

Transit Detours, Iris Station, and Pinecrest Creek Relocation

May 2, 2017

Charles Wheeler/Chris Swail



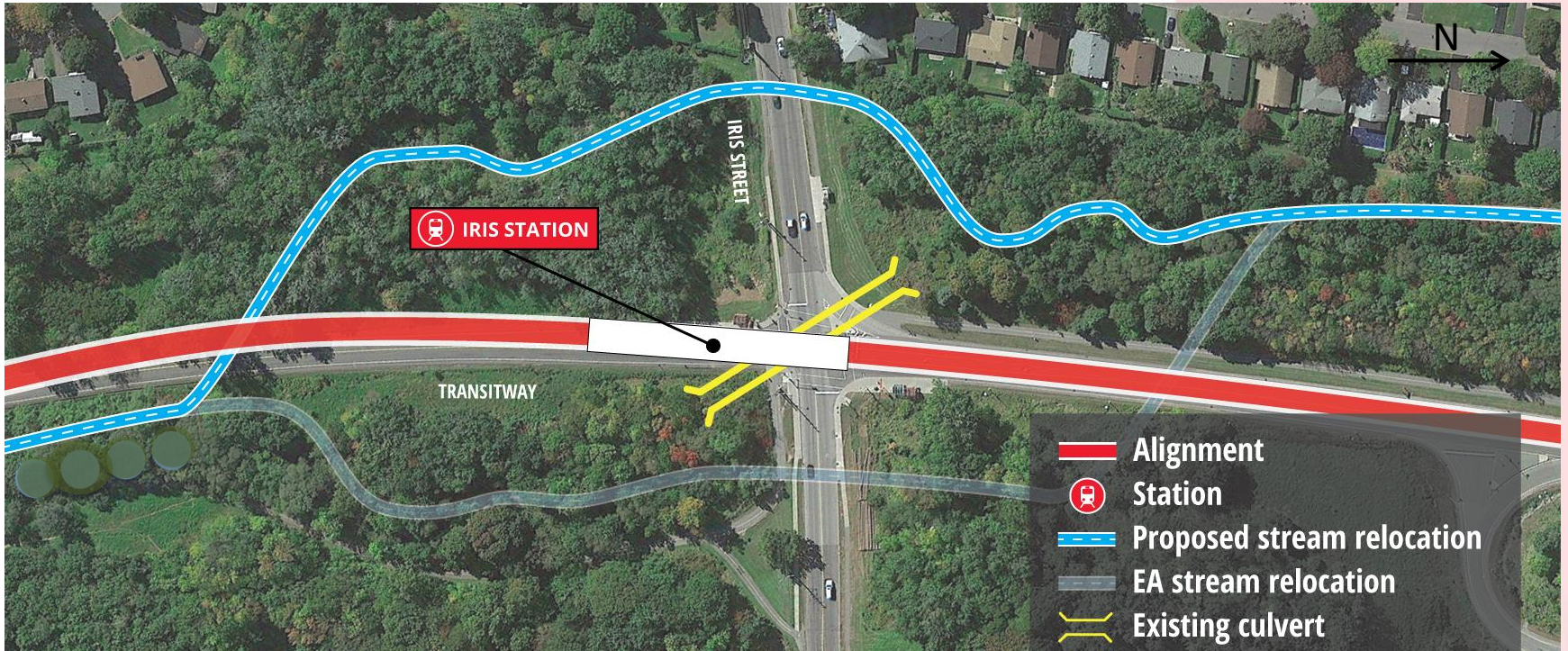
Purpose of Presentation

- Outline Iris Street Station concept
- General arrangement of Iris Street bridge over LRT
- Pinecrest Creek relocation concept
- Traffic and transit detours
- Construction staging plans for station/bridge
- Next steps in the procurement process

Background

- Current Transitway crosses Iris Street at grade
- Existing Transitway needs to be grade separated at Iris Street
- Iris Street half up and over LRT tracks/LRT half down and under Iris St is preferred
- Pinecrest Creek Culvert (120 metres) in conflict with station/tracks
- Must be relocated from east to west side of Transitway

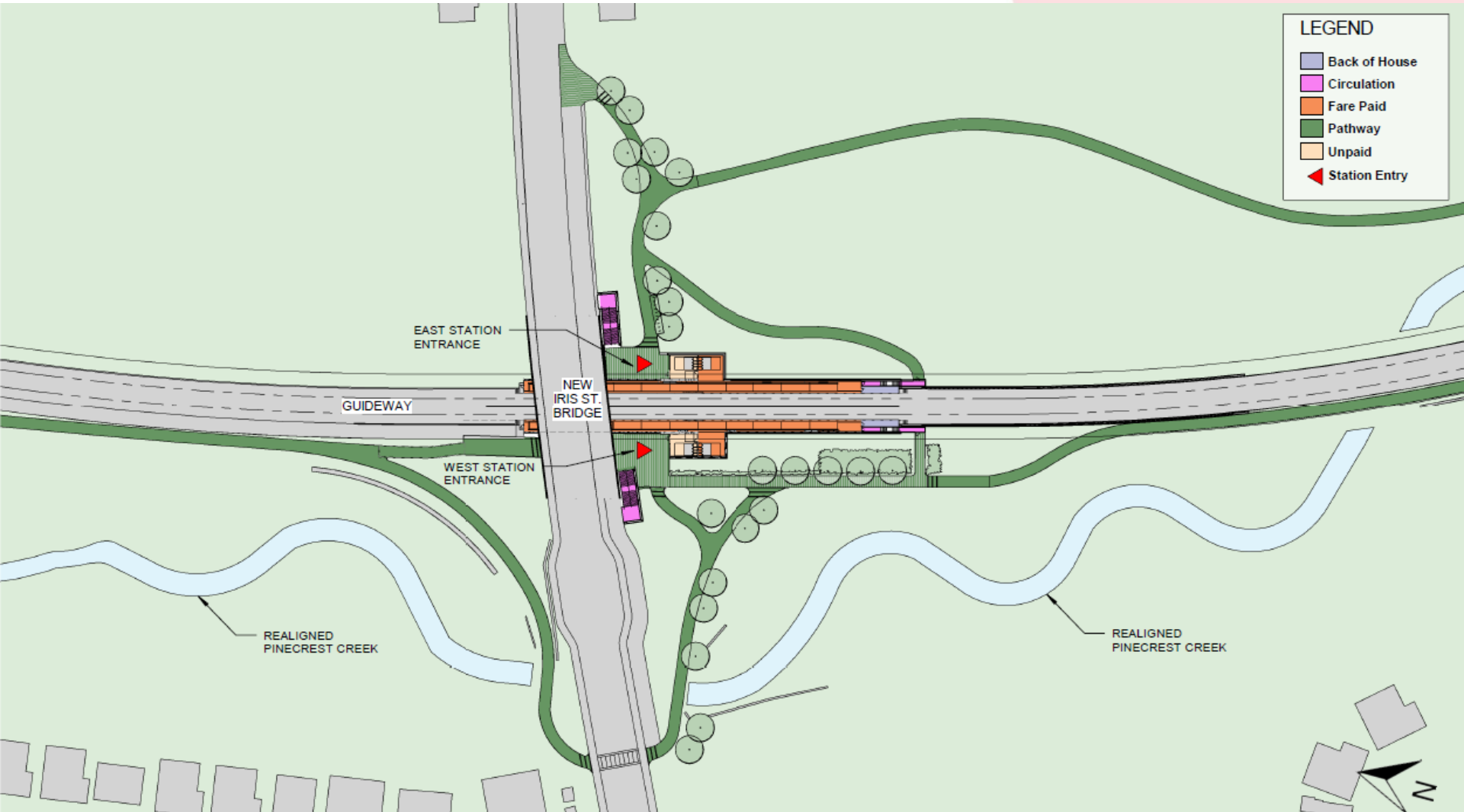
Pinecrest Creek Realignment at Iris Station



