

Highway 61 from Arthur Street to Loch Lomond Road Public Information Centre No. 1 Presentation

PLANNING AND PRELIMINARY DESIGN SERVICES

GWP 6033-17-00, ASSIGNMENT NO. 6016-E-0033

OCTOBER 2021

Meeting Purpose

- Introducing the Study purpose and location
- Existing conditions
- Problem and Opportunity Statement
- Alternatives to the Undertaking
- Preliminary Design Alternatives under review
- Evaluation Criteria and Process
- Next Steps

Project Re-Start

- 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.
- In April 2021, approval was received to resume the planning study and PIC No. 1 was rescheduled.



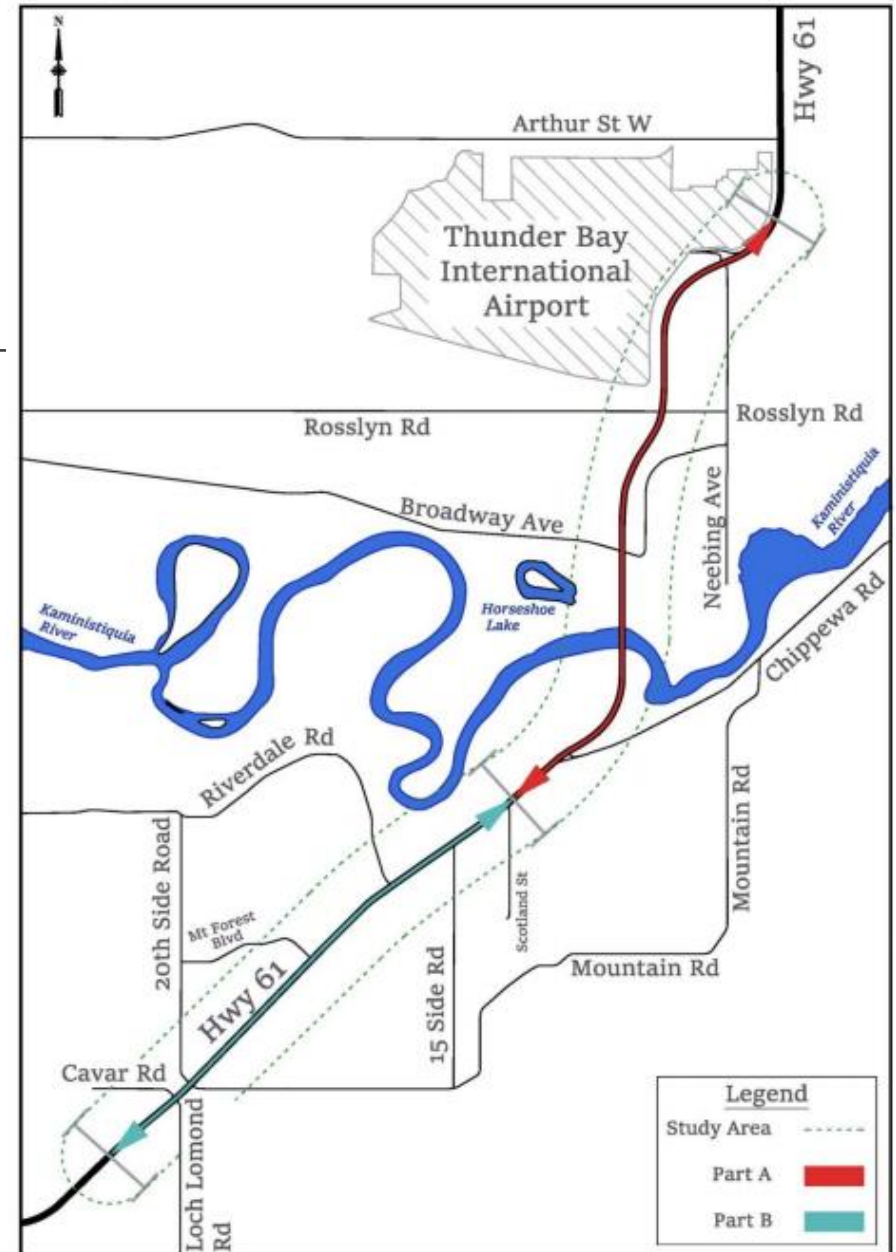
Introduction

- Planning and Preliminary Design for 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 satisfy both short-term and long-term planning horizons

Study Area

The assignment will evaluate two distinct corridor sections:

- **Part A:** Chippewa Road to 0.5 km south of Arthur Street (5.2 km)
- **Part B:** 0.5 km south of Loch Lomond Road to Chippewa Road (4.0 km)



Project Opportunities

Opportunities include:

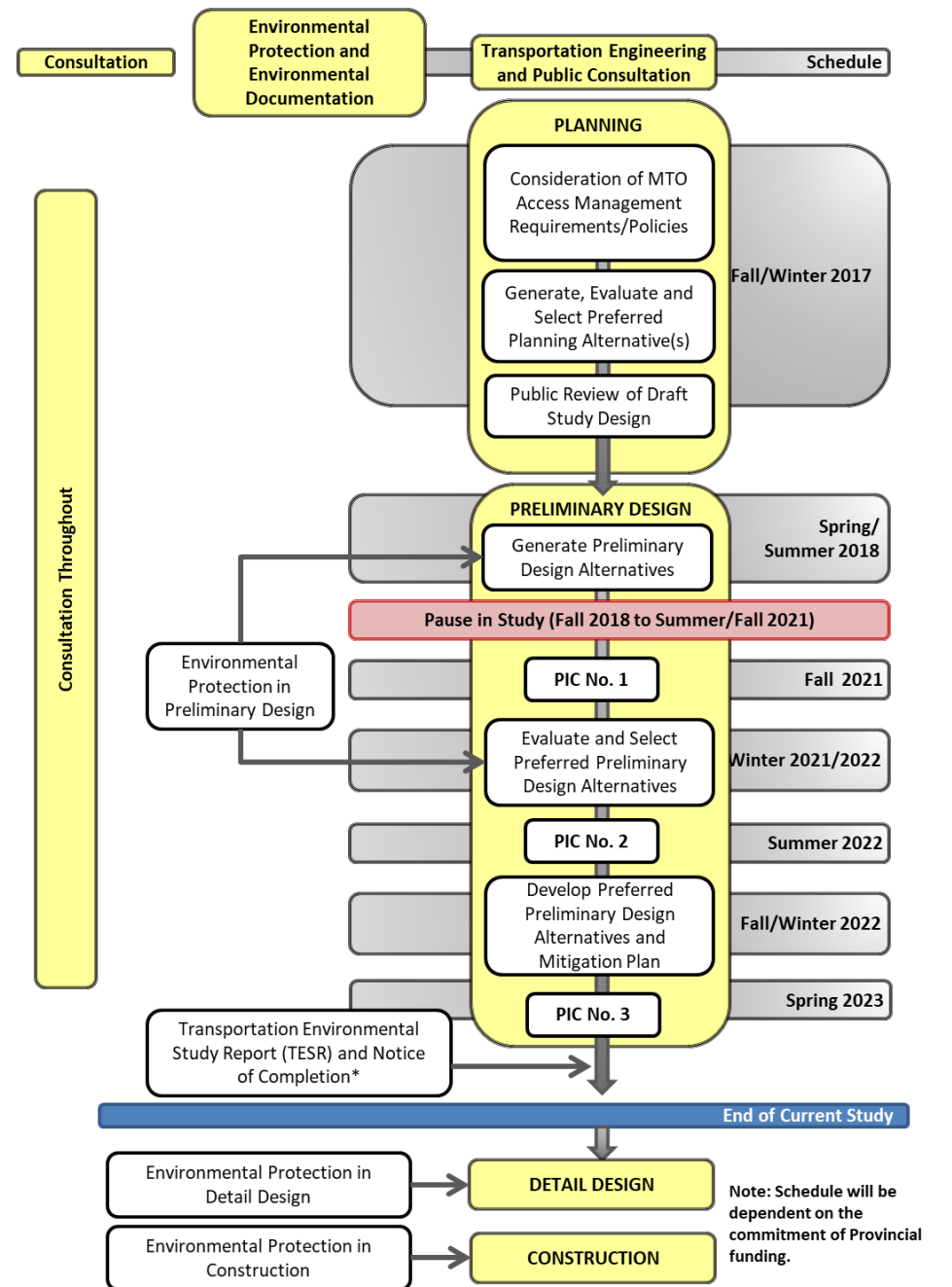
- Bridge management plan for the rehab/replacement of the bridges along the corridor
- Supporting future growth in the City
- Considering active modes of transportation
- Designing appropriate transition treatment beyond the freeway section
- Considering the change in traffic patterns from the reopening of the James Street Bridge
- Implementing staged construction of the recommended improvements

Study Process and Schedule

This study is being as a Group B Class Environmental Assessment for Provincial Transportation Facilities. The study will include:

- Consultation with the public stake holders, agencies and Indigenous Peoples (i.e. Commencement Notice, Community Cafes and PIC's)
- Preparation of a Transportation Environmental Study Report (TESR) to document:
 - Alternative development,
 - Evaluation and selection of the Preferred Alternative;
 - The Recommended Plan; and
 - The anticipated environmental effects and proposed mitigation measures.

