

A photograph of a road intersection with a teal overlay containing text. The road is paved and has a white line. The background shows trees and a cloudy sky.

Highway 60 and Lake Dore Road/ Kokomis Road Intersection Improvements

Preliminary Design and Class Environmental Assessment Study

Project Reference: GWP 4137-21-00

April 17, 2024

Welcome!

Thank you for joining us at Public Information Centre (PIC) #2 to learn more about the Highway 60 and Lake Dore Road/Kokomis Road Intersection Improvements.

The purpose of the PIC is to summarize progress to date, seek feedback from the public, Indigenous communities, and other stakeholders.

You can provide your input on the project by:

- Speaking to a member of the project team here today
- Completing the comment form
- Visiting the 'Contact Us' tab of the Project website at: www.hwy60lakedorerd.com
- Emailing the project team at: hwy60lakedorerd@dillon.ca

*Please submit your comments by **May 1, 2024**, and a member of the project team will respond to you directly.*

Land Acknowledgement

We would like to begin by acknowledging that the land on which we gather is the traditional and unceded territory of the Algonquin nation. In particular, we acknowledge our local Algonquin territory of Pikwàkanagàn.

Under the Integrated Accessibility Standards Regulation (2011), the Ministry of Transportation, Ontario (MTO) is committed to making the Class Environmental Assessment (EA) process accessible to all participants



This Public Information Centre (PIC) incorporates the following accessibility features:

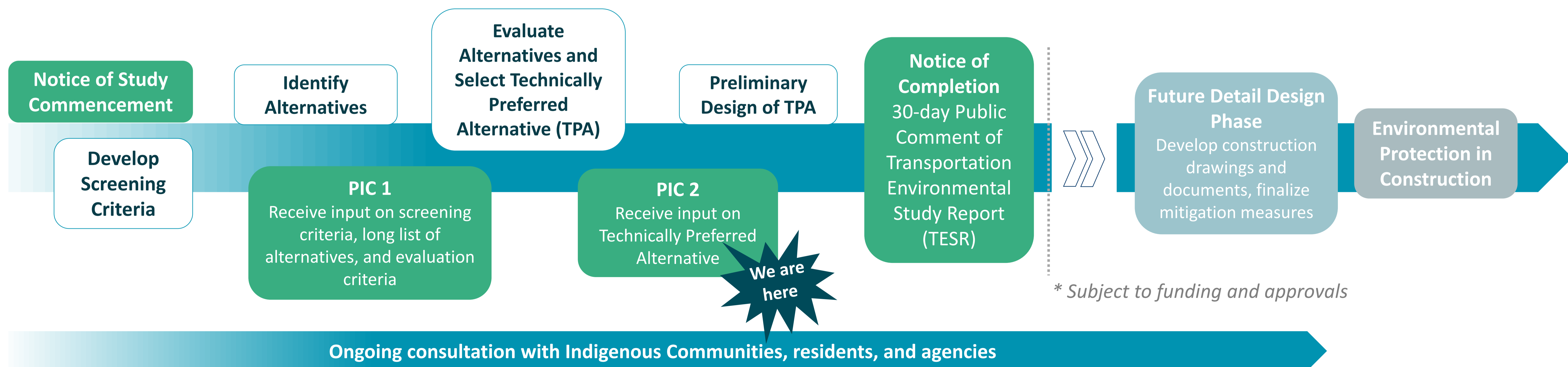
- Accessible venue location for persons with disabilities, including wheelchair ramps, accessible washrooms and parking
- For persons requiring assistance, project team members will:
 - verbally explain presentation board content
 - assist with the written submission of comment forms
- Service animals are welcome
- Presentation boards and consultation materials are printed in large legible font
- Reading aids (such as magnifying glasses) are available

Environmental Assessment Process

The study is following the approved environmental planning process for Group 'B' projects under MTO's *Class EA for Provincial Transportation Facilities* (2000). The Class EA process requires:

- Relevant engineering and environmental factors be considered in the planning and design process
- Impacts of proposed changes be assessed and environmental protection/mitigation measures identified
- Public and agency input be integrated into the process

A Transportation Environmental Study Report (TESR) will be prepared and filed for public comment at the completion of the study. The report will document the study process and recommendations.




Public Information Centre #1 Summary

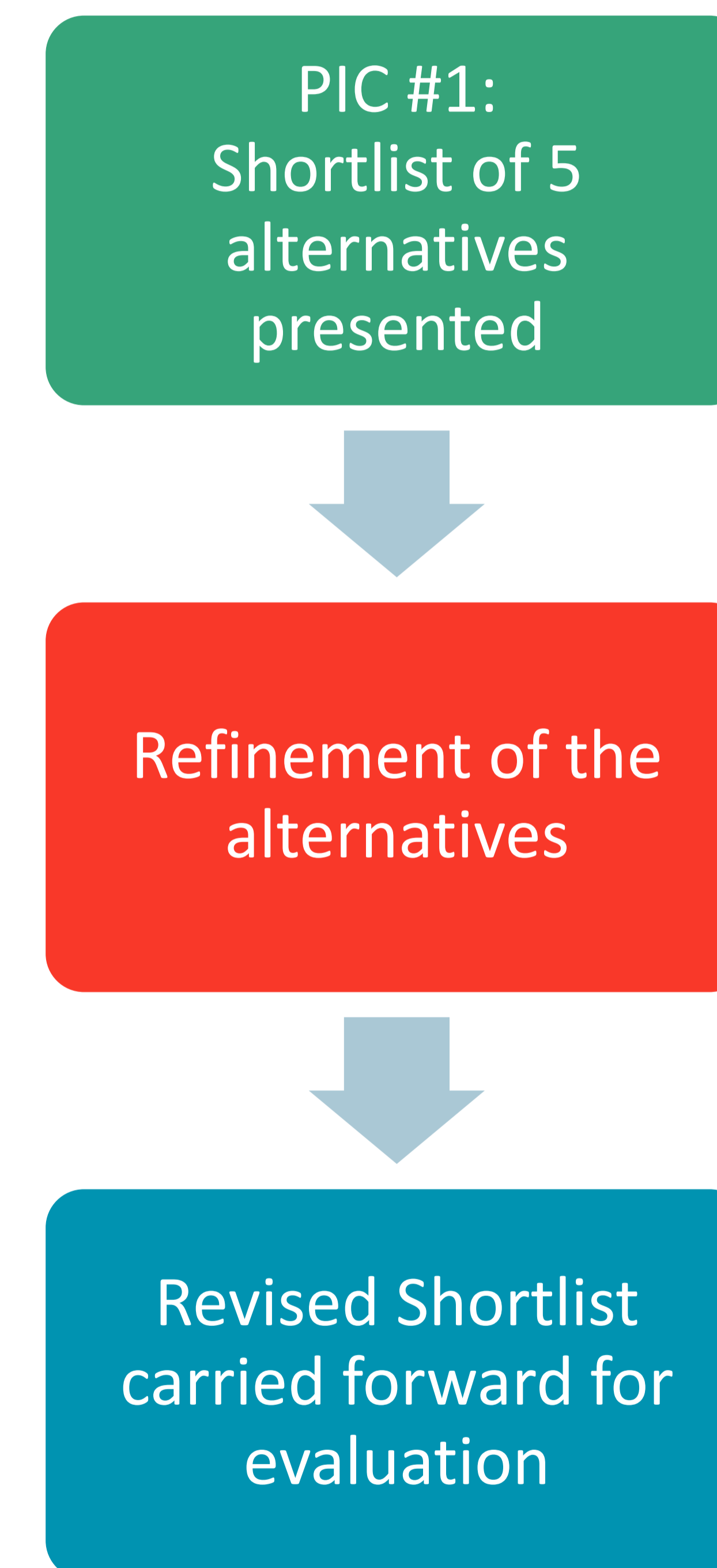
PIC #1 was held on June 21, 2023, at the Golden Lake Community Hall, 3310 Lake Dore Rd, Golden Lake, Ontario, from 4:00 pm to 8:00 pm. Following PIC #1, the materials presented were posted on the project website. The purpose of PIC #1 was to present:

- Purpose and objectives of the study
- Screening criteria used to identify suitable intersection alternatives
- Shortlist of intersection alternatives identified
- Evaluation criteria to be used in the subsequent evaluation of intersection alternatives

 Comments received through PIC 1 included:

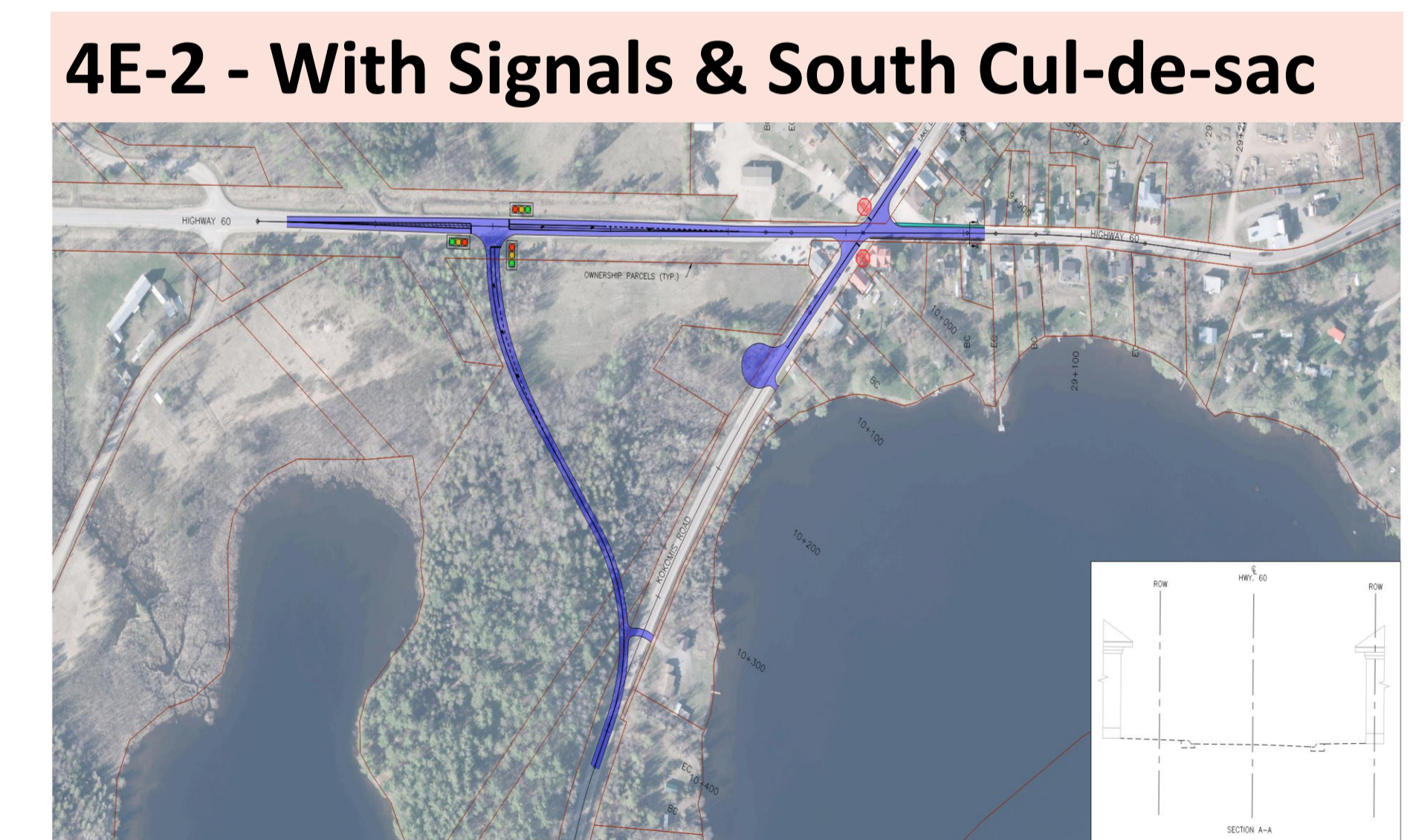
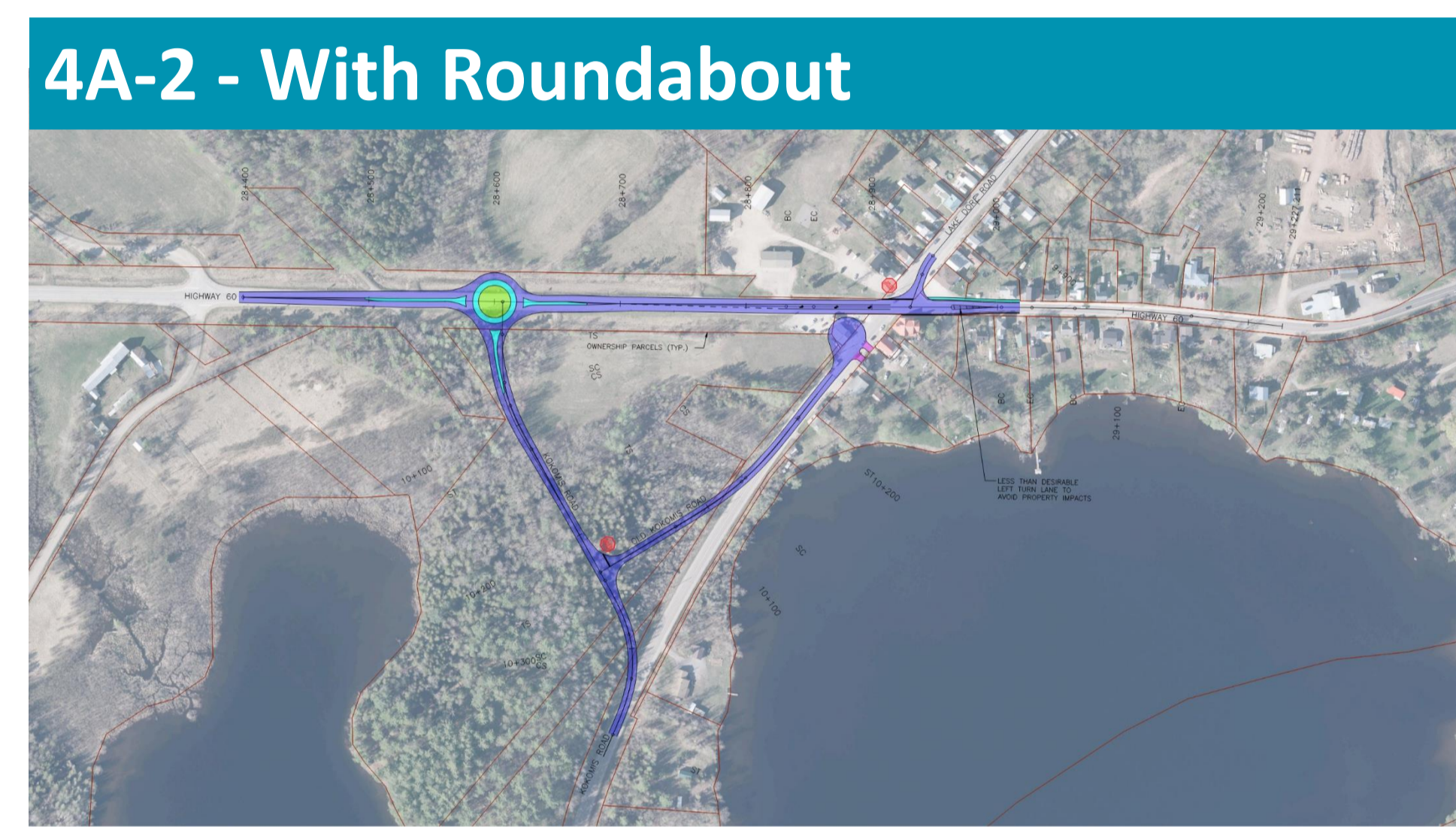
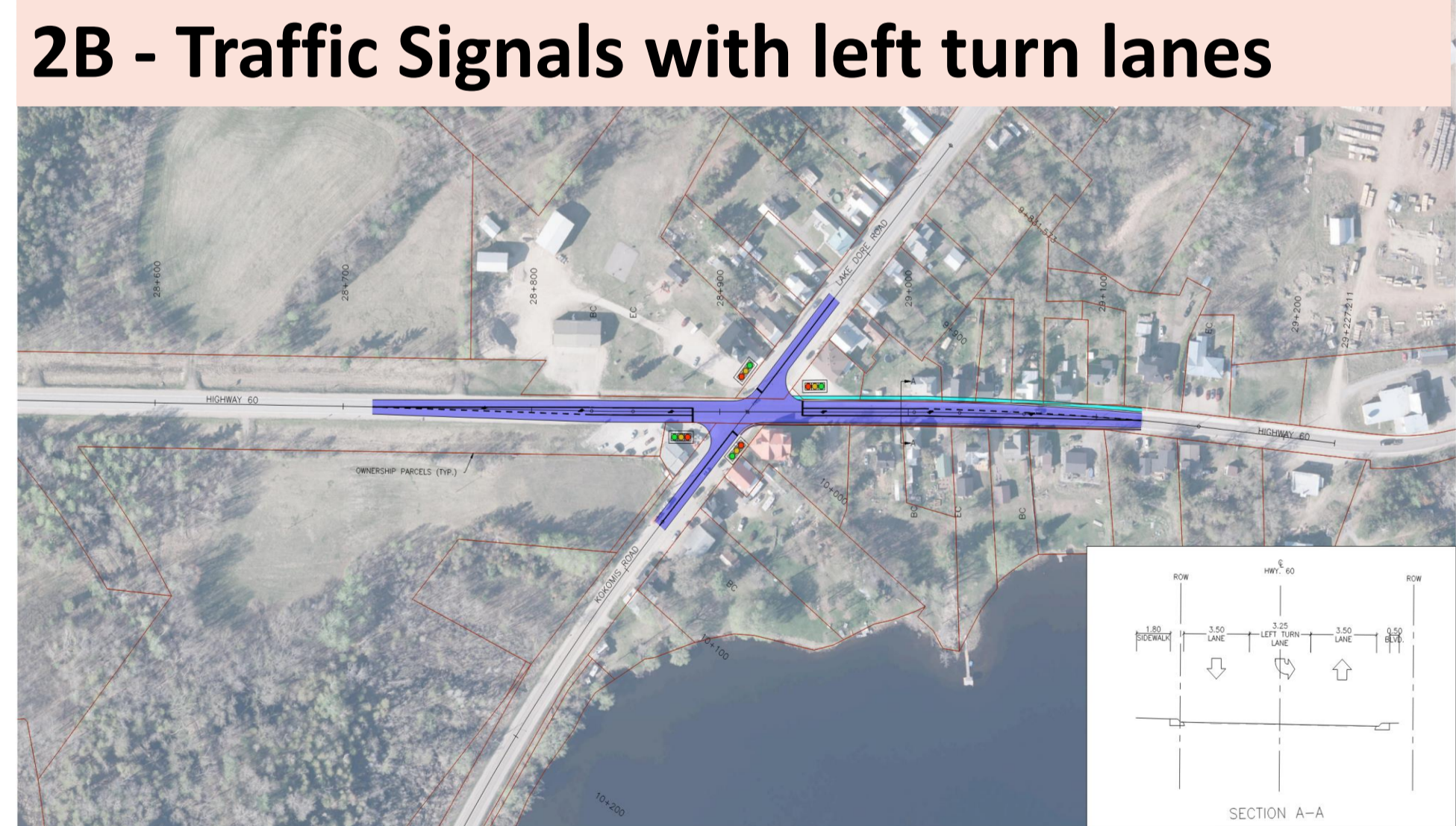
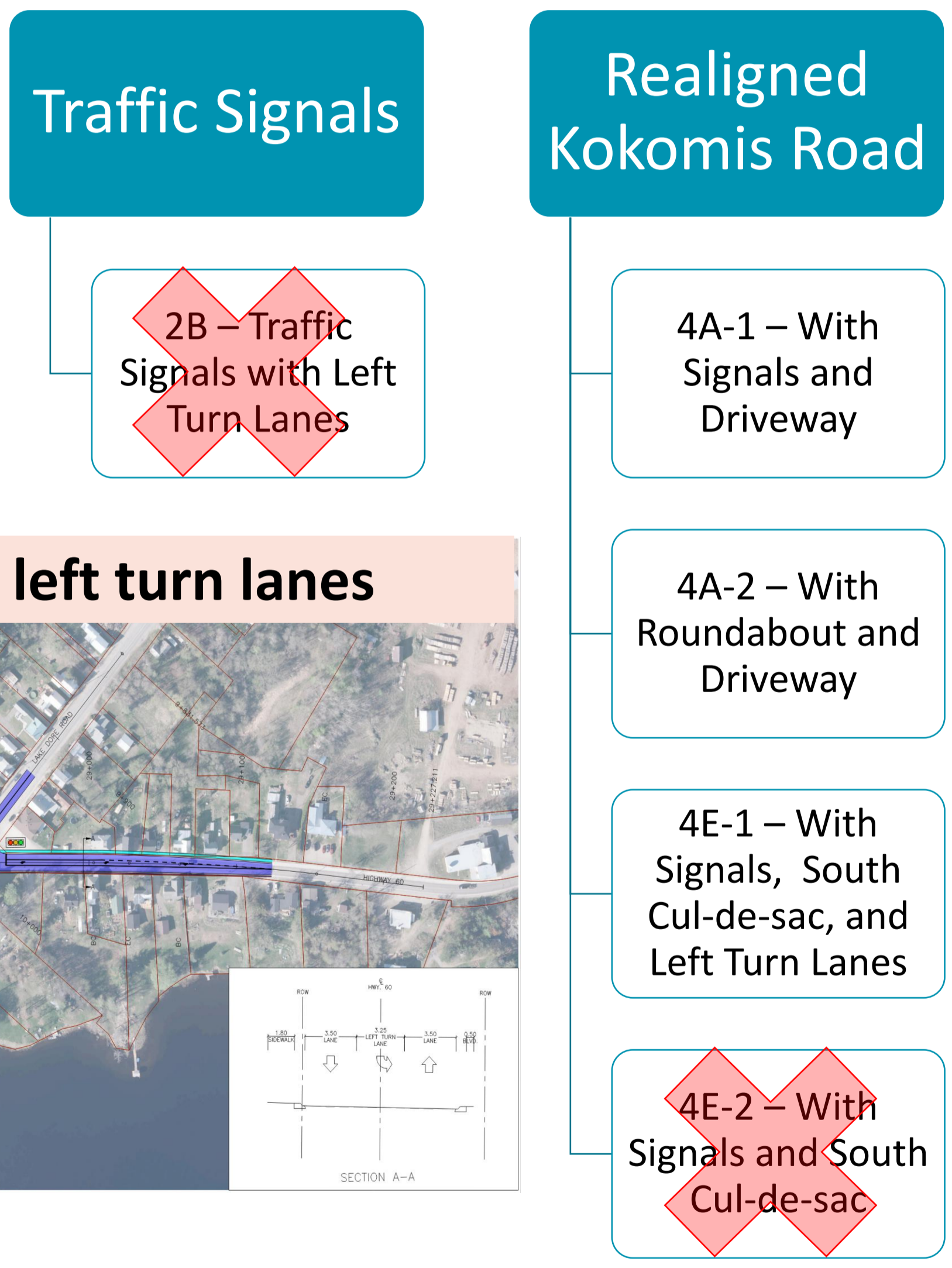
- Concerns with economic impacts to businesses following intersection realignment
- Intersection sightlines
- Traffic includes residents, broader community members, and tourists/cottagers
- Ease of pedestrian access to the intersection is important
- Maintain trail access

 Based on the comments received at PIC #1 and further design reviews, the project team identified the need for additional consultation and refinements of the alternatives.



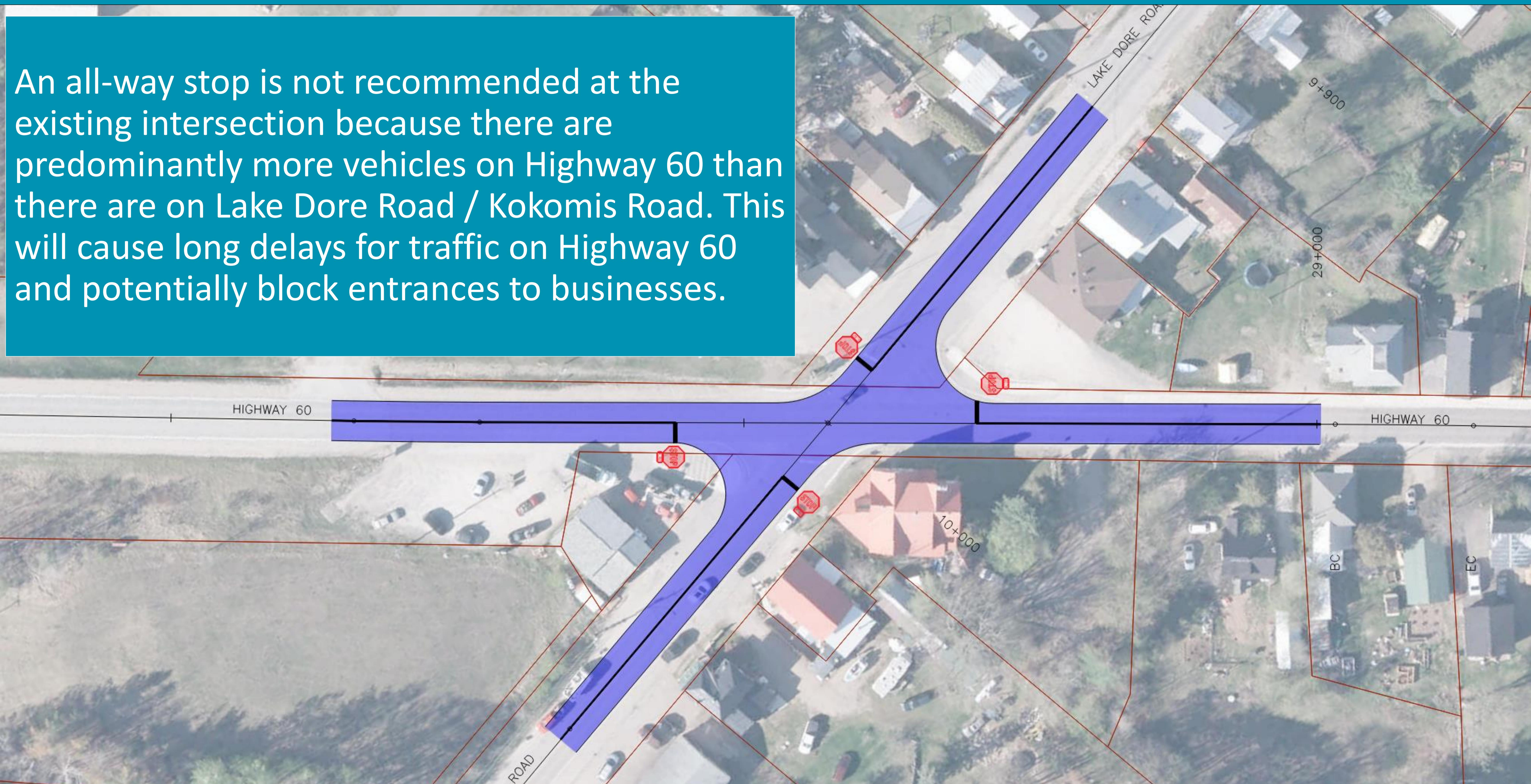
Shortlist of Alternatives Presented at PIC #1

Alternative 2B and Alternative 4E-2 were removed from further consideration as they do not improve the existing overlapping left turning movements or sightline concerns.

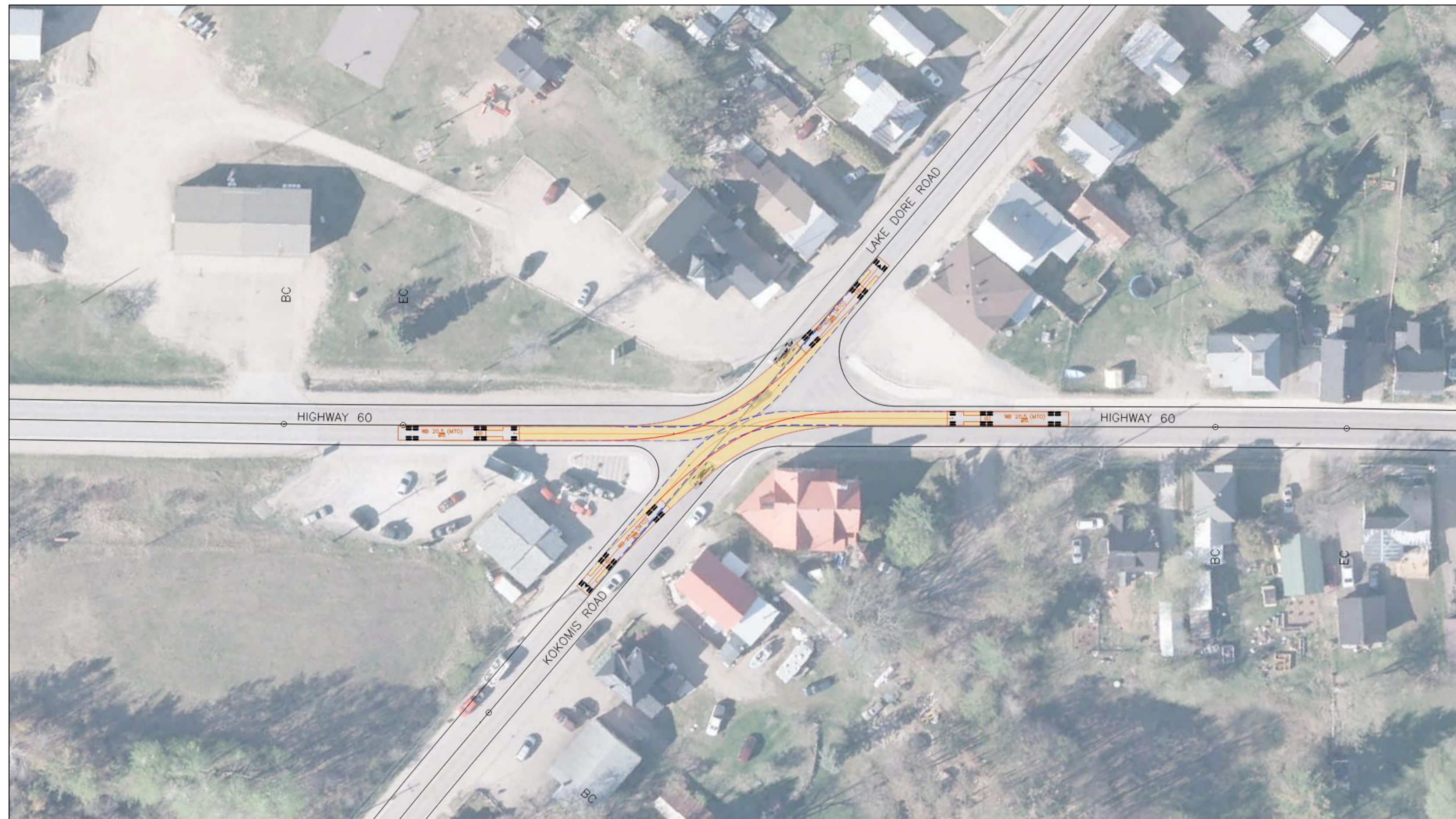


Why Not an All-Way Stop?

An all-way stop is not recommended at the existing intersection because there are predominantly more vehicles on Highway 60 than there are on Lake Dore Road / Kokomis Road. This will cause long delays for traffic on Highway 60 and potentially block entrances to businesses.



Why Not Traffic Signals?



Traffic signals without left turn lanes are not recommended at the existing intersection because they will not correct overlapping left turn movements.



Traffic signals with left turn lanes are not recommended at the existing intersection because it will require extensive property acquisition and does not correct sightlines.

Revised Shortlist of Alternatives

The figures below depict the shortlisted alternatives that were carried forward for further evaluation following PIC 1.

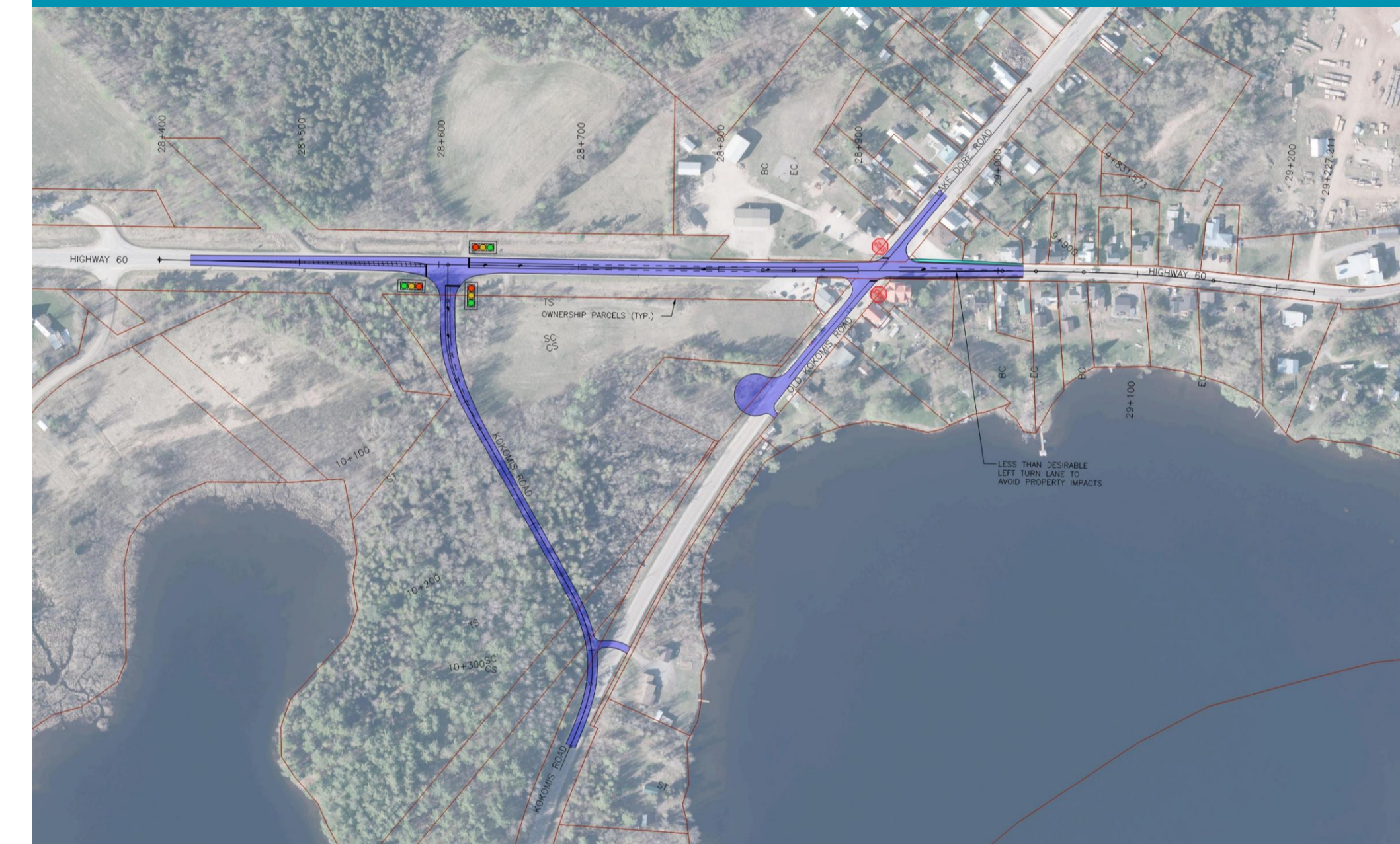
4A-1 - With Signals



4A-2 - With Roundabout



4E-1 - With Signals and South Cul-de-sac



*Property impacts are conceptual in nature and subject to change. The layout of the Technically Preferred Alternative will be determined during the Preliminary Design stage and documented in the Transportation Environmental Study Report.

Assessments were completed for each of the shortlisted alternatives to document their existing environmental conditions. This included site visits to confirm elements of desktop review, where needed. Assessments included the following criteria:

- **Engineering:**
 - Engineering standards, practices, and policies
 - Intersection and sideroad geometry
- **Natural Environment:**
 - Terrestrial ecosystems
- **Cost:**
 - High-level preliminary estimates for comparison purposes
- **Socio-Economic Environment:**
 - Property impacts
 - Business impacts
 - Potential to encounter contamination/contaminated soils
 - Pedestrian and cycling environment
 - Community disruption
- **Cultural Resources:**
 - Archaeological resources
 - Cultural heritage resources, built heritage resources, and cultural heritage landscapes

Socio-Economic Environment Considerations

The project team considered the following socio-economic elements following consultation with stakeholders and community members:

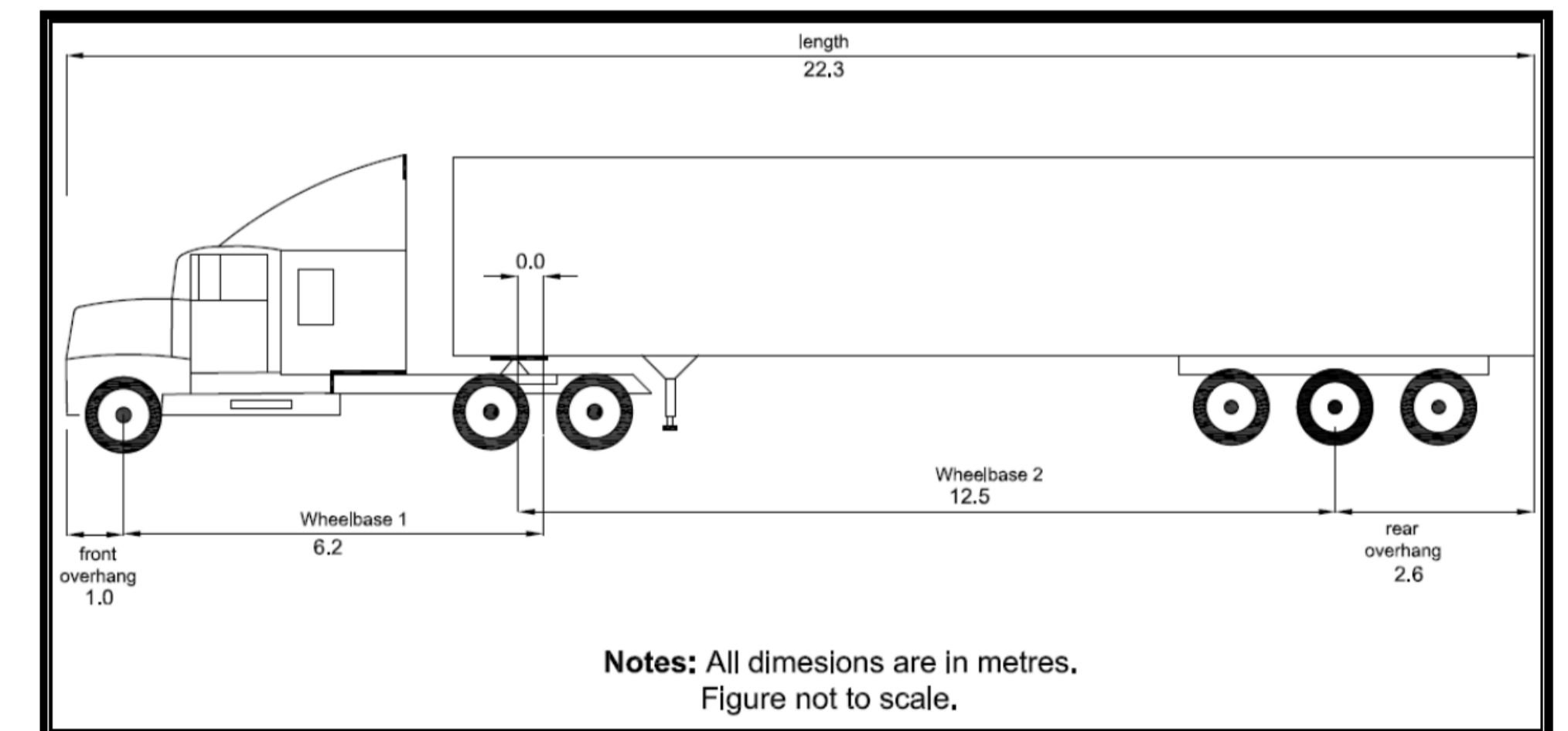
- Direct access from Highway 60 and Lake Dore Road/Kokomis Road supports businesses within the Algonquins of Pikwàkanagàn First Nation community
- All legs of the existing intersection support businesses
- The local businesses client base includes residents, broader community members, and tourists/cottagers
- Local businesses serve the community
- Maintaining access to nearby trail(s) is important
- Some historic land use has the potential for contamination (i.e. gas station)
- Pedestrian access through the intersection is important
- Roundabout design needs to accommodate logging trucks and other large vehicles

Impacts to properties and businesses will be minimized to the extent feasible. However, given the highly constrained intersection, some full property buy-outs may be required. MTO property representatives are here to answer questions about the property acquisition process.



