

Highway 61 Planning and Preliminary Design Study from Arthur Street Loch Lomond Road

MINISTRY OF TRANSPORTATION

OCTOBER 5, 2023

Should you have any questions please talk to the Ministry of Transportation (MTO) or Consultant Project Manager.

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

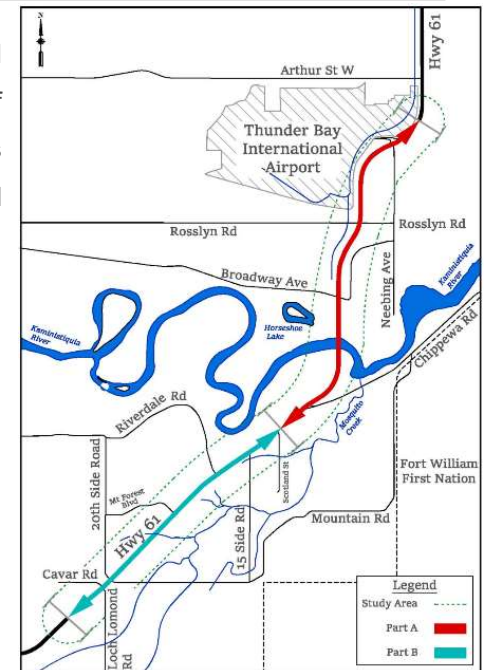


Welcome

Welcome to the second 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. The purpose of the second PIC is to provide interested stakeholders, Indigenous communities, and the public an opportunity to review and comment on the evaluation of the alternatives and the technical recommendations.

The Study is considering two distinct sections:

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



Land Acknowledgement

The proposed project is located on lands traditionally occupied by Indigenous people. We acknowledge the Anishnaabeg of the Robinson Superior Treaty area, the community of Fort William First Nation, and would like to show respect for the long history of First Nations and the Métis in Ontario. Indigenous people continue to care for this land, and they continue to shape Ontario. Hundreds of years after the first treaties were signed, they are still relevant today.

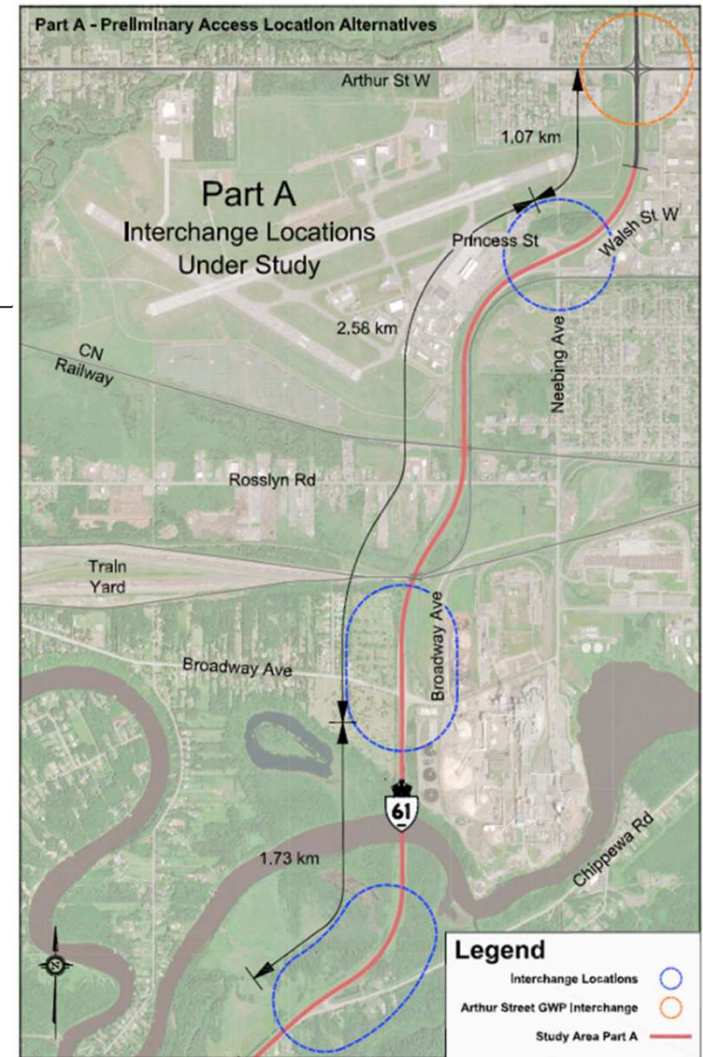
Purpose of PIC No. 2

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. Timing of improvements to this section of Highway 61 are subject to future approvals.

This PIC will present:

- The comments from PIC No. 1 held October 4, 2021;
- Interchange alternatives and evaluation;
- Transition alternatives from Part A to Part B
- Part B cross section alternatives and evaluation;
- Part B Cavar Road/Loch Lomond Road/ 20th Sideroad/ Mountain Road intersection alternatives and evaluation;
- Technically preferred alternatives; and
- Next Steps.

The Draft Analysis and Evaluation Report is available for review on the Resource Table.



Project History

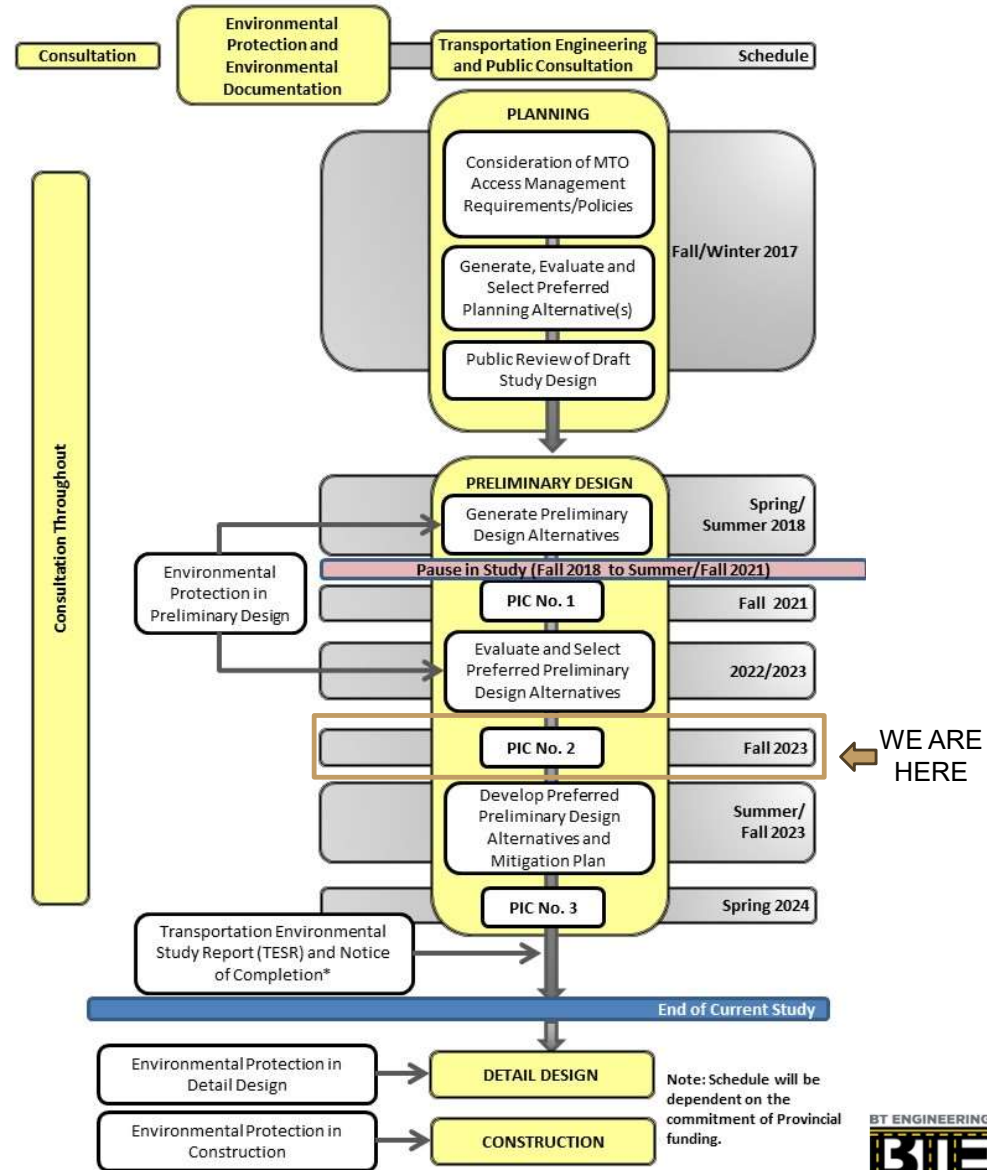


Community Café Meeting

Task	Date
Project Start-Up Meeting	October 2017
Study Design Report	November 2017
Information Gathering	November 2017
Study Commencement Notice	November 2017
Community Cafe Meetings (Public and Fort William First Nation)	January and February 2018
Environmental Inventories: Natural Environment, Archaeology, Fisheries, Land Use, Business Impacts	2018 - 2023
Preliminary Traffic Assessment	2018
Study Pause	2018 – 2021
Public Information Centre (PIC) No. 1	October 2021
Technical Investigations: Traffic, Geotechnical	2021
Assessment of Alternatives to the Undertaking	2021
Development, Analysis and Evaluation of Design Alternatives	2021
Selection of Technically Preferred Alternative (TPA)	2021
PIC No. 2	October 2023

Study Process

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.



Benefits of the Project

The following are the benefits of the Project:

- Improved highway safety;
- Improved level of service for traffic operations;
- Supports both an international travel route to the USA and local travel within the City;
- Define a plan for roadways, bridges and utilities;
- Supports all modes of travel.
- Supports future area growth;
- Supports the Thunder Bay International Airport;
- Supports the Fort William First Nation;
- Design an appropriate transition from the freeway to the highway south of Chippewa Road; and
- Implementation can be staged to reduce the overall cost of the project.

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:

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

Stage 1 Archaeological Assessment

The Stage 1 archaeological assessment of the project area determined that it had general archaeological potential to contain both pre-contact and Euro-Canadian archaeological resources. In undisturbed areas, a Stage 2 archaeological assessment is recommended.

Terrestrial Assessment

The majority of the study area is confined to the existing Highway 61 right-of-way (ROW), 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.

A number of species found in the Thunder Bay area have been accorded conservation status under the provincial *Endangered Species Act* (ESA) and are listed either as “threatened” or “endangered”. These species often carry a similar designation under the federal *Species at Risk Act* (SARA). Only one of these species, the Butternut tree was found to actually occur in the Study Area and its presence is an anomalous artifact of human intervention. All other species listed below are not present in the Study Area. Where Species at Risk (SAR) critical habitats are present, they are unoccupied and will not be damaged by any of the proposed work.

