

# Public Information Session #2

## **WELLINGTON – CLAIR FEEDERMAIN**

### **Municipal Class Environment Assessment**

**Tuesday, September 23, 2014**

**6:30-8:30 p.m.**

**City Hall Meeting Room C, 1 Carden Street, Guelph**



Wellington – Clair Feedermain  
Municipal Class Environment Assessment



# Welcome – Your input is appreciated !

Please sign in on the sheet provided. Then feel free to walk around and view the displays.

If you have any questions, our representatives will be pleased to discuss the project with you.

Comment sheets are provided for those who wish to provide comments in writing. Please place your completed sheets in the Comment Box or send them to one of the identified Project Team Members listed below.

Please contact one of the following Team Members for additional information.

## **Contact Information**

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**Wellington – Clair Feedermain**  
Municipal Class Environment Assessment





# Project Background and Objectives

## Background

The City of Guelph has initiated a Class Environmental Assessment study for a large water transmission main between Wellington Street and Clair Road which was identified in the City's Water and Wastewater Master Plan for phased implementation as a Priority Project. The Guelph Water and Wastewater Servicing Master Plan (2009) identified the need for these improvements in order to service planned growth in the City.

## Objectives

The City of Guelph has initiated the Class Environmental Assessment for the Wellington – Clair Feedermain to determine the preferred servicing alignment.

A large transition main between Wellington Street and Clair Road was identified in the City's Water and Wastewater Master Plan for phased implementation as a priority project. The Master Plan identified that this could be accommodated via a new watermain paralleling east side of the Hanlon expressway, primarily through parks, trails and the Hanlon Road Utility Corridor or possibly along Edinburgh road depending on the City's road reconstruction plans. The Wellington – Clair Feedermain will also allow the City to complete maintenance and repairs on the existing water distribution system with minimal impact to the customers.

The objectives of Class EA are to:

- Recommend the preferred alignment of the proposed North - South Feedermain.
- Recommend design and construction methodology that will minimize adverse effects to the environment, social and economic well-being of the City of Guelph.



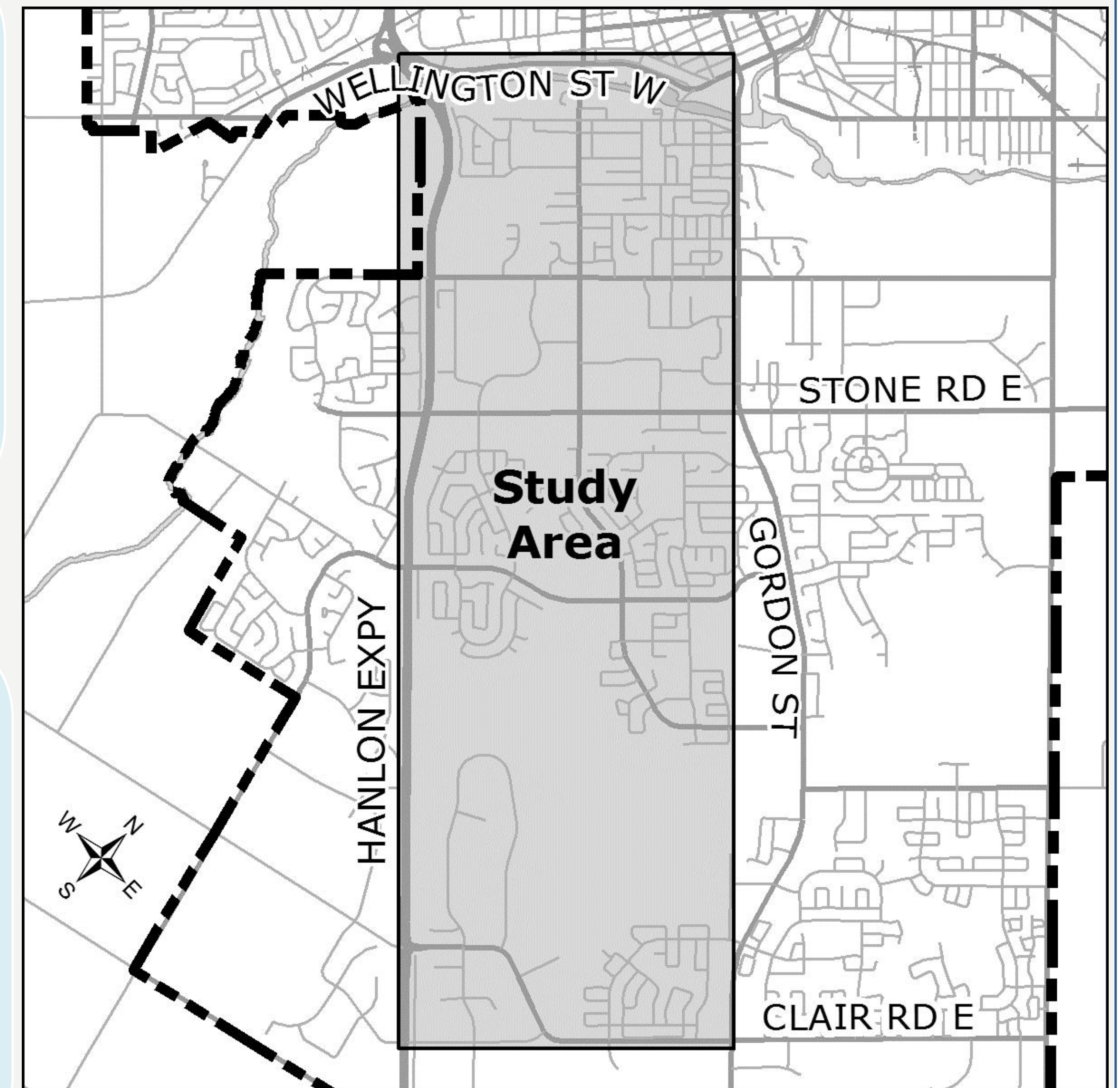
# Problem Definition and Service Area

## Problem Statement

The Wellington - Clair Feedermain project was identified in the 2009 City of Guelph Water and Wastewater Master Plan as a priority project. The feedermain is required to improve north-south water transmission to service existing and new customers in the south end of Guelph. This study will review various routes to connect the existing watermain on Wellington Road to the Clair Water Tower. This study will recommend the preferred alignment of the north-south feedermain as well as design and construction methodology that will minimize adverse effects to the environment, social and economic well-being of the City of Guelph.

## Opportunity Statement

The installation of the Wellington – Clair Feedermain will provide a major north-south water conveyance link between the existing watermain on Wellington Street and the existing Water Tower on Clair Road. This link will enable the City of Guelph to provide better, more consistent service to the residents and businesses of Guelph particularly in the south end. It will also allow for the connection for the trunk watermain to the local distribution watermains thereby providing a more robust water distribution network within the west side of Guelph and allow maintenance of the existing water distribution system with minimal impact to the level of service.

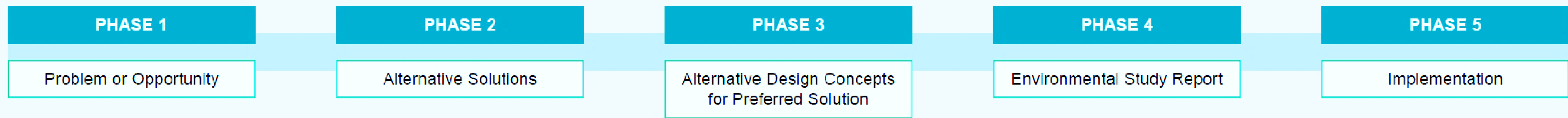




# Class Environmental Assessment Planning Process

## Class EA Planning Process

The Ontario Environmental Assessment Act, R.S.O., 1990 (the EA Act) requires that projects corresponding to a given class of undertakings (e.g. municipal road, transit, water and wastewater projects) follow an approved Class Environmental Assessment (Class EA) process. The Class EA planning process as documented in the MEA Municipal Class EA document (October 2000, amended in 2007 & 2011) includes the following five phases:



The water and wastewater infrastructure needs identified in the City's Water and Wastewater Master Plan fall within the Municipal Class EA process.

