

Greenfield Avenue, Main Street, Hawthorne Avenue et al. Reconstruction Project.

Online Public Information Session
(May 16 to May 31, 2022)

Welcome

Welcome to the Online Public Information Session for the Greenfield Avenue, Main Street, Hawthorne Avenue et. Al. Reconstruction Project.

The City has a proactive communication approach. The project team will update you on the project using different methods to communicate including letters and posting information on Ottawa.ca.

The purpose of this Online Public Information Session is to present the detailed design, receive feedback, keep residents informed of the current status of the project and how to stay informed during construction.

Please review the information presented and **provide your comments by phone or email**, as noted on the last page of this document, **by 11:59 pm on May 31, 2022.**

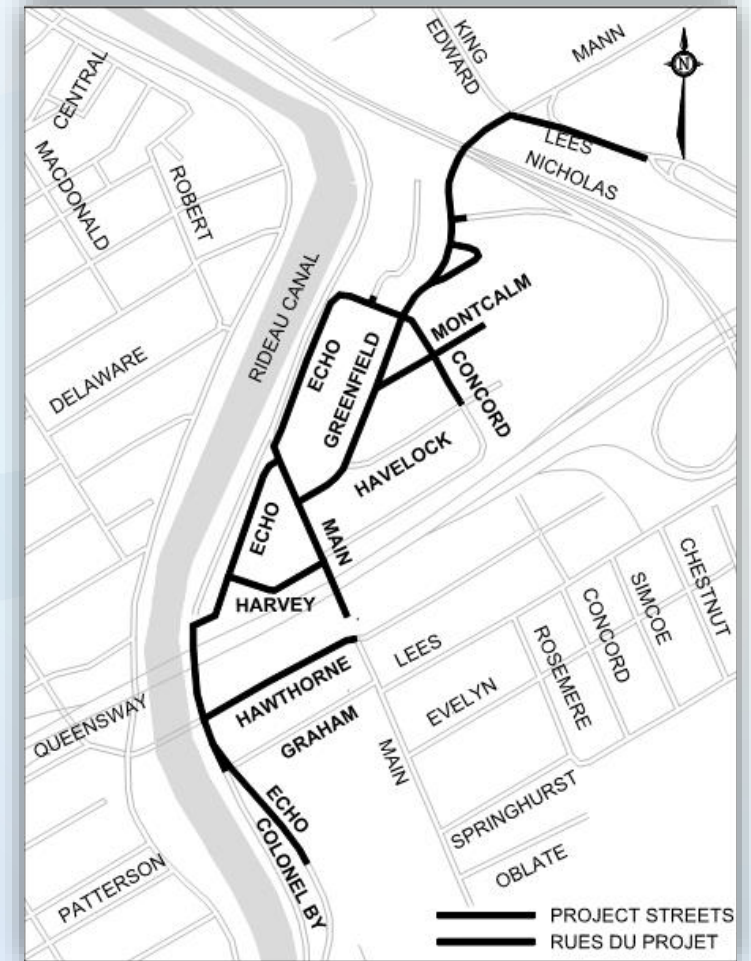
Project Overview

The City of Ottawa is completing the design work for the rehabilitation of the northern area of the Old Ottawa East Community. The project area is generally bounded by the Rideau Canal to the west, King Edward Avenue to the north, Highway 417 to the east and Hawthorne Avenue to the South. A 160-metre section along Colonel By Drive/Echo Drive, which extends south of Hawthorne Avenue to Immaculata High School, is also included in the project limits. The following street segments have been identified for reconstruction:

- *Colonel By Drive (Graham Avenue to Hawthorne Avenue)*
- *Concord Street North (Echo Drive to Havelock Street)*
- *Echo Drive (Immaculata High School to Graham Avenue)*
- *Echo Drive (dead-end at Highway 417 to Main Street)*
- *Echo Drive (Main Street to Concord Street North)*
- *Greenfield Avenue (Main Street to King Edward Avenue)*
- *Hawthorne Avenue (Colonel By Drive to Main Street)*
- *Main Street (Harvey Street to Colonel By Drive)*
- *Montcalm Street (Greenfield Avenue to dead-end)*

Additional elements have been added to the project, which include:

- *A 3.0m wide Mixed-Use Pathway on Lees Avenue*
- *Full signalization of the intersection of Colonel By Drive and Main Street*



Project Overview

Within the limits of the Project, the City of Ottawa has identified a requirement for the rehabilitation and/or replacement of portions of its linear infrastructure. Included in the scope of the project is:

- Replacement of the existing combined sewers with separate storm and sanitary sewers;
- Replacement of local watermains;
- Water and sewer service replacements to the property line;
- Surface drainage improvements;
- Adjustments to pavement widths, new curbs, sidewalks, and road structure;
- Streetscape enhancements, where deemed appropriate;
- Introduction of 30 km/h measures to improve public safety with the installation of traffic calming measures, including intersection narrowings, mid-block narrowings, and speed humps throughout; and,
- The project also provides an opportunity to implement complete street features for the betterment of all road users (e.g., pedestrians, cyclists, transit, and motorists) in your community.

