

REFINEMENTS TO THE RECOMMENDED HIGHWAY PLANNING ALTERNATIVE

In response to the comments and questions raised through the PIC #2 consultation process, 3 refinements to the Recommended Highway Planning Alternative were incorporated into the Preferred Plan (shown on pages 2 and 3).

Trout Pond Road

At PIC #2, it was recommended that Trout Pond Road be closed at the new highway with a cul-de-sac provided north and south of the highway corridor. In response to municipal and public input, a grade separation will be provided at Trout Pond Road to provide access across the highway in this area.

Alignment of Highway 17 west of Pautois Creek

The potential for refining the realignment of Highway 17 west of Pautois Creek was reviewed in order to reduce impacts. As a result, impacts to two residential properties were reduced.

Existing Highway 17 west of Samuel de Champlain Provincial Park Entrance

At PIC #2, it was recommended that existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance be decommissioned. In response to stakeholder input and given the proposed realignment of the new Highway 17 corridor west of Pautois Creek (described above), existing Highway 17 will be retained from approximately 1 km west of Pautois Creek to Boundary Road. This refinement maintains emergency egress from the park and maintains access to the two residential properties west of Pautois Creek.

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

The Transportation Environmental Study Report (TESR) will document the study process, the highway planning alternatives considered and the Preferred Plan including environmental protection measures and commitments for future action with regard to implementation of the project.

Notices will be mailed to contacts on the Study mailing list and published in local newspapers to identify the locations where the TESR will be available for a 30-day public review period and to explain the review process, including the opportunity to request a “Bump Up” of the project for any stakeholders who have serious, unresolved concerns with the study and its recommendations.

After the TESR review period, key steps for project implementation will include:

- Environmental Clearance
- Right-of-Way Designation (subject to environmental clearance)
- Detail Design / Construction when Programmed

NEXT STEPS

Following PIC #3 the Project Team will:

- Respond to comments received through the PIC #3 consultation process.
- Finalize the Preliminary Design for the Preferred Plan taking into consideration the input received.
- Prepare the TESR for filing and public review in early 2014.

STUDY CONTACTS

To obtain additional information, provide comments or to be placed on the mailing list, please visit the study website or contact:

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PURPOSE OF THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a highway planning and Class Environmental Assessment study for a 23.5 km section of Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

The purpose of the study is to select a recommended plan for a four-lane Highway 17 within the study limits, including sections of widening / improvement to the existing highway, sections of realigned highway, service roads in some areas and access restricted to interchange locations.

STUDY PROCESS

The study for this section of Highway 17 complies with the process for Group ‘A’ projects, which are undertakings that involve major realignments and bypasses under the ‘Class Environmental Assessment (EA) for Provincial Transportation Facilities’.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses. Upon study completion, a Transportation Environmental Study Report will be made available for review.

Key steps in the study process and tasks completed so far for this project are shown below. The study is scheduled to be completed by the summer of 2014.



PUBLIC INFORMATION CENTRE #3

In consideration of the comments received at PIC #2, (held in June, 2013) the Project Team has refined the recommended highway planning alternative and proceeded with preliminary design of the Preferred Plan (shown on pages 2 and 3).

The Project Team has also developed preliminary mitigation measures and strategies to address potential impacts.

PIC #3 is being held to present and obtain input on:

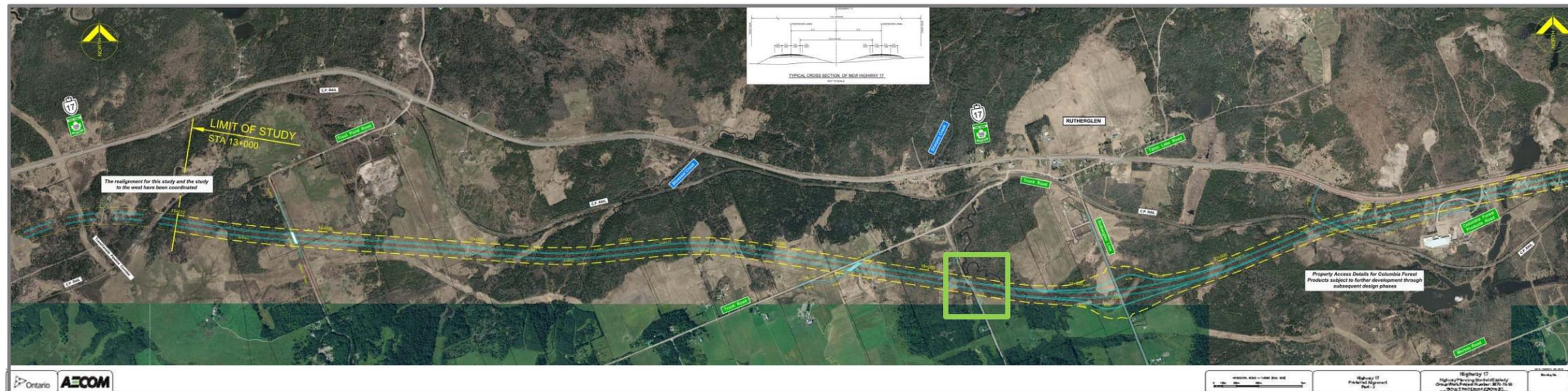
- Refinements to the recommended highway planning alternative (as detailed on page 4)
- Preliminary design of the Preferred Plan which includes:
 - Realignment or widening of Highway 17 from east of Highway 531 to east of Boundary Road;
 - Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
 - Retention of existing Highway 17 as a service road at all other locations;
 - Interchanges at Rutherglen Line, Highway 630 and Boundary Road;
 - Grade separations at Trout Pond Road and Trunk Road; and
 - A cul-de-sac at McNutt Road.

Information presented tonight and at previous PIC's is available on the study website. Interested stakeholders are encouraged to provide comments on the material presented at PIC #3 to the Project Team by **February 28, 2014**.

The Project Team has completed Preliminary Design of the Preferred Plan for improvements to Highway 17 within the study limits, as shown below.

The Preferred Plan includes:

- Realignment of Highway 17 from Highway 531 to east of Rutherglen;
- Widening and realignment of Highway 17 from east of Rutherglen to west of Highway 630;
- Realignment of Highway 17 from west of Highway 630 to west of Pautois Creek;
- Widening of Highway 17 from west of Pautois Creek to the east study limit;
- Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
- Retention of existing Highway 17 as a service road at all other locations;
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road with partial illumination provided at the interchanges;
- Grade separations at Trout Pond Road and Trunk Road; and
- A cul-de-sac at McNutt Road.



 Refinements to the recommended highway planning alternative following PIC #2