

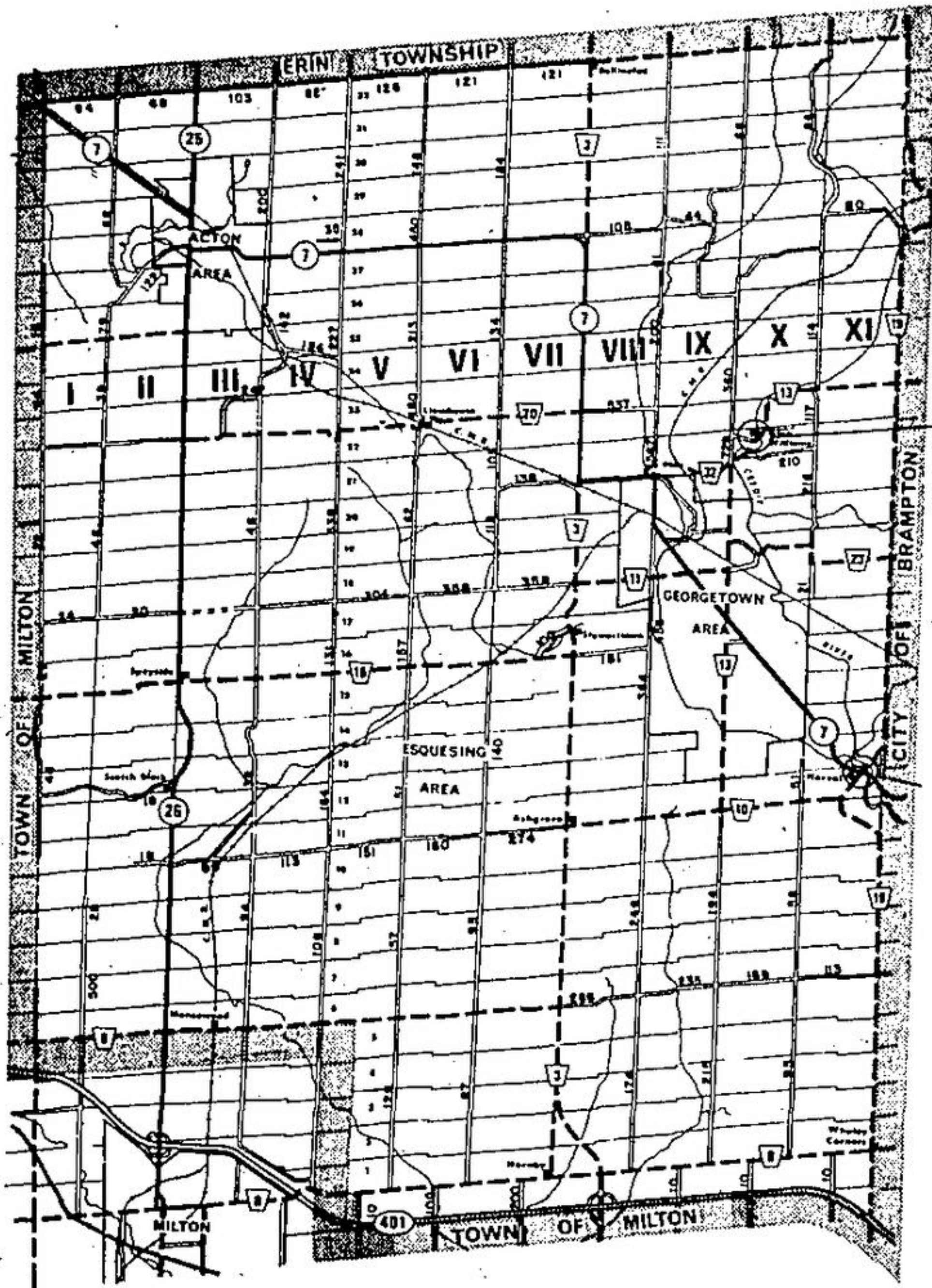
TABLE 7 - SEMI-URBAN DEFICIENCIES - BACKLOG

