

Newsletter #2

Bracebridge North Transportation Corridor Class Environmental Assessment

Introduction and Background

The District Municipality of Muskoka (DMM) initiated a Class Environmental Assessment (EA) Study in January 2012 for a proposed transportation corridor north of the Town of Bracebridge urban area between Highway 11 and Muskoka Road 118.

Bracebridge North Transportation Corridor (BNTC) is identified in the Official Plan: to address traffic operations, safety and level of service concerns, to support planned growth in Bracebridge and to facilitate travel to and from the north.

MTO plans to convert Highway 11 to interchange access only in the 20-30 year time frame:

- The MTO Recommended Plan includes a bridge over Hwy 11 at High Falls Road and an east service road between Alpine Ranch Road and the Cedar Lane interchange with a new bridge over the Muskoka River

MTO noted that DMM must complete an EA Study for the BNTC for future reconsideration of the Recommended Plan for Hwy 11.

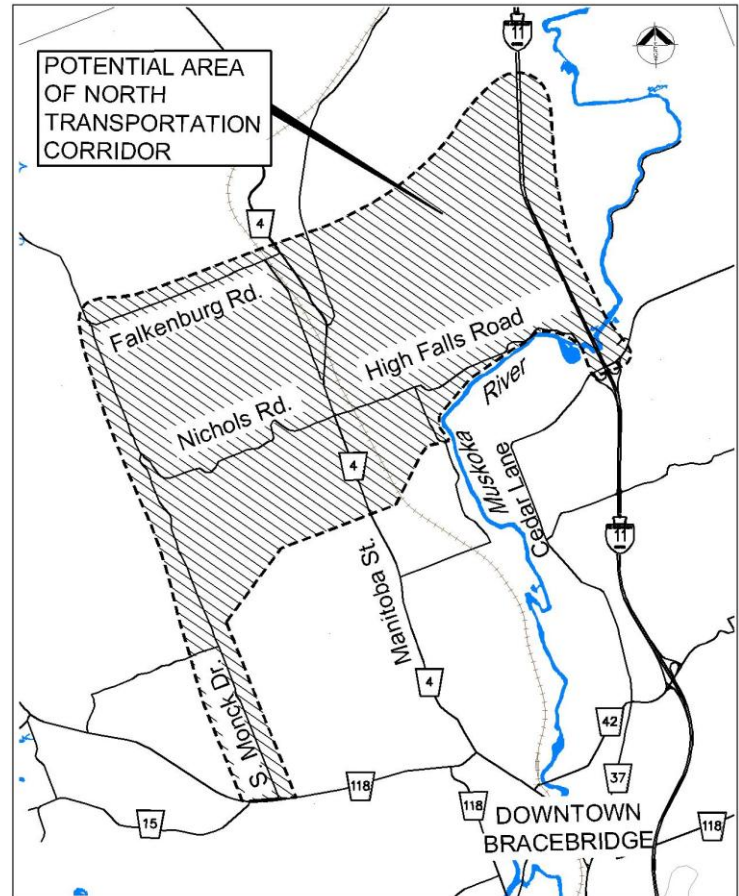
Process

This long term transportation planning study is being carried out as a Schedule 'C' project under the Municipal Class Environmental Assessment document. There are 5 phases in this process:

- Phase 1 – Problem or Opportunity
- Phase 2 – Alternative Solutions
- Phase 3 – Alternative Design Concepts for Preferred Solution
- Phase 4 – Environmental Study Report
- Phase 5 – Implementation

Consultation

- Public Open Houses (POH)
 - POH #1 – Alternative Solutions
 - POH #2 – Alternative Designs and Recommended Plan
- Website at www.bracebridge-ntc.ca
- Consultation at Commencement, POH #1, POH #2, Study Completion includes:
 - Newspaper notices (also posted on website)
 - Contact letters to agencies and stakeholders
- First Nations Consultation
- Meetings with agencies, First Nations, groups and individuals to obtain input
- Newsletters (available on website) for
 - POH #1, POH #2
- Council presentations
- ESR for formal public review
 - 30-day public review period

