

Prepared for:
County of Peterborough



Study Design



Class Environmental Assessment & Transportation Study
For County Transportation Network in the General Area of
the Peterborough Airport

GENIVAR File No. 101-15762



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January 2011



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1.0 BACKGROUND

The County of Peterborough has initiated a Class Environmental Assessment (EA) and Transportation Study for the County Transportation Network in the general area of the Peterborough Airport. Airport Road (County Road 11) has been closed in the vicinity of the airport in order to facilitate expansion of the airport (runway extension).

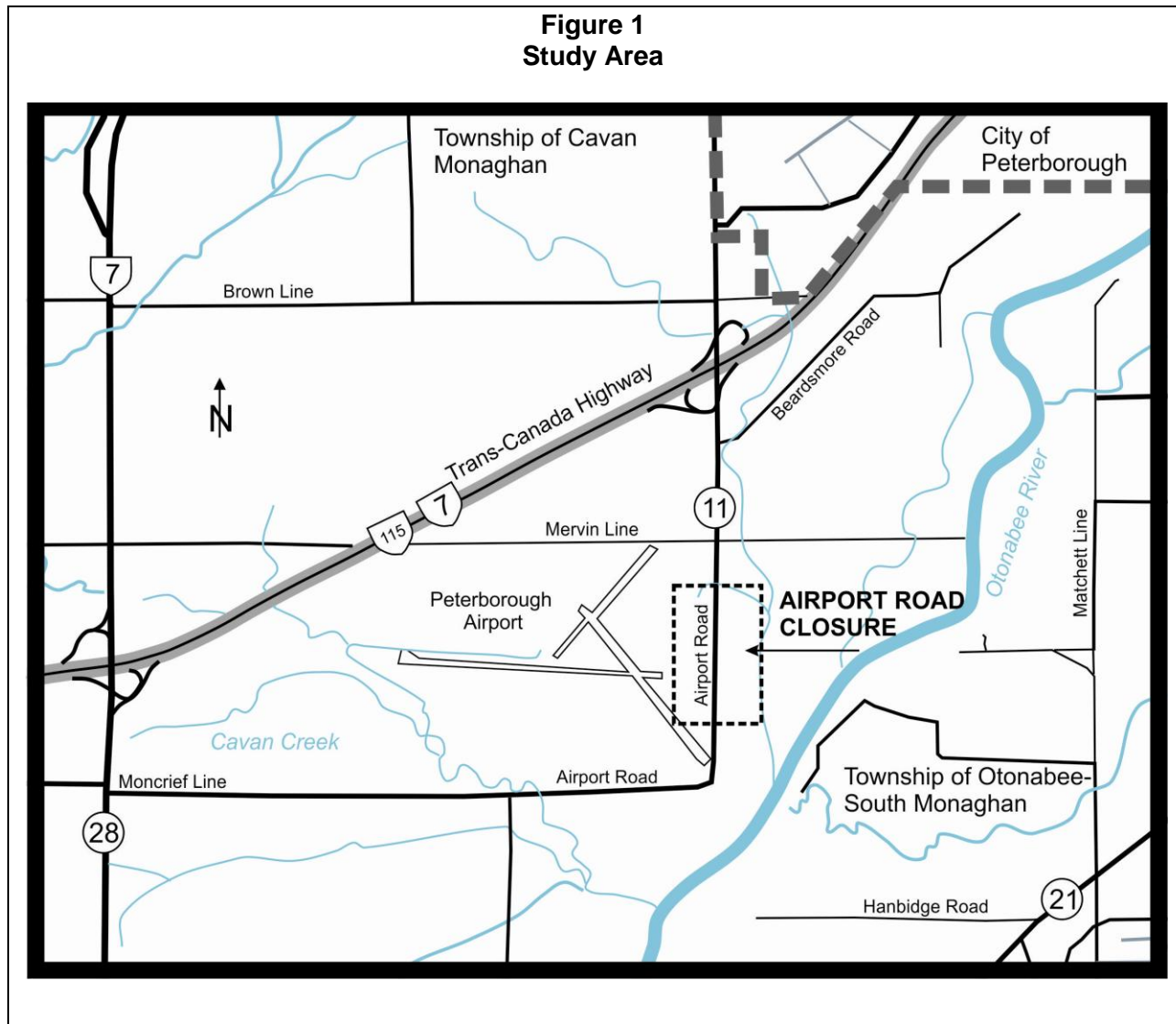
A detailed transportation study will be completed to integrate the County's future transportation requirements with the Airport Master Plan, proposed improvements to County Road 28 as a result of the Fraserville Secondary Plan, and the Township of Cavan Monaghan Official Plan Amendment 3 (i.e. Airport EA impact on delineation of Special Study Areas). This study will be completed as a Schedule "C" project under the Municipal Class EA. An Environmental Study Report (ESR) will be prepared and will identify all environmental impacts and mitigation associated with the Recommended Plan. The Class EA will take into consideration any concurrent transportation or planning studies underway with local Townships or MTO and development and infrastructure projects that could influence the direction and/or conclusions of the Study.

