

The following item is included in the hard copy of this project, labeled “Appendix A: Relative Position of the Wentworth Valley.” It is available in the Shapiro Library, Southern New Hampshire University.

Nova Scotia. (1991). *Nova Scotia scenic travelways map*. Halifax, N.S: Nova Scotia Dept. of Tourism and Culture.

FIGURE 1-1
SITE LOCATION MAP
HWY. 104 ENVIRONMENTAL ASSESSMENT
TRURO TO THOMPSON STATION, N.S.



NOLAN, DAVIS
& ASSOCIATES

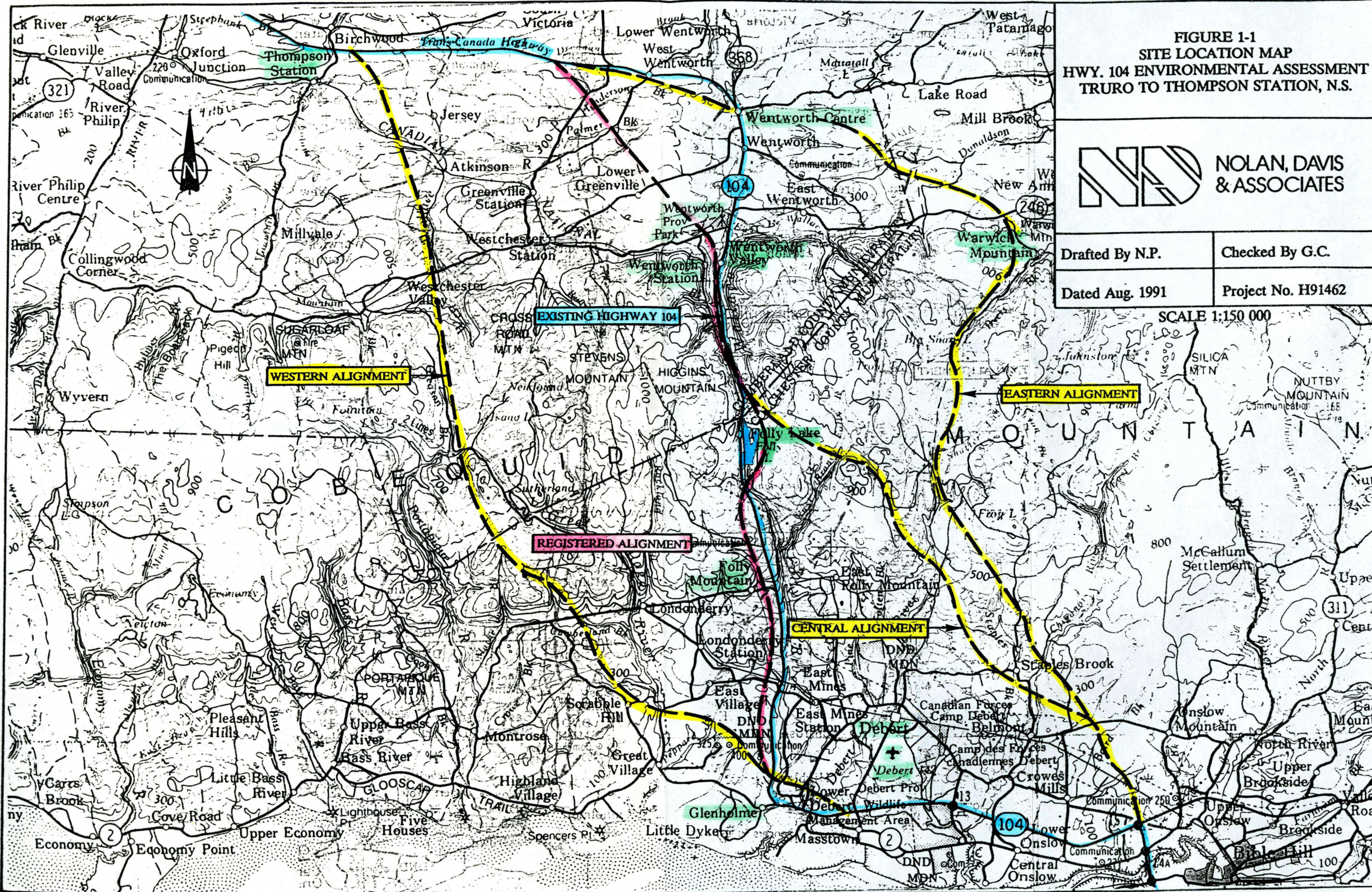
Drafted By N.P.

Checked By G.C.

Dated Aug. 1991

Project No. H91462

SCALE 1:150 000



APPENDIX C

W.V.E.P.A. Bulletin Package

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION
Wentworth Station, N.S.
BOM 120

October 2, 1991

C.D.A.
OCT - 7/1991

Dan Uberoi
PO Box 546
Amherst, N.S.
B4H 4A1

Dear Dan:

Enclosed please find information regarding our activities during the months of August and September. This should bring you up to date on action taken by WVEPA over the past year. We are, of course, pleased with the Government's decision and hope that the Environmental Assessment will proceed smoothly.

As far as the direction in which the community of Wentworth will develop, the first step will be the study*initiated by the Wentworth Valley Economic Development Council and WVEPA. For information on this, you could contact Allan Huestis.

I hope your studies are going well and if you need any further information on WVEPA, please feel free to contact either Dianne or me.

Sincerely,

Carol

Carol Hyslop
Secretary

Encl.

* Economic Opportunity Study
for the Wentworth Valley.

UPDATE SEPTEMBER 1991

Although you have not received an update since June, we have not been idle. The following are the activities in which we have been involved:

June 18-19: Members attended DOT's 'Open House' sessions to examine routes, ask questions, express opinions. At the Wentworth session, WVEPA had a display, talked to people and invited them to sign our petition in favour of the Western Alignment.

June 23: WVEPA's Committee on Proposals (COPs) met in Wentworth to discuss the 'Open House' sessions and plan further action. It was agreed that the 'Open House' sessions were better presented than those of October '90. In response to a request by Ron Creighton of Tatamagouche, representing the newly-formed North Shore Group for an Eastern Route (NSG), members agreed to a meeting with representatives of this group to hear their concerns. As requested by Mr. Alan Bell, General Manager of Nolan, Davis and Associates (ND), we reviewed and made additions to their "Highway 104 Public Perception Study Preliminary Contact List". It was decided to make contact with the Truro Chamber of Commerce and the Habitat Division of the Federal Department of Fisheries & Oceans, write DOT requesting a copy of ND's environmental screening report and keep our activities and concerns public through newspaper reports.

July 3: COPs met with representatives of the North Shore Group. NSG's concerns centered on their perception that the closer TCH 104 was to Tatamagouche, the more likely it was to promote economic growth, population growth and increased tourism in the Pugwash, Wallace, Tatamagouche & River John areas. As this meeting was for information only, no formal response was made by COPs to NSG.

July 9: Dianne Powell and Carol Hyslop, as representatives of WVEPA, were interviewed by Omnifacts as part of the 'Public Perception Study'.

During this period: Omnifacts personnel interviewed individuals, businesses, organizations and governmental representatives in the 'affected areas' as part of the Public Perception Study.

July 17 WVEPA was represented at a workshop for area organizations arranged by Nolan, Davis & Associates. The purpose of this workshop was to discuss the advantages and disadvantages of each of the alignments. Others organizations from our area who were represented were the Folly Lake Cottage & Property Owners Association, the Wentworth Valley Economic Development Council, the Cumb. Co. River Enhancement Association, and the North Cumberland Historical Society.

August was quiet for WVEPA. Nolan, Davis & Associates' Environmental Screening and Public Perception report was forwarded to DOT on **Aug. 15**. WVEPA wrote for a copy of this report, no reply yet.

-The North Shore Group continued to promote its views.

-**Aug. 16:** the Truro and District Chamber of Commerce stated publicly that only the Eastern or the Western Alignments were acceptable to them.

-**Aug. 31**, Chairperson Dianne Powell's article 'Death Valley: highway safety the issue', was published in the editorial section of the Chronicle Herald. This article had earlier been published in the Oxford Journal and the Springhill-Parrsboro Record.

September 5: Minister of Transportation Ken Streatch announced the decision on a route for 104 would be delayed until early October.

-Merle Tippet, Wayne Lines and Bob Hyslop met with Mr. Bill Casey, MP Cumberland-Colchester, and presented him with a copy of our petition.

September 9: Several representatives of WVEPA attended a Wallace and Area Development Association (WADA) meeting at which the North Shore Group (NSG) made a presentation. NSG spokesman Ron Creighton stated his group's reasons for wanting an eastern route, indicated total support along the North Shore and displayed a map showing their proposal for a new eastern route. WADA had to this point supported the WVEPA in its lobby for the Western Alignment but, after much discussion, moved to put its support behind an eastern route that would least affect and damage the Wentworth area. Any route to the east, to be viable in regards to distance, must pass through the community of Wentworth at some point.

-A member of the Warwick Mountain and area residents' group contacted Dianne Powell, informing her that this group was against any eastern routing and in favor of the Western Alignment.

September 10: Contact was made with Bob Jordan, leader of the Warwick Mountain and area residents' group. It was decided to consolidate our efforts and representatives of WVEPA were invited to attend a meeting with representatives of the Warwick Mountain group, Mr. Streatch and Mr. Casey to be held the following day.

September 11: Representatives of WVEPA attended the meeting and expressed support for the Warwick Mountain group in their position against any eastern routing of TCH 104 and in their decision to back the Western Alignment as the best choice for this highway. To the Warwick Mountain group's concerns regarding the Eastern Alignment our own were added plus those re the Central and Registered Alignments. Our petition was presented to Mr. Streatch. At this meeting, Mr. Streatch emphasized that the decision regarding a route for TCH 104 will be made in early October and that there will be no further delays.

Now we wait.

We thank all of you who have made your wishes and opinions known through letters, conversations, participation in the 'Open House' sessions and the Public Perception Study, circulating and signing the petition, etc.. Your efforts have caused the process of choosing a route for TCH 104 to be opened up for public input. We hope this will result in the Western Alignment being chosen for this new highway.

If you have any questions or suggestions, please contact:

Dianne Powell, Chairperson 548-2876
Carol Hyslop, Secretary 548-2381

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION
Wentworth Station, N.S.
BOM 120

C.D.A.

OCT - 71991

September 16, 1991

UPDATE: COPS members

The past two weeks have been busy ones for WVEPA. On September 5, representatives presented MP Bill Casey with a copy of our petition, on September 9 attended a meeting of the Wallace and Area Development Association (WADA), on September 10 met with Bob Jordan, leader of the Warwick Mountain group, and on September 11, attended a meeting with Mr. Ken Streach, Minister of Transportation, Mr. Bill Casey, MP, and representatives of Warwick Mountain residents.

Although you have participated in these activities or been contacted regarding them, in lieu of a meeting we are sending you reports of these activities and related material.

If you have any questions, suggestions or information please call:

Dianne Powell 548-2876
or
Carol Hyslop 548-2381

September 5: Meeting with Bill Casey, MP

WVEPA Representatives:

Merle Tippet
Wayne Lines
Bob Hyslop

Purpose of meeting:

To present Bill Casey, Member of Parliament for Cumberland-Colchester with a copy of our petition containing over 500 signatures of persons opposed to any routing of the new TCH 104 through the Wentworth-Folly Lake areas.

Although asked for 15 minutes of his time, Mr. Casey discussed the issue with our representatives for an hour. He said he was keeping an open mind and was listening to all submissions and reading all letters expressing people's opinions and concerns.

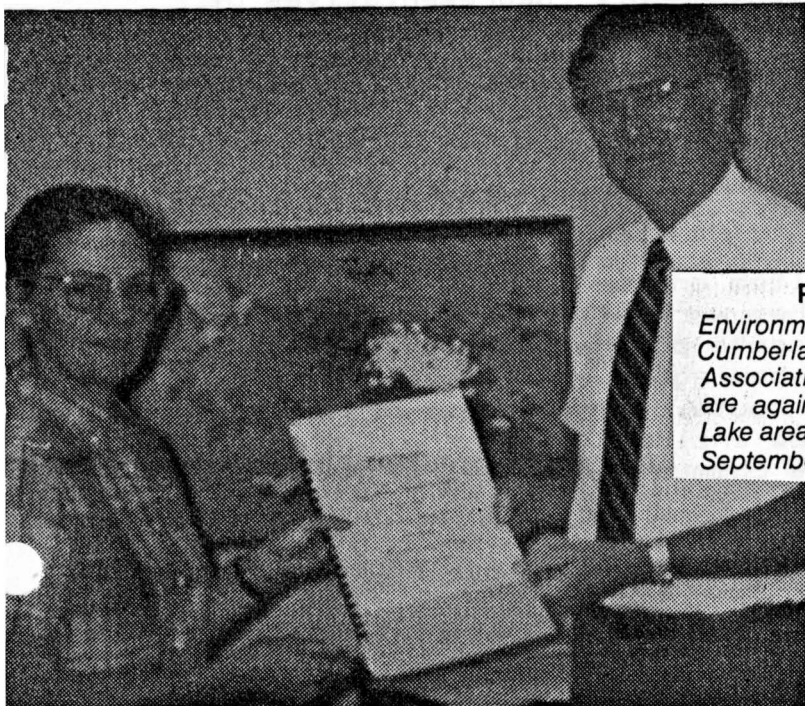
Mr. Casey was interested to find we had (at that time) the support of the Wallace and Area Development Association. Our reps were interested to find Mr. Casey had no copy of the 104 UPDATE (DOT June '91) or official DOT map showing the four routes.

Merle, Wayne and Bob found Mr. Casey pleasant and receptive and were pleased with the meeting.

As a follow-up they provided a photo and short report to:

Amherst Daily News
Springhill-Parrsboro Record
The Oxford Journal
The Truro Daily News
The Chronicle Herald

and gave Mr. Casey a copy of the 104 UPDATE, DOT's map of the four alignments and other information.



PETITION PRESENTED - On behalf of the Wentworth Valley Environmental Protection Association, Merle Tippet presents Cumberland-Colchester MP Bill Casey with a copy of the Association's petition containing over 500 signatures of persons who are against any routing of the new TCH 104 through the Wentworth-Folly Lake areas. Representatives of the WVEPA met with Mr. Casey on September 5.

*-Oxford Journal
Sept. 11/91*

September 9: Wallace and Area Development Association (WADA)

WVEPA Representatives:

Merle Tippet
Ken Little
Al Tucker
Bob Hyslop
Carol Hyslop

Purpose of meeting:

We had been contacted by Mr. Harvey Gullon, president of WADA, asking for representation from WVEPA at this meeting as the North Shore Group (NSG) were to make a presentation in favor of an eastern alignment for TCH 104. We were asked to be present to reaffirm our support for the Western Alignment and to answer any questions that might arise.

Background:

Dianne Powell made a presentation to WADA on February 4 outlining the alignments and our concerns with each. She stated to them at that time that we were in favor of the Western Alignment. After discussion and thought, WADA wrote a letter to Mr. Streach, Minister of Transportation, dated April 8, 1991, indicating their support of our position re TCH 104. Members of WADA circulated our petition in the Wallace area.

Just previous to DOT's Open House sessions in June, Mr. Ed Lorraine, MLA for Colchester North, attended a meeting of the Tatamagouche Chamber of Commerce and brought to their attention the four alignments to be studied for TCH 104. Members perceived the Eastern Alignment as one that might be beneficial to them, hence the eventual formation of the North Shore Group for Eastern Alignment (NSG). Representatives of this group spoke to COPs on July 3. Since the formation of NSG, some members of WADA have been pressing to change their support from WVEPA to NSG.

The September 9 meeting was well attended; WADA members Allan Huestis and Gary Fisher were present from Wentworth.

The NSG presentation was the last item on the agenda, and was given by Ron Creighton after WVEPA stated they were still in favor of the Western Alignment. Mr. Creighton spoke of the same concerns outlined to us in June and exhibited a map showing an alignment they were suggesting as an alternate eastern route. (This route was not the one published earlier in the papers, see enclosed map.) He indicated support of the North Shore business community, the North Nova Forestry Association and the Warwick Mountain residents. WADA was asked for an immediate decision as 'time was running out'. Following the presentation, WVEPA were asked if, in view of the new route proposed,

they might meet with NSG for the purpose of coming to an agreement to support this route. WVEPA stated the request would be referred to COPS.

All non-members of WADA were asked to leave to allow members to discuss the matter.

After a great deal of discussion, the motion was made that the membership support an eastern route that would least affect and damage the Wentworth Area. The president indicated that the procedure was improper in that the association should first rescind the April decision to support WVEPA, in which case they would have to delay the present motion for three days. Members in favor of the motion in support of an eastern route would not accept this and insisted that the vote be taken immediately. The motion was passed with a number of members abstaining from voting.

North Shore route backed

Wallace group switches highway twinning stand

By CATHY CALLAGHAN
NEWS Staff

WALLACE — New information prompted a group of Wallace area residents and business people to withdraw support for a proposed Trans-Canada Highway running through Westchester and to back a route running closer to the North Shore.

The change came about after members of the North Shore Group Supporting an Eastern Alignment made a presentation Monday to the Wallace and Area Development Association.

The Wallace organization had given support in April to the Wentworth Valley Environmental Protection Association in its bid to have a new, twinned highway moved west, out of the valley.

Hans Christian Jost, WADA member, moved that the membership support an eastern route that would least affect and damage the Wentworth area.

Before voting Wallace members discussed ways in which the Wentworth and North Shore organizations could reach a consensus. But, time is running out. The Nova Scotia government is expected to choose a route in October. The majority of members eventually agreed, after lengthy discussion, to support the motion.

It is agreed by most people that the existing Trans-Canada Highway, also known as death valley to area residents, must be replaced with a safer, more efficient route.

At issue between the groups are four government-proposed routes the highway could take. Two routes run through the Wentworth Valley, one to the west and another to the east.

Ron Creighton, chairman of the Eastern Alignment group, said a western route would have severe consequences on the North Shore by hampering trans-

portation for residents and business people. It is already about half-an-hour drive from various points along the Northumberland Strait to the existing Trans-Canada Highway. A western route would be that much farther away.

"From a North Shore vantage point the registered and central routes (both running through the valley) are the status quo and would not make us any worse off," Mr. Creighton said.

"But, we sympathize with the Wentworth people and believe an appropriate eastern route could be chosen to take the highway away from the valley."

The North Shore group has offered some suggestions about alternate eastern routes. The one proposed by the government is being opposed by more than 100 people in the Warwick Mountain area. It is also unacceptable to the Wentworth group because it runs across the valley, between an elementary school and church.

- Truro Daily News, Sept. 10/91

September 10: Meeting with Bob Jordan, Warwick Mountain

WVEPA Representatives:

Dianne Powell
Bob Hyslop
Carol Hyslop

Purpose of meeting:

To consolidate information and plan for show of support for the Warwick Mountain residents at their meeting with Ken Streatch and Bill Casey.

Background:

On the evening of Sept. 9, Dianne received a call from Raymond Campbell, a member of the Warwick Mountain group, telling her that this group was against any eastern routing of TCH 104 and was in favor of the Western Alignment. This being the case, should we not work together.

Having received a different impression at the WADA meeting of the same evening, where it was implied that the Warwick Mountain people agreed with the most recent of the North Shore Group (NSG)'s proposals, this information came as a surprise. On Tuesday, contact was made with Bob Jordan who made it clear that the information relayed by Mr. Campbell was correct. Mr. Jordan had met with Mr. Creighton (at the latter's request) who listed NSG's concerns and wishes, showed the map of their most recent proposal and indicated to Mr. Jordan that WVEPA was supporting the group. The result of this call was a meeting with Mr. Jordan on the evening of Sept. 10.

Members of WVEPA were aware that Mr. Streatch and Mr. Casey would be meeting with the NSG on Wednesday, Sept. 11. When asked on Monday evening, Mr. Creighton stated that the meeting would be taking place on Wednesday morning, but that it was restricted to the NSG and that Warwick Mountain residents would be meeting the minister and Mr. Casey at a different time. Mr. Jordan, when asked Tuesday noon said that there was a meeting planned but he had not yet been notified of the time or place. Contact with Mr. Casey's office resulted in the information that WVEPA could not attend the NSG meeting but could attend the Warwick Mountain residents' meeting if agreed to by Mr. Jordan who would be contacted that evening regarding the time and place.

Mr. Jordan was happy to accept our offer of support and agreed to meet with our representatives on the evening of Sept. 10.

The meeting:

The meeting was held at Mr. Jordan's home on Warwick Mountain. The concerns expressed on behalf of his group included:

1. The environmental effect of a highway on the narrow valley through which the Byers Brook runs, and through which the Eastern Alignment would pass.
2. The effect of such a highway on the Tatamagouche watershed: salt run-off, the possibility of chemical spills, etc.
3. The fact that the Eastern Alignment has the longest stretch of high altitude road which causes concern regarding winter weather conditions.
4. The effect on people living in the 14-16 homes would be destroyed or adversely affected by the Eastern Alignment.
5. One business would be destroyed.

We found that the Warwick Mountain residents valued the same qualities of country living that our members do and that we were in accord in the matter of the routing of TCH 104. We then exchanged items of information and maps and planned our presentations to Mr. Streach and Mr. Casey on the following day. Mr. Casey called Mr. Jordan while we were there and the time and place set for the meeting. It was decided that WVEPA would send two representatives, give a short presentation and present Mr. Streach with our petition. We would emphasise that we were attending in support of the Warwick Mountain residents' position regarding TCH 104.

