

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

Public Information Centre No. 2



October 5, 2023

Please sign in and take a comment sheet at the front desk, thank-you.
Should you have any questions please talk to the Ministry of Transportation (MTO) or
Consultant Project Manager.

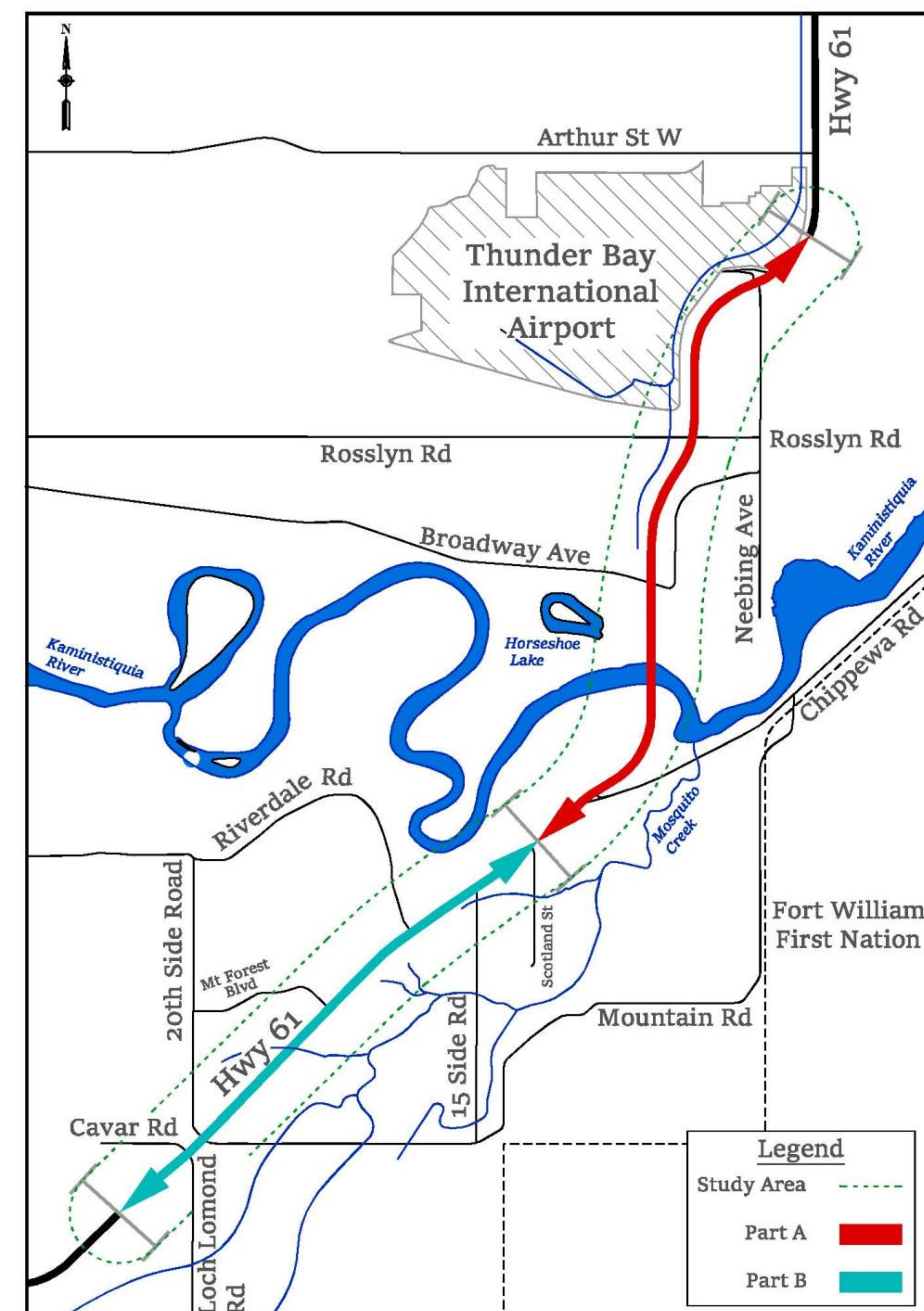
Additional information regarding the study is available on the project website at
www.MTOHighway61.com.

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 Area will consider 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

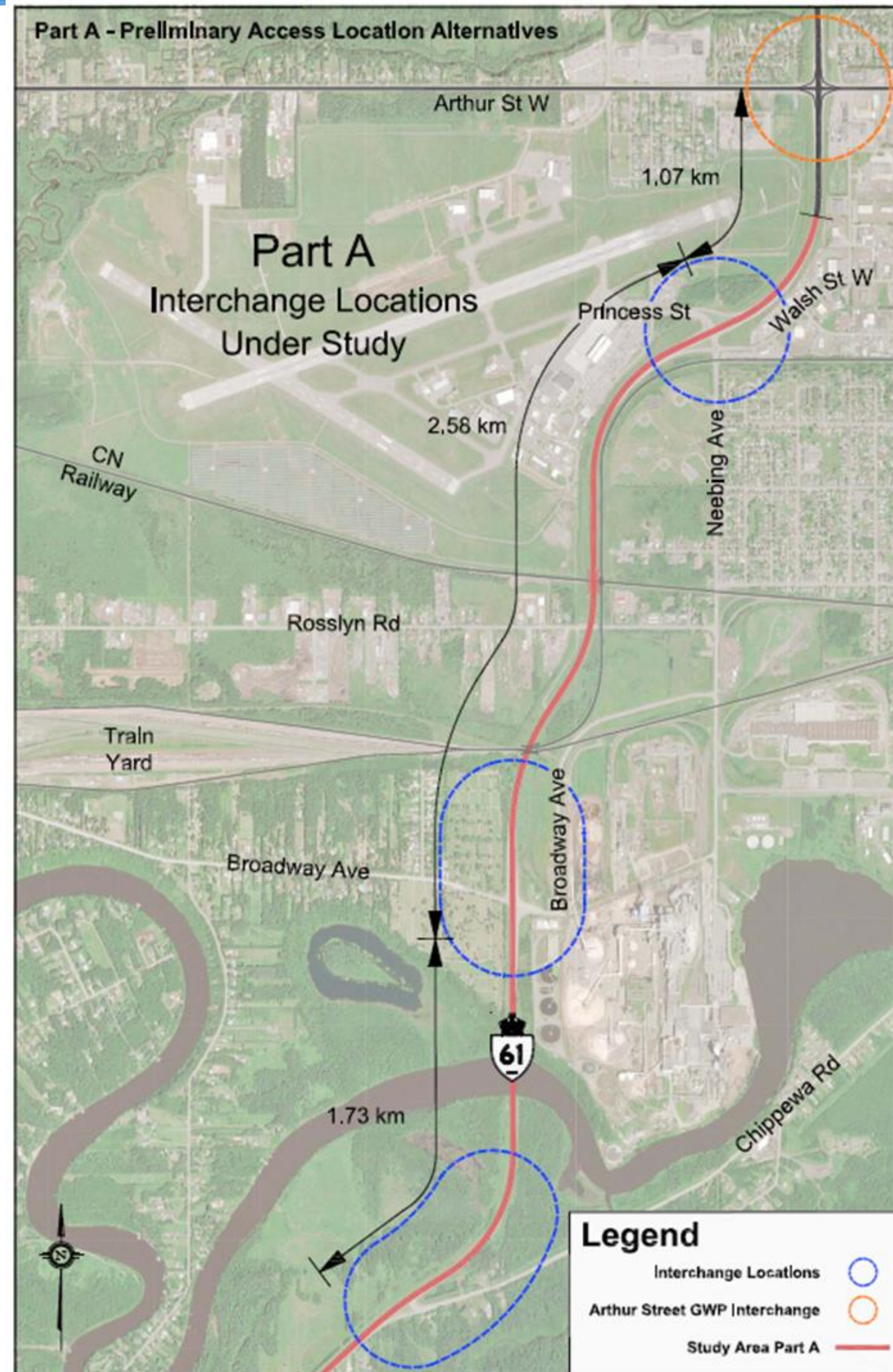
“The proposed project is located on lands traditionally occupied by Indigenous people. We acknowledge the Anishnaabeg of the Robinson Superior Treaty area, the community of Fort William First Nation, and would like to show respect for the long history of First Nations and the Métis in Ontario. Indigenous 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. At this time, improvements to this section of Highway 61 are not programmed for construction.