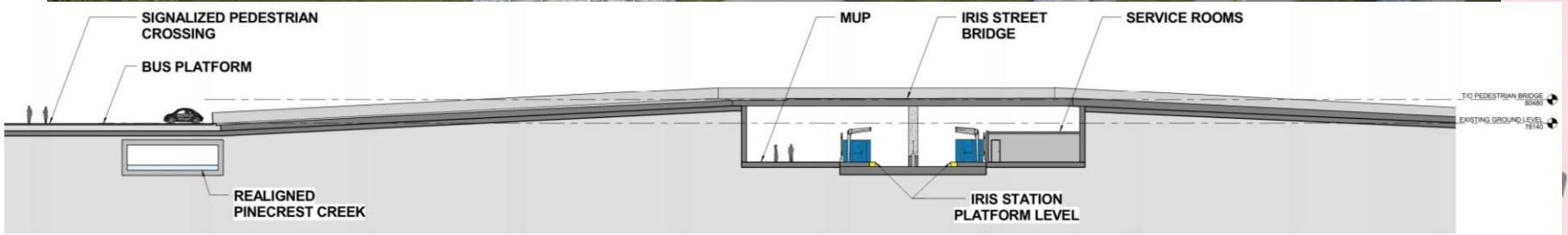
Iris Station Concept

- Iris Station centered under new Iris St bridge
- Entrances on south side of Iris Street bridge east/west of LRT alignment
- No elevators.....MUPs connect to LRT platform below
- MUPs will be winter maintained at all times
- MUP connection to NCC pathway system beside station/under bridge on west side of LRT alignment
- New pedestrian crosswalk to cross Iris Street

Iris Station Plan



Iris Station Renderings



Iris Street Bridge

- Half up Iris St bridge means driveways east/west of valley unaffected by new grade separation
- 2 lanes bridge , sidewalks on either side
- Crosswalk on west side of LRT connects NCC MUP at grade
- In addition to NCC MUP connection under Iris St
- Kiss and Ride on west side of bridge (both directions)

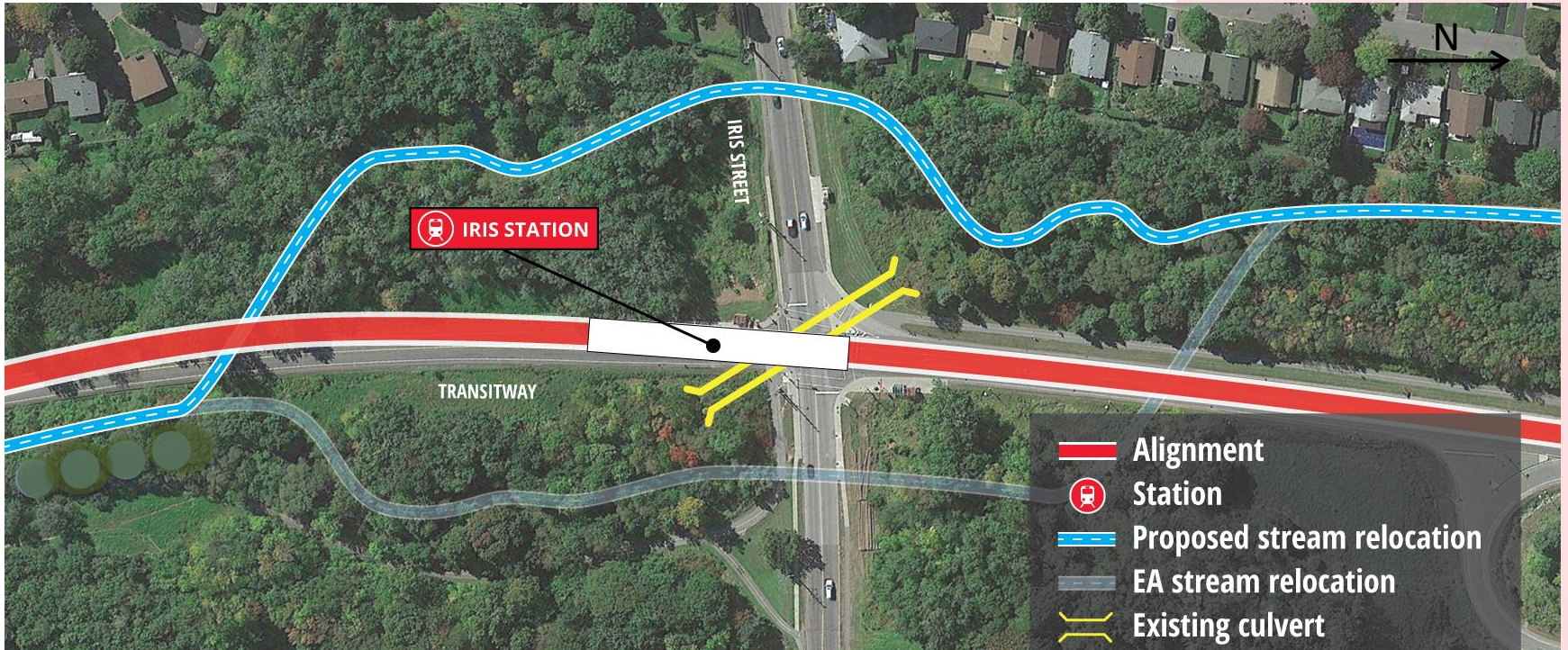
More Graphics from Elie (use or discard)



Rationale for Pinecrest Creek Relocation

- EA alignment (with creek staying on **east** side of LRT) resulted in roller coaster ride for LRT alignment
- LRT down under Iris St bridge then up/over new Pinecrest Creek culvert:
 - LRT alignment under Iris Bridge is constrained
 - Poor ride quality for riders
 - Excessive wheel/rail wear
 - Increased maintenance costs
- Relocating creek to **west** side of LRT eliminates creek culvert north of station as an alignment constraint
- Flatter LRT alignment/same extent of creek relocation as EA concept

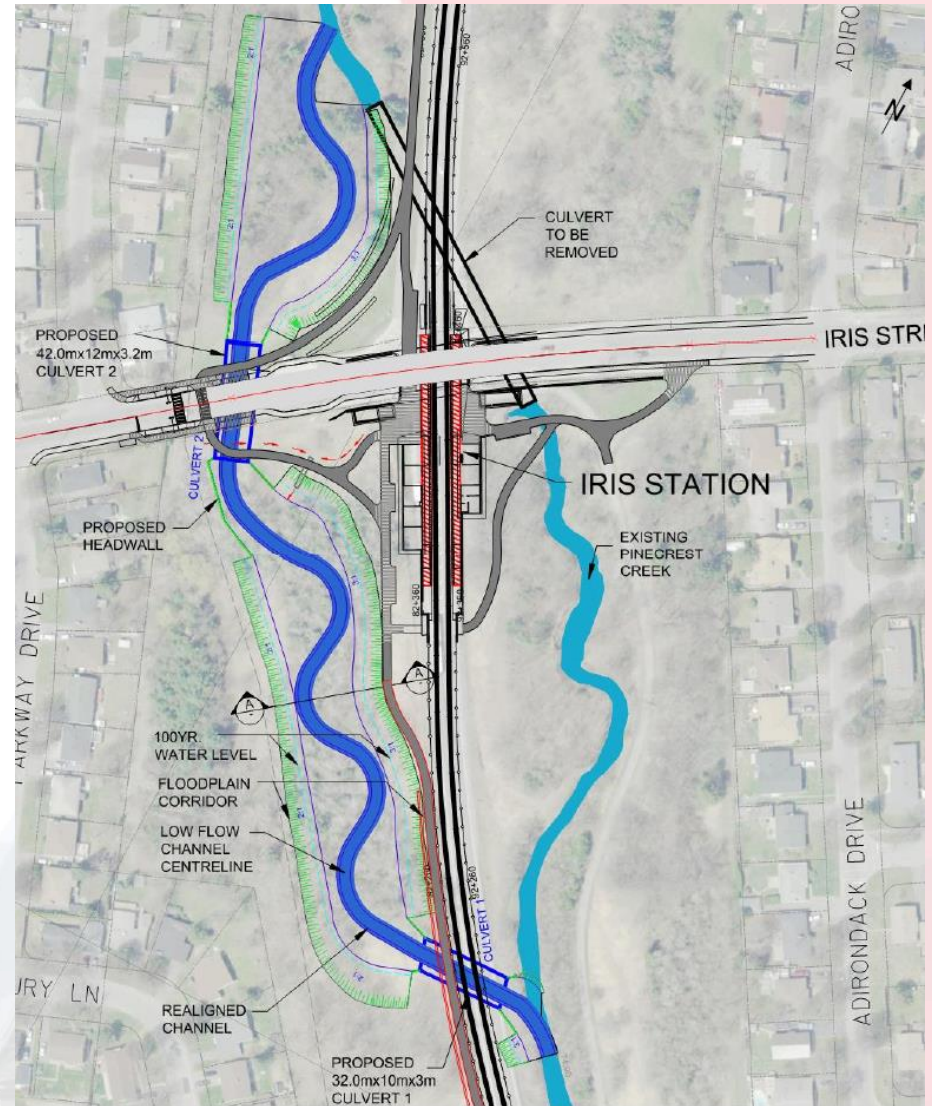
Pinecrest Creek Realignment at Iris Station



