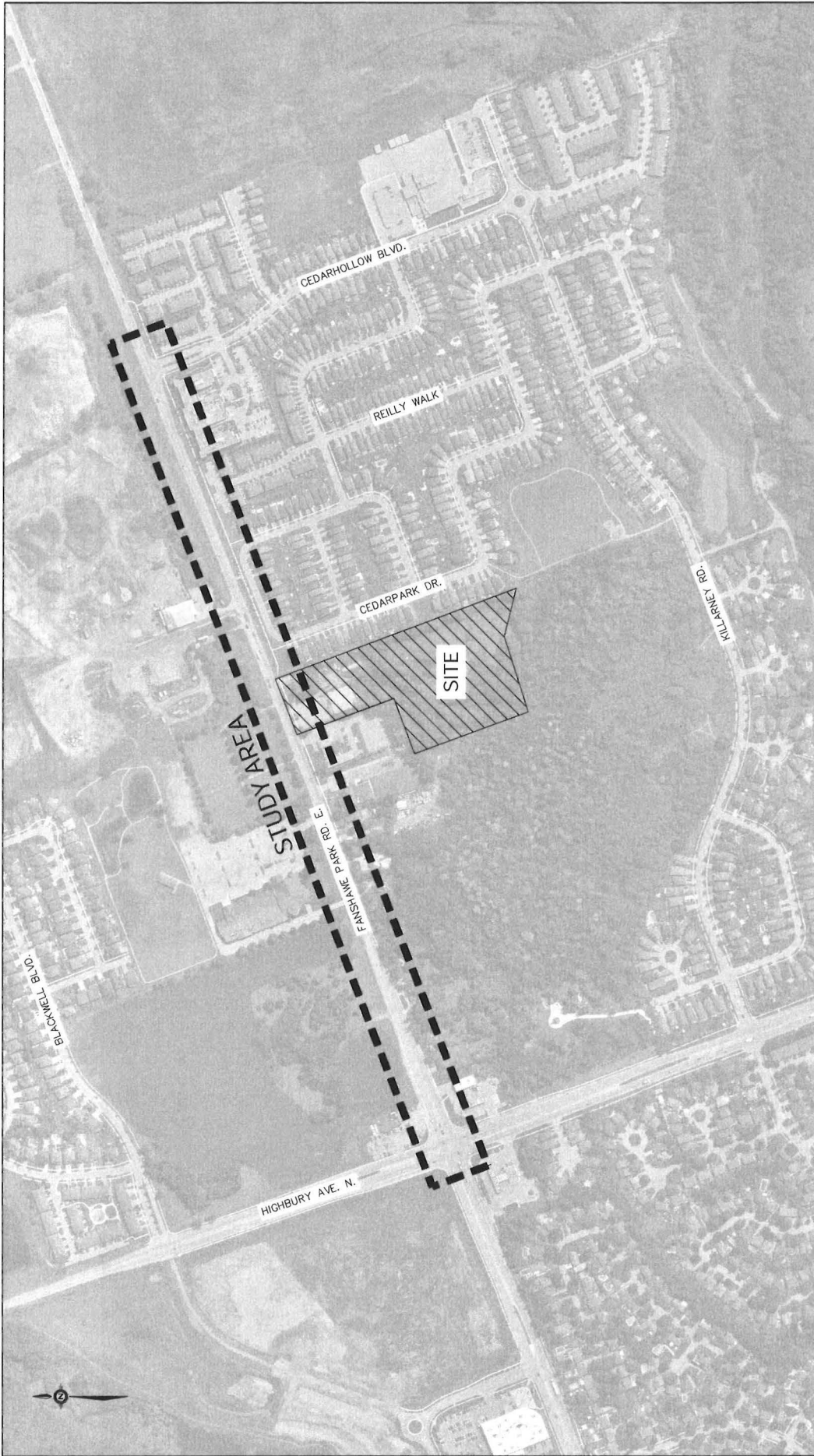




R.C. SPENCER ASSOCIATES INC. Consulting Engineers Whitaker 4801 Victoria Avenue W. - Windsor, ON N6A 5K6 Telephone: 416-291-1111 - 416-291-1112 - 416-291-1113 416-291-1114 - 416-291-1115 E-mail: info@rcspencer.com Professional Engineers Ontario				DESIGN	A.D.B.	1589 & 1579 FANSHAW PARK ROAD EAST, LONDON - T.I.S.		PROJECT NO.	25-1736
				CHECKED	A.D.B.			FIGURE NO.	1
				DRAWN	E.A.R.				
				CHECKED	A.D.B.				
				DATE	FEBRUARY 2025				
				SCALE	N.T.S.				



 R.C. SPENCE ASSOCIATES INC. CONSULTING ENGINEERS 1000 Lakeshore Blvd. East, Suite 200 London, Ontario N6G 1K1 Tel: (519) 833-1111 Fax: (519) 833-1112		PROJECT NO. 25-1736		1589 & 1579 FANSHAW PARK ROAD EAST, LONDON - T.I.S.		FIGURE NO. 2		OF 8	
2. UPDATED FIGURES 1. COMPLETED REPORT FIGURES		DESIGN CHECKED A.D.B. DRAWN E.A.R.		STUDY AREA		NO.		REVISION	
03 MAR 2025 E.A.R. A.D.B. CHECKED A.D.B. DATE FEBRUARY 2025 20 FEB 2025 E.A.R. A.D.B. SCALE N.T.S.		DATE BY APP		DATE BY APP		DATE BY APP		DATE BY APP	

PRELIMINARY
DRAFT PLAN OF CONDOMINIUM

1589 & 1579 FANSHAWE
PARK ROAD EAST



LAND USE BREAKDOWN				
LAND USE	Ha	%	UNITS	DENSITY
STACKED TOWNS BLOCK 1	119	64	176	148
MID RISE APARTMENT BLOCK 2	0.37	20	60	162
HERITAGE BUILDING BLOCK 3	0.09	5		
WIDENING BLOCK 4	0.02	1		
PATHWAY BLOCK 5	0.19	10		
DEVELOPMENT AREA	1.86	100	236	
OPEN SPACE BLOCK 6	1.58			
TOTAL	3.44			

PARKLAND CALCULATION			
BLOCK / CLASSIFICATION	AREA (Ha)	PARK	RATIO
BLOCK 5 NON-CONSTRAINED PARK (OUTSIDE 30m BUFFER)	0.138	0.1380	1:1
CONSTRAINED PARK	0.056	0.0019	30:1
SUB TOTAL	0.194	0.1399	
BLOCK 6 CONSTRAINED AREA WITH BUFFER	1.5800	0.0527	30:1
TOTAL SITE AREA	1.97	0.1925	



Nov 26, 2024
24-1500
SCALE 1: 1500 (11x17)

0 15 30 45m

Monteith + Brown
planning consultants

219 OXFORD STREET
WEST UNIT 302
LONDON, ONTARIO
N6H 1S6
519.686.1300
WWW.MBPC.CA

1589 & 1579 FANSHAWE PARK ROAD EAST,
LONDON - T.I.S.

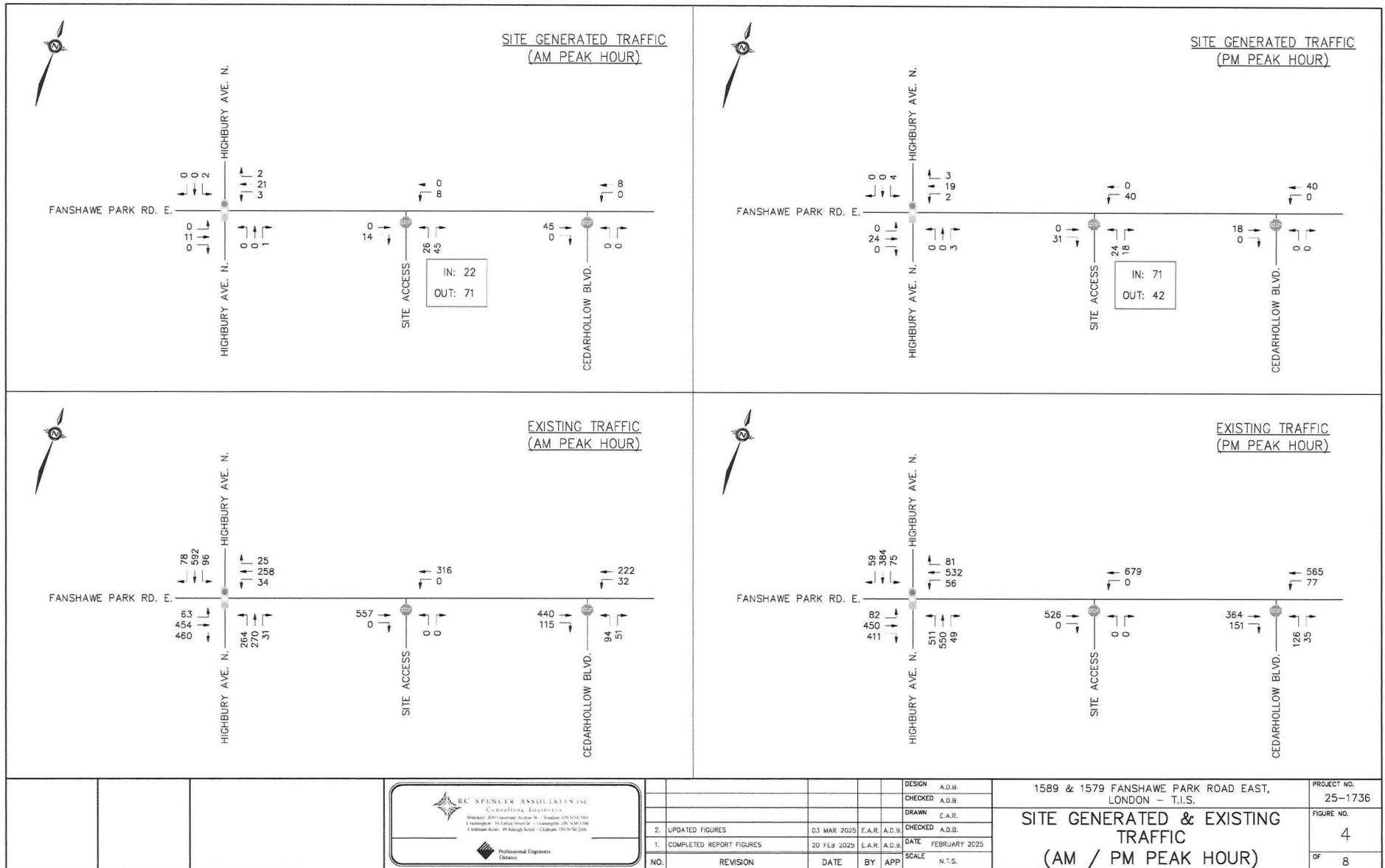
PROJECT NO.
25-1736

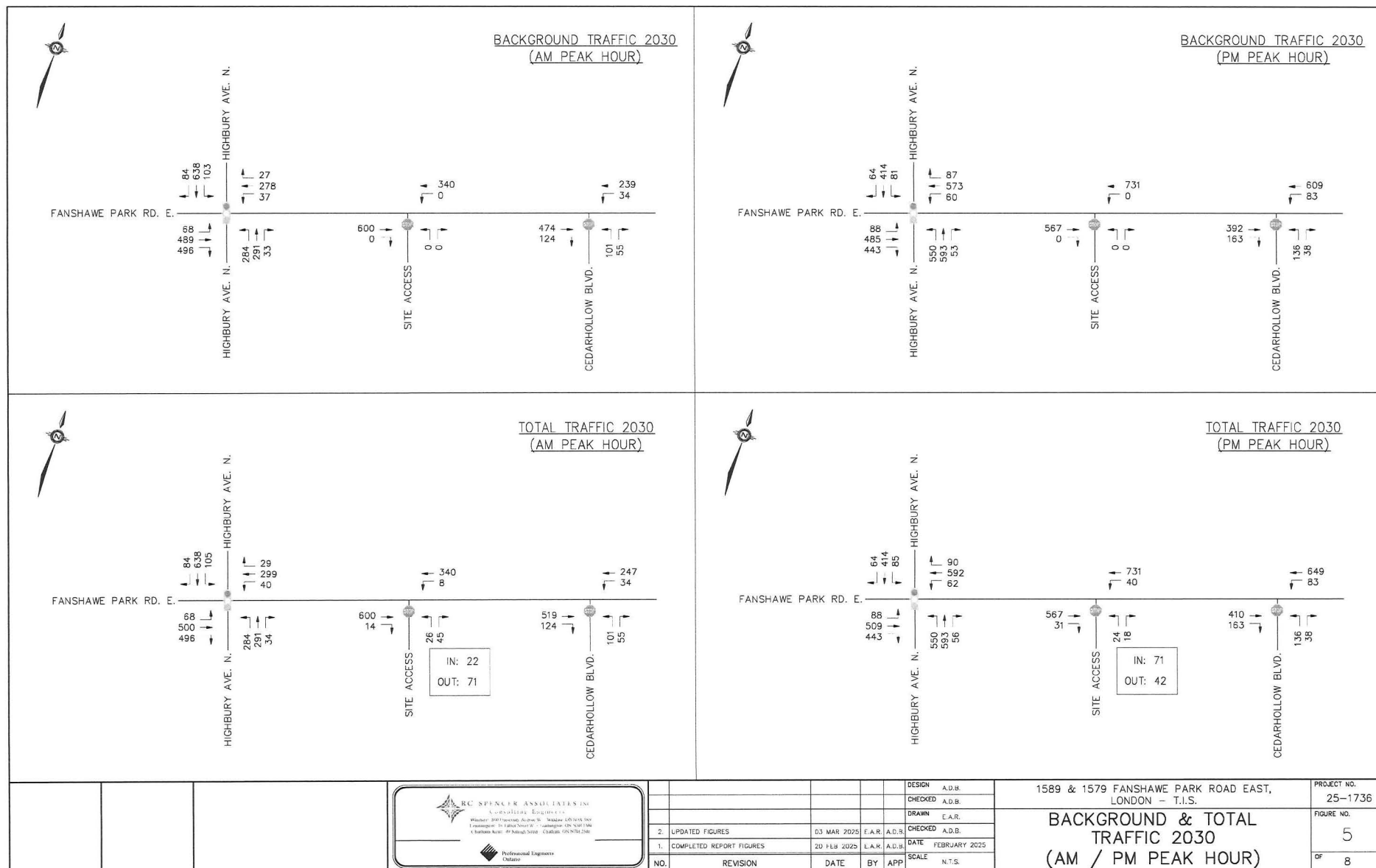
SITE PLAN

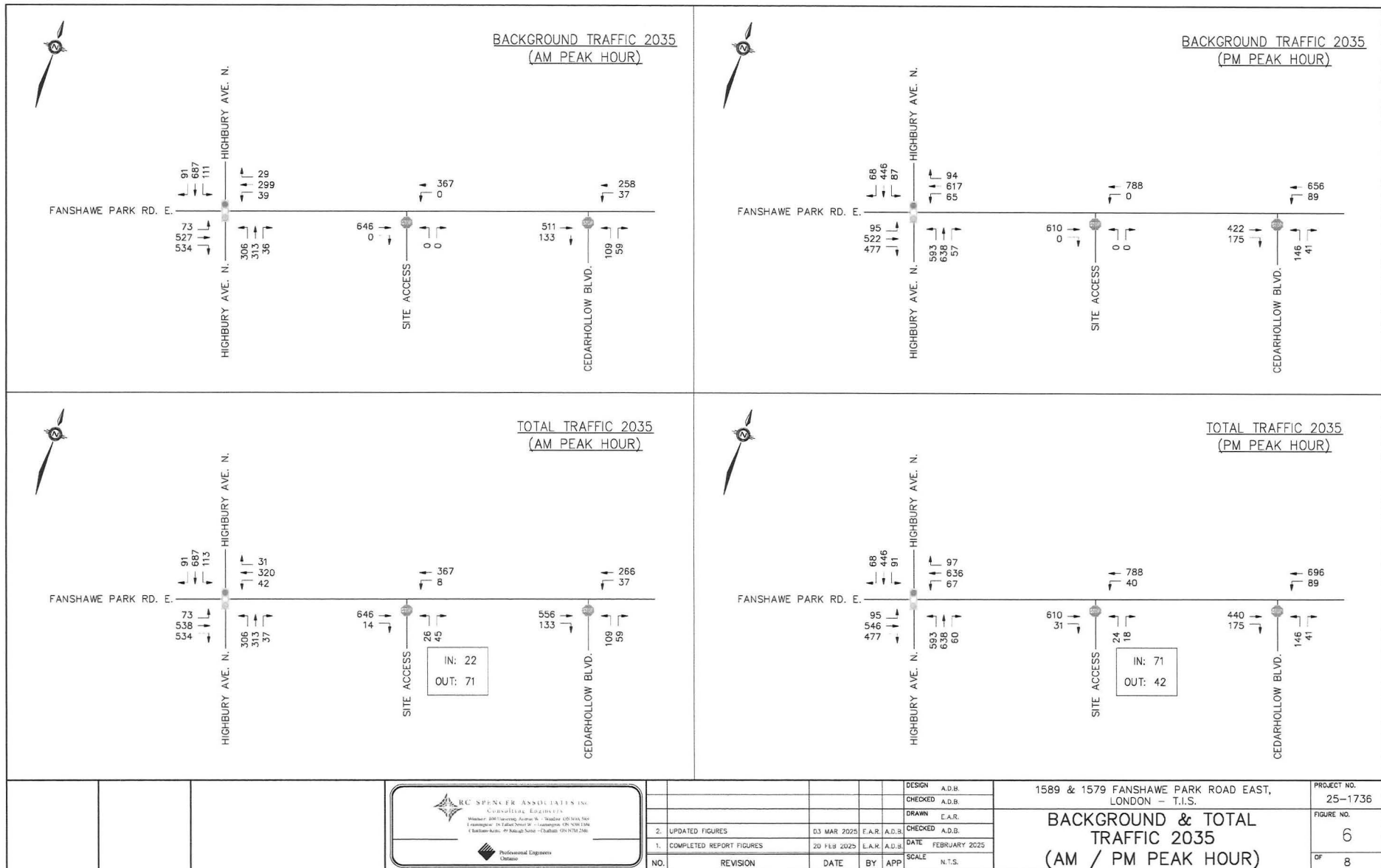
FIGURE NO.
3
OF
8

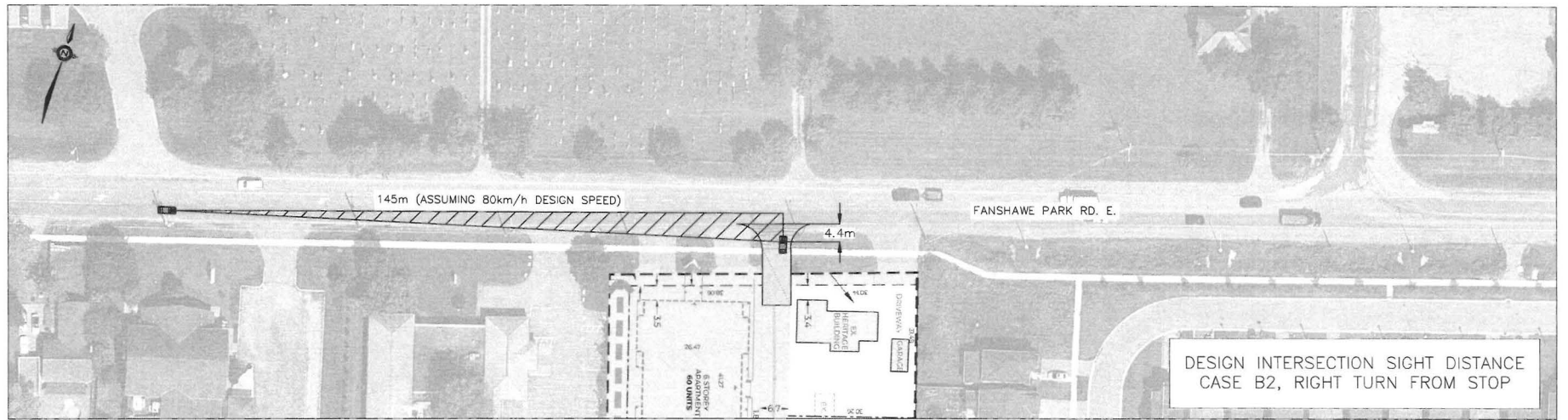
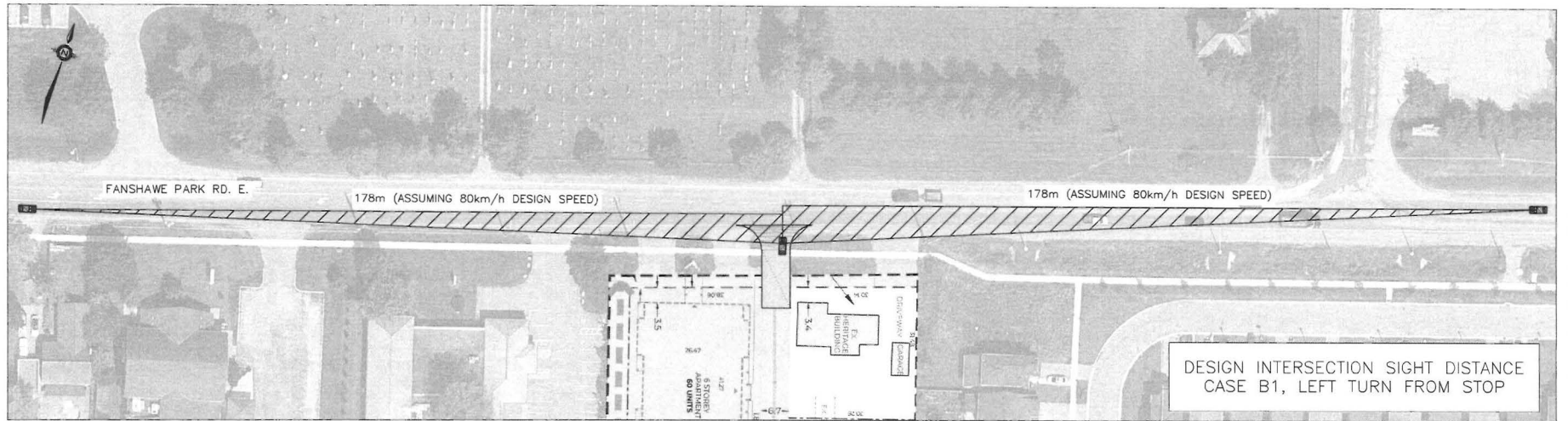


					DESIGN	A.D.B.	
					CHECKED	A.D.B.	
					DRAWN	C.A.R.	
2.	UPDATED FIGURES	03 MAR 2025	E.A.R.	A.D.B.	CHECKED	A.D.B.	
1.	COMPLETED REPORT FIGURES	20 FEB 2025	L.A.H.	A.D.B.	DATE	FEBRUARY 2025	
NO.	REVISION	DATE	BY	APP	SCALE	N.T.S.	

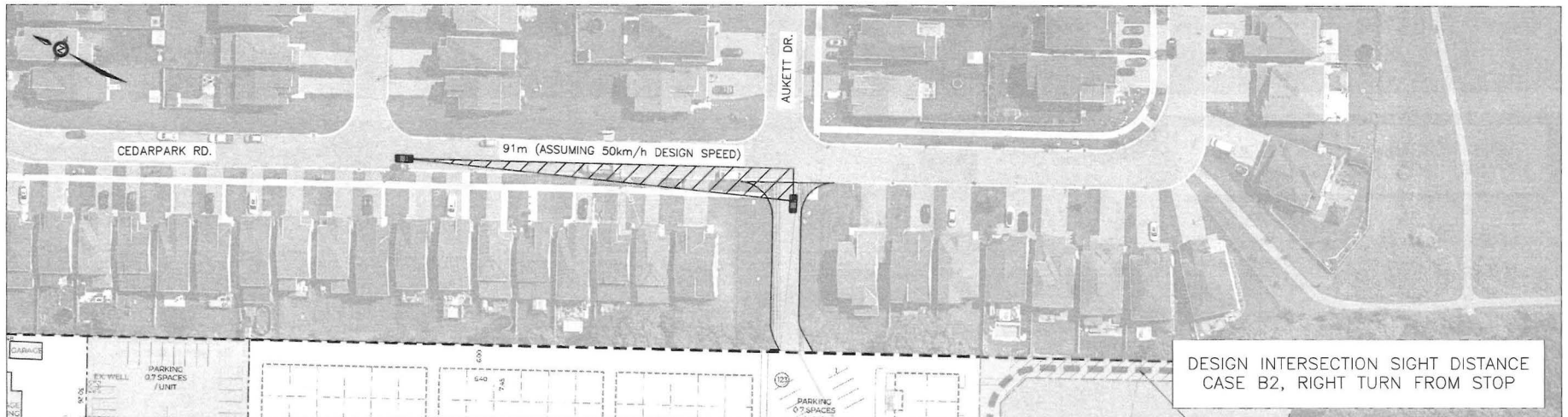
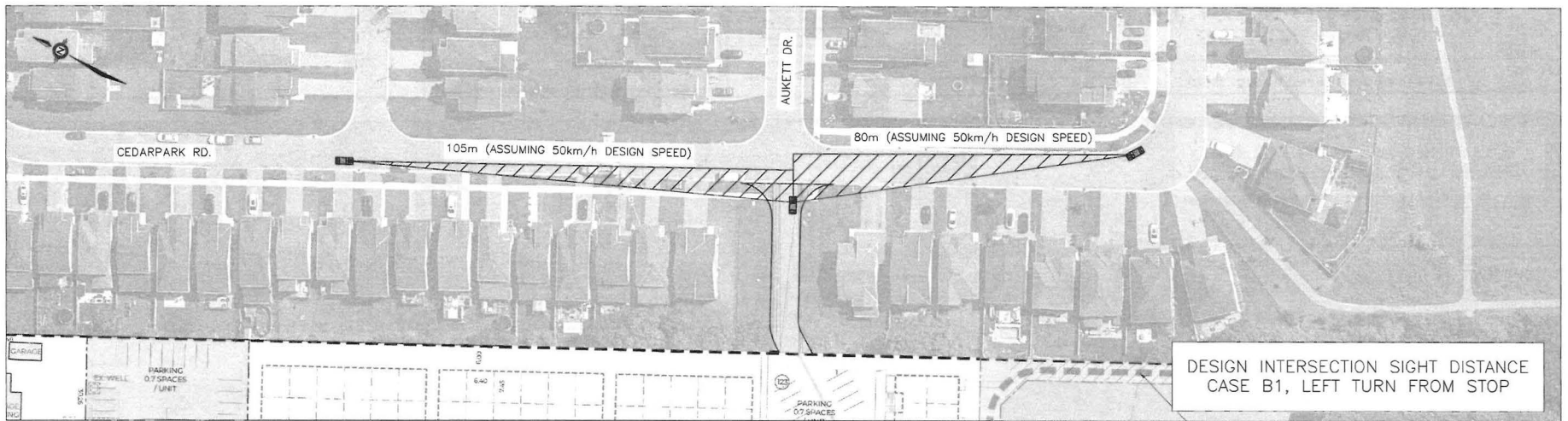








							DESIGN A.D.B. CHECKED A.D.B. DRAWN E.A.R. CHECKED A.D.B. DATE FEBRUARY 2025 SCALE N.T.S.	1589 & 1579 FANSHAW PARK ROAD EAST, LONDON - T.I.S.	PROJECT NO. 25-1736 FIGURE NO. 7 OF 8
2.	UPDATED FIGURES	03 MAR 2025	F.A.R.	A.D.B.					
1.	COMPLETED REPORT FIGURES	20 FEB 2025	E.A.R.	A.D.B.					
NO.	REVISION	DATE	BY	APP					



RC SPENCER ASSOCIATES INC.

