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ISLINGTON AVENUE AND LANGSTAFF ROAD PROJECTS STATUS UPDATE, PROJECTS 8816, 8817, 9859

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, September 24, 2003, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The following report be received for information by Committee and Regional Council.
2. The Regional Clerk forward a copy of this report to the Clerk of the City of Vaughan.

2. PURPOSE

The purpose of this report is to update Regional Council on the status of the Islington Avenue construction from Monsheen Avenue to Langstaff Road and the planned 2004 widening and reconstruction of Islington Avenue, from Langstaff Road to Major Mackenzie Drive, and Langstaff Road, from Islington Avenue to Weston Road, in 2004. (*see Attachment 1 Location Plan*).

3. BACKGROUND

At the September 3, 2003 meeting of the Transportation and Works Committee, Regional staff were requested to provide an update of the Islington Avenue project currently underway and to identify provisions that can be used to mitigate community impacts in the ongoing reconstruction of Islington Avenue and on Langstaff Road scheduled for 2004.

3.1 Status of Current Islington Contract, Monsheen Avenue to Langstaff Road

Construction of the project commenced in September of 2002. All work south of Thistlewood Avenue (Humber River bridge), including boulevard trees, sod, surface asphalt and pavement markings will be complete by the end of October 2003. North of the bridge, curb and sidewalks will be complete by October 24, 2003, where upon tree planting, sod and illumination will commence. Surface asphalt and pavement markings will be completed north of the bridge by November 28, 2003. All of the work of the contract will be complete by the winter 2003 per the contract requirements with the exception of bridge work at the Humber River crossing. Interim pavement markings will be provided at the bridge to enable full use of the roadway on the base asphalt for the winter of 2003/2004.

Work at the bridge is subject to fisheries restrictions regulated by the Department of Fisheries and Oceans (DFO). Owing to salmonoid spawning restrictions, “in water” work at the bridge is restricted to the period between June 15 and September 15. The current schedule was delayed by the need to drive more piles than specified on account of ground conditions. Hence completion of the “in water” bridge work was not possible in 2003 and must resume in June 2004.

“Out of water” bridge work will continue until winter 2003 whereupon interim pavement markings and traffic barriers will be placed to ensure safe and efficient traffic flow at the bridge over the winter of 2003-2004. Since all other construction between Monsheen Avenue and Langstaff Road will be complete by winter 2003, the only construction in this section of Islington Avenue in 2004 will be at the bridge, commencing June 15, 2004.

3.2 Forecasted Construction Islington and Langstaff Staging for 2004

The new Islington and Langstaff projects proposed for construction in 2004 are summarized as follows:

- Islington Avenue, Langstaff Road to Rutherford Road.
- Islington Avenue, Rutherford Road to Major Mackenzie Drive.
- Langstaff Road, Islington Avenue to Weston Road.

It is being proposed to construct these projects as a single contract. This will enable the benefits of economy of scale and provide opportunity to regulate construction limits and duration. Issues to be addressed as part of the 2004 contracts include:

- Duration of project.
- Duration of lane closures after paving.
- Extent of area affected at any given time (staging).
- Pedestrian thoroughfare.

These issues have been reviewed with a view to developing strategies that will ensure smooth delivery of the contract with effective timing and completion dates for both the Islington and Langstaff projects.

4. ANALYSIS AND OPTIONS

It is proposed that the 2004 projects be tendered as a single contract. Successful implementation will ensure community impacts are minimized. This can be achieved using specific contract controls that will regulate the limits and duration of construction in any specific area.

4.1 Duration of Project

Construction of the combined projects is planned to start in April 2004 with completion targeted for December 2004. The contract will stipulate specific timing for each stage of

the project which will require the contractor to complete one area prior to commencing an adjoining stage.

4.2 Staging of Project

The following staging will be incorporated into the contract:

Table 1
Construction Staging

Street	Section	Construction Period
Islington Avenue	Rutherford Road to Major Mackenzie Drive	April 1 to July 31, 2004
Islington Avenue	Langstaff Road to Rutherford Road	August 1 to November 30, 2004
Langstaff Road	Islington Avenue to Pine Valley Road	April 1 to November 30, 2004
Langstaff Road	Pine Valley Road to Weston Road	April 1 to July 31, 2004

The recommended staging is explained as follows:

Islington Avenue, Rutherford Road to Major Mackenzie Drive (April 1 to July 31):

Islington Avenue will be widened to provide four lanes, with turning lanes at each intersection. Permanent traffic signals will be installed at Sonoma Boulevard, Napa Valley Avenue and Spring Berry Gate/Sunset Ridge. This section of Islington Avenue north of Rutherford Road will be completed before commencing the section of Islington Avenue south of Rutherford Road in order to minimize the extent of disruption on Islington Avenue.

Islington Avenue, Langstaff Road to Rutherford Road (August 1 to November 30):

Islington Avenue will be widened to provide four lanes with turning lanes at each intersection. Permanent traffic signals will be installed at Killoran Avenue and Wycliffe Avenue. A dual left turn lane will be provided from southbound Islington Avenue to eastbound Langstaff Road. This section is proposed for construction in the second half of the year. Reeves Nursery reports that March to July accounts for a significant volume of their annual sales. The Region will address this by not permitting construction in this area until after July 2004.