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

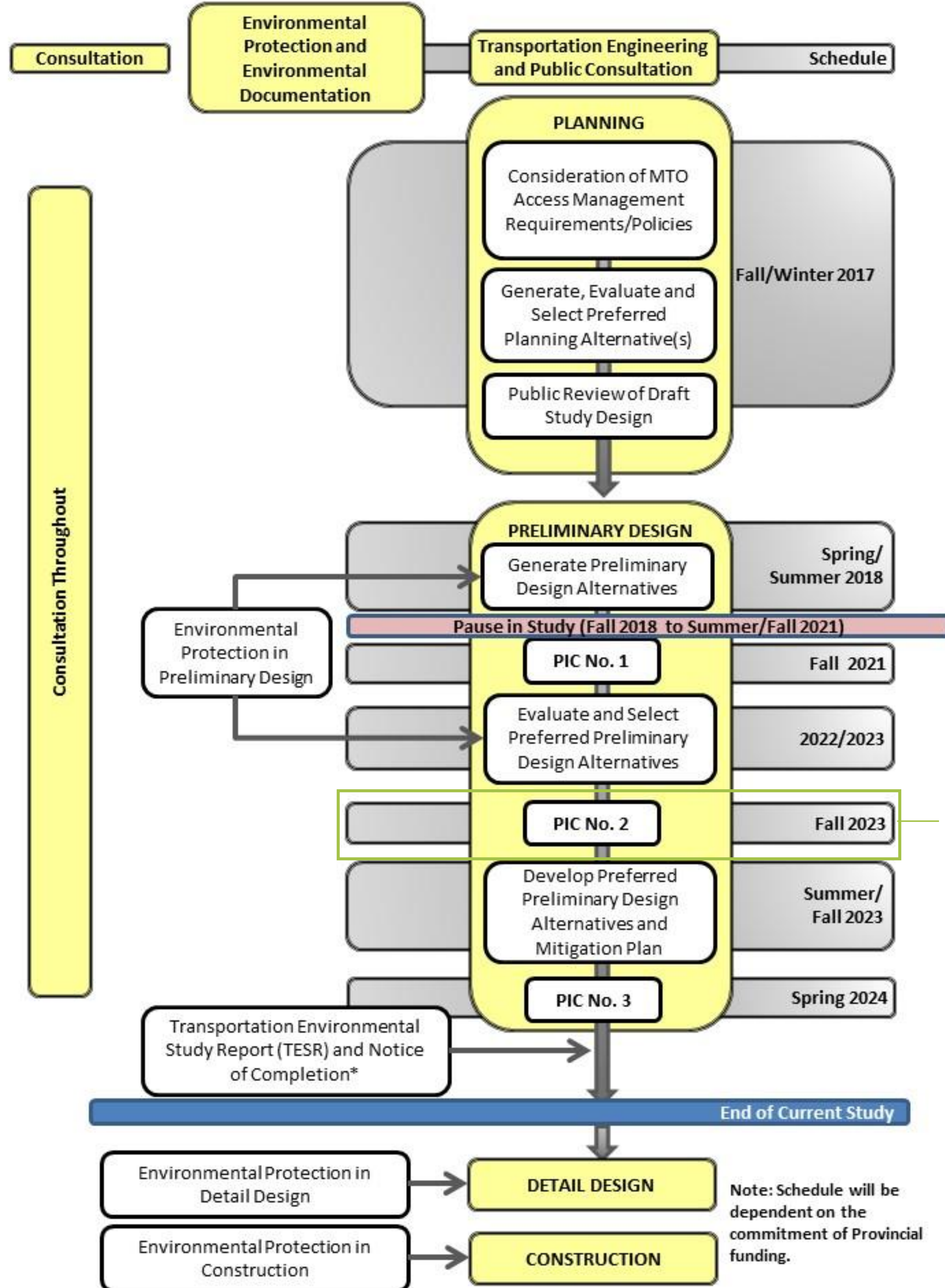


Project History

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 2018
Environmental Inventories: Natural Environment, Archaeology, Fisheries, Land Use, Business Impacts	Spring 2018
Preliminary Traffic Assessment	Winter/Spring 2018
Study Pause	Spring 2018 – Summer 2021
Public Information Centre (PIC) No. 1	Fall 2021
Technical Investigations: Traffic, Geotechnical	Summer/Fall 2021
Assessment of Alternatives to the Undertaking	Winter 2021
Development, Analysis and Evaluation of Design Alternatives	Summer/Fall 2021
Selection of Technically Preferred Alternative (TPA)	Fall/Winter 2021
Public Information Centre (PIC) No. 2	Fall 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.



WE ARE HERE

Note: Schedule will be dependent on the commitment of Provincial funding.