Consulting Engineers

1589 & 1579 FANSHAW PARK ROAD EAST, LONDON, ONTARIO N6G 1S6
1589 & 1579 FANSHAW PARK ROAD EAST, LONDON, ONTARIO N6G 1S6
1589 & 1579 FANSHAW PARK ROAD EAST, LONDON, ONTARIO N6G 1S6

Professional Engineers
Ontario

						DESIGN	A.D.B.
						CHECKED	A.D.B.
						DRAWN	C.A.R.
2.	UPDATED FIGURES		03 MAR 2025	E.A.R.	A.D.B.	CHECKED	A.D.B.
1.	COMPLETED REPORT FIGURES		20 FEB 2025	E.A.R.	A.D.B.	DATE	FEBRUARY 2025
NO.	REVISION		DATE	BY	APP	SCALE	N.T.S.

1589 & 1579 FANSHAW PARK ROAD EAST,
LONDON - T.I.S.

SIGHT LINE ANALYSIS:
PRIVATE LINE ACCESS AT
CEDARPARK DR.

PROJECT NO.
25-1736

FIGURE NO.

8

OF 8

Appendix A

CORRESPONDENCE WITH ROAD AUTHORITY

From: cmorden@rcspencer.ca
To: "Goslin, Katelyn"
Cc: ablata@rcspencer.ca; rcspencer@rcspencer.ca
Subject: RE: [EXTERNAL] 1589 & 1579 Fanshawe Park Rd E London Residential Development
Date: March 4, 2025 9:23:00 AM
Attachments: [image001.png](#)

Thank you for your response, Katelyn.

We will consider left turn lane warrants and signal warrants at the site access. We will evaluate and comment on the levels of service for the site access (which is intended to be all-directional) and address any operational issues that may arise.

Thank you,

Cheryl Morden

Executive Assistant to Aaron D. Blata

RC SPENCER ASSOCIATES INC.

18 Talbot St. W. | Leamington, ON N8H 1M4

Office: (519) 324-0606 ext. 1143

From: Goslin, Katelyn <kgoslin@london.ca>
Sent: March 4, 2025 8:34 AM
To: cmorden@rcspencer.ca
Cc: ablata@rcspencer.ca; rcspencer@rcspencer.ca
Subject: RE: [EXTERNAL] 1589 & 1579 Fanshawe Park Rd E London Residential Development

Good Morning

Only question we have is clarification. The scope states "Identification of applicable improvements for future consideration". Does this include site access needs such as full movement access/RIRO, traffic signal warranted/not warranted, medians, etc?

Our review notes that the scope seems to be appropriate.

Thank you



Katelyn Goslin, C.E.T., PMP® (She/Her)
Senior Technologist, Development Inspections
Planning & Development
Housing and Community Growth
City of London

From: cmorden@rcspencer.ca <cmorden@rcspencer.ca>

Sent: Thursday, February 20, 2025 11:47 AM

To: Goslin, Katelyn <kgoslin@london.ca>

Cc: ablata@rcspencer.ca; rcspencer@rcspencer.ca

Subject: [EXTERNAL] 1589 & 1579 Fanshawe Park Rd E London Residential Development

Good morning, Katelyn.

RC Spencer Associates Inc. has been retained to complete a Traffic Impact Assessment of the ramifications of the proposed development on Fanshawe Road East (see attached site plan). Your name was provided within the Record of Pre-Application Consultation as the point person for this report. This document and the Initial Proposal Report are also attached for your reference.

We are anticipating that this development of 236 residential units (stacked townhomes and mid-rise units) will generate a total of approximately 93 trips during the AM peak hour and 113 trips during the PM peak hour. Our calculation sheet for trip generation is also attached.

Our Scope of Services is as follows:

- Correspondence with City Officials;
- Weekday turning movement counts at three area intersections;
 - **Highbury Avenue at Fanshawe Park Road East;**
 - **Cedarhollow Boulevard at Fanshawe Park East; and**
 - **The location of the proposed site access at Fanshawe Park East;**
- Trip generation for the proposed site using ITE trip generation reference data (estimates attached);
- Traffic distribution and assignment of site generated traffic onto the road network;
- Baseline traffic network modelling and development of total traffic projections for existing and future **weekday (AM and PM peak hour)** conditions, accounting for possible growth of background traffic;
 - **1.5% growth rate** per year, compounded annually;
- Capacity and level of service analysis using the Synchro 12 analysis program;
 - Existing conditions;
 - Background traffic 2030;
 - Full build-out by 2030;
 - Background traffic 2035; and
 - Horizon year 2035;
- Geometric and sight line analyses for the proposed site accesses;
- Identification of applicable improvements for future consideration;
- Preparation of a final report (to include engineers' comments and supporting figures).

Could the City please review and provide comment on this scope at your earliest convenience?

Thank you,

Cheryl Morden

Executive Assistant to Aaron D. Blata

RC SPENCER ASSOCIATES INC.

18 Talbot St. W. | Leamington, ON N8H 1M4

Office: (519) 324-0606 ext. 1143



Virus-free www.avg.com

Appendix B

TRAFFIC DATA COLLECTION

Highbury Avenue North at Fanshawe Park Road East

Site Access at Fanshawe Park Road East

Cedarhollow Boulevard at Fanshawe Park Road East

Date: 4 March 2025

Counted By: RC Spencer Associates (CAM 4)

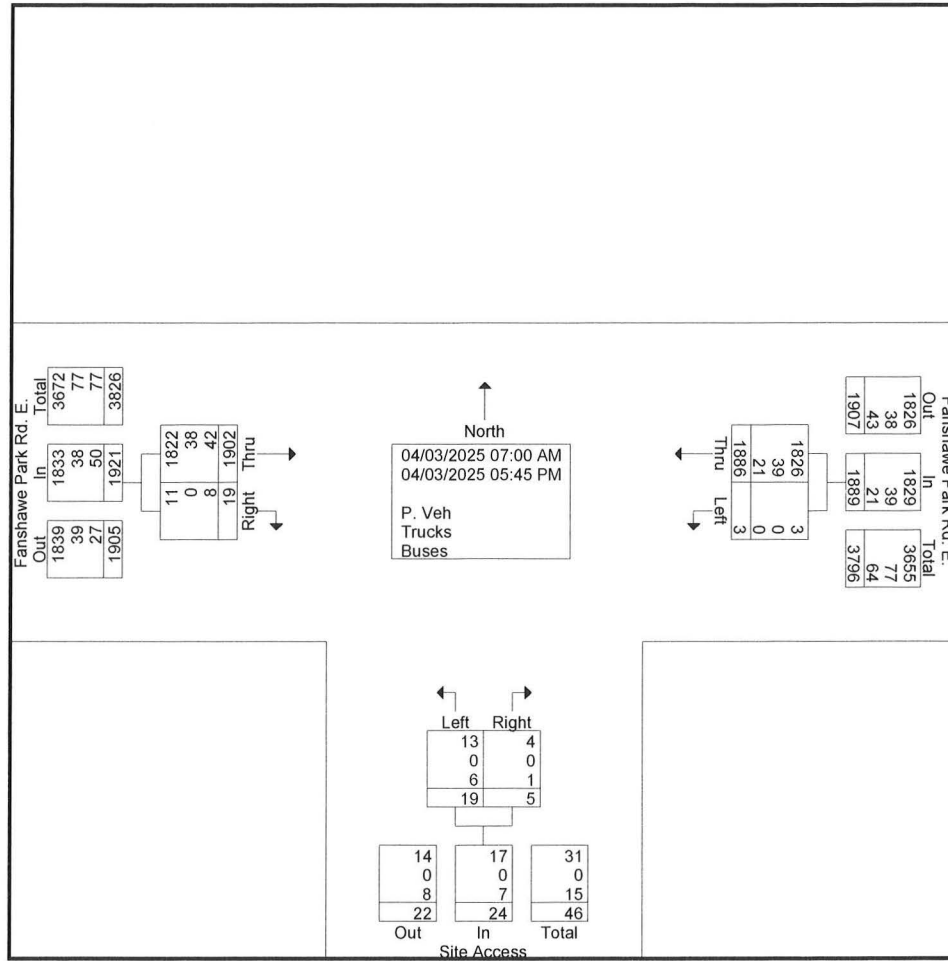
Weather Conditions: Overcast

Site Access at Fanshawe Park Rd. E.

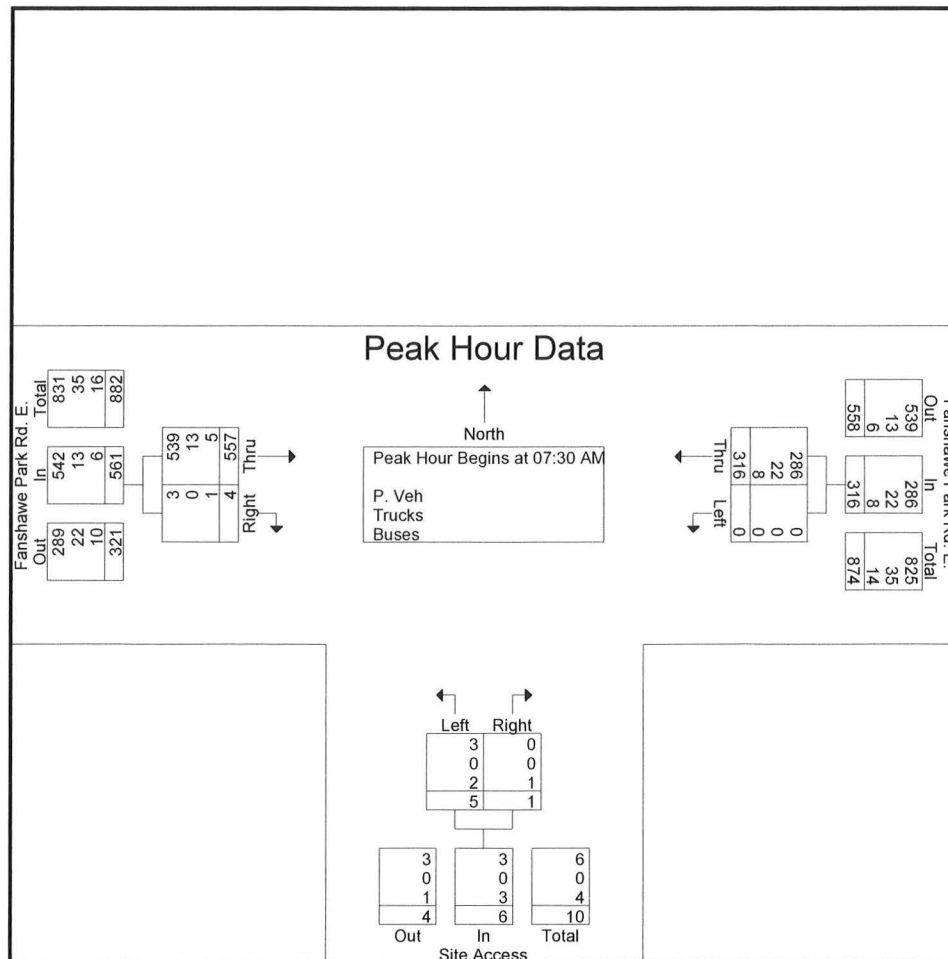
Groups Printed- P. Veh - Trucks - Buses

Start Time	Fanshawe Park Rd. E. E/B				Fanshawe Park Rd. E. W/B				Site Access N/B				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total			
07:00 AM	93	4	(0)	97	1	58	(0)	59	0	0	(0)	0	0	156	156
07:15 AM	106	0	(0)	106	0	66	(0)	66	3	0	(0)	3	0	175	175
07:30 AM	124	0	(0)	124	0	88	(0)	88	2	1	(0)	3	0	215	215
07:45 AM	172	1	(0)	173	0	66	(0)	66	1	0	(0)	1	0	240	240
Total	495	5	(0)	500	1	278	(0)	279	6	1	(0)	7	0	786	786
08:00 AM	119	1	(0)	120	0	82	(0)	82	0	0	(0)	0	0	202	202
08:15 AM	142	2	(0)	144	0	80	(0)	80	2	0	(0)	2	0	226	226
08:30 AM	115	1	(0)	116	0	86	(0)	86	1	0	(0)	1	0	203	203
08:45 AM	120	3	(0)	123	2	116	(0)	118	2	1	(0)	3	0	244	244
Total	496	7	(0)	503	2	364	(0)	366	5	1	(0)	6	0	875	875
*** BREAK ***															
04:00 PM	133	4	(0)	137	0	168	(0)	168	6	1	(0)	7	0	312	312
04:15 PM	116	1	(0)	117	0	163	(0)	163	0	1	(0)	1	0	281	281
04:30 PM	140	0	(0)	140	0	168	(0)	168	0	0	(0)	0	0	308	308
04:45 PM	137	1	(0)	138	0	180	(0)	180	0	0	(0)	0	0	318	318
Total	526	6	(0)	532	0	679	(0)	679	6	2	(0)	8	0	1219	1219
05:00 PM	112	1	(0)	113	0	178	(0)	178	2	1	(0)	3	0	294	294
05:15 PM	93	0	(0)	93	0	163	(0)	163	0	0	(0)	0	0	256	256
05:30 PM	101	0	(0)	101	0	130	(0)	130	0	0	(0)	0	0	231	231
05:45 PM	79	0	(0)	79	0	94	(0)	94	0	0	(0)	0	0	173	173
Total	385	1	(0)	386	0	565	(0)	565	2	1	(0)	3	0	954	954
Grand Total	1902	19	(0)	1921	3	1886	(0)	1889	19	5	(0)	24	0	3834	3834
Apprch %	99	1			0.2	99.8			79.2	20.8					
Total %	49.6	0.5		50.1	0.1	49.2		49.3	0.5	0.1		0.6	0	100	
P. Veh	1822	11		1833	3	1826		1829	13	4		17	0	0	3679
% P. Veh	95.8	57.9	0	95.4	100	96.8	0	96.8	68.4	80	0	70.8	0	0	96
Trucks	38	0		38	0	39		39	0	0		0	0	0	77
% Trucks	2	0	0	2	0	2.1	0	2.1	0	0	0	0	0	0	2
Buses	42	8		50	0	21		21	6	1		7	0	0	78
% Buses	2.2	42.1	0	2.6	0	1.1	0	1.1	31.6	20	0	29.2	0	0	2

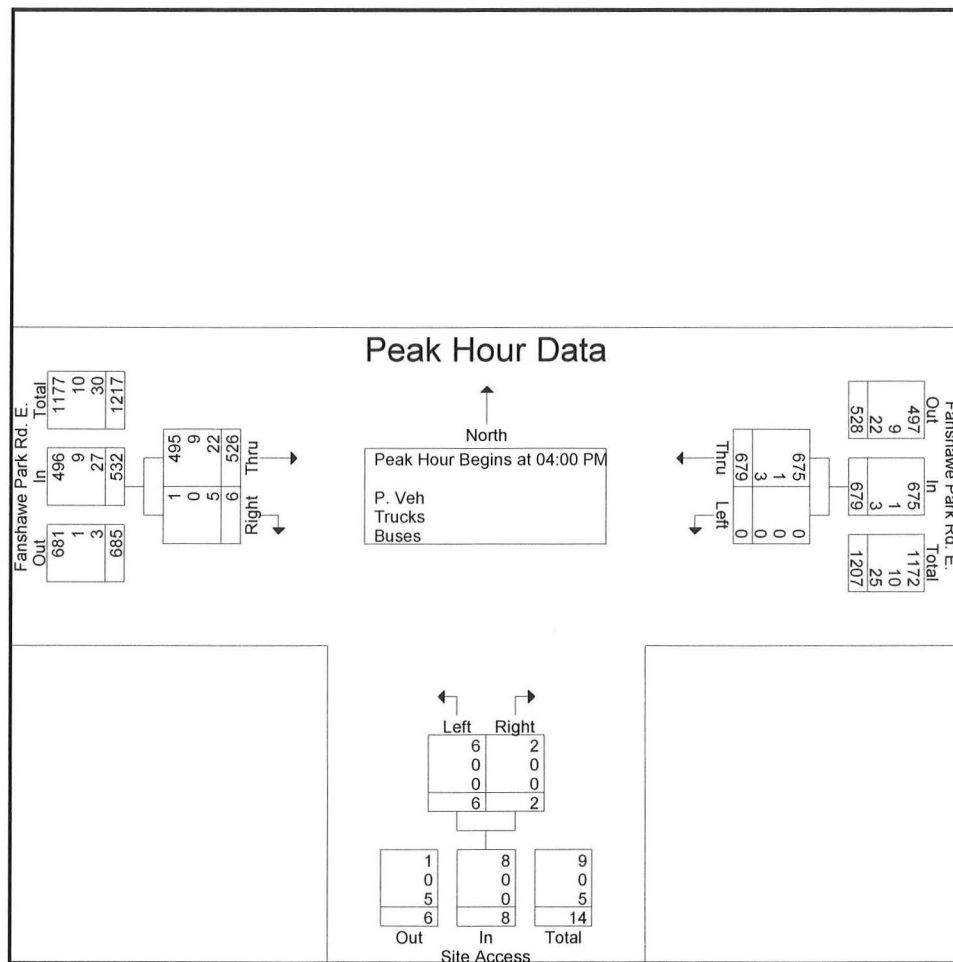




	Fanshawe Park Rd. E. E/B			Fanshawe Park Rd. E. W/B			Site Access N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	124	0	124	0	88	88	2	1	3	215
07:45 AM	172	1	173	0	66	66	1	0	1	240
08:00 AM	119	1	120	0	82	82	0	0	0	202
08:15 AM	142	2	144	0	80	80	2	0	2	226
Total Volume	557	4	561	0	316	316	5	1	6	883
% App. Total	99.3	0.7		0	100		83.3	16.7		
PHF	.810	.500	.811	.000	.898	.898	.625	.250	.500	.920
P. Veh	539	3	542	0	286	286	3	0	3	831
% P. Veh	96.8	75.0	96.6	0	90.5	90.5	60.0	0	50.0	94.1
Trucks	13	0	13	0	22	22	0	0	0	35
% Trucks	2.3	0	2.3	0	7.0	7.0	0	0	0	4.0
Buses	5	1	6	0	8	8	2	1	3	17
% Buses	0.9	25.0	1.1	0	2.5	2.5	40.0	100	50.0	1.9



	Fanshawe Park Rd. E. E/B			Fanshawe Park Rd. E. W/B			Site Access N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	133	4	137	0	168	168	6	1	7	312
04:15 PM	116	1	117	0	163	163	0	1	1	281
04:30 PM	140	0	140	0	168	168	0	0	0	308
04:45 PM	137	1	138	0	180	180	0	0	0	318
Total Volume	526	6	532	0	679	679	6	2	8	1219
% App. Total	98.9	1.1		0	100		75	25		
PHF	.939	.375	.950	.000	.943	.943	.250	.500	.286	.958
P. Veh	495	1	496	0	675	675	6	2	8	1179
% P. Veh	94.1	16.7	93.2	0	99.4	99.4	100	100	100	96.7
Trucks	9	0	9	0	1	1	0	0	0	10
% Trucks	1.7	0	1.7	0	0.1	0.1	0	0	0	0.8
Buses	22	5	27	0	3	3	0	0	0	30
% Buses	4.2	83.3	5.1	0	0.4	0.4	0	0	0	2.5



Date: 4 March 2025

Counted By: RC Spencer Associates (CAM 4)

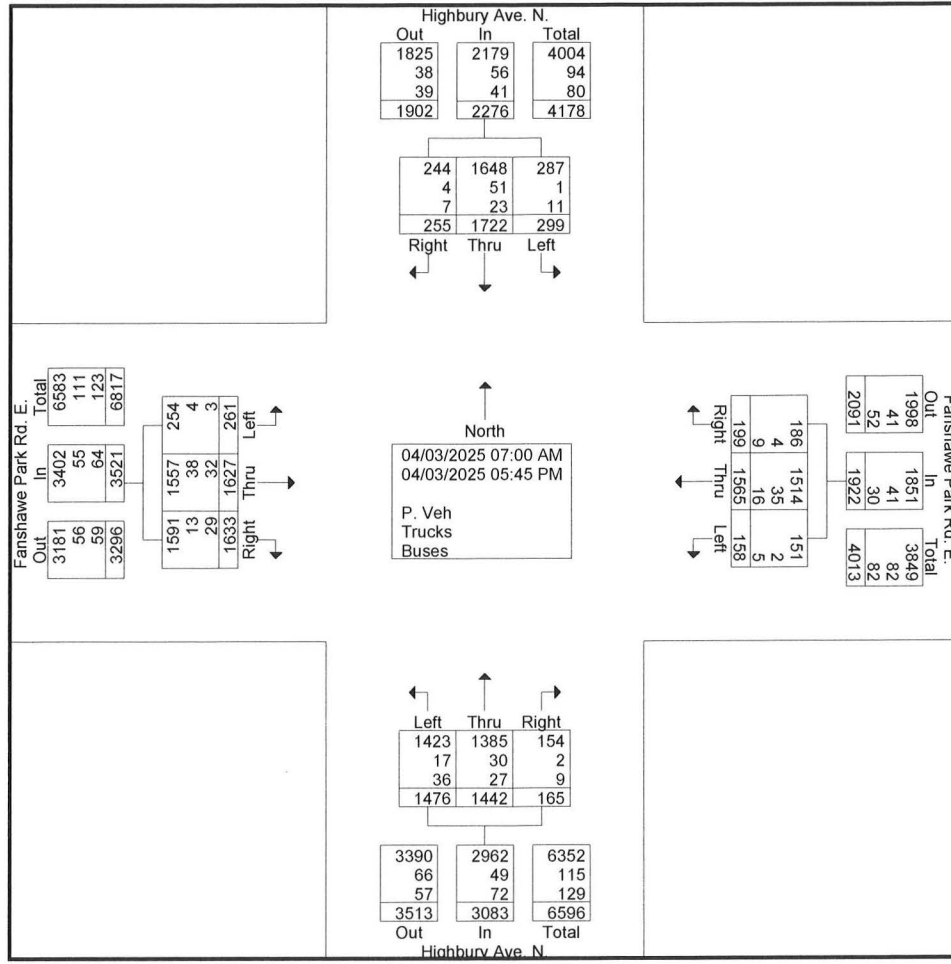
Weather Conditions: Overcast

Fanshawe Park Rd. E. at Highbury Ave. N.

