



# Dufferin County Road 109/2nd Line Realignment

Schedule 'C' Municipal Class Environmental Assessment Study

## Public Information Centre #1

December 15, 2022

# Land Acknowledgement

We would like to begin by respectfully acknowledging that Dufferin County resides within the traditional territory and ancestral lands of the Tionontati (Petun), Attawandaron (Neutral), Haudenosaunee (Six Nations), and Anishinaabe peoples.

We also acknowledge that various municipalities within the County of Dufferin reside within the treaty lands named under the Haldimand Deed of 1784 and two of the Williams Treaties of 1818: Treaty 18: the Nottawasaga Purchase, and Treaty 19: The Ajetance Treaty.

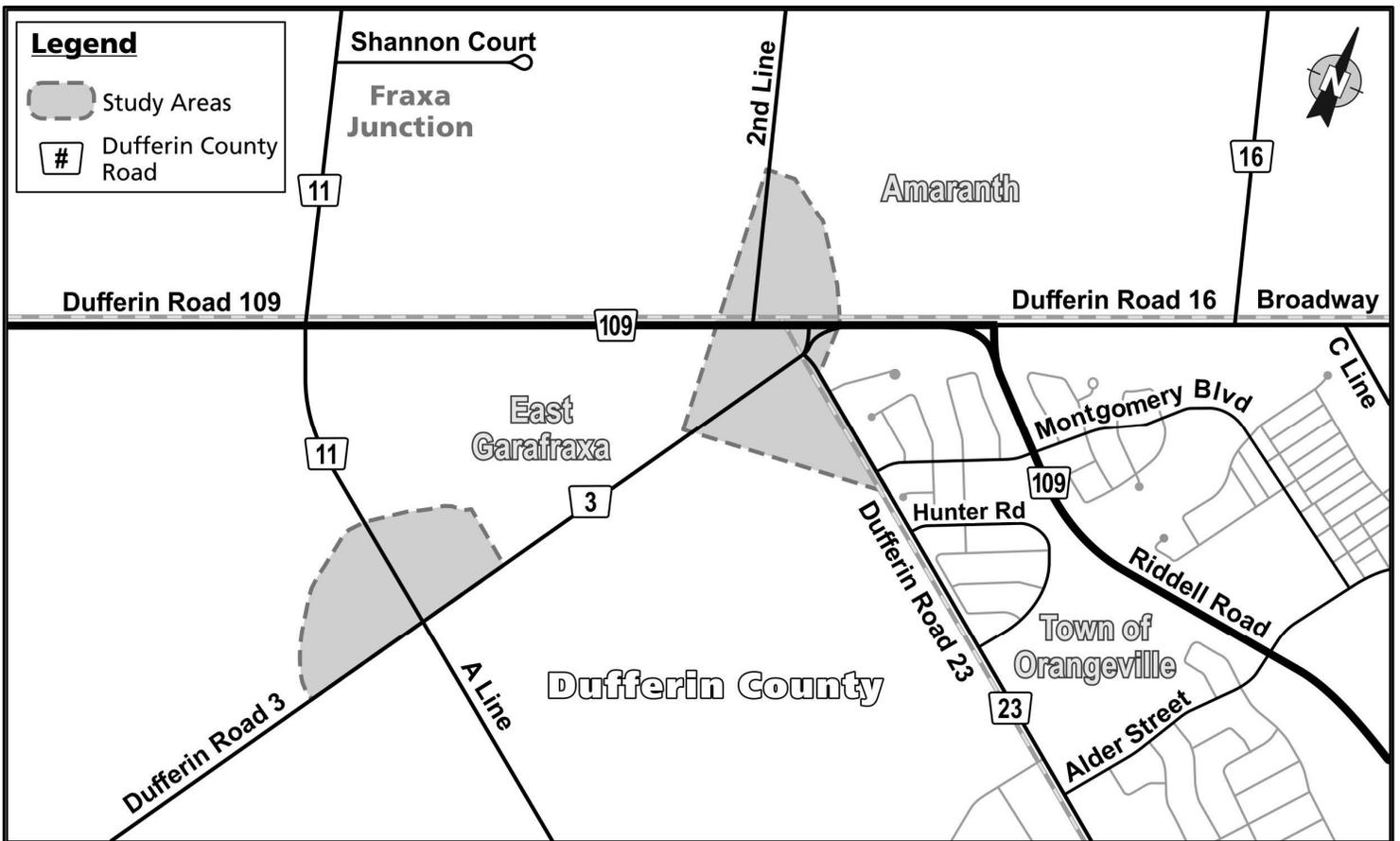
These traditional territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways and resources.

