Public Information Centre #2

HIGHWAY 11/17 FOUR-LANING EAST OF HIGHWAY 582 WESTERLY TO DORION

Class Environmental Assessment (Class EA) Study



For more information and updates, please visit the project website at:

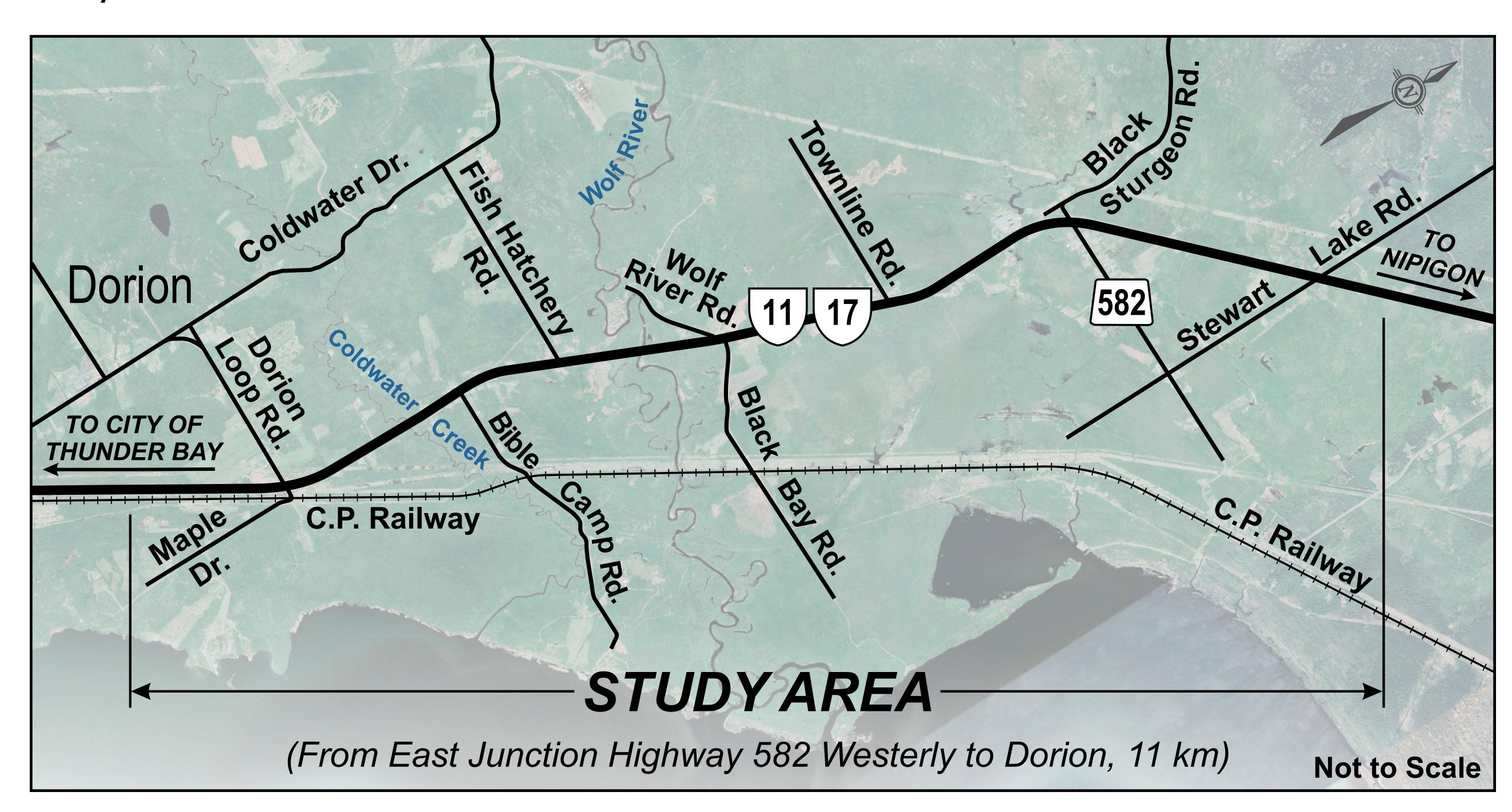
Please Sign-in at the Front Desk

www.Hwy11-17Four-LaningfromHwy582toDorion.ca

WELCOME

Welcome to the second Public Information Centre (PIC) for the Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The purpose of this study is to finalize design parameters and secure approvals for the design and construction of the project.

The Ontario Ministry of Transportation (MTO) acknowledges that the proposed project is located on lands traditionally occupied by Indigenous Peoples. We acknowledge the Anishnaabe people of the Robinson Superior Treaty area, the long history of First Nations and the Métis in Ontario, and would like to show respect to them today. Indigenous People continue to care for this land and they continue to shape Ontario. Hundreds of years after the first treaties were signed, they are still relevant.



Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by <u>Tuesday</u>, <u>November 22</u>, <u>2022</u>.





BACKGROUND

- In 1989, the Province made an announcement to four-lane Highway 11/17 from Thunder Bay to Nipigon.
- In 1997, the Planning and Preliminary Design Study for the Four-Laning of Highway 11/17 from 8 km west of Ouimet easterly 36 km to the Red Rock Township West Boundary was completed. An Environmental Study Report (ESR) was filed in September 1997.
- In 2018, MTO retained WSP to undertake an Environmental Assessment (EA) Update for the project.
- The original Commencement Notice for this project was issued in August 2018. This study will review the previously approved Environmental Assessment (EA) Plan documented in the 1997 Environmental Study Report (ESR) and potential changes to improve the highway alignment while minimizing environmental impacts.
- On August 3, 2021, Public Information Centre (PIC #1) for the study was held virtually on the Project website.
- Since the PIC #1, the Project Team has continued the preliminary evaluation of the two (2) alternative highway alignments: the EA Approved Alignment and Alternative Alignment #1. As a result of the Project Team's assessment and evaluation of the two (2) options, WSP discussed with MTO and it was decided to introduce and evaluate three (3) new alternative alignments (Highway Alternative Alignment #2, #3 and #4). Highways Alternative Alignments #2, #3 and #4 take into consideration feedback from the public from PIC#1. The Project Team has completed preliminary analysis of all five (5) alignments and has determined the preferred alignment.
- The purpose of PIC #2 is to seek input on the evaluation of alternative alignments.
- As part of the study, an update to the 1997 Environmental Study Report (ESR) will be prepared
 to document any changes to the environmental conditions from 1997 and any proposed changes
 to the previously approved plan, along with the proposed mitigation measures. An update to
 the 1997 ESR will be available for a 30-day public review period at the end of the study process.



Existing Highway 11/17





PURPOSE OF STUDY AND PIC #2



Highway 11/17 at Coldwater Creek

The purpose of this study is to build upon the Planning and Preliminary Design completed in 1997.

PIC #2 provides information on:

The overall study process

Updated existing environmental conditions

Four (4) Alignment Alternatives to those presented in the 1997 EA Approved Plan

Analysis and Evaluation of the Alignment Alternatives

The Preferred Alignment Alternative to carry forward

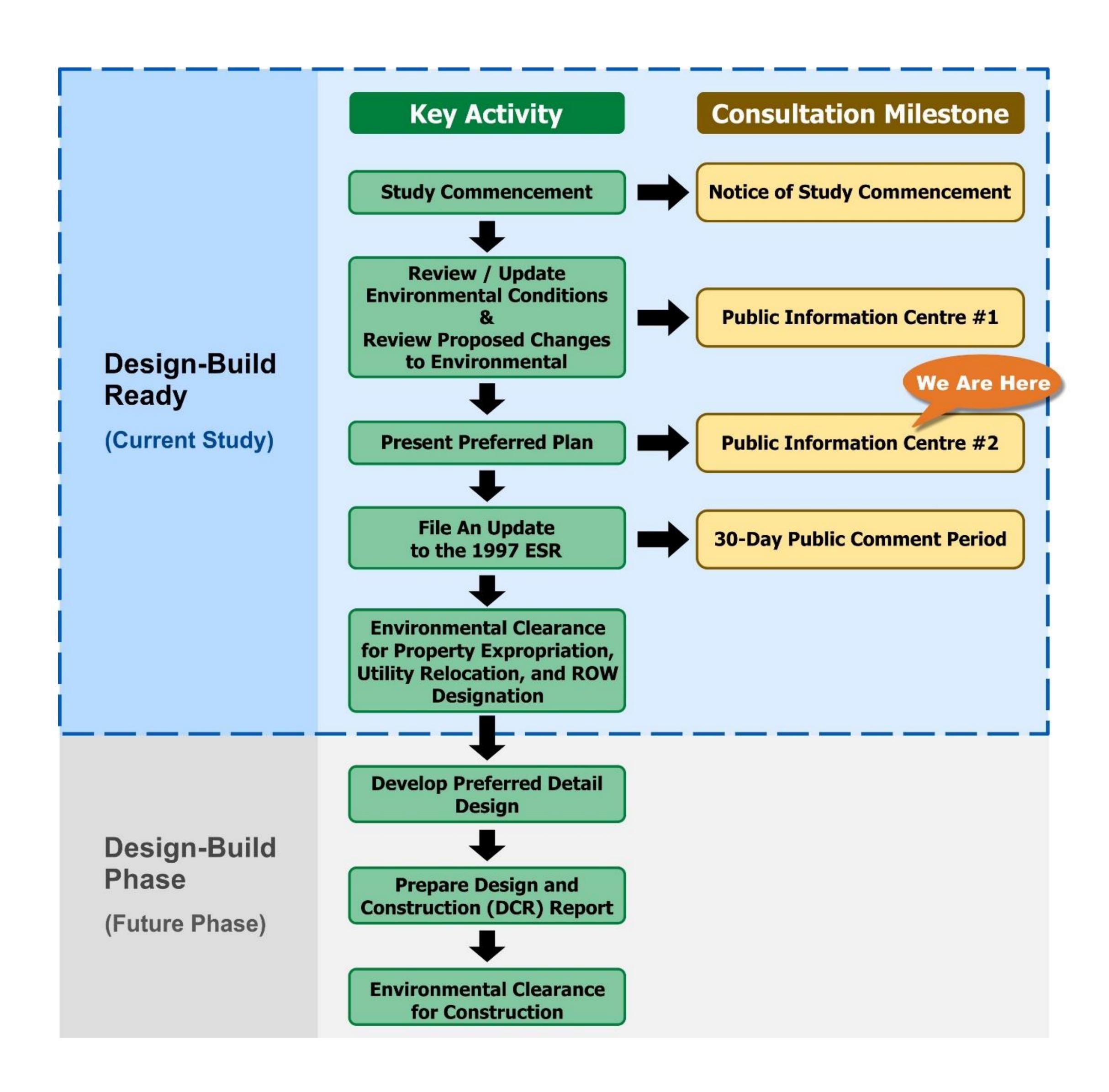
Anticipated Environmental Effects and Proposed Mitigation Strategies





STUDY PROCESS

This project is following the requirements of the Ministry of Transportation's (MTO) Class Environmental Assessment for Provincial Transportation Facilities (2000) as a Group 'B' undertaking. Throughout the study process, input will be sought from the Indigenous Communities, public and external agencies.