Pinecrest Creek Relocation

Implications of creek relocation:

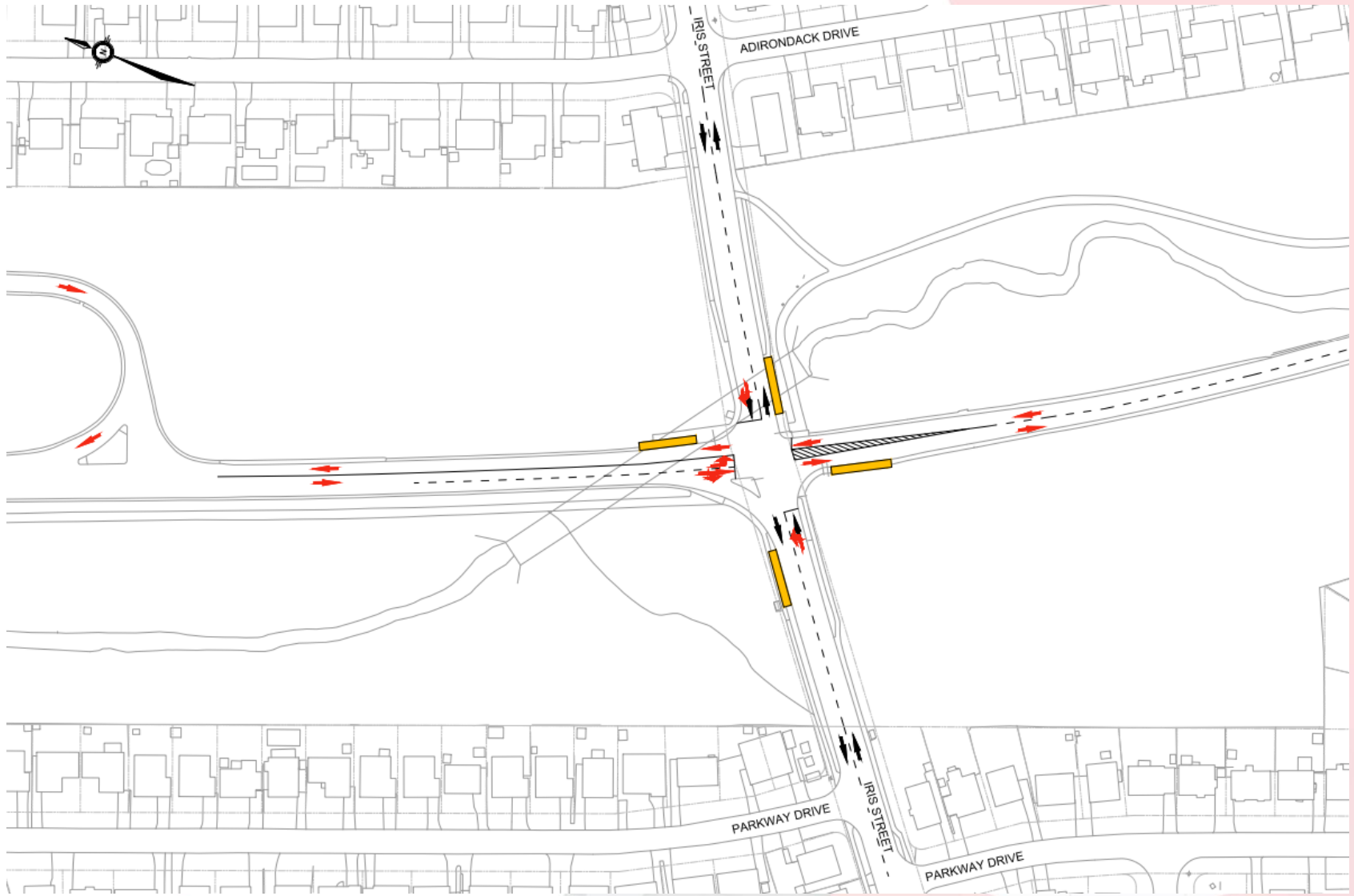
- Eliminates roller coaster alignment
- Creek can meander up to 40 metres wide
- Reduced water velocities
- Less erosion/sediment
- Improved bridge clearances for LRT
- Similar length/tree loss to EA concept just in different location



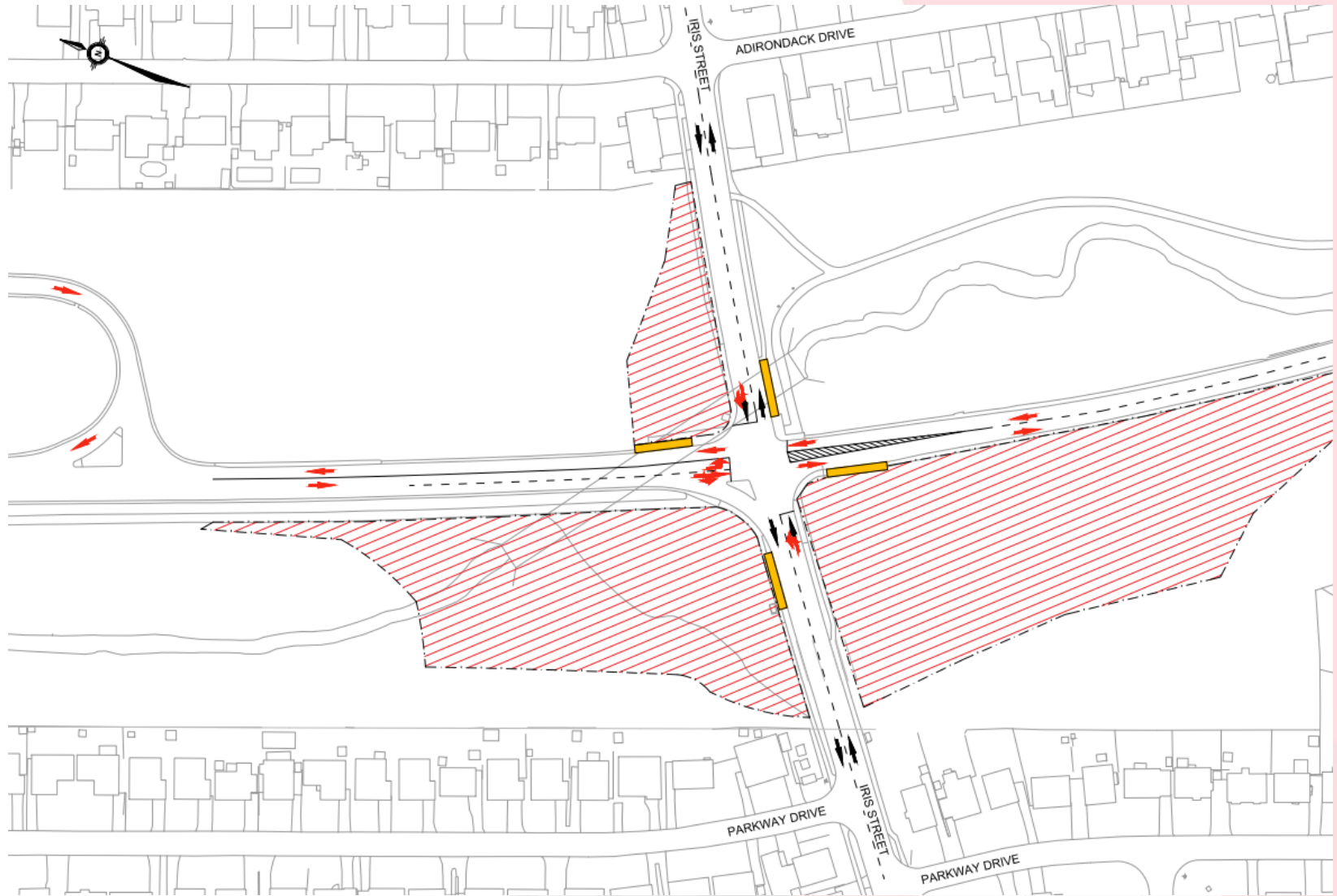
Traffic and Transit Detours

- Needed to construct bridge, LRT Station, and creek relocation
- Maintain buses on Transitway until station construction is underway
- When Transitway is closed, buses to operate to Baseline Station via Woodroffe/Iris
- Woodroffe widening/intersection improvements
- Earliest start of construction – Spring 2019
- Transitway closed/buses on Iris to Baseline – Summer 2022
- Detour in place for 18 months to December 2023 revenue service date

