

Clause No. 9 in Report No. 9 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on May 15, 2014.

9

**CONSTRUCTION OF BATHURST STREET
FROM GREEN LANE WEST TO SOUTH OF HIGHWAY 11,
TOWN OF EAST GWILLIMBURY AND TOWNSHIP OF KING**

Committee of the Whole recommends adoption of the following recommendations contained in the report dated April 16, 2014 from the Commissioner of Transportation and Community Planning:

1. RECOMMENDATIONS

1. Council endorse restoring the schedule for reconnection of Bathurst Street (Y.R. 38) between Green Lane West (Y.R. 19) and south of Highway 11 (Y.R. 1) to start in early 2015.
2. The lands acquired by the Region to construct the realigned Bathurst Street (Y.R. 38) through the Highway 11 (Y.R. 1) and Holland Landing Road (Y.R. 83) intersections be designated as public highway to form part of Bathurst Street (Y.R. 38) upon completion of construction.
3. The existing Two-Way Stop Control on Bathurst Street (Y.R. 38) at Holland Landing Road (Y.R. 83) in the Town of East Gwillimbury be changed to an All-Way Stop Control.
4. The existing speed limit of 80 km/h on Bathurst Street (Y.R. 38) from 1,877 meters north of Green Lane West (Y.R. 19) to Highway 11 (Y.R. 1) in the Township of King be reduced to 60 km/h.
5. The existing load restriction on Bathurst Street (Y.R. 38) between Green Lane (Y.R. 19) and Morning Sideroad be removed upon completion of the construction project when the road is fully open for public use.
6. The Regional Clerk circulate this report to the Clerks of the Town of East Gwillimbury, Township of King and to the Chief of York Regional Police.
7. The Regional Solicitor prepare the necessary by-laws.

2. PURPOSE

This report seeks Council endorsement to restore the schedule for the Bathurst Street improvements from Green Lane West to south of Highway 11 to start in early 2015. Restoring the schedule will enable the Region to complete the reconnection of Bathurst Street between Green Lane West and Highway 11 one year ahead of the planned timing included in the approved 2014 10-Year Roads Construction Program.

This report also seeks Council authorization to address a number of administrative legal matters which will arise as a result of construction of this project, including public highway designations, regulatory speed limit adjustments and traffic by-laws.

3. BACKGROUND

In March 2013, Council was informed of the discovery of an aboriginal village site within the project limits and the associated schedule impacts

Detailed design began for Bathurst Street improvements between Green Lane and Highway 11 in June 2010. A thirteenth century aboriginal village site was discovered within the Bathurst Street right-of-way, which required extensive archaeological investigation.

Staff reported that a Phase 4 archaeological investigation was required to satisfy Provincial requirements and that it would potentially delay the construction of the project until 2016.

In June 2013, Council approved advancing Capital Spending Authority for the north section in order to construct the section not affected by the aboriginal village site

The project was divided into two phases to mitigate the schedule impacts associated with the archaeological investigation of the aboriginal village site, as shown in *Attachment 1*.

Phase 1 represents the north section of the project, including Bathurst Street at Highway 11 and Bathurst Street at Holland Landing Road intersections. Council approved advancing construction of this phase in June 2013. Construction began in September 2013, and is expected to be completed in summer 2014. The proposed reconfiguration of Bathurst Street at Highway 11 and Bathurst Street at Holland Landing Road intersections is shown in *Attachment 2*.

Phase 2 represents the south section of the project and involves major construction work, including the reconnection of Bathurst Street and a significant bridge replacement.

Given the uncertainty associated with receiving Provincial clearance for the archaeological find, timing for the Phase 2 section was deferred as part of the 2014 Capital Budget and is currently scheduled to begin construction in 2016.

In February 2014, the Stage 4 Archaeological Investigation was completed which put the project in a position to proceed with construction

The Stage 4 Archaeological Investigation report was submitted in December 2013 to the Ontario Ministry of Tourism, Culture and Sport for review. In February 2014, formal receipt of the report was acknowledged, it was entered into the Public Registry of Archaeological Reports and the project limits were cleared of further archaeological concern. Construction of Phase 2 is now in a position to proceed.

