

6

TEMPORARY ROAD CLOSURE OF 16TH AVENUE BETWEEN NINTH LINE AND MARKHAM BY-PASS TOWN OF MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 17, 2004, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The Commissioner of Transportation and Works be authorized to exercise any of the powers of Regional Council for the temporary closure to through traffic of 16th Avenue (Y.R. 73) between Ninth Line (Y.R. 69) and Markham By-Pass in the Town of Markham, as outlined in this report.
2. The Regional Solicitor prepare the necessary by-law.
3. A copy of this report be forwarded by the Regional Clerk to the Clerk of the Town of Markham.

2. PURPOSE

The purpose of this report is to seek endorsement from Regional Council to authorize the Commissioner of Transportation and Works to temporarily close 16th Avenue from Ninth Line to Markham By-Pass. This full road closure is required to facilitate the installation of underground municipal services.

3. BACKGROUND

The master servicing plans for the Cornell Community in Markham outline that the lands immediately south of 16th Avenue would be serviced north across 16th Avenue since these lands naturally drain to the north. To implement this approved servicing strategy, 16th Avenue must be crossed with storm and sanitary sewers at the location of the proposed intersection of 16th Avenue and Country Glen Road. The same servicing plans indicate that a Town of Markham trunk watermain is required on 16th Avenue. In addition to the sewer crossings, watermain crossings will also be required at this location.

These underground services will service the adjacent lands and will be ultimately owned by the Town of Markham. The location plan for the recommended road closing is appended to this report as *Attachment 1*.

4. ANALYSIS AND OPTIONS

The landowners adjacent to 16th Avenue are currently installing underground services on their lands with the intent of having internal roads paved in the spring of 2005. To provide an outfall for the lands south of 16th Avenue, the Country Glen Road crossing of 16th Avenue is required to be completed between January and April 2005, depending on weather conditions.

No firm dates have been set for the closure. The landowner and Regional staff will continue to liaise to set the dates and duration of the closing. Realistic timing for this closure would be between January and April 2005.

The duration of the road closure is currently being discussed with Regional staff with options of either a one week closure with normal hours of work or an extended weekend closure with work proceeding continuously around the clock. The first option is preferred.

The public will be notified by way of on-site signage and local newspaper advertisements a minimum of two weeks prior to the closure. Detour signs will be erected on the Regional and Town road network to guide drivers around the closure site.

Notification of the proposed road closures will be given to all emergency services two weeks prior to the closure.

Alternatives to the closure have been examined, and it has been determined that a road closure is preferred for the following reasons:

4.1 Two Stage Crossing

Installation of the crossing in two stages to permit traffic to operate on a reduced basis is not possible due to the depth of the services without the need for significant diversions of traffic. The total duration of the crossing and resulting traffic interruption would be significantly longer than with a complete road closure.

4.2 Tunnelling Crossing

The option of tunnelling under 16th Avenue was examined. Three separate tunnels at the crossing would be required to accommodate the storm and sanitary sewers and watermain at the crossing. The cost of these tunnels is excessive when compared to the impact of a road closure of a road with no residents, low traffic volumes and easily accessible detour options.

4.3 Local Access

There are no residents who access their properties from this section of 16th Avenue.

5. FINANCIAL IMPLICATIONS

The work and all costs associated with the installation of underground services crossing 16th Avenue including traffic management and road restoration will be the responsibility of the adjacent landowners.

6. LOCAL MUNICIPAL IMPACT

Departmental staff will liaise with local municipality staff regarding detours, signage and other matters of local interest, otherwise, there are no local municipal implications associated with this report.

7. CONCLUSION

The crossing of 16th Avenue between Ninth Line and Markham By-pass is required to accommodate servicing of adjacent lands. In order to complete the construction of these crossings, it is recommended that a temporary road closure be approved.

Closing the road will reduce the risk to the travelling public and work crews and reduce the length of the construction schedule.

It is, therefore, recommended that the Commissioner of Transportation and Works be authorized to exercise any of the powers of Regional Council for the temporary closure to through-traffic on 16th Avenue between Ninth Line and Markham By-pass for a duration and a time to be determined by Regional Staff.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the Agenda for the December 1, 2004 Committee meeting.)