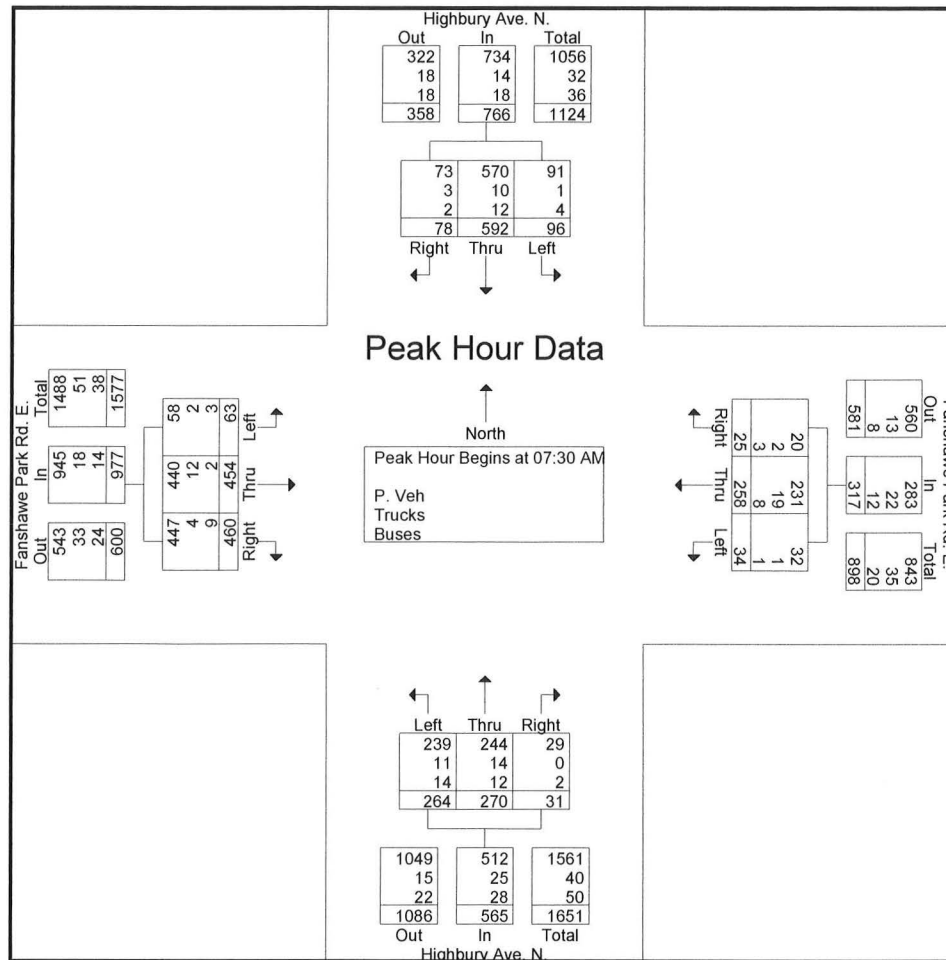
Groups Printed- P. Veh - Trucks - Buses

	Fanshawe Park Rd. E. E/B					Fanshawe Park Rd. E. W/B					Highbury Ave. N. N/B					Highbury Ave. N. S/B							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu Total	Inclu Total	Int. Total
07:00 AM	17	83	74	(2)	174	12	54	5	(1)	71	27	53	10	(1)	90	9	70	11	(0)	90	4	425	429
07:15 AM	10	88	76	(0)	174	7	52	5	(0)	64	50	61	6	(0)	117	14	91	12	(0)	117	0	472	472
07:30 AM	19	123	118	(3)	260	7	78	10	(0)	95	45	74	4	(0)	123	14	130	19	(0)	163	3	641	644
07:45 AM	11	129	111	(1)	251	7	60	3	(0)	70	82	71	16	(0)	169	28	171	22	(0)	221	1	711	712
Total	57	423	379	(6)	859	33	244	23	(1)	300	204	259	36	(1)	499	65	462	64	(0)	591	8	2249	2257
08:00 AM	15	106	106	(2)	227	10	61	8	(0)	79	65	70	4	(0)	139	27	158	18	(0)	203	2	648	650
08:15 AM	18	96	125	(0)	239	10	59	4	(0)	73	72	55	7	(2)	134	27	133	19	(0)	179	2	625	627
08:30 AM	13	101	104	(1)	218	1	91	6	(1)	98	76	48	5	(2)	129	15	118	12	(0)	145	4	590	594
08:45 AM	9	84	122	(1)	215	4	91	12	(0)	107	72	56	10	(1)	138	45	121	23	(0)	189	2	649	651
Total	55	387	457	(4)	899	25	302	30	(1)	357	285	229	26	(5)	540	114	530	72	(0)	716	10	2512	2522
*** BREAK ***																							
04:00 PM	17	107	94	(0)	218	22	115	19	(0)	156	139	156	12	(0)	307	16	100	16	(1)	132	1	813	814
04:15 PM	19	109	102	(0)	230	16	143	17	(1)	176	139	139	9	(0)	287	15	100	11	(0)	126	1	819	820
04:30 PM	25	114	109	(2)	248	8	120	25	(0)	153	121	137	10	(1)	268	18	95	15	(0)	128	3	797	800
04:45 PM	21	120	106	(1)	247	10	154	20	(0)	184	112	118	18	(1)	248	26	89	17	(0)	132	2	811	813
Total	82	450	411	(3)	943	56	532	81	(1)	669	511	550	49	(2)	1110	75	384	59	(1)	518	7	3240	3247
05:00 PM	23	96	93	(0)	212	16	143	18	(0)	177	157	124	17	(0)	298	14	93	13	(0)	120	0	807	807
05:15 PM	15	94	115	(1)	224	3	156	17	(0)	176	104	114	10	(1)	228	13	85	11	(0)	109	2	737	739
05:30 PM	17	93	84	(0)	194	14	101	18	(0)	133	117	82	16	(1)	215	15	78	18	(0)	111	1	653	654
05:45 PM	12	84	94	(1)	190	11	87	12	(0)	110	98	84	11	(0)	193	3	90	18	(0)	111	1	604	605
Total	67	367	386	(2)	820	44	487	65	(0)	596	476	404	54	(2)	934	45	346	60	(0)	451	4	2801	2805
Grand Total	261	1627	1633	(15)	3521	158	1565	199	(3)	1922	1476	1442	165	(10)	3083	299	1722	255	(1)	2276	29	10802	10831
Apprch %	7.4	46.2	46.4			8.2	81.4	10.4			47.9	46.8	5.4			13.1	75.7	11.2					
Total %	2.4	15.1	15.1		32.6	1.5	14.5	1.8		17.8	13.7	13.3	1.5		28.5	2.8	15.9	2.4		21.1	0.3	99.7	
P. Veh	254	1557	1591		3417	151	1514	186		1854	1423	1385	154		2972	287	1648	244		2180	0	0	10423
% P. Veh	97.3	95.7	97.4	100	96.6	95.6	96.7	93.5	100	96.3	96.4	96	93.3	100	96.1	96	95.7	95.7	100	95.7	0	0	96.2
Trucks	4	38	13		55	2	35	4		41	17	30	2		49	1	51	4		56	0	0	201
% Trucks	1.5	2.3	0.8	0	1.6	1.3	2.2	2	0	2.1	1.2	2.1	1.2	0	1.6	0.3	3	1.6	0	2.5	0	0	1.9
Buses	3	32	29		64	5	16	9		30	36	27	9		72	11	23	7		41	0	0	207
% Buses	1.1	2	1.8	0	1.8	3.2	1	4.5	0	1.6	2.4	1.9	5.5	0	2.3	3.7	1.3	2.7	0	1.8	0	0	1.9

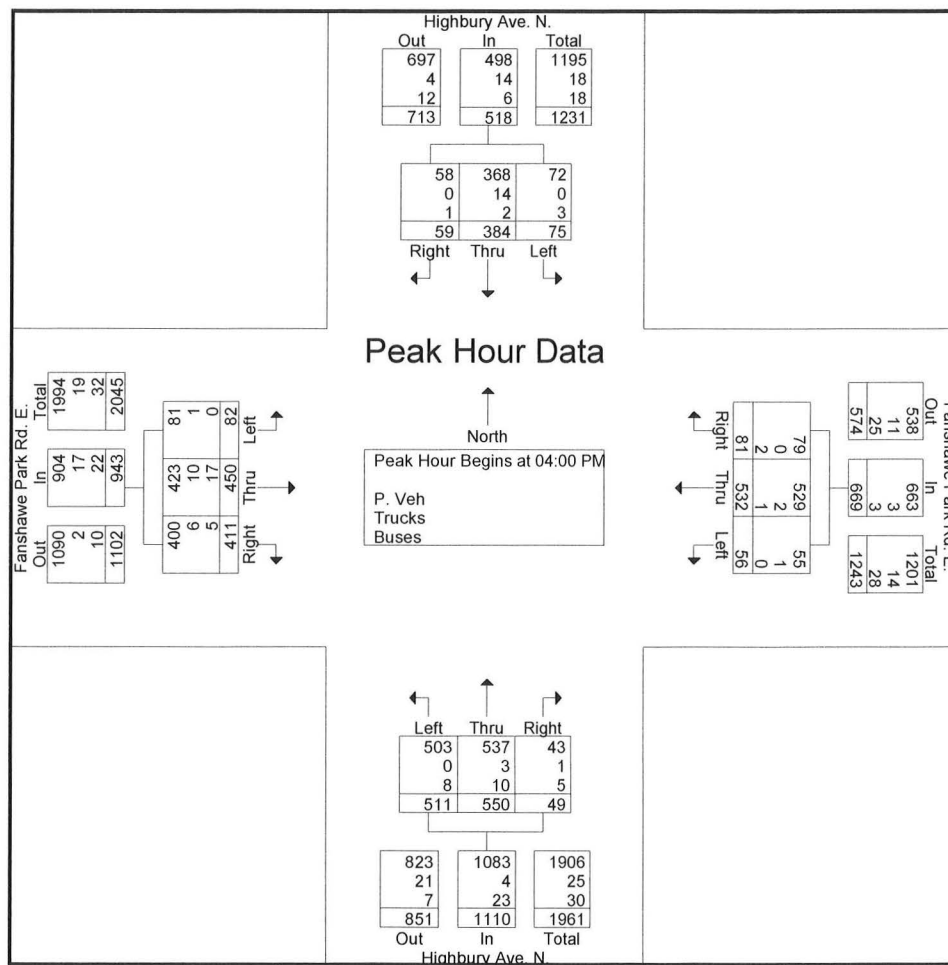




	Fanshawe Park Rd. E. E/B				Fanshawe Park Rd. E. W/B				Highbury Ave. N. N/B				Highbury Ave. N. S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	123	118	260	7	78	10	95	45	74	4	123	14	130	19	163	641
07:45 AM	11	129	111	251	7	60	3	70	82	71	16	169	28	171	22	221	711
08:00 AM	15	106	106	227	10	61	8	79	65	70	4	139	27	158	18	203	648
08:15 AM	18	96	125	239	10	59	4	73	72	55	7	134	27	133	19	179	625
Total Volume	63	454	460	977	34	258	25	317	264	270	31	565	96	592	78	766	2625
% App. Total	6.4	46.5	47.1		10.7	81.4	7.9		46.7	47.8	5.5		12.5	77.3	10.2		
PHF	.829	.880	.920	.939	.850	.827	.625	.834	.805	.912	.484	.836	.857	.865	.886	.867	.923
P. Veh	58	440	447	945	32	231	20	283	239	244	29	512	91	570	73	734	2474
% P. Veh	92.1	96.9	97.2	96.7	94.1	89.5	80.0	89.3	90.5	90.4	93.5	90.6	94.8	96.3	93.6	95.8	94.2
Trucks	2	12	4	18	1	19	2	22	11	14	0	25	1	10	3	14	79
% Trucks	3.2	2.6	0.9	1.8	2.9	7.4	8.0	6.9	4.2	5.2	0	4.4	1.0	1.7	3.8	1.8	3.0
Buses	3	2	9	14	1	8	3	12	14	12	2	28	4	12	2	18	72
% Buses	4.8	0.4	2.0	1.4	2.9	3.1	12.0	3.8	5.3	4.4	6.5	5.0	4.2	2.0	2.6	2.3	2.7



	Fanshawe Park Rd. E. E/B				Fanshawe Park Rd. E. W/B				Highbury Ave. N. N/B				Highbury Ave. N. S/B				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	17	107	94	218	22	115	19	156	139	156	12	307	16	100	16	132	813
04:15 PM	19	109	102	230	16	143	17	176	139	139	9	287	15	100	11	126	819
04:30 PM	25	114	109	248	8	120	25	153	121	137	10	268	18	95	15	128	797
04:45 PM	21	120	106	247	10	154	20	184	112	118	18	248	26	89	17	132	811
Total Volume	82	450	411	943	56	532	81	669	511	550	49	1110	75	384	59	518	3240
% App. Total	8.7	47.7	43.6		8.4	79.5	12.1		46	49.5	4.4		14.5	74.1	11.4		
PHF	.820	.938	.943	.951	.636	.864	.810	.909	.919	.881	.681	.904	.721	.960	.868	.981	.989
P. Veh	81	423	400	904	55	529	79	663	503	537	43	1083	72	368	58	498	3148
% P. Veh	98.8	94.0	97.3	95.9	98.2	99.4	97.5	99.1	98.4	97.6	87.8	97.6	96.0	95.8	98.3	96.1	97.2
Trucks	1	10	6	17	1	2	0	3	0	3	1	4	0	14	0	14	38
% Trucks	1.2	2.2	1.5	1.8	1.8	0.4	0	0.4	0	0.5	2.0	0.4	0	3.6	0	2.7	1.2
Buses	0	17	5	22	0	1	2	3	8	10	5	23	3	2	1	6	54
% Buses	0	3.8	1.2	2.3	0	0.2	2.5	0.4	1.6	1.8	10.2	2.1	4.0	0.5	1.7	1.2	1.7



Date: 4 March 2025

Counted By: RC Spencer Associates (CAM 4)

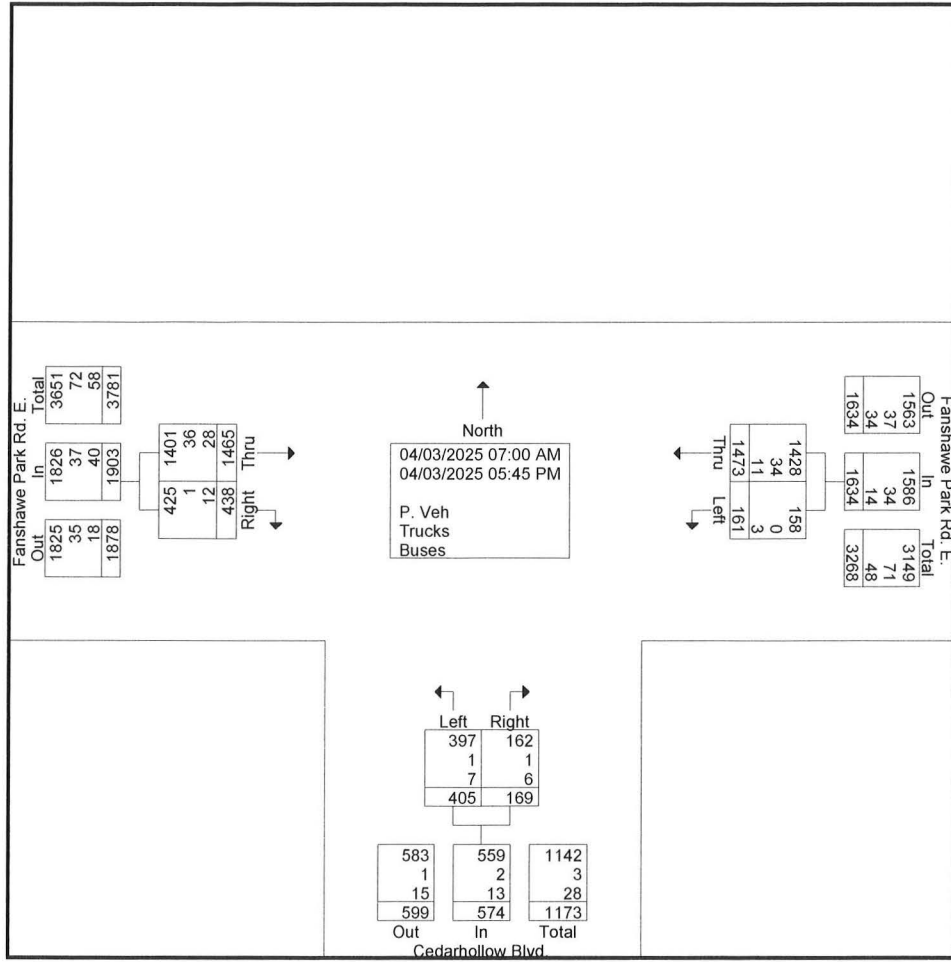
Weather Conditions: Overcast

Cedarhollow Blvd. at Fanshawe Park Rd. E.

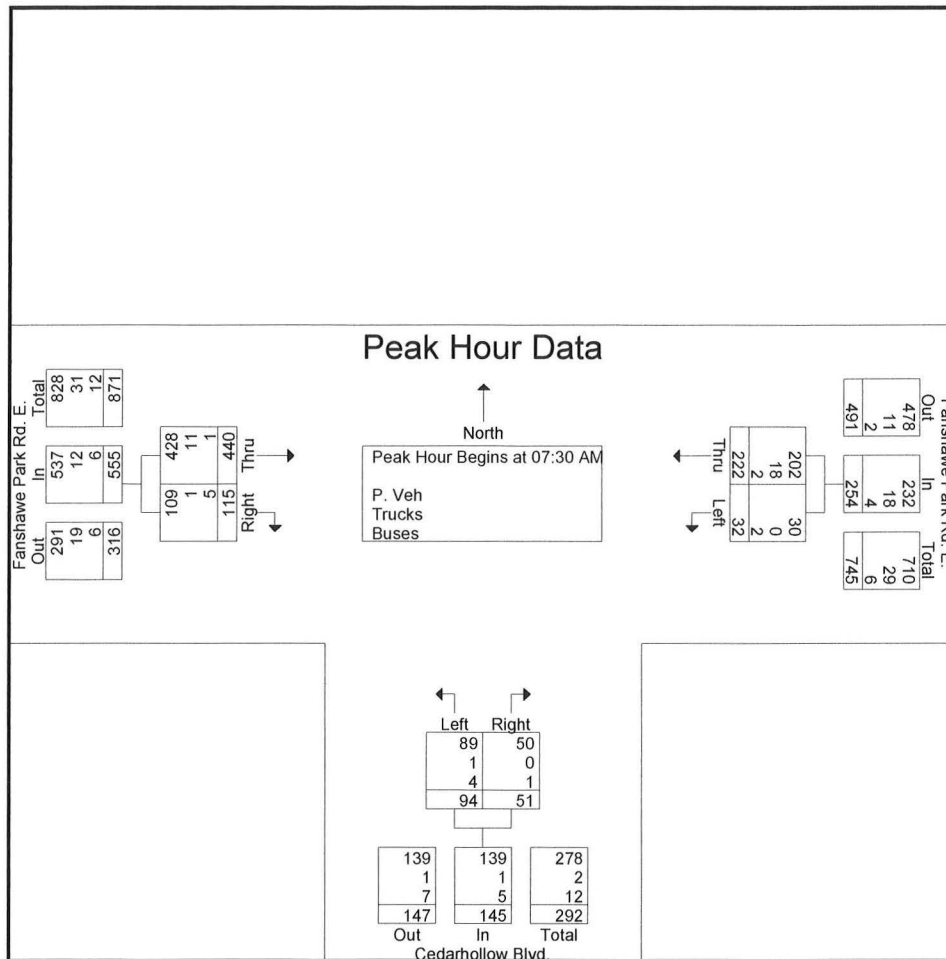
Groups Printed- P. Veh - Trucks - Buses

Start Time	Fanshawe Park Rd. E. E/B				Fanshawe Park Rd. E. W/B				Cedarhollow Blvd. N/B				Exclu. Total	Inclu. Total	Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total			
07:00 AM	70	8	(0)	78	3	38	(0)	41	13	11	(0)	24	0	143	143
07:15 AM	103	16	(0)	119	2	54	(0)	56	17	10	(0)	27	0	202	202
07:30 AM	112	14	(0)	126	5	58	(0)	63	30	16	(0)	46	0	235	235
07:45 AM	128	42	(0)	170	8	44	(0)	52	20	14	(0)	34	0	256	256
Total	413	80	(0)	493	18	194	(0)	212	80	51	(0)	131	0	836	836
08:00 AM	88	27	(0)	115	8	56	(0)	64	28	13	(0)	41	0	220	220
08:15 AM	112	32	(0)	144	11	64	(0)	75	16	8	(0)	24	0	243	243
08:30 AM	93	19	(0)	112	5	62	(0)	67	22	11	(0)	33	0	212	212
08:45 AM	85	37	(0)	122	6	85	(0)	91	32	20	(0)	52	0	265	265
Total	378	115	(0)	493	30	267	(0)	297	98	52	(0)	150	0	940	940
*** BREAK ***															
04:00 PM	102	28	(0)	130	10	126	(0)	136	40	11	(0)	51	0	317	317
04:15 PM	89	32	(0)	121	23	137	(0)	160	27	9	(0)	36	0	317	317
04:30 PM	95	46	(0)	141	19	137	(0)	156	28	7	(0)	35	0	332	332
04:45 PM	90	48	(0)	138	21	150	(0)	171	34	6	(0)	40	0	349	349
Total	376	154	(0)	530	73	550	(0)	623	129	33	(0)	162	0	1315	1315
05:00 PM	90	25	(0)	115	14	141	(0)	155	37	13	(0)	50	0	320	320
05:15 PM	71	22	(0)	93	15	138	(0)	153	22	7	(0)	29	0	275	275
05:30 PM	79	22	(0)	101	7	103	(0)	110	29	8	(0)	37	0	248	248
05:45 PM	58	20	(1)	78	4	80	(0)	84	10	5	(0)	15	1	177	178
Total	298	89	(1)	387	40	462	(0)	502	98	33	(0)	131	1	1020	1021
Grand Total	1465	438	(1)	1903	161	1473	(0)	1634	405	169	(0)	574	1	4111	4112
Apprch %	77	23			9.9	90.1			70.6	29.4					
Total %	35.6	10.7		46.3	3.9	35.8		39.7	9.9	4.1		14	0	100	
P. Veh	1401	425		1827	158	1428		1586	397	162		559	0	0	3972
% P. Veh	95.6	97	100	96	98.1	96.9	0	97.1	98	95.9	0	97.4	0	0	96.6
Trucks	36	1		37	0	34		34	1	1		2	0	0	73
% Trucks	2.5	0.2	0	1.9	0	2.3	0	2.1	0.2	0.6	0	0.3	0	0	1.8
Buses	28	12		40	3	11		14	7	6		13	0	0	67
% Buses	1.9	2.7	0	2.1	1.9	0.7	0	0.9	1.7	3.6	0	2.3	0	0	1.6

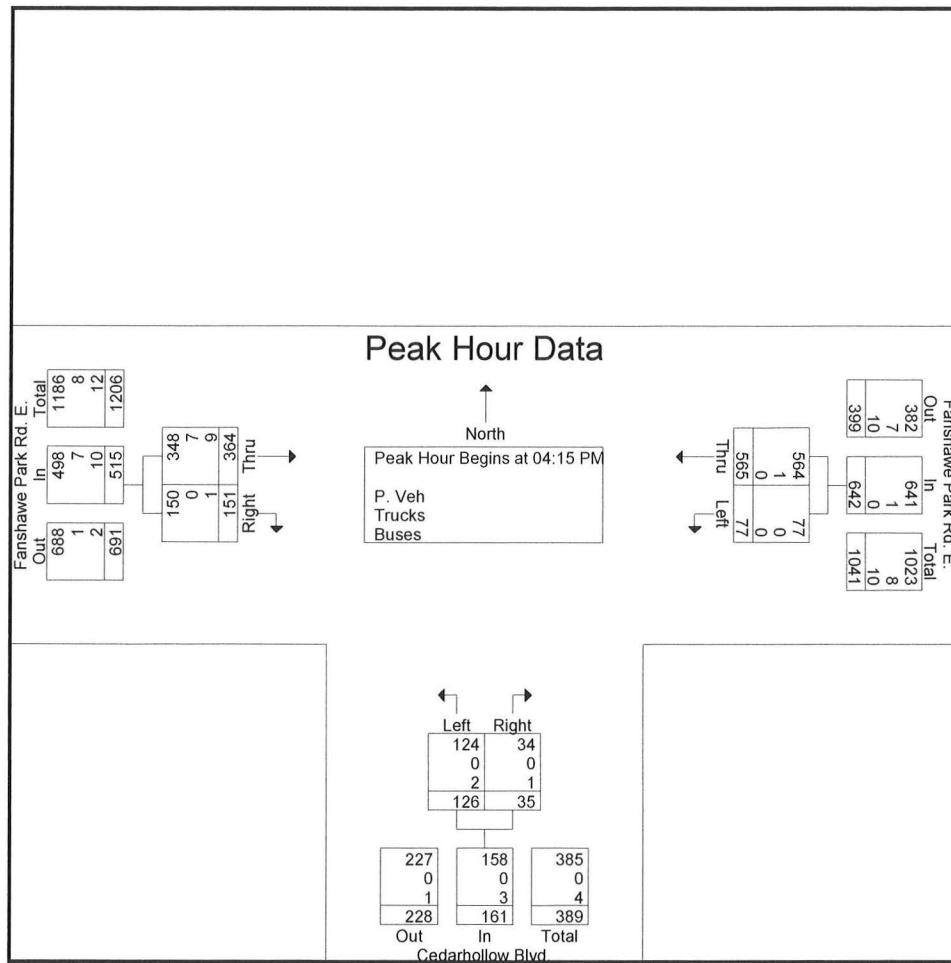




	Fanshawe Park Rd. E. E/B			Fanshawe Park Rd. E. W/B			Cedarhollow Blvd. N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	112	14	126	5	58	63	30	16	46	235
07:45 AM	128	42	170	8	44	52	20	14	34	256
08:00 AM	88	27	115	8	56	64	28	13	41	220
08:15 AM	112	32	144	11	64	75	16	8	24	243
Total Volume	440	115	555	32	222	254	94	51	145	954
% App. Total	79.3	20.7		12.6	87.4		64.8	35.2		
PHF	.859	.685	.816	.727	.867	.847	.783	.797	.788	.932
P. Veh	428	109	537	30	202	232	89	50	139	908
% P. Veh	97.3	94.8	96.8	93.8	91.0	91.3	94.7	98.0	95.9	95.2
Trucks	11	1	12	0	18	18	1	0	1	31
% Trucks	2.5	0.9	2.2	0	8.1	7.1	1.1	0	0.7	3.2
Buses	1	5	6	2	2	4	4	1	5	15
% Buses	0.2	4.3	1.1	6.3	0.9	1.6	4.3	2.0	3.4	1.6



	Fanshawe Park Rd. E. E/B			Fanshawe Park Rd. E. W/B			Cedarhollow Blvd. N/B			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	89	32	121	23	137	160	27	9	36	317
04:30 PM	95	46	141	19	137	156	28	7	35	332
04:45 PM	90	48	138	21	150	171	34	6	40	349
05:00 PM	90	25	115	14	141	155	37	13	50	320
Total Volume	364	151	515	77	565	642	126	35	161	1318
% App. Total	70.7	29.3		12	88		78.3	21.7		
PHF	.958	.786	.913	.837	.942	.939	.851	.673	.805	.944
P. Veh	348	150	498	77	564	641	124	34	158	1297
% P. Veh	95.6	99.3	96.7	100	99.8	99.8	98.4	97.1	98.1	98.4
Trucks	7	0	7	0	1	1	0	0	0	8
% Trucks	1.9	0	1.4	0	0.2	0.2	0	0	0	0.6
Buses	9	1	10	0	0	0	2	1	3	13
% Buses	2.5	0.7	1.9	0	0	0	1.6	2.9	1.9	1.0



Appendix C

ITE TRIP GENERATION MANUAL – 11TH EDITION REFERENCES

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 30

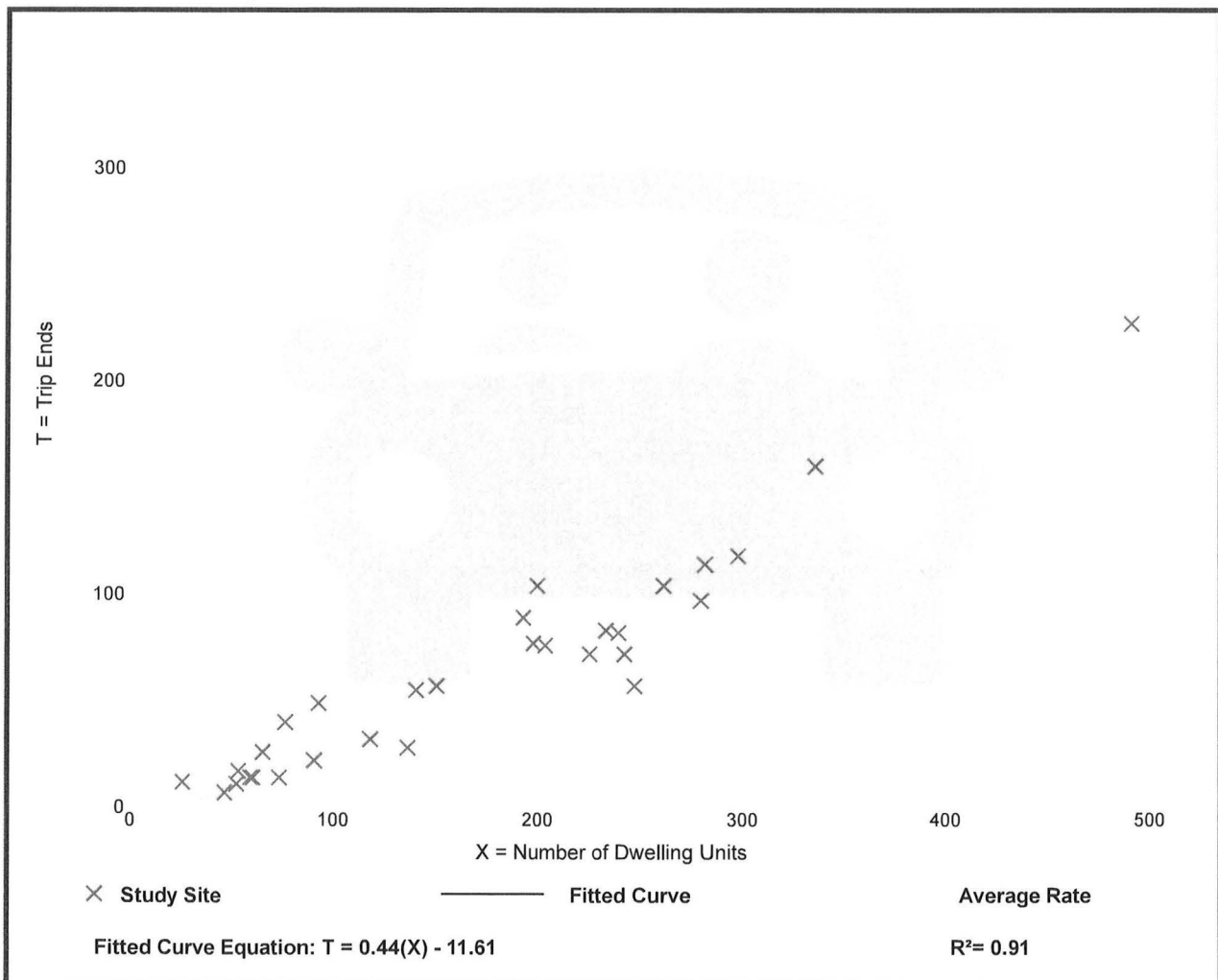
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 31