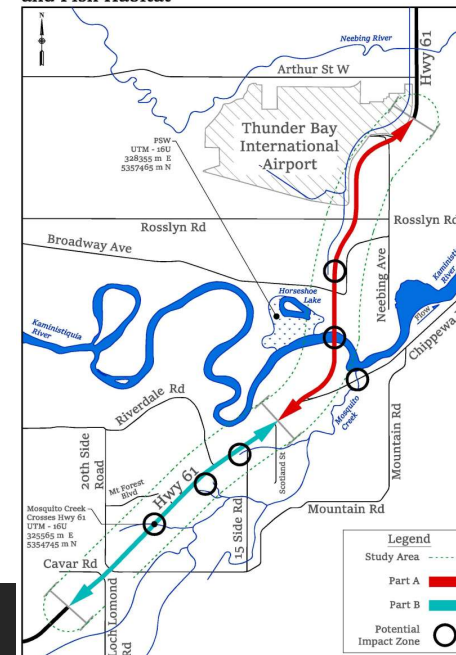
- Butternut (*Juglans cinerea*)
- Gray Fox (*Urocyon cinereoargenteus*)
- Barn Swallow (*Hirundo rustica*)
- Bank Swallow (*Riparia riparia*)
- American White Pelican (*Pelecanus erythrorhynchos*)
- Peregrine Falcon (*Falco peregrinus*)
- Common Snapping Turtle

Aquatic Assessment

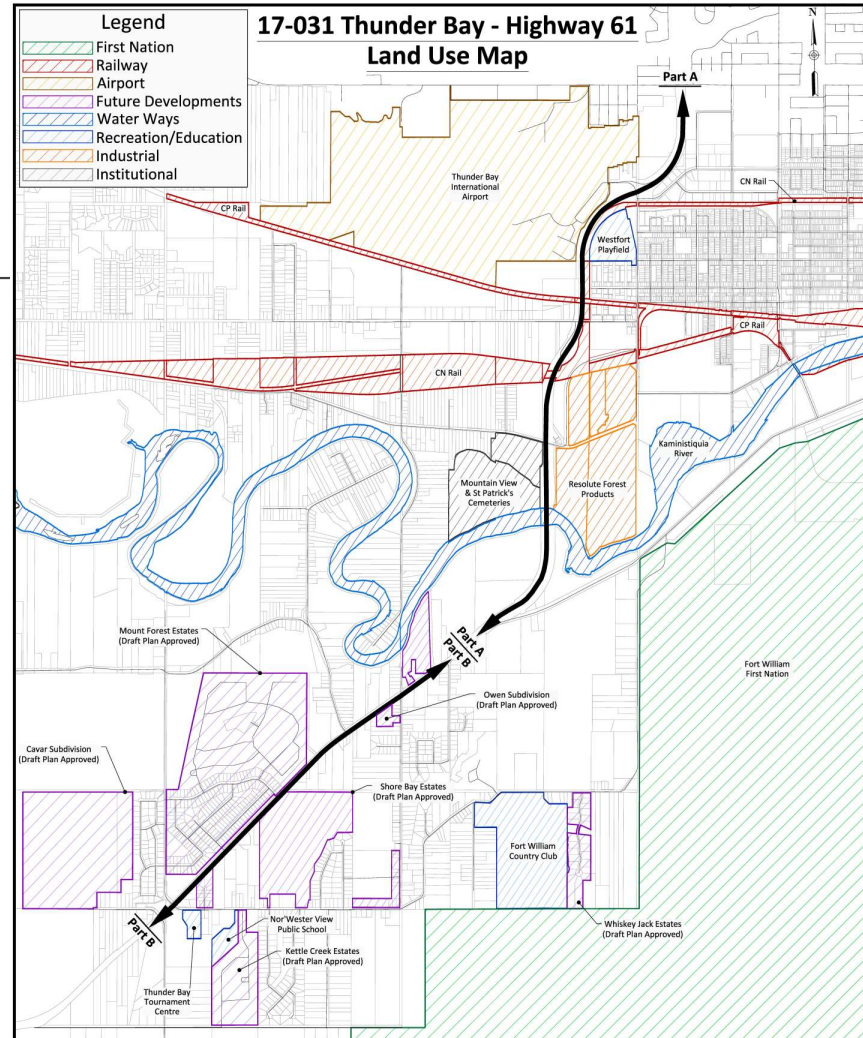
There are three watercourses containing fish and fish habitat in the study area that have the potential to be impacted by highway improvements: Neebing River Tributary, Kaministiquia River and Mosquito Creek.

- Possible aquatic Species at Risk present in the Kaministiquia River reported by the Ministry of Natural Resources and Forestry (MNR): Lake Sturgeon, Northern Brook Lamprey, and 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 present at two other Mosquito Creek headwater areas.

Study Area - Potential Impact Zones With Fish and Fish Habitat



Existing Land Use



Hydrology

- From Broadway Avenue to the northern Study Limit at Station 21+021±, the highway is drained to the Neebing River north of Arthur Street West. This section of the highway is drained mainly via ditches and culverts.
- From Chippewa Road to Broadway Avenue, the highway is drained via ditches and culverts directly to the Kaministiquia River.
- Areas south of Chippewa Road are located within the watershed of Mosquito Creek, a tributary of the Kaministiquia River. From Station 14+100± to Chippewa Road, the highway is drained to the Kaministiquia River directly via ditches and culverts.

Existing Conditions/Constraints



Accommodating truck traffic



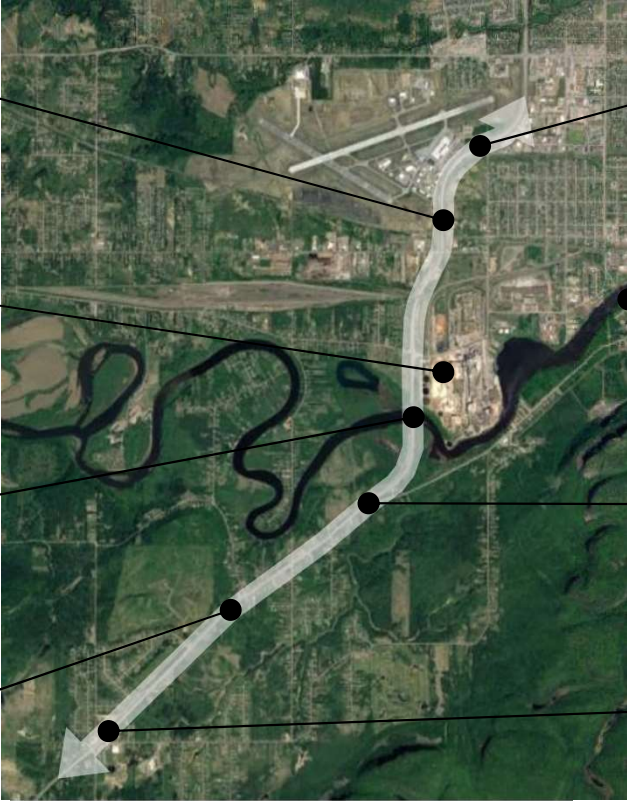
Major industrial development



Kaministiquia River Bridge



Geometric Deficiencies



Congestion during peak periods



Limitations of the James Street Bridge



Accommodating all modes of transportation



Existing businesses

Fort William First Nation and Public Community Café Events

Community Cafés were in January and February 2018.

Key issues and ideas identified included:

- Support for improvements to Highway 61/Chippewa Road
 - Improved lighting and signage
 - Improved intersection configuration. Existing issues: westbound left turning vehicles blocking westbound right; short merge lane for westbound right drivers; and sightlines.
- Need for improved emergency access
- Opportunity for signage/gateway to FWFN community
- Safety of the crossing of Highway 61 at Mountain Road/20 th Side Road
- Support for a local road across the Kaministiquia River (cyclists, pedestrians, less confident drivers and trucks)

Public Information Centre No. 1

An online PIC was held from October 4, 2021 to October 18, 2021. A live virtual meeting was held on October 6, 2021.

- Approximately 15 people attended the meeting; and
- 20 comments were received during the two week period.

Written comments received during the PIC included:

- General support for improvements to Highway 61;
- Opposition to spending tax dollars on this project;
- Opposition to roundabouts;
- Support for maintaining higher speeds on the highway south of Chippewa Road;
- Support for a 4-lane cross section;
- Need to consider active transportation along the corridor (north of Chippewa Road) not on the James Street Bridge;
- Support for an interchange at Broadway Avenue/Highway 61;
- Concern for clearing snow at driveways along Highway 61; and
- Future development on 20th Sideroad is accommodating EA alternatives.

Evaluation of Preliminary Design Alternatives and Evaluation Process

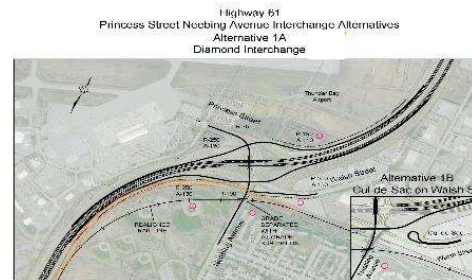
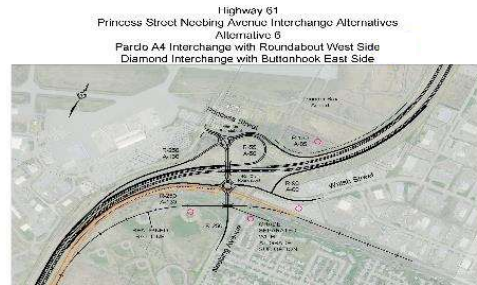
The evaluation methodology used to evaluate the Highway 61 alternatives compares the effects and performance of the alternatives. The evaluation considers the advantages and disadvantages of each of the alternatives using the evaluation criteria as descriptors to measure the relative differences of the alternatives being considered. These evaluations have considered preliminary transportation, natural, social, and physical elements in the Study Area. The results and a description of the Technically Preferred Alternative (TPA) are described on the following exhibits.

Part A: From 0.5 km south of Arthur Street to Chippewa Road

PRINCESS STREET/NEEBING AVENUE INTERCHANGE

Princess Street/Neebing Avenue Interchange Alternatives

Eight (8) preliminary design alternatives were carried forward from the coarse screening for detailed evaluation for the interchange connection at Princess Street/Neebing Avenue.



