December 12, 2019

Preliminary Design and Environmental Assessment Study for the Highway 35/115 Interchange

Please sign in at the front desk
INTRODUCTION

Welcome to the second Public Information Centre (PIC #2) for this Preliminary Design and Class Environmental Assessment Study.

The purpose of this PIC is to provide stakeholders and the public with an opportunity to review and comment on the evaluation of the short list alternatives and the preliminary design of the identified preferred alternative.

At this PIC, you will have the chance to review:

- The short list evaluation of Highway 35/115 Interchange alternatives and the identified technically preferred alternative
- The short list evaluation of Municipal Service Road alternatives and the identified technically preferred alternative
- The preliminary design of the recommended plan
- Anticipated environmental impacts and proposed mitigation strategies

Representatives from the Ministry of Transportation Ontario (MTO) and WSP (MTO’s Consultants) are available to discuss the project with you. Please ask questions and share your opinions with us.

Please remember to sign in and complete a comment sheet before leaving.

Under the Integrated Accessibility Standards Regulation (2011), the Ministry of Transportation is committed to ensuring that this Public Information Centre is accessible to all participants. The Public Information Centre incorporates the following accessibility features:

- Outdoor Wheelchair Ramp;
- Elevator;
- Accessible Washrooms and Parking;
- Reading Aids (i.e. magnifying glass); and
- Multiple Staff will be available to assist in the explanation of the presentation content and submission of comment forms.
PROJECT DESCRIPTION

The Ontario Ministry of Transportation (MTO) is undertaking a Preliminary Design and Class Environmental Assessment (EA) Study to identify interchange improvements for the Highway 35/115 interchange in the Municipality of Clarington. The improvements being considered include:

- Rehabilitation/widening/replacement of structures in the study area
- Addressing local access needs
- Tying the Highway 35/115 interchange into previously approved Highway 35 improvements to the north
- Drainage improvements

This project is being conducted in accordance with the requirements of the 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.

STUDY AREA

The study limits include:

- Highway 35, from approximately 300 m north of Concession Road 10 southerly to the Highway 35/115 interchange (approximately 1.0 km)
- Highway 115, from the Highway 35/115 interchange easterly to the south of Boundary Road (approximately 1.8 km)
- Highway 35/115, from the Highway 35/115 interchange south to Skelding Road (approximately 1.4 km)

The study area also includes areas surrounding the Highway 35 / 115 interchange as new municipal service roads will also be considered to help address local access needs.
CLASS ENVIRONMENTAL ASSESSMENT PROCESS AND SCHEDULE

This study is following the approved environmental planning process for Group ‘B’ projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities 1999, as amended in 2000.

The overall Class EA planning process approach and key tasks are illustrated in the diagram below. This process consists of two major phases: Planning and Preliminary Design. At the completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and will include:

- A summary description of the project
- An outline of the EA process
- A description of significant transportation engineering and environmental issues and how they have been addressed
- A summary of stakeholder consultation
- A description of the evaluation of alternatives for the municipal service roads and interchange, the identification of the technically preferred alternatives, and their combination to form the Recommended Plan
- A detailed description of the Recommended Plan, including the proposed mitigation strategy

Upon completion, the TESR will be submitted for a 30-day public review period.
SUMMARY OF PUBLIC INFORMATION CENTRE #1

The first Public Information Centre (PIC) was held on March 5, 2019. The purpose of PIC #1 was to discuss:

- The Study Process;
- Existing Conditions;
- Problems and Opportunities;
- Screening of the Long List of Alternatives;
- The Preliminary List of Alternatives;
- Short List of Alternatives;
- Evaluation Criteria; and
- Next Steps.

Approximately 62 people attended PIC #1 and approximately 30 comments were received during the comment request period. The most frequent comments received related to construction timing, access, out-of-way travel, emergency service routes, and impacts to snowmobile trails.

The activities that have occurred since PIC #1 include the following:

- Reviewed and responded to comments received;
- Continued with field investigations and data collection;
- Refined the alternatives;
- Analyzed, evaluated and determined a technically preferred alternatives;
- Combined municipal service road and interchange preferred alternatives to identify a Recommended Plan;
- Prepared for PIC #2.