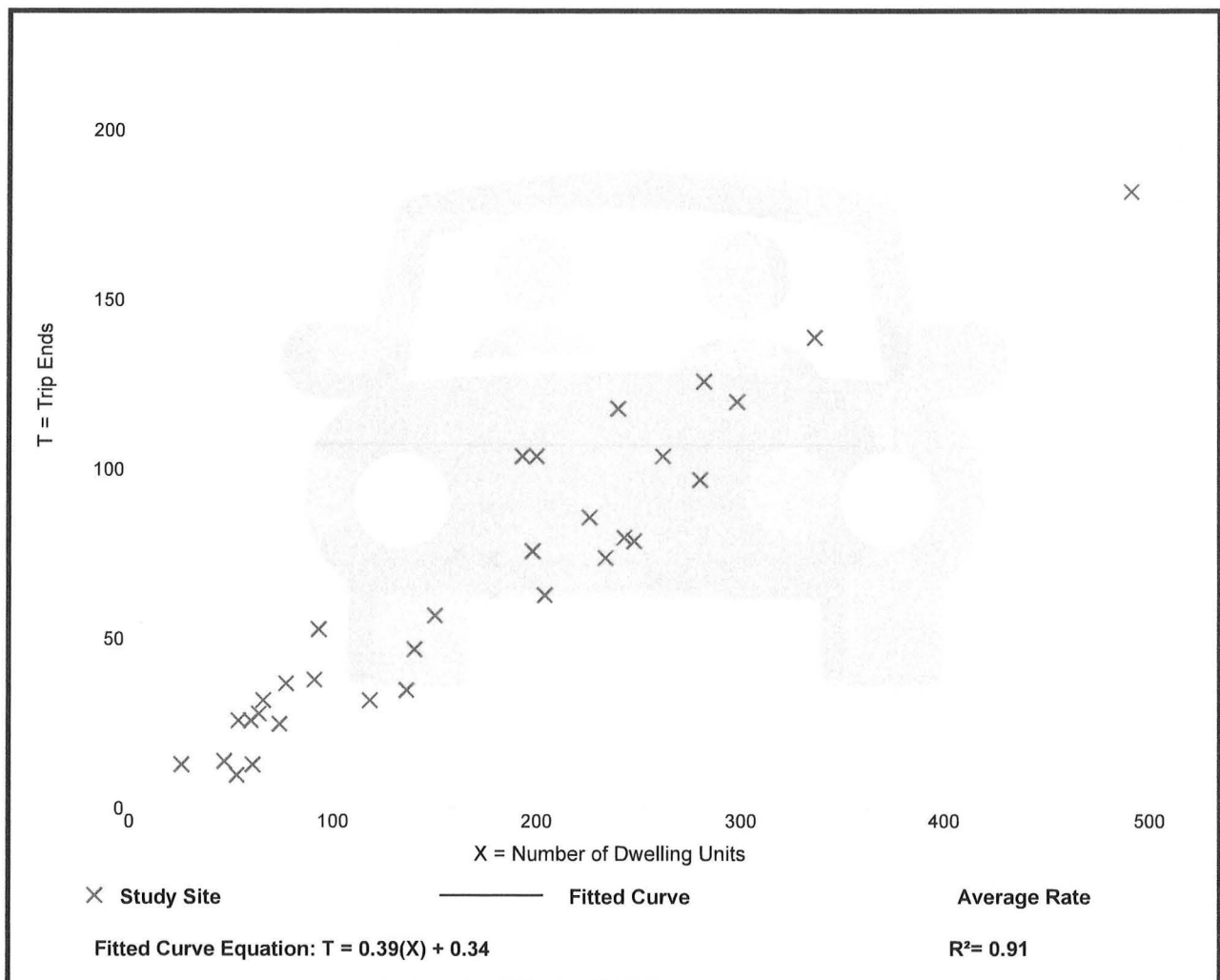
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

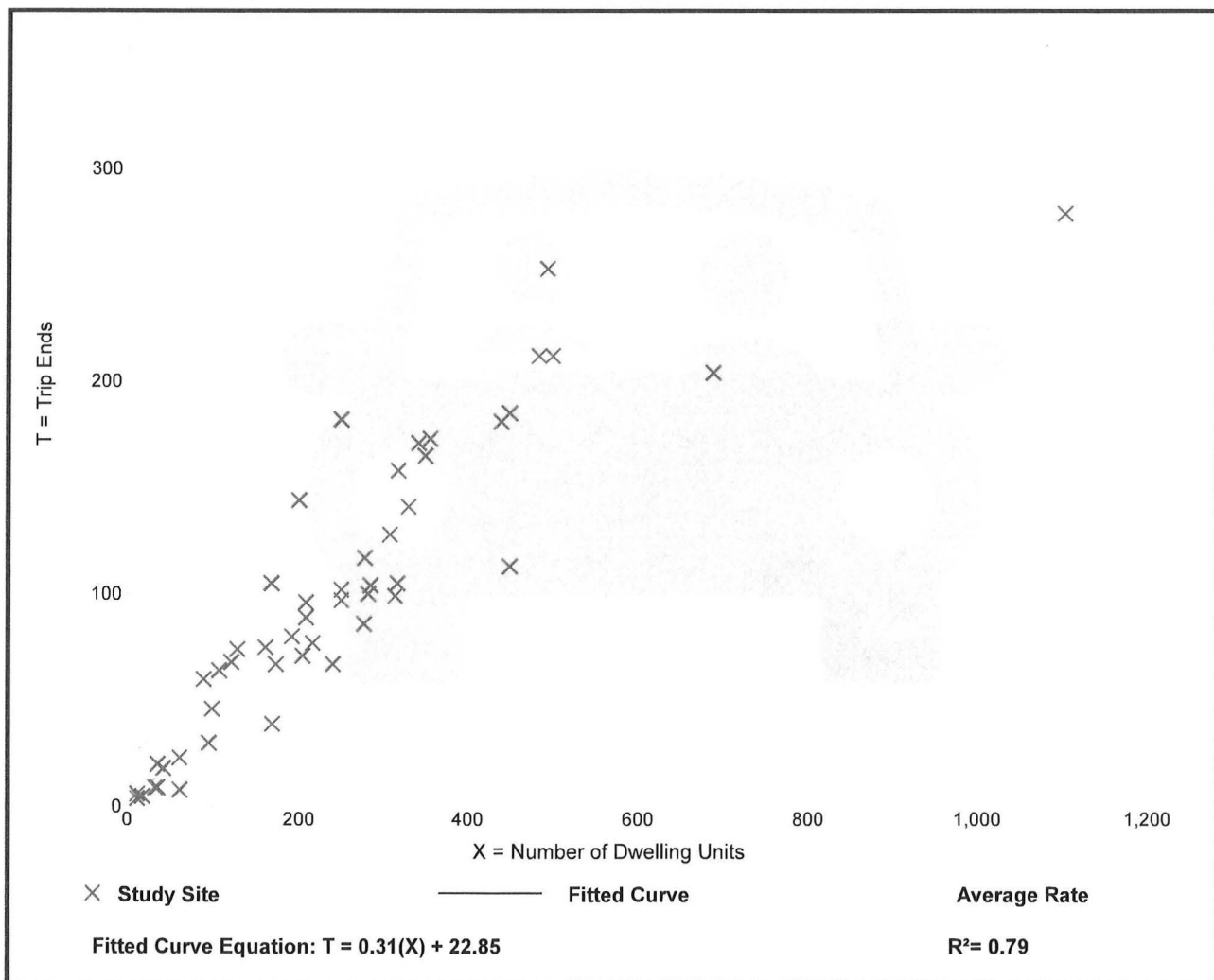
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

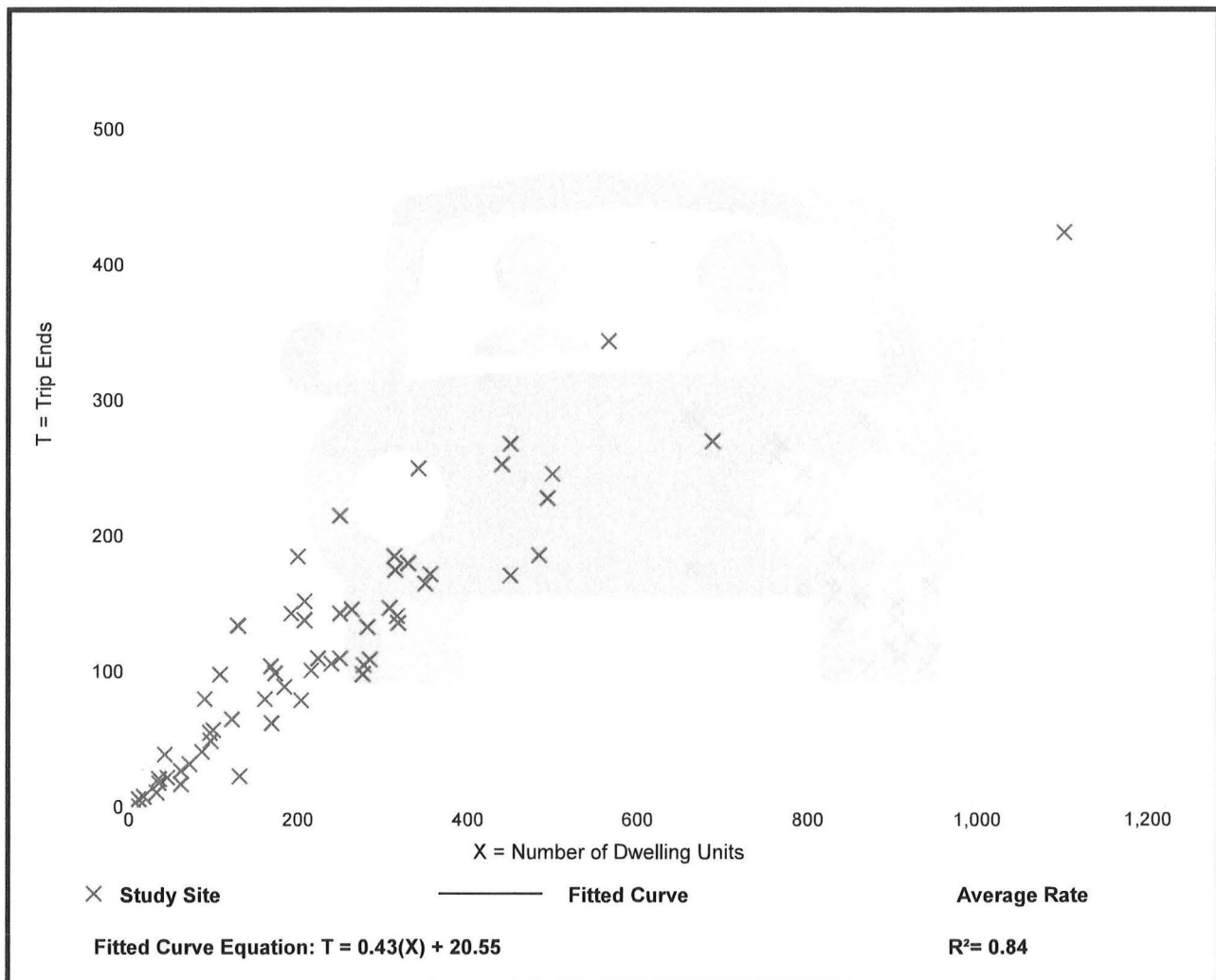
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Proposed Site Development Trip Generation and Distribution

Project: 1589 & 1579 Fanshawe Park Road East Residential

Site: London, ON

Assumed Land Use (1): Multifamily Housing (Mid-Rise) - ITE No. 221

Average Vehicle Trip Ends vs.: Dwelling Units

ITE Trip Generation Data collected on a: Weekday

AM Peak Hour:

0.37

 = Average Rate

23
77

 % Entering
% Exiting

PM Peak Hour:

0.39

 = Average Rate

61
39

 % Entering
% Exiting

Assumed Land Use (1): Multifamily Housing (Mid-Rise) - ITE No. 221				
	Dwelling Units	Trips Generated	Trips Entering	Trips Exiting
AM Peak	60	22	5	17
PM Peak	60	23	14	9

Assumed Land Use (2): Multifamily Housing (Low-Rise) - ITE No. 220

Average Vehicle Trip Ends vs.: Dwelling Units

ITE Trip Generation Data collected on a: Weekday

AM Peak Hour:

0.40

 = Average Rate

24
76

 % Entering
% Exiting

PM Peak Hour:

0.51

 = Average Rate

63
37

 % Entering
% Exiting

Assumed Land Use (2): Multifamily Housing (Low-Rise) - ITE No. 220				
	Dwelling Units	Trips Generated	Trips Entering	Trips Exiting
AM Peak	176	70	17	53
PM Peak	176	90	57	33

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	22	71
PM Peak	71	42

Appendix D

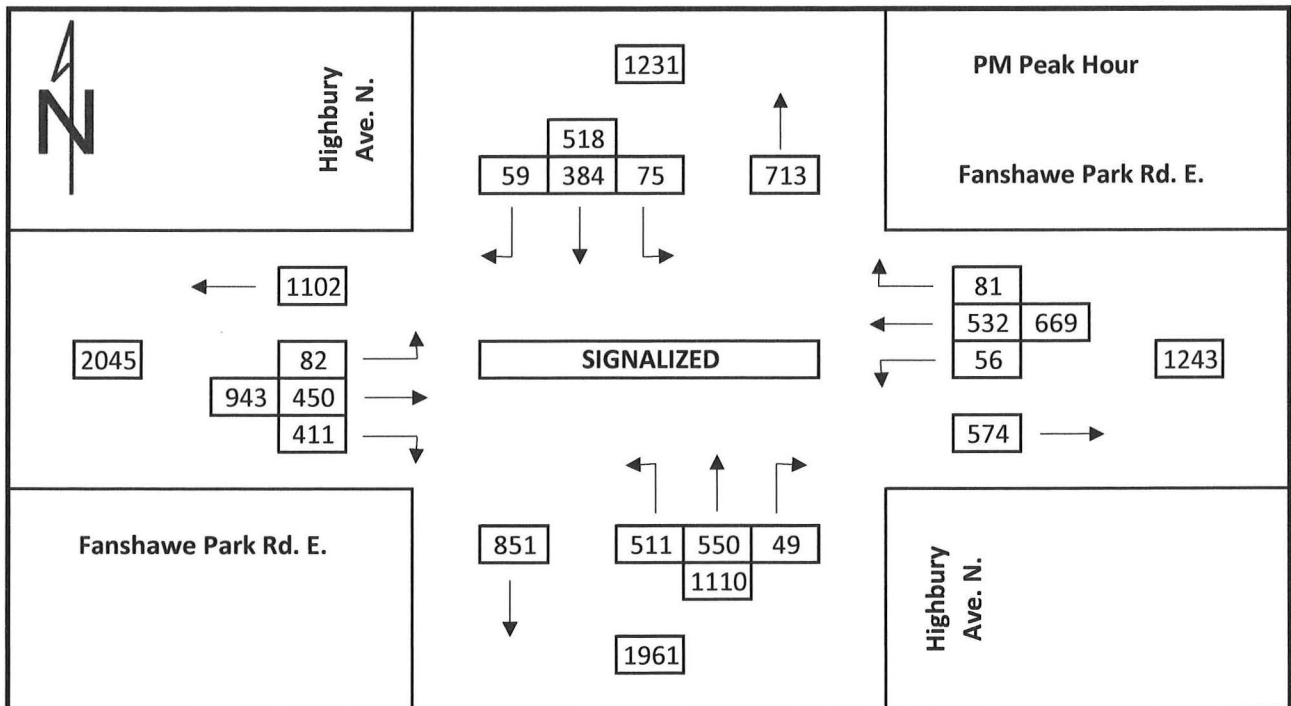
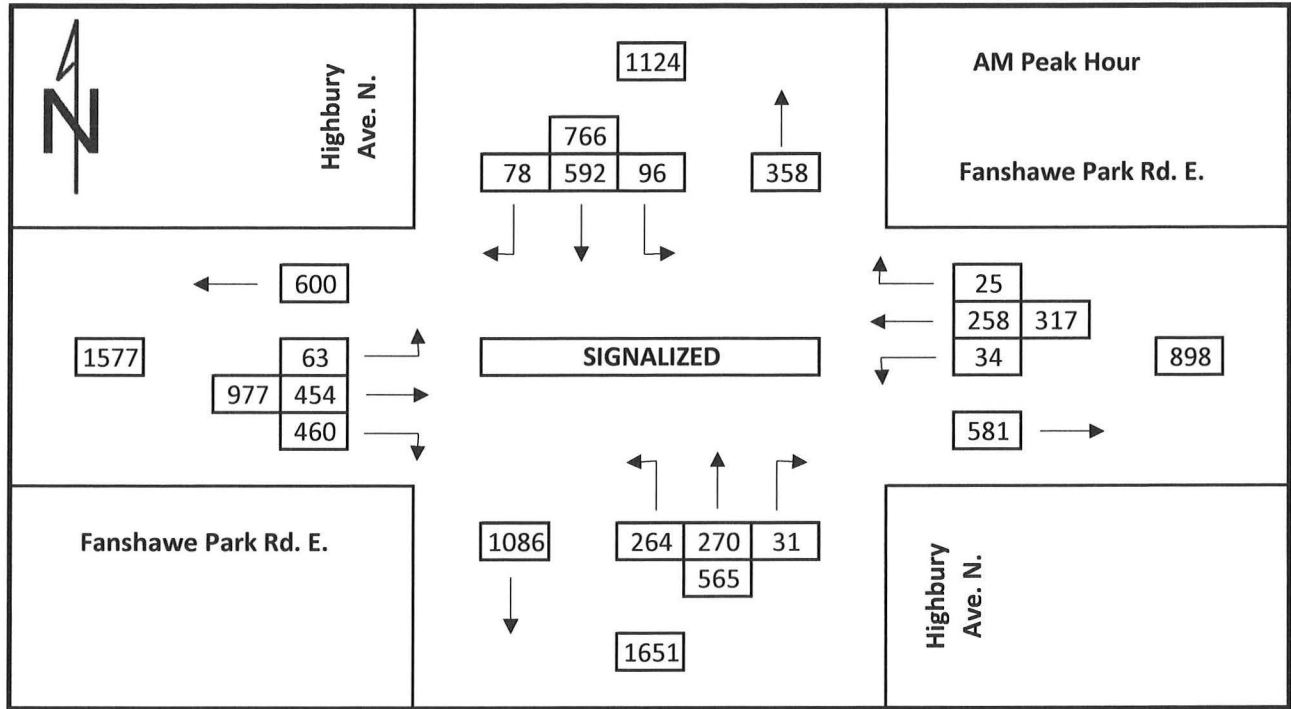
TRAFFIC PROJECTION FIGURES

Highbury Avenue North at Fanshawe Park Road East

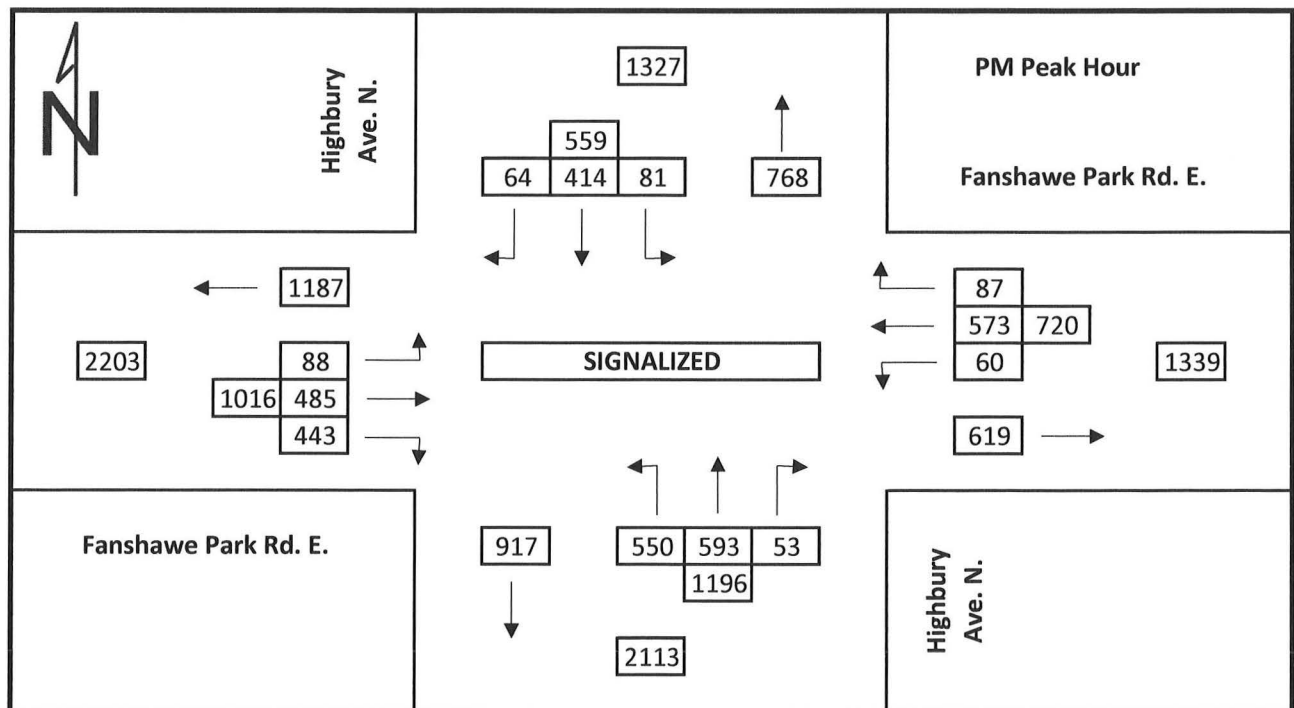
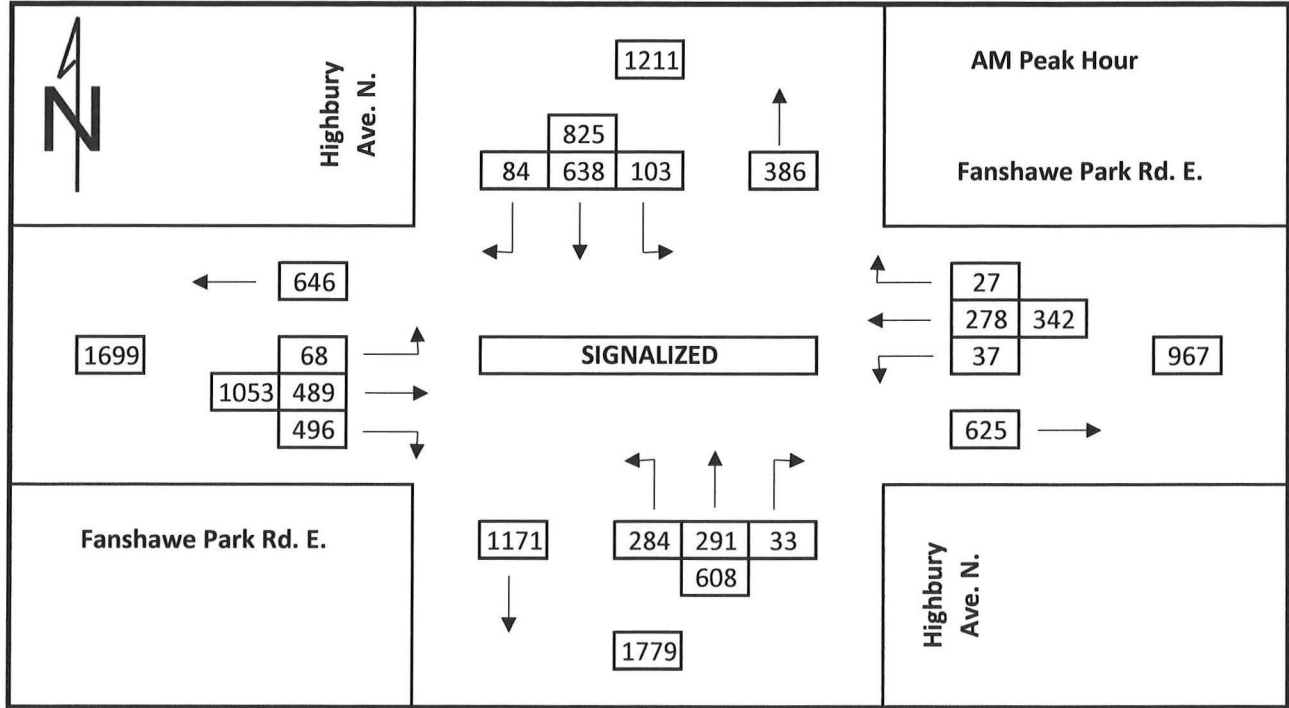
Site Access at Fanshawe Park Road East

