Municipal Class Environmental Assessment
Highway 52 and Powerline Road West
Intersection Improvements

Public Information Centre #1
Copetown Community Centre
April 8, 2025

Welcome to Public Information Centre #1

Highway 52 and Powerline Road West Intersection Improvements

Please sign in at the first table and provide your email if you would like to be notified about the project.

Review display materials

All slides will be posted to project webpage

Meet with Study Team Members

Please fill out a comment sheet and return it to the comment box or email your comments by April 22, 2025.

Land Acknowledgement

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

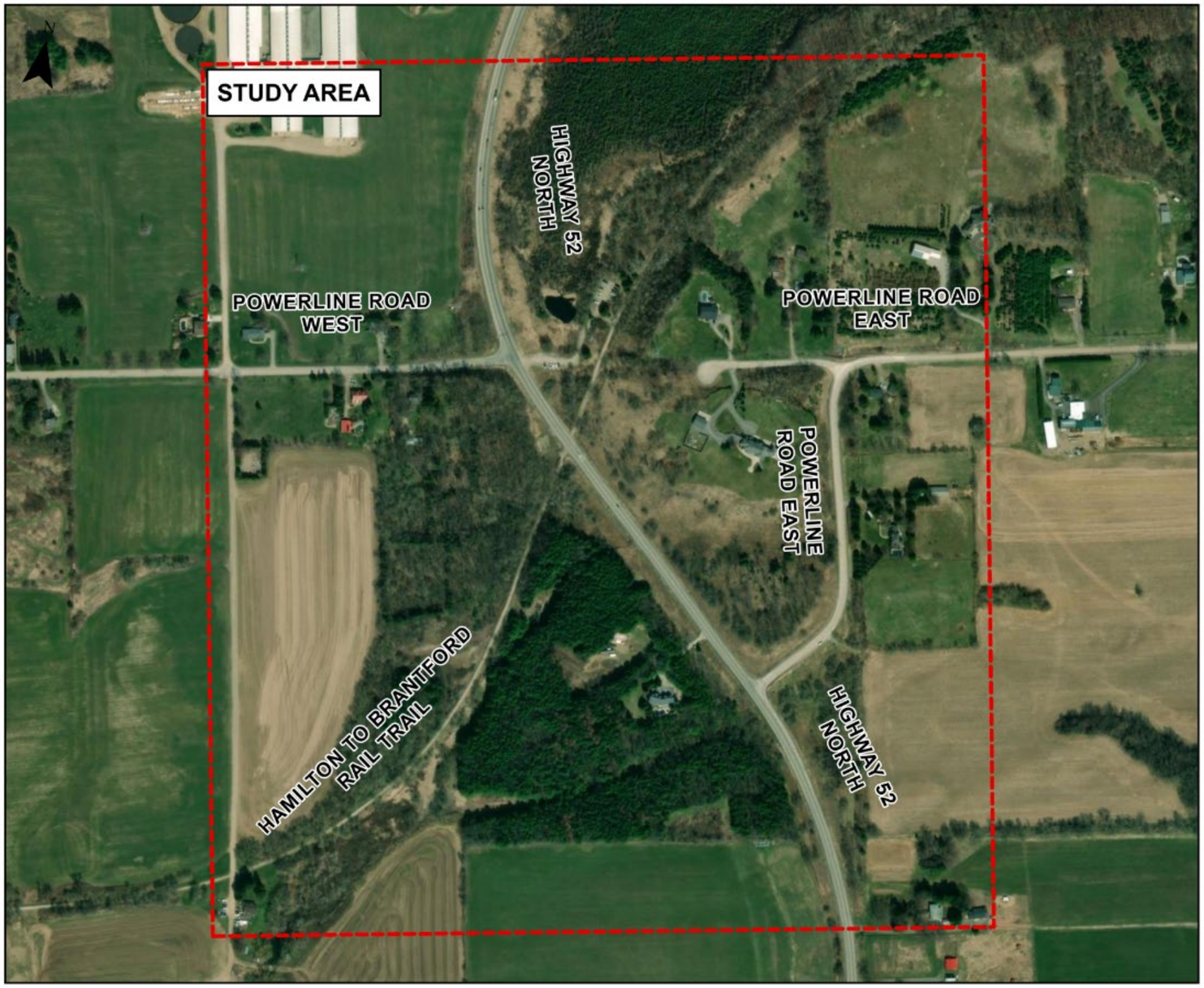
Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

Study Purpose

A Municipal Class Environmental Assessment (MCEA) is being completed to assess a recommended solution for intersection improvements at the intersection of Highway 52 and Powerline Road West.

