



PRYDE SCHROPP MCCOMB INC.

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File: 30033

BY EMAIL

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Attention: Mr. Harold Elders

Dear Mr. Elders:

**Reference: Traffic Impact Analysis
Proposed Inn
Ferns Golf and Country Club
Municipality of West Grey**

Further to your request, we have reviewed the proposed development of a 40 room Inn at the Fern's Golf and Country Club and its impact on the capacity of the existing Township road that services the golf course. Based on this review, we provide the following assessment.

In a letter dated August 11, 2003, Henderson Paddon and Associates Ltd. recommended that the existing road be upgraded to the Municipality of West Grey's standard road cross section. According to the cross section drawing attached to the letter, the standard would be able to accommodate a traffic range of 400 to 999 vehicles per day. The Design Hour Volume (DHV) for the cross section ranged from 60 to 150 vehicles per hour. DHV is defined as the 30th highest hourly volume occurring in one year.

In 2004, the Township reconstructed the road in accordance to their standard road cross section.

Traffic Generated by Development

The estimated trip rates to be generated by the proposed 40 room Inn and existing 18 hole golf course were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation* (6th Edition). A summary of the trip rates and the independent variable used to calculate the number of trips is provided below.

ITE Land Use	Average Trip Rate Saturday Peak Hour	Independent Variable
Golf Course	4.59	# of Holes
Hotel/Inn	0.72	Rooms

Please note that our analysis did not take into account shared trips. Shared trips are trips that include more than one destination. It is assumed that a majority of the people who stay at the proposed Inn will also be golfing, thereby lowering the overall number of trips on the road.

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The ITE trip rates are specific to that particular land use and do not assume that any of the trips are shared trips. A conservative estimate was made by not reducing the estimated number of trips generated by the Inn to account for shared trips.

The estimated traffic generated by the proposed Inn and existing golf course is summarized below. The Saturday Peak Hour was used in the analysis as it provided the highest peak hourly flow rate compared to weekday traffic. It was also assumed that a majority of traffic to the golf course and Inn would be generated on Saturday.

ITE Land Use	Average Vehicle Trip Ends Saturday Peak Hour	Directional Distribution	
		Entering	Exiting
Golf Course	80 vph	20 vph	20 vph
Hotel/Inn	30 vph	15 vph	15 vph
TOTAL	110 vph	35 vph	35 vph

Please note that as part of the above analysis, we have not included the existing traffic generated outside of the development. In their letter of August 11, 2003, Henderson Paddon and Associates Ltd. estimated that the existing traffic on the road was less than 50 vehicles per day. Using a peak hour factor of 0.83, the existing peak hour trip rate is approximately 4 vph based on a 24 hour average.

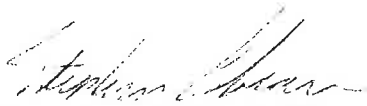
When the golf course and proposed Hotel/Inn are added to the trips generated outside of the development, the total peak hour trip generation is estimated to be 114 vph.

As stated previously, the DHV for the road ranges from 60 to 150 vph. The peak hour trips estimated above can be correlated to the DHV however, they are not equivalent. Since the total peak hour trips is lower than the upper range of the DHV for this road, it can be reasonably concluded that the Township road will have sufficient capacity to handle the increased traffic expected to be generated by the proposed development of the Inn at the golf course.

If you require any further information regarding the above, please contact the undersigned at 519-389-4343, ext. 232.

Sincerely,

PRYDE SCHROPP McCOMB, INC.


Stephen J. Cobean, P.Eng.
Project Engineer