Exhibit-2C

WB-20.5 Tractor-Semitrailer Dimensions



Natural Environment Considerations



- Road realignment has the potential to impact candidate Significant Wildlife Habitat (SWH) and woodland habitat for Species at Risk (SAR)
- Impacts to natural heritage features will be minimized to the extent feasible



Next Steps:

- Assessments will be conducted by a biologist to help confirm assumptions for the environmental impact assessment.
- Natural environment impacts associated with the Technically Preferred Alternative will be assessed in detail during the next phase of design

Cultural Heritage Considerations

- A Stage 1 Archaeological Assessment determined that portions of the Project Study Area (orange and green) have archeological potential
- The Study Area has potential for cultural heritage landscapes and built heritage resources



Next Steps:

- Additional archaeological and cultural heritage investigations will be completed during a future design phase to obtain archaeological clearance and assess potential heritage impacts resulting from the Technically Preferred Alternative



Comparative Evaluation Methods

















The shortlisted alternatives were evaluated against engineering, natural environment, socio-economic, cost, and cultural heritage resources and compared to one another to establish which alternatives are more or less preferred.

The comparative evaluation was completed with an understanding that **operational performance of the intersection is critical**. The Technically Preferred Alternative (TPA) must meet operational requirements, including improving sightlines and addressing overlapping left turn movements from Highway 60.

Guiding principles for the evaluation and identification of the TPA included:

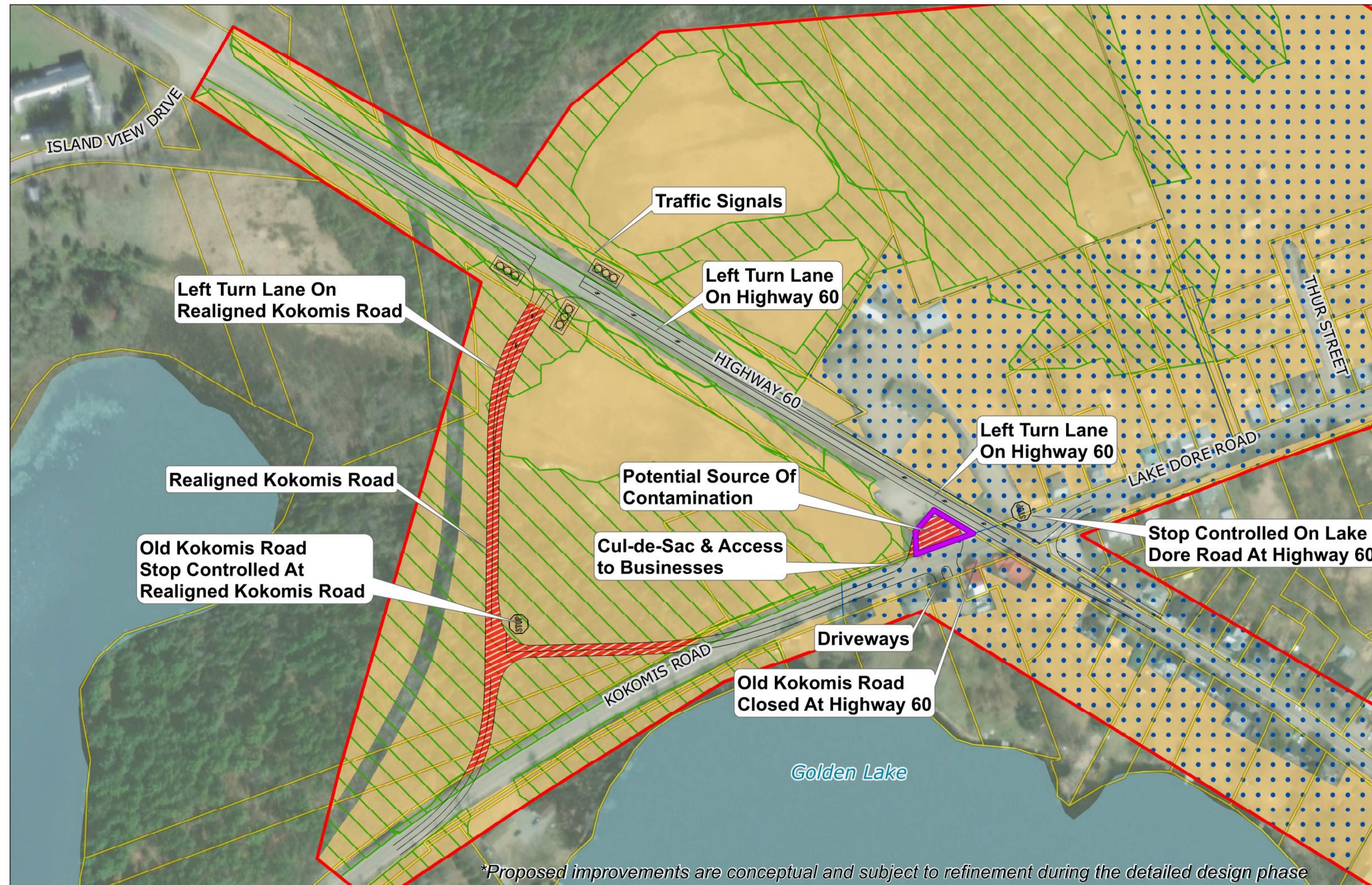
- Operational performance requirements must be met
- The magnitude of impacts and ability to mitigate residual impacts should be considered

The table on the following panel provides a summary of the evaluation of shortlisted alternatives. The full evaluation will be posted on the project website immediately following this PIC.


EVALUATION CRITERIA	 Alternative 4A-1 Realigned Kokomis with Signals	Alternative 4A-2 Realigned Kokomis with Roundabout	Alternative 4E-1 Realigned Kokomis with South Cul-de-sac
Engineering	<ul style="list-style-type: none"> Meets MTO standards for sign spacing requirements Results in motorists along Highway 60 making more abrupt movements through the intersection than is desired Moderately improves sightlines 	<ul style="list-style-type: none"> Does not meet MTO standards for sign spacing requirements Results in motorists along Highway 60 making more abrupt movements through the intersection than is desired Moderately improves sightlines 	<ul style="list-style-type: none"> Meets MTO standards for sign spacing requirements Could result in in queues and delays along Highway 60 Does not improve sightlines 
Natural Environment	<ul style="list-style-type: none"> Moderate impacts to potential SAR and candidate SWH 	<ul style="list-style-type: none"> Moderate impacts to potential SAR and candidate SWH 	<ul style="list-style-type: none"> Moderately less impacts to potential SAR and candidate SWH. Avoids the need to connect Kokomis Road to the new cul-de-sac 
Socio-Economic	<ul style="list-style-type: none"> Requires partial and full property acquisition; impacts 2 properties Access to businesses maintained Potential for encountering contamination Elimination of turning movements from Highway 60 to Old Kokomis Road is beneficial to pedestrians and cyclists Minimal traffic impacts anticipated during construction 	<ul style="list-style-type: none"> Requires partial and full property acquisition; impacts 3 properties Access to businesses maintained Potential for encountering contamination Provides no improvement to pedestrian and cycling access Longer duration for lane closure anticipated during construction 	<ul style="list-style-type: none"> Requires partial and full property acquisition; impacts 3 properties Existing access to businesses maintained Potential for encountering contamination Provides no improvements to pedestrian and cycling access Minimal traffic impacts anticipated during construction 
Cultural Resources	<ul style="list-style-type: none"> Higher archaeological potential in natural areas Majority of work is outside of Cultural Heritage Landscapes No impacts to built heritage resources 	<ul style="list-style-type: none"> Higher archaeological potential in natural areas Majority of work is outside of Cultural Heritage Landscapes No impacts to built heritage resources 	<ul style="list-style-type: none"> Higher archaeological potential in natural areas Majority of work is outside of Cultural Heritage Landscapes Impacts to potential built heritage resource. Further assessment required 
Cost	<ul style="list-style-type: none"> Marginally higher Capital Cost than Alternative 4E-1 Permanent property costs are comparable to Alternative 4A-2 	<ul style="list-style-type: none"> Marginally higher Capital Cost than Alternative 4E-1 Permanent property costs are comparable to Alternative 4A-2 	<ul style="list-style-type: none"> Lowest Capital Cost Alternative Marginally higher permanent property cost compared to Alternative 4A-1 and 4A-2 

