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Our ref: 12693706

July 2, 2026

O'Connor Bros Corp.
750 Rossland Road East
Ajax, ON L1Z 1T1
info@oconnorlandandcattle.com

Sent via email

Attn: Sean O'Connor

Subject: Auxiliary Turn Lane Analysis of King Street and Rose Street Intersection
Proposed Residential Development
1370 King Street, Township of Scugog

Dear Sean,

GHD is pleased to submit the enclosed Auxiliary Turn Lane Analysis of the King Street and Rose Street intersection in the Township of Scugog.

The assignment establishes the existing (2026) traffic volumes for the weekday AM and PM peak hour periods (the critical periods for traffic for residential uses), derives and assesses the future background traffic growth, estimates and assigns new site traffic volumes, estimates future total traffic volumes, and conducts the northbound left turn lane and southbound right turn lane warrants for the King Street and Rose Street Intersection.

Based on the current site plan as attached in **Appendix A**, the proposed development consists of 6 residential lots illustrated in **Figure 1**.

1. Existing Traffic Volumes

The most recent weekday turning movement counts were conducted by Ontario Traffic Inc. on Thursday, June 11, 2026 at the the King Street and Rose Street intersection between 7-9am and 4-6pm.

The existing weekday AM and PM peak hour traffic volumes at the study intersection are illustrated in **Figure 2**. The detailed traffic count data is provided in **Appendix B**.

2. Background Traffic Volumes

For the analysis purposes, a future horizon year of 2031 was assumed. An annual growth rate of 2.0% was applied to all turning movements of the existing traffic volumes to forecast the net growth traffic for the 2031 study horizon. The net growth traffic (2031) volumes are shown in **Figure 3**.



