



Highway 11/17 Four-Laning  
from Coughlin Rd to Red Rock Rd 9  
Detail Design & Class EA Study

Public Information Centre #1

## WELCOME

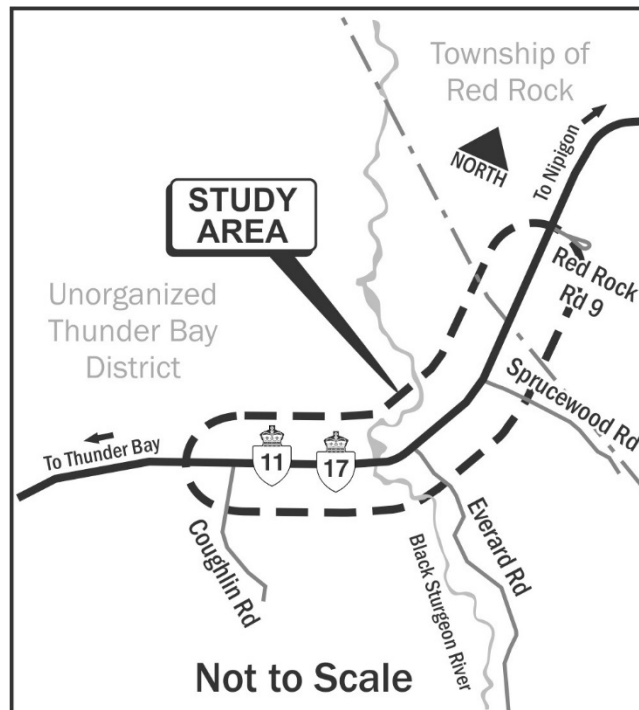
# Public Information Centre #1

for the

## HIGHWAY 11/17 FOUR-LANING

from Coughlin Road to Red Rock Road #9

Detail Design and Class Environmental Assessment Study



November 8, 2017

PLEASE SIGN IN AT THE FRONT DESK.



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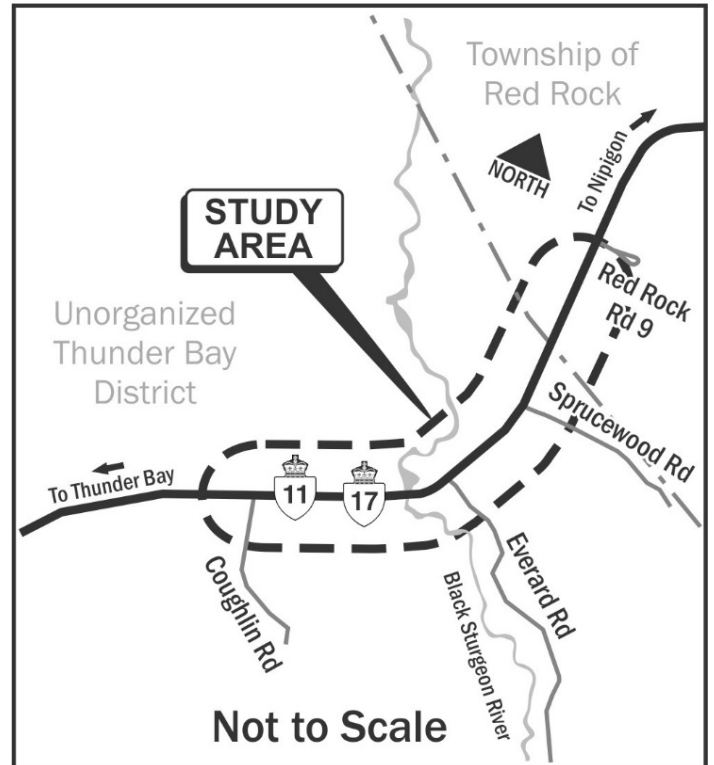
Public Information Centre #1

## WELCOME

Welcome to the first Public Information Centre (PIC) for the Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9.

Representatives from the Ministry of Transportation (MTO) and WSP are available to discuss the project with you.

Please ask questions and make your opinions known to us. We encourage you to fill out a comment sheet recording your comments and concerns.



**Your participation is important and appreciated.**



Ask Questions



Share Opinions



Submit Comments

Information presented today is also available online at:  
[www.hwy11-17-coughlintoredrock9.com](http://www.hwy11-17-coughlintoredrock9.com)



## PURPOSE OF STUDY

The purpose of this study is to review the Planning and Preliminary Design (completed in 1997), which determined the planning requirements for the four-laning of Highway 11/17.

