Highway 401 Planning Study from Cobourg to Colborne

GWP 4060-00-00

Nagle Road Interchange Study

GWP 4059-17-00

PIC 1 Council Presentation

Stantec

Council Presentations

Town of Cobourg	September 9, 2019
Township of Hamilton	September 10, 2019
Township of Cramahe	September 17, 2019
Northumberland County	September 18, 2019
Township of Alnwick/Haldimand	September 19, 2019

Agenda

1 Study Areas, Study Process

2 Highway 401 Planning Study

3 Nagle Road Interchange Planning Study

4 Consultation

5 Schedule

6 Questions

PIC 1 Council Presentation

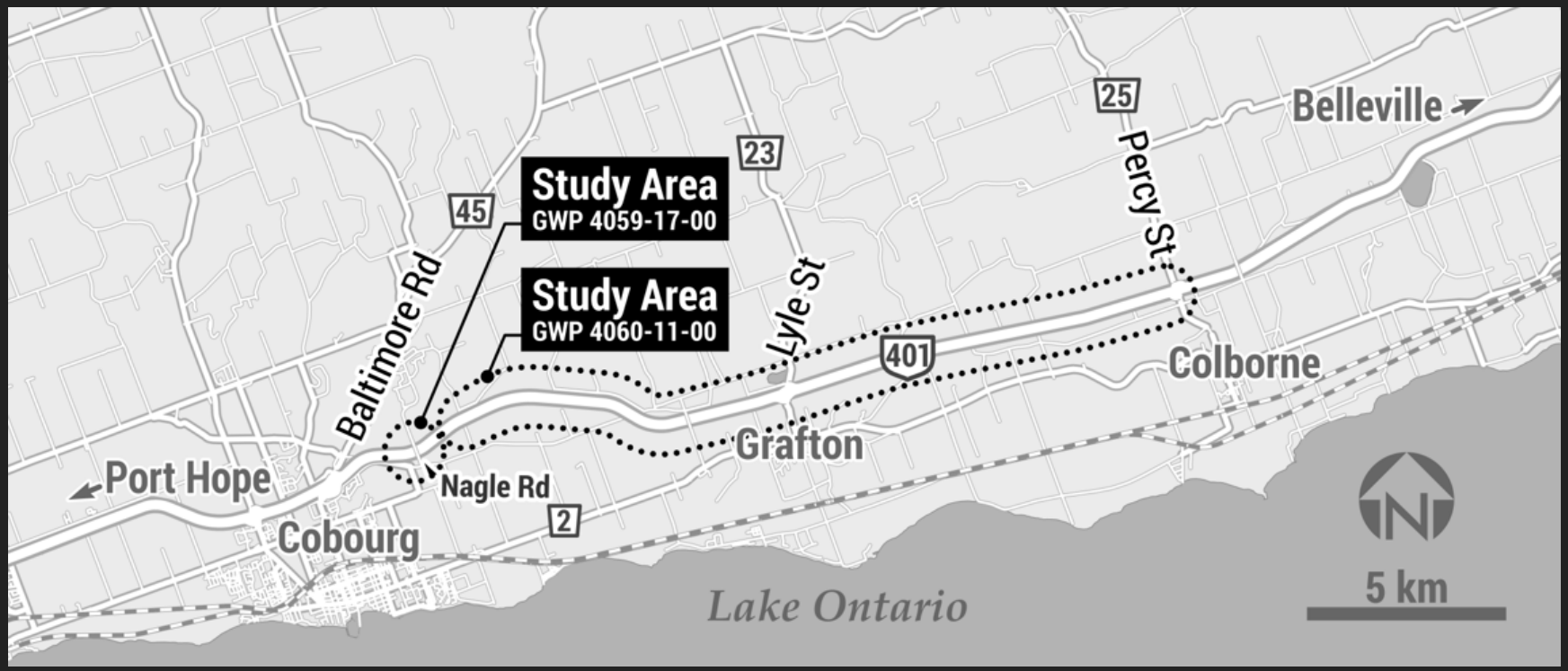
Study Areas, Study Process

Study Areas

- The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for Highway 401 between Cobourg and Colborne

- 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 for a new Highway 401 interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton, in Northumberland County

Study Areas


Study Area
GWP 4059-17-00
Study Area
GWP 4060-11-00
45
23
25
Belleville
Percy St
Baltimore Rd
Lyle St
401
Colborne
Grafton
Port Hope
Nagle Rd
2
Cobourg
Lake Ontario
N
5 km

Environmental Assessment Process

- 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

- Both of the studies will share the same Public Information Centres (PIC) and Municipal Advisory Committees (MAC), however a separate TESR will be published for each study

Environmental Investigations & Studies

- Stage 1 Archaeological Assessment
- Cultural Heritage Studies
- Terrestrial Ecosystems Existing Conditions and Impact Assessments
- Fish and Fish Habitat Existing Conditions and Impact Assessments
- Noise Assessment
- Erosion and Sedimentation Overview Risk Assessment
- Air Quality and Greenhouse Gas Assessment
- Contamination Overview Study
- Groundwater Overview Study

PIC 1 Council Presentation

Highway 401 Planning Study

Study Purpose

The purpose of the Highway 401 Planning 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.

- Rehabilitation and replacement of bridges and structural culverts
- Interchange modifications at Lyle Street and Percy Street
- Commuter parking lot expansions or relocations
- Establish the footprint of future six and eight lanes on Highway 401 to ensure appropriate design of bridge replacements

Highway 401

Problem & Opportunity

Problems

- Many of the bridges and culverts in the study area are nearing the end of their service life and will require rehabilitation and/or replacement in the near future
- The existing Highway 401 platform cannot accommodate the traffic staging required to rehabilitate or replace the bridges and structural culverts

Opportunities

- The study will assess the existing bridges and culverts in the study area and develop appropriate rehabilitation or replacement strategies to maintain the safe operation of the Highway 401 corridor for the current and future planning horizons
- For structural planning purposes the study will establish the ultimate Highway 401 footprints for future six and eight lanes, to address current and future transportation needs

Highway 401

PIC 1 Alternatives

1. Danforth Road Bridge Improvement Alternatives
2. Gully Road Bridge Improvement Alternatives
3. Lyle Street Interchange Alternatives
4. Shelter Valley Road & Creek Culvert Improvement Alternatives
5. Vernonville Road Bridge Improvement Alternatives
6. Boyce Road Bridge Improvement Alternatives
7. Percy Street Interchange Alternatives
8. Highway 401 Alternatives
9. Drainage Improvements

PIC 1 Council Presentation

Nagle Road Interchange Study

Nagle Road

Study Purpose

The purpose of the Nagle Road Interchange Study is to identify a Recommended Plan that addresses future transportation and planning needs in the study area.

- 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
- The proposed interchange is the Town of Cobourg's initiative as identified in the Towns of Cobourg's Transportation Mater Plan (TMP) and Official Plan
- The Town of Cobourg is bearing the full cost associated with this preliminary design study

Nagle Road

Problem & Opportunity

- The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan

- The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review)

Nagle Road

Preliminary Traffic Modelling

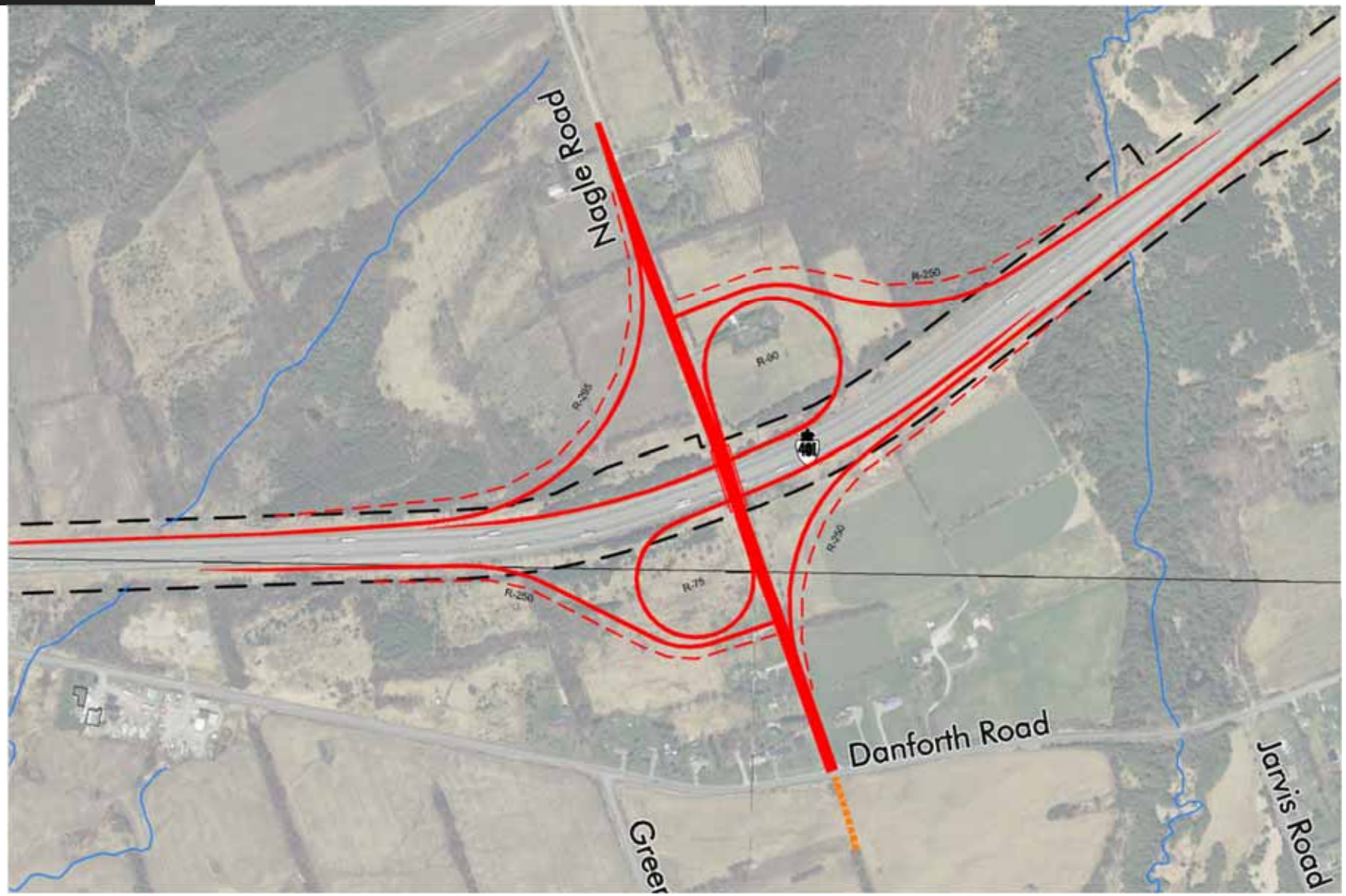
- The Cobourg East Community will be a significant traffic generator

- The predominant traffic movements are from the south (Nagle Road) to the west (Highway 401); and from west (Highway 401) to the south (Nagle Road)

- Nagle Road will require 4-thru lanes plus auxiliary lanes, between Danforth Road and the north ramp terminal intersection

