

1

ROADS CAPITAL CONSTRUCTION PROGRAM UPDATE

The Transportation Services Committee recommends:

- 1. Receipt of the presentation by Stephen Collins, Manager, Engineering; and**
- 2. Adoption of the recommendation contained in the following report dated September 25, 2012, from the Commissioner of Transportation and Community Planning.**

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report provides an update on the status of the 2012 Roads Capital Program.

3. BACKGROUND

The 2012 Roads Capital Program was re-profiled to better align project delivery and capital budgeting

Each year, the environment to deliver projects becomes more complex and challenging. The current experience is that projects can take eight to ten years to complete from the commencement of project planning through to property acquisition and final construction. For the 2012 year, the 10-Year Roads Construction Program was re-profiled to better reflect actual project delivery milestones. This re-profiling resulted in a Roads Capital Budget that much more accurately reflected actual anticipated project delivery in 2012.

Significant resources continue to be invested in the maintenance and expansion of Regional Road infrastructure

The 2012 Roads Capital Budget of \$132.9M consists of \$97.2M allocated to growth related projects (i.e. system expansion, road widening, intersection improvements), and \$35.7M allocated to state-of-good repair projects (i.e. road resurfacings, bridge rehabilitation, culvert replacements). As the Region's road network infrastructure continues to age, the state-of-good repair projects will represent a larger share of the

overall Roads Capital Budget. The state-of-good-repair projects currently represent 27 per cent of the overall budget.

The Capital Delivery Team balances the timely delivery of projects with thorough project planning

The approach used to deliver Roads capital projects focuses on completing projects in a timely fashion within allocated budgets. To achieve this, projects are tendered throughout the year as a result of the number of variables that need to be coordinated, including public consultation, property acquisition and required approvals from external agencies. Tenders are released once the management team is confident that all required permits will be obtained, required properties are acquired, utilities are relocated and funding (in the case of cost sharing / recovery from others, front-end financing, etc.) is in place. All road capital projects are coordinated with planned improvements from Environmental Services, York Region Transit, York Region Rapid Transit and local municipalities to minimize community disruption and maximize opportunities to coordinate construction activities. This report describes the status of projects currently underway and the plans for the remaining portion of 2012.

4. ANALYSIS AND OPTIONS

A new approach to planning and delivery is being used in the Roads Capital Program to balance near-term and future infrastructure needs

The key to a well designed Roads Capital Program is to implement smaller-scale projects to address immediate operational needs while continuing to advance major expansion or transit-related improvements to address longer-term needs for growth and asset management.

The Roads Capital Program is guided by the following principles:

- Respond with urgency on smaller scale improvements to manage near-term congestion, accommodate growth and maintain the economic prosperity of the Region.
- Implement near-term improvements that are consistent with the longer-term plan.
- Adapt project delivery plans by identifying opportunities to avoid obstacles on long-term projects.
- Employ appropriate asset management strategies to maintain the Region's infrastructure in a state of good repair.

There will be changes to the 10 Year Capital Program for 2013 as this approach is applied to the future years. There may be new projects that weren't previously contemplated as well as some deferrals of longer-term projects, which are either

addressed with near-term improvements or not expected to be necessary within the next 10 years. We will report on the changes to the 2013 program next year.

A number of projects are already underway to address near-term congestion issues

To respond to the immediate needs of our road users, staff are proceeding with quick implementation projects to relieve areas of more localized congestion. These projects are intended to address a localized problem area with increased urgency. The improvements are considered pre-approved under the Municipal Class Environmental Assessment process and are typically smaller in geographic scale than full-scale widenings. For these projects, project planning and pre-construction activities would take only one year with construction proceeding during the second year. Larger-scale widenings require approval under the Environmental Assessment Act which can take two to four years to complete while property acquisition takes an additional two years upon completion of project planning.

Examples of projects where near-term solutions are being implemented include intersections of Green Lane at 2nd Concession and at Woodbine Avenue, King Road from Highway 27 to Highway 400 and Rutherford Road from Jane Street to Yonge Street

Intersections of Green Lane at 2nd Concession and Green Lane at Woodbine Avenue

Intersection improvements which include constructing a dedicated westbound right turn lane at the Green Lane and 2nd Concession intersection and eastbound double left turn lanes at the Green Lane at Woodbine Avenue intersection, will be implemented in 2013.

King Road from Highway 27 to Highway 400

The initial phase of the Class Environmental Assessment reviewed the need to widen King Road between Highway 27 and Highway 400. Current traffic projections show that widening to four lanes will be required sometime between 2021 and 2031; therefore, a complete widening is not necessary for the next 10 to 20 years. As a result, efforts will be focused on undertaking near-term intersection improvements to address more localized congestion.

The proposed near-term intersection improvements will include the provision of exclusive turn lanes where possible. These improvements are classified as Schedule “A+” projects in the Municipal Class Environmental Assessment process. Schedule “A+” projects are deemed to be pre-approved and the Region can proceed immediately with the design commencing this year and construction planned for 2015 or sooner depending on the extent of property acquisition required.

Rutherford Road from Jane Street to Yonge Street

The Environmental Assessment currently underway for Rutherford Road, between Jane Street and Yonge Street, is not only considering larger-scale widening options, but also more localized smaller-scale improvements to address the identified capacity deficiencies. This approach is being well received by stakeholders and the results are expected to produce solutions that address congestion and are also more sensitive to their context within local communities. Construction is planned for 2016.

The delivery of some projects has been modified to address delays related to property acquisition and approval from external agencies

As indicated previously, projects can only proceed to construction once all required permits have been obtained, properties have been acquired, existing utilities have been relocated and funding (in the case of cost sharing / recovery from others, front-end financing, etc.) is in place. In many projects, one or more of the above key tasks are delayed and the construction of the entire project delivery is delayed. To address this encumbrance staff have proceeded to modify the project delivery such as making changes to the scope or timing of improvements, tendering contracts at manageable risk or separating projects in to multiple contracts.

Examples of projects where the delivery is being modified to mitigate delays include 19th Avenue between Linda Margaret Crescent and Bayview Avenue and Ninth Line from Donald Cousens Parkway to Main Street (Stouffville)

19th Avenue between Linda Margaret Crescent and Bayview Avenue

The widening of 19th Avenue, between Linda Margaret Crescent and Bayview Avenue, and the widening of Bayview Avenue, from Elgin Mills to Stouffville Road, were being delayed for more than a year as a result of the inability to finalize the design requirements for the new rail grade separation. Given that traffic volumes on 19th Avenue are not anticipated to increase significantly until the Highway 404 interchange at 19th Avenue is constructed, it was decided to defer the grade separation and to construct an interim at-grade crossing. This decision allows the remaining aspects of the project to proceed, with the multi-year construction beginning in 2013, with the works on the rail overpass of Bayview and the relocation of the “fish ditch” on the east side of Bayview.

The four-lane at-grade crossing on 19th Avenue will provide adequate transportation capacity to accommodate growth until the interchange at Highway 404 is constructed. Further, the at-grade crossing will be constructed on an alignment that allows it to function as a construction detour, when the grade separated rail crossing is built.

Ninth Line from Donald Cousens Parkway to Main Street (Stouffville)

The widening of 9th Line, from Donald Cousens Parkway to Main Street (Stouffville), has been ongoing for several years and has been significantly delayed by land acquisition from the Federal government. In order to mitigate the impacts of this delay, the project delivery was modified. The project has been separated into multiple construction contracts so that those portions not encumbered by the Federal land acquisition are able to proceed. Work currently under construction includes road widening, bridge improvements and intersection improvements.

It should be noted that York Region has recently acquired the federal lands and pre-construction works, including utility relocations, are now proceeding.

The 2012 Roads Capital Program is on-track to achieve the target of 90 per cent completion of the 2012 budget

By reprofiling the Roads Capital Program, addressing near-term opportunities and advancing larger scale projects with increased flexibility, the program is on track to achieve the target of 90% of 2012 Roads Capital budget. Attachment 1 shows the list of 2012 Capital projects.

The 2012 Roads Capital Budget is presented in Table 1.

Table 1
2012 Approved Capital Budget

Purpose	Amount
Expansion/Growth related road construction (long-term)	\$82.5M
Intersection Improvements (near-term)	14.7M
Sub-total	\$97.2M
Rehabilitation/Asset Management	\$35.7M
Total	\$132.9M

The following growth related road projects were under construction and will be completed in 2012:

- 16th Avenue at Reesor Road intersection improvement and bridge replacement, City of Markham.
- Keele Street at McNaughton Road intersection improvement, City of Vaughan.
- Highway 404 at Doane Road interchange structure and advance grading, Town of East Gwillimbury.
- York/Durham Line from Steeles Avenue to 14th Avenue, City of Markham.
- Bathurst Street noise barrier implementation between Bloomington Road and St. Johns Sideroad, Town of Aurora.

- 9th Line noise barrier implementation between Highway 407 and 16th Avenue, City of Markham.
- Stouffville Road from Highway 404 to McCowan Road, Town of Whitchurch-Stouffville.
- Highway 50 from Highway 7 to Rutherford Road, City of Vaughan.

The following road projects have recently been tendered and are scheduled for construction to begin in 2012:

- Bloomington Road from Bathurst Street to Highway 404, Towns of Aurora and Richmond Hill.
- 9th Line from the Donald Cousens Parkway to Major Mackenzie Drive, City of Markham.
- Major Mackenzie Drive bridge replacement at the Little Rouge River, City of Markham.
- Donald Cousens Parkway extension to Highway 48 pre-loading and advanced grading, City of Markham.

Upcoming 2012 Construction Tenders

The following major capital projects are planned to be tendered in 2012 or early 2013.

Table 2
Upcoming 2012-2013 Construction Tenders

Project	Key Issues	Status
Warden Avenue from 16 th Avenue to Major Mackenzie Drive City of Markham	• Permit from MNR under the <i>Endangered Species Act</i>, for impacts to Redside Dace	• Final design and contract documents undergoing legal review prior to tender issue
9th Line from Major Mackenzie Drive to Hoover Park Drive City of Markham and Town of Whitchurch-Stouffville	• Land acquisition from Transport Canada • Utility relocations	• Land was acquired from Transport Canada in April 2012 • Utility relocations are ongoing and will be complete by Spring 2013
9th Line at Main Street (Stouffville) intersection improvement	• Removal of existing buildings, including the former Legion • Utility relocations	• Building demolition is underway, including asbestos removal from the former Legion

- Design of municipal services building
 - Utility relocations are underway
 - Design of municipal services for the Town of Whitchurch-Stouffville are underway
-

State-of-Good-Repair and Asset Management projects are an increasing focus of the Roads Capital Program in 2012

In addition to the above growth related roads projects, many rehabilitation/asset management capital projects have been tendered or will be tendered and constructed in 2012. As noted previously, as Regional infrastructure continues to age, investment in rehabilitation and asset management becomes increasingly important. The state-of-good-repair program includes works such as resurfacing and pavement rehabilitation contracts, minor intersection improvements, such as installation or modification of traffic signals, and/or illumination as well as bridge/structure repairs.

York Region has benefited from lower than expected prices on our state-of-good-repair contracts in 2012. This is largely due to decreasing costs for raw materials and asphalt products. As a result, we have been able to deliver more projects than originally anticipated within the 2012 budget.

Some of the key resurfacing and road rehabilitation projects being undertaken in 2012 include:

- 15th Sideroad from Keele Street to Bathurst Street, Township of King
- 18th Sideroad from Dufferin Street to Bathurst Street, Township of King
- Bathurst Street from Davis Drive to Green Lane and Green Lane from Bathurst Street to Yonge Street, Township of King and Towns of Newmarket and East Gwillimbury
- Highway 27 from Highway 7 to Major Mackenzie Drive, City of Vaughan
- Islington Avenue from Highway 407 to Langstaff Road, City of Vaughan
- McCowan Road from 16th Avenue to Major Mackenzie Drive, City of Markham
- Wellington Street from Bathurst Street to Yonge Street, Town of Aurora
- McCowan Road from Mount Albert Road to Ravenshoe Road, Town of East Gwillimbury
- Warden Avenue from Bloomington Road to Aurora Road, Town of Whitchurch-Stouffville
- Weirs Sideroad from Ravenshoe Road to Old Homestead Road, Town of Georgina

The Province of Ontario recently approved the Western Vaughan Transportation Improvements Individual Environmental Assessment

The study was approved by the Minister of the Environment (Ontario) in July 2012. The approval was received after approximately one year of review and assessment by Ministry of the Environment staff and further consultation with the public. This approval is a key milestone in the delivery of many critical transportation projects in the City of Vaughan, including Major Mackenzie Drive from Highway 50 to Weston Road.

Other planning and design studies are also underway for a number of future projects

Project Planning and preliminary engineering activities are continuing on a number of key corridors in preparation for future work as approved in the 2012 10-Year Roads Capital Program.

Recently completed and ongoing environmental assessment studies include:

- Keele Street - Steeles Avenue to Rutherford Road
- Leslie Street - Wellington Street to Mulock Drive
- St. John's Sideroad – Bayview to Woodbine Class Environmental Assessment addendum
- Doane Road – Yonge Street to Woodbine Avenue
- Rutherford Road/Carrville Road – Jane Street to Yonge Street

Several detailed design assignments are underway for construction in 2012 and beyond, some of which include:

- Major Mackenzie Drive – Islington Avenue to Weston Road
- Major Mackenzie Drive – east of Highway 50 to Islington Avenue
- Keele Street – Steeles Avenue to Highway 7
- Leslie Street – Wellington Street to Mulock Drive
- 2nd Concession – Green Lane to Doane Road
- Intersection Improvements at King/Vaughan Line and Jane Street and Keele Street
- Bathurst Street – Green Lane to Yonge Street
- Bathurst Street – Highway 7 to Teston Road/Elgin Mills Road
- King Road – Yonge Street to Bond Crescent
- Highway 7 – Town Centre Boulevard to Sciberras Road
- York/Durham Line – south of 14th Avenue to Highway 7
- St. John's Sideroad – Bayview Avenue to Leslie Street
- Bayview Avenue – Elgin Mills Road to Stouffville Road
- 19th Avenue – Linda Margaret Crescent to Bayview Avenue
- Leslie Street – Bethesda Sideroad to Bloomington Road

There are several strategic network studies underway to address the long-term sustainable growth of the Region's transportation network

In response to our rapidly growing and maturing communities, Transportation and Community Planning has been leading or is involved in several strategic network studies. The Region is undertaking these studies to support future decisions on investments in transportation infrastructure and to support the continued growth in our local municipalities. These studies include:

- Vaughan Metropolitan Centre Urban Growth Centre
- Mid-York East West Study
- Highway 404 Mid-block Collector Road Crossing Study
- Newmarket Secondary Plan Transportation Study

Link to Council-approved Plans

Vision 2051

- Interconnected Systems for Mobility
 - Seamless network for mobility that provides access to all destinations using diverse transportation options
 - Safely and efficiently moves people and goods
 - Supporting a road network that has a hierarchy of road types to increase travel choices
 - Providing an interconnected network for mobility that links people to jobs

Transportation Master Plan

- The 2012 10-Year Roads Capital Construction Program is consistent with the latest update of the Transportation Master Plan

5. FINANCIAL IMPLICATIONS

The Roads Capital Program is currently on-track to achieve the target of 90 per cent completion of the 2012 budget.

