YOUR INPUT IS IMPORTANT

Please register your name on the sign-in sheet provided

- Take time to review the supplied information and submit questions.
- Please fill out a questionnaire and comment sheet.
- Submit your comments or forward them by mail or email to the contact below by

TUESDAY June 28th, 2022

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CONSULTING ENGINEERS

West Lincoln
Respecting our Roots – Realizing our Future

INTRODUCTION

The Township of West Lincoln is currently undertaking a Class Environmental Assessment Study for St. Ann's Road between Regional Road 20 and Regional Road 69, in the Township of West Lincoln. The purpose for undertaking this study is to confirm the need/justification for roadway improvements and infrastructure enhancements along the subject portion of the roadway and to develop a design that addresses traffic needs, roadway drainage, pedestrian and cyclist requirements and municipal servicing requirements. In accordance with Ontario's Environmental Assessment Act, the Township has planned this project under Schedule "B" of the Municipal Class Environmental Assessment Act.

The purpose of this information package is threefold:

- To provide an overview of the Municipal Class Environmental Assessment Process;
- To explain the role of the public in the process and opportunities to get involved and;
- To provide a general project background

ONTARIO ENVIRONMENTAL ASSESSMNET ACT DESCRIPTION

The purpose of the Ontario Environmental Assessment Act (EA Act) is "the betterment of the people of the whole or any party of Ontario by providing protection, conservation and wise management in Ontario of the environment." Environment is applied broadly and includes the natural, social, cultural, built and economic components.

Environment Assessment (EA) is a decision-making process to promote good environmental assessment planning. The key features are:

- Early Consultation
- Consideration of a reasonable range of alternatives
- Assessment of Environmental effects
- Systematic evaluation of alternatives
- Clear documentation and traceable decision making

There are 2 basic types of EA processes:

- Individual EA
  - Requires Terms of Reference approved by the Ministry of the Environment (MOE)
  - Requires that EA report be submitted to MECP for review and approved by the Province
- Class EA

- Project is approved subject to compliance with an approved Class EA process for a group or "class" of project

This Project is a Class EA

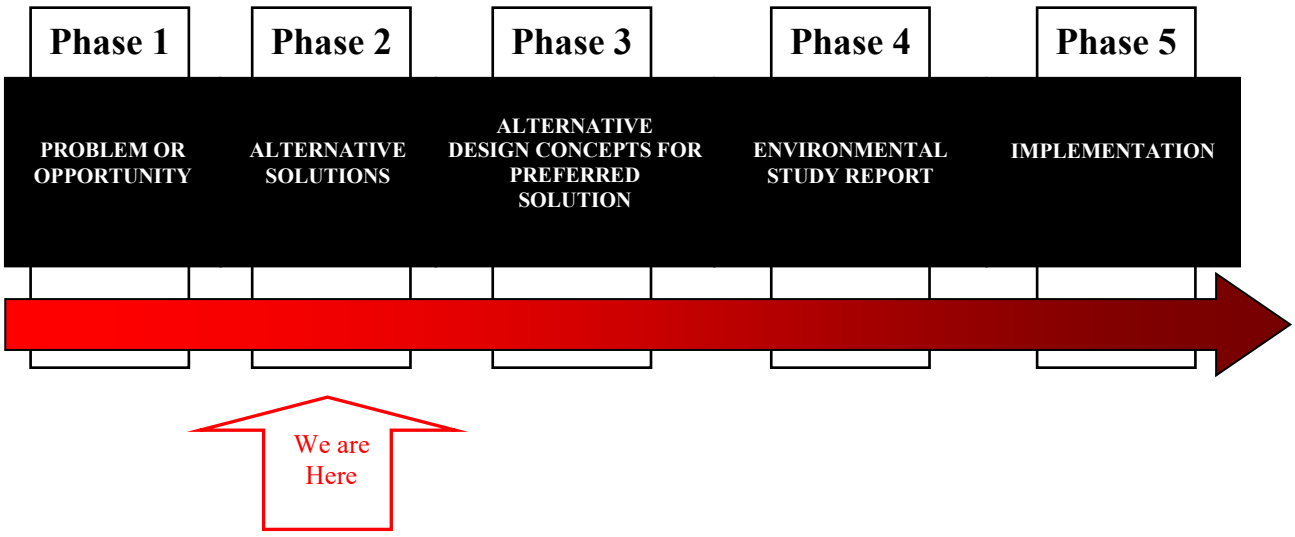
There are four types of projects or activities for Class EA's:

- **Schedule 'A'**
  - Municipal maintenance, operational and emergency activities
  - Pre-approved, therefore the municipality can proceed without further approval under the EA Act
- **Schedule 'A+'**
  - Pre-approved, however the public is to be advised prior to project implementation
- **Schedule 'B'**
  - Projects with potential for some adverse environmental effects
  - These are approved subject to a screening process including consultation directly with affected properties and agencies
- **Schedule 'C'**
  - Projects with the potential for significant environmental effects which must proceed under the planning and documentation procedures outlined in the Municipal Class EA document

This project is being conducted as a Schedule 'B' activity under the EA process as described above.

Public Involvement

The role of those members of the public with an interest in a study is to provide background information and to advise the proponent of their support and concerns, and to review and provide comments and input about the study findings.



Phase 1 - Problem or Opportunity

Identify the Problem

This project aims to improve the quality, life cycle, and reliability of the roadway and bridge by ensuring structural pavement adequacy that meets today's engineering standards and by providing a safe road corridor for all users including motorists, cyclists and pedestrians.

Phase 2 - Alternative Solutions

Identify Alternative Solutions to Problem or Opportunity

St. Ann's Road, is situated in the town of St. Ann's within The Township of West Lincoln. The existing two-lane local road runs through an agricultural and residential part of St. Ann's. The section from Regional Road 20 to Sixteen Road is a rural cross section that is devoid of sidewalks and sewers. The road drains to existing ditches and swales. The section of road from Sixteen Road to Regional Road 69 is a semi urban cross-section that drains to adjacent properties and an existing storm sewer. There is a single boulevard sidewalk located along the western side of the road. There is no curb or gutter on the street. The deteriorating road condition and public concern has prompted the Township to evaluate the reconstruction of the 1.5km portion of roadway. There are multiple intersecting streets (Regional Road 20, Sixteen Road, Attema Crescent and Regional Road 69). The Road also crosses Twenty Mile Creek and is crossed by an active railway line.

The existing road is generally 5.5m wide. This road consists of two (2) 2.6m wide lanes with gravel shoulders. The shoulders range in width of 0.3 to 1.0m. The road is surfaced drained to roadside ditches. There is an existing storm sewer located on the north and south side of the creek that outlets to the creek. The road currently has no accommodation for cyclists, nor are there any turning lanes provided at any of the intersections.

The road has a very narrow Right of Way with a width ranging from 35m (at the bridge) to as little as 10.4m. The Semi-urban section of the roadway from Sixteen Road to Regional Road 69 is generally very narrow with the back edge of the sidewalk and the edge of the existing asphalt abutting the property line in several locations.

Background Information

Traffic Study – A formal traffic study has not been commissioned. The Township provided traffic data from the period of April 28th 2021 to April 7th 2022. This

data was analyzed with Huston Radar Stats Pro Software. This analysis showed the following:

Sixteen Road to Regional Road 20

- Average Speed = 49.2 km/hr
- 85th percentile speed = 68 km/hr
- Average daily traffic = 172.7 vehicles

Sixteen Road to Attema Crescent

- Average Speed = 60.2 km/hr
- 85th percentile speed = 86 km/hr
- Average daily traffic = 102.2 vehicles