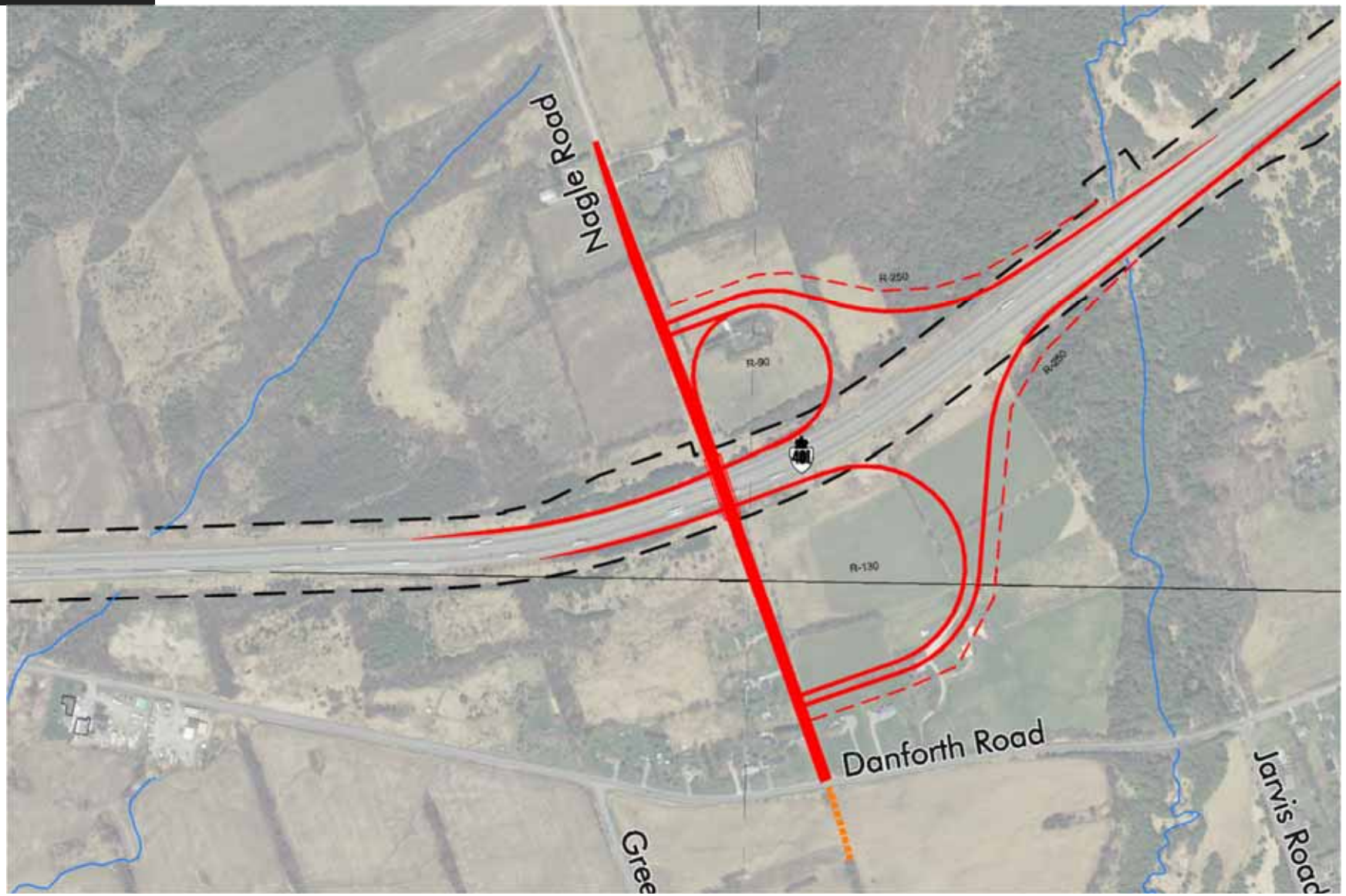
Nagle Road

PIC 1 Alternative 2 – Parclo A



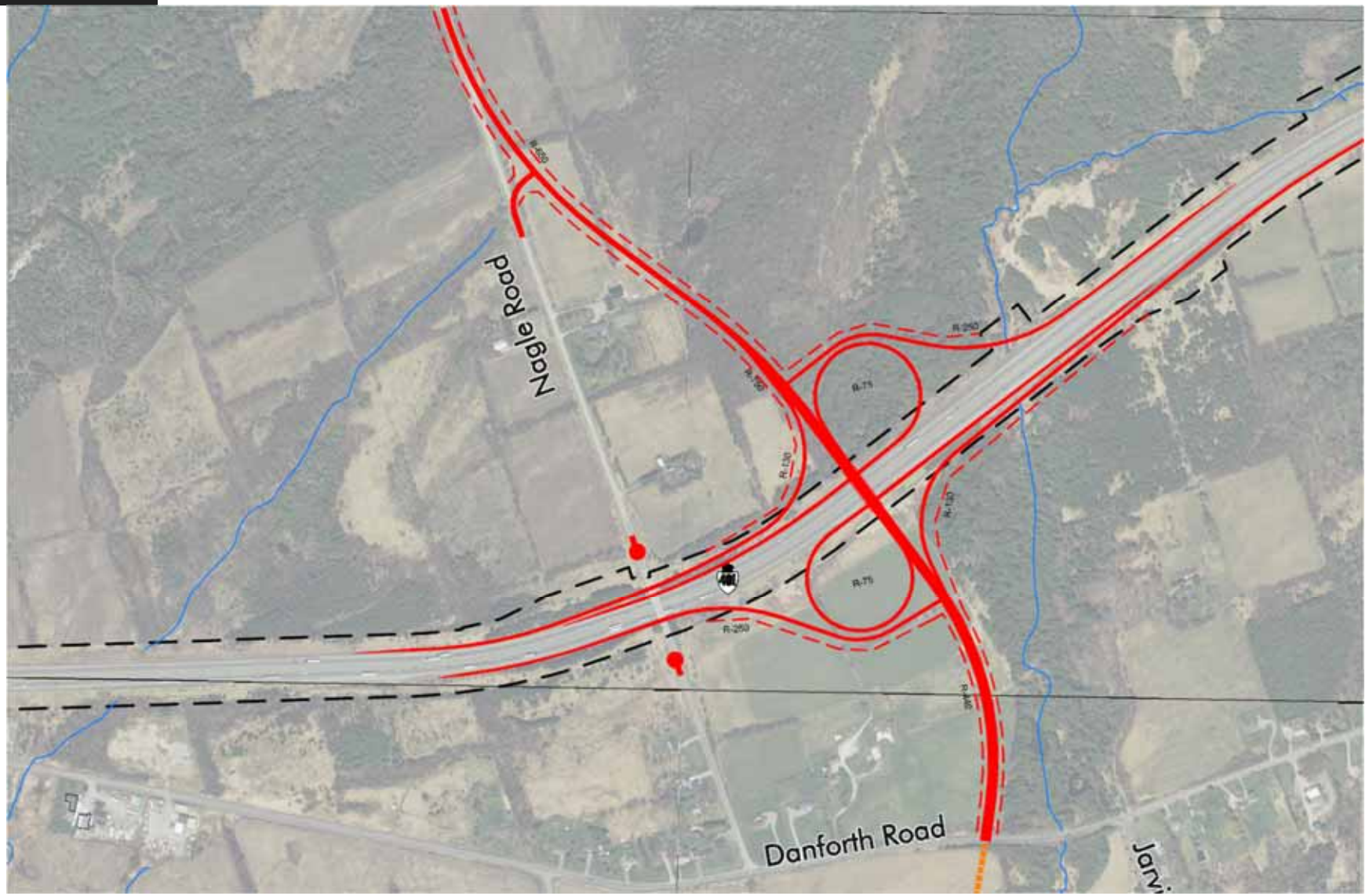
Nagle Road

PIC 1 Alternative 4 – Parclo AB



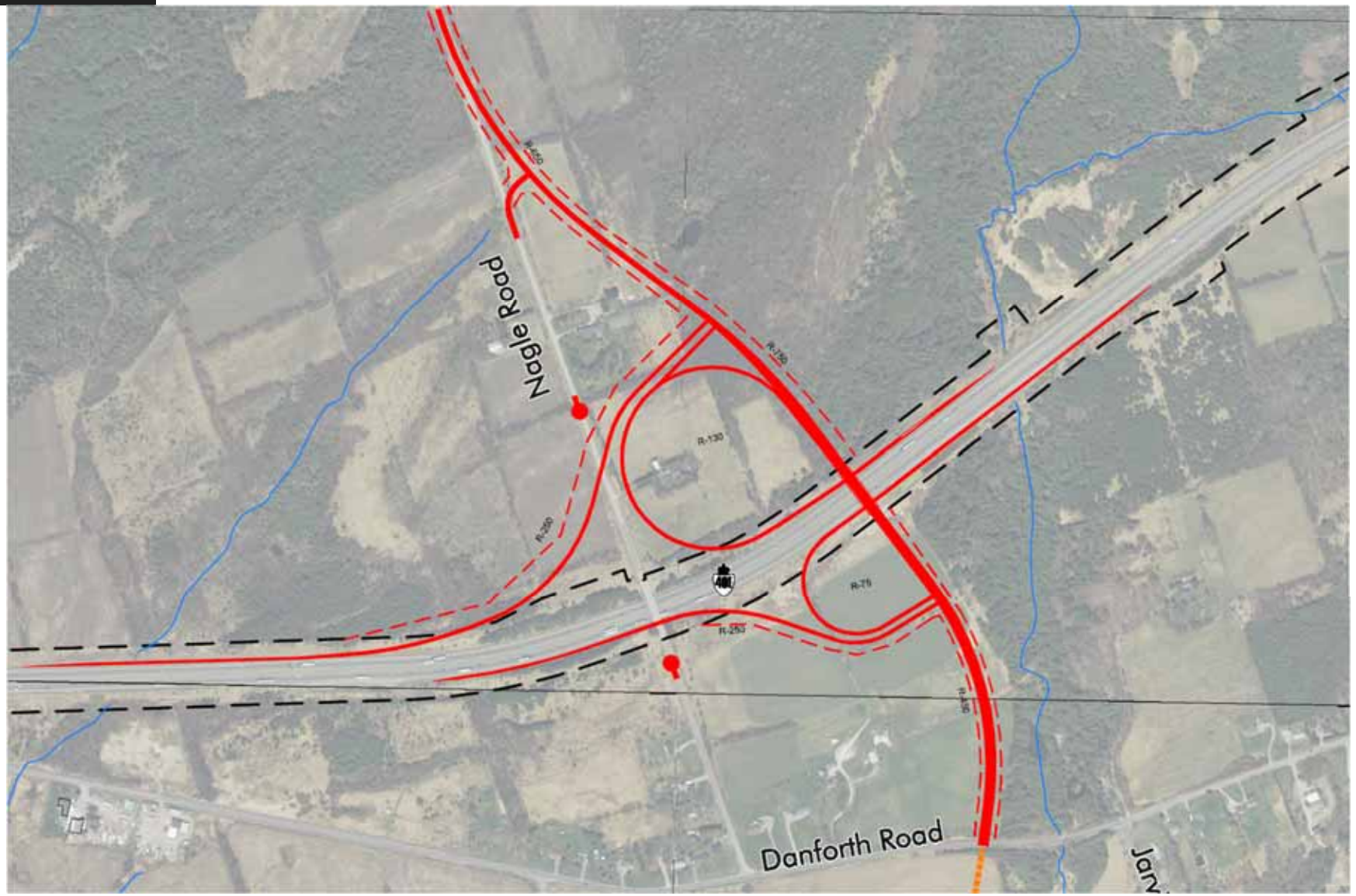
Nagle Road

PIC 1 Alternative 6 – Parclo A East



Nagle Road

PIC 1 Alternative 7 – Parclo BA East



PIC 1 Council Presentation

Consultation

Consultation

- Public Notices
- Project Website (www.highway401cobourgcolborne.ca)
- 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 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
- Hiawatha First Nation
- Mississaugas of the New Credit First Union
- Métis Nation of Ontario
- Six Nations of the Grand River
- Williams Treaties First Nations

Issues and Concerns (MAC Meeting #1)

- Temporary traffic impacts on local roads (detours)
- Duration of road closures for bridge replacements
- Coordination of road closures
- Active transportation infrastructure at crossing roads
- Accommodation of LCVs at interchanges
- Traffic impacts on Nagle Road and the adjacent County road network
- Jurisdiction of Nagle Road with interchange (i.e. County Road?)

