

Meeting Date: August 6, 2024
Department: Engineering and Public Works
Report No.: EPW-2024-58
Submitted by: Walter Easter, Manager of Public Works
Approved by: Trisha McKibbin, Chief Administrative Officer
SUBJECT: **Head Street North Reconstruction Options**

RECOMMENDATION: THAT: Council receive report EPW-2024-58 Head Street Reconstruction Options for information, and further;

THAT: Council directs staff to proceed with the design and costing of option _____, and further;

THAT: a report with the final design and costing come forward to Council for approval.

BACKGROUND:

There has been significant growth and planned development for the north side of Strathroy. This includes growth in the industrial area as well as the approval of the North Meadows Secondary Plan. With these changes, Head Street North has evolved into one of Strathroy-Caradoc's most heavily travelled road. Head Street is now classified as a Collector Road. Collector roads have an approximate traffic volume of 4,000 to 8,000 vehicles a day.

Presently, the section of Head Street North from Pannell Lane to Second Street is currently not at the Collector Road standard, with substandard road width, inadequate stormwater infrastructure, no curb and gutter, and aging water and sanitary infrastructure.

On March 6, 2023, after a competitive process, Council awarded the Engineering Services to BM Ross and Associates Limited. The intentions of the design upgrades were to improve the design and layout dealing with the current issues on Head Street North, along with taking into account the future demands on the road.

COMMENTS:

BM Ross has completed the following portions of their scope of work:

- Topographic survey

- Preliminary plan and profile drawing design including water, sanitary, storm, and road profiles
- Specification package, schedule of items, and high level construction cost estimates
- Design Calculations
- Provision of concept options

In collaboration with Staff, the Consultant has put together three road layout options for Council to review. Each option provides different levels of service and have impacts on the overall budget. In order to complete the design, the Consultant requires direction on the preferred road layout.

Option 1 – Bike Lanes

This option includes a 10 metre wide road, bike lanes on both sides of the road and a sidewalk on one side. The Ontario Municipal Maintenance Standards for Municipal Highways states, “Bicycle Lane” means:

- a portion of the roadway that has been designated by pavement markings or signage for the preferential or exclusion of cyclists, or
- a portion of the roadway that has been designated for the exclusive use of cyclists by signage and a physical or marked buffer

The benefits of this option include:

- No utility pole relocation required
- No bike lanes would cross existing driveways
- No change in the length of existing driveways as the new sidewalk would be installed in the current location

The challenges of this option include:

- Designated bike lanes will increase ongoing maintenance costs to be compliant with the Minimum Maintenance Standards. These include:
 - Line painting,
 - Signage,
 - Snow accumulation monitoring,
 - Snow removal (any combination of plowing, salting, sweeping).
- Unable to park on road

Option 2 – Parking Lane

This option includes a 10 meter wide road, parking on one side of the road and a sidewalk on one side. The benefits of this option include:

- No utility pole relocation required
- Residents will have on street parking
- No change in the length of existing driveways as the new sidewalk would be installed in the current location

The challenges of this option include:

- No Designated Bike Lane
 - A 10 meter wide road would allow additional room for cyclists but there would not be a “Designated” bike lane. This is similar to the design of McKellar Street

Option 3 – Sidewalk on Both Sides

This option includes an 8.5 meter wide road and sidewalks on both sides of the road. The benefits of this option include:

- Accessible sidewalks on both sides
- 8.5 meter road width leaves room for parking but it would not be a designated parking lane as seen in option 2
- No utility pole relocation required

The challenges of this option include:

- 8.5 meter wide road does not comply with the minimum width for a designated collector road which is 10 meters
- No Designated Bike Lane
- No designated parking lane

With the assumption of Council providing direction on which Option to proceed with, the following summarizes the next steps and anticipated timing:

Geotechnical Investigation	August 2024
Completion of Design	September 2024
Utility Consultation	September 2024
Open House Meeting (PIC)	October 2024
PTTW Application	October 2024
Enbridge Infrastructure Upgrades	TBD
Final Tender Posting	TBD
Start date for construction	TBD

CONSULTATION:

This report was prepared in consultation with:

- Chief Administrative Officer
- Director of Finance
- BM Ross and Associates Limited

FINANCIAL IMPLICATIONS:

Being early in the design process, the following costs are high-level estimates. Once the design is completed and tender documentation has been prepared, the Consultant will be able to provide a more detailed cost breakdown.

Preliminary Estimated construction costs:

Option 1 – 10m wide Road, Bike Lanes on Road, Sidewalk one side, No Parking Lane
\$5,715,000 +HST

Option 2 – 10m wide Road, Parking Lane, Sidewalk one side, No Bike Lanes
\$5,710,000 +HST

Option 3 – 8.5m wide Road, Sidewalks on Both Sides, No Bike or Parking Lanes
\$5,675,000 +HST

The selection of Option 1 will have highest increase to maintenance costs, which will impact the operational budget going forward.

The funding of this project would be 60% taxation, 20% Water, and 20% Wastewater, as always staff will look for any grants this type of work may qualify for, which would be used to offset the taxation required.

ALTERNATIVE(S) TO THE RECOMMENDATION:

1. Council to provide alternate direction.

STRATEGIC PLAN ALIGNMENT:

This matter is in accord with the following strategic priorities:

Local Infrastructure: The continued focus on timely infrastructure upgrades supports the Corporate Mission for local infrastructure by effective, financially responsible and well-maintained infrastructure networks.

ATTACHMENTS:

- BM Ross Concepts Presentation
- 23036 – Head Street Road Options