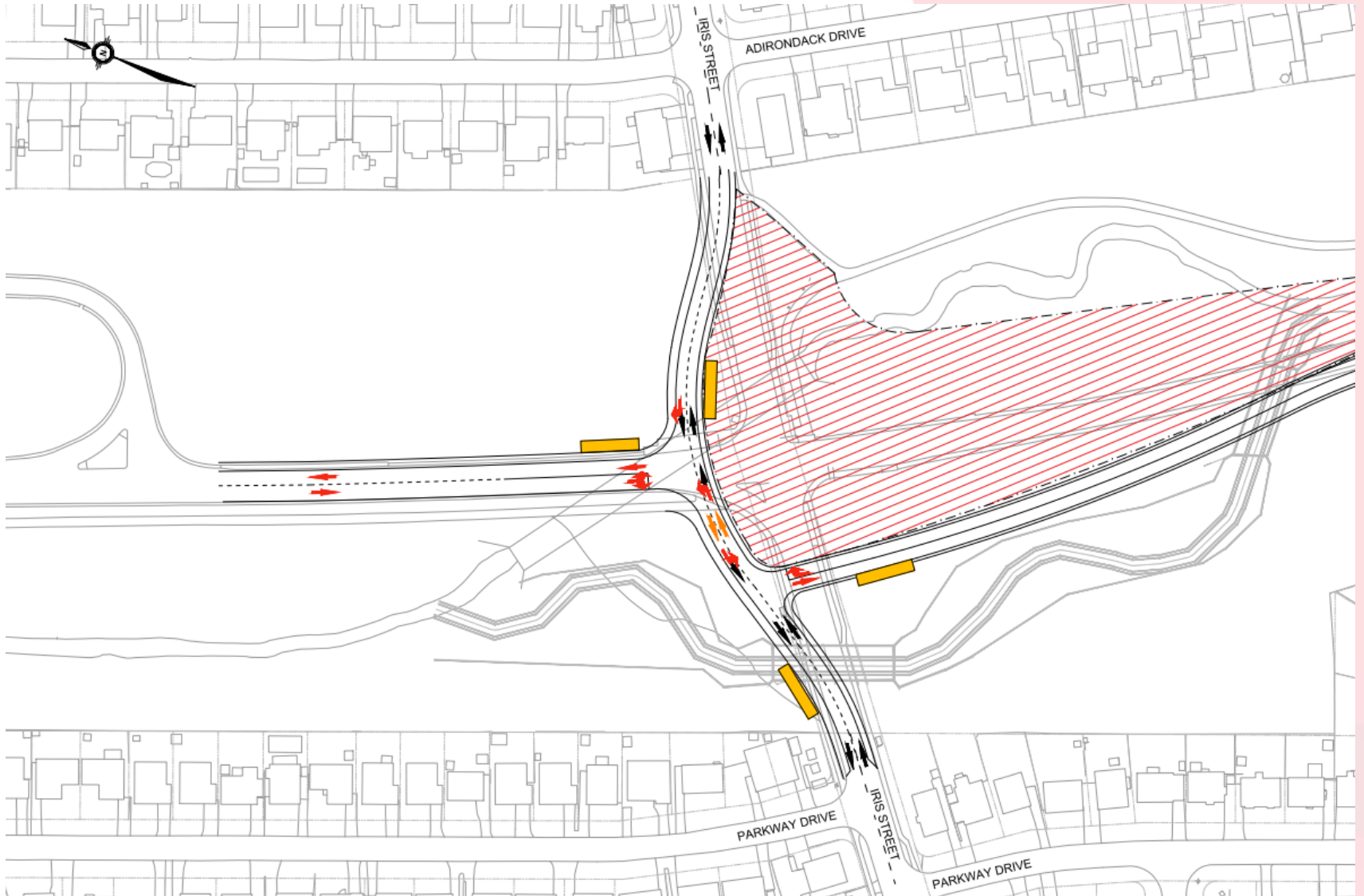
Construction – Phase 1



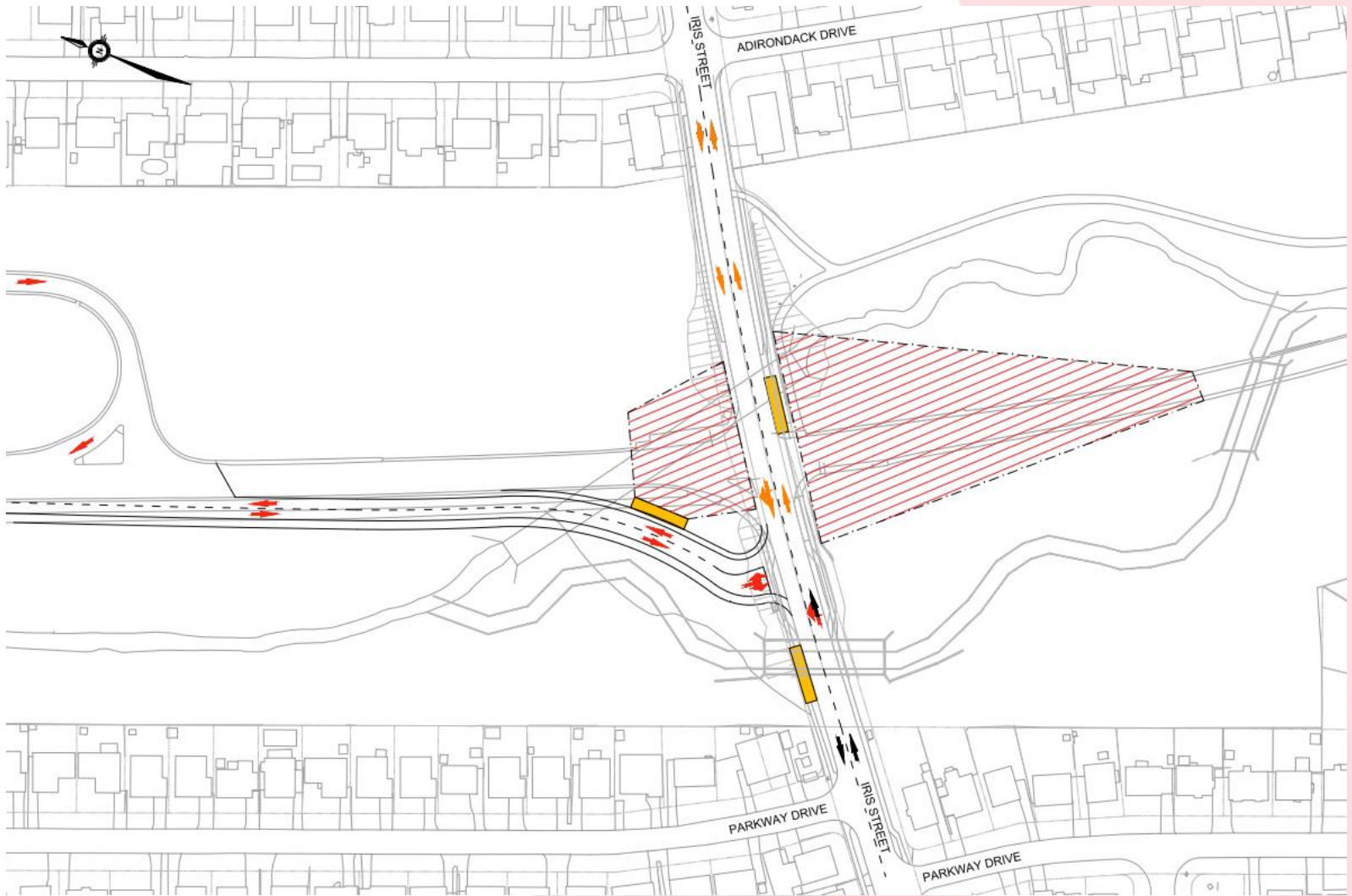
Construction – Phase 2



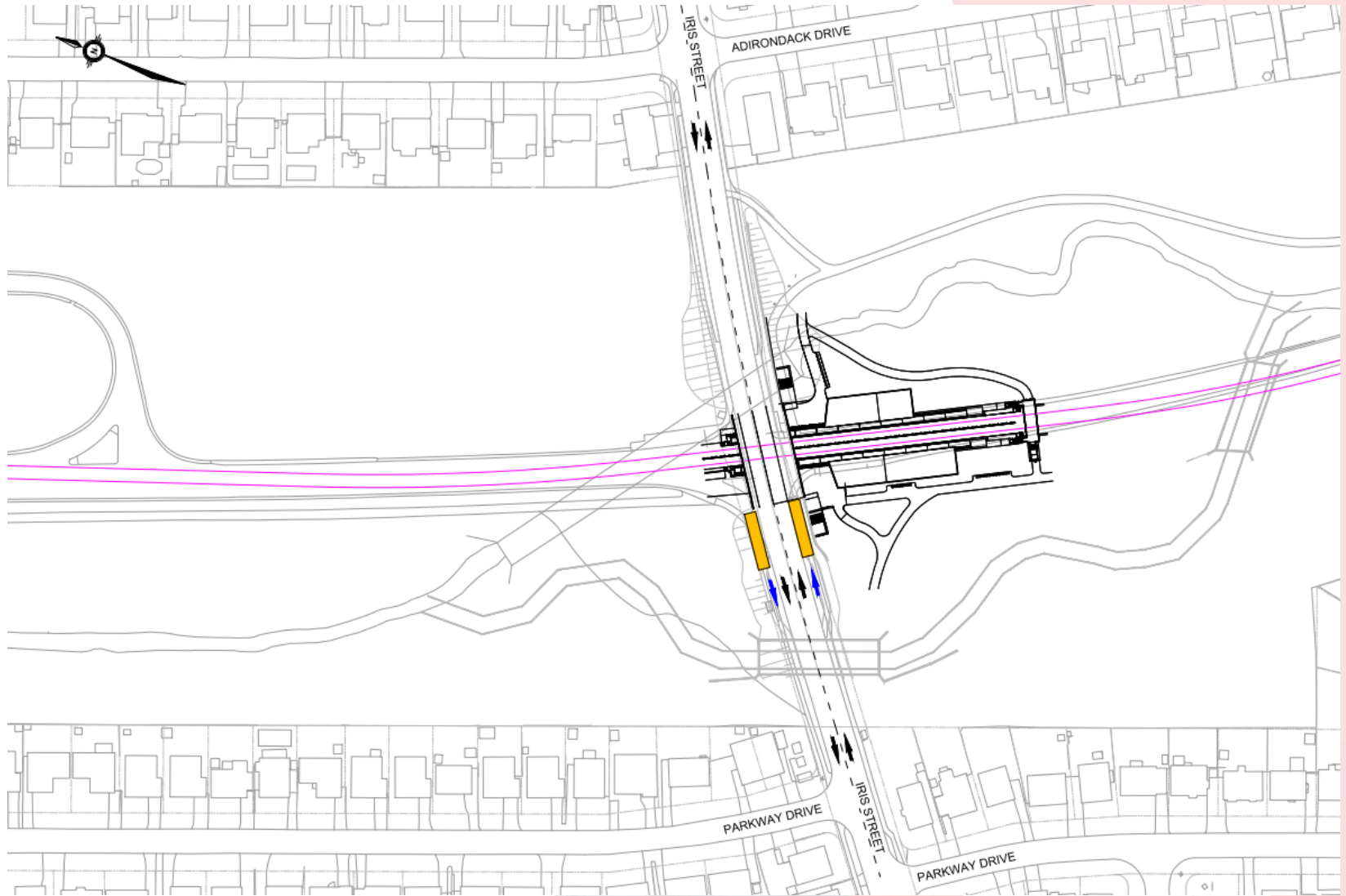
Partial Detour – Phase 3



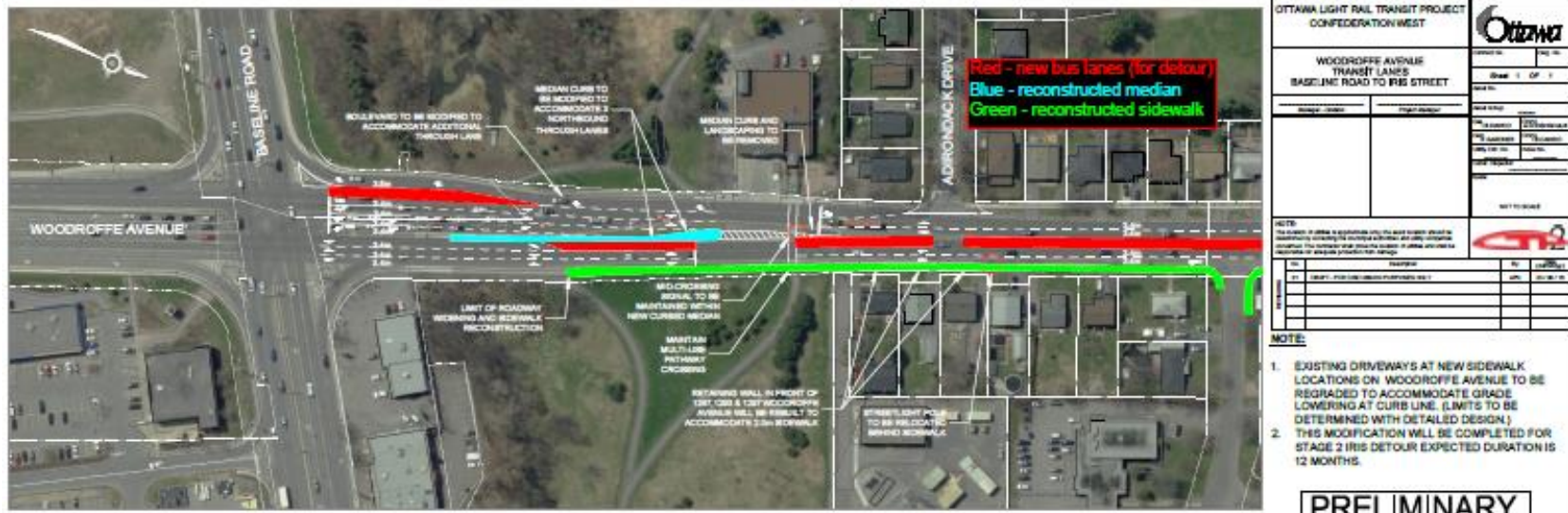
Full Detour – Phase 4



Final Station Configuration



Woodroffe Ave Improvements



OTTAWA LIGHT RAIL TRANSIT PROJECT CONFEDERATION WEST		
WOODROFFE AVENUE TRANSIT LANES BASELINE ROAD TO IRIS STREET		
Sheet No.	1 OF 1	
Scale	AS SHOWN	
DATE	2014-08-14	
BY	TRANSPRO	
CHKD BY	TRANSPRO	
APP'D BY	TRANSPRO	
DATE	2014-08-14	
NOT FOR CONSTRUCTION		

- NOTE:**
- EXISTING DRIVEWAYS AT NEW SIDEWALK LOCATIONS ON WOODROFFE AVENUE TO BE REGRADED TO ACCOMMODATE GRADE LOWERING AT CURVE LINE. (LIMITS TO BE DETERMINED WITH DETAILED DESIGN.) THIS MODIFICATION WILL BE COMPLETED FOR STAGE 2 IRIS DETOUR. EXPECTED DURATION IS 12 MONTHS.