In addition to the above activities, consultation has been ongoing through the project website and through meetings with the Municipality of Clarington, City of Kawartha Lakes, Durham Region and regulatory agencies.
DESIGN SUGGESTIONS RECEIVED AT PIC #1

Several design suggestions from the public and other stakeholders were received, and these were reviewed by the project team.

Comment: Additional ramps should be considered to facilitate all moves to/from Wilcox Road to Highway 35/115, creating an interchange.

Response: This design concept was not carried forward because minor road access within a major interchange is not desirable for traffic operations. Also, this concept will result in a new Wilcox Road Interchange being too close to the Highway 35 / 115 Interchange.

Comment: To reduce out-of-way travel, consider a continuous municipal road connection on the west side of Highway 35/115 between the proposed west municipal service road, and Concession Road 8.

Response: This concept was not carried forward as a municipal road connection to Concession Road 10, Old Highway 35, Beaucage Road and Skelding Road is already provided as part of each of the short-listed alternatives. While some out-way-travel requirements may be reduced through this concept, the entire 3 km route would be within the environmentally sensitive Oak Ridges Moraine Natural Linkage Area. Additionally, the variable topography along the route would present constructability challenges due to large cuts and fills, and construction costs would be high.

Comment: To reduce out-of-way travel to Wilcox Road from northbound Highway 35/115, a separate exit ramp from northbound Highway 35/115 to Wilcox Road, south of the Highway 35/115 interchange, should be considered.

Response: The alignment of this concept exit ramp to Wilcox Road would require the closure of two existing residential accesses on Highway 35/115, and would therefore displace those residences. Additional property impacts would occur on the south side of Wilcox Road. The alignment also have direct impacts to the environmentally sensitive Oak Ridges Moraine Natural Core and Natural Linkage areas. While this concept would provide direct access to Wilcox Road from the south, the short-listed alternatives each provide access via service roads or a direct ramp connection. Therefore, this concept was not carried forward.
HIGHWAY 35 IMPROVEMENTS

Previous Highway 35 Planning Study
In 2007, MTO completed the Highway 35 Planning and Preliminary Design Study for the four-laning of Highway 35 from 0.5 km south of Regional Road 20 to 2.4 km south of Highway 7. Due to the potential for Highway 407 East connecting to the Highway 35/115 interchange, the interchange and the southernmost 1 km section of Highway 35 was not included in the Highway 35 Planning and Preliminary Design Study.

Ultimately, the Highway 407 East alignment terminated to the south of the Highway 35/115 interchange, leaving a 'gap' between the approved four-lane design to the north, and the Highway 35/115 interchange to the south.

Current Highway 35/115 Interchange EA
One of the objectives of this study is to extend the four-laning of Highway 35 from the previous study limits, southerly to the Highway 35/115 interchange. These improvements are necessary to provide continuity with the previously EA-approved Highway 35 plans to the north, and to enhance traffic safety and operations.

The proposed improvements to Highway 35 under this study include the following:

• Widen from two lanes to four lanes with a median barrier separating north- and southbound lanes.
• Widen lanes and outside shoulders to MTO standards corresponding to the future classification of Highway 35, as proposed by the previous Highway 35 study. A widened cross-section also enhances traffic safety and operations.
• Construct the southbound speed-change lane for the approved Boundary Road / Regional Road 20 on-ramp.
• Closure of the Concession Road 10 and Highway 35 intersection. This closure is necessary due to the close proximity of the intersection to the Regional Road 20 and Highway 35/115 interchanges, and because of the reconfiguration of Highway 35 as a divided highway.
• The existing accesses to Old Highway 35 from Highway 35 and Highway 35/115 will be closed due to their proximity to the Highway 35/115 interchange.
• New municipal roads to the east and west of Highway 35 to provide access for properties on Concession Road 10, Old Highway 35 and Beaucage Road.

Widening will be constructed by 'twinning' the existing Highway 35 to the east, because:

• It enables the existing Highway 35 lanes to be retained, which improves constructability and traffic staging. Cost and construction duration are also reduced.
• Twinning to the east is necessary to tie in to the previously EA-approved Highway 35 widening at the north limit of the study area.
• Displacement of an existing residence on Concession Road 10 is avoided.
• Impacts to an existing natural gas pipeline along the west side of Highway 35 are reduced.

