Region of Waterloo

WELCOME TO

Public Consultation Centre #2
Schedule 'C' Class Environmental Assessment for Fischer-Hallman Road / Bearinger Road (Regional Road 58) Improvements
Columbia Street W. To Westmount Road N.
City of Waterloo

You are invited to our Second Public Consultation Centre to provide your input into the planning of the Fischer-Hallman Road/Bearinger Road Improvements

Date: Tuesday, Nov 4, 2019

Time: 4:30 PM to 7:30 PM

Location: Waterloo Public Library - John M. Harper Branch, Community Room 500 Fischer-Hallman Road

Waterloo, Ontario

WHY IS THE REGION CONSIDERING THIS PROJECT?

- The 2018 Regional Transportation Master Plan Update has identified this section of Fischer-Hallman Road / Bearinger Road for widening from 2 to 4 lanes to provide road improvements for traffic growth and active transportation improvements for pedestrians, cyclists, and transit along the corridor. In addition, pavement rehabilitation, storm water management (i.e. storm sewers) improvements, and upgrades to the Regional watermain network are needed along the corridor.

WHO IS DIRECTING THIS PROJECT?

- The planning and design for this project is being directed by staff from the Region of Waterloo and City of Waterloo, along with Region of Waterloo (Waterloo) Councillor Jim Erb and City of Waterloo (Ward 2) Councillor Royce Bodaly. Staff from the Grand River Conservation Authority (GRCA), as well as the University of Waterloo (UW) are also included on the Project Team. The consulting engineering firm WalterFedy has been retained by the Region of Waterloo to provide planning and preliminary design services during the study phase of this project, as well as detailed design, contract administration, and inspection services through the construction phase.

WHAT IS THE PURPOSE OF THIS PUBLIC CONSULTATION CENTRE?

- The purpose of this Public Consultation Centre is to have interested groups and individuals learn about and provide input on:

  a) The needs and opportunities for improvements on Fischer-Hallman/Bearinger Road;

  b) The project environment (natural, social, cultural/heritage, and economic);

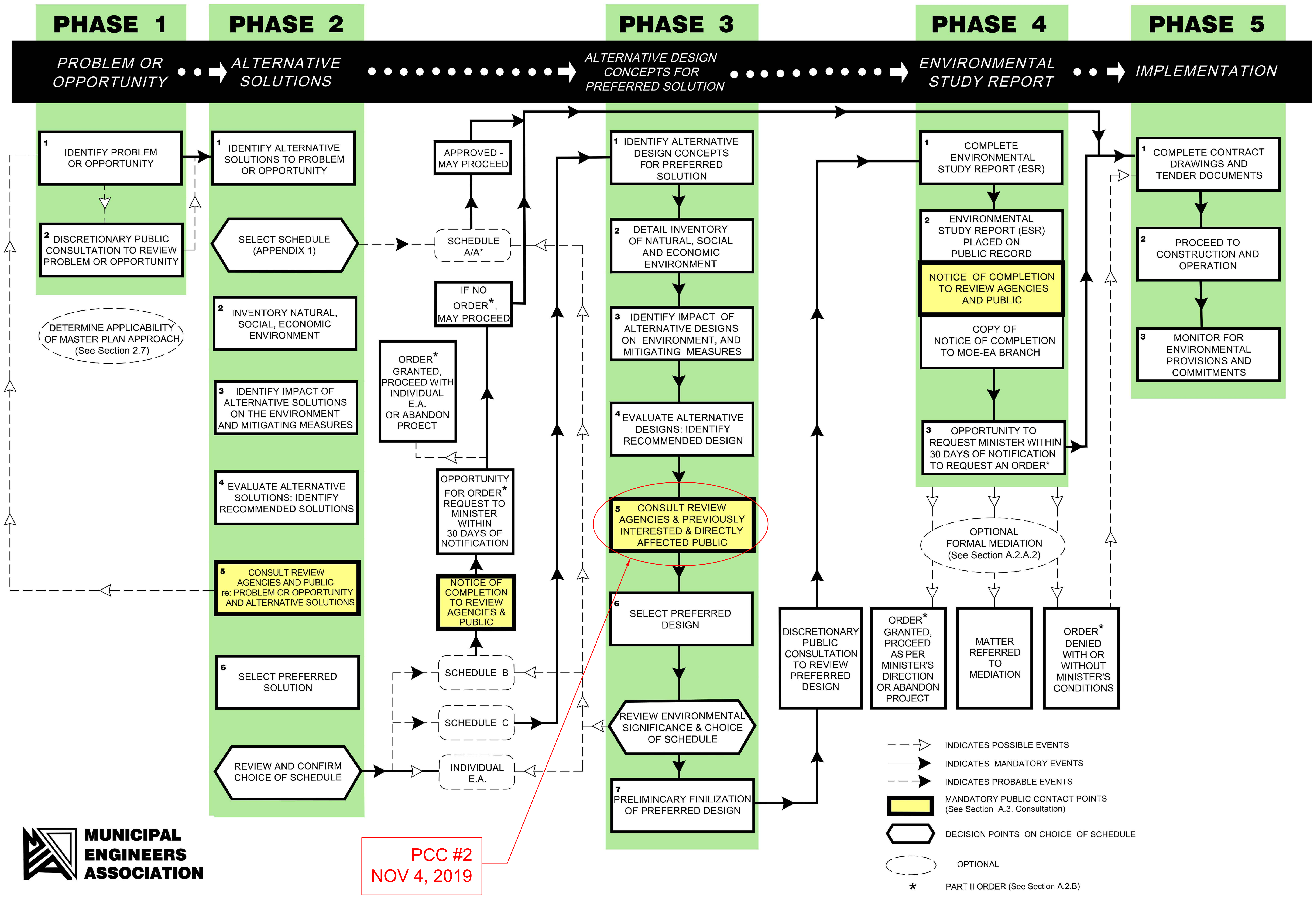
  c) The alternative solutions for improvements being considered by the Project Team;

  d) How the alternative solutions for improvements will be evaluated and how a preferred alternative will be identified; and

  e) Future public input opportunities planned.

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: *This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



MUNICIPAL ENGINEERS ASSOCIATION

Receiver Address	Reciever ID	Current Condition			Alternative 5A Condition (2031)			Difference in Acoustical Impacts (dBA)
		AADT (vpd)	OLA Distance (m)	Acoustical Impact (dBA)	AADT (vpd)	OLA Distance (m)	Acoustical Impact (dBA)	
450 Gatestone Blvd.	A	17,090	22.22	61.5	20,140	27.89	60.5	-0.9
426 Timbercroft Cr.	B	16,270	29.10	60.8	19,870	35.06	60.3	-0.5
450 Timbercroft Cres.	C	16,270	38.47	58.8	19,870	44.52	58.6	-0.2
385 Laurel Gate Dr.	D	16,270	19.70	63.1	19,870	25.62	62.3	-0.8
386 Laurel Gate Dr.	E	16,270	19.20	63.8	19,870	25.12	63.3	-0.5
219 Sandwood Pl.	F	16,270	17.03	64.6	19,870	22.92	63.4	-1.3
218 Sandwood Pl.	G	16,270	22.54	62.3	19,870	28.54	61.5	-0.8
201 Deacon Wood Pl.	H	16,270	18.29	63.9	19,870	24.67	62.6	-1.3
200 Deacon Wood Pl.	I	16,270	41.04	58.0	19,870	46.43	58.0	0.0

Region of Waterloo

date	issuance	no.
2019.11.01	ISSUED FOR NOISE STUDY	

customer

REGIONAL MUNICIPALITY OF WATERLOO

project

FISCHER-HALLMAN ROAD/ BEARINGER ROAD IMPROVEMENTS

title

ACOUSTICAL IMPACT ASSESSMENT PLAN

WALTERFEDY

675 Queen Street South, Suite 111
Kitchener, Ontario, Canada N2M 1A1
T 519.576.2150 F 519.576.5499
walterfedy.com

scale:	1:1000
date:	2019.11.01
job no.:	2015-0772-10
CAD file:	2015-0772-10_Noise Drawing
drawn by:	A.T.
checked by:	D.S.

sheet no.:

APP A

Vegetation Communities

FOD4A	Manitoba Maple Deciduous Forest
FOD4B	Dry-Fresh Deciduous Forest
FOD5-2	Dry-Fresh Sugar Maple-Beech Deciduous Forest
FOD6-1	Fresh-Moist Sugar Maple-Lowland Ash Deciduous Forest
MAS2-1	Cattail Mineral Shallow Marsh
MAM2	Common Reed Meadow Marsh
MAM2-2	Reed-canary Grass Graminoid Mineral Meadow Marsh
MAM2-10	Goldenrod Meadow Marsh
OAO	Opan Aquatic
CUM1-1	Dry-Moist Old Field Mineral Cultural Meadow
CUP3-3	Scotch Pine Coniferous Plantation
CUT1	Mineral Cultural Thicket
CUW1	Mineral Cultural Woodland
AGR	Agricultural
M	Manicured

