Background - Big Bay Point/Harvie Road/Hwy 400 Crossing and Interchange

1999
- Reed Voorhees Transportation Study recommends Harvie Rd/Big Bay Point Road Hwy 400 Crossing and becomes part of City’s Transportation Plan

2004
- City Council identifies its top ten Strategic Priorities for 2004-2006
  #2 – Address Transportation Issues in South End

2005
- MTO EA for Hwy 400 concluded that hwy will be widened to 8 lanes from City’s south end to Essa Road, 10 lanes from Essa to Bayfield, and 8 lanes from Bayfield to north boundary. Regional Office oversight changes and so does attitude toward expansion, bridges etc.
- Richard Forward quoted in media as pleased that MTO has had a change of heart in considering the link/interchange. “It’s a fantastic opportunity” (Huntsville Forester, March 16, 2005)

November 2010
- City held public information session re: Harvie/Big Bay Point connection in November 2010 and initiated Class EA process

January 2012
- Environmental Assessment Study (Phases 1 & 2) completed by Morrison Hershfield in January 2012
  (phases 3 & 4 look at design alternatives with the crossing and confirm the land requirements that might be needed for a highway interchange.

March 2012
- Morrison Hershfield Study formed basis of Staff Report that was considered by Council on March 5, 2012

According to the March 2012 Staff Report:

- “Even with substantial transportation improvements proposed at Essa Road/Hwy 400 and currently being completed at Mapleview/400, there will not be enough east-west capacity crossing Highway 400 to service the proposed development in the south end of Barrie.”

- “This Class EA Study demonstrates good long range transportation planning. Good transportation linkages are critical in planning for and accommodating, future growth in the City of Barrie.”
Political Support

“More than any other project in the city, it will alleviate traffic in the south end,” Mayor Jeff Lehman said

“It will be a critical east-west connection in the city,” said Councillor John Brassard, chairman of Barrie’s Transportation & Economic Development Committee.

“I worry that as additional interchange work is undertaken at Essa Road and Mapleview the lack of a pressure valve or outlet at Harvie Road and Big Bay Point will cause gridlock at the two other interchanges . . . If we can clearly see that issue coming, I believe we have a responsibility to address it now and not wait until it happens. I would hope that we can this good plan even better” said Councillor Michael Prowse

(Barric Examiner “Council Set To Merge Roads”, March 2, 2012)

March 5, 2012

The Report was approved unanimously by Council and included 6 lanes plus a turn lane for both Harvie Road and Big Bay Point Road on either side of the 400; approval was also given to proceed with phases 3 & 4 of the EA

- Approved plan included two phase approach
  - $15 million underpass followed later by
  - $15+million Full interchange

2012 – The City of Barrie 10 year Capital Plan called for a highway crossing . . . to be constructed for 2015

*Actual commitments in plan included $1.85 million for design in 2013 and $5.45 million for utilities and property acquisition in 2015

But city officials say what they need to get south-end traffic moving is already in the works: Connecting Harvie Road to Big Bay Point Road. . . . “What’s in the capital plan is the (highway) crossing for Harvie/Big Bay, around 2015. That’s not too far away,” said infrastructure planning engineer Ralph Scheunemann.

Barrie Advance “Barrie pushes ahead for Harvie Link to get traffic moving”, Oct. 11, 2012
December 2013

Barrie Council cuts Capital Plan by 50% - Funding for Harvie Rd./Big Baby Point Crossing is Removed

City focused on select projects.
1. Some road construction projects – Big Bay Point, Yonge to Hurst; Harvie Road from Essa to Byrne; Veterans Drive from Mapleview to Salem; and a few others
2. Downtown Revitalization
3. Growth Management Study and Planning for Annexed Lands

January 27, 2014
The City’s Multi-Modal Transportation Study shows the Harvie Road/Big Bay Crossing as completed by 2016 with an interchange by 2021.

May 26, 2014
In response to the Multi-Modal Active Transportation Plan the MTO announced studies examining options to improve Hwy 400 with emphasis on replacement of bridges at McKay Road, Churchill Sideroad and Coulson Rd.

June 23, 2014
MTO initiative to replace Tiffin St. Bridge, not a Barrie priority project but timing dictates participation – City commits $5.06 million for inclusion in 2015 Business Plan

September 22, 2014
MTO advises the City of Barrie of its intention to replace the McKay Road bridge over Hwy 400 in 2016. Council approves $46,100 from Tax Capital Reserve Fund to pay City’s share of preliminary design costs for the MTO McKay Road Overpass Replacement project.

City staff recommend that Council consider accelerating plan to extend the length and width of the McKay Road structure to accommodate the City’s planned future interchange. Total projected estimated to cost $37.5 million over an eight year period. City’s share in 2015 to be $2.5 million. It is anticipated that 85% of costs would be recovered through DC’s with the balance paid from tax-based revenues.

October 1, 2014
Jeff Lehman campaign launches “Roads to Jobs” investment program. Includes: “Two new critical pieces of Hwy 400 infrastructure: the Harvie-Road-Big Bay Point crossing, and the Mackay Road Interchange.

October 2, 2014
Ward 7 Councillor John Brassard sends out email newsletter indicating that he is “hopeful that some other necessary projects like the Big Bay Point/Harvie crossing will gain some construction readiness momentum in the next year . . . .