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TEMPORARY ROAD CLOSURE OF 14TH AVENUE BETWEEN NINTH LINE AND REESOR ROAD, TOWN OF MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, September 2, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council authorize daily temporary closure of 14th Avenue (Y.R. 71) between Ninth Line (Y.R. 69) and Reesor Road, from 9:00 a.m. to 4:00 p.m. starting on Monday, September 26, 2005 to Saturday, October 1, 2005 for the reconstruction of 14th Avenue (Y.R. 71), in the area east of the hamlet of Box Grove. One east bound lane and one west bound lane shall be open to traffic each day by 4:00 p.m. and access shall be provided at all times for local traffic.
1. The Regional Solicitor prepare the necessary by-law.
2. Copies of this report be forwarded by the Regional Clerk to the Clerk of the Town of Markham, to Box Grove Development and to Winter Garden Development.

2. PURPOSE

This report proposes that Regional Council authorize the daily temporary road closure of 14th Avenue, from Ninth Line to Reesor Road, from 9:00 a.m. to 4:00 p.m. starting on Monday, September 26, 2005 to Saturday, October 1, 2005 for the reconstruction of 14th Avenue.

3. BACKGROUND

Box Grove Development and Winter Garden Development are developing single family residential subdivisions (19T-03014 and 19T-03015) located on the north and south side of 14th Avenue approximately 500m east of the Ninth Line (*see Attachment 1*).

Phase 1 of each subdivision comprises of single family dwellings that have two accesses to 14th Avenue. The location of the new intersections of the Ninth Line By-Pass onto 14th Avenue and Riverwalk Road are approximately 600 metres and 800 metres east of the Ninth Line.

14th Avenue between Ninth Line and Reesor Road is currently a paved two-lane rural road. Box Grove Development and Winter Garden Development are required to reconstruct 14th Avenue, in the area east of the hamlet of Box Grove, to allow safe access and egress into their residential subdivision. 14th Avenue will remain a paved two-lane rural road configuration with the necessary additional turning lanes and tapers upon completion of the proposed works.

4. ANALYSIS AND OPTIONS

The following options were considered for the reconstruction of 14th Avenue, east of the hamlet of Box Grove.

4.1 No Road Closure

An analysis was undertaken to determine if the reconstruction of 14th Avenue could be completed without any road closure. Two alternatives, in this regard, were examined.

4.1.1 Construct Temporary Detour

14th Avenue is a two lane rural roadway with no shoulders and roadside ditches. New hydro poles have been installed on the south side of 14th Avenue. Existing residential dwellings, with legal non-conforming setbacks, line the north and south sides of 14th Avenue between the Ninth Line and the new Ninth Line By-Pass. The location of the new hydro poles on the south side and the existing dwellings on the north side may create an unsafe situation due to narrow lanes and limited work area.

4.1.2 Construct One Lane and then the Other

On a lane-by-lane approach to construction, each lane would be entirely reconstructed and paved with separate construction operations. During daily working hours between 9:00 a.m. to 4:00 p.m., 14th Avenue would be reduced to one lane, while the other lane is under construction. The substandard shoulders and the roadside ditches along 14th Avenue result in an unsafe situation for vehicular traffic to travel through the construction zone.

During both stages of construction (either the eastbound lane or westbound lane) an elevation differential of 1.0 metre will exist between the construction area and the adjacent traffic lane. Even with temporary concrete barriers, there is insufficient lateral space to provide any safe setback between the traffic lane and construction zone.

4.2 Road Closure

The temporary road closure of 14th Avenue will decrease the construction duration and local impacts to traffic while maintaining a safer work zone for construction workers and local traffic.

Of the two options carried for consideration, it is felt that the temporary road closure is the safest option and would achieve the best results in the shortest time with minimum disruption.

As a result, it is proposed that a daily temporary road closure of 14th Avenue from Reesor Road to the Ninth Line from 9:00 a.m. to 4:00 p.m. starting on Monday, September 26, 2005 to Saturday, October 1, 2005 be approved. The section of 14th Avenue within the hamlet of Box Grove, east of Ninth Line, will remain open for local traffic only, with access available to and from Ninth Line.

A traffic management plan will be prepared outlining the temporary road closure, detour routes, access requirements for local residencies, vehicle and pedestrian flows, signage and areas of responsibility. It is contemplated that the detour route will be along Steeles Avenue, Ninth Line and Reesor Road.

Box Grove Development and Winter Garden Development will provide all necessary notices no later than two weeks prior closure as follows:

- Notice in local Markham newspaper.
- Notice to all residences on 14th Avenue between Ninth Line and Reesor Road.
- Notice to all residences in the adjacent subdivisions.
- Signage notice at the two intersections of 14th Avenue at Ninth Line and at Reesor Road, and any other location deemed necessary as identified in the traffic management plan.
- Notice to all emergency services.
- Notice to all school bus companies (public and separate), and transit bus companies.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this report. Box Grove Development and Winter Garden Development will provide the reconstruction costs for 14th Avenue, the necessary signage, and all other traffic control requirements.

6. LOCAL MUNICIPAL IMPACT

The temporary road closure will create a safer work environment for the motoring public and construction workers as well as decrease the construction duration.

7. CONCLUSION

To ensure the safe and efficient movement of traffic while maintaining construction and traffic safety, it is proposed that the daily temporary closure of sections of 14th Avenue

be approved. Box Grove Development and Winter Garden Development are responsible for all necessary construction costs, traffic control costs and other associated costs.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the September 7, 2005 Committee meeting.)