Welcome to the first Public Information Centre (PIC) meeting for the Television Road Bridge Environmental Assessment Study. Please record your attendance and obtain a comment sheet at the registration desk.

Several background reports are available at the Resource Table. Should you have any questions regarding the materials, background reports or any other aspect of the study, please speak to the City or Consultant team members in attendance.

We encourage your input/feedback on the material being presented on the display boards. Please deposit completed comment sheets in the comment box or mail/e-mail to the address at the bottom of the form by November 1, 2019.

There is an opportunity at any time during the Class EA process for interested persons to provide written input. Any comments received will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.
Introduction

The City of Peterborough has initiated this Municipal Class Environmental Assessment (EA) for the partial or complete replacement of the Television Road Bridge over South Meade Creek. The Television Road Bridge had an Ontario Structure Inspection Manual (OSIM) inspection in late 2016, which determined that the bridge was undergoing significant deterioration and replacement was necessary. The Study will consider: structural alternatives; roadway detour and alignment alternatives; and traffic staging alternatives.

This Study will complete phases 1 to 4 of the Municipal Class EA by establishing the need and justification for the project, considering all alternatives and proactively involving the public and stakeholders in defining a recommended plan for improvements.

This Study is being completed as a Schedule C undertaking, based on the range of anticipated effects. A draft Study Design describing the study process has been made available for agency and public comments. It is available at the Resource Table.
Municipal Class Environmental Assessment (Class EA) Process

This project is being undertaken as a Schedule C Class EA in accordance with the Municipal Class Environmental Assessment, 2011 and amended in 2015, a copy of which is available at the Resource Table.

The EA study will be documented in an Environmental Study Report, which is a detailed compilation of all public consultation, data, recommendation and reports produced for the project.

If after viewing the PIC exhibits and making your concerns known to the project team, you still have concerns at the end of the process, **you have the right to request the Minister of the Environment, Conservation and Parks to reclassify the project through a Part II order (or “bump-up”) to an Individual Environmental Assessment.**
Need and Justification

Television Road is a 2-lane arterial road and is recommended in the City’s Comprehensive Transportation Plan for widening to a 4-lane road. The bridge is in poor structural condition and needs to be replaced. The bridge also has deficient waterway opening for current design storm events.
MTO Peterborough Bypass Designed Route

The replacement of the Television Road Bridge will not adversely affect or interfere with the location of the MTO Peterborough Bypass designated alignment. The Television Road Bridge is approximately 950 m north of Highway 7/115 and the Keene Road/Television Road intersections (the future bypass location). The two undertakings are separate undertakings based on: separated roadway needs and purposes; separate timelines; and different jurisdictions (Television Road is the City of Peterborough and the Bypass is Provincial).

The Peterborough Bypass was conceived in the early 1970’s, prior to the passing of the Provincial Environmental Assessment Act (EAA). Its location was selected at the time when the Highway 28 followed a route through the City of Peterborough, see figure below for the interchange location. MTO obtained a planning exemption under the EAA for this previous planning work and property protection plans were developed and registered along the MTO route.

Despite a re-designation of Highway 134 as Highway 28 and the “Peterborough Bypass”, MTO continues to actively protect the Peterborough Bypass Planning Exemption. Any future use of the exempted alignment will be subject to the EAA requirements at that time.
Environmental Inventories
Natural Environment

- Two site reconnaissance visits were completed in June and July 2019.
- The site is comprised of a riverine wetland system, known as the Downers Corners Provincially Significant Wetland. There are numerous individual wetland communities within the area of the Television Road bridge.
- There are previous records for the threatened Blanding’s Turtle in the area of the site. No turtles were observed during the site reconnaissance visit on June 11, 2019; however, habitat is suitable for this species and it may move along the river system during seasonal mitigation.
- Barn Swallow (a threatened species) nests were observed under the bridge. It is unknown if these nests are active; however, Barn Swallows were observed flying over the river and meadow areas next to the bridge.
- Other wildlife uses in the immediate area include amphibian breeding habitat for frog species and nesting habitat for bird species in tree and shrubs along the edges of the road and bridge.
Environmental Inventories
Natural Environment

- Downers Corners Provincially Significant Wetland

Species at Risk:
- Barn Swallow
- Least Bittern
- Bats (Little Brown Myotis and Northern Myotis)

Existing Conditions
Environmental Inventories
Stage 1 Archaeological Assessment

A Stage 1 Archaeological Assessment has been completed and found the following archaeological potential criteria within the Study Area:

1. Television Road Bridge straddles South Meade Creek
2. Historic concession road
3. Early Euro-Canadian settlement

Recommendations: Stage 2 Property Survey is recommended in some areas.

