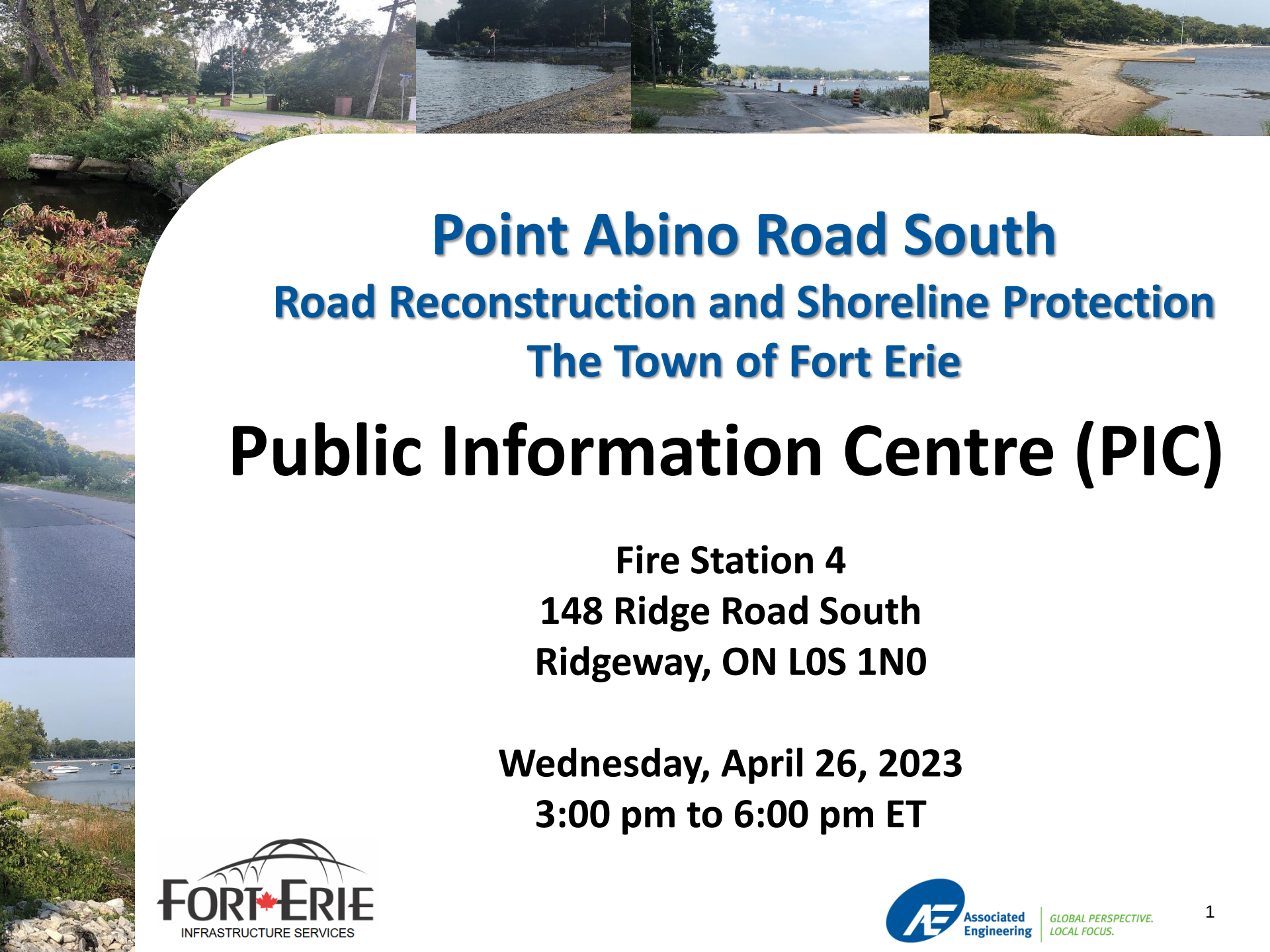


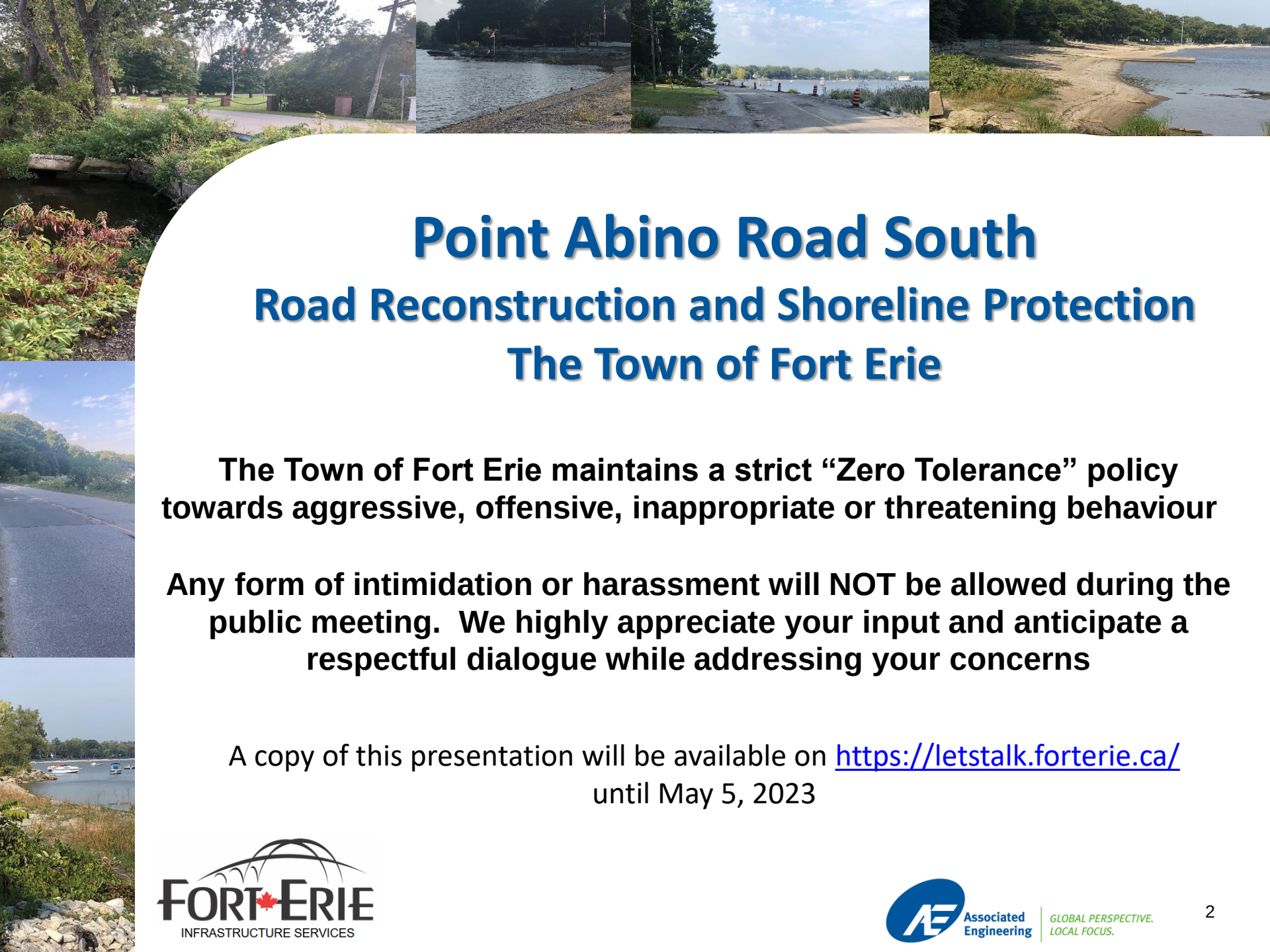


Point Abino Road South
Road Reconstruction and Shoreline Protection
The Town of Fort Erie

Public Information Centre (PIC)

