

September 1990

October 1991

April 1992

1993

1994

DEPT. OF TRANSPORTATION
• NOLAN, DAVIS & ASSOC.
• MINISTER OF TRANSPORTATION

MINISTER ANNOUNCES PLANS OF NEW HIGHWAY

DEVELOPMENT OF ALTERNATE ALIGNMENTS.
NOLAN, DAVIS & ASSOC. COMMENCES INITIAL ASSESSMENT PROCESS.

WARWICK MOUNTAIN CITIZENS COMMITTEE

ROSS BRAGG MLA

BILL CASEY FEDERAL MP

NEW MINISTER MEETS WITH WARWICK COMMITTEE & W.V.E.P.A. AND RECEIVES PETITION.

RATINGS DEVELOPED WITH PUBLIC INPUT.

LOBBIES FOR SELECTION OF AN EASTERN ALIGNMENT.

D.O.T. AND NOLAN, DAVIS & ASSOC. CONDUCT FINAL ENVIRONMENTAL SCREENING.

NEW COMMUNITY GROUP FORMS.

MEMBERSHIP:
• FROM ALL CONSTITUENT GROUPS REPRESENTED ON W.V.E.P.A.
• MEMBERSHIP FROM W.V.E.D.C.

RESOURCE SPONSORSHIP:
• OPERATIONAL FUNDING - C.D.A.
• LEADERSHIP & ACCESS TO INFORMATION - C.D.A.
• STAFF RESOURCES - DAN UBEROI

CARRY ON PLANNING PROCESS.

COMMENCEMENT OF STRATEGY IMPLEMENTATION.

STRONG CED PROCESS IN PROGRESS.

CONTROLLING DEVELOPMENT

LOBBY TO LOCALIZED HIGHWAY CONSTRUCTION RELATED EMPLOYMENT.

FORMALIZE COMMUNITY STRUCTURE.

INFLUENCING FUTURE DIRECTION.

4 ALIGNMENTS

REGISTERED

CENTRAL

EASTERN

WESTERN

ADVANTAGES

- Largely avoids steep grades & elevations
- least number of stream crossings
- best maintains existing business base
- least disruptive to wildlife
- maintains good access to Debert Air Industrial Park
- can be constructed in phases
- relatively low impact to agriculture
- enhances access to West Colchester shore.

DISADVANTAGES

- opposed by W.V.E.P.A.
- incompatible with tourism/recreational development
- potentially high impact on Folly Lake area (cottages & ecology)
- highest negative impact on property values
- highest sociological impact
- impacts proposed ecological reserve
- crosses Wentworth Prov. Park
- 4 potential acid drainage sites
- greatest # of water supply wells
- impacts recreational resources
- highest # of significant heritage sites
- potential impact on Wallace River
- poor future expansion potential
- impacts Folly Lake Quarry

ADVANTAGES

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

DISADVANTAGES

- opposed by W.V.E.P.A.
- highest length of +900 Ft. elevations (potential weather problems)
- highest number of large river crossings and total crossings
- 4 potential acid drainage sites
- reduces access to Debert Ind. Park
- second largest # of heritage sites and closest to Anishinabe Paleo-Indian site
- crosses Wentworth Park
- impacts recreational resources
- impacts some agricultural land at south end
- potential impact on Wallace River
- impacts potential ecological reserve
- impacts good deer & moose habitat
- impacts good waterfowl habitat
- impacts existing businesses at south end

ADVANTAGES

- avoids population
- improved access to Tatamagouche & North Shore
- avoids most of Wentworth Valley
- least number of known heritage resources
- few large river crossings and less salmon habitat
- potential scenic route
- low number of water supply wells
- provides future link to New Glasgow
- good access to Truro

DISADVANTAGES

- longest route
- highest elevations (fuel, climate, etc)
- impacts good deer & moose habitat
- downgrades access to Debert Industrial Park
- skirting highway business eliminated
- uranium mineralization nearby
- two potential acid drainage sites
- passes through Tatamagouche water supply watershed
- impacts cottage area at Byers Lake and residential area at Warwick Mountain
- impacts some agricultural land
- potential impacts to Byers Creek
- cannot construct in phases
- future expansion at north end may be limited
- impacts Wentworth Centre
- opposed by W.V.E.P.A.

ADVANTAGES

- low population density
- low # of water supply wells
- maintains good access to Debert Air Industrial Park
- good scenic potential (tourism)
- low potential for acid drainage sites
- mostly small stream crossings
- least impact on recreational resources
- low impact on deer and moose
- second shortest route
- least limited for future expansion
- enhances access to West Colchester Shore

DISADVANTAGES

- cannot construct in phases
- does not enhance access to north shore area
- impacts most agricultural lands at south end and blueberry barrens further north
- potential weather problems on high ground
- highest number of known heritage sites
- potential for some noise impact at Sutherland's Lake cottage area
- north end could have potential for rare species and impact on furbeavers and wetland habitat

NORTH CUMBERLAND / COLCHESTER CITIZENS GROUP

ANNOUNCEMENT: WESTERN ALIGNMENT SELECTED FOR FINAL ENVIRONMENTAL ASSESSMENT

W.V.E.P.A. DISBANDS EXCEPT EXECUTIVE.

W.V.E.P.A. MONITORS FINAL ASSESSMENT

MEETS WITH W.V.E.P.A. IN EFFORT TO SWAY SUPPORT TOWARD EASTERN ROUTE.

CUMBERLAND DEVELOPMENT AUTHORITY

ALAN HUESTIS

WENTWORTH VALLEY ECONOMIC DEVELOPMENT COMMITTEE

WENTWORTH VALLEY ENVIRONMENTAL PROTECTION ASSOCIATION

COMMERCIAL OPERATORS FORM COMMITTEE

REACTIVATES AS AN ASSOCIATION

DEVELOPS TERMS OF REFERENCE FOR CONSULTANT'S STUDY.

BEGINS LETTER WRITING CAMPAIGN. MEETS WITH MINISTER OF D.O.T. (MCINNIS)

LOSES MOMENTUM & DISBANDS STUDY CANCELLED.

ATTENDS SEVERAL OPEN HOUSES.

COLLECTS SIGNATURES ON PETITION

OFFERS OPINIONS OF IMPACTS OF HIGHWAY CONSTRUCTION

W.V.E.P.A. E.X.E.C. ATTENDS FINAL REPORT REVIEW.