

Cambrian Road and Borrisokane Road roundabout (CP000915)

Frequently Asked Questions

	Theme	Questions	Responses
1	Impacts / Disruptions	What are the anticipated disruptions/impacts during construction?	<p>While the City and contractor attempt to minimize impacts to residents and businesses, there will be periods during the course of construction that will have either direct or indirect impact on residents' daily routine. The City of Ottawa is committed to respecting the needs and access of residents while ensuring the safety, security, and efficiency of the infrastructure project. The impacts include:</p> <ul style="list-style-type: none"> • Throughout construction there will be temporary disruptions to traffic flow; however, local traffic access will be maintained. In some instances, roads may be closed to local traffic only or converted temporarily to a one-way facility. • Elevated levels of noise and vibration can be expected during working hours. The City of Ottawa Noise By-law (2017-255) allows construction activity to occur weekdays between 7 am and 10 pm. On Saturdays, work is permitted between 7 am and 10 pm, while Sundays, statutory and public holidays work is permitted between 9 am and 10 pm. Should night work or weekend work be required as part of the construction project, you will be notified in advance by the City. An exemption to the Noise By-law will be required for night work and will be communicated in the same notice. • Dust from construction can be expected but will be mitigated through street sweeping, application of dust suppressants, etc.
2	Impacts / Mitigate environmental impacts	What is being done to mitigate the environmental impact of this project?	<p>Environmental review and consultation has been completed as part of this project. Construction will conform to all applicable by-laws, guidelines, regulations and all best practices surrounding the environment in coordination with regulatory authorities including: the Rideau Valley Conservation Authority; Department of Fisheries and Oceans Canada; and the Ministry of Environment, Conservation and Parks. Potential species at risk were identified during design, and mitigation measures will be incorporated into the contract specifications.</p>
3	Impacts / Roundabout	What is the impact of the proposed roundabout on pedestrians and cyclists considering the potential for heavy traffic at rush hour?	<p>Pedestrian crossovers with flashing beacons will be provided at each of the three roundabout legs. This gives pedestrians and dismounted cyclists priority over traffic. As a result, delays to active users will be minimal regardless of traffic volumes.</p>

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4	Impacts / Traffic	Will there be traffic impacts on Flagstaff Drive as the result of the project?	Borrisokane Road and Cambrian Road will have to be closed for short durations during construction. During these periods, detours around the project will be provided including a detour via Flagstaff Drive and Apolune Street.
5	Tree removal	Are there any planned tree removals?	<p>To accommodate the roundabout and associate multi-use pathway, some tree removals around the intersection are required.</p> <p>Tree removals have been reviewed by the design team’s landscape architect in cooperation with the City’s Forestry department to determine whether alternate construction methods may allow for the retention of these assets. Where feasible, every attempt is made to save existing trees. Unfortunately, tree removal is unavoidable.</p> <p>The planned tree plantings within the right of way were determined in consultation with the City’s Forestry department. The tree and shrub species proposed are recommended based on many factors such as their salt tolerance, canopy size, root growth, disease tolerance, and their location in proximity to structures, utilities, etc. The intent is to select native species that have the best chance at thriving along this corridor.</p> <p>Tree removal will take place outside of the provincially recognized nesting period or a nest inspection will be completed by a qualified individual if clearing takes place during the nesting period.</p> <p>Fifty-three existing trees are planned to be removed and 51 new trees will be planted around the intersection alongside numerous new perennial shrub plantings.</p>
6	Streetlighting	Are streetlights proposed at this intersection?	Yes, streetlighting upgrades will be completed on the approaches to and within the intersection.
7	Transportation / Active transportation	Will the multi-use pathway be extended beyond the intersection and connect to the adjacent subdivisions to the south or east or to Strandherd Drive to the north?	In accordance with the City's Transportation Masterplan the Borrisokane Road corridor is planned to be urbanized by implementing new active transportation facilities on both sides of the road. The new active transportation facilities will tie into the existing sidewalks and cycle tracks at the recently reconstructed Strandherd Drive / Borrisokane Road intersection.

