County Road 50 from 690 Heritage Road to Lake Drive Feasibility Study

Public Information Centre

Thursday, 19th June 2025
5:30 PM to 8:00 PM

Location: Kingsville Arena Complex, Room B & C
1741 Jasperson Dr, Kingsville, ON N9Y 3J4

Concept Dash
Engineers, Architects and Planners
14 York St. Toronto, ON, M5J 0B1

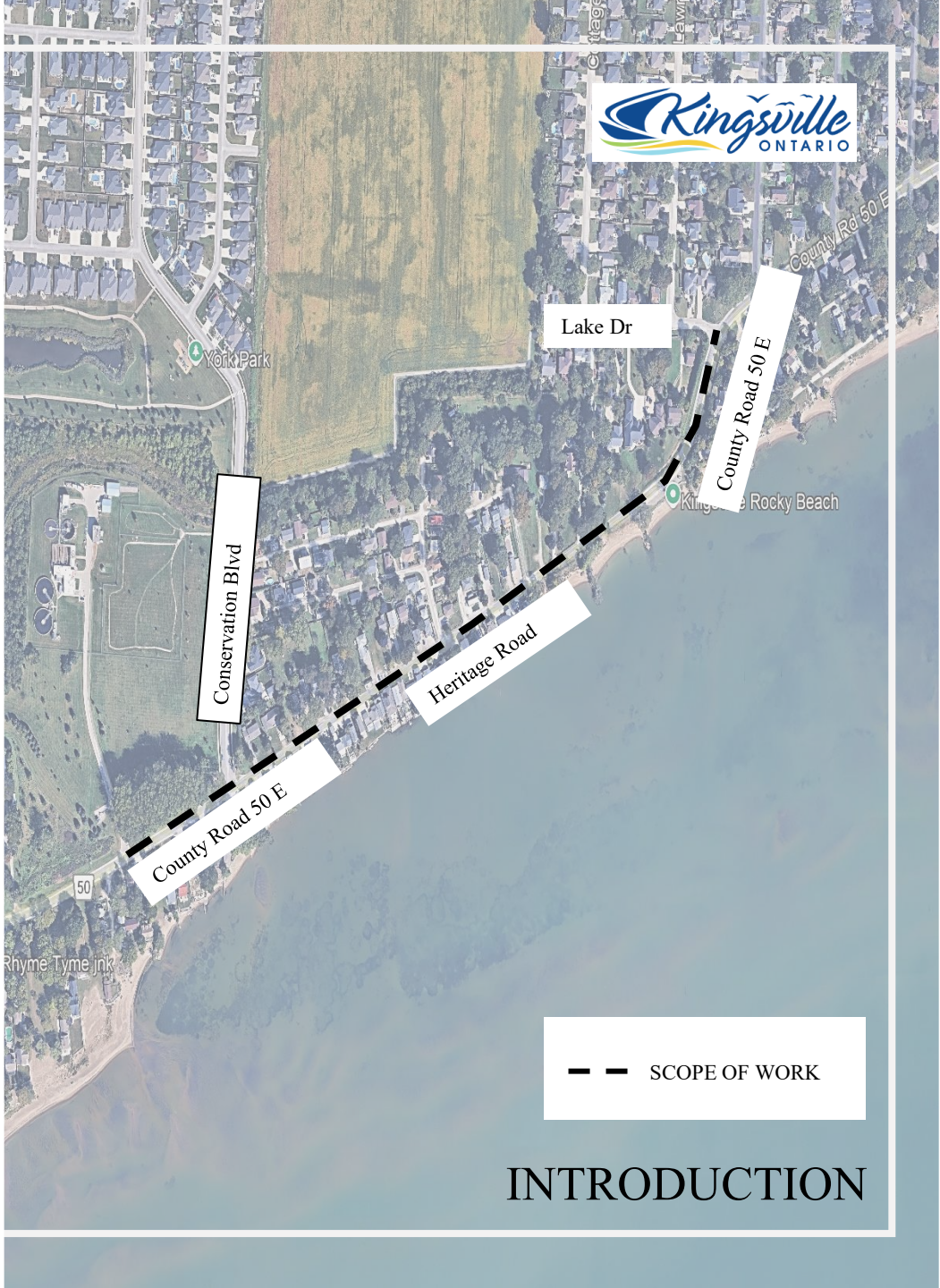
Project Objectives:

To assess the feasibility of roadway improvements for County Road 50 from 690 Heritage Road to Lake Drive for:

- Active transportation
- Drainage improvements
- Road safety

Purpose of Public Information Centre:

- To engage and inform stakeholders about this project
- Provide an opportunity for feedback/ comments from impacted stakeholders



INTRODUCTION

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Issues Identified:

1. No active transportation for
    a. Pedestrians
    b. Cyclists
2. Poor drainage & localized flooding
3. Limited right-of-way width
4. Poor asphalt condition

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ALTERNATIVES

Option 1: Paved Shoulder with Ditch

Option 2: Multi-Use Path with Ditch

Option 3: Multi-Use Path with Storm Sewer

Option 4: Paved Shoulder with Storm Sewer

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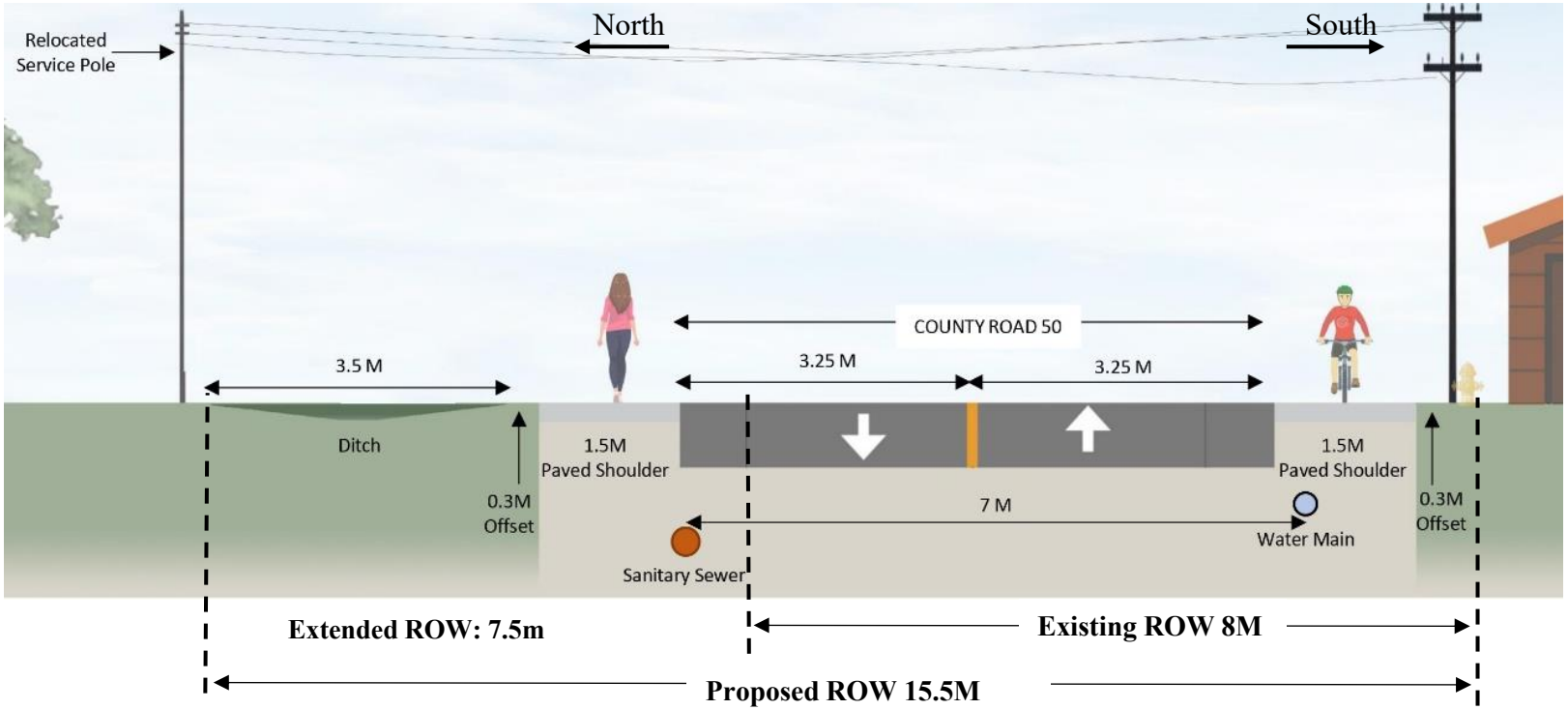
Improvement in widening County Road 50 paved shoulders on both sides and introducing roadside ditches for stormwater management. The current road section, slightly inclined toward the north, allows for effective use of gravity to direct runoff into the ditches on the north side. Paved shoulders will be 1.5 wide with an offset of 0.3 m from utility and structure constraints, providing space for cyclists, slow-moving vehicles, and emergency stopping, without interfering with the main travel lanes. The ditch system, located primarily on the north side due to the natural gradient, will capture and convey stormwater away from the roadway, reducing the risk of flooding and water-related pavement deterioration. Vegetation along the ditch may also assist with basic runoff filtration.



