



WELCOME

PUBLIC INFORMATION CENTRE (PIC)

DICKENSON ROAD SANITARY TRUNK SEWER

PROJECT NO: C15-40-21

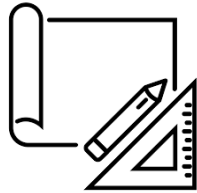
JUNE 22, 2021



PURPOSE OF PUBLIC ENGAGEMENT



Provide project background



Overview of proposed works



Share existing conditions, expected issues and mitigation measures



Provide opportunity to obtain input and address any comments or questions raised



Discuss next steps



1 PROJECT BACKGROUND

2 PROJECT AREA AND PROJECT DESCRIPTION

3 ANTICIPATED CONSTRUCTION IMPACTS AND MITIGATION MEASURES

Traffic Management Plan

Potential Ground Water Impacts on Natural Features and Private Wells

4 SUMMARY OF MITIGATION MEASURES

5 PROJECT SCHEDULE AND NEXT STEPS

Project Background

To provide support for the development of the **Airport Employment Growth District (AEGD)** and plan for servicing to a net of 555 hectares of industrial and commercial growth around the John C. Munro Hamilton International Airport by 2031, the Integrated Water and Wastewater Master Plan Phases I and II (WWMP) was undertaken and completed in 2006 and 2016 respectively.

The WWMP is a critical component of the Growth-Related Integrated Development Strategy (GRIDS) policy adopted by Council in May 2006. As part of the wastewater servicing component of the Master Plan, a series of trunk sewers (including the **Dickenson Sanitary Trunk Sewer**) were recommended as the preferred alternative solutions to support the South-East Mountain and Airport Lands growth areas.




Project Background

Water and Wastewater Master Plan (WWMP)












Legend

Existing Wastewater Infrastructure

-  Sewage Pumping Station
-  Forcemain
-  Sanitary Sewer

Wastewater Infrastructure 2016

-  Sub-Trunk- Phase 1
-  Sub-Trunk- Phase 2
-  Trunk- Phase 1
-  Trunk- Phase 2
-  Sewer Post 2031
-  Forcemain, Post 2031

-  Proposed SPS
-  Proposed Forcemain
-  Original Planned Catchment Area Boundary

Project Area and Project Description

Sanitary Trunk Sewer (10km):

- Dickenson Rd from Upper James St to Trinity Church Rd
- Trinity Church Rd from Dickenson Rd to Golf Club Rd
- Golf Club Rd from Trinity Church Rd to RR 56.

Local Watermain (1.1km):

- Dickenson Rd between French Rd. and Miles Rd.



Project Area and Project Description



Due to relatively shallow depths (up to 8m), **open cut** construction method is planned to be used for a portion of the sanitary trunk sewer along Dickenson Rd. extending 2.5km± from Upper James Street to just west of Miles Rd as well as a local watermain.



In other sections (for approximately 7.5km), the deeper vertical alignment of the sewer and/or ground conditions present make open cut construction challenging or impractical. Therefore, **tunneling construction methodology** will be employed to minimize social and environmental impacts.

Anticipated Construction Impacts And Mitigation Measures

1 IMPACT: Traffic impact
MITIGATION MEASURE: Implement traffic control plans (road closures/local traffic only) and detour plans to safely move traffic and pedestrians around construction activities.



2 IMPACT: Safety of pedestrians and cyclists during construction.
MITIGATION MEASURE: Implement traffic control signage, barricades and detouring.

3 IMPACT: Odours and Gases
MITIGATION MEASURE: Conduct Monitoring Programs and other studies to identify and characterize the presence of odours potentially from hydrogen sulfide gases or natural occurring sulfur water (rotten egg odour).



4 IMPACT: Potential impact to regulated area at watercourse crossing/wetland
MITIGATION MEASURE: Develop Erosion and Sediment Control plan, utilize trenchless methodology and continuous communication with conservation authority and the ministry.



5 IMPACT: School bus routes
MITIGATION MEASURE: Engage the School Boards and develop Traffic Management Plan for safe pick-up and drop-off locations.



7 IMPACT: Mature trees in boulevard
MITIGATION MEASURE: Utilize tree/root protection plan to mitigate the impact to existing trees.

9 IMPACT: Potential ground water impacts on natural features and private wells due to construction activities
MITIGATION MEASURE: Implement Environmental Management Plan and conduct an on-going monitoring program. Implement temporary water tanks for private wells with major impacts.

6 IMPACT: Maintain access to Dickenson Rail Trail
MITIGATION MEASURE: Develop staged construction plans complete with appropriate signage and utilize trenchless methodology.