Fire Station 4
148 Ridge Road South
Ridgeway, ON L0S 1N0

Wednesday, April 26, 2023
3:00 pm to 6:00 pm ET



Point Abino Road South

Road Reconstruction and Shoreline Protection

The Town of Fort Erie

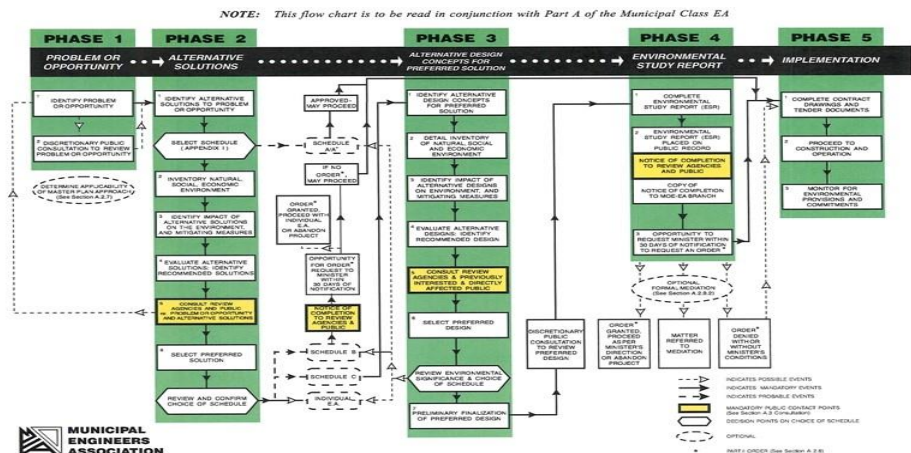
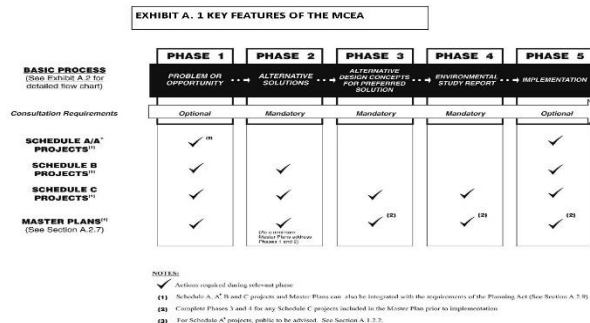
The Town of Fort Erie maintains a strict “Zero Tolerance” policy towards aggressive, offensive, inappropriate or threatening behaviour

Any form of intimidation or harassment will NOT be allowed during the public meeting. We highly appreciate your input and anticipate a respectful dialogue while addressing your concerns

A copy of this presentation will be available on <https://letstalk.forterie.ca/>
until May 5, 2023

Schedule A+ MCEA

- The Point Abino Road South project is classified as a Schedule A+ Municipal Class Environmental Assessment (MCEA)
- Schedule A+ projects are pre-approved and only require public advertisement prior to project implementation/construction
- Schedule A+ projects include some road reconstruction and replacement of other linear facilities, like watermain and sewers
- This public information center goes above and beyond the requirements for a Schedule A+ and is to provide information relating to the design and construction





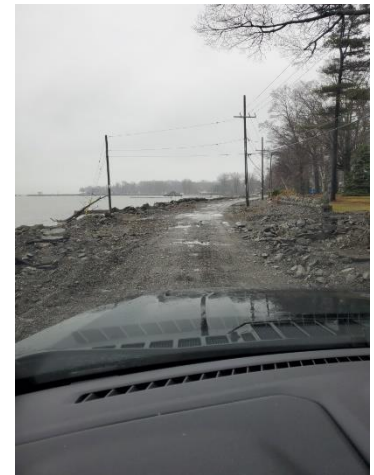
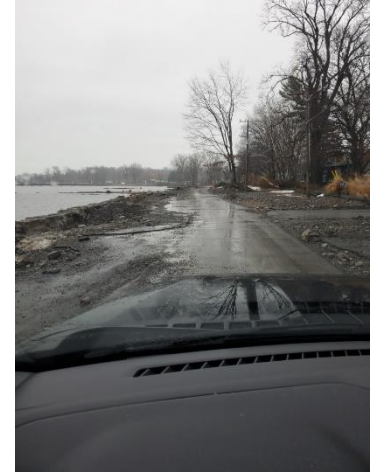
Background