**This PIC has been prepared to present and seek input on:**

- **The overall study process;**
- **Existing environmental conditions, and**
- **Proposed changes to the original approved four-lane plan for Highway 11/17 documented in the 1997 Environmental Study Report.**





## CLASS ENVIRONMENTAL ASSESSMENT STUDY

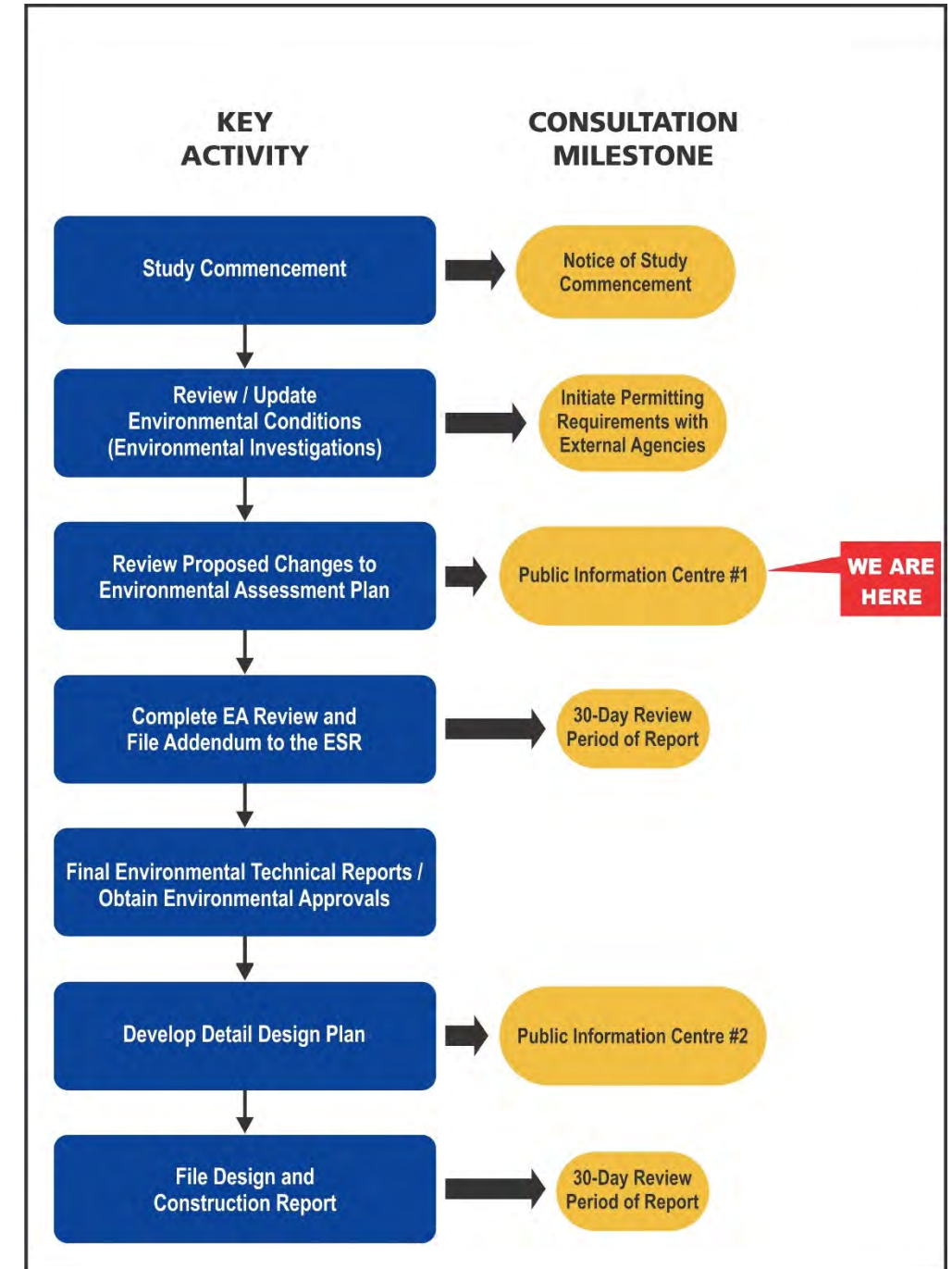
### BACKGROUND

- In 1989, the Province made an announcement to four-lane Highway 11/17 from Thunder Bay to Nipigon.
- In 1997, the Planning and Preliminary Design Study for the Four-Laning of Highway 11/17 from 8 km west of Ouimet easterly 36 km to the Red Rock Township West Boundary was completed. An Environmental Study Report (ESR) was filed in September 1997 and received environmental clearance.
- In June 2017, the Ministry of Transportation initiated the Detail Design and Class Environmental Assessment Study to four-lane Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9.