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SECTION – OPTION 1

Pros:

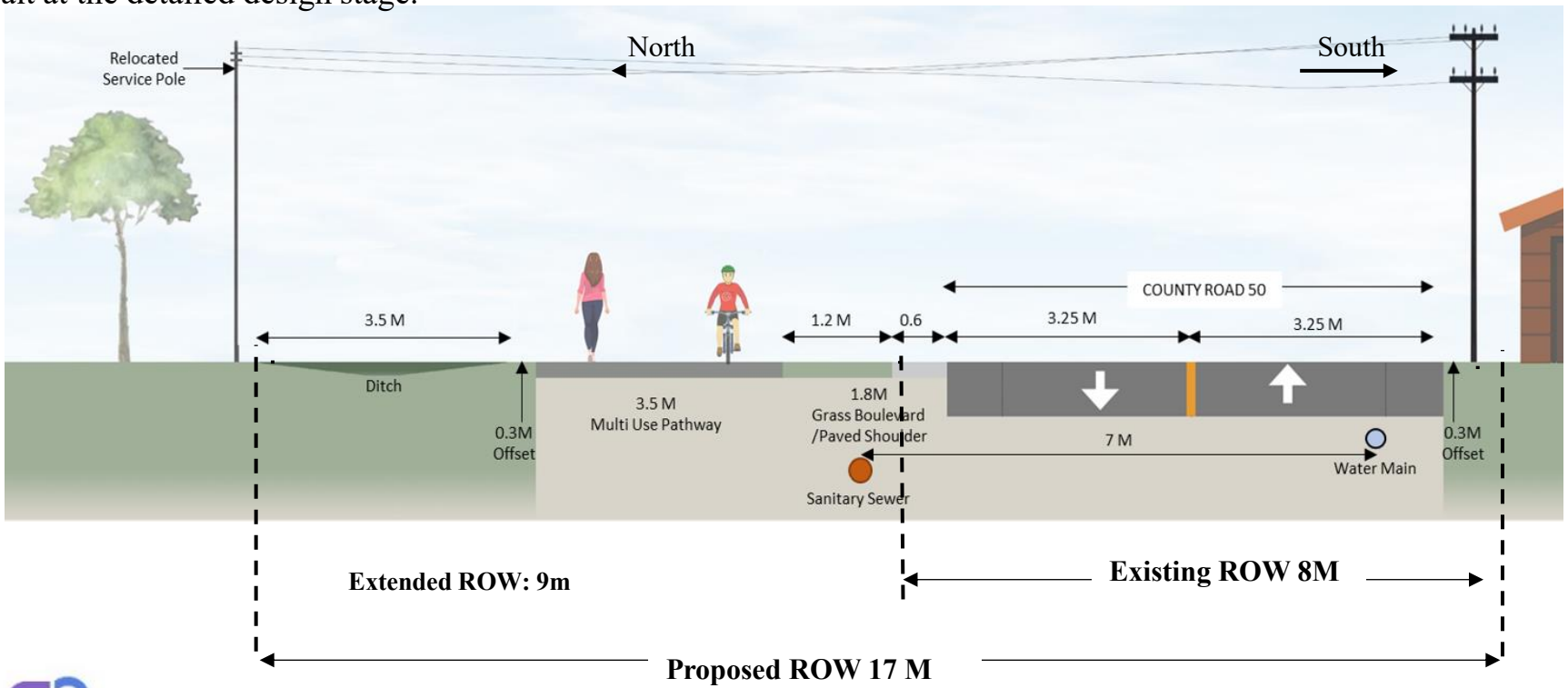
1. Provides AT facility on both sides of County Rd 50
2. Medium-low cost estimate
3. Provides natural drainage

Cons:

1. High property impact due to land required for ditch buildout
2. Relocation of utility poles required

Improvements include construction of a 3.5-meter-wide asphalt multi-use path (MUP) on the north side of County Road 50 to support pedestrian, bicycle, and recreational traffic. The MUP will be separated from the roadway by a boulevard or buffer strip of 1.2 m, acting as snow storage area and increased safety.

Stormwater will be managed via a north-side roadside ditch, that will collect runoff from both the roadway and the multi-use path. The design uses the road's existing cross-slope to direct runoff naturally toward the north. The ditch will be placed either between the road and MUP or beyond the path, depending on space and grading options to be dealt at the detailed design stage.



