

3. PROPOSED NEW INTERSECTION OF RIVER ROAD AND REALIGNED ARMSTRONG ROAD - RIVERSIDE RESIDENTIAL DEVELOPMENT

#### **COMMITTEE RECOMMENDATION**

**That Council approve the construction of the roadway modifications to River Road as described in the report and illustrated in Annex 'B', subject to the City of Gloucester funding the total cost of the proposed road works, subject to a public hearing, if required.**

#### **DOCUMENTATION**

1. Director Mobility Services and Corporate Fleet Services report dated 16 Oct 98 is immediately attached.

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	<b>50 23-98-R019-A</b>
DATE	16 October 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	<b>PROPOSED NEW INTERSECTION OF RIVER ROAD (REGIONAL ROAD 19) AND REALIGNED ARMSTRONG ROAD - RIVERSIDE RESIDENTIAL DEVELOPMENT</b>

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### DEPARTMENTAL RECOMMENDATIONS

**That the Transportation Committee recommend that Council approve:**

- 1. the construction of the roadway modifications to River Road as described in the report and illustrated in Annex 'B', subject to the City of Gloucester funding the total cost of the proposed road works;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

### BACKGROUND

Access to the Riverside Development is currently provided via a temporary access road off of River Road that was jointly constructed by Urbandale Corporation and Richcraft Homes Ltd. in 1996.

The City of Gloucester, in association with the Urbandale Corporation, are planning to upgrade Armstrong Road this year. In conjunction with this, it is proposed that a new intersection will be constructed comprising the realigned Armstrong Road and River Road. This realignment project directly conforms with the plans for Strandherd Drive in Table 10, Summary of Projects in the Transportation Master Plan because it will be located so that it aligns with the eastern approach of a future bridge that would span the Rideau River and link-up with Armstrong Road.

The location of this proposed new intersection, in an area context, is provided in Annex 'A'.

## EXISTING CONDITIONS

### Pedestrians

Based on a recent traffic survey (July 1998) conducted at River Road and Limebank Road, pedestrian activity in the area of River Road is very light. Over an eight-hour period, only three northbound/southbound pedestrians travelling on the east side of River Road were observed crossing Limebank. This observation is supported by volume surveys completed in 1996 at the neighbouring intersections of Leitrim Road and River Road, Leitrim Road and Limebank Road, Armstrong Road and River Road, Armstrong Road and Spratt Road, and Armstrong Road and Limebank Road. Pedestrian facilities are not provided on River Road nor on Armstrong Road.

### Bicycles

Although more prevalent than the pedestrian activity at River Road and Limebank Road, bicycling is relatively light with only 21 cyclists travelling on River Road during the same eight-hour period.

Paved shoulders are provided intermittently on River Road, especially where residences front on the roadway; however, in the area of the proposed modification gravel shoulders are provided. This section of River Road is identified in Map 1 of the Transportation Master Plan (TMP) for the provision of an on-road cycling facility; however, as yet, no bicycle lanes have been provided.

### Transit

OC Transpo provides peak-period bus service in the Riverside Development during the weekday mornings and afternoons.

### Automobiles

River Road, in this area, is an undivided, two-lane, rural highway with a speed limit of 80 km/h with nominal lane widths of 3.75 m. Armstrong Road is a two-lane, undivided rural roadway intersecting River Road at an oblique angle. Intersection control is provided by a stop sign facing westbound traffic on Armstrong Road.

No auxiliary lanes are provided on River Road at the existing intersection with Armstrong Road.

## DESIGN PROPOSAL

The proposed design of the new intersection of River Road and the realigned Armstrong Road consists of the following features:

1. the construction of a southbound left-turn lane;
2. the construction of a northbound right-turn direct taper;

3. the provision of bicycle lanes along the east and west sides of the fully widened portion of River Road.

The functional design of the proposed roadway modifications is shown in Annex 'B'.

