



REPORT

**Ontario Ministry of Transportation
Highway 11/17 Four-Laning from Coughlin
Road to McGuire Road (formerly to Red Rock
Road #9)**

**DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY
DESIGN AND CONSTRUCTION REPORT**

Submitted to:

ONTARIO MINISTRY OF TRANSPORTATION

Northwest Region

Submitted by:

WSP Canada Inc.

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November 2025



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Ministry of the Environment, Conservation and Parks

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

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Red Rock Public Library

Front Desk
42 Salls Street
Red Rock, Ontario P0T 2P0

Dorion Public Library

Front Desk
170 Dorion Loop Road
Dorion, Ontario P0T 1K0

Township of Dorion

170 Dorion Loop Road
Dorion, Ontario P0T 1K0

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Glossary

ANSI	Area of Natural and Scientific Interest
CHER	Cultural Heritage Evaluation Report
COSSARO	Committee on the Status of Species at Risk in Ontario
DCR	Design and Construction Report
DFO	Department of Fisheries and Oceans, Canada
EA	Environmental Assessment
EASR	Environmental Activity Sector Registry
EMP	Earth Management Plan
ESA	Endangered Species Act
ESA	Environmentally Sensitive Area
ESC	Erosion and Sediment Control
ESR	Environmental Study Area
FCS	Fisheries Contract Specialist
G.W.P.	Group Work Project
HIA	Heritage Impact Assessment
IAA	Impact Assessment Act
LIO	Land Information Ontario
LSW	Locally Significant Wetland
MBCA	Migratory Birds Convention Act
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of Environment, Conservation and Parks
MNR	Ministry of Natural Resources
MP	Members of Parliament
MPP	Members of Provincial Parliament
MTO	Ontario Ministry of Transportation

NHIC	Natural Heritage Information Centre
NSA	Noise Sensitive Areas
OBBA	Ontario Breeding Bird Atlas
PIC	Public Information Centre
PSW	Provincially Significant Wetland
PTTW	Permit-to-Take-Water
ROW	Right-of-Way
SAR	Species at Risk
SCC	Species of Conservation Concern
SCS	Site Condition Standards

1 PROJECT OVERVIEW

1.1 Summary Description of the Undertaking

In 1996, the Ontario Ministry of Transportation (MTO) completed a Planning and Preliminary Design Study 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. The 1996 Planning and Preliminary Design Study included the section from 800 m west of Coughlin Road to Red Rock Road #9 (now to McGuire Road), in the unincorporated Township of Lyon, within the Unorganized Thunder Bay District, and in the Township of Red Rock; it is this section that is the focus of the current Detail Design and Class Environmental Assessment Study. An Environmental Study Report (ESR) was filed in January 1997 and received environmental clearance. The study was identified as a Group “B” project and complied with the requirements of the Provincial Highway Class Environmental Assessment (1992).

The key design features recommended in the 1997 ESR for the section of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9), included:

- Expansion of Highway 11/17 to four lanes on a new highway alignment;
- Improvements/modifications to select intersecting side-roads;
- Two new bridges across the Black Sturgeon River;
- Removal of existing bridge; and
- Existing highway alignment will be redesignated as a 7000 series and will continue to be owned and maintained by MTO after construction.

MTO has proposed a number of changes to the 1997 EA Approved four-lane plan and prepared an Addendum to the 1997 Environmental Study Report (ESR) in March 2018. The proposed changes include:

- An increase in the proposed Highway Right-of-Way from 90 m to 110 m (minimum);
- A realignment of the east end connection to the existing Highway 11/17 and removal of the east end median crossing; and
- A minor modification to the Coughlin Road alignment.

The proposed new four-lane divided highway was designated as a four-lane facility and registered as a controlled access highway in 2003.

