

MINISTRY OF TRANSPORTATION NORTHWEST REGION

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

CLASS ENVIRONMENTAL ASSESSMENT FOR PROVINCIAL
TRANSPORTATION FACILITIES GROUP 'B' PROJECT

SEPTEMBER 2023

FINAL





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MINISTRY OF TRANSPORTATION NORTHWEST REGION

FINAL

PROJECT NO.: 18M-00785-00
DATE: SEPTEMBER 2023

WSP

WSP.COM

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Design recommendations given in this report are applicable only to the project and areas as described in the text and then only if constructed in accordance with the details stated in this report. The comments made in this report on potential construction issues and possible methods are intended only for the guidance of the designer. The number of testing and/or sampling locations may not be sufficient to determine all the factors that may affect construction methods and costs. We accept no responsibility for any decisions made or actions taken as a result of this report unless we are specifically advised of and participate in such action, in which case our responsibility will be as agreed to at that time.

This limitations statement is considered an integral part of this report.

THE PUBLIC RECORD

A copy of this document has been submitted to the following office of the Ministry of the Environment, Conservation and Parks to fulfill the requirements of the Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Ministry of the Environment, Conservation and Parks

Thunder Bay Regional Office
435 James Street South, Suite 331B
Thunder Bay, Ontario P7E 6S7

The Environmental Study Report Addendum is also available for public review on the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca), and during normal business hours at:

Township of Dorion

170 Dorion Loop Rd
Dorion, Ontario P0T 1K0

Dorion Public Library

170 Dorion Loop Rd
Dorion, Ontario P0T 1K0

This ESR Addendum Report is available for a 30-day comment period from **September 5, 2023** to **October 5, 2023** on the project website. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

Ce document hautement spécialisé n'est disponible qu'en anglais en vertu du règlement 411/97, qui en exempte l'application de la Loi sur les services en français. Pour de l'aide en français, veuillez communiquer avec le 905-829-6262.

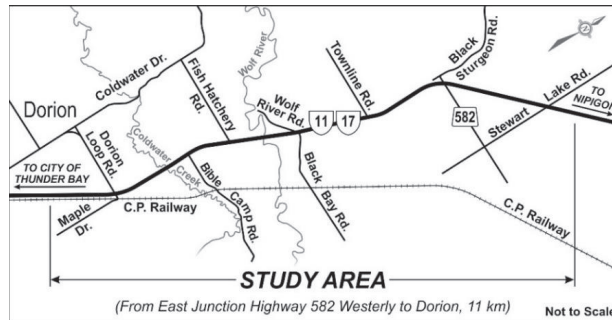
**NOTICE OF ADDENDUM
ENVIRONMENTAL STUDY REPORT**
Design-Build Ready and Class Environmental Assessment Study
Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion

THE STUDY

WSP, on behalf of the **Ministry of Transportation (the ministry)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km.

The project includes:

- New highway alignment with limited areas of twinning the existing highway at the east and west limits of the project;
- Providing connection to the new four-lane highway and public access at four (4) locations;
- Proposing new bridges over Coldwater Creek and Wolf River; and
- Securing all the necessary environmental approvals for construction.



In 1997, an Environmental Study Report was prepared to document the proposed plans to four-lane this portion of Highway 11/17. The project was approved and subsequently the four-lane highway corridor was designated (protected) in 2003.

ENVIRONMENTAL STUDY REPORT ADDENDUM

The purpose of this study is to update the previously approved (1997) environmental study report, including any changes to existing environmental conditions, revisions to the EA approved plan, analysis and evaluation of alternatives, preferred highway alignment and access options, and proposed strategies to mitigate environmental impacts. The ministry is proposing a number of changes to the approved plan, such as modifications to the highway alignment and public access locations and an increase in the right-of-way width to meet current provincial standards. The construction date has not been determined.

THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). In accordance with the Class EA, an addendum to the original environmental study report has been prepared to document the proposed changes and a hard copy of the addendum is available for review at the following locations:

Township of Dorion
170 Dorion Loop Rd
Dorion, Ontario
P0T 1K0

Dorion Public Library
170 Dorion Loop Rd
Dorion, Ontario
P0T 1K0

The report and additional study information will also be available on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca. The Addendum will be available for a 30-day comment period from **September 5th to October 5th, 2023**. Persons requiring accommodation to review these materials are encouraged to contact the individuals listed below to discuss accessibility requirements.

COMMENTS

We are interested in any comments or concerns you may have regarding the addendum and study. Please submit your comments and/or concerns to one of the individuals listed below by **October 5, 2023**.

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Floor 6
Mississauga, Ontario L5N 7K2
Toll-Free: 1-877-562-7947
Tel: 289-835-2643
E-mail: Karen.Zan@wsp.com

Michael Jakovcic, P.Eng.
Senior Project Engineer
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tel: 807-632-0943
Email: Michael.Jakovcic@ontario.ca

In addition, individuals may submit a request to the Minister of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g. require further studies) This request can only be submitted on the grounds that the order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request.

The request should be sent in writing or by email to Michael Jakovcic, Senior Project Engineer and:

Minister of the Environment, Conservation and Parks
Ministry of the Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3
minister.mecp@ontario.ca

Director, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto, ON M4V 1P5
EABDirector@ontario.ca

Comments and information will be collected to assist the Ministry of Transportation in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

GLOSSARY

AA	Archaeological Assessment
CPR	Canadian Pacific Railway
DCR	Design and Construction Report
DFLCCC	Dorion Four-Lane Community Consultation Committee
EA	Environmental Assessment
ESR	Environmental Study Report
HONI	Hydro One Networks Inc.
IO	Infrastructure Ontario
LRCA	Lakehead Region Conservation Authority
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of Environment, Conservation and Parks
MNO	Métis Nation of Ontario
MNRF	Ministry of Natural Resources and Forestry
MPP	Member of Provincial Parliament
MTCS	Ministry of Tourism, Culture and Sport
MTO	Ministry of Transportation
NSA	Noise Sensitive Area
OGN	Ontario Government Notice
PTE	Permission to Enter
PIC	Public Information Centre
SAR	Species-at-Risk

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A	CONSULTATION
B	CORRESPONDENCE

1 PROJECT SUMMARY

1.1 PROJECT BACKGROUND

WSP Canada Inc. was retained by the Ministry of Transportation (MTO) to undertake the Design-Build Ready and Class Environmental Assessment (EA) Study for the Four-Laning of Highway 11/17 from east of Highway 582 westerly to Dorion, for 12 km. The proposed work also includes two new bridges over each of Coldwater Creek and Wolf River.

This study will build upon the Planning and Preliminary Design phase for the Four-Laning of Highway 11/17 from 8 km west of Ouimet, easterly 36 km to the west boundary of Red Rock Township (completed in 1997), which secured Environmental Approval for the Four-Laning of Highway 11/17 between Thunder Bay and Nipigon. At that time, an Environmental Study Report (ESR) documented operational and capacity deficiencies, significant environmental features, external agency and public consultation, the evaluation of alternatives, identified a preferred preliminary design plan, environmental effects, mitigation measures, and monitoring to address the current and future needs of Highway 11/17 within the study limits.

The key design features recommended in the 1997 ESR for the section of Highway 11/17 from east of Highway 582 westerly to Dorion included:

- Two driving lanes in each direction, resulting in a four-lane cross-section;
- A minimum 30m centre median which separates the opposing lanes of traffic;
- Two new bridges at each of the Coldwater Creek and Wolf River crossings;
- Two new bridges where the new alignment crosses over the existing highway;
- Public access to the highway at four (4) locations (Dorion Loop Road, Bible Camp Road, Wolf River Road and Black Sturgeon Road) including localized improvements at / modifications to these sideroads;
- Private access at existing entrances or entrances provided for in previous property agreements, where feasible (right-in /right-out movements only);
- New entrances (right-in / right-out only) on the four-lane highway only as approved by MTO;
- Some areas of twinning the existing highway; and
- Some areas of new alignment.

As construction had not commenced within five years of the 1997 ESR, this Addendum to the 1997 ESR has been prepared to provide an update to the current environmental

conditions within the study area to determine if there have been new conditions in the study corridor that may affect, or be affected by, the proposed Four-Laning of Highway 11/17. This Addendum also provides a review of any proposed changes to the commitments made in the 1997 ESR (and/or the basic intent of the undertaking) that may be significant.

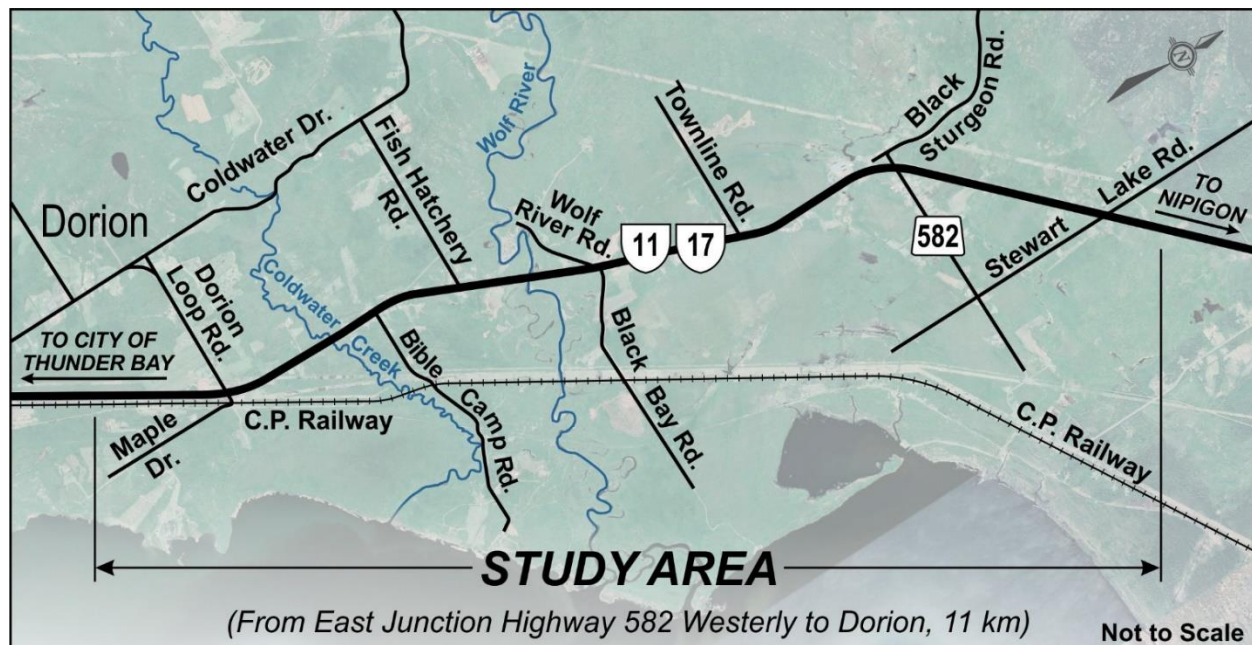
The proposed changes include:

- New highway alignment with limited areas of twinning the existing highway at the east and west limits of the project; and
- Providing connection to the new four-lane highway and public access at four (4) locations: Dorion Loop Road, Fish Hatchery Road, Townline Road, and Black Sturgeon Road.

Further details regarding these proposed changes to the EA Approved Plan are provided in **Section 3.0** and **Section 4.0**.

The project location is shown in **Exhibit 1-1**.

Exhibit 1-1 Project Location



2 THE ENVIRONMENTAL ASSESSMENT PROCESS

2.1 THE ENVIRONMENTAL ASSESSMENT PROCESS

The Ministry of Transportation's (MTO) *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) was approved under the Ontario Environmental Assessment Act in the Fall of 1999 and amended in 2000. This planning report outlines the Class EA process that MTO has committed to follow to plan, design and implement this project. Provided that this process is followed, projects and activities included under the Class EA do not require formal review and approval under the Ontario Environmental Assessment Act.

The goal of all projects and activities covered by the Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. To achieve this goal the Class EA specifies certain mandatory principles which must be achieved. Where appropriate this document has referenced the principles to be applied and how they were achieved during the environmental assessment process.

The following principles underlie the Class EA process for Group A, B and C projects:

- Transportation engineering;
- Environmental protection;
- External consultation;
- Evaluation that is intended to achieve the best overall balance;
- Documentation;
- Section 16 Order; and
- Environmental clearance to proceed.

This study has followed the Class EA process for a Group 'B' project. Group 'B' projects generally include: highway realignments; improvements to existing highways; new interchanges or modifications to existing interchanges; new or modified water crossings; and, new highway service facilities. Group 'B' projects are generally similar in nature, occur frequently, and have a predictable range of environmental effects for which standard mitigation can be used.

2.2 PURPOSE OF THE ADDENDUM TO THE ENVIRONMENTAL STUDY REPORT

The purpose of this study is to update the previously approved 1997 ESR, including any changes to existing environmental conditions, evaluation of alignment alternatives and proposed strategies to mitigate environmental impacts. As a result of this review, the Ministry is proposing a number of changes to the previously approved plan and has prepared the ESR Addendum. The proposed changes include modifications to highway alignment, changes to public access locations and an increase in the right-of-way width (from 90m to 110m) to meet current corridor standards. The construction date has not been determined.

A Notice of the ESR Addendum filing was sent to external agencies, Indigenous communities, local municipalities, utility companies, impacted property owners, local stakeholder groups and members of the public. In addition, a Notice was published on September 5, 2023 and October 5, 2023 in local newspapers (*Thunder Bay Chronicle Journal* and *Red Rock Nipigon Gazette*), and was also posted on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca.

This ESR Addendum is being made available for a 30-day comment period from **September 5, 2023** to **October 5, 2023**. It will be posted on the project website and will be available in hard copy during normal business hours at the following locations:

Township of Dorion

170 Dorion Loop Rd
Dorion, Ontario
P0T 1K0

Dorion Public Library

170 Dorion Loop Rd
Dorion, Ontario
P0T 1K0

Persons requiring accommodation to review these materials are encouraged to contact the project managers below to discuss accessibility requirements.

Any concerns anyone may have during this comment period should be discussed with the individuals identified below.

Michael Jakovcic, P.Eng.

Senior Project Engineer

Ministry of Transportation

615 James Street South

Thunder Bay, ON P7E 6P6

Toll-Free: 1-800-465-5034

Tell: 807-632-0943

E-mail: Michael.Jakovcic@ontario.ca

Karen M. Zan, P.Eng.

Senior Project Manager

WSP Canada Inc.

6925 Century Avenue, Floor 6

Mississauga, Ontario L5N 7K2

Toll-Free: 1-877-562-7947

Tel: 289-835-2643

Email: Karen.Zan@wsp.com

If concerns are raised during this comment period that cannot be resolved through discussions with MTO, a request may be made to the Minister of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e. requiring an individual/comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the Ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the MECP is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to Michael Jakovcic, P. Eng., Senior Project Engineer and both the MECP Minister and the Director of the EA Branch:

Minister of the Environment,

Conservation and Parks

Ministry of the Environment,

Conservation and Parks

777 Bay Street, 5th Floor

Toronto ON M7A 2J3

minister.mecp@ontario.ca

Director, Environmental

Assessment Branch

Ministry of the Environment,

Conservation and Parks

135 St. Clair Ave. W, 1st Floor

Toronto ON, M4V 1P5

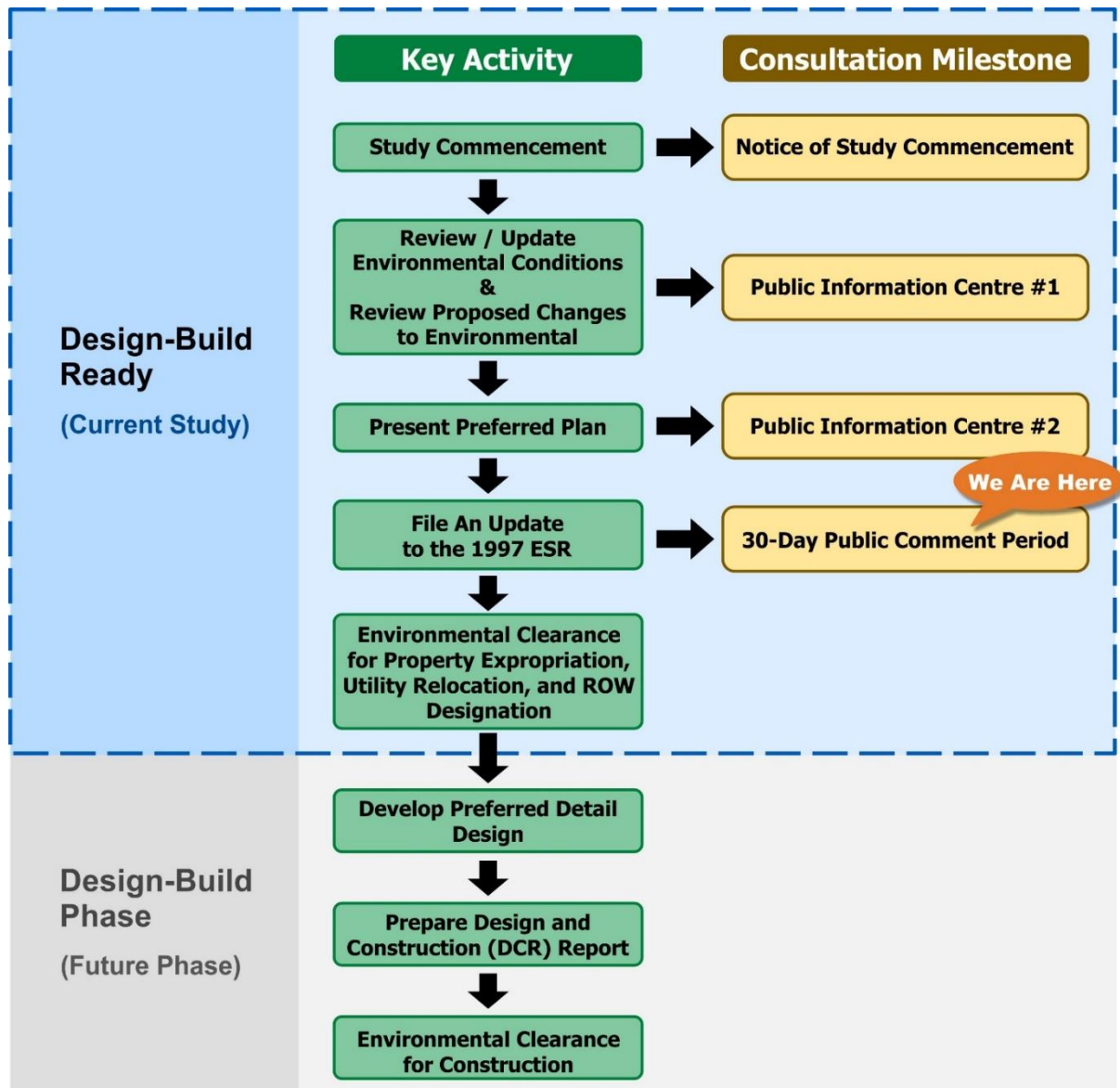
EABDirector@ontario.ca

2.3 STUDY PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The key steps in the Design-Build Ready phases are highlighted in **Exhibit 2-1**. In accordance with the Class EA and Preliminary Design phase, the ESR Addendum has been prepared to document the proposed changes. During the future Design-Build phase, a Design and Construction Report (DCR) will be prepared to document how the commitments outlined in the ESR Addendum, as well as the 1997 ESR, will be addressed. Design features and refined environmental impact mitigation measures will be described in the DCR. There is a possibility that the final design plans may identify design modifications or refinements that could result in environmental benefits or impacts that may not have been anticipated or identified in this ESR Addendum or the 1997 ESR. Any design modifications or refinements to the final design plans and resultant environmental benefits or impacts will also be documented in the DCR.

Exhibit 2-1 Study Process



3 EXISTING ENVIRONMENTAL CONDITIONS AND CHANGES

As noted in **Section 1.1**, any portion of a project for which construction has not commenced within five years of Notice of Addendum for the ESR, and for which a DCR has not been submitted within that five-year period, the proponent must carry out a review of the portions of the project that have not been constructed before any construction may begin. This review must consider changes that have taken place since the submission of the original ESR, including new conditions in the study area.

3.1 NATURAL ENVIRONMENT

This section reviews and compares the current environmental conditions (where available) with the environmental conditions documented in the 1997 ESR to determine whether there have been any significant changes that may affect the proposed Four-Laning of Highway 11/17 within the study limits.

Terrestrial and aquatic field investigations were completed in Fall 2018 along the existing highway alignment to gather data regarding environmental conditions within the study area; at that time, limited PTE was available for the realignment section of the Four-Laning. In 2022, WSP collected additional field information from portions of the realignment section where PTE had been granted. The collection of updated information was necessary to build upon previously collected data and expand on the existing conditions and constraints to provide a comparison to the 1997 environmental conditions that were obtained from the 1997 ESR.

Exhibit 3-1 presents the updated environmental conditions field data was collected in 2022 (along parcels of the routes where Permission to Enter (PTE) was granted). A comparison of that data with the previous 1997 environmental condition data is presented in **Exhibit 3-2**.

Existing environmental conditions include:

- Typical northern boreal forest of White Spruce, Fir, Birch and Aspen with open fields (residential lawns) throughout the study area;
- Treed wetland areas are likely to be spruce and fir dominated swamps common to this region; and
- Watercourses throughout the study area that typically have coldwater thermal classifications.

Additional terrestrial and aquatic field investigations will occur in the Spring / Summer 2023 to collect habitat and species information on the Preferred Alignment for those areas where PTE was not previously granted. The findings of these additional investigations and impact assessments to the Preferred Alignment will support the development of the Detail Design plan and will be documented in the DCR later in the Design-Build phase.

3.2 CULTURAL ENVIRONMENT

A Stage 1 Archeological Assessment (AA) was undertaken for Alternative #1 in February 2019; this included the areas within the increased ROW. Some recommendations were made in the Stage 1 AA Report for Stage 2 work along this alignment.

A Stage 1 AA will be undertaken for areas of the Preferred Alignment that do not overlap with the previously completed Stage 1 work. The need for a Stage 2 AA in these areas will be determined by that Stage 1 work. As noted above, a Stage 2 AA is required on some areas for which Stage 1 work was completed in 2019. All Stage 2 AA work required on the Preferred Alignment will be completed in Summer 2023. All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction.

No significant built or cultural heritage features are known to be within the ROW of any of the alignment alternatives. A local feature known as the “Stone House” is located on a property currently owned by Bell Canada. This structure would be impacted by Alignment Alternative #2 but will not be displaced by the Preferred Alignment.

3.3 SOCIO-ECONOMIC ENVIRONMENT

Highway 11/17 is being Four-Laned between Thunder Bay and Nipigon to provide the benefits listed below:

- 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; and

- Allowance 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.

3.3.1 CLIMATE CHANGE

Four-laning Highway 11/17 will help improve traffic flow due to reduced delays caused by slower moving vehicles. Improving traffic flow will result in more efficient travel and reduced emissions, ultimately contributing to reducing the impact of climate change.

This project will contribute to a sustainable environment by taking appropriate measures to ensure the protection and conservation of natural resources, including animal life and ecological systems. Mitigation measures will be included to address potential negative effects that may include erosion and sediment control, noise and dust control, and water quality and quantity concerns to environmental and community features. These mitigation measures can be found in Table 7-1 and will be carried forward and further developed into the Design-Build phase of this project.

3.3.2 NOISE

A Noise Assessment was undertaken which considered the noise impacts to the Noise Sensitive Areas (NSAs, i.e. a group of noise sensitive land uses) within the Study Area resulting from the proposed operational improvements (Future Build) and associated construction of the Preferred Plan. The potential noise impacts from future traffic with operational improvements and realigned corridors were assessed in accordance with the MTO “Environmental Guide for Noise”, February 2022 (the MTO Guide). As per the MTO Guide, noise impacts were assessed at representative receptors that represent up to 3 noise sensitive land uses (i.e. residential buildings, campgrounds, etc.).

The analysis indicated that the identified receptors are below 65 dBA in the “Future Build” scenario. The change in future traffic noise between the “Future Build” scenario (with Project undertaking) and the “Future No-Build” scenario (without Project undertaking), is greater than 5 dB for some receptors along the Preferred Plan. A potential change greater than 5 dB was noted at a few representative receptors. Additionally, several of the representative receptors saw a reduction in sound level in the “Future Build” scenario. This reduction was noted due to moving the preferred alignment’s location further away from the current alignment.

A further investigation of the technical feasibility of noise barriers to mitigate sound levels was considered. The options that were investigated includes: only noise walls, only berms, or a combination of noise walls and berms.

The following provides a summary:

- **Future Traffic Noise** - The results of the assessment indicated that the sound level at the NSAs is below 65 dBA in the “Future Build” scenario. The change in future traffic noise between the “Future No-Build” scenario (without Project undertaking) and the “Future Build” scenario (with Project undertaking), has the potential to be greater than 5 dB for a few representative receptors. Additionally, several of the representative receptors saw a reduction in sound level in the “Future Build” scenario due to moving the preferred alignment’s location further away from the current alignment.
- **Mitigation Review** – Potential barrier locations were identified and investigated for feasibility. Among these locations, some locations are not suitable for berm only option, for these locations a combination of berm and wall was investigated. A further investigation of berm and noise wall option for these locations indicated that it is not economically feasible. The remaining locations may have sufficient space for a berm only option.
- **Next Steps and Future Consultation** – The berm only options at these locations should be further investigated during Detail Design considering the final elevation of the road surface, availability of fill material from road construction, slope stability, maintenance, and other applicable considerations (e.g., landscaping, seeding, cost, etc.). Once these have been established, this shall be discussed with landowners prior to finalizing the detail design.
- **Construction Noise from General Construction** –The assessment indicated that there is low potential for a significant impact on the acoustic environment due to construction activities during daytime hours, with the exception of some identified receptors. A complaint management process and noise mitigation measures in accordance with the MTO Guide is recommended when construction is occurring during daytime and nighttime hours within the Receptor Proximity Zones.
- **Construction Noise and Vibration from Blasting** – The assessment indicated that some receptors (i.e., NSAs) may experience sound and vibration levels above the recommended levels; therefore, recommendations are provided to manage noise and vibration during blasting.

3.3.3 SOURCE WATER PROTECTION

The majority of the site is located in the Lakehead Source Water Protection Area (SWPA) with the exception of a small portion at the eastern end. The site is not located in a Wellhead Protection Area or an Intake Protection Zone. A large portion of the site is within or adjacent to Highly Vulnerable Aquifer (HVA) and the central portion on the site is in and adjacent to a Significant Ground Recharge Area (SGRA).

Fuel and Road Salt threats may be applicable to the site during construction and post construction. The full description of these threats are as follows:

- Fuel - Handling and Storage: Fuel stored or handled in a quantity that is more than 250, but not more than 2,500 litres. Liquid fuel storage in a tank partially below grade at a facility as defined in section 1 of O. Reg. 213/01, a facility as defined in section 1 of O. Reg. 217/01, or a facility that manufactures or refines fuel.
- Road Salt – Application: where the default % of impervious surface area is 30% or more in WHPA-A, B, C, C1, D or HVA; or is 8% or more in IPZ-1, 2, 3 and WHPA-E. Road salt application in an area.

Exhibit 3-2 Comparison Between 1997 and 2022 Environmental Conditions

Factor / Indicator	Existing Environmental Conditions (1997)	Review of Existing Environmental Conditions (2022)
Natural Environment		
Geology and Soils	<ul style="list-style-type: none"> The bedrock within the study area is entirely composed of rock formed in the Precambrian era. 	<ul style="list-style-type: none"> No changes since 1997.
Vegetation	<ul style="list-style-type: none"> Dominant tree species along the highway corridor include Poplar, White Birch, Balsam Fir, and Black Spruce. No significant species identified by the Ministry of Natural Resources and Forestry (MNRF) (<i>formerly Ministry of Natural Resources</i>). 	<ul style="list-style-type: none"> Dominant tree species along the off-corridor section include White Spruce, White Birch, Balsam Fir, and aspen species. Black Spruce and Jack pine were very limited along the areas assessed (where PTE was granted). There is one Black Ash dominated swamp being impacted for the adjacent contract, and there were occasional Black Ash noted throughout the corridor sections assessed. No other SAR or Species of Concern were noted. No Provincially Significant Wetlands were identified in the area although MNRF noted that there are numerous unevaluated wetlands in the area.
Wildlife and Wildlife Habitat	<ul style="list-style-type: none"> Area supports a wide range of species, including moose, black bear, deer, rabbit, gamebirds, and waterfowl. No species of conservation concern were identified. 	<ul style="list-style-type: none"> Surveys for nest trees will be undertaken in conjunction with the vegetation surveys in 2023 to inform potential concerns under the MBCA. Assessment will be supplemented with findings from 2023 field investigations. There are a number of species listed under SAR (updated since 1997) with some potential to be within the study limits (i.e., SAR Bats, Black Ash). Their potential will be assessed during field

Factor / Indicator	Existing Environmental Conditions (1997)	Review of Existing Environmental Conditions (2022)
		investigations in 2023 to determine possible impacts.
Fish and Fish Habitat	<ul style="list-style-type: none"> Waterbodies within the study area are mainly coldwater streams. Streams flowing into Lake Superior are considered to be of high significance by MNRF. Lake Superior tributaries contain a wide range of aquatic wildlife, such as resident brook trout, minnows, trout, and tadpoles. Minnows, trout, and tadpoles were observed throughout the study area. No Species of Conservation Concern were identified. Limited aquifer potential as a result of the underlying bedrock and its proximity to the surface. 	<ul style="list-style-type: none"> Waterbodies within the study area are mainly coldwater streams with the potential to support Brook Trout. Tributaries of Morrow Creek appeared to only support a simple baitfish community likely due to the impacted of beaver damming throughout the system. Coldwater Creek supports coldwater species including Brook Trout and Slimy Sculpin within the off-corridor section as sampled by WSP. Wolf River has a diverse coldwater community supporting Brook and Rainbow Trout as well as Chinook Salmon. Sea Lamprey Weir upstream of existing highway corridor on Wolf River limits migration of some species further upstream such as Walleye and Lake Sturgeon, however MNRF has indicated that it is not a barrier to other migratory species such as salmonids, and Rainbow Trout. Streams flowing into Lake Superior are considered high significance by MNRF. Wolf River has been identified by the MNRF as potentially supporting Lake Sturgeon in the general area of the existing highway, but they are not managing Wolf River for Lake Sturgeon, and the habitat does not appear to be suitable for the species.
Social and Cultural Environment		
Social	<ul style="list-style-type: none"> Project area is sparsely populated in a rural landscape. 	<ul style="list-style-type: none"> No significant changes since 1997.

Factor / Indicator	Existing Environmental Conditions (1997)	Review of Existing Environmental Conditions (2022)
	<ul style="list-style-type: none"> Residents within study area are on well water. 	
Land-use	<ul style="list-style-type: none"> Lands fronting along existing Highway 11/17 include scattered residential development and farms. Township of Dorion is generally characterized by rural land uses with commercial establishments located adjacent to Highway 11/17. 	<ul style="list-style-type: none"> <i>Township of Dorion's Official Plan (2022)</i> designates lands within the study area as 'Rural', 'Hamlet/Settlement Residential', 'Environmental Protection', and 'Highway Commercial'. No significant changes since 1997.
Agriculture	<ul style="list-style-type: none"> General agricultural conditions exist in the study area and adjacent to the existing Highway 11/17. Designated specialty crops, including potatoes and strawberries are present within the Ouimet area. 	<ul style="list-style-type: none"> No significant changes since 1997.
Archaeology and Heritage	<ul style="list-style-type: none"> The 1997 ESR recommended future archaeological assessments be conducted along the corridor. 	<ul style="list-style-type: none"> A Stage 1 Archaeological Assessment was carried out in February 2019 and identified areas that require further Stage 2 archaeological assessment. Further Stage 1 and Stage 2 assessments will be carried out in Summer 2023 on the Preferred Alignment.
Heritage	<ul style="list-style-type: none"> No heritage features were documented in the 1997 ESR. 	<ul style="list-style-type: none"> Township of Dorion confirmed no built heritage resources are present within the vicinity of the study area.

