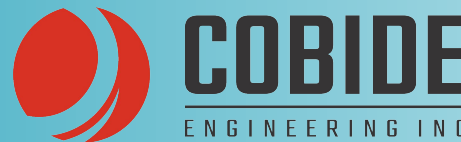


Peel Street, MacAulay Street and Burns Lane

Proposed Street Reconstruction Town of Saugeen Shores

Neighbourhood Information Session #2
July 31, 2024





Public comments reviewed



Walk-through of streets completed



Design meetings between Town and
COBIDE to review the preliminary road
and cross section design

Current Status of Project



Burns Lane

- Pavement Deterioration
- Narrow Lane Width
- Drainage Issues
- On-street Parking



MacAulay Street • Drainage Issues



MacAulay Street Drainage Issues



MacAulay Street • Drainage Issues



MacAulay Street Drainage Issues



MacAulay Street

- Significant Pavement Deterioration
- Parking along boulevards





Peel Street

- Significant pavement deterioration in some areas





Peel Street Drainage Issues



Peel Street Drainage Issues



Peel Street

- Pedestrian Safety
- On-street and Boulevard Parking

Road Cross Section Consideration S

Compatibility with
physical site
characteristics

Compatibility with
existing
development

Ability to meet
stormwater
management
objectives

Economics

Public Acceptance
and Safety

Burns Lane Reconstruction

Design Considerations

Narrow right-of-way. Ranges from 4.6 m to 11.0 m.

Moderate asphalt pavement failure.

Low traffic and pedestrian usage. Busier during tennis season.

Minimal drainage issues. Existing infiltration galleries are working well. No major flow considerations

More on-street parking required during the summer time.

Burns Lane Reconstruction

Preferred Cross Section Design

Replace existing asphalt pavement surface. Maintain same pavement width.

No sidewalks required.

Utilize/maintain existing infiltration galleries.

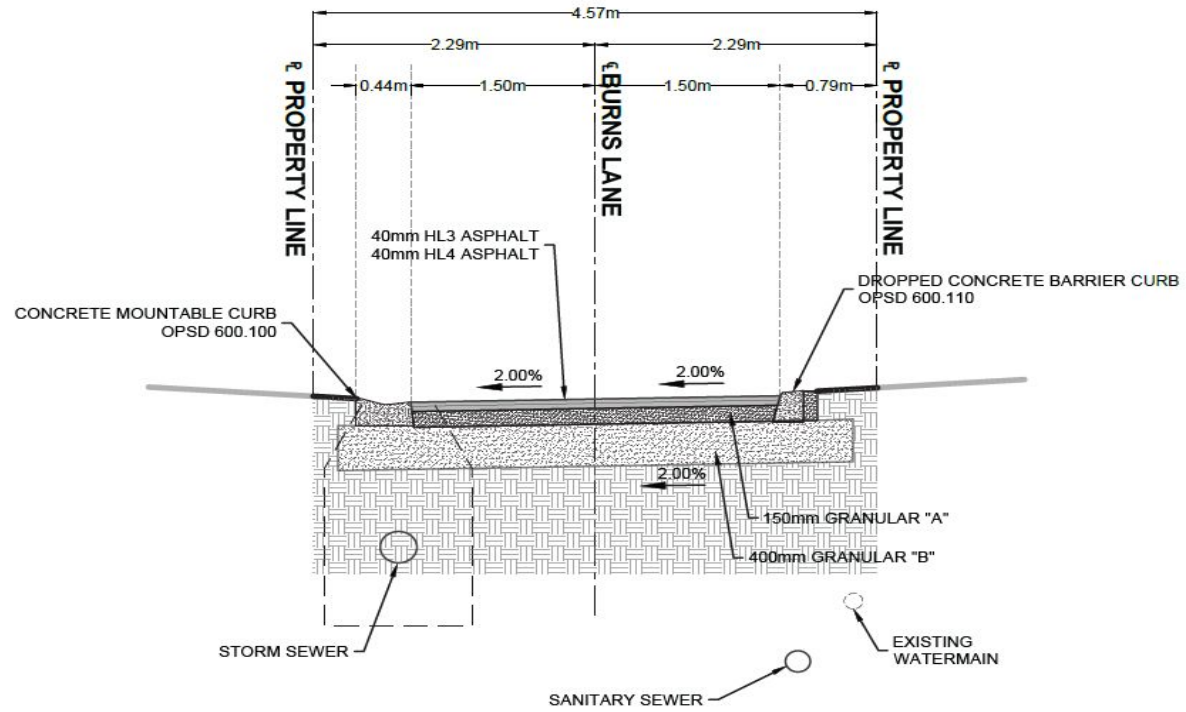
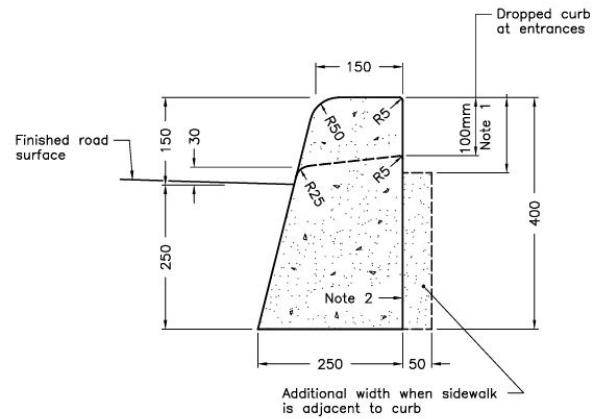
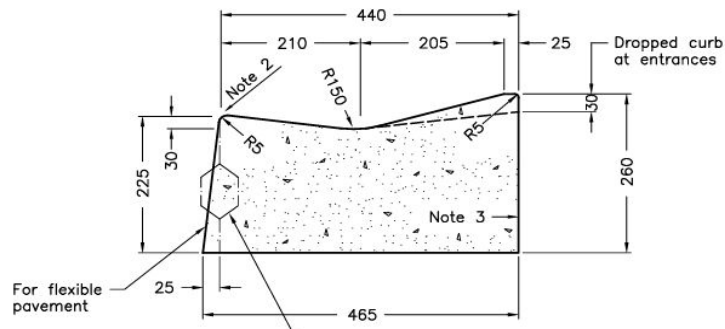
Use one-sided cross slope
- curb and gutter on downstream side of street
- curb only on upstream side of street