The primary objective of the study is to **Improve Public Safety for All Road Users including Pedestrians & Cyclists.**

To this end, the goals of this study are to alleviate operational issues at the intersection, maintain or improve community connectivity, including active transportation, and mitigate impacts to traffic and truck circulation and goods movement to address long-term transportation needs



Historical Context

- **1996-1999:** Province of Ontario transferred ownership of numerous Provincial Highways to local municipalities. Hwy 52 was one of several transferred to the City.

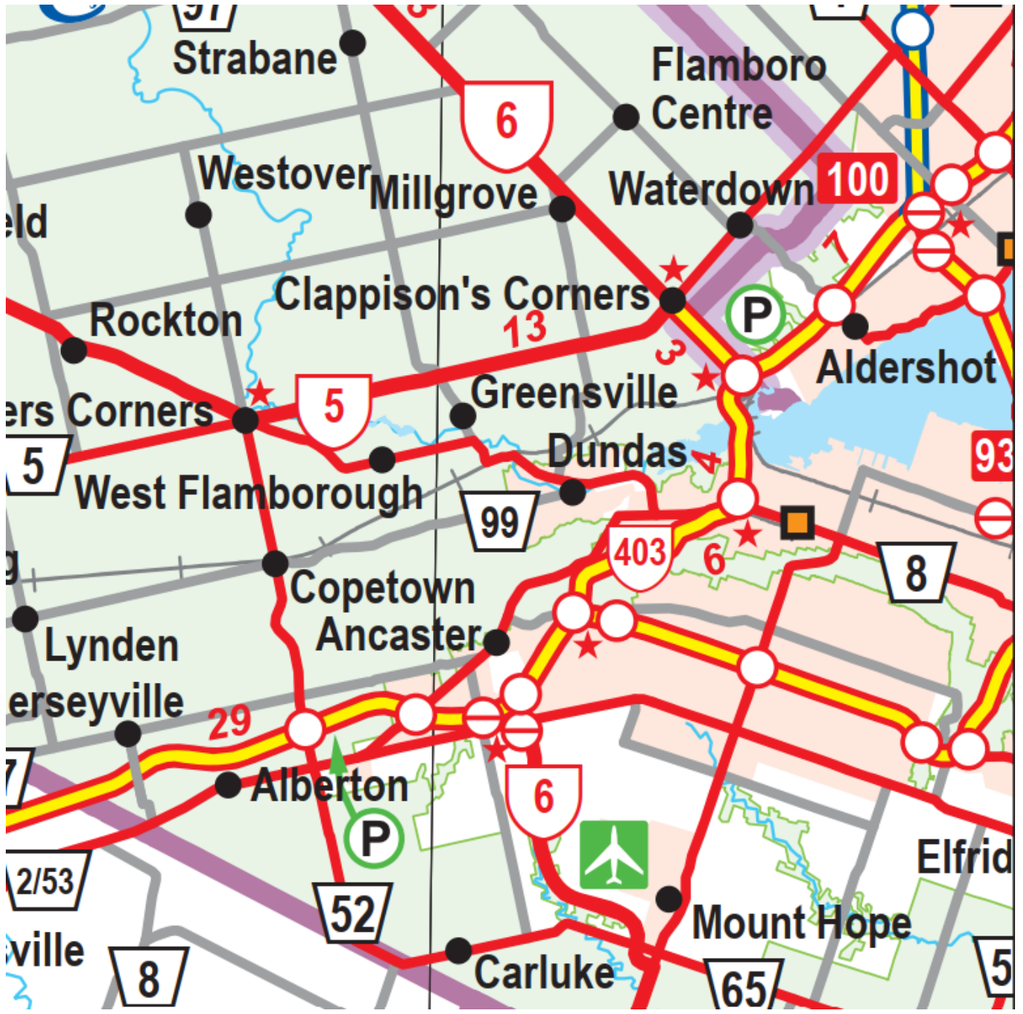
- **Early 2000's**: A local group advocated for a decrease in speed limits on Hwy 52. A roundabout was subsequently raised as an alternate option for consideration to improve safety.

