

# **PUBLIC INFORMATION CENTRE**

## **INTERSECTION IMPROVEMENTS ON HIGHWAY 21 AND COUNTY ROAD 83 GWP 3002-18-00**

**Preliminary Design, Detail Design, and Class Environmental  
Assessment (EA) Study**

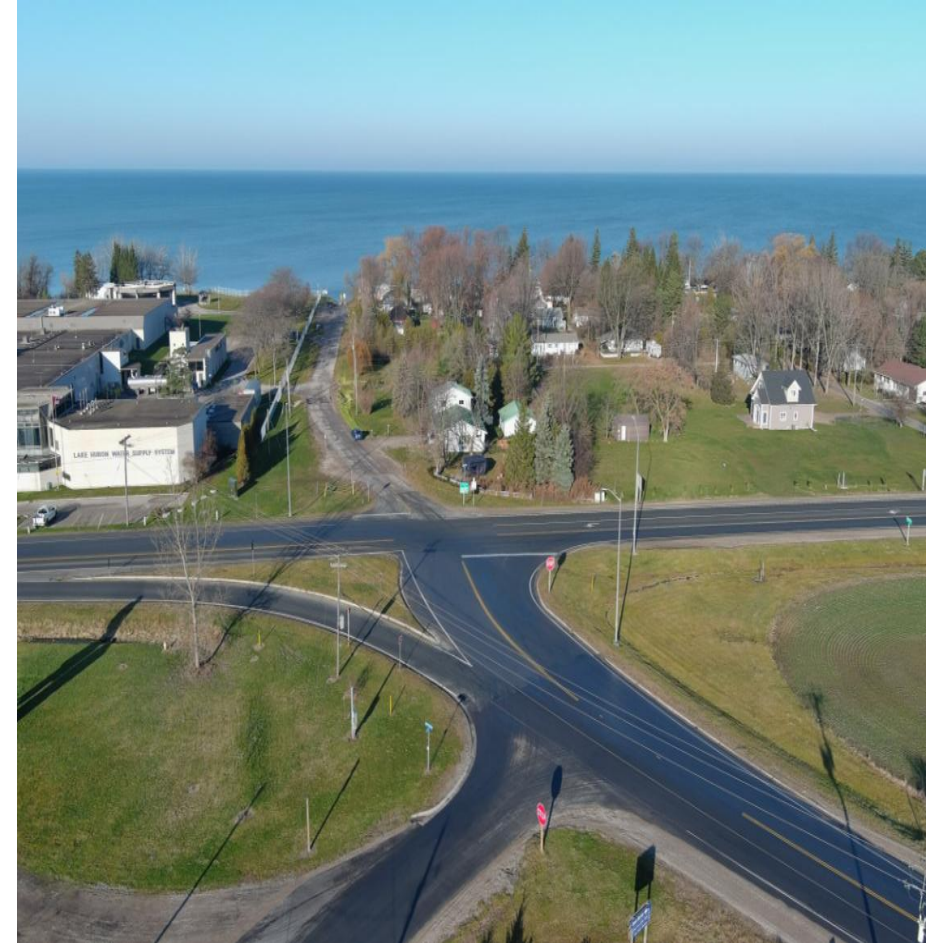
**March 18 – April 8, 2026**

# WELCOME TO THE ONLINE PUBLIC INFORMATION CENTRE



The purpose of this online Public Information Centre (PIC) is to present and gather feedback on:

- Project Overview.
- Overview of the Class Environmental Assessment (EA) Process.
- Transportation Needs and Opportunities.
- Existing Conditions.
- Stakeholder feedback received to date.
- Development of Intersection Design Alternatives.
- Evaluation of Intersection Design Alternatives.
- Selection of the Preferred Intersection Design Alternative.
- Potential impacts and proposed environmental protection and mitigation measures.



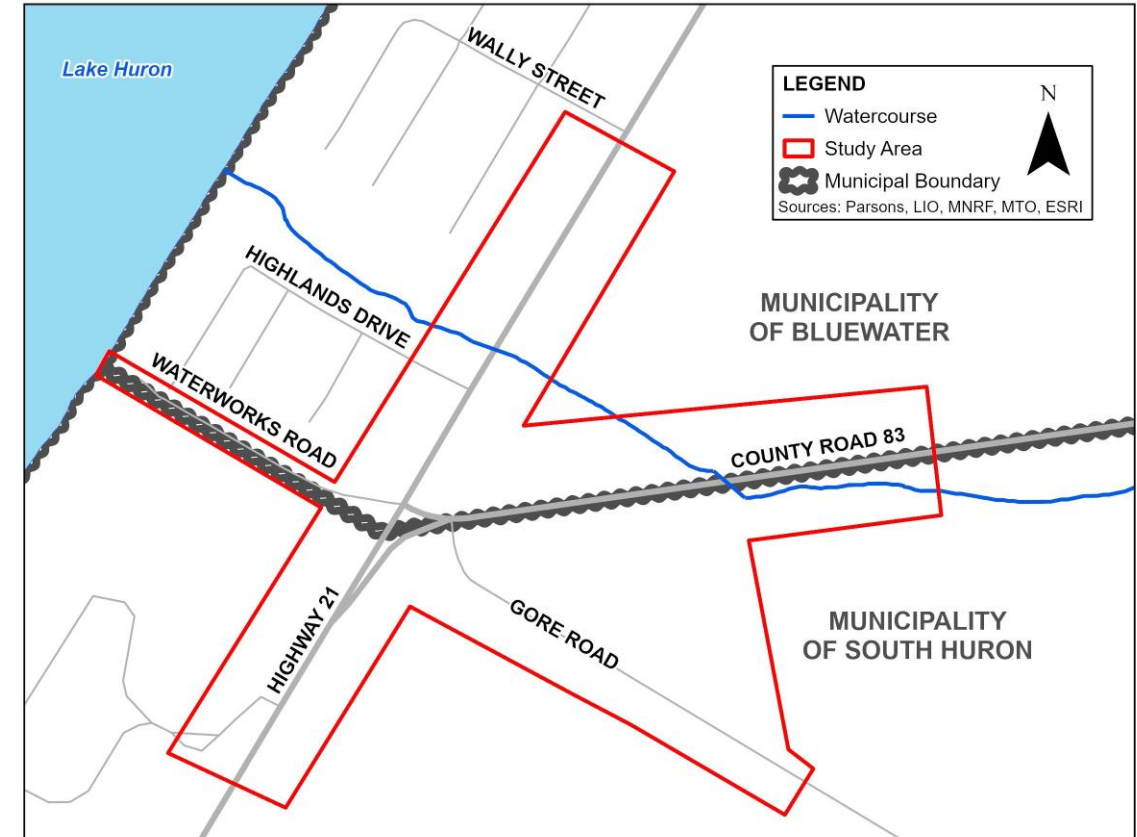
Questions or comments can be submitted to the project team via email at [contact@hwy21-cr83-intersection.com](mailto:contact@hwy21-cr83-intersection.com) or through the project website at [hwy21-cr83-intersection.com/contact-us/](http://hwy21-cr83-intersection.com/contact-us/) by April 8, 2026.