Benefits of the Project

The following are the benefits of the Project:

- Improved highway safety;
- Improved level of service for traffic operations;
- Accommodating both an international travel route to the USA and local travel within the City;
- Define a plan for roadways, bridges and utilities;
- Accommodating all modes of travel.
- Support future area growth;
- Support the Thunder Bay International Airport;
- Support the Fort William First Nation;
- Designing 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/Constraints



Accommodating truck traffic



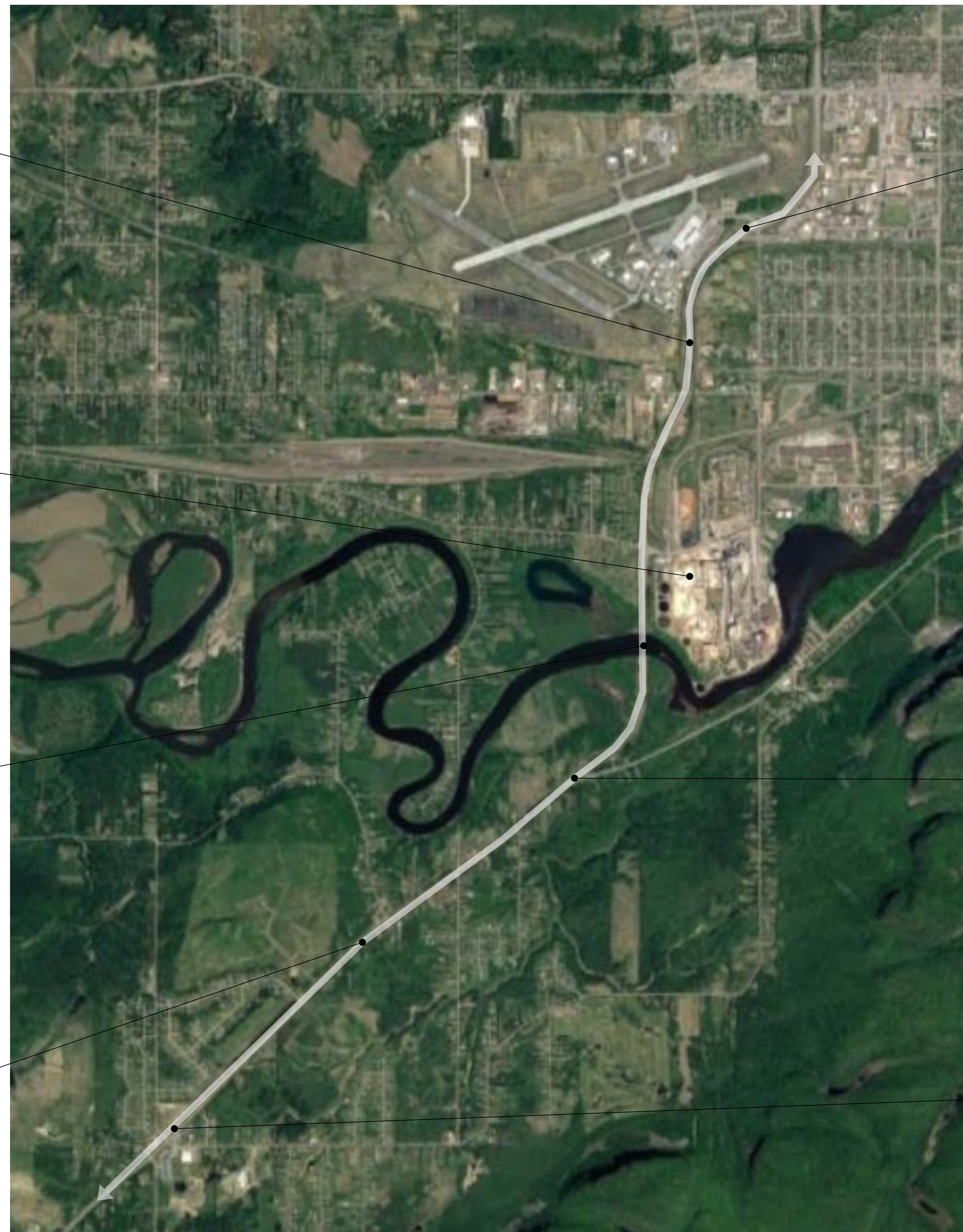
Major industrial development



Kaministiquia River Bridge



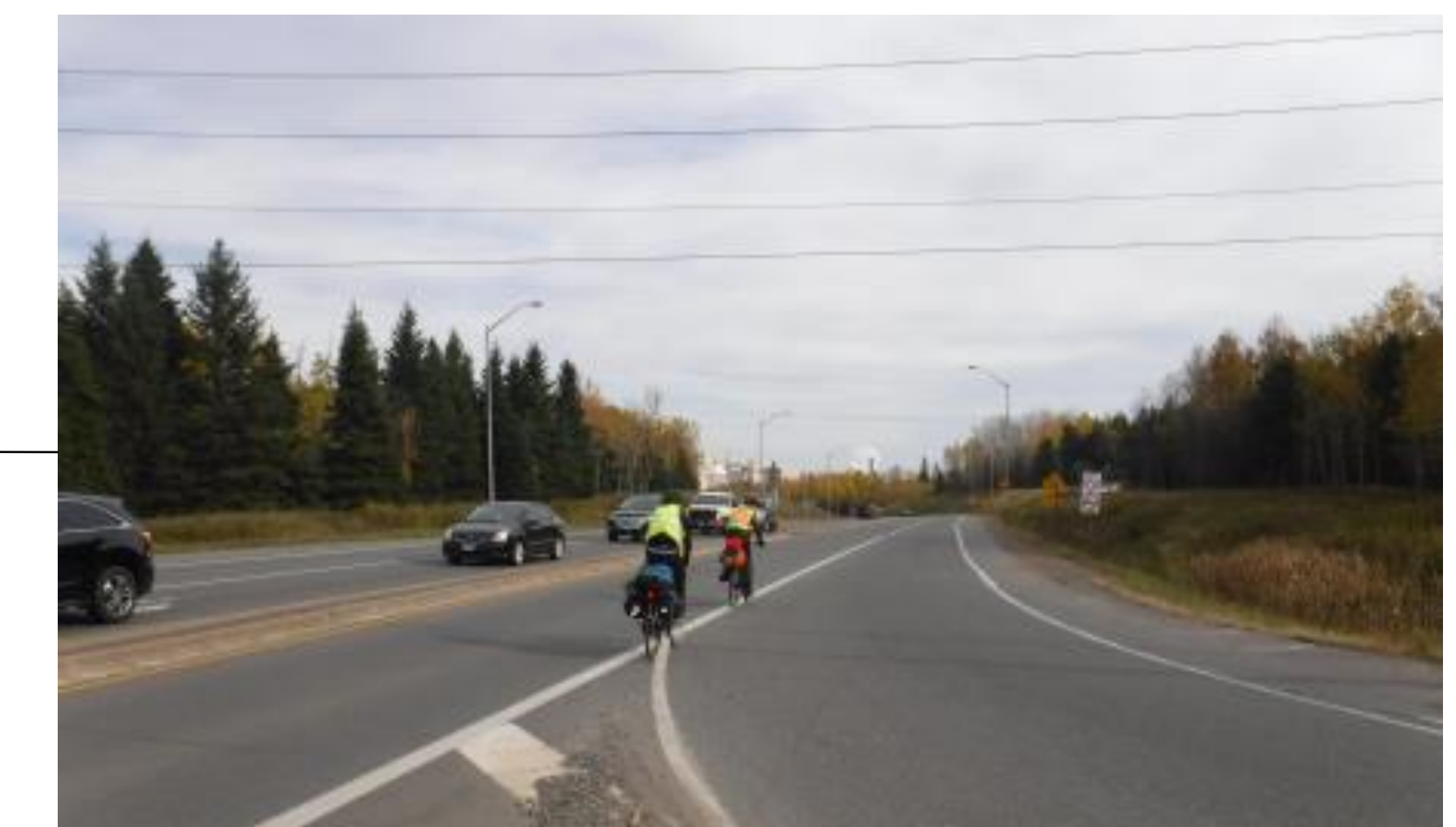
Geometric Deficiencies



Congestion during peak periods



Limitations of the James Street Bridge



Accommodating all modes



Existing businesses

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.
- No new alternatives were identified;
- No comments were received that changed the analysis and evaluation of Alternatives to the Undertaking (no one proposed that a New Corridor be considered); and