- Legend**
- PRELIMINARY PROPERTY LIMITS
 - EXISTING FULL LINE
 - EXISTING FULL LINE PROPERTY LIMITS
 - IMPACTED PROPERTIES

Princess Street/Neebing Avenue Interchange Evaluation

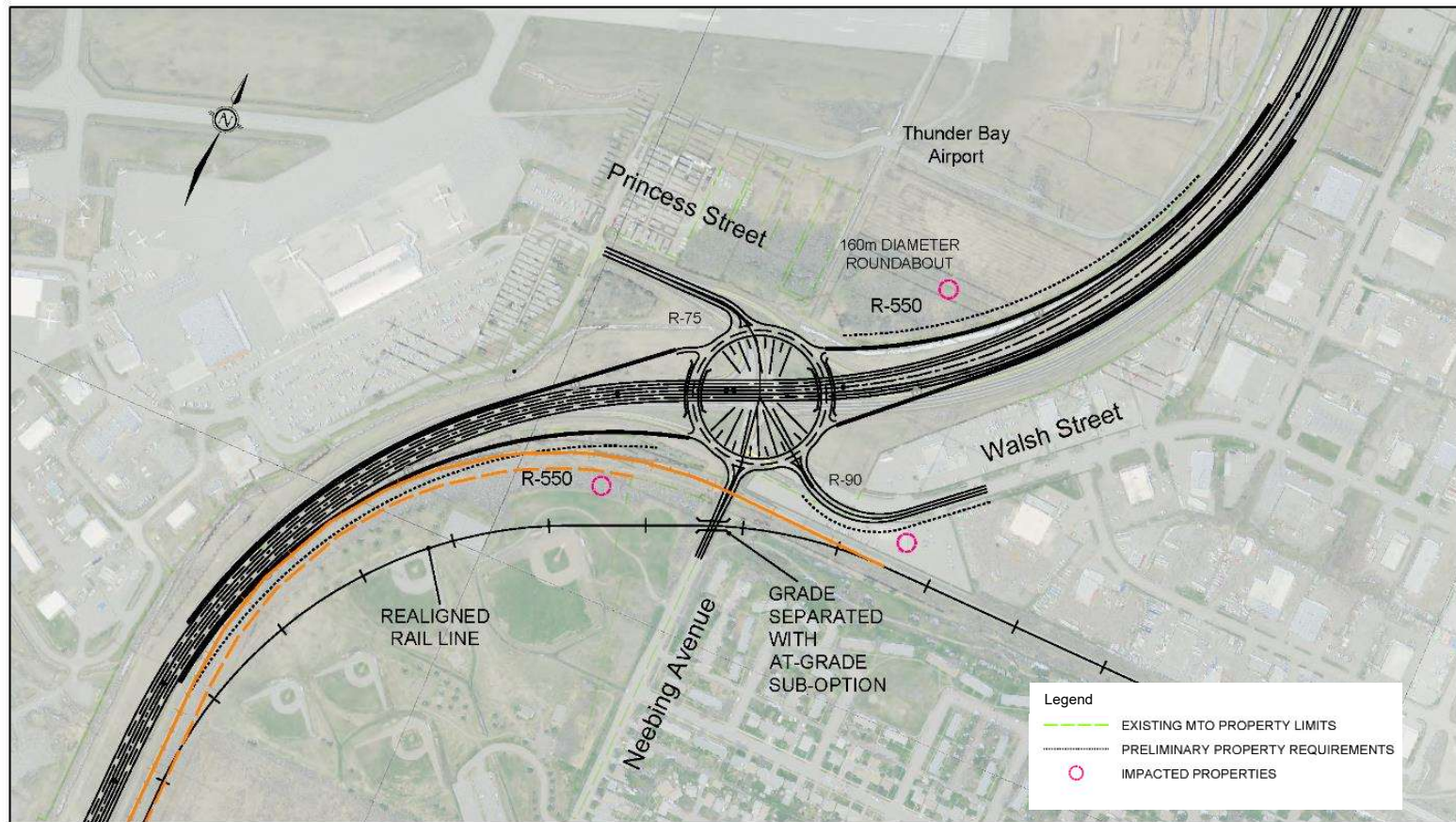
Factor	Sub-Factor	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 3	Alt. 4	Alt. 5A	Alt. 5B	Alt. 6
Transportation									
Realignment of Walsh Street		○ Yes	● No	● No	○ Yes	● No	○ Yes	● No	● No
Closure of Walsh Street		● No	○ Yes	● No	● No	● No	○ Yes	○ Yes	● No
Potential for wrong way movements (safety)		○ Yes	○ Yes	● No	● No	● No	○ Yes	○ Yes	● No
Accommodates Emergency closing at bridge		● Yes	● Yes	● Yes	○ No	● Yes	◐ Partial	◐ Partial	● Yes
Arterial Road Safety (Number of conflicts - 8 for roundabouts with four exits/entrances and 32 for signalized intersection – 4 legs)		○ Signals (3 intersections)	◐ Signals (2 intersections)	● Roundabouts	◐ Signals (2 intersections)	● Roundabouts	○ Signals (3 intersections)	◐ Signals (2 intersections)	● Roundabouts
Pedestrian Safety (no. of freeflow ramp crossings)		● 0	● 0	● 0	○ 2	● 0	○ 2	○ 2	● 0
Industrial Out-of-way travel		● No	○ Yes	● No	● No	● No	○ Yes	○ Yes	● No
Active Transportation – Parkland Trails Impacted (TransCanada Trail)		● Low	● Low	● Low	○ High	● Low	● Low	● Low	● Low
Arterial Road Level of Service (Delays - roundabout are best)		◐ Fair	◐ Fair	● Good	◐ Fair	● Good	◐ Fair	◐ Fair	● Good
Socio-Economic Environment									
Residents with increased visual intrusion		● 24	● 24	● 24	○ 42	● 24	● 24	● 24	● 24
Residences with sound level increases between 1-3 dBA		● 24	● 24	● 24	○ 42	● 24	● 24	● 24	● 24
Regional Bus Access to Highway 61 (Ontario Northland Bus Terminal)		● Yes	○ No	● Yes	● Yes	● Yes	○ No	○ No	● Yes
Industrial Businesses partially impacted (North Star Air)		○ Yes	● No	○ Yes	● No	● No	○ Yes	○ Yes	○ Yes
Industrial Business Buyout (North Star Air)		● 0	● 0	● 0	○ 1	○ 1	● 0	● 0	● 0
Land Use and Property									
Residential Buyouts		● 0	● 0	● 0	○ 6	● 0	● 0	● 0	● 0
Light Industrial land impacted		◐ 0.26 ha	● 0 ha	◐ 0.13 ha	○ 0.54 ha	○ 0.59 ha	◐ 0.1 ha	● 0 ha	● 0 ha
Community Zone Property Impacted (Westfort Playfields)		● 6.46 ha	● 6.46 ha	● 6.46 ha	○ 8.48 ha	● 6.46 ha	● 6.46 ha	● 6.46 ha	● 6.46 ha
Airport Zone Impacted		○ 0.58 ha	○ 0.58 ha	○ 0.58 ha	○ 0.56 ha	● 0.37 ha	○ 0.56 ha	○ 0.56 ha	○ 0.56 ha
Urban Mixed Use		● 0.58 ha	● 0.58 ha	● 0.58 ha	○ 1.6 ha	● 0.58 ha	● 0.58 ha	● 0.58 ha	● 0.58 ha
Future Development Property Required		● 0.1 ha	● 0.1 ha	● 0.1 ha	○ 0.4 ha	● 0.1 ha	● 0.1 ha	● 0.1 ha	● 0.1 ha
Railway Property Impacted		● _s 972 m	● 972 m	● 972 m	○ 1085 m	● 972 m	● 972 m	● 972 m	● 972 m
Results									
Preliminary Recommendation		X	X	X	X	✓	X	X	X

Alternative 4 is recommended to be carried forward

- Minimizes impacts to existing residential properties
- High transportation attributes.
- This alternative is the most compact design and does not close any municipal roads.

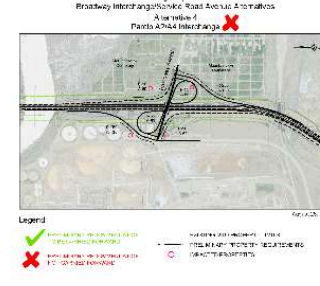
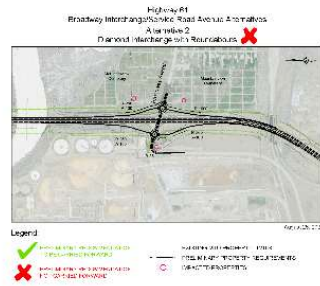
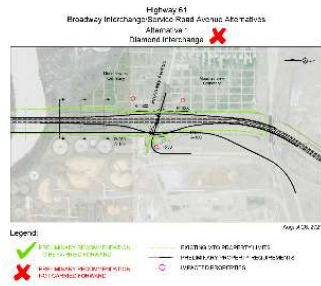
Good	Fair	Poor
●	◐	○

Technically Preferred Alternative - Princess Street/Neebing Avenue Interchange



**NETWORK CONNECTIVITY (PRINCESS STREET TO
CHIPPEWA ROAD)**

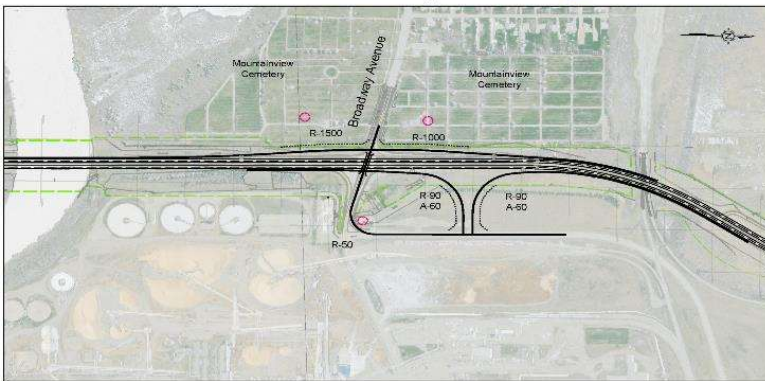
Long List of Alternatives



Network Connectivity (Princess Street to Chippewa Road) - Alternatives

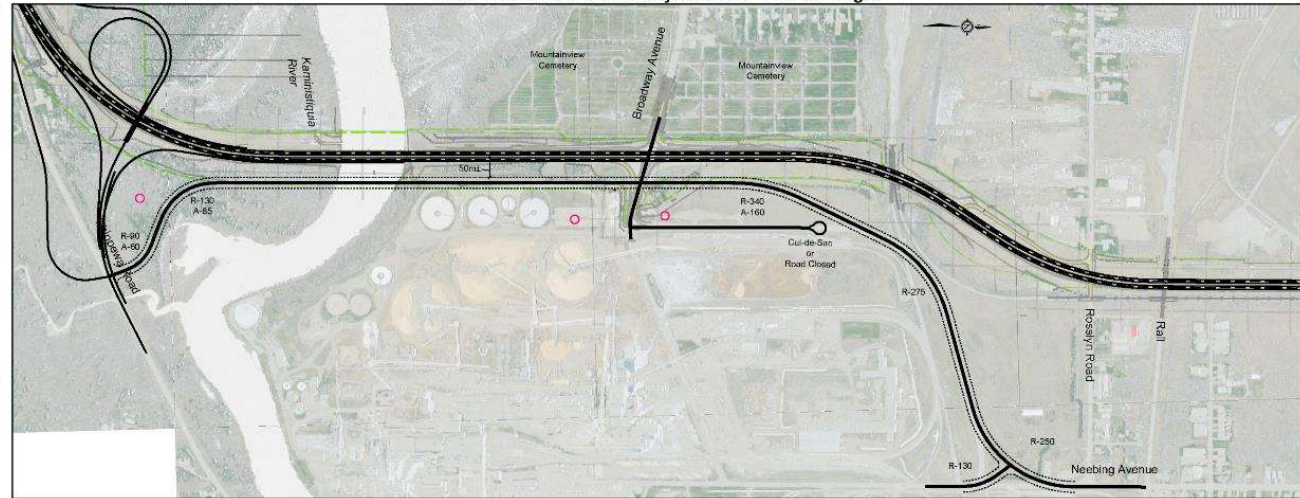
Three alternatives were carried forward following the review for the interchange connection at Broadway Avenue.

