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Revised Nov 26/09 based on a study team conference call meeting



Welcome

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

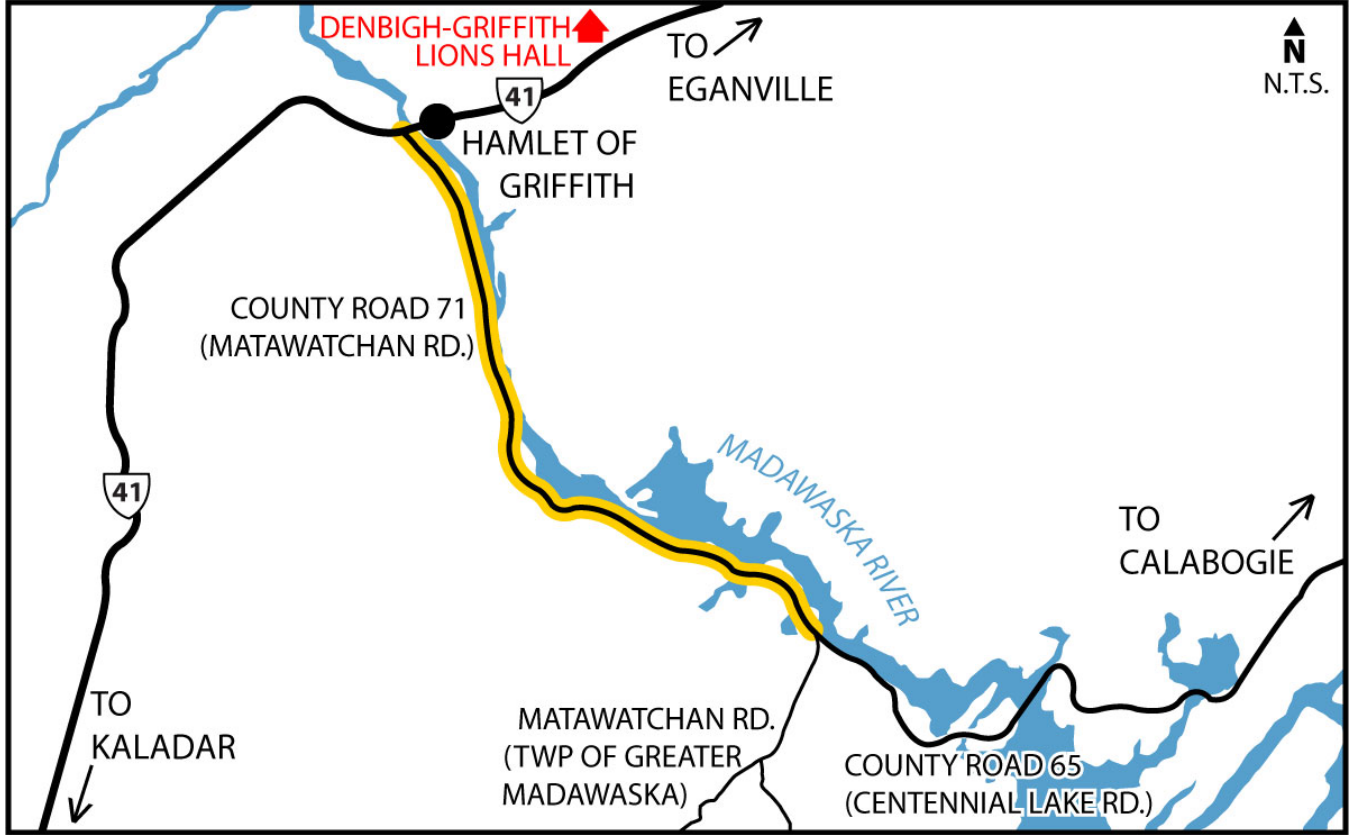
Please view these presentation boards at your leisure. Should you have any questions regarding the material, or any other aspect of the study, please speak to any of the County or Consultant (GENIVAR) study team members in attendance. The County has retained the services of GENIVAR to facilitate this EA project.

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 **January 6, 2010**. 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).

The purpose of this project will be to identify the roadway needs, review alternative solutions, and define a plan to be implemented as funding becomes available.