PRELIMINARY
NOT FOR CONSTRUCTION

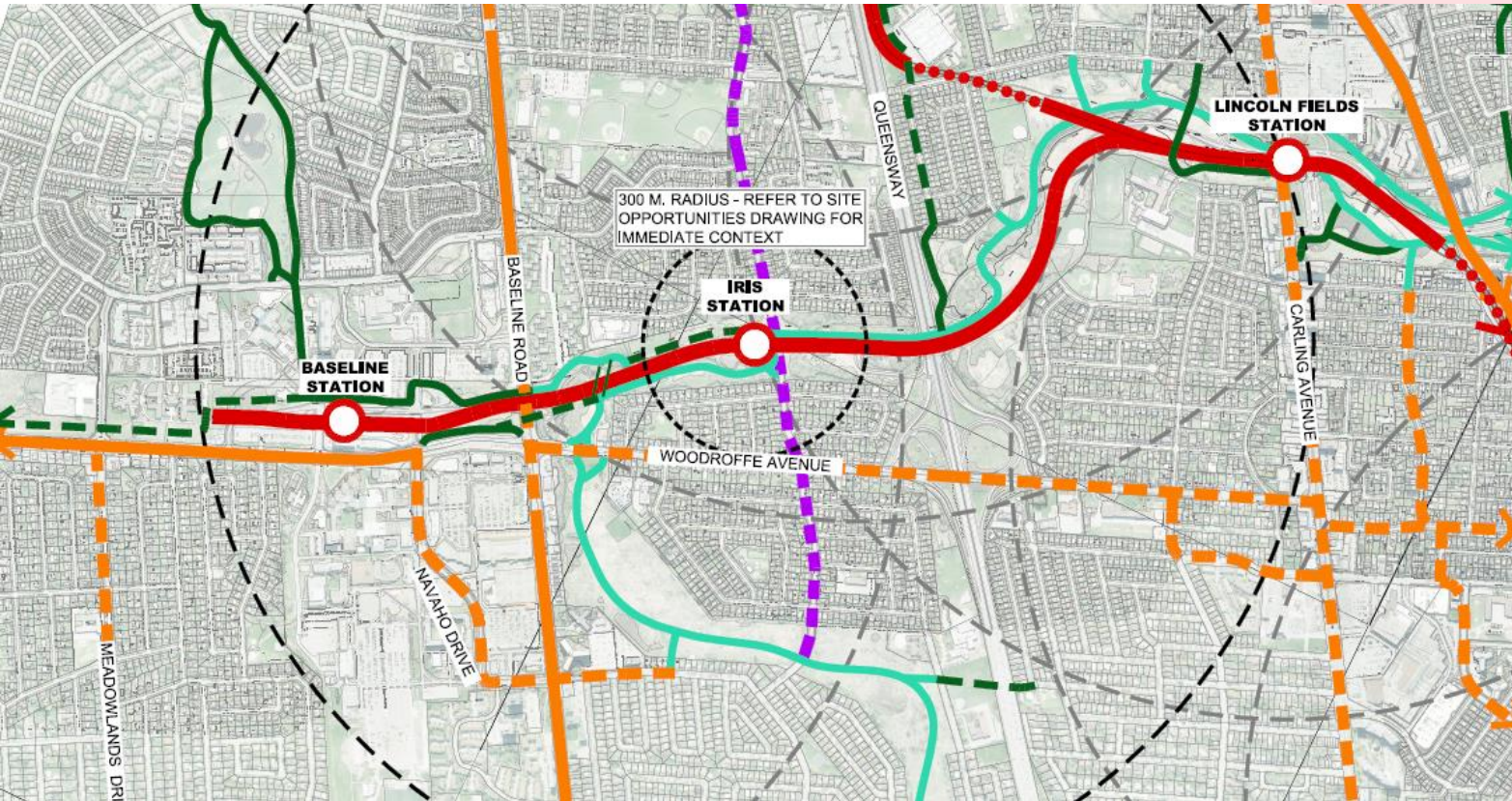


Revegetation of Affected Areas

- Areas impacted by construction will be replanted
- Construction on NCC lands:
 - 2 for 1 tree replacement policy
- Inventory of all trees already undertaken
- New Pinecrest creek bed will be naturalized

Renaturalization of Pinecrest Creekbbed





- LEGEND**
- 1500 METER RADIUS LRT STATION STUDY AREA
 - 1500 METER RADIUS ADJACENT LRT STATIONS STUDY AREA
 - PROPOSED LIGHT RAIL TRANSIT (LRT)
 - PROPOSED SUB-GRADE LIGHT RAIL TRANSIT (LRT)
 - PROPOSED LRT STATION
 - PROPOSED STUDY ON-ROAD FACILITY
 - TMP PROPOSED ON-ROAD BICYCLE FACILITY
 - EXISTING ON-ROAD BICYCLE FACILITY
 - PROPOSED MULTUSE PATHWAY (MUP)
 - EXISTING PATHWAY
 - EXISTING NCC TRAIL SYSTEM
 - STUDY PROPOSED ON-ROAD BICYCLE FACILITY

Next Steps

1. Address feedback from the community in upcoming RFP
2. RFP out to tender, Late June ,2017
3. RFP bids received, March, 2018
4. Award of Stage 2 contract, June, 2018
5. Construction start, late 2018/early 2019
6. Confederation West LRT open for revenue service, end of 2023

Butternut Tree Inventory



Legend

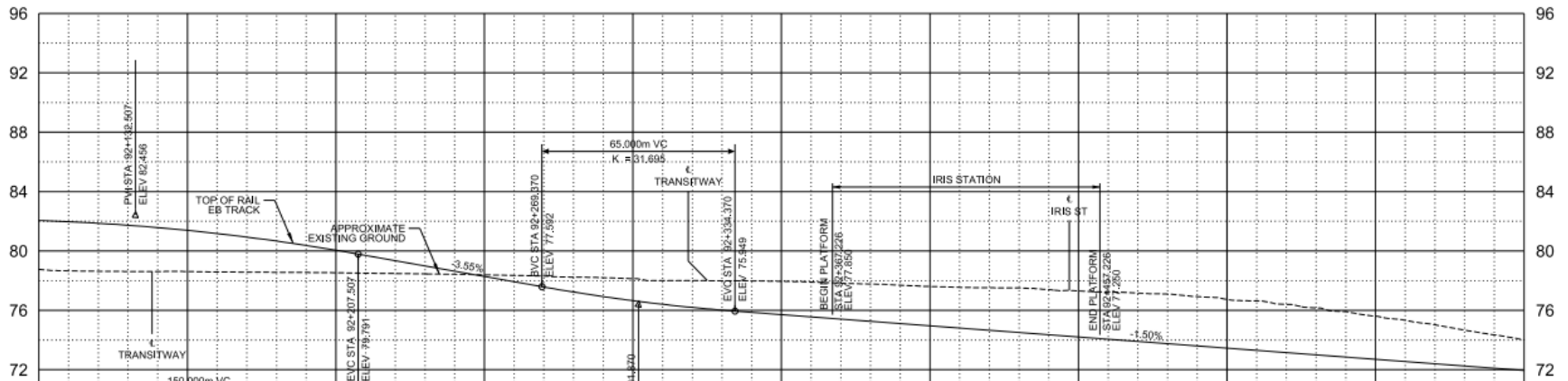
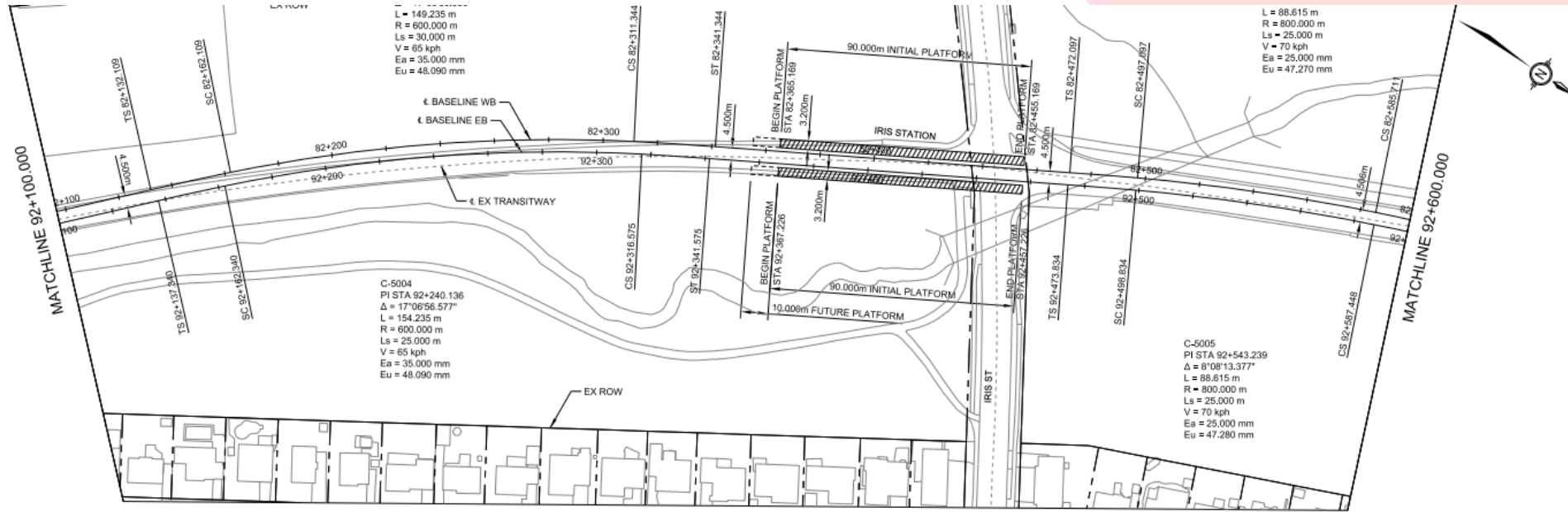
- LRT Alignment
- Rivers and Streams
- Water
- Road Segments

