



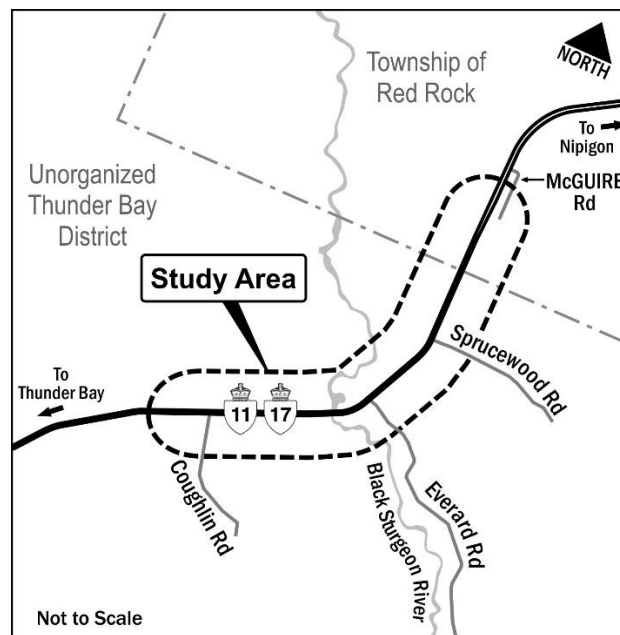
Highway 11/17 Four-Laning
from Coughlin Rd to McGuire Road
Detail Design & Class EA Study

Public Information Centre #2

Public Information Centre #2

HIGHWAY 11/17 FOUR-LANING from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study



September 7, 2023

PLEASE SIGN IN AT THE FRONT DESK.



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from Coughlin Rd to McGuire Road
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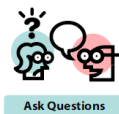
WELCOME

Welcome to the second 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 McGuire Road (formerly to Red Rock Road #9).

The Ontario Ministry of Transportation recognizes that the project is located within the traditional territory of Indigenous people, including lands through which a relationship between the Anishinaabeg and the Crown is established through the Robinson Superior Treaty. The Ministry wishes to show respect to the Indigenous communities who continue to care for this land and shape Ontario today.

We encourage you to ask questions or provide comments to the Project Team via email (preferred) or by telephone. Please use the comment form on the project website (under "Contact Us") or refer to the contact information provided at the end of the presentation.

**Information presented today is also available online at:
www.hwy11-17-coughlintoredrock9.com**



Ask Questions



Share Opinions



Submit Comments



Highway 11/17 Four-Laning from Coughlin Rd to McGuire Road Detail Design & Class EA Study

Public Information Centre #2

PURPOSE OF STUDY

The purpose of this study is to review the Planning and Preliminary Design (completed in 1997) and prepare the Detail Design plan for the four-laning of Highway 11/17 from 800 m west of Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

This PIC provides an update on the project, including:

- **Study progress**
- **Detail Design Plan**
- **Anticipated environmental effects and proposed mitigation measures**
- **Next steps in the study**





