

CITY ENGINEER'S OFFICE
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THE CORPORATION
OF THE



R. S. MIDDLETON, O.L.S., P.ENG., M.C.I.P.
759-4150

CITY OF BRANTFORD
ONTARIO
1983-04-11

REPORT TO: R. S. Middleton, P. Eng.
City Engineer

Re: B.S.A.R. Extension Northwesterly from
Colborne Street West to Highway 403.

Introduction

The Brantford Area Local Government Pilot Project which resulted in the enactment of the Brantford - Brant Annexation Act 1980, provided for the determination of one or more Transportation and Service Corridors linking the areas of lands annexed to the northwest and southwest quadrants of the City. The City retained the firm of McCormick, Rankin and Associates Limited to identify various alternative Transportation Corridors and the firm of J. D. Lee Engineering Limited to identify various utility corridors.

Staff of the City of Brantford Planning Department provided to the consultants the employment opportunities and residential populations for all zones within the City including the northwest and southwest annexed areas for the years 1979, 1991 and 2001.

Brantford Corridor Study

McCormick, Rankin and Associates Limited identified a number of alternative Transportation Corridor locations. These alternatives were evaluated in terms of safety, traffic service, staging and length. The alternatives were also presented to the public for their consideration and comment.

Subsequent to the review process staff recommended that alternative E2⁽¹⁾ be selected for further analysis.

The Council of the City of Brantford gave direction to McCormick and Rankin to study the need for and timing for development of the facility. The firm utilizing select link analysis techniques assigned all internal and external trips for the year 2001 that would logically use the facility to the select link.

(1) Alternative E2 is illustrated on the attached plan.

The Technical Report for the Brantford Transportation Study (1981) stated that "In the year 2001, the assigned volume to this select link in the p.m. peak hours was found to be approximately 430 vehicle trips (approximately balanced in each direction)." The Report further states

1983
* "Based on present employment and population forecasts for the recently annexed areas to the northwest and the southwest, this new link is not likely to attract significant traffic volumes to warrant construction of this facility in the near future. However, the right-of-way for this route should be protected for future transportation needs."

It is important to reiterate the conclusion of McCormick and Rankin that the right-of-way for this route should be protected for future transportation needs. City Staff view the need for this facility as of such importance to the future needs of the community that although the need is beyond a traditional 20 year planning period Council should protect the right-of-way. In addition it is important to note that the need is dependent upon development of the northwest and southwest quadrants. The projected traffic volumes were dependent upon an anticipated minimum level of development of the annexed areas within the twenty year planning period. If development is accelerated the need (for the transportation facility) will similarly be accelerated. Staff further regard this facility as an extension to the Brantford Southern Access Road which will ultimately provide a Ring Road from CAH 403 in the west at Oak Park Road to CAH 403 in the east at Park Road North. This facility will ultimately become the primary facility for the movement of goods, and vehicles into and out of the industrial and residential areas of the City of Brantford.

In regard to servicing the report titled Northwestern Area Service Corridor - Sanitary Sewer by J. D. Lee Engineering Limited recommended that the northwest area be serviced by the Oakhill Drive - Brant Park route and that the service corridor and transportation corridors not be integrated into a single corridor but be adjacent to each other. This recommendation was based on the suggestion that the depth of excavation would be substantially reduced if the sewer was constructed east of the transportation corridor and closer to the Regional Floodline. A secondary consideration was that from a servicing and maintenance point of view the sewer should not be under the travelled portion of the transportation corridor to minimize disruption to the travelling public.

Conclusion

Based upon the Brantford Corridor Study and the Brantford Transportation Study (1981) it is concluded that although under present development and planning

projections the need for the facility from Highway 53 in the west to CAH 403 at Oak Park Road is not required within the planning period the right-of-way for the facility should be protected for future transportation needs. Likewise the servicing corridor should also be protected to satisfy the future servicing needs of northwest area.

Recommendation

It is recommended that the City of Brantford protect the right-of-way for Alternative E2 from Highway 53 in the west to CAH 403 and Oak Park Road for future transportation needs and the servicing corridor for future servicing needs.

