



REPORT FOR ACTION

Metrolinx Eglinton Crosstown LRT: Extension of Long-Term Roadway Closures and Black Creek Drive Partial and Full Closures

Date: January 5, 2018

To: Public Works and Infrastructure Committee

From: General Manager, Transportation Services

Wards: 12, 15, 16, 21, 22, 25, 26, 35, and 37

SUMMARY

The purpose of this report is to seek approval to extend previously-approved long-term road closures for the construction of the Metrolinx Eglinton Crosstown LRT. Crosslinx Transit Solutions (CTS) has experienced delays in receiving utility and Ministry of Environment (MOE) permits, and plan approvals by project stakeholders. Consequently, they have revised their construction staging schedules, impacting the anticipated timelines to close specific road and sidewalk segments.

Specifically, this report recommends the continuation of:

- The ongoing closure of the Eglinton Avenue westbound lanes approaching Allen Road, to support the construction of Cedarvale Station. Traffic will continue to operate bi-directionally in what were previously eastbound lanes.
- The ongoing closure of one eastbound and one westbound lane on Eglinton Avenue to the east of Yonge Street, to support the construction of Eglinton Station. Traffic will continue to operate with one lane available in each direction.
- The ongoing closure of the south sidewalk on Kennedy Road to support the construction of Kennedy Station. Alternative pedestrian access has been provided.
- The ongoing operation of Gilgorm Road as a two-way road, in order to support the construction of Chaplin Station.

In addition, this report also seeks approval to grant the General Manager, Transportation Services the authority to temporarily close Black Creek Drive traffic lanes (full or partial) as requested by Metrolinx and its contractor CTS to construct the elevated guideway substructure and superstructure including widening works, protection works and box girder erection and installation.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council temporarily close, to vehicular and pedestrian traffic, the westbound lanes of Eglinton Avenue West from a point approximately 100 metres east of Strathearn Road to William R. Allen Road from January 31, 2018 to and including December 31, 2021.
2. City Council temporarily close, to vehicular traffic, the eastbound lanes of Eglinton Avenue from Duplex Avenue to Holly Street from December 31, 2018 to and including July 31, 2019.
3. City Council temporarily close, to vehicular traffic, the westbound lanes of Eglinton Avenue East between Dunfield Avenue and Cowbell Lane from April 30, 2018 to and including July 31, 2019.
4. City Council temporarily close, to pedestrian traffic, the south side sidewalk on Eglinton Avenue East, between a point 215 metres east of Kennedy Road and a point 140 metres west of Midland Avenue, from December 31, 2017 to and including December 31, 2021.
5. City Council temporarily rescind the one-way northbound operation on Gilgorm Road, between Eglinton Avenue West and New Haven Drive, for approximately 12 additional months from June 30, 2018 to and including June 30, 2019, in order to facilitate the construction of Metrolinx Eglinton Crosstown LRT Chaplin Station.
6. City Council amends City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways: Section 937-4. Closures which require Council approval to delegate the General Manager, Transportation Services, the authority to temporarily partially or fully close Black Creek Drive to vehicular and pedestrian traffic immediately north of Eglinton Avenue West, from February 1, 2018, to and including December 31, 2019, including up to 10-weekend full closures, as required to facilitate the construction of Eglinton Crosstown LRT elevated guideway.
7. City Council exempt the General Manager, Transportation Services, in carrying out her authority under Part 3 above, from Section 937-5 of City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways.
8. City Council direct that the traffic lanes and sidewalks be reopened when the project is complete.

FINANCIAL IMPACT

There is no financial impact to the City of Toronto associated with this report. Crosslinx Transit Solutions (CTS), the contractor for this Metrolinx project, is required to implement all recommendations as conditions of permit approval.

The Acting Chief Financial Officer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

At its meeting of March 31, 2016, City Council adopted item PW11.5 entitled Metrolinx LRT Projects – Delegation to the General Manager, Transportation Services, to Approve Road Closures up To and Including 365 Consecutive Days for the Metrolinx Crosstown LRT. This authorized the General Manager, Transportation Services, to temporarily close any highway or part of a highway, until January 1, 2022, for a period up to and including 365 consecutive days as required for the purposes of construction of the Metrolinx Eglinton Crosstown LRT project. The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW11.5>

At its meeting on July 12, 2016, City Council adopted item PW14.10 entitled Metrolinx Eglinton Crosstown LRT Corridor Long-Term Temporary Road Closures and Temporary Traffic Signal Approval. The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW14.10>

At its meeting on December 13, 2016, City Council adopted item PW17.9 entitled Metrolinx Eglinton Crosstown LRT Long-Term Temporary Traffic and Parking Amendments. The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW17.9>

At its meeting on July 04, 2017, City Council adopted item PW22.60 entitled Metrolinx Eglinton Crosstown LRT Long-Term Roadway Amendments: Kennedy Station . The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW22.6>

COMMENTS

Project Status

The construction of the Metrolinx Eglinton Crosstown LRT is a complex multi-year undertaking. Construction is now at a point that requires approval of the construction traffic management plans where various construction activities are taking place at all stations, at-grade sections, box tunnels and elevated guideways. Due to the constrained width of Eglinton Avenue through the central portion of the city, there has been a need for long-term lane closures which exceed the 365 day period of delegated authority granted to the General Manager, Transportation Services.