Alternative 3
Tight Diamond Interchange West Side
Buttonhook Interchange East Side



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

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



Network Connectivity (Princess Street to Chippewa Road) - Evaluation

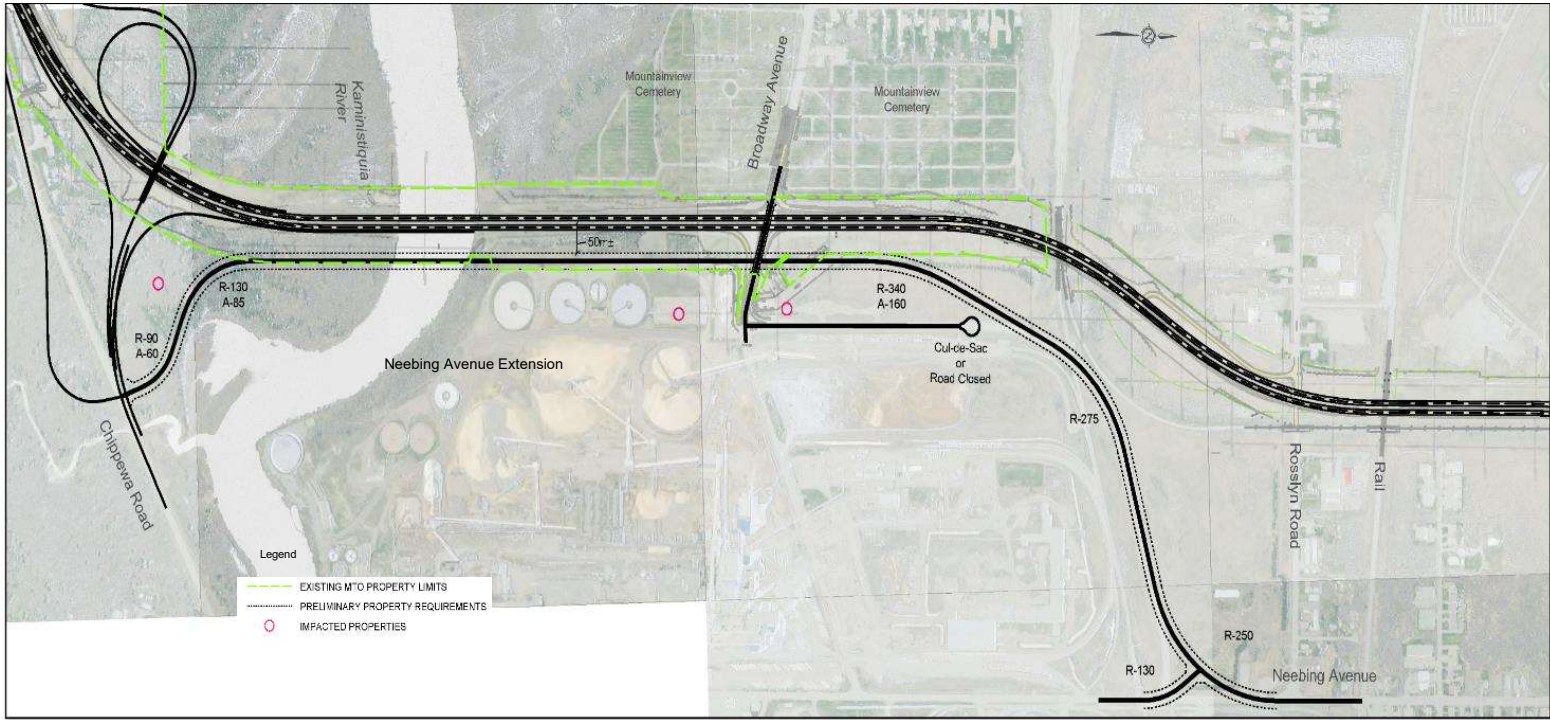
Factor	Sub-Factor	Broadway Interchange		Service Road Connectivity between Chippewa Road and Princess/Neebing Interchanges (No Broadway Avenue Interchange)		
		Alt. 3B		Alt. 7A		Alt. 7B
Transportation						
Realignment/ Closure of Broadway Avenue.	●	Minor	○	Major	○	Major
Extension of Neebing Avenue.	○	No	●	Yes	●	Yes
Potential for wrong way movements (safety)	○	Yes	●	No	●	No
Emergency closing at bridge	●	Fair	○	No	○	No
Flexibility for staged construction	○	Requires temporary bridge	●	Yes	●	Yes
Highway Access Closed at Broadway Avenue	●	No	○	Yes	○	Yes
Number of decision points on Highway 61	○	4	●	0	●	0
Accommodates major freeflow movements	●	Yes	○	No	○	No
Spacing of Hwy 61 interchanges	○	2.4 km	●	4.1 km	●	4.1 km
Industrial Out-of-way travel	●	No	○	Yes	○	Yes
Tourist Attraction out -of -way travel	●	No	○	Yes	○	Yes
Active Transportation – New Multi Use Trail across the Kaministiquia River	○	No	○	No	●	Yes
Weaving potential	○	Yes	●	No	●	No
Natural Environment						
Cold/Cool Fish Habitat Impacted	●	Bridge widening	○	New bridge	○	New bridge
Possible Aquatic Species at Risk	●	Bridge widening	○	New bridge	○	New bridge
Early Successional Forest Impacted	●	No	○	Yes	○	Yes
Floodplain Impacted	●	No	○	Yes	○	Yes
Cultural Environment						
Archaeological Potential Properties Impacted	●	No	○	Yes	○	Yes
TransCanada Trail impacted	●	No	○	Yes	○	Yes
Socio-Economic Environment						
Industrial property purchased /impacted	○	Moderate	○	Major	○	Major
Impact on Fort William access off Broadway	●	No	○	Yes	○	Yes
Impact on trucking operations at Resolute, strand board and sawmill	●	No	○	Yes	○	Yes
Community Disruption	●	No	○	Yes	○	Yes
Land Use and Property						
Broadway Avenue Water Pumping Station Impacted	○	Yes	●	No	●	No
Heavy Industrial Property Required	○	Moderate	○	Major	○	Major
Environmental Protection Zone Required	○	Minor	○	Major	○	Major
Preliminary Recommendation		X Alternative 3B is not recommended to be carried forward. Disadvantages:		X Alternative 7A is not recommended to be carried forward.		✓ Alternative 7B is recommended to be carried forward.

Alternative 7B is recommended to be carried forward. Advantages:

- Provides adequate interchange spacing;
- Provides for an emergency crossing of the Kaministiquia River;
- Lower cost; and
- Provides pedestrian and cyclist crossing of the Kaministiquia River.



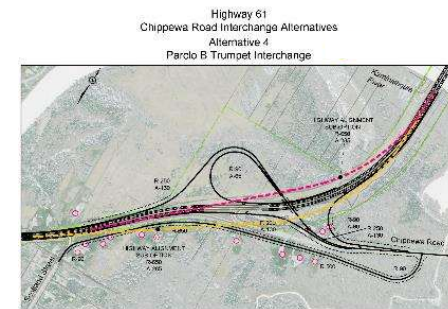
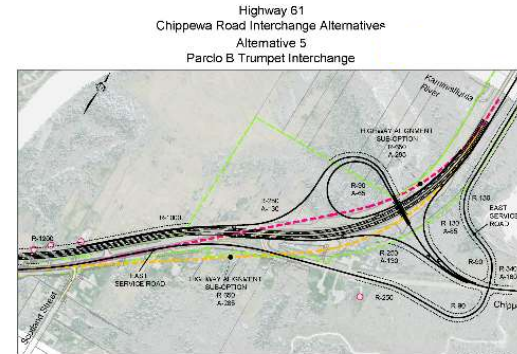
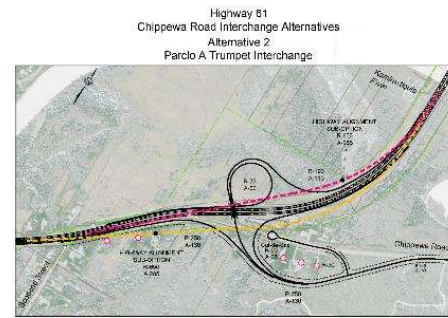
Network Connectivity (Princess Street to Chippewa Road) - Preliminary Technical Recommendation Alternative 7B



CHIPPEWA ROAD INTERCHANGE

Chippewa Road Interchange Alternatives

Five (5) alternatives were evaluated for the interchange connection at Chippewa Road.