Other Comments and Considerations

- Interruptions to school bus routes
- Stormwater management considerations
- Noise and vibration impacts
- Air quality and greenhouse gas impacts (Sustainable Cobourg)
- Impacts to sensitive natural environment features (i.e., Brook Creek Environmental Constraint Area)
- Contamination of surface and groundwater
- Property impacts at Nagle Road
- Highly erodible soils
- Ongoing developments

PIC 1 Council Presentation

Schedule

Key Dates

Notice of Study Commencement	April-May 2018
Municipal Advisory Committee Meeting 1	May 16, 2019
Public Information Centre 1	September 18, 2019
Municipal Advisory Committee Meeting 2	March 2020 (tentative)
Public Information Centre 2	May 2020 (tentative)
Transportation Environmental Study Reports	August 2020 (tentative)

Public Information Centre 1

The PIC will be a drop-in format and is scheduled for:

- Date: September 18, 2019
- Location: Cobourg Lions Community Centre, 157 Elgin Street East, Cobourg, Ontario
- Time (public): 4 PM to 8 PM
- External Agency Meeting: 3 PM to 4 PM

Questions?

Highway 401 Planning Study from Cobourg to Colborne

GWP 4060-00-00

PIC 2 Council Presentation

Stantec

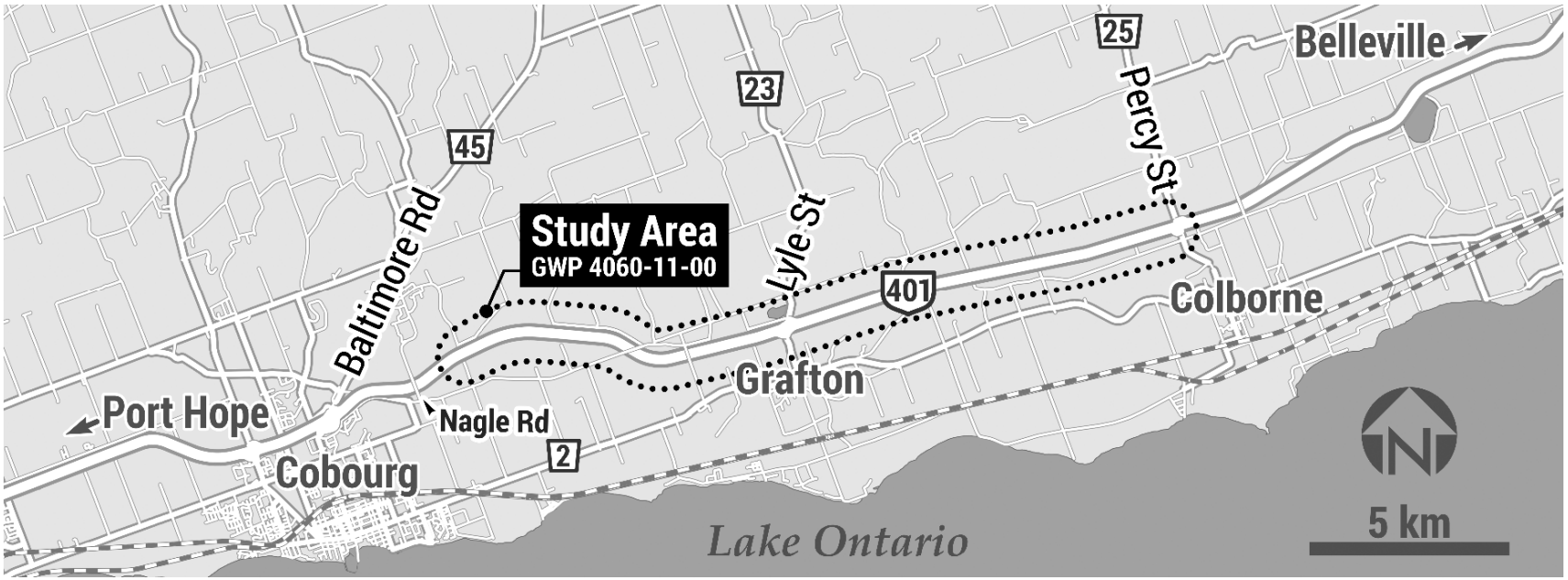
Agenda

1. Study Overview
2. Consultation
3. Evaluation of Alternatives
4. Preferred Plan
5. Potential Detours
6. Notification Strategy
7. Project Schedule
8. Questions

PIC 2 Council Presentation

Study Overview

Study Area


Belleville
25
Percy St
23
45
Baltimore Rd
Study Area
GWP 4060-11-00
Lyle St
401
Colborne
Grafton
Port Hope
Nagle Rd
2
Cobourg
Lake Ontario
N
5 km

Study Purpose

The purpose of the study is to identify a Recommended Plan that addresses current and future transportation needs for Highway 401, from 2 km east of Nagle Road to Percy Street (approximately 18 km)

This Highway 401 Planning Study includes:

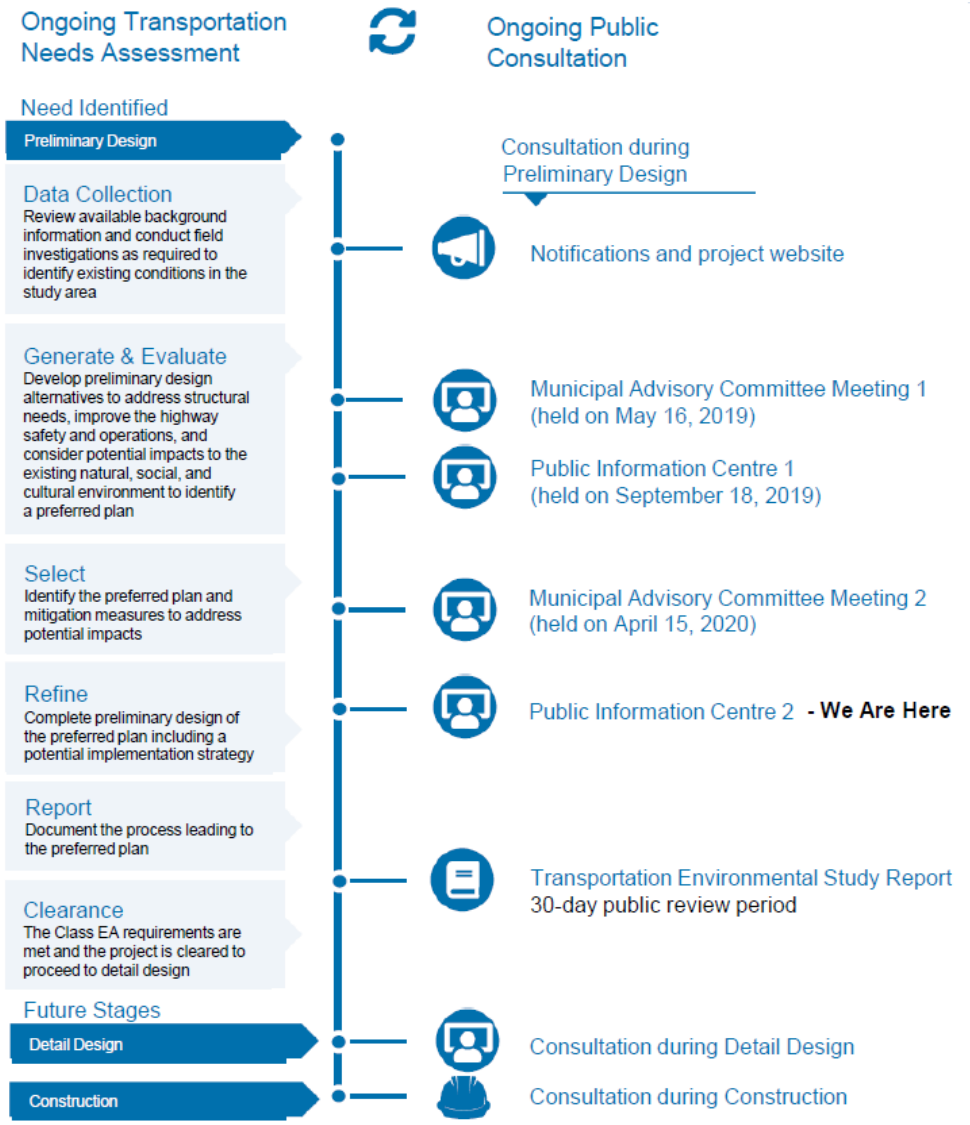
- Replacement and/or rehabilitation of bridges and structural culverts
- Interchange modifications at Lyle Street and Percy Street
- Establishing the Highway 401 future footprint for interim 6-lanes and ultimate 8-lanes
- Commuter parking lot expansions or relocations

The timing of construction is currently not known

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



PIC 2 Council Presentation

Consultation

Consultation

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 Region Conservation Authority
- Town of Cobourg
- Township of Hamilton
- Township of Alnwick/Haldimand
- Township of Cramahe
- Northumberland County

Consultation

Municipal Advisory Committee (MAC)

MAC Meeting 1 – May 16, 2019

- Study purpose and scope
- Environmental assessment process
- Consultation programs
- Preliminary alternatives

MAC Meeting 2 – April 15, 2020

- Preliminary Preferred Plan
- Potential construction detour routes
- Potential impacts and mitigation measures

Consultation

Indigenous Consultation

- Williams Treaties First Nations Claims Coordinator
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation (Mnjikaning)
- Mississaugas of Scugog Island First Nation
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mohawks of the Bay of Quinte
- Métis Nation of Ontario

Consultation

Public Information Centre 1

Public Information Centre (PIC 1) was held on September 18, 2019 to present and gather feedback on:

- The project background and process being followed
- Existing study area conditions
- Bridge and structural culvert rehabilitation / replacement alternatives, long list of interchange alternatives, and future Highway 401 footprints for interim six and ultimate eight lane alternatives

What did we hear?