6. LOCAL MUNICIPAL IMPACT

Regional staff continue to work closely with staff from the local municipalities to ensure local concerns are addressed as part of York Region's projects. Furthermore, requirements for additional municipal infrastructure are routinely incorporated into Regional construction contracts. The successful timely delivery of key infrastructure is critical to meet the needs of: current residents, businesses, as well as approved development growth in York Region.

7. CONCLUSION

York Region continues to invest significant resources in the maintenance and expansion of Regional Road infrastructure. The re-profiled 2012 Roads capital budget better reflects actual project delivery in 2012 and is currently on-track to achieve the target of 90 per cent completion of the 2012 budget.

The new approach to planning and delivery will achieve a balanced Roads Capital Program that allows for the flexibility to implement smaller-scale projects to address operational needs while continuing to advance major expansion or transit-related improvements to address longer-term needs.

For more information on this report, please contact Brian Titherington, Director Roads at extension 5901.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included with the October 3, 2012 revised Committee agenda.)

Roads Capital Construction Program Update

Presentation to
Transportation Services Committee

Kathleen Llewellyn-Thomas
October 3, 2012

Re-profiled 2012 Capital Program

- ❑ Created an achievable Capital program
- ❑ 2012 target: achieve 90% of plan
- ❑ On-track to meet target



Capital Program must balance near-term and future infrastructure needs

❑ Near-term Needs

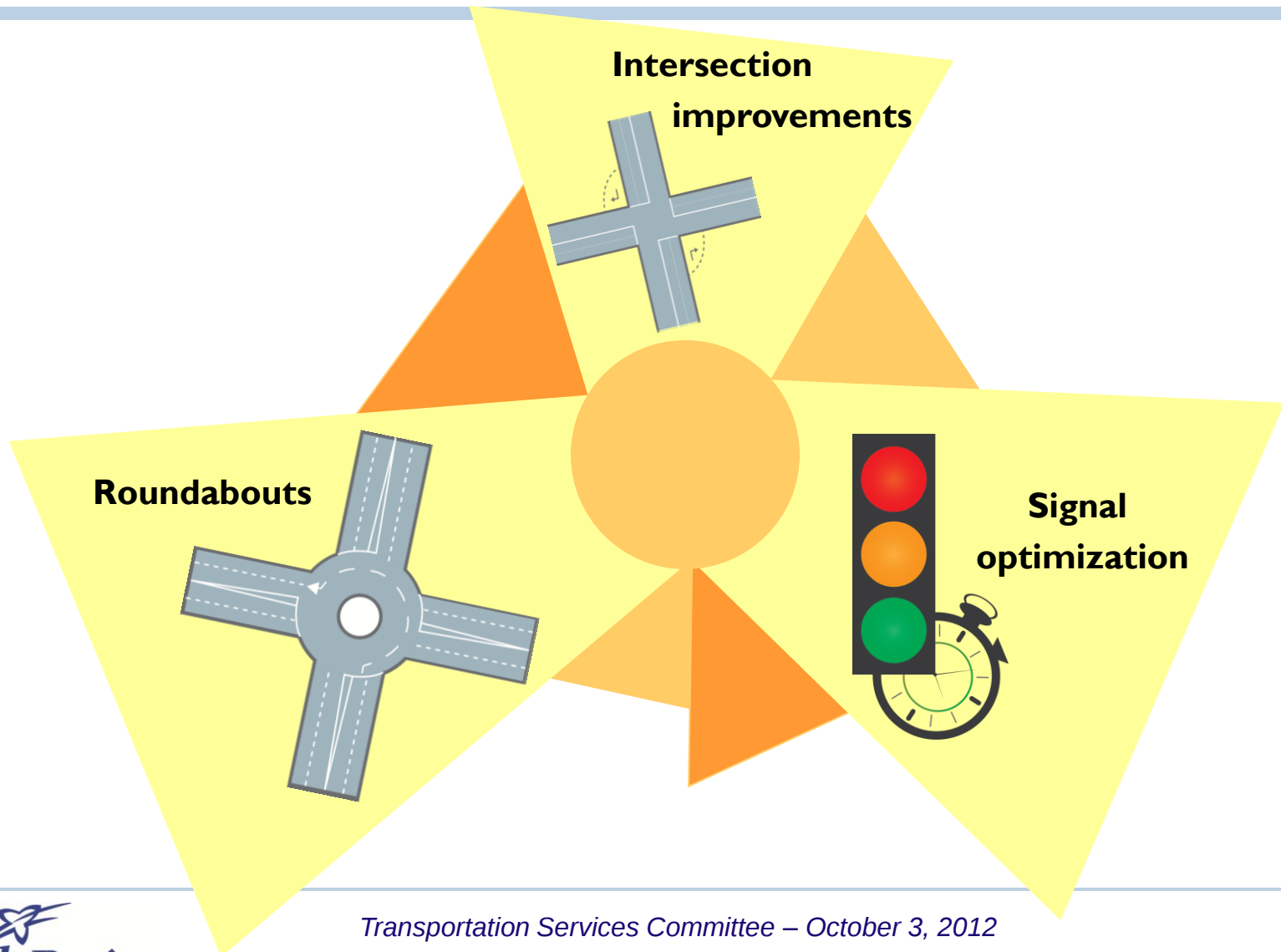
- ❑ Manage congestion
- ❑ Maintain a state-of-good repair

❑ Future Needs

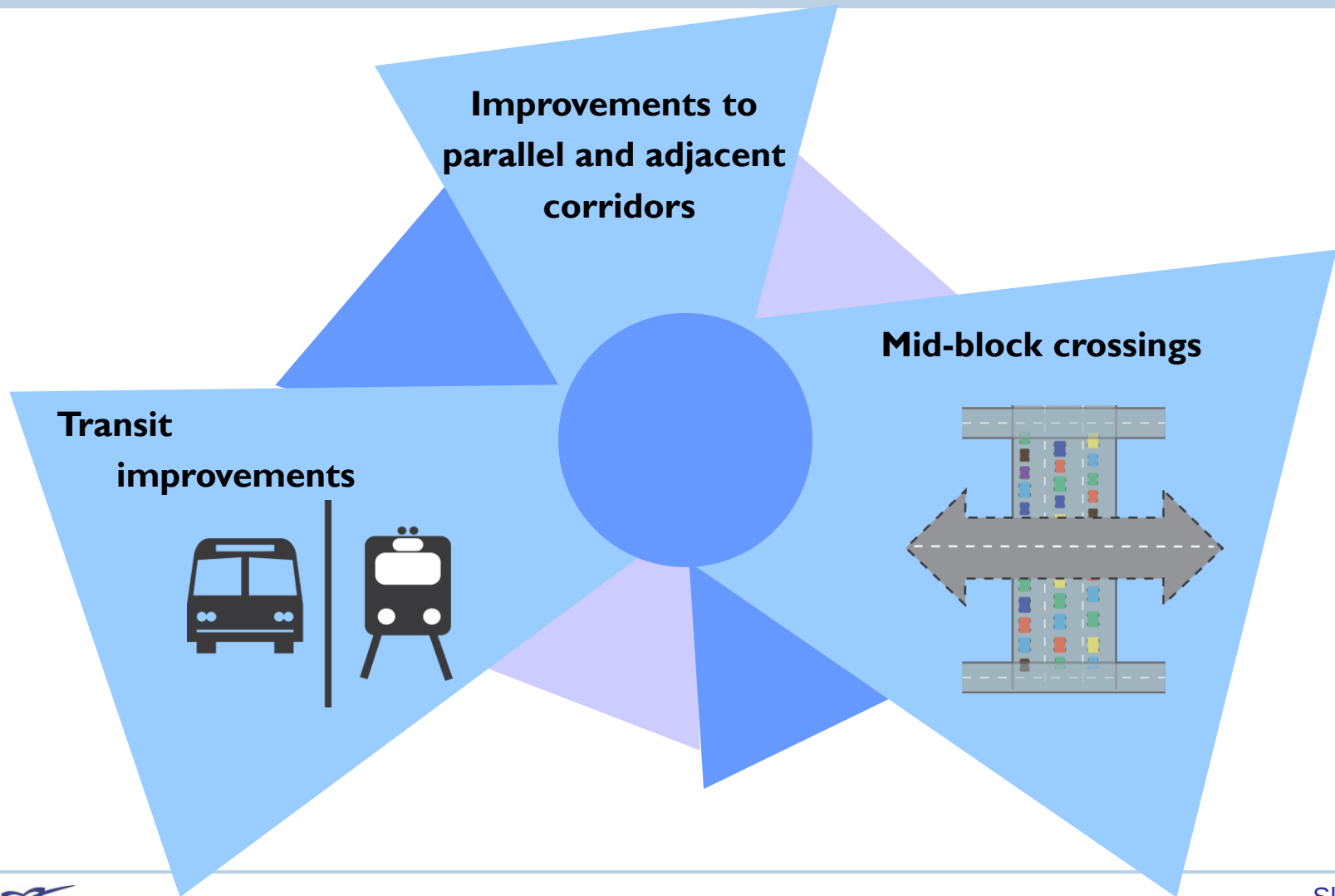
- ❑ Manage growth
- ❑ Provide additional capacity



Creative solutions respond to congestion issues



Network perspective used to evaluate impacts of capital improvements



Roads Capital Program Update

Steve Collins
Manager Engineering,
Capital Delivery & Corridor Approvals

2012 Capital Program objectives

□ **\$130.4 Million - Growth**



□ **\$25.8 Million - Rehabilitation**



□ **\$205.9 Million - Upcoming work**



On-track to achieve 2012 Capital Program targets

❑ **12 Growth Projects**

- ❑ 4 completed (\$29.6M)
- ❑ 8 under construction (\$100.8M)

❑ **18 Rehabilitation Projects**

- ❑ 7 completed (\$5.2M)
- ❑ 11 under construction (\$13.3M)

Additional 2012 achievements

- ❑ **16 Bridge & Culvert Projects (\$6.3M)**
 - ❑ To be tendered this year

- ❑ **18 Bridge & Culvert Projects (\$1.0M)**
 - ❑ To be tendered in 2013

- ❑ **15 Critical Design Assignments (\$205.9M)**
 - ❑ Underway

Growth-related Projects

Woodbine Avenue

Town of Georgina (Ravenshoe Rd. to Morton Ave.)



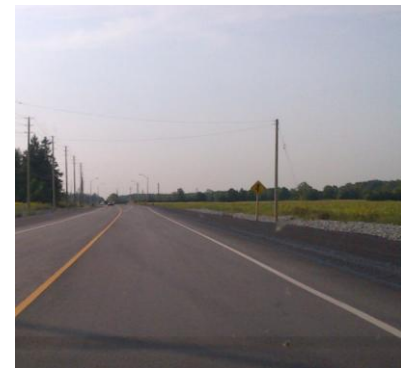
Intersection Improvements

City of Vaughan (Keele St. at McNaughton Rd.)



York-Durham Line

City of Markham (Steeles Ave. to south of 14th Ave.)



Bathurst Street Noise Mitigation

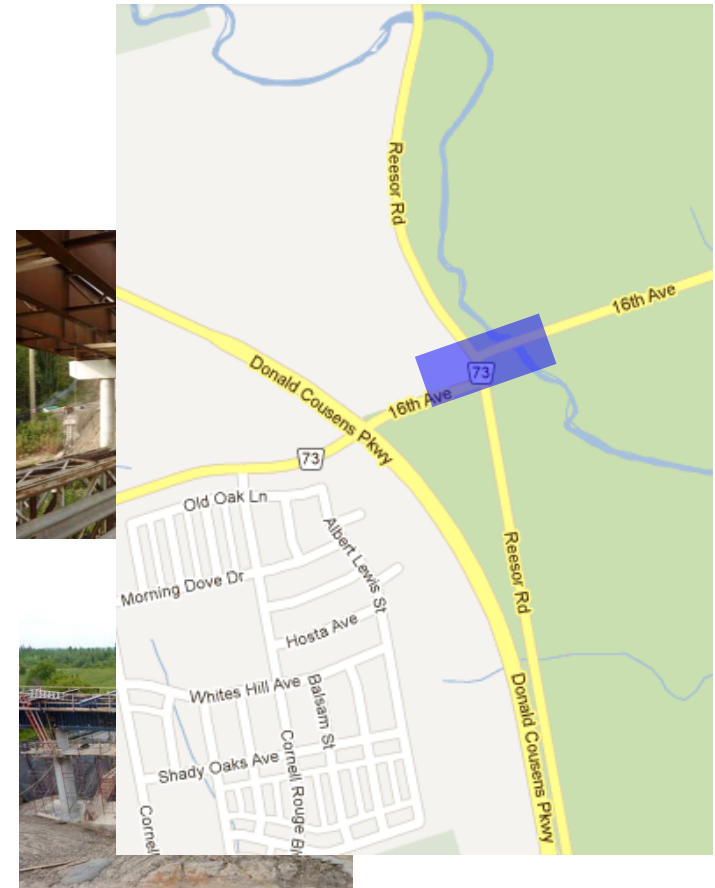
Town of Aurora (Bloomington Rd. to St. John's Sdrd.)