HIGHWAY 11/17 FOUR-LANING PROJECT BENEFITS

MTO is four-laning Highway 11/17 between Thunder Bay and Nipigon to provide the following benefits:

- Improved traffic flow and reduced delays caused by slower moving vehicles
- Improved movement of goods and services which will have a positive economic impact on the area
- Reduced risk of collisions and decreased severity of some types of collisions
- Addressed future travel demand along the highway
- Allowed for a parallel, continuous, alternative route system in the event of roadway collisions, natural disasters or structural loss which could lead to the closure of the existing highway

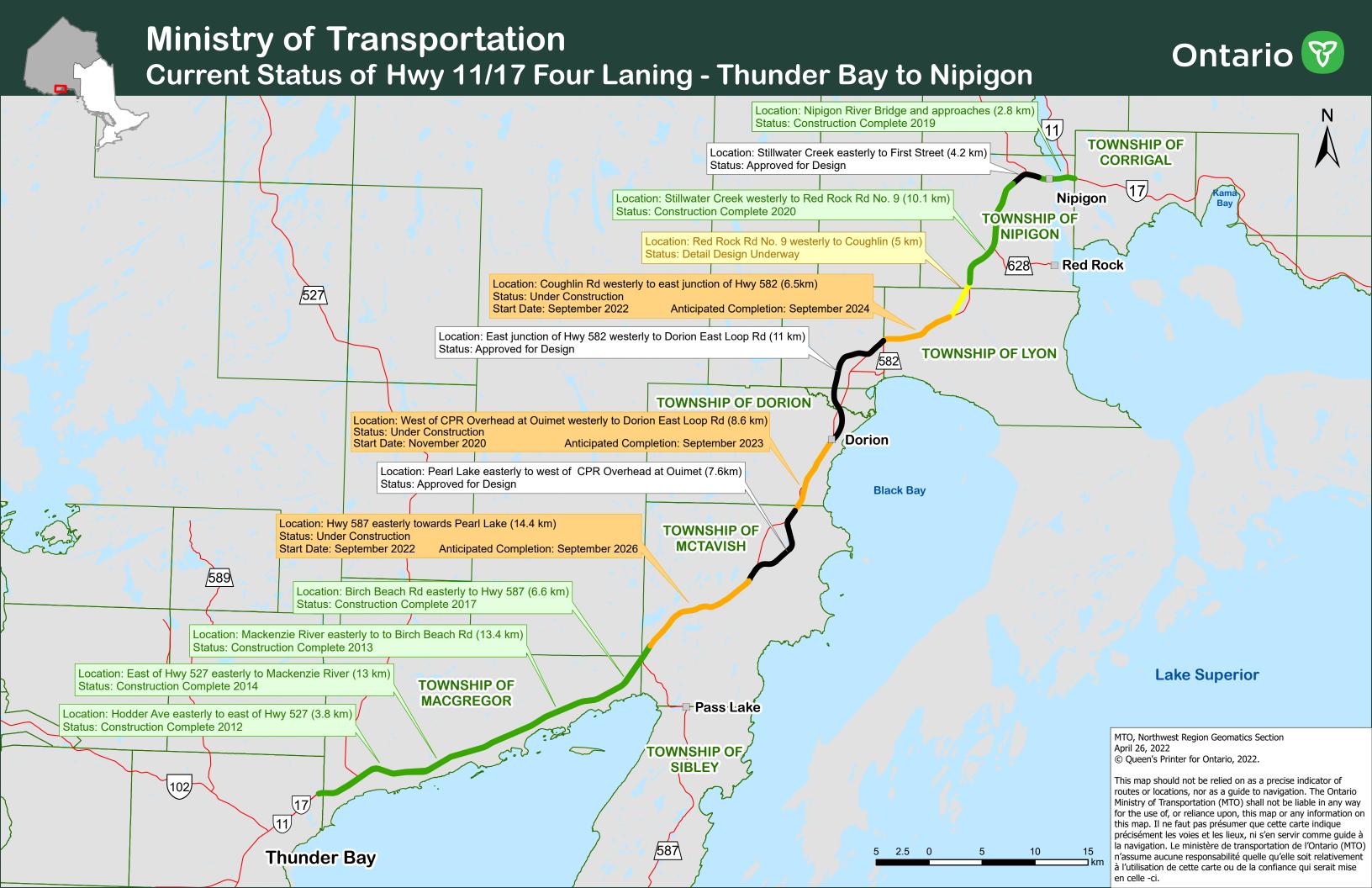


Example of a Four-Laned Section of Highway 11/17

The next display presents the current status of four-laning of Highway 11/17 between Thunder Bay and Nipigon.







SUMMARY OF PUBLIC INFORMATION CENTRE #1

The first Public Information Centre (PIC) #1 was held virtually on August 3rd, 2021 and the PIC displays were published on the project website.

The total of twenty-five (25) comments were received: one (1) comment from the Indigenous Communities; five (5) comments from agencies (Lakehead Region Conservation Authority [LRCA], Ministry of Tourism, Culture and Sport [MTCS], Infrastructure Ontario [IO], Ministry of Natural Resources and Forestry [MNRF], and TC Energy); two (2) comments from the Township of Dorion; one (1) comment from stakeholders; and sixteen (16) comments from the public.

The following summarizes the key themes received to date:

Key comment themes from PIC #1	MTO's Response / Action Taken
Comment regarding project construction timeline	Noted the timing for completion has not been determined and it is subject to the completion of this Design Build Ready and Class EA Study, the availability of funding, and obtaining all environmental approvals.
 Concerns expressed regarding the virtual PIC #1 displays 	The website has been updated to provide easier review of the PIC #1 displays.
Requests to be added to the project mailing list	Added to the study mailing list and noted they will be kept informed of study activities and future consultation events.
 Property specific concerns have been received such as potential impacts to historic building 	Acknowledged the concern regarding the impacts to the historic Dorion building. Noted the Project Team is in the process of reviewing alignment alternatives and will be taking into consideration many factors which include but are not limited to possible impacts to land use, natural environmental features, utilities, and property.
Concerns regarding highway safety, noise and pollution	Acknowledged the concerns for the environmental impacts such as noise, privacy, well system and sense of safety. Noted the Project Team is in the process of reviewing alignment alternatives and will be taking into consideration many factors which include but are not limited to possible impacts to land use, natural environmental features, utilities and property.
Concerns regarding highway alignment	Noted the Project Team will be undertaking an evaluation of the EA Approved Plan and the potential changes to the highway alignments and access roads. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2).
Concerns regarding property access	Explained there would be no access to Townline Road west (north) of the mainline alignment and advised that we are in the process of reviewing alignment alternatives and subsequent to that, access options for sideroads. Assured the property owner that sideroad accesses will not be developed such that properties would be landlocked. Further noted, the evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2).





EXISTING ENVIRONMENTAL CONDITIONS UPDATE

This study includes reviewing and updating the existing environmental conditions within the study limits to determine if there have been any significant changes to the existing conditions since the 1997 Environmental Study Report that may affect the review of the Highway 11/17 four-laning. Existing environmental conditions has not significantly changed since 1997. Existing environmental conditions include:

- Typical northern boreal forest with open barren areas throughout the study area
- Treed wetland areas are likely to be cedar dominated swamps common to this region
- Watercourses throughout the study area typically have coldwater thermal classifications

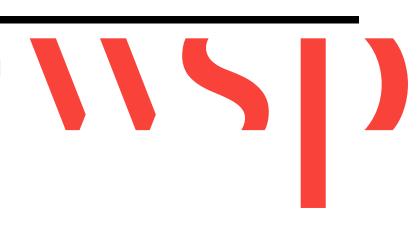
Some initial terrestrial, fisheries, archaeological and geotechnical investigations have been completed on the alignment alternatives.

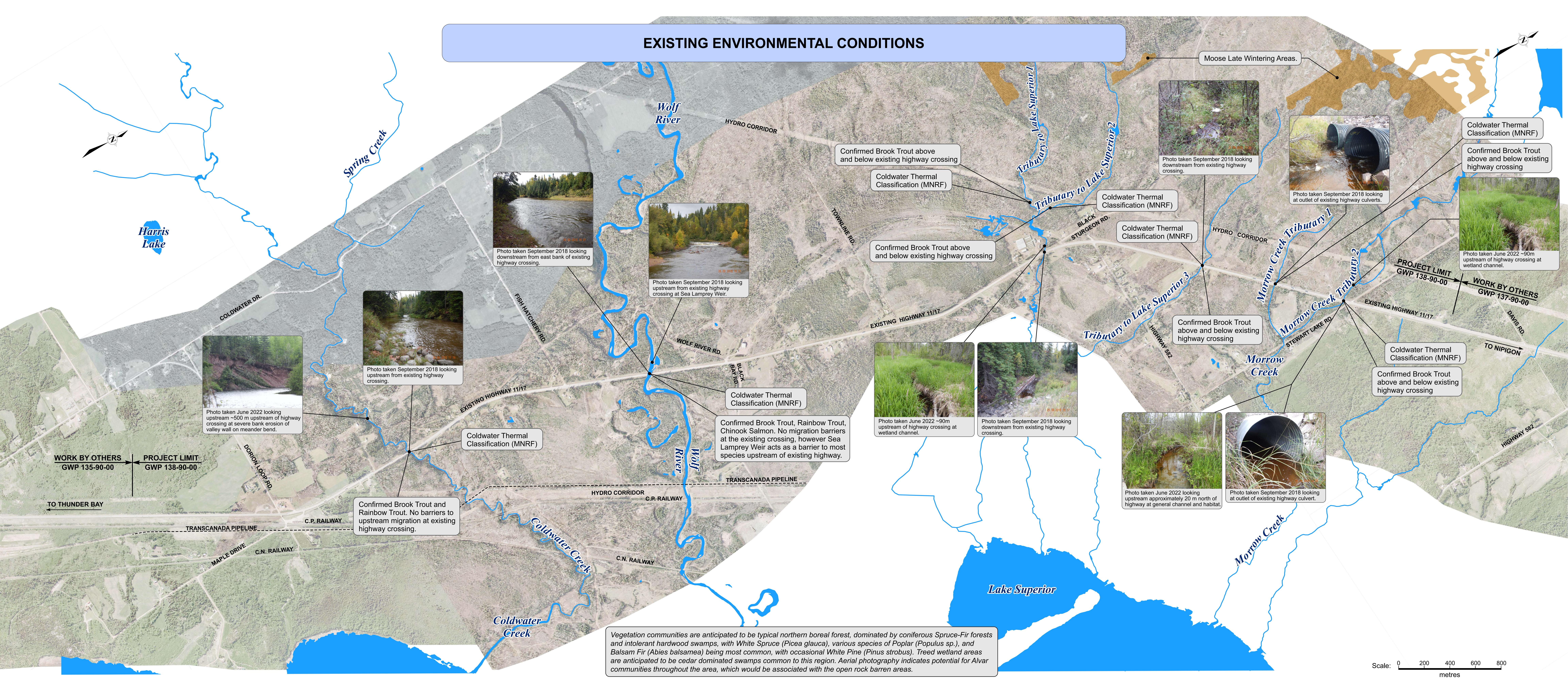
Further investigations, such as detailed fisheries, terrestrial, archaeology and geotechnical investigations will be completed on the Preferred Alternative. The purpose of these detailed investigations is to confirm existing environmental conditions and assess potential environmental impacts which will help develop mitigation measures.

