

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

REPORT
RAPPORT

Our File/N/Réf. **25 12-97-0046**
Your File/V/Réf.

DATE 9 June 1997

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Engineering Division

SUBJECT/OBJET **TRANSIT PRIORITY MEASURES (REGIONAL ROAD 174)
EASTBOUND SHOULDER BUS LANE BLAIR ROAD TO
PLACE D'ORLEANS DRIVE**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the preliminary design for the proposed construction of the Regional Road 174 eastbound shoulder bus lane from Blair Road to Place D'Orleans Drive, including the Montreal Road intersection modifications, as illustrated on Drawing No. RT-2261;**
- 2. Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

BACKGROUND

During 1991, the Ministry of Transportation of Ontario (MTO) constructed, at the request of the Regional Municipality of Ottawa-Carleton (RMOC), a westbound shoulder bus lane on Highway 17 from Montreal Road to Blair Road. The lane was opened in September 1991. In the fall of 1992, the westbound shoulder bus lane was extended from Champlain Street to Montreal Road. This shoulder bus lane is used by OC Transpo buses during the morning peak traffic period, is very successful, and has improved transit service and reliability for the eastern urban area transit users.

In 1995, the MTO constructed, at the request of the RMOC, an eastbound shoulder bus lane on Highway 417 from Eagleson Road to Moodie Drive. The lane was opened in November 1995, and is being used by OC Transpo's buses during the a.m. peak hour traffic period. In 1996, the Ministry constructed the westbound shoulder bus lane on Highway 417 from Moodie Drive to

Eagleson Road. These shoulder bus lanes have proven to be very successful by improving bus service travel times and reliability, and reducing OC Transpo's operating costs.

In consideration of the demonstrated success of the shoulder bus lanes already in operation, the Department is proposing to undertake the construction of the outstanding link in the system between Blair Road and Place D'Orleans Drive on Regional Road 174. This lane will improve transit operations between Blair Road and Place D'Orleans. The limits of the project are illustrated on Sketch RT-2261.

On 1 April 1997, the jurisdiction of Highway 17 from the Highway 417 split to Trim Road was transferred to the RMOC, and this section of freeway has been designated as Regional Road 174.

DESIGN PROPOSAL

Regional Road 174, from the Hwy 417 split to Trim Road is a rural four lane limited access freeway. The design for the proposed shoulder bus lane from Blair Road to Place D'Orleans Drive has been undertaken in general conformity with freeway design standards. This design provides for a 3.5 m lane widening of the existing highway with a standard 2.0 m shoulder. This shoulder width will be reduced to a minimum of 1.0 m in those restricted areas where highway safety devices have to be installed.

Eastbound buses will exit the freeway at the Montreal Road interchange to provide passenger transfer capabilities with the Montreal Road bus routes and service the bus stops that are proposed to be constructed at the Montreal Road eastbound off-ramp intersection.

The construction of a new eastbound on-ramp from Montreal Road to Regional Road 174 will be required to allow the eastbound bus services to regain access to the freeway shoulder bus lane that is to be constructed easterly to Jeanne D'Arc Boulevard and Place D'Orleans Transitway Station. The addition of this eastbound bus through movement at the existing off-ramp intersection will require a lane widening of the ramp approach to the intersection with the associated modifications to the existing intersection. This new lane will also service the St. Joseph Boulevard eastbound right turn vehicles at this intersection.

Sidewalks and concrete platforms for the new bus stops will be provided at this intersection.

The construction of the shoulder bus lane approach to the Montreal Road interchange and the ramp widening will require the relocation of the existing streetlighting at this location.

COST ESTIMATE

The following cost estimates are at a preliminary design level stage and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
	\$
Construction	3,000,000
Engineering	275,000
Utilities	125,000
Contingencies	<u>100,000</u>
Total Cost Estimate	3,500,000

The construction of the shoulder bus lane will be eligible for Transitway subsidy in 1997.

ENVIRONMENTAL ASSESSMENT

Following the Class Environmental Assessment (EA) document, this project would be classified as a Schedule 'A' project. This interpretation has been confirmed through discussions with MOEE and follows the general process followed by MTO when they constructed the bus shoulder lanes on Highway 417. The eastbound bus lanes will be constructed within the Region's existing right-of-way with a limited widening of the road platform. The project will not result in greater traffic or any adverse environmental impacts.

