THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. OID-2026-0006

FOR THE CONSIDERATION OF COUNCIL
May 6, 2026

SUBJECT: HIGH STREET STREETSCAPE & INFRASTRUCTURE REDEVELOPMENT – PROJECT UPDATE

1. RECOMMENDATIONS

1. **That Council receive Report No. OID-2026-0006 prepared by the Capital Projects - Linear Division, Operations & Infrastructure Department, providing an update on the High Street Streetscape & Infrastructure Redevelopment project;**

2. **That By-Law 2026-0048 (TR-1) be adopted to amend By-Law 2023-0087 (TR 1) to regulate traffic and control the parking of vehicles as outlined herein;**

3. **That Council authorize additional funding in the amount of $484,997 for Watermain replacement in Phase 1 & 2 of the project, to be funded from the Water – Infrastructure – Repair and Replacement Reserve;**

4. **That Council direct staff to pursue cost-sharing opportunities with Hydro One, Rogers, Bell and York Net for relocation of overhead wires to underground as proposed for Phase 2 of the project; and,**

5. **That Council direct staff to provide a report in January 2027 to update Council on the progress of the project work as well as updating the financial projections for Phase 2 and the project as a whole.**

2. PURPOSE

To update Council on the status of the High Street Streetscape and Infrastructure Redevelopment project and outline next steps, including tendering and construction of Phase 1, as well as advancement of the detailed design for Phase 2.

3. BACKGROUND

The High Street Streetscape & Infrastructure Redevelopment project was initiated to replace aging infrastructure and improve streetscaping in Sutton's downtown core. The project area includes High Street between Dalton Road and Highway 48 as shown on Figure 1.

