



Report to: General Committee

Report Date: February 27, 2012

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**SUBJECT:** Temporary Road Closure of Rodick Road,  
South of Highway 7  
**PREPARED BY:** Bob Maritzel, Operations (ext. 2842)  
Simon Hung, Engineering (ext. 2136)

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**RECOMMENDATION:**

- 1) THAT the report titled 'Temporary road closure of Rodick Road, south of Highway 7' be received;
- 2) AND THAT the closure of Rodick Road, south of Highway 7 be approved from 7:00 pm to 6:30 am in April or May of 2012 for up to 4 consecutive weeks subject to VIVA and Bell schedule and subject to conditions listed in this report;
- 3) AND THAT an exemption to the Town's Noise Control By-Law 2003-137 be made to extend the hours of work from 7:00 pm to 6:30am during the road closure;
- 4) AND THAT staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

To request approval for temporary closure of Rodick Road on the south side of Highway 7 for the lowering and relocation of an existing Bell underground structure.

**BACKGROUND:**

The existing Bell structure is in conflict with a proposed storm sewer which is required for the widening of Highway 7 (i.e. VIVA works). All these works will occur within the Regional road allowance but the closure of Rodick Road will impact traffic between Highway 7 and Clegg Road (Attachment A).

**OPTIONS/ DISCUSSION:**

Bell has investigated other options such as tunneling or work in sections to avoid complete closure of Rodick Road. These options were considered impractical or not feasible. A letter from Bell explaining the situation is attached.

***Conditions for road closure:***

1. Bell Canada shall prepare a traffic control plan and a detour route signage plan and submit to the Director of Engineering for approval prior to the closure of the road;

2. Bell Canada shall prepare a notice of road closure and circulate to all emergency services, school boards and the residents and business located within 500m of the closure;
3. Bell Canada shall place notice of road closure in the local newspaper (i.e. Economist and Sun) for 2 consecutive weeks prior to the date of the proposed road closure; and
4. Bell Canada shall erect advance notification signage stating start and completion dates on site two weeks prior to the closure of the road.

**FINANCIAL CONSIDERATIONS AND TEMPLATE: (external link)**

A fee will be charged to Bell for the issue of the Road Occupancy and Noise Exemption Permits for this project.


**ALIGNMENT WITH STRATEGIC PRIORITIES:**


N/A

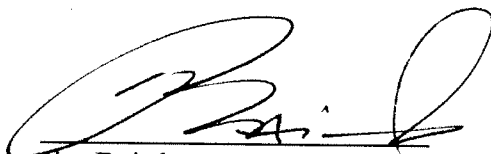
**BUSINESS UNITS CONSULTED AND AFFECTED:**

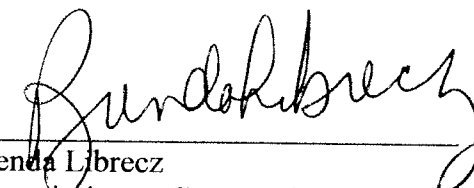
The Operations Department have reviewed this report with the By-law Division of the Corporate Services Commission and they concur with the content.

