AGENDA
PUBLIC WORKS COMMITTEE

Wednesday, December 7th, 2005
Immediately Following Community Development Committee Meeting
Lanark County Administration Building
Council Chambers

Aubrey Churchill, Chair

1. CALL TO ORDER

2. DISCLOSURE OF INTEREST

3. APPROVAL OF MINUTES

   Suggested Motion:
   "THAT, the minutes of the Public Works Committee meeting held on November 2nd, 2005 be approved as circulated."

4. ADDITIONS AND APPROVAL OF AGENDA

   Suggested Motion:
   "THAT, the agenda be adopted as presented."

5. DELEGATIONS/PRESENTATIONS

   i) Public Meeting: Former County Road 12, proposed Road Closing. For more information, please contact the Clerk’s Office at (613) 267-4200 ext. 102 or visit www.county.lanark.on.ca.

      Suggested Motion:
      "THAT, the Committee recess at … in order to hold a Public Meeting for the proposed closing of the former County Road 12 in lots 9 and 10 Concession 11 in the Geographic Township of Dalhousie."

      Suggested Motion:
      "THAT, the Public Meeting Close and the Committee return to regular session at …"
6. COMMUNICATIONS

i) Detail Design – Highway 7 Expansion (Jinkinson Road westerly to Ashton Station Road) – attached, page 6.

ii) MOE News Release: Changes to Drive Clean Will End Unnecessary Testing and Protect the Air we Breathe – attached, page 8.

iii) AMO FYI 05/030: Consultations set for December 8th on Stewardship Ontario’s Funding Formula – attached, page 10.

“THAT, communication items (i) – (iii) for the December Public Works Committee meeting be received as information only.”

iv) Township of Lanark Highlands North-South Feasibility Study Draft Report Extract – attached, page 11. A copy of the complete report is available from the Clerk’s Office at (613) 267-4200 ext. 119 or clerk@county.lanark.on.ca.

Suggested Motion:
“THAT, the Lanark Highlands North-South Feasibility Study be referred to the proposed 2006 Transportation Master Plan process.”

7. REPORTS


Suggested Motion:
“THAT, Report #PW-68-2005 Public Works Contracts Status Report #7 be received as information only.”


Suggested Motion:
“THAT, a By-Law be presented at the December meeting of County Council to Stop-up, Close and Sell, to the abutting property owners, the portion of the former County Road 12 (McDonalds Corners Road) in Lots 9 and 10 Concession 11 in the geographic township of Dalhousie, more particularly described as Parts 3, 7 and 9 on Plan 27R8793 dated October 27th, 2005;

AND THAT, the Acting Clerk send Report #PW-70-2005 to the Township of Lanark Highlands Clerk for information.”

OR
Suggested Motion:
“THAT, the Director of Public Works investigate the objections to the proposed County Road 12 road closing and provide a report and recommendations at the January 2006 meeting of the Public Works Committee;

AND THAT, the Acting Clerk send Report #PW-70-2005 to the Township of Lanark Highlands Clerk for information.”


Suggested Motion:
“THAT, Report PW#72-2005 Contamination: Intersection County Road 10 and Rogers Road, Town of Perth be received for information;

AND THAT, the Acting Clerk sends this report to the Town of Perth Chief Administrative Officer for information.”


Suggested Motion:
“THAT, Report #PW-75-2005 Halls Mills Bridge Arbitration Update be received as information only.”


Suggested Motion:
“THAT, Report #PW-76-2005 Capital Plan: Beverage Locks Bridge and County Road 21 Rehabilitation be received as information only.”


Suggested Motion:
“THAT, a by-law to extend the existing 60 kph posted speed zone on County Road 6 in the hamlet of Glen Tay about 900 meters easterly, be presented at the December Meeting of County Council;

AND THAT, the Acting Clerk sends Report #PW-74-2005 “60 Kph Posted Speed Zone Extension: County Road 6, Glen Tay” to the Tay Valley Township Clerk, for information.”

8. CONFIDENTIAL REPORTS

None
9. OTHER BUSINESS
   None

10. ADJOURNMENT
November 14, 2005
16.04068.E2.2

Mr. Stephen Allan
Director of Public Works
County of Lanark
PO Box 37
99 Sunset Boulevard
Perth, Ontario
K7H 3E2

Dear Mr. Allan,

Subject: Design and Construction Report Submission and Study Completion
Highway 7 - Four-laning from 0.7 km west of Jinkinson Road westerly for 10.5 km, to
2.5 km west of Ashton Station Road, including Service Roads
G.W.P. 251-99-00

The Ministry of Transportation (MTO) has completed the Design and Construction Report (DCR) for the Highway 7 Four-laning from 0.7 km west of Jinkinson Road westerly for 10.5 km, to 2.5 km west of Ashton Station Road, including service roads in accordance with the Class Environmental Assessment for Provincial Transportation Facilities (2000).

The purpose of this letter is to advise you that the Design and Construction Report (DCR) will be available on November 15, 2005 for a 30-day public review period. Interested agencies are encouraged to review this document and provide comments by December 14, 2005. No further documentation will be prepared and construction may begin without further notice. The DCR is not eligible for a “bump up” (Part II Order of the Environmental Assessment Act). Additional information can be found in the notice attached.

If you would like additional information, please notify the undersigned at (905) 882-4211 x276, or by email at DinermanA@mmm.ca.

Yours very truly,

MARSHALL MACKLIN MONAGHAN LIMITED

Alla Dinerman, P.Eng.
Senior Project Manager
Transportation Engineering

Encl.
c.c.: N. Meyers, MTO
B. Grant, MTO
J. Warren, MMM
NOTICE OF DESIGN AND CONSTRUCTION REPORT SUBMISSION AND STUDY COMPLETION

DETAIL DESIGN - HIGHWAY 7 EXPANSION
FROM 0.7 KM WEST OF JINKINSON ROAD WESTERLY TO 10.5 KM, TO 2.5 KM WEST OF ASHTON STATION ROAD, INCLUDING SERVICE ROADS
G.W.F. P. 251-89-00

BACKGROUND

In 1997, the Ministry of Transportation (MTO) completed the Preliminary Design Study and Environmental Study Report (ESR) for the expansion of Highway 7 from two to four lanes between Highway 417 and Carleton Place. In keeping with the Class EA, an ESR Review was undertaken to document new changes in the study area, since construction had not been initiated within five years of the original ESR completion. As such, an ESR Addendum was completed in May 2003 and has met the requirements of the Class EA.

The MTO retained Marshall McLennan Monaghan Limited to complete the Detail Design of the portion of the approved Bum-rail of Highway 7 from 0.7 km west of Jinkinson Road westerly to 10.5 km, to 2.5 km west of Ashton Station Road, including service roads, as shown on the Key Plan.

THE STUDY

The Detail Design study is a Group B undertaking in accordance with the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2003) document. The design consists of the following:

- Four-laning of the existing highway alignment;
- Two (2) interchanges: Dwyer Hill Road and Ashton Station Road;
- Two culverts at the TransCanada Trail crossing providing access to the recreational trail;
- Service roads and connections:
  - South Service Road (McFeeley Avenue--County Road 17);
  - North Service Road (County Road 17--Ashton Station Road);
  - South Service Road (East of County Road 17);
  - South Service Road (East of Ashton Station Road);
  - North Service Road (Canadian Colt & Country Club);
  - West service Road at Dwyer Hill Road;
  - West service Road at Lakeview Creek crossing at North Service Road;
- Partial illumination at interchanges;
- Drainage improvements;
- Utility relocations, and;
- Stormwater Management.

