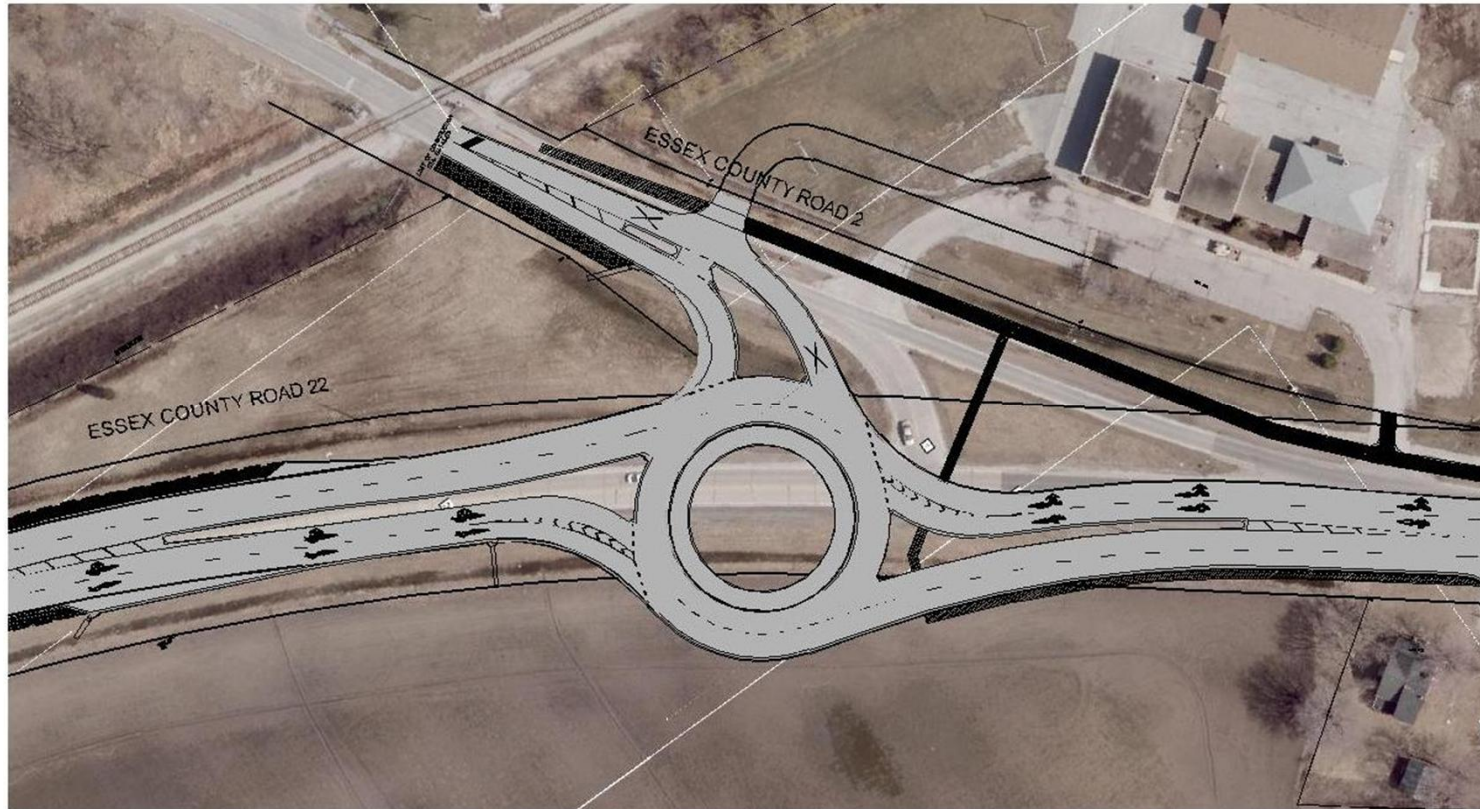


County Road 22 Capacity & Improvement Project



Design and Construction Public Open House #2 September 17, 2013

Project Overview

The need for widening County Road 22, from east of Manning Road to County Road 42 to four through lanes was identified in the 2006 Environmental Study Report.