LEGEND Most Preferred   **Least Preferred** 

Comparative Evaluation – Technically Preferred Alternative: Alternative 4A-1




**Proposed improvements are conceptual and subject to refinement during the detailed design phase*

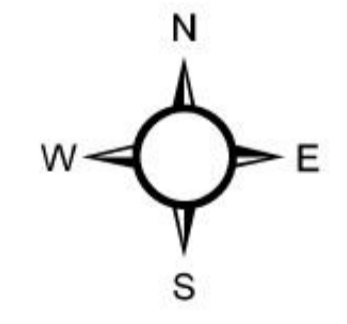



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ALTERNATIVE 4A-1 – REALIGNED KOKOMIS ROAD WITH SIGNALS

- Study Area
- Realigned Kokomis Road with Signals
- Parcel Requiring Full Property Buyout
- Parcel
- Permanent Infrastructure Beyond the Existing MTO ROW
- Waterbody (MNR)
- Potential Cultural Heritage Landscape (CHL)
- Archaeological Potential
- Natural Environment Constraints**
 - Potential Species at Risk Habitat
 - Candidate Significant Wildlife Habitat

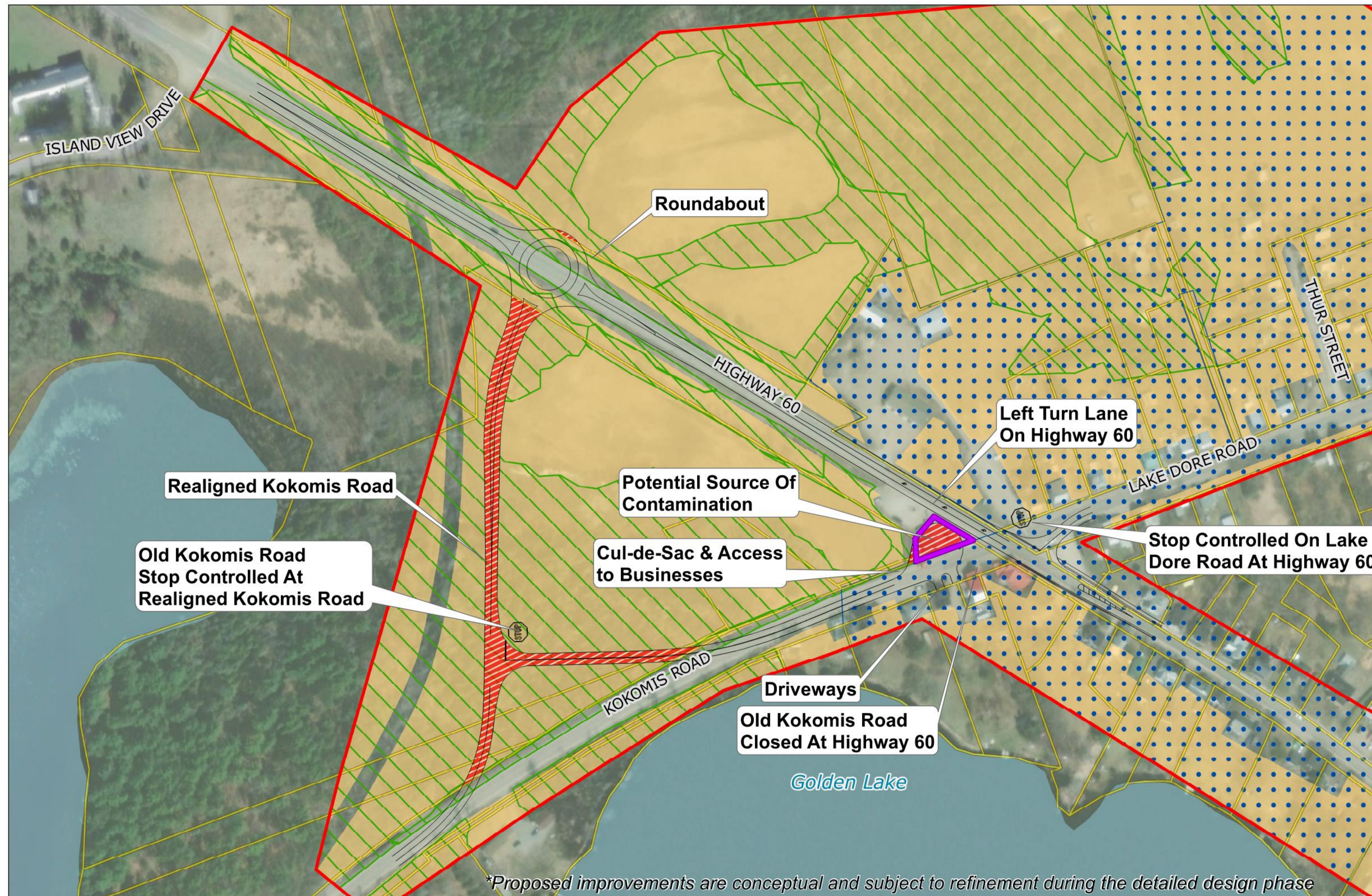






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 DATE: 2024-03-27
 MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNR, DILLON CONSULTING,
 ESRI IMAGERY, CHL, MTO
 MAP CREATED BY: LK
 MAP CHECKED BY: KC
 MAP PROJECTION: NAD 1983 CSRS UTM Zone 18N

Comparative Evaluation - Alternative 4A-2

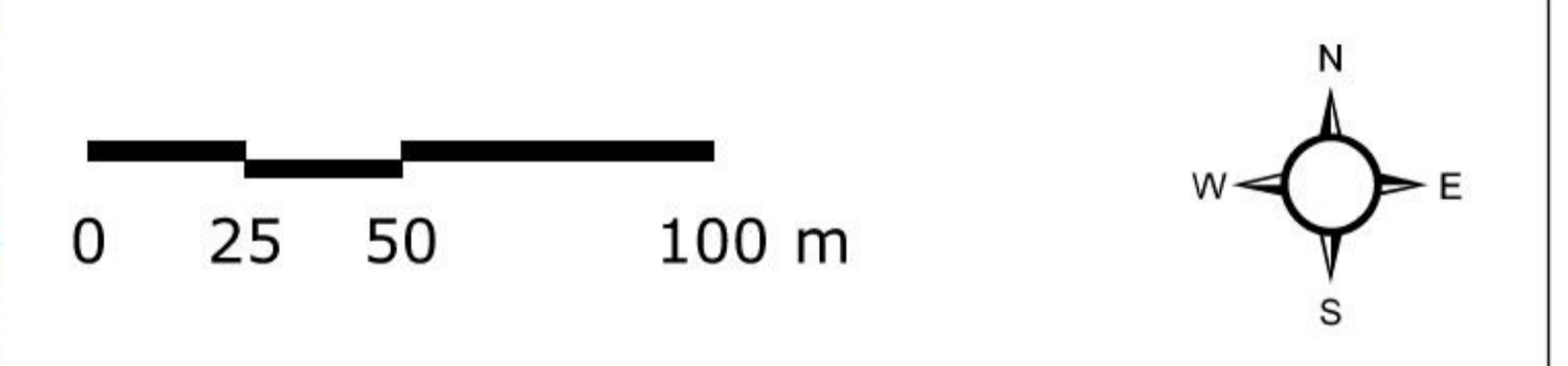



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ALTERNATIVE 4A-2 – REALIGNED KOKOMIS ROAD WITH ROUNDABOUT

-  Study Area
-  Realigned Kokomis Road with Roundabout
-  Parcel Requiring Full Property Buyout
-  Parcel
-  Permanent Infrastructure Beyond the Existing MTO ROW
-  Waterbody (MNR)
-  Potential Cultural Heritage Landscape (CHL)
-  Archaeological Potential
-  **Natural Environment Constraints**
 - Potential Species at Risk Habitat
 - Candidate Significant Wildlife Habitat