- Legend**
- EXISTING WYO PROPERTY LIMITS
 - PRELIMINARY PROPERTY REQUIREMENTS
 - IMPACTED PROPERTIES

Chippewa Road Interchange Evaluation

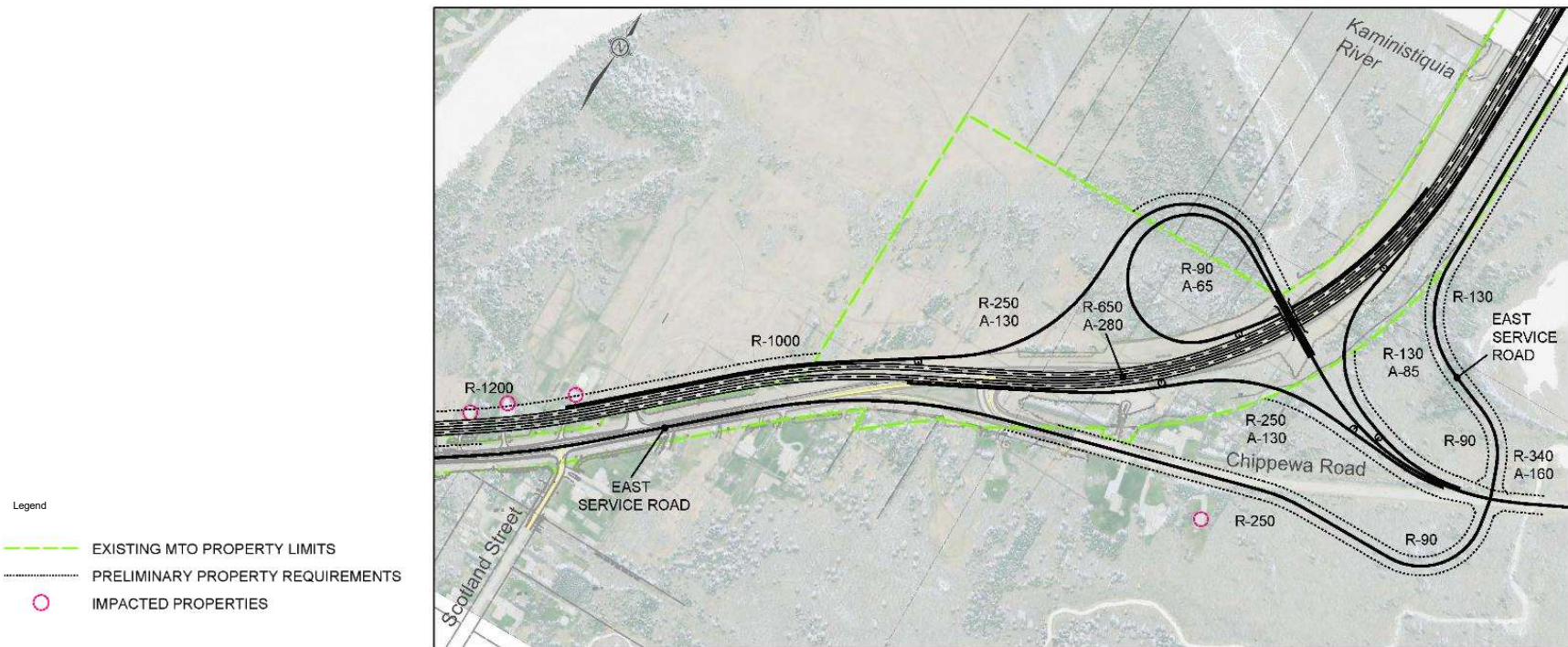
Factor	Sub-Factor	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Transportation						
Extension of Scotland Street (creating local accessibility for all modes of traffic to Chippewa Road and future East Service Road)		<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> Yes
Local street intersection on Off-ramp		<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No
Flexibility to accommodate Broadway Ave. Alternative 7B		<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input checked="" type="radio"/> Yes
Ease to accommodate pedestrians and cyclists, (includes a service road extension to Scotland Street with MUP or side road to 15th Side Road)		<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input checked="" type="radio"/> Yes	<input checked="" type="radio"/> Yes
Provides an emergency route for Highway 61 closure.		<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> No	<input checked="" type="radio"/> Yes
Natural Environment						
Floodplain impacted		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Minor	<input type="radio"/> Minor	<input type="radio"/> Minor
Socio-Economic Environment						
Residents with increased visual intrusion		<input checked="" type="radio"/> 3	<input type="radio"/> 9	<input checked="" type="radio"/> 3	<input type="radio"/> 10	<input checked="" type="radio"/> 3
Land Use and Property						
Residential Buyouts		<input type="radio"/> 6	<input type="radio"/> 5	<input checked="" type="radio"/> 3	<input type="radio"/> 8	<input checked="" type="radio"/> 3
Partial Residential Property Required		<input type="radio"/> 3	<input type="radio"/> 3	<input checked="" type="radio"/> 1	<input type="radio"/> 6	<input checked="" type="radio"/> 1
Environmental Protection Property Impacted		<input checked="" type="radio"/> None	<input checked="" type="radio"/> None	<input type="radio"/> Minor	<input type="radio"/> Minor	<input type="radio"/> Minor
Rural Zone Impacted		<input type="radio"/> 5.52 ha	<input checked="" type="radio"/> 3.3 ha	<input type="radio"/> 4.21	<input type="radio"/> 4.26	<input type="radio"/> 4.07
Preliminary Recommendation		X Alternative 1 is not recommended to be carried forward.	X Alternative 2 is not recommended to be carried forward.	X Alternative 3 is not recommended to be carried forward.	X Alternative 4 is not recommended to be carried forward.	✓ Alternative 5 is recommended to be carried forward.

Good	Fair	Poor
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Alternative 5 is recommended to be carried forward.

- Minimizes impacts to adjacent land uses.
- Maximizes the transition zone area south of the interchange
- Avoids Mosquito Creek.
- Best transportation operations and safety.
- Improves the safety and operations of the highway.
- Improves local roadway connectivity.
- Provides a Multi-use Pathway connection.

Technically Preferred Alternative Chippewa Road Interchange



Chippewa Road - Interim Intersection Operational Improvements

Two intersection improvements were evaluated for the intersection connection at Highway 61. Both alternatives were carried forward. Alternative 2 was dropped prior to PIC No. 2. These improvements were identified by the public and Fort William First Nation to improve safety by:

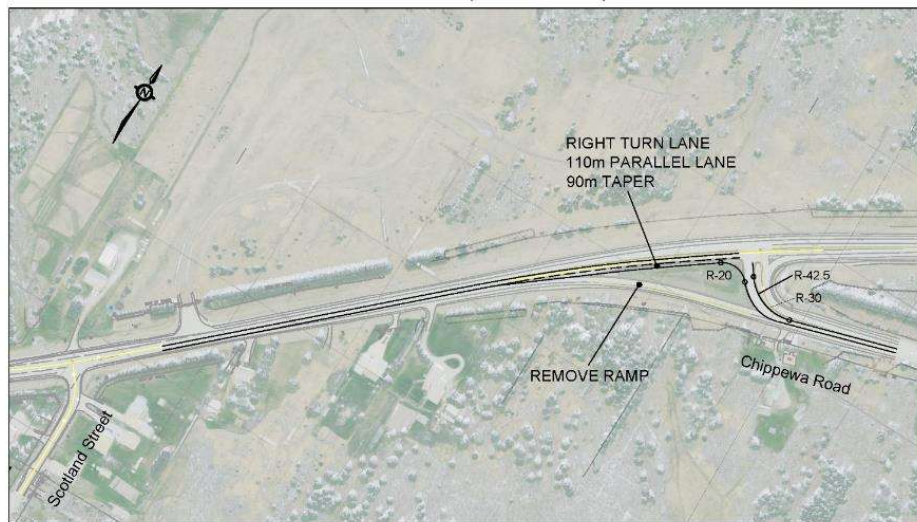
- Lowering speeds for northbound vehicles turning right (removing the historical high speed horizontal alignment when Highway 61 originally travelled to the James Street bridge crossing); and
- Providing a bypass lane for vehicles to avoid queues of vehicles turning left onto Highway 61 (to extend the right-turn lane beyond the end of the queue).

Factor	Sub-Factor	Alternative 1	Alternative 3
Transportation			
	Reduced operating speed of vehicles on the northbound off-ramp.	● Yes	N/A
	Reduces delay of E-N right turn vehicles (avoids congestion of queue for E-S left turns).	N/A	● Yes
	Pedestrian Safety (no. of freeflow ramp crossings)	● 0	N/A
Preliminary Recommendation		✓ Alternative 1 is recommended to be carried forward as an interim operational improvement.	✓ Alternative 3 is recommended to be carried forward as an interim operational improvement.

Good	Fair	Poor
●	◐	○

Chippewa Road - Interim Intersection Operational Improvements

Alternative 1

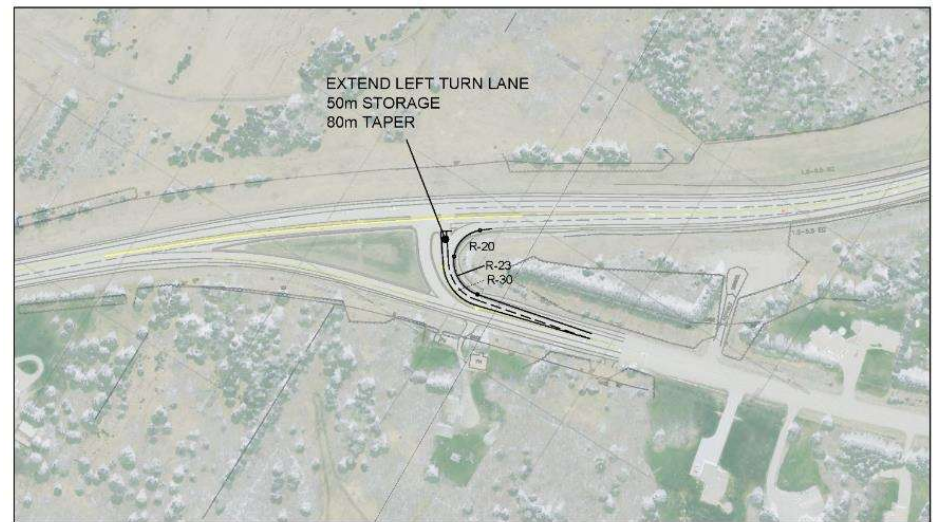


Legend:

August 26, 2021

✓ PRELIMINARY RECOMMENDATION
TO BE CARRIED FORWARD

Alternative 3



Legend:

August 26, 2021

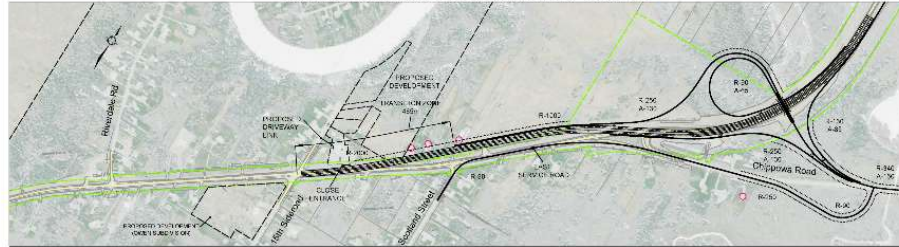
✓ PRELIMINARY RECOMMENDATION
TO BE CARRIED FORWARD

Part B - Chippewa Road to 0.5 km south of Loch Lomond Road

**HIGHWAY 61 CHIPPEWA ROAD TRANSITION PART A TO
PART B**

Six alternatives were evaluated for the transition.

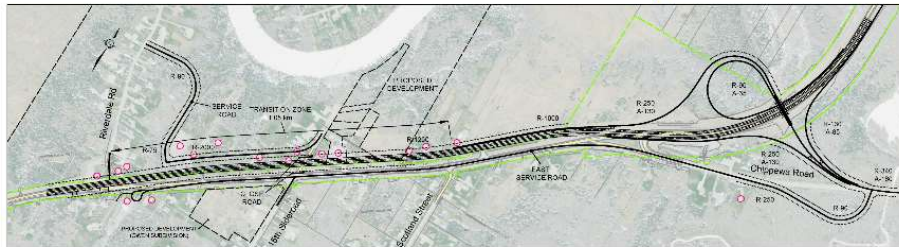
Highway 61
Chippewa East Transition Alternatives - Section B2
Transition Alternative 4 (Transition Zone - 485m*)



Highway 61
Chippewa East Transition Alternatives - Section B2
Transition Alternative 5 (Transition Zone - 1.05km)

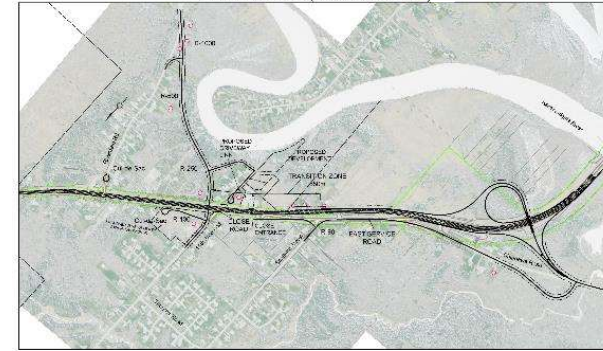


Highway 61
Chippewa East Transition Alternatives - Section B2
Transition Alternative 5B (Transition Zone 1.05 km)