Local Intersection/Access Closures Due to Highway 35 Widening

Due to Highway 35 Widening

Old Highway 35 accesses closed
Old Highway 35 will no longer accommodate 'turnarounds' to access southbound Highway 35/115

*Changes to local travel routes as a result of the intersection/access closures on Highway 35 are detailed in the Local Travel Times Board
EVALUATION AND ASSESSMENT OF THE SHORT LIST OF ALTERNATIVES

Evaluation Criteria

The following evaluation criteria were developed for the study and refined based on the input received at PIC #1. The short-listed alternatives shown at PIC #1 were evaluated using the criteria to identify the technically preferred alternatives that make up the Overall Recommended Plan. The Overall Recommended Plan is comprised of the technically preferred alternatives identified for the new east and west municipal service roads, and the Highway 35/115 interchange.

Evaluation Process

Independent evaluations of the west municipal service roads, east municipal service roads, and Highway 35/115 interchange configuration were undertaken to select technically preferred alternatives for each component of the Overall Recommended Plan. The evaluation of the municipal service roads and Highway 35/115 interchange alternatives are presented on the following boards.

*eg. Oak Ridges Moraine, Greenbelt Plan Area
West Municipal Service Road Evaluation

<table>
<thead>
<tr>
<th>Factor/Criteria</th>
<th>West Alternative 1 (W1)</th>
<th>West Alternative 2 (W2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Socio-Economic Environment</td>
<td>From a Socio-Economic perspective, W2 is preferred because it avoids relocation of the Bluebird Side Trail and Ganaraska Snowmobile Club Trail, mitigates impacts to the Oak Ridges Moraine Natural Linkage Area, and impacts fewer properties as compared with W1. W2 has greater noise impact on the surrounding noise-sensitive areas due to its closer proximity to existing residences; however, overall impacts to the Socio-Economic environment are less than W1.</td>
<td></td>
</tr>
<tr>
<td>Cultural Environment</td>
<td>From a Cultural Environmental perspective there is no significant differences between the alternatives.</td>
<td></td>
</tr>
<tr>
<td>Natural Environment</td>
<td>From a Natural Environmental perspective, W2 is preferred because it has a shorter length, and therefore impacts a smaller area of woodland as compared with W1. Both alternatives impact Species at Risk (SAR) and habitat and have similar potential impacts to groundwater.</td>
<td></td>
</tr>
<tr>
<td>Technical Considerations</td>
<td>From a technical perspective there are no significant differences between the alternatives. W1 has a greater length as compared with W2; however, W2 requires more large cuts and fills. Constructability challenges and costs associated with each alternative are similar, and both provide similar connectivity to the existing road network.</td>
<td></td>
</tr>
<tr>
<td>Overall Summary</td>
<td>W1 was not preferred because:</td>
<td></td>
</tr>
</tbody>
</table>

East Municipal Service Road Evaluation

<table>
<thead>
<tr>
<th>Factor/Criteria</th>
<th>East Alternative 1 (E1)</th>
<th>East Alternative 2 (E2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Socio-Economic Environment</td>
<td>From a Socio-Economic perspective, E1 is preferred because it has fewer direct property impacts to existing agricultural/commercial operations on Concession Road 10.</td>
<td></td>
</tr>
<tr>
<td>Cultural Environment</td>
<td>From a Cultural Environmental perspective there are no significant differences between the alternatives.</td>
<td></td>
</tr>
<tr>
<td>Natural Environment</td>
<td>From a Natural Environment perspective, E1 was preferred because it has a smaller footprint and avoids fragmentation of forest habitat. Both alternatives impact potential habitat for Species-at-Risk (SAR). E1 impacts potential habitat for Eastern Meadowlark (THR) and Bobolink (THR), while E2 impacts potential habitat for SAR bats.</td>
<td></td>
</tr>
<tr>
<td>Technical Considerations</td>
<td>From a technical perspective, E1 is preferred because it crosses less variable terrain and requires significantly smaller cuts and fills than E2. E2 requires a very deep cut adjacent Boundary Road, and this results and significant constructability risks. Both alternatives provide similar connectivity to the existing road network.</td>
<td></td>
</tr>
<tr>
<td>Overall Summary</td>
<td>E2 was not preferred because:</td>
<td></td>
</tr>
</tbody>
</table>