- Potential impacts to property
- Potential increases in noise
- Potential impacts to fish/aquatic species
- Potential impacts to cultural heritage landscapes/property
- Suggestions to improve drainage
- Suggestions for wildlife and snow barriers
- Suggestions to ensure that suitable detour routes are provided during construction

PIC 2 Council Presentation

Evaluation of Alternatives

Evaluation of Lyle Street Interchange Alternatives

			
Factor/Criteria	**Diamond**	**Parclo A4**	**Parclo A2**
Highway Engineering • Traffic Operations • Geometrics & Safety • Constructability • Utilities • Total Cost	• Lowest traffic capacity when compared to the other alternatives • Highest number of traffic conflict points(left-turn movements) at ramps • Does not provide any free-flow traffic movements from the crossing road to the ramps • Requires four closely spaced intersections within the interchange footprint • Lowest construction costs ($13.2M)	• Highest/surplus traffic capacity when compared to the other alternatives • Lowest number of traffic conflict points (left-turn movements) at ramps • All (4) traffic movements from the crossing road to the ramps are free-flow • Direct ramps (N-W and S-E) conflict with adjacent intersections • Highest construction costs ($20.0M)	• Provides sufficient traffic capacity for the long-term operation needs • Can be expanded to Parclo A4 to increase capacity if required in the future • Fewer intersections (3) within the interchange footprint • Provides free-flow traffic movements for the dominant movement (S-W) • Lower construction cost ($16.4M) compared to the Parclo A4 configuration
Social & Cultural Environment • Property • Air/Noise • Cultural Heritage • Archaeology • Contamination	• Impacts smallest area of private property • Impacts smallest area of land having archeological potential	• Impacts greatest area of private property • Impacts greatest area of land having archaeological potential	• Impacts smaller area of private property when compared to the Parclo A4 configuration • Impacts smaller area of land having archaeological potential when compared to the Parclo A4 configuration
Natural Environment • Terrestrial Ecosystem • Species of Special Concern • Fish & Fish Habitat	• Potential to impact greater area of wildlife habitat and significant treed areas when compared to the Parclo A2 configuration	• Potential to impact greatest area of wildlife habitat and significant treed areas	• Potential to impact smallest area of wildlife habitat and significant treed areas
Overall Summary			

Least Preferred → **Most Preferred**

Evaluation of Percy Street Interchange Alternatives

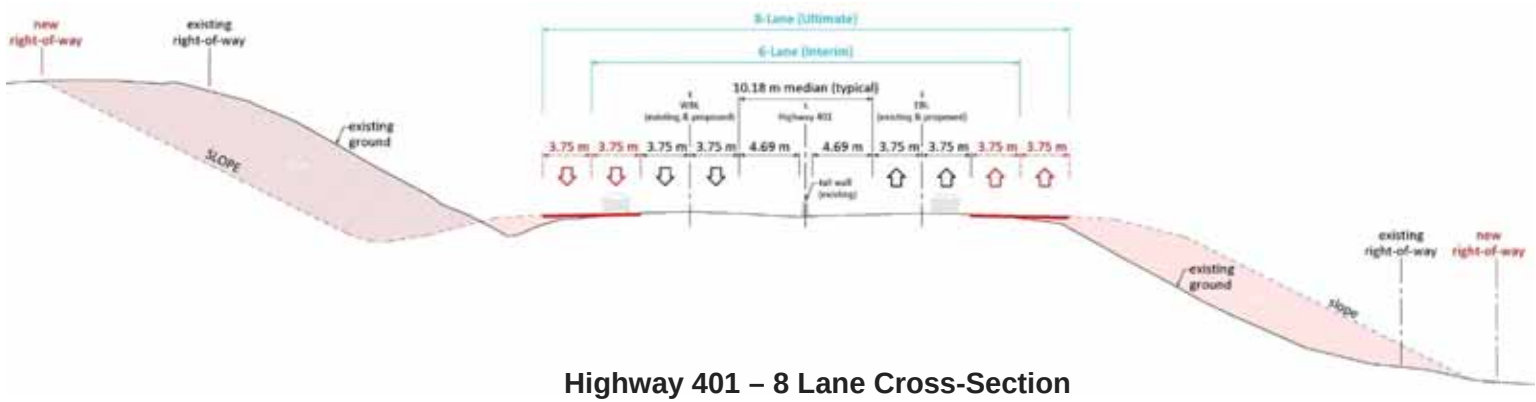
Factor/Criteria	Diamond	Parclo A4	Parclo A2
Highway Engineering • Traffic Operations • Geometrics & Safety • Constructability • Utilities • Total Cost	• Lowest traffic capacity when compared to the other alternatives • Highest number of traffic conflict points(left-turn movements) at ramp terminals • Does not provide any free-flow traffic movements from the crossing road to the ramps • Lowest construction costs ($12.8M)	• Highest/surplus traffic capacity when compared to the other alternatives • Lowest number of traffic conflict points (left-turn movements) at ramp terminals • All (4) traffic movements from the crossing road to the ramps are free-flow • Highest construction costs ($20.4M)	• Provides sufficient capacity for the long-term traffic operation needs • Can be expanded to Parclo A4 to increase capacity if required • Provides free-flow traffic movements for the dominant movement (S-W) • Lower construction cost ($15.4M) compared to a Parclo A4 configuration
Social & Cultural Environment • Property • Air/Noise • Cultural Heritage • Archaeology • Contamination	• Impacts greater area of private property when compared to the Parclo A2 configuration • Impacts highest number of private properties • Impacts greater area of land having archaeological potential when compared to the Parclo A2 configuration	• Impacts greatest area of private property • Impacts higher number of private properties when compared to the Parclo A2 configuration • Impacts greatest area of land having archaeological potential	• Impacts smallest area of private property • Impacts fewer number of private properties when compared to the Parclo A4 configuration • Impacts smallest area of land having archaeological potential
Natural Environment • Terrestrial Ecosystem • Species of Special Concern • Fish & Fish Habitat	• Impacts smaller area of wildlife habitat when compared to the Parclo A4 configuration • Impacts smallest area of significant treed area and potential bird Species at Risk habitat	• Impacts greatest area of wildlife habitat • Impacts greater area of significant treed area and potential bird Species at Risk habitat when compared to the Diamond configuration	• Impacts smaller area of wildlife habitat when compared to the Parclo A4 configuration • Impacts smaller area of significant treed area and potential bird Species at Risk habitat when compared to the Parclo A4 configuration
Overall Summary			

Least Preferred → **Most Preferred**

Evaluation of Highway 401 Cross-Section Alternatives

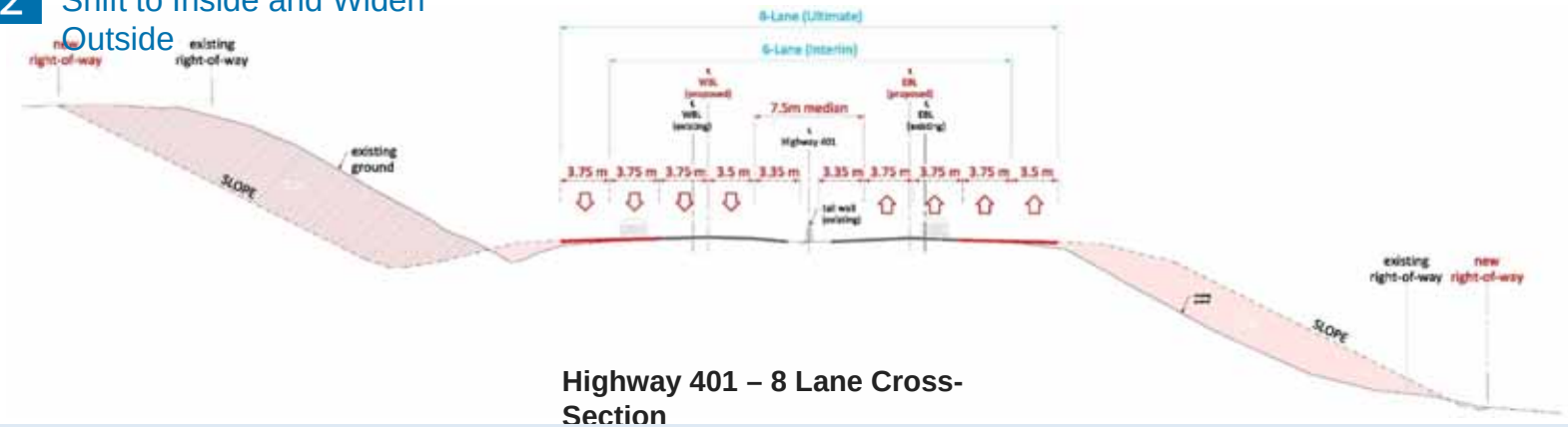
Two Highway 401 cross-section alternatives were presented at PIC 1 and subjected to further evaluation:

1 Widen to Outside



Highway 401 – 8 Lane Cross-Section

2 Shift to Inside and Widen Outside



Highway 401 – 8 Lane Cross-Section

Alternative 1 (<u>Widen to Outside</u>), is preferred because:

- Construction to the outside only is simpler and less costly than widening inside and outside
- It minimizes traffic lane shifts during construction, which minimizes impacts to traffic flow and driver expectations
- The cross-section is consistent with the Highway 401 cross-section to west (i.e. previously widened to outside)

Evaluation of Alternatives

Evaluation Process

Identify Criteria

Evaluation Criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions

Weigh Criteria

Each criterion is assigned a weight factor that best reflects its relative importance.

Evaluate Alternatives

The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the recommended plan

The highest scoring alternative

Evaluation Criteria (and Weighting)

The following criteria were used to evaluate Widening Alternatives and Short List of Interchange Alternatives. Criteria were refined based on the input received at and following PIC 1, and used to identify the preferred alternative:

Engineering (50%)

Traffic Operations
- Consider projected future traffic
- Consider Level of Service (LOS) on Highway 401

Geometrics & Safety
- Consider design standards for provincial highways and interchanges
- Consider potential for collisions on Highway 401
- Consider potential to accommodate Long Combination Vehicles
- Consider crossing road grades at ramp terminals

Constructability
- Consider construction techniques
- Consider traffic flow and operations, including local access and out-of-way travel

Utilities
- Consider impacts to utilities

Cost
- Consider total cost including utility relocations and property acquisition

Community (30%)

Property
- Consider impacts to private property

Noise & Air Quality
- Consider proximity to residences

Built & Cultural Heritage
- Consider potential to affect cultural heritage resources

Archaeology
- Consider impacts to areas of archeological potential

Contamination
- Consider potential to encounter contaminated soils/groundwater

Environment (20%)

Terrestrial Ecosystem
- Consider impacts on wildlife habitat
- Consider impacts on significant trees or vegetation

Fish & Fish Habitat
- Consider potential to impact watercourses

Species of Conservation Concern
- Consider impacts to Species-at-Risk or habitat associated with Species-at-Risk

