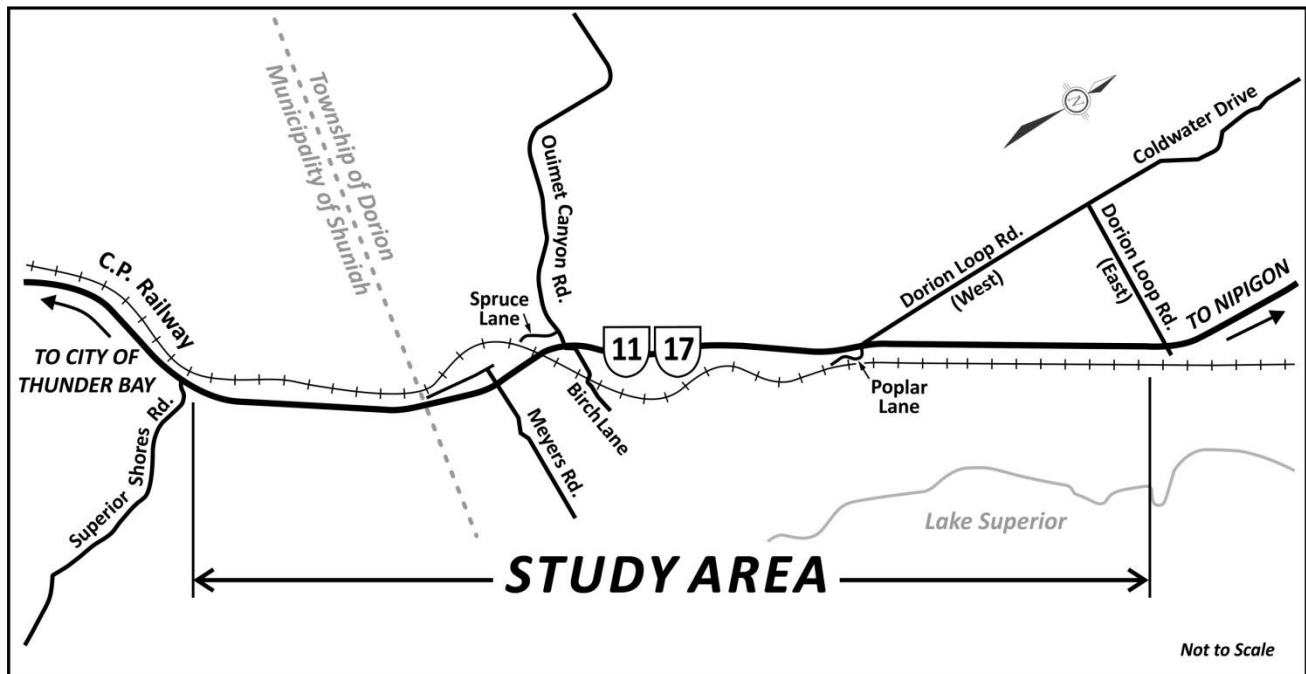


**Welcome to**  
**Public Information Centre #1**  
**for the**  
**HIGHWAY 11/17 FOUR-LANING**  
**from OUIMET TO DORION**