LEGEND

- Alternative 5a Impact Footprint
- Amphibian Monitoring Station
- Direct Fish Habitat
- Storm / Pond Outlet
- Culvert
- Ephemeral Drainage Feature
- ELC Communities Boundary
- Significant Wildlife Habitat
- Turtle Nesting Area
- SWM Stormwater Management Pond
- Regulatory Floodplain (GRCA)
- Wetland (GRCA)
- Provincially Significant Wetland (LIO)
- 30m Wetland Buffer
- Unevaluated Wetland (LIO)
- Watercourse (GRCA)
- Waterbody (GRCA)

Amphibian Monitoring (LGL 2018)
Station 1 (4 species: SPPE, AMTO, GRTF, GRFR)
Station 2 (no frogs)
Station 3 (no frogs)

SPPE - Spring Peeper (L3)
AMTO - American Toad (L1)
GRTF - Grey Treefrog (L3)
GRFR - Green Frog (L1)

Watercourse Thermal Regime (LIO Aquatic Resource Area data)
Laurel Creek - warm water

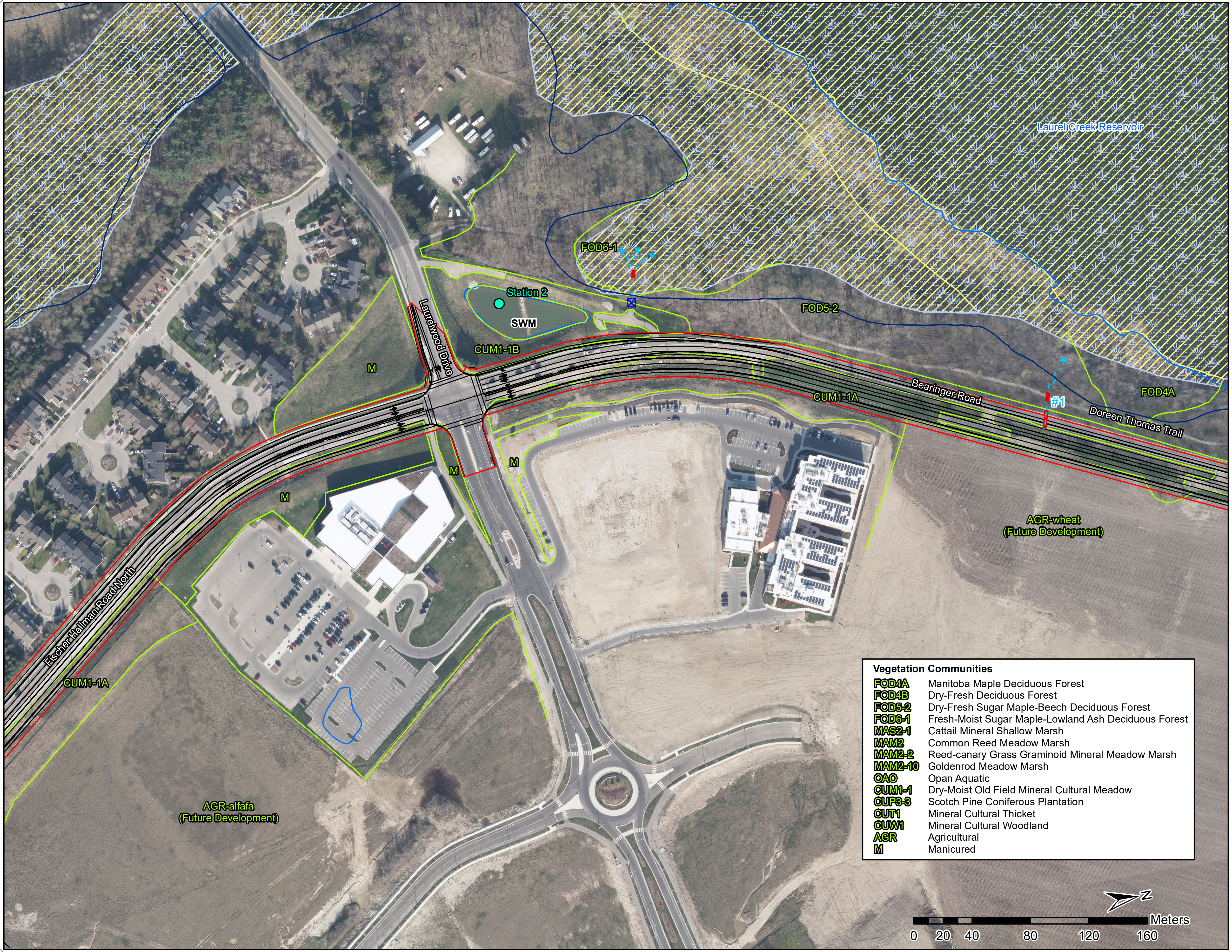
Data Sources:
LGL field investigations, 2018.
Contains Information made available under Grand River Conservation Authority's Open Data Licence v2.0.
Contains information licensed under the Open Government Licence – Ontario.

Fischer Hallman/ Bearinger Road Widening

Environmental Constraints

LGL LIMITED
environmental research associates

Project	TA8735-00	Figure	3a
Date	September 2019	Prepared By:	KC
Scale	1:2,500	Verified By:	EEB



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Fischer Hallman/ Bearinger Road Widening

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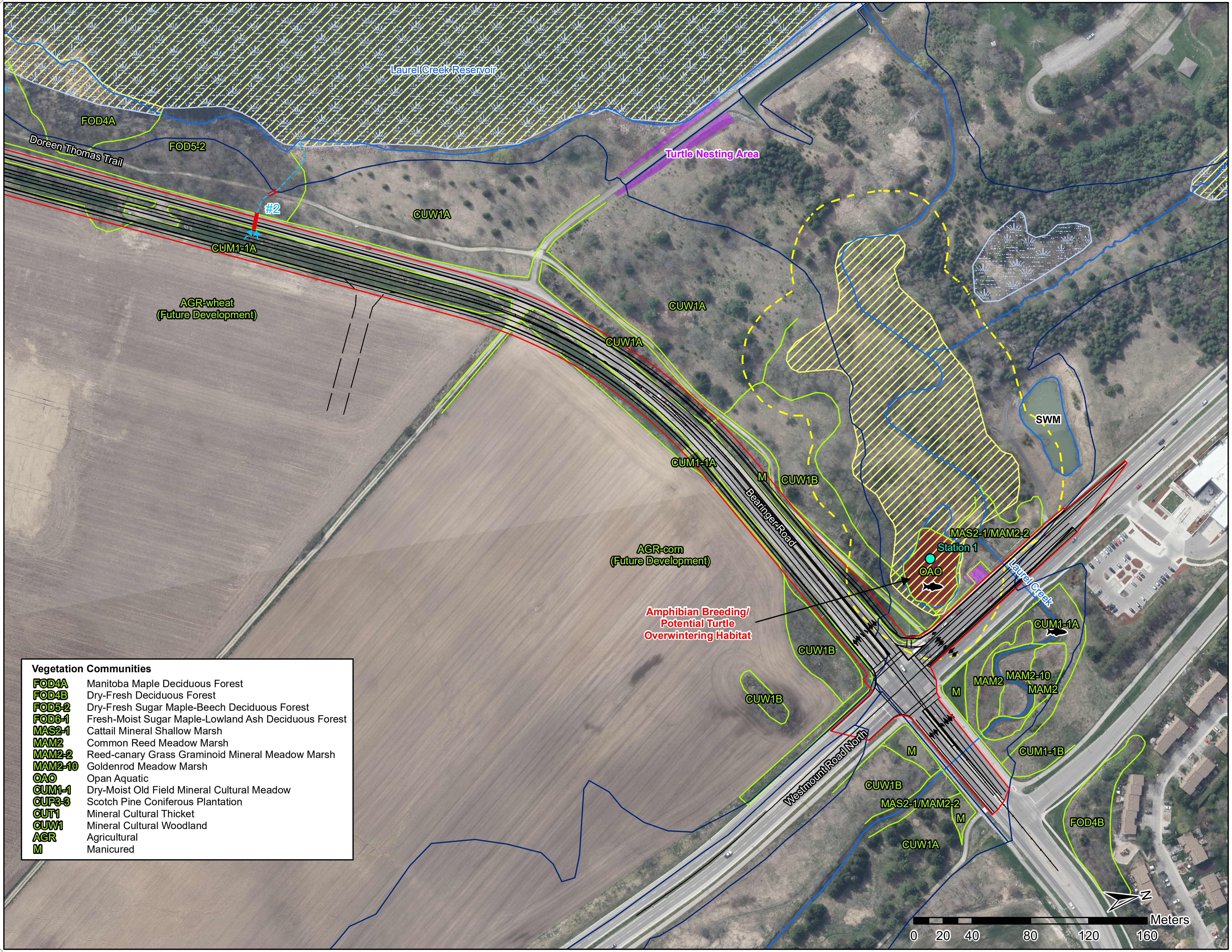
LGL LIMITED
environmental research associates

