

**2. FRANK KENNY ROAD AT RUSSELL ROAD/DEVINE ROAD AND AT ROCKDALE ROAD
AND RELOCATED FRANK KENNY ROAD - PUBLIC HEARING**

COMMITTEE RECOMMENDATIONS

Having held a public hearing, that Council approve the construction of intersection modifications to Russell Road and Frank Kenny Road, Devine Road at Frank Kenny Road, and construction of a new intersection at Rockdale Road and relocated Frank Kenny Road as described in the report and shown in Annexes “C1”, “C2”, and “C3” respectively, subject to the City of Cumberland funding the total cost of the proposed road works as outlined in the report.

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 18 May 2000 is immediately attached.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-99-R027-A**
Your File/V/Réf.

DATE 18 May 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **FRANK KENNY ROAD AT RUSSELL ROAD/DEVINE ROAD
AND AT ROCKDALE ROAD AND RELOCATED FRANK
KENNY ROAD**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the construction of intersection modifications to Russell Road and Frank Kenny Road, Devine Road at Frank Kenny Road, and construction of a new intersection at Rockdale Road and relocated Frank Kenny Road as described in the report and shown in Annexes "C1", "C2", and "C3" respectively, subject to the City of Cumberland funding the total cost of the proposed road works as outlined in the report.

BACKGROUND

Intersection work is required as part of the North/South Link Road construction known locally as Frank Kenny Road. The North/South Link Road will ultimately connect Highway 417 in the south to Regional Road 174 (formerly Highway 17) in the north and the industrial lands located in the northwest quadrant of the City of Cumberland and will serve as a continuous and clearly defined all weather truck route. Approvals from Regional Council have previously been received by the City of Cumberland to modify Regional Roads 30 and 28 at their intersection with Frank Kenny Road as part of an earlier phase of this work.

GENERAL

Discussions of a north/south roadway date back a number of years. With the steady growth of the Orléans area, there has been an increased demand for granular material, fill and topsoil. Most of these materials are transported from pits and quarries in the rural area of the City east and south of the villages of Navan and Sarsfield. Residents have expressed concerns regarding noise and safety, especially for the students of the Meadowview Public School and residents of Navan and Vars.

In 1984, Council authorized an appraisal of a truck bypass of Navan by extending Rockdale Road north through the Permacon Quarry (now the Permanent Quarry) connecting to O'Toole Road and thus leading to Innes Road. The operators of the quarry at that time offered to provide fill for the roadway in the area below the escarpment. They also suggested that a combination of O'Toole, Regimbald, Wall and Trim Roads be used to access the urban area rather than driving through the Village of Navan. Due to the realization that this problem was just one element of a broader deficiency in the rural road network, no action was taken on the 1984 study.

In 1988, Permacon Concrete revived the bypass issue and the City requested that McNeely Engineering undertake a feasibility study. The study "Navan Truck Bypass Township of Cumberland" identified three alternate routes consisting of existing O'Toole Road or O'Toole – Trim Road route reconstruction and a third suggestion of a short new bypass around the north side of Navan to the Navan/Trim Road intersection.

In 1989, the City decided to examine these road changes as part of a broader study of a north/south transportation link within the Municipality.

The North/South Link Transportation Study was completed in May 1990 and the North/South Route Location Study and Corridor Selection in February 1991. These studies formed an integral part of the Environmental Study Report for the project which was completed in 1992 with an addendum being issued to the report in 1993. Work which has been undertaken to date includes:

- Regional approval of intersection work at R.R. #30 and R.R. #28, 1994
- Roadway work from R.R. #30 to R.R. #28 completed 1994
- Shaws Creek Culvert #1 completed 1997
- Shaws Creek Culvert #2 and Bearbrook Culvert completed 1999
- Roadway property purchased 1998 and 1999

EXISTING CONDITIONS

Pedestrians

There are presently no sidewalks on Russell Road, Devine Road or Rockdale Road at the intersections with Frank Kenny Road.

Bicycles

Russell Road, Devine Road and Rockdale Road are two lane rural roadways (7.5 metres wide) with gravel shoulders. No bicycle facilities exist near these intersections or along Frank Kenny Road and there is very little bicycle traffic in this area.

Transit

There is presently no bus service on these sections of Russell Road, Devine Road or Rockdale Road.