### Pedestrians

Pedestrian volumes at this proposed intersection are not expected to increase significantly in the near future. It is anticipated that pedestrian activity will increase across River Road approximately 650 m north of this intersection in the vicinity of the park land and the temporary access road.

Pedestrians will be accommodated on the internal local roadways within the Riverside Development and along walkways in the area of the temporary access road. The City of Gloucester is committed to reviewing the pedestrian crossing activity at the current location of the temporary access road and will fund whatever measures are necessary to ensure pedestrian safety in this area.

### Bicycles

On-road facilities for bicycles have been incorporated into the design of the intersection as outlined in the TMP.

### Transit

Transit service and accessibility will not change. OC Transpo will continue to provide service into the Riverside community in accordance with their agreement with the Urbandale Corporation and Richcraft Homes Limited signed on 23 June 1995. It is understood that this agreement will remain in place until transit usage in this rapidly growing community has reached the threshold of self sustenance

### Automobiles

Currently Armstrong Road intersects River Road immediately north of a curve in the roadway. The location of the proposed new intersection will be approximately 200 m north of the existing intersection on a tangent portion of River Road which will significantly improve the angle of intersection, and likewise, the site distance for motorists entering onto or coming from Armstrong Road.

The implementation of the above-noted design features will increase the safety and accessibility for motorists using Armstrong Road to access to the Riverside Development at levels of service which are within Regional standards. Although traffic control signals are not currently warranted, underground conduit will be provided at this intersection to facilitate their future installation.

## CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the TMP is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle will be reflected in the detailed intersection design which will incorporate cycling facilities and simple intersection geometry.

As previously mentioned in this report, the new intersection of River Road directly conforms to Table 10 in the Summary of Projects in the TMP for Strandherd Drive which is illustrated in Map 3: Future Urban Regional Road Network. The proposed location of this intersection aligns Armstrong Road with a future bridge over the Rideau River to link up with Strandherd Drive.

The provision of on-road cycling facilities along the proposed widened portion of River Road adheres to the direction outlined in Section 2.3 of the TMP and illustrated in Map 1 which designates this portion of River Road as part of the Cycling Transportation Network.

Because of the rural nature of River Road and since pedestrian activity is extremely low in this area, there are no plans for sidewalks in the immediate future. As mentioned earlier, the City of Gloucester is committed to funding safe pedestrian facilities to serve the Riverside Development and they have indicated that they will collaborate with Regional staff when the need arises for sidewalks along this section of River Road.

#### FINANCIAL COMMENT

Should Regional Council approve the proposed intersection modifications, the City of Gloucester will be responsible for 100 percent of all of the costs.

The following cost estimates are at a conceptual stage and may vary after further analysis. These estimates relate only to the roadway modifications identified in the Regional right-of-way and are provided solely for the information of the Transportation Committee and Regional Council:

<u>ITEM</u>	<u>COST ESTIMATE</u>
Construction	\$180,000
Utilities	\$ 9,000
Engineering	\$ 55,000
Contingencies	\$ 16,000
Total Cost Estimate Before GST	<u>\$260,000</u>
GST @ 7%	\$ 18,200
TOTAL ESTIMATED COST	<u>\$278,200</u>

#### CONSULTATION

The opportunity for general public input will be provided via the public hearing process.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