4. ANALYSIS AND OPTIONS

Staff have developed a work plan to proceed with construction of Phase 2 (south section) to start in early 2015

Clearance of the project limits, by the Ministry of Tourism, Culture and Sport, enabled staff to develop a work plan to accelerate construction of Phase 2.

The revised schedule includes utility relocations commencing in summer 2014 and a construction tender planned for late 2014. Construction activity will start in early 2015 and will be completed by late 2016.

The proposed timing will align well with the completion of Phase 1 as it facilitates completion of the overall project without a noticeable pause between Phases 1 and 2.

The Municipal Act requires the lands to be designated as public highway

In accordance with section 31 of the *Municipal Act, 2001*, land may only become a highway by virtue of a by-law establishing the lands as highway and not by the activities of the municipality or any other person in relation to the land, including the spending of public money.

Lands associated with the realigned section of Bathurst Street have been purchased from private property owners as part of the Bathurst Street road construction project. The enactment of a by-law is required to establish the lands identified on *Attachment 3* as public highway within the Regional road system. This is necessary to enforce *Highway Traffic Act* regulations.

The lands associated with the current Bathurst Street alignment will be “stopped up and closed”

When the new alignment is constructed and becomes open for public use, the lands associated with the current section of Bathurst Street will no longer require a Public Highway Designation. These lands will not be open to vehicular traffic and will require the enactment of a by-law to officially “stop up and close” as a public highway.

Staff are currently in consultation with private property owners adjacent to these lands to facilitate property access with the new alignment. Once the necessary agreements are in place, new land surveys will be registered and the lands can be “stopped up and closed”.

All-Way Stop Control is recommended for the intersection of Bathurst Street and Holland Landing Road

Under the current configuration of the Bathurst Street and Holland Landing Road intersection, stop control is assigned to Bathurst Street. Staff recommends that an All-Way Stop Control be implemented to improve safety for all road users.

Field observations confirm that vehicles routinely queue for the entire section of Bathurst Street between the intersections of Highway 11 and Holland Landing Road. It is common for the queues to extend into the intersections at both ends. Analysis shows that introducing an All-Way Stop Control will allow this queue to disperse more quickly, thereby easing congestion and allowing traffic to flow more freely.

A peer review completed by an independent consultant also recommended that an All-Way Stop Control be implemented to better meet driver expectancy and accommodate high traffic volumes on Holland Landing Road. In addition, this intersection satisfies the Ministry of Transportation of Ontario guidelines for the implementation of an All-Way Stop Control.

A speed limit reduction from 80 to 60 km/h per hour is required on Bathurst Street south of Highway 11

Bathurst Street between Green Lane West and Highway 11 is a two-lane rural road with sections that have less than ideal horizontal and vertical alignments. A section of Bathurst Street within this corridor has been closed to traffic since 1995 due to a deteriorated and unsafe bridge over a tributary of the Holland River.

As per the Environmental Study Report prepared in 2010, the design speed was reduced from 90 to 70 km/h due to the terrain encountered along much of the corridor, including road grades of 8 per cent. This necessitates a speed limit reduction from 80 to 60 km/h on Bathurst Street south of Highway 11 as shown in *Attachment 4*.

A load restriction on Bathurst Street between Green Lane and Morning Sideroad will no longer be necessary once the road is reconstructed

Load restrictions are solely based on the structural design of a roadway. Their purpose is to protect bridge/culvert structures and the pavement on designated sections of roadway from being damaged by heavy commercial vehicles and trailers. Restricting the weight of commercial vehicles respects bridge/culvert structural load limits and mitigates deterioration of the pavement condition until such a time when upgrading is deemed to be cost effective, prioritized and completed through the Roads Construction Program.

During the second phase of the project Bathurst Street, between Green Lane West and Morning Sideroad, will be reconstructed to meet the Region's design standards, which provides the structural capacity required to accommodate heavy commercial vehicles.

