

A photograph of a road intersection with a teal overlay containing text. The background shows a paved road with a white line, a gravel shoulder, and tall grasses on the right. In the distance, there are trees and a cloudy sky. The teal overlay is semi-transparent and contains white text.

Highway 60 and Lake Dore Road/ Kokomis Road Intersection Improvements

Preliminary Design and Class Environmental Assessment Study

Project Reference: GWP 4137-21-00

June 21, 2023

Welcome!

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

The purpose of the PIC is to provide an overview of the study and seek feedback from agencies, Indigenous communities and the public.

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 July 5, 2023 and a member of the project team will respond to you directly.

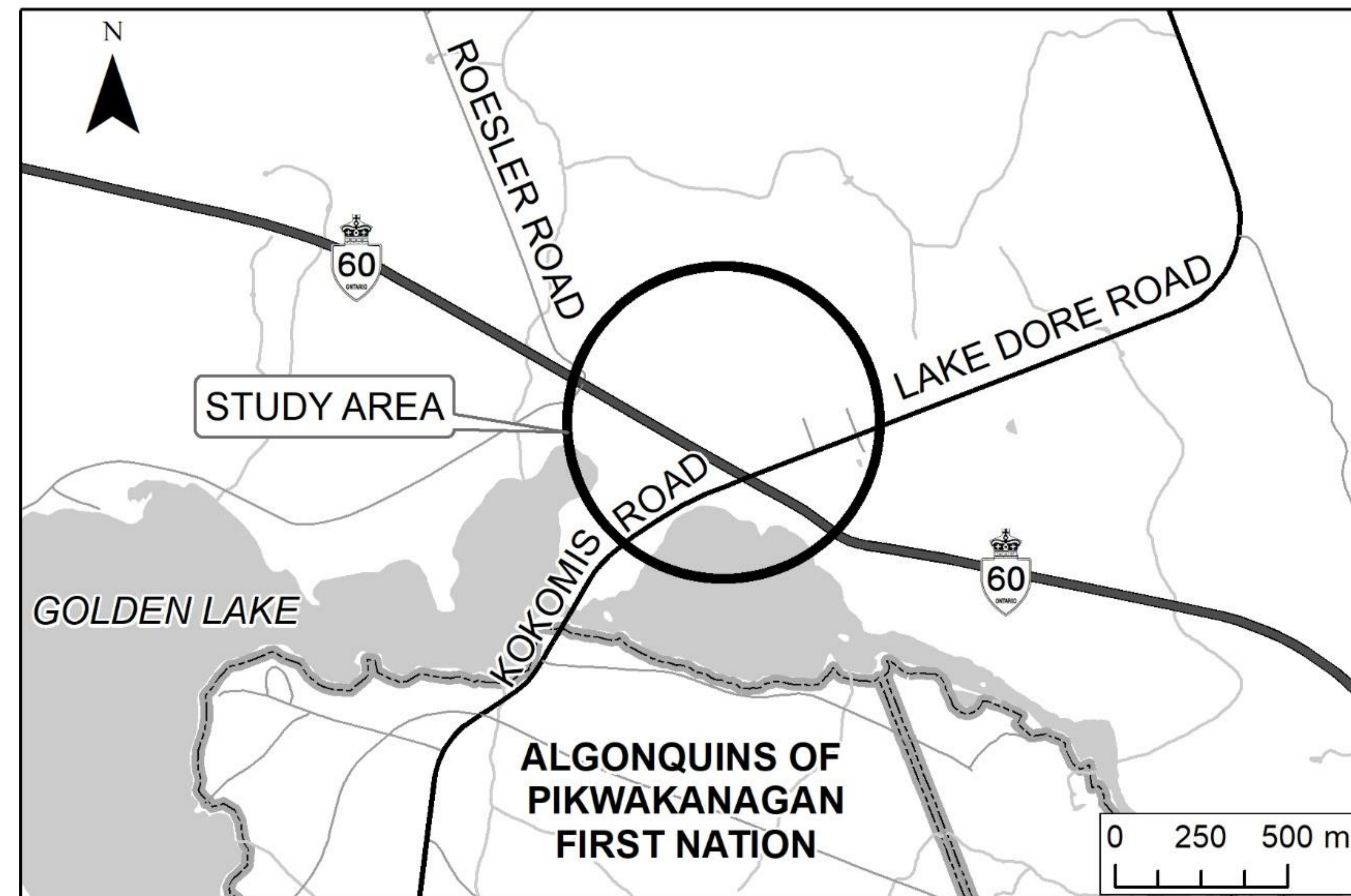
Under the Integrated Accessibility Standards Regulation (2011), the Ministry of Transportation, Ontario (MTO) is committed to making the Class Environmental Assessment (EA) process accessible to all participants



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

Project Location and Scope



The Ministry of Transportation, Ontario (MTO) retained Dillon Consulting Limited (Dillon) to conduct a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 60 and Lake Dore Road /Kokomis Road located in the Township of North Algona Wilberforce, County of Renfrew.

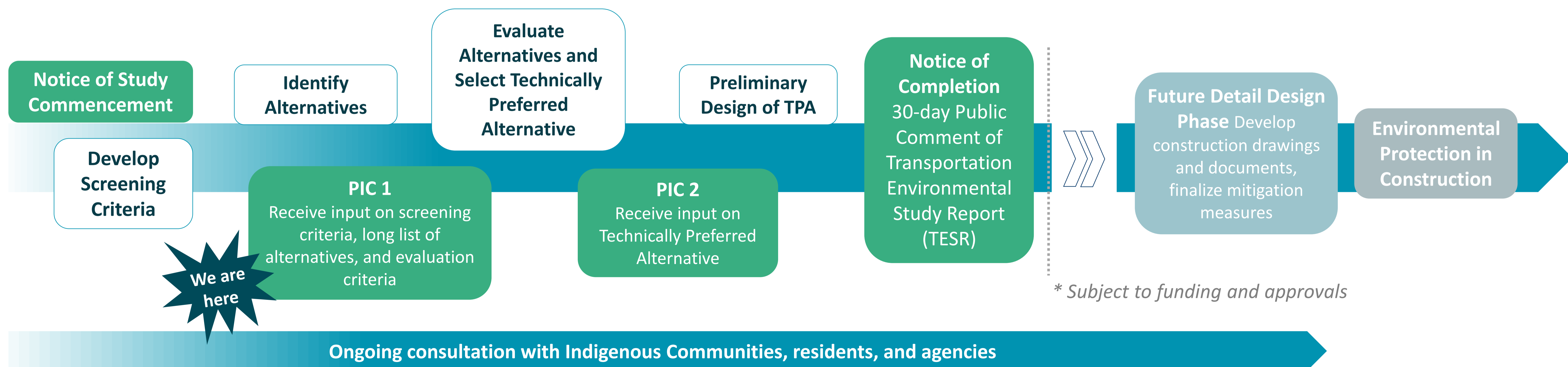
The Project Study Area includes the intersection of Highway 60 and Lake Dore Road/Kokomis Road and surrounding area, as shown on the figure.

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 to be considered in the planning and design process
- Impacts of the proposed changes to be assessed and environmental protection/mitigation measures identified
- Public and agency input to 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.