Please refer to the design drawings posted on the project webpage for additional details ottawa.ca/gmhreconstruction

Design Highlights

Intersection Modifications

A number of intersections are proposed to be modified, where possible or appropriate, following the principals of Protected Intersections.

Features of Protected Intersections include:

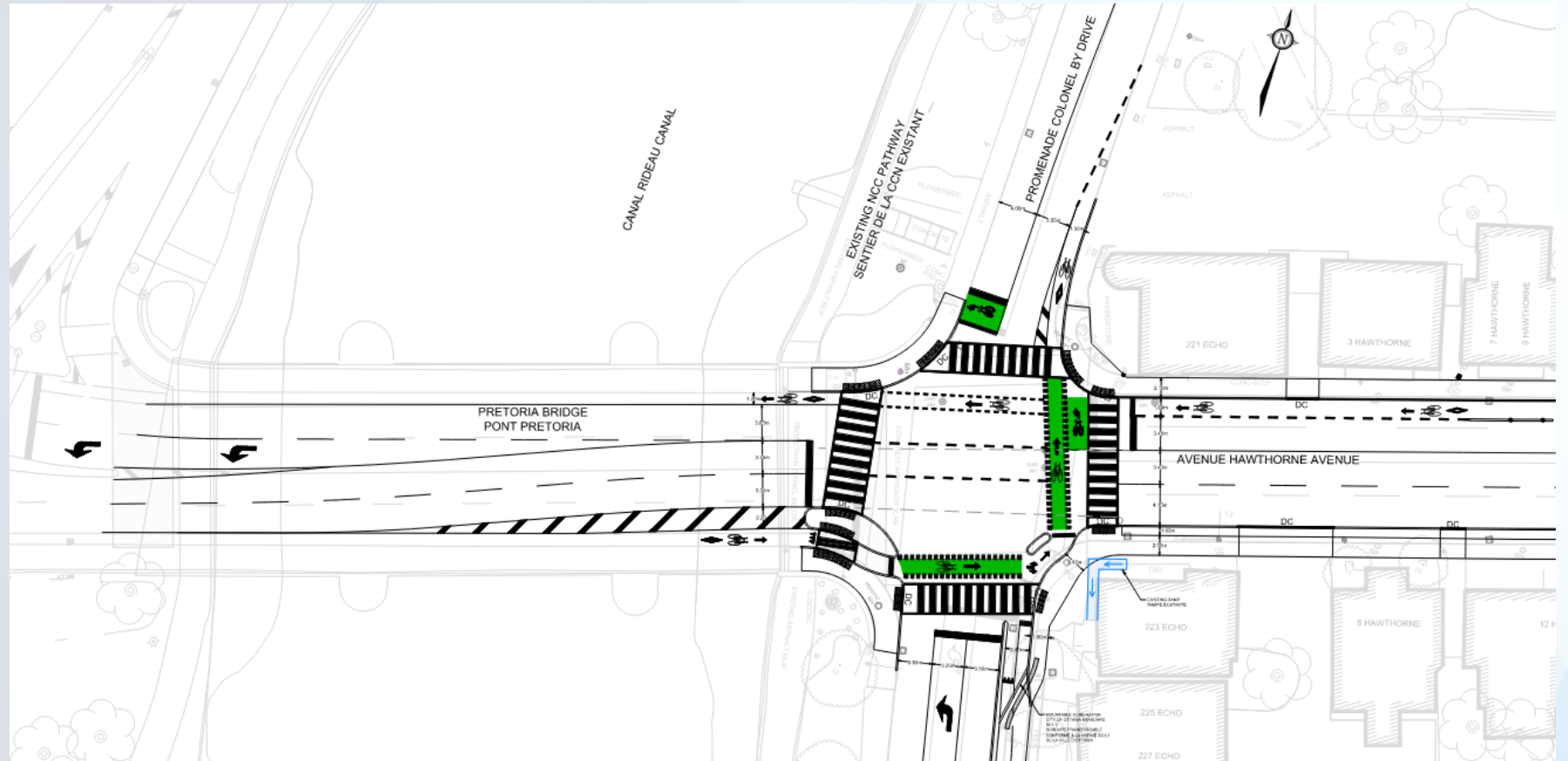
- Signal controlled intersection;
- Dedicated space and crossings for pedestrians, bicycles, and motor vehicles;
- Minimizes potential conflicts between users; and,
- Improves safety and comfort.