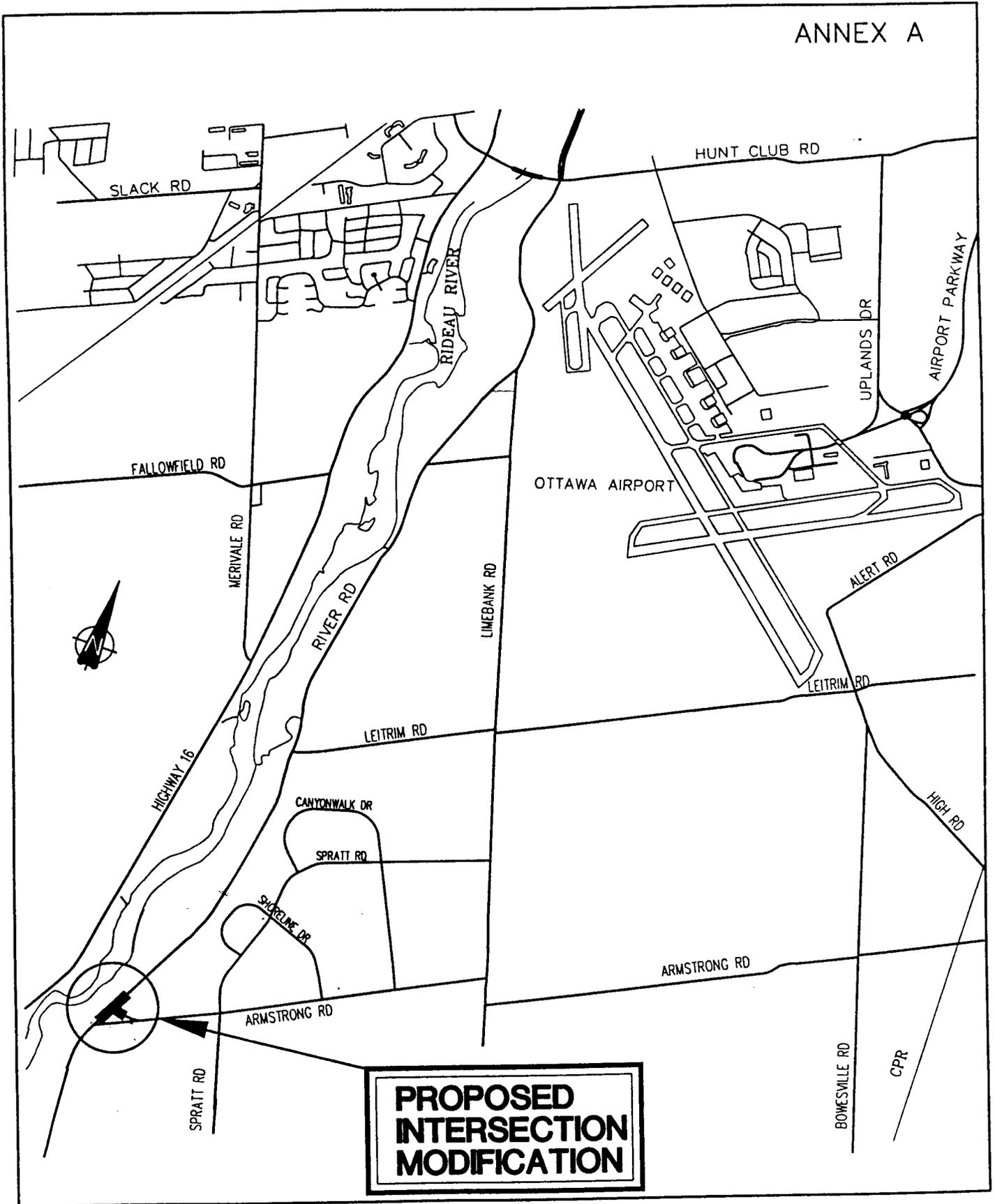
This report will be presented to the Regional Cycling Advisory Group (RCAG) at its meeting of 3 November 1998.

As in the past, Department staff will work with RCAG for their comments on this new intersection as part of the detailed design review process.