Study Process and Schedule



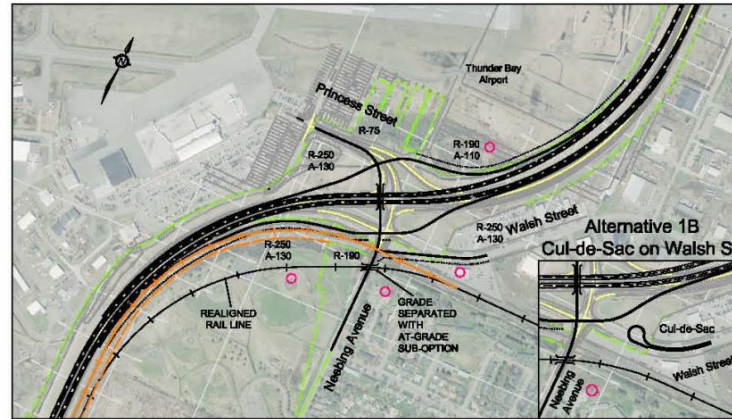
Highway Alternatives Under Review

- Highway alignments match standard for planning completed to the north
- Interchange alternatives at Princess Street (Airport)/Neebing Avenue, Broadway Avenue and Chippewa Road
- Highway transition alternatives south of Chippewa Road
- Intersection improvements at Loch Lomond Road/Mountain Road/20th Side Road
- Short term operational improvements

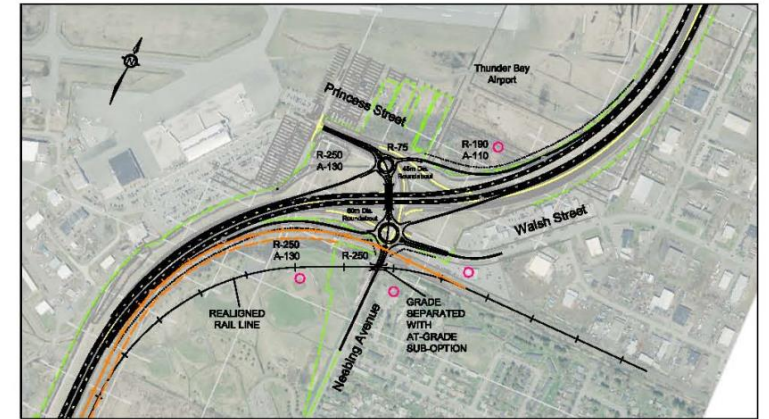
Airport Interchange/ Neebing Avenue

Highway 61 Princess Street Neebing Avenue Interchange Alternatives

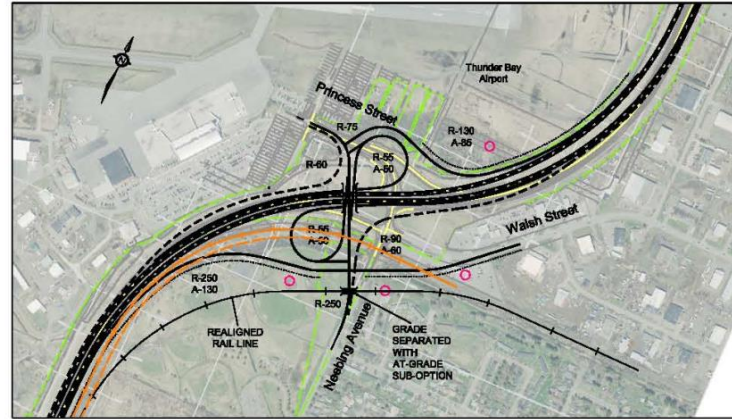
Alternative 1A
Diamond Interchange ✓



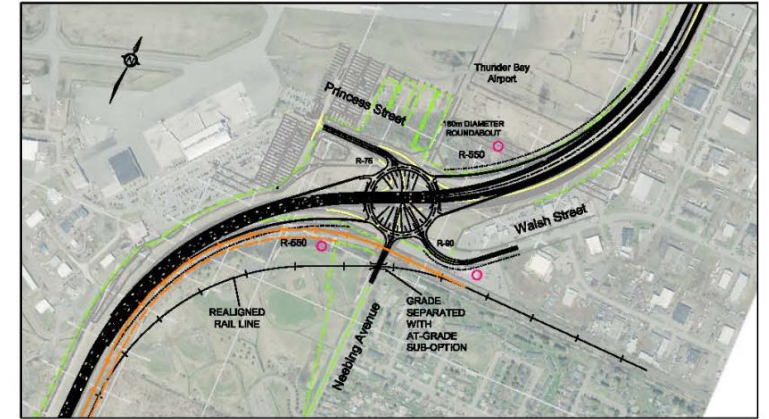
Alternative 2A
Diamond Interchange with Roundabouts- Grade Separated Intersection ✓