THE STUDY PROCESS

The detailed design study for the improvements to Highway 7 followed the planning process for Group B projects under the Class Environmental Assessment for Provincial Transportation Facilities (MTO 2003), which is approved under the Environmental Assessment Act. Opportunities for public consultation were provided throughout the study. A Design and Construction Report (DCR) documenting the detail design study for the improvements to Highway 7 will be reviewed. If no concerns are raised by November 15, 2005 for a 30-day public review period, the project is eligible for a Part B Order (permits). Interested persons are encouraged to review this document and provide comments by December 14, 2005. If there are no outstanding concerns after December 14, 2005, the project will be considered to have met the requirements of the Class EA. Further documentation will be prepared and construction may start without further notice.

HOW TO VIEW THE DESIGN AND CONSTRUCTION REPORT

The DCR can be viewed at the following locations:

Beckwith Township (Clark’s Office)
1702 5th Line Beckwith
Carleton Place, ON
(613) 257-1577
Hours: Mon-Fri 8:30am-4:30pm

Carleton Place (Clark’s Office)
176 Bridge Street
Carleton Place, ON
(613) 257-1577
(D. Rogers)
Hours: Mon-Fri 8:30am-4:30pm

City of Ottawa (Clark’s Office)
116 Laurier Avenue West
Ottawa, ON
(819) 282-4224 (ext 2200)
Hours: Mon-Fri 8:30am-4:30pm

Ministry of Transportation
1555 John Counter Boulevard
Kingston, ON
(613) 543-5158
(N. Meyers)
Hours: Mon-Fri 8:30am-4:30pm

Ministry of the Environment
2600 Clan Road Drive
Ottawa, ON
(613) 232-3450 (Reception)
Hours: Mon-Fri 8:30am-4:30pm

Ministry of Transportation
550 Tremeblay Road
Ottawa, ON
(613) 745-9494 (Reception)
Hours: Mon-Fri 8:30am-4:30pm

PLEASE PROVIDE WRITTEN COMMENTS TO:

Ms. Anna Dineen, P. Eng.
Senior Project Manager
Transportation Engineering
Marshall McLennan Monaghan Limited
40 Commerce Valley Dr. East
Thornhill, ON
L3T 7M
Tel.: (905) 882-4100 (Sales Office)
Fax: (905) 882-0695
Email: DineenA@mmm.ca

Mr. Norm Meyers, P. Eng.
Senior Project Engineer
Ministry of Transportation
Regional Office
1555 John Counter Boulevard
Kingston, ON
K7L 3A5
Tel.: (613) 543-5158/8800 287 0285 (toll free)
Fax: (613) 543-5108
Email: Norm.Meyers@mto.gov.on.ca
News Release
Communiqué

Ministry of the Environment
Ministère du l’Environnement

For Immediate Release
November 18, 2005

CHANGES TO DRIVE CLEAN WILL END UNNECESSARY TESTING AND PROTECT THE AIR WE BREATHE
Program Being Reformed To Save Ontarians Time And Money

TORONTO – The McGuinty government is protecting the environment and saving Ontarians time and money by improving the Drive Clean program with exemptions for newer, cleaner vehicles and a focus on older vehicles most likely to pollute, Environment Minister Laurel Broten announced today.

“Newer vehicles were passing Drive Clean more than 99 per cent of the time,” said Broten. “By focusing testing on vehicles most likely to pollute, we are protecting the air we breathe and improving the program’s efficiency and effectiveness.”

Drive Clean is Ontario’s testing and repair program, designed to cut smog-causing emissions from cars, trucks and buses. Currently, the program requires light-duty vehicles that are at least three years old to be tested every two years to renew their licence plates. Light-duty vehicles that are 20 years old or more are exempt from testing. A recent science-based review recommended that the program be improved by exempting newer vehicles and focusing more strongly on older vehicles that are most likely to pollute.

Effective January 1, 2006, the program is being revised to focus on vehicles most likely to pollute by:

- Starting emissions tests to renew licence plates when vehicles are five years old, instead of three, because newer vehicles have much better emissions controls and three-year-old cars pass Drive Clean over 99 per cent of the time. Heavy-duty trucks and buses will also require tests beginning when they are five years old, instead of three
- Strengthening consumer protection and fraud prevention by making it an offence under the Environmental Protection Act to create, distribute or use false Drive Clean passes and making it easier to decertify emissions inspectors who create, distribute or use false Drive Clean passes

As well, 20-year-old light-duty vehicles, which have a high risk of being serious polluters, will now require testing, with 1988 and newer model year vehicles staying in the program.

Further changes to the Drive Clean program are also proposed:

- Requiring annual testing for vehicles 12 years old and older
- Increasing the amount vehicles owners must spend on repairs should their vehicle fail its Drive Clean test from $450 to $600
- No longer requiring a Drive Clean test for an ownership transfer between family members, or when a vehicle lease is bought out by the lessee
- Using the vehicle’s own on-board computers for testing 1998 and newer vehicles

- 2 -
“We are looking forward to what the public has to say about Drive Clean and how it can be improved because we believe that a licence to own a vehicle is not a licence to pollute,” said Broten.

Both Drive Clean’s new and proposed changes have been posted on the Environmental Bill of Rights Registry to provide interested parties with the opportunity to review the changes as a whole and provide comments. The posting can be viewed for 60 days at http://www.ene.gov.on.ca/envregistry/026516ep.htm

Contacts:
Anne O’Hagan
Minister’s Office
(416) 325-5809

Charles Ross
Communications Branch
(416) 314-6643

Disponible en français
Consultations set for December 8th on Stewardship Ontario’s Funding Formula

ISSUE: AMO strongly encourages you to participate at the upcoming consultations on the review of the existing Stewardship fee-setting formula and related program issues for the Blue Box Program Plan. The industry needs to hear your perspective on the current program and how to improve it for future years. This discussion will help to determine what the financial contribution to your municipality will be in 2007 for the Blue Box portion of your recycling program. Now is the time to make your views known.

BACKGROUND:

The current Stewardship Ontario funding formula has been used for the Blue Box Program Plan (BBPP) for the period of 2003 through 2006. While minor modifications to the Plan rules have been implemented within the BBPP during this period, other ideas for major modification of the current funding formula have been suggested by some stakeholders. The Stewardship Ontario Board of Directors has agreed to undertake such a review prior to setting fees for 2007. This review of the Stewards’ funding formula and related aspects of the Blue Box Program Plan are to be undertaken within the context of the Waste Diversion Act (2002). A review of the Act itself is beyond the scope of this consultation program.

DESCRIPTION:

The objective of this review is to provide an opportunity for all stakeholders to re-evaluate the current approved funding formula and to consider whether potential modifications or alternative approaches would better support the goals of the BBPP and the policy objectives and legal requirements of the Waste Diversion Act. A Steering Committee has been directed by the Stewardship Ontario Board to oversee this review process. In addition, an Advisory Committee including representation from a broad cross-section of stakeholders, including AMO, has been established to provide input to the work of the Steering Committee.