# Overview of Public Information Centre #1

1. Project Background
2. Environmental Assessment (EA) Process
3. Problem and Opportunity Statement
4. Existing Conditions
5. Evaluation of Alternative Solutions
6. Possible Realignment Concepts
7. Evaluation Process & Criteria
8. Next Steps

# Background

Dufferin County is conducting a Class Environmental Assessment (EA) Study for the intersection realignment of **Dufferin County Road 109 and 2<sup>nd</sup> Line**.



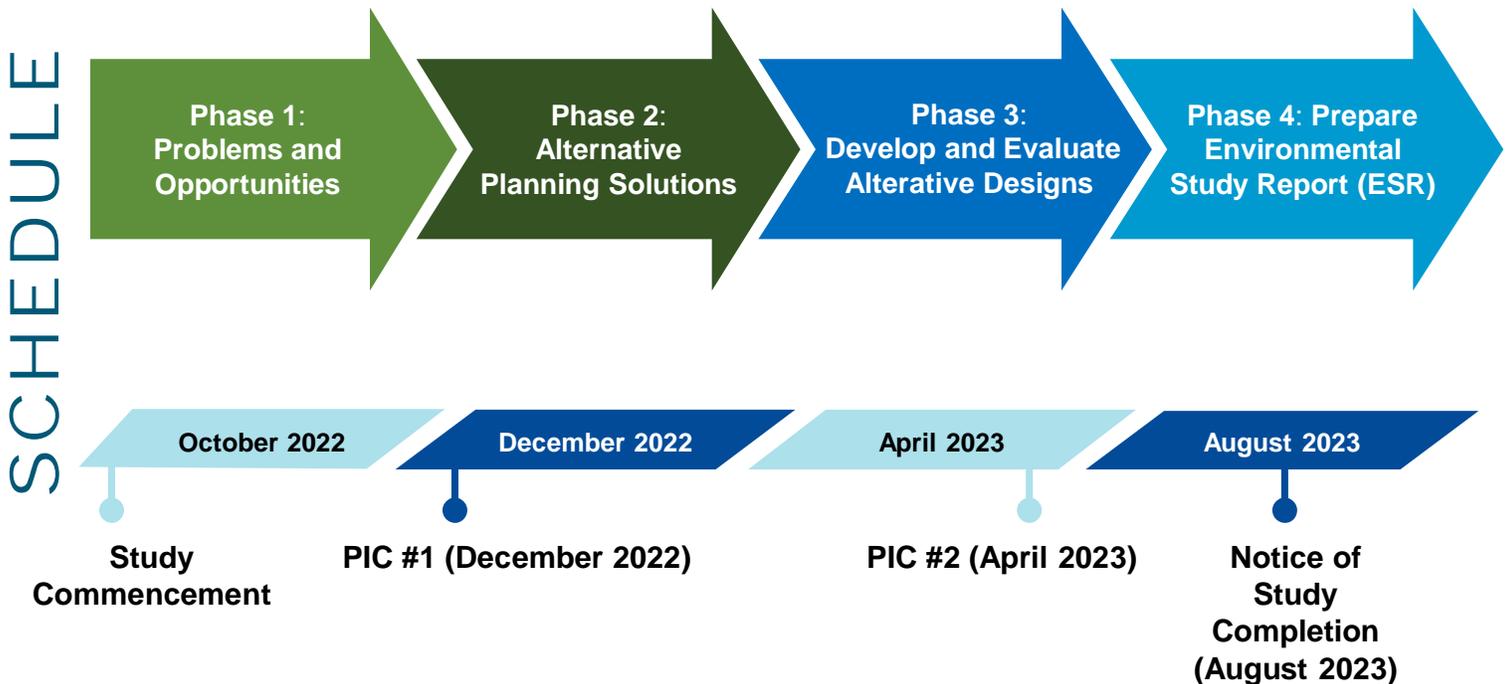
## Objective:

To better understand the broader traffic impacts of the realignment and to confirm the best solution(s) for the study area.