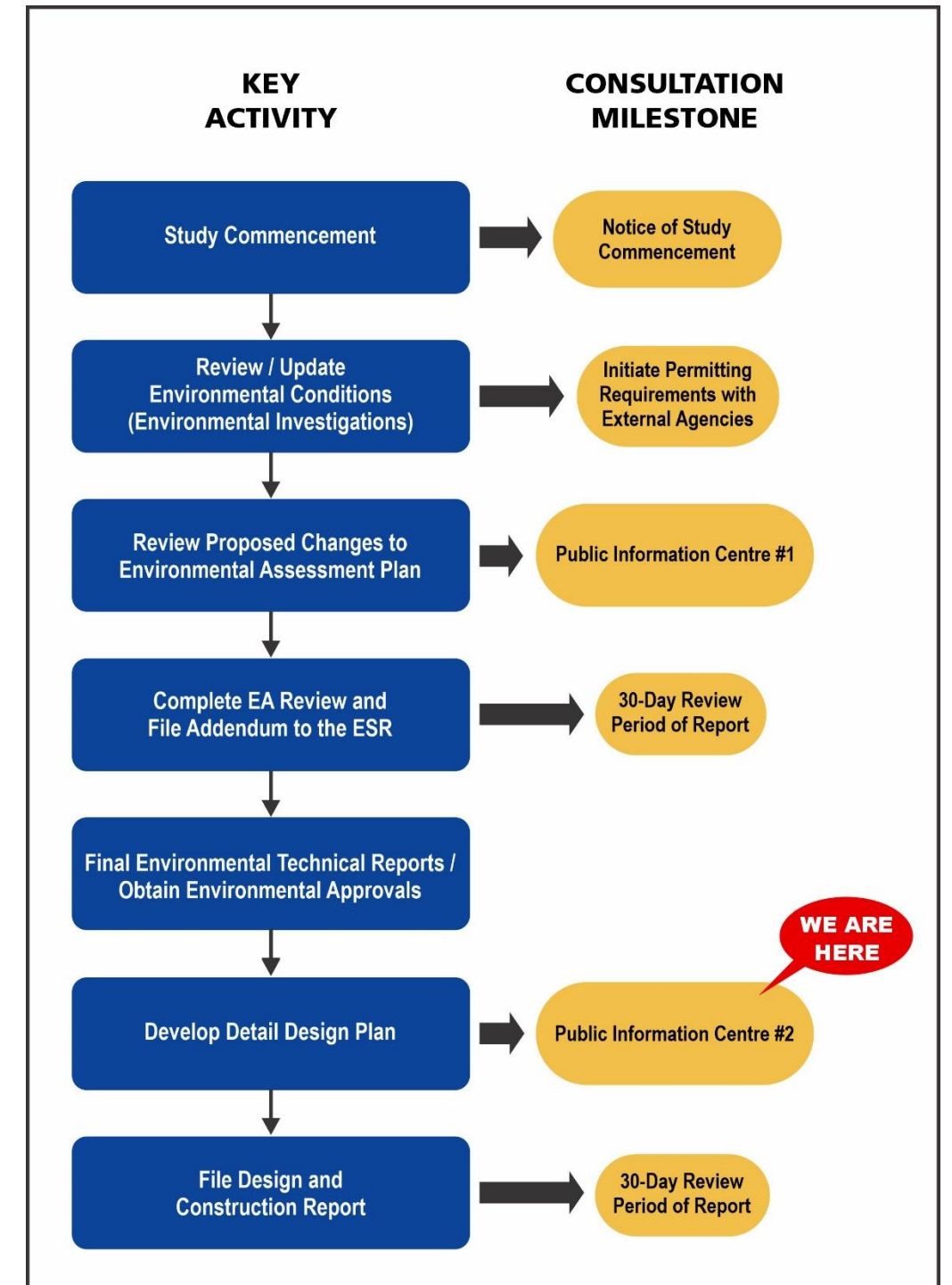
CLASS ENVIRONMENTAL ASSESSMENT STUDY

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 for public review. Environmental clearance was received, meaning that consultation had been completed and that the project was cleared to proceed to Detail Design. The highway alignment included in the ESR is referenced herein as the 1997 EA Approved Plan.
- In June 2017, the Ministry of Transportation (MTO) initiated the Detail Design and Class Environmental Assessment Study to four-lane Highway 11/17 from 800 m west of Coughlin Road to McGuire Road (formerly 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.
- In November 2017, Public Information Centre (PIC) #1 for the study was held at the Red Rock Recreation Centre in Red Rock, Ontario.
- Following PIC #1, an ESR Addendum was submitted to document two updates to the Environmental Assessment (EA) Approved Plan and was made available for a 30-day comment period which ended on May 3, 2018.
- Since PIC #1, the Project Team has developed the Detail Design plan and organized PIC #2 to present and seek input on the Detail Design plan, which is included later in the presentation.
- Upon completion of the study, a Design and Construction Report (DCR) will be prepared to summarize the Environmental Assessment process for this project, document existing environmental conditions and the Detail Design plan, and to provide a summary of the anticipated environmental impacts and mitigation measures. The DCR will be made available for a 30-day review period during which interested persons are encouraged to review and provide comments.
- Construction is subject to securing all approvals and funding but is anticipated to begin in Spring / Summer 2024.





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, which will have a positive economic impact on the area.
- Reduce risk of collisions and decrease severity of some types of collisions.
- Address future travel demand along the highway.
- Provide allowance for a parallel, continuous, and alternative route system.



