

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-99-R049-K
DATE	03 May 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	PROPOSED WESTBOUND LEFT-TURN SLIP AROUND LANE ON MARCH ROAD (REGIONAL ROAD 49) AT MARCHVALE DRIVE

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. The construction of a westbound left-turn slip around lane on March Road as described in the report and illustrated in Annex "B", subject to the proponents, Marchvale Developments Limited, indicating in writing the funding of the total cost of the proposed roadworks, and;**
- 2. The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

Marchvale Developments Ltd. is undertaking the construction of a 41 lot subdivision located just East of Huntmar Road, on the south side of March Road. This project is the first of two phases of construction on this site. The second phase will contain approximately 18 lots. This subdivision also abuts a draft approved, but undeveloped, residential subdivision containing 25 lots. The proposed subdivision location in area context is shown in Annex "A".

EXISTING CONDITIONS

March Road in the area of this site is a two-lane undivided rural arterial roadway with gravel shoulders and a posted speed limit of 80 km/h.

Pedestrians

No pedestrian facilities exist along this section of March Road.

Bicycles

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

Transit

OC Transpo has no scheduled bus route on this section of March Road.

Automobiles

As mentioned above, March Road in the area of this site is a two-lane undivided rural arterial roadway with gravel shoulders and a posted speed limit of 80 km/h. Based on available information, approximately 5,000 eastbound and westbound vehicles per day travel on this section of March Road.

DESIGN PROPOSAL

The proposed modification to March Road at the intersection with Marchvale Drive consists of the construction of a westbound “left turn slip around” as illustrated on Annex ‘B’.

Pedestrians

Because of the rural location and the minimal pedestrian traffic adjacent to the site, sidewalks are not proposed on March Road as part of the “left turn slip around” construction.

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 this intersection.

Transit

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

Automobiles

Motorist safety at this location of March Road will be greatly enhanced by providing the ability for westbound-through motorists to safely bypass left-turning vehicles. The proposed intersection will be located on a tangent section with good visibility in both directions.

As mentioned above, this proposed roadway modification is illustrated on Annex “B”.

It is recognized, through the Draft Conditions of Subdivision Approval Process, that the demand for the left-turn slip around lane is not immediate. Clause 32 of the draft conditions reads as follows:

“The owner shall pay all expenses including but not limited to land acquisition, contract drawings preparation, utility relocations, advertising, road work, construction supervision, as-built drawings preparation, and other administrative costs for the modification of March Road intersection with Marchvale Drive. The owner shall be responsible for the construction of left-turn slip around lanes on March Road to accommodate left turns into the subdivision. This facility must be constructed prior to the 20th home being constructed in the subdivision or if the left-turn movements have become a safety hazard.”

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

An underlying, fundamental principle of the Transportation Master Plan (TMP) is a commitment to safety as a priority. The construction of the above-noted roadwork will greatly enhance motorist safety at this location.

FINANCIAL COMMENT

Should Regional Council approve the proposed construction of the left-turn slip around lane, the developer, Marchvale Developments Limited will be responsible for 100% of all costs.

The following cost estimates, which have been prepared by McIntosh Hill Engineering Services 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	\$22,000.00
Engineering	\$ 6,000.00
Contingencies (10%)	<u>\$ 2,800.00</u>
Estimate Before GST	\$30,800.00
GST @ 7%	<u>\$ 2,156.00</u>
 TOTAL ESTIMATED COST	 \$32,956.00

