Welcome

Virtual Presentation

Reconstruction Project

Pattandon Avenue (Ottawa Street South to Borden Parkway)

June 2021

Posted Online
Project Information

Reconstruction Project

Pattandon Avenue (Ottawa Street South to Borden Parkway)

Purpose of the Meeting: To present for public comment and input, the proposed reconstruction details.

Project Description: The existing storm and sanitary sewers, watermains, as well as service connections, curbs, sidewalk, and the road structure will be replaced.

Project Funding: This project is funded by the ratepayers of Kitchener.

Construction Schedule: Construction is anticipated to begin in late June 2021 with paving complete by November 2021.

Contractor: Sousa Concrete

Project Management: City of Kitchener Development Services Department, Engineering Services Division.

Personnel to Contact: Should you have any questions or comments about this project and wish to speak with someone personally, you may call:

Yam Bhattachan, P.Eng. 519-741-2200 ext.7139, Yam.Bhattachan@kitchener.ca
Arend Lootsma, P.Eng., 519-585-2255, Arend.Lootsma@ibigroup.com
In order to reduce disruption, the project is being undertaken in two (2) stages:

- Stage 1: Borden Parkway to approximately 72 Pattandon Avenue
- Stage 2: Approximately 72 Pattandon Avenue to Ottawa Street South
Project Highlights

Pattandon Avenue (Ottawa Street South to Borden Parkway)

• Overview of work:
  • Complete Reconstruction of Pattandon Avenue including new curbs, sidewalks, asphalt roadway, sanitary sewer and services, watermain and services and storm sewer.

• Proposed changes from existing roadway:
  • Reduction of street width from existing 8.7m to 7.0m to meet City of Kitchener Complete Streets guidelines. Parking to remain on both sides of the street.
  • Increase in sidewalk width from existing 1.5m to 1.8m, and addition of curb and gutter to meet City of Kitchener Complete Streets guidelines.
  • Left turn by-law restriction from Ottawa Street to Pattandon and installing a no left turn sign on Ottawa Street.
  • Due to engineering constraints an island was not achievable at the Pattandon and Ottawa intersection. In its place Pattandon Ave will be narrowed to 6 meters at the intersection to further discourage left turns, and make the crossing shorter for pedestrians and cyclists.

The next three slides will illustrate the identified changes with proposed layout overlaid on top of the existing aerial image.
NOTES:

SERVICE CONNECTIONS

ALL WATER SERVICE CONNECTIONS ARE 25mm∅ P.E. PIPE WITH SERVICE BOXES SET ON PROPERTY LINE, UNLESS OTHERWISE NOTED.

STORM SERVICES ARE 150mm∅ PVC DR 28, AND CONNECTION TO EXISTING WITHE AT PROPERTY LINE, UNLESS OTHERWISE DIRECTED.

SANITARY SERVICES ARE 100mm∅ OR 150mm∅ PVC DR 28, AND CONNECTION TO EXISTING WILL BE AT PROPERTY LINE, UNLESS OTHERWISE DIRECTED.

FOR PARALLEL INSTALLATION OF WATERMAIN AND A SANITARY/STORM SEWER (INCLUDING A CATCHBASIN LEAD), PROVIDE MINIMUM 2.5m CLEAR HORIZONTAL SEPARATION DISTANCE FROM PIPE EDGE TO PIPE EDGE. FOR CROSSING OF A WATERMAIN BELOW OR ABOVE A SANITARY/STORM SEWER (INCLUDING A CATCHBASIN LEAD) PROVIDE A 0.5m CLEAR VERTICAL SEPARATION DISTANCE BETWEEN CURBCUT WATERMAIN AND INVERT OF SEWER.

PAVEMENT STRUCTURE

HL3 SURFACE ASPHALT - 40mm
HL4 BINDER ASPHALT - 80mm
GRANULAR "A" BASE - 210mm
GRANULAR "B" BASE - 450mm

ALL RESIDENTIAL DWY.'S PER COK 109. ALL SIDEWALK RAMPS PER COK 116, 117. SIDEWALK AT INDUSTRIAL, COMMERCIAL AND HIGH DENSITY RESIDENTIAL PROPERTIES TO BE A THICKNESS OF 200mm.

OTHER UTILITIES

TEMPORARY SUPPORT OF EXISTING UTILITY POLES MUST BE APPROVED BY KITCHENER-WILMOT HYDRO. ALL ASSOCIATED COSTS WILL BE THE RESPONSIBILITY OF CONTRACTOR.

SERVICE CONNECTION INFORMATION MAY BE INCOMPLETE, OR ONLY GENERALLY ACCURATE. SOME SANITARY SERVICES MAY ALSO HAVE SEPARATE CELLAR DRAIN PIPES.

- PROPOSED SANITARY AND/OR WATER SERVICES TO BE TUNNELLED TO AVOID CONFLICTS WITH TREES, PLANTING BEDS, ETC.
- IDENTIFIES LOTS APPEARING TO HAVE MULTIPLE SANITARY SERVICES.

BOREHOLES

MANHOLES, CATCHBASIN MANHOLES, CATCHBASINS
FOR MANHOLES, CATCHBASIN MANHOLES, AND CATCHBASINS GRATE ELEVATIONS ARE THE FINISHED PAVEMENT ELEVATION AT THE CENTRE OF THE STRUCTURE.
SIDE INLET CATCHBASIN GRATE ELEVATION ARE THE TOP OF CURB ELEVATION.
MANHOLE TAPER CONES AND FRAMES SHALL BE ROTATED TO ENSURE THE COVER IS NOT POSITIONED IN THE WHEEL PATH.

STORM SEWER PIPE MATERIAL

UNLESS OTHERWISE NOTED AS PER THE DGSSMS C.3.1.7 THE CONTRACTOR MAY CHOOSE TO INSTALL EITHER PVC DR-35 (CSA B182.2) OR HDPE (CSA 182.8 - WATERTIGHT GASKETS) WITH INTEGRAL BELL AND PVC (CSA 182.2) FITTINGS, OR REFER TO REPORT No: 160-P-0016322-0-12-111-GE-R-0001-00 BY ENGLOBE DATED NOVEMBER 2018.
PROPOSED WORKS
PATTANDON AVENUE
STA. 0+150 TO STA. 0+300

MATCHLINE = STA. 0+300

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PAVEMENT STRUCTURE
- HL3 SURFACE ASPHALT-40mm
- HL4 BINDER ASPHALT-80mm
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- GRANULAR "B" BASE-450mm
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No Left Turn Signs to be installed and By-Law to be updated to prohibit left turns.
Questions?

Personnel to Contact should you have any questions or comments about this project and wish to speak with someone personally, you may call:

Licino Costa, CET  
519-741-2200 ext.7132  
Licino.Costa@kitchener.ca

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