Attema Crescent to Regional Road 69

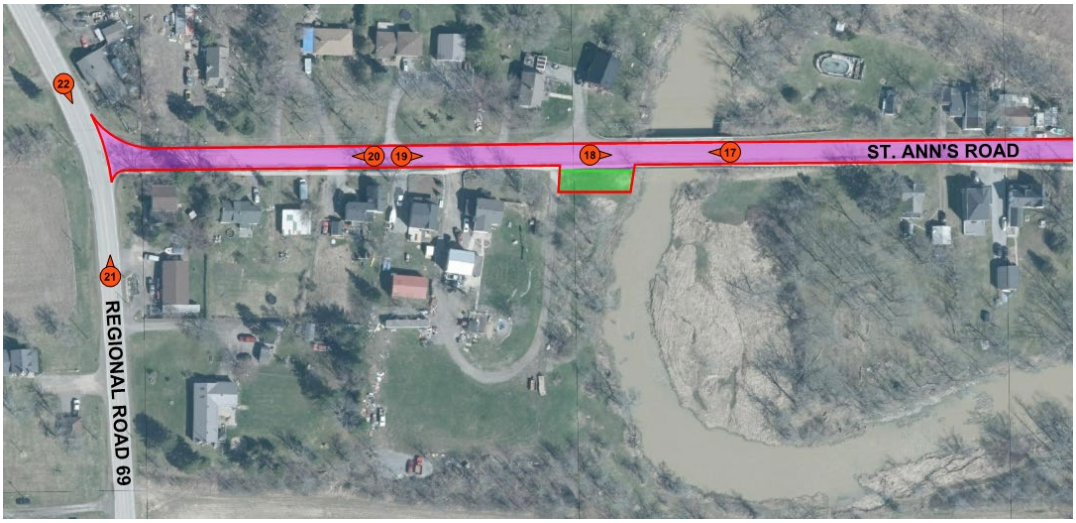
- Average Speed = 59.4 km/hr
- 85th percentile speed = 85 km/hr
- Average daily traffic = 119.9 vehicles

Stage 1 Archaeological Assessment – A Stage 1 Archaeological Assessment has been conducted on the study area. This assessment consisted of a detailed review of historical records and maps to identify any locations of historical significance. A site visit was also conducted to confirm the findings. The results of the Stage 1 Assessment indicated that 98% (1.15ha) of the study corridor has low archaeological potential due to being previously disturbed but, that the remaining 2% (0.02ha) should be investigated further through a Stage 2 Assessment.

Stage 2 Archaeological Assessment – Following the recommendations of the Stage 1 Archaeological Assessment, a Stage 2 Assessment has been recommended. The area of concern (shown below in green) is located on the northwest side of the bridge at Twenty Mile Creek. The Stage 2 Assessment is recommended to search for artifacts that may be buried beneath the surface and assess the need for a Stage 3 investigation.

The area in question is an urban landscape and is inaccessible by plough. Therefore, a test pit program is recommended to complete the requirements of the Stage 2 Archaeological Assessment. A grid of hand dug test pits at 5m intervals will be advanced in the area in question. These test pits will be advanced into the subsoil and will be 30cm in diameter and 5cm deep.

The Stage 2 Archaeological Assessment is expected to take place in summer 2022.



Geotechnical Investigation – A geotechnical investigation was conducted between November 4th and November 30th 2021. As part of O-Reg 406-19, and assessment of past uses was completed in October 2021. The report indicates that the existing road consists of 65mm to 265mm of asphalt underlain be 90mm to 510mm of granular base. Several boreholes indicated a second asphalt layer buried within the granular base. The environmental results of this report are pending.

Bridge Assessment – As part of this EA, an assessment was also carried out on the bridge structure. Golder and Associates performed a Bridge Condition Survey of Bridge 46 on July 27th, 2021. This assessment looks at various components of the bridge including core sampling and testing, an assessment of the deck wearing surface, approach slabs, expansion joints, deck drains, concrete curb and wing walls, sidewalk, wing walls, piers, and soffit. The results of this assessment were reviewed by discussed with Ellis Engineering. It was found that the bridge is in poor condition. Three options for rehabilitation were considered:

- Minor Rehabilitation – Would require full replacement in +/- 20 years
- Major Rehabilitation – Would require full replacement in +/- 30 years
- Full replacement within 5 years

At this time, miner rehabilitation is preferred. The railings on the bridge may need to be raised for minimum safety standards for cyclists. A cost estimate for the rehabilitation is being prepared by Ellis Engineering.

