

**MARCH 4, 2024**

# **ST. GEORGE STREET RECONSTRUCTION**



# Engagement Guidelines

- Please utilize the Engage Elgin webpage to submit questions with respect to the project, County staff will post answers to submitted questions on Engage Elgin and the project website listed below
  - <https://www.elgincounty.ca/st-george-street-reconstruction/>
- This material, as well as previous communications, documents and notifications are available on the project webpage listed above

# AGENDA

- Current conditions
- About the project
- Design overview
- Traffic management
- Construction overview



# Current Conditions – Roadway

- St. George Street (County Road 26) is a ‘Suburban Link’ roadway as defined by the County of Elgin Roads Plan and Policies
  - Suburban Link roadways are relatively short in length, relatively high in traffic volumes and function as an alternative by-pass route
- St. George Street would be defined as a “rural” cross-section and does not have an urban stormwater system
- The Municipality of Central Elgin installed a sidewalk on the north side from County limits to Wellington Road (CR 25) but is not separated from the roadway by a barrier

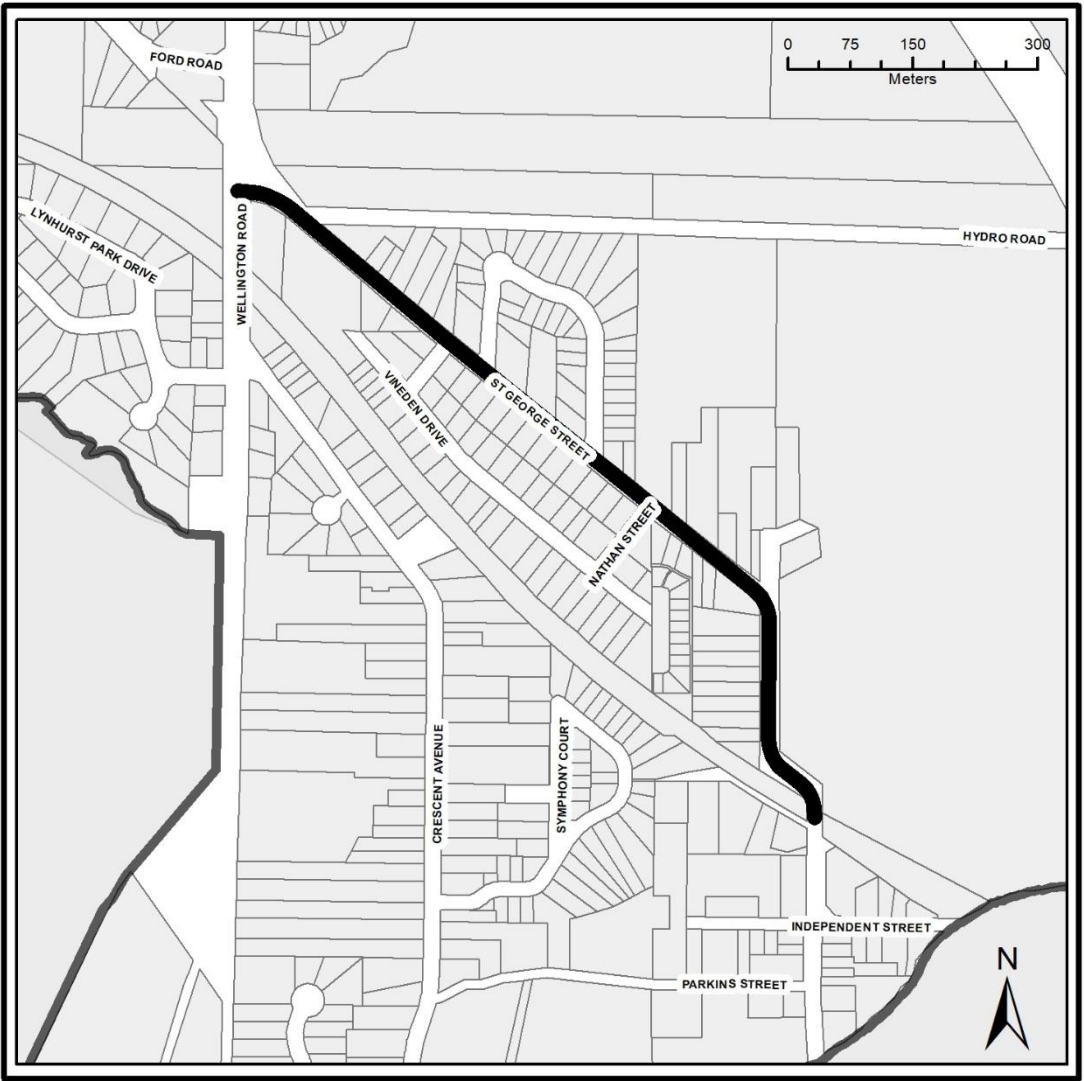
# Current Conditions - Stormwater

- St. George Street is serviced by Municipal Drains under the Drainage Act
  - Flexen Drain – Township of Yarmouth – 1989
  - St. George Street Drain – Township of Yarmouth – 1989
- Municipal Drains are designed to handle 25mm of rain over 24 hours (now 38.1mm/24 hours) and benefit is assessed to contributing homeowners based on contributing stormwater
- Homeowner's are billed for reconstruction, maintenance as a percentage of total work performed under the Drainage Act

# What We Heard – Pre-Construction Survey

- Concerns with respect to:
  - Speeding
  - Pedestrian safety – lack of separation from roadway and active transportation facilities, clearly defined crossings
  - Intermittent flooding after heavy rains