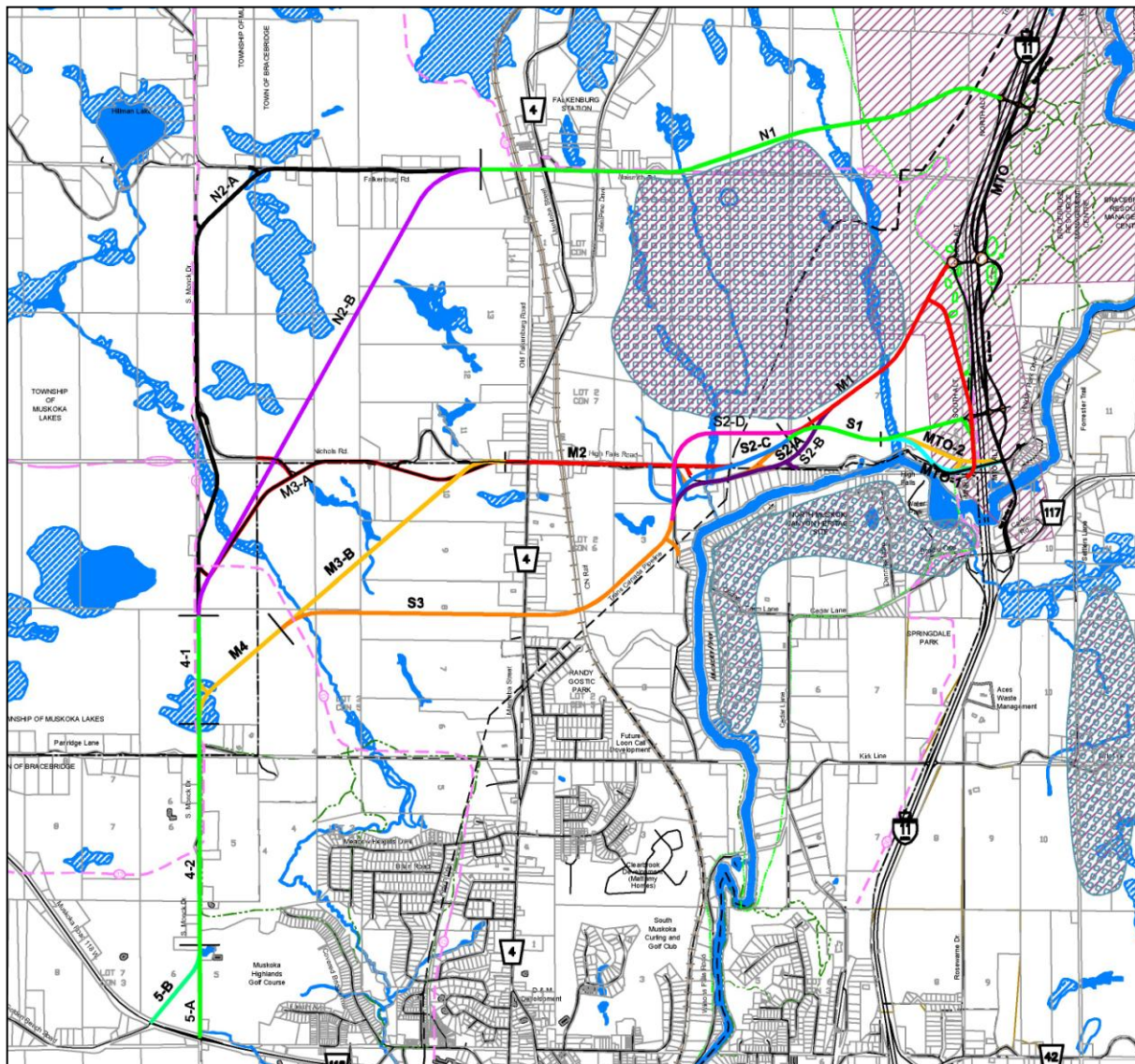


Study Purpose and Schedule

The purpose of the study is to **identify a preferred corridor for the BNTC** and obtain approval under the Municipal Class EA document.

| Milestone | Timeframe |
|---|-------------------------------|
| Project Initiation | January 2012 |
| Project Need/Alternative Solutions | Winter-Spring 2012 |
| Existing Conditions | Spring-Summer 2012 |
| POH #1 | August 2012 |
| Alternative Routes/Designs | Fall 2012 – Spring 2013 |
| Functional Design for Recommended Plan and Environmental Study Report | Summer - Fall 2013 |
| POH #2 | Fall 2013 |
| Presentations to Councils | Fall 2013 |
| ESR Public Review | Fall 2013 – Early Winter 2014 |