# PROJECT OVERVIEW

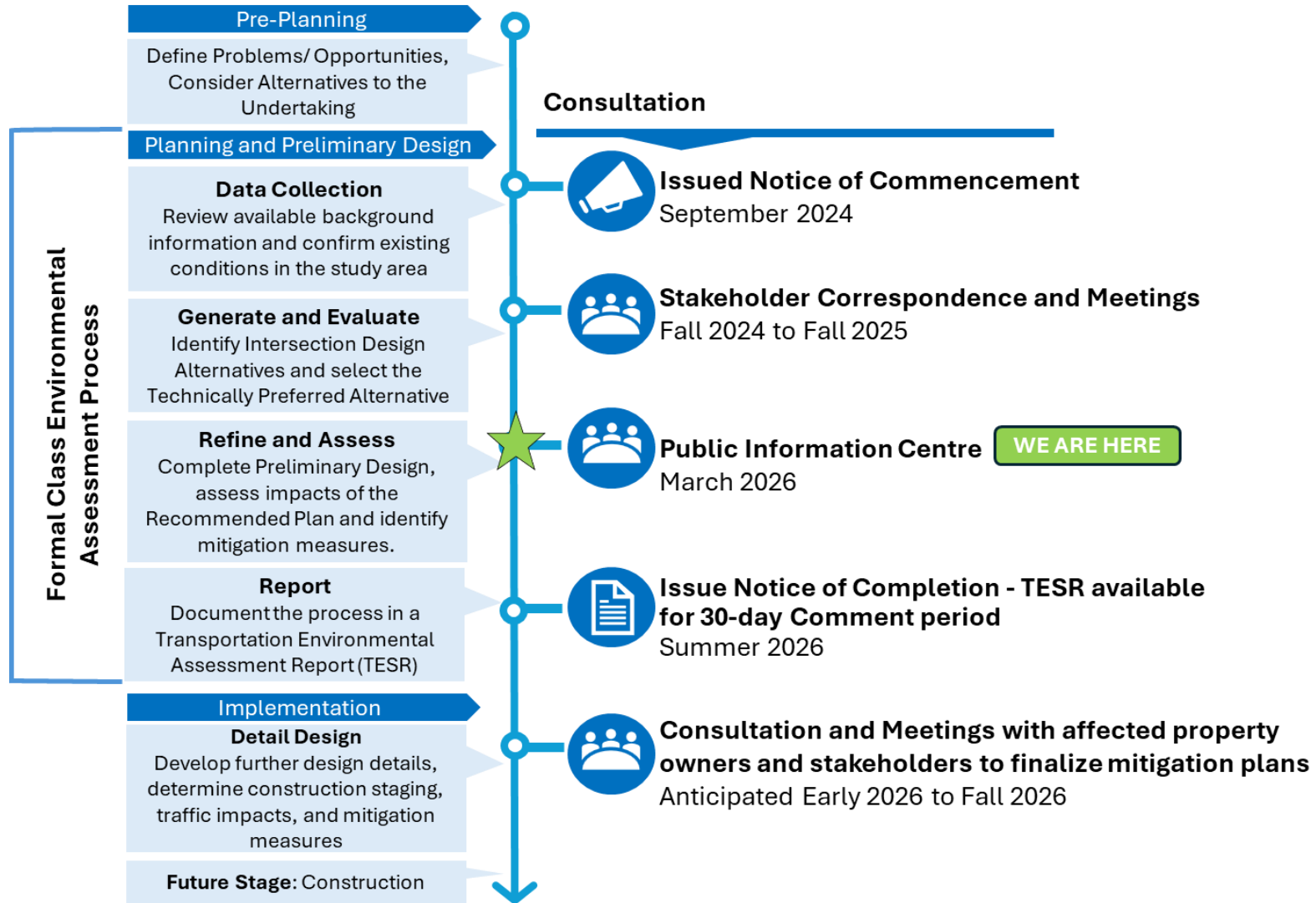
- The Ontario Ministry of Transportation (MTO) has retained Parsons Inc. (Parsons) to undertake Preliminary Design, Detail Design, and Class Environmental Assessment (EA) Study (the Project) for intersection improvements on Highway 21 and County Road 83.
- The Study Area is within the Municipality of Bluewater, Municipality of South Huron, and County of Huron.
- Improvements to the existing intersection are required to optimize the existing transportation infrastructure and meet safety and operational needs.

## The project will involve the following:

- Confirm existing conditions.
- Develop and evaluate intersection design alternatives, such as a signalized intersection or roundabout.
- Select the Preferred Design Alternative.
- Assess environmental impacts and propose mitigation measures.
- Complete the detailed design.




# CLASS ENVIRONMENTAL ASSESSMENT PROCESS



- This Project is following the approved planning process for a Group ‘C’ project under the 2024 MTO Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (Class EA).
- The Class EA process includes on-going opportunities for public involvement.
- A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.
- The TESR will outline the project process, existing conditions, Recommended Plan, potential environmental impacts, preliminary mitigation measures, and commitments to future work.

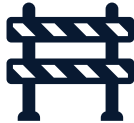

# TRANSPORTATION NEEDS AND OPPORTUNITIES

Improvements to the existing intersection are required to optimize the existing transportation infrastructure and meet safety and operational needs. Opportunities to improve the intersection to address these needs include implementation of a signalized intersection or a roundabout.



### Traffic

Based on anticipated future traffic volumes, intersection improvements are warranted to improve operational performance at this intersection.



### Safety

The existing intersection configuration and geometry has presented some safety concerns due to two-way stop-controlled condition (stop signs on Waterworks Road and County Road 83 only), and the channelized right yield condition from Highway 21 to County Road 83, which conflicts with the Gore Road intersection.

Based on collision data, most collisions in this area are due to turning movements at the intersection and often happen in the summer months.

**Intersection improvements that address collisions and provide right-of-way control will have the greatest safety benefit.**

# EXISTING CONDITIONS

## Transportation and Infrastructure

- Highway 21 is an undivided two-lane highway. Posted speed of 80 km/h.
- County Road 83 is an undivided two-lane road with partially paved shoulders. Posted speed of 90 km/h.
- Waterworks Road and Gore Road are paved municipal side roads.
- Existing utilities at the intersection include Hydro One, Enbridge, Watermains, Hay Communications.
- Existing highway drainage is connected to the Lake Huron Primary Water Supply System (LHPWSS) facility. Disconnection required and drainage to be managed in MTO and Municipal Right of Ways.

## Traffic

- Increased traffic volumes during summer season.
- Traffic analysis shows an increase in traffic queuing on County Road 83.

## Land Use

- Land uses include residential and cottage communities, agriculture, other businesses, and recreation.
- Waterworks Road provides residential access and beach access.
- Potential development of lands surrounding the intersection in the future.
- Land uses to the west of Highway 21 are a key space/property constraint.

## Archaeology and Cultural Heritage

- Some archaeological potential is present.
- Potential Heritage resources are under review.

## Natural Environment

- Existing vegetation is generally landscaped/manicured with some Agriculture, Cultural Meadow, and Woodland in the area.
- Potential SAR/SAR habitat (Grassland Birds and Bats).
- Fisheries watercourse – Fahner Drain.