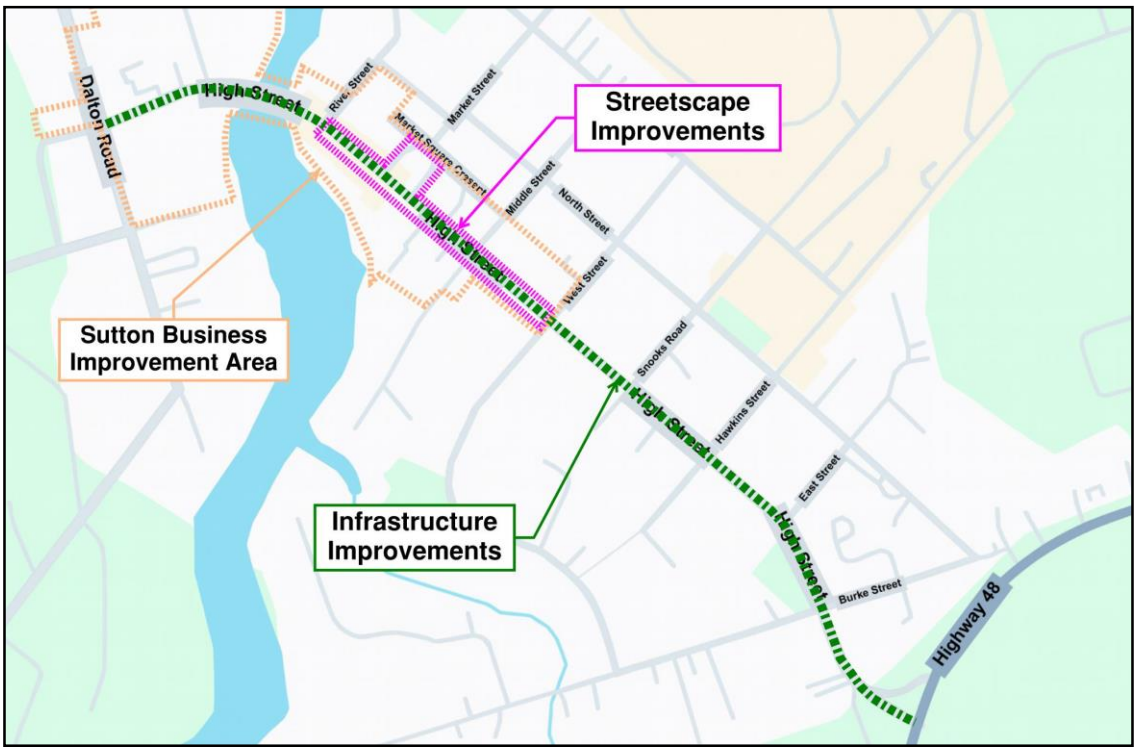

Figure 1 – Project Location

The Georgina Streetscape Design Manual, completed in 2021 following extensive public consultation, established the guiding principles for streetscape improvements in several areas of Georgina, including Sutton's High Street. Building on this foundation, Georgina Council approved business cases 23-CI-OI-08 and 24-CI-WAT-04, to begin design work for improvements to High Street.

Through Council's 2024 approval of Report No. OID-2024-0007, ownership transfer of High Street from York Region to the Town began with York Region funding near-term asset maintenance needs as part of this transition. Business case 25-CI-OI-04 summarizes the Town's and York Region's planned funding contributions to the High Street Streetscape & Infrastructure Redevelopment project.

Report No. OID-2025-0008, dated June 4, 2025, presented stakeholder feedback, confirmed several key design concepts for inclusion in detailed design and approved additional funding. Council endorsed the following as key design concepts: completion of underground infrastructure renewals (water supply piping, storm sewers and sanitary sewers) incorporation of mountable curbs and flexible parking for the road configuration between River Street and West Street (also known as "the BIA core area"), reconfiguring Market Square Crescent, relocating hydro infrastructure underground between River Street and West Street, reconstructing sidewalks and boulevards between Dalton Road and River Street as well as between West Street and Highway 48, and introducing a gateway feature at Highway 48.

Report No. OID-2025-0019, dated November 19, 2025 outlined the progress made on the High Street Streetscape & Infrastructure Redevelopment project as it moved from preliminary design into detailed design. The report highlighted results of the 2025 parking utilization study, refinements to Market Square and streetscape elements, and coordination with recent Cenotaph upgrades. The report summarized several expansions to the project's scope of work that occurred in response to public commentary and long-term asset management efficiency opportunities, including:

- Relocation of overhead wires to underground within the BIA core area;
- Rehabilitation of the High Street bridge to facilitate ownership transfer from York Region to the Town of Georgina;
- Watermain and sanitary sewer replacement/upsizing to accommodate future growth;
- Decorative lighting options to enhance streetscaping in the BIA core area;
- Fully restore sidewalks and boulevards outside of the BIA core area;
- Potential partnering with York Region Transit to incorporate a transit turnaround loop on a portion of Town-owned land located at High Street just north of Highway 48; and,
- Hydrogeologic and archaeological investigations necessary to support construction activity in close proximity to the Black River.

The November 19, 2025 report also explained that in light of the extensive additional design and construction work associated with scope expansions, to allow the High Street project to continue on its planned timelines, the project will be sequenced into the following phases (see Figure 2):

- Phase 1: the portion of High Street between Dalton Road and River Street, and the portion between West Street and Highway 48; and,
- Phase 2: the portion of High Street between River Street and West Street.

