

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf.	03 07-98-0099
DATE	8 January 1998
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	MARCH ROAD RECONSTRUCTION - PHASE II SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION - PUBLIC HEARING

REPORT RECOMMENDATION

That the Transportation Committee recommend Council endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive.

BACKGROUND

At its meeting on 19 November 1997, the Transportation Committee approved the attached report dated 3 November 1997 from the Transportation Department, subject to the public hearing process.

The project was advertised in the three daily papers on the following dates: November 29 and 30 and December 6, 7, 13, 14, 20 and 21, 1997. No objections have been received to date.

Staff have submitted the following Addendum report dated 14 January 1998 which details the proposals for the new intersection.

*Approved by
Rosemary Nelson*

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. **25 12-97-R049**
Your File/V/Réf.

DATE 3 November 1997

TO/DEST. Co-ordinator
 Transportation Committee

FROM/EXP. Director Engineering Division

SUBJECT/OBJET **MARCH ROAD RECONSTRUCTION - PHASE II**
 SOLANDT ROAD TO KLONDIKE ROAD
 NEW INTERSECTION

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive;**
- 2. Authorize the initiation of the public hearing process, as required under the Municipal Act (Ontario).**

BACKGROUND

In October 1990, Regional Council appointed the firm of A.J. Robinson and Associates Inc., Consulting Engineers, to undertake a functional design and prepare an Environmental Study Report (ESR) for the project from the Queensway to Dunrobin Road (Regional Road 9), for a total length of 8.5 kms.

Two Public Information Centres (PIC) and a Public Hearing as per Municipal and Provincial requirements were held as part of the ESR Requirements. The first and second PIC were held in December 1990 and November 1991 respectively. Notices were published in the local newspapers and were also mailed to the community associations, condominium corporations, companies, businesses, internal and external agencies and Regional Councillors who represented

the area, as well as hand-delivered to each resident and/or property owner along the roadway within the project limits and within approximately 200 metres of March Road both to the east and west.

The Region encouraged the public and officials to provide their comments and to complete and submit 'comment' sheets by mail.

Representatives of both RMOC and the Consultant met with all owners abutting this section of the project to explain the proposed construction requirements and the impacts of the project on their properties, including the need for property acquisitions and easements.

Phase I of March Road between the Queensway and Solandt Road was completed in 1996. Construction of the Phase II of the project from Solandt to Klondike began in September 1997 and is expected to be complete in December 1998. Work began on the east side of March Road and included rock blasting and removal, storm sewer installation, watermain installation and roadworks. If the weather is co-operative it is possible to have traffic shifted from the detour on the west side to the newly constructed easterly two lanes for the winter months. Construction of the westerly two lanes of March Road will commence in May/June 1998.

With respect to the Phase II construction contract, an open house was held on 14 August 1997 at the Old Town Hall on March Road in which RMOC staff reviewed the proposed work and responded to inquiries regarding the project.

DISCUSSION

Since the completion of the ESR for March Road in March 1994, the amount of commercial building space and numbers of new employees has grown enormously on March Road in this location. Due to the explosive growth in the area the Region and Kanata have re-evaluated the requirements for this portion of March Road.

The preferred option to service the rapidly expanding high tech sector east of March Road is a new access approximately mid-way between Solandt Road and Terry Fox Drive. The attached drawing shows the location of the proposed intersection. RMOC supports this proposal as the safest and best traffic management solution to the traffic movements generated by commercial properties in this area. This proposal also has the advantage of being compatible with future development west of the intersection and it therefore has the support of the City of Kanata.

The traffic volumes at this new location warrant that traffic signals be installed simultaneously with construction of the intersection.

CONSULTATION

Under the Municipal Act (Ontario) this modification must be advertised for four (4) consecutive weeks. If objections are received, a public hearing will be scheduled.

An amendment to the ESR must be filed with MOEE in accordance with the Class Environmental Assessment for Municipal Roads Projects allowing 30 days for responses.