## Soil and Contamination

- Some areas of potential environmental concern (APEC) due to past and existing land use near the intersection, such as former maintenance yard, gas station, LHPWSS.



# STAKEHOLDER FEEDBACK RECEIVED TO DATE

- General support for the project.
- Public concerns related to traffic and safety at the intersection and the seasonal traffic patterns.
- Many public comments noted preference for a roundabout.
- Concerns about potential detours and disruptions during construction.
- Feedback regarding drainage and stormwater management connections to existing infrastructure and properties.
- Information provided regarding future active transportation plans, proposed developments, and future municipal infrastructure plans and improvements.



**Comments received have been responded to and taken into consideration during the project process. The Project Team is having ongoing conversations with municipalities.**

# INTERSECTION DESIGN ALTERNATIVES

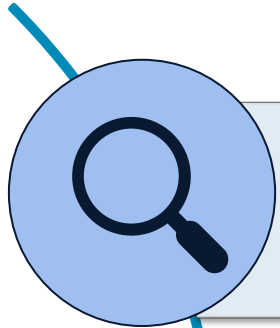
An initial screening of intersection options was done to determine Intersection Design Alternatives to further evaluate, based on high-level consideration of safety, geometric requirements and constraints, constructability, and property impacts.

Three (3) Intersection Design Alternatives were developed for evaluation:

1. Signalized Intersection with Gore Road Realignment
2. 4-Legged Roundabout with Gore Road Realignment
3. 5-Legged Roundabout



# EVALUATION APPROACH



## Factor Areas Reviewed

Technical Factors, Natural Environment, Socio-Economic Environment, and Cultural Environment.



## Developed Evaluation Criteria and Indicators

Used to assess how alternatives improve/impact the existing condition, and opportunities to minimize and avoid impacts.

Identified based on stakeholder feedback, similar projects, provincial guidelines, and existing conditions.



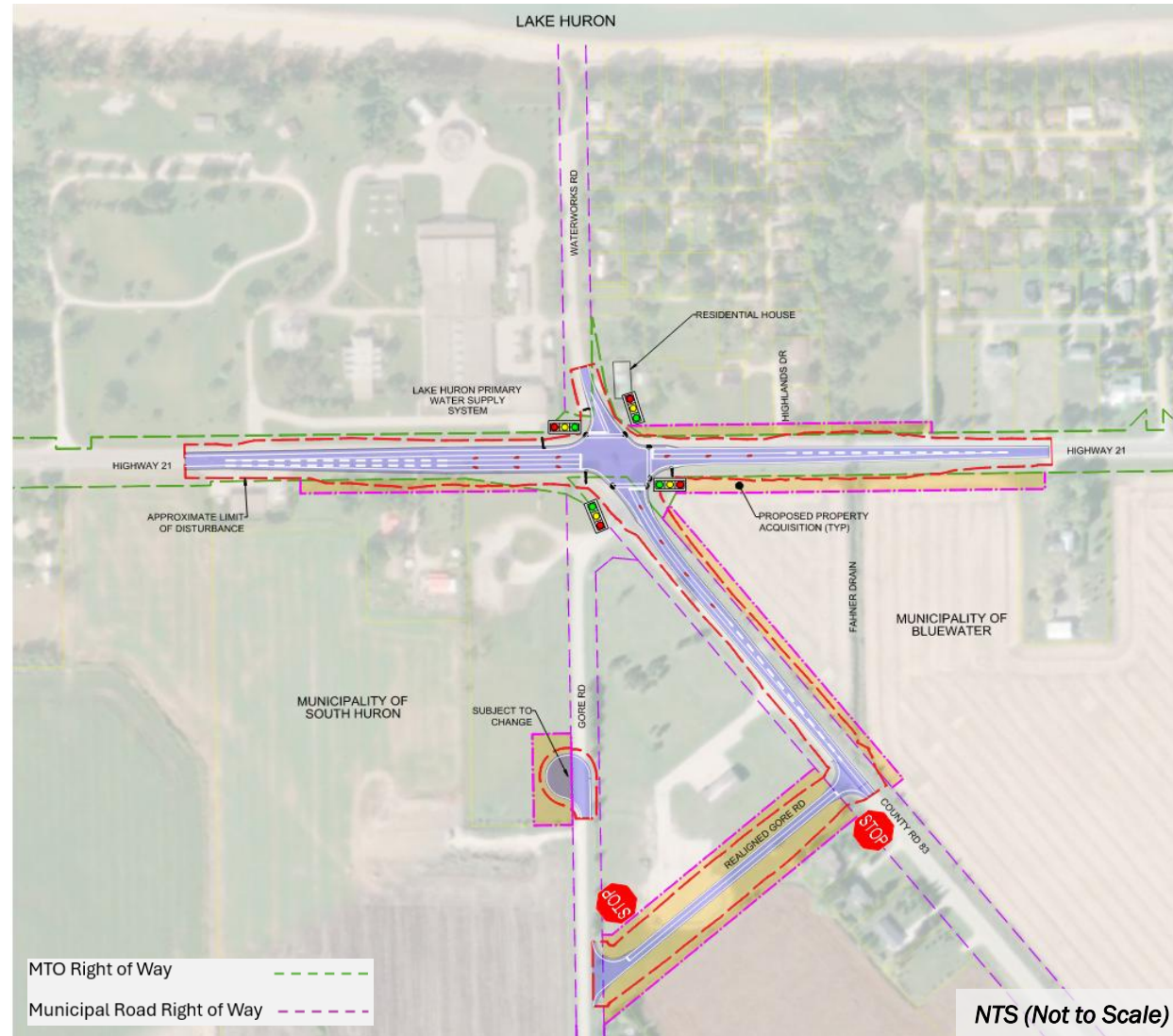
## Evaluation Process

Alternatives were evaluated based on how effectively they addressed the defined indicators and given a preference ranking for each criteria.

# EVALUATION CRITERIA

Factor Area	Criteria	Indicator
Technical Considerations	Geometry and Safety	<ul style="list-style-type: none"> <li>Improves existing substandard design and/or meet design standards, improve safety for pedestrians and cyclists, improves intersection spacing.</li> </ul>
	Traffic Capacity / Operations	<ul style="list-style-type: none"> <li>Improves traffic operations/ flow, accommodates projected traffic demand and capacity, accommodates passenger and commercial vehicles, and connectivity with Local Road Network and local and regional infrastructure projects.</li> </ul>
	Constructability	<ul style="list-style-type: none"> <li>Complexity of the staging, road closures, potential detours and road closures during construction, maintains large vehicle turning movements during construction, cut/fill requirements and site grading.</li> </ul>
	Drainage and Stormwater	<ul style="list-style-type: none"> <li>Amount of new impervious area compared to existing.</li> <li>Ability to manage both existing and additional proposed drainage and stormwater within the MTO and Municipal Right of Ways (Due to need to disconnect existing drainage from Lake Huron Primary Water Supply System).</li> </ul>
	Preliminary Utility Impacts	<ul style="list-style-type: none"> <li>Minimize potential utility relocation and impacts.</li> </ul>
	Property Impacts	<ul style="list-style-type: none"> <li>Minimize need for property takings and full property buyouts.</li> </ul>
	Cost	<ul style="list-style-type: none"> <li>Overall costs considering construction and operation and maintenance.</li> </ul>
	Access Management	<ul style="list-style-type: none"> <li>Minimize impacts to business or residential accesses during construction staging and in final condition.</li> </ul>
Natural Environment	Terrestrial Ecosystems and Fish and Fish Habitat	<ul style="list-style-type: none"> <li>Minimize impacts to trees, fish and fish habitat and other natural areas or Species at Risk.</li> </ul>
Cultural Environment	Archaeology and Heritage	<ul style="list-style-type: none"> <li>Avoid impacts to areas of archaeological potential and cultural heritage resources.</li> </ul>
Socio-Economic Environment	Community Effects and Land Use	<ul style="list-style-type: none"> <li>Minimize impacts to existing land uses and maintain consistency with future land uses and plans.</li> </ul>