### CLASS ENVIRONMENTAL ASSESSMENT PROCESS

- This project is being conducted in accordance with the requirements of the Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (amended 2000) as a Group 'B' undertaking. Throughout the study process, input will be sought from the public and external agencies.
- An Addendum to the ESR is necessary to document any changes in existing conditions and required changes to the 1997 EA approved plan. The proposed changes to the ESR are presented at this PIC. The Addendum will be prepared following this PIC and filed for a 30-day public review period.
- Where outstanding concerns regarding the proposed design changes cannot be resolved, interested persons may request an Individual Environmental Assessment (known as a Part II Order Request). **There is no opportunity to request an Individual Environmental Assessment for the approved four-lane project, only concerns associated with the proposed design changes.**
- A second PIC will be held later in the study to present the Detail Design Plan.
- Upon completion of the study, a Design and Construction Report will be prepared to summarize the environmental assessment process for this project, document existing environmental conditions, the detail design plan, and summary of environmental impacts and mitigation measures. The DCR will be made available for a 30-day review period where interested persons are encouraged to review and provide comments.

- Construction is anticipated to begin in 2019.





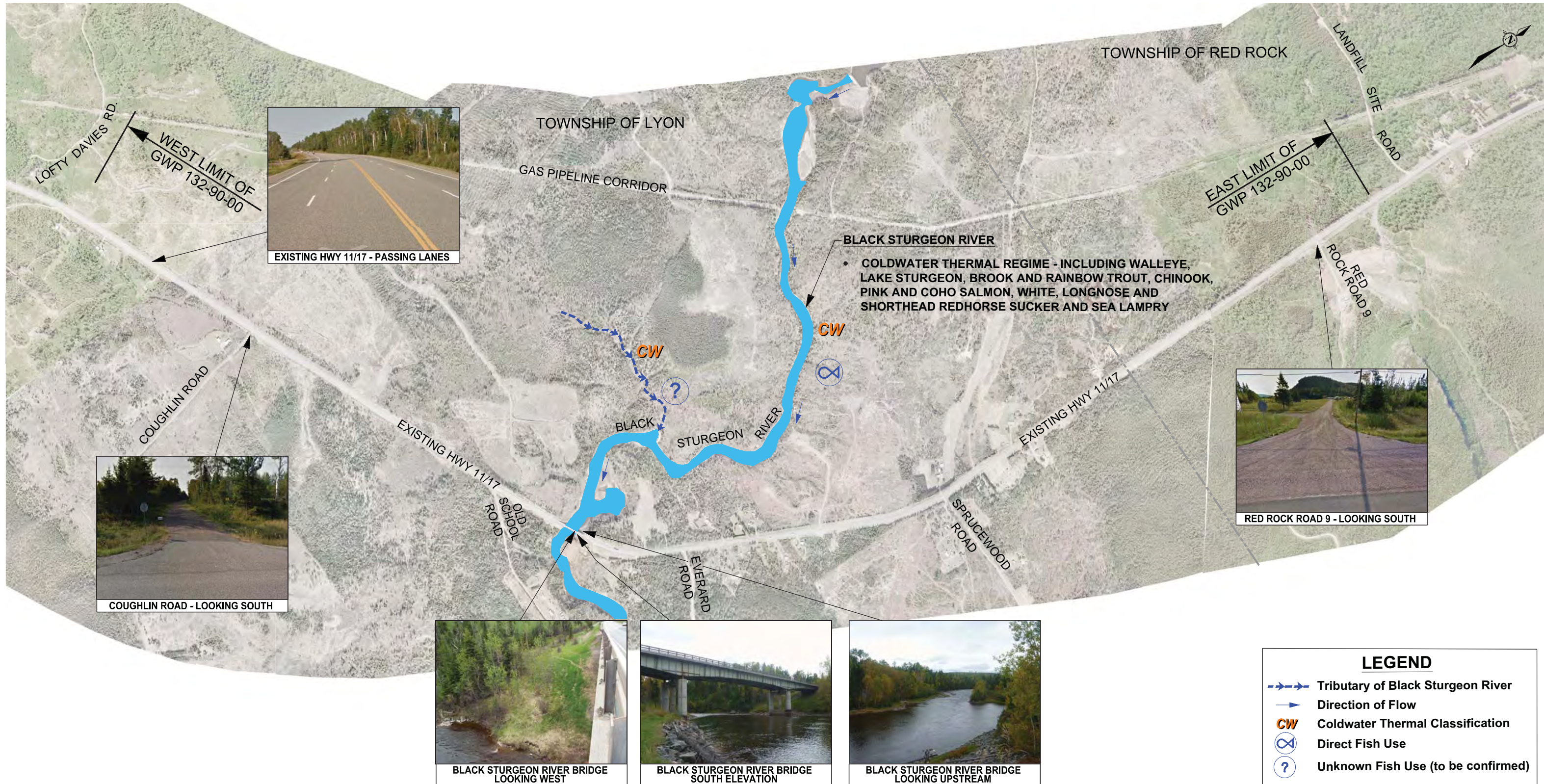
## BENEFITS OF FOUR-LANING HIGHWAY 11/17