The mapping on the next panel presents the existing environmental conditions.

Please review and provide any comments or updates







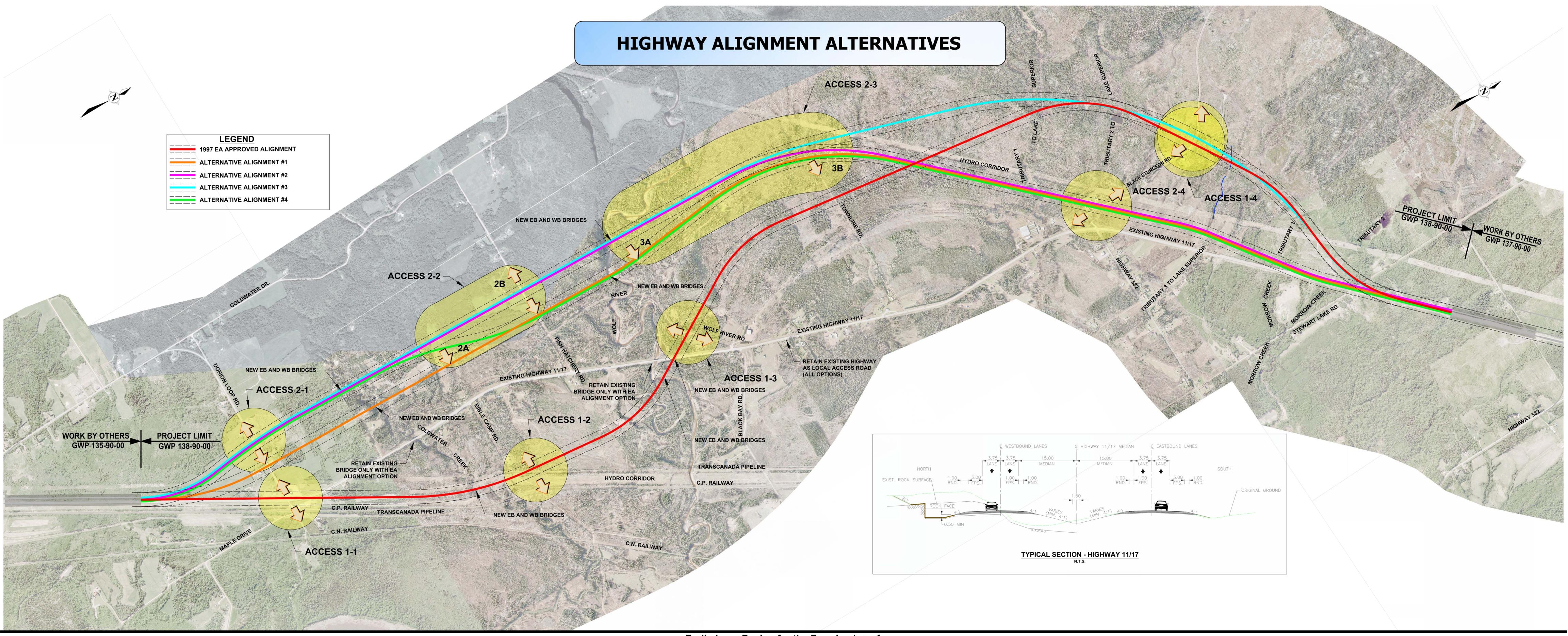
REVIEW OF 1997 EA APPROVED PLAN & HIGHWAY ALIGNMENT ALTERNATIVES

The next displays present a review of the 1997 EA Approved Plan and four (4) highway alignment alternatives, in addition to side road access locations. Areas of focus include:

Component	1997 EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
Highway Alignment	The EA Approved Plan includes twinning the existing highway at the east and west project limits and a new four-lane alignment north of Dorion Loop Road.	 Alignment Alternative #1 is being investigated to identify opportunities to: Consider current community access needs Reduce environmental impacts Identify more favourable crossings at Coldwater Creek and Wolf River Improve constructability Minimize impacts to existing utility and railway corridors 	Alignment Alternative #2 is being investigated to identify opportunities to: Consider community access needs Reduce environmental impacts Identify more favourable crossings at Coldwater Creek and Wolf River Improve constructability Minimize impacts to existing utility and railway corridors	Alignment Alternative #3 is being investigated to identify opportunities to: • Consider current community access needs • Reduce environmental impacts	Alignment Alternative #4 is being investigated to identify opportunities to: Consider current community access needs Reduce environmental impacts Identify more favourable crossings at Coldwater Creek and Wolf River Improve constructability Minimize impacts to existing utility and railway corridors Reduce direct impacts to property owners Increase the distance from the Wolf River floodplain and avoid
Side Road Access Locations	 EA Approved Plan includes 4 accesses: Access 1-1: Dorion Loop Road Access 1-2: Bible Camp Road Access 1-3: Wolf River Road Access 1-4: Black Sturgeon Road 	• Access 2-2:	 as follows: Access 2-1: Dorion Loop Road Access 2-2: Bible Camp Road OR Fish Hatchery Road Access 2-3: Wolf River Road OR Townline Road 	as follows:	the deep cut ("mountain") Access options are being revised as follows: • Access 2-1: Dorion Loop Road • Access 2-2: ○ Bible Camp Road OR ○ Fish Hatchery Road • Access 2-3: ○ Wolf River Road OR ○ Townline Road • Access 2-4: Black Sturgeon Road
Highway Right of Way		90 m right-of-way. The right-of-way have occurred since the 1997 ESR.	ay is proposed to be increased to a	minimum of 110 m to accommodate	







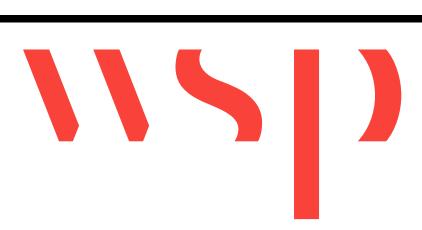


EVALUATION CRITERIA

The following list of factors is being used to evaluate the alternatives and access options. Please provide any comments you may have regarding the evaluation criteria on the comment sheets provided.

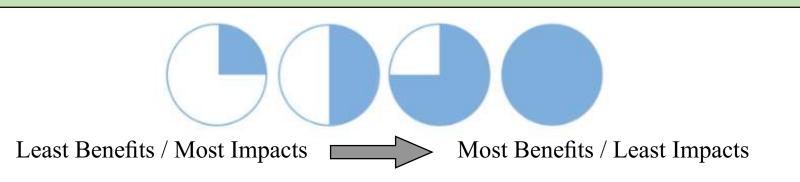
Factor / Indicator	Level of Importance	Rationale for Significance	Key Factors
 Socio-Economic Environment Impacts to Residences / Businesses Property Requirements Impacts on Agricultural-Related Use Lands Noise Air Quality 	High	 Socio-Economic Environment has high relevance in the decision-making process. Direct impacts to homes and businesses are regarded with high concern. Beyond direct impact to homes and businesses, it is desirable to minimize property takings and impacts, however, these impacts must be weighed against the benefits of a four-laned highway that improves future traffic operations and meets current design standards. 	Displacement of existing residences is the key factor for the socio-economic environment since displacement is permanent. Other socio-economic factors have the potential to be mitigated.
 Transportation/Engineering Accommodates Projected Traffic Demand Enhances Safety Municipal Road Connections Highway Geometrics Flexibility to Accommodate Future Interchanges Impacts to Utilities 	High	Transportation has high relevance in the decision-making process since the overall purpose of the highway planning and design project is to develop a proposed plan that accommodates future traffic operations and meets current design standards.	Meeting current design standards is the most important factor.
 Constructability Complexity and Difficulty of Construction Traffic Management During Construction Geotechnical suitability 	High	 Complexity of construction and Traffic Management have high relevance in the decision-making process as the highway must remain open to traffic at all times and complex construction requirements must be minimized. 	 Ensuring a constructable solution is possible while minimizing impacts to traffic and resultant delays to users.
 Natural Environment Extent of Natural Habitat Fragmentation Extent of Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Extend of Wetland Impacts Impact to Fish and Aquatic Resources 	Medium	 Natural Environment has medium relevance in the decision-making process. Minimizing potential impacts to undisturbed natural areas including terrestrial and aquatic features are considered important; however, these potential impacts must be weighed against the benefits of a four-laned highway that improves future traffic operations and meets current design standards. 	Fragmenting undisturbed natural areas and impacting significant natural features including terrestrial and fisheries values are considered to be key factors for the natural environment.
 Cultural Environment Built Heritage Features Cultural Landscapes Archaeological Resources 	Medium	 Cultural Environment has medium relevance in the decision-making process due to the limited number of built features and rural nature of the site. Archaeological resources are considered important, and the preferred alignment will be assessed in accordance with Ministry of Heritage, Sport, Tourism and Culture Industries policies and guidelines. 	 Archaeological features are the key factor for the cultural environment but if determined to exist in the study area will be addressed in accordance with policies and guidelines set by the Ministry of Heritage, Sport, Tourism and Culture Industries
 Preliminary Cost Cost including Construction and Utility Relocation 	Medium	 Cost has medium relevance in the decision-making process. While a cost-effective plan is required, improvements to future traffic operations and meeting current design standards are considered at a higher significance relative to cost. 	Construction cost is considered to be the key factor as it forms the majority of the overall costs.