This document defines all key aspects required to complete the study and outlines the EA planning and design process and specific tasks required to ensure all environments with potential impacts are considered. It will be circulated at the initiation of the study to various provincial and federal stakeholders responsible for EA reviews, to obtain input from these groups on what EA requirements must be met. The Study Design will be presented to the study's Technical Advisory Committee (TAC) and the general public at the first Public Open House (POH).



1.1 STUDY AREA

The Study Area is shown in **Figure 1**. Airport Road (County Road 11), within the project limits, runs southerly from Highway 7/115 to County Road 28. The project limits are generally: Highway 7/115 to the north, County Road 28 to the west, Hanbidge Road to the south and Matchett Line to the east.





1.2 STUDY DESIGN PURPOSE

The Study Design is a document that describes an organization's intended approach to completing a project that must fulfill the requirements of the Environmental Assessment Act.

In broad terms, a Study Design sets forth early in the project, the proponent's (in this case, the County of Peterborough) proposed environmental planning process. Accordingly, a Study Design allows the early identification of issues and recognizes areas of consensus or agreement. By following this approach, it is likely that reductions in the final cost and study duration can be achieved, enabling effort to focus on the most significant issues and concerns. The benefits of a Study Design include the following:

- Identification of the level of interest by study participants;
- Scoping the study area, number of alternatives and extent of improvements;
- Reduction of study costs by early identification of areas of consensus;
- Development of a positive and professional relationship among those involved in the consultative process;
- Identification of areas where additional investigations are required;
- Increases the opportunity for a successful Environmental Assessment through a proactive approach in dealing with appropriate agencies and Ministries;
- Decreases the potential for criticism of the process by stakeholders and members of the public; and
- Promotes mutually acceptable and environmentally sound solutions.

The Study Design contains:

- A description of the problems and opportunities;
- The delineation of the proposed study area;
- The identification and confirmation of preliminary Planning Solutions/"Alternatives to the Project";
- Preliminary evaluation criteria;
- The definition of the public consultation plan; and
- A description of documentation that will be prepared.

The purpose of this Study Design is to present to the public and to review agencies a description of the proposed Municipal EA study process and to solicit comments. These comments will be incorporated into the proposed process, following which the Study Design will be amended and finalized.



1.3 STUDY OBJECTIVES

The purpose of this study is to define a Recommended Plan that will:

- Meet the County's long term transportation needs as identified in the County's TMP, Airport Master Plan, the Fraserville Secondary Plan, and associated planning/EA studies (i.e. County Road 28 (Fraserville));
- Allow future development adjacent to the roadway (define right-of-way protection and road profile) and within the airport; and
- Receive environmental clearance for the proposed roadway network in the vicinity of the Peterborough Airport.

The problem, which will be defined with community participation, is to provide an efficient and effective transportation plan to meet forecast travel demand. This plan will consider the requirements of all modes of transportation (pedestrian, bicyclists, transit, goods movement and vehicular traffic) and will have a goal of providing the safest facility considering the value of all competing interests.

This study will define an improvement plan and receive environmental clearance for the facility that matches the land use plan. The roadway design will be selected using a proactive community involvement program and a traceable evaluation technique to provide a defensible case for the Recommended Plan.

The Recommended Plan will provide the County with:

- An approved plan that can be constructed in stages if required;
- A defined cost which will allow the County to budget staging of future road improvements; and
- Provide the County with a sustainable plan that can allow economic development of the Airport and surrounding community.

1.4 STUDY ISSUES

The following is a preliminary list of study area issues for the Airport Road (County Road 11) project limits:

Transportation

- MTO long range plans for interchanges at County Roads 28 and 11;
- Extension of runway 09-27 by 504 m to the east and 106 m to the west, and an additional 232 m easterly for the Runway Safety Area, limits any Airport Road realignment easterly, given the constraint of the Otonabee River;
- Runway vertical and horizontal clearance restrictions (beyond the runway) that may affect lighting and roadway alignments;
- MTO access guidelines (controls intersections adjacent to interchanges);



- Population and employment within the “service cell” (study area) and whether this size of geographic area warrants an upper tier roadway facility i.e. County Road (arterial road link);
- Traffic generation associated with the Fraserville development and airport lands and whether the airport lands traffic will be associated with the peak travel demand on the County road network;
- Design speed for the road and whether there should be some context-sensitive design considerations to relate to the proposed land uses that the County Road will serve; and
- Needs of all road users.

