
February 4, 2019

MHBC Planning, Urban Design & Landscape Architects
113 Collier Street
Barrie, ON L4M 1H2

Attn: Brian Zeman, BES, MCIP, RPP - President

Dear Sir:

RE: *Response to a Letter from the Town of Bancroft Regarding The Traffic Impact Study prepared for Freymond Aggregates Quarry*

Tranplan Associates is pleased to submit the following response to a letter prepared by the Town of Bancroft and submitted to the County of the Hastings and the Township of Faraday. The letter includes comments on the traffic impact study prepared by Tranplan Associates for the *Freymond Aggregates Quarry*. It is noted that the Tranplan Associates traffic study was prepared for and addressed to the two approving agencies namely the County of Hastings and the Township of Faraday. Both agencies were contacted at the time of the traffic study to provide comments that were subsequently used to develop and define the scope of the traffic study. Upon completion, the County had the traffic report peer-reviewed. Tranplan Associates provided additional reporting to address the peer review comments. It is understood that both approving agencies have now found the traffic reporting acceptable.

This letter response addresses the traffic comments provided by the Town of Bancroft. The letter contains three specific comments on potential traffic issues as follows:

1. *The Impact of future Quarry Truck Traffic on existing road infrastructure in the Town of Bancroft.*

Response: Traffic impact studies are carried out to assess the operations of future road corridors and intersections. These assessments identify capacity shortfalls and potential operational issues. They prepare recommendations to address such issues. In the case of future *Freymond Aggregates Quarry* truck traffic, there are two considerations in future routing:

- The quarry haul routes will generally be over road platforms designed to carry truck traffic as in the case of Kings Highways and County roads.
- The forecast *Freymond Quarry* site traffic is clearly illustrated in *Exhibit 6 of the December, 2016 Traffic Study Report*. A copy of this exhibit is attached following. In reviewing this exhibit it will be noted that the forecast peak hour quarry total site traffic travelling to/from Bancroft is 8 vehicles per hour (vph) northbound and 6 vph southbound during a representative 2025 PM peak hour. However, only half this traffic will be trucks (see *Table 2, 2016 Report*) Since trucks are only one component of this total site traffic volume, it is likely that their overall impact on road infrastructure will not be significant.

2. *The Traffic Impact on the Mill Street/Bridge Street Intersection*

Response: Referring to the attached volume exhibit from the December, 2016 report, it can be seen that total quarry site traffic will be around 6 to 8 vehicles per hour in each direction. When applying the current Highway Capacity Manual (HCM) equations to assess the capacity of intersection operations, this low volume of site traffic will have little impact on present and future Levels of Service at this intersection. The future operation of the intersection will be determined by the future levels of background traffic.

3. *Identification of Forecast Future Quarry Site Traffic*

Response: The December, 2016 clearly identifies forecast future site traffic since that is one of the key roles of the traffic study. Reference to the forecast site traffic volumes can be found in:

- Section 1.2, Bullet 3 of the report
- Table 2 – Trip generation summary
- Exhibit 6 – Site traffic as a component of future forecast 2025 peak hour volumes on the study road network

In reviewing *Table 2* it should be noted that the future truck traffic component is about 50% of the total forecast site traffic. This means that truck traffic volumes on roads approaching/departing the Town of Bancroft will average during peak hour conditions approximate 3 to 4 trucks per hour in each direction. This amounts to one truck every 15 to 20 minutes in each direction.

Based on currently accepted traffic engineering measures, it is clear that the volume of future site traffic and in particular truck traffic, will have little impact on future traffic operations within the Town of Bancroft. The two principal road approval agencies namely the County and the Township have found the traffic study reporting to be acceptable. As described in the material presented above, the volumes of future site traffic will have a little operational impact on Town of Bancroft road corridors and intersections.

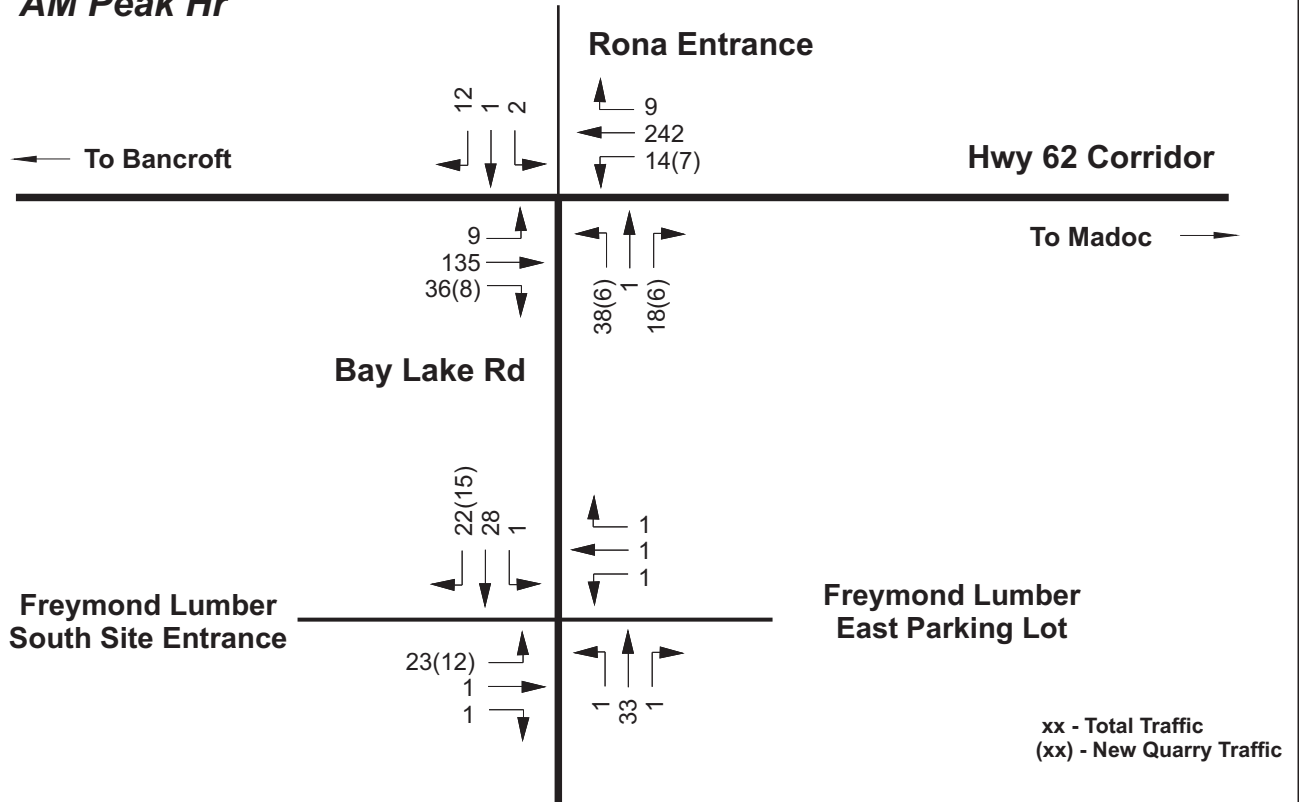
Yours truly,



William Copeland, P.Eng.
Principal, Tranplan Associates

Exhibit 6 2025 Total Peak Hr Volumes

AM Peak Hr



PM Peak Hr