- No comments received on the Study Design.

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.

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.

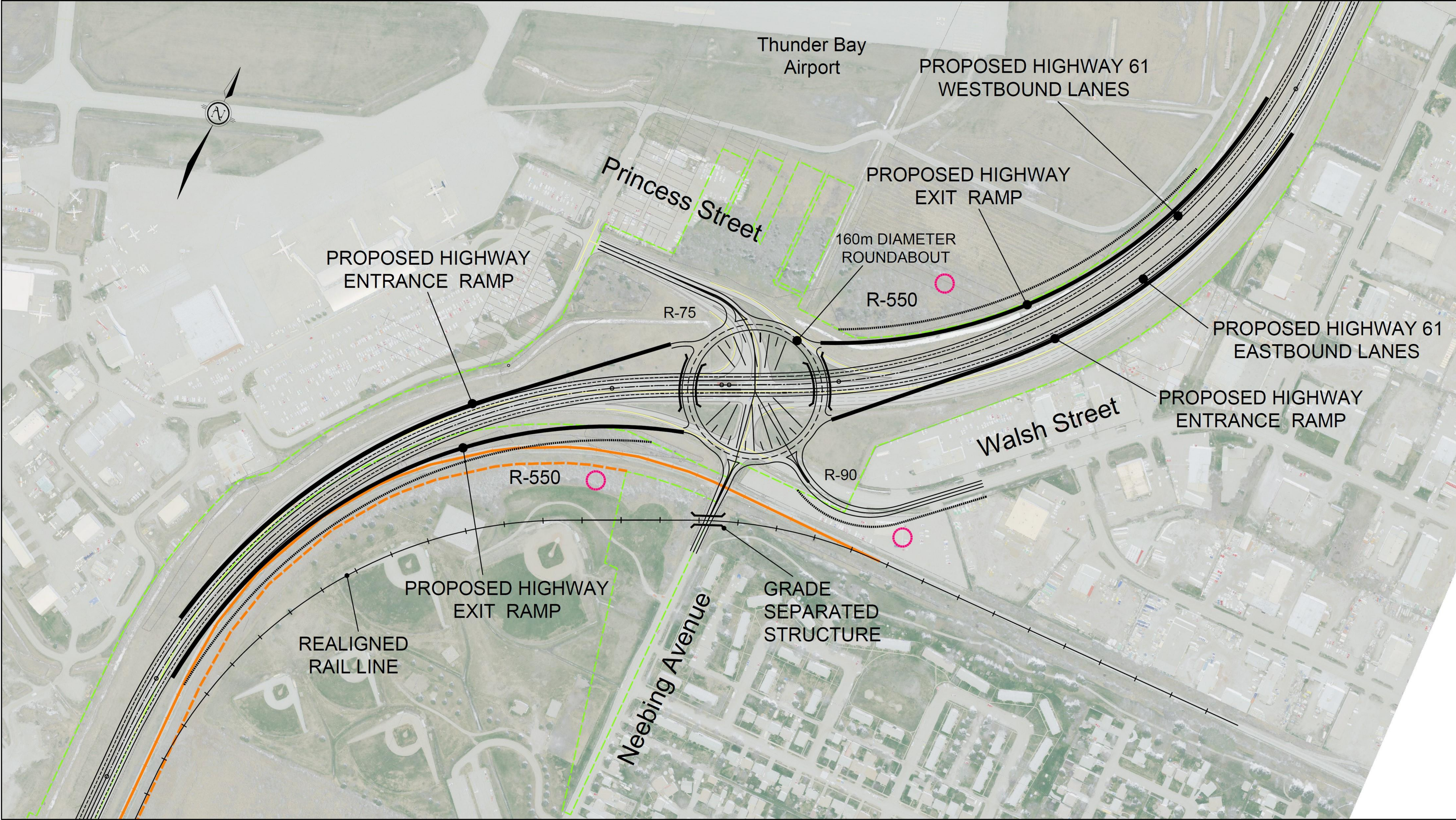
Factor	Sub-Factor	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 3	Alt. 4	Alt. 5A	Alt. 5B	Alt. 6
Transportation									
Realignment of Walsh Street		○ Yes	● No	● No	○ Yes	● No	○ Yes	● No	● No
Closure of Walsh Street		● No	○ Yes	● No	● No	● No	● No	○ Yes	● No
Potential for wrong way movements (safety)		○ Yes	○ Yes	● No	● 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	● No	○ 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	● Yes	○ 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



October 6, 2023

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

Network Connectivity (Princess Street to Chippewa Road) - Alternatives

Three alternatives were carried forward following the coarse screening review for the network connection between Princess Street and Chippewa Road.

