

Ministry of Transportation

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February 10, 2016

Ron Davidson
Planner, Township of Chatsworth

email: ronalddavidson@rogers.com

RE: Proposed Gravel Pit
Bumstead Pit
Chatsworth, ON

The following is a supplement to the correspondence provided by the Ministry of Transportation (MTO) for the subject development on January 27th, 2016 (**attached**).

The subject development is significantly outside of MTO's jurisdiction (permit control area), as specified in the *Public Transportation and Highway Improvement Act*, R.S.O. 1990, c.P.50 (PTHIA). However to investigate the current operations of the subject intersection and the impact of the additional volume of traffic anticipated by the Bumstead Pit, MTO reviewed the following: Bumstead Pit Traffic Impact Study (TIS) prepared by Paradigm Transportation Solutions Limited in September 2014, Chatsworth Peer Review conducted by Lea Consulting Ltd. in 2015 and MTO traffic count and collision data to evaluate whether warrants for highway improvements would be warranted (if located within MTO jurisdiction). The following outlines addition detail to our previous comments:

Traffic Analysis defines "Volume" as the number of vehicles traveling through a specific location in a given time period. The volumes, which were collected by Paradigm for the purposes of the TIS were deemed to be acceptable by MTO staff. Volume was considered at peak AM and PM conditions and forecasted to the years 2021 and 2026. Pedestrian volumes were included in the Intersection Capacity Analysis which indicated that the intersection was performing adequately under current and future conditions. Using an established growth factor the background traffic was projected from the existing traffic volumes to the estimated future traffic volumes in the years 2021 and 2026. The report predicted that the development of the Bumstead Pit would produce 12 new trips (6 in and 6 out) in the peak AM and PM. The peak AM and PM describes the times where the traffic volume is the highest, usually occurring during the morning and afternoon rush on weekdays. The Bumstead Pit development generated traffic was added to existing and projected background traffic. This was done in order to determine if the development generated traffic would increase the traffic volume enough to warrant turning lanes or signalization. After review it was determined that the existing and projected traffic volumes were not sufficient to warrant turning lanes or signalization.

The MTO will conduct ongoing traffic counts at the Highway 10/Sideroad 60 intersection based on provincial business rules for frequency. Collision data is reviewed by MTO. Maintenance staff and contractors continually monitor all intersections for maintenance and operational needs. The staff will report issues of concern to the appropriate MTO office on an as needed basis.

Should you have any questions, please contact our office.

Yours truly,

A handwritten signature in grey ink, appearing to read 'ZK' or similar initials, written in a cursive style.

Zsolt Katzirz
Corridor Management Planner
Corridor Management Section
MTO - West Region, London