## Class EA Schedules for This Study

Depending on their Environmental Impact, municipal projects are classified in the Municipal EA in terms of schedules:

- Schedule A or A+
- Schedule B
- Schedule C

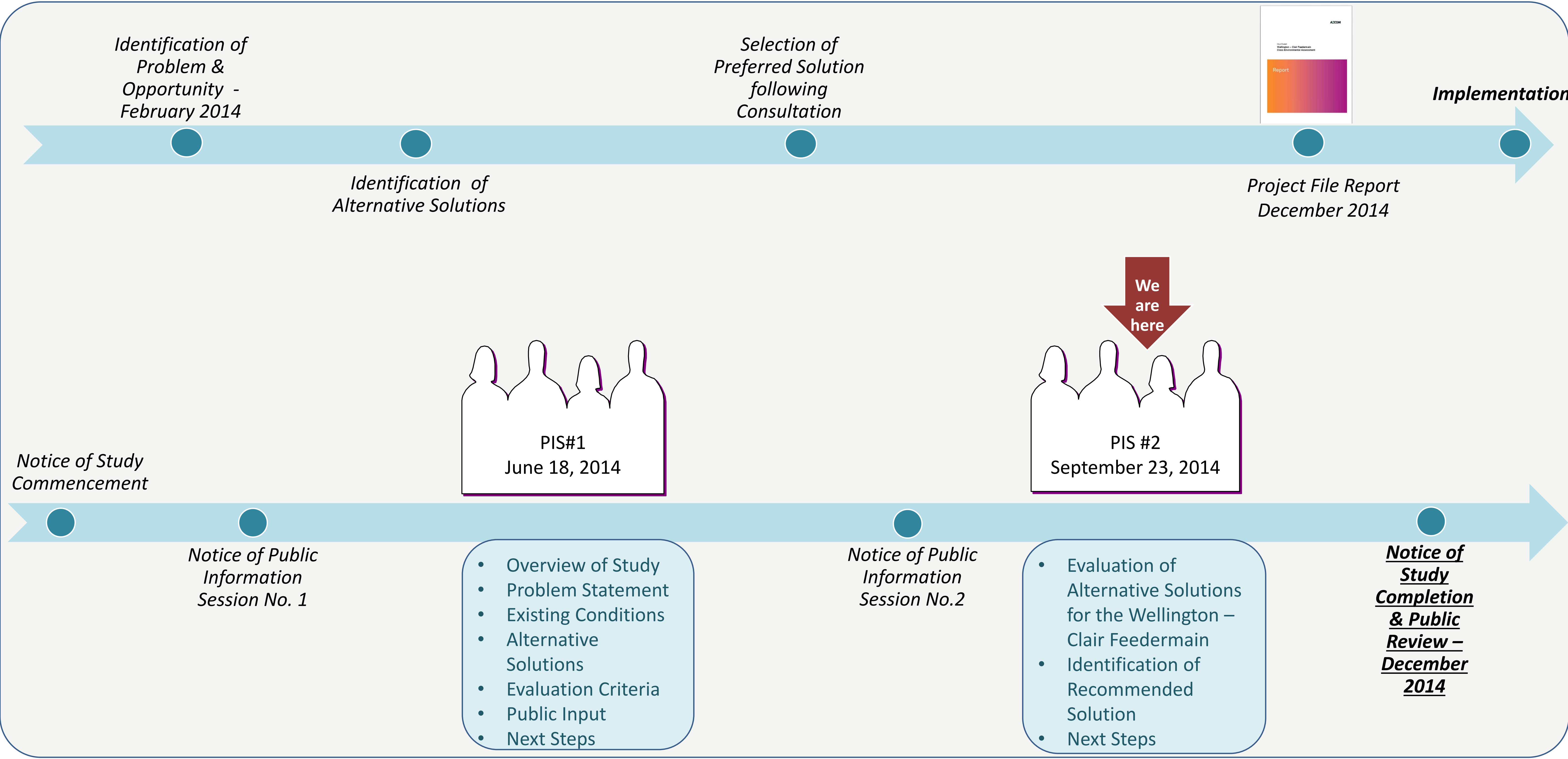
The Wellington – Clair Feedermain Class EA is being conducted as a Schedule B which requires completion of Phase 1 and 2 of the MEA Municipal Class EA Process.

## What does a Schedule B Project Mean ?

- There is potential for some adverse environmental (natural, economic, social) effects.
- A screening and evaluation process is required including public and relevant review agency consultation to make them aware of the project and ensure that any concerns are addressed.
- Following the completion of the screening process, a recommended alternative will be selected and there will be a 30 day public review period for any comments or concerns to be included in the environmental assessment.
- After the 30 day review period a Notice of Completion will be issued provided there are no outstanding issues.
- Subsequent to the Notice of Completion, the City can move to detailed design and study implementation.



# Project Overview





# Consultation

## Stakeholder Consultation

- **Community Organizations** are being consulted through a parallel process to the Public Consultation
- **Review and Approval Agencies** (Grand River Conservation Authority, Ministry of Transportation, etc) are being consulted, as needed, throughout the course of the study
- An **Internal Steering Committee (ISC)**, comprised of City Staff from various departments, have provided input at key project milestones during the course of the Class EA Study

Notice of Project Commencement

First Public Information Session (PIS)

Second PIS

Prepare Project File Documentation

Notice of Completion and Public Review

## Public Consultation

- **Two Public Consultation Sessions** will be held during the Class EA study to obtain Public Feedback
- We encourage the public to make comments and provide input to this Class EA Study
- Stakeholders can get involved with this Class EA study in the following ways:
  - Add your name to our project contact list
  - Submit your written comments to the project team



# Evaluation Criteria

## Addresses Problem Statement

### Environmental Effects

- Impact on Trees and Vegetation
- Impact on Aquatic Life
- Watercourse Crossing



### Social and Cultural Effects

- Traffic Impacts
- Archaeological Impacts
- Heritage Resource Impacts



### Economic Effects

- Estimated Capital Cost
- Operating and Maintenance Costs
- Land Acquisition Requirements





# Alternative Solutions – North Section

## Alternative 1 – Do Nothing

- Maintain Existing Water Distribution System.
- Existing system does not meet future growth needs.

Alternative 2: Feedermain route from Wellington Ave., crossing the Speed River, along Municipal Street past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave., crossing Stone Rd. to Hanlon Rd.

