STRIK BALDINELLI MONIZ

PLANNING • CIVIL • STRUCTURAL • MECHANICAL • ELECTRICAL

TRANSPORTATION IMPACT ASSESSMENT

725 NOTRE DAME DRIVE

LONDON, ONTARIO

PROPOSED RESIDENTIAL DEVELOPMENT

WASTELL HOMES

MAY 2026

S260623

LONDON LOCATION

1599 Adelaide Street N Unit 301
London, ON, N5X 4E8
P: 519.471.6667

KITCHENER LOCATION

132 Queen St. S. Unit 4
Kitchener, ON, N2G 1V9
P: 519.725.8093

www.sbmltd.ca

City of London

Transportation Impact Assessment

CERTIFICATE OF OWNERSHIP

Development Name/Reference: 725 Notre Dame Drive

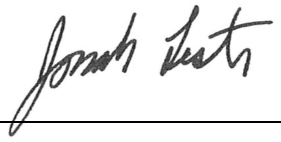
Company or Firm: Strik, Baldinelli, Moniz Ltd.

Original Submission or Addendum: Original

Original Report Name: Transportation Impact Assessment - 725 Notre Dame Drive

I hereby certify that the attached document has been prepared accurately and to the best of my knowledge. The assumptions and analysis contained herein have been formulated using sound transportation planning and traffic operations methodologies.

Individual accepting corporate responsibility:

Name: Jonah Lester, P.Eng. Signature: 

Project Manager (if different than above):

Name: _____

Other Individuals involved in the preparation of the assessment and can be contact regarding study content:

Name: _____

Name: _____

Engineer's Stamp

STRIK BALDINELLI MONIZ
PLANNING • CIVIL • STRUCTURAL • MECHANICAL • ELECTRICAL

LONDON LOCATION
1599 Adelaide St. N., Units 301 & 203
London, ON N5X 4E8
P: 519-471-6667

KITCHENER LOCATION
132 Queen St. S. Unit 4
Kitchener, ON N2G 1V9
P: 519-725-8093

www.sbmltd.ca
sbm@sbmltd.ca

Wastell Homes
1895 Blue Heron Drive, Unit #5
London, Ontario N6H 5L9

May 28, 2026
S260623

Attn: Julian Novick

Re: Transportation Impact Assessment
725 Notre Dame Drive – Proposed Residential Development
London, Ontario

Strik, Baldinelli, Moniz Ltd. is pleased to provide you with the enclosed Transportation Impact Assessment report for the proposed residential development 725 Notre Dame Drive in London, Ontario. The report concludes that the development proposal can generally be accommodated by the existing transportation network with no significant impact to traffic operations.

Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Respectfully submitted,
Strik, Baldinelli, Moniz Ltd.
Planning • Civil • Structural • Mechanical • Electrical

Jonah Lester, P.Eng.
Transportation Engineer

EXECUTIVE SUMMARY

This Transportation Impact Assessment (TIA) has been prepared by Strik, Baldinelli, Moniz Ltd. (SBM) for Wastell Homes to identify transportation impacts, or a lack thereof, associated with the proposed residential development located at 725 Notre Dame Drive in London, Ontario. The development is proposed to include 54 stacked back-to-back townhouse units in the northeast corner of the existing commercial property. Vehicular access is proposed from the existing driveways on Viscount Road and Notre Dame Drive with minor geometric adjustments.

This study has forecasted traffic volumes for a 2033 horizon year and assessed traffic operations within the vicinity of the subject site for existing, future background and future total traffic conditions. Site access and active transportation considerations have also been assessed. Based on the analysis completed, the following key conclusions and recommendations are made in this TIA:

- It is forecast that the proposed development will generate 32 new trips in the AM peak hour (8 in and 24 out) and 33 trips during the PM peak hour (21 in and 12 out).
- Under existing conditions, the study area intersections are operating acceptably. The North and East Site Access intersections operate with all movements at LOS B or better, and v/c ratios below 0.21. The Viscount Road and Notre Dame Drive intersection has all movements operating at LOS B or better, with v/c ratios below 0.5.
- Under 2033 background and total traffic conditions, the study area intersections will continue to operate acceptably. The North and East Site Access intersections will operate with all movements at LOS C or better, and v/c ratios below 0.23. The Viscount Road and Notre Dame Drive intersections will have all movements operating at LOS C or better, and v/c ratios below 0.59.
- The site access locations will remain effectively unchanged from existing, provide good sightlines along Viscount Road and Notre Dame Drive, and do not conflict with other driveways or intersections.
- The proposed site plan provides good internal and external pedestrian connections, and direct access to transit service is available on Notre Dame Drive in front of the site.
- MTO left turn lane warrants were reviewed for the existing/proposed site accesses intersections. A left turn lane is not warranted under existing or future traffic conditions at the North Site Access or the East Site Access.
- Traffic signal warrant analysis was performed for the Viscount Road and Notre Dame Drive intersection under both 2033 background and total traffic conditions, and it was concluded that traffic signals will not be warranted.
- Overall, the forecasted site traffic does not introduce any significant operational problems on the surrounding road network, and no road improvements are required to accommodate the proposed development.

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1 INTRODUCTION

This Transportation Impact Assessment (TIA) has been prepared by Strik, Baldinelli, Moniz Ltd. (SBM) for Wastell Homes to identify transportation impacts, or a lack thereof, associated with the proposed residential development located at 725 Notre Dame Drive in London, Ontario. The development is proposed to include 54 stacked back-to-back townhouse units in the northeast corner of the existing commercial property. Vehicular access is proposed from the existing driveways on Viscount Road and Notre Dame Drive with minor geometric adjustments. The location of the proposed development is illustrated in Figure 1.

Figure 1: Site Location

Aerial Image Source: Google Earth (Imagery date: August 2023)

1.1 SCOPE AND METHODOLOGY

The general scope of the analysis in this study is summarized in Table 1 and the TIA has been carried out in general accordance with the City of London Transportation Impact Assessment Guidelines (2013).

Table 1: Study Scope and Parameters

Study Scope and Parameters	
Analysis Intersections (Study Area)	• Viscount Road / North Site Access • Notre Dame Drive / East Site Access • Viscount Road / Notre Dame Drive
Analysis Time Periods	• Weekday AM peak hour • Weekday PM peak hour
Analysis Scenarios (Years)	• Existing Traffic • 2033 Background Traffic • 2033 Total Traffic

The intersection operational analysis has been performed using Synchro 11 software based on the Highway Capacity Manual (HCM 2000 & HCM 6th) methodologies published by the Transportation Research Board National Research Council.

As per the City's TIA Guidelines, the operational analysis has identified all intersections where:

- the volume to capacity ratio (v/c ratio) for overall operations, through movements, shared through/turning movements increased to 0.9 or above and Level of Service (LOS) E or worse.
- v/c ratios for dedicated turning movements increased to 0.9 or above and LOS E or worse.
- Queues for an individual movement and turning movement projected to exceed available lane storage (95th percentile queue).

Level of Service (LOS) is a function of the average control delay for an entire intersection or an individual movement. The relationships between the LOS letters and average delay ranges are defined in Table 2 for signalized and unsignalized intersections.

Table 2: Vehicular Level of Service Designations

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (s)	
	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION
A	≤ 10	≤ 10
B	10 to 20	10 to 15
C	20 to 35	15 to 25
D	35 to 55	25 to 35
E	55 to 80	35 to 50
F	> 80	> 50

2 EXISTING CONDITIONS

2.1 SITE CONTEXT

The subject property is located in the southwest corner of Viscount Road and Notre Dame Drive and has a total area of approximately 2.21 hectares. The site currently contains three commercial buildings and surface parking areas, as shown in Figure 2.

Figure 2: Site Area

Aerial Image Source: City of London – City Map (2025 aerial)

The property is bounded by the Viscount Road right-of-way (ROW) to the north, Notre Dame Drive ROW to the east, and residential uses to the south and west (semi-detached units to the south and apartment buildings to the west).

The subject site has three existing driveways, which are referred to in this TIA as the East Site Access (on Notre Dame Drive), the North Site Access, and the West Site Access (both on Viscount Road).

The North Site Access and the East Site Access connect to the main drive aisles at the front of the buildings and accommodate the vast majority of the site traffic. The West Site Access is located at the west limit of the property and is not expected to be used by the proposed residential site traffic, therefore the TIA analysis focuses solely on the North Site Access and the East Site Access.

2.2 EXISTING ROAD NETWORK

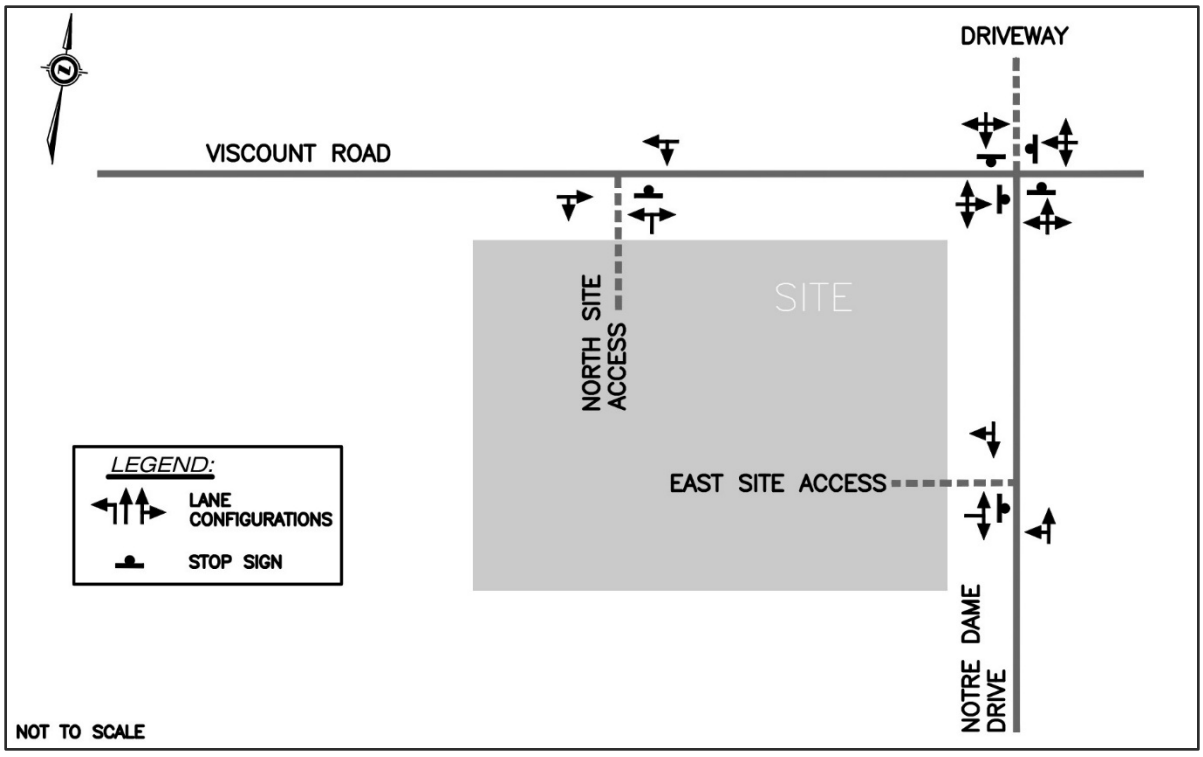
A site visit was conducted on May 19th, 2026, to confirm the existing study area conditions. The existing road network is described below, and the existing lane configurations and traffic controls are illustrated in Figure 3.

Viscount Road is a two-lane collector road (Neighbourhood Connector) running east-west with a posted speed limit of 40 km/h. It has an urban cross-section (curb & gutter) and sidewalks on both sides of the road. On-street parking is not permitted on Viscount Road in the study area.

Notre Dame Drive is a two-lane collector road (Neighbourhood Connector) running south of Viscount Road with a posted speed limit of 40 km/h. Notre Dame Drive has an urban cross-section (curb & gutter) with sidewalk on both sides of the road. On-street parking is generally permitted on the west side of Notre Dame Drive starting south of Ensign Drive (200 m south of Viscount Road).

The Viscount Road and Notre Dame Drive intersection is an all-way stop controlled intersection and a crossing guard is stationed at this location to assist with pedestrian crossing movements at the beginning and end of the school day (approximately 8:00-9:00 AM and 3:00-4:00 PM).

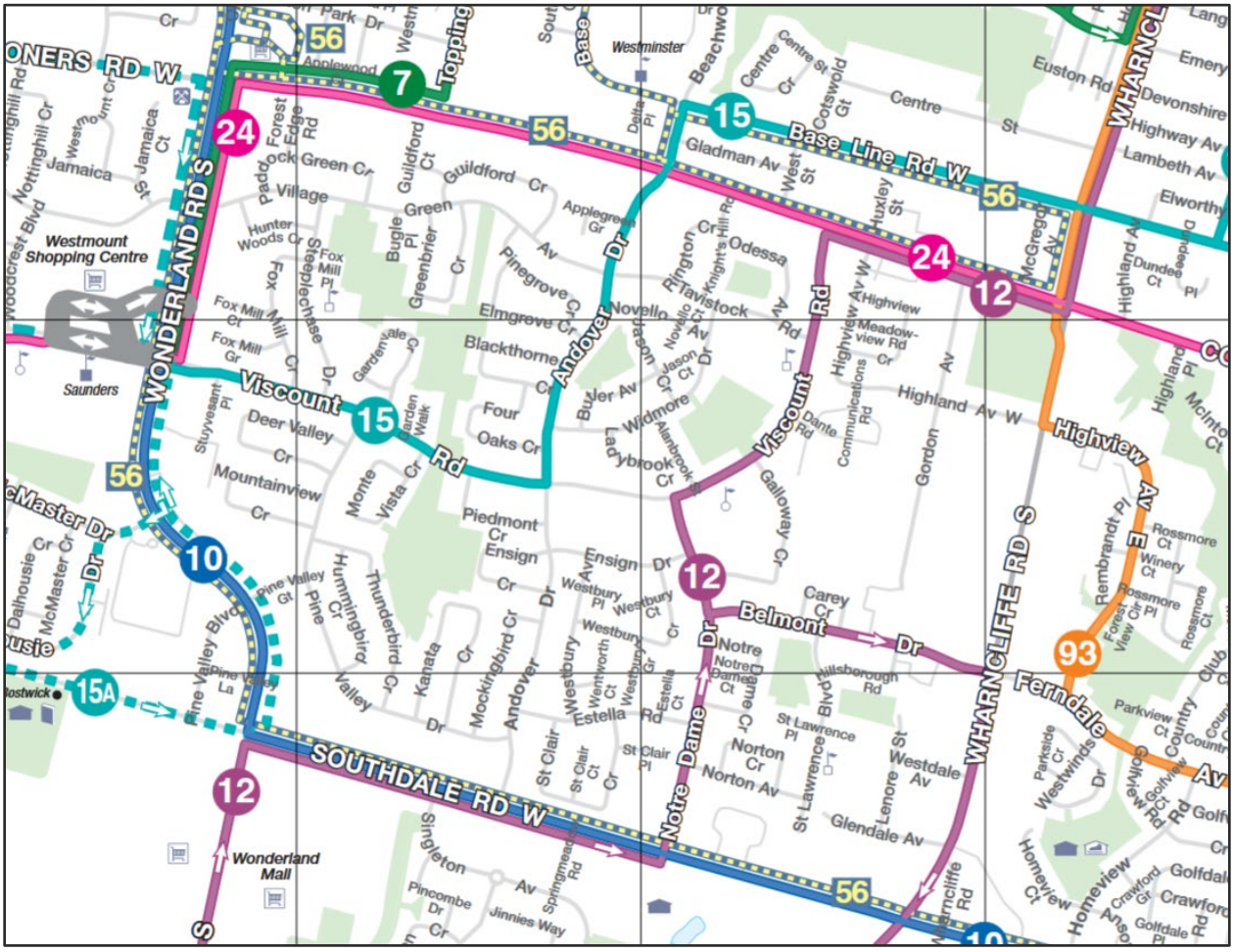
Figure 3: Existing Study Area Traffic Control and Lane Configuration



2.3 EXISTING TRANSIT SERVICES

The subject site is located directly along transit route 12, and route 15 is within walking distance, as shown in the excerpt from the London Transit Commission (LTC) Ride Guide (service map) in Figure 4.

Figure 4: Transit Service Map



Source: London Transit Commission Ride Guide (June 2025)

The general routes, operating times and headways are summarized as follows:

- **Route 12 Downtown – Wharncliffe Road at Wonderland** runs north-south between Downtown on Wharncliffe Road and loops around the south end of the city via Viscount Road, Notre Dame Drive, Southdale Road West, and Wonderland Road. Service runs Monday to Friday approximately 6:00 AM to 12:15 AM with 5-10 minute headways, Saturdays 6:00 AM to 12:15 AM with 5-10 minute headways, and Sundays 8:00 AM to 10:00 PM with approximately 5-10 minute headways.
- **Route 15 - Huron Heights – Westmount Mall** runs between north and south London. Service runs Monday to Friday approximately 6:00 AM to 1:30 AM with 5-10 minute headways, Saturdays 6:00 AM to 1:30 AM with 10 minute headways, and Sundays 6:00 AM to 11:30 PM with approximately 10 minute headways.

The nearest bus stop to the site is for route 12, located on Notre Dame Drive at Viscount Road, which is immediately in front of the site and should provide excellent transit access for the development with

regular service to local amenities, key destinations, and connections to other bus routes. The nearest bus stop for route 15 is located on Andover Drive, just north of Viscount Road, which is approximately a 350 m walk from the site.

2.4 ACTIVE TRANSPORTATION FACILITIES

As previously noted, there are existing sidewalks on Viscount Road and Notre Dame Drive, providing good pedestrian access through the area.

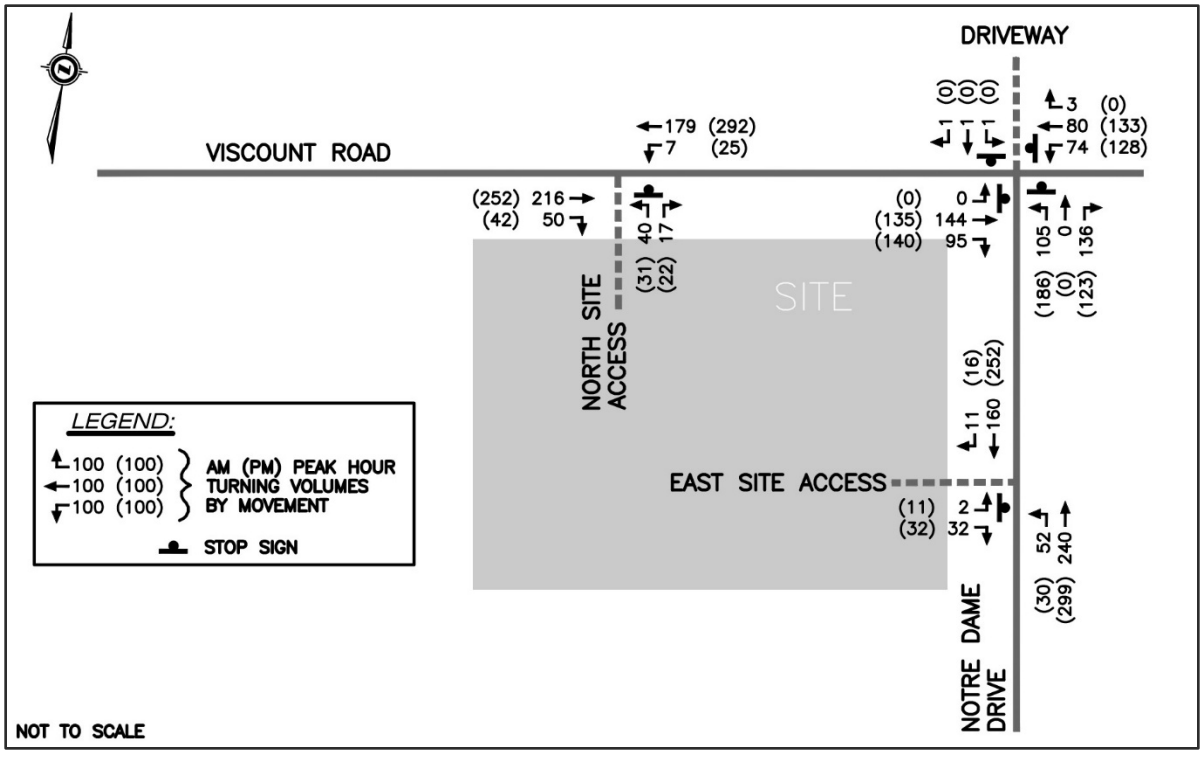
There are no dedicated cycling facilities in the area, but Notre Dame Drive and Viscount Road (to the west of Notre Dame Drive) are designated as a signed bike route (shared bike lane).