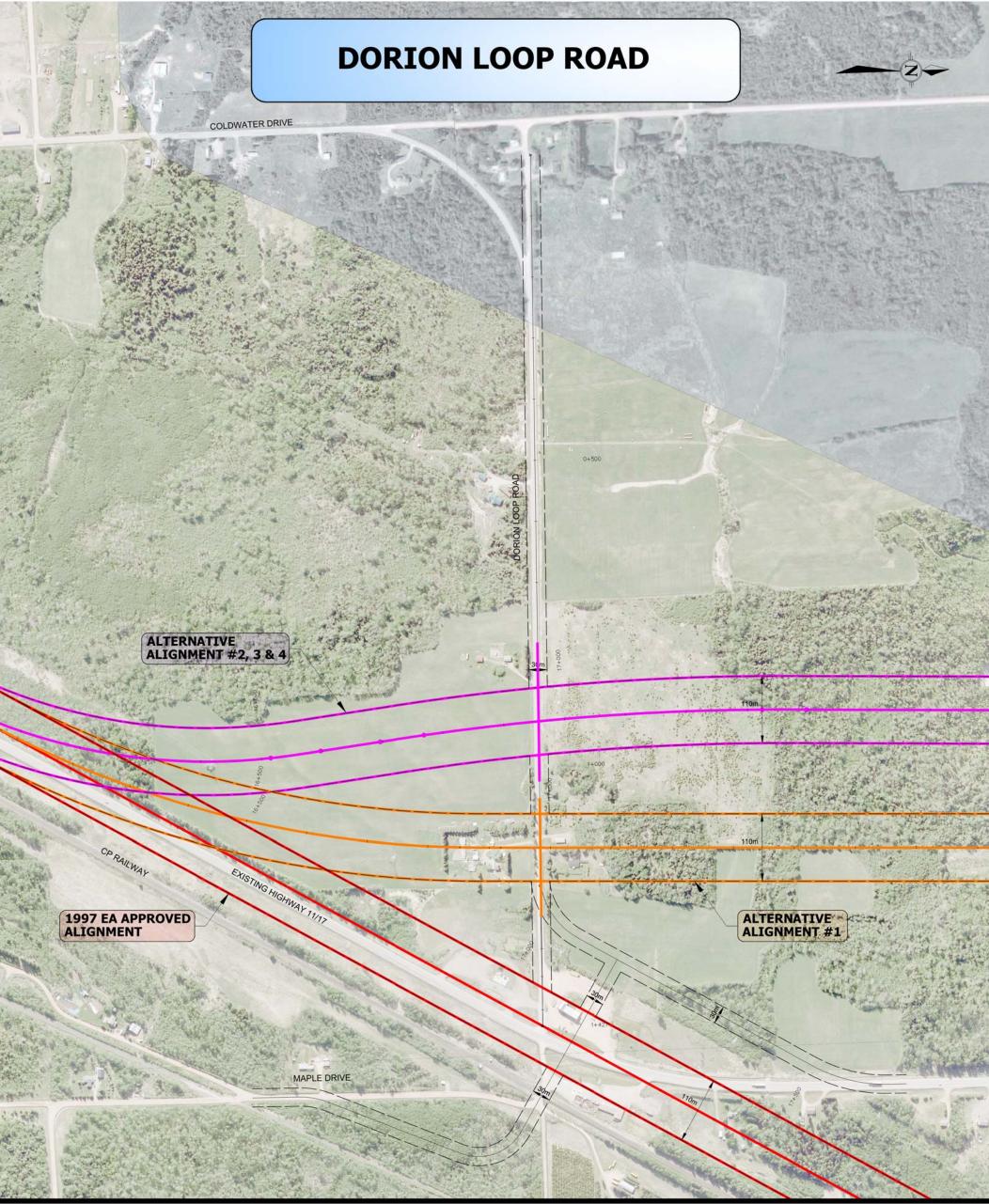
EVALUATION OF 1997 EA APPROVED PLAN & HIGHWAY ALIGNMENT ALTERNATIVES

Factor	Weighting	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
 Residents / Business Displacement Impacts to Residences / Businesses Property Requirements Impact on Agricultural-Related Land Use Use Lands Noise Air Quality 	High	 Two houses (2) will be displaced Five (5) houses in close proximity to ROW Twenty-nine (29) private properties impacted Lower number of private properties impacted than Alternative 1 but still higher than Alternative 2, 3 or 4 Impacts to several properties with agricultural-related use activities Thirteen (13) receptors (i.e. homes) may be impacted; higher than Alternative 1 Within 250m of 13 sensitive air quality receptors (i.e. homes) 	 Seven houses (7) will be displaced Three (3) houses in close proximity to ROW Twenty-nine (29) private properties impacted Highest number of private properties impacted Impacts to several properties with agricultural-related use activities Eight (8) receptors (i.e. homes) may be impacted; lowest of all alternatives; detailed study as per MTO guide is required Within 250m of 8 sensitive air quality receptors (i.e. homes) 	 Five houses (5) will be displaced Three (3) houses in close proximity to ROW Twenty-five (25) private properties impacted Lower number of private properties impacted than EA and Alternative 1 and EA but still higher than Alternative 3 Impacts to several properties with agricultural-related use activities Fourteen (14) receptors (i.e. homes) may be impacted; highest of all alternatives; detailed study as per MTO guide is required Within 250m of 14 air quality noise receptors (i.e. homes) 	 One house (1) will be displaced Three (3) houses in close proximity to ROW Nineteen (19) private properties impacted Fewest number of private properties impacted Impacts to several properties with agricultural-related use activities Ten (10) receptors (i.e. homes) may be impacted; lower than EA Approved plan; detailed study as per MTO guide is required Within 250m of 10 air quality noise receptors (i.e. homes) 	 Five houses (5) will be displaced Four (4) houses in close proximity to ROW Twenty-five (25) private properties impacted Impacts to several properties with agricultural-related use activities Lower number of private properties impacted than EA and Alternating 1 and EA but still higher than Alternative 3 Ten (10) receptors (i.e. homes) may be impacted; lower than EA Approved plan; detailed study as per MTO guide is required Within 250m of 10 air quality noise receptors (i.e. homes)
Transportation / Engineering						
 Accommodates Projected Traffic Demand Enhances Safety Flexiblity to accommodate municipal road connections *See displays showing "ANALYSIS AND EVALUATION OF PUBLIC OPTIONS" tables Highway Geometrics Flexibility to accommodate future interchanges Impacts to Utilities 	High	 ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum design standards ✓ Accomodates 2 possible future interchanges (Dorion Loop Road and Black Sturgeon Road) ✗ Crosses Hydro Transmission corridor ✗ Thirteen (13) Hydro Towers directly impacted ✗ Sixty-four (64) utility poles affected ✗ 1km of TC Energy pipeline impacted 	 ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum deisgn standards ✓ Could accommodate two possible future interchanges though location at Black Sturgeon Road may be too close to the Hydro corridor ✗ Two (2) Hydro Tranmission towers directly impacted ✗ Forty (40) utility poles affected 	 ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum deisgn standards ✓ Could accommodate two possible future interchanges ✗ One (1) Hydro Tranmission towers directly impacted ✗ Forty-Four (44) utility poles affected 	 ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum deisgn standards ✓ Could accommodate two possible future interchanges ✗ Crosses Hydro Transmission corridor ✗ Two (2) Hydro Tranmission towers directly impacted ✗ Thirty-two (32) utility poles affected 	 ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum deisgn standards ✓ Could accommodate two possible future interchanges X One (1) Hydro Tranmission towers directly impacted X Forty-Four (44) utility poles directly affected
		Total Length of new alignment 12.8 km	Total Length of new alignment 12.1 km	Total Length of new alignment 12.1 km	Total Length of Alignment 12.5km	Total Length of new alignment 12.1 km
 Constructability Complexity and Difficulty of Construction Traffic Management During Construction Suitability for Construction Staging Geotechnical suitability 	High	 More complex traffic management as alignment crosses existing highway at two locations and bridge to be constructed over existing highway More complex co-ordination required with Hydro One as alignment crosses Hydro Transmission Corridor affects construction staging Some swamps present (depths unknown) Limited bedrock expected throughout alignment 	 ✓ Similar in traffic management to Alternatives 2,3 and 4; less complex than EA though will still require temporary lane reductions to tie in to existing at project limits ✓ Similar in construction staging to Alternatives 2, 3 and 4; much less complex than EAas does not cross existing highway ✓ Limited swamps present; wet soil conditions are likely Limited bedrock expected throughout alignment 	 ✓ Similar in traffic management to Alternatives 1,3 and 4; less complex than EA though will still require temporary lane reductions to tie in to existing at project limits ✓ Similar in construction staging to Alternatives 1, 3 and 4; much less complex than EAas does not cross existing highway ✓ Limited swamps present; wet soil conditions are likely ✗ Limited bedrock expected throughout alignment 	 ✓ Similar in traffic management to Alternatives 1,2 and 4; less complex than EA though will still require temporary lane reductions to tie in to existing at project limits ✓ Similar in construction staging to Alternatives 1, 2, and 4; much less complex than EAas does not cross existing highway ✓ Limited swamps present; wet soil conditions are likely ✗ More complex co-ordination required with Hydro One as alignment crosses Hydro Transmission Corridor ✗ Limited bedrock expected throughout alignment but more expected compared to other alignments. Areas of exposed rock near hydro corridor indicate that shallow bedrock may exist, however blasting near Hydro Transmission towers is not permiited, increasing complexity of construction 	 ✓ Similar in traffic management to Alternatives 1,2 and 3; less completed than EA though will still require temporary lane reductions to tie in existing at project limits ✓ Similar in construction staging to Alternatives 1, 2 and 3; much less complex than EAas does not cross existing highway ✓ Limited swamps present; wet soil conditions are likely ✗ Limited bedrock expected throughout alignment
 Extent of Natural Habitat Fragmentation Extent of Impact to Significant Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Extent of Wetland removal (PSW's, unevaluated wetlands, etc.) Impact to Fish and Aquatic Resources 	Medium	 Two (2) new bridges over Coldwater Creek that supports Brook Trout (MNRF) Two (2) new bridges over Wolf River as well as impacts to an oxbow associated with Wolf River, Three (3) new crossings of Lake Superior tributaries and infilling of associated wetlands; tributaries support Brook Trout (MNRF) Two (2) new crossings of Morrow Creek tributaries and infilling of their associated wetlands; creek supports Brook Trout (MNRF) 	 Two (2) new bridges over Coldwater Creek that supports Brook Trout Two (2) new bridges over Wolf River near a meander bend Three (3) new crossings of Lake Superior tributaries and potential infilling of associated wetlands (to be confirmed through design considerations); tributaries support Brook Trout (MNRF) One (1) new crossing of Morrow Creek tributaries required (joins existing alignment before other tributary is crossed) 	 Two (2) new bridges over Coldwater Creek that supports Brook Trout (in close proximity to confirmed sample area with potential spawning habitat observed) Two (2) new bridges over Wolf River on a straight section of river, but no other high flow or oxbow channels impacted Three (3) new crossings of Lake Superior tributaries and infilling of associated wetlands; tributaries support Brook Trout (MNRF). Alignment is in close proximity to the confluence of Tributaries 1 and 2 which may increase overall sizing of the culvert One (1) new crossing of Morrow Creek tributaries required (joins existing alignment before other tributary is crossed) 	 Two (2) new bridges over Coldwater Creek that supports Brook Trout (in close proximity to confirmed sample area with potentail spawning habitat observed) Two (2) new bridges over Wolf River on a straight section of river (best crossing location), but no other high flow or oxbow channels impacted Three (3) new crossings of Lake Superior tributaries and infilling of associated wetlands; tributaries support Brook Trout (MNRF) Two (2) new crossings of Morrow Creek tributaries and infilling of their associated wetlands; creek supports Brook Trout (MNRF) 	 Two (2) new bridges over Coldwater Creek that supports Brook Trout (in close proximity to confirmed sample area with potentail spawning habitat observed) Two (2) new bridges over Wolf River near a meander bend which is not ideal for crossing, but no other high flow or oxbow channels impacted Three (3) new crossings of Lake Superior tributaries and infilling of associated wetlands; tributaries support Brook Trout (MNRF). Alignment is in close proximity to the confluence of tributaries 1 and 2 which may increase overall sizing of the culvert One (1) new crossing of Morrow Creek tributaries required (joins existing alignment before other tributary is crossed)
Cultural Environment				NO SIGNIFICANT DIFFERENCE		
 Built Heritage Features Cultural Landscapes Archaeological Resources 	Medium	 Stage 1 Archaeological Assessement not undertaken May have areas requiring Stage 2 Archaeological Assessment Impacts existing Trans-Canada highway landscape 	 Stage 1 Archaeological Assessment completed; areas identified that require Stage 2 Archaeological Assessment Impacts existing Trans-Canada highway landscape 	 Stage 1 Archaeological Assessement not undertaken May have areas requiring Stage 2 Archaeological Assessment Impacts existing Trans-Canada highway landscape 	 Stage 1 Archaeological Assessement not undertaken May have areas requiring Stage 2 Archaeological Assessment Impacts existing Trans-Canada highway landscape 	 Stage 1 Archaeological Assessement not undertaken May have areas requiring Stage 2 Archaeological Assessment Impacts existing Trans-Canada highway landscape
Cost • Preliminary Costs Including Grading/Bridge Construction	Medium					
and Utility Relocation		Very high cost of utility reloctions		High cost of very deep cut	High cost of very deep cut	
SCORE = VALUE OF PIE x VALUE OF WEIGHTING VALUE OF PIES: = 1 POINT = 2 POINTS = 3 POINTS = 4 POINTS VALUE OF WEIGHTINGS: HIGH = 15 POINTS MEDIUM = 10 POINTS LOT	W = 5 POINTS	2*15+1*15+1*15+2*10+1*10 = 90	1*15+2*15+3*15+2*10+3*10 = 140	1*15+3*15+1*15+2*10+2*10 = 115	3*15+2*15+1*15+2*10+2*10 = 130	1*15+3*15+3*15+2*10+3*10 = 155