# Environmental Assessment Process

This study follows the **Municipal Class Environmental Assessment (MCEA)** process, which is a process set out by the Province with established phases and requirements for data collection, notification of stakeholders, public consultation and engagement, and reporting.

There are five phases in an EA process. This study is a Schedule 'C' project, which includes Phases 1 through 4. Phase 5 of the EA process is the implementation.



## Problems and Opportunity Statement

There is a proposed development located near Dufferin County Road 109 and 2nd Line (Amaranth). As part of the development, 2nd Line is proposed to be realigned as the fourth leg of the Dufferin County Road 109 and Dufferin County Road 3 intersection. This realignment could precipitate a domino effect on traffic impacting other intersections in the surrounding area.

Given this, the Environmental Assessment Study will evaluate alternatives that will:

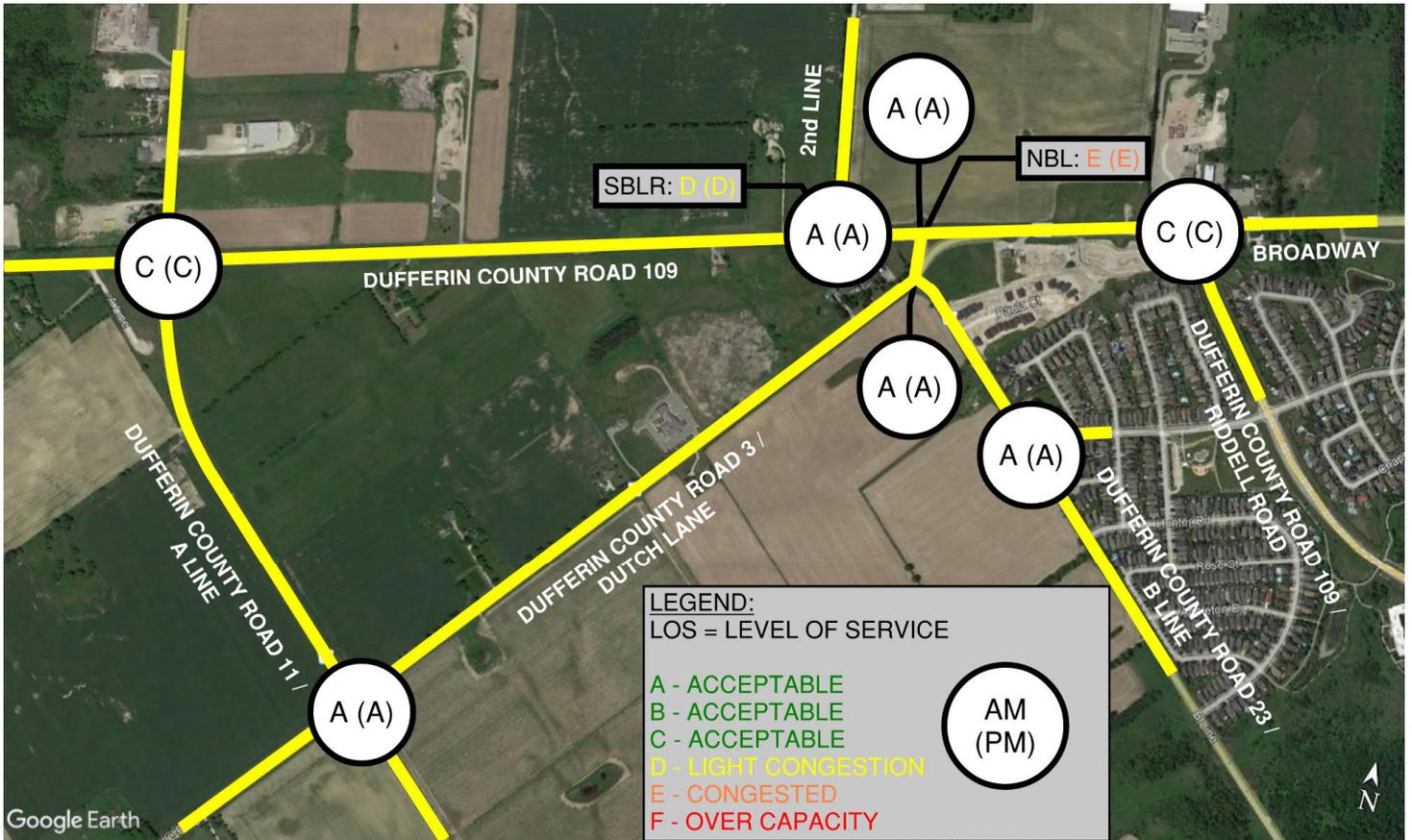


Enhance safety of all users and all modes in the surrounding area



Accommodate existing and future traffic demand

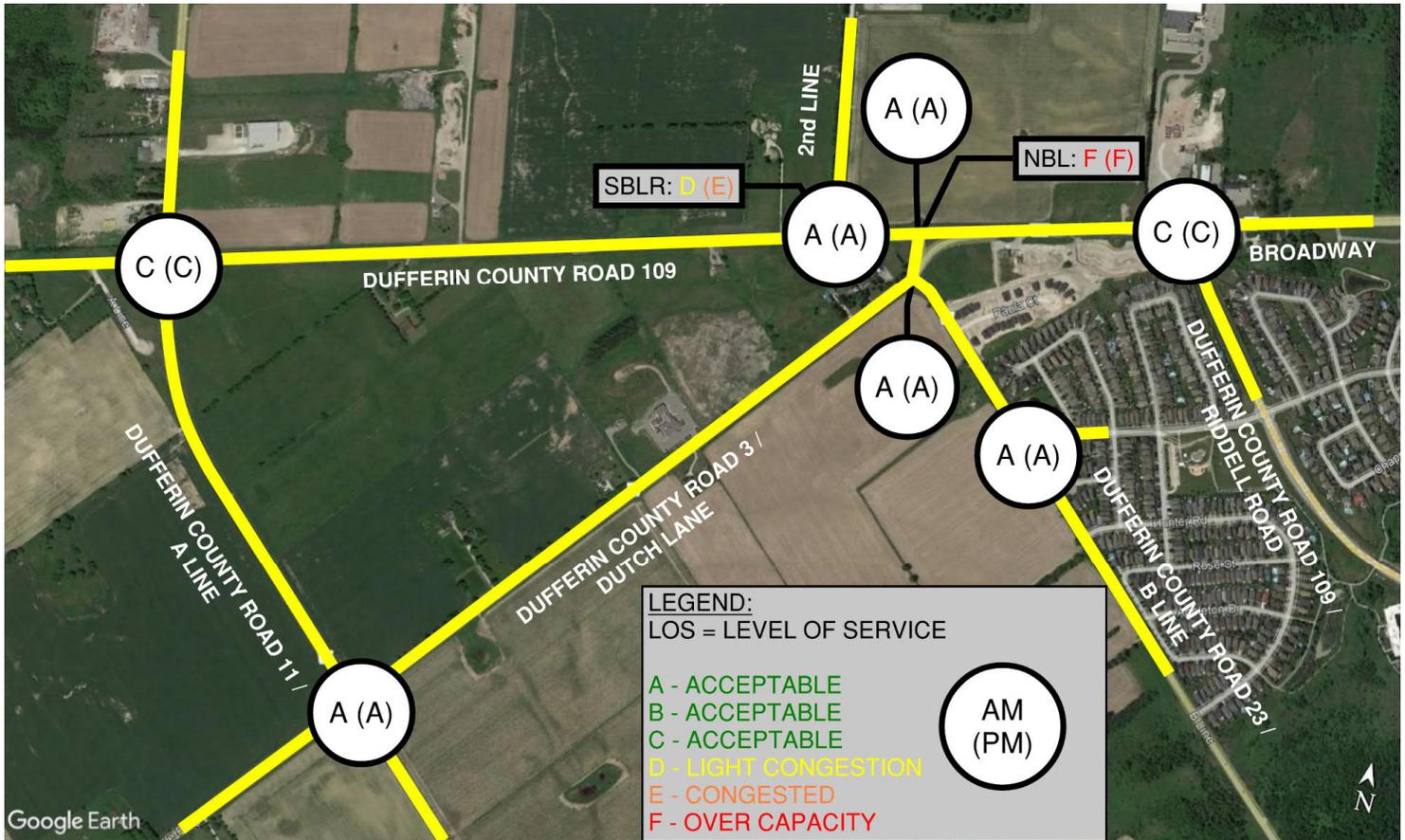
# Existing Traffic Operations



**SBLR – Southbound Left Right**  
**NBL – Northbound Left**

Generally, intersections studied exhibit acceptable conditions. Stop-controlled movements at 2nd Line and at County Road 3 do experience delay.