Project	TA8735-00	Figure	3b
Date	September 2019	Prepared By:	KC
Scale	1:2,500	Verified By:	EEB



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Fischer Hallman/ Bearinger Road Widening

Environmental Constraints

LGL LIMITED
environmental research associates

Project	TA8735-00	Figure	3c
Date	September 2019	Prepared By:	KC
Scale	1:2,500	Verified By:	EEB

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)

DESIGN ALTERNATIVE #5a - WIDEN THE ROAD TO 4-LANES AND ADD MEDIAN, MULTI-USE TRAILS (MUT)

Region of Waterloo

Project Team Evaluation of Alternatives (Natural Environment)

	ALTERNATIVE DESIGN CONCEPT				
	ALTERNATIVE 1 "Do Nothing" – Reconstruct the Road in its Current Configuration • Reconstruct the road in its current configuration with any minor geometric improvements required	**ALTERNATIVE 2** Widen the Road to 4-Lanes and Add Separated Bike Lanes and Sidewalks • Curb and gutter, and a storm drainage system; • Additional street lighting; • 1.7m separated bike lane on both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 3a (New)** Widen the Road to 4-Lanes and Add Multi-Use Trail on each side • Curb and gutter, and a storm drainage system • Additional street lighting; and • 3.0 to 4.0-metre-wide multi-use trail on each side.	**ALTERNATIVE 4** Widen the Road to 4-Lanes and Add Median, Separated Bike Lanes, and Sidewalk • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; • 1.7-metre-wide, separated bike lane along both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 5a (New)** Widen the Road to 4-Lanes and Add Median and Multi-Use Trail on each side • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; and • 3.0 to 4.0-metre-wide multi-use trail on each side
Natural Environment How does the alternative affect existing trees, vegetation, and wildlife?	➢ No changes to existing conditions ➢ No removal of existing trees required ➢ No widening of pavement; therefore, less roadway width for terrestrial wildlife crossing ➢ Roadside ditches remain, providing infiltration of stormwater ➢ No cultural or heritage impacts ➢ Maintaining existing road capacity will lead to additional idling, queuing, etc.; reduced relative air quality	➢ Roadside ditches are filled in, removing benefits of sediment removal from storm water runoff ➢ Increased storm water runoff can be mitigated with stormwater management techniques ➢ 56 planted trees on eastern side require removal to facilitate sidewalk (ash, basswood) ➢ Less traffic congestion leads to better relative air quality ➢ Opportunity for tree planting in boulevard ➢ Wider roadway reduces success of slow-moving wildlife crossing ➢ Minor encroachment into disturbed wetland just north of Columbia Street ➢ Requires removal of approximately 921 m² of deciduous forest habitat	➢ Roadside ditches are filled in, removing benefits of sediment removal from storm water runoff ➢ Increased storm water runoff can be mitigated with stormwater management techniques ➢ 63 planted trees on eastern side require removal to facilitate multi-use asphalt trail (ash, basswood) ➢ Less traffic congestion leads to better relative air quality ➢ Opportunity for tree planting in boulevard ➢ Wider roadway reduces success of slow-moving wildlife crossing ➢ Minor encroachment into disturbed wetland just north of Columbia Street ➢ Requires removal of approximately 534 m² of deciduous forest habitat	➢ Roadside ditches are filled in, removing benefits of sediment removal from storm water runoff ➢ Increased storm water runoff can be mitigated with stormwater management techniques ➢ 56 planted trees on eastern side require removal to facilitate sidewalk (ash, basswood) ➢ Less traffic congestion leads to better relative air quality ➢ Opportunity for tree planting in boulevard ➢ Median provides opportunity for installing measures to capture/ infiltrate stormwater (low impact development techniques) ➢ Wider roadway reduces success of slow-moving wildlife crossing ➢ Minor encroachment into disturbed wetland just north of Columbia Street ➢ Requires removal of approximately 1093 m² of deciduous forest habitat	➢ Roadside ditches are filled in, removing benefits of sediment removal from storm water runoff ➢ Increased storm water runoff can be mitigated with stormwater management techniques ➢ 63 planted trees on eastern side require removal to facilitate sidewalk (ash, basswood) ➢ Less traffic congestion leads to better relative air quality ➢ Opportunity for tree planting in boulevard ➢ Median provides opportunity for installing measures to capture/ infiltrate stormwater (low impact development techniques) ➢ Wider roadway reduces success of slow-moving wildlife crossing ➢ Minor encroachment into disturbed wetland just north of Columbia Street ➢ Requires removal of approximately 925 m² of deciduous forest habitat
	VERY GOOD	FAIR - GOOD	GOOD	GOOD	GOOD

WALTERFEDY

Region of Waterloo

FISCHER-HALLMAN ROAD/BEARINGER ROAD IMPROVEMENTS CLASS EA

Project Team Evaluation of Alternatives (Socio-Economic Environment)

	ALTERNATIVE DESIGN CONCEPT				
	ALTERNATIVE 1 "Do Nothing" – Reconstruct the Road in its Current Configuration • Reconstruct the road in its current configuration with any minor geometric improvements required	**ALTERNATIVE 2** Widen the Road to 4-Lanes and Add Separated Bike Lanes and Sidewalks • Curb and gutter, and a storm drainage system; • Additional street lighting; • 1.7m separated bike lane on both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 3a (New)** Widen the Road to 4-Lanes and Add Multi-Use Trail on each side • Curb and gutter, and a storm drainage system • Additional street lighting; and • 3.0 to 4.0-metre-wide multi-use trail on each side.	**ALTERNATIVE 4** Widen the Road to 4-Lanes and Add Median, Separated Bike Lanes, and Sidewalk • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; • 1.7-metre-wide, separated bike lane along both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 5a (New)** Widen the Road to 4-Lanes and Add Median and Multi-Use Trail on each side • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; and • 3.0 to 4.0-metre-wide multi-use trail on each side
Socio-Economic Environment How does the alternative affect the residential and commercial properties abutting the road (driveways, access, property impacts, noise, air quality, streetscaping / beautification potential and archaeological / heritage resources)?	➢ No improvements for pedestrians, cyclists, or other recreational activities ➢ Maintains current access to adjacent neighbourhoods, but increasingly congested ➢ No property acquisition required ➢ Increasing traffic congestion (delay) leads to poorer relative air quality ➢ Some increase in traffic noise levels due to increased traffic volumes over time	➢ Community benefits from new pedestrian and cycling facilities ➢ Relieves traffic congestion facilitating access to adjacent neighbourhoods ➢ No property acquisition expected ➢ Decreased traffic congestion (delay) leads to better relative air quality ➢ Some increase in traffic noise levels due to increased traffic volumes over time ➢ No expected cultural or heritage impacts	➢ Community benefits from new pedestrian and cycling facilities ➢ Multi-use trail provides additional comfort level for recreation cyclists ➢ Relieves traffic congestion facilitating access to adjacent neighbourhoods ➢ No property acquisition expected ➢ Decreased traffic congestion (delay) leads to better relative air quality ➢ Some increase in traffic noise levels due to increased traffic volumes over time ➢ No expected cultural or heritage impacts	➢ Community benefits from new pedestrian and cycling facilities ➢ Relieves traffic congestion facilitating access to adjacent neighbourhoods ➢ No property acquisition expected ➢ Decreased traffic congestion leads to better relative air quality ➢ Some increase in traffic noise levels due to increased traffic volumes over time ➢ Median provides opportunity for additional, future landscaping and more aesthetically pleasing roadway ➢ No expected cultural or heritage impacts	➢ Community benefits from new pedestrian and cycling facilities ➢ Multi-use trail provides additional comfort level for recreation cyclists ➢ Relieves traffic congestion facilitating access to adjacent neighbourhoods ➢ No property acquisition expected ➢ Decreased traffic congestion leads to better relative air quality ➢ Some increase in traffic noise levels due to increased traffic volumes over time ➢ Median provides opportunity for additional, future landscaping and more aesthetically pleasing roadway ➢ No expected cultural or heritage impacts
	FAIR	GOOD	GOOD - VERY GOOD	GOOD - VERY GOOD	VERY GOOD

