



EAST SIDE OF MCCOWAN ROAD LOOKING NORTH  
EXISTING CONDITIONS



EAST SIDE OF MCCOWAN ROAD LOOKING NORTH  
6 LANE CONVENTIONAL WIDENING



EAST SIDE OF MCCOWAN ROAD LOOKING NORTH  
INTERIM GRS 1



EAST SIDE OF MCCOWAN ROAD LOOKING NORTH  
INTERIM GRS 2



EAST SIDE OF MCCOWAN ROAD LOOKING NORTH  
ULTIMATE GRS

However, phasing the landscaping features would not help reduce the total costs. Indeed, as the labour costs and other material costs tend to increase year after year, the costs of implementing some landscaping features later would actually be higher than those if they are constructed at the outset with the road widening.

There are also other compelling reasons not to phase the implementation of the landscaping. Having a median and/or boulevard without putting in the landscaping features would negatively impact the aesthetics of the roadway and not accurately reflect the longer term intended look and feel to the corridor (the partially finished median and/or boulevard would not only look unfinished, but also potentially can be a magnet for garbage). Implementing the landscaping features at a later time would also contaminate the work already done. Completing a partially finished boulevard also presents other challenges. For example, if only half the trees are planted initially, the other half will be smaller than those originally planted, unless larger trees are purchased later, at an increased cost. Planting all the trees in the boulevard, however without the surface treatment, also makes no sense from a practical perspective.

It should also be noted that the landscaping costs are only a relatively small percentage of the total costs of the road widening. The potential issues and drawbacks far outweigh the potential benefits of phasing the landscaping features, particularly portraying an incomplete picture of the ultimate intent. This may dissuade the public from supporting similar future endeavours. Also, the overall costs would be greater than if the segment of street was completed as intended from the outset. It is recognized however, that this will necessitate a re-evaluation of the Region's Roads Capital Program.

#### **9.10 TRANSITIONAL ZONES BETWEEN 4 LANES AND 6 LANES**

Transitional zones between 4 lanes and 6 lanes typically occur at intersections. At the location where the 6 lane cross-section is being reduced to a 4 lane cross-section, the curb through lane (approach lane) can become an exclusive right turn lane. Alternatively, a new discharge lane can be introduced beyond the intersection and then tapered to allow vehicles to merge with the other two lanes of through traffic. When a 4 lane cross-section is being transitioned into a 6 lane cross-section, an exclusive right turn lane can be changed to a shared through-right lane, which matches the curb lane of the 6 lane cross-section on the far side of the intersection.