More information can be found at the Stewardship Ontario website.

Those interested can register by following this link or by contacting Stewardship Ontario at 416-594-3456.

This information is available in the Policy Issues section of the AMO website at www.amo.on.ca

For more information, contact Milena Avramovic, Senior Policy Advisor, at 416-971-9856 ext. 342
North-South Link Feasibility Study

Draft Report

November 23, 2005
2005-029
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TRANSPORTATION AND VALUE ENGINEERS

2005-029

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C Roadway Cost Estimates
D Council Support Documentation (to be added)
1.0 PROJECT SUMMARY

The purpose of this feasibility study is to confirm/validate the extent of current and future transportation needs in the Study Area by documenting Phases 1 and 2 (needs and alternative solutions) of the Environmental Assessment (EA) process.

A subsequent Schedule ‘C’ Environmental Assessment would complete Phases 3 and 4 (the analysis and evaluation of alternative designs and documentation) of the ‘Municipal Class Environmental Assessment, June 2000’.

The problem, which will be defined with community participation, will be to provide an efficient and effective transportation plan for the northern portion of the Township of Lanark. The roadway solution(s) will be selected with input from both the Township and the community.

The study has been carried out by National Capital Engineering with input from the Township of Lanark Highlands (public, agency and council).

1.1 Study Area

The study area under review is shown on Figure 1-1, Study Area. The area under review was expanded to include a roadway link to County Road 511, following comments received at the Public Involvement Centre meeting.

The Township of Lanark Highlands is a rural municipality in eastern Ontario, in the County of Lanark. According to the 2001 Statistics Canada Census, the population of the Township is 4,795 consisting of 2,636 dwellings. The study area - the White Lake/Three Mile Bay community, is one of thirty-four communities that exist in the Township.

1.2 Background

In 1991, a feasibility study for a north-south link was completed by Totten Sims Hubicki Associates, for the former Township of Darling.

The need for a link was identified, based on the impact of increased population on the ability to provide adequate and efficient municipal services such as garbage collection, emergency services (fire) and road maintenance.

At that time, three alternatives were considered as follows:

- Do Nothing
- Upgrade the California Road to standards for year-round use
- New Road - extend the eighth line (Darling Road) to Snye Road

The preferred alternative was the extension of Darling Road to Snye Road, a length of approximately 2.9 km at a preliminary cost of $1 million dollars.

The Council of the Day supported the construction of the connecting link. However, no funding was received for the project under any program offered at the time of the previous study.
Figure 1-1
Study Area
1.3 Study Purpose

In 1997, the Township of Darling amalgamated with North West Lanark Township to form the Township of Lanark Highlands. The north-eastern portion of the former Darling Township is separated from the Township of Lanark Highlands, due to a lack of transportation links, and the out-of-way travel required when using existing roadways. The goal of this current feasibility study is to re-examine the need for a connecting road link in the northeast quadrant of the Township of Lanark Highlands.

Once completed, this feasibility report will satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment process.

The purpose of this study is to:

- re-examine the White Lake area and define any changes (population, tourism, travel, etc.) since amalgamation
- define the need and justification for a north-south link in this area of the Township of Lanark Highlands
- review the societal costs associated with the out-of-way travel of the current traffic volumes for residential, recreational, business and the municipality
- examine the benefits to the Township as a whole (increased market area, municipal services delivery, etc.)
- produce a needs statement from which the Township may approach potential funding sources, for contributions towards a subsequent EA study and/or construction funding
- Assess the ownership of the link (lower or upper tier)
- Produce a Feasibility Study Report.

The preferred roadway alternative will define a link in the northeast quadrant of the Township of Lanark Highlands.

The feasibility study provides the Township with:

- A plan that can proceed to complete the Environmental Assessment to protect a future road corridor
- A defined cost which will allow the Township to budget staging of future road improvements; and
- A road network that can enhance the cohesiveness of the Township as a whole, by providing the "missing" link to connect the Township's northeast quadrant to surrounding areas and communities.

1.4 Study Issues

The new transportation link will offer the following benefits:

- Decrease travel time for trips destined to/from White Lake area to/from southerly destinations (Hopetown, Lanark Village, Balderson, Perth, etc.);
- Increase community links (i.e. White Lake and Tatlock) and encourages participation in community events within the Township;
- Decrease truck travel times to the Snye Road waste site;
- Increase accessibility to services within the Township (health unit, arena, library, etc.);
- Improve delivery of emergency services (ambulance, ER, police, fire);
- Encourage tourism/recreation to the northern lakes (White Lake, Pickerel...
Bay, Three Mile Bay, Lowney Lake, Bane Bay, etc); and

- Encourage business development within the Township.

Issues and concerns were addressed in discussions with individuals, during the Involvement Centre meeting held on August 30, 2005. No concerns were expressed from contacted agencies.

1.5 Alternatives

1.5.1 Alternative Planning Solutions

The following alternative planning solutions were analyzed and evaluated:

- Do Nothing;
- Upgrade existing road (California Road);
- Construct a new roadway link.

Section 5.2 describes the alternative planning solutions.

The planning solutions were evaluated quantitatively using the following broad factors:

- Transportation
- Social Environment
- Land Use
- Cost

Based on the qualitative analysis of alternative planning solutions, it was recommended that all solutions be carried forward for review at the Public Involvement Centre meeting.

Both solutions, upgrading the California Road and constructing a new link, were presented to the public and Township Council representatives at a Public Involvement Centre meeting held on August 30, 2005.

As a result of comments received at the Public Involvement Centre meeting, an additional roadway link was added to the list of options for further review. This new roadway link involves connecting the west terminus of Snye Road westerly to County Road 511.

A subsequent stage of the EA study process will be to further review (cost, alignment, mitigation measures) the roadway alternatives.

1.6 Public Participation

One of the objectives of this study was to provide the public, interested parties and affected agencies with the opportunity for meaningful input.

Participation by means of a Public Involvement Centre meeting included several communication mechanisms as described in succeeding sections.

1.6.1 Meeting Notice

A notice of the Public Involvement Centre meeting was distributed as follows:

- sent to all members of the White Lake property owners via email
- available at the Township office in the Village of Lanark
- posted on the Township website.
Table 5-1: Evaluation of Alternative Planning Solutions

