

Highway 61 Planning and Preliminary Design Study from Arthur Street to Loch Lomond Road Public Information Centre No. 1



October 4, 2021

Ontario 

Welcome

Welcome to the first Public Information Centre (PIC) meeting for the Preliminary Design and Environmental Assessment (EA) Study for Highway 61 from 0.5 km south of Arthur Street to 0.5 km south of Loch Lomond Road.

At the present time, the Province of Ontario has implemented measures to deal with the COVID-19 pandemic, including restrictions on public gatherings. As a result, this Public Information Centre is relying on web-based communications.

Should you have any questions regarding the presentation materials, background reports or any other aspect of the study, please contact the Ministry of Transportation (MTO) or Consultant Project Manager.

We encourage your input/feedback on the material being presented on the display boards. Comments can be submitted by emailing steven.taylor@bteng.ca and/or Kevin.Saunders@ontario.ca by **October 18, 2021**.



There is an opportunity at any time during the EA process for interested persons to provide written input. Any comments received will be collected under the *Environmental Assessment Act* and *Freedom of Information and Protection of Privacy Act* and, with the exception of personal information, will become part of the public record.

Purpose of PIC No. 1 and Study Pause

This study was initiated by the MTO in 2017 for the Planning, Preliminary Design and Class Environmental Assessment Study for Highway 61 from 0.5 km south of Arthur Street to 0.5 km south of Loch Lomond Road.

In August 2018, MTO directed the Project Team to pause the progress of the project due to a change in Provincial Government and their directed hold on all expansion work as the new government reviewed all provincial programming areas. The pause resulted in cancellation of the planned September 2018 Public Information Centre (PIC).

In 2021, approval was received to resume the planning study and PIC No. 1 was rescheduled. The purpose of this PIC is to present and seek feedback on:

- ▶ Study Purpose and Location
- ▶ The Study Process
- ▶ Existing Conditions
- ▶ The Problem and Opportunity Statement
- ▶ Alternatives to the Undertaking
- ▶ Preliminary Design Alternatives under review
- ▶ Evaluation Criteria and Process
- ▶ Next Steps



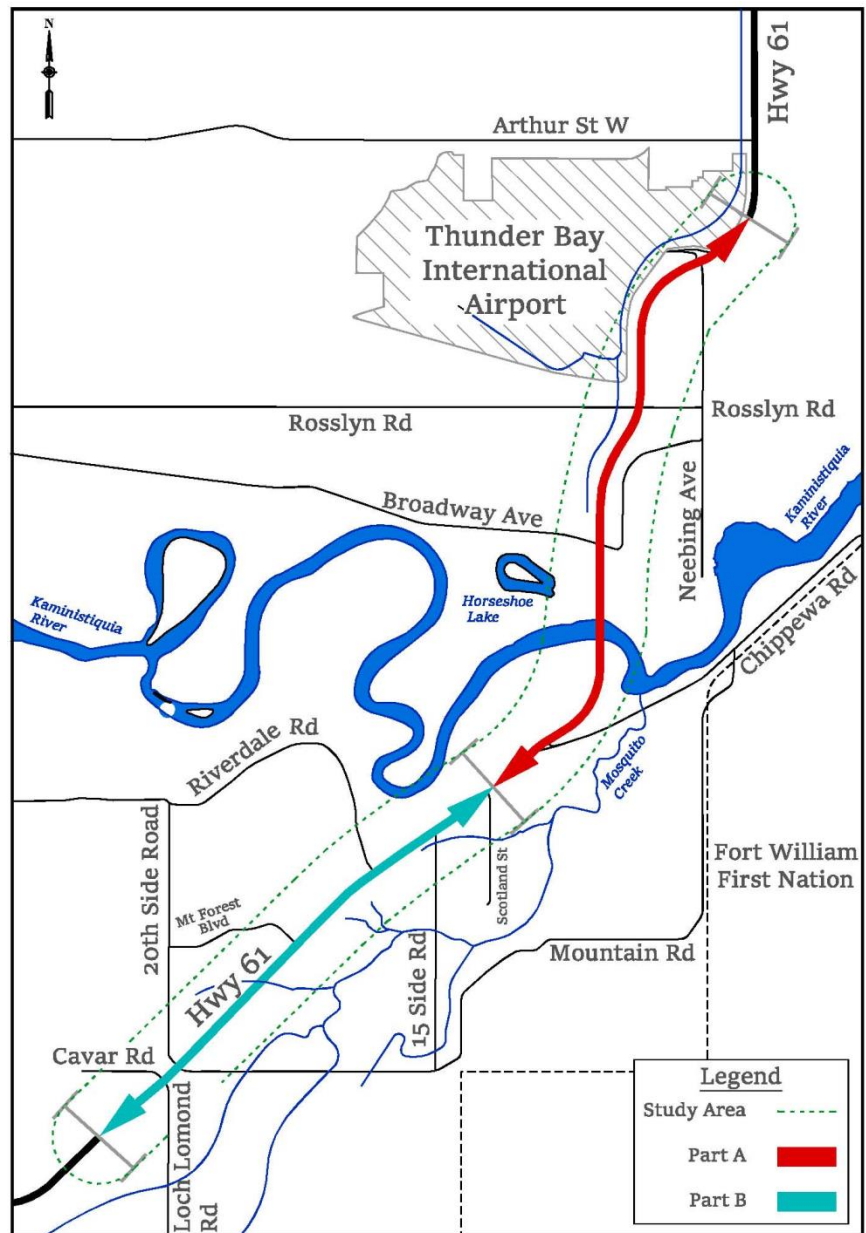
Additional information regarding the study is available on the project website at www.MTOHighway61.com

Introduction

MTO is conducting a Planning, Preliminary Design and Class Environmental Assessment (Class EA) Study for a 9.2 km section of Highway 61 from 0.5 km south of Arthur Street to 0.5 km south of Loch Lomond Road. The Study will define an operational improvement plan to address the needs of the short term and long term planning periods. At this time, improvements to this portion of Highway 61 are not programmed for construction.

The Study Area will consider two distinct sections:

- ▶ **Part A:** 0.5 km south of Arthur Street to Chippewa Road
- ▶ **Part B:** Chippewa Road to 0.5 km south of Loch Lomond Road

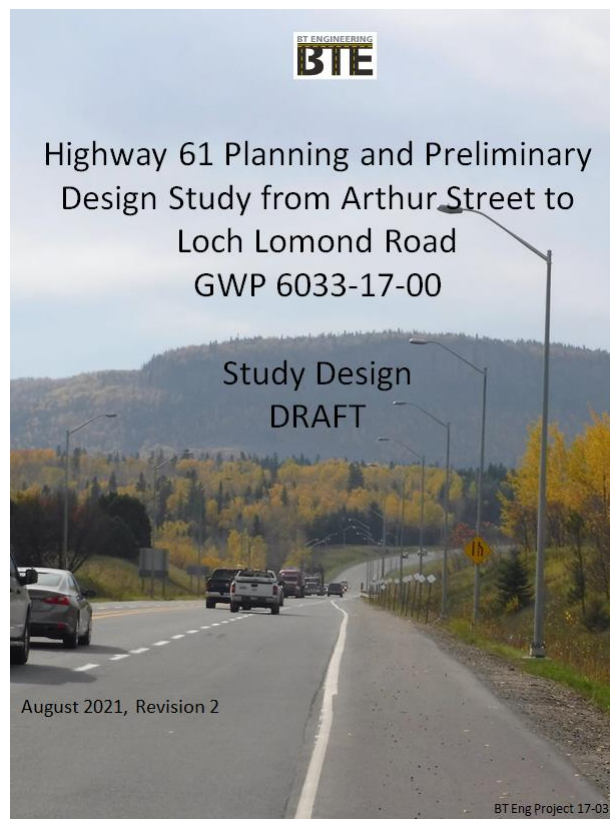


Draft Study Design Report

A draft Study Design Report has been prepared to present:

- ▶ Problem and Opportunity Statement (a blueprint of the proposed work plan and study process);
- ▶ Planning alternatives to the undertaking;
- ▶ Preliminary design alternatives and the proposed evaluation process;
- ▶ Public, Agency and Indigenous Peoples consultation; and
- ▶ Documentation and post study steps.

The draft Study Design report outlines the key activities required to complete the study and the EA preliminary planning and design process. This document serves to provide early input on the planning process and comments are encouraged. The draft Study Design will be finalized following this PIC.



The draft Study Design Report is available on the project website:
www.MTOHighway61.com

Overview of the MTO Class EA Process for Group B Projects

This project is being conducted in accordance with the requirements of the Ministry of Transportation (MTO) Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group B project. As part of these requirements, the following will occur:

- ▶ Consultation with public stakeholders, agencies and Indigenous Peoples (i.e. Commencement Notice, Community Cafes and PIC's).
- ▶ A Transportation Environmental Study Report (TESR) will be prepared to document: the Recommended Plan; the development, evaluation and selection of alternatives; and the anticipated environmental effects and proposed mitigation measures. The TESR will be filed with the Regional Office of the Ministry of the Environment, Conservation and Parks for a 30-day public review period.
- ▶ A public notice will be published in the local newspaper at the time of submission for the TESR.

You are encouraged to contact the MTO Project Team if you have questions or concerns about this Study. In the event there are outstanding concerns regarding potential impacts to constitutionally protected Aboriginal and treaty rights, a Part II Order request should be addressed in writing to MECP.

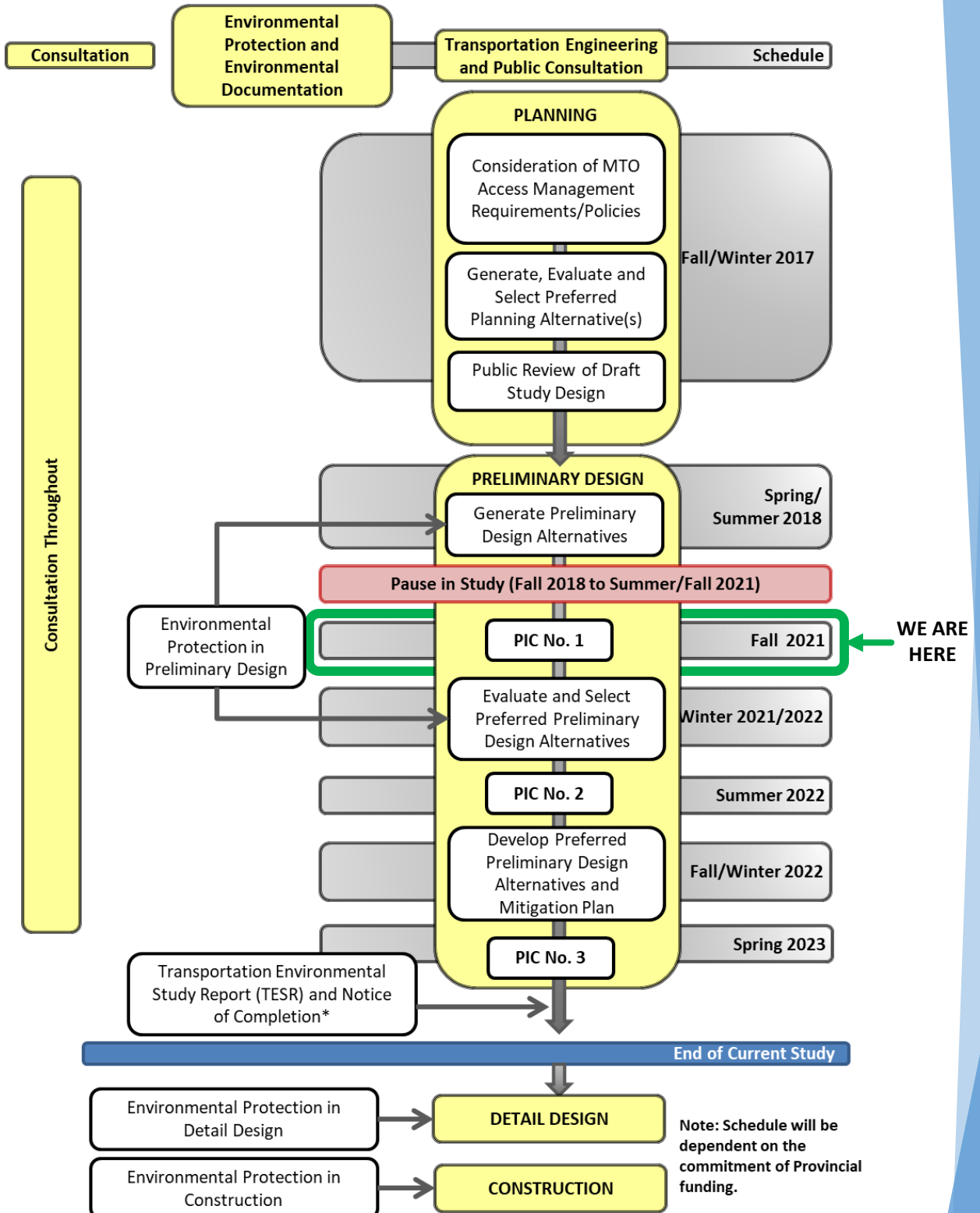
FWFN Community Café Event

On February 12, 2018 a Community Café Event was held at the Fort William First Nation (FWFN) Community Centre to facilitate conversation with the community on issues that matter. Key ideas and discussion from the event included:

- ▶ Concerns with the existing geometry and signage at the Chippewa Road intersection
 - Short northbound merge lane
 - Insufficient length for westbound right-turn lane
 - Confusing signage (location of stop sign and yield sign)
- ▶ Safety concerns for animal crossings along Chippewa Road
- ▶ Improved signage on Highway 61 for Fort William First Nation and local businesses
- ▶ Support for a second crossing of the Kaministiquia River to provide:
 - Improved emergency response times
 - A route to Westfort that does not require use of the freeway
 - Reduce truck traffic on local roads

Alternatives were developed based on these comments, and are illustrated on the following exhibits. They will be evaluated to determine need/justification and feasibility as the study progresses.

Overview of the MTO Class EA Process for Group B Projects



Existing Conditions/Constraints



Accommodating truck traffic



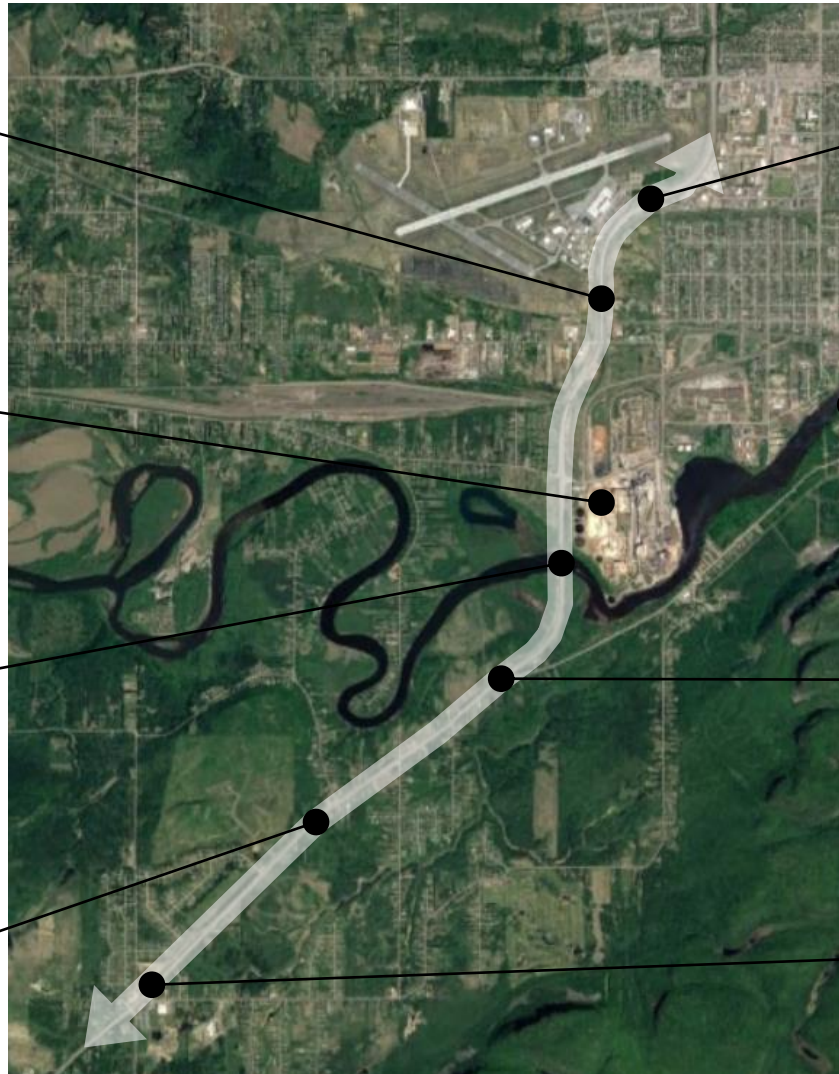
Major industrial development



Kaministiquia River Bridge



Geometric Deficiencies



Congestion during peak periods



Limitations of the James Street Bridge



Accommodating all modes



Existing businesses

Problem and Opportunity Statement

Highway 61 is a major north-south link in the City of Thunder Bay transportation network and carries a mix of local, regional and long-distance traffic. It connects to Highway 11/17 (the Trans-Canada Highway) and extends south to the international border (State of Minnesota). A review of traffic operations and safety is required to assess if potential interim and ultimate highway improvements are required to accommodate the projected growth in traffic demands.

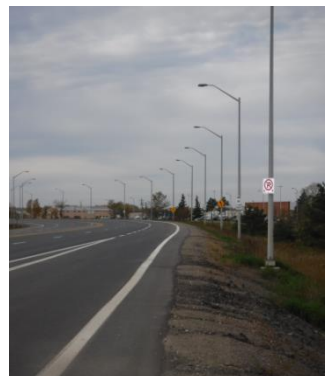
The following objectives have been identified for Highway 61 in the study area:

- Improve highway **safety**;
- Achieve **design consistency** with the Thunder Bay Expressway to the north;
- Provide adequate **level of service** for traffic operations;
- Accommodate both an **international travel** route to the USA and **local travel** within the City;
- Define a **plan for roadways, bridges and utilities**; and
- Accommodate/plan for all **modes of travel**.



Opportunities with this planning approach include:

- Supporting **future area growth** of the City of Thunder Bay south of the Kaministiquia River. This includes industry development planned by Resolute Forest Products on Fort William First Nations lands.
- Supporting growth at the Thunder Bay International Airport and the resulting demand at the Highway 61/Neebing Road/Princess Avenue intersection.
- Consideration of **active transportation** to accommodate pedestrian and cycling, removing them from the controlled access highway. Highway 61 is part of the Provincial Cycling Network from the USA border northerly to Chippewa Road.
- Designing an appropriate **transition from the freeway** (where access is provided only at interchanges) to the highway south of Chippewa Road.
- Implementation of **staged construction** to reduce the overall cost of the project.



Alternatives to the Undertaking

Alternatives to the Undertaking represent alternative ways or methods of addressing the Problem / Opportunity Statement specific to this study. These alternatives reflect different strategies and include the “Do Nothing” approach.

Criteria	Alternative 1: Do Nothing	Alternative 2: Travel Demand Management (TDM)	Alternative 3: Greater Use of Existing Local Roads	Alternative 4: Expanded/New Non Road Infrastructure	Alternative 5: Widen/Improve Existing Provincial Highway 61	Alternative 6: New Corridor
Address future capacity and operational issues along Highway 61	○	○	○	○	●	◐
Improve safety conditions on Highway 61	○	○	◐	◐	●	◐
Reduce or minimize impacts to the Natural, Social, Economic and Cultural environments	○	○	◐	○	◐	○
Recommendation	Results in deteriorating infrastructure and does not meet transportation system capacity. Will be considered as the baseline to which other alternatives are compared.	Encourages trip reductions through more active modes of transportation (i.e. cycling, walking). The length of trips using Highway 61 is considered too long to effectively shift vehicular traffic. Not recommended to be carried forward.	Municipal Roads are not generally designed and maintained to the standards required for higher speed, long distance inter-regional travel that is required. Not recommended to be carried forward.	The majority of trips are made using automobiles and trucks. The scattered origin/ destination patterns of travel within and beyond the study area are not compatible with the use of non-road alternatives. Not recommended to be carried forward.	This alternative has high potential to serve most modes of travel, accommodates existing land uses and has moderate (to be determined) environmental impacts. Recommended to be carried forward.	This would provide a new north-south corridor to connect between Highway 11/17 and Highway 61. The new facility would not attract a significant amount of traffic and the existing facilities would still require upgrading. Not recommended to be carried forward.

Legend: Good ● Fair ◐ Poor ○

Existing Conditions – Environmental

The existing physical, biological, and socio-economic resources within the study area are being studied to assess the potential impacts of the proposed undertaking. The following studies have been conducted or are in progress as part of this project:

- ▶ Terrestrial Assessment (i.e. animals and plants)
- ▶ Aquatic Assessment (i.e. fish)
- ▶ Stage 1 Archaeological Assessment
- ▶ Land Use Planning
- ▶ Hydrology (i.e. drainage)

Environmental Inventories Terrestrial Assessment

The majority of the study area is confined to the existing Highway 61 right-of-way (ROW) corridor, and has been highly altered as a result of the original construction and periodic highway maintenance activities. There are, however, several sections of the study area where various highway access alternatives are being considered. Much of this environment appears to be swamp forest.

