

Table 3-2: Summary of Average Collision Rates by Highway Section

Section ¹ Number	Description ¹	Road ² Type	Length kms.	AADT Projections ⁴			HMVK ⁵ 2007-12	Number of Collisions 2007 - 2012 ⁶				Collision Rate per HMVK ⁵			
				2014	2024	2034		PDO ⁷	Injury	Fatal	Total	PDO	Injury	Fatal	Total
040	Route 213 Tantallon to Ingram River Bridge	5	9.17	11300	16100	18400	1.9652	34	16	2	52	17.3	8.1	1.0	26.5
045	Ingram River Bridge to EXIT 6 Hubbards	5	11.99	11300	13200	15100	2.5695	49	29	4	82	19.1	11.3	1.6	31.9
060	EXIT 6 Hubbards to EXIT 7 East River	5	9.28	9400	10700	12000	1.7704	27	7	3	37	15.3	4.0	1.7	20.9
060	EXIT 7 East River to EXIT 8 Trunk 14 Chester	5	7.14	8700	9950	11200	1.2553	31	6	2	39	24.7	4.8	1.6	31.1
070 & 075	Exit 8 Trunk 14 Chester to EXIT 9 Trunk 12 Chester Basin	5	4.12	9125	10575	12025	0.7654	22	6	0	28	28.7	7.8	0	36.6
080 & 085	EXIT 9 Trunk 12 Chester Basin to EXIT 10 Oakland Lake	5	13.75	9200	10500	11800	2.5800	38	21	1	60	14.7	8.1	0.4	23.3
090	EXIT 10 Oakland Lake to EXIT 11 Route 324 Blockhouse	5	4.80	8500	9700	10900	0.8573	24	10	1	35	28.0	11.7	1.2	40.8
100	Exit 11 Route 324 Blockhouse to EXIT 12 Trunk 10 Bridgewater	5	11.66	8900	10300	11700	2.1052	49	20	0	69	23.3	9.5	0	32.8
110	EXIT 12 Trunk 10 Bridgewater to EXIT 13 Route 325 Bridgewater	5	3.23	7600	8900	10200	0.4975	30	4	0	34	60.3	8.0	0.0	68.3
120	EXIT 13 Route 325 Bridgewater to EXIT 14 Trunk 3 Hebbville	5	6.64	5600	6500	7400	0.7782	20	4	0	24	25.7	5.1	0.0	30.8
130	EXIT 14 Trunk 3 Hebbville to EXIT 15 Italy Cross	7	6.42	6550	7300	8050	0.9063	26	17	0	43	28.7	18.8	0.0	47.4
140	EXIT 15 Italy Cross to EXIT 16 Camperdown School Road	7	3.86	5200	6050	6900	0.4235	8	8	0	16	18.9	18.9	0.0	37.8
145	EXIT 16 Camperdown School Road to EXIT 17 Route 331 Mill Village	6	10.65	4050	4150	4250	0.9299	12	10	0	22	12.9	10.8	0.0	23.7
150	EXIT 17 Route 331 Mill Village to EXIT 18 Trunk 3 Brooklyn	5	8.09	4850	5350	5850	0.7808	8	7	0	15	10.2	9.0	0.0	19.2
160	EXIT 18 Trunk 3 Brooklyn to EXIT 19 Trunk 8 Liverpool	5	6.40	4300	4900	5500	0.5516	17	7	0	24	30.8	12.7	0	43.5
170	EXIT 19 Trunk 8 Liverpool to EXIT 20A Liverpool	5	3.48	3050	3450	3850	0.2168	3	1	1	5	13.8	4.6	4.6	23.1
175	EXIT 20A Liverpool to EXIT 20 Summerville Centre	5	10.79	3050	3450	3850	0.6855	5	6	0	11	7.3	8.8	0.0	16.0