Environmental Inventories
Cultural Heritage Assessment

There will be no impact on any built heritage features or cultural heritage landscape features. Based on a visual inspection and a review of historical mapping of the area, there are no cultural heritage resources in the area where the proposed undertaking will take place. A summary report and the MTCS Checklist can be found on the Resource Table.
The City’s Comprehensive Transportation Plan (CTP) developed road network scenarios to address capacity deficiencies. The CTP identifies Television Road for a future 4-laning and has recommended the Television Road widening beyond 2031. The City’s 2012 cycling network identifies Television Road as a project to be constructed in the long-term horizon (beyond 2031).
Traffic

The existing (2019) daily traffic volume on Television Road has been recorded at 13,000 veh/day with a forecast future traffic demand volume of 21,600 veh/day by 2039. Four (4) lanes are recommended on arterial roads with this level of traffic volumes.

Based on existing and forecast traffic volumes, the 4-laning of Television Road is warranted and is consistent with the City’s Comprehensive Transportation Plan.
Alternative Planning Solutions

Alternative Planning Solutions represent alternative ways or methods of addressing the problem to be solved by the project.

In determining the preferred planning alternative for the City, Alternative Planning Solutions were developed and analyzed including:

1. Do Nothing;
2. Transportation Demand Management (TDM);
3. Limit Development; and
4. Provide New or Improved Transportation Infrastructure.

Based on the existing structural conditions, the Do Nothing alternative is not recommended to be carried forward. The bridge requires improvements for the safety of the travelling public.

Limit Development is not carried forward: the City’s Transportation Master Plan has approved the widening of Television Road and numerous developments have been approved by the City.

TDM is not carried forward as a standalone solution, but will be incorporated with the Provide New or Improved Transportation Infrastructure alternative as a Recommended Solution.

Provide New or Improved Transportation Infrastructure is recommended to be carried forward as the Preferred Planning Solution.
Value Engineering

The Technical Advisory Committee has undertaken a Value Engineering (VE) review of the project in June 2019 to consider the needs of the project from first principles – focussing on value for money and considering innovative ideas.

The focus of the review was to:

- Minimize traffic disruption/delays
- Protection of the environment during construction
- Structure span to accommodate climate change (hydraulic events) and minimize impacts to the creek
- Consider active transportation
- Consider phasing of the project

The Value Planning Report is located on the Resource Table.
Active Transportation Linkages

The County of Peterborough’s Active Transportation Master Plan (ATMP) and the City of Peterborough’s Comprehensive Transportation Plan (CTP) have both identified active transportation networks within the City and County, see below. As part of this study, there is an opportunity to provide a linkage from the Ashburnham community to Television Road through the Provincially Significant Wetland, as illustrated on the previous alternative exhibits.

Source: County’s ATMP Ultimate Network

Source: City’s CTP Ultimate Cycling Network
Preliminary Design Alternatives

Preliminary design alternatives are site specific design solutions, generated to encourage decisions and support development of the recommended planning solution.

The list of preliminary design alternatives includes:

➤ Structural Alternatives:
  ➤ Alternative 1: Do Nothing
  ➤ Alternative 2: Rehabilitation
  ➤ Alternative 3: Replacement with original span (2 lanes or 4 lanes)
  ➤ Alternative 4: Replacement with longer span (2 lanes or 4 lanes)

➤ Staging Alternatives:
  ➤ Bridge replacement using off-site detours
  ➤ Reduce Television Road to a single lane at the structure using temporary traffic signals (conventional staged replacement)
  ➤ Maintain 2 lanes of traffic during construction with complete bridge replacement

➤ Alignment Alternatives:
  ➤ Alternative 1: Widening to the West
  ➤ Alternative 2: Widening on Centre
  ➤ Alternative 3: Widening to the East

➤ Hydraulic Opening Alternatives:
  ➤ Alternative 1: Existing opening
  ➤ Alternative 2: 30 m span

These alternatives are illustrated on the following exhibits.
Structural Alternatives and Preliminary Coarse Screening

- Structural Alternatives:
  - Alternative 1: Do Nothing
  - Alternative 2: Rehabilitation
  - Alternative 3: Replacement with original span (2 lanes or 4 lanes)
  - Alternative 4: Replacement with longer span (2 lanes or 4 lanes)

- The “Do Nothing” alternative does not address the structural deterioration of the structure. (Preliminary recommendation: do not carry forward).