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SECTION – OPTION 2

Pros:

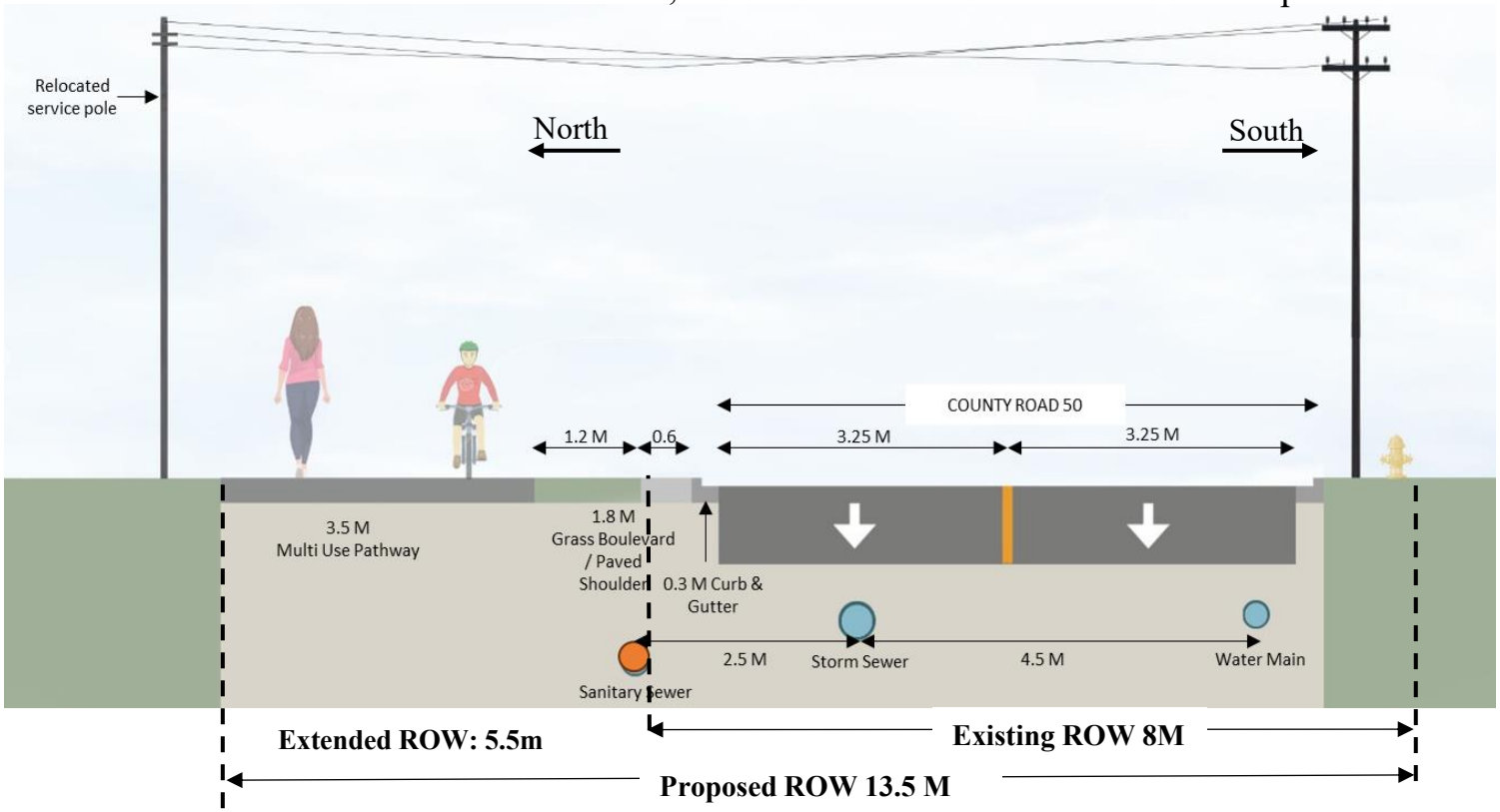
1. MUT provides ample space for both cyclists and pedestrians
2. Ditch provides natural drainage

Cons:

1. Highest property impact due to land required for ditch and MUT buildout
2. Highest cost estimate
3. Relocation of utility poles required

Similar to Option 2, configuration introduces a 3.5-meter-wide multi-use path on the north side of the corridor, physically separated from the roadway and in place of open ditches, an enclosed stormwater system consisting of catch basins, manholes, and underground storm sewers will be used to collect and convey runoff.