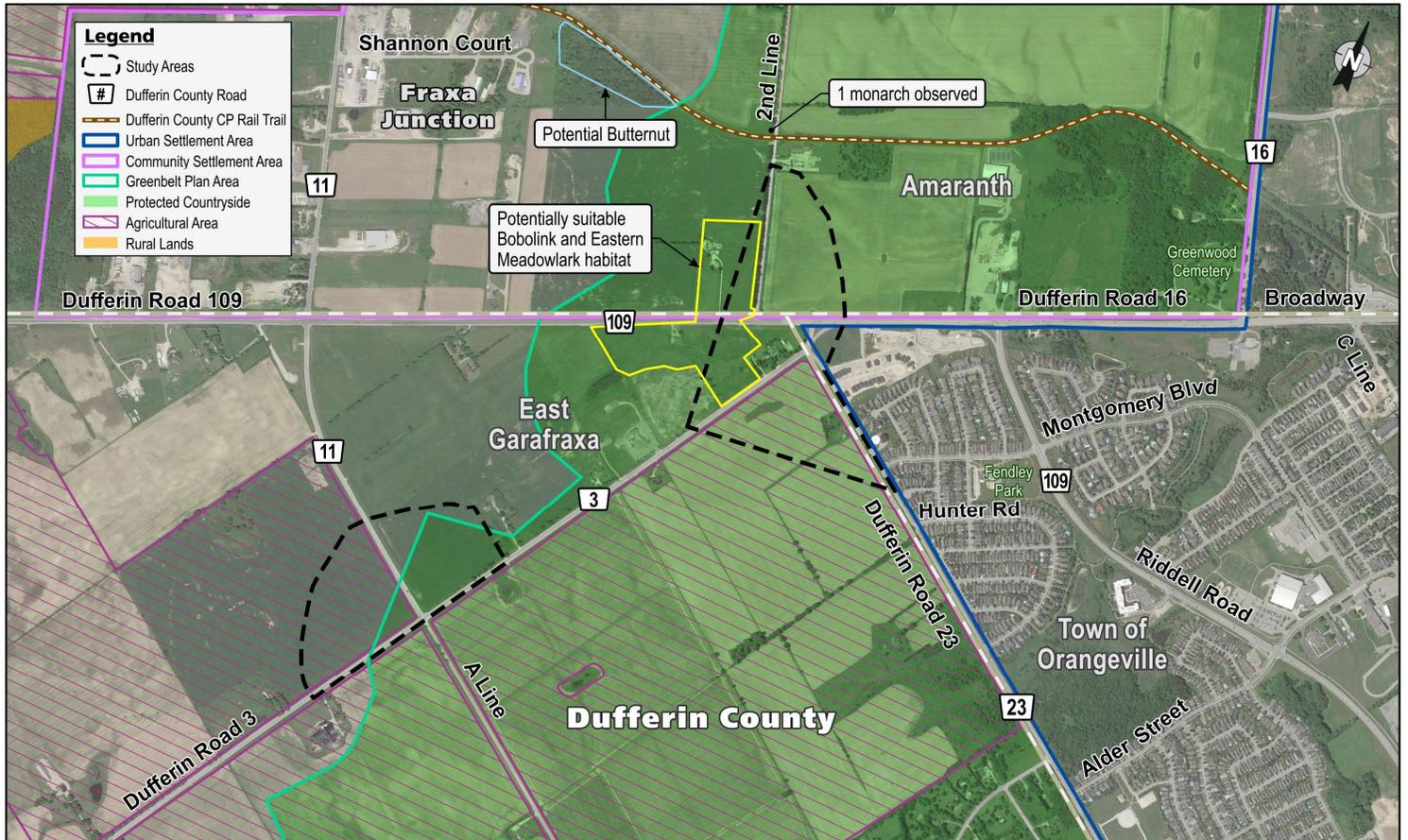
# Future Traffic Operations – 2027 Do Nothing Scenario



SBLR – Southbound Left Right  
NBL – Northbound Left

The stop-controlled intersections are expected to have longer delays for vehicles compared to existing conditions. Improvements to these two intersections should be considered.