8 IMPACT: Disruption to waste collection
MITIGATION MEASURE: Waste collection to be managed by the contractor when collection vehicles are affected by construction activities.

10 IMPACT: Vibration
MITIGATION MEASURE: To protect the homeowner and the contractor, an inspection survey will be conducted on select buildings and structures to document its pre-construction condition. Vibration will also be monitored to ensure conformance with allowable specified limits.

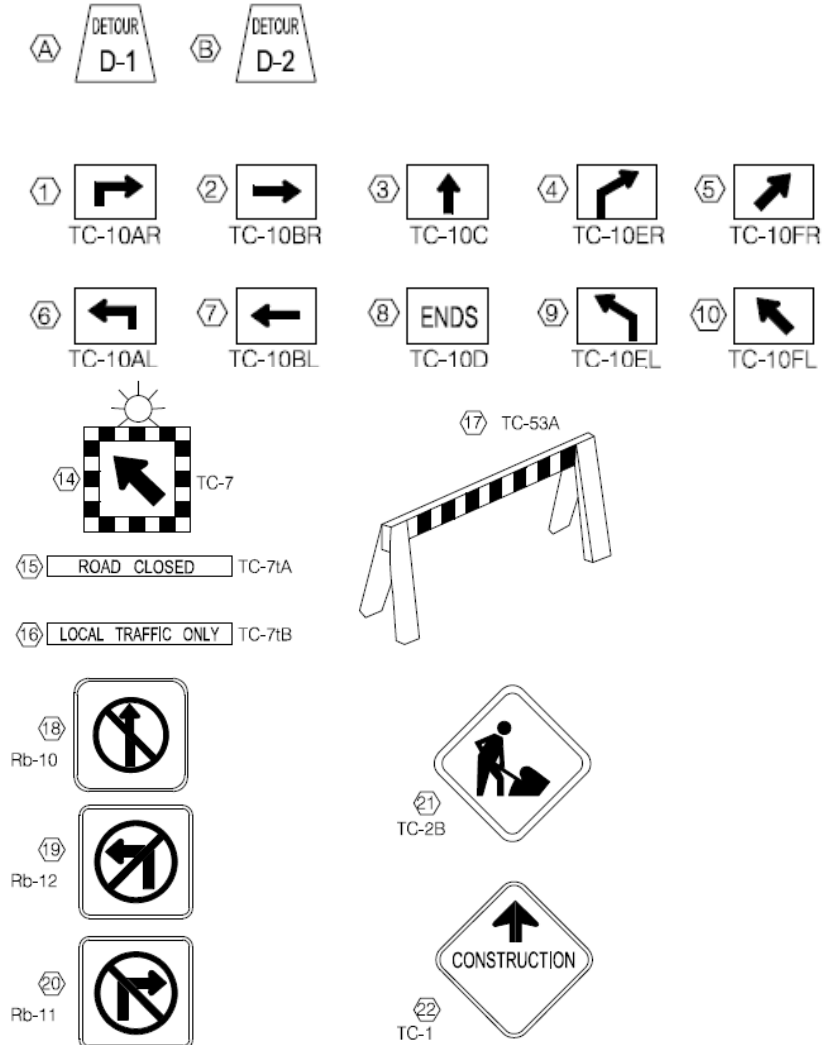


Anticipated Construction Impacts And Mitigation Measures

Traffic Management, Construction Staging and Traffic Control

Our approach to traffic management was initiated during the early design stage by developing a comprehensive plan with the aim to **ensure residents' safety** and **minimize impacts to traffic**.

Our plan to mitigate impacts is a combination of lane closures and detour plans while continuing to allow local traffic safely through the area and maintaining access to individual properties.



Anticipated Construction Impacts And Mitigation Measures

Potential Ground Water Impacts on Natural Features and Private Wells

Dewatering activities associated with the proposed project have the potential to cause interference to the nearby natural features and existing well water users.

To monitor and mitigate potential impacts associated with dewatering activities an **Environmental Management Plan** has been developed along with conducting a door-to-door water well survey within a **3km** zone of the alignment.

This Plan will include the provision for temporary **water tanks** for private wells with major impacts during construction activities.