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8	Transportation / Traffic safety	What kind of measures will be implemented to ensure drivers slow down enough at the roundabout?	There are several traffic calming features that are inherent to roundabout intersections that have been incorporated into the design including the following: <ul style="list-style-type: none"> • Speed limit reduction to 60km/h in advance of the roundabout. • Urbanization of the roadway on the approach to the roundabout. • Approach alignment designed with curvature to slow vehicles entering the roundabout.
9	Transportation / Traffic safety	Will the speed limit along Borrisokane Road be lowered to 60km/h?	The speed limit along Borrisokane Road will be reduced to 60km/h in advance of the intersection along both north and south approaches.
10	Transportation / Roundabout geometry	Will the roundabout accommodate larger vehicles better than the roundabout at Half Moon Bay and Greenbank?	The proposed roundabout is much larger than the roundabout at Half Moon Bay and Greenbank roads. The roundabout has been designed to accommodate large tractor trailers and agricultural equipment that use the intersection.
11	Transportation / Roundabout geometry	What is the mitigation plan if there is a stalled car within the approach of the roundabout?	The City of Ottawa has several smaller roundabouts across the City. The roundabout roadway has equivalent width to a standard road and shoulder should a car stall within the intersection or approach.
12	Transportation / Roundabout geometry	Why is the roundabout not a two-lane roundabout with all of the future development in the area?	The City has completed a traffic analysis that considered future growth in the area as well as other local transportation projects that will reduce the traffic along this corridor. Based on this analysis, a single lane roundabout was deemed appropriate. A two-lane roundabout is not currently part of the City's Transportation Master Plan as it is not required to address the City's mobility needs to the 2046 planning horizon.
13	Transportation / Roundabout geometry	Why was a roundabout proposed rather than a signalized intersection.	The City completed a functional design and traffic analysis that evaluated both roundabout and signal options. The evaluation considered many items including, safety, traffic operations, wait times, environmental impacts, cost, etc. and concluded that a roundabout was the preferred option.
14	Transportation / Planning	Are there future plans to widen Borrisokane Road and/or Cambrian	In accordance with the City's Transportation Masterplan that addresses the City's mobility needs to the 2046 planning horizon, there are no plans to widen Borrisokane Road or Cambrian Road.

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		Road to four lanes from the current two lanes?	It is noted that localized widening of Cambrian Road is planned at the new intersection with the realigned Greenbank Road. Refer to the CP000521 Greenbank Road Realignment and Southwest Transitway Extension project webpage: ottawa.ca/GreenbankRealignment
15	Transportation / Planning	Can a connection to Hwy 416 at this location be at Cambrian Road?	<p>There are no planned on/off ramp to Hwy 416 at Cambrian Road. The Ministry of Transportation of Ontario (MTO) has announced plans for a future interchange at Barnsdale Road and provided the following information:</p> <p>The MTO is currently working on the design of the new Hwy 416 interchange at Barnsdale Road. The interchange is planned to be construction in two phases: (1) Interim configuration and (2) Ultimate configuration.</p> <ul style="list-style-type: none">• The ultimate configuration of the new Hwy 416 interchange at Barnsdale Road requires the removal of the existing intersection of Borrisokane Road with Barnsdale Road and the construction of a cul-de-sac at the southern end of Borrisokane Road. A western extension of Kilbirnie Drive to Borrisokane Road will be undertaken by the City in the future to provide an alternative route from Borrisokane Road to Barnsdale Road.• The ultimate configuration of the new Hwy 416 interchange at Barnsdale Road is not yet warranted based on current traffic volumes. Presently, the MTO are working on the detail design of the interim configuration of the interchange with construction planned for 2028. The interim configuration only includes construction of the Hwy 416 on/off ramps on the south side of Barnsdale Road and does not require the cul-de-sac of Borrisokane Road.