180	EXIT 20 Summerville Centre to EXIT 21 Port Mouton	7	3.80	3350	3850	4550	0.2639	6	2	0	8	22.7	7.6	0	30.3
182	EXIT 21 Port Mouton to Queens / Shelburne County Line	7	14.21	2400	2650	2900	0.7242	14	17	0	31	19.3	23.5	0.0	42.8
185	Queens / Shelburne County Line to EXIT 23 Sable River	7	9.53	2150	2350	1550	0.4289	11	8	0	19	25.6	18.7	0.0	44.3
190	EXIT 23 Sable River to EXIT 24 Jordan Falls	6	13.71	2150	2350	2550	0.5970	5	4	0	9	8.4	6.7	0.0	15.1
200	EXIT 24 Jordan Falls to EXIT 25 East End Shelburne By-Pass	6	5.72	3200	3450	3700	0.3394	2	2	0	4	5.9	5.9	0.0	11.8
210	EXIT 25 East End Shelburne By-Pass to EXIT 26 Route 203 Ohio Road	5	4.03	2300	2650	3000	0.1896	6	2	0	8	31.6	10.5	0.0	42.2
215	EXIT 26 Route 203 Ohio Road to EXIT 27 Trunk 3 Birchtown	5	6.94	2950	3300	3650	0.4006	8	5	0	13	20.0	12.5	0.0	32.5
220	EXIT 27 Trunk 3 Birchtown to Clinton Road	7	7.96	2900	3150	3400	0.4717	5	6	0	11	10.6	12.7	0.0	23.3
225	Clinton Road to EXIT 28 Clyde River	7	5.39	2900	3150	3400	0.3285	2	4	1	7	6.1	12.2	3.0	21.3
230	EXIT 28 Clyde River to EXIT 29 East of Barrington	7	9.80	3350	3700	4050	0.6255	13	7	1	21	20.8	11.2	1.6	33.6
235	EXIT 29 East of Barrington to EXIT 30 Barrington	5	4.30	1550	1950	2350	0.1294	1	0	0	1	7.7	0.0	0.0	7.7
240	EXIT 30 Barrington to Shelburne / Yamouth County Line	5	7.20	2150	2400	2650	0.3106	18	8	0	26	57.9	23.8	0.0	83.7
245	Shelburne / Yamouth County Line to EXIT 31 Pubnico	5	14.30	2150	2400	2650	0.6170	6	6	2	14	9.7	9.7	3.2	22.7
250	EXIT 31 Pubnico to EXIT 32 East of Argyle Causeway	5	12.60	3525	4075	4625	0.9366	17	10	1	28	18.1	10.7	1.1	29.8
255&260	EXIT 32 East of Argyle Causeway to EXIT 33 Tusket	5	13.20	4350	5000	5650	1.1887	36	9	2	47	30.3	7.6	1.7	39.5
270	EXIT 33 Tusket to Hardscratch Road Yamouth	5	10.15	6000	6800	7600	1.1803	33	13	1	47	28.0	11.0	0.8	39.8
Totals for 2007 to 2012 for All Highway Sections			274.31				28.3723	586	282	22	890	20.7	9.9	0.8	31.4
Totals 2007 to 2012 for All Controlled Access Highway Sections			183.26				22.3335	482	197	20	699	21.6	8.8	0.9	31.3
Totals for 2007 to 2012 for Sections 040 to 060 - Route 213 Tantallon to Trunk 14 Chester			37.58				7.5604	141	58	11	210	18.6	7.7	1.5	27.8
Totals for 2007 to 2012 for Sections 245 to 270 - Yamouth County			50.25				3.9246	92	38	6	136	23.4	9.7	1.5	34.7