Eastern route opposed

NEW ANNAN — Residents of Warwick Mountain, Byer's Lake and West New Annan have sent a letter and petition to Transport Minister Ken Streach opposing the government's proposed eastern route for a twinned Trans-Canada Highway.

Bob Jordan, spokesman, said 135 people, almost all who were approached, signed the petition.

The route in question runs east of the existing Trans-Canada through Wentworth, covering an area around Tatamagouche's watershed and Warwick Mountain. Another eastern route, proposed by the North Shore Group for an Eastern Alignment, avoids these areas. Residents here do not yet have an opinion on this second route.

Mr. Jordan said construction of a highway through the Cobequid Hills will ruin some of the most beautiful virgin land that exists in Nova Scotia.

He said headwaters of the French River, where Tatamagouche gets its water, originates in Byer's Lake and Warwick Mountain. This area is very abundant in small lakes, creeks and streams. With a major highway located here, a potential would exist for chemical spills which may end up in the drinking waters flowing into Tatamagouche, he said.

Several farmers are located in the area, taking advantage of prime farmland for beef and dairy cattle. Mr. Jordan's fox ranch, in particular, would be destroyed by a nearby highway.

From Daily News Aug 16/19, 1

September 11: Meeting with Mr. Casey & Mr. Streach

WVEPA Representatives:

Allan Huestis
Carol Hyslop

Warwick Mountain Representatives:

Bob Jordan
Raymond Campbell
Betty Murray
Bill Martin

The meeting was scheduled for 1pm Wednesday, September 11, at the Fraser Cultural Centre in Tatamagouche. The size of the meeting was kept small at the Warwick Mountain group's request with four representatives from their group, two representatives from WVEPA, Mr. Casey, Mr. Streach, his aide and Cathy Callaghan of the North Shore News (Truro Daily News).

Mr. Casey mentioned the article which appeared in the Chronicle Herald that morning headlining 'Casey favours western route for twinned TCH' and informed us that although the rest of the article was accurate, this statement was untrue.

The minister and Mr. Casey then invited those attending to express their concerns.

Mr. Jordan, speaking for Warwick Mountain and area residents, presented a copy of their petition, informing Mr. Streach that the petition itself had been sent to the minister's office and contained the signatures of over 130 residents of the area he represents. He went on to outline their concerns regarding the Eastern Alignment as proposed by DOT. Maps were used to indicate clearly the areas of concern and as reference re the four alignments. Mr. Jordan answered questions and clarified points for Mr. Streach and Mr. Casey.

WVEPA's presentation, directed to Mr. Streach, outlined our concerns and activities and stated that WVEPA supports the Warwick Mountain group in their opposition to any eastern route and their choice of the Western Alignment as the best route for the new TCH 104. Mr. Streach was presented with our petition.

Mr. Streach emphasized that highway 104 is a concern for the whole province, not just for the counties of Cumberland and Colchester. He said the purpose of the highway was to supply a safe and economical route for transport from 'point A to point B', in effect, from Halifax to the N.B. border. He stated that cost was a major consideration, as was the environment. The information being collected by the consultants and the cost estimates from DOT will be presented to the Cabinet and the decision on a route will be made by the Government of Nova Scotia.

Mr. Casey said he and Mr. Streach had attended a meeting with the

North Shore Group (NSG) that morning and had seen 'an excellent presentation'. He said the reason given by NSG for demanding an eastern route was to maintain the North Shore as it is, giving their children a chance to work and live in their home communities.

Members of both groups present indicated that they were familiar with the route being promoted by the NSG, had been contacted by the group and were aware of their objectives.

In respect to the North Shore Group's reasons for promoting an eastern route, Allan Huestis suggested that perhaps their needs could be better met by upgrading present highways. Other attendants questioned the theory that a major highway a few miles closer to Tatamagouche would have a beneficial effect on the economics of that village or any other along the North Shore.

Mr. Casey and Mr. Streach answered various questions regarding land expropriation and other related topics.

The tone of the meeting was low-key and civilized. On the whole, the people attending came away with a positive impression, but with the intention to continue to make public their opposition to an eastern route for TCH 104 and their support of the Western Alignment for this highway.

Follow-up:

A report of this meeting was published in the Truro Daily News on Thursday, Sept. 12 and a Chronicle Herald interview with Mr. Jordan on Saturday, Sept. 14.

Farmer opposes eastern route

By Cameron MacKeen

TRURO BUREAU

WARWICK MOUNTAIN

The western route is the only viable choice for the proposed twinning of the Trans-Canada Highway between Truro and Amherst, says the spokesmen for Warwick Mountain residents.

"To pick any other would cause irreparable damage to the environment," Bob Jordan said in an interview.

Mr. Jordan, whose farm lies on the proposed eastern route, also rejects claims the route would bring economic benefits to the North Shore.

"If anything it will hurt us because people don't usually get off a highway until they get to where they are going."

The proposed eastern route runs east from the Highway 102 interchange to cross the Cobequid Mountains around Byers Brook and Warwick Mountain. The western route runs from Glenholme,

passing west of Londonderry and Sutherlands Lake to meet Highway 104 near Thomson Road.

The eastern route's hilly terrain, combined with its unfavourable weather conditions, make it a dangerous area to drive, Mr. Jordan said.

He is also worried about what the eastern route might do to the Tatamagouche watershed.

"I don't see how it can be called a watershed if a highway goes through it."

A group favouring the eastern route has proposed moving it further north to avoid the watershed, but Mr. Jordan said that is not a realistic option. "It's too late to start looking at other routes, the government has stated it's only looking at four routes."

The two routes through the Wentworth Valley pose the same ecological problems as the eastern route, he said. A decision on the highway is expected in early October. The twinning is expected to cost about \$160 million.

- Chronicle Herald
Sept. 14/91

CATHY CALLAGHAN

Bureau Chief

NORTH SHORE

chester
ash
ce



●River John
●Malagash
●New Annan

●Fox Harbour
●Balmoral Mills
●Earltown

●Bayhead
●Wentworth
●Cape John

Western plan endorsed

Wentworth lobby groups unite in support of twinning route

TATAMAGOUCHE (Staff) — Two Wentworth area lobby groups have joined forces in support of a new twinned Trans-Canada that goes west of the existing highway running through the Wentworth Valley.

The merger comes just weeks before the Nova Scotia government says it will choose a route. The government has proposed four potential routes.

Representatives of the two groups from Wentworth and Warwick

Mountain met Wednesday with Transportation Minister Ken Stretch and Cumberland-Colchester MP Bill Casey. A meeting was also held between the politicians and another lobby group, the North Shore Group supporting an eastern alignment. This latter group represents business people and municipal officials living along the Sunrise Trail from Pugwash to River John.

The Wentworth Valley Environmental Protection Association and more than 130 residents of Warwick

Mountain support the western route proposed by the government because it would affect the least number of people and communities. The Warwick Mountain group publicly supported the western alignment for the first time this week.

Both groups oppose the government's proposed eastern route because of the potential losses of beautiful countryside, homes and in some cases livelihoods.

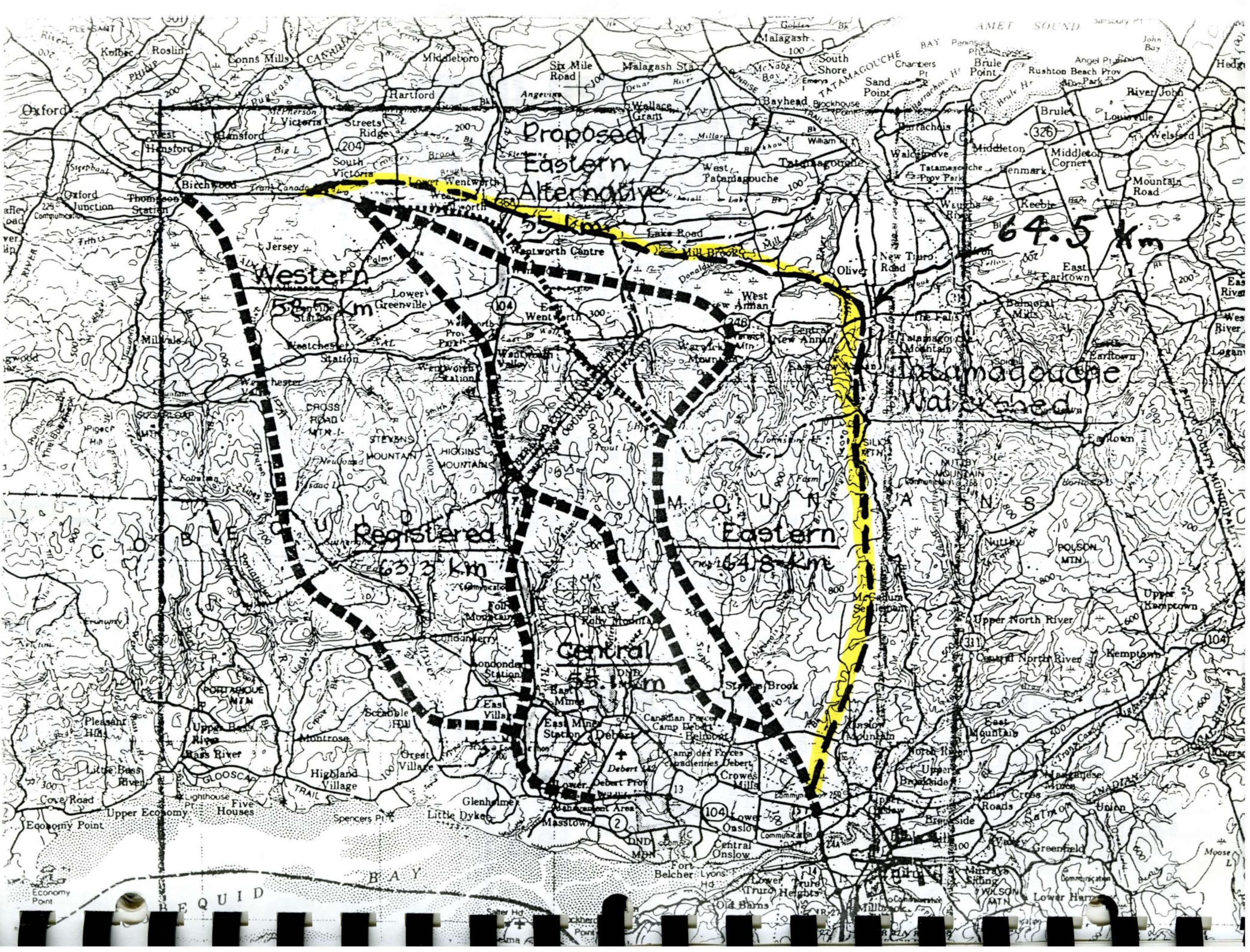
The Wentworth association also opposes the central and registered routes that run through the valley. It has been anxious to get the dangerous highway out of the community. It hopes the area can be developed

into a year-round tourist destination.

Also lobbying is the North Shore group. Its members say a western route would be devastating for the North Shore, making access to the province's major highway difficult for businesses and residents.

Members want the route to run east of the existing highway, closer to the shore. The group has proposed its own route that runs north of the government's proposed eastern alignment.

Mr. Stretch said a decision will be made in early October. An environmental assessment would then be carried out on the route chosen.



Sept. 12/91 Ch. Held

North Shore residents vie for highway

By Cameron MacKeen

TRURO BUREAU

TATAMAGOUCHE

Unlike other regions, North Shore residents actually want the proposed twinning of the Trans-Canada Highway between Truro and Amherst to go through their backyard, the province's transportation minister was told here Wednesday.

"We need this highway to be economical viable . . . without it we're dead," said the chairman of The North Shore Group For the Eastern Alignment in his presentation to Ken Streach.

Colchester MP Bill Casey also attended the meeting.

Of the three other routes being examined, the western one poses the greatest harm to the North Shore, Ron Creighton said.

"It would leave us even more isolated than we are now. It would make it almost impossible for us to attract new business."

The western route, favoured by the Wentworth Valley Environmental Protection Association, runs from Glenholme, passing west of Londonderry and Sutherlands Lake to meet Highway 104 near Thomson Road.

The eastern route runs east from the Highway 102 interchange to cross the Cobequid Mountain around Byers Brooks and Warwick Mountain.

One common concern about the eastern route is the path it cuts through Tatamagouche's watershed, but Mr. Creighton said if the alignment was moved further north most of the area would be untouched.

In addition to avoiding the watershed, Mr. Creighton said the group's changes to the eastern alignment would make it a kilometer shorter, and put it through less populated areas than the government's route.

"It would also cost the same or even be cheaper than any of the other three routes being looked at."

The twinning is expected to cost about \$160 million.

Most of the 10 people in attendance feared the group's proposed changes to the eastern alignment would not be considered, but Mr. Streach said that's not the case.

"I'm not just hearing these things now. My consultants have been looking into this for quite some time," the minister said in an interview.

Mr. Streach said the group's presentation was impressive, but cautioned it is important to remember that any decision on a highway involves more than just local interests.

"There are 350,000 people (in metro) whose only concern is to have the cheapest, fastest and safest route."

The two other routes being studied go through the Wentworth Valley and have been criticized by the Wentworth Valley Environmental Protection Association.

A decision on the route is expected in early October.

After the meeting in Tatamagouche, Mr. Streach and Mr. Casey went to Warwick Mountain to meet with a group opposed to the eastern route.

Letters to the editor

North Shore alignment group says thanks

To the editor:

On behalf of the North Shore Group for the Eastern Alignment Committee, we wanted to write to your newspaper to express our sincere thanks with the coverage you have given to our group's position to date.

The people living along the North Shore only became aware of the proposals with respect to the twinning of this highway and therefore the consequences to the North Shore, in May of this year. Other groups have been discussing the twinning for a number of years now.

The coverage your newspaper has given to the twinning of this highway is important to all citizens and is appreciated by the citizens of the North Shore. I think it has alerted many people in our area to the fact that we are a real part of the coverage area for your newspaper.

J. Ronald Creighton

Co-chairperson,
North Shore Group
for Eastern Alignment

Truro
Daily
News

Sept. 12/91

The Province

Province's route least attractive—MP

By Cameron MacKeon
TRURO BUREAU

TRURO

The province's registered route is the least attractive choice for the proposed twinning of the Trans-Canada Highway between Truro and Amherst, says Cumberland-Colchester MP Bill Casey.

"I'd prefer the highway not go through the Wentworth Valley. It would disrupt the lives of a lot of people," Mr. Casey said Tuesday.

The western route, which

Casey favours western route for twinned TCH

would run from Glenholme, passing west of Londonderry and Sutherlands Lake to meet Highway 104 near Thomson Road, appears to pose the fewest problems, he said.

"I really haven't heard anything negative about it," he said.

Last summer, the province registered a route that follows the existing highway from Masstown to Mahoney's Corner, where it would then go through the Wentworth

Valley.

But after much criticism, the provincial government announced in January that three additional route proposals would also be given an environmental screening.

Mr. Casey said he has mixed feelings about the eastern route, which would run east from the Highway 102 interchange to cross the Cobequid Mountain around Byers Brook and Warwick Mountain.

"There's one group that favours the route and another that would like parts of it to be re-routed."

The fourth route would follow a direct path from Truro to Wentworth.

To better grasp the concerns of people along the eastern route, Mr. Casey and Transportation Minister Ken Streatch will meet with both sides today in Tatamagouche.

Mr. Casey also hopes to be

flown over the four routes today.

The high number of fatal accidents on the current highway make the twinning vital, he said.

The federal government has some input in the route selection, but he admits the final decision rests with the province.

The project's cost — about \$160 million — will be split between the province and the federal government.

A decision on the route is expected in early October.

Correction

A headline in Wednesday's The Chronicle-Herald incorrectly stated that Cumberland-Colchester MP Bill Casey favours the western alignment for the proposed twinning of the Trans-Canada Highway between Truro and Amherst.

In fact, Mr. Casey said there has been less criticism of the western route and that he favoured no particular route.

Chronicle Herald, Sept. 11-12/91

RCMP road twinning input 'could be beneficial'

By Steve Proctor
TRURO BUREAU

TRURO

The RCMP have not been consulted about proposed routes for the twinning of the Trans-Canada Highway between Truro and Amherst, says the officer in charge of Nova Scotia highway safety.

"It would be beneficial to have our input, but the way it's structured we're not involved in the process," said Staff-Sgt. Maarten Kramers.

"As far as I'm aware, in the initial construction of roads we've never been contacted."

As a matter of practice, he

said, planners and engineers design and build the road and the RCMP become involved only later when officers notice a problem.

But officers who travel the roads daily, and will be required to carry out enforcement on the new roads, might have suggestions beforehand concerning factors which might not be obvious as a result of traffic statistics or other studies, he said.

"Among other things we could provide advice or opinions about whether certain stretches of highway are straight enough and have an appropriate shoulder to safely pull someone over if they are speeding," said Sgt. Brian Gaskell,

the RCMP's area supervisor of highways.

Four routes are under consideration. From a traffic safety point of view, he said, it would be best to choose a route that bypasses built up areas such as Glenholm, Masstown and Wentworth.

Transportation Department spokesman Donna McCreedy said numerous groups interested in transportation matters were approached for input during the route selection process, although the RCMP were not. However, she said several open houses have provided an opportunity for anyone, including the RCMP, to express concerns and the Mounties have not done so.

"This has been a very open process, there's been lots of consultation. But if the RCMP has enforcement concerns, we're still more than willing to listen," she said.

Colchester North Liberal MLA

Ed Lorraine said Wednesday he was shocked the RCMP have never been consulted.

"That's a significant oversight. The first concern should be safety and who better than the RCMP to identify safety concerns?"

"MIDWEEK EXTRA" - Sept. 11/91

Cumberland undecided on highway twinning

WENTWORTH (Staff) — A stance on which route a twinned Trans-Canada Highway should take in the Wentworth area has still not been taken by Cumberland County councillors.

The executive committee reported recently it will await completion of an environmental assessment, ordered by the Nova Scotia government, before it takes a position.

Wentworth residents opposing a route that runs through the Wentworth valley asked for council's support earlier this year.

The Wentworth Valley Environ-

mental Protection Association is lobbying the government to reconsider its original proposal to route a new twinned highway through the valley. The group prefers a more westerly route. Members base their opposition on potential disturbances to the valley's natural beauty and sensitive environment, as well as to residents and business owners. They want the area developed as a resort destination point for tourists and visitors.

The protection association is one of several lobby groups in the area. Five routes are being talked about, two of which run through the valley,

two to the east and one to the west.

A North Shore group, based out of Tatamagouche and encompassing Pugwash to River John, is calling for an easterly route that would make access to the province's main highway easier for businesses and travellers. Transport Minister Ken Stretch and Cumberland-Colchester MP Bill Casey are meeting with the group next week.

A group of New Annan residents opposes one of the easterly routes because it runs too close to Tatamagouche's watershed and would affect their properties and in some cases livelihoods.

R.R. 3
Tatamagouche, N.S.
B0K 1V0
September 29, 1991

Mr. Ron Creighton
Co-Chairman Tatamagouche Committee
re Eastern Alignment Choice of Highway 104

Dear Sir: Re Twinning of T.C. Hwy 104

A member of the North Colchester/Pictou Federation of Agriculture has informed the writer of your request for an input from the Federation. I have contacted those members who may be directly affected by the chosen route. Here is a summary of my findings.

(1) One hundred and thirteen residents of Warwick Mountain Road, Byers Lake, West New Annan are totally opposed to the proposed Eastern Alignment. A petition of their concerns dated July 15, 1991 has been forwarded to the Minister Ken Streatch which details their objections/reasons.

(2) A Wentworth resident wrote the Chronicle Herald stating reasons why the Western Route should be chosen. The emphasis is on the natural beauty and the lifestyle of the community as it exists and the probability of losing this with the proposed Eastern Route.

(3) Those favouring the Eastern Route appear to be persuaded that the Eastern Route would improve business and tourist trade in the Northumberland Strait area.

(4) Those favouring the Western Route see this as the safest route and with the least disruption to existing farms and homes and way of life.

(5) OPINION - A four lane divided highway wherever it is located will statistically reduce fatal accidents by 75% thus any of the suggested routes will increase the safety factor.

(5.1) The shortest route is the Cental Alignment at 55.1 kms. The Western Route is 58.5 kms and the Eastern 64.8 at 2.9 million/km. The Western Route will cost 9.8 million more than the Central Alignment. With the Canadian economy in disarray the 160 million estimate must be given serious consideration. The Eastern Route will cost 28.1 million more than the Central Alignment.

(5.2) It is suggested that the Western Route may isolate the North Shore. If the existing roads are maintained this would not be the case. Roads are for transporting goods and people. Another road must reduce traffic density; hence if cost is balanced, considering all opinions, the Western Route may be the superior choice.

Yours truly

A handwritten signature in cursive script, appearing to read 'R. Kilpatrick'.

R. Kilpatrick
for the executive of the
North Colchester/Pictou
Federation of Agriculture

INFO - Bill Casey M.P.
- Ken Streach M.L.A.

Ecological Reserve Higgins Brook or Smith Brook.

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION
UPDATE JUNE 1991

** NOTE **

THANK YOU for donations received. They will enable us to keep you informed of activities regarding the proposed routing of TCH 104.