<table>
<thead>
<tr>
<th>Do Nothing</th>
<th>Upgrade California Road</th>
<th>Construct new 2.7 km link from Darling Road to Snye Road</th>
<th>Construct new 6.0 km link from Snye Road westerly to County Road 511</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Least impact and least cost alternative. Does not, however, address transportation (travel times), safety (fire response), social (disjointed community), or economic (access to recreational community) issues</td>
<td>• Will solve the need for a north-south link (improves the road network by providing a community link)</td>
<td>• Will solve the need for a north-south link (improves the road network by providing a community link)</td>
<td>• Will solve the need for a north-south link (improves the road network by providing a community link)</td>
</tr>
<tr>
<td></td>
<td>• Reduces out-of-way travel</td>
<td>• Reduces out-of-way travel</td>
<td>• Reduces out-of-way travel</td>
</tr>
<tr>
<td></td>
<td>• Construction could be staged as the aggregate material becomes available</td>
<td>• Construction could be staged if needed</td>
<td>• Construction could be staged if needed</td>
</tr>
<tr>
<td></td>
<td>• 3.5 km of the existing road is on Crown land</td>
<td>• Approximately 950 metres of the new road traverses Crown land</td>
<td>• Roadway traverses 875 metres of Crown land and impacts a &quot;Mineral Resources Constraint Overlay&quot; area</td>
</tr>
<tr>
<td></td>
<td>• $2.4 - $3.2M construction cost (dependent on the availability of aggregate and the amount of fill required. More detailed estimates to be provided at the EA stage)</td>
<td>• $1.3 - $1.9M construction cost (depending on the source and availability of aggregate and the amount of fill required. More detailed estimates to be provided at the EA stage.)</td>
<td>• $2.5 - $3.3M construction cost (depending on the source and availability of aggregate and the amount of fill required. More detailed estimates to be provided at the EA stage.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>X</th>
<th>✓</th>
<th>✓</th>
<th>✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>DO NOT CARRY FORWARD (does not solve the need)</td>
<td>CARRIED FORWARD (solution to be further reviewed at a subsequent EA project)</td>
<td>CARRIED FORWARD (solution to be further reviewed at a subsequent EA project)</td>
<td>CARRIED FORWARD (solution to be further reviewed at a subsequent EA project)</td>
<td></td>
</tr>
</tbody>
</table>
1.6.2 Agency Contacts

Letters were sent to the following external agencies and interest groups to solicit their comments on the study:

- Department of Fisheries and Oceans
- Hydro One
- Lanark County Ambulance Service
- Lanark, Leeds & Grenville Health Unit
- Renfrew County Board of Education
- Upper Canada District School Board
- Renfrew Catholic District School Board
- Lanark County OPP
- Town of Arnprior Fire Department
- Township of Lanark Highlands Fire Department
- Ontario Provincial Police, Arnprior
- Ministry of Tourism and Recreation
- Ministry of Northern Development and Mines
- Ontario Federation of Anglers and Hunters
- Ministry of Natural Resources
- Mississippi Valley Conservation Authority
- Catholic District School of Eastern Ontario
- Algonquins of Pikwakagan
- Lanark Highlands Environmental Advisory Committee
- Lanark Fish and Game Club
REPORTS
1. **STAFF RECOMMENDATIONS**

   It is recommended that:

   i) The Public Works Committee receives for information the Public Works Contracts Status Report #7.

2. **PURPOSE**

   The purpose of this report is to inform the Committee of the status of Public Works Contracts.

3. **BACKGROUND**

   None

4. **DISCUSSION**

   The attached summary includes all Public Works contracts that were awarded in 2004 and completed in 2005, as well as contracts that have been awarded after the approval of the 2005 budget. Shaded rows in the attached summary indicate that the contract has been completed.

5. **ANALYSIS AND OPTIONS**

   The overall status of the 56 contracts that are being managed by the Department is as follows:

   - Completed 39
   - Ongoing 11
   - Tendered but not Awarded 1
   - Not awarded as a result of budget reductions 2
   - Cancelled /Deferred 3

6. **FINANCIAL IMPLICATIONS**

   No issues at this time.
7. LOCAL MUNICIPAL IMPACT

None

8. CONCLUSIONS

Public Works contracts are progressing as planned.

9. ATTACHMENTS

i) Public Works Contracts Status

Prepared and Recommended By:               Approved for Submission:

Stephen E.A. Allan, P. Eng., Director of Public Works.  