WALTERFEDY

Region of Waterloo

FISCHER-HALLMAN ROAD/BEARINGER ROAD IMPROVEMENTS CLASS EA

Project Team Evaluation of Alternatives (Transportation)

	ALTERNATIVE DESIGN CONCEPT				
	ALTERNATIVE 1 "Do Nothing" – Reconstruct the Road in its Current Configuration • Reconstruct the road in its current configuration with any minor geometric improvements required	**ALTERNATIVE 2** Widen the Road to 4-Lanes and Add Separated Bike Lanes and Sidewalks • Curb and gutter, and a storm drainage system; • Additional street lighting; • 1.7m separated bike lane on both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 3a (New)** Widen the Road to 4-Lanes and Add Multi-Use Trail on each side • Curb and gutter, and a storm drainage system • Additional street lighting; and • 3.0 to 4.0-metre-wide multi-use trail on each side.	**ALTERNATIVE 4** Widen the Road to 4-Lanes and Add Median, Separated Bike Lanes, and Sidewalk • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; • 1.7-metre-wide, separated bike lane along both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 5a (New)** Widen the Road to 4-Lanes and Add Median and Multi-Use Trail on each side • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; and • 3.0 to 4.0-metre-wide multi-use trail on each side
Transportation How does the alternative serve the expected vehicular, transit, pedestrian, and cycling traffic in terms of travel delay, safety, and emergency access?	➢ Does not satisfy the Region's Transportation Master Plan with respect to vehicular, pedestrian, or cycling facilities ➢ Does not provide adequate capacity for vehicular traffic ➢ Does not improve conditions for Emergency Services, Transit ➢ Does not improved conditions for cyclists or pedestrians	➢ Addresses the Region's Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities ➢ Addresses future traffic capacity needs of the corridor ➢ Reduces congestion and improves conditions for Emergency Services and Transit ➢ Separated bike lane provides some separation from vehicular traffic, but buses stop in these lanes ➢ Sidewalk provides dedicated facility for pedestrians along the length of the corridor	➢ Addresses the Region's Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities ➢ Addresses future traffic capacity needs of the corridor ➢ Reduces congestion and improves conditions for Emergency Services and Transit ➢ Multi-Use Trail provides a more separated off-road facility for cyclists ➢ Provides wider boulevards than Alternative 5a	➢ Addresses the Region's Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities ➢ Addresses future traffic capacity needs of the corridor ➢ Reduces congestion and improves conditions for Emergency Services and Transit ➢ Separated bike lane provides some separation from vehicular traffic, but buses stop in these lanes ➢ Sidewalk provides dedicated facilities for pedestrians along the length of the corridor ➢ Raised centre median provides physical separation of between two-directional (opposing) traffic, increasing safety ➢ Raised centre median provides potential refuge for pedestrians crossing the road mid-block	➢ Addresses the Region's Transportation Master Plan with respect to vehicular, pedestrian, and cycling facilities ➢ Addresses future traffic capacity needs of the corridor ➢ Reduces congestion and improves conditions for Emergency Services and Transit ➢ Multi-Use Trail provides a separated off-road facility for cyclists ➢ Raised centre median provides physical separation of between two-directional traffic, increasing safety ➢ Raised centre median provides a refuge for pedestrians crossing the road mid-block ➢ Less separation between travel lanes and multi-use trails than Alternative 3a
	POOR	GOOD	GOOD – VERY GOOD	GOOD - VERY GOOD	VERY GOOD

WALTERFEDY

Region of Waterloo

FISCHER-HALLMAN ROAD/BEARINGER ROAD IMPROVEMENTS CLASS EA

Project Team Evaluation of Alternatives (Cost / Overall)

	ALTERNATIVE DESIGN CONCEPT				
	ALTERNATIVE 1 "Do Nothing" – Reconstruct the Road in its Current Configuration • Reconstruct the road in its current configuration with any minor geometric improvements required	**ALTERNATIVE 2** Widen the Road to 4-Lanes and Add Separated Bike Lanes and Sidewalks • Curb and gutter, and a storm drainage system; • Additional street lighting; • 1.7m separated bike lane on both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 3a (New)** Widen the Road to 4-Lanes and Add Multi-Use Trail on each side • Curb and gutter, and a storm drainage system • Additional street lighting; and • 3.0 to 4.0-metre-wide multi-use trail on each side.	**ALTERNATIVE 4** Widen the Road to 4-Lanes and Add Median, Separated Bike Lanes, and Sidewalk • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; • 1.7-metre-wide, separated bike lane along both sides; and • 1.8-metre-wide pedestrian sidewalk along both sides.	**ALTERNATIVE 5a (New)** Widen the Road to 4-Lanes and Add Median and Multi-Use Trail on each side • Curb and gutter, and a storm drainage system; • Additional street lighting; • 5.0-metre-wide median; and • 3.0 to 4.0-metre-wide multi-use trail on each side
Cost What is the total cost of the alternative, including the cost for road construction, utility and street-lighting relocations, property acquisitions, traffic signal improvements, and landscaping?	➢ Approximately $5.7M Capital Cost ➢ Increased costs for movement of goods and services as congestion increases ➢ No change to maintenance costs for road, pedestrian/ cycling facilities or landscaping ➢ Increased traffic over fewer travel lanes increases frequency of required maintenance	➢ Approximately $15.3M Capital Cost ➢ Reduced costs for movement of goods and services as congestion decreases ➢ Increased maintenance costs for road, pedestrian/ cycling facilities and landscaping	➢ Approximately $14.5M Capital Cost ➢ Reduced costs for movement of goods and services as congestion decreases ➢ Increased maintenance costs for road, pedestrian/cycling facilities and landscaping	➢ Approximately $15.7M Capital Cost ➢ Reduced costs for movement of goods and services as congestion decreases ➢ Increased maintenance costs for road, pedestrian/cycling facilities and landscaping	➢ Approximately $15.2M Capital Cost ➢ Reduced costs for movement of goods and services as congestion decreases ➢ Increased maintenance costs for road, pedestrian/cycling facilities and landscaping
	GOOD	GOOD	GOOD	GOOD	GOOD
OVERALL EVALUATION	**FAIR - GOOD**	**GOOD**	**GOOD**	**GOOD**	**GOOD – VERY GOOD**
OVERALL RANKING	**5**	**4**	**2**	**3**	**1**