Thanks also to Merle Tippet for acting as secretary for two months.

*** ONGOING ACTIVITIES ***

The Economic Opportunity Study for the Wentworth Valley as planned by the WENTWORTH VALLEY ECONOMIC DEVELOPMENT COUNCIL and WVEPA is in its initial stage.

We have had no word to date from the Planning Division of the CUMBERLAND MUNICIPAL government regarding their thoughts on the proposed alignments for TCH 104.

We are still in the process of gathering in the PETITION sheets. We hope soon to have them collected and prepared for presentation.

The study for the section of new highway from Masstown to Mahoney's Corner is to be done by consultants NOLAN, DAVIES AND ASSOCIATES. The duties of the consultant as stated in the Terms of Reference, Environmental Assessment Report, Highway 104 from Masstown to Mahoney's Corner, DOT March 1991, are (summarized):

1. to meet with DOT's Environmental Steering committee
2. to design and conduct a 'PUBLIC PERCEPTION EVALUATION STUDY' to determine public concerns (all four routes)
3. to conduct an 'ENVIRONMENTAL SCREENING STUDY' of the four corridors
4. to produce an 'INTERIM REPORT' describing the results of these studies on the four proposed alignments
5. to prepare an 'ENVIRONMENTAL ASSESSMENT' of one of the four corridors evaluated in the 'Environmental Screening Study'

The 'INTERIM REPORT' is scheduled to be completed by mid-August and the 'ENVIRONMENTAL ASSESSMENT' by March of '92.

*** VERY IMPORTANT INFO !!! ***

On June 18 at Debert (location to be announced), 11am-8pm and on June 19 at the Wentworth Recreation Centre, 11am-8pm, PUBLIC INFORMATION MEETINGS will be held. The purpose of these meetings is to inform the public of the four possible routings to be reviewed. Detailed MAPS/ AERIAL PHOTOS of the alignments will be on display. Present will be members of the DOT PLANNING DEPARTMENT, members of the CONSULTING team and from OMNIFAX, a public information statistics company. These people will be ready to answer your questions and to consider your views. They will want to know WHAT YOU CONSIDER TO BE IMPORTANT in the construction of Highway 104 and will be prepared to listen to both positive and negative opinions regarding the four alignments.

Before these sessions take place, DOT will be sending a NEWSLETTER to all households in the affected areas. It will contain a map showing the four alignments to be reviewed, the time and place for the information sessions and other pertinent information.

Copies of this newsletter will also be available at the DOT offices in Bible Hill and Amherst. For those of you in Halifax, contact the Planning Division of DOT.

THIS IS OUR CHANCE TO TAKE PART IN THE PLANNING OF OUR FUTURE!
We hope that as many of our members as possible will attend these information sessions.

** OTHER **

On June 9 a 'river clean-up' will be held on the Wallace River from the Valley Inn to the highway bridge. This project is sponsored by the River Enhancement Project and Canoe Nova Scotia. The clean-up will be organized and done by a small staff of students and by volunteers from Wentworth and Wallace. Local members of WVEPA are joining with members of the Wentworth Community School to prepare a meal for the workers.

** IN CLOSING **

WATCH the papers for developments.
WRITE to your newspaper expressing your views.
SPEAK or write to your MLA and to your Municipal councillor.
BE ACTIVE!

Dianne Powell, Chairperson 548-2876
Carol Hyslop, Secretary 5482381
Wentworth Valley Environmental Protection Association
Wentworth Station
Cumb. Co., N.S.
BOM 120

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

UPDATE MARCH 1991

To update you on activities since December 1990.

-Jan 10- Representatives of WVEPA met with representatives of a newly-formed group of Wentworth merchants, the Wentworth Valley Economic Development Council (WVEDC), and Allan Huestis, Economic Development Officer (EDO), for the purpose of forming an organization to represent the community of Wentworth in dealings with various county and provincial associations and governments. It was found that WVEDC was in agreement that the new TCH 104 should not be routed through Wentworth Valley. They would prefer a route which would allow the present highway to form a large 'loop' through Wentworth which would allow the area to be developed as a 'destination' recreational region. The result of this meeting was the decision to jointly apply to Cumberland Futures for funding to assist with an economic development potential study.

-Jan 26- The Committee on Proposals (COPs) met to determine the direction we would take in the new year. It was decided to:

- 1) continue to inform the public
- 2) present our completed map to DOT
- 3) to approach the Cumberland Municipal Council for support

Your COPs reps are:

<u>Folly Lake/ Truro:</u>	<u>Amherst:</u>	<u>Wentworth:</u>
Al Tucker	Wayne Lines	Ken Little
Carl Bigelow		Faye Langille
John Snook	<u>Halifax:</u>	Jan Firstbrook
Ron Robichaud	Ron & Joanne Covill	Bob Hyslop

-Jan 28- A letter was sent to our local municipal councillor, Mr. Gordon MacLean, expressing our concerns and asking that he read our letter to council at their February meeting.

-Jan 29- a letter received from Ken O'Brien, Assistant Director of Planning, DOT, contained results of questionnaire distributed at 'Open House' sessions at Masstown, Oct 29, and Wentworth Oct. 30, 1990:

Question #4:

Not affected by proposal.....47%

Affected in some way by the proposal....53%

Question #7:

Approved of the proposal.....35%

Did not approve of the proposal.....65%

Question #8:

Suggested direct route from Truro.....55% (Glenholm 86%,
Wentworth 23%)

Over Higgins Mountain.....22.5% (Glenholm 14%,
Wentworth 31%)

Anywhere but Folly Lake/Wentworth.....22.5% (Glenholm -
,Wentworth 46%)

-Jan 30- A letter from Mr. Donald McInnes, then Minister of Transportation, stated:

"As a consequence of your presentation in Halifax on October 23, 1990 and public comments provided at the Department's "Open House" in Wentworth on October 30, 1990, Planning Division staff have been authorized to study two additional corridors. New east and west alignments which would avoid both Folly Lake and Wentworth Valley are being studied. The registered alignment and the direct route from Truro to Wentworth as well as the two new alternates will be considered during the environmental assessment process."

Enclosed was a copy of a map showing all four routes.

-Jan 31- Allan Huestis, EDO, Oxford & Area, on behalf of WVEPA and WVEDC made application to Cumberland Development Authority for funding for a study entitled "Wentworth Economic Planning Exercise".

-Feb 4- Dianne Powell, Chairperson for WVEPA, was guest speaker at the annual meeting of Wallace and Area Development Association (WADA). This group officially gave us their support and are circulating petitions in their area.

-Feb 5- Wayne Lines met with Ruth Allen, Warden of the Municipality of the County of Cumberland, to explain our concerns. As a result, we were put on the agenda for the March council meeting.

-March- Cumberland Development Authority approved funding for "Wentworth Economic Planning Exercise" pending notification of Municipal Council.

-March 2,3- WVEPA placed a display in the main lodge of Ski Wentworth for carnival weekend. Information was given to interested persons and over 100 signatures were collected on petitions.

-March 6- Wayne Lines made a presentation to Cumberland Municipal Council on behalf of WVEPA and WVEDC. Copies of petition forms collected to date were presented to the council; also copies of a booklet containing our concerns, a report by A. Huestis, EDO, a statement from WVEDC and maps were given to each councillor. - Allan Huestis notified council of CDA approval of "Wentworth Economic Planning Exercise" and asked for council support.

- Cumberland Municipal Council moved to support the efforts of WVEDC and WVEPA. Our concerns were referred to thier planning committee for study.

- Representatives of WVEPA and WVEDC were present at this meeting.

****NOTICES****

Please note that of the four routes designated for study by DOT, WVEPA supports the western route as the eastern route will cut through the community of Wentworth. Your COPs reps have copies of the map showing these routes.

We request the return of all petition forms by the end of April. Please give them to your COPs rep or mail them to

Dianne Powell, Chairperson
Wentworth Valley Environmental Protection Association
Wentworth Station
Cumb. Co., N.S.
BOM 120

THANKS

We wish to thank all volunteers for their efforts during the last few months, in particular Wayne Lines for organizing and giving the presentation to Cumberland Municipal Council and for assisting with the display for Ski Wentworth; and to Faye Langille, Jan Firstbrook, Merle Tippet, Karen Beebe and Lynne O'Brien for manning the display during Ski Wentworth's carnival weekend.

We also thank Ski Wentworth for the opportunity of making our concerns known to their patrons.

Last, but certainly not least, thanks to the members of COPs for their constant help in planning and carrying out our course of action.

D. Powell, Chairperson
C. Hyslop, Secretary

NOTICE

To date all efforts of the Wentworth Valley Environmental Protection Association have been carried out by volunteers with materials donated or bought with moneys donated by concerned persons.

We intend to continue with our efforts to convince the N.S. Department of Transportation to choose an alternate western route for the new TCH 104 and would welcome any further financial support from our members and/or concerned individuals. Monetary donations received go into a fund to pay for stamps, envelopes, phone calls, newspaper ads and other similar expenses.

For information or questions regarding WVEPA, phone Dianne Powell, chairperson, 548-2876 (evenings) or Merle Tippet, acting secretary, 548-2589 (days).

Donations will be gratefully accepted by:

Wentworth Valley Environmental Protection Association
% Merle Tippet, Act. Secretary RR#2 Wentworth
Cumb. Co., N.S.
BOM 120

Thank you for your support.

Dianne Powell, Chairperson
Carol Hyslop, Secretary

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

UPDATE DECEMBER 1990

To keep you updated on our activities: since October 6

-Oct.23: delegates met with Donald MacInnes, Minister of Transportation, to make presentations of their concerns.

-Oct.29&30: Planning Division of DOT held 'Open House' sessions in Masstown and Wentworth. WVEPA had display in Wentworth.

-Nov.4: WVEPA held a meeting in the Wentworth School with approximately 70 persons in attendance. Discussed were the 'Open House' sessions, possible eastern route for 104 and next steps for action. It was decided to make contact with Glenholm group, obtain proper maps and form a committee to study them for possible alternate routes and to consult professional engineers for assistance.

Participants were asked to:

1) obtain copies of "Environmental Assessment Report Draft Guidelines" to review and to send comments to Department of Environment before Dec. 3

2) write their concerns to the editors of newspapers to keep the issue current

3) send letters of concern to the Federal Department of Environment and the Department of Fisheries (Habitat Division).

-Addresses for federal ministers:

The Hon. Robert deCotret
Minister of Environment
House of Commons
Room 333WB
Ottawa, Ontario
K1A 0A6

The Hon. Bernard Valcourt
Minister of Fisheries & Oceans
House of Commons
Room 656 Confederation
Ottawa, Ontario
K1A 0A6

-A Committee on Proposals (COPs) was formed following the Nov. 4 meeting; members of this committee are:

residents of Wentworth:

Ken Little, Valley Road
Jan Firstbrook, Swallow Road

Faye Langille, Wentworth Centre
Bob Hyslop, Wentworth Station

landowners & cottagers of Wentworth:

Wayne Lines, Amherst

Ron & Joanne Covill, Halifax

landowners & cottagers of Folly Lake:

John Snook, Truro
Ron Robichaud, Truro

Carl Bigelow, Truro
Al Tucker, Onslow

COPs has held three meetings. Possible alternate routes have been put on a working map which will be referred to professionals for advice. COPs will also collect information on the environment, especially the waterways involved, to support our case for an alternate route.

-The Municipality of Cumberland has referred our request for a land use study of Wentworth Valley to the District Planning Commission.

-We have written to the Planning Division of DOT for information re their progress in finding a suitable alternate route for 104 and for the statistical analysis of the questionnaires filled out at their 'Open House' sessions.

-We have reviewed and written our comments on the DRAFT GUIDELINES and forwarded them to DOE.

-We have been contacted by Cumberland Futures who may be able to help with organizing our information for presentation.

-The steps taken during an assessment of highway projects are as follows:

1. Registration and publication of notice of registration (proponent-DOT).
 2. Preparation of Guidelines in consideration of comments provided by government reviewers and the public (DOE).
 3. Submission and approval of Terms of Reference for the preparation of the Environmental Assessment Report (proponent & Minister of Environment).
 4. Preparation of the Environmental Assessment Report (proponent)
 5. Public release of the environmental Assessment Report (Minister of Environment).
 6. Technical and Public review (hearings) of the Environmental Assessment Report (DOE & Environmental Control Council)
 7. Report and recommendations to the Minister by both the Environmental Assessment Administrator and the Environmental Control Council.
 8. Ministerial decision.
- (this info from a letter received from W.A. Coulter, P.Eng., Manager, Environmental Review, DOE)

It is interesting to note our struggles do not go unnoticed - we received a call from an elderly gentleman, Mr. George Stevens of Los Angeles, California, to wish us success in our efforts! Mr. Stevens was formerly a resident of Oxford and read of our efforts in the Oxford Journal.

THANK YOU ALL for your support during the past months and for your generous donations.

We especially thank the cottagers, landowners and residents of Folly Lake for their strong support and active participation in this effort.

Best wishes for a Merry Christmas and a Happy and Prosperous New Year,

Dianne Powell, Chairperson 548-2876
Carol Hyslop, Secretary 548-2381
WVEPA, Wentworth Station, Cumb. Co., N.S., BOM 120

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

UPDATE OCTOBER 6 1990

A short newsletter to keep you informed of what has been happening. Have you finished writing all those letters? Don't forget the newspapers - we must keep the issue visible.

Since Sept. 23 we have:

-interviewed the businesses in Wentworth. Only two out of thirteen businesses felt the present proposed routing would be beneficial to them.

-talked to the Planning Department of DOT and found that they have not seriously examined alternate routes.

-written the Cumberland District Planning Commission expressing our view that it would be more beneficial to both provincial and municipal governments to route the TCH 104 away from the Wentworth Valley-Folly Lake area thus freeing the present road for touring traffic and the areas for recreational and residential development.

-written the Municipality of Cumberland requesting a land use study of the area be done.

-written the Nova Scotia Power Corporation requesting information on damage caused by winter conditions to the power line routed over Higgins Mountain.

-have been contacted for interviews by The Citizen (Amherst) and The Weekly Record (Truro), which also publishes The Light.

-have viewed the copy of the N.S. Environmental Assessment Act Registration, Highway 104, which is placed at the Valley Inn.

*Copies of this registration information may be examined at:

N.S. Dept. of Transportation:

Truro: Pictou Road

Amherst: 126 South Albion Street

Planning Division, Purdy's Warf, Tower II, 5th floor

N.S. Dept. of Environment:

Truro: 44 Inglis Street, IGA Bldg., 2nd floor

Halifax: Terminal Road, Terminal Bldg., 5th floor

Valley Inn, Wentworth

Masstown Market, Masstown

**Delegates from WVEPA will meet with the Minister of Transportation McInnis on October 23.

*** On or about Oct. 30 the Planning Division of DOT will hold an 'Information Session' from 11am to 8:30pm at the Wentworth Fire Hall. Watch papers for announcement.

If you have questions or suggestions for action, please phone Carol Hyslop, 548-2381 or write WVEPA, %Carol Hyslop, Wentworth Station, N.S., BOM 1Z0.

HANDBOOT @ INITIAL MTNG Sept. 23

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

We have jotted down a few ideas we have had this last month. We hope for more ideas and suggestions from you.

POINTS TO CONSIDER

* We believe there is no place in a residential and recreational area such as Wentworth for a limited-access, four-laned highway.

1. the Government's position

the route through the valley would present the lowest danger factor.

the route through the valley will be beneficial to local businesses.

the route through the valley is needed to allow the highway to be built in phases.

Thoughts

it is the fact that the highway will be four laned that lowers the danger factor

our local businesses will be bypassed whichever route is taken

if Truro's suggested route were taken (to the west of Wentworth) the highway could be built in phases.

2. Alternate routes: We know of two- one to the east of us which DOT considered and rejected, and one to the west proposed by the Truro Chamber of Commerce.

3. Weather- this will be a big factor in the argument against the routing to the west.

4. The gradient of the highway coming down from the mountains. In whichever route is taken, the road must come down from the mountains.

A few of the reasons for routing the highway elsewhere. Please add others.

1. It would be harmful to the health of residents of the area.
2. It would be damaging to the natural environment.
3. It would destroy the natural beauty of the area once and for all.
4. It would cause many inconveniences in local travel.
5. It would discourage the use and development of the area for recreational purposes.
6. It would not allow for future expansion of the highway.

* The government should route all rapid-transit highways away from settled areas.

Some things we can do. Please help with your suggestions.

1. Make everyone in the Maritimes aware of the fact that the Government intends to put the TCH 104 through the Wentworth Valley. Most of the people with whom we have been in contact did not know the "proposed route" went through the valley. We hope the Media will assist us in this.
2. Circulate a petition.
3. 'Letter Blitz' - Volume of mail is what counts with the Government. We should all write to all the people listed on the back of the agenda sheet and to anyone else you can think of.
4. Keep the issue current. Make use of the 'Media'.
5. Ask to see maps of the other routes.
6. Ask for environmental assessments of all the routes.
7. Prepare a comprehensive brief for the open house sessions to be held this fall and attend 'en masse'.
8. Remember- the Government of Nova Scotia is supposed to be working for us! Don't be intimidated.

Please voice your thoughts and suggestions - if we pool our ideas and resources we will have a good chance to be successful in our endeavor to save the valley.

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

AGENDA

September 23, 1990

This meeting has been called to reactivate the WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION. This group was originally formed in the early 1970's when the Government proposed to put a power line through Wentworth Valley. It was successful in having the line re-routed; it is our hope to be successful in convincing the present Government not to route the TCH 104 through Wentworth Valley.

ORDER OF MEETING

1. Intoduction of persons attending
2. Appointment of chairperson and secretary-treasurer
3. Set time limit, funding policy and criteria for discussion
4. Presentation of maps
5. Discussion
6. Establish plan of action
7. Adjournment

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

meeting with

The Honourable Donald McInnes

Minister of Transportation, Government of Nova Scotia

October 23, 1990

AGENDA

A. Introduction - Dianne Powell, chairperson WVEPA

B. Presentations

1. Heather Drope Marchione - landowner, Wentworth Station
2. Ken Little - permanent resident, Valley Road
3. Ron Covill - property owner, Station Road
4. Clarey DeBaie - businessperson, Wentworth Centre
5. Al Tucker - land owner, Folly Lake
6. Dianne Powell - permanent resident, Wentworth Station
7. Carol Hyslop - permanent resident, Wentworth Station

C. Maps

D. Questions & Discussion

*CDPs
Agenda*

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

AGENDA

November 4, 1990

This meeting of The Wentworth Valley EPA has been called to report on progress in making our opposition to the proposed routing of TCH 104 known to the government and the general public.

We will also plan future moves toward the goal of preventing any routing of TCH 104 through the Wentworth Valley/Folly Lake area.

ORDER OF MEETING

1. Call to order / Introductions
2. Minutes
3. Financial Report
4. Report on meeting with Mr. McInnes, Minister of Transportation
-Al Tucker, WVEPA delegate, Folly Lake
Questions (5 min)
5. Concerns for Wallace River system - Gordon Helm,
Project Manager, River Enhancement Project, Cumberland Co.
Questions (5 min)
6. General impressions of DOT Planning Division's "Open House"
sessions
Discussion (10 min)
7. Action: a) Petitions
 - b) Draft Guidelines, N.S. Environmental Assessment Act
 - c) Press addresses
 - d) Organization - enlarge executive: area reps.
 - e) Other suggestions! BRAINSTORMING SESSION!