Peter F. Wagland, Chief Administrative Officer
<table>
<thead>
<tr>
<th>CONTRACT #</th>
<th>TENDER DESCRIPTION</th>
<th>AWARDED TO:</th>
<th>STATUS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>#25-2004</td>
<td>RFP: Salt Management Plan</td>
<td>Ecoplans Ltd</td>
<td>Completed</td>
<td>Report to Committee forthcoming</td>
</tr>
<tr>
<td>#1-2005</td>
<td>2006 Bridge Program Pre-Engineering</td>
<td>McCormick Rankin Corporation</td>
<td>Ongoing</td>
<td>Design and tender preparation ongoing</td>
</tr>
<tr>
<td>#2-2005</td>
<td>Crack Cleaning and Sealing</td>
<td>L.A. Knapp Inc.</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#3-2005</td>
<td>Hot Mix Patching</td>
<td>Smiths Construction Company</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#4-2005</td>
<td>Roadside Brushing</td>
<td>Wayne Blackburn Brushcutting</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#5-2005</td>
<td>Roadside Ditching</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#6-2005</td>
<td>Roadside Mowing</td>
<td>Lewis Farms</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#7-2005</td>
<td>Roadway Sweeping</td>
<td>John Sweeping</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#8-2005</td>
<td>Screening &amp; Stacking Winter Sand @ McDonald’s Corners Pit</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#9-2005</td>
<td>Supply, Load, Haul &amp; Stack Screened Winter Sand @ Union Hall &amp; Dalhousie Pit</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#10-2005</td>
<td>Supply &amp; Deliver Bulk Coarse Highway Salts</td>
<td>Sitto Canada Inc.</td>
<td>Ongoing</td>
<td>Deliveries as needed.</td>
</tr>
<tr>
<td>#11-2005</td>
<td>Supply and Delivery of Cold Patch (Bulk)</td>
<td>G. Tackaberry &amp; Sons</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>#12-2005</td>
<td>Supply and Install 3 Cable Guide Rail and Supply &amp; Apply Granular Sealant</td>
<td>Mciver Enterprises</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#13-2005</td>
<td>Supply and Apply White and Yellow Paint and Beads</td>
<td>Stripe Works Ltd</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>#14-2005</td>
<td>Supply Road Signs Schedule “A”</td>
<td>Owl-Lite Rentals &amp; Sales</td>
<td>Completed</td>
<td>Signs delivered</td>
</tr>
<tr>
<td>#14-2005</td>
<td>Supply Road Signs Schedule “B”</td>
<td>Scugog Signs</td>
<td>Completed</td>
<td>Posts delivered</td>
</tr>
<tr>
<td>#15-2005</td>
<td>One Tandem Truck</td>
<td>Oakes Truck Sales</td>
<td>Completed</td>
<td>Delivered. See Contract #30-2005</td>
</tr>
<tr>
<td>#16-2005</td>
<td>CR16 West Rehabilitation</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#17-2005</td>
<td>CR10 Rehabilitation</td>
<td>Smiths Construction Company</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>#18-2005</td>
<td>CR15 Reconstruction</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#19-2005</td>
<td>CR16 East Rehabilitation</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Completed</td>
<td>On time and on budget</td>
</tr>
<tr>
<td>#20-2004</td>
<td>CR17 Rehabilitation</td>
<td>Karson Kartage &amp; Konstruction Ltd</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#21-2005</td>
<td>CR21 Rehabilitation</td>
<td>G. Tackaberry &amp; Sons</td>
<td>Not Awarded</td>
<td>Deferred till 2006</td>
</tr>
<tr>
<td>CONTRACT #</td>
<td>TENDER DESCRIPTION</td>
<td>AWARDED TO:</td>
<td>STATUS</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------------------------</td>
<td>------------------------------------</td>
<td>------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>#22-2005</td>
<td>Little Clyde River Bridge Rehabilitation</td>
<td>Lischer Construction Inc.</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#24-2005</td>
<td>Beveridge Locks Bridge Rehabilitation</td>
<td>G-Civil Inc.</td>
<td>Not Awarded</td>
<td>Deferred till next year (2006)</td>
</tr>
<tr>
<td>#25-2005</td>
<td>Valuation of Tatlock Road Allowance</td>
<td></td>
<td>Deferred</td>
<td>Council decision at June meeting.</td>
</tr>
<tr>
<td>#27-2005</td>
<td>Supply &amp; Deliver of Construction Signs</td>
<td>Mechanical Advertising Inc.</td>
<td>Completed</td>
<td>Signs delivered</td>
</tr>
<tr>
<td>#28-2005</td>
<td>Two (2) Half Ton Trucks (Extended Cab)</td>
<td>A &amp; B Ford Sales</td>
<td>Completed</td>
<td>Delivered June 3</td>
</tr>
<tr>
<td>#29-2005</td>
<td>Supply and Application of Surface Treatment</td>
<td>Smiths Construction Company</td>
<td>Not Awarded</td>
<td>Cancelled and replaced with Contract #36-2005</td>
</tr>
<tr>
<td>#30-2005</td>
<td>One (1) All Season Combination Dump Body Spreader, Dual Spinner, and Snow Plow Equipment</td>
<td>Malmberg Truck Trailer Equipment Ltd</td>
<td>Ongoing</td>
<td>Delivery expected early December 2005</td>
</tr>
<tr>
<td>#31-2005</td>
<td>Disc Mower</td>
<td>M &amp; P Farm Equipment Ltd</td>
<td>Completed</td>
<td>Delivered</td>
</tr>
<tr>
<td>#32-2005</td>
<td>Winter Road Maintenance Plow Truck and Operator (with Sanding/Salt Unit)</td>
<td>Thomas Cavanagh Construction Ltd</td>
<td>Ongoing</td>
<td>Routes: #2, #4, #11 from November 14th, 2005 to April 17th, 2006</td>
</tr>
<tr>
<td>#32-2005</td>
<td>Winter Road Maintenance Plow Truck and Operator (with Sanding/Salt Unit)</td>
<td>Nедов Construction Inc.</td>
<td>Ongoing</td>
<td>Route #7 from November 14th, 2005 to April 17th,2006</td>
</tr>
<tr>
<td>#33-2005</td>
<td>Directional Signs (Part A)</td>
<td>Owl-Lite Rentals &amp; Sales</td>
<td>Completed</td>
<td>Signs delivered</td>
</tr>
<tr>
<td>#33-2205</td>
<td>Directional Signs (Part B)</td>
<td>Owl-Lite Rentals &amp; Sales</td>
<td>Completed</td>
<td>Signs delivered</td>
</tr>
<tr>
<td>#34-2005</td>
<td>Little Clyde River and Ferguson's Falls Bridge Rehabilitation Supervision</td>
<td>G. D. Jewell Engineering Inc.</td>
<td>Completed</td>
<td></td>
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<tr>
<td>#35-2005</td>
<td>Mississippi River Bridge Emergency Repairs</td>
<td>David Lafliamme Construction</td>
<td>Completed</td>
<td>Unforeseen Project</td>
</tr>
<tr>
<td>#36-2005</td>
<td>CR9 Rehabilitation</td>
<td>Thomas Cavanagh Construction</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#37-2005</td>
<td>CR 24 (Campbell's Side Rd) Double Surface Treatment (1 km)</td>
<td>Smiths Construction</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#38-2005</td>
<td>CR14 (Narrows Lock Rd) Single Surface Treatment (1.5 km)</td>
<td>Smiths Construction</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#39-2005</td>
<td>CR16 (5th Lavant Rd) Single Surface Treatment (2.5 km)</td>
<td>Smiths Construction</td>
<td>Completed</td>
<td>On budget</td>
</tr>
</tbody>
</table>
## PUBLIC WORKS CONTRACTS STATUS

(as of November 28th, 2005)

<table>
<thead>
<tr>
<th>CONTRACT #</th>
<th>TENDER DESCRIPTION</th>
<th>AWARDED TO:</th>
<th>STATUS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>#40-2005</td>
<td>CR16 (Sth Lavant Rd) Double Surface Treatment (1 km)</td>
<td>Smiths Construction</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#41-2005</td>
<td>Equipment Rental and Materials CR16 (Sth Lavant Rd)</td>
<td>Thomas Cavanagh Construction</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#42-2005</td>
<td>Supply and Install Three-Cable Guide Rail and Anchors</td>
<td>McIver Enterprises</td>
<td>Completed</td>
<td>On budget</td>
</tr>
<tr>
<td>#43-2005</td>
<td>Supply, Load, Haul &amp; Stack Screened Winter Sand @ Perth Garage</td>
<td>Crain Construction Ltd</td>
<td>Completed</td>
<td>On Budget</td>
</tr>
<tr>
<td>#44-2005</td>
<td>County Road 511 Corridor Assessment</td>
<td></td>
<td>Deferred</td>
<td>Council decision at June meeting.</td>
</tr>
<tr>
<td>#45-2005</td>
<td>Supply and Installation of Five (5) Street Lights</td>
<td>Gary Munroe Electrical</td>
<td>Ongoing</td>
<td>Scheduled November/December</td>
</tr>
<tr>
<td>#46-2005</td>
<td>Railway Crossing Improvements CR20 (Waba Road)</td>
<td>Karson Kartage &amp; Konstruction Ltd</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>#47-2005</td>
<td>Bridge Expansion Joint Repairs</td>
<td>Canadian Coatings</td>
<td>Ongoing</td>
<td>Scheduled November/December</td>
</tr>
<tr>
<td>#48-2005</td>
<td>Winter Maintenance of Lanark Lodge and Municipal Offices Parking Lots, Driveways and Sidewalks</td>
<td>McMunn Excavation Ltd</td>
<td>Ongoing</td>
<td>From November 14th, 2005 to April 17th, 2006</td>
</tr>
<tr>
<td>#49-2005</td>
<td>Supply &amp; Apply White &amp; Yellow Traffic Paint</td>
<td>Trillium Pavement Marking</td>
<td>Completed</td>
<td>Line painting on County Roads 10, 15 and 16 capital projects</td>
</tr>
<tr>
<td>#50-2005</td>
<td>Tree and Brush Removal</td>
<td>R.T.R. Tree Service</td>
<td>Ongoing</td>
<td>To be completed by December 15th</td>
</tr>
<tr>
<td>2005/2006</td>
<td>Winter Maintenance Agreement for Pakenham Bridge</td>
<td>Mervyn Downey Excavating Ltd</td>
<td>Ongoing</td>
<td>On-call snow removal from Five Arches Bridge in Pakenham</td>
</tr>
<tr>
<td>2005/2006</td>
<td>Winter Maintenance Agreement for Route #10 CR#16</td>
<td>Alan Umpherson</td>
<td>Ongoing</td>
<td>Truck to be stationed at Umperson residence near Poland from November 14th 2005 to April 17th 2006</td>
</tr>
</tbody>
</table>
THE COUNTY OF LANARK

PUBLIC WORKS COMMITTEE

December 7th, 2005

Report #PW-70-2005 of the
Director of Public Works

FORMER COUNTY ROAD 12 ROAD CLOSING

1. STAFF RECOMMENDATIONS

It is recommended that:

i) A By-Law be presented at the December meeting of County Council to Stop-up, Close and Sell, to the abutting property owners, the portion of the former County Road 12 (McDonalds Corners Road) in Lots 9 and 10 Concession 11 in the geographic township of Dalhousie, more particularly described as Parts 3, 7 and 9 on Plan 27R8793 dated October 27th, 2005.


