



PO Box 1749
Halifax, Nova Scotia
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Item No. 11.1.4

Halifax Regional Council
April 8, 2008

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in cursive script, appearing to read "Dan English".

Dan English, Chief Administrative Officer

A handwritten signature in cursive script, appearing to read "Wayne Anstey".

Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: April 1, 2005

SUBJECT: Provincial Cost-Sharing - Various Roadway Projects

ORIGIN

Staff

RECOMMENDATION

It is recommended that Halifax Regional Council agree to the cost-sharing arrangement with the Province of Nova Scotia outlined in this report for the following roadway projects:

1. Highway 101/Margeson Drive Interchange
2. Highway 102/Larry Uteck Boulevard Interchange
3. Traffic Signals at Northwest Arm Drive and Old Sambro Road
4. Highway 111 pedestrian overpass at Burnside Drive

BACKGROUND

All four of the projects noted in the staff recommendation have been developed through the Strategic Joint Regional Transportation Committee and recognized as having joint interest. In a letter to the Deputy CAO, dated December 18, 2007 (Attachment One), Doug Stewart, Chief Engineer for Nova Scotia Transportation and Infrastructure Renewal (NSTIR) proposed specific cost sharing arrangements for each of these projects. Endorsement of this proposal by Halifax Regional Council will give staff direction on budgeting for these projects. The two highway interchange projects may be considered for funding under the Building Canada program.

DISCUSSION

Project 1: Highway 101/Margeson Drive Interchange (CTX01111)

Through the 1990's, NSTIR had planned to construct a major regional highway connecting the Aerotech interchange on Highway 102 to the Tantallon interchange on Highway 103. In 2001, NSTIR announced that they were abandoning this plan. The HRM Regional Plan adopted a portion of this original NSTIR alignment as an arterial roadway (Margeson Drive).

Last year, the Province announced a commitment to build the Margeson Drive interchange and a connection to Trunk 1 in 2008, conditional on a joint funding agreement.

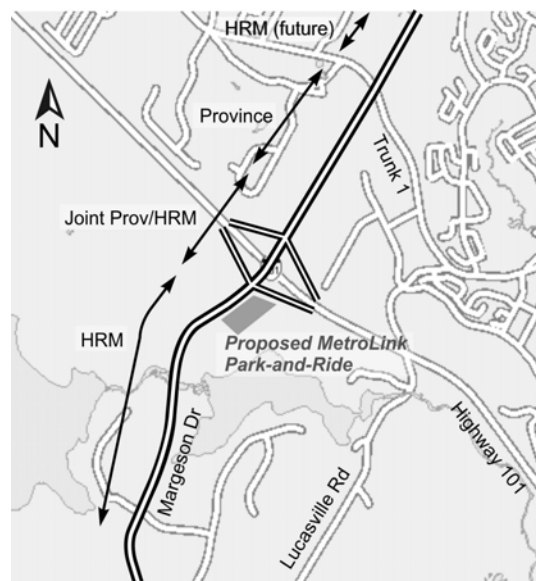


Figure 1
Highway 101/Margeson Dr. Interchange

This approach acknowledges the shared benefit of interchanges on 100-series highways, and has been applied to interchanges that have recently been built or upgraded, such as interchanges at Lacewood Drive, Mic Mac Mall, Dartmouth Crossing and Mount Hope Avenue. The total cost of this interchange project is estimated at \$5.0 million, cost shared equally between the Federal Government, the Province, and HRM. NSTIR intends to begin construction in 2008, with completion in 2009, if a cost-sharing agreement is in place. NSTIR and HRM have agreed that any HRM share of the funding can not be provided prior to the 2009-10 budget year. Staff believe that an equal sharing between the three levels of government is appropriate for this interchange.

HRM is currently conducting a CCC study, and it is possible that a portion of the HRM share can be funded by Capital Cost Contributions paid by developers who benefit.

The section of Margeson Drive between Highway 101 and Trunk 1 will be the responsibility of NSTIR. The remaining sections of Margeson Drive will be the responsibility of HRM, and future sections across undeveloped land will be constructed by developers as development proceeds. A

cost sharing program to oversize the road by HRM and other developers who benefit will be presented to Council when the CCC Study is complete.

