

REGION OF OTTAWA-CARLETON
 RÉGION D'OTTAWA-CARLETON

REPORT
 RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-98-R010-A
DATE	29 October 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	PROPOSED MODIFICATIONS TO FRANKTOWN ROAD (REGIONAL ROAD 10) FOR THE DEPARTMENT OF NATIONAL DEFENCE ACCESS/EGRESS REQUIREMENTS AT 8355 FRANKTOWN ROAD

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend that Council approve:

- 1. the construction of auxiliary lanes and associated roadway modifications along Franktown Road as described in the report and illustrated in Annex 'B', subject to the proponents, the Department of National Defence and Public Works and Government Services Canada, indicating in writing from a duly authorized representative the funding of the total cost of the proposed road works, and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

The Department of National Defence (DND), the owners of the Dwyer Hill Training Centre (DHTC) are requesting the construction of auxiliary lanes on Franktown Road located at their access at 8355 Franktown Road just east of Dwyer Hill Road. The site location, in area context is shown in Annex 'A'.

This training centre is currently undergoing major growth which, in turn, has had a corresponding effect in the vehicular volume accessing this site. This increase in volume warrants the construction of turning lanes which will significantly enhance traffic safety in this area. A concept of these proposed roadway modifications is shown in Annex 'B'.

EXISTING CONDITIONS

Pedestrians

While Franktown Road maintains a rural cross-section in this area with nominal shoulder widths of 2 m, no sidewalks are provided. Pedestrian volumes in this area are very low. The total pedestrian volume at the intersection with Dwyer Hill Road over an eight-hour period on Monday, 01 June 1998 was 10 pedestrians, with seven crossing Franktown Road and three crossing Dwyer Hill Road. No pedestrian movements were detected during either the a.m. or p.m. peak hours.

Bicycles

There are no bicycle lanes on Franktown Road in the vicinity of the site. Cyclists currently share the traffic lanes or travel on the roadway shoulders. Bicycle volume counts recorded over the eight-hour period on Monday, 01 June 1998 adjacent to the site registered a total of three bicycles on Franktown Road and two on Dwyer Hill Road. All bicycle traffic occurred during the peak hours.

Transit

Bus transit service is not provided along Franktown Road nor Dwyer Hill Road.

Automobiles

Franktown Road in the area of the main gate to the DHTC is a two-lane, undivided rural arterial roadway with a maximum speed limit of 80 km/h. Approximately 100 m west of this access, northbound and southbound traffic on Dwyer Hill Road face stop signs at the intersection with Franktown Road. The traffic control at this intersection is augmented by an overhead flashing beacon providing red indications for north-south traffic.

Based on 1998 traffic counts, approximately 1,700 eastbound and 1,700 westbound vehicles travel along this section of Franktown Road daily, and approximately 700 northbound and 1,000 southbound vehicles travel on the adjacent section of Dwyer Hill Road daily.

The critical peak hour traffic volume on Franktown Road occurs between 7:00 a.m. and 8:00 a.m. During this period the traffic volumes at the main gate to the DHTC amounted to 142 and 313 vehicles westbound and eastbound respectively. These volumes include 65 westbound right turns and 26 eastbound left turns into the facility.

A speed survey conducted in the vicinity of the DHTC concurrently with the 1998 traffic counts indicated 85th percentile speeds of 96 km/h westbound and 102 km/h eastbound.

Traffic collision records for the intersection of Franktown and Dwyer Hill Roads for the period of 01 January 1994 to 31 December 1997 (four years) indicate a total of ten collisions, that includes one crash involving a fatality.

DESIGN PROPOSAL

The proposed modifications to Franktown Road in the vicinity of the DHTC, illustrated on Annex 'B', consist of the following features:

1. the construction of a westbound right-turn deceleration lane;
2. the construction of an eastbound "left-turn slip around"; and
3. modifications to the existing main access to the DHTC.

Pedestrians

Because of the rural location and the minimal pedestrian traffic adjacent to the site, sidewalks are not proposed on Franktown Road as part of the auxiliary lane construction project.

Bicycles

This section of Franktown Road has not been identified in the RMOCC 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 Franktown Road at the access to the training centre.

Transit

Transit service is not provided along Franktown Road nor is it anticipated in the future.

Automobiles

Motorist safety at this location of Regional Road 10 will be greatly enhanced by providing the ability for eastbound through motorists to safely bypass left-turning vehicles. In addition, the construction of the proposed turn lanes will significantly improve the efficiency of traffic operation at the DHTC entrances.