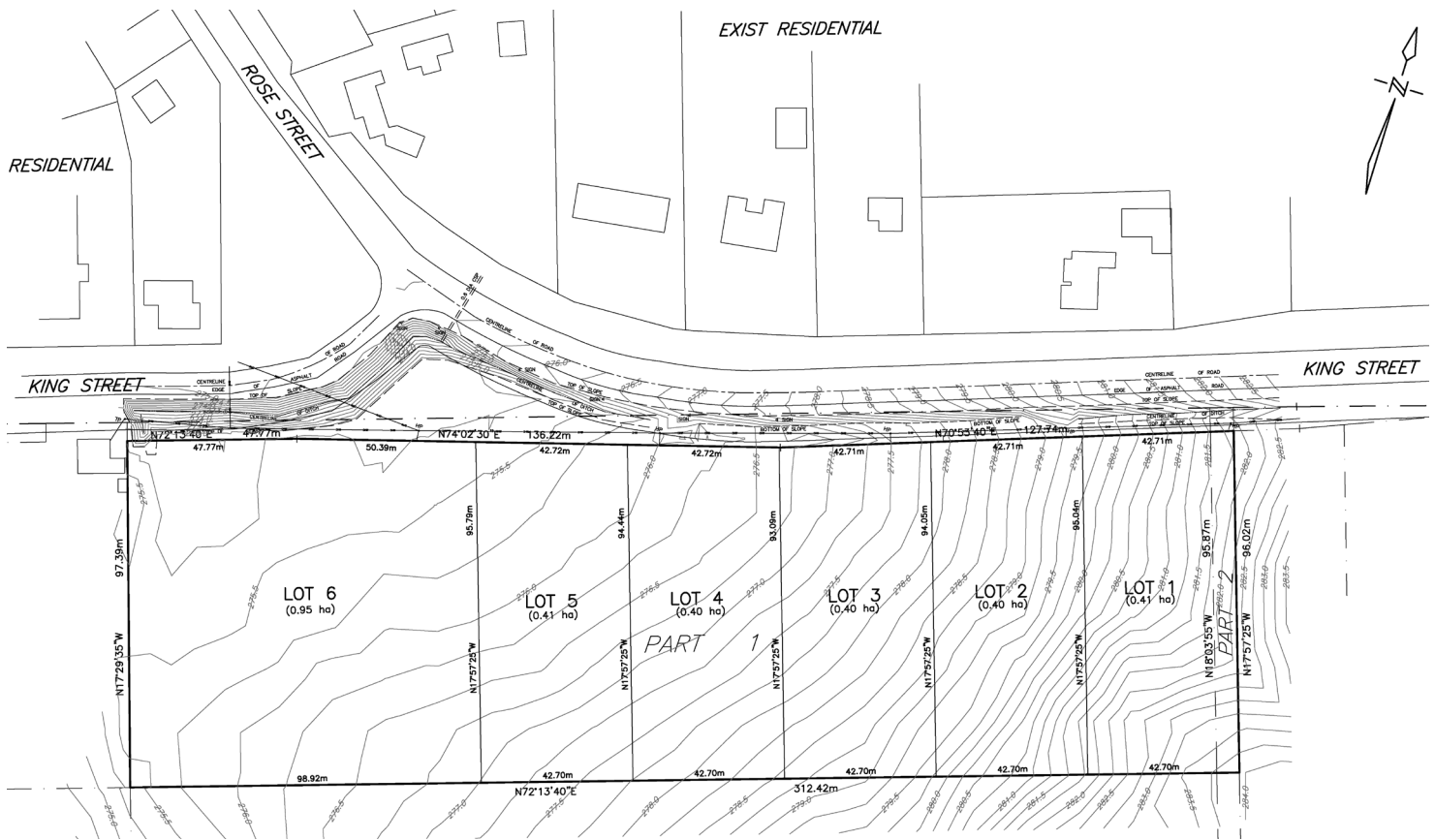


Figure 1 Site Plan

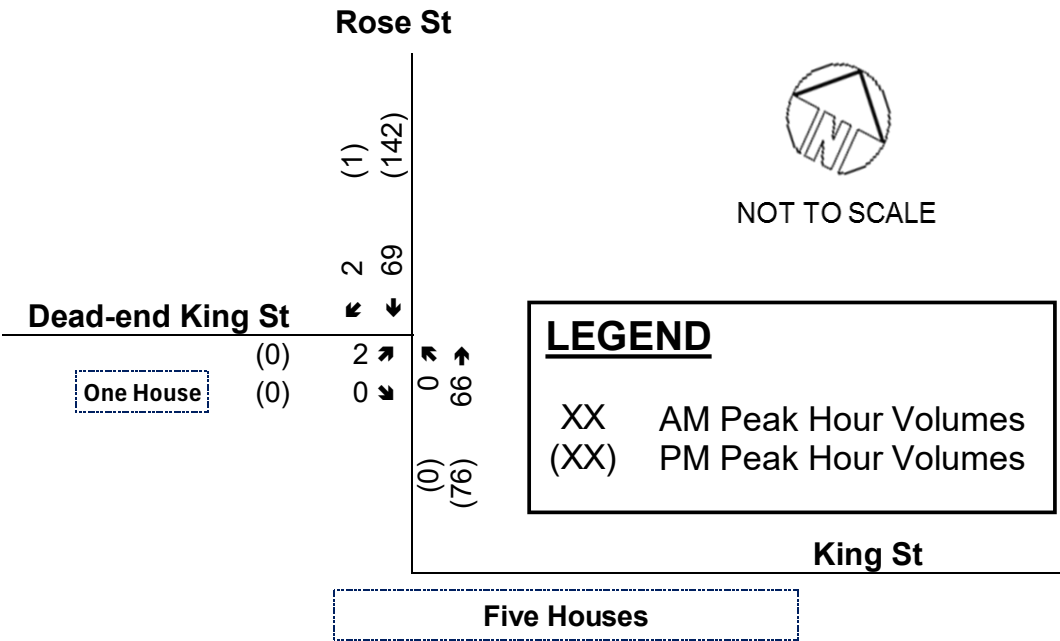


Figure 2 Existing (2026) Traffic Volumes

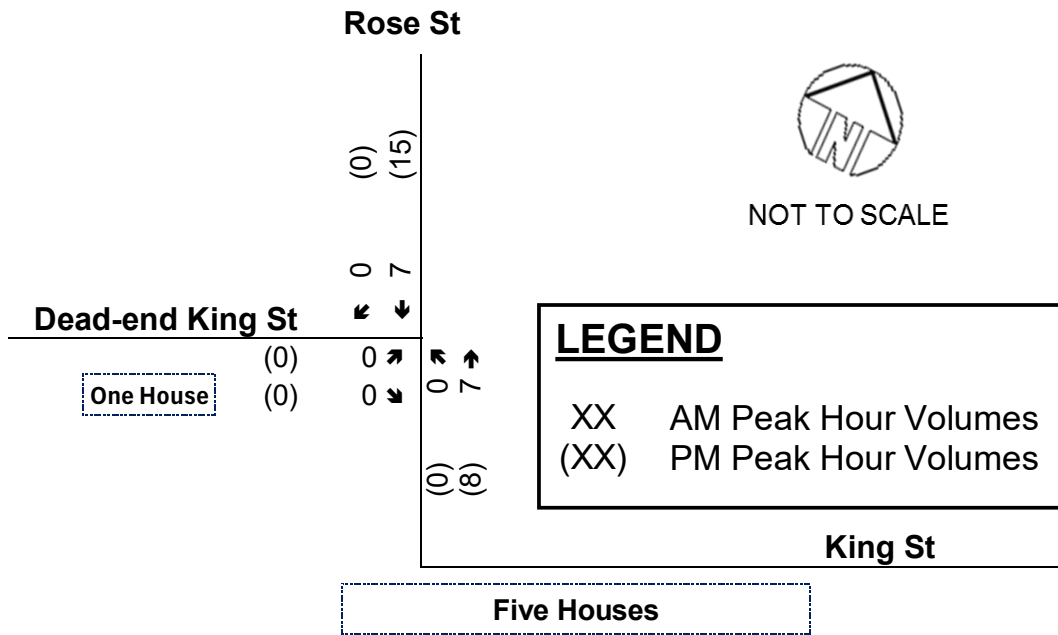


Figure 3 Net Growth Traffic (2031) Traffic Volumes

The estimated 2031 future background weekday AM and PM peak hour traffic volumes, illustrated in **Figure 4**, are derived by combining the existing traffic (**Figure 2**) and net growth traffic (**Figure 3**).

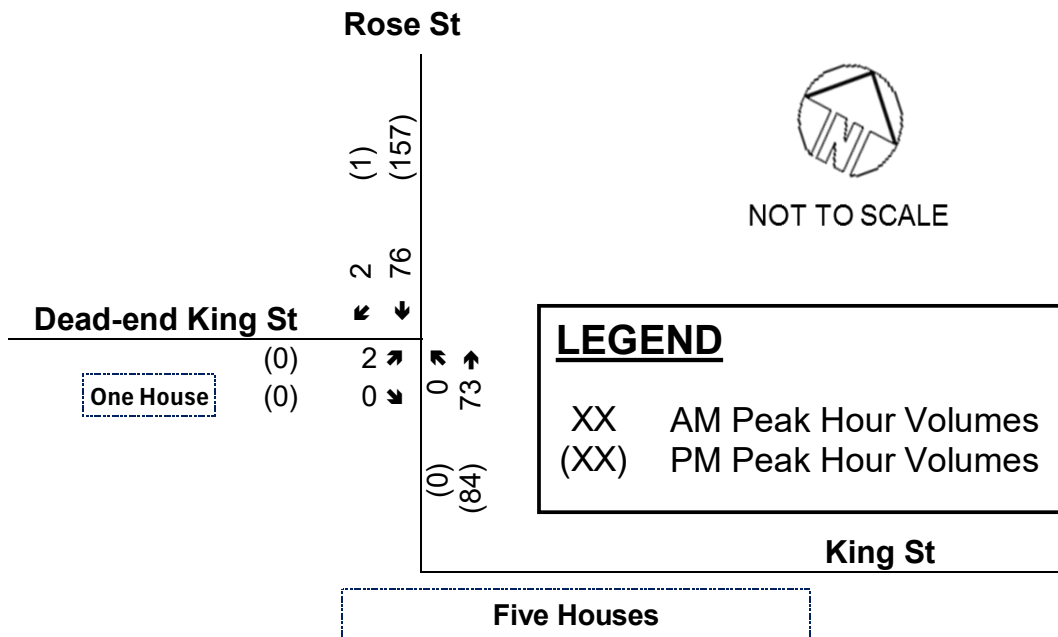


Figure 4 Background (2031) Traffic Volumes

3. Proposed Development Traffic

Based on the current site plan, the proposed development consists of 6 residential lots including one lot on the dead-end King Street (west side of Rose Street) and 5 lots on King Street.