Phase 5A – Road/Bridge

The need for additional capacity on County Road 22 was based on existing operations as well as future growth in the area.

The existing Puce Bridge will be widened to 5 lanes to accommodate the widening of County Road 22 to east of County Road 25.

Phase 5B – Roundabout

A two lane roundabout will be constructed at the intersection of County Road 22 and County Road 2 to alleviate operational safety concerns.



Phase 5A Bridge Construction Status

Work Complete to Date

- Foundation work (piles, piers, abutments) - 75% complete
- Archaeological Investigation – 80% complete

Fall / Winter 2013

- Superstructure and new deck
- Utility works (Bell cables)
- Paving of new bridge deck and new south side road widening in mid December (weather permitting)
- Repairs to existing bridge to be completed Winter 2013 / Spring 2014
- Final clearance anticipated for Archaeological Investigation

Spring / Summer 2014

- Paving of existing north side lanes to be completed by late May 2014 and traffic permitted to use all 4 lanes
- Phase 5A completed
- Initiate Phase 5B – Roundabout Construction

Archaeological Investigation – Phase 5A

Project Area



Study Area

East & West Side of Puce River along CR 22



Sample Artifacts

Why a Roundabout?

- Concerns were raised by Residents attending the June 9, 2011 Design & Construction Open House regarding the safety of the intersection at CR 22 and CR 2 (Old Tecumseh Rd).
- Left turns are very difficult under existing conditions.
- Introduction of a roundabout will alleviate operational and safety concerns. A roundabout offers:
 - **Improved Safety** - lower speeds, reduction in number / severity of accidents
 - **Improved Traffic Flow** - reduce traffic delay, promotes continuous flow, reduces left turn conflicts
 - **Improved Aesthetics** - allows for Gateway Feature opportunity with landscaped centre island
 - **Improved Pedestrian Access** - introduction of pedestrian crossing

