

R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

October 27, 2003

Our File No.:99-722

CN, Engineering Services
4 Welding Way
P.O. Box 1000
Concord, Ontario
L4K 1B9

Attention: John F. MacTaggart, P. Eng.,
Senior Engineering Services Officer

Dear Sir:

Re: Tecumseh Road E.A.,
Via Rail Crossing at County Road 19 (Manning)

As discussed, the Town of Tecumseh is proposing to improve Tecumseh Road from Manning to Lacasse and is the subject of a current E.A. In addition, the County of Essex is proposing to improve County Road 19 from St. Gregory's to Sylvestre Drive and is also currently undertaking an E.A. for that portion. Our office is conducting both E.A.'s.

As part of the Tecumseh/Manning intersection improvement, the widening of Manning will extend southerly to the Via crossing concurrently. We are forwarding preliminary concept plans of this work for your information. The proposed time of construction is 2004.

Since the anticipated widening of Manning Road would require signal relocation and improvement at the Via crossing, we would respectfully request your early review and to contact the undersigned in an effort to expedite the design and construction of such improvements.

Should you require any further information, please call.

Yours truly,



R. Lucente, P. Eng.

Enclosure

c. L. Beaudoin - Director of Public Works - Town of Tecumseh
J. Walsh - Via Rail

(letters)\Tecumseh\TecEA-CN.doc)



124 RUE DAMIERA

124 RUE DAMIERA

CENTRAL ANIMAL HEALTH CARE LTD.

ST ANIMAL HEALTH CARE LTD.

ELKSTONE WOODPACIFIC

DODDHAL'S WEST ALBERTA

ELKSTONE WOODPACIFIC INC.

DODDHAL'S WEST ALBERTA

LANOUÉ STREET

ULTIMATE SCALE 1:1250

R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

10000 100th Ave. Suite 100
Edmonton, Alberta T5A 0A6
Canada
Tel: (780) 443-1111
Fax: (780) 443-1112



20

DRESDEN PLACE

LOT 1
WEST OF PIKE CREEK

BLOCKBUSTER VIDEO

LOT 2
WEST OF PIKE CREEK

DENNIS BURCHER ENGINEERS
ENTERPRISES LIMITED

MANNING ROAD

TECUMSEH ROAD

PEIRO CANADA

ROYAL BANK

HANKS RESTAURANT

DANNY GUYEN

CANNACK TRUST

GREEN WEST POINT

DANISH RESTAURANT

LOT 1
1-5-06

LOT 1
1-5-06

ROAD

ROAD



HEIRO CANADA

ROYAL BANK
116-13281
Entrepreneur Inc.

116-13345
Dorian Pierre Corrado Inc.

LOT 2,
WEST OF PIKE CREEK

116-151437
Owner: Butcher Engineering
Enterprises Limited

HARVEY'S
RESTAURANT

CEPPEE'S

VIA RAIL CANADA Inc.



SCALE 1:750

ULTIMATE

R. LUCENTE ENGINEERING INC.
CONSULTING ENGINEERS
1000 SHEPPARD AVENUE EAST
SUITE 1000
SCARBOROUGH, ONTARIO M1S 1W2
TEL: (416) 291-1111
WWW.RLENG.COM



Owner:
Ribbon Holdings Inc.
Mun. No. 13404

LOT 1,
WEST OF PIKE CREEK

Unlisted Address

Direct Transport Corridor

BLOCKBUSTER VIDEO

MANNING ROAD

 EXISTING TRAFFIC SIGNAL

TECUMSEH ROAD

DAIRY QUEEN

CANADA TRUST

WALDEN PLAZA

Mun. No. 13300

PETRO CANANDA

Mun. No. 13545

Owner: Petro Canada Inc.

ROYAL BANK

Mun. No. 13281

Mun. No. 13427



PRELIMINARY DRAFT

Re: Manning Rd.-Tecumseh Rd./CNR Railway Crossing Reconstruction

The following is a brief outline of activities that will be required to initiate a reconstruction/upgrade to the captioned Crossing in conjunction with the road widening improvements.

- Review of the existing Federal CTC Board Order will identify the responsibilities of the parties related to the improvements. In this case it will be the railway and road authority
- A notice of application will be required to the appropriate bodies that an improvement is proposed.
- The CTC representative assigned to this project will intervene a meeting between the parties on site to review the intent of the work and determine the capital and maintenance cost sharing scenarios.
- Preliminary drawings will be required to show existing conditions and **Regulatory** requirements such as sight lines and other topographical features in the area.
- A review of the applicable regulations and standards needs to be investigated to ensure compliance in terms of the railway design parameters.
- Final design with associated cost estimates will necessarily be reviewed involving the parties to ensure the new Board Order satisfies the parties and a satisfactory arrangement is concluded.
- The design will need to satisfy the railways in the materials used and the installation procedures.
- Dependent on the crossing system utilized the required specifications of the manufacturer will be necessarily approved by the railway and various issues will need to be negotiated in terms of warranty, installation, etc.
- All important will be the signal warning system that is dictated by the rail authority and is normally designed by their own staff or their consultant.
- The details of the electrical signal system will need to be scrutinized with the crossing design detail to eliminate any conflicts and ensure compatibility and regulatory requirements are satisfied
- Normally the road authority will be responsible for all costs related to CNR representatives to attend meetings and review drawings, prepare signal design drawings and related disbursements
- Evaluation of underground services crossing the tracks will require identification locations and Railway approvals if newly proposed
- For the construction stages a detour plan will need to be developed and approved by the involved parties as well as notices to the emergency service agencies.
- Final inspection and as-built drawings will be required for CTC approval and issuance of a final Board Order

Since the system presently being considered for this crossing(s) has been installed in several Windsor locations the scrutiny should be minimal since the railway has familiarity with the Fabracast product. However, there may be unfamiliar railway personnel involved and they may in fact require inspection of manufacturing procedures and testing requirements, at the road authorities expense.

It is important to note that the manufacturer has an extended warranty on the product installation if the construction procedures and materials utilized satisfy the crossing specification requirements as defined by the manufacturer.

The above as noted is a preliminary outline to commence basic negotiations, which may include other issues as the project evolves.

Lucente Engineering Inc.
3514 Walker Rd. Unit #1
Windsor, On.
N8W 3S4

Fax: (519) 966-4008
Email: rlucente@bellnet.ca

Att: Mr. R. Lucente, P.Eng.

Re: Professional Engineering Services.

Dear Rocco,

Arising from our recent brief discussions regarding the Class Environmental Assessment Study for the Tecumseh and Manning Road Corridors which are presently underway, and my offer to provide for your consideration my services of assistance, the following outline of various venues of service is provided for your review and consideration should you favourably consider acceptance. You are aware of my experience and professional background which if required, I would be more than pleased to submit.

Railway Crossing Application Approvals

The attached outline provides a summary of the many steps involved to initiate a rail crossing application for improvements through to the final installation and necessary stages of approvals. I would be prepared to assist/sub consult to undertake this assignment for your firm.

Environmental Study Reports.

Knowing the considerable time required to undertake the preparation of documents for these types of assignments, I would offer my assistance to your firm in the form of public consultation, report writing, draft outlines, technical support, etc, which I trust would be of great assistance given my past experience and involvement with these types of projects.

Driveway Rationalization Review

I can also offer assistance in the review and preparation of examining the difficult and complex issues involving driveways implicated in traffic safety, conflicts, congestion issues, by,

- Examining opportunities to consolidate, eliminate, sharing, etc.,
- Evaluating provision of service lane interconnect linkages between commercial segments,
- Pursuing other alternative access options,

to mention some of the parameters to consider.

This would involve the proponents to discuss issues of common interest regarding the safety of the public as well as customers.

Engineering Fees

It is most difficult to provide you with an appropriate quotation for these services since you recognize they tend to remain open ended for unpredictable periods of time.

I am however, prepared to render my services on a time basis subject to our mutual agreement.

Since you are more familiar with the project's time frame for completion, it would be preferable if you would suggest a rate which than can be negotiated amicably.

I am amenable to whatever segments of the work outlined or other aspects you deem my services may be of assistance to your firm.

I would be pleased to discuss the above in more detail at your convenience

Yours Truly

T.W. Szalay, P. Eng.



Corporation of the County of Essex
Office of the County Engineer

RECEIVED

Thomas R. Bateman, P. Eng.
County Engineer

FEB 9 2004

February 5, 2004

R. Lucente Engineering Inc.,
Consulting Engineers
3514 Walker Road, Unit #1
WINDSOR, Ontario
N8W 3S4

ATTENTION: Rocco Lucente, P. Eng.,

RE: County Road 2 (Tecumseh Road) EA

Dear Rocco:

Our initial review of the proposed lane configuration on County Road 19 (Manning Road) has identified a critical issue that must be addressed.

The proposed lane layout indicates the ability to allow northbound left turn movements into an improved driveway on the west side of County Road 19 immediately north of the rail crossing.