4 EVALUATION OF HIGHWAY ALIGNMENTS

This Design-Build Ready and Class Environmental Assessment (EA) Study includes a review of the commitments made in the 1997 ESR based on new engineering standards, and new environmental constraints. It also includes a review of alignment alternatives. The 1997 EA Approved Alignment and Alignment Alternatives #1, #2, #3 and #4 are shown in **Exhibit 4-1**.

The review of the 1997 EA Approved Plan included the following:

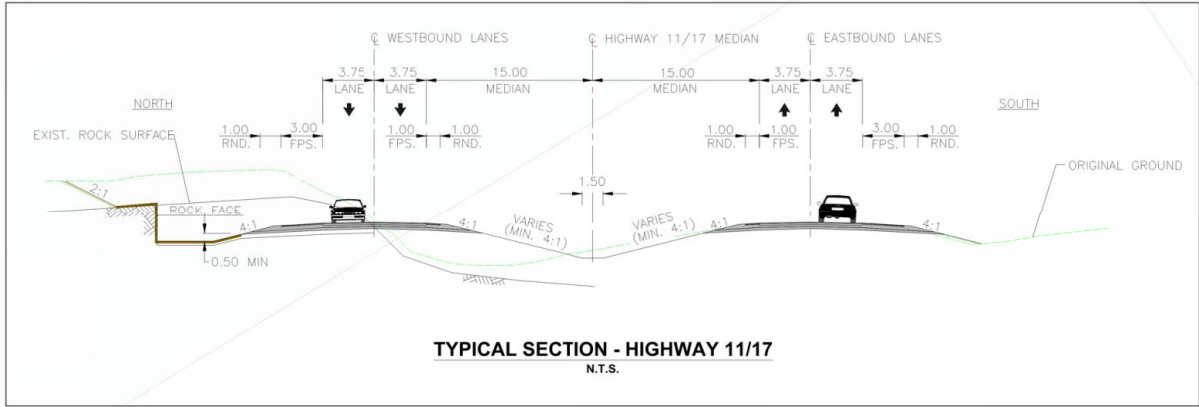
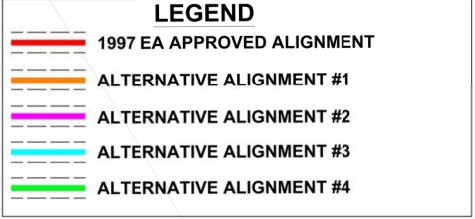
- Review of Highway Cross-Section;
- Review of Highway Alignment; and
- Review of Public Access Locations.

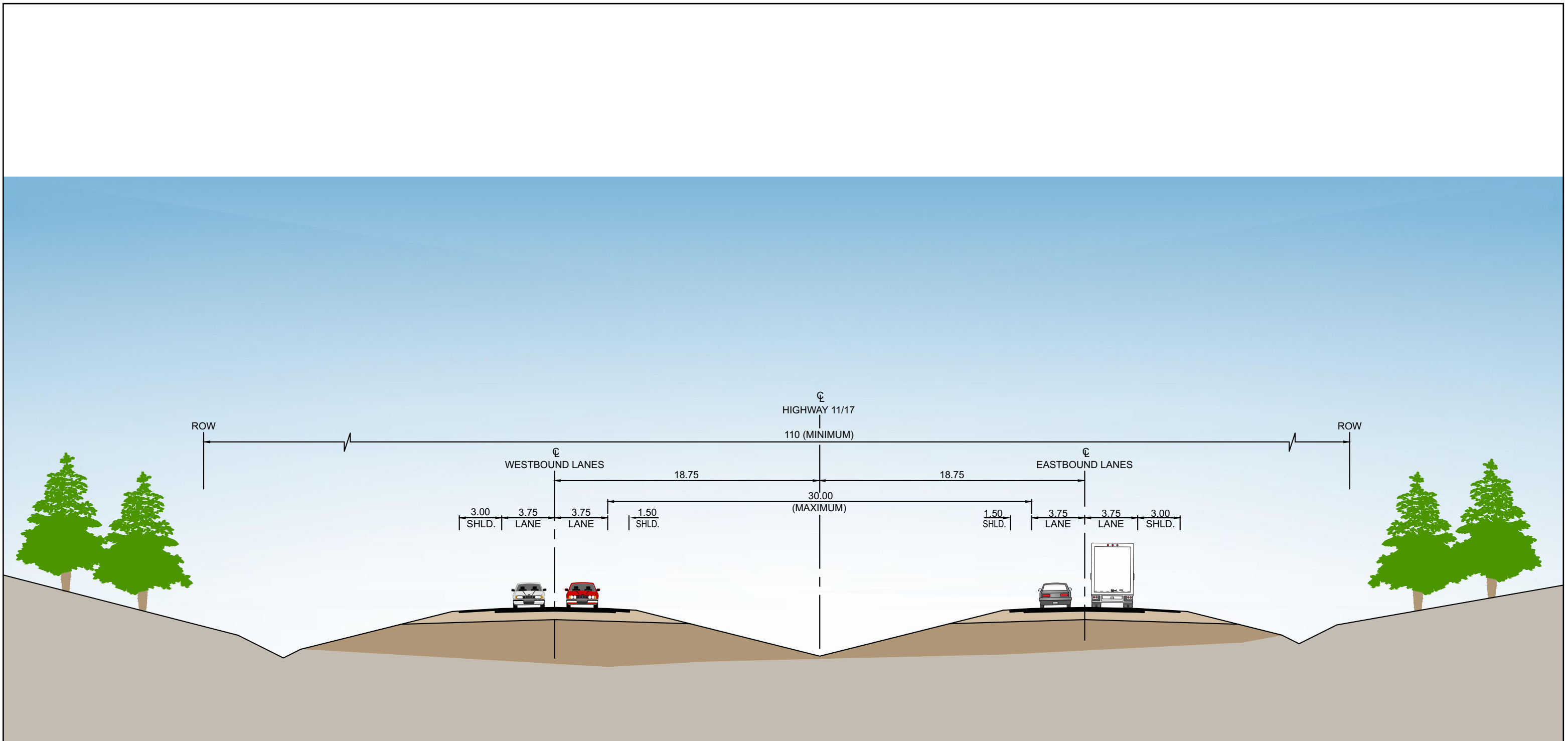
The following sub-sections summarize the review of the above components, and the analysis / evaluation of alternatives, as applicable.

4.1 REVIEW OF HIGHWAY CROSS SECTION

MTO is proposing to increase the Right-of-Way from 90 m to 110 m as a result of revisions to the highway engineering design and safety standards that have been developed since the 1997 ESR. The increased ROW width will accommodate a 30 m median and flatter side slopes. In addition, the decision to provide a minimum Right-of-Way width of 110 m ensures a consistent corridor width for Highway 11/17 between Thunder Bay and Nipigon. The Four-Lane alignment identified in the 1997 EA Approved Plan was reviewed to ensure the proposed highway alignment met current engineering standards while minimizing / avoiding updated environmental constraints. A typical cross-section is shown in **Exhibit 4-2**.

HIGHWAY ALIGNMENT ALTERNATIVES





4.2 REVIEW OF 1997 EA APPROVED PLAN & HIGHWAY ALIGNMENT ALTERNATIVES

Exhibit 4-3 presents 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:

Exhibit 4-3 Review of 1997 EA Approved Plan and Highway Alignment Alternatives

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-laneFour-Lane alignment north of Dorion Loop Road	Alignment Alternative #1 is being investigated to identify opportunities to: <ul style="list-style-type: none">Consider current community access needsReduce environmental impactsIdentify more favourable crossings at Coldwater Creek and Wolf RiverImprove constructabilityMinimize impacts to existing utility and railway corridors	Alignment Alternative #2 is being investigated to identify opportunities to: <ul style="list-style-type: none">Consider community access needsReduce environmental impactsIdentify more favourable crossings at Coldwater Creek and Wolf RiverImprove constructabilityMinimize impacts to existing utility and railway corridorsReduce direct impacts to property owners	Alignment Alternative #3 is being investigated to identify opportunities to: <ul style="list-style-type: none">Consider current community access needsReduce environmental impactsIdentify more favourable crossings at Coldwater Creek and Wolf RiverImprove constructabilityMinimize impacts to existing utility and railway corridorsReduce direct impacts to property owners	Alignment Alternative #4 is being investigated to identify opportunities to: <ul style="list-style-type: none">Consider current community access needsReduce environmental impactsIdentify more favourable crossings at Coldwater Creek and Wolf RiverImprove constructabilityMinimize impacts to existing utility and railway corridorsReduce direct impacts to property ownersIncrease the distance from the Wolf River floodplain and avoid the deep cut ("mountain")
Side Road Access Locations	EA Approved Plan includes 4 accesses: <ul style="list-style-type: none">Access 1-1: Dorion Loop RoadAccess 1-2: Bible Camp RoadAccess 1-3: Wolf River RoadAccess 1-4: Black Sturgeon Road	Access options are being revised as follows: <ul style="list-style-type: none">Access 2-1: Dorion Loop RoadAccess 2-2:<ul style="list-style-type: none">Bible Camp Road ORFish Hatchery RoadAccess 2-3:<ul style="list-style-type: none">Wolf River Road ORTownline RoadAccess 2-4: Black Sturgeon Road	Access options are being revised as follows: <ul style="list-style-type: none">Access 2-1: Dorion Loop RoadAccess 2-2:<ul style="list-style-type: none">Bible Camp Road ORFish Hatchery RoadAccess 2-3:<ul style="list-style-type: none">Wolf River Road ORTownline RoadAccess 2-4: Black Sturgeon Road	Access options are being revised as follows: <ul style="list-style-type: none">Access 2-1: Dorion Loop RoadAccess 2-2:<ul style="list-style-type: none">Bible Camp Road ORFish Hatchery RoadAccess 2-3:<ul style="list-style-type: none">Wolf River Road ORTownline RoadAccess 2-4: Black Sturgeon Road	Access options are being revised as follows: <ul style="list-style-type: none">Access 2-1: Dorion Loop RoadAccess 2-2:<ul style="list-style-type: none">Bible Camp Road ORFish Hatchery RoadAccess 2-3:<ul style="list-style-type: none">Wolf River Road ORTownline RoadAccess 2-4: Black Sturgeon Road
Highway Right of Way	The EA Approved Plan includes a 90 m right-of-way. The right-of-way is proposed to be increased to a minimum of 110 m to accommodate revisions to highway engineering design and safety standards that have occurred since the 1997 ESR. The 110 m right-of-way is applicable to the 1997 EA Approved Plan and all Alignment Alternatives.				

4.3 EVALUATION CRITERIA

Exhibit 4-4 outlines the list of evaluation criteria that were considered in the evaluation of the EA Approved Plan and four (4) alignment alternatives.

Exhibit 4-4 Evaluation Criteria

Factor / Indicator	Level of Importance	Rationale for Significance	Key Factors
Socio-Economic Environment <ul style="list-style-type: none">• Impacts to Residences / Businesses• Property Requirements• Impacts on Agricultural-Related Use Lands• Noise• Air Quality	High	<ul style="list-style-type: none">• 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.	<ul style="list-style-type: none">• 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 <ul style="list-style-type: none">• Accommodates Projected Traffic Demand• Enhances Safety	High	<ul style="list-style-type: none">• Transportation has high relevance in the decision-making process since the overall purpose of the highway planning and design project is to	<ul style="list-style-type: none">• Meeting current design standards is the most important factor.

Factor / Indicator	Level of Importance	Rationale for Significance	Key Factors
<ul style="list-style-type: none"> • Municipal Road Connections • Highway Geometrics • Flexibility to Accommodate Future Interchanges • Impacts to Utilities 		develop a proposed plan that accommodates future traffic operations and meets current design standards.	
Constructability <ul style="list-style-type: none"> • Complexity and Difficulty of Construction • Traffic Management During Construction • Geotechnical suitability 	High	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Ensuring a constructable solution is possible while minimizing impacts to traffic and resultant delays to users.
Natural Environment <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Fragmenting undisturbed natural areas and impacting significant natural features including terrestrial and fisheries values are considered to be key factors for the natural environment.

Factor / Indicator	Level of Importance	Rationale for Significance	Key Factors
Cultural Environment <ul style="list-style-type: none"> Built Heritage Features Cultural Landscapes Archaeological Resources 	Medium	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Cost including Construction and Utility Relocation 	Medium	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Construction cost is considered to be the key factor as it forms the majority of the overall costs.






4.4 ANALYSIS AND EVALUATION OF 1997 EA APPROVED PLAN & HIGHWAY ALIGNMENT ALTERNATIVES






Exhibit 4-5 summarizes the analysis and evaluation of 1997 EA Approved Plan and highway alignment alternatives.













Exhibit 4-5 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
Socio-Economic Environment <ul style="list-style-type: none">Residents / Business DisplacementImpacts to Residences / BusinessesProperty RequirementsImpact on Agricultural-Related Land UseUse LandsNoiseAir Quality	High					
		<ul style="list-style-type: none">Two houses (2) will be displacedFive (5) houses in close proximity to ROWTwenty-nine (29) private properties impactedLower number of private properties impacted than Alternative 1 but still higher than Alternative 2, 3 or 4Impacts to several properties with agricultural-related use activitiesThirteen (13) receptors (i.e. homes) may be	<ul style="list-style-type: none">Seven houses (7) will be displacedThree (3) houses in close proximity to ROWTwenty-nine (29) private properties impactedHighest number of private properties impactedImpacts to several properties with agricultural-related use activitiesEight (8) receptors (i.e. homes) may be impacted; lowest of all alternatives; detailed	<ul style="list-style-type: none">Five houses (5) will be displacedThree (3) houses in close proximity to ROWTwenty-five (25) private properties impactedLower number of private properties impacted than EA and Alternative 1 and EA but still higher than Alternative 3Impacts to several properties with agricultural-related use activitiesFourteen (14) receptors (i.e. homes) may be	<ul style="list-style-type: none">One house (1) will be displacedThree (3) houses in close proximity to ROWNineteen (19) private properties impactedFewest number of private properties impactedImpacts to several properties with agricultural-related use activitiesTen (10) receptors (i.e. homes) may be impacted; lower than EA Approved plan; detailed	<ul style="list-style-type: none">Five houses (5) will be displacedFour (4) houses in close proximity to ROWTwenty-five (25) private properties impactedImpacts to several properties with agricultural-related use activitiesLower number of private properties impacted than EA and Alternative 1 and EA but still higher than Alternative 3Ten (10) receptors (i.e. homes) may be

Factor	Weighting	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
		impacted; higher than Alternative 1 × Within 250m of 13 sensitive air quality receptors (i.e. homes)	study as per MTO guide is required × Within 250m of 8 sensitive air quality receptors (i.e. homes)	impacted; highest of all alternatives; detailed study as per MTO guide is required × Within 250m of 14 air quality noise receptors (i.e. homes)	study as per MTO guide is required × Within 250m of 10 air quality noise receptors (i.e. homes)	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 <ul style="list-style-type: none"> Accommodates Projected Traffic Demand Enhances Safety Flexibility to accommodate municipal road connections Highway Geometrics Flexibility to accommodate future interchanges Impacts to Utilities 	High					
		<ul style="list-style-type: none"> ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum design standards ✓ Accommodates 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 	<ul style="list-style-type: none"> ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum design standards ✓ Could accommodate two possible future interchanges though location at Black Sturgeon Road may be too close to the Hydro corridor × Two (2) Hydro Transmission towers directly impacted × Forty (40) utility poles affected 	<ul style="list-style-type: none"> ✓ Proposed s meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum design standards ✓ Could accommodate two possible future interchanges × One (1) Hydro Transmission towers directly impacted × Forty-Four (44) utility poles affected 	<ul style="list-style-type: none"> ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum design standards ✓ Could accommodate two possible future interchanges × Crosses Hydro Transmission corridor × Two (2) Hydro Transmission towers directly impacted × Thirty-two (32) utility poles affected 	<ul style="list-style-type: none"> ✓ Proposed four-lanes meets projected traffic demand ✓ Four-laning enhances highway safety ✓ Public access provided at four (4) locations ✓ Meets/exceeds minimum design standards ✓ Could accommodate two possible future interchanges × One (1) Hydro Transmission towers directly impacted × Forty-Four (44) utility poles directly affected

Factor	Weighting	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
Constructability <ul style="list-style-type: none">• Complexity and Difficulty of Construction• Traffic Management During Construction• Suitability for Construction Staging• Geotechnical suitability	High					
		<p>Total Length of new alignment 12.8 km</p> <ul style="list-style-type: none">× 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	<p>Total Length of new alignment 12.1 km</p> <ul style="list-style-type: none">✓ 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 EA as does not cross existing highway✓ Limited swamps present; wet soil conditions are likely× Limited bedrock expected throughout alignment	<p>Total Length of new alignment 12.1 km</p> <ul style="list-style-type: none">✓ 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 EA as does not cross existing highway✓ Limited swamps present; wet soil conditions are likely× Limited bedrock expected throughout alignment	<p>Total Length of Alignment 12.5km</p> <ul style="list-style-type: none">✓ 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 EA as 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	<p>Total Length of new alignment 12.1 km</p> <ul style="list-style-type: none">✓ Similar in traffic management to Alternatives 1,2 and 3; 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 3; much less complex than EA as does not cross existing highway✓ Limited swamps present; wet soil conditions are likely× Limited bedrock expected throughout alignment

Factor	Weighting	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
					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 permitted, increasing complexity of construction	
Natural Environment <ul style="list-style-type: none">• 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					
		<ul style="list-style-type: none">× 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)	<ul style="list-style-type: none">× 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)	<ul style="list-style-type: none">× 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	<ul style="list-style-type: none">× 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 (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)	<ul style="list-style-type: none">× 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 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

Factor	Weighting	<u>EA Approved Plan</u>	<u>Alignment Alternative #1</u>	<u>Alignment Alternative #2</u>	<u>Alignment Alternative #3</u>	<u>Alignment Alternative #4</u>
				required (joins existing alignment before other tributary is crossed)		✕ One (1) new crossing of Morrow Creek tributaries required (joins existing alignment before other tributary is crossed)
Cultural Environment • Built Heritage Features • Cultural Landscapes • Archaeological Resources	Medium	NO SIGNIFICANT DIFFERENCE				
		✕ Stage 1 Archaeological Assesement 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 Assesement not undertaken ✕ May have areas requiring Stage 2 Archaeological Assessment ✕ Impacts existing Trans-Canada highway landscape	✕ Stage 1 Archaeological Assesement not undertaken ✕ May have areas requiring Stage 2 Archaeological Assessment ✕ Impacts existing Trans-Canada highway landscape	✕ Stage 1 Archaeological Assesement not undertaken ✕ May have areas requiring Stage 2 Archaeological Assessment ✕ Impacts existing Trans-Canada highway landscape
Cost • Preliminary Costs Including Grading/Bridge Construction and Utility Relocation	Medium					
		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 <u>VALUE OF PIES:</u>		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


























Factor	Weighting	<u>EA Approved Plan</u>	<u>Alignment Alternative #1</u>	<u>Alignment Alternative #2</u>	<u>Alignment Alternative #3</u>	<u>Alignment Alternative #4</u>
<div><div><div><div></div><div></div><div></div><div></div></div><div>= 1 POINT</div></div><div><div><div></div><div></div><div></div><div></div></div><div>= 2 POINTS</div></div><div><div><div></div><div></div><div></div><div></div></div><div>= 3 POINTS</div></div><div><div><div></div><div></div><div></div><div></div></div><div>= 4 POINTS</div></div></div> <div>VALUE OF WEIGHTINGS: HIGH = 15 POINTS MEDIUM = 10 POINTS LOW = 5 POINTS</div>						
OVERALL SCORE FOR HIGHWAY ALIGNMENT ALTERNATIVES		90	140	115	130	155
BASED ON THE EVALUATION PRESENTED ABOVE, ALIGNMENT ALTERNATIVE #4 IS PREFERRED						

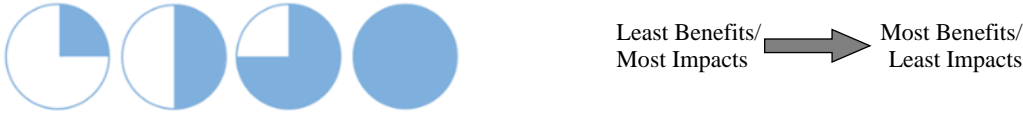
4.5 EVALUATION SUMMARY

The evaluation factors were assigned weightings of either High, Medium or Low, depending upon importance, either globally (i.e. highway safety) or locally (i.e. homes impacted). As the alignment alternatives have direct and significant impacts on the community of Dorion, the Socio-Economic factor was assigned a “High” weighting, as were the Transportation/ Engineering and Constructability factors. The Natural Environment, Cultural Environment and Cost factors were all assigned “Medium” weightings. No factors were assigned “Low” weightings. Weightings were assigned values of 15 (High), 10 (Medium) or 5 (Low).

Each alignment was assigned a “pie-value” when considering its benefits and disbenefits with respect to each of the factors. Pie-values of either quarter pie, half pie, three quarters pie or full pie, were assigned, with respective point values of 1, 2, 3 and 4. A pie value of 1 represented the least benefits / highest impacts. A pie value of 4 represented the most benefits / lowest impacts. **Exhibit 4-6** presented below is a summary of the factors, weightings and pie values assigned.

Exhibit 4-6 Evaluation Summary

Factor	Weighting	EA Alignment	Alternative #1	Alternative #2	Alternative #3	Alternative #4
Socio-Economic Environment	High					
Transportation/ Engineering	High					
Constructability	High					
Natural Environment	Medium					
Cultural Environment	Medium	NO SIGNIFICANT DIFFERENCE				
Cost	Medium					
Legend						

Factor	Weighting	EA Alignment	Alternative #1	Alternative #2	Alternative #3	Alternative #4
						

The value of the weighting was multiplied by the value of each pie for each alignment alternative and then summed to determine the overall score for that alternative. The highest score represents the alternative with the most benefit and least impact.

The following scores were calculated:

EA Approved Plan – 90 points

Alignment #1 – 140 points

Alignment #2 – 115 points

Alignment #3 – 130 points

Alignment #4 – 155 points

Thus, **Alignment #4** was determined to be the Preferred Alignment to be carried forth.

4.6 REVIEW OF PUBLIC ACCESS LOCATIONS

Public access locations identified in the 1997 EA Approved Plan were reviewed in consideration of the existing and planned development (e.g. local official plans, strategic plan, developments underway etc.), and MTO's roadway use and highway access management. The new four-lane divided Highway 11/17 was designated as a Controlled Access Highway in 2003; as a result, the number of direct accesses to Highway 11/17 will be limited. Public road access is a function of (i) the needs of the community in consideration of adjacent development / land use, and (ii) MTO's Controlled Highway Access Criteria that identifies desirable intersection spacing as generally between 3 km and 8 km.

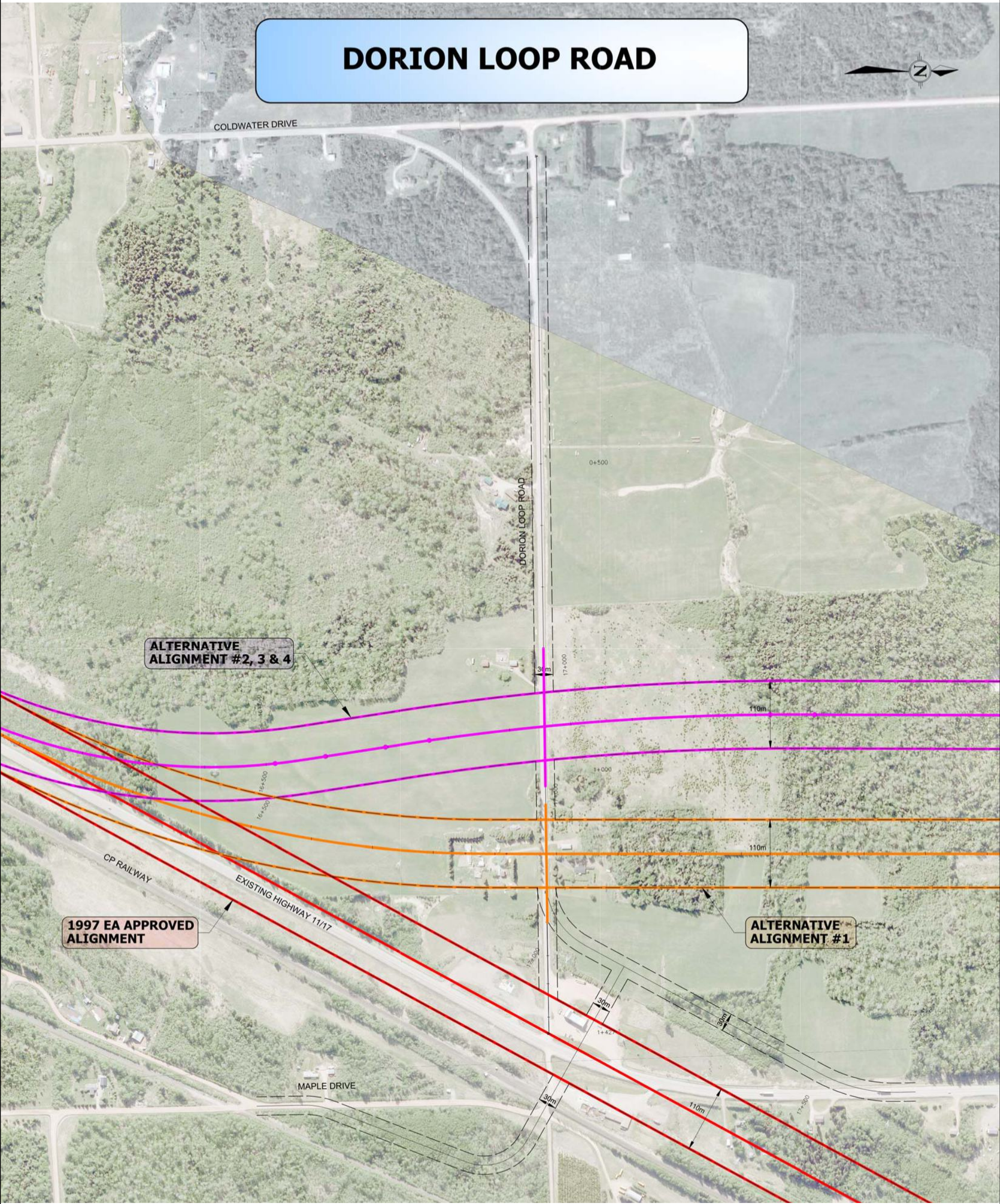
This section discusses and summarizes the generation and assessment of the public access locations at:

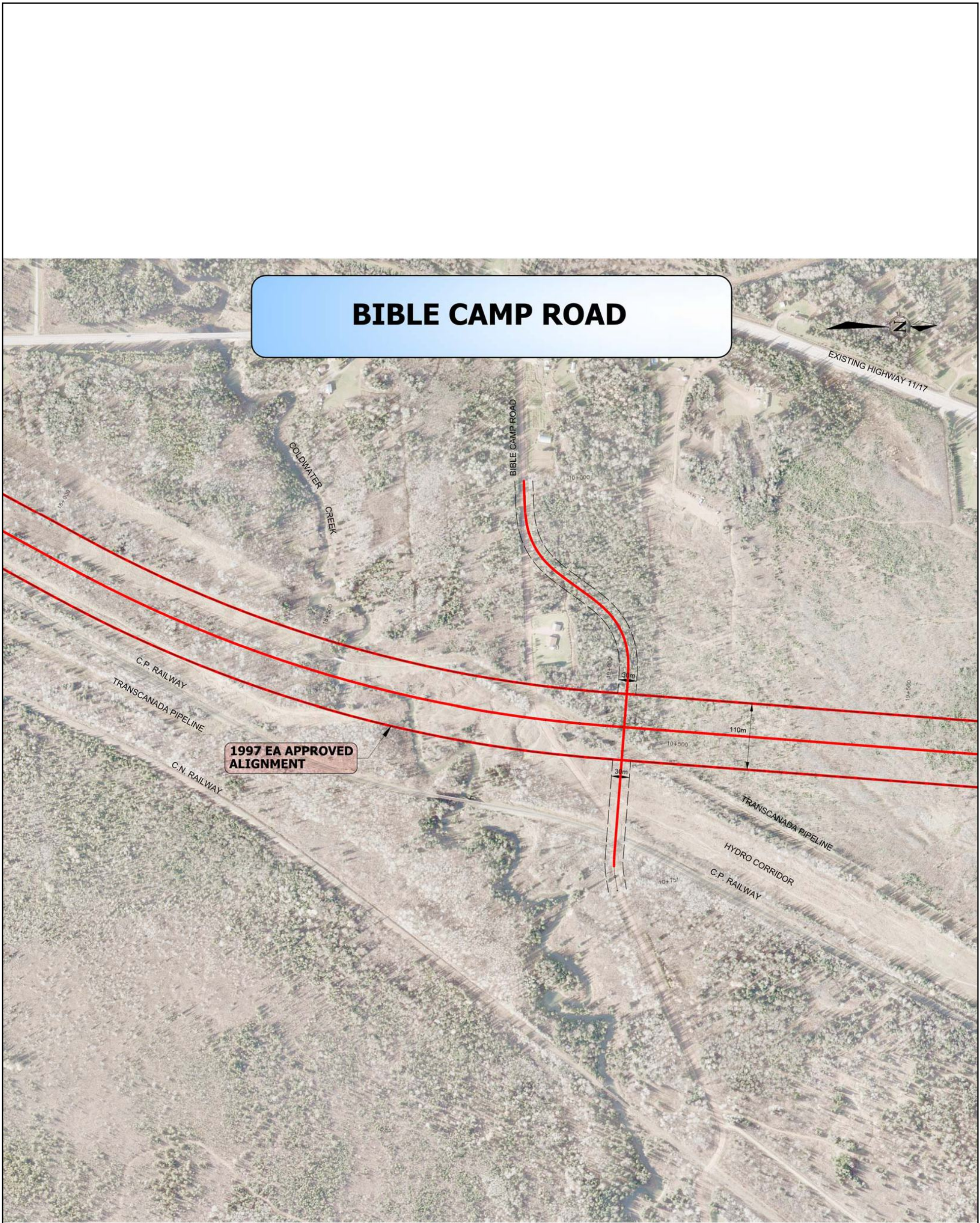
- Dorion Loop Road
- Bible Camp Road
- Fish Hatchery Road

- Wolf River Road
- Townline Road
- Black Sturgeon Road

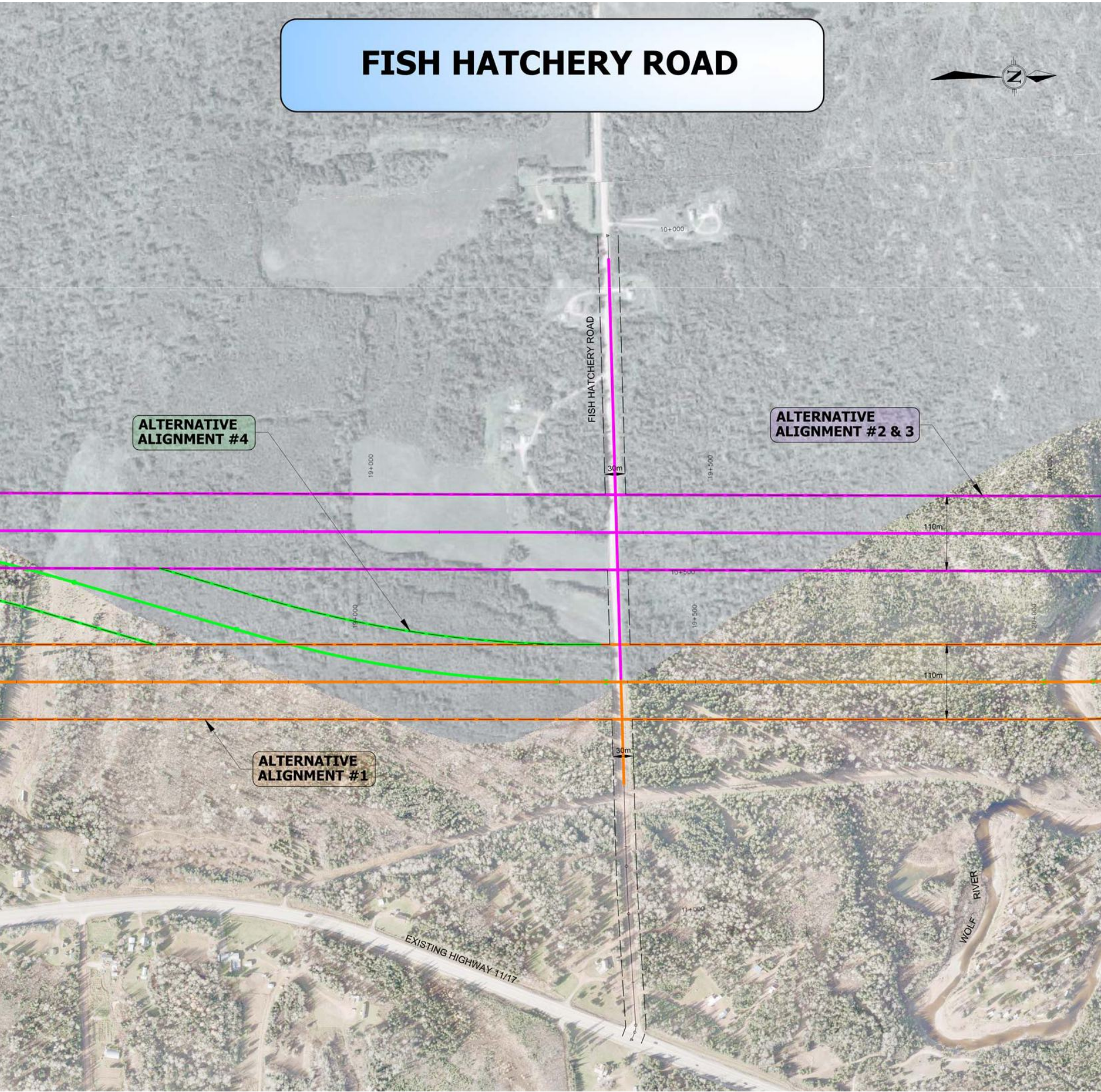
Exhibit 4-7 to 4-12 depicts the six (6) public access locations that were reviewed.