Cedarhollow Boulevard at Fanshawe Park Road East

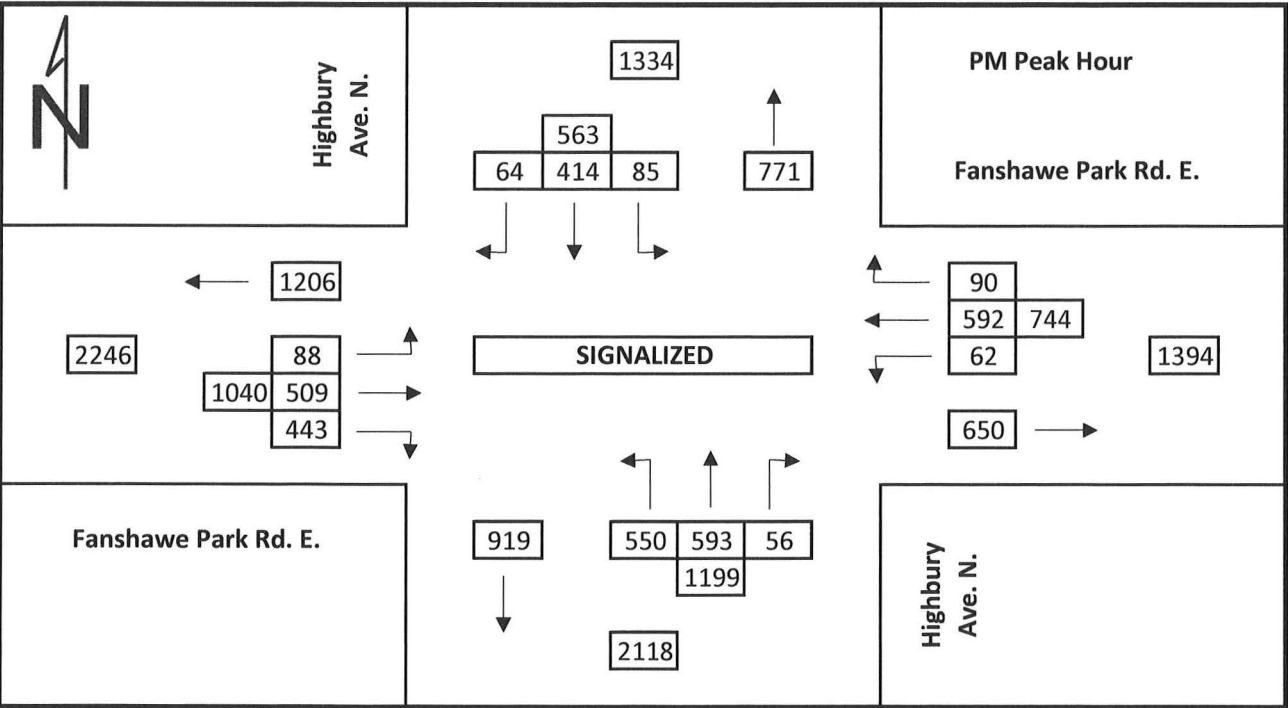
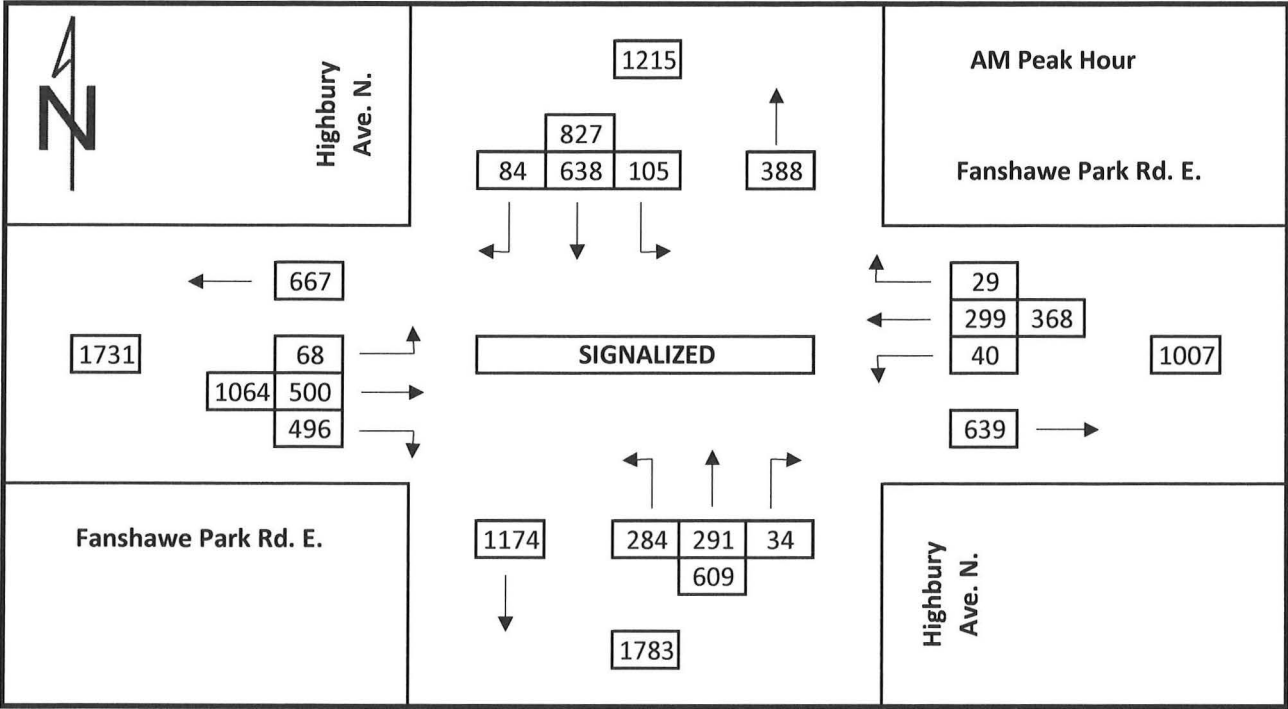
Existing Traffic Counts Highbury Avenue North at Fanshawe Park Road East



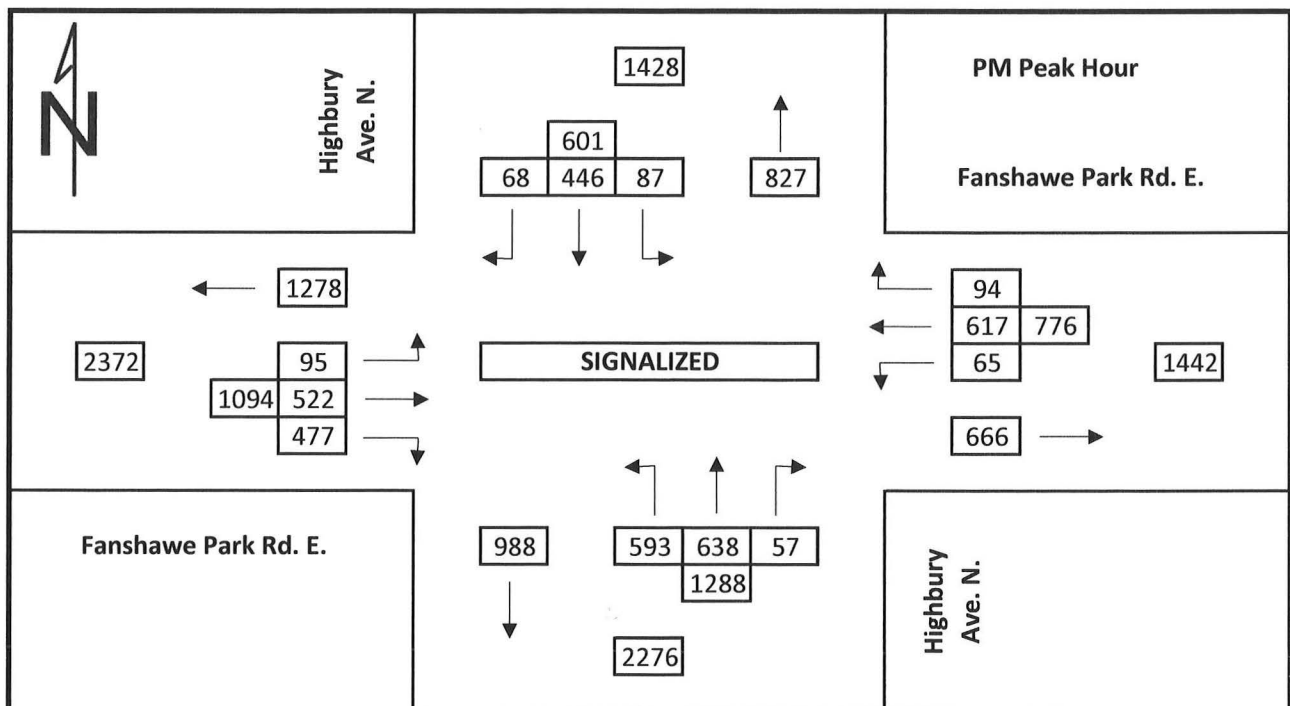
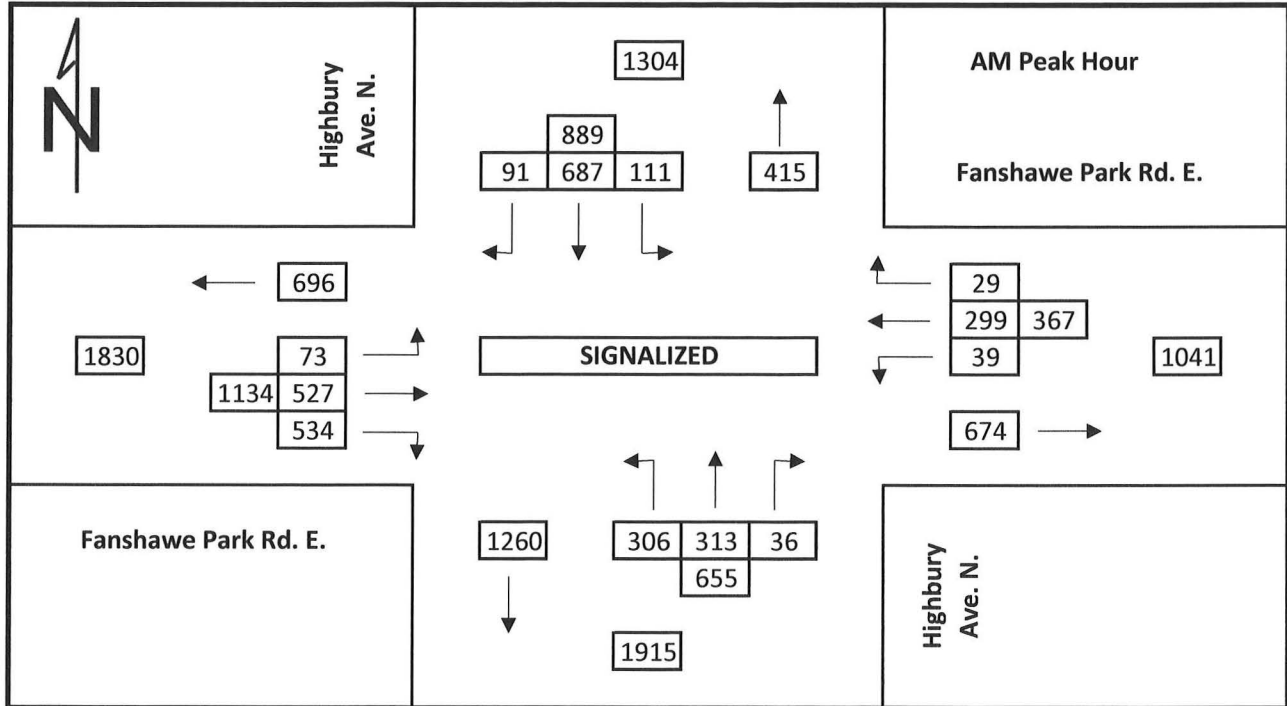
Background Traffic Year 2030
Highbury Avenue North at Fanshawe Park Road East



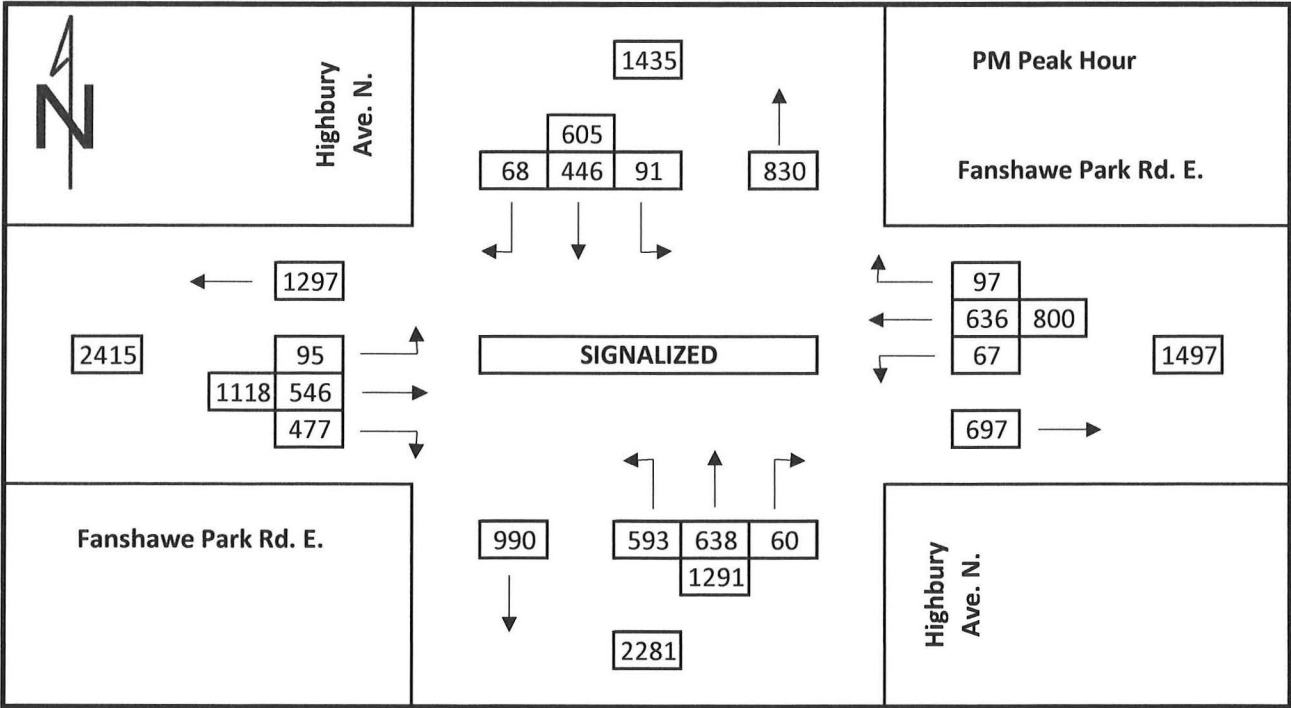
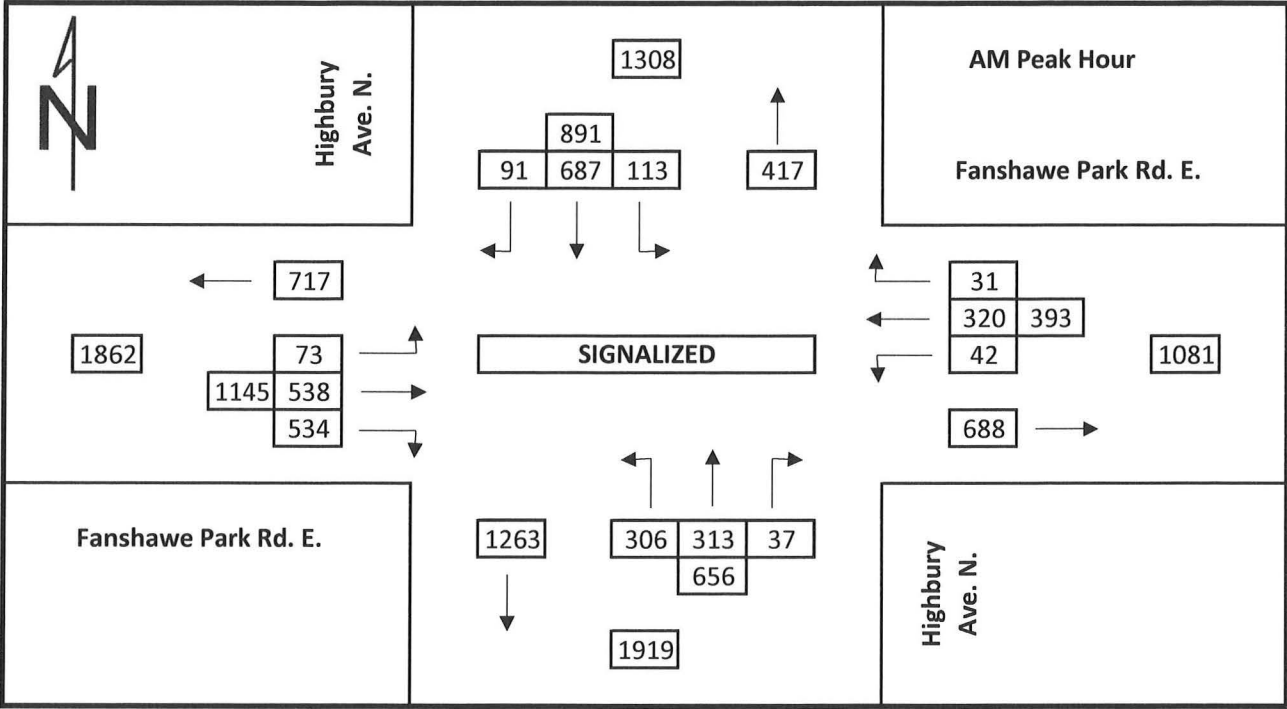
Total Traffic 2030
Highbury Avenue North at Fanshawe Park Road East



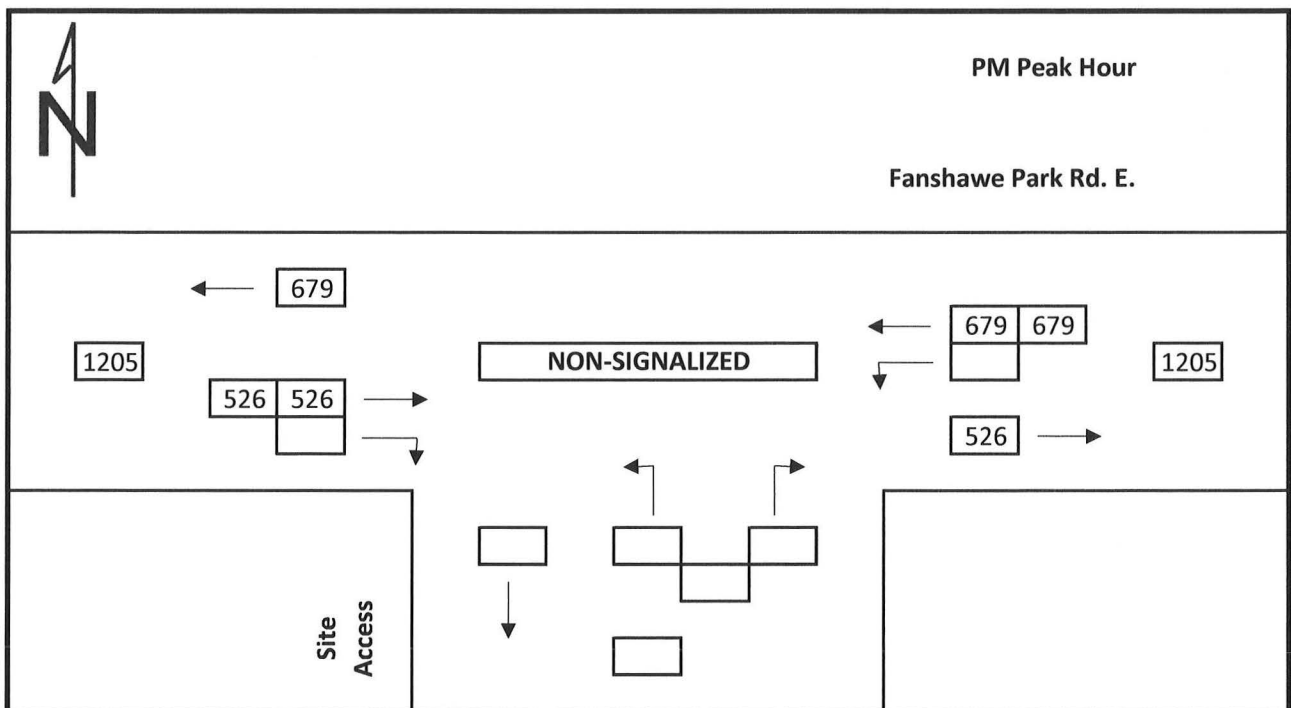
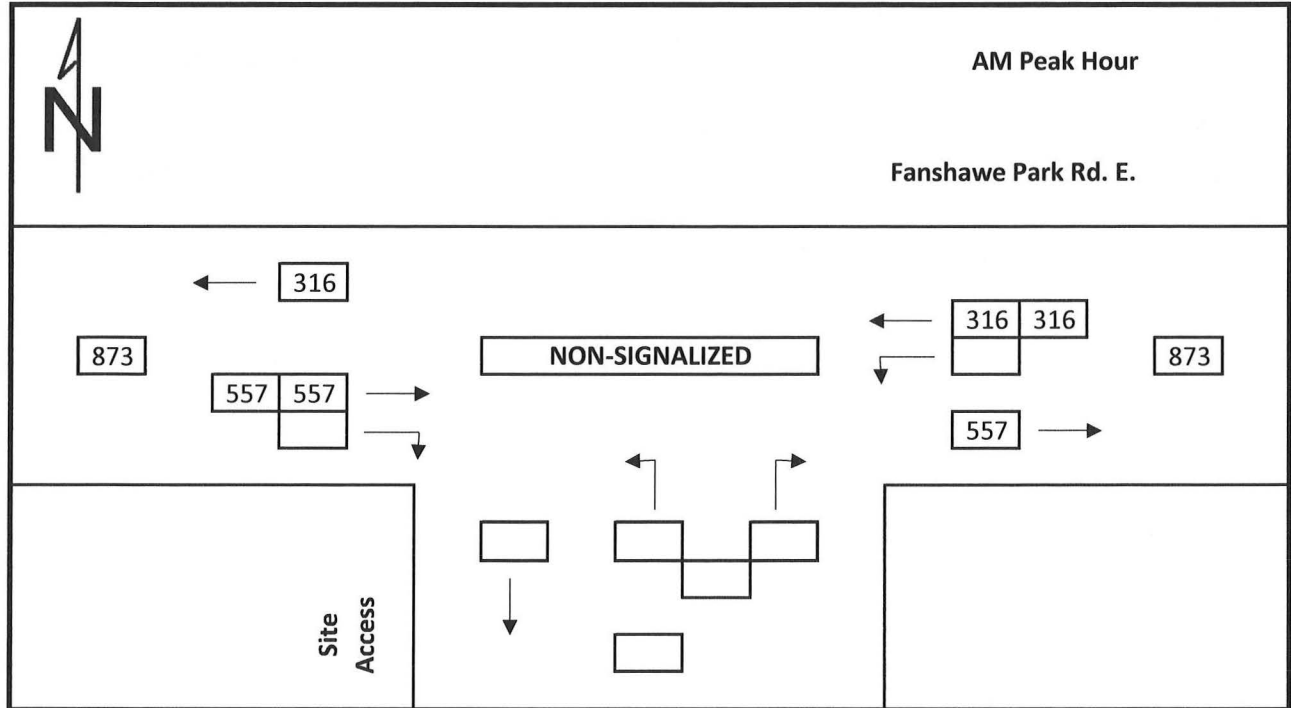
Background Traffic Year 2035
Highbury Avenue North at Fanshawe Park Road East



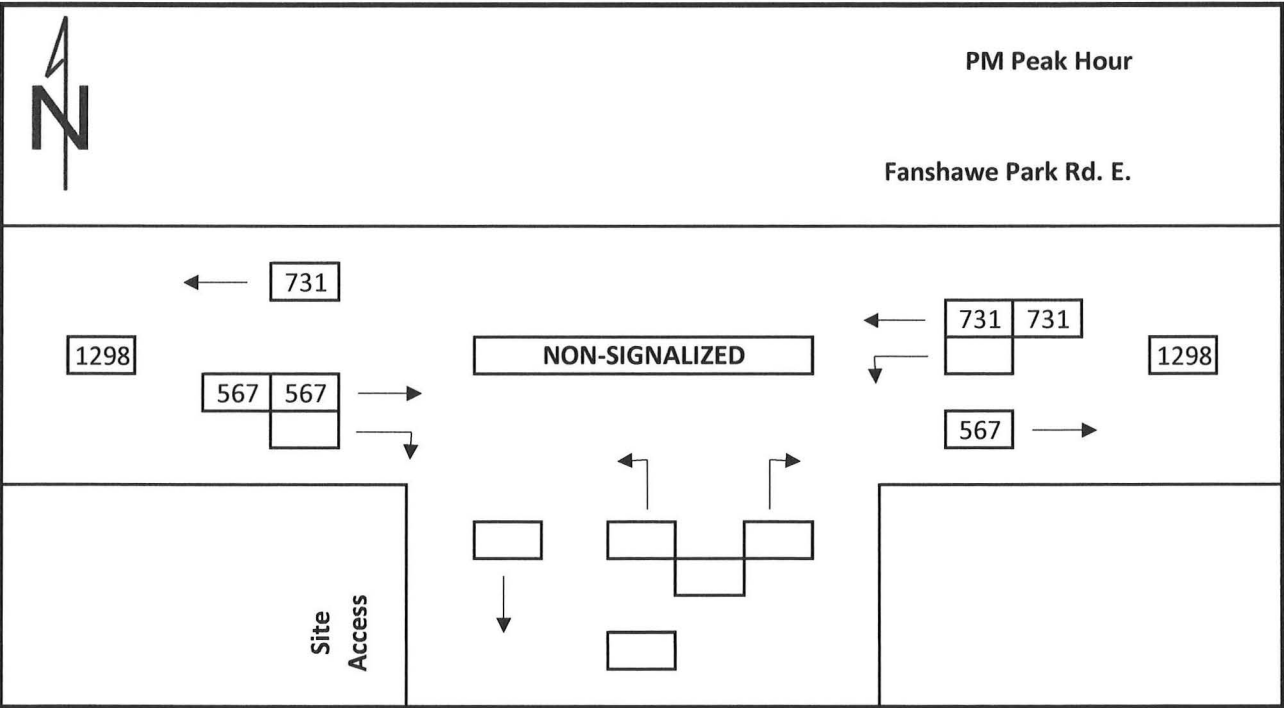
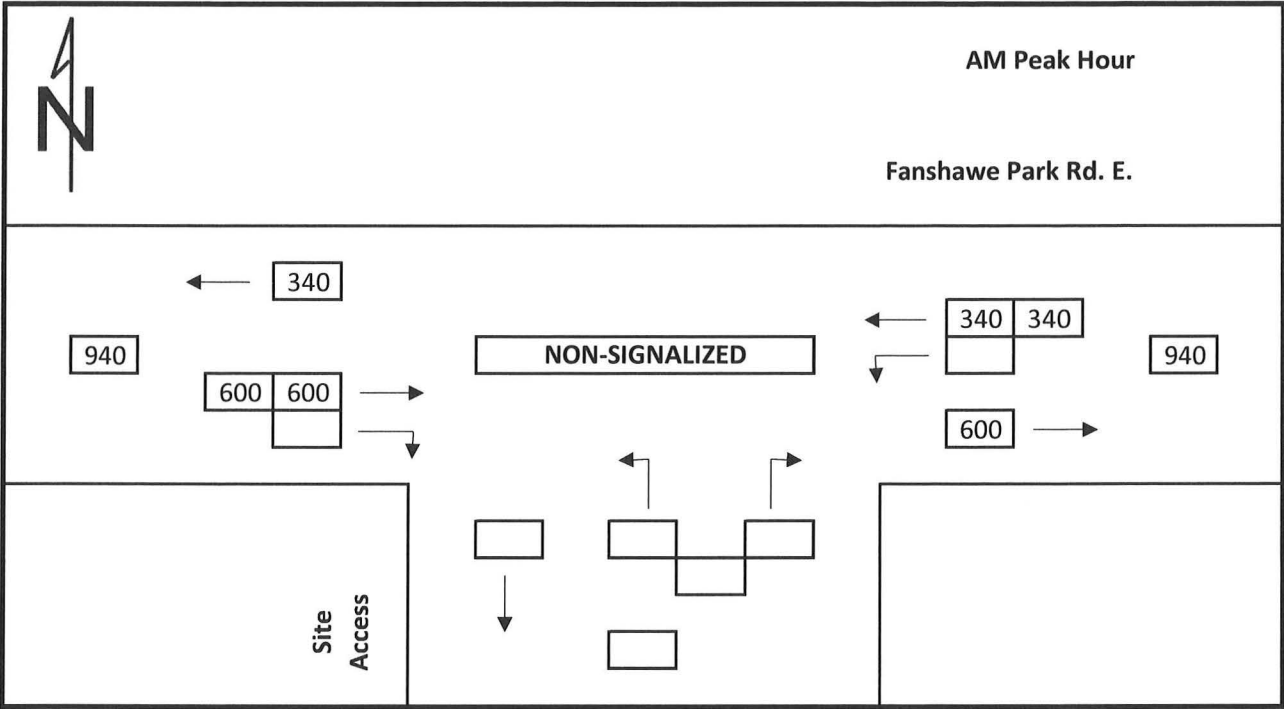
Total Traffic 2035
Highbury Avenue North at Fanshawe Park Road East