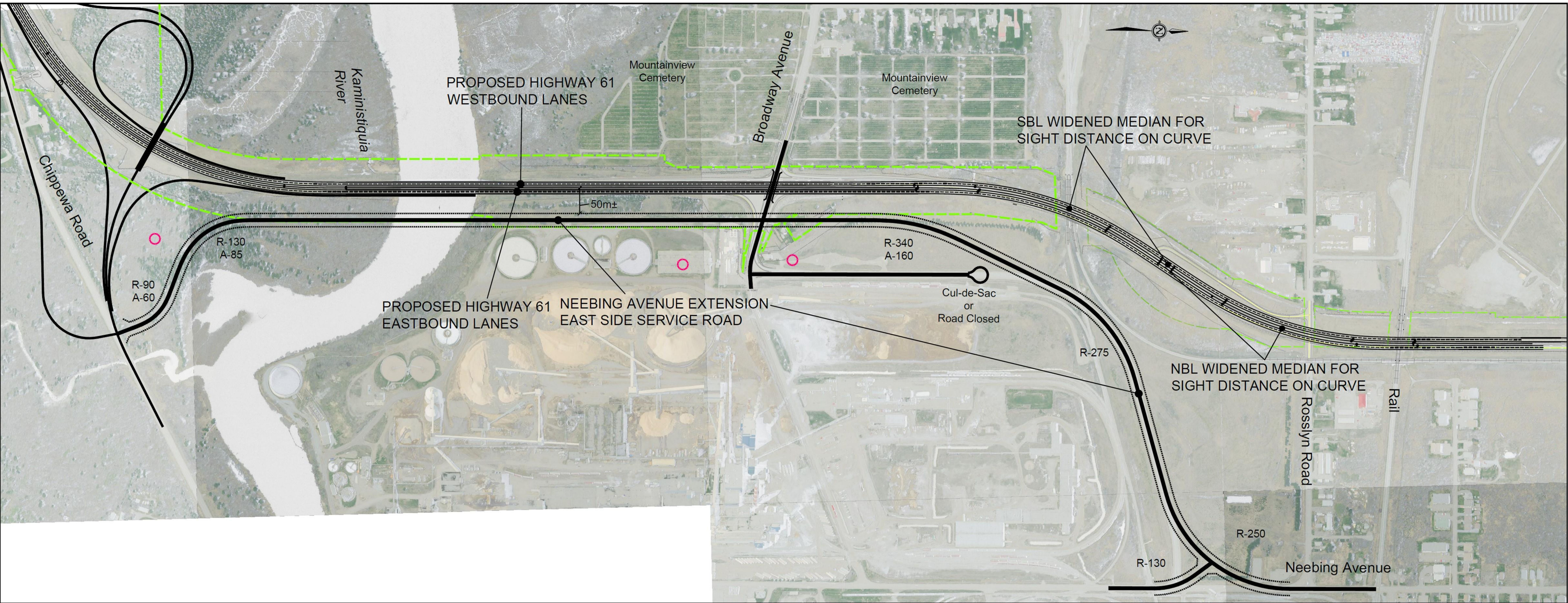
Factor	Sub-Factor	Broadway Interchange		Service Road Connectivity between Chippewa Road and Princess/Neebing Interchanges (No Broadway Avenue Interchange)			
		Alt. 3B		Alt. 7A	Alt. 7B		
Transportation							
Realignment/ Closure of Broadway Avenue.		●	Minor	○	Major	○	Major
Extension of Neebing Avenue.		○	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
Cost							
			\$49 M		\$30 M		\$33 M
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.

Good	Fair	Poor
●	◐	○

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



Legend:
 - - - - - EXISTING MTO PROPERTY LIMITS
 PRELIMINARY PROPERTY REQUIREMENTS
 ○ IMPACTED PROPERTIES

September 27, 2023

Chippewa Road Interchange

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

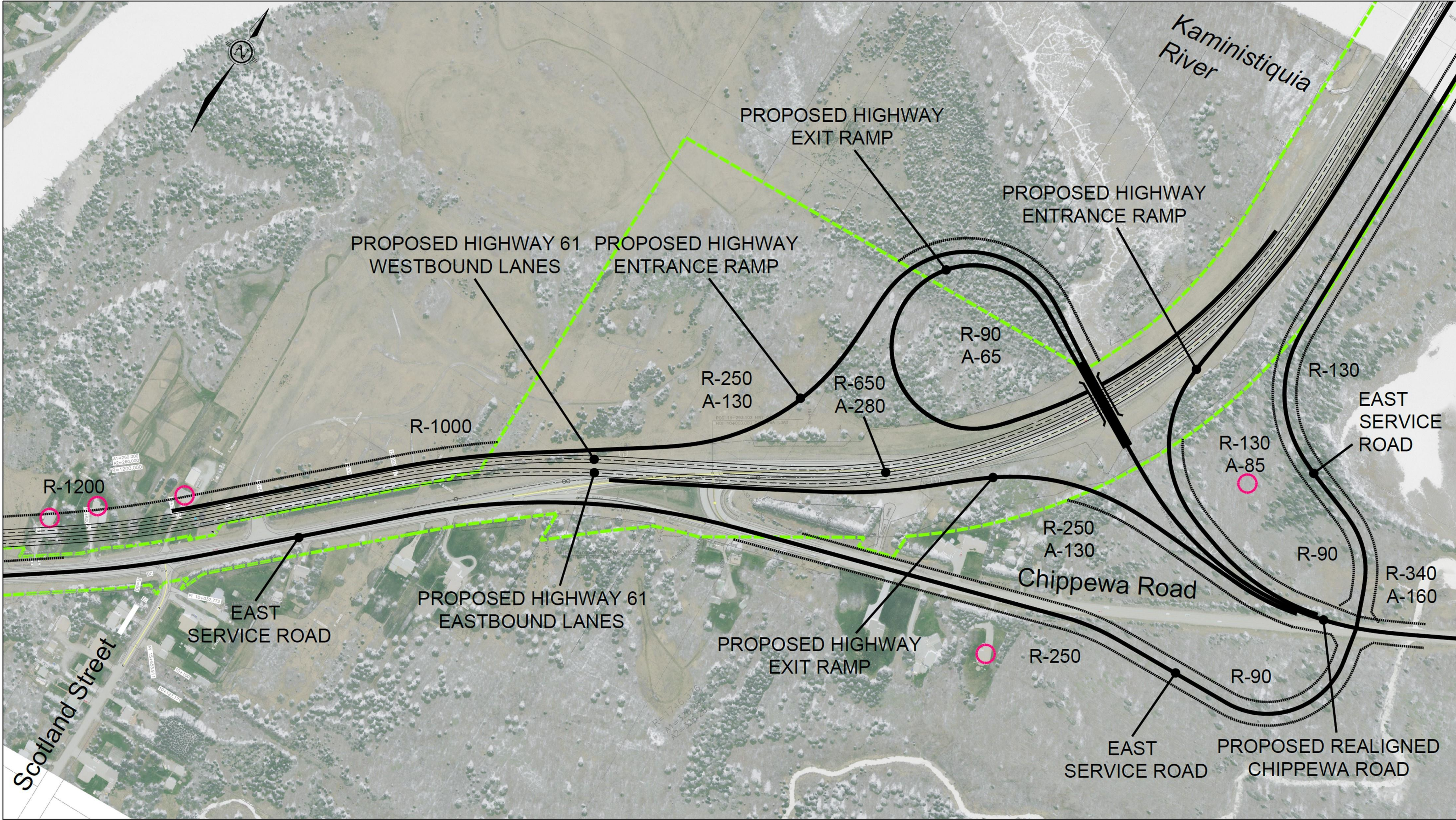
Factor	Sub-Factor	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Transportation						
Extension of Scotland Street (creating local accessibility for all modes of traffic to Chippewa Road and future East Service Road)		<input type="radio"/> No	<input type="radio"/> No	<input type="radio"/> 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.