Key Issues

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

- 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



Typical conditions illustrating poor pavement condition, lack of shoulders, roadside hazards/visibility (i.e. trees)



Photo illustrating sharp horizontal and vertical curves, reduced visibility, and adjacent rock outcrop

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. 1

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.);
- Existing land uses;
- Alternative approaches to roadway design;
- Improvement costs;
- Potential Long Range Planning approach to improvements; and
- To obtain your comments on the material presented.



Environmental Assessment Process

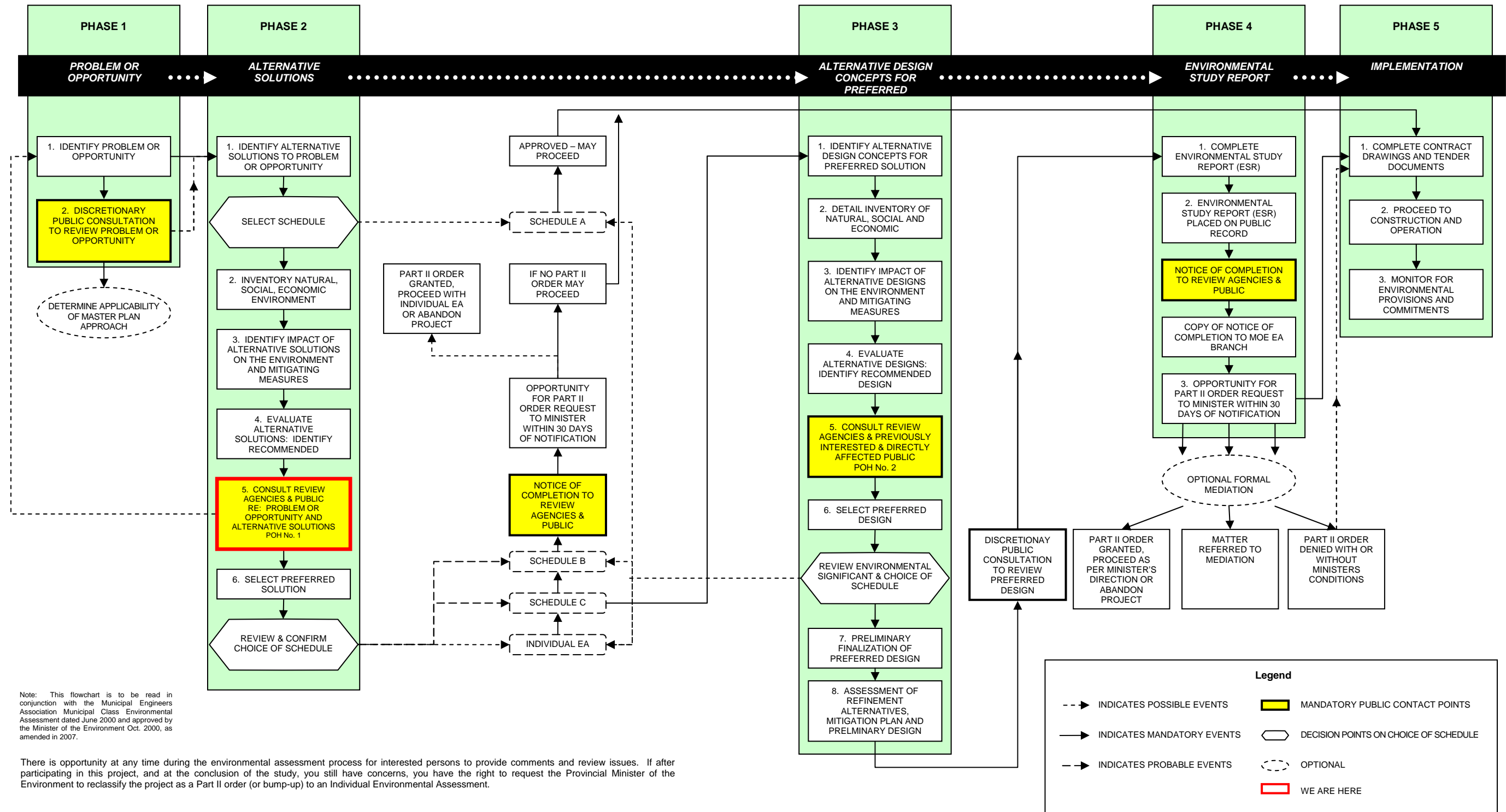
This project is being undertaken in accordance with the Municipal Class Environmental Assessment Study, 2000 (amended 2007), which is available at the Resource Table.