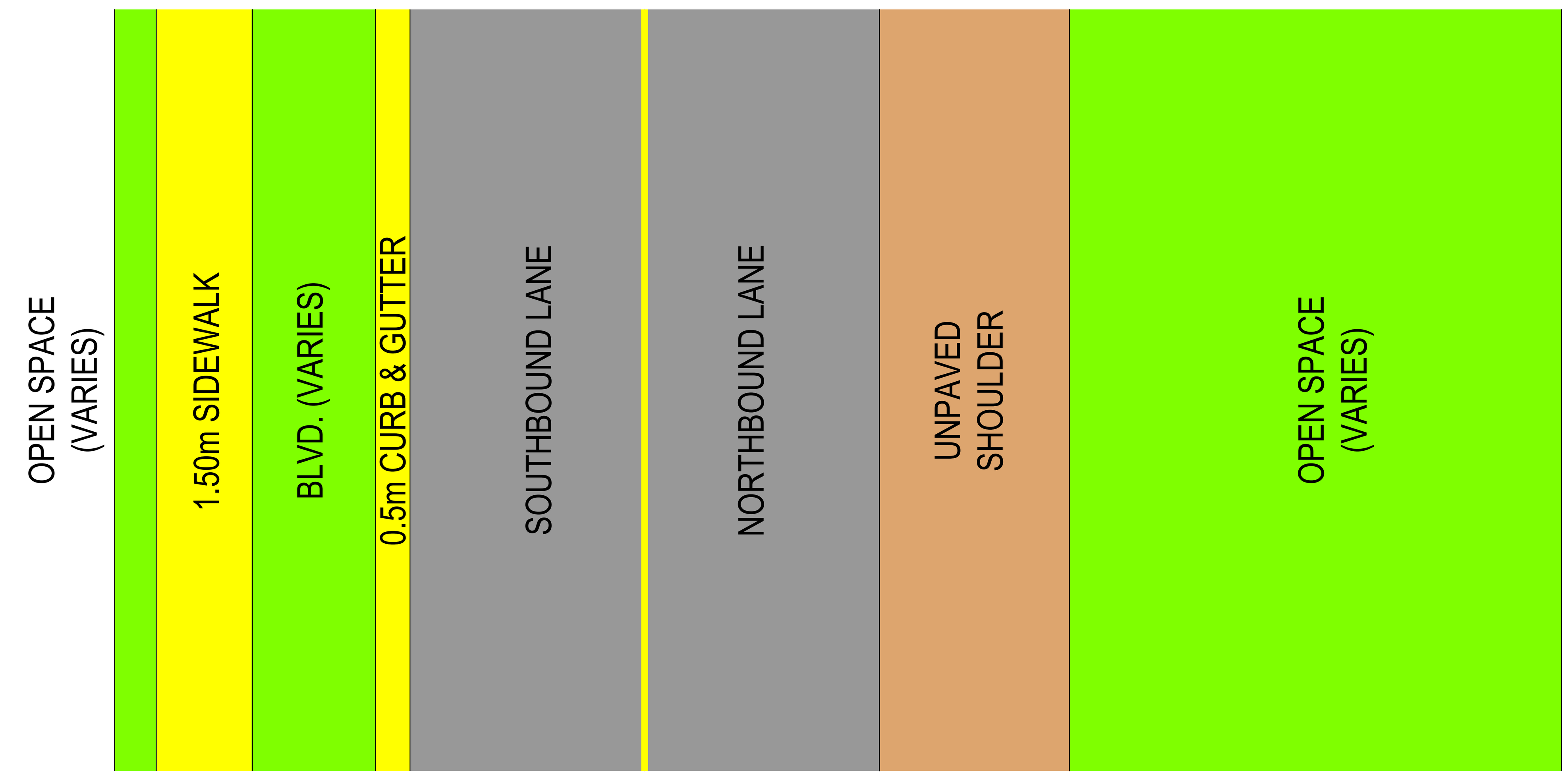
WALTERFEDY

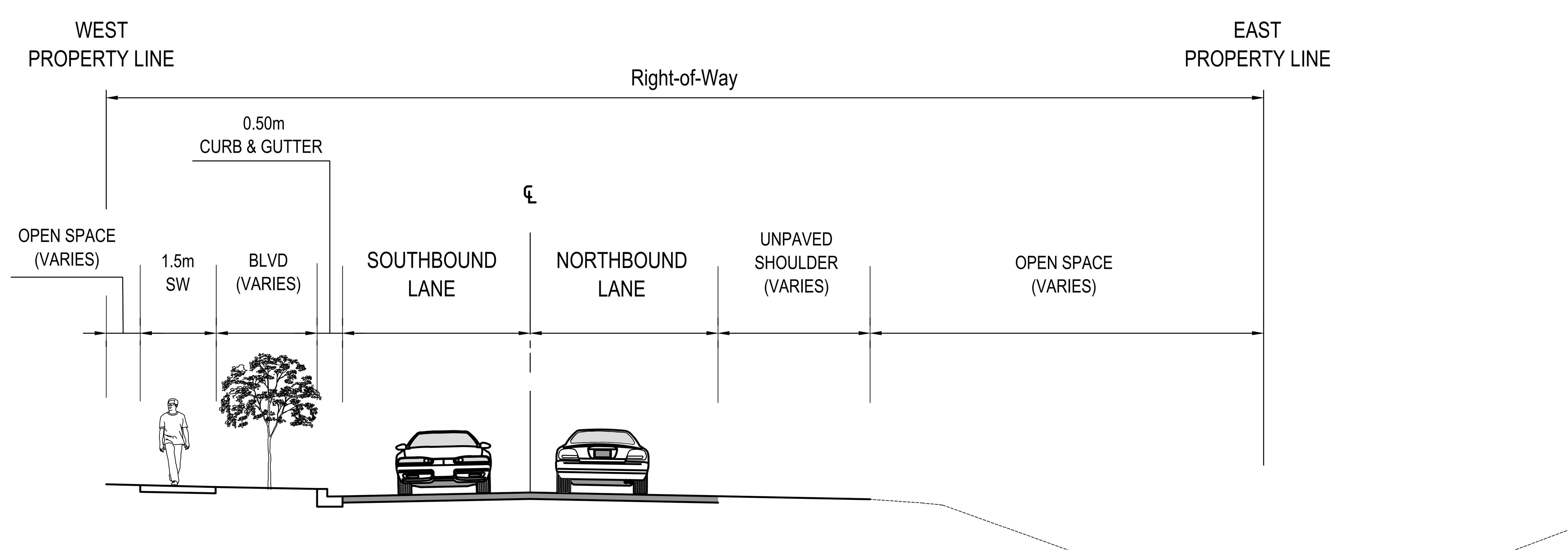
Region of Waterloo

FISCHER-HALLMAN ROAD/BEARINGER ROAD IMPROVEMENTS CLASS EA

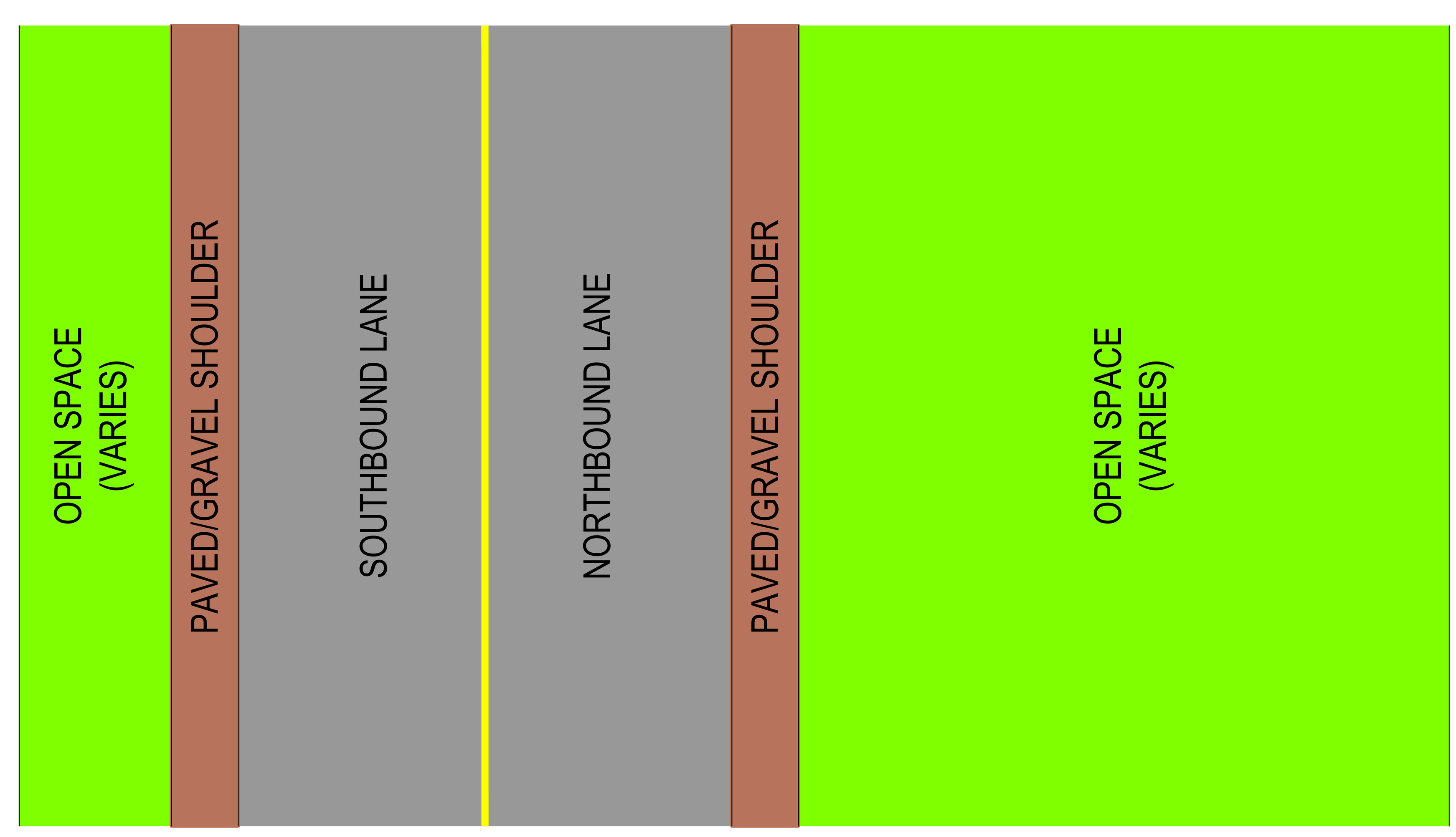
FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