2.5 EXISTING TRAFFIC VOLUMES

Turning movement counts at the study area intersections were completed on Wednesday April 29th, 2026, by Accu-Traffic Inc. during the AM and PM peak periods. The traffic count data is provided in Appendix A.

The existing peak hour traffic volumes for the study area intersections are illustrated in Figure 5.

Figure 5: Existing Peak Hour Traffic Volumes



It is noted that it was observed that a large portion of the traffic entering and exiting the subject site during the AM peak hour are parents/guardians parking in the northeast of the lot and walking their children to the St. Jude Catholic Elementary School on Viscount Road east of Notre Dame Drive. This behavior was also observed at the end of the school day with parents/guardians picking up their children, however, this occurs earlier than the PM peak hour of the road traffic, so it does not influence the PM peak hour volumes in the same way as for the AM.

There is a significant volume of pedestrian movements at Viscount Road and Notre Dame Drive during the AM peak hour, in part due to the parents parking at the subject site and walking children to/from the

school, however, the pedestrians are largely concentrated into groups crossing the south leg and are assisted by the crossing guard.

2.6 EXISTING TRAFFIC OPERATIONS AND QUEUING

Existing traffic operations were assessed at the study area intersections based on the existing lane configuration and traffic volumes presented in Sections 2.2 and 2.5. The peak hour factors (PHFs) for each peak hour were calculated from the turning movement count data for each intersection and were applied in the analysis.

Table 3 provides a summary of the existing intersection operations and complete Synchro output reports are provided in Appendix B.

It is noted that the Synchro analysis (i.e. HCM methodology) for the all-way stop control at Viscount Road and Notre Dame Drive does not account for the impact of the heavier pedestrian volumes during the AM peak hour, and field observations indicate that there are times of longer delay during periods of continuous pedestrian crossing movements, however, these are brief and intermittent, and the results shown are considered representative of the majority of the AM peak hour.

Table 3: Existing Intersection Operations Summary

INTERSECTIONS / MOVEMENTS		EXISTING TRAFFIC			
		AM PEAK HOUR		PM PEAK HOUR	
		V/C	LOS	V/C	LOS
Viscount Road and North Site Access	EB TR	0.18	A	0.20	A
	WB LT	0.01	A	0.02	A
	NB LR	0.12	B	0.12	B
Notre Dame Drive and East Site Access	EB LR	0.04	A	0.08	B
	NB LT	0.04	A	0.03	A
	SB TR	0.10	A	0.17	A
Viscount Road and Notre Dame Drive	EB LTR	0.33	A	0.42	B
	WB LTR	0.24	A	0.43	B
	NB LTR	0.34	B	0.49	B
	SB LTR	0.04	A	0.00	A

Notes: V/C - Volume to Capacity Ratio, LOS – Level of Service
EB – Eastbound, WB – Westbound, NB – Northbound, SB - Southbound
L – Left, T – Through, R – Right

The results show that the study area intersections are currently operating acceptably during the AM and PM peak hours.

At the site access intersections, all movements operate at LOS B or better and have v/c ratios below 0.21.

The Viscount Road and Notre Dame Drive intersection has all movements operating at LOS B or better with v/c ratios below 0.5.

Queuing results were also reviewed to confirm there are no existing queuing concerns. The 95th percentile queue lengths from the Synchro analysis are summarized in Table 4. It is noted that for the all-way stop control at Viscount Road and Notre Dame Drive, Synchro's HCM 6th Edition AWSC report was used, which expresses queue lengths in number of vehicles, so those results have been rounded up to the nearest full vehicle length and converted to distances assuming a conversion rate of 7 m per queued vehicle.

Table 4: Existing Intersection Queuing

INTERSECTIONS / MOVEMENTS		AVAILABLE STORAGE (m)	95th PERCENTILE QUEUE (m) EXISTING TRAFFIC	
			AM	PM
Viscount Road and North Site Access	WB LT	-	5	5
	NB LR	-	5	5
Notre Dame Drive and East Site Access	EB LR	-	5	5
	NB LT	-	5	5
Viscount Road and Notre Dame Drive	EB LTR	-	14	14
	WB LTR	-	7	14
	NB LTR	-	14	21
	SB LTR	-	5	5

Notes: EB – Eastbound, WB – Westbound, NB – Northbound, SB - Southbound
L – Left, T – Through, R – Right
Queue lengths that were less than 5 m have been rounded up to 5 m to represent a minimum of one car length.

As shown in Table 4, there are no queuing concerns at the existing study area intersections.

3 FUTURE BACKGROUND TRAFFIC

Future background traffic includes existing traffic with a general growth rate applied, plus traffic anticipated to be generated from other developments within or surrounding the study area. For the purposes of this assessment, it is assumed that the proposed development will be constructed by 2028, therefore a 2033 horizon year was selected for future traffic projections and analysis.

3.1 BACKGROUND GROWTH RATE

A background growth rate of 1.5% per annum has been used, which is the common growth rate used in London. The background growth rate was applied to all traffic movements in the study area, including the existing traffic using the site.

3.2 BACKGROUND DEVELOPMENT TRAFFIC

No background developments were identified in or around the study area.

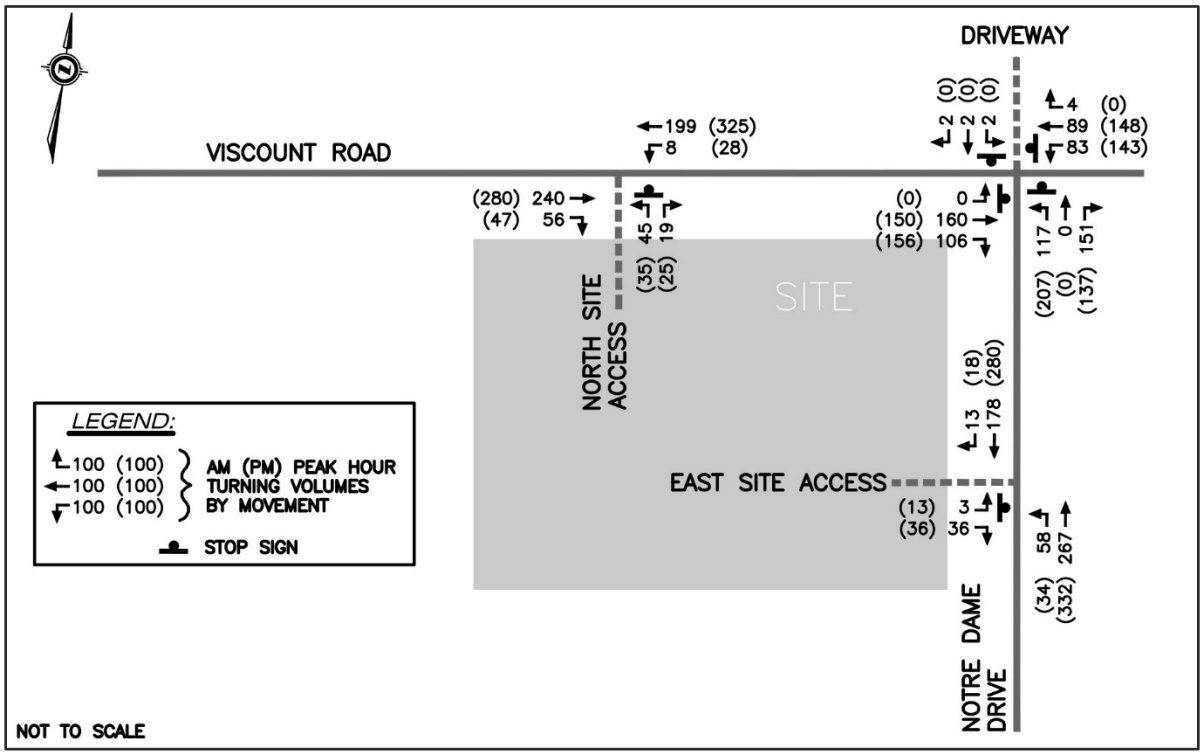
3.3 FUTURE ROAD NETWORK

We are not aware of any future road work planned within the study area that would alter the lane configuration; therefore the existing lane configuration and intersection control has been used for analysis of future conditions.

3.4 2033 BACKGROUND TRAFFIC VOLUMES

With the background growth rate applied to the existing traffic, the resulting 2033 background traffic volumes for the AM and PM peak hours are presented in Figure 6.

Figure 6: 2033 Background Traffic Volumes



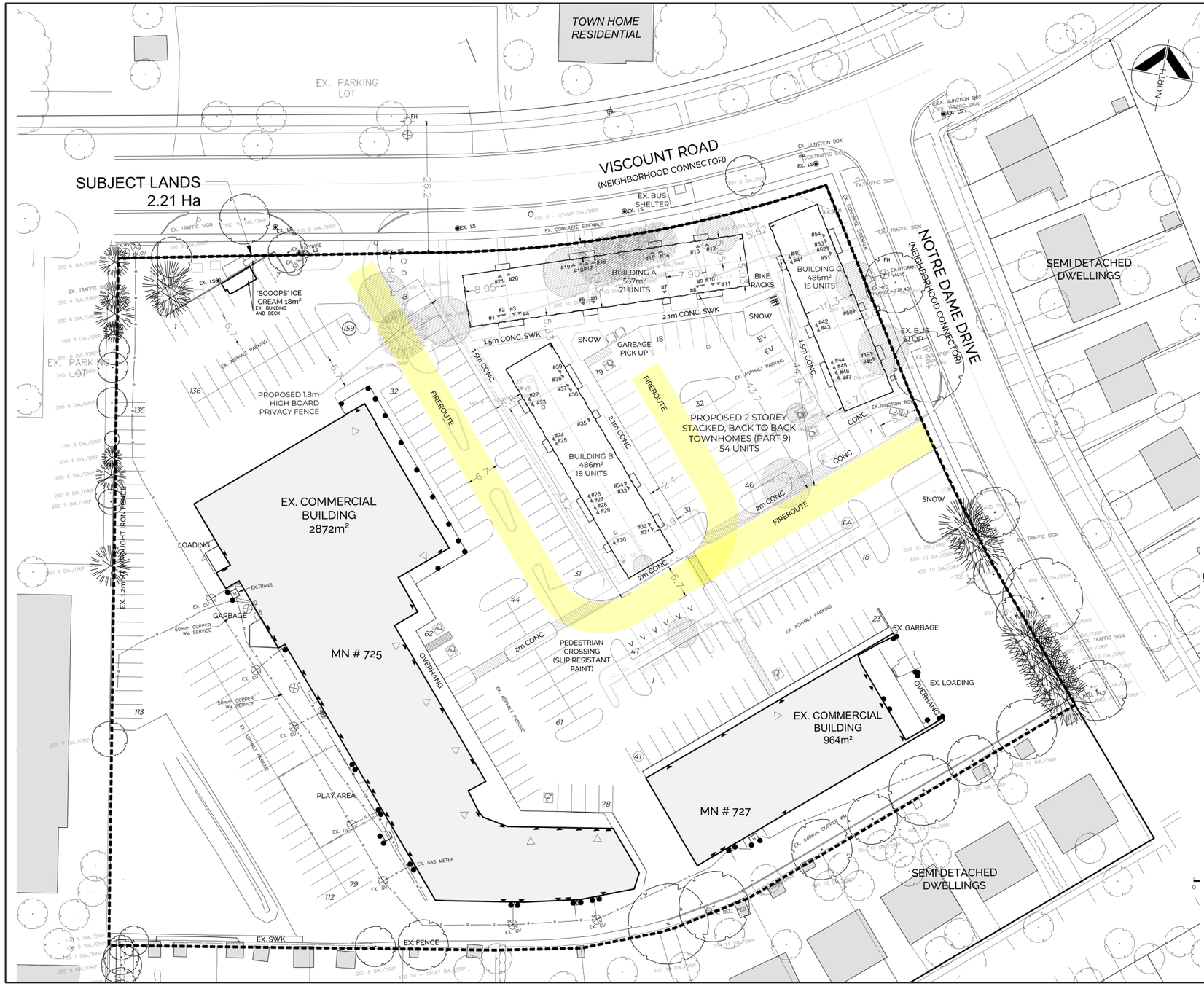
4 PROPOSED DEVELOPMENT

4.1 DEVELOPMENT PLAN

The development is proposed to include the addition of 54 stacked/back-to-back townhouse units in the northeast corner of the site with adjustments to the existing surface parking areas. A cropped version of the proposed Site Plan (amended) by Monteith Brown Planning Consultants Ltd. is provided in Figure 7 and the full version is included in Appendix C.

The North and East site accesses will remain effectively in the same locations, with only minor shifts and geometric adjustments to reduce the existing widths, and the West Site Access will remain unchanged.

Figure 7: Site Plan (Amended)



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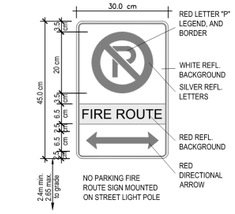


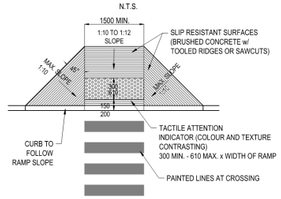
FIRE ROUTE PARKING SIGN F.R.3

NO PARKING FIRE ROUTE SIGN DETAILS ACCORDING TO CITY OF LONDON STANDARDS (MAXIMUM 30m SPACING)
ALL SIGNAGE SHALL CONFORM TO BY-LAW NO. 06-243

FIRE ROUTE WILL NOT HAVE ANY CENTRE LINE TURNING RADII OF LESS THAN 12m OR A CHANGE OF GRADIENT NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15m.

BARRIER-FREE CURB DETAIL

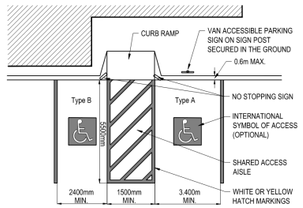
N.T.S.



NOTE: BARRIER-FREE CURBS TO CONFORM TO OBC 3.8.3.2. .(2) (3)
TACTILE ATTENTION INDICATORS TO CONFORM TO O.B.C. 3.8.3.18.

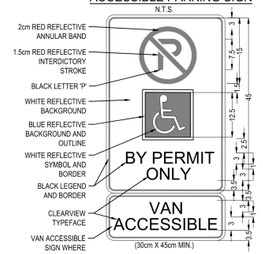
PARKING SPACE FOR PERSONS WITH DISABILITIES

N.T.S.



ACCESSIBLE PARKING SIGN

N.T.S.

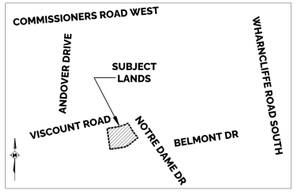


NOTE: SIGN ON A POST TO BE AT LEAST 1.5m ABOVE GRADE AND NOT MORE THAN 2.5m WHEN MEASURING FROM GRADE TO THE CENTRE OF THE SIGN.

N.T.S.

MONTEITH BROWN
PLANNING CONSULTANTS
219 OXFORD STREET WEST, UNIT 302
LONDON, ONTARIO. N6H 1S5
519.686.1300 WWW.MBPC.CA

KEY PLAN:



CITY OF LONDON ZONING BY-LAW
NEIGHBORHOOD SHOPPING AREA + NEW RESIDENTIAL

Regulated	**EXISTING** NSA2	**ADD** R5-7	**SITE**
PERMITTED USES	COMMERCIAL	TOWNHOMES	**RESIDENTIAL ***
LOT FRONTAGE	30m Min.	30m Min.	113m
LOT DEPTH	40m Min.	N/A	160m
FRONT & EXTERIOR YARD DEPTH	0m	8m Min.	3m
INTERIOR SIDE & REAR YARD DEPTH	8m adjacent to residential zone Min.	3m & 6m to habitable windows Min.	TBD
LANDSCAPE OPEN SPACE	15% Min.	30% Min.	TBD
LOT COVERAGE	30% Max.	45% Max.	24%
BUILDING HEIGHT	8m Max.	12m Max.	7.5m
DENSITY		60 U/Ha Max.	54 RESIDENTIAL + 40 COMMERCIAL = 43 U/Ha
GROSS FLOOR AREA	4000m² Max.		± 4000m² **Potential commercial addition ***
PARKING	SEE BELOW	0.5 / UNIT = 27 min. required	64
ACCESSIBLE PARKING	SAME AS EXISTING	4% of required spaces = 2 min	3
ELECTRIC VEHICLES		5% of required spaces = 2 min	2
VISITOR PARKING		1 / 10 units = 6 min	6
BICYCLE PARKING		7% of required vehicle = 2 min	4
*** REPRESENTS SPECIAL REQUEST**			

PARKING RATES BY TENANCY

Use	Approx. Unit Size	Parking Tier in ZBL	Required Parking
Pizza	118m²	Tier 3 (1/50m²)	5.9
Restaurant	113m²		5.7
Hair Salon	85m²	Tier 2 (1/30m²)	2.8
Dance Studio	1279m²	Tier 3 (1/50m²)	25.6
Dance Boutique	270m²		5.4
Karate	198m²		3.9
Jazzercise	230m²		4.6
Wine Making	108m²		2.1
Insurance Office	82m²		1.6
Variety Store & Food Market	118m²		2.4
Vape Store	91m²		1.8
Day Care	417m²		8.3
Sub Total	**3109m²**		71 spaces
Scoops (seasonal)	38m²	Tier 1 (1/20m²)	1
Post Office (MN 727)	880m²	Tier 3 (1/50m²)	18
Total	← 4000m²		90 spaces min.

159 provided

41 provided

No.	REMARKS	DATE
1	Site Plan Pre Consult	FEB 2026

RECORD OF SUBMISSION

NOTES: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCALE 1 : 400 0 5 10 15m

PROJECT TITLE:
SITE PLAN AMENDMENT
725 NOTRE DAME DRIVE

4.2 SITE TRAFFIC GENERATION AND DISTRIBUTION

Site generated traffic volumes from the proposed residential development have been estimated based on trip rate information contained in the ITE *Trip Generation Manual, 12th Edition*. The "Multifamily Housing (Low-Rise)" land use (Land Use Code 220) was used for the trip generation estimates. The resulting trip generation estimates for the development are summarized in Table 5.

No adjustments for non-auto mode trips or internal interaction with the existing commercial uses on the site have been applied, so the vehicular site traffic is considered to be a conservative estimate.

Table 5: Trip Generation Summary

ITE LAND USE DESCRIPTION	Units	AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing (Low-Rise) (Land Use Code 220)	54	8	24	32	21	12	33

As shown in Table 5, the new trip generation (two-way) for the proposed development is forecast to be 32 trips during the AM peak hour and 33 trips during the PM peak hour.

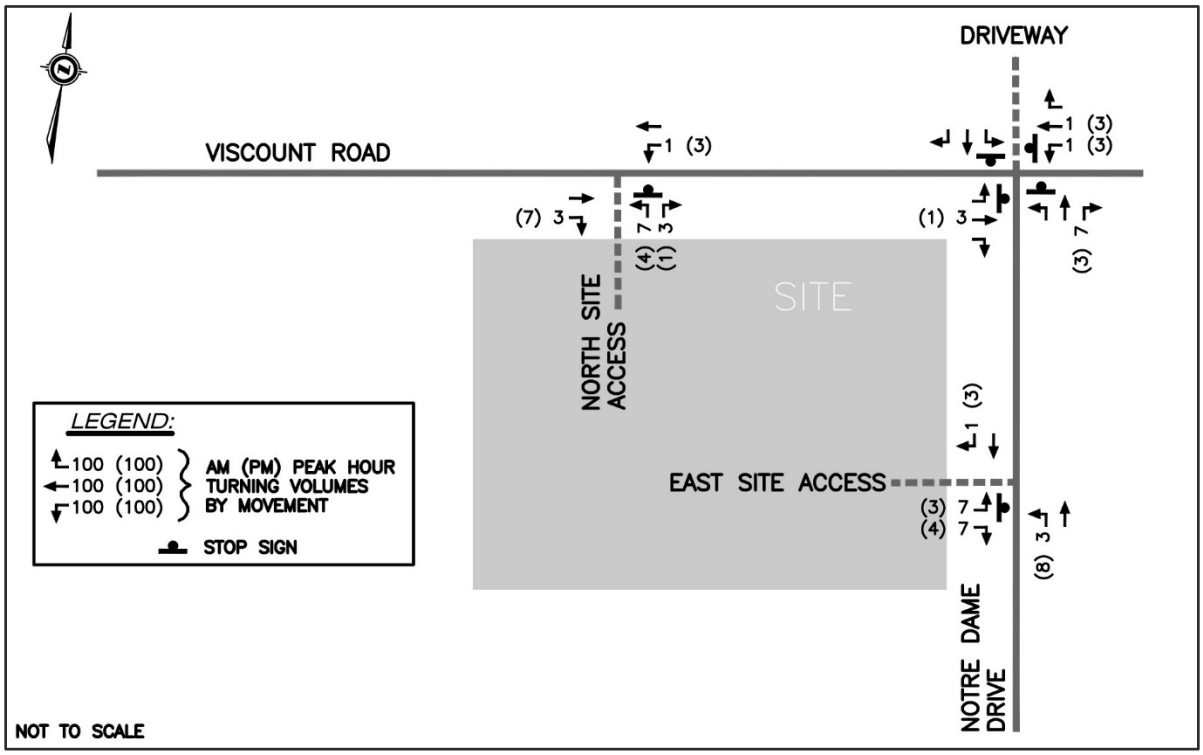
The assumed distribution of site traffic has been determined based on of the existing turning movements in the study area and expected origins/destinations. Table 6 summarizes the trip distribution applied to the site traffic.