- NOTES:
1. Section numbers and descriptions are from Traffic Volumes Primary Highway System: 2004 to 2013; NSTIR March 2014.
 2. Road type refers to level of access control; Type 5 is a two-lane fully controlled access road with Interchanges and some Intersections; Type 6 is partially controlled; Type 7 has frequent residential and commercial driveways
 3. AADT is Annual Average Daily Traffic volume
 4. Volume projections have been obtained from regression analysis of historical AADT data from 1980 to 2013
 5. HMVK is Hundred Million Vehicle Kilometers travelled on each section from 2007 to 2012; See Table B-1, Appendix B, for details.
 6. Number of Collisions is the total number of collisions for the 6 year period 2007 to 2012; See Table B-1, Appendix B, for details.
 7. PDO is Property Damage Only.
 8. Overall collision rates for 2007 to 2012; Collision rates are 'Number of Collision per HMVK'

Table 6-1: Intersections Recommended for Elimination on Controlled Access Sections

Section Description	Km ¹	Length (Km)	Intersections (Km, Road Name, Details)						
			No. ²	Km ¹	Road Name	Elimination Details ³			
Hardscratch Road Yarmouth to EXIT 29 Barrington East	0.0 - 81.8	81.8	1	6.4	Mood Road	Priority B (Overpass)			
			2	9.0	Raynardton Road	Priority B (Overpass)			
			3	15.4	Eel Lake Road	Priority B (Overpass)			
			4	19.9	Argyle Head Road	Priority B (Service Road)			
			5	21.9	EXIT 32A - Trunk 3	Priority A (Include Intersections 13 to 16 in two Interchanges - Figure 6-1)			
			6	22.8	Nakile Drive				
			7	22.9	EXIT 32 - Trunk 3	Priority A (Interchange)			
			8	36.0	EXIT 31 - Pubnico				
			Shelburne County Line (Km 50.3)						
9	61.8	EXIT 29 - Barrington East	Priority C (Part of New Alignment)						
EXIT 27 Birchtown to EXIT 23 Sable River	84.9 - 115.4	30.5	10	84.9	EXIT 27 - Trunk 3 Birchtown	Priority C (Part of New Alignment)			
			11	91.9	EXIT 26 - Ohio Road	Priority A (Interchange)			
			12	92.6	Wright Road	Priority B (Service Road)			
			13	95.9	EXIT 25 - Trunk 3 - Shelburne East	Priority C (Intersections 13 to 16 are Included in New Alignment)			
			14	96.7	Lake George Access Road				
			15	101.1	Jordan Branch Road	Priority C (Part of New Alignment)			
			16	101.6	EXIT 24 - Trunk 3 - Jordan Falls				
			17	115.4	EXIT 23 - Trunk 3 - Sable River				
EXIT 20 Broad River to East of Danesville	142.7 - 179.5	36.8	Queens County Line (Km 124.9)						
			18	142.7	EXIT 20 - Trunk 3 - Broad River	Priority A (Interchange)			
			19	153.6	EXIT 20A - Liverpool West	Priority A (Interchange)			
			20	165.4	EXIT 18 - Trunk 3 - Brooklyn	Priority C (Interchange)			
			21	169.6	Port Medway Road	Priority C (Interchange)			
			22	170.0	Old Kettle Road	Priority C (Service Road)			
			23	171.5	EXIT 17 - Route 331	Priority C (Interchange)			
			24	174.3	Hillsview Drive; Mill Village	Priority C (Overpass and Service Road)			
			25	174.8	Old Trunk 3; Danesville West	Priority C (Service Road)			
			Lunenburg County Line (177.2)						
			26	177.3	Old Trunk 3; Danesville East	Priority C (Part of New Alignment)			
			27	178.2	Connolly Loop Road West	Priority C (Part of New Alignment)			
			EXIT 14 Hebbville to Beginning 4-lane Tantallon	192.6 - 273.5	80.9	28	192.8	EXIT 14 - Trunk 3 - Hebbville	Priority C (Part of New Alignment)
						29	197.7	Century Drive	Priority B (Overpass)
						30	226.8	Cottage Access (between EXITS 10 and 9)	Priority B (Part of Twinning Project)
Halifax County Line (254.5)									
31	255.0	Cottage Access (just east of EXIT 8)				Priority A (Part of Twinning Project)			
32	271.1	Bowater Forest Access	Priority A (Part of Twinning Project)						
TOTAL		210.0							

NOTES:

1. Kilometer posts on Highway 103 start a 0 km at Hardscratch Road, Yarmouth, and approximately 274 km at the beginning of four lane road near Tantallon.
2. These intersection numbers are shown on Figure 1.2.
3. Recommendations have been arranged as Priority A, B, and C. While not intend to indicate specific priorities for project implementation, items in Priority A should be considered during the earlier years of the Action Plan, with those in Priority C considered in the later years, of the 20 year Action Plan.