Preliminary Design Options – Several design options have been presented for review. These options are preliminary and as such, no detailed design aspects such grading, cross sectional review, storm sewer design or adjacent property drainage has been assessed. Preliminary "line work" has been shown on the plan drawings so that an assessment of property and utility conflicts can be identified. These plan drawings will also provide the stakeholders with an indication of the impacts the design options will pose. It must however be stressed that the full impact of the design options will not be realized until the detailed design has commenced. As such, the final **Preferred Design** may differ slightly from the proposed options or may include aspects from various options.

Do Nothing Alternative – One design option would be to do nothing and leave the current road platform as is. This option would not address any resident concerns, improve the deteriorating road platform, or make any accommodation for cyclists or pedestrians.

Regional Road 20 to Sixteen Road – This section of roadway is currently a rural cross section that drains to existing ditches and swales. The ditches all drain toward the Corrugated Steel Pipe (CSP) located 190m north of Regional Road 20. The existing asphalt surface is 6.2m wide complete with +/- 1.0m wide granular shoulders. The proposed design consists of 2 - 3.5m lanes for a 7.0m wide asphalt road. Granular shoulder rounding will transition the edge of the pavement to the ditches. Ditches will require regrading and cleaning and may require realignment due to the widened road surface. No sidewalks or bicycle lanes are proposed for this section of road.

Sixteen Road to Regional Road 69

Design Option 1 (7m Road) – This design will have the least amount of impact on the adjacent properties and environment. This design will also be the least expensive, as the road will be narrower than the other design options. This design would not make accommodation for cyclists and as such, the cyclists would have to share the road with traffic. The addition of barrier curb would also eliminate all on street or boulevard parking.

The design consists of 2 - 3.5m wide asphalt lanes complete with standard barrier curb and gutter. A 1.5m wide concrete sidewalk would be placed in the western boulevard close to the existing location. The existing sidewalk and utility poles have no protection from traffic. The addition of a barrier curb would suffice to protect pedestrians from errant vehicles. As barrier curb is 150mm high, the boulevard would have to be raised or the road would have to be lowered by 150mm. Lowering of the road may not be an option due to cover constraints on the existing utilities. Raising the boulevard may be problematic as it could block drainage from the adjacent properties and pond water at the property line. These grading concerns will not be fully realized until the grading has been examined.

The proposed curb and sidewalk are in conflict with approximately 8 utility poles. These poles would have to be relocated prior to construction. Relocation options for the west side poles will be limited as there are 2 gas mains that run close to the proposed curb. Placement of the poles behind the sidewalk will require property or easement acquisition.

The proposed curb is in direct conflict with the two gas mains at several locations. There is approximately 430m of gas main that is in conflict. Relocation of the gas would be very expensive considering that one of the mains is a 150mm Extra High-Pressure Main. However, the curb alone may not be problematic if the road grades are not dropped, and cover is maintained. Subdrain will be in conflict with the gas main, but this is easily mitigated by moving the subdrain into the road.

This design option would require lengthening of the existing storm sewer system to collect the water on the road from catch basins. It would be most likely that the entire storm sewer would require replacement. One advantage to installing a new storm sewer would the ability to place catchbasins behind the eastern curb and the sidewalk to collect water in low lying areas which will help to mitigate the grading concerns.

This design option fits within the existing ROW. As noted above, utility relocations may require easement or further property acquisition. This design option would also have the least impact on vegetation, trees gardens and the retaining wall at #2470. This design option would also cost the least.

