



MEETING NOTES

JOB TITLE	Highway 11-17 DB Ready Hwy 582 to Dorion		
WSP PROJECT	18M-00785-00	DATE	March 21, 2022
GWP NUMBER	138-90-00	TIME	7:00 pm
CLIENT	MTO Northwestern Region	VENUE	Zoom
SUBJECT	Dorion Four-Laning Community Consultation Committee (DFLCCC)		

ATTENDEES			
Name	Affiliation	Department/Title	Email
Robert Beatty	Twp of Dorion	Reeve	bbeatty@doriontownship.ca
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Shirley Edmond	DFLCCC		sedmond@tbaytel.net
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Karen Zan	WSP	Project Manager	Karen.Zan@wsp.com
Katherine Lawton-Cacioppo	WSP	Highways Lead	Katherine.lawton-cacioppo@wsp.com
Christine Vazz	WSP	Environmental Planner	Christine.vazz@wsp.com

MATTERS ARISING

ACTION

1.1.	OPENING AND INTRODUCTION	
1.1.1.	WSP opened the meeting and introductions were made of the project team including WSP and MTO staff members. A brief slide show was presented to all in attendance.	
1.2.	POWER POINT PRESENTATION	
1.2.1.	A power point presentation was prepared and presented to the DFLCCC including: <ul style="list-style-type: none">• Study Overview• Background Summary• EA Approved Plan Overview• Alternate alignment Overview• Where Are We Now• Next Steps	

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1.3.	DISCUSSION	
1.3.1.	<ul style="list-style-type: none"> WSP noted that they are still in the very preliminary stages of identifying a preferred alignment. 	
1.3.2.	<ul style="list-style-type: none"> A DFLCCC member asked who participated in the 2016 feasibility study which resulted in the Alternative Alignment and whether there were any members from the Dorion community on the study team. The member noted that the EA Approved alignment was prepared with consultation and input from members of the Dorion committee. There is some concern in the community that another alignment has been proposed subsequent to the EA Approved alignment. MTO/WSP noted that based on the estimated construction value of the EA Approved alignment, the need for a feasibility study was triggered; this was completed internally. None of the participants from the original study are currently with the Ministry. The study was very high level and was able to utilize technology which was not available in 1997 for the analysis. MTO noted that during the time between the EA Approved Alignment (1997) and the feasibility study (2016), construction costs have increased significantly, including utility relocation costs. MTO noted that this project is in the early stages of the consultation phase and analysis. The typical MTO process is: <ul style="list-style-type: none"> Internal review at MTO to prepare possible alternatives Resulting alternative brought forward to all stakeholders so adjustments can be made accordingly. This is where we are now. A DFLCCC member noted that they will have open dialogue amongst themselves with regards to the alternative alignment and will forward all comments and concerns over the alignment to WSP/MTO. The member noted that the removal of the existing bridges at Coldwater Creek and Wolf River is a sensitive point, and the community would prefer to have full highway continuity be maintained for public use. WSP noted that any comments should be submitted in writing to the design team. 	
1.3.3.	<ul style="list-style-type: none"> A DFLCCC member inquired whether there was consideration to shift the alternative alignment away from buildings and whether adjustments are possible. The original EA alignment utilizes the existing rock deposit while the Alternative Alignment completely misses this. WSP noted that material sourcing is one of the things which goes into the assessment of the alignments. WSP noted that many factors are considered when assessing alternatives, including items such as property impact, environmental impacts, highway geometry/safety, utility impacts and cost WSP noted that the PIC #2 will provide the assessment of the two options based on all input factors in the form of an evaluation matrix and will depict the basis on which the two alternative alignments were compared. 	
1.3.4.	<ul style="list-style-type: none"> A DFLCCC member inquired whether it was possible to investigate a third route which has a somewhat altered route (north or south of the mountain) as there are substantial differences between these routes. MTO noted that the process of investigating additional alternate alignments was undertaken in the 2016 feasibility study and indicated that it is possible that the above-noted alignment option may have already been reviewed. MTO noted that if a suggested route is proposed by the DFLCCC, it can be cross referenced with the feasibility study to determine if the alternate route was already assessed. If not, MTO could consider a high-level overview of the route. 	DFLCCC / MTO / WSP
1.3.5.	<ul style="list-style-type: none"> A DFLCCC member requested to know how many PTE's have been received along the Alternative Alignment. WSP noted that there are approximately 30 to 40% of PTE's currently not signed. Fieldwork in the spring/summer of 2022 will happen where PTE's have been received. WSP noted that the more PTEs received, the better as this will provide the most opportunity to collect information on existing conditions. The fieldwork will be non-invasive 	

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	<p>and WSP staff will access on foot to undertake activities that may include completing water samples, taking photos and notes.</p> <ul style="list-style-type: none"> It was agreed that due to privacy concerns, the list of property owners who have not yet signed PTE forms will not be made public. The Township of Dorion may be able to provide encouragement for owners to sign PTEs through the Township website or local news bulletins. 	
1.3.6.	<ul style="list-style-type: none"> A DFLCCC member noted that her parents had not received any letters in their mailbox. This particular owner's property is on the EA Approved Alignment and is not a permanent residence. The DFLCCC member will follow up with the permanent address to which WSP can forward all future correspondence. WSP will follow up with the property owner via telephone. <p><i>Post Meeting note: WSP received the updated contact information and followed up with the property owner. All future correspondence will be mailed out to the owner's permanent residence.</i></p>	
1.3.7.	<ul style="list-style-type: none"> WSP noted that all consultation will be made part of the public record and that stakeholders do not need to wait for formal EA Process milestones such as Public Information Centres to submit comments; they are welcomed anytime. 	
1.3.8.	<ul style="list-style-type: none"> A DFLCCC member asked if WSP will be giving advanced notice before entering the properties which have signed PTE forms. WSP noted that the field staff will knock on the door of the residence to advise of their presence and can send out advanced notice by call or email if requested by the property owner. 	
1.3.9.	<ul style="list-style-type: none"> A DFLCCC member asked whether the PTE forms will be sent to both the EA Approved and the Alternative Alignment stakeholders. WSP confirmed that all PIC material and PTE forms have been mailed out to both the EA Approved and Alternative Alignment stakeholders. Those who have not received them by the end of this week should follow up with WSP. 	
1.3.10.	<ul style="list-style-type: none"> A DFLCCC member requested the PowerPoint presentation to be included with the meeting minutes distribution. 	WSP
1.3.11.	<ul style="list-style-type: none"> A DFLCCC member noted the Committee will be meeting to discuss the two alignments and will prepare a list of concerns and suggested revisions Concerns were expressed regarding the loss of properties (personal owner loss) and tax revenues (Township loss) 	DFLCCC
1.3.12.	WSP thanked everyone for their participation and encouraged everyone to submit their comments and concerns in writing as the process moves ahead.	

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

Minutes Prepared By: **Katherine Lawton-Cacioppo, P.Eng**
WSP Canada Inc.