Automobiles

Russell Road, Devine Road and Rockdale Road are two lane rural roadways with gravel shoulders. The posted speed limit is 80 km/hr. Current annual average daily traffic (AADT) is approximately 4,000 for Russell Road, 700 for Devine Road and 3,500 for Rockdale Road. Frank Kenny Road is currently a rural gravel road.

DESIGN PROPOSAL

The City of Cumberland requests that the Transportation Committee approve the proposed intersection and roadway modifications as illustrated in Annexes “C1”, “C2” and “C3”. The modifications consist of the following:

Russell Road (R.R. 26) and Frank Kenny Road, “C1”

Modifications to improve the roadway geometry to accommodate primary north/south movement and provision for heavy truck traffic movement will include:

- Slightly realigning Frank Kenny Road at the intersection of Russell Road.
- Increased radii.
- Mountable curbs at the intersection to improve demarcation of lanes and reduce maintenance.
- Free flow west to north ramp to provide for heavy truck traffic movement.
- Upgraded illumination for improved night-time safety and route recognition.

Devine Road (R.R. 8) and Frank Kenny Road, “C2”

Modifications to improve the roadway geometry to accommodate primary north/south movement and provision for heavy truck traffic movement will include:

- Increased radii.
- Mountable curbs at the intersection to improve demarcation of lanes and reduce maintenance.
- Upgraded illumination for improved night-time safety and route recognition.

Rockdale Road (R.R. 33) and Proposed Frank Kenny Road, “C3”

The proposed construction of an east/west link of Frank Kenny Road is necessary to connect existing Frank Kenny Road to Rockdale Road. As a result of this link a new intersection will be required at Rockdale Road. Included in the construction of the new intersection will be:

- Northbound to westbound left-turn lane to provide for heavy truck traffic movement.
- Northbound slip-around lane accommodating northbound traffic destined for the Village of Vars and locations north and east of the Village of Vars.
- Free flow eastbound to southbound ramp to provide for heavy truck traffic movement.
- Mountable curbs and the intersection to improve demarcation of lanes and reduce maintenance.
- Upgraded illumination for improved night-time safety and route recognition.

Pedestrians

As noted above, there are no pedestrian facilities in the vicinity of these sites. There is no proposal to construct sidewalks at the intersections. The primary benefit to pedestrians is in the creation of a continuous north/south arterial roadway that will significantly reduce truck traffic from local roads in the Villages of Navan and Vars.

Bicycles

As Frank Kenny Road will have 2.5 m. paved shoulders, it will be an attractive bicycle route.

Transit

There are no plans to provide transit service at this time.

Automobiles

Analysis based on year 2006 projections shows that with the above-noted modifications, the intersections will operate at an acceptable level of service.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage.

The present lack of a continuous arterial causes the north/south traffic to make its way onto the local road system and through the Villages of Navan and Vars. Heavy trucks stop and start in residential

areas creating significant noise and pollution. Vehicles travelling by schools, institutions and populated areas create an undesirable environment for the people who live there. This conflict between traffic and residents will be reduced with the implementation of these roadway improvements.

FINANCIAL STATEMENT

The City of Cumberland is the proponent of this project and is assuming 100% of the costs.

Cost Estimates

The following cost estimates, prepared by Stantec Consulting Ltd. are preliminary and based on functional design details. They are provided solely for the information of the Transportation Committee and Regional Council.

ITEM	COST ESTIMATE			
	C1	C2	C3	Total
Construction	\$100,000.00	\$60,000.00	\$122,000.00	\$282,000.00
Engineering	\$25,000.00	\$15,000.00	\$30,500.00	\$70,500.00
Contingencies	\$10,000.00	\$5,000.00	\$12,200.00	\$27,200.00
TOTAL ESTIMATE COST BEFORE GST	\$135,000.00	\$80,000.00	\$164,700.00	\$379,700.00
GST @ 7 %				\$26,580.00
TOTAL ESTIMATED COST				\$406,280.00

CONSULTATION

As required by the *Municipal Act of Ontario* regarding Public Hearings, a notice of the proposed Regional Road intersection modifications to accommodate the North/South Link, Frank Kenny Road, has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

The City of Cumberland has undertaken the planning for the North/South Link roadway (Frank Kenny Alignment) in accordance with the Class Environmental Assessment for Municipal Roads – Schedule

“C”. Public comments were solicited at three public meetings: 18 July 1990, 23 October 1990, and 29 September 1992 and were advertised in the following newspapers: The Citizen, Le Droit, The Star (Orléans), and The Express (Orléans).