Create additional on-street parking towards the north end of street on tennis court side

Consider making the street one-way only

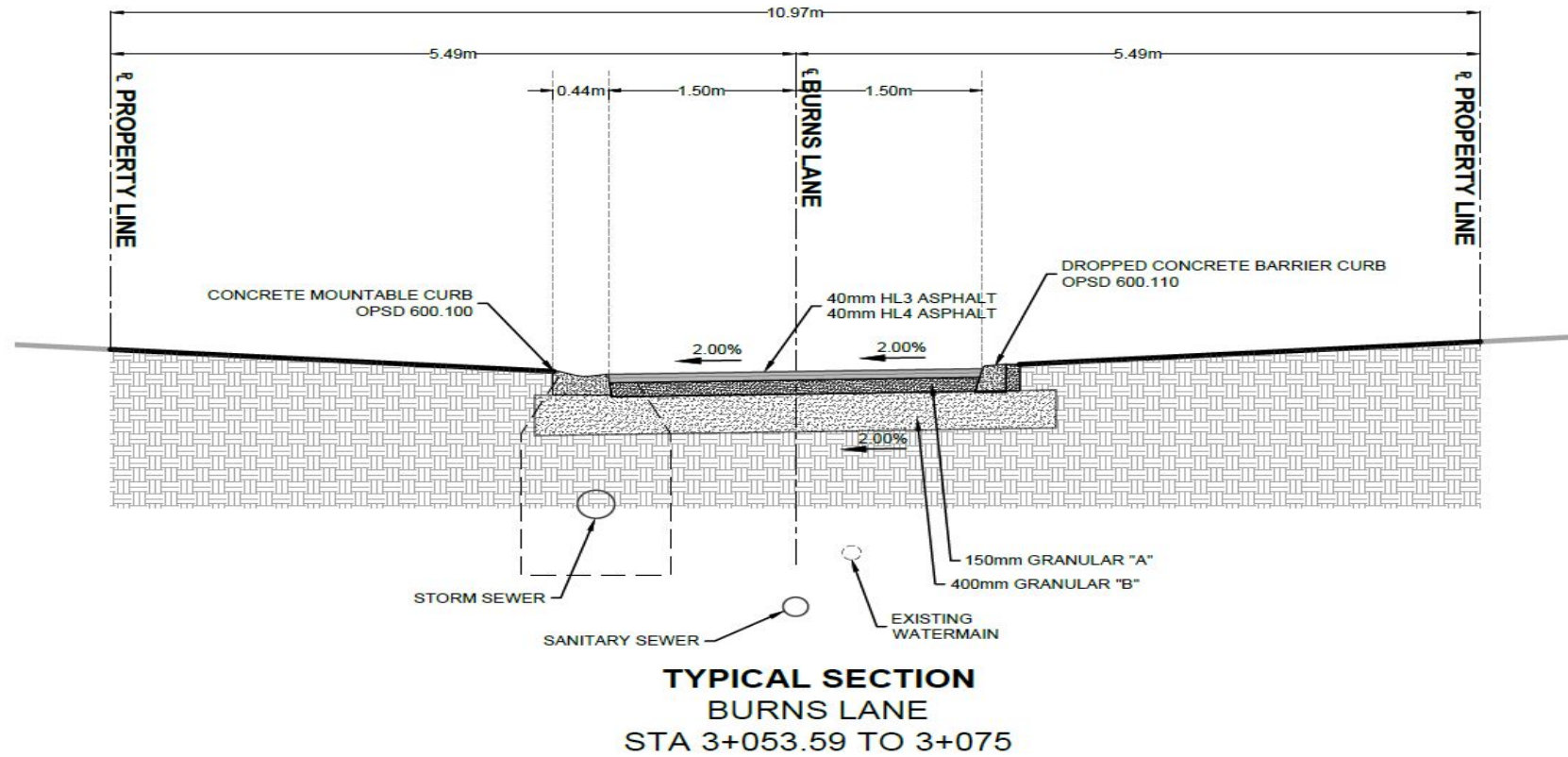
Burns Lane Reconstruction



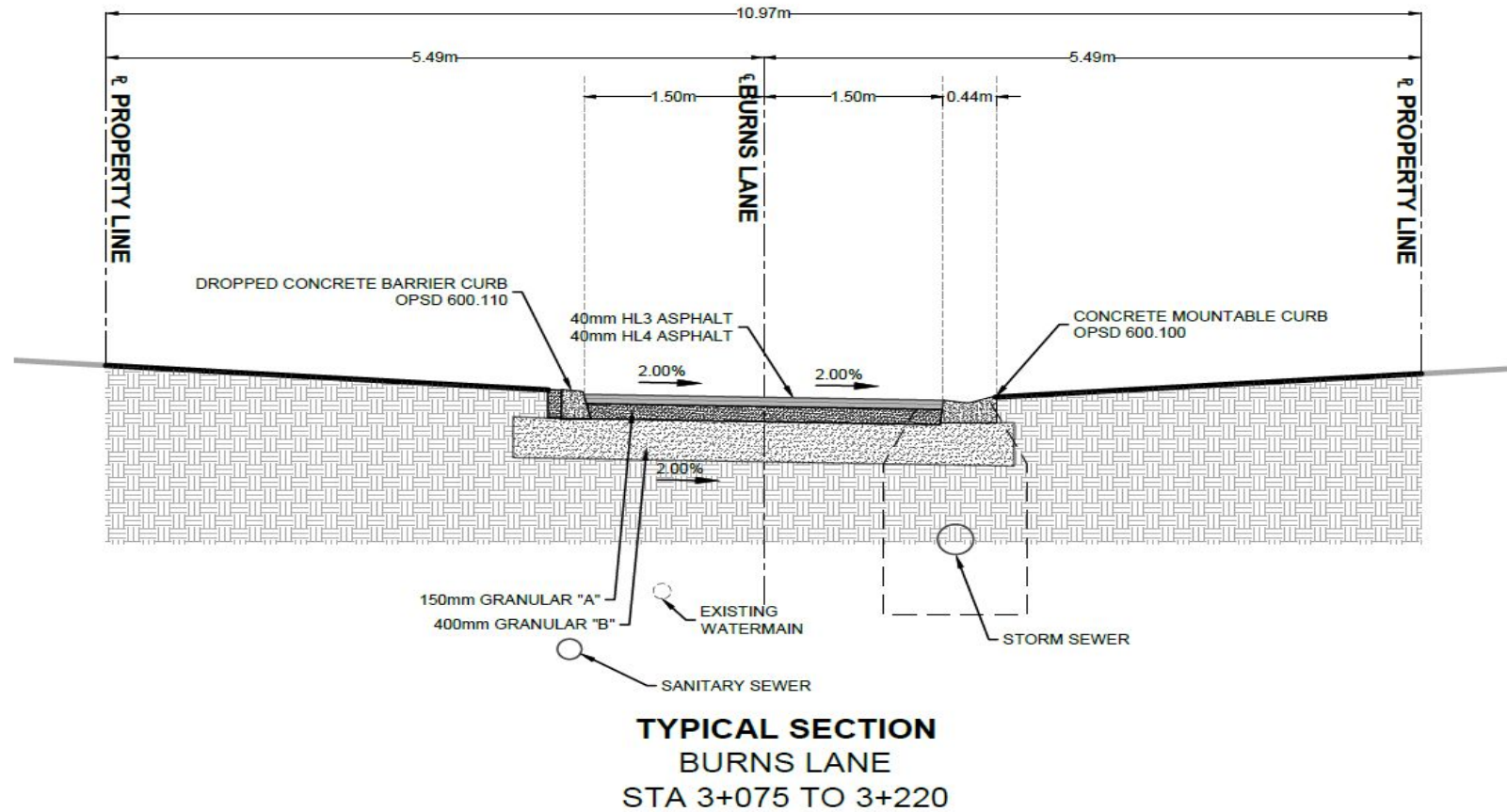


**TYPICAL SECTION
BURNS LANE
STA 3+000 TO 3+053.59**

Burns Lane Cross Section



Burns Lane Cross Section



Burns Lane Cross Section

MacAulay Street Reconstructio n

Design Considerations

Road allowance = 20 m

Low traffic and pedestrian usage throughout most of the year.

Existing pavement width = 6.0 m +/- (20 ft)

Significant ponding of surface water on road after rainfall events - install stormwater drainage system.

If grass ditches with driveway culverts are used, a majority of the vegetation on both sides of street located within the road allowance will need to be removed. This option will also require storm sewers to be installed at south end of the street.