# ALTERNATIVE #1: SIGNALIZED INTERSECTION WITH GORE ROAD REALIGNMENT



**Signalized intersection at Highway 21 and County Road 83 with the realignment of Gore Road to the east.**

Removal of channelized right turn from Highway 21 to County Road 83. Dedicated right turn lane from Highway 21 to County Road 83.

Dedicated left turn lanes from: Highway 21 to Waterworks Road, Highway 21 to County Road 83, and from County Road 83 to Highway 21.

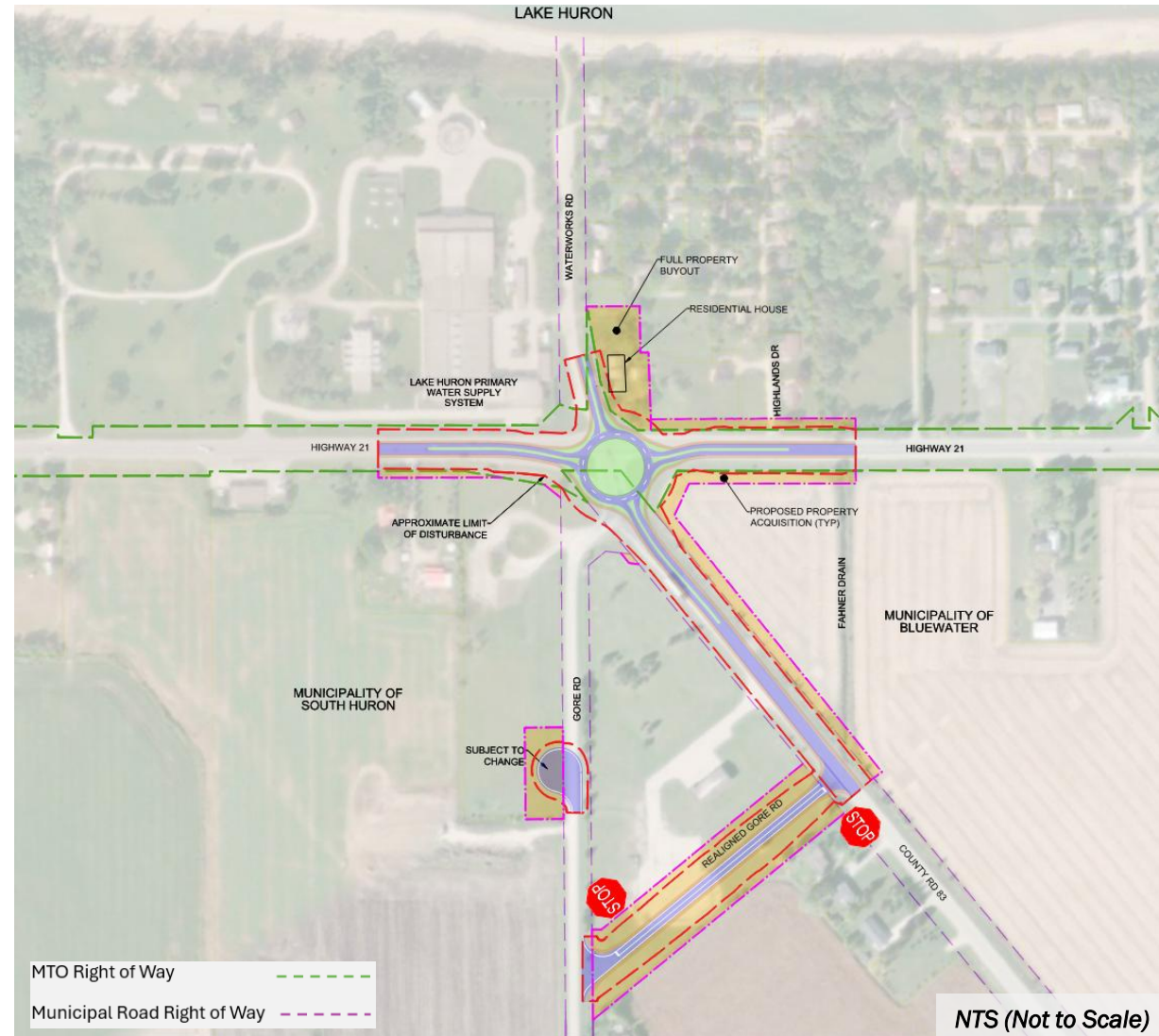
# ALTERNATIVE #1: SIGNALIZED INTERSECTION WITH GORE ROAD REALIGNMENT



Criteria	Evaluation	Discussion / Rationale
<b>Factor Area: Technical Considerations</b>		
Geometry / Safety	●	Meets safety and geometry requirements and improves safety compared to existing condition.
Traffic Capacity / Operations	●	Meets future traffic needs and provides good traffic control. Can easily accommodate large vehicle movements, and future active transportation infrastructure. Easier for pedestrians and cyclists to navigate through.
Drainage and Stormwater	●	Smallest footprint at the intersection since the existing roadway profiles are maintained. Will be the easiest to accommodate and manage both existing (to be disconnected from LHPWSS) and additional drainage.
Constructability	●	Constructability and traffic staging is less complex and shorter duration compared to roundabout options. Fewer access impacts to property owners during construction, and less detour requirements.
Preliminary Utility Impacts	●	Fewer utility impacts anticipated due to smaller footprint at intersection.
Access Management	●	Minor driveway/entrance adjustments required to some properties.
Property	●	Smaller property footprint compared to Alternative #3. No impact to house in the northwest corner and only partial property taking needed. Total property area similar to Alternative #2 but stretched along the roadway right-of-way.
Cost	●	Lower relative cost overall.
<b>Factor Area: Natural Environment</b>		
Terrestrial / Fish and Fish Habitat	●	Minor impacts on trees and vegetation. Opportunities to landscape. Fahner Drain fisheries watercourse impacts can be minimized and avoided through standard mitigation measures.
<b>Factor Area: Socio-economic Environment</b>		
Community Effects/Land Use	●	Partial property acquisitions not expected to limit or change the use of remaining property. Gore Road realignment addresses community's safety concerns about the existing Hwy 21/County Rd 83/Gore Rd configuration.
<b>Factor Area: Cultural Environment</b>		
Archaeology / Heritage	●	A Stage 2 Archaeological Assessment is needed. Potential cultural heritage resources being reviewed; no major heritage impacts are expected, and avoidance/mitigation can be implemented, if required.

