

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-98-R049**
Your File/V/Réf.

DATE 21 May 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
Environment and Transportation Department

SUBJECT/OBJET **MARCH ROAD (REGIONAL ROAD 49) BETWEEN HIGHWAY
417 AND DIAMONVIEW ROAD - PROPOSED RIGHT-TURN
LANE TO THE WEST CARLETON WATER SAFARI PARK**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve:

1. **The construction of an eastbound right-turn deceleration lane on March Road approximately 350 m east of Highway 417 as part of the access to the West Carleton Water Safari Park as illustrated in Annex B, subject to the owner, Water Safari Corporation:**
 - a. **funding the entire cost of the proposed road works;**
 - b. **executing a legal agreement with respect to the above;**
2. **the initiation of the public hearing process as required under Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

Water Safari Corporation is currently developing a 63 acre site in West Carleton for the purpose of an outdoor water complex. The site will be developed to include water slides, a wave pool, an outdoor theatre, volleyball courts and other related amenities.

To facilitate the park's ingress, it is proposed that the main access will be located on the south side of March Road approximately 350 m east of Highway 417 in the Township of West Carleton.

The location of the Water Safari Park is shown in an area context in Annex A and the proposed geometry to accommodate eastbound right turns is illustrated in Annex B.

EXISTING CONDITIONS

March Road, in the area of this site, is a two-lane, undivided rural highway with gravel shoulders. The speed limit on this section of March Road is 80 km/h.

Pedestrians

No pedestrian facilities exist along this section of March Road in the vicinity of the proposed access.

Bicycles

No bicycle facilities are provided along this section of March Road. Bicycle volumes in this area of March Road are very low.

Transit

Currently, OC Transpo has no regularly scheduled bus route on March Road in this area.

Automobiles

As mentioned earlier, March Road between Diamondview Road and Highway 417 is a two-lane, undivided rural highway with a maximum speed limit of 80 km/h. Based on a 1996 survey, approximately 3,200 eastbound and westbound vehicles per day travel over this section of March Road.

DESIGN PROPOSAL

The proposed main access to the site is located on the south side of Regional Road 49 (March Road) between Diamondview Road to the east and the Highway 417 northbound exit ramp to the west.

It is proposed that a right-turn deceleration lane (includes taper and parallel sections) be constructed to facilitate vehicular ingress.

Pedestrians

Because of the rural location and the absence of adjacent and/or nearby residential development, pedestrian traffic is extremely low along this section of March Road. It is expected that virtually all of the patrons destined to the park will be travelling in a motorized vehicle.

In view of this, there are no plans to construct sidewalks on March Road in the area of this development.

Bicycles

This section of March Road has not been identified in the Region of Ottawa-Carleton Cycling Transportation Network and since there are no existing or proposed on-road bicycle facilities nearby, nor are there any local bicycle paths in this area, there is no need to provide special linkages in the form of a bicycle lane or widened lane on March Road at the access to the water park.

Similar to the pedestrian exposure to this roadway, bicycle volumes are also very low in this area of the water park access. It is anticipated that the proposed right-turn lane will have little effect on the cyclist travel on this section of March Road.

Transit

OC Transpo have no plans to provide transit service to this area.

Automobiles

It is anticipated that over 60 eastbound right-turning vehicles an hour will be entering the site during the daily peak periods which creates an undue hazard and reduces the capacity of the highway at the intersection to the park access. Based on current Provincial geometric design standards, the construction of an eastbound right-turn lane will mitigate the safety and operational difficulties that would occur if no roadway modifications took place.

As mentioned earlier, this proposed roadway modification is illustrated in Annex B.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The principles of the Transportation Master Plan (TMP) are targeted, for the most part, on the urban and semi-urban conditions where there is a much greater need for their implementation. Since the TMP does not directly identify any measures that are specific to this rural portion of March Road, which is where this recreational development project will be constructed, the proposed modification maintains a neutral posture in its compliance with the TMP guidelines.

FINANCIAL STATEMENT

Should Regional Council approve the proposed right-turn lane on March Road, the Water Safari Corporation will be responsible for 100 percent of all the costs.