Alternative 3
Parclo A2/A4 Interchange ✓



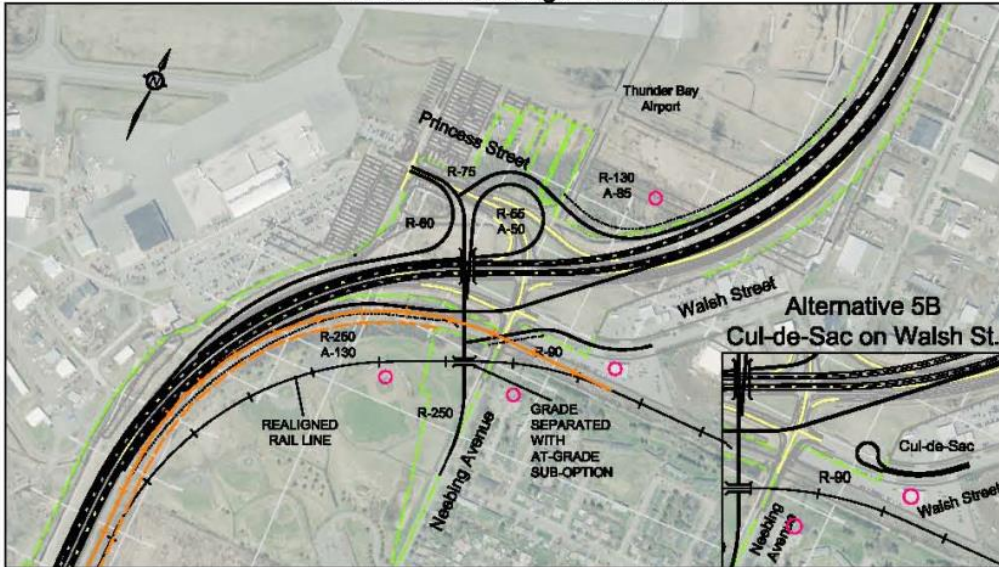
Alternative 4
Roundabout ✓



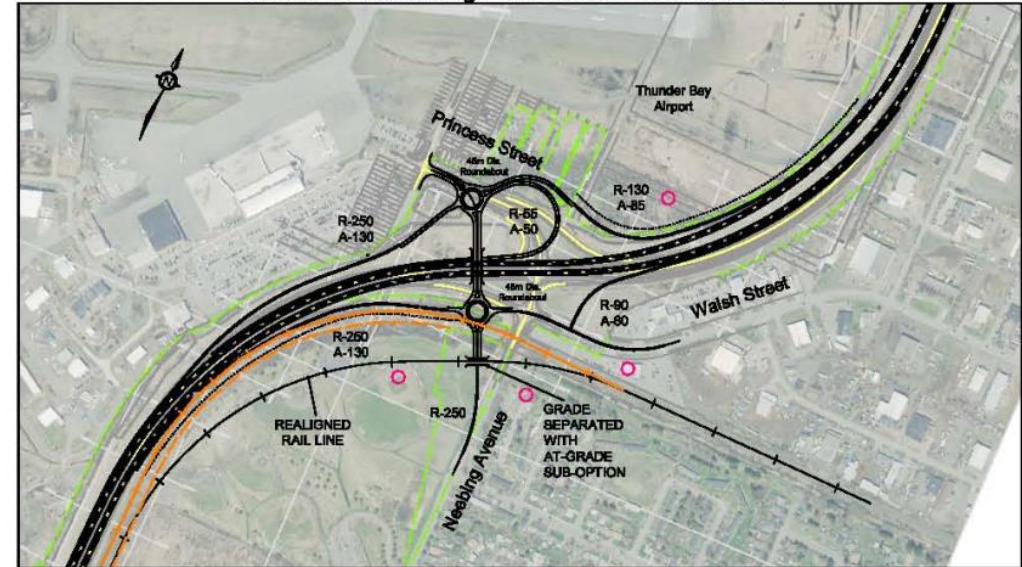
- Legend:
- ✓ PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
 - ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
 - EXISTING MTO PROPERTY LIMITS
 - PRELIMINARY PROPERTY REQUIREMENTS
 - EXISTING RAIL LINE
 - EXISTING RAIL LINE PROPERTY LIMITS
 - IMPACTED PROPERTIES

Airport Interchange/Neebing Avenue

Alternative 5A
Parclo A4 Interchange West Side
Diamond Interchange East Side

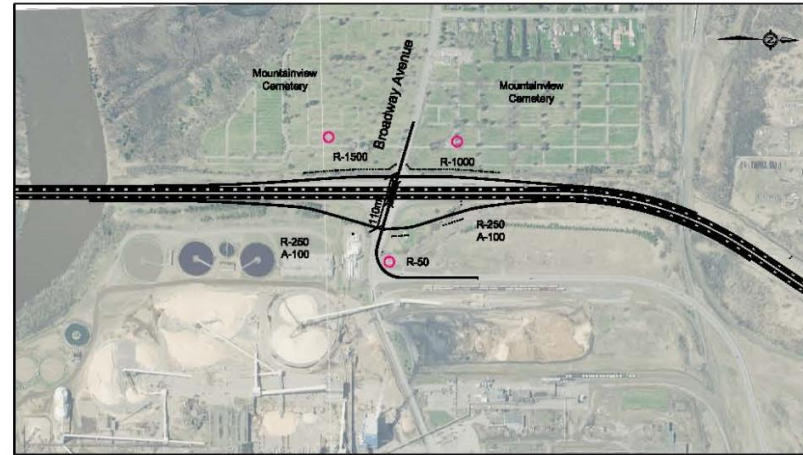


Alternative 6
Parclo A4 Interchange with Roundabout West Side
Diamond Interchange with Buttonhook East Side

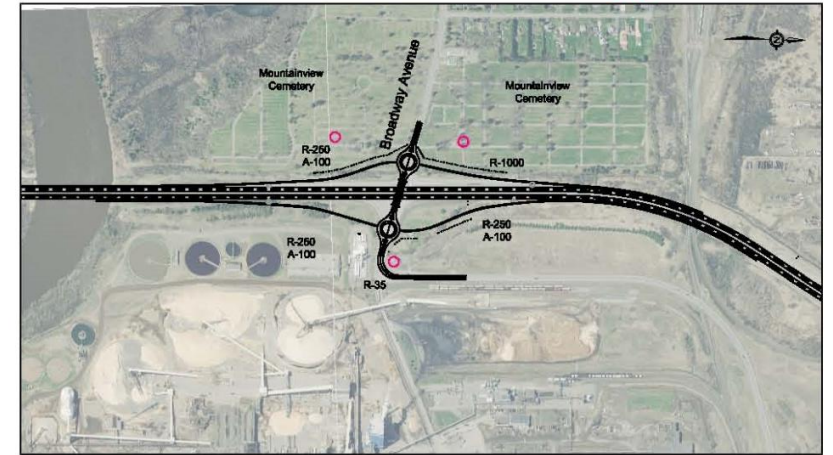


Broadway Avenue Interchange/ Flyover

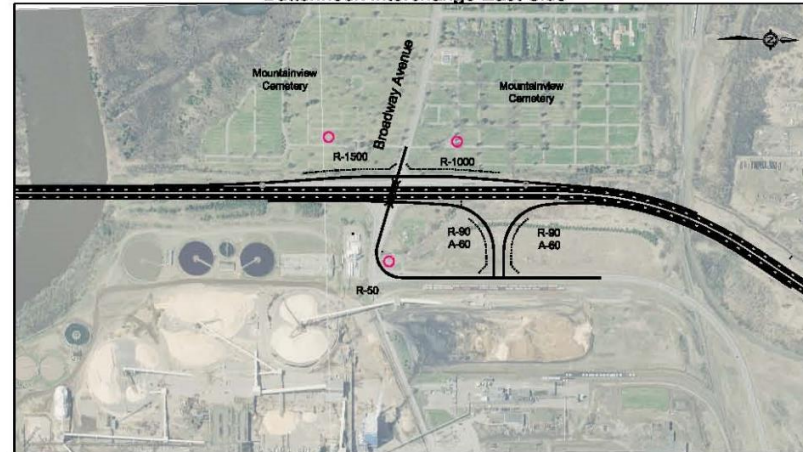
Alternative 1
Diamond Interchange ✓



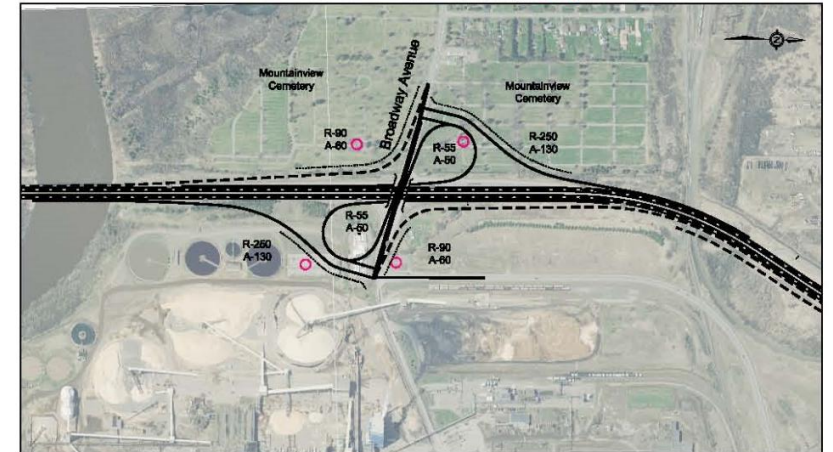
Alternative 2
Diamond Interchange with Roundabouts ✗



Alternative 3
Tight Diamond Interchange West Side
Buttonhook Interchange East Side ✓