This interchange will provide a critical connection to developing lands on the south side of Highway 103 (McCabe Lake and Glen Arbour) and is the first step in developing Middle Sackville as a growth centre identified in the HRM Regional Plan. A Holding Zone has been placed on undeveloped lands in Middle Sackville because of heavy traffic volumes and congestion on Beaver Bank Road near the existing Highway 101 interchange. This congestion will be reduced once the new interchange is built, and the interchange is the first step in completing a by-pass of the lower sections of the Beaver Bank Road, which will enable the Holding Zone to be relaxed.

Plans are also in place to extend MetroLink service to this interchange to relieve high demands at the existing Sackville park-and-ride lot.

In the past, the Urban Development Institute (UDI) has noted the amount of residential development in the Windsor-Kentville Corridor, and with the twinning of Highway 101 have cautioned against development “leap-frogging” outside of HRM. Creation of this interchange will help to address that concern.²

Project 2: Highway 102/Larry Uteck Blvd. Interchange (CTU00971)

This interchange is an integral part of two master plan areas: Bedford South and Bedford West. The availability of a three-way cost sharing arrangement has been known for some time and has been included in the Capital Cost Charges for both master plan areas. The final layout of the interchange is still being developed, although construction is planned to begin in 2009 with completion in 2010. The total cost of the interchange is projected to be \$16.6M cost shared as follows:

Federal	\$ 4,000,000 ¹
Provincial	\$ 4,000,000
HRM Share	
Developer Contributions (CCC)	\$ 5,519,000
Reserve Funded (Q133)	\$ 3,136,000
Total	\$16,655,000

As noted, the HRM share of this interchange will be funded from both CCC's and Reserve Q133 (CCC Bedford South Interchange). Annual contributions have been made to Q137 (Capital Cost Contribution) since 2003 and the HRM share will be available and fully funded when the interchange is built. This is an example of the CCC program predicting and funding infrastructure,

¹Federal and Provincial funding is assumed to be 2/3 of \$12,000,000. The additional HRM and developer costs are due to collector roads leading to the interchange.

²UDI Newsletter dated Fall 2005

in a manner that supports the Regional Plan.

When the funding is formally approved, development approvals can continue in Bedford South, so that development and CCC revenue collected prior to subdivision approval aligns with construction of the interchange.

Project 3: Traffic Signals at Northwest Arm Drive and Old Sambro Road (CTU00561)

This intersection now meets the Transportation Association of Canada's warrant for traffic signals. In cases where municipal and provincial roadways intersect, it has been past practice to split the capital cost of signal installation based on the number of legs entering the intersection and who owns them, and for HRM to operate the signals. Two of the three legs at this intersection are owned by HRM (Northwest Arm Drive is owned by NSTIR) so it has been proposed that HRM fund two-thirds of the cost of signal installation. Staff intend to include signal installation at this intersection under its 2008-09 traffic signal program. The estimated total cost of this project is \$175,000.

Project 4: Highway 111 Pedestrian Overpass at Burnside Drive (CTU00418)

In the 2005-06 HRM Capital Budget, funding was approved for an pedestrian overpass across Highway 111 between Victoria Road and Burnside Drive to connect the Highfield Park area to Burnside. Design work on the overpass was delayed when concerns were raised regarding whether an improved pedestrian crossing at the existing Burnside Drive overpass would be more appropriate. At the March 6, 2008 meeting of Harbour East Community Council, staff sought direction regarding the most appropriate location for a pedestrian crossing and a motion was passed indicating a preference for the Burnside Drive location. Preliminary design work has determined that a pedestrian crossing would have to be a stand-alone overpass just north of the existing vehicle overpass. This overpass would be part of HRM's Active Transportation Network and would be built for multi-use.

Although the Burnside Drive overpass is owned by NSTIR, it has not been their past practice to fund pedestrian facilities. Their offer to cost-share was not expected and only applies if the overpass is located at Burnside Drive. The cost of the overpass is estimated at \$450,000 and, as budget has already been approved, will be constructed in 2008.