W. D. Wood

W. D. Wood, P. Eng.,
Roads & Traffic Engineer.

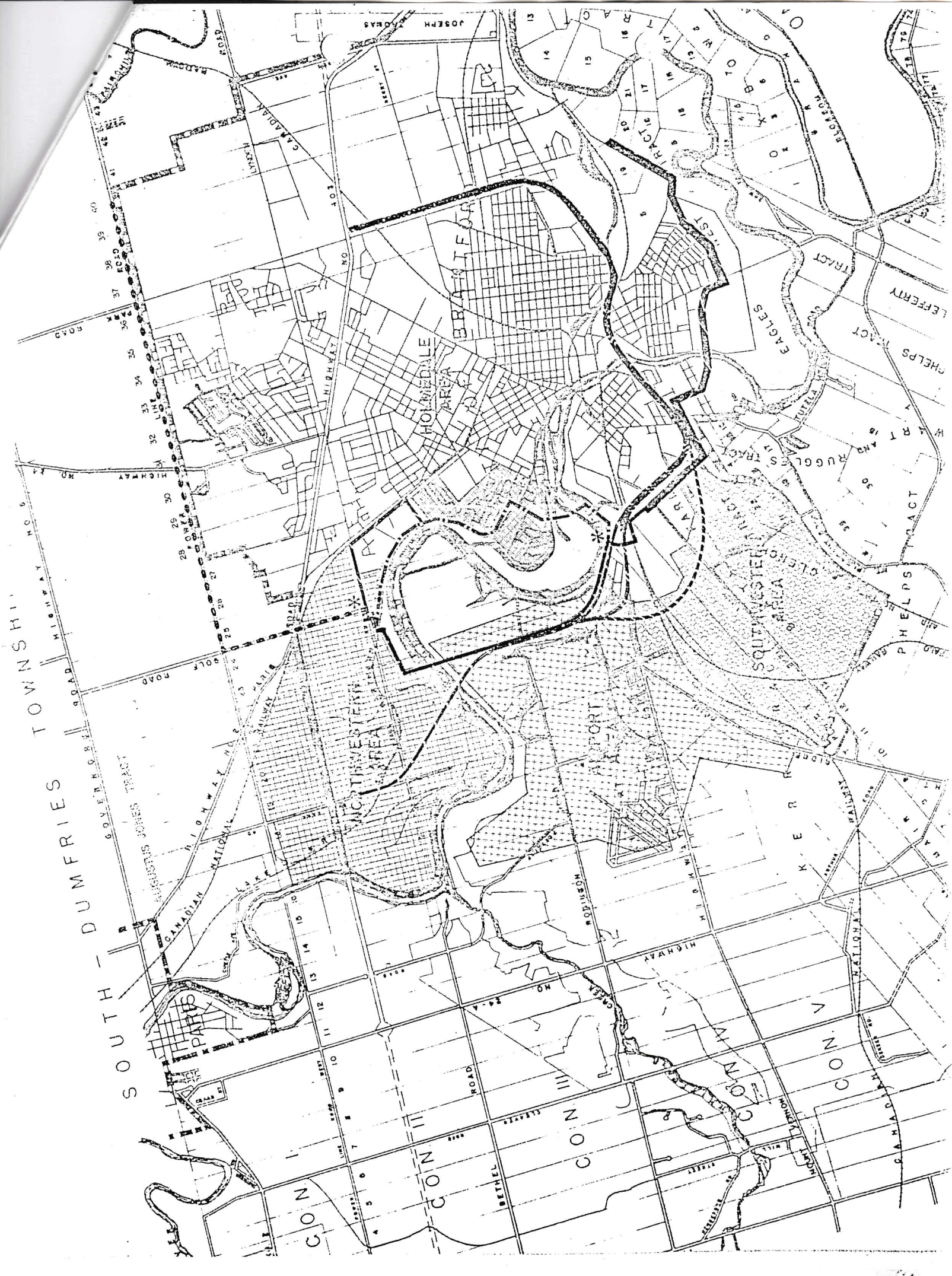
WDW/kf



NOT TO SCALE

- ALTERNATIVE E2

SOUTH - DUMFRIES TOWNSHIP



Map labels and features include:
- Major roads: HIGHWAY NO. 401, HIGHWAY NO. 10, HIGHWAY NO. 24, CANADIAN NATIONAL, GOVERNMENT ROAD, RUGGLES ROAD, LIGHT ROAD, BROAD ROAD, BENTLEY ROAD, KERR ROAD, PATENT ROAD, CANADIAN NATIONAL, HIGHWAY NO. 10, HIGHWAY NO. 24, KERR ROAD, PATENT ROAD, CANADIAN NATIONAL, HIGHWAY NO. 10, HIGHWAY NO. 24, KERR ROAD, PATENT ROAD, CANADIAN NATIONAL.
- Areas: HOMEDALE AREA, BRANTFORD AREA, SOUTHWESTERN AREA, PORT HURON AREA, WESTERN AREA, SOUTHWESTERN TRACT, RUGGLES TRACT, PHILIPS TRACT, WART AND RUGGLES TRACT, PHILIPS TRACT, WART AND RUGGLES TRACT, PHILIPS TRACT.
- Water features: RIVER, CREEK, SOUTH DUMFRIES RIVER, CREEK, SOUTH DUMFRIES RIVER, CREEK.
- Other labels: JOSEPH THOMAS, BRANTFORD, HOMEDALE, SOUTHWESTERN, PORT HURON, WESTERN, SOUTHWESTERN TRACT, RUGGLES TRACT, PHILIPS TRACT, WART AND RUGGLES TRACT, PHILIPS TRACT, WART AND RUGGLES TRACT, PHILIPS TRACT.
- Lot numbers: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.