Design Option 2 (8.5m Road with Curb and Gutter) –

The design consists of 2 - 4.25m wide asphalt lanes complete with standard barrier curb and gutter. A 1.5m wide concrete sidewalk would be placed in the western boulevard close to the existing location. The existing sidewalk and utility poles have no protection from traffic. The addition of a barrier curb would suffice to protect pedestrians from errant vehicles. As a typical barrier curb is 150mm high, the boulevard would have to be raised or the road would have to be lowered by 150mm. Lowering of the road may not be an option due to cover constraints on the existing utilities. Raising the boulevard may be problematic as it could block drainage from the adjacent properties and pond water at the property line. These grading concerns will not be fully realized until the grading has been examined.

The wider lanes would not provide enough width for dedicated bicycle lanes but, would create more room for cyclists to share the road with vehicular traffic. The added width however would likely result in greater vehicle speed as the wide travel platform would promote speeding and could leads to reduced safety. Traffic calming measures such as bump outs, planters and speed humps could be considered to mitigate this concern but could inhibit bicycle traffic.

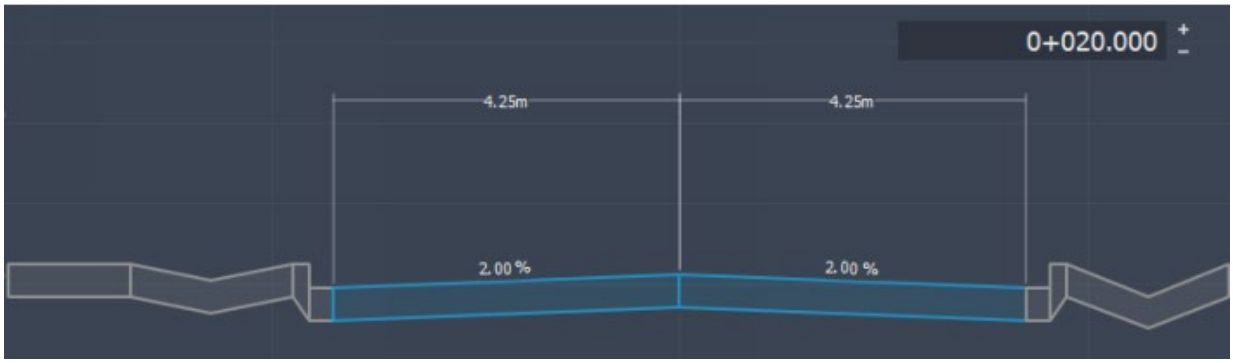
The proposed curb and sidewalk are in conflict with approximately 15 utility poles. These poles would have to be relocated prior to construction. Relocation options for the west side poles will be limited as there are 2 gas mains that run close to the proposed curb. Many of the poles on the east side of the road would be within the proposed road surface so it is likely that both pole lines would need to be relocated.

The proposed curb is in direct conflict with the two gas mains at several locations. There is approximately 430m of gas main that is in conflict. Relocation of the gas would

be very expensive considering that one of the mains is a 150mm Extra High-Pressure Gas Main. However, the curb alone may not be problematic if the road grades are not dropped and cover is maintained. Subdrain will be in conflict with the gas main but this is easily mitigated by moving the subdrain into the road away from the gas main.

This design option would require lengthening the existing storm sewer system to collect the water on the road. Most likely the entire storm sewer would require replacement. One advantage to installing a new storm sewer would be the ability to place catchbasins behind the eastern curb and the sidewalk to collect water in low lying areas which will help to mitigate the grading concerns.

This design does not fit within the existing ROW. Property acquisition at a minimum would be required at properties #2329, #2343, #2353, #2477, #2481, #2489 and #5488. Utility relocations may require easement or further property acquisition. This design option would require the removal 3 trees and various bushes and shrubs along the east side of the road.