Crosslinx Transit Solutions (CTS), the company competing the tunneling and constructing the stations and guideway, have experienced delays over the past year in receiving utility and Ministry of Environment (MOE) permits, and plan approvals by project stakeholders.

As a result, CTS has had to adjust its construction staging and scheduling. CTS has now been able to identify those long-term closure approvals obtained over the past 18 months which will need to be extended in duration to fit these revised construction schedules.

Cedarvale Station

CTS currently occupies the westbound lanes of Eglinton Avenue West, immediately east of the W. R. Allen Road, which were previously occupied by the tunneling contractor. Portions of the shoring and excavation of sections of the Cedarvale Station have been delayed until the spring of 2018. CTS will keep this current configuration for the next four years from 100 metres east of Strathearn Road during the construction of Cedarvale Station, where it is not feasible to open lanes for vehicular traffic because of the configuration of the road decking.

Eglinton Station

To minimize the impact on traffic, CTS proposes to deck the excavation activities during the construction of Eglinton (Yonge) Station and tunnel works on Eglinton Avenue. While decking, the eastbound curb lane of Eglinton Avenue between Duplex Avenue and Yonge Street will be used for construction access and equipment mobilization to the station site. This lane occupation is required for truck access to haul material and for concrete trucks and pumps, mobile cranes and other construction materials.

Due to delays in obtaining permit approval from utilities, and stakeholder sign-off of work plans, CTS requests an extension of the closure of the eastbound lanes of Eglinton Avenue from Duplex Avenue to Holly Street (previously approved to December 31, 2018), and the westbound lanes of Eglinton Avenue East between Dunfield Avenue and Cowbell Lane (previously approved to April 30, 2018), until July 31, 2019.

Kennedy Station

During the construction of Kennedy Station, a series of sidewalk closures are required to be implemented in the vicinity of the station in order to facilitate the construction. The south sidewalk of the Eglinton Avenue East bridge will be inaccessible to pedestrians for approximately four years starting in the spring of 2018.

Alternative pedestrian access will be provided via the north side of the bridge to both the North Service Road and to Kennedy Road itself. In addition, pedestrians will be able to access Kennedy Station from the South Service Road, east of the GO Station via a pedestrian tunnel at the GO Station.

Chaplin Station

The construction of Chaplin Station requires the access to Gilgorm Road, immediately north of the station site, to be temporarily blocked. City Council previously approved until June 30, 2018 the temporary conversion of this one-way northbound street into two-way operation in order to maintain access. Work in the immediate vicinity of Gilgorm Road has been delayed due to difficulties in obtaining utility permits. The proposed extension is required until June 30, 2019.

Black Creek Drive

A crucial element of the ECLRT project is the construction of an elevated guideway section to connect the exclusive at-grade portion at Mount Dennis Station to the tunnel portal, just east of Black Creek Drive; an approximate length of 0.44 km.

Construction of pier 2-elevated guideway requires full and partial closures of Black Creek Drive, as prescribed in the project agreement. The tentative construction plans call for two multiple-month Black Creek Drive median curb lane closures north of Eglinton Avenue, and one multiple-month Black Creek Drive lane closure south of Eglinton Avenue. Road widening activity requires partial occupation of the north and southbound right turn lanes of Black Creek Drive for a period of approximately two (2) months. During these closures, transit routes will not be interrupted and no bus stop relocations are required. There are no businesses located near the construction area.

The installation of box girders will require additional short-term Black Creek Drive lane closures overnight or during weekends between Eglinton Avenue West and Todd Baylis Boulevard. The proposed time frame for girder installation and associated frameworks is March 2018 until and including August 2019. The construction haul routes and scheduling will be reviewed and approved for permit issuance by City staff.

Councillor Engagement Process

The Rapid Transit Community Relations team at Metrolinx have developed and implemented a comprehensive communications program utilizing a variety of meeting techniques to keep City Councillors and their staff apprised of plans and developments related to the project, including the closures outlined in this report. Since January of 2016, separate regularly-scheduled monthly Councillor and Stakeholder meetings have been facilitated across the corridor. Key stakeholders, such as TTC staff, are updated and consulted frequently, often several times each week.

The Metrolinx consultation strategy includes one-on-one briefings of Councillors to address specific milestone events and emerging issues. Community outreach and Business Improvement Area meetings, plus newly formed Construction Liaison Committee meetings, will continue to be scheduled throughout the long-term construction period to provide information and address current concerns and issues as they arise. The broad construction traffic management strategies have been shared with the attendees at these meetings by way of presentations made by members of the Crosslinx Transit Solutions design team, Metrolinx and City staff.

Specific details of the traffic management plans are discussed with the local Councillors as they are prepared and evolve. Metrolinx, CTS and City staff will continue to work with local Councillors to address these issues in a timely manner.

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SIGNATURE

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