Proposed ditches will prevent boulevard parking on both sides of the street.

MacAulay Street Reconstruction

Design Considerations

Longitudinal slope of ditch will need to be deeper at the south end due to existing profile along the street.

Consider using one-sided cross slope on street with storm sewer system - requires less stormwater infrastructure

Maintains boulevard parking on both sides of the street

Limited vegetation removal with this option.

MacAulay Street Reconstruction

Preferred Cross Section

D

Replace existing asphalt. Maintain same pavement width.

No sidewalks required.

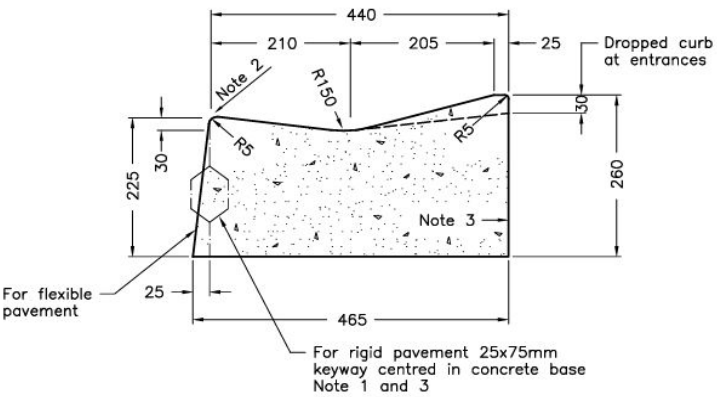
Use one-sided cross slope on street

- Install curb and gutter on west side for drainage and edge support
- Install curb only on east side for edge support

Install storm sewer on west side and connect to proposed Peel Street storm sewer.