● - Most Preferred, ● - Preferred, ● - Moderately Preferred, ● - Less Preferred

# ALTERNATIVE #2: 4-LEGGED ROUNDABOUT WITH GORE ROAD REALIGNMENT



A 4-legged roundabout at the intersection of Highway 21 and County Road 83 with four entry points. Intersection is expanded, and roadway alignments shifted where connecting to the roundabout. Realignment of Gore Road to the east.

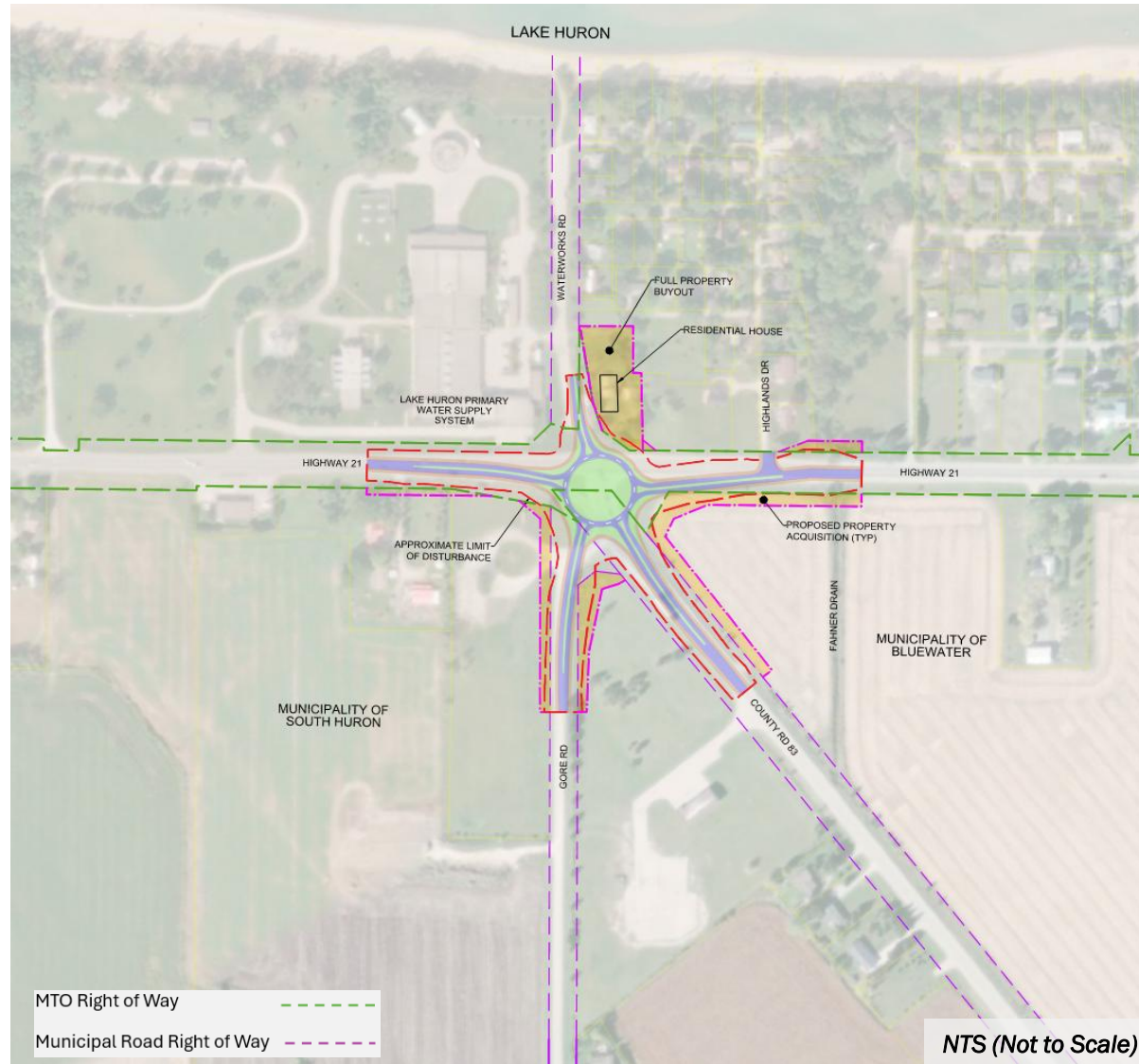
# ALTERNATIVE #2: 4-LEGGED ROUNDABOUT WITH GORE ROAD REALIGNMENT



Criteria	Evaluation	Discussion / Rationale
<b>Factor Area: Technical Considerations</b>		
Geometry / Safety	●	Meets safety and geometry requirements and improves safety compared to existing condition.
Traffic Capacity / Operations	●	Meets future traffic needs. Will provide good flow of traffic control and vehicle to vehicle accidents may be less severe. Requires additional truck aprons for larger movements. Higher complexity in accommodating future active transportation infrastructure and more difficult for pedestrians and cyclists to navigate through.
Drainage and Stormwater	●	Larger footprint of impervious area at the intersection due to roadway profile adjustments. Will be more difficult to accommodate and manage both existing (to be disconnected from LHPWSS) and additional drainage.
Constructability	●	Constructability and traffic staging is more complex, with a longer construction timeline. More impacts to public for detours and access during construction.
Preliminary Utility Impacts	●	Moderate utility impacts anticipated due to larger footprint.
Access Management	●	Minor driveway/entrance adjustments to some properties. Need for Splitter Islands (raised traffic island that separates traffic flow and provides protection to pedestrians), which will limit turning movements to access properties in the final condition.
Property	●	More property impacts concentrated at the intersection compared to signalized intersection, especially to the house in the northwest corner (full property buyout). The roundabouts require changes to the vertical profile approaching to the roundabout, and truck aprons to accommodate WB-20.5 trucks, which increases property need at the intersection. Smaller property footprint compared to Alternative #3.
Cost	●	Higher relative overall cost.
<b>Factor Area: Natural Environment</b>		
Terrestrial / Fish and Fish Habitat	●	Minor impacts on trees and vegetation. Opportunities to landscape and replant. Fahner Drain fisheries watercourse impacts can be minimized and avoided with standard fisheries mitigation measures.
<b>Factor Area: Socio-economic Environment</b>		
Community Effects/Land Use	●	Full property buyout of one residence is required. The other partial property acquisitions not expected to limit or change the use of remaining property. Gore Road realignment addresses community's safety concerns about the existing Hwy 21/County Rd 83/Gore Rd configuration.
<b>Factor Area: Cultural Environment</b>		
Archaeology / Heritage	●	A Stage 2 Archaeological Assessment is needed. Potential cultural heritage resources being reviewed; no major heritage impacts are expected, and avoidance/mitigation can be implemented, if required.

● - Most Preferred, ● - Preferred, ● - Moderately Preferred, ● - Less Preferred

# ALTERNATIVE #3: 5-LEGGED ROUNDABOUT



A 5-legged roundabout at the intersection of Highway 21 and County Road 83 with five entry points. Intersection is expanded and shifted slightly, connecting to Gore Road in the east. Other roadway alignments are shifting as necessary to connect to the roundabout.