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.

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

Technically Preferred Alternative Chippewa Road Interchange



Legend:
 --- EXISTING MTO PROPERTY LIMITS
 PRELIMINARY PROPERTY REQUIREMENTS
 ○ IMPACTED PROPERTIES

September 27, 2023

Chippewa Road - Interim Intersection Operational Improvements

Two intersection improvements were evaluated for the intersection connection at Highway 61. Both alternatives were carried forward.

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 Improvement Alternatives

Alternative 1
Chippewa Road
Potential Interim Term Operational Improvement



Legend:
 PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD

Alternative 3
Chippewa Road
Potential Interim Term Operational Improvement



Legend:
 PRELIMINARY RECOMMENDATION TO BE CARRIED FORWARD

September 27, 2023

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.

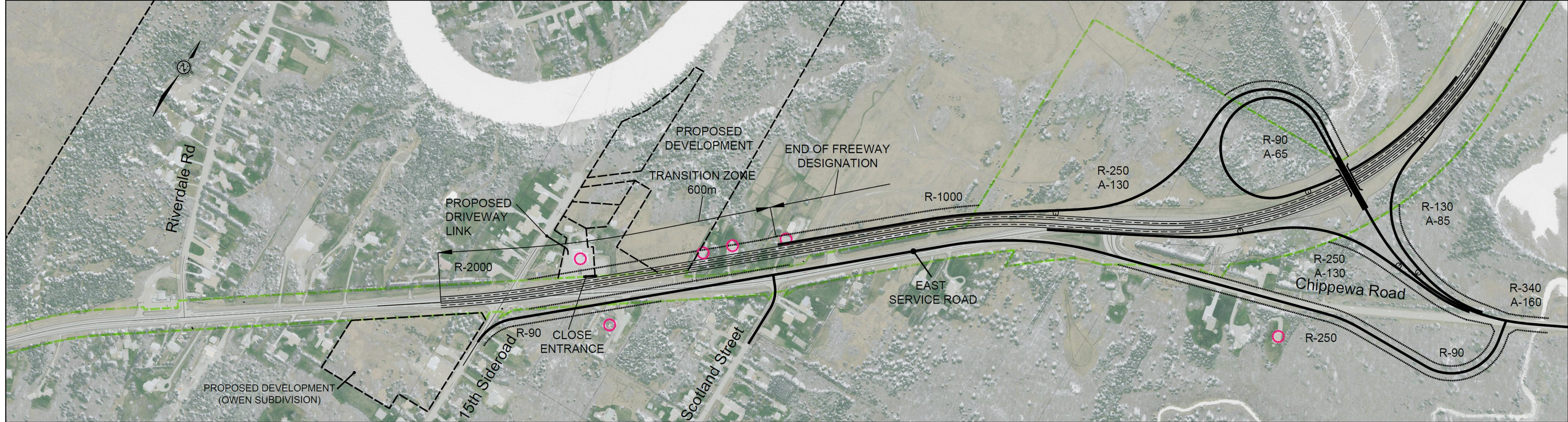
Factor	Sub-Factor	Alternative 4	Alternative 5	Alternative 5B	Alternative 6	Alternative 7	Alternative 8
Transportation							
Length of Highway 61 Realignment		● 1077.4 m	◐ 1868 m	◐ 1868 m	● 1094.7 m	● 1077.4 m	○ 2123.6 m
Local Road Realignment (Not including Scotland St. to Chippewa Rd.)		● 507 m	◐ 636 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
●	◐	○

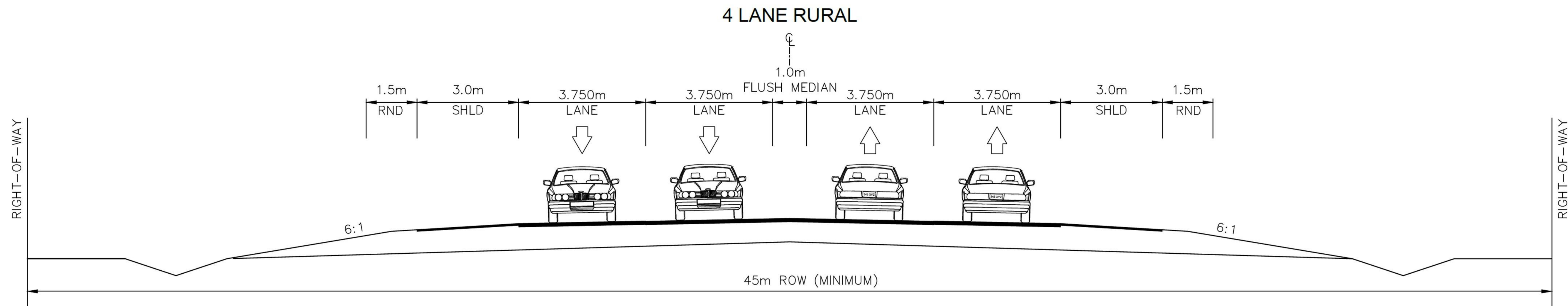
Part A Highway 61 Chippewa Road Transition to Part B Technically Preferred Alternative



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

July 13, 2023

Recommended Cross Section: A 4-lane cross section with 1.0m 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 Intersection