- **2008:** The City undertook a Municipal Class Environmental Assessment (MCEA) that made recommendations for implementing a roundabout at Highway 52 and Jerseyville Road.

- **2011:** The City completed construction of the roundabout at Hwy 52 and Jerseyville Road as per the 2008 MCEA.

- **2022:** Staff report (PW22056) advised that before a roundabout could be implemented at Hwy 52 and Powerline Road West, an MCEA was required.

- **2023-2024**: Funds allocated in 2023 to conduct an MCEA. The necessary technical specifications, contract documents and procurement process were completed in late 2024.



Recent Work

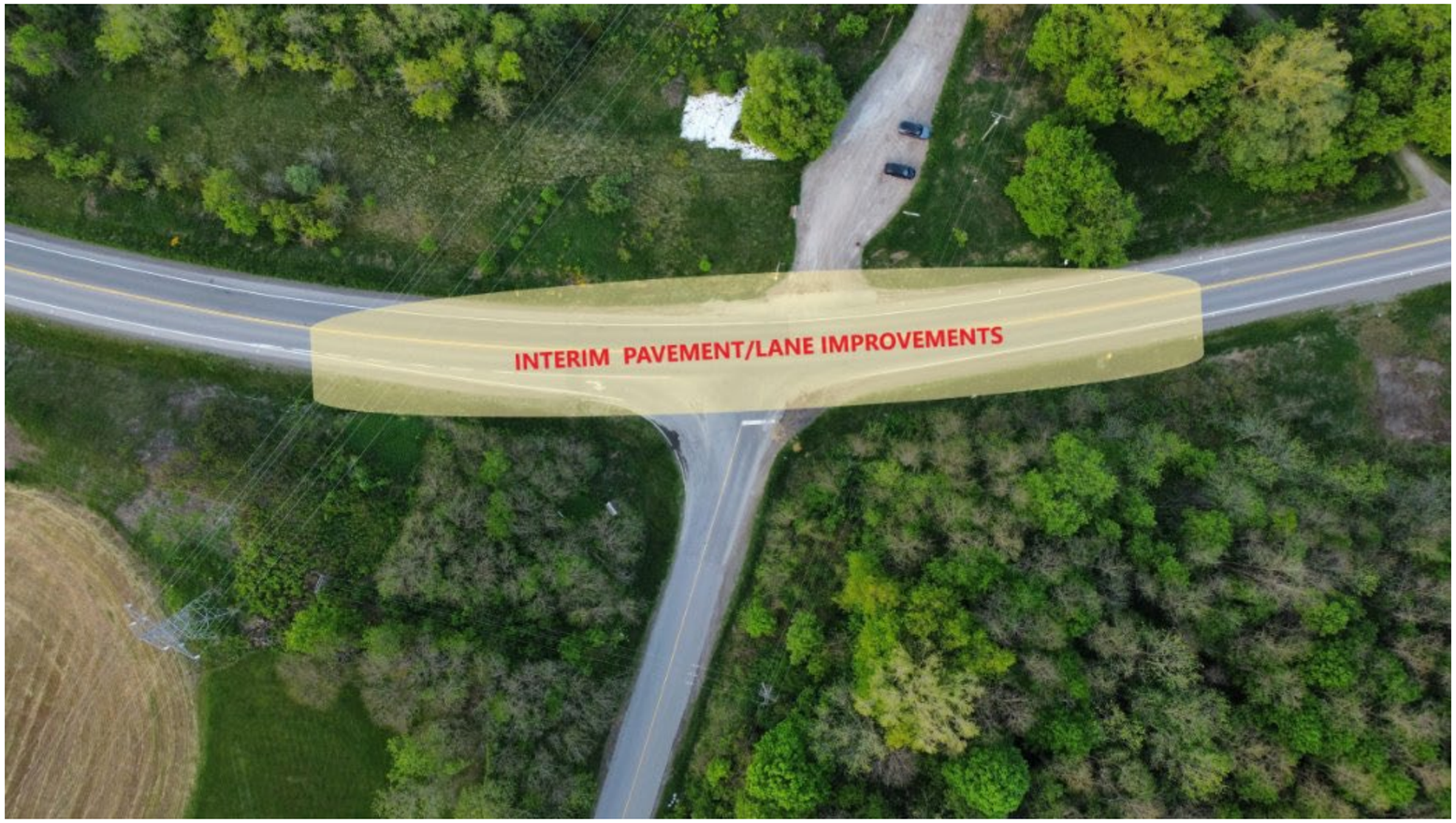
2024 Operational Improvements:

- New curve warning signage on Hwy 52
- New tiger tails on Powerline Road West at the stop sign
- New post-edge line delineators on Hwy 52 curve
- New checkerboard sign on Hwy 52 at Powerline Rd. East
- New stop ahead sign on Powerline Road West
- New (2) dynamic speed signs on Hwy 52
- New community safety zone signs on Hwy 52
- New transverse pavement markings on Hwy 52
- Refreshed pavement markings on Hwy 52
- Removed roadside vegetation to improve visibility

2024 Technical/Engineering Tasks:

- Traffic/turning movement counts completed
- Speed Study completed
- Traffic Safety Review completed
- Municipal Class Environmental Assessment awarded

Upcoming Work



2025

- Construct **Interim** Left Turning Lanes (Spring - Fall)
  Pavement subbase on Highway 52 will be compatible with requirements for future Roundabout
- Complete detailed field work and technical sub-studies for the Municipal Class Environmental Assessment

2026

- Final Environmental Study Report (Winter)
- Initiate Detailed Design Work for **Ultimate** Solution as per MCEA

Problem Opportunity Statement:

The City of Hamilton has identified a need for improvements to the intersection of Highway 52 and Powerline Road West to address concerns for the operation of the intersection. Improvements are to accommodate active transportation and consider opportunities to realign Powerline Road East.

Purpose of this PIC is to:

- Present the Problem Opportunity Statement
- Provide an overview of the Municipal Class Environmental Assessment process
- Provide information on the existing Study Area
- Present Alternative Solutions, evaluation and preliminary preferred Alternative Solution
- Obtain input on the preliminary preferred Alternative Solution
- Identify next steps

Municipal Class Environmental Assessment (MCEA) Process

This project is being completed as a Schedule C Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class EA (2024) document.

Phase 1

- **Confirm Problem / Opportunity Statement**
- **Notice of Study Commencement**

Phase 2

- **Identify Alternative Solutions**
- **Inventory natural and socioeconomic environment**
- **Consult review agencies, Indigenous Nations and Public**
- **Evaluate Alternative Solutions and select Preferred Alternative**

Phase 3

- **Identify Alternative Design Concepts**
- **Detailed inventory of natural and socioeconomic environment**
- **Consult review agencies Indigenous Nations and Public**

Phase 4

- **Notice of Study Completion**
- **Environmental Study Report completed, 30-day public review period**

Supporting Studies

The following studies are planned to characterize the environment of the study area, develop criteria for the evaluation of the options for the intersection improvements and identify possible impacts and mitigation measures.

Spring 2025

- Natural Heritage Assessment
- Stage 1 Archaeological Assessment
- Multi-Modal Transportation Analysis
- Preliminary Stormwater Management Study

Summer/Fall 2025

- Stage 2 Archaeological Assessment
- Heritage Impact Assessment
- Geotechnical Study
- Hydrogeology Report
- Tree Inventory

Existing Conditions – Natural Heritage

Existing conditions include

- Provincially Significant Wetlands Copetown Bog and the Big Creek Headwaters Wetland Complex
- GRCA Regulated Area
- Watercourse and ravine slope
- Area of Natural and Scientific Interest (ANSI) - Summit Muskeg Preserve
- Significant Woodlands
- Potential for Species at Risk
- (e.g. bats and trees)
- Provincial Greenbelt Plan and associated Natural Heritage System
- Niagara Escarpment Plan

Field studies will be initiated in the Spring 2025 to characterize the study area. These are anticipated to include some or all of the following:

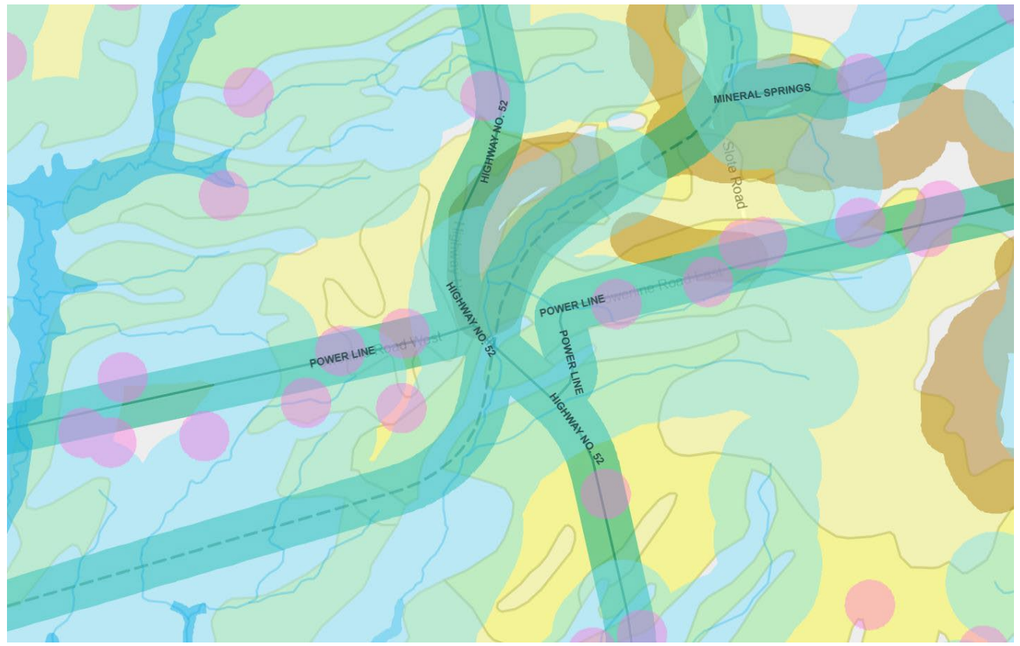
- Botanical survey and Ecological Land Classification delineation of features
- Wetland boundary staking
- Breeding bird surveys with an additional grassland bird survey
- Amphibian call surveys

Existing Conditions – Cultural Heritage

The study area has been identified as having archaeological potential. Stage 1 and Stage 2 Archaeological Assessment is required.

The map shows layers of archaeological information:

- Water Catchment and Water features
- Historic Transportation Routes
- Areas of Historic Euro-Canadian Settlement
- Unusual Landforms
- Sandy Soil



Two (2) inventoried heritage properties with mid-1800 buildings are present in the study areas. A Cultural Heritage Resource Assessment is being completed.

- Registered Non-Designated properties
- Inventoried properties

Existing Conditions – Technical Environment

- Concerns with traffic at this intersection date back to the early 2000's.
- In 2011, a roundabout was recommended for this location. However, budget limitations precluded implementation.
- Roadway safety/Collision history at intersection is a concern of area residents.
- Burnside's traffic analysis of collisions between 2018-2022 of the 28 collisions found:
  - Rear end collisions were the most common, with 11 occurrences (39%), followed by single motor vehicle collisions, with 10 occurrences (36%)
  - Three of the 10 single motor vehicle collisions involved an animal
  - Approaching, angle, and sideswept had three (11%), two (7%), and two (7%) occurrences, respectively
- Short and Medium term improvements are being implemented at the intersection of Powerline Road West and Highway 52. The Municipal Class Environmental Assessment will focus on the long term or major improvements.

Updated per public input from PIC #1 (April 8, 2025)