PRIORITY RATING	ROAD SECTION	NAME	ROAD SECTION DESCRIPTION FROM	TO	SECTION LENGTH	REC. IMPROVEMENT TYPE	IMPROVEMENT COST \$ ,000.
55	305	Church Street	Eastern Avenue	Main Street	0.40	* C.R.	161
47	179	Park Street	Main Street	Mill Street	0.20	* C.R.	70
47	167	Lorne Street	Charles Street	Draper Street	0.10	* C.R.	35
46	169	Draper Street	George Street	James Street	0.09	* C.R.	32
46	159	John Street	Victoria Street	Underpass	0.13	* C.R.	52
43	177A	Church Street	Main Street	Edith Street	0.06	* C.R.	24
39	183	Market Street	Maple Avenue	Mill Street	0.40	* C.R.	121
35	238	Sargent Road	Mountainview Road	Delrex Blvd.	0.33	* C.R.	134
35	190	McNabb Street	John Street	Durham Street	0.22	* C.R.	77
34	188	Back Street	Mill Street	Cross Street	0.11	B&S	3
34	168	James Street	Main Street	Charles Street	0.18	* C.R.	63
34	202	Edward Street	Delrex Blvd.	Highway #7	0.25	* C.R.	76
33	197	Durham Street	Highway #7	Sarah Street	0.31	* C.R.	109
31	195	Albert Street	Union Street	Highway #7	0.28	* C.R.	98
30	201	Normanby Blvd.	Highway #7	End	0.25	* C.R.	88
29	171	Charles Street	George Street	Princess Anne Dr.	0.15	* C.R.	61
28	203	Sargent Road	Delrex Blvd.	Rexway Drive	0.16	* C.R.	56
26	208	Rexway Drive	Delrex Blvd.	Sargent Road	0.35	* C.R.	121
25	210	Princess Charles Drive	Edward Street	Rexway Drive	0.32	* C.R.	112
25	158	John Street	Mountainview Road	Victoria Street	0.36	Spot Impr.	2
25	285	Elmore Drive	Elizabeth Drive	Fairy Lake	0.64	B&S	29
20	263	Armstrong Road	CNR tracks	Mountainview Rd.	0.30	B&S	14
20	211	Byron Street	Windsor Road	Edward Street	0.24	* C.R.	84
19	214	Brucewood Street	Byron Street	Highway #7	0.11	* C.R.	28
18	141A	Allen Road	Rexway Drive	Hale Drive	0.05	A.R.	2
18	262	Armstrong Avenue	Highway #7	.25 miles	0.25	B&S	12
17	212	Shelly Street	Edward Street	Rexway Drive	0.30	* C.R.	75
17	213	Keates Avenue	Shelly Street	Byron Street	0.05	A.R.	2
15	193	Lamb Avenue	King Street	End	0.10	A.R.	3
13	189	Morris Street	Chapel Street	Dead End	0.04	A.R.	2
11	9		4th Line	End	0.10	A.R.	2
10	145	Caruthers Road	Highway #7	Dead End	0.35	A.R.	**6

\* INDICATES COMPLETE RECONSTRUCTION TO URBAN STANDARDS  
 \*\* INDICATES NON-SUBSIDIZABLE COST (NEW SUBDIVISION)

TOTAL \$ 1,754,000.

PLEASE NOTE: R/MW Indicates resurface and minor widening  
 B&S Indicates base and surface  
 A.R. Indicates asphalt resurface  
 C.R. Indicates complete reconstruction



ANNUAL AVERAGE DAILY TRAFFIC VOLUMES



# Town's roads to 1984

A study commissioned by Halton Hills of the town's road needs for the next ten years predicts that costs for maintaining and constructing municipal roads will reach the \$2.2 million level by 1984, approximately 100 percent higher than this year's estimated expenditure of \$1.2 million.

The study was carried out over a one year period by the engineering firm of Phillips Planning and Engineering Ltd. The company's consultants have carried out in-depth studies in four specific areas: —Traffic counts and volumes on roads throughout the town; —Classification and inventory of existing roads and structures, determination of the deficiencies and estimates of costs for construction improvements; —Estimates of future fixed costs for maintenance equipment, overhead and administration; —Preparation of the improvement program and financial plan for Halton Hills for the next 10 years.

According to Don Tefft, director of the study, it is merely "a document on which council can make its future decisions concerning road needs for the next ten years. It's certainly not a binding study at all."

Councillor Len Cox commented the engineers on their work noting, "This is one of the greatest pieces of work that has been prepared for this town. It prepares both the town and the ministry (of transportation and communications) for what we hope to do in the future 10 years." He noted that a similar study carried out by Esqueping, prior to regional government, had been very well received by the MTC. "Esqueping" he said, "found that about 90 percent of our projects were anticipated by the ministry because of that study."