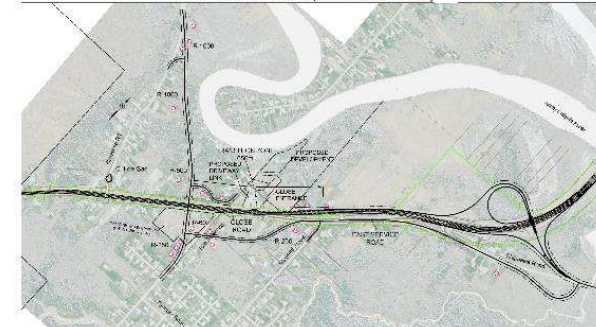


Legend
 - - - - - PARTIAL INTO PROPERTY LIMITS
 - - - - - PRO. BOUNDARY PROPERTY REQUIREMENTS
 ○ IMPACTED PROPERTIES

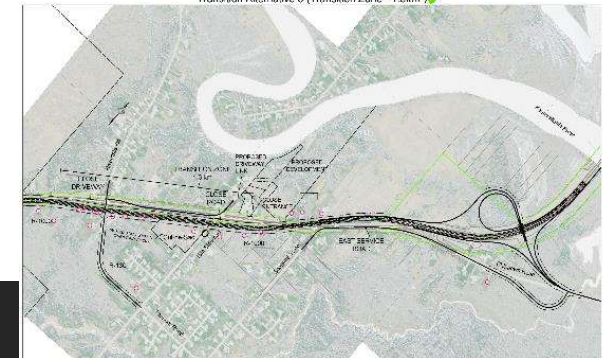
Highway 61
Consolidate Riverdale Road and 15th Sideroad Alternatives
Transition Alternative 6 (Transition Zone - 650m*)



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



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



Highway 61 Chippewa Road Transition Part A to Part B Evaluation

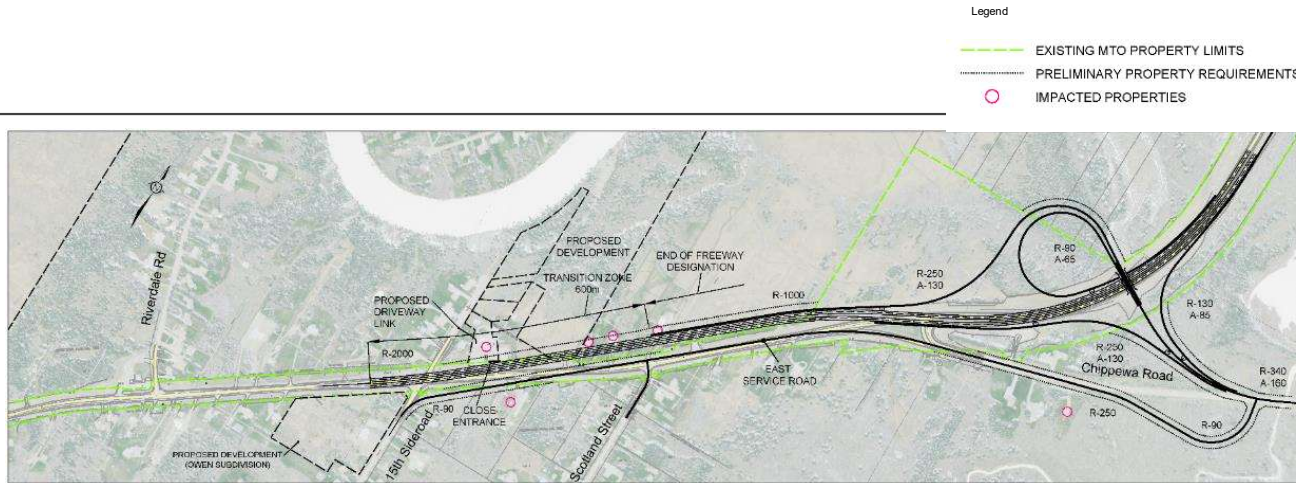
Factor	Sub-Factor	Alternative 4	Alternative 5	Alternative 5B	Alternative 6	Alternative 7	Alternative 8
Transportation							
Length of Highway 61 Realignment		● 1077.4 m	○ 1868 m	○ 1868 m	● 1094.7 m	● 1077.4 m	○ 2123.6 m
Local Road Realignment (Not including Scotland St. to Chippewa Rd.)		● 507 m	○ 636 m	○ 921m	○ 1964.3 m	○ 2103.1 m	○ 1222.6 m
Flexibility to accommodate Chippewa Preferred IC Alt. 5		● Yes	● Yes	● Yes	○ Partially	○ Partially	○ No
Residential Out-of-way travel		● 1425 m	○ 3068 m	○ 3891 m	○ 3616 m	○ 3974 m	○ 2647 m
Road Closures at Hwy 61		○ 2	○ 3	○ 3	● 4	● 4	○ 3
Provides a continuous alternate route to Hwy 61 for emergency access and user preferences for lower speed route to downtown Thunder Bay.		○ No	○ No	○ No	○ No	● Yes	○ No
Provides a cycling route to Chippewa Road		○ South side only	○ South side only	○ South side only	○ No	● Yes	○ No
Driveways removed from Hwy 61. Scotland Str. to west of Riverdale Rd.		○ 11	○ 14	○ 14	○ 5	○ 6	● 19
Longer transition length from freeway to highway is preferred		○ 600 m	○ 1050 m	○ 1050 m	○ 550 m	○ 650 m	● 1300 m
Natural Environment							
Early Successional Conifer Forest Impacted		● 0 ha	● 0 ha	○ 0.89 ha	○ 1.9 ha	○ 2.26 ha	○ 0.64 ha
Warm Water Fish Habitat Mosquito Creek Tributary impacted (Highway 61 ditch)		● 272 m	○ 360 m	○ 360 m	○ 300 m	○ 300 m	○ 300 m
Gray Fox Habitat impacted		● No	● No	● No	● No	○ Yes	○ Yes
Cultural Environment							
Archaeological Potential Properties Impacted		● No	○ Yes	○ Yes	○ Yes	○ Yes	○ Yes
Socio-Economic Environment							
Visual Intrusion		● 1	○ 10	○ 16	○ 20	○ 20	○ 9
Commercial businesses purchased		● 0	○ 2	○ 2	● 0	● 0	○ 1
Land Use and Property							
Residential Buyouts		● 3	○ 10	○ 9	○ 4	○ 6	○ 11
Partial Residential Property Impacted		● 6	● 6	● 6	○ 11	○ 13	○ 8
Rural Settlement Commercial Zone Impacted		● 0 ha	○ 0.17 ha	○ 0.17 ha	● 0 ha	● 0 ha	○ 0 ha
Rural Settlement Zone Impacted		● 0 ha	● 0 ha	● 0 ha	○ 0.57 ha	○ 2.10 ha	○ 1.48 ha
Rural Zone Impacted		● 2.09 ha	○ 6.01 ha	○ 6.97 ha	○ 4.89	○ 4.34 ha	○ 2.09 ha
Rural Commercial Zone impacted		● 0 ha	○ 0.53 ha	○ 0.53 ha	○ 0 ha	● 0 ha	● 0 ha
Preliminary Recommendation		✓ Alternative 4 is recommended to be carried forward.	✗ Alternative 5 is not recommended to be carried forward.	✗ Alternative 5B is not recommended to be carried forward.	✗ Alternative 6 is not recommended to be carried forward.	✗ Alternative 7 is not recommended to be carried forward.	✗ Alternative 8 is not recommended to be carried forward.

Alternative 4 is recommended to be carried forward

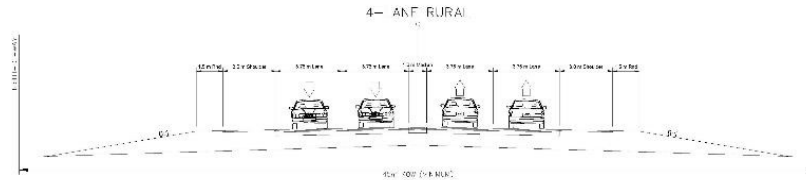
- Best-balanced solution considering acceptable highway operation and safety and minimizes impacts to the existing built environment;
- Moderate impacts to the natural environment; and
- Impacts to the Natural Environment, Socio-Economic and Land Use Factor can be mitigated.

Good	Fair	Poor
●	○	○

Part A Highway 61 Chippewa Road Transition to Part B - Technically Preferred Alternative



Recommended Cross Section: A 4-lane cross section with a 1.0 m flush median provides an offset for opposing vehicles without confusing the driver. The median would be widened at intersections to accommodate turn lanes or splitter islands for roundabouts.



**LOCH LOMOND ROAD / CAVAR ROAD AND MOUNTAIN
ROAD / 20TH SIDE ROAD INTERSECTIONS**

Eight alternatives were compared for the Loch Lomond Road / Cavar Road and Mountain Road / 20th Side Road intersections on Highway 61 in Part B.

Alternative 1A
Conventional Intersection - Existing



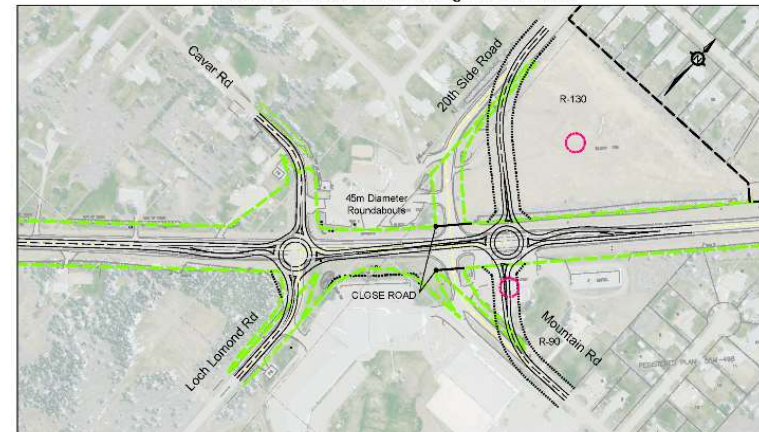
Alternative 1B
Dual Roundabouts - At Existing intersection



Alternative 2A
Conventional Intersection With Realigned Sideroad



Alternative 2B
Dual Roundabout With Realigned Sideroad



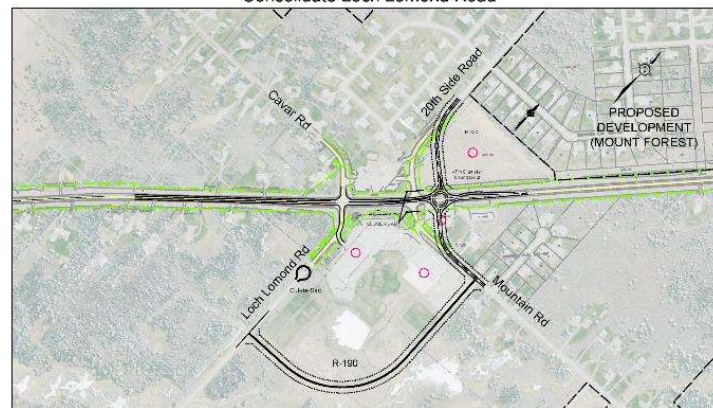
Legend

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

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



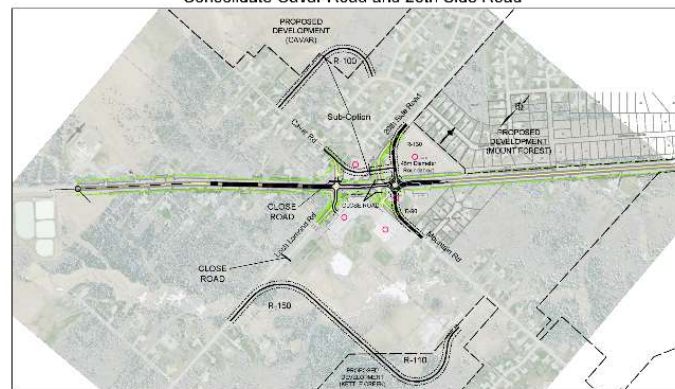
Alternative 3B - Roundabout
Relocate Mountain Road/20th Sideroad Intersection and
Consolidate Loch Lomond Road