# ABOUT THE PROJECT

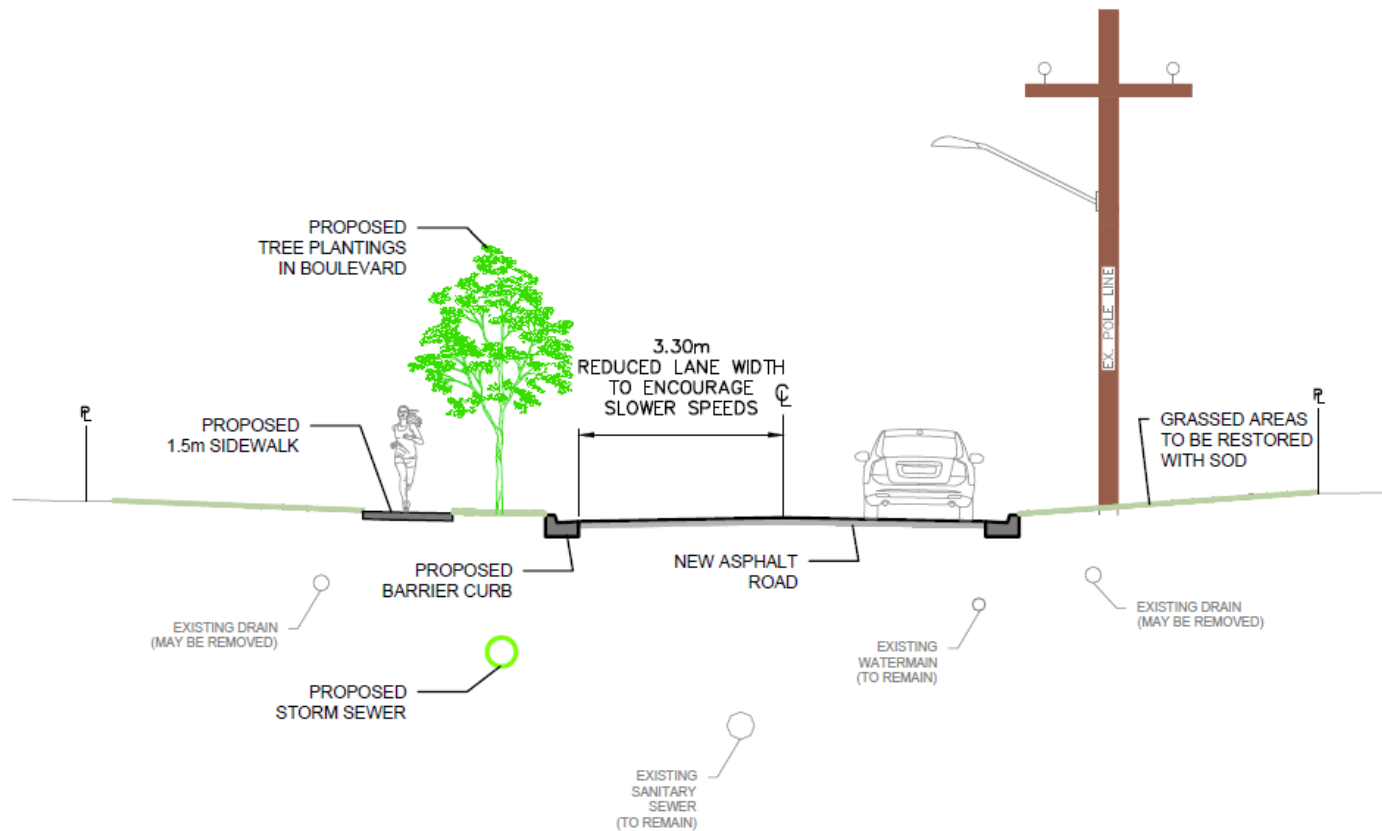


# About The Project

- Reconstruction of St. George Street (CR 26) from Wellington Road (CR 25) to the Canadian National (CN) spur line – 1125m
- Upgrading the County cross-section from a ‘rural’ to an ‘urban’ cross-section complete with:
  - Barrier curb
  - Urban stormwater system
  - Sidewalk replacement and upgraded crossing treatments
  - Improved intersection geometrics
  - New roadway structure
  - New urban landscaping (trees, native grasses and lawn restoration)



# About The Project



**PROPOSED CROSS SECTION FOR ST. GEORGE STREET RECONSTRUCTION 2024**

# About The Project

## How Your Concerns Are Addressed With This Project

- Speeding
  - Narrowing of the travelled lanes – narrower lanes have been shown to reduce travel speed by the perceived constricting of the roadway <https://narrowlanes.americanhealth.jhu.edu/>
  - A new lane width of 3.3m (10.8') was chosen to continue to allow a safe roadway for all vehicles while not being overly wide to encourage speeding (current conditions 3.5 – 5.0m)

# About The Project

- Speeding (Cont'd)
  - The new lanes will be bordered by barrier curb and gutter providing clear delineation of the roadway and prohibiting passing while a vehicle turns left (feedback from residents)
  - Narrower lanes provide a permanent long-term solution
    - This is preferred over short-term or temporary measures such as speed humps, delineators or digital speed readers which pose long-term maintenance issues and reduce the long-term life expectancy of a roadway due to the removal and reinstallation of traffic control devices

# About The Project

- Pedestrian Safety
  - Separation of vehicle traffic and pedestrians with the use of barrier curb, landscaped buffer and guide rail on curves
  - Delineated and upgraded crosswalks including tactile warning plates and line painting under the Highway Traffic Act
  - Defined access points (driveways, commercial entrances) reduce sight-line issues with vehicles parking within the right-of-way and provide clear sightlines for drivers and pedestrians