Environmental

- Habitat assessment as to the potential suitability for documented aquatic Species at Risk (SAR) in the Trent Severn Waterway;
- Navigability of both Cavan Creek and the Otonabee River; and
- Sensitivity of the Provincially Significant Peterborough Airport Wetland Complex or the Non-Provincially Significant Otonabee River Floodplain Swamp.

2.0 APPROACH AND METHODOLOGY

Overall, the approach to the study will include achieving the MOE’s five guiding principles for EA studies, namely:

- Undertake a comprehensive public consultation program.
- Provide a comprehensive assessment of the environment.
- Consider all reasonable alternatives.
- Utilize a systematic and traceable evaluation of net effects.
- Provide clear and concise documentation of the decision-making process and public consultation program.

2.1 ENVIRONMENTAL ASSESSMENT REQUIREMENTS

Provincial environmental legislation requires that new roadway infrastructure address the requirements of the Municipal Class Environmental Assessment (EA) process. The EA legislation encompasses both the planning and construction of municipal roads, municipal services and intersection improvements. Roadway improvement projects such as this one are considered “Schedule C” projects, because of the higher cost, scope and complexity (i.e. the trigger for these larger scale projects is when they cost more than \$2.2 million) and require detailed technical analysis and public consultation.



2.2 PUBLIC CONSULTATION APPROACH

As part of the EA process, it is essential that there be involvement and interaction with major agencies and interest groups. The following is a preliminary list of identified stakeholders:

- County of Peterborough
- City of Peterborough
- Township of Cavan Monaghan
- Township of Otonabee South Monaghan
- Ministry of Transportation (MTO)
- Ministry of Natural Resources (MNR)
- Otonabee Region Conservation Authority (ORCA)
- Ministry of the Environment (MOE)
- Ministry of Culture (MOC)
- Transport Canada
- Peterborough Municipal Airport
- Hiawatha First Nation
- Curve Lake First Nation
- Alderville First Nation
- Utility Companies
- Canadian Environmental Assessment Agency (CEAA)

The public will be proactively involved in the project through two (2) Public Open Houses (POHs).

- With respect to public involvement, the work program includes the following:
- Submission and review of the Study Design
- Study commencement notice and POH notices;
- Maintaining and updating a master study mailing list;
- POH No. 1 will present the Draft Study Design, assessment of planning solutions and a comprehensive list of design alternatives and the draft evaluation criteria;
- POH No. 2 will be held to present the preliminary design alternatives and the evaluation process. The Technically Preferred Alternative (TPA) and the environmental impacts of the TPA will be presented;
- Individual meetings with Township, affected property owners, residents or businesses, associations (i.e. bicycle group) as required;
- Presentation to County and Township Councils; and
- Notice of Completion of the Environmental Study Report (ESR) and the start of the 30-day review period.



2.3 TECHNICAL APPROACH

2.3.1 Step 1 – Project Initiation

Task 1: Project Start-Up

The Project Team will review the study scope, budget and schedule, and prepare all required agreements. The Project Team will provide guidance into the technical elements of the study including the study issues, data collection, weighting of factors and the evaluation of alternatives.

Task 2: Study Design (this document)

This first deliverable describes the need, alternatives, evaluation process and public consultation that will be followed during the study.

This document sets out the minimum requirements and describes the methodology for conducting the EA, including:

- A preliminary identification and description of the alternatives to be considered;
- A preliminary description of the study area and the existing environment;
- A description of the public and agency consultation;
- A work plan outlining the process to be followed and activities to be carried out in the EA study; and
- Other approval requirements.

The Study Design allows for the early identification of the major issues and concerns, and in addition, recognizes areas of consensus or agreement.

2.3.2 Step 2 – Data Gathering and Needs Analysis

Task 3: Information Gathering

The third task involves the collection and organization of the data necessary for the remaining analysis, evaluation and design activities. Sources of information may include:

- Assembly and preliminary review of study materials.
- Traffic and land use information.
- Digital mapping, photographs and associated drawings to be retrieved from the County.

Background Information

- Collect/review background information/reports including previous traffic studies.
- Assemble/resolve/modify base mapping.
- Inventory/identify existing and future transportation and land uses.
- Assemble/review roadway volume and speed information.



Validate Future Travel Demand Projections/Confirm Need and Justification

- Identify the projected traffic volumes and refine as required, using Fraserville development proposals and forecasts of future population and employment levels utilized by the Township and their Official Plan and servicing studies.