DORION LOOP ROAD

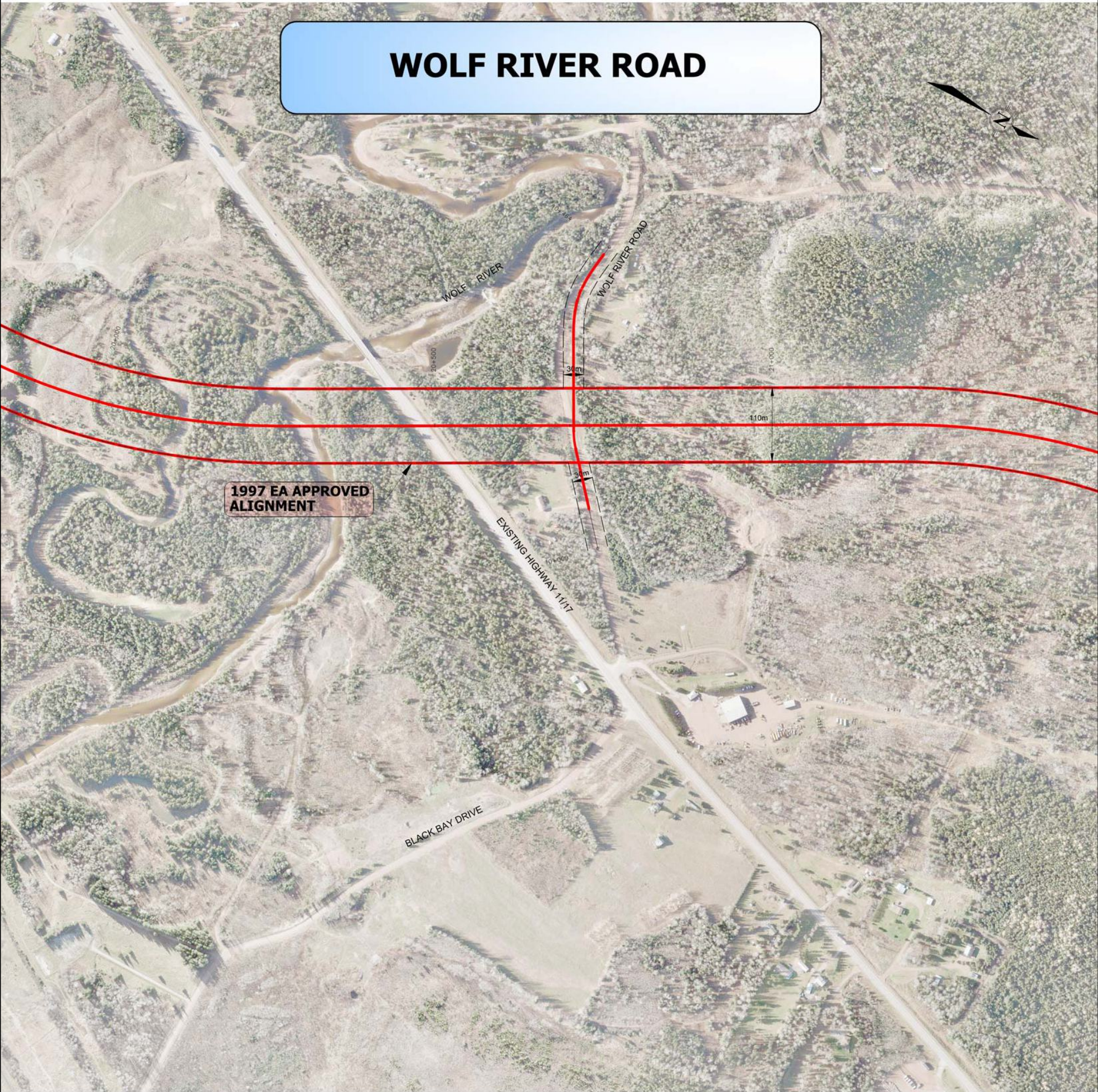


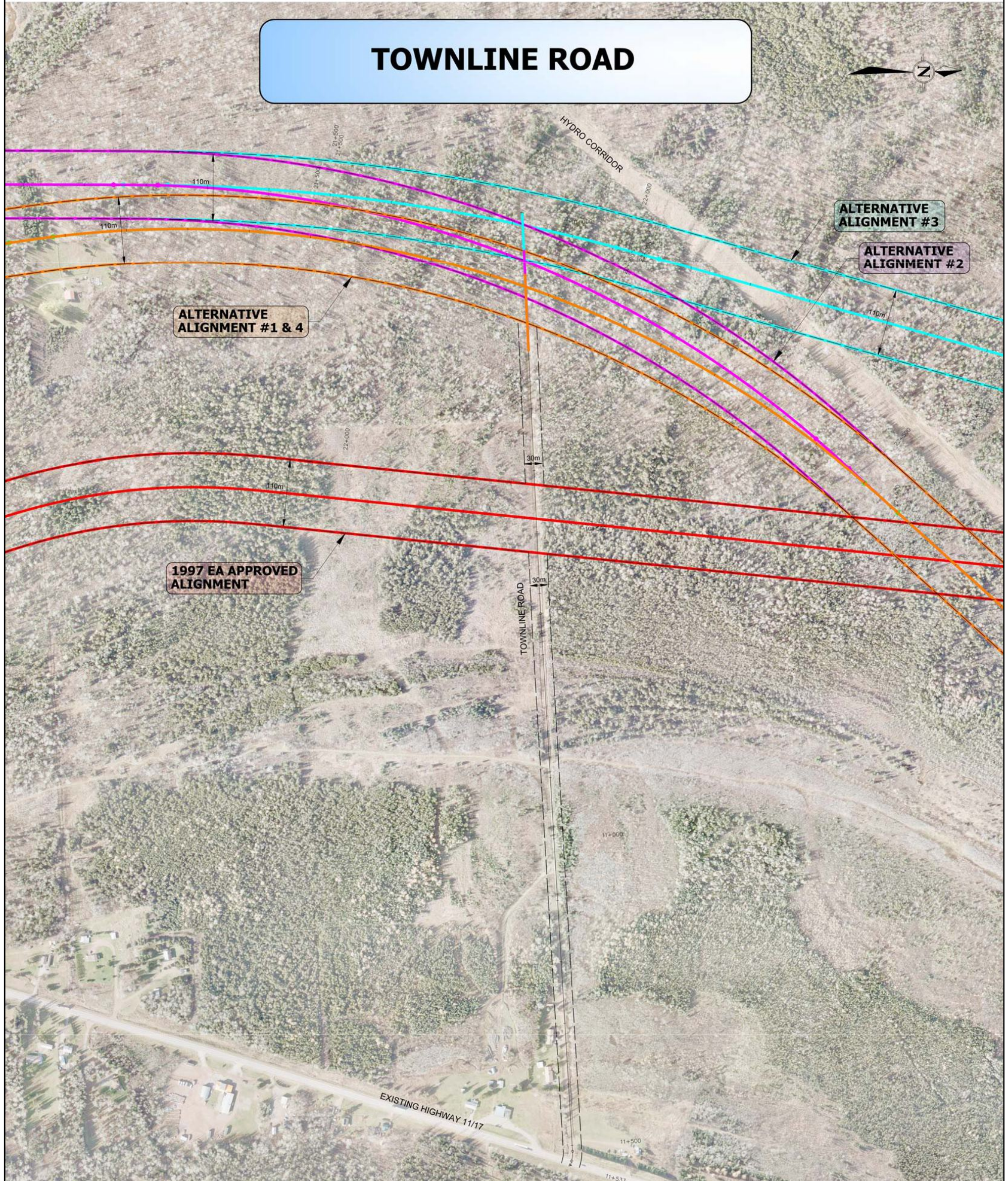


FISH HATCHERY ROAD

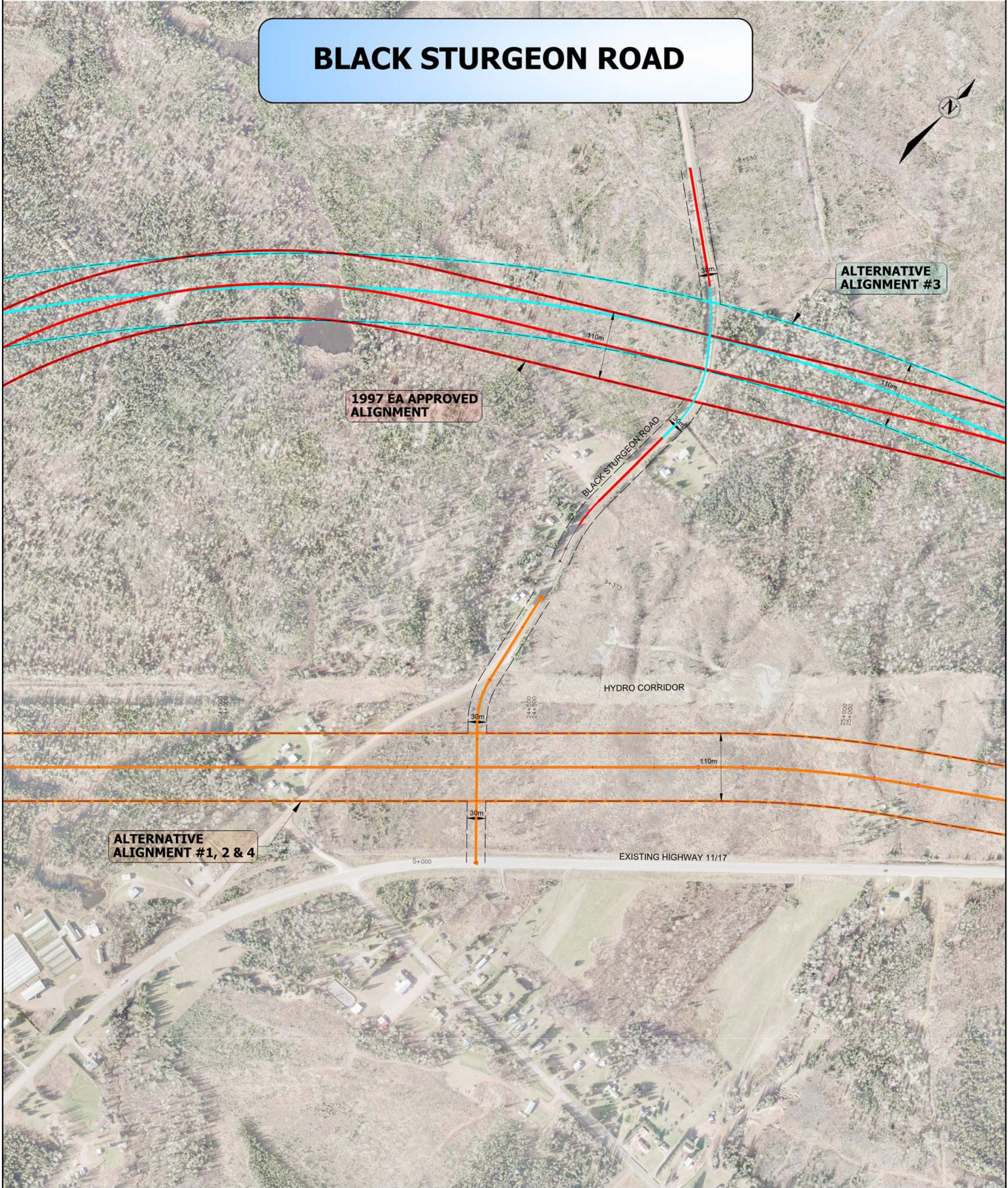


WOLF RIVER ROAD





BLACK STURGEON ROAD









4.7 EVALUATION OF SIDE ROAD ACCESS LOCATIONS

Exhibit 4-13 summarizes the side road access locations.

Exhibit 4-13 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• No utility impacts anticipated• Maintain existing connection to existing Highway 11/17 (future Service Road)• No steep grades required• No property impacts	<ul style="list-style-type: none">• No utility impacts anticipated• Maintain existing connection to existing Highway 11/17 (future Service Road)• No steep grades required• No property impacts	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• N/A	<ul style="list-style-type: none">• N/A	<ul style="list-style-type: none">• N/A	<ul style="list-style-type: none">• N/A

Sideroad	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
Fish Hatchery Road	<ul style="list-style-type: none">N/A	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (5%) required for much of sideroad lengthNo property impacts	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (5%) required for much of sideroad lengthNo property impacts	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (5%) required for much of sideroad lengthNo property impacts	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (5%) required for much of sideroad lengthNo property impacts
Wolf River Road	<ul style="list-style-type: none">Likely Hydro and/or Bell impacts due to regrading / realignmentMaintain existing connection to existing Highway 11/17 (future Service Road)Some steep grades requiredNo property impacts	<ul style="list-style-type: none">N/A	<ul style="list-style-type: none">N/A	<ul style="list-style-type: none">N/A	<ul style="list-style-type: none">N/A
Townline Road	<ul style="list-style-type: none">N/A	<ul style="list-style-type: none">No connection to the northNo utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)No steep grades requiredNo property impacts anticipated as a result of revised sideroad design	<ul style="list-style-type: none">No connection to the northNo utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (6%) required for much of sideroad lengthNo property impacts anticipated as a result of revised sideroad design	<ul style="list-style-type: none">No connection to the northNo utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (6%) required for much of sideroad lengthNo property impacts anticipated as a result of revised sideroad design	<ul style="list-style-type: none">No connection to the northNo utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)No steep grades requiredNo property impacts as a result of revised sideroad design

Sideroad	EA Approved Plan	Alignment Alternative #1	Alignment Alternative #2	Alignment Alternative #3	Alignment Alternative #4
Black Sturgeon Road	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grades requiredDirect impacts to one (1) privately owned property as a result of revised sideroad design	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (6%) required for much of sideroad lengthNo property impacts anticipated as a result of revised sideroad design	<ul style="list-style-type: none">No utility impacts anticipatedNew connection to existing Highway 11/17 (future Service Road)Steep grade (6%) required for much of sideroad lengthNo property impacts anticipated as a result of revised sideroad design	<ul style="list-style-type: none">No utility impacts anticipatedNew connection to existing Highway 11/17 (future Service Road)Steep grade (6%) required for small portion of sideroad lengthIntersection on curve but sightlines meet requirementsNo property impacts anticipated as a result of revised sideroad design	<ul style="list-style-type: none">No utility impacts anticipatedMaintain existing connection to existing Highway 11/17 (future Service Road)Steep grade (6%) required for much of sideroad lengthNo 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					
<div>Least Benefits/ Most Impacts</div> <div>➔</div> <div>Most Benefits/ Least Impacts</div> <div></div>					

4.8 CONSTRUCTION STAGING AND TRAFFIC MANAGEMENT

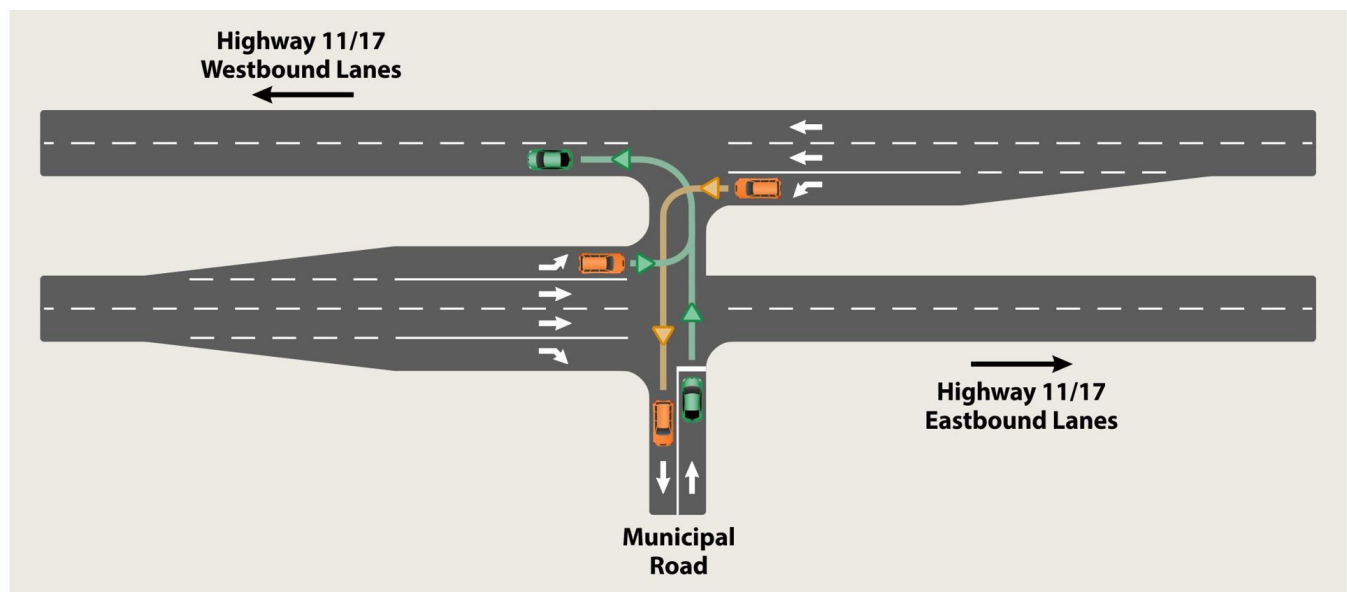
Construction is anticipated to take place over several years and no significant detours are anticipated during construction. One lane in each direction will be maintained at all times and access to sideroads, intersections and entrances will be maintained throughout the duration of construction.

Stakeholders and emergency service providers will be advised two (2) weeks in advance of any changes to traffic flow and/or construction schedule.

4.9 SIDE ROAD AND ENTRANCE MODIFICATIONS

All access to Highway 11/17 at intersections will be controlled with two (2) stop signs and will include partial illumination. Appropriate signs will be in place to assist drivers and once in the median, the sideroad traffic will stop for Highway 11/17 traffic. **Exhibit 4-14** depicts a typical layout of the side road intersections.

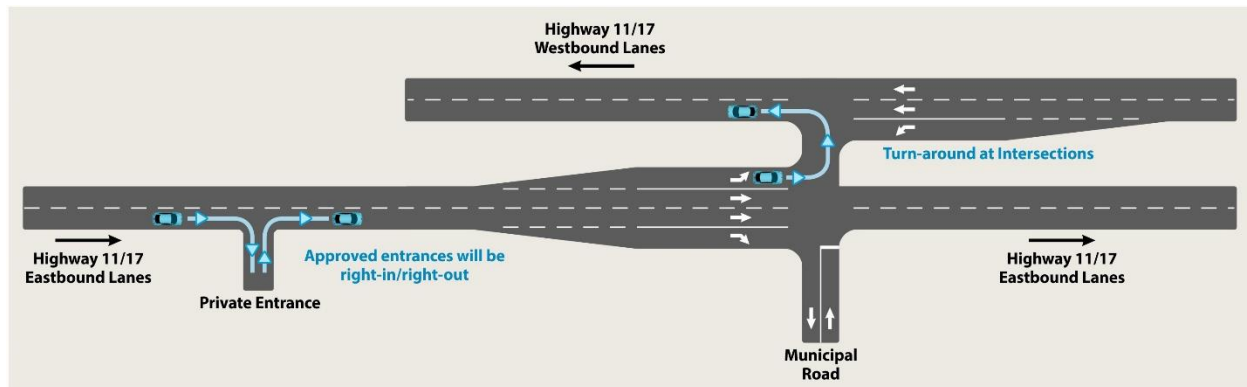
Exhibit 4-14 Side Road Intersections



As a result of the new 30m median along the divided highway, property access will be limited to right-in right-out movements from driveways, unless located at a municipal road intersection. Appropriate signage will be in place to identify one-way traffic only. Access to the opposite direction will be at the nearest downstream intersection.

Exhibit 4-15 depicts a typical layout of a private entrance onto the highway.

Exhibit 4-15 Entrance Modifications



5 CONSULTATION / ENGAGEMENT

An extensive stakeholder engagement program has been, and will continue to be, completed throughout the study process. A study mailing list was developed at the onset of the project and has been / will be updated throughout the study. The mailing list is comprised of the local Member of Provincial Parliament (MPP), external government agencies, local municipalities, local emergency service providers, local school boards, utilities, Indigenous Communities, local interest groups, adjacent property owners, potentially impacted property owners, and members of the public.

The Project Team has been directly engaging, and will continue to engage, the contacts on the mailing list. Communication with stakeholders has been via mail, email, phone, or fax; the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca); local newspaper advertisements (i.e. Nipigon Red Rock Gazette and Thunder Bay Chronical Journal), and meetings with the Township of Dorion.

Two Public Information Centres (PICs) were held during the study and a summary of the two consultation events is available in **Section 5.5.3** and **5.5.4**.

This section provides details of the engagement that was undertaken during the study.

5.1 IMPACTED PROPERTY OWNERS

The Project Team contacted impacted or potentially impacted property owners at key milestones on an individual basis to provide information on the highway alignment alternatives, and the potential impacts to their property.

Following PIC #1, in addition to the EA Approved Plan and Alternative Alignment #1, the plans showing the locations of the alignment alternatives were sent to the list of property owners on the EA Approved Plan and Alternative Alignment #1 on August 15, 2022.

As a result of the Project Team's assessment, input from the community and evaluation of the four options, one additional new alternative alignment was added (Highway Alternative Alignment #4). Updated packages were sent to potentially impacted property owners on September 4, 2022.

Notification letters were mailed and emailed to property owners to provide an opportunity to meet with the Project Team to discuss the changes. The Project Team will continue to correspond with the property owners to address their comments or concerns during Design-Build Ready phase. Copies of the impacted property owner letters are included in **Appendix A**.

5.2 EXTERNAL AGENCY CONSULTATION

The following agencies, municipalities, businesses and other stakeholders were consulted with during the study:

Federal Government Agencies

- Ministry of Environment and Climate Change Canada
- Fisheries and Oceans Canada
- Transport Canada
- CN Rail

Provincial Government Agencies

- Ministry of Citizenship and Multiculturalism (MCM)
- Ministry of Northern Development
- Ministry of Mines
- Ministry of Natural Resources and Forestry (MNRF)
- Ministry of Municipal Affairs and Housing
- Superior North Community Futures Development Corporation
- Ontario Parks
- Ministry of Agriculture, Food & Rural Affairs
- Infrastructure Ontario
- Ministry of the Environment, Conservation, and Parks
- Ministry of the Solicitor General
- Lakehead Region Conservation Authority (LRCA)
- Ontario Heritage Trust

Municipal / Emergency Services / District School Boards

- Township of Dorion
- Lakehead University
- Thunder Bay Catholic District School Board
- Lakehead District School Board

- Academy of Learning Career College
- Transport Training Centres of Canada
- Confederation College
- Superior North Catholic District School Board
- Student Transportation Services of Thunder Bay
- District Catholique des Aurores Boréales
- East of Thunder Bay Transportation Consortium
- Conseil Scolaire de District Du Grand Nord
- Conseil Scolaire de District Catholique Des Aurores Boreales
- Superior Greenstone District School Board
- Township of Dorion Fire Department
- Superior North Emergency Medical Service
- Ontario Provincial Police
- Nipigon Fire Department
- Ontario Provincial Police – Nipigon Detachment

Utilities

- Bell Canada
- Hydro One Networks Inc.
- Hydro One Real Estate Management
- Hydro One Distribution
- TC Energy (Formerly TransCanada Pipelines)
- TBay Tel
- Shaw Communications
- Enbridge Gas

Potentially Interested Stakeholder / Interest Groups

- Canadian Pacific Railway (CPR)
- Pye Brothers Fuels Ltd.
- Mikus Fuels-Shell Canada
- Wolf River Park
- Eagle Canyon Adventures Inc.
- Dorion Bible Camp and Conference Centre
- North of Superior Tourism Association
- Ontario Federation of Snowmobile Clubs
- The Voyageur Trail Association
- Thunder Bay District Fish & Game Association

- North Shore Steelhead Association
- Thunder Bay Adventure Trails
- Thunder Bay Cycling Club
- Kamview Nordic Centre
- Thunder Bay Field Naturalists
- Thunder Bay KOA
- Trans Canada Trails Ontario
- Thunder Bay Hiking Association
- Ontario Trucking Association
- The Alpine Club of Canada
- Superior Shores RV Park
- Dorion Four-Laning Community Consultation Committee (DFLCCC)

A summary of external agency participation that occurred during the study is included in the below sections. Copies of all external agency correspondence are provided in **Appendix B**.

5.3 UTILITIES CONSULTATION

The Notice of Study Commencement, Notice of PIC #1 and PIC #2 were e-mailed and/or mailed on July 13, 2018, July 26, 2021, and October 19, 2022 to the utility companies listed in Section 5.2.

Relocation of utilities is being discussed with impacted utilities, as required. The utility relocations are anticipated to be completed in advance of construction. As the project progresses, necessary design requirements, mitigation measures and other EA requirements will be coordinated and completed.

5.4 TOWNSHIP OF DORION CONSULTATION

The Project Team has met, and will continue to meet, with the Township of Dorion and the Dorion Four-Laning Community Consultation Committee (DFLCCC) throughout the study.

The Project Team met with the DFLCCC on March 21, 2022. A power point presentation was prepared and presented an outline of the study process; identification and assessment of alignment alternatives; the Preferred Alignment and a summary of next steps.

The following summarizes the key themes raised:

- Rehabilitation of the existing bridges at Coldwater Creek and Wolf River;

- Consideration to shift the alternative alignment away from buildings;
- Possibility to investigate a third route (north or south of the mountain);
- PTE's received along the Alternative Alignment;
- Requested for advanced notice before entering the properties which have signed PTE forms; and
- Follow-up with the property owners.

The Project Team presented the alignment alternatives and the Preferred Alignment to the Township of Dorion Council in person on November 1, 2022, one day in advance of PIC #2. A Question & Answer period followed during which concerns were expressed regarding removal of the existing bridges (i.e., discontinuity of access within the community; school bus routing; emergency services routing / response times, etc.). Relevant external agency correspondence is provided in **Appendix B**.

5.5 PUBLIC CONSULTATION

5.5.1 STUDY COMMENCEMENT

Study Commencement Notification letters were distributed on July 13, 2018 by mail and email to federal and provincial government agencies, elected officials, Indigenous Communities, local municipalities, potentially impacted and adjacent property owners, emergency service providers, utility companies, schoolboards, and interested stakeholder groups/organizations. MTO notified the local MPP of the Study Commencement on July 9, 2018.

An Ontario Government Notice (OGN) was published in *The Chronicle-Journal* and *Nipigon-Red Rock Gazette* on July 17, 2018 to provide those who were not on the mailing list an opportunity to comment on the project. Additionally, the Study Commencement OGN was distributed to all residents and property owners within the vicinity of the study area. All contacts were provided with a comment form on which to express thoughts or concerns. Comment forms were also provided on the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca) to provide opportunity for others to express their thoughts or concerns. Copies of the newspaper notices are located in **Appendix A** while all relevant correspondence can be found in **Appendix B**.

5.5.2 PROJECT WEBSITE

The project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca) was launched to coincide with Study Commencement in 2018 and has remained active throughout the course

of the Study. The website provided an opportunity for the public and stakeholders to review up-to-date study information, download study materials and reports and contact the Project Team through the project email address (project-team@hwy11-17four-laningfromhwy582todorion.ca), provided on the “Contact Us” page. The “Contact Us” page also included a webform feature, into which comments could be entered at any time during the Study; these were sent directly to the Project Team. The website was regularly updated with project updates and consultation event materials.

5.5.3 PUBLIC INFORMATION CENTRE #1

Individuals and groups that expressed an interest in the project were either confirmed to be on, or were added to, the study mailing list. Following Study Commencement, these individuals and groups were notified of Public Information Centre (PIC) #1. Due to the on-going global pandemic, the first PIC was held virtually on August 3, 2021 via the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca). The purpose of PIC #1 was to provide an opportunity for interested parties to review updated existing environmental conditions and to comment on the proposed changes to the Preliminary Design that was identified in the 1997 ESR. Copies of PIC #1 notification materials are included in **Appendix A**.

The local MPP was notified of the PIC through MTO's internal circulation process. Notification letters were distributed by direct mail or emailed to contacts on the study mailing list on July 26, 2021, including federal and provincial government agencies, local municipalities, potentially impacted and adjacent property owners, emergency service providers, utility service providers, schoolboards, and interested stakeholders. Indigenous Communities were notified of PIC #1 through MTO's circulation process on July 26, 2021. A copy of the Indigenous Communities letters can be found in **Appendix A**.

The Notice of the PIC #1 was also distributed to the property owners within the vicinity of the study area on July 26, 2021. The list of property owners was provided by the MTO.

A Notice of the PIC #1 was also published through local newspapers, as follows:

- *Thunder Bay Chronicle Journal* – Saturday July 31, 2021
- *Nipigon- Red Rock Gazette* – Tuesday August 3, 2021

A copy of the newspaper notices can be found in **Appendix A**.