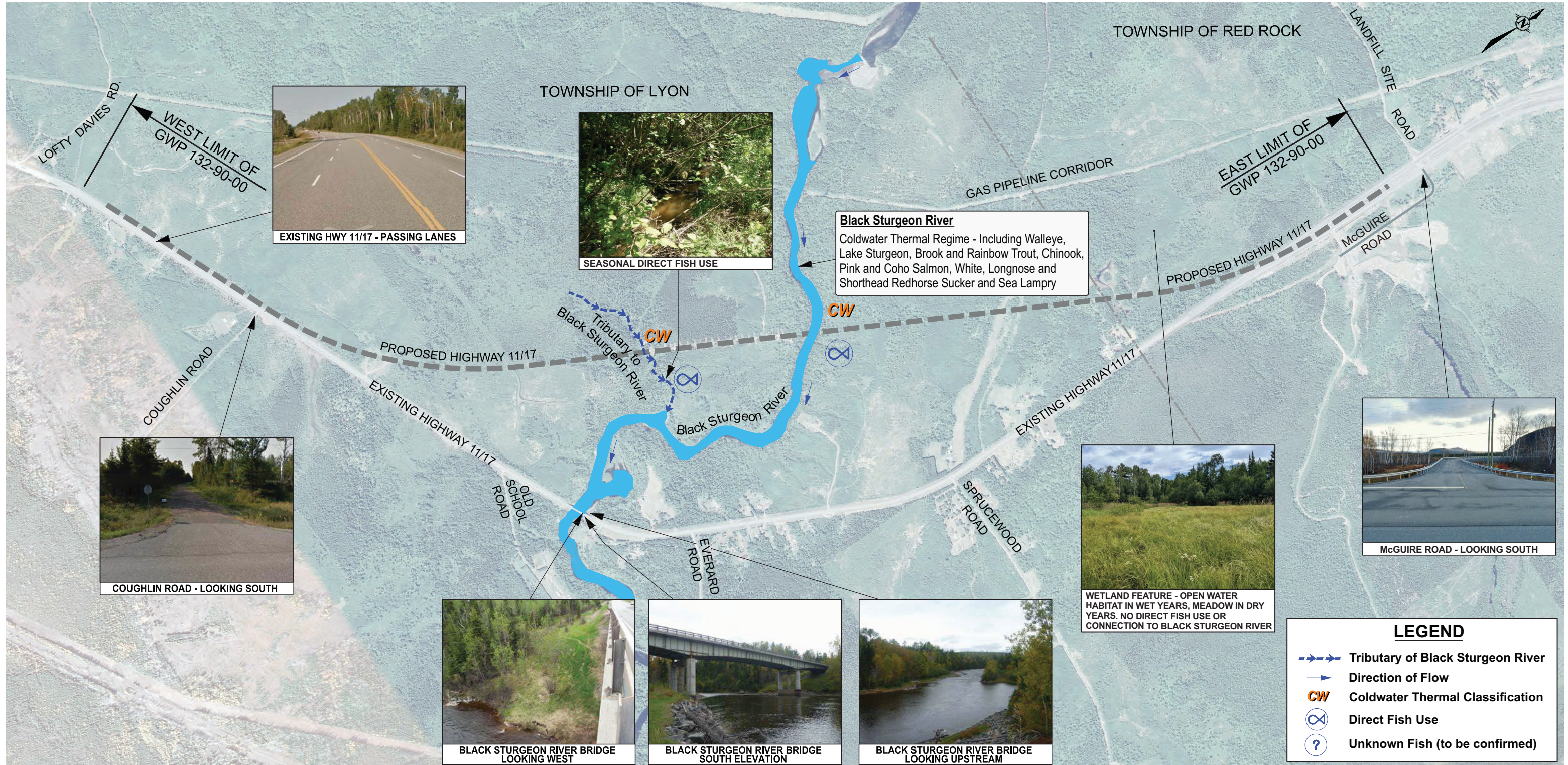
SUMMARY OF PUBLIC INFORMATION CENTRE #1

The first Public Information Centre (PIC) #1 was held on November 8, 2017 at the Red Rock Recreation Centre in Red Rock, Ontario. Approximately thirty-five (35) people were in attendance, including external agencies, local members of the public, and residents along Highway 11/17 within and adjacent to the study area. The following summarizes the key verbal and written comments and/or concerns raised at that time.

