

Clause embodied in Report No. 7 of the Works Committee, which was before the Council of the City of Toronto at its meeting held on May 30, 31 and June 1, 2001.

15

**Status Update on Provincial Highways  
Transferred to the Former Municipality of  
Metropolitan Toronto in 1997**

*(City Council on May 30, 31 and June 1, 2001, received this Clause.)*

**The Works Committee submits the following report (April 23, 2001) from the Commissioner of Works and Emergency Services for consideration by Council:**

Purpose:

This report responds to the February 28, 2001 request from the Works Committee for an update on the highways transferred to the former Municipality of Metropolitan Toronto from the Ministry of Transportation, Ontario in April 1997.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendation:

It is recommended that this report be received for information.

Background:

The Works Committee at its meeting on February 28, 2001, during consideration of the 2001-2005 Capital Works Program for the Transportation Services Division, requested the Commissioner of Works and Emergency Services to provide an update on the highways transferred from the Province to the former Municipality of Metropolitan Toronto in April 1997.

History:

Over 15 years ago, the Ministry of Transportation, Ontario (MTO) reviewed their provincial highways and concluded that a number of them no longer served a provincial highway function. The change in the role of these highways was due to the fact that they were either paralleled by 400-series highways or the surrounding land use had changed their role and function from a provincial highway to an arterial road.

In June 1996, the Minister of Transportation advised the former Municipality of Metropolitan Toronto that the following roadways would be transferred on April 1, 1997:

- (a) the Queen Elizabeth Way from Highway 427 to the Humber River (subsequently renamed to the F.G. Gardiner Expressway);
- (b) Eglinton Avenue from The East Mall to a point 500 metres east;
- (c) Highway 2A from Highway 401 to Kingston Road;
- (d) Highway 27 from Highway 401 to Steeles Avenue; and
- (e) Highway 2 from Highway 401 to the Metro/Durham boundary.

Subsequent to the announcement, former Metro Toronto staff assessed the condition of the roads to be transferred and identified capital deficiencies totalling \$46.4 million (1996\$). The works required included rehabilitating the road base and surface, rehabilitation of structures, and improvements to traffic control equipment. This estimate did not include any costs for upgrading Highways 2, 2A and 27 from their existing rural cross-sections to urban cross-sections, and did not include any environmental liabilities that may exist on the highway rights-of-way. In addition to the capital deficiencies, annual maintenance costs for these highways were estimated to be in the order of \$2.2 million per year (1996\$).

In a letter dated September 9, 1996, the Minister of Transportation informed the former Metro Corporation that a one-time payment in the amount of \$12,764,750.00 was to be provided for the transfer of these highways. Based on Metro's assessment of the highways, this represented a shortfall of \$33.6 million (1996\$) in capital costs alone.

Comments:

Rehabilitative Works Carried Out to Date:

For a number of years prior to the transfer of these highways, the Ministry carried out little rehabilitative works. As a result, these highways were in need of a significant amount of rehabilitation work, ranging from resurfacing to full reconstruction. To date the City has carried out the following rehabilitation work on the transferred roads:

Road	Limits	Work	Year	Cost
Highway 27	Humber River to Rexdale Blvd.	Resurfacing	1999	\$400,000.00
Highway 27	CN Underpass to Belfield Rd.	Resurfacing	2000	\$785,000.00
Highway 27	Dixon Road bridge	Reconstruction	1999	\$4,710,000.00
Highway 2A	Kingston Road to Hwy. 401	Resurfacing	1997	\$1,200,000.00
Highway 2A	Lawson Road bridge	Reconstruction	2000	\$1,900,000.00
Total				\$3,100,000.00

### F.G. Gardiner Expressway Rehabilitation Program:

With respect to the F.G. Gardiner Expressway between the Humber River and Highway 427, the City has not carried out any major rehabilitative works prior to this year. In 2001, the bridge over the CP Rail and Wickman Road will be rehabilitated at an estimated cost of \$1.2 million. Preliminary evaluation of the condition of this section of the expressway, undertaken as part of the transfer from the Province, indicated that a significant amount of rehabilitation work is required. In order to co-ordinate and minimize costs and disruption to the public, Transportation Services Division staff are developing a comprehensive Strategic Rehabilitation Program that accounts for all elements of the expressway that are in need of attention, as well as identifying opportunities for safety and operational improvements. The resulting program will be used as the basis for programming capital works projects for the Gardiner Expressway as part of the Transportation Services Division's five-year capital works program.

The development of the Strategic Rehabilitation Program is currently underway. It is broken down into two phases: needs assessment and capital program development. The assessment involves the evaluation of all infrastructure elements: pavement, guiderails, structures, traffic operations, signs, pavement markings, RESCU, electrical systems, lighting and urban design. Once the needs assessment is completed, the capital program will be developed using specific criteria including construction staging efficiencies, safety-related issues, and cost-effective combination of work.

### Conclusions:

On April 1, 1997, five provincial highways were transferred to the former Municipality of Metropolitan Toronto. To date, a total of \$3.1 million has been spent on rehabilitating these highways with \$1.2 million programmed for 2001. The City is currently developing a Strategic Rehabilitation Program for the F.G. Gardiner Expressway between Highway 427 and the Humber River (formerly the Queen Elizabeth Way). The objective in developing this program is to minimize costs and disruption to the public.

### Contact:

John P. Kelly, P.Eng.  
Manager, Infrastructure Planning  
Phone: (416) 392-8340  
Fax: (416) 392-4426  
E-mail: jkelly@city.toronto.on.ca