Interested persons were encouraged to submit their comments via mail or email to the Consultant Project Manager or MTO Project Manager. Alternatively, they were provided with the opportunity to complete a web contact form on the project website. The formal comment period occurred between August 3, 2021 and August 21, 2021.

The Project Team received a total of twenty-five (25) comments: one comment from the Indigenous Communities; five (5) comments from agencies (Lakehead region Conservation Authority [LRCA], Ministry of Citizenship and Multiculturalism [MCM], 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. Some key comments included:

- Comment regarding project construction timeline;
- Concerns expressed regarding the virtual PIC #1 displays;
- Requests to be added to the project mailing list;
- Property specific concerns such as potential impacts to historic building (e.g. Stone House);
- Concerns regarding highway safety, noise and pollution;
- Concerns regarding highway alignment; and
- Concerns regarding property access.

All agency and public comments gathered throughout the study are summarized in **Appendix B**.

5.5.4 PUBLIC INFORMATION CENTRE #2

The second PIC for this study was held as a drop-in style, open house format. A preview session took place from 3:00 p.m. to 4:00 p.m. for invited agencies and Indigenous Communities, and a public session occurred from 4:00 p.m. to 8:00 p.m. Project Team members were available to discuss the project one-on-one with the attendees.

The location, date, and time of the agency and Indigenous Communities preview sessions and public sessions are noted below:

Date:	November 2 nd , 2022
Location:	Dorion Community Centre
Address:	175 Dorion Loop Road, Dorion, ON P0T 1K0
Preview Session:	3:00 p.m. to 4:00 p.m.
Public Session:	4:00 p.m. to 8:00 p.m.

Attendees were asked to sign in at the register. Seventy-seven (77) of the eighty (80) people who attended the PIC chose to sign in. Staff from the Township of Dorion and TC Energy attended the agency session. A representative from TB NewsWatch was present at the PIC

(https://www.tbnewswatch.com/tbt-news-stories/video-dorion-residents-learn-more-about-proposed-highway-11-17-Four-Laning-6066602?utm_source=Email_Share&utm_medium=Email_Share&utm_campaign=Email_Share).
e).

Fourteen (14) attendees submitted comment sheets at the PIC. All agency and public comments gathered throughout the study are summarized in **Appendix B**.

The PIC #2 display boards were uploaded on November 3, 2022 to the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca); this included a total of twenty-nine (29) PDF display boards, two (2) of which were an Expansion Map and Existing Environmental Conditions Map, and eight (8) of which were the Alignment Alternatives, Preferred Highway Alignment and six (6) Public Access options. Separate links for the two (2) maps and eight (8) plans were provided under the “Public Involvement” page on the project website.

The purpose of PIC #2 was to provide information on analysis and evaluation of alternatives, present the Preferred Alignment and present anticipated environmental impacts and proposed mitigation strategies. Copies of PIC #2 notification materials are included in **Appendix A**.

The local MPP whose riding is in the study area was notified of the PIC through MTO’s internal circulation process on October 19, 2022.

Notification letters were distributed by direct mail or e-mail to contacts on the mailing list on October 19, 2022, including federal and provincial government agencies, local municipalities, emergency service providers, utility service providers, schoolboards, and interested stakeholder groups/organizations. Indigenous Communities were provided with the PIC notice through MTO’s circulation process on October 19th, 2022. A copy of the Indigenous Communities letters can be found in **Appendix A**.

The Notice of PIC #2 was also distributed to the property owners within the vicinity of the study area on October 19, 2022.

A Notice of PIC #2 was also published through local newspapers, as follows:

- *Thunder Bay Chronicle Journal – Saturday October 22, 2022*
- *Thunder Bay Chronicle Journal – Saturday October 29, 2022*
- *Nipigon-Red Rock Gazette – Tuesday October 25, 2022*

A copy of the newspaper notices can be found in **Appendix A**.

Interested persons were encouraged to submit their comments via mail or email to the Consultant Project Manager or to the MTO Project Manager; alternatively, they had the opportunity to complete a web contact form directly on the project website. The formal review

period was from November 2, 2022 to November 22, 2022; comments were requested by November 22, 2022, though were welcomed at any time.

As of November 23, 2022, the website reported 98 users, 79 new users and 441 page views.

As of December 7, 2022, the Project Team received a total of twenty-seven (27) comments through email, project comment forms and a phone call. Six (6) comments were received from agencies (Infrastructure Ontario [IO], Ministry of Environment, Conservation and Parks [MECP], Lakehead Region Conservation Authority [LRCA], Township of Dorion, Ministry of Natural Resources and Forestry [MNRF], Hydro One); one (1) comment from Indigenous Communities (Fort William First Nation); nineteen (19) comments from public; and one (1) comment from stakeholders and interested group (Professional Archaeologist). All agency and public comments gathered throughout the study are summarized in **Appendix B**.

The following summarizes the key issues raised:

- Many concerned property owners interested to see how their property might be impacted;
- General interest in the overall recommended plan and the improvements
- Comment received related to noise levels;
- Property acquisition process and timing thereof;
- Comments regarding moving the alignment to avoid homes either within or “too close” to the ROW;
- Concerns regarding landlocked parcels;
- Comment regarding previous acquisition on EA Approved Alignment that is no longer needed;
- A concern about the project timeline;
- Interest in the construction timing;
- Comments about removing the existing Coldwater Creek and Wolf River bridges (lack of continuity within the community);
- Comments regarding westbound connection to Townline Road to maintain property access;
- School bus safety concerns;
- Concerns regarding EMS response times with longer routes;
- Comment about providing an eastbound connection from Stewart Lake Road onto Hwy 11/17; and
- Comment about connecting Hwy 582 to Black Sturgeon Road.

All the comments and concerns were addressed and responded in writing or via telephone by the Project Team.

5.6 INDIGENOUS COMMUNITY ENGAGEMENT

Indigenous communities were contacted by the Project Team at key engagement milestones throughout the study process, including the Study Commencement on July 13, 2018, the Notice of PIC #1 on July 26, 2021 and the Notice of PIC #2 on October 19, 2022.

Indigenous Communities

- Fort William First Nation
- Red Rock Indian Band
- Pays Plat First Nation
- Animbiigoo Zaagi'igan Anishinaabek
- Métis Nation of Ontario - Lands and Resources Consultation Branch
- Ginoogaming First Nation
- Netmizaaggamig Nishnaabeg
- Whitestand First Nation
- Nokiiwin Tribal Council
- Anishinabek Nation
- Redsky Métis Independent Nation
- Biinjitiwaabik Zaaging Anishinaabek First Nation (Rocky Bay)
- Bingwi Neyaashi Anishinaabek (Sand Point)
- Biigtigong Nishnaabeg
- Michipicoten First Nation
- Long Lake No. 58 First Nation
- Gull Bay First Nation / Kiashke Zaaging Anishinaabek

No comments were received from Indigenous communities at the Study Commencement. Following each of PIC #1 and PIC #2, one (1) comment was received from Fort William First Nation.

The Project Team also presented PIC #2 materials virtually to the Métis Nation Ontario (MNO) on December 7, 2022. The presentation provided a project update and presented the Preferred Alternative.

The following items were raised and are to be considered as commitments:

- Further engagement with MNO is required once 2023 field investigations have been undertaken and some additional design aspects begin to get covered off; this would be mid

to late 2023 and also during future consultation as part of the Design Build phase of the project.

- Any further information that could be provided at that time regarding drilling, blasting, PAG (Potentially Acid Generating) / NAG (Non-Acid Generating) rock / quantities. It was noted that this would not occur until the Design-Build phase of the project.

MTO will continue to consult with Indigenous Communities in subsequent design phases. All Indigenous Community comments gathered throughout the study are summarized in **Exhibit 5-1**.

Exhibit 5-1 Summary of Indigenous Communities Correspondence

Agency/Participant	Comment Received	Action Taken / Response
Metis Nation Ontario	MNO/MTO meeting on December 7, 2022	<ul style="list-style-type: none"> MTO to send MNO representative copies of the existing environment maps for both projects (GWP 129- 90-00 & GWP 138-90-00) by mail to the address provided by the representative. MTO to conduct further engagement with MNO once 2023 field investigations have been undertaken This will occur in mid-to-late 2023. In particular, MNO's interests involve: <ul style="list-style-type: none"> Follow-up discussion on species at risk, species occurrences and associated project considerations related to the natural environment Additional information that may be provided at a later date re: drilling, blasting, PAG / NAG rock / quantities Ensuring that MNO is on MTO's radar for key issues moving forward. It was noted that this would not occur until the Design-Build phase of the project.
Fort William First Nation	<p><u>Comment Received via email on August 23, 2021</u></p> <ul style="list-style-type: none"> Requested for an extension to review 	<ul style="list-style-type: none"> Noted materials will remain on the website and their comments will be welcomed two weeks after the posted deadline.

Agency/Participant	Comment Received	Action Taken / Response
	the material on the study website.	
Fort William First Nation	<p><u>Comment Received via email on November 10, 2022</u></p> <ul style="list-style-type: none"> Confirmed the receipt, for the Letter of Notification regarding PIC#1 & 2 for Highway 11/17 Four-Laning, information sessions. 	<ul style="list-style-type: none"> Comment noted.

6 PREFERRED PLAN

Based on the review and analysis of factors that have been considered in the evaluation of the 1997 EA Approved Plan, the analysis / evaluation of alternative / options and integration of comments received through the consultation / engagement process, the Preferred Plan was selected and is shown in **Exhibit 6-1**. The Preferred Plan is summarized as follows:

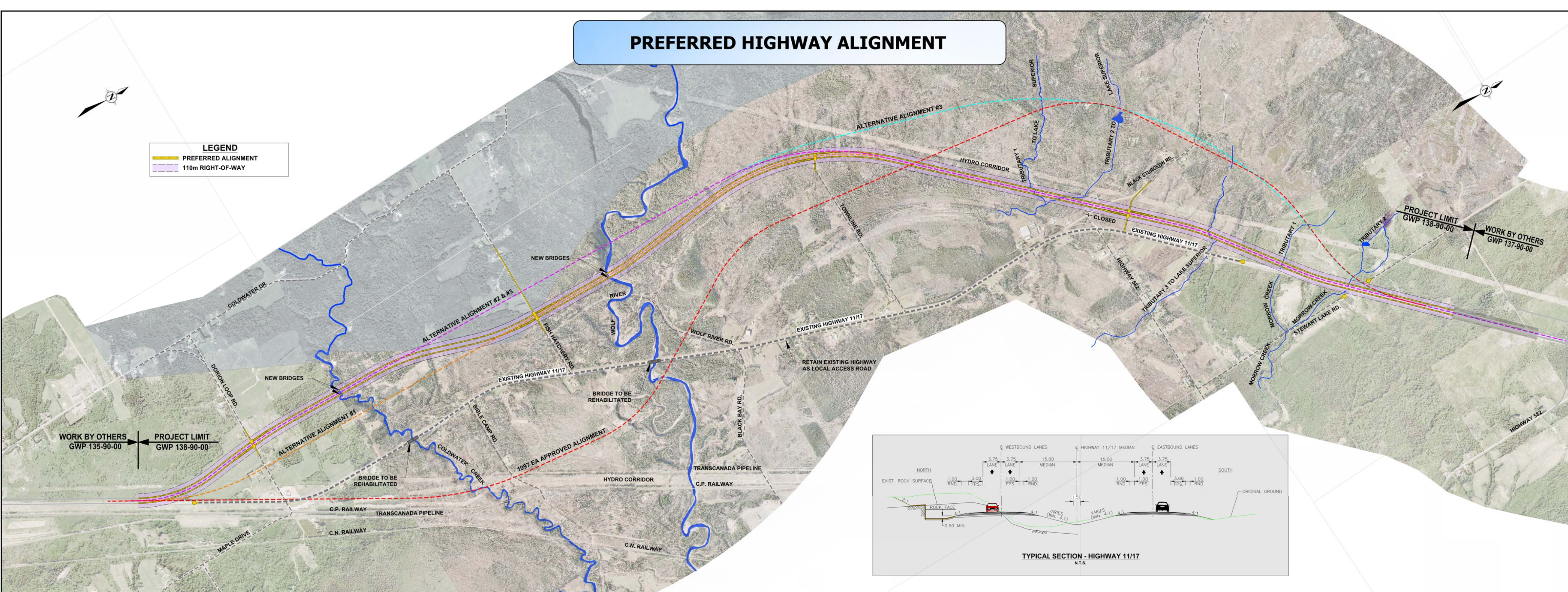
- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Providing connection to the new four-lane highway and public access at four (4) locations, and
- Proposing two new bridges over each of Coldwater Creek and Wolf River.

The existing bridges on the existing Highway 11/17 alignment across Coldwater Creek and Wolf River will be rehabilitated. The structures will remain on the existing alignment for the duration of their service life. During this time, the viability of replacing the two structures will be reviewed. The timing of the rehabilitations and rehabilitation life cycle have not yet been determined. The rehabilitation design and construction work will occur under a separate project and as such, will not be included going forward as part of this Study.

The Preferred Plan balances access needs for the community in consideration of the fact that the new four-lane divided facility will be designated as a Controlled Access Highway to ensure its safe operability.

Further refinements to property requirements may be required as the grading design is advanced during the Design-Build phase and as we gather more detailed soils information and undertake legal surveys of the various parcels.

PREFERRED HIGHWAY ALIGNMENT



7 ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION

7.1 SUMMARY OF ENVIRONMENTAL CONCERNS AND PROPOSED MITIGATION

This section focuses on the direct and indirect potential impacts of the Preferred Plan to the existing environmental, socio-economic and cultural features / sensitivities within the study area (**Exhibit 6-1**).

In addition to the environmental field reviews that will occur in Spring / Summer 2023 as part of this Study, further detailed environmental field reviews within the Preferred Plan ROW will continue into the next (Design-Build) phase to confirm the potential impacts and mitigation requirements summarized in **Exhibit 7-1**.

The highway alignment revisions, public access modifications, and proposed increase in Right-of-Way width resulting from revised highway engineering guidelines allows for an overall improvement to traffic and road safety. The approved mitigation strategies and commitments outlined in the 1997 ESR will be carried forward to the Design-Build phase of this project.

Exhibit 7-1 Summary of Environmental Concerns, Proposed Mitigation and Commitments to Future Work

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
1.0	Vegetation & Wildlife <ul style="list-style-type: none"> Specific natural environment impacts Vegetation removals 	MNRF MECP DFO	1.1	<ul style="list-style-type: none"> 2023 field investigations are being completed by WSP and will provide more detail on potential impacts to vegetation (Black Ash) and wildlife (Peregrine Falcons, Lake Sturgeon) that will help determine compliance with the ESA and SARA.
			1.2	<ul style="list-style-type: none"> Any permitting needs will be brought to MTO's attention as soon as possible and a determination of next steps will be made.
			1.3	<ul style="list-style-type: none"> 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 removals.
			1.4	<ul style="list-style-type: none"> Vegetation will be cleared to improve driver sightlines and visibility.
			1.5	<ul style="list-style-type: none"> Temporary erosion and sediment control measures will be installed in sensitive areas prior to and maintained during construction.
			1.6	<ul style="list-style-type: none"> Appropriate timing constraint will be applied to vegetation removals to protect migratory birds and other wildlife, including Species at Risk (SAR).
			1.7	<ul style="list-style-type: none"> Specific natural environmental impacts will be determined once the detail design plan is developed. Further mitigation measures will be confirmed during the Design Build Phase.
2.0	Fish and Fish Habitat	MNRF DFO	2.1	<ul style="list-style-type: none"> 2023 field investigations are being completed by WSP along the preferred route will determine what crossing will require fish passage designs and for what target species.
			2.2	<ul style="list-style-type: none"> Crossing designs will ensure fish passage for the resident and

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
	<ul style="list-style-type: none"> Specific fish and fish habitat impacts 			migratory species is maintained along the alignment
			2.3	<ul style="list-style-type: none"> Clear span design at Wolf Creek should address concerns for Lake Sturgeon and permitting should not be required.
			2.4	<ul style="list-style-type: none"> All in water work will be completed during the appropriate timing window and during the low flow period to protect fish.
			2.5	<ul style="list-style-type: none"> 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.
			2.6	<ul style="list-style-type: none"> 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.
			2.7	<ul style="list-style-type: none"> Sensitive areas (e.g. banks) disturbed by construction will be stabilized to prevent erosion and/or sedimentation.
			2.8	<ul style="list-style-type: none"> Identification of high risk erosion areas and recommendations for ESC measures will be included with this study. Details will be developed in the future DB Phase.
3.0	Property <ul style="list-style-type: none"> Potential impacts on the property owners 	MTO	3.1	<ul style="list-style-type: none"> MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures
4.0	Groundwater	MECP LRCA	4.1	<ul style="list-style-type: none"> All necessary water-taking permit(s), if required will be obtained from the Ministry of Environment, Conservation and Parks (MECP) prior to start of construction

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
	<ul style="list-style-type: none"> Potential impacts on the groundwater quantity and quality 		4.2	<ul style="list-style-type: none"> As required, water well surveys will be completed prior to construction to establish baseline water quality and quantity, and during construction to identify any impacts.
			4.3	<ul style="list-style-type: none"> The LRCA has a staff water level gauge located on the northeast abutment of the Wolf River Bridge on Hwy 11/17. The staff gauge will need to be reinstated once the bridge is replaced. The details of this will be determined in the future DB Phase of the project
5.0	Archaeological Resources <ul style="list-style-type: none"> Archaeological potential 	MCM	5.1	<ul style="list-style-type: none"> Stage 1 & 2 AA will be completed in Summer 2023 on sections of the Preferred Alignment, as required
			5.2	<ul style="list-style-type: none"> All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction.
			5.3	<ul style="list-style-type: none"> Should previously undocumented archeological resources be discovered, they may represent a new archeological site and would therefore be subject to Section 48(1) of the Ontario Heritage Act. In the event that human remains are encountered during construction, the Ministry of Citizenship and Multiculturalism (MCM) and the Registrar of the Cemeteries Branch of the Ministry of Government Services must be contacted immediately.
			5.4	<ul style="list-style-type: none"> If unmarked human remains are encountered, the provisions of the Ontario Cemeteries Act would apply. Construction activities in the area will be required to cease and contact will need to be made with the Police, Regional Archaeology Review Officer of the Ministry of Citizenship and Multiculturalism (MCM) and the Cemeteries Regulation Unit of the Ministry of Consumer Services
6.0	Noise	MECP	6.1	<ul style="list-style-type: none"> Where possible, the Contractor shall implement administrative controls such as maintaining setbacks from Noise Sensitive Areas

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
	<ul style="list-style-type: none"> Construction noise impact in the noise sensitive areas. Potential noise impact due to highway and freeway improvement projects 	MTO		(NSAs), plan activities considering timing constraints, or scheduling of specific construction activities to minimally disturb the NSAs.
			6.2	<ul style="list-style-type: none"> Where possible, major construction activities to be scheduled during daytime hours (i.e., 07:00 to 19:00), avoiding the nighttime period when within any of the Receptor Proximity Zones.
			6.3	<ul style="list-style-type: none"> Hoe ramming, drilling and blasting activities are restricted to the hours between 07:00 and 19:00
			6.4	<ul style="list-style-type: none"> The MTO recognizes the impacts that construction related noise can have on a community and will ensure clear and frequent communication with the municipality to work within the spirit of the municipal noise by-law. The following is recommended: <ul style="list-style-type: none"> If construction during these hours can not be avoided, then a continuous noise monitoring program shall be implemented to monitor for exceedances at the identified NSAs when construction is occurring nearby.
			6.5	<ul style="list-style-type: none"> The contractor to keep the idling of construction equipment to a minimum as necessary and to maintain equipment in good working order to reduce noise from construction activities.
			6.6	<ul style="list-style-type: none"> Equipment manufacturer recommended noise mitigation measures (e.g., muffler systems) shall be installed on construction equipment and equipment shall be properly maintained.

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
			6.7	<ul style="list-style-type: none"> Provide notification of the project prior to commencement of any work advising local residents and businesses of the project timeframe and advising that the project may create noise in the evening and/or overnight. Provide notification to property owners adjacent to the worksite prior to work commencing advising of the project timeframe and advise that the project may create noise in the evening and/or overnight (e.g., door-to-door flyers). Timing should be consistent with the timelines the local municipality would normally require in a noise bylaw exemption for a project of this scope/magnitude (typically 2-4 weeks prior to work commencing and 2-4 weeks prior to work recommencing each spring).
			6.8	<ul style="list-style-type: none"> The Contractor will follow a construction noise complaint management process during construction. Complaints received regarding construction noise will be investigated according to the provisions of MTO's Environmental Guide for Noise (2022).
			6.9	<ul style="list-style-type: none"> The berm only options should be further investigated during Detail Design considering the final elevation of the road surface, availability of fill material from road construction, slope stability, maintenance, and other applicable considerations (e.g., landscaping, seeding, cost, etc.). Once these have been established, this shall be discussed with landowners prior to finalising the detail design.
7.0	Utilities <ul style="list-style-type: none"> Impacts on utilities 	MTO, Utility Companies	7.1	<ul style="list-style-type: none"> Relocation of utilities is being discussed with impacted utility companies as required. The utility relocations are anticipated to be completed in advance of construction.
			7.2	<ul style="list-style-type: none"> Utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
				their work
8.0	Engagement with Indigenous Communities	MTO	8.1	<ul style="list-style-type: none"> Further engagement with Métis Nation Ontario will be undertaken once 2023 field investigations have been undertaken
			8.2	<ul style="list-style-type: none"> Any further information that could be provided regarding drilling, blasting, PAG / NAG rock / quantities will be provided as part of the Design-Build phase.

8 NEXT STEPS

Following the public comment period for this ESR Addendum, comments and concerns will be addressed and the ESR Addendum will be cleared and given Environmental Clearance to proceed with utility relocation, Right-of-Way designation and property acquisition.

The field investigations identified below and the associated environmental reporting will be completed prior to the next step in the Project, which is the Design-Build phase:

- Terrestrial and Fisheries Field Investigations
- Remaining Stage 1 and 2 Archaeology Investigations
- Fish Database Table and Fish Passage Report
- Fisheries and Terrestrial Existing Conditions and Impact Assessment Reports
- Noise Assessment Report
- Erosion and Sediment Overview Risk Assessment (ESCORA)
- Preliminary Site Screening (PSS) Reports (as required)
- Permit-to-take-Water (PTTW) or Environmental Activity and Sector Registry (EASR)

The Design-Build Ready phase will also identify opportunities to manage excess materials (e.g. earth, rock, muskeg) from construction operations. These opportunities may include slope flattening, berm construction and/or disposing of materials in specific Excess Material Management Areas (EMMAs), which are often determined to be abandoned quarries and/or surplus properties owned by MTO. Such opportunities will be documented in the final Design Build Ready report.

Through the Design-Build phase, this project will proceed to Detail Design, as outlined in the MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000).

Potential Changes During Design-Build Phase

During the Design-Build phase, a Design and Construction Report (DCR) will be prepared to document how the commitments outlined in the ESR Addendum as well as those in the 1997 ESR are being addressed. Design features and refined environmental impact mitigation measures will be described in the DCR. There is a possibility that the final design plans may identify design modifications or refinements that could result in environmental benefits or

impacts that may not have been anticipated or identified in this Addendum to the 1997 ESR. Any design modifications or refinements to the final design plans and resultant environmental benefits or impacts will also be documented in the DCR.

Design-Build activities will also include resolution of any remaining utility conflicts, finalizing of any remaining environmental permitting, detailing of strategies for excess soils management, completion of contract drawings and cross section details, and issuance of Environmental Clearance for construction start.

Monitoring objectives during construction will include:

- Individual measures and issues such as those outlined in **Exhibit 7-1** (e.g. erosion and sedimentation control, groundwater quality/quantity, waste handling and materials /equipment storage); and,
- Monitoring of overall effectiveness of control measures.

Should the impacts of construction differ than those anticipated, or should the method of construction be such that there are greater than anticipated impacts, the Contractor's methods of operation will be reviewed and/or modified to minimize those impacts.

APPENDIX

A

CONSULTATION



Notice of Study Commencement

OGN and Notification Letters

G.W. P. 138-90-00 Highway 11/17 Four-Laning Hwy 582 to Dorion, 11 Km

Company 1	Company 2	Address 1	Address 2	City	Provin	PO Box	Phone	Fax	Email
Federal Agencies									
Environment and Climate Change Canada	Environmental Protection Branch – Ontario Region	4905 Dufferin St.		Downsview	ON	M3H 5T4	416-739-4272		wesley.plant@canada.ca
Fisheries and Oceans Canada		520 Exmouth Street		Sarnia	ON	N7T 8B1	519-383-1813	519-464-5128	
Transport Canada									EnviroOnt@tc.gc.ca.
CN Rail		1 Administration Road		Concord	ON	L4K 1B9	905-669-3264		michael.vallins@cn.ca
CP Rail	Public Works - Eastern Canada	1290 Central Parkway West	Suite 700	Mississauga	ON	L5C 4R3	905-803-5989		Jennifer_Benedict@cpr.ca
Provincial Agencies									
Ministry of Tourism, Culture and Sport	Heritage Planning Unit Programs and Services Branch	400 University Ave.	5th Floor	Toronto	ON	M7A 2R9	416-660-1027		karla.barboza@ontario.ca
Ministry of Tourism, Culture and Sport	Heritage Planning Unit Programs and Services Branch	400 University Avenue	5th Floor	Toronto	ON	M7A 2R9	613-242-3743		joseph.harvey@ontario.ca
Ministry of Tourism, Culture and Sport	Heritage Planning Unit Programs and Services Branch	400 University Avenue	5th Floor	Toronto	ON	M7A 2R9	416-786-7553		dan.minkin@ontario.ca
Ministry of Northern Development	Strategic Programs Unit, Northern Development Division	159 Cedar Street	Suite 700	Sudbury	ON	P3E 6A5	705-561-7384		john.hall@ontario.ca
Ministry of Mines	Strategic Support Unit Mines and Minerals Division	Willet Green Miller Centre, 2nd Flr	933 Ramsey Lake Rd	Sudbury	ON	P3E 6B5	705-465-0859		genevieve.sulatycky@ontario.ca
Ministry of Mines	Strategic Support Unit Mines and Minerals Division	Willet Green Miller Centre, 2nd Flr	933 Ramsey Lake Rd	Sudbury	ON	P3E 6B5	705-698-5041		melanie.johnson@ontario.ca
Ministry of Natural Resources and Forestry	Ontario Government Building	435 James Street South		Thunder Bay	ON	P7E 6S7	807-629-7583	807-473-3023	carrie.hutchison@ontario.ca
Ministry of Natural Resources and Forestry	Nipigon District	5 Wadsworth Dr.	PO Box 970	Nipigon	ON	P0T 2J0	807-887-5113	807-887-2993	kimberly.mcnaughton@ontario.ca
Ministry of Natural Resources and Forestry	Ontario Government Building	435 James Street South	Suite B001	Thunder Bay	ON	P7E 6E3	807-708-3402	F: 807-475-1527	lauren.nelson@ontario.ca
Ministry of Municipal Affairs and Housing	Northern Municipal Services Office – Thunder Bay	435 James Street South	Suite 223	Thunder Bay	ON	P7E 6S7	807-473-3025	807-475-1196	victoria.kosny@ontario.ca
Superior North Community Futures Development Corporation		7, Chemin Mill Road	P.O. Box/C.P. 716	Terrace Bay	ON	P0T 2W0	(807) 825-4505 ext.1		gm@snctdc.org
Ontario Parks	Quimet Canyon Provincial Park			Pass Lake	ON	P0T 2M0	807-977-2526		
Ministry of Agriculture, Food & Rural Affairs					ON				omafra.eanotices@ontario.ca
Ministry of Agriculture, Food & Rural Affairs	Food Safety and Environmental Policy Branch	Elora Resource Centre	6484 Wellington Rd 7 – Unit 10	Elora	ON	N0B 1S0	519-546-7612	519-846-8178	jocelyn.beatty@ontario.ca
Infrastructure Ontario	Environmental Projects	1 Dundas St. W.	20th flr	Toronto	ON	M5G 1Z3	647-264-4573	C: 416-568-4585	katherine.hotrum@infrastructureontario.ca
Infrastructure Ontario	Land Use Planning, Development Planning	1 Dundas St. W.	Suite 2000	Toronto	ON	M5G 1Z3	647-264-3605		ainsley.davidson@infrastructureontario.ca
Infrastructure Ontario		1 Dundas St. W.	Suite 2000	Toronto	ON	M5G 1Z3	647-965-6703		joanna.craig@infrastructureontario.ca
Ministry of the Environment, Conservation and Parks		435 James St S	3rd Flr Suite 331B	Thunder Bay	ON	P7E 6S7	807-468-2734	807-475-1754	trina.rawn@ontario.ca
Ministry of the Environment, Conservation and Parks		435 James St S	3rd Flr Suite 331B	Thunder Bay	ON	P7E 6S7	807-475-1428	807-475-1754	alisdair.brown@ontario.ca
Ministry of the Environment, Conservation and Parks									eanotification.nregion@ontario.ca
Ministry of the Solicitor General		25 Grosvenor Street	13th Flr	Toronto	ON	M7A 1Y6	416-277-2370		robert.greene@ontario.ca
Lakehead Region Conservation Authority		130 Conservation Road	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 230	807-345-9156	
Lakehead Region Conservation Authority		130 Conservation Road	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 224	807-345-9156	
Lakehead Region Conservation Authority		130 Conservation Rd.	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 223	807-345-9156	
Lakehead Region Conservation Authority		130 Conservation Road	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 Ext. 229	807-345-9156	michelle@lakeheadca.com
Ontario Heritage Trust		10 Adelaide Street East	2nd Flr	Toronto	ON	M5C 1J3	437-246-6591		thomas.wicks@heritagetrust.on.ca
Municipalities									
Township of Dorion		170 Dorion Loop Rd		Dorion	ON	P0T 1K0	(807) 857-2289	(807) 857-2203	cbo@doriontownship.ca
Township of Dorion		170 Dorion Loop Road		Dorion	ON	P0T 1K0	807-857-2289	807-857-2203	bbeaty@doriontownship.ca
Township of Dorion		170 Dorion Loop Road		Dorion	ON	P0T 1K0	807-857-2289	807-857-2203	mavis@doriontownship.ca
Township of Dorion		170 Dorion Loop Road		Dorion	ON	P0T 1K0	807-857-2295	807-857-2203	publicworks1@bellnet.ca
School Boards									
Lakehead University		955 Oliver Road		Thunder Bay	ON	P7B 5E1	807-343-8200	807-343 – 8023	president@lakeheadu.ca
Thunder Bay Catholic District School Board		459 Victoria Ave W		Thunder Bay	ON	P7C 0A4	(807) 625-1508	807- 625-1583	schiodo@tbcschools.ca
Lakehead District School Board	Transportation Dept.	2135 Sills Street		Thunder Bay	ON	P7E 5T2	807-625-5131		imacrae@lakeheadschools.ca
Academy of Learning Career College		975 Alloy Drive	Suite 103	Thunder Bay	ON	P7B 5Z8	(807) 624-2380		
Transport Training Centres Of Canada	Thunder Bay Campus	195 Gore Street East		Thunder Bay	ON	P7E 3R2	(807) 622-1152	800-805-0662	northwestern@tbaytel.net
Confederation College		1450 Nakina Drive	P.O. Box 398	Thunder Bay	ON	P7C 4W1	807-475-6351		klynch@confederationcollege.ca
Confederation College	Red Lake Campus	60B Hwy 105	Box 328	Red Lake	ON	P0V 2M0	(807) 468-3121 Ext:	(807) 727-2144	Laura.Christie@confederationcollege.ca
Superior North Catholic District		17 Cartier Drive		Terrace Bay	ON	P0T 2W0	807-825-3209 Ext.1008		mlapenskie@snacdsb.on.ca
Superior North Catholic District		17 Cartier Drive		Terrace Bay	ON	P0T 2W0	807-825-3209 Ext.1001		mvasanelli@snacdsb.on.ca
Student Transportation Services of Thunder Bay		715 Hewilson St	Suite 2001	Thunder Bay	ON	P7B 6B5	(807) 625-1660	(807) 622-5818	
District Catholique des Aurores Boréales		175 High Street North		Thunder Bay	ON	P7A 8C7	1 (800) 367-0874	(807) 344-3734	tallaire@csdcab.on.ca
East of Thunder Bay Transportation Consortium		PO Box 1300		Marathon	ON	P0T 2E0	Local: (807) 229-1669 Cell: (807) 228-5555	(807) 229-1471	
Conseil Scolaire de District Du Grand Nord		296 Rue Van Horne		Sudbury	ON	P3B 1H9			gelinaa@cspgno.ca
Conseil Scolaire de District Catholique Des Aurores Boreales		223 River Road		Thunder Bay	ON	P7A 3R1			ybolduc@csdcab.on.ca
Superior Greenstone District School Board		12 Hemlo Drive	P.O. Bag 'A'	Marathon	ON	P0T 2E0	807-229-5205		mparis@sgdsb.on.ca
Superior-Greenstone District School Board		12 Hemlo Drive	P.O. Bag 'A'	Marathon	ON	P0T 2E0	(807) 229-0436	(807) 229-1471	nmorden-cormier@sgdsb.on.ca
Elected Officials									
		705 Red River Road	Suite 3	Thunder Bay	ON	P7B 1J3	807-766-2090	807-766-2094	Patty.Hajdu@parl.gc.ca
		272 Park Ave.		Thunder Bay	ON	P7B 1C5	807-345-3647	807-345-2922	LVaugeois-QP@ndp.on.ca
Emergency Services									
Township of Dorion		170 Dorion Loop Road	RR #1	Dorion	ON	P0T 1K0	(807) 857-1037		schaaf_family@tbaytel.net
Superior North Emergency Medical Service		105 Junot Ave. S		Thunder Bay	ON	P7B 4X6	807-628-8859	807-684-2657	wgates@thunderbay.ca
Ontario Provincial Police	Research and Program Evaluation Unit / Research	777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3	705-309-2621		jennifer.davey@opp.ca
Nipigon Fire Department		52 Front Street		Nipigon	ON	P0T 2J0	807-887-4639		
Ontario Provincial Police	Nipigon Detachment	Highway 11/17 West	P.O. Box 187	Nipigon	ON	P0T 2J0	807 887-2637	807 887-2399	Denver.Poole@opp.ca
Utilities									
TransCanada PipeLines Ltd. c/o MHBC Planning		442 Brant Street	Suite 204	Burlington	ON	L7R 2G4			TCEnergy@mhbcpplan.com
TC Energy									Katherine_hamilton@tcenergy.com
Tbaytel									paul.mascarin@tbaytel.com
Hydro One									NorthernFBCPlanning@Hydro.One.com
Bell		299 South Vickers Street		Thunder Bay	ON	P7E 7J9	C: (807) 355-2297 O: (807) 933-1940		sjoerd.attema@bell.ca
Shaw Communications									gerry.alexander@sjrb.ca
Enbridge									Tracey.Trevisan@enbridge.com
Indigenous Communities									

[illegible]



July 13, 2018

«Title» «First_Name» «Last_Name»
«Job Title»
«Company»
«Branch»
«Address_1», «Address_2»
«City», «Province» «Postal_Code»

Agency Letter

Sent to Federal and Provincial Agencies, Municipal contacts, Emergency Services, Utilities, School Boards and other Interested Stakeholders on the Study Contact List with a copy of the Notice and comment Form.

