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MUNICIPAL ROAD ASSUMPTIONS 2ND CONCESSION FROM GREEN LANE TO HOLBORN ROAD McCOWAN ROAD FROM RAVENSHOE ROAD TO BASELINE ROAD WARDEN AVENUE FROM RAVENSHOE ROAD TO BASELINE ROAD TOWNS OF EAST GWILLIMBURY AND GEORGINA

The Transportation and Works Committee recommends the following report, January 18, 2006, from the Commissioner of Transportation and Works be deferred to the March 1, 2006 Transportation and Works Committee meeting pending further discussion with the Towns of East Gwillimbury and Georgina:

1. RECOMMENDATIONS

It is recommended that:

1. The 2nd Concession between Green Lane (Y.R. 19) and Queensville Sideroad (Y.R. 77) not be considered for assumption into the Regional road system until the results of the proposed extension of Highway 404 and the possible Sharon By-pass are known.
2. The 2nd Concession between Queensville Sideroad (Y.R. 77) and Holborn Road, in the Town of East Gwillimbury, not be assumed into the Regional road system at this time.
3. McCowan Road between Ravenshoe Road (Y.R. 32) and Baseline Road (Y.R. 8A), in the Town of Georgina, not be assumed into the Regional road system at this time.
4. Warden Avenue between Ravenshoe Road (Y.R. 32) and Baseline Road (Y.R. 8A), in the Town of Georgina, not be assumed into the Regional road system at this time.

2. PURPOSE

The purpose of this report is to consider the assumption of the following roads in the Towns of East Gwillimbury and Georgina in accordance with Regional criteria:

- 2nd Concession from Green Lane to Holborn Road, Town of East Gwillimbury
- McCowan Road from Ravenshoe Road to Baseline Road, Town of Georgina
- Warden Avenue from Ravenshoe Road to Baseline Road, Town of Georgina

3. BACKGROUND

In approving Clause 9 of Report No. 6 of the Transportation and Works Committee, on June 23, 2005 Regional Council approved a Regional Road Assumption Policy to be followed when considering the transfer of a road either from a local municipality to the Region or from the Region to a local municipality.

Requests have been received from the Town of East Gwillimbury to consider assuming 2nd Concession, from Green Lane to Holborn Road and from the Town of Georgina to consider assuming McCowan Road from Ravenshoe Road to Baseline Road and Warden Avenue from Ravenshoe Road to Baseline Road.

Each of the criteria and the road compliance is shown in section 4.

The locations requested for consideration are as shown on *Attachments 1 and 2*.

4. ANALYSIS AND OPTIONS

4.1 General Compliance with Road Assumption Criteria

This section outlines how each segment of road that is under consideration for assumption meets the road compliance and assumption criteria. The 2nd Concession has been separated into two segments, split at Queensville Sideroad, for this analysis since they perform different transportation functions.

In order for a road to be designated as a Regional road in the rural areas, it must meet at least one of the criteria one through six and it must meet criteria seven and eight. This will help ensure that only the major arterial roads are transferred to the Region.

The Council approved criteria are:

1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.
2. Connects a Provincial Highway or Regional road to Provincial Highway, Major commercial and industrial areas and Major institutional complexes such as colleges and hospitals.
3. Provides service close to consistent major attractors or generators of heavy vehicles.
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.

5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.
6. Provides service on those roads which are extensions of roads designated as Regional or County Roads in Neighbouring jurisdictions and, to a Regional road or a Provincial Highway.
7. Roads should have a current traffic volume greater than 4000 annual average daily traffic (AADT).
8. Roads should be part of the original concession road grid system.

Compliance with the criteria is summarized in Table 1

Table 1
Compliance with Assumption Policy

	2nd Conc. (Green Lane to Queensville Sdrd.)	2nd Conc. (Queensville Sdrd. to Holborn Rd.)	McCowan Rd. (Ravenshoe Rd. to Baseline Rd.)	Warden Ave. (Ravenshoe Rd. to Baseline Rd.)
<i>Elective – must meet at least one of six criteria below:</i>				
1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.	✓	X	X	X
2. Connects a Provincial Highway or Regional road to:				
• Provincial Highway				
• Major commercial and industrial areas	✓	X	X	X
• Major institutional complexes such as colleges and hospitals				
3. Provides service close to consistent major attractors or generators of heavy vehicles.	X	X	X	X
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.	X	X	X	X
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.	X	X	✓	✓
6. Provides service on those roads which are extensions of roads designated as Regional or County Roads in Neighbouring jurisdictions and, to a Regional road or a Provincial Highway.	X	X	✓	✓
<i>Mandatory – must meet both criteria below:</i>				
7. Roads should have a current traffic volume greater than 4000 annual average daily traffic (AADT).	✓	X	X	X
8. Roads should be part of the original concession road grid system.	✓	✓	✓	✓
Overall Rating (meets criteria for assumption as a Regional road)	✓	X	X	X

4.2 2nd Concession between Green Lane and Queensville Sideroad

A number of additional factors have also been considered by staff in reviewing this section of road.