Table 6: Trip Distribution Summary

DIRECTION TO / FROM	VIA	AM		PM	
		IN	OUT	IN	OUT
East/North	Viscount Road	25%	40%	30%	30%
South	Notre Dame Drive	40%	30%	35%	35%
West	Viscount Road	35%	30%	35%	35%
	Total	100%	100%	100%	100%

Applying the above distribution, the resulting site traffic within the study area from the proposed development is illustrated in Figure 8.

Figure 8: Site Traffic



4.3 SITE PLAN REVIEW AND ACCESS CONSIDERATIONS

4.3.1 NORTH SITE ACCESS

The existing North Site Access is located on Viscount Road, approximately 105 m west of Notre Dame Drive (measured centreline to centreline). With the proposed development, the centreline of the North Site Access will be shifted approximately 4 m to the east, so the access will be 101 m from Notre Dame Drive. The North Site Access is proposed as a full-movement driveway with one inbound lane and one outbound lane.

The North Site Access is located 44 m to the east of the West Site Access, so there are no spacing concerns or conflicts with other driveways.

Sightlines along Viscount Road at the North Site Access location were reviewed with respect to Transportation Association of Canada (TAC) guidelines for intersection sight distances. The available sight distances are limited to approximately 160 m to the east and 200 m to the west due to the horizontal and vertical alignment of the road, but these are more than sufficient to satisfy the TAC intersection sight distance requirement of 105 m for turning movements from a minor road (or access) at a design speed of 50 km/h.

Consideration of the potential need for a left turn lane on Viscount Road at the North Site Access is reviewed in Section 5.1.

4.3.2 EAST SITE ACCESS

The existing East Site Access is located on Notre Dame Drive, approximately 67 m south of Viscount Road (measured centreline to centreline). With the proposed development, the centreline of the East Site

Access will be shifted approximately 3 m to the north, so the access will be 64 m from Viscount Road. The East Site Access is proposed as a full-movement driveway with one inbound lane and one outbound lane.

Sight distances along Notre Dame Drive at the East Site Access location were reviewed and the available sight distances are clear to the Viscount Road intersection to the north, and over 200 m to the south, which satisfies the TAC intersection sight distance requirements.

Consideration of the potential need for a left turn lane on Notre Dame Drive at the East Site Access is reviewed in Section 5.1.

4.3.3 PEDESTRIAN, CYCLING AND TRANSIT ACCESS

The proposed development will provide multiple pedestrian connections to the municipal sidewalks on Viscount Road and Notre Dame Drive, including the addition of internal pedestrian walkways that will provide connections to the commercial buildings (not currently available), so the overall connectivity of the site will be greatly improved.

While there are no dedicated cycling facilities around the site, cyclists can be accommodated by the signed bike route (shared bike lane) on Viscount Road and Notre Dame Drive.

Bus stops for route 12 are available directly in front of the site on Notre Dame Drive, and bus route 15 is within walking distance (350 m to the west) on Andover Drive, so the site provides good access to transit services.

4.4 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) refers to strategies for increasing the efficiency of the transportation network, most often by reducing the number of single-occupancy vehicle trips. The primary objectives are usually to encourage people to change modes of transportation (e.g. walking, cycling, or transit), travel less (e.g. work from home, combine trips when possible, etc.) or change trip times (i.e. avoid peak hours).

The proposed development supports TDM strategies in the following ways:

- Appropriate parking provisions (i.e. not over-supplied) for the proposed use will promote the use of alternative modes.
- Connections to the public sidewalk network encouraging active transportation and direct transit access.
- Improved pedestrian access to the existing commercial buildings on the site.
- The overall mixed-use nature of the site (i.e. existing commercial with newly added residential) will allow for direct access to various retail, restaurants, and services (i.e. internal trips), which may reduce the volume of external trips generated by the development.

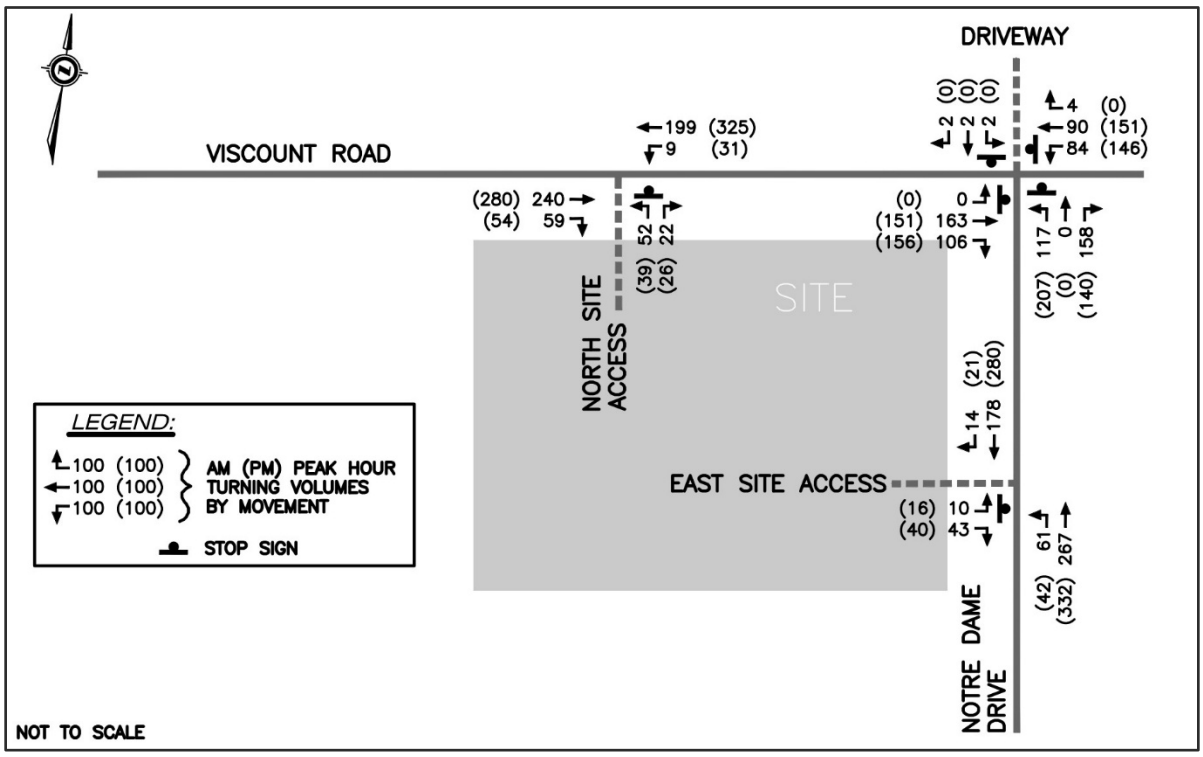
In addition, consideration should be given to unbundling parking (i.e., selling or renting parking spaces separately from apartment units) to further encourage residents to adopt alternative travel modes and reduce automobile dependency.

5 FUTURE TOTAL TRAFFIC

The future total traffic is determined by combining the development traffic (site traffic) from Section 4.2 with the future background traffic from Section 3.4. The resulting 2033 total traffic volumes for the weekday AM and PM peak hours are shown in Figure 9.

It is noted that with the implementation of the proposed development in the northeast corner of the site, the school-drop-off and pick-up trips that currently park in that area would be displaced/reduced, however, since the existing volume of these school-related trips is unknown, we have not applied any reduction to the future AM peak hour site access traffic to account for this. As such the AM peak hour site access volumes are considered fairly conservative.

Figure 9: 2033 Total Traffic Volumes



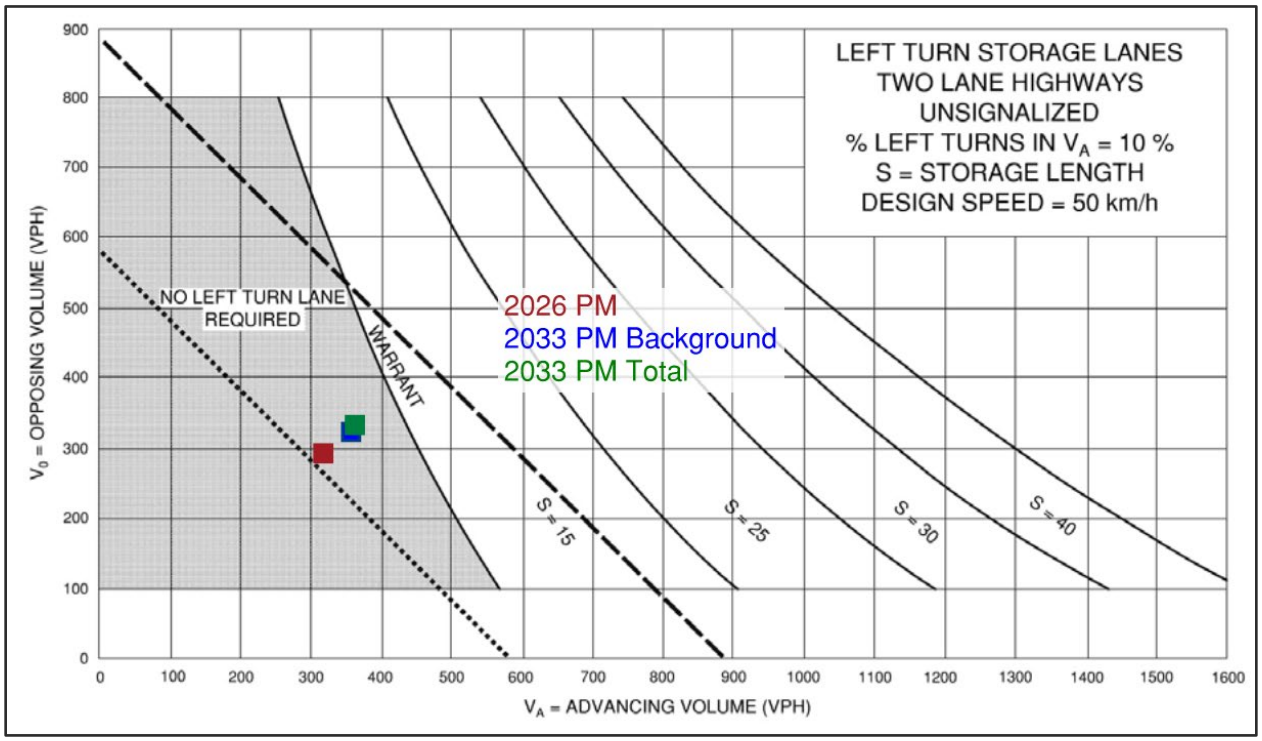
5.1 LEFT TURN LANE WARRANT ANALYSIS

Left turn lane warrants were reviewed for the site access intersections based on the left turn lane warrant graphs from the 2023 *Ministry of Transportation Design Supplement for the TAC Geometric Design Guide for Canadian Roads 2017* (MTO Design Supplement). Left turn lane warrant graphs for a two-lane road were reviewed, which are based on the design speed, hourly percentage of left turning vehicles, the advancing traffic volume and the volume of opposing traffic

The existing, 2033 background, and 2033 total traffic conditions have been considered, with the PM peak hour being used in all cases because the PM volumes are higher than the AM peak hour.

For the North Site Access and Viscount Road intersection, the warrant graph is shown in Figure 10, which considers the potential need for a westbound left turn lane on Viscount Road.

Figure 10: Left Turn Lane Warrant Graph for Viscount Road and North Site Access

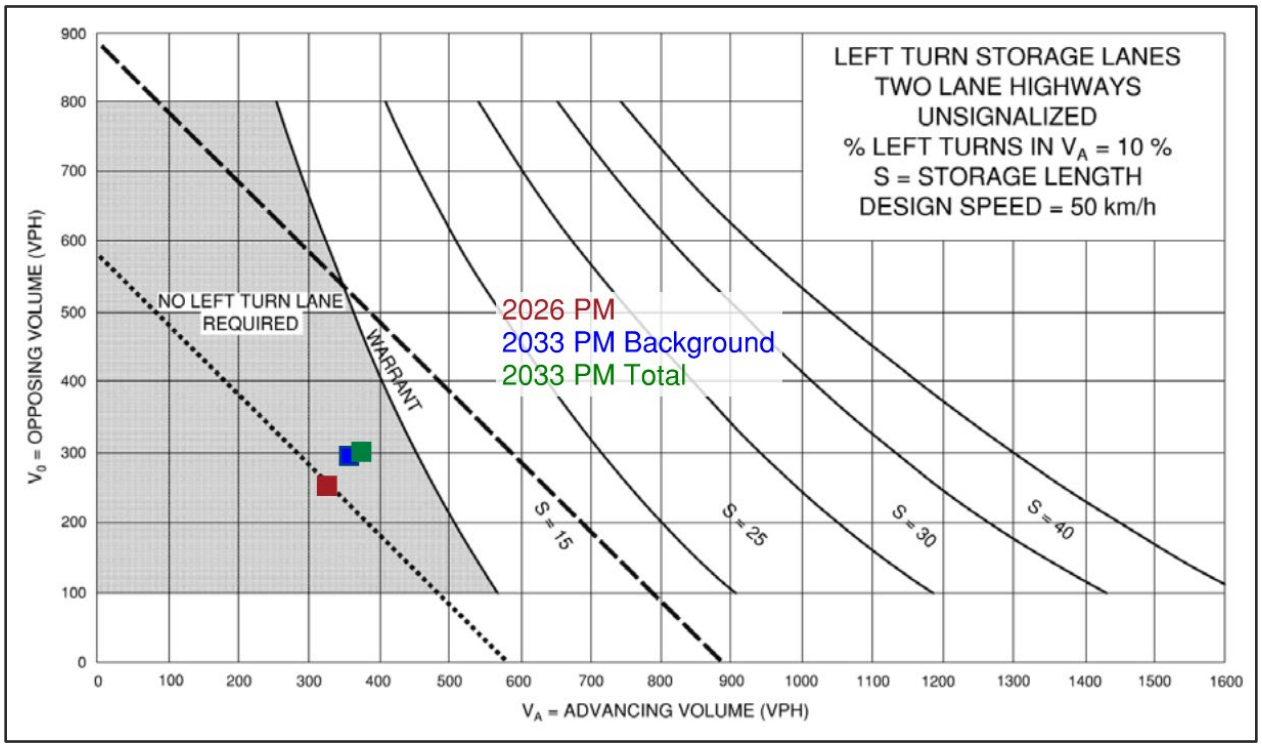


Source: MTO Design Supplement

The warrant graph in Figure 10 indicates that a westbound left turn lane is not warranted at the North Site Access under existing or future traffic conditions.

For the East Site Access and Notre Dame Drive intersection, the warrant graph is shown in Figure 11, which considers the potential need for a northbound left turn lane on Notre Dame Drive.

Figure 11: Left Turn Lane Warrant Graph for Notre Dame Drive and East Site Access



Source: MTO Design Supplement

Based on the warrant graph, a left turn lane is not warranted on Notre Dame Drive at the East Site Access under existing or future traffic conditions.

5.2 FUTURE TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic signal warrant analysis was undertaken for the Viscount Road and Notre Dame Drive intersection to determine if traffic signals may be warranted under future traffic conditions at this location. The analysis was based on the Ontario Traffic Manual Book 12 Justification 7 for Projected Volumes. Justification 7 uses the projected peak hour traffic volumes and accounts for potential forecasting error by considering how the results fall into three possible cases:

- Case 1: Where the warrant is met by 200% or more, the traffic signal is certainly warranted and can be installed at the time of development.
- Case 2: Where the warrant is between 100% and 199% met, the traffic signal might be warranted but the need cannot be known for certain.
- Case 3: Where the warrant is less than 100% met, the traffic signal is unlikely to be warranted and the intersection should continue to operate under stop control and possibly be monitored for meeting warrants in the future.

It was concluded that traffic signals are not warranted (i.e. Case 3 above) under 2033 total traffic conditions, with the projected volumes only meeting 58% of the warrant. The signal warrant analysis sheets are contained in Appendix D.

6 FUTURE TRAFFIC OPERATIONAL ANALYSIS

Intersection operations were re-assessed for future background and total traffic conditions. The results of the future conditions analysis are summarized in Table 7. Detailed Synchro reports for the future background traffic and future total traffic are available in Appendix E and Appendix F, respectively.

Table 7: 2033 Intersection Operations Summary

INTERSECTIONS / MOVEMENTS		2033 BACKGROUND				2033 TOTAL			
		AM PEAK HOUR		PM PEAK HOUR		AM PEAK HOUR		PM PEAK HOUR	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Viscount Road and North Site Access	EB TR	0.20	A	0.22	A	0.20	A	0.22	A
	WB LT	0.01	A	0.03	A	0.01	A	0.03	A
	NB LR	0.15	B	0.16	B	0.17	B	0.17	C
Notre Dame Drive and East Site Access	EB LR	0.05	A	0.09	B	0.08	B	0.11	B
	NB LT	0.04	A	0.03	A	0.05	A	0.04	A
	SB TR	0.12	A	0.19	A	0.12	A	0.19	A
Viscount Road and Notre Dame Drive	EB LTR	0.38	B	0.48	B	0.29	B	0.49	B
	WB LTR	0.28	B	0.50	B	0.28	B	0.51	B
	NB LTR	0.39	B	0.57	C	0.40	B	0.58	C
	SB LTR	0.01	A	0	A	0.01	A	0	A

Notes: V/C - Volume to Capacity Ratio, LOS – Level of Service
EB – Eastbound, WB – Westbound, NB – Northbound, SB - Southbound
L – Left, T – Through, R – Right

As shown in the results above, the study area intersections will continue to operate acceptably under future background and total traffic conditions.

At the site access intersections, all movements will operate at LOS C or better and have v/c ratios below 0.23.

The Viscount Road and Notre Dame Drive intersection will operate with all movements at LOS C or better and v/c ratios below 0.59.

Queuing results for the 2033 background and total traffic conditions were also reviewed from the Synchro analysis and the results are presented in Table 8.

Table 8: 2033 Intersection Queuing Summary

INTERSECTIONS / MOVEMENTS		AVAILABLE STORAGE (m)	95th PERCENTILE QUEUE (m)			
			2033 BACKGROUND		2033 TOTAL	
			AM	PM	AM	PM
Viscount Road and North Site Access	WB LT	-	5	5	5	5
	NB LR	-	5	5	5	5
Notre Dame Drive and East Site Access	EB LR	-	5	5	5	5
	NB LT	-	5	5	5	5
Viscount Road and Notre Dame Drive	EB LTR	-	14	21	14	21
	WB LTR	-	7	21	7	21
	NB LTR	-	14	28	14	28
	SB LTR	-	5	5	5	5

Notes: EB – Eastbound, WB – Westbound, NB – Northbound, SB - Southbound
L – Left, T – Through, R – Right
Queue lengths that were less than 5 m have been rounded up to 5 m to represent a minimum of one car length.

From the results in Table 8, there are no future queuing concerns at the study area intersections.

