

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

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| Our File/N/Réf. | 50 12-99-R031 |
| DATE | 13 October 1999 |
| TO/DEST. | Co-ordinator Transportation Committee |
| FROM/EXP. | Acting Deputy Commissioner Environment and Transportation Department |
| SUBJECT/OBJET | RECONSTRUCTION OF BANK STREET - RESPONSE TO INQUIRY |

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee and Council receive this report for information.

BACKGROUND

At the 06 October 1999 Transportation Committee, Councillor Doucet submitted the following:

“Given that the Francophone Games will take place in Ottawa during the summer of 2001 and that the Mayor of Ottawa has written requesting that there be no construction disruption on Bank Street in Old Ottawa South during this time because the principle venue will be Lansdowne Park;

Given that the Community Association for Old Ottawa South (OSCA) has written asking that the construction of Bank Street be moved up to the summer of 2000 and this request is supported by the business community of Old Ottawa South;

Would staff prepare a report for Transportation Committee whether or not the reconstruction of this stretch of Bank Street between Sunnyside and the Rideau River can be deferred until 2002 or moved up to the summer of 2000;

A preferred option should be given for the Transportation Committee’s consideration with the understanding that the present schedule for this reconstruction project is not acceptable to the community.”

DISCUSSION

Asphalt overlay of Bank Street was completed in 1996 to 'hold' the road together until the expected 1999 reconstruction. The road required an overlay because of its poor condition and the large number of utility cuts. These cuts were made to bury the Ottawa Hydro lines and replace the gas main (it was not possible to defer the gas main replacement until the road was reconstructed due to Energy Board requirements) both of which were completed by 1996.

The project was moved to 2001 in the 1999 Budget but unfortunately this schedule conflicts with a major international competition, the Francophone Games, scheduled for July 2001. This competition will be using Lansdowne Park as prime venue and therefore the community does not want the street under construction during this event.

Staff have recently carried out a pavement evaluation. The cracking experienced from 1996 to the present is what was expected (i.e., significant cracking due to disturbed road base). It is anticipated that the deterioration of the road will accelerate over the next winter necessitating more than normal maintenance requirements.

The project on Bank Street involves the complete reconstruction of the right-of-way between the Billings Bridge at the Rideau River and the Rideau Canal Bridge. As part of the project, new sanitary and storm sewers will be installed along with a replacement watermain. A new streetlighting system will be added and the existing sidewalks will be replaced and widened.

At the present time, there are a number of issues that will require consultation with the general public, community associations and the business owners before establishing the final contract requirements for the project. One of the major issues is the method of construction (i.e. temporary road closures to expedite construction, lengthened number of hours of construction per day, financial incentives to the contractor for early construction, etc.). This issue is of great importance to the business community who generally would prefer to have the construction period to be as short a period as possible. Also, lane reductions force the elimination of on-street parking which is of great concern to the business community. However, lengthened construction hours may interfere with the community at large in terms of noise, inconvenience, etc. There are a number of possible scenarios which may even include a mixture of some or all of the above-mentioned items.

Public input is also required to establish the final geometry and the level of 'traffic calming' to be utilized at the intersections. Comments from both the business and community groups must be obtained by staff in order to finalize the proposed design and bring a report forward to Transportation Committee and Regional Council for approval.

There has been a great deal of interest, particularly from the business owners, for the inclusion of decorative pedestrian level streetlighting, street furniture, banners and other items into the project. With the current separation of responsibilities at the municipal level, this requires discussions between the various parties and the City of Ottawa. It may also require the establishment of

separate maintenance agreements for extra infrastructure such as pedestrian lighting before construction of those items may commence.

Staff have met with the community and business groups several times to discuss this project over the last 4 years. Staff have indicated that normally it takes 10-12 months to conduct the necessary public consultation (particularly to design a traffic management plan which would include parking), determine the best intersection designs, finalize plans for streetlighting and furniture, enter into any necessary agreements, conduct a public hearing and obtain approvals from Committee and Council for a project of this nature.

OPTIONS

There are 3 options for the construction schedule for Bank Street as described below:

Construction 2000

This option would complete the work in 2000 in advance of the Francophone Games.

The current Budget (1999) provides for engineering in 2000 and construction to be carried out in 2001. Therefore, to construct in year 2000 would require an immediate pre-commitment of funds for the project to proceed on this early basis. This schedule would require holding the public hearing for the project at the second Transportation Committee meeting in January so that all issues are resolved and completed by 30 January 2000. Subsequent to the public hearing the design would be finalized incorporating any changes that result from the public hearing and a tender would be called for the construction. The tender, contract award and construction mobilization period last at least seven to ten weeks and must be complete prior to construction start in early April.

The pre-commitment of funds is necessary to advance both roadway funds (\$3.578M) and watermain funds (\$0.77M) to year 2000 from 2001. It would also be necessary to obtain budget approval from the City of Ottawa to advance the funds by one year for the sewer portion of the project (\$0.60M). If the City cannot advance the funds, the Region would need to 'front end' the cost in 2000 and recover the money in 2001. The 2000 budget is under development and advancing this project may impact other projects identified for 2000 due to programme affordability.

The time available for this option is not adequate to properly solicit the input of the business and general communities and incorporate their feedback into the final design. It is possible, though, to actually carry out the construction if the public consultation process is drastically shortened to just a few weeks.

Split Construction 2001

This option involves altering the way in which the project is tendered in order to accommodate the Francophone games scheduled for 14 July to 24 July 2001. The work may be considered to be in 2 stages. The first is the underground plant replacements. This would include the sanitary

and storm sewers and the watermain. The construction contract would stipulate that this work would have to be complete by 30 June 2001 and that all the Bank Street road cuts would be reinstated with asphalt. The contract would preclude any works behind the curb such as water services in order to have the sidewalks remain as they are.

Work on the actual roadway would commence after the Games and would be completed before the end of the 2001 construction season. This option allows the construction to take place in time before the anticipated failure of the temporary Bank Street overlay and will not interfere with the Francophone Games.

This approach will be more expensive as the contractors will have to build a four week shutdown into their schedule and excavate freshly laid asphalt and granulars after the Games in order to complete services.

As the pavement condition of Bank Street is constantly monitored, the works could still be delayed to 2002 if the pavement appears to be adequate after the winter of 2000/2001.

This approach will impose the longest total construction period (first week of April to the last week of November 2001) on the business community with the requisite reduced parking, reduced traffic, and general inconvenience. Also, there is a risk of poorer quality asphalt as the paving will occur late in the season where cold weather is likely.

Construction 2002

This option would be to delay construction until the year following the Francophone Games. The implications of deferral to 2002 would cause an increase in road maintenance. Funds in excess of the norm would be required to keep the road in an acceptable state of repair.

CONCLUSION

If construction is to be avoided in 2001, then staff recommend that construction be deferred until 2002 which will allow adequate public consultation and planning to take place prior to the actual construction. This will however necessitate an increased maintenance effort to keep the road in an acceptable state.

*Approved by
Doug Brousseau*

WB/NMS/cpv