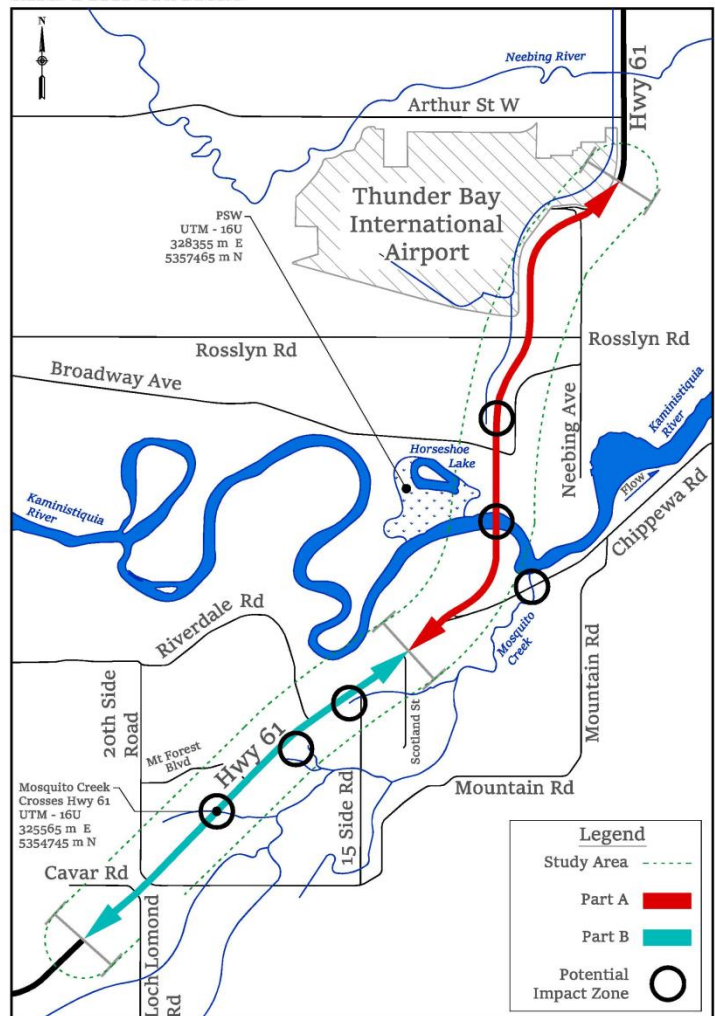
Environmental Inventories

Aquatic Assessment

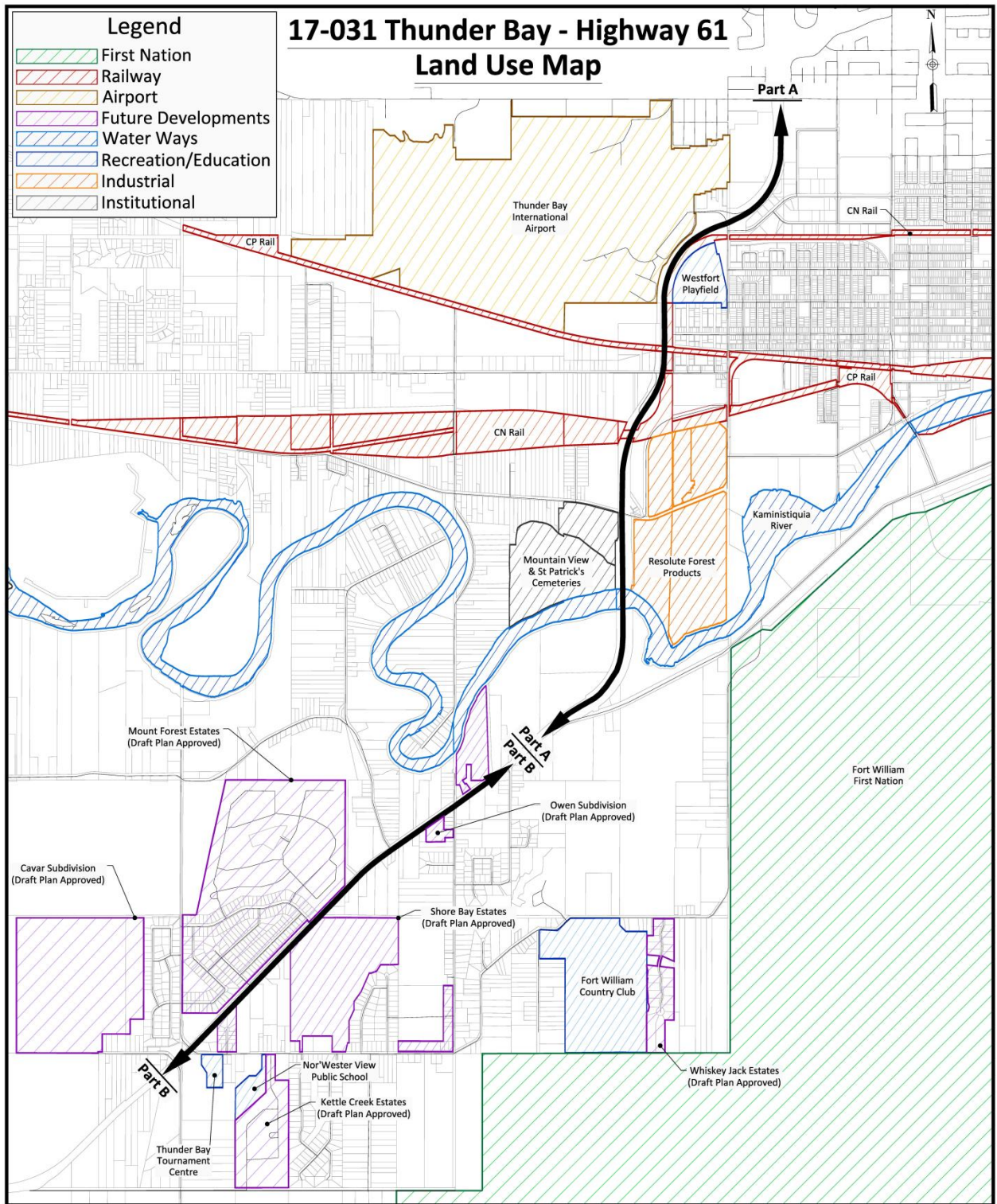
There are three watercourses containing fish and fish habitat in the study area that have the potential to be impacted by highway improvements: Neebing River Tributary, Kaministiquia River and Mosquito Creek.

- ▶ Possible aquatic Species at Risk present in the Kaministiquia River reported by the Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNR): Lake Sturgeon, Northern Brook Lamprey, American Eel
- ▶ Potential Lake Sturgeon and Brook Lamprey nursery habitat in Kaministiquia River near Highway 61 bridge crossing
- ▶ Neebing River Tributary parallels west side of Highway 61 from the Airport to Broadway Avenue.
- ▶ Mosquito Creek crosses Highway 61 at two locations. Fish were observed at each crossing. Ditch flows are active at two other Mosquito Creek headwater areas.

Study Area - Potential Impact Zones With Fish and Fish Habitat

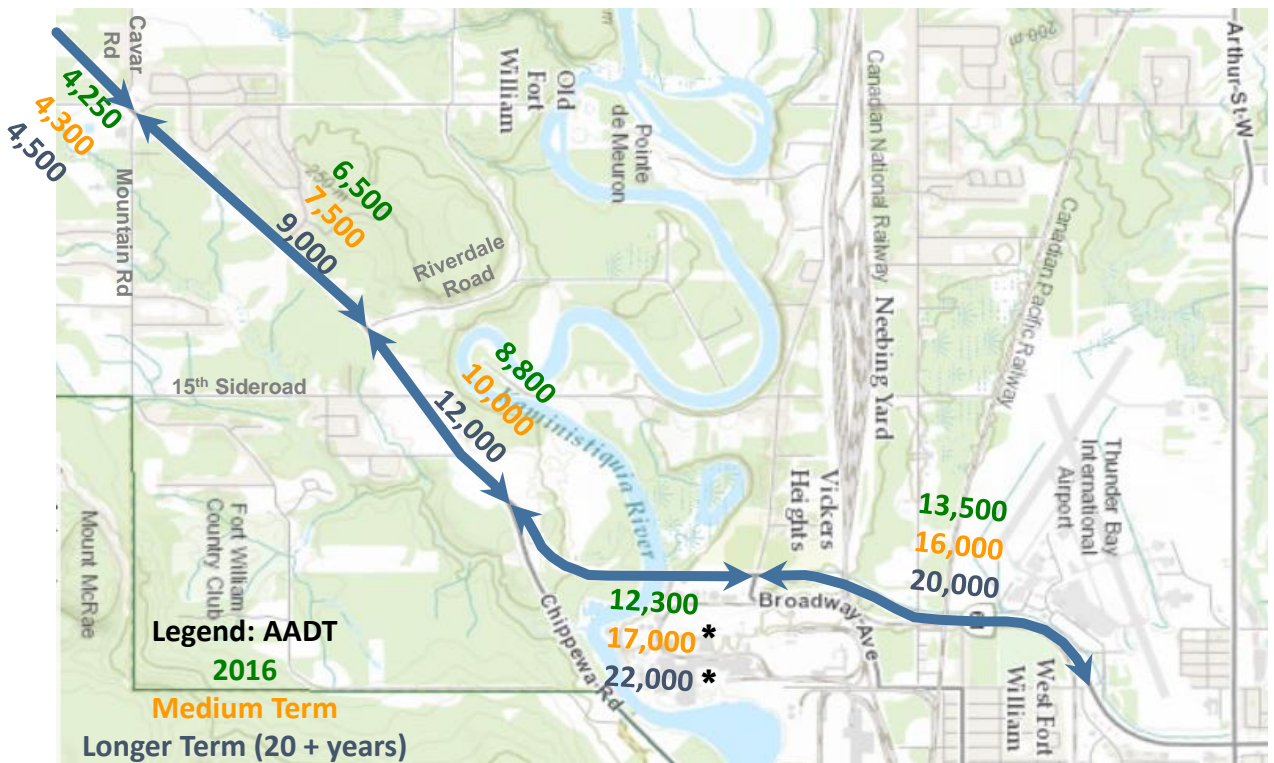


Existing Land Use



Traffic

The objectives of this project are to identify short-term improvement requirements / opportunities and determine the appropriate strategy for the future widening of two sections of Highway 61 (Part A and Part B). The existing and projected Highway 61 traffic demands (AADT – average annual daily traffic) are presented below. These traffic demands represent straight-line traffic projections based on the history of traffic volumes for each section.



* Traffic volume projections reflect that periodic closures of the James Street Swing Bridge should continue to be anticipated due to its age, geometry and limited capacity. Highway 61 will be required to accommodate that additional traffic crossing the Kaministiquia River.

The daily traffic demands from Chippewa Road to north of Neebing Avenue (Part A) warranted the provision of 4 lanes while the James Street Bridge was closed. South of Chippewa Road (Part B), the existing demands are suitably accommodated by a 2-lane highway. Within the current 25-year planning horizon, with the volume of truck traffic and the need to accommodate passing of slower vehicles, it is anticipated that traffic demands north of Riverdale Road will reach the threshold where widening to 4 lanes should be considered.

Preliminary Design Alternatives

Part A

Groups of Preliminary Design Alternative methods of achieving the recommended Undertaking have been developed and include:

Part A (0.5 km south of Arthur Street to Chippewa Road)

- ▶ Interchange Locations
- ▶ Interchange Configurations
- ▶ Widening Alternatives
 - Median Width
 - Horizontal Curve Radii
- ▶ Profile Alternatives (Vertical Alignment) (available upon request)
- ▶ Cross Section Alternatives

Part B (Chippewa Road to 0.5 km south of Loch Lomond Road)

- ▶ Intersection Locations
- ▶ Intersection Configurations
- ▶ Widening Alternatives
- ▶ Cross Section Alternatives

These groups of alternatives are illustrated on the following exhibits.

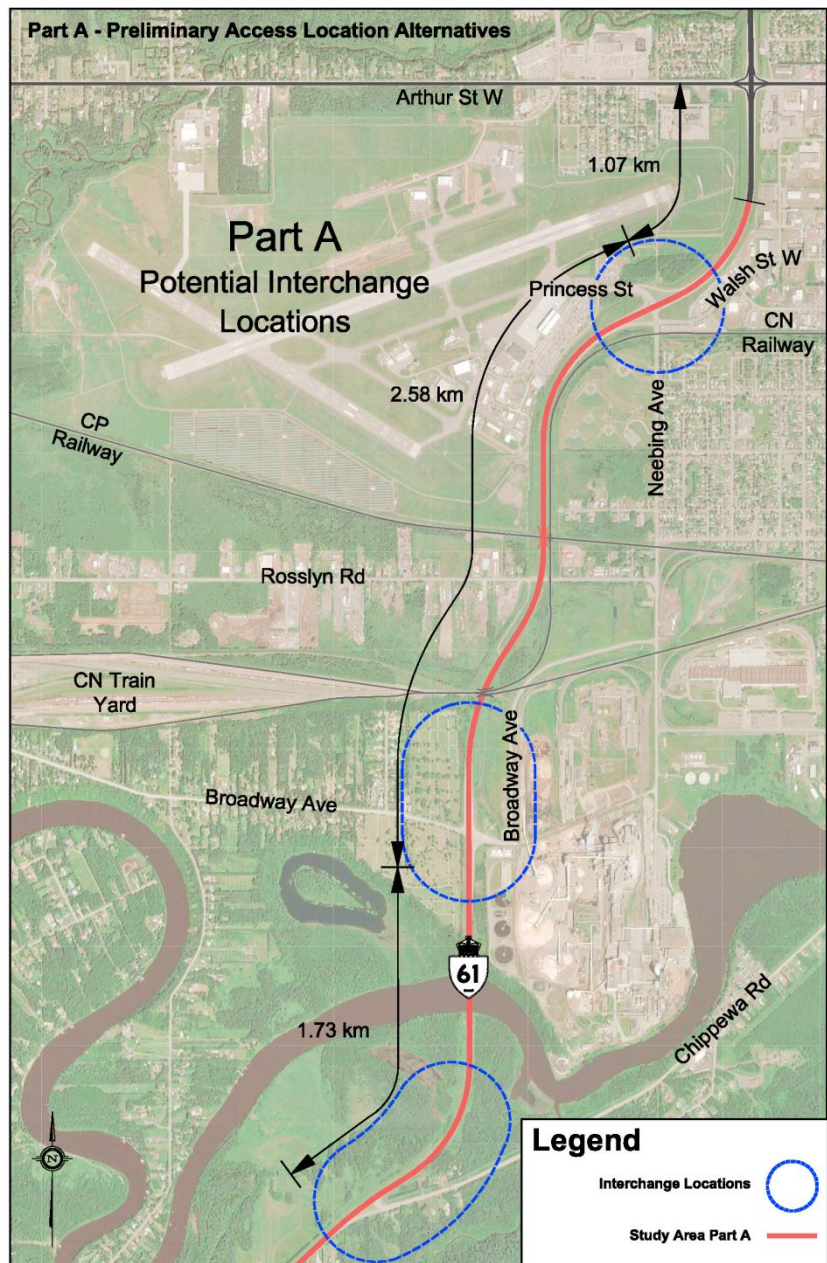
Preliminary Design Alternatives

Part A – Interchange Locations

Based on the length of Part A and the existing municipal street network, the preliminary locations for the investigation of interchanges are illustrated below. At the **2018 Public Community Café events**, an additional alternative was added based on public comments to eliminate the interchange at Broadway Avenue, and to construct a local road connecting Broadway Avenue to Chippewa Road.

Interchange locations were selected considering:

- ▶ Existing infrastructure and constraints (railways and cemetery)
- ▶ Access to the commercial and residential development
- ▶ Potential development growth
- ▶ Interchange spacing requirements (3 km is desirable)

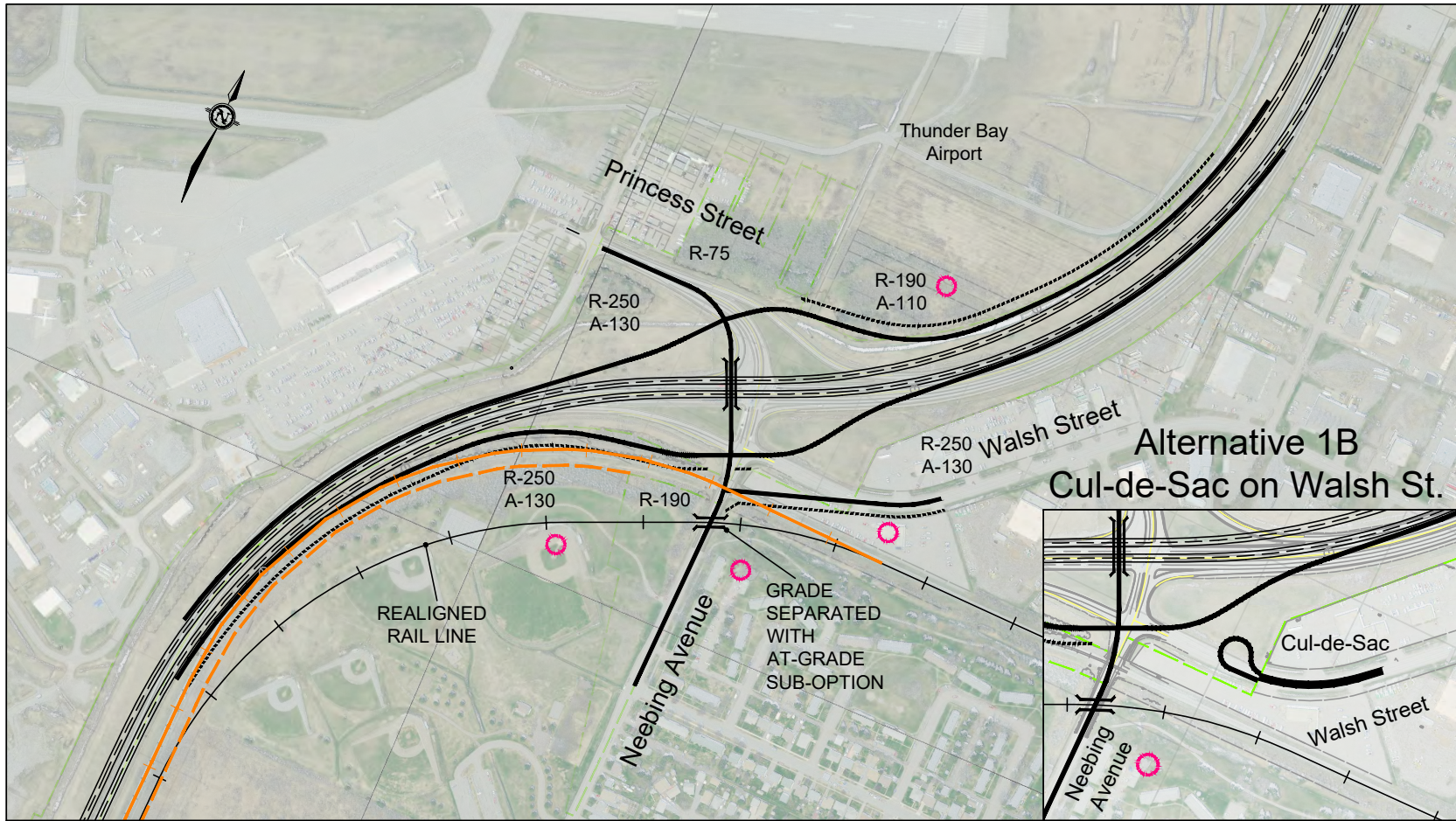


Highway 61 at Princess Street / Neebing Avenue

Interchange Alternatives

Highway 61 Princess Street Neebing Avenue Interchange Alternatives

Alternative 1A Diamond Interchange ✔



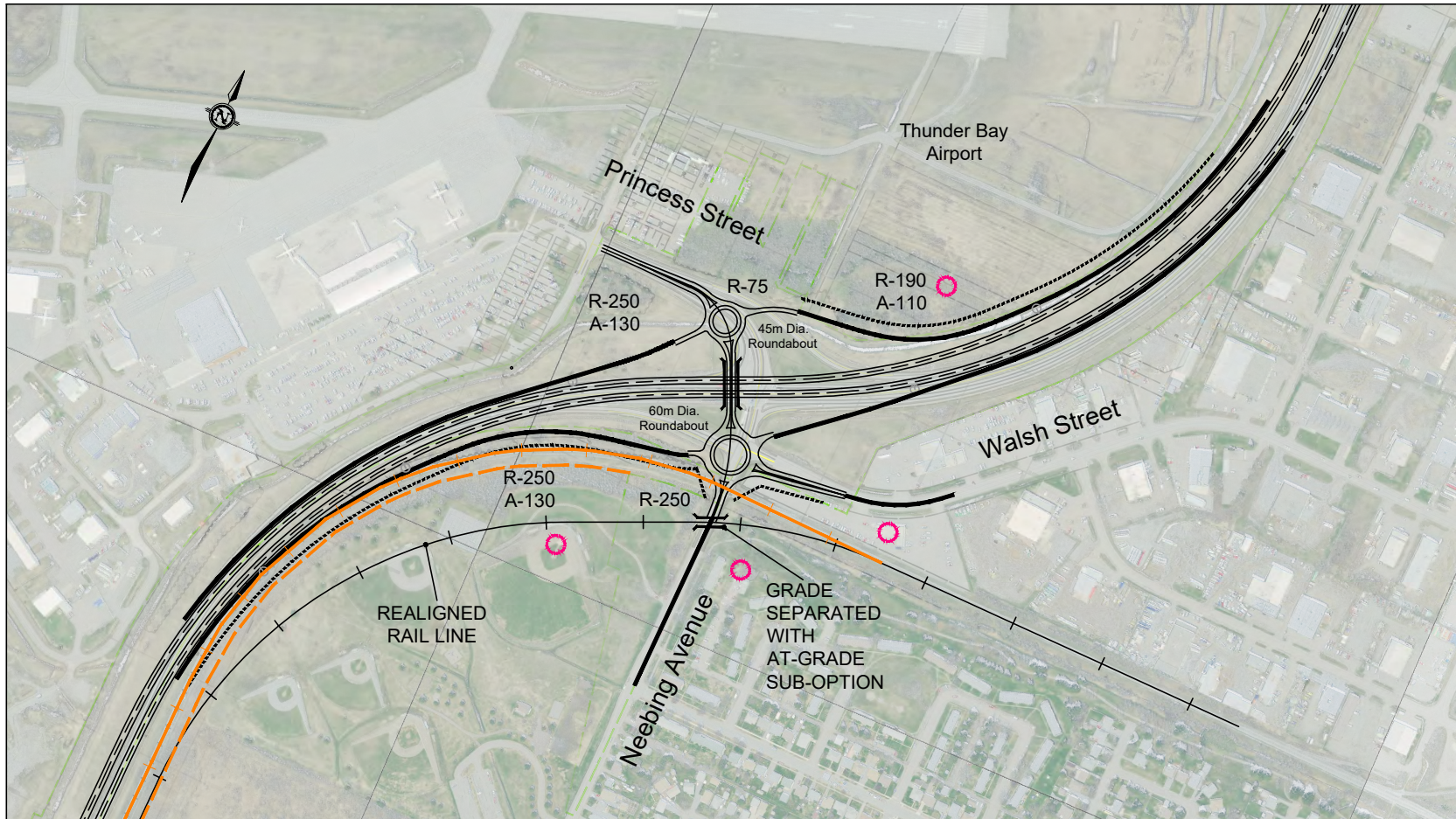
August 26, 2021

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| | | | IMPACTED PROPERTIES |