7 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis completed, the following key conclusions and recommendations are made in this TIA:

- It is forecast that the proposed development will generate 32 new trips in the AM peak hour (8 in and 24 out) and 33 trips during the PM peak hour (21 in and 12 out).
- Under existing conditions, the study area intersections are operating acceptably. The North and East Site Access intersections operate with all movements at LOS B or better, and v/c ratios below 0.21. The Viscount Road and Notre Dame Drive intersection has all movements operating at LOS B or better, with v/c ratios below 0.5.
- Under 2033 background and total traffic conditions, the study area intersections will continue to operate acceptably. The North and East Site Access intersections will operate with all movements at LOS C or better, and v/c ratios below 0.23. The Viscount Road and Notre Dame Drive intersections will have all movements operating at LOS C or better, and v/c ratios below 0.59.
- The site access locations will remain effectively unchanged from existing, provide good sightlines along Viscount Road and Notre Dame Drive, and do not conflict with other driveways or intersections.
- The proposed site plan provides good internal and external pedestrian connections, and direct access to transit service is available on Notre Dame Drive in front of the site.
- MTO left turn lane warrants were reviewed for the existing/proposed site accesses intersections. A left turn lane is not warranted under existing or future traffic conditions at the North Site Access or the East Site Access.

- Traffic signal warrant analysis was performed for the Viscount Road and Notre Dame Drive intersection under both 2033 background and total traffic conditions, and it was concluded that traffic signals will not be warranted.
- Overall, the forecasted site traffic does not introduce any significant operational problems on the surrounding road network, and no road improvements are required to accommodate the proposed development.

8 LIMITATIONS

This Report was prepared by Strik, Baldinelli, Moniz Ltd. (the Consultant) for Wastell Homes and the City of London. Use of this Report by any third party, or any reliance upon its findings, is solely the responsibility of that party. Strik, Baldinelli, Moniz Ltd. accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions undertaken as a result of this Report. Third party use of this Report, without the express written consent of the Consultant, denies any claims, whether in contract, tort, and/or any other cause of action in law, against the Consultant.

All findings and conclusions presented in this Report are based on information as it appeared during the period of the investigation. This Report is not intended to be exhaustive in scope, or to imply a risk-free development. It should be recognized that the passage of time may alter the opinions, conclusions, and/or recommendations provided herein.

The analysis was limited to the documents referenced herein. Strik, Baldinelli, Moniz Ltd. accepts no responsibility for the accuracy of the information provided by others. All opinions, conclusions, and/or recommendations presented in this Report are based on the information available at the time of the review.

Appendix A – Traffic Data

MORNING PEAK DIAGRAM

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Municipality: London
Site #: 2604800001
Intersection: Viscount Rd & Notre Dame Dr
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

North Leg Total: 6
North Entering: 3
North Peds: 16
Peds Cross: ▶◀

West Exiting: 186

Heavys	Trucks	Cars	Totals
2	4	180	186

	Right	Thru	Left	U-Turn	Total
Heavys	0	0	0	0	0
Trucks	1	0	0	0	1
Cars	0	1	1	0	2
Totals	**1**	**1**	**1**	**0**	**3**

NORTH
driveway

East Leg Total: 438
East Entering: 157
East Peds: 28
Peds Cross: ▲▼

North Exiting: 3

Heavys	Trucks	Cars	Totals
0	1	2	3

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	0	**0**
Thru	3	1	140	**144**
Right	0	0	95	**95**
	3	**1**	**235**	**239**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	3	2	1	0	Right
	80	77	2	1	Thru
	74	70	1	3	Left
	0	0	0	0	U-Turn
	157	**149**	**4**	**4**	

EAST
Viscount Rd

South Exiting: 170

Heavys	Trucks	Cars	Totals
3	1	166	170

West Leg Total: 425
West Entering: 239
West Peds: 3
Peds Cross: ▲▼

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**105**	**0**	**136**	**241**
Cars	0	103	0	129	232
Trucks	0	1	0	0	1
Heavys	0	1	0	7	8

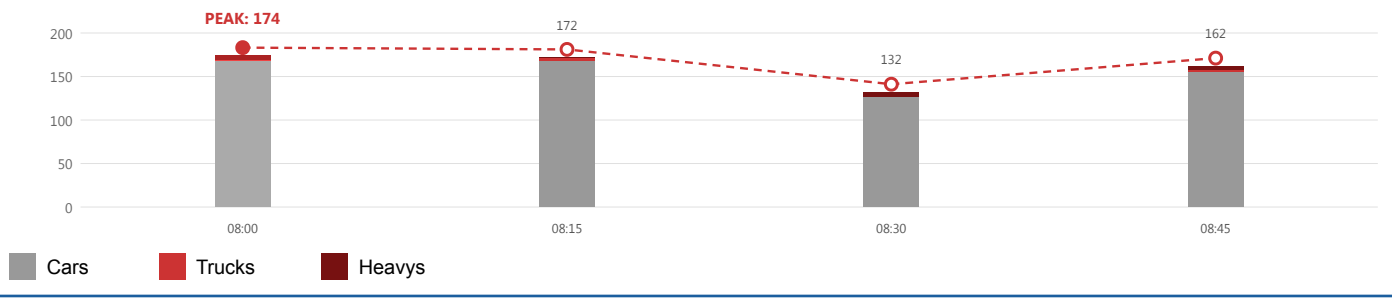
East Exiting: 281

Heavys	Trucks	Cars	Totals
10	1	270	281

South Leg Total: 411
South Entering: 241
South Peds: 260
Peds Cross: ▶◀

Pedestrian Summary (AM Peak): N Peds: 16 | E Peds: 28 | S Peds: 260 | W Peds: 3 | **Total Peds: 307**

Peak-Hour Class Distribution (All Approaches)



MORNING PEAK DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Municipality: London
Site #: 2604800001
Intersection: Viscount Rd & Notre Dame Dr
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

North Leg Total: 6
North Entering: 3
North Peds: 16
Peds Cross: ▶◀

West Exiting: 186

Heavys	Trucks	Cars	Totals
1.1%	2.2%	96.8%	100%

	Right	Thru	Left	U-Turn	Total
Heavys	0%	0%	0%	0%	0%
Trucks	33.3%	0%	0%	0%	33.3%
Cars	0%	33.3%	33.3%	0%	66.7%
Totals	**33.3%**	**33.3%**	**33.3%**	**0%**	**100%**

NORTH
driveway

East Leg Total: 438
East Entering: 157
East Peds: 28
Peds Cross: ▲▼

North Exiting: 3

Heavys	Trucks	Cars	Totals
0%	33.3%	66.7%	100%

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	0%
Left	0%	0%	0%	0%
Thru	1.3%	0.4%	58.6%	60.3%
Right	0%	0%	39.7%	39.7%
	1.3%	0.4%	98.3%	100%

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	1.9%	1.3%	0.6%	0%	Right
	51.0%	49.0%	1.3%	0.6%	Thru
	47.1%	44.6%	0.6%	1.9%	Left
	0%	0%	0%	0%	U-Turn
	100%	94.9%	2.5%	2.5%	

EAST
Viscount Rd

South Exiting: 170

Heavys	Trucks	Cars	Totals
1.8%	0.6%	97.6%	100%

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0%**	**43.6%**	**0%**	**56.4%**	**100%**
Cars	0%	42.7%	0%	53.5%	96.3%
Trucks	0%	0.4%	0%	0%	0.4%
Heavys	0%	0.4%	0%	2.9%	3.3%

East Exiting: 281

Heavys	Trucks	Cars	Totals
3.6%	0.4%	96.1%	100%

West Leg Total: 425
West Entering: 239
West Peds: 3
Peds Cross: ▲▼

South Leg Total: 411
South Entering: 241
South Peds: 260
Peds Cross: ▶◀

Pedestrian Summary (AM Peak): N Peds: 5.2% E Peds: 9.1% S Peds: 84.7% W Peds: 1.0% **Total Peds: 100%**

AM PEAK SUMMARY

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: Viscount Rd & Notre Dame Dr **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (AM Peak)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
08:15	1	0	1	0	2	4
08:30	0	0	0	0	0	5
08:45	0	1	0	0	1	7
N Total	**1**	**1**	**1**	**0**	**3**	**16**
PHF	0.25	0.25	0.25	--	0.38	
Individual Movement (%)						
Total	100%	100%	100%	--	100%	
Cars	0%	100%	100%	--	66.7%	
Trucks	100%	0%	0%	--	33.3%	
Heavys	0%	0%	0%	--	0%	

South Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	35	0	43	78	6
08:15	0	34	0	34	68	5
08:30	0	16	0	37	53	122
08:45	0	20	0	22	42	127
S Total	**0**	**105**	**0**	**136**	**241**	**260**
PHF	--	0.75	--	0.79	0.77	
Individual Movement (%)						
Total	--	100%	--	100%	100%	
Cars	--	98.1%	--	94.9%	96.3%	
Trucks	--	1.0%	--	0%	0.4%	
Heavys	--	1.0%	--	5.1%	3.3%	

West Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	0	39	31	70	0
08:15	0	0	37	29	66	1
08:30	0	0	22	18	40	0
08:45	0	0	46	17	63	2
W Total	**0**	**0**	**144**	**95**	**239**	**3**
PHF	--	--	0.78	0.77	0.85	
Individual Movement (%)						
Total	--	--	100%	100%	100%	
Cars	--	--	97.2%	100%	98.3%	
Trucks	--	--	0.7%	0%	0.4%	
Heavys	--	--	2.1%	0%	1.3%	

East Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	16	10	0	26	3
08:15	0	16	18	2	36	7
08:30	0	19	19	1	39	6
08:45	0	23	33	0	56	12
E Total	**0**	**74**	**80**	**3**	**157**	**28**
PHF	--	0.80	0.61	0.38	0.70	
Individual Movement (%)						
Total	--	100%	100%	100%	100%	
Cars	--	94.6%	96.2%	66.7%	94.9%	
Trucks	--	1.4%	2.5%	33.3%	2.5%	
Heavys	--	4.1%	1.2%	0%	2.5%	

North/South Combined Approach Volume:**244**

East/West Combined Approach Volume:**396**

Calculated Values for Traffic Crossing Major Street

15-Min Start	08:00	08:15	08:30	08:45
Crossing Values	174	172	132	162

Intersection Totals (All Approaches) PHF: 0.92

	08:00	08:15	08:30	08:45	Total
Total	174	172	132	162	**640**
Cars	168 (96.6%)	168 (97.7%)	127 (96.2%)	155 (95.7%)	**618 (96.6%)**
Trucks	1 (0.6%)	3 (1.7%)	0 (0.0%)	3 (1.9%)	**7 (1.1%)**
Heavys	5 (2.9%)	1 (0.6%)	5 (3.8%)	4 (2.5%)	**15 (2.3%)**

AFTERNOON PEAK DIAGRAM

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: London
Site #: 2604800001
Intersection: Viscount Rd & Notre Dame Dr
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

North Leg Total: 0
North Entering: 0
North Peds: 11
Peds Cross: ▶◀

West Exiting: 319

Heavys	Trucks	Cars	Totals
2	1	316	319

	Right	Thru	Left	U-Turn	Total
Heavys	0	0	0	0	0
Trucks	0	0	0	0	0
Cars	0	0	0	0	0
Totals	**0**	**0**	**0**	**0**	**0**

NORTH
driveway

East Leg Total: 519
East Entering: 261
East Peds: 3
Peds Cross: ▶◀

North Exiting: 0

Heavys	Trucks	Cars	Totals
0	0	0	0

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	0	**0**
Thru	1	0	134	**135**
Right	0	0	140	**140**
	1	**0**	**274**	**275**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	0	0	0	0	Right
	133	131	1	1	Thru
	128	125	0	3	Left
	0	0	0	0	U-Turn
	261	**256**	**1**	**4**	

EAST
Viscount Rd

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**186**	**0**	**123**	**309**
Cars	0	185	0	118	303
Trucks	0	0	0	1	1
Heavys	0	1	0	4	5

South Exiting: 268

Heavys	Trucks	Cars	Totals
3	0	265	268

West Leg Total: 594
West Entering: 275
West Peds: 5
Peds Cross: ▶◀

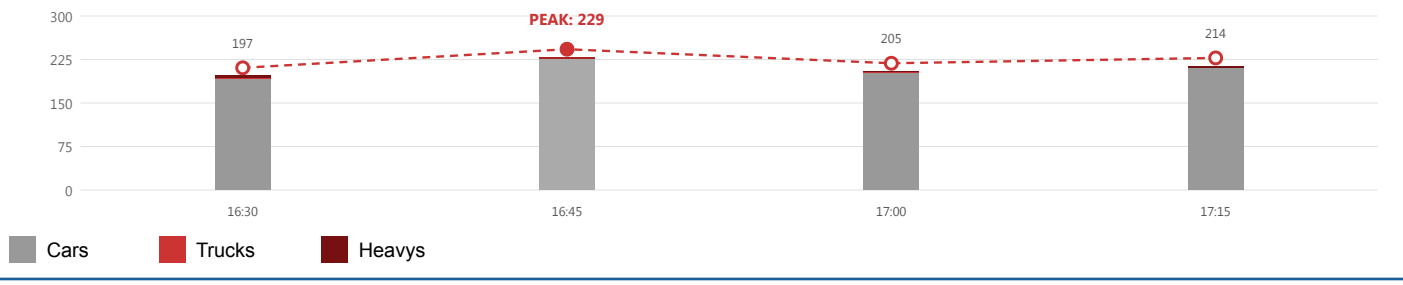
East Exiting: 258

Heavys	Trucks	Cars	Totals
5	1	252	258

South Leg Total: 577
South Entering: 309
South Peds: 9
Peds Cross: ▶◀

Pedestrian Summary (PM Peak): N Peds: 11 | E Peds: 3 | S Peds: 9 | W Peds: 5 | **Total Peds: 28**

Peak-Hour Class Distribution (All Approaches)



AFTERNOON PEAK DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: London
Site #: 2604800001
Intersection: Viscount Rd & Notre Dame Dr
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

North Leg Total: 0
North Entering: 0
North Peds: 11
Peds Cross: ▶◀

West Exiting: 319

Heavys	Trucks	Cars	Totals
0.6%	**0.3%**	**99.1%**	**100%**

	Right	Thru	Left	U-Turn	Total
Heavys	0	0	0	0	0
Trucks	0	0	0	0	0
Cars	0	0	0	0	0
Totals	**0%**	**0%**	**0%**	**0%**	**0%**

NORTH
driveway

East Leg Total: 519
East Entering: 261
East Peds: 3
Peds Cross: ▼

North Exiting: 0

Heavys	Trucks	Cars	Totals
0%	**0%**	**0%**	**0%**

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0%	0%	**0%**
Thru	0.4%	0%	48.7%	**49.1%**
Right	0%	0%	50.9%	**50.9%**
	0.4%	**0%**	**99.6%**	**100%**

WEST
Viscount Rd

Totals	Cars	Trucks	Heavys	
0%	0%	0%	0%	Right
51.0%	50.2%	0.4%	0.4%	Thru
49.0%	47.9%	0%	1.1%	Left
0%	0%	0%	0%	U-Turn
100%	**98.1%**	**0.4%**	**1.5%**	

EAST
Viscount Rd

South Exiting: 268

Heavys	Trucks	Cars	Totals
1.1%	**0%**	**98.9%**	**100%**

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0%**	**60.2%**	**0%**	**39.8%**	**100%**
Cars	0%	59.9%	0%	38.2%	98.1%
Trucks	0%	0%	0%	0.3%	0.3%
Heavys	0%	0.3%	0%	1.3%	1.6%

East Exiting: 258

Heavys	Trucks	Cars	Totals
1.9%	**0.4%**	**97.7%**	**100%**

West Leg Total: 594
West Entering: 275
West Peds: 5
Peds Cross: ▼

South Leg Total: 577
South Entering: 309
South Peds: 9
Peds Cross: ▶◀

Pedestrian Summary (PM Peak): N Peds: 39.3% E Peds: 10.7% S Peds: 32.1% W Peds: 17.9% **Total Peds: 100%**

PM PEAK SUMMARY

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Intersection: Viscount Rd & Notre Dame Dr **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (PM Peak)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
16:30	0	0	0	0	0	2
16:45	0	0	0	0	0	2
17:00	0	0	0	0	0	3
17:15	0	0	0	0	0	4
N Total	**0**	**0**	**0**	**0**	**0**	**11**
PHF	--	--	--	--	--	

South Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	43	0	36	79	2
16:45	0	47	0	31	78	1
17:00	0	52	0	23	75	6
17:15	0	44	0	33	77	0
S Total	**0**	**186**	**0**	**123**	**309**	**9**
PHF	--	0.89	--	0.85	0.98	
Individual Movement (%)						
Total	--	**100%**	--	**100%**	**100%**	
Cars	--	99.5%	--	95.9%	98.1%	
Trucks	--	0%	--	0.8%	0.3%	
Heavys	--	0.5%	--	3.3%	1.6%	

West Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	0	24	33	57	1
16:45	0	0	43	35	78	2
17:00	0	0	38	35	73	1
17:15	0	0	30	37	67	1
W Total	**0**	**0**	**135**	**140**	**275**	**5**
PHF	--	--	0.78	0.95	0.88	
Individual Movement (%)						
Total	--	--	**100%**	**100%**	**100%**	
Cars	--	--	99.3%	100%	99.6%	
Trucks	--	--	0%	0%	0%	
Heavys	--	--	0.7%	0%	0.4%	

East Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	30	31	0	61	2
16:45	0	38	35	0	73	0
17:00	0	28	29	0	57	0
17:15	0	32	38	0	70	1
E Total	**0**	**128**	**133**	**0**	**261**	**3**
PHF	--	0.84	0.88	--	0.89	
Individual Movement (%)						
Total	--	**100%**	**100%**	--	**100%**	
Cars	--	97.7%	98.5%	--	98.1%	
Trucks	--	0%	0.8%	--	0.4%	
Heavys	--	2.3%	0.8%	--	1.5%	

North/South Combined Approach Volume:**309**

East/West Combined Approach Volume:**536**

Calculated Values for Traffic Crossing Major Street

15-Min Start	16:30	16:45	17:00	17:15
Crossing Values	197	229	205	214

Intersection Totals (All Approaches) PHF: 0.92

	16:30	16:45	17:00	17:15	Total
Total	197	229	205	214	**845**
Cars	192 (97.5%)	227 (99.1%)	203 (99.0%)	211 (98.6%)	**833 (98.6%)**
Trucks	1 (0.5%)	0 (0.0%)	1 (0.5%)	0 (0.0%)	**2 (0.2%)**
Heavys	4 (2.0%)	2 (0.9%)	1 (0.5%)	3 (1.4%)	**10 (1.2%)**

TOTAL COUNT DIAGRAM

Specified Period
From: 07:00:00
To: 18:15:00

Municipality: London
Site #: 2604800001
Intersection: Viscount Rd & Notre Dame Dr
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

North Leg Total: 10
North Entering: 5
North Peds: 42
Peds Cross: ▶◀

West Exiting: 905

Heavys	Trucks	Cars	Totals
13	5	887	905

	Right	Thru	Left	U-Turn	Total
Heavys	0	0	0	0	0
Trucks	1	0	0	0	1
Cars	1	1	2	0	4
Totals	**2**	**1**	**2**	**0**	**5**

NORTH
driveway

East Leg Total: 1663
East Entering: 771
East Peds: 39
Peds Cross: ▼

North Exiting: 5

Heavys	Trucks	Cars	Totals
0	1	4	5

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	0	**0**
Thru	10	2	438	**450**
Right	4	0	414	**418**
	14	**2**	**852**	**868**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	5	4	1	0	Right
	399	391	3	5	Thru
	367	355	3	9	Left
	0	0	0	0	U-Turn
	771	**750**	**7**	**14**	

EAST
Viscount Rd

South Exiting: 786

Heavys	Trucks	Cars	Totals
13	3	770	786

West Leg Total: 1773
West Entering: 868
West Peds: 15
Peds Cross: ▼

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**504**	**0**	**440**	**944**
Cars	0	495	0	417	912
Trucks	0	1	0	4	5
Heavys	0	8	0	19	27

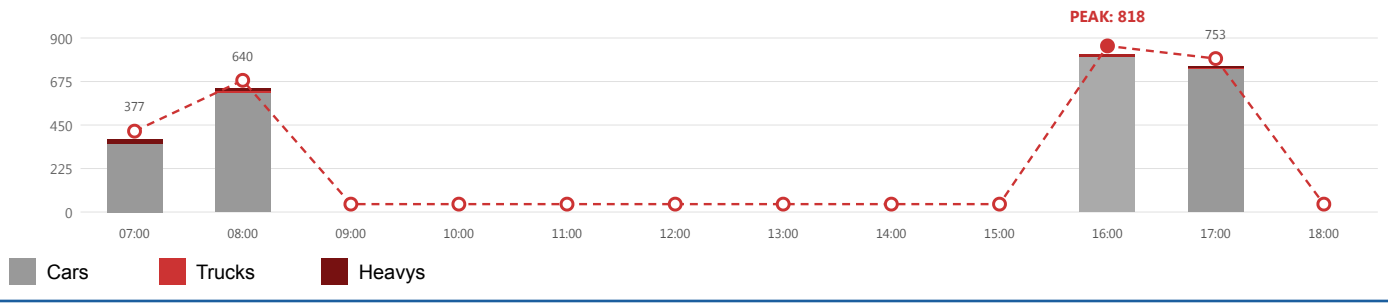
East Exiting: 892

Heavys	Trucks	Cars	Totals
29	6	857	892

South Leg Total: 1730
South Entering: 944
South Peds: 291
Peds Cross: ▶◀

Pedestrian Summary (Total Count): N Peds: 42 E Peds: 39 S Peds: 291 W Peds: 15 **Total Peds: 387**