**Preliminary Design**



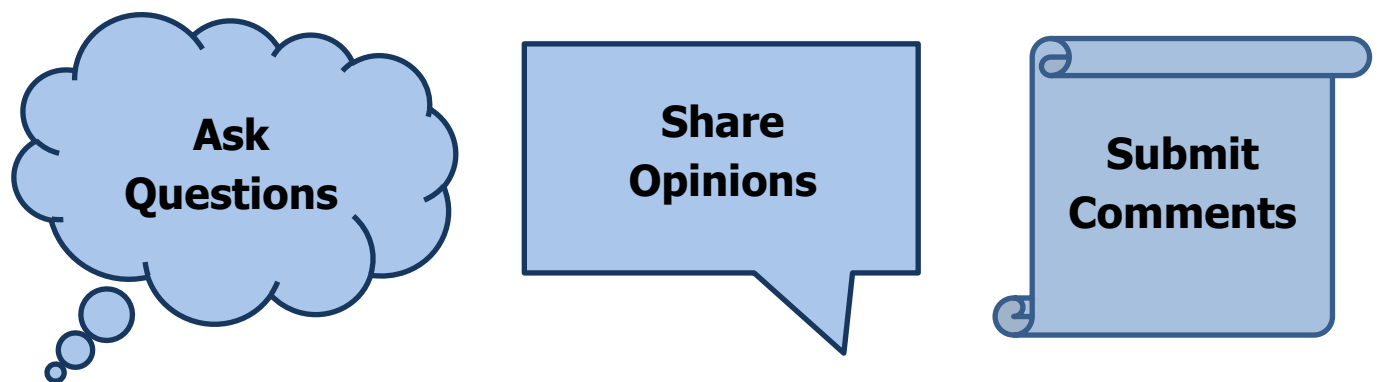
**Please Sign-in at the Front Desk**

## WELCOME

Welcome to the first Public Information Centre (PIC) for the Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead easterly 8.63 km.

**Representatives from the Ministry of Transportation (MTO) and MMM Group Limited, a WSP Company are available to discuss the project with you.**

**Please ask questions and make your opinions known to us. We encourage you to fill out a comment sheet recording your comments and concerns.**



Information presented today is also available on the project website: [www.hwyl1-17four-laningfromouimettodorion.ca](http://www.hwyl1-17four-laningfromouimettodorion.ca)

## PURPOSE OF STUDY



Highway 11/17

The purpose of this study is to build upon the Planning and Preliminary Design (completed in 1997), which determined the planning requirements for the four-laning of Highway 11/17. A second PIC will be held during the detail design phase.

This PIC presents:

- The overall study process;
- Existing environmental conditions; and
- Proposed changes to the preliminary design identified in the 1997 Environmental Study Report.

This project is being conducted in accordance with the requirements of the Ministry of Transportation's (MTO) *Class Environmental Assessment for Provincial Transportation Facilities* (amended 2000) as a Group 'B' undertaking. Throughout the study process, input will be sought from the public and external agencies.

## BACKGROUND

- In 1989, the Province made an announcement to four-lane Highway 11/17 from Thunder Bay to Nipigon.
- In 1997, the Planning and Preliminary Design Study for the Four-Laning of Highway 11/17 from 8 km west of Ouimet easterly 36 km to the Red Rock Township West Boundary was completed. An Environmental Study Report (ESR) was filed in September 1997 and received environmental clearance.
- An Addendum to the ESR is necessary to document any changes to the original design decisions and environmental conditions that have occurred since the submission of the 1997 report. The proposed changes to the ESR are presented at this PIC.