Highway 61 Princess Street Neebing Avenue Interchange Alternatives Alternative 2A

Diamond Interchange with Roundabouts- Grade Separated Intersection

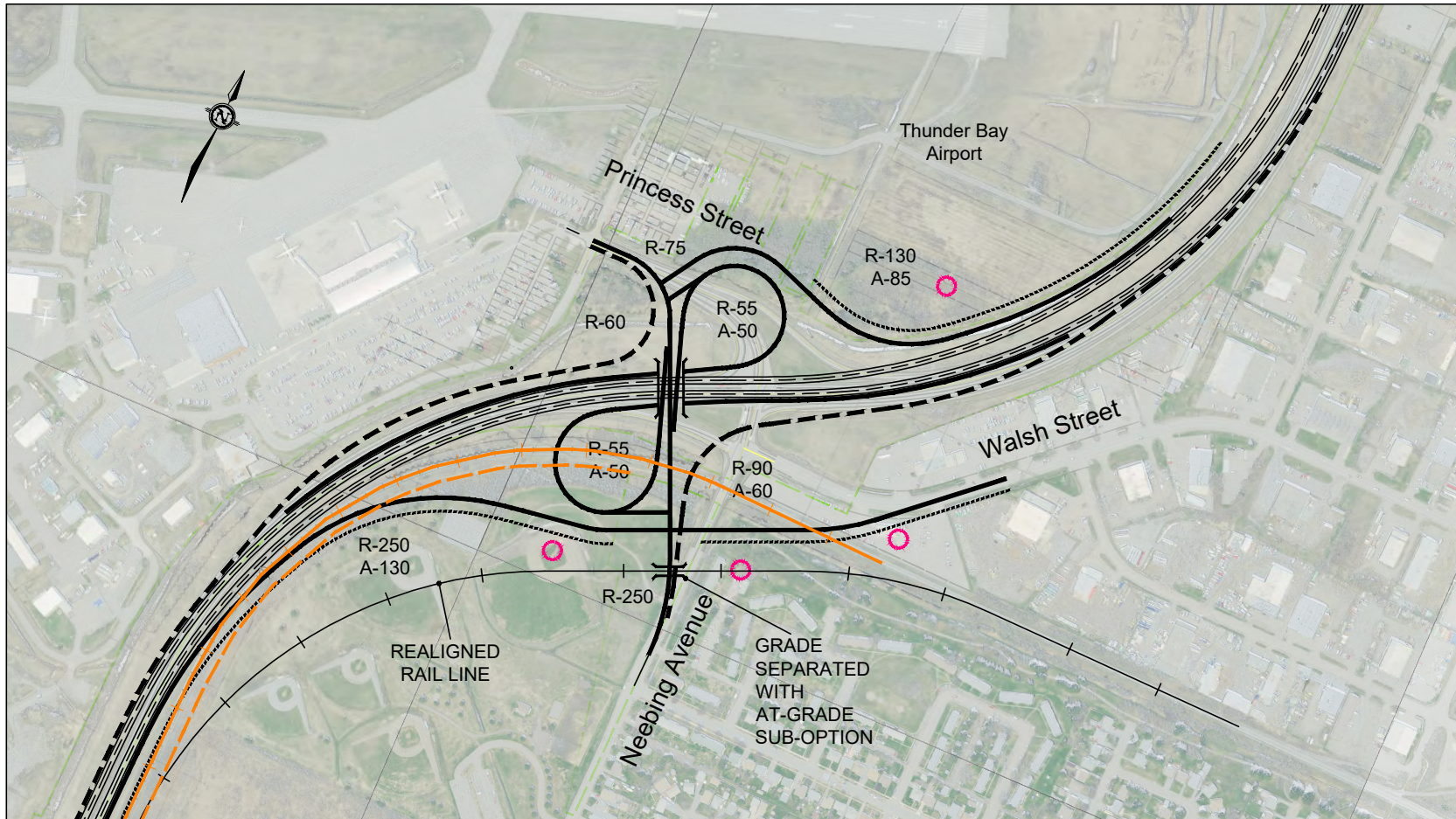


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Highway 61 Princess Street Neebing Avenue Interchange Alternatives Alternative 3 Parclo A2/A4 Interchange



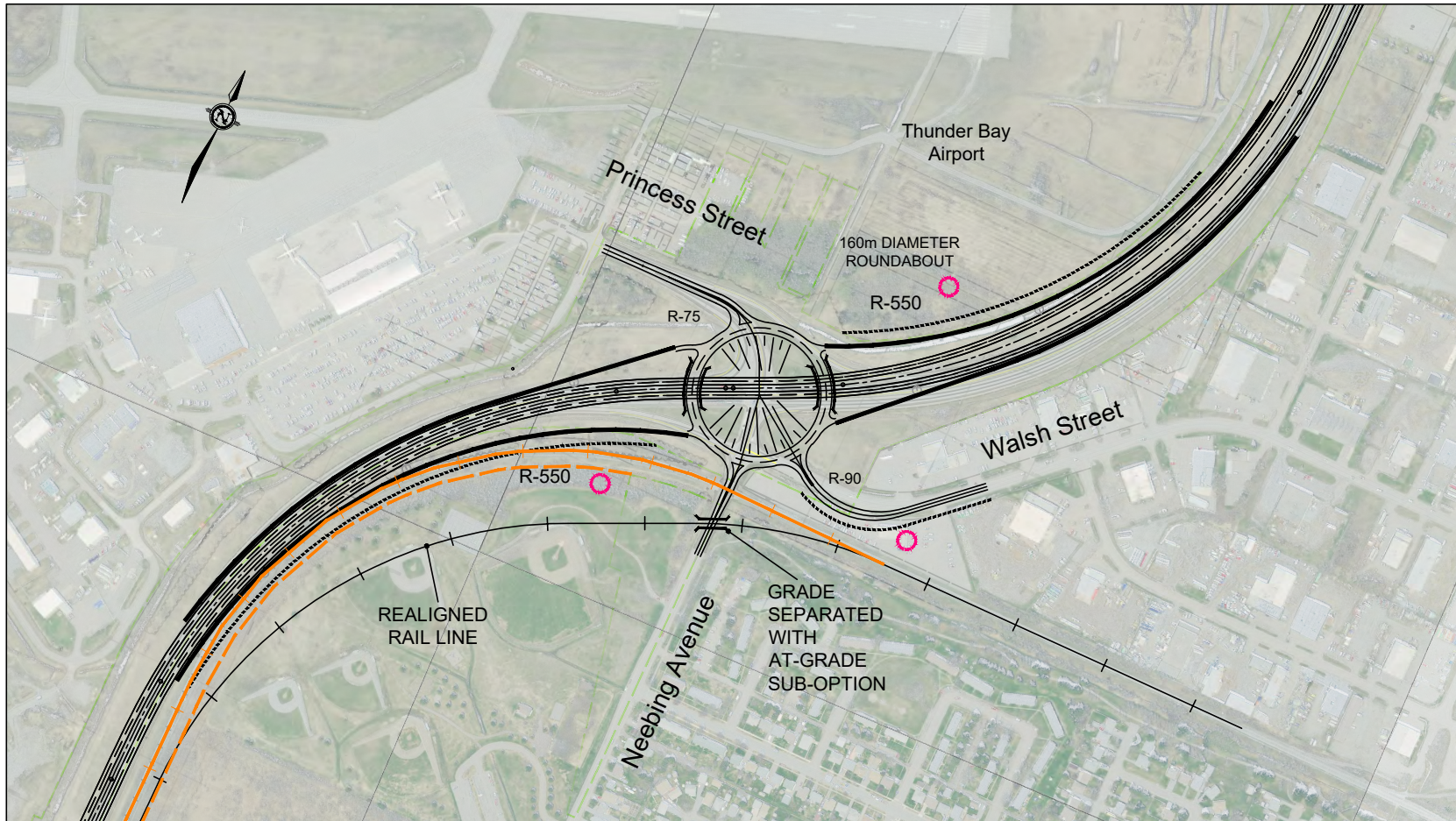
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Highway 61 Princess Street Neebing Avenue Interchange Alternatives

Alternative 4 Roundabout ✔

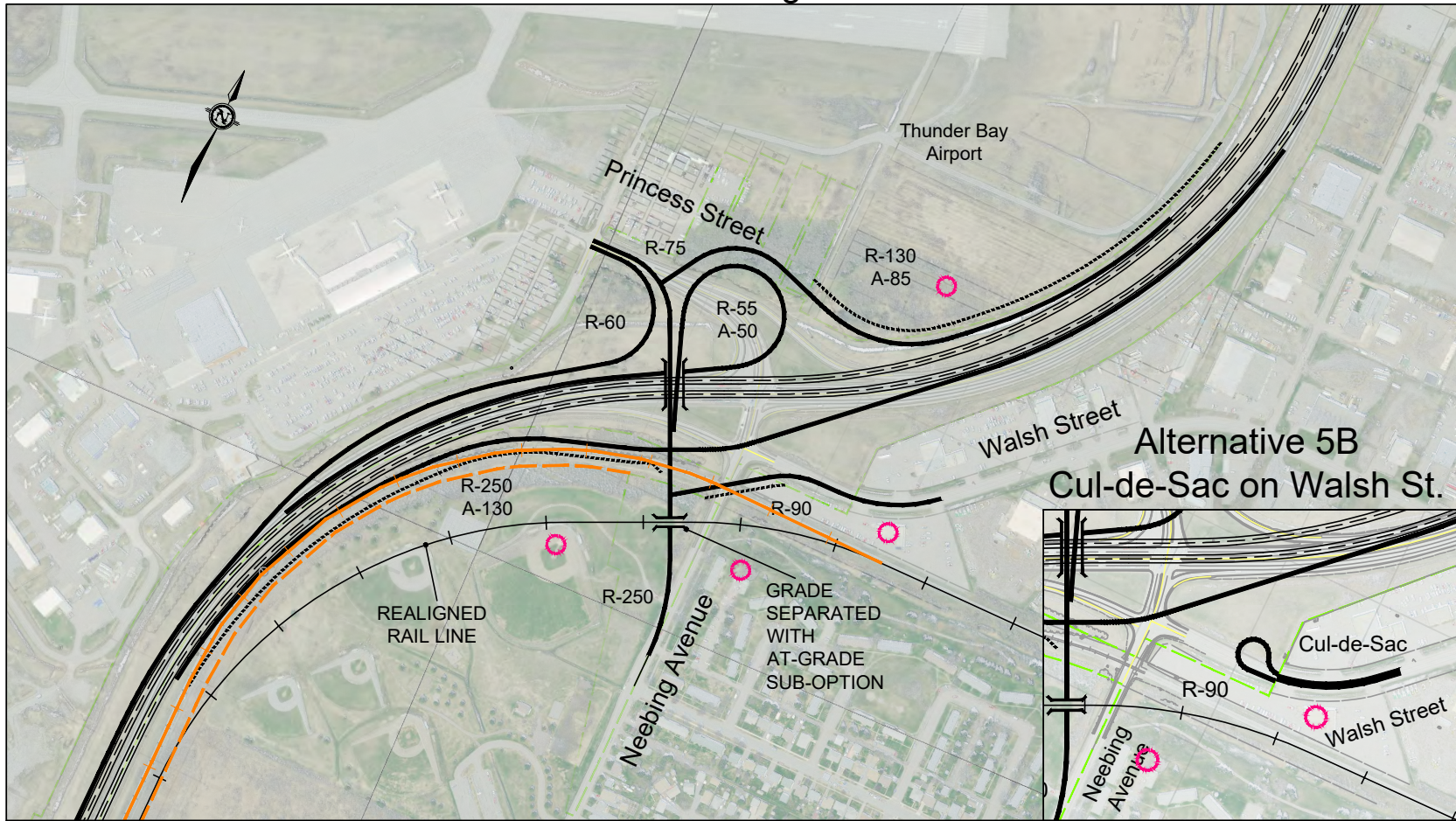


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Highway 61
 Princess Street Neebing Avenue Interchange Alternatives
 Alternative 5A
 Parclo A4 Interchange West Side
 Diamond Interchange East Side



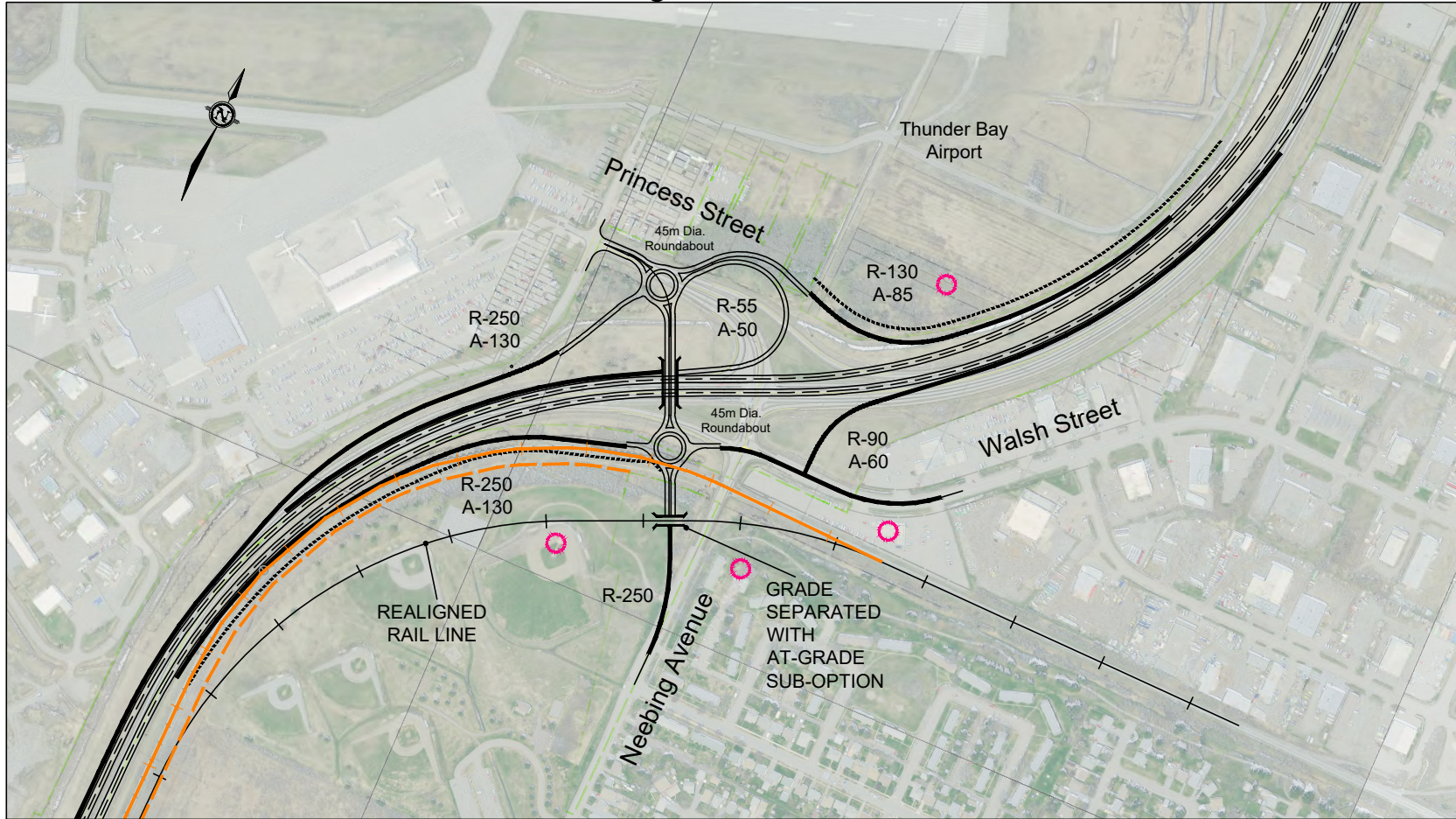
August 26, 2021

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-  PRELIMINARY PROPERTY REQUIREMENTS
-  EXISTING RAIL LINE
-  EXISTING RAIL LINE PROPERTY LIMITS
-  IMPACTED PROPERTIES

Highway 61 Princess Street Neebing Avenue Interchange Alternatives Alternative 6

Parclo A4 Interchange with Roundabout West Side
Diamond Interchange with Buttonhook East Side



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- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- EXISTING RAIL LINE
- EXISTING RAIL LINE PROPERTY LIMITS
- IMPACTED PROPERTIES

Highway 61 at Broadway Avenue

Interchange Alternatives

Highway 61 Broadway Interchange/Service Road Avenue Alternatives

Alternative 1 Diamond Interchange ✔



August 26, 2021

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- ✘ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

Highway 61
Broadway Interchange/Service Road Avenue Alternatives
Alternative 2
Diamond Interchange with Roundabouts **X**



August 26, 2021

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PRELIMINARY PROPERTY REQUIREMENTS

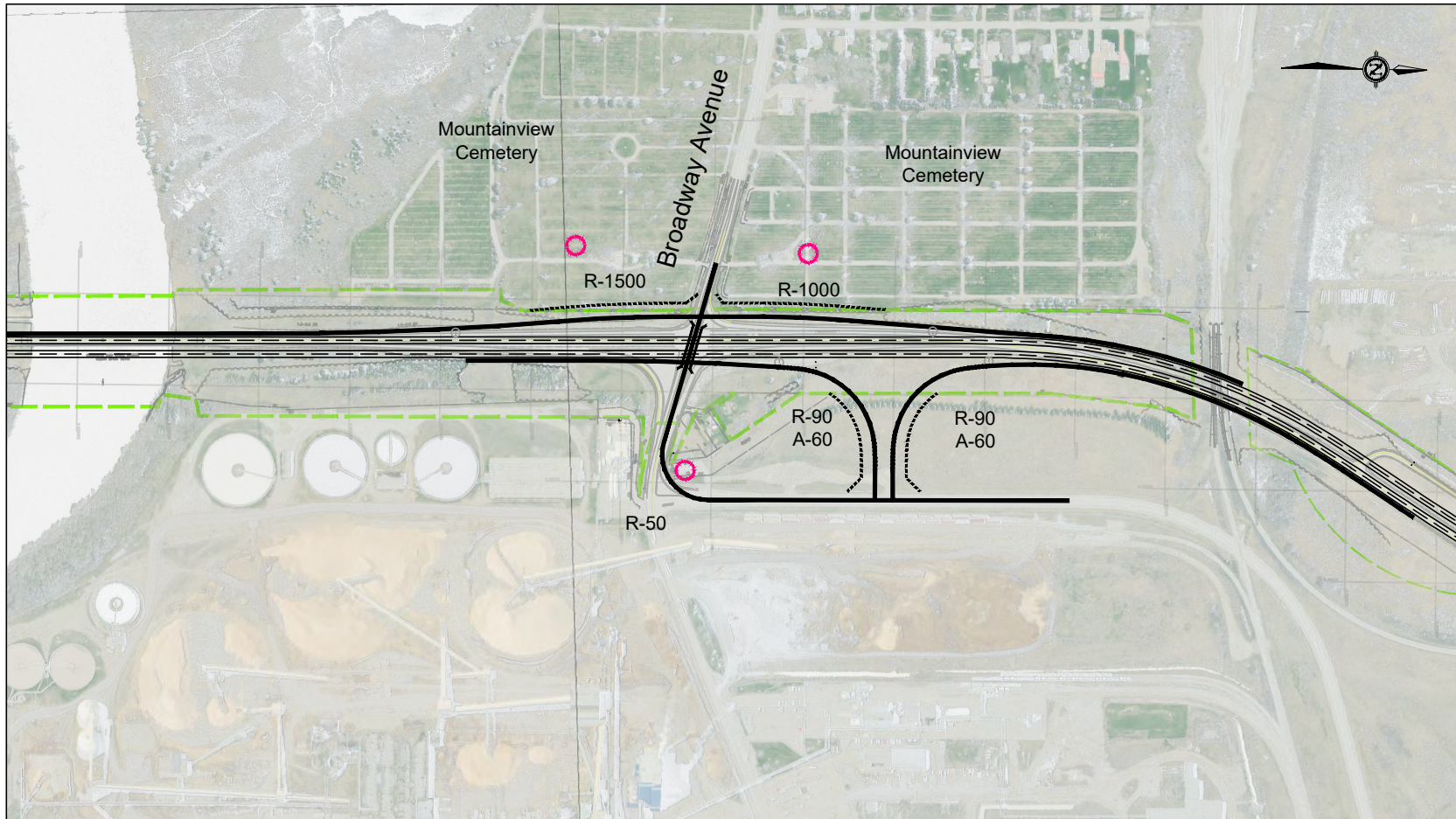


PRELIMINARY RECOMMENDATION
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IMPACTED PROPERTIES

Highway 61
Broadway Interchange/Service Road Avenue Alternatives
Alternative 3
Tight Diamond Interchange West Side
Buttonhook Interchange East Side ✓