Example of a Four-Laned Section of Highway 11/17

- Improve traffic flow by reducing delays caused by slower moving vehicles.
- Improve movement of goods and services will have a positive economic impact on the area.
- Reduce risk of collisions and decrease severity of some types of collisions.
- Addresses future travel demand along the highway.
- Allowance for a parallel, continuous, alternative route system in the event of roadway collisions, natural disasters or structural loss, which could lead to the closure of the existing highway.

# EXISTING CONDITIONS





## REVIEW OF 1997 EA APPROVED PLAN

This Detail Design and Class Environmental Assessment (EA) Study includes a review of the commitments made in the 1997 Environmental Study Report (ESR) based on new engineering standards and newly identified environmental constraints.

The review of the 1997 EA Approved Plan includes the following:

### **Review of Highway Alignment**

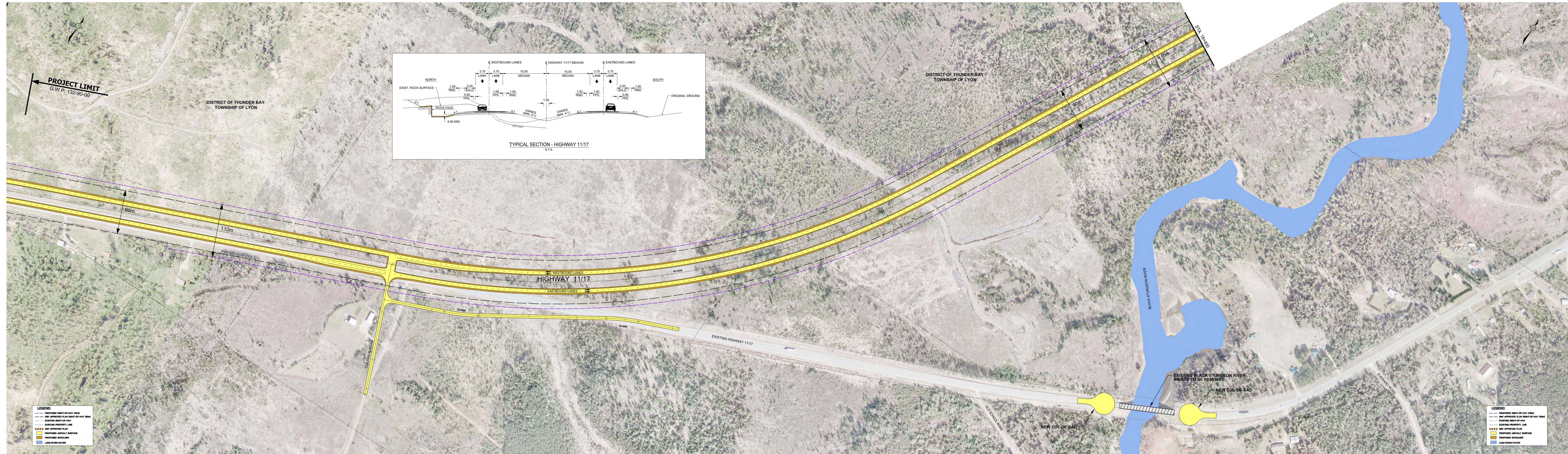
- The four-laning alignment identified in the 1997 EA Approved Plan was reviewed to ensure the proposed highway alignment meets current highway engineering standards and minimizes / avoids existing environmental constraints.
- This resulted in a proposed revision to the east end connection to the existing Highway 11/17 and removal of the east end median crossing depicted in the 1997 EA Approved Plan. The median crossing at Landfill Site Road will accommodate any required turnarounds.

