The background features abstract, overlapping geometric shapes in various shades of blue, ranging from light sky blue to deep navy blue. These shapes are primarily located on the left and right sides of the slide, framing the central white area where the text is placed.

Glengyle Drive Reconstruction

Virtual Public Meeting, August 25, 2020

Today's meeting:

AGENDA:

- General overview of Glengyle Drive
- Stages of the project
- Cedar issue and conflict

Participation:

If you would like to ask a question you can either ask to speak or make it directly in the comment section. We have a moderator who will facilitate the session and provide you an opportunity to speak if you wish. Please try to keep your comments concise and to the point so we can allow for everyone to have equal time during the meeting.

Glengyle Drive (County Road 10)

Historical Perspective

- ▶ Glengyle Drive/Carroll Street East was assumed as part of the Middlesex County road system in 2015 as per the recommendation of the County Road Assumption Study report and County Council
- ▶ This section was determined to be a good candidate as a part of the County Road system as traffic volumes had grown to nearly 2,800 vehicles per day and was being used as an east-west route along the south edge of Strathroy
- ▶ The section from York Street to McEvoy Drive was identified in the County capital program for reconstruction to follow the project west of Strathroy on Calvert Drive
- ▶ Pre-engineering design was started in late 2019 with the intent to start utility relocations in the fall of 2020 with construction planned for 2021
- ▶ COVID pandemic precautions had put the normal County public meeting process behind schedule but still with enough time to address concerns prior to 2021

Reasons for construction

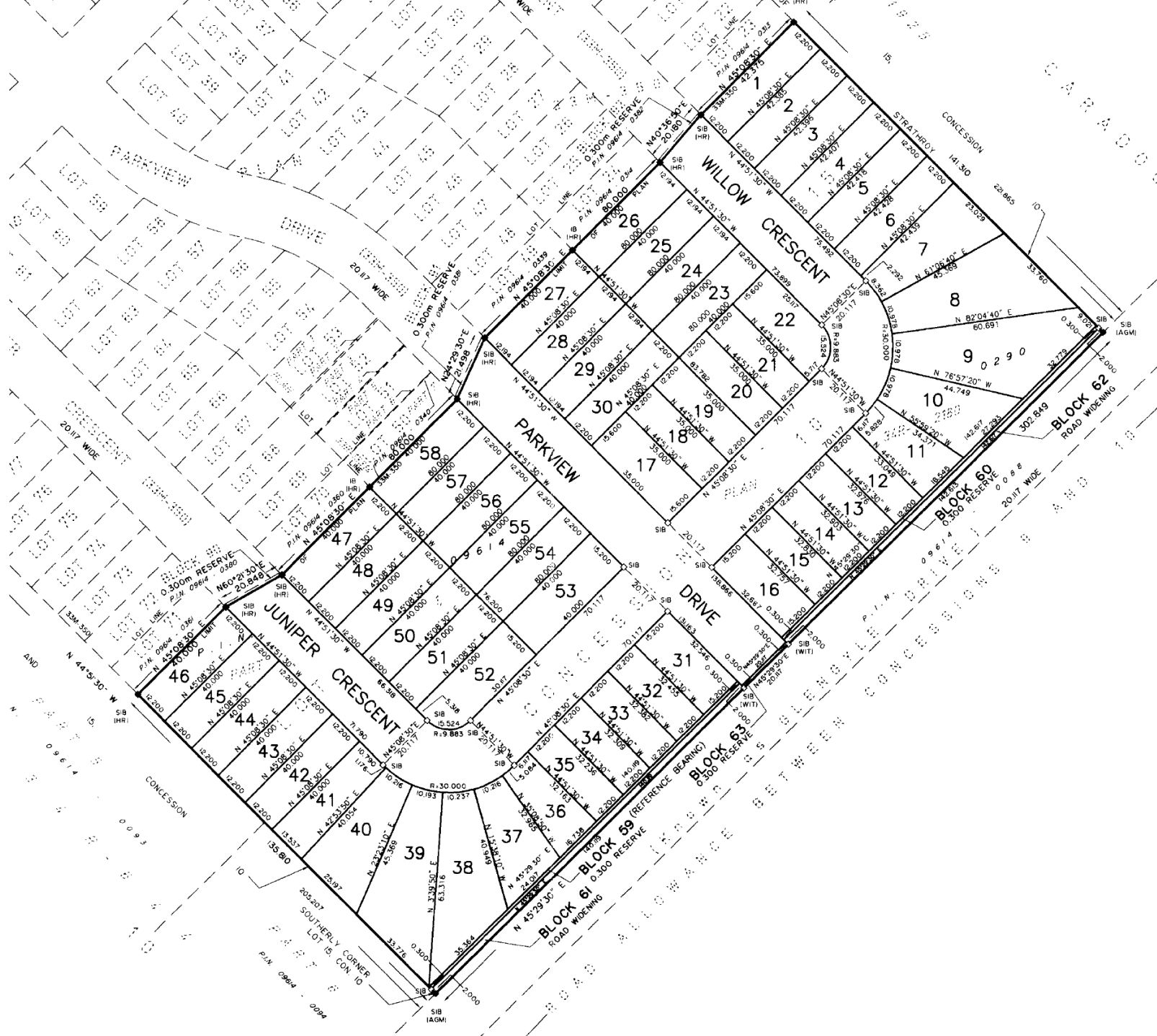
- ▶ Due to the age of the infrastructure along many County roads, prior to the County undertaking construction public utilities including natural gas, telecommunications, electricity etc. that are under the jurisdiction of a third party need to be replaced months or years ahead
- ▶ Many roads evolve over time from gravel to surface treatment to asphalt
- ▶ County roads are generally considered to be arterial roads and are designed and constructed to handle all types of traffic
- ▶ Limited space in the road right of way requires that all underground and above ground infrastructure have a specific space or location
- ▶ Modern design standards are applied to roads that may have never been engineered in order to improve safety, increase structural strength, and allow for expansion and replacement of utilities