- The Town of Fort Erie has retained Associated Engineering to undertake the preliminary and detailed design along Point Abino Road South. This includes road reconstruction, watermain replacement/resizing, and to repair/rebuild the armor stone wall along the Lake Erie shoreline
 - Note: The project replaces a 350mm diameter 60+ year old cast Iron watermain with a new PVC watermain of 250mm diameter. This will reduce potential cracks/leaks and is still sufficient for any future development in the area
- The improvements presented, for the most part, are to enhance protection to the stretch of road that was destroyed in previous storms and to ensure the road is safely guarded from future storm events and climate change. With that, there is also some protection to some private property within the project limits
- The detailed design stage is almost complete. The construction stage is scheduled to commence in the autumn of 2023.
- This afternoon's Public Information Centre is an opportunity for you to discuss the construction stage with the Project Team



Road Work

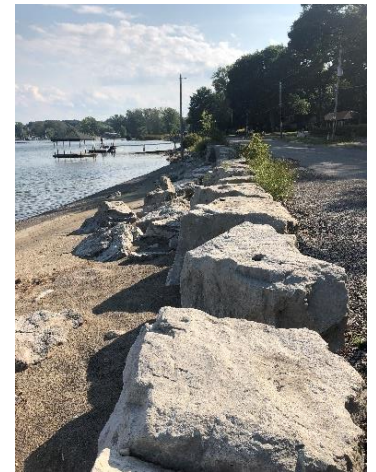
- The 100-year flood elevation is noted as 176.54 m
- The current roadway top elevation is 176.0 m. Proposed road elevation will be 176.5 m to 177.0 m. This is an increase of 0.5m to 1m (1.5ft to 3.3ft)
- This road elevation increase will provide a higher level of protection, however during large storm events, waves may still overtop onto the road, but the assets will be protected, by the combination of the outlets, ditches and catch basins that will direct water back to the lake
- Leaving the road at the same elevation will not protect the assets, leaving the area susceptible to continual destruction
- Design parameters for shoreline protection have been based on the Municipal Disaster Assistance Report prepared by WT Infrastructure (2020)





Road Work

- The reconstructed shoreline protection combined with raising the road grade will provide protection and extend the road life expectancy. The shoreline protection will be constructed using armour stone and will have a top elevation of 176.8 m
- To provide a higher level of protection the road would need to be raised 1.5m to 2m (6.6ft), however, the current design has been selected to minimize driveway slopes, work on private property and balance an increased level of protection with visual aesthetics
- Before design is complete, stairs or access to the beach will be reviewed to determine any impacts to protection, number, and potential locations
- The stepping between the road surface and the proposed top of rockwall (height difference) will be less then stepping from the current road over the existing armour stone to the waterfront





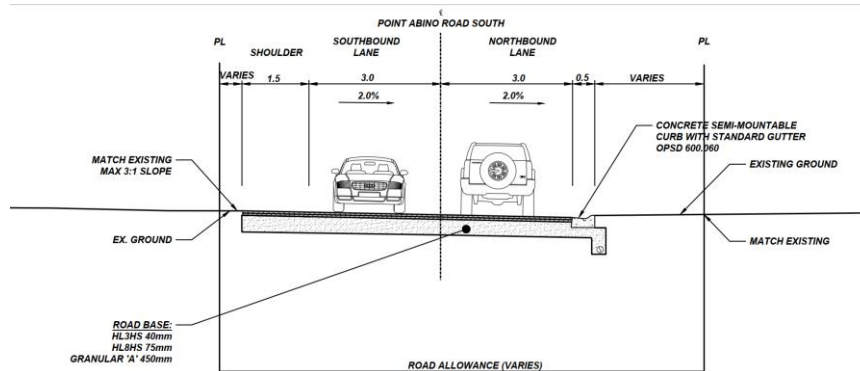
Roadside Ditches

- Roadside ditches protect the integrity of the road and help to protect the stability of the road subgrade
- Ditches are used to control where and how the water will flow and be directed back to the lake
- The ditches will range in size and depth. The deepest ditch will be approximately 1.3 meters deep
- If a car were to enter the ditch from the roadway side, they could easily drive out and not roll over
- Ditch side slopes will be 3:1 ratio, this slope can be easily mowed and maintained



Roadside Ditches

- Cross culverts will be placed to allow-storm water to travel from the property side to the waterfront side and discharge back in the lake. The Lake Seiche will determine the timing of the drainage
- The road is sloped to the lake. Any water from edge of pavement to the lake will naturally flow back to the lake via culverts, catchbasins and curb outlets