Total Count Class Distribution (All Approaches)



TOTAL COUNT DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 07:00:00
To: 18:15:00

Municipality: London
Site #: 2604800001
Intersection: Viscount Rd & Notre Dame Dr
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

NORTH driveway

North Leg Total: 10
North Entering: 5
North Peds: 42
Peds Cross: ▶◀

West Exiting: 905

Heavys	Trucks	Cars	Totals
1.4%	**0.6%**	**98.0%**	**100%**

	Right	Thru	Left	U-Turn	Total
Heavys	0%	0%	0%	0%	0%
Trucks	20.0%	0%	0%	0%	20.0%
Cars	20.0%	20.0%	40.0%	0%	80.0%
Totals	**40.0%**	**20.0%**	**40.0%**	**0%**	**100%**

East Leg Total: 1663
East Entering: 771
East Peds: 39
Peds Cross: ▼▲

North Exiting: 5

Heavys	Trucks	Cars	Totals
0%	**20.0%**	**80.0%**	**100%**

WEST Viscount Rd

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0%	0%	**0%**
Thru	1.2%	0.2%	50.5%	**51.8%**
Right	0.5%	0%	47.7%	**48.2%**
	1.6%	**0.2%**	**98.2%**	**100%**

EAST Viscount Rd

	Totals	Cars	Trucks	Heavys	
	0.6%	0.5%	0.1%	0%	Right
	51.8%	50.7%	0.4%	0.6%	Thru
	47.6%	46.0%	0.4%	1.2%	Left
	0%	0%	0%	0%	U-Turn
	100%	**97.3%**	**0.9%**	**1.8%**	

SOUTH Notre Dame Dr

South Exiting: 786

Heavys	Trucks	Cars	Totals
1.7%	**0.4%**	**98.0%**	**100%**

	U-Turn	Left	Thru	Right	Total
Totals	**0%**	**53.4%**	**0%**	**46.6%**	**100%**
Cars	0%	52.4%	0%	44.2%	96.6%
Trucks	0%	0.1%	0%	0.4%	0.5%
Heavys	0%	0.8%	0%	2.0%	2.9%

East Exiting: 892

Heavys	Trucks	Cars	Totals
3.3%	**0.7%**	**96.1%**	**100%**

West Leg Total: 1773
West Entering: 868
West Peds: 15
Peds Cross: ▼▲

South Leg Total: 1730
South Entering: 944
South Peds: 291
Peds Cross: ▶◀

Pedestrian Summary (Total Count): N Peds: 10.9% E Peds: 10.1% S Peds: 75.2% W Peds: 3.9% **Total Peds: 100%**

TOTAL COUNT SUMMARY

Specified Period
From: 07:00:00
To: 18:15:00

Total Count

Intersection: Viscount Rd & Notre Dame Dr **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (Total Count)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
07:00	0	0	1	0	1	11
08:00	1	1	1	0	3	16
16:00	1	0	0	0	1	6
17:00	0	0	0	0	0	9
N Total	**2**	**1**	**2**	**0**	**5**	**42**
Individual Movement (%)						
Total	**100%**	**100%**	**100%**	--	**100%**	
Cars	50.0%	100%	100%	--	80.0%	
Trucks	50.0%	0%	0%	--	20.0%	
Heavys	0%	0%	0%	--	0%	

South Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	59	0	73	132	10
08:00	0	105	0	136	241	260
16:00	0	179	0	129	308	10
17:00	0	161	0	102	263	11
S Total	**0**	**504**	**0**	**440**	**944**	**291**
Individual Movement (%)						
Total	--	**100%**	--	**100%**	**100%**	
Cars	--	98.2%	--	94.8%	96.6%	
Trucks	--	0.2%	--	0.9%	0.5%	
Heavys	--	1.6%	--	4.3%	2.9%	

West Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	0	82	61	143	7
08:00	0	0	144	95	239	3
16:00	0	0	109	134	243	3
17:00	0	0	115	128	243	2
W Total	**0**	**0**	**450**	**418**	**868**	**15**
Individual Movement (%)						
Total	--	--	**100%**	**100%**	**100%**	
Cars	--	--	97.3%	99.0%	98.2%	
Trucks	--	--	0.4%	0%	0.2%	
Heavys	--	--	2.2%	1.0%	1.6%	

East Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	55	45	1	101	5
08:00	0	74	80	3	157	28
16:00	0	132	134	0	266	4
17:00	0	106	140	1	247	2
E Total	**0**	**367**	**399**	**5**	**771**	**39**
Individual Movement (%)						
Total	--	**100%**	**100%**	**100%**	**100%**	
Cars	--	96.7%	98.0%	80.0%	97.3%	
Trucks	--	0.8%	0.8%	20.0%	0.9%	
Heavys	--	2.5%	1.3%	0%	1.8%	

North/South Combined Approach Volume:**949**

East/West Combined Approach Volume:**1639**

Calculated Values for Traffic Crossing Major Street

15-Min Start	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Crossing Values	377	640	0	0	0	0	0	0	0	818	753	0

Intersection Totals (All Approaches)

Time	Total	Cars	Trucks	Heavys
Total	**2588**	**2518 (97.3%)**	**15 (0.6%)**	**55 (2.1%)**

MORNING PEAK DIAGRAM

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Municipality: London
Site #: 2604800002
Intersection: Viscount Rd & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

West Exiting: 219

Heavys	Trucks	Cars	Totals
3	3	213	219

East Leg Total: 419
East Entering: 186
East Peds: 0
Peds Cross:

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	0	**0**
Thru	3	1	212	**216**
Right	0	0	50	**50**
	3	**1**	**262**	**266**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	0	0	0	0	Right
	179	173	3	3	Thru
	7	6	1	0	Left
	0	0	0	0	U-Turn
	186	**179**	**4**	**3**	

EAST
Viscount Rd

SOUTH
Commercial Plaza Driveway

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**40**	**0**	**17**	**57**
Cars	0	40	0	17	57
Trucks	0	0	0	0	0
Heavys	0	0	0	0	0

South Exiting: 57

Heavys	Trucks	Cars	Totals
0	1	56	57

West Leg Total: 485
West Entering: 266
West Peds: 0
Peds Cross:

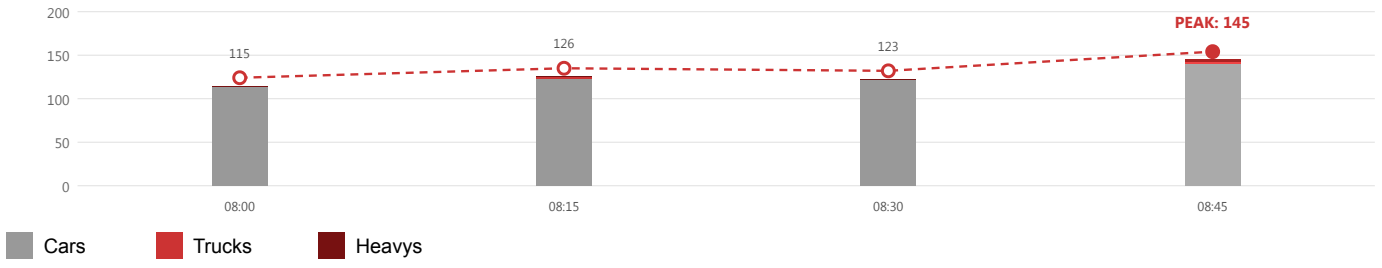
East Exiting: 233

Heavys	Trucks	Cars	Totals
3	1	229	233

South Leg Total: 114
South Entering: 57
South Peds: 52
Peds Cross:

Pedestrian Summary (AM Peak): N Peds: — E Peds: 0 S Peds: 52 W Peds: 0 **Total Peds: 52**

Peak-Hour Class Distribution (All Approaches)



MORNING PEAK DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Municipality: London
Site #: 2604800002
Intersection: Viscount Rd & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

West Exiting: 219

Heavys	Trucks	Cars	Totals
1.4%	**1.4%**	**97.3%**	**100%**

East Leg Total: 419
East Entering: 186
East Peds: 0
Peds Cross:

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0%	0%	**0%**
Thru	1.1%	0.4%	79.7%	**81.2%**
Right	0%	0%	18.8%	**18.8%**
	1.1%	**0.4%**	**98.5%**	**100%**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	0%	0%	0%	0%	Right
	96.2%	93.0%	1.6%	1.6%	Thru
	3.8%	3.2%	0.5%	0%	Left
	0%	0%	0%	0%	U-Turn
	100%	**96.2%**	**2.2%**	**1.6%**	

EAST
Viscount Rd

South Exiting: 57

Heavys	Trucks	Cars	Totals
0%	**1.8%**	**98.2%**	**100%**

West Leg Total: 485
West Entering: 266
West Peds: 0
Peds Cross:

SOUTH
Commercial Plaza Driveway

Totals	**0%**	**70.2%**	**0%**	**29.8%**	**100%**
Cars	0%	70.2%	0%	29.8%	100%
Trucks	0%	0%	0%	0%	0%
Heavys	0%	0%	0%	0%	0%
	U-Turn	Left	Thru	Right	**Total**

East Exiting: 233

Heavys	Trucks	Cars	Totals
1.3%	**0.4%**	**98.3%**	**100%**

South Leg Total: 114
South Entering: 57
South Peds: 52
Peds Cross:

Pedestrian Summary (AM Peak): N Peds: — E Peds: 0% S Peds: 100% W Peds: 0% **Total Peds: 100%**

AM PEAK SUMMARY

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: Viscount Rd & Commercial Plaza Driveway **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (No Approach)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
N/A	No approach					

South Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	1	0	3	4	1
08:15	0	1	0	2	3	4
08:30	0	21	0	5	26	19
08:45	0	17	0	7	24	28
S Total	**0**	**40**	**0**	**17**	**57**	**52**
PHF	--	0.48	--	0.61	0.55	
Individual Movement (%)						
Total	--	**100%**	--	**100%**	**100%**	
Cars	--	100%	--	100%	100%	
Trucks	--	0%	--	0%	0%	
Heavys	--	0%	--	0%	0%	

West Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	0	64	1	65	0
08:15	0	0	64	5	69	0
08:30	0	0	38	27	65	0
08:45	0	0	50	17	67	0
W Total	**0**	**0**	**216**	**50**	**266**	**0**
PHF	--	--	0.84	0.46	0.96	
Individual Movement (%)						
Total	--	--	**100%**	**100%**	**100%**	
Cars	--	--	98.1%	100%	98.5%	
Trucks	--	--	0.5%	0%	0.4%	
Heavys	--	--	1.4%	0%	1.1%	

East Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	0	46	0	46	0
08:15	0	2	52	0	54	0
08:30	0	5	27	0	32	0
08:45	0	0	54	0	54	0
E Total	**0**	**7**	**179**	**0**	**186**	**0**
PHF	--	0.35	0.83	--	0.86	
Individual Movement (%)						
Total	--	**100%**	**100%**	--	**100%**	
Cars	--	85.7%	96.6%	--	96.2%	
Trucks	--	14.3%	1.7%	--	2.2%	
Heavys	--	0%	1.7%	--	1.6%	

North/South Combined Approach Volume:**57**

East/West Combined Approach Volume:**452**

Calculated Values for Traffic Crossing Major Street

15-Min Start	08:00	08:15	08:30	08:45
Crossing Values	115	126	123	145

Intersection Totals (All Approaches) PHF: 0.88

	08:00	08:15	08:30	08:45	Total
Total	115	126	123	145	**509**
Cars	113 (98.3%)	123 (97.6%)	122 (99.2%)	140 (96.6%)	**498 (97.8%)**
Trucks	1 (0.9%)	2 (1.6%)	0 (0.0%)	2 (1.4%)	**5 (1.0%)**
Heavys	1 (0.9%)	1 (0.8%)	1 (0.8%)	3 (2.1%)	**6 (1.2%)**

AFTERNOON PEAK DIAGRAM

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: London
Site #: 2604800002
Intersection: Viscount Rd & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

West Exiting: 323

Heavys	Trucks	Cars	Totals
2	1	320	323

East Leg Total: 591
East Entering: 317
East Peds: 1
Peds Cross:

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	0	**0**
Thru	1	0	251	**252**
Right	0	0	42	**42**
	1	**0**	**293**	**294**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	0	0	0	0	Right
	292	289	1	2	Thru
	25	25	0	0	Left
	0	0	0	0	U-Turn
	317	**314**	**1**	**2**	

EAST
Viscount Rd

SOUTH
Commercial Plaza Driveway

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**31**	**0**	**22**	**53**
Cars	0	31	0	22	53
Trucks	0	0	0	0	0
Heavys	0	0	0	0	0

South Exiting: 67

Heavys	Trucks	Cars	Totals
0	0	67	67

West Leg Total: 617
West Entering: 294
West Peds: 5
Peds Cross:

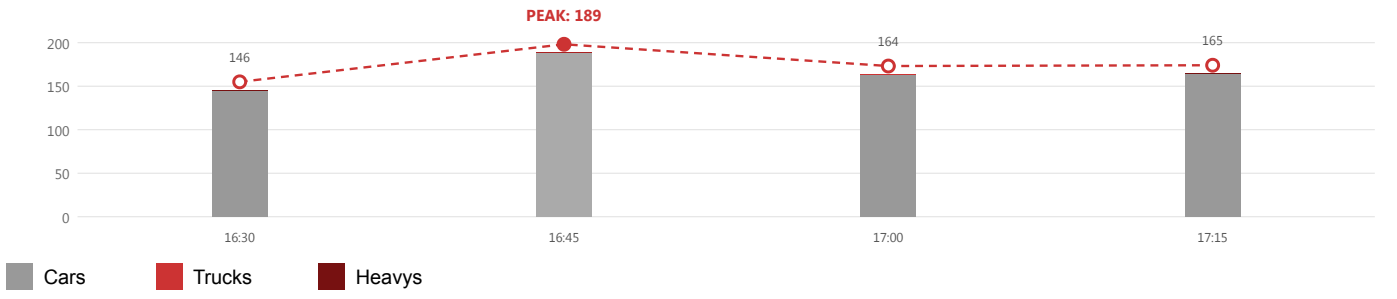
East Exiting: 274

Heavys	Trucks	Cars	Totals
1	0	273	274

South Leg Total: 120
South Entering: 53
South Peds: 7
Peds Cross:

Pedestrian Summary (PM Peak): N Peds: — E Peds: 1 S Peds: 7 W Peds: 5 **Total Peds: 13**

Peak-Hour Class Distribution (All Approaches)



AFTERNOON PEAK DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: London
Site #: 2604800002
Intersection: Viscount Rd & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

West Exiting: 323

Heavys	Trucks	Cars	Totals
0.6%	**0.3%**	**99.1%**	**100%**

East Leg Total: 591
East Entering: 317
East Peds: 1
Peds Cross:

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0%	0%	**0%**
Thru	0.3%	0%	85.4%	**85.7%**
Right	0%	0%	14.3%	**14.3%**
	0.3%	**0%**	**99.7%**	**100%**

WEST
Viscount Rd

Totals	Cars	Trucks	Heavys	
0%	0%	0%	0%	Right
92.1%	91.2%	0.3%	0.6%	Thru
7.9%	7.9%	0%	0%	Left
0%	0%	0%	0%	U-Turn
100%	**99.1%**	**0.3%**	**0.6%**	

EAST
Viscount Rd

South Exiting: 67

Heavys	Trucks	Cars	Totals
0%	**0%**	**100%**	**100%**

West Leg Total: 617
West Entering: 294
West Peds: 5
Peds Cross:

SOUTH
Commercial Plaza Driveway

Totals	**0%**	**58.5%**	**0%**	**41.5%**	**100%**
Cars	0%	58.5%	0%	41.5%	100%
Trucks	0%	0%	0%	0%	0%
Heavys	0%	0%	0%	0%	0%
	U-Turn	Left	Thru	Right	**Total**

East Exiting: 274

Heavys	Trucks	Cars	Totals
0.4%	**0%**	**99.6%**	**100%**

South Leg Total: 120
South Entering: 53
South Peds: 7
Peds Cross:

Pedestrian Summary (PM Peak): N Peds: — E Peds: 7.7% S Peds: 53.8% W Peds: 38.5% **Total Peds: 100%**

PM PEAK SUMMARY

Specified Period	One Hour Peak
From: 16:00:00	**From:** 16:30:00
To: 18:00:00	**To:** 17:30:00

Intersection: Viscount Rd & Commercial Plaza Driveway **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (No Approach)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
N/A	No approach					

South Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	4	0	3	7	5
16:45	0	18	0	6	24	1
17:00	0	6	0	6	12	1
17:15	0	3	0	7	10	0
S Total	**0**	**31**	**0**	**22**	**53**	**7**
PHF	--	0.43	--	0.79	0.55	
Individual Movement (%)						
Total	--	**100%**	--	**100%**	**100%**	
Cars	--	100%	--	100%	100%	
Trucks	--	0%	--	0%	0%	
Heavys	--	0%	--	0%	0%	

West Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	0	55	11	66	2
16:45	0	0	73	12	85	2
17:00	0	0	63	7	70	1
17:15	0	0	61	12	73	0
W Total	**0**	**0**	**252**	**42**	**294**	**5**
PHF	--	--	0.86	0.88	0.86	
Individual Movement (%)						
Total	--	--	**100%**	**100%**	**100%**	
Cars	--	--	99.6%	100%	99.7%	
Trucks	--	--	0%	0%	0%	
Heavys	--	--	0.4%	0%	0.3%	

East Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	8	65	0	73	1
16:45	0	6	74	0	80	0
17:00	0	4	78	0	82	0
17:15	0	7	75	0	82	0
E Total	**0**	**25**	**292**	**0**	**317**	**1**
PHF	--	0.78	0.94	--	0.97	
Individual Movement (%)						
Total	--	**100%**	**100%**	--	**100%**	
Cars	--	100%	99.0%	--	99.1%	
Trucks	--	0%	0.3%	--	0.3%	
Heavys	--	0%	0.7%	--	0.6%	

North/South Combined Approach Volume:**53**

East/West Combined Approach Volume:**611**

Calculated Values for Traffic Crossing Major Street

15-Min Start	16:30	16:45	17:00	17:15
Crossing Values	146	189	164	165

Intersection Totals (All Approaches) PHF: 0.88

	16:30	16:45	17:00	17:15	Total
Total	146	189	164	165	**664**
Cars	145 (99.3%)	188 (99.5%)	163 (99.4%)	164 (99.4%)	**660 (99.4%)**
Trucks	0 (0.0%)	0 (0.0%)	1 (0.6%)	0 (0.0%)	**1 (0.2%)**
Heavys	1 (0.7%)	1 (0.5%)	0 (0.0%)	1 (0.6%)	**3 (0.5%)**

TOTAL COUNT DIAGRAM

Specified Period
From: 07:00:00
To: 18:15:00

Municipality: London
Site #: 2604800002
Intersection: Viscount Rd & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

West Exiting: 941

Heavys	Trucks	Cars	Totals
13	**4**	**924**	**941**

East Leg Total: 1755
East Entering: 895
East Peds: 3
Peds Cross:

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	0	**0**
Thru	14	1	788	**803**
Right	0	3	139	**142**
	14	**4**	**927**	**945**

WEST
Viscount Rd

	Totals	Cars	Trucks	Heavys	
	0	0	0	0	Right
	839	822	4	13	Thru
	56	55	1	0	Left
	0	0	0	0	U-Turn
	895	**877**	**5**	**13**	

EAST
Viscount Rd

South Exiting: 198

Heavys	Trucks	Cars	Totals
0	**4**	**194**	**198**

West Leg Total: 1886
West Entering: 945
West Peds: 6
Peds Cross:

SOUTH
Commercial Plaza Driveway

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**102**	**0**	**57**	**159**
Cars	0	102	0	56	158
Trucks	0	0	0	1	1
Heavys	0	0	0	0	0