Design Option 3 (8.5m Road without Curb and Gutter) –

The design consists of 2 - 4.25m wide asphalt lanes and a granular shoulder. A 1.5m wide concrete sidewalk would be placed in the western boulevard close to the existing location. The lack of barrier curb would mean that the utility poles and sidewalk would have no protection from vehicular traffic. Water would continue to drain to roadside ditches and swales as it currently does. A storm sewer may still be required so that catchbasins could be installed in low lying areas to collect water. The west side ditch would be placed between the sidewalk and road to help provide some protection from vehicles but as the ditches would be very shallow, this protection would be minimal.

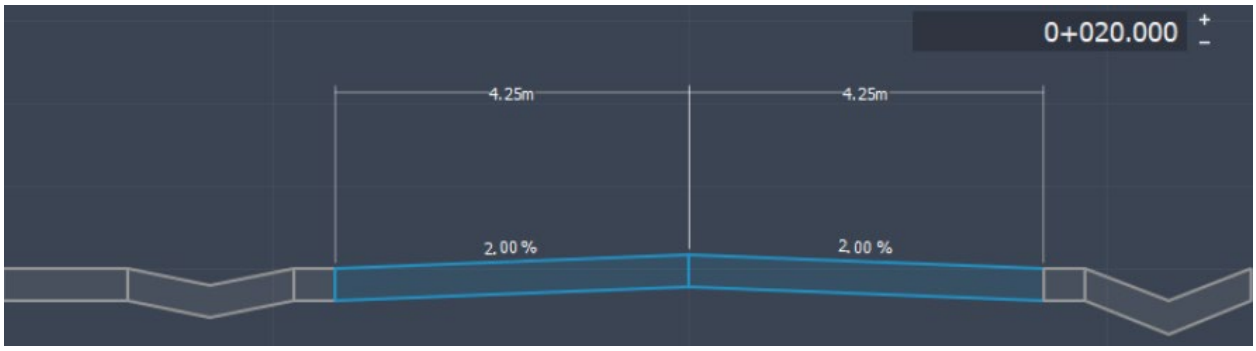
The proposed road and sidewalk and in conflict with approximately 13 utility poles. These poles would have to be relocated prior to construction. As there is no barrier curb to protect the poles, they would ideally need to be placed outside of the clear zone for safety. This will require property or easement acquisition along each side of the road.

As there is no curb and gutter therefore subdrain would not be required. However, the Township may choose to include subdrain as the ditches will be very shallow and the subdrain will help to drain water from the road base.

This design option may require lengthening of the existing storm sewer system to collect the water on the road. Most likely that the entire storm sewer would require

replacement. One advantage to installing a new storm sewer would the ability to place catchbasins behind the eastern curb and the sidewalk to collect water in low lying areas which will help to mitigate the grading concerns.

This design does not fit within the existing ROW. Property acquisition at a minimum would be required at properties #2329, #2343, #2353, #2477, #2481, #2489 and #5488. Utility relocations may require easement or further property acquisition. This design option would require the removal 3 trees and various bushes and shrubs along the east side of the road.



Design Option 4 (10.0m Road) – The design consists of 2 - 3.5m wide asphalt lanes and two 1.5m wide bicycle lane complete with standard barrier curb and gutter. A 1.8m wide curb faced concrete sidewalk would be constructed on the west side of the road. The existing sidewalk and utility poles have no protection from traffic. The addition of a barrier curb would suffice to protect pedestrians from errant vehicles. As a typical barrier curb is 150mm high, the boulevard would have to be raised or the road would have to be lowered by 150mm. Lowering of the road may not be an option due to cover constraints on the existing utilities. Raising the boulevard may be problematic as it could block drainage from the adjacent properties and pond water at the property line. These grading concerns will not be fully realized until the grading has been examined.

This is the only design option that provides a dedicated space for cyclists. The added width would likely result in greater vehicle speed as the wide travel platform would promote speeding and could lead to reduced safety. Traffic calming measures such as bump outs and planters would not be an option as they would interfere with the bicycle lanes. Speedhumps could be implemented but would not cross the bicycle lanes.