Butternut Health

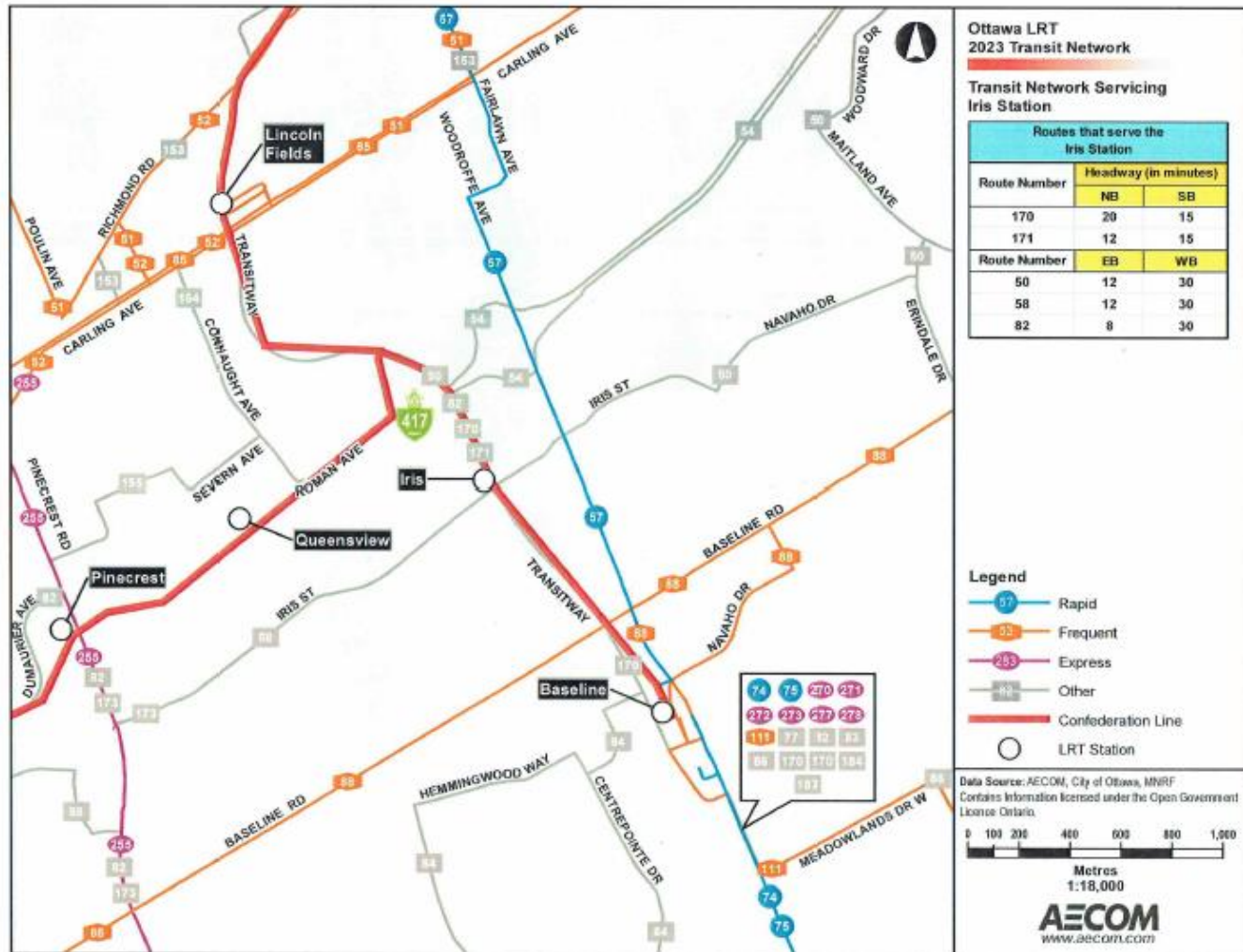
- Healthy
- Some Canker
- Heavily Cankered
- Dead

