

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 12-98-R049**
 Your File/V/Réf.

DATE 8 April 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director, Engineering Division
 Environment and Transportation Department

SUBJECT/OBJET **MARCH ROAD RECONSTRUCTION - PHASE II SOLANDT
 TO KLONDIKE ROAD - ACCESS TO 525 MARCH ROAD**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee and Council receive this report for information.

DISCUSSION

At the Regional Council meeting of 25 February 1998, the following resolution was passed:

“If discussions to provide private access to 525 March Road via the Bowling Alley (Kanata Klassic Bowl) fails, that staff entertain, among other ideas, the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods with a report to come back to Transportation Committee”.

Further to the above resolution, staff have met with owners of the Bowling Alley and Capricorn Data (525 March Road) and the City of Kanata over the past several weeks to develop an access for vehicles to access 525 March Road from the south across the Bowling Alley lands. This process has been a long and difficult one, however access to 525 March Road can be achieved using the various options outlined below and as shown on the attached sketches:

Vehicles travelling northbound on March Road can access 525 March Road as follows:

- 1) Vehicles may exit March Road at Solandt and travel via Solandt, Leggett and Terry Fox to March Road. Vehicles then turn south on March Road and enter 525 March Road via the driveway. This option is also available for vehicles accessing properties at 591 March Road and 555 March Road which also have an entranceway with no median break (Fig. 1).

- 2) Vehicles stay on March Road to the intersection of March Road and Terry Fox. Then make a U-turn, on a dedicated left-turn signal, and travel south on March Road to enter 525 March Road (Fig. 2).
- 3) Attempts were made to provide a third option for access to 525 March Road via the new intersection and the Bowling Alley as per Council direction. The agreed upon solution is shown on Fig. 3. The estimated cost for these improvements is broken down into the following elements:
- i) Access extension on Canadian Legion land (assuming rock) \$100,000
 - ii) Modifications to Kanata Klassic Bowl parking lot to permit smooth flow of traffic (assuming rock and connections to Legion and Capricorn Data) 95,000
 - iii) Modifications to Capricorn Data (assuming no rock) 25,000
- TOTAL \$220,000

Unfortunately negotiations between the private owners are at a stalemate and this solution is no longer available.

Vehicles travelling southbound on March Road can access 525 March Road directly via the driveway.

The resolution also requests staff to consider the widening of the median in front of 525 March Road to allow adequate storage space for left turn vehicles (similar to the median break in front of Nordion further south on March Road). This option has been evaluated and in order for turning movements to be handled safely at this location the design engineer is recommending a full intersection (Fig. 4). A median break in this location represents a safety hazard on a high speed arterial road and this location falls below the minimum spacing requirement recommended by the Transportation Association of Canada Design Guidelines.

The new intersection would require the redesign of the roadway to allow sufficient width to be added to the median (5 M.) for the intersection configuration, more property, a resubmission to Transportation Committee and public hearing showing the new intersection and curb lines and a change order to the current construction contract. This work is estimated to require eight months to implement as well as cost an additional \$285,000.

	<u>ESTIMATE \$</u>
Property	40,000
Road Works	100,000
Drainage	15,000
Illumination	30,000
Underground Ducts	20,000
Signals	<u>80,000</u>
TOTAL	285,000

*Approved by
Jim Miller, P. Eng.*

WB/cpv/rk

Attach. (4)

Date

Rev.