Evaluate Existing Roadway Configuration/Identify Areas of Concern

- Assess the operation of the existing configuration based on current and future planning horizons and identify areas of concern (i.e. benchmark conditions) such as: volume, speed, capacity/level of service, timing of expansion, friction from intersections and adjacent developments.

Planning Solutions

Planning Solutions represent alternative ways of addressing the identified problem. This step in the study process will address Phase 2 of the Municipal Class Environmental Assessment (EA) process (i.e. problem definition, project need and justification, and assessment of alternative planning solutions).

The Alternative Planning Solutions will test alternative land use and transportation strategies. This will include options such as:

- **Do Nothing** (maintain the current road closing locations)
- **Land Use Plans** that require or do not require the closure of airport road (documenting previous land use decisions)

Transportation strategies such as:

- **Transportation Systems Management** measures to make the traffic operations more efficient. (This will include a traffic signal alternative that will stop vehicular traffic on Airport Road when the aircraft need to utilize the runway – this alternative has been used for a runway in Gibraltar);
- **Transportation Demand Management** (reducing trips to eliminate or reduce the need for a road project);
- **New road alignment** (to avoid the conflict between the airport operations and public County Road); and
- **Eliminate the provision of an arterial road in the study area.** This would change the land use and transportation plans to rely on collector roads to provide access to development lands around the airport or Fraserville area. The collector road(s) would then provide a link to either Airport Road (to the north) or County Road 28 (to the west) as the only arterial roads in the study area. Using the Province's service cell criteria, the study team will review if the study area is large enough to warrant a County Road. This strategy may abandon a portion of County Road 11 in the study area.

For this study this evaluation of "Alternative Planning Solutions" step is an important milestone in the decision-making process in that it will test whether the planning decision to extend the airport runway across the roadway is appropriate. This can solely be a political direction and the EA study will document this decision-making. It will also provide a recommendation on whether a new road project is a recommended approach. This technical recommendation will be presented at POH 1.

A preliminary screening level evaluation has been undertaken of Alternative Planning Solutions (or alternative transportation approaches and land use approaches) to solving the needs of the development area. The Preliminary Evaluation of the Planning Solutions is shown in **Table 1**.



**Table 1
 Preliminary Evaluation of Alternative Planning Solutions**

Do Nothing	Land Use Plans	Transportation Systems Management (TSM) /Operational Improvements	Transportation Demand Management (TDM)	Realign Airport Road (County Road 11)	Eliminate the provision of an arterial road in the study area.
<p>Maintains the current roadway closure of Airport Road. Does not implement any improvements and does not address identified roadway network deficiencies or plan for future travel demand associated with planned urban growth.</p>	<p>Land Use Plans that require or do not require the closure of airport road (documenting previous land use decisions)</p>	<p>Includes the use of technology and other traffic operational strategies and roadway/ intersection modifications to increase the efficiency and safety of the existing transportation facility. Possible modifications include traffic signals at Airport Road and the new runways.</p>	<p>Includes the use of methods to reduce travel demand such as work at home, car pooling, transit etc.</p>	<p>Realign Airport Road within the project limits and includes additional operational improvements to improve mobility/safety along Airport Road and adjacent roadways.</p>	<p>This planning solution would change the land use and transportation plans to rely on collector roads to provide access to development lands around the airport and/or Fraserville area to the west of the airport. The collector road(s) would then provide a link to either Airport Road (to the north) or County Road 28 (to the west) as the only arterial roads in the study area. This strategy may abandon a portion of County Road 11 in the study area.</p>
✓	✗	✗	✗	✓	✓
CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	<p align="center">DO NOT CARRY FORWARD (TDM improvements are not sufficient to address the identified safety and operational issues but can be implemented as part of a basket of solutions)</p>	CARRY FORWARD	CARRY FORWARD



Task 4: Identify/Evaluate Alternative Roadway Configurations

- Identify alternative roadway configurations.
- Identify features that support the function of the roadway.
- Features that support pedestrian/cycling activities.
- Integration with the adjacent land uses.
- Evaluate traffic operational aspects of alternative roadway configurations.
- Evaluate traffic operational aspects of construction staging.

Task 5: Inventories of Natural, Social, Cultural & Physical Environments

Natural Habitat Assessment

The natural environment includes substantial areas of swamp forest concentrated north and east of the airport by Mervin Lane and south of the airport straddling Moncrief Line. The remainder of the study area is mostly transformed into agricultural or institutional (airport) landscape with no major water bodies or extensive natural upland habitats. Accordingly, the necessary assessment of natural environment features and functions will focus on the two lowland areas and evaluate how they relate to ecological values and functions in the significant wetland habitats along the Otonabee River to the east. Areas external to this core area will be reviewed at a reconnaissance level, consistent with their limited potential to sustain significant features, functions or rehabilitation opportunities.