As such, staff recommends that the existing load restriction on Bathurst Street between Green Lane West and Morning Sideroad be removed when construction is complete and the road is fully open for public use.

Link to key Council-approved plans

This report supports the implementation of the Regional Official Plan, Transportation Master Plan and Strategic Plan 2015 which promotes improved street networks including the completion of missing links, and focuses on continuing to deliver and sustain critical infrastructure necessary to support York Region's communities.

5. FINANCIAL IMPLICATIONS

The total cost of completing this project is estimated to be \$19 million. The 2014 Roads Capital Budget has approved Capital Spending Authority of \$19 million, which is sufficient to complete all remaining works, for both Phase 1 and Phase 2.

The expenditures will be funded 90 per cent through development charges and 10 per cent through tax levy.

6. LOCAL MUNICIPAL IMPACT

Road improvements to Bathurst Street between Green Lane West and Highway 11 will address transportation deficiencies in the northern part of York Region, specifically in the Township of King and Town of East Gwillimbury.

The reconnection of Bathurst Street and completing the "missing link" will benefit road users and local communities.

Introducing an All-Way Stop Control at the intersection of Bathurst Street and Holland Landing Road will better meet driver expectancy and allow traffic to flow more freely to and from the local area communities. Throughout the course of this project, Regional staff have worked with staff from the Township of King and Town of East Gwillimbury to accommodate local municipal requirements. Township of King and Town of East Gwillimbury staff are in support of the recommendations made in this report.

7. CONCLUSION

In September 2013, roadway improvements began on Bathurst Street between Green Lane West and Highway 11 in the Township of King and the Town of East Gwillimbury as identified in a Class Environmental Assessment. Staff has identified an opportunity to restore the timing for Phase 2 reconstruction of Bathurst Street and begin construction in early 2015.

