Thornbury Elma & Alice reconstruction project

Aug 26 2019
Existing Conditions – Cross Section

ALICE STREET

ELMA STREET

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Existing Conditions – Cross Section

LOUISA STREET

LORNE STREET

PARK LANE
Proposed Cross Sections – TOBM Standard Cross-Section 8.5 m Road

NOTES
1. TOPSOIL TO BE REMOVED TO ITS FULL DEPTH ALONG ENTIRE WIDTH OF ROAD ALLOWANCE BY CONTRACTOR.
2. BOULEVARD – 100mm TOPSOIL AND SOD.
3. DEPTH FOR ALL UTILITIES 0.9m MIN.
4. ASPHALT WALKWAY – 40mm HL3 ASPHALT SURFACE
   - 40mm HL4 ASPHALT BASE
   - 150mm GRANULAR ‘A’
   - 450mm GRANULAR ‘B’

Town of The Blue Mountains
STANDARD CROSS-SECTION
8.5m ROAD – 20m R.O.W.

EXAMPLE OF STREET SCAPE CROSS SECTION

NOTES
1. UTILITY CORRIDOR (HYDRO & TELECOMMUNICATIONS) SHALL BE 0.6m WIDE.
2. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0.9m.
3. WATERMAIN TO HAVE MINIMUM COVER OF 2.0m for 300mm AND SMALLER DIAMETER AND 1.8m FOR 450mm DIAMETER AND LARGER.
4. CLEAR SEPARATION BETWEEN WATERMAIN AND SEWERS SHALL BE AS PER MOE REQUIREMENTS.
5. MINIMUM SEPARATION BETWEEN THE SANITARY AND STORM SEWERS SHALL NOT BE LESS THAN 1.5m.
6. JOINT USE TRENCHES SHALL BE USED BY HYDRO AND TELECOMMUNICATION.
7. THE FOLLOWING IS A MINIMUM ROAD BASE AND WILL REQUIRE A SOILS REPORT VERIFICATION TO DETERMINE IF ADDITIONAL THICKNESS IS REQUIRED.
   40mm HL3
   60mm HL4 (100mm FOR BUS ROUTES)
   150mm GRANULAR "A"
   400mm GRANULAR "B"
8. SUB-GRADE SHALL BE COMPACTED TO 100% OF STANDARD PROCTOR DENSITY AT MAX. DRY DENSITY.
Proposed Cross Sections

Implementation

All cross-sections have common elements:

- Property Lines – generally the limits of construction
- Centre of Road – highest point in the road.
- Curb and Gutter – barrier curb and gutter is proposed throughout the project to provide a well-defined edge of road and reduce clear-zone area (improving safety).
- Sidewalk – a 1.5 m sidewalk is proposed for one side of the street (consistent throughout), to match Standard Cross-Section 8.5 m Road.
- Watermain, Storm Sewer and Sanitary Sewer – designed according to Town Engineering Standards.
- Lane Widths – 4.25 m lane widths results in an 8.5 m road width for Alice and Elma. Lane width of 4.0 m and two 0.5 m gravel shoulders for Lorne Street and Park Lane. Louisa to match existing widths.
- Proposed Grading – as much as possible, grading will be improved, eliminating areas of ponding to the extent possible by lowering the road and sloping boulevards accordingly.
- Traffic Calming – “Fog Lines” are currently proposed as a passive traffic calming measure. Lines will be painted to mark out a narrower lane, encouraging vehicles to drive slower.
Proposed Cross Section – Elma Street

- Road width to remain the same for most of the street (8.5 m)
- Removal of asphalt boulevard and gutters throughout
- Sidewalk upgraded to 1.5 m throughout along the west side of the street, preventing removal of additional trees and establishing a continuous route
- Large grade adjustment at the Elma Street hill will require removal of some large trees
- Concrete barrier curb and gutter to be provided on both sides of the street throughout
Existing Conditions – Arborist Report

The Town completed a full assessment of all trees located within the project limits for health and stability.

Many large trees have never been maintained and thus are in “fair” condition – the Town does not have a comprehensive urban canopy program.

Trees identified to be in poor condition within the right of way are to be removed.

Additional trees may need to be removed if they conflict with existing or proposed infrastructure or grading.

The goal is to save as many trees as possible, however, where trees are removed a new tree will be planted nearby.
Elma Street looking south from Arthur Street

CURRENT - inconsistent road width, no road lines with a variety of curb styles or has no curbs at all

FUTURE – 8.5m road width plus the addition of centre line, fog lines & semi-mountable curbs
Elma Street looking south from Arthur Street

CURRENT - inconsistent sidewalks, on one side, opposite side and on both sides

FUTURE - sidewalks on both sides close to property line with boulevard for snow dispersing
Elma Street looking south from Arthur Street

CURRENT - lack of consistent trees and many existing trees are aging and may be damaged and/or removed during reconstruction

FUTURE - consistent trees at 8m apart centred on boulevard on both sides of street
As can be seen on the **Strava Heat map of cycling traffic counts**, Elma Street is a popular route. It connects the Harbour, Georgian Trail in the north to Alfred St, then to either of 2 main popular routes of the 33rd SR, Frogs Hollow or Bruce St, GR 13 out the valley.

Often during the summer families are seen on Elma St heading to or from the beach/playground at the waterfront, either walking or on their bikes. Let’s keep them safe!

Some are going the other way to the community centre, playground, ball diamonds or dog park. The downtown main street should be a destination not a route! Bruce St, (GR 13) was not designed as a “Complete Street”. We have the opportunity to do this with Elma St.
THANK YOU

Questions?