This project will complete Phases 1 and 2 of the Class EA process. The appropriate EA schedule for subsequent projects will be defined following the completion of this initial review and will be dependent on the scope and cost of the improvement projects.

There is opportunity at any time during the Environmental Assessment process for interested persons to provide comments and review outstanding issues.




Municipal Class Environmental Assessment Process



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

The outcome of this assignment will be to prioritize improvement projects and build consensus for an approach to implementing a future plan. Subsequent projects will complete Phases 3 to 5 of the EA process.

3. Analysis and Evaluation of Alternatives
 - Assess Alternative Design Concepts for Preferred Solution(s)
 - Selection of Technically Preferred Alternatives (TPA)
 - Future Public Open House No. 2
4. Recommended Plan
 - Identify Effects and Mitigation Measures
5. Documentation (If a Schedule C project is selected)
 - Council Endorsement to file ESR
 - Environmental Study Report (ESR)
 - 30-day public review period
6. Future Project Detail Design and Implementation (Subject to availability of funding)



Planning Solutions – How do we address the problem?

Planning Solutions represent alternative ways of addressing the identified problem. This step in the study process will address 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	Rehabilitate/Replace Bridge/culverts
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.	Rehabilitate/replace bridge and/or culverts to improve the operation and safety along County Road 71.
x	✓	✓	✓
DO NOT CARRY FORWARD (Does not address the identified safety issues associated with the road deterioration)	CARRY FORWARD 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	CARRY FORWARD as part of a basket of solutions	CARRY FORWARD 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
- Three (3) of these collisions were attributed to wild animals – the random nature of this type of collision is very difficult to mitigate.

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. It does not include the previously constructed contracts PW-2006-34 and PW-2007-09 that are within the study limits.

- 16 cross culverts, 2 require replacement
- Several hazards (trees, rock, hydro poles) within the clear zone,

	Existing	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 19 Sag curves	Majority designed to less than 65 km/h	Design to 80 km/h minimum (rural area)
Vertical curves 20 Crest curves	8 less than DS=50 km/h	Design to 80 km/h minimum (rural area)
22 Horizontal curves	5 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