These movements are problematic in that the short storage length provided could potentially allow vehicles attempting to undertake the left turn to stack into the center northbound travel lane. Of more concern is the potential to block vehicles onto the railroad tracks. Knowing the speed of trains through this corridor, it would present an extremely dangerous situation that the County cannot support, and we are confident that VIA would also oppose such a configuration.

We therefore suggest that the northbound left turn movement be prohibited through the use of a raised center median of sufficient length to prevent "shortcutting" around the median as currently experienced south of the rail crossing into the plaza. This driveway then would operate as a "right in/right out" access onto County Road 19, thereby creating a much safer environment.

Continued on Page 2

February 5, 2004

A similar situation will exist south of the rail crossing related to southbound left turns. As the lands in this vicinity are relatively undeveloped the designs presented should address the potential future turn movements to eliminate potential hazards.

I would suggest that a copy of the preliminary design be sent to our contacts at VIA for their comment prior to proceeding any further on the conceptual design development within the rail crossing vicinity.

Yours truly,



Thomas R. Bateman, P. Eng.,
County Engineer

TRB:gh

R. Lucente Engineering Inc.

From: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
To: <jwalsh@viarail.ca>
Sent: Tuesday, February 03, 2004 1:35 PM
Attach: VIA-RAIL-1.jpg
Subject: Manning Road E.A. - P.I.C. #1

Att: John Walsh

Here is the Proposed Aerial Plan showing the lanes across the VIA tracks on Manning Road.

Please contact me if you have any questions,

Rocco Lucente P.Eng.
R. Lucente Engineering Inc.



VIA-RAIL-1.jpg

R. Lucente Engineering Inc.

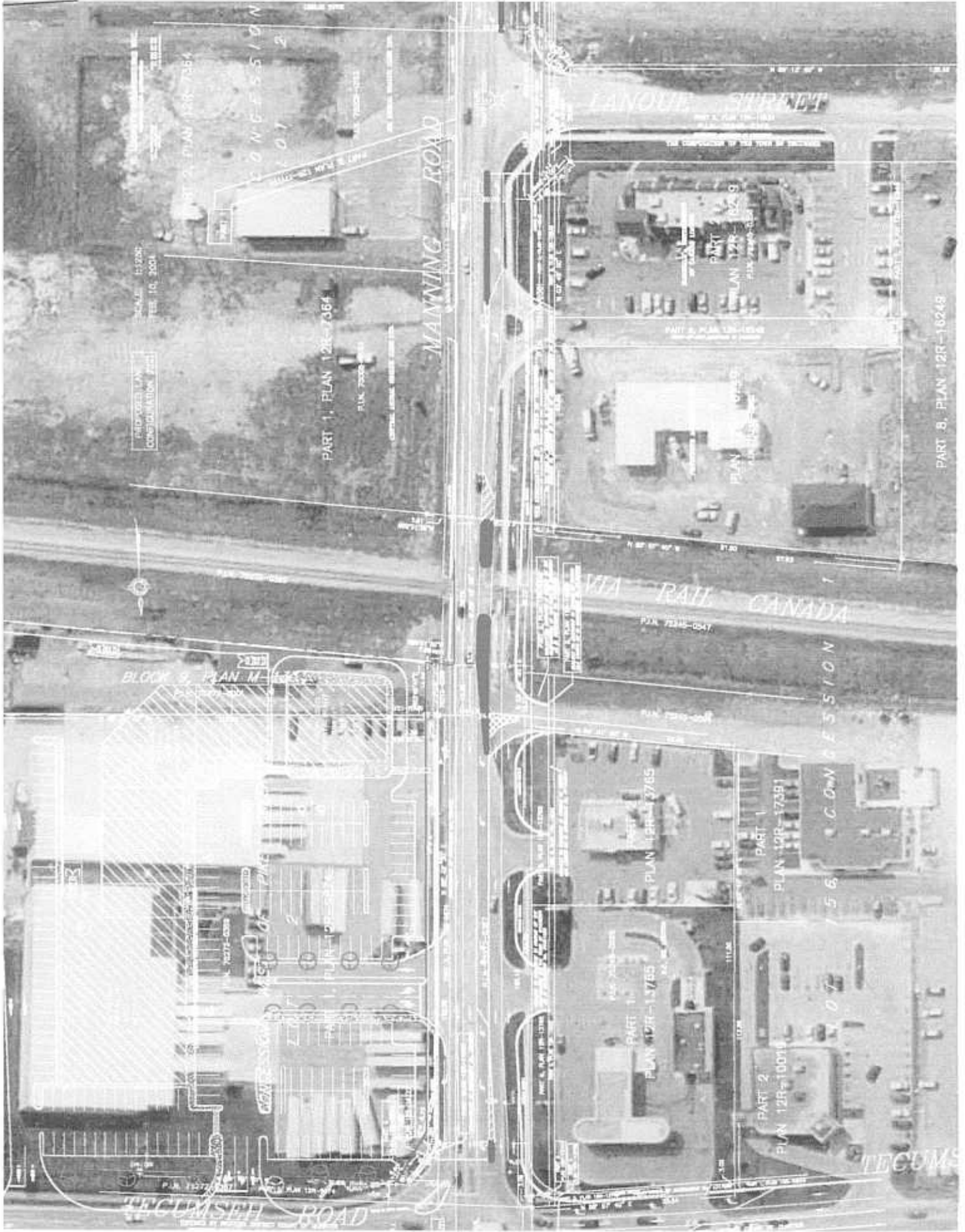
From: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
To: "Tom Bateman - Essex" <tbateman@countyofessex.on.ca>
Sent: Wednesday, February 11, 2004 11:10 AM
Attach: VIA-MERGING1.jpg; VIA-PRO2021-1.jpg
Subject: Manning Road - VIA Rail Crossing

Tom,

Here are two aerial plans, one showing an "Interim Merging Alignment" and another showing a "Proposed Lane Configuration 2021" Manning Road, VIA Rail crossing.

Please contact me if you have any questions,

Rocco Lucente P.Eng.
R. Lucente Engineering Inc.



VIA-PRO2021-1.jpg

R. Lucente Engineering Inc.

From: "Tom Goldsmith (Tor)" <tgoldsmith@UMAGroup.com>
To: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
Cc: <Ranald_MacDonald@viarail.ca>; "Ian Fogarty (Tor)" <IFogarty@UMAGroup.com>; "Barry Russell (Tor)" <brussell@UMAGroup.com>
Sent: Monday, April 26, 2004 9:01 AM
Subject: Proposed Improvements to the Manning Road Crossing - MI. 98.42 VIA Rail Chatham Subdivision

Hi Rocco -

As requested by Ranald MacDonald, UMA Engineering Ltd. will represent VIA Rail for this project.

Our scope of work will include the following:

- Review of all contract drawings
- Review and approval of the new grade crossing drawings
- Review and approval of all related utility crossing/modification drawings
- Preliminary design of the new crossing warning system
- Railway cost estimating for all signal and track work made necessary by the proposed widening
- Preparation and administration of the contract for the new automatic warning devices/crossing modifications
- Site and other meetings, inspection and construction supervision/coordination plus expenses

To permit UMA to proceed with these works, please arrange to have the road authority provide purchase authority in the amount of \$50,000

Made out to UMA Engineering Ltd. Charges invoiced against this purchase order will be on an actual cost basis. Additional funds may be required as the project develops.

Should you have any questions or concerns, please call me at 905-206-8104 or in my absence, you should call Ian Fogarty at 905-238-0007.

Regards

T.G.

4/26/04

R. Lucente Engineering Inc.

From: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
To: "Ranald MacDonald - VIA" <ranald_macdonald@viarail.ca>
Cc: "Tom Goldsmith-UMA Group" <tgoldsmith@UMAGroup.com>; "John Walsh - VIA Rail" <jwalsh@viarail.ca>; "Tom Bateman - Essex" <tbateman@countyofessex.on.ca>; "Larry Beaudoin - Tecumseh" <lbeaudoin@town.tecumseh.on.ca>
Sent: Monday, April 26, 2004 11:20 AM
Subject: Re: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

Hi Rannie,

I thank you for your enthusiasm for this project; but the County is not prepared to proceed with design drawings at this time. The purpose of this exercise is to undertake a Class Environmental Assessment Study for the improvements on Co.Rd. 19. Drawings are being prepared only for this purpose.

It must be remembered that the V.I.A. crossing falls under the County of Essex jurisdiction while north of the V.I.A. crossing falls under Tecumseh jurisdiction. It is the Town of Tecumseh's portion that is being reconstructed this summer and as such will not extend to the V.I.A. rail's property. The 5 lane cross-section north of the V.I.A. rail will be tapered to the existing 2 lane cross-section over the V.I.A. crossing.

