

**CLC Meeting Minutes  
January 30, 2017**

**Highway 101 Twinning  
Three Mile Plains to Falmouth**

**West Hants Municipal Council Chambers  
4:30 to 6:30 PM**

**Attendees**

**Community Liaison Committee (CLC) Members:**

Brad Carrigan	Colin Hines	Mike Oulton
Louis Coutinho	Randy Hussey	Darren Porter
Dave Crouchman	Jim Ivey (for Shelley Bibby)	Andrew Sheehy
Don Dignan	Kathy Kehoe	Sonja Wood
Lisa Galbraith	Cathie Osborne	

*Regrets: Shelley Bibby*

**Nova Scotia Department of Transportation and Infrastructure Renewal (NSTIR):** Mark Brace, Bonnie Miles-Dunn, Bob Pett, Justin Tanner

**Nova Scotia Department of Agriculture (NSDA):** Kevin Bekkers

**Independent Chair:** Ken Donnelly

**1. Welcome Remarks From Facilitator**

Ken Donnelly welcomed members to the first meeting of the CLC. Ken explained that he was hired by the Project Team, comprising NSTIR and NSDA, to establish the CLC, to facilitate its activities, and to act as Chair. Ken said that the purpose of this initial meeting is to have the members meet each other and the Project Team, and to have an orientation to the Committee and to the twinning project.

**2. Introductions**

Members of the CLC introduced themselves.

### **3. Review Agenda**

The agenda was approved without change.

### **4. Orientation to CLC**

Ken Donnelly explained the purpose of the CLC and that the Project Team representatives from NSTIR and NSDA were not members of the Committee. Ken's PowerPoint presentation is attached.

Ken explained that the CLC is an advisory body to the Project Team, and not an approval body. During the design, construction and initial operations stages of the twinning of Highway 101 from Three Mile Plains to Falmouth, the CLC will meet to provide advice on the project, particularly regarding potential impacts of the project to the community.

Ken also explained that it is important for members of the CLC to assist with communications about the project. This includes bringing issues and concerns that they may be hearing in the community to the meetings so they can be discussed and appropriate action taken where necessary. Members should also assist in disseminating information.

Ken pointed out that all members of the CLC are parts of stakeholder networks, and their assistance in communications to the stakeholders they represent is essential.

Ken also pointed out that communications channels have been put in place already. He mentioned that the website had been established in early November 2016 ([www.hwy101windsor.ca](http://www.hwy101windsor.ca)), as well as Facebook and Twitter social media accounts. In addition, a newsletter subscription service has been established and promoted. A public consultation event and other options will also be considered in the future.

### **5. Discussion About Charter**

Ken asked members of the CLC to review the Draft Charter for the committee, which was distributed to all members in a project binder. He noted that agreeing to the terms and conditions of the Charter is a prerequisite to being on the CLC. He did point out that the Charter is

currently in draft form, and would be finalized after a review by the members.

In answer to a question about the origin of the Charter, Ken said that the Charter was based on one that has been used successfully for the past several years for the Highway 104 Twinning at Antigonish project as well as other CLCs around the Province.

## **6. Overview of Project by NSTIR**

Mark Brace of NSTIR presented an overview of the project, assisted by a PowerPoint presentation, which is attached to these minutes. There is more detail in the PowerPoint presentation, but highlights include:

1. The twinning project includes approximately 10 km of highway, starting at Exit 5 and ending just west of Exit 7.
2. The existing exits will remain, although intent is to change them to more conventional “diamond interchanges.”
3. The existing Avon River Causeway is expected to be expanded and a new aboiteau constructed to protect upstream infrastructure and agricultural marshland.
4. Road upgrades will be made to meet current highway standards.
5. The road at the causeway will be raised due to anticipated sea level rise.
6. Cable barriers will be employed to allow for a narrower median.
7. New aboiteau to meet DFO requirements for fish passage.
8. An environmental assessment (EA) is nearly complete and will be submitted to NS Environment this Spring.

Discussion followed, including the following topics.

### **Climate Change/Sea-Level Rise/Flood Protection**

In response to questions, Project Team members stated that a 100-year storm study, as well as projected sea-level rise, is part of the detailed design. Studies indicate the need to raise the highway as part of the overall dyke system to protect landward properties from flooding.

A CLC member stated that previous climate change studies for West Hants indicate that Windsor is threatened more by flooding from inland sources than from sea-level rise/storm surge.

### **Aboiteau**

A question was asked about the size of the culverts for the new aboiteau. The Project Team responded this is part of the design requirements to be completed including flood modelling and consequence of failure.

Questions were posed about fish passage through a new aboiteau. Concerns were expressed about the current level of fish passage being inadequate, and the quality of past fish count studies. The Project Team said that the new aboiteau will have improved fish passage compared to the current design. While there was acknowledgement that fish passage was improved in the past, it was felt that it was still not adequate

Some members said they felt adequate fish passage was not possible through an aboiteau, and a bridge was preferred, allowing 2-way water flow and unrestricted fish passage as compared to an aboiteau. Project Team members responded that a bridge was not included in the project scope, and the design of the new aboiteau will meet Department of Fisheries and Oceans (DFO) requirements for fish passage.