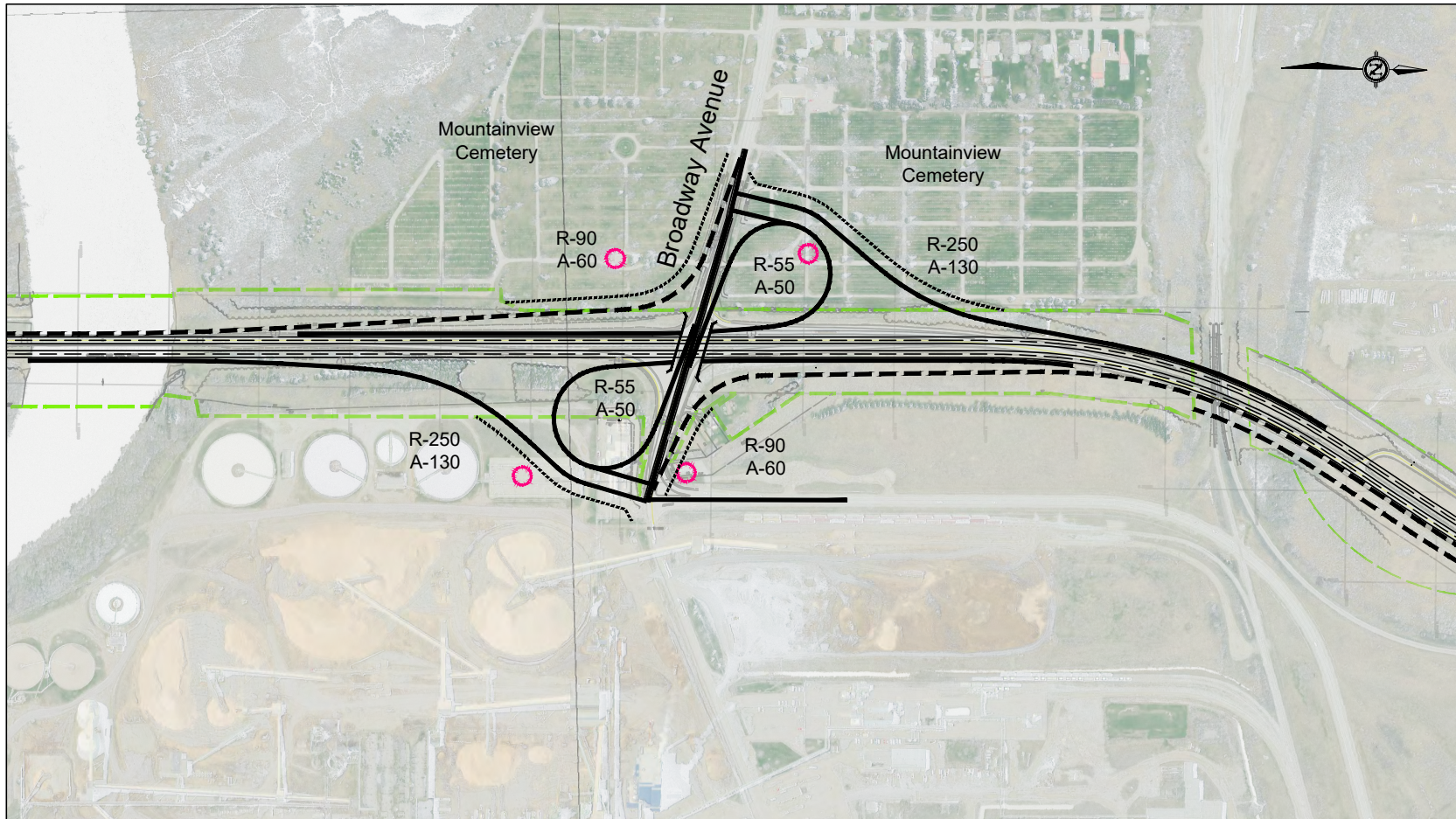
August 26, 2021

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- ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

Highway 61
Broadway Interchange/Service Road Avenue Alternatives
Alternative 4
Parclo A2/A4 Interchange **X**



August 26, 2021

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TO BE CARRIED FORWARD



EXISTING MTO PROPERTY LIMITS



PRELIMINARY PROPERTY REQUIREMENTS

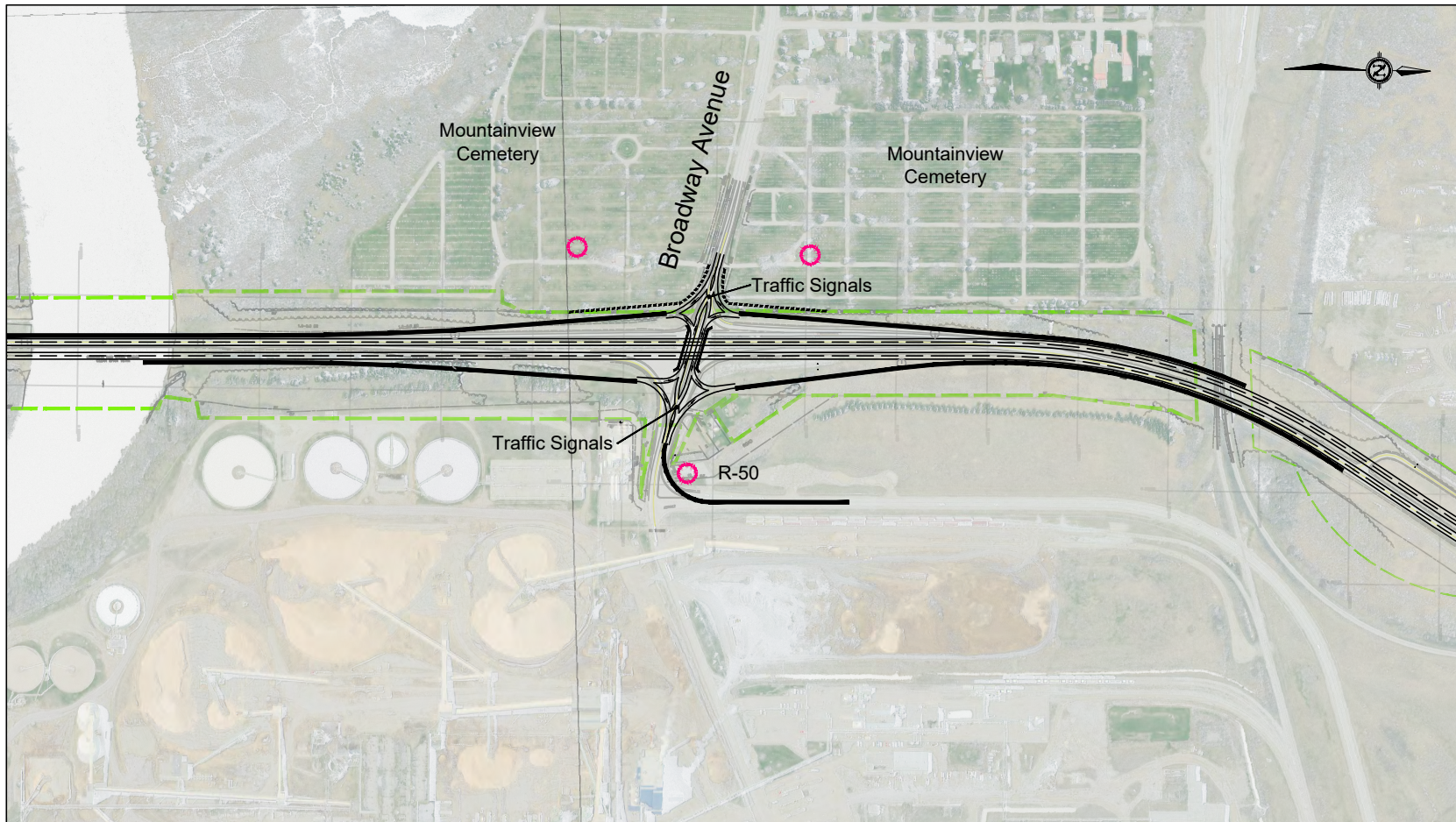


PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD



IMPACTED PROPERTIES

Highway 61
Broadway Interchange/Service Road Avenue Alternatives
Alternative 5
Diverging Diamond Interchange ✓



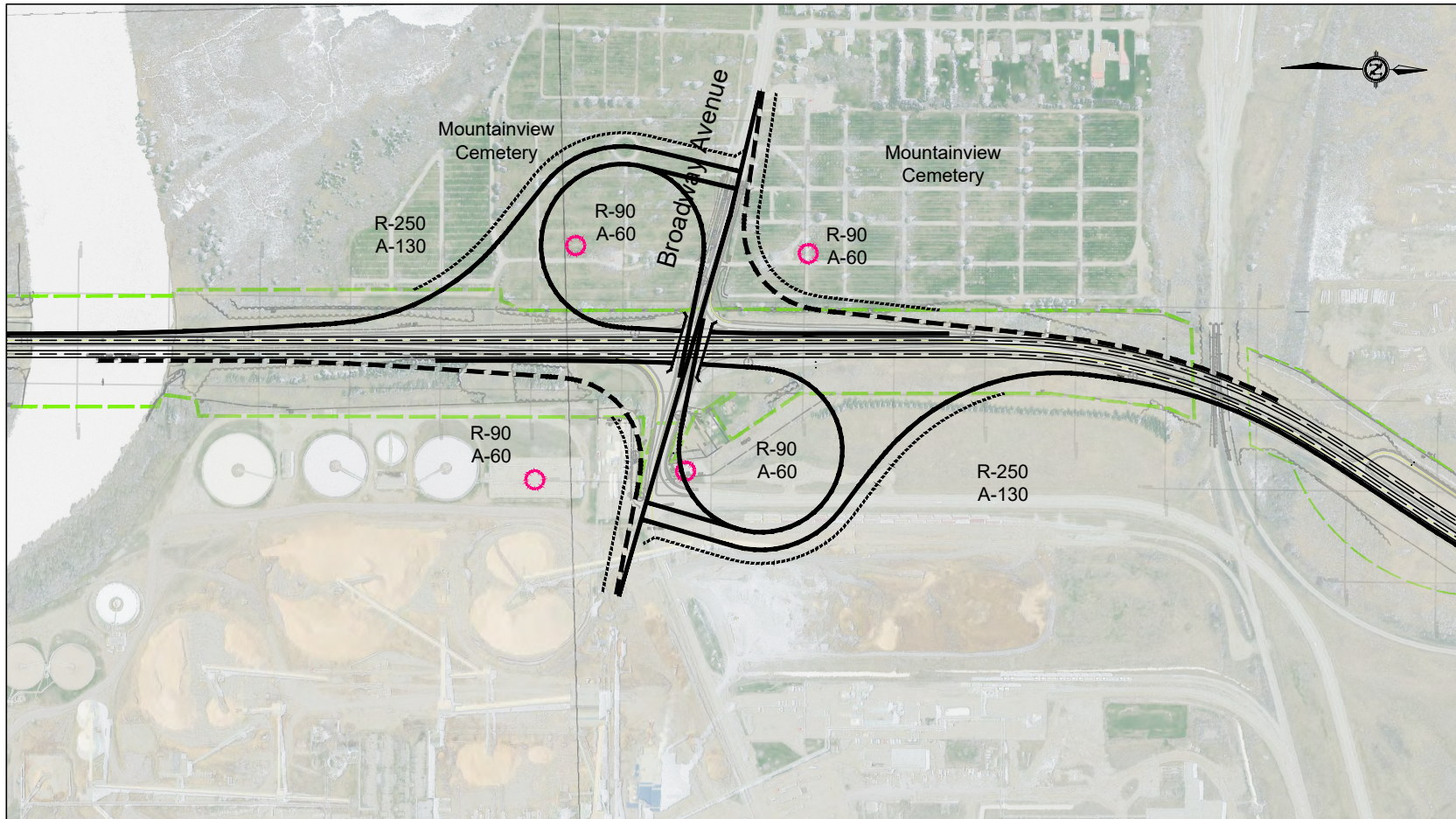
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- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES




Highway 61
Broadway Interchange/Service Road Avenue Alternatives
Alternative 6
Parclo B2/B4 Interchange **X**



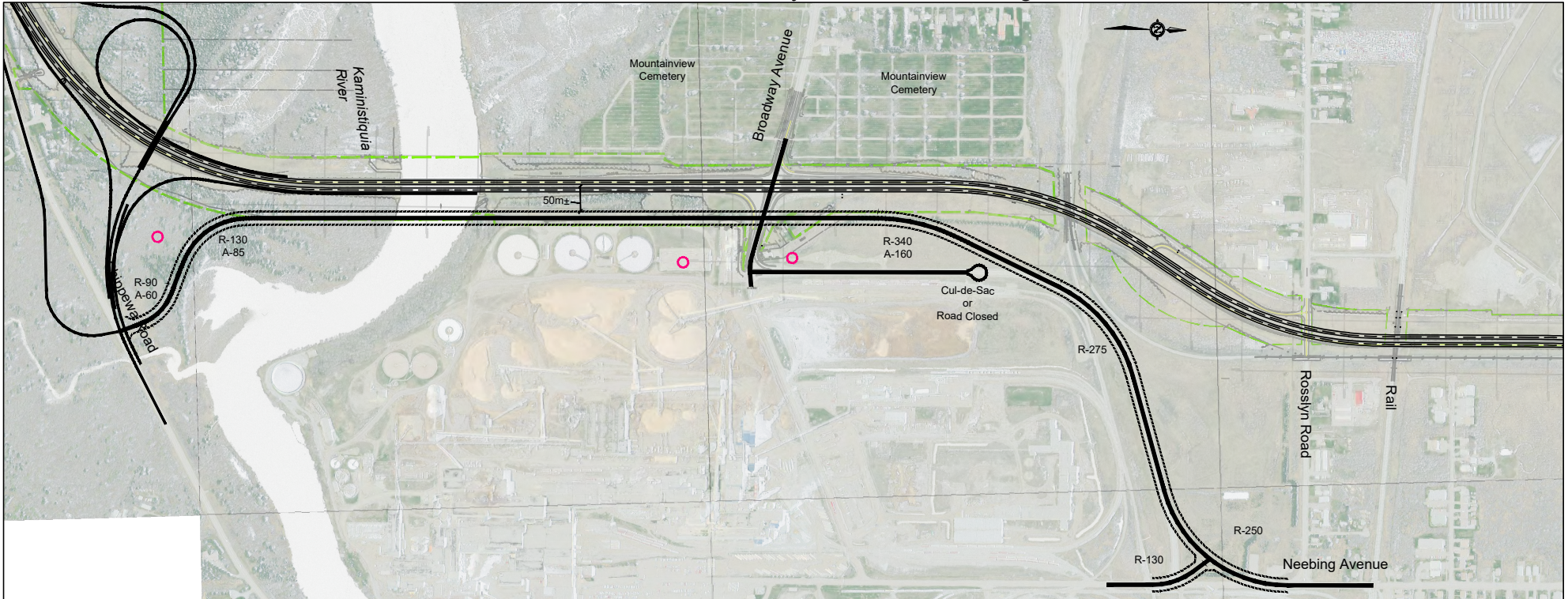
August 26, 2021

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-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS
-  IMPACTED PROPERTIES




Highway 61
 Broadway Interchange/Service Road Avenue Alternatives
 Alternative 7A, 7B
 Local Service Road Across Kaministiquia River
 and Eliminate Broadway Avenue Interchange



August 26, 2021

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-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS
-  IMPACTED PROPERTIES

Notes:

1. Alternative 7A - Local Service Road Across Kaministiquia River and Eliminate Broadway Avenue Interchange.
2. Alternative 7B - Local Service Road with Multi Use Path.

Highway 61 at Chippewa Road

Interim Operational Improvement
Alternatives

Highway 61 Chippewa Road Potential Interim Operational Improvement Alternatives

Alternative 1
Chippewa Road ✓

Potential Interim Term Operational Improvement



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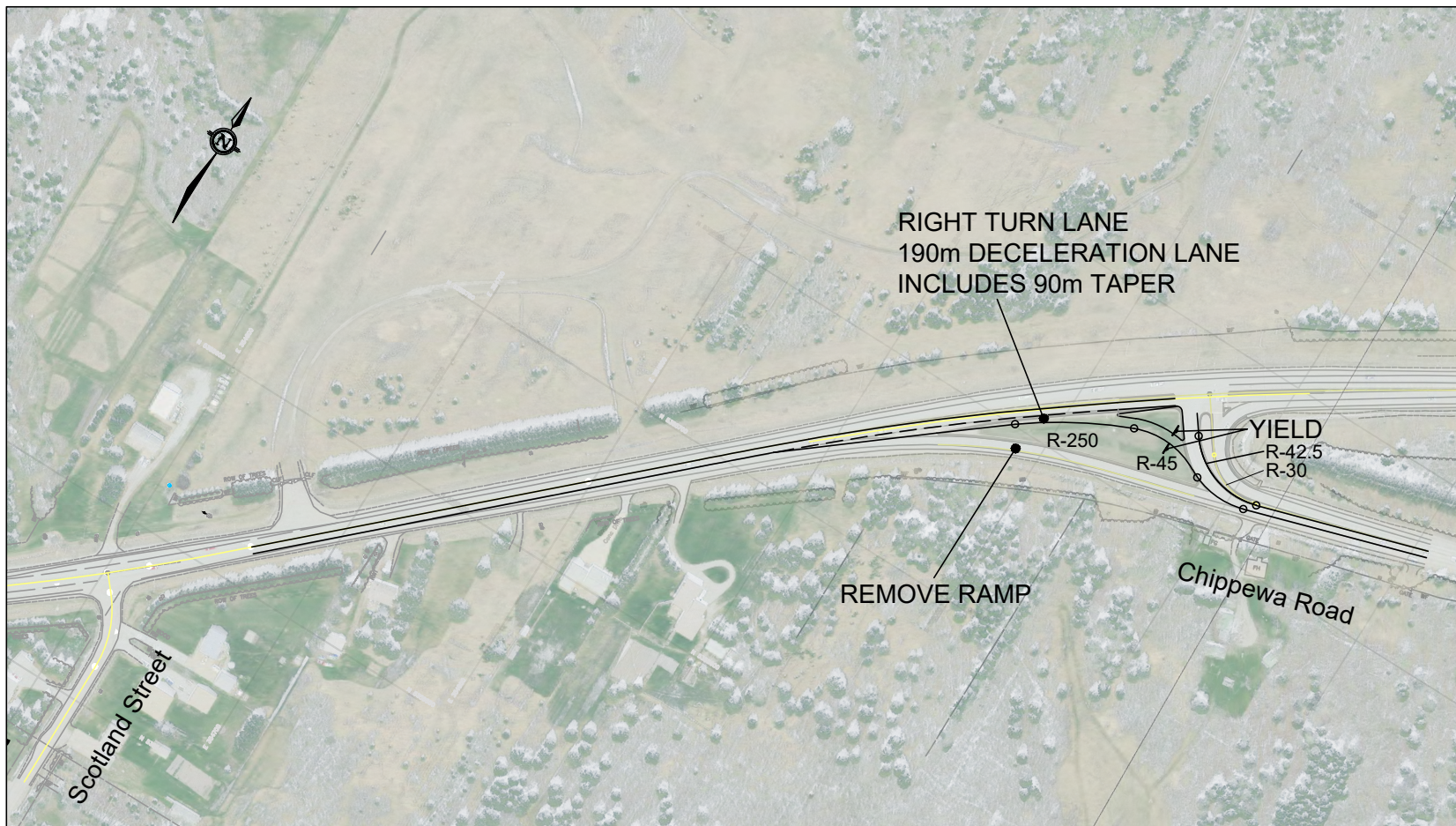
PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD

August 26, 2021

Highway 61
Chippewa Road Potential Interim Operational Improvement Alternatives

Alternative 2 **X**
Chippewa Road

Potential Interim Term Operational Improvement



Legend:



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TO BE CARRIED FORWARD



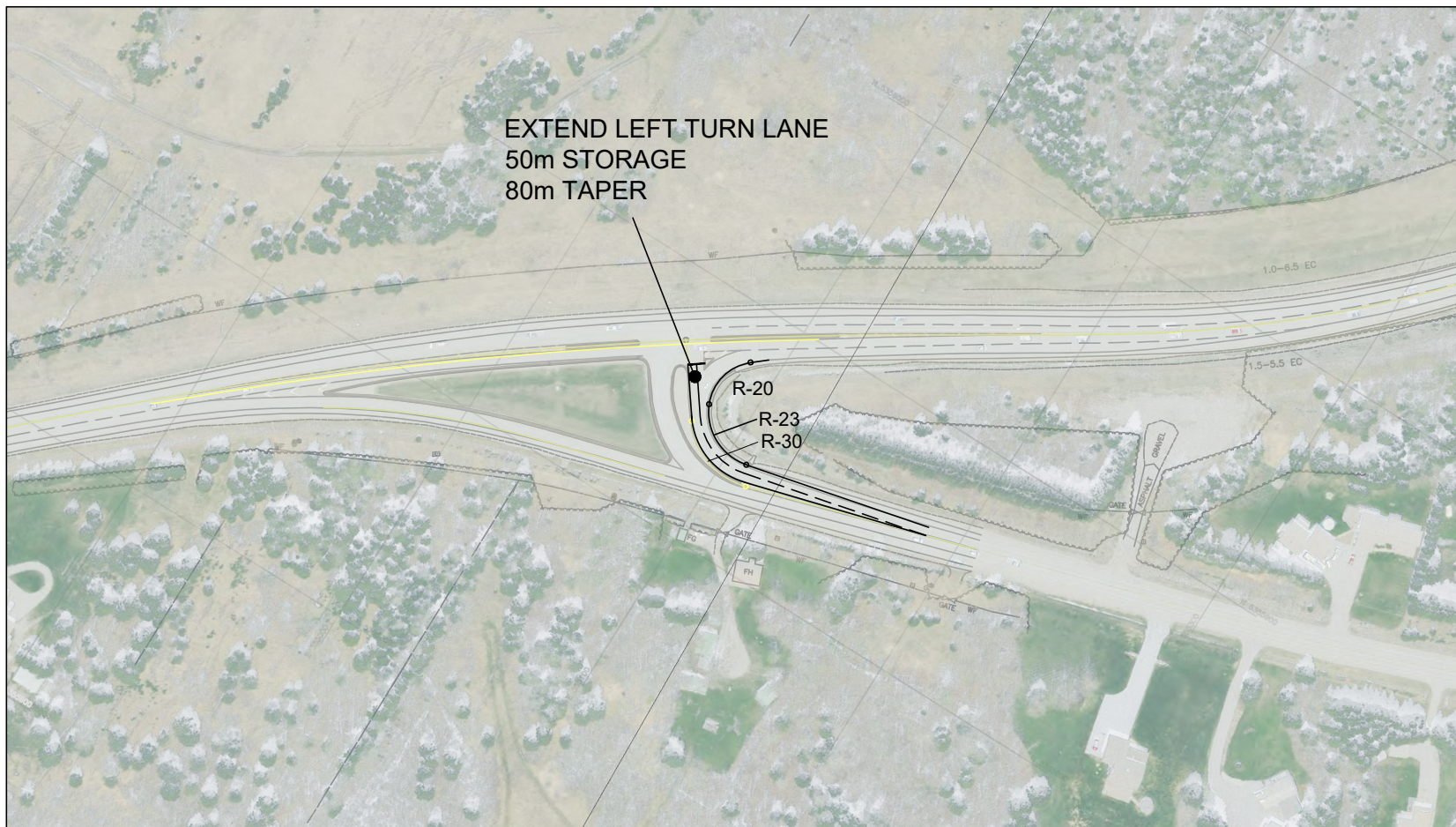
PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD

August 26, 2021

Highway 61 Chippewa Road Potential Interim Operational Improvement Alternatives

Alternative 3
Chippewa Road ✓

Potential Interim Term Operational Improvement



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TO BE CARRIED FORWARD



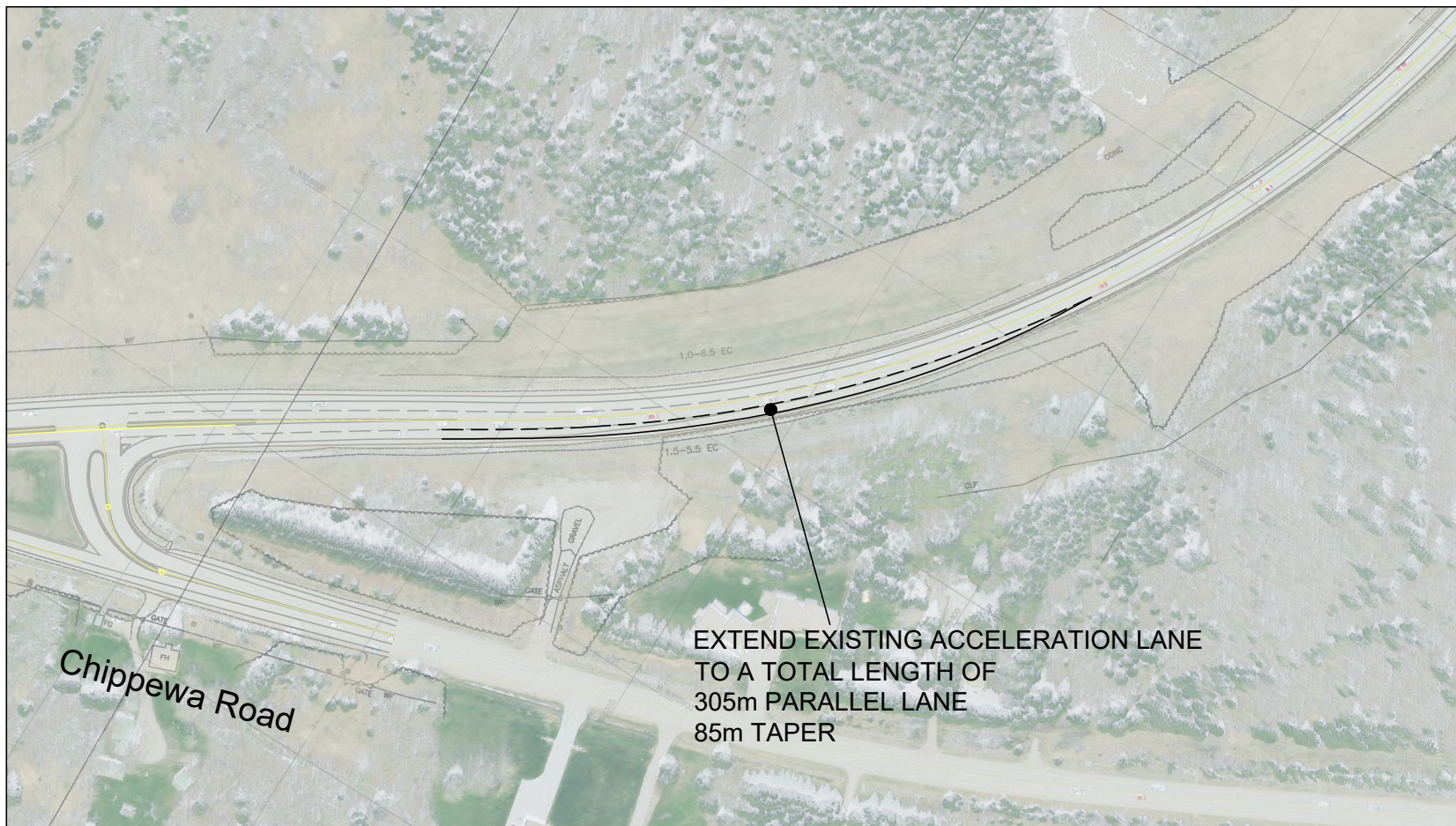
PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD

August 26, 2021

Highway 61 Chippewa Road Potential Interim Operational Improvement Alternatives

Alternative 4 **X**
Chippewa Road

Potential Interim Term Operational Improvement



Legend:



PRELIMINARY RECOMMENDATION
TO BE CARRIED FORWARD



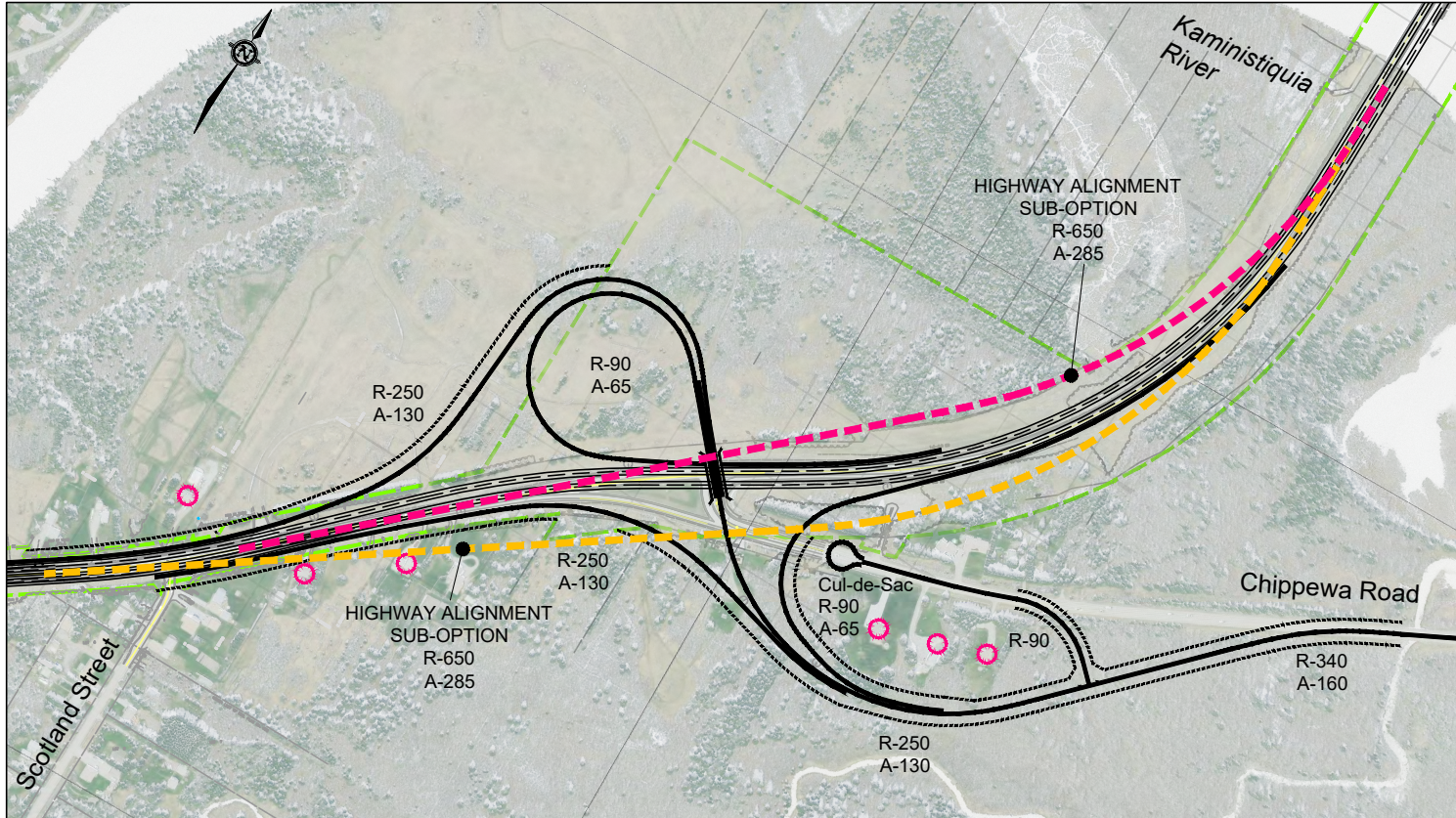
PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD

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Highway 61 at Chippewa Road

Interchange Alternatives

Highway 61 Chippewa Road Interchange Alternatives Alternative 1 Parclo B Trumpet Interchange



August 26, 2021

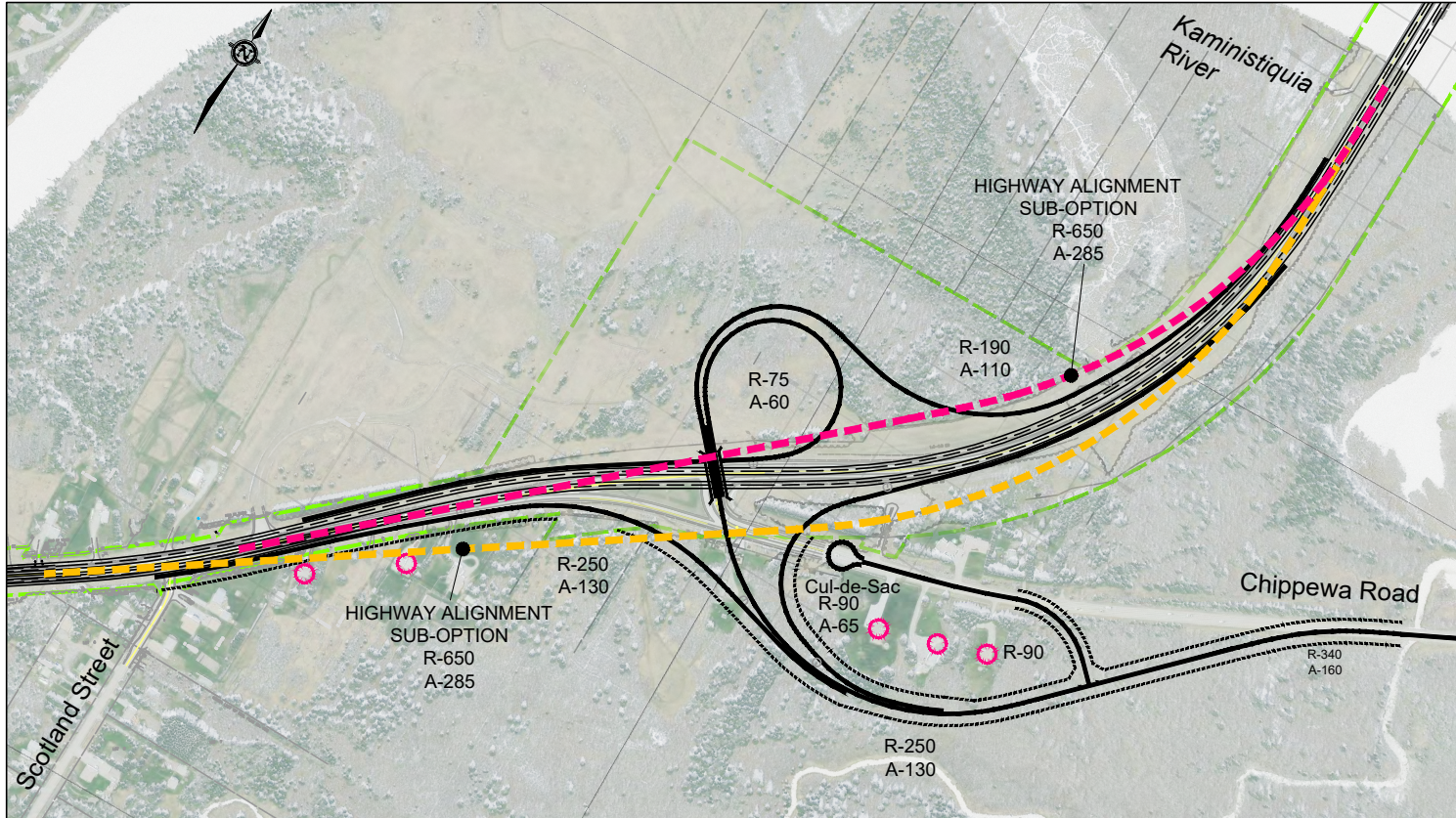
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- PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

Alignment Alternatives at Chippewa Road Interchange

- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

Highway 61 Chippewa Road Interchange Alternatives Alternative 2 Parclo A Trumpet Interchange



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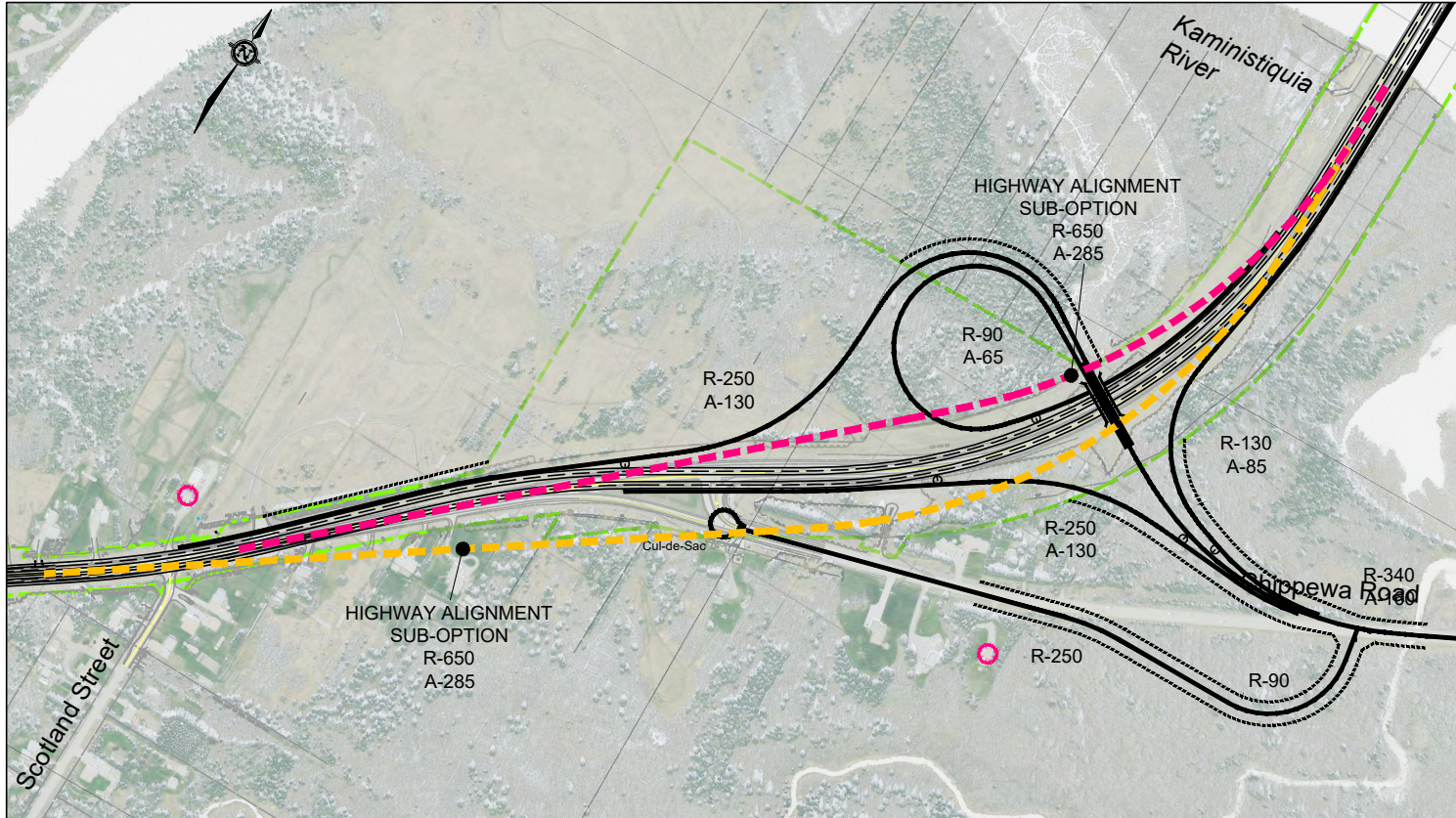
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Alignment Alternatives at Chippewa Road Interchange






- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

Highway 61 Chippewa Road Interchange Alternatives Alternative 3 Parclo B Trumpet Interchange

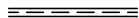




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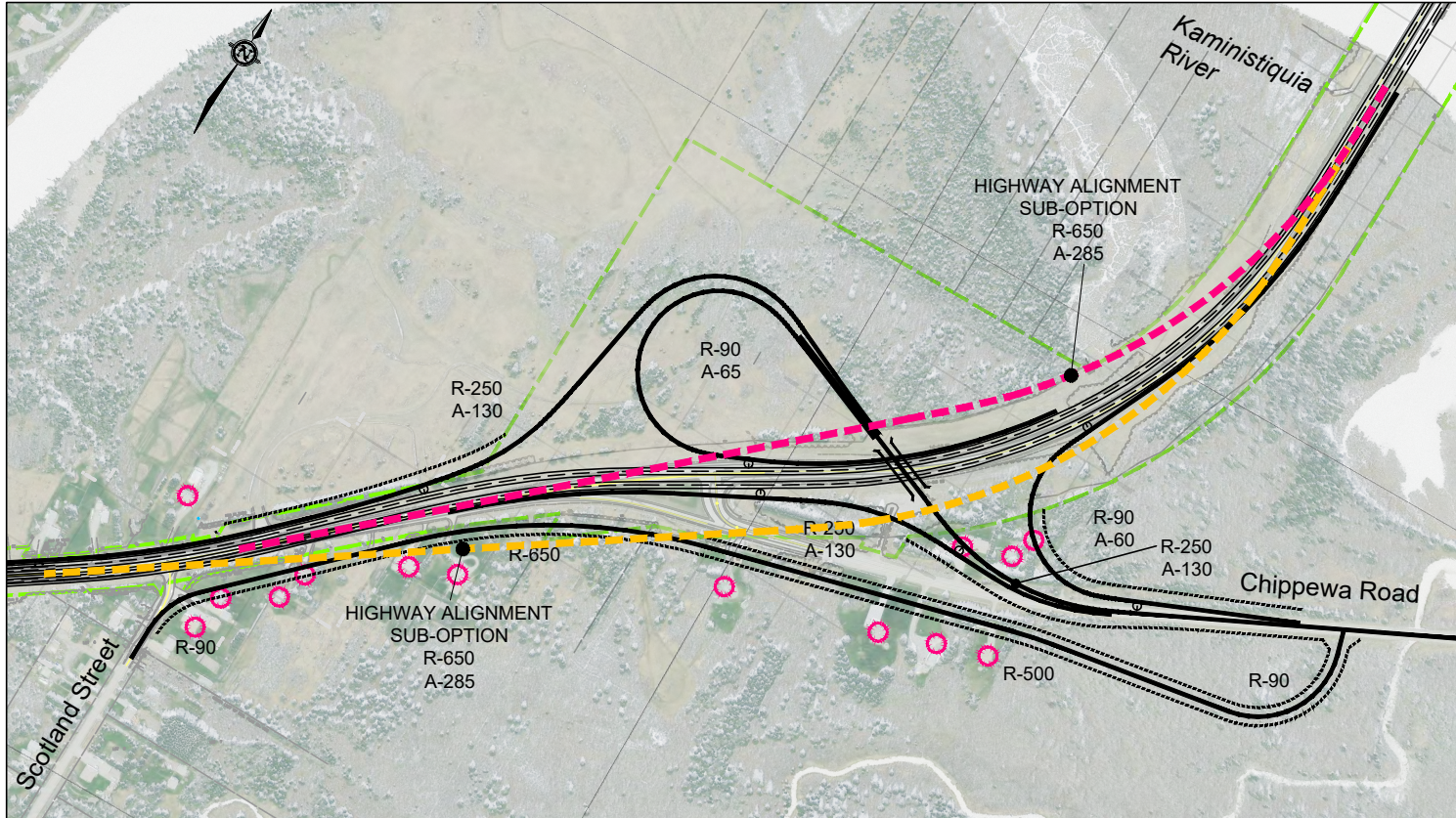
Legend:

-  PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS
-  IMPACTED PROPERTIES

Alignment Alternatives at Chippewa Road Interchange

-  PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
-  PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

Highway 61 Chippewa Road Interchange Alternatives Alternative 4 Parclo B Trumpet Interchange



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Legend:

- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

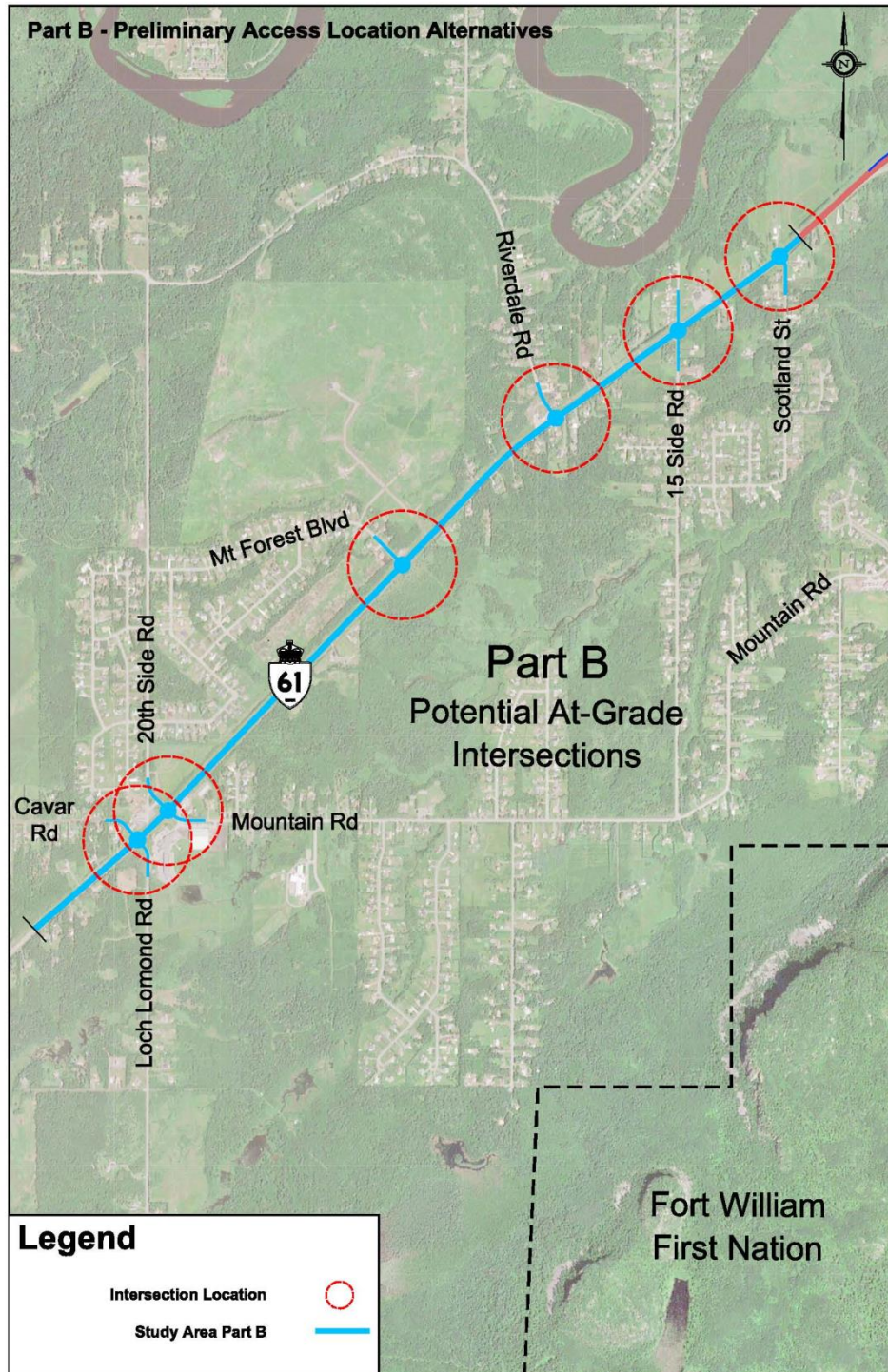
Alignment Alternatives at Chippewa Road Interchange

- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

Preliminary Design Alternatives

Part B – Intersection Locations

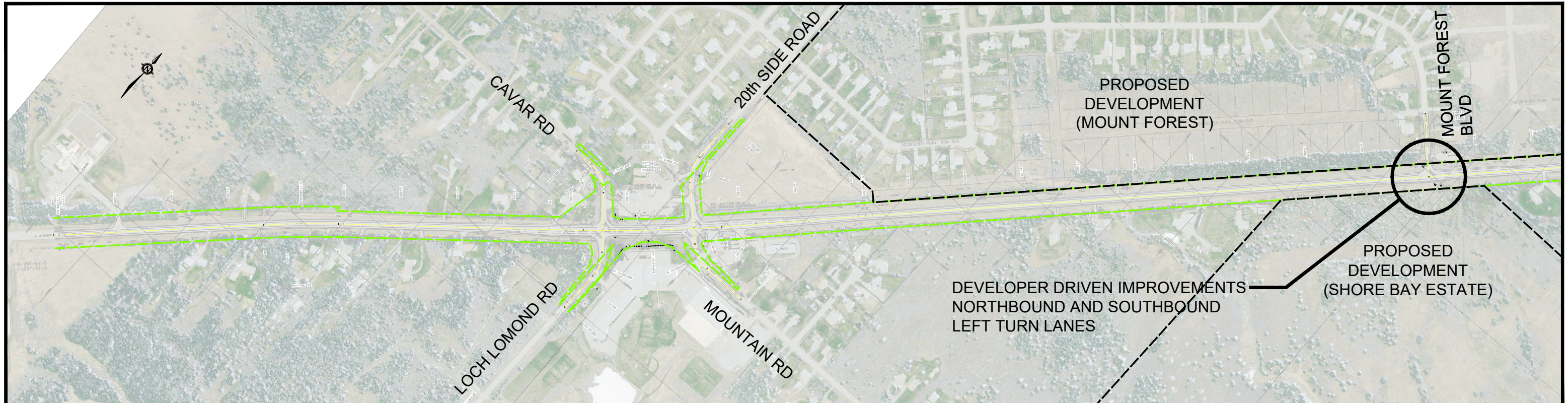
The preliminary locations for investigation of at-grade intersections are illustrated below.