The enclosed system will capture water from the road and path through curb inlets or side drains and convey it via gravity to downstream outfalls or stormwater management facilities. This approach is ideal for areas experiencing growth or transition toward suburban/urban land use, where stormwater infrastructure is expected to meet urban standards



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SECTION – OPTION 3

Pros:

1. MUT provides ample space for both cyclists and pedestrians
2. Improved drainage with storm sewer
3. Storm sewer system reduces the land requirement
4. Aesthetically pleasing design

Cons:

1. Some property impact due to land required for multi-use path buildout
2. Medium-high cost
3. Relocation of utility poles required

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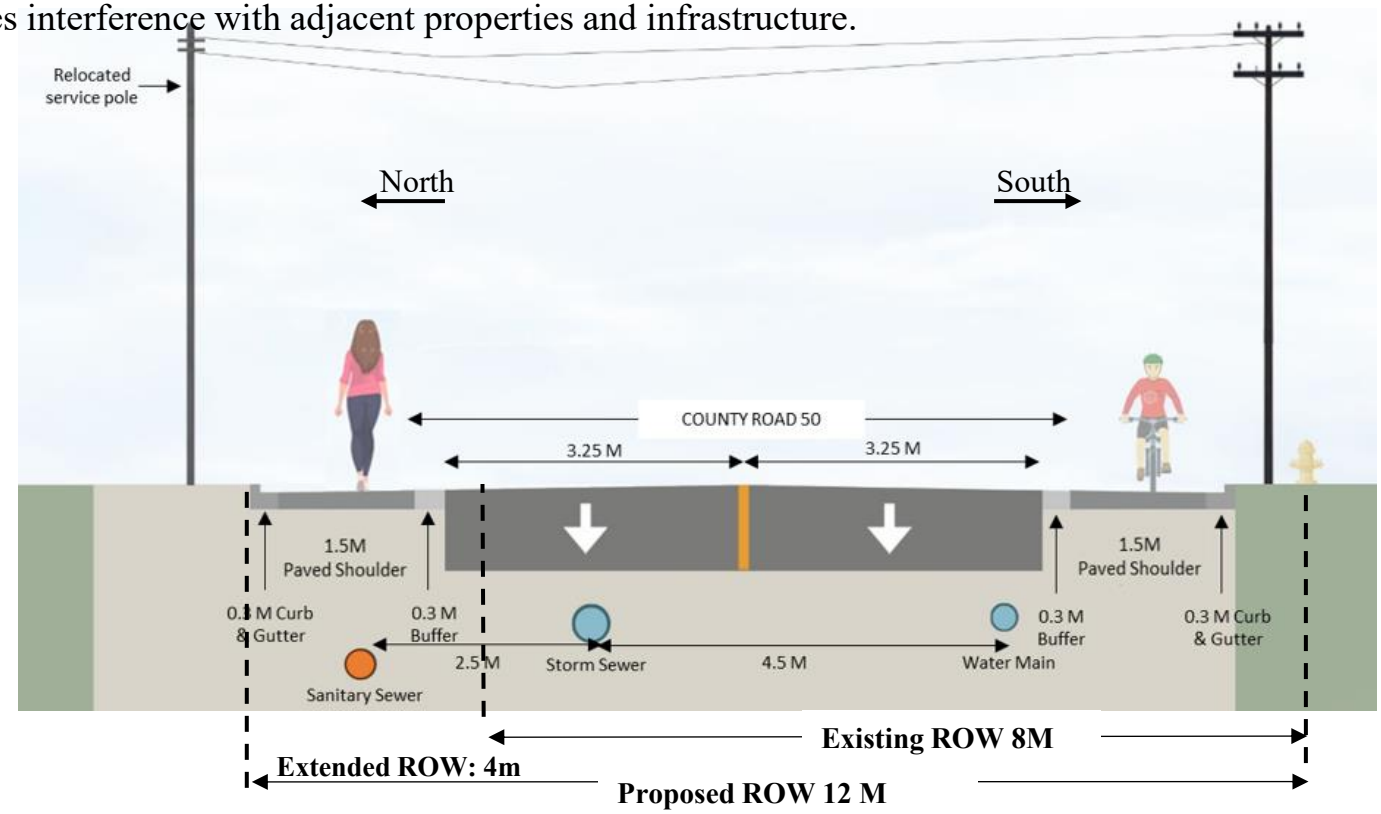
OPTION 3

Similar to Option 1, this improvement option includes 1.5-meter paved shoulders on both sides of County Road 50, providing space for cyclists, agricultural equipment, and emergency stops. Instead of ditches, stormwater will be handled by a buried storm sewer system running parallel to the road, capturing runoff through a series of strategically placed catch basins and conveying it underground to a designated outlet.

This approach suits areas with limited available space or those undergoing urbanization, as it offers clean road edges and reduces interference with adjacent properties and infrastructure.



