

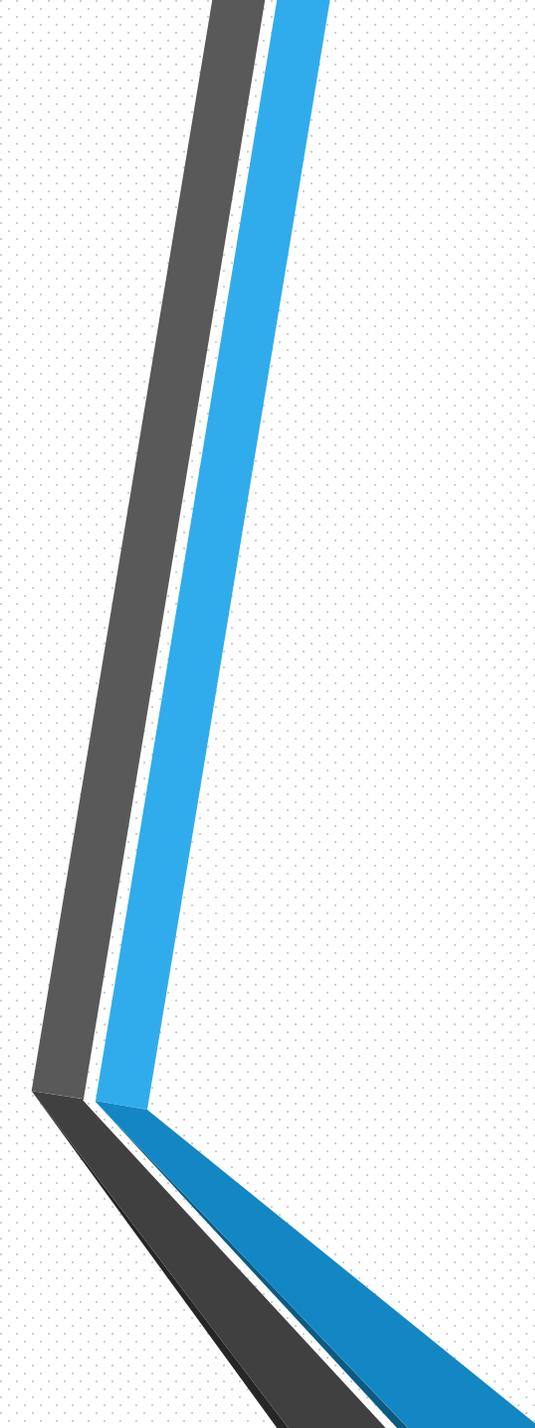
Municipality of Strathroy-Caradoc

Head St N Reconstruction

Road Concepts Presentation

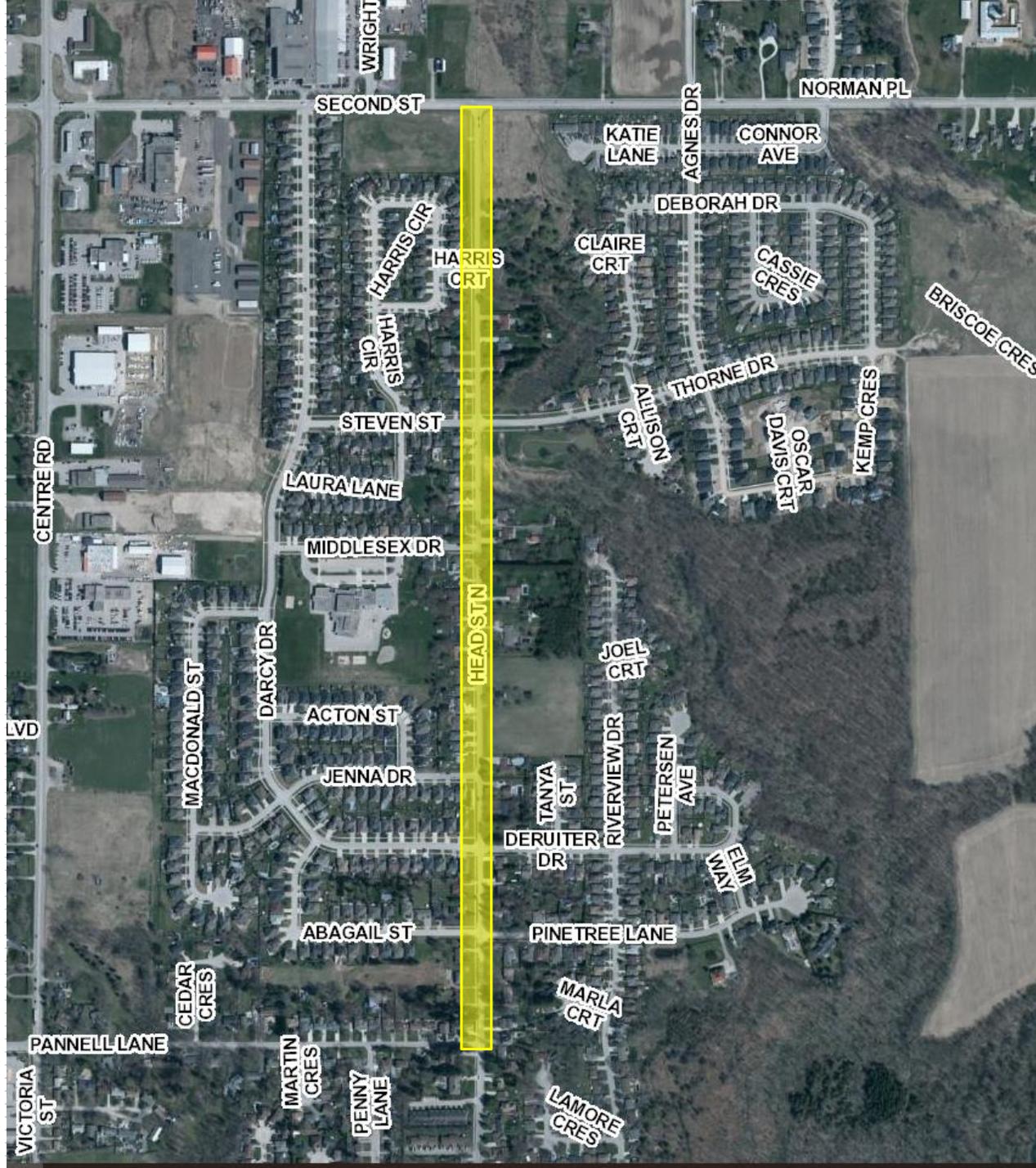
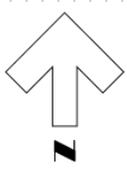
Tuesday August 6, 2024





Agenda

- Project Area and Background
- Completed to Date
- Road Concept Options



Project Area

Background - Head Street North

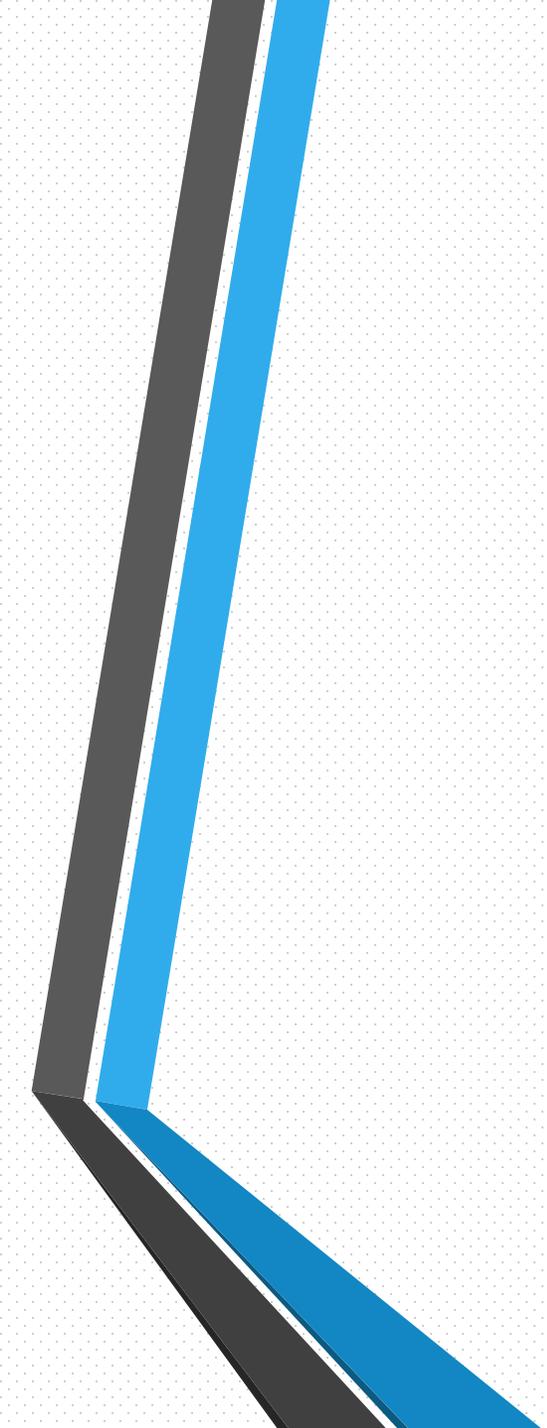
- **Project limits from Pannell Lane to Second St**
- **Residential for single family homes and condominium development, environmental protected area**
- **The road transitioned from a semi-urban road to a collector road, but currently does not comply with the standards**
- **Road composition: Asphalt road (width varies 7m-8m), no curb and gutter, sidewalk on the west side**
- **Aging servicing infrastructure: Watermain and sections of sanitary sewer**
- **A section of the road does not have stormwater infrastructure**