# About The Project

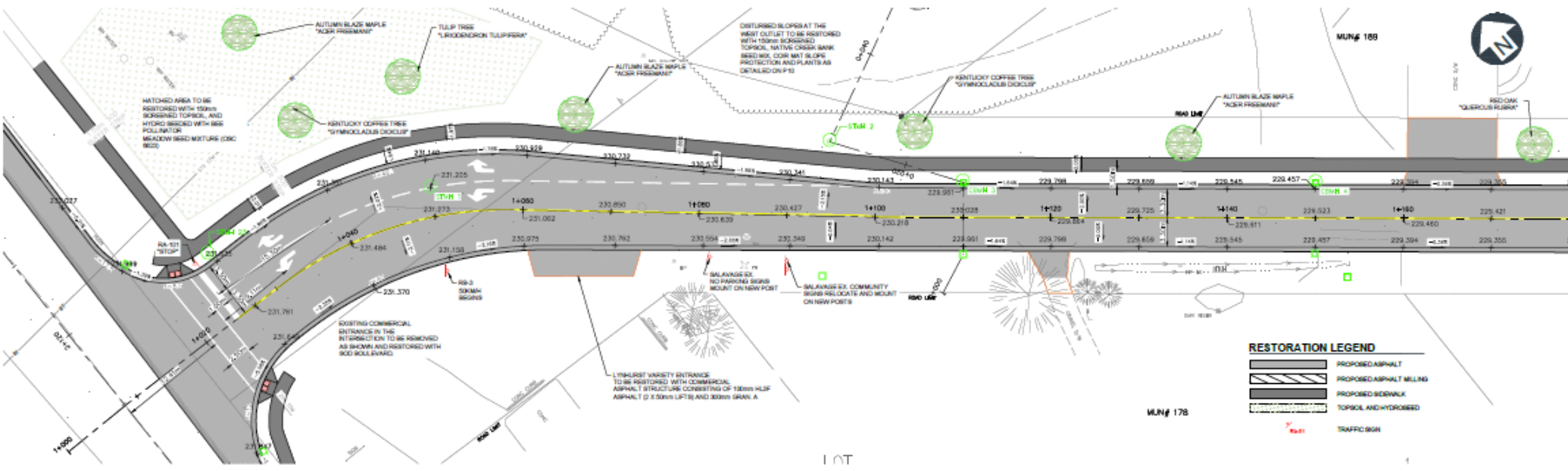
- Flooding
  - Abandonment of the Municipal Drains and outlets except where necessary
  - Installation of an urban stormwater system capable of handling a 5-year design storm (31.1mm/hr. as opposed to 25mm/24 hours) including two concrete headwall outlets
  - Urban cross-section will confine flooding from a 100-year storm to the County right-of-way

# About The Project

- This project will not include the following:
  - Sanitary or watermain replacement – sanitary maintenance hole lids will be removed and replaced with new lids set at the new roadway profile, watermain valve tops replaced new
  - Utility upgrades – Private utility companies are responsible for utilities and the County has not directed utility companies to undertake any upgrades – relocations may be required to facilitate new infrastructure where required
  - Rail crossing upgrades – The County has consulted with CN and has been advised not to undertake works within 30' of the rail lines

# DESIGN OVERVIEW





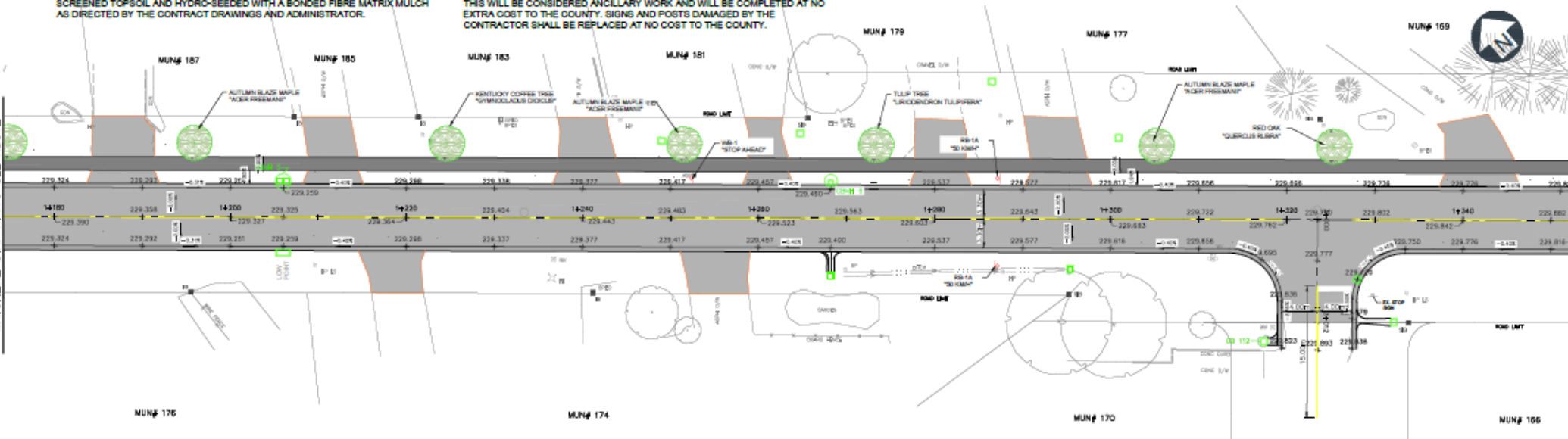
ST. GEORGE STREET COUNTY ROAD 26

RESTORATION NOTES:

- DISTURBED RESIDENTIAL GRASSED AREAS SHALL BE RESTORED WITH 150mm SCREENED TOPSOIL AND SOO
- DISTURBED DITCH AND ROAD BANKS SHALL BE RESTORED WITH 100mm SCREENED TOPSOIL AND HYDRO-SEEDED WITH A BONDED FIBRE MATRIX MULCH AS DIRECTED BY THE CONTRACT DRAWINGS AND ADMINISTRATOR.
- DRIVEWAYS DISTURBED OR DAMAGED BY CONSTRUCTION TO BE REPLACED WITH LIKE FOR LIKE MATERIAL TYPE TO MATCH PRE-CONSTRUCTION CONDITION.
- EXISTING ROAD SIGNAGE TO BE MAINTAINED UNLESS SHOWN FOR REPLACEMENT. IF WORKS REQUIRE, TEMPORARY REMOVAL IS PERMITTED. REMOVED SIGNS SHALL BE REINSTATED UPON COMPLETION OF THE WORKS. THIS WILL BE CONSIDERED ANCILLARY WORK AND WILL BE COMPLETED AT NO EXTRA COST TO THE COUNTY. SIGNS AND POSTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE COUNTY.