*Approved by  
Doug Brousseau*

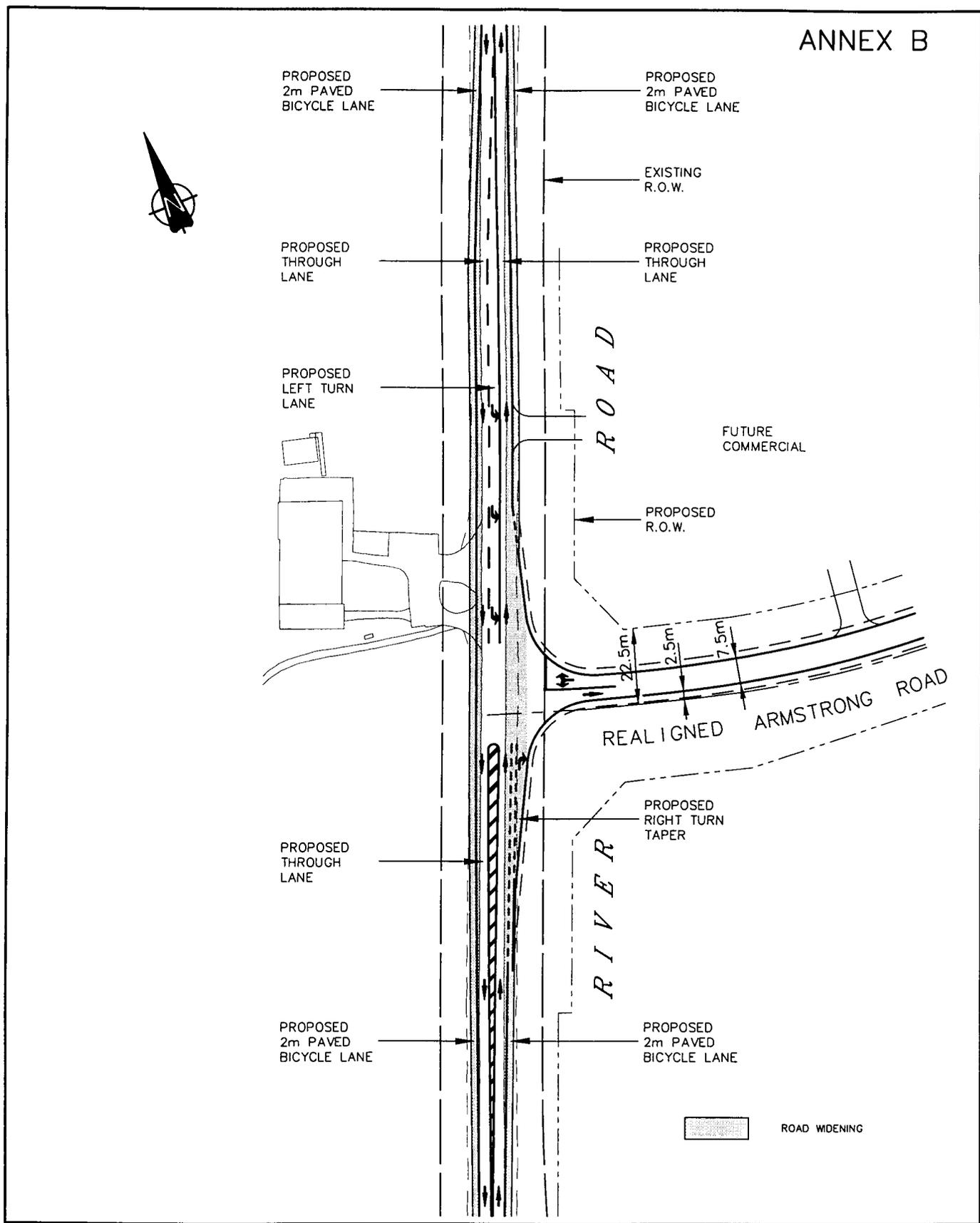
WJ/sf

Attach. ( 2 )



**PROPOSED  
INTERSECTION  
MODIFICATION**

**KEY PLAN  
INTERSECTION MODIFICATION  
RIVER ROAD (REG. RD. 19) & ARMSTRONG ROAD  
NOT TO SCALE**



**FUNCTIONAL PLAN  
INTERSECTION MODIFICATION**

**RIVER ROAD (REG. RD. 19) & REALIGNED ARMSTRONG ROAD**

**JUNE 1998**

**NOT TO SCALE**