4.2.1 Existing Road Condition

The section of 2nd Concession, from Green Lane to Queensville Sideroad, is presently a two-lane paved road in poor to fair condition and with a hilly profile. The existing condition in many areas does not meet current design standards. The road currently crosses over the Holland River.

Some key highlights of the existing condition include:

- Need to replace and possibly widen the bridge crossing of Holland River at Rogers Reservoir including old dam structure.
- Substandard road cross section (i.e. narrow lanes, shoulders) in many areas that does not meet current design standards.
- Very steep grades.
- At grade railway crossing has a steep approach from south.
- Poor structural road condition that will likely require road base repairs.
- Narrow right-of-way that will require significant property acquisition if any improvements are undertaken.
- Significant road side vegetation removal will be required.
- Crossing through environmentally significant area.

The effect of these conditions is that bringing this section of road to Regional standards will require a lengthy and significant environmental assessment process and will require significant capital investment which has not been programmed by the Region.

York Region staff have developed a preliminary cost estimate based on our standard construction prices. The estimated cost to bring this six kilometre roadway up to standards is approximately \$15 million. This estimate needs to be confirmed once Region staff have the ability to undertake preliminary engineering studies (geotechnical studies, bridge condition study, etc.). Based on staff's experience, a project with this complexity, that requires a Class EA, environmental approvals, significant property acquisition will likely take a minimum of five to seven years to complete.

The annual maintenance cost for 2nd Concession from Green Lane to Queensville Sideroad is estimated at \$40,300 utilizing the proposed 2006 budget lane kilometre costs.

4.2.2 Status of other Road Initiatives in the Vicinity

In 2001, York Region undertook a Class EA for capacity improvements in the vicinity of Sharon. In that study, consideration was given to improvements to 2nd Concession and other parallel roads as an alternative to the Sharon By-pass (Leslie Street). An assessment was done at that time to evaluate what the financial, environmental and social

effects would be of any work on 2nd Concession and the other parallel roads. The Class EA was suspended and these road needs were to be assessed through the transportation component of the Sharon Community Master Servicing Plan. The Sharon community plan has been approved and the Town of East Gwillimbury has initiated the Master Servicing Plan.

York Region has also been very active in urging the Ministry of Transportation (MTO) to proceed with the Highway 404 extension to better serve our northern communities. When MTO elects to proceed with the Highway 404 extension, the volumes that are experienced on 2nd Concession may be reduced dramatically. Preliminary work on structures is expected to commence in 2006/2007.

The two key initiatives, once complete, are expected to significantly effect the current function of the 2nd Concession between Green Lane and Queensville Sideroad. As such it is recommended that until the results of the initiatives become clear, the Region not assume the 2nd Concession between Green Lane and Queensville Sideroad.

4.2.3 Summary – 2nd Concession between Green Lane and Queensville Sideroad

In light of the above, Regional staff do not recommend the assumption of the 2nd Concession between Green Lane and Queensville Sideroad at this time. As the timing of the Highway 404 extension and Sharon Bypass become more certain, this section should be re-evaluated against the criteria.

4.3 2nd Concession between Queensville Sideroad and Holborn Road

The 2nd Concession between Queensville Sideroad and Holborn Road does not meet the requirements of the assumption policy and should not be considered for assumption into the Regional road system at this time.

4.4 McCowan Road between Ravenshoe Road and Baseline Road

McCowan Road between Ravenshoe Road and Baseline Road does not meet the requirements of the assumption policy and should not be considered for assumption into the Regional road system at this time.

4.5 Warden Avenue between Ravenshoe Road and Baseline Road

Warden Avenue between Ravenshoe Road and Baseline Road does not meet the requirements of the assumption policy and should not be considered for assumption into the Regional road system at this time.

5. FINANCIAL IMPLICATIONS

The annual maintenance cost for operating and maintaining 2nd Concession between Green Lane and Queensville Sideroad is estimated at \$40,300. The estimated cost to reconstruct this section of road to Regional arterial road standards is \$15M. These costs are not included in the 2006 Budget.

6. LOCAL MUNICIPAL IMPACT

It is expected that the Towns of East Gwillimbury and Georgina will continue to incur costs associated with the ongoing maintenance of these roads.

7. CONCLUSION

The Town of East Gwillimbury has requested the Region to consider assuming 2nd Concession, from Green Lane to Holborn Road, and the Town of Georgina has requested the Region to consider assuming McCowan Road, from Ravenshoe Road to Baseline Road and Warden Avenue, from Ravenshoe Road to Baseline Road, into the Regional road system.

The road sections requested to be transferred were reviewed and evaluated using the Regional Road Assumption Policy criteria to determine if they should be assumed into the Regional road system.

Although, 2nd Concession between Green Lane and Queensville Sideroad generally meets the requirements of the assumption policy, a number of factors including the timing of Highway 404 extension, Sharon By-pass and the significant capital investment that will be required to bring this road up to Regional standards, it is recommended that 2nd Concession not be assumed at this time and be considered for assumption when the status of these factors is known.

It is further recommended that the Region not assume McCowan Road and Warden Avenue from the Town of Georgina at this time.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)