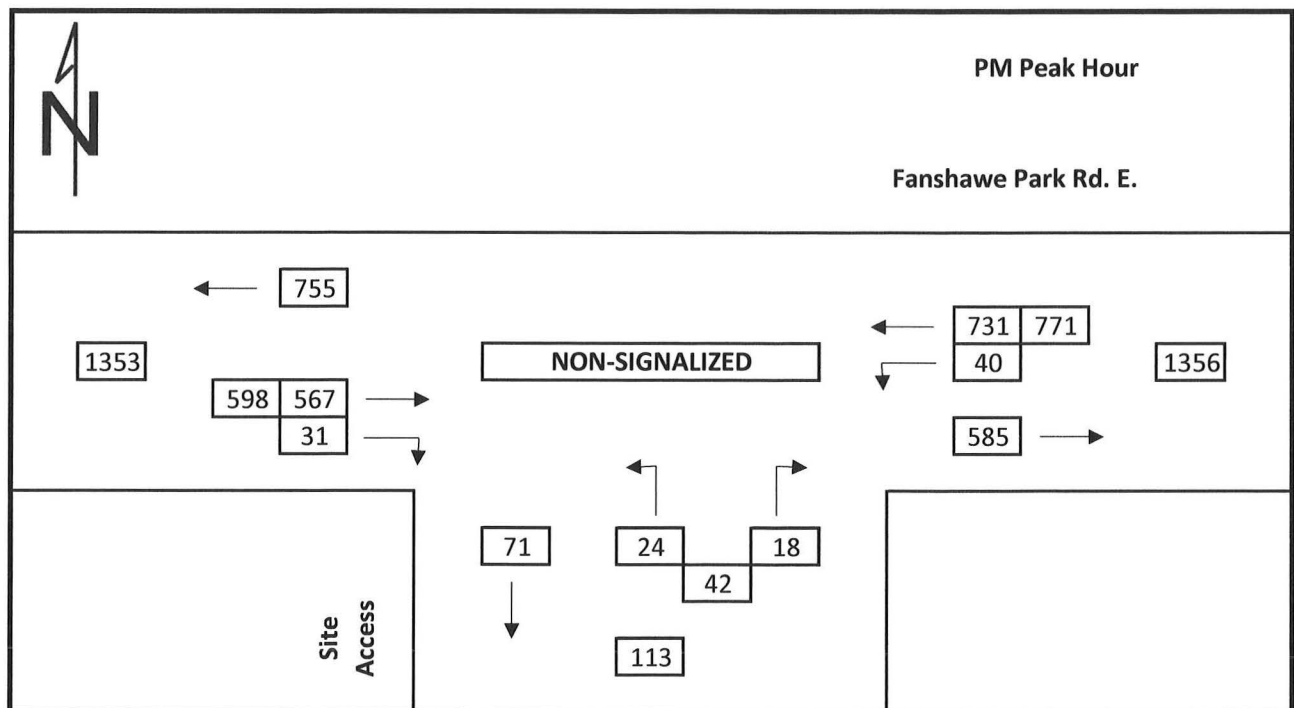
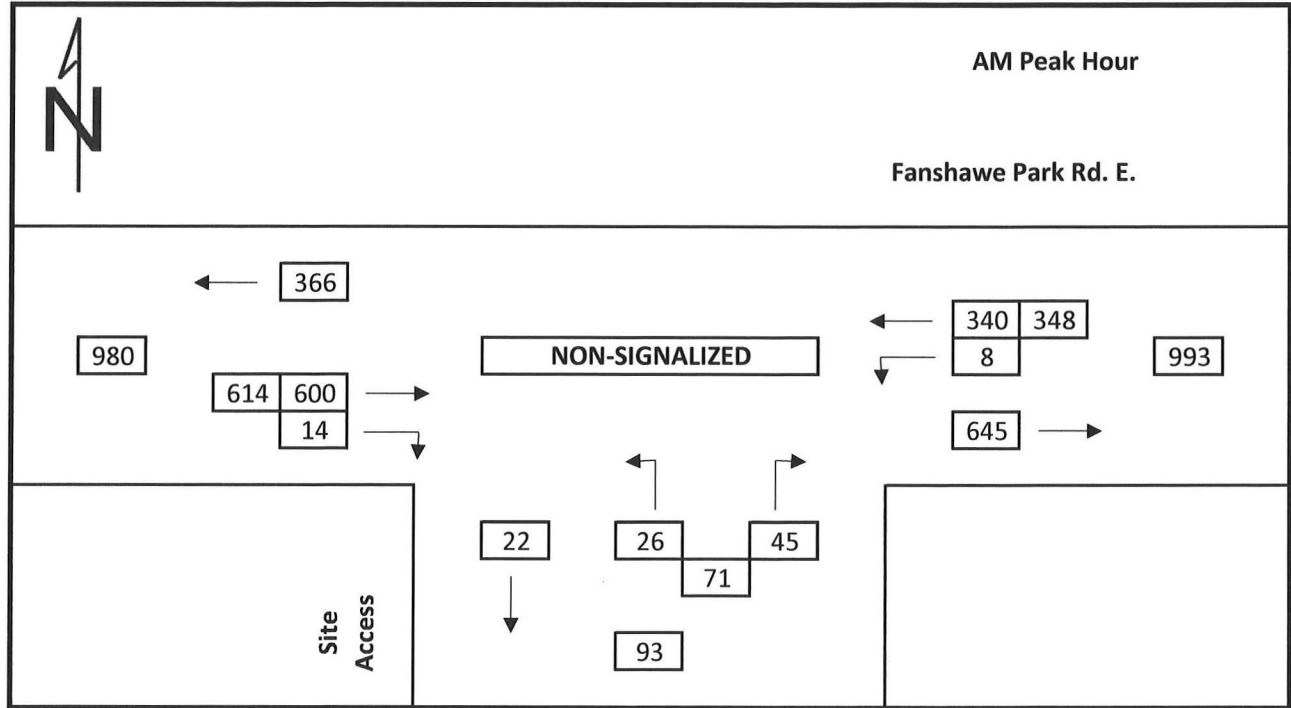
Existing Traffic Counts
Site Access at Fanshawe Park Road East



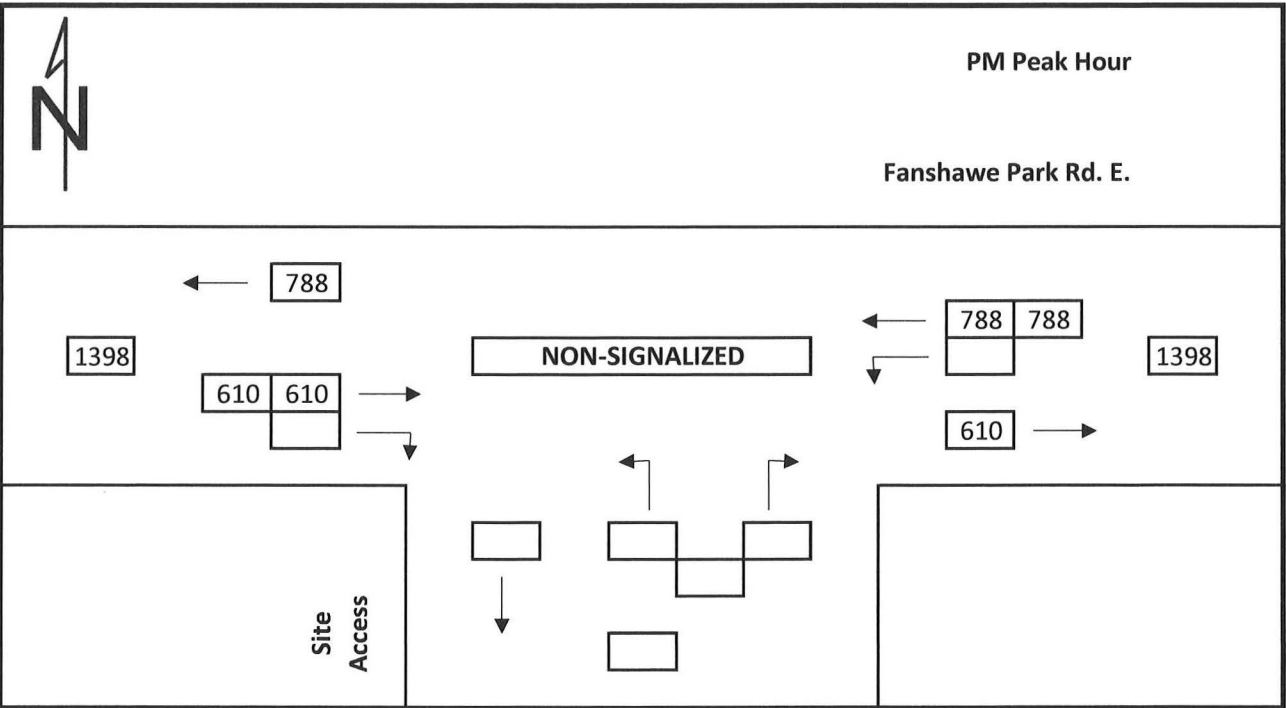
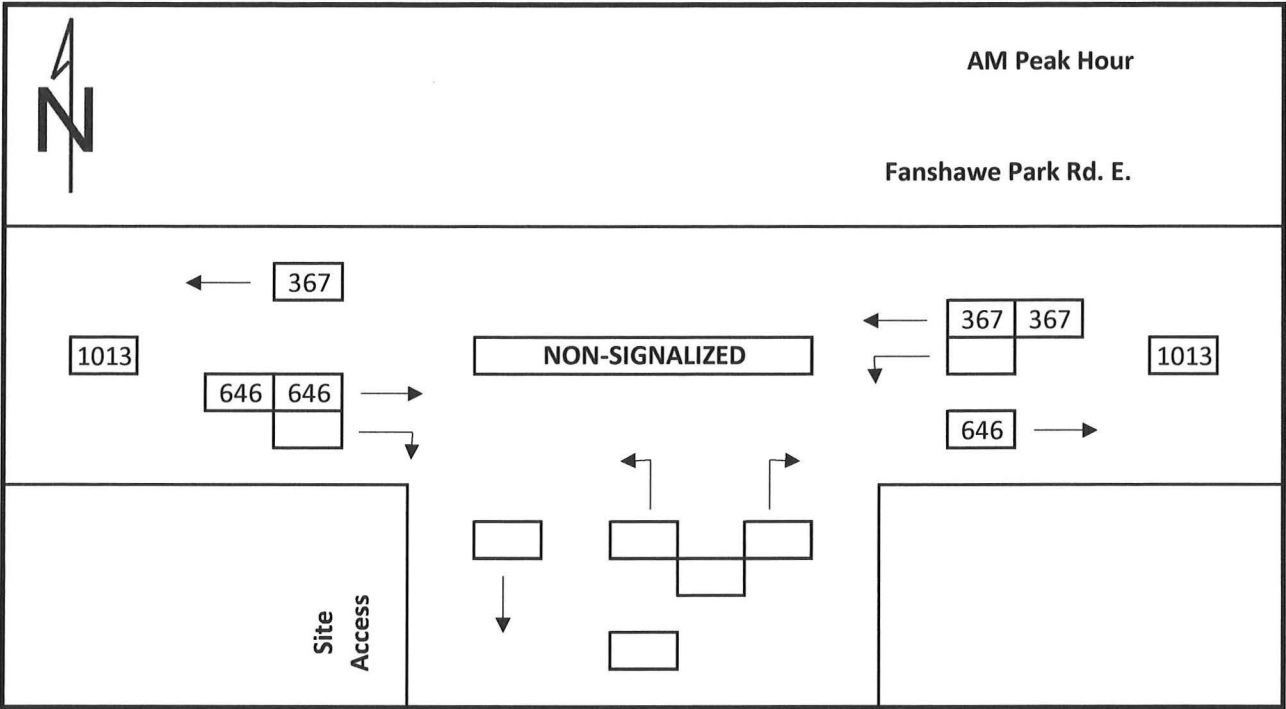
Background Traffic Year 2030
Site Access at Fanshawe Park Road East



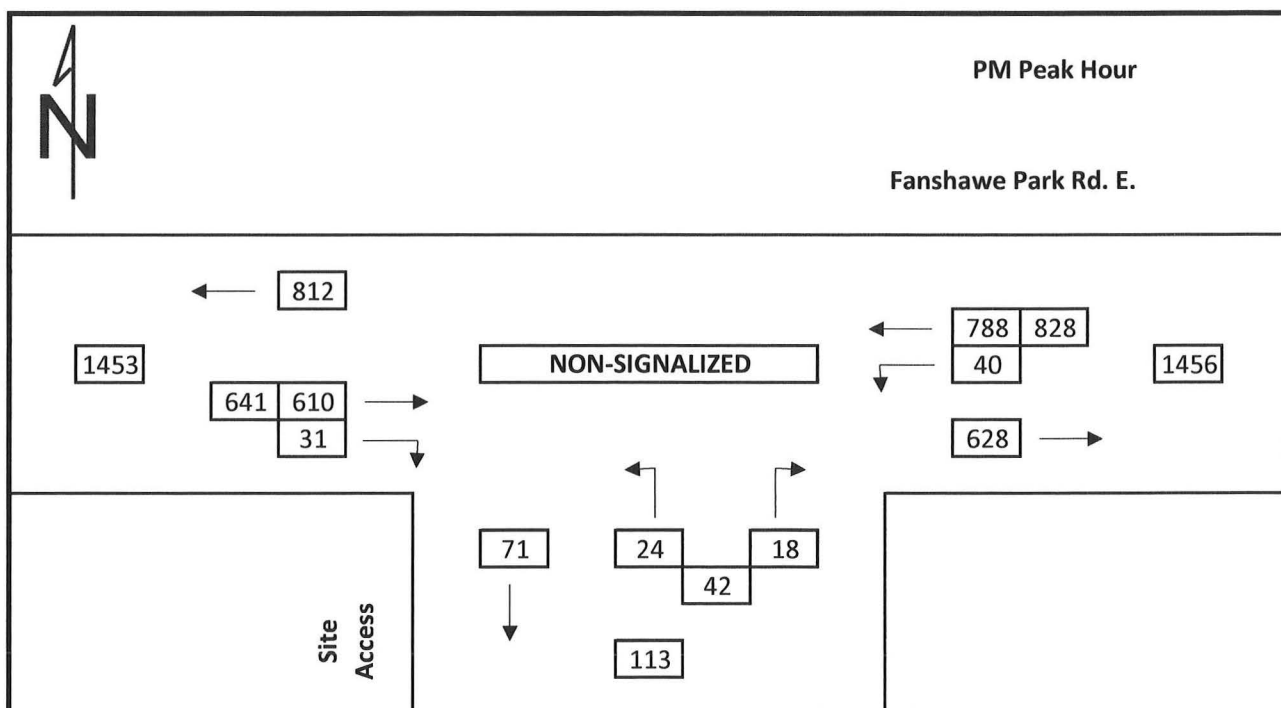
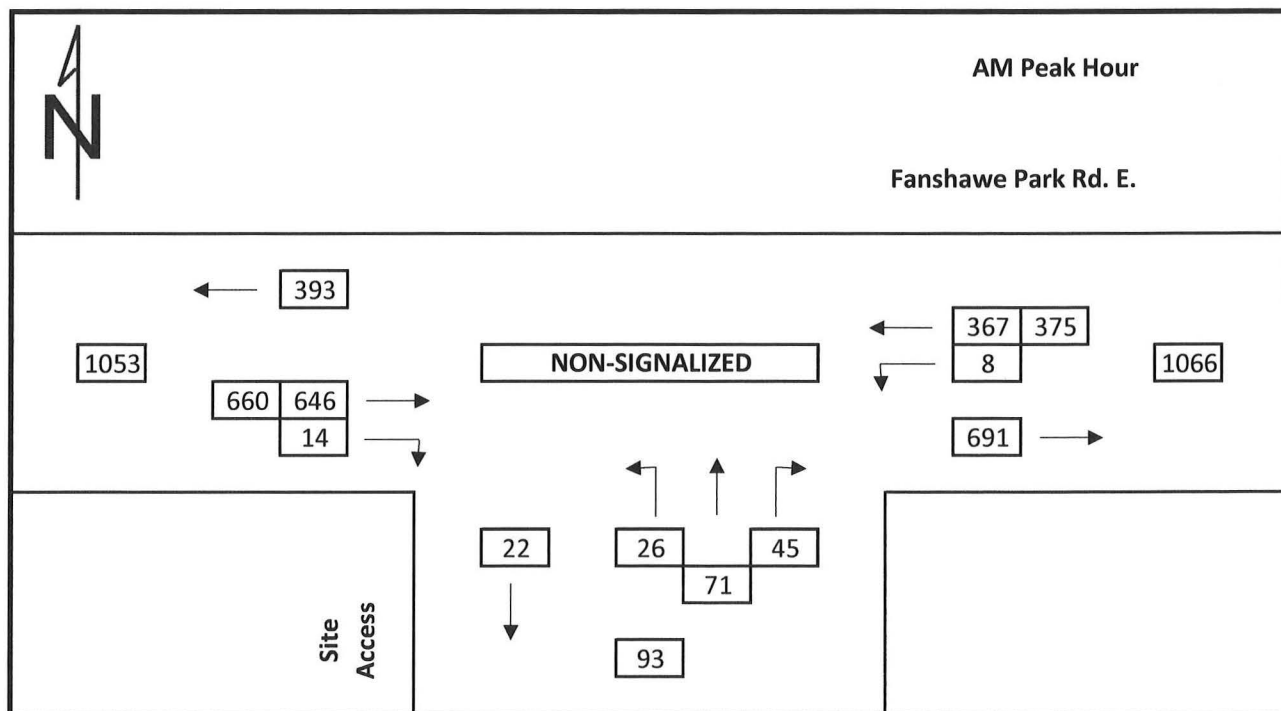
Total Traffic 2030
Site Access at Fanshawe Park Road East



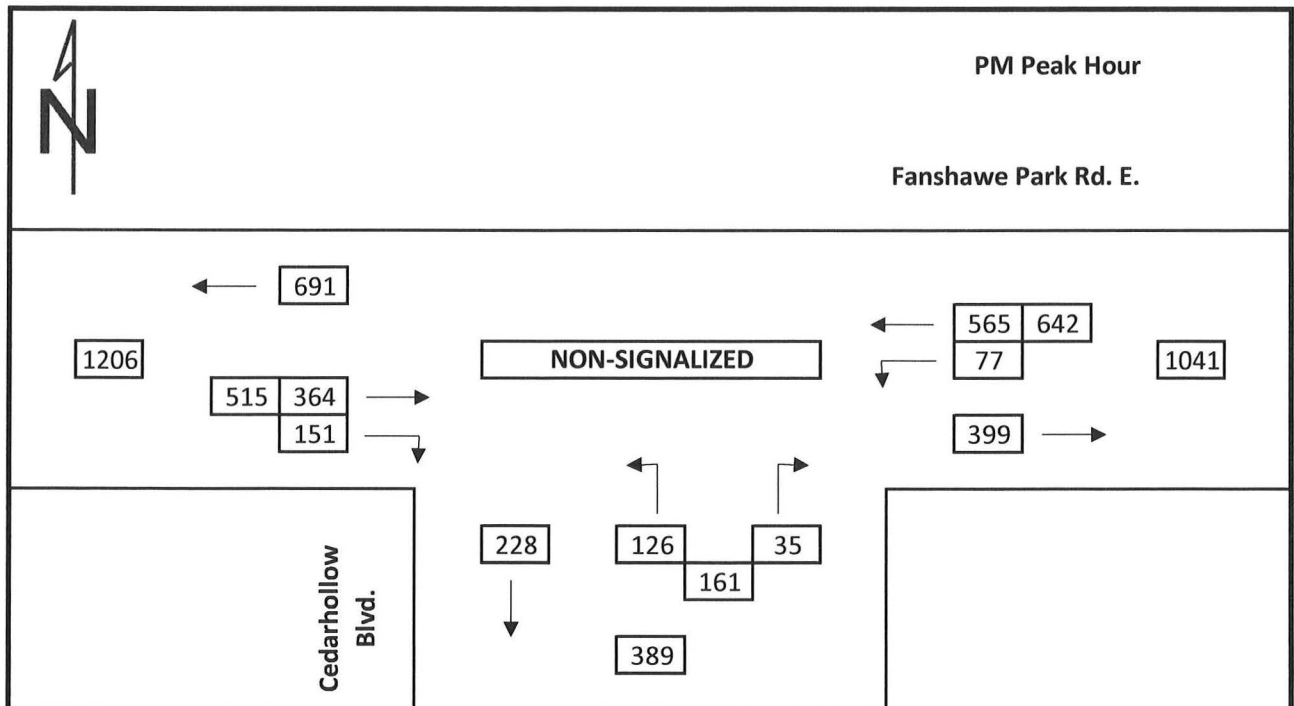
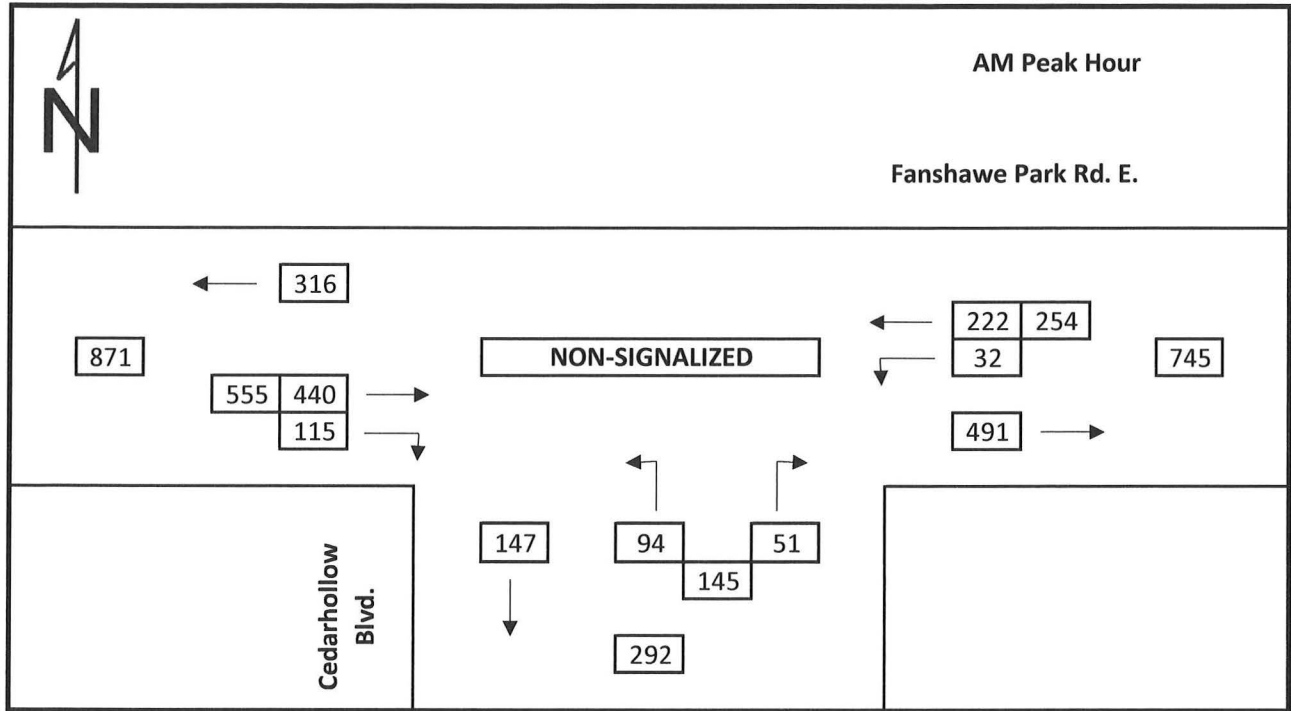
Background Traffic Year 2035
Site Access at Fanshawe Park Road East