This design is in conflict with approximately 35 utility poles. These poles would have to be relocated prior to construction. Relocation options for the west side poles will be limited as there are 2 gas mains that run close to the proposed curb. Many of the poles on the east side of the road would be within the proposed road surface so both pole lines would need to be relocated.

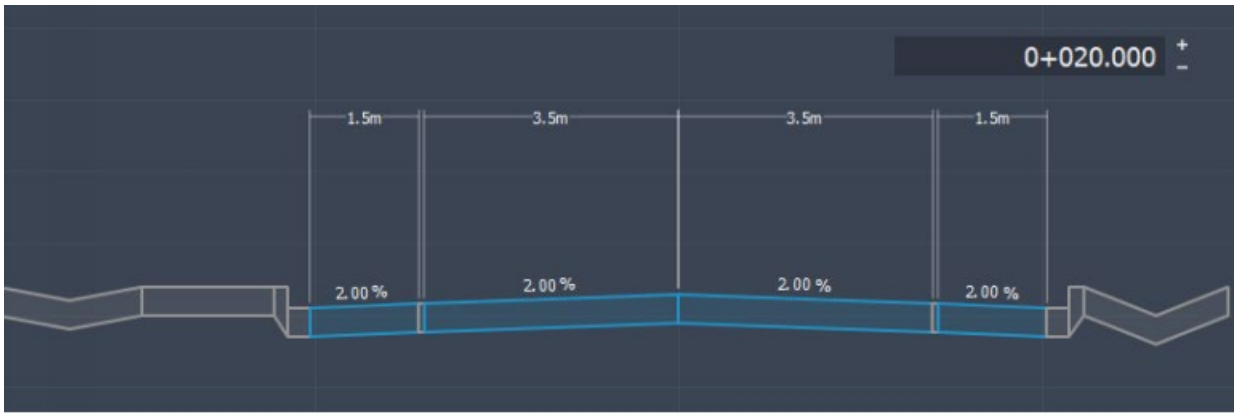
The proposed curb is in direct conflict with the two gas mains at several locations. There is approximately 430m of gas main that is in conflict. Gas relocation would be very expensive considering that one of the mains is a 150mm Extra High-Pressure Main.

However, the curb alone may not be problematic if the road grades are not dropped and cover is maintained. Subdrain will be in conflict with the main but this is easily mitigated by moving the subdrain into the road away from the gas main.

This design option would require lengthening of the existing storm sewer system to collect the water on the road. Most likely the entire storm sewer would require replacement. One advantage to installing a new storm sewer would the ability to place catchbasins behind the eastern curb and the sidewalk to collect water in low lying areas which will help to mitigate the grading concerns.

This design option is the widest and would therefore have the most impact on adjacent properties. Property acquisition at a minimum would be required at properties #2306, #2320, #2324, #2329, #2343, #2353, #2356, #2358, #2360, #2411, #2418, #2424, #2425, #2428, #2433, #2434, #2467, #2477, #2481, #2489 and #5488. Utility relocations will require easement or further property acquisition. This design option would require the removal of at least 13 trees and various bushes and shrubs along the east side of the road. The retaining wall at #2470 would also have to be reconstructed back behind the property line to accommodate the sidewalk.

As this design is the widest option, it will also be the most difficult to ensure positive drainage. Several catchbasins will be required behind the sidewalk and curb to collect water in lows spots and will likely require additional property acquisition.



Public Response

As mentioned, the purpose of the Class EA process is to create an avenue for the public to participate in the planning and design process, express their desires and concerns and for this information to be documented and replied to in a structured manner. The knowledge gained at this public information center will be used in the detailed design. For this reason, it is critical that any concerns or input the public have, be recorded on the pages provided and submitted so that they can be addressed in a timely fashion.

Please take a moment to fill out a questionnaire. You may also complete the questionnaire at home and mail or email it to Scott Kozub by Tuesday June 28, 2022.

Please be aware that all comments will be included as part of the EA document for public record.

We thank you for your time and look forward to receiving your input.