The proposed development is assumed to be single-family detached housing development. Hence, the subject site vehicular trips were estimated based on the average trip rates of Single-Family Detached Housing (LUC #210) provided by Trip Generation, 12th Edition, published by the Institute of Transportation Engineers (ITE).

The estimated site trips are summarized in **Table 1** below and the ITE Trip Generation details are provided in **Appendix C**.

The subject site is expected to generate a total of 5 new two-way trips consisting of 1 inbound and 4 outbound trips during weekday AM peak hour, and 6 new two-way trips consisting of 4 inbound and 2 outbound trips during the weekday PM peak hour.

Table 1 Estimated Site Trips

Land Uses	Units	Parameters	Peak Hour					
			Weekday AM			Weekday PM		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing (LUC 210)	1	Average Rate	0	1	1	1	0	1
Single-Family Detached Housing (LUC 210)	5	Average Rate	1	3	4	3	2	5
Total	6		1	4	5	4	2	6

The site trips generated by the proposed development were distributed to the roadway system based on the existing road network volumes.

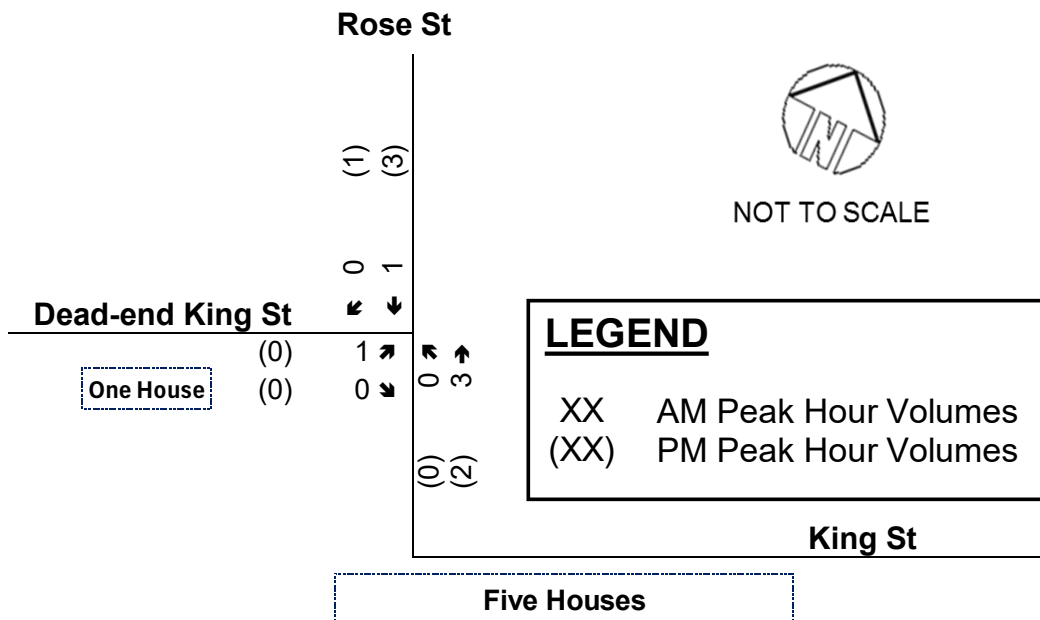


Figure 5 Site Generated Trips

4. Total Traffic Volumes

The background 2031 traffic volumes (**Figure 4**) were combined with the estimated site traffic volumes (**Figure 5**) to estimate the total 2031 traffic during the weekday AM and PM peak hours. Total 2031 traffic is shown in **Figure 6**.

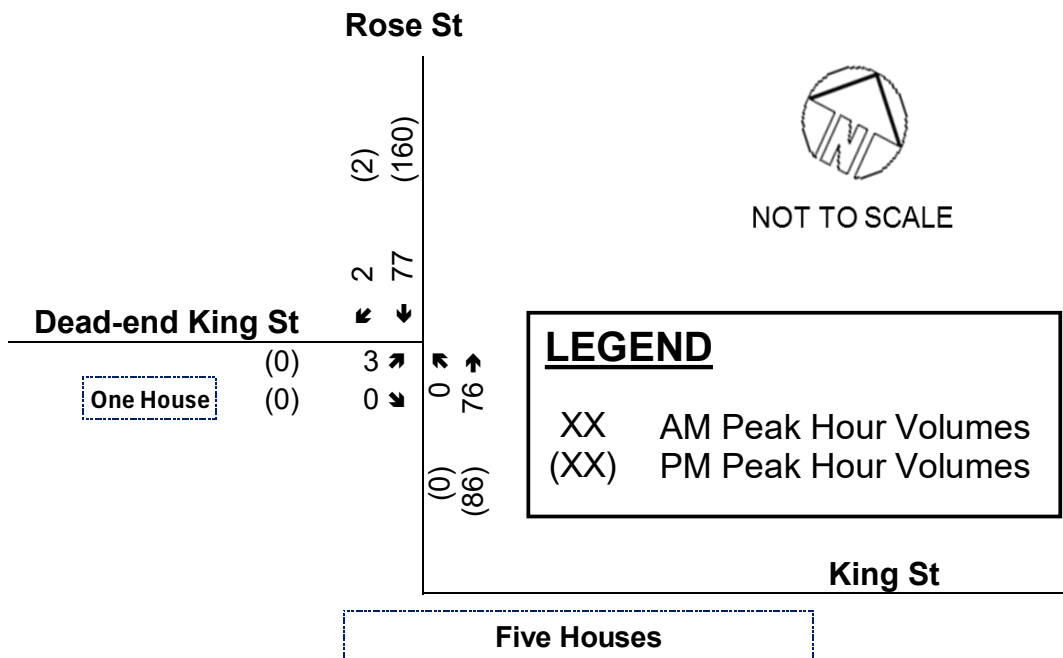


Figure 6 Total (2031) Traffic Volumes

5. Auxiliary Turn Lane Analysis

Auxiliary lane warrants were conducted of the King Street and Rose Street intersection based on the traffic volumes assumed in this report. The total 2031 volumes were chosen as the initial analysis scenario as they would estimate the highest traffic volumes due to the compounded growth.

