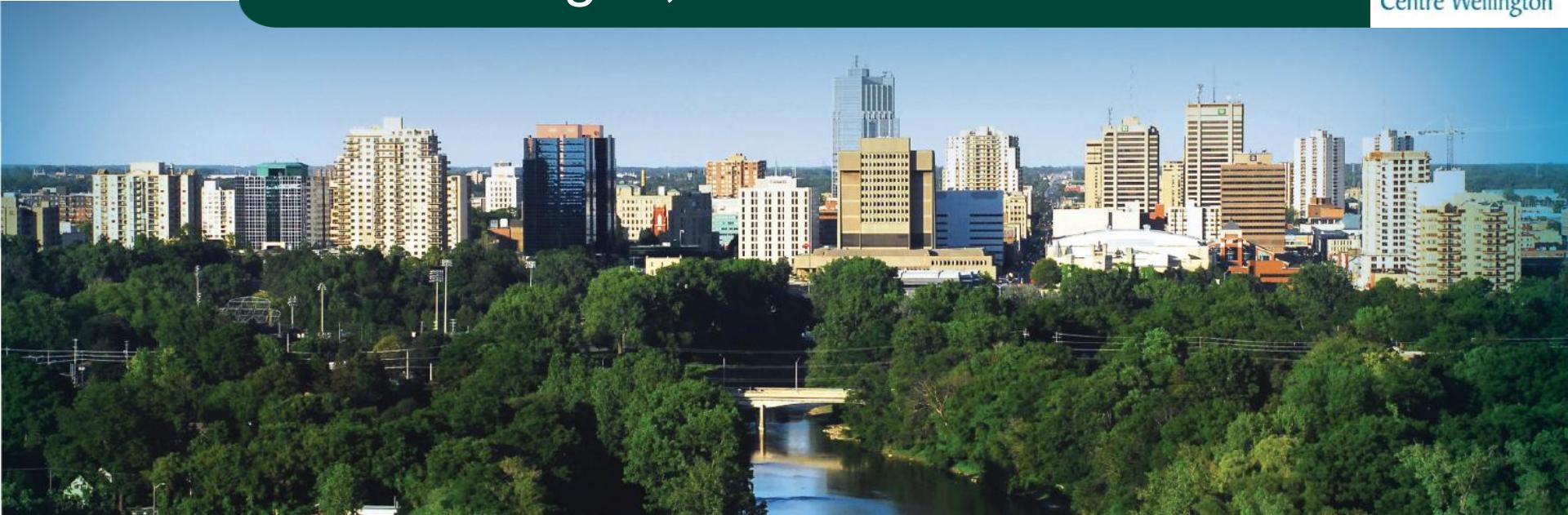




The Reconstruction of St. David Street North – Fergus, ON



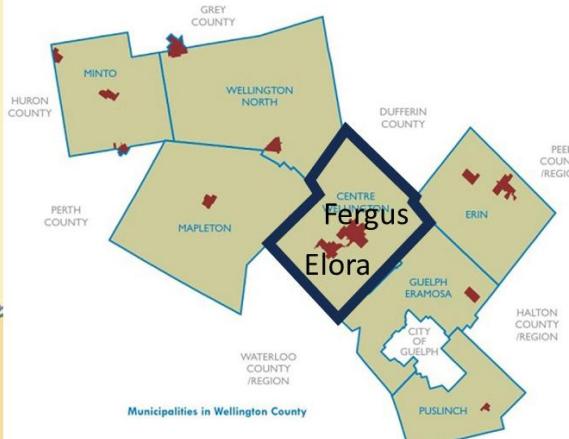
Colin Baker, P.Eng.
Managing Director of Infrastructure Services
Township of Centre Wellington