CONSULTATION

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

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

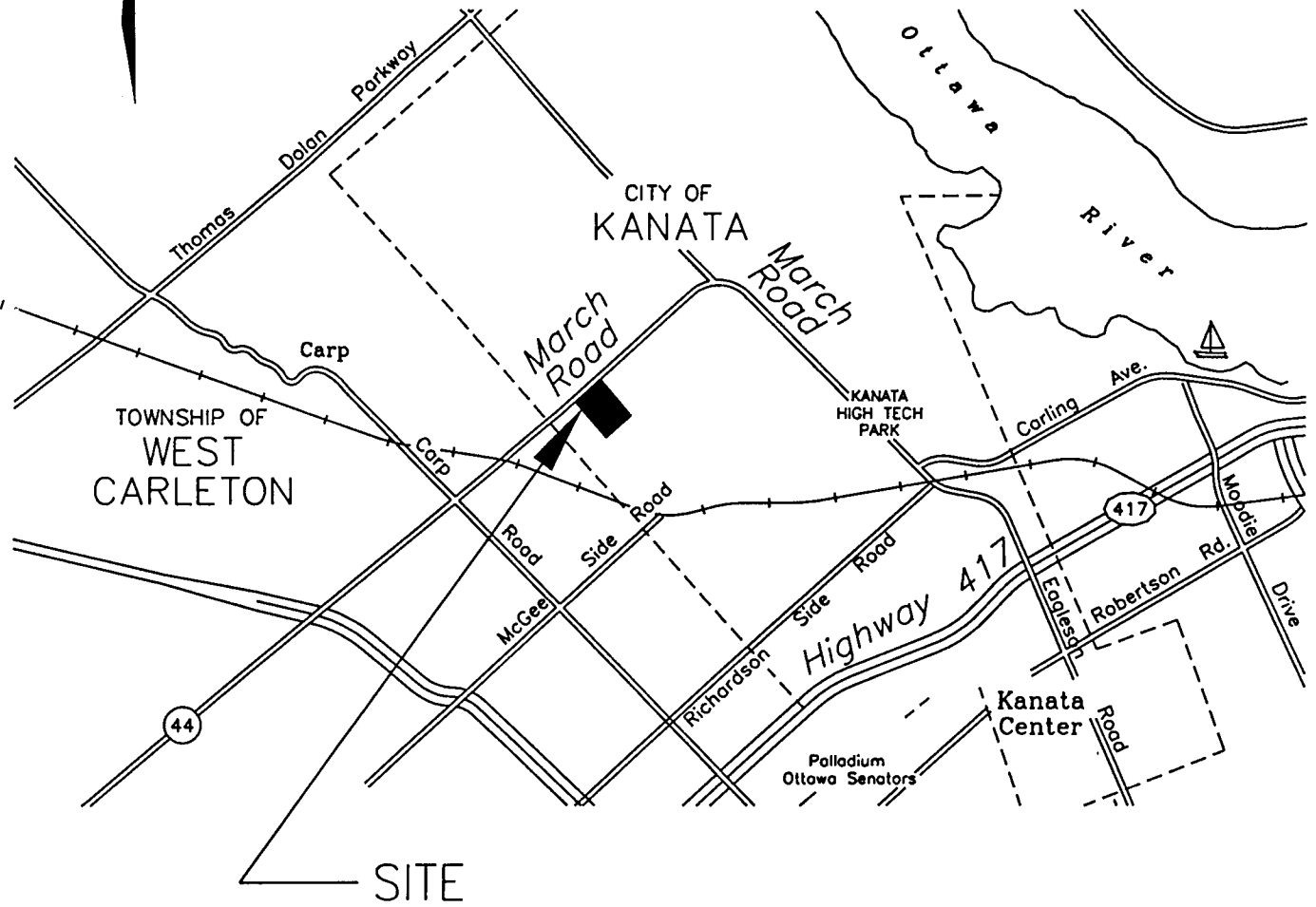
This report was provided to the Regional Cycling Advisory Group for its meeting on 4 May 1999. Their comments will be available at the next Transportation Committee meeting.