Scale: 1:2,500
Butternut Health
Confederation Line West

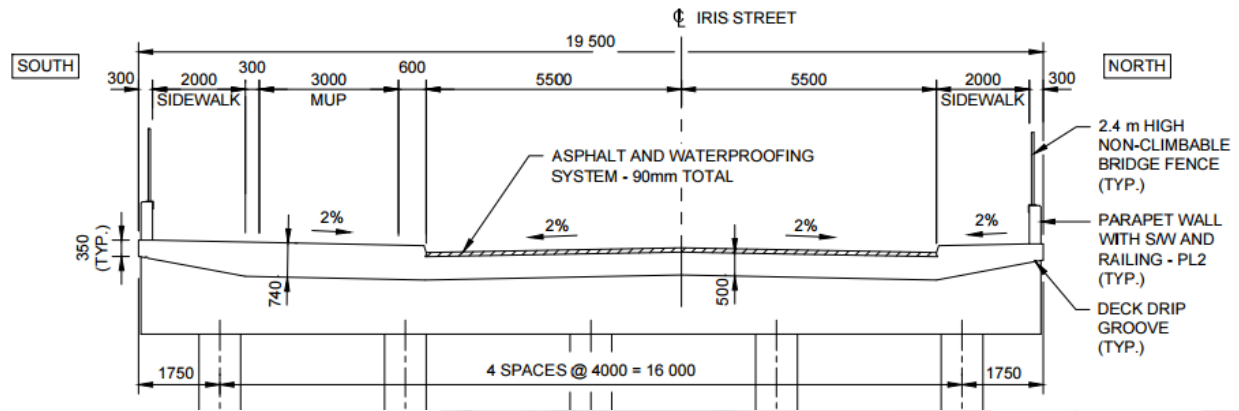
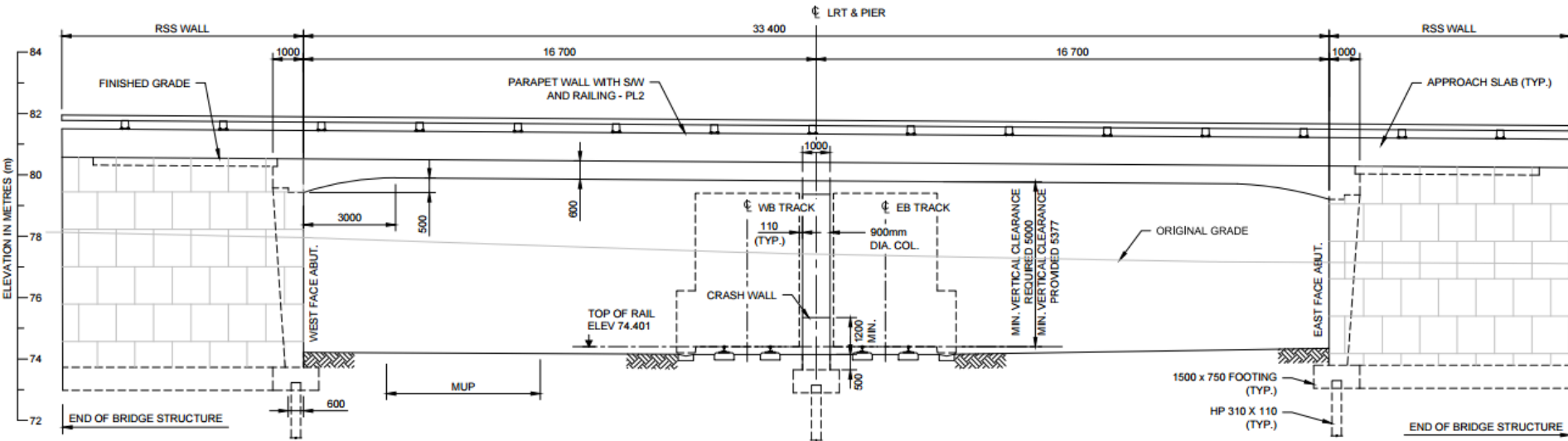
LRT Alignment at Iris St



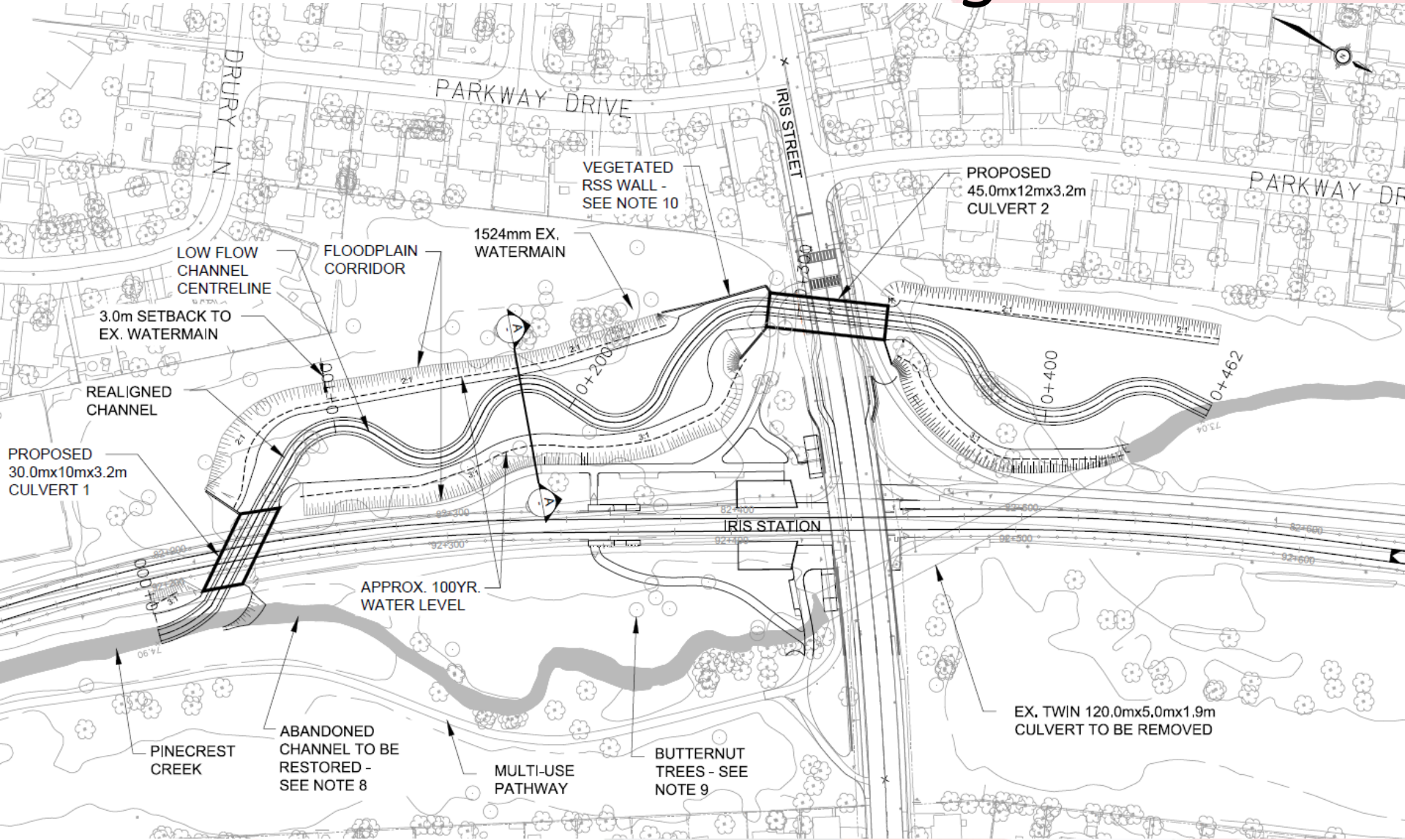
Iris Station Transit Network Servicing



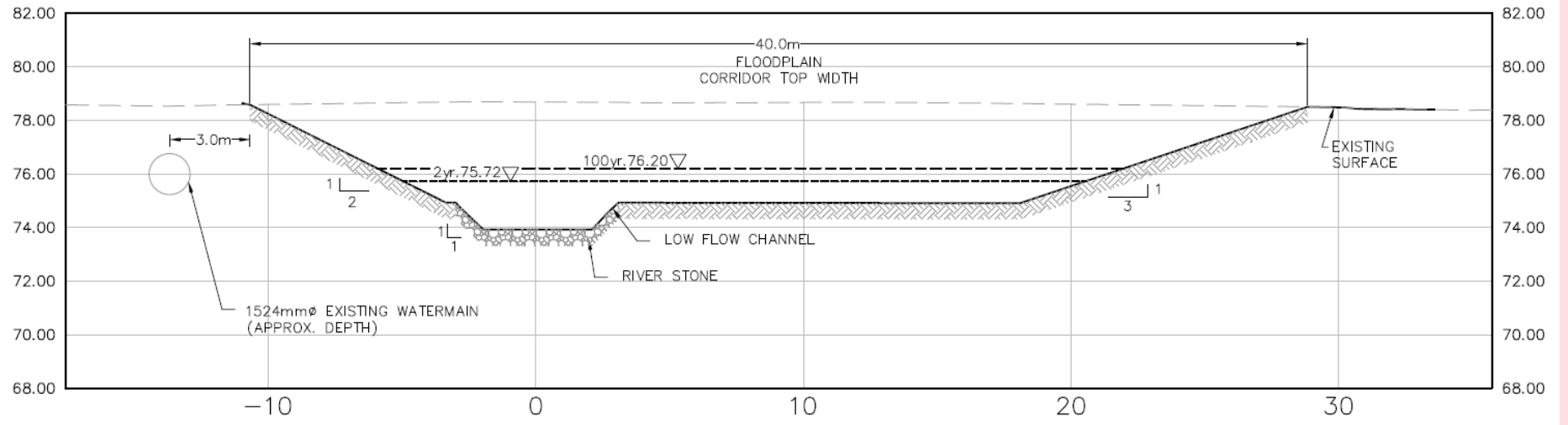
Iris Street Bridge



Meandering Creek Plan



1+80.04



SECTION A-A