Highway 11/17

# HIGHWAY 11/17 FOUR-LANING PROJECT BENEFITS

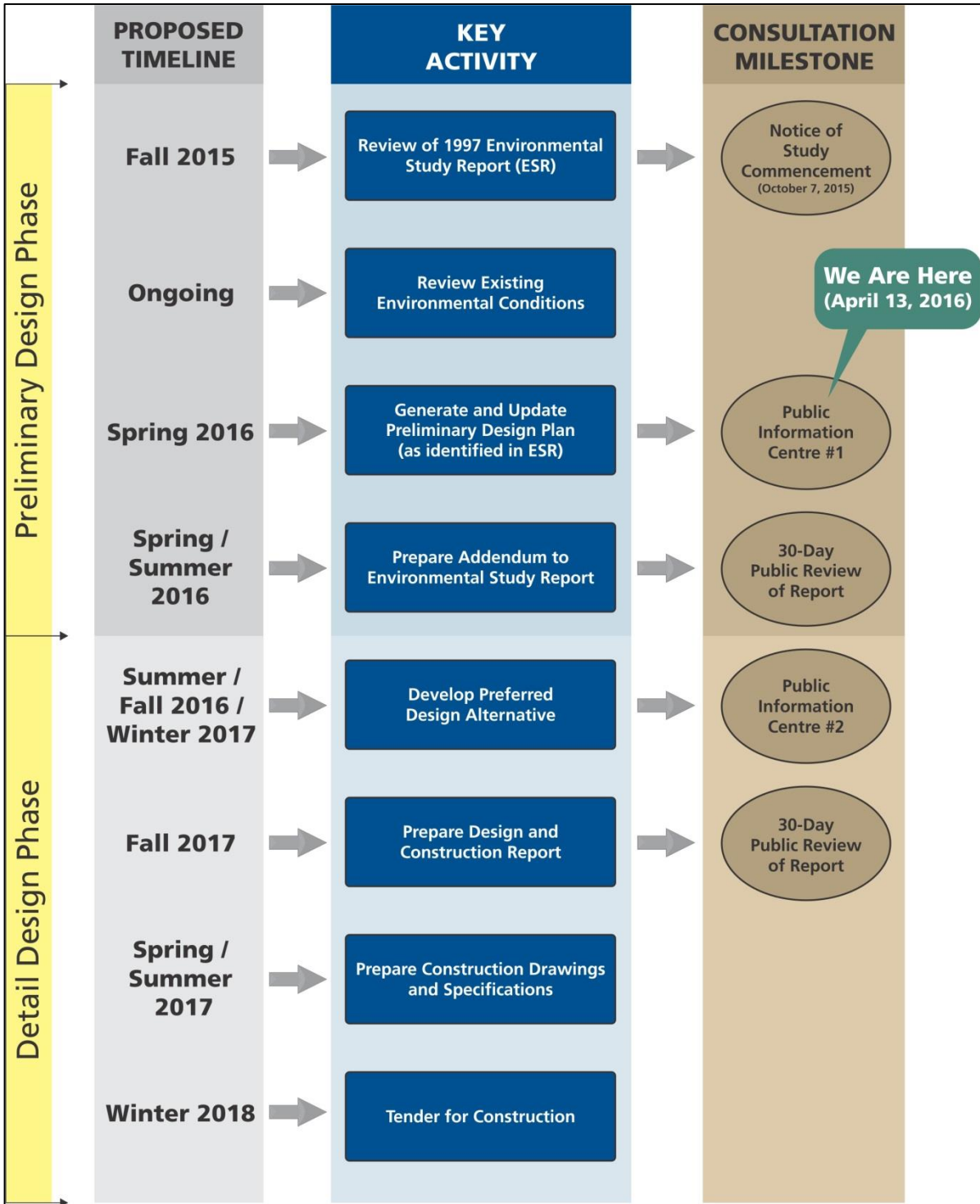


Example of a Four-Laned Highway 11/17

- Reduced delays caused by slower moving vehicles.
- Improved movement of goods and services will have a positive economic impact on the area.
- Reduced collisions and decreased severity of some types of collisions.
- Addresses future travel demand along the highway.
- The new four-lane highway will allow for a parallel, continuous, alternative route system in the event of roadway collisions, natural disasters or structural loss which could lead to the closure of the existing highway.