COLLISION HISTORY

There were no collisions reported at the intersections of Frank Kenny Road and Russell Road or Frank Kenny Road and Devine Road during the years 1996 through 1998.

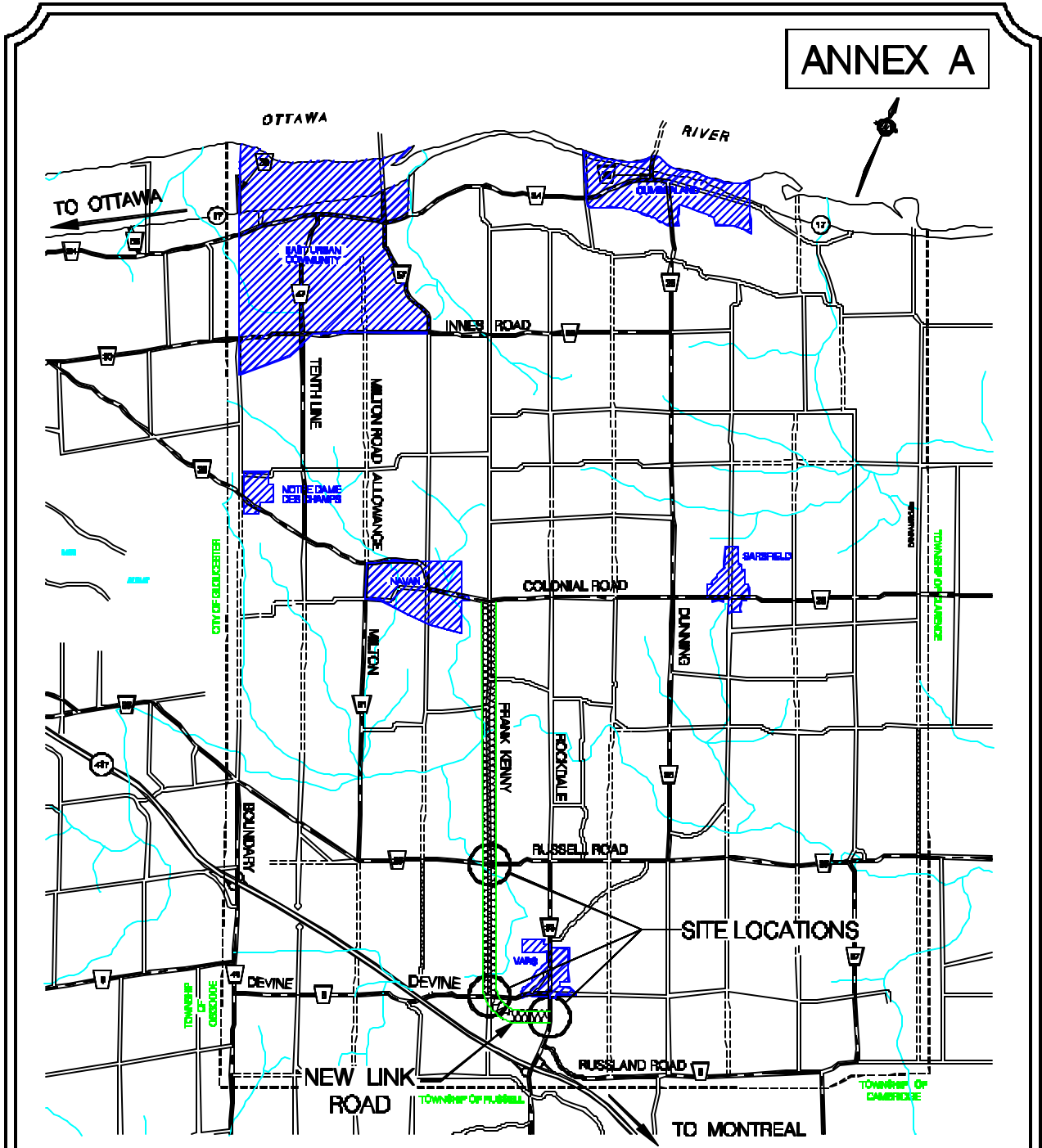
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

On 19 May 2000, a draft report containing conceptual drawings of the proposed roadway and intersection modifications were directed to the Regional Cycling Advisory Group for their consideration. Staff have requested that their comments be made available for the Transportation Committee meeting.

