	182
16:45:00	2	9	0	0	11	16	1	0	0	17	0	1	0	0	1	29	173
17:00:00	1	18	0	0	19	47	0	1	0	48	0	2	0	0	2	69	198
17:15:00	2	10	0	0	12	17	0	0	0	17	0	0	0	0	0	29	172
17:30:00	2	9	0	0	11	11	0	0	0	11	1	2	0	0	3	25	152



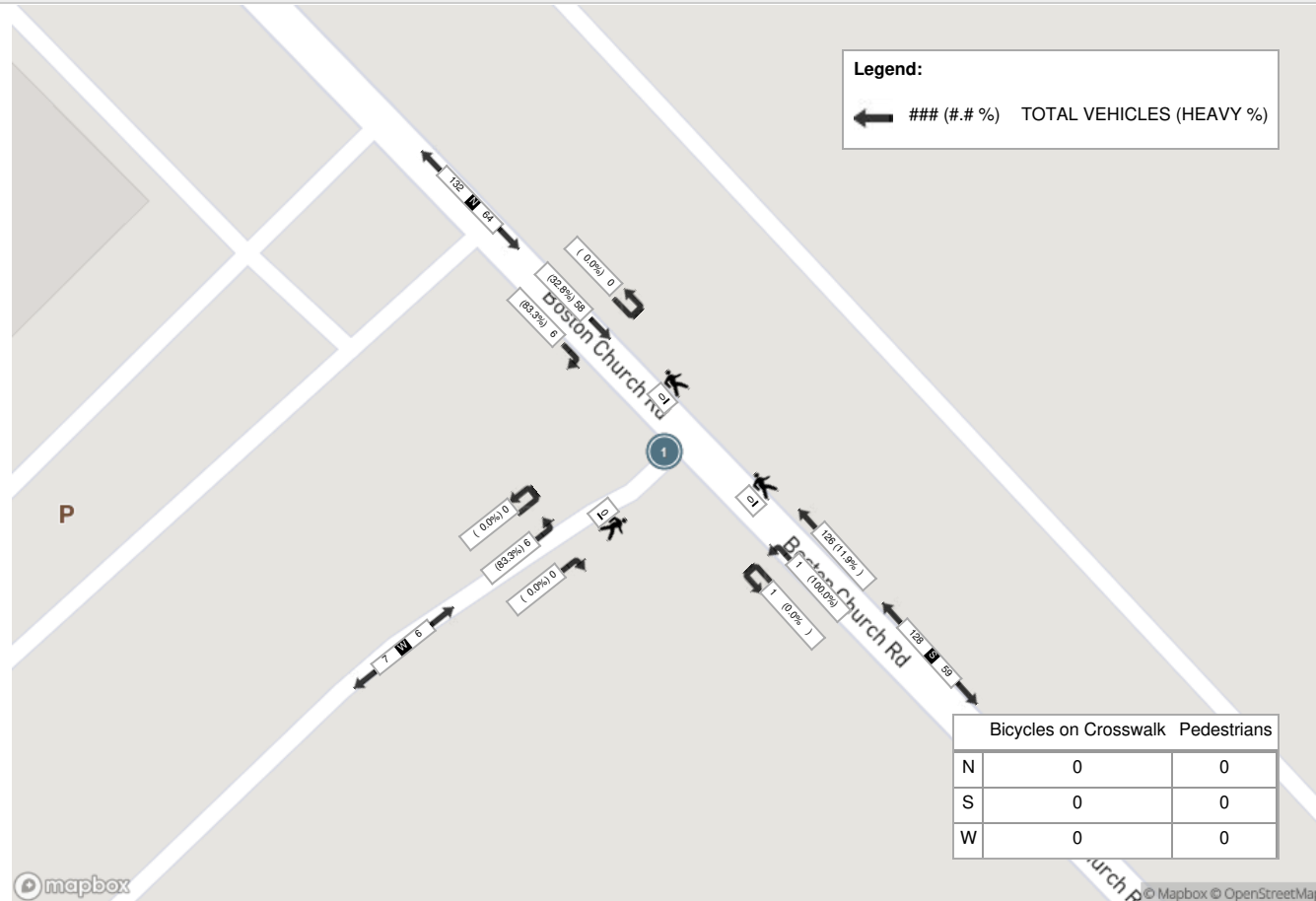
17:45:00	2	6	0	0	8	13	0	0	0	13	1	0	0	0	1	22	145
18:00:00	0	12	0	0	12	11	0	0	0	11	1	1	0	0	2	25	101
18:15:00	1	6	0	0	7	6	0	0	0	6	1	2	0	1	3	16	88
18:30:00	0	9	0	0	9	7	0	0	0	7	0	0	0	1	0	16	79
18:45:00	0	22	0	0	22	13	0	0	0	13	0	0	0	0	0	35	92
19:00:00	1	9	0	0	10	6	0	0	0	6	0	1	0	0	1	17	84
19:15:00	1	13	0	0	14	4	0	0	0	4	0	0	0	0	0	18	86
19:30:00	0	6	0	0	6	7	0	0	0	7	1	0	0	0	1	14	84
19:45:00	0	3	0	0	3	6	0	0	0	6	0	0	0	0	0	9	58
20:00:00	1	4	0	0	5	1	1	0	0	2	0	0	0	0	0	7	48
20:15:00	2	3	0	0	5	4	0	0	0	4	0	1	0	0	1	10	40
20:30:00	0	3	0	0	3	2	0	0	0	2	1	0	0	0	1	6	32
20:45:00	0	7	0	0	7	3	0	0	0	3	0	2	0	0	2	12	35
21:00:00	3	3	0	0	6	6	0	0	0	6	0	1	0	0	1	13	41
21:15:00	0	1	0	0	1	3	0	0	0	3	0	1	0	0	1	5	36
21:30:00	1	1	0	0	2	6	0	0	0	6	0	1	0	0	1	9	39
21:45:00	2	3	0	0	5	8	0	0	0	8	1	0	0	0	1	14	41
22:00:00	0	2	0	0	2	5	0	0	0	5	0	0	0	0	0	7	35
22:15:00	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	8	38
22:30:00	0	6	0	0	6	4	1	0	0	5	0	0	0	0	0	11	40
22:45:00	0	7	0	0	7	3	0	0	0	3	0	1	0	0	1	11	37
23:00:00	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7	37
23:15:00	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	7	36
23:30:00	0	4	0	0	4	3	0	0	0	3	0	0	0	0	0	7	32
23:45:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	22
Grand Total	89	943	4	0	1036	846	32	4	0	882	32	87	0	8	119	2037	-
Approach%	8.6%	91%	0.4%	-	-	95.9%	3.6%	0.5%	-	26.9%	73.1%	0%	-	-	-	-	-
Totals %	4.4%	46.3%	0.2%	50.9%	41.5%	1.6%	0.2%	43.3%	1.6%	4.3%	0%	5.8%	-	-	-	-	-
Heavy	64	249	1	-	249	24	2	-	20	68	0	-	-	-	-	-	-
Heavy %	71.9%	26.4%	25%	-	29.4%	75%	50%	-	62.5%	78.2%	0%	-	-	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 04:15 PM - 05:15 PM Weather:

Start Time	N Approach BOSTON CHURCH RD					S Approach BOSTON CHURCH RD					W Approach 8550 BOSTON CHURCH RD (NORTH ACCESS)					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
16:15:00	2	15	0	0	17	37	0	0	0	37	0	1	0	0	1	55
16:30:00	1	16	0	0	17	26	0	0	0	26	0	2	0	0	2	45
16:45:00	2	9	0	0	11	16	1	0	0	17	0	1	0	0	1	29
17:00:00	1	18	0	0	19	47	0	1	0	48	0	2	0	0	2	69
Grand Total	6	58	0	0	64	126	1	1	0	128	0	6	0	0	6	198
Approach%	9.4%	90.6%	0%		-	98.4%	0.8%	0.8%		-	0%	100%	0%		-	-
Totals %	3%	29.3%	0%		32.3%	63.6%	0.5%	0.5%		64.6%	0%	3%	0%		3%	-
PHF	0.75	0.81	0		0.84	0.67	0.25	0.25		0.67	0	0.75	0		0.75	-
Heavy	5	19	0		24	15	1	0		16	0	5	0		5	-
Heavy %	83.3%	32.8%	0%		37.5%	11.9%	100%	0%		12.5%	0%	83.3%	0%		83.3%	-
Lights	1	39	0		40	111	0	1		112	0	1	0		1	-
Lights %	16.7%	67.2%	0%		62.5%	88.1%	0%	100%		87.5%	0%	16.7%	0%		16.7%	-
Single-Unit Trucks	1	8	0		9	3	0	0		3	0	4	0		4	-
Single-Unit Trucks %	16.7%	13.8%	0%		14.1%	2.4%	0%	0%		2.3%	0%	66.7%	0%		66.7%	-
Buses	0	0	0		0	1	0	0		1	0	0	0		0	-
Buses %	0%	0%	0%		0%	0.8%	0%	0%		0.8%	0%	0%	0%		0%	-
Articulated Trucks	4	11	0		15	11	1	0		12	0	1	0		1	-
Articulated Trucks %	66.7%	19%	0%		23.4%	8.7%	100%	0%		9.4%	0%	16.7%	0%		16.7%	-
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-

Peak Hour: 04:15 PM - 05:15 PM Weather:





Turning Movement Count (2 . BOSTON CHURCH RD & 8550 BOSTON CHURCH RD (MIDDLE ACCESS))

Start Time	N Approach BOSTON CHURCH RD				S Approach 8550 BOSTON CHURCH RD				W Approach 8550 BOSTON CHURCH RD (MIDDLE ACCESS)					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Approach Total	Thru S:N	Left S:W	UTurn S:S	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
00:00:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
00:15:00	0	2	0	2	1	0	0	1	0	0	0	0	0	3	
00:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45:00	0	3	0	3	1	0	0	1	0	0	0	0	0	4	8
01:00:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	8
01:15:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
01:30:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7
01:45:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	4
02:00:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
02:15:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
02:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45:00	0	1	0	1	1	0	0	1	0	0	0	0	0	2	4
03:00:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	4
03:15:00	0	1	0	1	8	0	0	8	0	6	0	0	6	15	18
03:30:00	0	0	0	0	2	0	0	2	0	1	0	0	1	3	21
03:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
04:00:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	19
04:15:00	0	1	0	1	3	0	0	3	0	0	0	0	0	4	8
04:30:00	1	2	0	3	4	0	0	4	0	0	0	0	0	7	12
04:45:00	2	0	0	2	3	0	0	3	0	0	0	0	0	5	17
05:00:00	5	5	0	10	2	0	0	2	0	0	0	0	0	12	28
05:15:00	2	6	0	8	13	0	0	13	0	0	0	0	0	21	45
05:30:00	4	10	0	14	9	0	0	9	0	0	0	0	0	23	61
05:45:00	0	17	0	17	19	0	0	19	0	0	0	0	0	36	92
06:00:00	1	5	0	6	3	0	0	3	0	0	0	0	0	9	89
06:15:00	1	5	0	6	5	0	0	5	0	0	0	0	0	11	79
06:30:00	0	11	0	11	8	0	0	8	0	0	0	0	0	19	75
06:45:00	0	23	0	23	9	0	0	9	0	0	0	0	0	32	71
07:00:00	0	18	0	18	12	0	0	12	0	0	0	0	0	30	92
07:15:00	3	17	0	20	9	0	0	9	0	0	0	0	0	29	110
07:30:00	0	21	0	21	12	0	0	12	0	0	0	0	0	33	124
07:45:00	0	17	0	17	5	0	0	5	0	0	0	0	0	22	114
08:00:00	1	21	0	22	6	0	0	6	0	0	0	0	0	28	112