We are therefore requesting V.I.A. rail's review of that portion of work north of the crossing only at this time on behalf of Tecumseh with due consideration to the future widening of Co. Rd. 19 through the VIA crossing under the County of Essex project.

Rannie, the time will come for detailed drawings for the crossing, but not until the Co.Rd. 19 E.A. is completed.

Should you require more information or direction, I would suggest a meeting be held in Tecumseh with V.I.A., U.M.A., Town of Tecumseh, County of Essex and ourselves as soon as possible.

Regards,
 Rocco Lucente P.Eng.
 R. Lucente Engineering Inc.

----- Original Message -----

From: "Tom Bateman" <TBateman@countyofessex.on.ca>
To: <rlucente@bellnet.ca>
Sent: Monday, April 26, 2004 9:44 AM
Subject: Re: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

> Rocco;
>

R. Lucente Engineering Inc.

From: "Tom Goldsmith (Tor)" <tgoldsmith@UMAGroup.com>
To: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>; "Ranald MacDonald - VIA" <ranald_macdonald@viarail.ca>
Cc: "Tom Goldsmith (Tor)" <tgoldsmith@UMAGroup.com>; "John Walsh - VIA Rail" <jwalsh@viarail.ca>; "Tom Bateman - Essex" <tbateman@countyofessex.on.ca>; "Larry Beaudoin - Tecumseh" <lbeaudoin@town.tecumseh.on.ca>
Sent: Monday, April 26, 2004 11:31 AM
Subject: RE: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

Hi Rocco -

Suggest initial purchase authority to cover UMA Engineering costs with respect to the current scope of work be issued as soon as possible. \$5000.00 should cover off time and expenses during the E.A. process. On receipt, we will schedule a meeting time and place to discuss VIA Rail issues.

Regards

T.G.

-----Original Message-----

From: R. Lucente Engineering Inc. [mailto:rlucente@bellnet.ca]
Sent: April 26, 2004 11:21 AM
To: Ranald MacDonald - VIA
Cc: Tom Goldsmith-UMA Group; John Walsh - VIA Rail; Tom Bateman - Essex; Larry Beaudoin - Tecumseh
Subject: Re: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

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4/26/04

R. Lucente Engineering Inc.

From: <Ranald_MacDonald@viarail.ca>
To: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
Cc: "John Walsh - VIA Rail" <jwalsh@viarail.ca>; "Larry Beaudoin - Tecumseh" <lbeaudoin@town.tecumseh.on.ca>; "Tom Bateman - Essex" <tbateman@countyofessex.on.ca>; "Tom Goldsmith-UMA Group" <tgoldsmith@UMAGroup.com>; <Michel_Lamothe@viarail.ca>
Sent: Monday, April 26, 2004 1:01 PM
Subject: Re: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

Rocco:

This is in response to your E-mail to myself as well as another which you sent to John Walsh in our Toronto Office requesting some clarification on why UMA is requesting a Purchase Order to review the requested work. Hopefully I can explain.

As for your E-mail to myself and the exchanges between yourself and Tom Goldsmith of UMA earlier today I am probably to blame for any misunderstanding with respect to the size of the project presently being undertaken. I was aware of the two separate jurisdictions with respect to Manning road although I was not exactly sure of the exact dividing line. As a result the wrong impression of the project scope was transmitted to UMA engineering but I believe UMA have now revised their scope of work in accordance with your current requirements.

In respect to the issues you presented to John Walsh and the enquiry as to why VIA has performed certain evaluations in the past and that this work has now been let out to UMA Engineering I see it as follows:

VIA Rail does not have an internal Engineering Department capable of performing detailed Technical Reviews.

My function here in Montreal holds responsibility for all VIA owned infrastructure (track, roadbed, crossings, etc.).

As I am sure you are well aware there are many Technical aspects related to the proper evaluation of such infrastructure issues as crossings (just one example) to ensure that all relevant Regulations (Federal, Provincial and Municipal) and Standards (Railway as well as other Codes) are adhered to when such projects are undertaken. As the one responsible for ensuring that all of these aspects were met I recommended that VIA outsource such work to a reputable Engineering Firm knowledgeable in Railway Operation.

Approximately 3.5 years ago I received approval from VIA's Senior Management to enter into an Agreement with UMA Engineering to provide VIA with specific Technical Engineering Services.

Since that time UMA Engineering have dealt with several issues involving various municipal and private jurisdictions on behalf of VIA Rail and the standard practice recommended to us by UMA Engineering for these services has been for them to deal directly with each jurisdiction as our representative.

The issue of having UMA Engineering Invoice the jurisdictions directly for their services has not posed any problems to date and in fact most

jurisdictions realize that by dealing direct with UMA Engineering they are not subjected to any additional administrative charges from VIA Rail.

All of the above goes to support you statement that yes VIA has delegated to UMA Engineering work that may have been done internally by VIA in the past. However as indicated this was not simply done to relieve us of any responsibility nor to pass on costs but rather to ensure that properly qualified and responsible individuals were conducting Technical Reviews on behalf of VIA. UMA Engineering are authorized to conduct meetings as our representative but they are also obligated to report back to myself on these meetings and recommend to us appropriate action - the final decision with respect to actions taken still rests with VIA Rail.

If possible I would be more than glad to participate in any meeting that is arranged with respect to the Manning Road project.

Should you require any further clarification do not hesitate to contact me.

Ranald (Rannie) A. MacDonald, Eng.
 Manager Transportation Planning
 Phone: (514) 871-6409
 E-mail: Ranald_MacDonald@viarail.ca

"R. Lucente
 Engineering Inc." To: "Ranald MacDonald - VIA"
 <rlucaente@bellnet.ca> <ranald_macdonald@viarail.ca>
 cc: "Tom Goldsmith-UMA Group"
 <tgoldsmith@UMAGroup.com>, "John Walsh - VIA Rail"
 04/26/04 11:20 AM <jwalsh@viarail.ca>, "Tom Bateman - Essex"
 <ibateman@countyofessex.on.ca>, "Larry Beaudoin - Tecumseh"
 <lbeaudoin@town.tecumseh.on.ca>
 Subject: Re: Fw: Proposed Improvements to the Manning Road
 Crossing -MI. 98.42 VIA Rail Chatham Subdivision

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français



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From: Ranald_MacDonald@viarail.ca 

Date: 2004/04/30 Fri PM 03:13:03 GMT-04:00


To: "R. Lucente Engineering Inc." <rlucaente@bellnet.ca>

CC: "Larry Beaudoin - Tecumseh" <lbeaudoin@town.tecumseh.on.ca> , "Tom Bateman - Essex"

<tbateman@countyofessex.on.ca> , tgoldsmith@umagroup.com , brussell@umagroup.com 

Subject: Re: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

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Rocco:

I have reviewed the comments you made in the above noted E- mail of April 28, 2004 with several resources internal and external to VIA including UMA Engineering and based on the information I have uncovered the following is my response:

It appears that there is a rather narrow line between what is chargeable and not chargeable by the Railway in circumstances such as the future development / expansion of Manning Road.

I was not clear on the exact Scope of Work involved and for that I offer my apology.

In regards to the Environmental Assessment for this project it is now clear that VIA will not charge the Town of Tecumseh or the County of Essex for the review.

In order to advance the EA Review without further delay you are requested to forward all pertinent documentation to UMA Engineering Ltd. attention Mr. Tom Goldsmith. Any expenses incurred by UMA Engineering Ltd. in regard to this EA Review will be billable directly to VIA Rail.

In regard to the apportionment of cost sharing for the actual site work (future) I will review our files and forward you a formal proposal before the end of next week.

I trust that the above meets with your satisfaction and should you require any additional information do not hesitate to contact me.

Sincerely,

Ranald (Rannie) A. MacDonald, Eng.
Manager Transportation Planning
Phone: (514) 871-6409
E-mail: Ranald_MacDonald@viarail.ca

"R.
Lucente
Engineering Inc." To:
<Ranald_MacDonald@viarail.ca>
<rlucaente@bellnet.ca> cc: "Tom Bateman -
Essex"
<tbateman@countyofessex.on.ca>,
"Larry Beaudoin - Tecumseh"
<lbeaudoin@town.tecumseh.on.ca>

04/28/04 05:42 PM Subject: Re: Fw: Proposed
Improvements to the Manning Road
Crossing -MI. 98.42 VIA Rail
Chatham Subdivision

Rannie:

Both the Town of Tecumseh and the County of Essex are having difficulty with your position on the matter of charging for Technical Review.

As a requirement under the Class Environmental Assessment the proponent is to forward information to any Review Agency or interested or affected party for comments. This is what we are doing in this case. The proponent does not expect to be charged by such parties for their effort.

The Town has a tight timetable and would like your cooperation as soon as possible in a response to your review. The time will come soon enough when

the County will request a widening. Then we talk about cost and cost sharing.

In the meantime, we understand that when any work does occur at the crossing in terms of widening and/or improvement there will be a predetermined cost sharing between VIA and the road authority. On behalf of

the County we would ask that you confirm this ratio to this office.

Regards, Rocco

----- Original Message -----

From: <Ranald_MacDonald@viarail.ca>

To: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>

Cc: "John Walsh - VIA Rail" <jwalsh@viarail.ca>; "Larry Beaudoin - Tecumseh"

<lbeaudoin@town.tecumseh.on.ca>; "Tom Bateman - Essex"

<tbateman@countyofessex.on.ca>; "Tom Goldsmith-UMA Group"

<tgoldsmith@UMAGroup.com>; <Michel_Lamothe@viarail.ca>

Sent: Monday, April 26, 2004 1:01 PM

Subject: Re: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

>

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> VIA Rail does not have an internal Engineering Department capable of

R. Lucente Engineering Inc.

From: "R. Lucente Engineering Inc." <rlucente@belnet.ca>
To: "Tom Goldsmith-UMA Group" <tgoldsmith@UMAGroup.com>
Sent: Friday, May 07, 2004 1:54 PM
Attach: VIA-PRO2021-1.jpg; VIA-MERGING1.jpg
Subject: Fw: Proposed Improvements to the Manning Road Crossing -MI. 98.42 VIA Rail Chatham Subdivision

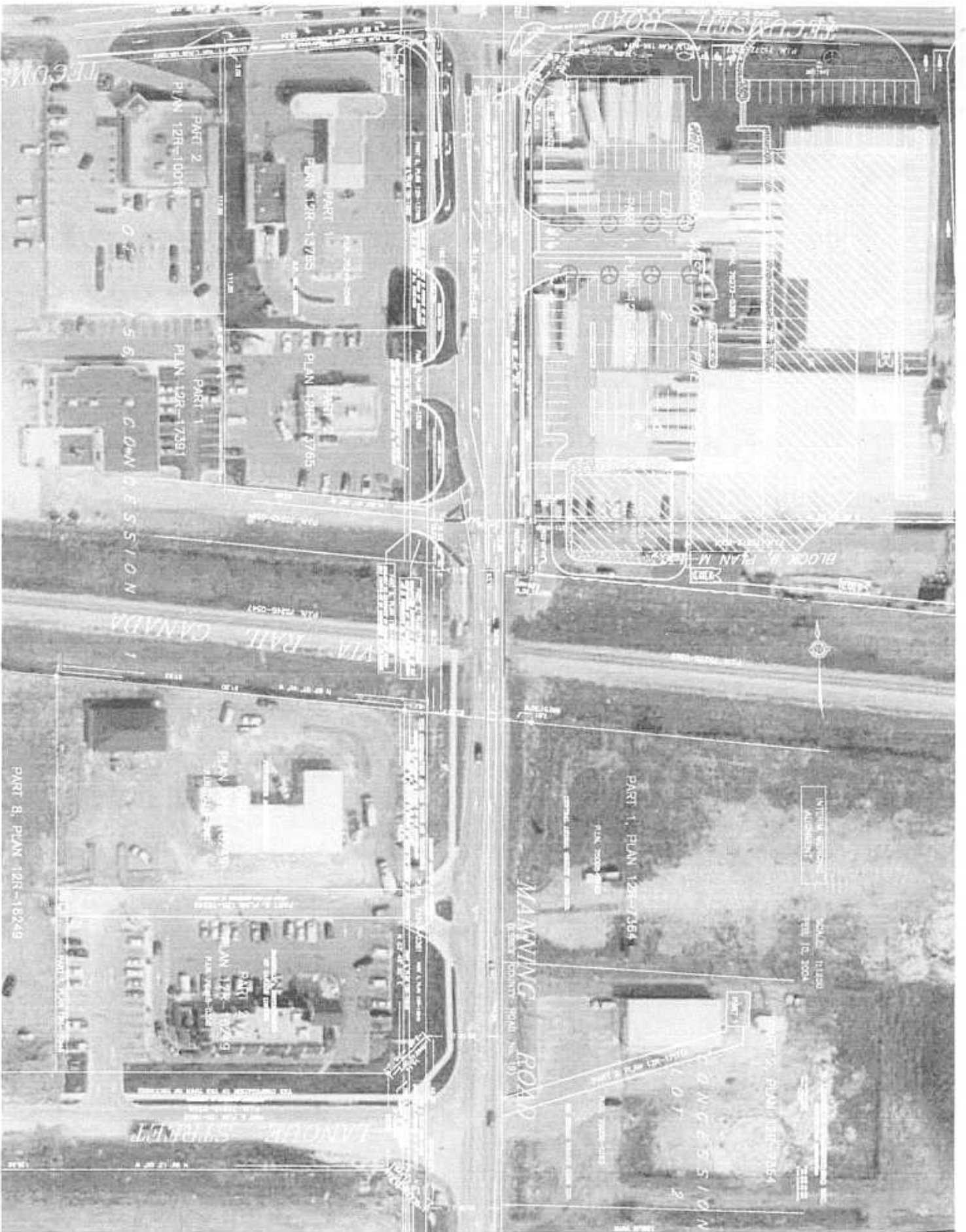
Att: Tom Goldsmith

Here are the proposed aerial photos used at the Tecumseh Road Class E.A. - Public Information Centre #3 on March 3, 2004. Please feel free to contact me if you have any questions regarding the two attached plans.

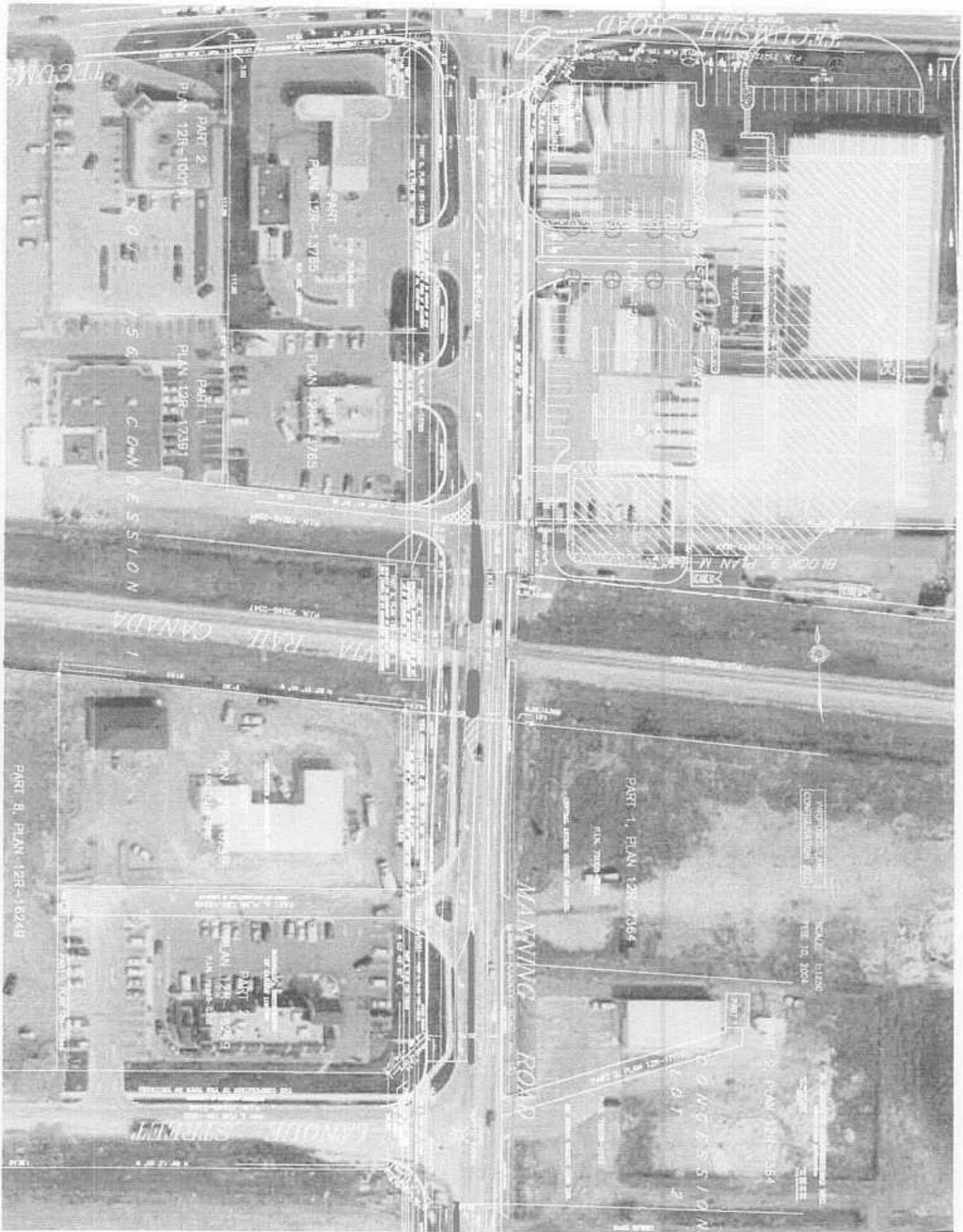
Thanks,
Rocco Lucente P.Eng.
R. Lucente Engineering Inc.

> To: "R. Lucente
> Engineering Inc." <rlucente@belnet.ca>
> 04/30/04 03:13 PM cc: "Larry Beaudoin -
> Tecumseh"
> <lbeaudoin@town.tecumseh.on.ca>, "Tom Bateman - Essex"
> <bateman@countyofofessx.on.ca>, tgoldsmith@umagroup.com,
> brussell@umagroup.com
> Subject: Re: Fw: Proposed
> Improvements to the Manning Road
> Crossing -MI. 98.42 VIA
> Rail Chatham Subdivision(Document
> link: Ranald MacDonald)
>
>
>
>
> Rocco:
>

- > I have reviewed the comments you made in the above noted E- mail of April
- > 28, 2004 with several resources internal and external to VIA including UMA
- > Engineering and based on the information I have uncovered the following is
- > my response:
- >
- > It appears that there is a rather narrow line between what is
- chargeable
- > and not chargeable by the Railway in circumstances such as the future
- > development / expansion of Manning Road.
- > I was not clear on the exact Scope of Work involved and for that I
- offer
- > my apology.
- > In regards to the Environmental Assessment for this project it is now
- > clear that VIA will not charge the Town of Tecumseh or the County of
- > Essex for the review.
- > In order to advance the EA Review without further delay you are
- > requested to forward all pertinent documentation to UMA Engineering
- Ltd.
- > attention Mr. Tom Goldsmith. Any expenses incurred by UMA Engineering
- > Ltd. in regard to this EA Review will be billable directly to VIA Rail.
- > In regard to the apportionment of cost sharing for the actual site work
- > (future) I will review our files and forward you a formal proposal
- > before the end of next week.
- >
- > I trust that the above meets with your satisfaction and should you require
- > any additional information do not hesitate to contact me.
- >
- > Sincerely,
- >
- > Ranald (Rannie) A. MacDonald, Eng.
- > Manager Transportation Planning
- > Phone: (514) 871-6409
- > E-mail: Ranald_MacDonald@viarail.ca
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VIA-MERGING1.jpg



VIA-PRO2021-1.jpg

R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

May 10, 2004

Our File No. 99-722

Tullio Meconi
Barrister, Solicitor & Notary Public
349 Wyandotte Street East
Windsor, Ontario
N9A 3H7

Dear Sir:

Re: Barde Homes Ltd. (Dennis and Barbara Kenny)
Kenney Plaza Exit/Entrance at Manning Road, Tecumseh

In response to your letter, we are enclosing a plan of the subject exit/entrance on Manning Road indicating our discussions at the P.I.C. #3 on March 3, 2004.

We trust this plan addresses your concern for a continued right-in, right-out and a left-out only. This is the proposed construction on Manning to satisfy your concerns. We are also forwarding this plan to V.I.A. for their comments.

Please confirm your concurrence with this plan to our offices.

Yours truly,



R. Lucente, P.Eng.

RL:jb

Enclosure

c: L. Beaudoin, Director of Public Works - Town of Tecumseh
T. Goldsmith - U.M.A.
J. Walsh - V.I.A.
R. MacDonald - V.I.A.

(letters\tecumseh\TecEA-Kenney.doc)

KENNEY ENTRANCE
OPTION #2

SCALE: 1:1000
MAY 10, 2004

PART 1

PART 1

PART 1, PLAN 12R-7364

P.L.N. 75008-0192

CENTRAL ANIMAL SEWAGE CANE LTD.

MANNING

LESSER COUNTY BOARD, INC.

THE CORPORATION OF THE VILLAGE OF TRICHOE, P.L.N. 75275-0391
1000 10TH AVENUE S.W. TRICHOE, ALBERTA T0C 1S0
P.L.N. 75275-0391

PART 5, PLAN 12R-16249

SUBSIDIARY, INTERESTS
OF CAROLYN JAMES

PART 2

PART 7
PLAN 12R-16249

P.L.N. 75245-0360

R. LUCCENTENGHI INC.

Aerial Photo Taken: April 2000

BLOCK 9, PLAN M-1333
P.L.N. 75372-0400

NO LEFT
TURN SIGN

VIA RAIL CANADA

P.L.N. 75245-0547

ONE WAY
DO NOT ENTER
SIGN

PART 2, PLAN 12R-16249
SUBSIDIARY, INTERESTS
OF CAROLYN JAMES
P.L.N. 75245-0360

PART 2, PLAN 12R-13765
REMOVE EX

PART 9, PLAN 12R-13765
REMOVE EX

PART 2
PLAN 12R-13765

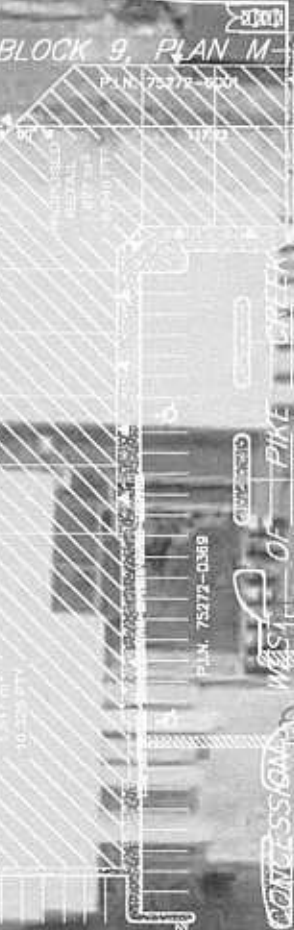
PART 1
PLAN 12R-17391

PART 1
PLAN 12R-13765

PART 2
PLAN 12R-10019

CONCESSION 156

LOT 156



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P.L.N. 12R-9874

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P.L.N. 75245-0598

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P.L.N. 75245-1008
SUBSIDIARY, INTERESTS
OF CAROLYN JAMES
P.L.N. 75245-0360

P.L.N. 75275-0391

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P.L.N. 75272-0369

R. Lucente Engineering Inc.

From: "Tom Goldsmith (Tor)" <tgoldsmith@UMAGroup.com>
To: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
Cc: "Ian Fogarty (Tor)" <Ifogarty@UMAGroup.com>; <Ranald_MacDonald@viarail.ca>; <galarod@tc.gc.ca>
Sent: Monday, May 31, 2004 3:15 PM
Subject: RE: V.I.A. Crossing on County Road 19 - Kenney Entrance

Thanks Rocco - This looks like a much better option - depending on the outcome of the site meeting, the worst case scenerio would be to loose the "left out" option. Ian Fogarty looks after railway signals for us and when I see him tomorrow morning, I'll go over this plan with him. What does your calendar look like for the 9th and 11th of June?

Other comments:

It appears sidewalks are shown on both sides of the crossing. If I'm correct, they must be located behind the signal masts, not in front of them. The centre-line of the signal mast will be located 4ft. 6in. back from the face of curb. - the crossing gate counter-weights extend approx 3ft. from the pivot point on the mast so that would be the closest point where the sidewalks could start. The centre-line of the sidewalks can be no more than 12 ft. from the centre-line of the signal mast or the sidewalks will require their own signal system. Hope this information is of some assistance.

The contact information for Doug Vollick at T.C. is:

4900 Yonge Street, 3rd Floor
North York, ON
M2N 6A5

Phone 416-973-3621
Fax 416-973-9907

Regards

T.G.

-----Original Message-----

From: R. Lucente Engineering Inc. [mailto:rlucente@bellnet.ca]
Sent: May 31, 2004 1:20 PM
To: Tom Goldsmith-UMA Group
Cc: Ranald MacDonald - VIA; John Walsh - VIA Rail; Larry Beaudoin - Tecumseh; Tom Bateman - Essex
Subject: V.I.A. Crossing on County Road 19 - Kenney Entrance

Att: Tom Goldsmith

Per our discussion this morning here is the revisions.

Regards,
Rocco Lucente P.Eng.
R. Lucente Engineering Inc.

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

BY FAX

June , 2004

Our Ref. 0404

R. Lucente Engineering Inc.
3514 Walker Road
Unit 1
WINDSOR ON
N8W 3S4

Attn: Mr. R. Lucente, P.Eng.

Dear Rocco:

RE: Stacking Requirements, Manning Road At Lanoue Street

At your request, I have estimated the time that it would take for a southbound vehicle stopped on the at-grade rail crossing on Manning Road to begin to move after the beginning of the green indication at Lanoue Street. I based my calculation on average start up and headway times cited in technical references. These are not applicable in every situation. A more accurate approach would be to measure actual delays in the field as we discussed yesterday.

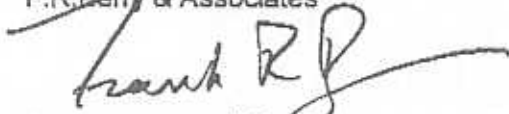
I based my estimate on the time it would take for the vehicle stopped at the tracks to reach the intersection at Lanoue Street then deducting from that time the actual travel time for the vehicle. The difference would be the delay in start up for this vehicle.

The distance from the intersection to the tracks is about 90 metres. At an average spacing of 6.5 metres per vehicle, there would be space for 14 vehicles. Assuming a lost time delay of three seconds and an average headway of two seconds, the fourteenth vehicle would enter the intersection 31 seconds after the light turns green ($14 \times 2.0 + 3.0$). At an average speed of 20km/h, which allows for acceleration from a standing start, it would take the fourteenth vehicle 16.2 seconds to travel the 90 metres from the tracks to the intersection. The difference in the two times ($31.0 - 16.2 = 14.8$ seconds) would be the delay in start up time for the fourteenth vehicle after the light turns green at Lanoue Street.

I checked on the proportion of trucks in the traffic flow on Manning Road. In the count made in 2001 for the corridor study, the proportion of heavy vehicles in the southbound peak hour flow was two percent. This is considered to be the default value at which no special adjustments need to be made to headways or travel times. In a queuing situation, a semi-trailer combination is equivalent to three passenger cars so that in those situations where a truck is present the queue

length has to be adjusted accordingly. However, given normal variations in queue lengths and the low frequency of truck movements, it would not be appropriate to design for this condition.

Very truly yours
F.R. Berry & Associates



Frank R. Berry, P.Eng.
Principal



F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

BY FAX

June 17, 2004

Our Ref. **0404**

R. Lucente Engineering Inc.
3514 Walker Road
Unit 1
WINDSOR ON
N8W 3S4

Attn: Mr. R. Lucente, P.Eng.

Dear Rocco:

RE: Stacking Requirements, Manning Road At Lanoue Street

At your request, I have looked at the potential impact of southbound vehicles on Manning Road having to stop for a red light at Lanoue Street. I understand that Tecumseh Council wishes to install the signal at Lanoue street before this section of Manning road is widened.

In my report on future traffic on Manning Road, I projected 2006 southbound peak hour volumes to be in the order of 1025 vehicles. Theoretically, this is more than the capacity of a single lane on an arterial. However, under forced flow conditions, such volumes are possible but not likely to be exceeded. Thus, for the two lane condition, this would be the worst case scenario.

Based on an assumed 100-second signal cycle and the ratio between approach volumes on Manning Road and Lanoue Street, I have estimated that southbound traffic could be stopped for up to 25 seconds in each 100-second cycle. Because Lanoue Street is the minor street, green time allocated to this approach should be kept to a minimum. An allocation of 12 to 15 seconds per cycle would be sufficient to permit pedestrian crossings. Since the approach volume is smaller, longer average delays can be accepted on Lanoue Street.

At an average flow rate of 1025 vehicles per hour, about seven vehicles per cycle would arrive at the intersection when the light is either red or amber. Allowing for a random arrival pattern would increase this volume to about nine vehicles. A further allowance needs to be made for start-up delays when vehicles arrive at the tail of the queue while the lead vehicles are already beginning to move through the intersection. This would add about another three vehicles to the stacking requirement.

In total therefore, it would be prudent to have sufficient space available on Manning Road to stack about 12 vehicles. At an average storage length of 6.5 metres a distance of 78 metres would be required. I believe that there is about 90 metres available, which suggests that, under normal

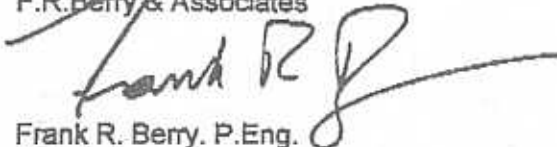
operating conditions, there would not be a conflict between stacked vehicles on Manning Road and the at-grade rail crossing.

When Manning Road is widened to two through lanes in each direction, the peak hour southbound volume per lane would be about 750 vehicles (2021 projection and a 60/40 lane distribution). Since this volume is less than the projected 2006 single lane volume, no problems are anticipated with stacking once the road is widened.

As I mentioned in our conversation on Tuesday, I believe that the widening of Manning Road and the installation of traffic signals at Lanoue Street should be done at the same time. I am not entirely comfortable with the proposal to install the signals in advance of the widening.

Please call me if you have any questions.

Very truly yours
F.R. Berry & Associates



Frank R. Berry, P.Eng.
Principal



Corporation of the County of Essex
Office of the County Engineer

RECEIVED

Thomas R. Bateman, P. Eng.
County Engineer

JUN 24 2004

June 22, 2004

R. Lucente Engineering Inc.,
Consulting Engineers
3514 Walker Road, Unit #1
WINDSOR, Ontario
N8W 3S4

ATTENTION: Rocco Lucente, P. Eng.,

RE: Via Rail Crossing – County Road 19 (Manning Road)

Dear Rocco:

We have reviewed the letter from F. R. Berry and Associates dated June 17, 2004 regarding stacking requirements, Manning Road at Lanoue Street. As you are aware, the representatives of UMA Engineering on behalf of Via Rail raised this issue as a point of concern. At our meeting it was confirmed that the requirement for signal system preemption with the railway is triggered at a distance of 60m from the crossing. The northerly limit of the Lanoue right-of-way is approximately 97m from the southerly limit of the rail right-of-way. Although it is outside of the minimum distance, it is still close enough to be of concern.

The report from F. R. Berry suggests that "under normal operating conditions, there would not be a conflict between stacked vehicles on Manning Road and the at grade rail crossing". To arrive at the "normal" condition several assumptions were made. These assumptions do not appear to make allowances for trucks, tractor-trailers, agricultural equipment and construction vehicles expected to be common during upcoming road improvements north of the crossing. The impacts of these vehicles and delays from the construction activities may result in many "non normal" conditions being experienced.

Further, the author of the report goes on to state "the widening of Manning Road and the installation of the signals at Lanoue Street should be done at the same time. I am not entirely comfortable with the proposal to install the signals in advance of the widening".

June 22, 2004

Based on the comments in the F. R. Berry Report, comments from UMA Engineering and our internal review, in the interest of traffic safety, we do not support the installation of the signals at Lanoue Street prior to the improvement of the County Road 19 cross section to a multilane configuration.

Please do not hesitate to contact us if you require any additional information.

Yours truly,



Thomas R. Bateman, P. Eng.,
County Engineer

TRB:gh

cc: Larry Beaudoin, Town of Tecumseh

• Consulting • Engineering • Construction • Management Services



28 June 2004

365805105

FAX: 519-966-4088

Mr. Rocco Lucente, P.Eng.
R. Lucente Engineering Inc.
3514 Walker Road, Unit#1
Windsor, ON
N8W 3S4

Dear Sir:

**RE: Proposed improvements to the Manning Road Crossing - MI. 98.42 VIA Rail
Chatham Subdivision**

We have reviewed the minor revision to the traffic islands on Manning Road at the Kenney Driveway immediately north of the VIA Rail Crossing which were suggested by UMA at our meeting Friday, 11 June 2004 and can advise we have no objections on behalf of VIA Rail. The raised islands are a good safety feature for multi-lane grade crossings.

The following are our understandings of other items discussed at the meeting:

- During any construction activities near the Manning Road grade crossing, extreme caution must be taken not to allow any queuing of vehicles over the crossing. This of course includes construction vehicles as well as the normal public use of the crossing.
- A VIA Rail flag-person must be present at all times when construction activities occur within 10 metres of the nearest rail. Please contact UMA Engineering when planning any activities which will have potential to impact that envelope.
- Ideally, Manning Road will be widened on both sides of the tracks at the same time, however, should that not be the case and traffic is channeled from four lanes down to the existing two over the crossing, the use of pavement markings will not be sufficient to create the "funnel". Jersey type concrete barriers must be employed in advance of the crossing.
- The introduction of a controlled intersection of Lanoue Street and Manning Road may not be acceptable without an inter-connection with the Railway Signals for pre-emption.

F:\Rail\3658 - VIA\051 - 2004 Professional Services\051 05 Manning Road Crossing\EA letter.doc

UMA Engineering Ltd. 5080 Commerce Blvd. Mississauga ON L4W 4P2 Canada
Tel (905)238-0007 fax (905)238-0038 web www.umagroup.com

28 June 2004
Mr. Rocco Lucente, P.Eng.
Windsor, ON
Page 2



A traffic study will have to be undertaken to determine if traffic queued for the proposed traffic lights will encroach closer than 2.4 metres to the nearest rail.

- The Transport Canada Guide to Road Crossings of Railways was presented and discussed. Plans for the eventual widening of the Manning Road grade crossing are to include all details indicated in the guide (page 3 of 5).
- Sidewalks will form part of the eventual widening and as indicated in my email message dated 31 May 2004, the centre-line of the signal mast will be located 4ft. 6in. back from the face of curb. The crossing gate counter weights extend approx. 3ft. from the pivot point on the mast so that would be the closest point where the sidewalk(s) could start. The sidewalk(s) must be located behind the signal masts i.e. away from the road and to avoid the necessity of separate protection; the centre-line of the sidewalk(s) may be no further away from the centre-line of the mast(s) than 12ft.
- It appears the overhead power line on the east side of the crossing will come into conflict with the widening at the tracks. This should be taken into consideration in the future design and may necessitate a relocation of the utility crossing.
- Details of all utility work which will impact VIA Rail are to be included in the submission for widening the crossing.
- Once the General Arrangement plan has been completed, it is to be sent to UMA Engineering for review and comment on behalf of VIA Rail. At that time, purchase authority will be required to cover UMA costs.
- Prior to widening the crossing, the Road Authorities and VIA Rail will negotiate an agreement which will closely mirror the terms of the existing Board Order (copy of CTC Order No. R-2321 enclosed). The eventual agreement and road plan will be filed with the Canadian Transportation Agency as the official record of the widened crossing. The "CTA" will then issue a new order for the crossing which acknowledges the parties have reached an agreement.

On behalf of VIA Rail, there are no environmental concerns with the work planned north of the tracks.

Should you have any questions or concerns, please feel free to call me at 905-206-8104.

Sincerely,

UMA ENGINEERING LTD.



Tom Goldsmith
E-mail: tgoldsmith@umagroup.com

c.c. Mr. Randal MacDonald, P.Eng. - VJA Rail - fax: 514-871-6652
Mr. Tom Bateman, P.Eng. - County of Essex - fax: 519-776-4455
Mr. Larry Beaudoin - Town of Tecumseh - fax: 519-735-1895

CANADIAN TRANSPORT COMMISSION



COMMISSION CANADIENNE DES TRANSPORTS

ORDER NO. R-2321

369-1249

BY ITS RAILWAY TRANSPORT COMMITTEE

IN THE MATTER OF the application of the Windsor Suburban Roads Commission, hereinafter called the "Applicant", for installation of automatic protection at the crossing of the railway of the Canadian National Railways and Windsor Suburban Road No. 19, in the Township of Sandwich East, in the Province of Ontario, at mileage 98.42 Chatham Subdivision:

File No. 26711.1050

UPON reading the submissions filed--

The Railway Transport Committee of the Canadian Transport Commission hereby orders:

1. The Applicant is authorized to widen and reconstruct Windsor Suburban Road No. 19 where it crosses at grade the tracks of the Canadian National Railways in the Township of Sandwich East, in the Province of Ontario, at mileage 98.42 Chatham Subdivision, as shown on Plan No. 67-16 dated December 1967, revised to January 9, 1968, on file with the Commission under file No. 26711.1050.
2. The said reconstruction shall be carried out in compliance with the requirements of the Board of Transport Commissioners for Canada respecting highway crossings.
3. Eighty per cent of the cost of improving the approach grades, from nine per cent to five per cent, or the sum of \$3,370.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund; seven and one-half per cent of the said cost shall be paid by the Canadian National Railways and the balance of the said cost as well as the cost of additional improvements, as shown on the said Plan, shall be paid by the Applicant.

ORDER NO. R-2321

ORDER NO. R-2321

- 2 -

4. The cost of maintenance of the said widened crossing shall be paid by the Canadian National Railways.

5. Upon completion of the said reconstruction, the Applicant shall advise, by registered mail, the Canadian National Railways of such completion, with a copy to the Railway Transport Committee.

6. Within three months of the date of receipt of such advice, the Canadian National Railways shall install, and shall thereafter maintain, flashing light signals, short arm gates and bell at the said crossing.

7. The crossing protection so installed shall comply with the requirements of General Order No. E-6 of the Board of Transport Commissioners for Canada.

8. Eighty per cent of the cost of installing the said protection, or the sum of \$20,960.00, whichever is the lesser, shall be paid out of The Railway Grade Crossing Fund; twelve and one-half per cent of the said cost shall be paid by the Applicant and the balance of the said cost shall be paid by the Canadian National Railways.

9. Fifty per cent of the cost of maintenance and operation of the said protection shall be paid by the Canadian National Railways and the balance of the said cost shall be paid by the Applicant.

Dated at Ottawa, this 13th day of May, 1968.

(Sgd) C.W. Rump,
Secretary,
Railway Transport Committee.

ORDER NO. R-2321

The Corporation of the

MAYOR - MAIRE
GARY McNAMARA

DEPUTY MAYOR - SOUS MAIRE
TOM BURTON

COUNCILLORS - CONSEILLERS
JOE BACHETTI
MARCEL BLAIS
GUY DORION
JOIE JOBIN
RITA OSSINGTON



Town of Tecumseh

Director of Public Works
Larry Beaudoin
lbeaudoin@tecumseh.ca

PUBLIC WORKS DEPARTMENT
1189 LACASSE BLVD.
TECUMSEH, ONTARIO • N8N 2C9

PHONE (519) 735-4225
FACSIMILE (519) 735-1895

June 29, 2004

Mr. David Janisse

Re: Lanoue & Manning Rd. Intersection

Dear Sir,

Further to our conversation of June 28, 2004 please be advised that the Town of Tecumseh is proceeding to install traffic signals at Lanoue and Manning this year, hopefully by Sept. 30, 2004. We are having a problem with Via Rail and the County, in that they are afraid that by putting in the signals before the road is widened to four lanes, could cause backups over the tracks. We are attempting to prove to them that the manner in which they will be constructed with a detector loop just south of the tracks should alleviate their concerns. We are scheduling meetings with both parties to convince them to allow us to construct the signals.

I will keep you advised of the situation.

Respectfully Yours,

Larry Beaudoin
Director of Public Works

R. LUCENTE ENGINEERING INC.

CONSULTING ENGINEERS

3514 Walker Road, Unit 1
Windsor, Ontario N8W 3S4

Phone: (519) 966-4008
Fax: (519) 966-4088
email: rlucente@bellnet.ca

June 28, 2004

Our File No. 99-722

UMA Engineering Ltd.
5080 Commerce Blvd.
Mississauga, Ontario
L4W 4P2

Attention: Mr. Tom Goldsmith

Dear Sir:

**Re: Proposed Improvements to the Manning Road Crossing -
MI. 98.42 VIA Rail Chatham Subdivision**

As requested, we are forwarding the portions of the April, 2002 Traffic Study Report prepared by F. R. Berry & Associates that relate to the Lanoue/V.I.A. crossing on Manning Road for your review.

We are also forwarding the letter from F. R. Berry, P. Eng. dated June 17, 2004 and the letter from T. Bateman, P. Eng., County Engineer dated June 22, 2004 for your records.


In response to your letter dated June 28, 2004, we have discussed your concern regarding the southbound queued traffic from Lanoue to V.I.A. crossing with Dennis Vieira, P. Eng. of Dillon Associates who has suggested a long distance detector loop may be installed immediately south of the V.I.A. crossing. This has been received favourably by T. Bateman, by F. R. Berry and by the Town.

The actual location of this detector loop has not yet been determined and your question regarding the time to clear any vehicle in the area after the controller has received a signal from the detector has also not yet been determined.

We would agree with your suggestion to request a meeting with Mr. D. Vollick of Transport Canada as soon as possible.

We understand you will be contacting D. Vollick to schedule such a meeting.

Yours truly,



R. Lucente, P.Eng.

RL:jb
Enclosures

- c. - T. Bateman, P. Eng., County Engineer - Corporation of the County of Essex
- L. Beaudoin, Director of Public Works, - Town of Tecumseh



Corporation of the County of Essex
Office of the County Engineer

RECEIVED

Thomas R. Bateman, P. Eng.
County Engineer

JUL 8 2004

July 6, 2004

Ranald A. MacDonald
Manager Transportation Planning
Via Rail
2 Place Ville Marie
Montreal, Quebec
H3B 2C9

Dear Ranald:

RE: Proposed Improvements to County Road 19 (Manning) Crossing
Mile 98.42, Chatham Subdivision VIA Rail

This will serve as a Letter of Authorization for VIA Rail to contract with UMA Engineering for the provision of Technical Engineering Services on behalf of VIA Rail related to proposed upgrades in the vicinity and to the above noted crossing.

This authorization is provided as per the request of Mr. Ian Fogarty of UMA Engineering. The contract for the services will be between UMA Engineering and VIA Rail with invoicing being paid directly to UMA by the County of Essex. In keeping with the preliminary nature of the proposed work at the crossing, expenditure authorization will be made in increments of \$5,000.00. A detailed fee schedule including items such as per diem rates, travel expenses and disbursements is to be submitted as soon as possible. Also to be submitted are standard contractual documentation such as proof of insurance, certificate of authorization, WSIB, etc. Monthly invoices are to be submitted for processing complete with a detailed breakdown.

We look forward to working with VIA and UMA on this project. Please do not hesitate to contact me if you require any additional information.

Yours truly,

Thomas R. Bateman, P. Eng.,
County Engineer

TRB:gh

cc: Larry Beaudoin, Town of Tecumseh
cc: Rocco Lucente, R. Lucente Engineering ✓
cc: Ian Fogarty, UMA Engineering

**R. LUCENTE ENGINEERING INC.
CONSULTING ENGINEERS**

MINUTES OF SITE MEETING

*Place: V.I.A. Rail Crossing on County Road 19 (Manning Road)
Mile 98.42, Chatham Subdivision*

Time: 1:00 p.m., July 15, 2004

*Present: Doug Vollick – Transport Canada
Ranald MacDonald – VIA Rail Canada
Ian Fogarty – UMA Group
Mike Hughes – UMA Group
Dave McNeill – Rail-Term Inc.
Frank Berry – F. R. Berry & Associates
Tom Bateman – County of Essex
Larry Beaudoin – Town of Tecumseh
Jim Breschuk – Dillon Consulting
Rocco Lucente – R. Lucente Engineering Inc.*

PURPOSE OF MEETING

The purpose of the meeting was to review with all parties present, the proposed roadway improvements by both the Town of Tecumseh and County of Essex and more particularly, the interaction of a proposed traffic signal at Co. Rd. 19 and Lanoue Street with the VIA crossing 110 metres north of this intersection.

OVERVIEW

- (1) R. Lucente opened the discussions by explaining the proposed plans by the Town of Tecumseh to improve and widen Manning Road north of the VIA track crossing and by the county of Essex south of the crossing.
- (2) It was further explained that the improvement to the roadway north of the tracks is hoped to be done in 2004/2005 and would increase the number of northbound lanes to one left, two through and one right, thereby alleviating any stacking problems.

The improvement to the roadway south of the tracks is not anticipated for two or three years as explained by Tom Bateman, at which time, the number of southbound lanes would be increased to one left and two through lanes at Lanoue Street thereby alleviating any stacking problem at that time. Aerial photographs illustrating the temporary improvement and the ultimate improvements from Tecumseh Road to Lanoue Street were submitted to Doug Vollick.

- (3) It is the intention however, to install temporary traffic signals at the intersection of Co. Rd. 19 and Lanoue Street as soon as possible. This would be prior to any widening of the road south of the crossing.
- (4) Ian Fogarty explained that the concern would be a possible stacking of southbound traffic from Lanoue Street to the tracks and the ability to clear any vehicles found to have stopped on the track should a train approach.

OUTCOME OF MEETING

After a thorough discussion, it was agreed that the temporary traffic signals would be permitted to be installed at the intersection of Co. Rd. 19 and Lanoue Street with the following provisions:

- (1) that warning signs be placed at the crossing to prohibit stopping on the track.
- (2) the signal cycle would be kept to a minimum for Lanoue green.
- (3) that an area be cleared and prepared immediately south of the tracks on the southbound shoulder ready to receive a vehicle as an escape route in the event of an emergency.
- (4) that an additional detector loop be installed in the vicinity south of the tracks which would trigger a green for southbound traffic immediately should a vehicle stop over that detector.
- (5) the installation be monitored as to its effectiveness and should it be found that the stacking and clearing ability were unsafe, other remedies such as shortening the cycling time for the Lanoue green or the relocating of the secondary detector loop farther south be considered.

END OF MINUTES

The above was recorded by the undersigned who should be advised of any errors and/or omissions.

R. Lucente, P.Eng.

Distribution: all present

(minutes\manningrd.doc)

R. Lucente Engineering Inc.

From: "R. Lucente Engineering Inc." <rlucente@bellnet.ca>
To: "Tom Goldsmith-UMA Group" <tgoldsmith@UMAGroup.com>
Cc: "Tom Bateman - Essex" <tbateman@countyofessex.on.ca>; "Larry Beaudoin - Tecumseh" <lbeaudoin@town.tecumseh.on.ca> CC & D. KENNEY (PICKED-UP @ OFALG)
Sent: Monday, June 14, 2004 9:15 AM
Attach: KENNEY-4.jpg
Subject: Kenney Driveway - Manning Road(County Rd. 19)

Att: Tom Goldsmith

Here is the minor revisions to the traffic Islands on Manning Road at the Kenney Driveway immediately north of the V.I.A. crossing as you suggested at our meeting Friday June 11, 2004.

Regards,
Rocco Lucente P.Eng.
R. Lucente Engineering Inc.

6/14/04

SCALE: 1:1000
JUNE 11, 2004

KENNEY ENTRANCE

PART 1, PLAN 12R-7364

P.L.N. 75000-0192

CONVUL ANIMAL HEALTH CARE LTD.

MANNING ROAD
(ESSEX COUNTY ROAD No. 19)

BLOCK 9, PLAN M

P.L.N. 75272-0380

WEST OF PIKE GREEN

PART 1, PLAN 12R-9873

NO LEFT TURN SIGN

NO LEFT TURN SIGN

PART 5, PLAN 12R-13765 REMOVE EX

PART 2, PLAN 12R-13765

P.L.N. 75245-0547

PART 1, PLAN 12R-13765

P.L.N. 75245-0548

PART 1, PLAN 12R-17391

P.L.N. 75245-0549

PART 2, PLAN 12R-10019

P.L.N. 75245-0547

P.L.N. 75245-0548

P.L.N. 75245-0549

PART 7, PLAN 12R-16249

P.L.N. 75544-0300

FOOTWEAR ASSOCIATES INC.

PART 5, PLAN 12R-16249

PART 2, PLAN 12R-16249

P.L.N. 75245-0356

MODERNA ENTERPRISES OF CANADA LTD.

CONCESSION

LOT 156

VIA RAIL CANADA

Aerial Photo Taken: April 2000

M. LUCCHETTI ENGINEERING INC.



2004_0722_110604AA.jpg



2004_0722_110618AA.jpg



2004_0722_110631AA.jpg



2004_0722_110710AA.jpg



2004_0722_110804AA.jpg



2004_0722_110812AA.jpg



Corporation of the County of Essex
Office of the County Engineer

RECEIVED

Thomas R. Bateman, P. Eng.
County Engineer

NOV 22 2004

November 15, 2004

Via Rail Canada
3 Place Ville-Marie, Suite 500
MONTREAL, Quebec
H3B 2C9

ATTENTION: Ranald A. MacDonald
Manager, Transportation Planning

RE: Proposed Pedestrian Sidewalks – Chatham Subdivision, Via Rail

Dear Ranald:

On behalf of the local municipalities, Town of Tecumseh and Town of Lakeshore, we are seeking approval to install pedestrian sidewalks at two existing level crossings. The crossings are located in the Chatham Subdivision at County Road 19 (Manning Road, Mileage 98.42) and County Road 21 (West Pike Creek Road, Mileage 97.28).

Please review the attached air photos showing the approximate locations of the proposed sidewalks at each crossing and provide information related to any requirements, specifications and process required to undertake the proposed works.

Please do not hesitate to contact our office if you require any additional information.

Yours truly,

Thomas R. Bateman, P. Eng.,
County Engineer

TRB:gh

attach:

cc: Tim Mousseau, Director of Public Works, Town of Lakeshore
cc: Larry Beaudoin, Director of Public Works, Town of Tecumseh
cc: Rocco Lucente, P. Eng., /

■ Consulting ■ Engineering ■ Management Services



06 January 2005

3658-CAB

FAX: 519-776-4455

Mr. Thomas R. Bateman, P.Eng.
County Engineer
Corporation of the County of Essex
360 Fairview Ave. West, Suite 201
Essex, ON
N8M 1Y6

Dear Sir:

RE: Proposed Pedestrian Sidewalks - Manning Road and West Pike Creek Road - MI.
98.42 and 97.28 VIA Rail Chatham Subdivision

Further to our letter dated 28 June 2004 (copy enclosed), we have been advised by VIA Rail that the County wishes to proceed with the installation of sidewalks at the subject crossings. Once the preliminary General Arrangement plans have completed, they are to be sent to UMA Engineering for review and comment on behalf of VIA Rail. At that time, purchase authority will be required to cover UMA costs associated with the project.

Should you have any questions or concerns, please call me at 905-206-8104.

Sincerely,

UMA ENGINEERING LTD.

Tom Goldsmith
e-mail: tgoldsmith@umagroup.com

Encl.

06 January 2005
Mr. Thomas R. Bateman, P.Eng.
Corporation of the County of Essex
Page 2



cc: Mr. Aaron Branston
Infrastructure Engineer
VIA Rail Canada - Operations
3 Place Ville-Marie, Suite 500
Montreal, PQ
H3B 2C9

Fax: 514-871-6652