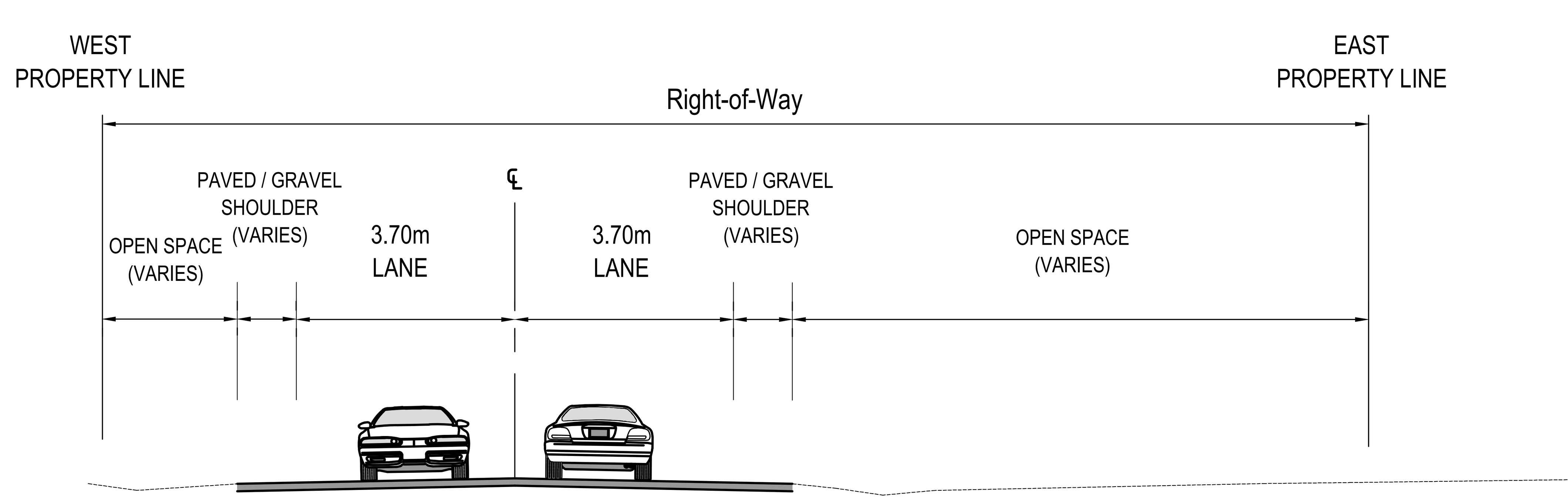
(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)
DESIGN ALTERNATIVE #1 - DO NOTHING





SECTION - COLUMBIA ST. TO LAURELWOOD DR.



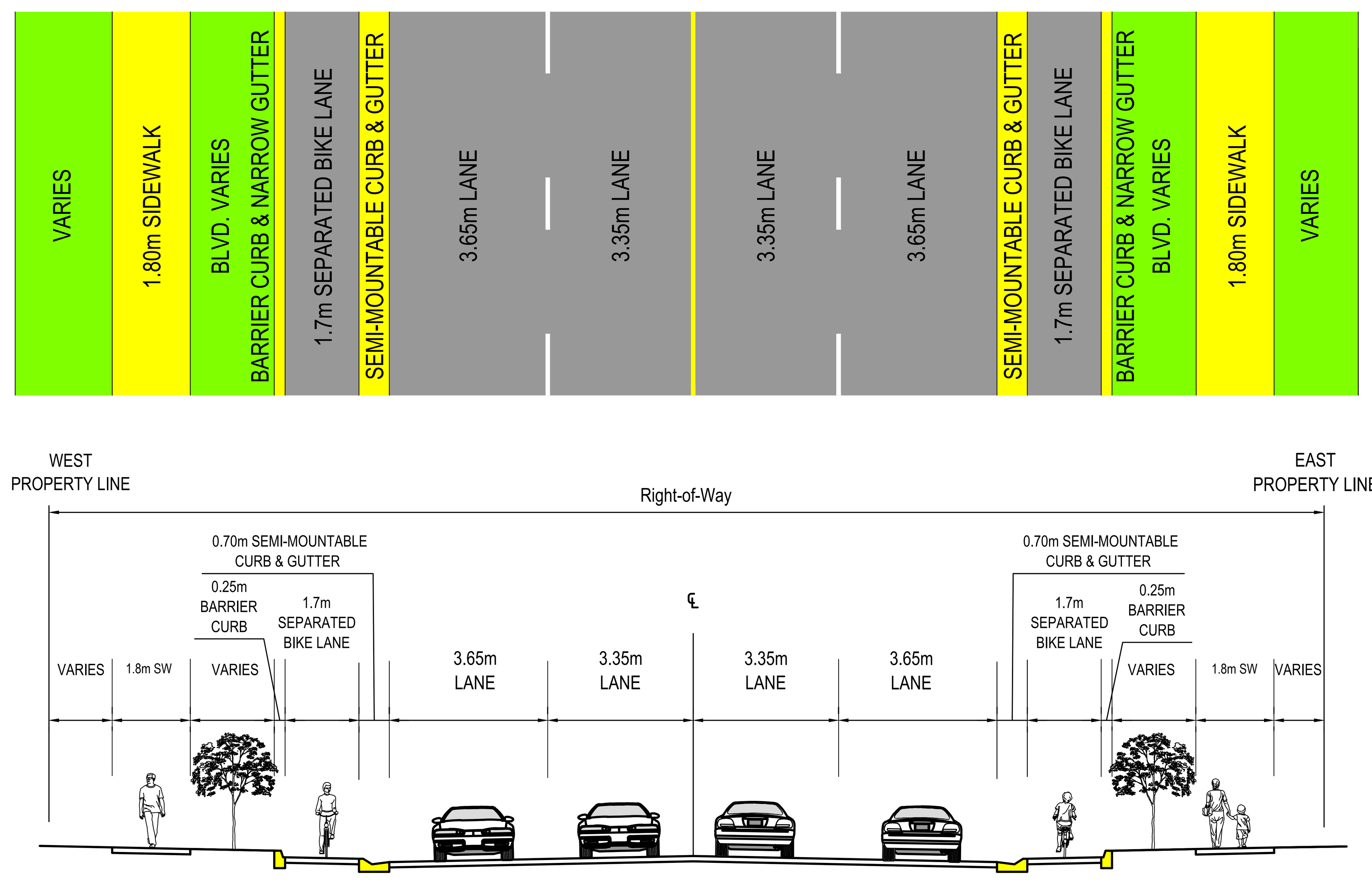


SECTION - LAURELWOOD DR. TO WESTMOUNT RD.

