

Summary of revisions to NSLRP as at March 30,2017

1. Estimated start date of project will be shortly after the civic holiday weekend, to meet the time constraints of the funding parameters for project completion and provide minimal summer disruption. The project will be single lane reductions with possibly a one or two day closure for a deep fill culvert install (If closure for culvert is necessary- advance notice will be provided to residents).
2. Construction Signage on roadway may be installed before the civic holiday weekend, giving residents/motorists insight to pending construction, but will present no impediment to drivers.
3. All must consider that this is a road way and there is no provision for a dedicated pedestrian walk way as we do not have sufficient property to install a sidewalk -which is the only safe solution to pedestrian traffic. However knowing that there will be foot traffic on the roadway many other steps will be undertaken to make drivers aware of pedestrian traffic.
4. Steel guiderail beam has been reduced from 1850 meters to less than 600 meters or a 2/3 reduction. Exhaustive research was done in advance to examine the number and types of road incidents (in concert with the OPP and former roads management) along the proposed section of roadway to facilitate a safe reduction in railing installations.
5. End treatment extruders will be reduced where possible by use of fishtail curve treatments or other alternatives end treatments.
6. There will be localized road widening where possible to accommodate railings.
7. In absence of (where railing have been removed), signage will be installed such as sharp turn, chevron, and double side delineators.
8. There will be white road edge (line) marking through most of the sharp curves
9. Some specific treatments will be a fix at #980 to allow dock access, same at # 944, however there will be some rail installed (lake side only) as the angles will not permit cable and cost will not allow cable/steelpost. Keeping the rail to water side only will permit plows to move most of the snow, to the land side of the road, minimizing build up on the lake side and minimizing, salt and sand getting into the main water body. There will be a fix to the hump in the road near #1035A.
10. Beach area will only have the existing parking area paved & line marked (this will allow more vehicles to be able to park in the designated areas. People with boats & trailers will be encouraged to use local private launch facilities, for the safety of boaters, beach visitors and local traffic. There will be no paving of the beach. The existing rails will remain until budget allows for the installation of a more eye pleasing rock wall. This will allow the township to more adequately maintain and enhance this area (i.e. level the ground more effectively). Money has been put in the annual township budget for some parks improvements this year. "No parking" signage will be installed on the roadway and this will be enforced by the local O.P.P. and Municipal by-law enforcement officers.
11. Pedestrian signage will be strategically installed to make vehicular traffic aware of potential pedestrians .
12. Approaches to reduced speed areas (from 50 to 40) will have better positioned signage.
13. Flashing speed and recordable data capture signage will be proposed east of the beach area and west of the civic address number 1035A. These will be monitored and reported to police as needed and will be part of the Tender.
14. There will be brush clearing along the roadway to allow better vehicular visibility
15. The latest drawing set (published on or after 3/30)will indicate most of the aforementioned items and it will be used as the bench mark for tender purposes to be issued in April. We will also have many of the line items detailed on the tender to allow for adjustment if necessary when the recommended tender quote is presented to Council in May for consideration and approval.

Best Regards,

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