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

COMMITTEE ON PROPOSALS: ALTERNATE ROUTES FOR TCH 104

AGENDA

November 18, 1990

1. CALL TO ORDER
2. ROLL CALL/INTRODUCTION OF NEW PARTICIPANTS
3. MINUTES
4. BUSINESS ARISING FROM MINUTES
 - a) letter to DOE
 - b) letter to N.S. government from Folly Lake Cottage Owners' Association
 - c) info on DOT survey of Higgins Mountain
 - d) contact with Ms. Larkin - Dianne Powell
 - e) other
5. BUSINESS AT HAND
 - a) Tape: Ken O'Brien speaking on goal set Planning Division re TCH 104
 - b) presentation of additional usable information - W. Lines
 - c) presentation from Glenholme group *← No Contact*
 - d) other
 - e) presentation of working map to date - Wayne Lines
 - f) discussion and planning
6. SET TIME/PLACE NEXT COMMITTEE MEETING
7. ADJOURNMENT

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

"COPs"

COMMITTEE ON PROPOSALS: ALTERNATE ROUTES FOR TCH 104

AGENDA

December 2, 1990

1. CALL TO ORDER
2. INTRODUCTION(s)
3. MINUTES
4. BUSINESS ARISING FROM MINUTES/OLD BUSINESS
 - a) letter from DOE
 - b) letters to Mr. Bragg, Mr. Lorraine: reply from Ed Lorraine
 - c) contact with Ms. Larkin - Dianne Powell
 - d) info on DOT's survey of Higgins Mtn -Ron R.
 - e) done: letter to Ken O'Brien, comments on Draft Guidelines
 - f) yet to be done: Transportation 2000, letter to Mr. Austin, newsletter, info re waterways from Dept of Fisheries
 - g) request to Municipality of Cumberland for land-use study: phone contact from Jens Jenson, District Planning Commission
 - h) other
5. BUSINESS AT HAND
 - a) report on Truro meeting
 - b) presentation of additional usable information - W. Lines
 - c) report on meeting of Sub-committee on Environment and Conservation
 - d) information on Cumberland Futures et al - Al Heustis
 - e) discussion and planning
6. SET TIME/PLACE NEXT COMMITTEE MEETING
7. ADJOURNMENT

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

"COPs"

COMMITTEE ON PROPOSALS: ALTERNATE ROUTES FOR TCH 104

AGENDA

January 26, 1991

1. CALL TO ORDER
2. MINUTES
3. CORRESPONDENCE - Ed Lorraine, Dept. of Environment, Dept. of Health,
Bill Casey
4. BUSINESS ARISING FROM MINUTES
 - a) review of info from Transport 2000 - Faye Langille
 - b) map for presentations - Wayne Lines
 - c) contact with Truro Chamber of Commerce - letter sent to Mark McCrea
 - d) contact with other group(s): community meeting with Jim Stanley
- outcome: contact with Wentworth Valley Economic Development
Council: reps from WVEPA and WVEDC met with Alan Huestis on
Steering Committee on Jan. 10
 - e) other
5. NEW BUSINESS
 - a) any new info from Folly Lake members?
 - b) intro WVEDC reps/ update on Steering Committee meeting results
 - c) info received by Dianne re Environmental Assessment process
 - d) next steps? - meeting with Warden Allen?
 - rep to go to WADA meeting Feb. 4?
 - general meeting?
 - petitions?
 - media exposure? have had calls from Tom Peters (Chronicle Herald) & Kathy Kallahan (North Shore News)
 - other?
6. SET TIME/PLACE FOR NEXT COPs MEETING
7. ADJOURNMENT

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

MINUTES

September 23, 1990

Approximately forty people met in the Livingstone Room of the Canadian Youth Hostel at Wentworth Station to reactivate the Wentworth Valley Environmental Protection Association for the purpose of expressing to the N.S. Government their opposition to any routing of TCH 104 through the Wentworth Valley.

Present also were Mr. Ralph Bragg, MLA for Cumberland West, Mr. Ed Lorraine, MLA for Colchester North and Liberal transportation critic, and representatives of The Oxford Journal, the North Shore News and The Chronicle Herald.

The meeting opened with introductions when it was found that as well as residents and land-owners of Wentworth, there were also present cottage and land-owners of Folly Lake. These people are against the proposed routing of TCH 104 around the east side of Folly Lake where it would go through farmland and proposed cottage lots and disrupt the life of the well-established cottage community.

Approval was given for volunteers Dianne Powell and Carol Hyslop to act as chairperson and secretary-treasurer for this meeting. Ms. Powell then set a time limit of two hours for the meeting, asked for donations to cover costs of postage and advertising, and set the topic for discussion:- What we can do to convince the government that their proposed route for TCH 104 through Wentworth Valley is unacceptable and that they should examine alternate routes. It would follow that an alternate route would avoid the Folly Lake area.

The N.S. Department of Transportation will not give to the public copies of their detailed map of the routing. We were told on enquiry that we can see the map at their planning department in Halifax. Ken Little, who had been present at the news conference held by Mr. George Moody in Truro, described to us the proposed route through the valley. Lloyd Wilcox had visited the planning department in Halifax and pointed out the routes he had been shown. Owners of land in the Folly Lake area said they were unable to get any information from the Truro office regarding the routing to the east of Folly Lake.

Alternate routes were discussed. The alternate eastern route mentioned in newspaper reports would go from the junction of 104 and 102 cross-country to the gravel pit at Folly Lake and then through the valley. No one knew exactly where Truro Chamber of Commerce's proposed route to the west would go. Paul Hanlon remarked that he thought it would be impossible to build a road over Higgins Mountain but that there was a valley farther west that might accomodate a road.

It was asked if any preliminary surveys of routes had been done. Apparently preliminary site planning has been done; that is observation

of land elevations, but no actual survey work will be done until after the environmental review.

Dave Wilson was asked how Ski Wentworth stood on the issue being discussed. He replied that, as far as his business was concerned, the routing would not affect it. Regarding the valley, he said it was a fragile area and the effect that such a highway would make on its environment should be seriously considered. No other businesses in Wentworth were represented at the meeting.

The question was raised of who did the environmental assessment. It would be done by the provincial government's Department of Environment. When asked if there was not a conflict of interest in that, Mr. Bragg explained that the governmental departments work independently of each other. He also said that sometimes political considerations over-rule environmental considerations.

Mr Bragg told us that if our opposition is strong and well-founded, the government will look at alternate routes.

Mr. Lorraine said that for him the safety of the route is his first concern and room for expansion his second. He favors a route to the east of Wentworth coming straight from the junction of 104 and 102. He said the proposed route was promoted by the Truro Chamber of Commerce with the businesses in the Masstown-Glenholm area in mind. However, on speaking with many of the businessmen of that area, he found they preferred a route leading from the 104-102 junction and allowing for a service area where they could relocate. He said the eastern route would be less expensive, but if that route were not acceptable then the western route should be taken as the route through the Wentworth Valley is neither the safest nor is it a route that will allow expansion.

The question of what the term 'environmental assessment' meant was asked. Mr. Allaway explained that it is a relatively new procedure which examines the impact of a project on all areas of the environment: land, waterways, the social conditions, etc. Mr. Todd stated that it was his experience that waterways were the department's chief concern.

While this study is going on, there will be other studies being made in regards to traffic flow, construction etc. Also there will be open house sessions for the general public. Ms. Powell asked if anyone knew when these sessions will be. One member of the group had been told in 2 months (from the first week in Sept.), another had been told 'this fall'. We were advised by the chairperson to watch our newspapers carefully for notices and to alert each other if one appeared.

* Next our plan of action was discussed. Mr. Bragg and Mr. Lorraine suggested that the first thing to do was to have a meeting with the Minister of Transportation and they agreed to arrange one for us as soon as possible. Several members of the group agreed to act as delegates. Our MLAs told us that the minister would want members of the business community represented and Mrs. Hyslop agreed to approach the local businesspersons for this.

The next action discussed was a 'letter blitz' in which all persons

present would send letters of protest to all governmental departments concerned and to various newspapers.

We will be organizing a petition. There are many persons who enjoy the Wentworth Valley for its natural beauty and recreational opportunities who would like it to remain available to them. It was suggested that some petition forms be posted in public places.

It was suggested by Al Huestis that local people should do a 24-hour vehicle count so that we would have this information available for our meeting with the minister. Mr. Lorraine said that he could get the government's statistics for us as well.

We also will contact the County of Cumberland Municipal Government.

Karen Beebe asked what happened when a person's home was in the path of a proposed highway as hers is. Mr. Lorraine said the government would negotiate with the homeowner and if no agreement was reached then it could expropriate the property. The price would then be settled by the court with the government paying court costs.

Mr. Lorraine also said that the Department Of Transportation has considered only the route through Wentworth Valley for TCH 104 so has no data on alternate routes.

* Those present who have cottages on Folly Lake wondered why the proposed route went around the east side of the lake. This would place a four-laned highway on one side of them and the railroad and a two-laned highway on the other. They felt the noise and fumes would reach unbearable levels. They told us that they would support us in any action we decided to take.

Other ideas for reaching the public were: hand out information at busy flea markets, have a display in the Hostel, have a booth at Open House at Ski Wentworth and at the Ski Show in Halifax.

Our next meeting will be held after our delegates meet with the Minister of Transportation. It will be advertised in the Oxford Journal and the Truro Daily News.

Ms. Powell expressed our thanks to Gaby Hutton, houseparent, and the Canadian Youth Hostels Association for allowing us to use their meeting room free of charge. The chairperson and secretary-treasurer were thanked for their part in arranging this meeting.

Jim Bright moved the meeting be adjourned.

Carol Hyslop, secretary-treasurer

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

- first formed in early 70's to protest the proposed routing of a high-tension powerline through Wentworth Valley
- this mission was successful

- reactivated in September 90 to protest the proposed routing of a 100-110 kph, four-laned freeway through Wentworth Valley and around Folly Lake

- reasons for opposition: Environmental!
in the N.S. Government's Environmental Assessment Act as updated August 1990, "environment" includes: (see Act)

Activities since initial meeting in Sept:

- dispersed information regarding the proposed routing and our reasons for opposing it through

 - Contacts with local and provincial newspapers
 - passing out flyers
 - personal contact

- gathered information by contacting involved agencies

- wrote various government ministers, MLAs, our MP and federal ministers

- obtained for reading publications (registration for environmental assessment, draft guidelines, environmental protection act, environmental assessment act, bill 78: federal act to establish a federal environmental assessment process)

- contacted the Cumberland Municipal government

- delegates met with Mr. Donald McInnes, Minister of Transportation to express their concerns

- attended a meeting of Environment and conservation committee, Education sub

- attended DOT Planning Division's 'open house' sessions

- held another meeting on Nov. 4, where it was decided to write our concerns individually to the federal departments of environment, fisheries; write comments for submission re draft guidelines and form a committee (COPs: Committee on Proposals) to study maps, consult professionals and mark alternate routes for presentation to DOT as suggested by a staff member of the Planning Division.

- at present we are working on these suggestions plus an information campaign in respect to the Cumberland Municipal Government, whom we think should be at least concerned, if not involved, with decisions regarding highway routing.

written in Nov/90

WVEPA-WVEDC Steering Committee Report
January 10, 1991

Representatives of the Wentworth Valley Environmental Protection Association and the Wentworth Valley Economic Development Council met with Alan Huestis, EDO, at the Valley Inn on January 10, 1991, for the purpose of forming an organization to represent the community of Wentworth in dealings with various county and provincial associations and with county and provincial governments.

Present were:

Gary Fisher, WVEDC
Charles Weatherbee, WVEDC
Dianne Powell, WVEPA
Bob Hyslop, WVEPA
Carol Hyslop, WVEPA
Alan Huestis, EDO

The issue of DOT's proposed route for the new TCH 104 stimulated the move to organize these groups. It was hoped this meeting could determine that the wishes of each group regarding the re-alignment of TCH 104 were similar.

It was found that the WVEDC would prefer a route direct from Glenholm to Mahoney's Corner with no interchanges. This would form a secondary route of more than 10km through Wentworth that could be promoted as a tourist or scenic route and would also free the area for recreational development. It was felt that such a route would allow businesses to continue or to change for different custom whereas the present proposed route would cause many businesses to decline or close.

WVEPA's main concern is to have the new TCH routed so as to avoid the Wentworth Valley and Folly Lake areas which they believe would be environmentally devastated by such a highway. A direct route from Glenholm to Mahoney's Corner would travel west of both these areas and therefore be acceptable to them.

Both groups are concerned for the future of their community and wish it to be a good place in which to live. Realizing that the ski hill is the major business at present and has been attracting people to build here thus expanding our winter population (and perhaps on retirement our year-round population), it was decided to suggest to the members of the two groups that the Steering Committee apply to Cumberland Futures for funding to assist with an Economic Development Potential Study. This study would show the possibilities of our community as a developing recreational area if not disturbed by a four-laned, limited-access freeway.

Representatives will relay their groups' wishes to Mr. Huestis and will meet again at his request.

Meeting adjourned.

C. Hyslop for WVEPA

Nova Scotia Department of Transportation and Communications
Planning Division

ENVIRONMENTAL ASSESSMENT PROCESS

Highway 104 - Masstown to Mahoney's Corner

* Process Step	Estimated Completion Date	Forecast Completion Date	Actual Completion Date	*
REGISTRATION WITH ENVIRONMENT	SEPT 22/90		SEPT 22/90	
REGISTRATION NOTICE PUBLISHED	SEPT 29/90		SEPT 29/90	
REGISTRATION NOTICE FILED	OCT 08/90			
RECEIVE DRAFT GUIDELINES	OCT 29/90		OCT 26/90	
PUBLIC COMMENTS ON DRAFT GUIDELINES	DEC 04/90		DEC 03/90	
RECEIVE FINAL GUIDELINES	DEC 19/90		DEC 19/90	
PREPARATION OF TERMS OF REFERENCE AND SUBMISSION TO ENVIRONMENT	JAN 08/91/		FEB 01/91	
APPROVAL OF TERMS OF REFERENCE	JAN 19/91		FEB 13/91	
REQUEST FOR PROPOSALS SENT	JAN 28/91		MAR 08/91	
SUBMISSIONS RETURNED	FEB 18/91		APR 08/91	
EVALUATIONS OF PROPOSALS	FEB 25/91		MAY 09/91	
HIRE CONSULTANT	MAR 04/91	MAY 17/91	MAY 16/91	

* Process Step	Estimated Completion Date	Forecast Completion Date	Actual Completion Date	*
PREPARATION OF DRAFT REPORT	JUNE 03/91	FEB 15/92		
REVIEW OF DRAFT REPORT BY NSDOT&C	JUNE 17/91	FEB 28/92		
SUBMISSION OF FINAL DRAFT REPORT TO ENVIRONMENT	JUNE 17/91	MAR 12/92		
ACCEPTANCE OF FINAL DRAFT REPORT	JUNE 28/91	MAR 24/92		
SUBMISSION OF FINAL REPORT (50 COPIES)	JULY 08/91	MAR 31/92		
REPORT REFERRED TO ENVIRONMENTAL CONTROL COUNCIL	JULY 25/91	APR 17/92		
ENVIRONMENTAL CONTROL COUNCIL; PUBLIC INPUT; PUBLIC HEARINGS; RECOMMENDATIONS TO MINISTER OF THE ENVIRONMENT	NOV 22/91	AUG 17/92		
PROJECT APPROVAL BY MINISTER OF ENVIRONMENT	DEC 10/91	SEPT 04/92		

Highway 104 Public Perception Study

Preliminary Contact List

Area Organizations

Wentworth Valley Environmental Protection Society

Ski Wentworth

Cumberland County Federation of Agriculture

Colchester County Federation of Agriculture

Cumberland County Fish & Game Association

Cobequid Salmon Association

NS Woodlot Owners Association

Cumberland County Tree Association

Cobequid Christmas Tree Producers Association

NS Maple Syrup Producers Association

Debert Air Industrial Park Association

Truro Industrial Commission

Truro Development Corporation

Chamber of Commerce, Truro and District

West Colchester Rural Development Association

*we were asked to add to
this by Consultants -*

Highway 104 Public Perception Study

Preliminary Contact List

Organizations Outside Study Area

Atlantic Provinces Chamber of Commerce

Atlantic Provinces Trucking Association

Ducks Unlimited

NS Safety Council

NS Wildlife Federation

Tourism Industry Association of NS

Highway 104 Public Perception Study
Preliminary Contact List

Mayors

Mayor William Park, Truro

Mayor Douglas McC. Carter, Oxford

District Councillors

Gordon MacLean, Cumberland County District 2

Arnold Warren, Colchester County District 9

Carl Warner, Colchester County District 10

Douglas Cooke, Colchester County District 11

Study Area MLAs

Ed Lorraine, Colchester North

Hon. Ronald C. Giffin, QC, Truro/Bible Hill

Ross Bragg, Cumberland West

Roger Bacon, Cumberland East

Federal MP

Bill Casey, Cumberland/Colchester

OUR CONCERNS

re

DOTs PROPOSED ROUTE FOR TCH 104

**WENTWORTH VALLEY ENVIRONMENTAL
PROTECTION ASSOCIATION**

We request that Council pass a resolution stating the following:

Resolved that Council express to the N.S. Department of Transportation Council's concerns over the environmental, economic and social impacts of routing the new four-lane TCH 104 through Wentworth Valley and further, that Council recommend the N.S. Department of Transportation use the "western route" for the construction of the new four-laned TCH 104.

Wentworth Valley Environmental Protection Association
Wentworth Valley Economic Development Council

March 6, 1991

OUR CONCERNS

re

DOTs Proposed Route for TCH 104

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

November 1990

The description of the term "environment" in the Environmental Assessment Act: 2(h), i-vi, states the areas of our concerns:

i) air, land and water

Air: At present the quality of air in areas along the highway is poor. In the areas of Wentworth Valley and Folly Lake, which are low and enclosed by hills, the fumes from the ever-increasing flow of motor vehicles are trapped and create an unhealthy situation for man, animals, plants and fish. A larger and busier highway in these areas will increase the amount of fumes trapped there.

Land: Driving along 104, you can see areas still suffering from erosion caused by the construction of the present highway some 30+ years ago. The large amount of salt used on major highways is not good for the soil and hydrocarbons present in exhaust build up on the rock formations.

Water: The headwaters of the Wallace River system run through the Wentworth Valley. At present this system is one of the cleanest in N.S., well-known as a trout and salmon habitat. Folly Lake is a particularly clean and lovely lake much prized by residents and cottagers for fishing and swimming. The construction of a four-laned freeway through these areas could only be detrimental to these watersystems.

Hydrocarbons emitted in traffic fumes do not disappear but accumulate over time, and their reaction with rock in the area will cause minerals to leach into the groundwater and so into the streams, rivers and the lake.

The large amount of salt that would be used on the proposed highway in winter would run off into the waterways. Folly Lake would be especially susceptible to salt run-off as it would be surrounded by road.

Our concern with air, land and water causes us to request that the possible effects of this proposed project be studied, not only in regard to the actual construction period but also in regard to the presence of the highway in the area for the years to come.

2. plant and animal life including human life

Plant life: People who have lived in this area since the construction of the present highway have observed visible effects on plantlife: salt-kill of trees and shrubs, stunted and deformed growth, etc.

Animal life: Besides the obvious danger of being struck by fast-moving vehicles, animals are affected by the pollution of air and water and by the noise of traffic.

Human life: We are well aware of the traffic dangers faced daily in the activities of our community that cause us to use the highway. Besides these dangers, we are threatened by vehicles or pieces of vehicles (truck tires, wheels, mufflers, etc.) careening out of control into schoolyards, businesses and homes. We are also assaulted by poisonous air and noise - continuously, night and day, day after day, year after year.

The incidence of asthma and cancer is very high in our community. Since the present highway runs past the school, the noise and confusion have, we believe, been factors in a high number of learning problems.

We wish to inform you of our experience with some of the difficulties in living near a major highway and to express our wish that you seriously consider the effects the proposed highway would have on the health of human beings, plants and animals living near it.

3. the social, economic, recreational, cultural and aesthetic conditions and factors that influence the life of humans or a community

The placement of a four laned limited access highway in our communities will do nothing to enhance any of these.

Social factors: Wentworth, like many rural communities, is spread out over a large area. We are, for the most part, socially 'together', but some social experiences that most people take for granted are denied us because we live along a busy highway. I'm speaking of such things as walking or bicycling in comparative safety to local destinations, sitting outside and conversing on a warm day or evening, children playing safely outside without constant supervision, hearing a complete sermon in church or lesson in school without the interruption of traffic noise, having a quiet night's sleep, etc.. If the proposed route for 104 is followed, it will sentence the residents of Wentworth Valley to increasing social disruption.

Folly Lake, being largely a cottage community, will suffer a severe damaging impact on social conditions. As most activities take place in the open air (fishing, swimming, etc.), the presence of a major freeway around three sides of the lake will have a devastating effect.

Economic factors In discussing the proposed routing with Wentworth business people- there are 15 businesses in the area - we found that 3 felt the proposed route, although causing some loss of business, would be more beneficial to them than an alternate route, 5 felt their businesses would not be affected, 1 was unsure and 6 felt their businesses would fail or be adversely affected.

A four-laned, limited access highway routed through the Wentworth Valley and Folly Lake, where much of the recreational and residential development is taking place, would destroy its present promise. Many building lots, hiking and x-country ski trails, snowmobile trails and wooded areas would be destroyed causing property values to plummet which in turn would cause investors to lose their investments and the municipal governments to lose a valuable tax-base.

Cultural factors Wentworth has traditionally been a quiet country community where people liked to live and visit. The coming of the railroad caused an increase in population, but it retained its country culture and its sense of community. The construction of the present highway, although supplying residents with a 'good road' was soon perceived as a mixed blessing and, in the last 20 years as no blessing at all. The presence of a major highway is a constant irritation in that we live in a country community that has all the disadvantages of an urban area (noise, fumes, high stress level) and none of the advantages (libraries, theatres, museums, medical facilities, etc.).

Folly Lake was another railroad stop in a country community that soon build up as a cottage community for residents of Truro. People came to the lake to 'get away from it all'. Many of the cottages have become retirement homes. A four-laned freeway encircling the lake would be disasterous for this community.

Aesthetic conditions If the highway is built as proposed, it will destroy once and for all the beauty of Wentworth Valley and Folly Lake.

We ask that you will study very carefully the effects DOT's proposed routing will have on the life of our communities.

4. a building, structure, machine or other device or thing made by humans

The number of interchanges, over or under-passes, culverts and bridges is very high for the proposed route compared to any route away from settled areas. All these structures will affect the environment in some way.

5. a solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from the activities of humans

All of these, with perhaps the exception of radiation, are present along a major highway.

Sound, gas and odour we have mentioned as noise and air pollution; these are trapped in the valley and Folly Lake by the surrounding hills.

Heat is obvious, both from the reflection of the sun's rays on the asphalt and that generated by motor vehicles; heat is trapped in Wentworth Valley and Folly Lake by the surrounding hills.

Solids and liquids could pertain to accidents and spills.

Vibration is apparent in all homes and buildings along a highway.