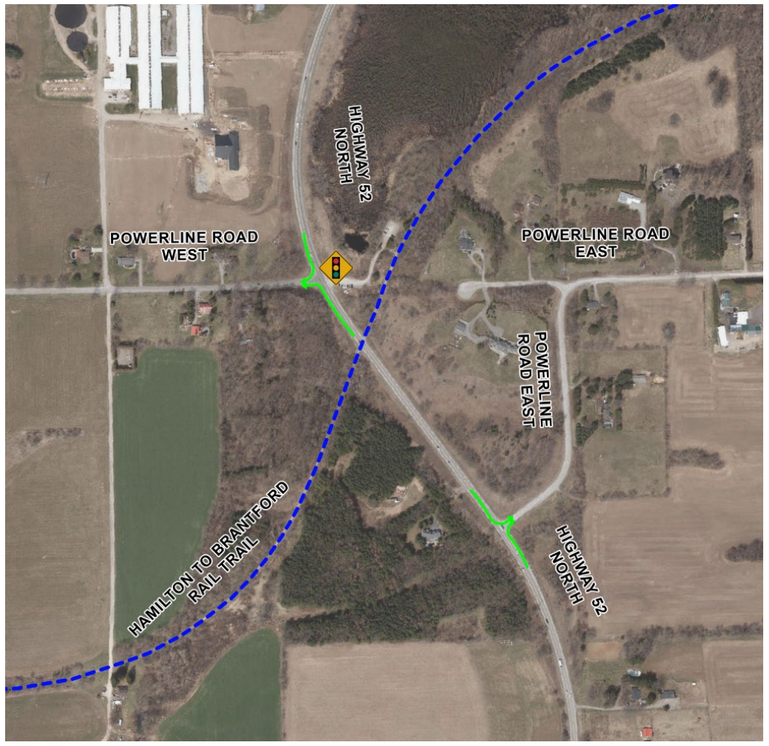
Existing Conditions – Technical Environment

Existing conditions include:

- Main Utility Lines – Hydro and Gas
- Rail Trail Crossing of Hwy 52
- Super Mailbox
- Parking Lot for Trail and Super Mailbox
- Deep Roadside Ditches
- Horizontal Sightlines
- Vertical Approach Grades
- Right-of-Way and property limits

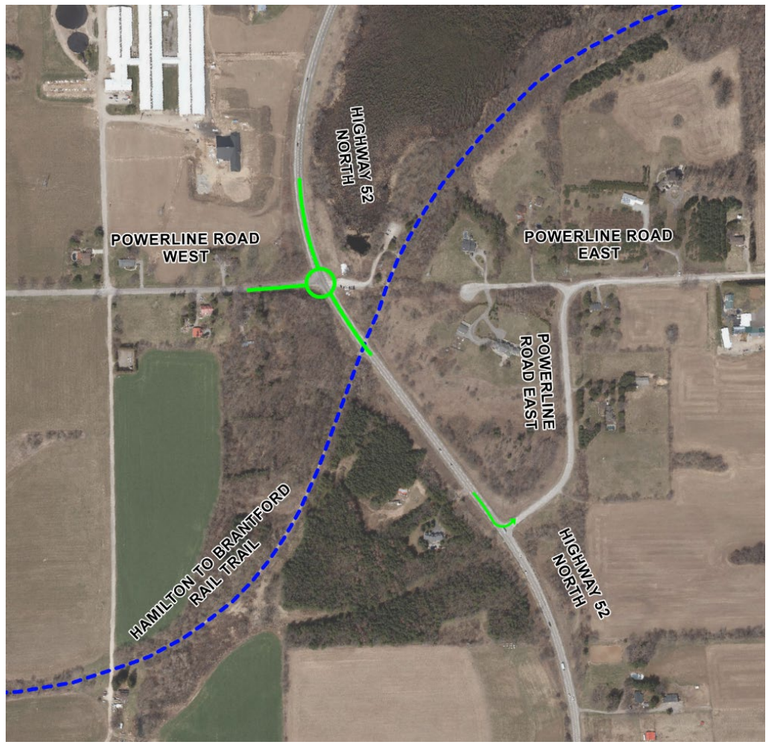
Existing drainage is conveyed through roadside ditches, and crossing and entrance culverts to a GRCA regulated watercourse which drains to the Big Creek Headwaters Wetland Complex

Alternative Solutions 1 and 2



Alternative 1: New Turning Lanes / Signal:

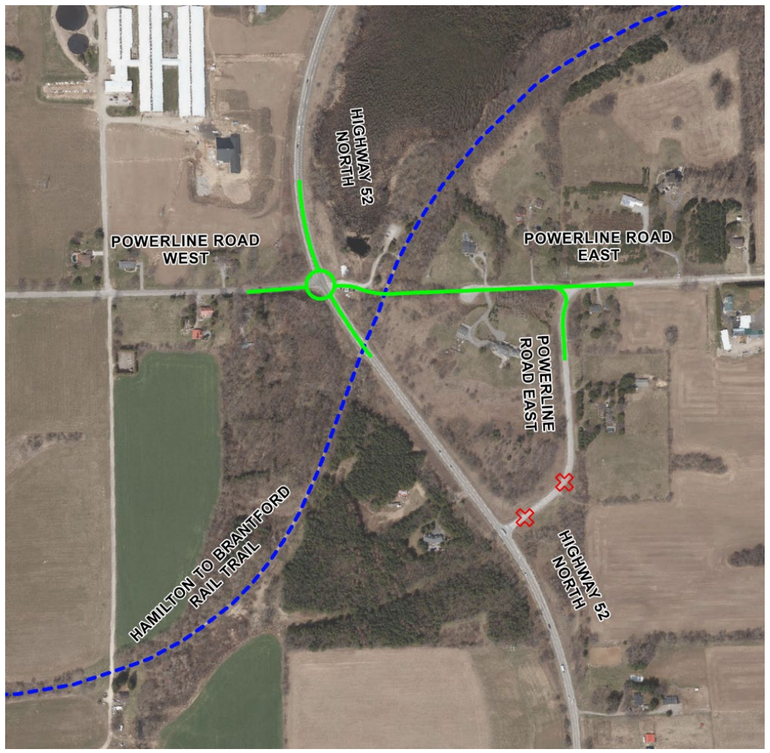
- New signals at intersection of Hwy. 52 and Powerline Road West
- Add new left turn lanes at Powerline Road West and East
- Improve existing right turning lanes at Powerline Road West and East
- Accommodate Active Transportation users



Alternative 2: North Roundabout and South Left Turning Lane

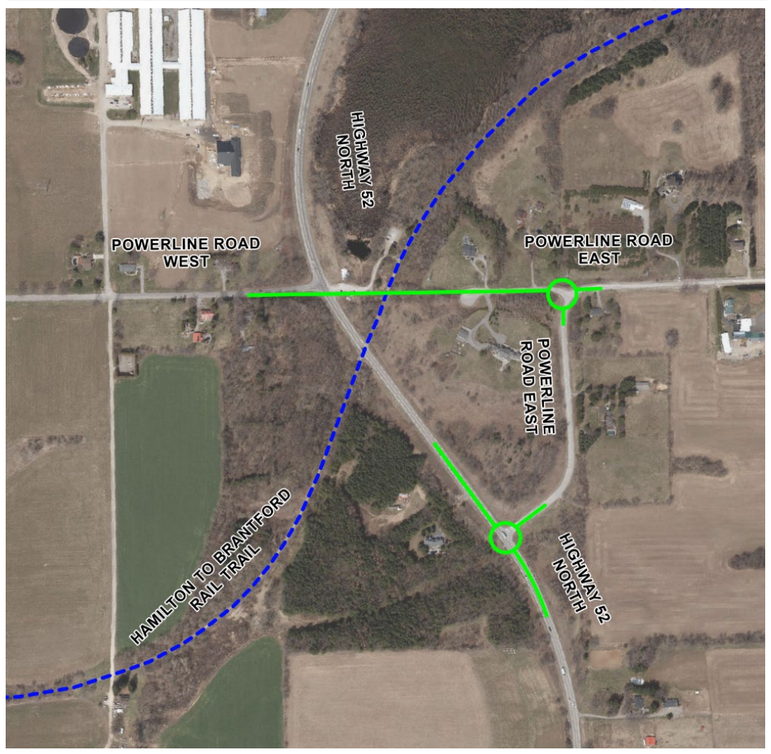
- Construct Roundabout at Hwy. 52 and Powerline Road West
- Add New Left Turning Lane at Powerline Road East
- Improve existing right turning lanes at Powerline Road East
- Accommodate Active Transportation users

Alternative Solutions 3 and 4



Alternative 3: North Roundabout and extend Powerline Rd East across the existing ravine lands

- New Roundabout at Hwy. 52 and Powerline Road West
- Extend Powerline Road East westerly across the ravine lands to coincide with the new roundabout
- Close south intersection



Alternative 4: Two Roundabouts and New Bridge to Carry Powerline Rd West Across Hwy. 52

- Two (2) New Roundabouts:
  - One at Hwy. 52 and Powerline Rd East
  - Second at end of Powerline Rd West extension
- Provide an overpass of Powerline at Highway 52