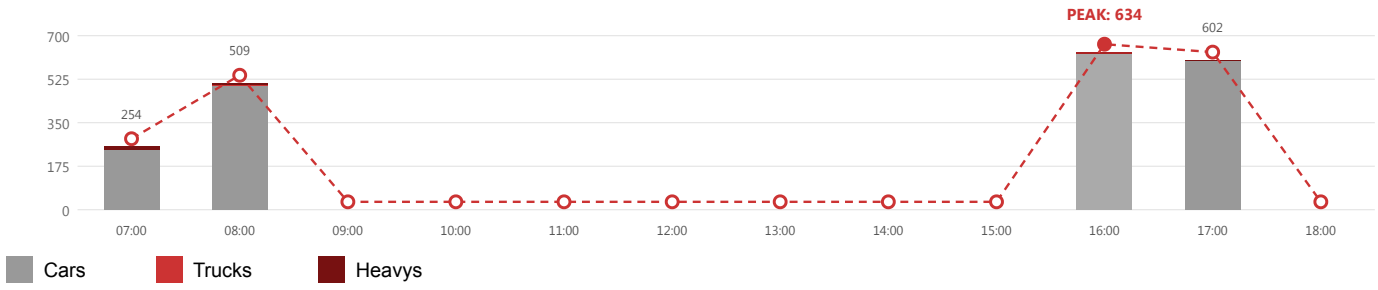
East Exiting: 860

Heavys	Trucks	Cars	Totals
14	**2**	**844**	**860**

South Leg Total: 357
South Entering: 159
South Peds: 92
Peds Cross:

Pedestrian Summary (Total Count): N Peds: — E Peds: 3 S Peds: 92 W Peds: 6 **Total Peds: 101**

Total Count Class Distribution (All Approaches)



TOTAL COUNT DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 07:00:00
To: 18:15:00

Municipality: London
Site #: 2604800002
Intersection: Viscount Rd & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Viscount Rd runs E/W

West Exiting: 941

Heavys	Trucks	Cars	Totals
1.4%	**0.4%**	**98.2%**	**100%**

East Leg Total: 1755
East Entering: 895
East Peds: 3
Peds Cross:

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0%	0%	**0%**
Thru	1.5%	0.1%	83.4%	**85.0%**
Right	0%	0.3%	14.7%	**15.0%**
	1.5%	**0.4%**	**98.1%**	**100%**

WEST
Viscount Rd

Totals	Cars	Trucks	Heavys	
0%	0%	0%	0%	Right
93.7%	91.8%	0.4%	1.5%	Thru
6.3%	6.1%	0.1%	0%	Left
0%	0%	0%	0%	U-Turn
100%	**98.0%**	**0.6%**	**1.5%**	

EAST
Viscount Rd

South Exiting: 198

Heavys	Trucks	Cars	Totals
0%	**2.0%**	**98.0%**	**100%**

West Leg Total: 1886
West Entering: 945
West Peds: 6
Peds Cross:

SOUTH
Commercial Plaza Driveway

Totals	**0%**	**64.2%**	**0%**	**35.8%**	**100%**
Cars	0%	64.2%	0%	35.2%	99.4%
Trucks	0%	0%	0%	0.6%	0.6%
Heavys	0%	0%	0%	0%	0%
	U-Turn	Left	Thru	Right	**Total**

East Exiting: 860

Heavys	Trucks	Cars	Totals
1.6%	**0.2%**	**98.1%**	**100%**

South Leg Total: 357
South Entering: 159
South Peds: 92
Peds Cross:

Pedestrian Summary (Total Count): N Peds: — E Peds: 3.0% S Peds: 91.1% W Peds: 5.9% **Total Peds: 100%**

TOTAL COUNT SUMMARY

Specified Period
From: 07:00:00
To: 18:15:00

Total Count

Intersection: Viscount Rd & Commercial Plaza Driveway **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (No Approach)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
N/A	No approach					

South Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	3	0	2	5	18
08:00	0	40	0	17	57	52
16:00	0	35	0	14	49	12
17:00	0	24	0	24	48	10
S Total	**0**	**102**	**0**	**57**	**159**	**92**
Individual Movement (%)						
Total	--	**100%**	--	**100%**	**100%**	
Cars	--	100%	--	98.2%	99.4%	
Trucks	--	0%	--	1.8%	0.6%	
Heavys	--	0%	--	0%	0%	

West Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	0	143	5	148	0
08:00	0	0	216	50	266	0
16:00	0	0	228	47	275	4
17:00	0	0	216	40	256	2
W Total	**0**	**0**	**803**	**142**	**945**	**6**
Individual Movement (%)						
Total	--	--	**100%**	**100%**	**100%**	
Cars	--	--	98.1%	97.9%	98.1%	
Trucks	--	--	0.1%	2.1%	0.4%	
Heavys	--	--	1.7%	0%	1.5%	

East Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	1	100	0	101	0
08:00	0	7	179	0	186	0
16:00	0	25	285	0	310	2
17:00	0	23	275	0	298	1
E Total	**0**	**56**	**839**	**0**	**895**	**3**
Individual Movement (%)						
Total	--	**100%**	**100%**	--	**100%**	
Cars	--	98.2%	98.0%	--	98.0%	
Trucks	--	1.8%	0.5%	--	0.6%	
Heavys	--	0%	1.5%	--	1.5%	

North/South Combined Approach Volume:**159**

East/West Combined Approach Volume:**1840**

Calculated Values for Traffic Crossing Major Street

15-Min Start	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Crossing Values	254	509	0	0	0	0	0	0	0	634	602	0

Intersection Totals (All Approaches)

Time	Total	Cars	Trucks	Heavys
Total	**1999**	**1962 (98.1%)**	**10 (0.5%)**	**27 (1.4%)**

MORNING PEAK DIAGRAM

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Municipality: London
Site #: 2604800003
Intersection: Notre Dame Dr & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Notre Dame Dr runs N/S

North Leg Total: 413
North Entering: 171
North Peds: 5
Peds Cross: ▶◀

West Exiting: 63

Heavys	Trucks	Cars	Totals
0	0	63	63

	Right	Thru	Left	U-Turn	Total
Heavys	0	3	0	0	3
Trucks	0	0	0	0	0
Cars	11	157	0	0	168
Totals	**11**	**160**	**0**	**0**	**171**

NORTH
Notre Dame Dr

North Exiting: 242

Heavys	Trucks	Cars	Totals
8	1	233	242

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	0	2	**2**
Thru	0	0	0	**0**
Right	0	0	32	**32**
	0	**0**	**34**	**34**

WEST
Commercial Plaza Driveway

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**52**	**240**	**0**	**292**
Cars	0	52	231	0	283
Trucks	0	0	1	0	1
Heavys	0	0	8	0	8

South Exiting: 192

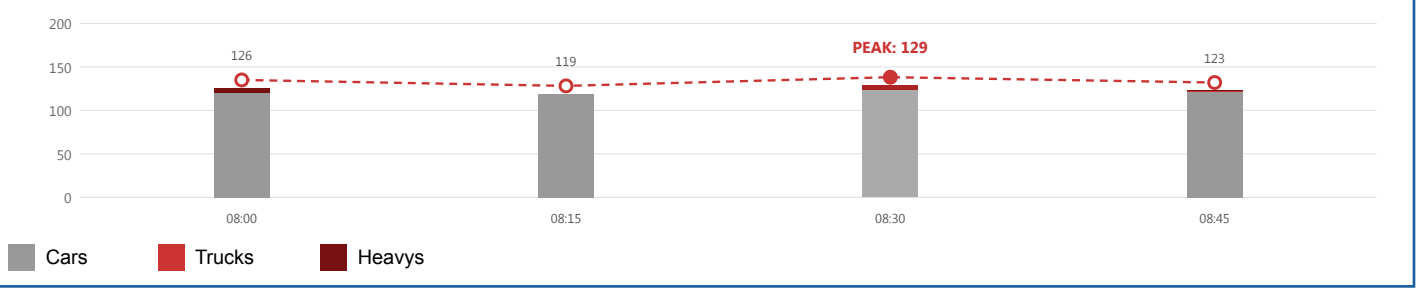
Heavys	Trucks	Cars	Totals
3	0	189	192

South Leg Total: 484
South Entering: 292
South Peds: 0
Peds Cross: ▶◀

West Leg Total: 97
West Entering: 34
West Peds: 8
Peds Cross: ▼▲

Pedestrian Summary (AM Peak): N Peds: 5 | E Peds: — | S Peds: 0 | W Peds: 8 | **Total Peds: 13**

Peak-Hour Class Distribution (All Approaches)



MORNING PEAK DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Municipality: London
Site #: 2604800003
Intersection: Notre Dame Dr & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Notre Dame Dr runs N/S

North Leg Total: 413
North Entering: 171
North Peds: 5
Peds Cross: ▶◀

West Exiting: 63

Heavys	Trucks	Cars	Totals
0%	**0%**	**100%**	**100%**

	Right	Thru	Left	U-Turn	Total
Heavys	0%	1.8%	0%	0%	1.8%
Trucks	0%	0%	0%	0%	0%
Cars	6.4%	91.8%	0%	0%	98.2%
Totals	**6.4%**	**93.6%**	**0%**	**0%**	**100%**

NORTH
Notre Dame Dr

North Exiting: 242

Heavys	Trucks	Cars	Totals
3.3%	**0.4%**	**96.3%**	**100%**

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0%	5.9%	**5.9%**
Thru	0%	0%	0%	**0%**
Right	0%	0%	94.1%	**94.1%**
	0%	**0%**	**100%**	**100%**

WEST
Commercial Plaza Driveway

South Exiting: 192

Heavys	Trucks	Cars	Totals
1.6%	**0%**	**98.4%**	**100%**

West Leg Total: 97
West Entering: 34
West Peds: 8
Peds Cross: ▲▼

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0%**	**17.8%**	**82.2%**	**0%**	**100%**
Cars	0%	17.8%	79.1%	0%	96.9%
Trucks	0%	0%	0.3%	0%	0.3%
Heavys	0%	0%	2.7%	0%	2.7%

South Leg Total: 484
South Entering: 292
South Peds: 0
Peds Cross: ▶◀

Pedestrian Summary (AM Peak): N Peds: 38.5% E Peds: — S Peds: 0% W Peds: 61.5% **Total Peds: 100%**

AM PEAK SUMMARY

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: Notre Dame Dr & Commercial Plaza Driveway **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (AM Peak)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
08:00	2	47	0	0	49	2
08:15	6	40	0	0	46	3
08:30	2	32	0	0	34	0
08:45	1	41	0	0	42	0
N Total	**11**	**160**	**0**	**0**	**171**	**5**
PHF	0.46	0.85	--	--	0.87	
Individual Movement (%)						
Total	100%	100%	--	--	100%	
Cars	100%	98.1%	--	--	98.2%	
Trucks	0%	0%	--	--	0%	
Heavys	0%	1.9%	--	--	1.8%	

South Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:00	0	1	76	0	77	0
08:15	0	3	68	0	71	0
08:30	0	31	52	0	83	0
08:45	0	17	44	0	61	0
S Total	**0**	**52**	**240**	**0**	**292**	**0**
PHF	--	0.42	0.79	--	0.88	
Individual Movement (%)						
Total	--	100%	100%	--	100%	
Cars	--	100%	96.2%	--	96.9%	
Trucks	--	0%	0.4%	--	0.3%	
Heavys	--	0%	3.3%	--	2.7%	

West Approach (AM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
08:15	0	0	0	2	2	3
08:30	0	1	0	11	12	1
08:45	0	1	0	19	20	4
W Total	**0**	**2**	**0**	**32**	**34**	**8**
PHF	--	0.50	--	0.42	0.43	
Individual Movement (%)						
Total	--	100%	--	100%	100%	
Cars	--	100%	--	100%	100%	
Trucks	--	0%	--	0%	0%	
Heavys	--	0%	--	0%	0%	

East Approach (No Approach)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
N/A	No approach					

North/South Combined Approach Volume:**463**

East/West Combined Approach Volume:**34**

Calculated Values for Traffic Crossing Major Street

15-Min Start	08:00	08:15	08:30	08:45
Crossing Values	126	119	129	123

Intersection Totals (All Approaches) PHF: 0.96

	08:00	08:15	08:30	08:45	Total
Total	126	119	129	123	**497**
Cars	121 (96.0%)	119 (100.0%)	124 (96.1%)	121 (98.4%)	**485 (97.6%)**
Trucks	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.8%)	**1 (0.2%)**
Heavys	5 (4.0%)	0 (0.0%)	5 (3.9%)	1 (0.8%)	**11 (2.2%)**

AFTERNOON PEAK DIAGRAM

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: London
Site #: 2604800003
Intersection: Notre Dame Dr & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Notre Dame Dr runs N/S

North Leg Total: 578
North Entering: 268
North Peds: 2
Peds Cross: ▶◀

West Exiting: 46

Heavys	Trucks	Cars	Totals
0	1	45	46

	Right	Thru	Left	U-Turn	Total
Heavys	0	3	0	0	3
Trucks	0	0	0	0	0
Cars	16	249	0	0	265
Totals	**16**	**252**	**0**	**0**	**268**

NORTH
Notre Dame Dr

North Exiting: 310

Heavys	Trucks	Cars	Totals
5	2	303	310

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	1	10	**11**
Thru	0	0	0	**0**
Right	0	1	31	**32**
	0	**2**	**41**	**43**

WEST
Commercial Plaza Driveway

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**30**	**299**	**0**	**329**
Cars	0	29	293	0	322
Trucks	0	1	1	0	2
Heavys	0	0	5	0	5

South Exiting: 284

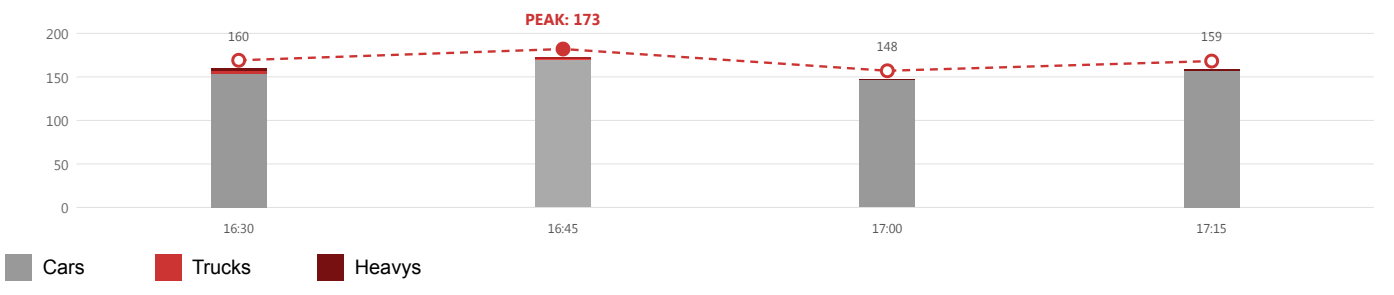
Heavys	Trucks	Cars	Totals
3	1	280	284

West Leg Total: 89
West Entering: 43
West Peds: 8
Peds Cross: ▼

South Leg Total: 613
South Entering: 329
South Peds: 0
Peds Cross: ▶◀

Pedestrian Summary (PM Peak): N Peds: 2 | E Peds: — | S Peds: 0 | W Peds: 8 | **Total Peds: 10**

Peak-Hour Class Distribution (All Approaches)



AFTERNOON PEAK DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: London
Site #: 2604800003
Intersection: Notre Dame Dr & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Notre Dame Dr runs N/S

North Leg Total: 578
North Entering: 268
North Peds: 2
Peds Cross: ▶◀

West Exiting: 46

Heavys	Trucks	Cars	Totals
0%	**2.2%**	**97.8%**	**100%**

	Right	Thru	Left	U-Turn	Total
Heavys	0%	1.1%	0%	0%	1.1%
Trucks	0%	0%	0%	0%	0%
Cars	6.0%	92.9%	0%	0%	98.9%
Totals	**6.0%**	**94.0%**	**0%**	**0%**	**100%**

NORTH
Notre Dame Dr

North Exiting: 310

Heavys	Trucks	Cars	Totals
1.6%	**0.6%**	**97.7%**	**100%**

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	2.3%	23.3%	**25.6%**
Thru	0%	0%	0%	**0%**
Right	0%	2.3%	72.1%	**74.4%**
	0%	**4.7%**	**95.3%**	**100%**

WEST
Commercial Plaza Driveway

South Exiting: 284

Heavys	Trucks	Cars	Totals
1.1%	**0.4%**	**98.6%**	**100%**

West Leg Total: 89
West Entering: 43
West Peds: 8
Peds Cross: ▶◀

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0%**	**9.1%**	**90.9%**	**0%**	**100%**
Cars	0%	8.8%	89.1%	0%	97.9%
Trucks	0%	0.3%	0.3%	0%	0.6%
Heavys	0%	0%	1.5%	0%	1.5%
	U-Turn	Left	Thru	Right	**Total**

South Leg Total: 613
South Entering: 329
South Peds: 0
Peds Cross: ▶◀

Pedestrian Summary (PM Peak): N Peds: 20.0% E Peds: — S Peds: 0% W Peds: 80.0% **Total Peds: 100%**

PM PEAK SUMMARY

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Intersection: Notre Dame Dr & Commercial Plaza Driveway **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (PM Peak)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
16:30	3	62	0	0	65	0
16:45	6	66	0	0	72	2
17:00	2	62	0	0	64	0
17:15	5	62	0	0	67	0
N Total	**16**	**252**	**0**	**0**	**268**	**2**
PHF	0.67	0.95	--	--	0.93	
Individual Movement (%)						
Total	100%	100%	--	--	100%	
Cars	100%	98.8%	--	--	98.9%	
Trucks	0%	0%	--	--	0%	
Heavys	0%	1.2%	--	--	1.1%	

South Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	11	74	0	85	0
16:45	0	10	78	0	88	0
17:00	0	6	71	0	77	0
17:15	0	3	76	0	79	0
S Total	**0**	**30**	**299**	**0**	**329**	**0**
PHF	--	0.68	0.96	--	0.93	
Individual Movement (%)						
Total	--	100%	100%	--	100%	
Cars	--	96.7%	98.0%	--	97.9%	
Trucks	--	3.3%	0.3%	--	0.6%	
Heavys	--	0%	1.7%	--	1.5%	

West Approach (PM Peak)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
16:30	0	5	0	5	10	3
16:45	0	3	0	10	13	2
17:00	0	1	0	6	7	2
17:15	0	2	0	11	13	1
W Total	**0**	**11**	**0**	**32**	**43**	**8**
PHF	--	0.55	--	0.73	0.83	
Individual Movement (%)						
Total	--	100%	--	100%	100%	
Cars	--	90.9%	--	96.9%	95.3%	
Trucks	--	9.1%	--	3.1%	4.7%	
Heavys	--	0%	--	0%	0%	

East Approach (No Approach)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
N/A	No approach					

North/South Combined Approach Volume:**597**

East/West Combined Approach Volume:**43**

Calculated Values for Traffic Crossing Major Street

15-Min Start	16:30	16:45	17:00	17:15
Crossing Values	160	173	148	159

Intersection Totals (All Approaches) PHF: 0.92

	16:30	16:45	17:00	17:15	Total
Total	160	173	148	159	**640**
Cars	154 (96.3%)	170 (98.3%)	147 (99.3%)	157 (98.7%)	**628 (98.1%)**
Trucks	3 (1.9%)	1 (0.6%)	0 (0.0%)	0 (0.0%)	**4 (0.6%)**
Heavys	3 (1.9%)	2 (1.2%)	1 (0.7%)	2 (1.3%)	**8 (1.3%)**

TOTAL COUNT DIAGRAM

Specified Period
From: 07:00:00
To: 18:15:00

Municipality: London
Site #: 2604800003
Intersection: Notre Dame Dr & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Notre Dame Dr runs N/S

North Leg Total: 1740
North Entering: 792
North Peds: 9
Peds Cross: ▶◀

West Exiting: 160

Heavys	Trucks	Cars	Totals
0	2	158	160

	Right	Thru	Left	U-Turn	Total
Heavys	0	14	0	0	14
Trucks	0	1	0	0	1
Cars	43	734	0	0	777
Totals	**43**	**749**	**0**	**0**	**792**

NORTH
Notre Dame Dr

North Exiting: 948

Heavys	Trucks	Cars	Totals
27	6	915	948

	Heavys	Trucks	Cars	Totals
U-Turn	0	0	0	**0**
Left	0	1	26	**27**
Thru	0	0	0	**0**
Right	0	1	94	**95**
	0	**2**	**120**	**122**

WEST
Commercial Plaza Driveway

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0**	**117**	**921**	**0**	**1038**
Cars	0	115	889	0	1004
Trucks	0	2	5	0	7
Heavys	0	0	27	0	27