Designated Areas
- Consider impacts to Provincially Significant Wetlands

Bridge Improvements

Culvert/Drainage Improvements

Interchange Improvements

Highway Improvements

PIC 2 Council Presentation

Preferred Plan

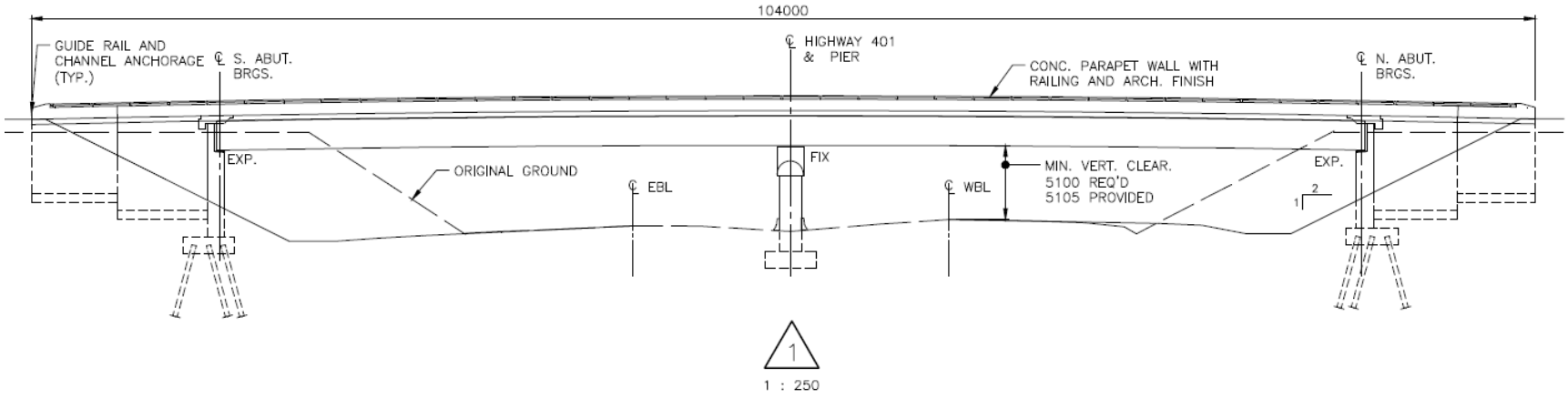
Preferred Plan

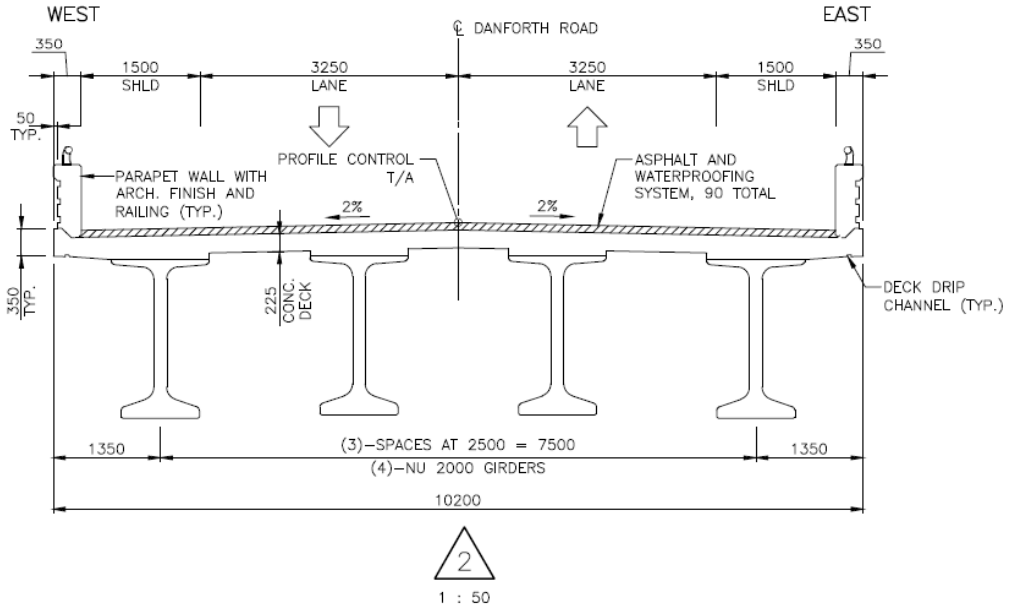
Summary of Bridge Improvements

Structure	Interim Strategy	Ultimate Strategy
Danforth Road Underpass	Replace	Rehabilitate
Gully Road Underpass	Replace	Rehabilitate
Lyle Street Underpass	Replace	Rehabilitate
Shelter Valley Road (Culvert 21X-0273/CO)	Rehabilitate	Replace with bridge
Vernonville Road Overpass	Rehabilitate and widen	Replace
Boyce Road Overpass	Rehabilitate and widen	Replace
Percy Street Underpass	Replace	Rehabilitate

Preferred Plan

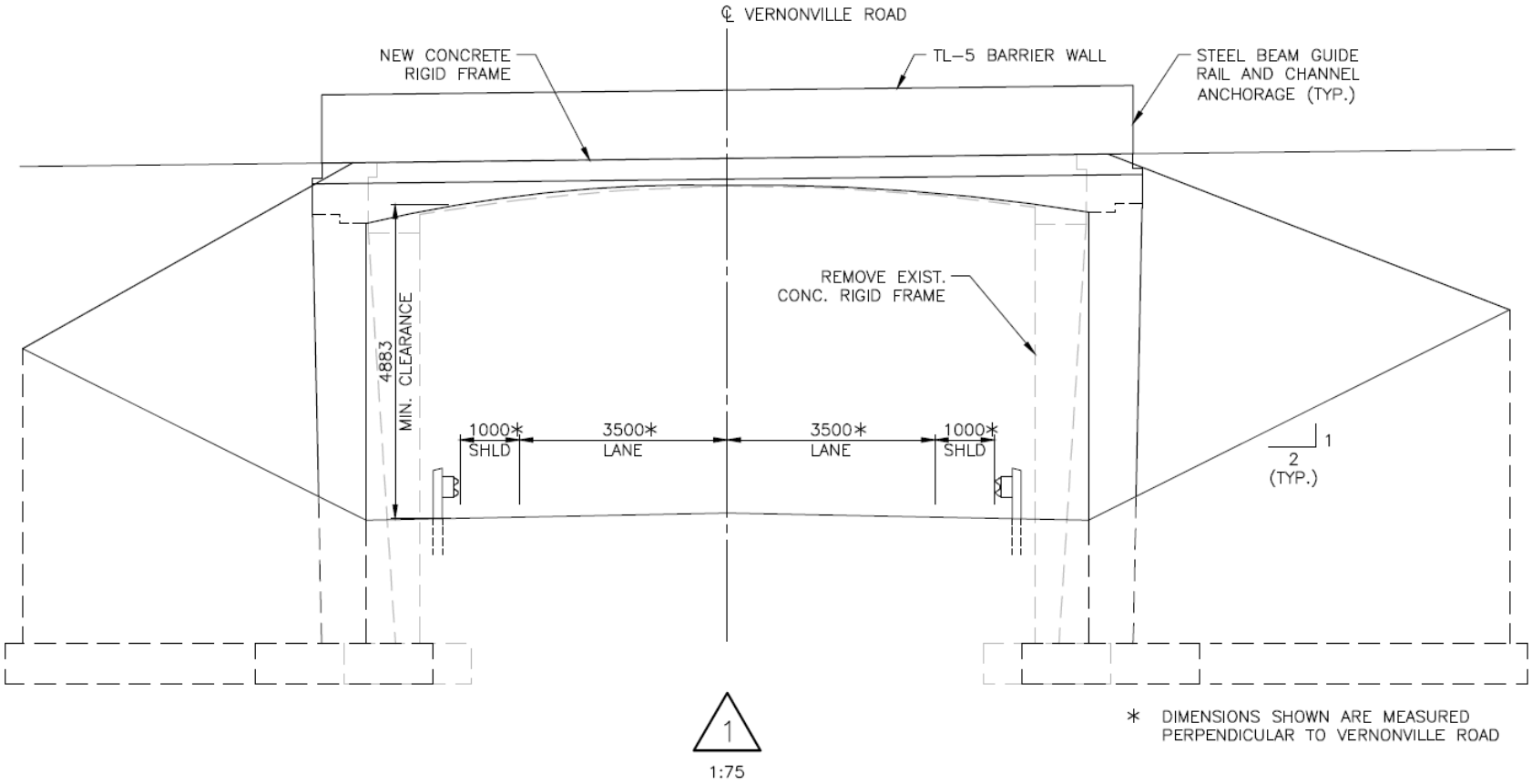
Typical Highway 401 Underpass





Preferred Plan

Typical Highway 401 Overpass



Preferred Plan

Summary of Culvert Improvements

Structure	Interim Strategy	Ultimate Strategy
Culvert 21X-0467/CO	Replace (trenchless)	Rehabilitate
Culvert 21X-0468/CO	Rehabilitate Add retaining walls	Replace (open cut)
Culvert 21X-0469/CO	Replace (line and extend)	Rehabilitate
Grafton Creek Culvert 21X-270/CO	Rehabilitate Add retaining walls	Replace with bridge
Northumberland Culvert 21X-470/CO	Replace (trenchless)	Rehabilitate
Shelter Valley Creek Culvert 21X-272/CO	Rehabilitate Add retaining walls	Replace with bridge
Boyce's Road Culvert 21X-0576/CO	Rehabilitate and strengthen Add retaining walls	Replace (trenchless)

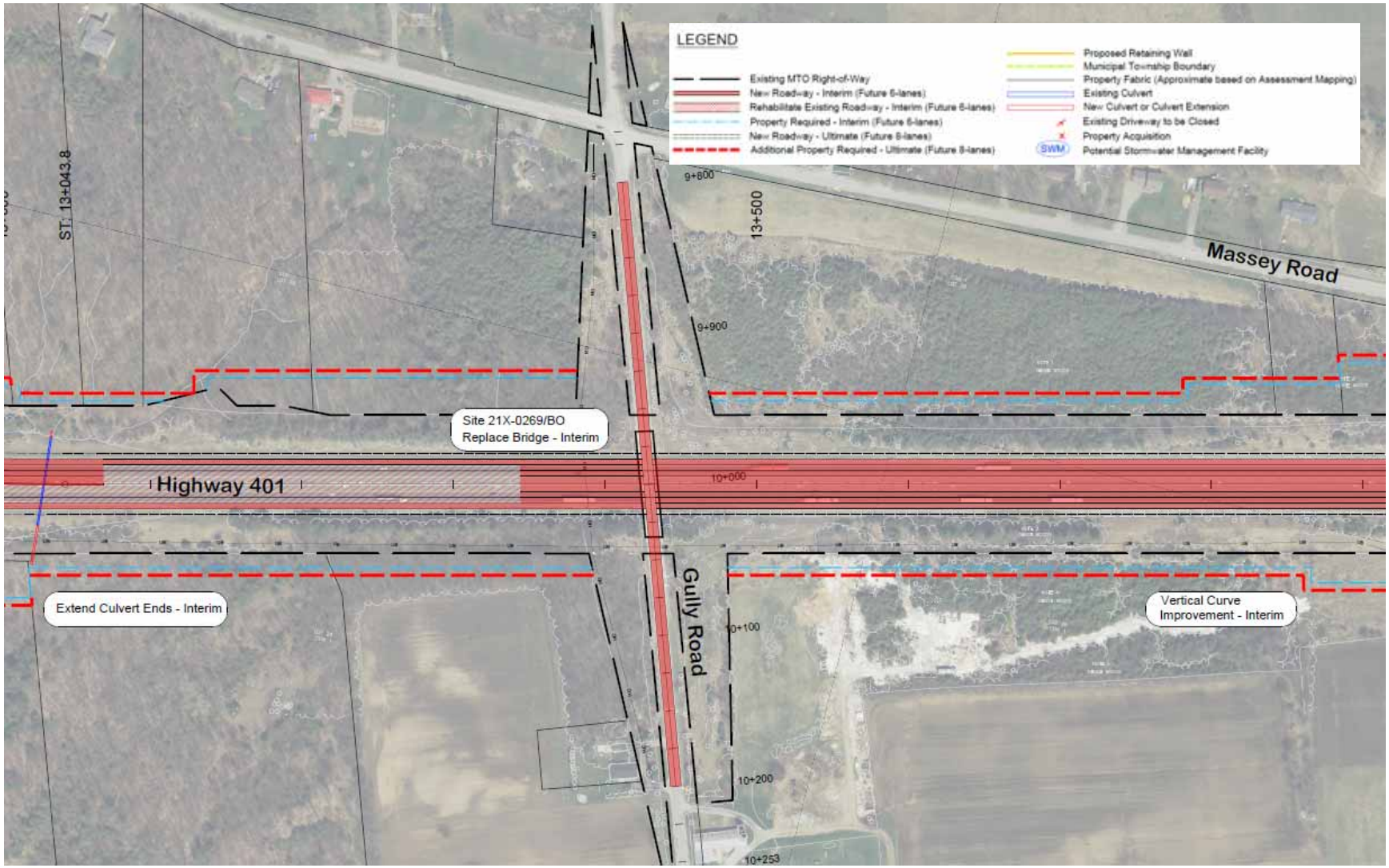
Preferred Plan

Summary of Highway Improvements

1. Lyle Street interchange and carpool lot improvements
2. Percy Street interchange and carpool lot improvements
3. Highway 401 vertical curve improvements (sags and crests)
4. Highway 401 horizontal curve improvements at Gully curves
5. Future widening of Highway 401 to six lanes (interim)
6. Future widening of Highway 401 to eight lanes (ultimate)