08:15:00	0	26	0	26	11	0	0	11	0	0	0	0	0	37	120
08:30:00	0	24	0	24	11	0	0	11	0	0	0	0	0	35	122
08:45:00	0	19	0	19	6	0	0	6	0	0	0	0	0	25	125
09:00:00	0	15	0	15	5	0	0	5	0	0	0	0	0	20	117
09:15:00	0	17	2	19	10	0	0	10	0	0	0	0	0	29	109
09:30:00	0	10	0	10	10	0	0	10	0	0	0	0	0	20	94
09:45:00	0	13	0	13	8	0	0	8	0	0	0	0	0	21	90
10:00:00	1	14	0	15	13	0	0	13	0	0	0	0	0	28	98
10:15:00	0	19	0	19	16	0	0	16	0	0	0	0	0	35	104
10:30:00	0	13	0	13	5	0	0	5	0	1	0	0	1	19	103
10:45:00	1	13	0	14	11	0	0	11	0	0	0	0	0	25	107
11:00:00	0	11	0	11	11	0	0	11	0	0	0	0	0	22	101
11:15:00	0	17	0	17	13	0	0	13	0	1	0	0	1	31	97
11:30:00	2	17	0	19	14	0	0	14	0	0	0	0	0	33	111
11:45:00	0	17	1	18	9	0	0	9	0	0	0	0	0	27	113
12:00:00	0	19	1	20	19	0	0	19	0	1	0	0	1	40	131
12:15:00	0	15	0	15	22	0	0	22	0	0	0	0	0	37	137
12:30:00	0	23	1	24	22	0	0	22	0	0	0	0	0	46	150
12:45:00	0	19	0	19	26	0	0	26	0	0	0	0	0	45	168
13:00:00	0	8	0	8	26	0	0	26	0	0	0	0	0	34	162
13:15:00	0	12	0	12	7	0	0	7	0	0	0	0	0	19	144
13:30:00	0	13	0	13	12	0	0	12	0	0	0	0	0	25	123
13:45:00	0	14	0	14	16	0	0	16	0	0	0	0	0	30	108
14:00:00	0	21	0	21	10	0	0	10	0	0	0	4	0	31	105
14:15:00	0	20	0	20	11	0	0	11	0	0	0	0	0	31	117
14:30:00	2	19	1	22	18	0	0	18	0	1	0	0	1	41	133
14:45:00	0	18	0	18	14	0	0	14	0	0	0	0	0	32	135
15:00:00	0	22	0	22	10	0	0	10	0	0	0	0	0	32	136
15:15:00	0	8	0	8	18	0	0	18	0	1	0	0	1	27	132
15:30:00	1	15	0	16	14	0	0	14	0	1	0	1	1	31	122
15:45:00	3	13	0	16	17	1	0	18	0	1	0	0	1	35	125
16:00:00	1	15	0	16	25	0	0	25	0	1	0	0	1	42	135
16:15:00	4	11	0	15	17	0	0	17	1	19	0	0	20	52	160
16:30:00	2	14	0	16	23	0	0	23	0	2	0	0	2	41	170
16:45:00	0	11	0	11	22	0	0	22	0	0	0	0	0	33	168
17:00:00	0	19	0	19	46	0	0	46	0	0	0	0	0	65	191
17:15:00	0	10	0	10	15	0	0	15	0	0	0	0	0	25	164
17:30:00	0	10	0	10	17	0	0	17	0	0	0	0	0	27	150



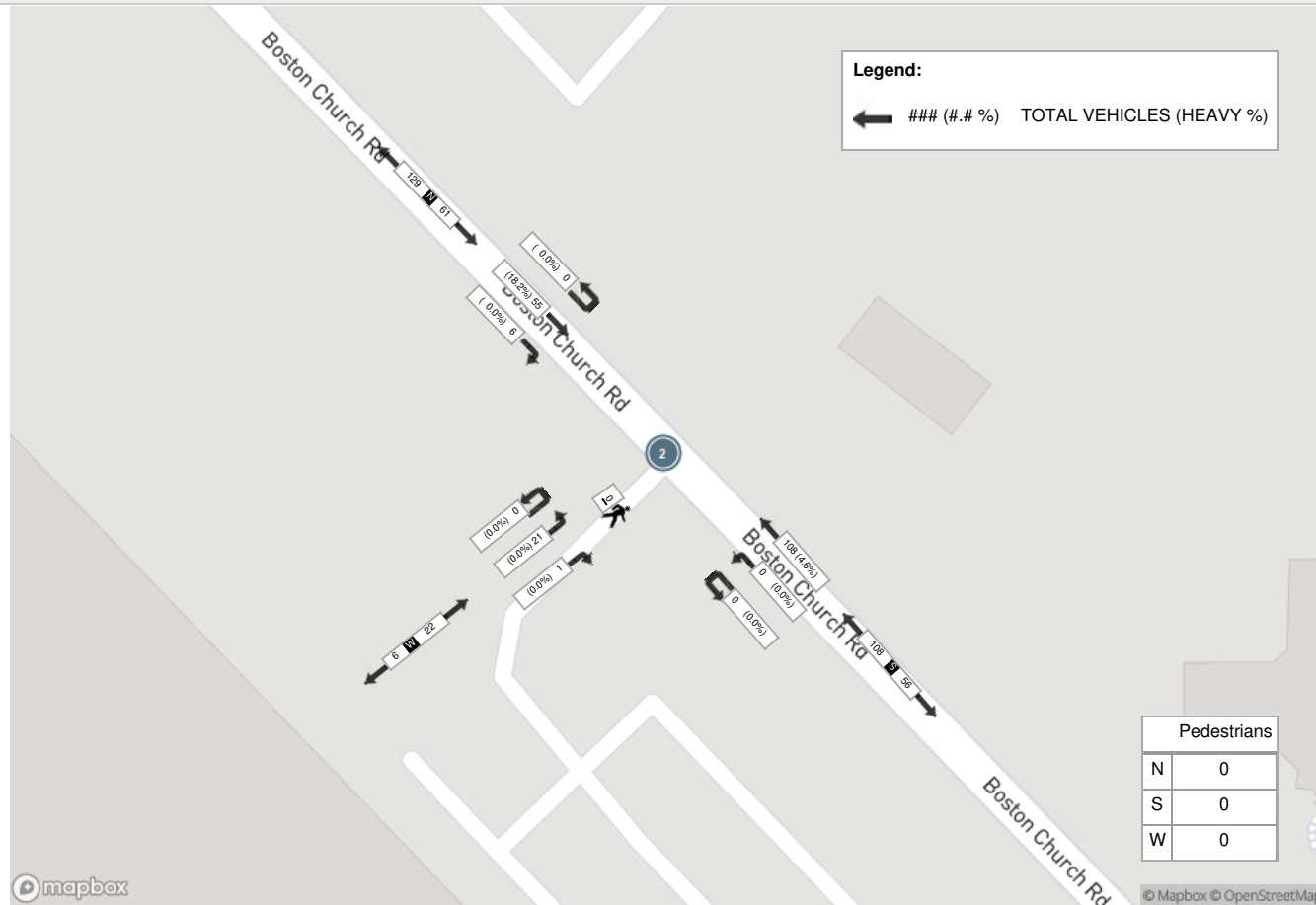
17:45:00	1	6	0	7	12	0	0	12	0	0	0	0	0	19	136
18:00:00	0	13	0	13	11	0	0	11	0	0	0	0	0	24	95
18:15:00	0	7	0	7	5	0	0	5	0	0	0	0	0	12	82
18:30:00	0	9	0	9	7	0	0	7	0	0	0	0	0	16	71
18:45:00	0	22	0	22	14	0	0	14	0	0	0	0	0	36	88
19:00:00	0	9	0	9	6	0	0	6	0	0	0	0	0	15	79
19:15:00	0	13	0	13	4	0	0	4	0	0	0	0	0	17	84
19:30:00	0	7	0	7	8	0	0	8	0	0	0	0	0	15	83
19:45:00	0	3	0	3	4	0	0	4	0	1	0	0	1	8	55
20:00:00	0	4	0	4	2	0	0	2	0	0	0	0	0	6	46
20:15:00	0	2	0	2	4	0	0	4	0	0	0	0	0	6	35
20:30:00	0	5	0	5	2	0	0	2	0	0	0	0	0	7	27
20:45:00	0	7	0	7	3	0	0	3	0	0	0	0	0	10	29
21:00:00	0	4	0	4	6	0	0	6	0	0	0	0	0	10	33
21:15:00	0	1	0	1	3	0	0	3	0	0	0	0	0	4	31
21:30:00	0	1	0	1	6	0	0	6	0	0	0	0	0	7	31
21:45:00	0	3	0	3	9	0	0	9	0	0	0	0	0	12	33
22:00:00	0	4	0	4	4	0	0	4	0	0	0	0	0	8	31
22:15:00	0	5	0	5	1	0	0	1	0	1	0	0	1	7	34
22:30:00	1	8	0	9	7	0	0	7	0	0	0	0	0	16	43
22:45:00	0	7	0	7	2	0	0	2	0	0	0	0	0	9	40
23:00:00	0	7	0	7	1	0	0	1	0	0	0	0	0	8	40
23:15:00	0	5	0	5	0	0	0	0	0	0	0	0	0	5	38
23:30:00	0	4	0	4	3	0	0	3	0	0	0	0	0	7	29
23:45:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	21
Grand Total	39	941	6	986	844	1	0	845	1	38	0	5	39	1870	-
Approach%	4%	95.4%	0.6%	-	99.9%	0.1%	0%	-	2.6%	97.4%	0%	-	-	-	-
Totals %	2.1%	50.3%	0.3%	52.7%	45.1%	0.1%	0%	45.2%	0.1%	2%	0%	2.1%	-	-	-
Heavy	0	184	0	-	168	0	0	-	0	0	0	-	-	-	-
Heavy %	0%	19.6%	0%	-	19.9%	0%	0%	-	0%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 04:15 PM - 05:15 PM Weather:

Start Time	N Approach BOSTON CHURCH RD				S Approach 8550 BOSTON CHURCH RD				W Approach 8550 BOSTON CHURCH RD (MIDDLE ACCESS)					Int. Total (15 min)
	Right	Thru	UTurn	Approach Total	Thru	Left	UTurn	Approach Total	Right	Left	UTurn	Peds	Approach Total	
16:15:00	4	11	0	15	17	0	0	17	1	19	0	0	20	52
16:30:00	2	14	0	16	23	0	0	23	0	2	0	0	2	41
16:45:00	0	11	0	11	22	0	0	22	0	0	0	0	0	33
17:00:00	0	19	0	19	46	0	0	46	0	0	0	0	0	65
Grand Total	6	55	0	61	108	0	0	108	1	21	0	0	22	191
Approach%	9.8%	90.2%	0%	-	100%	0%	0%	-	4.5%	95.5%	0%	-	-	-
Totals %	3.1%	28.8%	0%	31.9%	56.5%	0%	0%	56.5%	0.5%	11%	0%	-	11.5%	-
PHF	0.38	0.72	0	0.8	0.59	0	0	0.59	0.25	0.28	0	-	0.28	-
Heavy	0	10	0	10	5	0	0	5	0	0	0	-	0	-
Heavy %	0%	18.2%	0%	16.4%	4.6%	0%	0%	4.6%	0%	0%	0%	-	0%	-
Lights	6	45	0	51	103	0	0	103	1	21	0	-	22	-
Lights %	100%	81.8%	0%	83.6%	95.4%	0%	0%	95.4%	100%	100%	0%	-	100%	-
Single-Unit Trucks	0	6	0	6	0	0	0	0	0	0	0	-	0	-
Single-Unit Trucks %	0%	10.9%	0%	9.8%	0%	0%	0%	0%	0%	0%	0%	-	0%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	-
Articulated Trucks	0	4	0	4	5	0	0	5	0	0	0	-	0	-
Articulated Trucks %	0%	7.3%	0%	6.6%	4.6%	0%	0%	4.6%	0%	0%	0%	-	0%	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	-	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-

Peak Hour: 04:15 PM - 05:15 PM Weather:





Turning Movement Count (3 . BOSTON CHURCH RD & 8550 BOSTON CHURCH RD (SOUTH ACCESS))