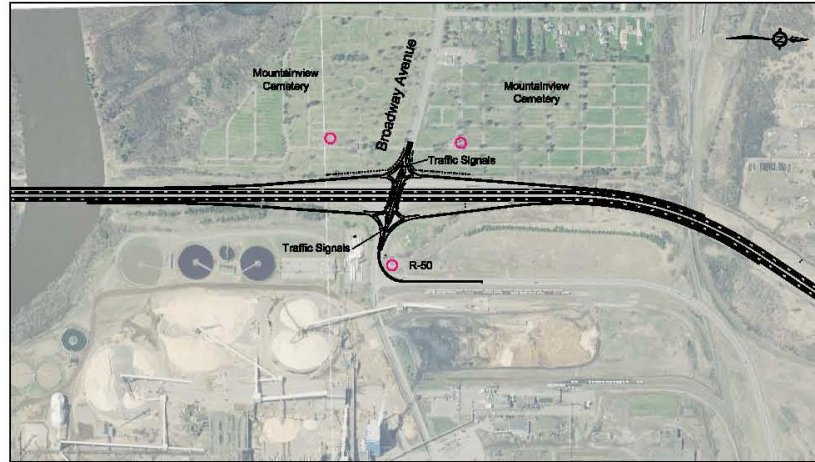


Alternative 4
Parclo A2/A4 Interchange ✗

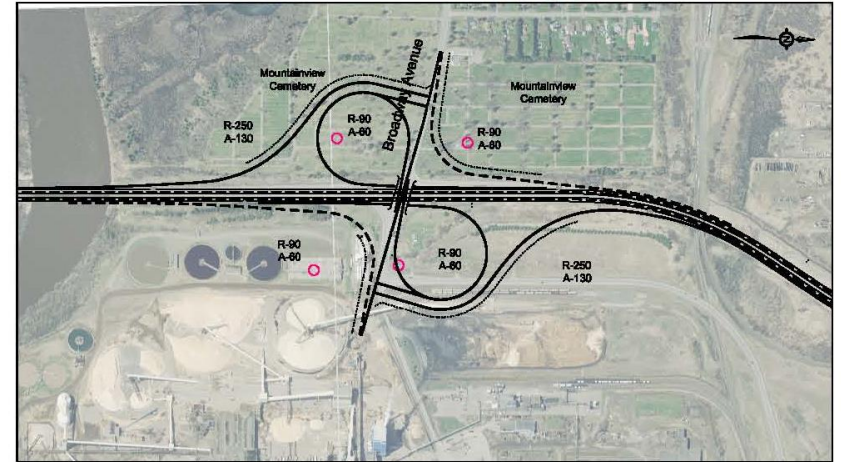


Broadway Avenue Interchange/ Flyover

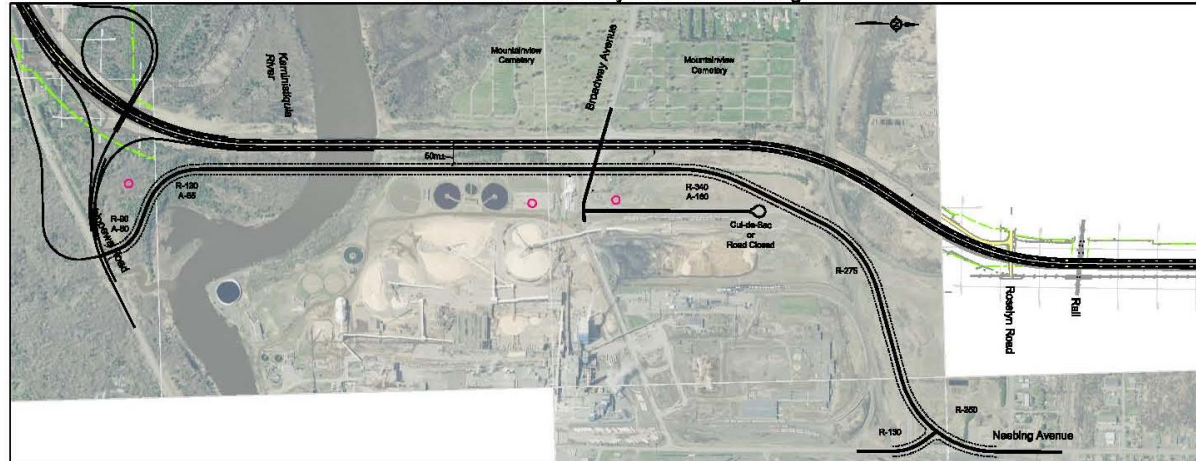
Alternative 5
Diverging Diamond Interchange



Alternative 6
Parclo B2/B4 Interchange



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

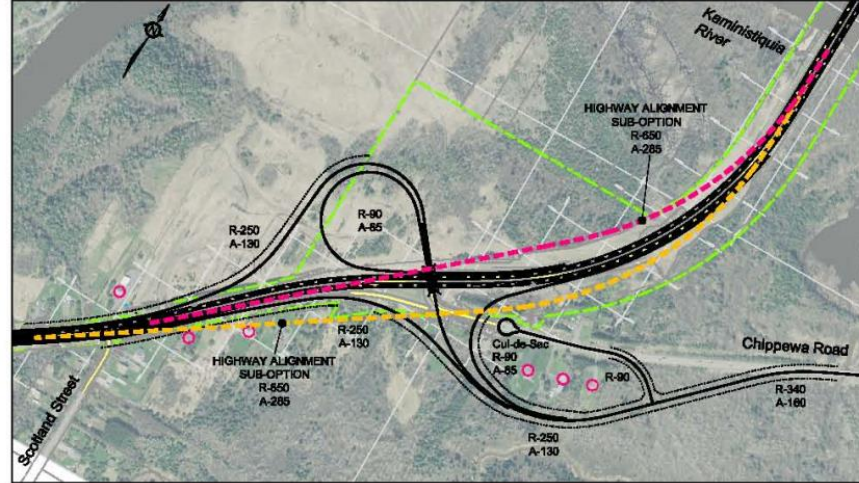


Notes:

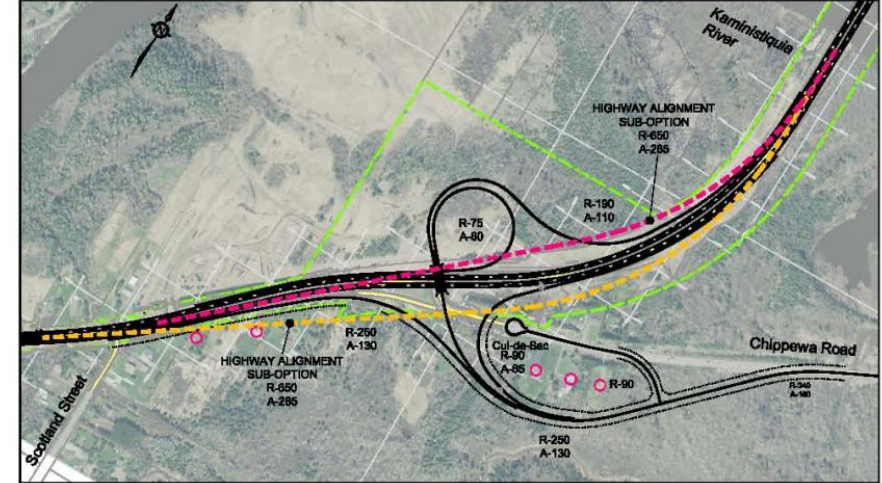
1. Alternative 7A - Local Service Road Across Kaministiquia River and Eliminate Broadway Avenue Interchange.
2. Alternative 7B - Local Service Road with Multi Use Path.

Chippewa Road Interchange

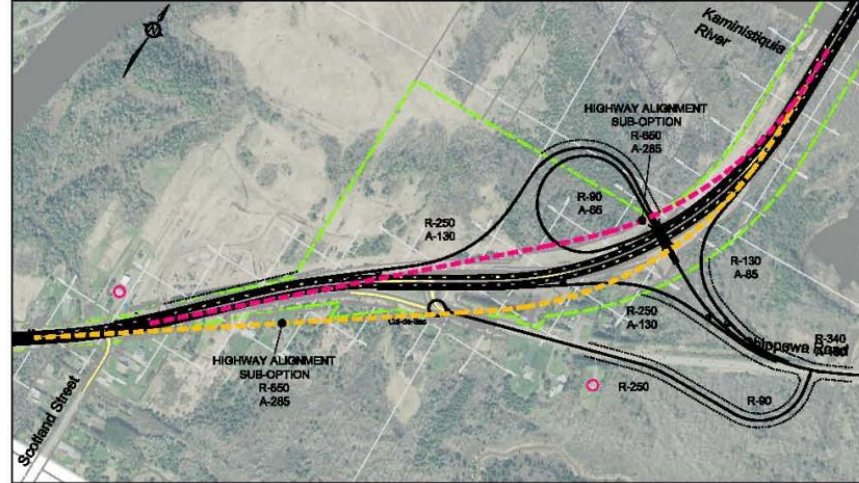
Alternative 1
Parclo B Trumpet Interchange