# Existing Conditions Map



# Environmental Investigations & Studies

Several technical analyses and disciplines have been or will be completed as part of this EA Study and included in the analysis of the final recommendations:



Cultural Heritage



Groundwater



Drainage



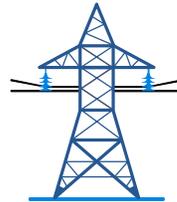
Natural Environment



Traffic



Archaeology



Utilities



Agriculture



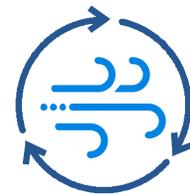
Geotechnical



Noise



Contamination



Air Quality

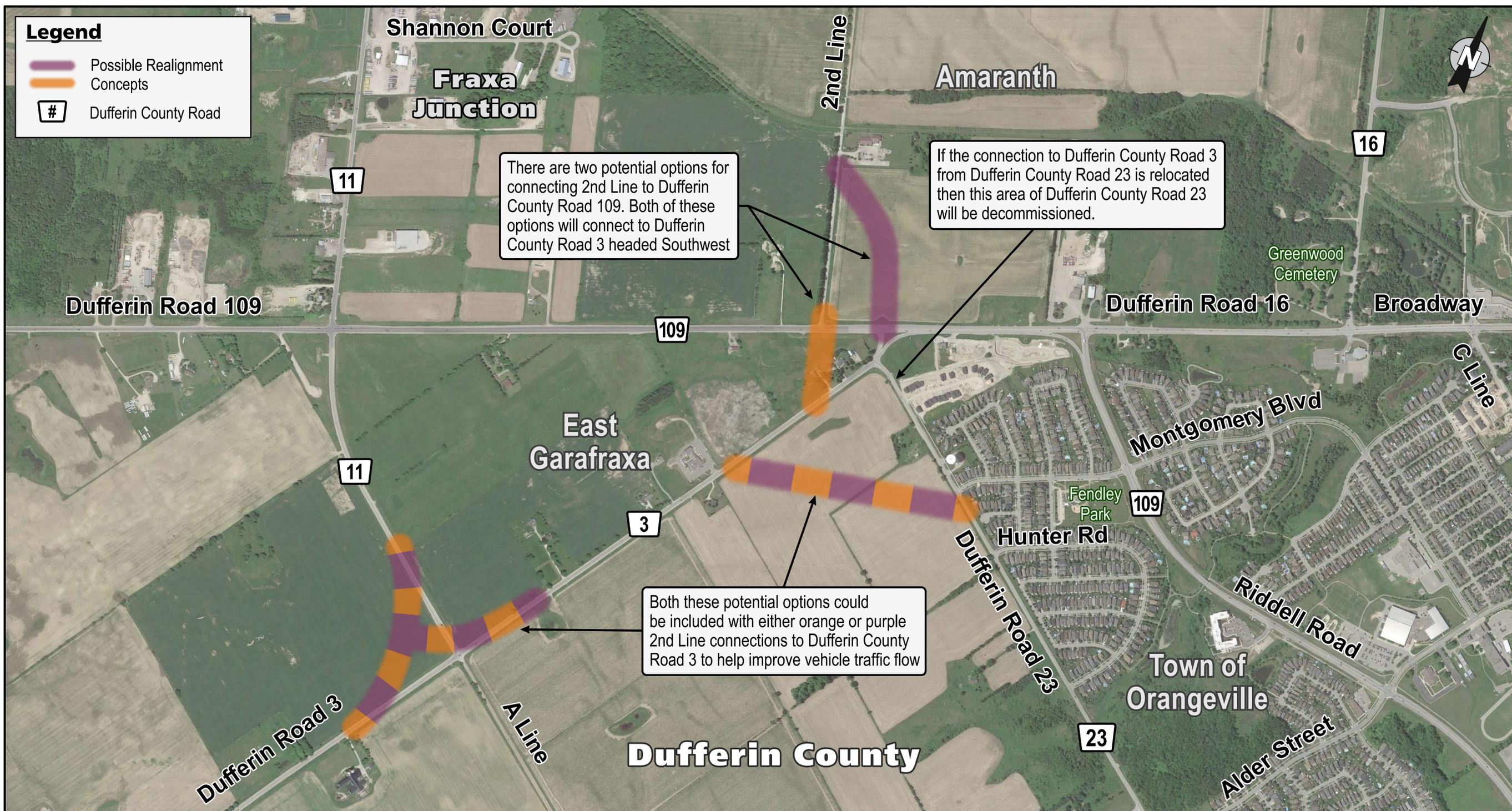
# Alternative Solutions Evaluation

<b>Do Nothing</b>	While the Do Nothing alternative would not involve capital costs and would not impact the environment or private property, it also does not address the problem statement concerns of forecasted traffic congestion and safety concerns within the study limits.	Carried Forward (for comparison)
<b>Improve and Expand Transit Service (Transportation Demand Management)</b>	Enhancing transportation demand management measures may reduce vehicle demand in the study area to a certain degree. Expanding transit service would not necessarily increase transit ridership to a point of decreasing vehicle traffic demand enough to not require any further improvements to the roadways.	Set Aside
<b>Improve and Expand roadways within the study area</b>	Widening roadways within the study area addresses the forecast vehicle capacity constraints to a certain degree but does not address improvements of the flow of traffic and safety concerns.	Set Aside
<b>Construct a new roadway</b>	Constructing a brand new roadway that presently does not exist in the study area would not be ideal due to the property impacts and constraints of the other roadways in the study area.	Set Aside
<b>Constructing realignment alternatives within the study area</b>	Constructing realignment alternatives of current roads within the study area would address the forecasted traffic congestion by directing the traffic flow appropriately to ease congestion and addresses safety concerns in the current study area.	Carried Forward

Based on the review of the alternative solutions, “**Constructing realignment alternatives within the study area**” is the preferred alternative solution as it addresses the forecasted traffic congestion and improves safety.

# Possible Realignment Concepts

This map presents the possible realignment concepts that are being considered and potential combinations of these options will be carried forward to develop the alternative designs for evaluation in order to determine a preferred alternative for the study area.