# STUDY PROCESS



# COMPARISON BETWEEN 1997 AND EXISTING ENVIRONMENTAL CONDITIONS

	Environmental Study Report Existing Environmental Conditions (1997)	Review of Existing Environmental Conditions (2015)
<b>Natural Environment</b>		
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>No significant species identified by the Ministry of Natural Resources and Forestry (MNRF) (formerly Ministry of Natural Resources).</li> </ul>	<ul style="list-style-type: none"> <li>Vegetation along the highway corridor consists primarily of second growth forest, wetland, agricultural land and anthropogenic land (residential and commercial development).</li> <li>No vegetation Species of Special Concern were noted by MNRF.</li> <li>MNRF identified a "significant woodland" located within the study area.</li> </ul>
<b>Wildlife and Wildlife Habitat</b>	<ul style="list-style-type: none"> <li>Area supports a wide range of species, including moose, black bear, deer, rabbit, gamebirds and waterfowl.</li> <li>No species of conservation concern were identified.</li> </ul>	<ul style="list-style-type: none"> <li>Area continues to provide a variety of habitats that support a wide range of wildlife species.</li> <li>One Species of Special Concern, Eastern Whip-Poor-Will was identified by MNRF to be in the project area.</li> </ul>
<b>Fish and Fish Habitat</b>	<ul style="list-style-type: none"> <li>Waterbodies within study area are mainly cold water streams.</li> <li>Streams flowing into Lake Superior are considered high significance by MNRF.</li> <li>Lake Superior tributaries contain a wide range of aquatic wildlife, such as resident brook trout, minnows, trout, and tadpoles.</li> <li>Minnows, trout, and tadpoles were observed throughout the study area.</li> <li>No species of conservation concern were identified.</li> <li>Limited aquifer potential as a result of the underlying bedrock and its proximity to the surface.</li> </ul>	<ul style="list-style-type: none"> <li>Initial screening / background information from MNRF has identified that all watercourse crossings within the highway corridor should be treated as coldwater streams as they are tributaries of Lake Superior and likely support coldwater species. All streams in the area have a high probability of being or are known migratory routes and/or nursery grounds for Lake Superior Salmonid populations. MMM ecology staff will determine the potential for spawning and migration of salmonid species within the highway corridor during detailed field assessments in 2016.</li> <li>Several culverts are perched at the existing highway, limiting upstream movement of fish seasonally. MTO will assess potential repair / remediation works to address the perched outlets during expansion projects to improve potential fish movement / seasonal passage concerns within the highway corridor.</li> <li>MNRF did not indicate any aquatic species of conservation concern.</li> <li>MNRF identified that the ponds south of the highway between Meyers Road and the railway, as well as the ponded portion of Tributary H north of the highway and west of Dorion Loop Road West belong to a baitfish block that is licenced by MNRF.</li> </ul>
<b>Social and Cultural Environment</b>		
<b>Social</b>	<ul style="list-style-type: none"> <li>Project area is sparsely populated in a rural landscape.</li> <li>Residents within study area are on well water.</li> </ul>	<ul style="list-style-type: none"> <li>No changes since 1997.</li> </ul>
<b>Land-use</b>	<ul style="list-style-type: none"> <li>Township of Shuniah is generally characterized by rural land use and is sparsely developed. Lands fronting along existing Highway 11/17 include scattered residential development and farms.</li> <li>Township of Shuniah's Official Plan states Highway 11/17 is to remain a main transportation artery.</li> <li>Township of Dorion is generally characterized by rural land uses with commercial establishments located adjacent to Highway 11/17.</li> </ul>	<ul style="list-style-type: none"> <li><i>Municipality of Shuniah's Official Plan</i> (2005) designates lands within the study area as 'Open Space' and a pocket of 'Aggregate Extraction' in the vicinity.</li> <li><i>Municipality of Shuniah's Official Plan</i> continues to state Highway 11/17 is to remain a main transportation artery.</li> <li><i>Township of Dorion's Official Plan</i> (2014) designates lands within the study area as predominately 'Rural' or 'Hamlet/Settlement Residential', with pockets of 'Environmental Protection' and 'Highway Commercial'</li> <li>No significant changes since 1997.</li> </ul>
<b>Archaeology</b>	<ul style="list-style-type: none"> <li>The 1997 ESR recommended future archaeological assessments be conducted along the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>A Stage 1 archaeological assessment was carried out in the Fall of 2015. A Stage 2 archaeological assessment will be carried out in the Spring / Summer of 2016.</li> </ul>

## REVIEW OF 1997 EA APPROVED PLAN

This Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study includes a review of the commitments made in the 1997 Environmental Study Report (ESR) based on new engineering standards and new environmental constraints. The review of the 1997 EA Approved Plan includes the following:

### **Review of Highway Alignment**

- The four-laning alignment identified in the 1997 EA Approved Plan is being reviewed to ensure the proposed highway alignment meets current highway engineering standards and minimizes / avoids updated environmental constraints.

