



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 9.1.2
Transportation Standing Committee
May 28, 2015

TO: Chair and Members of Transportation Standing Committee
Original Signed

SUBMITTED BY: _____
Bob Bjerke, Chief Planner and Director, Planning and Development

DATE: April 1, 2015

SUBJECT: Connector Road – Lucasville Road to Larry Uteck Drive

ORIGIN

At its meeting of February 3, 2015 Regional Council passed a motion recommended by North West Community Council to direct staff to investigate the possibility of developing a connector road from Larry Uteck Drive (formerly Kearney Lake Road) along the water/power lines to the Lucasville Road.

LEGISLATIVE AUTHORITY

The Halifax Charter Section 322(1) states that Council may design, lay out, open, expand, construct, maintain, improve, alter, repair, light, water, clean, and clear streets in the Municipality.

RECOMMENDATION

It is recommended that Halifax Regional Council:

- (1) Retain the existing Table 4-1 from the 2014 Regional Plan as the basis for the Road Network Functional Plan without adding the Connector Road – Lucasville Road to Larry Uteck Drive; and
- (2) Direct staff to liaise with Halifax Water to evaluate the feasibility and desirability of constructing a new public roadway parallel to Hammonds Plains Road if and when the existing water transmission main is being considered for replacement or major rehabilitation.

BACKGROUND

An investigation of the feasibility of such a roadway connection was first requested by North West Community Council. An information report was prepared by staff and submitted for the January 14, 2015 Community Council meeting.

DISCUSSION

The 2006 Regional Municipal Planning Strategy and the 2014 Regional Plan Update (RP+5) identified additions to the roadway network (refer to Table 4-1 and Map 6 in the 2014 Plan) to deal with corridors where traffic demand is high and is anticipated to increase with additional growth. For the Hammonds Plains Road and Lucasville Road corridors the solutions proposed are the Margeson Drive connection to Highway 101 and the connection of Kingswood to the future Highway 113.

The existing right-of-way corridor connecting Hammonds Plains Road and the Kearney Lake Road/Hammonds Plains Road intersection is owned by Halifax Water and contains a major underground water transmission main and a small service road. Constructing a standard 2.3 km-long two-lane rural collector roadway within the right-of-way would cost in the range of \$2.5 million to \$4 million for just the roadway costs.

Halifax Water has reviewed this proposal and reports that the existing water transmission main is a 54" diameter prestressed concrete cylinder pipe installed in 1975. Along this section it is a single non-redundant line that supplies all of the potable water for the West and Central serviced area of HRM. This type of pipe is very sensitive to rock blasting and rock removal activities. The construction of a collector road over this alignment would cause significant impacts to the waterline. The needed vertical geometry and roadway cross-section would require significant rock breaking and cut/fill activity that would potentially impact the water main or require renewal in conjunction with the road. Halifax Water has confirmed that any current or future renewal of this main would require the installation of a twin main or temporary main to maintain existing service. All packaged this would be an expensive consideration and a significantly increased risk position for Halifax Water. Construction of the roadway could be integrated with a project to undertake a major rehabilitation or to replace the existing watermain, but Halifax Water does not currently have this identified in their planning nor is funding identified to support such a project.

The expansion of the municipal roadway network occurs in two ways: (1) construction of arterial roadways by the municipality at its cost according to the Table 4-1 and Map 6 in the approved 2014 Regional Municipal Planning Strategy; and (2) construction of collector and local streets by landowners at their cost as part of development of their lands. Even if the concern of damage risk to the existing water transmission main were set aside, the current 10-year Project Plan (which reflects Table 4-1) does not include funding for an arterial road in this location. Development of lands along the corridor to support the cost of constructing a collector street is limited in this area by Policy S-24 of the 2014 Regional Municipal Planning Strategy.

Public engagement sessions related to the approval of the Road Network Priorities Plan are scheduled for September, 2015. The projects that will be presented are those included in Table 4-1. These projects have been determined, through application of the regional trip demand model, to be the most cost-effective way of providing sufficient capacity for traffic demand based on projected growth. While additional projects (such as the proposed connector road between Lucasville Road and Larry Uteck Boulevard) could be added to this list, those projects will provide capacity that exceeds projected demand.

In response to issues raised by Regional Council in the discussion of the staff report, the following information is provided:

- The existing right-of-way is 30 metres wide. This is normally sufficient for a rural arterial or collector road, although the corridor crosses some challenging topography and additional right of

way may be required in some locations to accommodate cut and/or fill slopes. This can be determined only through a full engineering design process.

- The functionality of a roadway at this location has little bearing on the functionality of a roadway through the Timber Trail lands, which has also been identified for consideration by North West Community Council.

FINANCIAL IMPLICATIONS

There are no financial implications of the Recommendation. Potential costs, associated with construction of the roadway connection suggested, have not been determined.

COMMUNITY ENGAGEMENT

No community engagement has been undertaken specific to this potential roadway connection.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications to the staff recommendation. Environmental implications of constructing a roadway have not yet been determined.