**RE: Notice of Study Commencement
Hwy 11/17 Four-Laning from east of Junction Highway 582 westerly to Dorion
Preliminary Design, Environmental Assessment (EA) Update, and Detailed
Design - G.W.P. 138-90-00**

Dear «INSERT NAME»,

WSP Canada Group Limited, on behalf of the Ministry of Transportation (MTO), has initiated the Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design for Highway 11/17 four-laning from east of Junction 582 westerly to Dorion, for 11 km, as shown in the attached key plan. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

Following the planning and preliminary design phase in 1997, an Environmental Study Report (ESR) was filed for public review and comment, and subsequently the project was cleared to proceed. The Environmental Assessment (EA) approved plan included areas of twinning the existing highway south of Dorion Loop Road, new four-lane alignment north of Dorion Loop Road, and modifications to intersecting roads. The four-lane highway corridor was designated (protected) in 2003.

This project includes reviewing the previously EA approved corridor identified in the 1997 ESR and potential changes to improve the highway alignment based on current design standards and avoid any newly identified environmental constraints.

This study will follow the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process for Group 'B' projects. Consultation will take place throughout the study with external agencies, property owners and members of the public. Two Public Information Centres (PICs) are planned during the study. Notices providing the time and location of the PICs will be posted on the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca), published in this newspaper, and sent to persons on the project mailing list.

As part of the study, an Addendum to the Environmental Study Report will be prepared to document any changes to the existing environmental conditions from 1997, any proposed changes to the previously approved plan, and the proposed mitigation measures. The Addendum to the 1997 ESR will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum to the ESR is available for viewing.



The purpose of this letter is to inform you about the commencement of this project and provide an opportunity for your input. Please provide any comments you may have about this project by **Friday, August 10, 2018**. An agency comment form is attached to facilitate your response.

Comments and information regarding this project are being collected to provide the Project Team with information and to assist MTO in meeting the requirements of the Environmental Assessment Act. All comments and information will be collected 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.

Should you require further information about the project, please contact one of the Project Team members noted below. Thank you for your cooperation and assistance.

**Domenica D'Amico, P.Eng.
Senior Project Manager**

WSP
610 Chartwell Road
Oakville, ON L6J 4A5
Tel: 1-877-562-7947 or
(289) 835-2462
Fax: (905) 823-8503
E-mail: domenica.damico@wsp.com

**Yolibeth Mejias, Ph.D., P.Eng
Senior Project Engineer**

Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Tel: 1-800-465-5034 or
(807) 473-2049
Fax: (807) 473-2168
E-mail: yolibeth.mejias@ontario.ca

**Greg Moore, B.E.S.
Environmental Planner**

WSP
610 Chartwell Road
Oakville, ON L6J 4A5
Tel: 1-877-562-7947 or
(289) 835-2561
Fax: (905) 823-8503
Email: greg.moore2@wsp.com

Yours

Yours very truly,

WSP

Domenica D'Amico, P. Eng.
Consultant Project Manager

cc: Yolibeth Mejias, MTO
Steven Wall, MTO
Greg Moore, WSP

Attach: Key Plan
Comment Form

Ministry of
Transportation

Ministère des
Transports



Northwestern Region
615 James Street South
Thunder Bay ON P7E 6P6
Tel: (807) 473-2049
Fax: (807) 473-2168

Indigenous Community Letter
Sent to Indigenous Communities on the Study
Contact List with a copy of the Notice and
Comment Form.

July 13, 2018

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Attention:

RE: Notice of Study Commencement

**Hwy 11/17 Four-Laning from east of Junction Highway 582 westerly to Dorion
Preliminary Design, Environmental Assessment (EA) Update, and Detailed
Design to Design-Build Ready Status - G.W.P. 138-90-00**

WSP Canada Group Limited, on behalf of the Ministry of Transportation (MTO), has initiated the Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design for Highway 11/17 four-laning from east of Junction 582 westerly to Dorion, for 11 km, as shown in the attached key plan. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

Following the planning and preliminary design phase in 1997, an Environmental Study Report (ESR) was filed for public review and comment, and subsequently the project was cleared to proceed. The Environmental Assessment (EA) approved plan included areas of twinning the existing highway south of Dorion Loop Road, new four-lane alignment north of Dorion Loop Road, and modifications to intersecting roads. The four-lane highway corridor was designated (protected) in 2003.

This project includes reviewing the previously EA approved corridor identified in the 1997 ESR and potential changes to improve the highway alignment based on current design standards and avoid any newly identified environmental constraints.

As part of the study, an Addendum to the Environmental Study Report will be prepared to document any changes to existing environmental conditions from 1997 and any proposed changes to the previously approved plan, and the proposed mitigation measures. The Addendum to the 1997 ESR will be available for a 30-day public review period at the end of the Study process. Notices will be posted and published when the Addendum to the ESR is available for viewing.

This project will follow the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities* (2000).

For additional project details you may also visit our website (www.hwy11-17four-laningfromhwy582toDorion.ca).

I am available to meet with you at your convenience to review the details of the project and discuss any concerns or considerations you may have.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2130 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,

Yolibeth Mejias
Senior Project Engineer

cc: Steve Such, MTO
Domenica D'Amico, WSP
Greg Moore, WSP

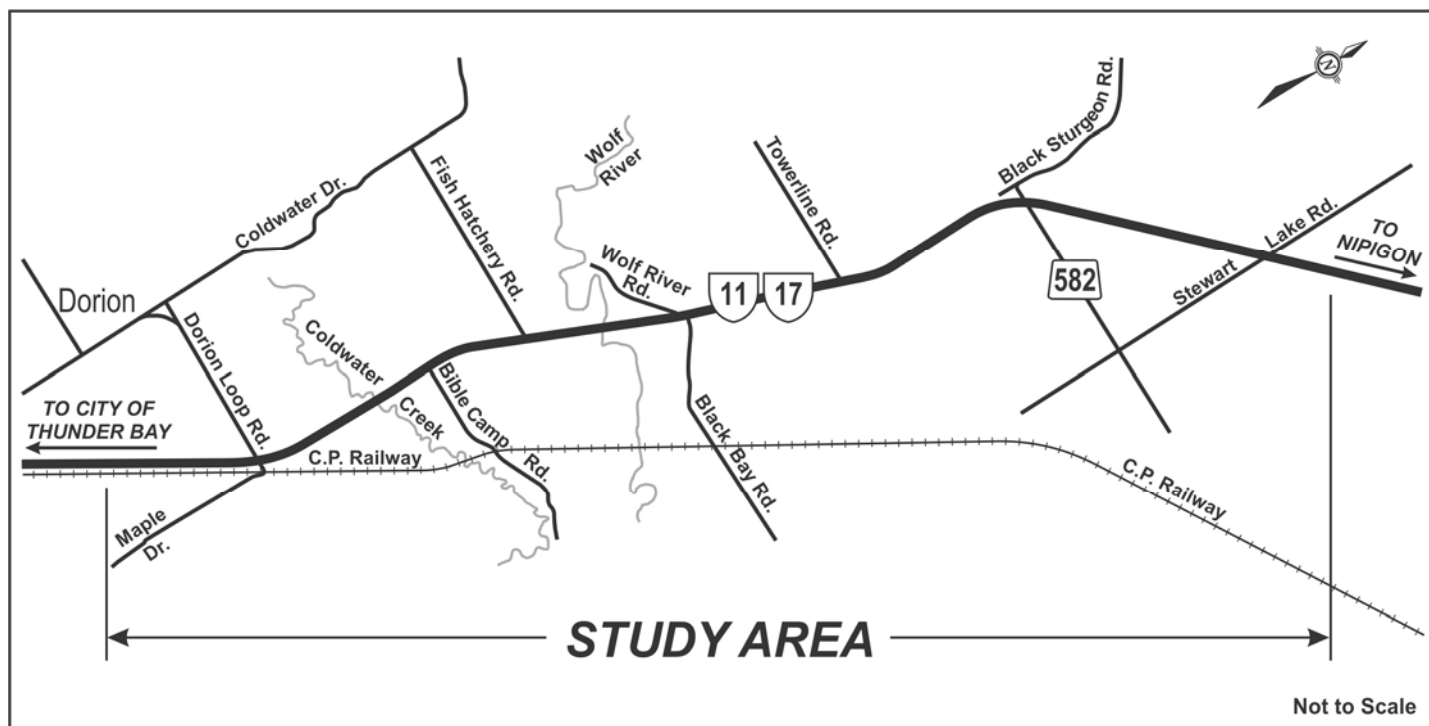
Attach: Key plan

NOTICE OF STUDY COMMENCEMENT

Highway 11/17 Four-Laning from East of Junction Highway 582 Westerly to Dorion

THE STUDY

WSP Canada Group Limited, on behalf of the Ministry of Transportation (MTO), has initiated the Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design for Highway 11/17 four-laning from east of Junction Highway 582 westerly to Dorion, for 11 km, as shown in the key plan below. The proposed work also includes new bridges over Coldwater Creek and Wolf River.



BACKGROUND

Following the planning and preliminary design phase in 1997, an Environmental Study Report (ESR) was filed for public review and comment, and subsequently the project was cleared to proceed. Environmental Assessment (EA) approved plan included areas of twinning the existing highway south of Dorion Loop Road, a new four-lane alignment north of Dorion Loop Road, and modifications to intersecting roads. The four-lane highway corridor was designated (protected) in 2003.

THE PROCESS

This project includes reviewing the previously EA approved corridor identified in the 1997 ESR and potential changes to improve the highway alignment based on current design standards and to avoid any newly identified environmental constraints.

This study will follow the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process for Group 'B' projects. Consultation will take place throughout the study with external agencies, property owners and members of the public. Two Public Information Centres (PICs) are planned during the study. Notices providing the time and location of the PICs will be posted on the project website (www.Hwy11-17Four-LaningfromHwy582toDorion.ca), published in this newspaper, and sent to persons on the project mailing list.

As part of the study, an Addendum to the Environmental Study Report will be prepared to document any changes to the existing environmental conditions from 1997, any proposed changes to the previously approved plan, and the proposed mitigation measures. The Addendum to the 1997 ESR will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum to the ESR is available for viewing.

COMMENTS

If you wish to obtain additional information or provide comments, or if you would like to be added to the study's mailing list, please contact:

Domenica D'Amico, P.Eng.
Senior Project Manager
WSP
610 Chartwell Road
Oakville, ON L6J 4A5
Tel: 1-877-562-7947 or (289) 835-2462
Fax: (905) 823-8503
E-mail: domenica.damico@wsp.com

or

Yolibeth Mejias, Ph.D., P.Eng
Senior Project Engineer
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Tel: 1-800-465-5034 or (807) 473-2130
Fax: (807) 473-2168
e-mail: yolibeth.mejias@ontario.ca

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Visit us at www.Hwy11-17Four-LaningfromHwy582toDorion.ca

Highway 11/17 Four-Laning from East of Junction Highway 582 Westerly to Dorion Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design (G.W.P. 138-90-00)

AGENCY COMMENT FORM

Type of Project: Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design

Environmental Assessment Type: Group "B", Class Environmental Assessment for Provincial Transportation Facilities

Location: Highway 11/17 from east of Junction 582 westerly to Dorion (11 km)

Agency Name & division/branch:	
---	--

COMMENTS:

1. Does your organization wish to participate in this project? ☐ YES ☐ NO
2. If yes to the above, please provide the contact name, telephone #, address and e-mail for future correspondence in the space provided below.

3. Please identify any concerns/comments your organization may have at this time.

For further information regarding this project, please contact the Consultant Senior Project Manager, Ms. Domenica D'Amico, P. Eng., WSP Canada Group Limited at (289) 835-2462 or 1-877-562-7947 or domenica.damico@wsp.com.

PLEASE FAX, MAIL OR EMAIL THIS FORM BACK BY FRIDAY AUGUST 10, 2018.

FAX #: (905) 823-8503

ATTN: Mr. Greg Moore
Consultant Environmental Planner
WSP
610 Chartwell Road
Oakville, ON L6J 4A5
E-mail: greg.moore2@wsp.com

For more information, please visit the study website: [www. Hwy11-17Four-LaningfromHwy582toDorion.ca](http://www.Hwy11-17Four-LaningfromHwy582toDorion.ca)

Notice of Public Information Centre #1

OGN and Notification Letters



July 26, 2021

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Agency Letter

Sent to Federal and Provincial Agencies, Municipal contacts, Emergency Services, Utilities, School Boards and other Interested Stakeholders on the Study Contact List with a copy of the Notice.

**RE: Notice of Online Public Information Centre # 1
Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
(G.W.P. 138-90-00)**

Dear «Title» «Last_Name»,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River. A key plan showing the study area is available on the enclosed notice.

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The original Commencement Notice for this project was published in August 2018. The project team is now continuing to review the previously approved corridor identified in the 1997 Environmental Study Report (ESR) and potential changes to improve the highway alignment while minimizing environmental impacts. Public Information Centre (PIC) #1 will present the potential changes to the previously approved EA corridor, including the review of a new highway alignment.

Due to the on-going pandemic, PIC #1 is being held virtually on the project website at **[www.Hwy11-17Four LaningfromHwy582toDorion.ca](http://www.Hwy11-17FourLaningfromHwy582toDorion.ca)**. The purpose of PIC #1 is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review and provide input on the existing environmental conditions and to comment on any potential changes to the previous EA highway alignment including modifications to access roads. PIC #1 materials will be posted on the project website beginning on **August 3, 2021**. Comments are kindly requested by **August 21, 2021** through the online comment form that is available on the website, or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.



PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

As part of this study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum is available for viewing.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

If you wish to obtain additional information about the project or provide input at any point during the study, please visit the study website at **www.Hwy11-17Four-LaningfromHwy582toDorion.ca** which will be updated regularly, or contact one of the Project Team members listed on the attached notice.

Yours truly,

WSP

Karen M. Zan, P. Eng.
Senior Project Manager

Cc: Michael Jakovic, Project Engineer, MTO
Tom Kleinboeck, Environmental Planner, MTO
Greg Moore, Senior Environmental Planner, WSP

Encl. Notice of Online Public Information Centre #1

Ministry of Transportation

Engineering Office
Planning and Design Section
Northwestern Region

615 James St S
Thunder Bay, Ontario P7E 6P6
Telephone: (807) 632-0943
Facsimile: (807) 473-2168
Email: michael.jakovcic@ontario.ca

Ministère des Transports

Bureau du génie
Section de la planification et de la conception
Région du Nord-Ouest

615, rue James Sud
Thunder Bay (Ontario) P7E 6P6
Téléphone: (807) 632-0943
Télécopieur: (807) 473-2168
Courriel: michael.jakovcic@ontario.ca



July 26, 2021

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Attention: «Title» «First_Name» «Last_Name»

**RE: Notice of Online Public Information Centre #1
Highway 11/17 Four-Laning from East of Junction Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
(G.W.P. 138-90-00)**

Indigenous Community Letter
Sent to Indigenous Communities on the Study
Contact List with a copy of the Notice.

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River. A key plan showing the study area is available on the enclosed notice.

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The original Commencement Notice for this project was published in August 2018. The project team is now continuing to review the previously approved corridor identified in the 1997 Environmental Study Report (ESR) and potential changes to improve the highway alignment while minimizing environmental impacts. Public Information Centre (PIC) #1 will present the potential changes to the previously approved EA corridor, including the review of a new highway alignment.

Due to the on-going pandemic, PIC #1 is being held virtually on the project website at **www.Hwy11-17Four-LaningfromHwy582toDorion.ca**. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

The purpose of PIC #1 is to inform the <<INSERT INDIGENOUS COMMUNITY NAME>> to review and provide input on the existing environmental conditions and to comment on any potential changes to the previous EA highway alignment including modifications to access roads. PIC #1 materials will be posted on the project website beginning on **August 3, 2021**. Comments are kindly requested by **August 21, 2021** through the online comment form that is available on the website, or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.

PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

As part of this study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum is available for viewing.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

If you wish to obtain additional information about the project or provide input at any point during the study, please visit the study website at **www.Hwy11-17Four-LaningfromHwy582toDorion.ca**, which will be updated regularly, or contact Bill Taylor Indigenous Liaison Specialist at (807) 629-6254 or bill.d.taylor@ontario.ca or one of the Project Managers listed on the enclosed notice.

Sincerely,

Michael Jakovcic
Project Engineer
Ministry of Transportation, Northwestern Region

Cc: Patricia DeCal, Head of Environmental Section, MTO
Bill Taylor, Indigenous Liaison Specialist, MTO
Tom Kleinboeck, Environmental Planner, MTO
Karen M. Zan, Senior Project Manager, WSP
Greg Moore, Senior Environmental Planner, WSP

Encl. Notice of Online Public Information Centre #1



October 14, 2021

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Impacted Property Owners Letter
Sent to Impacted Property Owners on the Study Contact List with PIC Materials including copies of EA Approved Plan and Highway Alignment Alternative #1.

**RE: Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
Impacted Property Owners (G.W.P. 138-90-00)**

Dear «Last_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Due to the on-going global pandemic, the first Public Information Centre (PIC #1) presentation materials were posted on the project website at www.hwy11-17four-laningfromhwy582todorion.ca in August 2021. The purpose of PIC #1 is to provide interested stakeholders, Indigenous communities and the public an opportunity to review and provide input on the existing environmental conditions and to comment on potential changes (including possible modifications to access roads) to the EA Approved Plan. Both the EA Approved Plan and the potential changes (labelled as Highway Alignment Alternative #1) are depicted on the PIC materials.

In addition to the PIC #1 materials being posted on the project website, the same materials are enclosed here for your review and comment. Please note that the proposed improvements under consideration may impact your property at «LEGAL_DESCRIPTION». In addition to the PIC #1 materials, potential impact to your property is shown on the enclosed figures specific to your property. We encourage you to review the PIC #1 materials and the potential impact to your property and to contact the following Project Team members if you have any comments or would like to further discuss the project.

(continued)



Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
610 Chartwell Road
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Toll-Free: 1-877-562-7947
Tel: 289-835-2643
E-mail: Karen.Zan@wsp.com

Michael Jakovcic, P.Eng.
Senior Project Engineer
Ministry of Transportation (MTO)
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tel: 807-632-0943
E-mail: Michael.Jakovcic@ontario.ca

Comments are requested by October 29, 2021, but please note that comments are welcome at any point in the study.

PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures. The format of PIC #2 will follow Provincial guidelines related to COVID-19 at the time.

Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

Sincerely,

WSP

Karen M. Zan, P. Eng.
Consultant Senior Project Manager

cc: Michael Jakovcic, MTO, Project Engineer
Tom Kleinboeck, MTO, Environmental Planner
Greg Moore, WSP, Consultant Environmental Planner

Attachment: *PIC Materials, including EA Approved Plan and Highway Alignment Alternative #1*



August 15, 2022

«Title» «First_Name» «Last_Name»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Impacted Property Owners Letter

Sent to Impacted Property Owners on the Study Mailing List with a copy of the Notice and EA Approved Alignment, Highway Alternative Alignment #1, Highway Alternative Alignment #2 and Highway Alternative Alignment #3.

**RE: Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
Impacted Property Owners (G.W.P. 138-90-00)**

Dear «Last_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The first Public Information Centre (PIC #1) presentation materials were posted on the project website at www.hwy11-17four-laningfromhwy582todorion.ca in August 2021 to introduce the existing environmental conditions and a review of potential changes to the previously EA Approved plan and an Alternative Alignment #1. **Please note that the attached Ontario Government Notice (OGN) for this PIC was sent to all area residents and advertised in local newspapers on July 31, 2021 and August 3, 2021 to notify residents of the first PIC.**

In addition to the EA Approved Plan and Alternative Alignment #1, two new alternative alignments are being considered by the Project Team (Labelled as Highway Alternative Alignment #2 and #3). The purpose of this letter is to ensure that you are aware that one or more of the alternatives being considered may impact your property at «LEGAL_DESCRIPTION».

Please note that Project Team is currently considering all comments on the alternatives. Following the review of comments received, the Project Team will complete an analysis and evaluation of the alternatives being considered to identify the recommended plan for the Highway 11/17 four-laning from east of Highway 582 westerly to Dorion.

The locations of the alignment alternatives that directly impact your property are shown on the enclosed figures. We encourage you to review this information and to contact the following Project Team members if you have any comments or would like to further discuss the project.



Karen M. Zan, P.Eng.
Senior Project Manager
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Toll-Free: 1-877-562-7947
Tel: 289-835-2643
E-mail: Karen.Zan@wsp.com

Michael Jakovcic, P.Eng.
Senior Project Engineer
Ministry of Transportation (MTO)
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tel: 807-632-0943
E-mail: Michael.Jakovcic@ontario.ca

Comments are requested by **August 31, 2022** but please note that comments are welcome at any point in the study.

PIC #2 will be held later in Fall 2022 to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

Sincerely,

WSP

Karen M. Zan, P. Eng.
Consultant Senior Project Manager

cc: Michael Jakovcic, MTO, Project Engineer
Tom Kleinboeck, MTO, Environmental Planner
Christine Vazz, WSP, Consultant Senior Environmental Planner

Attachment: *PIC #1 OGN, including EA Approved Alignment, Highway Alternative Alignment #1, Highway Alternative Alignment #2 and Highway Alternative Alignment #3*



September 8, 2022

«Title» «First_Name» «Last_Name»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Impacted Property Owners Letter

Sent to Impacted Property Owners on the Study Mailing List with a copy of the Notice and EA Approved Alignment, Highway Alternative Alignment #1, Highway Alternative Alignment #2, Highway Alternative Alignment #3, and Highway Alternative Alignment #4.

**RE: Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
Impacted Property Owners (G.W.P. 138-90-00)**

Dear «Last_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

On August 15, 2022, a package was sent to your attention, which included a cover letter and plans depicting four (4) alignment options: the EA Approved Plan, Alternative Alignment #1, Alternative Alignment #2, and Alternative Alignment #3. As a result of the Project Team's ongoing assessment and evaluation of all options, we have added one additional new alternative alignment (Labelled as Highway Alternative Alignment #4). The purpose of this letter is to ensure that you are aware that this additional option may impact your property at «LEGAL_DESCRIPTION».

The locations of the alignment alternatives including Alternative Alignment #4 are shown on the enclosed figures. We encourage you to review this information and to contact the following Project Team members if you have any comments or would like to further discuss the project.

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
610 Chartwell Road
Oakville, ON L6J 4A5
Toll-Free: 1-877-562-7947
Tel: 289-835-2643
E-mail: Karen.Zan@wsp.com

Michael Jakovcic, P.Eng.
Senior Project Engineer
Ministry of Transportation (MTO)
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tel: 807-632-0943
E-mail: Michael.Jakovcic@ontario.ca

Please note that Project Team is currently considering all comments received on the alternatives in the assessment and evaluation. Comments are requested by **September 30, 2022** but please note that comments are welcome at any point in the study.



Public Information Centre (PIC) #2 will be held later in Fall 2022 to present the evaluation of alternatives, the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

Sincerely,

WSP

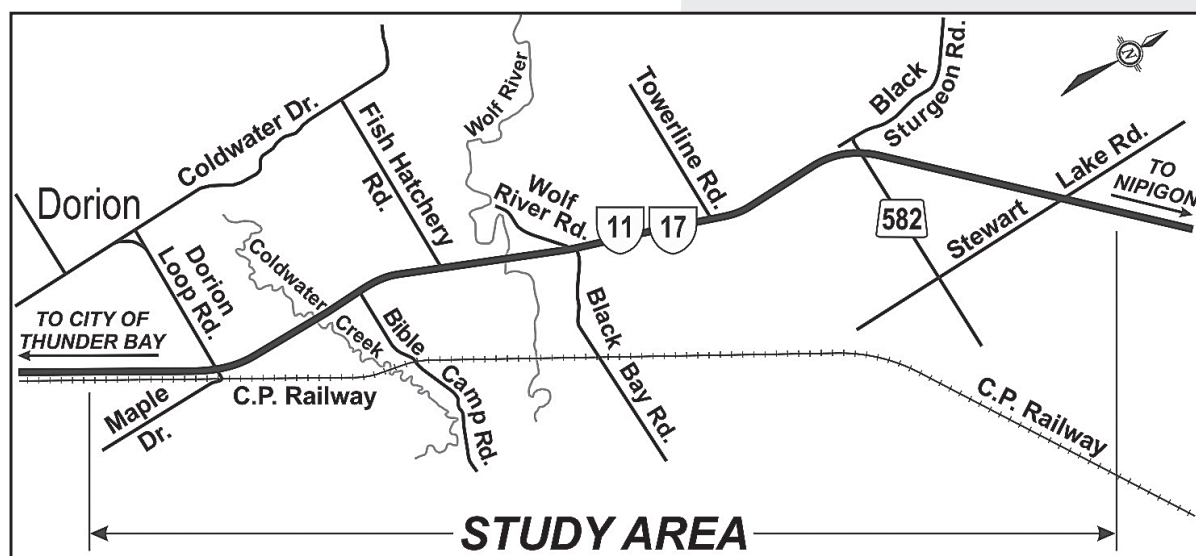
Karen M. Zan, P. Eng.
Consultant Senior Project Manager

cc: Michael Jakovcic, MTO, Senior Project Engineer
Crystal Beaulieu, MTO, Senior Project Manager
Tom Kleinboeck, MTO, Environmental Planner
Christine Vazz, WSP, Consultant Senior Environmental Planner

Attachment: *Plan showing EA Approved Alignment, Highway Alternative Alignment #1, Highway Alternative Alignment #2, Highway Alternative Alignment #3, and Highway Alternative Alignment #4*

Notice of Online Public Information Centre #1

Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion



THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The original Commencement Notice for this project was published in August 2018. The project team is now continuing to review the previously approved corridor identified in the 1997 Environmental Study Report (ESR) and potential changes to improve the highway alignment while minimizing environmental impacts. Public Information Centre (PIC) #1 will present the potential changes to the previously approved EA corridor, including the review of a new highway alignment.

Due to the on-going pandemic, PIC #1 is being held virtually on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

The purpose of PIC #1 is to provide interested parties, Indigenous Communities and the public an opportunity to review and provide input on the existing environmental conditions and to comment on any potential changes to the previously EA highway alignment including modifications to access roads. PIC #1 materials will be posted on the project website beginning on **August 3, 2021**. Comments are requested by **August 21, 2021** through the online comment form that is available on the website, or by contacting the individuals below. Please note comments are welcome at any time during the study.

PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

As part of this study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum is available for viewing.

COMMENTS

If you wish to obtain additional information or provide comments, or if you would like to be added to the study's mailing list, please contact the individuals listed below, or visit our website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca.

Karen M. Zan, P.Eng.

Senior Project Manager
WSP Canada Inc.
610 Chartwell Road
Oakville, ON L6J 4A5
toll-free: 1-877-562-7947 / tel: 289-835-2643
e-mail: Karen.Zan@wsp.com

Michael Jakovcic, P.Eng

Senior Project Engineer
Ministry of Transportation (MTO)
615 James Street South
Thunder Bay, ON P7E 6P6
toll-free: 1-800-465-5034 / tel: 807-632-0943
e-mail: Michael.Jakovcic@ontario.ca

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

BUBBLES Galore

Glena Clearwater

Last Wednesday was perfect weather for making giant bubbles. Sumiye and Kristin were out at the rear of the Library with buckets of bubble water. Sumiye had created stick and string bubble blowers – with the winds doing all the work that day. Some of the bubbles were long tubes, while others were huge round bubbles – all blowing across the lot or high into the air.

With Sumiye, Kristin and parents to help them get started, the dozen or more kids were all able to create huge rainbow coloured bubbles – great for photos if your camera was fast.