Alternative 2A: Feedermain route from Wellington Ave., crossing the Speed River, along Municipal Street past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave. towards Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

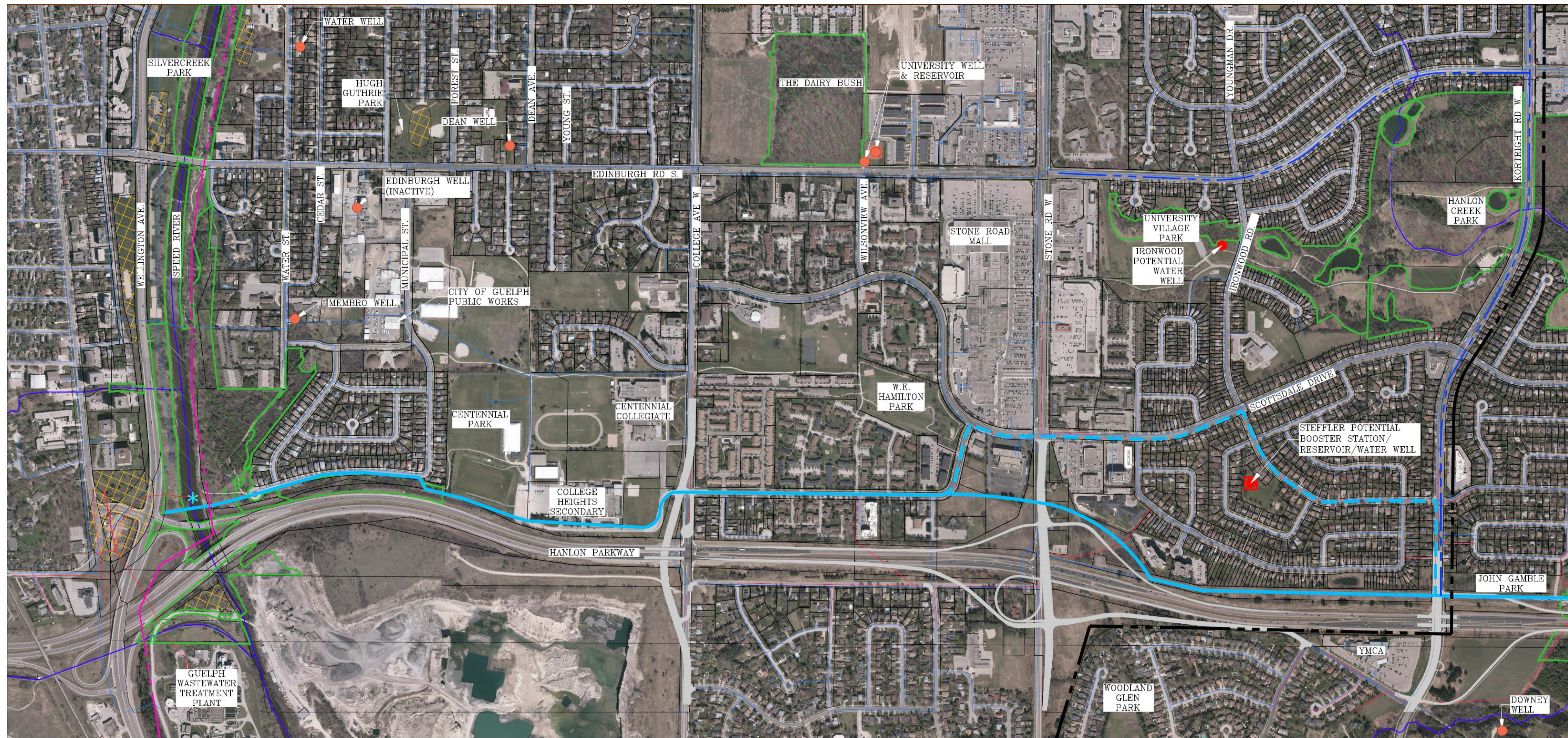
Alternative 3: Feedermain route from Wellington Ave., crossing the Speed River, along Edinburgh Rd. S., towards Municipal Street across Centennial Park and past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave., towards Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

Alternative 4: Feedermain route from Wellington Ave., crossing the Speed River, along Edinburgh Rd. S., towards College Ave. W. to Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.

Alternative 4A: Feedermain route from Wellington Ave., crossing the Speed River, along Edinburgh Rd. S., towards Wilsonview Ave. (next to University supply well and reservoir) to Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.



# North Section – Alternative 2 & 2A

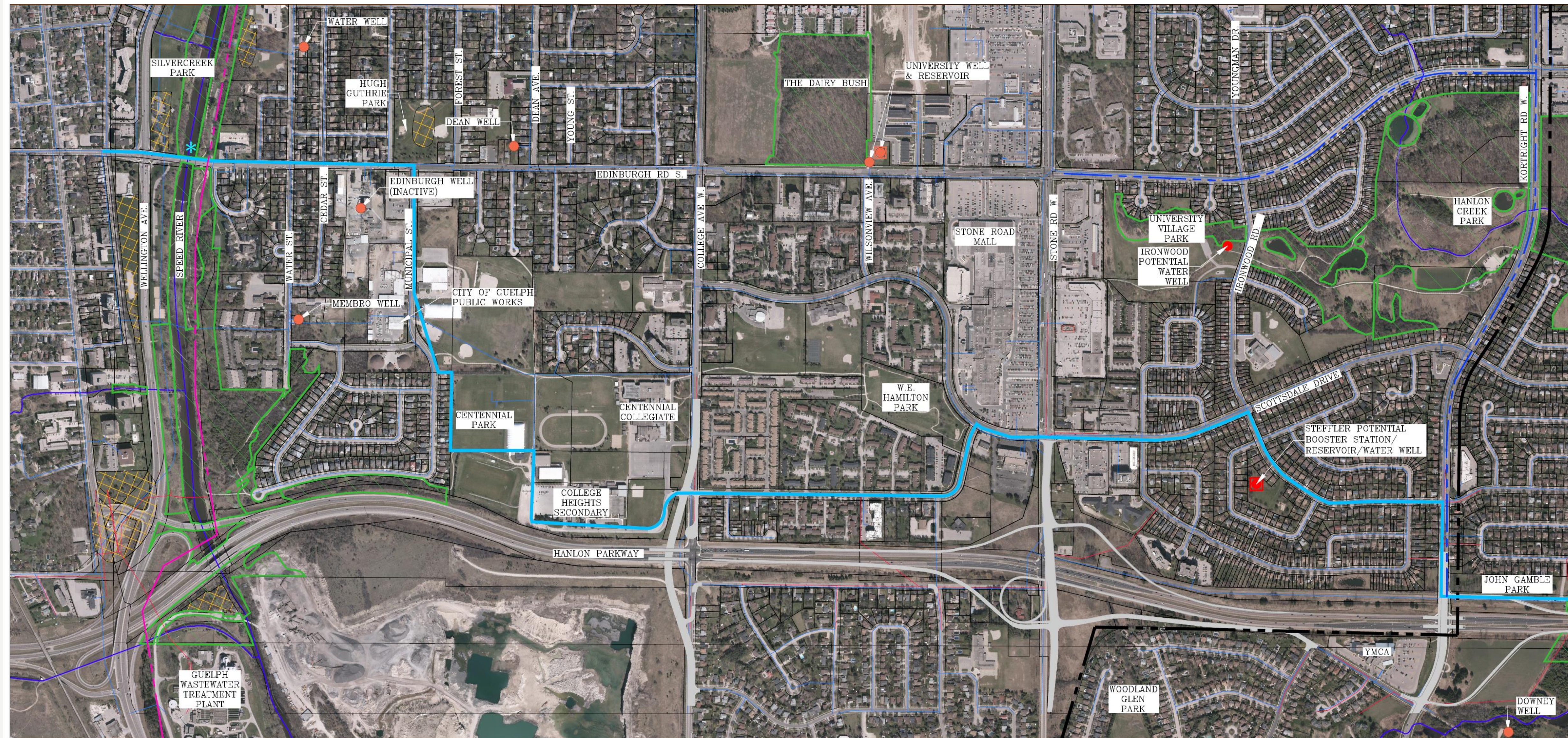


NOTE:  
POTENTIAL WELL LOCATIONS ARE MERELY  
CONCEPTUAL FOR ANALYTICAL PURPOSES.  
FURTHER INVESTIGATION WILL BE  
REQUIRED TO CONFIRM WHETHER THESE  
LOCATIONS ARE SUITABLE WATER SUPPLY  
SOURCES.