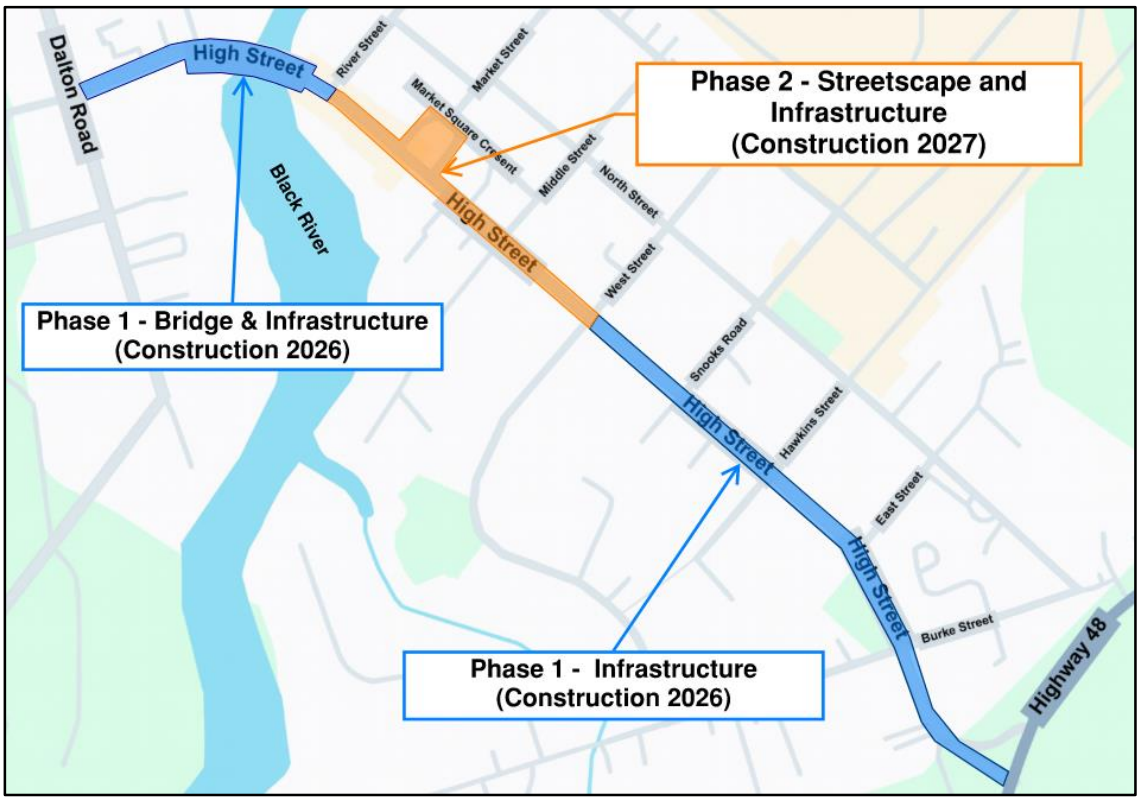

Figure 2 – Project Phases

4. ANALYSIS

4.1 Design Progress

The design of the High Street project has advanced based on the concepts endorsed in the June 2025 Council Report and later summarized in the November 2025 Council Report. The Phase 1 works have reached the 100% detailed design level of completion and the planned Phase 2 works are now approaching the 60% detailed design level.

4.2 Phase 1

The Phase 1 design is complete, and the Phase 1 construction tender is ready to issue for bids. The Phase 1 area encompasses the portion of High Street between Dalton Road and River Street, and the portion between West Street and Highway 48. The scope of work for Phase 1 includes replacement of the existing watermain with service connections, replacement of the existing storm sewer, replacement of the existing sanitary sewer, road reconstruction, bridge rehabilitation, sidewalk/boulevard restoration and upgrades to functional streetlighting outside of the BIA-core sections of the corridor.

A Town staff stakeholder review workshop of the Phase 1 100% detailed design and specifications package was held on April 2, 2026. The session was very productive, and final review comments have been relayed to the consulting Engineer to make revisions and consolidate into a final tender-ready design package. It is planned that the Phase 1 tender package will be issued for tender in May.

To accommodate the required construction phasing plan, it is proposed that the topcoat of asphalt for the road segments in Phase 1 will be delayed and the asphalt topcoat for the full length of High Street will be placed at the completion of the Phase 2 construction program. This approach improves the final quality of the finished road surface by allowing for resolution of any issues arising from seasonal settlement following completion of underground works in the roadway.