- The storm design follows engineering standards for the amount of culverts and outlets
- So not to disturb private retaining walls, ditch grading will start in front of these features

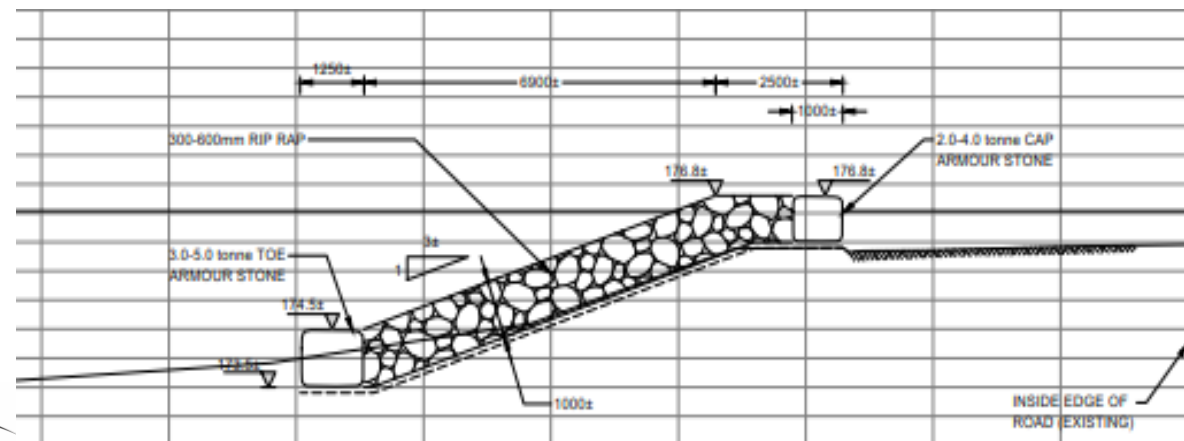


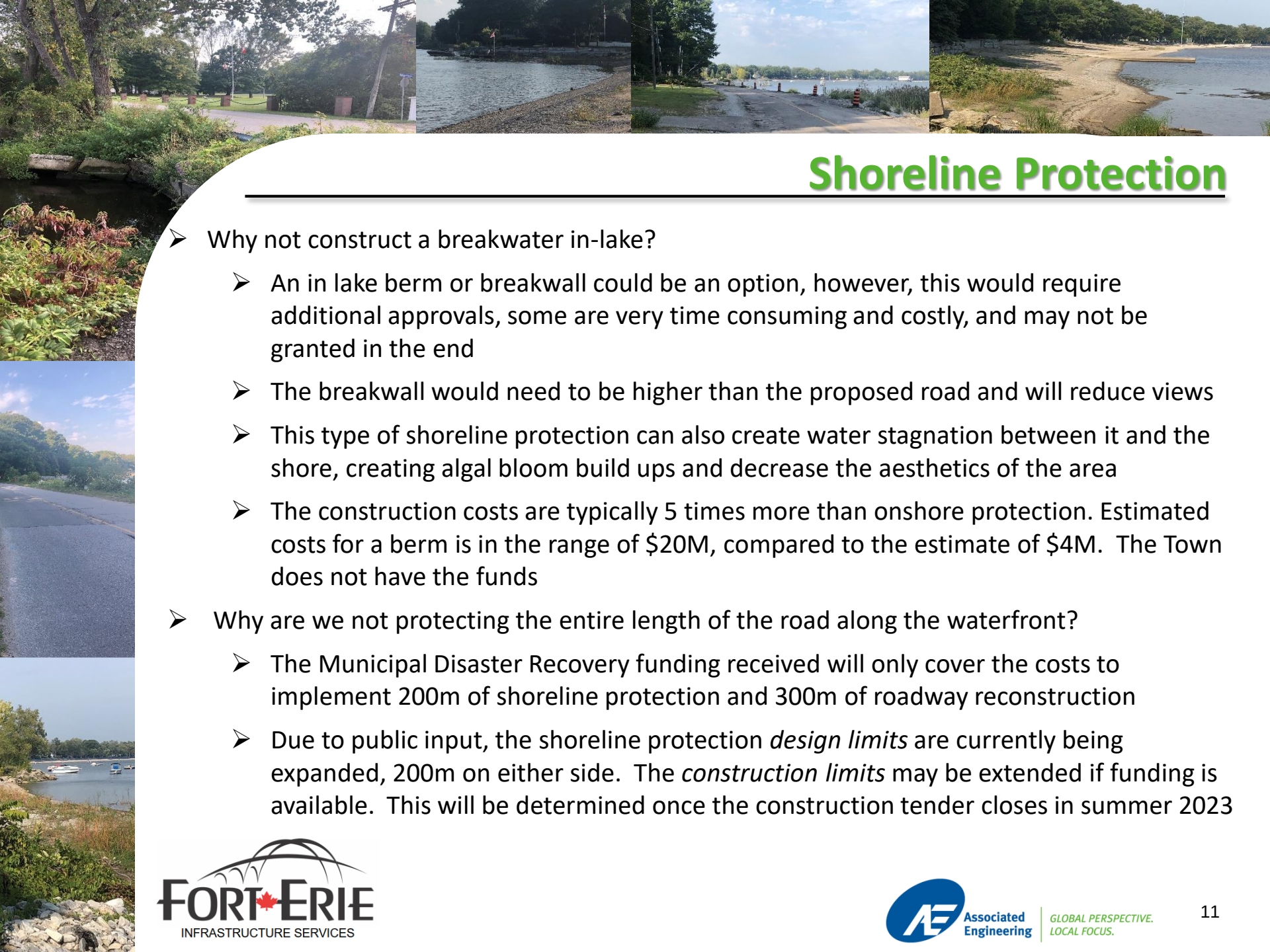
Property Requirements and Accessibility

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- 
- Roadway improvements will be contained within the existing right-of-way to avoid the need for property acquisitions
 - Associated Engineering has identified all necessary traffic requirements and restrictions and will make every effort to ensure the proposed works will be installed with minimal impact to local traffic and access
 - If removal of vegetation (Trees/bushes) that has been placed within public property is required, the property owner will be contacted to determine if replanting on private property is wanted or necessary

Shoreline Protection

- The benefit of constructing the shoreline protection as proposed will reduce the amount of wave overtopping and reduce the probability of damage in the backshore
- The stone size to be used for the area between the upper and lower armour stones will be 30cm to 60cm (approx. 12" to 24")
- Would a vertical wall of stacked block or armour stone be a better solution? Vertical walls require additional footing support, anchoring and may create additional barriers between the roadway and waterfront. The proposed gently sloping structure reduces wave overtopping rate(s) and spray in the backshore. This type of shoreline protection has been recommended by the retained Coastal Engineer and will provide a high level of resiliency, value and environmental sustainability





Shoreline Protection

- Why not construct a breakwater in-lake?
