

**Q - Will the narrowing of the road result in increased stormwater drainage across resident driveways? This question was raised related to a previous issue which occurred when the road was historically narrowed and the town's right of way had been left as gravel. This resulted in a ditch forming between the sidewalk and the roadway along the gravel right of way. This was corrected historically by paving the gravel right of way so that the boulevard was asphalt resulting in a much wider road.**

A – This will not be a concern with the reconstructed design. The edge of the roadway will be curbed directing the stormwater down the roads edge and into the storm water system. The sidewalk will be moved into the edge of the roadway and the roadway will be top soiled and seeded to prevent washout.

**Q – Will the town provide alternate parking while driveway access is temporarily restricted to allow the concrete curbs and sidewalks to properly cure?**

A – Yes, when we get to the scheduling stage alternative locations will be determined and communicated to affected residents.

**Q – Huron Ave is a truck route and arterial road. Why is the road being narrowed and will narrowing the road restrict access for larger vehicles?**

A – The road is being narrowed for two main reasons:

1) Reduce costs of reconstruction and future maintenance which will provide long lasting sustainable infrastructure reducing the cost of this roads lifecycle costs to residents while maintain the existing level of service.

2) Traffic studies show that narrowing roads results in reduced travel speeds. Huron Ave is known for speeding. It is also a highly utilized pedestrian walkway for school age children and residents alike. Narrowing of the road will result in greater safety for pedestrians and cyclists. It will not impact large vehicle traffic. The traffic lanes will remain above standard width to accommodate for larger vehicle traffic. The excess paved area and roadside parking is being eliminated but the lane width will remain at 4m wide. For reference, Woodward Ave is 3.25 M lane width at it's narrowest and standard highway lanes are 3.75 m wide.

**Q – With the elimination of the additional space for roadside parking, where will trades people or trades people with trailers park?**

A – Residents driveways will be extended proportional to the narrowing of the road. Up to 10 ft in some locations. Driveways will be available, but as an arterial road and truck route, roadside parking will be discouraged. It will be the responsibility of the contractor to coordinate access to resident properties and can park nearby if driveway space isn't available.

**Q - Will there be blasting?**

A – Some drilling and/or blasting will be required to remove bury the underground services and remove rock to ensure service access to residents. This will remedy freezing issues that some residents whose services are in close proximity to bedrock have experienced.

**Q - What are the funding sources for this project?**

A – Total estimated project cost is \$6.5M. Funding sources are as follows:

- OCIF (2024) - \$1,206,900.00
- OCIF (2023) - \$500,000
- NORDS - \$681,892.95
- Loan - \$3,000,000.00
- ICIP Green Fund - \$1,061,000
- Town Reserve - \$50,000

**Q – With respect to the infrastructure being installed for a new water source – Why is the Town planning to discontinue use of the wells as a water source.**

A – Their capacity is declining. Annual rehabilitation has not achieved the results we require and represents a substantial ongoing cost to residents. The raw water from the wells also presents many complications for treatment. The new water source will provide an abundant source with reduced maintenance costs and reduced treatment costs. Ensuring the Town’s water treatment system is efficient, resilient, sustainable and has sufficient supply to accommodate long-term growth.

**Q – What obstacles are involved in obtaining approval to use Lake Huron as a water source?**

A – An extensive environmental assessment is required. However, the town started this process previously and is progressing well through the process. The project is currently 3 years underway.

**Q - Are there other communities drawing from Huron as their water source?**

A – Yes, many communities along the North Shore utilize Lake Huron as their source for potable water.

**Q – Does the Town have an intake point in mind?**

A – Yes, as part of the evaluation process and environmental assessment process many potential locations were considered and scored based multiple metric. This process has identified an intake 500 m from shore Southwest of the WWTP building to be ideal. Water sampling is still ongoing to support this location but current results do not present a concern.

**Q – Are the marks on Martin St related to the new water source project?**

A – Yes

**Q – Will the caution light and stop light at top of hill remain?**

A – There are currently no plans to have this removed. Discussions have also been had regarding an illuminated cross walk at the intersection of Murray St. and Huron Ave

**Q – Is the grass boulevard planned on Huron similar to the Woodward reconstruction and who will maintain it?**

A – Yes, and it will be maintained by the town.

**Q –How will the water supply coming from Lake Huron, go under the highway and tracks and will this cause disruption to traffic?**

A – The current plan is for the water supply to be placed under the tracks using horizontal direct drilling. This is a trenchless construction method which prevents the need for disrupting traffic along Causley or the railway.

**Q – Will there be roadside parking along Huron Ave after reconstruction?**

A – No, the roadway will be similar to normal residential streets but wider to accommodate for large vehicle traffic.

**Q – Is there concern with the waste water treatment plant outflow being within relative vicinity to the new water source intake**

A – Current sampling do not show any negative effects, the outflow is waste water which has already undergone treatment, and prevailing winds shown by deposition of erosion are in the opposite direction of the proposed intake location.

**Q – Will the Huron Ave reconstruction use the same construction company as Woodward reconstruction?**

A – We don't know who will be awarded the contract, this project will follow the Town's procurement process and will be awarded to the lowest qualified bidder.

**Q – Will the narrowing of Huron Ave result in extended property for residents of this road? If so, will the land owner have to take care of it?**

A – No land will be transferred to the residents of this road and property boundaries will remain the same. The town will continue to maintain it's right of way. However, resident's driveways will be extended.

**Q - Theres a spot on, Woodward, I was told it belongs to the property owner, is the Huron project not the same?**

A – Woodward Ave reconstruction was different, as some property lines in this area deviated significantly from the rest as a result of a large property being severed into multiple properties historically. A land transfer to the residents in this area occurred with Woodward Ave reconstruction to rectify this deviation.

**Q – Is there a potential for a bike land to be incorporated into the reconstructed Huron Ave?**

A – This idea was discussed. We are planning future work to incorporate a biking transportation network. However, due to high traffic volume and large vehicle traffic on Huron Ave it was decided that it would be safer to users if we tie into the network at another location.

**Q – Can speed bumps be installed on the road?**

A – Staff have discussed raised crossing, but not speed bumps specifically. We are still evaluating what the best option would be when balancing safety and maintenance activities with longevity of the infrastructure in mind.

**Q – Will the pitch of the Huron Hill be altered?**

A – No, the pitch currently meets design guidelines and would require additional drilling and blasting which would greatly increase the project cost.

**Q – Many large vehicle operators are concerned with the intersection of Huron Ave and the highway, is that being addressed in the current design.**

A – Although this was a consideration the draft design does not currently address this as movement/expansion of the roadway is limited due to a Hydro Pole at the intersection. We will evaluate a potential design change of removing the sidewalk on the west side of Huron Ave in this area to allow for widening and gradual tapering of the intersection.

**Q – Can the town move the hydro pole?**

A – We will investigate this option but it will be at the cost of the Town to relocate this infrastructure.

**Q – Will the construction be digging into the flower beds that meet the sidewalks?**

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A – The current sidewalk will need to be removed so some area behind it will be excavated. Whether or not this occurs will depend on the proximity of the flower bed to the town right of way and where the water and sewer lines come in.