

L.7 Municipal Advisory Committee



Municipal Advisory Committee (MAC) Meeting # 1

Highway 401 Planning Study from Cobourg to Colborne
Preliminary Design & Class Environmental Assessment
GWP 4060-11-00 and Nagle Road Interchange Study GWP 4059-17-00
Assignment Number 4015-E-0033, / Stantec File 165001090 & 165001106

Date/Time: May 16, 2019 / 2:00 PM
Place: Cobourg Community Centre – Bea’s Place Room
Next Meeting: TBD
Attendees: Muhammad Waseem MTO Project Manager
Michael Sleeth MTO Project Engineer
Erin Pipe MTO Environmental Planner
Cheryl Tolles MTO Corridor Management
Terry Hoekstra Town of Cobourg
Mike Vilneff Cobourg Fire Department, Fire Chief
Laurie Wills Town of Cobourg, Director of Public Works
Gene Thompson Cobourg Fire Department, Deputy Fire Chief
Jennifer Current Township of Alnwick/Haldimand, Senior Planner
Dwayne Campbell Northumberland County, Manager of Planning
Denise Marshall Northumberland County, Manager of Engineering
Rob Franklin Town of Cobourg, Manager of Planning
Arthur Anderson Township of Hamilton, CAO
Ken Thajer Ganaraska Conservation Authority, Planner
Sandra Stothart Township of Hamilton, Planner
Leah Stephens Lower Trent Conservation Authority, Planner
Gage Comeau Lower Trent Conservation Authority, Regulations Officer
Dan Borowec Northumberland County, Economic Development Officer
Gregg Cooke Stantec Project Manager
Nevena Gazibara Stantec Environmental Team Lead

Distribution: Project Team

Item:	Action:
1. All attendees were introduced.	
2. Muhammad Waseem provided an introduction on the two studies being completed including background and need for projects.	
3. Terry Hoekstra provided additional information on the Town of Cobourg's Official Plan, future development plans including future local road connections to a possible future Nagle Road interchange.	
4. Gregg Cooke welcomed the municipal representatives and provided a presentation that included an overview of the study purpose and scope of projects and the environmental assessment processes being completed including the consultation programs. A copy of the presentation is attached.	
5. The scope of the two current studies includes:	
• Rehabilitation and replacement of bridges and structural culverts	

May 16, 2019

MAC Meeting # 1

Page 2 of 4

Item:

Action:

- Interchange modifications at Lyle Street and Percy Street
 - Commuter parking lot expansions and relocations
 - Establishing footprints of Highway 401 for six and eight lanes
 - A new interchange near Nagle Road and rehabilitation or replacement of the existing Nagle Road bridge to accommodate the new interchange and future Highway 401 widening
6. Gregg Cooke provided an overview of the preliminary design alternatives that will be presented at the first Public Information Centre.
7. The following questions were discussed during the meeting:

- a. Are the limits of the study areas based on municipal boundaries or interchange to interchange?

The limits of the study area are not based on municipal boundaries but rather have been set based on previous/other MTO contract limits along Highway 401.

- b. Are certain interchange alternatives inherently safer than others?

Certain interchange configurations provide better safety features than others. For example, a Parclo B interchange has an exit from the highway to a loop ramp, which is less preferred when compared to a Parclo A or Diamond interchange. Safety features of interchange alternatives will be included in the evaluation of alternatives and ultimately in selecting a preferred plan.

- c. Will the MTO consider traffic impacts on local roads as a result of the alternatives?

The project team is undertaking traffic studies as part of these two projects that will include potential changes to traffic patterns on local roads. The project team will share the results of the traffic studies with municipalities, upon request.

- d. Can the Nagle Road bridge replacement be completed in 3 months if the road is closed?

Yes - the work can be completed within 3 months if Nagle Road is closed.

- e. Will the closure of crossing roads be coordinated so that they are not all closed at the same time?

Closure of crossing roads will be coordinated to minimize impacts to traffic and access during construction.

May 16, 2019

MAC Meeting # 1

Page 3 of 4

Item:

Action:

- f. How will active transportation be considered in the study?

As part of these two projects, the team will be reviewing the municipal Transportation Master Plans and other planning documents to identify appropriate locations for active transportation facilities. The project team will also be collecting pedestrian and cyclist counts at all existing crossing roads in the study area.

- g. When will this be constructed?

There is currently no set timeframe for the construction of this project. There are several stages that need to be passed before construction can start such as utility relocation, property acquisition, and completion of detail design. The structure replacements are planned to be completed first and the widening of the highway is a long-term plan.

- h. Will LCVs be accommodated at interchanges?

For the sake of the planning study, where possible, a sufficient space around the interchanges will be protected for future LCV needs. However, LCV-compliant ramps will only be constructed where warranted.

8. The following comments were noted during the meeting:

- a. The fire department at the Township of Hamilton will require access to and across Highway 401 at/near Nagle Road.
- b. The Township of Hamilton is undertaking a commuter cycling plan and can share this information with the project team. Northumberland County can provide their cycling master plan to the project team. The Town of Cobourg noted that Nagle Road is designated as an active transportation corridor in their Official Plan.
- c. The Big Apple has future expansion plans. Northumberland County will provide expansion plans to the project team.
- d. The municipalities should make the project team aware of any known future developments.
- e. Lower Trent Conservation Authority can provide floodplain mapping for Barnum House Creek.
- f. Northumberland County would like to review any stormwater management plans developed as part of this project.
- g. It was noted that the presentation will be emailed to all MAC meeting invitees.
Following the meeting, the presentation was emailed to all MAC invitees.

May 16, 2019

MAC Meeting # 1

Page 4 of 4

Item:

Action:

9. Council presentations will be scheduled for Cobourg, Alnwick/Haldimand, Cramahe, and Northumberland County in advance of the PIC. Hamilton Township indicated that a presentation to Committee of the Whole is preferred, rather than Council.
10. The next MAC meeting will be held prior to the second PIC to discuss the evaluation of alternatives and the preferred plans.

The meeting adjourned at 3:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



Nevena Gazibara, B.Sc., MREM, ENV SP

Environmental Planner

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Highway 401 Planning Study
from Cobourg to Colborne
GWP 4060-00-00

Nagle Road Interchange Study
GWP 4059-17-00

Municipal Advisory
Committee Meeting 1
May 16, 2019

Agenda

1 Introductions

2 Study Purpose, Scope, Process, Phases

3 Preliminary Alternatives

4 Comments received

5 Schedule

6 Questions

Highway 401

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 between Cobourg and Colborne
- The purpose of the study is to identify a Recommended Plan that addresses current and future transportation needs in the study area as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network

Nagle Road

- The Ontario Ministry of Transportation (MTO) and the Town of Cobourg have retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton
- The purpose of the study is to identify a Recommended Plan that addresses future transportation and planning needs in the study area

Study Area



Highway 401

Problem

- Many of the structures in the study area are nearing the end of their service life and require rehabilitation or replacement

Opportunities

- Develop appropriate rehabilitation or replacement strategies to maintain the safe operation of the Highway 401 corridor for the current and future planning horizons
- Identify the ultimate footprint for the Highway 401 corridor to address current and future transportation needs

Nagle Road

- The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan
- Meets the objectives of the Transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan 2010 Five Year Review Consolidation, May 2018, which was adopted by Council and approved by the Ministry of Municipal Affairs and Housing and the Ontario Municipal Board in May 2017

Highway 401

- Rehabilitation and replacement of bridges and structural culverts
- Interchange modifications at Lyle Street and Percy Street
- Commuter parking lot expansions or relocations
- Future widening of Highway 401

Nagle Road

- New interchange in the vicinity of Nagle Road to provide access to the Cobourg East Community
- Rehabilitation or replacement of the existing Nagle Road bridge to accommodate the new interchange and future Highway 401 widening

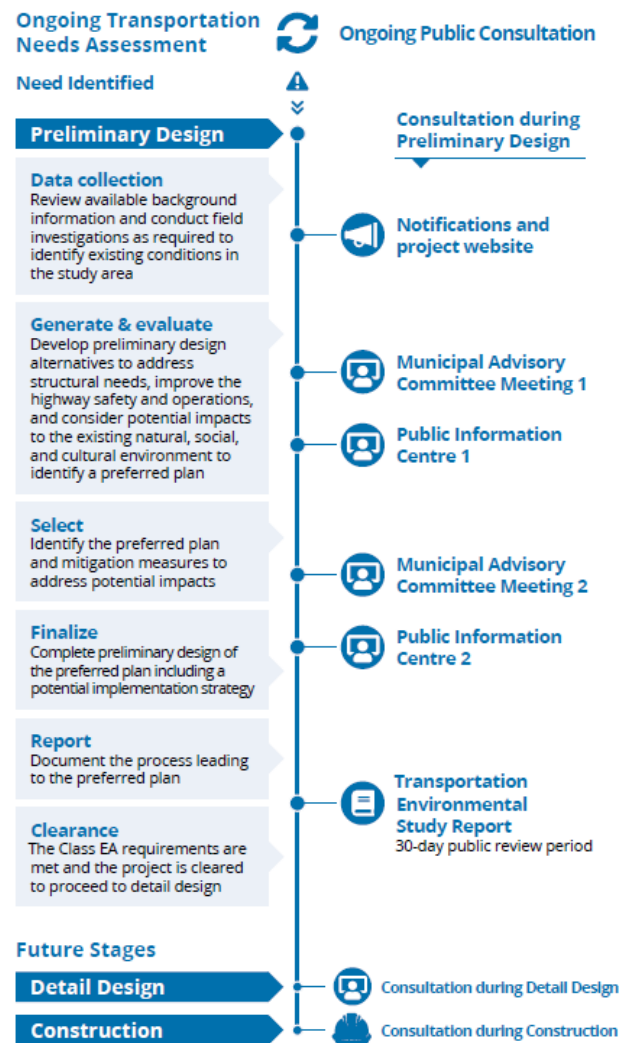
Environmental

- Undertake environmental investigations and studies
- Identify environmental conditions and constraints (information to be incorporated into evaluation of alternatives)
- Identify potential environmental impacts for the alternatives
- Identify environmental protection measures and mitigation strategies for the Recommended Plan
- Prepare *Transportation Environmental Study Reports* for 30-day public review
 - Highway 401 Planning Study, between Cobourg and Colborne
 - Nagle Road Interchange Study

Environmental Assessment

- Both studies are being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)
- The studies fall within the scope of a Group “B” project, which includes highway improvements that provide/cause a significant modification in traffic access

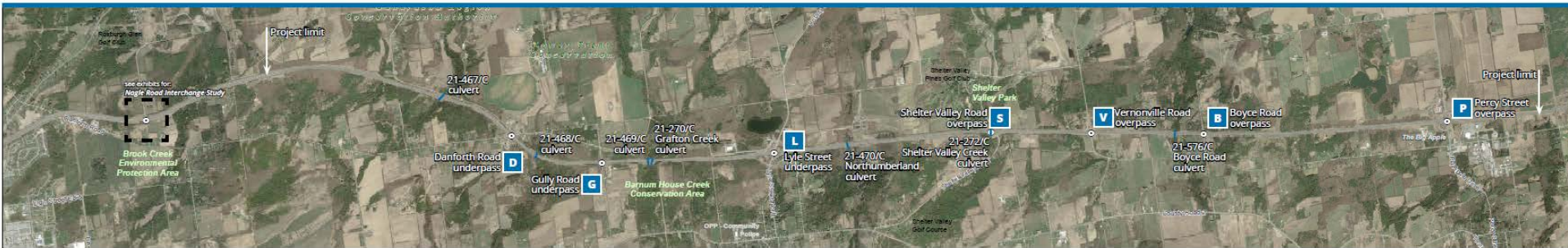
Class Environmental Assessment Process for Group ‘B’ Projects



Consultation

- Public Notices
- Project Website (www.highway401cobourgcoborne.ca)
- Public Information Centres (2)
- Indigenous Consultation
- Council Presentations
- Municipal Advisory Committee Meetings (2)
- External Agencies
- *Transportation Environmental Study Reports (TESR)*
Public Review

Project Overview



Bridge Improvements

The bridges within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. Ultimately the bridges will need to accommodate future Highway 401 widening.

