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## Welcome

Welcome to the County of Renfrew's second Public Open House for the County Road 71 (Matawatchan Road), from Highway 41 to County Road 65 (Centennial Lake Road) Environmental Assessment (EA) Study.

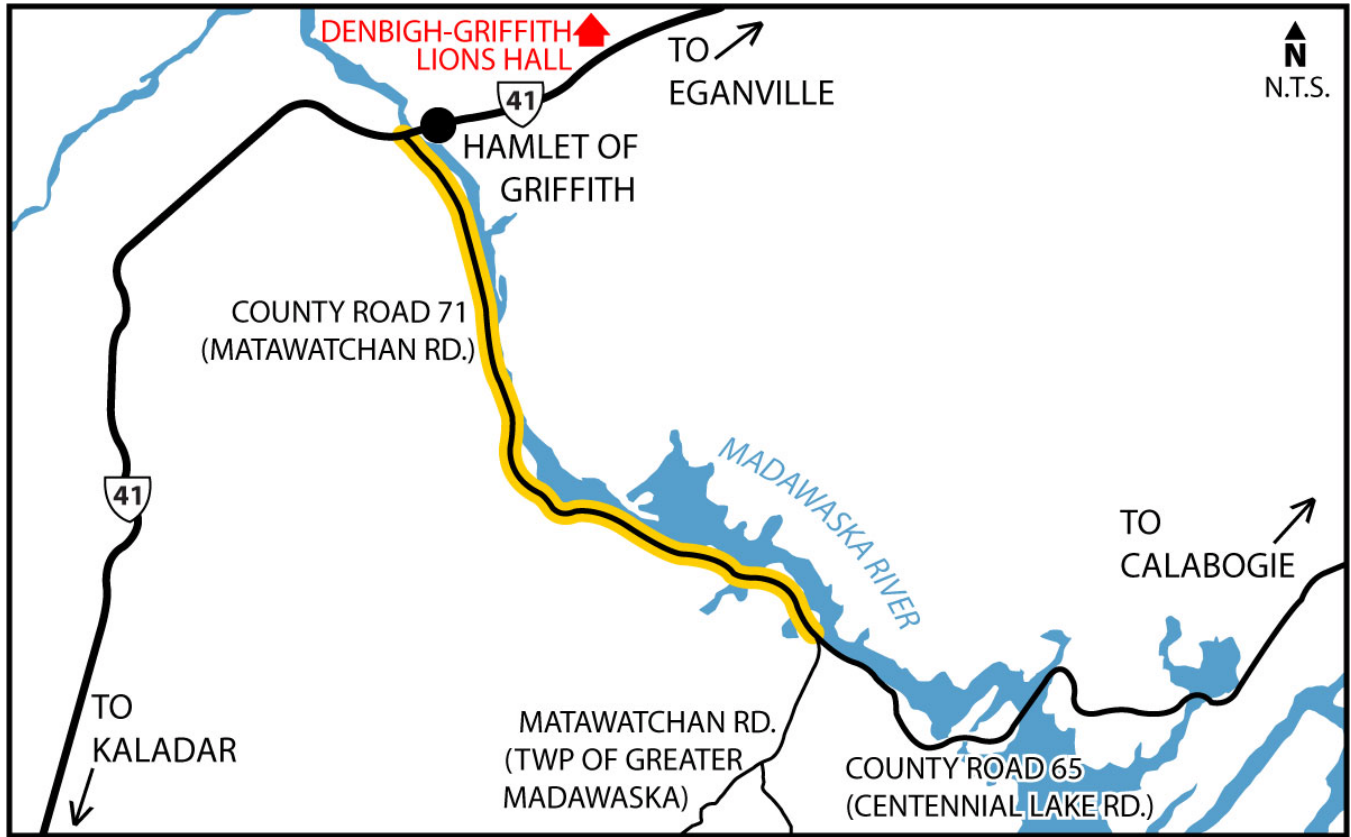
Please view these presentation boards at your leisure. Should you have any questions regarding the material, or any other aspect of the study, please speak to any of the County of Renfrew study team members in attendance.

We encourage you to provide your comments in writing. Comment sheets are available at the registration desk. Please deposit completed forms in the comment box or mail/ fax/ e-mail to the address at the bottom of the form by **July 25<sup>th</sup>, 2011**. We also encourage you to record your attendance at the registration desk.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any information or comments received pertaining to this Environmental Assessment study (including your name and address), form part of the public record and may be disclosed/made available by the County to such persons as the County sees fit, including anyone requesting such information. Accordingly, in providing any such information, you shall be deemed to have consented to its use and disclosure as part of this planning process.



# Study Area



## Background

County Road 71 is a 2-lane rural road with a posted speed of 80 km/h at the north project limits (Highway 41) and south project limits (Centennial Lake Road). The roadway is located in the County of Renfrew and traverses through the Township of Greater Madawaska (Formerly Griffith and Matawatchan Townships). The County undertook jurisdiction of this portion of Matawatchan Road in 1998.

The County road system generally provides higher operating speeds and accommodates uses such as emergency services and goods movement by heavy vehicles. As such, the County roadway characteristics typically reflect a design that is consistent with higher speeds and safer cross sectional elements (i.e. lane width, shoulder width).

Portions of County Road 71, within the Study Area, have been reconstructed and brought up to current County standards. For other sections, the pavement is in poor condition, there are unsafe curves (i.e. inadequate stopping sight distance), drainage issues, non-standard intersection alignments and a narrow roadway width (i.e. narrow lanes and shoulders).

Since the last meeting, the County has completed the rehabilitation of 2.7 km of Matawatchan Road from Highway 41 westerly. This work was undertaken as a Schedule A<sup>+</sup> project as defined by the Municipal Class Environmental Assessment process as it did not require the acquisition of property. In addition, the Ontario Ministry of Transportation is finalizing an Environmental Assessment for the relocation of the Highway 41 intersection with Matawatchan Road that will see the intersection relocated westerly along Highway 41.



## Future Program

The remaining 3.3 km section of Matawatchan Road to be rehabilitated requires more extensive work due to numerous safety and operational issues. The acquisition of property to widen the road allowance to the County standard of 26 m is necessary in several areas.

The proposed rehabilitation program allows for detailed design and approvals in 2011 with construction proposed for 2012 – 2013.

The Consultation process and design may also identify work or roadway improvements which can be implemented in the future as funding becomes available.



## Key Issues

The following is a preliminary list of the County Road 71 (Matawatchan Road) Study Area issues and constraints:

- Existing poor condition of surface
- Narrow existing roadway right-of-way
- Proximity of the roadway to the Madawaska River
- Drainage
- Rideability/pavement condition (i.e. spot repairs)
- Skewed intersections
- Roadway users (i.e. logging trucks, emergency services)
- Utilities
- Property impacts
- Operating speeds
- Safety (curves, stopping sight distance, shoulder width – refuge area for vehicles, mail delivery, accommodate pedestrians and cyclists)
- Design consistency – with other recently constructed sections of the roadway
- Capital cost of improvements
- Prioritization of improvements
- Staging of improvements
- Long-term planning

Please feel free to identify other issues – either to staff or by completing a comment sheet. As a resident/tenant/road user, your comments are important to identify the issues and address immediate and future needs.



## Aims and Objectives of Public Open House No. 2

The goal of this meeting is to present the following:

- Problem definition and needs;
- Geometric deficiencies (horizontal and vertical alignment, clearzone (i.e. trees, rocks adjacent to road), shoulder width and type; lane width, etc.);
- Alternative approaches to roadway design;
- Impacts to private property;
- Improvement costs;
- Potential Long Range Planning approach to improvements; and
- Schedule
- To obtain your comments on the material presented.



## Environmental Assessment Process

This project is being undertaken in accordance with the Municipal Class Environmental Assessment Study, 2000 (amended 2007), which is available at the Resource Table.

The County has completed Phases 1 and 2 of the Class EA process. The appropriate EA schedule for these projects is dependent on the need to acquire land to widen the existing substandard narrow road right-of-way, as well as the requirement to undertake environmental screening subject to resolving property requirements for right-of-way widening. This project will proceed as a schedule B project.

There is opportunity at any time during the Environmental Assessment process for interested persons to provide comments and review outstanding issues. The County will consider all documents received during the preliminary design and will provide an opportunity for public review of the detailed design prior to tendering and construction.



## EA Requirements and Issues

- Remaining work is considered by County to be a Schedule B undertaking due to the requirement to acquire property and address project impacts along Madawaska River.
- Safety (curves, shoulder width) is a priority
- Design consistency, standards and driver expectations
- Cost of improvements must be affordable, and balanced within County system.
- Prioritization/staging of improvements
- Long-term planning to ensure that future improvements can be implemented
- Address Existing poor surface conditions as a priority
- Safety of road access from adjacent lands
- Potential endangered species and fish habitat impacts can be mitigated
- No other EA constraints have been identified at this time



## Study Stages

This EA study will include the following study stages:

1. Study Commencement
  - Define Problem (Need and Justification) or Opportunity
2. Information Gathering and Generation of Alternatives
  - Consideration of Alternative Planning Solutions
  - Preliminary Assessment of Alternative Planning Solutions
  - Review Preliminary Design Alternatives
3. Analysis and Evaluation of Alternatives
  - Assess Alternative Design Concepts for Preferred Solution(s)
  - Selection of Technically Preferred Alternatives (TPA)
  - Public Open House No. 2
4. Recommended Plan
  - Identify Effects and Mitigation Measures
5. Documentation
  - Council Endorsement of recommended design
  - Prepare project file
  - 30-day public review period
6. Project Detail Design 2011- Spring 2012 and Implementation (Subject to availability of funding) 2012 - 2013

← We are here



## Planning Solutions – How do we address the problem?

Planning Solutions represent alternative ways of addressing the identified problem. This step in the study process has been addressed in Phase 2 of the Municipal Class Environmental Assessment (EA) process (i.e. problem definition, project need and justification, and assessment of alternative planning solutions).

A preliminary screening level evaluation of Alternative Planning Solutions (or alternative transportation approaches) has been undertaken. Infrastructure improvements are required to address projected deteriorating operating conditions and maintain the municipal roadway network.

The Planning Solutions considered as part of this study and the preliminary assessment are presented on the following exhibit.



### Summary of Preliminary Evaluation of Alternative Planning Solutions

Preliminary Evaluation of Alternative Planning Solutions			
Do Nothing	Pavement Rehabilitation	Improve/Realign County Road 71 with minor operational improvements	Reconstruction to design 80 km/hr
Maintains the current roadway and bridge alignments. Does not implement any improvements. Does not address identified roadway and structural (i.e. culverts) deficiencies or plan for future travel demand.	Rehabilitate the existing County Road 71 pavement to improve its operation and increase safety.	Improve/realign existing County Road 71 to improve its operation and increase safety. Replace culvers and improve drainage where required.	Reconstruct road to improve the operation and safety along.  Significant changes to entrances and property required.  Increased environmental effects
<b>x</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>
<b>DO NOT CARRY FORWARD</b> (Does not address the identified safety issues associated with the road deterioration)	<b>CARRY FORWARD</b> Does not, on its own, address the identified safety issues such as visibility, clearzone (rock, trees), lack of shoulders but pavement rehabilitation/reconstruction will be required as part of a basket of solutions	<b>CARRY FORWARD</b> as part of a basket of solutions	<b>CARRY FORWARD</b> as part of a basket of solutions

## Transportation Review

The roadway has the following characteristics:

- Volumes generally decrease from the north to the south limits
- Summer volumes are noticeably higher than non-summer months
- Northbound and southbound traffic volumes are generally equal
- The peak 2-way volume occurred on Saturday, August 2, 2008 (853 vpd) at a location 2.1 km south of Highway 41. This volume reflects the August holiday weekend and likely represents the upper threshold of traffic in this corridor.
- On this day (i.e. Saturday, August 2, 2008), the count station to the south - 8.3 km south of Highway 41 exhibited a volume of 795 vpd.
- Average Annual Daily Traffic (AADT) 520 vehicles per day in 2002
- Average Annual Daily Traffic (AADT) 442 vehicles per day in 2006

Volumes suggest that much of the traffic on CR 71 is through traffic, with origins/destinations outside of the immediate study area. Traffic volumes are less than 1,000 vpd. In addition, because of the rural, relatively isolated nature of this roadway, major future increases in traffic are not anticipated. In this regard, the current configuration (i.e. the existing 2-lane cross section and intersection configurations) will provide adequate performance for the foreseeable future. Modifications are not warranted based on capacity concerns.

### Safety Characteristics

- 5 reported collisions over the previous 8 year period. (2000 – 2008)
- Three (3) of these collisions were attributed to wild animals – the random nature of this type of collision can be reduced with increased clear zone from pavement edge.

An examination of design deficiencies, sight line issues, etc. should be assessed to reflect the higher standard and usage patterns associated with the classification of the roadway.



## Existing Geometric Conditions

The following summarizes the existing County Road 71 roadway geometrics within the construction limits.

- 8 cross culverts, that require replacement plus 2 within the causeway.
- Several hazards (trees, rock, hydro poles) within the clear zone,

	Update	Typical County Road
Lane width	3.0 m	3.25 m minimum 3.5 m desirable
Shoulder width	Varies (0.5 m to 2.0m)	1.5 m minimum 2.0 m desirable Consideration of paved shoulders on curves
Clear zone	Varies (0.5 m to 4.0 m)	4.0 m minimum
Guiderail	Required throughout the majority of the study area but not present	Guiderail required on shoulders
Vertical curves 8 Sag curves	4 Designed to less than 65 km/h	Design to 80 km/h minimum (rural area)
Vertical curves 7 Crest curves	5 less than DS=50 km/h	Design to 80 km/h minimum (rural area)
12 Horizontal curves	4 curves do not meet the minimum 250 m radius	250 m minimum radius for 80 km/h design
Surface Type	Surface treatment	Double lift asphalt (based on AADT traffic volumes)



## Summary of County of Renfrew Roadway Design Standards

- Standards derived from the following resources and manuals: Ministry of Transportation (MTO), the Transportation Association of Canada (TAC), Ontario Good Roads Association (OGRA), and the Canadian Highway Bridge Design Code (CHBDC)

- Roadway Design Class is used to establish the priority of one road or section of road relative to another. Generally, a road with a higher traffic volume and a greater percentage of commercial vehicles will have a higher priority than a lower volume road.

Design Class	Traffic (AADT)
1	12000 and greater
2	5000- 11999
3	1000-4999
4	400-999
5	200-399
6	Less than 200

- Design standards are based on the operating speeds and volume/characteristics of the roadway

Design Standard	Location	Desirable standard	Minimum standard
Design Speed	Rural	90 km/h	80 km/h
	Urban	80 km/h	50 km/h
Lane width		3.5 m	3.25 m
Shoulder width		2.0 m	1.5 m
Drainage/ditching		0.5 m ditch (below subgrade)	0.3 m ditch (below subgrade)
Curves		Design dependent on design speed. Reduce design speed where required due to constraints, and provide warning signage.	
Right-of-way width		26 m	20 m



## Official Plan

Three (3) land use designations are found along the County Road 71 corridor, including:

1. Rural – Permitted uses shall include agricultural, forestry, low density residential, commercial, industrial, recreational, institutional and conservation uses.
2. Crown Land – a parcel of crown land abuts County Road 71 to the west, approximately 3 km north of Centennial Lake Road
3. Mineral Aggregates – The predominant use of land will be for pits and quarries along with associated manufacturing uses (e.g. crushing, screening and concrete plants). Other uses which do not preclude the future use of these lands for mineral aggregate extraction purposes such as forestry, farming activities not involving the construction of buildings or structures, conservation and outdoor recreation will also be permitted.