For more information on Protected Intersections, please refer to the City's recently published Protected Intersection Design Guidelines <https://ottawa.ca/en/protected-intersection-design-guide>

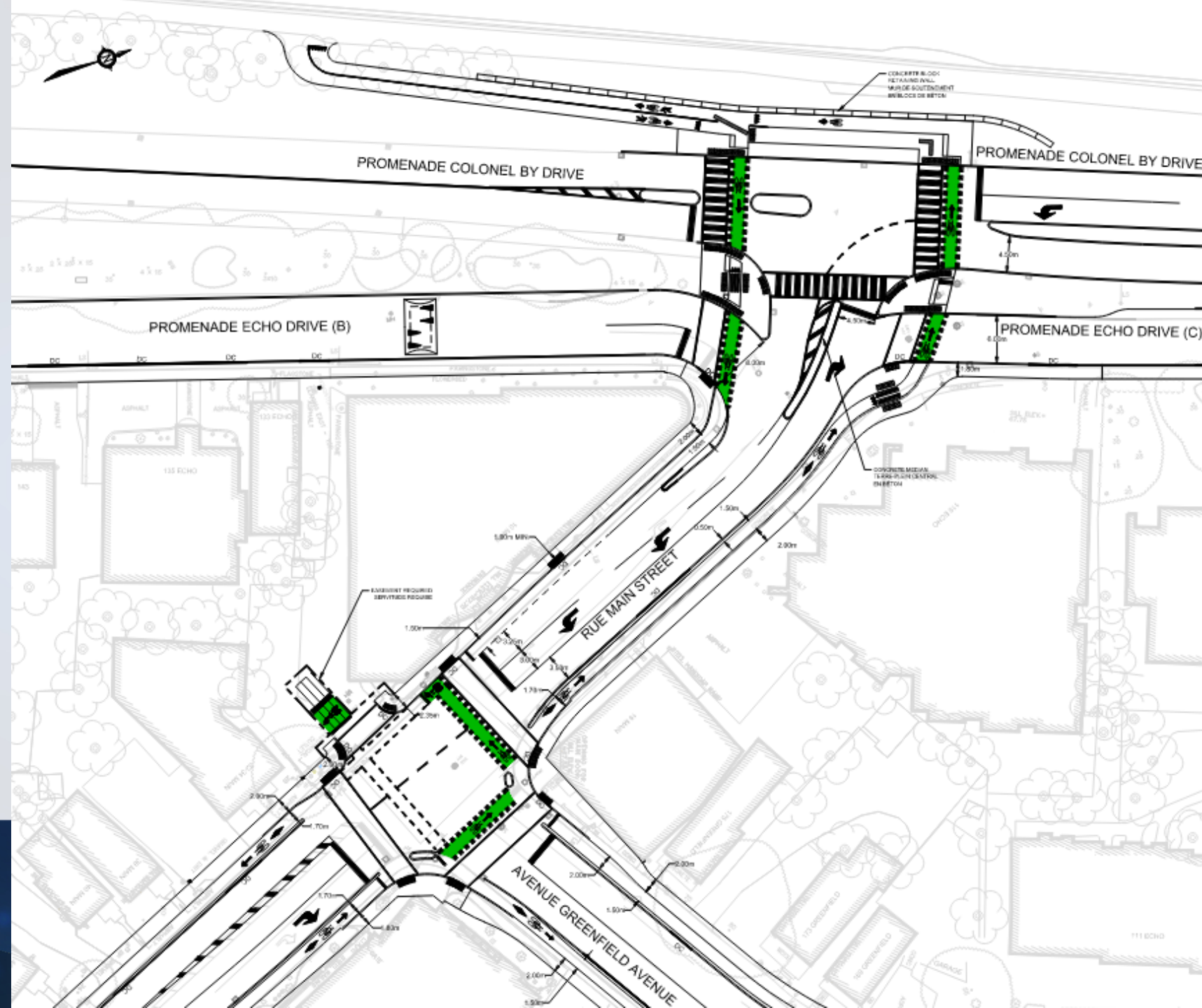
Modifications to the Intersection of Colonel By Drive and Hawthorne Avenue:

The Pretoria Bridge and Colonel By Drive / Hawthorne Avenue intersection is very constrained and the layout presented represents the current preferred solution.

The final configuration that is implemented may need to be modified slightly in order to ensure that all pedestrian, cyclist and vehicular movements through the intersection are safely achieved.



Modifications to the Intersection of Main Street and Greenfield Avenue, and Colonel By Drive and Main Street:



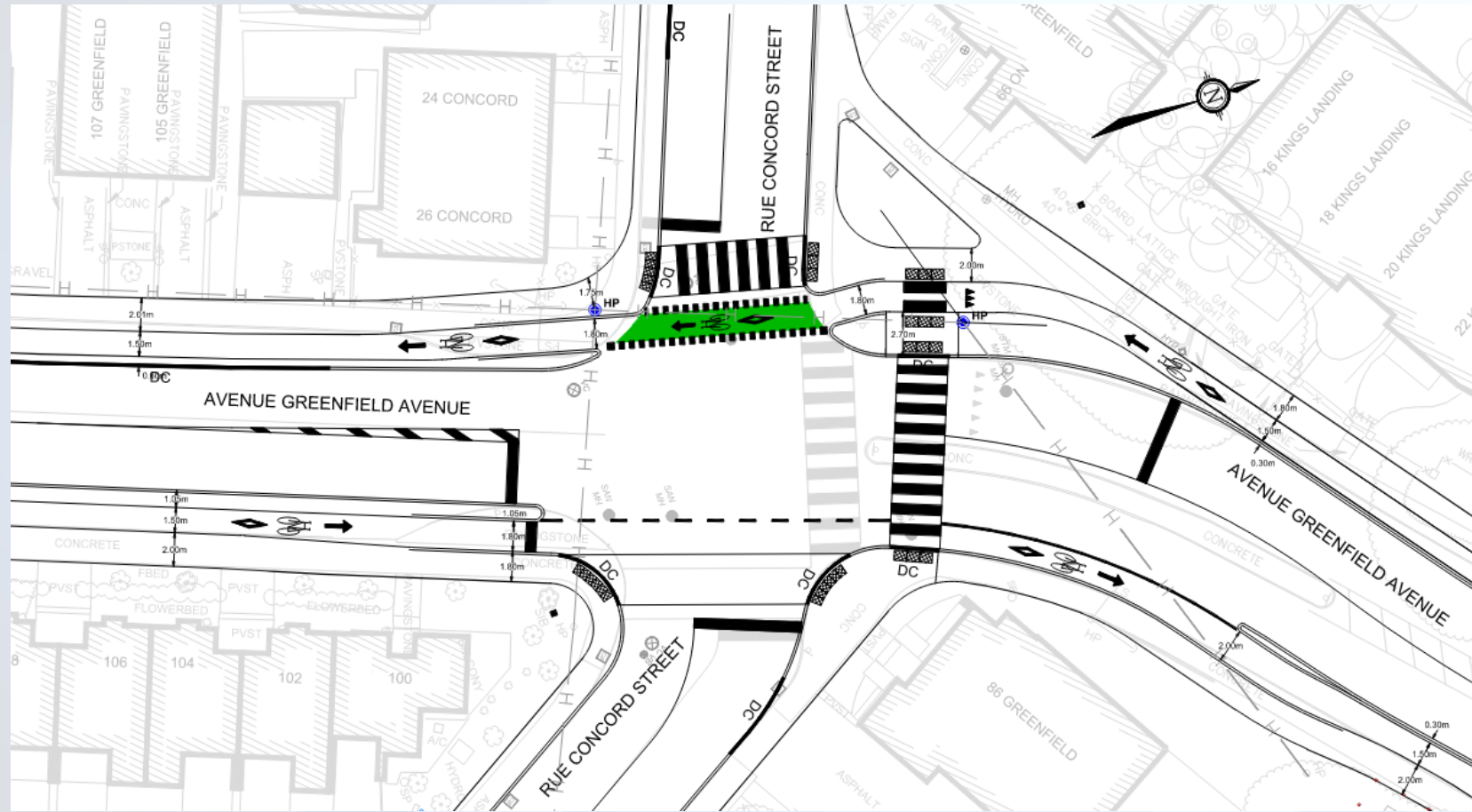
Modifications to the Intersection of Greenfield Avenue and On-ramp to Westbound Highway 417:



Modifications to the Intersection of Concord Street and Greenfield Avenue:

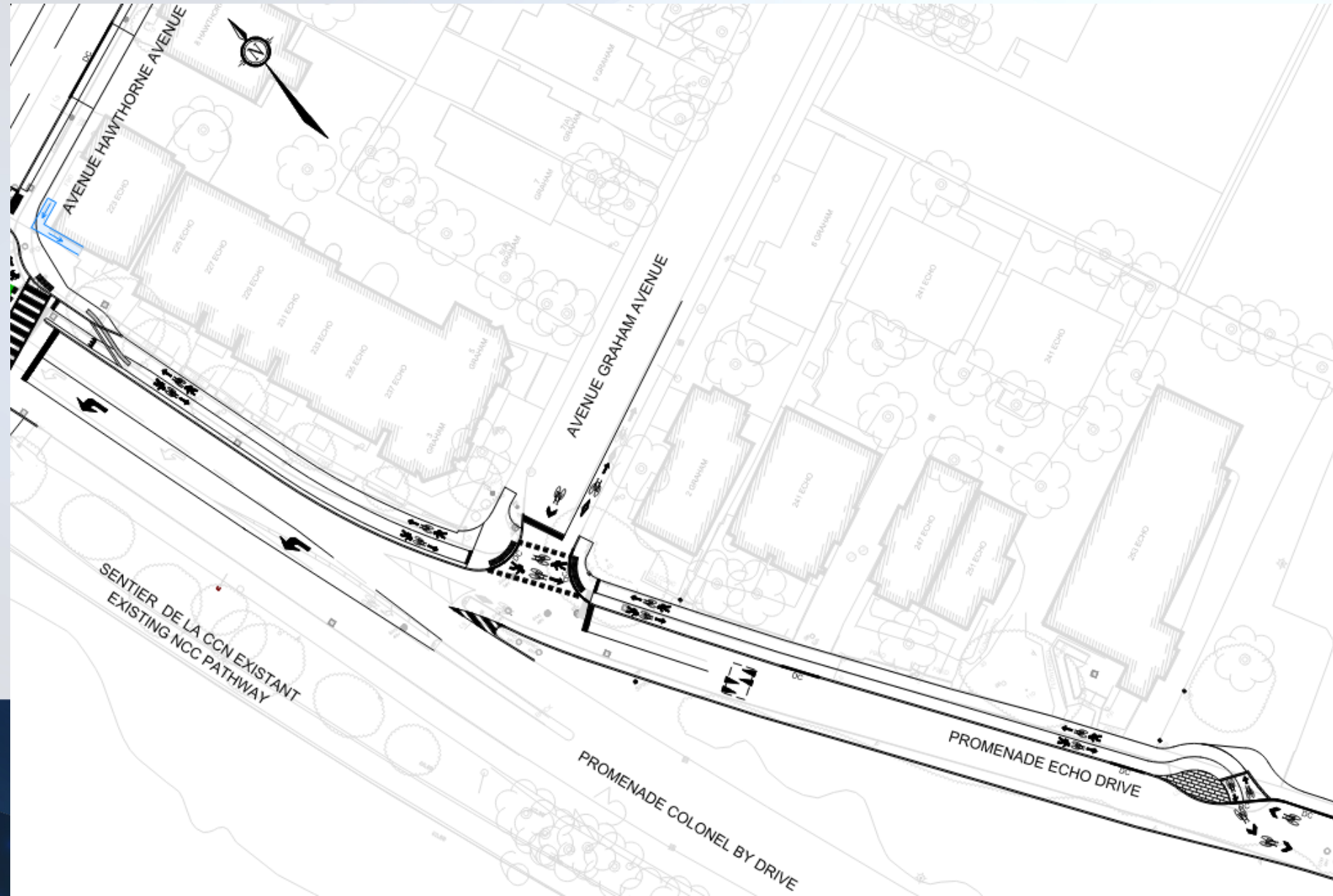
The existing Pedestrian Crossover (PXO) will be replaced with an Intersection Pedestrian Signal (IPS). An IPS will provide full red-yellow-green traffic lights for vehicles travelling in either direction along Greenfield and provide pedestrians a proper walk signal to cross Greenfield.

Vehicles approaching Greenfield on Concord Street will still be controlled by a stop sign, as they are today. The northbound right-turn movement from Greenfield to Concord will be prohibited.



Modifications to the Intersection of Colonel By Drive – Hawthorne Avenue to Graham Avenue, and Echo Drive – Graham Avenue to 80m South of Graham Avenue:

Cycling and Pedestrian Connectivity – a multi-use pathway (MUP) will replace the existing concrete sidewalk for these limits. This MUP will serve to provide a safe cycling connection to the existing on-road eastbound contraflow bike lane on Graham Avenue.



Main Street Cycling Connectivity – Harvey Street to Graham Avenue

Currently, the southbound cycling facility on Main Street is discontinuous between Highway 417 and Graham Avenue, and the community has requested that a continuous cycling facility be constructed.

Given that the Main Street Reconstruction project limits do not extend south of Hawthorne Avenue, Transportation Planning has initiated a separate review to assess the feasibility of adding a southbound cycling facility to connect with Graham Avenue.

At this time, funding is not available to prepare a detailed design or reconstruct this block. In the future, once funding becomes available, public consultation will be undertaken as part of the design process.

For additional details, please contact: Vanessa Black, P.Eng., at Vanessa.Black@ottawa.ca

Conversion of Overhead Electrical & Telecom Systems to Underground

As part of the planned construction, overhead electrical systems and associated communication lines will be converted to an underground system for certain limits of the project.

Specifically, the limits are:

- Hawthorne Avenue from Colonel By Drive to Main Street
- Mainstreet From Greenfield Avenue to Harvey Street
- Greenfield Avenue from Main Street to Havelock Street



Hawthorne Avenue



Intersection of Main Street &
Greenfield Avenue

Conversion of Overhead Electrical & Telecom Systems to Underground

With the hydro and telecom burial there will be additional surface infrastructure (e.g., transformers, switch gear, etc.) required on the surface in places along Hawthorne, Main and Greenfield. One such location will be the west limits of Ballantyne Park. Below is a representation of Hydro Ottawa's required installation within the Park.