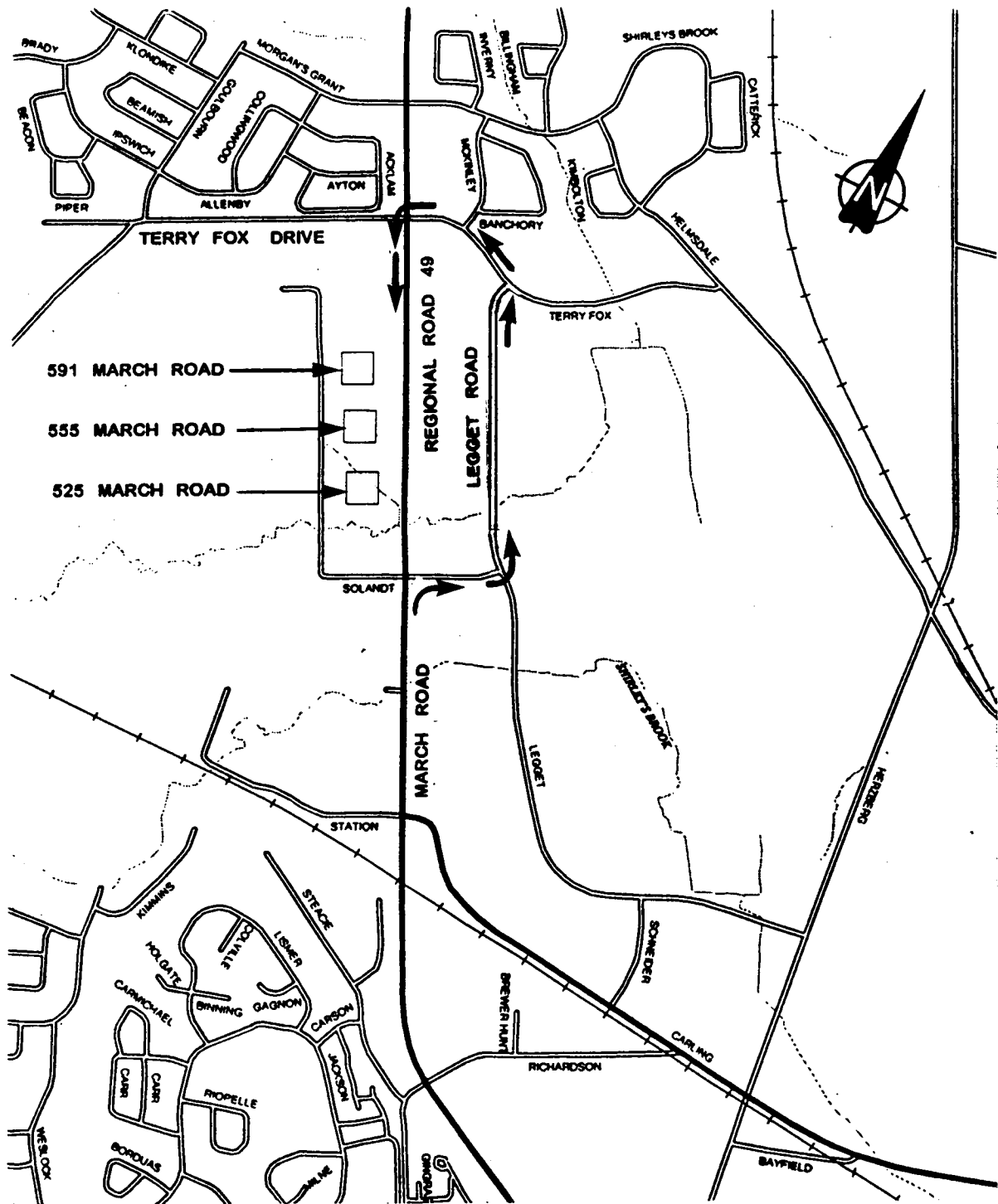


FIGURE 1

OTTAWA-CARLTON
 Environment &
 Transportation Department

Drawn: _____ Date: _____
 Chk'd: _____ Scale: _____

