

A network diagram background consisting of a series of interconnected nodes and lines, forming a complex web-like structure. The nodes are represented by small circles, and the lines are thin, connecting the nodes in a non-linear fashion. The background is dark gray, and the network diagram is composed of light gray lines and nodes.

MOVING ROADS FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Reconstruction of King Street (Regional Road 81) from Greenlane to Lincoln Avenue

Online Public Information Centre #3 – Pre-Construction

Please visit the Region's website at:

niagararegion.ca/projects/king-st-improvements

Introduction

The purpose of these Public Information Center (PIC) #3 materials is to share the proposed plans and construction schedule for upcoming road and drainage improvements along King Street (Regional Road 81), from Greenlane to Lincoln Avenue in the Town of Lincoln. These are intended to inform residents and stakeholders about the project details and next steps.

The King Street reconstruction project will:

- Address deteriorating condition of the pavement surface
- Enhance intersection safety and flow
- Improve safety for motorists, cyclists, and pedestrians
- Provide drainage improvements
- Support future capacity for Town of Lincoln municipal infrastructure

Project Limits and Scope

King Street (RR81) from Greenlane to Lincoln Avenue

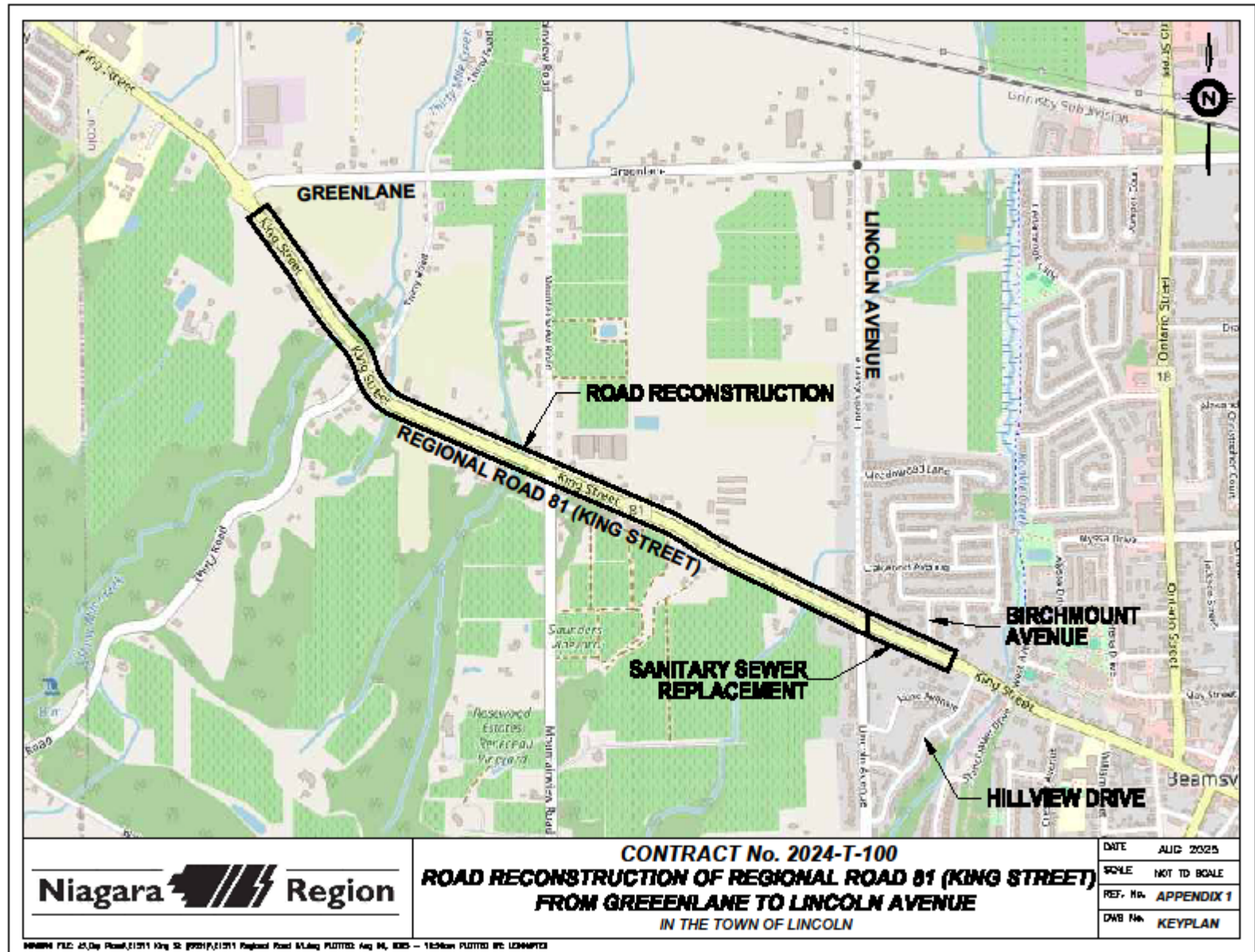
- Full depth road reconstruction including widening for paved shoulders
- Installation of traffic signals at intersection of Thirty Road including left turn lanes
- Installation of traffic signals at intersection of Lincoln Avenue including left turn lanes
- Replacement of and improvements to existing cross culverts