LEGEND			
	NATURAL HERITAGE SYSTEM		EXISTING WATER WELL
	POTENTIAL CONTAMINATED SITE		EXISTING RESERVOIR
	NEW ROAD/INTERCHANGE /FLYOVER LOCATION (MTO)		PROPOSED WATER WELL
	PROPOSED RIVER CROSSING		PROPOSED BOOSTER STATION/ RESERVOIR/WATER WELL
	FUTURE ZONE SPLIT		PROPOSED FEEDERMAIN ALTERNATIVE 2
	PROPOSED FEEDERMAIN ALTERNATIVE 2A		EXISTING WATERMAIN
	WATERCOURSE		FUTURE WATER INFRASTRUCTURE
	FUTURE WASTEWATER INFRASTRUCTURE		EXISTING SANITARY SEWER



# North Section – Alternative 3

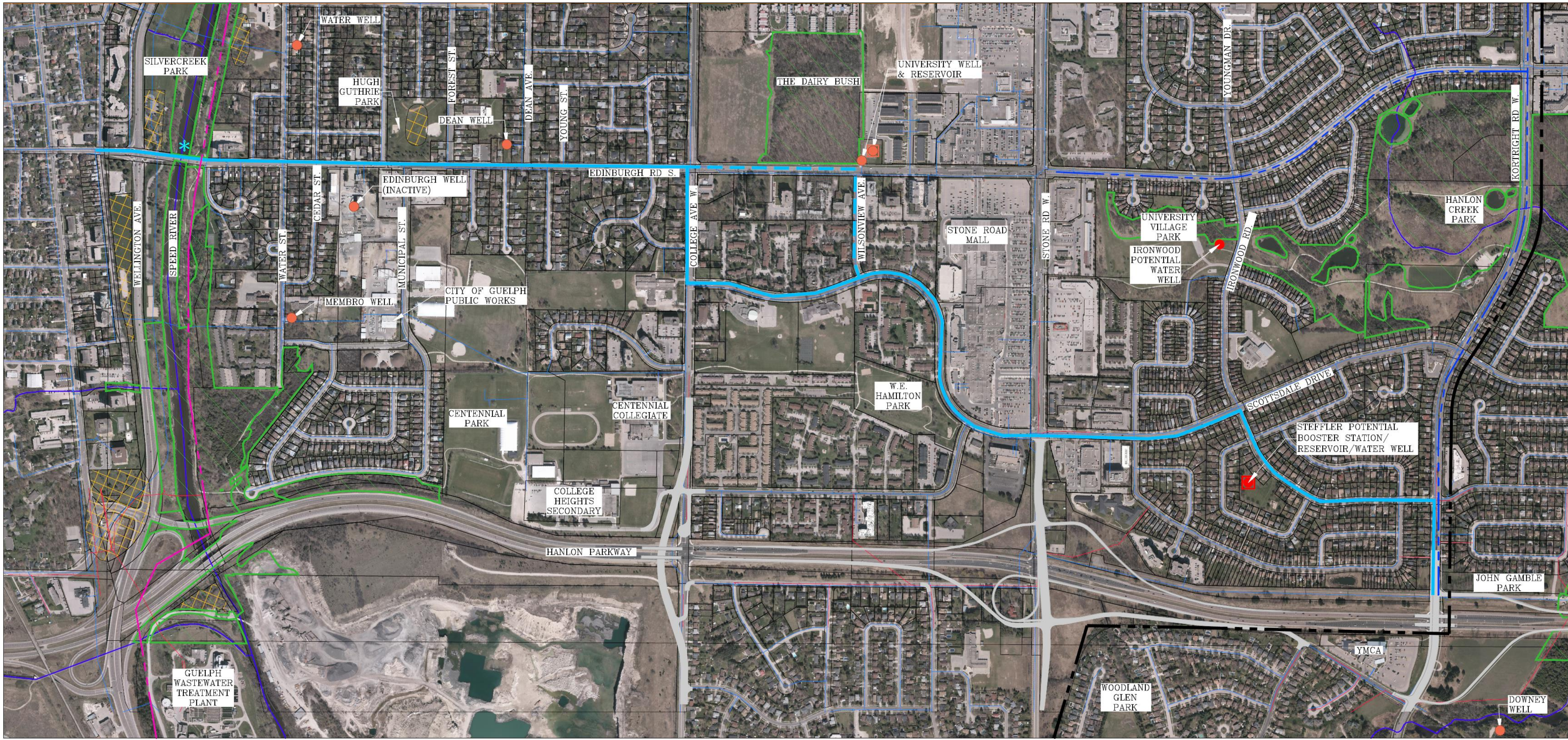


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LEGEND			
	NATURAL HERITAGE SYSTEM		EXISTING WATER WELL
	POTENTIAL CONTAMINATED SITE		EXISTING RESERVOIR
	NEW ROAD/INTERCHANGE /FLYOVER LOCATION (MTO)		PROPOSED WATER WELL
	PROPOSED RIVER CROSSING		PROPOSED BOOSTER STATION/ RESERVOIR/WATER WELL
	FUTURE ZONE SPLIT		
	PROPOSED FEEDERMAIN ALTERNATIVE 3		
	EXISTING WATERMAIN		
	WATERCOURSE		
	FUTURE WATER INFRASTRUCTURE		
	FUTURE WASTEWATER INFRASTRUCTURE		
	EXISTING SANITARY SEWER		



# North Section – Alternative 4 & 4A



LEGEND			
	NATURAL HERITAGE SYSTEM		EXISTING WATER WELL
	POTENTIAL CONTAMINATED SITE		EXISTING RESERVOIR
	NEW ROAD/INTERCHANGE /FLYOVER LOCATION (MTO)		PROPOSED WATER WELL
	PROPOSED RIVER CROSSING		PROPOSED BOOSTER STATION/ RESERVOIR/WATER WELL
	FUTURE ZONE SPLIT		
	PROPOSED FEEDERMAIN ALTERNATIVE 4		
	PROPOSED FEEDERMAIN ALTERNATIVE 4A		
	EXISTING WATERMAIN		
	WATERCOURSE		
	FUTURE WATER INFRASTRUCTURE		
	FUTURE WASTEWATER INFRASTRUCTURE		
	EXISTING SANITARY SEWER		

NOTE:  
 POTENTIAL WELL LOCATIONS ARE MERELY  
 CONCEPTUAL FOR ANALYTICAL PURPOSES.  
 FURTHER INVESTIGATION WILL BE  
 REQUIRED TO CONFIRM WHETHER THESE  
 LOCATIONS ARE SUITABLE WATER SUPPLY  
 SITES