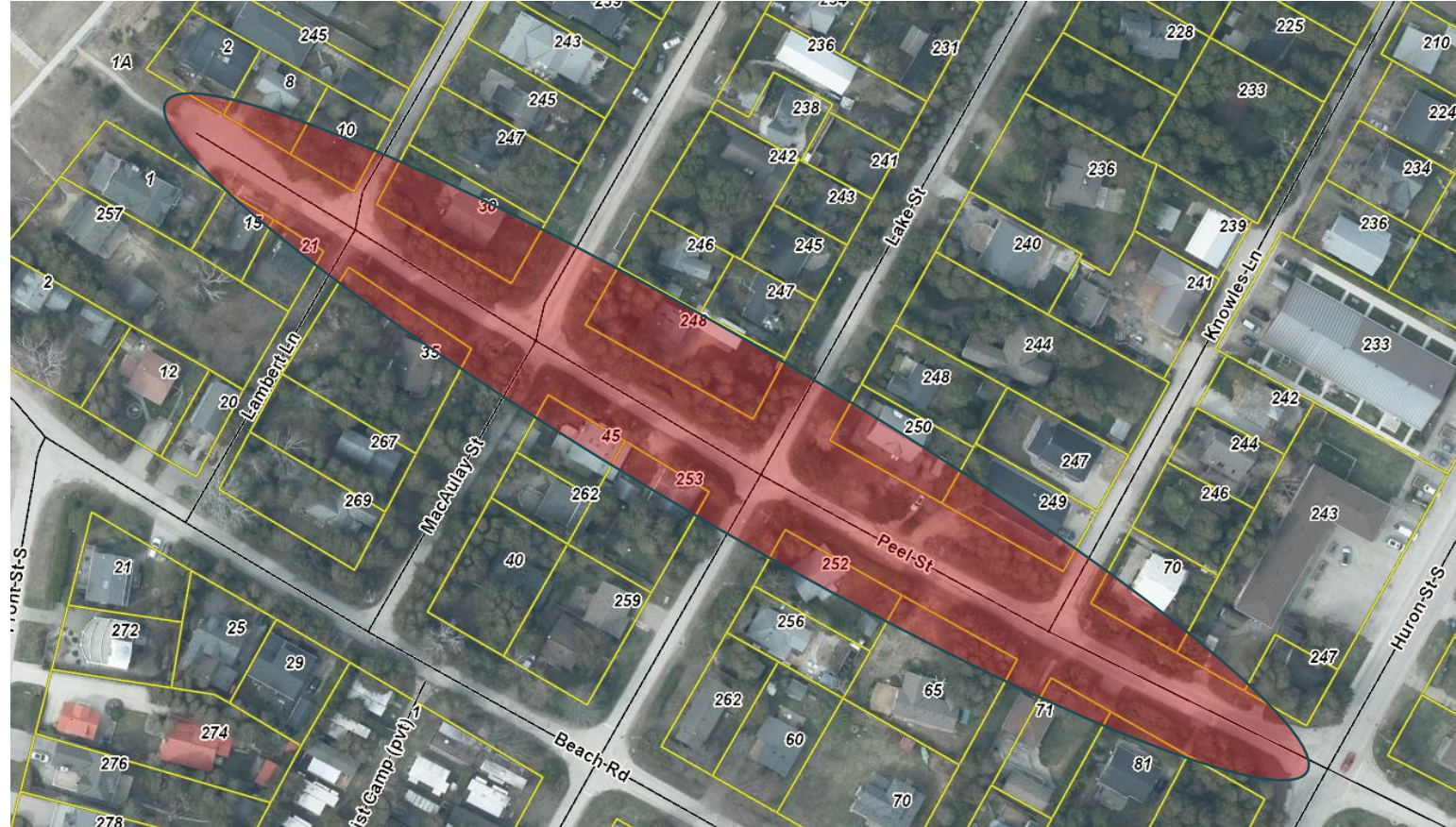
Grass boulevard areas to remain for parking purposes.

Minimal vegetation removal required.



MacAulay Street Cross Section

Peel Street Reconstruction



Peel Street Reconstruction

Design Considerations

Road allowance = 20 m

Low traffic volume throughout the year

High pedestrian usage during the summer

Pavement width = 6.0 m +/- (20 ft.)

Significant ponding of surface water on road after rainfall events - need proper stormwater drainage system.

Majority of road allowance will be required if grass ditches with driveway culverts are considered on this street.

Installation of grass ditches will require significant vegetation removal and will eliminate on-street parking.

Peel Street Reconstruction

Design Considerations

Consider installation of standard road cross section with split crossfall in center of street.

Requires storm sewer system with curb and gutter on both sides of the street.

Stormwater outlet required – install new infiltration gallery at west end of street

On-street parking (one side) will be maintained.

Requires minimal vegetation removal.

Peel Street Reconstruction

Preferred Cross Section Design

Replace existing asphalt. Maintain same pavement width.