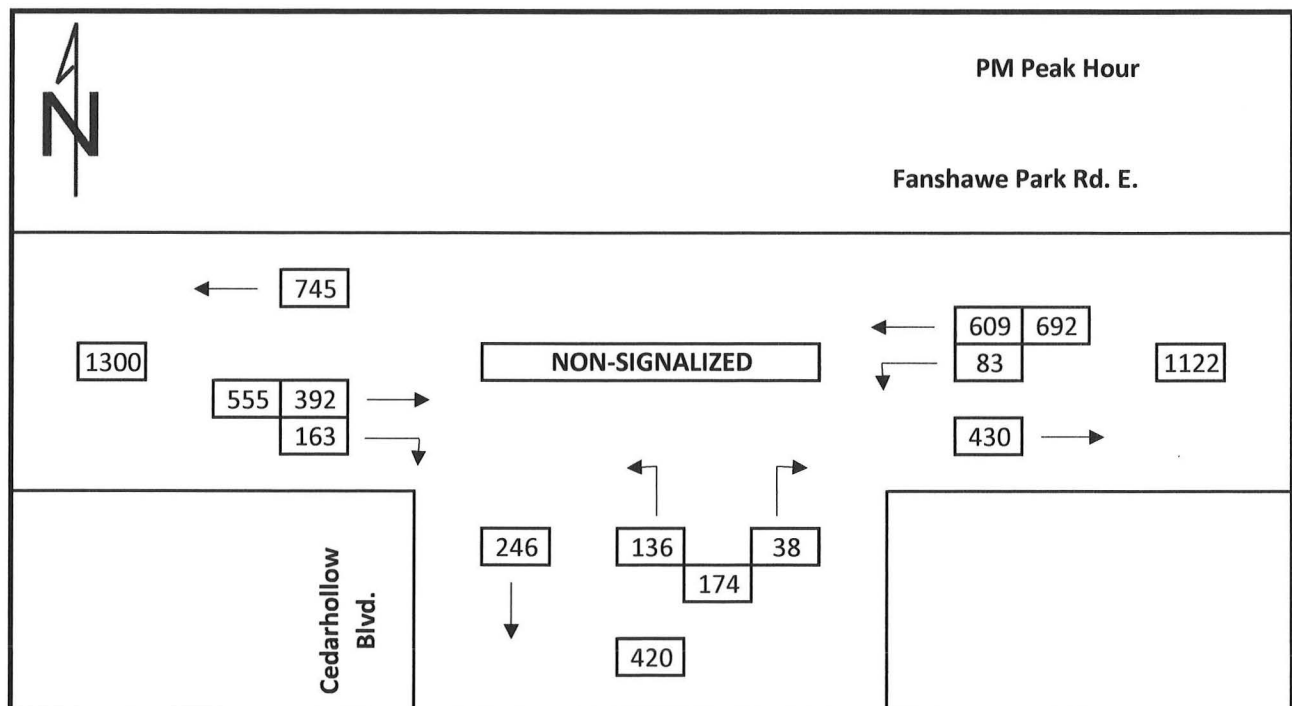
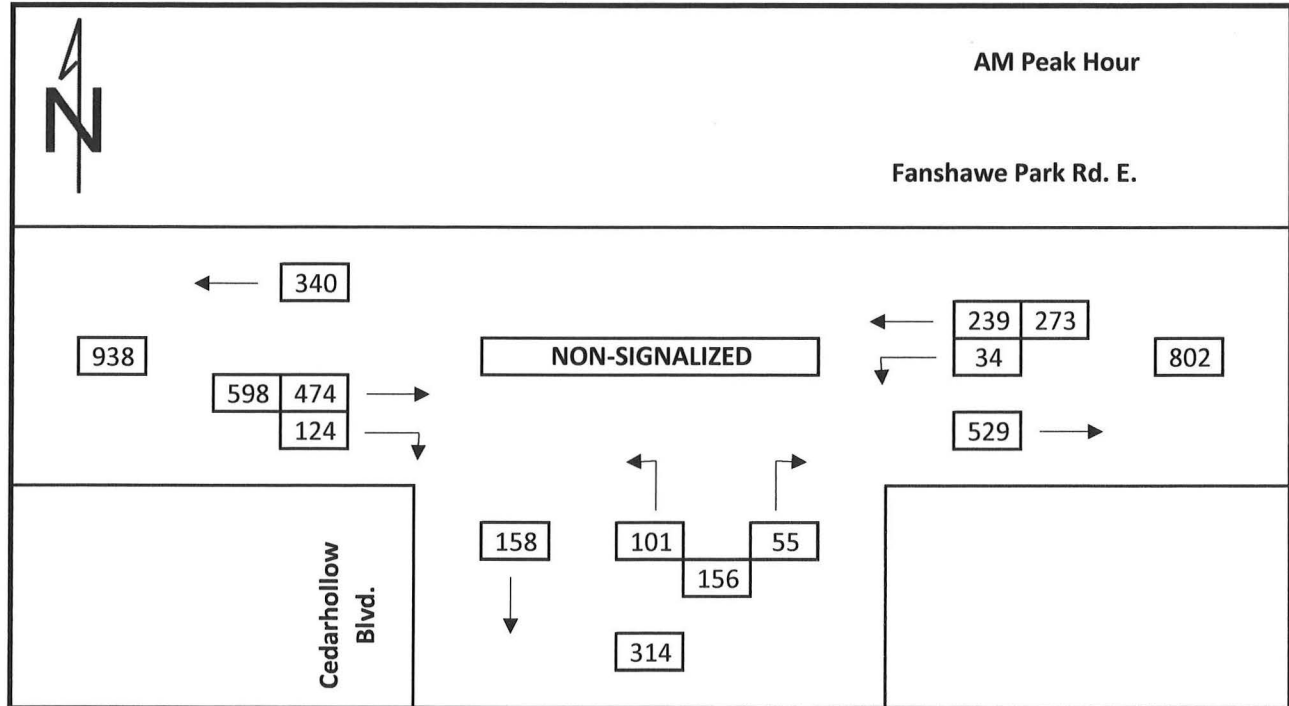
Total Traffic 2035
Site Access at Fanshawe Park Road East



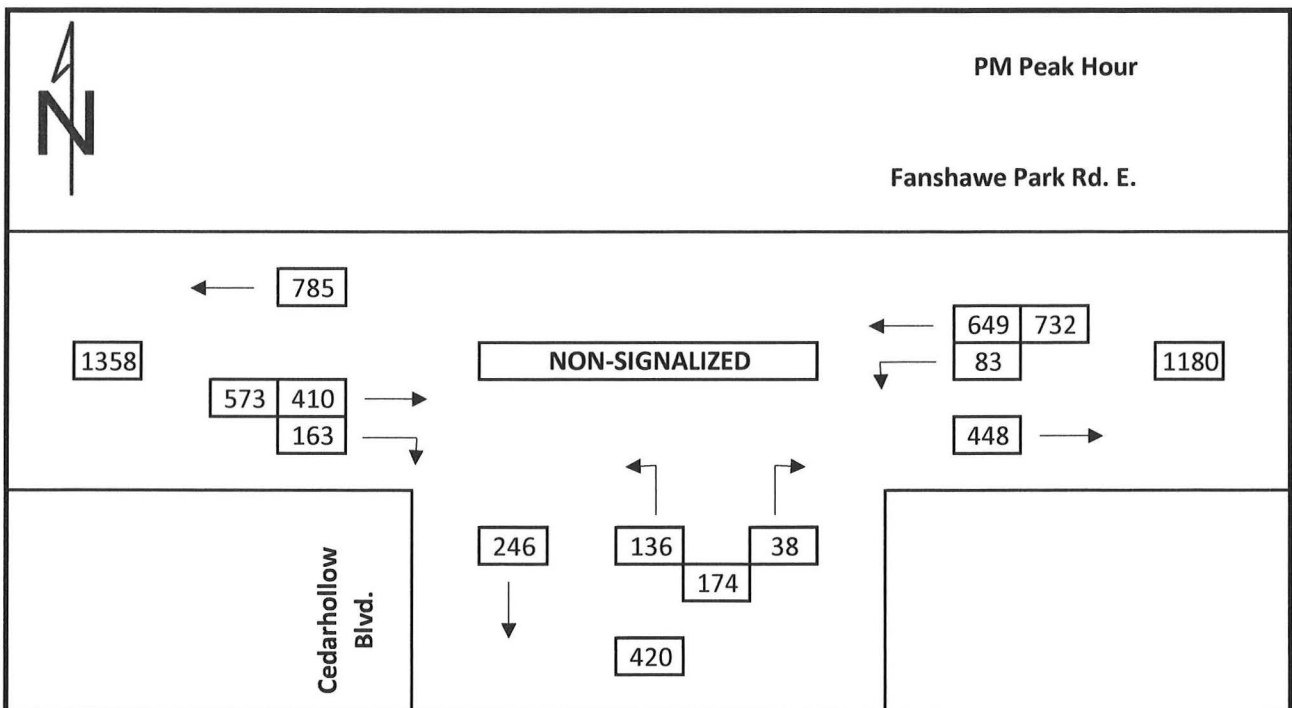
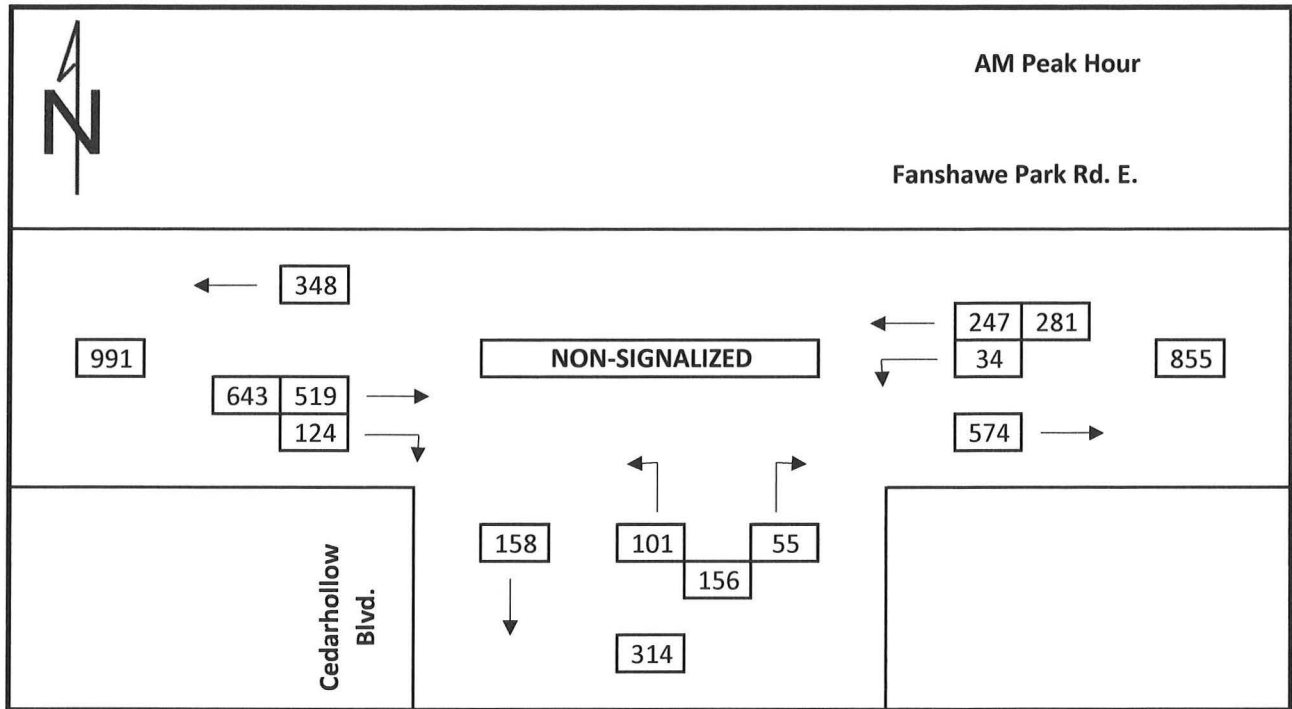
Existing Traffic Counts
Cedarhollow Boulevard at Fanshawe Park Road East



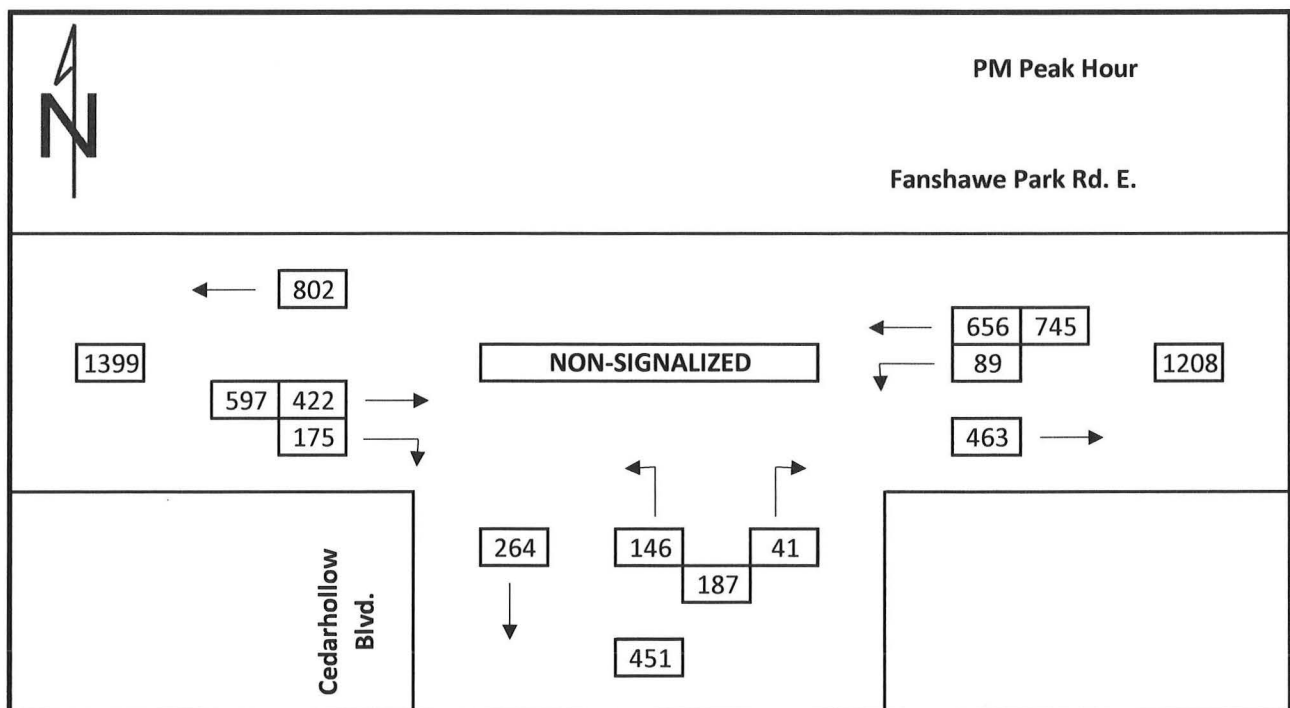
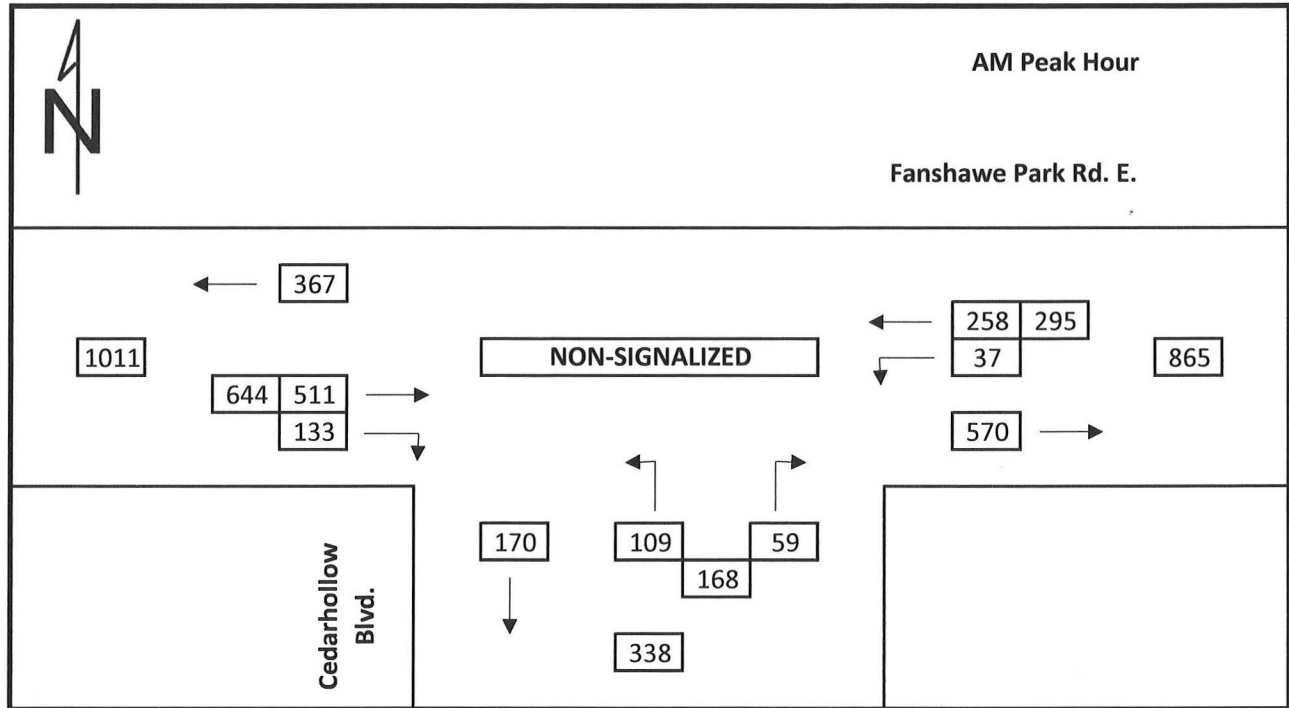
Background Traffic Year 2030
Cedarhollow Boulevard at Fanshawe Park Road East



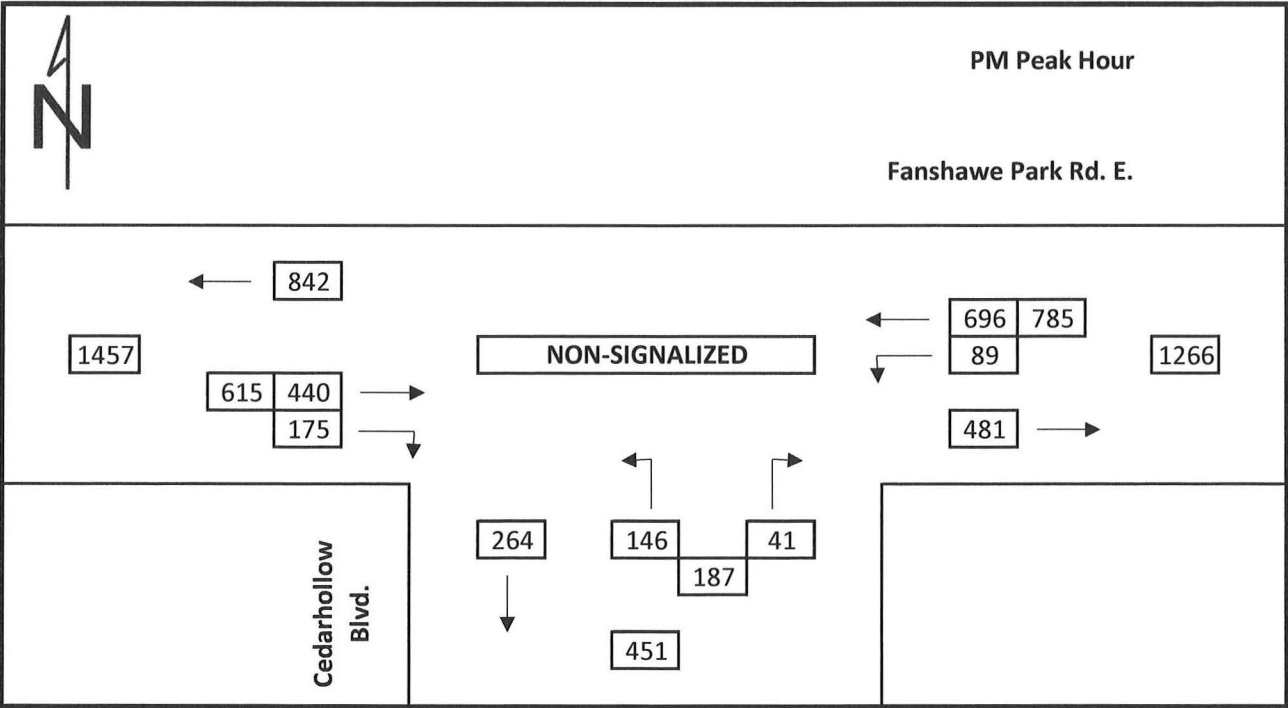
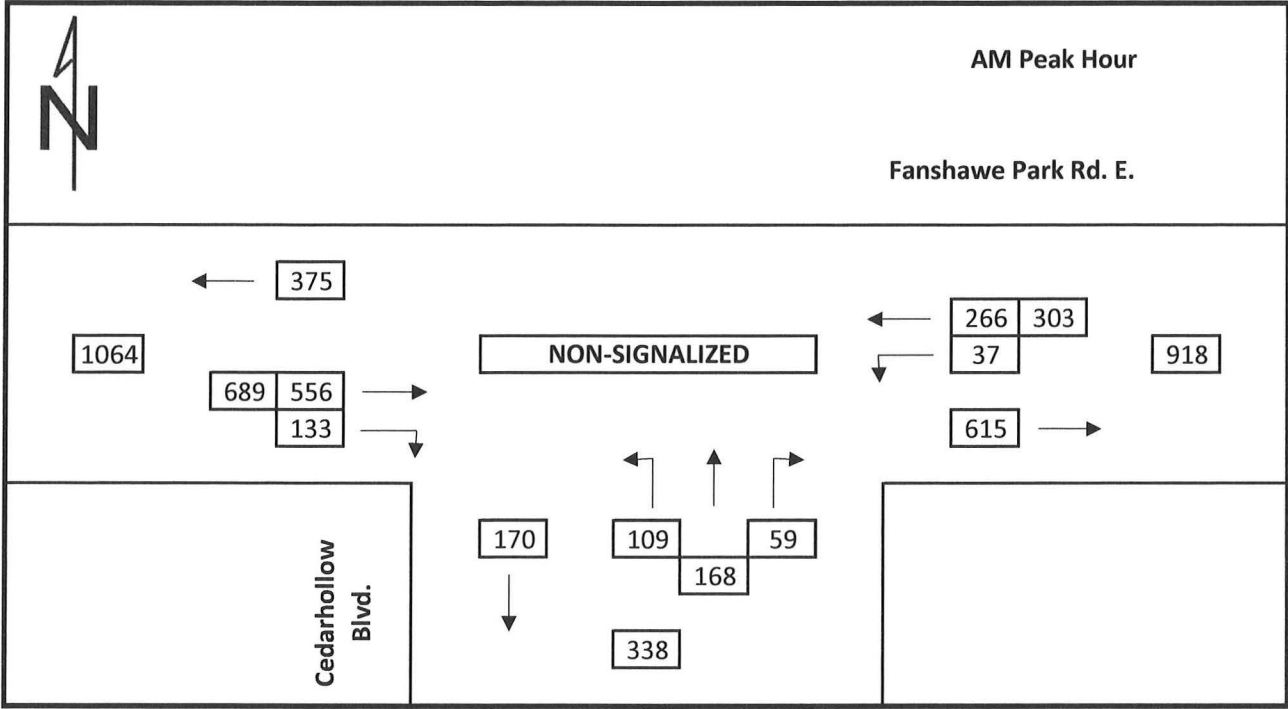
Total Traffic 2030
Cedarhollow Boulevard at Fanshawe Park Road East



Background Traffic Year 2035
Cedarhollow Boulevard at Fanshawe Park Road East



Total Traffic 2035
Cedarhollow Boulevard at Fanshawe Park Road East



Appendix E

DETAILED SYNCHRO RESULTS

Highbury Avenue North at Fanshawe Park Road East

Site Access at Fanshawe Park Road East

Cedarhollow Boulevard at Fanshawe Park Road East

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Existing Traffic (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	454	460	34	258	25	264	270	31	96	592	78
Future Volume (vph)	63	454	460	34	258	25	264	270	31	96	592	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3505	1568	1703	3252	1346	3183	3282	1509	1719	3471	1524
Flt Permitted	0.553			0.303			0.950			0.573		
Satd. Flow (perm)	973	3505	1568	543	3252	1346	3183	3282	1509	1037	3471	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			496			71			40			85
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	8%	3%	3%	6%	11%	20%	10%	10%	7%	5%	4%	6%
Adj. Flow (vph)	68	493	500	37	280	27	287	293	34	104	643	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	493	500	37	280	27	287	293	34	104	643	85
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	45.4	45.4	45.4	45.4	45.4	45.4	9.0	69.0	69.0	40.0	40.0	40.0
Total Split (s)	51.0	51.0	51.0	51.0	51.0	51.0	29.0	69.0	69.0	40.0	40.0	40.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	42.5%	24.2%	57.5%	57.5%	33.3%	33.3%	33.3%
Maximum Green (s)	43.6	43.6	43.6	43.6	43.6	43.6	25.0	62.2	62.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		36.0	36.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	24.3	24.3	24.3	24.3	24.3	24.3	16.1	81.5	81.5	61.4	61.4	61.4
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.13	0.68	0.68	0.51	0.51	0.51
v/c Ratio	0.35	0.70	0.70	0.34	0.43	0.08	0.67	0.13	0.03	0.20	0.36	0.10
Control Delay (s/veh)	44.5	49.4	9.3	48.0	42.9	0.5	57.2	7.6	2.2	19.6	19.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Existing Traffic (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	44.5	49.4	9.3	48.0	42.9	0.5	57.2	7.6	2.2	19.6	19.7	4.6
LOS	D	D	A	D	D	A	E	A	A	B	B	A
Approach Delay (s/veh)		30.2			40.2			30.5			18.1	
Approach LOS		C			D			C			B	
Queue Length 50th (m)	14.6	60.2	0.8	7.9	32.1	0.0	35.3	12.2	0.0	13.5	48.4	0.0
Queue Length 95th (m)	27.2	73.6	30.7	18.1	42.7	0.0	48.4	21.1	3.4	30.1	75.6	9.8
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	353	1273	885	197	1181	534	663	2229	1037	530	1776	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.39	0.56	0.19	0.24	0.05	0.43	0.13	0.03	0.20	0.36	0.10

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 27.9

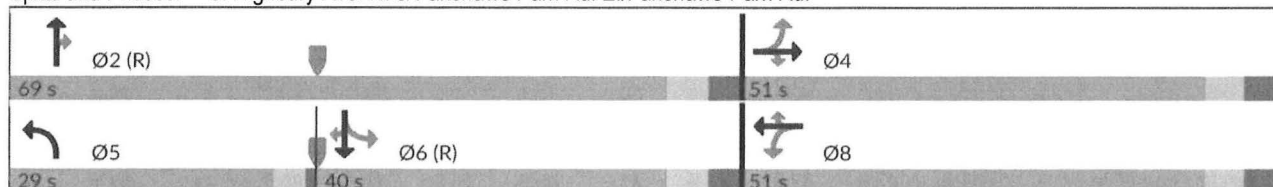
Intersection LOS: C

Intersection Capacity Utilization 68.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Existing Traffic (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	450	411	56	532	81	511	550	49	75	384	59
Future Volume (vph)	82	450	411	56	532	81	511	550	49	75	384	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3406	1568	1770	3539	1568	3433	3539	1442	1736	3471	1583
Flt Permitted	0.251			0.333			0.950			0.426		
Satd. Flow (perm)	468	3406	1568	620	3539	1568	3433	3539	1442	778	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			447			88			53			76
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	2%	6%	3%	2%	2%	3%	2%	2%	12%	4%	4%	2%
Adj. Flow (vph)	89	489	447	61	578	88	555	598	53	82	417	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	489	447	61	578	88	555	598	53	82	417	64
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	9.0	73.0	73.0	40.0	40.0	40.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	33.0	73.0	73.0	40.0	40.0	40.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	39.2%	27.5%	60.8%	60.8%	33.3%	33.3%	33.3%
Maximum Green (s)	39.6	39.6	39.6	39.6	39.6	39.6	29.0	66.2	66.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		40.0	40.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	27.2	27.2	27.2	27.2	27.2	27.2	24.5	78.6	78.6	50.2	50.2	50.2
Actuated g/C Ratio	0.23	0.23	0.23	0.23	0.23	0.23	0.20	0.66	0.66	0.42	0.42	0.42
v/c Ratio	0.84	0.63	0.64	0.44	0.72	0.21	0.79	0.26	0.06	0.25	0.29	0.09
Control Delay (s/veh)	96.5	45.0	7.5	47.8	47.7	7.6	54.0	9.8	3.0	29.9	26.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Existing Traffic (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	96.5	45.0	7.5	47.8	47.7	7.6	54.0	9.8	3.0	29.9	26.1	5.4
LOS	F	D	A	D	D	A	D	A	A	C	C	A
Approach Delay (s/veh)		33.1			42.9			29.8			24.3	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	21.5	58.7	0.0	13.3	71.1	0.0	67.9	28.7	0.0	12.8	34.7	0.0
Queue Length 95th (m)	#43.1	67.5	24.4	24.7	80.1	12.1	83.1	49.8	5.7	32.4	59.8	8.4
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	154	1123	816	204	1167	576	834	2318	963	325	1450	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.44	0.55	0.30	0.50	0.15	0.67	0.26	0.06	0.25	0.29	0.09