### **Review of Highway Cross-Section**

- MTO is proposing to increase the right-of-way from 90 m to 110 m (minimum) as a result of revisions to highway engineering design and safety standards that have occurred since the 1997 ESR. This will accommodate a standard 30 m wide median and flatter (4:1) side slopes.

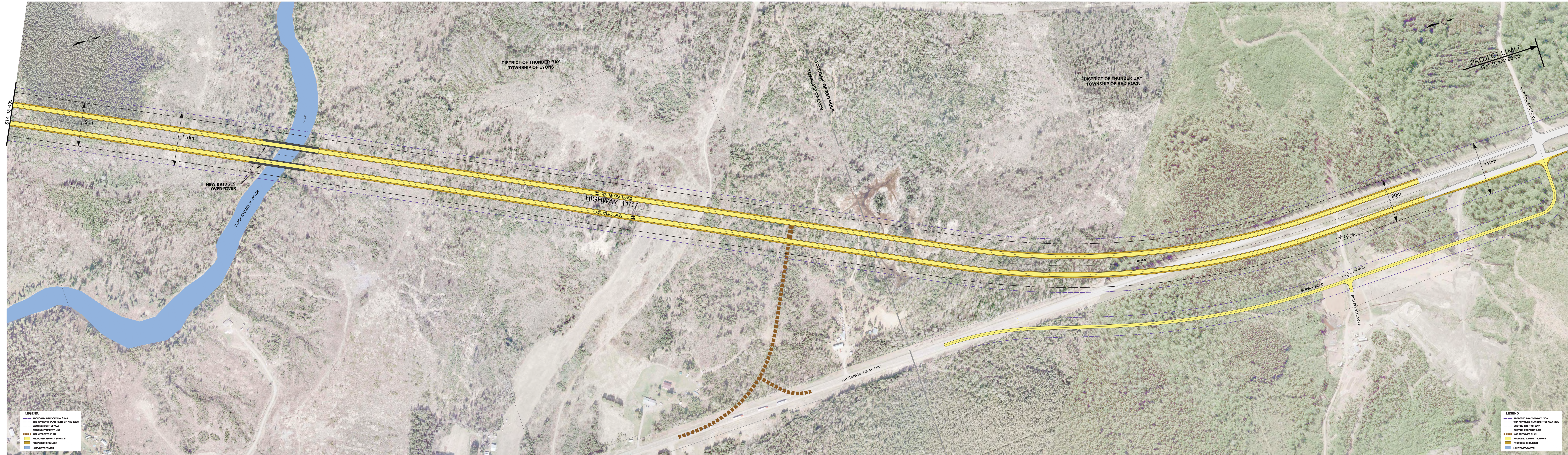
The next display outlines the review of the 1997 EA Approved Plan.

# DETAIL DESIGN PLAN





# DETAIL DESIGN PLAN





# POTENTIAL IMPACTS FROM THE PROPOSED CHANGES TO THE HIGHWAY 11/17 PLAN

Factor	Potential Impacts Resulting From:	
	Increasing Right-of-Way Width from 90 m to 110 m	East end Connection to Existing Highway - Alignment Changes
<b>Natural Environment</b>		
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>Increasing the right-of-way only incrementally increases the footprint from the 1997 ESR, thus, incremental impacts to the natural environment are anticipated.</li> <li>Significant impacts to the natural environment are not anticipated. Specific natural environmental impacts will be determined once the detail design plan is developed.</li> </ul>	<ul style="list-style-type: none"> <li>Specific natural environmental impacts will be determined once natural environmental field investigations are complete and the detail design plan is developed.</li> <li>Studies will be completed in Spring 2018.</li> </ul>
<b>Wildlife</b>		
<b>Aquatic Resources</b>		
<b>Social and Cultural Environment</b>		
<b>Archaeology</b>	<ul style="list-style-type: none"> <li>An archaeological assessment is being carried out to determine potential archaeological impacts in all previously unevaluated undisturbed areas.</li> </ul>	
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Proposed changes result in new property impacts. MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.</li> </ul>	
<b>Public Access</b>	<ul style="list-style-type: none"> <li>No change.</li> </ul>	<ul style="list-style-type: none"> <li>Improved safety by consolidation of the EA Approved median crossing at the east limit with the median crossing at Landfill Site Road, just east of Red Rock Road #9.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>No change.</li> </ul>	<ul style="list-style-type: none"> <li>A noise impact assessment will be undertaken to assess the potential noise impacts to adjacent Noise Sensitive Areas based on current MTO noise guidelines.</li> </ul>
<b>Engineering</b>		
<b>Utilities and Municipal Services</b>	<ul style="list-style-type: none"> <li>Increasing the right-of-way width does not change the conflicts identified in the 1997 ESR.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team will consult with any affected utility companies to develop relocation plans to suit the detail design plan.</li> </ul>