Start Time	N Approach BOSTON CHURCH RD						E Approach LAWSON RD						S Approach BOSTON CHURCH RD						W Approach 8550 BOSTON CHURCH RD (SOUTH ACCESS)						Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	Left N-E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E-W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
00:00:00	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	4	
00:15:00	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
00:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45:00	1	0	2	0	0	3	1	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	6	13
01:00:00	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11
01:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	2	10
01:30:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11
01:45:00	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	7
02:00:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6
02:15:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
02:30:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5
02:45:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
03:00:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
03:15:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	13	7	0	0	24	25	28
03:30:00	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	0	2	4	31
03:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	31
04:00:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31
04:15:00	0	0	1	0	0	1	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4	10
04:30:00	2	0	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	6	12
04:45:00	0	0	0	0	0	0	3	1	0	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	5	16
05:00:00	2	0	1	0	0	3	2	8	1	0	0	11	0	0	2	0	0	2	1	1	0	0	0	2	18	33
05:15:00	4	0	2	0	0	6	7	12	0	0	0	19	0	1	1	0	0	2	4	9	4	0	0	17	44	73
05:30:00	5	1	3	0	0	9	5	9	1	0	0	15	0	0	4	0	0	4	0	2	3	0	0	5	33	100
05:45:00	0	5	12	1	0	18	10	3	0	0	0	13	0	7	1	0	0	8	0	0	0	0	0	0	39	134
06:00:00	0	0	3	0	0	3	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	6	122
06:15:00	0	0	6	0	0	6	2	0	1	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	11	89
06:30:00	0	4	9	0	0	13	8	1	0	0	0	9	1	2	1	0	0	4	0	0	0	0	0	0	26	82
06:45:00	2	5	14	0	0	21	7	0	0	1	0	8	0	1	1	0	0	2	0	0	0	0	0	0	31	74
07:00:00	0	6	12	0	0	18	11	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	2	31	99
07:15:00	1	1	13	0	0	15	7	2	2	0	0	11	0	0	2	0	0	2	1	1	1	0	0	3	31	119
07:30:00	2	6	13	0	0	21	9	0	0	0	0	9	1	1	1	0	0	3	1	0	1	0	0	2	35	128
07:45:00	0	3	14	0	0	17	3	0	2	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	23	120
08:00:00	3	2	13	0	0	18	3	1	3	0	0	7	1	1	0	0	0	2	0	0	2	0	0	2	29	118
08:15:00	5	4	15	0	0	24	11	0	2	0	0	13	0	0	0	0	0	0	0	1	0	0	0	1	38	125
08:30:00	0	2	18	0	0	20	11	3	3	0	0	17	1	1	1	1	0	4	0	2	0	0	0	2	43	133
08:45:00	1	3	11	1	0	16	5	1	4	0	0	10	1	1	0	0	0	2	0	2	0	0	0	2	30	140
09:00:00	0	4	13	0	0	17	3	0	2	0	0	5	2	1	1	0	0	4	0	0	0	0	0	0	26	137
09:15:00	0	4	10	0	0	14	6	1	1	0	0	8	1	4	0	0	0	5	0	0	1	0	0	1	28	127
09:30:00	0	3	8	0	0	11	7	1	1	0	0	9	1	4	0	0	0	5	0	0	0	0	0	0	25	109
09:45:00	1	5	7	0	0	13	7	1	2	0	0	10	1	0	0	0	0	1	0	0	0	0	0	0	24	103
10:00:00	1	1	10	1	0	13	7	1	2	0	0	10	1	5	0	0	0	6	0	0	0	0	0	0	29	106
10:15:00	0	4	17	0	0	21	16	0	0	0	0	16	0	2	0	0	0	2	0	0	0	0	0	0	39	117
10:30:00	0	8	5	0	0	13	5	1	1	0	0	7	1	0	0	0	0	1	0	0	0	0	0	0	21	113
10:45:00	0	2	10	0	0	12	9	0	2	0	0	11	0	2	0	0	0	2	0	1	0	0	0	1	26	115
11:00:00	0	4	9	0	0	13	8	1	2	0	0	11	1	1	0	0	0	2	0	1	0	0	0	1	27	113



11:15:00	0	4	11	0	0	15	10	1	0	0	0	11	0	1	0	0	0	1	1	2	2	0	0	5	32	106
11:30:00	2	4	11	0	0	17	11	0	1	0	0	12	1	3	1	0	0	5	0	3	1	0	0	4	38	123
11:45:00	0	4	13	0	0	17	8	3	2	0	0	13	1	3	0	0	0	4	0	1	0	0	0	1	35	132
12:00:00	1	5	14	0	0	20	18	2	1	0	0	21	0	2	1	0	0	3	0	0	0	0	0	0	44	149
12:15:00	0	5	11	0	0	16	18	0	3	0	0	21	2	4	0	0	0	6	1	0	0	0	0	1	44	161
12:30:00	2	5	13	1	0	21	15	0	0	0	0	15	1	5	0	0	0	6	0	0	1	0	0	1	43	166
12:45:00	2	5	11	0	1	18	24	1	1	0	0	26	0	3	0	2	0	5	0	0	1	0	0	1	50	181
13:00:00	0	0	5	1	0	6	20	1	2	0	0	23	0	3	0	0	0	3	0	0	2	0	0	2	34	171
13:15:00	1	7	9	0	0	17	4	0	1	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	24	151
13:30:00	1	1	9	0	1	11	8	0	2	0	0	10	1	4	0	0	0	5	0	0	1	0	0	1	27	135
13:45:00	2	0	12	0	0	14	14	3	0	0	0	17	1	1	0	0	0	2	2	0	1	0	0	3	36	121
14:00:00	0	2	18	0	0	20	10	1	2	1	0	14	2	1	0	0	0	3	0	0	0	0	4	0	37	124
14:15:00	0	3	13	0	0	16	8	1	0	0	0	9	1	1	1	0	0	3	1	2	2	0	0	5	33	133
14:30:00	0	6	13	1	0	20	13	0	4	0	0	17	2	5	0	0	0	7	0	0	0	0	0	0	44	150
14:45:00	2	2	14	0	0	18	7	3	1	0	0	11	0	5	0	0	0	5	0	1	1	0	0	2	36	150
15:00:00	0	11	10	0	0	21	8	1	0	0	0	9	0	1	0	0	0	1	1	1	1	0	0	3	34	147
15:15:00	0	4	4	0	0	8	14	0	0	0	0	14	1	5	0	0	0	6	0	1	0	0	1	1	29	143
15:30:00	0	2	11	0	0	13	13	1	1	0	0	15	1	0	0	0	1	1	0	1	2	0	0	3	32	131
15:45:00	1	3	10	0	0	14	13	0	1	0	0	14	2	2	0	0	0	4	0	0	0	0	0	0	32	127
16:00:00	1	5	9	0	0	15	20	7	4	0	0	31	0	1	0	0	0	1	4	4	3	0	0	11	58	151
16:15:00	2	2	9	0	0	13	12	12	0	0	0	24	2	0	0	0	0	2	6	16	8	0	0	30	69	191
16:30:00	2	1	10	0	0	13	18	7	0	0	0	25	1	3	0	0	0	4	0	4	4	0	0	8	50	209
16:45:00	0	3	9	0	0	12	14	2	0	0	0	16	2	3	1	0	0	6	0	2	2	0	0	4	38	215
17:00:00	0	7	9	0	0	16	43	0	2	0	0	45	1	1	0	0	0	2	0	4	1	0	0	5	68	225
17:15:00	0	1	10	0	0	11	13	0	1	0	0	14	0	2	0	0	0	2	0	1	1	0	0	2	29	185
17:30:00	0	4	7	0	0	11	5	0	1	0	0	6	1	7	0	0	0	8	0	0	0	0	0	0	25	160
17:45:00	1	3	2	0	0	6	10	0	4	0	0	14	0	2	0	0	0	2	0	0	0	0	0	0	22	144
18:00:00	2	1	9	0	0	12	10	0	0	0	0	10	0	0	0	0	0	0	2	0	0	0	0	2	24	100
18:15:00	3	0	4	0	0	7	5	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15	86
18:30:00	4	1	3	0	0	8	7	4	1	0	0	12	1	0	1	0	0	2	0	2	0	0	0	2	24	85
18:45:00	2	5	11	0	0	18	6	0	0	0	0	6	0	2	0	0	0	2	2	0	1	0	0	3	29	92
19:00:00	0	10	8	0	0	18	3	0	1	1	0	5	0	2	0	0	0	2	0	0	0	0	0	0	25	93
19:15:00	0	10	3	0	0	13	4	0	3	0	0	7	0	0	0	0	0	0	1	0	0	0	0	1	21	99
19:30:00	1	2	4	0	0	7	8	0	1	0	0	9	0	1	1	0	0	2	0	0	0	0	0	0	18	93
19:45:00	0	1	2	0	0	3	4	0	1	0	0	5	5	0	0	0	0	5	0	0	0	0	0	0	13	77
20:00:00	0	1	2	0	0	3	2	0	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	8	60
20:15:00	0	2	1	0	0	3	3	0	0	0	0	3	1	1	0	0	0	2	0	0	0	0	0	0	8	47
20:30:00	0	4	2	1	0	7	0	2	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	10	39
20:45:00	0	1	5	0	0	6	2	0	0	0	0	2	0	1	0	0	0	1	0	2	0	0	0	2	11	37
21:00:00	0	0	4	0	0	4	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10	39
21:15:00	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	35
21:30:00	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	6	31
21:45:00	0	1	1	0	0	2	2	0	0	0	0	2	0	6	0	0	0	6	0	0	0	0	0	0	10	30
22:00:00	0	2	2	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	9	29
22:15:00	0	0	6	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	9	34
22:30:00	0	2	3	0	0	5	5	0	0	0	0	5	0	0	0	0	0	0	1	0	1	0	0	2	12	40
22:45:00	3	1	4	0	0	8	2	1	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	13	43
23:00:00	0	1	6	0	0	7	1	0	0	0	0	1	0	0	2	0	0	2	0	2	0	0	0	2	12	46



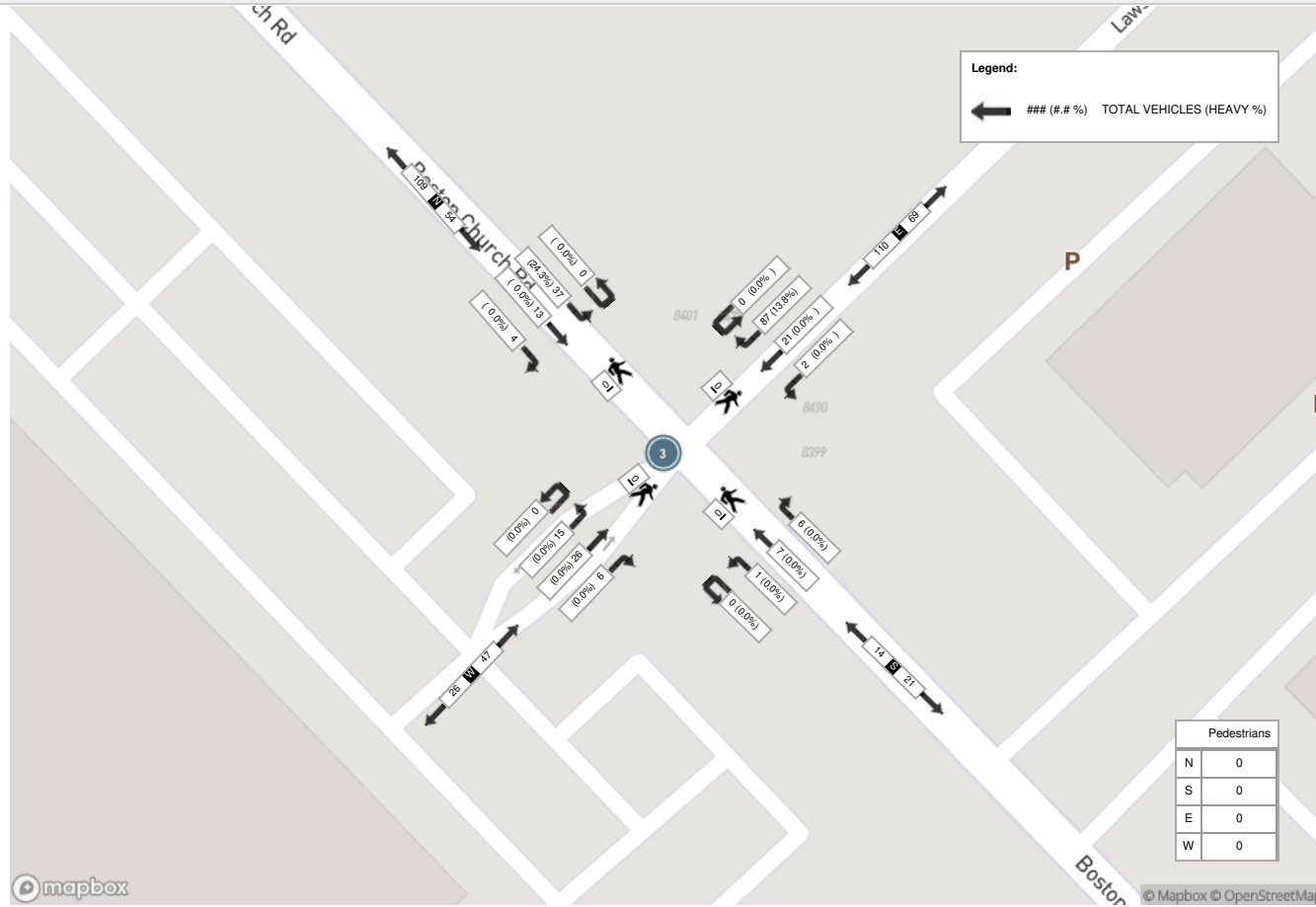
23:15:00	0	2	4	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	8	45	
23:30:00	0	3	3	1	0	7	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10	43	
23:45:00	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	33	
Grand Total	66	229	624	8	3	927	637	103	73	3	0	816	46	133	26	3	1	208	38	88	62	0	5	188	2139	-
Approach%	7.1%	24.7%	67.3%	0.9%	-	-	78.1%	12.6%	8.9%	0.4%	-	-	22.1%	63.9%	12.5%	1.4%	-	20.2%	46.8%	33%	0%	-	-	-	-	
Totals %	3.1%	10.7%	29.2%	0.4%	43.3%	29.8%	4.8%	3.4%	0.1%	38.1%	2.2%	6.2%	1.2%	0.1%	9.7%	1.8%	4.1%	2.9%	0%	8.8%	-	-	-	-		
Heavy	0	7	136	2	-	128	0	6	1	-	5	8	0	0	-	0	0	0	0	-	-	-	-	-		
Heavy %	0%	3.1%	21.8%	25%	-	20.1%	0%	8.2%	33.3%	-	10.9%	6%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	-		
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		