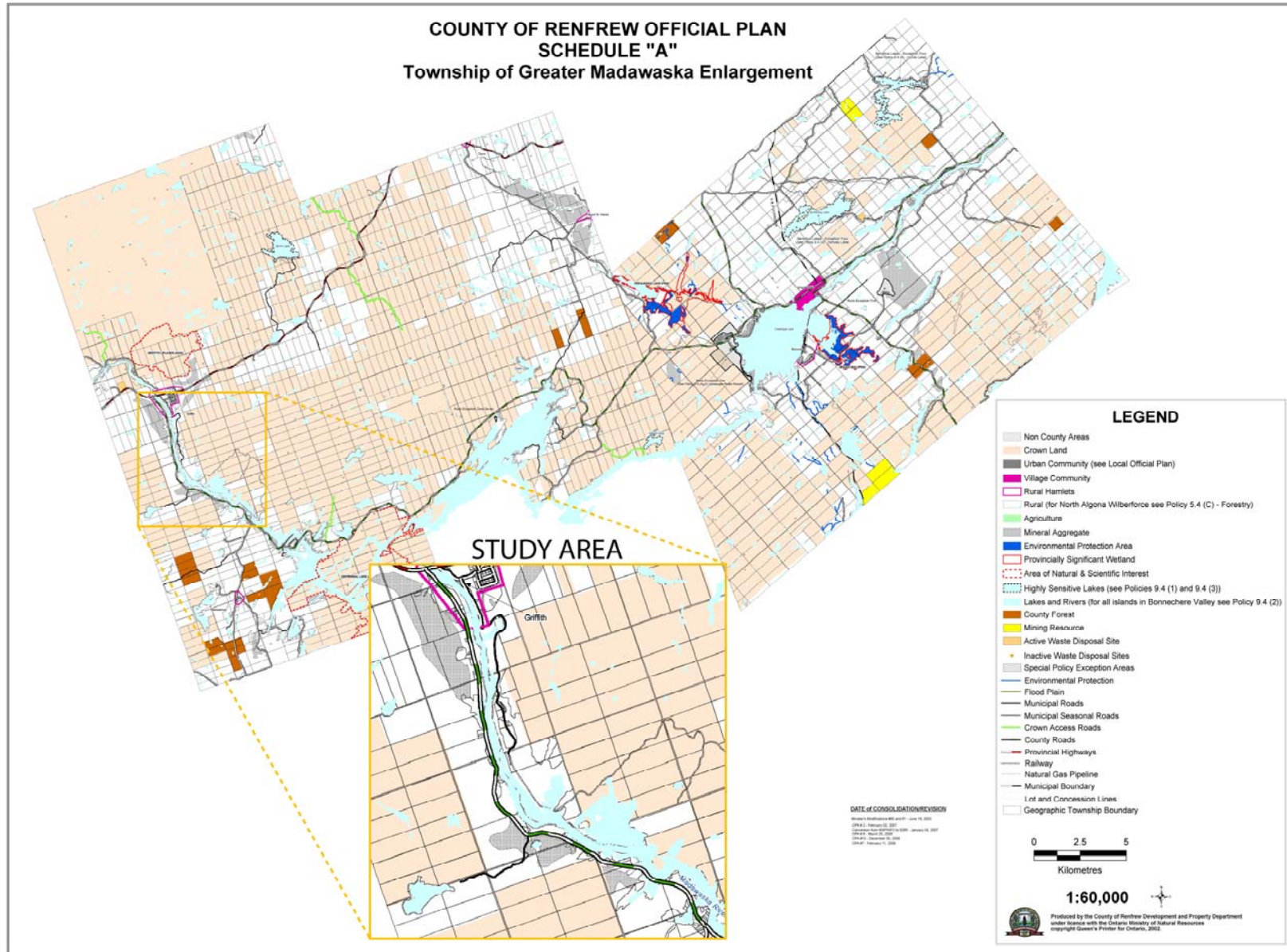
Design Standard	Location	Desirable standard	Minimum standard
Design Speed	Rural	90 km/h	80 km/h
	Urban	80 km/h	50 km/h
Lane width		3.5 m	3.25 m
Shoulder width		2.0 m	1.5 m
Drainage/ditching		0.5 m ditch (below subgrade)	0.3 m ditch (below subgrade)
Curves		Design dependent on design speed. Reduce design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

- Shoulder type: AADT traffic volume less than 400 = double surface treatment, AADT of 400 to 999 vehicles, 50 mm hot mix asphalt

The County standards document is available for viewing at the Resource Table.



Existing Land Uses



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.



Improvement Alternatives



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

The County 2010 5-year Budget Summary for the remaining (5.97 km) sections of Matawatchan Road (CR 71) to be constructed is as follow:

	2010	2011	2012	2013	2014	TOTAL
Environmental Assessment						0
Engineering	7,000	7,000		7,000	7,000	28,000
Property	6,500	6,500		6,500	6,500	26,000
Utilities	10,000	20,000		20,000	10,000	60,000
Construction	626,500	523,500		610,500	431,500	2,192,000
Misc./Contingency		143,000		56,000	245,000	444,000
Other						0
TOTAL:	\$650,000	\$700,000	0	\$700,000	\$700,000	\$2,750,000

A legal survey is required to acquire the minimum 26 m right-of-way for the 5.97 km roadway. The allocated monies are for CR 71 reconstruction including culverts, clearing and grubbing, granulars, utility relocations, and double surface treatment driving surface.

GENIVAR's preliminary costs to reconstruct CR 71 using 3.5 m lane width and 1.75 m gravel shoulders are as follow:

Project 1: North end, 2.4 km, reconstruction generally on existing alignment, with wider platform (lane and shoulder): \$1.0 Million

Project 2: South end, 3.3 km, reconstruction on existing alignment with wider platform (lane and shoulder), spot improvements including realignment at 4 rock cuts: \$1.9 Million

Conclusion: If the roadway improvements are staged/ divided into smaller construction contracts, the County's current 5-year funding allocation for the Matawatchan Road reconstruction is almost sufficient.



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 **January 6, 2010**. 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 Alternative Planning Solutions
- Complete a project prioritization list
- Present the study findings to the County of Renfrew

In 2010, the County will continue with the planning and design of the highest priority project(s). At this time, subsequent EA studies will be completed to assess the transportation and environmental impacts (i.e. wetlands, fisheries, archaeological potential, property impacts) associated with each project.

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 or consultant (GENIVAR) 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.