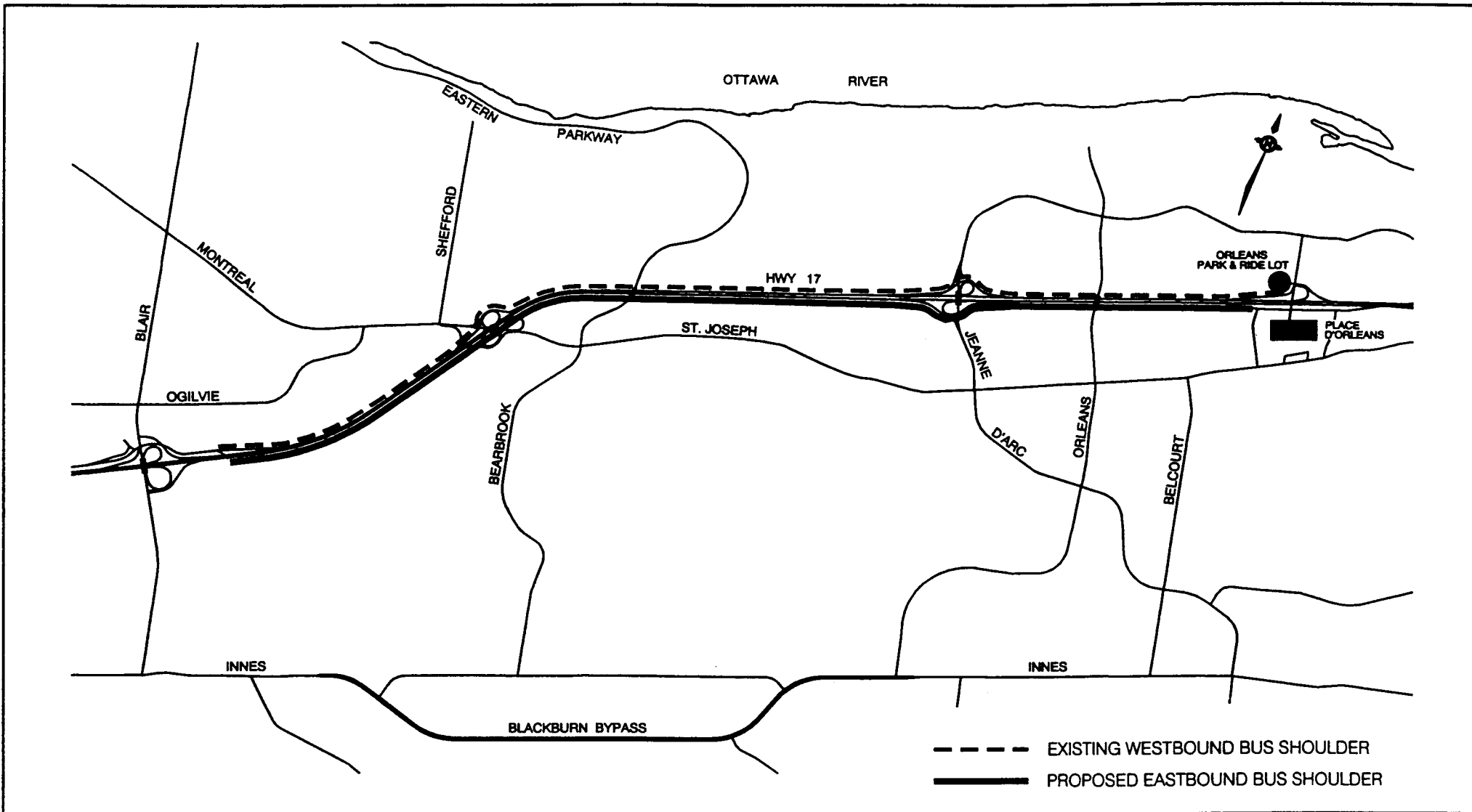
Schedule 'A' projects are deemed to be approved projects and, as such, subject to all other approvals, the proponent may proceed to the design and construction stages for the proposed works without further reference to the Class Environmental Assessment planning and design process.

CONSULTATION

The opportunity for general public input will be provided via the public hearing process.

*Approved by
Jim Miller, P.Eng.*

MJR/rk



OTTAWA-CARLETON
 Environment and Transportation Department

REGIONAL ROAD 174 EASTBOUND BUS SHOULDER LANE
BLAIR ROAD TO PLACE D'ORLEANS DRIVE

Drawn PGP	Checked	Date APR 97	Scale NTS
--------------	---------	----------------	--------------

M.J. Richards, P.Eng.
 Manager Transitway Projects

RT - 2261

PROJECT REPORT

June 1997

PROJECT NO. 942-30630

PROJECT: Regional Road #174 Eastbound Shoulder Bus Lane
Blair Road to Place D'Orleans Drive

PROGRAMME: Transit Priority Measures

TYPE OF DESIGN: Preliminary

DESIGNED BY: Totten Sims Hubicki Associates

PROJECT MANAGEMENT BY: Engineering Division

CONSTRUCTION DATE: Sept 1997

LOCATION PLAN