Jog-Elimination and Bridge Rehabilitation

City of Markham (16th Avenue at Reesor Road)

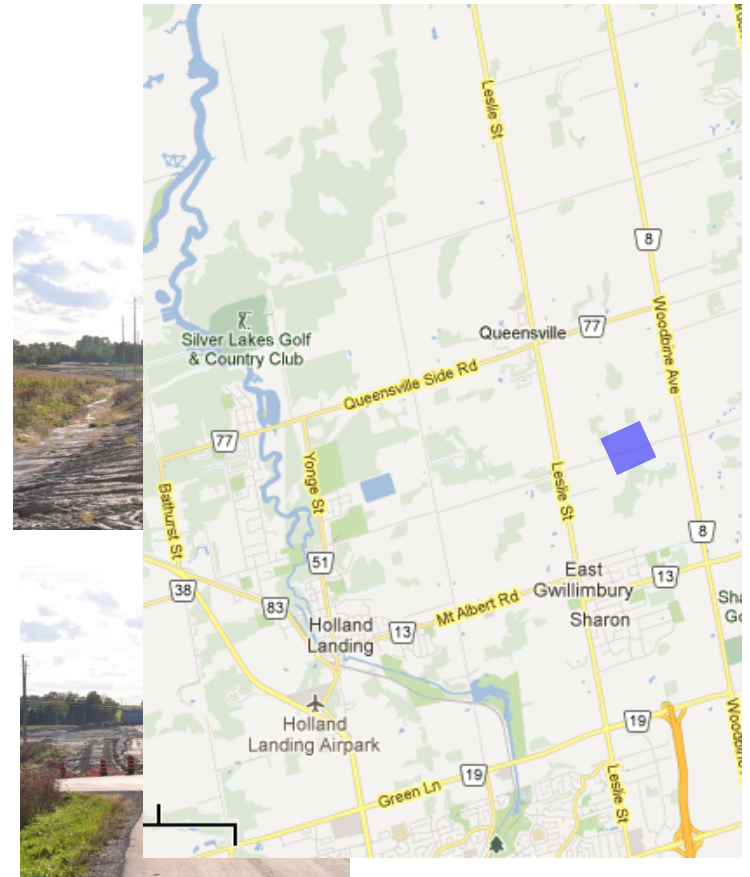
- ❑ **65% completed**
- ❑ **\$6.5M**
- ❑ **Start of Construction: March 2012**
- ❑ **Completion: Spring 2013**
- ❑ **Road closure to remain in effect until December 2012**



Doane Road – Phase 1

Town of East Gwillimbury (Bridge & Advance Grading)

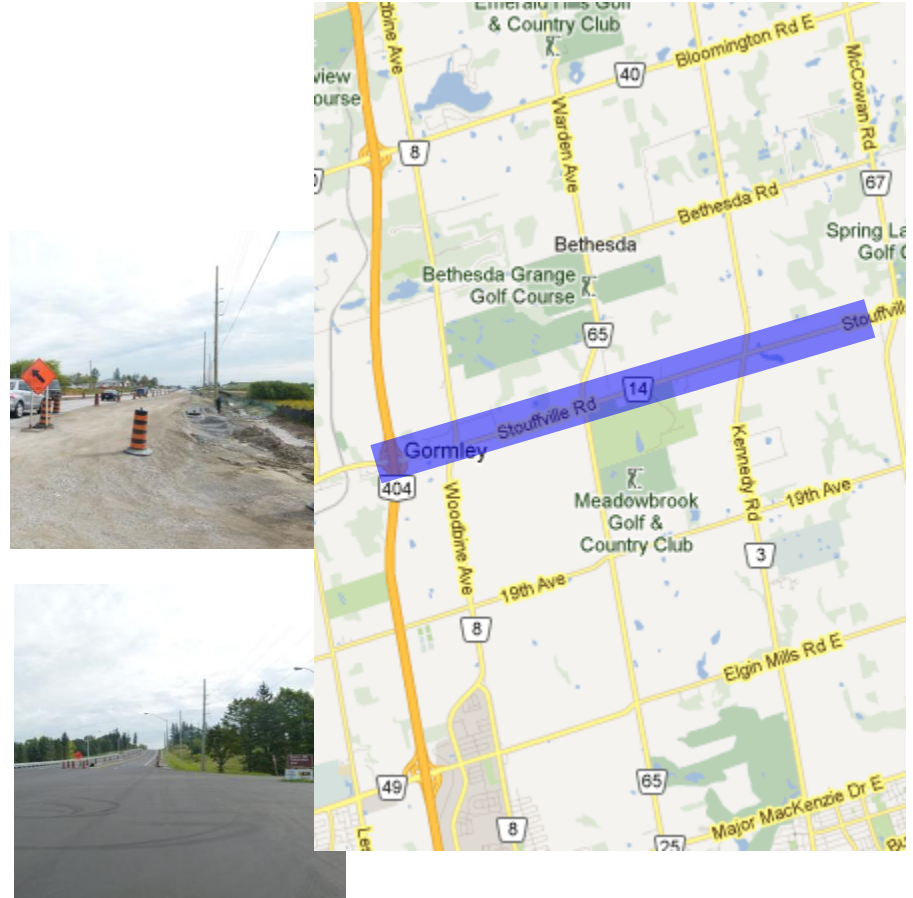
- ❑ Final paving and Hwy 404 tie-ins to be completed in 2018
- ❑ 70% completed (bridge only)
- ❑ \$10.0M
- ❑ Start of Construction: June 2010
- ❑ Completion: 2014



Stouffville Road

Town of Whitchurch-Stouffville (Highway 404 to McCowan Rd.)

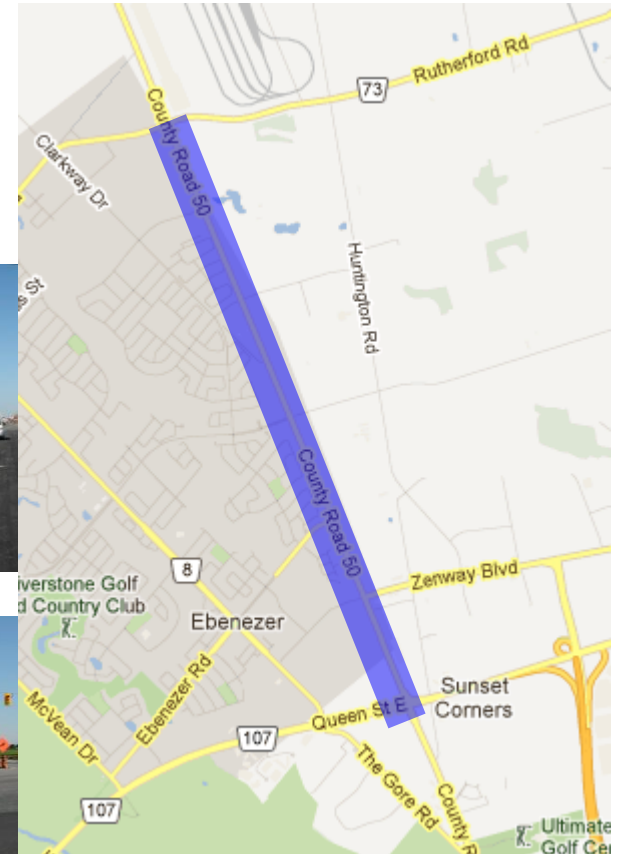
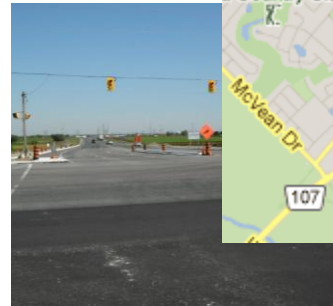
- ❑ 75% completed
- ❑ \$22.9M
- ❑ Start of Construction: November 2010
- ❑ Completion: August 2013



Highway 50

City of Vaughan (Highway 7 to Rutherford Rd.)

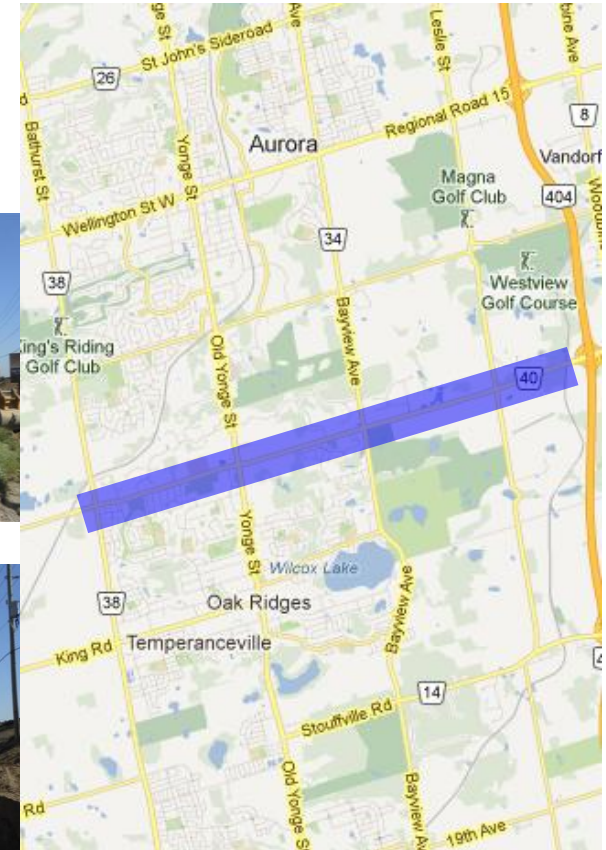
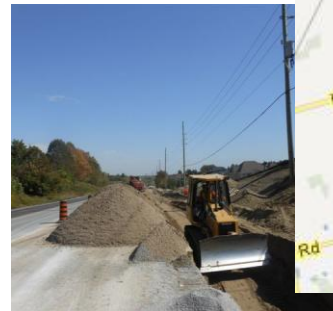
- ❑ **75% completed**
 - ❑ Hwy 7 to Ebenezer will be completed in October 2012
- ❑ **\$ 17.4M**
 - ❑ York Region's Share: **\$8.7M**
- ❑ Start of Construction: July 2011
- ❑ Completion: December 2013



Bloomington Road

Town of Aurora (Bathurst Street to Highway 404)

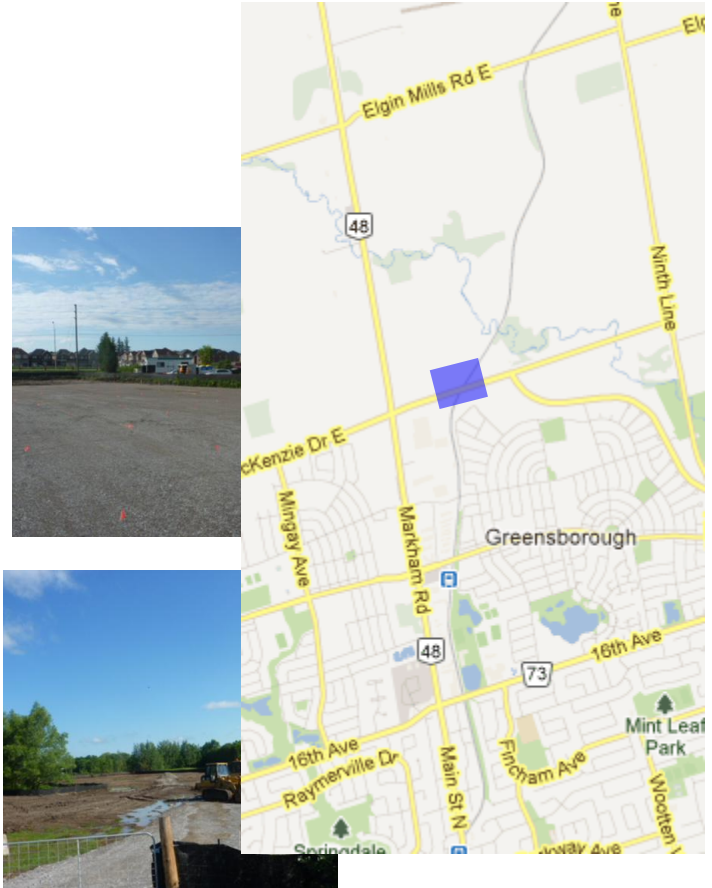
- ❑ **25% completed** (YR 38 to YR 1)
- ❑ **\$30.0M** including watermain and sanitary sewer
- ❑ **\$22.0M** roads component
- ❑ Start of Construction: July 2012
- ❑ Completion: December 2014



Major Mackenzie Drive

City of Markham (Pre-Loading at GO Rail Crossing)

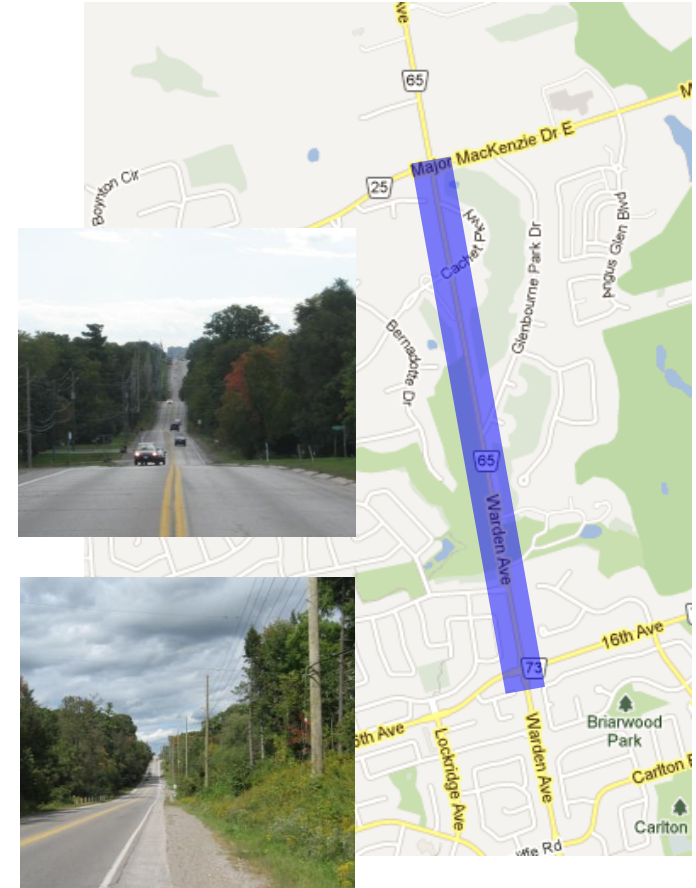
- ❑ **75% completed** (Phase 1 of 3)
- ❑ **\$2.0M**
- ❑ Start of Construction: August 2012
- ❑ Completion: October 2012
- ❑ **Phase 2 Completion: Fall 2013**
- ❑ **Phase 3 Completion: Fall 2014**



Warden Avenue

City of Markham (Major Mackenzie Dr. to 16th Ave.)