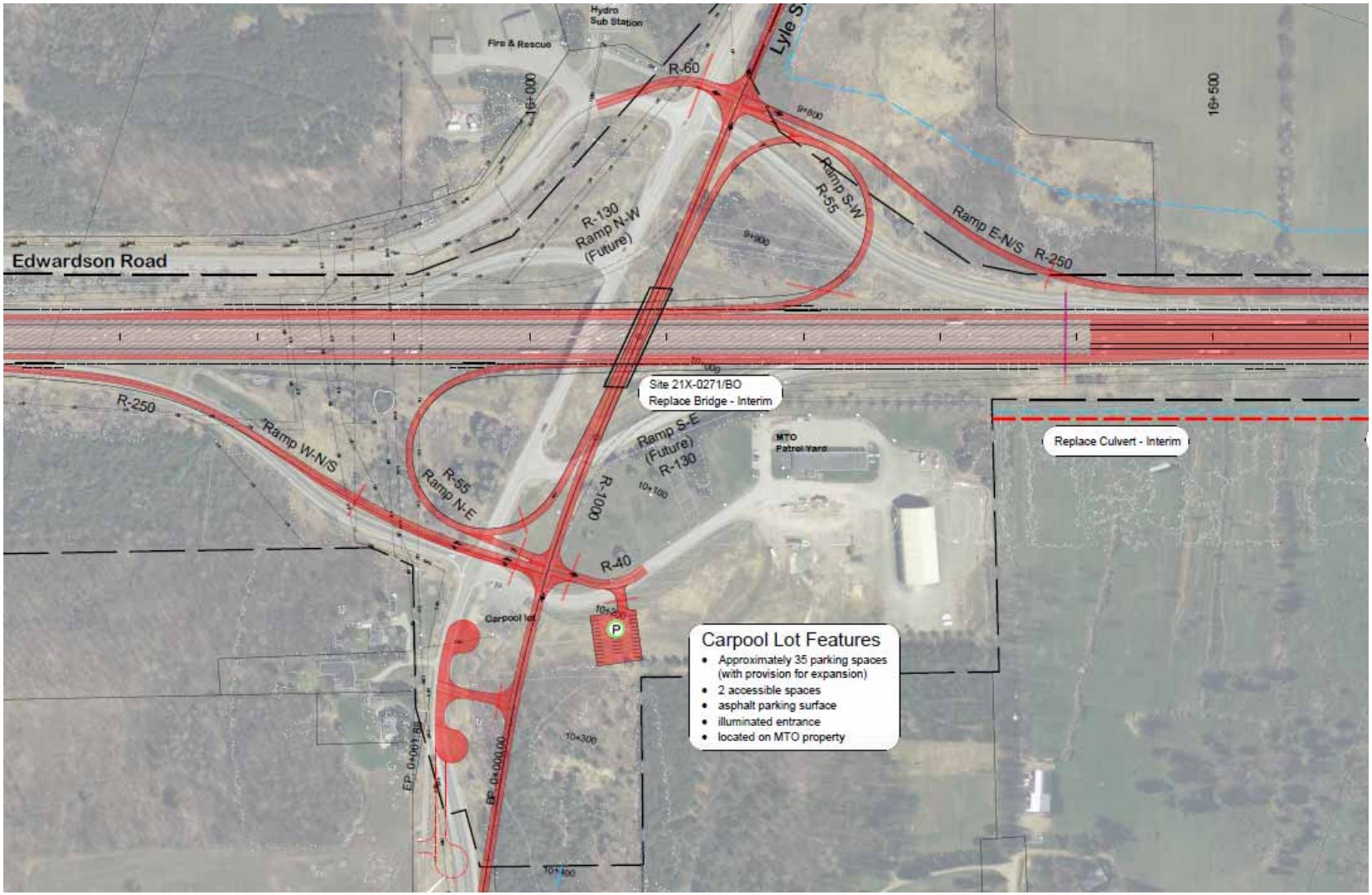
Preferred Plan

Typical Highway Improvements



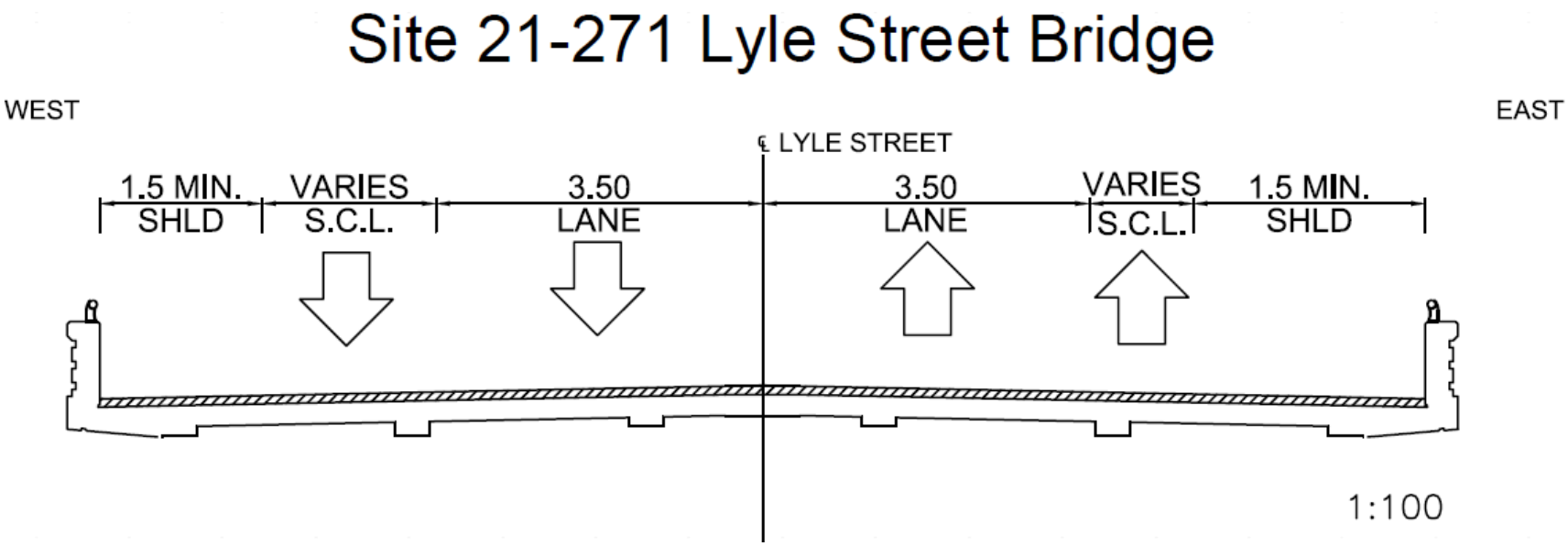
Preferred Plan

Lyle Street Interchange



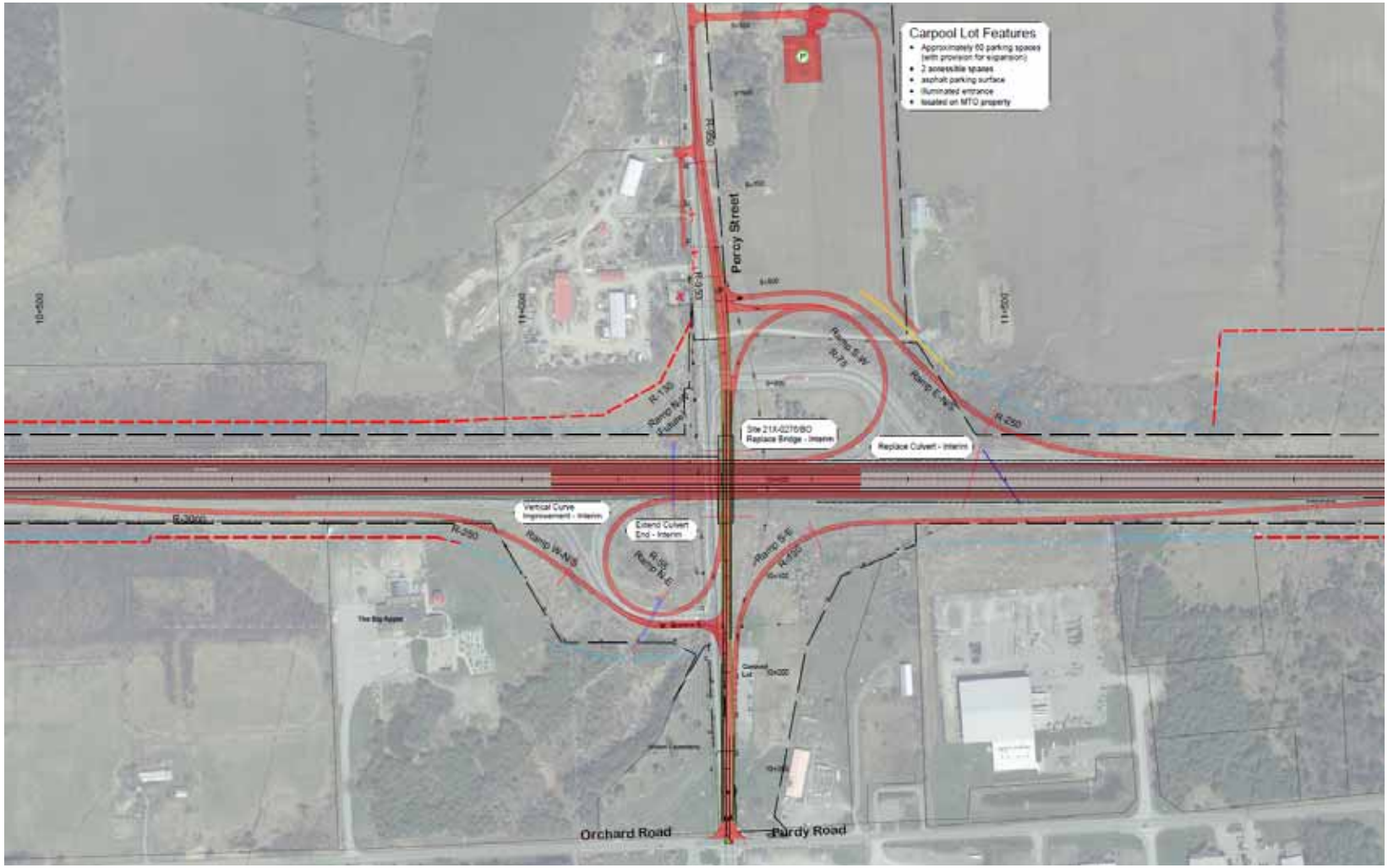
Preferred Plan

Lyle Street Interchange



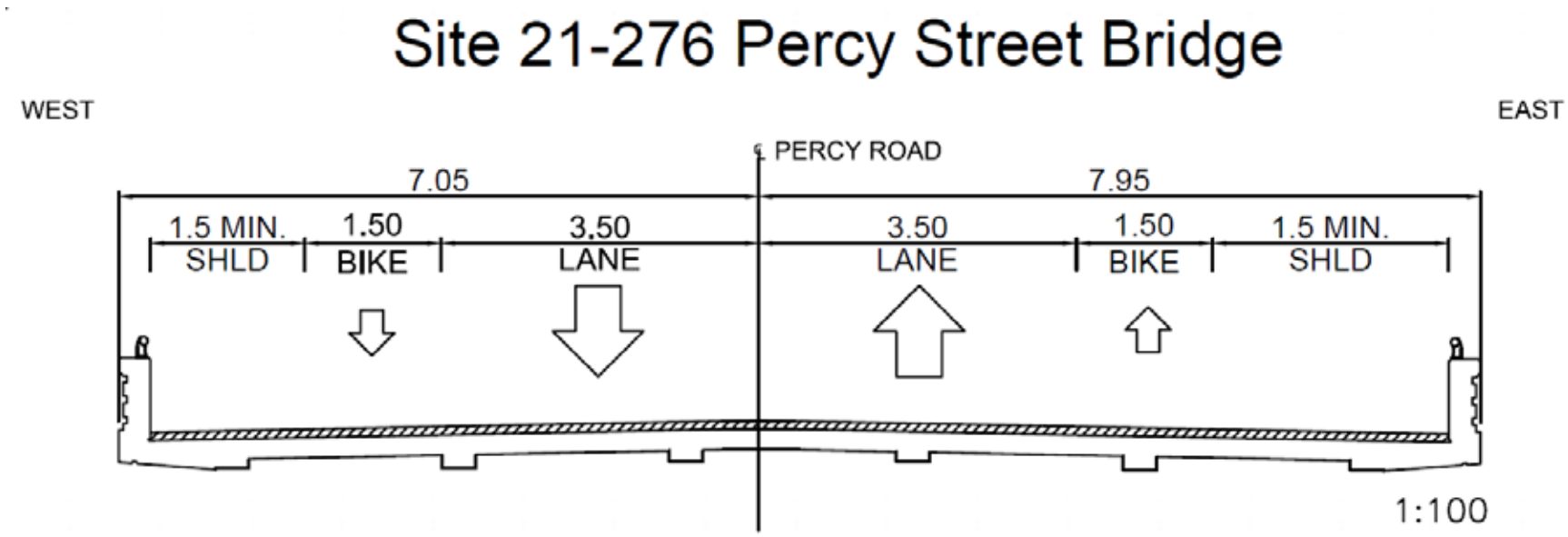
Preferred Plan