Phase 5B Roundabout Construction Schedule

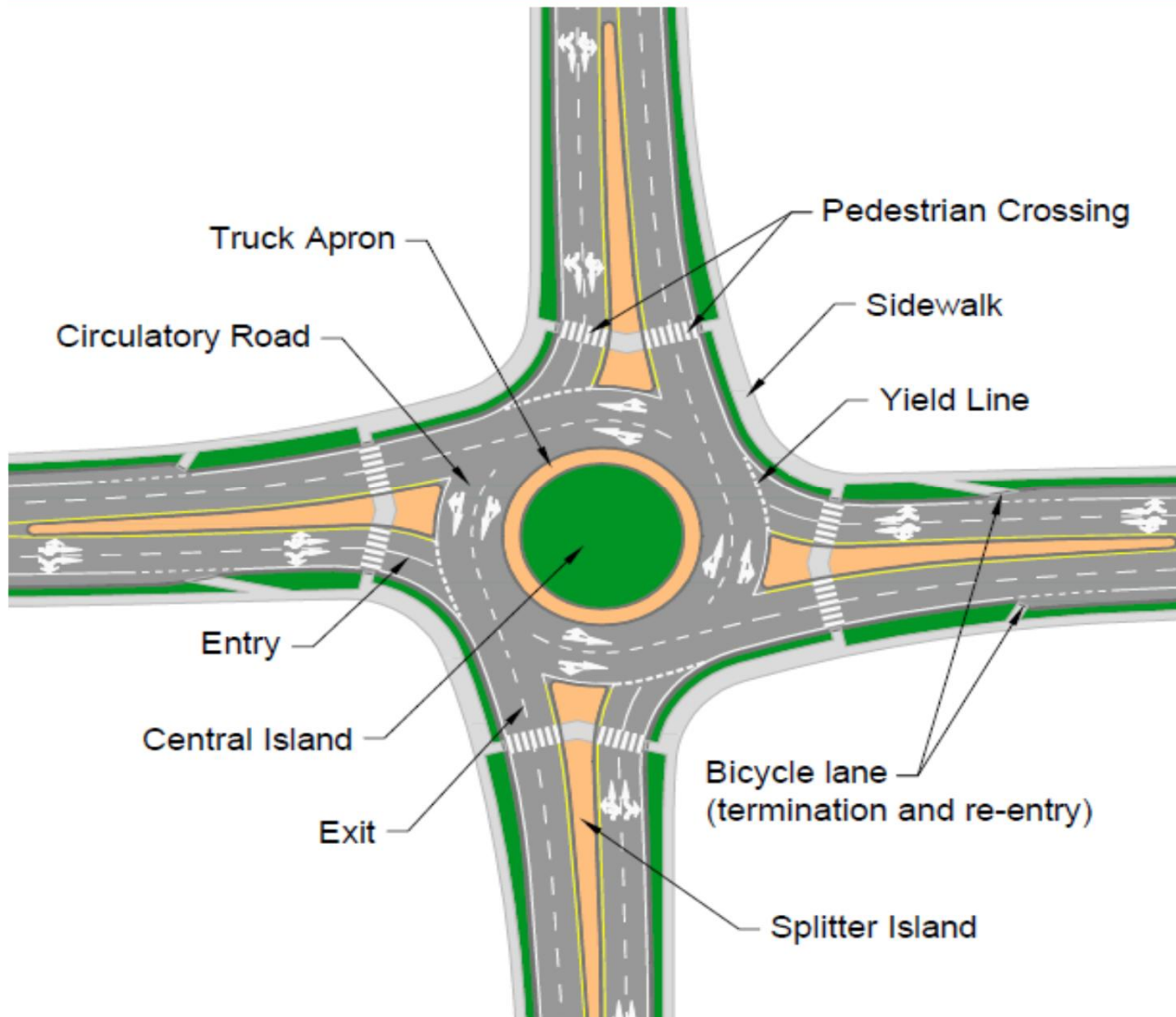
2013

- Design of Roundabout and Contract Preparation
- Initiate Property Acquisition
- Initiate Stage 2 Archaeological Investigation

2014

- Complete Property Acquisition
- Complete Stage 2 Archaeological Investigation
- Tender for Roundabout
- Commence Construction Summer 2014 – Duration approximately six months

Features of a Typical Roundabout



Features of a Typical Roundabout



Multi-lane Roundabout



Multi-lane Roundabout
(Splitter island in foreground)