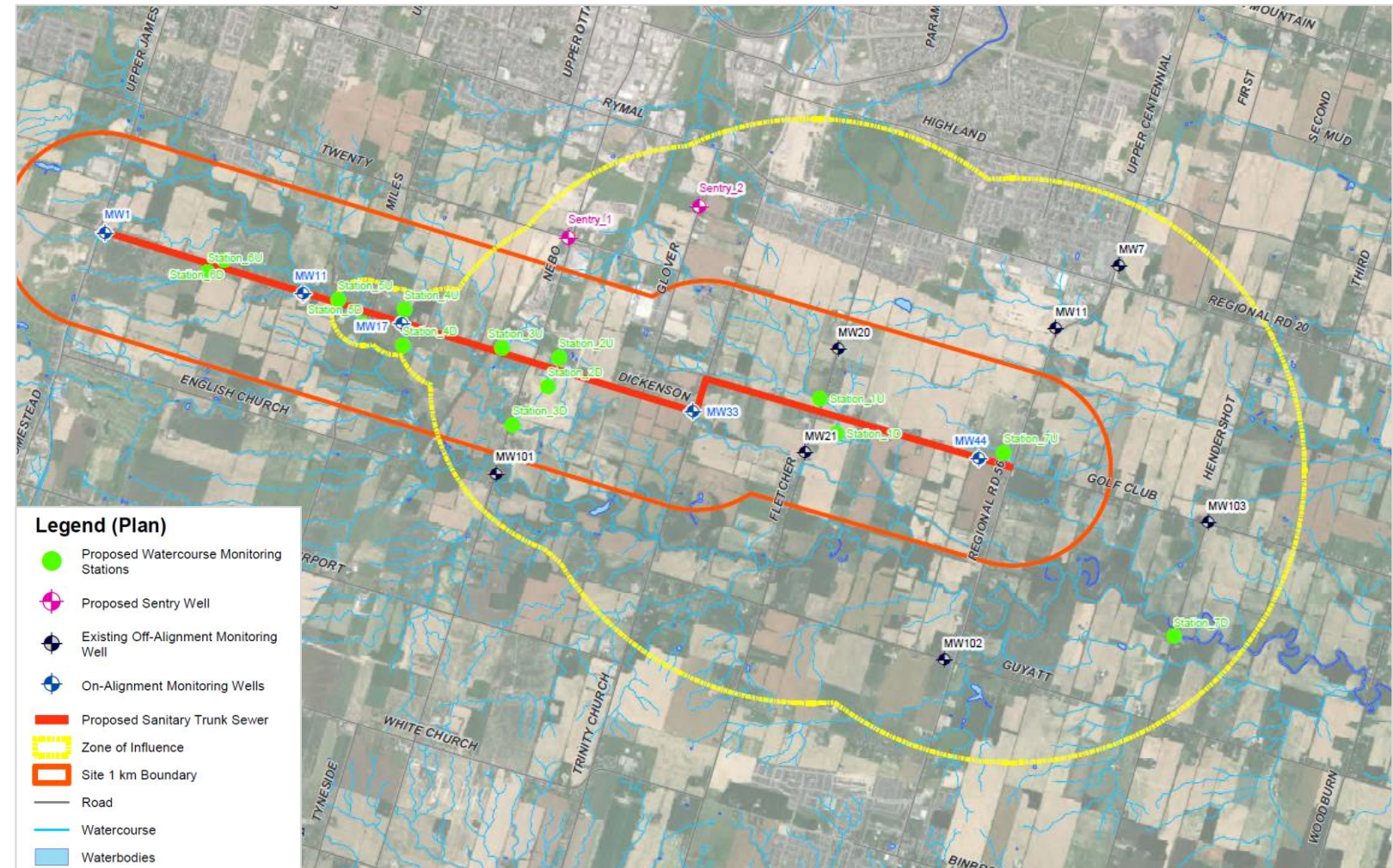


Anticipated Construction Impacts And Mitigation Measures

Potential Ground Water Impacts on Natural Features and Private Wells

A **Comprehensive Monitoring Plan** has been developed and commenced in **2018** that will continue to track and adapt to changes in the groundwater system both during and following construction.

Design Enhancements: In an effort to mitigate the dewatering requirements, enhanced features (i.e., watertight structures, progressive sealing of the tunnel and shafts) will be utilized.





Summary Of Mitigation Measures

Minimize construction area and length of road closure to the extent possible.

All excess and unsuitable materials generated (e.g., from excavation work) will be managed appropriately.

Implement the Erosion and Sediment Control Plan to minimize the potential for sediment transport into watercourses.

Locate site maintenance, construction vehicle washing and refueling stations in specific areas only to control any potential contaminants away from the regulated areas, watercourses, and residences.

Implement a Tree Protection Plan to minimize impacts to retained trees by ensuring that the condition and character of these trees does not change.



Summary Of Mitigation Measures

Implement an Environmental Management Plan to mitigate impacts including the provision of temporary water tanks to those that are impacted.