# ALTERNATIVE #3: 5-LEGGED ROUNDABOUT

Criteria	Evaluation	Discussion / Rationale
<b>Factor Area: Technical Considerations</b>		
Geometry / Safety	☉	Will improve safety, but the 5-legged design adds geometric challenges and footprint impacts.
Traffic Capacity / Operations	☉	Supports future traffic flow but the 5-legged design causes driver confusion, winter challenges, and a large trucker footprint. No 5-Legged roundabouts currently implemented in Ontario. Higher complexity to accommodate future active transportation infrastructure, more difficult for pedestrians/cyclists to navigate.
Drainage and Stormwater	☉	Larger footprint at the intersection due to roadway profile adjustments. Will be more difficult to accommodate and manage both existing (to be disconnected from LHPWSS) and additional drainage.
Constructability	☉	Most complex constructability and traffic staging, with a longer construction timeline and more frequent detours or closures anticipated. More impacts to public for detours and access during construction.
Preliminary Utility Impacts	☉	Greatest utility impacts due to the 5-legged design, including of a major gas valve.
Access Management	☉	Minor driveway/entrance adjustments to some properties. Need for Splitter Islands will limit turning movements to access properties in final condition.
Property	☉	Higher property impacts due to larger footprint, especially to the house in the northwest corner (full property buyout). The roundabouts require changes to the vertical profile approaching to the roundabout, and truck aprons and potentially by-pass ramps to accommodate WB-20.5 trucks, increasing property need at the intersection.
Cost	☉	Higher relative overall cost.
<b>Factor Area: Natural Environment</b>		
Terrestrial / Fish and Fish Habitat	☉	Minor impacts on trees and vegetation. Opportunities to landscape and replant. Additional impacts to agricultural area which may provide habitat for bird Species at Risk. Fahner Drain fisheries watercourse impacts can be minimized and avoided with standard fisheries mitigation measures
<b>Factor Area: Socio-economic Environment</b>		
Community Effects/Land Use	☉	Full property buyout of one residence is required. The other partial property acquisitions not expected to limit or change the use of remaining property, but more property needs overall.
<b>Factor Area: Cultural Environment</b>		
Archaeology / Heritage	☉	A Stage 2 Archaeological Assessment is needed. Potential cultural heritage resources being reviewed; no major heritage impacts are expected, and avoidance/mitigation can be implemented, if required.

● - Most Preferred, ● - Preferred, ☉ - Moderately Preferred, ☉ - Less Preferred

# SUMMARY OF EVALUATION

- Based on review of alternatives, Alternative 1 (Signalized Intersection with Gore Road Realignment) is the recommended technically preferred alternative.
- It provides the necessary geometry, safety, and traffic benefits to address transportation issues, while also being preferable in terms of drainage, constructability, utility and property impacts, access management, cost, and environmental considerations.
- A detailed comparison of Alternative 1 (Signalized Intersection) versus Alternative 2 (4-legged Roundabout) is in subsequent slides.

Criteria	Alternative 1: Signalized Intersection, Gore Road Realigned	Alternative 2: 4- Legged Roundabout, Gore Road Realigned	Alternative 3: 5- Legged Roundabout
<b>Factor Area: Technical Considerations</b>			
Geometry / Safety	●	●	●
Traffic Capacity / Operations	●	●	●
Drainage & Stormwater	●	●	●
Constructability	●	●	●
Preliminary Utility Impacts	●	●	●
Access Management	●	●	●
Property	●	●	●
Cost	●	●	●
<b>Factor Area: Natural Environment</b>			
Terrestrial / Fish and Fish Habitat	●	●	●
<b>Factor Area: Socio-economic Environment</b>			
Community Effects / Land Use	●	●	●
<b>Factor Area: Cultural Environment</b>			
Archaeology / Heritage	●	●	●

● - Most Preferred, ● - Preferred, ● - Moderately Preferred, ● - Less Preferred

# DETAILED COMPARISON: ALTERNATIVE #1 VS ALTERNATIVE #2



Criteria	Alternative 1: Signalized Intersection	Alternative 2: 4-Legged Roundabout	Key Differences between Alternative #1 and #2
<b>Factor Area: Technical Considerations</b>			
Geometry / Safety	●	●	Both alternatives improved existing geometry for approach legs, improved sight lines, and provide controlled turning movement.
Traffic Capacity / Operations	●	●	<p>Both alternatives met MTO requirements for current and future traffic operations; however, signalized intersection provides better and safer integration of active transportation.</p> <p>Alternative #1 signalized intersection provides controlled pedestrian and/or MUP crossings that are easier for pedestrians and cyclists to navigate through.</p> <p>Alternative #2 roundabout provides uncontrolled pedestrian crossings. Although pedestrians only need to observe one direction of traffic at a time, the continuous flow of traffic can make it difficult for the pedestrian to cross, especially at the roundabout exits. It is also very difficult for pedestrians with visual impairments because it is hard to detect a change in traffic flow. It is difficult to integrate active transportation through a roundabout, which raises significant safety concerns for cyclists. An advantage of roundabouts is reduced collision severity due to lower vehicle speeds.</p>
Drainage & Stormwater	●	●	Alternative #2 roundabout has a larger footprint, and a grade raise at the intersection compared to a signalized intersection, which is at grade. The roundabout has more impervious surface compared to a signalized intersection, which will need to be managed and treated. This will further increase the footprint of the roundabout.
Constructability	●	●	<p>Alternative #2 roundabout requires a grade raise at the intersection with a circular crossfall design. Thus, reconstruction of the roadway is required. Consequently, managing traffic during construction is more complex, more costly and requires a longer construction timeline. There will be more impacts to the public for lane closures and detours during construction. In addition, temporary widening and associated property impacts and costs may be required.</p> <p>Alternative #1 signalized intersection is at-grade with widening starting at the existing edge of travel lane where required. Consequently, managing traffic during construction is more simple, less costly, requires a shorter construction timeline, and less impacts to the public.</p>
Preliminary Utility Impacts	●	●	There are a lot of utilities along all roadways within the Study Area, especially at the intersection. Alternative #2 roundabout has more utility impacts compared to Alternative #1 signalized intersection due to the larger footprint.

