

The Reconstruction of St. David Street North – Fergus, ON

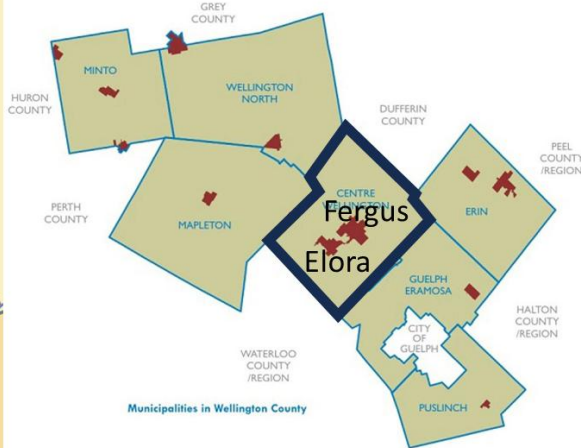


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Managing Director of Infrastructure Services
Township of Centre Wellington

Centre Wellington



Wellington County



Centre Wellington
Population: 33,100 (2023)

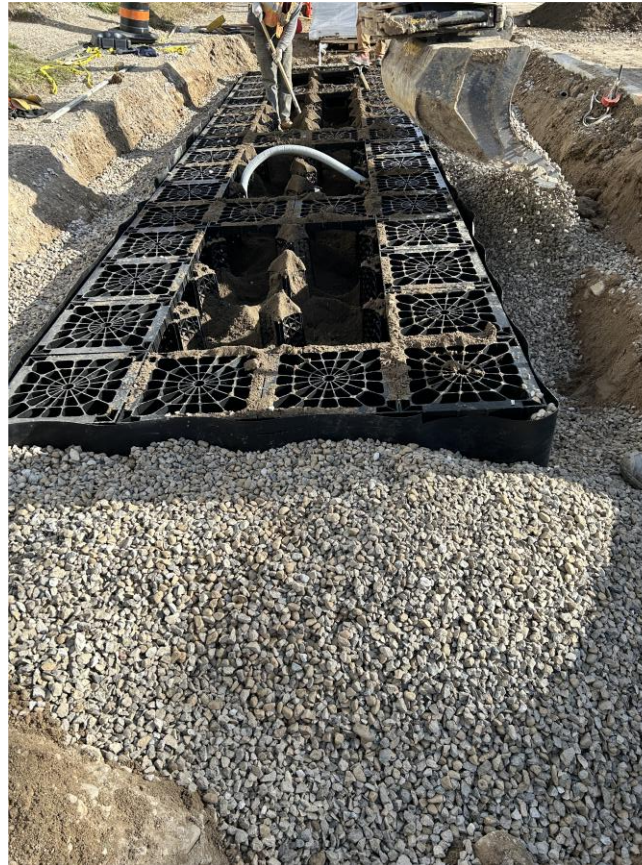


St David Street North Road Reconstruction Township of Centre Wellington



- **Located in Downtown Fergus**
- **Part of Hwy 6 Connecting Link**
- **800m of road reconstructed**
- **Completed in two major phases (2024, 2025)**

Asset Management and Project Justification



- Replacement of buried infrastructure identified as high priority in Township Asset Management Plan

Connecting Links Grant Funding



Centre Wellington received \$2.85 million from the Ministry of Transportation Connecting Links Program to offset total construction cost of \$6.97 million.

Why Is This Project Unique?



- **Opportunity to re-imagine road function and cross section**
- **High profile area with lots of interested parties**

Why Is This Project Unique?

- **Multi-Level Collaboration**
- **Mixed-Use Character**



Scope and Objectives



- **Underground Infrastructure Replacement**
- **Road and Sidewalk Improvements**
- **Active Transportation Facilities**
- **Safety and Streetscape Enhancements**

Project Phases and Timelines



Design Options

Option 1: Infrastructure Replacement

Replace existing infrastructure without major changes to the road cross section.

Option 2: Wider Boulevards and Sidewalks

Remove on-street parking to expand boulevard and sidewalk width for pedestrian space.

Option 3: Partial Parking Retention

Retaining on-street parking in one block.

Option 4: Separated Cycling Lanes

Remove some on-street parking, and add separated cycle tracks.

Selection of Preferred Design Option

- **Option 4- Preferred Design Option**
- **Public consultation**
- **Policy alignment**
- **Council endorsement**
- **Complete streets approach**





Key Design Features and Safety Enhancements



- **Traffic Calming Measures**

Narrower vehicle lanes encourage slower vehicle speeds.

- **Pedestrian Safety Enhancements**

Curb bump-outs shorten crossing distances, and PXO crossing added to improve pedestrian accessibility and safety.

- **Active Transportation Features**

Wider sidewalks and separated cycling lanes promote walking and cycling.

- **Aesthetic Enhancements**

Street trees, decorative streetlights, benches, garbage receptacles, bike storage racks, etc.

Project Challenges

- **Loss of parking**
- **Construction impacts to businesses and residents**
- **Unforeseen buried infrastructure**
- **Construction delays**
- **Managing detour traffic**



Detour Plans and Communication Strategy

- Local and regional detours
- Traffic calming added proactively along cut-through routes
- Communication strategy and updates for the community



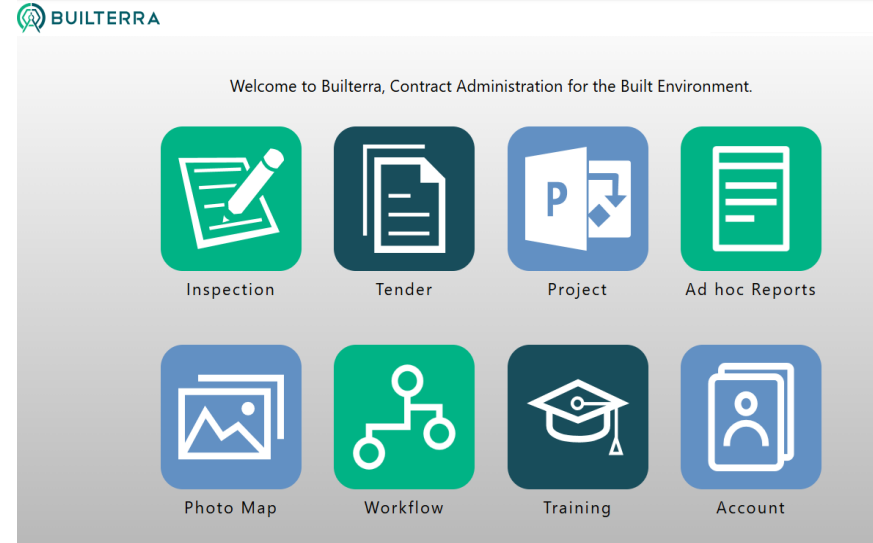
In-house Inspection VS. Use of Consultants

- Township Inspector led second project phase
- On-the-ground presence
- Experienced in dealing with concerns from residents/businesses
- Cost savings
- Internal training and mentoring opportunities



Use of Builterra – PM and CA Software

- **Real-time inspection reports**
- **Daily and monthly reporting**
- **Expedited contract Payment Certificate preparation**
- **Cost estimating and bid comparison**



Lessons Learned

- Importance of public consultation and direct communication with residents and businesses
- Benefits of strategic work staging



Lessons Learned

- Managing construction detours and proactive traffic calming
- Benefits of technology for PM and CA



Questions?