COST ESTIMATE

The following cost estimates, which have been developed by the Environment and Transportation Department, are at a conceptual stage and may vary considerably 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 | \$32,000 |
| Engineering | \$ 5,000 |
| Utilities | \$ 1,500 |
| Contingencies | <u>\$ 1,500</u> |
| TOTAL ESTIMATED COST | \$40,000 |

CONSULTATION

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

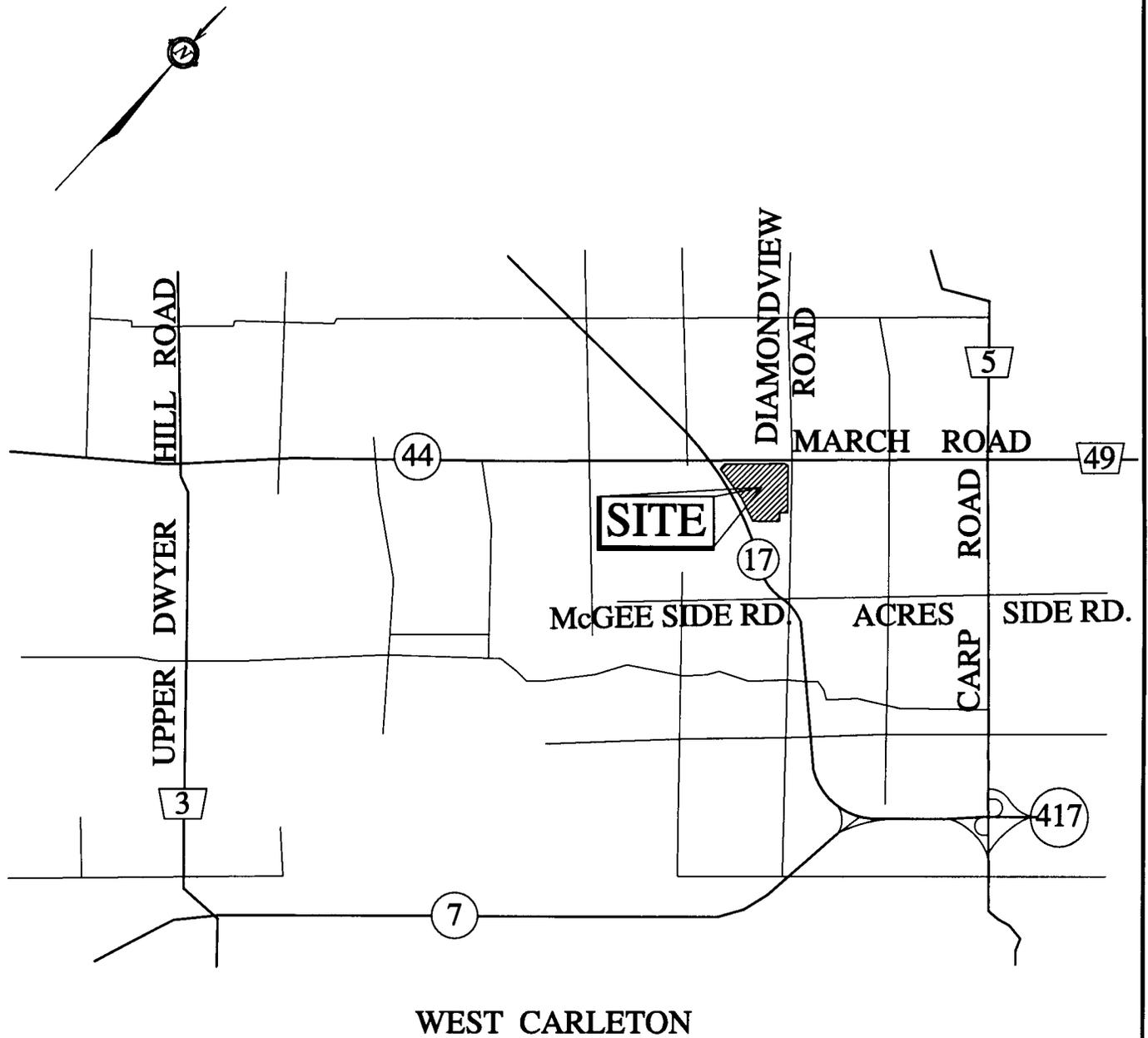
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be presented to the Regional Cycling Advisory Group at their meeting on 26 May 1998. Their comments will be available when this item is considered at Transportation Committee.