South Exiting: 844

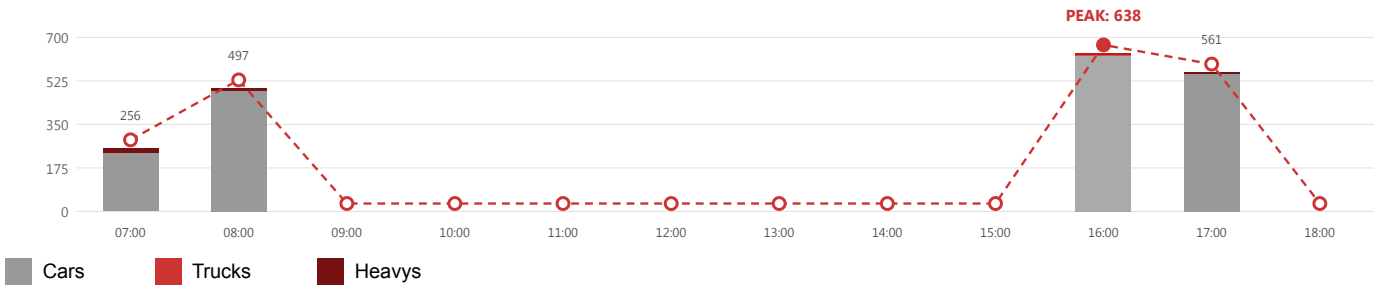
Heavys	Trucks	Cars	Totals
14	2	828	844

South Leg Total: 1882
South Entering: 1038
South Peds: 2
Peds Cross: ▶◀

West Leg Total: 282
West Entering: 122
West Peds: 32
Peds Cross: ▼

Pedestrian Summary (Total Count):	N Peds: 9	E Peds: —	S Peds: 2	W Peds: 32	**Total Peds: 43**

Total Count Class Distribution (All Approaches)



TOTAL COUNT DISTRIBUTION BY TOTAL APPROACH %

Specified Period
From: 07:00:00
To: 18:15:00

Municipality: London
Site #: 2604800003
Intersection: Notre Dame Dr & Commercial Plaza Driveway
Count date: 29-Apr-2026 Wednesday

Weather conditions:
Prepared by:
Comments:

**** Not Signalized ****

Major Road: Notre Dame Dr runs N/S

North Leg Total: 1740
North Entering: 792
North Peds: 9
Peds Cross: ▶◀

West Exiting: 160

Heavys	Trucks	Cars	Totals
0%	**1.2%**	**98.8%**	**100%**

	Right	Thru	Left	U-Turn	Total
Heavys	0%	1.8%	0%	0%	1.8%
Trucks	0%	0.1%	0%	0%	0.1%
Cars	5.4%	92.7%	0%	0%	98.1%
Totals	**5.4%**	**94.6%**	**0%**	**0%**	**100%**

NORTH
Notre Dame Dr

North Exiting: 948

Heavys	Trucks	Cars	Totals
2.8%	**0.6%**	**96.5%**	**100%**

	Heavys	Trucks	Cars	Totals
U-Turn	0%	0%	0%	**0%**
Left	0%	0.8%	21.3%	**22.1%**
Thru	0%	0%	0%	**0%**
Right	0%	0.8%	77.0%	**77.9%**
	0%	**1.6%**	**98.4%**	**100%**

WEST
Commercial Plaza Driveway

South Exiting: 844

Heavys	Trucks	Cars	Totals
1.7%	**0.2%**	**98.1%**	**100%**

West Leg Total: 282
West Entering: 122
West Peds: 32
Peds Cross: ▶◀

SOUTH
Notre Dame Dr

	U-Turn	Left	Thru	Right	Total
Totals	**0%**	**11.3%**	**88.7%**	**0%**	**100%**
Cars	0%	11.1%	85.6%	0%	96.7%
Trucks	0%	0.2%	0.5%	0%	0.7%
Heavys	0%	0%	2.6%	0%	2.6%

South Leg Total: 1882
South Entering: 1038
South Peds: 2
Peds Cross: ▶◀

Pedestrian Summary (Total Count): N Peds: 20.9% E Peds: — S Peds: 4.7% W Peds: 74.4% **Total Peds: 100%**

TOTAL COUNT SUMMARY

Specified Period
From: 07:00:00
To: 18:15:00

Total Count

Intersection: Notre Dame Dr & Commercial Plaza Driveway **Count Date:** 29-Apr-2026 Wednesday **Municipality:** London

North Approach (Total Count)

Start Time	Right	Thru	Left	U-Turn	Total	Peds
07:00	5	113	0	0	118	2
08:00	11	160	0	0	171	5
16:00	15	253	0	0	268	2
17:00	12	223	0	0	235	0
N Total	**43**	**749**	**0**	**0**	**792**	**9**
Individual Movement (%)						
Total	**100%**	**100%**	**--**	**--**	**100%**	
Cars	100%	98.0%	--	--	98.1%	
Trucks	0%	0.1%	--	--	0.1%	
Heavys	0%	1.9%	--	--	1.8%	

South Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	4	131	0	135	2
08:00	0	52	240	0	292	0
16:00	0	33	300	0	333	0
17:00	0	28	250	0	278	0
S Total	**0**	**117**	**921**	**0**	**1038**	**2**
Individual Movement (%)						
Total	**--**	**100%**	**100%**	**--**	**100%**	
Cars	--	98.3%	96.5%	--	96.7%	
Trucks	--	1.7%	0.5%	--	0.7%	
Heavys	--	0%	2.9%	--	2.6%	

West Approach (Total Count)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
07:00	0	1	0	2	3	9
08:00	0	2	0	32	34	8
16:00	0	12	0	25	37	5
17:00	0	12	0	36	48	10
W Total	**0**	**27**	**0**	**95**	**122**	**32**
Individual Movement (%)						
Total	**--**	**100%**	**--**	**100%**	**100%**	
Cars	--	96.3%	--	98.9%	98.4%	
Trucks	--	3.7%	--	1.1%	1.6%	
Heavys	--	0%	--	0%	0%	

East Approach (No Approach)

Start Time	U-Turn	Left	Thru	Right	Total	Peds
N/A	No approach					

North/South Combined Approach Volume:**1830**

East/West Combined Approach Volume:**122**

Calculated Values for Traffic Crossing Major Street

15-Min Start	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Crossing Values	256	497	0	0	0	0	0	0	0	638	561	0

Intersection Totals (All Approaches)

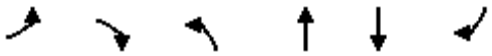
Time	Total	Cars	Trucks	Heavys
Total	**1952**	**1901 (97.4%)**	**10 (0.5%)**	**41 (2.1%)**

Appendix B – Synchro Output Reports - Existing Traffic

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	216	50	7	179	40	17
Future Volume (Veh/h)	216	50	7	179	40	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	245	57	8	203	45	19
Pedestrians					52	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			354		544	326
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			354		544	326
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		91	97
cM capacity (veh/h)			1157		475	685

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	302	211	64
Volume Left	0	8	45
Volume Right	57	0	19
cSH	1700	1157	523
Volume to Capacity	0.18	0.01	0.12
Queue Length 95th (m)	0.0	0.2	3.2
Control Delay (s)	0.0	0.4	12.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.4	12.8
Approach LOS			B

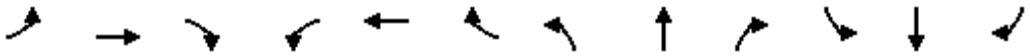
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	25.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	32	52	240	160	11
Future Volume (Veh/h)	2	32	52	240	160	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	33	54	250	167	11
Pedestrians	8				5	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	544	180	186			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	544	180	186			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	96			
cM capacity (veh/h)	478	861	1390			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	304	178
Volume Left	2	54	0
Volume Right	33	0	11
cSH	823	1390	1700
Volume to Capacity	0.04	0.04	0.10
Queue Length 95th (m)	1.0	0.9	0.0
Control Delay (s)	9.6	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.6	1.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	39.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	144	95	74	80	3	105	0	136	1	1	1
Future Volume (vph)	0	144	95	74	80	3	105	0	136	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	157	103	80	87	3	114	0	148	1	1	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	260	170	262	3
Volume Left (vph)	0	80	114	1
Volume Right (vph)	103	3	148	1
Hadj (s)	-0.22	0.12	-0.20	-0.13
Departure Headway (s)	4.6	5.0	4.7	5.2
Degree Utilization, x	0.33	0.24	0.35	0.00
Capacity (veh/h)	737	672	712	604
Control Delay (s)	9.8	9.6	10.2	8.2
Approach Delay (s)	9.8	9.6	10.2	8.2
Approach LOS	A	A	B	A

Intersection Summary				
Delay	9.9			
Level of Service	A			
Intersection Capacity Utilization	59.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	144	95	74	80	3	105	0	136	1	1	1
Future Vol, veh/h	0	144	95	74	80	3	105	0	136	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	4	1	0	1	0	5	0	0	0
Mvmt Flow	0	157	103	80	87	3	114	0	148	1	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

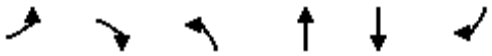
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	9.6	10.1	8.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	0%	47%	33%
Vol Thru, %	0%	60%	51%	33%
Vol Right, %	56%	40%	2%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	241	239	157	3
LT Vol	105	0	74	1
Through Vol	0	144	80	1
RT Vol	136	95	3	1
Lane Flow Rate	262	260	171	3
Geometry Grp	1	1	1	1
Degree of Util (X)	0.34	0.328	0.236	0.005
Departure Headway (Hd)	4.667	4.546	4.989	5.126
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	787	715	691
Service Time	2.721	2.601	3.05	3.209
HCM Lane V/C Ratio	0.341	0.33	0.239	0.004
HCM Control Delay	10.1	9.8	9.6	8.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.5	1.4	0.9	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	252	42	25	292	31	22
Future Volume (Veh/h)	252	42	25	292	31	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	286	48	28	332	35	25
Pedestrians	5			1	7	
Lane Width (m)	3.7			3.7	3.7	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			341		710	318
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			341		710	318
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		91	97
cM capacity (veh/h)			1221		389	722

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	334	360	60
Volume Left	0	28	35
Volume Right	48	0	25
cSH	1700	1221	482
Volume to Capacity	0.20	0.02	0.12
Queue Length 95th (m)	0.0	0.5	3.2
Control Delay (s)	0.0	0.8	13.5
Lane LOS		A	B
Approach Delay (s)	0.0	0.8	13.5
Approach LOS			B

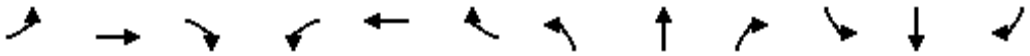
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	32	30	299	252	16
Future Volume (Veh/h)	11	32	30	299	252	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	35	33	325	274	17
Pedestrians	8				2	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					62	
pX, platoon unblocked						
vC, conflicting volume	684	290	299			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	684	290	299			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	95	97			
cM capacity (veh/h)	403	748	1264			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	47	358	291
Volume Left	12	33	0
Volume Right	35	0	17
cSH	614	1264	1700
Volume to Capacity	0.08	0.03	0.17
Queue Length 95th (m)	1.9	0.6	0.0
Control Delay (s)	11.4	1.0	0.0
Lane LOS	B	A	
Approach Delay (s)	11.4	1.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	135	140	128	133	0	186	0	123	0	0	0
Future Volume (vph)	0	135	140	128	133	0	186	0	123	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	147	152	139	145	0	202	0	134	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	299	284	336	0
Volume Left (vph)	0	139	202	0
Volume Right (vph)	152	0	134	0
Hadj (s)	-0.29	0.12	-0.09	0.00
Departure Headway (s)	5.0	5.4	5.3	6.1
Degree Utilization, x	0.42	0.43	0.50	0.00
Capacity (veh/h)	671	626	632	492
Control Delay (s)	11.6	12.4	13.4	9.1
Approach Delay (s)	11.6	12.4	13.4	0.0
Approach LOS	B	B	B	A

Intersection Summary				
Delay	12.5			
Level of Service	B			
Intersection Capacity Utilization	64.4%	ICU Level of Service	C	
Analysis Period (min)	15			

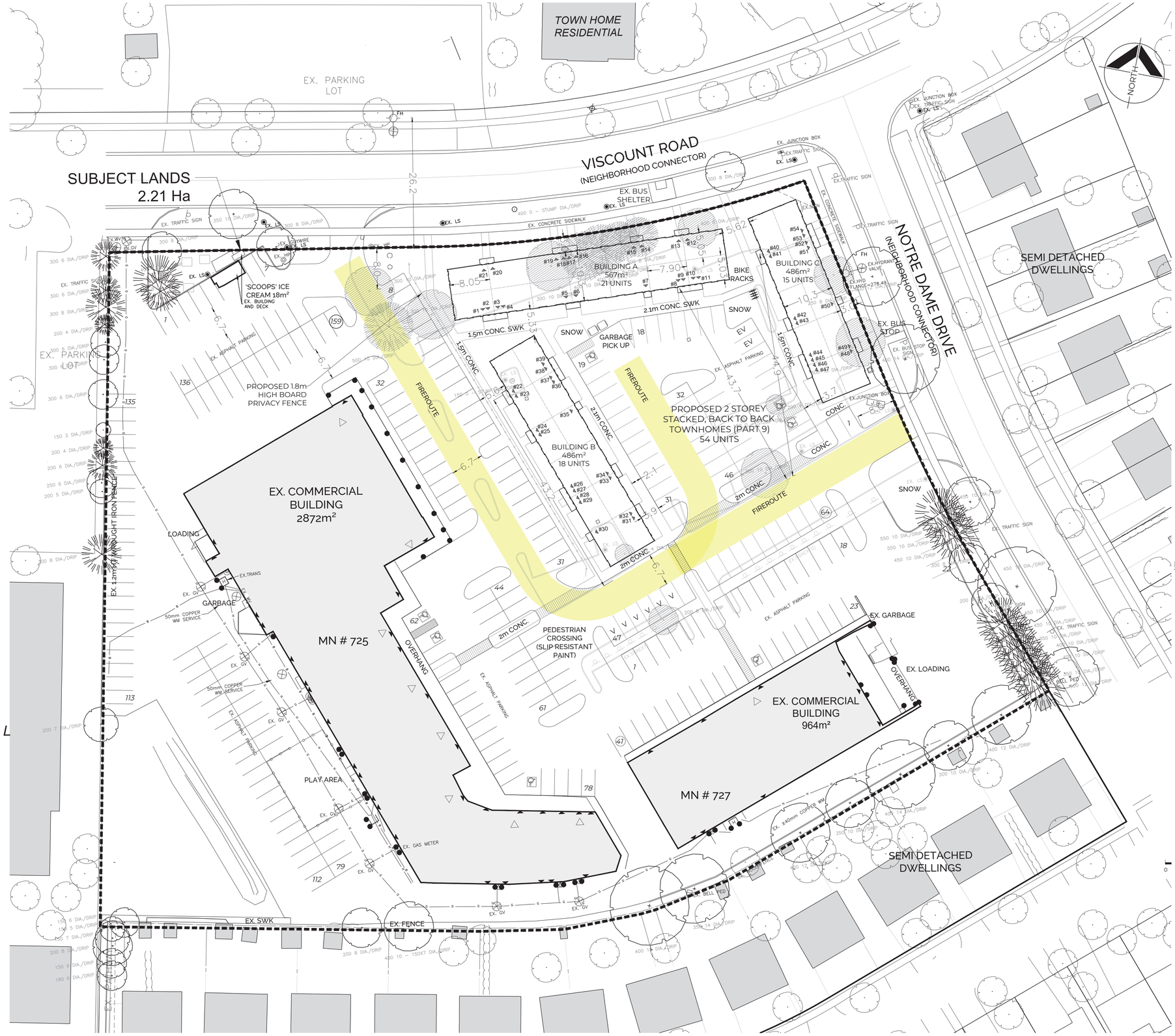
Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	135	140	128	133	0	186	0	123	0	0	0
Future Vol, veh/h	0	135	140	128	133	0	186	0	123	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	1	2	1	0	1	0	3	0	0	0
Mvmt Flow	0	147	152	139	145	0	202	0	134	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	12.4	13.4	0
HCM LOS	B	B	B	-

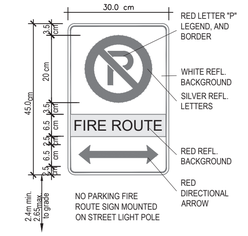
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	49%	0%
Vol Thru, %	0%	49%	51%	100%
Vol Right, %	40%	51%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	309	275	261	0
LT Vol	186	0	128	0
Through Vol	0	135	133	0
RT Vol	123	140	0	0
Lane Flow Rate	336	299	284	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.493	0.414	0.426	0
Departure Headway (Hd)	5.287	4.991	5.405	6.047
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	682	720	667	0
Service Time	3.317	3.024	3.438	4.099
HCM Lane V/C Ratio	0.493	0.415	0.426	0
HCM Control Delay	13.4	11.5	12.4	9.1
HCM Lane LOS	B	B	B	N
HCM 95th-tile Q	2.7	2	2.1	0

Appendix C – Site Plan

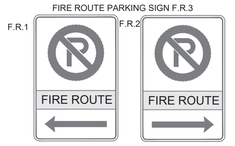


FIRE ROUTE SIGNAGE

N.T.S.



FIRE ROUTE PARKING SIGN F.R.3

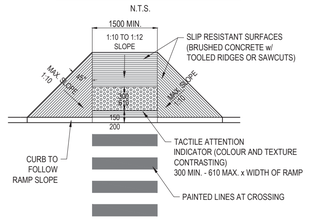


NO PARKING FIRE ROUTE SIGN DETAILS ACCORDING TO CITY OF LONDON STANDARDS (MAXIMUM 30m SPACING)
ALL SIGNAGE SHALL CONFORM TO BY-LAW NO. 06-243

FIRE ROUTE WILL NOT HAVE ANY CENTRE LINE TURNING RADII OF LESS THAN 12m OR A CHANGE OF GRADIENT NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15m.

BARRIER-FREE CURB DETAIL

N.T.S.

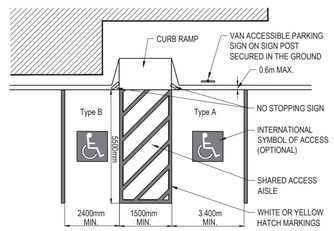


NOTE: BARRIER-FREE CURBS TO CONFORM TO OBC 3.8.3.2 . (2) (3)

TACTILE ATTENTION INDICATORS TO CONFORM TO O.B.C. 3.8.3.18.

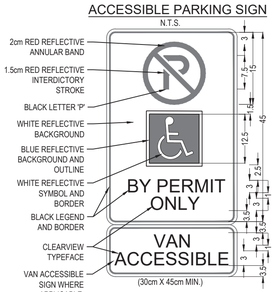
PARKING SPACE FOR PERSONS WITH DISABILITIES

N.T.S.



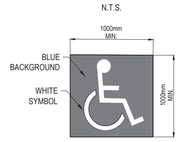
ACCESSIBLE PARKING SIGN

N.T.S.



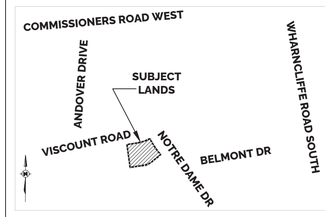
NOTE: SIGN ON A POST TO BE AT LEAST 1.5m ABOVE GRADE AND NOT MORE THAN 2.5m WHEN MEASURING FROM GRADE TO THE CENTRE OF THE SIGN.

N.T.S.