In May 2021, MTO completed an Operational Performance Review (OPR) of the intersection of Highway 60 and Renfrew County Road 30 (Lake Dore Road) / Renfrew County Road 70 (Kokomis Road) as a result of increased traffic volumes at the intersection.

The OPR assessed the existing (2020) operational and geometric conditions of the intersection, identified potential operational and safety concerns, and proposed improvements.

The OPR identified the following operational and safety concerns:

- Kokomis Road northbound approach experiencing long delays during the Saturday midday peak hour
- Highway 60 eastbound and westbound left-turning vehicles have overlapping turning movements
- Numerous private driveways within a short distance of the intersection
- Lake Dore Road southbound queue frequently blocks access to the Golden Lake Post Office and Municipal Community Centre
- Sightlines from Kokomis Road looking east are poor due to the close proximity of a building
- Sightlines looking east along Highway 60 are poor due to a crest (vertical curve)
- Lake Dore Road/ Kokomis Road traffic experiences long delays

Existing Intersection Conditions



Highway 60 looking westbound



Highway 60 looking eastbound



Kokomis Road looking north towards Lake Dore Road



Lake Dore Road looking south towards Kokomis Road

Existing Conditions Assessment

Understanding the existing environmental conditions within the Study Area is an important component of assessing what features and functions may be impacted by the project. This project currently includes the following environmental studies:

- Terrestrial Ecosystems Existing Conditions
- Fish and Fish Habitat Existing Conditions
- Groundwater Assessment
- Assessment of Past Uses (to assess potential to encounter subsurface contamination)
- Stage 1 Archaeological Assessment
- Cultural Heritage Resource Assessment

** Additional studies may be identified and carried out as the study progresses*



Existing Conditions - Natural Environment

Areas within the northern and western extents of the study contain woodlands. While these do not meet the provincial criteria for significance, they do have potential to provide habitat for the following protected Species at Risk (SAR):

- Bats - Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis
- Wood Turtle



These woodlands also have potential to provide provincially Significant Wildlife Habitat for:

- Bat maternity colonies
- Bird breeding/nesting
- Deer wintering/yarding areas
- Raptor wintering areas
- Amphibian breeding
- Species of Conservation Concern



Remaining vegetation with potential to be impacted includes roadside cultural meadow and agricultural lands.

There are no Significant Areas of Natural and Scientific Interest (ANSI) or wetlands within the Study Area.

There are no fish bearing watercourses within 30 m of the Study Area.

Existing Conditions - Socio-Economic Environment



The project is located in the Township of North Algona Wilberforce. Highway 60 is an important transportation corridor connecting Huntsville to Renfew in Ontario's highlands.

The Study Area is developed predominantly with residential, commercial and institutional land uses at the intersection, and is located just north of the Algonquins of Pikwakanagan First Nation.

Given the high density of development, this intersection is highly constrained and impacts to local properties and businesses are anticipated. The project team will minimize the impacts to the extent feasible and will work closely with the community as the study progresses.



Existing Conditions - Cultural Heritage Resources

- A Stage 1 Archaeological Assessment determined that portions of the Project Study Area (orange and green) maintain archeological potential.
- A Stage 2 Archaeological Assessment will be required for areas that may be impacted by the technically preferred alternative.
- The Cultural Heritage Assessment identified a Cultural Heritage Landscape (CHL) consisting of the historic settlement of Golden Lake at the existing intersection. This area contains numerous nineteenth and early twentieth-century commercial, institutional and residential properties.



Development of the Long List of Alternatives

As per the MTO's *Class EA for Provincial Transportation Facilities*, the project team has developed a long list of technically feasible alternatives to address the issues identified in the Operational Performance Review.

The goal is to provide a long list of intersection improvements that consider environmental constraints while providing a functional and safe improvement for the community.

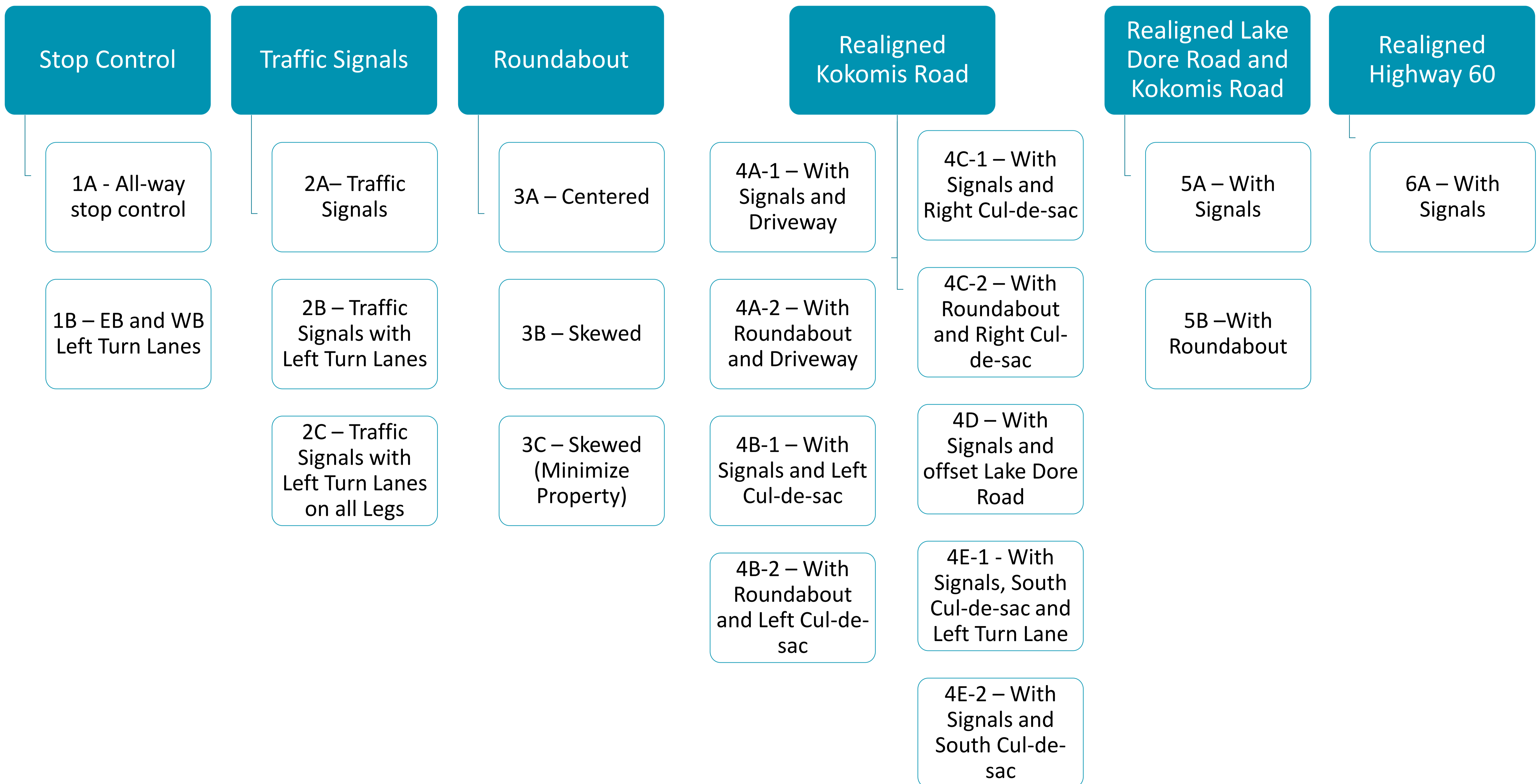
The Study Area is already highly developed, limiting the number of suitable alternatives.

