

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. 48-95-0028
 Your File/V/Réf.

DATE 7 December 1998

TO/DEST. Co-ordinator
 Corporate Services and Economic Development Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **HIGHWAY 417/CASTLEFRANK OVERPASS &
 INTERCHANGE ENVIRONMENTAL ASSESSMENT STUDY
 CONSULTANT APPOINTMENT**

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the appointment of Morrison Hershfield Limited to undertake the Highway 417/ Castlefrank Overpass & Interchange Environmental Assessment Study, for a total expenditure of \$145,000.

BACKGROUND

A number of recent studies (Kanata Town Centre Transportation Study, 1994; MTO's Traffic Modelling Study, 1995; and the Region of Ottawa-Carleton's Transportation Master Plan, 1997) have addressed the future transportation needs and opportunities in the Highway 417 corridor through Kanata, corresponding to year 2021 development levels in Kanata, buildout conditions in the Town Centre, and a transit share target of 25% at the Eagleson Road screenline.

These studies identify the Castlefrank Overpass/Interchange as an essential component of the system of network improvements required in the Highway 417 corridor to ensure the operational efficiency of the Provincial Highway (by easing the traffic loading on the existing two interchanges at Eagleson Road and Terry Fox Drive); to enable the early introduction of a reasonably high level of transit service to the Kanata Town Centre (by extending the shoulder lanes on Hwy. 417); and to enhance Kanata's north-south linkages and connections between its residential communities and employment areas.

At present, Castlefrank Road is a two lane, north-south roadway under the City of Kanata's jurisdiction, but without a connection across Hwy. 417. South of Hwy. 417, Castlefrank Road

extends from the Glencairn Community in the south to Aird Place north of Katimavik Road. North of Hwy. 417, Castlefrank Road connects Richardson Side Road to Campeau Drive and is now being extended southerly through the Town Centre. The proposed undertaking will connect the existing north and south sections of Castlefrank Road across Hwy. 417 and the future West Transitway extension by an overpass, and provide a partial interchange comprising westbound-off and eastbound-on ramps.

The Regional Official Plan identifies the section of Castlefrank Road between Katimavik Road and Campeau Drive, Terry Fox Drive between Hwy. 417 and Campeau Drive, and both Campeau Drive and Katimavik Road between Eagleson Road and Terry Fox Drive, as future Regional Roads. Figure 1 illustrates the study area road system.

The Ministry of Transportation of Ontario, has confirmed the technical feasibility of incorporating a partial interchange at the Castlefrank/Hwy. 417 Overpass, and is in agreement that an Environmental Assessment study should be initiated immediately, but without any Provincial contribution to the study cost. The Ministry's current thinking is that where infrastructure modifications involving Provincial Highways are related to development and/or local and regional travel needs, such modifications are the responsibility of developers and/or local and regional municipalities. We do not agree with this premise, and have indicated to the Ministry that about 50% of the freeway traffic west of Moodie Drive is from outside Kanata and the Region. A partial interchange at Castlefrank Road will also contribute to maintaining an acceptable freeway level of service through Kanata in the near term, besides serving Regional transit and local travel needs.

Regional and City of Kanata staff are continuing to have discussions with the Ministry of Transportation to arrive at a cost-sharing agreement for the implementation of this project. In the meantime, we propose to initiate the EA process, as part of our own contribution to the undertaking, and to have the necessary approvals in place by the time a funding arrangement is agreed upon. The Technical Advisory Committee that will oversee the EA Study will comprise, besides Regional staff, representatives from the Ministry of Transportation and the City of Kanata.

CONSULTANT SELECTION

Proposals, including a preliminary indication of fees and expenses, were solicited from the following seven Consulting Firms, based on their expertise, previous experience and familiarity with harmonizing the Provincial MTO and the Municipal Class EA processes:

Cumming Cockburn Ltd.
Delcan Corporation
Dillon Consulting Ltd.
McCormick Rankin & Assoc. Ltd.
Morrison Hershfield Ltd.
Stanley Consulting Group Ltd.
Totten Sims Hubicki Associates

Four of the seven invitees, namely, Cumming Cockburn Ltd, Dillon Consulting Ltd., Morrison Hershfield Ltd., and Totten Sims Hubicki Associates submitted proposals. The outlined costs ranged from \$118,700 to \$254,000, exclusive of GST.

Based on the five criteria of study scoping, identification of issues, study approach, resource allocation and relevant experience, Regional staff selected Morrison Hershfield Ltd. as study consultants, for approval by the Corporate Services and Economic Development Committee and Council.

STUDY BUDGET AND TIMING

A Study Design, including study scope, work program, fees and disbursements, has been prepared by the consultant team. The study will be completed within approximately six months from the date of approval. The total contract provision including GST is \$131,396. The total expenditure of \$145,000 provides for contingencies, primarily to undertake any additional public consultation over and above the minimum of two Open Houses required under the EA process. The breakdown of study costs is as follows:

	\$
Consultant Fees	94,500
Disbursements	10,350
Specialist Consultants	17,950
GST	<u>8,596</u>
Total Contract Provision	131,396
Contingencies	<u>13,604</u>
Total Expenditure	<u>145,000</u>

PUBLIC CONSULTATION

Public consultation will be an important component of the study process. To the extent possible, public meetings and presentations for this study will be co-ordinated with those of other on-going studies in Kanata, to provide a convenient forum for public review and input.

EXPENDITURE JUSTIFICATION

The Castlefrank overpass/interchange is an essential component of the system of network improvements identified in the Hwy. 417 corridor, and can be undertaken in the immediate term and at relatively low costs.