OR

i) The Director of Public Works investigate the objections to the proposed County Road 12 road closing and provide a report and recommendations at the January 2006 meeting of the Public Works Committee.


2. PURPOSE

The purpose of this report is to recommend the stopping-up, closing and sale of a portion of the former County Road 12 about 2 km east of the hamlet of McDonalds Corners.

3. BACKGROUND

At the November 23rd, 2005 meeting (Report #PW-66-2005), County Council authorized the Director of Public Works to begin the process to stop-up and close the portion of the former County Road 12 in the east half of Lot 10 Concession 11 in the geographic township of Dalhousie, which was created in the 1950’s when the road was realigned. The road closing is needed to satisfy a condition for the approval of two severance applications.
4. **DISCUSSION**

Public Notice of the County’s intentions to stop-up, close and sell the subject portion of County Road 12 was advertised in the Lanark Era on November 15th and 22nd, 2005 and the EMC Record News on November 18th and 25th, 2005. The Public Notice was also posted at the site on November 11th, 2005 and the Notice was also posted on the County website. As per the Notice, a Public Meeting will be held at the County Council Chambers on December 7th, 2005 to hear any person who claims that their lands will be prejudicially affected by the proposed road closing.

5. **ANALYSIS AND OPTIONS**

The road closing public consultation process was conducted in accordance with Sections 34 and 268 of the Municipal Act 2001, Chapter 25 and Lanark County By-Law 2002-42 Adopt a Policy for the Giving of Public Notice.

Two alternative suggested motions are offered as Staff Recommendations in this Report. The outcome of the Public Hearing will determine the selection of the appropriate motion for consideration by the Public Works Committee.

6. **FINANCIAL IMPLICATIONS**

At the November 23rd, 2005 meeting of County Council, Parts 3, 7 and 9 on Reference Plan 27R8793 were declared surplus to County needs and the value of consideration was set at $1.00. The County of Lanark has paid a portion of the survey and all advertising costs for the road closing while the applicant is responsible for all legal costs.

7. **LOCAL MUNICIPAL IMPACT**

None

8. **CONCLUSIONS**

The stopping-up, closing and sale of the portion of the former County Road 12 in the east half of Lot 10 Concession 11, geographic township of Dalhousie is recommended.
9. ATTACHMENTS

i) County Road 12 Road Closing Public Notice

Prepared and Recommended By:  
Stephen E.A. Allan, P. Eng.,  
Director of Public Works.

Approved for Submission:  
Peter F. Wagland,  
Chief Administrative Officer
CORPORATION OF THE COUNTY OF LANARK
CLOSING AND SALE OF PARTS OF
FORMER COUNTY ROAD 12

PUBLIC NOTICE

Notice is hereby given that the Corporation of the County of Lanark intends to stop up, close and sell parts of former County Road 12 more particularly described in Schedule “A” attached hereto.

The proposed by-law and plan describing the parts of former County Road 12 to be closed and sold are available for inspection at the Public Works Department in the County Engineering Building, 99 Christie Lake Road, Perth, Ontario, Monday thru Friday, 9:00 a.m.-4:00 p.m.

At its meeting to be held in the County Administration Building, 99 Christie Lake Road, Perth, Ontario on the 7th day of December, 2005 at 6:00 p.m. E.S.T. or as soon thereafter as the matter may be heard, the County Public Works Committee as a Committee of the Council of the County of Lanark will hear in person or by his/her counsel, solicitor or agent any person who claims that his/her lands will be prejudicially affected by the by-law and who applies to be heard. Persons who are unable to attend the meeting may provide a written submission, by Registered Mail or hand delivered, to the undersigned prior to 4:00 p.m. E.S.T. on November 30th, 2005.

Any person desiring to be heard in opposition to the proposed by-law or any person requiring further information is asked to contact the undersigned on or before November 30th, 2005.

Dated: November 10, 2005

Janet Tysick, A.M.C.T., Office Coordinator,
Lanark County Public Works Department,
County Engineering Building,
P.O. Box 37, 99 Christie Lake Road,
PERTH, Ontario. K7H 3E2
Telephone: (613) 267-1353 Ext. 109

SCHEDULE “A”

Legal description of the parts of former County Road 12 to be closed and sold

All and singular, those parcels, situate, lying and being in the municipalities, lots and concessions and more particularly described on Reference Plans registered in the Registry Division of Lanark County as shown on the following chart.

<table>
<thead>
<tr>
<th>Geographic Township</th>
<th>Municipality</th>
<th>Lot</th>
<th>Concession</th>
<th>Part(s)</th>
<th>Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalhousie</td>
<td>Township of Lanark Highlands</td>
<td>10</td>
<td>11</td>
<td>3</td>
<td>27R8793</td>
</tr>
<tr>
<td>Dalhousie</td>
<td>Township of Lanark Highlands</td>
<td>9</td>
<td>11</td>
<td>7</td>
<td>27R8793</td>
</tr>
<tr>
<td>Dalhousie</td>
<td>Township of Lanark Highlands</td>
<td>10</td>
<td>11</td>
<td>9</td>
<td>27R8793</td>
</tr>
</tbody>
</table>
1. **STAFF RECOMMENDATIONS**

It is recommended that:

i) **THAT**, the Public Works Committee receives Report PW#72-2005 "Contamination: Intersection County Road 10 and Rogers Road, Town of Perth" for information.

ii) **THAT**, the Acting Clerk sends this report to the Town of Perth Chief Administrative Officer for information.

2. **PURPOSE**

The purpose of this report is to provide an update on the progress of the remediation of the contamination of the County road allowance adjacent to DiCola Petroleum Inc. (DPI) in the Town of Perth.

3. **BACKGROUND**

Director’s Reports, #35-2004 (June 2004), #37-2004 (August 2004), #59-2004 (October 2004) and #75-2005 (December 2004), and #33-2005 (June 2005) provided the Committee information about the contamination at the DiCola property and the abutting road allowances and the actions taken by the Ministry of the Environment, the Town of Perth and the County.

Provincial Officer Order #P725034 dated October 4th, 2004 identified DPI, as the sole source of the hydrocarbon contamination identified at the site on May 8th, 2004. The Ministry of Environment Order directed DPI to develop a work plan to remediate the site. While Levac, Robichaud, Leclerc Associates Ltd were retained by DPI to undertake this work, no progress has been made to date.

On October 12th, 2005, by letter, staff notified DPI of their concerns with the lack of progress at the site. No action was taken by DPI. On November 7th, 2005, after consultation with County staff, Town staff requested the intervention of the Ministry of Environment to enforce the Provincial Order (letter attached).
4. **DISCUSSION**

On November 24th, 2005 by Provincial Order #P725035 the Ministry of Environment directed DPI to retain a qualified environmental consultant by December 2nd, 2005 and to submit a work plan to remediate the site by December 23rd, 2005. The Provincial Officer’s Report is attached for information.