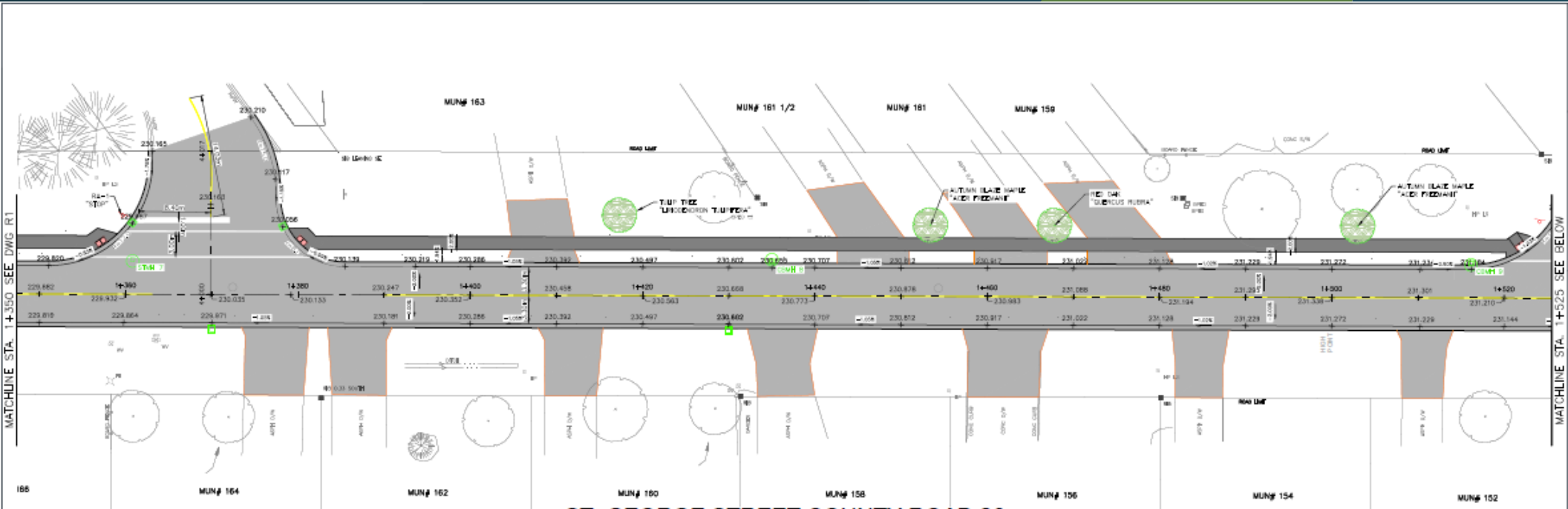
**RESTORATION LEGEND**

[Symbol]	PROPOSED ASPHALT
[Symbol]	PROPOSED ASPHALT MILLING
[Symbol]	PROPOSED SIDEWALK
[Symbol]	TOPSOIL AND HYDROSEED
[Symbol]	TRAFFIC SIGN



ST. GEORGE STREET COUNTY ROAD 26





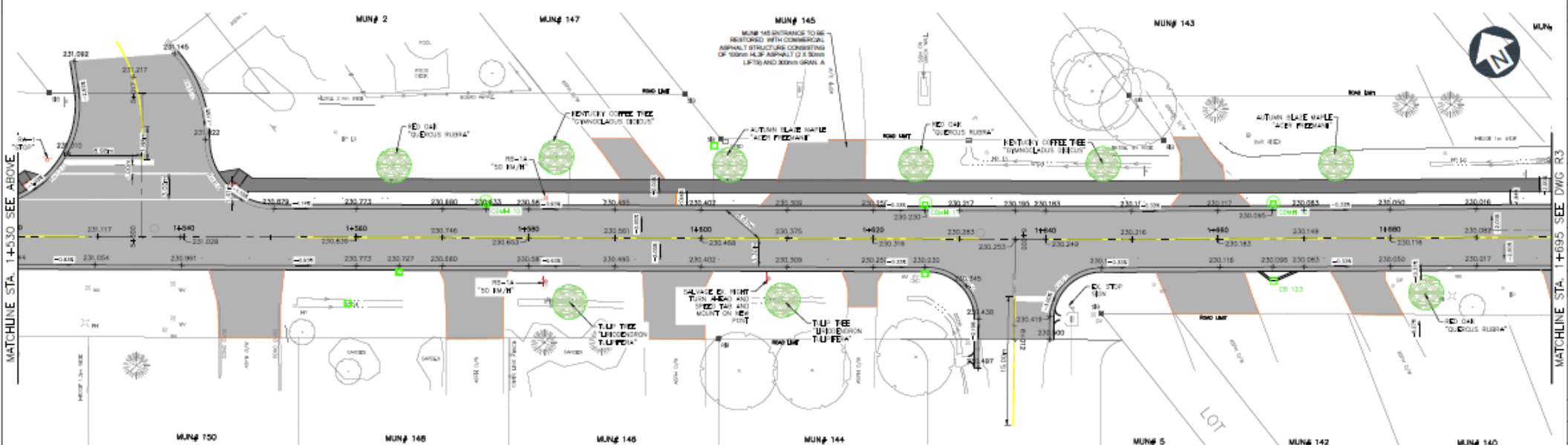
ST. GEORGE STREET COUNTY ROAD 26

**RESTORATION NOTES:**

1. DISTURBED RESIDENTIAL GRASSED AREAS SHALL BE RESTORED WITH 150mm SCREENED TOPSOIL AND SOD
2. DISTURBED DITCH AND ROAD BANKS SHALL BE RESTORED WITH 100mm SCREENED TOPSOIL AND HYDRO-SEEDED WITH A BONDED FIBRE MATRIX MULCH AS DIRECTED BY THE CONTRACT DRAWINGS AND ADMINISTRATOR.
3. DRIVEWAYS DISTURBED OR DAMAGED BY CONSTRUCTION TO BE REPLACED WITH LIKE FOR LIKE MATERIAL TYPE TO MATCH PRE-CONSTRUCTION CONDITION.
4. EXISTING ROAD SIGNAGE TO BE MAINTAINED UNLESS SHOWN FOR REPLACEMENT. IF WORKS REQUIRE, TEMPORARY REMOVAL IS PERMITTED. REMOVED SIGNS SHALL BE REINSTATED UPON COMPLETION OF THE WORKS. THIS WILL BE CONSIDERED ANCILLARY WORK AND WILL BE COMPLETED AT NO EXTRA COST TO THE COUNTY. SIGNS AND POSTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE COUNTY.

