



London
CANADA

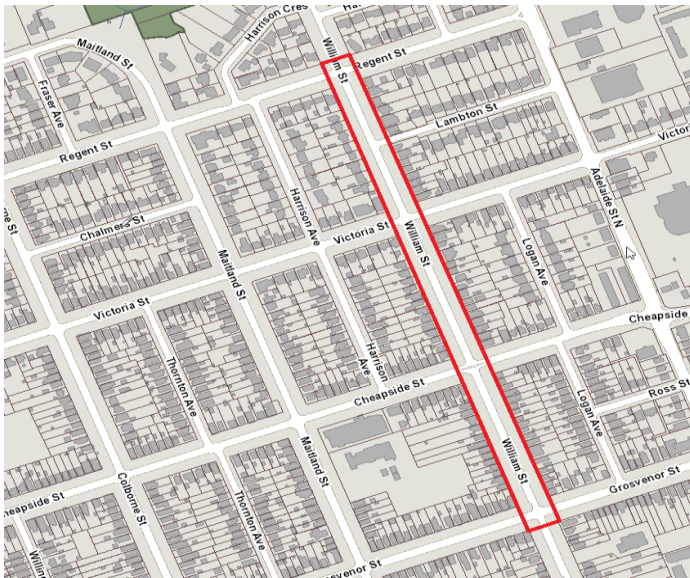
2024/2025 Infrastructure Renewal Program: William Street

Project Update Meeting
October 17, 2024

Project Limits & Scope

Full road reconstruction will occur within the following limits:

- William Street from Grosvenor Street Intersection to Regent Street Intersection



This project will include:

- replacement of local watermain
- replacement of sanitary and storm sewers
- New storm sewers
- Construction of Low Impact Development (LID) features
- New boulevard cycle track
- full road reconstruction, including new curb and gutter and sidewalks within construction limits

Schedule

The proposed schedule is as follows:

- Project Update Meeting (October 17, 2024)
- Tendering (November 2024)
- Construction (Spring 2025 to Fall 2025)
 - A. Complete storm sewer construction and LID infiltration galleries
 - B. Complete sanitary sewer construction
 - C. Complete local watermain construction
 - D. Complete road construction to base asphalt including curb and gutter, sidewalks and boulevard restoration
 - E. Complete boulevard cycle track construction
- Surface asphalt and final deficiencies (Spring 2026)



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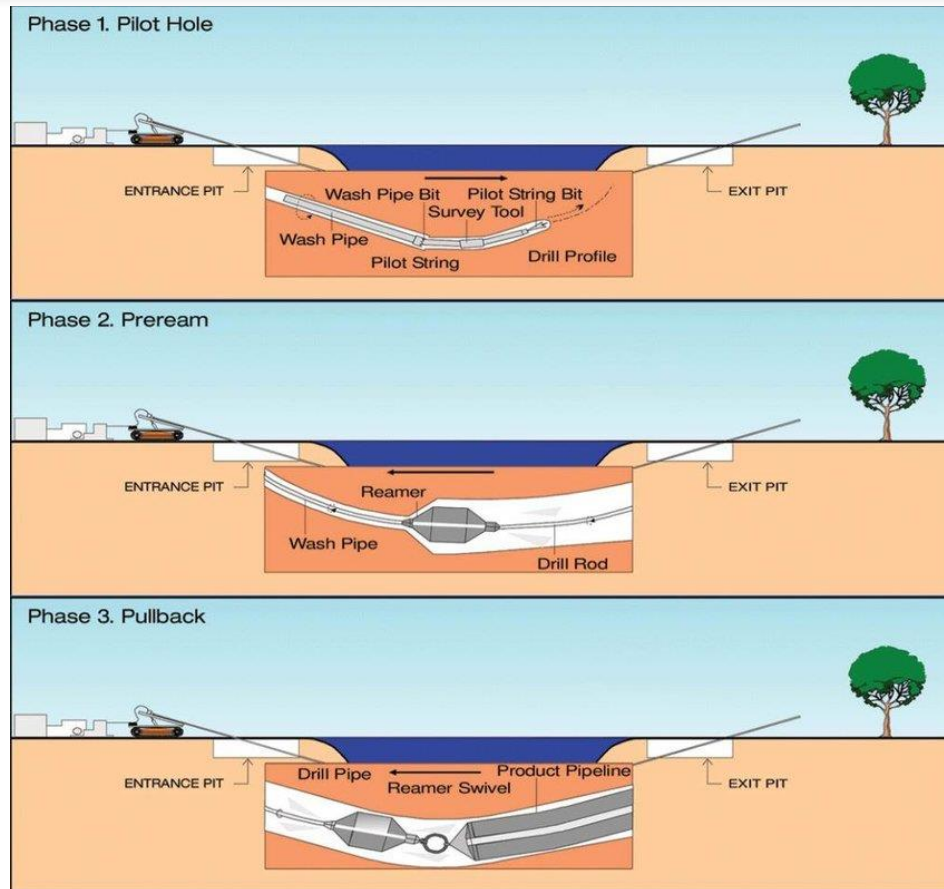