Current Conditions



Completed to Date

- **Project Award to BMROSS**
- **Topographic Survey**
- **Video Inspection of Existing Sewers**
- **Existing Sanitary and Watermain Assessment**
- **Legal Survey Right-of-way**
- **Preliminary Design Calculations**
- **Preliminary Dwg Set (Road, Watermain, Storm and Sanitary)**
- **Preliminary Specifications, Schedule of Items and Costs**
- **Preliminary Design Package Submitted**
- **Road Concept Options**
- **Road Concept Options - Presentation to Council**



Road Option Concepts

Option 1 – Bike Lanes on road separated by line painting (Sidewalk on West Side and No Parking on Road) – All figures are looking North

Section with houses on both sides



Section with houses on the west side and undeveloped lands with Environmental Protected Area on the east side



Description:

- 10m asphalt road width
- 2 driving lanes width of 3.5m.
- 2 bike lanes width of 1.5m (plus 0.3m gutter) separated from the driving lane by line painting.
- Barrier curb and gutter both sides.
- 1m boulevard (west side) between curb and sidewalk.
- 1 sidewalk at 1.5m (west side) with a max 3.3% slope.

Benefit:

- No utility pole relocation required.
- The bike lanes would not be crossing driveways.
- The existing sidewalk on the west side would be replaced in the same location, therefore will be no change to the length of driveways up to the sidewalk.

Disadvantage:

- No parking on the road
- Designated bike lanes additional maintenance ongoing costs

Option 2 – Parking Lane (Sidewalk West Side and No Bike Lanes) – All figures are looking North



Description:

- 10m asphalt road width
- 2 driving lanes width of 3.7m.
- 1 parking lane width of 2.6m separated from the driving lane by line painting.
- Barrier curb and gutter both sides.
- 1m boulevard (west side) between curb and sidewalk.
- 1 sidewalk width of 1.5m (west side) with a max 3.3% slope.

Benefit:

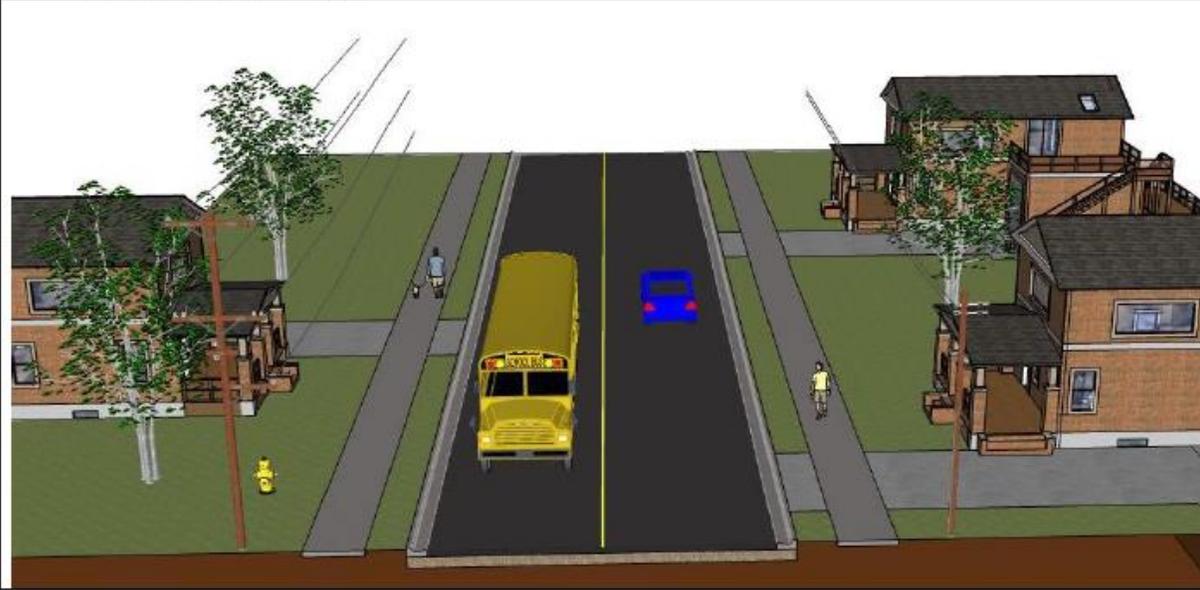
- Motorists would be able to park along the west side of the road on the designated lane.
- No utility pole relocation required.
- The existing sidewalk on the west side would be replaced in the same location, therefore will be no change to the length of driveways up to the sidewalk.

Disadvantage:

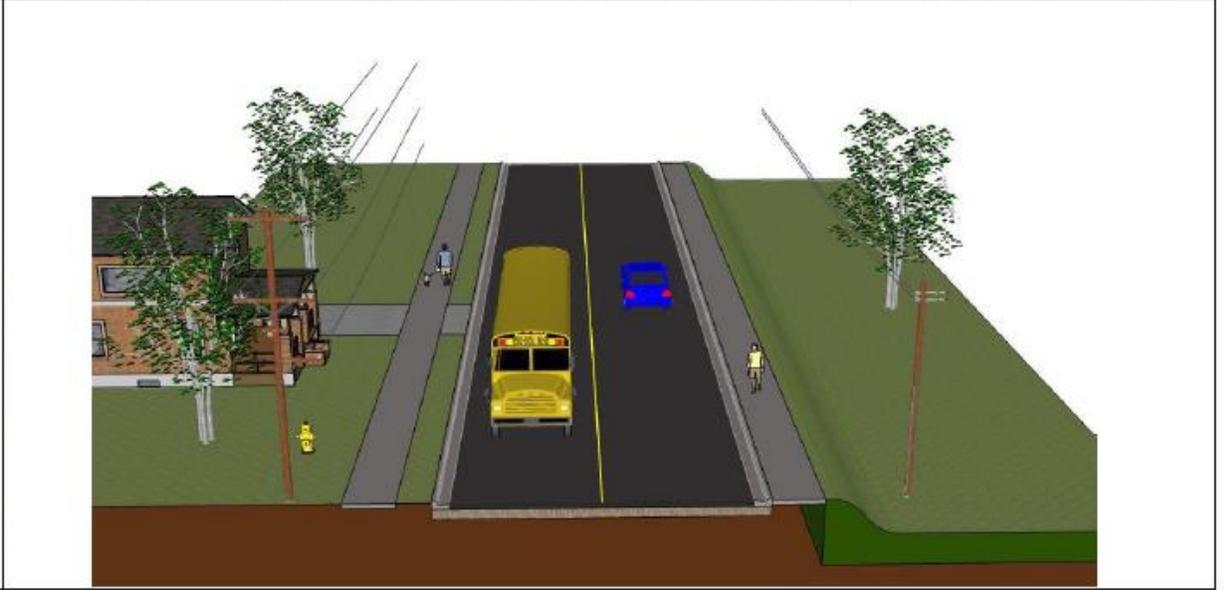
- No designated bike lanes (a 10m wide road would allow additional room for cyclists, but there would not be designated bike lane).