Field investigations will be required in late summer/ early fall (August- September) 2010 and again in spring/ early summer (late April - early June) 2011 to ensure that seasonally appropriate observations have been made. The 2010 investigations will provide habitat mapping and classification and significance assessment to a degree sufficient to support Alternatives definitions and evaluations. The 2011 assessment will refine and expand the preliminary details and assessment of the previous year's work, focussing on agency designated and potential early-season Species At Risk (SAR) features and breeding migratory bird conditions. The second field session may require some revision of significant area definitions and/ or impact mitigation conclusions drawn in the preliminary investigations.

The natural environment assessment will provide a stand-alone Existing Conditions report that also contributes to the impact assessment and transportation Technically Preferred Alternative (TPA) selection processes of the project.

Fish Habitat Assessment

The desktop review will include agency consultation as well as a search of federal and provincial agency websites and publicly available databases. Agencies or databases that will be consulted/reviewed will include the following: Ministry of Natural Resources, Peterborough District, Otonabee Region Conservation Authority, Parks Canada/Trent Severn Waterway, Natural Heritage Information Centre, Species at Risk Public Registry, Royal Ontario Museum, and Peterborough Field Naturalists.

The following components will be conducted for the purposes of the fish and fish habitat assessment.

- Collection and review of existing fisheries data;



- Field component, including fish community sampling and fish habitat assessment of study area watercourses (spring of 2011). Electrofishing of channelized watercourses and flooded areas will be undertaken during highwater conditions (April/May 2011) to assess the fish habitat present post-freshet whenever feasible (i.e., appropriate water depth) and will include representative samples of all available habitat. In instances where conditions do not allow electrofishing, alternative methods, such as overnight minnow trapping, will be conducted. A permit to collect fish for scientific purposes will be acquired from the Peterborough District of the MNR prior to commencing fish sampling;
- Assessment of potential impacts from proposed works:
- Consultation with DFO on fisheries related issues as required; and
- Draft and Final Fisheries Reports and contribution to draft and final ESR report.

No aquatic Species At Risk (SARs) such as fish or mussels are in the vicinity of the proposed alternatives (per discussions with the Parks Canada/Trent Severn Waterway Species at Risk Biologist), and as such, with regard to aquatic species, a SAR survey or application for a Endangered Species Act permit is not required at this time.

Archaeological/Heritage Assessment

A Stage 1 archaeological assessment will be undertaken to determine the presence of archaeological sites and resources within the study area and to recommend appropriate strategies for future assessments. This will be accomplished by conducting detailed documentary research of the history of the area, and with a site visit to review existing conditions. Aerial photographs, early topographical maps and site drawings will be reviewed to evaluate the extent of previous disturbance to the proposed project area.

Noise

A noise report will be prepared to document the effect of the proposed plan on any Noise Sensitive Areas. The noise analysis will follow both the municipal criteria as well as the MTO's standards, for assessing mitigation.

Future sound levels at the start of construction, both "with" and "without" construction of the improvements, will be computed for specific receiver sites within Noise Sensitive Areas (NSAs). The future sound levels at NSAs will be documented using 16-hr Leqs (equivalent sound levels) for potentially impacted noise sensitive receivers (i.e. houses). STAMSON acoustical modelling software, which is applicable for road noise sources, will be utilized.

The noise analysis will document the land use restrictions related to the airport.

Traffic Analysis

The Transportation Network Study will document the existing and future traffic generated by the study area. The future build-out study area traffic demand will be analyzed with forecast future background traffic to assess transportation needs to the end of the Official Plan horizon. The traffic report will also comment on:

- Traffic demand within the study area service cell
- Other modes of travel (pedestrian and cyclists) and the needs of these user groups
- Emergency services access and requirements
- Collision experience and need for counter measures



- Safety of commercial developments and access requirements adjacent to intersections
- Develop design alternatives and recommendations for the proposed road network to mitigate capacity/operational shortfalls
- Existing illumination and potential requirements with new roadway links/intersection improvements

Property, Land Use, Topographical Features, Adjacent Structures and Physical Environment

A site review will be undertaken to inventory existing property, land use, topographical and physical features at the site to determine features that may be impacted by alternative roadway alignments. The Township, as a member of the Technical Advisory Committee (TAC), will be expected to provide input on current development proposals.

Drainage and Stormwater Management

Road extension or new road construction will result in increased runoff rates and volumes to the watercourse. We will undertake a hydrologic assessment to properly quantify the potential hydrologic and water quality impacts to the receiving watercourse (Otonabee River). The hydrologic and hydraulic analysis will be necessary to size all aspects of the drainage infrastructure, including storm sewers, bridges/culverts, ditches and stormwater management facilities. The stormwater management plan will be developed in accordance with applicable standards and guidelines.