Highway 61 – Part B1

Widening Alternatives

Highway 61 Part B1 Widening Alternatives Alternative 1 ✔ 2 Lanes With Turn Lanes Where Required



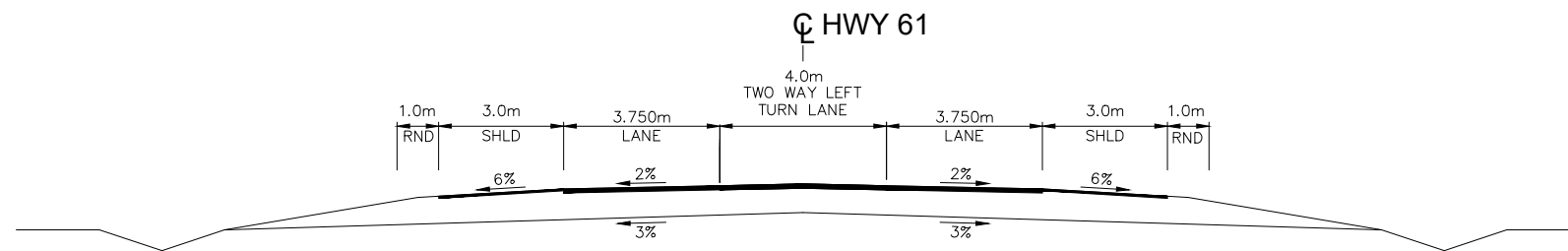
Legend:

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- ✘ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS

Note:

See separate exhibits for intersection alternatives.



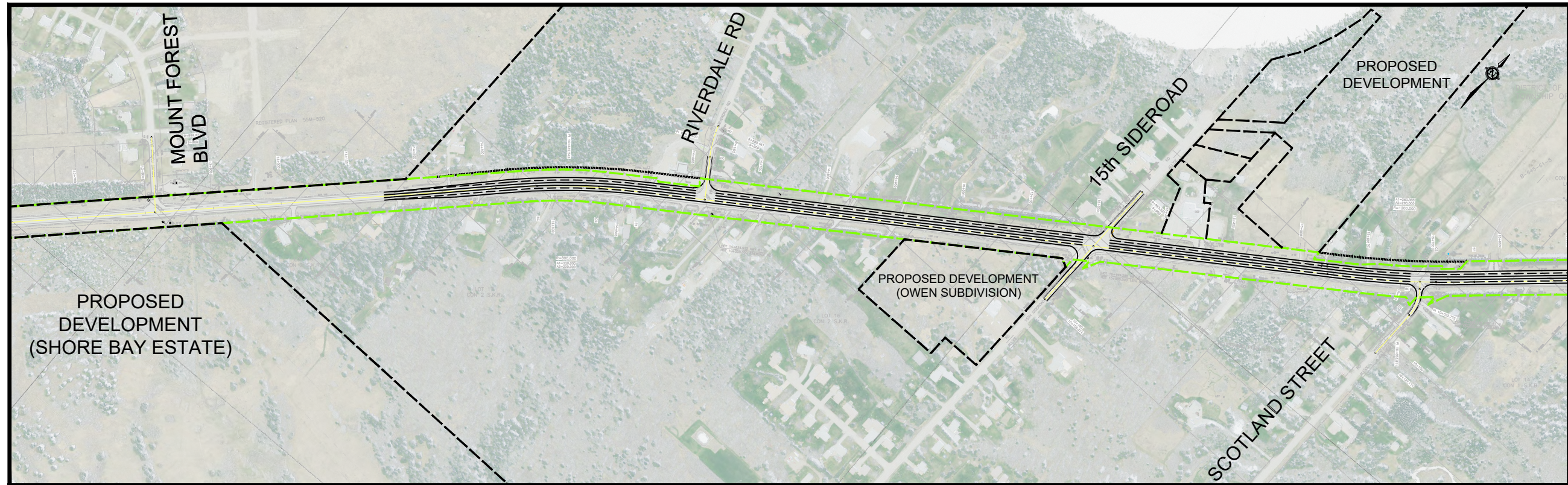
Highway 61 – Part B2

Widening Alternatives



Highway 61 Part B2 Widening Alternatives



Alternative 1 

Widen to the West (Transition Zone - 0m)



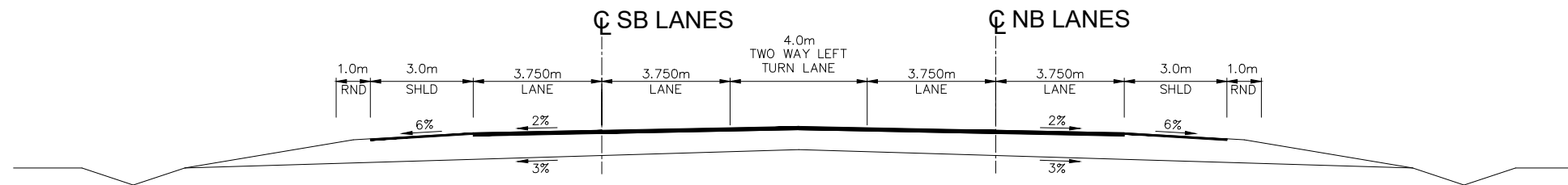
Legend:

-  PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS

Note:

See separate exhibits for intersection alternatives.



Highway 61 Part B2 Widening Alternatives



Alternative 2 

Widen on Centre (Transition Zone - 0m)



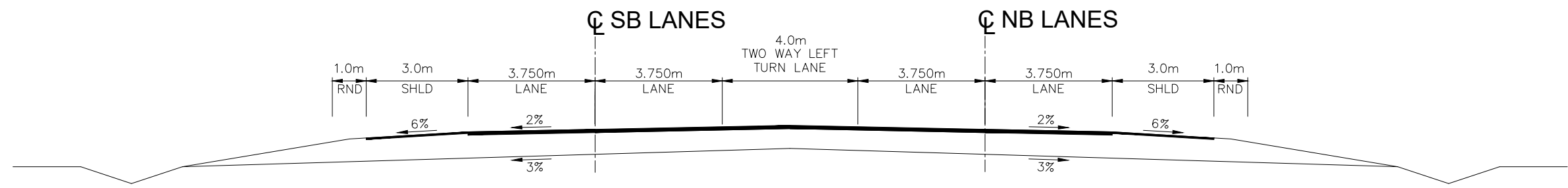
Legend:

-  PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS

Note:

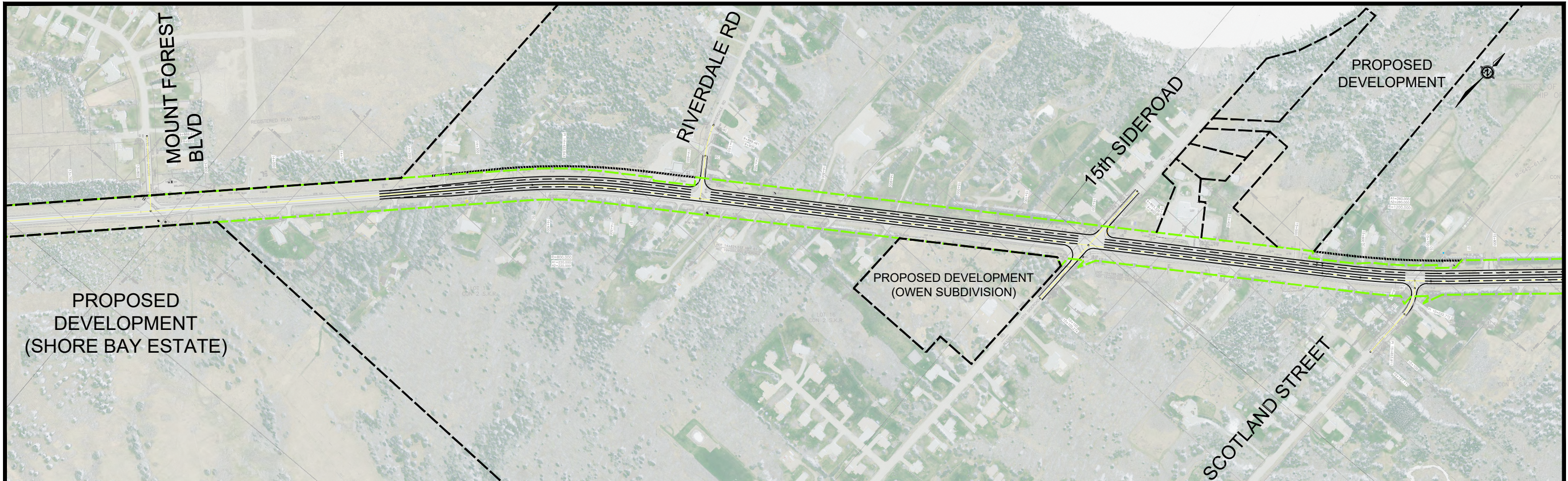
See separate exhibits for intersection alternatives.



Highway 61 Part B2 Widening Alternatives

Alternative 3 ✓

Widen to the East (Transition Zone - 0m)



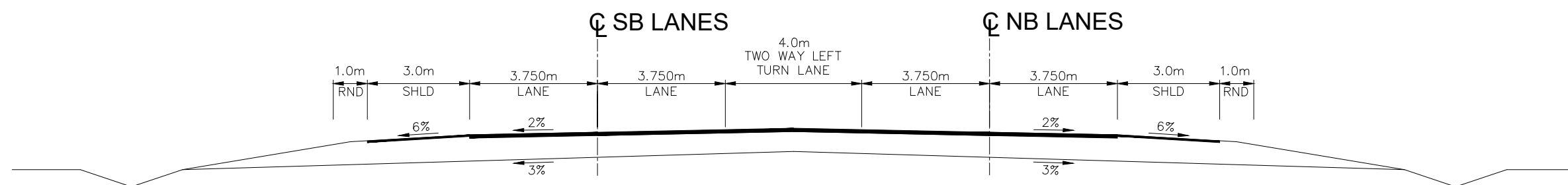
Legend:

- ✓ PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS

Note:

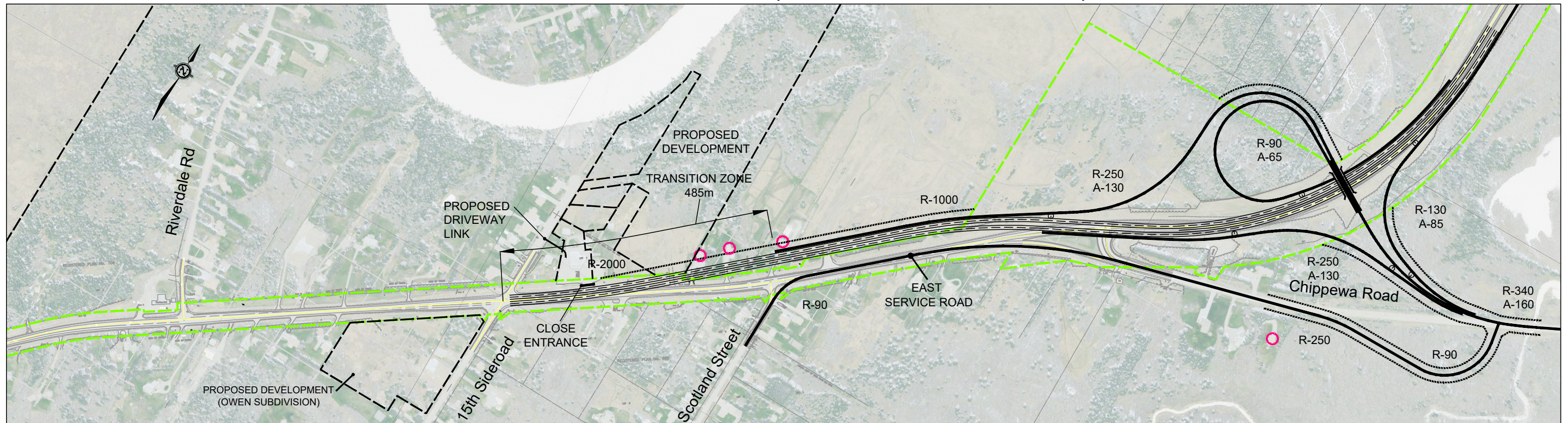
See separate exhibits for intersection alternatives.



Highway 61 – Part B2

Transition Alternatives

Highway 61 Chippewa East Transition Alternatives - Section B2 Transition Alternative 4 (Transition Zone - 485m*) ✔



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Legend:

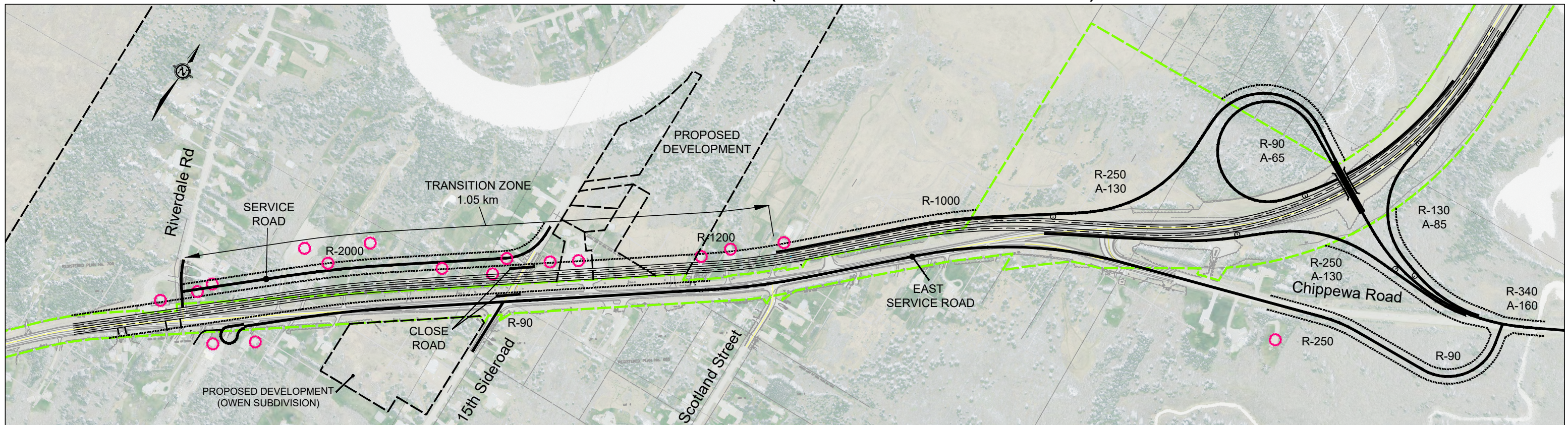
- ✔ PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- ✘ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

* TRANSITION LENGTH MAY CHANGE DEPENDING ON LOCATION OF FUTURE INTERCHANGE. SEE CHIPPEWA ROAD INTERCHANGE ALTERNATIVES EXHIBIT.

Highway 61 Chippewa East Transition Alternatives - Section B2

Transition Alternative 5 (Transition Zone - 1.05km) ✓



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Legend:

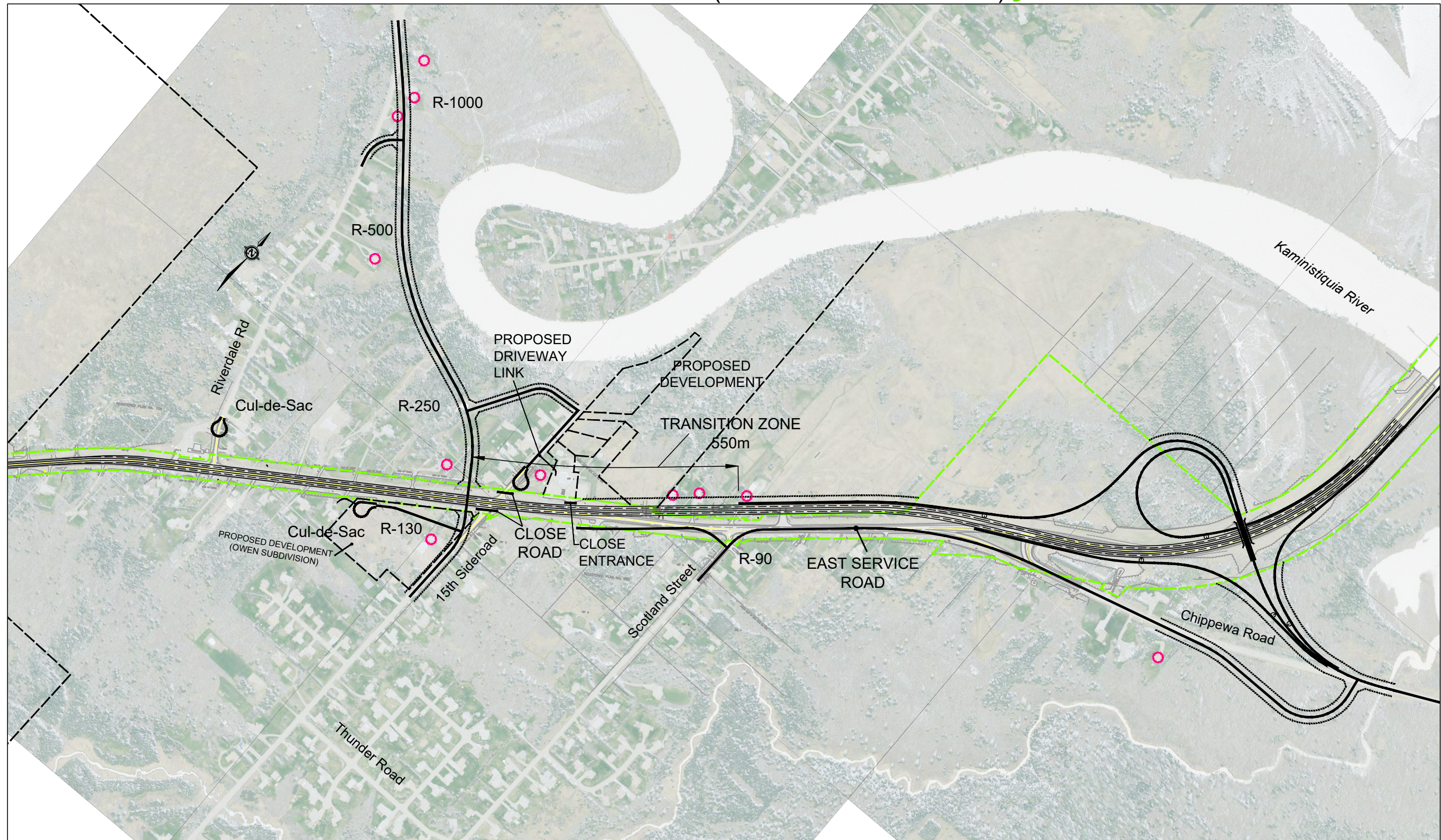
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- ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

* TRANSITION LENGTH MAY CHANGE DEPENDING ON LOCATION OF FUTURE INTERCHANGE. SEE CHIPPEWA ROAD INTERCHANGE ALTERNATIVES EXHIBIT.