Summary of Key Comments Received from PIC #1	MTO's Response / Action Taken
<ul style="list-style-type: none"> ➤ Some comments indicated that the preference is for a stop sign instead of yield sign at all roadways. ➤ Comment providing support that shoulders will be paved and 3 m wide on right side, as this section has narrow shoulders now and will be a big improvement for bikers. 	<ul style="list-style-type: none"> ➤ Noted the ministry will complete a sign inventory of all road signage within the study limits to ensure they comply with ministry standards. Stop signs will be installed on all sideroads intersecting with Highway 11/17.
<ul style="list-style-type: none"> ➤ One comment received noting interest in getting information on the archaeology study. 	<ul style="list-style-type: none"> ➤ The Stage 1 Archaeological Assessment (AA) was completed in the Spring 2018 following the determination of the preferred plan. The work will be completed by WSP. The Stage 1 archaeological assessment will determine if further Stage 2 surveys are required. All required archaeological assessments will be completed to clear the area of archaeological potential prior to the start of construction. The findings of the archaeological assessment will be documented in the Design and Construction Report, which will be filed for a 30-day public review period upon the completion of the study. ➤ Post PIC #1 Note: A Stage 2 Archaeological Assessment was completed in October 2021. The resultant report was submitted to the Ministry of Citizenship and Multiculturalism (MCM) and was accepted by MCM in March 2022. No further archaeological work is required.
<ul style="list-style-type: none"> ➤ Commenter does not think this highway should be built, as it is a waste of money and land. 	<ul style="list-style-type: none"> ➤ Comment Noted. 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 and avoids existing environmental constraints. This project is part of the overall plan to improve traffic flow and safety within the Thunder Bay to Nipigon corridor and to provide a parallel, continuous, alternative route system in the event of emergency road closures.
<ul style="list-style-type: none"> ➤ One comment was received noting interest in ways to save the forest floor (i.e. replanting somewhere else). 	<ul style="list-style-type: none"> ➤ Comment Noted. This project is part of the overall plan to improve traffic flow and safety within the Thunder Bay to Nipigon corridor and to provide a parallel, continuous, alternative route system in the event of emergency road closures. Tree clearing will be minimized to only the extent necessary for grading.
<ul style="list-style-type: none"> ➤ Opposed to the planned alignment as there are significant social impact to the residences on the north/east side of Black Sturgeon River. ➤ Concerned that this alignment does not follow the mapped alignment said to be the final version, distributed to property owners in the early 90s. 	<ul style="list-style-type: none"> ➤ Confirmed that the decision by the ministry to not proceed with the commenter's proposed alignment and move forward with the original approved alignment between Red Rock Road #9 and Coughlin Road was not taken lightly and was based on thorough investigations and analysis by ministry staff. This is the alignment that was selected as the preferred and presented to the public at the final Public Information Centre (PIC #5) in November of 1994 and has not been modified other than to introduce a wider corridor and present an alternate connection at the east end of the project. Both of these changes were presented at PIC #1 in November 2017. In addition, this alignment is consistent with the registered 2003 Controlled Access Highway Plan.
<ul style="list-style-type: none"> ➤ Not agree with how this project is handled, or how affected citizens are being addressed when voicing their concerns. ➤ Concerned why two feeder creeks were not represented in the diagram to the public that are directly affected by the new highway on the east side of the river, while an un-affected creek on the West side was. 	<ul style="list-style-type: none"> ➤ Noted. Aquatic field investigations will continue into Spring / Summer 2018 to collect additional information on current environmental conditions. ➤ Post PIC #1 Note: WSP completed two detailed field investigations of natural features to the east of Black Sturgeon River once land access was available. The information collected has been used in the evaluation design of impacts and proposed mitigation measures.



EXISTING ENVIRONMENTAL CONDITIONS





SUMMARY OF THE DETAIL DESIGN PLAN

The next few slides depict the proposed works of the Recommended Plan. The key changes in design features from the 1997 EA Approved Plan include the following, presented at PIC #1:

- an increase in the proposed Highway Right-of-Way from 90m to 110m (minimum) and
- the connection between the new alignment and the existing highway at the east end.

In addition, the following change is being presented here at PIC #2 and is depicted on the Detail Design Plan:

- a modification to the alignment of Coughlin Road