



Report to Council

Department: Infrastructure Services

Division: Capital Works and Asset Management

Date: May 20, 2025

Prepared by: David McBeth, C.E.T.
Manager, Capital Works and Asset Management

Report Number: Capital Works and Asset Management-2025-16

Subject: Walnut Street Reconstruction

Number of Pages: 7

Recommendation(s)

That Capital Works and Asset Management-2025-16 entitled Walnut Street Reconstruction by David McBeth, Manager, Capital Work & Asset Management dated May 20, 2025 be received; and

That Council direct Administration to proceed with Option #1 as described within this report.

Purpose

As approved in the 2022 Capital Budget, Walnut Street South in Harrow is currently being designed for reconstruction to improve the road and watermains. Since this project is a Council driven project and considering the recent delegations to Council for vehicular movement and parking on Walnut Street South, Administration is seeking Council's direction on the design of the roadway.

Background and Discussion

As part of the 2022 budget, the engineering design RFP for Irwin Avenue in Essex and Walnut Street South in Harrow was posted and awarded to T.Y. Lin International Canada Inc. in August 2022.

The Irwin Avenue Reconstruction's design and construction were completed first and T.Y. Lin has been working on the engineering design for Walnut Street South since 2024, which also includes the reconstruction of Murdoch Street off Walnut Street South, as shown below.

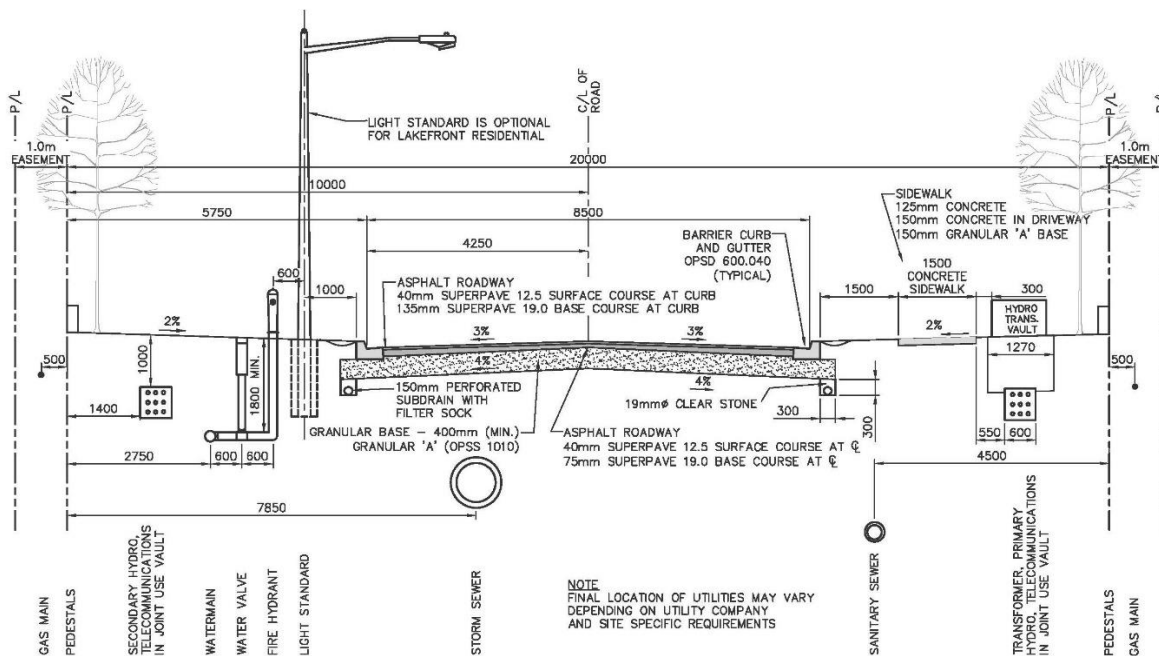


The expected work as part of this project includes full-depth road reconstruction with the additional new concrete curbs using the existing road width of 6.0m (Option #2). A new 200mm dia. watermain on both Walnut Street South and Murdoch Street, and a new 300mm dia. storm sewer on Murdoch Street are also proposed as part of this design. Both the existing sanitary and storm sewers on Walnut Street were flushed, filmed and inspected, and both assets are in good working condition, so those assets do not require replacement.

The sidewalk will also be replaced as part of this project, but the location of the sidewalk is not yet determined. The preferred option would be to have it on the west side of Arthur Street South, but in order for that to occur, the fence along the Harrow Fairgrounds would need to be pushed in 1.5m. The Town has been in contact with the Harrow Fairground Board, but no decision has been made to date. The reason for the required fencing shift is the Town currently has issues with winter control in this area and installing a wider sidewalk will only increase the existing problem. If the Harrow Fairground Board does not agree, then the sidewalk will likely only be installed on the east side of Arthur Street South.