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



Legend:

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

Loch Lomond Road / Cavar Road and Mountain Road / 20th Side Road Intersections Evaluation

Factor	Sub-Factor	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3A	Alternative 3B	Alternative 4A	Alternative 4B
Transportation									
Spacing of Hwy 61 Intersections		<input type="radio"/> 165 m Does not meet current MTO standards for intersection spacing.	<input type="radio"/> 165 m Does not meet current MTO standards for intersection spacing.	<input type="radio"/> 221 m Does not meet current MTO standards for intersection spacing. 328 m	<input checked="" type="radio"/> 221 m Meets current MTO standards for roundabout control.	<input type="radio"/> 221 m Does not meet current MTO standards for intersection spacing.	<input checked="" type="radio"/> 221 m Meets current MTO standards for roundabout control.	<input type="radio"/> 0 m	<input checked="" type="radio"/> 0 m
Local Road Realignments		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 0	<input checked="" type="radio"/> 328 m	<input type="radio"/> 972 m	<input type="radio"/> 972 m	<input type="radio"/> 1382 m	<input type="radio"/> 1856.8 m
New Local Roads		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 644 m	<input type="radio"/> 644 m	<input type="radio"/> 1875 m	<input type="radio"/> 1651.8 m
Residential Out-of-way travel		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 832 m	<input type="radio"/> 832 m	<input type="radio"/> 1382 m	<input type="radio"/> 1485 m
Number of Intersections on Highway 61		<input type="radio"/> 2	<input type="radio"/> 2	<input type="radio"/> 2	<input type="radio"/> 2	<input type="radio"/> 1 1/2	<input type="radio"/> 1 1/2	<input checked="" type="radio"/> 1	<input checked="" type="radio"/> 1
Arterial Road Level of Service (Roundabout intersection control to reduce delays)		<input type="radio"/> Low	<input type="radio"/> Medium	<input type="radio"/> Low	<input type="radio"/> Medium	<input type="radio"/> Low	<input checked="" type="radio"/> High	<input type="radio"/> Medium	<input checked="" type="radio"/> High
Arterial Road Safety (Number of conflicts - 8 for roundabouts with four exits/entrances and 32 for signalized intersection - 4 legs)		<input type="radio"/> =32+32	<input checked="" type="radio"/> =8+8	<input type="radio"/> =32+32	<input checked="" type="radio"/> =8+8	<input type="radio"/> =32+32	<input type="radio"/> =8+16	<input type="radio"/> 32	<input checked="" type="radio"/> 8
Commercial Property reconfigured entrances/ parking (Best Western Driveway on Highway 61)		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
Road Closures at Hwy 61		<input type="radio"/> 0	<input type="radio"/> 0	<input type="radio"/> 0	<input type="radio"/> 0	<input type="radio"/> 1	<input type="radio"/> 1	<input checked="" type="radio"/> 2	<input checked="" type="radio"/> 2
Realign local road past School		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes
Natural Environment									
New Mosquito Creek Tributary Crossing		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes
Warm Water Fish Habitat Impacted		<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
Low lying wet tolerant Conifer Forest Impacted		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes
Unevaluated Wetlands Impacted		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes
Floodplain Impacted		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
Potential Bobolink Habitat Impacted		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> Yes
Cultural Environment									
Archaeological Potential		<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input checked="" type="radio"/> No	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes	<input type="radio"/> Yes
Socio-Economic Environment									
Visual Intrusion		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 11	<input type="radio"/> 11
Out of way travel to Loch Lomond Ski Area		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 626 m	<input type="radio"/> 626 m	<input type="radio"/> 1150 m	<input type="radio"/> 1150 m
Commercial Businesses purchased CAN-OP Gas Station		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 2
Land Use and Property									
Partial Residential Property Impact		<input checked="" type="radio"/> 0	<input checked="" type="radio"/> 0	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 1	<input type="radio"/> 2	<input type="radio"/> 3
Community Zone property impacted (Thunder Bay Tournament Centre)		<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input type="radio"/> 0.57 ha	<input type="radio"/> 0.57 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha
Rural Settlement Zone Impacted		<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input type="radio"/> 1.13 ha	<input type="radio"/> 1.13 ha
Service Commercial Zone impacted		<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0.01 ha	<input type="radio"/> 0.54 ha	<input type="radio"/> 0.55 ha	<input type="radio"/> 1.59 ha	<input type="radio"/> 1.55 ha	<input type="radio"/> 0.73 ha	<input type="radio"/> 1.43 ha
Future Development Zone Impacted		<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input type="radio"/> 1.08 ha	<input type="radio"/> 1.08 ha
Environmental Protection Zone Impacted		<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input type="radio"/> None	<input type="radio"/> None	<input type="radio"/> 0.08 ha	<input type="radio"/> 0.08 ha	<input type="radio"/> 0.42 ha	<input type="radio"/> 0.42 ha
Rural Zone Impacted		<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input checked="" type="radio"/> 0 ha	<input type="radio"/> Minor	<input type="radio"/> Minor	<input type="radio"/> Major	<input type="radio"/> Major
Preliminary Recommendation		<input checked="" type="radio"/> X Alternative 1A is not recommended to be carried forward due to inability to meet current MTO standards.	<input checked="" type="radio"/> X Alternative 1B is not recommended to be carried forward due to inability to meet current MTO standards.	<input checked="" type="radio"/> X Alternative 2A is not recommended to be carried forward.	<input checked="" type="radio"/> X Alternative 2B is not recommended to be carried forward.	<input checked="" type="radio"/> X Alternative 3A is not recommended to be carried forward.	<input checked="" type="radio"/> ✓ Alternative 3B is recommended to be carried forward.	<input checked="" type="radio"/> X Alternative 4A is not recommended to be carried forward.	<input checked="" type="radio"/> X Alternative 4B is not recommended to be carried forward.

Alternative 3B is recommended to be carried forward.

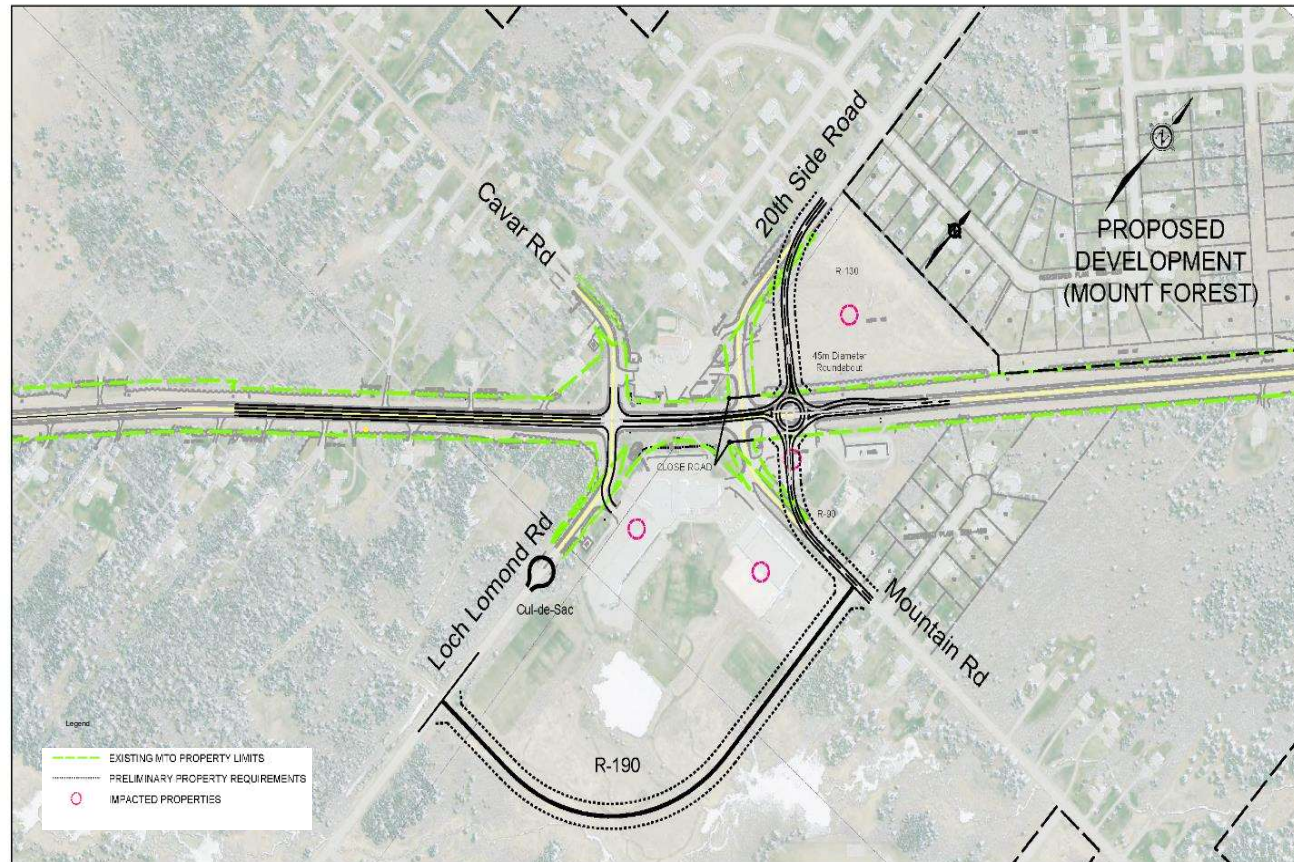
- Minimizes impacts.
- One (1) business is required to be purchased.
- Improved transportation operations and safety.
- Intersection spacing is improved.
- Does require some out of way travel to the highway.
- Will require additional investigations for potential Bobolink habitat.