The warrants are based on the Ministry of Transportation Ontario (MTO) Design Supplement Section 9 for TAC Geometric Design Guide for Canadian Roads, and Durham Region Right-Turn Lane Guideline.

King Street and Rose Street have two lanes of travel, one for each direction of traffic, and a posted speed limit of 40 km/h within the study area.

Left Turn Lane Warrant

A left turn lane warrant was completed for the total conditions for the northbound approach of the King Street and Rose Street intersection.

Based on the estimated traffic volumes, the warrant found that no northbound left turn lane is required at the intersection of King Street and Rose Street. Warrant calculations are included in **Appendix D**.

Table 2 Left Turn Warrant Results

Intersection (Movement)	Scenario	Number of Lanes	Left Turn Warranted?	Storage Length Required
King Street and Rose Street (Northbound Left)	Total 2031	2	No	N/A

Right Turn Lane Warrant

A right turn lane warrant was completed for the total conditions for the southbound approach of the King Street and Rose Street intersection. Rose Street – King Street is a Type C Arterial Road under the jurisdiction of Durham Region.

As indicated in Durham Region's Right-Turn Lane Guideline for a Type C Arterial Road, an exclusive right turn lane is generally required when:

- the approach volume is 500 or more vehicles per hour, and
- there are 50 or more right turning vehicles per hour, and a right turn direct taper is generally required when there are 20 or more right turning vehicles per hour.

Appendix D provides excerpts of the Region's right turn lane guideline.

Given that the southbound approach is less than 500 vehicles per hour (79 and 162 vehicles during the AM and PM peak hours, respectively) and right turn estimates 2 vehicles during the peak hours, a southbound right turn lane and right turn direct taper are not required.

Table 3 Right Turn Warrant Results

Intersection (Movement)	Scenario	Number of Lanes	Right Turn Warranted?	Storage Length Required
King Street and Rose Street (Southbound)	2031	2	No	N/A

6. Conclusions

Based on the estimated total traffic volumes, a northbound left turn lane at the King Street and Rose Street intersection is not warranted. Similarly, a southbound right turn lane / right turn direct taper at the King Street and Rose Street intersection is also not warranted from a review of the traffic volumes.

If you wish to discuss any aspect of the letter, please feel free to contact the undersigned. GHD appreciates the opportunity to present this trip generation. We trust that the above noted information is suitable for your purposes at this time and look forward to working with you on this project.

Sincerely,

GHD



Roland Roovers, P.Eng.
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Attach. Appendices A to D.

RR/hs

Appendix A

Site Plan



REVISIONS

DP-1

Appendix B

Traffic Data

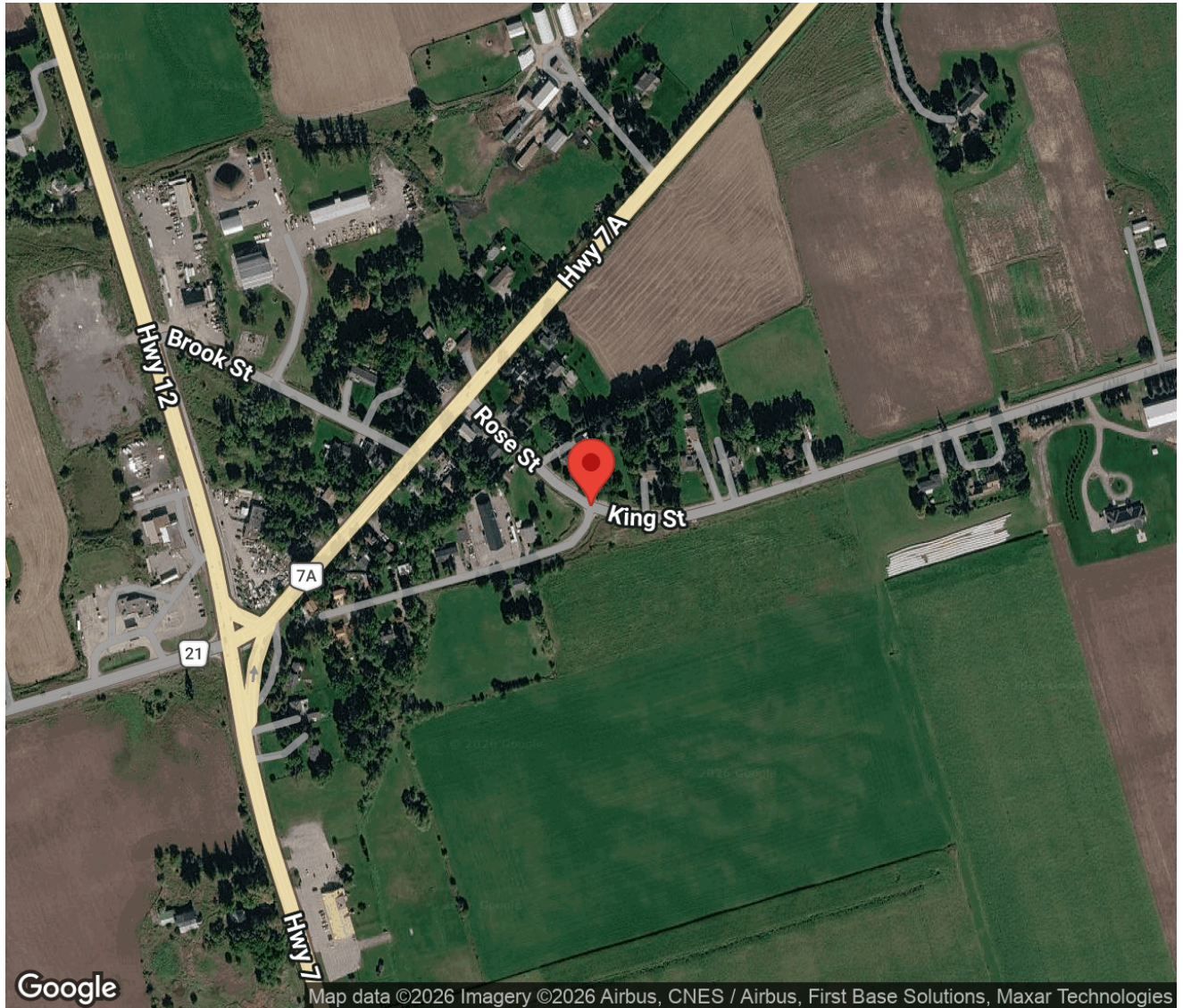
Project #26-175 - GHD

Intersection Count Report

Intersection: Rose St & King St
Municipality: Scugog
Count Date: Thursday, Jun 11, 2026
Site Code: 2617500001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-09:00, 16:00-18:00
Weather: Clear
Comments:

Traffic Count Map

Intersection:	Rose St & King St
Site Code:	2617500001
Municipality:	Scugog
Count Date:	Jun 11, 2026



Traffic Count Summary

Intersection: Rose St & King St
 Site Code: 2617500001
 Municipality: Scugog
 Count Date: Jun 11, 2026

Rose St - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	27	0	0	27	0	0	89	0	0	89	0	116
08:00 - 09:00	0	69	2	0	71	1	0	66	0	0	66	1	137
BREAK													
16:00 - 17:00	0	142	1	0	143	0	0	76	0	0	76	0	219
17:00 - 18:00	0	115	2	0	117	2	1	53	0	0	54	2	171
GRAND TOTAL	0	353	5	0	358	3	1	284	0	0	285	3	643

Traffic Count Summary

Intersection: Rose St & King St
 Site Code: 2617500001
 Municipality: Scugog
 Count Date: Jun 11, 2026

King St - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	0	0	0	0	2	0	0	0	2	0	2
08:00 - 09:00	0	0	0	0	0	0	2	0	0	0	2	1	2
BREAK													
16:00 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0	1	0	0	0	1	0	1
GRAND TOTAL	0	0	0	0	0	0	5	0	0	0	5	1	5

Traffic Count Data

Intersection: Rose St & King St
Site Code: 2617500001
Municipality: Scugog
Count Date: Jun 11, 2026

North Approach - Rose St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0
07:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0
07:45	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0
08:00	0	12	0	0	12	0	0	0	0	0	0	1	0	0	1	1
08:15	0	14	1	0	15	0	0	0	0	0	0	0	0	0	0	0
08:30	0	16	0	0	16	0	1	0	0	1	0	0	0	0	0	0
08:45	0	22	1	0	23	0	3	0	0	3	0	0	0	0	0	0
SUBTOTAL	0	90	2	0	92	0	5	0	0	5	0	1	0	0	1	1

Traffic Count Data

Intersection: Rose St & King St
Site Code: 2617500001
Municipality: Scugog
Count Date: Jun 11, 2026

North Approach - Rose St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↺	Total	←	↑	→	↺	Total	←	↑	→	↺	Total	
16:00	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0
16:15	0	44	1	0	45	0	2	0	0	2	0	0	0	0	0	0
16:30	0	35	0	0	35	0	1	0	0	1	0	0	0	0	0	0
16:45	0	30	0	0	30	0	1	0	0	1	0	0	0	0	0	0
17:00	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0
17:15	0	40	0	0	40	0	0	0	0	0	0	1	0	0	1	1
17:30	0	20	1	0	21	0	0	0	0	0	0	0	0	0	0	0
17:45	0	23	1	0	24	0	0	0	0	0	0	1	0	0	1	1
SUBTOTAL	0	251	3	0	254	0	4	0	0	4	0	2	0	0	2	2
GRAND TOTAL	0	341	5	0	346	0	9	0	0	9	0	3	0	0	3	3

Traffic Count Data

Intersection: Rose St & King St
Site Code: 2617500001
Municipality: Scugog
Count Date: Jun 11, 2026

South Approach - King St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	19	0	0	19	0	1	0	0	1	0	0	0	0	0	0
07:15	0	18	0	0	18	0	4	0	0	4	0	0	0	0	0	0
07:30	0	24	0	0	24	0	6	0	0	6	0	0	0	0	0	0
07:45	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0
08:00	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	1
08:15	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0
08:30	0	18	0	0	18	0	1	0	0	1	0	0	0	0	0	0
08:45	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	0	143	0	0	143	0	12	0	0	12	0	0	0	0	0	1

Traffic Count Data

Intersection: Rose St & King St
Site Code: 2617500001
Municipality: Scugog
Count Date: Jun 11, 2026

South Approach - King St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	0	19	0	0	19	0	2	0	0	2	0	0	0	0	0	0
16:15	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0
16:30	0	19	0	0	19	0	1	0	0	1	0	0	0	0	0	0
16:45	0	14	0	0	14	0	1	0	0	1	0	0	0	0	0	0
17:00	1	12	0	0	13	0	2	0	0	2	0	0	0	0	0	0
17:15	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	1
17:30	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0
17:45	0	13	0	0	13	0	1	0	0	1	0	0	0	0	0	1
SUBTOTAL	1	122	0	0	123	0	7	0	0	7	0	0	0	0	0	2
GRAND TOTAL	1	265	0	0	266	0	19	0	0	19	0	0	0	0	0	3

Traffic Count Data

Intersection: Rose St & King St
Site Code: 2617500001
Municipality: Scugog
Count Date: Jun 11, 2026

West Approach - King St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
SUBTOTAL	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	1

Traffic Count Data

Intersection: Rose St & King St
Site Code: 2617500001
Municipality: Scugog
Count Date: Jun 11, 2026

West Approach - King St

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	1

Peak Hour Diagram

Specified Period

From: 07:00:00

To: 09:00:00

One Hour Peak

From: 08:00:00

To: 09:00:00

Intersection: Rose St & King St

Site Code: 2617500001

Count Date: Jun 11, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Rose St runs N/S