*Approved by
Doug Brousseau*

PJ/gc

Attach. (4)

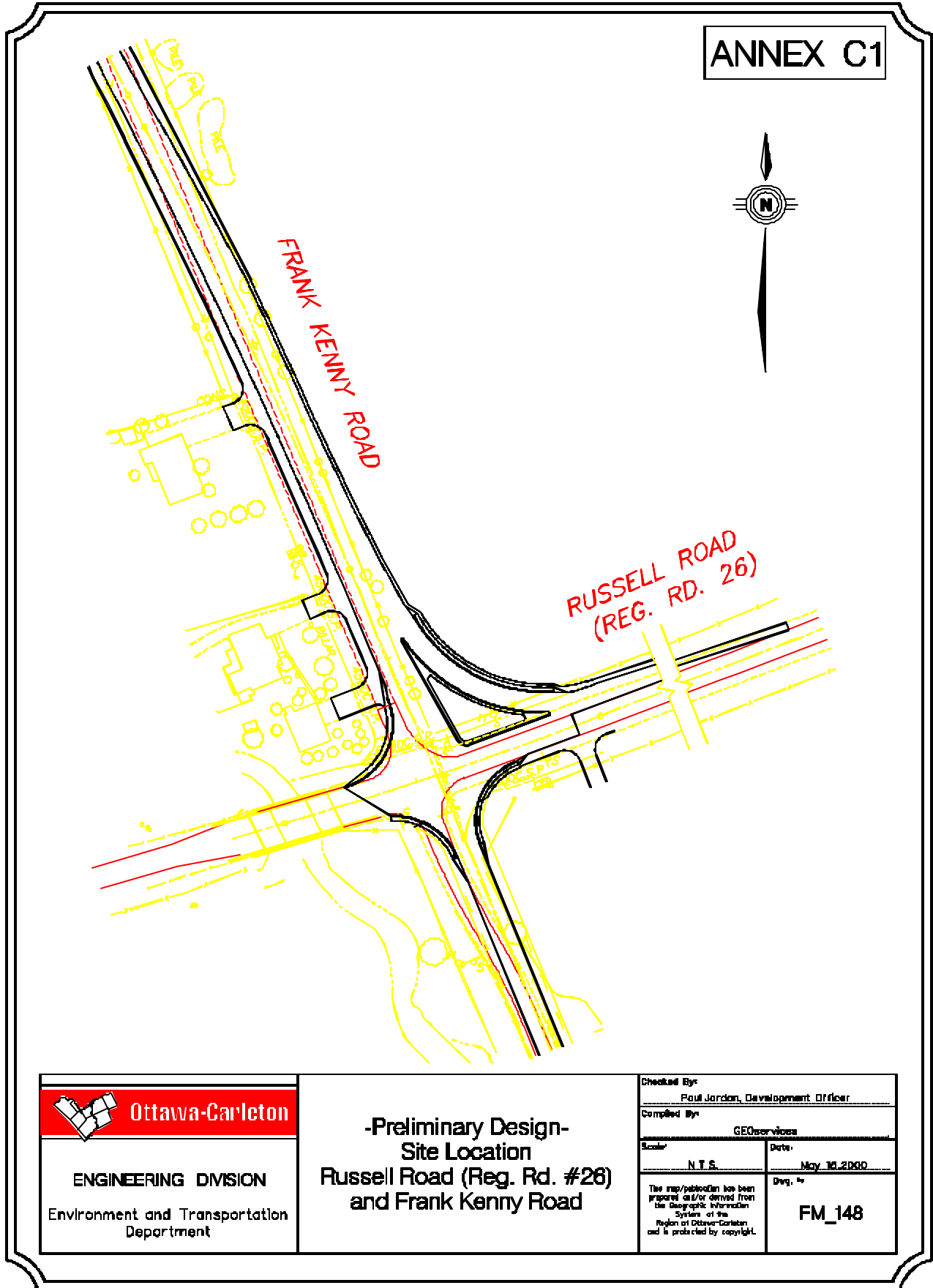



ANNEX A

Ottawa-Carleton
ENGINEERING DIVISION
 Environment and Transportation
 Department

-Site Locations-
North/South Link
(Frank Kenny Road Alignment)
Intersection Modifications