As previously mentioned, 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 Franktown Road, which is where this training facility exists, the proposed modification maintains a neutral posture in its compliance with the TMP guidelines.

FINANCIAL COMMENT

Should Regional Council approve the proposed construction of auxiliary lanes on Franktown Road, the DND and Public Works and Government Services Canada will be responsible for 100% of all costs.

The following cost estimates, which have been prepared by Ruta Engineering Associates Limited, are at the conceptual stage and may vary after further analysis. They are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction:	\$ 185,000
Utilities	\$ 10,000
Engineering	\$ 20,000
Contingencies	<u>\$ 20,000</u>
Total Cost Estimate Before GST	\$ 235,000
GST @ 7%	\$ 16,450
TOTAL ESTIMATED COST	\$ 251,450

CONSULTATION

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

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

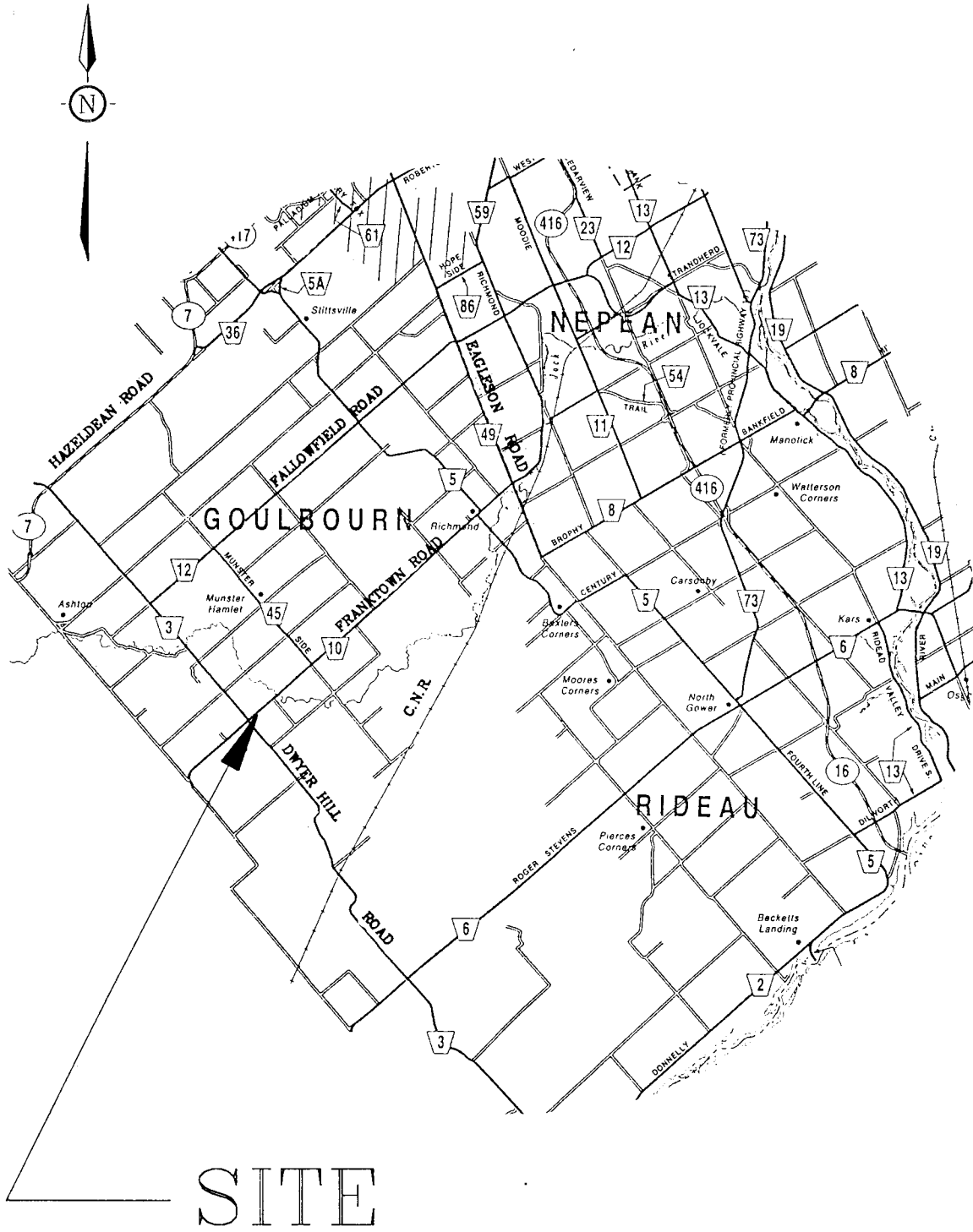
This report will be presented to the Regional Cycling Advisory Group (RCAG) at its meeting of 3 November 1998.