North Approach

	Out	In	Total
	66	66	132
	4	1	5
	1	1	2
	71	68	139

Rose St

	0	1	0
	0	4	0
	2	64	0
Totals	2	69	0

Peds: 1

King St

				Totals
	0	0	0	0
	1	0	1	2
	0	0	0	0

Peds: 1



Peds: 0

Peds: 1

West Approach

	Out	In	Total
	1	2	3
	0	0	0
	1	0	1
	2	2	4

Totals	0	66	0
	0	65	0
	0	1	0
	0	0	0

King St

South Approach

	Out	In	Total
	65	64	129
	1	4	5
	0	1	1
	66	69	135

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Rose St & King St
Site Code: 2617500001
Count Date: Jun 11, 2026
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Rose St						South Approach King St						East Approach						West Approach King St						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00		13	0	0	1	13	0	18		0	1	18					0		0		0	0	0	0	31
08:15		14	1	0	0	15	0	11		0	0	11					0		0		0	0	0	0	26
08:30		17	0	0	0	17	0	19		0	0	19					0		1		0	0	0	1	37
08:45		25	1	0	0	26	0	18		0	0	18					0		1		0	0	1	1	45
Grand Total		69	2	0	1	71	0	66		0	1	66					0	0	2		0	0	1	2	139
Approach %		97.2	2.8	0	-	-	0	100		0	-	-					-	-	100		0	0	-	-	
Totals %		49.6	1.4	0		51.1	0	47.5		0		47.5					0		1.4		0	0		1.4	
PHF		0.69	0.5	0		0.68	0	0.87		0		0.87					0		0.5		0	0		0.5	0.77
Cars		64	2	0		66	0	65		0		65					0		1		0	0		1	132
% Cars		92.8	100	0		93	0	98.5		0		98.5					0		50		0	0		50	95
Trucks		4	0	0		4	0	1		0		1					0		0		0	0		0	5
% Trucks		5.8	0	0		5.6	0	1.5		0		1.5					0		0		0	0		0	3.6
Bicycles		1	0	0		1	0	0		0		0					0		1		0	0		1	2
% Bicycles		1.4	0	0		1.4	0	0		0		0					0		50		0	0		50	1.4
Peds					1	-					1	-					0	-					1	-	3
% Peds					33.3	-					33.3	-					0	-					33.3	-	

Peak Hour Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:00:00

To: 17:00:00

Intersection: Rose St & King St

Site Code: 2617500001

Count Date: Jun 11, 2026

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Rose St runs N/S

North Approach

	Out	In	Total
	139	72	211
	4	4	8
	0	0	0
Totals	143	76	219

Rose St

	0	0	0
	0	4	0
	1	138	0
Totals	1	142	0

Peds: 0

King St

	Totals
	0
	0
	0
Totals	0

Peds: 0



Peds: 0

Peds: 0

West Approach

	Out	In	Total
	0	1	1
	0	0	0
	0	0	0
Totals	0	1	1

Totals	0	76	0
	0	72	0
	0	4	0
	0	0	0

King St

South Approach

	Out	In	Total
	72	138	210
	4	4	8
	0	0	0
Totals	76	142	218

 - Cars

 - Trucks

 - Bicycles

Comments

Peak Hour Summary

Intersection: Rose St & King St
Site Code: 2617500001
Count Date: Jun 11, 2026
Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Rose St						South Approach King St						East Approach						West Approach King St						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:00		29	0	0	0	29	0	21		0	0	21					0		0		0	0	0	0	50
16:15		46	1	0	0	47	0	20		0	0	20					0		0		0	0	0	0	67
16:30		36	0	0	0	36	0	20		0	0	20					0		0		0	0	0	0	56
16:45		31	0	0	0	31	0	15		0	0	15					0		0		0	0	0	0	46
Grand Total		142	1	0	0	143	0	76		0	0	76					0		0		0	0	0	0	219
Approach %		99.3	0.7	0	-	-	0	100		0	-	-					0		0		0	-	-	-	
Totals %		64.8	0.5	0		65.3	0	34.7		0		34.7					0		0		0		0		
PHF		0.77	0.25	0		0.76	0	0.9		0		0.9					0		0		0		0		0.82
Cars		138	1	0		139	0	72		0		72					0		0		0		0		211
% Cars		97.2	100	0		97.2	0	94.7		0		94.7					0		0		0		0		96.3
Trucks		4	0	0		4	0	4		0		4					0		0		0		0		8
% Trucks		2.8	0	0		2.8	0	5.3		0		5.3					0		0		0		0		3.7
Bicycles		0	0	0		0	0	0		0		0					0		0		0		0		0
% Bicycles		0	0	0		0	0	0		0		0					0		0		0		0		0
Peds					0	-					0	-										0	-	-	0
% Peds					0	-					0	-										0	-	-	

