



THE CORPORATION OF THE CITY OF BRANTFORD

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1986-10-03

Ministry of Transportation & Communications,
Central Region,
5000 Yonge Street,
WILLOWDALE, Ontario.
M2N 6E9

Attention: Mr. B.D. Riddell,
Regional Director.

RE: Brantford Southern Access Road

Dear Sir:

As the staff of both the Ministry of Transportation & Communications and the City of Brantford will be meeting on October 10, 1986 at City Hall in Brantford to consider re-negotiating the 1969 Agreement between the Province of Ontario and the City of Brantford which provides for the construction of the Brantford Southern Access Road project, I thought it would be prudent to document the status of the present agreement in terms of construction and maintenance of the Brantford Southern Access Road, the positions of both the Ministry and the City as of this date, and to present an alternate City position.

In summary, the Province of Ontario and the City of Brantford have entered into an Agreement that provides for the construction of the Brantford Southern Access Road from Highway 53 in the west to the intersection of Park Road North and CAH 403. The question of future extensions beyond CAH 403 remains, in the opinion of staff of the City of Brantford, a logical extension of the present agreement although it is recognized that Ministry staff are of the opinion that the Ministry's commitment is only to Park Road North and CAH 403. The Agreement provides that construction of the road facility shall be the responsibility of the Ministry of Transportation & Communications, with the City assuming 25% of the capital costs of the project including land costs. The Agreement also provides that subsequent to construction, the facility will be maintained by the Ministry of Transportation & Communications, with the City of Brantford assuming 25% of the total maintenance costs. The agreement provides that sufficient lands will be purchased to provide for the construction of a 4 lane facility.

At the request of the Ministry, the City of Brantford entered into negotiations with the Ministry in regard to the present agreement. The City's position was as follows:

- a. That the Ministry of Transportation & Communications would construct the Brantford Southern Access Road from Hwy. #53 in the west to Colborne Street and Park Road North as a two lane facility and would accept 100% of the cost of the facility from Hwy. #53 in the west to the westerly limit of the Glebe Lands. That portion of the facility over the Glebe Lands would be constructed as a connecting link facility by the City of Brantford with the costs shared on a 75 percent/25 percent basis.
- b. From Colborne Street and Park Road North northerly to CAH 403, the facility would be constructed by the Ministry to a four lane standard with the costs shared on a 75 percent/25 percent basis.
- c. From Hwy. 403 to Power Line Road, the City of Brantford would construct a facility with costs shared on a 75 percent/25 percent basis. The City proposed that the facility would be four lanes from Hwy. #403 to Fairview Drive and two lanes from Fairview Drive northerly to Power Line Road.
- d. Following completion of the complete facility from Hwy. 53 in the west to CAH 403, the City would assume this road facility as a connecting link.
- e. The Ministry would adjust the normal allotment of subsidy to the City in recognition of the additional financial burden on the City in assuming the B.S.A.R.

The Ministry's position appears to be that the City should accept the re-negotiation of the agreement and recognize that the facility will be substantially downgraded to a municipal facility of a two lane limited access nature from Hwy. #53 in the west to the intersection of Park Road North and Colborne Street. The Ministry proposes that the facility would be constructed by the City of Brantford on a 75 percent/25 percent basis with the City's share being 25%. The City would be responsible for all negotiations in regard to property, the preparation of Environmental Assessment Reports, the completion of the design and the construction of the facility. In regard to that portion from Colborne Street and Park Road North northerly to that portion of the Brantford Southern Access Road constructed in 1986, it would appear that the Ministry is prepared to allow the municipality to construct a four lane facility with the Ministry assuming 75% of the costs. Subsequent to construction, the B.S.A.R. would be designated as a connecting link. However, in regard to maintenance, the Ministry desires that City assume full responsibility for maintenance with subsidy being allocated through the normal maintenance subsidy program. The Ministry would recognize the impact of the Brantford Southern Access Road upon the subsidy allocation of the City and would provide an appropriate adjustment that would be negotiated between the City and the Ministry of Transportation & Communications.

In an attempt to resolve the present impact facing staff of the Ministry and the City of Brantford, the following position is offered by staff of the City recognizing that this position has not received input nor review by the Council of the City of Brantford.

1. That the Ministry of Transportation & Communications would construct a two lane limited access facility from Hwy. #53 in the west to Murray Street and would assume 75 percent of the costs.
2. That the City of Brantford would construct the Brantford Southern Access Road from Murray Street to the intersection of Colborne Street and Park Road North as a two lane facility with the City's share being 25%.
3. That the City of Brantford would reconstruct Park Road North from Colborne Street to Henry Street as a four lane limited access arterial facility with the City's share being 25%.
4. That the City of Brantford would construct a four lane municipal road from CAH 403 northerly to Fairview Drive with the City's share being 25%.
5. That the City of Brantford would construct a two lane municipal road from Fairview Drive northerly to Power Line Road with the City's share being 25%.
6. That the City of Brantford would complete what is known as the Edmondson Street Diversion and the West Street Diversion with the City's share being 25%.
7. That the Ministry would agree to establish a timetable for the construction of the Brantford Southern Access Road from Hwy. #53 in the west to Power Line Road east of Park Road North that would provide for the following:
 - i) The construction of the Brantford Southern Access Road from Market Street to Park Road North as soon as possible with the design commencing immediately.
 - ii) The construction of the Brantford Southern Access Road from Park Road North and Colborne Street northerly to Henry Street in the 1989/1990 period.
 - iii) The construction of the Brantford Southern Access Road from CAH 403 northerly to Power Line Road in 1989.
 - iv) The construction of the Brantford Southern Access Road from Hwy. 53 in the west to Mt. Pleasant Street in 1992.
8. That the City of Brantford is prepared to assume the road facility as a municipal road so long as the Ministry is prepared to designate the road as a connecting link and to adjust the City's normal allotment of subsidies to recognize the financial impact upon the City in assuming responsibility for maintenance of the Brantford Southern Access Road from Hwy. 53 in the west to Power Line Road.

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9. That the Ministry in recognition of the change of responsibility for the road facility and in recognition of the increase in maintenance costs to the municipality extend the westerly limits of the Brantford Southern Access Road from Hwy. 53 northerly to the intersection of Oak Park Road and CAH 403 as a two lane municipal road including a river crossing with the Ministry assuming 75% of the capital costs of construction and land.
10. That in recognition of the likelihood that the westerly extension of the B.S.A.R. will not be required in the near future, the schedule for construction remain subject to future negotiations between the Ministry and the City.

The above proposal is submitted by the undersigned as a realistic alternative to the positions that have been assumed by both the City and the Ministry over the last number of years. It is suggested that the above proposal is within the legislative guidelines and statutes of the Province of Ontario and satisfies the concerns previously stated by the Ministry to the proposals submitted by the City over the past number of years.

I look forward to discussing the question of re-negotiation of the Brantford Southern Access Road with you at our meeting of October 10th. If, in the interim any additional information is required from the undersigned, please feel free to contact the undersigned or in my absence, Mr. W.D. Wood, P.Eng., Deputy City Engineer.

Yours very truly,

AG-WDW/js

A. Gretzinger, P.Eng.,
City Engineer.

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