The following bridges are being assessed:

- Danforth Road
- Lyle Street
- Percy Street
- Gully Road Bridge
- Shelter Valley Road Bridge
- Boyce Road Bridge
- Vernonville Road Bridge

❶ for more details, see [Bridge Improvement alternatives](#)



Highway Improvements

The study includes Highway 401 widening alternatives to accommodate projected future traffic growth.

❶ for more details, see [Highway widening alternatives](#)



Interchange Improvements

Existing interchanges at Lyle Street and Percy Street will need to be reconfigured for projected future traffic growth and Highway 401 widening.

❶ for more details, see:

- [Lyle Street Interchange alternatives](#)
- [Percy Street Interchange alternatives](#)



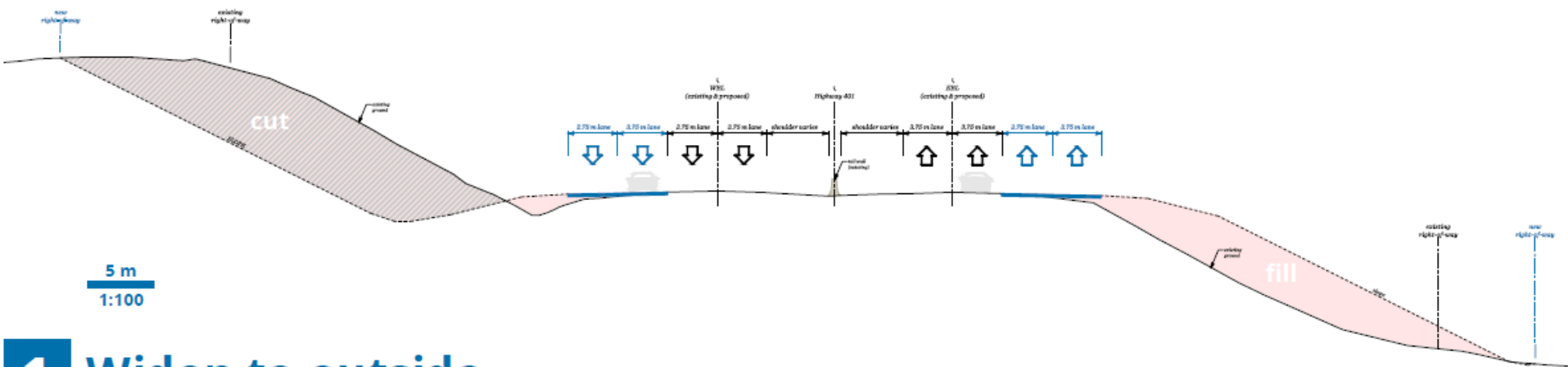
Drainage Improvements

Structural culverts within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. Ultimately the culverts will need to accommodate the future Highway 401 widening.

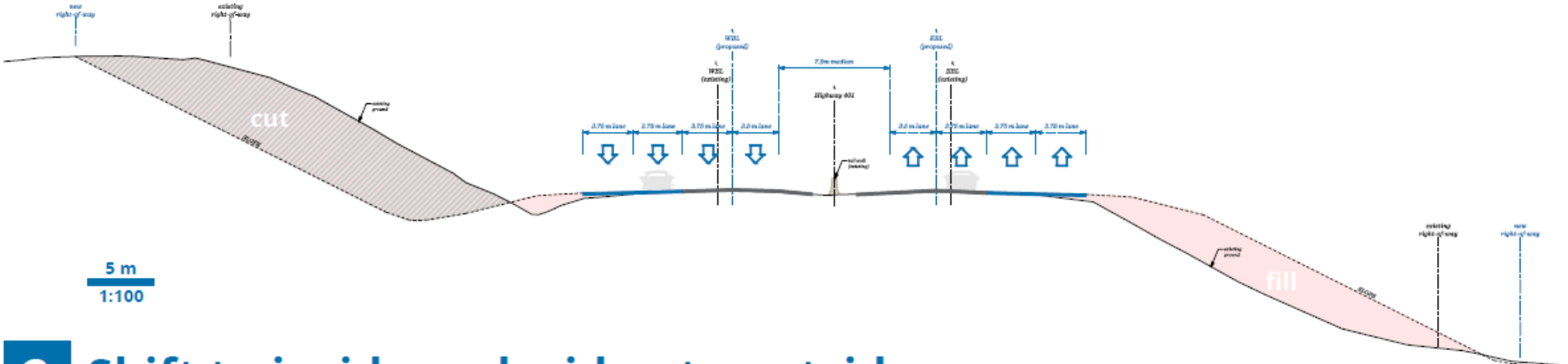
Culverts identified on the map above: —

❶ for more details, see [Drainage Improvements](#)