The work Program for the drainage and hydrology investigation and preliminary design will include the following.

1. Collect and review relevant background information including drainage and watershed study reports, soil maps, aerial photography, topography maps, existing storm sewer plans & profiles, floodline mappings, MTO Hwy 7/Hwy 115 Interchange plan, etc;
2. Contact and consult with external agencies that have interest in the drainage aspects of the project, such as Otonabee Conservation Authority, MNR, MOE, MTO, local Townships and stakeholders etc.;
3. Conduct field investigations; identify problems and opportunities, and develop a problem statement;
4. Outline the drainage and stormwater management criteria;
5. Delineate drainage catchment boundary and areas;
6. Carry out hydrologic and hydraulic assessments for bridges/culverts, sewers, ditches etc;
7. Identify, evaluate drainage alternative solutions for each alignment of roadway alternative; and
8. Undertaken Preliminary Drainage Designs for the preferred alternative accordance with the standards and guidelines.



2.3.3 Step 3 – Generation and Evaluation of Alternatives

Task 6: Generation of Alternatives

The development of alignment alternatives will be generated through discussions with the County, the Township, agencies and the general public and through the preparation of this Study Design. The list will be confirmed with the public, as required as part of the EA process, including the “Do Nothing” option.

The long list of potential alignment alternatives is presented in **Figure 2**. The long list includes:

- Alternative 1 (Do Nothing) – Airport Rd. Road Closure
- Alternative 2A – Service Road Connection along Highway 7/115, connecting to County Road 28 just south of the Highway 115 interchange
- Alternative 2B – Service Road Connection along Highway 7/115 connecting to County Road 28 at Moncrief Line (Airport Road)
- Alternative 2C – Service Road Connection to Mervin Line
- Alternative 2D – Service Road (Alternative 2B with Cul-de-sacs at creek crossing)
- Alternative 2D’ – Service Road West Side Only
- Alternative 3A – Realign Airport Road easterly
- Alternative 3B – Pedestrian/Cyclist Trail
- Alternative 4A – Traffic Signals across Runway
- Alternative 4B – Airport Road Underpass with pumping station
- Alternative 5 – Connection to Wallace Point Road (County Road 21) across Otonabee River

The Technical Advisory Committee (TAC) endorsed the preliminary coarse screening of the following alternatives:

- Alternative 2A - Service Road Connection along Highway 7/115 due to its close proximity to the existing Highway 7/115 and County Road 28 interchange;
- Alternative 4A – Traffic Signals across Runway due to safety and security concerns of vehicles crossing the runway;
- Alternative 4B - Airport Road Underpass with pumping station due to its high capital and life cycle costs; and
- Alternative 5 - Connection to Wallace Point Road (County Road 21) due to the high cost and environmental impacts associated with crossing the Otonabee River.

Figure 3 illustrates the alignment alternatives carried forward for further evaluation (shortlisted alternatives) as part of this project.



