

Norval West Bypass – Online PIC #2 Presentation

Script – Video #4

Slide 25 (Video 4 – Preliminary Preferred Alternative and Next Steps)

Hello and welcome to the Preliminary Preferred Alternatives and Next Steps video – the final of four videos for the Study. In this video, we will review the preliminary preferred alternative, cross-section elements, visual conceptual graphics, preliminary mitigation measures, and next steps.

Slide 26 (Preliminary Preferred Design Plan and Profile)

The preliminary preferred design plan on this slide recommends the following design alternatives:

- Highway 7 Intersection Alternative 3 – Roundabout
- Norval West Bypass Alignment B3
- 10 Side Road Intersection Alternative 2

The study area has a significant grading difference approaching Highway 7. The figure on the bottom left corner of this slide shows the existing ground profile and the new road. As a result of the profile, grading will be required to construct the preliminary preferred plan. Mitigation of the grading limits will be achieved through a combination of grading and retaining walls. The size and configuration of retaining walls are subject to future geotechnical investigations in detailed design.

Winston Churchill Boulevard/Adamson Street will be realigned to meet the recommended intersection at 10 Side Road. As a result of the realignment, a section of the existing Winston Churchill Boulevard/Adamson Street will be reconfigured to a cul-de-sac. The grey arrow on this slide represents a potential future Winston Churchill Bypass (identified in the Halton/Peel Boundary Area Transportation Study), subject to a future separate M-C-E-A Study .

Slide 27 (Proposed Typical Section)

The diagram here shows a typical cross-section for the Norval West Bypass and 10 Side Road.

- The Norval West Bypass typical section is proposed to include a 42 metre right-of-way, with four vehicular lanes, and a raised median which will be used for left turn lanes at intersections.
- The boulevard area shown in purple will provide space for streetscaping and landscaping, utilities and lighting, curb and gutter, and multi-use pathways for pedestrians and cyclists.

Slide 28 (Norval West Bypass – Conceptual Only Rendering Looking North at the Highway 7 Roundabout)

This conceptual rendering shows us the Norval West Bypass, looking north towards the Highway 7 roundabout. Mitigation of the grading limits will be achieved through a combination of grading and retaining walls (size and configuration of walls are subject to future geotechnical investigation in detailed design). The adjacent vegetation is shown for illustrative purposes only.

Slide 29 (Norval West Bypass – Conceptual Only Rendering - Aerial View of the Preliminary Preferred Design Looking North from 10 Side Road)

This conceptual rendering shows the Norval West Bypass, Highway 7 roundabout and 10 Side Road from a bird's eye view. As previously noted, mitigation of the grading limits will be achieved through a combination of grading and retaining walls (size and configuration of walls are subject to future geotechnical investigation in detailed design) and the adjacent vegetation shown is for illustrative purposes only.

Slide 30 (Preliminary Mitigation Measures)

Based on the impacts, preliminary mitigation measures will be recommended in the Environmental Study Report along with commitments for future work. These measures will be based on Halton Region policies, standards and best practices, as well as regulatory agency requirements and conditions of approval. Preliminary mitigation measures will be refined during the future detailed design phase.

Slide 31 (Study Milestones)

As discussed earlier in the presentation, this study is nearing the end of Phase 3 of the M-C-E-A process. The next phase of the project will involve confirming the preliminary preferred plan to continue to Phase 4, where we will publish the Environmental Study Report. The Environmental Study Report will document the decision-making process and study recommendations, and will be made available for review for a minimum of 30 days at the end of the study. This is tentatively planned for the Fall of 2024.

Slide 32 (Next Steps)

Following this Public Information Centre, the Project Team will:

- Review and consider feedback from agencies, stakeholders, Indigenous Communities, and the public;
- Prepare the Environmental Study Report to document the study decision making process and recommendations; and
- Publish the Notice of Study Completion and begin the 30 day Environmental Study Report review period.

We encourage you to submit any comments or questions to the Project Team by **February 28, 2024**. Please provide your feedback using the online survey on the study webpage on **halton.ca**.

Thank you for watching this video and for your interest in the Norval West Bypass Municipal Class Environmental Assessment Study! Your input is important to us.