### **Review of Public Access Locations**

- The public access provisions in the Ministry's approved four-lane plan include interim at-grade intersections and consideration of future interchanges at Superior Shores Road, Ouimet Canyon Road and Dorion Loop Road East.
- The public access provisions identified in the 1997 EA Approved Plan will be reviewed in consideration of the Controlled Highway Access Criteria (e.g. number of direct accesses to be limited), dependent on the needs of the community in consideration of the adjacent development and a spacing criteria of 3 to 8 km.

### **Review of Highway Cross-Section**

- MTO is proposing to increase the right-of-way from 90 m to 110 m (minimum) as a result of revisions to highway engineering design and safety standards that have occurred since the 1997 ESR. This will accommodate a 30 m wide median and flatter (4:1) side slopes.

The next display outlines the review of the 1997 EA Approved Plan.



## PROPOSED EVALUATION CRITERIA

The following list of factors is being used to evaluate the alternatives / options. Please provide any comments you may have regarding the factors, criteria, and proposed evaluation on the comment sheets provided.

Factor / Indicator	Level of Importance	Rationale for Significance	Key Factors
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>Extent of Natural Habitat Fragmentation</li> <li>Extent of Impacts to Natural Features</li> <li>Extent of Vegetation Community Removal</li> <li>Potential Impacts to Wildlife and Wildlife Habitat</li> <li>Impact to Fish and Aquatic Resources</li> </ul>	<b>Medium</b>	<ul style="list-style-type: none"> <li>Natural Environment has medium relevance in the decision-making process. Minimizing potential impacts to undisturbed natural areas and water features is considered important; however, these potential impacts must be weighed against the benefits of a four-laned highway that improves future traffic operations and meets current design standards.</li> </ul>	<ul style="list-style-type: none"> <li>Fragmenting undisturbed natural areas, and impacting significant natural features and terrestrial and aquatic Species at Risk are considered to be key factors for the natural environment.</li> </ul>
<b>Socio-Economic and Cultural Environment</b> <ul style="list-style-type: none"> <li>Residents and Business Displacement</li> <li>Property Requirements</li> <li>Noise</li> <li>Archaeological Resources</li> </ul>	<b>Medium</b>	<ul style="list-style-type: none"> <li>Socio-Economic and Cultural Environment has medium relevance in the decision-making process. While it is desirable to minimize property takings and impacts, and potential noise impacts, these potential impacts must be weighed against the benefits of a four-laned highway that improves future traffic operations and meets current design standards.</li> </ul>	<ul style="list-style-type: none"> <li>Displacement of existing residences is considered to be the key factor for the socio-economic environment since displacement is permanent. Other socio-economic and cultural factors have the potential to be mitigated.</li> </ul>
<b>Transportation/Engineering</b> <ul style="list-style-type: none"> <li>Flexibility to Accommodate Municipal Road Connections</li> <li>Highway Geometrics</li> <li>Flexibility to Accommodate Future Interchanges</li> <li>Intersection Spacing Requirements (3 - 8 km)</li> <li>Complexity and Difficulty of Construction</li> <li>Geotechnical Suitability</li> <li>Impacts to Utilities</li> <li>Structures</li> </ul>	<b>High</b>	<ul style="list-style-type: none"> <li>Transportation is the key factor in the decision-making process since the overall purpose of the highway planning and design project is to develop a proposed plan that accommodates future traffic operations and meets current design standards.</li> </ul>	<ul style="list-style-type: none"> <li>Meeting current design standards is considered the most important factor.</li> <li>Complexity of construction is the key factor for engineering as the highway must remain open to traffic at all times and accesses must be maintained.</li> </ul>
<b>Cost</b> <ul style="list-style-type: none"> <li>Cost including Construction, Utility Relocation, and Property Requirement</li> </ul>	<b>Medium</b>	<ul style="list-style-type: none"> <li>Cost has medium relevance in the decision-making process. While a cost-effective plan is required, improvements to future traffic operations and meeting current design standards are considered at a higher significance relative to cost.</li> </ul>	<ul style="list-style-type: none"> <li>Construction cost is considered to be the key factor as it forms the majority of the overall costs.</li> </ul>