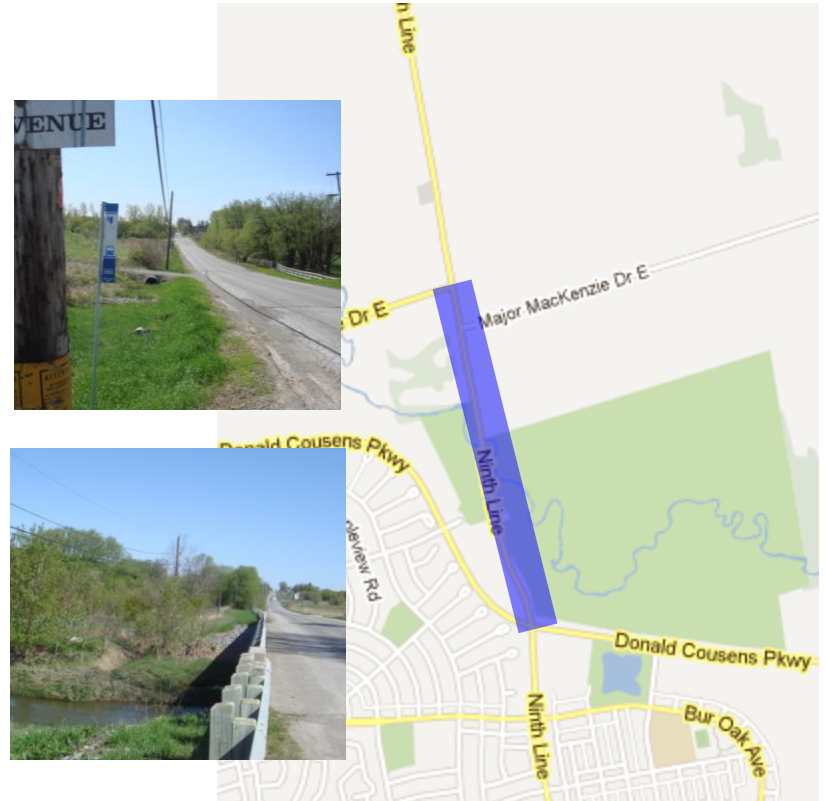
- ❑ **Just Tendered**
- ❑ **\$22.3M (Estimated)**
- ❑ Tendered: September 27, 2012
- ❑ Tender Close: October 16, 2012
- ❑ **Construction expected to start in March 2013**



Ninth Line

City of Markham (Donald Cousens Pkwy to Major Mackenzie Dr., including the Major Mackenzie Drive Jog Elimination)

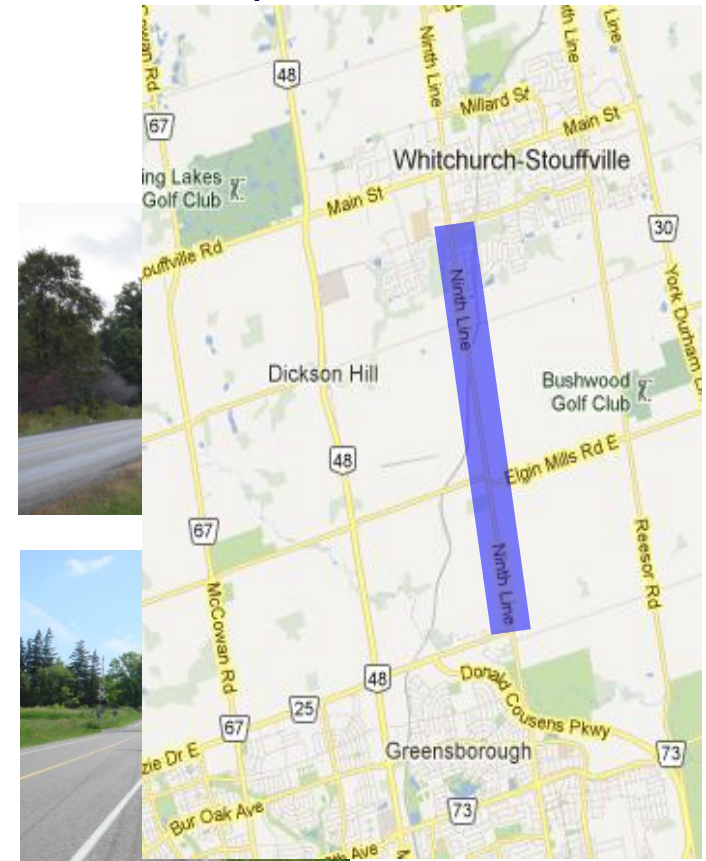
- ❑ **Currently finalizing tender**
- ❑ **\$4.3M** (construction)
- ❑ **\$5.6M** (total project cost)
- ❑ Tendering goal: November 2012
- ❑ Start of construction: March 2013



Ninth Line

City of Markham & Town of Whitchurch-Stouffville (Major Mackenzie Drive to Hoover Park)

- ❑ **Currently finalizing tender**
- ❑ **\$14.1M** (construction)
- ❑ **\$20.8M** (total project cost)
- ❑ Tendering goal: November 2012
- ❑ Start of construction: March 2013

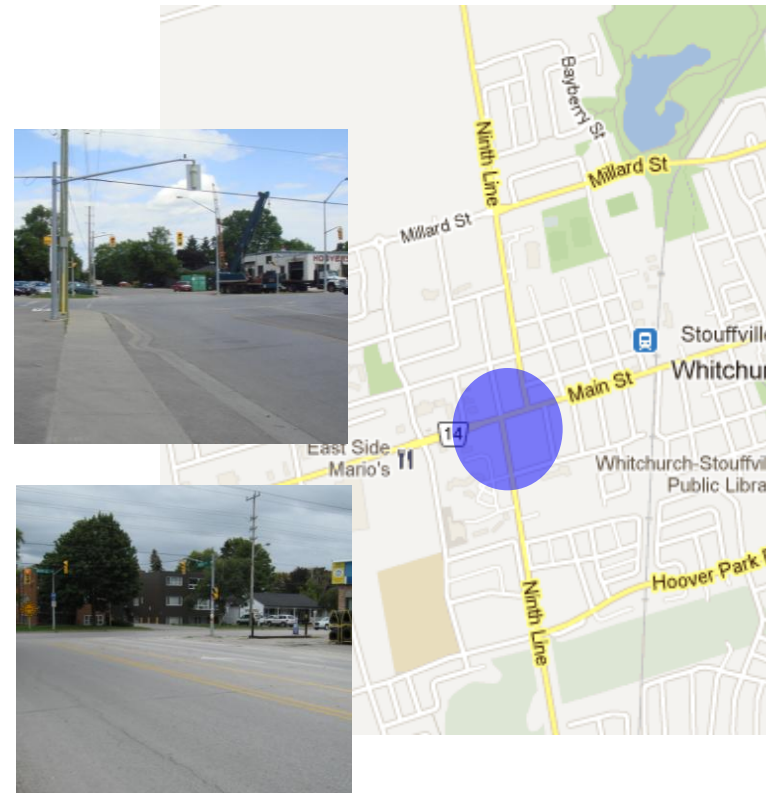


Ninth Line

Town of Whitchurch-Stouffville

(Hoover Park northerly, including the Main St Jog Elimination)

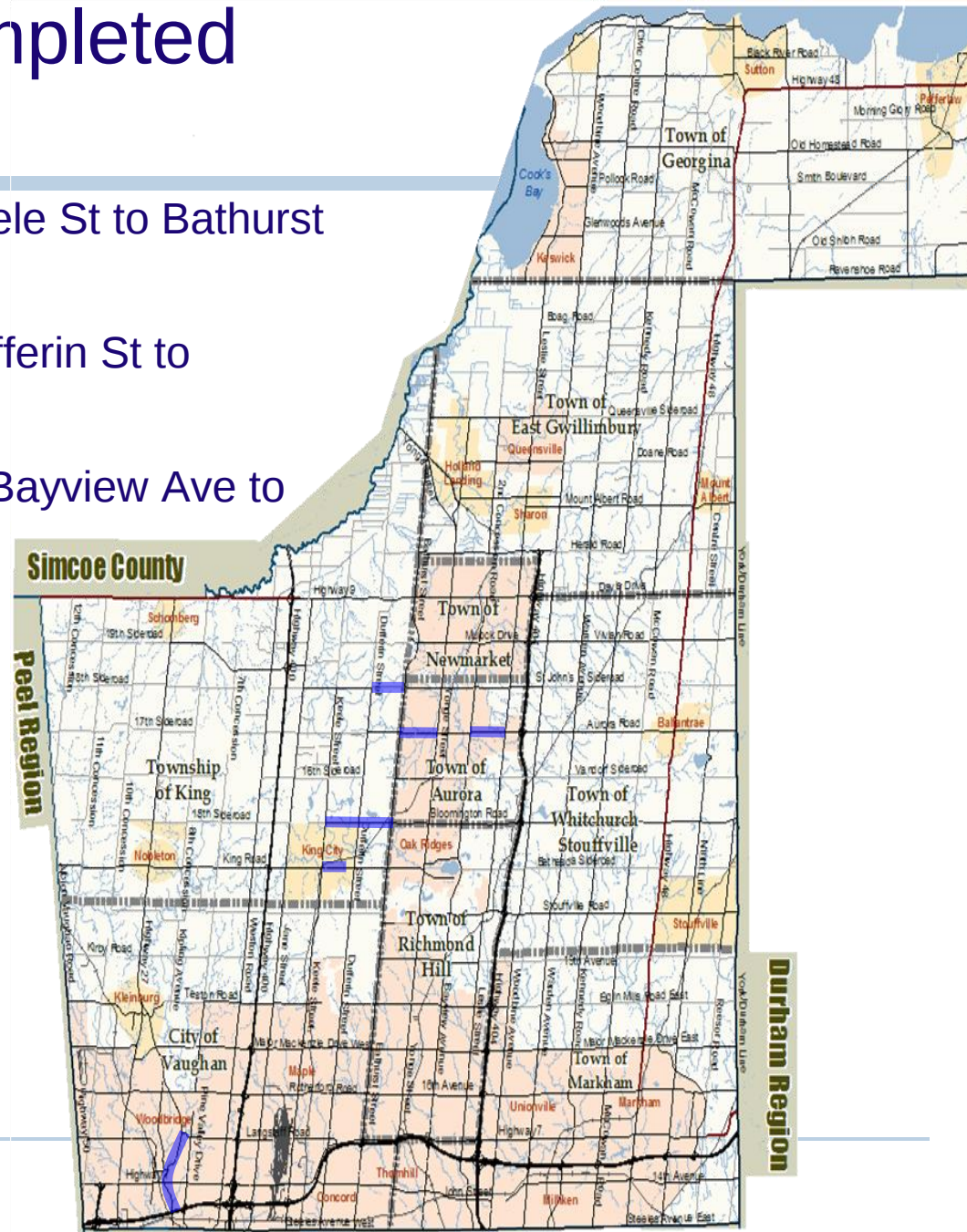
- ❑ **Currently finalizing tender**
- ❑ **\$4.3M** (construction)
- ❑ **\$15.3M** (total project cost)
- ❑ Tendering goal: December 2012
- ❑ Start of construction: April 2013



Rehabilitation Projects

\$5.2M – recently completed road rehabilitations:

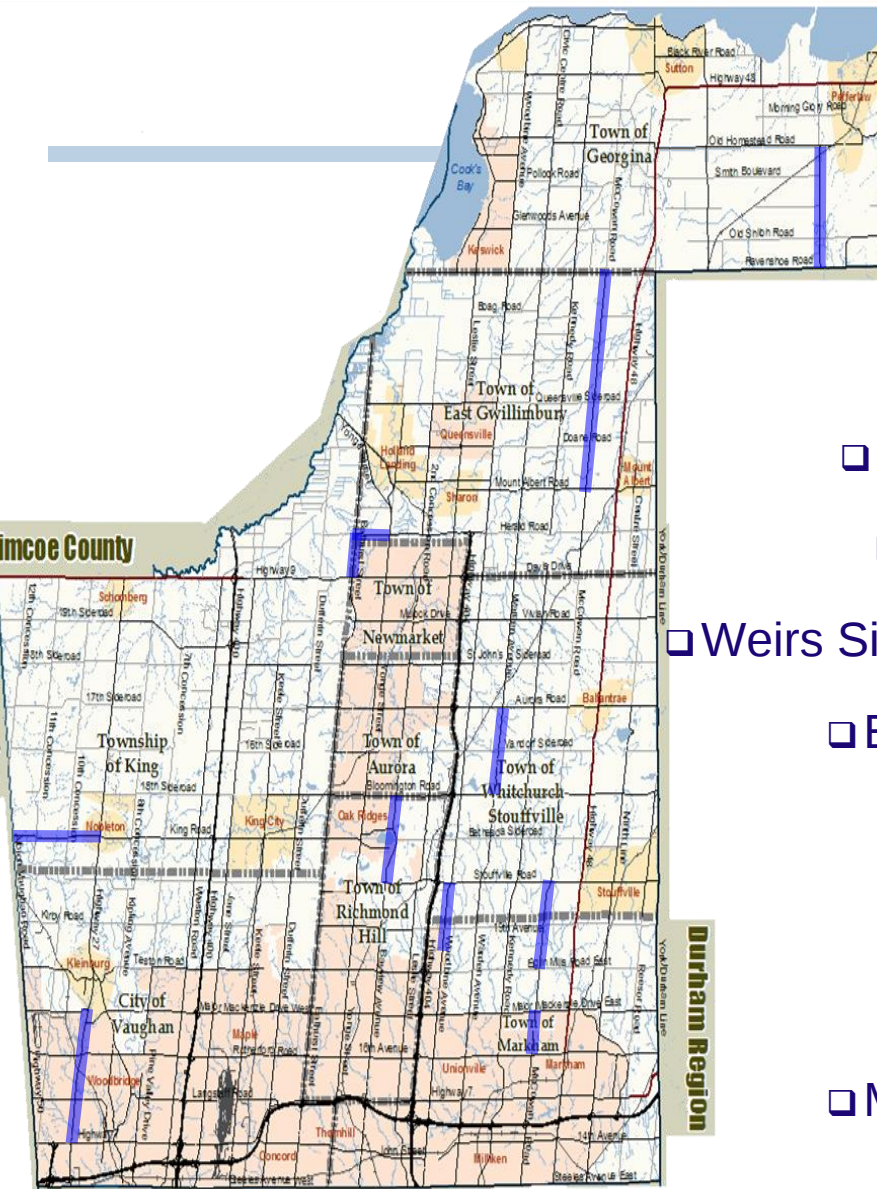
- ❑ 15th Sideroad Resurfacing - Keele St to Bathurst St - **\$953K**
- ❑ 18th Sideroad Resurfacing - Dufferin St to Bathurst St - **\$464K**
- ❑ Wellington St Micro-surfacing - Bayview Ave to Leslie St - **\$408K**
- ❑ Wellington St Resurfacing - Bathurst St to Yonge St - **\$1.8M**
- ❑ Islington Ave - Hwy 407 to Langstaff Rd - **\$760K**
- ❑ King Rd Resurfacing - West of Keele St to west of Warren Rd - **\$800K**
- ❑ Wellington St Culvert Rehabilitations - **\$213K**



\$13.3M – ongoing road rehabilitations

(includes 2012 crack sealing & grind & patch)

- Bathurst St (Davis to Green Lane) - **\$250K**
- Green Lane (Bathurst to Yonge) - **\$250K**
- McCowan Rd (Mt. Albert to Ravenshoe) - **\$2.4M**
- Warden Ave (Bloomington to Aurora) - **\$1.31M**
- Weirs Sideroad (Ravenshoe to Old Homestead) - **\$890K**
- Bayview Ave (Stouffville to Bloomington) - **\$1.0M**
 - Hwy 27 (Hwy 7 to Major Mac) - **\$1.04M**
 - King Rd (12th Conc. to Hwy 27) - **\$1.66M**
 - McCowan Rd (16th to Major Mac) - **\$376K**
 - McCowan Rd (Elgin Mills to Stouffville) – **\$1.48M**
 - Woodbine Ave (WBP to Stouffville) – **\$955K**