# Evaluation Process & Methodology/Criteria



**Prepare alternative designs** to be considered for evaluation based on possible realignment alternatives and public/stakeholder input.



**Confirm the Evaluation Criteria** established through public input, similar projects, provincial guidelines, and existing conditions.



**Identify potential impacts** on the natural, cultural, and socio-economic environments and technical and financial criteria.



**Rank alternative designs** according to their relative advantages and disadvantages.



**Identify a preferred alternative design**

## The Evaluation Criteria include:

- Natural environment impacts
- Ability to adapt to climate change
- Impacts on active transportation
- Effect on residences, businesses and institutions
- Impacts to agriculture
- Impacts on property accesses
- Property impacts
- Impacts to road user safety, municipal services, and traffic operations (emergency response, waste removal, snow clearing)
- Impacts to built heritage resources, cultural heritage landscapes, and potential archaeological resources
- Capital costs, as well as operation and maintenance costs

**PIC #2** will present the alternative designs, the evaluation of those alternatives and the recommended solution for this project.

## Next Steps

After this Public Information Centre (PIC), the following tasks will be completed:

- Review comments received during this PIC and respond to comments;
- Prepare alternative designs considering possible realignment alternatives and public / stakeholder input;
- Evaluate alternative designs and determine the Preferred Alternative as the most suitable solution;
- Complete Technical Reports;
- Notify impacted property owners and arrange meetings as needed; and,
- Prepare for PIC #2 in Spring 2023 to present project updates and receive comments on the evaluation process and the Preferred Alternative.

## Contact Us

Thank you for attending!

For ongoing updates including study notices and other information, please visit the project website at: <https://www.dufferincounty.ca/MCEA>

If you have any questions or wish to be added to the mailing list, please email us directly at: [dufferin109ea@dufferincounty.ca](mailto:dufferin109ea@dufferincounty.ca)

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