The project team has developed 20 alternative intersection improvements that are being presented today. The 'Do Nothing' alternative is not a viable alternative as it does not address the operational needs or safety concerns.



Long List of Alternatives

Presented below is an overview of the long list of alternatives, grouped according to key design features. The following boards provide conceptual illustration of these alternatives.



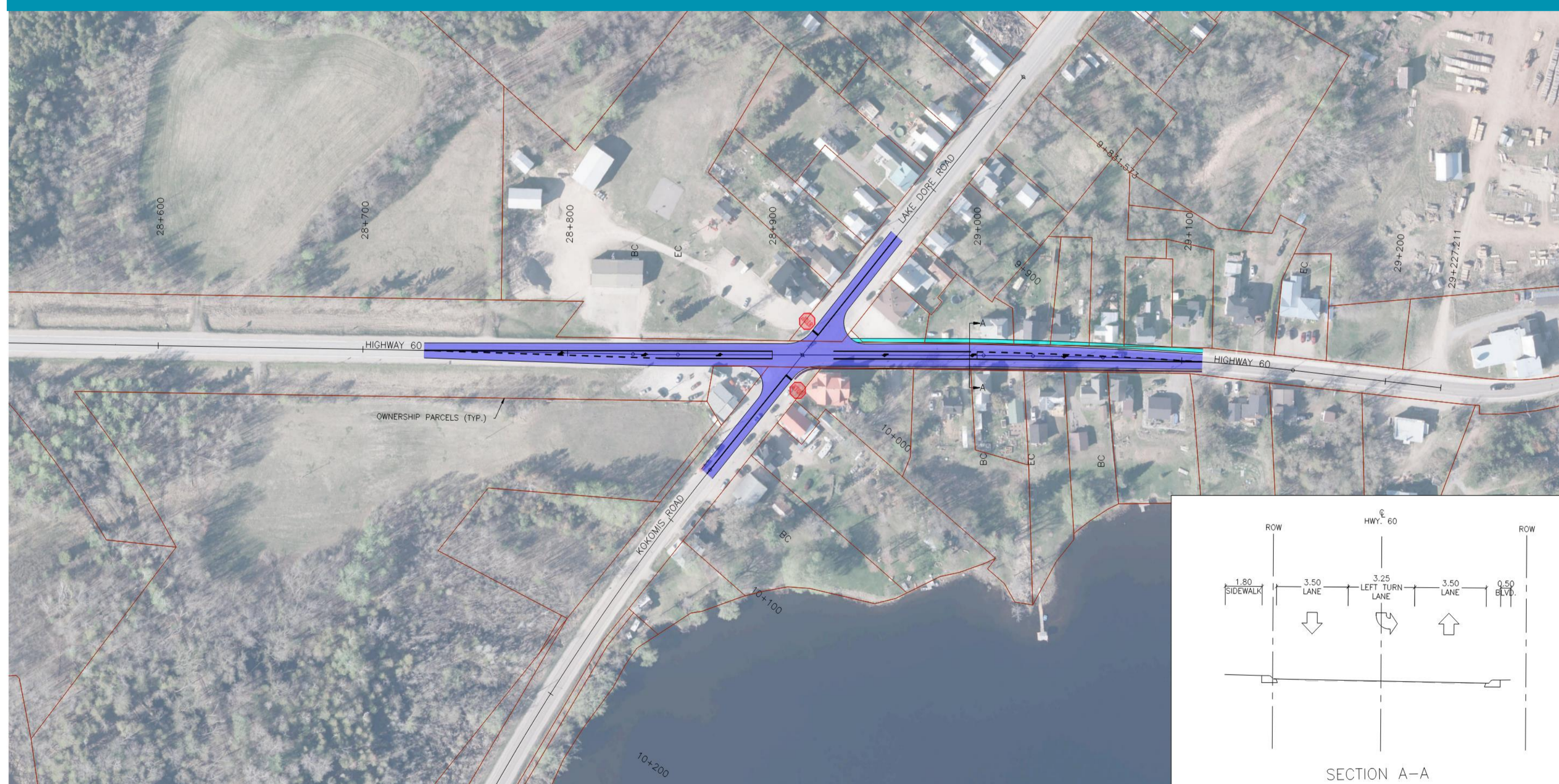
Alternative 1 – Stop Control

1A - All Way Stop Control



Stop signs in each direction of traffic

1B - Eastbound and Westbound left turn lanes



Stop signs for Lake Dore Road and Kokomis Road traffic

Left turn lanes for each direction of Highway 60 traffic

Alternative 2 – Traffic Signals

2A - Traffic Signals



Traffic signals to manage traffic in all directions

2B - Traffic Signals with left turn lanes



Traffic signals to manage traffic in all directions
Left turn lanes for each approach of Highway 60 traffic

2C - Traffic signals with left turn lanes on all legs



Traffic signals to manage traffic in all directions
Left turn lanes for all approaches to the intersection

Alternative 3 – Roundabout

3A - Roundabout (centered)



Roundabout centered within existing intersection

3B - Roundabout (skewed)



Roundabout skewed for improved approach angles

3C - Roundabout Skewed (minimize property impacts)