# North Section – Evaluation Summary

	Alternative 1	Alternative 2	Alternative 2A	Alternative 3	Alternative 4	Alternative 4A
<b>Description</b>	Do Nothing	Across Speed River Along Hanlon Parkway	Across Speed River - Along Hanlon Parkway Through Kortright Rd, Ironwood Rd, Scottsdale Dr. & Janefield Rd	Edinburgh Bridge - Along Hanlon Parkway Through Parks & Recreational Properties	Edinburgh Bridge - Through Scottsdale Drive, College Avenue and Edinburgh Road	Edinburgh Bridge - Through Scottsdale Drive, Wilson Avenue and Edinburgh Road
<b>Addresses Problem Statement</b>	○ Does not address problem statement	● Addresses problem statement	● Addresses problem statement	● Addresses problem statement	● Addresses problem statement	● Addresses problem statement
<b>Environmental Effects</b>						
<b>Impact on Trees and Vegetation</b>	● No impact to vegetation	◐ Trees and vegetation impacts	◐ Trees and vegetation impacts	◑ Trees and vegetation and parks impacts	◐ Trees and vegetation impacts	◐ Trees and vegetation impacts
<b>Impact on Aquatic Life</b>	● No impact to aquatic life	◐ Temporary impacts to fish habitat	◐ Temporary impacts to fish habitat	◐ Temporary impacts to fish habitat	◐ Temporary impacts to fish habitat	◐ Temporary impacts to fish habitat
<b>Speed River Crossing</b>	● No crossing required	◐ River Crossing Required, Crossing exists for Storm and Sanitary sewers	◐ River Crossing Required, Crossing exists for Storm and Sanitary sewers	◐ Mounted to the Bridge	◐ Mounted to the Bridge	◐ Mounted to the Bridge
<b>Social and Cultural Effects</b>						
<b>Traffic Impacts</b>	● No traffic impacts	◐ Municipal Street, Scottsdale, Ironwood, Janefield	◐ Municipal Street, Scottsdale, Ironwood, Janefield	◐ Municipal Street, Scottsdale, Ironwood, Janefield	◐ Edinburgh, College, Scottsdale, Ironwood	◑ Edinburgh, College, Scottsdale, Ironwood
<b>Archaeological Impacts</b>	● No change to archaeological impacts	◐ Minimum Impacts - additional study potentially required	◐ Minimum Impacts - additional study required	◐ Impacts possible - additional study required	◐ Impacts possible - additional study required	◐ Impacts possible - additional study required
<b>Heritage Resource Impacts</b>	● No change to heritage impacts	◐ Some impacts possible - additional study potentially required	◐ Some impacts possible - additional study required	◐ Some impacts possible - additional study required	◐ Some impacts possible - additional study required	◐ Some impacts possible - additional study required
<b>Economic Effects</b>						
<b>Estimated Capital Cost</b>	● Maintenance of existing no new capital works	◐ \$15 Million	● \$9.6 Million	◐ \$9.96 Million	◐ \$9.93 Million	◐ \$9.96 Million
<b>Operating and Maintenance Costs</b>	○ Highest expected O & M cost	● Shortest length, River Crossing	● River Crossing - Water and Sewer crossing exist	○ Change in direction increase O & M	◐ Bridge crossing impacts O & M cost	◐ Bridge crossing impacts O & M cost
<b>Land Acquisition Requirements</b>	● No Easement Required	○ Easement required	● No Easement required	◐ Easement may be required	● No Easement Required	● No Easement Required

**RECOMMENDED**





## Recommended Alternative North Section (2A)

### Description:

- New Feedermain route from Wellington Ave., crossing the Speed River, along Municipal Street past the west side of College Heights Secondary School, crossing College Ave. W. to Janefield Ave. towards Scottsdale Drive, westwards along Ironwood Rd. to Kortright Rd. W. towards Hanlon Rd.
- Pipe size is 600mm (12") – To be confirmed during detailed design
- Length: 3,995 meters

### Advantages:

- Limited disturbance to Roads and Traffic, Parks and Recreational Areas.
- Minimum impact to residential areas.
- Convenient connections to future Steffler & Ironwood Wells and Booster stations.
- Opportunities to reconstruct roads under capital programs.
- Less approvals and negotiations required with Ministry of Transportation (MTO) and Union Gas.

### Disadvantages:

- Construction through residential roads.

### Cost Estimate:

- Total Estimated Cost: \$9.6 Million
- Including: New Feedermain Installation, River Crossing, (Allowance for Dewatering of Contaminated Ground Water, Allowance for Disposal of Contaminated Soil), Detailed Design and Construction Administration, Contingency Allowance

# Alternative Solutions – South Section

## Alternative 1 – Do Nothing

- Maintain Existing Water Distribution System.
- Existing system does not meet future growth needs.

**Alternative 2:** Feedermain route along Hanlon Rd. across to Cowan Place towards Southgate Dr., along Laird Rd. to the Clair Tower.

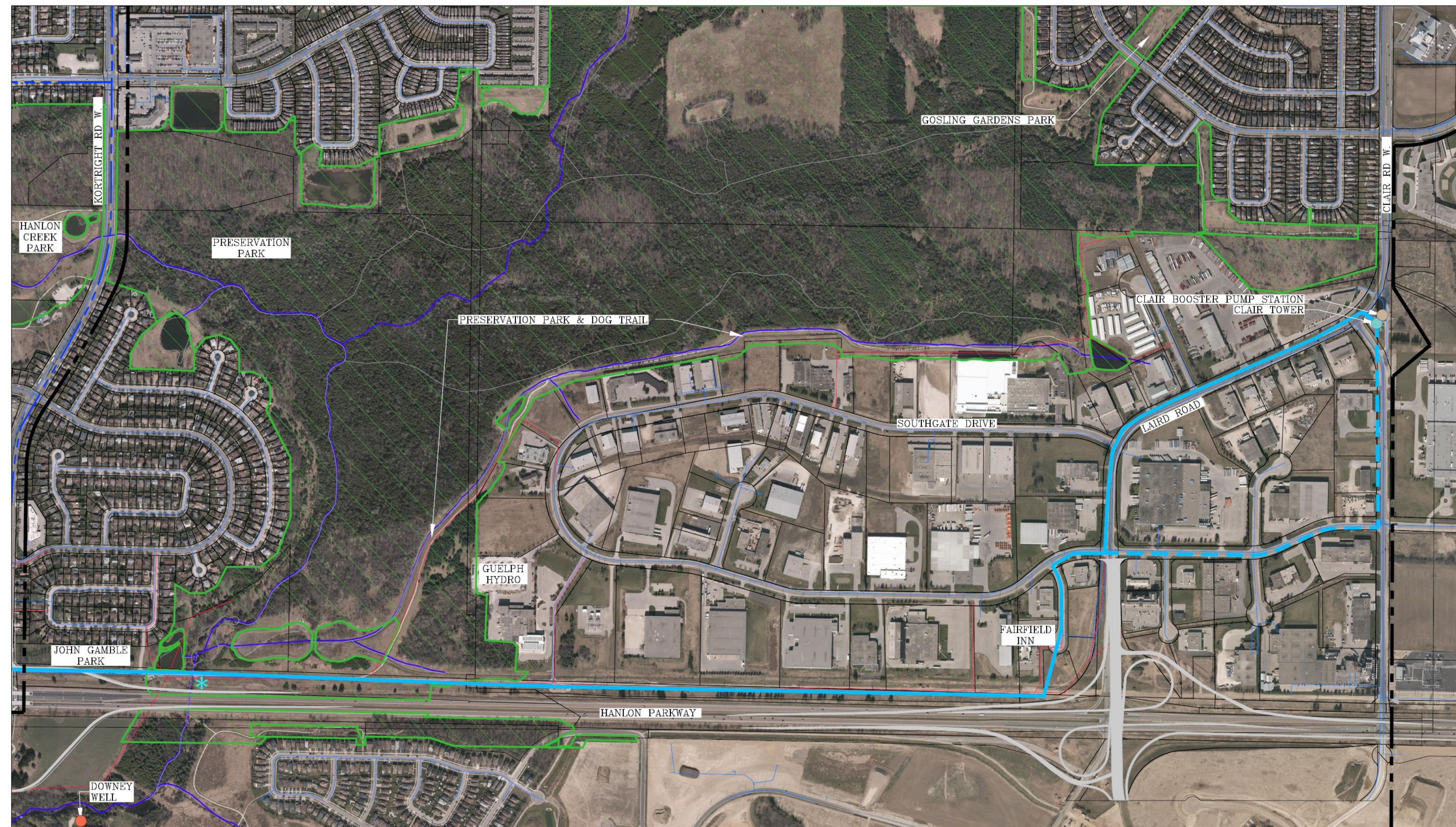
**Alternative 2A:** Feedermain route along Hanlon Rd. across to Cowan Place, along Southgate Dr., and along Clair Rd. to the Clair Tower.