MUNICIPAL SERVICE ROAD ALTERNATIVES EVALUATION

From a Technical perspective, there are no significant differences between the alternatives. W1 has greater noise impact on the surrounding noise-sensitive areas due to its closer proximity to existing residences; however, overall impacts to the Socio-Economic environment are less than W1.
HIGHWAY 35/115 SHORT LIST OF INTERCHANGE ALTERNATIVES
( 1 OF 3 )
HIGHWAY 35/115 SHORT LIST OF INTERCHANGE ALTERNATIVES
(2 OF 3)
HIGHWAY 35/115 SHORT LIST OF INTERCHANGE ALTERNATIVES
( 3 OF 3 )

Separate File
**EVALUATION OF HIGHWAY 35/115 INTERCHANGE ALTERNATIVES**

<table>
<thead>
<tr>
<th>Factor/Criteria</th>
<th>Alternative 3 (Trumpet A)</th>
<th>Alternative 4 (Trumpet B with minor improvements)</th>
<th>Alternative 5 (Partial interchange with directional ramps)</th>
</tr>
</thead>
</table>
| 1. Socio-Economic Environment    | - Property and Access<br>- Community Effects                                              | - Minimizes impacts beyond the MTO ROW to the extent possible and therefore reduces the number of residences potentially displaced.  
                             |                                                                                           | - Minimizes impacts to Oak Ridges Moraine Natural Core and Natural Linkage Areas.                                    | - Minimizes removal of deciduous woodland in the N-E quadrant.                                                          |
| 2. Cultural Environment          | - Archaeological<br>- Heritage Features<br>- First Nation Lands                           | - Minimizes encroachment into cultural meadow habitat where bobolink/eastern meadowlark (threatened) occurs (N-E quadrant) | - Minimizes impacts to area with significant groundwater recharge and anticipated impacts to properties with water wells. |
| 3. Natural Environment           | - Fisheries and Aquatic Habitat<br>- Terrestrial Ecosystems<br>- Designated Natural Features<br>- Excess Materials Management<br>- Surface Water<br>- Groundwater | - Minimizes removal of deciduous woodland in the N-E quadrant<br>- Minimizes impacts to Oak Ridges Moraine Natural Core and Natural Linkage Areas. | - Minimizes encroachment into cultural meadow habitat where bobolink/eastern meadowlark (threatened) occurs (N-E quadrant) |
| 4. Transportation Infrastructure | - Operational Performance<br>- Geometry<br>- Structures<br>- Future Considerations<br>- Constructability<br>- Utilities | - Minimizes changes to local access. Alternative 4 does not impact the travel time from Highway 35/115 to Wilcox Road. All alternatives impact travel time to Old Highway 35, Concession Road 10 and Beauchamp Road.<br>- Does not require the construction of any new structures. | - Minimizes removal of deciduous woodland in the N-E quadrant<br>- Minimizes impacts to Oak Ridges Moraine Natural Core and Natural Linkage Areas. |

**Overall Summary**

Alternative 3 was not preferred, as it has the greatest direct impacts to Oak Ridges Moraine Natural Core and Natural Linkage Area and natural habitat. This alternative also displaces two residences. Alternative 5 was not preferred because it does not provide all movements at the interchange. Therefore, Alternative 4 is the preferred Highway 35/115 interchange alternative. Alternative 4 is preferred because it has little or no direct impacts to Oak Ridges Moraine Natural Core and Natural Linkage Areas, displaces no residences, requires the least amount of property, provides the best access to Wilcox Road, and has the lowest cost.
REFINEMENTS TO TECHNICALLY PREFERRED ALTERNATIVES

Following the identification of the Technically Preferred Alternatives for the Highway 35/115 interchange and municipal service roads, the alternatives were progressed through preliminary design and the following design aspects were refined.