*Specific impacts of the Highway 11/17 four-laning plan will be further reviewed and mitigation measures will be developed later in the detail design stage to address these impacts. A more detailed assessment of impacts and the recommended mitigation measures will be presented at the next Public Information Centre (PIC #2).*



## ENVIRONMENTAL CONSIDERATIONS

### Mineral Aggregates

Mineral aggregates, such as good quality sand and gravel, are a vital construction material required for Ministry of Transportation undertakings. The Aggregate Resources Act ensures that environmental concerns associated with aggregate extraction operations are addressed. In accordance with this legislation, MTO reviews possible environmental concerns associated with aggregate operations (excluding commercial licensed operations) expressed by Government Agencies, local municipalities and the public, when applicable to site-specific projects

### Waste Management

A MTO and Ministry of the Environment and Climate Change (MOECC) protocol identifies material-by-material management options both inside and outside the construction area, which includes the right-of-way and property with a boundary continuous to the right-of-way. All excess materials may be reused or recycled. Inside the right-of-way, materials such as asphalt, concrete, swamp material, wood, earth, and rock may be reused as a construction material or managed as fill. Materials also may be temporarily stockpiled in preparation for these uses.

Management of excess materials outside the right-of-way, stockpiling, and wood management depends on local circumstances.

Site protection is provided by the imposition of constraints and for the protection of water and air quality adapted from existing legislation. The constraint on the management of these materials also involves discussions and written agreements with property owners, and may involve consultation with MOECC and other authorities. Where an excess material management option cannot meet constraints, another option must be pursued, or the material must be disposed of as waste.

### Emergency Spill Response

Direct responsibility for containment and clean-up of spills and abandoned materials on MTO highway facilities rests with the owner of the material and person in control of the material at the time of the spill or abandonment.

Where spills or abandoned materials occur on MTO highway facilities, MTO may assist where persons legally responsible cannot be located or not able to respond. MTO assistance may include notification of authorities, provision of equipment and materials, and traffic management.

In the event of a spill of MTO material by MTO staff, MTO undertakes all notification, containment and cleanup responsibilities required by provincial and federal legislation.



## NEXT STEPS

After this Public Information Centre, the Project Team will:

Activity	Anticipated Timeline
<ul style="list-style-type: none"> <li>Review the comments received during and following PIC #1 and respond to any questions.</li> </ul>	<p><b>Fall/Winter 2017</b></p>
<ul style="list-style-type: none"> <li>Confirm the proposed changes to the approved four-lane plan.</li> </ul>	<p><b>Early 2018</b></p>
<ul style="list-style-type: none"> <li>Prepare Addendum to the 1997 <i>Environmental Study Report</i> and submit for a 30-day public review period.</li> <li><b>The proposed changes to the Approved Plan (i.e. increased ROW and east end connection) are only eligible for a Part II Order Request during the 30-day public review period.</b></li> </ul>	<p><b>Early 2018</b></p>
<ul style="list-style-type: none"> <li>Develop the Detail Design Plan.</li> </ul>	<p><b>Spring/Summer 2018</b></p>
<ul style="list-style-type: none"> <li>Hold a second Public Information Centre to present the Detail Design Plan, and the anticipated environmental impacts and mitigation measures.</li> </ul>	<p><b>Fall 2018</b></p>
<ul style="list-style-type: none"> <li>Prepare the Design and Construction Report and submit for a 30-day public review period.</li> </ul>	<p><b>Fall 2018</b></p>
<ul style="list-style-type: none"> <li>Submit the project for tender.</li> </ul>	<p><b>Spring 2019</b></p>

Please visit the project website for updates:  
[www.hwyl11-17-coughlintoredrock9.com](http://www.hwyl11-17-coughlintoredrock9.com)

**THANK YOU FOR ATTENDING!**



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## FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in the study documentation.

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the Project Team members noted below if you have questions or comments on the study and information presented today.

## CONTACT INFORMATION

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*Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by **Friday, December 8, 2017.***