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

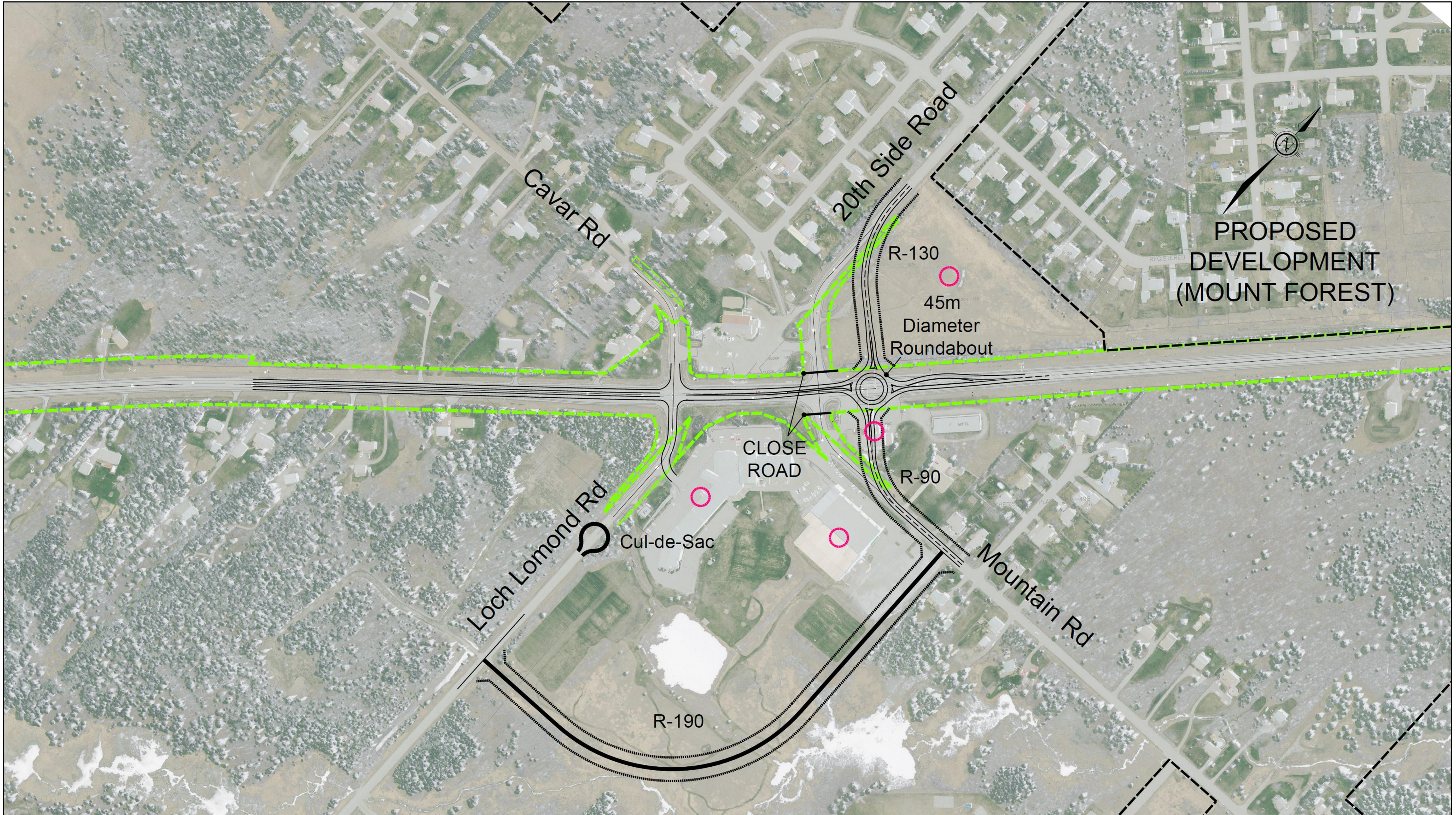
Factor	Sub-Factor	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	Alternative 3A	Alternative 3B	Alternative 4A	Alternative 4B
Transportation									
Spacing of Hwy 61 Intersections		○ 165 m Does not meet current MTO standards for intersection spacing.	○ 165 m Does not meet current MTO standards for intersection spacing.	○ 221 m Does not meet current MTO standards for intersection spacing.	● 221 m Meets current MTO standards for roundabout control.	○ 221 m Does not meet current MTO standards for intersection spacing.	● 221 m Meets current MTO standards for roundabout control.	○ 0 m	○ 0 m
Local Road Realignment		● 0	● 0	● 328 m	● 328 m	● 972 m	● 972 m	○ 1382 m	○ 1856.8 m
New Local Roads		● 0	● 0	● 0	● 0	● 644 m	● 644 m	○ 1875 m	○ 1651.8 m
Residential Out-of-way travel		● 0	● 0	● 0	● 0	● 832 m	● 832 m	○ 1382 m	○ 1485 m
Number of Intersections on Highway 61		○ 2	○ 2	○ 2	○ 2	● 1 1/2	● 1 1/2	● 1	● 1
Arterial Road Level of Service (Roundabout intersection control to reduce delays)		○ Low	● Medium	○ Low	● Medium	○ Low	● High	● Medium	● High
Arterial Road Safety (Number of conflicts - 8 for roundabouts with four exits/entrances and 32 for signalized intersection - 4 legs)		○ =32+32	● =8+8	○ =32+32	● =8+8	○ =32+32	● =8+16	● 32	● 8
Commercial Property reconfigured entrance/ parking (Best Western Driveway on Highway 61)		● No	● No	● No	● No	○ Yes	○ Yes	○ Yes	○ Yes
Road Closures at Hwy 61		○ 0	○ 0	○ 0	○ 0	● 1	● 1	● 2	● 2
Realign local road past School		● No	● No	● No	● No	● No	● No	○ Yes	○ Yes
Natural Environment									
New Mosquito Creek Tributary Crossing		● No	● No	● No	● No	● No	● No	○ Yes	○ Yes
Warm Water Fish Habitat Impacted		● No	○ Yes	● No	○ Yes	○ Yes	○ Yes	○ Yes	○ Yes
Low lying wet tolerant Conifer Forest Impacted		● No	● No	● No	● No	● No	● No	○ Yes	○ Yes
Unevaluated Wetlands Impacted		● No	● No	● No	● No	● No	● No	○ Yes	○ Yes
Floodplain Impacted		● No	● No	● No	● No	○ Yes	○ Yes	○ Yes	○ Yes
Potential Bobolink Habitat Impacted		● No	● No	○ Yes	○ Yes	○ Yes	○ Yes	● No	○ Yes
Cultural Environment									
Archaeological Potential		● No	● No	● No	● No	○ Yes	○ Yes	○ Yes	○ Yes
Socio-Economic Environment									
Visual Intrusion		● 0	● 0	● 0	● 0	● 0	● 0	○ 11	○ 11
Out of way travel to Loch Lomond Ski Area		● 0	● 0	● 0	● 0	● 626 m	● 626 m	○ 1150 m	○ 1150 m
Commercial Businesses purchased CAN-OP Gas Station		● 0	● 0	● 1	● 1	● 1	● 1	○ 1	○ 2
Land Use and Property									
Partial Residential Property Impact		● 0	● 0	● 1	● 1	● 1	● 1	○ 2	○ 3
Community Zone property Impacted (Thunder Bay Tournament Centre)		● 0 ha	● 0 ha	● 0 ha	● 0 ha	○ 0.57 ha	○ 0.57 ha	● 0 ha	● 0 ha
Rural Settlement Zone Impacted		● 0 ha	● 0 ha	● 0 ha	● 0 ha	● 0 ha	● 0 ha	○ 1.13 ha	○ 1.13 ha
Service Commercial Zone impacted		● 0 ha	● 0.01 ha	● 0.54 ha	● 0.55 ha	○ 1.59 ha	○ 1.55 ha	● 0.73 ha	○ 1.43 ha
Future Development Zone Impacted		● 0 ha	● 0 ha	● 0 ha	● 0 ha	● 0 ha	● 0 ha	○ 1.08 ha	○ 1.08 ha
Environmental Protection Zone Impacted		● 0 ha None	● 0 ha None	● 0 ha None	● 0 ha None	● 0.08 ha Minor	● 0.08 ha Minor	○ 0.42 ha Major	○ 0.42 ha Major
Rural Zone Impacted		● 0 ha	● 0 ha	● 0 ha	● 0 ha	● 0 ha	● 0 ha	○ 0.92 ha	○ 0.92 ha
Preliminary Recommendation		X Alternative 1A is not recommended to be carried forward due to inability to meet current MTO standards.	X Alternative 1B is not recommended to be carried forward due to inability to meet current MTO standards.	X Alternative 2A is not recommended to be carried forward.	X Alternative 2B is not recommended to be carried forward.	X Alternative 3A is not recommended to be carried forward.	✓ Alternative 3B is recommended to be carried forward.	X Alternative 4A is not recommended to be carried forward.	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.
- 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
●	◐	○