Highway 61 Consolidate Riverdale Road and 15th Sideroad Alternatives

Transition Alternative 6 (Transition Zone - 550m*) ✔



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Legend:



PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD



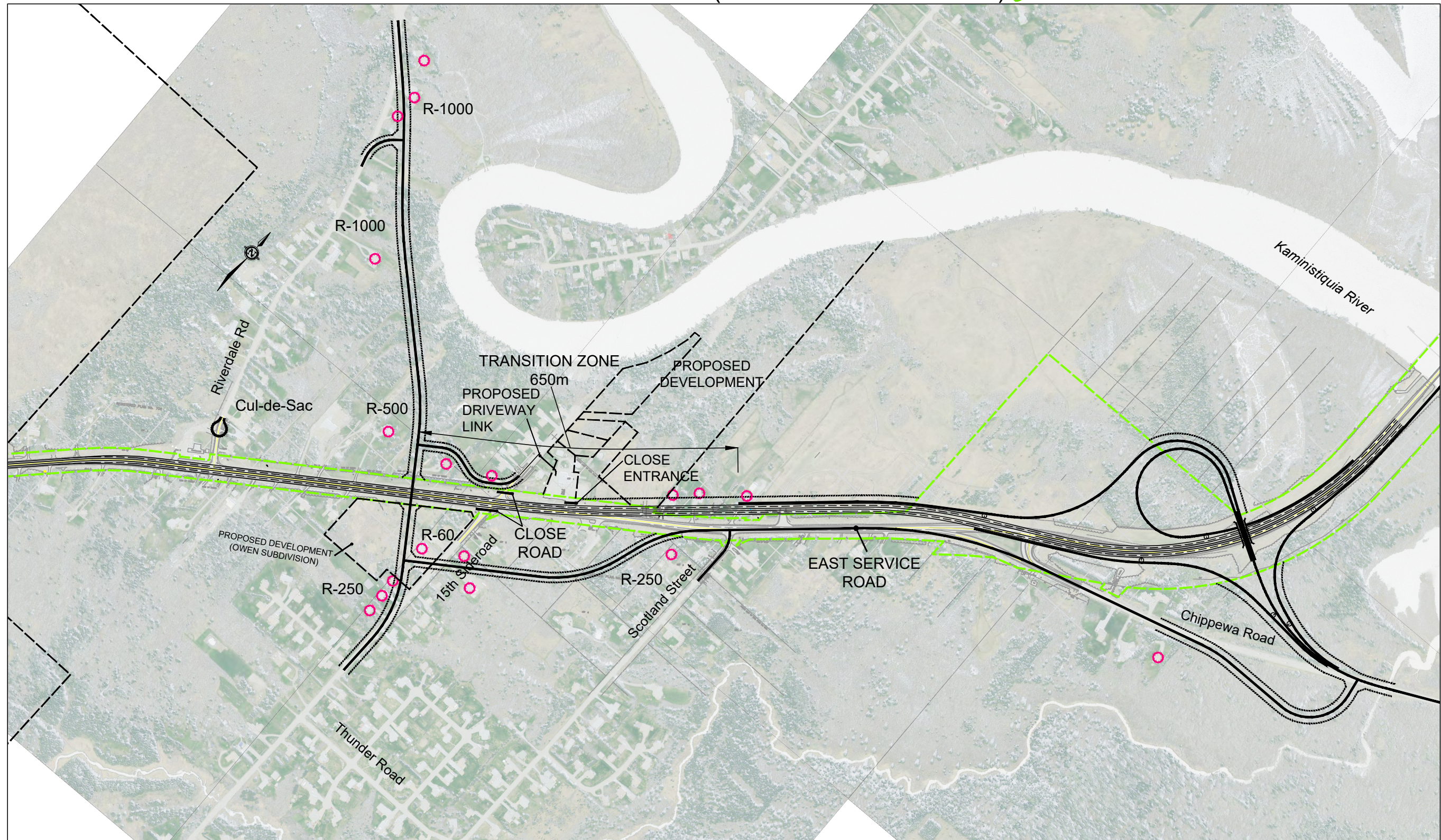
PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

* TRANSITION LENGTH MAY CHANGE DEPENDING ON LOCATION OF FUTURE INTERCHANGE. SEE CHIPPEWA ROAD INTERCHANGE ALTERNATIVES EXHIBIT.

Highway 61 Consolidate Riverdale Road and 15th Sideroad Alternatives

Transition Alternative 7 (Transition Zone - 650m*) ✔



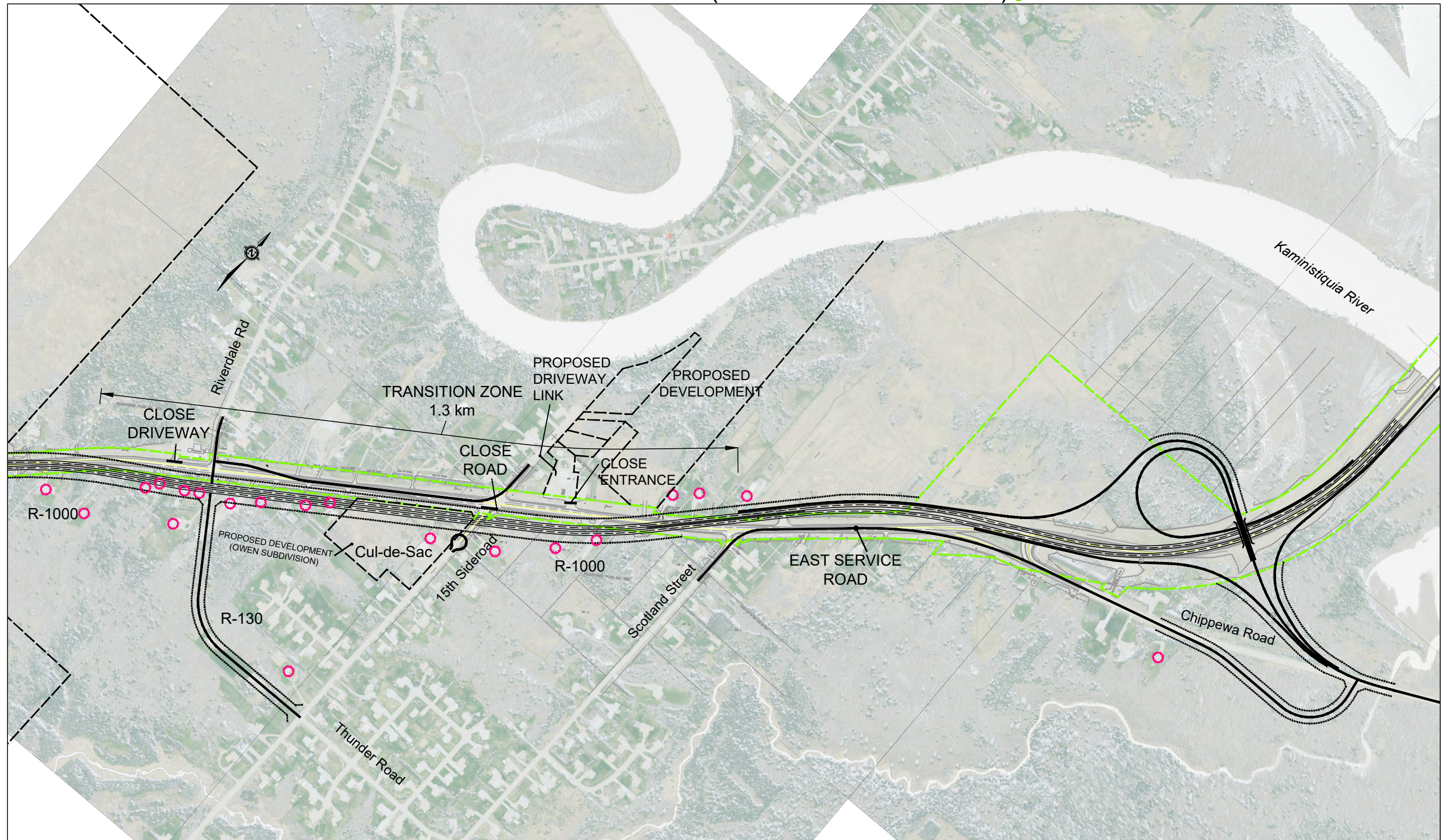
August 26, 2021

Legend:

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Highway 61 Consolidate Riverdale Road and 15th Sideroad Alternatives

Transition Alternative 8 (Transition Zone - 1.8km*) ✔



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Legend:

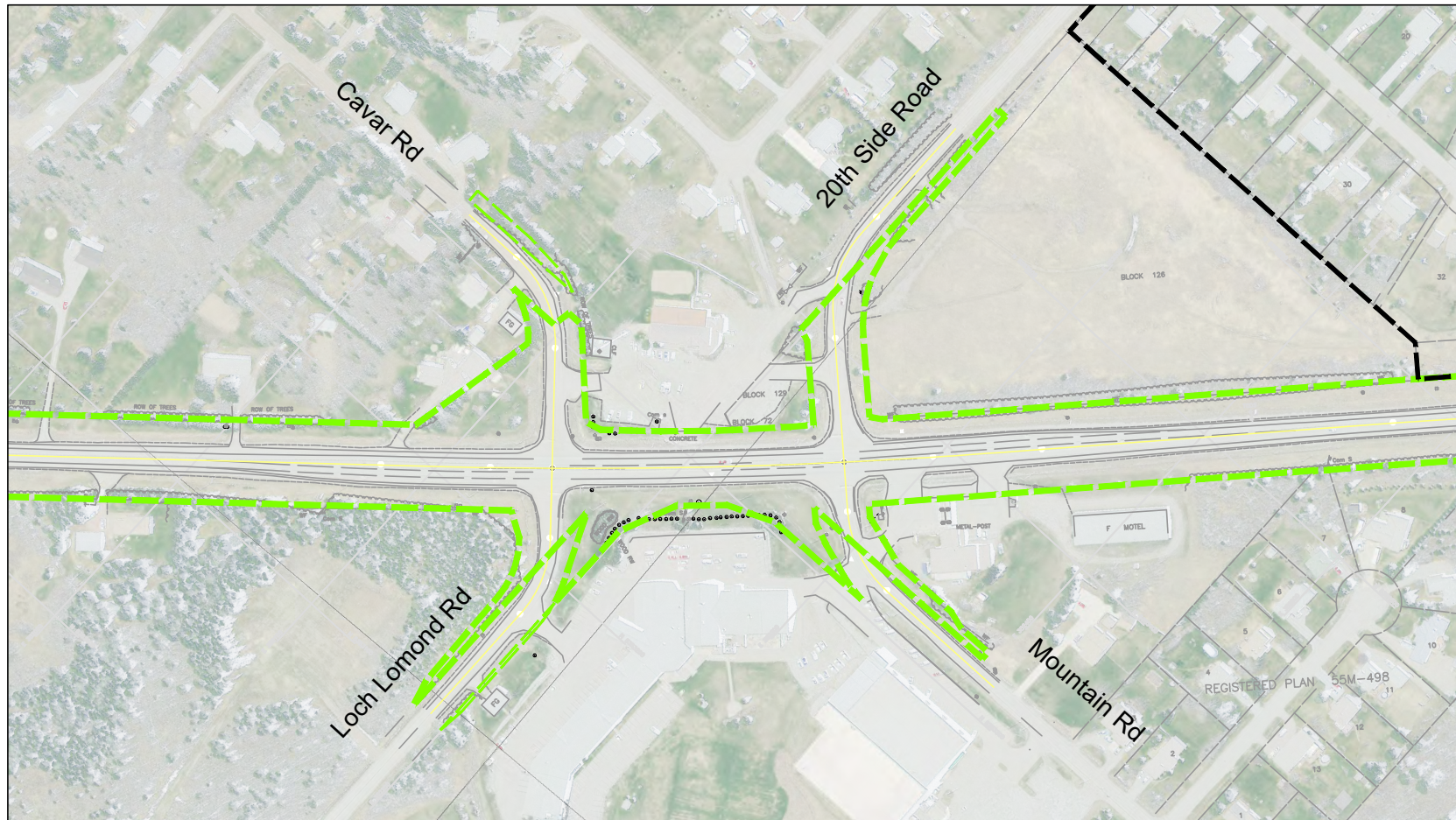
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|--|--|--|

Highway 61 at Loch Lomond Road / Cavar Road and Mountain Road / 20th Side Road

Intersection Alternatives

Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Intersection Alternatives

Alternative 1A ✓ Conventional Intersection - Existing



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Legend:



PRELIMINARY RECOMMENDATION
TO BE CARRIED FORWARD



PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD



EXISTING MTO PROPERTY LIMITS



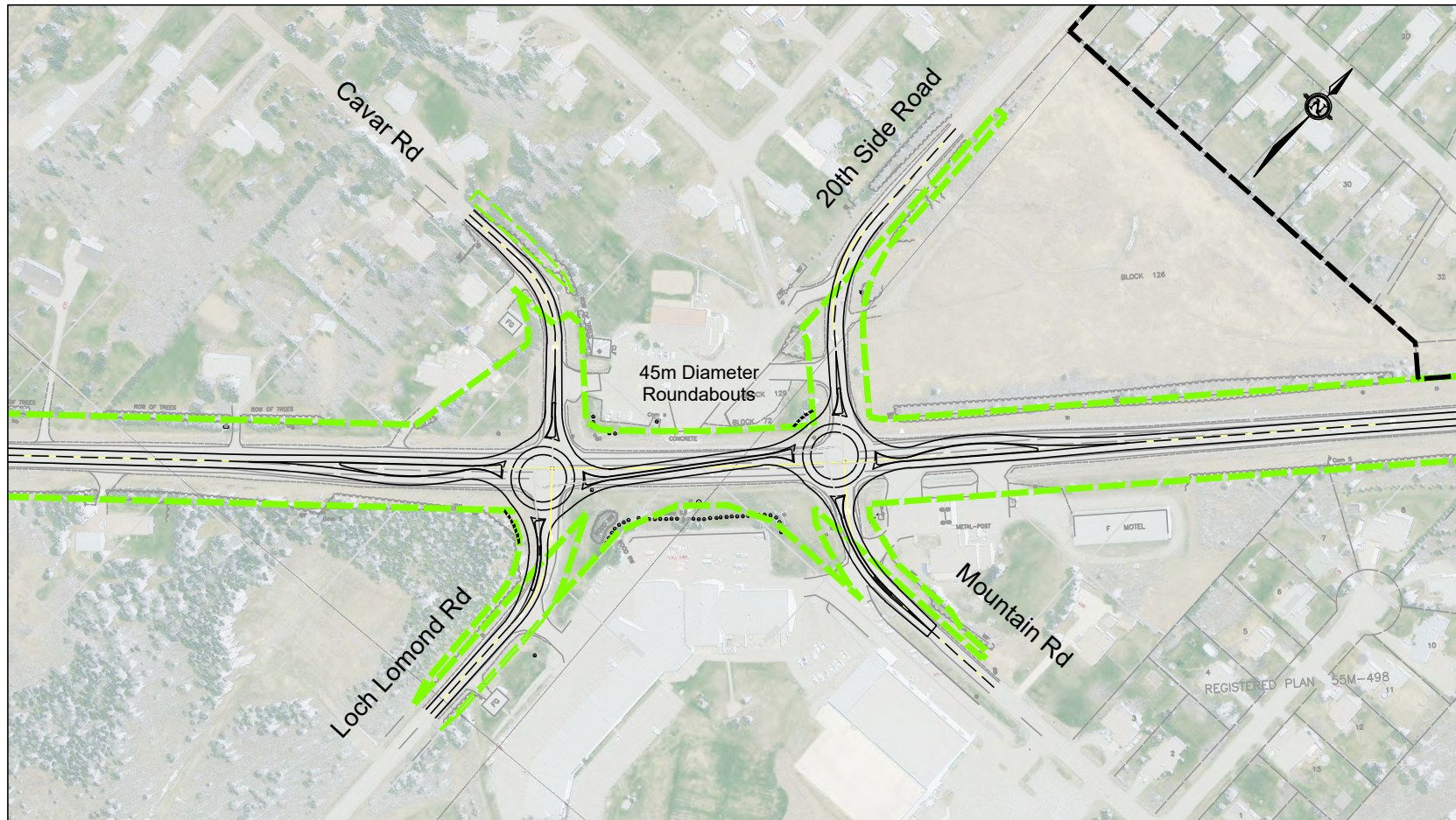
PRELIMINARY PROPERTY REQUIREMENTS



IMPACTED PROPERTIES

Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Intersection Alternatives

Alternative 1B Dual Roundabouts - At Existing Intersection



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Legend:



PRELIMINARY RECOMMENDATION
TO BE CARRIED FORWARD



PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD



EXISTING MTO PROPERTY LIMITS



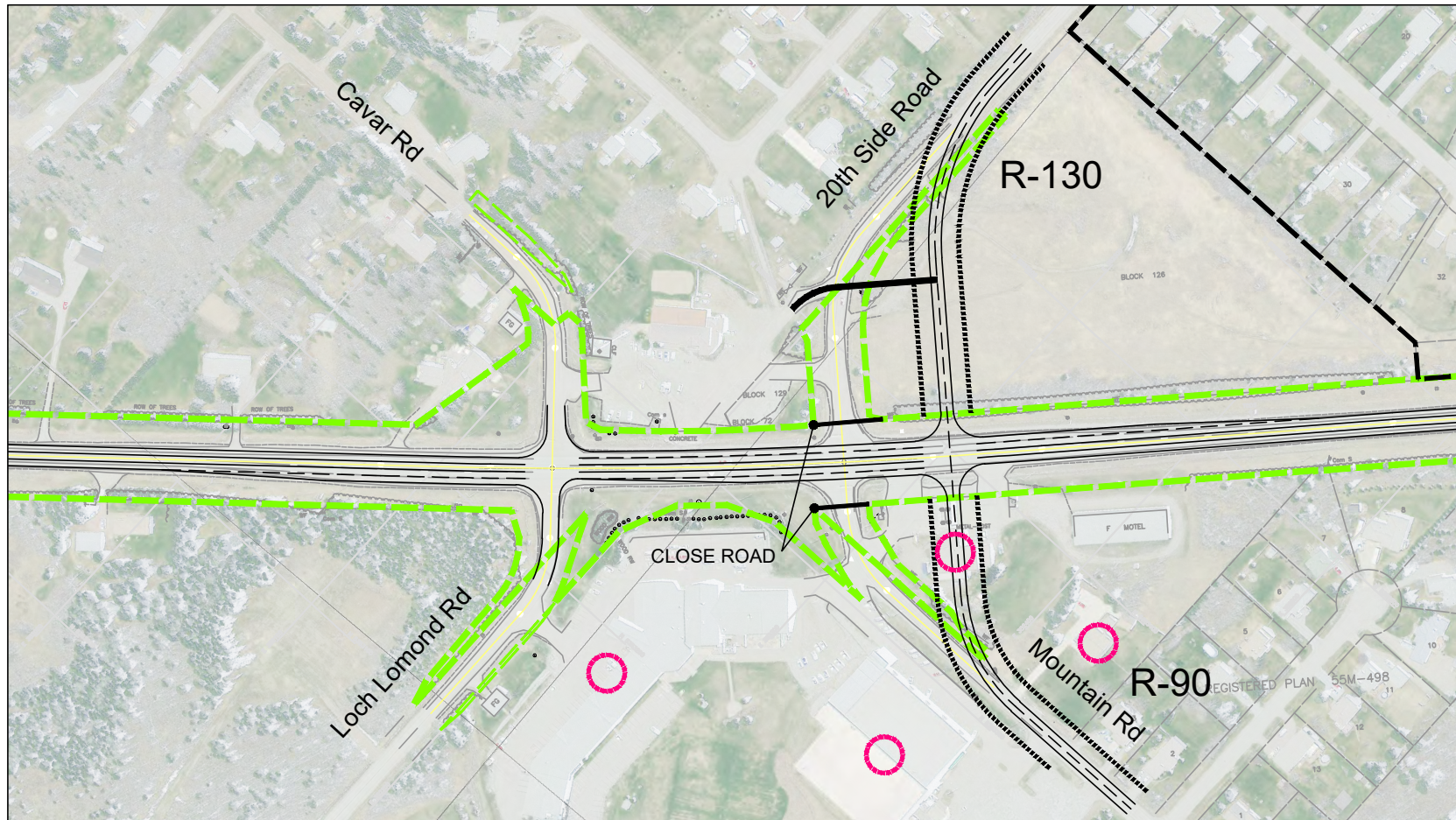
PRELIMINARY PROPERTY REQUIREMENTS



IMPACTED PROPERTIES


Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Intersection Alternatives




Alternative 2A Conventional Intersection With Realigned Sideroad



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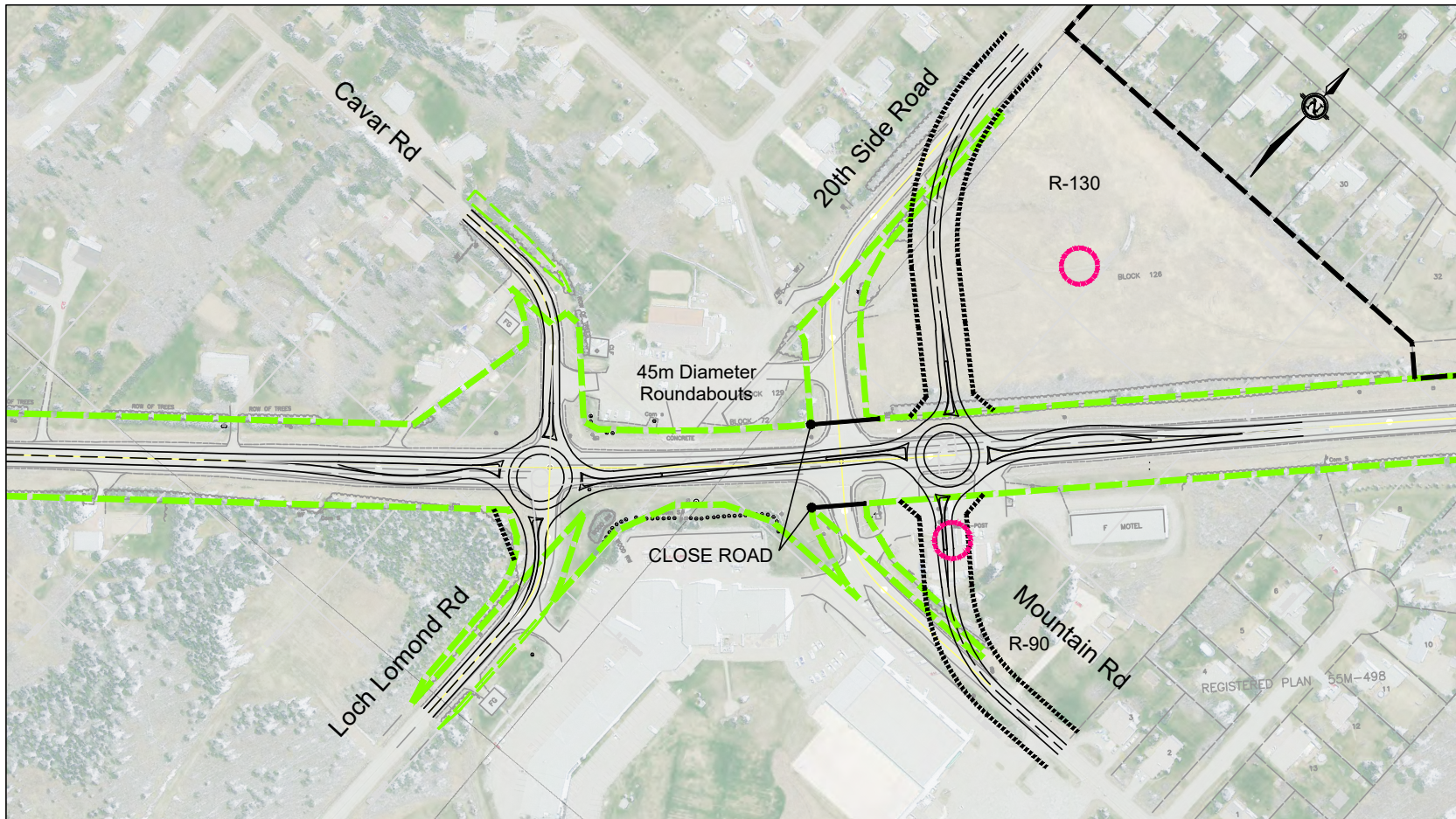
Legend:

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-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS
-  IMPACTED PROPERTIES

Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Intersection Alternatives

Alternative 2B ✓ Dual Roundabout With Realigned Sideroad



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Legend:

- ✓ PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

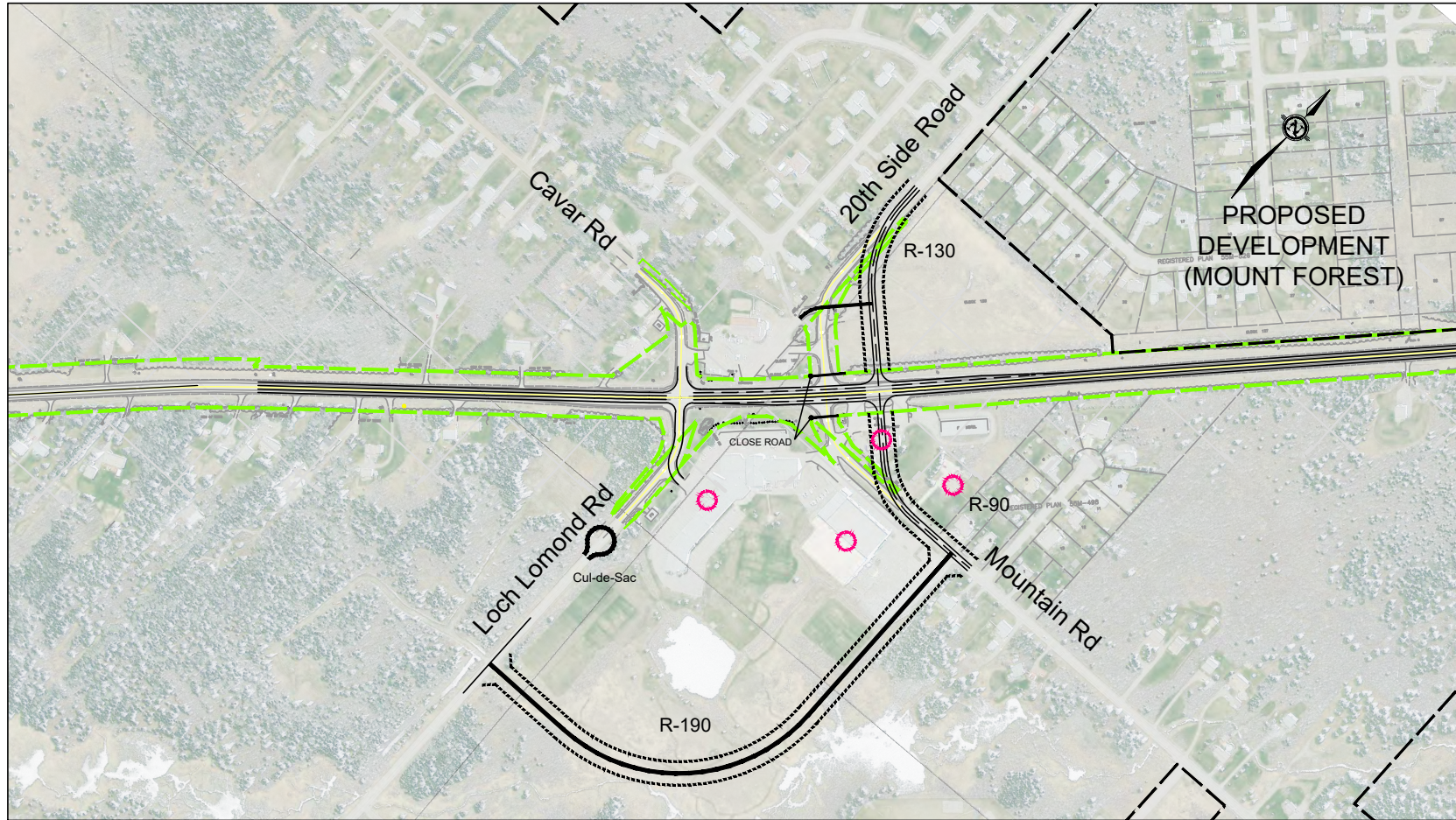
- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

Highway 61 at Loch Lomond Road / Cavar Road and Mountain Road / 20th Side Road

Side Road Alternatives

Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Side Road Alternatives

Alternative 3A - Conventional Intersection Relocate Mountain Road/20th Sideroad Intersection and Consolidate Loch Lomond Road



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Legend:



PRELIMINARY RECOMMENDATION
TO BE CARRIED FORWARD



PRELIMINARY RECOMMENDATION
NOT CARRIED FORWARD




EXISTING MTO PROPERTY LIMITS

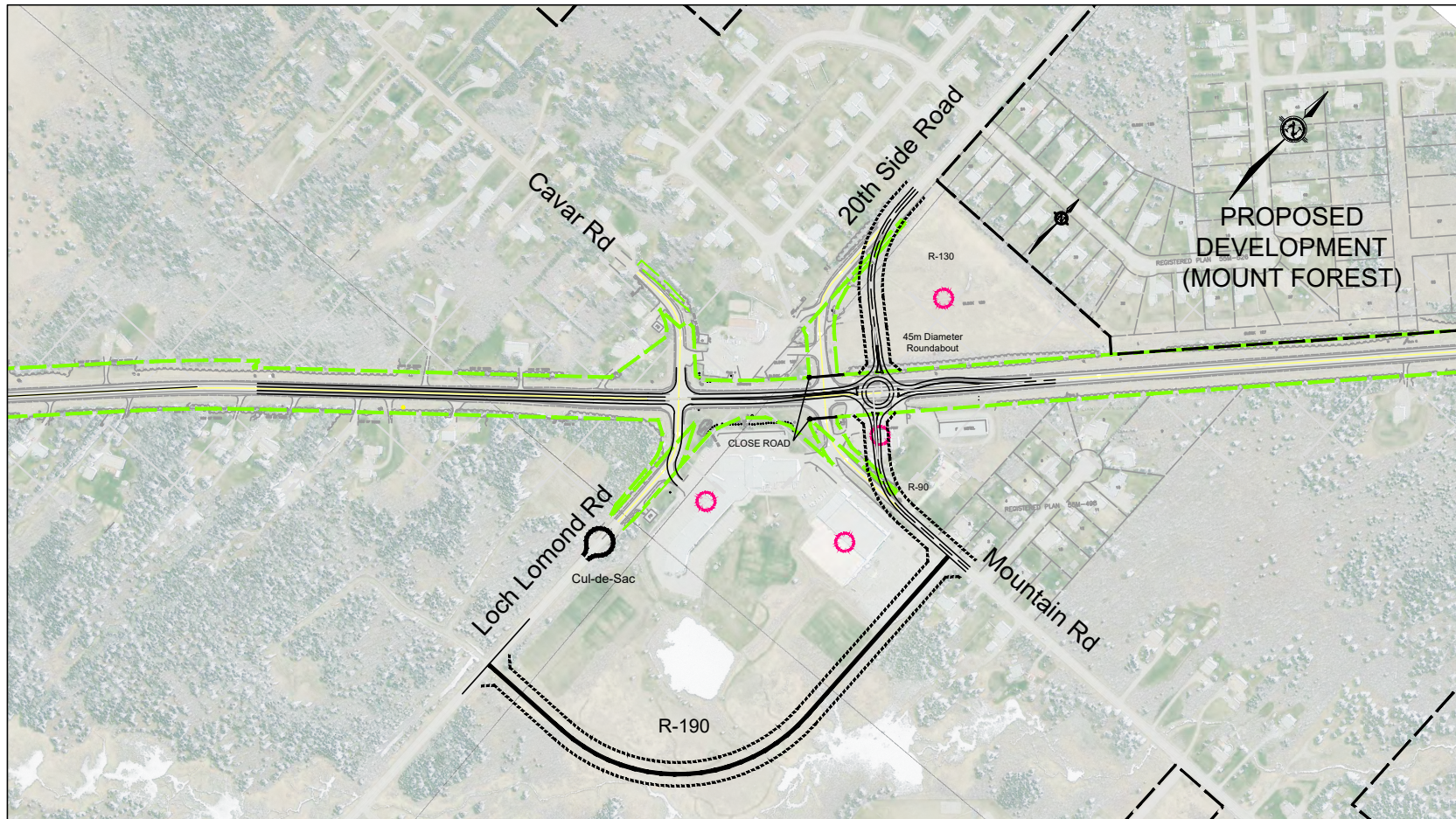


PRELIMINARY PROPERTY REQUIREMENTS





IMPACTED PROPERTIES




Highway 61
 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Side Road Alternatives
 Alternative 3B - Roundabout
 Relocate Mountain Road/20th Sideroad Intersection and 
 Consolidate Loch Lomond Road



August 26, 2021

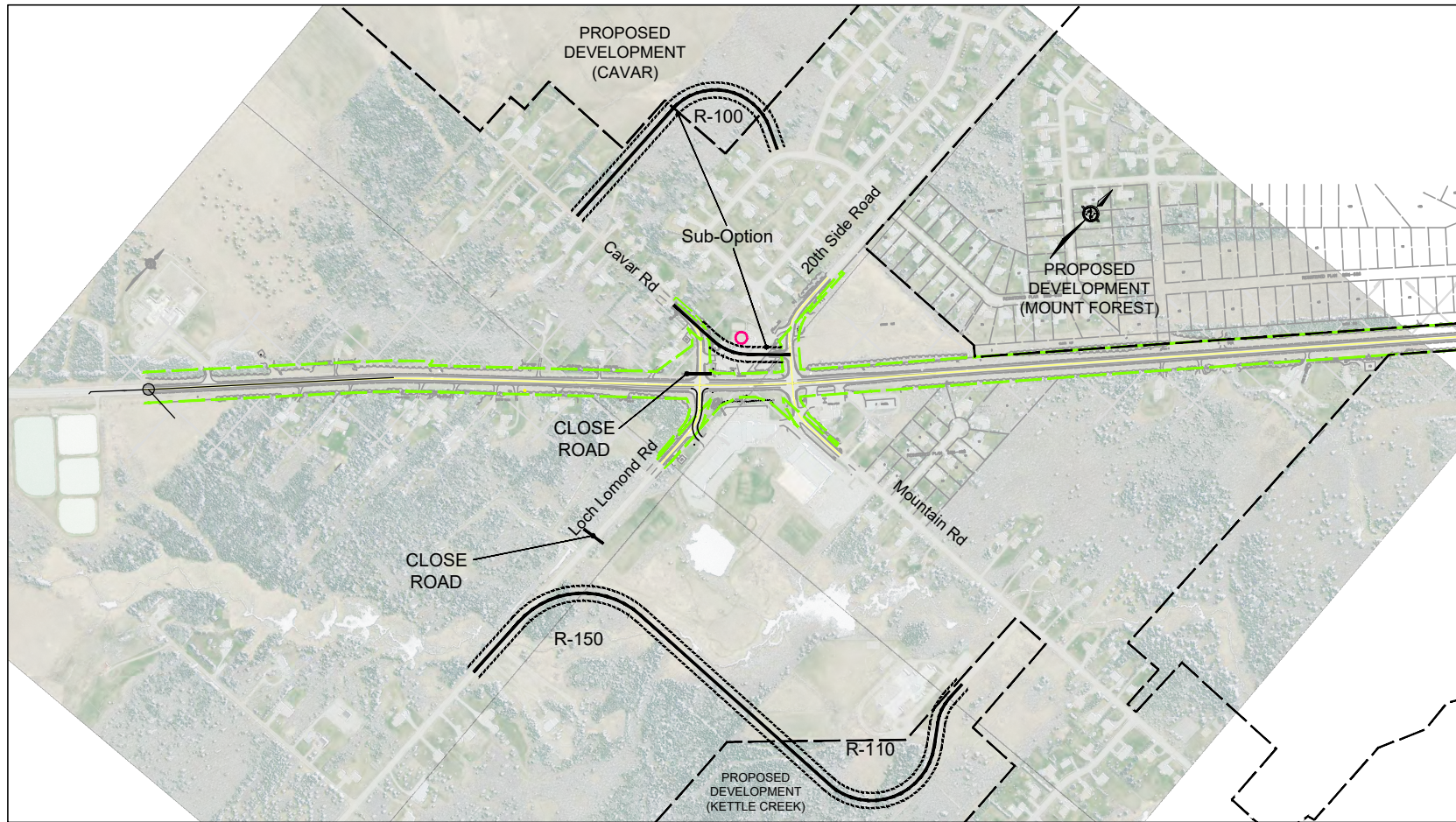
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-  PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

-  EXISTING MTO PROPERTY LIMITS
-  PRELIMINARY PROPERTY REQUIREMENTS
-  IMPACTED PROPERTIES

Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Side Road Alternatives

Alternative 4A - Conventional Intersection Consolidate Mountain Road and Loch Lomond Road ✓ Consolidate Cavar Road and 20th Side Road



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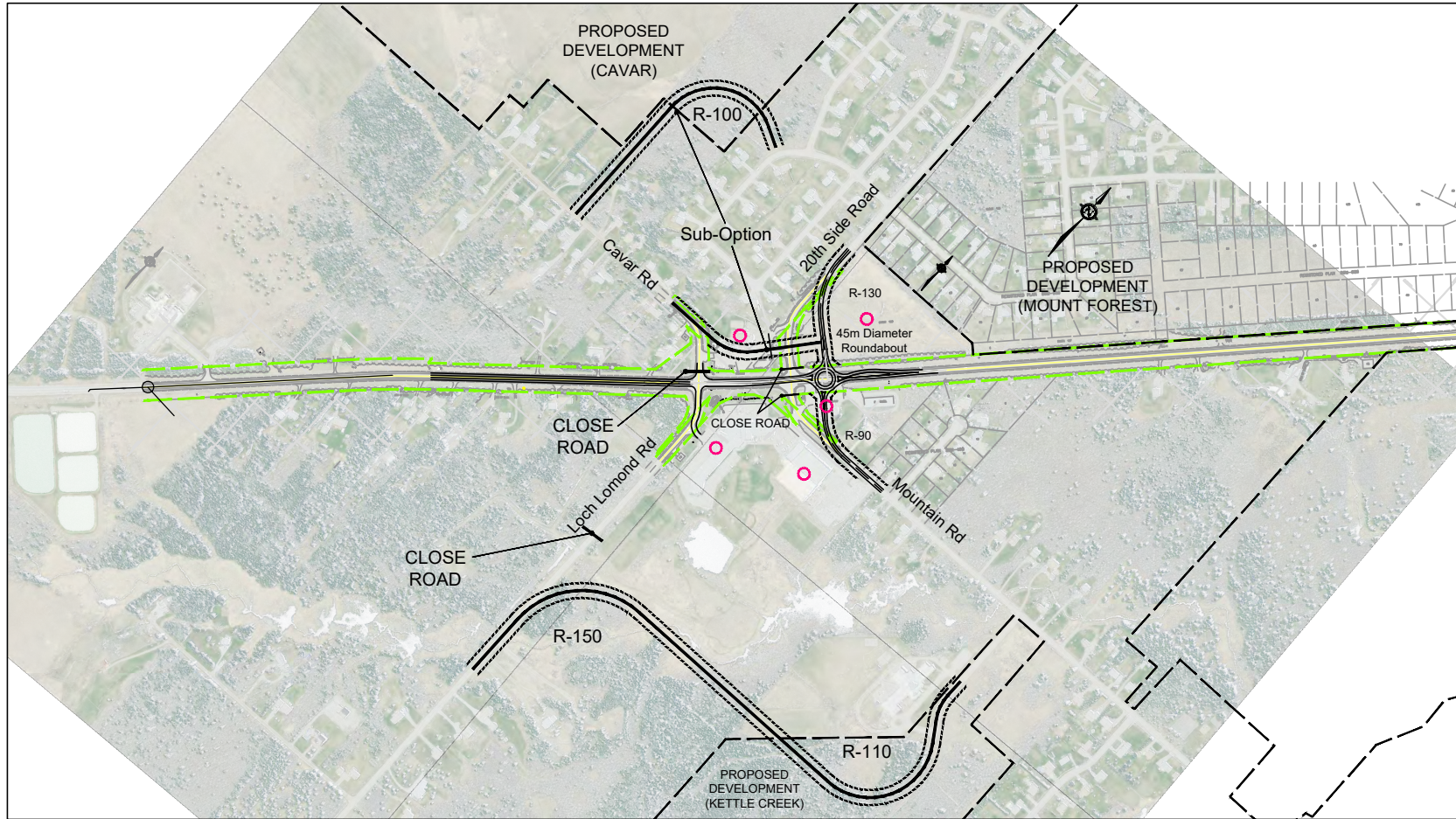
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- ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

Highway 61 Loch Lomond Rd/Cavar Rd & Mountain Rd/20th - Side Road Alternatives

Alternative 4B - Roundabout Consolidate Mountain Road and Loch Lomond Road ✓ Consolidate Cavar Road and 20th Side Road



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Legend:

- ✓ PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
- ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

- EXISTING MTO PROPERTY LIMITS
- PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES

Preliminary Evaluation Criteria

The following long list of evaluation criteria may be used in the evaluation of the Preliminary Design Alternatives presented on the previous exhibits. The long list of criteria will be screened to produce a short list of criteria with measurable differences that allow for the comparison of Alternatives. If there are additional environmental criteria, constraints or areas of concern not listed on this exhibit, please submit a comment to the Project Team for possible addition to the long list of evaluation criteria.

Transportation	Natural Environment
Traffic Operations (delays to the travelling public)	Loss of Vegetation
Collision Potential	Aquatic Disturbance
Out-of-way Travel (transit, pedestrians, cyclists and general traffic)	Impacts to Terrestrial Habitat
Construction Duration	Socio-Economic Environment
Design Consistency	Emergency Services
Traffic Safety (vehicles, pedestrians and cyclists)	Business Impacts
Ease of staging construction	Loss of Recreational Lands
Out-of-way Travel – commercial vehicles	Noise and Air Quality
Out-of-way Travel – general traffic	Contaminated Property
Rail Safety (road-rail cross-product)	Cultural Environment
Cost	Heritage Resources
Capital Cost	Archaeological Potential
Operation and Maintenance Cost	Property and Land Use
	Impacted Properties

Alternatives will be evaluated in accordance with accepted MTO practices using a numerical method which considers the advantages and disadvantages of each alternative and the relative significance of the impacts. The numerical method involves giving each alternative a weighted score for each of the evaluation criteria. Alternatives with better qualities will obtain higher scores.

Potential Interim Improvement Opportunities – Part A

Based on existing traffic operations and safety, the following short term highway improvements are recommended for further evaluation in Part A (Arthur Street to Chippewa Road) subject to the timing of long term improvements:

- ▶ Highway 61 and Chippewa Road:
 - Realign the existing northbound channelized right-turn lane to avoid high speed movements and reverse the existing traffic control by placing Yield signs on the channelized right-turn movement (see figure below).
 - Extend the westbound right-turn lane.
- ▶ Shorten the southbound transition zone to a single lane south of the Highway 61/Broadway Avenue intersection.

Potential Interim Improvement Opportunities – Part B

Based on existing traffic operations and safety, the following short term highway improvements are recommended for further evaluation in Part B (Chippewa Road to Loch Lomond Road) subject to timing of long term improvements:

- ▶ Permanent closure of the first entrances to Robin's from Riverdale Road and to the Neebing Roadhouse from 20th Side Road.
- ▶ Provision of a southbound left-turn lane on Highway 61 at Scotland Avenue.
- ▶ Relocation of the Beaux Daddy's site entrance to 15th Side Road.
- ▶ Provision of northbound and southbound left-turn lanes on Highway 61 at Mount Forest Boulevard (as part of the Shore Bay Estates Subdivision)



Schedule – Next Steps

Following this meeting we will:

- ▶ Review public input received from this PIC No. 1
- ▶ Evaluate alternatives and identify a Preferred Alternatives
- ▶ PIC No. 2 to present the evaluations and the Preferred Alternative
- ▶ Refine Recommended Plan including anticipated impacts and proposed mitigation measures
- ▶ PIC No. 3 to present the Recommended Plan including the environmental effects and proposed mitigation measures
- ▶ Prepare a Transportation Environmental Study Report (TESR) documenting the Recommended Plan, alternatives development and evaluation/selection, and the environmental effects and proposed mitigation measures.
- ▶ 30-day public review period of the TESR
- ▶ Environmental Clearance, if no concerns are identified

How can you remain involved in the Study?

- ▶ Request that your name/e-mail be added to the mailing list
- ▶ Check the project website at www.mtohighway61.com
- ▶ Contact MTO or consultant representatives at any time:

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Email: kevin.saunders@ontario.ca

Thank you for your participation in this online Public Information Centre. Your input into this study is valued and appreciated. **Please provide your comments to Steve Taylor or Kevin Saunders (see above) before October 18, 2021.** All information is collected and used in accordance with the *Environmental Assessment Act* and the *Freedom of Information and Protection of Privacy Act*.