Increased traffic flow will increase noise, fumes, heat, vibration and the possibility of accidents involving spills of harmful chemicals. This should be considered in relation to the environment in general and to settled areas in particular when planning a highway.

6. any part or combination of the foregoing and the interrelationships between two or three of them

There are many variables; the report should discuss as many as possible.



TOWN OF OXFORD

OXFORD, NOVA SCOTIA

28 January, 1991

Ms Carol Hyslop, Secretary
Wentworth Valley Environmental
Protection Association
RR #1 Wentworth, NS
B0M 1Z0

PROPOSED RE-ALIGNMENT OF TRANS CANADA HIGHWAY

I am writing in response to your request for my assessment of the economic impact of the proposed routing of the TCH 104 through Wentworth Valley. The NS Department of Transportation and Communication has released a proposed route for a new 4-lane controlled-access highway from Masstown to Mahoney's Corner; this route will descend into Wentworth Valley from the area of the stone quarry at Folly Lake and will pass behind the Valley Inn, and along the base of the west mountain behind the provincial park. The new highway will rejoin the existing highway about 1 mile past the Lady Wentworth restaurant.

I base my remarks on observations and conversations over the past few months.

Impact on Existing Businesses.

No matter where the highway ultimately goes, if it is a controlled access highway all the businesses in Wentworth will be affected. As a consequence of the announcement of the new highway, all businesses in Wentworth are now "marked" and could

not now be sold at their full value because of the uncertainty over the change in traffic patterns. This is the more regrettable because the new highway through Wentworth is the last phase of the project and will not be open before 1998; this leaves the businesses in limbo for 8 years.

I have identified 13 businesses in Wentworth that provide goods and services to the public (not including the ski hill and businesses at that facility). I divide these 13 into the following categories:

Accommodation and Restaurant	4
Tourism - related	3
Service stations	3
Domestic sales (principally)	3

There are overlaps here of course, but it appears that only 3 businesses look to the community and surrounding area for the most of their business. About half of the other 10 businesses are dependent upon the ski trade and travellers in equal measure; loss of either market would cause them great difficulty.

From the point of view of the 10 businesses, the disruption would be minimised or completely offset if:

- the Wentworth Valley becomes a ski destination resort, and
- the existing route becomes a scenic diversion in summer.

If the Valley becomes a ski resort area, there will be an increase in the number of people staying in the area for several days; these are the people that patronise stores and restaurants and antique shops. If the existing highway becomes a quiet back road, the sense of community will draw skiers along Wentworth's

Main Street and into these businesses. Moreover, the construction of private ski chalets in the area will increase the permanent population in the winter months, boosting economic activity in the community as a whole.

If the existing highway becomes a scenic diversion for tourist traffic, the loss of general traffic may be offset by an increase in traffic prepared to slow or stop. Trucks and commercial travellers would leave the new highway for services but their numbers may not be great, depending upon the service areas established at the interchanges in Glenholme and in Aulac where the new New Brunswick highway is being constructed.

Unfortunately, the proposed route will not support either of these scenarios. The new highway is proposed to come down through the prime development land at the foot of the ski hill; few people would want to build or rent a ski chalet within sight and sound of 4 lanes of high-speed traffic. Moreover, the new highway will bypass less than 10 miles of the old highway, resulting in the Wentworth area being not a scenic diversion but merely a loop. I am not sure how long a loop must be to become a de facto scenic diversion, but I suspect that it should require at least one half-hour of driving time. As an example, consider the loop through Stewiacke and Shubenacadie formed when the Highway 102 bypassed both communities. This loop was not well travelled and both communities stagnated until development pressure from Metro Halifax reached that far out. I doubt that development pressure will reach the 100 miles to Wentworth.

On this basis, the bypass of Wentworth would be much more useful if the old highway from Mahoney's Corner to Glenholme over Folly Mountain became the secondary route. As it now stands, I believe that the new highway will use much of the original highway on

Folly Mountain despite the cost savings of building new roadways along a direct route.

I believe that the new route was designed by the Department of Transportation to benefit the Wentworth community, based upon studies from the USA which showed that towns that were within 5 km of an interstate highway tended to thrive, whereas communities greater than 10 km from an interstate did not thrive. I suspect that the communities in this study were commercial or industrial centres and not ski resort areas. A ski resort area does not suffer by being 10 km off the main highway; indeed, the lack of traffic and bustle probably enhances the appeal of the area.

Impact on the County tax base.

There is a small construction boom underway in Wentworth these days, caused, I suspect, by the installation of chair lifts and night lights at the ski hill. Previously, the ski hill was open from 10:00 am to 4:30 pm daily and lift lines were long; there was little incentive for skiers from Halifax or Moncton to stay overnight. This has changed.

There are a number of subdivisions near the ski hill now; these offer lots of 1 acre or more for up to \$25,000. There are an increasing number of ski chalets being constructed on the side roads near the ski hill. All of these houses are fully insulated, and the on-site sewage disposal systems are constructed in accordance with Department of Health regulations. There is no uncontrolled development that will cause problems much later, as is the case at Heather Beach. These developments are valuable to Cumberland County because they are assessed and taxed at their full value, but the owners require very few services from

Cumberland County: their children do not attend our schools, they do not make use of the dump, etc. Moreover, because the DMA assessors use property sales prices to establish assessed values, any speculative pressure on the properties will increase the assessed value of all similar properties.

The prime development land is that situated near the base of the ski hill, especially those lots located within walking distance of the hill. This removes the need to find parking space in the Ski Wentworth lot, allows members of a family to ski and leave at uncoordinated times, and allows patrons to make use of the bar in the evenings without complication. I suggest that this prime land lies within one mile of the slopes.

Because the valley is narrow at the base of the hill, the proposed highway would be an immediate presence for all prime development lots. This would tend to reduce the values of these lots, and would discourage construction on undeveloped land.

Development pressure would shift to areas farther from the new highway, especially onto the New Annan road and over towards Tatamagouche. If one must drive to the hill, one may as well drive 15 minutes as 2 minutes. The Cumberland - Colchester line is only 4 miles up the New Annan Road, so development may well spill over into the other county. The effect of the new highway would then be to gut the tax base of Cumberland County for the benefit of Colchester County. This is unnecessary.

Future development potential.

I believe that the greatest economic development potential for the Wentworth area lies with the opportunities that accompany the transition of the ski area from a day-trip destination to a destination resort. This is not news.

Wentworth now has an agricultural and forestry economic base, and the ski hill has been seen mostly as a source of seasonal employment close to home. But with the development of destination resort status comes the potential for jobs in construction, maintenance, retail sales, accommodation and service sectors. Other communities in Eastern North America have developed these sectors to a much greater degree; they also have a larger population base to draw the ski traffic from, and they have had many more years to grow.

I think that the Wentworth area residents should work actively with the Cumberland Development Authority in finding funding for a consultant's report on opportunities that have been exploited successfully and unsuccessfully in other small ski resort communities in Quebec and New England. There seems to be a small core of entrepreneurs now in Wentworth, and these people may need only direction and suggestions in order to start new businesses. A report outlining opportunities in other communities may also serve to expedite financing for similar new businesses in Wentworth.

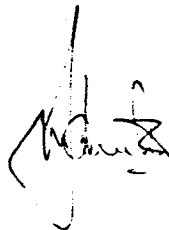
It is also useful to note the immigration patterns in a community like Pugwash, which is experiencing the benefit of former cottagers along the Gulf Shore now settling in the Pugwash area on a permanent basis. These people are bringing not only a wealth

of experience, but also energy and capital to that community. Wentworth could benefit from the same migration pattern.

The routing of the highway through the Wentworth Valley could easily stop these developments, as it would change the flavour of the community from a rural and recreational area to an industrial area. People do not come 100 miles from the city to enjoy more city-type noise and traffic. Given that the ski hill is already well established and that the business opportunities are just now becoming identifiable, it would be unfortunate to see this potential evaporate. More particularly, it would be distressing to have the existing businesses jeopardised by the change in vehicle traffic patterns, yet at the same time have the new routing weaken any potential opportunities that these businesses might exploit in an effort to adapt.

I hope these observations are useful to you.

My thanks.

A handwritten signature in dark ink, appearing to read 'Alan Huestis', with a stylized flourish at the end.

Alan Huestis
Economic Development
Officer

Wentworth Valley Economic Development Council
Wentworth Valley
Cumberland County, N.S.
BOM 120
March 1, 1991

To all Cumberland County Council Members:

The Wentworth Valley Economic Development Council represents approximately fifteen on-going businesses in the Wentworth area. We employ approximately one hundred people on a yearly basis.

Initially the group was formed to investigate the impact on local businesses with the movement of the Trans Canada Highway to a more modern four lane highway that cuts through the valley but by-passes most major businesses. Our initial plan was to begin some long-range planning for businesses in the area to cushion the expected lower volumes of highway traffic.

Some businesses wanted the present highway to remain the same. However, after having local meetings with such groups as the Central Nova Tourist Association and the Cumberland Development Authority, we soon realized that our real potential lies in being a destination point for tourism and recreational development. In fact, we have, with the Wentworth Valley Environmental Protection Association, initiated the "Wentworth Economic Planning Exercise" which will confirm when completed that Wentworth Valley can become the hub of recreational development in northern Nova Scotia.

The Wentworth Valley Economic Development Council supports any four lane highway proposal that by-passes the Wentworth Valley area in whole.

The Wentworth Valley Economic Development Council also asks our elected County Council to support our joint effort to remove the proposed Department of Transportation four lane highway through the valley, and to support the "Wentworth Economic Planning Exercise".

Gary Fisher, Chairperson
Wentworth Valley Economic Development Council

Wentworth Valley Developments Limited

October 22, 1990

Honorable Donald McInnes
Minister of Transportation

Dear Sir:

We would strongly recommend that the proposed routing of the new four lane 104 Trans Canada Highway not be constructed through our beautiful Wentworth Valley.

We feel this proposed four lane highway would up-set the ecological balance of this small, fragile valley and devastate its unsophisticated natural beauty.

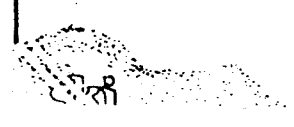
Yours very truly,

WENTWORTH VALLEY DEVELOPMENTS LIMITED



per David K. Wilson
Chairman

DKW/hjm



Wentworth Valley Twinning:

Transportation Department To Examine Suitability Of Alternative Alignments

By PAULINE BEATON
Staff Reporter

WENTWORTH — An environmental association won a small battle Wednesday, but the battle appears far from over.

The department of transportation and communications announced it has provided two alternative alignments which will be considered during the environmental assessment of Highway 104 between Masstown and Mahoney's Corner.

The notice arrives after months of lobbying efforts from the Wentworth Valley Environmental Protection Association (WVEPA), a group made up of residents, landowners and cottagers of Wentworth, as well as landowners and cottagers of Folly Lake.

A department press release stated one route which will be examined is an eastern alignment from the Highway 102 interchange at Truro to cross the Cobequid Mountains around Byers Brook and Warwick Mountain.

The second route is a western alignment from Glenholme passing west of Londonderry and Sutherlands Lake to meet Highway 104 near Thomson Road.

A third alternative, identified at the time of registration for environmental assessment, would follow a direct route from Truro to Wentworth.

The registered alignment follows the existing highway closely through Folly Mountain and the Wentworth Valley.

"I think this is excellent that they're considering more than one route for the assessment," said

WVEPA chairperson Dianne Powell.

Contacted Wednesday afternoon, she said the western route is the favored one, stating it would have a lesser impact on the environment than the eastern path.

The chairperson explained the western route is preferred because she said it would not tamper with fragile environmental areas such as Folly Lake and the Wentworth Valley.

There is also very little settlement in the western region, so the route would not disrupt communities.

Transportation and Communications Minister Donald McInnes said the alternative alignments will be examined to determine suitability from both a highway design and an environmental perspective.

The press release said a tender will be called within a few weeks for the initial environmental screening of the alignments.

This would include public reaction.

"Public opinion gathered at two open houses in Masstown and Wentworth indicates that, although the primary concerns are safety and an early construction schedule, many people wanted us to look at alternatives to the proposed route," Mr. McInnes said.

"In the interest of getting construction under way as early as possible, we will be reviewing the alternative routes as part of the current environmental assessment process which started last September."

The provincial environmental assessment process requires identification of alternative routes.

Scenic Route Would Boost Highway Business

On 15 Jan 91
30 Jan 91

Wentworth Valley - Designating the highway through the Wentworth Valley as a scenic route may attract people to the area after a proposed highway twinning project is complete, an area businessman said recently.

Valley Inn owner/operator Charles Weatherbie said developing a tourist trail may help businesses which are threatened by Department of Transportation and Communications plans to twin Highway 104 from Truro to Amherst as the proposed route would bypass several Wentworth and Glenholme area businesses.

Some businesses in the area are beginning to plan for the future and an impact study would be helpful in determining the economic effects caused after the new highway is built, Weatherbie said.

Some design changes would be needed in the highway proposal if the route was deemed a scenic trail from Mahoney's Corner to Glenholme, he added.

The Transportation Department has already registered the proposed route with the Department of the Environment to conduct its required impact studies.

the area will have every cause for satisfaction.

One of the reasons supporting Mr. Hoegg's forecast is that the region abounds with facilities catering to what he describes as the new trend in tourism, soft adventure.

Soft adventure, simply, includes such activities as hiking, bird watching and photography. Apart from the gear required, no great financial outlay is needed on the part of those who delight in such pastimes.

There are, in fact, any number of potential soft adventures available in Nova Scotia and it is an element of tourism which may not have been as strongly promoted in the past as it might have been.

It has been noted that motels, inns and the like usually have local maps available. These, however, do not always indicate hiking trails in the vicinity. Walking tours are another matter. After a day of driving,

visitors might be attracted by a brochure outlining corner "strolls". A bird watcher's or flower enthusiast's check list is easily compiled and it could become an element of interest to a person looking for something neither too easy nor strenuous to do.

Photography, too, is a hobby for many travellers. A designated community map indicating a vantage point from which to take a picture could be helpful.

A good, but soft, market

9 Feb 91

AGGRESSIVE marketing and area co-operation have been identified by the Central Nova Tourist Association as reasons for the growth year in tourism which the Cumberland, Colchester and East Hants region enjoyed in 1990.

Executive-director Tim Hoegg also predicts further progress in the coming season. Should his prophecy be realized, tourism operators in

Wentworth residents meet with Minister

Members of the Wentworth Valley Environmental Protection Association didn't get any definite answers after a meeting with Minister of Transportation and Communications Don McInnis.

Representatives of the residents of the Wentworth Valley, Folly Lake area, business people and land owners of the Valley presented their concerns and alternatives to Mr. McInnis Oct. 23 in Halifax.

The first person to speak to the Minister was Heather Drope-Marchione who was

representing her mother Joyce Drope, who has had large land holding in Wentworth since the 1950s and who is currently developing parts of her land because of the boom in recreational developments there and also because there is a demand for lots. Ms. Drope-Marchione said she was very concerned about, "the thunderous noise that will exist when there is more traffic. This noise is caused from the engine and horn sounds bouncing off the sides of the two mountains encompassing a very narrow valley. Because of this continuous racket I would have to question what the long term effects will be to the residents in regards to their mental and physical well-being."

Air pollution was another aspect that worried residents. "I'm also concerned with the devastating effect that the resultant exhaust pollutants will have on the vegetation, the fish, the wildlife and to say nothing of the harm that can be realized to human lungs." Ms. Drope-Marchione said she was worried the new highway would cause smog

in the Valley.

Ken Little was the next resident to speak to the Mr. McInnis. He is a life-long permanent resident of Wentworth with family roots going back to the earliest settlement of the area. "The proposed highway was designed without consideration of the people and the environment who will be directly affected by this outrageous ignorance of community life." Mr. Little recently built a new home in the Valley which would be directly affected by the highway.

Area businessman Clarey DeBaie, owner of Clarey's Truck Stop, said "the new routing of 104 will probably cause me to close my business. My customers are mostly truckers and they will not drive off the highway. The fact that the proposed routing runs through the valley with interchanges at both ends of Wentworth makes no difference, we will not be situated at an exit."

Representing residents and cottage owners at Folly Lake, Allan Tucker explained to the Minister, "on See page 17

Notice of Meeting

Sunday, Nov. 4, 1 p.m.

Wentworth Elementary School

The Wentworth Valley Environment Protection Association will meet to report progress and discuss future action in opposition to the proposed routing of TCH 104

For information Call

Carol Hyslop - 548-2381

Wentworth residents meet with Minister

From page 16

the east side of Folly Lake, there are 18 cottages with more planned. Some of these are planned retirement homes. The proposed route would be in their backyard or just across the field. At the north end of the Lake the proposal has an interchange in what is now a gravel quarry. When the press release was made in August, the reaction to this proposal ranged from disbelief to anger. There seemed to be no concern for people or their property. The maps used to show the route were out of date, therefore, not showing what actually was in the way. How can a project like this be planned with maps that are 10 years old?"

He continued, "as you are aware, Folly Lake/Wentworth Valley is one of the most widely used recreation areas in the northern part of the province. Recreational land is disappearing every day and this proposal will spoil some more of the best."

Mr. Tucker listed the following as reasons against the present proposed route:

1. Increase in noise levels.

2. Increase in pollution as traffic on the route increases.

3. Increased salt drainage into the lake because of highways on both sides of the lake.

4. No room for future expansion of highway.

5. Loss of recreational land.

6. Loss of mainly privately owned land compared to land owned by the Crown or Scott Paper.

7. Detrimental to the scenic view of Valley and Lake area.

8. Decrease in property value.

Speaking as a resident of the Valley Carol Hyslop said, "nowhere in the information available to us was any consideration given to the health and safety of the people who would be condemned to live beside this

highway. We in the Wentworth/Folly Lake area are only too aware of the long-term effects of living along a major traffic route."

The delegation requested that the Minister and his department look at an alternative route over Higgins Mountain, further away from the Valley itself. After the meeting Mrs. Hyslop said Mr. McInnis seemed clear on their concerns. "He said he would discuss it with his staff. We stressed there were options and they haven't been considered. We're going to write a letter to him thanking him for meeting with us but also asking for some comments on what he can find out from his staff."

The Department of Transportation has registered an environmental assessment and will soon be releasing the results of its assessment.

MISSION ACCOMPLISHED!or, A STEP IN THE RIGHT DIRECTION.

Following the Minister of Transportation's announcement on September 26 of the choice of the Western Alignment as the route for TCH 104, we received a call from Ken O'Brien, Assistant Director of Planning for DOT. He said that the actions of WVEPA had caused DOT to look at alternate routes for the highway. He also told us that when a decision such as this has been made, there is very little chance of it being changed. Should something be found during the Environmental Assessment, the routing would be moved to go around it.

Other info from Mr. O'Brien:

- the Environmental Assessment Report is scheduled to be completed in March '92 after which it is reviewed by the Environmental Control Council and Public Hearings held. Then the report is made to the Minister of Environment.

- After the project is approved, surveying and final design will be done and tenders called with building to begin in '93.

- a 'Micro Climate Study' will be done by placing a weather station on Folly Mountain. This will give two winters of information before building begins.

- The section from Truro to Masstown will be done first, then the Masstown-Glenholm bypass.

- When asked if the Department intended to first build a two-way limited access highway over the mountains, Mr. O'Brien said no, four lanes would be constructed at once and this section (Glenholm to Thomson Station) opened only after completion.

- An Information Session for property owners on or near the Western Alignment is to be held in Debert within a month. (Oct. 22: We attended, there were maps showing Western Alignment and area for Environmental study, also personnel present to answer inquiries re property negotiation, etc.)

- Mr. O'Brien said that, in the opinion of the planners, the grades along the Registered Alignment were still the best for building a highway.

We also had a call from Mr. Bill Casey, MP Cumberland/Colchester, in which he stated that WVEPA should take credit for their part in having the route moved away from Folly Lake and Wentworth Valley.

At present we plan no further action but will follow the progress of the Environmental Assessment and attend the public hearings to be held after the completion of the Assessment.

Thank you all for your participation and support in this effort.

Dianne Powell, Chairperson



SPECIAL THANK LIST:

Mr. Ross Bragg, MLA Cumberland West, for arranging the meeting of WVEPA reps and Minister of Transportation Donald MacInnes on October 23, 1990, and for other valued advice during the past year.

Those who made presentations at the Oct.23 meeting: Ken Little, Ron Covill, Al Tucker, Clary DeBaie, Heather Drope Marchione.

Mrs. Ruth Allen, Warden, County of Cumberland, for her consideration of our concerns.

Wayne Lines for making a presentation to Cumb. Co. Council on our behalf.

Gordon Helm, River Enhancement Proj., Allan Huestis, EDO, and Gary Fisher, Wentworth Valley Economic Development Council, for being resource persons.

Dave Wilson, Ski Wentworth, for written comments and for use of ski lodge area for WVEPA display during Carnival Weekend.

Wallace and Area Development Association for their early interest in our concerns.

Truro & District Chamber of Commerce for information received.

Bob Jordan, Warwick Mountain Area Resident's Group, for the opportunity to consolidate our efforts.

Mr. Bill Casey, MP Cumberland-Colchester, for meeting with our representatives on various occasions and for his interest in our concerns.

Members of the Committee on Proposals (COPs) who spent many hours planning the strategy the Association would follow, and without whom nothing would have been accomplished.