**RESTORATION LEGEND**

	PROPOSED ASPHALT
	PROPOSED ASPHALT MILLING
	PROPOSED SIDEWALK
	TOPSOIL AND HYDROSEED
	TRAFFIC SIGN



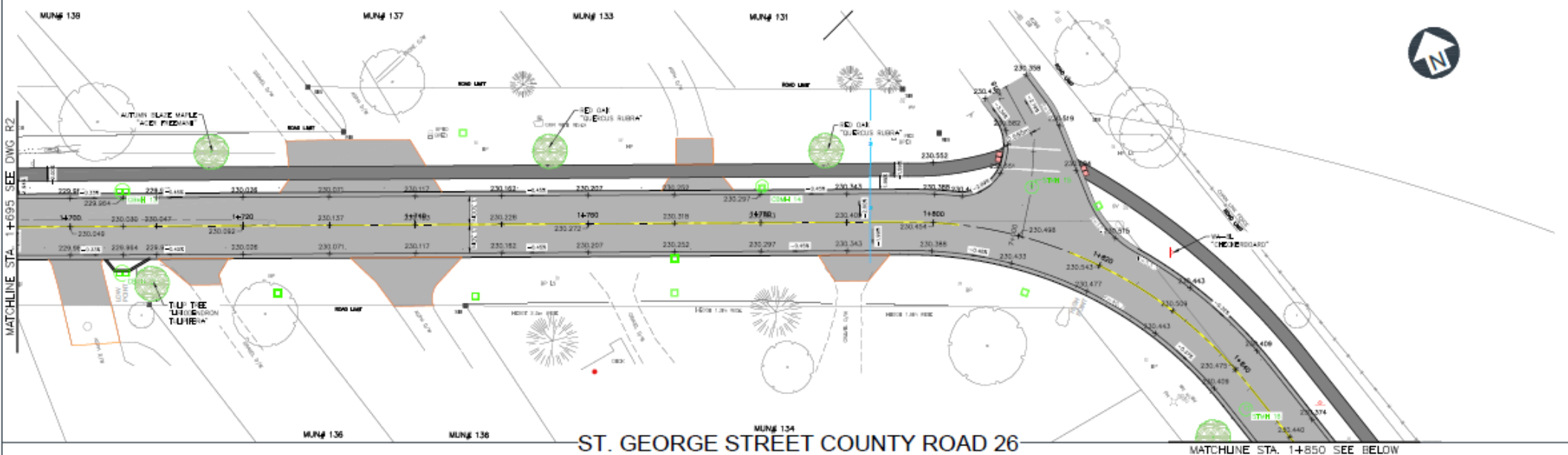
ST. GEORGE STREET COUNTY ROAD 26

MATCHLINE STA. 1+350 SEE DWG R1

MATCHLINE STA. 1+525 SEE BELOW

MATCHLINE STA. 1+530 SEE ABOVE

MATCHLINE STA. 1+695 SEE DWG R3

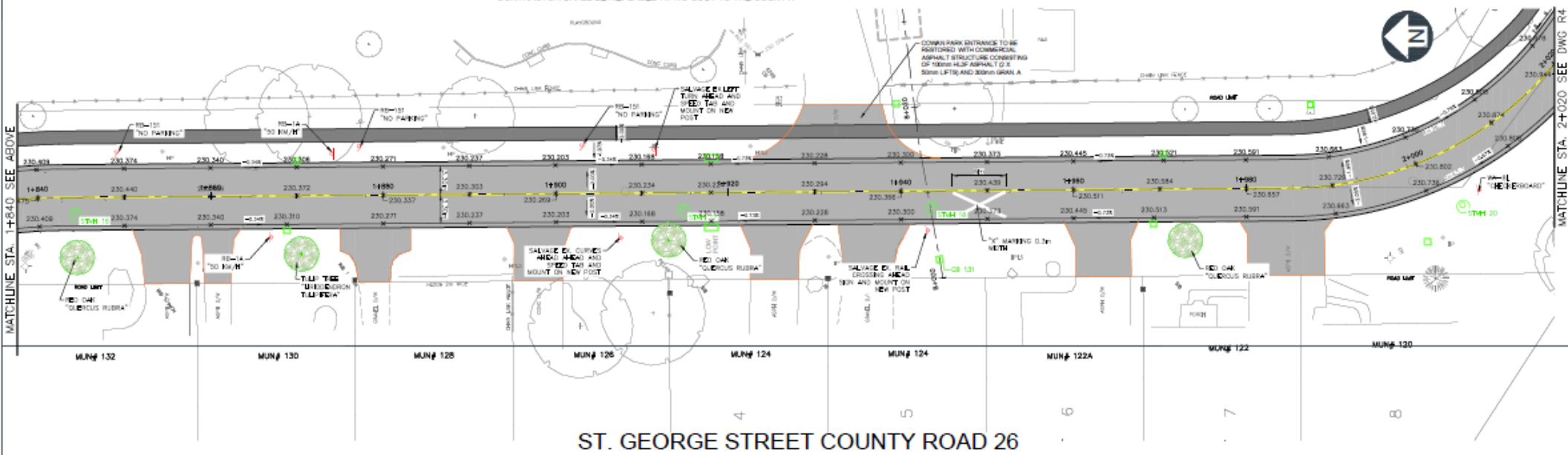


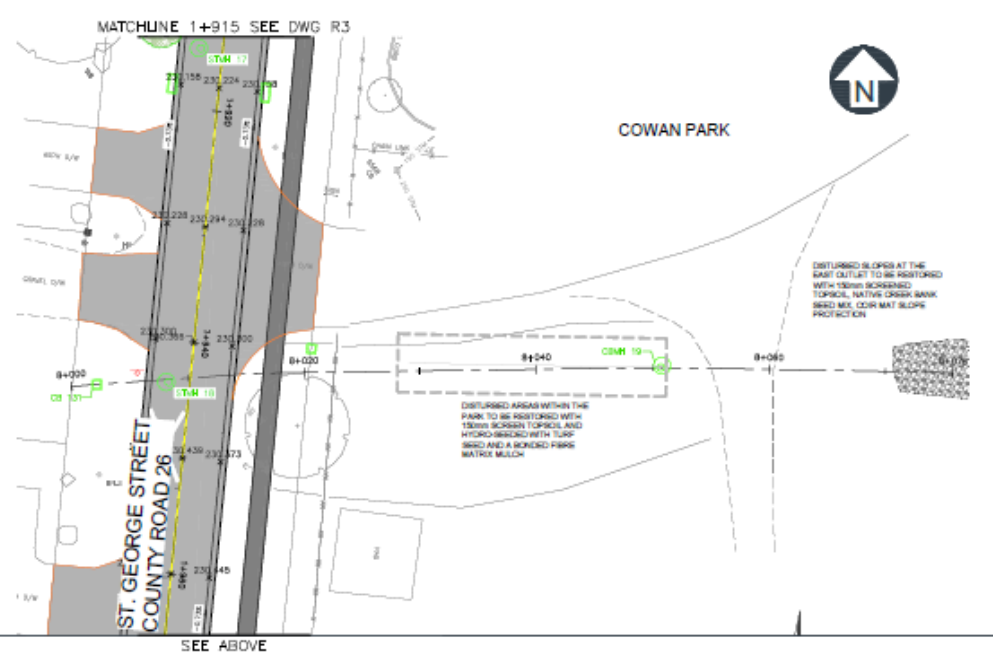
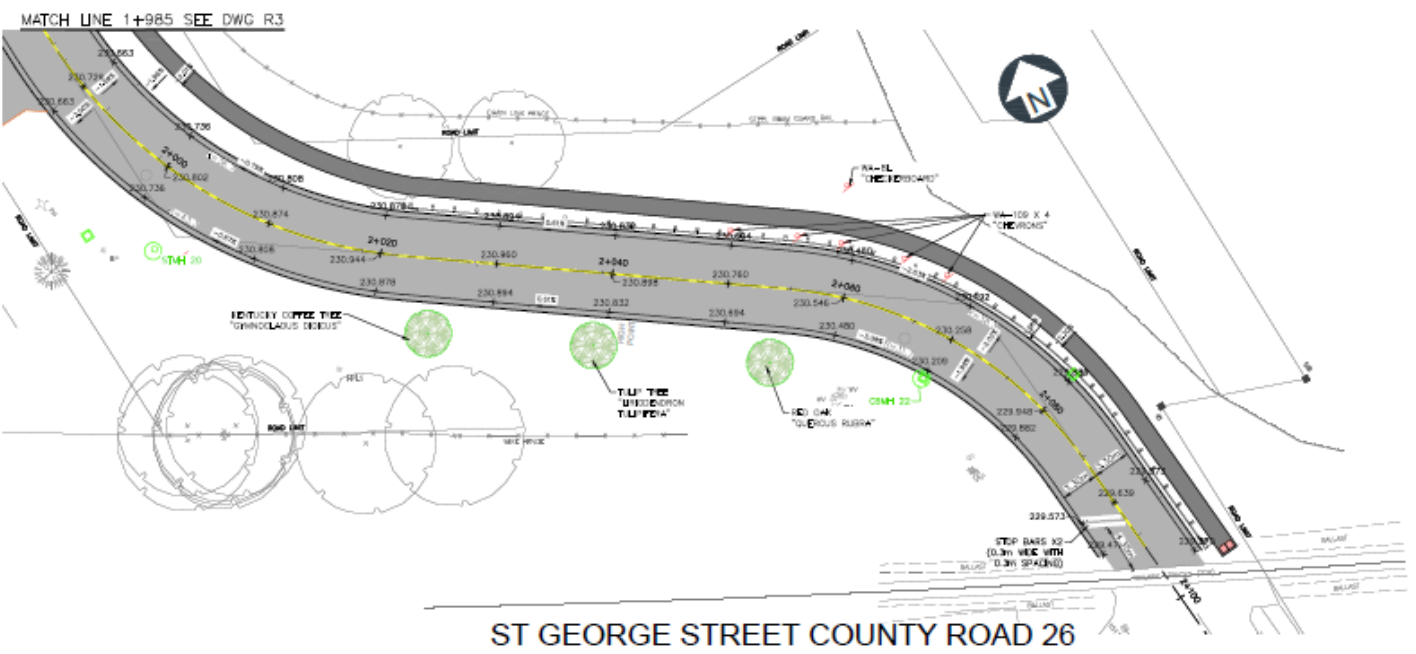
**RESTORATION NOTES:**

1. DISTURBED RESIDENTIAL GRASSED AREAS SHALL BE RESTORED WITH 150mm SCREENED TOPSOIL AND SOO
2. DISTURBED DITCH AND ROAD BANKS SHALL BE RESTORED WITH 100mm SCREENED TOPSOIL AND HYDRO-SEEDING WITH A BONDED FIBRE MATRIX MULCH AS DIRECTED BY THE CONTRACT DRAWINGS AND ADMINSTRATOR.
3. DRIVEWAYS DISTURBED OR DAMAGED BY CONSTRUCTION TO BE REPLACED WITH LIKE FOR LIKE MATERIAL TYPE TO MATCH PRE-CONSTRUCTION CONDITION.
4. EXISTING ROAD SIGNAGE TO BE MAINTAINED UNLESS SHOWN FOR REPLACEMENT. IF WORKS REQUIRE, TEMPORARY REMOVAL IS PERMITTED. REMOVED SIGNS SHALL BE REINSTATED UPON COMPLETION OF THE WORKS. THIS WILL BE CONSIDERED ANCILLARY WORK AND WILL BE COMPLETED AT NO EXTRA COST TO THE COUNTY. SIGNS AND POSTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT NO COST TO THE COUNTY.