*Approved by
Doug Brousseau*

WVH/gc

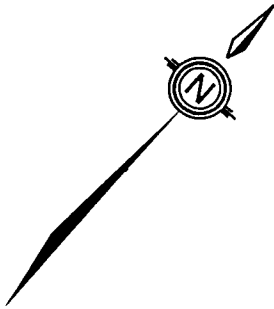
Attach. (2)

ANNEX A

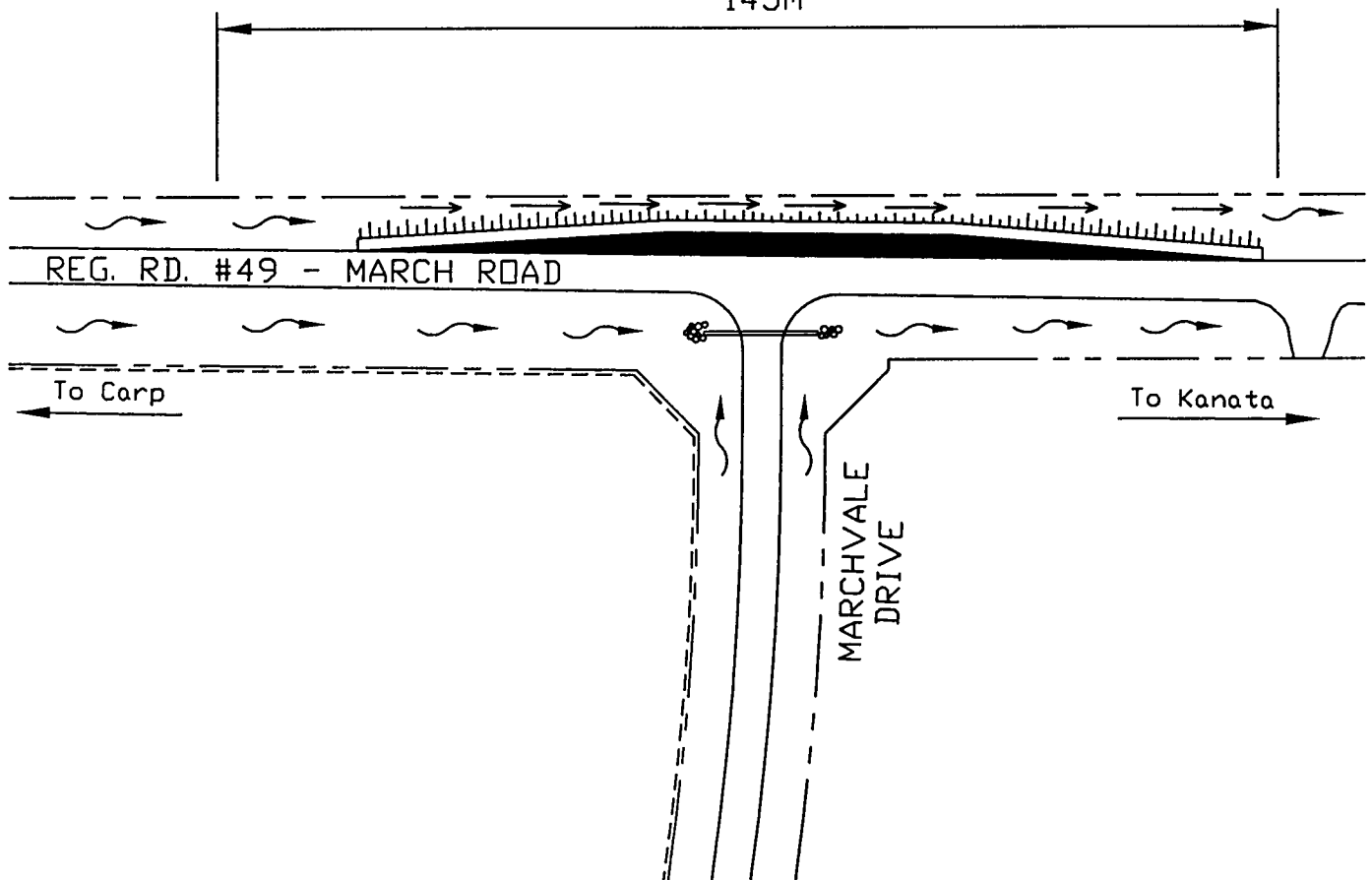


SITE LOCATION PLAN

ANNEX B



LIMITS OF CONSTRUCTION
145m



■ PROPOSED ROAD WIDENING
SCALE: N.T.S.

MARCH ROAD (REG. RD. 49)
PROPOSED LEFT TURN SLIP AROUND LANE