Peak Hour: 04:15 PM - 05:15 PM Weather:

Start Time	N Approach BOSTON CHURCH RD						E Approach LAWSON RD						S Approach BOSTON CHURCH RD						W Approach 8550 BOSTON CHURCH RD (SOUTH ACCESS)						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:15:00	2	2	9	0	0	13	12	12	0	0	0	24	2	0	0	0	0	2	6	16	8	0	0	30	69
16:30:00	2	1	10	0	0	13	18	7	0	0	0	25	1	3	0	0	0	4	0	4	4	0	0	8	50
16:45:00	0	3	9	0	0	12	14	2	0	0	0	16	2	3	1	0	0	6	0	2	2	0	0	4	38
17:00:00	0	7	9	0	0	16	43	0	2	0	0	45	1	1	0	0	0	2	0	4	1	0	0	5	68
Grand Total	4	13	37	0	0	54	87	21	2	0	0	110	6	7	1	0	0	14	6	26	15	0	0	47	225
Approach%	7.4%	24.1%	68.5%	0%		-	79.1%	19.1%	1.8%	0%		-	42.9%	50%	7.1%	0%		-	12.8%	55.3%	31.9%	0%		-	-
Totals %	1.8%	5.8%	16.4%	0%		24%	38.7%	9.3%	0.9%	0%		48.9%	2.7%	3.1%	0.4%	0%		6.2%	2.7%	11.6%	6.7%	0%		20.9%	-
PHF	0.5	0.46	0.93	0		0.84	0.51	0.44	0.25	0		0.61	0.75	0.58	0.25	0		0.58	0.25	0.41	0.47	0		0.39	-
Heavy	0	0	9	0		9	12	0	0	0		12	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	24.3%	0%		16.7%	13.8%	0%	0%	0%		10.9%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	4	13	28	0		45	75	21	2	0		98	6	7	1	0		14	6	26	15	0		47	-
Lights %	100%	100%	75.7%	0%		83.3%	86.2%	100%	100%	0%		89.1%	100%	100%	100%	0%		100%	100%	100%	100%	0%		100%	-
Single-Unit Trucks	0	0	1	0		1	2	0	0	0		2	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	2.7%	0%		1.9%	2.3%	0%	0%	0%		1.8%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	1.1%	0%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Articulated Trucks	0	0	8	0		8	9	0	0	0		9	0	0	0	0		0	0	0	0	0		0	-
Articulated Trucks %	0%	0%	21.6%	0%		14.8%	10.3%	0%	0%	0%		8.2%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 04:15 PM - 05:15 PM Weather:





Turning Movement Count (1 . BOSTON CHURCH RD & 8550 BOSTON CHURCH RD (NORTH ACCESS))

Start Time	N Approach BOSTON CHURCH RD					S Approach BOSTON CHURCH RD					W Approach 8550 BOSTON CHURCH RD (NORTH ACCESS)					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
00:00:00	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	4	
00:15:00	0	1	0	0	1	3	0	0	0	3	0	1	0	0	1	5	
00:30:00	0	4	0	0	4	1	0	0	0	1	2	0	0	0	2	7	
00:45:00	0	4	0	0	4	4	1	0	0	5	1	0	0	0	1	10	26
01:00:00	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	27
01:15:00	1	2	0	0	3	2	0	0	0	2	0	1	0	0	1	6	28
01:30:00	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	5	26
01:45:00	0	2	0	0	2	3	0	0	0	3	0	0	0	0	0	5	21
02:00:00	1	5	0	0	6	2	0	0	0	2	0	0	0	0	0	8	24
02:15:00	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	20
02:30:00	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3	18
02:45:00	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3	16
03:00:00	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	5	13
03:15:00	1	1	0	0	2	13	1	0	0	14	0	3	0	0	3	19	30
03:30:00	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	29
03:45:00	0	6	0	0	6	2	0	0	0	2	1	2	0	0	3	11	37
04:00:00	0	1	0	0	1	4	0	0	0	4	0	1	0	0	1	6	38
04:15:00	0	4	0	0	4	3	0	0	0	3	0	0	0	0	0	7	26
04:30:00	0	4	0	0	4	5	1	0	0	6	0	0	0	0	0	10	34
04:45:00	1	5	0	0	6	2	1	0	0	3	0	0	0	0	0	9	32
05:00:00	1	15	0	0	16	3	0	0	0	3	1	1	0	0	2	21	47
05:15:00	5	14	0	0	19	12	1	0	0	13	0	1	0	0	1	33	73
05:30:00	0	11	0	0	11	8	1	0	0	9	0	2	0	0	2	22	85
05:45:00	2	11	0	0	13	5	0	0	0	5	2	1	0	0	3	21	97
06:00:00	1	12	0	0	13	6	0	0	0	6	0	2	0	0	2	21	97
06:15:00	5	9	0	0	14	6	0	0	0	6	0	1	0	0	1	21	85
06:30:00	3	6	0	0	9	8	1	0	0	9	1	2	0	0	3	21	84
06:45:00	1	14	0	0	15	8	0	0	0	8	0	0	0	0	0	23	86
07:00:00	1	13	0	0	14	5	0	0	0	5	1	4	0	0	5	24	89
07:15:00	2	14	0	0	16	6	0	0	0	6	0	3	0	0	3	25	93
07:30:00	0	18	0	0	18	8	0	0	0	8	0	2	0	0	2	28	100
07:45:00	1	27	0	0	28	2	2	0	0	4	0	0	0	0	0	32	109
08:00:00	0	12	0	0	12	11	0	0	0	11	0	1	0	0	1	24	109



08:15:00	2	23	0	0	25	5	0	0	0	5	0	0	0	0	0	30	114
08:30:00	0	25	0	0	25	5	2	0	0	7	1	1	0	0	2	34	120
08:45:00	0	20	0	0	20	4	0	0	0	4	0	1	0	0	1	25	113
09:00:00	2	18	0	0	20	6	0	0	0	6	0	2	0	1	2	28	117
09:15:00	3	24	0	0	27	18	1	0	0	19	0	0	0	0	0	46	133
09:30:00	0	10	0	0	10	10	1	0	0	11	0	0	0	0	0	21	120
09:45:00	2	12	0	0	14	19	2	0	0	21	0	1	0	0	1	36	131
10:00:00	1	21	1	0	23	16	1	0	0	17	2	2	0	0	4	44	147
10:15:00	1	13	0	0	14	14	2	0	0	16	1	1	0	0	2	32	133
10:30:00	2	18	0	0	20	10	3	0	0	13	2	1	0	1	3	36	148
10:45:00	2	12	0	0	14	9	1	0	0	10	1	2	0	0	3	27	139
11:00:00	3	17	0	0	20	16	0	0	0	16	0	6	0	0	6	42	137
11:15:00	1	20	0	0	21	12	1	0	0	13	2	3	0	0	5	39	144
11:30:00	0	11	0	0	11	14	1	0	0	15	0	1	0	0	1	27	135
11:45:00	2	27	0	0	29	18	0	0	0	18	3	2	0	1	5	52	160
12:00:00	0	23	0	0	23	26	0	0	0	26	0	2	0	0	2	51	169
12:15:00	2	16	0	0	18	30	0	0	0	30	0	1	0	1	1	49	179
12:30:00	3	13	1	0	17	13	4	0	0	17	2	0	0	0	2	36	188
12:45:00	0	17	1	0	18	17	0	0	0	17	1	0	0	0	1	36	172
13:00:00	1	16	0	0	17	8	0	0	0	8	1	1	0	0	2	27	148
13:15:00	5	19	0	0	24	17	0	0	0	17	1	3	0	0	4	45	144
13:30:00	2	15	0	0	17	14	1	0	0	15	0	0	0	0	0	32	140
13:45:00	3	18	0	0	21	14	0	0	0	14	0	4	0	0	4	39	143
14:00:00	2	9	0	0	11	14	0	0	0	14	2	1	0	0	3	28	144
14:15:00	0	17	0	0	17	18	1	0	0	19	3	1	0	0	4	40	139
14:30:00	0	14	0	0	14	21	1	0	0	22	1	2	0	0	3	39	146
14:45:00	1	18	0	0	19	10	0	0	0	10	0	1	0	0	1	30	137
15:00:00	1	23	0	0	24	17	1	0	0	18	1	0	0	0	1	43	152
15:15:00	2	16	0	0	18	22	2	0	0	24	2	0	0	0	2	44	156
15:30:00	3	17	0	0	20	13	0	0	0	13	0	1	0	0	1	34	151
15:45:00	0	21	0	0	21	17	1	0	0	18	3	3	0	0	6	45	166
16:00:00	1	18	0	0	19	19	0	0	0	19	0	3	0	1	3	41	164
16:15:00	2	15	0	0	17	37	0	0	0	37	1	0	0	0	1	55	175
16:30:00	0	24	0	0	24	22	0	0	0	22	0	1	0	0	1	47	188
16:45:00	1	11	0	0	12	13	1	0	0	14	0	1	0	0	1	27	170
17:00:00	0	13	0	0	13	24	0	0	0	24	0	1	0	0	1	38	167
17:15:00	0	8	0	0	8	23	0	0	0	23	0	0	0	0	0	31	143
17:30:00	3	5	1	0	9	8	0	0	0	8	0	0	0	0	0	17	113



