

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.

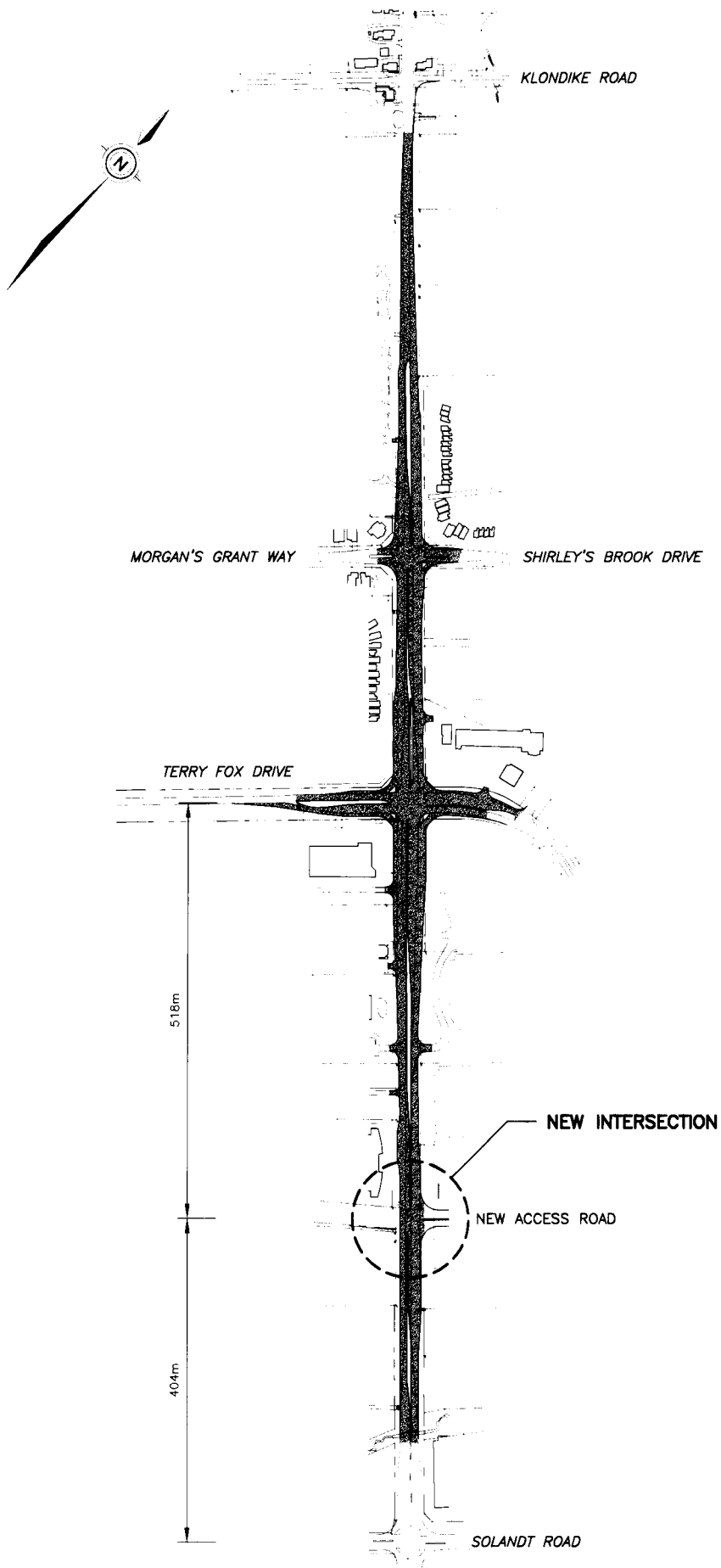
An amendment to the ESR must be filed with MOEE in accordance with the Class Environmental Assessment for Municipal Roads Projects allowing 30 days for responses.

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/lm



Date: **November 1997**

Scale: 80m 0 80m 160m



MARCH ROAD RECONSTRUCTION
SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION