

HIGHWAY 69 FOUR-LANING G.W.P. 5402-05-00

**PHASE 1
1.0 KM NORTH OF THE NEW HIGHWAY 559
INTERCHANGE TO 5.6 KM NORTH OF
EXISTING WOODS ROAD**

PUBLIC INFORMATION CENTRE DISPLAYS

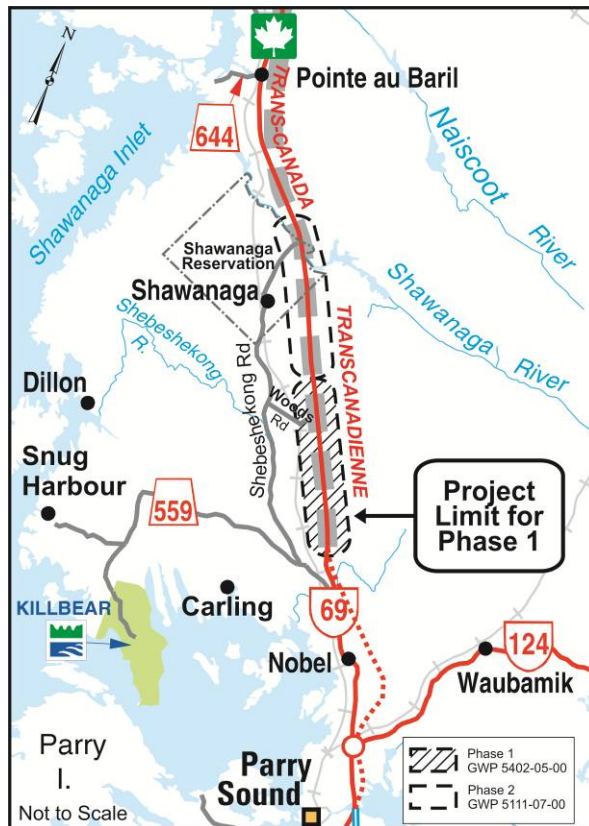
January 25, 2011

Welcome to the
Public Information Centre
for the

**HIGHWAY 69 FOUR-LANING
G.W.P. 5402-05-00**

PHASE 1

**1.0 KM NORTH OF THE NEW HIGHWAY 559 TO 5.6 KM NORTH
OF EXISTING WOODS ROAD
Detail Design**



**Members of the Project Team are available
to discuss any questions that you may have**

Information is also available on the project website (www.Highway69.ca)

Please Sign In

PURPOSE OF THIS PUBLIC INFORMATION CENTRE

The purpose of this Public Information Centre (PIC) is to provide residents and other members of the public an opportunity to review and comment on the following information:

- The overall study process
- The detail design for Phase 1 of the project
- What's Next

Representatives of the Ministry of Transportation (MTO), McCormick Rankin Corporation and Ecoplans Limited (MTO's Consultant), are available to discuss the project with you. Your comments are welcomed. We encourage you to fill out a comment sheet recording your comments and concerns.

PROJECT DESCRIPTION AND PURPOSE

The project has been divided into two (2) phases/sections:

**Phase 1 – 1.0 km north of the New Highway 559 Interchange to
5.6 km north of existing Woods Road**

Phase 2 - 5.6 km north of existing Woods Road to 1.5 km north of the existing Highway 7182 (Shebeshekong Road)

The above noted limits of each phase are subject to change. The purpose of this project is to develop detail design plans for the improvements. The proposed improvements were identified in a Route Planning Study that was prepared and filed in accordance with the MTO Class Environmental Assessment (EA) in 2006.

This Public Information Centre (PIC) is focusing on Phase 1. A subsequent PIC will focus on Phase 2.

The proposed key improvements include:

- Expanding the existing highway to a four-lane divided Controlled Access highway.
- Access to the highway will only be provided at the New Woods Road Interchange.
- Partial illumination at the New Woods Road Interchange.
- Side road realignments, service roads and cul-de-sacs:
 - Construct New Woods Road for access to the Township of Carling lands from the Woods Road Interchange and a Forest Access Road on the east side of Highway 69.
 - Construct two (2) cul-de-sacs. (Refer to the design plan panel.)
- Construct a new snowmobile trail crossing/highway underpass; connecting the existing snowmobile trail network east and west of Highway 69. (Refer to the design plan panel.)

ENVIRONMENTAL ASSESSMENT PROCESS

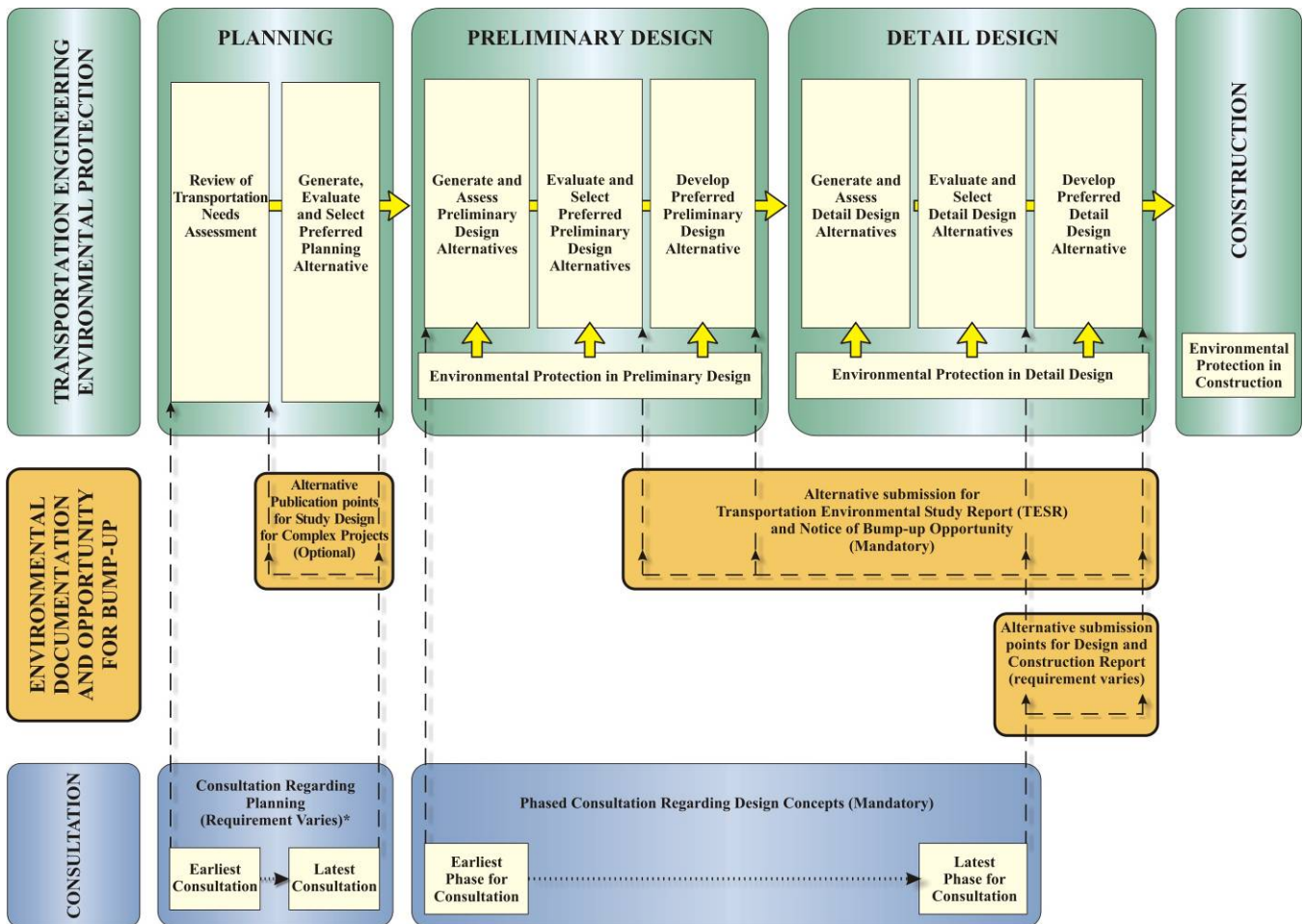
This project is being conducted in accordance with the environmental assessment process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The Detail Design will be implemented in two (2) phases. Each phase will include a highway construction contract and possibly an advance tree clearing contract. Nearing the completion of the design for each of the main contracts, a Design and Construction Report (DCR) will be prepared for public review. Newspaper notices will be published and notices will be placed on the project website at that time to identify the locations where the DCRs will be made available for viewing.

You are encouraged to contact the Project Team if you have questions or concerns about this project so they can be addressed as the project progresses.

OVERVIEW OF CLASS EA PROCESS FOR GROUP "B" PROJECTS

WE ARE
HERE
FOR
PHASE 1
↓



*Mandatory if a Study Design is prepared.

ADVANCE CLEARING

Advance tree clearing contracts may be undertaken to ensure that clearing trees and vegetation does not conflict with environmental protection requirements, and to better facilitate utility relocations in advance of the main grading contracts.

Preventative and mitigation measures are included in the clearing contracts to protect environmentally sensitive features as a result of removal of vegetation cover and soil disturbance associated with clearing activities.

The following principles will be incorporated into the clearing contracts to promote environmental protection:

- No grubbing will be undertaken, in order to maintain soil stability;
- Clearing will be conducted outside the migratory breeding bird season;
- The right-of-way will be fully cleared except in the following locations:
 - East side of Highway 69, south of Woods Road Interchange where there will be no aerial utilities.
 - East side of Highway 69, in the Township of Shawanaga where existing utilities are being maintained.
 - West side of Highway 69, in the Township of Shawanaga where there will be no aerial utilities.
- Subsequent to MTO obtaining property, some areas identified for clearing may be deferred to the grading contract.

ENVIRONMENTAL IMPACTS AND MITIGATION

Potential Impact	Mitigating Measure
Natural Environment	
Watercourses and Fisheries	<ul style="list-style-type: none"> • Design culverts to prevent initiation or exacerbation of bank erosion or channel migration up or downstream. • Where fish are present, minimize length, and maintain fish movement and habitat opportunities by providing stable substrate material and low flow channel. • Implement erosion and sediment control measures to protect all watercourses and wetland features where works are proposed. Such measures include timing constraints, silt fences, control blankets, rip rap and straw bale/rock flow checks to filter runoff from construction areas, as well as rehabilitation of disturbed areas following construction. • Implement site specific temporary flow management and dewatering requirements to isolate the culvert installation zones. • Apply timing constraints to avoid any in-water work to protect fisheries resources. • Control blasting near watercourses supporting fisheries. Protection of fish and fish habitat will be undertaken in accordance with the requirements of the federal Fisheries Act and as recommended by the Department of Fisheries and Oceans (DFO) "Guidelines For The Use Of Explosives In Or Near Canadian Fisheries Waters".
Vegetation/Wildlife	<ul style="list-style-type: none"> • Only vegetation directly affected by construction will be removed. Define limits of clearing and protect retained vegetation during construction. • Consider wildlife (i.e. small mammals, reptiles) movement in the design and spacing of culverts. • Apply timing constraints to avoid vegetation clearing within the breeding bird season from May 1 to August 8. • Protect for Species at Risk (SAR) and potential habitat for SAR. • Manage blasting and clearing where potential for hibernation or gestation of the Eastern Massasauga Rattlesnake (Massasauga) is identified. • Protect the water regimes (quantity and quality) in retained wetlands (e.g., avoid major changes in water levels).

ENVIRONMENTAL IMPACTS AND MITIGATION

Potential Impact	Mitigating Measure
Groundwater and Wells	<ul style="list-style-type: none"> Protect the quality and quantity of groundwater. Protect groundwater recharge areas. Avoid or minimize dewatering in sensitive areas near groundwater supply wells or otherwise ensure supply will not be affected.
Drainage and Stormwater Management	<ul style="list-style-type: none"> Sedimentation protection schemes will be used where appropriate. Disturbed areas draining to natural features will be restored (i.e. establishing ground cover immediately after the completion of works).
Socio-Economic	
Archaeology / Heritage	<ul style="list-style-type: none"> A Stage 1 and 2 archaeological assessment of Highway 69 was undertaken as part of the Route Planning Study. No archaeological resources will be directly affected within the Phase 1 Project Area. A cultural heritage evaluation was undertaken for a heritage landscape and built heritage resource, located on a hunt camp, which will be displaced. A structure has been documented in a report; including the evaluation of the heritage value of the structure. This documentation will be kept at the Parry Sound public library and the Township of Carling library. The Ministry of Tourism and Culture will be notified should archaeological material be found during excavation activities. Local First Nation communities will also be notified in the event that either human remains or archaeological resources are discovered during construction.
Noise, Vibration & Dust	<ul style="list-style-type: none"> The Contractor will be required to maintain equipment in good operating condition to prevent unnecessary noise and restrict idling of equipment to the minimum necessary to perform the work. The Contractor will abide by municipal noise control by-laws. Dust suppressants will be used during construction.