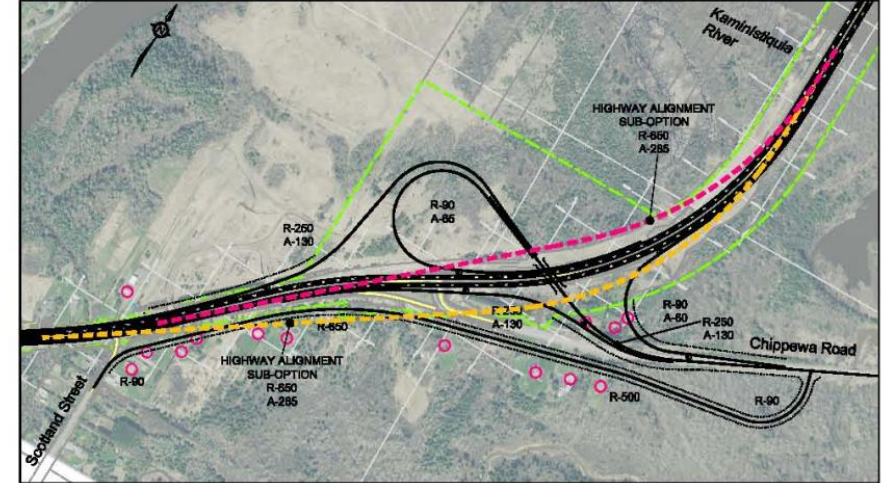
Alternative 2
Parclo A Trumpet Interchange



Alternative 3
Parclo B Trumpet Interchange

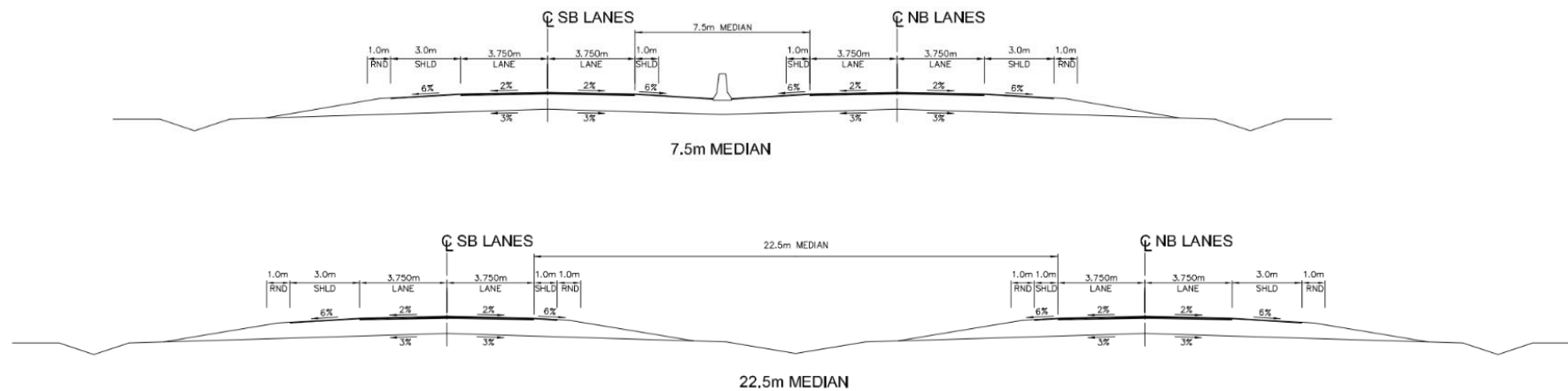


Alternative 4
Parclo B Trumpet Interchange



Part A: Freeway Cross Section Alternatives

- 7.5 m median
- 22.5 m median
- Combination 7.5 m and 22.5 m median



Part B: Highway Cross Section Alternatives

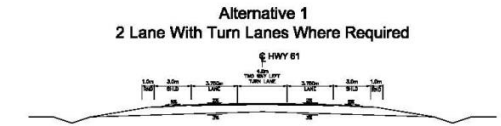
- 2 lanes
- 3 lanes
- 4 lanes
- 5 lanes

Cross Section Alternatives

- Widening Alternatives

Highway 61
Part B1 Widening Alternatives

Alternative 1 ✓
2 Lanes With Turn Lanes Where Required

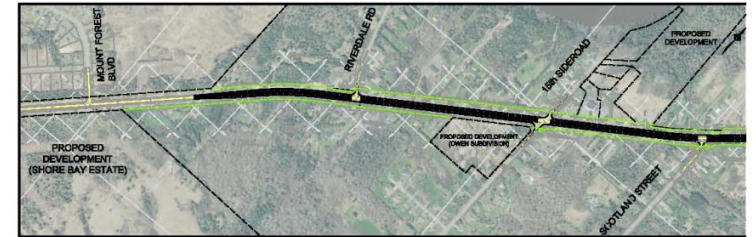


Highway 61
Part B2 Widening Alternatives

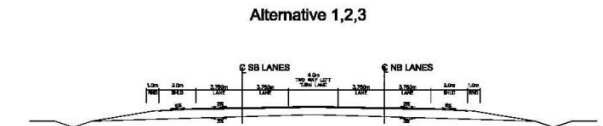
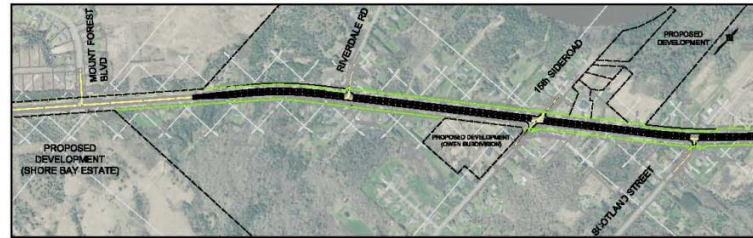
Alternative 1 ✓
Widen to the West (Transition Zone - 0m)



Alternative 2 ✓
Widen on Centre (Transition Zone - 0m)



Alternative 3 ✓
Widen to the East (Transition Zone - 0m)

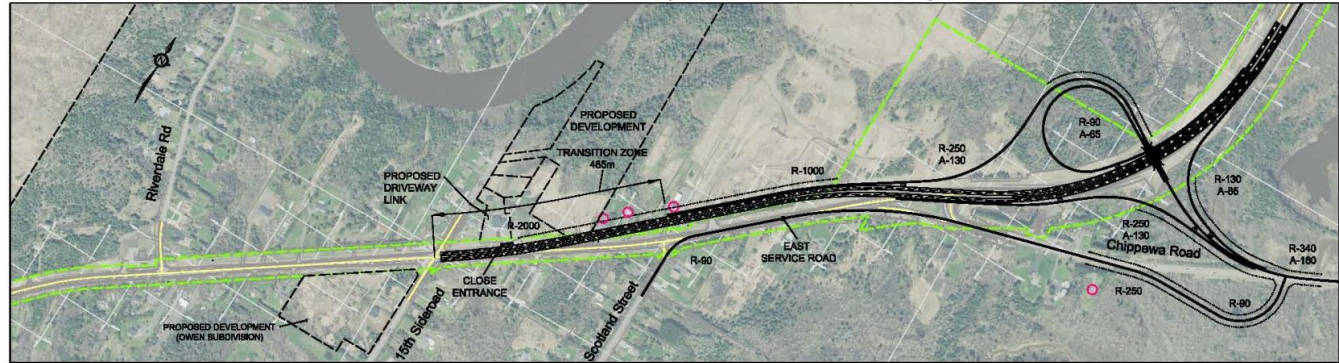


Legend:
 ✓ PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD
 ✗ PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD
 — COSTING INTO PROPERTY LIMITS
 — PRELIMINARY PROPERTY REQUIREMENTS