Councillor Joe Hurst, who chaired council's technical co-

ordinating committee which dealt with the study, added, "While it's a guide to the future we certainly shouldn't think of it as the Bible. It is only a study which should be updated each year."

Mr. Tefft, in presenting the report to council Monday night, noted that his firm had only four firm proposals to make after analyzing the findings of their many studies. He explained that it would be to the town's advantage to consolidate its works department garages into one central location at the Central Works Garage on the Seventh Line. He noted that Acton's works garage had already been moved to that site but Georgetown's yard was still in operation.

"The present Georgetown works complex could be offered for sale, and the proceeds of such a sale could be used toward the expanded central works garage facility," the study noted, with the result that it "will improve the efficiency of the various public works operations, and result in an overall savings to the people of Halton Hills."

The second recommendation dealt with the way in which major road construction projects in the town be carried out. "In order to keep municipal work crews to an economically efficient level," the study noted, "the committee felt that future construction work, requiring more than approximately two weeks for completion, should be tendered for construction by a contractor. Any other minor work not requiring specialized equipment should be done by the municipal forces."

The choice of major works projects was to be left strictly in the hands of council, through its works committee. A full-scale paving program for almost all roads in the town was advised. The consultants discovered that maintaining hard surfaced roads in Halton Hills was much less expensive

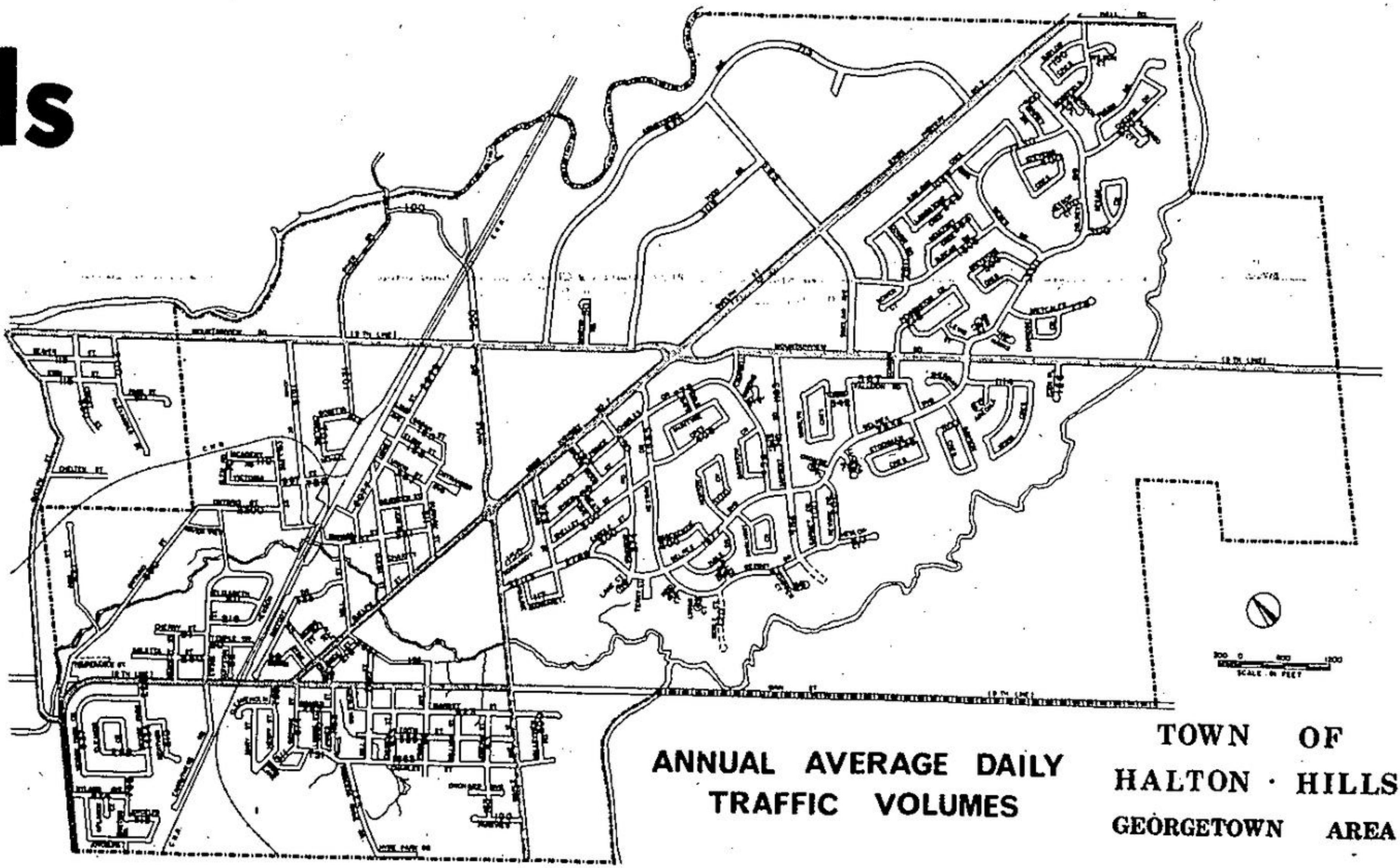
than keeping up soft surfaced, gravel roads. That finding, Mr. Tefft pointed out, was in contrast to the rest of the province and thus required a close examination.