**RECOMMENDED BY:**

  
for Alan Brown  
Director, Engineering

  
Paul Ingham  
Director, Operations

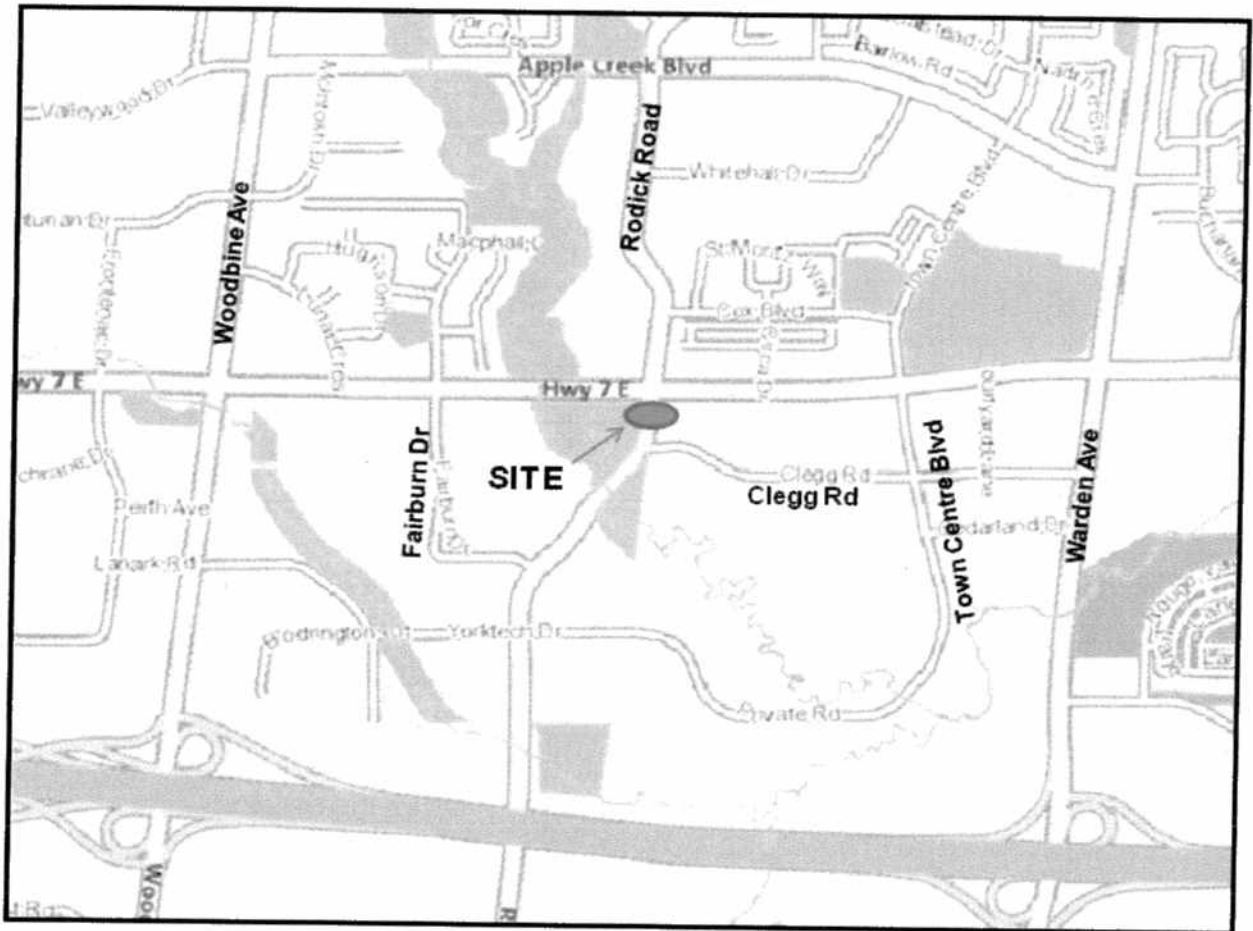
  
Jim Baird  
Commissioner, Development services

  
Brenda Librecz  
Commissioner, Community & Fire Services

**ATTACHMENTS:**

Attachment 'A' – Location of road closure  
Letter from Bell

## ATTACHMENT A



Access Network Provisioning  
100 Borough Drive  
Floor 3G  
Scarborough, Ontario  
M1P 4W2



January 18, 2012

Subject: **Rodick Road Nighttime Closure  
Town of Markham**

Due to the proposed road widening taking place along Highway 7, and the proposed construction of a new storm sewer on the south side of Highway 7 at Rodick Road, Bell Canada will have to lower their existing ducts and cables across the south side of the intersection. The existing Bell alignment is within the York Region right-of-way, south of the existing curb, but within the proposed pavement of the widening. This will take place in conjunction with relocating the Bell manhole just west of the intersection, and changing the elevations of the existing ducts and cables on both sides of the manhole relocation.

All the relocation and regrading work will have to take place at the same time in this area. It is not possible to do the relocation and regrading work in sections. The entire trench will have to be opened up at one time in order to gain the slack required to complete the required work. Based upon test pit information from the existing structure at either side of Rodick Road, there appears to be between 1.2 metres (4 feet) to 1.5 metres (4 feet 9 inches) cover from road surface to the top of the existing ducts. Based on this, it would be extremely difficult to attempt this work by tunneling. It is very likely that the road subgrade would cave in during the attempt to place shoring for a tunnel. There is very little room to access the ducts from the top, and to hand excavate, place traffic load bearing shoring, break off existing encasement, handle the existing cables, and hand excavate to proposed depth to allow for the proposed storm sewer placement would cost a very large amount. The proposed bottom of bell structure will be at approximately 3.2m (10 feet 6 inches) below grade.

Our proposal to accomplish this work is to shut down Rodick Road during the evening hours until early morning. From about 7:00 p.m. to about 6:30 a.m. Based on presently proposed timing, the construction would take place in April or May of 2012. During the day, there would be steel plates placed across the trench to allow traffic to use the road. The plates can be countersunk to match existing road grades, if that is a concern.

It is estimated that the road closure during the night would require a two to three week period, because working hours would be restricted, and it takes some working hours to place and remove the steel plating each day.

Regards,

Bell Canada

A handwritten signature in black ink, appearing to read 'Gary Miura', with a stylized flourish at the end.

Gary Miura  
Access Network Implementation Manager  
(416) 296-6199