## Improvement Alternatives

1. Rehabilitate the existing pavement with a wider lane (3.25 or 3.5) width and wider shoulder width (1.5 m or 2.0 m gravel shoulders)
2. Rehabilitate the existing pavement with a wider lane (3.25 or 3.5) width and wider shoulder width (1.5 m or 2.0 m gravel shoulders) – paved shoulders on curves
3. Rehabilitate the existing pavement with a wider lane (3.25 or 3.5) width and wider shoulder width (1.5 m or 2.0 m gravel shoulders) – paved shoulders on curves, improvements to deficient horizontal curves
4. Rehabilitate the existing pavement with a wider lane (3.25 or 3.5) width and wider shoulder width (1.5 m or 2.0 m gravel shoulders) – paved shoulders on curves, improvements to deficient horizontal curves, improvements to crest and sag curves

Examination of drainage (culvert) improvements can also be considered for each of the above 4 options.

### County of Renfrew Roadway Evaluation Criteria

Rehabilitation strategies and priorities are based on the following components: Pavement Condition, Riding Comfort, Traffic Volume and Composition, Geometrics/Safety and Roadway Design Class.

### Implementation Strategies

1. Reconstruction of all needs based on an 80 km/h design speed
2. Reconstruction of all needs based on a reduced design speed of 60 km/h
3. Identify longer term plan and implement select projects as funding becomes available. For the remaining sections, the County will protect property through land use planning.



## Proposed Improvements

- Increase Right-of-way width to accommodate reconstructed road with suitable surface width and shoulders.
- Horizontal and vertical realignment of road to improve safety and address requirement for improved visibility in identified areas.
- Will not meet 80kph design speed in several areas
- Post appropriate warning and regulatory signage
- Defer nonessential rehabilitation with large costs and/or environmental impacts (Causeway and rock cuts)



## Proposed Design Controls

- Achieve minimum 60 kph design speed, 80 kph where practical
- Complete resurfacing and subsurface drainage improvements in rock cut and causeway areas.
- Defer major widening at rock cut and of causeway until funds available and environmental approvals obtained.
- Improve surface drainage throughout.
- Replace culverts, widen shoulders and driving surface
- Rideability/pavement
- Consolidate or relocate entrances to adjoining properties
- Consider widened platform for other roadway users, Allow for future improvements to accommodate pedestrians and cyclists .
- Relocate Utilities
- Reduce property impacts



## Conclusions

- General support from the Public to Rehabilitate County Road 71 as soon as possible
- The Road cannot be upgraded to the County 80 KM design at reasonable cost, and without significant impacts on local residents.
- Some lower priority or higher cost improvements can be deferred until funds are available, providing safety and the condition of the road is improved.
- The County can acquire and protect additional Road Right-of-way to allow for future improvements, and obtain any necessary regulatory approvals.
- The County may consider a lower design speed for certain areas of the road as an interim measure to reduce costs and the impacts on adjacent landowners.
- Based on the current 5 Year Capital Plan for Matawachan Road, the most needed improvements can be constructed if they are staged over the next two years providing the necessary property is acquired and the regulatory approvals obtained.
- The roadway construction will include significant improvements to horizontal and vertical alignment, removal of roadside hazards and better visibility along the road and at driveways and entrances.
- The County will meet with individual owners to review the roadway improvements and the effects on their properties.
- An opportunity will be provided for the public to review the final design before tendering and construction.



## Capital Costs of Improvements

The following are construction costs of the completed projects, including vertical and horizontal alignment modifications.

1. Project A constructed in 2006: Contract #PW-2006-34, \$685,000
2. Project B constructed in 2007: Contract #PW-2007-09, \$658,000
3. Project C constructed in 2010: Various Contracts, \$500,000

The County 2010 5-year Budget Summary for the remaining (3.3 km) sections of Matawatchan Road (CR 71) to be constructed as follows:

	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Environmental Assessment				
Engineering	7,000	50,000	70,000	70,000
Property	6,500		11,000	16,000
Utilities	10,000		50,000	60,000
Construction	626,500		510,000	500,000
Misc./Contingency			45,000	40,000
Other			14,000	14,000
<b>TOTAL:</b>	<b>\$650,000</b>	<b>\$50,000</b>	<b>\$700,000</b>	<b>\$700,000</b>

A legal survey is required to acquire the minimum 26 m right-of-way for the 3.3 km roadway. The allocated monies are for CR 71 design and reconstruction including culverts, clearing and grubbing, granulars, utility relocations, and double surface treatment driving surface.