*Approved by
Doug Brousseau*

WJ/js

Attach. (2)



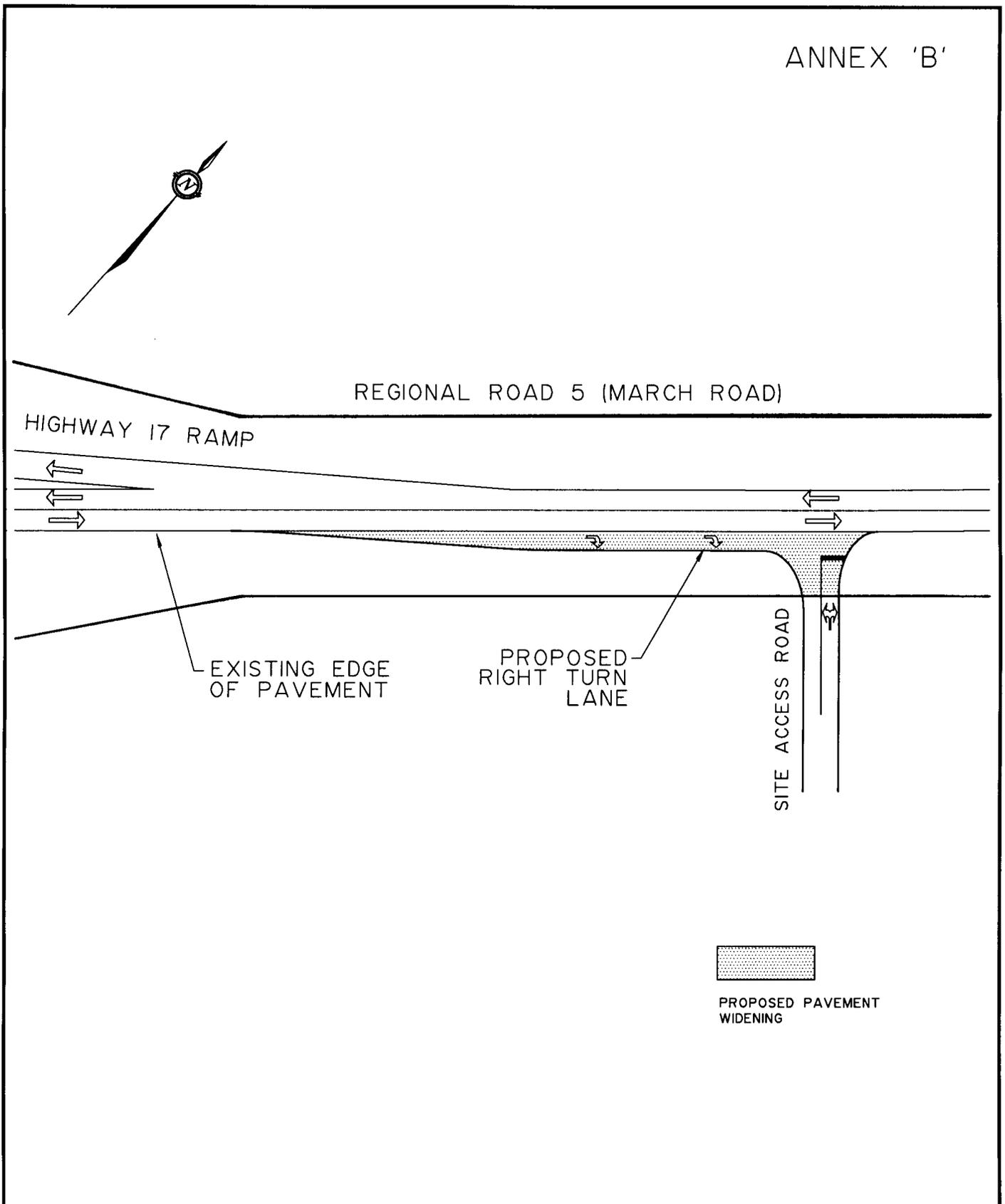
WEST CARLETON

MARCH ROAD PROPOSED RIGHT-TURN LANE
TO WEST CARLETON WATER SAFARI PARK

KEY PLAN

MAY 1998

NOT TO SCALE



**MARCH ROAD PROPOSED RIGHT-TURN LANE
TO WEST CARLETON WATER SAFARI PARK**

FUNCTIONAL ENGINEERING DESIGN

MAY 1998

NOT TO SCALE