Percy Street Interchange



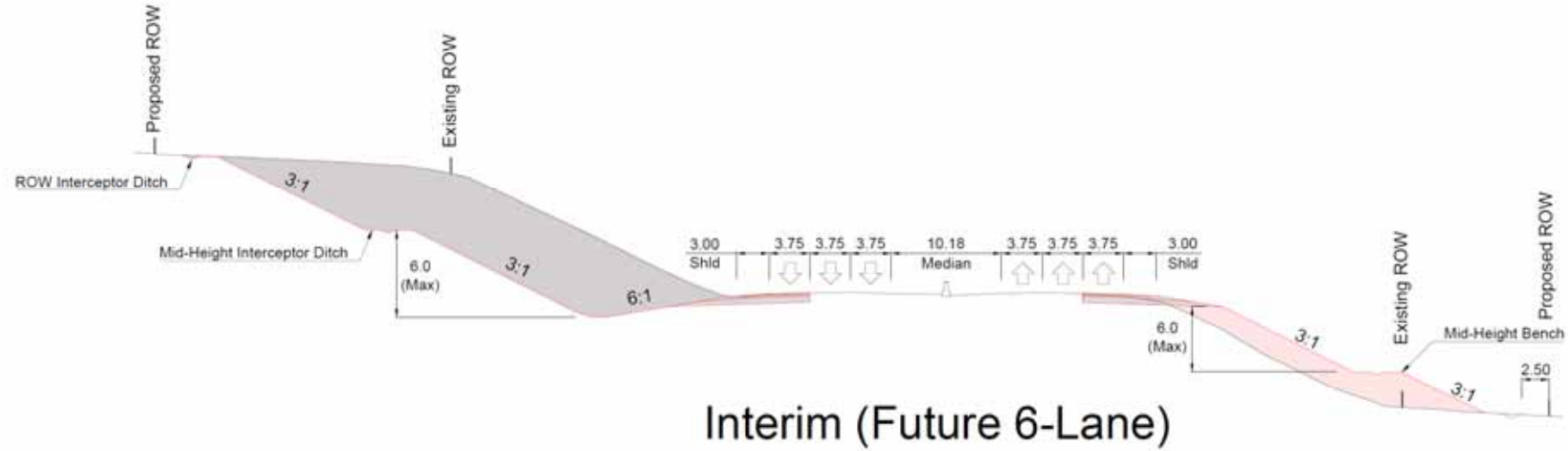
Preferred Plan

Percy Street Interchange

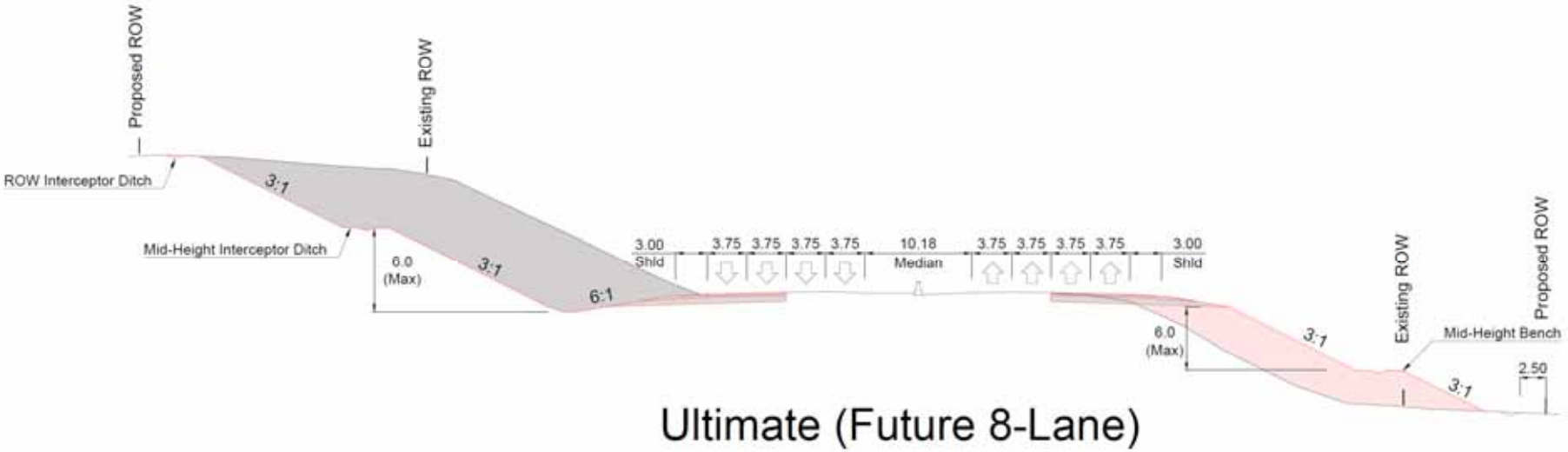


Preferred Plan

Highway 401 Future Widening



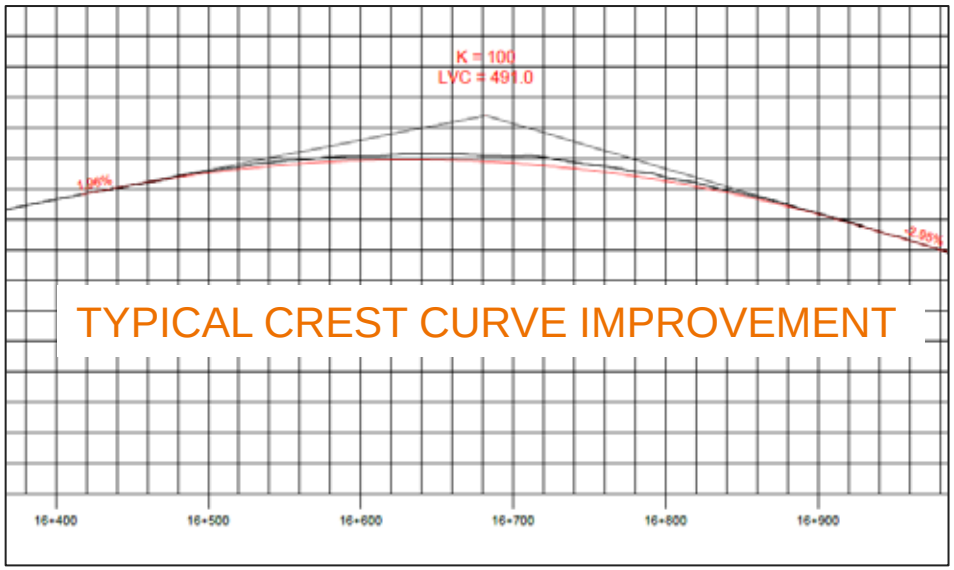
Interim (Future 6-Lane)

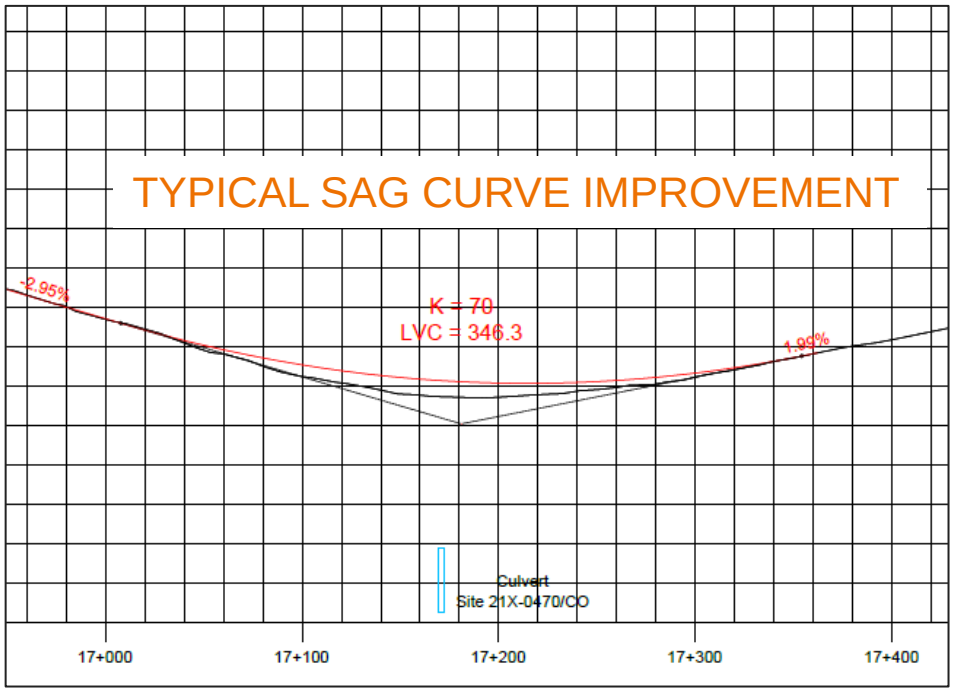


Ultimate (Future 8-Lane)