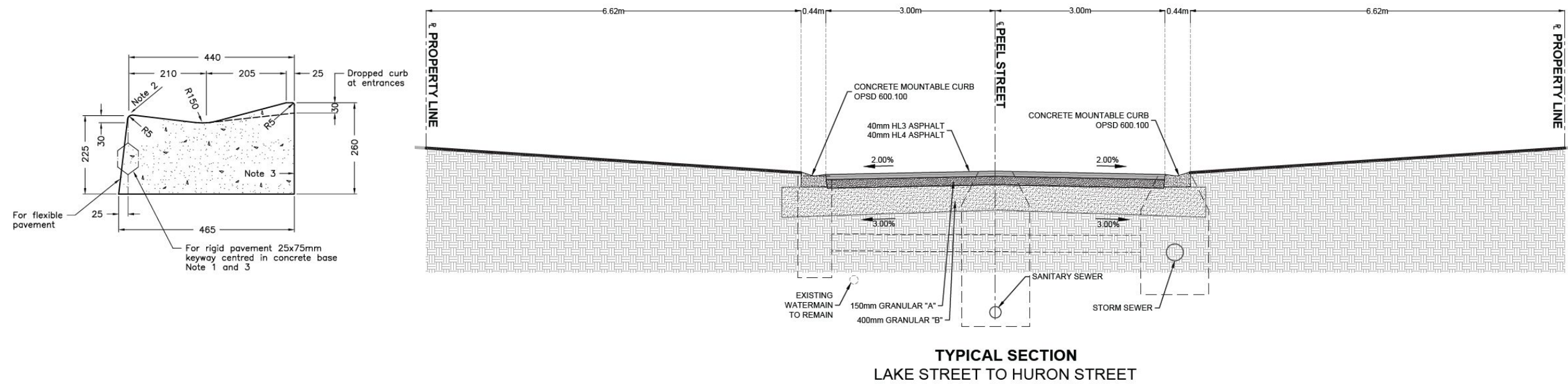
No sidewalks required.

Use standard road cross section with split crossfall.

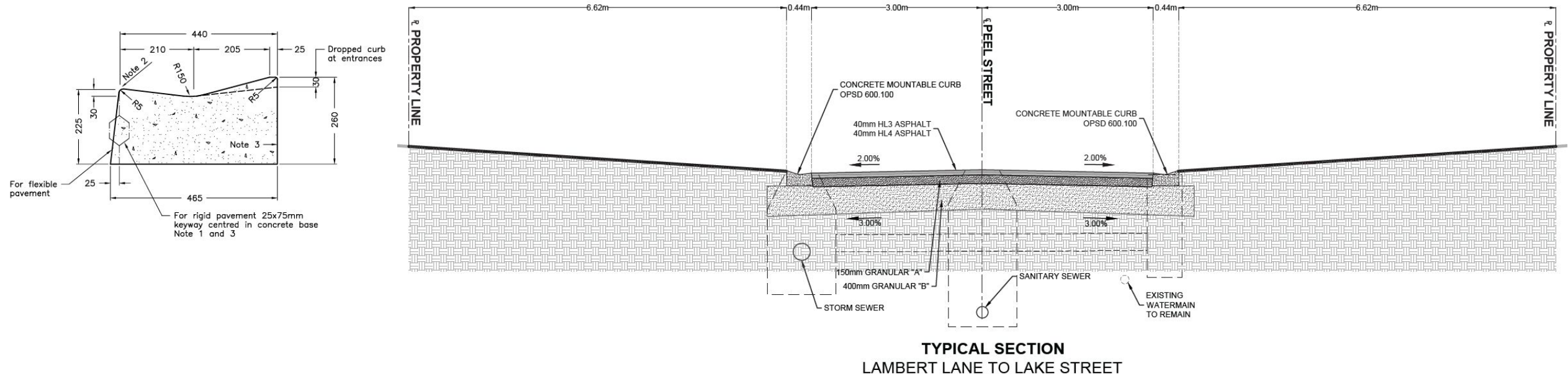
Install storm sewer system and outlet to new infiltration gallery at west end of Peel Street with overflow towards beach area (similar to Adelaide Street)

Grass boulevard areas will remain for on-street parking purposes (one side)

Minimal vegetation removal required



Peel Street Cross Section



Peel Street Cross Section

Next Steps

- Finalize Design (August 2024)
- Tender (September 2024)
- Construction (Fall 2024 and Spring/Fall 2025)

Comments and Questions