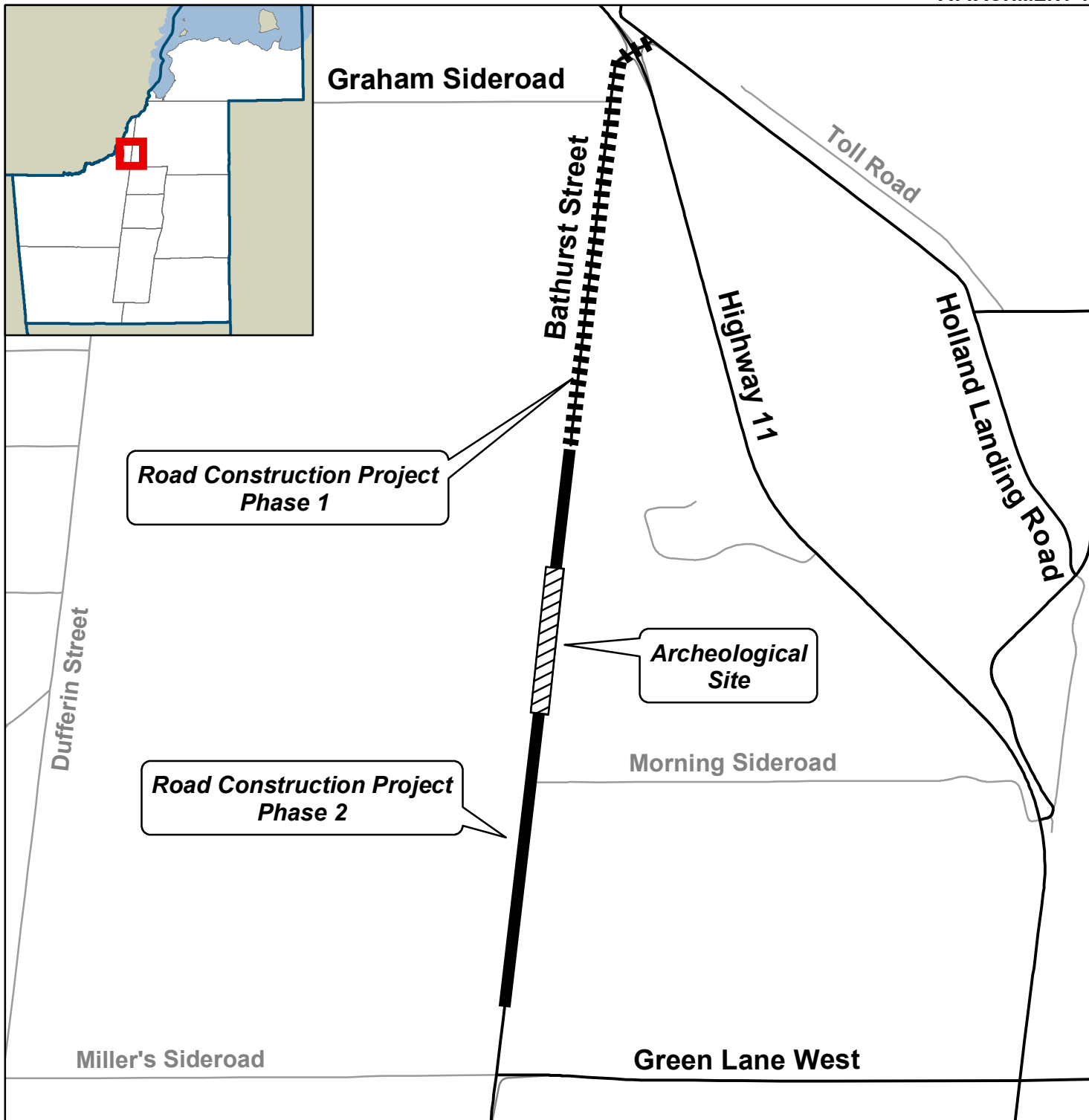
To facilitate these improvements, it is necessary to implement the appropriate public highway designations for the realigned section of Bathurst Street, implement an All-Way Stop Control at the Bathurst Street and Holland Landing Road intersection and apply a speed limit reduction on Bathurst Street south of Highway 11. In addition, the existing load restriction on Bathurst Street between Green Lane and Morning Sideroad should be removed upon completion of the construction project when the road is fully open for public use.

It is therefore recommended that the Regional Solicitor prepare the necessary bylaws and forward a copy to the Clerks of the Township of King and Town of East Gwillimbury and to the Chief of York Regional Police.

For more information on this report, please contact Brian Titherington, Director, Roads at extension 75901.

The Senior Management Group has reviewed this report.

Attachments (4)