Option 3 – Sidewalk Both Side of the Road (No Bike Lanes and No Designated Parking Lane) – All figures are looking North

Section with houses on both sides



Section with houses on the west side and undeveloped lands with Environmental Protected Area on the east side



Description:

- 8.5m asphalt road width
- 2 driving lanes width of 4.25m.
- Barrier curb and gutter both sides.
- 1m boulevard (both sides) between curb and sidewalk. Due to the Environmental Protected Area, there would be 1m boulevard (west side only) from Middlesex Drive to Harris Circle, and the east sidewalk would be adjacent to the curb.
- Sidewalk width of 1.5m (both side from Pannell Lane to Middlesex Drive) with a max 3.3% slope. For the section from Middlesex Drive to Second Street the west sidewalk would be 1.5m wide and the east sidewalk would be 1.8m wide.

Benefit:

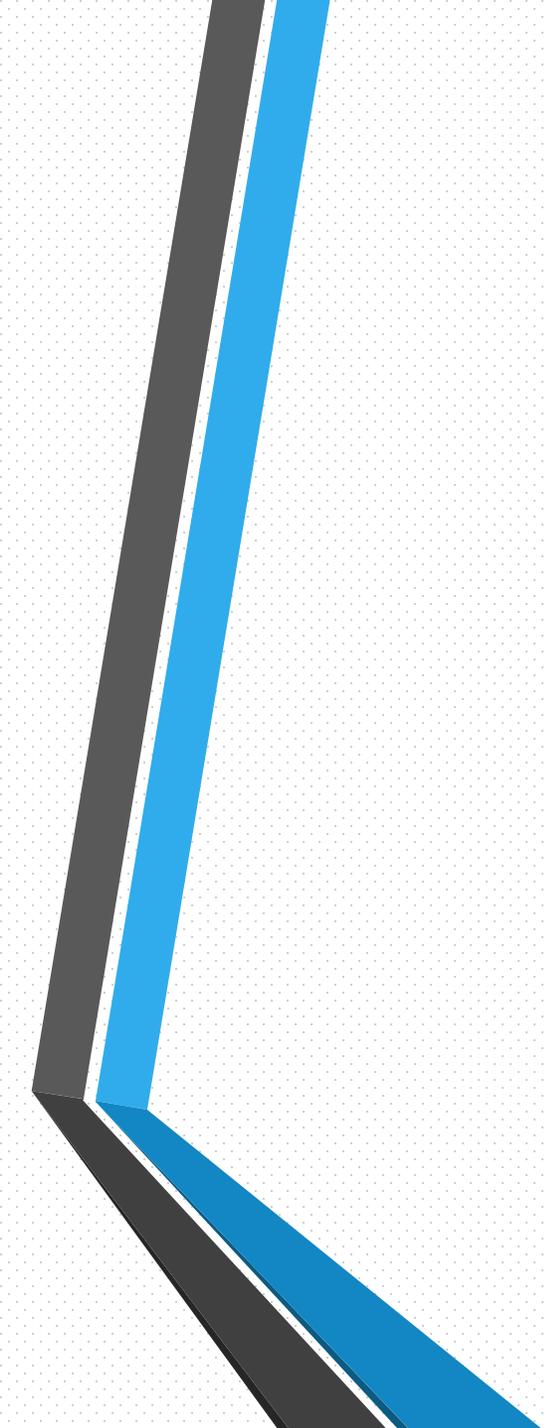
- Sidewalk on both sides of the road for the complete project area.
- Motorists would be able to park along the west side of the road, but there will be no designated parking lane.
- No utility pole relocation required.
- The existing sidewalk on the west side would be replaced in the same location, therefore will be no change to the length of driveways up to the sidewalk.

Disadvantage:

- 8.5m road does not comply with the width for a designated collector road which is 10m.
- No designated bike lanes
- No designated parking lane

Comparison Concept Options Chart

Option	Designated Bike Lanes	Designated Parking Lane	Sidewalk Both Sides	Parking on Road	Reducing Driveway Lengths on West Side	10m Asphalt Road Width for Primary Collector Road	Head St Reconstruction - Preliminary Estimate Cost
1	Yes	No	No	No	No	Yes	\$5,715,000 +HST
2	No	Yes	No	Yes	No	Yes	\$5,710,000 +HST
3	No	No	Yes	Yes	No	8.5m wide (Non-Compliance)	\$5,675,000 +HST



Thank you.