ENVIRONMENTAL IMPACTS AND MITIGATION

Potential Impact	Mitigating Measure
Socio-Economic Continued	
Property Impacts	<ul style="list-style-type: none"> Currently, the Ministry is in the process of negotiating with impacted land owners to provide fair market value for any lands acquired.
Access to Property	<ul style="list-style-type: none"> Access to properties will be maintained during construction. Access to properties may require modification as a result of the proposed improvements.
Wastes and Contaminated Property	<ul style="list-style-type: none"> A Phase I and II Environmental Site Assessment has been completed; two (2) sites with environmental contamination and/or concern were identified. Ontario regulations regarding waste classification, management, removal, mitigation, and disposal site selection will be followed. Excess material will be managed in accordance with the Provincial Specification for Management and Disposal of Excess Material.
Technical Considerations	
Utilities	<ul style="list-style-type: none"> Relocation strategies will be developed for utilities impacted by the proposed works.
Delays to Traffic	<ul style="list-style-type: none"> Advance signage will notify motorists of construction. Traffic flow will be staged either on the existing Highway or on-site detours. Emergency services, OPP, school boards, municipalities and forest management companies will be advised of construction timing. Minor reductions in capacity during staging are not anticipated to cause significant delays. Phase 1 will require a temporary 2-lane to 4-lane transition at the north limits of the construction phase and will connect to the four-laning at the south limit.

ROAD CLOSINGS

As part of this Project, access to Highway 69 will be restricted to interchanges, and no at-grade intersections (left and/or right turns) will be permitted. As such, two existing travelled roads and several unopened and untravelled road allowances will be closed.

Where closures involve existing roads, new roads or road connections will be provided to allow access to/across the highway within a reasonable distance.

To formally close roads, an application must be made to the Ontario Municipal Board (OMB). Key activities involved in obtaining OMB's approval for the closure include:

- Identifying all open and unopened road allowances intersecting the new Highway 69 right-of-way in this study area
- Preparing a Road Closing Plan
- Preparing a formal submission to the OMB
- Preparing the required public notifications. Plans showing the proposed road closings will be available for viewing in advance of the Hearing
- Holding the OMB Hearing
- Obtaining an OMB Board Order regarding Road Closings

SNOWMOBILE TRAIL

The proposed works involve replacing the existing snowmobile trail crossing with a new trail/highway crossing under the highway via a culvert. This new crossing will connect the existing snowmobile trail network east and west of Highway 69. The design plan panel shows the location of the existing and approximate location of the proposed trail to be built by the Park to Park Trail Association and the snowmobile clubs.

The Park to Park Trail Association and the snowmobile clubs intends to construct the new trail as an all-season multi-use trail.

Impacts from the construction of the proposed trail will be limited to vegetation removal and soil compaction within the trail corridor. In consultation with the Trail Association, snowmobile clubs and Ministry of Natural Resources (MNR) staffs, the creation of the trail will minimize tree and vegetation removal required to the extent possible.

There is some potential of impacts to fish and fish habitat from the proposed works. It is expected that these impacts can be minimized through careful design and implementation of mitigation measures.

The implementation of all standard and site-specific mitigation measures will ensure that the natural environment is protected to the extent possible during construction.

Any necessary approvals required will be pursued by the Trail Association and snowmobile clubs. Representatives are available at this PIC to facilitate the public consultation component in order to address MNR's approval process/component to implement the proposed trail.

Next Steps

Next steps include:

- Review and respond to the comments received.
- Revise plans as warranted.
- Complete Detail Design plans for Phase 1.
- Refine and detail environmental impact mitigation / compensation.
- Prepare and finalize the Design and Construction Reports for Phase 1. Provide these reports for a 30-day public review period. It is anticipated that the DCR for Phase 1 will be available in the Spring of 2011. The report will be made available at review locations, and the public will be notified at that time.
- Continue to design for the Phase 2 section of the project.
- The Ministry will proceed to construction for Phase 1.

Thank you for attending.

Please feel free to ask questions and fill out a comment sheet before you leave or return it by mail or fax.

You may also submit your comment by email or the project website at www.Highway69.ca

Freedom of Information and Protection of Privacy

Comments and information regarding this project are being used to assist the Ministry of Transportation (MTO) in meeting the requirements of the Provincial *Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in the study documentation.

With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the MTO Project Team if you have questions or concerns regarding the above information.