Highway 401



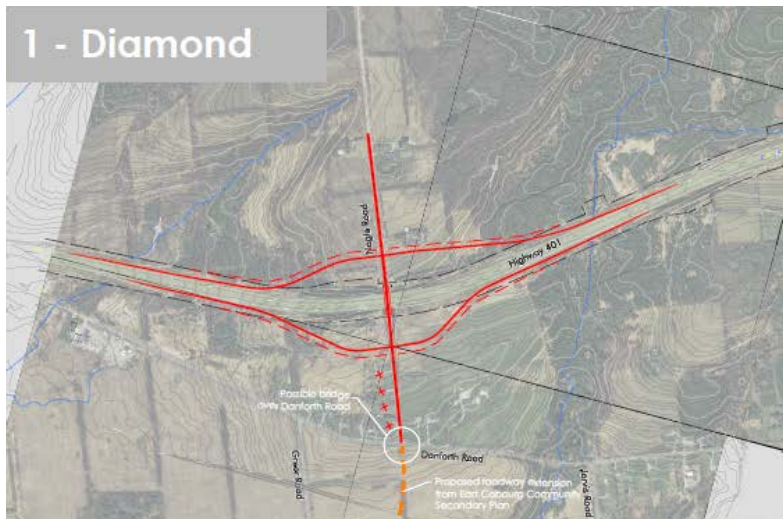
1 Widen to outside



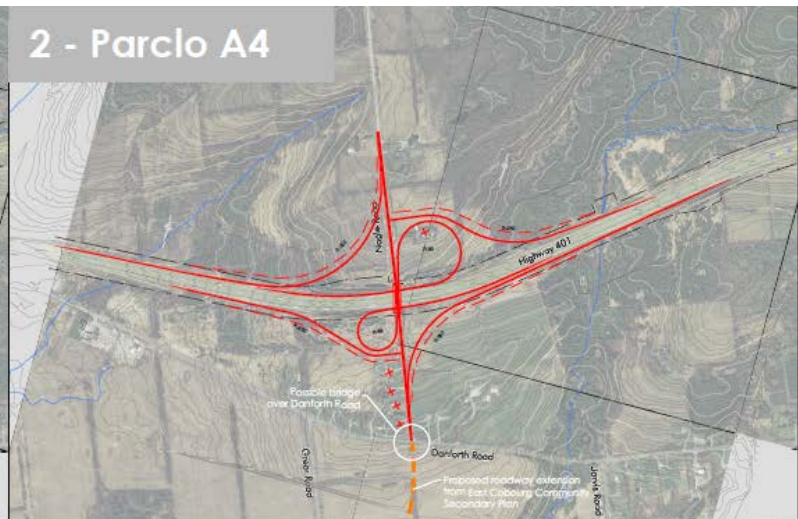
2 Shift to inside and widen to outside

Nagle Road

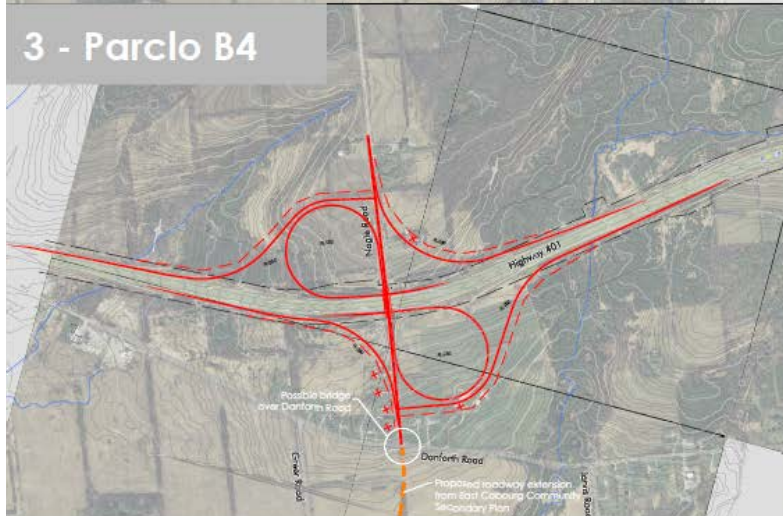
1 - Diamond



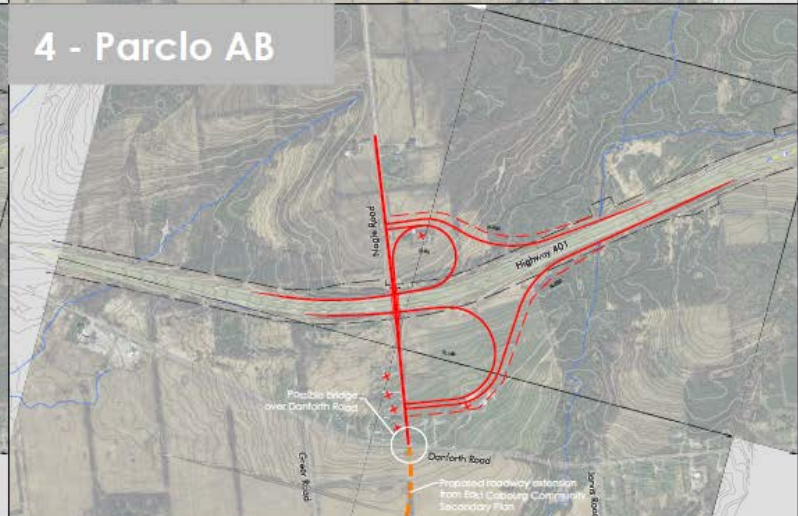
2 - Parclo A4



3 - Parclo B4

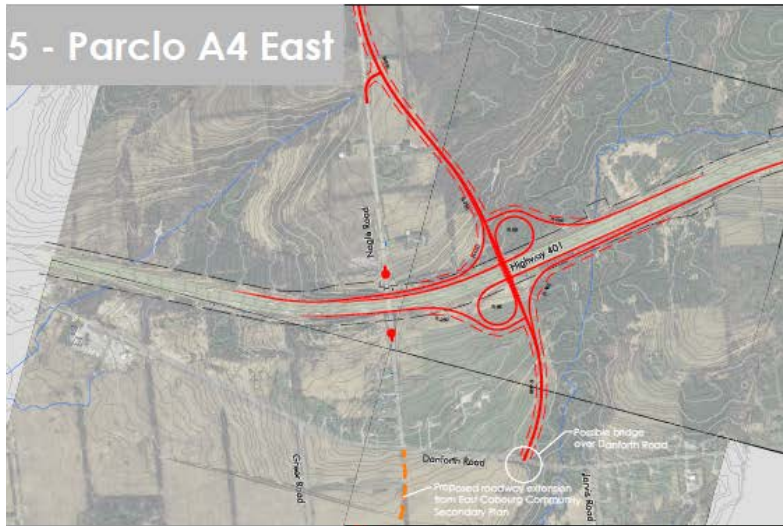


4 - Parclo AB

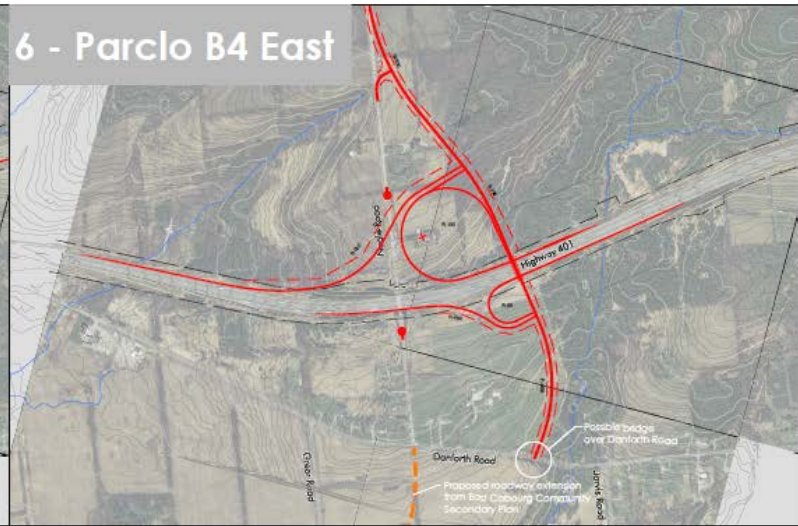


Nagle Road

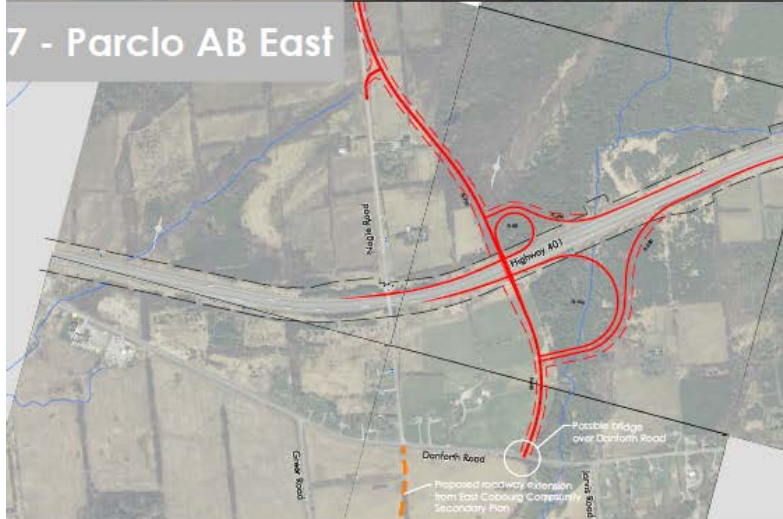
5 - Parclo A4 East



6 - Parclo B4 East



7 - Parclo AB East



Bridges

D

Danforth Road Bridge improvement strategies

— new road
- - - property required



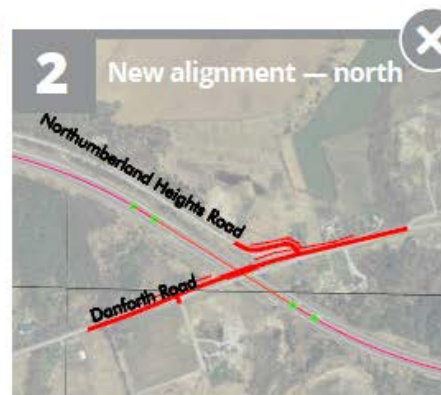
500 m

1:4000

1 Replace on existing alignment



2 New alignment — north



3 New alignment — south



Bridges

G

Gully Road Bridge improvement strategies

— new road
- - - property required

500 m
1:4000

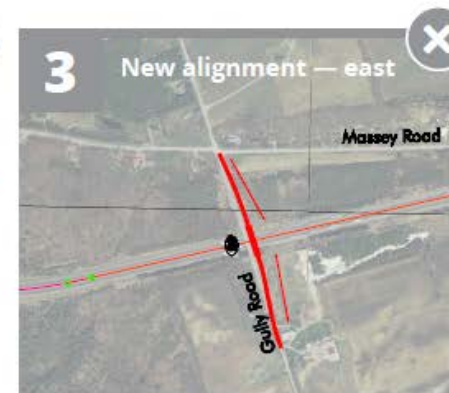
1 Replace on existing alignment



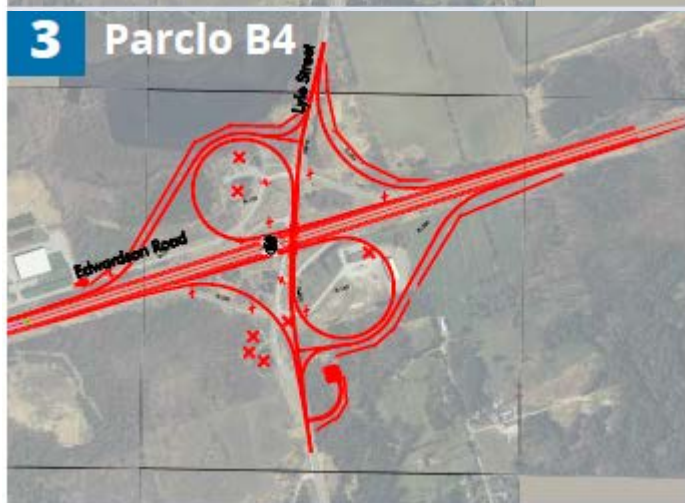
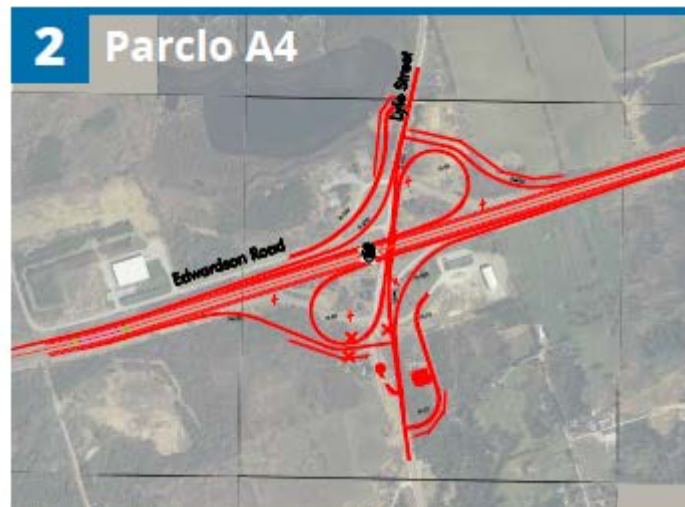
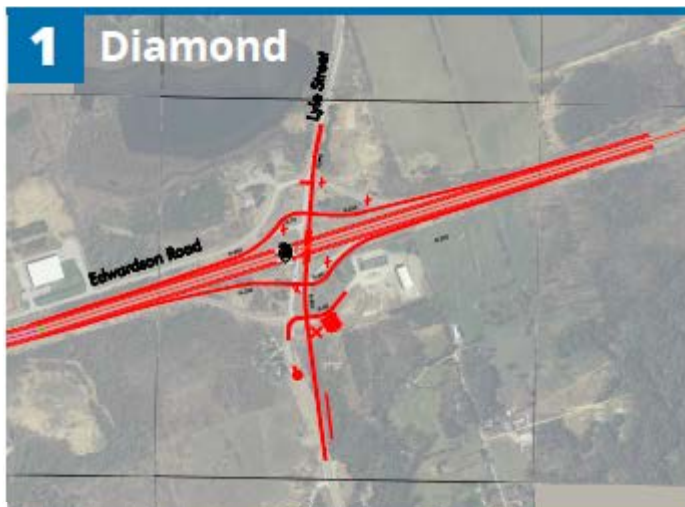
2 New alignment — west



3 New alignment — east



Lyle Street



Bridges

S

Shelter Valley Road & Creek Culvert improvement strategies

— new road
- - - property required

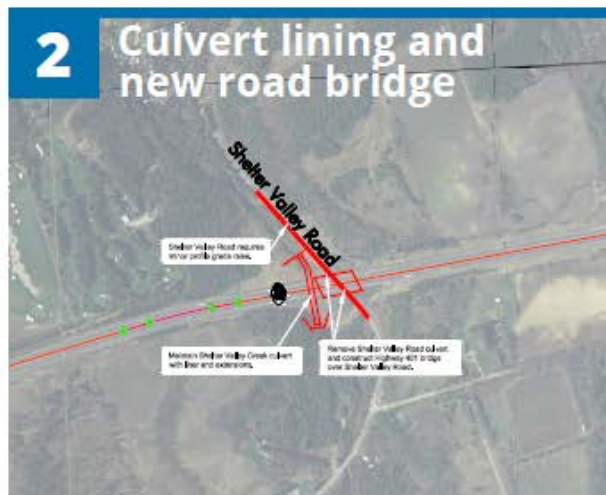


500 m
1:4000

1 Single bridge over road and creek



2 Culvert lining and new road bridge



3 New creek culvert and new road bridge



Bridges

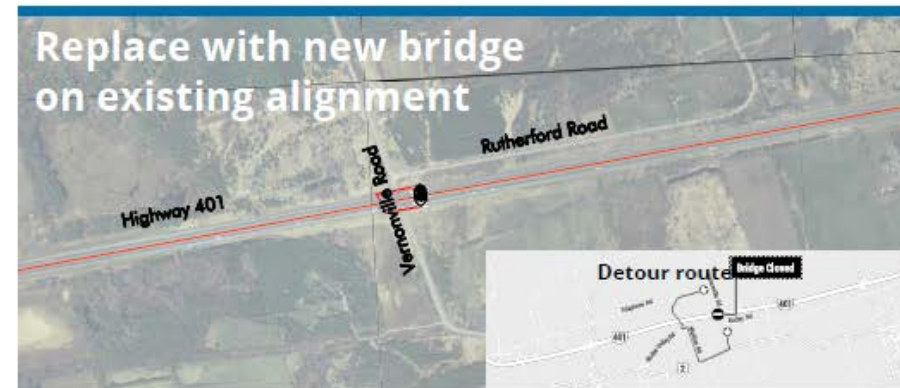
B

Boyce Road Bridge improvement strategies

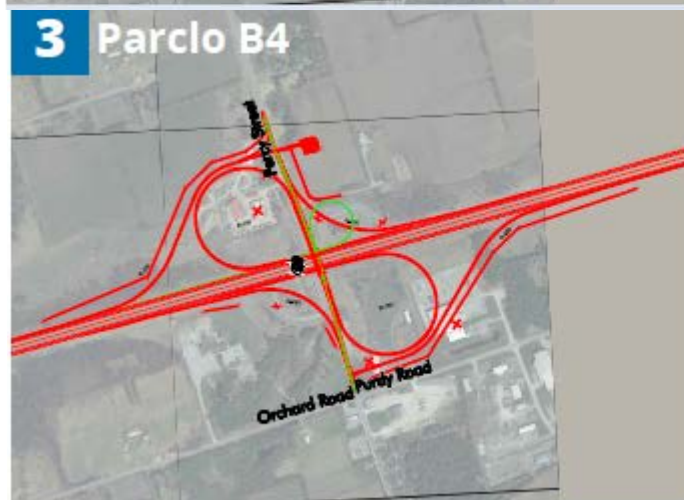


V

Vernonville Road Bridge improvement strategies



Percy Street



Drainage Culverts

There are six structural culverts in the study area. The following improvement strategies will be considered:

Culvert replacement

- + Long-term strategy
- + Accommodates interim (6-lane) Highway 401
- + Accommodates ultimate (8-lane) Highway 401
- Culverts can be very long in high fill locations

Bridge replacement

- + Long-term strategy
- + Accommodates interim (6-lane) Highway 401
- + Accommodates ultimate (8-lane) Highway 401
- + Suitable for high fill locations

Culvert rehabilitation and extension

- Not a long-term strategy
- + Potential short-term strategy
- + Accommodates interim (6-lane) Highway 401
- Does not accommodate ultimate (8-lane) Highway 401
- Culverts can be very long in high fill locations

Culvert rehabilitation and retaining walls

- Not a long-term strategy
- + Potential short-term strategy
- + Accommodates interim (6-lane) Highway 401
- Does not accommodate ultimate (8-lane) Highway 401
- Requires retaining walls



Stakeholders

- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Lower Trent Conservation Authority
- Ganaraska Conservation Authority
- Town of Cobourg
- Hamilton Township
- Alnwich/Haldimand Township
- Cramahe Township
- Northumberland County
- Curve Lake First Nation
- Mississaugas of Scugog Island First Nation
- Mohawks of the Bay of Quinte
- Alderville First Nation

Issues and Concerns

- Interruptions to school bus routes
- Stormwater management concerns
- Noise and vibration impacts
- Impacts to sensitive natural environment features (i.e., Brook Creek Environmental Constraint Area)
- Contamination of surface and groundwater
- Collision, safety, property concerns at Nagle Road
- Active transportation infrastructure for cyclists along Nagle Road

Municipal Roadway Standards?