# POTENTIAL IMPACTS FROM THE PROPOSED CHANGES TO THE HIGHWAY 11/17 PLAN

Factor	Potential Impacts Resulting From:				
	Increasing Right-of-Way Width from 90 m to 110 m	Highway Alignment Changes	Public Access Road Relocations		
			Reconfiguration / Partial Access at Meyers Road	Realignment of Ouimet Canyon Road	Reconfiguration / Partial Access at Dorion Loop Road West
<b>Natural Environment</b>					
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>Increasing the right-of-way only incrementally increases the footprint from the 1997 ESR, thus, there are incremental impacts to the natural environment.</li> </ul>	<ul style="list-style-type: none"> <li>Minimizes impacts to significant woodland.</li> <li>Specific natural environmental impacts will be determined once the detail design plan is developed.</li> </ul>	<ul style="list-style-type: none"> <li>Significant impacts to the natural environment are not anticipated. Specific natural environmental impacts will be determined once the detail design plan is developed.</li> </ul>		
<b>Wildlife</b>					
<b>Aquatic Resources</b>					
<b>Social and Cultural Environment</b>					
<b>Archaeology</b>	<ul style="list-style-type: none"> <li>An archaeological assessment is being carried out to determine potential archaeological impacts in all previously unevaluated undisturbed areas.</li> </ul>				
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Proposed changes result in new property impacts. MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.</li> <li>Changes to the highway alignment shift the highway closer to adjacent Noise Sensitive Areas. A noise impact assessment will be undertaken and the findings will be presented at PIC #2.</li> </ul>				
<b>Public Access</b>	<ul style="list-style-type: none"> <li>No change</li> </ul>	<ul style="list-style-type: none"> <li>No change</li> </ul>	<ul style="list-style-type: none"> <li>Although the proposed changes may increase travel time to the adjacent development at some locations, access management is improved by limiting the number of full access intersections while balancing community needs with consideration of accommodating future interchanges. The proposed changes to full public access locations more closely comply with intersection spacing requirements.</li> </ul>		
<b>Engineering</b>					
<b>Utilities and Municipal Services</b>	<ul style="list-style-type: none"> <li>Increasing the right-of-way width does not change the conflicts identified in the 1997 ESR.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed changes result in fewer impacts to hydro transmission lines / towers. MTO will consult with any affected utility companies to develop relocation plans to suit the detail design plan.</li> </ul>			

***Specific impacts of the Highway 11/17 four-laning plan will be further reviewed and mitigation measures will be developed later in the detail design stage to address these impacts. The more detailed assessment of impacts and the recommended mitigation measures will be presented at the next Public Information Centre (PIC #2).***

## MINERAL AGGREGATES

Mineral aggregates, such as good quality sand and gravel, are a vital construction material required for Ministry of Transportation undertakings. The *Aggregate Resources Act* ensures that environmental concerns associated with aggregate extraction operations are addressed. In accordance with this legislation, MTO reviews possible environmental concerns associated with aggregate operations (excluding commercial licensed operations) expressed by Government Agencies, local municipalities and the public, when applicable to site-specific projects.