Roundabout skewed to minimize property impacts

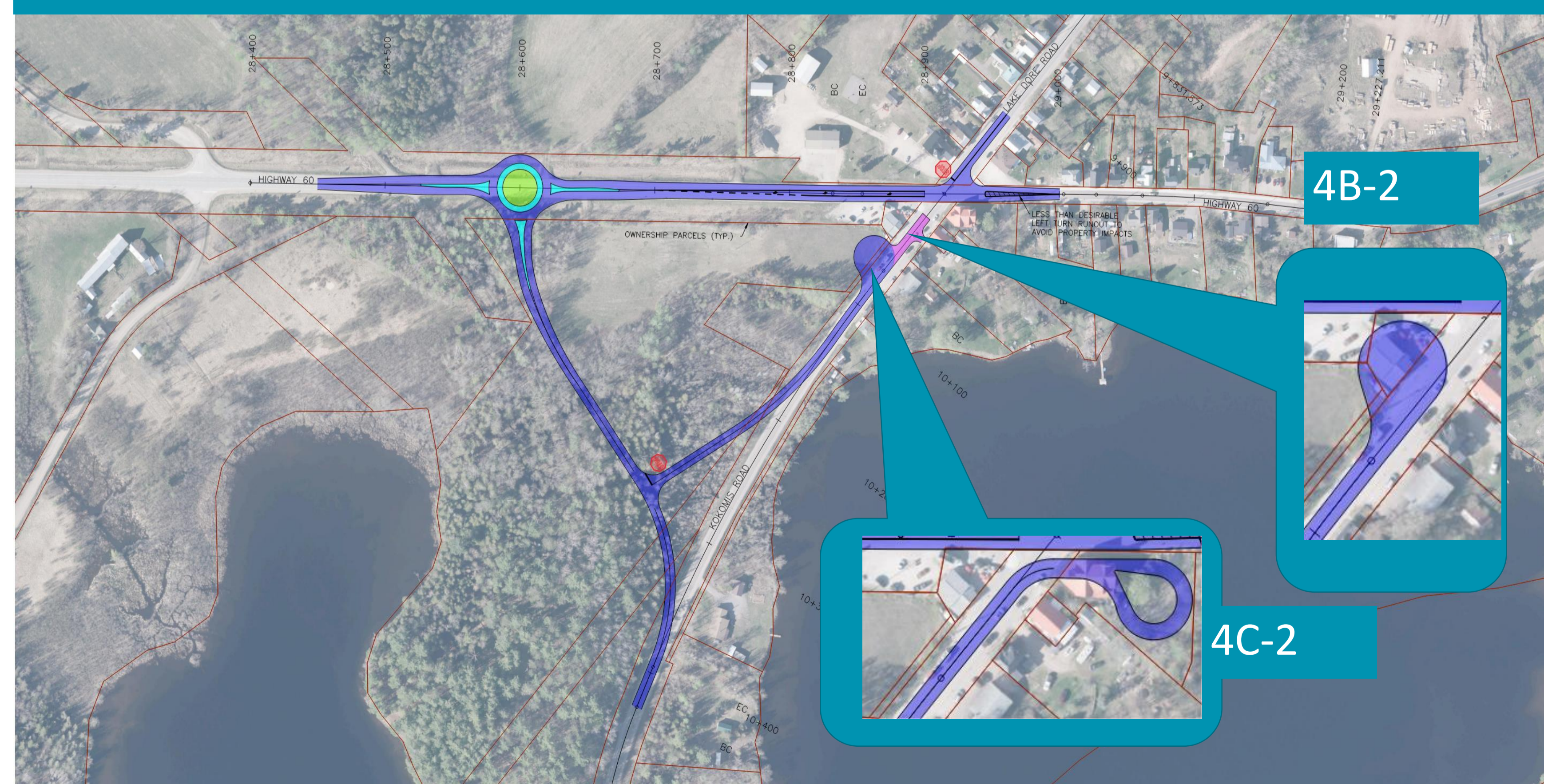
Alternative 4 – Realigned Kokomis Road with Cul-De-Sac Options

4A-1 - With Signals



Signals at realigned Kokomis Road and Highway 60
Cul-de-sac original Kokomis Road with variations
Potential to include commercial parking for businesses

4A-2 - With Roundabouts



Roundabout at realigned Kokomis Road and Highway 60
Cul-de-sac original Kokomis Road with variations
Potential to include commercial parking for businesses

Alternative 4 – Realigned Kokomis Road with Cul-De-Sac Options

4D - With Offset Lake Dore Road



Roundabout at realigned Kokomis Road and Highway 60
Lake Dore Road offset for improved sightlines

4E-1 - With Signals and Left Turn Lanes



Signals at realigned Kokomis Road and Highway 60
Left turn lanes on Highway 60
Stop sign for approaches to Highway 60

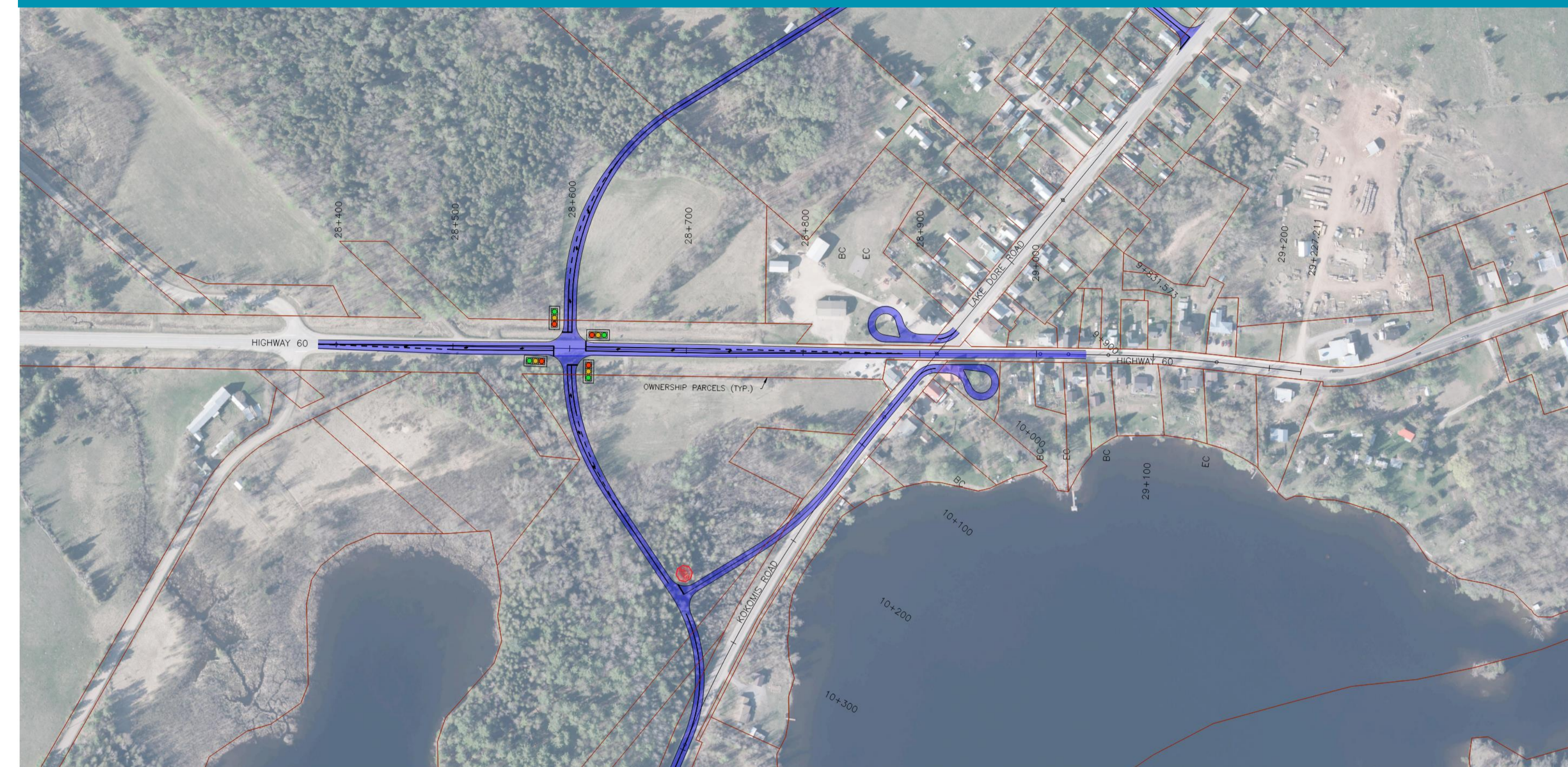
4E-2 - With Signals and South Cul-de-sac



Signals at realigned Kokomis Road and Highway 60
Stop sign for approaches to Highway 60

Alternative 5 – Realigned Lake Dore Road and Kokomis Road

5A - With Signals



Signals at realigned municipal roads
Cul-de-sac original municipal road alignments

5B - With Roundabout



Roundabout at realigned municipal roads
Cul-de-sac original Kokomis Road
Stop sign at original Lake Road Road approach
Potential to include commercial parking for businesses

6A - Realigned Highway 60



Realigned Highway 60 to improve sight lines at approaches to intersection
Signals at intersection
Left turn lanes on all approaches

Screening Criteria and High-Level Assessment of Intersection Alternatives

Coarse screening criteria was developed in order to assess and screen out alternatives that didn't meet design criteria or had impacts to significant environmental features.