MONTEITH BROWN
PLANNING CONSULTANTS
219 OXFORD STREET WEST, UNIT 302
LONDON, ONTARIO, N6H 1S5
519.686.1300 WWW.MBPC.CA

KEY PLAN:



CITY OF LONDON ZONING BY-LAW NEIGHBORHOOD SHOPPING AREA + NEW RESIDENTIAL			
Regulated	**EXISTING** NSA2	**ADD** R5-7	**SITE**
PERMITTED USES	COMMERCIAL	TOWNHOMES	**RESIDENTIAL ***
LOT FRONTAGE	30m Min.	30m Min.	113m
LOT DEPTH	40m Min.	N/A	160m
FRONT & EXTERIOR YARD DEPTH	0m	8m Min.	3m
INTERIOR SIDE & REAR YARD DEPTH	8m adjacent to residential zone Min.	3m & 6m to habitable windows Min.	TBD
LANDSCAPE OPEN SPACE	15% Min.	30% Min.	TBD
LOT COVERAGE	30% Max.	45% Max.	24%
BUILDING HEIGHT	8m Max.	12m Max.	7.5m
DENSITY		60 U/Ha Max.	54 RESIDENTIAL + 40 COMMERCIAL = 43 U/Ha
GROSS FLOOR AREA	4000m² Max.		± 4000m² **Potential commercial addition ***
PARKING	SEE BELOW	0.5 / UNIT = 27 min. required	64
ACCESSIBLE PARKING	SAME AS EXISTING	4% of required spaces = 2 min	3
ELECTRIC VEHICLES		5% of required spaces = 2 min	2
VISITOR PARKING		1 / 10 units = 6 min	6
BICYCLE PARKING		7% of required vehicle = 2 min	4
*** REPRESENTS SPECIAL REQUEST**			

PARKING RATES BY TENANCY

Use	Approx. Unit Size	Parking Tier in ZBL	Required Parking	
Pizza	118m²	Tier 1 (1/20m²)	5.9	
Restaurant	113m²		5.7	
Hair Salon	85m²	Tier 2 (1/30m²)	2.8	
Dance Studio	1279m²	Tier 3 (1/50m²)	25.6	
Dance Boutique	270m²		5.4	
Karate	198m²		3.9	
Jazzercise	230m²		4.6	
Wine Making	108m²		2.1	
Insurance Office	82m²		1.6	
Variety Store & Food Market	118m²		2.4	
Vape Store	91m²		1.8	
Day Care	417m²		8.3	
Sub Total	**3109m²**		71 spaces	159 provided
Scoops (seasonal)	18m²	Tier 1 (1/20m²)	1	
Post Office (MN 727)	880m²	Tier 3 (1/50m²)	18	41 provided
Total	+- 4000m²		90 spaces min.	

No.	REMARKS	DATE
1	Site Plan Pre Consult	FEB 2026

RECORD OF SUBMISSION

NOTES: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCALE 1 : 400 (0 5 10 15m)

PROJECT TITLE:

SITE PLAN AMENDMENT

725 NOTRE DAME DRIVE

2 STOREY TOWNHOMES & PARKING LOT REDEVELOPMENT

WASTELL HOMES

Prepared by:	bs	Drawn by:	bs
Checked by:	jmc	Surveyed by:	-
Scale: (24"X36")	1 : 400	Date:	Apr 21, 2026

Sheet No.	City File No.	File No.
SP1	SPC-26006	07-940

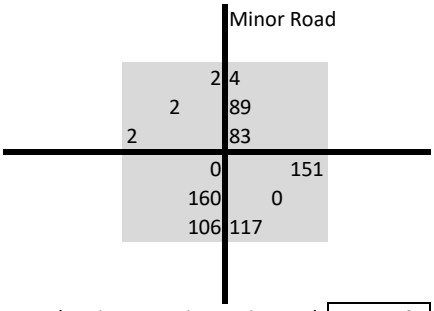
Appendix D – Traffic Signal Warrant Sheets

TRAFFIC SIGNAL WARRANT ANALYSIS - PROJECTED VOLUMES

Analysis Year/Condition: 2033 Background Traffic Location: Viscount Road & Notre Dame Drive

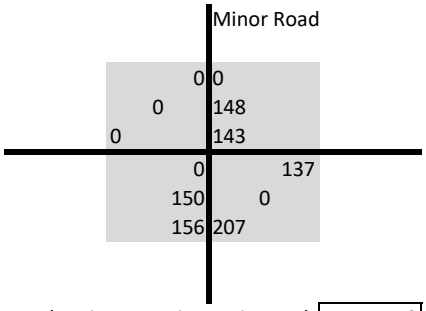
Scenario: Existing Intersection with Future Traffic
Main Road Direction: East / West Number of Lanes on Main Road: 1
Tee Intersection?: No Flow Condition: Restricted Flow (Urban)

AM Peak Hour Volumes



Pedestrians crossing Main Road: 31

PM Peak Hour Volumes



Pedestrians crossing Main Road: 8

Ontario Traffic Manual Book 12 - Justification 7 - Projected Volumes:

		Lane Condition	1 Lanes		2 or More Lanes		Percent Fullfilled	Minimum Requirement	Signals Warranted?
		Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW			
Justification 1: Minimum Vehicular Volume	1A (All Approaches)	Volume Requirement	480	720	600	900	58%	120%	NO
				x					
		Average Hourly Volume		414					
	1B (Minor Street Approaches)	Volume Requirement	120	170	120	170	91%	120%	
				x					
		Average Hourly Volume		155					

		Lane Condition	1 Lanes		2 or More Lanes		Percent Fullfilled	Minimum Requirement	Signals Warranted?
		Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW			
Justification 2: Delay to Cross Traffic	2A (Main Road Approaches)	Volume Requirement	480	720	600	900	36%	120%	NO
				x					
		Average Hourly Volume		260					
	2B (Traffic Crossing Main Road)	Volume Requirement	50	75	50	75	123%	120%	
				x					
		Average Hourly Volume		92					

Results

Traffic signals are not warranted.

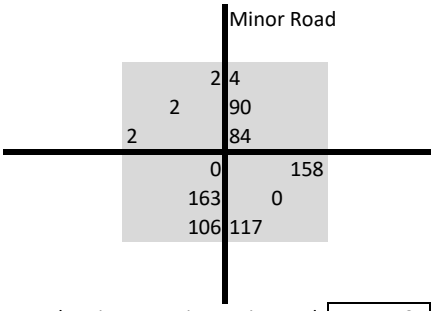
Project: S260623

TRAFFIC SIGNAL WARRANT ANALYSIS - PROJECTED VOLUMES

Analysis Year/Condition: 2033 Total Traffic
Location: Viscount Road & Notre Dame Drive

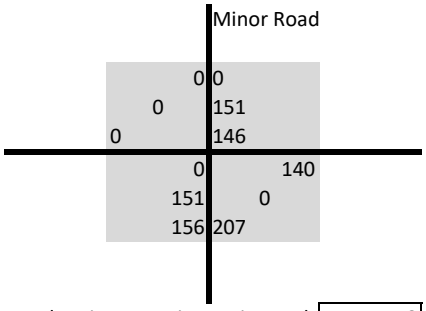
Scenario: Existing Intersection with Future Traffic
Main Road Direction: East / West
Number of Lanes on Main Road: 1
Tee Intersection?: No
Flow Condition: Restricted Flow (Urban)

AM Peak Hour Volumes



Pedestrians crossing Main Road: 31

PM Peak Hour Volumes



Pedestrians crossing Main Road: 8

Ontario Traffic Manual Book 12 - Justification 7 - Projected Volumes:

		Lane Condition	1 Lanes		2 or More Lanes		Percent Fullfilled	Minimum Requirement	Signals Warranted?
		Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW			
Justification 1: Minimum Vehicular Volume	1A (All Approaches)	Volume Requirement	480	720	600	900	58%	120%	NO
				x					
		Average Hourly Volume		420					
	1B (Minor Street Approaches)	Volume Requirement	120	170	120	170	92%	120%	
				x					
		Average Hourly Volume		157					

		Lane Condition	1 Lanes		2 or More Lanes		Percent Fullfilled	Minimum Requirement	Signals Warranted?
		Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW			
Justification 2: Delay to Cross Traffic	2A (Main Road Approaches)	Volume Requirement	480	720	600	900	37%	120%	NO
				x					
		Average Hourly Volume		263					
	2B (Traffic Crossing Main Road)	Volume Requirement	50	75	50	75	123%	120%	
				x					
		Average Hourly Volume		92					

Results

Traffic signals are not warranted.

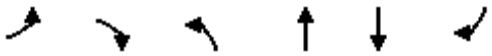
Project: S260623

Appendix E – Synchro Output Reports - 2033 Background Traffic

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	240	56	8	199	45	19
Future Volume (Veh/h)	240	56	8	199	45	19
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	273	64	9	226	51	22
Pedestrians					52	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			389		601	357
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			389		601	357
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		88	97
cM capacity (veh/h)			1123		440	658

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	337	235	73
Volume Left	0	9	51
Volume Right	64	0	22
cSH	1700	1123	489
Volume to Capacity	0.20	0.01	0.15
Queue Length 95th (m)	0.0	0.2	4.0
Control Delay (s)	0.0	0.4	13.6
Lane LOS		A	B
Approach Delay (s)	0.0	0.4	13.6
Approach LOS			B

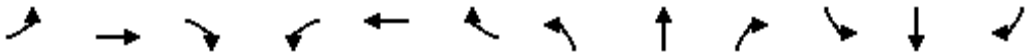
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	36	58	267	178	13
Future Volume (Veh/h)	3	36	58	267	178	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	3	38	60	278	185	14
Pedestrians	8				5	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	603	200	207			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603	200	207			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	95	96			
cM capacity (veh/h)	440	840	1366			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	41	338	199
Volume Left	3	60	0
Volume Right	38	0	14
cSH	787	1366	1700
Volume to Capacity	0.05	0.04	0.12
Queue Length 95th (m)	1.3	1.0	0.0
Control Delay (s)	9.8	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.8	1.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	160	106	83	89	4	117	0	151	2	2	2
Future Volume (vph)	0	160	106	83	89	4	117	0	151	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	174	115	90	97	4	127	0	164	2	2	2

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	289	191	291	6
Volume Left (vph)	0	90	127	2
Volume Right (vph)	115	4	164	2
Hadj (s)	-0.22	0.12	-0.20	-0.13
Departure Headway (s)	4.7	5.2	4.9	5.4
Degree Utilization, x	0.38	0.28	0.40	0.01
Capacity (veh/h)	715	649	678	566
Control Delay (s)	10.6	10.1	11.1	8.5
Approach Delay (s)	10.6	10.1	11.1	8.5
Approach LOS	B	B	B	A

Intersection Summary				
Delay	10.7			
Level of Service	B			
Intersection Capacity Utilization	63.2%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	160	106	83	89	4	117	0	151	2	2	2
Future Vol, veh/h	0	160	106	83	89	4	117	0	151	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	4	1	0	1	0	5	0	0	0
Mvmt Flow	0	174	115	90	97	4	127	0	164	2	2	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

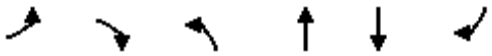
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	10.1	10.9	8.5
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	0%	47%	33%
Vol Thru, %	0%	60%	51%	33%
Vol Right, %	56%	40%	2%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	268	266	176	6
LT Vol	117	0	83	2
Through Vol	0	160	89	2
RT Vol	151	106	4	2
Lane Flow Rate	291	289	191	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.389	0.375	0.272	0.01
Departure Headway (Hd)	4.802	4.673	5.125	5.434
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	763	694	663
Service Time	2.873	2.747	3.209	3.434
HCM Lane V/C Ratio	0.392	0.379	0.275	0.011
HCM Control Delay	10.9	10.6	10.1	8.5
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.8	1.7	1.1	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	47	28	325	35	25
Future Volume (Veh/h)	280	47	28	325	35	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	318	53	32	369	40	28
Pedestrians	5			1	7	
Lane Width (m)	3.7			3.7	3.7	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			378		790	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			378		790	352
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		89	96
cM capacity (veh/h)			1184		348	690

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	371	401	68
Volume Left	0	32	40
Volume Right	53	0	28
cSH	1700	1184	438
Volume to Capacity	0.22	0.03	0.16
Queue Length 95th (m)	0.0	0.6	4.1
Control Delay (s)	0.0	0.9	14.7
Lane LOS		A	B
Approach Delay (s)	0.0	0.9	14.7
Approach LOS			B

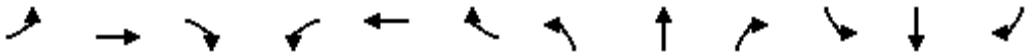
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	13	36	34	332	280	18
Future Volume (Veh/h)	13	36	34	332	280	18
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	39	37	361	304	20
Pedestrians	8				2	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	759	322	332			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	759	322	332			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	97			
cM capacity (veh/h)	363	718	1229			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	53	398	324
Volume Left	14	37	0
Volume Right	39	0	20
cSH	570	1229	1700
Volume to Capacity	0.09	0.03	0.19
Queue Length 95th (m)	2.3	0.7	0.0
Control Delay (s)	12.0	1.0	0.0
Lane LOS	B	A	
Approach Delay (s)	12.0	1.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	150	156	143	148	0	207	0	137	0	0	0
Future Volume (vph)	0	150	156	143	148	0	207	0	137	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	163	170	155	161	0	225	0	149	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	333	316	374	0
Volume Left (vph)	0	155	225	0
Volume Right (vph)	170	0	149	0
Hadj (s)	-0.29	0.12	-0.09	0.00
Departure Headway (s)	5.3	5.7	5.5	6.5
Degree Utilization, x	0.49	0.50	0.58	0.00
Capacity (veh/h)	642	601	611	439
Control Delay (s)	13.1	14.1	15.8	9.5
Approach Delay (s)	13.1	14.1	15.8	0.0
Approach LOS	B	B	C	A

Intersection Summary				
Delay	14.4			
Level of Service	B			
Intersection Capacity Utilization	70.3%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	150	156	143	148	0	207	0	137	0	0	0
Future Vol, veh/h	0	150	156	143	148	0	207	0	137	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	1	2	1	0	1	0	3	0	0	0
Mvmt Flow	0	163	170	155	161	0	225	0	149	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.1	14.1	15.7	0
HCM LOS	B	B	C	-

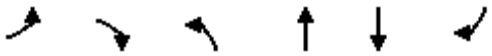
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	49%	0%
Vol Thru, %	0%	49%	51%	100%
Vol Right, %	40%	51%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	306	291	0
LT Vol	207	0	143	0
Through Vol	0	150	148	0
RT Vol	137	156	0	0
Lane Flow Rate	374	333	316	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.571	0.482	0.495	0
Departure Headway (Hd)	5.496	5.215	5.629	6.416
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	689	639	0
Service Time	3.542	3.265	3.679	4.5
HCM Lane V/C Ratio	0.572	0.483	0.495	0
HCM Control Delay	15.7	13.1	14.1	9.5
HCM Lane LOS	C	B	B	N
HCM 95th-tile Q	3.6	2.6	2.8	0

Appendix F – Synchro Output Reports - 2033 Total Traffic

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	240	59	9	199	52	22
Future Volume (Veh/h)	240	59	9	199	52	22
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	273	67	10	226	59	25
Pedestrians					52	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					5	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			392		604	358
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			392		604	358
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		87	96
cM capacity (veh/h)			1120		438	657

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	340	236	84
Volume Left	0	10	59
Volume Right	67	0	25
cSH	1700	1120	486
Volume to Capacity	0.20	0.01	0.17
Queue Length 95th (m)	0.0	0.2	4.7
Control Delay (s)	0.0	0.4	13.9
Lane LOS		A	B
Approach Delay (s)	0.0	0.4	13.9
Approach LOS			B

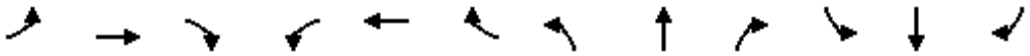
Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	43	61	267	178	14
Future Volume (Veh/h)	10	43	61	267	178	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	10	45	64	278	185	15
Pedestrians	8				5	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	612	200	208			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	612	200	208			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	95	95			
cM capacity (veh/h)	433	839	1365			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	55	342	200
Volume Left	10	64	0
Volume Right	45	0	15
cSH	717	1365	1700
Volume to Capacity	0.08	0.05	0.12
Queue Length 95th (m)	1.9	1.1	0.0
Control Delay (s)	10.4	1.8	0.0
Lane LOS	B	A	
Approach Delay (s)	10.4	1.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	163	106	84	90	4	117	0	158	2	2	2
Future Volume (vph)	0	163	106	84	90	4	117	0	158	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	177	115	91	98	4	127	0	172	2	2	2

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	292	193	299	6
Volume Left (vph)	0	91	127	2
Volume Right (vph)	115	4	172	2
Hadj (s)	-0.22	0.12	-0.20	-0.13
Departure Headway (s)	4.8	5.2	4.9	5.5
Degree Utilization, x	0.39	0.28	0.41	0.01
Capacity (veh/h)	710	644	678	561
Control Delay (s)	10.7	10.2	11.3	8.5
Approach Delay (s)	10.7	10.2	11.3	8.5
Approach LOS	B	B	B	A

Intersection Summary				
Delay	10.8			
Level of Service	B			
Intersection Capacity Utilization	63.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	163	106	84	90	4	117	0	158	2	2	2
Future Vol, veh/h	0	163	106	84	90	4	117	0	158	2	2	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	4	1	0	1	0	5	0	0	0
Mvmt Flow	0	177	115	91	98	4	127	0	172	2	2	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

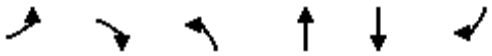
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	10.2	11.1	8.5
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	0%	47%	33%
Vol Thru, %	0%	61%	51%	33%
Vol Right, %	57%	39%	2%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	269	178	6
LT Vol	117	0	84	2
Through Vol	0	163	90	2
RT Vol	158	106	4	2
Lane Flow Rate	299	292	193	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.399	0.382	0.277	0.01
Departure Headway (Hd)	4.811	4.701	5.153	5.471
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	757	691	658
Service Time	2.885	2.776	3.237	3.471
HCM Lane V/C Ratio	0.404	0.386	0.279	0.011
HCM Control Delay	11.1	10.7	10.2	8.5
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.9	1.8	1.1	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	54	31	325	39	26
Future Volume (Veh/h)	280	54	31	325	39	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	318	61	35	369	44	30
Pedestrians	5			1	7	
Lane Width (m)	3.7			3.7	3.7	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			386		800	356
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			386		800	356
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		87	96
cM capacity (veh/h)			1176		343	687

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	379	404	74
Volume Left	0	35	44
Volume Right	61	0	30
cSH	1700	1176	430
Volume to Capacity	0.22	0.03	0.17
Queue Length 95th (m)	0.0	0.7	4.7
Control Delay (s)	0.0	1.0	15.1
Lane LOS		A	C
Approach Delay (s)	0.0	1.0	15.1
Approach LOS			C

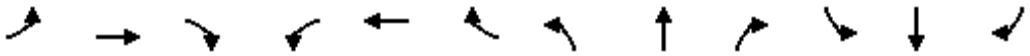
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	40	42	332	280	21
Future Volume (Veh/h)	16	40	42	332	280	21
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	43	46	361	304	23
Pedestrians	8				2	
Lane Width (m)	3.7				3.7	
Walking Speed (m/s)	1.1				1.1	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	778	324	335			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	778	324	335			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	94	96			
cM capacity (veh/h)	350	717	1226			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	60	407	327
Volume Left	17	46	0
Volume Right	43	0	23
cSH	553	1226	1700
Volume to Capacity	0.11	0.04	0.19
Queue Length 95th (m)	2.8	0.9	0.0
Control Delay (s)	12.3	1.2	0.0
Lane LOS	B	A	
Approach Delay (s)	12.3	1.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	151	156	146	151	0	207	0	140	0	0	0
Future Volume (vph)	0	151	156	146	151	0	207	0	140	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	164	170	159	164	0	225	0	152	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	334	323	377	0
Volume Left (vph)	0	159	225	0
Volume Right (vph)	170	0	152	0
Hadj (s)	-0.29	0.12	-0.09	0.00
Departure Headway (s)	5.3	5.7	5.6	6.5
Degree Utilization, x	0.49	0.51	0.58	0.00
Capacity (veh/h)	638	600	609	434
Control Delay (s)	13.3	14.5	16.0	9.5
Approach Delay (s)	13.3	14.5	16.0	0.0
Approach LOS	B	B	C	A

Intersection Summary				
Delay	14.6			
Level of Service	B			
Intersection Capacity Utilization	70.8%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	151	156	146	151	0	207	0	140	0	0	0
Future Vol, veh/h	0	151	156	146	151	0	207	0	140	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	1	2	1	0	1	0	3	0	0	0
Mvmt Flow	0	164	170	159	164	0	225	0	152	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	14.4	15.9	0
HCM LOS	B	B	C	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	49%	0%
Vol Thru, %	0%	49%	51%	100%
Vol Right, %	40%	51%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	347	307	297	0
LT Vol	207	0	146	0
Through Vol	0	151	151	0
RT Vol	140	156	0	0
Lane Flow Rate	377	334	323	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.578	0.486	0.506	0
Departure Headway (Hd)	5.515	5.243	5.648	6.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	684	636	0
Service Time	3.562	3.293	3.699	4.542
HCM Lane V/C Ratio	0.577	0.488	0.508	0
HCM Control Delay	15.9	13.2	14.4	9.5
HCM Lane LOS	C	B	B	N
HCM 95th-tile Q	3.7	2.7	2.9	0