Checked By: Paul Jordan, Development Officer	
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Scale: N.T.S.	Date: May 23, 2000
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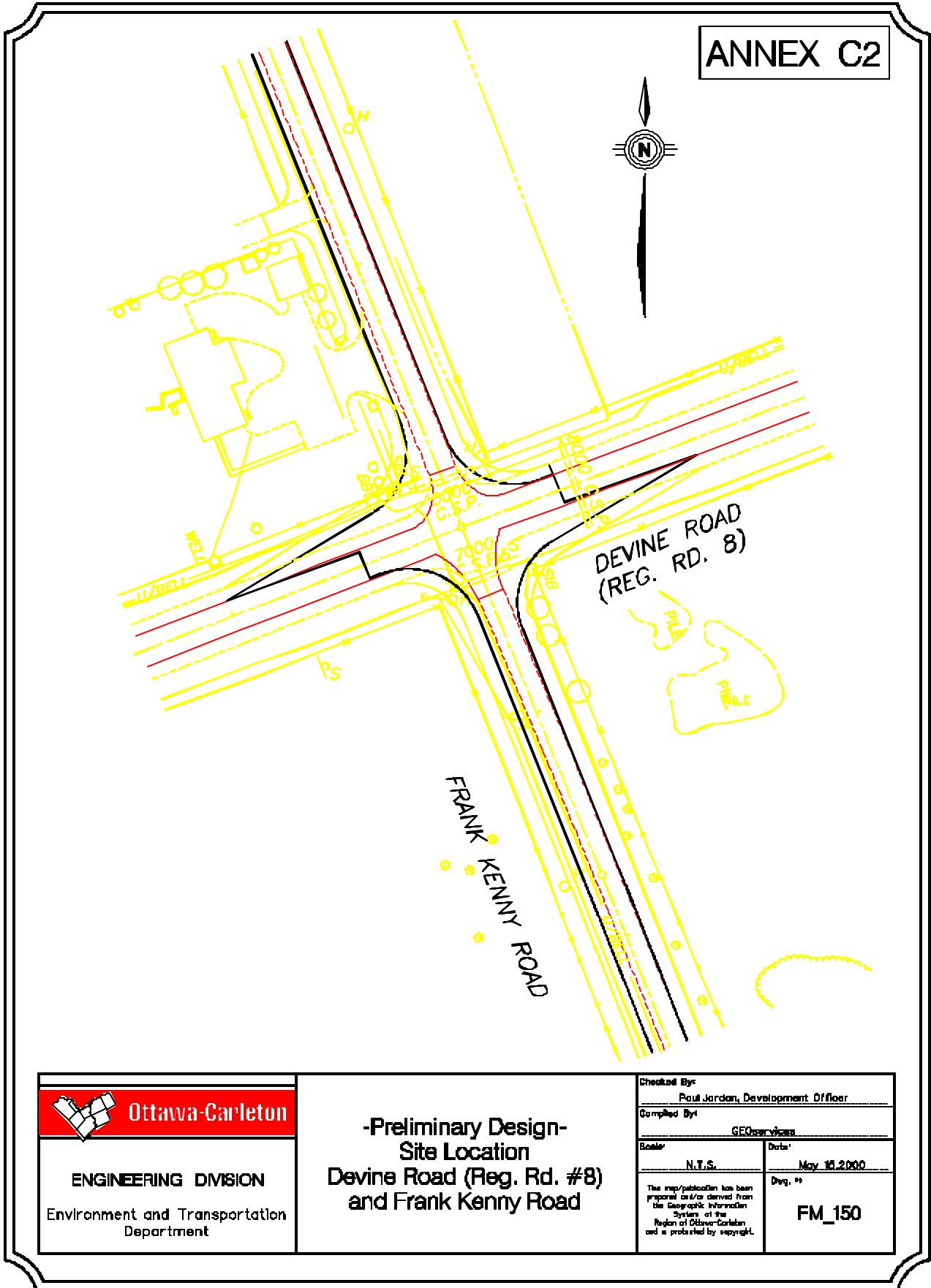
 **Ottawa-Carleton**