Figure 2
 Long List of Alignment Alternatives

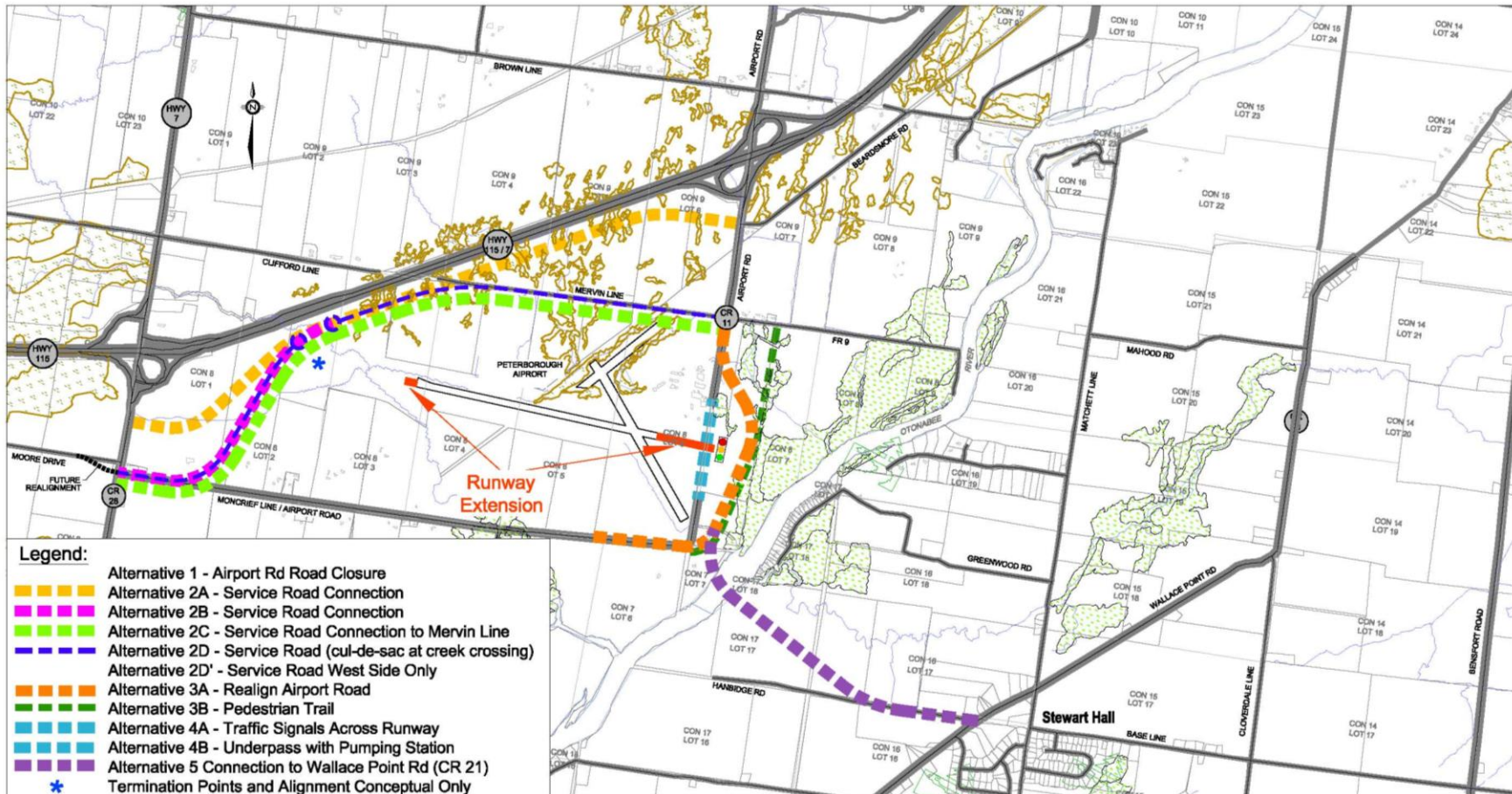
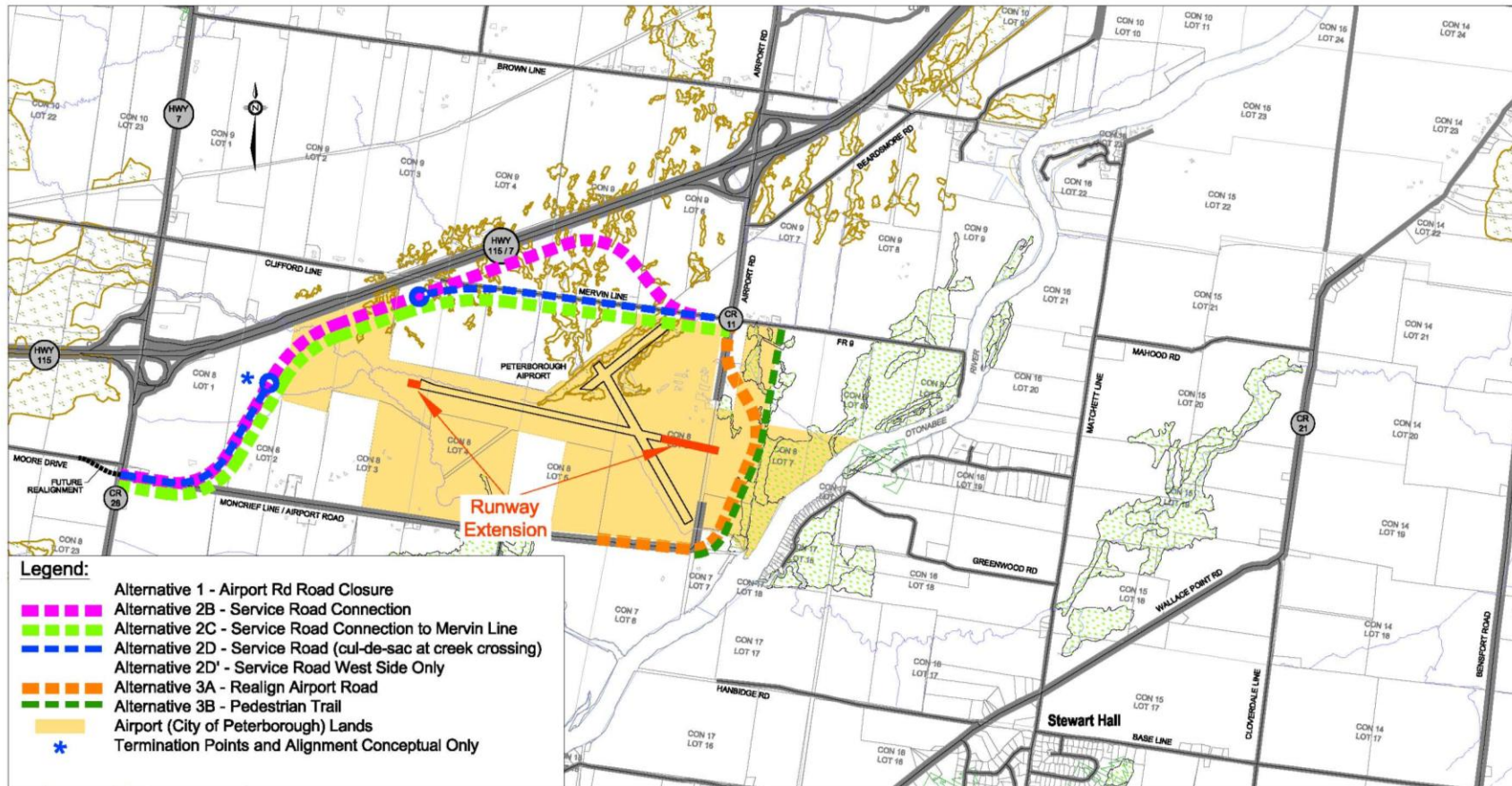