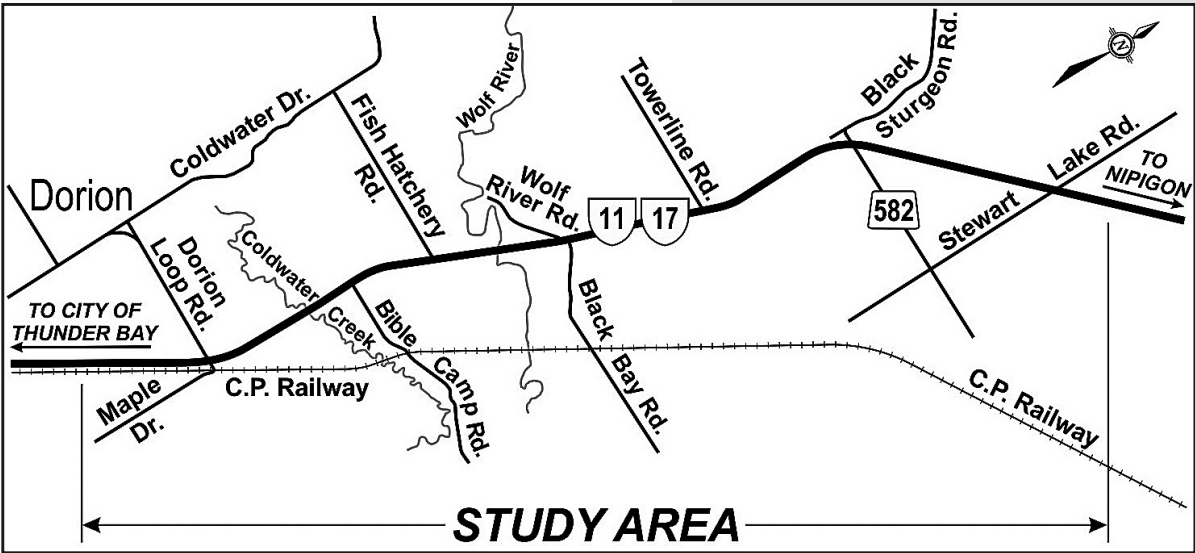
Emma Legacy managed one huge round bubble



London Hetz was becoming an expert at creating long tube bubbles – hard to catch on camera

Notice of Online Public Information Centre #1

Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion



THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

THE PROCESS

This study is following the approved environmental planning process for Group ‘B’ projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The original Commencement Notice for this project was published in August 2018. The project team is now continuing to review the previously approved corridor identified in the 1997 Environmental Study Report (ESR) and potential changes to improve the highway alignment while minimizing environmental impacts. Public Information Centre (PIC) #1 will present the potential changes to the previously approved EA corridor, including the review of a new highway alignment.

Due to the on-going pandemic, PIC #1 is being held virtually on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

The purpose of PIC #1 is to provide interested parties, Indigenous Communities and the public an opportunity to review and provide input on the existing environmental conditions and to comment on any potential changes to the previously EA highway alignment including modifications to access roads. PIC #1 materials will be posted on the project website beginning on **August 3, 2021**. Comments are requested by **August 21, 2021** through the online comment form that is available on the website, or by contacting the individuals below. Please note comments are welcome at any time during the study.

PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

As part of this study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum is available for viewing.

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Province announces Ontario Place redevelopment

BY HOLLY MCKENZIE-SUTTER
THE CANADIAN PRESS

TORONTO — Three companies have been selected to redevelop the Ontario Place theme park on Toronto’s waterfront, with plans for year-round attractions including a larger concert venue, pools, gardens and an adventure park.

Premier Doug Ford announced Friday morning that Live Nation, Therme Group and Ecorecreo Group were selected from a 2019 call for development proposals.

The site, which first opened in 1971, was closed to the public in 2012 after years of financial losses. Ford’s government has said it wants to make the space into an impressive attraction.

“It’s really a real, true privilege to share our plans to reopen those doors and keep them open 365 days a year,” Ford said at the site of the waterfront park on Friday, where he announced the plans with Toronto Mayor John Tory and Culture Minister Lisa MacLeod.

Officials say costs and timelines for the projects are still being finalized, but they expect new amenities may be completed by 2030. Ford said he couldn’t provide an exact cost figure on Friday but said the province is putting “a lot of money” into the development so the new attractions will be affordable.

“As we roll out we’re going to be able to announce that and everything is going to be transparent,” Ford said when asked about cost to taxpayers.

Therme Group is set to build an all-season park including pools, waterslides, sports services, botanical spaces and eight acres of free parks and beaches.

Live Nation will redevelop the amphitheatre into a year-round venue with an expanded audience capacity of 20,000 people outdoors and 9,000 people indoors.

Ecorecreo Group will build an adventure park with obstacle courses, ziplines, climbing walls and other activities and will run rentals for kayaks, canoes and other equipment.

Former Toronto police chief Mark Saunders, who was appointed special adviser to the redevelopment this year, will continue on the as province’s “point man in the field” on the project, Ford said on Friday.

The province said bids from around the world were assessed



THE CANADIAN PRESS

Ontario Premier Doug Ford attends a news conference at Ontario Place on Friday in Toronto.

based on concept viability, delivery certainty, costs and benefits and alignment with the government’s vision.

Public consultations will be held next month and continue into the fall.

Planning and development consultations are slated for early next year.

Ford said Friday that key features including Trillium Park, the Cinesphere and the pods will remain in the new park.

He also stressed that the redevelopment won’t include casinos or condos, and that the land won’t be sold.

“This will be a public place for

everyone to come and experience and it will stay that way,” Ford said.

Tory also stressed that the renewed Ontario Place will remain “the public’s place.”

He said the city hasn’t yet seen the detailed plans for the development and looks forward to seeing them.

Critics on Friday highlighted the lack of transparency around proposal selection process, and the late timing of open consultations.

“It is unacceptable and deeply disappointing that such important decisions about the future of Ontario Place have been made entirely behind closed doors, without

transparency and broad meaningful input from the public or the City of Toronto,” said Joe Cressy, who represents the Spadina-Fort Yorkward on Toronto city council.

The opposition NDP said the Progressive Conservative government showed disregard for communities by making such a major decision about the publicly-owned site before consulting the people of the province.

“Consultations with the public should have happened before decisions were made, not only after,” said MPP Chris Glover, who represents the Toronto riding of Fort York.

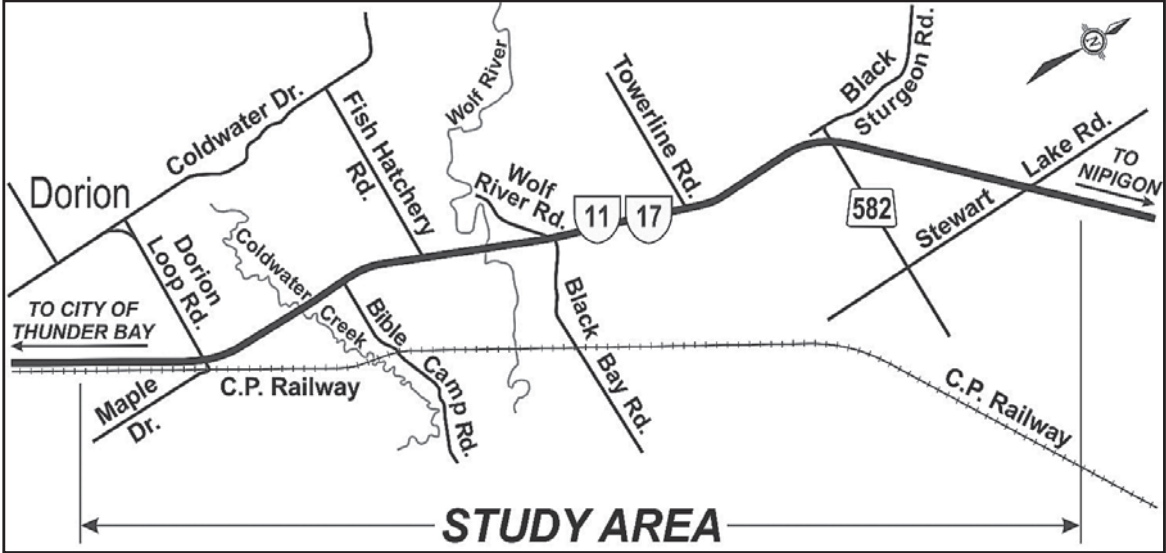
“Ontario Place is an important

heritage site that holds special significance for many Ontarians – and its redevelopment must be a project that includes the views, concerns, thoughts and dreams of the owners of this precious spot, the people of Ontario.”

Community group Ontario Place For All questioned the purpose of consultations after the province already made its decision on the plans.

The group also raised concerns about the uncertain public cost of the plans and whether ticket prices for the new attractions developed by private companies might be too expensive for the average citizen to enjoy.

Notice of Online Public Information Centre #1 Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion



THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

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Capacity limits out at end of Step 3

THE CANADIAN PRESS

TORONTO — Ontario won’t lift its mask mandate in the next phase of reopening, the province announced Friday, even as it plans to drop most other public health measures meant to curb the spread of COVID-19.

There’s still no date for when the province will move to what it calls the Exit Step of its Roadmap to Reopening, but the government said it’s giving residents and businesses a sense of what’s to come.

“As the Delta variant is the dominant strain in Ontario, which is not the case with some other provinces, face coverings will also continue to be required for indoor public settings. This is consistent with other jurisdictions such as Quebec and Israel,” said a spokeswoman for Health Minister Christine Elliott.

Alexandra Hilkene said the chief medical officer of health would continuously evaluate the need for masks.

The exit step will, however, ditch capacity limits indoors, which business groups have said seriously hamper profits.

The province has introduced a new exception for the mask mandate that will come into effect once the province moves into the exit stage: people who are attending sex clubs or bathhouses will not need to wear face coverings “while participating in the activities for which patrons normally frequent such an establishment.”

Some other public health restrictions are staying in place.

Companies must continue “passive screening” for COVID-19, for example by having signs posted, according to the guidelines.

They must also keep a safety plan in place that details how they will follow existing public health protocols.

The province announced Thursday that 80 per cent of residents aged 12 and older have now received at least one dose of a COVID-19 vaccine, meaning one of three conditions the province has set for moving beyond Step 3 of its reopening plan has been met.

Indigenous Communities Contact List

Community Name	Mailing Address	Position	First	Last		Primary Contact		Alternate Contact		
					Phone	Fax	Email	#1	#2	#3
Animbiigoo Zaagi'igan Anishinaabek	204 Main Street, PO Box 120, Beardmore, ON, P0T 1G0	Chief	Theresa	Nelson	807-875-2785 Ext. 224 For Chief Chief's Cell: 807-632-2437	875-2786	tnelson@aza.ca	gnayanookeesic@aza.ca	Joe Donio <jdonio@aza.ca>	
Biigtigong Nishnaabeg	78 Pic River Road, PO Box 193, Heron Bay, ON, P0T 1R0	Chief	Duncan Malcolm	Michano Jr.	807-229-1749 Ext. 216 For Chief	229-1944	chiefpicriver@picriver.com	debi.bouchie@picriver.ca		
Biinjitiwaabik Zaaging Anishinaabek First Nation (Rocky Bay)	501 Spirit Bay Road, General Delivery, Macdiarmid, ON, P0T 2B0	Chief	Gladys	Thompson	807-885-3401 Ext. 230 For Chief	885-1218	chiefandcouncil@rockybayfn.ca	info@rockybayfn.ca	receptionist@rockybayfn.ca	Frank Hardy <fhardy@rockybayfn.ca>
Bingwi Neyaashi Anishinaabek	1 Copper Thunderbird Road, Sand Point FN, ON, P0T 2B0	Chief	Paul	Gladu	807-623-2724 Ext. 209 For Chief	623-2764	pgladu@bnafn.ca	jhatton@bnafn.ca	info@bnafn.ca	
Fort William First Nation	90 Anemki Drive, Suite 200, FWFN, ON, P7J 1L3	Council	Fort William	First Nation	807-623 9543 Ext. 235 For Chief	623-5190	ceo@fwfn.com	cherylstjames@twfn.com	info@twfn.com	Robert Pierre <RobertPierre@twfn.com>
Ginoogaming First Nation	PO Box 89, Longlac, ON, P0T 2A0	Chief	Sheri Susan	Taylor	807-876-2242	876-2495	sheritaylor@ginoogamingfn.ca	eugene.labelle@ginoogamingfn.ca		
Gull Bay First Nation / Klashke Zaaging Anishinaabek	PO Box 29100, 1186 Memorial Ave, McIntyre Centre, Thunder Bay, ON, P7B 6P9	Chief	Willfred	King	807-982-0006	982-0009	wnking@shaw.ca	Beth Boon <anoki.beth@gmail.com>	info@gbfn.ca	
Long Lake #58 First Nation	209 Otter Street, PO Box 609, Longlac, ON, P0T 2A0	Chief	Judy	Desmoulin	807-876-2292 Ext. 224 For Chief	876-2757	judy.desmoulin@longlake58fn.ca	denise.bouchard@longlake58fn.ca		valerie.patabon@longlake58fn.ca
Métis Nation of Ontario - Lands and Resources Consultation Branch	Do not mail						consultations@metisnation.org			
Michipicoten First Nation	P.O. Box 1, Site 8, RR#1 Wawa, ON. P0S 1K0	Chief	Patricia	Tangie	705-856-1993		ptangie@michipicoten.com	iarmstrong@michipicoten.com		
Pays Plat First Nation	10 Central Place, P0T 3C0	Chief	David Peter	Mushquash	807-824-2541 Ext.226 For Chief	824-2206	ppchief@tbaytel.net	ppreception@tbaytel.net	ppceo@tbaytel.net	ppenvironmental@tbaytel.net
Netmizaaggamig Nishnaabeg	PO Box 717, Mobert, ON, P0M 2J0	Chief	Louis	Kwissiwa	807-822-2134 Ext. 210 For Chief	822-2850	Chief Louis Kwissiwa' <chieflouiskwissiwa@picmobert.ca>	reception@picmobert.ca	bandofficereception@picmobert.ca	bandgeneralmgr@picmobert.ca
Redsky Métis Independent Nation	406 East Victoria Avenue Thunder Bay, ON, P7C 1A5	Chief	Troy	DeLaRonde	(807) 623-4635		consultation@rsmin.ca			
Red Rock Indian Band	PO Box 1030, Nipigon, ON, P0T 2J0	Chief	Marcus	Hardy	807-887-2510	887-3446	marcus.hardy@rrib.ca	priscilla.atkinson@rrib.ca	reception@rrib.ca	Sean Ruth <projects@rrib.ca>
Whitestand First Nation	PO Box 68, Armstrong, ON, P0T 1A0	DepChief	Allan	Gustafson	807-583-2177	583-2170	chief.gustafson@whitesandfirstnation.com	craig.toset@whitesandfirstnation.com		
Anishinabek Nation	1 Migizii Miikan PO Box 711 NORTH BAY, Ontario P1B 8J8 Email: info@anishinabek.ca	Regional Deputy Grand Chief	Melvin	Hardy	Toll-Free: 1-877-702-5200 Telephone: 705-497-9127	705-497-9135	rdgcc.hardy@anishinabek.ca	nikki.van.oirschot@anishinabek.ca	jason.laronde@anishinabek.ca	rhonda.gagnon@anishinabek.ca
Nokiiwin Tribal Council	384 Fort William Road Thunder Bay, ON P7B 2Z3	Executive Director	Audrey	Gilbeau	(807) 474-4230 ext 6201		director@nokiiwin.com	admin@nokiiwin.com		

Notice of Public Information Centre # 2

OGN and Notification Letters



October 19, 2022

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Agency Letter

Sent to Federal and Provincial Agencies, Municipal contacts, Emergency Services, Utilities, School Boards and other Interested Stakeholders on the Study Contact List with a copy of the Notice.

**RE: Notice of Public Information Centre # 2
Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
(G.W.P. 138-90-00)**

Dear «Title» «Last_Name»,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River. A key plan showing the study area is available on the enclosed notice.

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Public Information Centre (PIC) #1 was held virtually on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca on August 3, 2021. At PIC#1, an alignment alternative to the 1997 EA Approved alignment was presented.

The purpose of this letter is to inform you that a second Public Information Centre (PIC #2) will be held **in-person** on **November 2nd, 2022** at the **Dorion Community Centre**. We invite you to attend the Preview Session for external agencies, Indigenous Communities, and municipalities scheduled from **3:00 pm to 4:00 pm**, or the separate public session which will be held from **4:00 pm to 8:00 pm**.

PIC #2 will also be available in virtual format on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca on November 2nd, 2022.

The purpose of PIC #2 is to provide interested stakeholders, Indigenous Communities, and the public an opportunity to review and comment on the analysis and evaluation of alternatives, preferred highway alignment and access options, anticipated environmental impacts and proposed mitigation strategies.



Following PIC #2, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

If you wish to obtain additional information about the project or provide input at any point during the study, please visit the study website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca which will be updated regularly, or contact one of the Project Team members listed on the attached notice.

Yours truly,

WSP

Karen M. Zan, P. Eng.
Senior Project Manager

Cc: Michael Jakovcic, Senior Project Engineer, MTO
Tom Kleinboeck, Environmental Planner, MTO
Christine Vazz, Senior Environmental Planner, WSP

Encl Notice of Public Information Centre #2 OGN

Ministry of Transportation

Northwestern Region
615 South James Street
3rd Floor
Thunder Bay, Ontario
P7E 6P6
Tel: 807-632-0943
Fax: 807-473-2168
Email: Michael.Jakovcic@ontario.ca

Ministère des Transports

Région du Nord-Ouest
615, rue James Sud
3^e étage
Thunder Bay, Ontario
P7E 6P6
Tél: 807-632-0943
Télé: 807-473-2168
Courriel: Michael.Jakovcic@ontario.ca



October 19, 2022

Indigenous Community Letter

Sent to Indigenous Communities on the Study Contact List with a copy of the Notice and Comment Form.

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Attention: «Title» «First_Name» «Last_Name»

**RE: Notice of Public Information Centre #2
Highway 11/17 Four-Laning from East of Junction Highway 582 Westerly to Dorion
Design-Build Ready and Class Environmental Assessment Study
(G.W.P. 138-90-00)**

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of Highway 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River. A key plan showing the study area is available on the enclosed notice.

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The purpose of this letter is to inform <INSERT COMMUNITY NAME> that a second Public Information Centre (PIC #2) will be held **in-person** on **November 2nd, 2022** at the **Dorion Community Centre**. We invite you to attend the Preview Session for external agencies, Indigenous Communities, and municipalities scheduled from **3:00 pm to 4:00 pm**, or the separate public session which will be held from **4:00 pm to 8:00 pm**.

PIC #2 will also be available in virtual format on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca on November 2nd, 2022.

The purpose of PIC #2 is to provide an opportunity review the analysis and evaluation of alternatives, the preferred highway alignment and access options, the anticipated environmental impacts and the proposed mitigation strategies.

MTO and the Project Team would be pleased to schedule a virtual meeting prior to the PIC materials being posted to the website on November 2nd, 2022, or at any time throughout the process. If interested, please contact the project team noted in the enclosed notice to arrange a meeting.

Following PIC #2, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

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Sincerely,

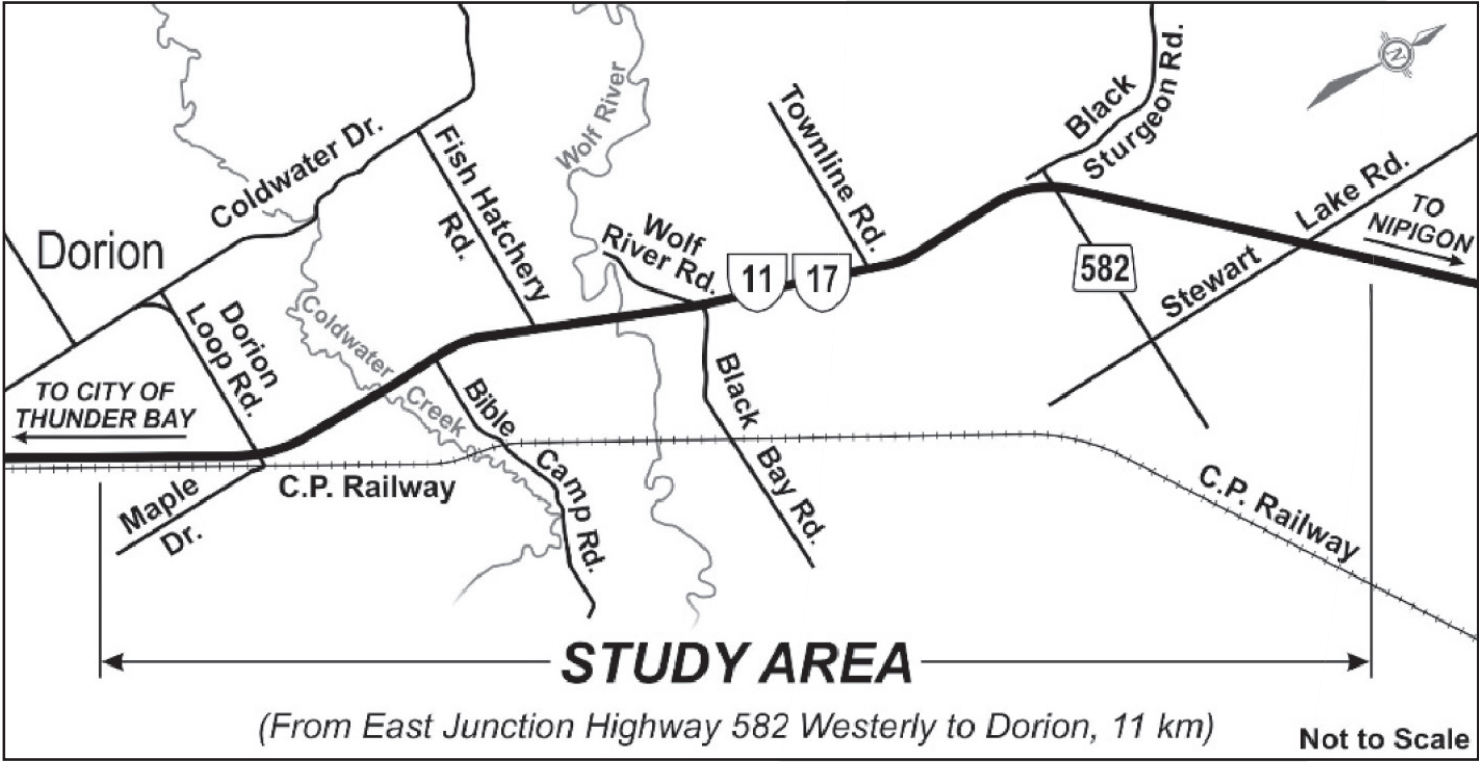
Michael Jakovic, P.Eng.
Senior Project Engineer
Ministry of Transportation, Northwest Region

Cc: Mike Sanders, Indigenous Liaison Specialist, MTO
Tom Kleinboeck, Environmental Planner, MTO
Karen M. Zan, Senior Project Manager, WSP
Christine Vazz, Senior Environmental Planner, WSP

Encl. Notice of Public Information Centre #2 OGN

Notice of Public Information Centre #2

Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion



THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

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PUBLIC INFORMATION CENTRE

Public Information Centre (PIC) #1 was held virtually on the project website on August 3, 2021. At PIC#1, an alignment alternative to the 1997 EA Approved alignment was presented.

PIC #2 will be held as an **in-person open house format**. Representatives of the project team from MTO and WSP will be in attendance to answer questions and receive comments. We encourage interested persons to attend to obtain more information and provide input to ensure that concerns can be addressed by the project team as the study progresses. PIC #2 will also be available in virtual format on the project website at www.Hwy11-17Four-LaningfromHwy582toDorion.ca on **November 2nd, 2022**. Comments are kindly requested by **November 22nd, 2022** through the online comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice.

The purpose of the second PIC is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review and comment on the analysis and evaluation of alternatives, preferred highway alignment and access options, anticipated environmental impacts and proposed mitigation strategies.

PIC#2 will be held as follows:

- Date:** November 2nd, 2022
Location: Dorion Community Centre
Address: 175 Dorion Loop Rd, Dorion, ON PoT 1K0
Time: 4:00 p.m. to 8:00 p.m.

Following PIC #2, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

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tel: 289-835-2643
e-mail: Karen.Zan@wsp.com

Michael Jakovcic, P.Eng.
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CF Montreal head coach Wilfried Nancy looks on from the sideline against Santos Laguna.

Montreal meet the defending champs

BY ELIAS GRIGORIADIS
THE CANADIAN PRESS

MONTREAL — Wilfried Nancy and CF Montreal find themselves in uncharted territory. For the first time since 2016, the Major League Soccer team is riding real playoff momentum and find themselves favourites to reach the Eastern Conference Final. Montreal has won six of its last seven games — including a 2-0 decision over Orlando City in the playoff opener last Sunday — and is playing some of its best soccer of the season on both sides of the ball. On Sunday, the club hosts New York City FC, the defending MLS Cup champions, in the Eastern Conference semifinal. This is a moment the club has been preparing for since Nancy took over the head coaching job in 2021. “The bigger the challenge, the more I like it because it allows me to push the limits of my players,” said Nancy. Most of the core group has stayed together throughout Nancy’s nearly two years at the helm

and are familiar with this kind of mentality. There will also be the added motivation for revenge after NYCFB handed Montreal a rare road loss in a 4-1 drumming at Yankee Stadium on March 12. Having won five straight, including a dominant 3-0 dismantling of Inter Miami in the first round, New York will be Montreal’s stiffest test in weeks. “We know it’s going to be a tough game and we’ll have to be careful, but we can’t let doubt affect our confidence,” said captain Samuel Piette. “I was watching the game and New York was definitely the superior team, so there’s no surprise we were playing them.” New York looks to have fully recovered from the midseason woes that saw the club drop out contention for the top spot in the Eastern Conference. Following the departure of star forward Valentin Castellanos, who signed on with La Liga side Girona in July, the team struggled for long stretches before somehow righting ship in September and looking nearly unstoppable in the buildup to the playoffs.

Notice of Public Information Centre #2

Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion

(From East Junction Highway 582 Westerly to Dorion, 11 km)

Not to Scale

THE STUDY

WSP, on behalf of the Ministry of Transportation (MTO), is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of 582 westerly to Dorion, for 11 km. The proposed work also includes new bridges over Coldwater Creek and Wolf River.

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Women's draw to be set

BY NEIL DAVIDSON
THE CANADIAN PRESS

Canada will learn its path at next year's Women's World Cup today with coach Bev Priestman and Canada Soccer general secretary Earl Cochrane in the audience for the draw in Auckland, New Zealand. Former players Carli Lloyd, Alexi Lalas, Gilberto Silva and Ian Wright are among those taking part in the ceremony, which decides the eight groups for the expanded 32-team field for the soccer showcase slated to run July 20 to Aug. 20 in Australia and New Zealand. The top two in each pool will advance to the round of 16. Sitting seventh in the latest FIFA world rankings, the Canadian will be drawn out of Pot 2, which also includes the eighth-ranked Netherlands, No. 9 Brazil, No. 11 Japan, No. 12 Norway, No. 14 Italy, No. 15 China and No. 17 South Korea. Pot 1 features co-hosts No. 13 Australia and No. 22 New Zealand as well as the top-ranked U.S., No. 2 Sweden, No. 3 Germany, No. 4 England, No. 5 France and No. 6 Spain. Pot 3 is No. 18 Denmark, No. 21 Switzerland, No. 24 Ireland, No. 27 Colombia, No. 29 Argentina, No. 34 Vietnam, No. 37 Costa Rica and No. 43 Jamaica. Pot 4 is made up of No. 45 Nigeria, the 53rd-ranked Philippines, No. 54 South Africa, No. 76 Morocco, No. 81 Zambia and three yet-to-be-decided teams from the Inter-Confederation Playoff Tournament. The 10-team playoff tournament Feb. 18-23 in Auckland features two teams from Asia (Chinese Taipei and Thailand), two from Africa (Cameroon and Senegal), two from CONCACAF (Haiti and Panama), two from South America (Chile and Paraguay), one from Oceania (Papua New Guinea) and one from Europe (Portugal). Ireland, the Philippines, Morocco, Vietnam and Zambia will be making their Women's World Cup debut. FIFA's "general principle" is to ensure, where possible, that no group has more than one team from the same confederation, meaning Canada won't face the Americans in its opening pool. But that does not apply to Europe, because of the number of possible entrants — 11 or possibly 12 depending in the playoff tournament. So each group will have at least one but no more than two European teams drawn into it.

Ontario

World Cup jerseys get mixed reviews

BY LEANNE ITALIE
THE ASSOCIATED PRESS

NEW YORK — Puma, you're all boxed in. Nike, what have you done to the U.S. and Canada? Adidas, you're making a few style waves.

With millions at stake in retail sales, this year's World Cup in Qatar has soccer fans playing rate the shirt — and what to buy. So far, there's no runaway winner that just might earn icon status like the sold-out-in-minutes bright green and chevron jersey of Nigeria during the last tournament in 2018.

Which kits definitely don't dazzle in the eyes of some hardcore fans — and a few outspoken players? Nike's effort for the U.S. team, which didn't qualify four years ago. An enlarged, simple country crest sits at the center on white home shirts perceived as bland, as opposed to classic. Nike relocated its swoosh logo to both sleeves.

A blue graphic at the neck has led to mocking comparisons to the Stay Puft marshmallow man of Ghostbusters fame. And the U.S. away kit features ice-dyed black Rorschach blotches against royal blue.

"It's ugly," said 33-year-old fan Ryan Bender of the former. "The away ones look like training jerseys."

Bender is a lifelong soccer player, youth coach and jersey collector in Los Angeles. He had few niceties in general for many of the kits of the big three outfitters: Nike (13 countries), Adidas (7) and Puma (6). That's especially so for the array of front boxes, shields and other containers where numbers will go courtesy of Puma on away kits for Senegal, Morocco, Uruguay and more.

There's particular ire for Puma over the QR code-like symbol of Switzerland. The idea overall, Puma said, was to highlight player numbers. It has also been likened among the grumpy to the iPhone calendar icon.

"There's a lot of lack of creativity there. And to be honest, a lot of



THE ASSOCIATED PRESS

Alphonso Davies of Canada will wear the same jersey design at next month's World Cup in Qatar.

them just look like jerseys you would find in a roadside shop," Bender said of Puma's kits.

While Bender has some favorites, and he isn't alone when it comes to derision for the U.S. shirts, not everybody is a hater in the every-four-years World Cup sweepstakes over shirts. The top three companies are joined by six other brands with one country each. Nike, Puma and Adidas have made the use of recycled materials a priority.

"The Nike and Puma kits are stunning," said Aron Solomon, 55, in Montreal. "Nike did such a great job bringing clean lines and just the right shade of colors. Case in point is the Qatar home Jersey."

He was referring to the host's maroon kit with a serrated line of white triangles trimming sleeves in a design evoking the country's flag. Think shark's teeth.

Denmark took a bite out of Qatar when it unveiled a black jersey to go with two other kits. The black shirts, with maker Hummel's logo faded out, honor migrant workers who died during construction work for the tournament.

As for his own country, Canada, Solomon is unbothered that the rejuvenated Les Rouges will take the pitch for their first World Cup appearance in 36 years wearing the same template-based kits they've had since June 2021. The shirts are traditional red and white with a crest featuring a maple leaf.

Like a few U.S. players who speak publicly about their kits, Canada defender Sam Adekugbe is disappointed.

"I just feel like every team should get a new kit for the World Cup because it's a symbolic event. I don't hate it, but I would have liked to have gotten a new kit, just because it's something to cherish," he told The Athletic.

Nike cites a different design cycle for Canada as the reason the country is going without.

Solomon has no love for Adidas-designed shirts, particularly the home jerseys of powerhouse Germany, where he lived for four years. It features a fierce wide black vertical stripe down the center against a white background in homage to the country's 1908 home shirt.

"It looks like they're wearing a

bib," he said.

The Adidas shirts for four-time World Cup champs Germany, along with Argentina, Mexico and the other countries it outfitted, include the company's signature triple-line trim on the shoulders in various colors. Sort of like sporty epaulets.

Perhaps the most polarizing kit of the competition is the away look for Mexico, which some consider too flashy and others think will endure like Nigeria's shirts the last time around. The creamy white kit has an all-over red design of Mixtec art outlines in celebration of Mexico's fighting spirit. There's a nod on the inside back collar to the pre-Columbian deity Quetzalcoatl (so named by the Aztecs), aka the Feathered Serpent.