\$6.3M – upcoming 2012 bridge & culvert rehabilitation tenders:

▲ ASSIGNMENT A

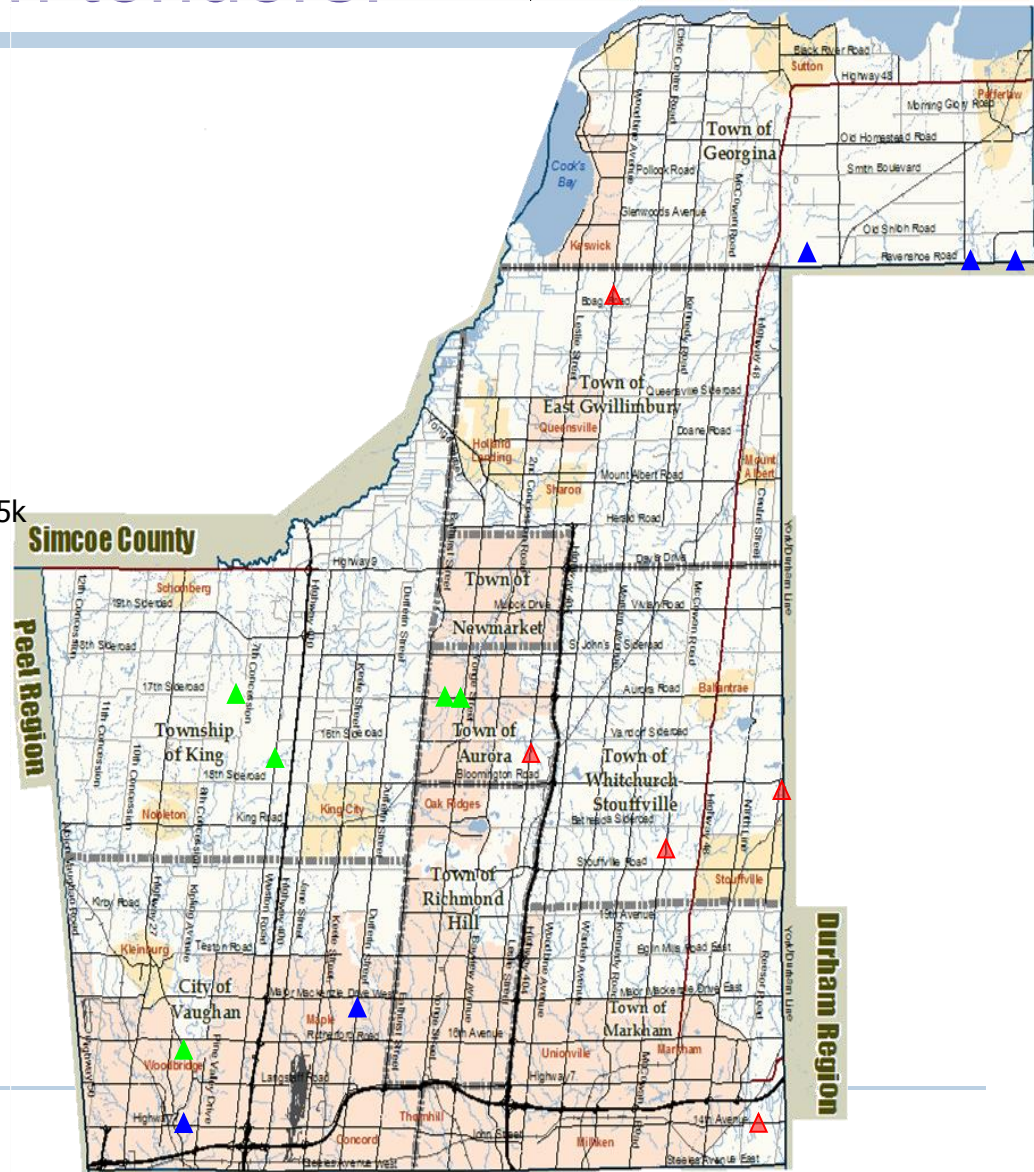
- Woodbine Avenue, 0.5 km of Boag Road – \$72k
- Leslie Street, 1.65 km N of Bloomington - \$162k
- Pefferlaw Road, 1.57 km W of Lake Ridge Road - \$82k
- York Durham Line, 1.9 km N of Stouffville Road - \$ 70k
- McCowan Road, 0.99 km N of Stouffville Road - \$200k
- 14th Avenue, 0.87 km E of Reesor Road \$150k

▲ ASSIGNMENT B

- Wellington Street, 1.65 km E of Bathurst Street - \$70k
- Wellington Street, 2 km E of Bathurst Street – \$113k
- Lloydtown, Aurora Road, 1.94 km E of 8th Concession - \$35k
- Highway 27, 0.84 km N of Langstaff Road - \$124k
- Weston Road, 1.41 km N of 15th Sideroad - \$29k

▲ INDIVIDUAL

- Ravenshoe Road, 0.3 km E of Weirs Sideroad - \$3M
- Ravenshoe Road, 1.26 km E of Victoria Road - \$2M
- Intersection of Frog Street and Park Road - \$114k
- Regional Road 7, 1.58 km E of Highway 27 - \$50k
- Dufferin Avenue, 0.7 km S of Major Mackenzie – Varies



\$1.0M – upcoming 2013 bridge & culvert rehabilitation tenders:

▲ **ASSIGNMENT 2**

Warden Avenue, 1.95 km N of Herald Road - \$51k
Carrville Road, 0.5 km E of Bathurst Street - \$65k
Metro Road, 1.40 km N of Morton Avenue - \$47k

▲ **ASSIGNMENT 3**

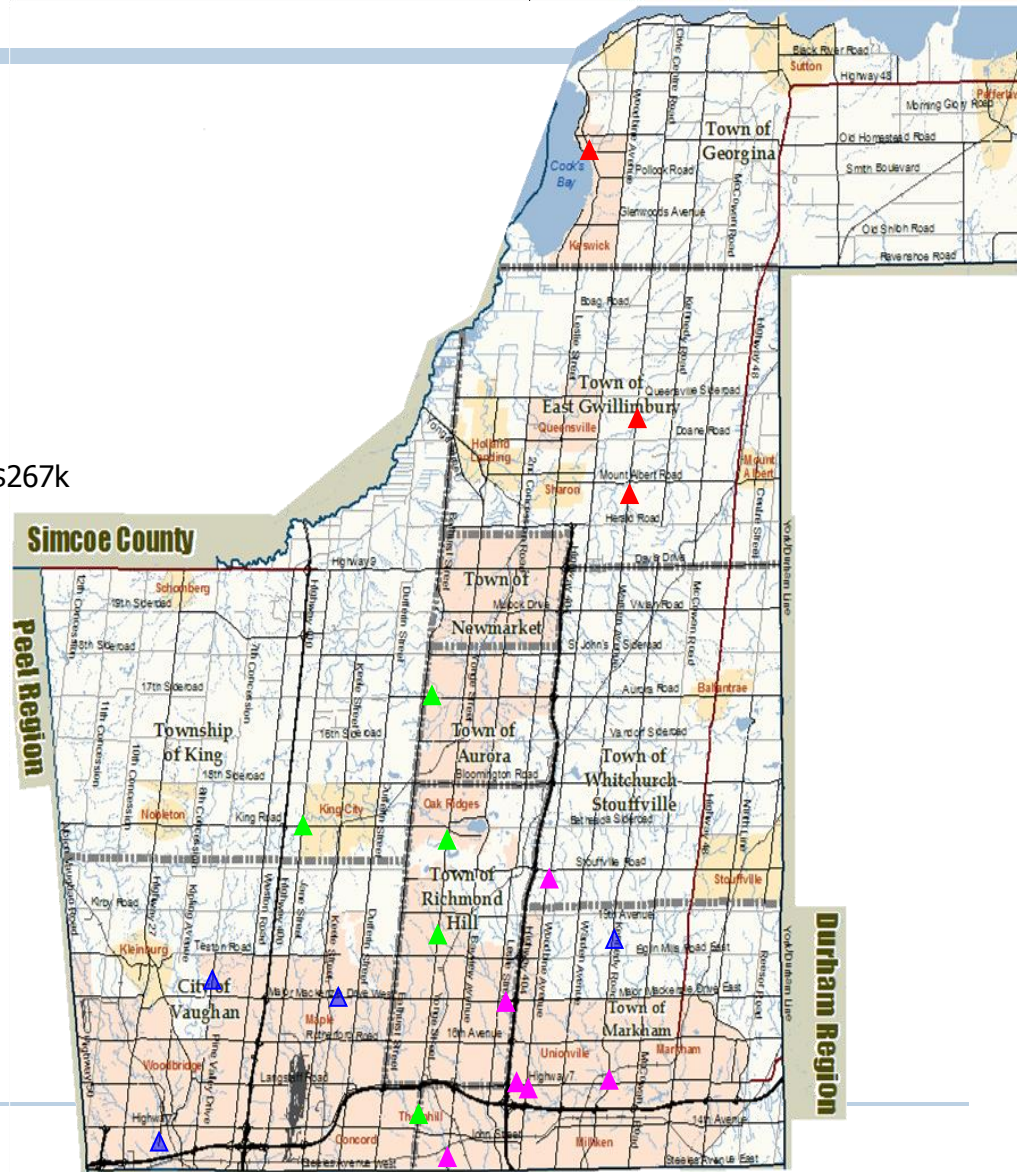
Yonge Street, 0.52 km N of John Street - \$65k
Yonge Street, 0.78 km N of Elgin Mills Road - \$14k
Yonge Street, 2.02 km N of Stouffville Road - \$25k
Wellington Street West, 0.1 km E of Bathurst Street - \$79k
Jane Street, 0.15 km N of King (East Humber River Bridge) - \$267k

▲ **ASSIGNMENT 4**

Islington Avenue, 1.1 km S of Highway 7 - \$25k
Pine Valley Drive, 0.75 km N of Major Mackenzie Drive - \$14k
Rainbow Creek West Tributary, (Melville Bridge) - \$41k
Major Mackenzie Drive, 0.625 km E of Keele Street - \$47k

▲ **ASSIGNMENT 5**

Woodbine Avenue, 1.75 km N of 19th Avenue - \$19k
Major Mackenzie Drive, 0.02 km E of Leslie Street - \$69k
Regional Road 7, 0.91 km E of Highway 404 - \$34k
Regional Road 7, (Rouge River Bridge) - \$36k
Woodbine Avenue, 0.87 km N of Highway 407 - \$85k
Bayview Avenue, 0.80 km N of Steeles Avenue - \$25k

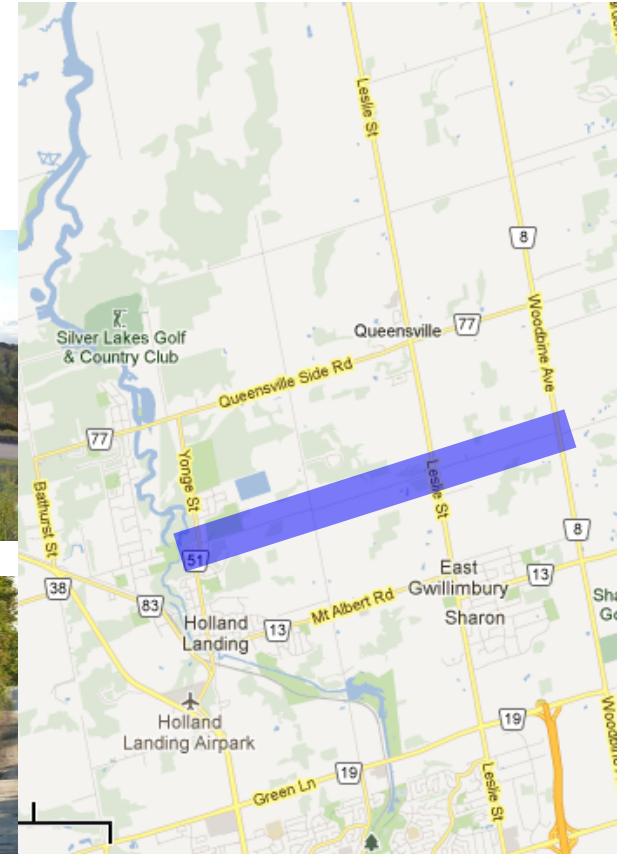


Key Studies

Doane Road – 2016

Town of East Gwillimbury (Yonge St. to Woodbine Ave.)

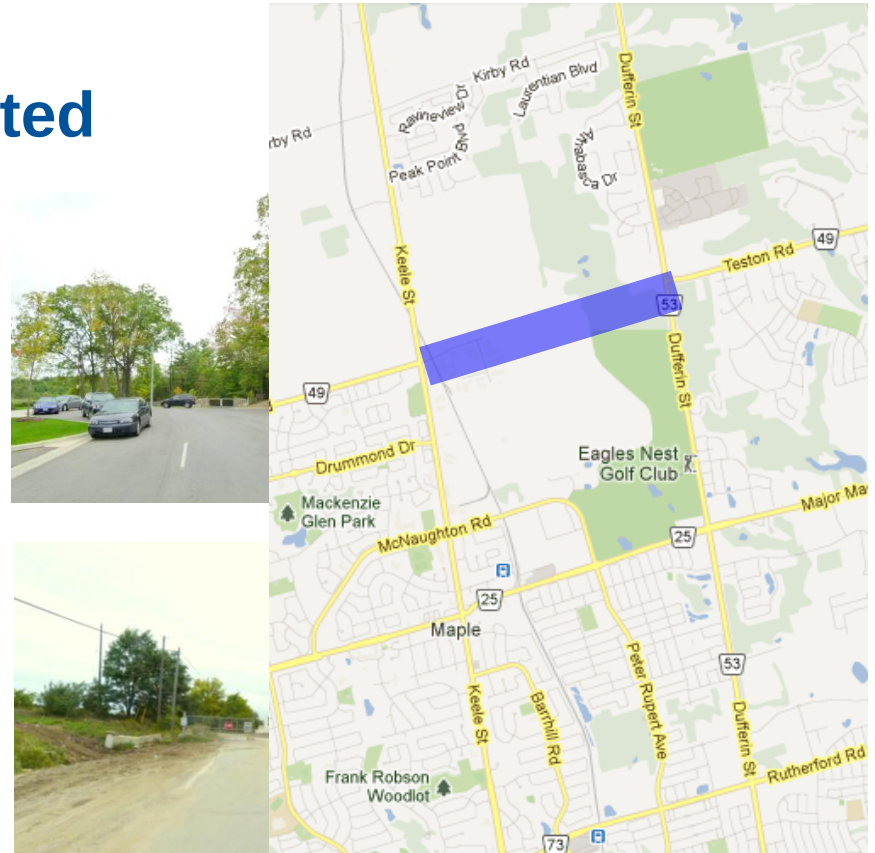
- ❑ Procurement of a design consultant currently underway
- ❑ **\$21.3M** (construction)
- ❑ **\$37.2M** (total project cost)
- ❑ ESR clearance: pending
- ❑ Start of design: February 2013



Teston Road IEA - 2020

City of Vaughan (Dufferin St. to Keele St.)