## WASTE MANAGEMENT

A MTO and Ministry of the Environment and Climate Change (MOECC) protocol identifies material-by-material management options both inside and outside the construction area, which includes the right-of-way and property with a boundary contiguous to the right-of-way. All excess materials may be reused or recycled. Inside the right-of-way, materials such as asphalt, concrete, swamp material, wood, earth, and rock may be reused as a construction material or managed as fill. Materials also may be temporarily stockpiled in preparation for these uses.

Management of excess materials outside the right-of-way, stockpiling, and wood management depends on local circumstances.

Site protection is provided by the imposition of constraints and for the protection of water and air quality adapted from existing legislation. The constraint on the management of these materials also involves discussions and written agreements with property owners, and may involve consultation with MOECC and other authorities. Where an excess material management option cannot meet constraints, another option must be pursued, or the material must be disposed of as waste.

## **EMERGENCY SPILL RESPONSE**

Direct responsibility for containment and clean-up of spills and abandoned materials on MTO highway facilities rests with the owner of the material and person in control of the material at the time of the spill or abandonment.

Where spills or abandoned materials occur on MTO highway facilities, MTO may assist where persons legally responsible cannot be located or not able to respond. MTO assistance may include notification of authorities, provision of equipment and materials, and traffic management.

In the event of a spill of MTO material by MTO staff, MTO undertakes all notification, containment and cleanup responsibilities required by provincial and federal legislation.

## NEXT STEPS

The Project Team will:

Activity	Anticipated Timeline
<ul style="list-style-type: none"> <li>Review the comments received during and following PIC #1 and respond to any questions.</li> </ul>	<b>Spring / Summer 2016</b>
<ul style="list-style-type: none"> <li>Confirm the preferred changes to the approved four-lane plan.</li> </ul>	<b>Spring / Summer 2016</b>
<ul style="list-style-type: none"> <li>Prepare and the Addendum to the 1997 <i>Environmental Study Report</i> and submit for a 30-day public review period.</li> </ul>	<b>Spring / Summer 2016</b>
<ul style="list-style-type: none"> <li>Develop the Detail Design Plan.</li> </ul>	<b>Summer/Fall 2016 / Winter 2017</b>
<ul style="list-style-type: none"> <li>Hold a second Public Information Centre to present the Detail Design Plan, and the anticipated environmental impacts and mitigation measures.</li> </ul>	<b>Fall 2016</b>
<ul style="list-style-type: none"> <li>Prepare the Design and Construction Report and submit for a 30-day public review period.</li> </ul>	<b>Fall 2017</b>
<ul style="list-style-type: none"> <li>Submit the project for tender.</li> </ul>	<b>Winter 2018</b>

Please visit the project website for updates at:

**[www.hwy11-17four-laningfromouimettodorion.ca](http://www.hwy11-17four-laningfromouimettodorion.ca)**



## FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation in meeting the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in the study documentation.

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the Project Team members noted below if you have any questions or concerns regarding the above information.

## CONTACT INFORMATION

You are encouraged to contact the Project Team members noted below if you have questions or concerns.

**Rick Inman**  
**Senior Project Manager**  
Ministry of Transportation  
615 James Street South  
Thunder Bay, ON P7E 6P6  
Tel: 1-800-465-5034 or (807) 473-2049  
Fax: (807) 473-2168  
e-mail: Rick.Inman@ontario.ca

**Domenica D'Amico, P.Eng.**  
**Project Manager**  
MMM Group Limited | WSP  
2655 North Sheridan Way, Suite 300  
Mississauga, ON L5K 2P8  
Tel: 1-877-562-7947 ext. 1331  
Fax: (905) 823-8503  
e-mail: damicod@mmm.ca

**Greg Moore, B.E.S.**  
**Senior Environmental Planner**  
MMM Group Limited | WSP  
2655 North Sheridan Way, Suite 300  
Mississauga, ON L5K 2P8  
Tel: 1-877-562-7947 ext. 1323  
Fax: (905) 823-8503  
e-mail: mooreg@mmm.ca

*Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by **Friday, May 13, 2016**.*