"They're my most favorite of the whole tournament," said mega soccer fan Khloe Lewis, 27, in Somerville, Massachusetts. "I like the pattern and the contrast, but also that it's inspired by historic, traditional Mexican design."

As a hot topic, debate over World Cup kits often churns among fans yearning for a jersey identity of their own.

"Kits get to the emotions. They're something that's very close to people's hearts and it makes them very, very vocal about them," said Mateo Kossman, a senior product manager on the Adidas soccer apparel team who worked on Mexico's shirts.

Come Nov. 20, when the World Cup begins, soccer will dominate at the sports bar Das Beer Garden in Jupiter, Florida. Growing up in Caracas, 44-year-old co-owner Alex Marquez began playing the Beautiful Game in first grade. He roots for the U.S., Venezuela and Spain, the latter his parents' home country.

Marquez is pleased with Spain's classic home jersey in red from Adidas, worn with navy shorts and socks. The away kit — the aways being generally more adventurous — is another story. It has light blue swirls with faint digital lines on a

white background and the country's bright red and yellow flag colors for the shoulder stripes in a grand show of disharmony.

"It's like the thing that goes around a baby's crib," Marquez said of the swirls.

The blog Four On Four called the look exquisite, dubbing the wavy design a "geometric jellyfish pattern."

Argentina switched it up, color wise, for its away shirts. Adidas rolled out a classic white and blue stripe home kit but veered for the first time in the country's history to a vibrant purple for the away jersey. It depicts the Sun of May and its long rays from the country's flag, though the rays and a background design look like flames. The purple is meant to represent gender equality, and overall diversity and inclusion. And the Adidas triple lines on the shoulders match!

How has the purple played among World Cup fans?

"Like everything we create, it's important that the story is understood and told," said Andrew Dolan, an Adidas senior product manager who worked on the Argentina shirts. "I think everyone appreciates what we're trying to do."

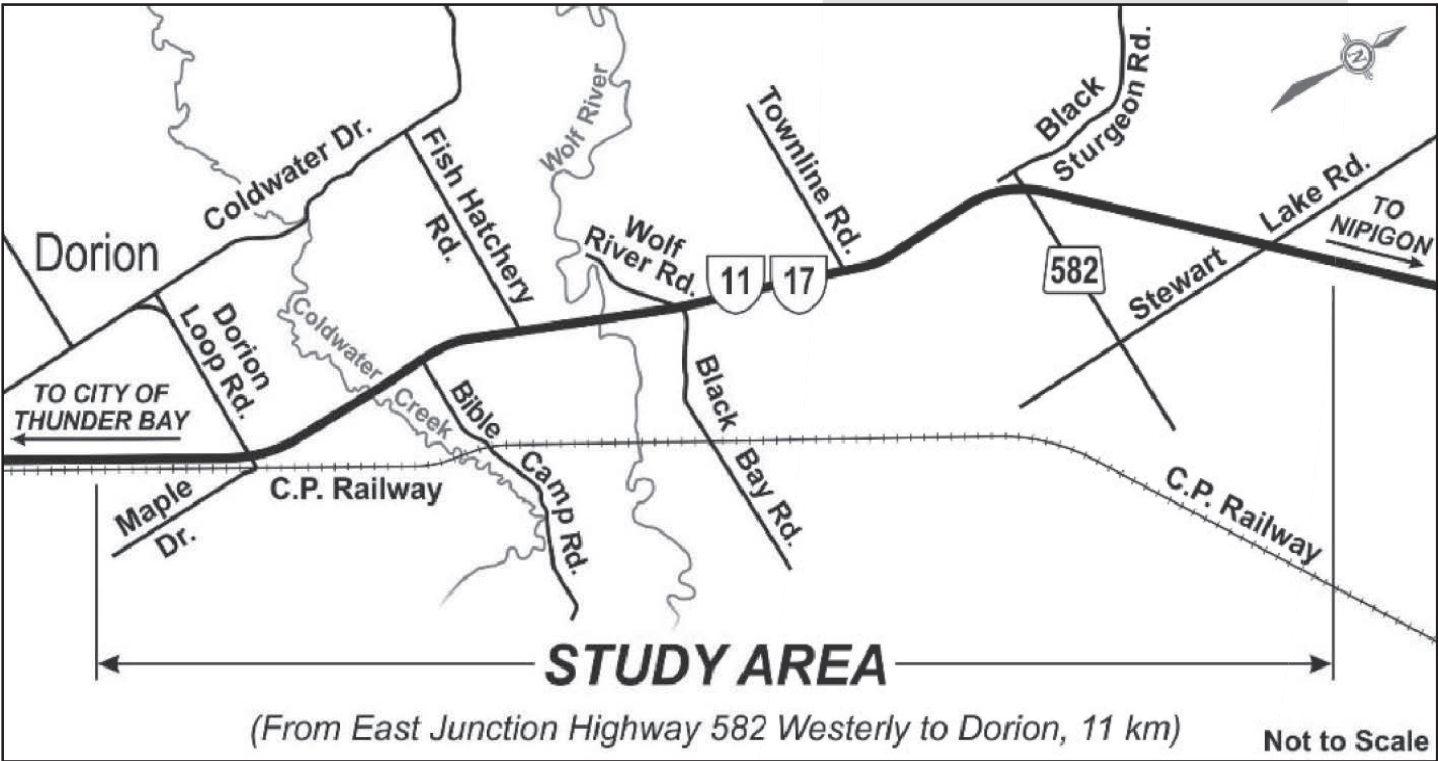
At 10, Zain Ennaoui is a small fan with big opinions on soccer shirts. Of the new purple for Argentina, which has some soccer buffs rattled, the Brooklyn fifth-grader said politely, "It's good in its own way."

Zain supports Morocco, where his dad is from, but he, too, loves Mexico's away extravaganza. He gets that most of the shirts among the 32 countries headed to Qatar have cultural meaning. That said, South Korea's away kit of many colors (black with yellow, blue and red brush strokes) is a tough sell for him, despite its nod to Taegeukgi, the symbol on the country's flag.

"It's like someone thought it was a good idea to get a paint gun and spray it all over the place."

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Soccer player survives stabbing

THE ASSOCIATED PRESS

MILAN — Being in top physical form helped Spanish soccer player Pablo Mari avoid life-threatening injuries in a knife attack at an Italian shopping center, the surgeon who operated on his wounded back said Friday.

"The surgery was a relatively simple one. Luckily there were only two damaged muscles," said Osvaldo Chiara, the director of the general surgery and trauma team at the Niguarda hospital in Milan. "(Mari's) muscular mass is such that the length of the knife that was used couldn't pass through the rib cage and hit his lung."

Monza, the Serie A club that Mari plays for on loan from Arsenal, said that Mari should spend another "two or three days" recovering at the hospital.

The club added that Mari will likely need two months of rest before resuming physical activity, while Monza CEO Adriano Galliani said it would likely be three months before Mari played again.

The Spanish defender posted a photo of himself on Instagram giving a thumbs-up gesture in his hospital bed, and wrote that he and his family "are all fine despite the circumstances."

Galliani said that the squad was "in shock" and had asked Serie A to postpone its next game, against Bologna on Monday. But the league did not change the fixture.

The 29-year-old Mari called himself "lucky" to survive following injuries to his back and mouth.

Five people were stabbed Thursday and one was killed after a man grabbed a knife from a supermarket shelf, authorities said.

Police arrested a 46-year-old Italian man suspected in the attack at a shopping center in Assago, a suburb of Milan, carabinieri said.

"He told me he had 'suerte' (luck), because, 'today I saw someone else die,' Galliani said after visiting Mari at the hospital late Thursday.

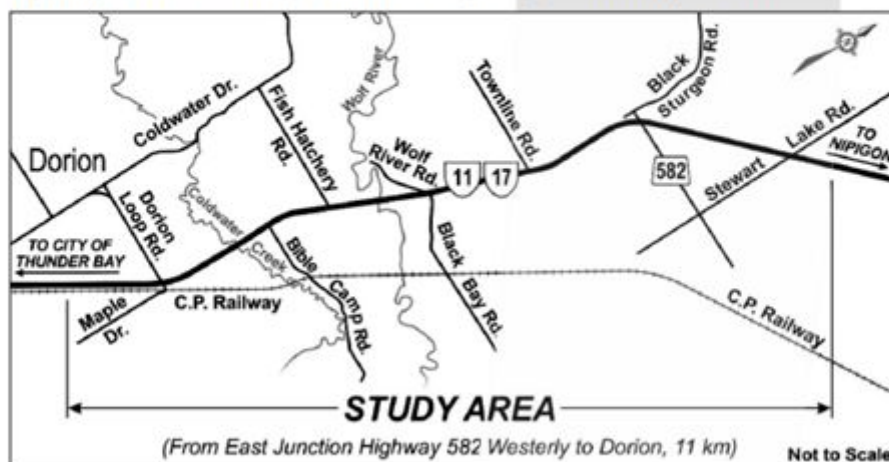
"He had his child in a cart and his wife next to him. ... He was probably saved by his height," Galliani said of the 1.93-meter (6-foot-4) Mari. "He was hit in the back and then he saw this delinquent stab someone in the throat."

Massimo Tarantino, a former soccer player for Napoli and Inter Milan, was involved in stopping the assailant. "He was just screaming," Tarantino told reporters. "I didn't do anything. I'm not a hero."

Galliani said Mari also had injuries to his mouth, possibly from gritting his teeth.

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APPENDIX

B

CORRESPONDENCE



GWP 138-90-00 Highway 11/17 Four-Laning from East of Highway 582 Westerly to Dorion

Summary of Agency/Public Comments and Responses

Study Commencement

Superior North Catholic District School Board Terrace Bay, ON	<u>Comment received via email on July 18, 2018</u> <ul style="list-style-type: none"> Comment form received and indicated their agency does not wish to participate in the project. 	<ul style="list-style-type: none"> Comment noted. Removed from the project mailing list.
Brass Bell Family Resource Centre	<u>Comment received via email on July 7, 2018</u> <ul style="list-style-type: none"> Comment form received and indicated their agency does not wish to participate in the project. 	<ul style="list-style-type: none"> Comment noted. Removed from the project mailing list.
Hydro One Network Inc.	<u>Comment received via email on July 23, 2018</u> <ul style="list-style-type: none"> Confirmed that Hydro One has high voltage transmission & distribution facilities within the study area. In addition to the existing infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning. Asked to allow the appropriate lead-time in our project schedule in the event that the proposed development impacts Hydro One infrastructure to the extent that it would require modifications to Hydro One infrastructure. Noted that developments should not reduce line clearances or limit access to our facilities at any time in the study area of our Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage. The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures. Requested to submit the plans to: Transmission Contact: Enza Cancilla, Hydro One Real Estate Management 185 Clegg Road, Markham L6G 1B7 Phone: (416) 345-5892 Enza.Cancilla@HydroOne.com 	<ul style="list-style-type: none"> Comment noted. Updated the project mailing list.
Ontario provincial Police (OPP)	<u>Comment received via email on July 23, 2018</u> <ul style="list-style-type: none"> Comment form received and indicated their agency is wishing to participate in the project. 	<ul style="list-style-type: none"> Comment noted.
Dorion Volunteer Fire DEPT	<u>Comment received via email on August 8, 2018</u>	<ul style="list-style-type: none"> Comment noted.

	<ul style="list-style-type: none"> • Comment form received and indicated their agency is wishing to participate in the project. • Noted they need to develop a system so that their volunteers can get through construction line ups in the event of an emergency. This means to the firehall on the Dorion Loop and then to the emergency. • Further noted that they need emergency access points left in place after construction for the emergency vehicles to be able to get to MVC's, fires etc. 	
Township of Dorion	<p><u>Comment received via email on August 9, 2018</u></p> <ul style="list-style-type: none"> • Commented the project Team should ensure the least impact on the residents of Dorion and the Township of Dorion (i.e. concerns with new alignment going through the township; concerns with property buyouts; displaced residents; loss of assessment and taxation) • Ensure convenient and safe intersections (medians) • Concerns with leftover infrastructure and MTO property for Dorion to maintain (i.e. culverts; roads) • Environmental concerns -bridges to avoid spawning areas • Council looks forward to good communications with WSP & MTO and the Dorion Four-Lane Community Consultation Committee (DFLCCC) 	<ul style="list-style-type: none"> • Comment noted.
Thunder Bay District Fish & Game Association Thunder Bay, ON	<p><u>Received a call on August 10, 2018</u></p> <ul style="list-style-type: none"> • Received a call and noted that they wanted to be kept informed of study updates for both projects. 	<ul style="list-style-type: none"> • Comment noted.
MNRF Nipigon District	<p><u>Comment received via email on August 10, 2018</u></p> <ul style="list-style-type: none"> • Noted there are numerous Northshore cold water streams traversing the existing MTO right of way / highway. Dependent on the type of aquatic investigation, Scientific Collector's permits may be required (dependent on the type of study there may be in-water timing restrictions i.e no in-water sampling (netting, electrofishing, etc) from September 1 – June 15 of any given year). • MNRF anticipated further discussion and on-site meetings with WSP and MTO. • Requested to review the draft ESR when available. 	<ul style="list-style-type: none"> • The project team noted that we anticipate that the first Public Information Centre (PIC) will be held in early October. Updated our contact list and noted we will notify MNRF of the details of the PIC.
MNRF Thunder Bay District Office	<p><u>Comment received via email on August 14, 2018:</u></p> <ul style="list-style-type: none"> • Noted the Thunder Bay District MNRF is the proper office to discuss this project, not the Northwest Regional Office. • Further added Wolf River (cold) contains brook trout, salmonid sp., sea lamprey, brook stickleback, johnny darter, longnose dace, slimy sculpin, white sucker, chinook salmon, coho salmon, rainbow trout, lake sturgeon, American brook lamprey, and potential for northern brook lamprey and silver lamprey - no in-water work for Wolf River (cold) from September 1st till June 30th • Coldwater Creek (cold) contains brook trout, rainbow trout, brook stickleback, lake chub, longnose dace, longnose sucker, threespine stickleback, mottled 	<ul style="list-style-type: none"> • Comment noted.

	<p>sculpin, northern redbelly dace, creek chub, and potential for other salmonids. No in-water work for Coldwater creek (cold) from September 1st till June 15th</p> <p>SAR and Conservation Concern Species noted in the area - barn swallow (THR), bobolink (THR), American brook lamprey (S3), Mountain Firmoss (S2?), peregrine falcon (SC), Canada warbler (SC) and lake sturgeon (THR)</p> <ul style="list-style-type: none"> • SAR that may also be in the area – Northern brook lamprey (SC), silver lamprey (SC), Eastern whip-poor-will (THR), common nighthawk (SC) and Eastern wood-pewee (SC) • Large unevaluated wetland to the SE of the road near the Nipigon District boundary • Hurkett Cove area is of environmental significance. 	
LRCA	<p><u>Comment received via email on August 17, 2018:</u></p> <ul style="list-style-type: none"> • Noted the placing or dumping of fill, site grading, the construction of any building or structure, or an alteration to the existing channel of watercourse or shoreline may require a permit from the Conservation Authority. • The proposed bridge location appears to be located within the Authority 's Regulated area and will require a permit from the Authority. 	<ul style="list-style-type: none"> • Comment noted.
Trans Canada Trail Ontario	<p><u>Comment received via email on August 22, 2018:</u></p> <ul style="list-style-type: none"> • Confirmed that Trans Canada Trail Ontario would like to be involved in this project and provide comments in the progress as needed. 	<ul style="list-style-type: none"> • Comment noted.
Ministry of Citizenship and Multiculturalism (MCM)	<p><u>Comment received from August 9, 2018:</u></p> <ul style="list-style-type: none"> • Commented about archaeological resources, including land-based and marine; • Built heritage resources, including bridges and monuments; • Cultural heritage landscapes; and • Environmental Assessment Reporting 	<ul style="list-style-type: none"> • Comment noted.
PIC #1		
Dorion Township	<p><u>Comment Received via Project Website on August 9, 2021</u></p> <ul style="list-style-type: none"> • Advised that he received comments from the public that the virtual PIC was not easy to navigate and the map re the second alignment is not detailed enough and residents are not able to see how it relates to their property. • Requested a more detailed map is required. • Advised the DFLCC will be forming up again and that the PIC will be put on the agenda for the upcoming Aug 24/21 council meeting. 	<ul style="list-style-type: none"> • The project team discussed the project with the Reeve and advised that the PIC would be held virtually via posting materials to the project website and that an alternate alignment is being considered. The Reeve noted that the community will be very involved in this project. • Advised that the project team may consider mailing hard copies of the plans to potentially impacted owners and to the Township. • WSP to send roll plans for the EA Approved Plan and Highway Alignment Alternative #1 to the Township and DFLCC.

	<ul style="list-style-type: none"> Reeve Beatty provided a summary of their Council meeting on August 24th. Township to assist WSP with up-to-date property information for potentially impacted property owners. 	
Lakehead Region Conservation Authority (LRCA)	<p><u>Comment Received via email on August 16, 2021</u></p> <ul style="list-style-type: none"> Noted the proposed highway improvements are within the Township of Dorion, which is a member municipality of the Authority. There are various water crossings (i.e. Coldwater Creek, Wolf River) which may be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations. In general, any development within or adjacent to the shore-zone and/or river or creek bank may require a permit under the Authority's Regulations. As stated in the Conservation Authority Act Section 28 (10) (c) no regulation made under subsection (1), "shall interfere with any rights or powers of any board or commission that is performing its function for or on behalf of the Government of Ontario". As such, any work conducted by the MTO within the regulated area would not be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations, and would therefore not require an Authority permit. Other permits/authorizations may be required by other agencies (i.e. Department of Fisheries and Oceans, etc.). Advised that the Lakehead Region Conservation Authority (LRCA) has a staff water level gauge located on the northeast abutment of the Wolf River Bridge on Hwy 11/17. The staff gauge will need to be reinstalled once the bridge is replaced. The LRCA received Encroachment Permit EC-2015-6IT0 with the Ministry of Transportation for the installation of the water level gauge. The encroachment agreement will expire on September 17, 2025. 	<ul style="list-style-type: none"> The Project Team recognizes the various watercourses within the study area and will provide Lakehead Region Conservation Authority water crossing drawings when completed for your records. The Project Team acknowledges the LRCA's need to replace the staff water gauge at the Wolf River Bridge. The design details for the new bridges will not be sufficiently developed under this Design-Build Ready assignment to identify an opportunity to locate a replacement gauge. As the detail design progresses (in the future Design-Build assignment), MTO will work with LRCA to determine if it is feasible to identify such an opportunity. As the detail design progresses, MTO will work with LRCA to determine if it is feasible to identify such an opportunity.
Ministry of Heritage, Sport, Tourism and Culture Industries	<p><u>Comment Received via email on August 17, 2021</u></p> <ul style="list-style-type: none"> Concerns with identifying Cultural heritage and Archaeological Resources; Concerns with Built Heritage Resources and Cultural Heritage Landscapes; Concerns with Bridges and culverts and If the proposed work involves a culvert; and MCM noted findings of technical cultural heritage studies should be summarized as part of EA reports discussion of existing conditions, impact assessment, mitigation and future commitments. 	<ul style="list-style-type: none"> Noted Stage 1 Archaeological Assessment (AA) was completed in September 2018 under P476-0009-2018 and MTCS File Number 0003777. The report has been filed with MHSTCI on June 5, 2019. The assessment indicated a Stage 2 AA is required. MTO will be following their heritage screening protocols to review the potential for cultural heritage resources within the study area.
Infrastructure Ontario (IO)	<p><u>Comment Received via email on August 17, 2021</u></p> <ul style="list-style-type: none"> IO noted that their initial scan indicates that property owned by the Minister of Government and consumer services is within and adjacent to the study area and advised to consult if MOI land is required for this project. 	<ul style="list-style-type: none"> Noted the Project Team is aware of the limits of Minister of Government and Customer Services owned land and will ensure all required permits and agreements are obtained as par of the property acquisition process.

<p>Ministry of Natural Resources and Forestry (MNR)</p>	<p><u>Comment Received via email on August 25, 2021</u></p> <ul style="list-style-type: none"> • Noted concerns regarding natural heritage, fisheries and wildland fire and land tenure within the study area. • NRF databases do not show any ANSIs or PSWs located near the study area. NRF will be interested in the ongoing fisheries assessments that will be completed within the alternative routes to confirm and assess potential environmental impacts. • Within 1.5 km radius of the study area, NRF data does indicate the potential presence of the following wildlife species and Natural Heritage Information Centre (NHIC) rating that may be present during Field Investigations; <ul style="list-style-type: none"> • Canada Warbler, S5B • Barn Swallow, S5B • Grey Fox, THR S1 • Bobolink, THR S4B • (Breeding Location) American White Pelican, THR S3B • Blue-winged Teal, S4M • Advised standard permitting does apply when it comes to water crossing replacements, fish or amphibian salvage etc. Notification to the District Fish and Wildlife Technical Specialist will be required if nests are discovered during work to allow for appropriate mitigation. Cold thermal regime in-water work are to be followed within the study area to prevent any impacts to fisheries within the Wolf River, Coldwater Creek and tributaries. The MTO/DFO/(ND) MNR water crossing, Fisheries Information Protocol shall be continued for any design study efforts in the area. • Noted as of April 1, 2019, it is no longer the mandate of the NRF to respond to this aspect of Species at Risk as the responsibilities for the Endangered Species Act (ESA) has been transferred to the Ministry of Environment, Conservation and Parks (MECP). • NRF have seen fish migration issues with the use of closed bottom concrete culverts and culverts installed on bedrock that are used in small streams. These types of crossings create premature fish migration issues when flows recede, fish are travelling downstream to escape low flow conditions and are trapped due to the perched conditions created sooner than in the rest of the creek. An example of this would be the culverts installed on Morrow Creek on Highway 17. In addition, MNDMNR would like to MTO to use non-erodible materials around any future water crossing constructions to prevent any possible washouts that would impede fish travel. Noted NRF will be interested in the ongoing fisheries assessments that will be completed within the alternative routes to confirm and assess potential environmental impacts. • Suggested that the forest types within the study area is between high and extreme fire hazard classification. Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards. 	<ul style="list-style-type: none"> • Noted as part of this project, detailed natural environmental investigations are ongoing to determine up-to-date existing conditions, provide input into the evaluation of alternatives, and undertake preliminary impact assessments. This study will also identify commitments for further environmental investigations and the potential need for any required permits and agreements in the subsequent Design-Build phase. • We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
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	<ul style="list-style-type: none"> Most of the land impacted by the study area is private lands. The only Crown owned parcel is Concession 1, Lot 6 of Stirling Township. 	
Township of Dorion	<p><u>Comment Received via email on May 26, 2022</u></p> <ul style="list-style-type: none"> Advised that the Dorion Dour-laning Committee met on Friday, May 13, 2022 and provided the following concerns/comments: <ol style="list-style-type: none"> As a result of the new Highway Alignment #1, we are requesting that during the design, that no further residences are lost due to highway alignment and that the alignment has minimal affect on the properties involved. Properties of concern are the Holms, Person, Keatley, Edmond, Gregory and Pouling properties. Note by going west/north of the Poulin property, you will by-pass all the properties on the end of Wolf River Road. Currently, the access to the new Highway off Wolf River Road is at the bottom of the hill, by the Poulin Property. We are requesting this access be moved to the top of Wolf River Road, where it joins Hwy 11/17, going straight west. This would give direct access to the new Highway and not affect all the residents of Wolf River Road. The committee feels very strongly, that as result of this project, we do not lose any portion of the current section of Highway 11/17. This section must be maintained to allow traffic flow between Dorion and Hurkett to continu, without necessitating having to access the new Four Lane section. The safety, in relation to school buseslocal traffic not having to access the new Highway, is paramount. The committee is requesting that all access roads from the old Highway to the new Highway be fully reconstructed and paved. 	<ul style="list-style-type: none"> Comment noted.
TC Energy	<p><u>Comment received via email on June 23, 2022</u></p> <ul style="list-style-type: none"> Inquired if the new alignment near the Wolf River/ Hurkett area has changed. Asked when the final route is chosen. 	<ul style="list-style-type: none"> Noted the alignment has not been set. There have been a few options and “tweaks” to previously established that have been recently presented. This project has not yet established the “Preferred” which in layman’s terms means the final. Confirmed that we will be sending notification to all utilities once the preferred alignment is selected.
Canyon Country Co-op	<p><u>Comment received via email on September 28, 2021</u></p> <ul style="list-style-type: none"> Noted that they are applying for funding to have gas pumps installed. Inquired if we can provide the possible completion date for the twinning of our portion of the highway, which is immediately east of the Wolf River. 	<ul style="list-style-type: none"> The project team noted the timing for completion has not been determined at this time and is subject to the completion of this DB Ready and Class EA Study, the availability of funding, and obtaining all environmental approvals. We have confirmed that he is on our study mailing list and will ensure he is kept informed of study activities and future consultation events.
PIC #2		
Ministry of the Environment, Conservation and Parks (MECP)	<u>Comment Received via email on October 19, 2022</u>	<ul style="list-style-type: none"> Comment Noted

	<ul style="list-style-type: none"> • Acknowledge the receipt of Notice of PIC #2 to the Regional email account. • Noted Regional EA Coordinator will contact if additional information is needed. 	
Lakehead Region Conservation Authority (LRCA)	<p><u>Comment received via email on November 1, 2022</u></p> <ul style="list-style-type: none"> • Noted there are various water crossings (i.e. Coldwater Creek, Wolf River) which may be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations. • In general, any development within or adjacent to the shore-zone and/or river or creek bank may require a permit under the Authority's Regulations. • Any work conducted by the MTO within the regulated area would not be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations, and would therefore not require an Authority permit. Other permits/authorizations may be required by other agencies (i.e. Department of Fisheries and Oceans, etc.). • Advised that LRCA has a staff water level gauge located on the northeast abutment of the Wolf River Bridge on Hwy 11/17. The staff gauge will need to be reinstalled once the bridge is replaced. • Noted the LRCA received Encroachment Permit EC-2015-6IT0 with the Ministry of Transportation for the installation of the water level gauge. The encroachment agreement will expire on September 17, 2025. • Requested final water crossing drawings when completed for their records. 	<ul style="list-style-type: none"> • The Project Team acknowledged the Lakehead Region Conservation Authority's (LRCA) need to replace the staff water gauge at the Wolf River Bridge. The design details for the new bridges will not be sufficiently developed under this Design-Build Ready assignment to identify an opportunity to locate a replacement gauge. As the Detail Design progresses (in the future Design-Build phase), MTO and their Service Providers will work with LRCA to determine if it is feasible to identify such an opportunity; this future commitment will be detailed in the Environmental Study Report (ESR) Addendum.
Township of Dorion	<p><u>Comment Received via email on November 22, 2022</u></p> <ul style="list-style-type: none"> • The Following comments /concerns received from the Township of Dorion: • The event was well attended with approx. 80 people attending. Committee members and members of the public felt that WSP/MTO could have been more accommodating in explaining the information. The display was excellent however had a lot of outdated information prior to participants getting to the Preferred Route. Committee members contacted property owners affected by this project who had not been contacted by WSP/MTO. • The presentation showed that the Old Highway was not going to be maintained with the two bridges being removed. The Old Highway MUST be maintained in relation to safety issues with School buses, Fire response etc. The Old Highway must be maintained for the economic viability of the community. • The intersection with the new highway and Townline Road must be a full intersection as there are camps etc. north of this intersection • The preferred route is also very close to the [REDACTED] property on Dorion Loop Road, this has to be re-evaluated. • All properties affected by this project should be evaluated in relation to noise mitigation. • Dorion Loop Road, Fish Hatchery Road and Townline Road will have to be brought up to MTO standards, with the connecting link to the Old Highway being paved. 	<ul style="list-style-type: none"> • The Project Team acknowledged the Township's comments regarding the impacts to [REDACTED] property on Dorion Loop Road, the intersection of Townline Road with the new highway, maintenance of the existing highway including bridges in relation to safety issues for school buses, emergency response and economic viability, sideroad connections to the old highway and noise mitigation measures. • Noted removal of the existing bridges is under further review within the Ministry of Transportation. The Project Team will provide a formal response to your comment once a decision has been made in this regard. • The Project Team is committed to working with all stakeholders and has engaged in meaningful consultation via correspondence and meetings with the Township of Dorion and the Dorion Four-Laning Community Consultation Committee to discuss concerns associated with this project. As a result of this communication, some changes to the proposed plan have been made. • Based on input received from stakeholders on the information presented at PIC #2, the Project Team will continue to review specific impacts of the Preferred Alignment to access, property, natural environment, built and cultural heritage and utilities, and will make recommendations for possible mitigation measures to be considered in the (future) Design-Build phase. We will be

	<ul style="list-style-type: none">• The Committee is requesting that WSP/MTO meet with us in person prior to any final draft of the preferred route being presented to MTO. <p><u>Clarification on some of the points discussed via a phone call on November 23, 2022</u></p> <ul style="list-style-type: none">• <i>Committee members and members of the public felt that WSP/MTO could have been more accommodating in explaining the information</i><ul style="list-style-type: none">• No further specifics were provided but he did note that there was a comment from a member of the Committee that “no-one had name tags on”. I noted that all WSP and MTO Project Team staff wore lanyards/nametags throughout the evening <p><i>“... excellent however had a lot of outdated information prior to participants getting to the Preferred Route”</i></p> <ul style="list-style-type: none">• One or more committee members felt there was too much “background” information and details regarding the 1997 EA Approved Plan. I noted that a part of the purpose of the Study is to assess the previously recommended plan against other alternatives and that the background information is critical in the assessment. The consultation process as part of this Study is thorough and the background information was provided for context and for transparency. <p><i>“Committee members contacted property owners affected by this project who had not been contacted by WSP/MTO. “</i></p> <ul style="list-style-type: none">• Here, he referenced [REDACTED], who owns property as shown below in orange. I clarified that she would have received a copy of the OGN for the PIC but did not receive a “potentially impacted property owner” package (sent in August to the owners of all properties through which one or more of the alternatives passed (i.e. ROW fully or partially within the property boundary). I indicated that while she is unfortunately impacted by the proximity to the ROW of the Preferred Plan, it would not require land acquisition from her. He appreciated the information and advised he would explain this to her. <ul style="list-style-type: none">• Noted that the financial reasons for not maintaining the bridges, perhaps there is opportunity to review their condition under reduced loading in the future (i.e. service road vs highway).	<p>completing a Noise Assessment in 2023 to assess impacts of the realignment to neighbouring properties and to identify noise mitigation measures.</p> <ul style="list-style-type: none">• The Environmental Study Report (ESR) Addendum is being developed and takes into account the 1997 Environmental Study Report (ESR). The ESR Addendum will document any changes to the existing environmental conditions, revisions to the EA Approved Plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.
Ministry of Natural Resources and Forestry	<p><u>Comment Received via email on November 22, 2022</u></p> <ul style="list-style-type: none">• MNRF has not had the opportunity to review the proposed locations along the new preferred route for informing of fisheries and wildlife values.• Requested to contact the MNRF when there is a suitable opportunity to provide a review on this subject.	<ul style="list-style-type: none">• Noted that the Project Team is aware of the Crown-owned parcels. Detailed natural environmental investigations will be completed along the Preferred Alternative in Spring/Summer 2023 and concerns will be taken into consideration to the extent possible under this study. The results from these field investigations will help to confirm existing environmental