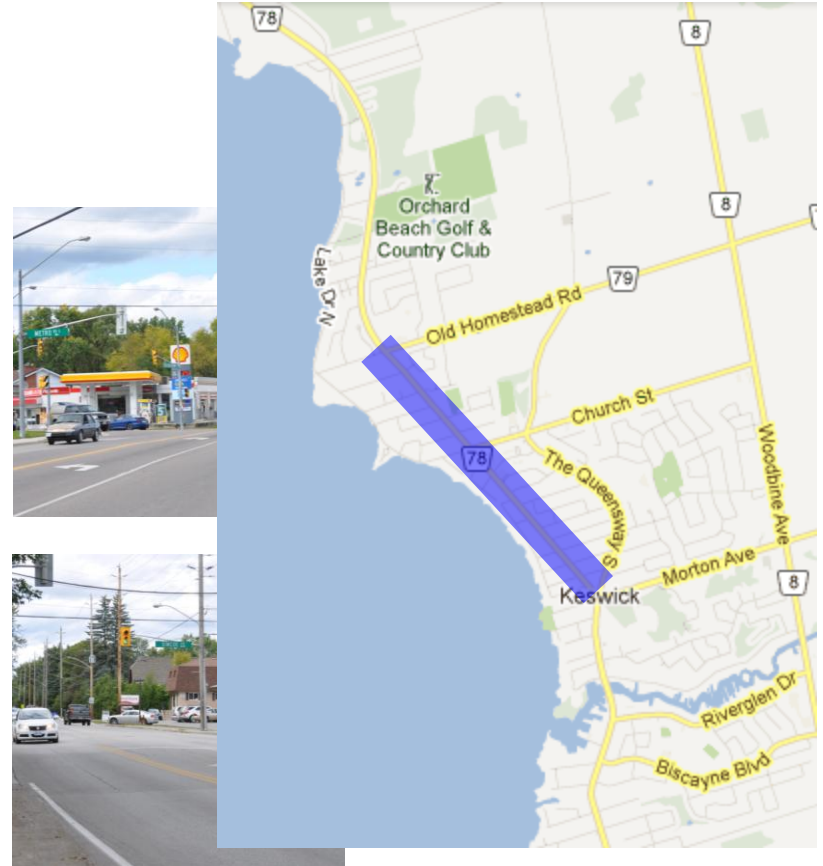
- ❑ **Draft RFP for IEA terms of reference has been completed**
- ❑ **\$31.0M** (construction)
- ❑ **\$59.8M** (total project cost)
- ❑ Terms of Reference: 2015
- ❑ Start of EA: mid- 2015
- ❑ EA Completion: 2018



Metro Road - 2019

Town of Georgina (Morton Ave. to Old Homestead Rd.)

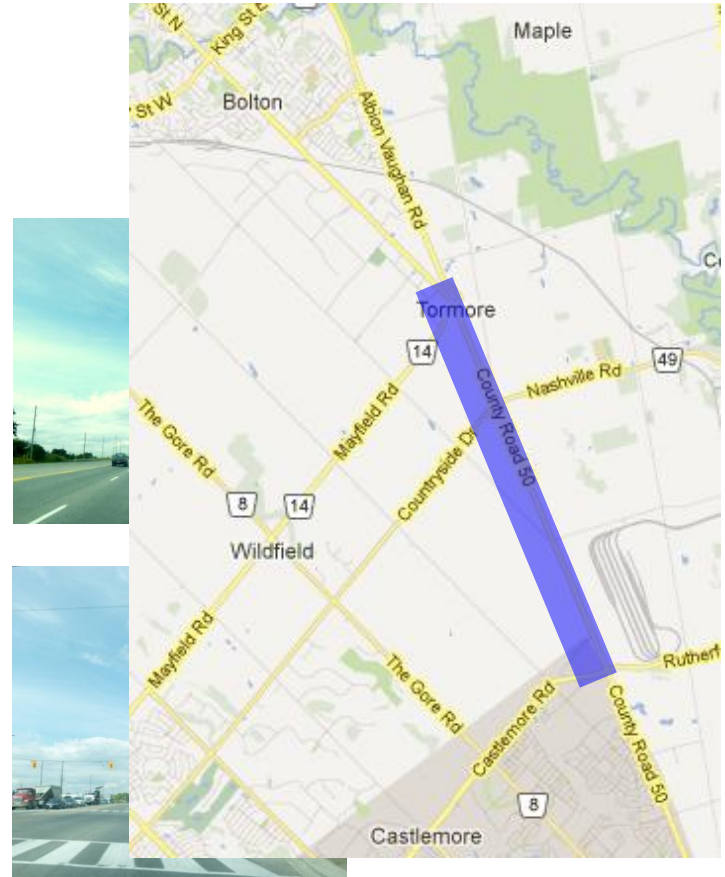
- ❑ **Start dependent on traffic analysis recommendations**
- ❑ **\$7.1M** (construction)
- ❑ **\$9.8M** (total project cost)
- ❑ Start of EA: TBD, pending further traffic analysis
- ❑ Start of design: TBD, pending further traffic analysis



Highway 50 – 2015, 2016 & 2018

City of Vaughan (Rutherford Rd. to Albion-Vaughan Rd.)

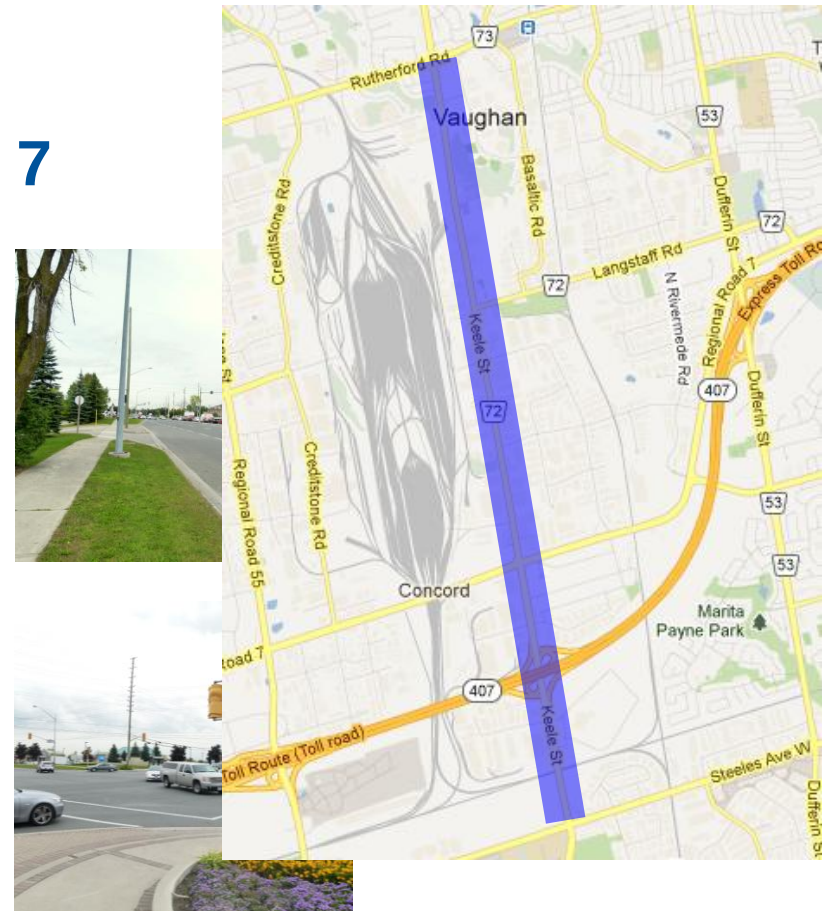
- ❑ **Procurement of a design consultant currently underway**
- ❑ **\$12.1M** (total cost of construction)
- ❑ **\$16.42M** (total project cost)
- ❑ ESR clearance: September 2012
- ❑ Start of design: December 2012



Keele Street – 2014 & 2018

City of Vaughan (Steeles Ave. to Rutherford Rd.)

- ❑ Design currently underway between Steeles Ave. & Hwy. 7
- ❑ \$20.4M (construction)
- ❑ \$33.7M (total project cost)
- ❑ ESR clearance:
September 2012
- ❑ Start of design: TBD, pending further direction from ITS

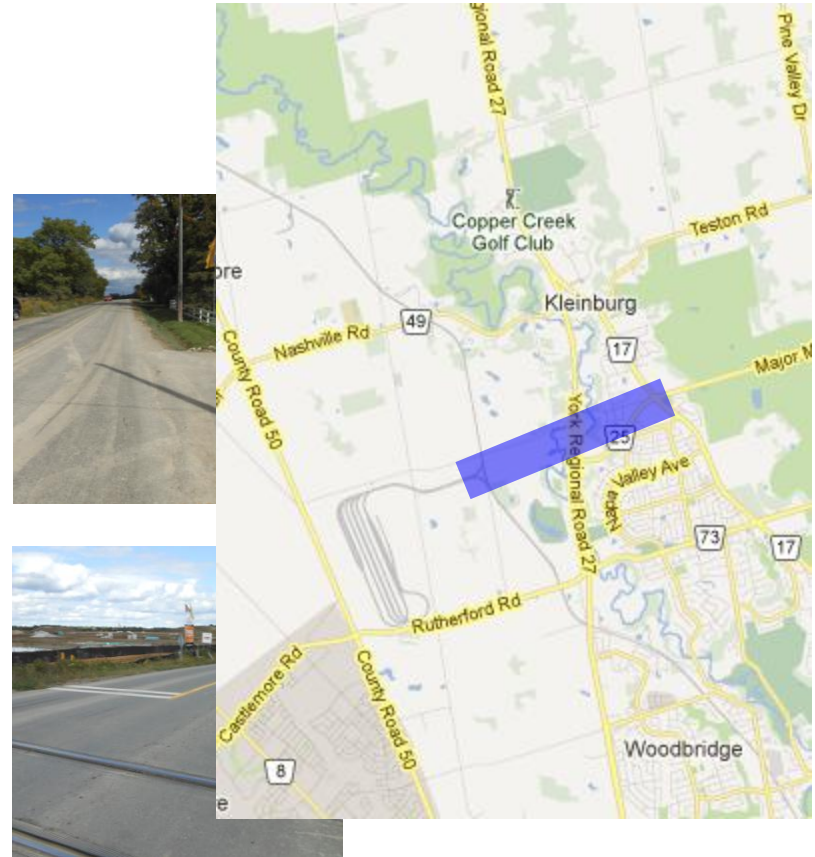


Roads Capital Program - Moving Forward

Major Mackenzie Drive

City of Vaughan (west of CPR Crossing to Islington Avenue)

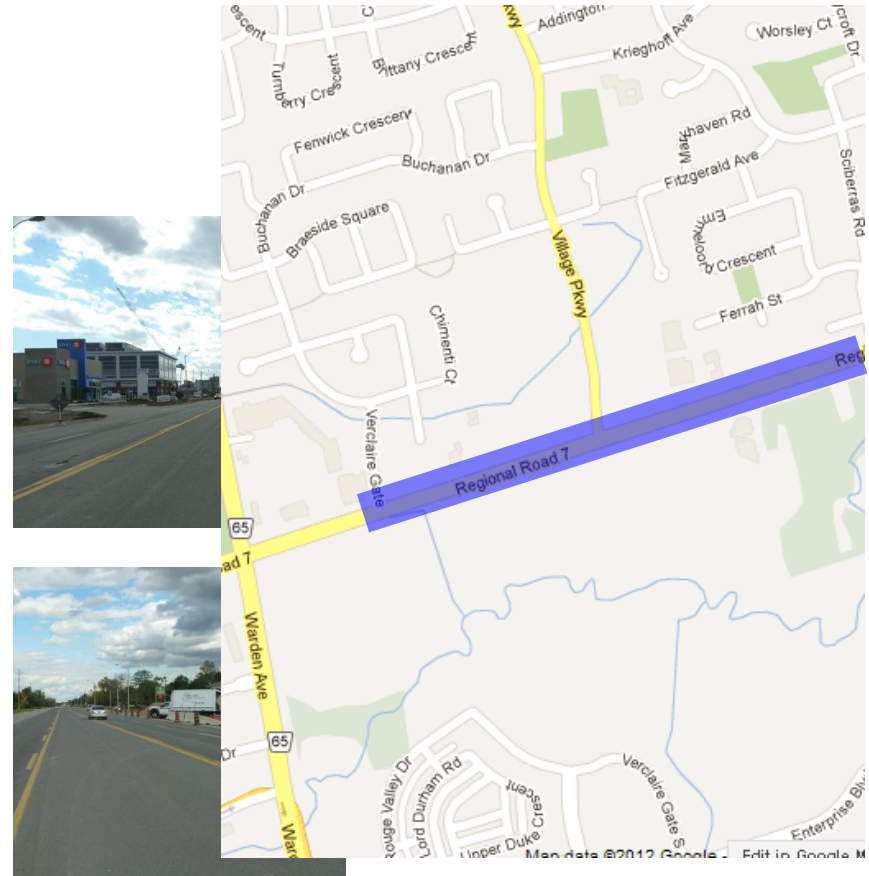
- ❑ **Currently pursuing 30% design**
- ❑ **\$36.5M** (construction)
- ❑ **\$61.6M** (total project cost)
- ❑ Tendering goal: 2014
- ❑ Start of construction: 2014



Highway 7

City of Markham (Verclaire Gate to Scibberras Road)

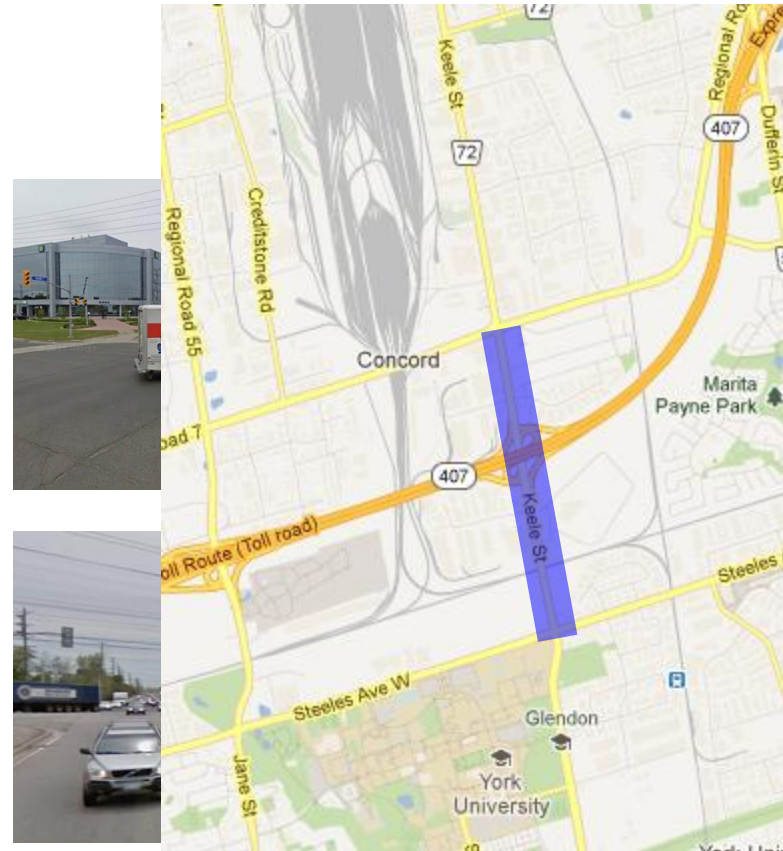
- ❑ **Design is 60% completed**
- ❑ **\$8.8M** (construction, includes \$3.8M in streetscaping)
- ❑ **\$11.2M** (total project cost)
- ❑ Tendering goal: 2013
- ❑ Start of construction: 2013