Region of Waterloo

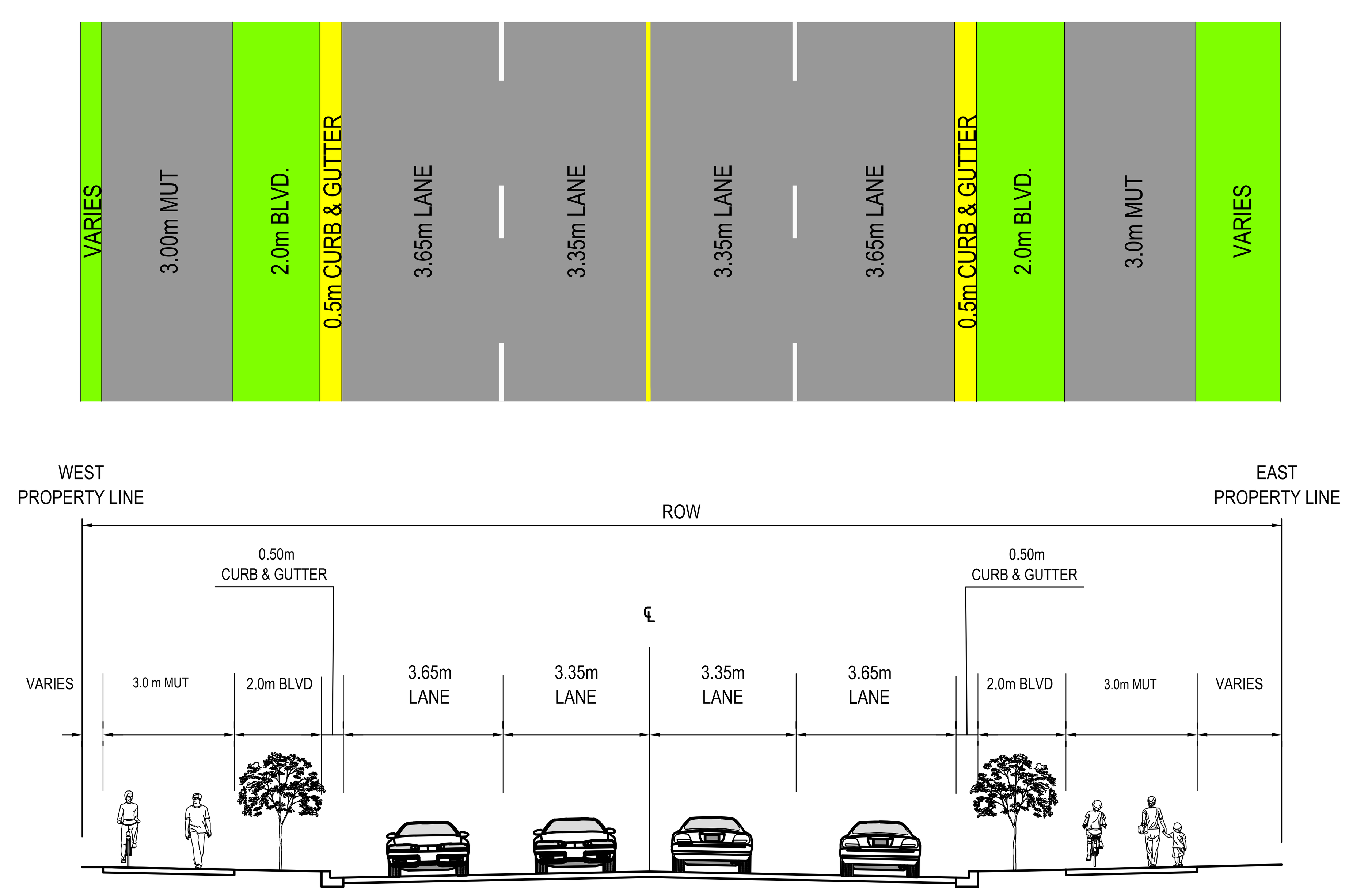
FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT ROAD N.)



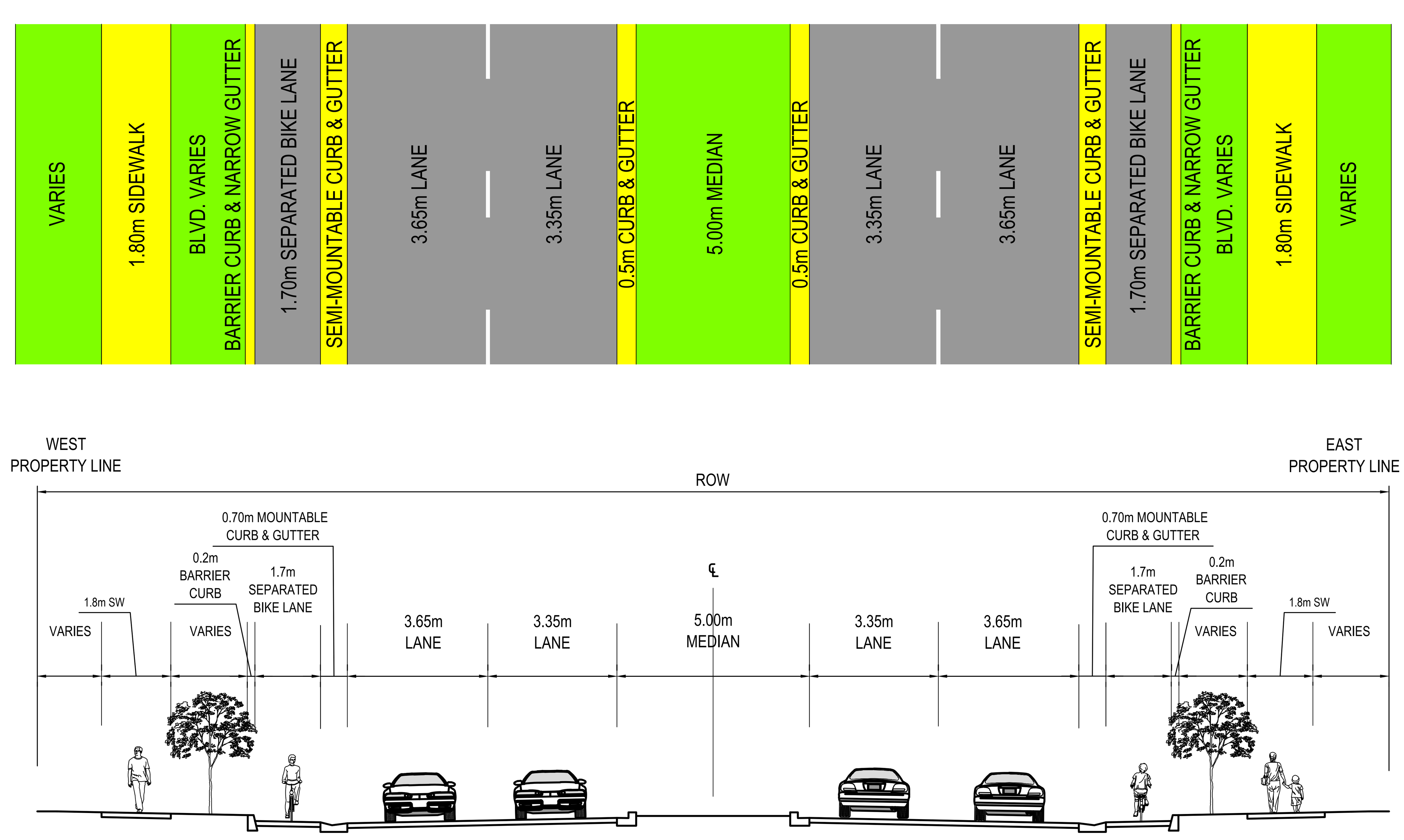
OPTION 2

4 THROUGH LANES, 1.7m SEPARATED BIKE LANES, 1.8m SIDEWALKS



OPTION 3a

4 THROUGH LANES, NO BIKE LANES, 3.0m MULTI-USE TRAILS



OPTION 4

5m MEDIAN, 4 THROUGH LANES, 1.7m SEPARATED BIKE LANES, 1.8m SIDEWALKS

Region of Waterloo

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT STREET N.)

ALTERNATIVE 5 - 4 THROUGH LANES, 5.0m MEDIAN, 4.0m MULTI-USE TRAIL (EAST) AND 1.8m SIDEWALK (WEST)

LEGEND

- ASPHALT ROAD TO BE REPLACED OR PROPOSED SEPARATED CYCLE TRACK
- PROPOSED CONCRETE DRIVEWAY RAMP, SIDEWALK OR CURB AND GUTTER
- PROPOSED GRAVEL DRIVEWAY
- PROPOSED GRASS BOULEVARD
- PROPOSED ROAD WIDENING
- X TREE TO BE REMOVED
- ○ HYDRO POLE TO BE RELOCATED

SCALE = 1 : 250

Region of Waterloo

FISCHER-HALLMAN ROAD / BEARINGER ROAD IMPROVEMENTS

(COLUMBIA STREET W. TO WESTMOUNT STREET N.)

ALTERNATIVE 5a - 4 THROUGH LANES, 5.0m MEDIAN, 4.0m MULTI-USE TRAIL (EAST) AND 1.8m SIDEWALK (WEST)