ENGINEERING DIVISION

W. Bennett, P.Eng.
 Manager Transportation Projects



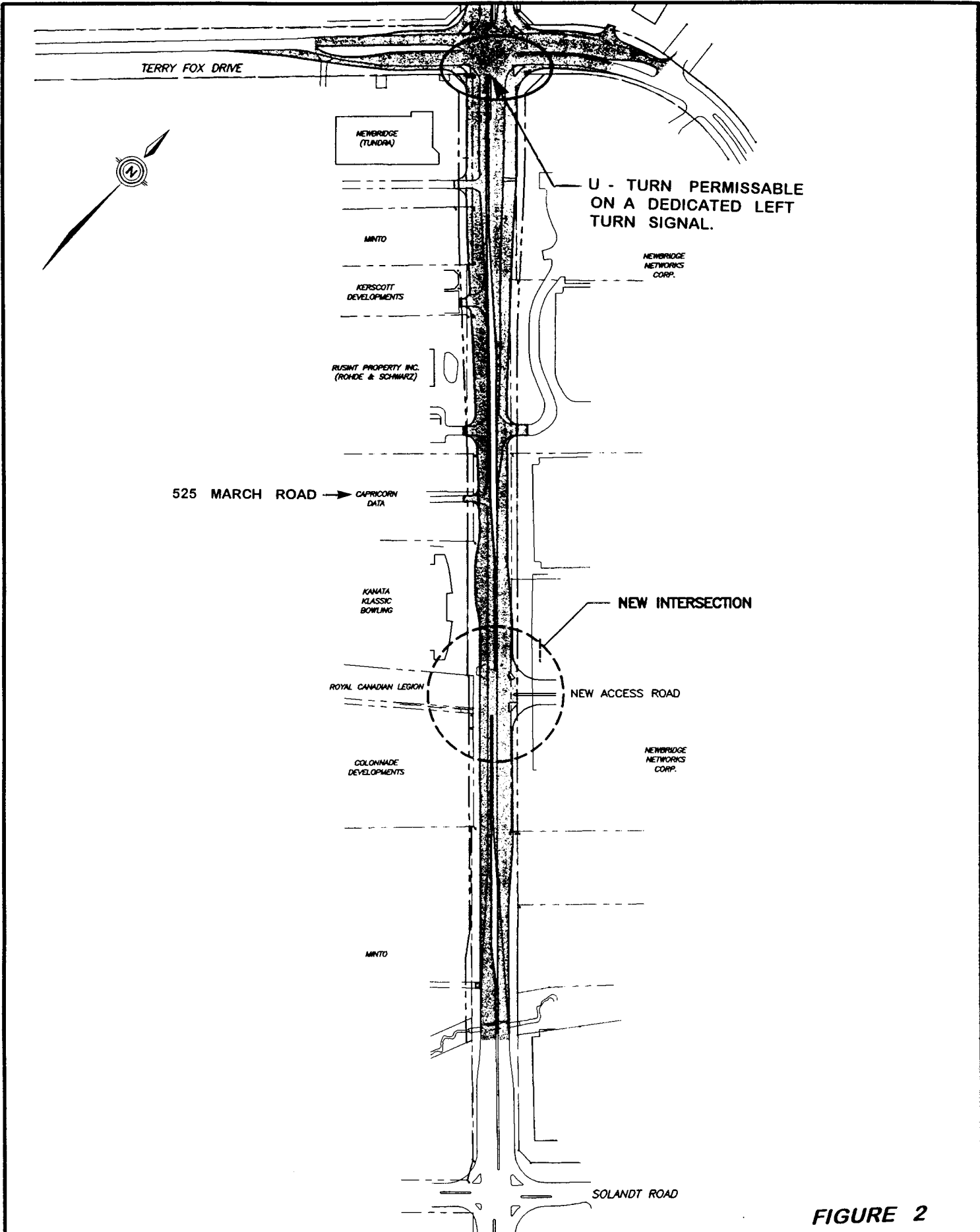


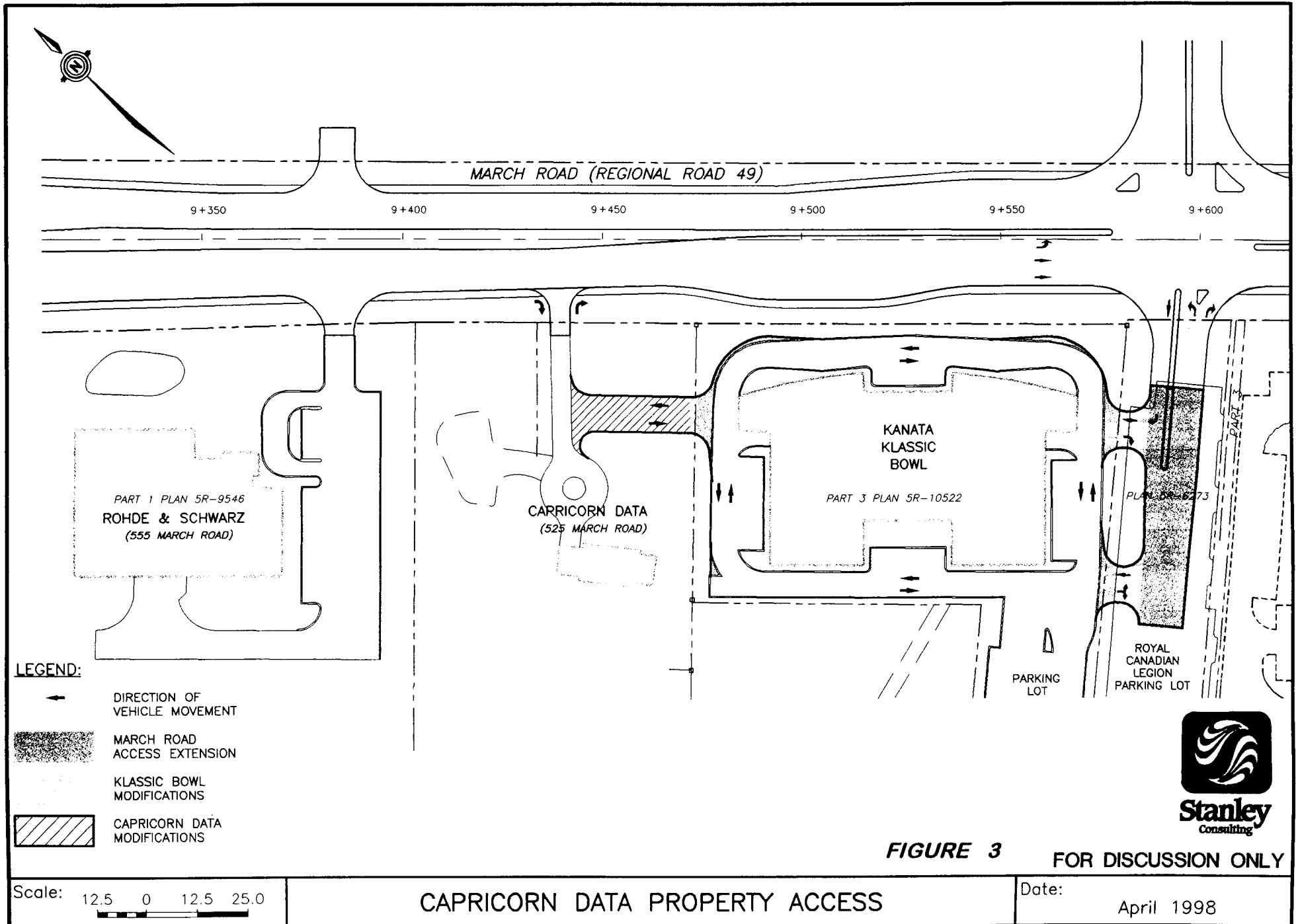
FIGURE 2