FINANCIAL REPORT

<u>income</u>		<u>expenses</u>	
*donations.....	\$ 518.02	newspaper ads.....	\$ 73.25
**NS Canoeing Assoc		envelopes.....	20.79
for garbage program...	70.00	telephone.....	93.16
.	-----	photocopies.....	15.00
total.....	\$ <u>588.02</u>	cheques.....	6.20
.		garbage bags.....	3.05
.		postage.....	296.22
.			-----
.		total.....	\$ <u>507.67</u>
balance on hand.....	\$ <u>80.35</u>	to be used for postage of this	
newsletter and donation to Youth Hostel.			

* includes donations of stamps

** to cover cost of obtaining, placing and maintaining a garbage can during the summer at a swimming area on the Wallace River. Can donated by D.W. Thompson Petroleum Products, Oxford, and WVEPA volunteer care allowed this amount to be used for WVEPA expenses.

Carol Hyslop, Secretary-Treasurer



(Not necessarily leaders)

DAVID — "CED IS ALL ABOUT TEACHING CONTROLLERS, POWER
HOLDERS — TO LET GO."

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION
Wentworth Station, N.S.
BOM 120

July 20, 1991

To: ~~EBPs members~~ *DAN URRON*

Re: Public Perception Study

On Wednesday, July 17, members of Nolan Davies & Associates consulting team and personnel from the Planning Division of DOT met with representatives of 'area organizations' (area = areas affected by any of the four alignments for TCH 104 under consideration). The purpose of this meeting was to discuss and evaluate the advantages and/or disadvantages of each alignment as perceived by the organizations.

Alan Bell, Principal and General Manager of ND, stated that the Environmental Assessment is now in the screening process, that is, the four routes are being evaluated for environmental impact. The Public Perception Study is part of this screening process.

Mr. Bell also made clear that the role of the consultants is to collect information and advise on the social and environmental aspects of building the new highway. The Planning Division of DOT will study construction methods and cost. The Minister of Transportation will make a decision on the route to undergo the detailed environmental assessment based on the information given him by these groups.

The Interim Report on the results of the screening process should be ready by mid-August and the decision made by the Minister by September.

Enclosed find a copy of the advantages/disadvantages of each route as listed by ND and amended by organization reps. Also enclosed is a comparison of important criteria on a route-by-route basis. These are as noted during the meeting, an official list will be sent to us by ND.

C. Hyslop, Secretary

Carol

REGISTERED ALIGNMENT

Advantages

- largely avoids steep grades
& elevations
- least number of stream crossings
-
-
- best maintains existing
business base**
- least disruptive to wildlife
-
- maintains current access to
Debert Industrial Park
- can be constructed in phases
-
- little impact on agriculture*
-
-
-
-
-
-
-
-
-

Disadvantages

- opposed by Wentworth Valley
& Folly Lake residents
- incompatible with tourism/
recreational development
objectives of Wentworth Valley
- potentially high impact
to Folly Lake area
- highest negative impact on
property values
- highest sociological impact
- impacts proposed ecological
reserve
- crosses Wentworth Provincial
Park
- four potential acid drainage
sites identified
- greatest number of water
supply wells
- impacts recreational resources
- highest number of significant
heritage sites
- potential impact on Wallace River
- poor future expansion potential
- impacts Folly Lake quarry*

* added by participants

** discussion on this: would maintain existing business base in Glenholm

CENTRAL ALIGNMENT

Advantages

- shortest, most direct route
-
- little population on south end
-
- good access to Truro
-
-
- can be constructed in phases

Disadvantages

- opposed by Wentworth Valley residents
- highest length of +900 ft elevation
- highest number of large river crossings and total number of crossings
- four potential acid drainage sites
- downgrades access to Debert Industrial Park
- second largest number of heritage sites & closest to known Paleo-Indian sites
- crosses Wentworth Provincial Park
- impacts recreational resources
- impacts some agricultural land at south end
- potential impact to Wallace River
- impacts proposed ecological reserve
- impacts good deer/moose habitat
- impacts good waterfowl habitat
- impacts existing businesses in Wentworth Valley

EASTERN ALIGNMENT

Advantages

- avoids populated areas
- improved access to Tatamagouche & North Shore
- avoids most of Wentworth Valley
- least number of known heritage resources
- few large river crossings & less salmon habitat
- potential scenic route
- low number of water supply wells impacted
- potential to develop highway to New Glasgow*

Disadvantages

- longest route
- highest elevation**
- good deer/moose habitat
- downgrades access to Debert Industrial Park
- existing highway businesses eliminated
- uranium mineralization
- two potential acid drainage sites
- passes through Tatamagouche water supply watershed
- impacts recreational and cottage near Byers Lake & Warwick Mtn.
- impacts some agricultural land
- potential construction/operation impacts to Byers Lake
- cannot construct in phases
- further expansion at north end may be limited
- impacts Wentworth Center
- traffic to/from Debert still use same highway (as now)*

* added by participants

** Tata-North Shore rep asked that this item be deleted as all routes have comparable elevations.

WESTERN ALIGNMENT

Advantages

- low population density
- low number of water supply wells
-
- maintains good access to Debert Industrial Park
- good scenic potential
-
- low potential for acid drainage sites (no known)
-
- mostly small stream crossings
-
- least impact on recreational resources
-
- low impact on deer/moose
-
- second shortest route
- least limited for future expansion*
- enhances access to West Colchester*

Disadvantages

- cannot construct in phases
- does not enhance access to North Shore area
- impacts some agricultural land (south end) & blueberry barrens
- potential weather problem on high ground
- highest number of known heritage sites
- potential for some noise impact at Sutherland Lake cottage area
- north end could have potential for rare species & would impact on furbearers and wetland habitat

*added by participants

CRITERIA	Req.	West	Cent.	East
Travel time/fuel consumption				
Proximity to water supplies	H	L	M	H
Proximity to archaeological sites	H	H	H(?)	H(?)
hydrology/hydrogeology	H	L	M	H
Weather conditions	H	H	H	H
Rare and endangered species	L	L	L	L
River crossings/fish habitat	M	M	H	L
Wetland habitat	M	M	H	M
wildlife	L	L	H	H
geology/acid generation	H	L	H(uran)	H(uranium)
erodible soils/soil failure	M	M	M	M
Parks and reserved lands	H	L	H	L
Cemeteries	L	L	L	L
utilities (power lines, etc.)	L	L	L	L
Noise and dust levels	H	L	H	L
Agriculture (existing/potential)	M	H	M	M
Recreation	H	H	H	H
Residential	H	L-M	H	M
Existing commercial	L	L	M	L
Development potential	H	M	H	L

H-high impact (bad)

M-medium impact

L-low impact (good)

Drivers

 watch out for
 children

**Red Sox-Orioles
 split AL
 double header**

Sports/B10



**Whale-watching
 business growing
 by leaps and bounds**

Novascotian/C1

**PUT
 YOUR
 FUEL OIL
 ACCOUNT**
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 capable
 hands...
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 COMPLETE HEATING SERVICE

**Provincial
 Edition**

THE CHRONICLE~HERALD

Volume 43 No. 230

Halifax, Nova Scotia, Canada

Friday, September 27, 1991

\$113m four-lane planned

New highway to stretch from outside Truro to near New Brunswick border

By Brian Ward
 PROVINCIAL REPORTER

The Nova Scotia government took another step Thursday toward fulfilling Premier Don Cameron's dream of an Atlantic Expressway by announcing it will spend \$113 million on a four-lane span from Masstown to Thomson Station.

Transportation Minister Ken Streach said the new highway, from just outside Truro halfway to the New Brunswick border, will take a southwesterly path shaving nine kilometres off the existing route through the Wentworth Valley.

Work will begin immediately on a complete environmental assessment of the chosen route and construction could start next year, he said.

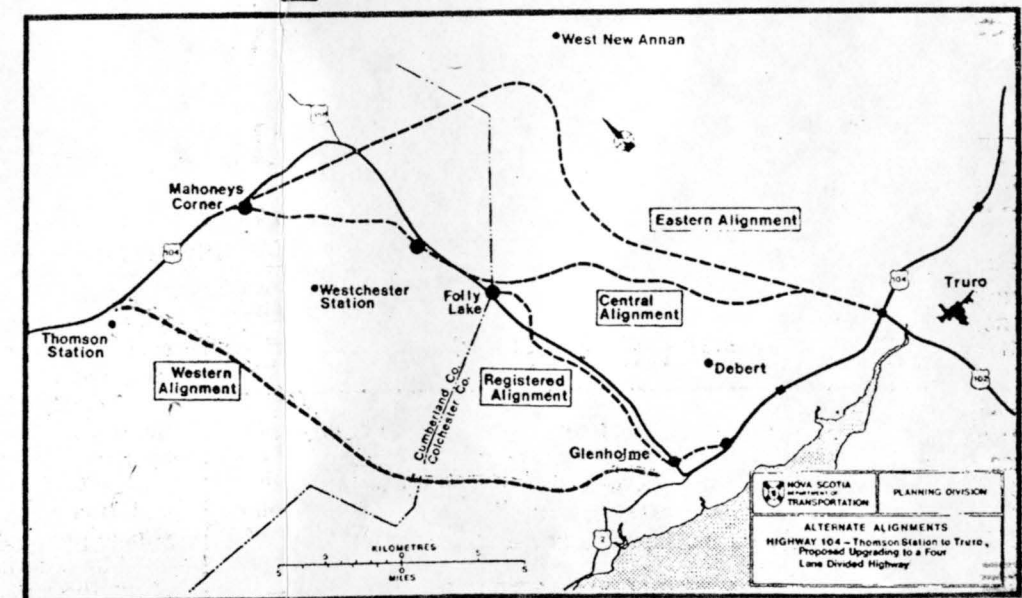
■ Reaction/A3

A battle has raged for more than a year over the path of the proposed highway.

Wentworth Valley residents and cottage owners around Folly Lake said they didn't want it to parallel the old route because it would harm tourism development and property values. They also argued that it would damage local water quality and affect a proposed ecological reserve.

The government also received a strong lobby from Tatamagouche residents in favour of two northeastern routes

■ See \$113m four-lane/A2



**Options
 sought for
 homeless**



Sydney police probe 'suspicious' death

By Malcolm Dunlop
 CAPE BRETON BUREAU

the apartment caretaker, deputy chief Mullowney said. There were no reports of violence in the build-

SYDNEY

SUMMER

FILE

Y. says low-level flyovers by
na-...uana plants on his farm
ed their milk production.
said Belfort farmer Todd
looked and ran. You just can't run

t over his farm at treetop
ending his 50-cow herd
is so loud, he said, his three-year-

e neighborhood quite ticked
kids, animals."
output of his cows fell by an
er cow on the days of the

STORY

greeted the provincial
rn route for the twinning of the
o and Amherst/A3
Joseph Kennedy took a step back
the Supreme Court of Canada on
ner should stand trial despite an

WATCH

Environment and Economy will
pment strategy at a press
announcement was expected
morning.

HISTORY

antic liner became a floating
day. The 87-tonne vessel, able to
drew, had been used to
World War.
killing 4,500 people.

NUMBERS

\$113m four-lane planned

■ continued from/A1

which would bring better access and more development to the North Shore.

Mr. Streach said the 58-kilometre western route was chosen because it is safe, cheap, disturbs few landowners and has the least environmental impact.

He said cabinet made the selection Thursday based on a report by the consulting firm Nolan Davis and Associates. The Nolan Davis report gives the chosen route high marks on protecting the environment and avoiding populated areas. But it also cites potential weather problems not encountered with the eastern routes.

The minister said his department will hold an open house next month in Wentworth or Debert to provide information on the route selected. Public hearings will be scheduled later.

Reaction to the decision was swift and predictable Thursday.

Wentworth Valley environmen-

talists welcomed it, while Colchester North Liberal MLA Ed Lorraine and the Tatamagouche Chamber of Commerce expressed disappointment.

Mr. Streach said at a news conference he knows North Shore residents won't be happy with the government's decision but pointed out that the final path they proposed was 11 kilometres longer and would cost \$24 million more than the western route.

He also said he hoped to address the concerns about poor highway access to the North Shore soon.

Cabinet on Thursday directed the Department of Industry, Trade and Technology to hire a consultant to look into the problem. The minister said upgrading Highway 311 to Tatamagouche and construction of a new interchange will be considered.

The proposed Masstown-Thomson Station span is part of a \$260-million plan to have a four-lane controlled-access highway

completed from Amherst to New Glasgow within five years.

It will take up almost half the \$260-million budget, however, because it involves putting four lanes of pavement down where no road exists. Work on widening Highway 104 from Amherst to Thomson Station will be carried out as money becomes available, the minister said.

With that in mind, Mr. Streach will travel to Ottawa on Monday to negotiate a one-year extension to a cost-sharing agreement with the federal government worth roughly \$40 million. He'll also discuss federal funding for the so-called Atlantic Expressway, a \$2-billion project to put four-lane highways from Sydney and Yarmouth, through New Brunswick to the American border.

The minister said he is confident he'll get the \$40 million Nova Scotia wants this year but that the Amherst-New Glasgow twinning will proceed regardless.

"We've announced the project and we're going to build it," he

said.

"It may take us longer if we have to do it totally with Nova Scotia resources ... but we have every indication that federal funding will be forthcoming."

The province can generate about \$35 million a year of its own from a building fund it established in the late 1980s with a special tax on gasoline.

With matching funds from Ottawa, the Amherst-New Glasgow project should be finished within five years, Mr. Streach said.

Economic development has been the driving force behind the provincial government's push for better highways, but the minister said safety is a critical factor.

Mr. Streach said the highway being replaced by this new western route is the most dangerous of its kind in the province. Six people died in car accidents on the Amherst-to-Truro stretch of Highway 104 last year.

Options sought for homeless youth

■ continued from/A1

"They would have bags with them, stuffed with clothes, a Sobeys bag or a gear bag ..." he said, explaining how his group identified the homeless.

Near the library, they'd sometimes duck around the side of the building to do drugs.

And farther south, near Morris and Hollis streets, several young, female prostitutes were spotted.

Mr. Sherlock estimates that about three-quarters of downtown Halifax's homeless youths are female, including the hookers.

And he suspects his group

Saturday crowds downtown because it was hard to distinguish who was who."

The group's regular path included Water, Hollis and Barrington streets, in the blocks bounded by Duke and Morris streets. They'd also check the library and would do nightly drives past Citadel Hill, where they saw what they believed were young male prostitutes.

This summer, they did spot checks and found a lot of the library crowd had migrated to the harbour front, near the ferry terminal

from authorities.

Halifax is a starting point for juvenile prostitutes on the East Coast and children as young as 10 years old have worked metro streets, the committee said in a report released in June.

Mr. Sherlock said his group's study confirms that young prostitutes spend only a few weeks on Halifax streets before their pimps move them to Toronto or Montreal.

"This is called the training ground for prostitution or even run-aways," he said. "They come to Halifax and then they go on."

Last year, 71 Nova Scotia

tain to Moses," he said.

Although there are several programs and long-term projects targeted at homeless youths, shelter directors agree the problem is getting worse.

"Homeless youths is the biggest increase we've seen," said Marianne Blight, spokeswoman for Adsum House, a women's shelter.

The shelters are asking for the public's help. A conference is being held Saturday to discuss options for homeless youths and women and to brainstorm for solutions to the problem.

JUNE / 73

No power line through valley says premier

Premier Gerald Regan said Wednesday the Nova Scotia Power Commission has "no plans whatsoever" to construct a high voltage power transmission line through the Wentworth Valley.

The premier, as chairman of the power commission, said: "We look upon the Wentworth Valley as one of the most outstanding beauty and recreation spots in Nova Scotia.

"There is no way that the government or any of its Crown agencies knowingly will ever defile the natural beauty attractions of this province," he added.

Premier Regan said he appreciated the concern expressed by a number of Wentworth Valley residents who feared the valley's aesthetic charm and ecology would be disturbed by a high voltage transmission line running through its centre.

He explained that work done by power commission crews to date has been of a preliminary nature only, and that no actual routing will be established within the valley proper.

'Will destroy . . .'

To The Editor:

Sir, — "We look upon the Wentworth Valley as one of the most outstanding beauty and recreation spots in Nova Scotia. There is no way that the government or any of its crown agencies knowingly will ever defile the natural beauty attraction of this province."

Contrary to this statement by Premier Regan a crown agency is planning a 500-foot wide swathe of asphalt, concrete and gravel which will destroy once and for all the aesthetic charm and ecology of the Wentworth Valley.

If present plans continue for this limited access highway, the use of two of the province's most delightful inland camping and picnic grounds will be virtually eliminated.

Noise levels are already intolerable as explosions from hundreds of thousands of horsepower day and night reverberate from the valley walls.

Noxious gases, settling in the natural depression between the provincial park and Folly Lake, will reach dangerous levels frequently under atmospheric conditions unique to this type of terrain.

Alternate routes are available. Nova Scotian people must choose.

ROBERT HYSLOP
(Canadian Youth Hostel
houseparent)

Wentworth

QUESTIONNAIRE

Thank you for taking the time to visit with us today and to review the plans for the new four lane Trans-Canada Highway 104, between Masstown and Mahoney's Corner.

It would be helpful to the planning process for this and future highways if you would take a few moments to complete the following questionnaire.

1. Name _____
Mailing Address _____

2. Location of your house, cottage, business or property _____

3(a) Which alignment (if any) may affect your property? _____

(b) How close is your house, cottage or business to this alignment?

4. How are you affected by this proposed alignment?

{ } My house, cottage or business is on the proposed right of way.

{ } My property will be divided by the proposed right of way.

{ } My business will be by-passed.

{ } My home or business is close to the new road.

{ } Has no effect on my property.

5. What, in your opinion, are the main benefits of the proposed highway?

6. What are your major concerns with regards to the proposed highway?

7. Please number the proposed alignments in order of preference

{ } Eastern { } Central { } Registered { } Western

Comments _____

8. What improvements or route changes would you suggest to your preferred alignment? _____

9. Did this meeting provide the information you needed or expected? What additional information would you have wanted today?

10. General Comments Concerning

(a) this information session _____

(b) the planning process _____

(c) the proposed new TCH 104 _____

Thank you for your comments.

**Nova Scotia Department of
Transportation and Communications**
Planning Division
P.O. Box 186
Halifax, Nova Scotia
B3J 2N2
424-4193

June, 1990



104 UPDATE

Truro - Amherst

Why a New Trans Canada Highway?

For several years, the Trans Canada highway between Amherst and Truro has been of concern to travellers and residents as increasing traffic has led to greater congestion and reduced safety. Twinning of this road has been a priority of both the public and the government and, in 1990 the Province announced that the first project of the new Transportation Trust Fund would be **twinning** of this road.

When complete, the new Highway 104 will be a ~~four-lane controlled access~~ road with a consistent maximum speed of 100 kilometres per hour.

Much of this work will be twinning the existing highway, but new, four lane construction is necessary for about 50 kilometres between Onslow and Thomson Station. Four possible alignments have been identified for this section. These will undergo an initial environmental "screening" to help select the most suitable.

Safety

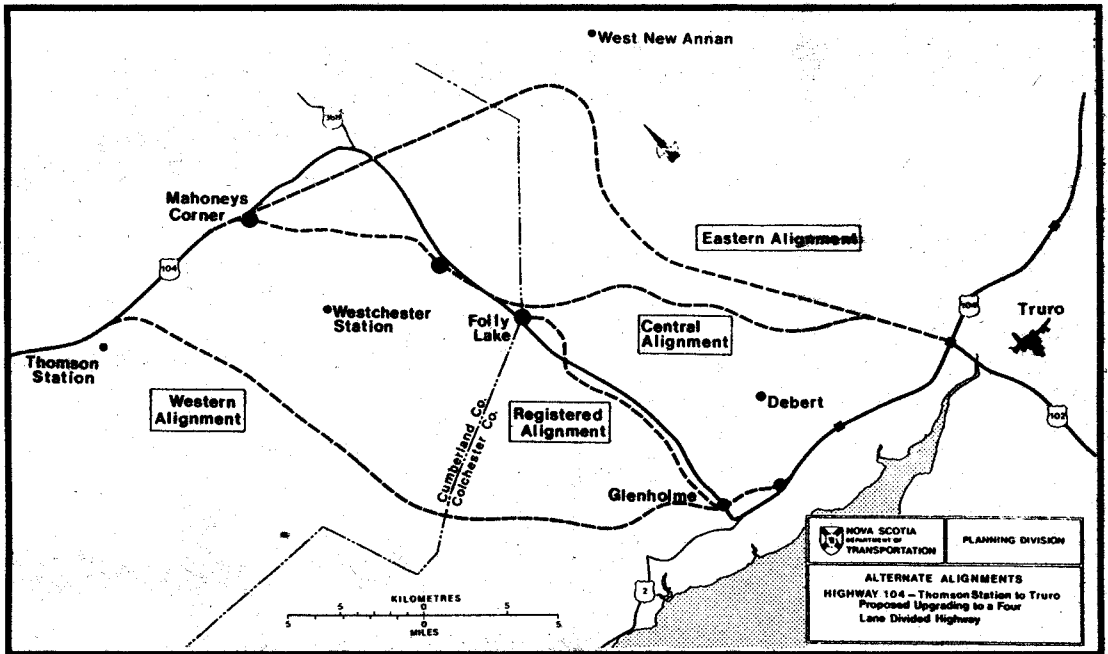
The project should reduce the number of accidents, and, therefore, the number of deaths and serious injuries on the highway. Studies show different types of highways have the following accident rates:

Accident Rates (per 100 Million Km Driven)		
	injury	fatal
4-lane divided highway	9.5	0.5
2-lane undivided controlled access	18.5	1.6
2-lane undivided uncontrolled access	22.1	2.0

The Economy

The increased capacity of the new highway will result in direct savings in time and fuel to both truckers and other motorists. Whichever alignment is selected,

HIGHWAY 104: OPEN HOUSE



The Department of Transportation and Communications will hold Open House Sessions for public review of four alignments being considered for construction of a new, four-lane highway between ~~Masstown and Mahoneys Corner~~. Sessions are scheduled for:

Tuesday, June 18:
Unit #7, Debert Industrial Mall
McElmon Road (Exit 13 off Highway 104)
11 a.m. - 8 p.m.