**Highway 35/115 South Ramp Terminal / Wilcox Road**

**Refinement:** The south ramp terminal of the Highway 35/115 interchange was shifted to the west, with access to Wilcox Road provided via a new connecting road to the west.

**Rationale for Change:** The refined design improves roadway geometry by avoiding a steep grade on approach to the ramp terminal from Highway 35, and/or major regrading of Wilcox Road.

**West Municipal Service Road**

**Refinement:** The intersection of the new West Municipal Service Road and Concession Road 10 was shifted approximately 50 m to the west.

**Rationale for Change:** The shift in alignment reduces socio-economic impacts by increasing the distance between the new road and existing residences on Concession Road 10.
CARPOOL / PARK AND RIDE LOT

**Location 1:**
- Existing Carpool Lot at Old Highway 35
  - Location within existing MTO right-of-way (ROW)
  - Cannot accommodate future expansion without impacting surrounding properties
  - Most out-of-way travel from Highway 35/115, Highway 35 and Highway 115 mainline
  - Least direct access for GO Transit Bus Route (88) compared with other locations.

**Recommendation:** Do Not Carry Forward

**Rationale:** This location requires the most out-of-way travel from the Highway 35/115, Highway 35 and Highway 115 mainlines and is the least compatible with the existing GO Transit Bus Route (88) compared with the other locations.

**Location 2:**
- Highway 35/Boundary Road Interchange
  - Location within existing MTO right-of-way (ROW)
  - Can accommodate future expansion within MTO ROW
  - Less out-of-way travel from Highway 35 compared with other locations
  - Increased out-of-way travel from Highway 35/115 and Highway 115 compared with Location 3
  - Less direct access for GO Transit Bus Route (88) compared with Location 3

**Recommendation:** Do Not Carry Forward

**Rationale:** This location can accommodate future expansion without impacting surrounding properties, however, it requires more out-of-way travel from the Highway 115 mainline as compared with Location 3 and is therefore less compatible with the existing GO Transit Bus Route (88).

**Location 3:**
- Highway 115 / Boundary Road Interchange
  - Location within existing MTO right-of-way (ROW)
  - Can accommodate future expansion within MTO ROW
  - Least out-of-way travel from Highway 35/115 and Highway 115 compared with other locations
  - Most compatible with GO Transit Bus Route (88)

**Recommendation:** Carry Forward

**Rationale:** Requires less out-of-way travel from the Highway 115 mainline and is more compatible with existing GO Transit Bus Route (88) compared with other alternatives.
The Recommended Plan includes:

- Many improvements to the Highway 35/115 interchange;
- Widening of Highway 35 to four lanes (to tie into the previously EA-approved four-laning to the north);
- Construction of new municipal service roads east and west of Highway 35;
- The retention and maintenance of the existing Highway 35 Connection Underpass;
- Relocation of the existing carpool lot at Old Highway 35 to the Highway 115 / Boundary Road interchange;
- Drainage and Stormwater management (SWM) improvements, including grass swales, dry SWM ponds, and infiltration galleries;
- Partial illumination at interchange entry and exit points (similar to the current configuration), and full illumination at the new carpool lot. Proposed illumination will use LED lighting.
LANDSCAPE PLAN

2007 Highway 35 Planning Study Limits

LEGEND

- Forest Restoration: young trees planted in forest restoration areas to create mature forests.
- Edge Management: edge plantings including trees and shrubs to buffer exposed forest core areas from environmental elements.
- Seeding: native grasses within clearzone of highway where trees are not permitted for safety reasons.

Example of Seeding
Example of Forest Restoration
Example of Edge Management

Edge Management: edge plantings including trees and shrubs to buffer exposed forest core areas from environmental elements.

Seeding: native grasses within clearzone of highway where trees are not permitted for safety reasons.

Forest Restoration: young trees planted in forest restoration areas to create mature forests.
INTERIM IMPROVEMENTS

Improvements to Signage

As part of upcoming rehabilitation work, signage will be improved on the northbound approach to Wilcox Road and the Highway 35/115 interchange. These improvements are expected to reduce the likelihood of vehicles unintentionally exiting onto Wilcox Road. It is anticipated that the signs will be installed by the end of 2020.