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**

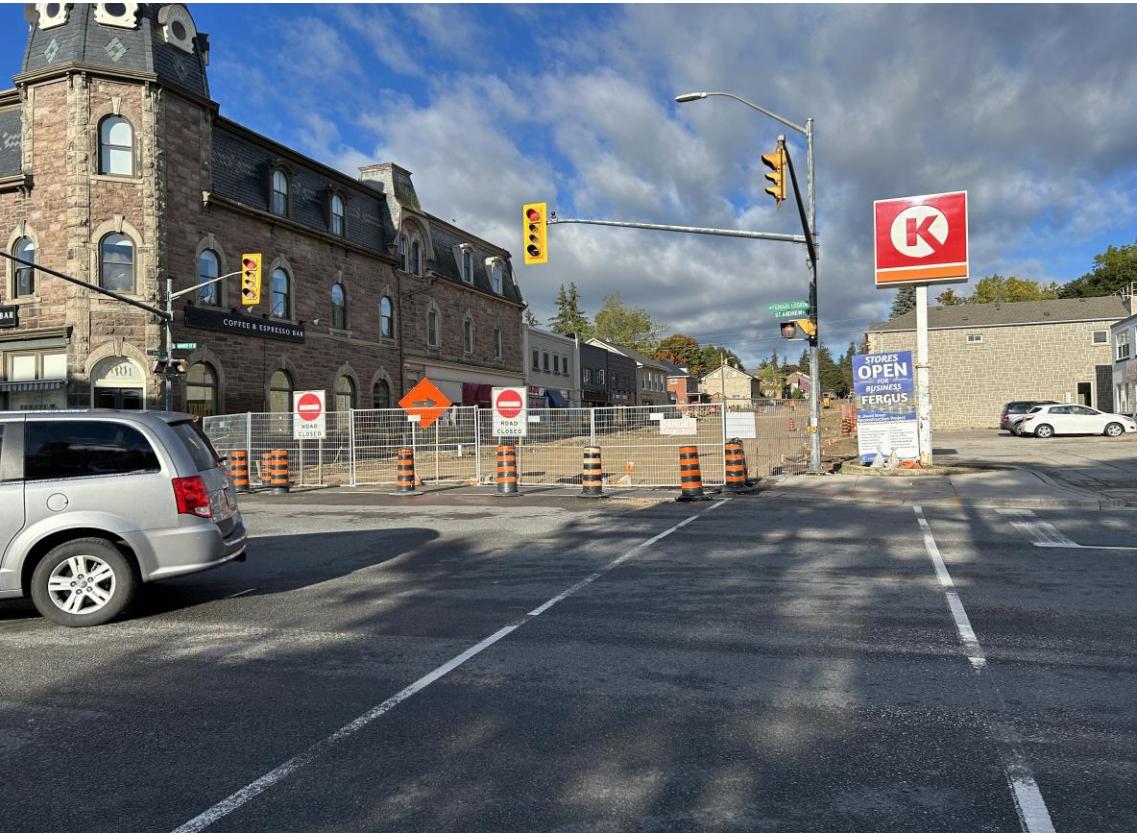
Street trees, decorative streetlights, benches, garbage receptacles, bike storage racks, etc.



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**

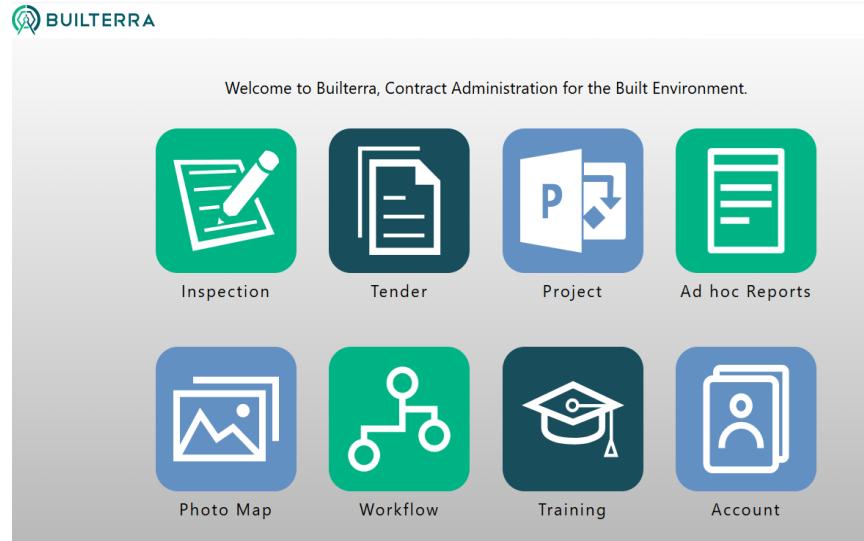




Use of Builterra – PM and CA Software



- **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?