Wednesday, June 19:
Wentworth Firemen's Recreation Centre
11 a.m. - 8 p.m.

Planning Engineers from the Department of Transportation and Communications and Consultants responsible for the environment assessment study will be on hand to answer questions or discuss concerns.

For further information contact:
Department of Transportation and Communications, Planning Division
P. O. Box 186, Halifax, B3J 2N2, 424-4406
or Information Office at 424-5837



Department of
Transportation and
Communications

Honourable Ken Streach
Minister

interchanges will be provided to link business centres such as Debert or recreational areas such as Wentworth, with the new highway. Despite these efforts, the new route will by-pass businesses that are located on the existing route. The scheduled construction period of eight to ten years will provide opportunity for these operators to adjust to the change.

Funding

The Province will fund this project under the Transportation Trust Fund. This Fund is generated by a special tax on gasoline and diesel fuel dedicated to improving Nova Scotia's major 100 series highway system. Federal support is also being sought for this project.

Estimates place the cost of the total project between Truro and Amherst at \$160 million.

Construction Schedule

The schedule of construction will depend upon available funding and environmental approvals. Twinning of the existing highway from Amherst towards Thomson Station can be done without the full environmental review process, and is continuing. Approximately eight additional kilometres east of Nappan River will be under construction this year.

Community Location Map

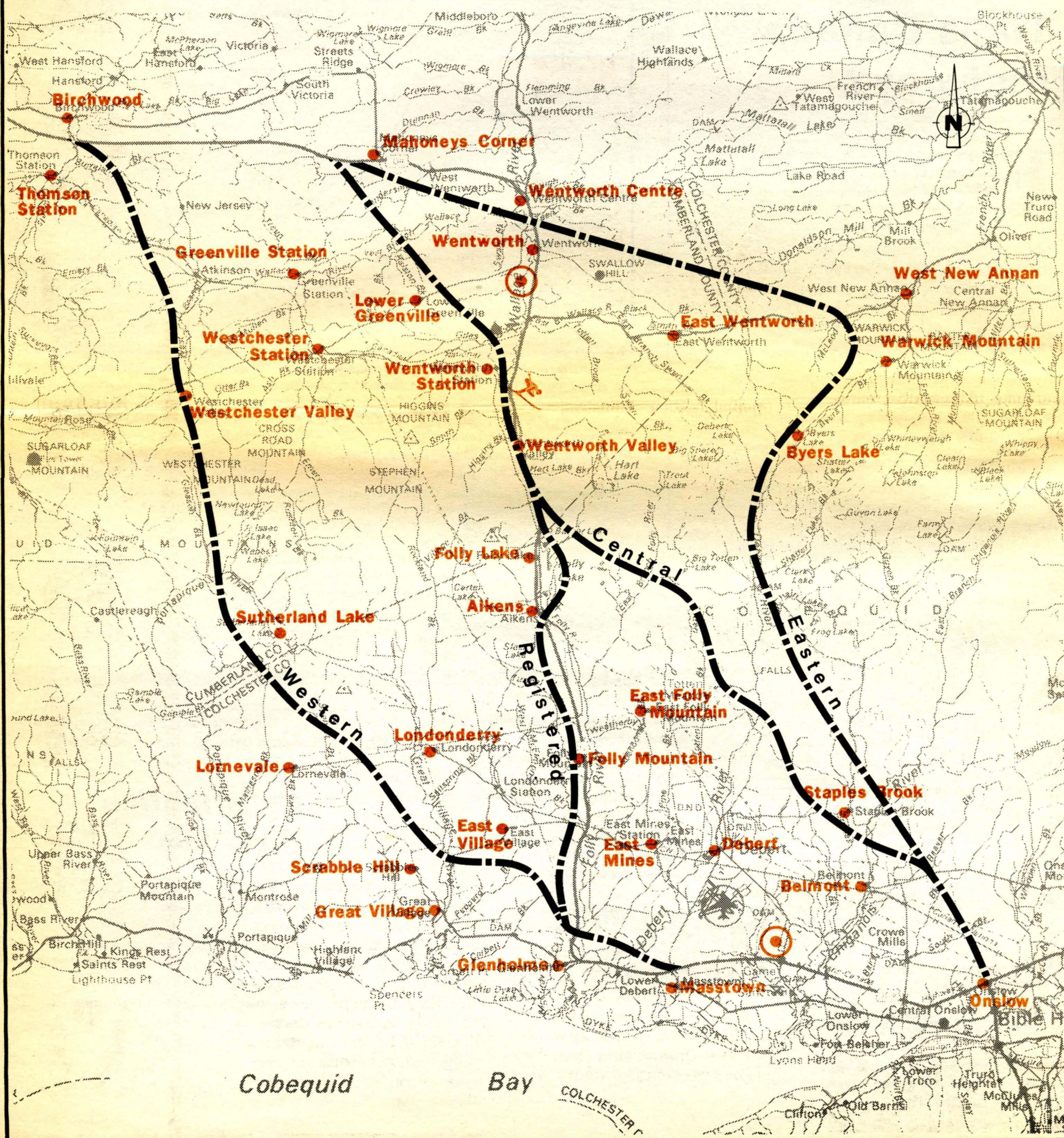
Many of the communities in the area are highlighted to show their relation to the four proposed alignments. This should help people orient themselves to the possible routes nearest them. Please note the highlighted locations of the upcoming open houses.



Open Houses



Communities



Four Alignments Under Consideration for Highway 104

Identifying Alignments

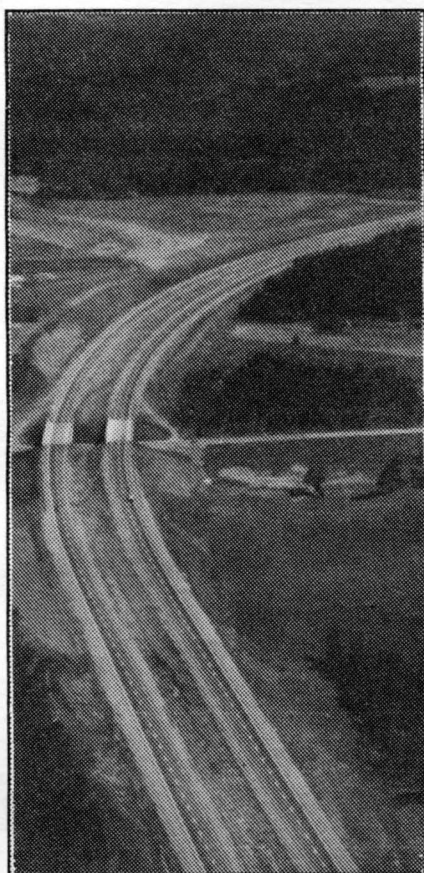
Construction of new, four-lane highway costs approximately \$2.2 million per kilometre. It would seem reasonable, then, to build an alignment that represents the shortest, straightest distance between two points. This is, indeed, a major consideration, but other physical and social factors also influence the choice of alignment.

These include such environmental features as wetlands, which have unique ecological value, or deposits of materials such as acid slates, which, if exposed during construction, can cause serious damage to aquatic life. Construction practices can be adapted to protect against damage in these situations, but they add to construction cost and time. If alternative routes are available, it is better to avoid considering sensitive sites.

In the case of Highway 104, engineers have also attempted to avoid mountainous areas where construction is again more costly. Operating a vehicle, especially a heavy commercial vehicle, over steep hills is also more expensive than over a flatter, longer route.

More significantly, slight increases in elevation can have a major effect on weather conditions. When this means drivers must cope with freezing rain or snow, rather than rain, the safety implications outweigh any advantages of shorter distance.

Social and economic factors are also important to the identification of a possible route. While few people want to live next to a major highway, com-



munities do not want to be made isolated when a new road is many kilometres from its original location. Industrial and tourist centres must be assured that they will continue to have efficient access from the main highway.

Four alignments are under consideration for the Trans Canada from Onslow to Thomson Station. Their descriptions follow.

Eastern Alignment

This alignment begins at the Highway 104/102 interchange at Onslow, crossing the Cobequid Mountains in the vicinity of Byers Brook and Warwick Mountain, and over the Wallace River near Wentworth Centre, rejoining the existing Highway 104 near Mahoneys Corner.

Central Alignment

This alignment also starts at the Highway 102/104 Interchange at Onslow, but follows a more direct route to Went-

worth, and through the Wentworth Valley to Mahoneys Corner.

Registered Alignment

This alignment would include twinning from Onslow, with four lane construction beginning at Mastown, and runs nearly parallel to the existing Highway 104 past Folly Mountain and the Wentworth Valley and then directly to Mahoneys Corner.

It was necessary to identify a specific alignment in order to register the project for the environmental review process. Although "registered" alignment may appear to indicate preference, this alignment is being considered on an equal basis with the other three.

Western Alignment

This alignment would also include twinning from Onslow. Again, new four-lane construction starts at Mastown, then continues west past Londonderry and Sutherland Lake. It passes near Westchester Mountain through the Westchester Valley, rejoining the existing Highway 104 at Thomson Station.

Why a New Trans Canada?

continued from page 1

For the new, four-lane construction between Thomson Station and Onslow, however, a full scale environmental assessment is required. Depending on the time required for this process, construction could begin in spring of 1993. A consultant, Nolan Davis and Associates, has been hired to conduct the environmental assessment study, which includes an evaluation of public concerns about, and perceptions of, the four possible alignments.

104 UPDATE



Elevation Map

Topography is a factor in choosing the alignment of a highway. This map shows areas of particularly high elevations that affect the location of all routes.



Elevations greater than 900 feet



Elevations greater than 750 feet and up to 900 feet

Distances from Truro at the Highway 102/104 Interchange (A) to Thomson Station (B)

Eastern Alignment	64.8 kilometres
Central Alignment	55.1 kilometres
Registered Alignment	63.3 kilometres
Western Alignment	58.5 kilometres
Existing Highway	67.2 kilometres

Slight increases in elevation can have a major effect on weather conditions. When this means drivers must cope with freezing rain or snow, rather than rain, the safety implications outweigh any advantages of shorter distance.







The Environmental Assessment Process

Nova Scotia's *Environmental Assessment Act* came into effect in July, 1989. It was designed to help protect the environment, to identify potential environmental concerns early in the project planning process, and to provide the public an opportunity to express any environmental concerns. In practice, this procedure represents extensive opportunity to study and change the initial project proposal, as concerns and local information are identified.

The process established under the *Act* will require approximately 24 months for this project. It incorporates several opportunities for public review.

The process began with the formal registration of the project with the Minister of the Environment. This was followed by the development of general guidelines for the environmental assessment. After the guidelines were reviewed by the public and approved by the Department of the Environment, formal Terms of Reference for the assessment study were developed by the proponent (in this case the Department of Transportation and Communications).

For the Highway 104 project, the Department of Transportation and Communications submitted formal registration documents in September, 1990. The Department then held Open House Information Sessions to let the residents study the two routes that were then under consideration.

Public opinion gathered at two Open Houses in Masstown and Wentworth indicated that, although the primary concerns are safety and an early start for construction, many people wanted to consider alternatives to the proposed route. In the interest of getting construction underway as early as possible, all four alternative routes are being reviewed as part of the environmental assessment process that started in September.

The Terms of Reference were developed to reflect the need to consider four possible alignments, and a consultant was hired in May to conduct the study.

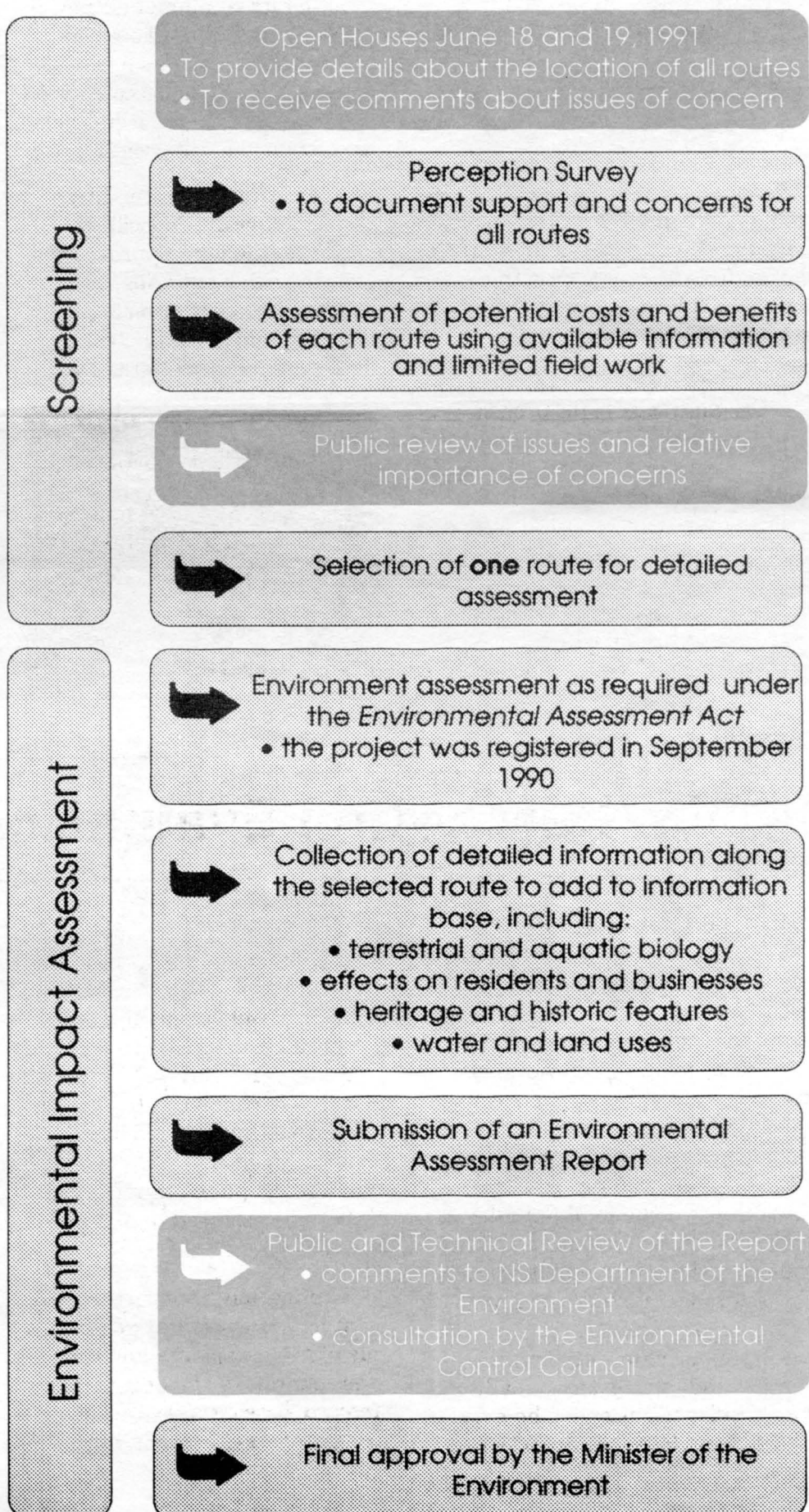
Nolan, Davis and Associates, a consulting firm of engineers and scientists, have begun the environmental assessment study. The company has conducted more than twenty environmental impact assessments, including two under the new provincial *Act*. Their team includes professionals with expertise in hydrogeology, geotechnical engineering,

terrestrial and aquatic biology, land use planning, and archeological and historical culture resource assessments.

Because of the widespread public interest and concern, the scientific team will be supported by a public opinion research company. As well, two Informa-

continued on facing page

The Environmental Screening and Assessment Process



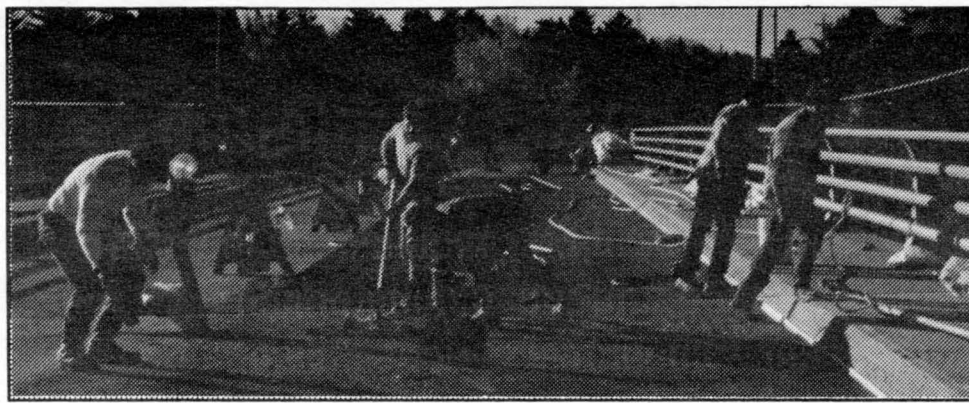
tion Open Houses will be held—in Debert on June 18 and Wentworth on June 19.

The Highway 104 Environmental Assessment Study will be carried out in three stages. The first stage is Public Perception Evaluation. During this stage, the residents and businesses in the affected area will be made aware of the project, and various means will be used to gather information on public concerns regarding this project. Among other methods, people will be randomly selected and contacted by telephone.

The second stage of this project is Environmental Screening, which will involve evaluation of the four alignments for environmental impacts as well as for social and economic impacts on the communities along the routes. The Screening Study will rely mainly on available data.

An interim report will be prepared in mid-August 1991 and will include the results of the public Perception Evaluation and the Environmental Screening Studies. The contents of this report will be used by the Government to select one of the four alignments for further study.

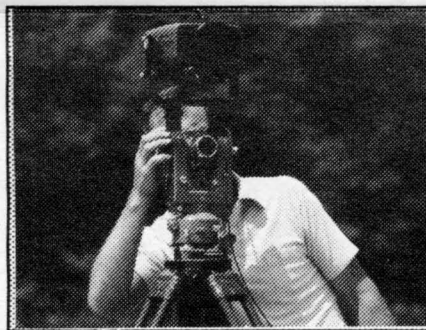
The third stage of the project will be a complete Environmental Assessment Report of the selected alignment. The Environmental Assessment will collect detailed information in the field in all areas where important impacts are possible. This report is expected to be ready for submission to the



Department of the Environment in April of 1992.

Both the Interim and Final Reports will be available for public information. Following public review period of the Final Report, approximately 40 days, the Environmental Control Council will conduct its formal public consultation before making its recommendation to the Minister of the Environment. Although it is not required, the Council's consultation may include a formal public hearing on the project.

The Minister of the Environment uses the Council's recommendations to approve, approve with conditions, or reject the proposed project. A decision will probably be made by October or November of 1992.



After Environmental Approval

Surveying and preliminary design on the approved alignment can be done during the winter of 1992-93. When final design is complete, the Department of Transportation and Communications can begin to purchase property along the alignment.

Property Negotiation

Contrary to popular belief, the Province rarely expropriates property for highway rights of way. When the route is approved, surveyed and designed, the Department will determine local market values and Right of Way officers will contact property owners to negotiate a mutually acceptable price. Approximately 95% of properties purchased are settled through this process.

Public Perception Evaluation

In addition to the opportunities the public will have for involvement and input into the selection of the best route for the new highway, it is important to know the views of all groups of highway users or affected interests. Omnifacts Research will conduct a *public perception evaluation study* to find out what the public thinks about a number of issues surrounding the proposed highway. The study will include opinions from area residents, local businesses, community organizations, industry groups, road users and other people who may be affected. Specifically, it will cover:

- whether people are aware of the project and the route alternatives
- what people think of the alternatives, which are preferred, and why
- people's concerns about the possible impacts of the different routes
- what the public thinks about the process used to plan the highway.

During July, Omnifacts will contact a representative sample of area residents and business operators. Operators of resource-based businesses, such as Christmas tree stands, blue-

berry fields, farms, or sugar woods will also be contacted. These people will be interviewed either in person or by phone. Omnifacts will also interview representatives of area community groups and organizations, industry associations and elected representatives, as well as non-resident property owners, such as cottagers.

Once the perception study is finished, it will be combined with the other screening studies to help determine which is the best alignment for the new highway. The results of the perception study will also be available to the public.