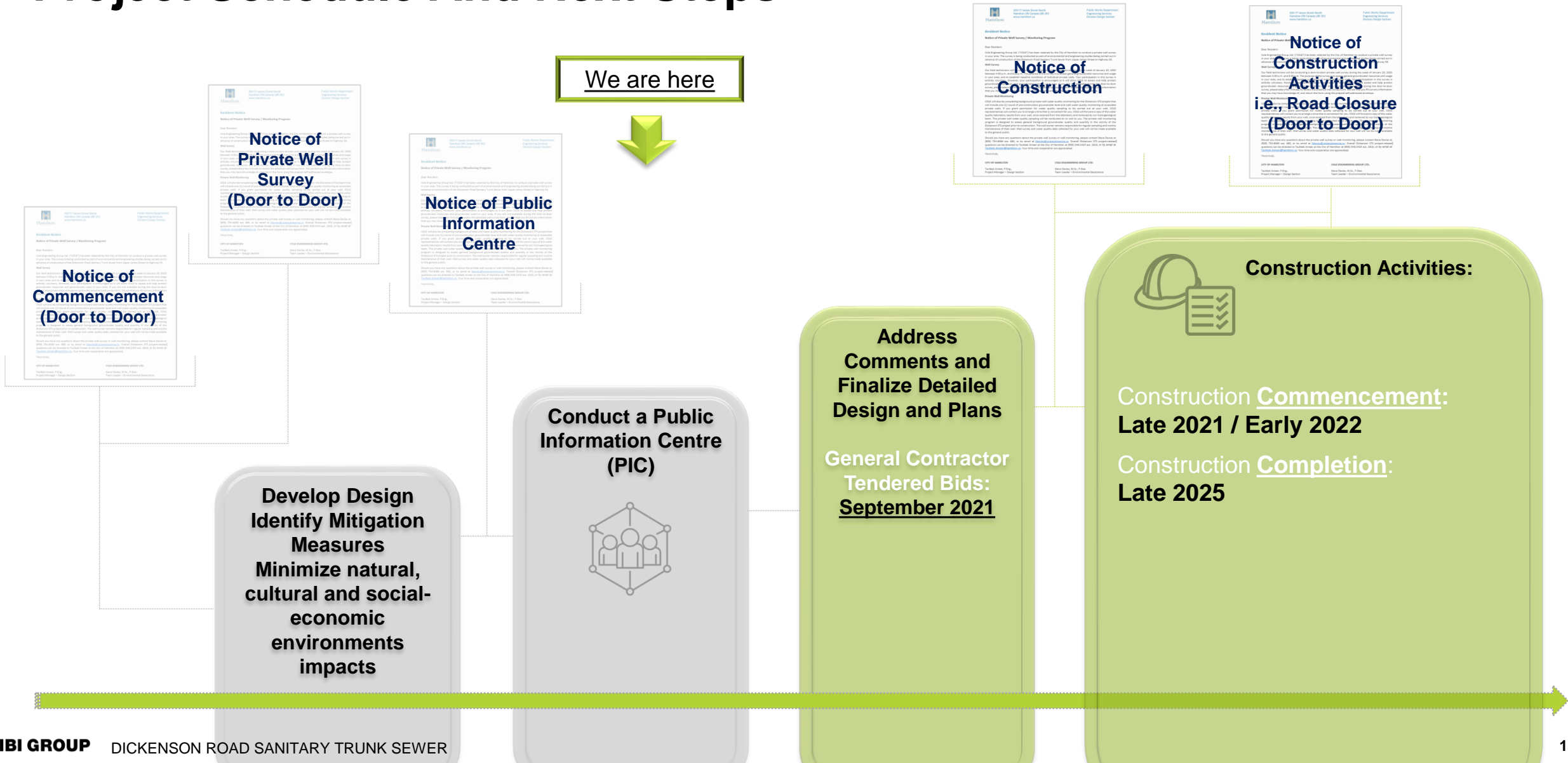
Conduct Monitoring Programs and other studies to identify and characterize the presence of odours potentially from hydrogen sulfide gases or natural occurring sulfur water.

Continuous assessment/survey and collaboration with Niagara Peninsula Conservation Authority (NPCA) and Ministry of the Environment, Conservation and Parks (MECP) to minimize the environmental impacts during construction.

Implement a Restoration Plan to facilitate the restoration and remediation to existing features.

Implement a Traffic Management Plan including Detours to ensure residents safety and minimize impacts to traffic.

Project Schedule And Next Steps



Thank You!

Your input is very valuable to us!

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