Figure 3
 Alignment Alternatives Carried Forward





Task 7: Detailed Analysis and Evaluation

This study includes a systematic and traceable analysis and evaluation of the needs in the study area, the generation, analysis and evaluation of alternative design concepts within and outside the roadway corridor, and a comprehensive public consultation program in the development of a recommended plan for staged (if needed) implementation of the project.

The identification of evaluation criteria will include potential factors such as the staging of the project, property impacts, noise, natural environment, and cost. The evaluation process will assign a “weight” to each criteria and an iterative process will be used for the evaluation of individual alternatives. The iterative process will involve one level of evaluation and sensitivity testing.

The project will include a traceable evaluation process for the study including the use of sensitivity testing exercises. This will allow the Study Team to provide weighting exercises to provide direct input into the decision-making process.

Task 8: Recommended Plan

The Technically Preferred Plan for the project will be refined into an overall Recommended Plan. This plan will include the effects that the project will have on the surrounding environment and propose measures to mitigate these effects, if possible.

Task 9: Engineering

This task will involve documenting the physical environment (existing hydro, gas, cable, communications, etc.) and assessing the impact of alternatives. The preliminary design of the alignment alternative will be completed in this task. Limited field surveys will be completed, if required, to verify design features.

The functional design (plan and profile) will be presented in 1:2000 scale drawings for the preferred alignment with a coordinated centreline (to NAD 83 datum). The design will also identify:

- Horizontal and vertical alignments, cross section and intersection geometrics;
- Major utility relocations;
- Stormwater management;
- Define property requirements;
- Identify drainage design;
- Cost estimates of the proposed works; and
- Implementation/ staging strategies will be developed for the Recommended Plan.

Task 10: Preparation of Environmental Study Report (ESR) and Deliverables

The preparation of the draft and final ESR reports will follow the format and content accepted by the MOE. The ESR will document the study methodology, findings, public involvement and recommendations. A draft version will be submitted to the County for review prior to the preparation of the final document.

The Recommended Plan will provide the County with an approved plan that can be constructed when funding is available.



3.0 PROJECT SCHEDULE

Table 2 Project Schedule	
Task	Date
Project Start-Up Meeting	August 2010
Study Design	September – November 2010
Information Gathering	September 2010 - June 2011
Traffic Analysis	October 2010
Environmental Inventories <ul style="list-style-type: none"> ▪ Natural Environment. ▪ Archaeology ▪ Fisheries ▪ Land Use 	September, 2010 - June 2011
Preliminary Design Alternatives (including refinement post POH No. 1)	September 2010 - May 2011
Public Open House (POH) No. 1	December 2010
Analysis and Evaluation of Design Alternatives	Spring 2011
Selection of Technically Preferred Alternative	Spring 2011
Public Open House (POH) No. 2	Spring 2011
Refinements to Technically Preferred Alternative (if required)	Summer 2011
Recommended Plan (including plan and profile drawings and other functional design elements)	Summer 2011
Draft Environmental Study Report	Summer 2011
Presentation to County and Township(s) Councils	Summer 2011
Final ESR submission	Summer 2011
Public Review Period	Summer/Fall 2011