Issues/Concerns/Questions

The Department of Transportation and Communications is interested in identifying and responding to any questions or concerns the public may have about the proposed highway or any of the alignments. Some issues have already been identified, which include:

Environmental

- air quality/noise
- surface water (lakes, rivers, streams, fish habitat)
- groundwater, including domestic water supplies
- wildlife, plants, wetlands, rare/endangered species

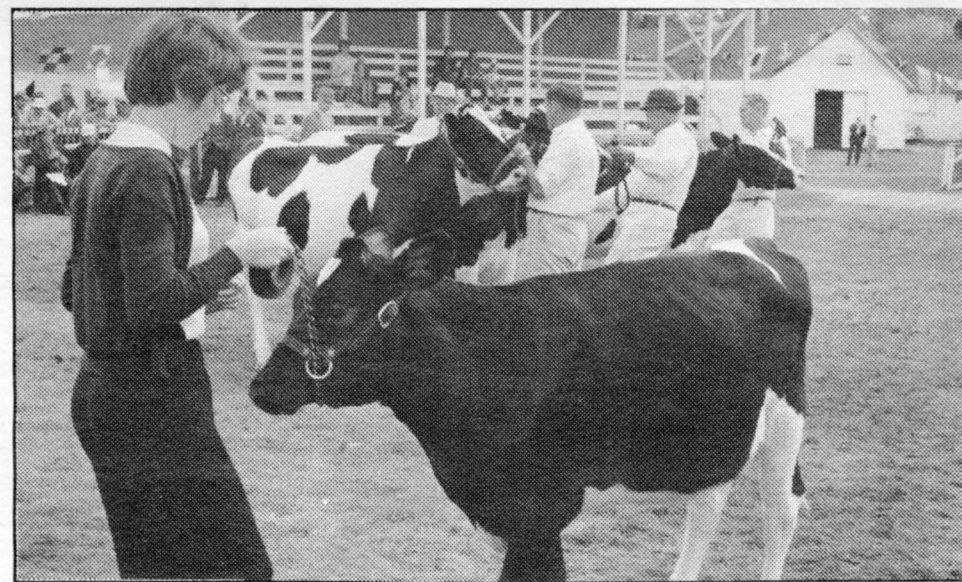
Economic

- disruption to businesses on existing route
- impact on farming operations, especially blueberry and dairy
- impact on resource industries (e.g. Christmas trees, sugar maples)
- impact on recreation (e.g. skiing)

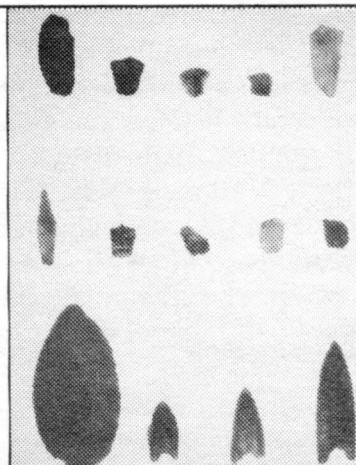
Social

- impact on communities that may be closer to or farther from new routes
- property owners
- heritage sites including Debert/Belmont Paleo-Indian sites
- Native land claims

If you have additional concerns, please use the enclosed reply card to let us know about them.



Dr. Stephen Davis, president of Davis Archaeological Consultants Ltd., is conducting the part of the environmental assessment that deals with heritage and archaeological resources. He would like anyone who knows the locations of old foundations, cemeteries or private burial sites, stone tools or artifacts, or any other traces of settlement along the four alignments to contact him at his office at St. Mary's University, at 420-5631.



APPENDIX E

Truro & Area Chamber of
Commerce Report



Truro and District
Chamber of Commerce

P.O. Box 54
Truro, Nova Scotia
B2N 5B6

Telephone: 895-6328

TRURO AND DISTRICT CHAMBER OF COMMERCE

REPORT ON UPGRADING OF HIGHWAY 104

MAY, 1989

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INTRODUCTION

The purpose of this report is to identify the upgrading needs of Highway 104 between Exit 7 at Mahoney's Corner and Exit 15 at Truro.

This highway is part of the TransCanada Highway system and is the major highway access to virtually all of Nova Scotia and also the Province of Newfoundland, and as such, serves as the backbone of the Nova Scotia highway system and plays a key role to the overall economic development of the Province and a significant part of the Atlantic Region.

This highway is experiencing severe congestion along portions of its route from Exit 7 to Exit 15 and critically so between Exit 7 and Exit 12 at Masstown. The major problems are that the highway is not designated as "controlled access", reduced speed limits are in effect and local traffic has to compete with heavy trucking traffic and other non-local vehicles. Safety and the effective movement of traffic are sacrificed.

GENERAL BACKGROUND

1. The affected area under review is from Exit 7 at Mahoney's Corner near West Wentworth to the Truro intersection on the TransCanada Highway at Exit 15. This comprises a distance of approximately 54 kms.
2. Traffic volumes and patterns on this highway are not homogeneous - in that they are comprised of heavy commercial truck traffic, local commercial traffic, residential traffic, tourist traffic and recreational traffic that do not blend together well within the confines of the present two-lane highway with full access from other roads, commercial establishments and residences.
3. Very poor weather conditions can be prevalent in the winter, and particularly so at Folly Mountain and Folly Lake areas.
4. In the 40 kms. from Exit 7 to Exit 12 there are 5 major at-grade intersections plus an additional 19 other at-grade intersections for a total of 24 highway exits. This translates to one at-grade intersection every 1.7 km.
5. Twenty-eight (28) commercial driveways access onto the highway between Exit 7 and Exit 12, or one commercial driveway every 1.4 km.
6. One hundred and sixty (160) residential driveways access onto the highway between Exit 7 and Exit 12. On average this is one residential driveway every 1/4 km., with the maximum density reaching 14 driveways per km. in the Wentworth Valley.

7. The highway is subject to extremely heavy commercial truck traffic. Over 500,000 tractor trailers per year or 1,400 per day average, use this section of the 104 Highway to transport goods to and from and within Nova Scotia. Some of these trucks are also servicing Newfoundland via this major highway route to that province. Large commercial truck traffic will, at the very least, continue to increase each year on this major highway route and it is estimated that volumes may increase from 3% to 5% per year at a minimum. It should be noted that this traffic may increase further: if additional freight is transferred to the trucking industry from the railroads; if further rail lines are abandoned and additional freight is transported by truck; and if through Free Trade there is more commercial highway traffic between the New England States and Nova Scotia and/or Newfoundland.
8. The majority of Glenholme residents surveyed, would prefer to see the TransCanada Highway relocated from its present route for primary safety considerations. The present highway would revert to a secondary route.
9. Of the few Glenholme businesses who replied to our survey, concern over the negative effect on their business was uppermost in their minds, however, safety was also a major consideration.
10. Very heavy private vehicle traffic is experienced, especially in the summer tourist season and on holidays throughout the year. Note that the heavy traffic congestion and dangerous driving situations are not conducive to ideal or even acceptable tourist activities.

11. Widening the present route to divided four lanes is not feasible considering the terrain, the number of accesses, the cost to acquire additional land and the disruption to residents and businesses. Also, the narrow width of the Wentworth Valley would preclude constructing a new highway in the Valley.
12. Statistical information on accidents including vehicle-related deaths and injuries, is not available from the Nova Scotia Dept. of Transportation. There is unofficial evidence to indicate that it is very high on a vehicle per km. basis.
13. Unofficially, seven deaths have been attributed to vehicle accidents between Exit 7 and Exit 12 in 1988. Most of these accidents occurred at Folly Lake, Folly Mountain and the Glenholme areas.
14. The Nova Scotia Dept. of Transportation is committed to using the present route from the New Brunswick border to Exit 7 at Mahoney's Corner near West Wentworth. Apparently, the required 300 foot right-of-way has been acquired for all of this route and the present construction started in 1988 at the Amherst end, will continue to Exit 7 by twinning the highway along the present route.
15. The Nova Scotia Dept. of Transportation has not considered using any other route than the present route from Exit 15 at the Truro interchange to near Exit 12 where the controlled access system ends. It may be that the province has previously acquired the 300 foot right-of-way along this route as well.

16. The Nova Scotia Dept. of Transportation, as of December 1988, indicated that other two-lane highways in the province are considered as important or perhaps more important to upgrade, based on the statistical information available ("annual average daily vehicle count"). Note that these other areas may not have the additional safety and congestion problems or deficiencies encountered on this route.
17. The Nova Scotia Dept. of Transportation, as of December 1988, advised that no or little planning has started on upgrading the Highway 104 between Exit 7 and Exit 15.
18. Present estimates to construct new highways are approximately \$1 million per kilometer. This figure could be higher for highways constructed on rough terrain or with numerous intersections. It is not anticipated that extreme terrain nor a need for numerous interchanges would be encountered in relocating the highway.
19. Any construction of a new highway would be dependent on Federal government contributions.
20. In Canada, maintenance and improvement to existing highways, is considered in some circles to have not been up to par. Some resources indicate that the budgets for maintenance and improvements is as much as 25% under the required expenditures to keep pace with the demands placed on the systems. This information may also hold true in Nova Scotia as there is no conflicting data.

21. There is conflicting information in regards to the volumes of vehicles required to normally justify upgrading a two-lane highway to a four-lane. Nova Scotia uses a trigger point of 10,000 vehicles per day ("annual average daily vehicle count") whereas New Brunswick uses 5,000 vehicles per day and other sources recommend 3/4,000 vehicles per day.

SPECIFIC PROBLEMS

Several problems and/or deficiencies are apparent in examining the existing highway facility between Exit 7 and particularly Exit 12 and secondarily to Exit 15. These concerns are:

1. Very heavy traffic volumes are experienced between competing types of vehicles (i.e. trucks, personal vehicles, local, non-local, tourists, etc.).
2. Very poor weather conditions can be experienced in the winter.
3. A total of 212 at-grade intersections, commercial driveways and residential driveways have access to the 40 kms. between Exit 7 and Exit 12.
4. The dangerous driving conditions negatively affect tourist activities.
5. High death rates and vehicle accidents are experienced.
6. The cost of upgrading the existing highway system could be significant.

EVALUATION CRITERIA

1. In evaluating the various options to improve the existing highway system between Exit 7 and Exit 12 or 15, the following criteria were considered the most important:

- 1) The protection of human life and health.
- 2) The protection of property including personal and commercial vehicles.
- 3) The quality of life of local residents in the Glenholme and Wentworth Valley areas.
- 4) The individual and collective well being of the local business communities in the Glenholme area and in the Wentworth Valley area.
- 5) The effective movement of commercial vehicle traffic including large tractor trailers.
- 6) The effective movement of personal vehicle traffic including local and through traffic.
- 7) The enhancement of tourist vehicle traffic.
- 8) The impact of improvements to the existing highway or the relocation of the highway vis-a-vis the environment and personally-owned property.
- 9) The cost of improvements.

OPTIONS

Various options were considered including:

1. Maintaining the status quo between Exit 7 and Exit 12-15 of a two-lane highway along the present route with full access between Exits 7 and 12.
2. Upgrade the present route to three-lanes.
3. Upgrade the present route to a four-lane highway.
4. To construct a new controlled-access, divided four-lane highway from Exit 7 to Exit 15 to the east of the present route and east of the Wentworth Valley and Debert.
5. Construct a new controlled-access, divided, four-lane highway from Exit 7 to Exit 12 to the north of Glenholme and west of Folly Lake and Wentworth Valley.

EVALUATION OF OPTIONS

The options listed in the previous section were all evaluated against the Evaluation Criteria and the basic findings were:

<u>Option</u>	<u>Evaluation</u>
1. Maintaining the "status quo"...	This option does not meet evaluation criteria No.'s 1, 2, 3, 5, 6, & 7.
2. Upgrade the present route to three-lanes.	This option does not meet evaluation criteria No.'s 1, 2, 3, 5, 6, & 7. and only partially meets criteria No's. 8 & 9.
3. Upgrade the present route to a four-lane highway.	This option does not meet evaluation criteria No.'s 1, 2, 3, & 9 and only partially meets criteria No.'s 4, 5, 6, & 7.

4. To construct a new controlled-access, divided, four-lane highway...to the east...

This option does not meet evaluation criteria No.'s 4, 8, & 9 in that the Glenholme and Debert areas would be bypassed completely including the Debert Industrial Park and the cost would be significant as steep grades would be encountered from East Wentworth to the Cobequid Mountains and through the Cobequid Mountains in terms of circumventing numerous natural waterways.

5. Construct a new controlled-access, divided, four-lane highway...to the north of Glenholme and west...

This option does not meet evaluation criteria No. 9 involving cost and only partially meets criteria No. 4 involving the economic well-being of the Wentworth Valley/Glenholme business establishments. Note that an exit would be located very close to the Glenholme area.

RECOMMENDATIONS

1. It is recommended that the present speed limits of 80, 90 and 100 km. per hour between Exit 7 and Exit 12 be reduced immediately to more appropriate limits, considering the locale, including the presence of schools, recreation facilities, number of residences, commercial exits, at-grade intersections, and other situations that negatively affect normal highway safety.
2. It is recommended that the reduced speed limits be strictly enforced to enhance safety given the heavy traffic volumes, the locale and the existing highway facility.
3. It is recommended that a controlled-access, four-lane highway be constructed, not along its present route between Exit 7 and Exit 12.
4. It is recommended that a new controlled-access, four-lane highway be constructed from:
 - .1) Exit 15 at Truro along its present route to the Debert/Masstown overpass to an interchange to be constructed near the present Exit 12.
 - .2) Thence to the northwest of the present route bypassing Glenholme, and over the present highway via an overpass to constructed approximately three kms. north of Exit 13.

- .3) Thence in a northerly direction parallel to the existing highway and then parallel to an existing power line to the west of Folly Lake and the Wentworth Valley between Stevens Mountain & Higgins Mountains, bypassing communities, water courses, etc., as much as possible.
- .4) Thence to the east of Greenville Station to join the end of the present controlled access Highway 104 approximately 2 km. west of Exit 7 at an interchange to be constructed.

Note intersections would only be constructed near Exits 7 and 12. No other exits would be constructed on the new highway. Local and recreational traffic to Glenholme and the Wentworth Valley would exit near Mahoney's Corner and/or Masstown.

- 5. It is recommended that service stops, for fuel, food, and accommodation, be placed on access roads at grade-separated intersections of the new four-lane highway.
- 6. It is recommended that paved areas ("pull-offs") be constructed at suitable intervals along the new highway (perhaps every 40 kms.) for drivers of commercial and non-commercial vehicles to pull off the road to rest, rather than continuing driving when fatigued or having to park on the road shoulder (a practice that has proven itself to be dangerous and in fact, fatal).

7. It is recommended that the present route between Exit 7 and Exit 12 be designated as a provincial tourist route "e.g. the Wentworth Valley Trail", Also, that appropriate signs and promotion be undertaken to encourage tourists and non-commercial traffic to use this present route to "Sea Nova Scotia". This new "trail" would then hook-up the Sunrise Trail to the north with the Glooscap Trail to the south.

8. It is recommended the the Federal Government of Canada contribute 90% of the funding for the upgrading of this highway. This percentage is identified given the tremendous importance of this major access highway to Nova Scotia and to Newfoundland. This percentage is also in keeping with a 1963 funding agreement whereby the Government of Canada provided 90% funding to accelerate the completion of the original TransCanada Highway for "national interest" reasons. (It is interesting to note that the Government of the United States continue to support their national highway system with 90% cost-sharing because of "national interest" reasons.)

The projected cost of the new four-lane route as recommended in Item #4 above for the 36 km. distance is \$76 million including construction of interchanges near Exit 7 and Exit 12 (1989 dollars).

9. It is recommended that the Province of Nova Scotia assist businesses who will be negatively affected by the relocation of the Trans Canada Highway to the recommended route.

10. It is recommended that the new route be chosen and announced as quickly as possible, after suitable discussion with those affected, so that in particular, businesses and residents in the Glenholme and Wentworth Valley areas may formulate their plans for the future.

SUMMARY/CONCLUSIONS

The recommendations put forth in Section 7 will greatly enhance the safety of human life and protection of property, and as well, will materially contribute to the effective movement of commercial vehicle traffic, personal traffic including local vehicles and enhance tourist appreciation of the province. While the capital cost of the relocation of the highway is significant, it is not insurmountable and is justified given the obvious benefits.

Cost savings will accrue to the commercial trucking industry, particularly by shortening the route between Exit 7 and 12 and/or at least shortening the time vis-a-vis better traffic flow and higher average speeds. The relocation of the TransCanada Highway to the proposed four-lane controlled access highway from its present route will, in the long-term, have a beneficial effect on commercial development and therefore, the overall economy in the area affected from Exit 7 to Exit 12. Specifically, there are some proposed developments for this area that cannot proceed with the heavy dangerous traffic volumes on the present highway. Transference of some of the heavy commercial traffic to another highway will enhance the area for tourist development in particular.

The relocation of the Trans Canada Highway will also have an immediate and long-term positive effect on the residents of the Glenholme and Wentworth Valley area vis-a-vis increased safety, and therefore improved lifestyle, and community worth.

Transportation is a key to regional economic development and the future of the economy of Nova Scotia and indeed Newfoundland will be positively effected by a major improvement to this bottleneck in our highway system.

Commencement of construction of the new four-lane highway is at least a few years in the future and the opening of the highway is at least several years away. Given this long lead time, the serious problems of lack of safety and traffic congestion being encountered now will be magnified several-fold by then, and situations that are intolerable or unacceptable to some now, will be disastrous to all by then.

Appendix G

Correspondence -
Prof. David Miller

Dan Uberoi

There isn't too much I can add or even ask of you after reading your project design summary and your project contract. You even have timelines. If there were more folks like you in the program, I would be out of a job. I even like the way you are forming special committees and working with them. Could you redo the logframe for me. It shouldn't take more than 30 minutes.

A handwritten signature in cursive script, appearing to read "David". The signature is written in dark ink on a white background.

FIGURE 1
The "Logical Framework"

PROJECT DESIGN SUMMARY LOGICAL FRAMEWORK		Life of Project: From FY _____ to FY _____ Total U.S. Funding _____ Date Prepared: _____	
Project Title: _____			
NARRATIVE SUMMARY	OBJECTIVELY VERIFIABLE	MEANS OF VERIFICATION	IMPORTANT ASSUMPTIONS
Program or Sector Goal: The broader objective to which this project contributes	Measures of Goal Achievement:		Assumptions for achieving goal targets:
Project Purpose:	Conditions that will indicate purpose has been achieved: End of project status.		Assumptions for achieving purpose:
Outputs:	Magnitude of Outputs:		Assumptions for providing outputs:
Inputs:	Implementation Target (Type and Quantity)		Assumptions for providing inputs:

SOURCE: Reprinted from Leon J. Rosenberg and Molly Hageboeck, "Management Technology and the Developing World," in *System Approaches to Developing Countries*, Proceedings of the symposium sponsored by IFAC and IFORS, May 28-31, 1973, Algiers, Algeria, page 5. Used with permission.

MEMO

TO: Dan Uberoi
FROM: David Miller *David*
DATE: 22 March 1991
SUBJECT: CED Project Contract

Very good job. Once I tie it together with your project design summary, it's all there. There is just one very important element that is missing. I know that the purpose of this project is to develop an economic strategy... But are you doing this "for" a community, "with" a community, "in spite of" a community? Where is the "C" in CED? What is the group you are doing this with? Who is asking the questions for which you are seeking the answers? What is your relationship to this group or community? If you are working alone now, how do you plan to get folks to buy into what you are doing? If you are alone, have you thought about trying to put together an ad hoc advisory group that you lend you some legitimacy? Could you tie in with one of the interest groups and stakeholders? I am afraid of the Lone Ranger Syndrome.

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TO: Dan Uberoi

FROM: David Miller

A handwritten signature in dark ink, appearing to read "David", written over the printed name "David Miller".

I am sorry I have not gotten back to you earlier in response to your letter to me of over a month ago. I am wondering how it has been going since you wrote to me. I did not get a chance to ask last time how the meeting with Carol Hyslop went. Have you been able to work out a role with WVEPA? Have you offered your services as a community development staff person? Is there anything I can do to make that happen? You certainly have skills to offer them. If they are paying good money to use an outside consultant to do the survey/study, they would be better off to use an inside person like yourself and put a little resources behind you to assure you do a good job. Has the study gone forward or has it been postponed again?

By the way, I do not seem to have a phone number for you. See you next week.

TO: CED Focus Group

FROM: David Miller *David*

SUBJECT: Focus Group Meeting this coming Saturday, July 13th

A number of folks in the group have talked about a field trip this time to put a little break in the monotony of sitting around and listening to each other. I am proposing such a trip. I thought about visiting someone's site for a couple of hours but realized that there is only marginally a little more you can get out of seeing a site for a couple of hours. One needs to roll up sleeves and get into something to appreciate it.

There is a trip I take with the International students every year which is 45 minutes from here. It is a journey into the early 19th century to that point where, in world history, the issues of community economic development began; where the human issues of the industrial revolution came face to face with those of the social revolution; where issues of community empowerment clashed with interests of ownership and control. The mill tour of Lowell Massachusetts where, along with Manchester England, the Industrial Revolution began. If you have never been on this tour, I guarantee it is a learning experience that will leave you thinking differently about development and all its social consequences.

There is a cost: \$1 for the tour. Transportation: if 16 people are interested we can rent a van for \$4/person. The rest may want to go by private car. We would have to leave campus no later than 1:00pm. We would be back by 6:00pm.

If I can get a minimum of 16 people, then we can do it. Let me know ASAP. For those who want to discuss their projects I shall be around all weekend.

Dan -

It was an excellent presentation last time. I look forward to hearing more as it unfolds.