- Existing traffic volumes warrant a 4-laning of Television Road Bridge (separate study). Therefore, bridge rehabilitation does not accommodate the future 4-laning (preliminary recommendation: do not carry forward).

- Replacement alternative with original span (Alternative 3) does not provide a suitable hydraulic opening for a City storm event (preliminary recommendation: do not carry forward).

- Replacement alternative with longer (Alternative 4) span is recommended to be carried forward based on hydraulic opening requirements.
Staging Alternatives and Preliminary Coarse Screening

- Staging Alternatives include:
  - **X** Bridge replacement using off-site detours
  - **X** Reduce Television Road to a single lane at the structure using temporary traffic signals (conventional staged replacement)
  - ✔ Maintain 2 lanes of traffic during construction with complete bridge replacement

- Off-site detours are not suitable to accommodate existing 13,000+ veh/day (Preliminary recommendation: do not carry forward).

- Due to area developments and expected traffic growth, by reducing Television Road to 1 lane, the road would operate at LOS F with traffic queues over 0.5 km (Preliminary recommendation: do not carry forward).

- To better accommodate weekend traffic and, in the event that the construction of a replacement structure is delayed beyond 2020, it is recommended that construction staging be developed to allow 2 lanes of traffic to be maintained during peak periods (Preliminary recommendation: carry forward).
Hydraulic Opening Alternatives and Preliminary Coarse Screening

- The design flood stipulated by the City of Peterborough require the design to accommodate a 100-year storm event. The bridge soffit is required to be set higher than the design flood headwater level and that the minimum freeboard be 0.3 m.

- A preliminary investigation of the bridge span and superstructure depth has recommended a 30 m span bridge.

<table>
<thead>
<tr>
<th>Flood Event</th>
<th>Preliminary Comparison of Clear Span Alternatives</th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Existing headwater level (m)</td>
<td>30 m span headwater level (m)</td>
</tr>
<tr>
<td>Regional</td>
<td>194.54</td>
<td>194.48</td>
</tr>
<tr>
<td>100 year</td>
<td>193.99</td>
<td>193.61</td>
</tr>
</tbody>
</table>
TELEVISION ROAD
ALIGNMENT ALTERNATIVES

ALTERNATIVE 1
WIDEN TO THE WEST

LEGEND:
- PARCEL FABRIC
- CITY BOUNDARY
- WETLAND
- IMPACTED PROPERTY
Alignment Alternative - Widening to the West
General Arrangement
Alignment Alternative - Widening on the Centre
General Arrangement
Alignment Alternative - Widening to the East
General Arrangement
Preliminary Road Profile

- In progress
Preliminary Evaluation
Criteria for Alternatives

The following evaluation criteria may be used in the evaluation of the Preliminary Design Alternatives presented on the previous exhibits.

- **Transportation**
  - Traffic operations (delays to the travelling public)
  - Collision potential
  - Out-of-way travel (transit, pedestrians, cyclists and general traffic)
  - Construction duration
  - Constructability/Traffic Staging

- **Natural Environment**
  - Loss of vegetation
  - Effect on Provincially Significant Wetland (PSW)
  - Effect on Species at Risk
  - Loss of habitat
  - Aquatic disturbance

- **Socio-Economic Environment**
  - Emergency Services
  - Noise and air quality
  - Contaminated property

- **Cultural Environment**
  - Heritage views and cultural landscapes
  - Archaeological potential

- **Property and Land Use**
  - Effect on properties

- **Cost**
  - Capital cost
  - Operation and maintenance cost
Next Steps

Following this meeting we will:

- Review all PIC No. 1 comments and prepare Summary Report
- Modify or add Preliminary Design Alternatives
- Evaluate Alternatives
- Host PIC No. 2 – Winter 2020
- Finalize the Preliminary Recommended Plans
- File the Environmental Study Report – Spring 2020

How can you remain involved in the Study?

- Request that your name/e-mail be added to the mailing list
- Provide a completed comment sheet
- Contact the City’s representative or the consultant at any time

Any of our representatives that are present can assist you with the above activities.

Thank you for your participation in tonight’s meeting.

Your input into this study is valuable and appreciated.
Please provide your completed comment form on or before **November 1, 2019**.

All information is collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. 