Langstaff Road, Pine Valley Road to Weston Road (April 1 to July 31):

Langstaff Road will be widened to provide four lanes with turning lanes at each intersection. This section of Langstaff Road is sufficiently removed from Islington Avenue (between Rutherford Road and Major Mackenzie Drive) that concurrent construction on these two stages is acceptable. To minimize the extent of disruption on

Langstaff Road this section of Langstaff Road, east of Pine Valley Road, must be completed before restricting lanes west of Pine Valley Road.

Langstaff Road, Islington Avenue to Pine Valley (April 1 to November 30)

This section of Langstaff Road will be widened to provide four lanes of traffic. This requires a widening of the bridge over the Humber River. Work in the period April 1 to July 31, 2004 will be limited to “off road” work associated with bridge construction. This is necessary to accommodate the fisheries restrictions in place on the Humber River. Road work will only be permitted after the section east of Pine Valley Road is complete.

4.3 Duration of Lane Closures

Lane closures are often required on road construction projects to allow the work to safely occur. Short-term closures are typically used when connections to manholes, sewer or watermain laterals need to be made. Longer term closures are typically required for construction operations that run longitudinally along the length of the project, eg. road base widening, sewer or watermain installation, or curb installation.

In general, the public accepts that closures are required as long as construction progress is apparent or visible. Concerns have arisen on recent projects where the road has the appearance of being ready for traffic; however, there remains outstanding boulevard restoration, manhole and catchbasin cleaning and electrical (signal and illumination) activities etc. to be completed at this stage of a project. These activities must be completed prior to placing surface asphalt and permanent markings. If the contract only provides a completion date, the contractor may elect to keep the lanes closed down to a single lane in each direction until all contract work is completed. There is no incentive to return the road to motorists, for interim periods. Furthermore, in many cases there are safety issues that need to be addressed if partial lanes are to be opened.

The 2004 contract will require the placement of interim line markings on the binder asphalt to enable the opening of the lanes to traffic in such interim periods. It would then become necessary for the contractor to undertake daily lane closures on the days that such work is scheduled.

In high volume areas or intersections, the Region can limit the hours of operation in the roadway; eg. limit lane closures or restrictions to the hours between 9:00am to 3:00pm. Recommendations and specifications for lane closure restrictions can not be definitively specified until the designs have been finalized. The designs will give due consideration to traffic control, eg., avoid running sewers down centre of road, or minimize the number of storm sewers crossing the road. Regional staff will also be developing the contract language for such lane rental fees to attempt to minimize traffic impacts in peak periods.

4.4 Completion Dates, Incentives and Remedies

The duration of project stages can be specified by incorporating completion dates for each stage in the construction contract.

Incentive clauses are used by many jurisdictions and have recently been used by York Region, on projects such as the Kennedy Road and McCowan Road widenings in Markham. Incentive clauses are also used when traffic disruption is deemed significant and warrants the potential cost of the incentive. Typically, incentive clauses have an upset limit attached. For example, provide daily compensation for each and every day work is completed ahead of the specified completion date to a specified upset limit. As actual duration is difficult to predict accurately, an upset limit is recommended to ensure that the Region is not exposed to a substantial bonus cost. The details of such clauses are being developed for use in this contract by Regional staff.

In an effort to ensure timely completion of the various contract stages, the matter of incentives, liquidated damages or other appropriate legal remedies in the event of late completion, will be addressed with Legal Services and incorporated into the contract documents.

4.5 Pedestrian Thoroughfare

The sections of Islington Avenue and Langstaff Road proposed for construction in 2004 have existing sidewalks to a varying extent. Additional new sidewalk will be constructed for the City of Vaughan.

To ensure pedestrians have a safe location to walk, this contract will specify that an alternative route or temporary walkway be provided prior to removal of any existing walk way.

5. FINANCIAL IMPLICATIONS

This report identifies opportunities being considered for implementation to minimize disruption to the public. The only financial impact of this report relates to the incorporation of an incentive clause to encourage the timely completion of the project. The impact of these clauses will not exceed 1% of the estimated \$17.4 million value of this contract but past experience suggests that these clauses should serve to substantially diminish the overall impacts/disruptions of construction on local traffic.

6. LOCAL MUNICIPAL IMPACT

The proposed methods of contract control, staging and the provision of incentives will ensure the proposed 2004 construction on Islington Avenue and Langstaff Road will be undertaken in regulated stages. This will reduce the area disturbed at any given time and offer incentive to the contractor to complete the project in as short a time period as possible, thereby reducing the impact to the community at large.

The completion of these road infrastructure projects will help address the transportation needs of our growing communities.

7. CONCLUSION

Contract controls for the purpose of minimizing the impact and duration of construction activities upon motorists and adjacent property owners as identified in this report are being incorporated in the Islington-Langstaff construction projects scheduled for 2004.

These controls and staging proposals will significantly enhance York Region's ability to ensure that the contractor is working expeditiously on specific stages of the contract, thereby ensuring that construction related impacts are minimized.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)