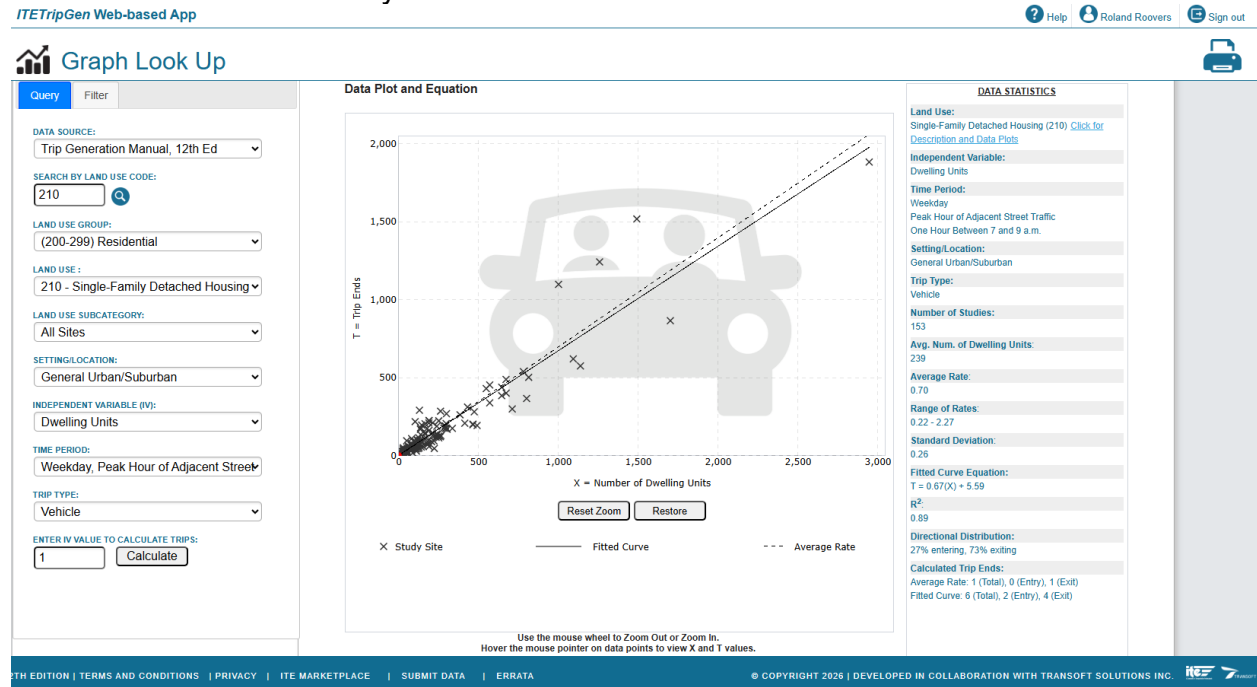
Appendix C

ITE Site Trip Generation

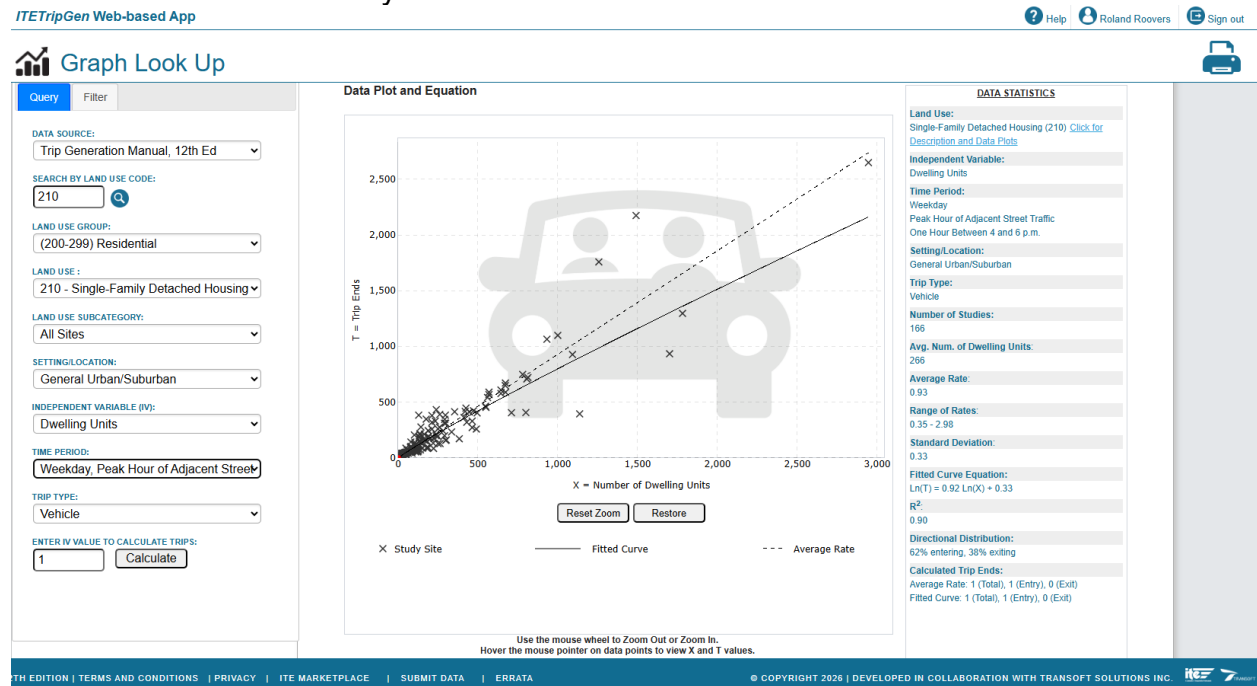
ITE Trip Generation

1 house

AM Peak Hour of Roadway



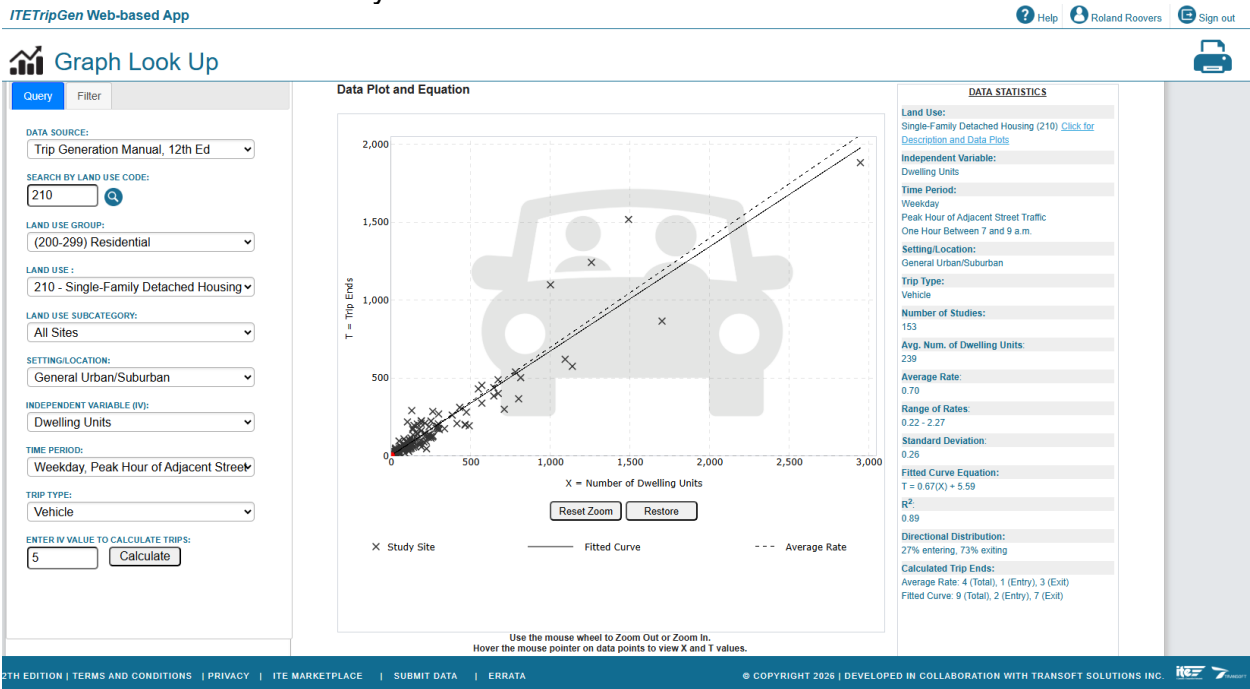
PM Peak Hour of Roadway



ITE Trip Generation

5 houses

AM Peak Hour of Roadway



Appendix D

Auxiliary Turn Lane Analysis:

- **Left Turn Lane Warrant**
- **Excerpts of Region's right turn lane guideline**



LEFT TURN LANE WARRANTS

GENERAL INFORMATION

Project Title
Project #
Scenario
Intersection
LT Movement Approach

1370 King Street, Township of Scugog

12693706

Total 2031 Traffic

King Street and Rose Street

Northbound Left Turn

AM PEAK HOUR

$V_L =$	0
$V_A =$	79
$V_O =$	76
LT % =	0.00%

PM PEAK HOUR

$V_L =$	0
$V_B =$	162
$V_O =$	86
LT % =	0.00%

AM PEAK HOUR

$V_L =$	0
$V_A =$	79
$V_O =$	76
LT % =	0.00%



PM PEAK HOUR

$V_L =$	0
$V_A =$	162
$V_O =$	86
LT % =	0.00%

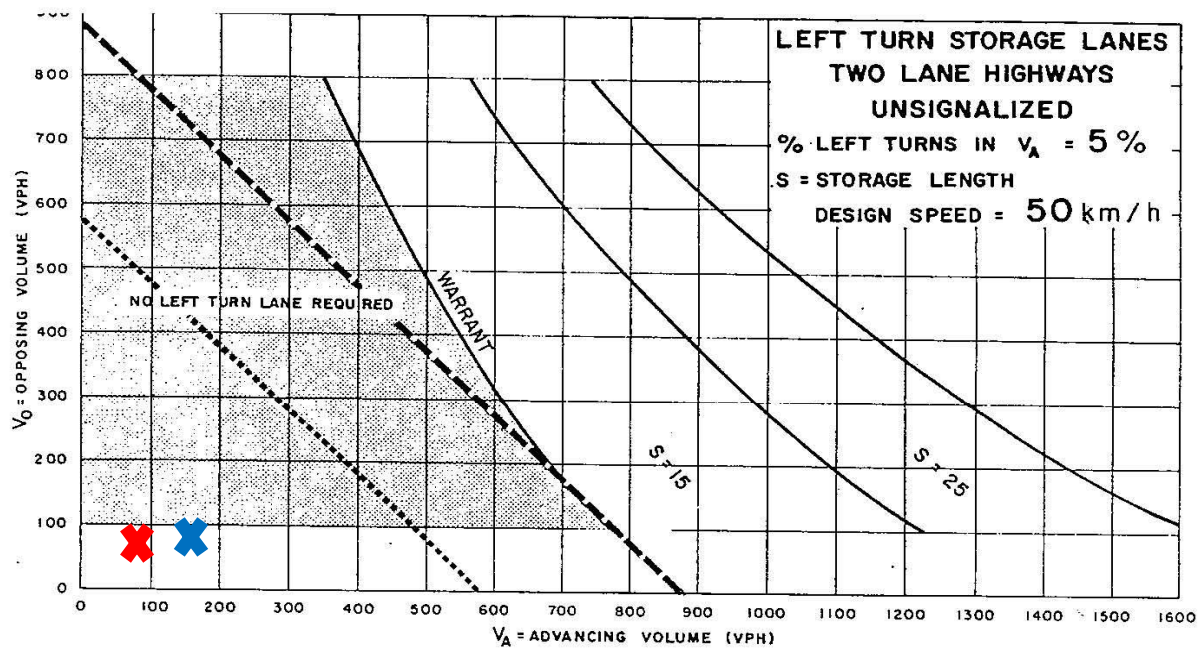


Left Lane Required? **No**

Left Lane Required? **No**

Storage Length Required

Storage Length Required



--- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

..... TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS



REGIONAL MUNICIPALITY OF DURHAM
WORKS DEPARTMENT

RIGHT-TURN LANE GUIDELINE

JANUARY 2006
REVISED AUGUST 2014

1. INTRODUCTION

A detailed background study, including a state-of-the-practice review, was undertaken by IBI Group in 2006 to develop a Region guideline for the provision and design of right-turn lane facilities along Regional roadways. The scope included direct tapers, auxiliary right-turn lanes and right-turn channels at intersections and/or major accesses. The following represents the recommended practice resulting from this study.

2. GUIDELINE

2.1 Guidelines for the Provision of Right-Turn Facilities

The threshold values outlined in Exhibit 2-1 shall be used as one of the tools in determining the need for a right-turn facility at an existing or proposed intersection or access. Engineering judgement should continue to be used in applying these guidelines to account for site-specific requirements and at signalized intersections where detailed capacity analysis programs may allow the designer to make a more informed decision.

Exhibit 2-1: Right-Turn Guideline

Arterial Function	Desired Operating Speeds (km/h)	Design Approach Volumes (vph)	Right-Turn Lane Threshold (vph)	Right-Turn Direct Taper Threshold (vph)
Type A	Urban or Rural (70-80 km/h)	800 to 1,000	50 (four-lane) 40 (two-lane)	10 (four-lane) All (two-lane)
Type B	Urban (60 km/h)	700	50 (four-lane) 40 (two-lane)	20 (four-lane) 20 (two-lane)
	Rural (80 km/h)	700	70 (four-lane) 40 (two-lane)	20 (four-lane) 20 (two-lane)
Type C	Urban (50-60 km/h)	500	50 (two-lane)	20 (two-lane)

To address operational constraints at the intersection of higher-order roadways, it is recommended the channelized right-turns be incorporated into the design of intersections between Type A and Type B roadways, i.e., Type A-A, B-B and A-B intersections.

2.2 Guidelines for the Design of Right-Turn Facilities

The typical drawing included in Exhibit 2-2 shall be used as a basis for all right-turn lane designs in the Region of Durham, with modifications to reflect site-specific operating conditions and constraints. The typical layouts included in Exhibit 2-2 shall be applied in conjunction with, and should not preclude, good engineering judgement.