- Roadway Classification
- Posted Speed
- Design Speed
- Number of Lanes
- Lane Widths
- Bicycle Lanes
- Sidewalks
- Long Combination Vehicles

Key Dates

Notice of Study Commencement	April-May 2018
Municipal Advisory Committee Meeting 1	May 2019
Public Information Centre 1	September 2019
Municipal Advisory Committee Meeting 2	November 2019
Public Information Centre 2	January 2020
Transportation Environmental Study Reports	May-June 2020

Council Presentations

Township of Cramahe	Sep 3, 2019
Township of Alnwick/Haldimand	Sep 5, 2019
Town of Cobourg	Sep 9, 2019
Township of Hamilton	Sep 17, 2019
Northumberland County	Sep 18, 2019

Questions



Municipal Advisory Committee Meeting 2

Nagle Road Interchange Preliminary Design & Class Environmental Assessment (GWP 4059-17-00) / 165001106

Date/Time: April 27, 2020 / 1:00 PM
Place: Web Meeting (Skype)
Attendees: Terry Hoekstra, Town of Cobourg
Laurie Wills, Town of Cobourg
Rob Franklin, Town of Cobourg
Arthur Anderson, Township of Hamilton
Lucas Kelly, Township of Hamilton
Sandra Stothart, Township of Hamilton
Denise Marshall, Northumberland County
Ken Thajer, Ganaraska Region Conservation Authority
Muhammad Waseem, MTO
Erin Pipe, MTO

Gregg Cooke, Stantec
Diana Addley, Stantec

Absentees: Dan Campbell, Northumberland County
Kelly Serson, Township of Hamilton, Emergency Services
Gene Thompson, Town of Cobourg, Fire Department
Northumberland Paramedics
Distribution: All Attendees, All Absentees

Action:**Item:**

- | | |
|---|---------|
| 1. Stantec noted that the purpose of this meeting was to present the Preliminary Preferred Plan, the potential timing and staging of implementation, potential construction detour routes, potential impacts and mitigation measures, as well as the consultation activities being carried out as part of this study. | Info |
| 2. The impacts to private property were noted, including the need to acquire the property impacted within the northeast quadrant of the future interchange, as well as the four properties located along the west side of Nagle Road, south of Highway 401, where the road improvements will impact the existing property frontages at these locations. | |
| 3. It was requested that the study team provide the approximate area of private land required to accommodate implementation of the ultimate plan from within the Town of Cobourg and Township of Hamilton limits. Stantec will gather this data and provide to the Township of Hamilton for their review. | Stantec |
| 4. It was noted that in the interim condition, replacement of the existing bridge with a 2-lane bridge that accommodates the future footprint of Highway 401 (i.e., spanning 8 lanes of traffic) is expected to be required in advance of the interchange, based on the | |

Action:

Item:

- life span of the existing bridge The MTO undertakes regular inspections of the bridge, which will ultimately determine the timing of replacement of the existing bridge.
5. It was also noted that additional traffic studies will be completed as part of development planning within the Cobourg East Secondary Plan (CESP) area. The timing of implementation of interchange improvements will be confirmed as development planning in this area progresses. The Town noted that the costs associated with construction are dependent on recovery of development charges (DC). Further, initiation of construction in the area may require DC recovery associated with thousands of new homes.
 6. To date, there has been limited interest expressed from developers for the CESP area. Additional planning in the development area is needed; however, at this time, a staged approach to implementation is envisioned.
 7. It was clarified that the property lines shown on the Preliminary Preferred Plan are intended to protect lands for the future interchange; however, the property purchase process may not advance for another several years.
 8. Based on comments received from the public and Council members in response to Public Information Centre (PIC) 1, held September 2019, the Township of Hamilton requested that an additional PIC event be included as part of the work plan to accommodate the residents within Baltimore. The Baltimore Community Centre was suggested as an alternate location, in addition to the Cobourg Community Centre. The suggestion to add another PIC venue as part of the next/final PIC event will be reviewed and considered by the study team.
 9. It was noted that the Preliminary Preferred Plan appears to have reduced impacts to private property than the alternatives presented at PIC 1. The study team indicated that all comments received at and following PIC 1 were reviewed and considered. As such, an additional alternative was developed and selected as part of the process to reduce property impacts and address the needs of the project.
 10. The potential for increased traffic on Nagle Road within Hamilton Township in association with the development was discussed, given the change in traffic outlined in previous traffic modelling. It was noted that the current Nagle Road configuration is not appropriate for the anticipated traffic volumes. It was recognized that there will be a need for additional studies to determine impacts beyond the Nagle Road interchange improvements, and that the surrounding road network will need to be reviewed to assess future needs.
 11. It was agreed that future conversations are warranted with respect to improvements to the surrounding road network, and that there was sufficient time before the Nagle Road bridge replacement and/or implementation of the interchange improvements to discuss future needs and ownership.

Stantec/MTO

The meeting adjourned at 2:30 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

A handwritten signature in blue ink, appearing to read "D. Addley".

Diana Addley

Phone: 905-415-6401
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Nagle Road Interchange Study, GWP 4059-17-00

Municipal Advisory Committee Meeting 2

April 20, 2020





Agenda

1. Introductions
2. Study Overview
3. Preferred Plan
4. Potential Detours
5. Summary of Impacts
6. Consultation
7. Next Steps
8. Questions

Project Team

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Study Overview

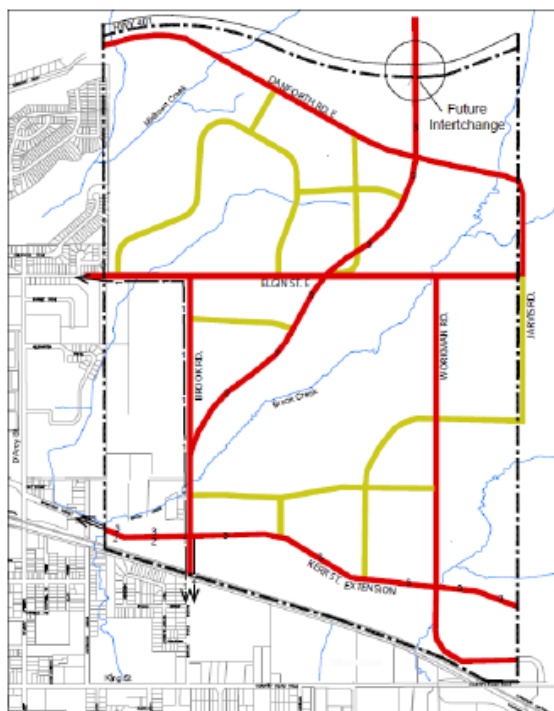
Study Area



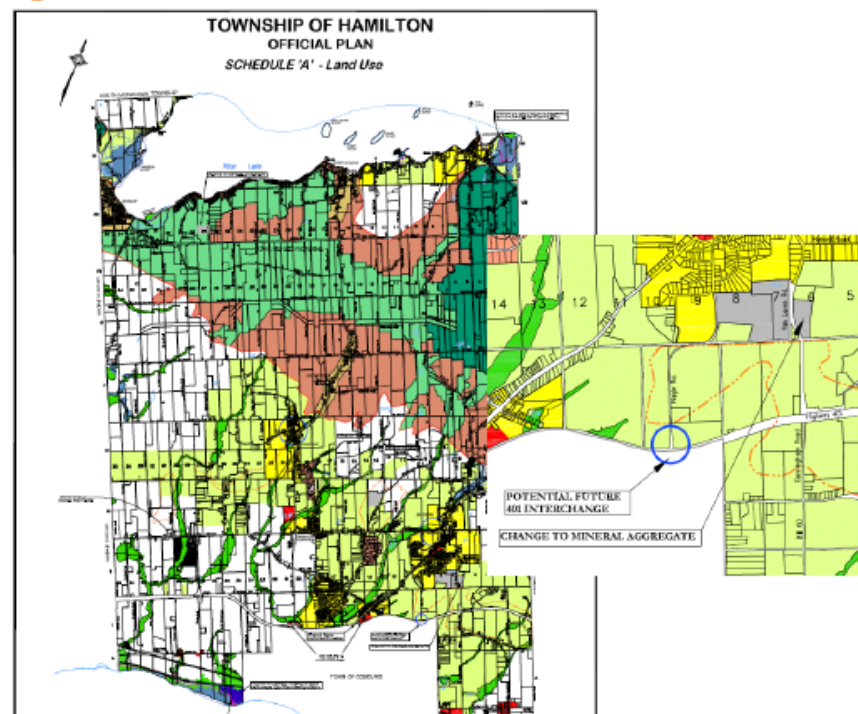
Study Background

- The need for an interchange at Nagle Road/Highway 401 was identified within the Cobourg East Community Secondary Plan (approved by the Town of Cobourg Council in 2005)
- The proposed interchange supports the transportation objectives identified within the Town of Cobourg Official Plan
- A 'potential future Highway 401 interchange' was identified at Nagle Road as part of the Township of Hamilton's Official Plan

Municipal Planning Context



Schedule X2 Movement Plan
Cobourg East Community Secondary Plan
Official Plan Amendment No. 76
September 2019



Schedule 'A' Land Use
Township of Hamilton Official Plan
November 2010

Previous Transportation Study

Figure 4: Existing Weekday PM Peak Hour Traffic Volumes

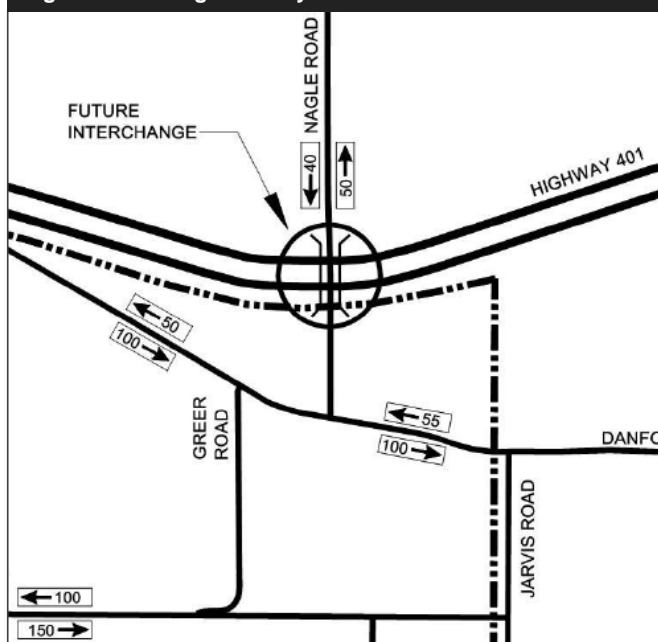


Figure 5: Future 2041 Background Traffic

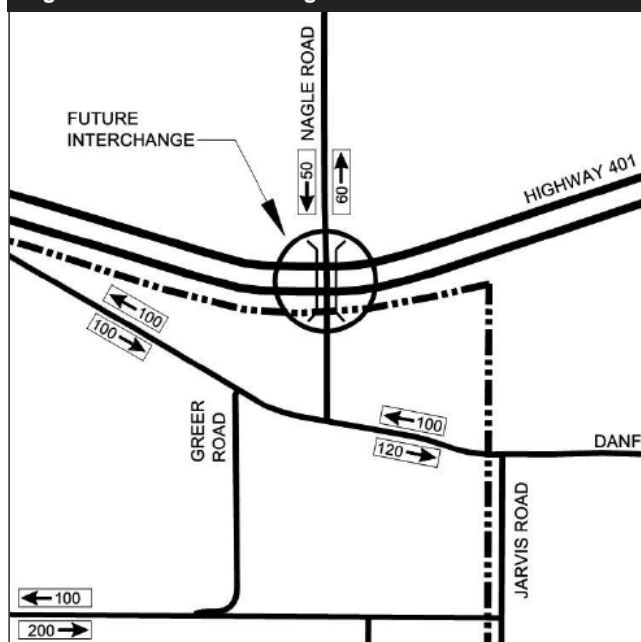
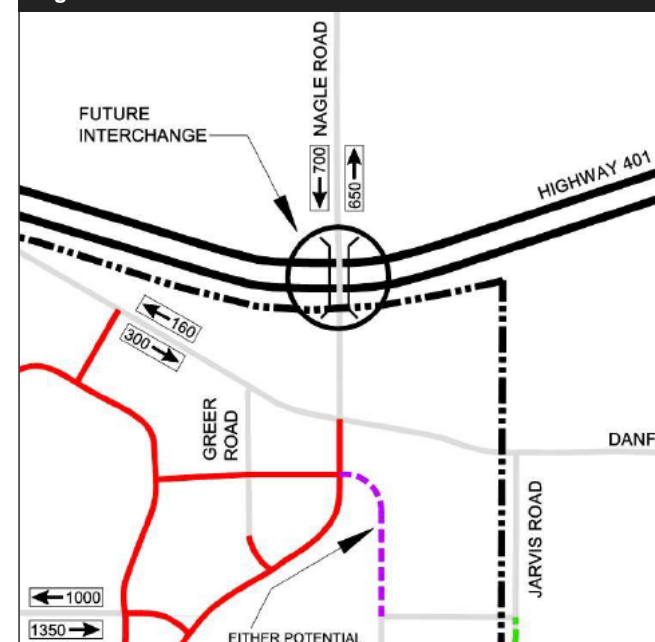