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SECTION – OPTION 4

Pros:

1. Provides AT facilities on both sides of CR 50
2. Lowest cost estimate
3. Lowest property impact for paved shoulder and storm sewer buildout

Cons:

1. Relocation of utility poles required

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OPTION 4

Decision Matrix

Evaluation Criteria	Option 1 Paved Shoulders + Ditch (N)	Option 2 Multi-use path (N) + Ditch (N)	Option 3 Multi-use path (N) + Storm sewer	Option 4 Paved Shoulders + Storm sewer
Active transportation	5	4	4	5
Drainage Improvement	4	4	5	5
Property Requirement	2	2	3	4
Construction Cost	4	2	3	5
Improved Road Safety for AT	5	3	3	5
Users	4	3	3	4
Aesthetic/Visual Impact	4	3	3	4
Total Score	28	21	24	32

*Rating = 5 (most favourable) to 1 (least favourable)

Most Feasible

Preliminary Cost Analysis

	Option 1 Paved Shoulders + Ditch	Option 2 Multi use path + Ditch	Option 3 Multi use path + Storm sewer	Option 4 Paved Shoulders + Storm sewer
Construction Cost	Medium Low	Highest	Medium High	Lowest

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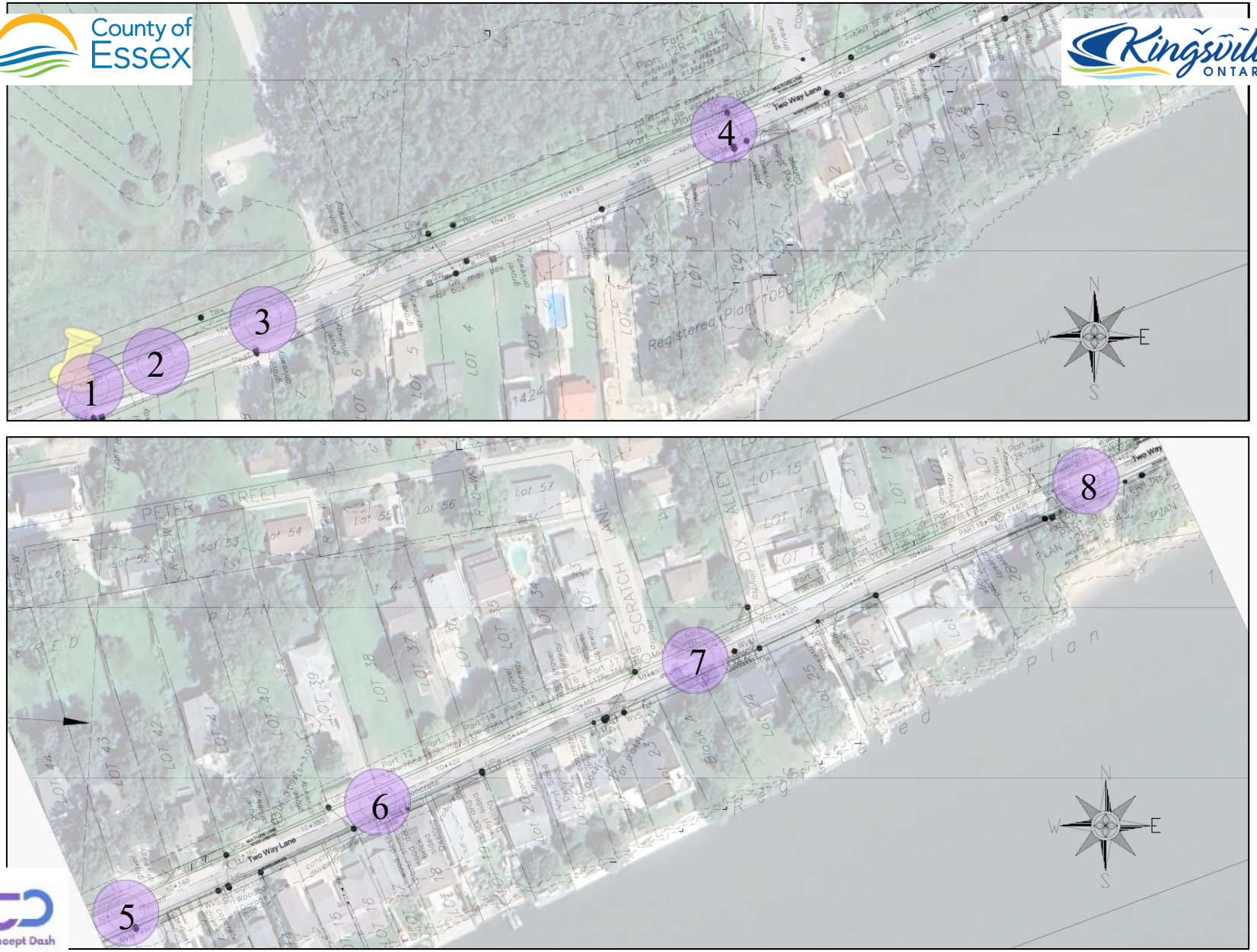

DRAINAGE : 8 Observed spots for localized flooding

Drainage Analysis

Option 4: Paved Shoulders + Storm Sewer

1. **Reduces Property Impacts:** Storm sewers require less right-of-way compared to wide ditches, minimizing encroachment on private properties and preserving landscaping.
2. **Improves Drainage Efficiency:** Allows for multiple strategically placed catch basins, improving runoff collection and reducing surface water accumulation.
3. **Mitigates Localized Flooding:** mitigate prolonged flooding in areas with poor drainage by providing an enclosed flow path.
4. **Enhances Urban Design:** Supports a cleaner, safer streetscape—better suited for urban or semi-urban environments with pedestrians and cyclists.
5. **Allows Better Use of Space:** Frees up space in narrow corridors, making road widening and multi-modal transport improvements easier.