It will facilitate the introduction of transit service to Kanata by extending the shoulder lanes on Hwy. 417. It will also enhance Kanata's north-south linkages and connections between its residential communities and employment areas, and improve transit and vehicular accessibility to the Town Centre. These are of special significance for Kanata, which, compared to other parts of the Region, has a lower transit share and a north-south development pattern bisected by Hwy. 417 and currently served by only two interchanges.

Undertaking the environmental assessment of this project is consistent with the Region's Official Plan and the recommendations of the Transportation Master Plan. The Transportation Master Plan has already addressed the requirements of Phases 1 & 2 of the EA process for this project, thus reducing the cost of this assignment. By undertaking the EA study at the present time we will be expediting the finalization of a cost-sharing agreement and the implementation of the project thereafter.

FINANCIAL STATEMENT

	912-33420 \$	942-33416 \$
Approved Budget to Date	1,708,050	4,825,000
Total Paid and Committed	<u>(1,655,757)</u>	<u>(4,708,686)</u>
Balance Available	52,293	116,314
THIS REQUEST	<u>(52,000)</u>	(93,000)
Balance Remaining	<u>293</u>	<u>23,314</u>

Funds for this project are provided in the 1998 Capital Budget, Account 912-33420, Environmental Assessment Studies (reference page 64), and Account 942-33416, Transportation Master Plan (reference page 437).

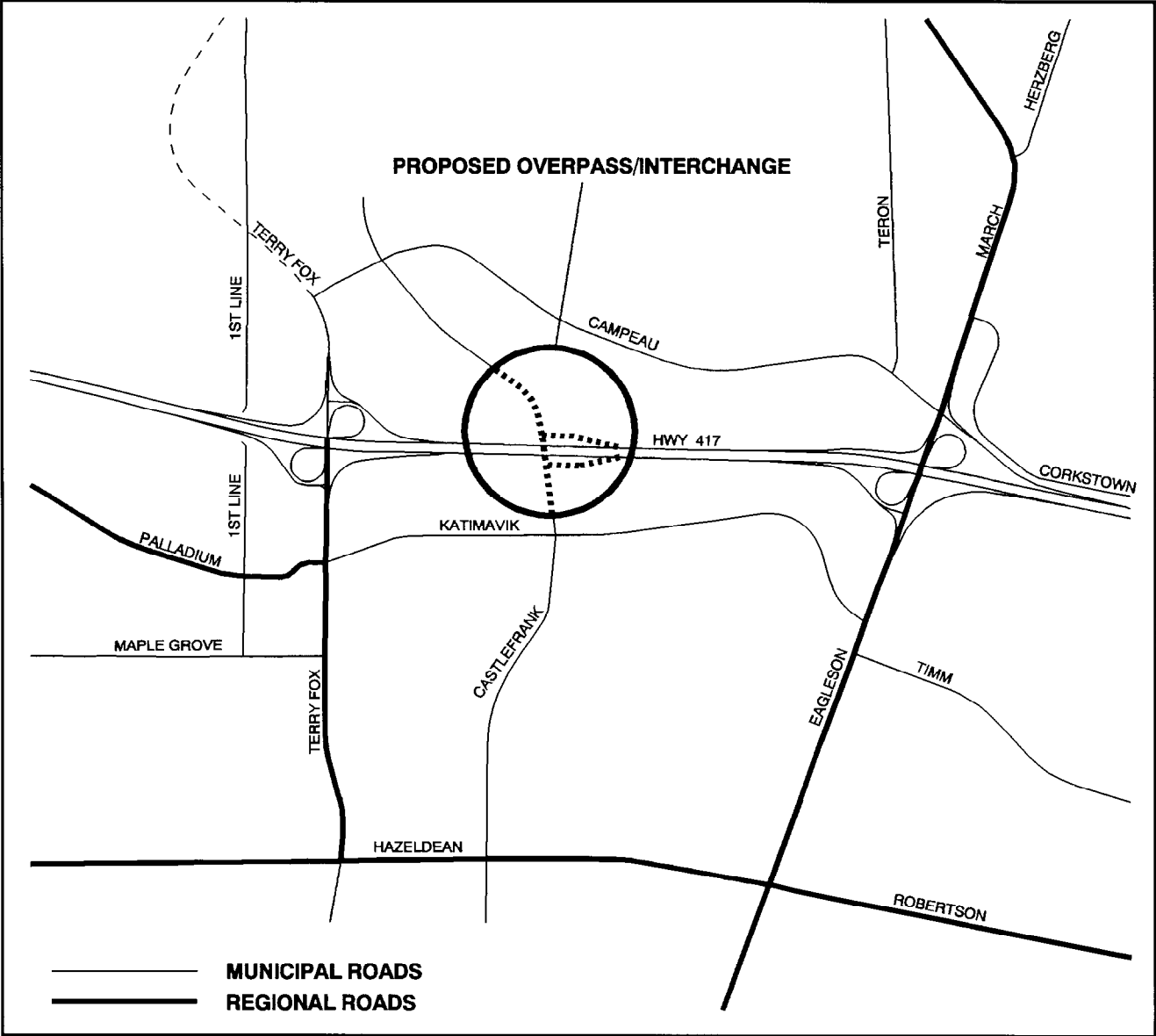
*Approved by
N. Tunnacliffe, MCIP, RPP*

RP/md
Attach. (1)

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by T. Fedec
on behalf of the Finance Commissioner*



**CASTLEFRANK OVERPASS/INTERCHANGE EA STUDY
 STUDY AREA ROAD SYSTEM**

FIGURE 1