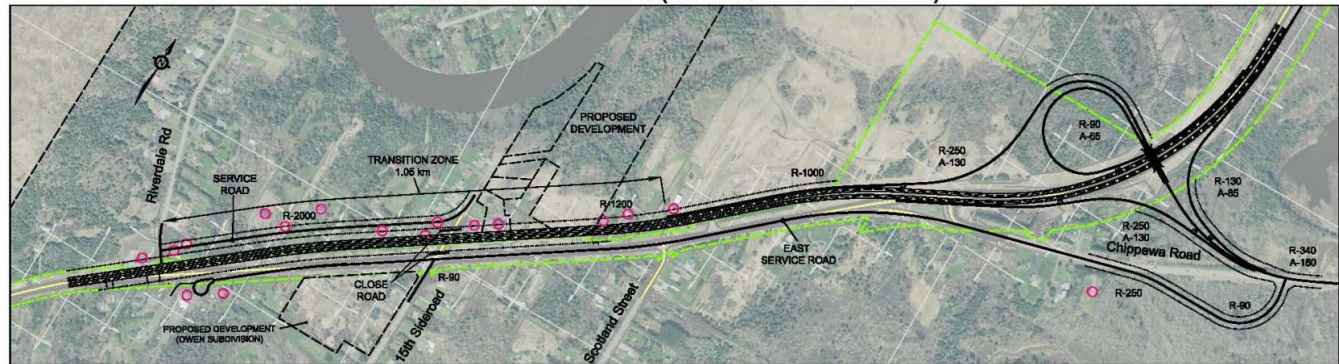
Note:
 Show separate sublots for intersection alternatives.

Freeway Transition Alternatives

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



Transition Alternative 5 (Transition Zone - 1.05km) ✓



Legend:



PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD



PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

EXISTING MTO PROPERTY LIMITS

PRELIMINARY PROPERTY REQUIREMENTS

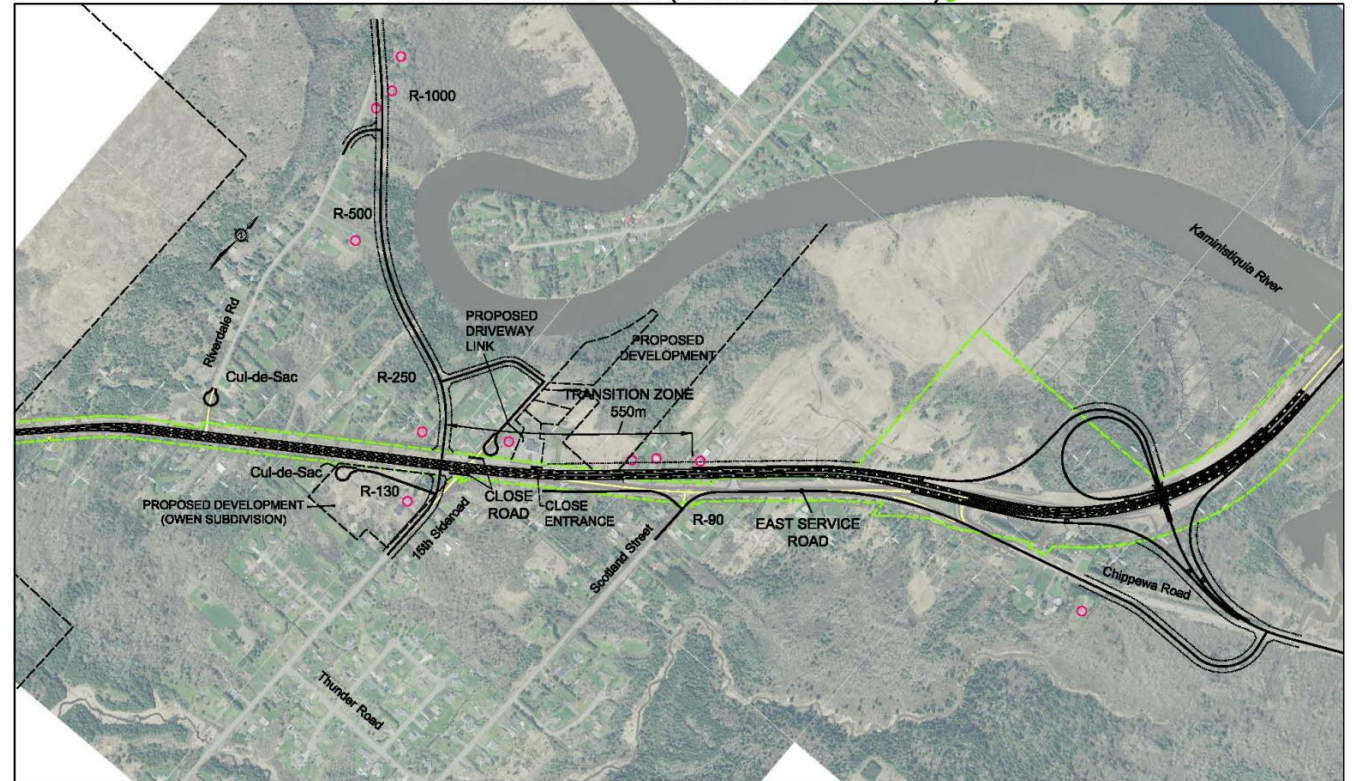
IMPACTED PROPERTIES

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

Freeway Transition Alternatives

Highway 61 Consolidate Riverdale Road and 15th Sideroad Alternatives

Transition Alternative 6 (Transition Zone - 550m*)



Legend:



PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD



PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

EXISTING MTO PROPERTY LIMITS

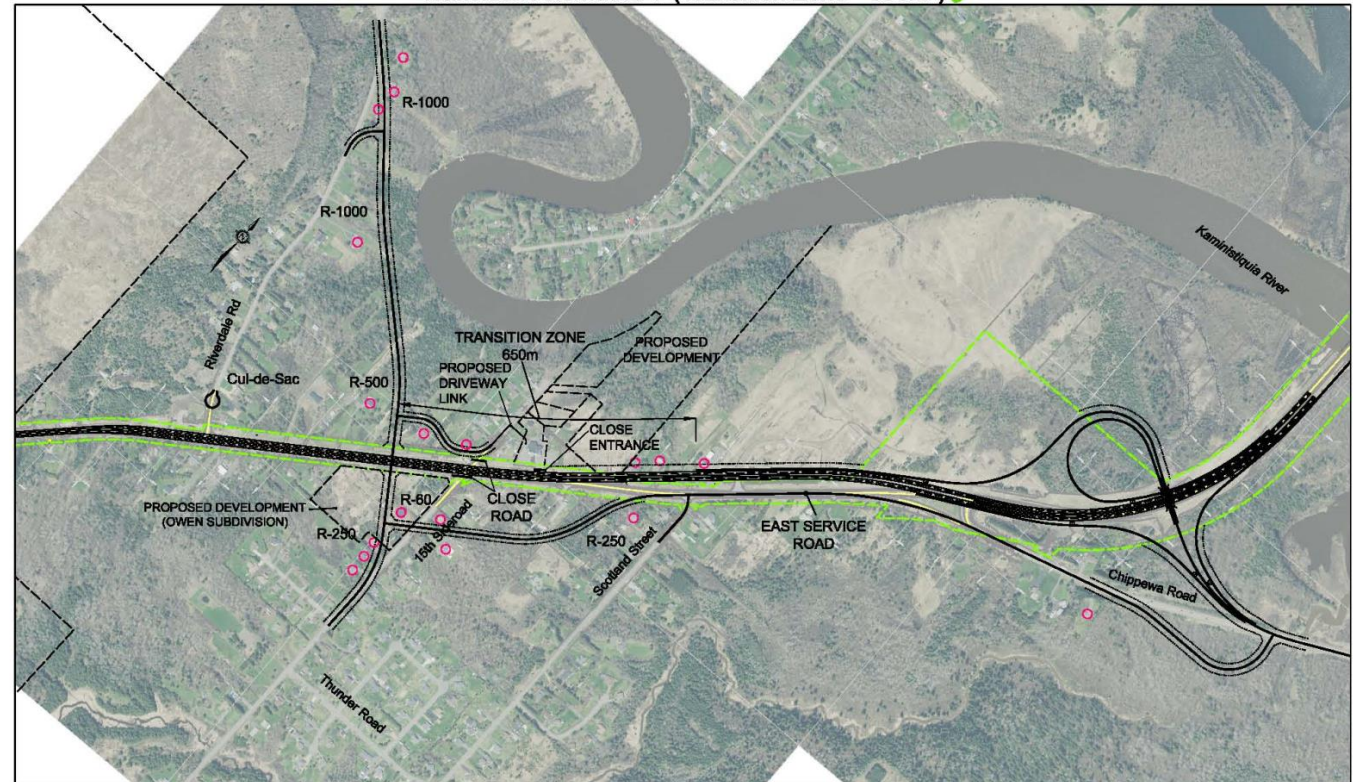
PRELIMINARY PROPERTY REQUIREMENTS

IMPACTED PROPERTIES

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

Freeway Transition Alternatives

Highway 61 Consolidate Riverdale Road and 15th Sideroad Alternatives Transition Alternative 7 (Transition Zone - 650m*) ✓



