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## Welcome

Welcome to the County of Renfrew's third Public Open House for the County Road 71 (Matawatchan Road), from Highway 41 to County Road 65 (Centennial Lake Road) Rehabilitation Program.

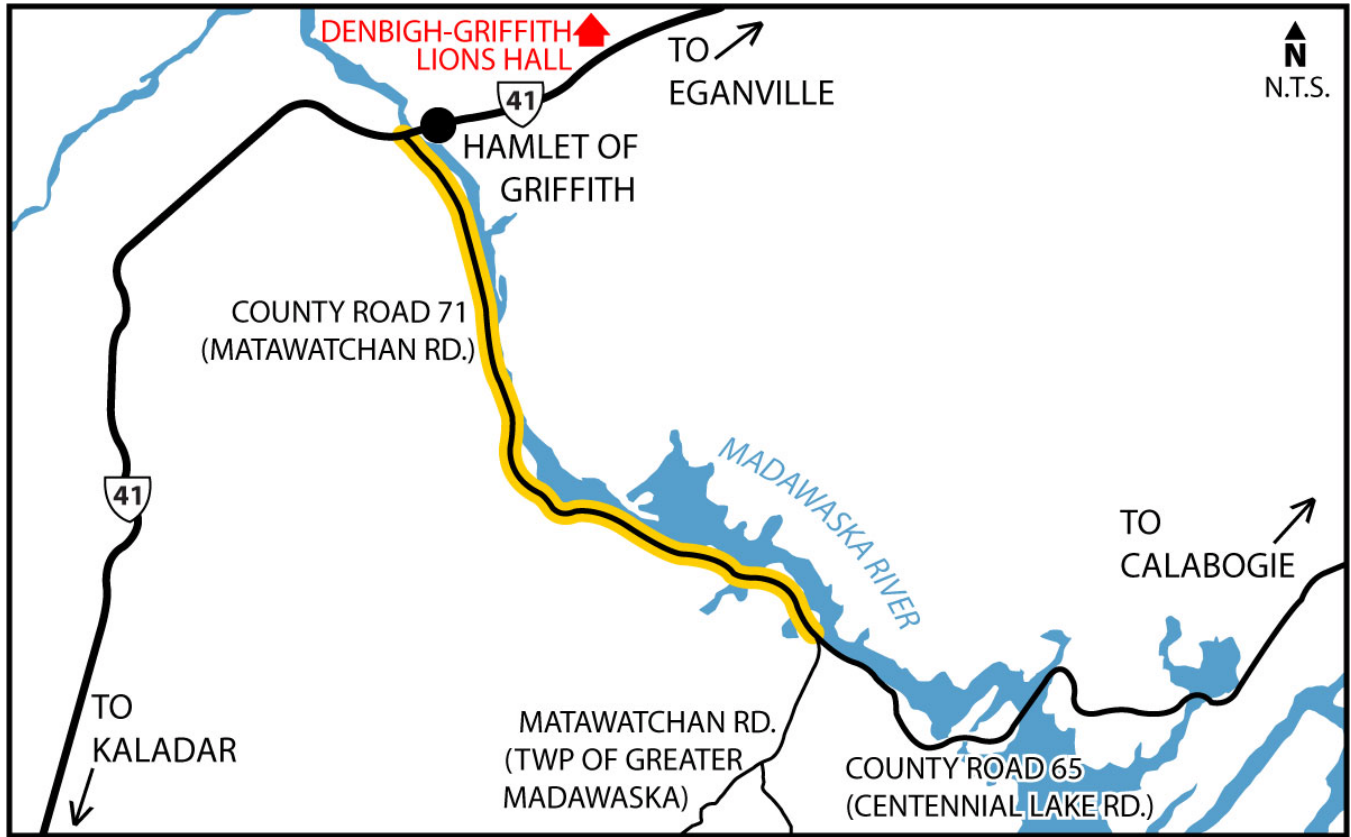
Please view these presentation boards at your leisure. Should you have any questions regarding the material, or any other aspect of the study, please speak to any of the County of Renfrew study team members in attendance.

The design has been completed on the remaining portion of Road 71 from 6.5 km south of Highway 41 southerly 3.3 km to Centennial Lake Road. You are welcome to provide any additional 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 **Dec 23<sup>rd</sup>, 2011**. We also encourage you to record your attendance at the registration desk.

The Class Environmental Assessment screening has been completed for this section of road. The County has determined that the improvements to this southerly 3.3 km of roadway are a Schedule A+ project, as described in the Municipal Class EA.



# Study Area



## Background

County Road 71 is a 2-lane rural road with a posted speed of 80 km/h. 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).

In 2010, the County completed the rehabilitation of 2.7 km of Matawatchan Road from Highway 41 westerly. 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.



## Rehabilitation Program

The remaining 3.3 km section of Matawatchan Road to be rehabilitated includes numerous safety and operational improvements.