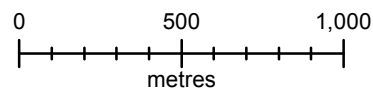


Construction Phases on Bathurst Street

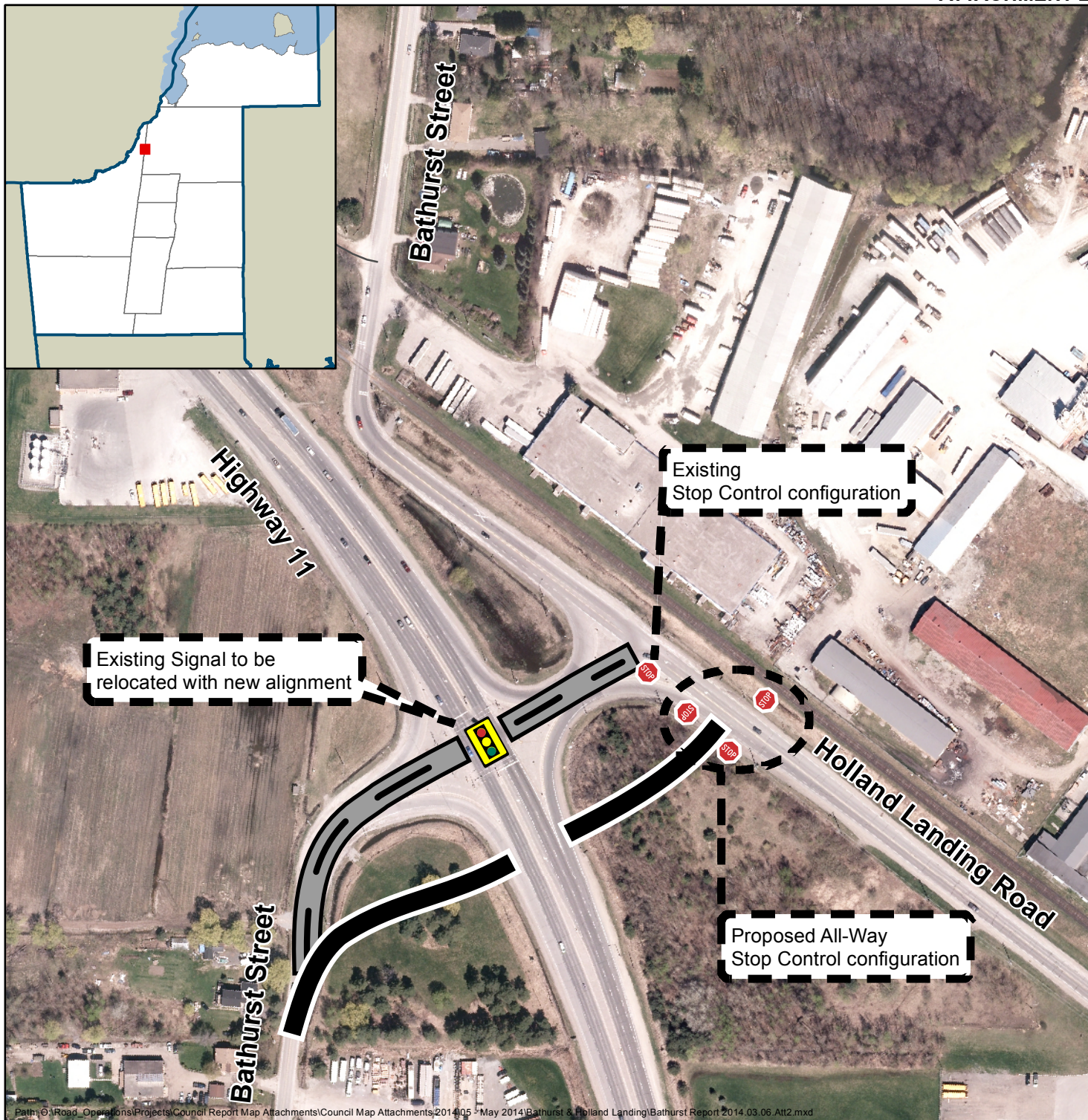
Construction of Bathurst Street
 From Green Lane West to South of Highway 11
 Town of East Gwillimbury and Township of King
 May 1, 2014

Legend

- Regional Road** ———
- Local Municipal Road** ———



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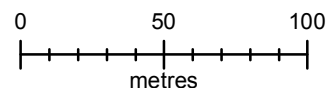


Proposed Configuration - Bathurst St. / Hwy. 11 / Holland Landing Rd.

Construction of Bathurst Street
 From Green Lane West to South of Highway 11
 Town of East Gwillimbury and Township of King
 May 1, 2014