The multi-disciplinary team assessed the long list of alternatives using the coarse screening criteria to identify which alternatives should be carried forward for a more rigorous evaluation as part of the next step in the process.

Based on the high-level assessment, the long list was screened down to 4 short-listed intersection improvements.

A summary of the results is presented in the following boards.

Engineering

- Impacts to Existing Infrastructure
- Traffic Operations, Capacity and Safety
- Access Management Requirements
- Flexibility for Staged Construction

Natural Environment

- Avoids Significant Natural Heritage Features

Socio-economic Environment

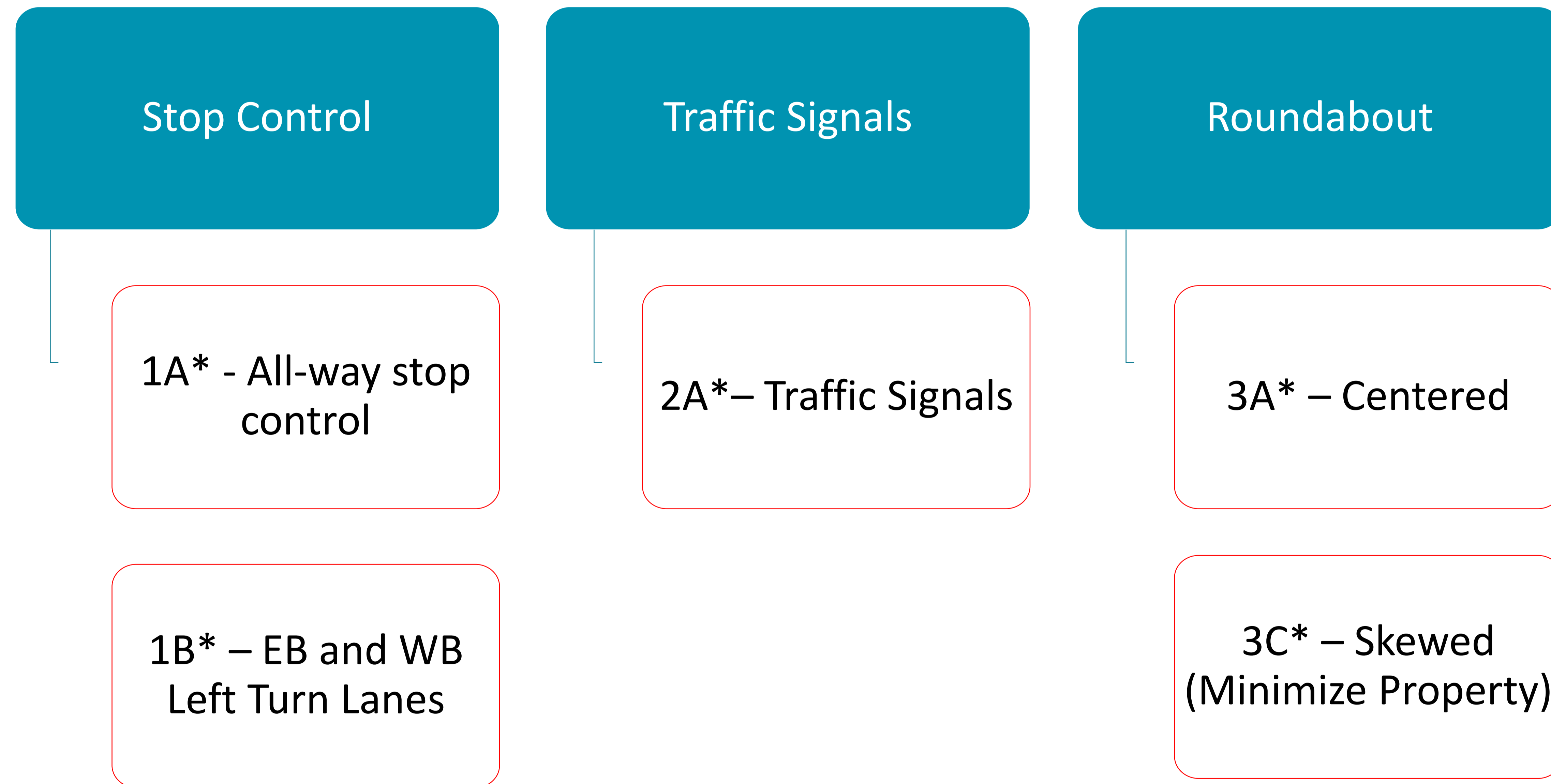
- Permanent Property Acquisition
- Potential to Encounter Contaminated Soil

Cultural Environment

- Potential Impact to Archaeological Resources
- Potential to Impact Built Heritage Resources
- Potential Impacts to Cultural Heritage Landscapes

Initial Screening

The following alternatives were removed from further consideration because they do not address existing intersection operational and safety concerns.



Coarse Screening Summary Table

		Traffic Signals		Roundabout	Realigned Kokomis Road								Realigned Lake Dore and Kokomis Road		Realigned Hwy 60	
Criteria		2B Traffic Signals with left turn lane	2C Traffic Signals with left turn lane on all legs	3B Skewed	4A-1 With signals and driveway	4A-2 With roundabout and driveway	4B-1 With signals and left cul-de-sac	4B-2 With roundabout and left cul-de-sac	4C-1 With signals and right cul-de-sac	4C-2 With roundabout and right cul-de-sac	4D With signals and offset Lake Dore Road	4E-1 With South cul-de-sac and Left Turn Lanes	4E-2- With South cul-de-sac	5A With signals	5B With roundabout	6A With Signals
Engineering	Generally avoids impacts to existing infrastructure	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Improves Traffic Operations	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Meets existing and future capacity requirements	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Ability to minimize impacts to traffic during construction	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Natural Environment	Avoids significant natural heritage features	Yes	Yes	Yes	No	No	No	No	No	No	No	No	No	No	No	No
Socio-Economic Environment	Full Permanent Property Acquisition	5	5	9	No	No	1	1	1	1	1	1	1	1	No	5
	Partial Permanent Property Acquisition	2	2	No	4	4	4	4	3	3	4	4	4	10	10	5
	Potential to encounter contaminated soil during construction	Low	Low	High	Low	Low	High	High	Low	Low	Low	Low	Low	Low	Low	Low
Cultural Environment	Potential to impact archaeological resources	Low	Low	Low	High	High	High	High	High	High	High	High	High	High	High	Low
	Potential to impact built heritage resources	Moderate	Moderate	High	Low	Low	High	High	High	High	Moderate	Low	Low	High	Low	High
	Potential Impacts to Cultural Heritage Landscapes	Moderate	Moderate	High	High	High	High	High	High	High	High	High	High	High	High	High