Keele Street – 2014

City of Vaughan (Steeles Ave. to Hwy. 7)

- ❑ **Currently pursuing 30% design**
- ❑ **\$9.4M** (construction)
- ❑ **\$14.4M** (total project cost)
- ❑ Tendering goal: September 2014
- ❑ Start of construction: December 2014

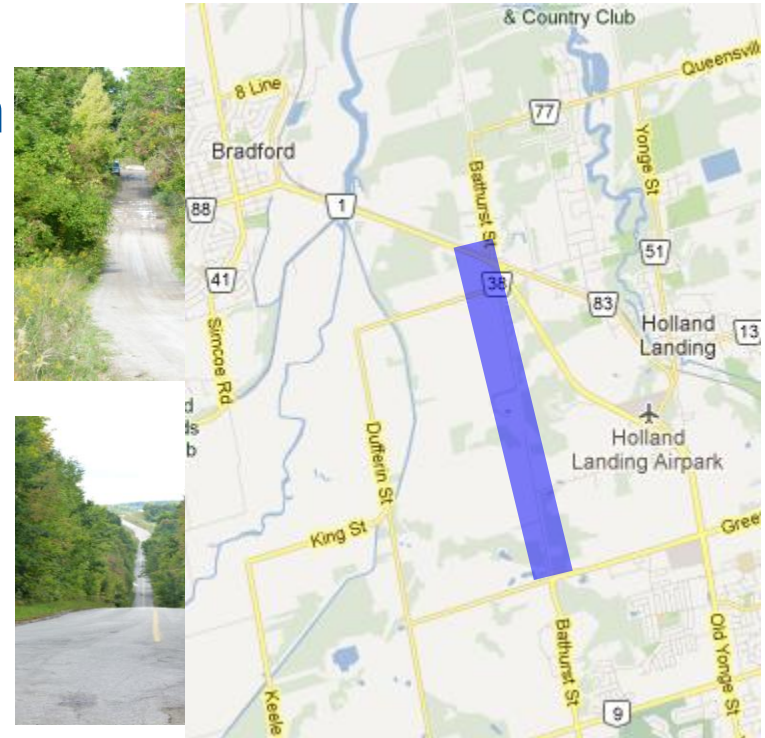


Bathurst Street – 2013

Township of King and Town of East Gwillimbury

(Green Lane to Yonge Street West)

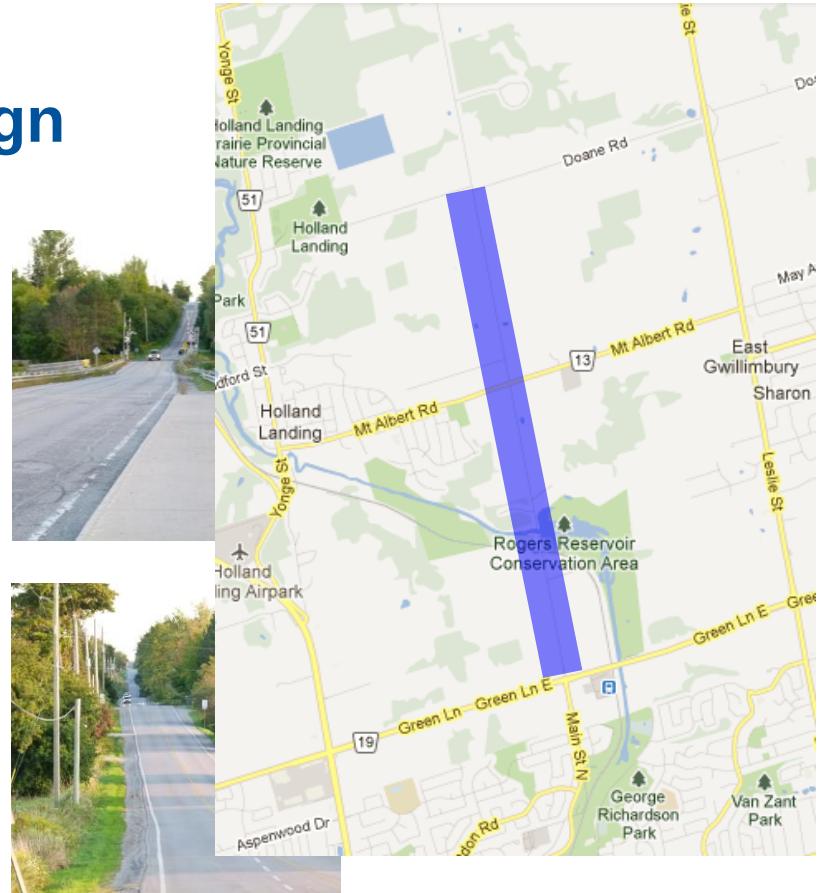
- ❑ **Currently pursuing 90% design**
- ❑ **\$21.9M** (construction)
- ❑ **\$28.4M** (total project cost)
- ❑ Tendering goal: Q1 - 2014
- ❑ Start of construction: April 2014
- ❑ **Stage 3 & 4 Archaeological work being evaluated**



2nd Concession - 2014

Town of East Gwillimbury (Green Lane to Doane Road)

- ❑ Currently pursuing 60% design
- ❑ **\$35.2M** (construction)
- ❑ **\$50.7M** (total project cost)
- ❑ Tendering goal: Fall 2013
- ❑ Start of construction:
Winter 2014

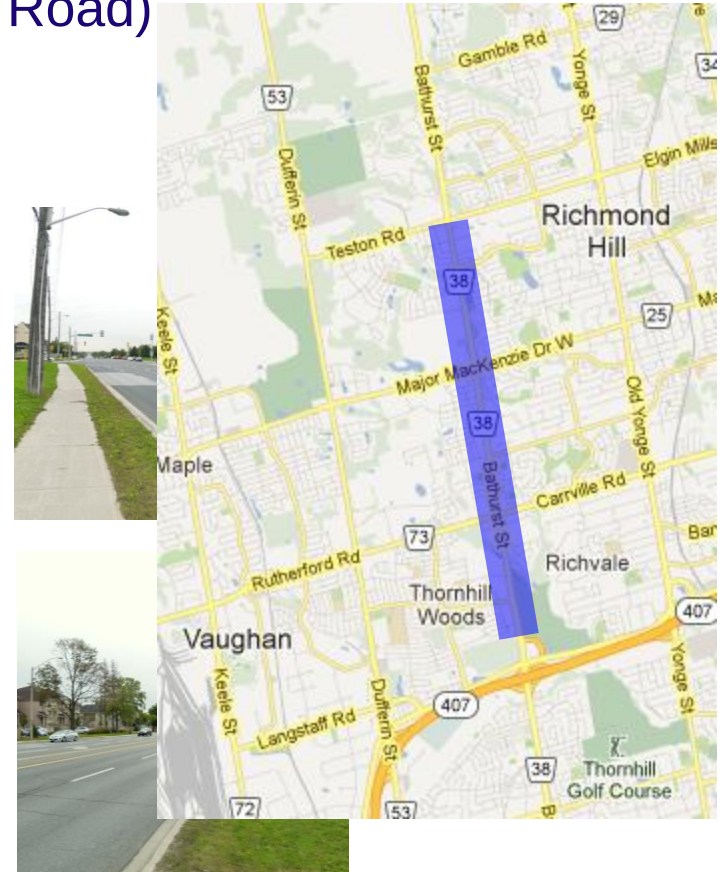


Bathurst Street – 2014 & 2016

City of Vaughan and Town of Richmond Hill

(Highway 7 to Teston Road)

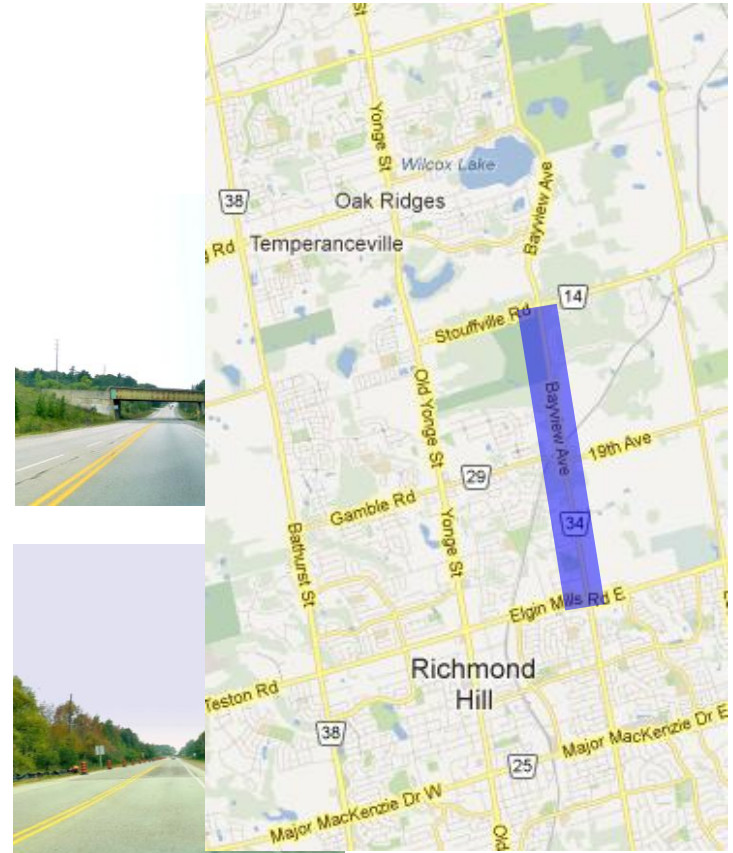
- ❑ **Currently pursuing 60% design**
- ❑ **\$32.4M** (construction)
- ❑ **\$49.7M** (total project cost)
- ❑ Tendering goal: November 2016
- ❑ Start of construction: March 2017



Bayview Avenue – 2016

Town of Richmond Hill (Elgin Mills Road to Stouffville Road)

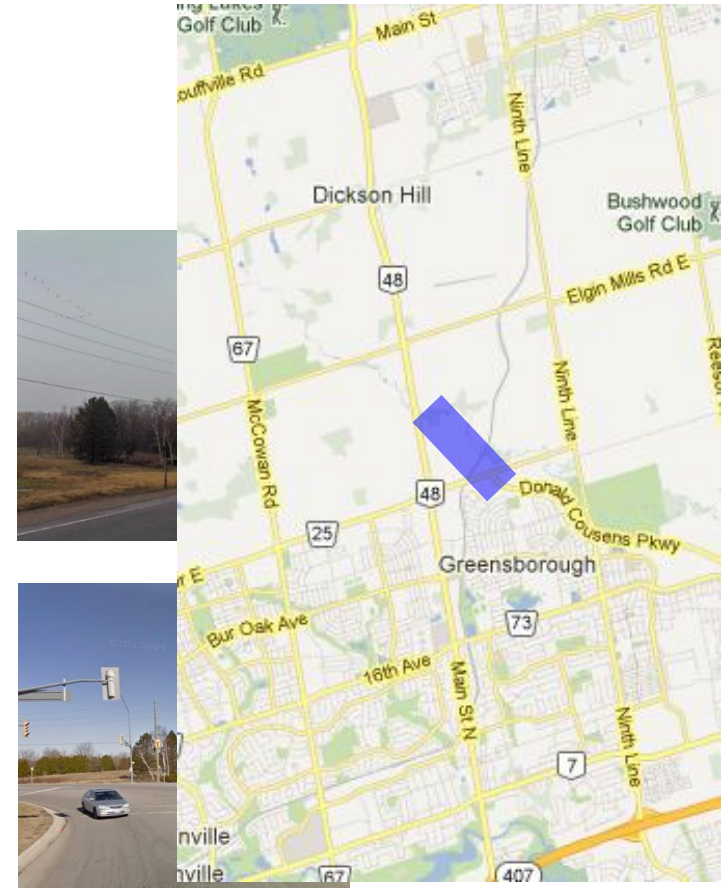
- ❑ Currently pursuing CN rail crossing design (2013) and advance fish ditch work (2014)
- ❑ **\$13.1M** (construction)
- ❑ **\$20.1M** (total project cost)
- ❑ Tendering goal: 2016
- ❑ Start of construction: 2016



Donald Cousens Parkway – Phase 4 (2015)

City of Markham (Major Mackenzie Dr. to Hwy 48)

- ❑ **90% completed** (design)
- ❑ **\$6.7M** (construction)
- ❑ **\$13.1M** (total project cost)
- ❑ Tendering goal: July 2015
- ❑ Start of construction:
September 2015

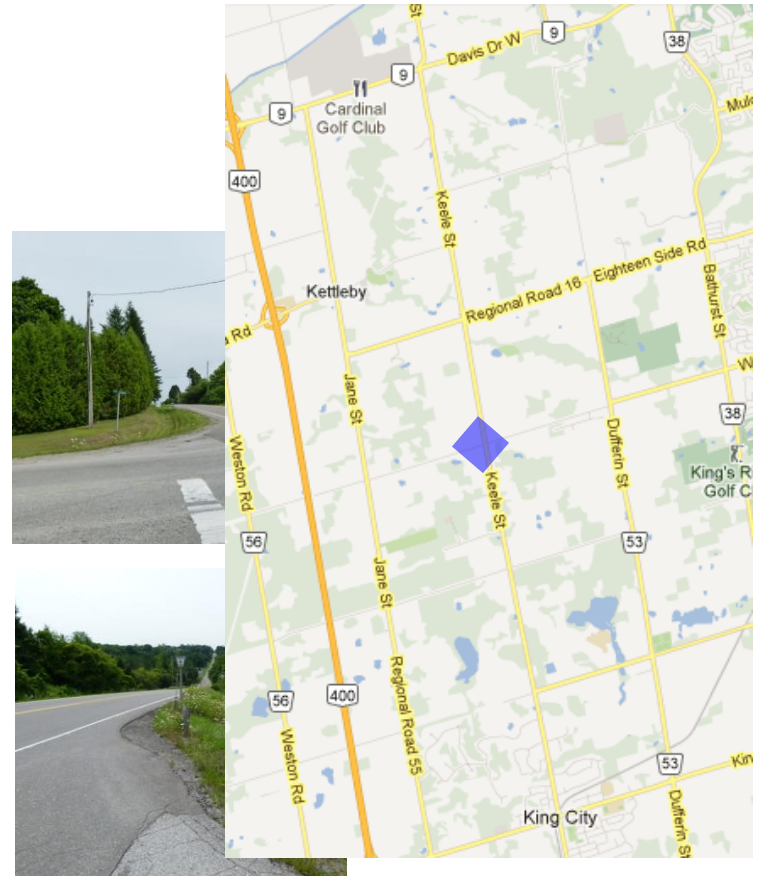


Keele Street - 2015

Township of King

(Intersection Improvements at 17th Sideroad a.k.a. Wellington Street)