Legend:



PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD



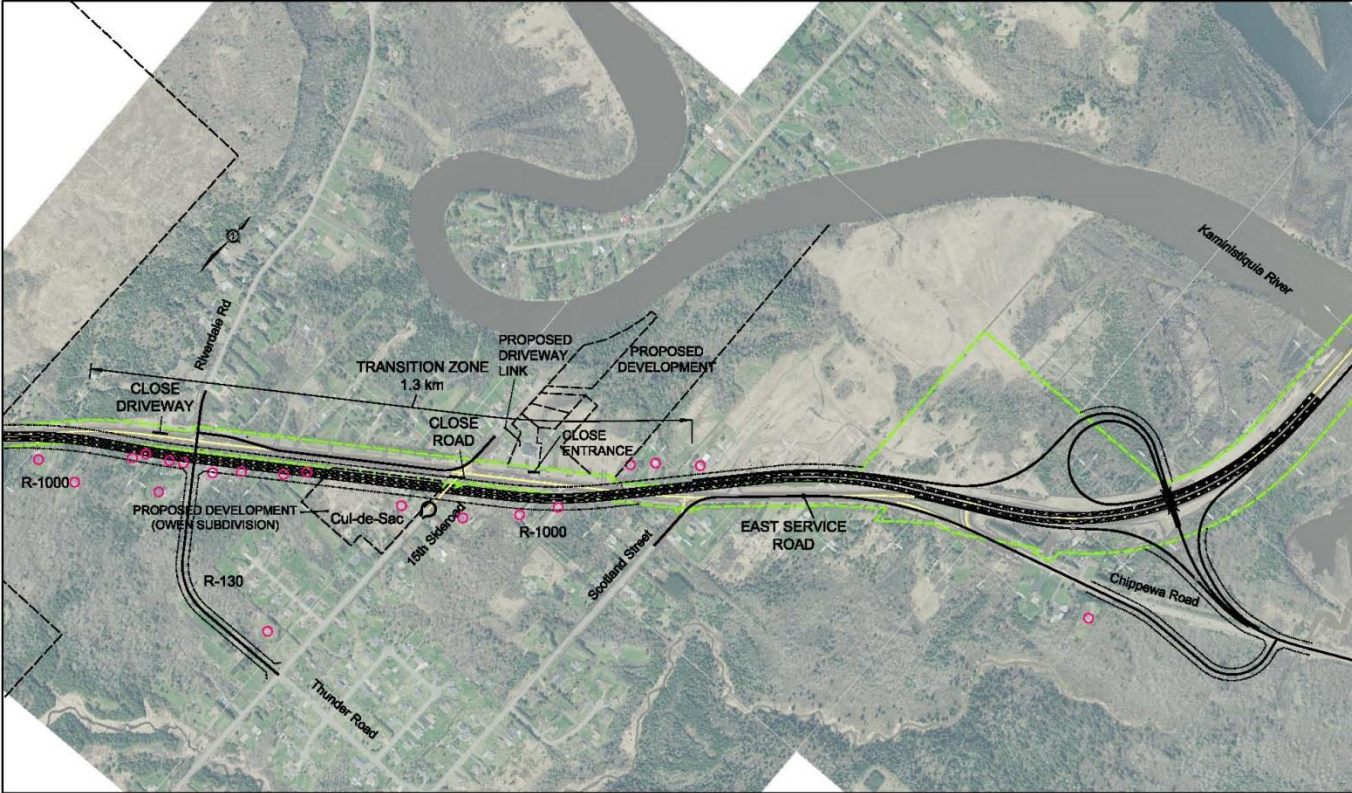
PRELIMINARY RECOMMENDATION NOT CARRIED FORWARD

— 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.

Freeway Transition Alternatives


Highway 61
Consolidate Riverdale Road and 15th Sideroad Alternatives
Transition Alternative 8 (Transition Zone - 1.8km*) ✓



Legend:

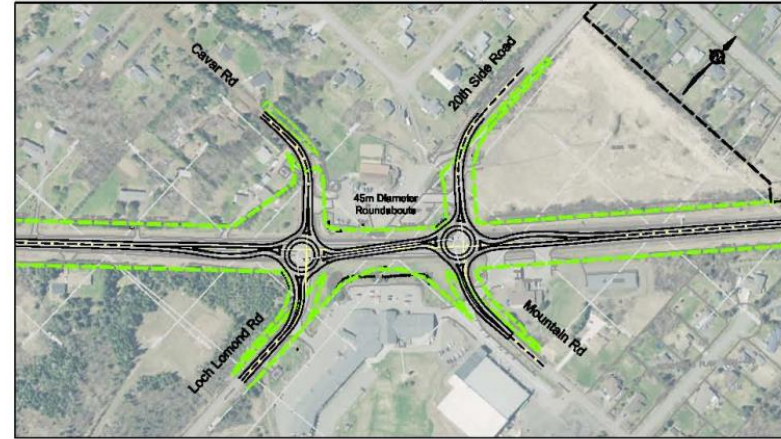
- ✓
 PRELIMINARY RECOMMENDATION
 TO BE CARRIED FORWARD
- ✗
 PRELIMINARY RECOMMENDATION
 NOT CARRIED FORWARD
- EXISTING MTO PROPERTY LIMITS
- - -
 PRELIMINARY PROPERTY REQUIREMENTS
- IMPACTED PROPERTIES
- * TRANSITION LENGTH MAY CHANGE
 DEPENDING ON LOCATION OF FUTURE
 INTERCHANGE. SEE CHIPPewa ROAD
 INTERCHANGE ALTERNATIVES EXHIBIT.


Loch Lomond Road/Cavar Road and Mountain Road/20th Side Road - Intersection Alternatives

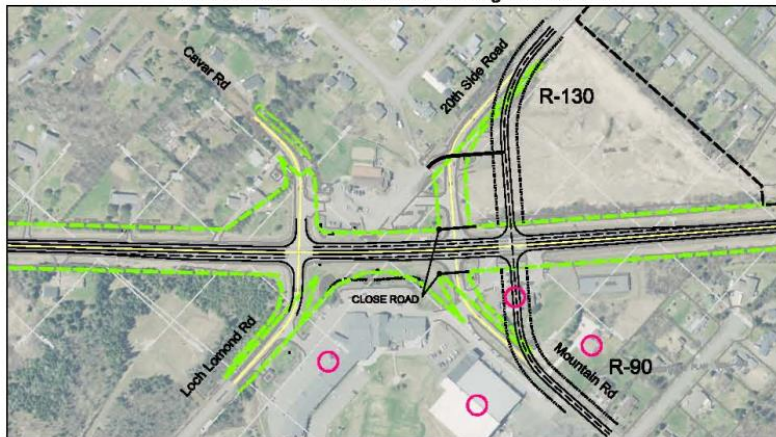
Alternative 1A 
Conventional Intersection - Existing