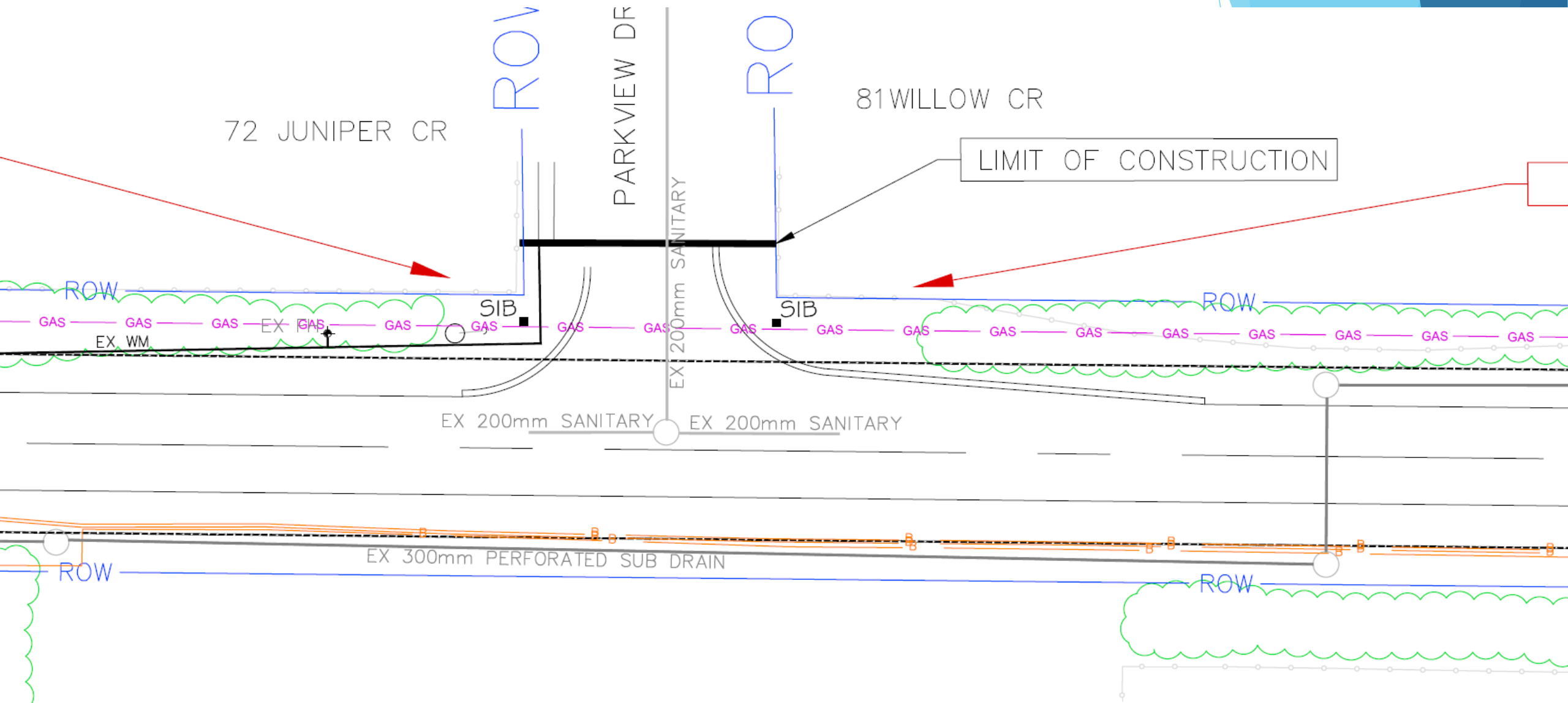
Challenges for Glengyle project

- ▶ Narrow road right of way
 - ▶ Typically roads of this class have 36 metres of road width, in this case there is only 22 metres of width which creates less space for road and public utility infrastructure
- ▶ Design of roadway
 - ▶ Several existing deficiencies including vertical road alignment and width of pavement create safety concerns that will need to be corrected
- ▶ Age of infrastructure
 - ▶ Natural gas is old and installed at the edge of the existing pavement and needs to be replaced and relocated to an area along the edge of the right of way as per County standards
- ▶ Conflicts in road allowance
 - ▶ Existing drains, water main, telecommunication lines, hydro poles and vegetation additionally restrict the usable physical space in the right of way