Pedestrian access and traffic management are important aspects of the construction program for the High Street project. The following requirements have been incorporated into the construction specifications:

- Maintenance of safe pedestrian access to each property, including temporary fencing and walkways as required for access to businesses;
- Active work areas will be cordoned off from public/traffic access;
- One lane of traffic shall be maintained open, and where practicable, should be:
    - SB Open, between Dalton and River
    - NB Open, between West and Highway 48
- Immediate access for emergency vehicles will be maintained at all times;
- Detour routes will be established as needed; and,
- Signage and/or flag persons will be present to direct traffic in accordance with the requirements of the Ontario Traffic Manual Book 7.

Attachment 1 shows the traffic detour plan for those wishing to by-pass downtown Sutton during the construction period. Attachment 2 shows local traffic routing that will be implemented to allow access to downtown Sutton while the construction work is proceeding.

As indicated in the attached figures, two main traffic routes will be available during the construction period. One route will allow through traffic not destined for the Sutton BIA core area to bypass the construction zone entirely. The second route will maintain local access to the downtown core of the Sutton BIA. The local access route includes:

- Directing southbound traffic from Dalton Road onto High Street via a single lane that will be maintained open on the bridge
- Traffic from Highway 48 will have access into the BIA by open single-lane access as construction progresses. North Street will be used for short-term local detours if required.

4.2.1 Phase 1 – Recommended Speed Reduction

High Street functions as Sutton's main street and serves as an arterial roadway supporting the Sutton Business Improvement Area. The corridor provides on‑street parking, pedestrian connectivity, and supports key community events such as the Festival on High, Whoville on High, and other community‑focused engagement activities. While High Street also accommodates through traffic, its primary role as a destination street within the BIA warrants a context‑sensitive approach to speed management.

Reducing the posted speed limit from 50 km/h to 40 km/h better aligns with High Street's existing and planned operational characteristics, including frequent driveway access, pedestrian crossings, active curbside parking, and a streetscape design intended to support a lower-speed environment (ie. Patio programs). This approach is consistent with Council's past direction supporting speed management in pedestrian-oriented areas, such as the Waterfront Buffer Zone. Furthermore, the ongoing capital redesign of High Street has considered the planned 40 km/h operating speed. This speed limit reduction is intended to be implemented concurrently with the construction works, rather than being applied subsequently, to better align with the redesigned roadway and support safer conditions during construction.

Traffic monitoring conducted since High Street during the past year indicates that operating speeds are generally consistent with a main-street context. Furthermore, the data collected indicates that driver compliance is generally strong, meaning the revised speed limit is expected to have a minimal impact on traffic operations. The speed reduction is anticipated to improve safety outcomes, enhance pedestrian comfort, support BIA economic vitality, and improve consistency with other streets within the Business Improvement Area.

Following implementation of the speed limit reduction, Operations and Infrastructure will continue to monitor traffic speeds and volumes and will report back to Council through the bi-annual Traffic Reports, as needed.

4.3 Phase 2

The Phase 2 design is currently in progress and planned to be completed in late fall of 2026, with tendering for construction to proceed shortly thereafter. Phase 2 includes the area between River Street and West Street, Market Square and the York Region Transit turnaround loop near Highway 48. The scope of work for Phase 2 includes all work required to relocate overhead wires to underground, replacement of the existing watermain with service connections, replacement of the existing storm sewer, replacement of the existing sanitary sewer, road reconstruction, streetscaping enhancements and decorative streetlighting.

In addition to road reconstruction, some of the Phase 2 streetscaping enhancements will include impressed concrete boulevards with mountable curbs and temporary removable bollards, new decorative streetlighting and poles, parking stall/boulevard bump-outs, removal of the existing traffic signals at Middle Street to improve traffic flow, and the addition of pedestrian cross-walks at Market Square and Middle Street. The crossings proposed include a lighted, push-button-activated pedestrian crosswalk, and a standard marked pedestrian crosswalk.

The only substantive change to the previously endorsed design concepts is the planned removal of the existing traffic signals at Middle Street. Instead, pedestrian crossovers will be provided at both Middle Street and Market Square. The consultant's analysis has revealed that the existing signals at Middle Street are not warranted given the low

pedestrian volumes, low traffic volumes and speeds, particularly in light of the upcoming speed limit reduction to 40 km/hr. The on-demand pedestrian crossovers will be less disruptive to traffic flow.

Design and construction of a York Region Transit turnaround at the southern end of High Street is included as part of Phase 2. A feasibility review determined that the location is suitable for a bus turnaround loop, and York Region Transit have confirmed their intent to advance the concept to detailed design for subsequent construction. This scope of work will include the bus loop area and a small operator rest building with related servicing and infrastructure at the end of High Street near Highway 48.

The design of overhead relocation of hydro and utility wires and infrastructure is ongoing. This complex endeavor has identified many challenges that required engineered solutions, including a developed common utility corridor, concrete encased duct banks, and a reduced number of on-pad, street-level transformers. Hydro One, Bell, York Net and Rogers continue to work alongside and with CIMA+ to continue through the stages of design. At the time of this report, this portion of work is moving from 30% to 60% design levels, and remains on schedule for a 2027 construction season.

4.4 Communications

Communications will focus on construction updates to the public, Council, directly affected residents and businesses, as well as promoting businesses on High Street and that they remain open during construction. The Economic Development and Tourism Division will amplify communications regarding the timing and impacts of construction to be delivered to the business community and utilize a number of communications channels connecting the business community to the project team.

As the Phase 1 work program approaches the start of construction, the following key channels of communication will be utilized:

- The Building Georgina website (buildinggeorgina.ca) which includes:
    - A dedicated webpage for the High Street project which will be updated on a regular basis
    - The webpage includes information about the work of the project, planned timing, potential impacts on local residents and businesses, background information such as Council reports and FAQs, and contact information to reach out to the Town’s project manager. The webpage includes a sign-up feature for anyone who wants to receive email notification of project updates.
- The Communications Division will regularly post information to social media and the Town's website.
- The Economic Development and Tourism Division will be meeting with businesses on a regular basis to review the needs of the individual business owners and to facilitate discussions between the businesses and the project team.

- Direct communications will be carried out with affected residents and businesses during construction:
    - Four weeks prior to the start of construction, a notice of pending construction will be mailed to all properties within the general vicinity of the planned detour and construction work. This mailer will provide information about the planned work activities, the duration of work, the potential disturbances people might experience and contact information to be able to get in touch with the Town's project manager.
    - Around the same time, project information signs will be posted on-site. The signs provide similar information as the mailer, but in a more concise format.
    - Shortly before the start of construction, notification will be provided to each property within the work area. The notification will include information about the planned work activities, the duration of work, potential disturbances and contact information for the project manager.
    - Service disruptions will be minimized as much as possible, however, construction work may require temporarily blocking of a sidewalk, driveway, or brief interruption of power or water supply service. This is normal course and is expected in short intervals. In situations where a brief service disruption is planned, notices will be delivered to the affected properties. If longer disruptions become necessary, the Town and its contractor will make alternative arrangements to provide the services on a temporary basis.

As work progresses, the Town will provide regular updates regarding changes to construction activities, access, detours, parking, progress milestones and schedule updates. The intent is to provide clear, consistent and proactive messaging that supports the community while keeping the public informed as the project progresses from design into construction.

The Town's Communications Division and Economic Development and Tourism Division have developed additional signage and marketing programs to support local businesses. These efforts are intended to build awareness of the project, maintain visibility for local businesses and reinforce that access to businesses will continue during construction. These efforts will evolve and include other stakeholders as the project progresses and the needs of the business community are assessed.

Signs that are separate from project-related signage will indicate businesses remain "open" and direct vehicles and pedestrians towards them. Safe access/egress for pedestrians will be maintained at all times, and visual aids will assist in moving pedestrians from parking to businesses. A visual, easy-to-read map will be posted in strategic locations to assist with detours, business locations, and parking.

Notices and updates will be issued at key milestones throughout 2026, with the project webpage continuing to serve as a central source of public information.

It is recognized that construction activities can be disruptive. The Town hopes residents and businesses alike can be patient and recognize that construction disturbances are necessary, temporary and provide long-term benefits.

4.5 Schedule

The two-phase construction schedule previously reported to Council remains on-track. Phase 1 construction will start in June 2026 and will run until near the end of 2026. Phase 2 design is anticipated to be completed in late Fall 2026, with tendering to follow shortly thereafter. Construction of Phase 2 is planned to start in Spring 2027.

5. RELATIONSHIP TO STRATEGIC PLAN

The project supports the Town's strategic objectives by:

Delivering Service Excellence

- Proactively manage infrastructure and assets to ensure service continuity

Ensuring Balanced Growth

- Promote and ensure responsible growth and long-term planning
- Improve physical and communications infrastructure

Diversifying Our Local Economy

- Support investment attraction, job creation, business retention and expansion, including within our agricultural sector
- Continue to support Georgina's tourism sector as an economic driver

Creating a vibrant, healthy, and safe community for all:

- Continue to invest in community amenities and spaces

6. FINANCIAL AND BUDGETARY IMPACT

This project has grown in size and complexity. To effectively communicate the budget, expenses incurred and estimated costs, the following information is broken into Phases, and further sub-divided into design (including engineering, contract administration and inspection) and construction. Some areas of work are still progressing through detailed design, and as such, do not have cost estimates that supersede estimates previously provided.

Phase 1

The Phase 1 design is complete and tender-ready. The costs associated with designing, managing and inspecting these tasks is $917,177. A Class A pre-tender estimate with expected variance of +/- 10% has been prepared that is reflective of the current level of design completion.

Table 1 – Phase 1 Cost Estimate

Cost Element	Estimated Cost ($)
General construction facilities and controls	$725,470
Boulevard / Sidewalk / Curb / Gutter	$611,075
Bridge Rehabilitation	$2,403,915
Provisionals related to Construction Tasks	$219,858
Roadworks	$1,069,096
Sanitary Sewer	$395,980
Storm Sewers	$636,795
Streetlighting Upgrades	$200,260
Streetscape Improvements	$36,860
Watermain and Service Connections	$850,395
Sub-Total	**$7,149,704**
Estimator's construction contingency (10%)	$714,970
Non-recoverable taxes (1.76%)	$154,320
Phase 1 Cost Total	**$8,018,994**

The construction work included in Phase 1 is largely stand-alone and can be undertaken separately and independent of Phase 2, with the exception of two items:

- deferral of the top-coat of asphalt to the completion of Phase 2 (as described in Section 4.2).
- Upsize and replacement of watermains and storm sewers as an asset management and growth-related priority, as these infrastructure and their improvements are tied to one-another. The segments of these assets that are located between River Street and West Street are included in the Phase 2 construction program.

As a result of these connections, staff recommend an increase to the budget for Watermain replacement based upon the Class A estimates provided above, given the necessity to complete the replacements and upsizing on a network scale.

Additionally, the same request would have been made for storm sewers, however, York Region is providing budget for these items. Although the budget for Phase 1 work is sufficient to proceed, discussions on amending the relative disbursement schedule from York Region to the Town are ongoing to align with the necessary funding for Phase 2 works that are tied to Phase 1 works.