LEGEND

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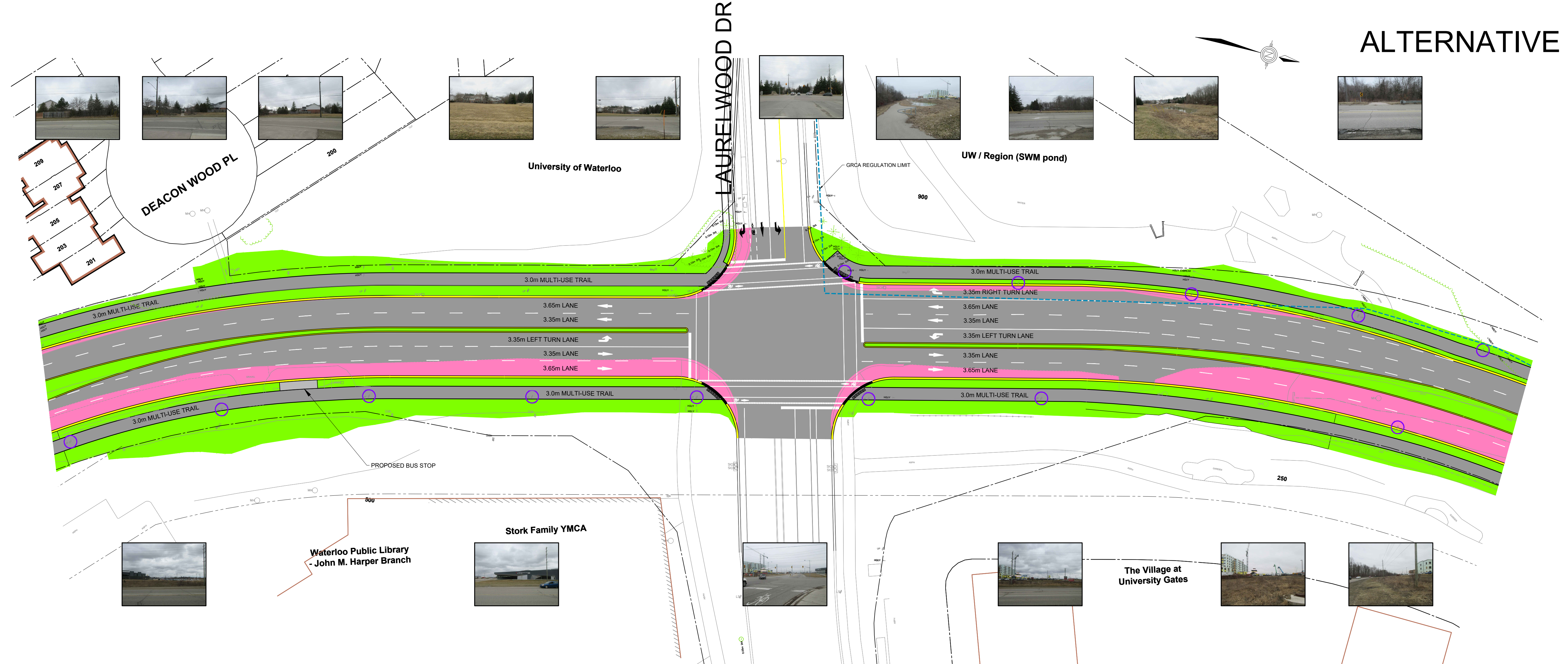
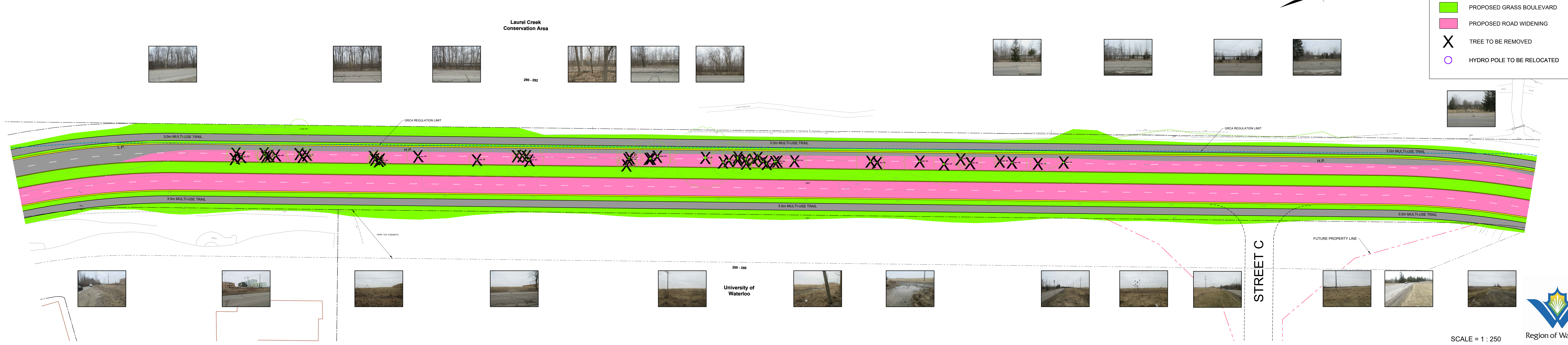
- PROPOSED GRASS BOULEVARD
- PROPOSED ROAD WIDENING
- X TREE TO BE REMOVED
- HYDRO POLE TO BE RELOCATED





SCALE = 1 : 250

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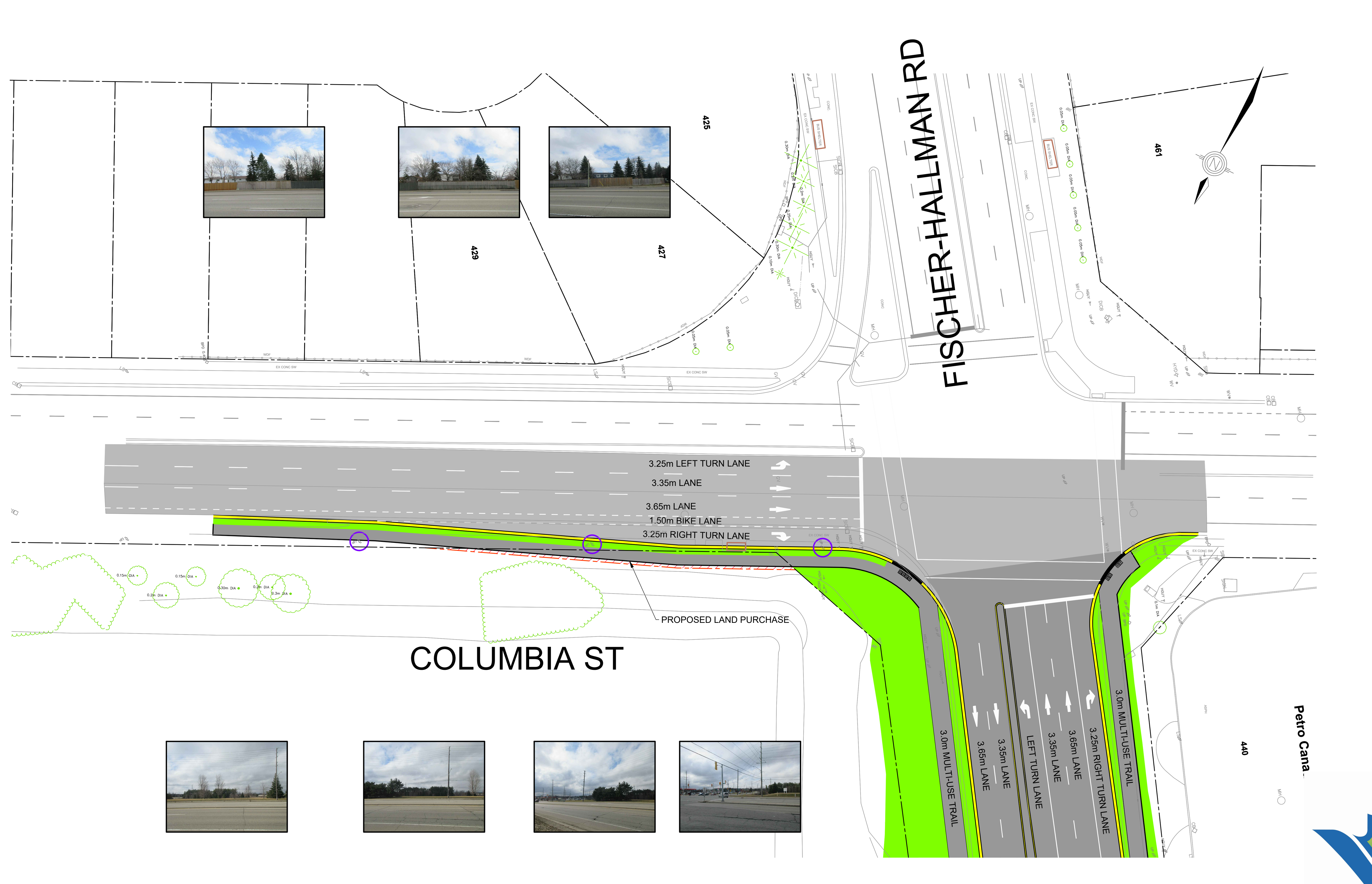

SCALE = 1 : 250

Region of Waterloo

NEXT STEPS

- The Project Team will review the public comments received from this Public Consultation Centre and use them as input for completion of the Fischer-Hallman Road / Bearinger Road Class Environmental Assessment.
- After consideration of all technical information completed and public input received, the Project Team will present a recommendation to Regional Council in early 2020 for approval of an improvement alternative that best meets the needs of the public while minimizing the impact on the overall project environment.
- Pending project approval by Regional Council, detailed design and utility relocations are scheduled in the 2020 Draft Region Transportation Capital Program to be completed throughout 2019 and 2020, with construction starting in 2021.