ALTERNATIVES

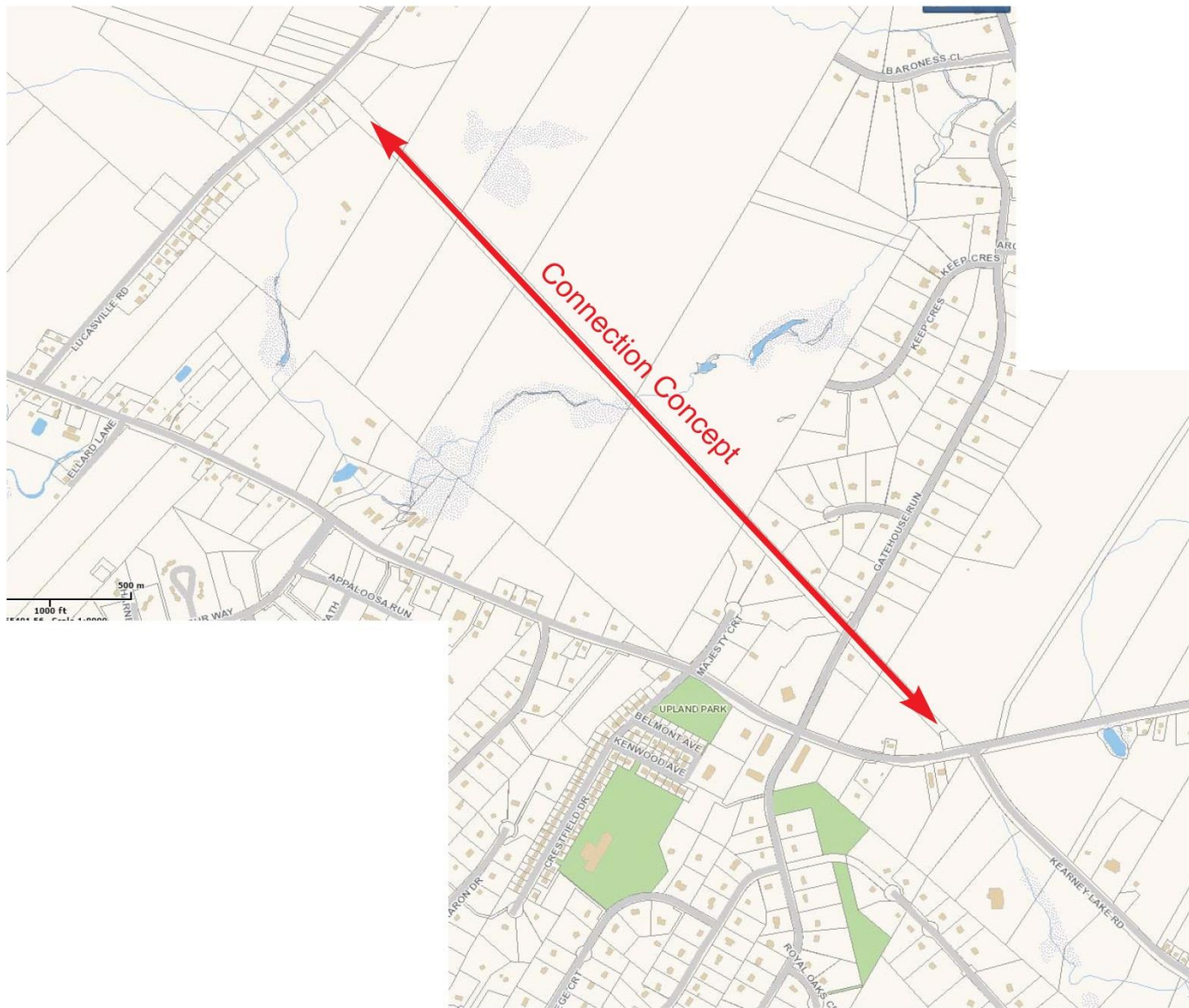
Regional Council may choose to give direction to add this corridor to the ongoing review of the Road Network Priorities Plan. This is not recommended as this roadway connection is not required for regional network capacity.

ATTACHMENTS

Attachment One: Proposed Roadway Connection: Lucasville Road to Kearney Lake Road

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: David McCusker, P.Eng., Manager, Regional Transportation Planning, 902.490.6696



4_N

HALIFAX

Connection for Lucasville Road to Kearney Lake Road

Nov, 2014

ATTACHMENT 1: ROADWAY CONNECTION CONCEPT

1:15000 Scale

Connector Road - Lucasville Road to Larry Uteck Drive
ATTACHMENT TWO: REGIONAL PLAN TABLE 4-1

future vehicle demands. No projects shown on this table shall be approved for construction until the Road Network Functional Plan is prepared that:

- (a) has included a public consultation process that provides rationale for the projects as they relate to one another;
- (b) considers growth targets outlined in this Plan;
- (c) considers sustainable transportation initiatives; and
- (d) provides capital and operating costs for road construction projects.