Bridge at Highway 35/115

Also, as part of the upcoming rehabilitation work, the existing Highway 35/115 bridge will be rehabilitated. The rehabilitation work will include expansion joint replacement, paving, waterproofing, and minor repairs. Construction is tentatively scheduled to begin in the summer of 2020.
LOCAL TRAVEL TIMES
CHANGES TO EMERGENCY SERVICES ROUTING

- Changes to local access will change the routes that emergency services use to access the local road network.

- Meetings with representatives from emergency service representatives were held throughout the study to provide input into the identification of the preferred alternative, review new response routes, and discuss potential mitigation.

- Existing emergency response to the study area:
  - Clarington Emergency and Fire Services respond from Fire Station 3 in Orono
  - Region of Durham Paramedic Services are stationed at the Bowmanville Paramedic Station
  - Ontario Provincial Police
  - Durham Regional Police

- Future travel time to the study area from Clarington Fire Station 3 and the Bowmanville Paramedic Station is expected to increase by a maximum of five minutes.

- Future travel time to the study area from Pontypool Fire Station 8 is expected to be less than from Clarington Fire Station 3 and the Bowmanville Paramedic Station.

- Potential future mitigation includes a fire protection agreement with Kawartha Lakes Fire/Paramedic and Clarington Emergency and Fire Services.
NOISE ASSESSMENT

A noise analysis, which followed the MTO Environmental Guide for Noise (October 2006), has been completed to assess the long-term need for noise mitigation within the study area. A comparison was made between predicted future noise levels with the proposed undertaking in place (10 years after construction), and the predicted future noise levels associated with the “do nothing” alternative (i.e. future conditions with no improvements).

The following summarizes the mitigation efforts required by the MTO Environmental Guide for Noise:

Results

There were twenty-three (24) receptors identified as Noise Sensitive Areas (NSAs) within the study area. At these NSAs, the future noise levels are predicted to be less than 65 dBA. The future noise levels also do not increase ≥5 dBA at NSAs, when comparing the “do nothing” alternative with the proposed undertaking. The noise assessment concluded that noise mitigation measures are not warranted. There will be increased noise during construction and it is recommended that construction noise mitigation methods be considered during Detail Design.

AIR QUALITY ASSESSMENT

An Air Quality and Impact Assessment (AQIA) was carried out on the proposed improvements within the study area. The air quality analysis was conducted in accordance with the MTO’s Environmental Guide for Assessing and Mitigating Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Facilities (June 2012) and following the guidance of the Ministry of the Environment, Conservation and Parks Central Region Draft Document “Traffic Related Air Pollution: Mitigation Strategies and Municipal Class Environmental Assessment Air Quality Impact Assessment Protocol” (MECP Protocol). The analysis investigated how changes in road configuration and vehicle volumes of the preferred alternative will impact critical receptors (hospitals, retirement facilities, etc.) and sensitive receptors (residences) in the vicinity of the project.

Results

The proposed improvements are not expected to result in significant changes to traffic volume, therefore no significant changes to air quality in the area are expected. The Project is expected to have a negligible impact on overall air quality. Any changes to the air quality in the area will be the effect of an increase in traffic volumes and not the proposed major improvements proposed for the Highway 35 / 115 Interchange. During construction, there is potential for air quality impacts to occur for a limited duration. Construction-related air quality impacts may arise from construction vehicle emissions and the creation of dust. To address potential impacts, it is recommended that air quality mitigation measures (particularly related to dust) be considered during Detail Design.
The Project Team has considered environmental mitigation measures wherever possible in the development of the Overall Recommended Plan. In addition, the following are mitigation measures that will be applied as the project moves forward in the design and construction process.

