

# Public Information Centre

## Highway 69 Four-laning

## Magnetawan River northerly to Highway 522

# WELCOME

## PUBLIC INFORMATION CENTRE #1

### Highway 69

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#### **Purpose:**

- ❖ To provide an opportunity for your review of the project.
- ❖ To provide a forum for you to comment on this project.

#### **Assistance Today?**

Members of the Project Team are here to discuss this project with you.

# BACKGROUND

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Highway 69 is an important economic link between Southern and Northern Ontario and supports tourism and recreational access in the Georgian Bay area.

In 2003, the Ministry of Transportation commenced a Route Planning Study to develop a plan for four-laning Highway 69 from Highway 559 northerly to Highway 522. Environmental Approval was obtained in 2008.

This Study is now examining the Recommended Plan in detail.

Consultation has been and will remain an important component of the four-lane Highway 69 design process.

# PROJECT DESCRIPTION

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This Study involves developing contract packages for Construction of Highway 69 to a four-lane controlled access highway standard. All access to the new Highway 69 will occur at interchanges.

The Study Area for G.W.P. 5404-05-00 is from north of the Magnetawan River northerly to north of Highway 522.

## **This Detail Design involves:**

- ❖ CN Rail re-alignment located south of the existing rail crossing of Highway 69, near the Highway 522 intersection.
- ❖ New bridges over the new CN Rail alignment for existing Highway 69 and both the new Northbound and Southbound lanes of Highway 69.

## Why a new CN Rail location?

Soil conditions where the new four-lane Highway 69 is planned to cross the existing CN Rail location are considered unsuitable for the new bridges that would be required.

Improved traffic movement at the new interchange for Highway 522 will also occur with this CN Rail re-alignment.

# STUDY PROCESS

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This Detail Design is following the planning process for a Group 'B' project under the Ministry of Transportation *Class Environmental Assessment for Provincial Transportation Facilities (2000)*.

A Design and Construction Report (DCR) will be prepared to document consultation and how commitments in the Route Planning Study have been met.

The DCR will be available for a 30-day public review period.

## **For the Future:**

This PIC has presented the details for the first Contract. As design progresses on the remainder of the four-lane Highway 69 in this area, additional Public Information Centres (PICs) will be held. You will be notified of time and location by advertisement or mail.

For more information, visit our website at:

**[www.highway69.ca](http://www.highway69.ca)**

# ADVANCE TREE CLEARING

Advance tree clearing may be undertaken in some areas. The following principles will guide the preparation of the clearing contracts.

- ❖ Most tree removal will be done in the winter and limited to the area required for roadway construction and utility line installation
- ❖ Sensitive areas will be defined to prevent access by mechanized forest harvest machinery (skidders, etc.)
- ❖ Sensitive areas (watercourses, wetlands) will have a buffer wherein harvesting of trees will be restricted to cutting by loggers and cable skid removal of trees
- ❖ Clearing will be conducted outside the migratory bird breeding season to the greatest extent possible
- ❖ Identified Species at Risk habitat will be defined and avoided during the appropriate times of the year
- ❖ All trees greater than 4 inches at the base will be removed
- ❖ All tree tops will be removed from the site or chipped in place
- ❖ No open burning will occur
- ❖ No grubbing or ground cover (shrubs, etc.) removal will occur during advance tree clearing. This is to maintain soil stability and forest mat cover
- ❖ Appropriate sediment and erosion control measures will be implemented at sensitive areas (as required)
- ❖ Tree cover will be maintained to the extent possible to act as visual and noise buffer zones to adjacent land uses

The intent of these principles is to protect environmentally sensitive features (i.e. watercourses and wetlands).

# ENVIRONMENTAL IMPACTS AND MITIGATION

POTENTIAL IMPACT	PROPOSED MITIGATION
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>❖ Effective culvert design will provide fish passage and hydraulic connectivity.</li> <li>❖ Sedimentation and erosion control measures will be employed to protect areas outside the construction limits.</li> <li>❖ Timing constraints will be implemented to protect fish and fish habitat.</li> <li>❖ Species defined in the Endangered Species Act will be protected.</li> <li>❖ An Endangered Species Act 17(2)c Permit will be obtained prior to construction.</li> <li>❖ Measures to benefit the species will be incorporated in the design.</li> <li>❖ Measures to mitigate impacts during construction will be incorporated.</li> <li>❖ Migratory birds will be protected.</li> <li>❖ Large animals will be able to pass under bridges. Exclusion fence will guide animals to these crossings.</li> <li>❖ Only vegetated areas affected by construction will be removed.</li> <li>❖ Vegetation to remain after construction will not be disturbed.</li> </ul>
<b>Social</b>	<ul style="list-style-type: none"> <li>❖ An archaeological assessment has been completed for the CN rail re-alignment. No significant features were discovered.</li> <li>❖ Access to the Key River Landfill will be maintained during construction.</li> <li>❖ Access to private property and driveways will be maintained during construction.</li> <li>❖ Residential and business access to the area will be maintained during construction.</li> <li>❖ A Forest Road will extend approximately 2 km north of Highway 522 to allow access to Crown Land resources (hunt camps and timber).</li> </ul>
<b>Engineering</b>	<ul style="list-style-type: none"> <li>❖ A two-lane detour of Highway 69 will be constructed while the new bridge over the CN Rail is constructed.</li> <li>❖ Two-lane to four-lane transitions will be constructed to maintain safety and permit a smooth flow of traffic.</li> <li>❖ Plans will be developed and shown to the public.</li> </ul>

# PROVINCIAL PARK BOUNDARY CHANGE

It is the intention of Ontario Parks to adjust the boundaries of Grundy Lake Provincial Park and French River Provincial Park, by Orders-in-Council, to allow MTO to construct the new Highway 69.

## Grundy Lake Provincial Park

The southwest corner of Grundy Lake Provincial Park is a red pine plantation. The plantation does not represent a natural occurring ecological feature of this Natural Category Park.

No impacts will occur to the ecological or recreational values of Grundy Lake Provincial Park.

## French River Provincial Park

In 2003, over 21,000 hectares of Crown Land bounded by the Key River in the south, the French River to the north, the Georgian Bay coastline to the west and Highway 69 on the east were placed into the Provincial Park system. This area was identified as having representative values of the Georgian Bay coastline and offering representation of large wetlands and prime habitat for Eastern Massasauga Rattlesnakes. This Crown Land area (Site P110) was identified during the Ontario Living Legacy planning process.

The ecological values of the Park will not be impacted.

For further information on this proposed boundary adjustment and the Orders-in-Council process, please contact:

### Grundy Lake Provincial Park

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Planner

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### French River Provincial Park

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# THANK YOU

We are interested in your comments and concerns on this project.

Comment Forms are available for you to provide input. You can leave your comments with us today or deliver them by fax or email later.

**Receipt of comments within 15 days is appreciated.**

The Project Team will now:

- ❖ Carefully consider your comments.
- ❖ Adjust the design (if possible) to improve the product.
- ❖ Prepare the Design and Construction Report (DCR).
- ❖ File the DCR for a 30-day public review.
- ❖ Incorporate environmental protection elements in the Contract.

## PROJECT CONTACTS

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# FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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The Ministry of Transportation collects information and comments from the public in order to meet the requirements of the Ontario Environmental Assessment Act. This material will be used in the design and assessment of this project.

With the exception of personal information, all information and comments form part of the public record.

If you have concerns or questions on this legislation or MTO policy regarding disclosure and protection of personal information, please talk to a Ministry of Transportation representative.

**Thank you.**