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 32.6

Intersection LOS: C

Intersection Capacity Utilization 67.1%

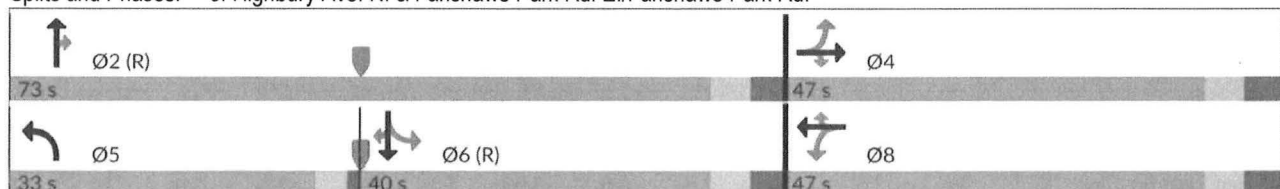
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2030 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	489	496	37	278	27	284	291	33	103	638	84
Future Volume (vph)	68	489	496	37	278	27	284	291	33	103	638	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3505	1568	1703	3252	1346	3183	3282	1509	1719	3471	1524
Flt Permitted	0.530			0.280			0.950			0.560		
Satd. Flow (perm)	932	3505	1568	502	3252	1346	3183	3282	1509	1013	3471	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			490			71			40			91
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	8%	3%	3%	6%	11%	20%	10%	10%	7%	5%	4%	6%
Adj. Flow (vph)	74	532	539	40	302	29	309	316	36	112	693	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	532	539	40	302	29	309	316	36	112	693	91
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	45.4	45.4	45.4	45.4	45.4	45.4	9.0	69.0	69.0	40.0	40.0	40.0
Total Split (s)	51.0	51.0	51.0	51.0	51.0	51.0	29.0	69.0	69.0	40.0	40.0	40.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	42.5%	24.2%	57.5%	57.5%	33.3%	33.3%	33.3%
Maximum Green (s)	43.6	43.6	43.6	43.6	43.6	43.6	25.0	62.2	62.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		36.0	36.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	25.9	25.9	25.9	25.9	25.9	25.9	16.9	79.9	79.9	59.0	59.0	59.0
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.67	0.67	0.49	0.49	0.49
v/c Ratio	0.37	0.70	0.75	0.37	0.43	0.08	0.69	0.14	0.04	0.22	0.41	0.11
Control Delay (s/veh)	43.9	48.3	12.4	48.5	41.7	0.5	57.1	8.3	2.6	21.6	21.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2030 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	43.9	48.3	12.4	48.5	41.7	0.5	57.1	8.3	2.6	21.6	21.8	4.8
LOS	D	D	B	D	D	A	E	A	A	C	C	A
Approach Delay (s/veh)	31.1			39.2			30.8			20.0		
Approach LOS	C			D			C			C		
Queue Length 50th (m)	15.8	64.9	10.0	8.6	34.4	0.0	38.0	13.7	0.0	15.3	55.3	0.0
Queue Length 95th (m)	28.8	77.6	46.1	18.9	44.6	0.0	51.3	23.8	3.9	33.9	86.3	10.6
Internal Link Dist (m)	276.1			577.4			519.6			366.0		
Turn Bay Length (m)	136.0	75.0		74.0	74.0		168.0	102.0		80.0	78.0	
Base Capacity (vph)	338	1273	881	182	1181	534	663	2184	1018	498	1706	795
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.42	0.61	0.22	0.26	0.05	0.47	0.14	0.04	0.22	0.41	0.11

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 28.8

Intersection LOS: C

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.

	Ø2 (R)		Ø4
69 s			51 s
	Ø5		Ø6 (R)
29 s		40 s	51 s

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2030 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	485	443	60	573	87	550	593	53	81	414	64
Future Volume (vph)	88	485	443	60	573	87	550	593	53	81	414	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3406	1568	1770	3539	1568	3433	3539	1442	1736	3471	1583
Flt Permitted	0.232			0.313			0.950			0.407		
Satd. Flow (perm)	432	3406	1568	583	3539	1568	3433	3539	1442	744	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			482			95			58			76
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	2%	6%	3%	2%	2%	3%	2%	2%	12%	4%	4%	2%
Adj. Flow (vph)	96	527	482	65	623	95	598	645	58	88	450	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	527	482	65	623	95	598	645	58	88	450	70
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	9.0	73.0	73.0	40.0	40.0	40.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	33.0	73.0	73.0	40.0	40.0	40.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	39.2%	27.5%	60.8%	60.8%	33.3%	33.3%	33.3%
Maximum Green (s)	39.6	39.6	39.6	39.6	39.6	39.6	29.0	66.2	66.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		40.0	40.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effect Green (s)	29.1	29.1	29.1	29.1	29.1	29.1	25.4	76.7	76.7	47.2	47.2	47.2
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.21	0.64	0.64	0.39	0.39	0.39
v/c Ratio	0.92	0.64	0.65	0.46	0.73	0.21	0.82	0.29	0.06	0.30	0.33	0.10
Control Delay (s/veh)	112.3	43.6	7.2	47.5	46.2	7.0	55.1	10.9	3.2	33.1	28.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2030 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	112.3	43.6	7.2	47.5	46.2	7.0	55.1	10.9	3.2	33.1	28.5	6.6
LOS	F	D	A	D	D	A	E	B	A	C	C	A
Approach Delay (s/veh)		33.7			41.6			30.9			26.6	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	23.8	63.1	0.0	14.1	76.5	0.0	72.9	32.8	0.0	14.6	39.6	0.0
Queue Length 95th (m)	#48.9	71.4	24.8	26.1	84.6	12.1	91.2	56.5	6.2	35.5	65.4	10.2
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	142	1123	840	192	1167	581	829	2260	942	292	1366	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.47	0.57	0.34	0.53	0.16	0.72	0.29	0.06	0.30	0.33	0.10

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay (s/veh): 33.2

Intersection LOS: C

Intersection Capacity Utilization 70.1%

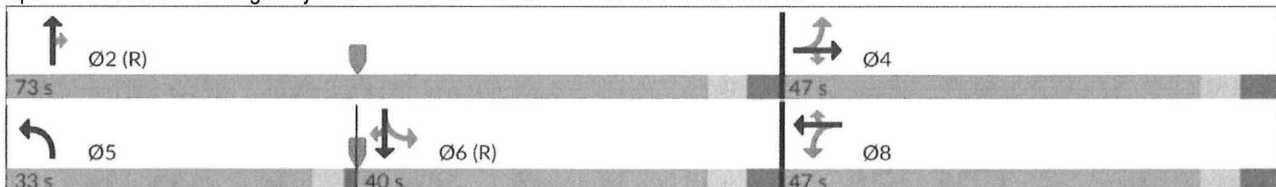
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2030 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	500	496	40	299	29	284	291	34	105	638	84
Future Volume (vph)	68	500	496	40	299	29	284	291	34	105	638	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3505	1568	1703	3252	1346	3183	3282	1509	1719	3471	1524
Flt Permitted	0.504			0.274			0.950			0.560		
Satd. Flow (perm)	887	3505	1568	491	3252	1346	3183	3282	1509	1013	3471	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			490			71			40			91
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	8%	3%	3%	6%	11%	20%	10%	10%	7%	5%	4%	6%
Adj. Flow (vph)	74	543	539	43	325	32	309	316	37	114	693	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	543	539	43	325	32	309	316	37	114	693	91
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	45.4	45.4	45.4	45.4	45.4	45.4	9.0	69.0	69.0	40.0	40.0	40.0
Total Split (s)	51.0	51.0	51.0	51.0	51.0	51.0	29.0	69.0	69.0	40.0	40.0	40.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	42.5%	24.2%	57.5%	57.5%	33.3%	33.3%	33.3%
Maximum Green (s)	43.6	43.6	43.6	43.6	43.6	43.6	25.0	62.2	62.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		36.0	36.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Efft Green (s)	26.3	26.3	26.3	26.3	26.3	26.3	16.9	79.5	79.5	58.6	58.6	58.6
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.22	0.22	0.14	0.66	0.66	0.49	0.49	0.49
v/c Ratio	0.38	0.71	0.74	0.40	0.46	0.09	0.69	0.15	0.04	0.23	0.41	0.12
Control Delay (s/veh)	44.3	48.1	12.2	50.0	41.9	0.7	57.1	8.4	2.7	22.0	22.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2030 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	44.3	48.1	12.2	50.0	41.9	0.7	57.1	8.4	2.7	22.0	22.1	4.8
LOS	D	D	B	D	D	A	E	A	A	C	C	A
Approach Delay (s/veh)		31.1			39.5			30.8			20.3	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	15.8	66.2	9.9	9.2	37.2	0.0	38.0	13.9	0.0	15.7	55.7	0.0
Queue Length 95th (m)	28.9	78.9	45.8	20.2	47.5	0.7	51.3	24.1	4.1	34.8	86.7	10.7
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	322	1273	881	178	1181	534	663	2173	1013	494	1694	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.43	0.61	0.24	0.28	0.06	0.47	0.15	0.04	0.23	0.41	0.12

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 29.0

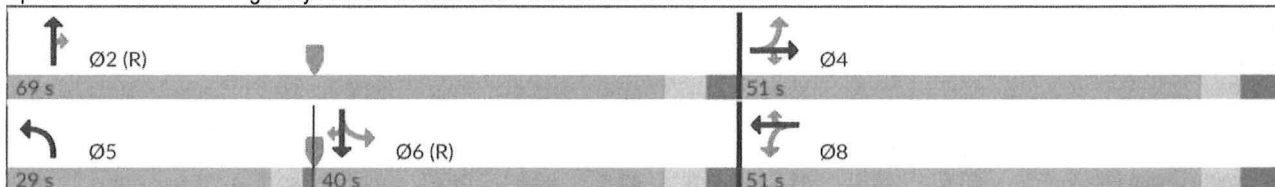
Intersection LOS: C

Intersection Capacity Utilization 72.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2030 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	509	443	62	592	90	550	593	56	85	414	64
Future Volume (vph)	88	509	443	62	592	90	550	593	56	85	414	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3406	1568	1770	3539	1568	3433	3539	1442	1736	3471	1583
Flt Permitted	0.223			0.296			0.950			0.407		
Satd. Flow (perm)	415	3406	1568	551	3539	1568	3433	3539	1442	744	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			482			98			61			76
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	2%	6%	3%	2%	2%	3%	2%	2%	12%	4%	4%	2%
Adj. Flow (vph)	96	553	482	67	643	98	598	645	61	92	450	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	553	482	67	643	98	598	645	61	92	450	70
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	9.0	73.0	73.0	40.0	40.0	40.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	33.0	73.0	73.0	40.0	40.0	40.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	39.2%	27.5%	60.8%	60.8%	33.3%	33.3%	33.3%
Maximum Green (s)	39.6	39.6	39.6	39.6	39.6	39.6	29.0	66.2	66.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		40.0	40.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	29.8	29.8	29.8	29.8	29.8	29.8	25.4	76.0	76.0	46.6	46.6	46.6
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.21	0.63	0.63	0.39	0.39	0.39
v/c Ratio	0.94	0.65	0.64	0.49	0.73	0.21	0.82	0.29	0.07	0.32	0.33	0.11
Control Delay (s/veh)	117.2	43.6	7.0	49.3	46.0	6.8	55.1	11.2	3.1	33.9	28.9	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2030 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	117.2	43.6	7.0	49.3	46.0	6.8	55.1	11.2	3.1	33.9	28.9	6.7
LOS	F	D	A	D	D	A	E	B	A	C	C	A
Approach Delay (s/veh)		34.2			41.5			31.0			27.1	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	23.8	66.2	0.0	14.5	78.7	0.0	72.9	33.6	0.0	15.5	40.2	0.0
Queue Length 95th (m)	#50.3	75.1	24.8	27.3	87.6	12.1	91.2	56.5	6.3	36.6	65.4	10.2
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	136	1123	840	181	1167	583	829	2241	935	288	1347	660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.49	0.57	0.37	0.55	0.17	0.72	0.29	0.07	0.32	0.33	0.11

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay (s/veh): 33.5

Intersection LOS: C

Intersection Capacity Utilization 70.7%

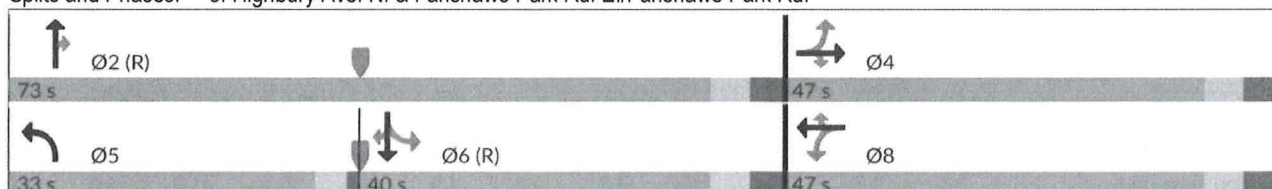
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2035 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	527	534	39	299	29	306	313	36	111	687	91
Future Volume (vph)	73	527	534	39	299	29	306	313	36	111	687	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3505	1568	1703	3252	1346	3183	3282	1509	1719	3471	1524
Flt Permitted	0.511			0.266			0.950			0.547		
Satd. Flow (perm)	899	3505	1568	477	3252	1346	3183	3282	1509	990	3471	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			485			71			40			99
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	8%	3%	3%	6%	11%	20%	10%	10%	7%	5%	4%	6%
Adj. Flow (vph)	79	573	580	42	325	32	333	340	39	121	747	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	573	580	42	325	32	333	340	39	121	747	99
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	45.4	45.4	45.4	45.4	45.4	45.4	9.0	69.0	69.0	40.0	40.0	40.0
Total Split (s)	51.0	51.0	51.0	51.0	51.0	51.0	29.0	69.0	69.0	40.0	40.0	40.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	42.5%	24.2%	57.5%	57.5%	33.3%	33.3%	33.3%
Maximum Green (s)	43.6	43.6	43.6	43.6	43.6	43.6	25.0	62.2	62.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		36.0	36.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	28.3	28.3	28.3	28.3	28.3	28.3	17.8	77.5	77.5	55.7	55.7	55.7
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.15	0.65	0.65	0.46	0.46	0.46
v/c Ratio	0.37	0.69	0.78	0.38	0.42	0.09	0.71	0.16	0.04	0.26	0.46	0.13
Control Delay (s/veh)	41.7	45.8	15.3	46.0	39.6	0.6	56.8	9.5	3.4	24.9	25.1	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2035 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	41.7	45.8	15.3	46.0	39.6	0.6	56.8	9.5	3.4	24.9	25.1	5.4
LOS	D	D	B	D	D	A	E	A	A	C	C	A
Approach Delay (s/veh)		31.2			37.1			31.3			23.0	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	16.6	69.1	19.4	8.8	36.4	0.0	40.9	15.9	0.0	17.7	64.2	0.0
Queue Length 95th (m)	28.6	78.7	60.0	18.6	44.7	0.7	54.5	28.7	4.9	40.2	102.9	12.1
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	326	1273	878	173	1181	534	663	2118	988	459	1610	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.45	0.66	0.24	0.28	0.06	0.50	0.16	0.04	0.26	0.46	0.13

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 29.6

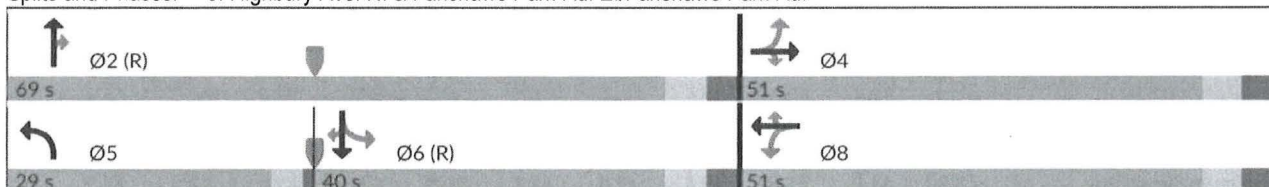
Intersection LOS: C

Intersection Capacity Utilization 75.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2035 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	522	477	65	617	94	593	638	57	87	446	68
Future Volume (vph)	95	522	477	65	617	94	593	638	57	87	446	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3406	1568	1770	3539	1568	3433	3539	1442	1736	3471	1583
Flt Permitted	0.220			0.299			0.950			0.388		
Satd. Flow (perm)	410	3406	1568	557	3539	1568	3433	3539	1442	709	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			518			102			62			76
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	2%	6%	3%	2%	2%	3%	2%	2%	12%	4%	4%	2%
Adj. Flow (vph)	103	567	518	71	671	102	645	693	62	95	485	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	567	518	71	671	102	645	693	62	95	485	74
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	9.0	73.0	73.0	40.0	40.0	40.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	33.0	73.0	73.0	40.0	40.0	40.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	39.2%	27.5%	60.8%	60.8%	33.3%	33.3%	33.3%
Maximum Green (s)	39.6	39.6	39.6	39.6	39.6	39.6	29.0	66.2	66.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		40.0	40.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Efect Green (s)	31.8	31.8	31.8	31.8	31.8	31.8	26.6	74.0	74.0	43.4	43.4	43.4
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.22	0.62	0.62	0.36	0.36	0.36
v/c Ratio	0.95	0.63	0.65	0.48	0.72	0.21	0.85	0.32	0.07	0.37	0.39	0.12
Control Delay (s/veh)	117.4	41.4	6.8	46.7	43.9	6.5	55.9	12.4	3.2	37.8	31.8	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Background Traffic 2035 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	117.4	41.4	6.8	46.7	43.9	6.5	55.9	12.4	3.2	37.8	31.8	7.5
LOS	F	D	A	D	D	A	E	B	A	D	C	A
Approach Delay (s/veh)		32.9			39.6			32.0			29.9	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	25.0	65.0	0.0	14.8	79.1	0.0	78.6	40.8	0.0	17.6	47.4	0.0
Queue Length 95th (m)	#55.4	77.2	25.9	28.6	92.0	12.5	99.3	61.3	6.4	38.6	70.6	11.4
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	135	1123	864	183	1167	585	834	2181	912	256	1254	620
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.50	0.60	0.39	0.57	0.17	0.77	0.32	0.07	0.37	0.39	0.12

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay (s/veh): 33.5

Intersection LOS: C

Intersection Capacity Utilization 73.5%

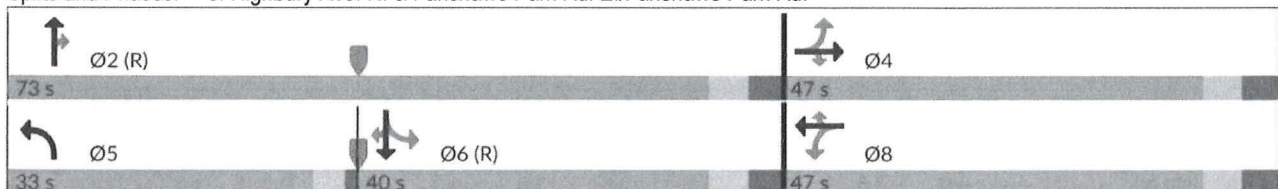
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2035 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	538	534	42	320	31	306	313	37	113	687	91
Future Volume (vph)	73	538	534	42	320	31	306	313	37	113	687	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3505	1568	1703	3252	1346	3183	3282	1509	1719	3471	1524
Flt Permitted	0.487			0.259			0.950			0.547		
Satd. Flow (perm)	857	3505	1568	464	3252	1346	3183	3282	1509	990	3471	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			485			71			40			99
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	8%	3%	3%	6%	11%	20%	10%	10%	7%	5%	4%	6%
Adj. Flow (vph)	79	585	580	46	348	34	333	340	40	123	747	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	585	580	46	348	34	333	340	40	123	747	99
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	45.4	45.4	45.4	45.4	45.4	45.4	9.0	69.0	69.0	40.0	40.0	40.0
Total Split (s)	51.0	51.0	51.0	51.0	51.0	51.0	29.0	69.0	69.0	40.0	40.0	40.0
Total Split (%)	42.5%	42.5%	42.5%	42.5%	42.5%	42.5%	24.2%	57.5%	57.5%	33.3%	33.3%	33.3%
Maximum Green (s)	43.6	43.6	43.6	43.6	43.6	43.6	25.0	62.2	62.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		36.0	36.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	28.7	28.7	28.7	28.7	28.7	28.7	17.8	77.1	77.1	55.4	55.4	55.4
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.15	0.64	0.64	0.46	0.46	0.46
v/c Ratio	0.39	0.70	0.78	0.42	0.45	0.09	0.71	0.16	0.04	0.27	0.47	0.13
Control Delay (s/veh)	42.2	45.8	15.1	48.4	39.8	1.1	56.8	9.6	3.4	25.2	25.3	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2035 (AM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	42.2	45.8	15.1	48.4	39.8	1.1	56.8	9.6	3.4	25.2	25.3	5.4
LOS	D	D	B	D	D	A	E	A	A	C	C	A
Approach Delay (s/veh)		31.3			37.7			31.3			23.3	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	16.6	70.5	19.3	9.8	39.1	0.0	40.9	16.1	0.0	18.1	64.6	0.0
Queue Length 95th (m)	28.8	80.6	60.0	20.4	47.8	1.2	54.5	28.7	5.0	41.0	102.9	12.1
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	311	1273	878	168	1181	534	663	2109	984	456	1601	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.46	0.66	0.27	0.29	0.06	0.50	0.16	0.04	0.27	0.47	0.13

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 73 (61%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 29.8

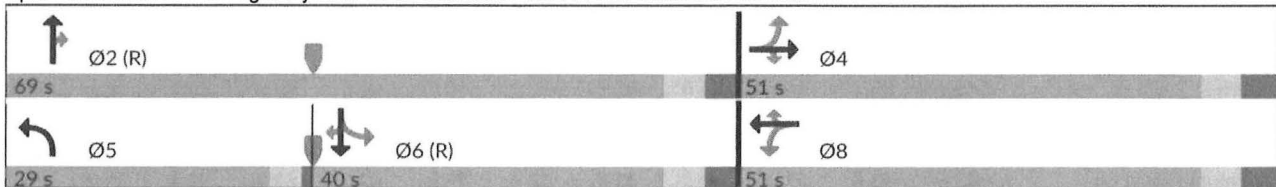
Intersection LOS: C

Intersection Capacity Utilization 75.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.



Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2035 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	546	477	67	636	97	593	638	60	91	446	68
Future Volume (vph)	95	546	477	67	636	97	593	638	60	91	446	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Storage Lanes	1		1	1		2	2		1	1		1
Taper Length (m)	68.0			50.0			79.0			68.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3406	1568	1770	3539	1568	3433	3539	1442	1736	3471	1583
Flt Permitted	0.213			0.284			0.950			0.388		
Satd. Flow (perm)	397	3406	1568	529	3539	1568	3433	3539	1442	709	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			518			105			65			76
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		300.1			601.4			543.6			390.0	
Travel Time (s)		18.0			36.1			32.6			23.4	
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 (%)	2%	6%	3%	2%	2%	3%	2%	2%	12%	4%	4%	2%
Adj. Flow (vph)	103	593	518	73	691	105	645	693	65	99	485	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	593	518	73	691	105	645	693	65	99	485	74
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8			2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	9.0	73.0	73.0	40.0	40.0	40.0
Total Split (s)	47.0	47.0	47.0	47.0	47.0	47.0	33.0	73.0	73.0	40.0	40.0	40.0
Total Split (%)	39.2%	39.2%	39.2%	39.2%	39.2%	39.2%	27.5%	60.8%	60.8%	33.3%	33.3%	33.3%
Maximum Green (s)	39.6	39.6	39.6	39.6	39.6	39.6	29.0	66.2	66.2	33.2	33.2	33.2
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8	3.8	3.0	3.8	3.8	3.8	3.8	3.8
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	1.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	4.0	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		40.0	40.0	7.0	7.0	7.0
Flash Don't Walk (s)	31.0	31.0	31.0	31.0	31.0	31.0		26.0	26.0	26.0	26.0	26.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0		0	0	0	0	0
Act Effct Green (s)	32.6	32.6	32.6	32.6	32.6	32.6	26.4	73.2	73.2	42.8	42.8	42.8
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.22	0.61	0.61	0.36	0.36	0.36
v/c Ratio	0.96	0.64	0.65	0.51	0.72	0.21	0.85	0.32	0.07	0.39	0.39	0.12
Control Delay (s/veh)	119.2	41.2	6.7	48.1	43.5	6.4	56.6	12.8	3.2	38.9	32.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fanshawe Park Rd. E. at Highbury Ave.
London, ON

Total Traffic 2035 (PM Peak Hour)
Existing Geometric Configuration

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	119.2	41.2	6.7	48.1	43.5	6.4	56.6	12.8	3.2	38.9	32.2	7.5
LOS	F	D	A	D	D	A	E	B	A	D	C	A
Approach Delay (s/veh)		33.1			39.4			32.5			30.4	
Approach LOS		C			D			C			C	
Queue Length 50th (m)	24.8	67.3	0.0	15.1	80.6	0.0	78.6	42.3	0.0	18.8	48.4	0.0
Queue Length 95th (m)	#56.5	81.0	25.9	30.0	95.1	12.5	99.3	61.3	6.5	40.1	70.6	11.4
Internal Link Dist (m)		276.1			577.4			519.6			366.0	
Turn Bay Length (m)	136.0		75.0	74.0		74.0	168.0		102.0	80.0		78.0
Base Capacity (vph)	131	1123	864	174	1167	587	829	2159	905	252	1237	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.53	0.60	0.42	0.59	0.18	0.78	0.32	0.07	0.39	0.39	0.12

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 25 (21%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 33.8

Intersection LOS: C

Intersection Capacity Utilization 74.0%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Highbury Ave. N. & Fanshawe Park Rd. E./Fanshawe Park Rd.