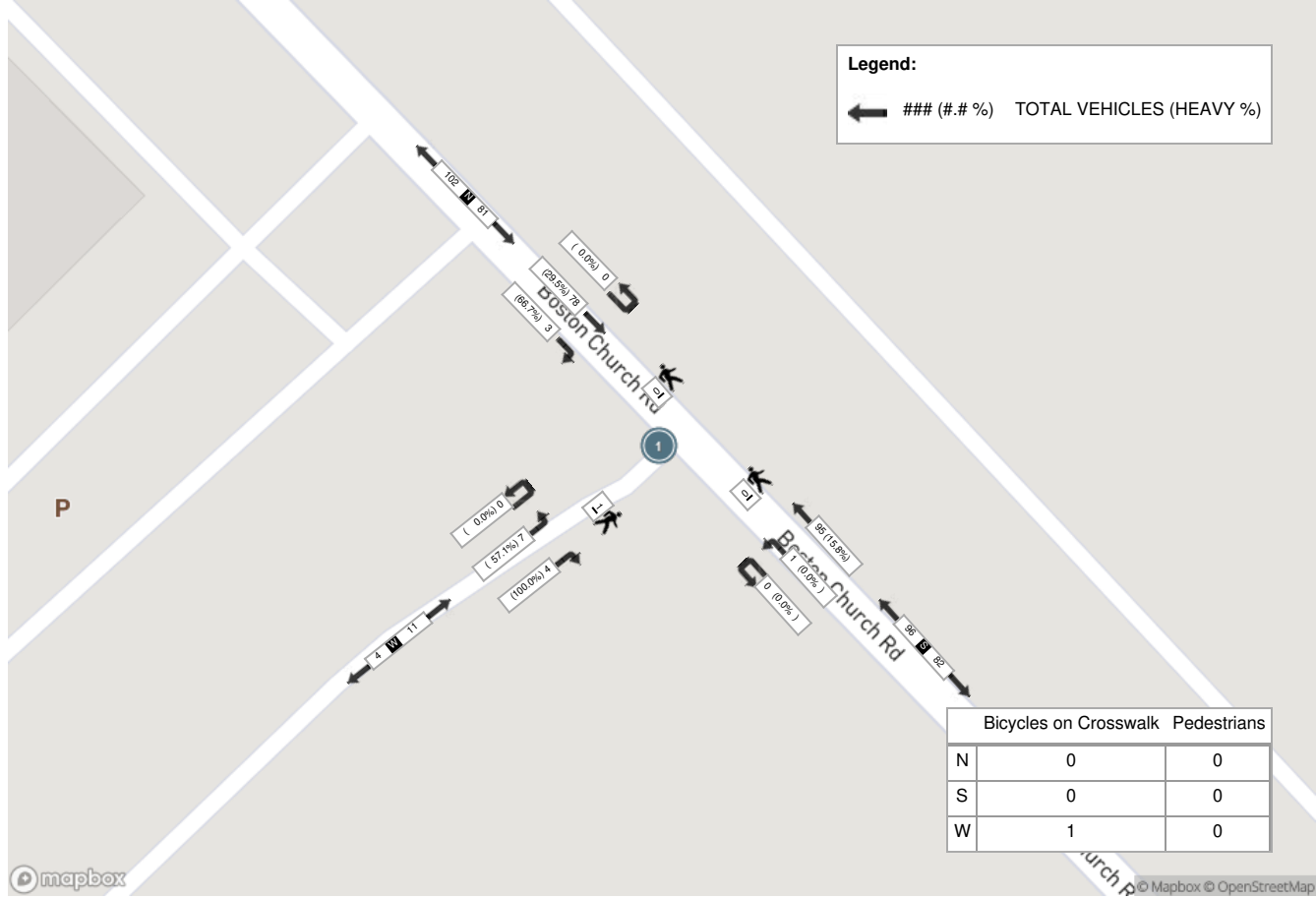
17:45:00	2	15	0	0	17	9	0	0	0	9	1	0	0	0	1	27	113
18:00:00	0	4	0	0	4	9	0	0	0	9	0	2	0	0	2	15	90
18:15:00	1	13	0	0	14	5	2	0	0	7	0	0	0	0	0	21	80
18:30:00	0	9	0	0	9	7	0	0	0	7	1	0	0	0	1	17	80
18:45:00	1	7	0	0	8	6	0	0	0	6	0	0	1	0	1	15	68
19:00:00	1	11	0	0	12	4	2	0	0	6	0	2	0	0	2	20	73
19:15:00	2	6	0	0	8	7	0	0	0	7	0	1	1	0	2	17	69
19:30:00	0	4	0	0	4	6	0	0	0	6	4	1	0	0	5	15	67
19:45:00	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	10	62
20:00:00	0	2	0	0	2	3	0	0	0	3	2	0	0	0	2	7	49
20:15:00	1	2	0	0	3	3	1	0	0	4	0	0	0	0	0	7	39
20:30:00	1	5	0	0	6	1	0	0	0	1	0	0	0	0	0	7	31
20:45:00	0	2	0	0	2	2	3	0	0	5	1	0	0	0	1	8	29
21:00:00	0	6	0	0	6	1	0	0	0	1	1	0	0	0	1	8	30
21:15:00	1	4	0	0	5	2	0	0	0	2	1	2	0	0	3	10	33
21:30:00	0	6	0	0	6	1	0	0	0	1	1	0	0	0	1	8	34
21:45:00	1	4	0	0	5	2	0	0	0	2	0	2	0	0	2	9	35
22:00:00	1	2	0	0	3	2	0	0	0	2	0	0	0	0	0	5	32
22:15:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	23
22:30:00	1	8	0	0	9	2	0	0	0	2	0	1	0	0	1	12	27
22:45:00	1	5	0	0	6	2	0	0	0	2	0	0	0	0	0	8	26
23:00:00	0	1	0	0	1	2	0	0	0	2	2	0	0	0	2	5	26
23:15:00	0	5	0	0	5	2	1	0	0	3	0	0	0	0	0	8	33
23:30:00	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	5	26
23:45:00	0	4	0	0	4	2	0	0	0	2	1	0	0	0	1	7	25
Grand Total	99	1002	4	0	1105	814	46	0	0	860	54	92	2	5	148	2113	-
Approach%	9%	90.7%	0.4%	-	-	94.7%	5.3%	0%	-	-	36.5%	62.2%	1.4%	-	-	-	-
Totals %	4.7%	47.4%	0.2%	-	52.3%	38.5%	2.2%	0%	-	40.7%	2.6%	4.4%	0.1%	-	7%	-	-
Heavy	71	279	0	-	-	221	29	0	-	-	34	68	0	-	-	-	-
Heavy %	71.7%	27.8%	0%	-	-	27.1%	63%	0%	-	-	63%	73.9%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 03:45 PM - 04:45 PM Weather:

Start Time	N Approach BOSTON CHURCH RD					S Approach BOSTON CHURCH RD					W Approach 8550 BOSTON CHURCH RD (NORTH ACCESS)					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:45:00	0	21	0	0	21	17	1	0	0	18	3	3	0	0	6	45
16:00:00	1	18	0	0	19	19	0	0	0	19	0	3	0	1	3	41
16:15:00	2	15	0	0	17	37	0	0	0	37	1	0	0	0	1	55
16:30:00	0	24	0	0	24	22	0	0	0	22	0	1	0	0	1	47
Grand Total	3	78	0	0	81	95	1	0	0	96	4	7	0	1	11	188
Approach%	3.7%	96.3%	0%		-	99%	1%	0%		-	36.4%	63.6%	0%		-	-
Totals %	1.6%	41.5%	0%		43.1%	50.5%	0.5%	0%		51.1%	2.1%	3.7%	0%		5.9%	-
PHF	0.38	0.81	0		0.84	0.64	0.25	0		0.65	0.33	0.58	0		0.46	-
Heavy	2	23	0		25	15	0	0		15	4	4	0		8	-
Heavy %	66.7%	29.5%	0%		30.9%	15.8%	0%	0%		15.6%	100%	57.1%	0%		72.7%	-
Lights	1	55	0		56	80	1	0		81	0	3	0		3	-
Lights %	33.3%	70.5%	0%		69.1%	84.2%	100%	0%		84.4%	0%	42.9%	0%		27.3%	-
Single-Unit Trucks	0	9	0		9	7	0	0		7	3	2	0		5	-
Single-Unit Trucks %	0%	11.5%	0%		11.1%	7.4%	0%	0%		7.3%	75%	28.6%	0%		45.5%	-
Buses	0	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	2	14	0		16	8	0	0		8	1	2	0		3	-
Articulated Trucks %	66.7%	17.9%	0%		19.8%	8.4%	0%	0%		8.3%	25%	28.6%	0%		27.3%	-
Bicycles on Road	0	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	100%	-	-

Peak Hour: 03:45 PM - 04:45 PM Weather:





Turning Movement Count (2 . BOSTON CHURCH RD & 8550 BOSTON CHURCH RD (MIDDLE ACCESS))

Start Time	N Approach BOSTON CHURCH RD				S Approach 8550 BOSTON CHURCH RD				W Approach 8550 BOSTON CHURCH RD (MIDDLE ACCESS)					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Approach Total	Thru S:N	Left S:W	UTurn S:S	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
00:00:00	0	1	0	1	2	0	0	2	0	0	0	0	0	3	
00:15:00	0	1	0	1	3	0	0	3	0	0	0	0	0	4	
00:30:00	1	5	0	6	1	0	0	1	0	0	0	0	0	7	
00:45:00	0	3	0	3	4	0	0	4	0	0	0	0	0	7	21
01:00:00	0	6	0	6	0	0	0	0	0	0	0	0	0	6	24
01:15:00	0	2	0	2	2	0	0	2	0	0	0	0	0	4	24
01:30:00	0	2	0	2	2	0	0	2	0	0	0	0	0	4	21
01:45:00	0	2	0	2	3	0	0	3	0	0	0	0	0	5	19
02:00:00	0	4	0	4	2	0	0	2	0	0	0	0	0	6	19
02:15:00	0	0	0	0	1	0	0	1	0	0	0	0	0	1	16
02:30:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	13
02:45:00	0	0	0	0	2	0	0	2	0	0	0	0	0	2	10
03:00:00	0	1	0	1	1	0	0	1	0	0	0	0	0	2	6
03:15:00	0	1	0	1	10	0	0	10	0	4	0	0	4	15	20
03:30:00	0	1	0	1	0	0	0	0	0	1	0	0	1	2	21
03:45:00	0	6	0	6	1	0	0	1	0	1	0	0	1	8	27
04:00:00	0	1	0	1	3	0	0	3	0	0	0	0	0	4	29
04:15:00	0	4	0	4	5	0	0	5	0	0	0	0	0	9	23
04:30:00	0	4	0	4	4	0	0	4	0	0	0	0	0	8	29
04:45:00	3	2	0	5	3	0	0	3	0	0	0	0	0	8	29
05:00:00	3	13	0	16	3	0	0	3	0	0	0	0	0	19	44
05:15:00	4	9	0	13	13	0	0	13	0	0	0	0	0	26	61
05:30:00	4	8	0	12	9	0	0	9	0	0	0	0	0	21	74
05:45:00	0	13	0	13	7	0	0	7	0	0	0	0	0	20	86
06:00:00	0	9	0	9	6	0	0	6	0	0	0	0	0	15	82
06:15:00	1	11	0	12	3	0	0	3	0	0	0	0	0	15	71
06:30:00	1	5	0	6	9	0	0	9	0	0	0	0	0	15	65
06:45:00	1	15	0	16	10	0	0	10	0	0	0	0	0	26	71
07:00:00	0	14	0	14	4	0	0	4	0	0	0	0	0	18	74
07:15:00	1	13	0	14	6	0	0	6	0	0	0	0	0	20	79
07:30:00	1	17	0	18	8	0	0	8	0	0	0	0	0	26	90
07:45:00	0	25	0	25	6	0	0	6	0	0	0	0	0	31	95
08:00:00	1	13	0	14	11	0	0	11	0	0	0	0	0	25	102



08:15:00	0	23	0	23	5	0	0	5	0	0	0	0	0	28	110
08:30:00	0	26	0	26	6	0	0	6	0	0	0	0	0	32	116
08:45:00	1	19	0	20	4	0	0	4	0	0	0	0	0	24	109
09:00:00	0	15	1	16	8	0	0	8	0	0	0	1	0	24	108
09:15:00	1	20	1	22	12	0	0	12	0	0	0	0	0	34	114
09:30:00	0	9	0	9	11	0	0	11	0	0	0	0	0	20	102
09:45:00	0	15	0	15	20	0	0	20	0	0	0	0	0	35	113
10:00:00	1	24	0	25	22	0	0	22	0	0	0	0	0	47	136
10:15:00	1	11	0	12	14	0	0	14	0	1	0	0	1	27	129
10:30:00	0	20	0	20	14	0	0	14	0	0	0	0	0	34	143
10:45:00	1	14	0	15	9	0	0	9	0	0	0	1	0	24	132
11:00:00	1	15	0	16	16	0	0	16	0	0	0	0	0	32	117
11:15:00	0	21	0	21	13	0	1	14	0	1	0	0	1	36	126
11:30:00	2	8	0	10	13	0	0	13	0	0	0	0	0	23	115
11:45:00	1	29	0	30	20	0	0	20	0	0	0	0	0	50	141
12:00:00	0	21	2	23	26	0	0	26	0	0	0	2	0	49	158
12:15:00	0	14	0	14	26	1	0	27	0	0	0	1	0	41	163
12:30:00	0	17	0	17	14	0	0	14	0	0	0	0	0	31	171
12:45:00	0	16	0	16	17	0	0	17	0	0	0	0	0	33	154
13:00:00	0	19	0	19	8	0	0	8	0	0	0	0	0	27	132
13:15:00	0	20	1	21	16	0	0	16	0	0	0	0	0	37	128
13:30:00	0	14	0	14	15	0	0	15	0	0	0	0	0	29	126
13:45:00	0	19	0	19	14	0	0	14	0	0	0	0	0	33	126
14:00:00	0	10	0	10	14	0	0	14	0	1	0	0	1	25	124
14:15:00	0	21	0	21	18	0	0	18	0	1	0	0	1	40	127
14:30:00	0	15	0	15	22	0	0	22	0	1	0	0	1	38	136
14:45:00	0	19	0	19	7	0	0	7	0	0	0	0	0	26	129
15:00:00	0	21	0	21	18	0	0	18	0	1	0	0	1	40	144
15:15:00	1	19	0	20	22	0	0	22	0	0	0	0	0	42	146
15:30:00	1	16	0	17	14	0	0	14	0	1	0	0	1	32	140
15:45:00	3	18	0	21	16	0	0	16	0	0	0	0	0	37	151
16:00:00	1	20	0	21	19	0	0	19	0	1	0	0	1	41	152
16:15:00	2	13	0	15	23	0	0	23	1	14	0	1	15	53	163
16:30:00	5	18	0	23	21	0	0	21	0	1	0	0	1	45	176
16:45:00	0	13	0	13	13	0	0	13	0	0	0	0	0	26	165
17:00:00	0	14	0	14	24	0	0	24	0	0	0	0	0	38	162
17:15:00	0	8	0	8	23	0	0	23	0	0	0	0	0	31	140
17:30:00	0	5	0	5	10	0	0	10	0	0	0	0	0	15	110