The Project Team was asked if existing data from fishers could be part of the study. The response was yes, and it should be submitted to Bob Pett to be forwarded to the consultants for inclusion in the EA report. Through discussion, it was agreed that a quantitative study of commercial fish species could be initiated in the spring by expediting a proposal to be provided by local fishers. It was agreed that time was of the essence to get the terms of reference established in time for the study start in April.

In response to a question about fish passage for salmon, the Project Team indicated that passage for all fish species likely to be using the Avon system would be considered during the detailed design of the aboiteau.

A committee member referenced the Conditions of Environmental Impact Approval for the Petitcodiac River Causeway, which included the construction of a bridge, and said that the Avon River was the same as the Petitcodiac River and required the same approach. Bob Pett stated that the



two rivers were not the same based on published research led by Saint Mary's University (Dr. Danika van Proosdij with collaboration of DFO; now available in the CLC website library). It was noted that the public would have further opportunities to provide submissions during the public consultation phase of the EA review.

### **Lake Pisiquid**

Some members expressed concern that maintaining recreational use of Lake Pisiquid must be a consideration when designing the fish passage solution. The Project Team said that is part of the evaluation in the study and design of the project.

A committee member asked if there had been any recent studies of the quality of Lake Pisiquid. There is concern about infilling and lack of oxygen. It was noted that there are many areas of the lake that have become too shallow or weedy for boats. The most recent study was completed in 2003.

A question was raised regarding impacts to the canoe club. The Project Team responded that all aspects of stakeholder interests will be considered in the overall decision.

### **Cable Barrier**

Several questions were asked about the cable barriers. In response, the project team said:

- Cable barriers are better for small animals than jersey barriers;
- They are expected to be used from Exit 5 to Exit 7;
- Because the exits are close, the impact on EMT response would be small, but access to crossover could be provided by dropping the cable barriers temporarily if necessary; and
- Cable barriers are not moveable but neither are jersey barriers as they are fixed to the ground when installed.

### **The Railroad**

There was a question about the plans for the railroad, as it has not been operational for some time. Concern was expressed that money had to be

spent to accommodate the railbed when the railway was not operating. The Project Team said that it had no choice but to accommodate the railbed as part of the project as it is still classified as a railway even though it is inactive. It was noted that Kings County has also been dealing with issues related to the non-operational railroad.

The Town of Windsor said that it has an interest in the railbed being maintained for a potential commuter rail option in the future.

## **7. Next Steps**

It was noted that the next step in the project is the submission of the EA to NS Environment. In the meantime, the Project Team will consider a baseline fish study as discussed above, after receiving a proposal from local fishers.

## **8. Meeting Schedule**

To be determined when the EA is registered and posted for public consideration.

## Ken Donnelly Presentation

### Highway 101 Twinning

Falmouth to Three Mile Plains  
Community Liaison Committee

### The Project

- Final Phase of twinning Hwy 101 from Halifax to Exit 10 – Hortonville
- Replacement of the aboiteau
- Protect Windsor and nearby communities from tidal flooding
- Provide a route for the new Hwy 101 and the Dominion Atlantic Railway

### Why Twin the Highway?

- 15,000 vehicles per day
- Safe and efficient operation

### Where?

- From Exit 5 at Three Mile Plains to the existing twinning west of Exit 7 near Falmouth.
- Construct new lanes next to the existing highway, separated by a median.

### When?

- Being planned and designed now
- Construction to begin when funding is available

### Community Liaison Committee

- Approx. 15 representatives of the local communities
- Tried to have representation across community interests
- Municipalities represented
- NS Transportation and Infrastructure Renewal and NSDA are observers as members of the Project Team

## Purpose of Committee

- To have dialog with the community about the project
- Discuss issues and concerns, seek advice
- Is an advisory committee, not a decision-making committee
- Members are asked to communicate back to the community

## Communications

- [www.hwy101windsor.ca](http://www.hwy101windsor.ca)
- Mailing list people can subscribe to on the website
- Newsletters will be available
- Open House(s)
- Ideas?



## Next Steps

- Environmental assessment document to be filed with Nova Scotia Environment
- They will decide if the project is approved or not, and with what conditions
- Then design can proceed based on the feedback from Nova Scotia Environment

## Questions?

## Mark Brace Presentation

### Highway 101 Twinning: Three Mile Plains to Falmouth



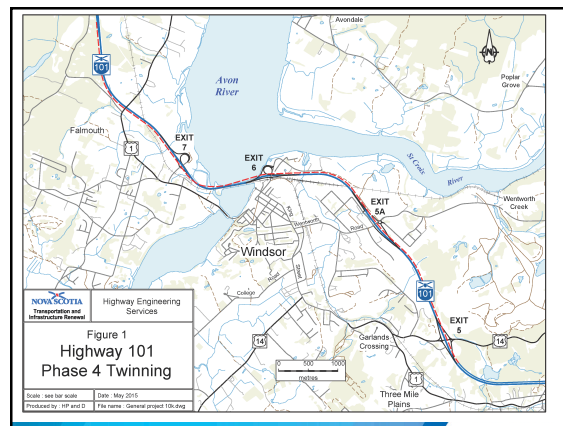
### Overview

- Starts at Exit 5, Three Mile Plains, to west of Exit 7, near Falmouth
- Connects twinned highway on either side of Windsor
- Approximately 10 km long
- All existing Exits to remain
- Ramps connected between interchanges
- Avon River Causeway widening + New aboiteau