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



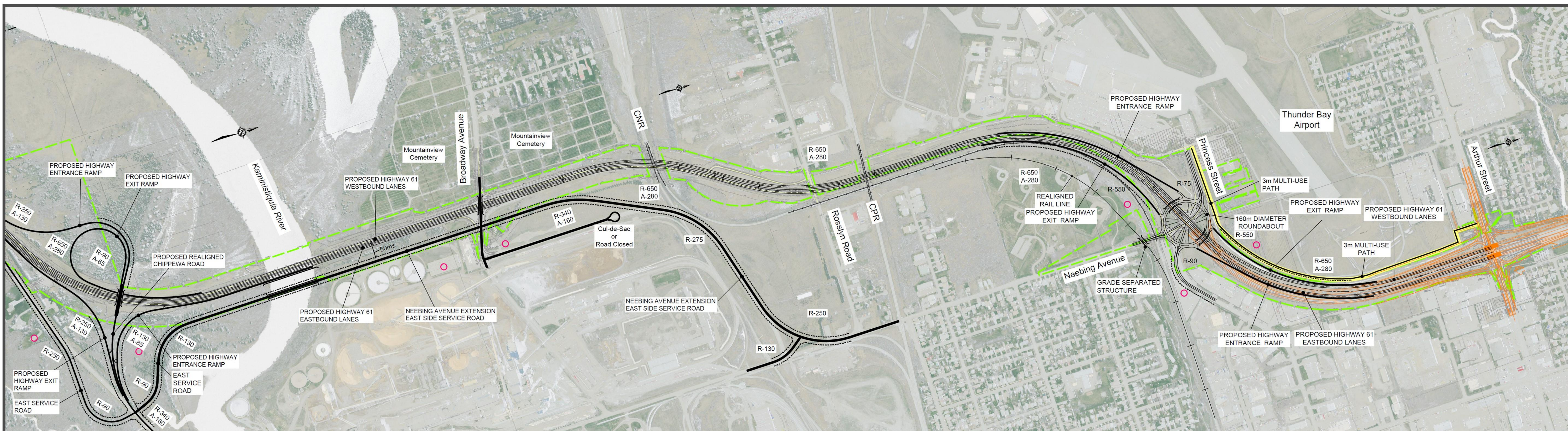
Legend:
 - - - - - EXISTING MTO PROPERTY LIMITS
 - - - - - PRELIMINARY PROPERTY REQUIREMENTS
 ○ IMPACTED PROPERTIES

September 27, 2023

Statement of Flexibility:

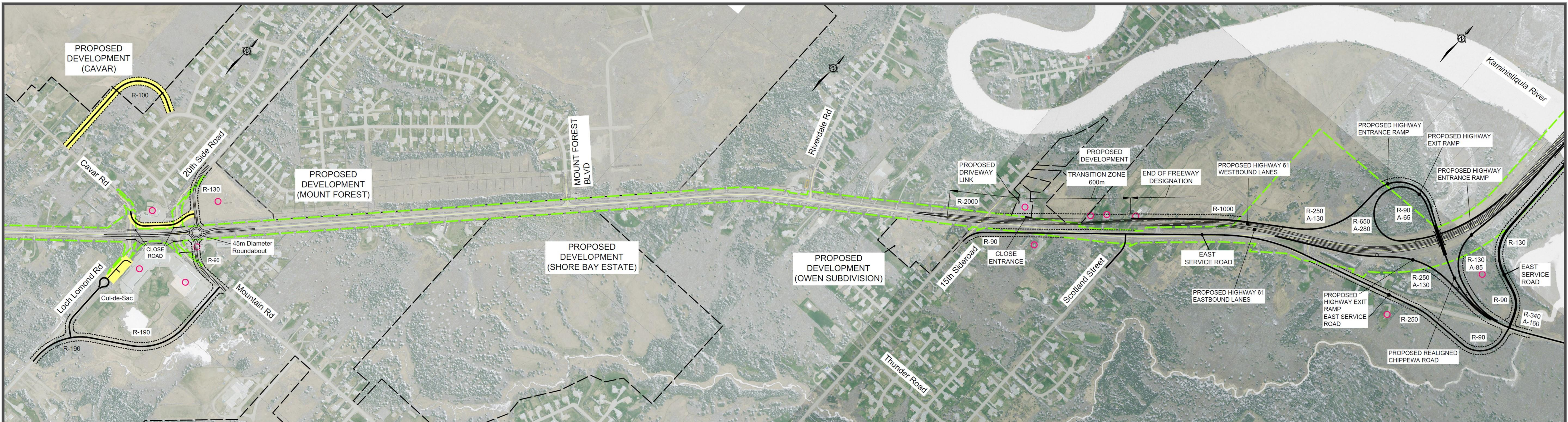
Should traffic volumes at the 20th Side Road and Mountain Road meet the Provincial signal warrant at the time of implementation, traffic signals can be considered.

Highway 61 Part A Technically Preferred Plan



- Legend:
- EXISTING MTO PROPERTY LIMITS
 - PRELIMINARY PROPERTY REQUIREMENTS
 - PLANNING TO THE NORTH
 - REFINEMENTS

Highway 61 Part B Technically Preferred Plan



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

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

- Create an internal municipal road network to 20th Side Road. This would allow a single intersection on Highway 61
- Close Cavers 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.

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	Fall/Winter 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:

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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 19, 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.