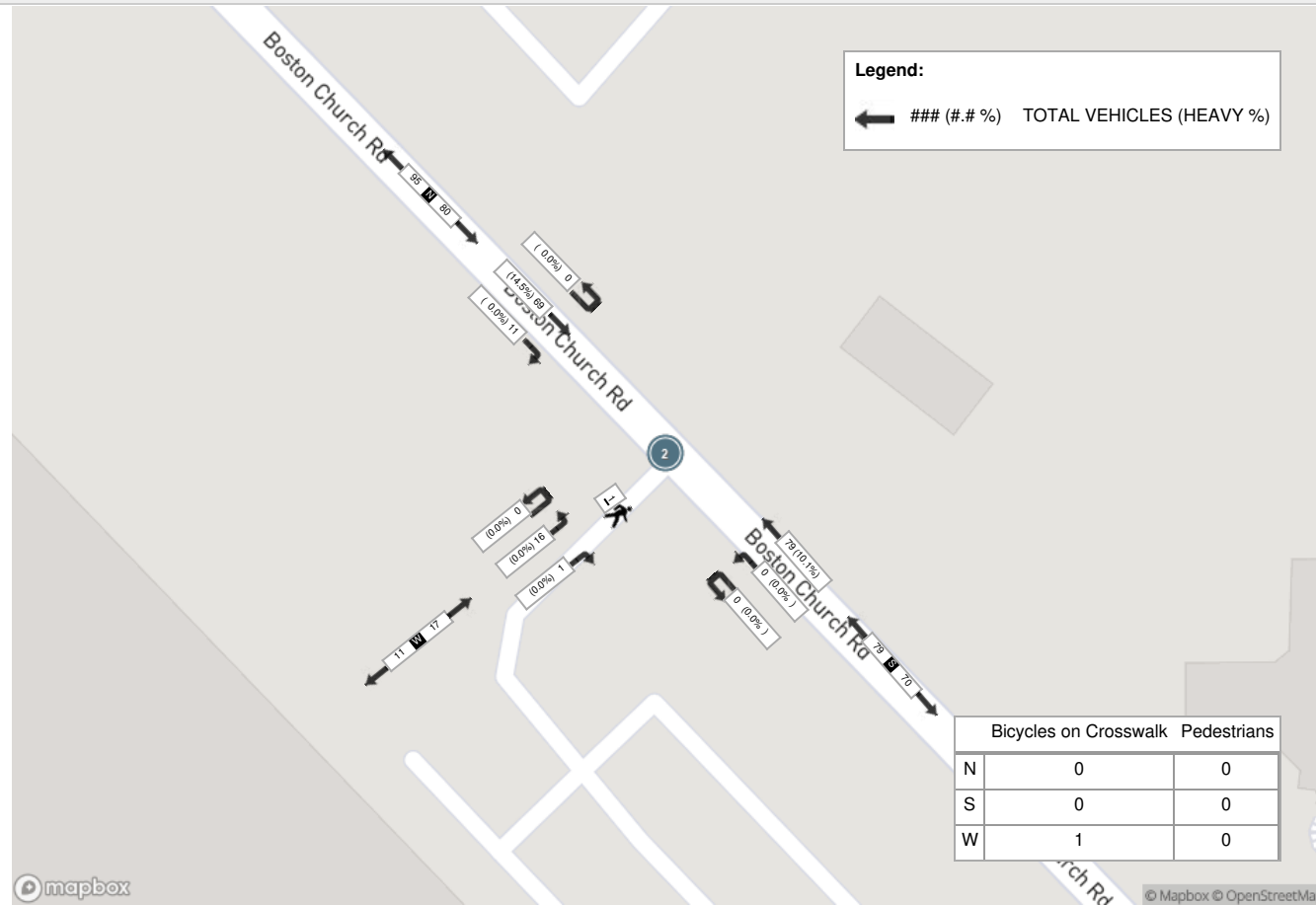
17:45:00	1	15	0	16	7	0	0	7	0	0	0	0	0	23	107
18:00:00	0	4	0	4	9	0	0	9	0	0	0	0	0	13	82
18:15:00	0	13	0	13	7	0	0	7	0	0	0	0	0	20	71
18:30:00	0	10	0	10	7	0	0	7	0	0	0	0	0	17	73
18:45:00	0	7	0	7	6	0	0	6	0	0	0	0	0	13	63
19:00:00	0	9	0	9	4	1	0	5	0	2	0	0	2	16	66
19:15:00	0	7	0	7	7	0	0	7	0	0	0	0	0	14	60
19:30:00	2	8	0	10	6	0	0	6	0	0	0	0	0	16	59
19:45:00	0	9	0	9	0	0	0	0	0	1	0	0	1	10	56
20:00:00	0	4	0	4	3	0	0	3	0	0	0	0	0	7	47
20:15:00	0	2	0	2	5	0	0	5	0	0	0	0	0	7	40
20:30:00	0	6	0	6	1	0	0	1	0	0	0	0	0	7	31
20:45:00	0	3	0	3	3	0	0	3	0	2	0	0	2	8	29
21:00:00	0	7	0	7	1	0	0	1	0	0	0	0	0	8	30
21:15:00	0	6	0	6	2	0	0	2	0	0	0	0	0	8	31
21:30:00	0	8	0	8	2	0	0	2	0	0	0	0	0	10	34
21:45:00	0	4	0	4	3	0	0	3	0	0	0	0	0	7	33
22:00:00	0	2	0	2	2	0	0	2	0	0	0	0	0	4	29
22:15:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	22
22:30:00	0	9	0	9	2	0	0	2	0	0	0	0	0	11	23
22:45:00	0	5	0	5	2	0	0	2	0	0	0	0	0	7	23
23:00:00	0	2	0	2	2	0	0	2	0	0	0	0	0	4	23
23:15:00	0	5	0	5	3	0	0	3	0	0	0	0	0	8	30
23:30:00	0	4	0	4	0	0	0	0	0	0	0	0	0	4	23
23:45:00	0	5	0	5	2	0	0	2	0	0	0	0	0	7	23
Grand Total	46	1006	5	1057	817	2	1	820	1	34	0	6	35	1912	-
Approach%	4.4%	95.2%	0.5%	-	99.6%	0.2%	0.1%	-	2.9%	97.1%	0%	-	-	-	-
Totals %	2.4%	52.6%	0.3%	55.3%	42.7%	0.1%	0.1%	42.9%	0.1%	1.8%	0%	1.8%	-	-	-
Heavy	0	179	0	-	128	0	0	-	0	0	0	-	-	-	-
Heavy %	0%	17.8%	0%	-	15.7%	0%	0%	-	0%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 03:45 PM - 04:45 PM Weather:

Start Time	N Approach BOSTON CHURCH RD				S Approach 8550 BOSTON CHURCH RD				W Approach 8550 BOSTON CHURCH RD (MIDDLE ACCESS)					Int. Total (15 min)
	Right	Thru	UTurn	Approach Total	Thru	Left	UTurn	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:45:00	3	18	0	21	16	0	0	16	0	0	0	0	0	37
16:00:00	1	20	0	21	19	0	0	19	0	1	0	0	1	41
16:15:00	2	13	0	15	23	0	0	23	1	14	0	1	15	53
16:30:00	5	18	0	23	21	0	0	21	0	1	0	0	1	45
Grand Total	11	69	0	80	79	0	0	79	1	16	0	1	17	176
Approach%	13.8%	86.3%	0%	-	100%	0%	0%	-	5.9%	94.1%	0%	-	-	-
Totals %	6.3%	39.2%	0%	45.5%	44.9%	0%	0%	44.9%	0.6%	9.1%	0%	-	9.7%	-
PHF	0.55	0.86	0	0.87	0.86	0	0	0.86	0.25	0.29	0	-	0.28	-
Heavy	0	10	0	10	8	0	0	8	0	0	0	-	0	-
Heavy %	0%	14.5%	0%	12.5%	10.1%	0%	0%	10.1%	0%	0%	0%	-	0%	-
Lights	11	59	0	70	71	0	0	71	1	16	0	-	17	-
Lights %	100%	85.5%	0%	87.5%	89.9%	0%	0%	89.9%	100%	100%	0%	-	100%	-
Single-Unit Trucks	0	1	0	1	1	0	0	1	0	0	0	-	0	-
Single-Unit Trucks %	0%	1.4%	0%	1.3%	1.3%	0%	0%	1.3%	0%	0%	0%	-	0%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	-
Articulated Trucks	0	9	0	9	7	0	0	7	0	0	0	-	0	-
Articulated Trucks %	0%	13%	0%	11.3%	8.9%	0%	0%	8.9%	0%	0%	0%	-	0%	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	-	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-

Peak Hour: 03:45 PM - 04:45 PM Weather:





Turning Movement Count (3 . BOSTON CHURCH RD & 8550 BOSTON CHURCH RD (SOUTH ACCESS))