Recently, concerns about the truck movement related to Sanford's Grocery Store and parking in this area south of County Road 20 have been brought forward to Council through several delegations.

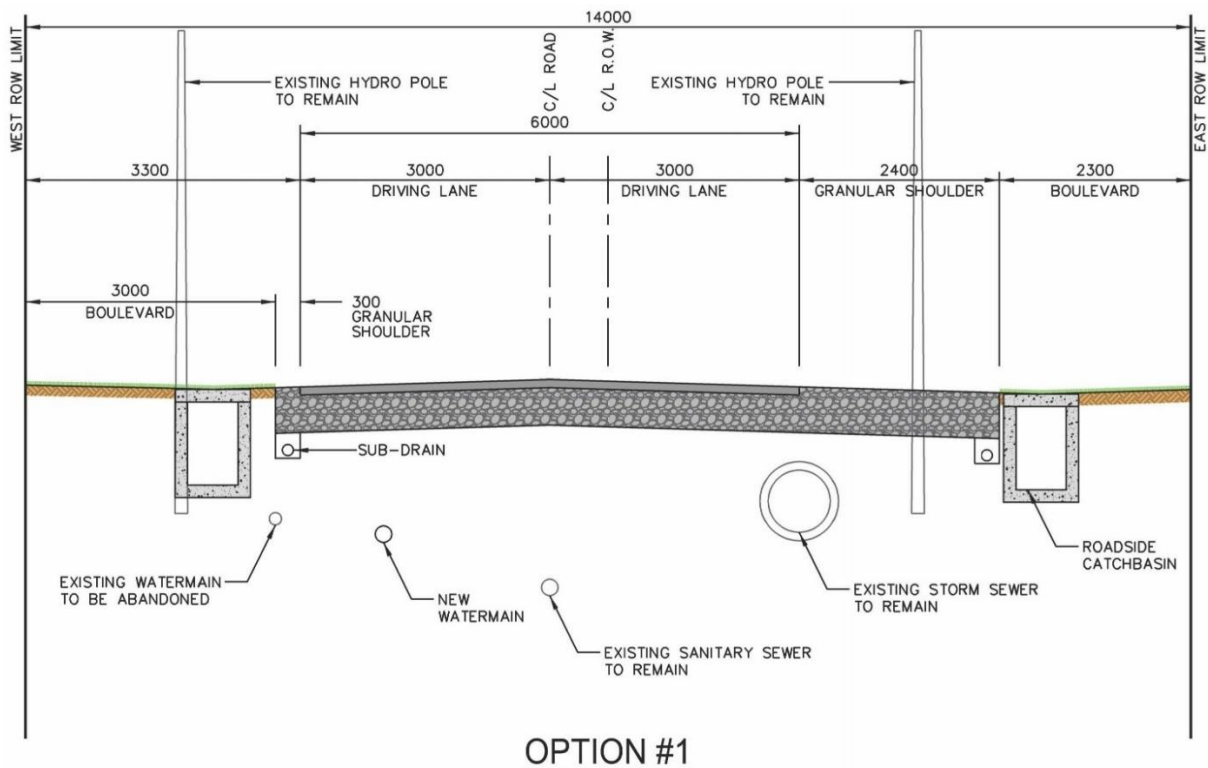
Since Walnut Street Reconstruction was a Council driven project, Administration is presenting Council with three (3) feasible road sections for Council's consideration. The Town's standard section is below for reference.



The options for Walnut Street are as follows.