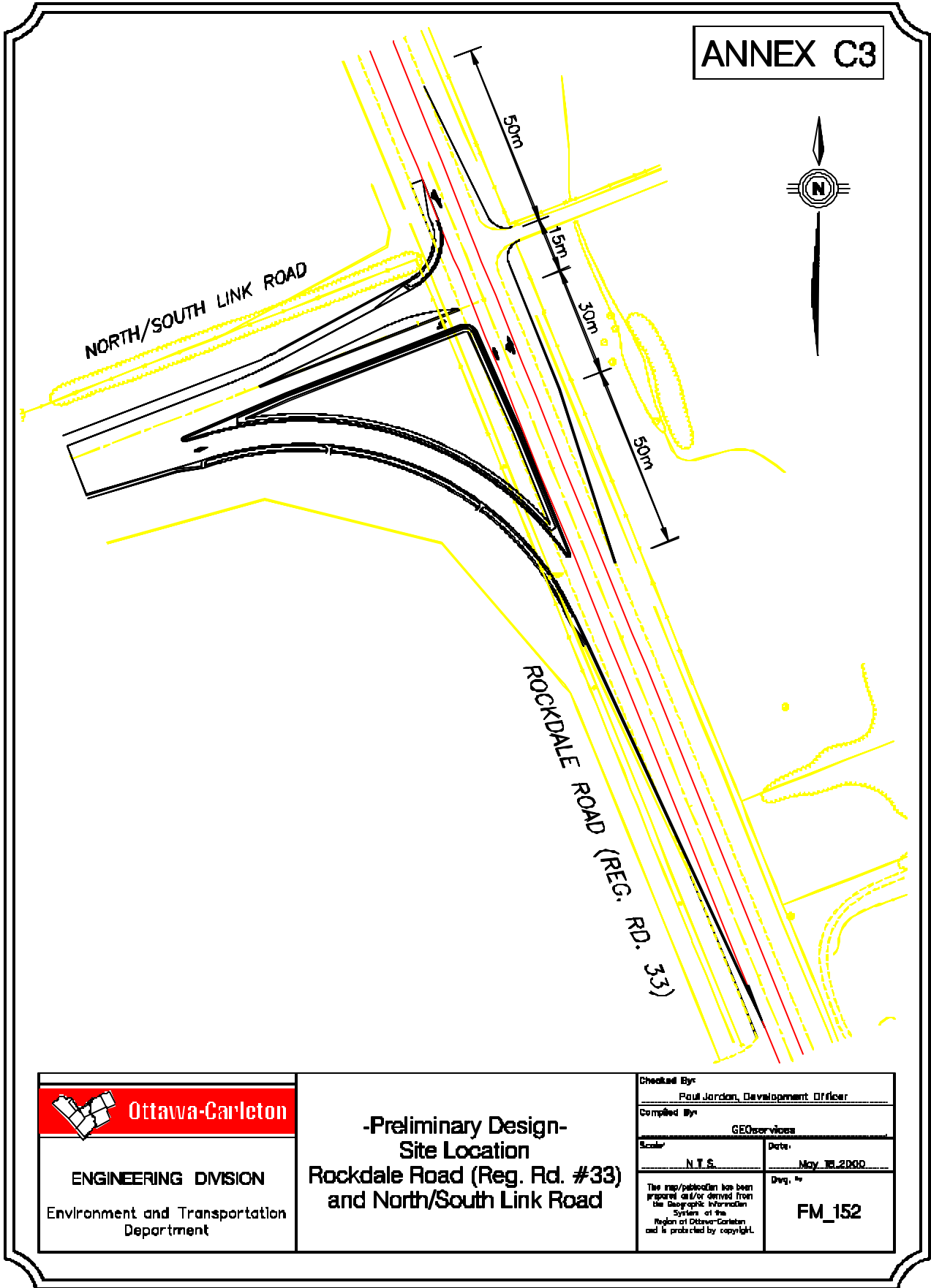
ENGINEERING DIVISION

Environment and Transportation
Department

**-Preliminary Design-
Site Location
Russell Road (Reg. Rd. #26)
and Frank Kenny Road**

Checked By: Paul Jordan, Development Officer	
Compiled By: GEOservices	
Scale: N.T.S.	Date: May 14, 2000
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Ottawa-Carleton

ENGINEERING DIVISION

Environment and Transportation
Department

**-Preliminary Design-
Site Location
Rockdale Road (Reg. Rd. #33)
and North/South Link Road**

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