5. **ANALYSIS AND OPTIONS**

The extent of the hydrocarbon contamination beneath County Road 10 will determine the options available for remediation. A legal Agreement between DPI and the County regarding the future management of the contamination will probably be necessary. Option analysis cannot be completed until the required environmental investigation is completed by DPI.

6. **FINANCIAL IMPLICATIONS**

On March 10th, 2005, the Director notified DPI that the County of Lanark intended to proceed with a claim to recover all costs sustained by the County since May 8th, 2004 as a result of the contamination of the County Road 10 road allowance.

In May 2004, Aqua Terre Solutions Inc. was retained by the County and the Town to provide environmental engineering advice on the DPI matter. The County’s 50 per cent share of consulting engineering fees for Aqua Terre Solutions Inc. will be submitted to the Insurance Adjusters with the Town of Perth’s claim.

7. **LOCAL MUNICIPAL IMPACT**

Close coordination between staff at the County and the Town of Perth continues.

8. **CONCLUSIONS**

In January 2006, the Director will update the Committee on actions taken by DPI in response to the Provincial Order.

9. **ATTACHMENTS**

i) Letter dated November 7th, 2005 by Jorgen Hoeven of the Town of Perth
ii) Provincial Officer’s Report Order P725035
Prepared and Recommended By:

Stephen E.A. Allan, P. Eng.,
Director of Public Works.

Approved for Submission:

Peter F. Wagland,
Chief Administrative Officer
November 7, 2005

Greg Davis  
Ministry of the Environment  
2430 Don Reid Drive  
Ottawa, ON  
K1H 1E1

Re: status of contamination related to Dicola Petroleum site

Dear Greg,

As per my voice-mail to you, I am required to raise concerns regarding lack of progress with respect to the contamination of the Town of Perth’s and County of Lanark’s properties by free-phase petroleum product, sourced from the Dicola Petroleum site.

As per the MOE’s technical review of more than a year ago, the presence of free phase product was identified as a concern requiring ‘immediate remediation’ (F. Crossley, MOE, September 24, 2004). You had formalized the MOE’s requirements in a letter of July 27, 2005 to Dicola, outlining detailed tasks for the delineation and initial remediation/containment efforts.

The explicit requirements you detailed out were:

1. Additional wells to be placed August 4 – 5, 2005
2. Monitoring wells to be sampled August 11, 2005
3. Addendum to July 7, 2005 LRL report to be received by September 1, 2005; the purpose of which was to identify the level and extent of contamination, future monitoring, and a remediation program
4. Pump and treat system to commence on or about September 15, 2005

While Dicola’s consultant had made initial contact regarding accessing the Town’s monitoring wells as a precursor to installing additional wells, such sampling has yet to take place. Due to lack of activity, and failure to meet any and all of the deadlines you expressed in your letter, I followed this up recently in a joint letter with Lanark County on October 12, 2005 (attached) to Dicola to attempt to elicit some activity.
The response from Dicola to my letter is also attached. To date, there has been no further communication from Dicola proposing a meeting date. As such, I feel we are again at a complete standstill.

You should also be aware that during our annual water valve turning activities, the valve key used at the valves in the area of the Dicola site came out smelling like petroleum and was apparently coated in petroleum. This indicates presence of free petroleum product (as evidenced by the investigative work done by the Town) not only around the water main, but also surrounding the valve box. This is of significant concern, given that the seals in the water main and valve box are a natural rubber, which is subject to degradation by petroleum.

The potential for contamination of our water distribution system is of highest concern. I have attached a copy of the email stream between myself and Chris Robichaud (LRL) of August 11, 2005, wherein I explain the Town’s concern with regards to potential impact on the water distribution system. I reiterate that it is of utmost importance that remediation work be undertaken as soon as possible.

For the record, I also attach a copy of my letter to you of May 29, 2005, wherein I outline other concerns which have also not yet been addressed.

Greg, as I mentioned in my letter of this past May, I do appreciate the effort you have put into this file to date. However, the Town is once again in the position of taking on some aspect of enforcement by monitoring and reporting on the (lack of) activity at the Dicola site. This remains a position we are not comfortable with – it creates unnecessary tension between the Town and one of its taxpayers. We believe it to be in the interest of all parties to see this contamination dealt with forthwith in an expedient fashion.

Most Sincerely,

Jørgen J. Hoeven, B.Sc, MBA
Director of Corporate and Environmental Services

c: Steve Burns, MOE
Kelly Pender, CAO
Councilor McPherson
Stephen Allan, Lanark County
Dicola Petroleum Inc.
87 South Street
Perth, Ontario, K7H 2G9
Canada

Site
85 South Street
Perth, County of Lanark

Observations

Dicola Petroleum Inc. is the source of petroleum hydrocarbon contamination at 85 South Street, as well as surrounding properties in the vicinity of Rogers Road and Regional Road Number 10 in the Town of Perth.

Dicola Petroleum Inc. confirmed a remedial work plan which was to have commenced on or about August 4, 2005, and was to include activities such as, installation of additional monitoring wells, sampling of monitoring wells, and the commencement of a pump and treat system on or about September 15, 2005 for the amelioration of the petroleum hydrocarbon impacted properties in the vicinity of 85 South Street.

Dicola Petroleum Inc. failed to implement the confirmed remedial work plan as submitted to the Ministry of the Environment.

The Ministry of the Environment requires the submission of a revised work plan as detailed in the current Order to ensure Dicola Petroleum Inc. continues to conduct remedial activities at the petroleum hydrocarbon impacted properties. The submitted schedule in the work plan will be assessed and alterations may be implemented.

<table>
<thead>
<tr>
<th>Offence(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suspected Violation(s)/Offence(s):</td>
</tr>
<tr>
<td>Act - Regulation - Section,</td>
</tr>
<tr>
<td>Description</td>
</tr>
<tr>
<td>(General Offence)</td>
</tr>
<tr>
<td>1) Environmental Protection Act - EPA - 14 (1),</td>
</tr>
</tbody>
</table>

Page 1 - NUMBER P725035
Despite any other provision of this Act or the regulations, no person shall discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment that causes or is likely to cause an adverse effect.

(168 (1))

2) Environmental Protection Act - EPA - 93 (1).
The owner of a pollutant and the person having control of a pollutant that is spilled and that causes or is likely to cause an adverse effect shall forthwith do everything practicable to prevent, eliminate and ameliorate the adverse effect and to restore the natural environment.

(168 (1))

3) Ontario Water Resources Act - OWRA - 30 (1).
Discharging or causing or permitting the discharge of a material into a watercourse or in any waters or on any shore or bank thereof or into or in any place, which said discharge may impair the quality of the water of any waters

(107 (1))

Greg Davis
Provincial Officer
Badge Number: 725
Date: 2005/11/24
District Office: Ottawa District Office
1. **STAFF RECOMMENDATIONS**

   It is recommended that:


2. **PURPOSE**

   The purpose of this report is to update the Committee on the progress of preparations for the Halls Mills Bridge Arbitration.