Start Time	N Approach BOSTON CHURCH RD						E Approach LAWSON RD						S Approach BOSTON CHURCH RD						W Approach 8550 BOSTON CHURCH RD (SOUTH ACCESS)						Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	Left N-E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E-W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S-W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
00:00:00	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	4	
00:15:00	0	0	1	1	0	2	2	0	0	0	0	2	0	0	0	0	0	0	1	0	1	0	0	2	6	
00:30:00	0	0	5	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	
00:45:00	1	0	2	0	0	3	3	0	0	0	0	3	0	0	1	0	0	1	1	0	0	0	0	1	8	25
01:00:00	0	0	5	0	0	5	2	0	0	0	0	2	0	0	1	0	0	1	1	2	0	0	0	3	11	32
01:15:00	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	30
01:30:00	0	0	4	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	29
01:45:00	0	1	1	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	26
02:00:00	0	0	9	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11	26
02:15:00	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	23
02:30:00	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19
02:45:00	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	16
03:00:00	0	0	1	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	8
03:15:00	0	0	0	2	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4	16	8	0	0	28	31	38
03:30:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	37
03:45:00	0	0	5	0	0	5	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	8	43
04:00:00	0	0	2	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	7	47
04:15:00	1	0	3	0	0	4	5	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10	26
04:30:00	0	0	5	0	0	5	3	1	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	3	12	37
04:45:00	0	0	2	0	0	2	3	1	1	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	8	37
05:00:00	7	0	8	0	0	15	3	4	0	0	0	7	0	0	1	0	0	1	0	1	0	0	0	1	24	54
05:15:00	5	2	2	0	0	9	9	11	0	0	0	20	0	1	0	0	0	1	4	7	4	0	0	15	45	89
05:30:00	4	1	4	0	0	9	5	10	1	0	0	16	0	0	3	0	0	3	1	2	4	0	0	7	35	112
05:45:00	2	1	10	0	0	13	5	3	1	0	0	9	1	2	0	0	0	3	0	0	0	0	0	0	25	129
06:00:00	1	2	7	0	0	10	6	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	17	122
06:15:00	0	2	6	0	0	8	3	0	1	0	0	4	1	0	0	0	0	1	1	0	0	0	0	1	14	91
06:30:00	0	1	4	0	0	5	8	0	0	0	0	8	0	1	0	0	0	1	0	0	0	0	0	0	14	70
06:45:00	0	4	11	0	0	15	9	2	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	26	71
07:00:00	0	1	14	0	0	15	3	0	0	0	0	3	0	0	1	0	0	1	0	0	2	0	0	2	21	75
07:15:00	0	3	7	0	0	10	6	2	0	0	0	8	0	0	4	0	0	4	2	0	0	0	1	2	24	85
07:30:00	1	4	14	0	0	19	8	0	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	0	28	99
07:45:00	1	4	21	0	0	26	5	2	0	0	0	7	0	1	0	0	0	1	0	0	0	0	0	0	34	107
08:00:00	1	2	10	0	0	13	7	0	2	0	0	9	0	1	0	0	0	1	0	1	1	0	0	2	25	111
08:15:00	2	4	13	0	0	19	8	1	2	1	0	12	1	0	0	0	0	1	0	0	0	0	0	0	32	119
08:30:00	3	6	20	0	0	29	6	3	1	0	0	10	0	1	0	0	0	1	0	1	0	0	0	1	41	132
08:45:00	0	4	16	0	0	20	4	2	2	0	0	8	1	0	0	0	0	1	0	1	0	0	0	1	30	128
09:00:00	0	2	9	0	0	11	4	1	0	0	0	5	2	2	0	0	0	4	0	1	0	0	0	1	21	124
09:15:00	0	10	12	0	0	22	10	2	1	0	0	13	1	2	0	0	2	3	0	0	1	0	1	1	39	131
09:30:00	0	3	5	0	0	8	11	1	1	0	0	13	0	1	1	0	0	2	0	0	0	0	0	0	23	113
09:45:00	1	2	10	1	0	14	13	1	1	0	0	15	1	6	0	0	0	7	0	0	0	0	0	0	36	119
10:00:00	2	7	12	2	0	23	16	0	0	0	0	16	0	5	0	0	0	5	0	0	0	0	0	0	44	142
10:15:00	1	5	9	0	0	15	15	0	1	0	0	16	1	0	0	0	0	1	0	0	0	0	0	0	32	135
10:30:00	1	3	11	0	0	15	13	1	1	0	0	15	2	3	0	0	0	5	0	0	1	0	0	1	36	148
10:45:00	1	4	11	0	0	16	5	0	0	0	0	5	0	3	0	0	0	3	0	1	1	0	1	2	26	138
11:00:00	0	3	13	0	0	16	14	0	2	0	0	16	0	2	0	0	0	2	0	0	1	0	0	1	35	129



11:15:00	0	6	16	1	0	23	6	0	1	0	0	7	2	3	0	0	0	5	1	2	1	0	0	4	39	136
11:30:00	1	1	5	0	0	7	11	0	3	0	0	14	2	1	0	0	0	3	1	2	2	0	0	5	29	129
11:45:00	1	16	13	0	0	30	18	3	2	0	0	23	1	2	0	0	0	3	1	1	0	0	0	2	58	161
12:00:00	0	5	16	0	0	21	23	1	2	0	0	26	1	4	0	0	1	5	0	1	1	0	0	2	54	180
12:15:00	1	4	9	0	0	14	19	1	4	0	0	24	1	7	2	1	0	11	0	0	1	0	0	1	50	191
12:30:00	1	6	11	0	0	18	13	2	1	0	0	16	1	2	1	0	0	4	0	1	0	0	0	1	39	201
12:45:00	0	4	11	0	0	15	15	1	1	0	0	17	0	1	0	0	0	1	0	0	0	0	0	0	33	176
13:00:00	1	9	8	0	0	18	6	1	0	0	0	7	0	1	0	0	0	1	0	1	1	0	0	2	28	150
13:15:00	1	7	13	0	0	21	15	0	3	0	0	18	1	3	1	0	0	5	0	0	0	0	0	0	44	144
13:30:00	0	2	12	0	0	14	10	2	1	1	0	14	1	4	0	0	0	5	0	1	0	0	0	1	34	139
13:45:00	0	3	16	0	0	19	9	2	5	0	0	16	0	6	0	0	1	6	0	0	1	0	0	1	42	148
14:00:00	0	4	5	0	0	9	8	0	1	0	0	9	3	4	0	1	0	8	1	0	1	0	0	2	28	148
14:15:00	0	7	17	0	0	24	17	0	2	0	0	19	1	1	0	0	0	2	0	2	1	0	0	3	48	152
14:30:00	1	5	9	0	0	15	18	1	2	0	0	21	0	3	0	0	0	3	0	0	1	0	0	1	40	158
14:45:00	0	7	11	0	0	18	10	2	0	0	0	12	2	1	1	0	0	4	0	1	0	0	0	1	35	151
15:00:00	0	8	17	0	0	25	17	0	3	0	1	20	1	1	0	0	0	2	1	3	1	0	0	5	52	175
15:15:00	0	3	15	0	0	18	18	1	1	0	0	20	0	4	0	0	0	4	0	1	0	0	0	1	43	170
15:30:00	0	4	19	0	0	23	12	2	2	0	0	16	0	2	0	0	0	2	0	1	0	0	0	1	42	172
15:45:00	0	4	13	0	0	17	11	1	2	0	0	14	0	2	0	0	0	2	1	0	2	0	0	3	36	173
16:00:00	1	2	16	0	0	19	15	5	0	0	0	20	2	0	1	0	0	3	3	4	4	0	0	11	53	174
16:15:00	1	4	10	0	0	15	10	7	0	0	0	17	0	0	0	0	0	0	8	20	13	0	0	41	73	204
16:30:00	2	4	12	1	0	19	16	10	1	0	0	27	0	3	2	0	0	5	1	5	2	0	1	8	59	221
16:45:00	1	4	8	1	0	14	13	0	0	0	0	13	1	0	0	0	0	1	0	2	0	0	0	2	30	215
17:00:00	0	4	9	0	0	13	23	3	0	0	0	26	3	0	0	0	0	3	0	2	0	0	0	2	44	206
17:15:00	0	2	6	1	0	9	20	0	1	0	0	21	0	1	0	0	0	1	0	0	2	0	0	2	33	166
17:30:00	0	1	5	0	0	6	8	1	1	0	0	10	0	1	0	0	0	1	0	1	0	0	0	1	18	125
17:45:00	1	5	8	0	0	14	6	0	1	0	0	7	1	1	0	0	0	2	0	0	1	0	0	1	24	119
18:00:00	0	2	2	0	0	4	7	0	1	0	0	8	0	1	0	0	0	1	1	1	0	0	0	2	15	90
18:15:00	3	3	6	0	0	12	5	2	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	1	20	77
18:30:00	7	0	4	0	0	11	7	3	1	0	0	11	1	0	0	0	0	1	1	2	0	0	1	3	26	85
18:45:00	0	1	5	0	0	6	5	0	0	0	0	5	0	0	0	0	0	0	0	1	2	0	0	3	14	75
19:00:00	0	4	6	0	0	10	3	0	1	0	0	4	0	1	0	0	0	1	1	0	0	0	0	1	16	76
19:15:00	1	2	3	0	0	6	7	0	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	14	70
19:30:00	0	3	4	1	0	8	5	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	14	58
19:45:00	0	1	7	0	0	8	1	0	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	11	55
20:00:00	0	3	2	0	0	5	2	1	1	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	10	49
20:15:00	0	0	3	0	0	3	4	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	8	43
20:30:00	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	6	35
20:45:00	0	0	1	0	0	1	1	0	0	0	0	1	1	3	0	0	0	4	0	1	0	0	0	1	7	31
21:00:00	0	3	5	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10	31
21:15:00	0	3	3	0	0	6	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9	32
21:30:00	0	2	5	0	0	7	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	35
21:45:00	0	2	3	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	35
22:00:00	0	1	1	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	29
22:15:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3	23
22:30:00	0	0	7	0	0	7	1	2	0	0	0	3	0	0	1	0	0	1	1	1	0	0	0	2	13	27
22:45:00	2	1	2	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	27
23:00:00	0	2	1	0	0	3	1	0	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	7	30



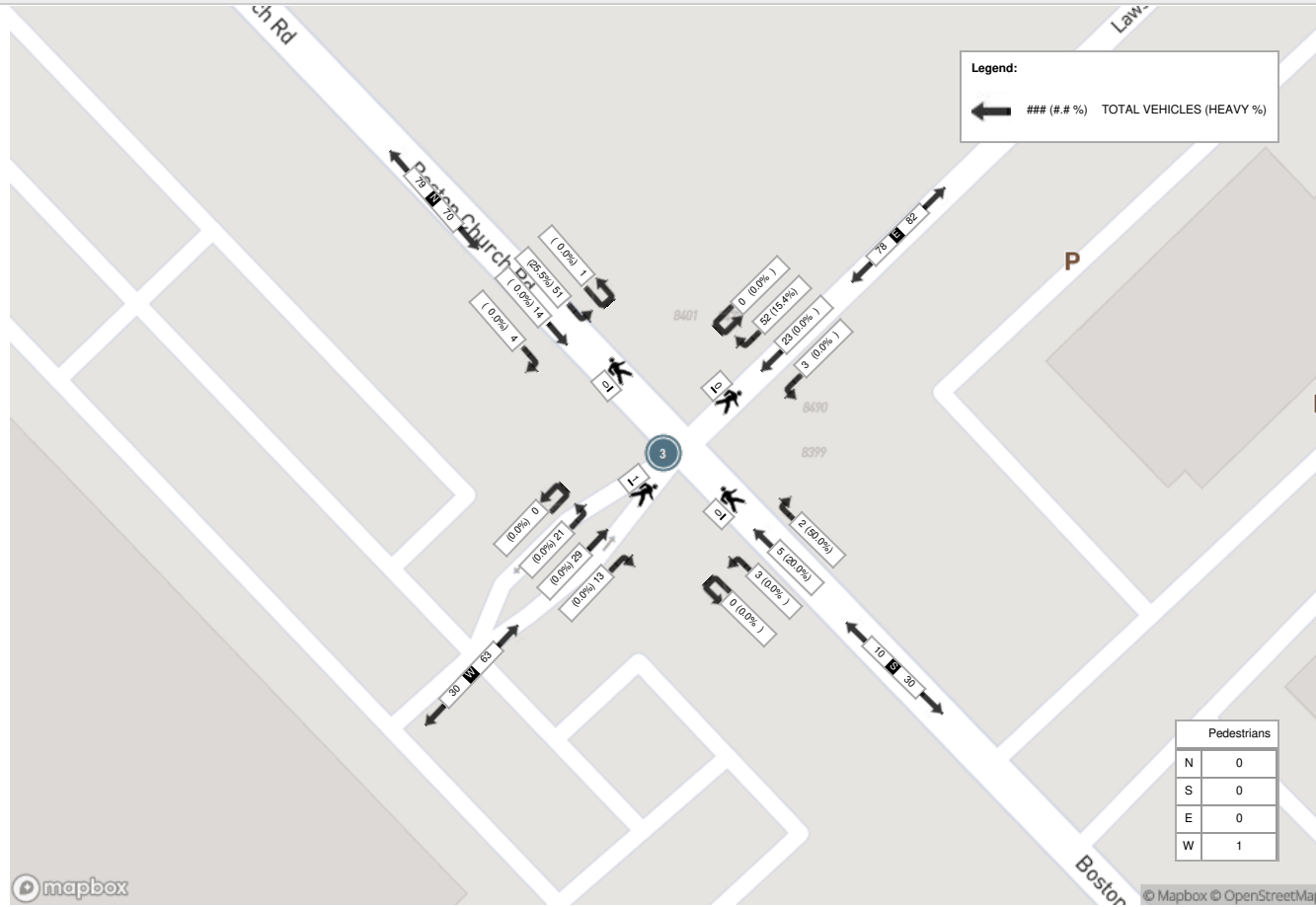
23:15:00	0	0	4	0	0	4	3	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	1	8	35	
23:30:00	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	26		
23:45:00	0	1	6	0	0	7	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	9	28		
Grand Total	61	248	707	13	0	1029	666	103	65	2	1	836	40	98	23	2	4	163	43	98	64	0	5	205	2233	-
Approach%	5.9%	24.1%	68.7%	1.3%	-	-	79.7%	12.3%	7.8%	0.2%	-	-	24.5%	60.1%	14.1%	1.2%	-	21%	47.8%	31.2%	0%	-	-	-	-	
Totals %	2.7%	11.1%	31.7%	0.6%	46.1%	29.8%	4.6%	2.9%	0.1%	-	37.4%	1.8%	4.4%	1%	0.1%	-	7.3%	1.9%	4.4%	2.9%	0%	9.2%	-	-	-	
Heavy	0	3	176	4	-	124	0	2	0	-	3	5	0	0	-	-	0	0	0	0	-	-	-	-	-	
Heavy %	0%	1.2%	24.9%	30.8%	-	18.6%	0%	3.1%	0%	-	7.5%	5.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 03:45 PM - 04:45 PM Weather:

Start Time	N Approach BOSTON CHURCH RD						E Approach LAWSON RD						S Approach BOSTON CHURCH RD						W Approach 8550 BOSTON CHURCH RD (SOUTH ACCESS)						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:45:00	0	4	13	0	0	17	11	1	2	0	0	14	0	2	0	0	0	2	1	0	2	0	0	3	36
16:00:00	1	2	16	0	0	19	15	5	0	0	0	20	2	0	1	0	0	3	3	4	4	0	0	11	53
16:15:00	1	4	10	0	0	15	10	7	0	0	0	17	0	0	0	0	0	0	8	20	13	0	0	41	73
16:30:00	2	4	12	1	0	19	16	10	1	0	0	27	0	3	2	0	0	5	1	5	2	0	1	8	59
Grand Total	4	14	51	1	0	70	52	23	3	0	0	78	2	5	3	0	0	10	13	29	21	0	1	63	221
Approach%	5.7%	20%	72.9%	1.4%		-	66.7%	29.5%	3.8%	0%		-	20%	50%	30%	0%		-	20.6%	46%	33.3%	0%		-	-
Totals %	1.8%	6.3%	23.1%	0.5%		31.7%	23.5%	10.4%	1.4%	0%		35.3%	0.9%	2.3%	1.4%	0%		4.5%	5.9%	13.1%	9.5%	0%		28.5%	-
PHF	0.5	0.88	0.8	0.25		0.92	0.81	0.58	0.38	0		0.72	0.25	0.42	0.38	0		0.5	0.41	0.36	0.4	0		0.38	-
Heavy	0	0	13	0		13	8	0	0	0		8	1	1	0	0		2	0	0	0	0		0	-
Heavy %	0%	0%	25.5%	0%		18.6%	15.4%	0%	0%	0%		10.3%	50%	20%	0%	0%		20%	0%	0%	0%	0%		0%	-
Lights	4	14	38	1		57	44	23	3	0		70	1	4	3	0		8	12	29	21	0		62	-
Lights %	100%	100%	74.5%	100%		81.4%	84.6%	100%	100%	0%		89.7%	50%	80%	100%	0%		80%	92.3%	100%	100%	0%		98.4%	-
Single-Unit Trucks	0	0	1	0		1	2	0	0	0		2	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	2%	0%		1.4%	3.8%	0%	0%	0%		2.6%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Articulated Trucks	0	0	12	0		12	6	0	0	0		6	1	1	0	0		2	0	0	0	0		0	-
Articulated Trucks %	0%	0%	23.5%	0%		17.1%	11.5%	0%	0%	0%		7.7%	50%	20%	0%	0%		20%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	7.7%	0%	0%	0%		1.6%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-

Peak Hour: 03:45 PM - 04:45 PM Weather:



Attachment 3

8550 Boston Church Road vs 560 Winston Churchill Data Analysis

8550 Boston Church Road vs 560 Winston Churchill Data Analysis

	sq. ft	
8550 Boston Church Site GFA	1306855.86	via maps
560 Winston Chuchill Site GFA	635711.813	

8550 Boston Church							
AM Peak							
	AM Peak	Trips In	Trips Out	Trip Gener	% In	% Out	Trip generation Rate per 1000 sq ft
30-May	5:00-6:00	71	30	101	70%	30%	0.0773
31-May	5:00-6:00	71	31	102	70%	30%	0.0780
PM Peak							
	PM Peak	Trips In	Trips Out	Trip Gener	% In	% Out	Trip generation Rate per 1000 sq ft
30-May	15:45-16:45	51	83	134	38%	62%	0.1025
31-May	15:45-16:45	45	91	136	33%	67%	0.1041

Check |

101

102

134

136

Heavy Vehicle %				
AM Peak	Access			
	North	Middle	South	
30-May	5:00-6:00	8%	0%	0%
31-May	5:00-6:00	13%	0%	0%
PM Peak				
30-May	15:45-16:45	10%	0%	0%
31-May	15:45-16:45	7%	0%	0%

560 Winston Churchill						
AM Peak						
	Rate	Trips In	Trips Out	Trip Gener	% In	% Out
ITE Rate	0.17	83.21	24.86	108.07	77%	23%
Using Proxy Site Rate	0.08	34.54	15.08	49.62	70%	30%
Difference	-0.09	-48.68	-9.78	-58.45		
PM Peak						
	Rate	Trips In	Trips Out	Trip Gener	% In	% Out
ITE Rate	0.19	32.61	88.17	120.79	27%	73%
Using Proxy Site Rate	0.10	21.89	44.27	66.16	33%	67%
Difference	-0.09	-10.72	-43.91	-54.63		

Attachment 4

551 Avonhead Road Traffic Impact Study Relevant Excerpts



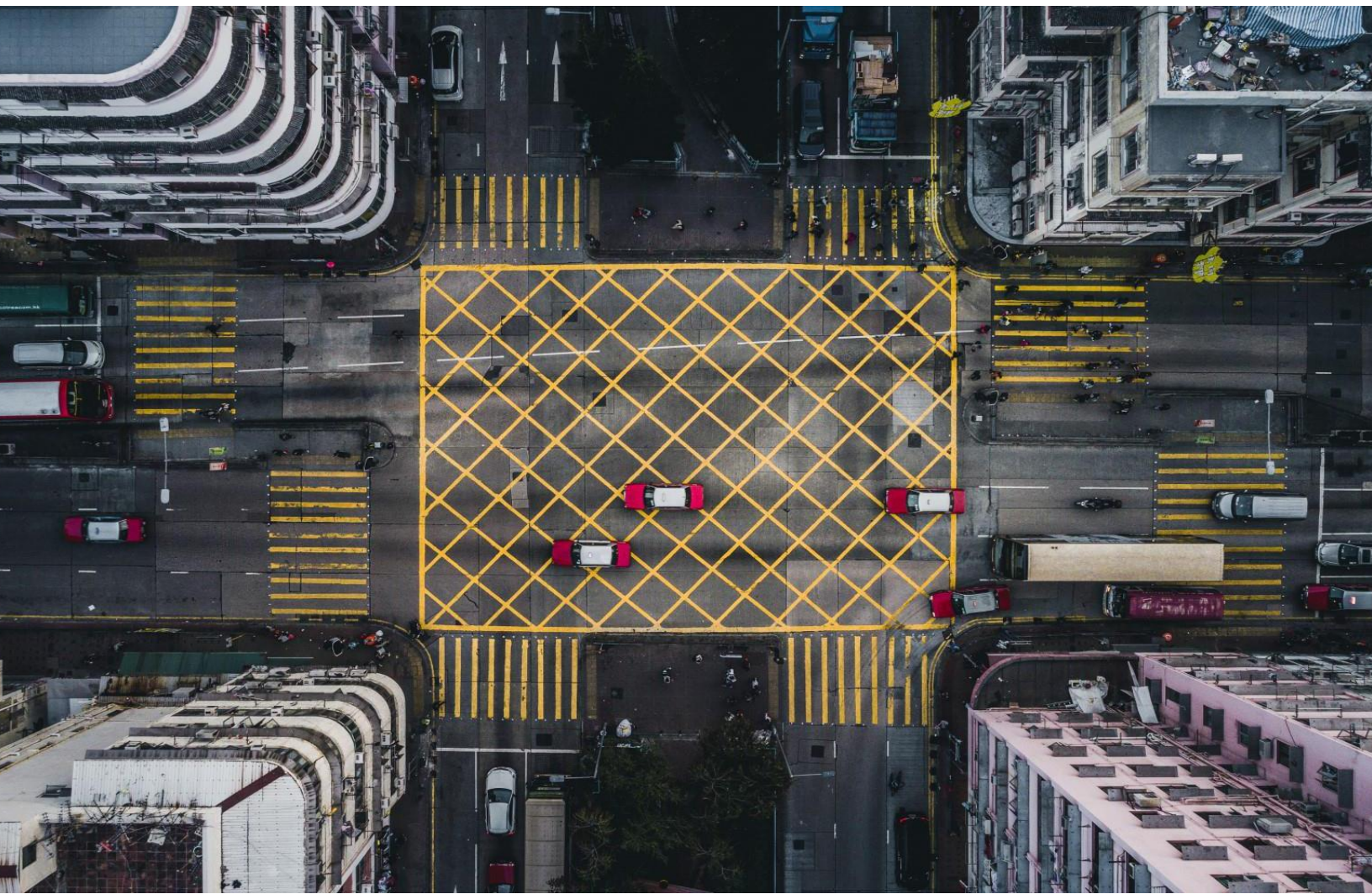
Traffic Impact Study

551 Avonhead Road

551 Avonhead Road GP Inc

04 June 2021

→ **The Power of Commitment**



2. Site Characteristics

2.1 Study Area

As confirmed with City staff through the Terms of References, the following intersections were included in the study area:

- Royal Windsor Drive at Avonhead Road; and
- Lakeshore Road at Avonhead Road.

2.2 Site Plan

The proposed site plan prepared by Baldassarra Architects Inc., dated May 2021 is shown in **Figure 2**. It consists of two warehouse buildings with following gross floor area (GFA):

- Building 'A' with a GFA of 406,414 square feet
- Building 'B' with a GFA of 436,870 square feet

Access to the development is proposed via three full-move driveways located along Avonhead Road. The north and south driveway are primarily proposed for the heavy vehicles, while the middle driveway for the light vehicle traffic.

A total of 547 parking spaces are provided for the development.



5. Site Generated Traffic

5.1 Site Traffic Generation

The proposed development consists of two warehouse buildings with 406,414 sq.ft. and 436,870 sq.ft. gross floor area. The development generated traffic was calculated using rates provided in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition using Land Use Code 150 (Warehousing).

No transit modal split reductions were applied to the site generated traffic volumes. The

Table 3 below summarizes the estimated trip generation for the proposed development.

Table 3 *Estimated Site Trips*

Land Uses	GFA (per 1,000)	Parameters	Peak Hour					
			Weekday AM			Weekday PM		
			In	Out	Total	In	Out	Total
Building “A” Warehousing (LUC 150)	406.41	Trip Ratio	77%	23%	100%	27%	73%	100%
		Gross Trips	57	17	74	21	56	77
Building “B” Warehousing (LUC 150)	436.87	Trip Ratio	77%	23%	100%	27%	73%	100%
		Gross Trips	60	18	78	22	61	83
Total Site Traffic			117	35	152	43	117	160

The proposed development is expected to generate a total of 152 two-way trips consisting of 35 inbound and 117 outbound during weekday AM peak hour and 160 two-way trips consisting of 43 inbound and 117 outbound during weekday PM peak hour.

The development generated traffic was sub-divided into two categories consisting of heavy-vehicles and passenger cars using traffic data collected by GHD at an existing industrial warehouse site on Manchester Court in Bolton. The heavy vehicle splits used in the study is summarized in **Table 4** below.

Table 4 *Heavy Vehicle Percentages*

Data Source	AM Peak Hour		PM Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Survey at 4-6 Manchester Court	40%	20%	50%	30%
<i>Resulting Site Traffic Split</i>				
Heavy Vehicle Trips	47	7	22	35
Passenger Car Trips	70	28	21	82
Total Site Traffic	117	35	43	117

5.2 Site Traffic Distribution and Assignment

The site generated traffic was primarily assigned towards highway interchange along Royal Windsor Drive and Winston Churchill Boulevard. The rest of traffic is conservatively assigned to the study area road network based on the engineering judgement and review of the existing traffic patterns. Traffic at site driveways were assigned based on the driveway characteristics, for instance, all passenger vehicle traffic was assigned to the middle access (Access 2), while the heavy vehicle traffic was assigned to the north and south accesses (Access 1 & 3).