On-going Construction

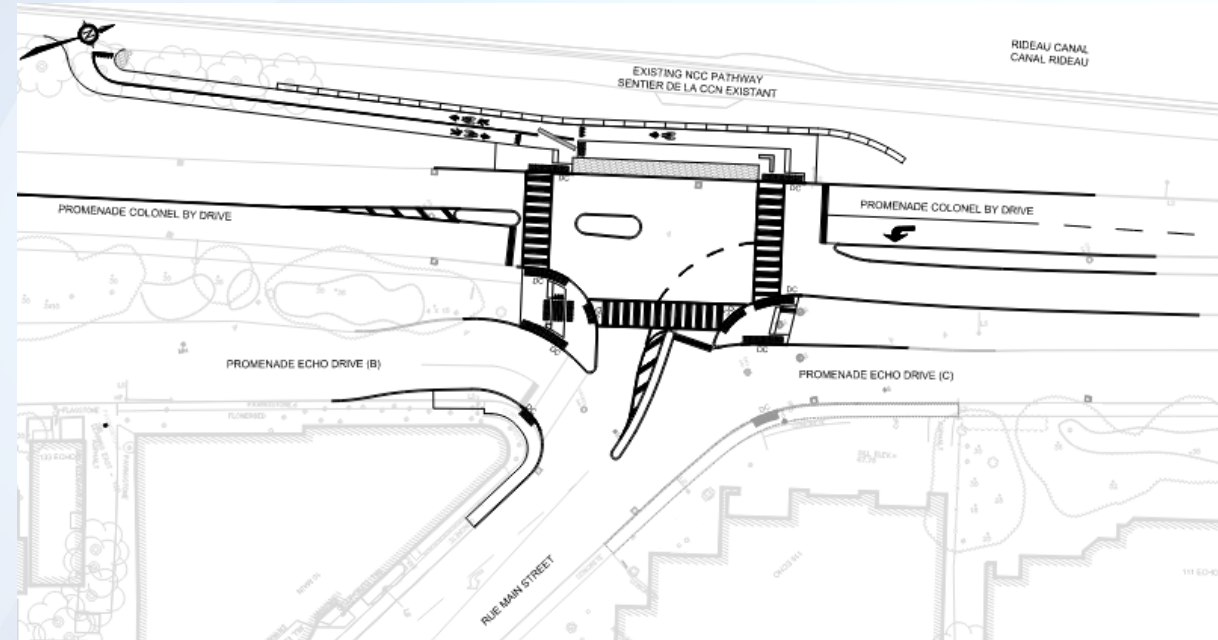
CP000627 – GMH et al. Reconstruction Advance Works Contract

In the summer of 2021 the City awarded this contract to Louis W. Bray Construction Ltd. This contract is planned to be completed in June 2022.

Construction under this contract includes:

- Colonel By Drive at Main Street – Intersection Improvements
 - Full signalization of the intersection including cycling connections to/from the Rideau Canal eastern pathway and planned Main Street cycling facilities (to be constructed in 2023/24)
 - Geometric modifications to the intersection to allow for safe intersection crossings for pedestrians and cyclists
- Colonel By Drive (Hawthorne Avenue to north of Highway 417) – Storm sewer installation with trench reinstatement only.
- Main Street (Greenfield Avenue to Echo Drive) – Watermain, sanitary sewer, and storm sewer installation, with temporary reinstatement of the area impacted by the work. Full road reconstruction will be conducted in the subsequent contract (2023/24).
- Echo Drive (at Main Street) – Watermain, sanitary sewer and storm sewer works, with temporary road reinstatements. Full road reconstruction will be conducted in the subsequent contract (2023/24).

Construction timing of the Lees Multi-use pathway (MUP), initially included in the Advance Works Project, has not been determined as details of the MUP connection with the Greenfield intersection are still being reviewed. Further information on the construction of the Lees Avenue MUP will be provided at a later date.



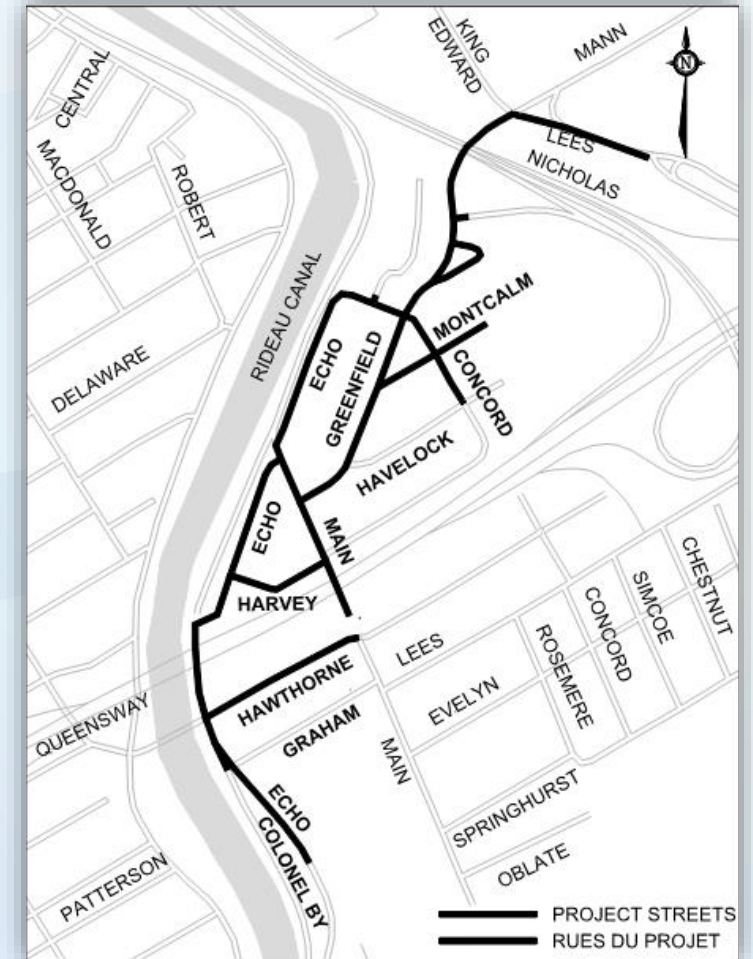
Construction Timing

CP000136 – Contract for the remainder of the Project

In 2022, extensive underground and road construction work will commence, with expected completion in 2024. Once approvals and contract award is confirmed, the project team will communicate in advance any updates to the schedule.