BUDGET IMPLICATIONS

There are no immediate budget implications. An agreement to cost-share in any or all of these projects will give staff direction in the preparation of upcoming and future budgets.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

Regional Council could decline the four-project cost-sharing proposal made by NSTIR and direct staff to renegotiate a cost-sharing agreement.. Although not stated explicitly in the letter from the province, it is understood by staff that declining the proposed agreement for one project nullifies the offer for an agreement on the remaining projects.

ATTACHMENTS

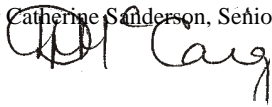
Attachment One: December 18, 2007 letter from Doug Stewart, Chief Engineer, NSTIR

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Dave McCusker, P.Eng., Manager, Strategic Transportation Planning 490-6696

Financial Approval by:

_____ for Catherine Sanderson, Senior Manager, Financial Services, 490-1562

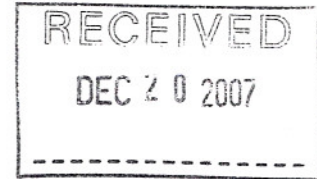


Report Approved by:

_____ Cathie O'Toole, Director Infrastructure & Asset Management, 490-4825



December 18, 2007



Mr. Wayne Anstey
Deputy CAO
Halifax Regional Municipality
PO Box 1749
Halifax, NS
B3J 3A5

Dear Mr. Anstey:

RE: December 6th Meeting Regarding Various Joint Projects in HRM

I am writing to summarize my understanding of our discussions at the above noted meeting on the following projects:

Margeson (Beaverbank West) Interchange:

Cost sharing, the project is to be submitted by TIR under the federal infrastructure program on a 1/3, 1/3, 1/3 basis (Federal, provincial, HRM) under the Department's allotments under the program. TIR will be responsible for the design and construction as well as ROW acquisition from the 101 East. HRM is responsible for ROW from the 101 West and to review and provide feedback on the latest proposal for transit access on the West side of the interchange. The design will make provision for active transportation and construction activity is planned to start in fiscal 2008/2009 with the majority of the work in fiscal 2009/2010.

Larry Uteck:

Cost sharing, the project is to be submitted by TIR under the federal infrastructure program on a 1/3, 1/3, 1/3 basis (Federal, Provincial, HRM) under the Department's allotments under the program. TIR will be responsible for the design and construction of the project and will take over ownership. HRM will provide the ROW for the project, timing of conveyance to be confirmed after review by HRM legal. The design will make provision for active transportation but no particular requirements for transit. The design and cost sharing will include the additional lanes on highway 102 between the Larry Uteck and Kearney lake interchanges. HRM have completed a more comprehensive analysis of expected traffic loads. TIR will review and once volumes are acceptable to both parties modeling will be

done of both signalized and roundabout intersections, the design which produces the best level of service will be utilized, saving and accepting if the costs are significantly higher, in which case the lower cost design will be utilized. Construction is planned to begin in fiscal 09/10 and be completed in fiscal 10/11.

North West Arm Drive and Old Sambro Road:

Current traffic analysis indicates that signal warrants have been met. Two of the three legs are HRM responsibility so design and construction will be the responsibility of HRM. Cost sharing would be on a 1/3, 2/3 basis (Province, HRM) project construction to be on HRM's timing (could be 08/09 or later if desired). The specific cost sharing for this project was not discussed at the meeting so I have based cost sharing on the ownership of the roads at the intersection, if this is not felt to be appropriate please advise.

Highway 111 pedestrian access near Burnside Drive:

HRM expressed an intent to construct a pedestrian overpass between Victoria Road and Burnside Drive. TIR will not participate in the project other than providing normal project permit approvals and the like, design and construction would be done by HRM. TIR did indicate that it is willing to participate on a 50/50 cost shared basis for a pedestrian structure at Burnside Drive should the Municipality wish to pursue this. Design and construction would be by TIR.

Respectfully,



Doug Stewart, P.Eng.
Chief Engineer

c: Dan English
David Darrow
Bernie Clancey
Bruce Fitzner