

Norval West Bypass: Road corridor concepts and evaluation video – Text description

The following provides a text version of the audio that is included in the video, “Road corridor concepts and evaluation.”

Slide 21 (Factors for Analysis and Evaluation)

Each road corridor concept has been evaluated using the factors shown on this slide, including:

- socio-economic environment, which considers land use plans and policies, impacts to existing residents/businesses, noise and air quality, and other related aspects;
- natural environment, which considers Greenbelt Plan and associated policies, natural features and environmentally sensitive areas, potential impact to Species at Risk and their habitat, and other related aspects;
- transportation and technical, which considers future capacity requirements, network connectivity, complexity of construction, and other related aspects;
- cultural environment, which considers archeological resources and cultural heritage resources;
- surface water and groundwater, which considers management of road runoff, protection of surface water features and watercourse crossings, protection of groundwater resources, and other related aspects; and
- preliminary cost estimate, which considers high level cost estimates, used for comparative purposes only.

Comments received from agencies, stakeholders and members of the public will also be considered during the evaluation of the road corridor concepts.

Slide 22 (Norval West Bypass – Road Corridor Concept Evaluation)

As mentioned earlier, Concept C was screened-out early in the process due to the magnitude of its impacts on the study area.

When we evaluated Concepts A and B against the categories mentioned on the previous slide, Concept B came out as the recommended solution for the Norval West Bypass Corridor.

- Concept B is generally ranked similar in factors to Concept A under Natural Environment, Surface Water/Groundwater, and Cultural Environment.
- It has the least potential to impact Noise Sensitive Areas and does not present design challenges for the tie in at 10 Side Road.
- It also has the highest potential to accommodate future travel demand requirements and potential to decrease travel demand within/through the Hamlet of Norval, additionally improving connectivity with the road network.
- Compared to Concept A, Concept B will also impact fewer residential properties.

Slide 23 (10 Side Road – Road Corridor Concept Evaluation)

When we looked at Concept 1 and 2 for the improvements to 10 Side Road, Concept 2 came out as the recommended solution.

- Concept 2 has similar impacts to the Natural Environment as Concept 1.
- It has the least potential to impact Noise Sensitive Areas, low potential for corridor design challenges, and will avoid the potential to impact an identified cultural heritage resource (Hillcrest Cemetery).
- This Concept has the highest potential to accommodate future travel demand requirements, supporting greater connectivity and mobility between roadways.
- Construction staging will allow full road access along 10 Side Road while the new corridor portion is being constructed.

Slide 24 (Norval West Bypass and 10 Side Road Preferred Road Corridor Concepts)

Based on the analysis and evaluation, the project team recommends Road Corridor Concept B2 as the preferred solution.

- This concept supports the need for greater connectivity/mobility and is consistent with approved Halton Peel Boundary Area Transportation Study and the Halton Region Transportation Master Plan–The Road to Change
- This solution has the highest potential benefit to accommodate future travel demand requirements and potential to decrease travel demand within and through the Hamlet of Norval by redistributing traffic.
- Concept B2 has the lowest potential net impacts to the Natural, Cultural, and Socio-Economic Environments; and
- It is compatible with the existing road network and consistent with the approved 10 Side Road Municipal Class EA Study and the Winston Churchill Boulevard Municipal Class EA Study.