

## FACT SHEET

### **Highway 103 Twinning - Exit 5 at Upper Tantallon to Exit 6 at Hubbards Phase 1: Boutilier's Point Interchange and Connector Public Meeting - Wednesday, June 9, 2010.**

#### **Project Description**

As part of the future twinning of Highway 103 from Exit 5 at Upper Tantallon to Exit 6 at Hubbards, the Department of Transportation and Infrastructure Renewal (TIR) is considering the construction of an interchange and connector road in the Boutilier's Point area.

The interchange and connector road, if constructed, would join Highway 103 to Trunk 3 (see sketch on reverse). The connector road would be a controlled access facility, allowing one access to lands on either side, and built as a 2-lane paved roadway with a posted speed of 70 km/h.

#### **Background**

The distance between Exits 5 and 6 is 21.4 km. This is considered rather excessive given the amount of existing development in the coastal communities along Trunk 3.

After twinning, the new interchange and connector road would provide the only means of accessing Highway 103 between Exits 5 and 6.

Benefits of a new interchange and connector road would be:

- access for land on both sides of Highway 103, particularly the north side
- better access to Highway 103 for the communities of Boutiliers Point, Black Point, Ingraport and The Puddle.
- reduced emergency response times for police, fire and EHS.
- access to fresh water supply ("dry hydrant") for Fire Services.
- reduced traffic on the secondary highway system
- possible delay and/or eliminate need for costly intersection upgrades on the secondary highway system.
- facilitated speed enforcement on Highway 103
- reduced greenhouse gases
- safe method for vehicles to turn around between Exit 5 and 6.
- more efficient traffic control in the event of an incident on either Highway 103 or Trunk 3.
- facilitated evacuation of coastal communities in the case of a catastrophic event.
- possible facilitated economic development, if allowed by zoning.

If constructed, the interchange and connector road would become part of the Highway 103 National Highway (Feeder) System making it a possible candidate for Federal cost sharing (normally on a 50/50 basis). No funding has been allocated to the project yet.

#### **Highway Planning and Design**

Planning for the twinning between Exits 5 and 6 began when the twinning between Exits 3 and 5 was completed in 2006.

The location of the new twinned lanes and four options for an interchange has been identified (see sketch on reverse). The Environmental Assessment and a traffic study are underway and a benefit/cost study of the interchange and connector options will be completed later this summer. Preliminary cost estimates of the interchange options are approximately \$10 million each excluding the cost of parallel access roads and land acquisition. Aboriginal consultation began on April 30, 2008 and will continue throughout the planning/design/construction phases of the project. Public consultation has been ongoing since 2007 with approximately 29 individual meetings with landowners and stakeholder groups and discussions with approximately 68 people taking place so far. This is anticipated to continue throughout the planning and design phase. A general public consultation event for the twinning is anticipated to take place in November of this year after which a recommendation for the new interchange and connector will be presented to the Minister for approval. If approved, the detailed design and land purchase will follow leading to a tender ready date of 2012.

Careful planning and design along with accepted mitigation techniques during construction will ensure that environmental impacts from activities such as road construction in close proximity to developed areas, wetlands, streams and highly erodible soils are minimized.

#### **CONTACT INFORMATION**

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