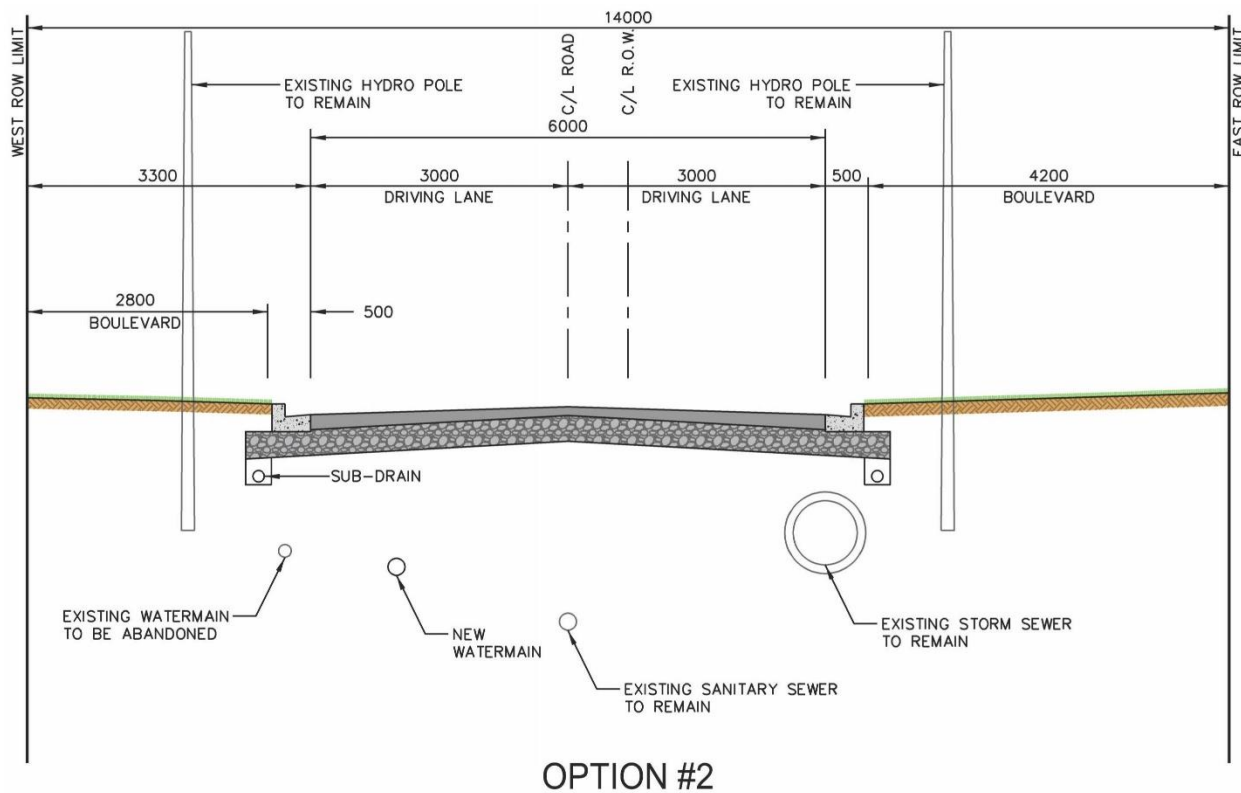
Option #1 – Keep a rural road section

The existing roadway for Walnut Street South is approximately 6.0m wide with no curbs. There are areas along the east side where there is a partial gravel shoulder that would permit parking, and cars could park on the east side in the grass section as well. Option #1 would be to keep a rural section with a 6.0m wide road with a consistent gravel shoulder of 2.4m on the east side to allow parking. There would be no parking on the west side of the road. Murdoch Street would also be reconstructed at 6.0m wide with 2.4m wide granular shoulder on each side to allow parking. Driveways would only be replaced where necessary based on grading or other design needs. Any driveway not to the Town standard would be addressed. The benefit of Option #1 would be the reduced cost due to elimination of a full-depth reconstruction, concrete curbs and driveway replacement. Option #1 would allow for this project to proceed in 2028 based on the current 5-year plan or even be moved forward by Council, as this project would mostly be watermain replacement and mill and pave asphalt project. The estimated project cost currently without the completion of detail design is \$2,400,000.