Figure 7: Future 2041 Total Traffic



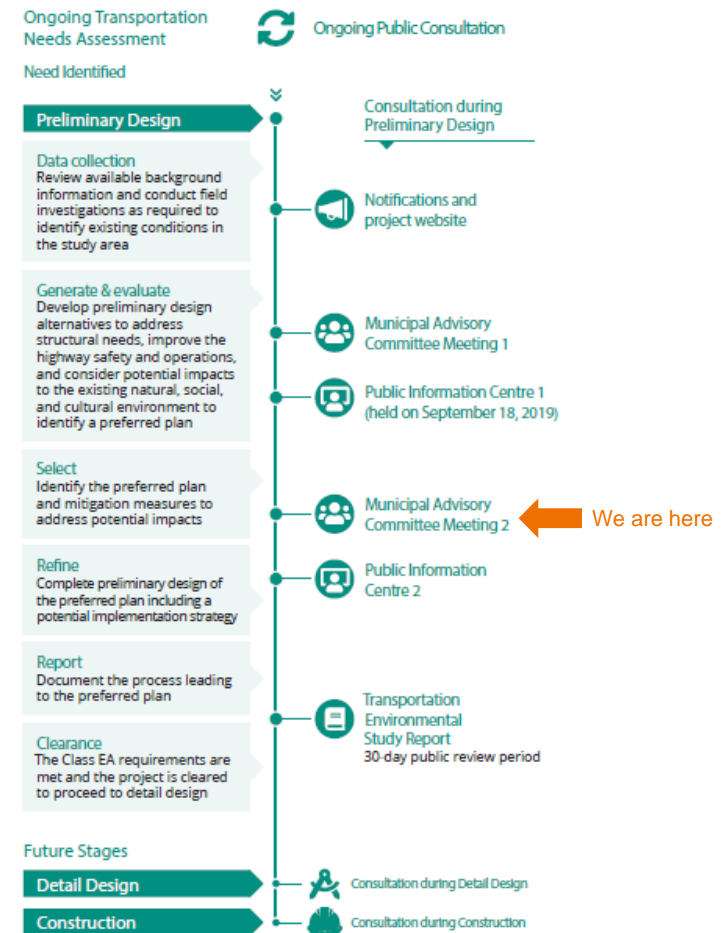
Source: East Cobourg Community Secondary Plan Addendum Transportation Study, Rondeau (Cobourg) Ltd., R.J. Burnside & Associates Ltd., October 2017 Consolidation

Study Purpose

- The purpose of the study is to identify a Recommended Plan that addresses future transportation and planning needs in the study area
- The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)
- The study also includes an assessment of the existing Nagle Road bridge
 - The bridge is approaching the end of its service life and will need to be rehabilitated or replaced
 - Ultimately, the bridge will need to accommodate a future Highway 401 8-lane footprint
- The timing of construction is currently not known and will be dependent on development of the Cobourg East Community

Environmental Assessment Process

- This study is being carried out under the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)
- The study falls within the scope of a Group “B” project, which includes highway improvements that provide/cause a significant modification in traffic access



Preferred Plan

Design Standards

Design Element	Present Condition	Design Standards	Proposed Standards
Design Speed	80 km/h	80 km/h	80 km/h
Minimum Stopping Sight Distance	65 m	130 m	130 m
Crest: Minimum “K” factor for Stopping Sight Distance	7	30	130
Sag: Minimum “K” factor for Stopping Sight Distance	17	30	30
Grades Maximum	7.0%	6 – 8%	3.0%
Lane Widths	2 x 3.35 m	4 x 3.5 m	4 x 3.5 m
Posted Speed	60 km/h	60 km/h	60 km/h

Preferred Plan

Nagle Road Interchange

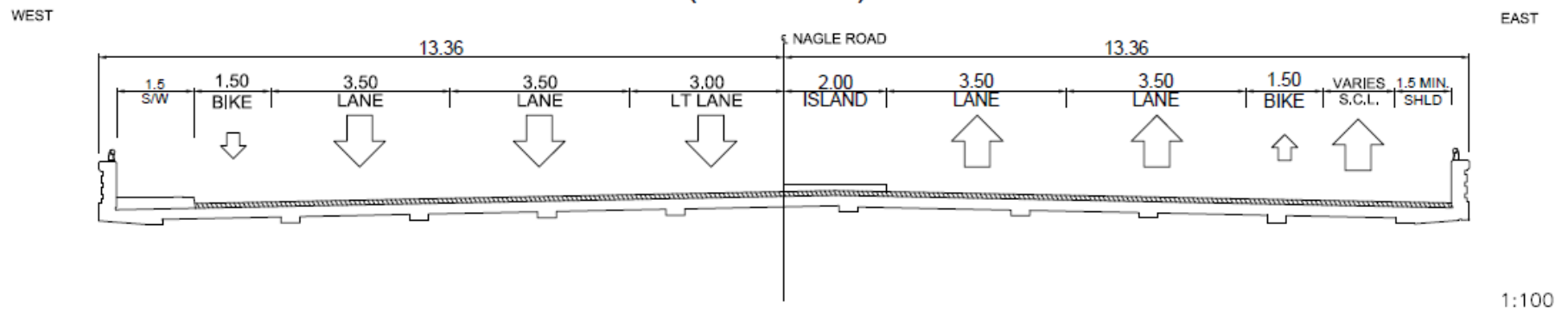


Realignment of Danforth Road and Nagle Road Extension to be at least 400 m from interchange south ramp terminal intersection. The final alignments will be confirmed during the municipal development planning process.

Preferred Plan

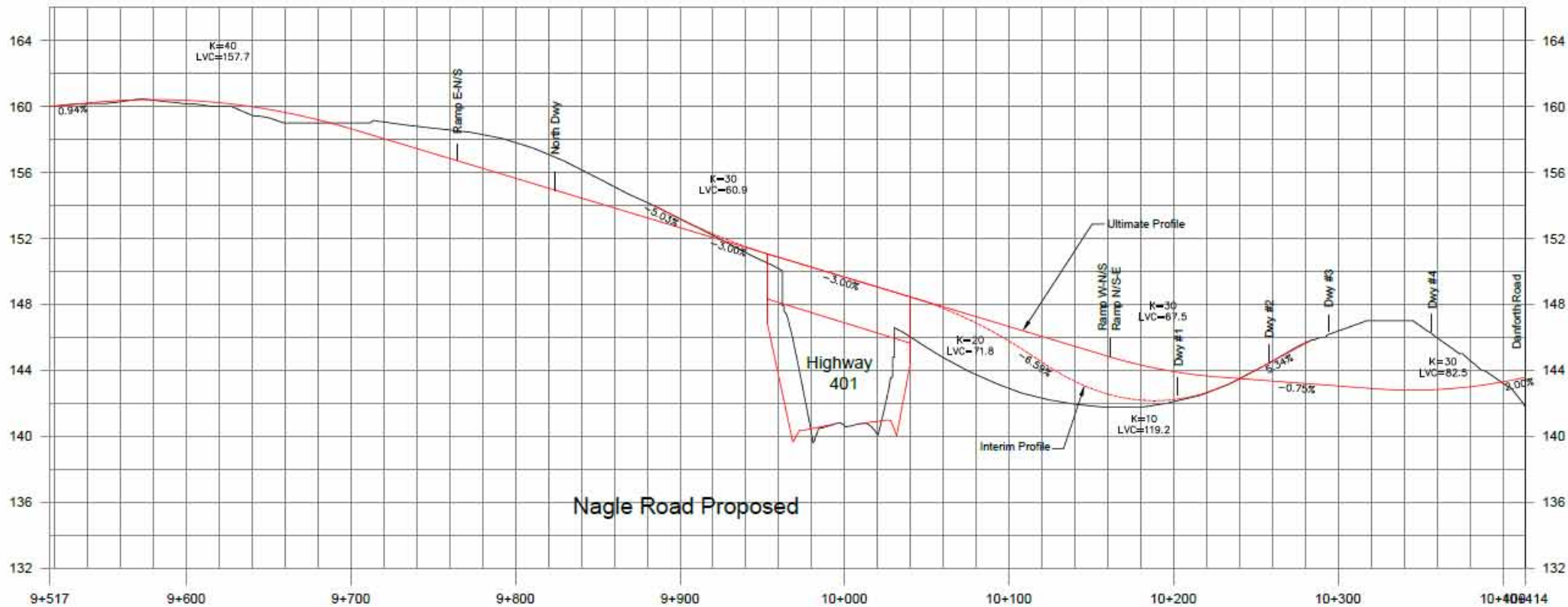
Nagle Road Bridge

Proposed Nagle Road Bridge Cross Section (Ultimate)



Preferred Plan

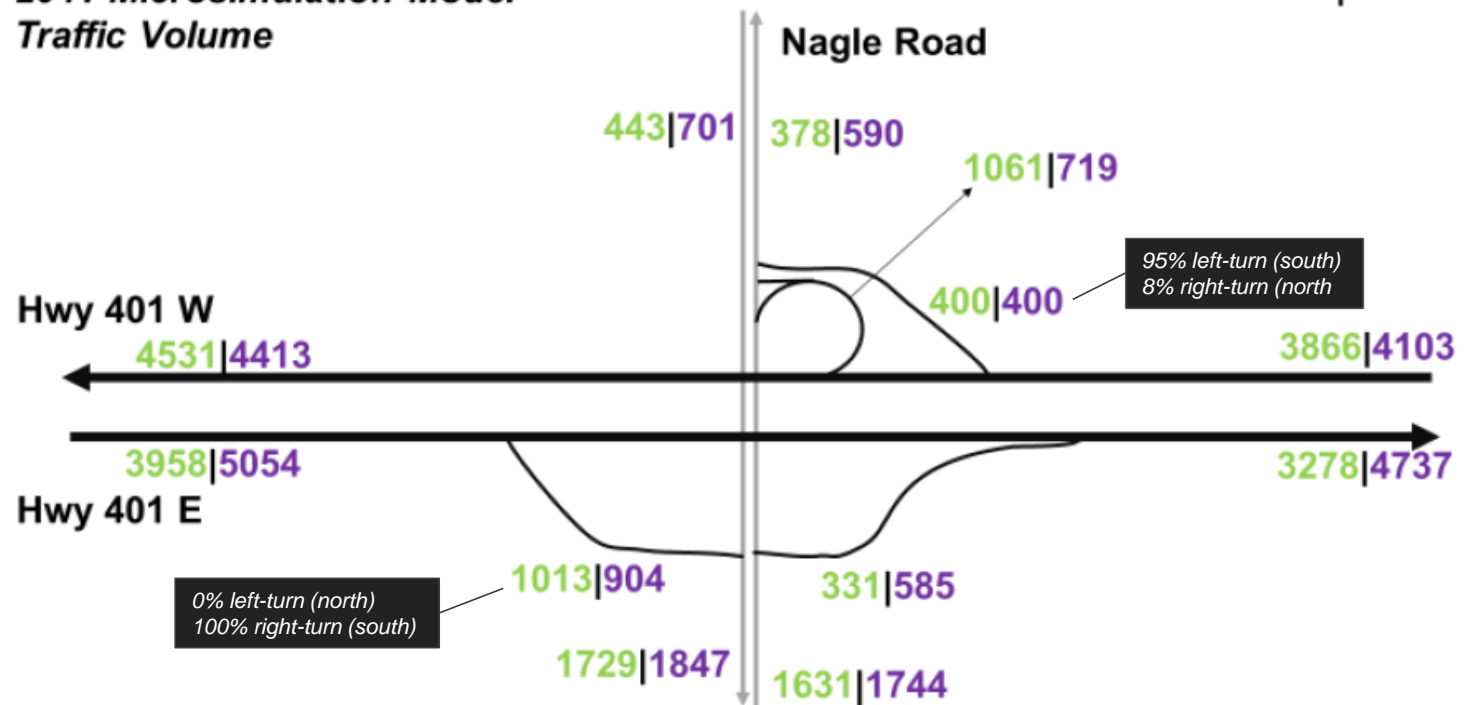
Nagle Road Profile



Traffic Distribution

2041 Microsimulation Model
Traffic Volume

AM|PM



Potential Detours

Potential Overnight Detour



Closure Location

Highway 401 between Division Street (CR45) and Lyle Street (CR23)