What Can I Expect During Construction?

- Considerable disruption, full closure of project limits;
- Driveway access maintained;
- Emergency access at all times;
- LTC bus route detour;
- Contractor will assist with recycling/garbage pick-up;
- Compacted temporary gravel and/or asphalt sidewalks and ramps;
- We may request access to your home to dye test to confirm which pipes are which;
- Short-term disruption to water service

Many non-standard construction methods are being proposed on this project in order to save as many trees as possible. These non-standard methods are shown/described on the following 2 slides

Horizontal Directional Drilling (HDD)



Source: ResearchGate

- Local watermain on William Street will be installed via HDD
- Open pits are only required at entry and exit points as well as at service locations
- Non-standard, typically higher installation cost but, potentially, lower restoration costs

Trenchless Water Service Replacement

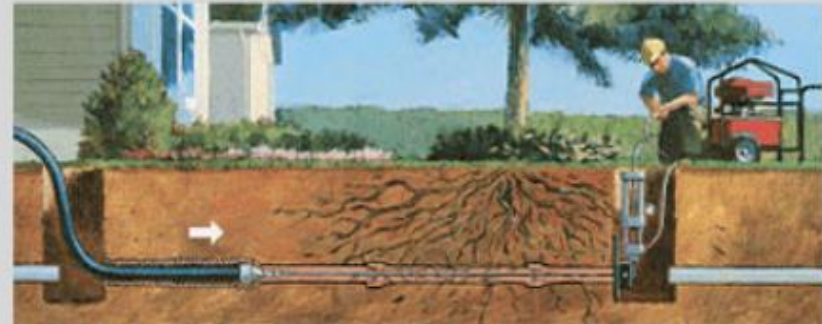
TRADITIONAL REPAIR METHOD



OPEN CUT EXCAVATION

VS

TRENCHLESS REPAIR METHOD



NO DIG APPROACH

Source: TerraEnvironment

- Non-standard and higher cost compared to open cut, but is being proposed by the consultant/City team in an effort to minimize disruption to areas with significant landscaping and/or trees
- Sending and receiving pits will be excavated at the watermain, curb stop and property line to complete installation

Tree Impacts

- Three tree removal conditions have been used:
 - **RED**, trees identified to be removed due to condition and/or construction impact (**3 trees**)
 - **YELLOW**, trees identified to be maintained, but impacts associated with construction provide no guarantee to long term survivability (**12 trees**)
 - **GREEN**, trees identified to be maintained (**184 trees**)

*If any tree is identified as a **Safety Risk**, prior to or during construction, it will be removed for the protection of the workers and public*

Tree Protection



- Trees identified as impacted due to construction will be removed
- Tree protection fencing will be installed around trees located within or in close proximity to the work area
- Extensive root and canopy pruning on some trees will be required for construction of the sewer and watermain infrastructure

Active Transportation Improvement

- A proposed two-way cycle track in the west boulevard from Regent Street to Victoria Street
- Reduced pavement width along William Street from Victoria Street to Grosvenor Street to assist with speed control while allowing for cyclist use
- Re-implementing the median at William Street and Cheapside Street to control vehicle turning movements



Existing two-way cycle track in the west boulevard on William Street looking southerly from Harrison Crescent

Parking Impacts

- East side – on street parking remains
- West side – on street parking is removed
- Reasons for proposal:
 - Reduced road widths do not provide space to allow for vehicle movement combined with parking on both sides (existing pavement width is 8-9m and proposed is 6.5-7m)
 - West side on street parking removal is proposed to reduce potential vehicle and cyclist conflicts with boulevard cycle track
 - Modified extension of the “no parking” condition on William Street north of Regent Street

Thank You for Attending

Please feel free to fill in a comment form and sign the attendance sheet.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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Old North Public School

Room _____