 - An in lake berm or breakwall could be an option, however, this would require additional approvals, some are very time consuming and costly, and may not be granted in the end
 - The breakwall would need to be higher than the proposed road and will reduce views
 - This type of shoreline protection can also create water stagnation between it and the shore, creating algal bloom build ups and decrease the aesthetics of the area
 - The construction costs are typically 5 times more than onshore protection. Estimated costs for a berm is in the range of \$20M, compared to the estimate of \$4M. The Town does not have the funds
- Why are we not protecting the entire length of the road along the waterfront?
 - The Municipal Disaster Recovery funding received will only cover the costs to implement 200m of shoreline protection and 300m of roadway reconstruction
 - Due to public input, the shoreline protection *design limits* are currently being expanded, 200m on either side. The *construction limits* may be extended if funding is available. This will be determined once the construction tender closes in summer 2023



Next Steps

- Once feedback is received, verbally today or comment sheet or email by May 5th, the project team will review appropriate comments and complete the design
- Construction is anticipated to begin in autumn of 2023 and completed in 2024
- All works will be done during weekdays and there will be no closures during weekends
- An adequate Traffic Control Plan will be in place during construction to address any traffic concerns
- During construction, some lane restrictions and short-term closures may be required but access through the construction zone will be maintained for the public. Driveways may be impacted for a few hours at a time, however residents will be contacted and have prior notice 48 hours before impact.