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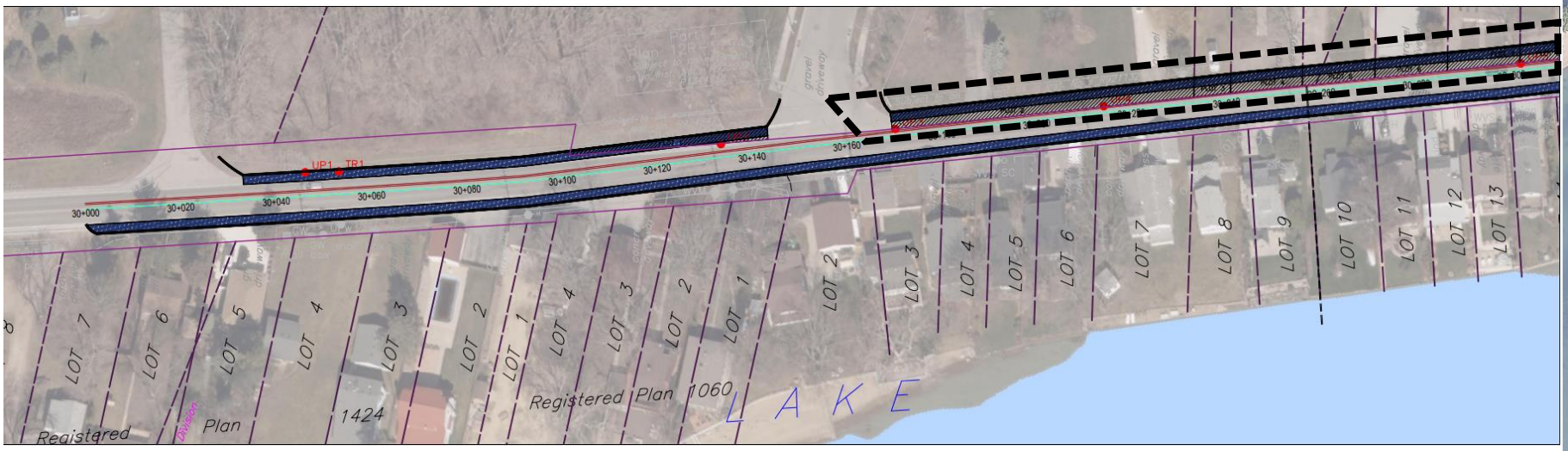
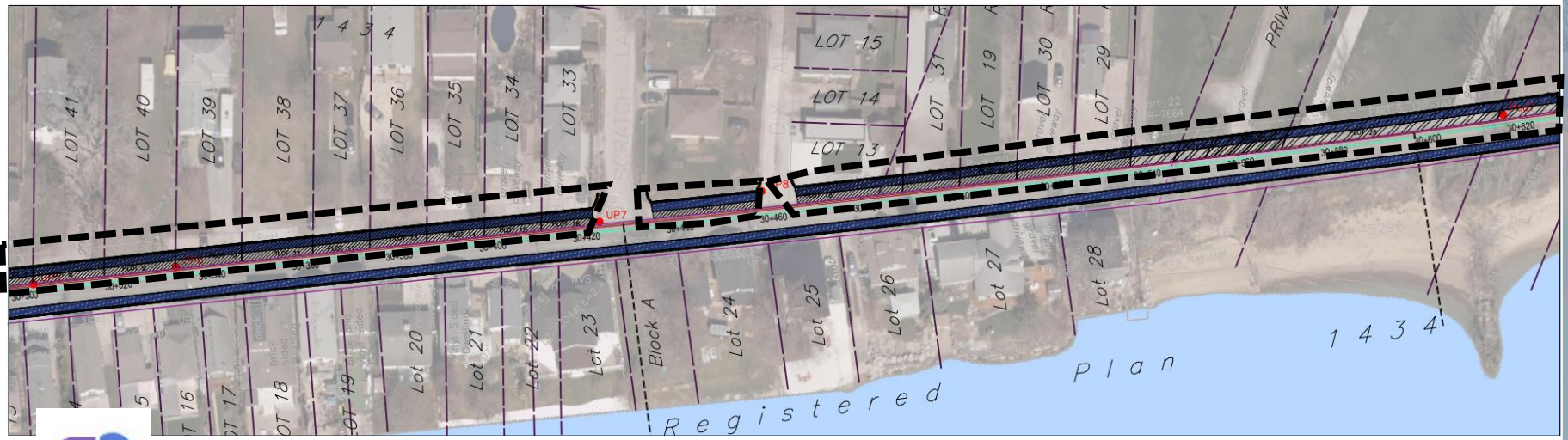
Impacted properties