### Project Objectives

- Highway twinning along the existing alignment
- In areas where road is below current standards – upgrading
- Sea level rise and sinkhole concerns – road to be raised
- Interchanges to be turned into standard diamond if possible
- Minimize land impacts - most land required already owned within road ROW



### Cable Barrier Median

- High tension cables
- Narrower median than standard wide median twinning
- Allows sight distance requirements to be met with less land impacts than wide median





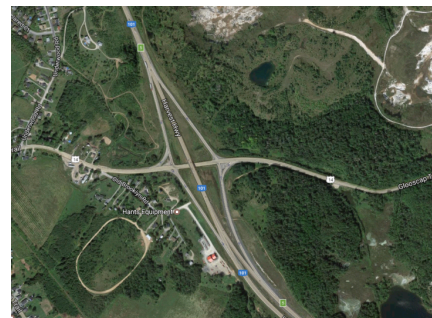
## Ramp Connections

- Existing Exits located close to one another
- For safety and operations ramps to be connected in an auxiliary lane
- Results in 6 lanes for much of project



## Diamond Interchanges

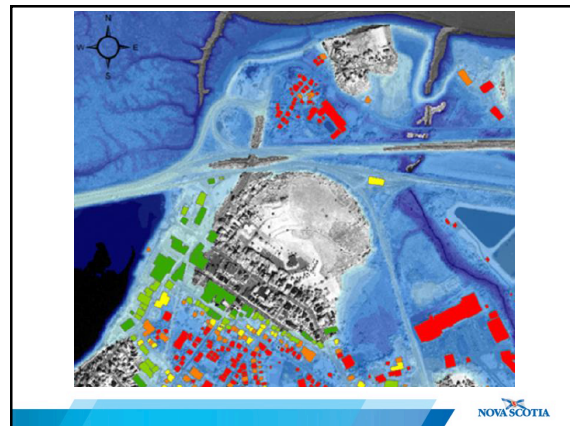
- The typical interchange throughout Nova Scotia
- Recommendation to standardize interchanges to help with wayfinding and reduce confusion
- Structures likely built next to existing to minimize disruption





## Road Upgrades

- Sharp curves to be flattened to meet current standards
- In areas at risk of sea level rise road bed to be raised
- Width of paved shoulders, lanes etc. to be upgraded where needed



## Aboiteau & Causeway

- Additional width required for the new highway lanes
- Additional height needed to prevent Windsor/Falmouth and surrounding areas from flooding
- New aboiteau required to handle flow volumes, carry highway, and provide fish passage to meet DFO requirements
- Joint aboiteau structure rather than bridge plus aboiteau replacement







## Project Steps

Planning



Design



Construction



## Planning

Review of existing data	Land Purchases
Collection of data, creation of maps	Geotechnical Investigation
Route location	Land survey(s)
Environmental Screening	
Functional design	
Land access locations	
Public Consultation	
Aboriginal Consultation	
Environmental Assessment	



## Planning

Review of existing data ✓	Land Purchases – Some small
Collection of data, creation of maps ✓	parcels remaining
Route location ✓	Geotechnical Investigation
Environmental Screening ✓	Land survey(s) - Soon
Functional design ✓	
Land access locations ✓	
Public Consultation - Ongoing	
Aboriginal Consultation - Ongoing	
Environmental Assessment - Soon	



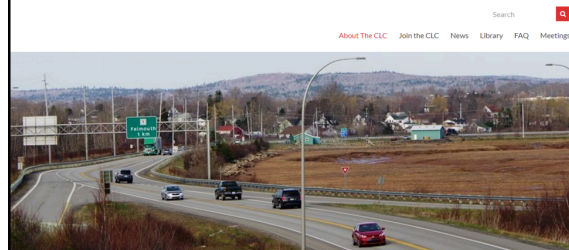
## Current Activities

- Community Liaison Committee
- Open House
- Environmental Assessment
- Aboiteau/Causeway Design
- Salt Marsh Monitoring and Offsite Wetland Compensation
- Funding



## Highway 101 Twinning – Three Mile Plains to Falmouth

Community Liaison Committee



About The CLC

The Highway 101 Community Liaison Committee (CLC) is dedicated to keeping you, and your community, informed about the design, construction and operation of the Highway 101 twinning project, and to gathering your input on this



Subscribe to our Newsletter

Subscribe to our newsletter for the latest news about the Highway 101 Twinning - Three Mile Plains to Falmouth Project.