	<ul style="list-style-type: none"> Commented on land tenure as additional Crown owned parcels were identified during the review of the study area. 	<p>conditions and assess potential environmental impacts, which assist in developing mitigation measures, identifying commitments and highlighting possible permitting requirements and/or agreements for the (future) Design-Build phase. The results from these investigations and future commitments will be incorporated and highlighted in the Environmental Study Report (ESR) Addendum.</p> <ul style="list-style-type: none"> Noted the ESR Addendum will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies.
Hydro One Network inc. (HONI)	<p><u>Comment Received via email on November 24, 2022</u></p> <ul style="list-style-type: none"> Noted HONI does not have sufficient information to comment on the potential resulting impacts that project may have on their infrastructure and actual conflicts with their assets Requested to be kept consulted on the project. Noted the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermain, parking). Please take this into consideration in your planning. Confirmed that the project has resulted in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required Consulting with Hydro One on such matters during project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Noted that developments should not reduce line clearances or limit access to their infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage. Advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor. 	<ul style="list-style-type: none"> Thanked for confirming that Hydro One has existing high voltage Transmission facilities within our study area and noting that the applicable transmission corridor may have provisions for future lines or may already contain secondary land uses. Noted throughout the duration of this Study, the Project Team will continue to work closely with Hydro One to provide all relevant information with respect to infrastructure and land use concerns. It is anticipated that there may be direct impact to one Hydro One transmission tower as a result of this highway expansion project. As the project progresses, the Project Team will arrange to meet with Hydro One to discuss the impacts. In order to assist in mitigating delays / issues, the Project Team will ensure that we communicate with Hydro One as the study progresses. As this is a Design-Build Ready Study, the Project Team will not be in a position to provide final grading limits for the purpose of utility relocation design; however, we will provide any reports or information that may assist in understanding impacts to Hydro One's infrastructure.
Professional Archaeologist	<p><u>Comment received via email on October 31, 2022</u></p> <ul style="list-style-type: none"> Received a comment from the professional Archaeologist and indicated a major archaeological site is associated with Coldwater Creek and the Dorion Bible Camp Road. Noted it may be necessary to have a Stage 2 archaeological assessment conducted by a licensed experienced archaeologist in this area at these locations before any construction work takes place. Offered to assist the project team for any archaeological work 	<ul style="list-style-type: none"> Thanked for providing archaeological information associated with Coldwater Creek and Bible Camp Road and for his support of the project. Noted that Stage 1 Archaeological Assessment (AA) for the Preferred Alignment will be completed in Spring 2023. The Stage 1 AA may determine the need for Stage 2 Archaeological Assessment in some areas. We will ensure 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.
Public/Impacted Property Owners Comment		
	<u>Comment received Via email On August 9, 2018:</u> <ul style="list-style-type: none"> Requested to be kept informed of the project progress via email 	<ul style="list-style-type: none"> Comment noted.
	<u>Comment received via email on August 1, 2021</u> <ul style="list-style-type: none"> Noted Highway 11/17 is the only route for passenger and heavy transport between Nipigon and Thunder Bay and as such is an extremely dangerous segment of the TransCanada given its serious lack of passing lanes. Requested to be added in the study's mailing list and any other studies pertaining to upgrading Hwy 11/17 between Nipigon and Thunder Bay. Supported the long-awaited approval and commencement of reconstruction of the entire portion of single-laned highway between Hwy 587 and the end of divided west of Nipigon. 	<ul style="list-style-type: none"> Noted WSP, on behalf of the Ministry of Transportation (MTO), is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from east of 582 westerly to Dorion, for 11 km and the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km. Further noted due to the on-going pandemic, Public Information Centre (PIC) #1 is being held virtually on the project website at https://hwy11-17four-laningfromhwy582todorion.ca/public-involvement/.
	<u>Comment received via phone call on August 10, 2021</u> <ul style="list-style-type: none"> Concerned with the map provided with the PIC and was hoping to be emailed a more "detailed" copy. 	<ul style="list-style-type: none"> The project team noted based on input received from PIC #1 and a review of current existing environmental conditions, the Project Team will be undertaking an evaluation of the EA Approved Plan and the potential changes to the highway alignment and access roads. The evaluation will consider potential impacts based on the evaluation criteria outlined in the PIC #1 displays. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2), which is anticipated later next year. Encouraged to view PIC #1 materials at the following link: Highway 11/17 Four-Laning » Public Involvement (hwy11-17four-laningfromhwy582todorion.ca) Further noted a PDF of the material may be downloaded by clicking on the link:hwy11-17four-laningfromhwy582todorion.ca/wp-content/uploads/2021/08/Hwy-11-17-Hwy-582-to-Dorion-PIC-1-Displays-Boards.pdf
	<u>Comment received via phone call on August 10, 2021</u> <ul style="list-style-type: none"> Concerned if the alignment will affect her property and if also doesn't, but is somewhat close, it will result in noise and pollution. She was adamant on knowing where the route would be. 	<ul style="list-style-type: none"> The project team noted we won't have a better understanding of the likely route until 2022 as we are still investigating two potential options.
	<u>Comment Received via email on August 10, 2021, August 23, 2021 and October 29, 2021</u>	<ul style="list-style-type: none"> The project team acknowledged their concerns for the environmental impacts and those to their noise and privacy, well system and sense of safety.

	<ul style="list-style-type: none"> • Requested to be added to the mailing list/additional information for the proposed plan of development as this may severely impact them. • Raised concerns with how the 1997 approved plan will affect their property and other properties in the surround area. • Concerned about the property's trees, noise and privacy, personal safety and well concerns. • Mentioned that the 1997 EA approval looks to build multiple bridges over Wolf River, a river populated with various Trout, Salmon, and Lake Sturgeon (a gentle reminder that this species is at risk and listed as threatened in 2008 under the Endangered Species Act). The construction of these multiple bridges in close vicinity, will not only affect the ecosystem and the animals within in, but may also affect water supply to our family and other families near wolf river as many residencies operate on a well system plus natural spring. • Further noted that the proposed 1997 expansion would destroy the existing natural spring currently located on our property that will inadvertently effect their water supply and this natural resource. 	<ul style="list-style-type: none"> • The Project Team is in the process of reviewing two alignment alternatives; inherent to that process, we 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. The Environmental Assessment guidelines will be reviewed by the Project Team and appropriate measures will be undertaken to mitigate potential negative impacts. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2) which is anticipated in Fall 2022. • We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment Received via email on August 10, 2021 and March 30, 2022</u></p> <ul style="list-style-type: none"> • Inquired when Pic #2 will be available for viewing. • Concerned about the new alternative routes as it is going over top of 3 property owners, Bell building and the Stone house. 	<ul style="list-style-type: none"> • Noted PIC #2 is anticipated to be held in Fall 2022. Between now and then, the design team will be reviewing the alternatives; the recommended option will be presented at PIC #2. • Provided a link to a PDF copy of the displays • Noted the "Next Steps" slide (Slide 18) in PIC displays provides a high level summary of the design and consultation process.
	<p><u>Comment Received via email on August 19, 2021</u></p> <ul style="list-style-type: none"> • Noted all the displays were very vague and needs more detail to show new proposed route as it affects my property • Concerned about agricultural land, deer habitat, loss of taxpayer dollars due to expropriation the proposed route has steeper clay banks which are unstable as proven by existing highway bridge over coldwater creek, land value decrease, and highway noise. • Supported the 1997 proposed route and considered the ministry has already taken land for that route and the plan was already approved. 	<ul style="list-style-type: none"> • The project team acknowledged their concerns for the environmental impacts and impacts to their property. Based on input received from PIC #1 and a review of current existing environmental conditions, the Project Team will be undertaking an evaluation of the EA Approved Plan and the potential changes to the highway alignment and access roads. The evaluation will consider potential impacts based on the evaluation criteria outlined in the PIC #1 displays, which include potential impacts to land use, natural environment features, and property impacts. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2) , which is anticipated later next year. • We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment Received via email on July 27, 2021 and August 9, 2021</u></p> <ul style="list-style-type: none"> • Requested to be added in the list for any updates for the Dorion four-laning project • Inquired if there is a possibility of a real open house event rather than a virtual • Concerned about the PIC mapping size 	<ul style="list-style-type: none"> • Noted PIC #1 materials were posted on the project website on August 3, 2021 and will remain there for public and stakeholder information. Comments are kindly requested by August 21, 2021 through the online comment form that is available on the website, or by contacting one of the Project Team members

	<ul style="list-style-type: none"> Noted this highway improvement is actually detrimental to Dorion as the municipality loses valuable assessment value, as proven in the project to the west 	<p>listed on the attached notice. Please note comments are welcome at any time during the study</p> <ul style="list-style-type: none"> Based on input received from PIC #1 and a review of current existing environmental conditions, the Project Team will be undertaking an evaluation of the EA Approved Plan and the potential changes to the highway alignment and access roads. The evaluation will consider potential impacts based on the evaluation criteria outlined in the PIC #1 displays, which includes potential impacts land uses, natural environment features, and property impacts. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2) , which is anticipated later next year.
	<p><u>Comment received via phone call on October 21, 2021</u></p> <ul style="list-style-type: none"> Inquired how the proposed alignments would affect his property 	<ul style="list-style-type: none"> Comment noted.
	<p><u>Comment received via email on October 26, 2021</u></p> <ul style="list-style-type: none"> Grateful for the detailed plans that the project team sent to them about the proposed 11-17 Highway expansion. Noted that they have purchased the land in 2007 and had no idea that there was a proposed four-lane highway project that would cut off a significant portion of our lands and Wolf River frontage. Concerned about the noise, air and visual pollution and significant environmental footprint by such a fragile wetland, wildlife, aquatic and forest habitat forced upon by a four-lane highway. Supported the Highway Alignment Alternative #1 (revised highway alignment) be pursued. 	<ul style="list-style-type: none"> The project team acknowledged for the environmental impacts and impacts to their property. The Project Team is in the process of reviewing two alignment alternatives; inherent to that process, we 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. The Environmental Assessment guidelines will be reviewed by the Project Team and appropriate measures will be undertaken to mitigate potential negative impacts. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2) which is anticipated in Fall 2022. We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via email on October 27, 2021</u></p> <ul style="list-style-type: none"> Concerned that Alternate Plan on the PIC displays suggest there would be no access to Townline Road west (north) of the mainline alignment (based on the one-way arrow shown on the plans). 	<ul style="list-style-type: none"> The project team noted there would be no access to Townline Road west (north) of the mainline alignment (based on the one-way arrow shown on the plans). Advised that we are in the process of reviewing alignment alternatives and subsequent to that, access options for sideroads. I assured him that sideroad accesses will not be developed such that properties would be landlocked. He noted that while his property is not directly impacted by either alignment, his mother's property is directly impacted by the EA Approved alignment. Indicated that over the next 6-8 months, we will be taking into consideration many factors when assessing the two options, for

		<p>example property impacts, environmental impacts, utility impacts and cost.</p> <ul style="list-style-type: none"> • Further noted once a preferred alignment is selected, that will be presented in a second PIC, likely not until Fall 2022.
	<p><u>Comment received via email on November 6, 2021</u></p> <ul style="list-style-type: none"> • Concerned about wells on his drive and historic Dorion building 'stone house'. 	<ul style="list-style-type: none"> • Noted 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 and received environmental clearance. 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. • Acknowledged their concerns for the impacts to his property and the historic Dorion building which is known as 'stone house'. The Project Team is in the process of reviewing two alignment alternatives; inherent to that process, we 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. The Environmental Assessment guidelines will be reviewed by the Project Team and appropriate measures will be undertaken to mitigate potential negative impacts. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2) which is anticipated in Fall 2022. • We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via email on March 26, 2022, March 28, 2022, April 4, 2022 and May 22, 2022</u></p> <ul style="list-style-type: none"> • Concerned that the alternative would completely bisect his property, and this would separate his home from the Wolf River, which is significant as my recreation area. • Concerned about access to his property • Noted significant percentage of the proposed western 110-metre right-of-way, falls on the flood plain (environmentally protected) of Wolf River • There are rare flora in this corridor, including: pyrola, coral-root orchids, showy orchids and/or lady slippers, trilliums, columbines (aquilegias), 3 colours of violets, tiger lilies, etc. • Noted this route would have a devastating impact on his home, but more importantly, also on the fauna including white-tailed deer, bear, wolves, fox, moose, as well as numerous other smaller wildlife 	<ul style="list-style-type: none"> • Noted the Project Team is in the process of reviewing two alignment alternatives; inherent to that process, we 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. Members of our environmental team will be conducting field reviews in Spring/Summer 2022 to collect data on existing conditions; this data will be considered in our assessment of the two alternatives. The Environmental Assessment guidelines will be reviewed by the Project Team and appropriate measures will be undertaken to mitigate potential negative impacts. The evaluation and the selection of the preferred highway alignment and access options will be presented at the second Public Information Centre (PIC #2) which is anticipated in Fall 2022. • Thanked for that information; we will take note of it. We are aware of the information regarding the peregrine falcons. Our

	<ul style="list-style-type: none"> Concerned about lack of advance notice & the fact that the new route would basically absorb all of his property and a limited amount of the highway and right-of-way overlaps environmentally protected floodplain The path leading from his house to the Wolf River has numerous wild flowers growing along its edges, or middle. There will be downed trees over the path. Not mentioned in the submission were the number of swamp and pond areas, some in ravines, which support aquatic and amphibious fauna, including aquatic birds. Have identified peregrine falcons nesting on the mountain/rock on the East portion of my property. 	ecologists will be on site in June and will be walking the corridors for the alignment options, taking notes and photos.
	<p><u>Comment received via email on March 30, 2022</u></p> <ul style="list-style-type: none"> Noted would like to have only an east bound turning lane coming up from the Stewart Lake South roadway. This would need an acceleration lane on the one side only going east toward Nipigon. This type of entrance is not precedent setting and I hope this can be seen as added value. This would give us who live along the Stewart Lk south road an easier more direct rout when travelling east toward Nipigon. Noted the major entrances to the new highway be luminated adequately especially both entrances from Hwy 582. 	<ul style="list-style-type: none"> Noted the ministry is currently in the early stages of the Planning and Preliminary Design phase for 4-lane expansion of Highway 11/17, from 0.5 km west of Hwy 582 westerly to approximately 0.5 km west of Coughlin Road. As part of the design, the ministry will be reviewing all illumination requirements throughout this section of the corridor. If it is determined that there is a need to provide illumination at intersection entrances, the ministry will incorporate those into the final design. Additionally, and as part of the same planning and preliminary design assignment, the existing Stewart Lake Road South intersection will be addressed to safely accommodate all vehicles entering Highway 11/17. Since the new 4-laned Highway 11/17 will become a controlled access facility, the ministry is currently exploring the option of closing the existing Stewart Lake Road intersection and directing all traffic from Stewart Lake Road South to a new proposed Highway 582 intersection. Your suggestion of retaining the Stewart Lake Road South intersection for traffic heading eastbound only on Highway 11/17 is being reviewed by the design team.
	<p><u>Comment received via email on March 25, 2022 and April 18, 2022 and April 22, 2022</u></p> <ul style="list-style-type: none"> Provided the pdf titled Hurkett map with the aerial view of the property and the previous owner's name Intend to expand on their property and is worried about potential issues with access in the future Requested to be kept informed of the dates employees will be on the Hurkett for PIC #1 	<ul style="list-style-type: none"> The project team ensured there would be no impact and we would accommodate and potentially clearing/ farming too close to the potential highway/ ROW. Sent an updated PTE request letter and associated form and thanked in advance for their co-operation in signing. Noted we will ensure that they are notified prior to project team members undertaking any field work on their property. Please note that fieldwork is not likely to occur before mid to late May. Further noted we will also be mailing to their attention hard copies of the displays posted to the project website as part of the virtual Public Information Centre (PIC) held last August. While comments are welcomed at any time during the study.
	<u>Comments received via a phone call on March 8, 2022 and March 9, 2022</u>	<ul style="list-style-type: none"> The project team assured him was not the case and that they have the same information as he does.

	<ul style="list-style-type: none"> Concerned with the footprint that would be left during the field work Also noted he didn't receive the PIC package hardcopy 	
	<p><u>Comment received via a phone call on June 13, 2022</u></p> <ul style="list-style-type: none"> Inquired if his property be affected by any of the alignments 	<ul style="list-style-type: none"> Noted we are currently reviewing and assessing highway alignment alternatives and expects to present the preferred alignment to the public in the Fall 2022. Provided the link to the project website: https://hwy11-17four-laningfromhwy582todorion.ca/ As requested, we added him to the project mailing list.
	<p><u>Comment Received via email on October 20, 2022</u></p> <ul style="list-style-type: none"> Provided primary components of the recommendations as below: The current Highway will remain fully operational from Dorion Loop Road to Hurkett (Hwy 582) for safety and local community relationship reasons. The 4 lane Highway route will provide full east and west bound access and exit at each intersection - the Dorion Loop East Road, the Fish Hatchery Road, and the Townline Road.- property with highway access will continue to have highway access. The Dorion Loop, Fish Hatchery, and Townline Road portions between the current Highway 11/17 and the new 4 Lane Highway will be fully upgraded as a component of the project, to a standard equal to the current highway. 	<ul style="list-style-type: none"> The Project Team acknowledged his concerns regarding the full operation of the current highway, full east and west bound access and exit at each intersection and side roads access upgrades between the current highway and the new alignment. Noted removal of the existing bridges is under further review within the Ministry of Transportation. The Project Team will provide a formal response to his comment once a decision has been made in this regard. Based on input received from stakeholders on the information presented at PIC #2, the Project Team will continue to review specific impacts of the Preferred Alignment to access, property, natural environment, built and cultural heritage and utilities, and will make recommendations for possible mitigation measures to be considered in the (future) Design-Build phase. As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.
	<p><u>Comment Received via email on October 20, 2022</u></p> <ul style="list-style-type: none"> Inquired about a meeting date for the finalization of the route MTO is choosing for this stretch of the highway. 	<ul style="list-style-type: none"> Noted the Public Information Centre session will be held in person from 4pm to 8pm on Tuesday, November 2nd, 2022 at the Dorion Community Centre. Notices were mailed out to potentially impacted property owners yesterday; you should receive that early next week. As well, public notices will be published in the Thunder Bay Chronicle-Journal on Saturday, October 22 and Saturday October 29, 2022 and in the Red Rock-Nipigon Gazette on Tuesday, October 25, 2022.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Inquired about the access to their property and how much property will be left with, after the highway is constructed. 	<ul style="list-style-type: none"> The Project Team acknowledged their concern regarding the impacts and access to your property. The Preferred Alignment has been identified as Alternative #4.

		<ul style="list-style-type: none"> • Noted the Ministry will require a portion of your property that will fall within the 110m Right-of-Way for the Preferred Alignment. Further noted representatives of the Ministry's Property office will be in touch with them in 2023 regarding the property requirements, as well as options for location of an entrance. • Confirmed that you are on our study mailing list and will ensure you are kept informed of study activities and future consultation events.
	<p><u>Comment received via phone call on October 28, 2022, October 31, 2022, and email November 7, 2022</u></p> <ul style="list-style-type: none"> • Inquired about the format for joining the presentation • Noted in 2022, Wolf River waters rose approximately 3 metres in Spring. This is above the standard summer high level, moving tons of sand and debris into the cedar grove area. This area is in the proposed right-of-way of your Alternatives 2 and 3. • Further noted, there is also a pond in the actual highway's proposed placement and this pond is surrounded by steep banks on all sides of 5-7 metres. It is indicative of the type of terrain along this route. Alternative 1, also through Parcel 13337, would appear to be much more: safe; financially feasible; and supportive of the land, aerial and aquatic wildlife; that lives and or roams this area, though not a great option for the wildlife either. • Supported the necessity of Hwy twinning, including through her property. • Noted, removal of the bridge means it will now be a dead-end from either direction at that bridge. This is unfortunate, as it forces local inhabitants to always travel the more complex route when travel would take them beyond Wolf River in the opposing direction - as in those living to West needing to travel further East & those who live to the East, needing to travel further West. This would impact the Wolf River Park owner & clients, some of whom transport their summer residences to & from the Park twice yearly. This creates a double highway hazard, either travelling to the Park, or returning home, depending on their start point, once/if the existing Wolf River bridge is removed. • Noted, in any of the four new alternatives, she will no longer be able to access her portion of the river without crossing both portions of the divided highway on foot (as this would follow my normal woodland path) or driving the circuitous route & parking along the West-bound highway. 	<ul style="list-style-type: none"> • Noted the material that will be displayed at the PIC will also be uploaded to the project website at https://hwy11-17four-laningfromhwy582todorion.ca/ on November 2nd, 2022 • The Project Team acknowledged their concerns regarding removal of the existing bridges, highway safety, travel time and the historic Dorion building which is known as 'stone house'. • Noted removal of the existing bridges is under further review within the Ministry of Transportation. The Project Team will provide a formal response to their comment once a decision has been made in this regard. • Noted for reasons of public safety, provisions for pedestrian access across the new highway will not be included as part of the design. • Based on input received from stakeholders on the information presented at PIC #2, the Project Team will continue to review specific impacts of the Preferred Alignment to access, property, natural environment, built and cultural heritage and utilities, and will make recommendations for possible mitigation measures to be considered in the (future) Design-Build phase. • As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing.
	<p><u>Comment received via email on November 1, 2022</u></p> <ul style="list-style-type: none"> • Concerned regarding the impacts to their property and history within their family 	<ul style="list-style-type: none"> • The Project Team acknowledged their concerns regarding the impacts to property and its history within their family. • Noted as presented at PIC #2 on November 2, 2022, the Preferred Alignment will impact his property and representatives from the Ministry's Property office will be in touch with them to further discuss these impacts in 2023. • As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes

		to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> • Vacant land purchased in 2022. Concerned of property effected Black Sturgeon Road. 	<ul style="list-style-type: none"> • The Project Team acknowledged their concerns regarding the impacts to your property. • Noted representatives from the Ministry's Property office will be in touch with them to further discuss these impacts in 2023. • As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. • Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> • Concerned for emergency response if the two existing bridges on 11-17 are removed. Removal of these bridges will greatly increase response times to emergencies where every second counts. Please take this into consideration 	<ul style="list-style-type: none"> • The Project Team acknowledged his concerns regarding the removal of the existing bridges on existing highway 11/17 and the increased emergency response times. • Removal of the existing bridges is under further review within the Ministry of Transportation. Noted the Project Team will provide a formal response to his comment once a decision has been made in this regard. • As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. • Confirmed that he is on our study mailing list and will ensure he is kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> • Requested to be added to the contact list. • Concerned about the proximity of the highway to his property 	<ul style="list-style-type: none"> • The Project Team acknowledged their concerns regarding the proximity of the new highway alignment to your property and the increased noise levels that you are expecting from the highway traffic. As part of the Study, the Project Team will be undertaking

	<ul style="list-style-type: none"> Concerned about the additional light and noise Concerned that her driveway is impacted and her property value will go down as it is close to the highway. 	<p>a Noise Assessment following the Ministry's Guide for Noise (2006) and the guidance outlined in MTO's Environmental Reference for Highway Design. This assessment will assist in evaluating the impacts of increase noise on property owners. Should mitigation measures be recommended, those would be implemented as part of the (future) Design-Build phase.</p> <ul style="list-style-type: none"> Noted based on input received from stakeholders on the information presented at PIC #2, the Project Team will continue to review specific impacts of the Preferred Alignment to access, property, natural environment, built and cultural heritage and utilities, and will make recommendations for possible mitigation measures to be considered in the (future) Design-Build phase. As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. All impacted property owners will be notified through a direct email or mail that the ESR Addendum is available for the comment. In addition, notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Inquired when will building restrictions be drafted on the EA alignment? For corridor property. Rezoning? 	<ul style="list-style-type: none"> Noted as presented at PIC #2 on November 2, 2022, the Preferred Alignment will not impact his property. Provided the Ministry's Corridor Management representative phone number for rezoning questions. Further noted as part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022 and a phone call on November 10, 2022, November 24</u></p> <ul style="list-style-type: none"> Noted that the Coldwater Creek crossing makes no sense Considered the 1997 EA Approved Plan as it displaces fewer homes and will have less of an environmental impact to the Cold Water Creek. 	<ul style="list-style-type: none"> He was provided (mailed out) with the Alternative alignment package. After these packages were sent, Alternative 4 was developed. He was not provided with a package showing Alternative 4 (green line below) as the portion of Alternative 4 that swings back to the VE alignment does not directly impact his property (i.e. it swings down east of Coldwater Creek).

	<ul style="list-style-type: none"> Alternative Alignment #2,3 and 4: Splits their land in half limiting the functionality of the property Long bridges at Cold Water Creek will be very expensive of construct and will have a greater environmental impact. More houses displaced compared to the 1997 EA Approved Plan Suggested an improvement to proposed Alternate Alignment #4 Noted did not receive appropriate notice of meetings, and written plans and intentions are scarce, despite the fact that his land is one of the principal properties involved. Noted the past 1997 EA Approved Plan was more logical as it disrupted less property (mine and other taxpayers) and also did not impact Cold Water Creek as much and concerned about the environmental affects that the latest proposed route will have on the tributary, and wildlife that inhabit it, and the surrounding area. 	<ul style="list-style-type: none"> Noted that the bridge spans are not confirmed at this point; the extent to which the valleys/floodplains can (or cannot) be infilled has yet to be discussed with MTO Environmental and MNRF. Assured him that he has been sent everything that pertains to him as stakeholder and also as a directly impacted property owner.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Noted at crossover intersections, there should be an acceleration lane to allow traffic to avoid oncoming traffic from the rear, as well allow the driver to match the speed of traffic before entering the travel roadway. There are deceleration lanes for vehicles leaving the highway so it seems logical to have them entering the highway. 	<ul style="list-style-type: none"> Noted the geometrics and turning lanes at the intersections as presented on the design plans are in accordance with current Highway Design Standards, which require a deceleration lane and a right turn taper (i.e. no acceleration lane) for an intersection at a median crossover As part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Concerned about the factors considered for the alternatives such as environment, quality of life, noise pollution – consider those for his property 	<ul style="list-style-type: none"> Noted as part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p>	<ul style="list-style-type: none"> Noted as part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions

	<ul style="list-style-type: none"> Noted his property cut several times from past alignments 	<p>to the EA Approved plan and proposed mitigation strategies. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing.</p> <ul style="list-style-type: none"> Confirmed that you are on our study mailing list and will ensure you are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Concerned about the natural environment and notification is a must prior to initiation of any consideration if any access road “might” go along/beside wolf river road. 	<ul style="list-style-type: none"> Noted as part of this Study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions, revisions to the EA Approved plan and proposed mitigation strategies. We 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. The Environmental Assessment guidelines will be reviewed by the Project Team and appropriate measures will be undertaken to mitigate potential negative impacts. The ESR Addendum will be available for a 30-day comment period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Noted there is no access from Dorion Town Line Road from north side – its required both north and south. 	<ul style="list-style-type: none"> Noted based on input received from stakeholders on the information presented at PIC #2, the Project Team will continue to review specific impacts of the Preferred Alignment to access, property, natural environment, built and cultural heritage and utilities, and will make recommendations for possible mitigation measures to be considered in the (future) Design-Build phase. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Inquired how much of the aggregate will be used as part of the road construction or removed from the property to facilitate road construction Will aggregate be removed to use for other projects and how much of the land on the corner of Stewart Lake Road and HWY 11/17 be utilized on the building of the highway? 	<ul style="list-style-type: none"> Noted the types and quantity of aggregates for this project have yet to be determined as the design is not yet complete. This Study will provide enough information to facilitate detail design in the (future) Design-Build phase, at which point required quantities of material will be determined. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment received via comment form on November 2, 2022</u></p> <ul style="list-style-type: none"> Inquired about an entrance onto the new highway from south side of new highway 	<ul style="list-style-type: none"> The Project Team acknowledged their concerns regarding access from Stewart Lake Road onto the new highway from the south side of the existing highway and the connection between entrance to Black Sturgeon Road and Highway 582.

	<ul style="list-style-type: none"> Noted this will provide a more safety for anyone leaving the central portion of 582 and portion of Stewart Lake Road when seeing emergency services in Nipissing and provide quicker exit from small area for ambulance and emergency services. Inquired to see the proposed new entrance to black sturgeon road moved west and the entrance from 582 moved to the east through the un built up pie shaped piece on south side of existing 11/17 hwy. 	<ul style="list-style-type: none"> Noted the new four-laned facility will be a controlled access highway; this means that entry and exit points onto the highway will be limited for safety reasons. All moves access to and from the new highway will be provided at Black Sturgeon Road and at the east leg of Highway 582, approximately 3 km to the east (under the adjacent contract). The existing highway will remain as a local service road, greatly reducing traffic; connection of Black Sturgeon Road to the west leg of Highway 582 would displace additional property owners for very small benefit and will therefore not be further considered. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Comment Received via email on November 10, 2022</u></p> <ul style="list-style-type: none"> Requested to add the stakeholder to the mailing list for this project 	<ul style="list-style-type: none"> Added his contact information to our study mailing list.
	<p><u>Comment Received via email on November 15, 2022 and November 16, 2022</u></p> <ul style="list-style-type: none"> Concerned how the new twinned highway affects the Townline Road access to his summer residence property. 	<ul style="list-style-type: none"> Confirmed that there will be no direct impact to his property. The west limit of the Right of Way for the Preferred Highway Alignment will fall approximately 550m from the east limit of your property, as indicated on the sketch. Noted the Preferred Highway Alignment plan and all other materials presented at PIC#2 on November 2, 2022 are available on the project website.
	<p><u>Comment received via email on April 3, 2023</u></p> <ul style="list-style-type: none"> Inquired if any decision has been made regarding the route for this section of highway twinning. 	<ul style="list-style-type: none"> Noted the Preferred Alignment has been identified and it will be documented in the Environmental Study Report (ESR) Addendum. The ESR Addendum will be available for a 30-day comment period from May 30, 2023 to June 30, 2023. Notices will be posted online to the project website and published in local newspapers when the ESR Addendum is available for viewing. Representatives of the Ministry's Property office will be in touch with you in 2023. Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.
	<p><u>Meeting with Dorion Four-Laning Community Consultation Committee (DFLCCC) on March 21, 2023</u></p> <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. 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 	<ul style="list-style-type: none"> The project team 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. 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.

	<p>sensitive point, and the community would prefer to have full highway continuity be maintained for public use.</p> <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.• 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.• A DFLCCC member requested to know how many PTE's have been received along the Alternative Alignment.• 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.• A DFLCCC member asked if WSP will be giving advanced notice before entering the properties which have signed PTE forms.• 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.• A DFLCCC member requested the PowerPoint presentation to be included with the meeting minutes distribution.• A DFLCCC member noted the Committee will be meeting to discuss the two alignments and will prepare a list of concerns and suggested revisions.	<ul style="list-style-type: none">• WSP noted that any comments should be submitted in writing to the design team.• WSP noted that material sourcing is one of the things which goes into the assessment of the alignments. Further noted that many factors are considered when assessing alternatives, including items such as property impact, environmental impacts, highway geometry/safety, utility impacts and cost. 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.• 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. Further 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.• 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 and WSP staff will access on foot to undertake activities that may include completing water samples, taking photos and notes. 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.• WSP noted that will follow up with the property owner via telephone. 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.• 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.• . 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.• WSP confirmed that all PIC material and PTE forms have been mailed out to both the EA Approved and Alternative Alignment
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		stakeholders. Those who have not received them by the end of this week should follow up with WSP.
Indigenous Communities		
Fort William First Nation	<u>Comment Received via email on August 23, 2021</u> <ul style="list-style-type: none">Requested for an extension to review the material on the study website	<ul style="list-style-type: none">Noted materials will remain on the website and their comments will be welcomed two weeks after the posted deadline.
Fort William First Nation	<u>Comment Received via email on November 10, 2022</u> <ul style="list-style-type: none">Confirmed the receipt, for the Letter of Notification regarding PIC#1 & 2 for Highway 11/17 Four-Laning, information sessions.	<ul style="list-style-type: none">Comment noted.