Financial pressures have contributed to increased cost estimates for the Phase 1 construction program:

- Water and sewer upsizing/replacement;
    - Estimates originally included in development background studies were under-estimated
- Full restoration of sidewalks and boulevards outside of the core BIA area (as directed on June 5, 2025);
    - As a result of consistency, asset management and underground construction restoration
- Conduct investigations and advancement of the detailed design revealing the need for additional measures such as dewatering during construction and improved streetlighting;
- Detailed bridge inspections revealed rehabilitation needs beyond those initially anticipated, additional structural supports for communication cabling ducts, enhanced environmental mitigations associated with heavy construction over water, configuration of the bridge construction program to maintain one lane open at all times;
- Exploration of otter access, decorative lighting, fountain designs during bridge design work;
- Further development of detailed design information revealing that locations of existing underground watermain and storm sewer pipes conflict with surface curb and sidewalk features requiring additional removals and restoration costs; and,
- Increased engineering fees associated with design complexity, increased design team coordination, and additional construction administration/inspection costs due to scope expansions along with the need to separate construction into two distinct phases to accommodate relocation of overhead wires.

Phase 2

The Phase 2 design is underway, however substantial engineering work remains to be completed.

The majority of design for civil works (i.e. roads, watermain, sanitary sewers, storm sewers) has reached the 60% level. Cost estimates for these elements have been prepared to a degree of confidence corresponding with the level of design, referred to as a “Class B substantive” estimate with expected variance of +/- 15% to 20%.

Steetscaping designs are still underway (as one of the final components of the project) and as such does not have an associated updated estimate. Design for the relocation of overhead wires to underground is underway but has not yet reached the stage that reliable cost estimates can be prepared. The electrical and communication utilities involved with the project (Hydro One, Rogers, Bell, York Net) are actively working to advance their designs, and once complete, will prepare detailed cost estimates. These utilities, including the most impactful and costly, Hydro One, has confirmed they will **not** provide an estimate prior to a 100% design set.

At this time, the project team understands the Phase 2 construction cost estimates are likely to be subject to the following financial pressures:

- Increases resulting from preliminary design requirements associated with the civil aspects of relocation of overhead wires (i.e. concrete encasement of ducts, addition of pull chambers, various equipment pads, protective bollards, grounding grids);
- Increases due to the requirement to replace existing streetlighting with local decorative lighting as a result of removal of poles;
- Increased engineering fees associated with design complexity, increased design team coordination, and additional construction administration/inspection costs, due to the new length of the project timeline; and,
- Impacts of inflation.

Given that the electrical and communications infrastructure will be completely replaced and renewed as a result of the Phase 2 works, there is a strong rationale for cost-sharing between the utilities and the Town. As the Phase 2 design advances, staff will continue to pursue cost-sharing arrangements with the electrical and communications utilities involved in the High Street project. Rogers Communications has already confirmed a 50/50 cost share model.

The following table summarizes the current budget and cost estimates that are known:

Table 3 – Budget, known and estimated costs – Phase 1 & 2

		Engineering Costs:		Estimated Construction Costs		Current Surplus/ Deficit	Projected Surplus/ Deficit	Notes
Funding Source	**budget**	**Phase 1**	**Phase 2**	**Phase 1**	**Phase 2**	**Phase 1**	**Phase 2**	
DC Charges - Sanitary	$1,285,000	$54,501	$0	$772,685	$0	$457,814		Any unused budget returned to DC reserve
DC Charges - Watermain	$300,000	$17,460	$10,850	$203,815	$201,226	None	-$133,352	Budget must be committed for both phases but can be delivered in 2 phases
Town of Georgina - Watermain	$1,650,001	$145,928	$73,426	$962,757	$819,535	None	-$351,645	Budget must be committed for both phases but can be delivered in 2 phases
Town of Georgina – Overhead Wires	$4,100,000	$0	$322,582	$0	TBD		TBD	
Town of Georgina - Streetscaping	$2,800,000	$86,060	$257,333	$688,416	TBD	None	TBD	
York Region - Bridge, Roads, Storm	$5,240,000	$419,330	$128,179	$4,522,031	$2,342,118	None	-$2,171,658	York Region to fund 100% of tendered cost assigned to their former asset classes
York Region Transit	$1,369,945	$0	$208,644	$0	$1,416,313	None	-$255,012	York Region to fund 100% of tendered cost
Grand Total	$16,744,944	$723,279	$1,001,014	$7,149,704	TBD			

As indicated in Table 3, there are no required budget increases specifically focused on Phase 1 of the project. However, as previously reported, additional funding in the amount of $484,997 is requested to cover the projected funding gap that is tied to watermain replacement Phase 1 work, to be delivered in Phase 2.