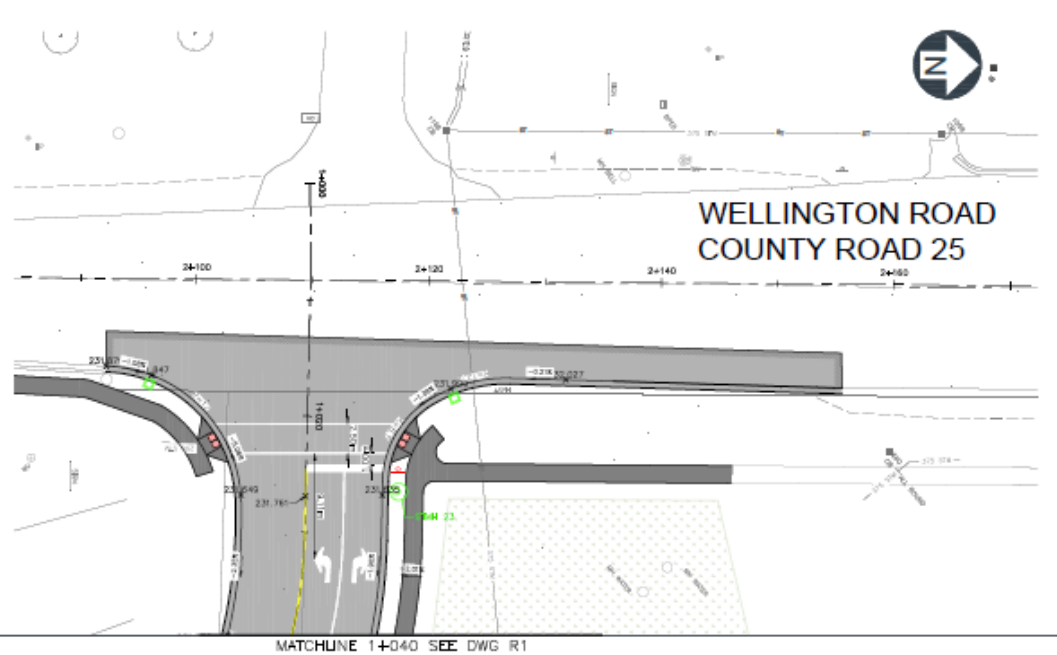
**RESTORATION LEGEND**

- PROPOSED ASPHALT
- PROPOSED ASPHALT MILLING
- PROPOSED SIDEWALK
- TOPSOIL AND HYDROSEED
- TRAFFIC SIGN





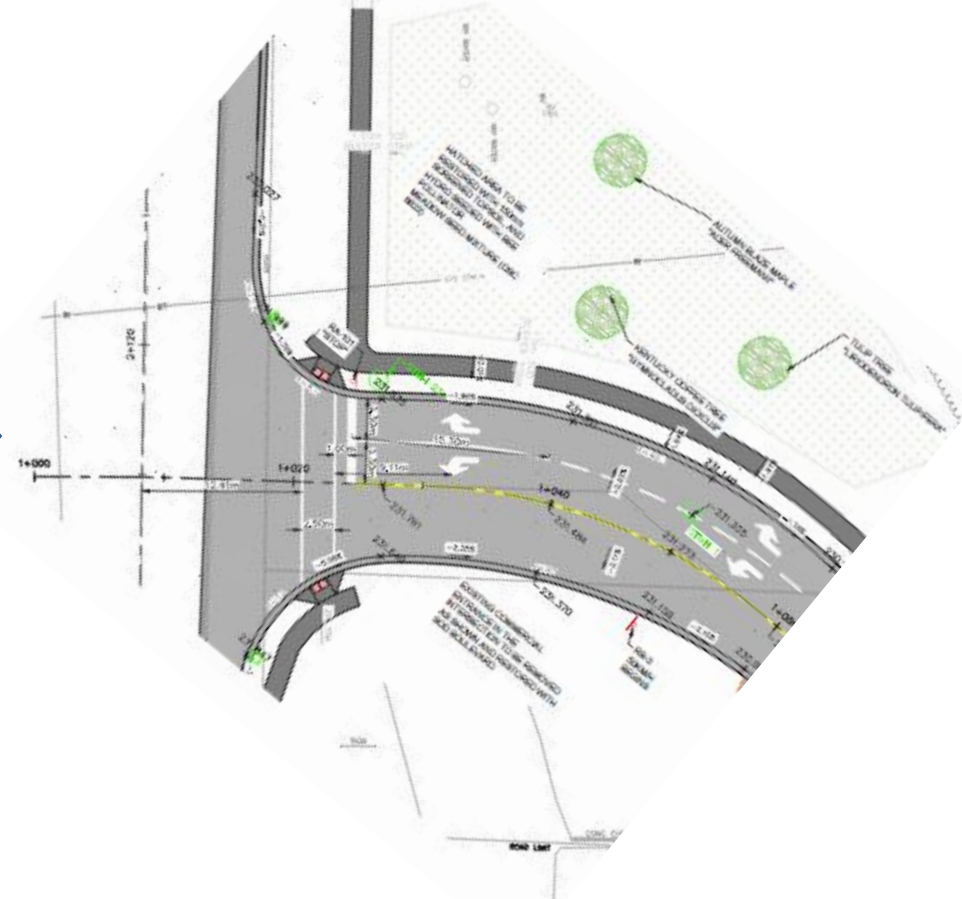
EAST STORM OUTLET REMOVALS IN COWAN PARK



ST. GEORGE STREET REMOVALS @ WELLINGTON ROAD

# Design Overview

- Reconfiguration of the Wellington and St. George Street intersection removing the northbound slip lane and intersecting roadways at 90 degrees