Alternative Solutions 5 and 6

Alternative 5: North and South Roundabouts on Hwy. 52

- Two (2) New Roundabouts:
  - One at Hwy. 52 and Powerline Rd West, and
  - At Powerline Rd East

Alternative 6: Do Nothing

- Do Nothing is a Mandatory requirement for consideration in the Municipal Class Environmental Assessment process.
- The road corridor and intersections would remain the same and operate as a two-lane, two-way road with stop-control on the minor approaches to the intersections.
- Regular maintenance would be performed as required
- **This alternative does not address the problem/opportunity statement and is not carried forward.**

Updated per public input from PIC #1 (April 8, 2025)

Evaluation Criteria

Natural Environment

Potential to impact vegetation

Potential impact to wildlife habitat and habitat of species at risk

Potential impact to water resources and drainage

Potential climate change impact and resilience

Socio-Cultural Environment

Potential to impact heritage resources such as archaeology and cultural heritage

Nuisance impacts such as noise, visual impact, construction impacts

Land acquisition needs, impacts to driveway access

Conformity to municipal and agency policy

Level of service for local residents and business, impact to municipal services

Multi-Modal Transportation connectivity and safety

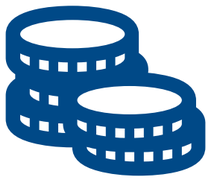
Pedestrian and cyclist needs

Technical Environment

Level of service/ traffic congestion

Operational safety, roadside safety

Design constraints, utility impacts, goods movement requirements



Financial Environment

Estimated capital costs

Estimate operation and maintenance costs

Property acquisition costs

Evaluation of Alternative Solutions

Alternative Solution	Natural Environment	Socio-Cultural Environment	Technical Environment (including Transportation)	Financial Environment	Rank
1. New Turning Lanes / Signals	◔	◔	◔	◔	3
2. North Roundabout and South Left Turning Lane	◔	◔	○	◔	1
3. North Roundabout and extend Powerline Rd. East Across the Existing Ravines	◕	◕	◕	◑	5
4. Two Roundabouts and New Bridge to Carry Powerline Rd West Across Hwy. 52	◔	◔	◔	●	4
5. North and South Roundabouts on Hwy. 52	◔	◔	○	◑	2

Most Preferred ○ More Preferred ◔ Somewhat Preferred ◑ Less Preferred ◕ Least Preferred ●

Alternative 1.

Alternative 2.

Alternative 3.

Alternative 4.

Alternative 5.

Updated per public input from PIC #1 (April 8, 2025)

Preliminary Preferred Alternative

Solution 2 – North Roundabout and South Left Turning Lane

Summary of Key Features:

Natural Environment:

- Minimizes impact to natural features, including wetland and watercourse, wooded area

Socio-Cultural Environment:

- Maintains status-quo on impact to existing residences east of the trail where culturally sensitive areas exist
- Better access to trail parking

Technical Environment

- Under these conditions a roundabout is a more efficient intersection control for current and future intersection traffic
- Provides better operational safety for all road users (auto, pedestrians, cyclists) compared to Alternative Solution 1 and 3

Financial Environment:

- Moderate costs for improvements
- Builds on interim improvements planned for 2025/2026 reducing throw away costs

Next Steps in the MCEA Process

Spring 2025

- Review and Consider Feedback following PIC#1 (14-days)
- Public Information Centre #1 Summary Report
- Complete Supporting Studies
- Identify Preferred Alternative

Summer 2025

- Develop and Evaluate Alternative Designs Options
- Public Information Centre #2
- Review and Consider Feedback following PIC#2 (14-days)
- Complete Additional Supporting Studies as needed
- Identify Preferred Design Concept

Winter 2025/2026

- Complete Environmental Study Report for public review and comment
- Notice of Study Completion and 30-day public review period

Implementation

2025/2026

- Interim Intersection Improvements

Beyond 2026

- Detailed Design of MCEA Preferred Solution
- Property acquisition, as needed
- Construction and Utility Relocation

We want to hear from you!

You are invited to provide comments by completing a comment sheet and submitting it to the comment box today or emailing one of the Project Team members below by **April 22, 2025**.

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Visit the project webpage for more details: www.hamilton.ca/environmental-assessments/highway-52-powerline-road-west-intersection-improvements

Display boards are available on the project webpage.