Table 4-1: Road Network Projects

Project Description and Rationale	Status in 2006	Status in 2014
Lacewood Drive/MacKay Bridge Approach <i>Improve connectivity from Lacewood Drive to the MacKay Bridge in four phases - fix Robie/Windsor Street Merge (phase 1); improve Windsor/Kempt Intersection (phase 2); Joseph Howe Ramp Changes (phase 3); Lacewood Four Lanes to Dutch Village Road (phase 4)</i>	Programmed	Phase 1 - Completed Phase 2 - Completed Phase 3 - Programmed Phase 4 – Being Re-examined
Mount Hope Interchange and Extension <i>Create interchange on Highway 111 and connect Mount Hope Avenue to Baker Drive (phase 1) and extend to Caldwell Road (phase 2). This project addresses existing over-capacity issues on Portland Street by creating a parallel route.</i>	Programmed	Phase 1 Completed Phase 2 Planned
Bayers Road/Highway 102 <i>Widening to six lanes from Hammonds Plains Road to Connaught Ave and to four lanes from Connaught Ave to Windsor St. The need for this project results from planned growth of centres in the Mainland Halifax North - Bedford Corridor.</i>	Planned	Planned (partially Provincial project)
Highway 107 Extension (Burnside Expressway) <i>New highway connecting Akerley Blvd to Highways 101 and 102 necessitated by limited accessibility from the growing Burnside Business Park to the regional highway network.</i>	Planned	Provincial project being re-examined
Herring Cove Widening <i>Widen to four lanes from Armdale Roundabout to Old Sambro Road. This project completes a four-lane corridor needed to deal with volumes approaching corridor capacity.</i>	Planned	Programmed

Project Description and Rationale	Status in 2006	Status in 2014
Bedford South Interchange <i>Interchange on Highway 102 at Larry Uteck Blvd (phase 1) and extension to Kearney Lake Rd (phase 2)</i>	Planned	Phase 1 - Completed Phase 2 - Programmed
Middle Sackville Connector <i>Interchange on Highway 101 at Margeson Drive with connection to Trunk 1 (phase 1) and extension to Lucasville Road (phase 2). This project provides connectivity to Highway 101 from a growing residential area and relieves demand on Hammonds Plains Road which has exceeded its capacity.</i>	Planned	Phase 1 - Completed Phase 2 - Programmed
Barrington Street <i>Widen to four lanes between the bridges</i>	Future Potential	Future Potential
Beaver Bank Bypass <i>New roadway parallel to Beaver Bank Road as an extension of Margeson Drive</i>	Future Potential	Future Potential
Highway 113 <i>Highway connection between Hwy 103 at Hubley and Highway 102 near Hammonds Plains Road</i>	Future Potential	Provincial project with environmental impact assessment complete, but not yet programmed
Highway 107 Extension (Cherry Brook By-Pass) <i>New highway connecting Main Street to Forest Hills Extension (Highway 107)</i>	Future Potential	Provincial project - Future potential
Bedford Highway <i>Four lanes from Kearney Lake Road to Bayview Road</i>	Future Potential	
Lawrencetown Connector <i>New interchange on Highway 107 connects to Trunk 7 and Route 207</i>	Future Community Connector	
Sussex Drive Extension <i>Connects Stillwater Lake Area to Exit 4 (Hubley) on Highway 103</i>	Future Community Connector	
Wellington Connector <i>Connects Wellington Area to Exit 5A (Aerotech) on Highway 102</i>	Future Community Connector	

Project Description and Rationale	Status in 2006	Status in 2014
-----------------------------------	----------------	----------------

Cobequid Road Interchange <i>New interchange on Highway 102 at Cobequid Road</i>	Future Community Connector	
--	----------------------------------	--

Programmed:	Projects which have been identified in the immediate three year capital budget;
Planned	Projects which are anticipated to be built within the 25 year time frame of this Plan, when needed;
Future Potential	Projects which have been identified to be constructed beyond the 25 year horizon of this Plan.
Future Community Connector	Projects which improve access of communities to the road network anticipated to be built within 25 year time frame of the Plan.

T-14 A *Road Network Priorities Plan* will be developed to account for all mobility demands not anticipated to be accommodated by modes other than vehicle. The plan shall:

- (a) determine where additional vehicle capacity is required to meet demand and to prevent existing congestion levels from increasing; and
- (b) establish a road hierarchy for the purposes of design and servicing standards.

T-15 Transportation corridors shown on the Future Transit and Transportation Map (Map 6) shall represent potential areas for future roads or expansion of existing roads. HRM shall, through the applicable land use by-law, establish a Transportation Reserve Zone over the portions of the corridors it plans to acquire within five years. If HRM has not acquired the subject properties within 5 years of the adoption of this Plan, the lands shall revert to the zone, under the applicable land use by-law, of the adjoining lands to the centre line of the corridor.

4.3 STREET DESIGN

T-16 Streets shall be designed to support pedestrians, bicyclists, and public transit and to improve public health and safety.

T-17 Municipal service design standards for streets shall be reviewed from time to time to ensure that streets are designed for all ages, abilities and modes of travel and reflect the character of the community in which the streets are located.