Good	Fair	Poor
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

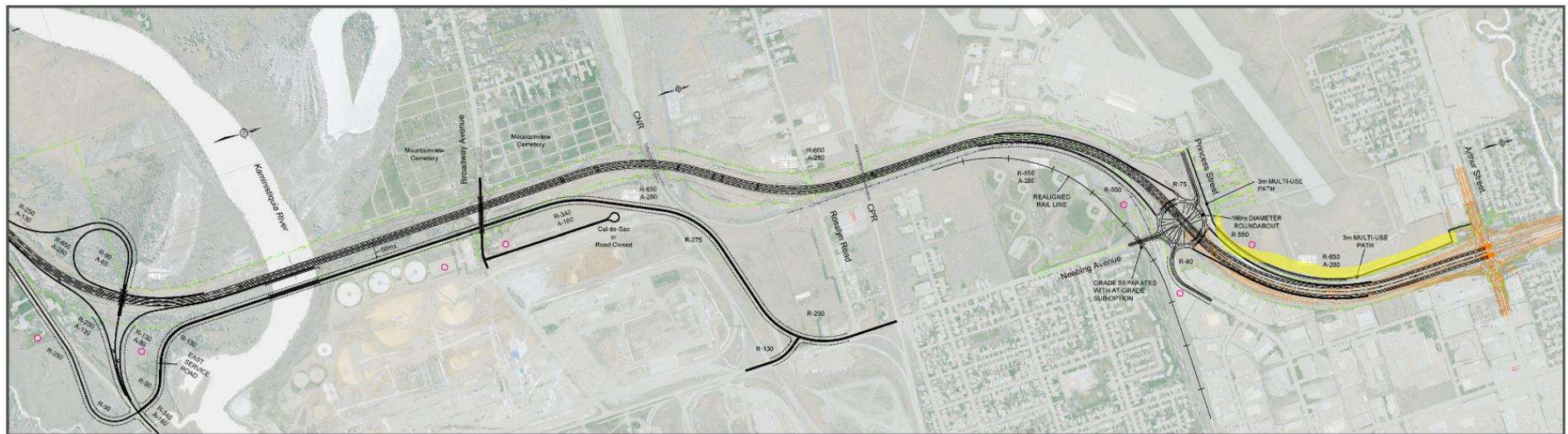
Loch Lomond Road / Cavar Road and Mountain Road / 20th Side Road Intersection Technically Preferred Alternative (TPA)

Statement of Flexibility:

Should traffic volumes at the 20th Side Road and Mountain Road meet the Provincial signal warrant at the time of implementation, traffic signals can be considered.



Highway 61 Part A Technically Preferred Plan



- Legend**
- EXISTING MTO PROPERTY LIMITS
 - PRELIMINARY PROPERTY REQUIREMENTS
 - IMPACTED PROPERTIES
 - PLANNING TO THE NORTH
 - REFINEMENTS HIGHLIGHTED

Highway 61 Part B Technically Preferred Plan

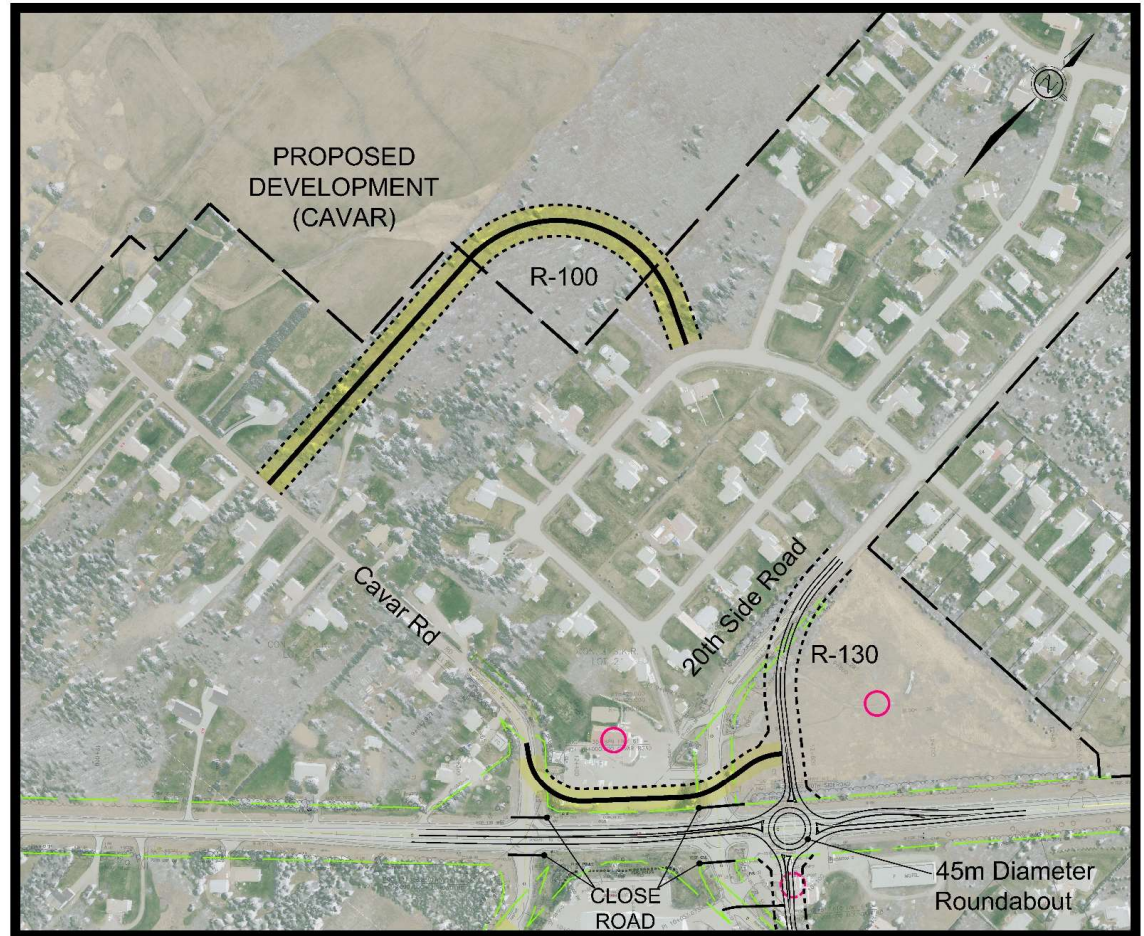


Loch Lomond Road / Cavar Road and Mountain Road / 20th Side Road Intersection TPA Refinements:

- Legend**
- EXISTING MTO PROPERTY LIMITS
 - PRELIMINARY PROPERTY REQUIREMENTS
 - IMPACTED PROPERTIES
 - REFINEMENTS HIGHLIGHTED

- Create an internal municipal road network to 20th Side Road. This would allow a single intersection on Highway 61.
- Close Cavar Road at Highway 61 and construct a new sideroad on the west side.
- Closing the east leg driveway for the second access to the Best Western Motel.

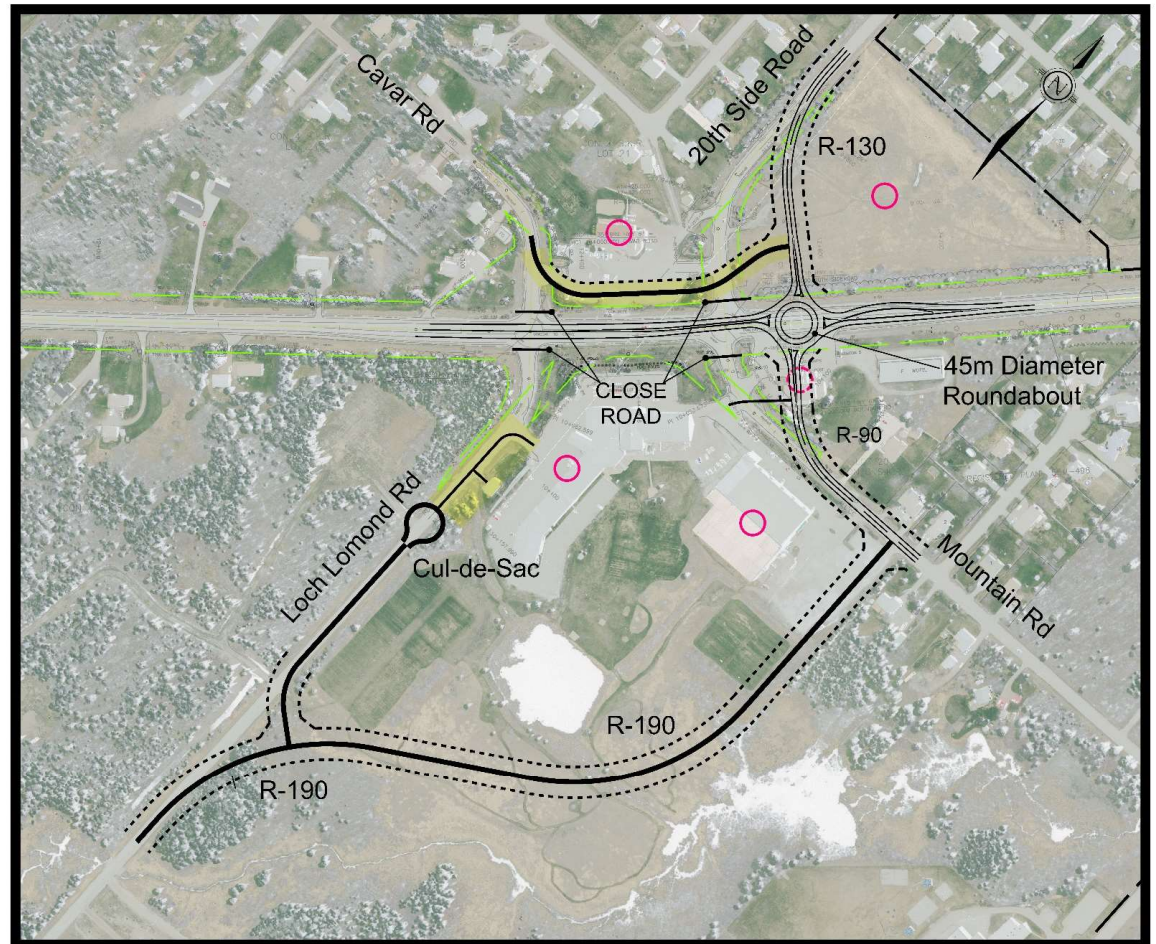
Refinements



Legend:

- EXISTING MTO PROPERTY LIMITS
- - - - - PRELIMINARY PROPERTY REQUIREMENTS
- REFINEMENTS

Refinements



Legend:

- EXISTING MTO PROPERTY LIMITS
- - - - - PRELIMINARY PROPERTY REQUIREMENTS
- REFINEMENTS

Next Steps

- Review public input received from this PIC No. 2 and address any questions and concerns.
- Prepare a Recommended Plan based on comments received.
- Hold PIC No. 3 to present the Recommended Plan including the environmental effects and proposed mitigation measures for public information and opportunity to comment.
- Prepare a Transportation Environmental Study Report (TESR) documenting the Recommended Plan, alternatives development and evaluation/selection, and the environmental effects and proposed mitigation measures. Conduct a 30-day public comment period of the TESR.

Schedule

Task	Date
Develop Preferred Preliminary Design and Mitigation Plan	Summer / Fall 2023
Public Information Centre (PIC) No. 3	Spring 2024
Transportation Environmental Study Report and Notice of Study Submission	Summer/Fall 2024
Public Comment Period	Fall 2024

How You Can 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; and
- Contact MTO or consultant representatives at any time:

Steve Taylor, P.Eng.
EA Project Manager
BT Engineering Inc.
100 Craig Henry Drive, Suite 201
Ottawa, Ontario, K2G 5W3
Tel: 613-228-4813
Email: steven.taylor@bteng.ca

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 South James Street
Thunder Bay, Ontario, P7E 6P6
Tel: 807-473-2109
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 November 4, 2023.** All information is collected and used in accordance with the *Environmental Assessment Act* and the *Freedom of Information and Protection of Privacy Act*, with the exception of personal information, will become part of the public record.