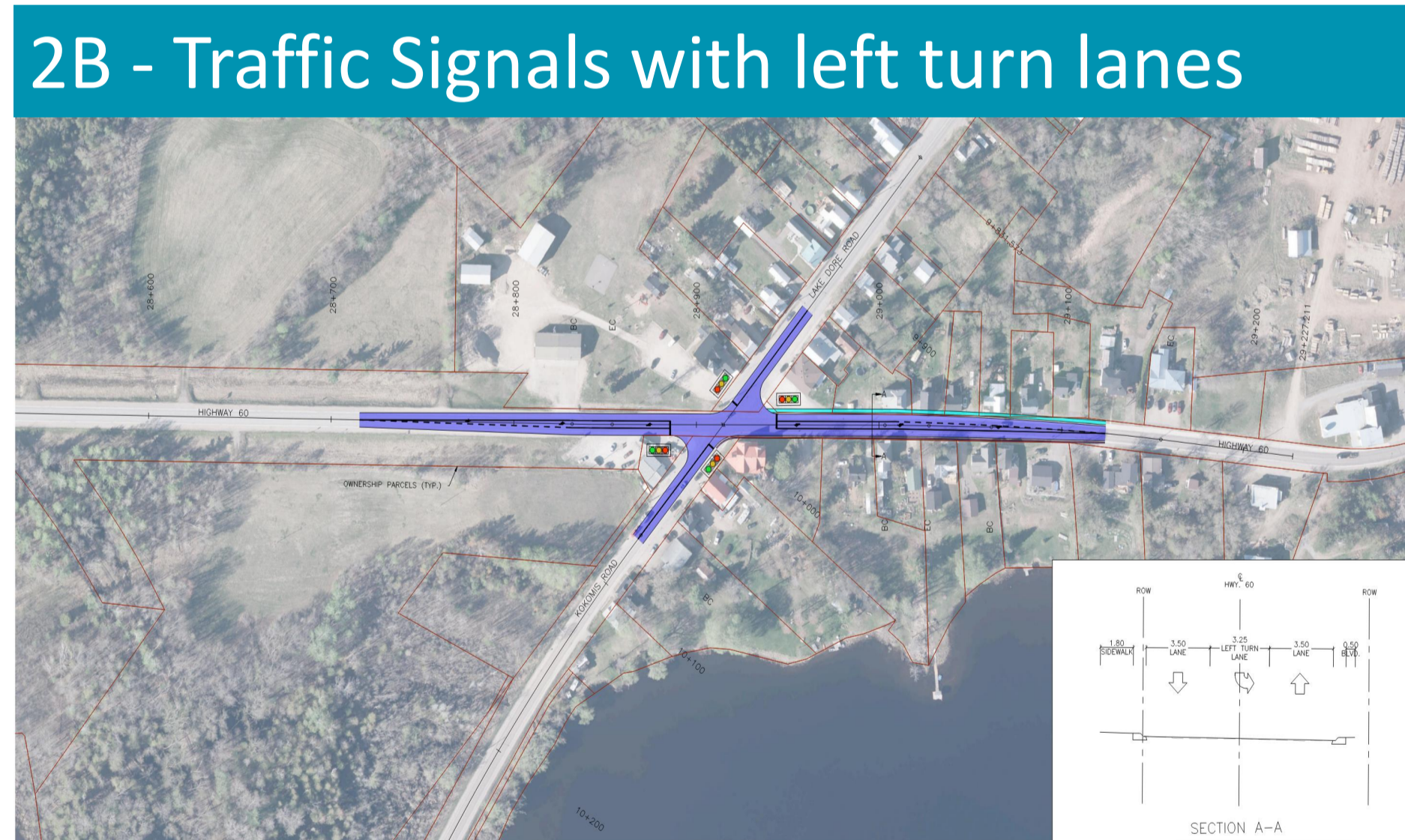
Note: Proposed short list alternatives to be carried forward are highlighted in yellow.

Short List of Alternatives

Based on the coarse screening assessment by the project team, 5 intersection alternatives will be carried forward on the 'short list' for further evaluation to identify the Technically Preferred Alternative (TPA)

