

SUMMARY OF COMMENTS/RECOMMENDATIONS

PROPONENT: Highways and Transportation
PROPOSAL NAME: PTH 110 - Brandon Eastern Access
CLASS OF DEVELOPMENT: 3
TYPE OF DEVELOPMENT: Transportation
CLIENT FILE NO.: 4296.00

OVERVIEW:

The Proposal was dated and received on November 27, 1997. The advertisement of the Proposal read as follows:

A Proposal filed by the Department of Highways and Transportation to construct an extension of the existing PTH 110 (Brandon Eastern Access) located in the City of Brandon and the RM of Cornwallis. The project includes a two lane highway extension of the existing PTH 110 Eastern Access from Richmond Avenue to PTH 10 South and the construction of a new at grade intersection at PTH 110 and PTH 10. The long range plan is to construct a four lane facility at this location and an interchange at PTH 110 and PTH 10. The Department of Highways and Transportation has filed an Environmental Assessment Report and Functional Design Study Summary Report for the project in support of their application. The Department of Highways and Transportation will proceed with finalizing project design details once all government agencies' requirements have been met.

The Proposal was advertised in the Brandon Sun on Saturday, February 14, 1998. It was made available for public review at registries located at the Manitoba Eco-Network, the Centennial Public Library, the Western Regional Library in Brandon. It was also distributed to the "Transportation" TAC members for comment. All comments were requested by March 16, 1998.

PUBLIC RESPONSE

John and Kathy Bilinski
RR #1 Box 163 Stn. Main
Brandon MB R7A 5Y1

- letter dated March 10, 1998
- concerned about noise, air quality, and depreciated property values due to the proximity of the highway to their residence. Recommend that the highway be located two miles south away from the south part of Brandon. Affected landowners have not been told why the preferred route was chosen.

Disposition: Highways regional staff met with Mr. Bilinski on February 18, 1998 to review and explain the process taken to arrive at the final route. They indicated that a noise analysis was part of the environmental assessment. Highways opinion is that due to the location of Mr. Bilinski's residence (approximately 250m south of the proposed route

on 1st Street) traffic in front of his residence is more likely to decrease rather than increase. Highways records indicate that Mr. Bilinski attended their 2nd Open House where the Alternatives A and D were displayed.

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Henri Gamache
Box 4 RR 5 Site 50
Brandon, MB R7A 5Y5

- letter dated March 11, 1998
- opposed to the proposal for the following reasons:
 1. future development in the southern portion of Brandon would defeat the purpose of the highway which is to divert the transportation of hazardous goods away from the populated areas of the City.
 2. with the construction of the Maple Leaf plant traffic counts are likely to be substantially higher than what is projected. In response to this projected development, the proposed route of the by-pass may become dangerously overcrowded and will need to be relocated at a large cost to taxpayers.
 3. higher traffic counts will result in higher exhaust emissions, an increased risk for environmental accidents and a higher use of road salt contributing to groundwater contamination.
 4. as a result of projected industrial development for this area of Brandon, noise from heavy truck traffic would be greater than what is indicated in the Proposal.

Disposition: In response to Mr. Gamache's concerns, Highways provided Approvals Branch with the following additional information:

Future Development/Environmental Accidents: The proposed highway will provide a much more adequate facility which has taken into consideration the transportation of hazardous goods in its planning. Development which occurs close to the proposed route will be confined to a combination of service road and internal road system with access to PTH 110 only at designated locations. This design is intended to provide a safer and more efficient transportation service through this area including the transportation of hazardous goods. In addition Highways is planning to install a truck inspection station close to the PTH 110 and Richmond Avenue intersection which will help to ensure that trucks are kept in a safe condition.

Traffic Counts: The additional traffic from the Maple Leaf plant will still be considerably lower than the capacity of the proposed two highway. In addition, the

right-of-way will be purchased for a four lane divided highway to provide additional capacity should the two lane highway become inadequate.

Groundwater Contamination: The overall volume of sand/salt mixture will be consistent with use on other roads in the area. It is very unlikely that ground water contamination would occur due the use of salt for deicing.

Noise: With the increase in truck traffic over the past number of years, noise could present a problem. Noise will be limited by prohibiting the use of engine retarder brakes within the City of Brandon. Noise from the highway at Mr. Gamache's residence, located several miles from the proposed highway, is expected to be minimal.

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COMMENTS FROM THE TECHNICAL ADVISORY COMMITTEE

Natural Resources

Suggest that the exact location of endangered species not be designated on public documents as there is considerable risk that such sites could be subsequently damaged or destroyed as a result.

Disposition: Concern will be pursued directly between DNR and Highways as it may apply to future highways proposals.

Mines Branch

No concerns.

Environment (Water Quality)

Note that the proposal will encroach on some wetland and two stream crossings. The proposal has addressed surface water quality protection. Suggest that any refueling or oil changes take place at least 100m from a water course rather than the 50m noted in the proposal.

Disposition: Comment on setback distance for refueling and oil changes can be accommodated as a condition in the Licence.

(**Park West Region**) Recommend that the following be included in the Licence:

1. Ensure that all used oil products and other hazardous wastes generated by the machinery used in the construction and operation of the Development are collected and disposed of in accordance with applicable Manitoba Environment and Legislative requirements.

2. Ensure that fuel storage areas established for the construction of the Development are located a minimum distance of 100 meters from any waterbody and shall comply with the requirements of Manitoba Regulation 97/88R respecting Storage and Handling of Gasoline and Associated Products.
3. All waste material and refuse generated during construction of this extension be disposed of at a Registered Waste Disposal Ground.

Disposition: Recommendations can be accommodated as conditions in the Licence.

Historic Resources

No concerns with regard to the project's potential to impact heritage resources. Recommend that the procedures to be followed in the event that heritage resources, including human burials, are exposed during construction, as outlined in Section 7.2 of the Proposal, be included in the Licence.

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Health

Inclusion in the Environment Act Licence of the proposed environmental management practices identified in the Proposal regarding health hazards from air, groundwater and surface water contamination should prevent or mitigate potential health related impacts.

Disposition: Comments can be included as a condition of the Licence.

Fisheries and Oceans

Recommend that the proposed intermittent stream crossings should be designed and constructed in accordance with the Manitoba Stream Crossings for the Protection of Fish and Fish Habitat (1996) in order to minimize downstream erosion and sedimentation.

Disposition: Comment can be accommodated as a condition of Licencing.

Historic Resources

Report that the potential for significant historic resources to be present in the area of the highway is low, and therefore the Historic Resources Branch has no concerns with regard to the project's potential to impact heritage resources. Historic

Resources concurs with the procedures as outlined in the Proposal which are to be followed in the event that heritage resources, including human burials are exposed during construction. They recommend that these proposed mitigative guidelines be included in the licence.

Recommendation

Public hearings on the Proposal are not recommended. The decision to not recommend that public hearings be held is made on the basis that the public was effectively involved by Highways during the route selection planning process of the project. It is concluded that as a result of this effort, the Department received only two letters from the public in response to the Environment Act advertisement of the Proposal. In addition, the technical review of the EIA has concluded that any impacts from project as planned are mitigable.

It is recommended that the development be licenced under the Environment Act in accordance with terms and conditions described in the attached draft Environment Act Licence. It is further recommended the Director of Environmental Approvals notify the respondents to the Environment Act advertisement of the Proposal that a licencing decision for the highway has been reached and that the decision to licence the highway is appealable to the Minister of Environment within 30 days of the date of the Licence.