**Alternative 3:** Feedermain route along Hanlon Rd. towards Preservation Park and Dog Trail, to Clair Rd. W. towards the Clair Tower.




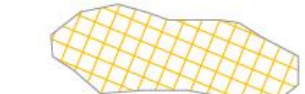











**Alternative 3A:** Feedermain route along Hanlon Rd. towards Preservation Park and Dog Trail, across to Kirkby Court towards Laird Rd. to the Clair Tower.



# South Section – Alternative 2 & 2A

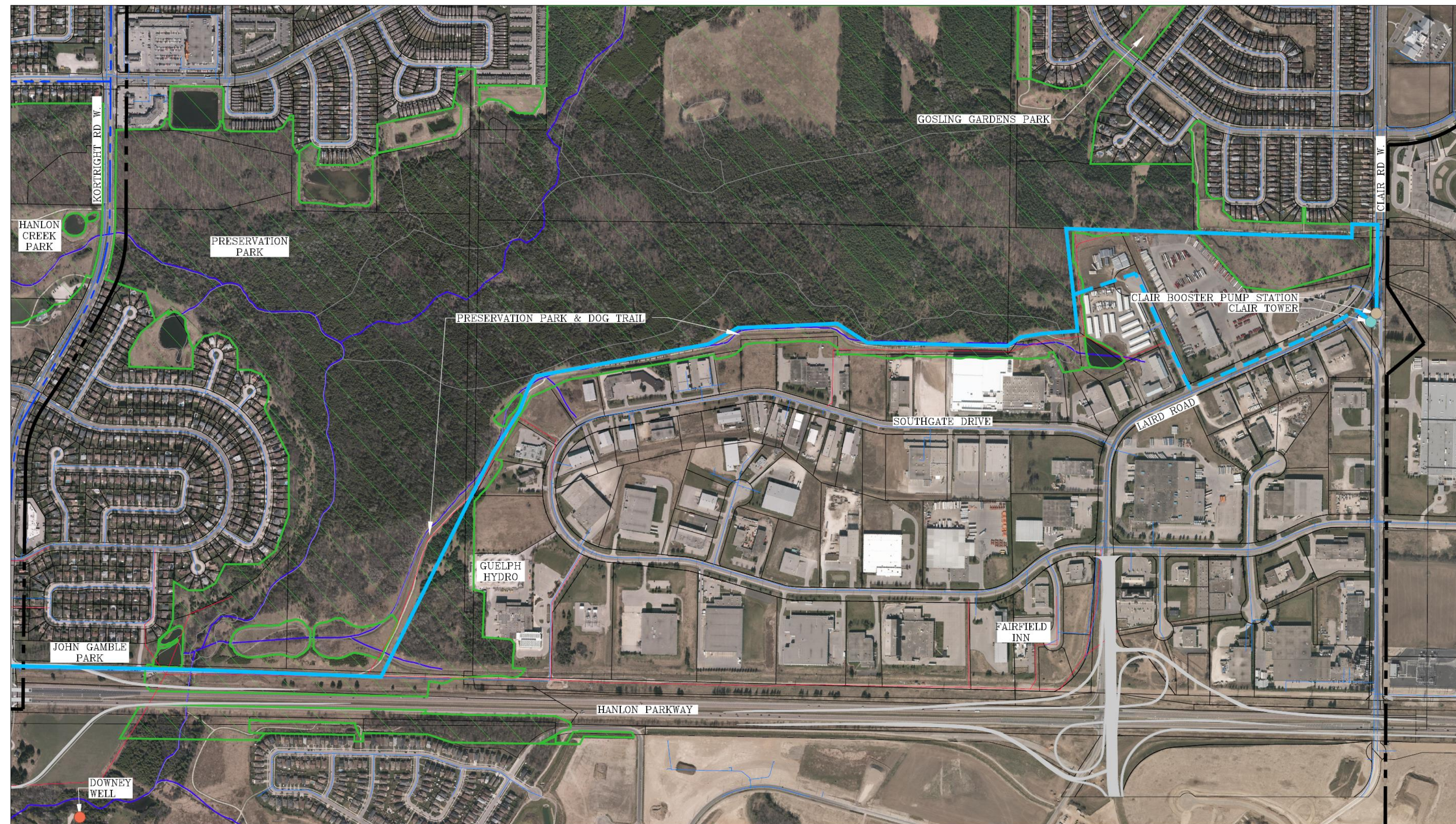


## LEGEND
















 NATURAL HERITAGE SYSTEM	 PROPOSED FEEDERMAIN ALTERNATIVE 2	 EXISTING BOOSTER STATION
 POTENTIAL CONTAMINATED SITE	 PROPOSED FEEDERMAIN ALTERNATIVE 2A	 EXISTING WATER TOWER
 NEW ROAD/INTERCHANGE / FLYOVER LOCATION (MTO)	 EXISTING WATERMAIN	 EXISTING WATER WELL
 PROPOSED RIVER CROSSING	 WATERCOURSE	
 FUTURE ZONE SPLIT	 FUTURE WATER INFRASTRUCTURE	
	 FUTURE WASTEWATER INFRASTRUCTURE	
	 EXISTING SANITARY SEWER	



# South Section – Alternative 3 & 3A



## LEGEND

 NATURAL HERITAGE SYSTEM	 PROPOSED FEEDERMAIN ALTERNATIVE 3	 EXISTING BOOSTER STATION
 POTENTIAL CONTAMINATED SITE	 PROPOSED FEEDERMAIN ALTERNATIVE 3A	 EXISTING WATER TOWER
 NEW ROAD/INTERCHANGE / FLYOVER LOCATION (MTO)	 EXISTING WATERMAIN	 EXISTING WATER WELL
 PROPOSED RIVER CROSSING	 WATERCOURSE	
 FUTURE ZONE SPLIT	 FUTURE WATER INFRASTRUCTURE	
	 FUTURE WASTEWATER INFRASTRUCTURE	
	 EXISTING SANITARY SEWER	