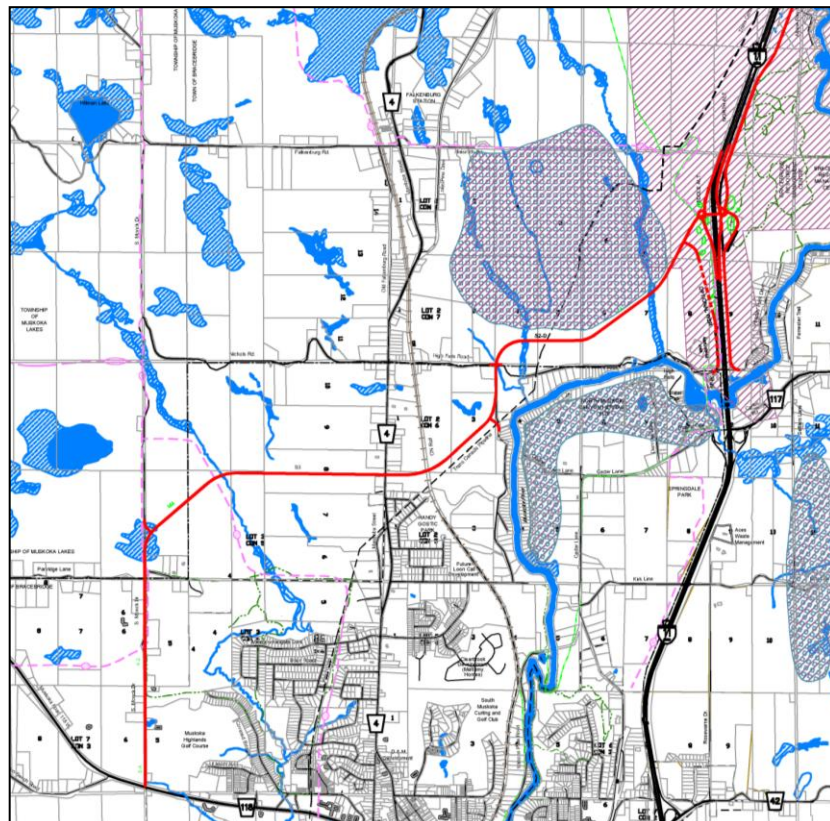
Alternative Routes



Evaluation Process and Results

| Step | Action | Result |
|---------------|---|------------------------------|
| 1 | Evaluate Alternatives N2-A and N2-B from common point on Falkenburg Road to common point on South Monck Drive. | N2-A preferred |
| 2 | Evaluate Alternatives 5-A and 5-B from common point on South Monck Drive approximately 700 m north of Highway 118 to their separate intersections with Highway 118 | 5-A preferred |
| Result | Preferred northerly alignment from Highway 11 to Highway 118 | N1, N2A, 4-1, 4-2, 5A |
| 3 | Evaluate Alternatives S2-A, S2-B, S2-C and S2-D from common point north of High Falls Road to common point south of High Falls Road | S2-D preferred |
| Result | Preferred southerly alignment from Highway 11 to Highway 118 | S1, S2-D, S3, M4, 4-2, 5A |
| 4 | Evaluate Alternatives M3-A and M3-B from common point on Nichols Road to common point on South Monck Drive | M3-B and M4 preferred |
| Result | Preferred middle alignment from Highway 11 to Highway 118 | M1, M2, M3-B, M4, 4-2, 5A |
| 5 | Evaluate preferred middle and southerly portions between common points (M2/S2 and M3/S3) | S2-D, S3 preferred |
| Result | Preferred middle/south alignment (excluding interchange location) | S2-D, S3, M4, 4-2, 5A |
| 6 | Evaluate MTO-1 and MTO 2 alignments between High Falls Road Flyover and their connection to S1 (These alignments are variations of the MTO Recommended Plan including a connection to a new corridor) | MTO-1 preferred |
| Result | Preferred MTO alternative | MTO-1, portion of S1 |
| 7 | Evaluate preferred northerly, middle and southerly alternatives together with the MTO alternative | Middle alternative preferred |
| Result | Technically preferred route | M1, S2-D, S3, M4, 4-2, 5A |

Map of Preferred Route



Next Steps

- Consider comments received during consultation (those received by November 1, 2013 will be documented in the study)
- Develop Recommended Plan
- Complete Environmental Study Report (ESR)
- Present study to Councils
- Provide ESR for formal 30-day public review

Study Contacts

For further information regarding this study, please contact:

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