Option #2 – Update the road to an urban section with no parking

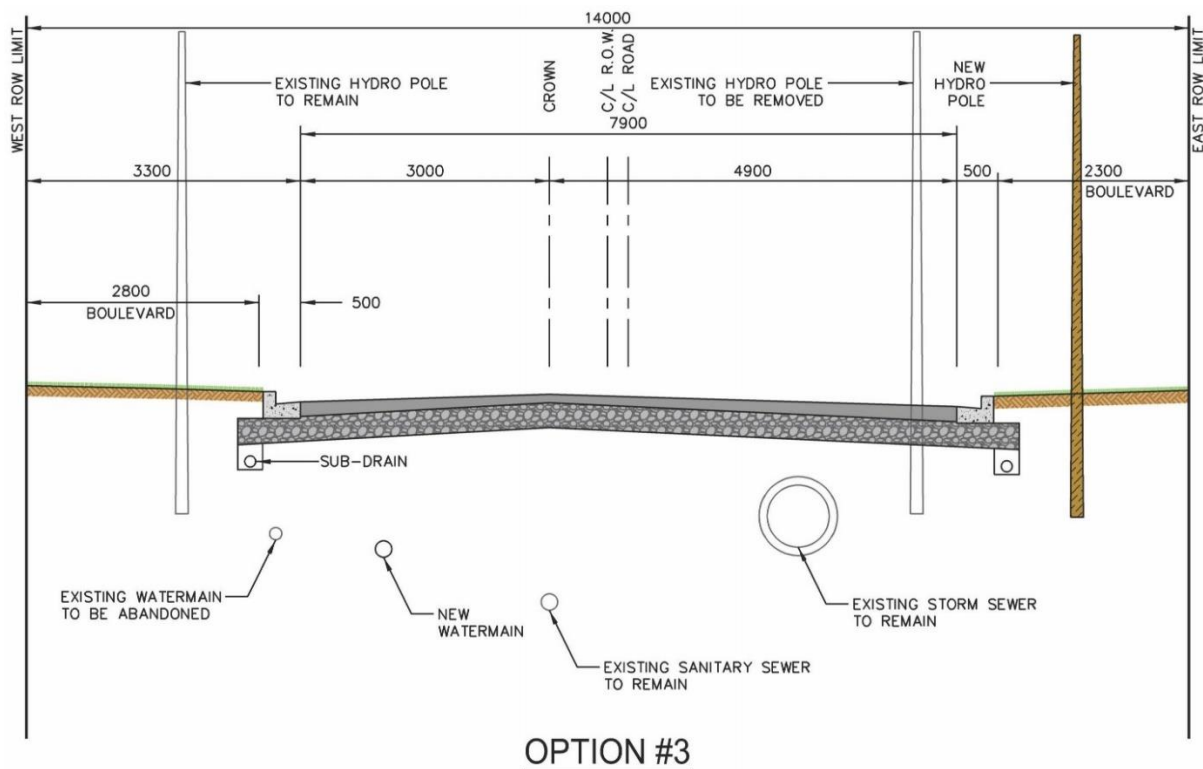
Under Option #2, Walnut and Murdoch Street would be upgraded to an urban section with curb and gutter on both sides of a 6.0m wide roadway. This option would improve stormwater management as the concrete curbs would collect and control stormwater better than the rural section, but there would be no parking or granular shoulder along either side of the road. The estimated project cost currently without the completion of detail design is \$2,800,000.



Option #3 – Update the road to an urban section with a parking lane

Under Option #3, Walnut Street would be upgraded to meet our current Development Standard Manual with a 7.9m wide road with curb and gutter on both sides. The parking lane would be the east most lane and this roadway would not have alternating parking. This section would require most of the existing hydro poles on the east side be relocated at a cost of roughly \$250,000, which equates to roughly 8% of the total project cost. This cross section would also

likely cost the Town more in design fees as hydro relocation works were not in the original scope of the project. Another benefit of this design would be that the existing storm sewer would not be located under or directly adjacent to the curb and gutter. For Murdoch Street, the same road section would apply, and the sidewalk would be situated on the north side of Murdoch Street. Parking on Murdoch Street would alternate monthly. The estimated project cost currently without the completion of detail design is \$3,200,000.



Based on the options presented, Infrastructure Services recommends Option #1.

Financial Impact.

The original budget for the Walnut Street Reconstruction engineering design was \$160,000. The engineering consultant, T.Y. Lin International Canada Inc. has spent \$47,833.65 including non-refundable HST to date. If Council wants to proceed with the engineering work discussed in this report, there is remaining budget to accommodate all options proposed. There will likely be a change order required for some design fees to facilitate the design changes based

on Options #1 or #3. Administration expects any change order to fall within the remaining portion of the \$160,000 budget, so there is no additional financial impact.

Consultations

Kevin Girard, Director, Infrastructure Services

Kate Giurissevich, Director, Corporate Services

Link to Strategic Priorities

- ☒ Embrace asset management best practices to build, maintain, and continuously improve our municipally owned infrastructure.
- ☐ Leverage our Town's competitive advantages to promote jobs and economic investment.
- ☐ Take care of our natural environment and strengthen the sense of belonging to everyone who makes Essex "home".
- ☐ Deliver friendly customer service in an efficient, effective, and transparent manner while providing an exceptional working environment for our employees.
- ☐ Build corporate-level and community-level climate resilience through community engagement and partnership and corporate objectives.

Report Approval Details

Document Title:	Walnut Street Reconstruction - Capital Works and Asset Management-2025-16.docx
Attachments:	
Final Approval Date:	May 13, 2025

This report and all of its attachments were approved and signed as outlined below:

A handwritten signature in black ink, appearing to read "K. Girard", with a large loop at the end.

Kevin Girard, Director, Infrastructure Services - May 13, 2025 - 9:03 AM

A handwritten signature in black ink, appearing to read "Kate Giurissevich", written in a cursive style.

Kate Giurissevich, Director, Corporate Services - May 13, 2025 - 3:10 PM

A handwritten signature in black ink, appearing to read "Doug Sweet", with a long horizontal stroke at the end.

Doug Sweet, Chief Administrative Officer - May 13, 2025 - 3:22 PM