Construction Activity

Nagle Road bridge demo

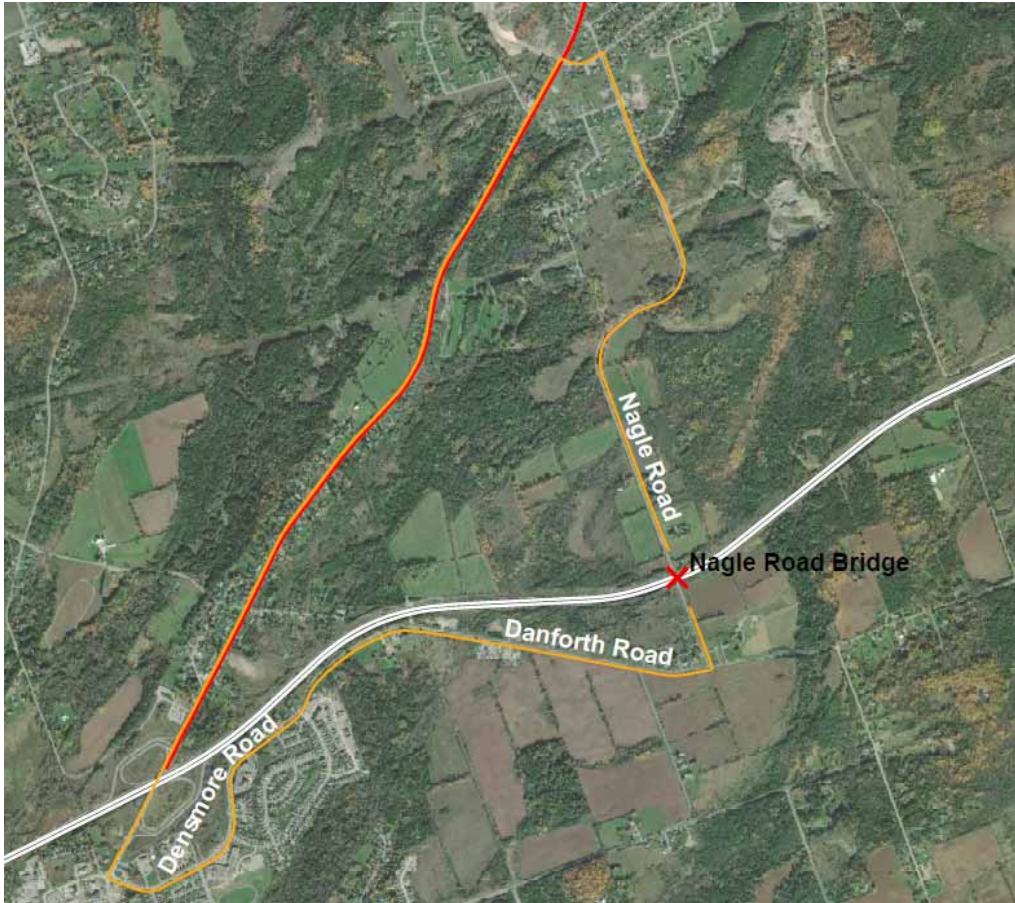
Proposed Detour Route

CR45, CR22, CR23 (EDR)

Likely Duration

14-18 hours (to be confirmed during detail design)

Potential Long-term Detour



Closure Location

Nagle Road bridge at
Highway 401

Construction Activity

Nagle Road bridge demo and
construction

Proposed Detour Route

CR45, Densmore Road,
Danforth Road

Likely Duration

3-4 months

Summary of Impacts and Mitigation Measures

Summary of Impacts and Mitigation Measures

Environmental Factor	Proposed Mitigation Measure
Fish and Fish Habitat	Impacts to watercourses will be minimized to the extent possible. Opportunities to enhance fish habitat will be reviewed during detail design.
Trees/Vegetation	Vegetation and tree removals will be minimized to the extent possible.
Wildlife/Habitat	Targeted species surveys will be carried out for species that have the potential to be present.
Cultural Heritage	Impacts to properties having cultural heritage value will be further investigated during detail design. No construction activities will take place until the Ministry of Sport, Heritage, Tourism and Culture Industries has confirmed in writing that all archaeological licensing and technical review requirements have been satisfied.
Landscape/Views	Visual screening measures will be explored during detail design, in consultation with affected property owners.
Property	Negotiations with impacted property owners will be carried out after Environmental Clearance has been obtained.
Air Quality	An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess the potential changes in local and regional air quality, and to determine if mitigation measures are required.
Noise	A Noise Assessment is being completed in accordance with Provincial guidelines to determine if measures are required to mitigate potential increases in traffic noise.
Traffic Operations	Advanced notification will be provided to affected residents in advance of construction activities. Detour and Staging Plans will be finalized during detail design.

Consultation

Formal Consultation

- Public Notices
- Project Website (www.highway401cobourgcoborne.ca)
- Notice of Study Commencement
- Public Information Centres (2)
- Indigenous Consultation
- Council Presentations
- Municipal Advisory Committee Meetings (2)
- Consultation with External Agencies
- Transportation Environmental Study Reports (TESR)
Public Review

Stakeholders

- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Lower Trent Conservation Authority
- Ganaraska Conservation Authority
- Town of Cobourg
- Township of Hamilton
- Township of Alnwick/Haldimand
- Township of Cramahe
- Northumberland County
- Métis Nation of Ontario
- Mohawks of the Bay of Quinte
- Williams Treaties First Nations Claims Coordinator
 - Curve Lake First Nation
 - Mississaugas of Scugog Island First Nation
 - Beausoleil First Nation
 - Georgina Island First Nation
 - Chippewas of Rama
 - Alderville First Nation
 - Hiawatha First Nation

PIC 1 Feedback

- The bridge is a cycling route and should be bike friendly
- Protect agricultural land
- Avoid private property impacts
- Minimize impacts to cultural heritage resources
- Improve safety for school children (e.g., bus stops and shoulders)
- Accommodate pedestrians (e.g., streetlights and sidewalks)
- Avoid increases in traffic noise
- Avoid impacts to surface and groundwater
- Potential increases in traffic and/or large trucks within the residential area is a concern
- Potential impacts to fish populations and terrestrial species is a concern
- The Township of Hamilton and its residences need to be consulted further

Next Steps

Next Steps

Council Presentations

- Tentatively scheduled for June 2020

Public Information Centre 2

- Evaluation of Alternatives and selection of Preferred Plan
- Tentatively scheduled for June 2020

Transportation Environmental Study Report

- 30-day public review period
- Tentatively scheduled for fall 2020

Questions

Municipal Advisory Committee Meeting 3Nagle Road Interchange Preliminary Design & Class Environmental Assessment (GWP 4059-17-00) / 165001106

Date/Time: December 6, 2022 / 3:00 PM**Place:** Web Meeting (Microsoft Teams)**Attendees:** Lucas Kelly, Township of Hamilton
Sandra Stothart, Township of Hamilton
Arthur Anderson, Township of Hamilton
Cameron Harper, Northumberland County
Terry Hoekstra, Town of Cobourg
Rob Franklin, Town of Cobourg
Muhammad Waseem, MTO
Lori Brake, MTO
Erin Pipe, MTO
Lloyd Pacheco, MTO
Prabin Sharma, MTO
Jennifer Molleson, MTO
Gregg Cooke, Stantec
Tim Belliveau, Stantec
Diana Addley, Stantec
Jenn Robinson, Stantec**Absentees:** Denise Marshall, Northumberland County
Chief William Detlor, Northumberland Paramedics Department
Ken Thajer, Ganaraska Conservation Authority
Kelly Serson, Hamilton Township Fire Department
Laurie Wills, Town of Cobourg
Gene Thompson, Town of Cobourg
Chief Ellard Beaven, Cobourg Fire Department**Distribution:** All Attendees, All Absentees

Action:**Item:**

1. Stantec noted that the purpose of this meeting was to provide a general overview of the study, its background and purpose, as well as present the Preferred Plan and potential detour routes which will be presented as part of Public Information Centre (PIC) 2 in January 2023. A detailed presentation was provided to attendees, followed by a question-and-answer period.
2. The Town noted that the Preferred Plan shown within the presentation is anticipated to be presented to Council, as well as at the upcoming PIC 2. The plan is still in draft format and is being provided for information purposes only. The Preferred Plan requires MTO senior management review and approval. 'Draft' will be added to the Technically Preferred Plan shown at this meeting prior to Stantec circulating the meeting minutes and presentation materials to attendees.

Stantec

Action:

Item:

3. The Town indicated that the area between the Danforth Road residences and Highway 401 is planned for future business park development as part of the Cobourg East Secondary Plan. However, this development may occur much further into the future.
4. Next steps in the study will include Council presentations and an in-person PIC in January 2023 to present the evaluation of alternatives and the Technically Preferred Plan. In addition, the Transportation Environmental Study Report (TESR) is tentatively scheduled to be published in spring 2023.
5. The Township noted that there has not been a lot of discussion within the Township lately on this project; however, Baltimore residents have previously expressed their interest in participating in PIC 2.
6. Stantec confirmed that the study team intends to make a presentation to Township of Hamilton Council in January 2023. The Township indicated that it would be ideal for the presentation to be made to the Committee of the Whole rather than Regular Council as this would provide more time for a question-and-answer period. The next meeting date for the Committee of the Whole is the second Tuesday of the month (January 10, 2023). However, if this date cannot be made then Regular Council meets every third Tuesday (January 17, 2023). Council meetings are being held in-person within the Council chambers.
7. The Township noted that it is evident from the Technically Preferred Plan that the study team tried to further minimize property impacts to residences north of the future interchange. The local community has expressed concerns with potential property impacts and has questioned the need to widen Nagle Road to the north. Sharing these design changes in the presentation to Council in January would be beneficial. Stantec agreed and noted that property impacts were minimized within the northeast quadrant by transitioning from two lanes in either direction to one-lane in either direction further south than what was previously presented.
8. The Township asked if the new bridge could be designed to accommodate future water and sewer servicing to the Baltimore Settlement Area to the north. This may save the costs associated with constructing services across the highway and bridge in the future. It was noted that this would be a separate consideration outside of this EA study, and that future servicing could be installed beneath Highway 401 through jack and bore methods, which would minimize impacts to the bridge structure.
9. It was asked if the future intersections shown on the Technically Preferred Plan will be signalized or have stop signs. Stantec confirmed that based on traffic projections, the long-term plan for these intersections is to be signalized once traffic demands warrant traffic signals.
10. Stantec confirmed that a presentation will also be made to Northumberland County Council. The County indicated that the next Regular Council meeting date has not been posted, but Stantec can contact the County to confirm timing. A presentation following

Stantec

Action:

Item:

PIC 2, including what type of feedback was received during the consultation event, would be appreciated.