Design work for this portion of the project is nearing completion. The following street segments have been identified for reconstruction:

- *Colonel By Drive (Graham Avenue to Hawthorne Avenue)*
- *Concord Street North (Echo Drive to Havelock Street)*
- *Echo Drive (Immaculata High School to Graham Avenue)*
- *Echo Drive (dead-end at Highway 417 to Main Street)*
- *Echo Drive (Main Street to King Edward Avenue)*
- *Greenfield Avenue (Main Street to King Edward Avenue)*
- *Hawthorne Avenue (Colonel By Drive to Main Street)*
- *Main Street (Hawthorne Avenue to Echo Drive)*
- *Montcalm Street (Greenfield Avenue to dead-end)*



Project Schedule

Design Completion – the project design is anticipated to be completed in Spring 2022.

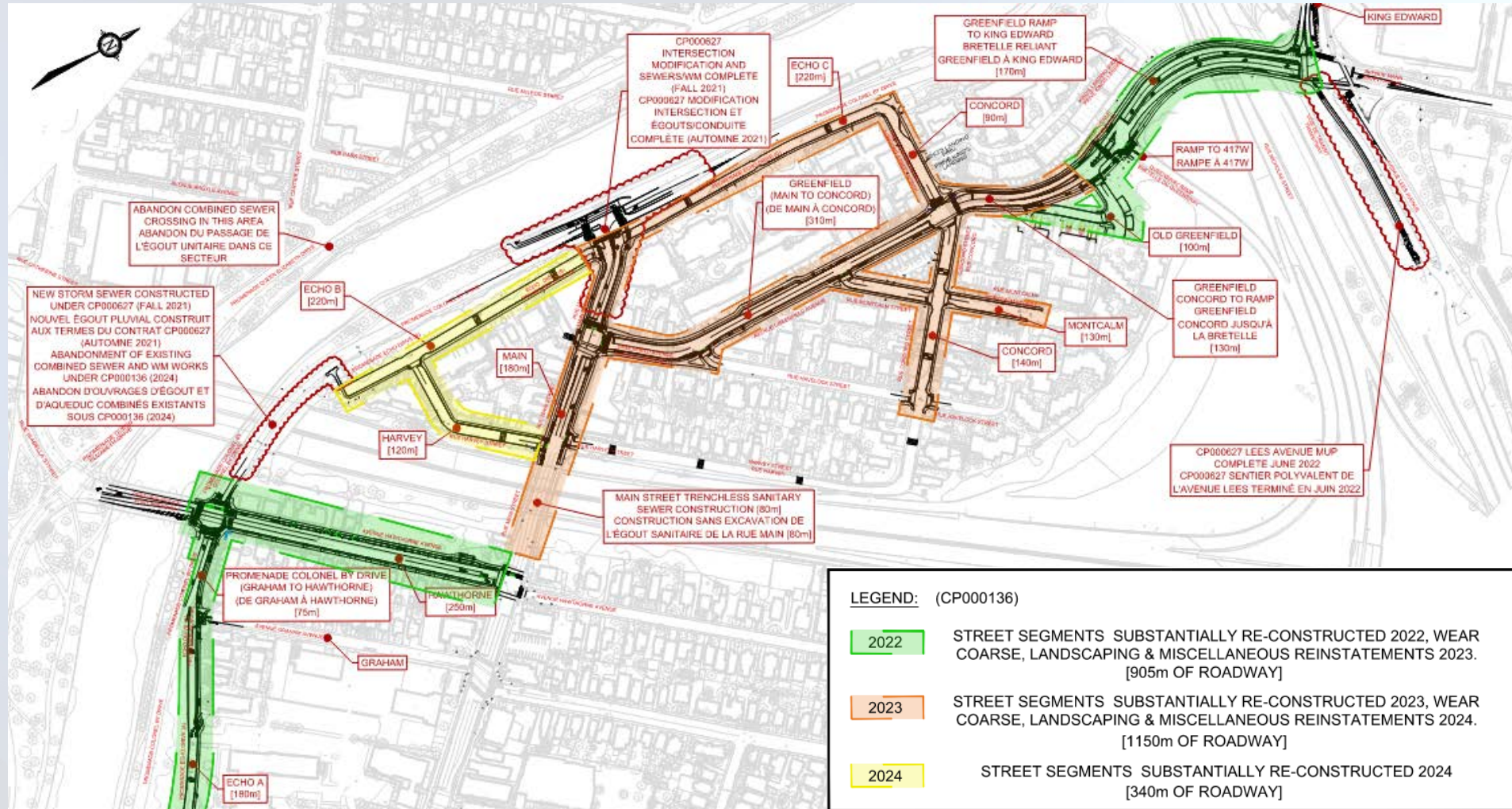
Construction Start – the anticipated construction start date is Summer 2022.

