

**Welcome to the
Public Information Centre
for the
Watermain Replacement and Road Rehabilitation
on McKenzie Street**

Woodbridge Memorial Arena

Wednesday, November 6, 2013

- ◆ Please sign in on the sheet provided, then feel free to walk around and view the displays.
- ◆ If you have any questions, our representatives will be pleased to discuss the project with you.
- ◆ Comment sheets are provided for those who wish to provide comments in writing. Please either place your completed sheets in the Comment Box or mail/fax them to one of the identified Project Team Members (see below) by **November 31, 2013**.
- ◆ Thank you for your involvement in this project.
- ◆ For additional information, please contact one of the following Team Members:

Mr. Colin Cassar, C.E.T.
Senior Engineering Assistant
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Phone: 905-832-8525, Ext. 8756
Fax: 905-303-2043
Email: colin.cassar@vaughan.ca

Frank Facchini, P.Eng.
Project Manager
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Phone: 905-832-8525, Ext. 8986
Fax: 905-303-2043
Email: frank.facchini@vaughan.ca



Purpose of this PIC:

- ◆ To respond to resident inquiries made at the first P.I.C. on July 17th.
- ◆ To provide residents an opportunity to learn about the project and ask questions or make comments
- ◆ To provide an update on the project's progress since the first P.I.C.

Review of the Project Scope:

- ◆ Replace the existing 150mm (6") ductile iron watermain with a new PVC watermain, and replace all service connections
- ◆ Abandon existing watermain within road allowance or private property
 - ◆ Watermain is on private property between houses #3 and #41.
- ◆ Reconstruct the road on McKenzie Street

Review of the Existing Conditions:

- ◆ A “rural road” with gravel shoulders
- ◆ Pavement is approximately 6.0m wide
- ◆ Watermain is located on the south side of the road
 - ◆ Watermain is on private property for house #s 3, 7, 15, 21, 27, 35, and 41
- ◆ The current fire hydrant coverage does not meet City standards (max. 90m spacing)
- ◆ Existing steel beam guiderail was replaced in 2011

Road and Watermain Design Constraints:

- ◆ Final design must receive approval from Region of York and Toronto Region Conservation Authority (TRCA)
- ◆ Maintaining drainage on the road and driveways
- ◆ The existing buried utilities

Project Objectives:

- ◆ Relocate watermain to within the road allowance
- ◆ Relocate all water service shut off valves to the property line
- ◆ Maintain the existing road location and preserve the rural-type cross section
- ◆ Ensure adequate drainage of the roadway and driveways
- ◆ Rehabilitate the roadway to accommodate anticipated traffic loads

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The Preferred Alternative for the Road – Full Reconstruction

- ◆ Remove and replace the road's pavement structure with new:
 - ◆ 90mm hot mix asphalt
 - ◆ 350mm granular material

Rationale:

- ◆ Full reconstruction provides:
 - ◆ a longer life span of the pavement structure
 - ◆ allows greater design control for the grade of the roadway for improved drainage
 - ◆ allows for the installation of perforated subdrain pipe to drain the granular layer and reduce freeze/thaw impacts

The Preferred Alternative for the Watermain – Replacement

- ◆ Installing a new 150mm (6") PVC watermain and replace all service connections

Rationale:

- ◆ Allows relocation of the watermain to within the road allowance
- ◆ Allows relocation of service shut-off valves to the property line
- ◆ Watermain replacement will better allow fire hydrant spacing to be brought up to City standards (max 90m) and will provide better hydrant coverage for the entire area.
- ◆ Since a portion of the new watermain will be installed in the same location as the existing one, houses 55, 61, 67, 75 and 85 will be supplied with water from a temporary above-ground line during construction of the new watermain.

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Questions, Comments and Design Revisions made since the July 17th P.I.C.

Question / Comment	Response / Action Taken
<p>Extend the guiderail further west. It currently terminates between houses #41 and #55, and the slope down to Hwy 7 is still steep west of that point.</p>	<p>The existing grassed shoulder and ditch provides a sufficient buffer between the road and the slope down to Highway 7. In addition, the top of the slope is prone to sloughing. In 2011, the slope and guiderail were restored. To disturb more slope to extend the guiderail would increase the risk of additional sloughing.</p>
<p>It is difficult to exit McKenzie Street onto Hwy 7, since the limited openings in eastbound traffic are taken by the cars leaving the Petro-Canada station on the southeast corner of Kipling Avenue and Hwy 7.</p>	<p>The traffic detector loop on McKenzie Street will be restored during the reconstruction, and its effectiveness will be confirmed. Following the reconstruction, the City will pass on concerns to the Region of York, who administers Highway 7, so that any changes to signal timing can be made with the new traffic loop in place.</p>

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Question / Comment	Response / Action Taken
<p>The angle at which McKenzie Street intersects with Hwy 7 makes it unsafe and difficult to access, particularly for large vehicles.</p>	<p>The design of the “throat” of the intersection has been widened since the preliminary design, in co-operation with the Region of York. This will provide additional room between vehicles entering and exiting McKenzie Street. In addition, a short painted road centre line will be added behind the stop line, to encourage cars stay to the right when they exit or enter McKenzie Street.</p>
<p>Large vehicles often use private driveways to turn around on McKenzie Street, resulting in driveway damage.</p>	<p>The City’s waste collection and snow clearing vehicles have been instructed not to use private driveways to turn around. Signs have been posted to discourage this practice to private heavy vehicles. Unfortunately, there is insufficient City property to construct a proper turning circle. As part of the reconstruction, all driveways will be reconstructed up to the property line.</p>

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What comes next:

- ◆ The road design has been submitted to the Region of York and TRCA for design approval.
- ◆ It is anticipated that the watermain construction will commence in Spring 2014 and the road reconstruction will follow.
- ◆ All material from this P.I.C., as well as any future announcements, will be posted on the project website at:

http://www.vaughan.ca/projects/engineering_projects/Mckenzie