The proposed rehabilitation program allows for detailed design and approvals in late 2011 and early 2012 with construction proposed for summer 2012. The Consultation process and design may also identify work or roadway improvements which can be implemented in the future as funding becomes available.

The acquisition of property to widen the road allowance to the County standard of 26 m is necessary in several areas and recommended in others. Contact has been made with all landowners throughout this remaining section and several owners have signed options to purchase for road widening. Land Appraisers have recently completed a market value assessment of lands located along this section.



## Key Issues

The following is a 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



## Aims and Objectives of Public Open House No. 3

The goal of this meeting is to present the following:

- The recommended vertical and horizontal design.
- The rationale behind selecting the final design;
- Improvement costs;
- Impacts to private property;
- The schedule for the work;
- To obtain your comments on the material presented.



## Environmental Assessment Process

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

The County has completed the Class EA process. The appropriate EA schedule for these projects was 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.

The County has determined that the activities required to complete this project consist of a combination of rural resurfacing, patching and frost heave treatment with no changes to horizontal alignment; and localized operational improvements at specific locations. This project will therefore proceed as a schedule A+ project as defined by the Municipal Class Environmental Assessment process.



## Project Stages

This EA process has included the following 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
  - Public comments on TPA
  - Confirm EA Schedule (A<sup>+</sup>)
  - Confirm Work Plan
  - Update cost estimates and County 10 Year Plan
  - Secure Options to Purchase property
4. Review Design Plan at Public Open House No 3
  - Discuss the selected design
  - Provide updated schedule
5. Funding Approval
  - Operations Committee Endorsement of recommended design
  - Budget approval
6. Project Detail Design 2011- Spring 2012
7. Tendering of work and construction summer 2012

← We are here



## Existing Geometric Conditions

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

- 7 cross culverts, that require replacement. One new culvert will be installed to alleviate drainage issues and one cross culvert will be removed.
- Several hazards (trees, rock, hydro poles) within the clear zone,

	Current Conditions	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	Some non-standard installations	Guiderail required on shoulders where water is present
Vertical curves 8 Sag curves	4 Designed to less than 65 km/h	Design to 80 km/h minimum (rural area)
Vertical curves 9 Crest curves	5 less than DS=50 km/h	Design to 80 km/h minimum (rural area)
12 Horizontal curves	2 curves do not meet the minimum 250 m radius	250 m minimum radius for 80 km/h design
Surface Type	Surface treatment	Asphalt or surface treatment (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



## 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.
- Improve 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 from Previous Meetings

- 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 costs, 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 previous 5 Year Capital Plan for Matawatchan 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 alignments, 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.



## Comments from June 28, 2011 Meeting

- There is a need to address road surface condition immediately.
- A single contract is preferred.
- Concerns that property issues will postpone or cancel project.
- Road condition hazardous.
- Mixed comments regarding the need to widen rock cut and causeway, some wanted work done others did not.
- Petition received, asking that County complete project as immediate priority.
- Condition of surface was first priority, other safety improvements secondary.
- Need to improve regular maintenance of road until construction is complete.
- Poor conditions adversely affect emergency response time.
- Environmental issues should have lower priority over safety.



## Updated Project Description

The County has considered the comments from the June 28, 2011 meeting and has updated the project scope and schedule as follows:

- Rehabilitation of roadway within available right-of-way.
- Rural resurfacing with double surface treatment.
- Frost heave treatments.
- Drainage Improvements.
- Localized operational and safety improvements at specific locations.
- Clearing of right-of-way to accommodate improvements and improve visibility.
- Improvements to private entrances where practical.

The County of Renfrew Public Works 10 year Capital Plan has been revised. The rehabilitation of the remainder of the road is currently scheduled for 2012. This is subject to the approval of the County 2012 budget in February 2012.



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

### ACTIVITY

### SCHEDULE

Conceptual Design	Complete
Public meeting # 3 to review conceptual Design	Dec 8, 2011
Design, stakeholder consultation (Agencies Etc.)	Jan – Feb 2012
Confirm property requirements	December 2011
Geotechnical Soils Report	Jan 2012
Property Acquisition	Ongoing
Legal Survey	Jan-March 2012
Complete detailed design	March 2012
County Budget Approval	February 2012
Finalize detailed cost estimate, Tender project	April 2012
Agency approvals for water crossings	April 2012
Utility Relocation phases	May 2012
Construction	Summer 2012



## Public Involvement

Your input into this project 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 **Dec 23<sup>rd</sup>, 2011**. Methods of sending in your form are indicated on the comment sheet.

There is an opportunity at any time during the project for interested persons to provide comments. Any information or comments received pertaining to this project (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.



## How Can You Remain Involved in the Project?

You can remain involved in the County Road 71 project by:

- Providing a written comment sheet
- Contacting the County of Renfrew at any time during the project
- Regular project updates can be obtained through 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.



# Welcome

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Please enter your name on the sign in sheets.