Construction Completion – the project is expected to be completed in Fall 2024.

Construction Notices – residents will be informed of upcoming works through notices delivered to each effected residence. These notices will be sent out prior to construction commencing each season, and when services or access may be restricted.

Construction Season – the typical road construction season starts following the removal of the City of Ottawa half load restriction (which restricts the weight of truck loads allowed on City streets). The construction season experiences a winter shutdown period, which typically starts prior to winter conditions (i.e late fall).

Proposed Sequence and Timing of Construction:



Traffic Management During Construction

Construction in 2022

Echo Drive – (Project Limits (Immaculata High School) to Graham Avenue) – Closed to local traffic only.

Colonel By Drive (Graham Avenue to Hawthorne Avenue) – Converted to a one-way, one-lane north bound (Note: To be coordinated with the National Capital Commission possible Parkway Closure Plans for 2022).

Hawthorne Avenue (Colonel By to Main Street) – Maintain as a one-lane in each direction.

Greenfield Avenue – Two-way traffic remains in place, one-lane in each direction.

Old Greenfield Avenue – Closed to local traffic only.

Please note that the above streets will see wear course asphalt, miscellaneous reinstatements and landscaping completed in 2023. Roadways will remain open with localized traffic control/flagging employed to complete works.

Traffic Management During Construction

Construction in 2023

Main Street (Hawthorne Avenue to Colonel By Drive) – Converted to a one-way, one-lane north bound (Note: Echo Drive west of Main Street closed at Main Street).

Echo Drive (Main Street to Concord Street) – Closed to local traffic only (remains a one-way street).

Concord Street (Echo Drive to Greenfield Avenue) – Converted to a one-way south bound street.

Concord Street (Greenfield Avenue to Havelock Street) – Closed to local traffic only.

Montcalm Street – Closed to local traffic only.

Greenfield Avenue (Main Street to Old Greenfield Avenue) – Converted to a one-way, 1-lane east bound up to the east leg of Old Greenfield Avenue. Two way traffic remains in place to King Edward Avenue.

Please note that the above streets will see wear course asphalt, miscellaneous reinstatements and landscaping completed in 2024. Roadways will remain open with localized traffic control/flagging employed to complete works.

Traffic Management During Construction

Construction in 2024

Harvey Street – Closed to local traffic only.

Echo Drive (Harvey Street to Main Street) – Closed to local traffic only.

Please note that where roadways are temporarily converted to one-way streets, detour roads will be identified if appropriate.

Traffic Management During Construction

- Throughout construction there will be temporary disruptions to traffic flow; however, local traffic access will be maintained.
- Short term driveway access restrictions will be temporarily required when construction work is in front of a driveway. When driveway access is not possible, on-street parking passes will be provided to residents.
- To allow work to be completed in a timely manner, on-street parking may be prohibited during the construction period in specific areas. During these times, parking will be permitted in other areas of the project and on side streets. Signs will be placed 24 hours in advance indicating any parking prohibitions. Parking passes would be provided by the site inspector, and additional contact details will be provided through the construction notices.

What to Expect During Construction

- **Accessibility** – is an important consideration for the City and we will make every effort to provide access through and around the construction zone. Pedestrian access to homes will be maintained at all times. Please contact the project team if you require special accommodations during construction.
- **Cycling** – bicycle access is an important consideration for the City. At times cyclists may be required to be detoured around construction or they may have to dismount and walk in places. Cyclist accommodation will be analyzed further in the coming months.
- **Transit** – No OC Transpo Bus Route impacts are anticipated with the 2022 construction works. In 2023 OC Transpo Bus Route detours will be required to accommodate the works on Main Street and Greenfield Avenue.

Next Steps

- The Project Team will compile comments from this Online Public Information Session and post a summary, excluding personal information, on ottawa.ca/gmhreconstruction
- Tender the construction contract in Spring 2022.
- Construction Notices will be issued once the General Contractor has been selected (June 2022).
- Construction is expected to start in late July 2022.
- Future public engagement opportunities will be provided in the winter of 2022/23 and 2023/24 and will be communicated in advance.

Stay Informed

The following communication options are provided to keep the community informed and up to date on this project throughout construction.

Project Webpage:

ottawa.ca/gmhreconstruction

Project Email Address:

gmh@ottawa.ca

E-Newsletter Subscription:

<https://forms.ottawa.ca/en/form/esubscriptions/signup-form>

Thank you

Thank you for reviewing the project's information boards. We encourage and welcome your feedback.

Please email your comments to gmh@ottawa.ca by **May 31, 2022**.

Additional enquiries should be directed to the City of Ottawa Project Manager.

City of Ottawa Project Manager

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