● - Most Preferred, ● - Preferred, ● - Moderately Preferred, ● - Less Preferred

# DETAILED COMPARISON: ALTERNATIVE #1 VS ALTERNATIVE #2



Criteria	Alternative 1: Signalized Intersection	Alternative 2: 4-Legged Roundabout	Key Differences between Alternative #1 and #2
<b>Factor Area: Technical Considerations</b>			
Access Management	●	●	There are entrances close to the intersection. Alternative #2 roundabout requires a grade raise at the intersection and installation of splitter islands. Thus, minor driveway/entrance adjustments to some properties will be required and entrances within the splitter islands will need to be limited to right-in and right-out movements only.  Alternative #1 signalized intersection will require minor driveway/entrance adjustments to some properties due to the at-grade widening, but no limitations to access.
Property	●	●	Alternative #2 roundabout has a grade raise at the intersection resulting in a larger footprint at the intersection compared to a signalized intersection, which is at grade. The roundabout footprint is further increased due to the truck aprons to accommodate WB-20.5 trucks. Thus, the roundabout footprint has significant impact (full property buyout) to the house in the northwest corner (33992 Waterworks Rd).  Alternative #1 signalized intersection total footprint area is similar to Alternative #2 but is stretched along the roadway right-of-way.
Cost	●	●	Alternative #2 roundabout requires a grade raise at the intersection with a circular crossfall design. Thus, reconstruction of the roadway is required. Consequently, this alternative has a higher relative overall construction cost compared to a signalized intersection. In addition, roundabouts require more maintenance.
<b>Factor Area: Natural Environment</b>			
Terrestrial / Fish and Fish Habitat	●	●	Both alternatives have minor impacts on trees and vegetation. Both alternatives have opportunities to landscape and replant. Fahner Drain fisheries watercourse impacts can be minimized and avoided with standard fisheries mitigation measures.
<b>Factor Area: Socio-economic Environment</b>			
Community Effects / Land Use	●	●	Alternative #1 has only partial property takings, which are not expected to limit or change the use of remaining property, while Alternative #2 also has a full property buyout of a residence.
<b>Factor Area: Cultural Environment</b>			
Archaeology / Heritage	●	●	Both alternatives require a Stage 2 Archaeological Assessment. Potential cultural heritage resources being reviewed; however, no major heritage impacts are expected for both alternatives, and avoidance/mitigation can be implemented, if required.

● - Most Preferred, ● - Preferred, ● - Moderately Preferred, ● - Less Preferred





# PRELIMINARY CONSTRUCTION STAGING AND TRAFFIC IMPACTS

- Highway 21, County Road 83, Waterworks Road, and Gore Road may experience temporary lane closures, detours, or short-term full road closures during construction.
- A Traffic Management Plan will be prepared in Detail Design.
- Traffic disruptions will be minimized to the extent possible.
- Temporary entrance/access disruptions may occur at some properties during construction. Mitigation plans will be put in place and property owners consulted.
- Detour plans will be developed in consultation with municipalities and emergency services during the detailed design phase to minimize disruptions.



# DRAINAGE AND STORMWATER MANAGEMENT

- The existing highway drainage is connected to the Lake Huron Primary Water Supply Systems facility.
- This will be disconnected and both existing and proposed drainage will be managed in the MTO and Municipal Right-of-Ways for improved efficiency and sustainability.
- Drainage design options are being explored, such as upgrading the existing outlet to Lake Huron, and a new sewer connection, and replacement of the Gore Road Drain.
- The proposed drainage solution will be designed as per MECP Stormwater Management Manual and MTO standards, for effective runoff control, flood prevention, and water quality protection.
- Consultation will occur with conservation authorities and other interested stakeholders as required.



*Lake Huron Primary Water Supply System facility*

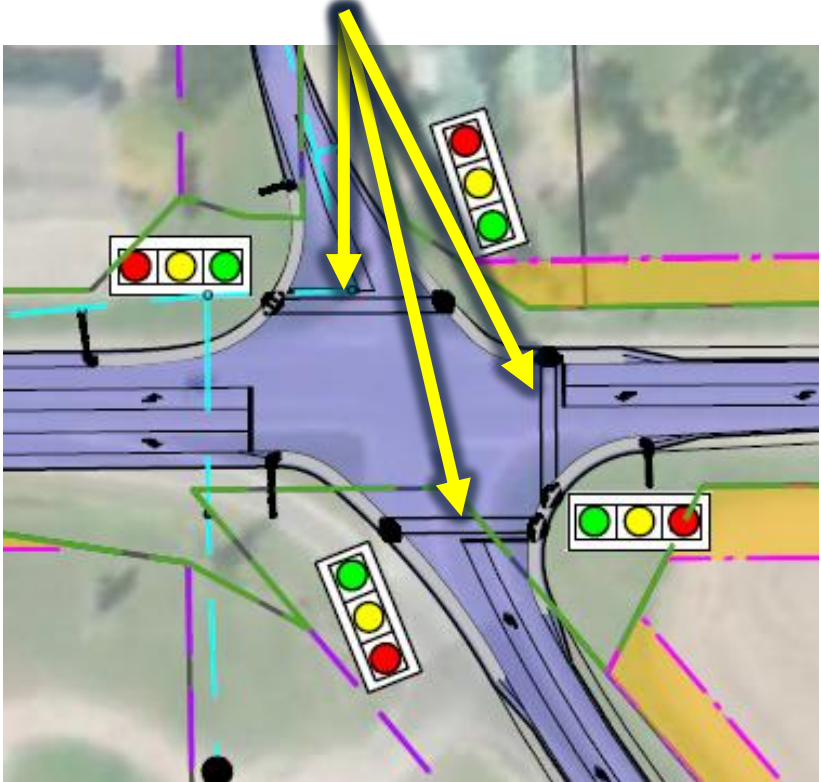
# ACTIVE TRANSPORTATION



- MTO is collaborating with municipalities and stakeholders (Lakeshore Eco-Network), regarding future active transportation plans.
- The intersection improvements will not preclude future active transportation infrastructure planned for the area.
- As applicable, design elements will be incorporated at the intersection to accommodate future active transportation infrastructure (e.g., providing a safe crossing at the intersection for future active transportation users).
- Future active transportation infrastructure at and around Highway 21, including multi-use paths, trail connections, and designated bike paths will be planned and implemented separately.








Pedestrian/active transportation crossing at intersection





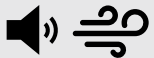





# PRELIMINARY IMPACTS AND MITIGATION MEASURES

Potential Impacts	Proposed Mitigation Measures and Commitments
Terrestrial / Aquatic Ecosystems & Species at Risk 	<ul style="list-style-type: none"> <li>Potential impacts to Species at Risk (SAR) habitat being confirmed. As required, approval steps under the Endangered Species Act (ESA) and associated regulations will occur.</li> <li>Vegetation removals will be minimized, and a Landscape Plan will be prepared to provide replacement tree and shrub planting where space allows.</li> <li>Complete vegetation removals during appropriate timing windows to avoid impacts to Migratory Birds, bats, SAR.</li> <li>Works in or near Fahner Drain will be completed in accordance with fisheries Best Management Practices.</li> </ul>
Groundwater, Surface Water, Drainage and Stormwater 	<ul style="list-style-type: none"> <li>During Detail Design, water-taking requirements for construction will be determined in accordance with MECP regulations, including the need for an Environmental Activity and Sector Registry (EASR).</li> <li>Continued coordination with municipalities and Lake Huron Primary Water Supply System regarding drainage infrastructure and stormwater management design for the project.</li> </ul>
Erosion and Sediment Control 	<ul style="list-style-type: none"> <li>Develop and implement erosion and sediment controls to mitigate the potential for erosion and sedimentation within the project limits or adjacent natural features.</li> </ul>
Property / Land Use 	<ul style="list-style-type: none"> <li>Consultation with property owners to occur where property acquisition is required and/or locations where there may be temporary or permanent access impacts and entrance modifications.</li> <li>Review opportunities for screening plantings where the Gore Road realignment is near residential properties.</li> </ul>
Utilities 	<ul style="list-style-type: none"> <li>Utility relocations may be required to accommodate the proposed works. Coordination with utilities providers will take place during detail design.</li> </ul>