11. The County indicated that while this may warrant further discussions with the Township and Town, upgrading Nagle Road to Northumberland County standards could be considered. Stantec noted that this consideration has been raised previously, and while it does not impact the current study, it may be discussed during detail design of the project.
12. The County acknowledged that the detour route shown within the presentation may be the official signed detour route but asked if the route through Grafton/Cobourg would be considered as a shorter route, as this may be the route drivers take due to directions suggested by their GPS systems/Google Maps. While this is not a huge issue for a few days of overnight construction, it could become an issue later for the construction of the bridge if that were to take months. MTO noted that the signed detour routes could be police assisted to avoid traffic cutting onto local roadways. However, it is anticipated that the detour route for the extended construction of the bridge would only impact a few hundred cars of local traffic daily.
13. The Town noted that the study team intends to make a presentation to Town Council on January 16, 2023, and host PIC 2 on January 18, 2023. Stantec added that there is also an internal MTO executive review meeting scheduled for December 16, 2022.
14. Stantec thanked everyone for taking the time to attend the presentation and encouraged attendees to provide any additional feedback following this meeting directly to the study team.

The meeting adjourned at 4:00 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.



Jenn Robinson

Environmental Planner

Phone: 905-944-6232

Email: Jennifer.Robinson@stantec.com



Nagle Road Interchange Study, GWP 4059-17-00

Municipal Advisory Committee Meeting 3

December 6, 2022



Stantec



Agenda

1. Introductions
2. Study Overview
3. Preferred Plan
4. Potential Detours
5. Next Steps
6. Questions

Project Team

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Diana Addley
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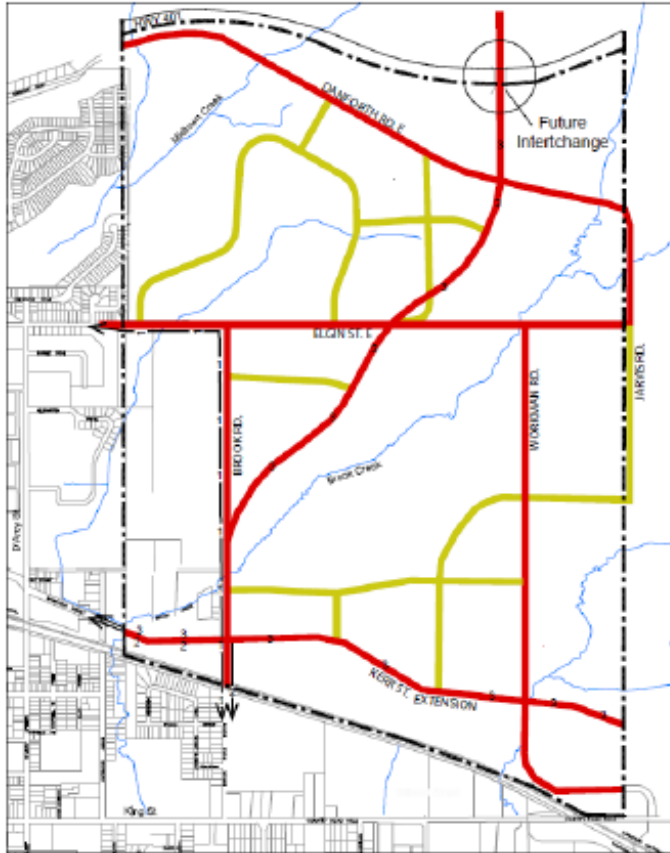
Erin Pipe
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Laurie Wills
Director of Public Works
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lwills@cobourg.ca

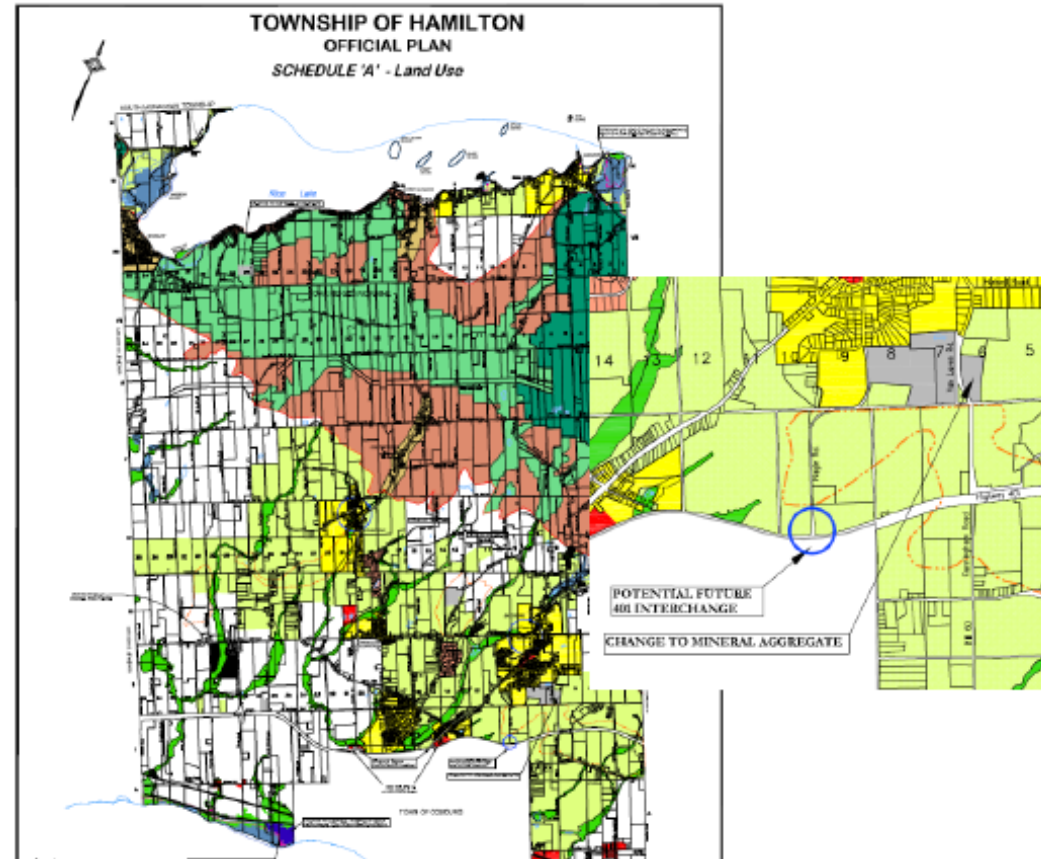
Study Background

- The need for an interchange at Nagle Road/Highway 401 was identified within the Cobourg East Community Secondary Plan (approved by the Town of Cobourg Council in 2005)
- The proposed interchange supports the transportation objectives identified within the Town of Cobourg Official Plan
- A 'potential future Highway 401 interchange' was identified at Nagle Road as part of the Township of Hamilton's Official Plan
- Initially this study was combined with the Highway 401 Cobourg to Colborne study; however, the schedules were separated to accommodate an in-person PIC for this study (when safe and practical)

Study Background



Schedule X2 Movement Plan
Cobourg East Community Secondary Plan
Official Plan Amendment No. 76
September 2019



Schedule 'A' Land Use
Township of Hamilton Official Plan
November 2010

Study Purpose

- The purpose of the study is to identify a Recommended Plan for a new interchange on Highway 401 and Nagle Road, to provide access to the planned Cobourg East Community development in the Town of Cobourg
- The study also includes an assessment of the existing Nagle Road bridge
 - The bridge is approaching the end of its service life and will need to be rehabilitated or replaced
 - Ultimately, the bridge will need to accommodate a future Highway 401 8-lane footprint
- The timing of construction is currently not known and will be dependent on development of the Cobourg East Community

Study Area



Municipal Consultation

Key Milestone	Date
Notice of Study Commencement	Apr 26, 2018
MAC Meeting 1	May 16, 2019
Council Meetings	Sep 9, 2019 (Cobourg) Sep 10, 2019 (Hamilton) Sep 18, 2019 (County)
Public Information Centre 1 (Alternatives)	Sep 18, 2019
Municipal Meeting (Town, County)	Nov 18, 2019
MAC Meeting 2	Apr 15, 2020
MAC Meeting 3	Dec 2022
Council Presentations	Jan 2023
Public Information Centre 2 (Preferred Plan)	Jan 2023
TESR 30-day Public Review Period	Spring 2023

Design Standards

Design Element	Present Condition	Design Standards	Proposed Standards
Design Speed	80 km/h	80 km/h	80 km/h
Minimum Stopping Sight Distance	65 m	130 m	130 m
Crest: Minimum “K” factor for Stopping Sight Distance	7	30	40
Sag: Minimum “K” factor for Stopping Sight Distance	17	30	30
Grades Maximum	7.0%	6 – 8%	3.0%
Lane Widths	2 x 3.35 m	4 x 3.5 m	4 x 3.5 m
Posted Speed	60 km/h	60 km/h	60 km/h

Realignment of Danforth Road and Nagle Road Extension to be at least 400 m from interchange south ramp terminal intersection. The final alignments will be confirmed during the municipal development planning process.

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Preferred Plan

Construction Phasing

The Preferred Plan will be constructed in several phases to accommodate structural needs and development growth.

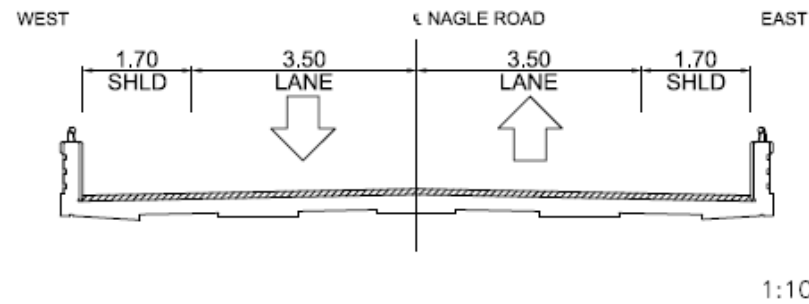
The following construction phases are anticipated at this time; however, the timing of each phase will be dependent on the bridge condition and the actual timing of development.

Phase	Construction
1) Bridge Replacement Phase	Replace bridge only with minor profile adjustments to connect new bridge to existing Nagle Road. Bridge may be constructed as 2-lane bridge only, with provision for future widening
2) Cobourg East Development Phase	Widen bridge, widen Nagle Road, construct interchange ramps (Parclo A2 on north side, Diamond on south side)
3) Possible Future Construction Phase	Construct Ramp N-W and Ramp N-E (Parclo A4), modify Ramp N/S-E and Ramp N/S-W to single movements (S-E and S-W)

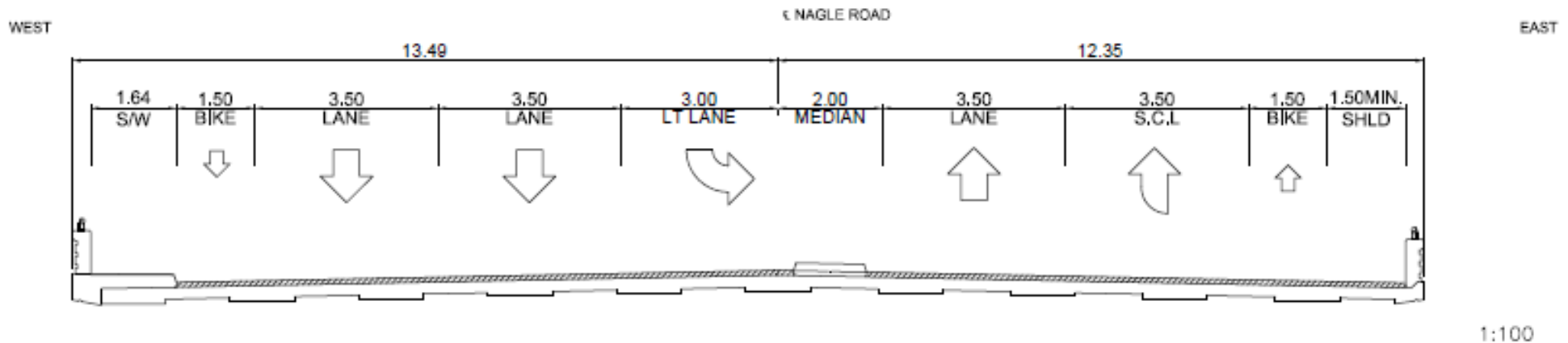
Note: The Ministry is also considering rehabilitating the bridge so that it can be replaced when the interchange is constructed in the future.