New Bathurst Street Alignment
 to be Designated Public Highway

Existing Bathurst Street Alignment

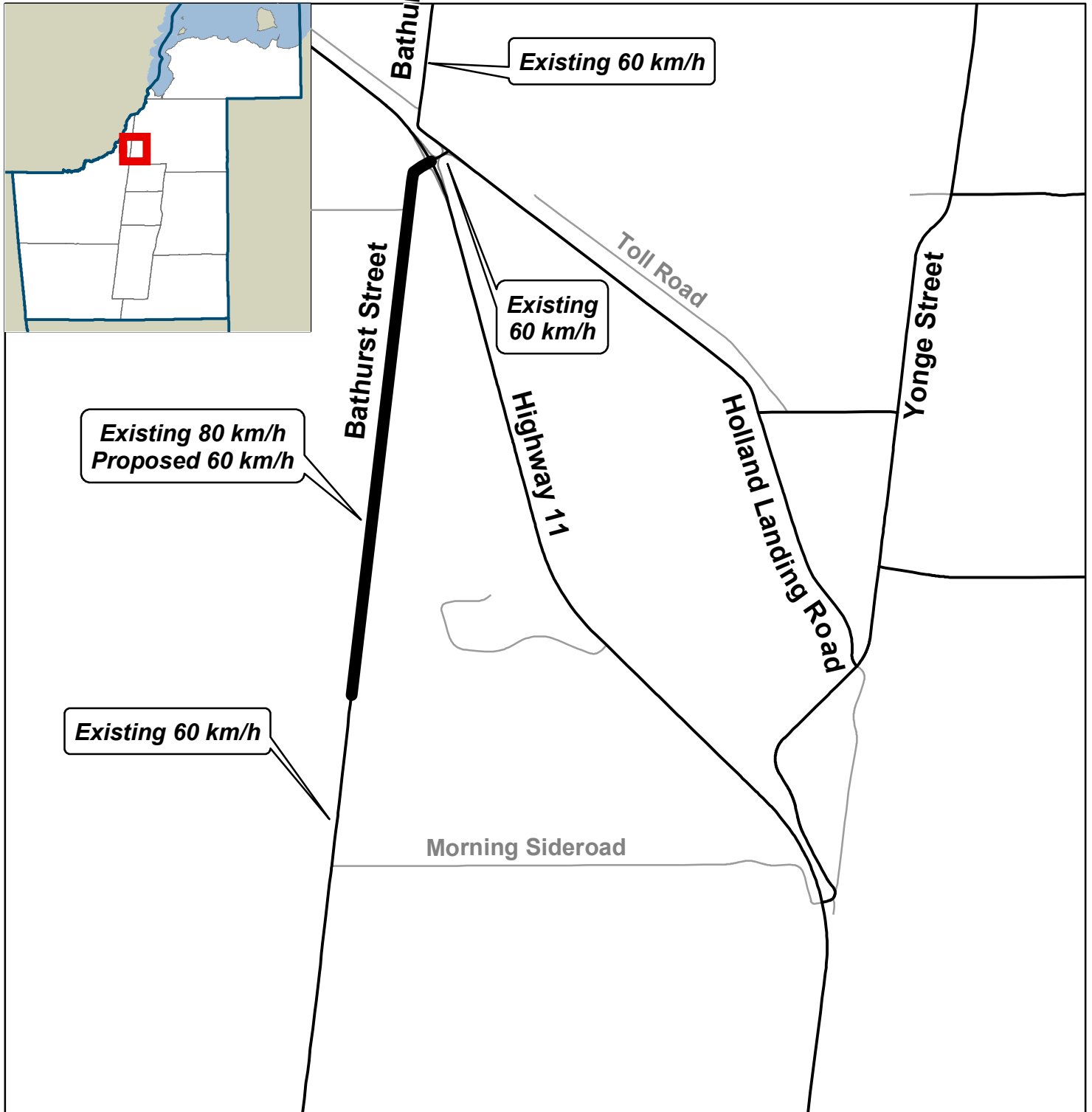


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Legal Description of Lands

Table 1
Description of lands to be established as Public Highway

Plan	Land Description	Designated as
65R-34833	Part 1	Bathurst Street (Y.R. 38)
Expropriation Plan YR1856824	Part 2	Bathurst Street (Y.R. 38)

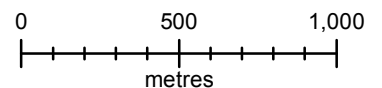


Speed Reduction on Bathurst Street

Construction of Bathurst Street
 From Green Lane West to South of Highway 11
 Town of East Gwillimbury and Township of King
 May 1, 2014

Legend

- Regional Road ———
- Local Municipal Road ———



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