### Environmental Factor | Proposed Mitigation Measure
--- | ---
**Natural Environment** |  
Fish and Fish Habitat  
- There is no fish habitat in the study area.  
Vegetation  
- Minimize removal and disturbance of vegetation where removal is required for construction.  
- Re-stabilization and re-vegetation of exposed soil surfaces will be completed as soon as practical.  
Wildlife  
- Any wildlife encountered within the construction area will be protected from harm.  
- Avoid all vegetation clearing (including grubbing and removal of trees/shrubs/grasses) during the breeding bird season (approximately April 1 to August 31).  
- Active migratory bird nests protected under the Migratory Birds Convention Act (MBCA) will not be removed/disturbed.  
- Timing constraints will be applied for tree removal works to avoid impacts on potential treed habitat for bat species at risk (SAR) during the bat active period (April 1 to September 30).  
- If a possible Endangered or Threatened species is found in the construction area, all activities that could potentially harm the animal will cease and the Contract Administrator will be notified.  
- The project will be re-assessed during Detail Design to ensure the project is in compliance with the Endangered Species Act (ESA) and that current best practices and environmental legislation / permitting requirements are addressed.
Groundwater  
- Notice will be given prior to construction to property owners that rely on private wells, in close proximity to the proposed improvements. Also prior to construction, an assessment of pre-existing conditions will be undertaken.  
- The project will be assessed during Detail Design to address the potential impacts of any construction dewatering on groundwater and/or surface water resources and if an Environmental Activity and Sector Registry (EASR)/Permit to Take Water (PTTW) is required.  
- An assessment of pre-existing conditions will be undertaken prior to construction.
Erosion  
- Erosion and Sediment Control (ESC) measures will be implemented during construction.  
- All ESC measures will be inspected and maintained by the Contractor or Environmental Inspector to ensure they are functioning as intended throughout the construction period, and until such time that disturbed areas have stabilized. Regular field review will be conducted by a qualified Environmental Inspector.
Landscape  
- A landscape plan is being completed for the proposed improvements and is shown in the Landscape Plan board. Mitigation measures include re-seeding, edge management and woodland restoration in areas that are disturbed by construction.
Excess Materials Management  
- All construction related / generated materials and equipment shall be properly handled at a minimum of 30m away from any watercourse where possible, and isolated from watercourses with silt fencing.
**Cultural Environment** |  
Archaeological Resources  
- Archaeological assessment work is ongoing to identify potential resources and implement appropriate mitigation measures.  
- Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction, work will cease and the appropriate parties will be contacted for direction.
**Socio-Economic Environment** |  
Air Quality  
- An air quality assessment was carried out to determine potential air quality impacts from the proposed highway improvements. The assessment concluded that air quality mitigation measures are not warranted.  
- Standard construction practices are recommended to be employed to minimize dust emissions.
Noise  
- A noise assessment was carried out to assess the long-term need for noise mitigation throughout the study area. The assessment concluded that noise mitigation measures are not warranted.  
- During the construction phase, all reasonable attempts will be made to work in accordance with local noise bylaws. Clear and consistent communication regarding potential noise impacts will be provided and all reasonable mitigation measures will be taken.  
- Complaints about construction noise will be investigated in accordance with MTO Environmental Guide for Noise.
Property  
- Negotiate with impacted property owners to provide fair market value for any lands required for this project.
Traffic Operations  
- A preliminary staging plan will be prepared to minimize impacts to the road users and ensure a safe work zone during the construction phase.  
- Advance signing of the construction zones will be provided.  
- The staging plan will be finalized during the Detailed Design phase.
Utilities  
- Utilities will be protected or relocated to permit the work to proceed.

Additional details regarding anticipated impacts and proposed mitigation will be provided in the Transportation Environmental Study Report (see the Next Steps display).
NEXT STEPS AND CONTACT INFORMATION

Following this PIC, the Project Team will carry out the following activities:

- Review and respond to the comments received;
- Complete the Preliminary Design of the Overall Recommended Plan;
- Finalize the impact assessments and mitigation measures to address potential impacts on the natural, cultural, socio-economic and transportation environments.
- Prepare the Transportation Environmental Study Report (TESR) which will be made available for public review period in early 2020. The TESR public review period and locations will be announced in local newspapers and on the project website.
- Following the TESR public review and resolution of any remaining issues, MTO can proceed to Detail Design and Construction.

Information presented today is available on the study website:
https://hwy35and115.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 email, mail, or fax.

Freedom of Information and Protection of Privacy Policy

Information collected during this study will be used to assist the Ministry of Transportation in meeting the requirements of the Provincial 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.

Please provide comments by January 20, 2020

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