Preferred Plan

Highway 401 Vertical Curve Improvements





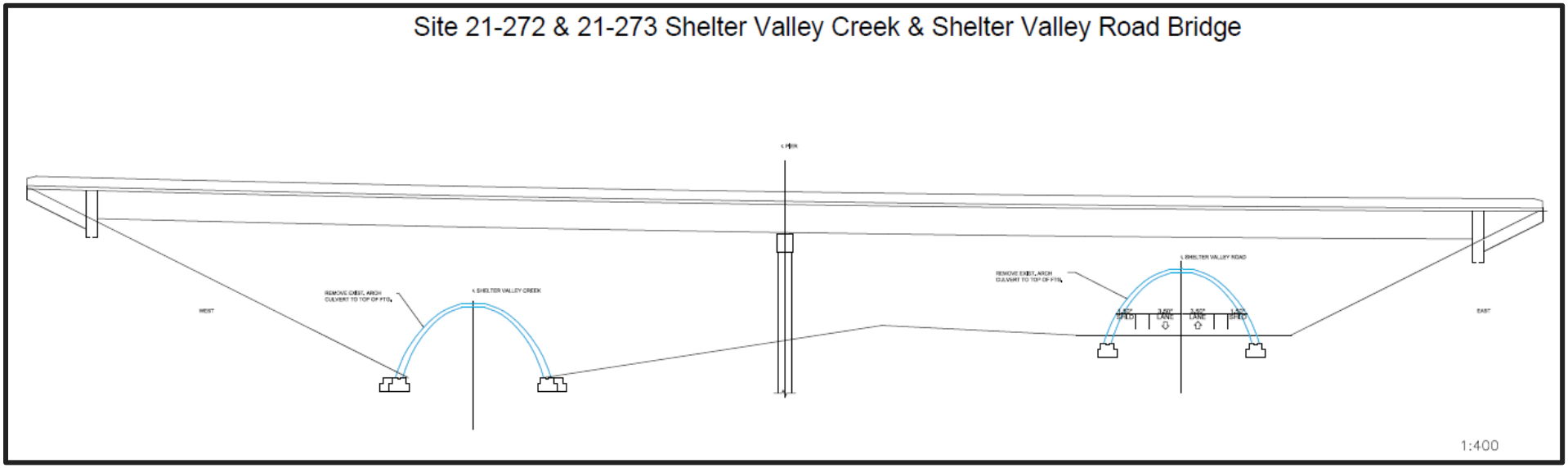
Preferred Plan

Ecopassage Opportunities

Culvert ID	Existing Culvert Dimensions	Interim Improvement	Ultimate Improvement	Landscape Feature	Opportunity for Ecopassage
21X-0467/C0	3.1 m x 1.8 m box	• Slip-line with new culvert 2.7 m x 1.8 m	• Possible rehab	• Wooded valley; unnamed tributary 02	• Limited, due to culvert size and length
21X-0468/C0	3.1 m x 1.5 m box	• Culvert rehabilitation	• Culvert replacement; opportunity to increase size	• Woodland and wetland, primarily to south; unnamed tributary 03	• Good, but not a key landscape feature
21X-0469/C0	3.7 m x 1.8 m box	• Culvert replacement (line and extend)	• Possible rehab	• Wooded valley: Barnum House Creek	• Limited, due to culvert size and length but adjacent to large culvert/ future bridge
21X-0270/C0	9.8 m x 4.9 m arch	• Culvert rehabilitation and retaining walls	• Replace with bridge	• Wooded valley: Barnum House Creek	• Excellent, existing large diameter culvert/future bridge and follows key landscape feature
21X-0470/C0	3.1 m x 1.8 m box	• Slip-line with new culvert 2.7 m x 1.8 m	• Possible rehab	• Wooded valley; unnamed tributary 06	• Limited, due to culvert size and length
21X-0272/C0	15.2 m x 7.7 m arch	• None	• Replace with bridge	• Wooded valley: Shelter Valley Creek	• Excellent, existing large diameter culvert/future bridge and follows key landscape feature
21X-0576/C0	3.1 m x 2.5 m box	• Culvert rehabilitation	• Culvert replacement	• Wooded valley and wetland, primarily to north; unnamed tributary 09	• Limited, due to culvert size and length

Preferred Plan

Ecopassage Opportunities



PIC 2 Council Presentation

Potential Detours

Potential Detours

Category	Approximate Duration	Typical Scenario
Overnight closures	12-18 hours	Highway 401 bridge demolitions and girder placements for new bridges
Short-term closures	1-30 days	Interchange ramp closures
Long-term closures	1-4 months	Municipal road bridge closures

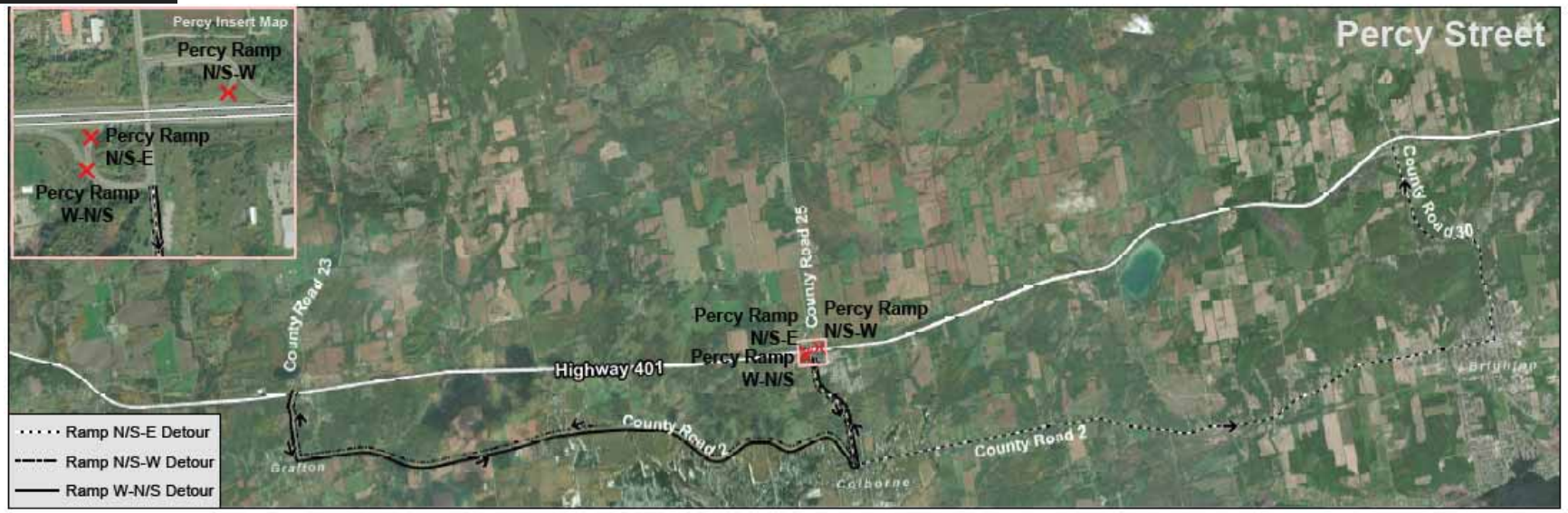
The number of overnight closures and the duration of short-term and long-term closures will be confirmed during Detail Design.

Potential
Detours

Overnight Closures

Potential Detours

Short-term Closures



Potential Detours

Long-term Closures

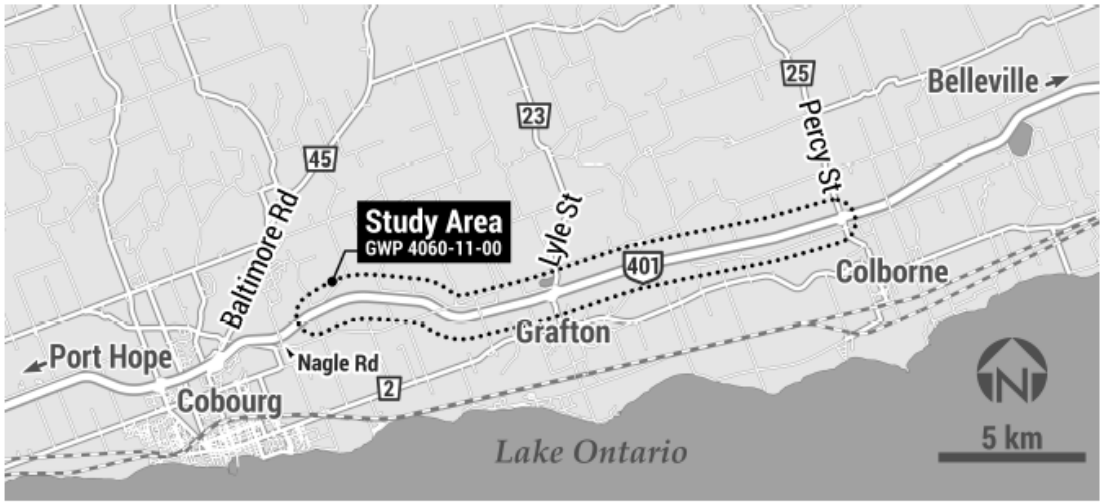
PIC 2 Council Presentation

Notification Strategy

Ontario

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE 2
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

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 for the replacement and rehabilitation of structures, interchange modifications, establishing the footprint of future six and eight lanes to address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800 m east of Percy Street (approximately 18 kms).



THE PROCESS

This study is considered a "Group B" project under the Class EA for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, and businesses. Upon completion of preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for 30-day public review period. Notices will be published in local newspapers, posted on the project website, and sent to the project mailing list to advise the public of the TESR public review period.

ONLINE PUBLIC INFORMATION CENTRE 2

Public Information Centre 1 (PIC 1) for this study was held on September 18, 2019, to present and solicit feedback on the preliminary improvement alternatives, the evaluation process and existing study area conditions. A second PIC has been arranged to present and solicit feedback on the evaluation of alternatives, the preliminary preferred plan, and the preliminary assessment of the anticipated environmental impacts and mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, PIC 2 will be hosted online. The PIC displays and preliminary preferred plan will be available for your review on the project website at www.highway401cobourgcolborne.ca on **Thursday, August 27, 2020**. A recorded presentation will be available as part of the online PIC, as well as an online survey for your feedback, until September 25, 2020.

Notification Strategy

PIC 2 Notifications

MAC Meeting #2	April 15, 2020
Notice to Impacted Property Owners	August 10, 2020
Online Impacted Property Owner Meetings	August 24 – September 25, 2020
External Agency Mailing	August 10, 2020
Stakeholder Mailing	August 10, 2020
Mailing to Indigenous Communities	August 10, 2020
Website updated with Notice	August 13, 2020
Northumberland News	August 13, 2020
Brighton Independent	August 13, 2020
Township of Alnwick/Haldimand Council Meeting	TBD
Northumberland County Council Meeting	August 26, 2020 (9:30am)
Township of Cramahe Council Meeting	August 18, 2020 (6:00pm)
Online Public Information Centre	August 27, 2020
Comments requested by	September 25, 2020

Notification Strategy

Impacted Property Owners

- Personal tailored letters and property plan to all potentially impacted property owners
- Online property owner meetings with significantly impacted property owners

- Total area of impact is 84.24 ha (67.18 ha interim; 17.06 ha Ultimate)
- 143 properties impacted
- 1 private property acquisition (full buy-out)

PIC 2 Council Presentation

Project Schedule

Project Milestone Dates

Key Milestone	Date
Notice of Study Commencement	April 26, 2018
MAC Meeting 1	May 16, 2019
Public Information Centre 1 (Alternatives)	September 18, 2019
MAC Meeting 2	April 15, 2020
Notice of Public Information Centre 2	August 13, 2020
Public Information Centre 2 (Preferred Plan)	August 27, 2020
TESR 30-day Public Review Period	January 2021

PIC 2 Council Presentation

Questions