PROJECT: 22-4551

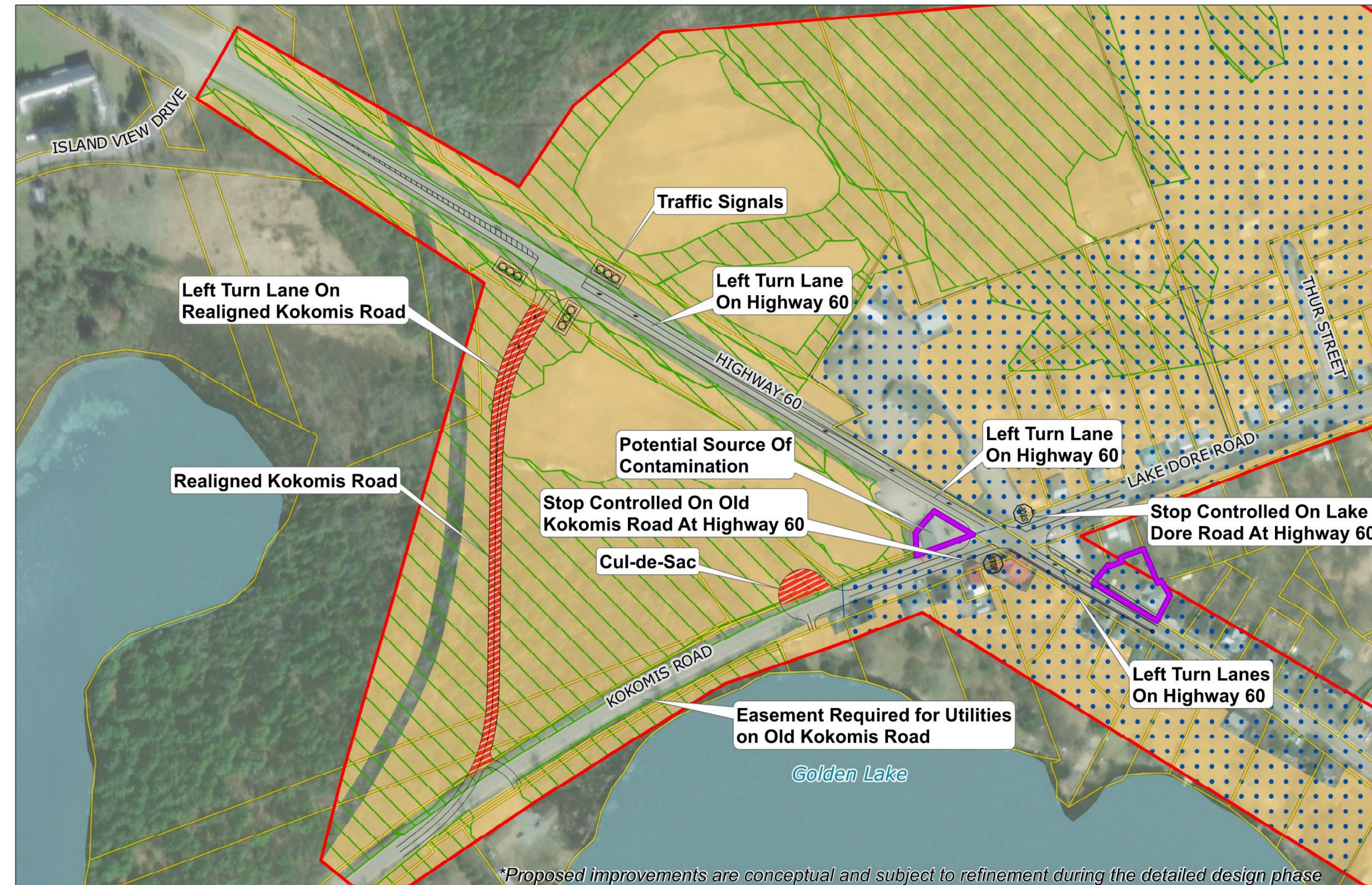
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MAP CREATED BY: LK
 MAP CHECKED BY: KC
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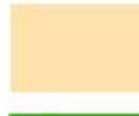
Comparative Evaluation - Alternative 4E-1

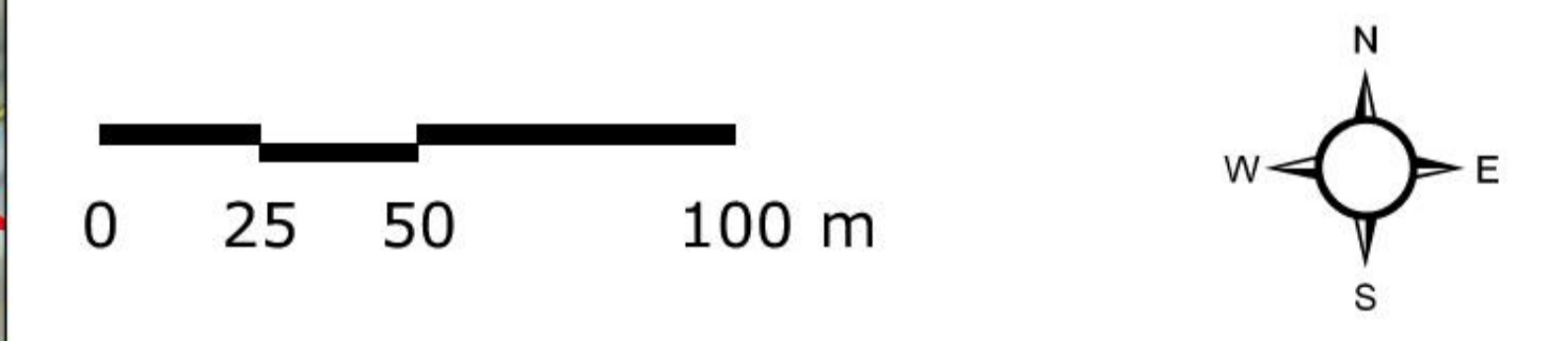


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ALTERNATIVE 4E-1 – REALIGNED KOKOMIS ROAD WITH SIGNALS AND SOUTH CUL-DE-SAC

-  Study Area
-  Realigned Kokomis Road with Signals and South Cul-de-sac
-  Parcel Requiring Full Property Buyout
-  Parcel
-  Permanent Infrastructure Beyond the Existing MTO ROW
-  Waterbody (MNR)
-  Potential Cultural Heritage Landscape (CHL)
-  Archaeological Potential
-  **Natural Environment Constraints**
 - Potential Species at Risk Habitat
 - Candidate Significant Wildlife Habitat





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Technically Preferred Alternative: Alternative 4A-1

- Preferred in terms of engineering standards and sightline improvements
- No impacts to built heritage resources
- Majority of the work is outside of the cultural heritage landscape
- Contains archaeological potential in natural areas. Further assessments are required
- Requires less property acquisition compared to Alternative 4A-2 and 4E-1
- Low potential for encountering contamination
- Minimal traffic impacts anticipated during construction
- Access to businesses maintained
- Anticipated natural environment impacts (mainly vegetation removal) are minor and can be mitigated
- Permanent property acquisition costs are less compared to Alternative 4E-1



Potential Impacts and Mitigation

Further design refinements will be made to avoid or minimize anticipated negative impacts, with preliminary mitigation measures developed for residual impacts. These anticipated impacts and proposed mitigation measures will be documented in the TESR at the end of this Preliminary Design study. The TESR will be made available for a 30-day public review period.

After this study is complete, the intersection, impacts, and mitigation measures will be refined during a subsequent Detail Design phase.

Currently, the following potential impacts and preliminary mitigation measures have been identified:

Component	Potential Impacts/Mitigation
Engineering	Intersection improvement will consider options to avoid/mitigate operational impacts.
Natural Environment	Minimize tree removal requirements at the detailed design phase. Road realignment will consider opportunities to avoid/mitigate impacts to vegetation and potential SAR habitat/candidate SWH.
Socio-Economic Environment	The realignment of Kokomis Road and the relocation of the intersection to the west will minimize the amount of land acquisition required, to the extent feasible. Access to businesses will be maintained.
Cultural Resources	A Stage 2 Archaeological Assessment and Heritage Impact Assessment will be completed to identify potential archaeological and cultural heritage resources and recommend next steps. Built heritage resources will be avoided to the extent feasible.

Thank you for your interest in the project and your participation!

Project Timeline

Spring 2024

Respond to comments received at PIC #2

Summer 2024

Incorporate comments from PIC #2 into Preliminary Design

Fall/Winter 2024

Publish the TESR

2024 and beyond

Future Detail Design and Construction

We want to hear from you! Please submit any questions or comments you may have via the 'Contact Us' page at www.hwy60lakedorerd.com or to one of the team members listed below by **May 1, 2024.**

Mark Pedlar, Project Manager

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Timing to be determined.

Subject to funding and approvals.

Information for this project is being collected 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.