# South Section – Evaluation Summary

	Alternative 1	Alternative 2	Alternative 2A	Alternative 3	Alternative 3A
<b>Description</b>	Do Nothing	Along Hanlon Parkway - Through Laird Road	Along Hanlon Parkway - Through Clair Road	Along Hanlon Parkway - Through Community Trail	Along Hanlon Parkway - Through Laird Road & Community Trail
<b>Addresses Problem Statement</b>	○ Does not address problem statement	● Addresses problem statement	● Addresses problem statement	● Addresses problem statement	● Addresses problem statement
<b>Environmental Effects</b>					
<b>Impact on Trees and Vegetation</b>	● No impact to vegetation	◐ Impacts to existing ditch & wild vegetation along Hanlon road	◐ Impacts to existing ditch & wild vegetation along Hanlon road	◑ Significant Impacts	◑ Significant Impacts
<b>Impact on Aquatic Life</b>	● No impact to aquatic life	◐ Some temporary impacts to fish habitat	◐ Some temporary impacts to fish habitat	◑ Some temporary impacts to fish habitat	◑ Some temporary impacts to fish habitat
<b>Creek Crossing</b>	● Crossing exist for municipal services	● Hanlon Creek Crossing required	● Hanlon Creek Crossing required	● Hanlon Creek Crossing required	● Hanlon Creek Crossing required
<b>Social and Cultural Effects</b>					
<b>Traffic Impacts</b>	● No traffic impacts	◐ Disruption to Laird Road traffic	◐ Disruption to Clair Road traffic	◑ Disruption to Laird Road traffic	◑ Disruption to Clair Road traffic
<b>Archaeological Impacts</b>	● No change to archaeological impacts	◐ Impacts are minimum	◐ Impacts are minimum	◑ Some impacts possible - Additional study required	◑ Some impacts possible - Additional study required
<b>Heritage Resource Impacts</b>	● No change to heritage impacts	◐ Impacts are minimum	◐ Impacts are minimum	◑ Some impacts possible - Additional study required	◑ Some impacts possible - Additional study required
<b>Economic Effects</b>					
<b>Estimated Capital Cost</b>	● Maintenance of existing no new capital works	◐ \$6.18 Million	○ \$6.84 Million	● \$5.58 Million	● \$5.91 Million
<b>Operating and Maintenance Costs</b>	○ Highest expected O & M cost	● Less O & M cost with straight sections	● Less O & M cost with straight sections	◑ Longer Length & change in direction increase O & M	◑ Longer length & change in direction increase O & M
<b>Land Acquisition Requirements</b>	● No Easement Required	● Easement may not be required	● Easement may not be required	◑ Working Easement maybe required	◑ Working Easement maybe required

**RECOMMENDED**

LEGEND:





## Recommended Alternative South Section (2)

### Description:

- New Feedermain route along Hanlon Rd. across to Cowan Place towards Southgate Dr., along Laird Rd. to the Clair Tower.
- Pipe size is 600mm (12”) – To be confirmed during detailed design.
- Length: 3,625 meters

### Advantages:

- Reduced Number of Bends and Directional Changes
- Minimum Environmental , Heritage, and Archeological impacts
- Opportunity to reconstruct Laird Road.

### Disadvantages:

- Disturbance to Dog Trail

### Cost Estimate:

- Total Estimated Cost: \$6.1 Million
- Including: New Feedermain Installation, River Crossing, (Allowance for Dewatering of Contaminated Ground Water, Allowance for Disposal of Contaminated Soil), Detailed Design and Construction Administration, Contingency Allowance



# Mitigation Measures

## Impact on parks and Recreation Areas

- Construction to be held in stages to minimize any issues related to access City's Parks and recreational facilities such as Centennial Park, official dog off-leash area and trail along Hanlon Expressway.
- Any disturbed areas to be restored to original or better conditions. Opportunities to be explored to help create and renew park facilities through the project.

## Archaeological Assessment

- Stage 2 archaeological assessment prior to any ground disturbance activities to identify any artifacts or features in the identified area of work.

## Residential / Private Properties Impacts

- Employ Measures to control dust and noise.
- Maintain or provide alternate walkways through temporary detours throughout the construction areas.

## Traffic and Services Impacts During Construction

- Construction staging to minimize road closures and duration of disturbance.
- Trenchless construction techniques to minimize surface disruption, where possible.
- Ensure provision of mandatory services such as Waste Management, Canada Post, EMS, Fire Rescue, Transit.
- Combine capital projects in the area together for cost savings and to avoid duplication of disturbance



# Mitigation Measures

Continued/...

## General Mitigation Measures for the Environment

- Develop and Implement an Emergency Spill Response Plan
- Report all spills to the Ministry of the Environment (MOE) Spills Action Centre
- Do not stockpile materials or store equipment near natural features
- Minimize the use of heavy equipment on exposed soils to avoid soil compaction
- Minimize vegetation removal to the extent possible
- Restore disturbed areas as soon as possible using native soil mix.

## Protection of Woodlands and Wetlands

- Install Protective Fencing
- Install Sediment and Erosion Control
- Setback the disturbance area outside dripline
- Use water as dust suppressant.

## Protection for Species at Risk

- Avoid Species at Risk and clearly delineate the boundaries of any SAR habitat
- Stop work if a Species at Risk enters the disturbance area
- Educate staff about Species at Risk in the Area and appropriate mitigation measures
- Conduct vegetation removal outside the breeding bird season (April 1<sup>st</sup> to July 31<sup>st</sup>)

## Protection of Wildlife

- Comply with Migratory Birds Convention Act (1994) by protecting active bird nests from disturbance and destruction
- Avoid Construction within Deer yard
- Schedule Construction activities near deer yards outside of the winter months when deer would be using the habitat
- Install fences around open excavations, regularly check excavations for wildlife and release any trapped wildlife.

## Protection for the Aquatic Environment

- Work within appropriate timing window for each watercourse
- Complete any inwater works during the cold-water timing window
- If coffer dams are required use a properly sized by-pass pump during dewatering activities to convey expected flows, maintain downstream flow conditions; and be able to manage storm flows
- Establish pump intake in such a way to minimize/prevent fish entrainment
- Any fish isolated in the work area should be transferred downstream from the construction area