Preliminary costs to reconstruct CR 71 using 3.5 m lane width and 1.75 m gravel shoulders are as follow:

3.3 km, reconstruction on existing alignment with wider platform (lane and shoulder), spot improvements including realignment at 4 rock cuts:  
\$1.9 Million



## County Rd 71 – Matawatchan Road Work Plan June 2011

### ACTIVITY

### SCHEDULE

Conceptual Design	May- June 2011
Public Meeting to review conceptual Design	June 28,2011
Phase 1 & 2 Preliminary Design, stakeholder consultation	July – September
Determination of property requirements	September 2011
Public Meeting	October 2011
Geotechnical Soils Report phase I & II	Fall 2011
Consult Stakeholders and Approval Agencies for phase I	November 2011
Property Acquisition phase 1	Fall 2011
Legal Survey for phase 1	December 2011
Complete Detailed design phase I	January 2012
Finalize detailed cost estimate for phase I, Tender project	April 2012
Agency approvals for water crossings phases I & II	April 2012
Utility Relocation phases I & 2	May 2012
Construction phase I	Summer 2012
Preliminary Design for final phase	July 2012
Consult Stakeholders and Approval Agencies for phase II	December 2012
Phase II Design	February 2013
Finalize detailed cost estimate for phase II	February 2013
Property Acquisition phase II	January 2013
Legal Survey for phase II	February-March 2013
Complete detailed design and tender phase II	April 2013
Construction phase II	June-August 2013



## Public Involvement

Your input into this study is valuable and appreciated. Comment forms are available at the Registration Desk. All information is collected in accordance with the Freedom of Information and Privacy Act.

Please provide your comment form on or before **July 25<sup>th</sup>, 2011**. Methods of sending in your form are indicated on the comment sheet.

There is an opportunity at any time during the EA process for interested persons to provide comments. Any information or comments received pertaining to this Environmental Assessment study (including your name and address), form part of the public record and may be disclosed/made available by the County to such persons as the County sees fit, including anyone requesting such information. Accordingly, in providing any such information, you shall be deemed to have consented to its use and disclosure as part of this planning process.



## What Happens Next?

Following this Public Open House we will:

- Review all comments
- Confirm design
- Initiate property acquisition
- Present the study findings to the County of Renfrew

In 2011, the County will continue with the planning and design of the project. Subsequent studies will be completed to assess the transportation and environmental impacts (i.e. wetlands, fisheries, archaeological potential, property impacts) associated with each part of the project. A follow up open house will be held in the fall of 2011, or the winter of 2012 to review the final design for the project prior to tendering.

## How Can You Remain Involved in the Study?

You can remain involved in the County Road 71 Environmental Assessment (EA) Study by:

- Requesting that your name/e-mail be added to our study mailing list
- Providing a written comment sheet
- Contacting the County of Renfrew at any time during the study
- Regular project updates can be obtained through the Environmental Studies link on the County's public Works and Engineering web page at <http://www.countyofrenfrew.on.ca/publicworks.htm>

Any of our representatives can assist you with the above activities.



## Comments From Open House Public Open House #1

- Most would like to see the remaining section of County Road 71 resurfaced immediately
- Poor road conditions are damaging vehicles
- Would like the remaining sections completed together in a 3-year plan
- Causeway and rock cuts should be widened to provide additional room for pedestrians
- Concern regarding visibility at several locations along County Road 71
- Would support a 60 km/h reduced speed limit
- Current Madawaska Fire Department has concerns regarding the safety of emergency vehicles and other vehicles travelling County Road 71
- Roadway platform is insufficient to accommodate larger vehicles (logging trucks/dump trucks) and fire vehicles