Traffic Signals

2B – Traffic Signals with Left Turn Lanes



2B - Traffic Signals with left turn lanes

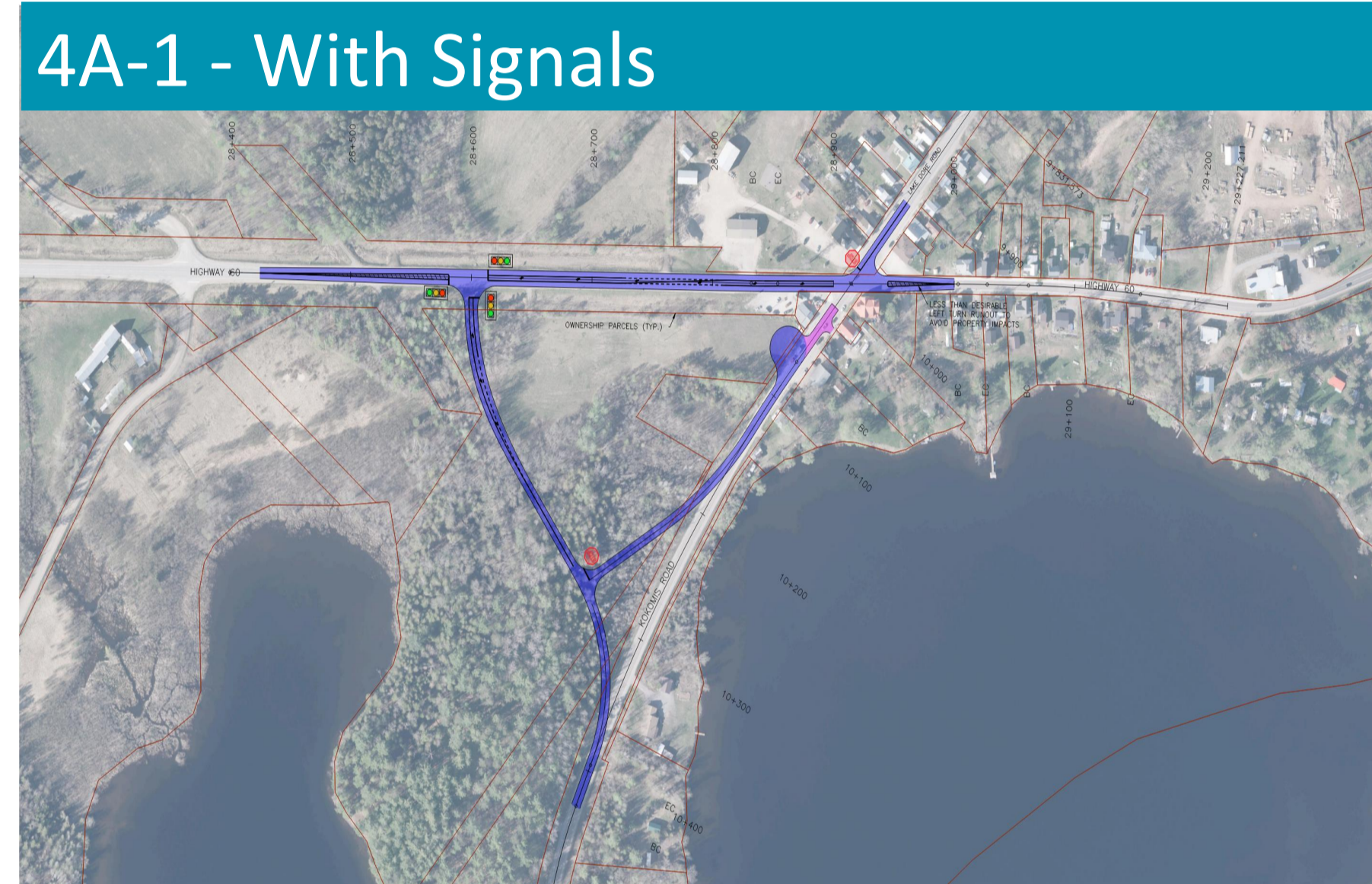
Realigned Kokomis Road

4A-1 – With Signals and Driveway

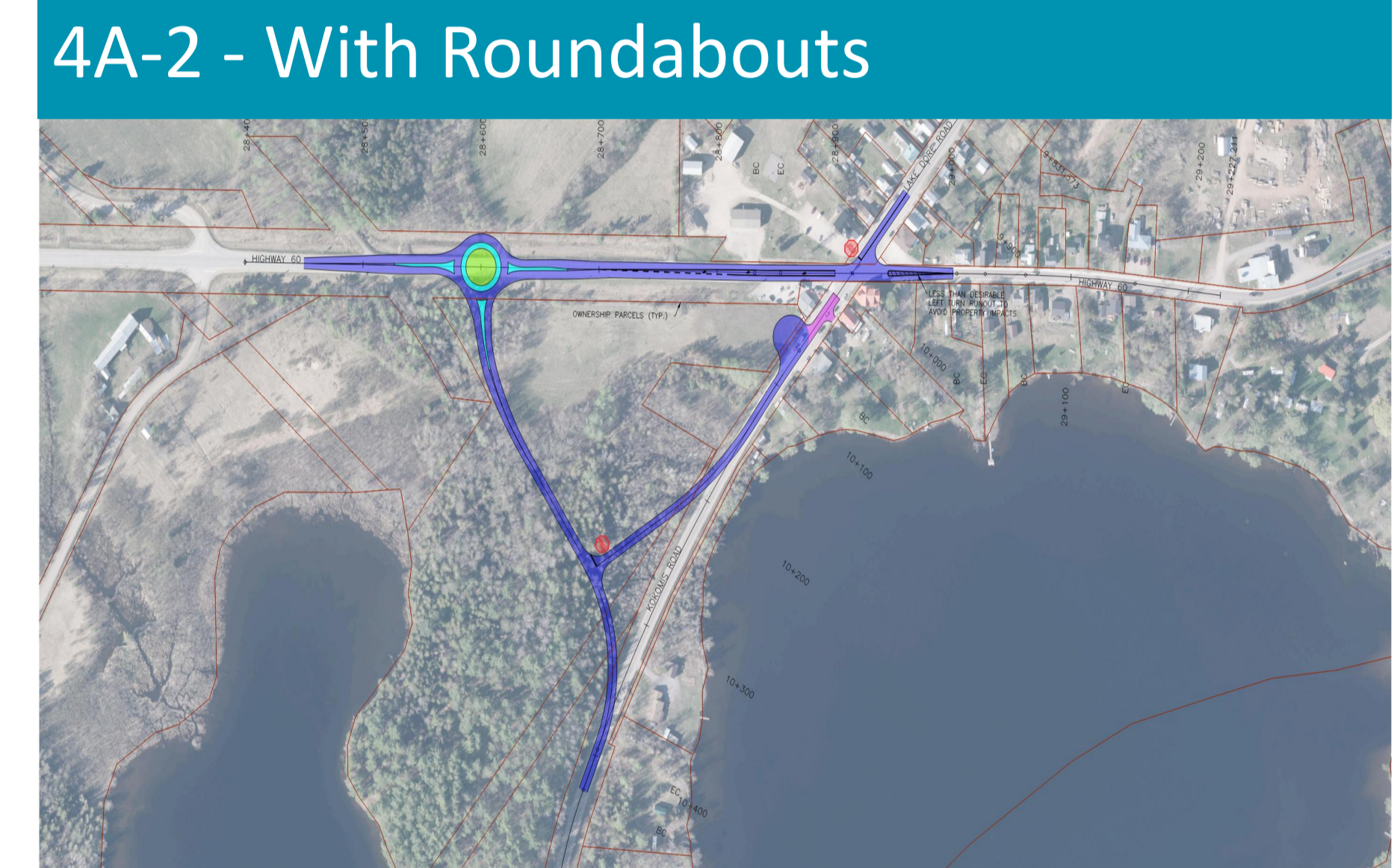
4A-2 – With Roundabout and Driveway

4E-1 – With Signals, South Cul-de-sac, and Left Turn Lanes

4E-2 – With Signals and South Cul-de-sac



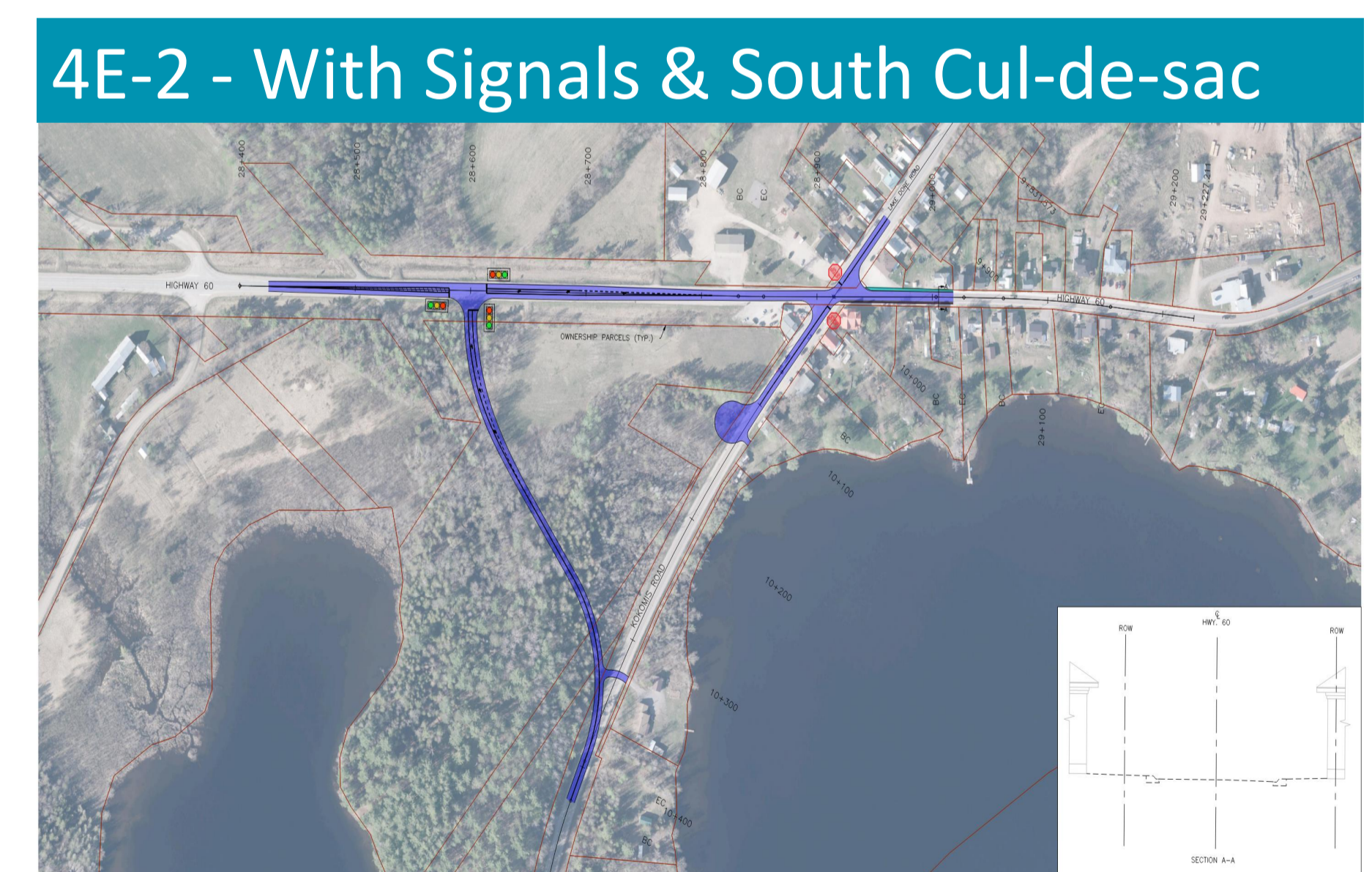
4A-1 - With Signals



4A-2 - With Roundabouts



4E-1 - With Signals & Left Turn Lanes



4E-2 - With Signals & South Cul-de-sac

Next Steps

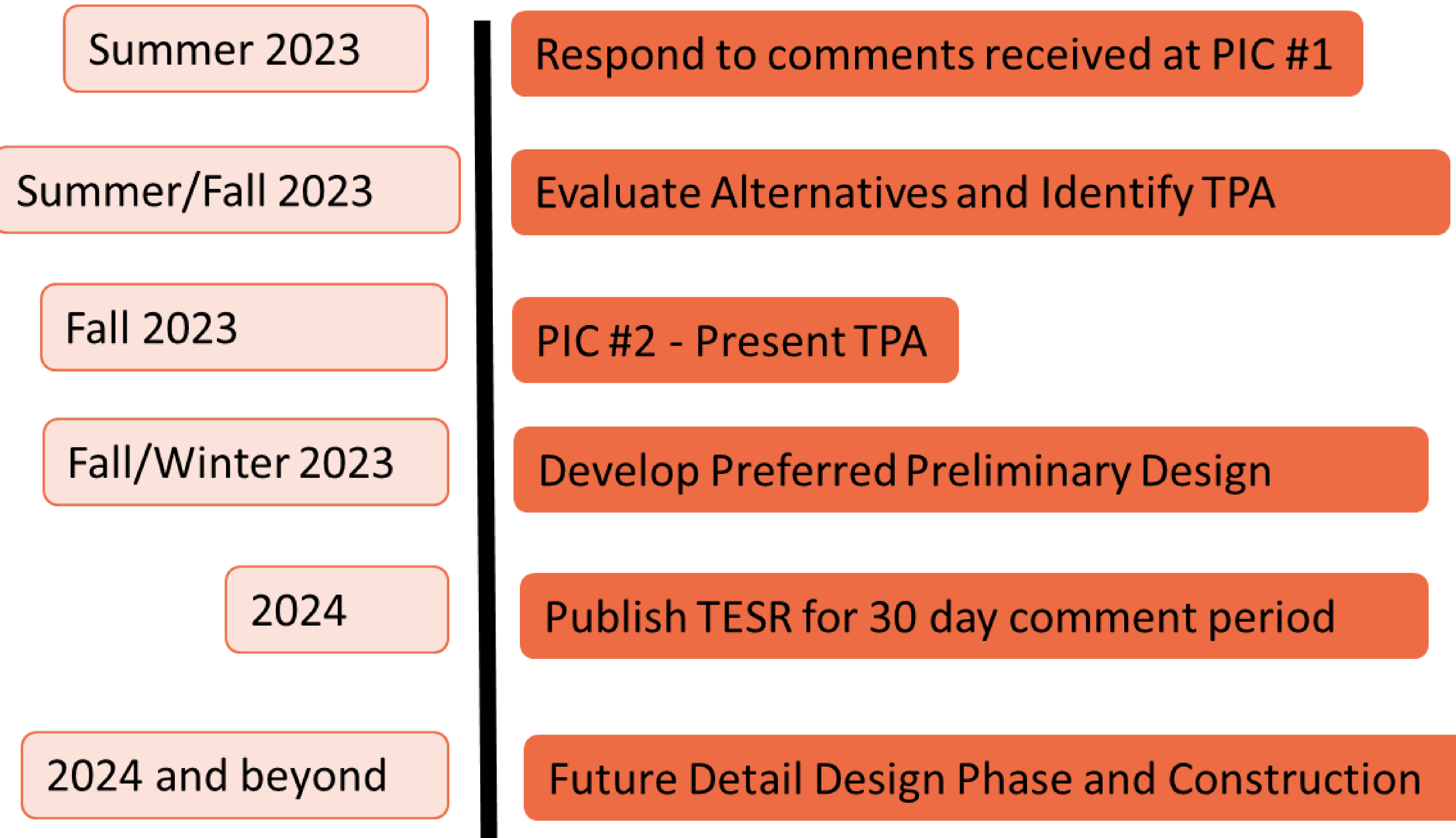
The project team will consider comments received following this PIC#1 to confirm if any new information significantly affects the short-list of alternatives, and will incorporate any new information into the comparative evaluation of the 5 short-listed alternatives.

The comparative evaluation will be completed based on the following criteria:

Transportation	Natural Environment	Socio-Economic Environment	Cultural Resources
<ul style="list-style-type: none">•Traffic Operations, Capacity and Safety•Highway and Side Road Geometric Improvements•Impacts on Existing Infrastructure•Potential Utility Conflicts•Access Management Requirements•Excess Earth Management•Constructability, Traffic Management, Construction Duration	<ul style="list-style-type: none">•Impacts to Natural Heritage Features•Impacts to Wetlands•Impacts to Species at Risk (SAR) and SAR Habitat•Impacts to Fish and Fish Habitat	<ul style="list-style-type: none">•Impacts to Land Use•Permanent Property Requirements•Potential to encounter Contaminated Soils•Impacts on Nearby Noise Receptors•Traffic Impacts During Construction	<ul style="list-style-type: none">•Impacts on Archaeological Resources•Impacts on Built Heritage and Cultural Landscapes

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

Project Timeline



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 **July 5, 2023.**

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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.