Kingsville ONTARIO





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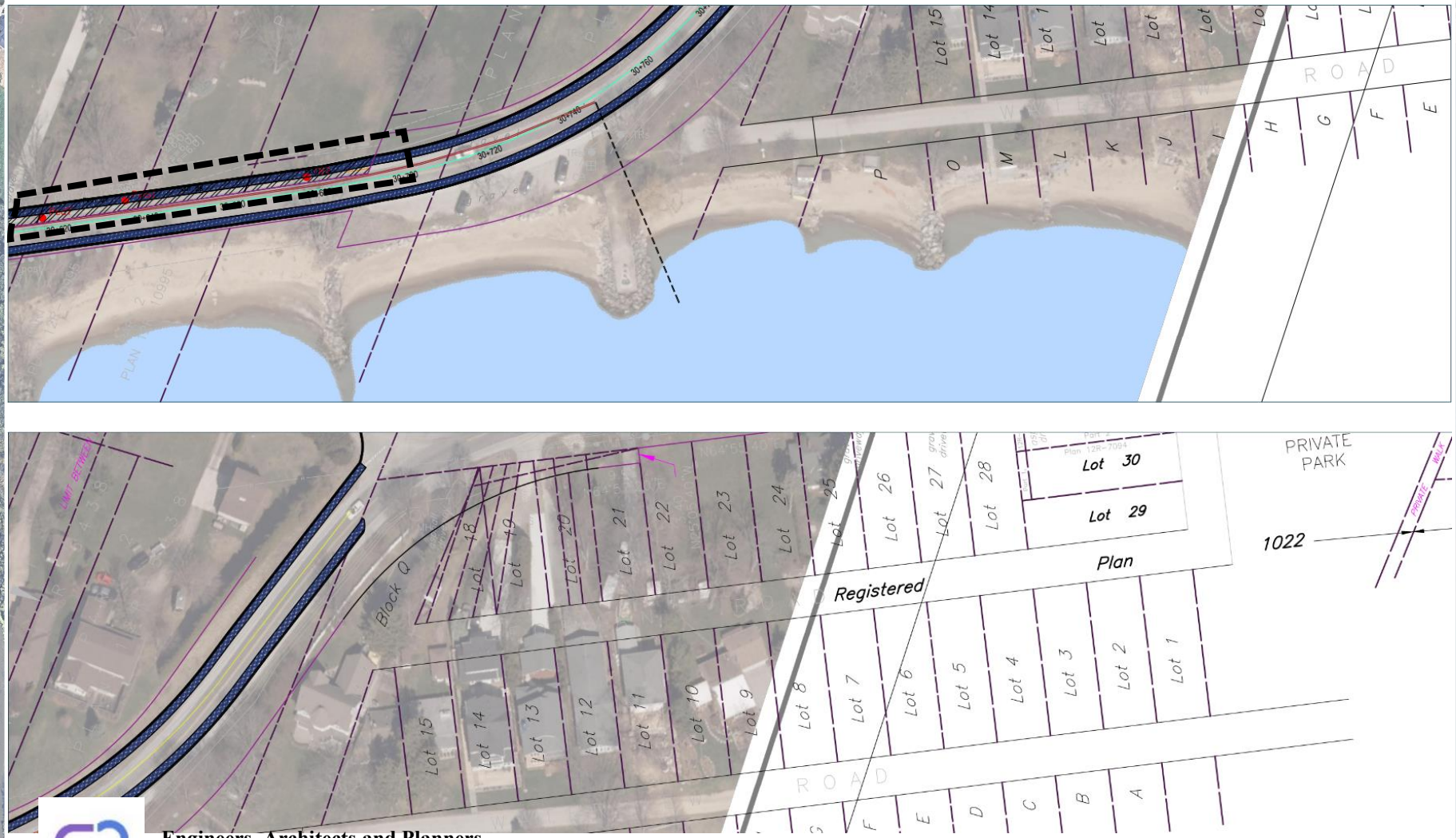
PROPERTY IMPACT – OPTION 4

County of Essex

Impacted properties

Kingsville ONTARIO



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PROPERTY IMPACT – OPTION 4 (con)

THANK YOU

CONTACT DETAILS:

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