The projected deficit associated with the improvements being delivered on roads, stormwater infrastructure and the bridge, is associated directly with York Region, given the recent transfer of asset ownership to the Town. Original budget figures were projected based upon 'yardstick' estimates. As the designs were refined, the cost estimates became more accurate. These amounts have been shared with York Region staff. At this time, there is no estimated deficit for Phase 1 work, however, there is an anticipated deficit in Phase 2.

It should be noted that all previous budget estimates were based on conducting the work of the project as a single phase (single season/mobilization). As aforementioned, both Phases 1 and 2 are subject to financial pressures that contribute to increased costs. While there is sufficient funding allocated to allow construction of Phase 1 to proceed, it is anticipated that the costs for Phase 2 will exceed the total allocated budgets listed above. At this time, with the information that is currently available, the amount of the anticipated funding shortfall for Phase 2 cannot be reliably projected.

Completion of the Phase 2 design is scheduled for late fall 2026. Subsequent to completion of the design, a Class A pre-tender cost estimate will be prepared. A report will be presented in January 2027 to update Council on the progress of the work as well as the financial projections for Phase 2 and the project as a whole.

7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

While there are no specific regulatory requirements for public consultation associated with this project; recognizing the importance of the project to the community and its impact during construction, the Town has incorporated extensive voluntary public consultation and communication efforts throughout the life of the project. To date these efforts have included:

- Georgina Streetscape Design Manual project:
  - Presentation of illustrative design display materials at open houses and pop-up events;
  - Online survey;
- High Street Streetscape and Infrastructure Redevelopment project:
  - Progress updates posted to Building Georgina - High Street Improvements page on the Town's "Building Georgina" website
  - Three stakeholder workshops (Feb. 27, 2025, March 4, 2025, March 6, 2025) each with formal presentation of design concepts and feedback opportunities including: 'open mic' question and answer sessions, question/comment cards, online questionnaire and project email;
  - YouTube project information video: https://youtu.be/tWaFLRxHPnw
  - Public open house (June 10, 2025) with display boards and feedback opportunities including: one-on-one discussion opportunities, question/ comment cards, online questionnaire and dedicated project email.

Future communication efforts associated with this project will include:

- Direct contact with property owners impacted by modification of overhead wires to collect engineering information;
- Continuation of regular updates to the project website;
- Continue to respond to voicemails and emails regarding the project;
- Roll-out of a promotional and marketing program to support the business community and residential property owners during construction;
- Distribution of notices at key project milestones, prior to and during the construction work;
- Conduct surveys of businesses affected by construction to assess effectiveness of the business disruption mitigation measures and the potential need for adjustments; and,
- Periodic update reports to Council.

8. CONCLUSION

The High Street Streetscape & Infrastructure Redevelopment project is an important investment in downtown Sutton that will renew aging infrastructure and improve the function, safety, appearance and vitality of this corridor. As the project has advanced into detailed design, the scope, construction requirements and cost estimates have been further refined, resulting in the budget pressures identified in this report. The project team will continue to advance the design of Phase 2 in accordance with

concepts previously endorsed by Council and will also pursue additional funding and cost-sharing opportunities and provide an updated report to Council in January 2027.

APPROVALS

Prepared By:	Patryk Frankiewicz, P. Eng., Senior Project Manager, Operations and Infrastructure
Recommended By:	Michael Vos, Director, Operations & Infrastructure Department
Approved By:	Rob Wheater, CPA, CA Deputy Chief Administrative Officer / Treasurer
Approved By:	Ryan Cronsberry Chief Administrative Officer

Attachments:
Attachment 1 – By-pass Traffic Detour Plan
Attachment 2 – Local Traffic Access Plan