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

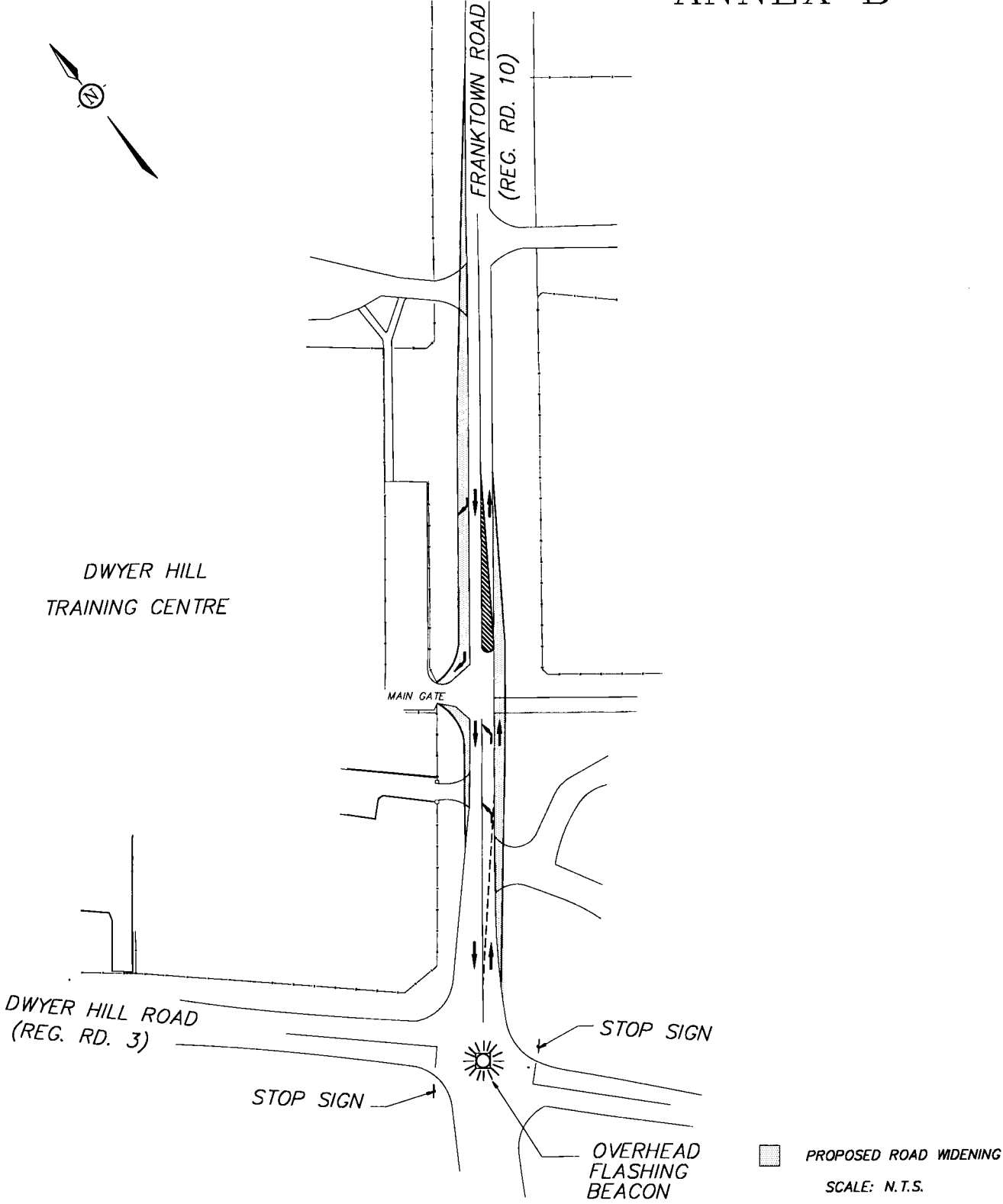
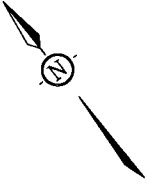
WVH/sf

ANNEX A



DWYER HILL TRAINING CENTRE
SITE LOCATION PLAN

ANNEX B



FRANKTOWN ROAD (REG. RD. 10)
PROPOSED ROADWAY MODIFICATIONS