The consultants also recommended that the John Street underpass, running beneath the CNR tracks, be completed within the next five years. Although the overall capital costs might be high, Mr. Tefft said, the cost to the town would be low due to large federal grants for railroad improvements. "It should be done," he said. "It's an archaic bridge that's dangerous and inconvenient."

Estimating the costs for all the possible projects over the next 10 years the consultants concluded that, based on an annual 10 percent rise, the annual costs would be in the neighbourhood of \$2,205,500 by 1984. Of that amount the town would have to pay roughly \$1,173,200 and the province \$1,032,300.

"Halton Hills is in an enviable position as far as roads are concerned," Mr. Tefft said. He explained that the town's strong assessment position, plus its relatively small roads needs would be the envy of many other communities. "You could eliminate your construction backlog in 10 years while some municipalities in Ontario could not hope to do it in 50. And you can do it without ruining your tax base."

The major part of the road and street improvements outlined in the study were centred in Georgetown and Esqueping, with little planned for the centres of Norval and Glen Williams. Those two centres plus Acton had recently undergone extensive road improvement work and thus required little additional work. Besides, Mr. Tefft noted, "Acton has relatively good soil conditions" helping the roads to stand up to wear and weather.



ANNUAL AVERAGE DAILY TRAFFIC VOLUMES TOWN OF HALTON HILLS GEORGETOWN AREA

TABLE 9 - URBAN ROAD DEFICIENCIES - BACKLOG

PRIORITY RATING	ROAD SECTION	NAME	ROAD SECTION DESCRIPTION FROM	TO	SECTION LENGTH	REC. IMPROVEMENT TYPE	IMPROVEMENT COST \$ ,000
42	191	King Street	Mountainview Road	Sarah Street	0.25	R.P.	***
37	172	Charles Street	Princess Anne Drive	Maple Avenue	0.44	R.P.	***
35	207	Rexway Drive	Highway #7	Delrex Blvd.	0.45	R.P.	***
TOTAL							***

R.P. - Indicates restricted parking improvement

PLEASE NOTE: R/MW Indicates resurface and minor widening  
 B&S Indicates base and surface  
 A.R. Indicates asphalt resurface  
 C.R. Indicates complete reconstruction

TABLE 10 - BRIDGE STRUCTURE DEFICIENCIES

PRIORITY RATING	BRIDGE NO.	ROAD NAME	LOCATION	ROAD SECTION NO.	RECOMMENDED IMPROVEMENT TYPE	IMPROVEMENT COST \$ ,000.
57	1013	John Street	CNR tracks	159	Replace new location	150 *
47	1010	Maple Avenue	.20 miles east of Mountainview Road	163	Replace new location	120 *
TOTAL						\$270.

\* Not including Railway Contribution

The following tables are taken from the Phillips' report. They offer assessments of various roads in Halton Hills including the type of work that is needed on each to bring it up to required standards plus the cost of such work. The priority rating in the left hand column shows the comparative importance of the work on each section. A rating of over 35 means the work is of in-

creasing importance. Table Five outlines the deficient rural roads in Halton Hills, primarily Esqueping Twp. This work could be termed immediately necessary, according to the planners. Table Six lists the less immediate projects and how long it could take to carry out the work. Table Seven lists the most pressing road problems in the

semi-urban areas of Halton Hills, basically centred in Georgetown. Table Eight lists the least necessary semi-urban deficiencies and how long it should take to clear them up. Assessment of the work required on the various roads is based both on their present condition and the traffic on them.