FINANCIAL IMPLICATIONS

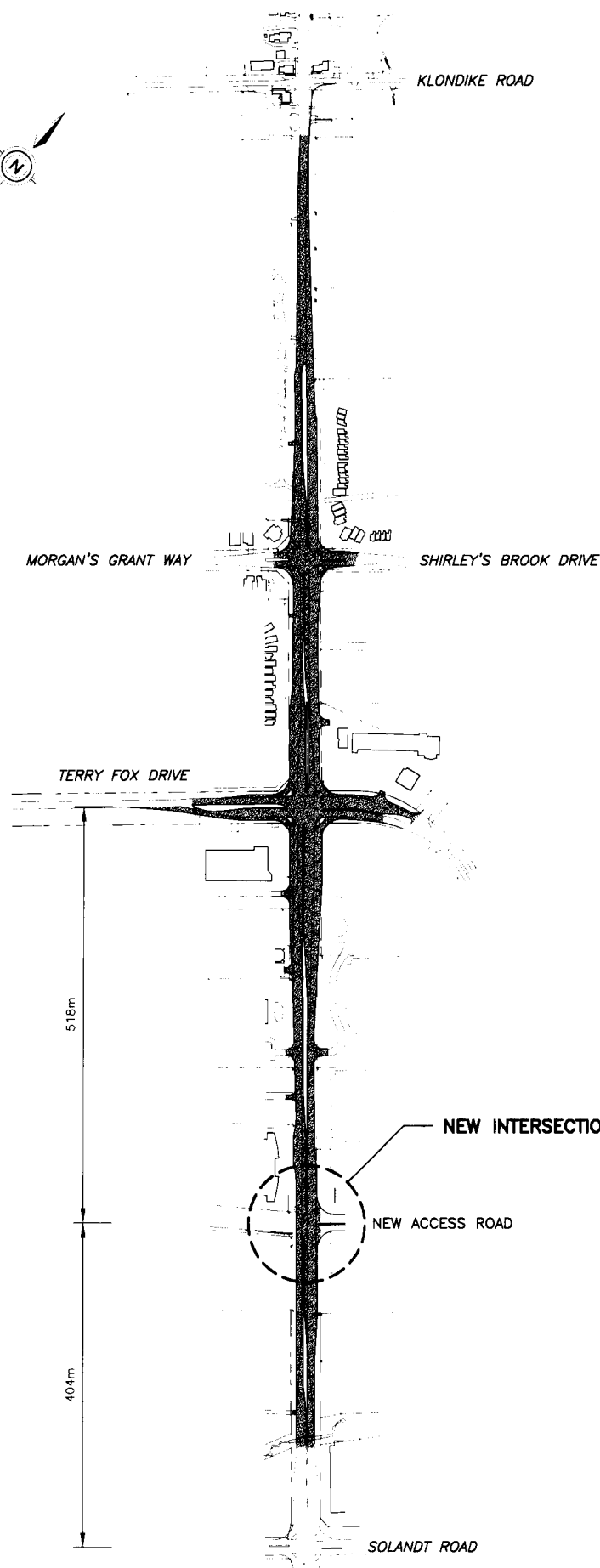
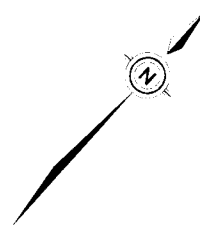
The additional cost of this work, estimated to be \$190,000, is available within contingencies provided for in Contract 97-522, Account No. 912-30741, March Road (Solandt to Klondike).

*Approved by
J. Miller, P. Eng.*

JM/ln



McNEELY
ENGINEERING
CONSULTANTS LTD.



Date:

November 1997

Scale:

80m 0 80m 160m



Ottawa-Carleton

MARCH ROAD RECONSTRUCTION
SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf.	25 12-98-R049
Your File/V/Réf.	
DATE	14 January 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Engineering Division Environment and Transportation Department
SUBJECT/OBJET	MARCH ROAD RECONSTRUCTION - SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION - ADDENDUM REPORT

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee and Council receive this information report as part of the public hearing process.

DISCUSSION

The proposed intersection, as requested by Newbridge Networks Corporation, is located at station 9+600 of the reconstruction project.

This location is 525 metres south of Terry Fox Drive and 400 metres north of Solandt Road.

The intersection has been designed to accommodate anticipated growth in the Kanata Research Park and to accept access to both existing and potential development on lands to the west of March Road and north of Solandt Road.

Initially there is no access provided to the lands west of the intersection; however, a submission has been received from several property owners requesting that access be permitted as and when a joint-use agreement between the parties is reached. This is anticipated in 1998.

The remainder of the intersection is designed to provide all-directional movement with full pedestrian and traffic signal control.

OC Transpo has requested a far-side bus stop location for northbound transit service and that has been incorporated into the design.

A bus stop has been located approximately 100 metres north of the intersection for southbound transit service. This location was approved in the initial ESR design.

Asphalt sidewalks abutting the curb will be constructed along both sides of March Road between Solandt Road and Morgan's Grant Way. Curb and sidewalk depressions will be constructed at all required locations within the new intersection.

Until such time as the east side access is constructed to RMOC standards by Newbridge (or others), the intersection will not be operational. The proposed left-turn lanes and the right-turn lane will be physically closed. Above-ground traffic signal plant will not be erected until required.

The transit stop for northbound service will become operational with the completion of the roadway reconstruction contract regardless of the status of the new intersection.

Should access from the west be approved prior to the east side access being completed and operational, the west side access would be permitted as a right-in/right-out only. Traffic signal control would not be required for this movement.

*Approved by
J. Miller, P.Eng.*

RJS/gc

Attach. (1)