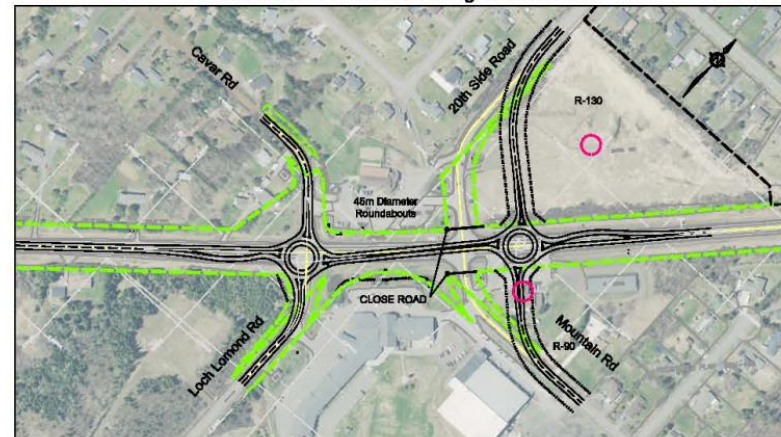
Alternative 1B 
Dual Roundabouts - At Existing Intersection



Alternative 2A 
Conventional Intersection With Realigned Sideroad



Alternative 2B 
Dual Roundabout With Realigned Sideroad



Loch Lomond Road/Cavar Road and Mountain Road/20th Side Road - Intersection Alternatives

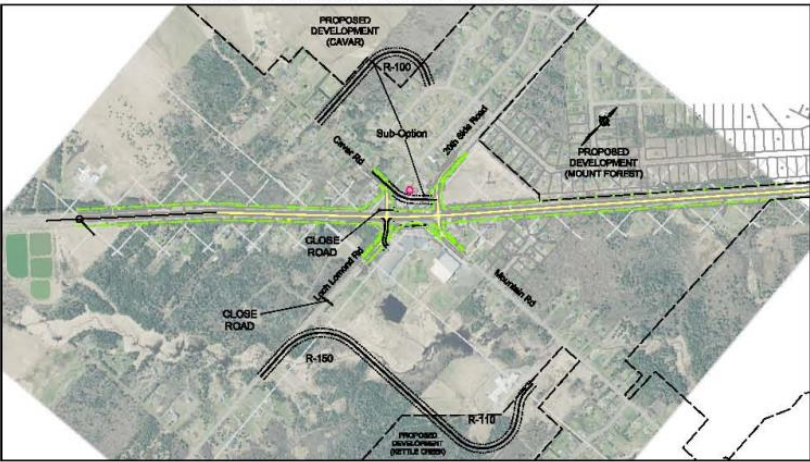
Alternative 3A - Conventional Intersection
Relocate Mountain Road/20th Sideroad Intersection and Consolidate Loch Lomond Road



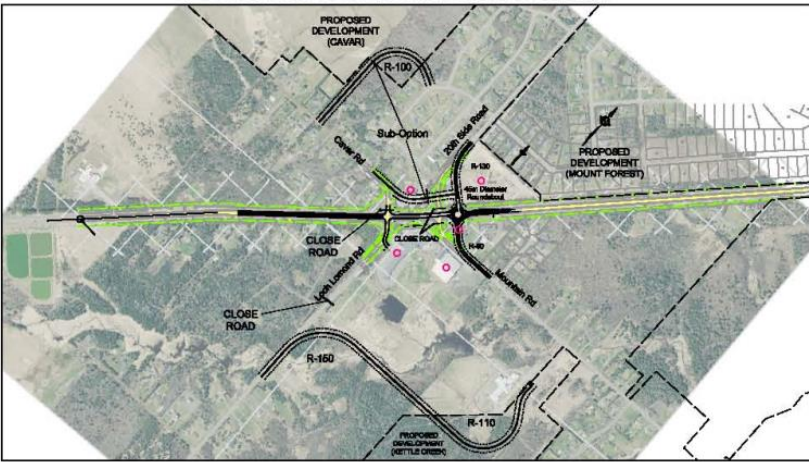
Alternative 3B - Roundabout
Relocate Mountain Road/20th Sideroad Intersection and Consolidate Loch Lomond Road



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

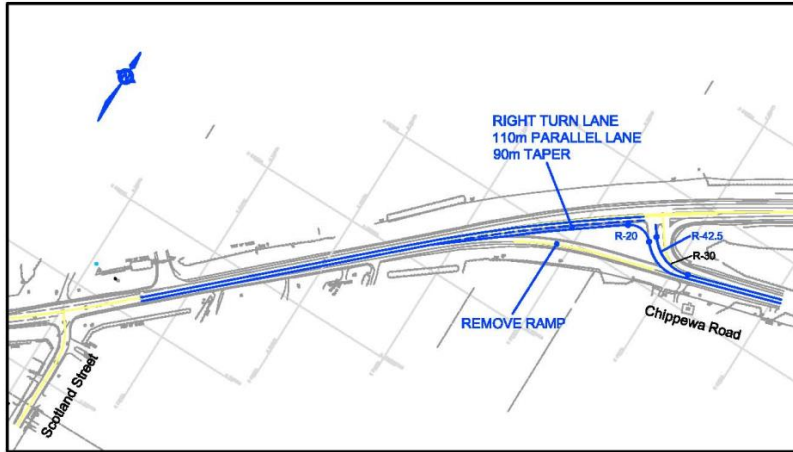


Alternative 4B - Roundabout
Consolidate Mountain Road and Loch Lomond Road
Consolidate Cavar Road and 20th Side Road

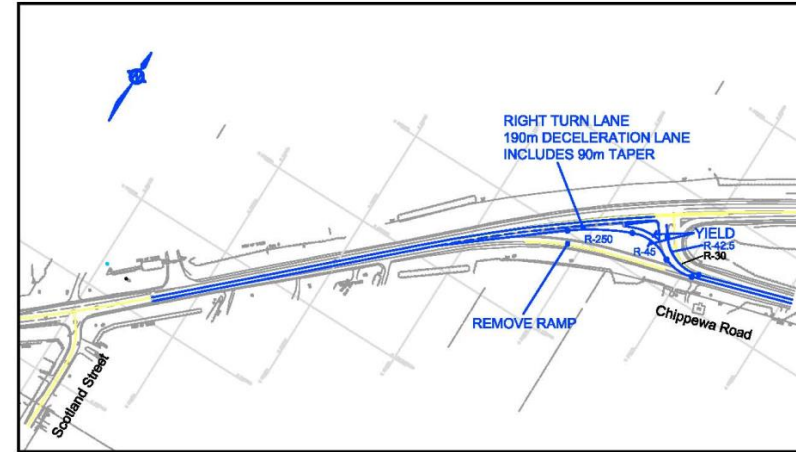


Chippewa Road - Potential Operational Improvements

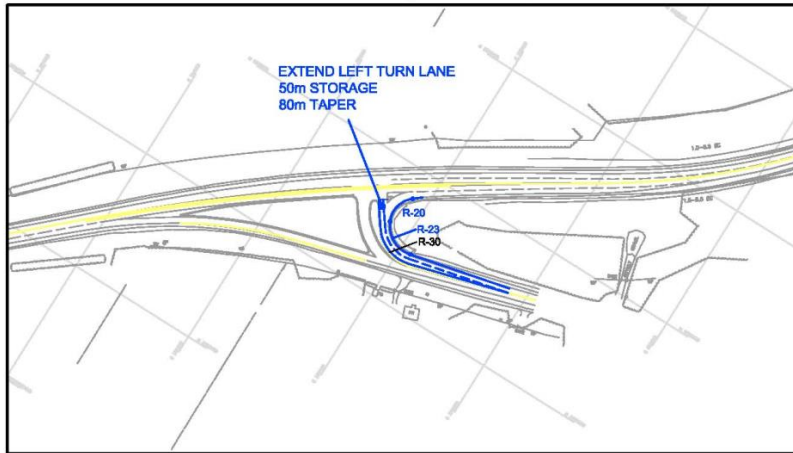
Alternative 1
Chippewa Road ✓
Potential Interim Term Operational Improvement



Alternative 2 ✗
Chippewa Road
Potential Interim Term Operational Improvement



Chippewa Road ✓
Potential Interim Term Operational Improvement



Next Steps

- Summary of comments from Public Information Centre (PIC) No. 1
- Refinement or addition of design alternatives based on public comments
- Technical evaluation of alternatives
- Stakeholder consultations
- Selection of Technical Preferred Alternatives (TPA's)
- PIC No. 2
- Refinement of TPA's
- Determine Mitigation Plans
- Recommended Plan
- PIC No. 3
- Council update on Recommended Plan
- Transportation Environmental Study Report (Public Review)