- ▶ Encroachments
 - ▶ A number of fences and structures encroach onto the road allowance further restricting the space available











LOT 14

LOT 15

73 WILLOW CR

71 WILLOW CR

69 WILLOW CR

67 WILLOW CR

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ROW

SIDE

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EX 300mm PERFORATED SUB DRAIN

Glengyle Dr







SIB

58 JUNIPER CR

60 JUNIPER CR

62 JUNIPER CR

64 JUNIPER CR

66 JUNIPER CR

EX FENCE

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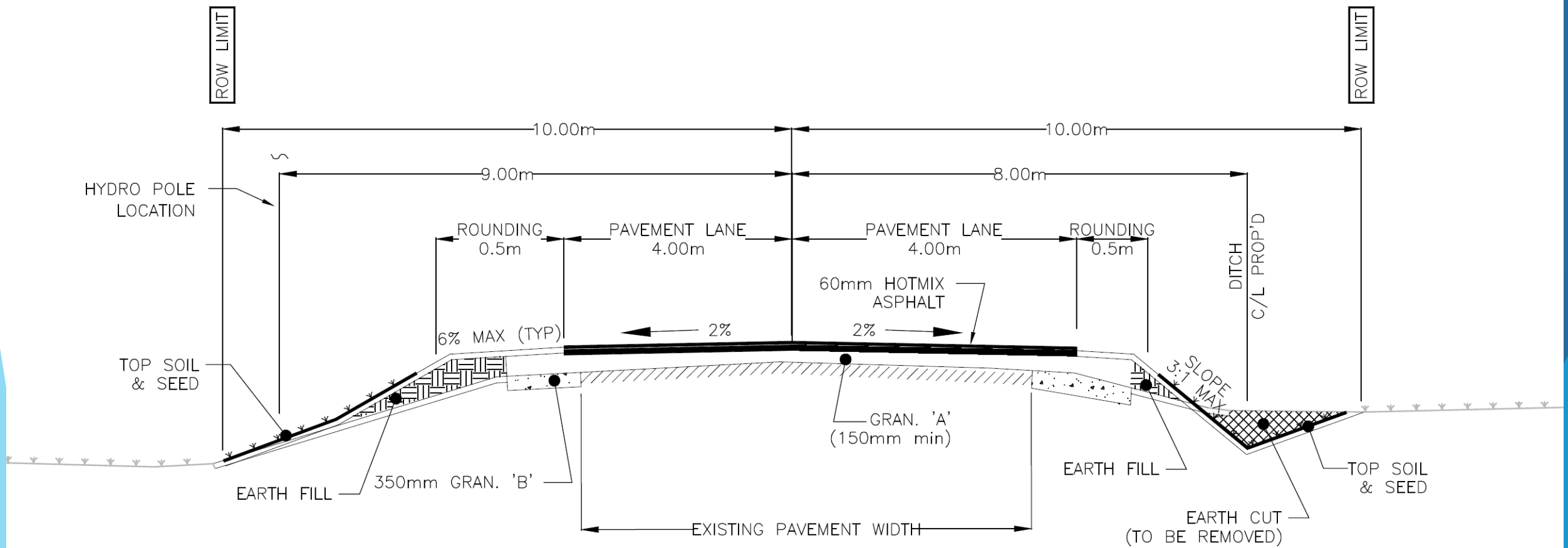
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Questions or comments?

Please send your questions or comments to:

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