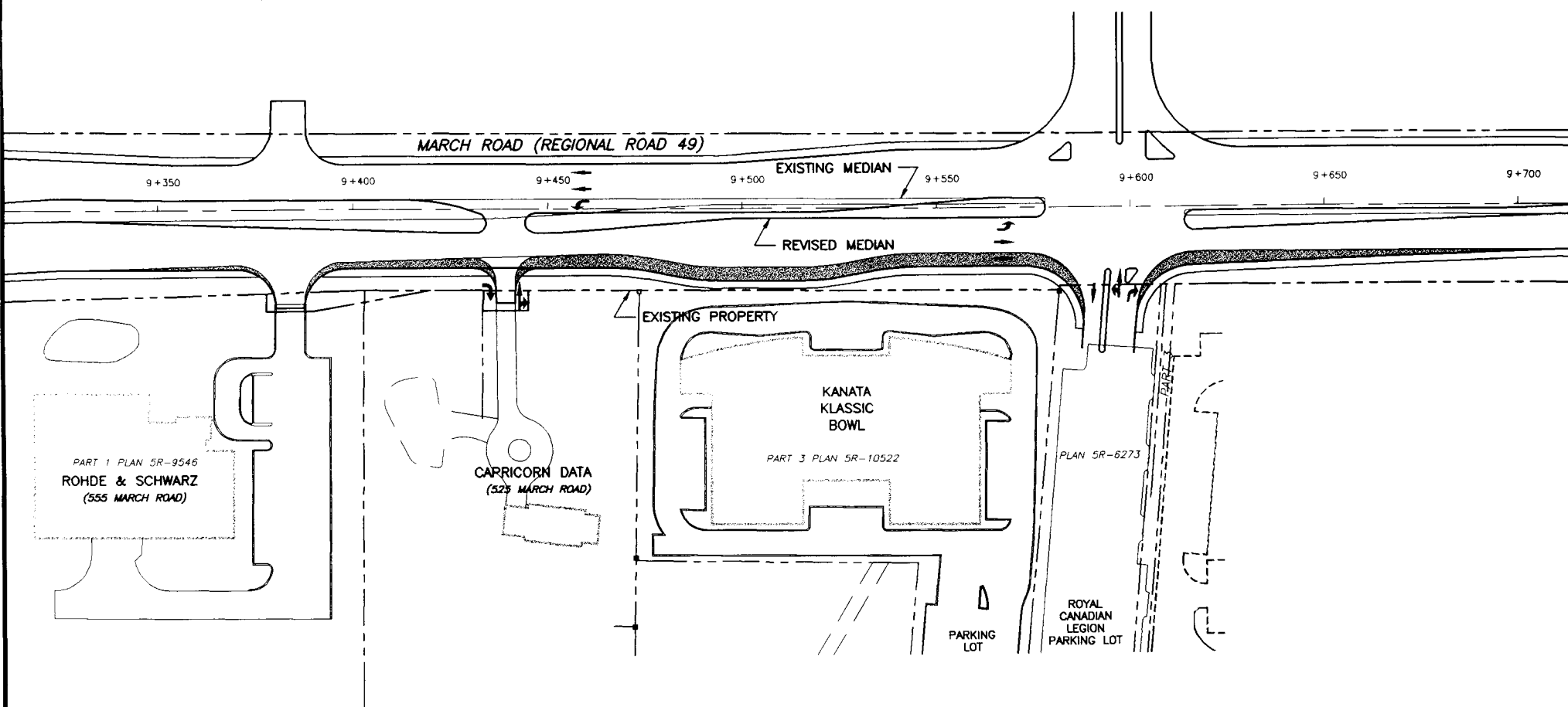
Date: **November 1997**

Scale: 40m 0 40m 80m



**MARCH ROAD RECONSTRUCTION
SOLANDT ROAD TO KLONDIKE ROAD**






LEGEND:
 DIRECTION OF VEHICLE MOVEMENT
 MARCH ROAD WIDENING FOR ENTRANCE ACCESS



FIGURE 4 FOR DISCUSSION ONLY

Scale: 15.0 0 15.0 30.0


CAPRICORN DATA PROPERTY ACCESS

Date: April 1998