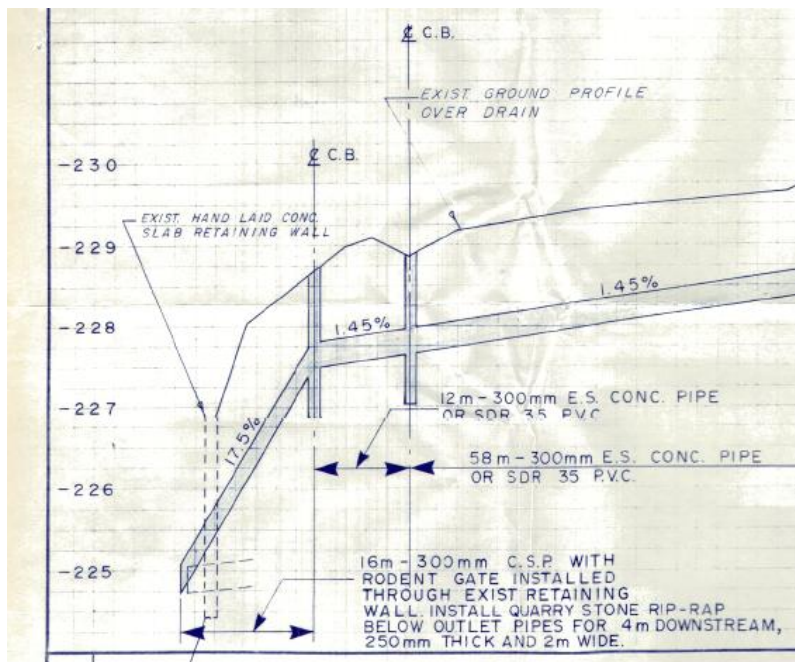


# Design Overview

- Rationale: Transportation Association of Canada (TAC) Manual -
  - “At a skewed intersection, an adequate view may be difficult to obtain in the direction of the acute angle.”
  - T intersections provide equal sight lines in both directions
  - Allow for better judgement for gap time to approaching vehicles
  - Shorten the crosswalk distance and allow better sightlines to crossing pedestrians and minimize conflict time
    - Reference: Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments – “Crosswalks should be as short as possible without compromising other design factors.”

# Design Overview

- Reconfiguration of stormwater outlets from Municipal Drain outlets to an urban stormwater system



Ex. St. George Street Outlet – 300mm CSP



Proposed concrete headwall outlet – 600mm reinforced concrete pipe

# Design Overview

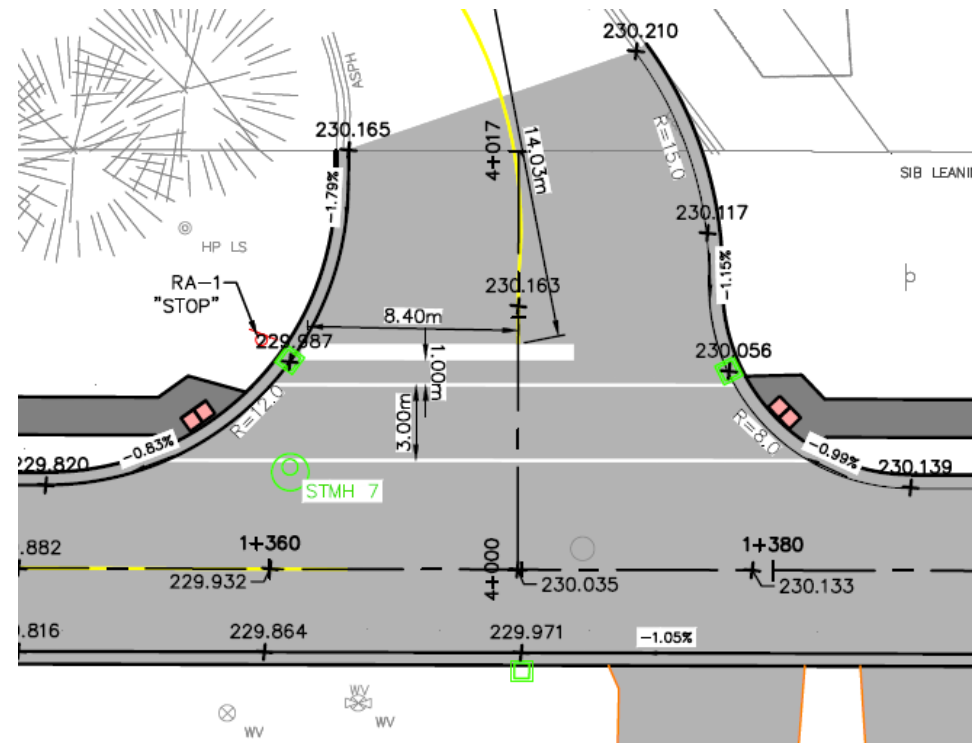
- Upgraded Pedestrian Crossing Treatments
  - Remove and replace 1.5m concrete sidewalk installed by the Municipality of Central Elgin to align with new roadway profile and to meet current legislation
    - Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments
    - Highway Traffic Act, R.S.O. 1990
    - Ontario Regulation (O.Reg.) 402/15: Pedestrian Crossover Signs

# Design Overview

- Upgraded Pedestrian Crossing Treatments



Existing crosswalk conditions



Proposed crosswalk upgrades



# Design Overview

- Further Discussion on Pedestrian and Active Transportation Facilities
  - Pedestrian and active transportation facilities (sidewalks, bike paths, crosswalks, etc.) are the responsibility of the lower-tier municipality – Elgin County is undertaking the reconstruction of existing facilities in this project to meet current legislation and align with the new roadway profile and grading
  - Further upgrades would be facilitated through the Municipality of Central Elgin

# Traffic Management

- The Contractor will be expected to maintain one-lane of traffic at all times throughout construction except in extenuating circumstances due to safety (deep maintenance hole installation, pipe crossing, etc.)
- St. George Street will be reopened each night to two lanes
- Driving surface will be gravel for an extended period of time and the Contractor will be responsible for dust control by way of water, calcium flakes, etc.



# Construction Overview

- Project has not yet been tendered
- Anticipated tender date April 15<sup>th</sup> with an award mid-May pending County Council approval
- Construction schedule to be confirmed by awarded Contractor but expected to be mid-May – late October with surface works and final restoration in Spring 2025

# Construction Overview

- County of Elgin will notify homeowners, residents and business with a pre-construction notice pending County Council approval and the awarding of the tender
- Details with respect to:
  - Garbage and recycling collection
  - Canada Post
  - School buses, EMS
  - Will be finalized and communicated upon initial meeting with the Contractor

# Next Steps

- The County of Elgin is finalizing the tender package with new Ontario Regulations with respect to Excess Soils and Environmental Compliance Approvals that have become regulation and law since the inception of this project
- Tendering process (mid-April – mid-May)
- Tender Award – Elgin County Council

# Stay Connected

Visit the Elgin County project page at:

<https://www.elgincounty.ca/st-george-street-reconstruction/>

You can reach us any time with comments or questions, using the contact information below. This presentation is available for review at the attached website.



Andrew Parker, P.Eng.  
Manager of Roads and Asset Management  
Phone: 519-631-1460, ext. 117  
Email: [aparker@elgin.ca](mailto:aparker@elgin.ca)