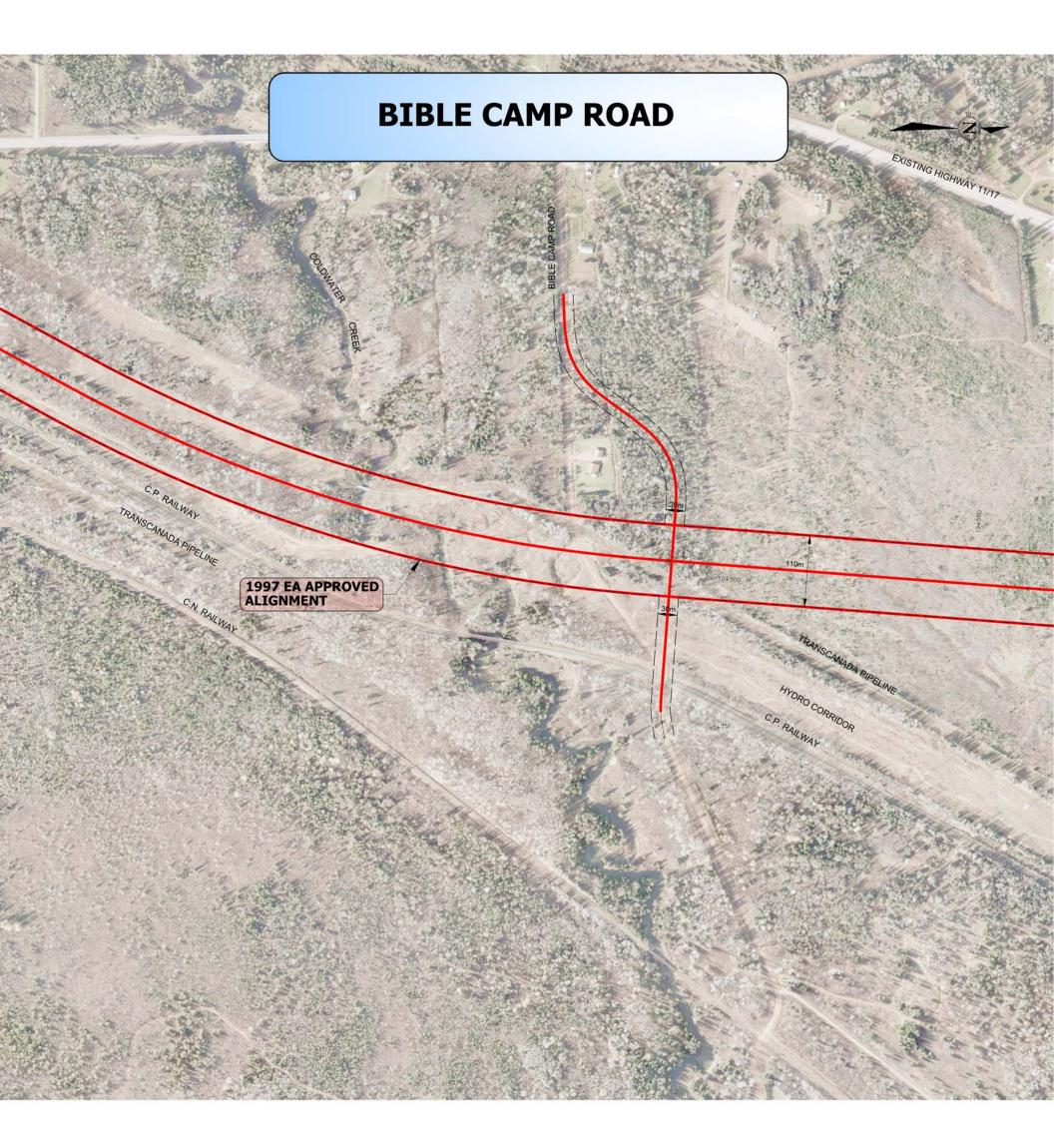






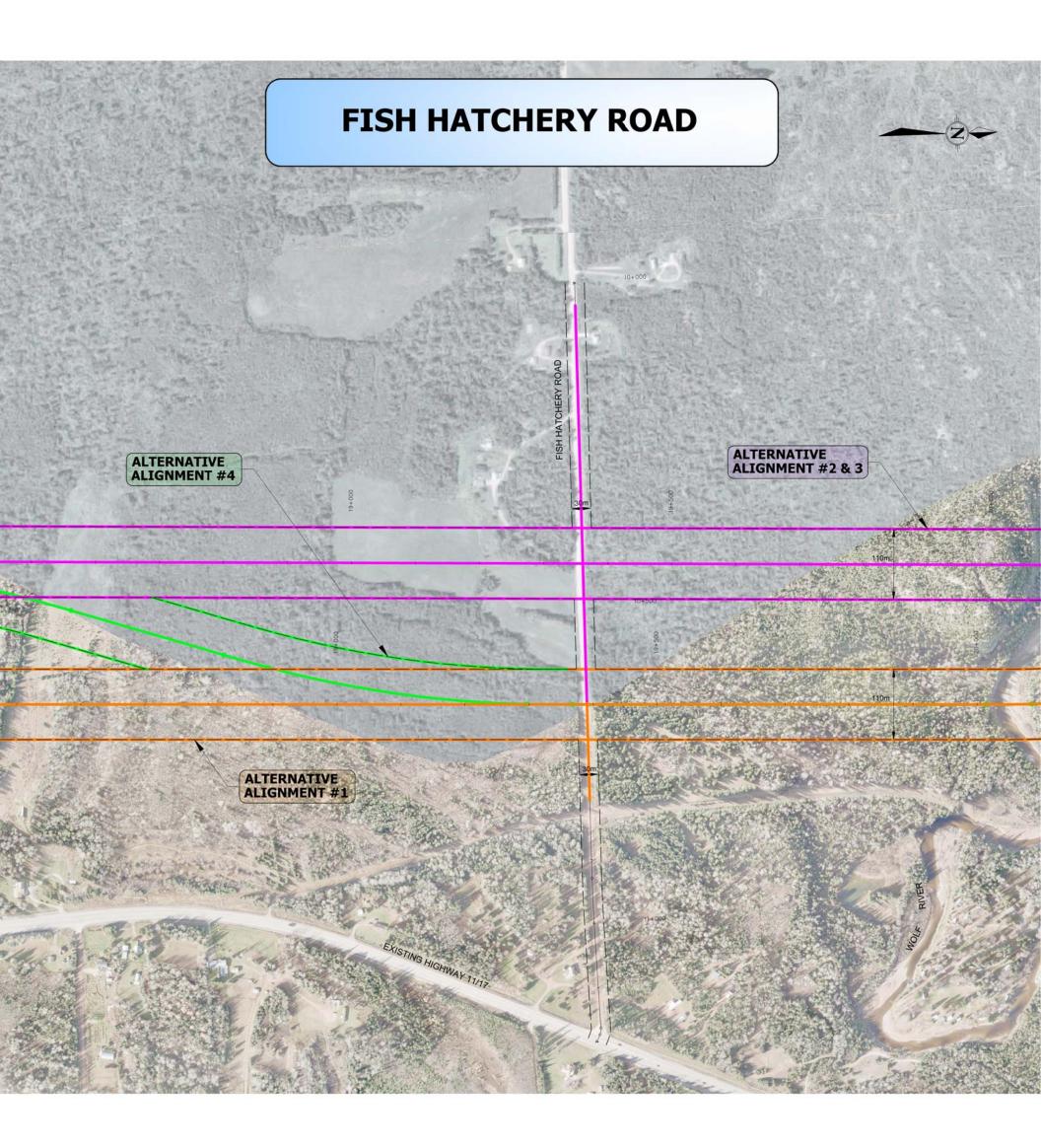






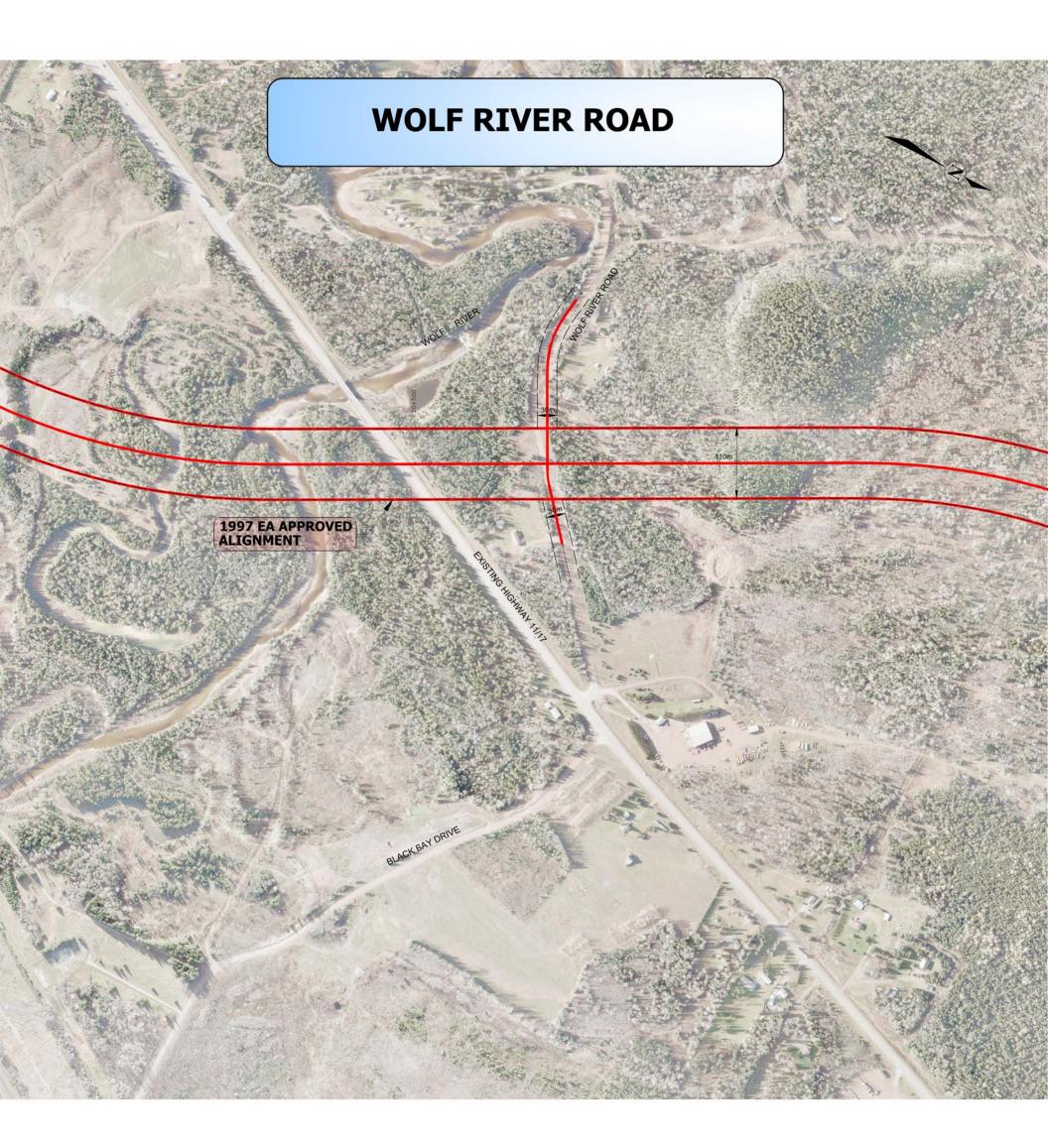






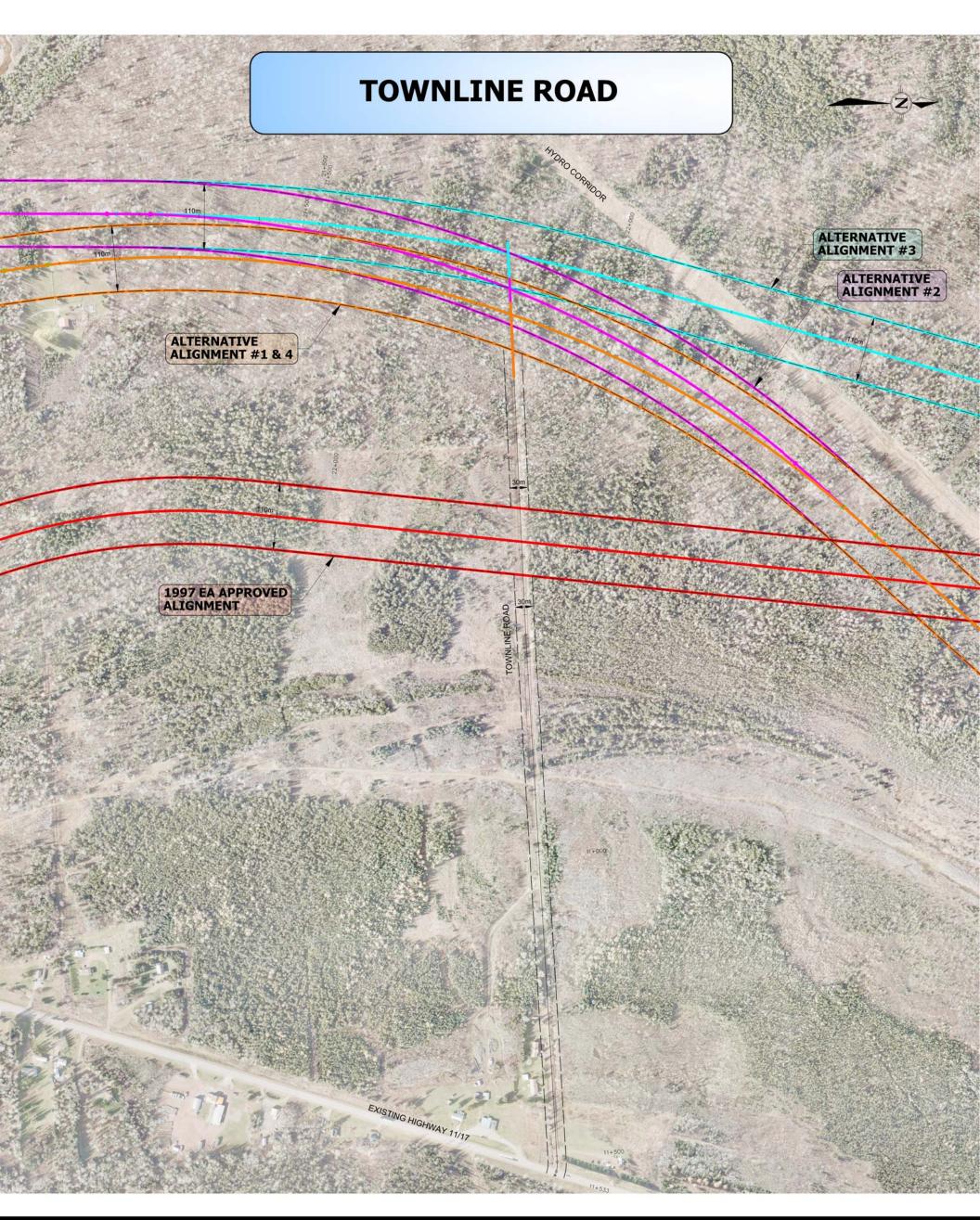




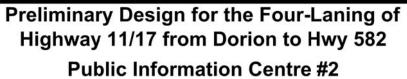




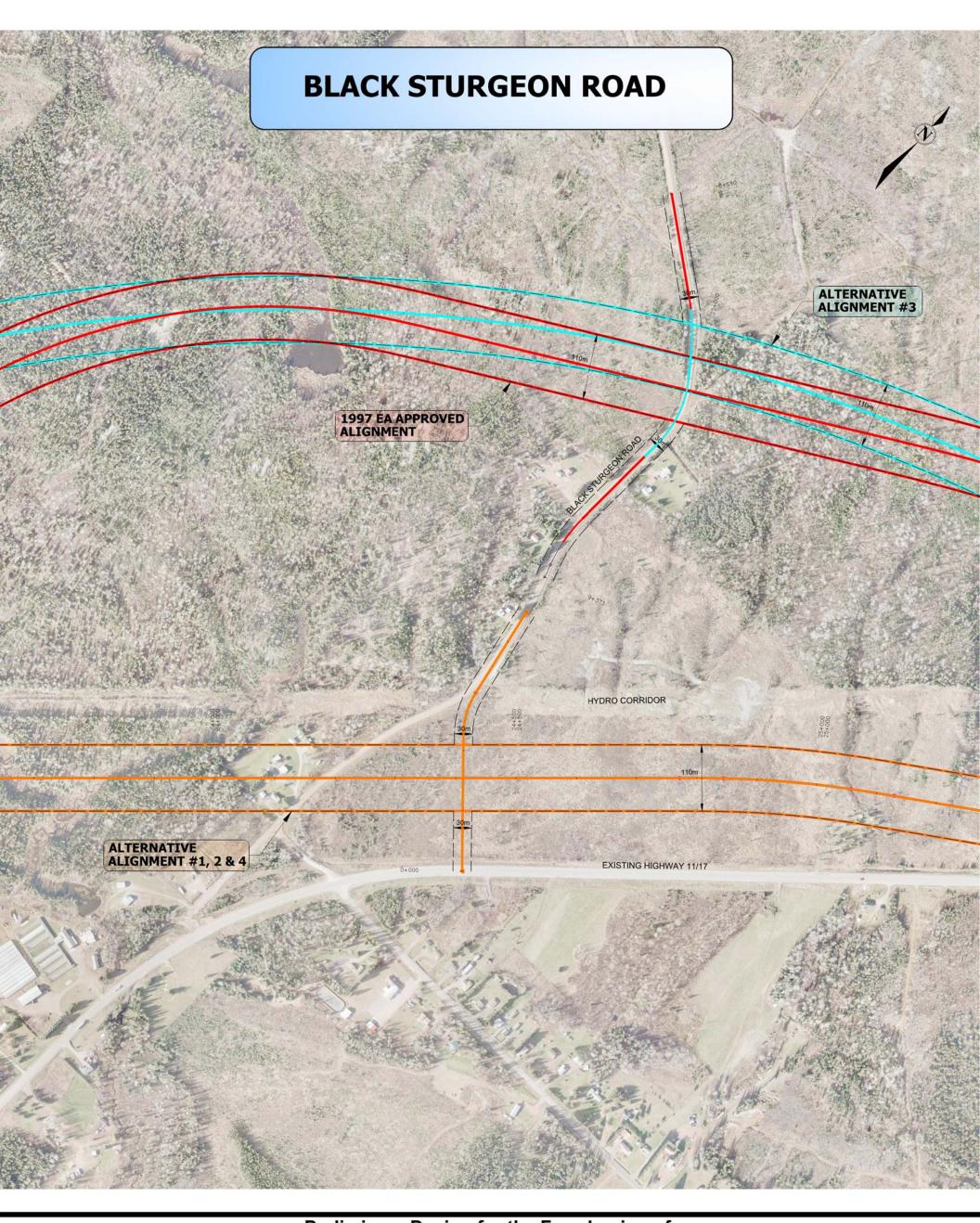














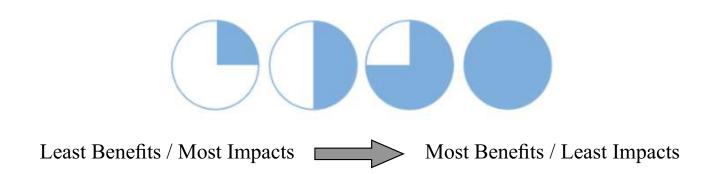




EVALUATION OF SIDE ROAD ACCESS LOCATIONS

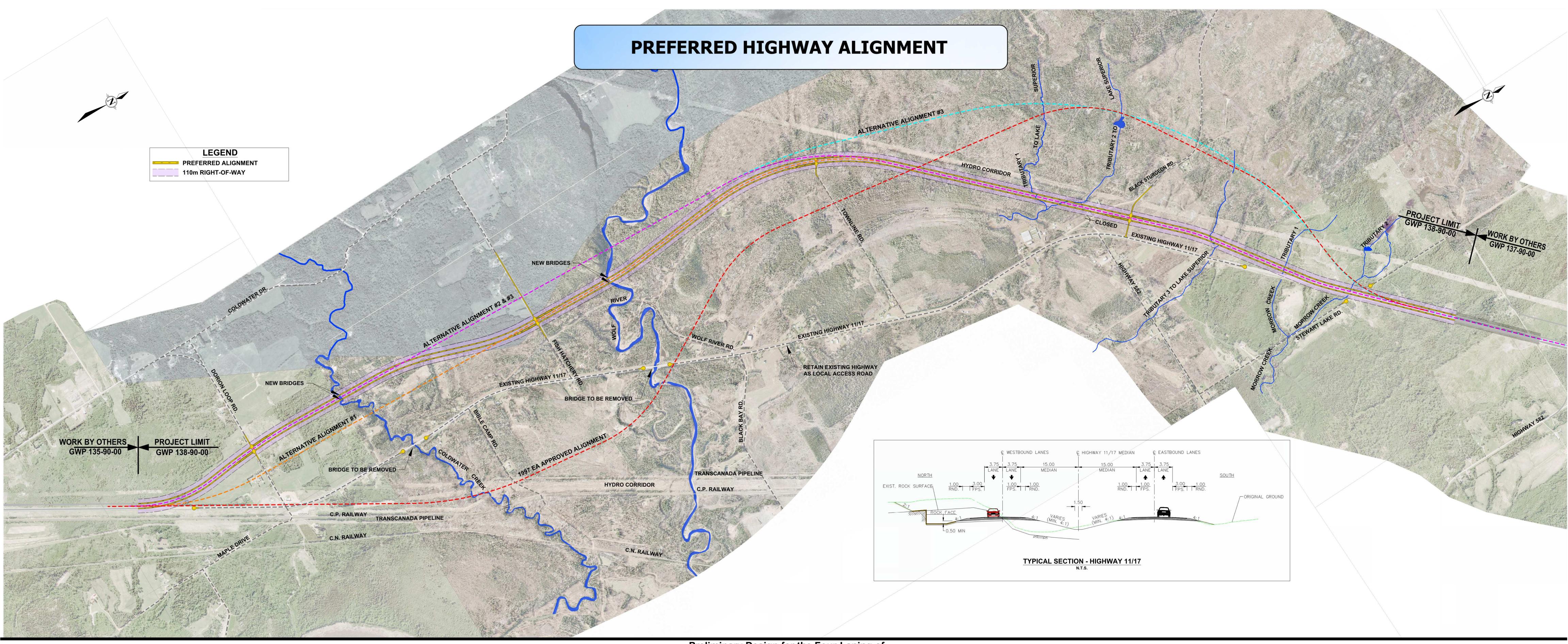
Sideroad	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4		
To minimize property impacts and to provide equidistant spacing to fully service the community Fish Hatchery Road was selected over Bible Camp Road and Townline Road was selected over Wolf River Road.							
Dorion Loop Road / Maple Drive	 Likely Hydro and/or Bell impacts due to regrading / realignment Realignment of Maple Drive requires update of existing at-grade crossing of CPR line New connection to existing Highway 11/17 (future Service Road) No steep grades required Direct impacts to two (2) privately owned properties as a result of revised sideroad design 	 Possible Hydro and/or Bell impacts due to regrading / new profile New connection to existing Highway 11/17 (future Service Road) Moderately steep grades required on sideroad No property impacts 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) No steep grades required No property impacts 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) No steep grades required No property impacts 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) No steep grades required No property impacts 		