King Street (RR81) from Lincoln Ave to Hillview Drive

- Replacement of existing Town of Lincoln sanitary sewer, maintenance holes, and service laterals
- Partial road resurfacing and reinstatements as required (trench restoration only)

Thirty Road (South Leg)

- Installation of new storm sewer stub and outlet to Thirty Creek for future Town of Lincoln road reconstruction project



Municipal Class Environmental Assessment

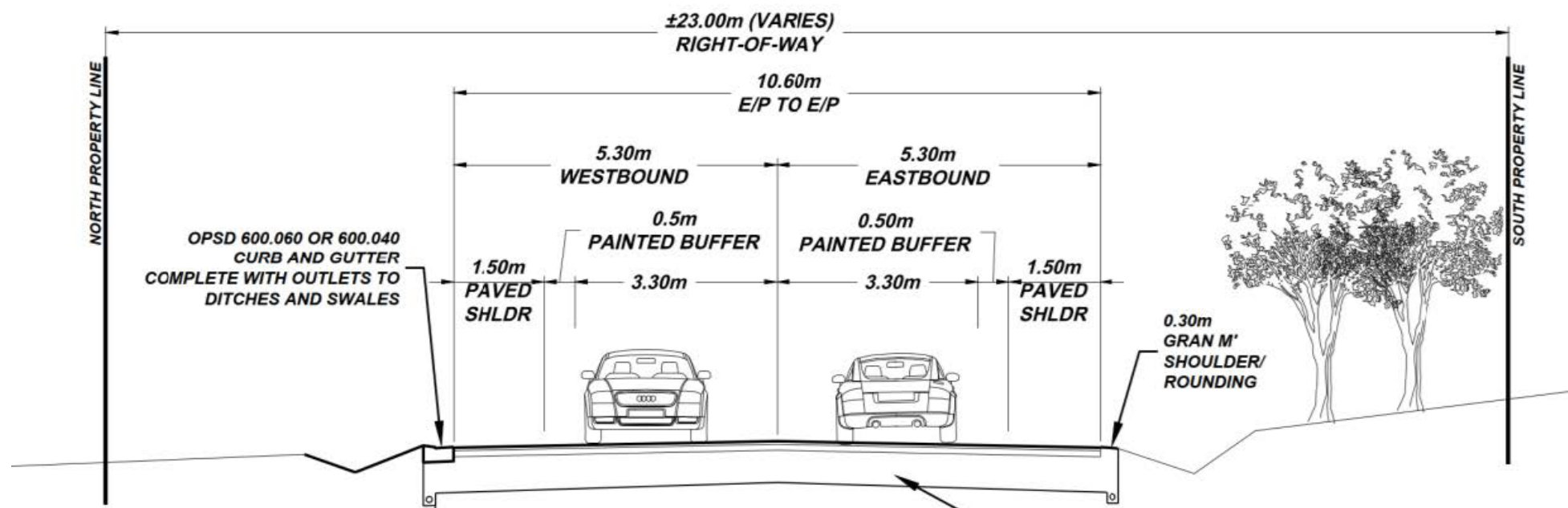
A Municipal Class Environmental Assessment was initiated in 2016 to explore alternative solutions for improvements along the King Street (RR81) corridor within the project limits.