Preferred Plan

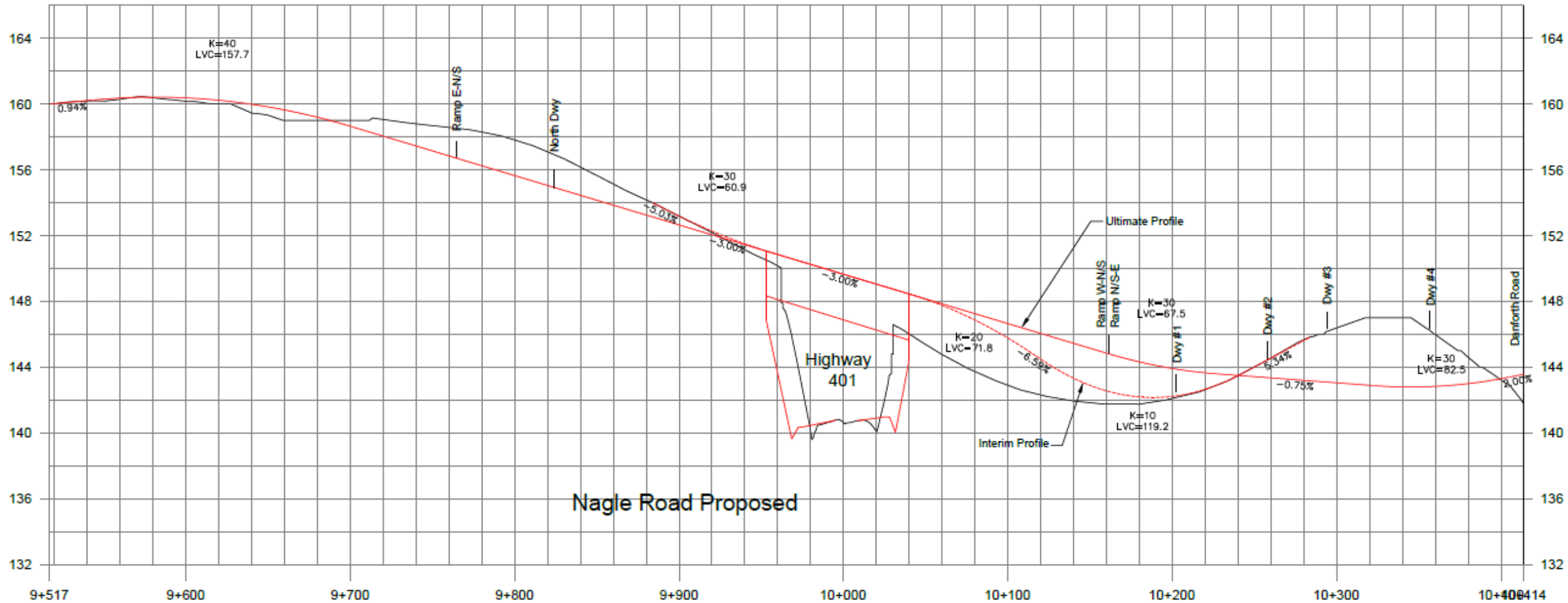
Nagle Road Bridge Cross Section
(Phase 1)



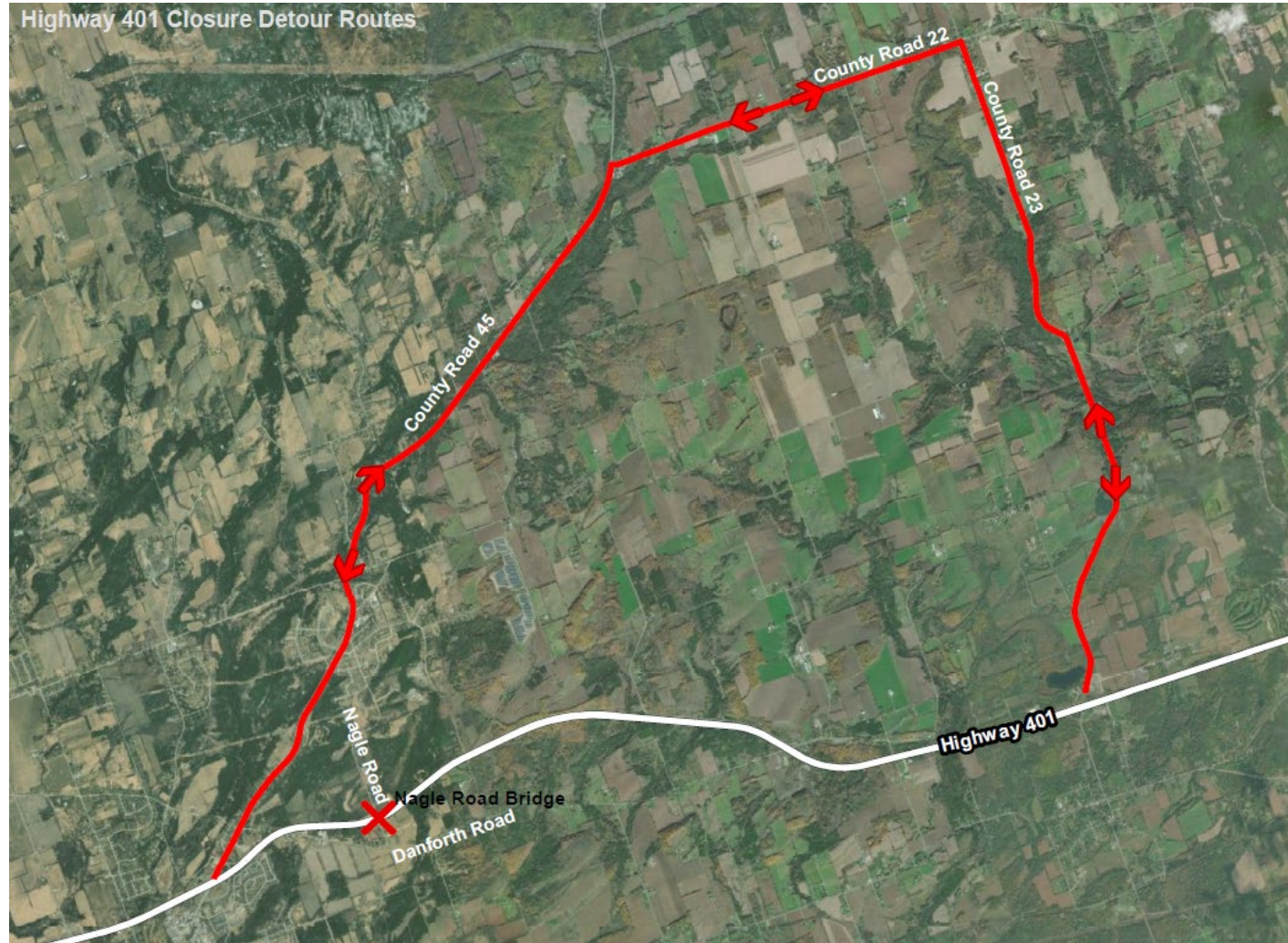
Nagle Road Bridge Cross Section
(Phase 2)



Preferred Plan



Potential Overnight Detour



Closure Location

Highway 401 between
Division Street (CR45) and
Lyle Street (CR23)

Construction Activity

Nagle Road bridge demo

Proposed Detour Route

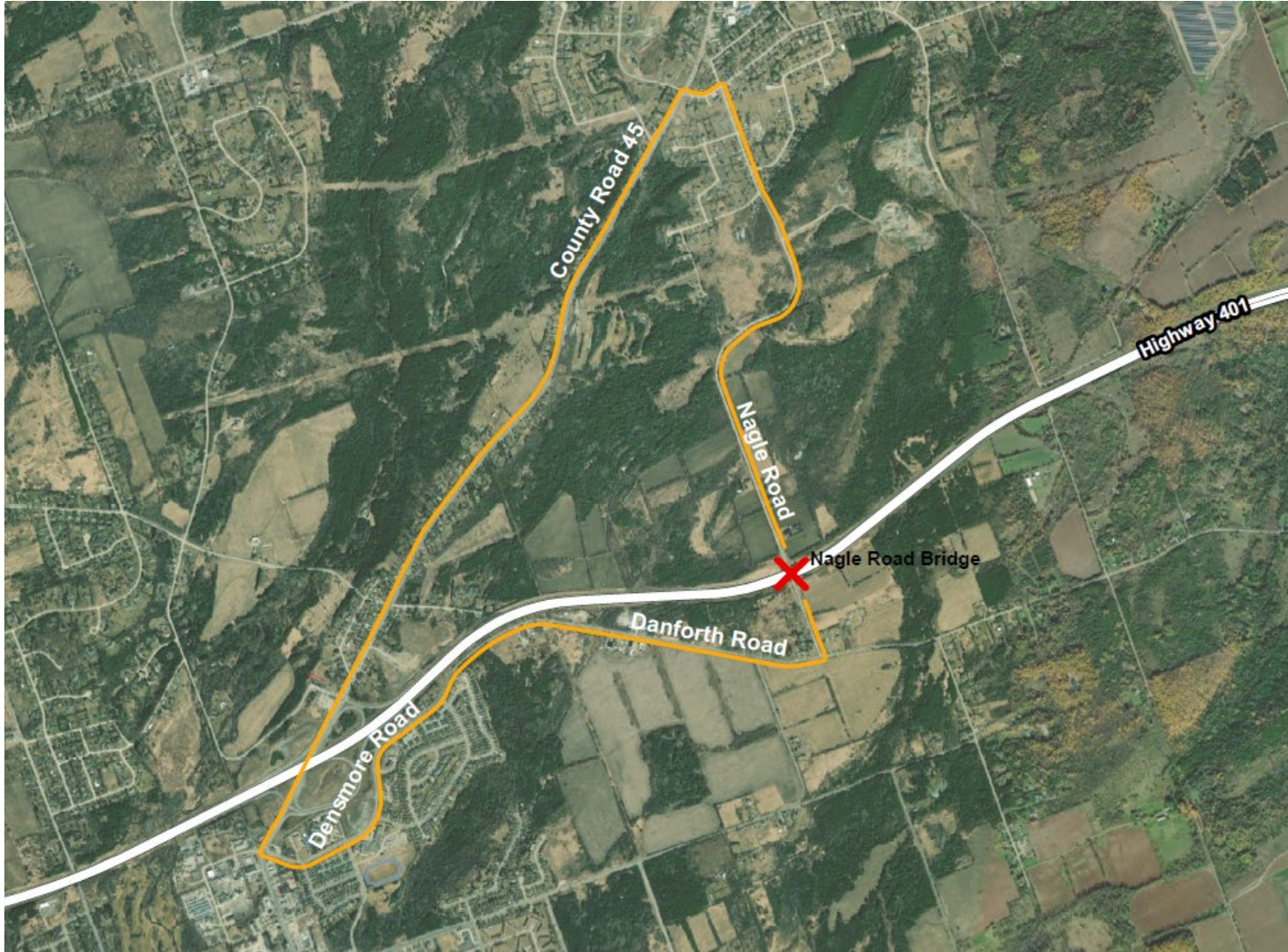
CR45, CR22, CR23 (EDR)

Likely Duration

14-18 hours (to be confirmed
during detail design)

Additional full closures may be required during the construction of the new bridge. The number and duration of those full closures will be confirmed during detail design.

Potential Long-term Detour



Closure Location

Nagle Road bridge at Highway 401

Construction Activity

Nagle Road bridge construction

Proposed Detour Route

CR45, Densmore Road, Danforth Road

Likely Duration

Up to 12 months (to be confirmed during detail design)

PIC 1 Feedback

- The bridge is a cycling route and should be bike friendly
- Protect agricultural land
- Avoid private property impacts
- Minimize impacts to cultural heritage resources
- Improve safety for school children (e.g., bus stops and shoulders)
- Accommodate pedestrians (e.g., streetlights and sidewalks)
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Next Steps

Council Presentations

- Tentatively scheduled for January 2023

Public Information Centre 2

- Evaluation of Alternatives and selection of Preferred Plan
- Tentatively scheduled for January 2023

Transportation Environmental Study Report

- 30-day public comment period
- Tentatively scheduled for Spring 2022

Questions