Bible Camp Road	 Potential Hydro tower impacts Potential need to update existing at-grade crossing of CPR line Maintain existing connection to existing Highway 11/17 (future Service Road) No steep grades required Direct impacts to two (2) privately owned properties as a result of revised sideroad design 	• N/A	• N/A	• N/A	• N/A		
Fish Hatchery Road	• N/A	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (5%) required for much of sideroad length No property impacts 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (5%) required for much of sideroad length No property impacts 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (5%) required for much of sideroad length No property impacts 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (5%) required for much of sideroad length No property impacts 		
Wolf River Road	 Likely Hydro and/or Bell impacts due to regrading / realignment Maintain existing connection to existing Highway 11/17 (future Service Road) Some steep grades required No property impacts 	• N/A	• N/A	• N/A	• N/A		
Townline Road	• N/A	 No connection to the north No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) No steep grades required No property impacts anticpated as a result of revised sideroad design 	 No connection to the north No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (6%) required for much of sideroad length No property impacts anticipated as a result of revised sideroad design 	 No connection to the north No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (6%) required for much of sideroad length No property impacts anticipated as a result of revised sideroad design 	 No connection to the north No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) No steep grades required No property impacts as a result of revised sideroad design 		
Black Sturgeon Road	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grades required Direct impacts to one (1) privately owned property as a result of revised sideroad design 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (6%) required for much of sideroad length No property impacts anticipated as a result of revised sideroad design 	 No utility impacts anticipated New connection to existing Highway 11/17 (future Service Road) Steep grade (6%) required for much of sideroad length No property impacts anticipated as a result of revised sideroad design 	 No utility impacts anticipated New connection to existing Highway 11/17 (future Service Road) Steep grade (6%) required for small portion of sideroad length Intersection on curve but sightlines meet requirements No property impacts anticipated as a result of revised sideroad design 	 No utility impacts anticipated Maintain existing connection to existing Highway 11/17 (future Service Road) Steep grade (6%) required for much of sideroad length No property impacts anticipated as a result of revised sideroad design 		

BASED ON THE EVALUATION PRESENTED ABOVE, THE PUBLIC ACCESS OPTIONS IN ALTERNATIVES #2, 3 AND 4 ARE MOST PREFERRED













Potential Impacts and Proposed Mitigation Strategies

Detailed environmental field reviews of the Preferred Alignment will be completed following this PIC and continue further into the next design phase to confirm the following potential impacts and mitigation requirements:

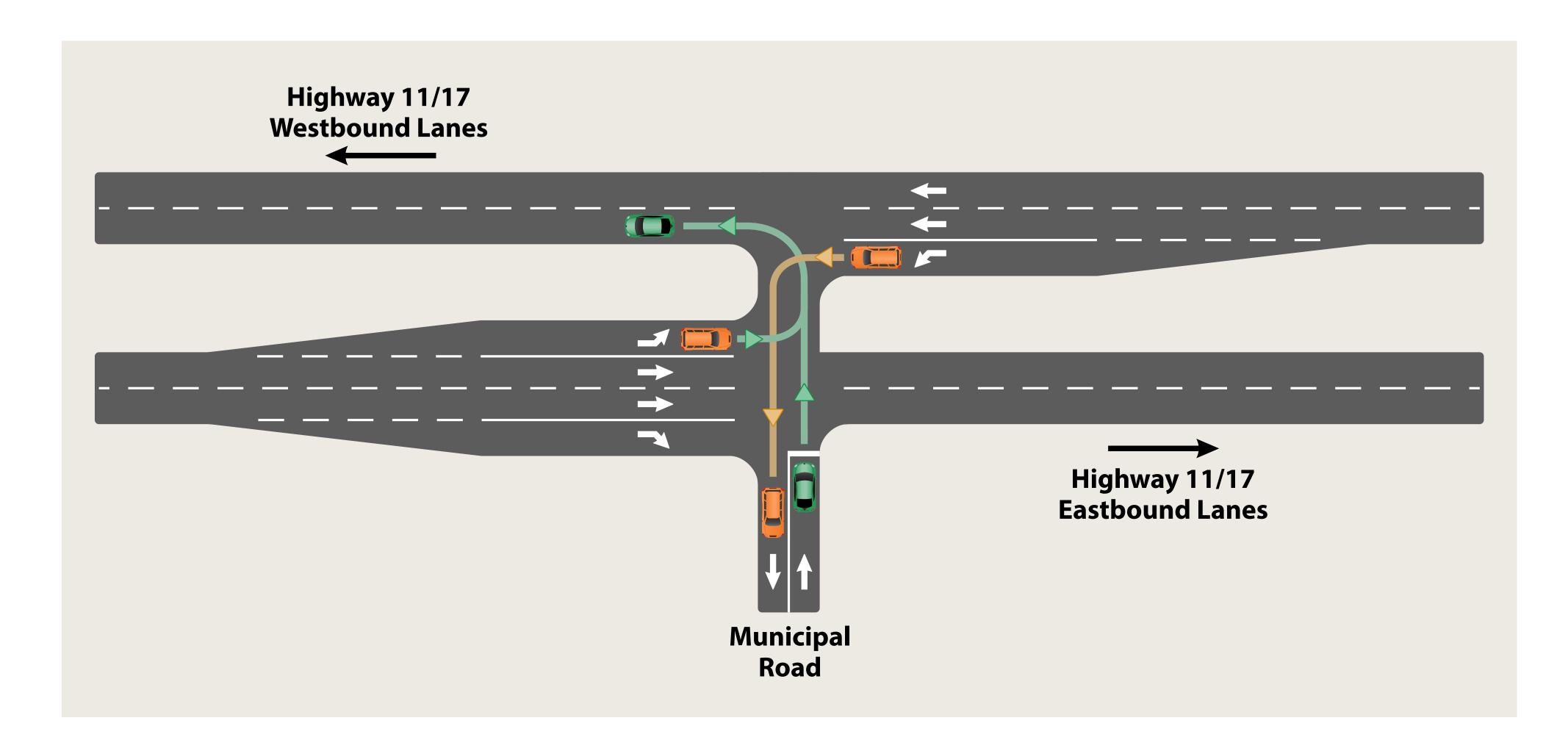
Potential Impact	Proposed Mitigations Measures
Vegetation & Wildlife	 Specific natural environment impacts will be determined once the detail design plan is developed. Further mitigation measures will be confirmed during the Design-Build Phase. Vegetation removals will be minimized and the boundary for vegetation removals will be clearly marked in the field prior to clearing to protect trees not slated for removal. Appropriate timing constraints will be applied to vegetation removals to protect breeding migratory birds and their nests (in accordance with the Migratory Birds Convention Act (MBCA 1994)), and other wildlife (e.g. bats). Vegetation within the new Right-of-way will be cleared only to the extent required for construction purposes and in some cases, to improve driver sightlines and visibility. This will also assist with deterring wildlife movement across the highway. Temporary erosion and sediment control measures will be installed in sensitive areas prior to construction and will be maintained during construction.
Fish and Fish Habitat	 Specific fish and fish habitat impacts will be determined once the detail design plan is developed. Further mitigation measures will be confirmed during the Design-Build Phase. All in-water work will be completed during the appropriate timing window and during the low flow period to protect fish. Any temporary stockpiled soil, debris or other excess materials, and any construction-related materials, will be properly contained (e.g. within silt fencing) in areas at least 30 m from the watercourses. Sensitive areas (e.g. banks) disturbed by construction will be stabilized to prevent erosion and/or sedimentation.
Property	MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.
Water Resources	 All necessary water-taking permit(s), if required will be obtained from the Ministry of Environment, Conservation and Parks prior to start of construction. Water well surveys will be completed prior to and during construction to establish baseline water quality and quantities.
Archaeological Resources	 Stage 1 Archaeological Assessment for the Preferred Alignment will be completed in Spring 2023. The Stage 1 Archaeological Assessment may determine the need for Stage 2 Archaeological Assessment in some areas. All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction. During construction there is always the chance of encountering archaeological material. If this occurs, all work in the area will stop and appropriate government authorities and Indigenous Communities will be contacted.
Noise	 A Noise Assessment will be completed on the Preferred Alignment in early 2023. MTO's standard mitigation to control construction noise will be implemented during construction.
Utilities	• Utility companies will be responsible for ensuring their work follows all rules and regulations. MTO will provide information to ensure environmental constraints are identified and specific mitigation can be developed.
Rock Blasting	• Prior to blasting, the Contractor must prepare and submit a detailed rock blast plan that will address a wide range of requirements (e.g. pre-blast surveys for buildings, means to control fly rock, blast vibration monitoring, etc.).



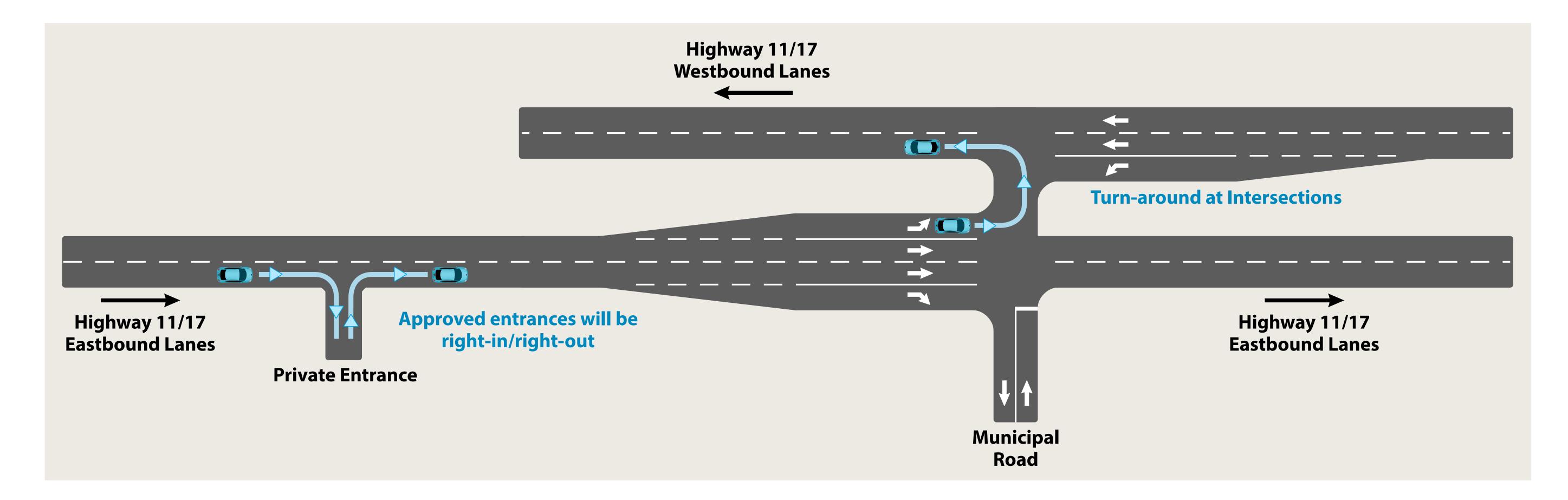


SIDEROAD AND ENTRANCE MODIFICATIONS

- All access to Highway 11/17 at intersections will be controlled with two (2) stop signs and include partial illumination
- Appropriate signs will be in place to assist drivers
- Once in the median, the sideroad traffic will yield to Highway 11/17 traffic



- As a result of the new median along the divided highway, property access will be limited to right-in right-out movements, unless located at a full access intersection
- Minor entrance modification details will be discussed with affected property owners prior to construction
- Appropriate signs will be in place to assist drivers
- Access to the opposite direction is at the nearest downstream intersection. See Entrance Modification detail







PERMISSION TO ENTER

Detailed field investigations are required to inventory the natural, social and cultural environmental features along the Preferred Alignment in the study area. Impacted property owners have been directly contacted and Permission to Enter (PTE) forms have been provided.

Property owner cooperation through the signing and returning of PTE forms is greatly appreciated. The signed PTE will allow Ministry staff and/or WSP and/or their subconsultants to access lands which will be impacted by the Preferred Alignment and/or associated sideroad accesses in order to collect applicable information from the field.

Once the PTE has been returned, you may see land surveyors, soil investigation crews and site reconnaissance staff. The types of field investigations include the following and will be undertaken by specialists from firms identified in brackets:

Discipline	Type of Field Investigation
Natural Environment (WSP)	Fisheries, Wildlife, Wetlands, Vegetation, Groundwater
Socio-Economic Environment (WSP)	Noise, Potentially Contaminated Sites
Cultural Environment (WSP)	Archaeology and Built Heritage
Engineering (WSP, Tulloch, TBTE Surveyors Inc., and Thurber Engineering)	Drainage, Legal Surveys, Geotechnical (soils) Investigations, and Engineering Surveys





MINERAL AGGREGATES

Mineral aggregates, such as good quality sand and gravel, are a vital construction material required for Ministry of Transportation undertakings. The Aggregate Resources Act ensures that environmental concerns associated with aggregate extraction operations are addressed. In accordance with this legislation, MTO reviews possible environmental concerns associated with aggregate operations (excluding commercial licensed operations) expressed by Government Agencies, local municipalities and the public, when applicable to site-specific projects.

WASTE MANAGEMENT

A MTO and Ministry of the Environment, Conservation and Parks (MECP) protocol identifies material-by-material management options both inside and outside the construction area, which includes the right-of-way and property with a boundary contiguous to the right-of-way. All excess materials may be reused or recycled. Inside the right-of-way, materials such as asphalt, concrete, swamp material, wood, earth, and rock may be reused as a construction material or managed as fill. Materials also may be temporarily stockpiled in preparation for these uses.

Management of excess materials outside the right-of-way, stockpiling, and wood management will be managed in accordance with applicable provincial legislation and MTO standards.

Site protection is provided by the imposition of constraints and for the protection of water and air quality adapted from existing legislation. The constraint on the management of these materials also involves discussions and written agreements with property owners and may involve consultation with the Ministry of the Environment, Conservation and Parks (MECP) and other authorities. Where an excess material management option cannot meet constraints, another option must be pursued, or the material must be disposed of as waste.





EMERGENCY SPILL RESPONSE

Direct responsibility for containment and clean-up of spills and abandoned materials on MTO highway facilities rests with the owner of the material and person in control of the material at the time of the spill or abandonment.

Where spills or abandoned materials occur on MTO highway facilities, MTO may assist where persons legally responsible cannot be located or not able to respond. MTO assistance may include notification of authorities, provision of equipment and materials required for the clean-up, and traffic management.

In the event of a spill of MTO material by MTO staff, MTO undertakes all notification, containment and cleanup responsibilities required by provincial and federal legislation.





NEXT STEPS

The Project Team will:

Activity	Anticipated Timeline
 Review the comments received during and following PIC #2 and address any questions 	Fall 2022
 Prepare an update to the 1997 Environmental Study Report (ESR) and submit for a 30-day public review period 	Winter 2023
 Continue to update the existing environmental conditions on the Preferred Alternative via field investigations 	Spring 2023
 Finalize the Preliminary Design for Design Build Ready 	Spring/Summer 2023
 Prepare a Design-Build Ready Report to support the Design-Build (future) Phase. 	Spring 2024

Please visit the project website for updates at:

www.Hwy11-17Four-LaningfromHwy582toDorion.ca





FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in the study documentation.

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the Project Team members noted below if you have any questions or concerns regarding the above information.

CONTACT INFORMATION

You are encouraged to contact the Project Team members noted below if you have questions or concerns.

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Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by <u>Tuesday</u>, <u>November 22</u>, <u>2022</u>.