- ❑ **Currently pursuing 60% design**
- ❑ **\$2.8M** (construction)
- ❑ **\$5.0M** (total project cost)
- ❑ Tendering goal: TBD
- ❑ Start of construction: TBD

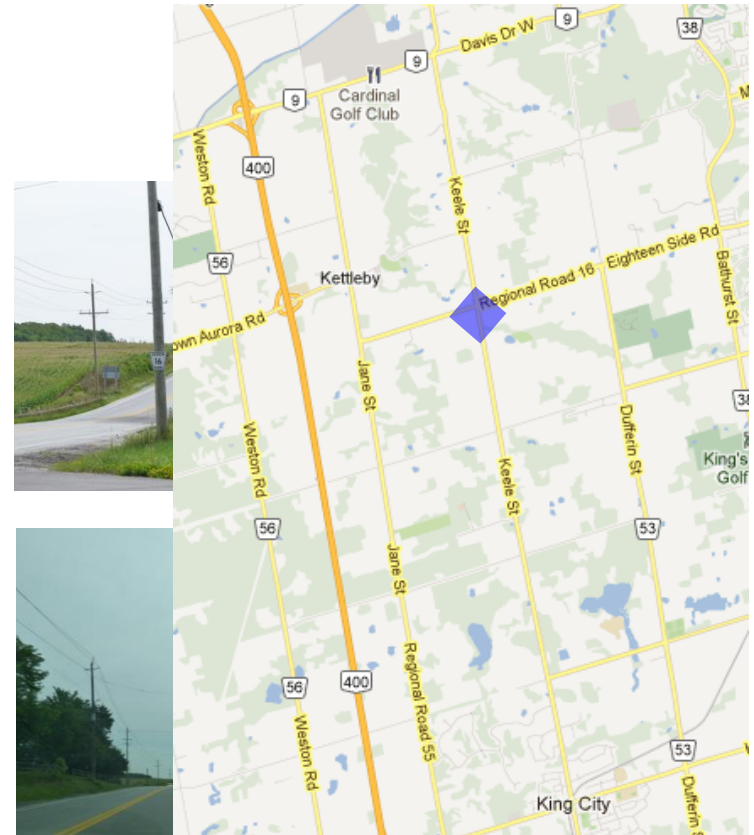


Keele Street - 2015

Township of King

(Roundabout at 18th Sideroad a.k.a. Lloydtown-Aurora Rd)

- ❑ **RFP for detailed design was issued in late September 2012**
- ❑ **\$1.9M** (construction)
- ❑ **\$3.8M** (total project cost)
- ❑ Tendering goal: TBD
- ❑ Start of construction: TBD



Leslie Street - 2015

Town of Aurora (Wellington St. to St. John's Sdrd.)

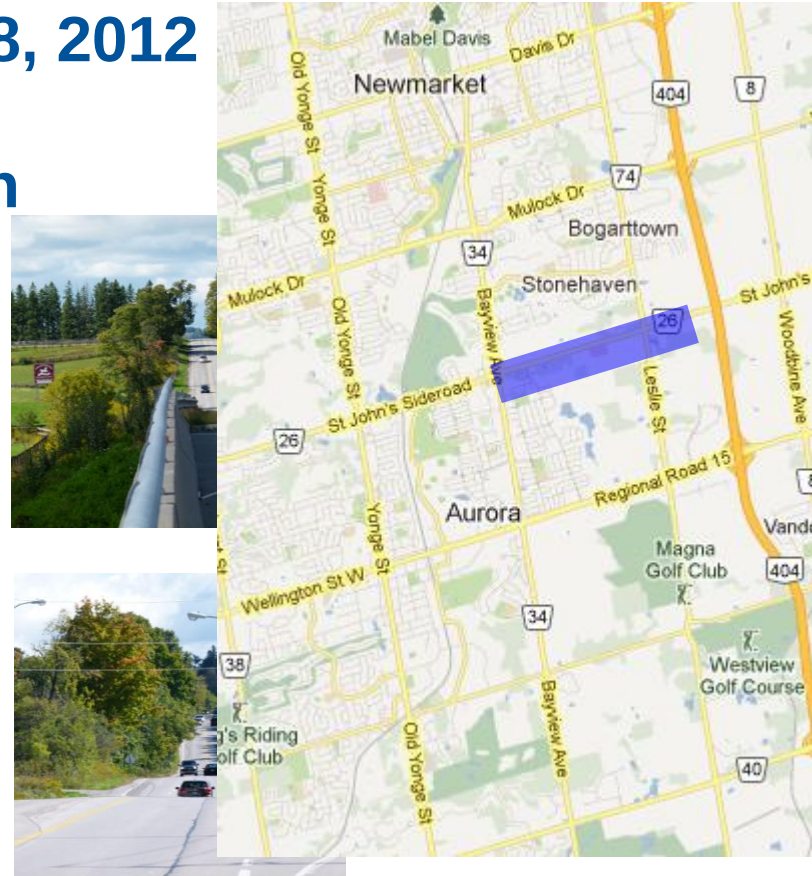
- ❑ **Currently pursuing 60% design**
- ❑ **\$14.1M** (construction)
- ❑ **\$20.1M** (total project cost)
- ❑ Tendering goal: 2015
- ❑ Start of construction: 2015



St. John's Sideroad - 2016

Town of Aurora (Bayview Avenue to Hwy. 404)

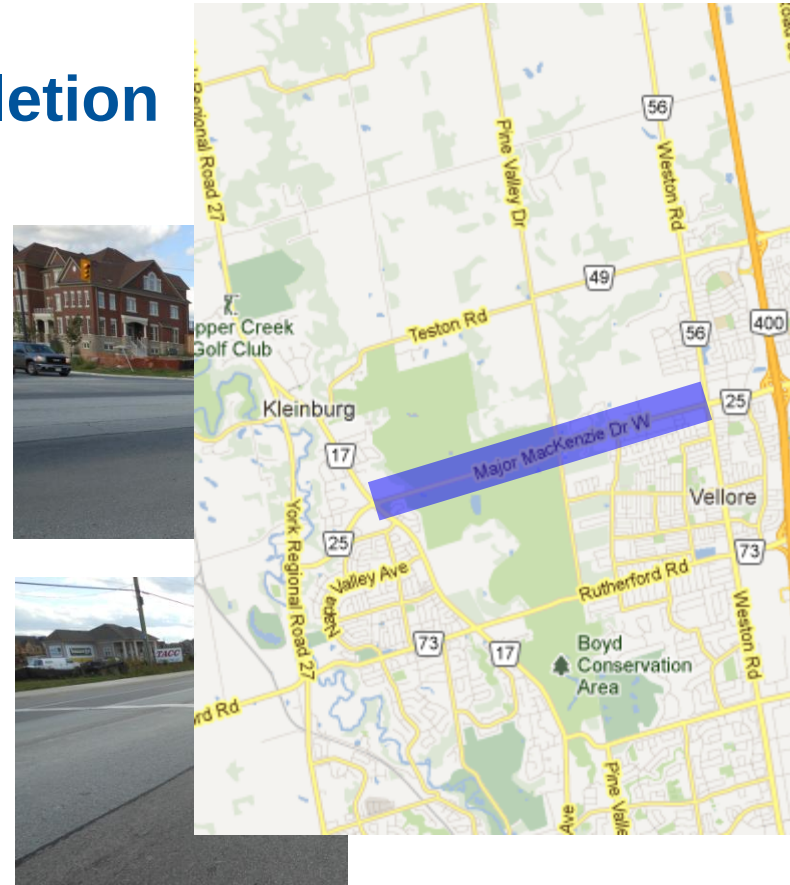
- ❑ **ESR review period ends Oct. 8, 2012**
- ❑ **RFP for detailed was issued in September 2012**
- ❑ **\$19.2M** (construction)
- ❑ **\$30.8M** (total project cost)
- ❑ **Tendering goal: 2016**
- ❑ **Start of construction: 2016**



Major Mackenzie Dr. - 2014

City of Vaughan (Islington Avenue to Weston Road)

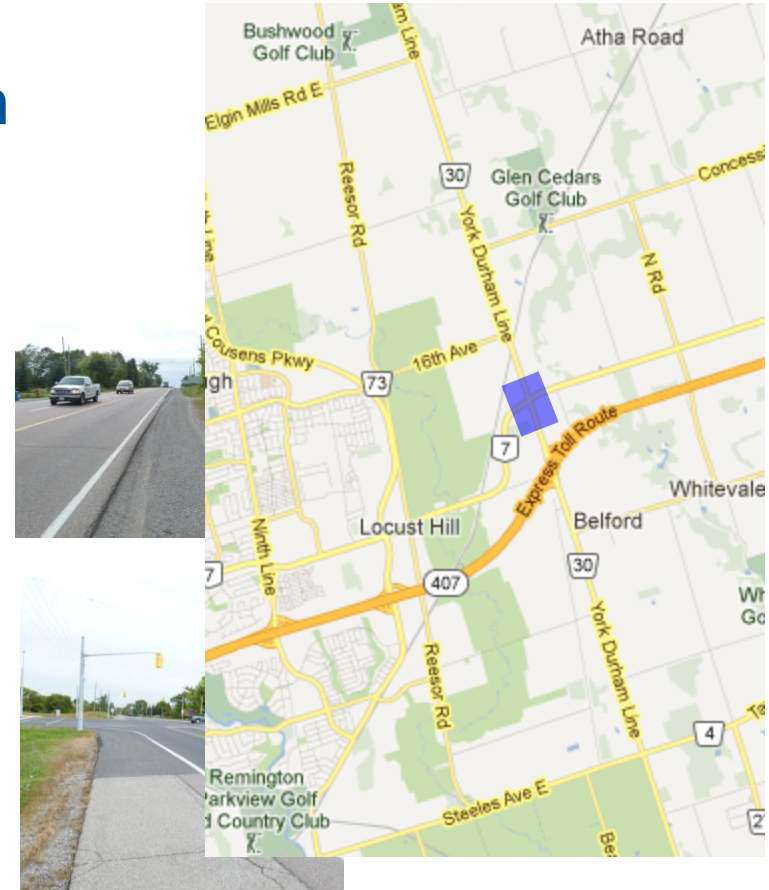
- ❑ **Design is pursuing 60% completion**
- ❑ **\$19.7M** (construction)
- ❑ **\$33.4M** (total project cost)
- ❑ Tendering goal: February 2013
- ❑ Start of construction: April 2013



York-Durham Line - 2015

City of Markham (South of 14th Avenue to Hwy. 7)

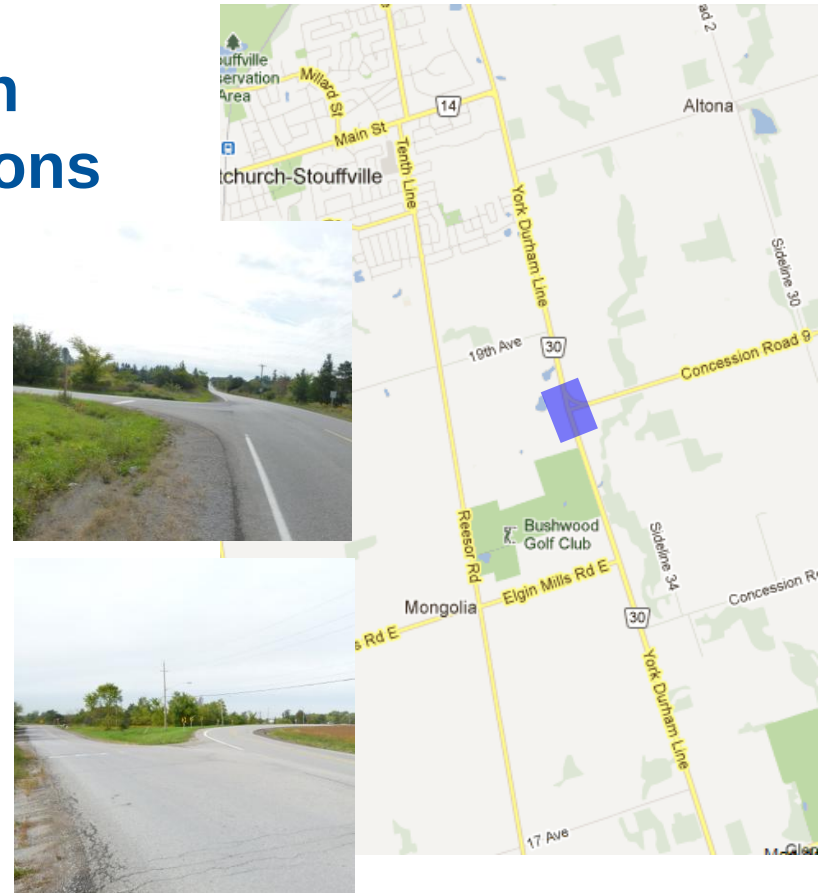
- ❑ **Currently pursuing 60% design**
- ❑ **\$15.4M** (construction)
- ❑ **\$22.1M** (total project cost)
- ❑ Tendering goal: 2015
- ❑ Start of construction: 2015



York-Durham Line - 2015

City of Markham (Intersection improvements at County Road 5)

- ❑ Currently determining design scope and procurement options
- ❑ **\$0.8M** (construction)
- ❑ **\$1.2M** (total project cost)
- ❑ Tendering goal: 2015
- ❑ Start of construction: 2015



Solutions underway that address congestion

- ❑ **Green Lane intersections** – 2nd Concession and Woodbine Ave.
- ❑ **King Rd.** – from Hwy 27 to Hwy 400
- ❑ **Rutherford Rd.** – from Jane St. to Yonge St.

New approaches used to mitigate delays

- ❑ **19th Ave. project** – from Linda Margaret Cres. to Bayview Ave.
- ❑ **Ninth Line project** – from Donald Cousens Parkway to Main St.

2012 - 10 YEAR ROADS CONSTRUCTION PROGRAM

APPROVED BY COUNCIL JANUARY 26, 2012