3. **BACKGROUND**

   At a Special Session on November 9th, 2005, County Council provided direction to staff and legal counsel, Bill Hunter, regarding the Halls Mills Bridge Arbitration process. During the meeting, Mr. Hunter stated that Examinations for Discovery were scheduled to begin on November 23rd, 2005 and that the Arbitration Hearing would occur from January 11th to 19th, 2006.

4. **DISCUSSION**

   Following the November 9th, 2005 meeting, legal counsel proceeded as directed by Council and no response was received from Dalcon Enterprises Ltd.

   Examinations for Discovery have been postponed until January 11th to 13th, 2006 as Mr. Hunter was unable to complete the necessary preparations to meet the planned November 23rd, 2005 date. The postponement of Discovery has necessitated the postponement of the Arbitration Hearing until the week of April 18th, 2006.

5. **ANALYSIS AND OPTIONS**

   None
6. **FINANCIAL IMPLICATIONS**

The estimated cost of legal services and administration for the Halls Mills Bridge matter will be included in the proposed 2006 Public Works Operating Budget.

7. **LOCAL MUNICIPAL IMPACT**

None

8. **CONCLUSIONS**

Preparations for the Halls Mills Bridge Examinations for Discovery and the Arbitration Hearing are ongoing.

9. **ATTACHMENTS**

None

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**Prepared and Recommended By:**

Stephen E.A. Allan, P. Eng.,
Director of Public Works.

**Approved for Submission:**

Peter F. Wagland,
Chief Administrative Officer
THE COUNTY OF LANARK

PUBLIC WORKS COMMITTEE
December 7th, 2005

Report #PW-76-2005 of the
Director of Public Works

2006 CAPITAL PLAN:
BEVERIDGE LOCKS BRIDGE AND COUNTY ROAD 21
REHABILITATION

1. STAFF RECOMMENDATIONS

It is recommended that:


2. PURPOSE

The purpose of this report is to respond to Council’s questions regarding the proposed rehabilitation of the Beveridge Locks Bridge and County Road 21.

3. BACKGROUND

At the November 23rd Special Corporate Services meeting, the Committee tasked the Director to investigate the cost of the following changes to the below noted proposed projects:

i) Beveridge Locks Bridge: Substitute the parapet walls with a railing similar to the railing installed on the Ferguson’s Falls Bridge in 2005. (photo attached)

ii) County Road 21: Add bicycle lanes.

At the meeting, the Director noted that the long-term implications of implementing the proposed changes should also be examined.

4. DISCUSSION

Beveridge Locks Bridge: On November 24th, 2005, the Director contacted G.D. Jewell Engineering Consultants Inc., the County’s consultant for this project, to discuss the proposed change. It was noted that since the posted speed on the Ferguson’s Falls Bridge was 60 kph and that it was unlikely that the same railing could be used on the Beveridge Locks Bridge where the posted speed is 80 kph. A preliminary analysis of the feasibility of installing a railing on the Beveridge Locks Bridge is ongoing and the Director will present the results at the December 7th meeting.
County Road 21: The proposed rehabilitation of County Road 21 from its intersection with County Road 1 to the Murphy’s Point Park entrance (11.2 km) includes 4.3 km of asphalt and 6.9 km of double surface treated roadway with a 1.5 meter gravel shoulder. To create a typical bicycle lane on each side of the road, 1.0 meter of the gravel shoulder would be surfaced. The total estimated cost of constructing two 1.0 meter wide bicycle lanes is $117,000 plus GST.

5. ANALYSIS AND OPTIONS

Bridge Railings: Insufficient time was available for the Director to assess the cost implications of installing railings rather than a parapet walls when all County bridges are rehabilitated. This analysis will be completed before the January 18th Capital Budget Meeting.

Bicycle Lanes: Assuming a cost of $10,000 per road km, it would cost at least $5,000,000 (in current dollars) to add a 1.0 metre bicycle lane on all rural hard-surfaced County roads when they are rehabilitated. A detailed study of the need for bicycle lanes on County roads has not been completed. Therefore, the Director recommends that this analysis be included in the proposed Transportation Master Plan process.

6. FINANCIAL IMPLICATIONS

The construction of bicycle lanes meets one of the criteria for funding from the current fuel tax program. The Director is not aware of any funding programs for bridge railings. A more detailed analysis of the financial implications of the wide use of bridge railings and bicycle lanes in the County should be completed before any long-term decisions are made.

7. LOCAL MUNICIPAL IMPACT

A high level of public interest in these issues is anticipated and public consultation should be completed before any long-term decisions are made.

8. CONCLUSIONS

Bridge railings and bicycle lanes will probably encourage tourists to visit the County. However, further study of these issues is needed to confirm the costs and the benefits.
9. ATTACHMENTS

i) Photo of Ferguson’s Falls Bridge Railing

Prepared and Recommended By:

Stephen E.A. Allan, P. Eng.,
Director of Public Works.

Approved for Submission:

Peter F. Wagland,
Chief Administrative Officer
60 KPH POSTED SPEED ZONE EXTENSION:
COUNTY ROAD 6, GLEN TAY

1. STAFF RECOMMENDATIONS

It is recommended that:

i) A by-law to extend the existing 60 kph posted speed zone on County Road 6 in the hamlet of Glen Tay about 900 meters easterly, be presented at the December Meeting of County Council.

ii) The Acting Clerk sends Report #PW-74-2005 “60 Kph Posted Speed Zone Extension: County Road 6, Glen Tay” to the Tay Valley Township Clerk, for information.

2. PURPOSE

The purpose of this report is to propose the extension of the existing 60 kph posted speed zone on County Road 6 in the hamlet of Glen Tay.

3. BACKGROUND

Section 109(2) of the Highway Traffic Act authorizes the Council of a municipality to enact by-laws to prescribe a lower or a higher rate of speed for motor vehicles on a highway or a portion of a highway under its jurisdiction.

4. DISCUSSION

At their meeting on October 11th, 2005, Tay Valley Township Council resolved:

“That the location of the westbound 60km/hr speed limit zone sign on Christie Lake Road (County Road 6) be relocated to a location immediately east of Somerville Drive.”

5. ANALYSIS AND OPTIONS

See the attached map. Extending the existing 60-kph speed zone through the hamlet of Glen Tay is prudent, given the development that has occurred within the limits of the hamlet since By-Law 88-26 which established the zone was enacted. However relocating the eastern limit of the zone to immediately east of Somerville Drive is not
recommended, as that location would not correspond with the eastern limit of the hamlet. To encourage drivers to reduce their speed in built-up areas, it is preferable to match the limits of a reduced speed zone with the limits of the hamlet.

The existing reduced speed zone extends about 210 meters west of the western limit of the hamlet. This location was established in the 1980s and should not be changed.

6. **FINANCIAL IMPLICATIONS**

None

7. **LOCAL MUNICIPAL IMPACT**

During the investigation of this issue, it was noted that the location of the existing “Glen Tay” hamlet signs does not match the limits of the hamlet that are specified in the Township Official Plan. Both signs will be relocated to their correct positions in due course.

8. **CONCLUSIONS**

An easterly extension of the existing 60 kph posted speed zone on County Road 6, to the east limit of the hamlet of Glen Tay, is recommended.

9. **ATTACHMENTS**

i) Map of Glen Tay

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**Prepared and Recommended By:**

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Director of Public Works.

**Approved for Submission:**

Peter F. Wagland,
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