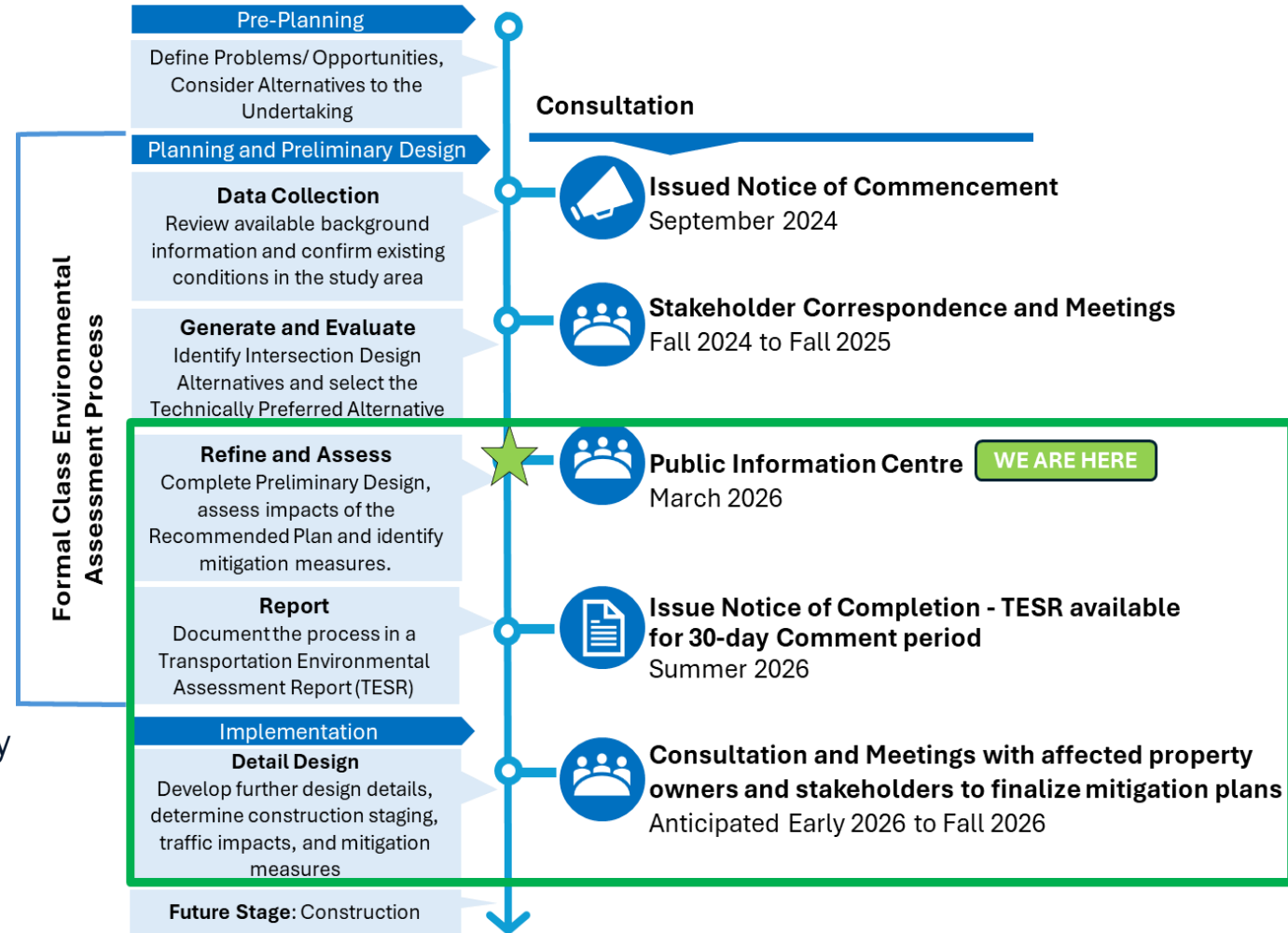
# PRELIMINARY IMPACTS AND MITIGATION MEASURES

Potential Impacts	Proposed Mitigation Measures and Commitments
Active Transportation 	<ul style="list-style-type: none"> <li>Coordinate with municipalities and stakeholders regarding future active transportation plans. Provision and accommodations at the intersection for the future active transportation will be included in the detail design.</li> </ul>
Contamination & Excess Soil 	<ul style="list-style-type: none"> <li>During detail design, determine if excess soil will be generated and comply with O. Reg 406/19 On-Site and Excess Soil Management.</li> <li>As required, complete soil investigations and associated reporting in areas of potential environmental concern and where excess soil will be generated.</li> </ul>
Construction Noise and Air Quality 	<ul style="list-style-type: none"> <li>Best management practices will be implemented to minimize noise and dust generation during construction, such as maintaining equipment in good working condition, minimizing idling, abiding by noise bylaws where possible, and implemented dust suppression, as required.</li> </ul>
Archaeological Resources 	<ul style="list-style-type: none"> <li>A Stage 2 Archeological Assessment to be completed in areas of archeological potential.</li> </ul>
Cultural Heritage 	<ul style="list-style-type: none"> <li>A Cultural Heritage Resource Assessment Report (CHRAR) will be completed to confirm potential heritage resources, impacts, and if mitigation or additional heritage assessment, is required.</li> </ul>
Snow Drift 	<ul style="list-style-type: none"> <li>A snow drift assessment is underway to determine the potential risk of snow drift onto Highway 21. If required mitigation such as landscaping, snow fence, grading, and signage will be implemented.</li> </ul>

# NEXT STEPS

The following tasks will be completed after the Public Information Centre (PIC):

- Review, consider, and respond to PIC comments.
- Finalize the Recommended Plan based on public input and impact assessments.
- Prepare the Transportation Environmental Study Report (TESR) for a 30-day comment period.
  - The TESR will outline the project process, existing conditions, evaluation of alternatives, recommended plan, and potential environmental impacts, proposed mitigation, and commitments to future work.
- Complete the Detail Design for the intersection improvements.
- Further consultation and meetings with affected property owners and stakeholders, as required.





# HOW TO PARTICIPATE IN THE PROJECT

- We encourage you to submit comments, questions, and feedback on the information presented during the Public Information Centre (PIC).
- Please submit your comments by no later than April 8, 2026, so your feedback can be considered in this Project and incorporated into the Transportation Environmental Study Report.

**Visit the Project website:**

[hwy21-cr83-intersection.com/](https://hwy21-cr83-intersection.com/)



**Complete the comment form:**

[hwy21-cr83-intersection.com/contact-us/](https://hwy21-cr83-intersection.com/contact-us/)



**Contact the Project Team via email:**

[contact@hwy21-cr83-intersection.com](mailto:contact@hwy21-cr83-intersection.com)



**Contact for media inquiries via email:**

[mto.media@ontario.ca](mailto:mto.media@ontario.ca)

*Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.*

**THANK YOU FOR PARTICIPATING IN  
THIS PUBLIC INFORMATION CENTRE!**