Multi-lane Roundabout Signage

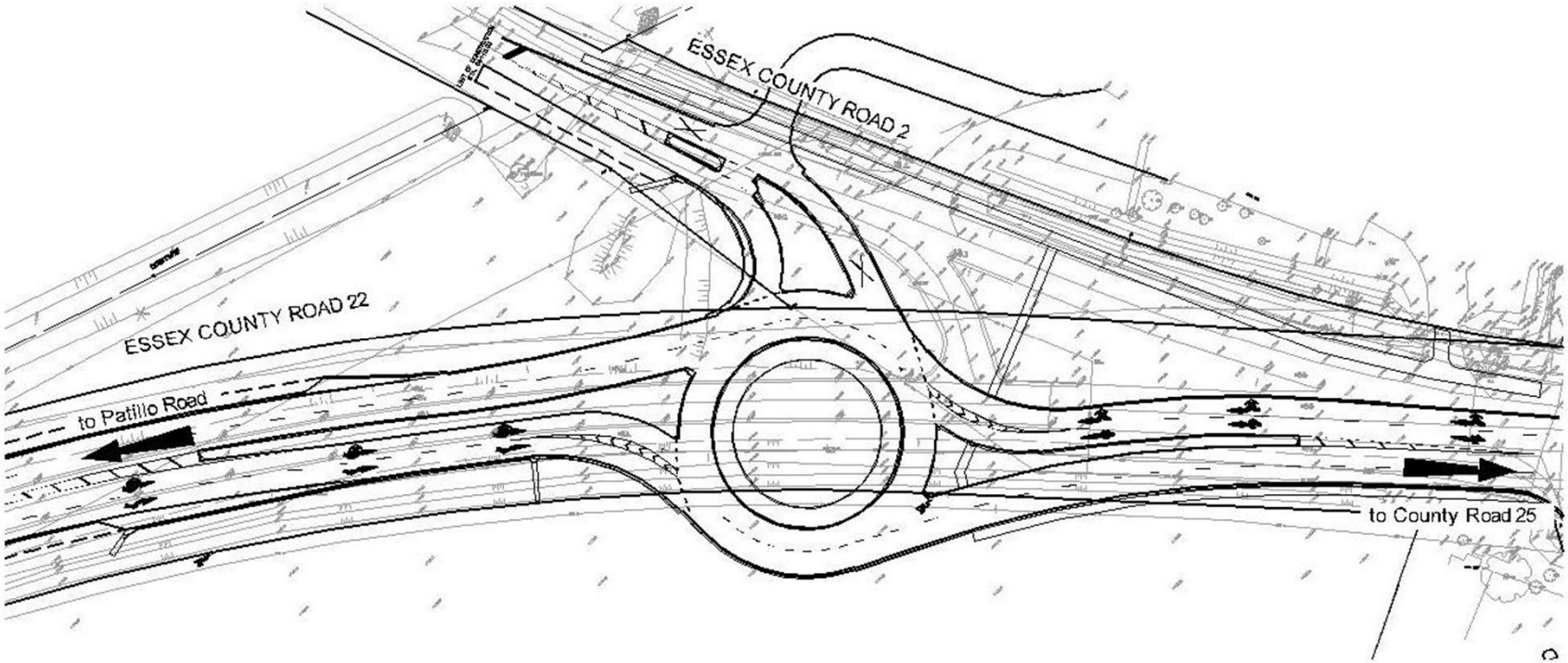


Pedestrian Crossing

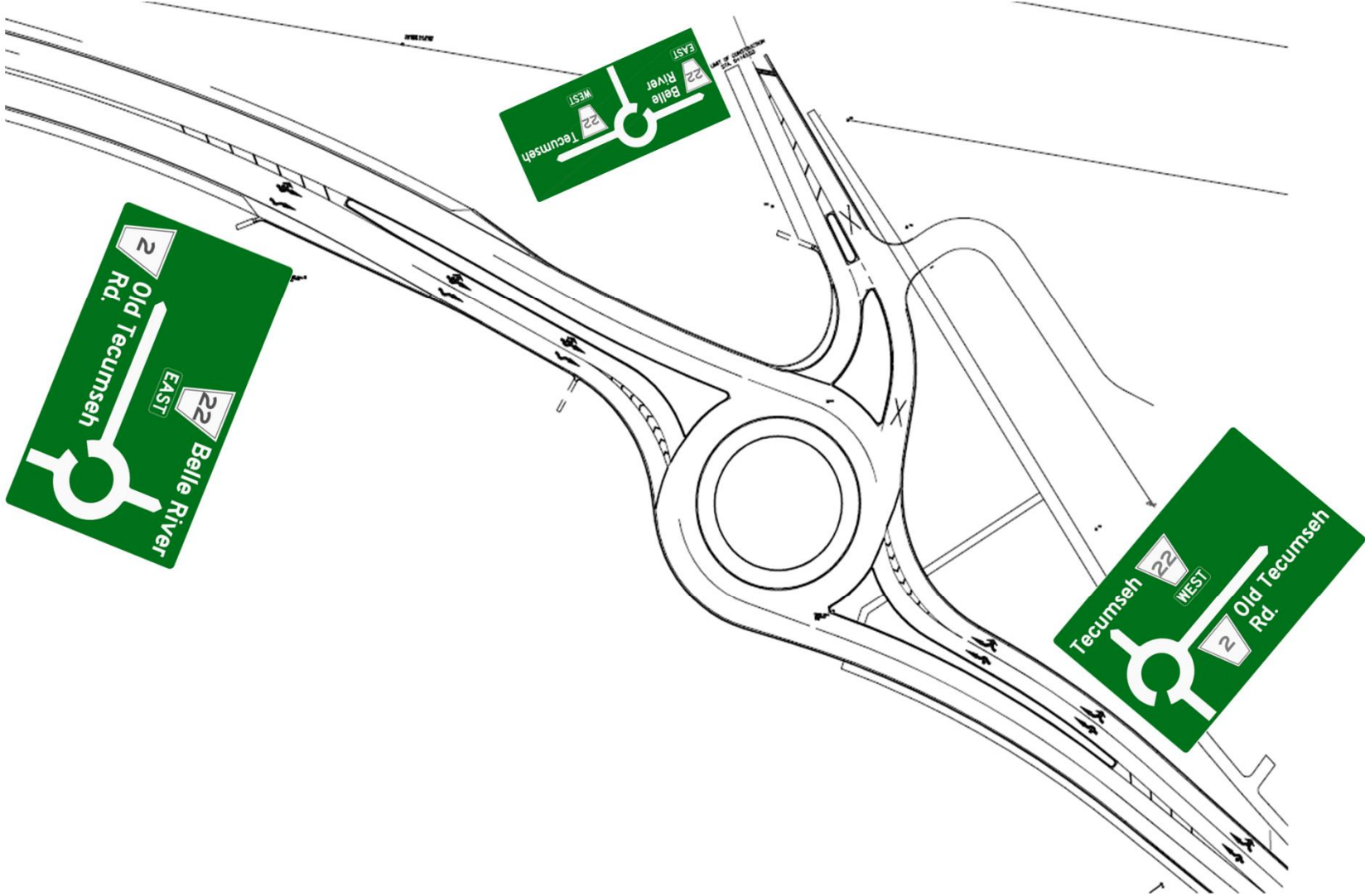


Multi-lane Roundabout

Design Plate for Roundabout



County Road 22 Roundabout Signage



How Do I Drive a Multi-lane Roundabout?

- Reduce your speed
- Watch for signs that help you decide what exit to take
- Watch for signs and road markings that help you decide what lane to enter from
- Watch for pedestrians in the crosswalk, and be prepared to stop
- Give extra space for large trucks – they may need to use both lanes entering and circulating
- Yield to traffic already in the roundabout that comes from your immediate left
- Enter the roundabout when there is a gap of traffic
- Do not enter and merge beside a vehicle already circulating, even if it is travelling beside the central island

How Do I Drive a Multi-lane Roundabout?

- Travel counter-clockwise
- Do not stop inside the roundabout – you have the right-of-way over entering traffic
- If you are in the roundabout when an emergency vehicle approaches, exit as normal and proceed beyond the splitter island before pulling over
- Maintain your lane position as you circulate
- When approaching your intended exit, signal right and exit the roundabout
- As you exit the roundabout watch for pedestrians in the crosswalk, and be prepared to stop

What Should I Not Do at a Multi-lane Roundabout?

- Do not make a left turn by turning sharply in front of the central island and travelling clockwise
- Do not make a left turn from the right entry lane – you can cut off someone making a through movement from the left lane



What Should I Not Do at a Multi-lane Roundabout?

- Do not enter by merging beside circulating vehicles, even if they are travelling next to the central island – you do not know whether they will continue circulating, or exit just past your entry



Roundabout Resources

For more information regarding multi-lane roundabouts, please visit:

- GHD (Ourston Roundabout Engineering)
www.ourston.com
- Ministry of Transportation Ontario (MTO)
www.mto.gov.on.ca/english/engineering/roundabout/index.shtml
- Transportation Association of Canada (TAC)
www.tac-atc.ca/english/councilsandcommittees/chiefengineers/geometricdesign.cfm
- Region of Waterloo
www.regionofwaterloo.ca/en/gettingAround/roundabouts.asp
- City of London
www.london.ca/d.aspx?s=/Transportation/roundabout.htm
- U.S. Federal Highway Administration (FHWA)
safety.fhwa.dot.gov/intersection/roundabouts



Next Steps

- Comments to be submitted by September 30, 2013 to:

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- Comments received will be summarized and made available to the public.

Thank you for attending.