Through this study, a Project File Report (PFR) was prepared to evaluate the various alternatives and come to a preferred solution which achieves the greatest balance between impacts to the existing environment and improving the identified problems the project seeks to address.

The full Project File Report and supporting Appendices are available on the project webpage under the Reports and Documents section.

Preferred Corridor Solution

Two key aspects of the preferred solution involved widening the King St road platform to 10.6m to allow for paved shoulders with painted buffers improving cyclist safety and realigning King St south-west at the intersection of Thirty Road along with new traffic signals to mitigate sightline concerns.



Proposed Construction Drawings

Drawings for the proposed road works can be found on the Project Page under the Reports and Documents section – Public Information Centre #3.

These drawings have been overlayed on aerial imagery in order to depict existing conditions with linework representing proposed features such as new centerline of road, edge of asphalt or concrete curbs, granular shoulders, pavement markings, etc.

Should you require these documents in a more accessible format or help understanding them, please contact us.

Public Utility Relocations – Ongoing

Public Utilities with existing infrastructure within the King Street corridor have been requested to relocate equipment such as poles, cabinets, pedestals, etc. in advance of the road reconstruction. This includes infrastructure owned by Bell, Cogeco, Enbridge, Niagara Peninsula Energy, and Niagara Regional Broadband Network.

Relocating public utilities outside of the Clear Zone (the area adjacent to the roadway that is kept free of fixed objects to allow errant vehicles to safely recover) is a critical safety and design consideration.

Utility relocation works commenced in Summer 2024 and are anticipated to continue through the start of and coincide with the road reconstruction.

Relocation works are undertaken by each individual utility owner or their contactors. Notifications of service disruptions relating to gas, electric, or telecom services are the responsibility of the utility provider.

What to anticipate during road reconstruction

Every effort will be made to maintain access to properties and minimize inconvenience to businesses, residents, and motorists. Periodically, there may be some disruption due to the scope of work involved and driveway access may be affected.

The Contractor's representatives will provide advanced notice to affected properties regarding impacts to access.

What to anticipate during construction (cont.)

The replacement of two concrete box culverts as part of the project will require longer duration lane closures in the immediate area of each culvert.

During this time, alternating east and west bound traffic movement will be maintained through a single lane via temporary portable traffic signals.



Prior to start of construction

Prior to the contractor commencing work, property owners within and immediately adjacent the construction limits will receive a Pre-Construction Notice to Residents.

This notice will include information regarding:

- The Contractor who will be performing the work including their anticipated start date
- Pre-construction survey inspection firm who will be carrying out house or building inspections prior to commencement
- Contact information for the Region's on-site construction inspector as well as other project staff

Pre-Construction Survey

Prior to construction, a representative from the Contractor's Inspection Firm will contact property owners within or immediately adjacent the construction limits to arrange for an inspection of the interior and exterior of their house or building.

The purpose of this inspection is to document the extent of any cracking or other damage that exists prior to the commencement of construction. This information can then be used to determine the extent of the contractor's responsibility in the unlikely event that damage to your house or building occurs during construction.

Project Timeline

Progress to date:

- Summer 2024 to Present
 - Relocation of existing public utilities ongoing
- December 2024
 - Project File Report completed through the Environmental Assessment process and filed with the MECP
- July 2025
 - Detailed design of the preferred corridor solution completed
 - Tender for road reconstruction issued and bids received

Next Steps:

- November 2025
 - Award of contract to tender low bidder following Council approval
- Early 2026
 - Commence construction beginning with work outside the traveled road (winter weather dependent).
 - Installation of municipal servicing and road reconstruction expected to begin early spring.
- Spring 2027
 - Completion of any outstanding landscaping restoration

Questions

Your questions are important and welcomed. Please feel free to contact the project team using the contact link at the top of the project page.