# Construction Methodology



Sheet piling and work within river during construction

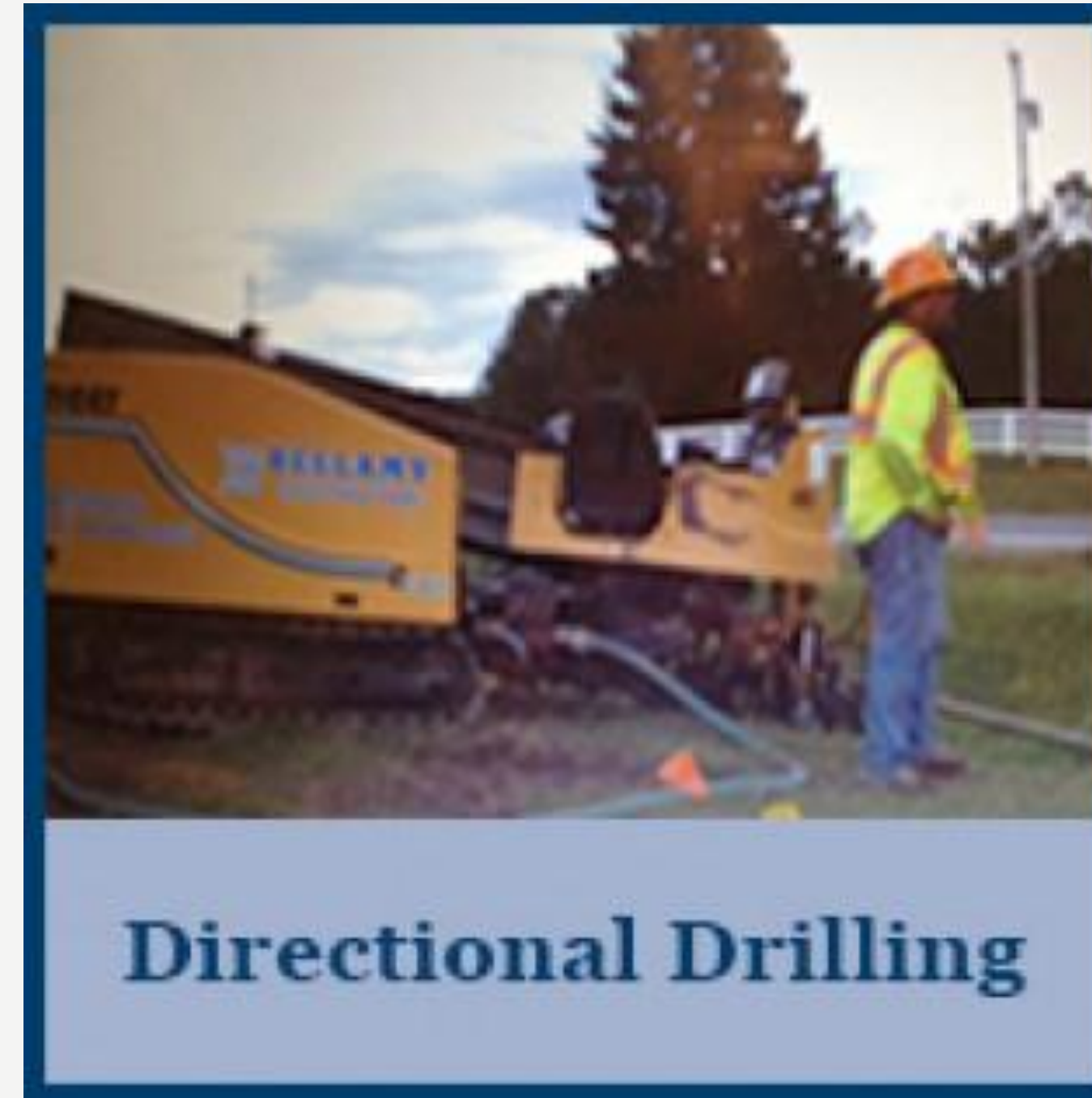




# Construction Methodology



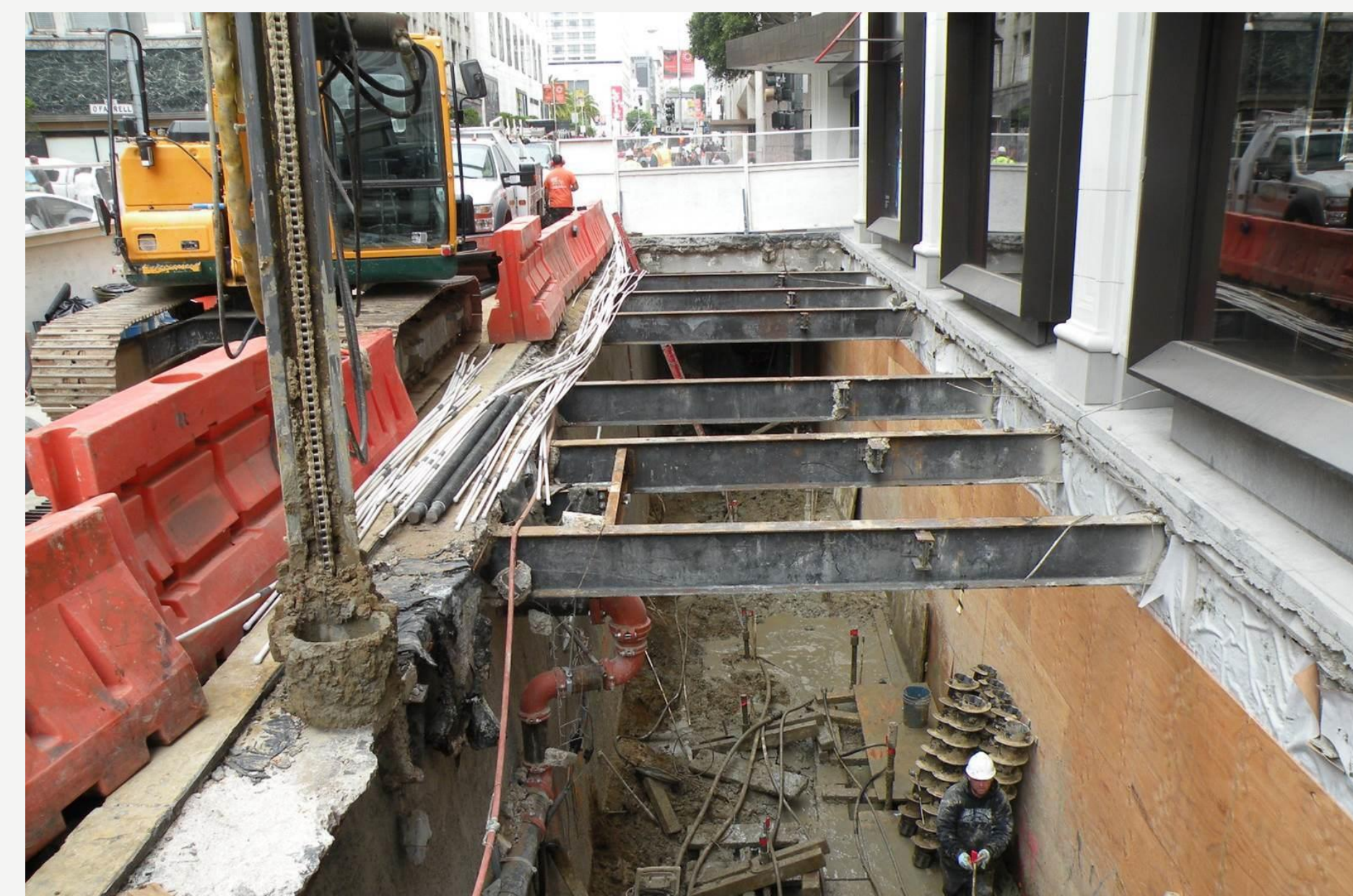
Open Cut & Trenchless Construction



Directional Drilling



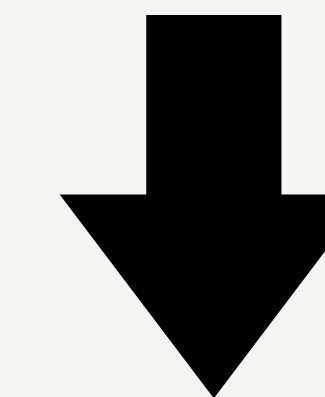
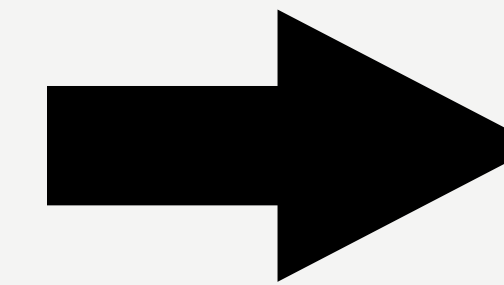
Traffic management during construction





# Next Steps

Once a preferred alternative has been established, the project file documentation will be finalized. Review agencies & the public will be notified of the completion of the Class EA and will be provided the opportunity to comment during the 30 day period following the notification. If agencies &/or the public do not agree with the findings, they can contact the Ministry of Environment and request a Part II Order for additional studies to be completed. If the Ministry agrees, a Part II Order will be issued and the proponent will be required to further the study.



Upon completion of the 30 day review period and no comments from agencies or the public, the study will be complete. The project may proceed to detailed design, tender & construction.



# THANK YOU FOR ATTENDING!

## **Your comments are important.**

Please remember to place your completed sheets in the comment box provided.