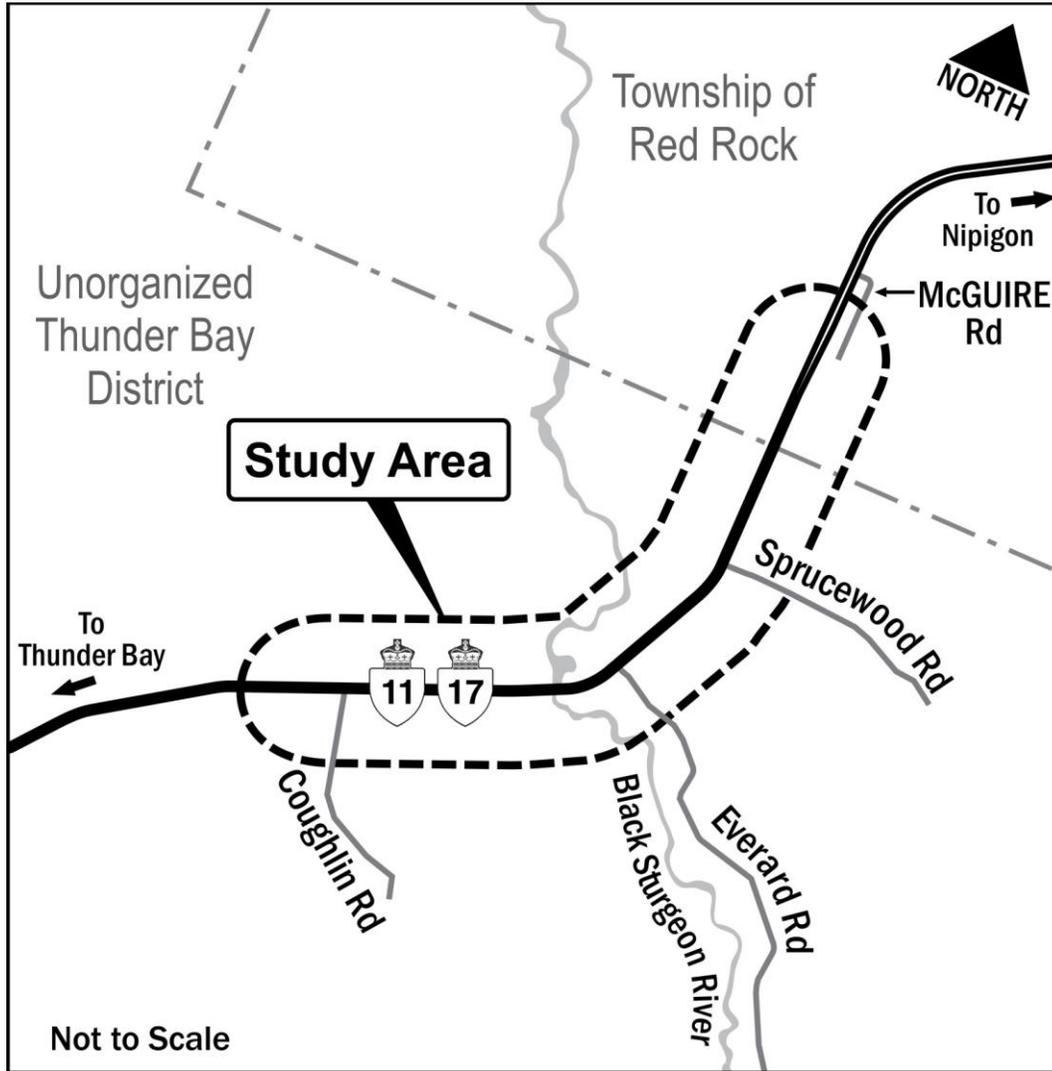
In April 2017, MTO retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 800 m west of Coughlin Road to McGuire Road (formerly to Red Rock Road #9). The project location is shown in **Exhibit 1-1**.

In March 2018, an Addendum to the ESR was filed to document changes since the 1997 Study. Since the March 2018 Addendum to the ESR, the following minor changes have been made:

- A minor modification to the Coughlin Road alignment to eliminate property impacts proposed under the 1997 Study. This change was presented at Public Information Centre (PIC) #2 on September 7, 2023.

Based on feedback in advance of PIC #2, additional options were reviewed at PIC #2 to shift the proposed east cul-de-sac at the existing Black Sturgeon Bridge further to the east. A review with all interested stakeholders resulted in the cul-de-sac remaining at its originally proposed location.

Exhibit 1-1: Project Location



The initial design phase included an update to the current environmental conditions, and a review of the proposed changes to the original design decisions that had occurred since the submission of the original 1997 ESR. An Addendum to the ESR was necessary to document any significant revisions to the original design as part of the requirements of the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Construction is subject to securing all approvals and funding but is anticipated to begin in late Spring 2026.

1.2 Environmental Assessment Act Process

1.2.1 Ontario Environmental Assessment Act

The MTO *Class Environmental Assessment of Provincial Transportation Facilities* (Class EA) was approved under the Ontario *Environmental Assessment Act* in the Fall of 1999 and amended in 2000. The Class EA defines the group of projects and activities, and the environmental assessment processes that MTO has committed to follow to plan, design, and implement these types of projects. 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*. Further details on the Class EA process for Group 'B' projects are contained in the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Readers interested in these matters are encouraged to refer to this document.

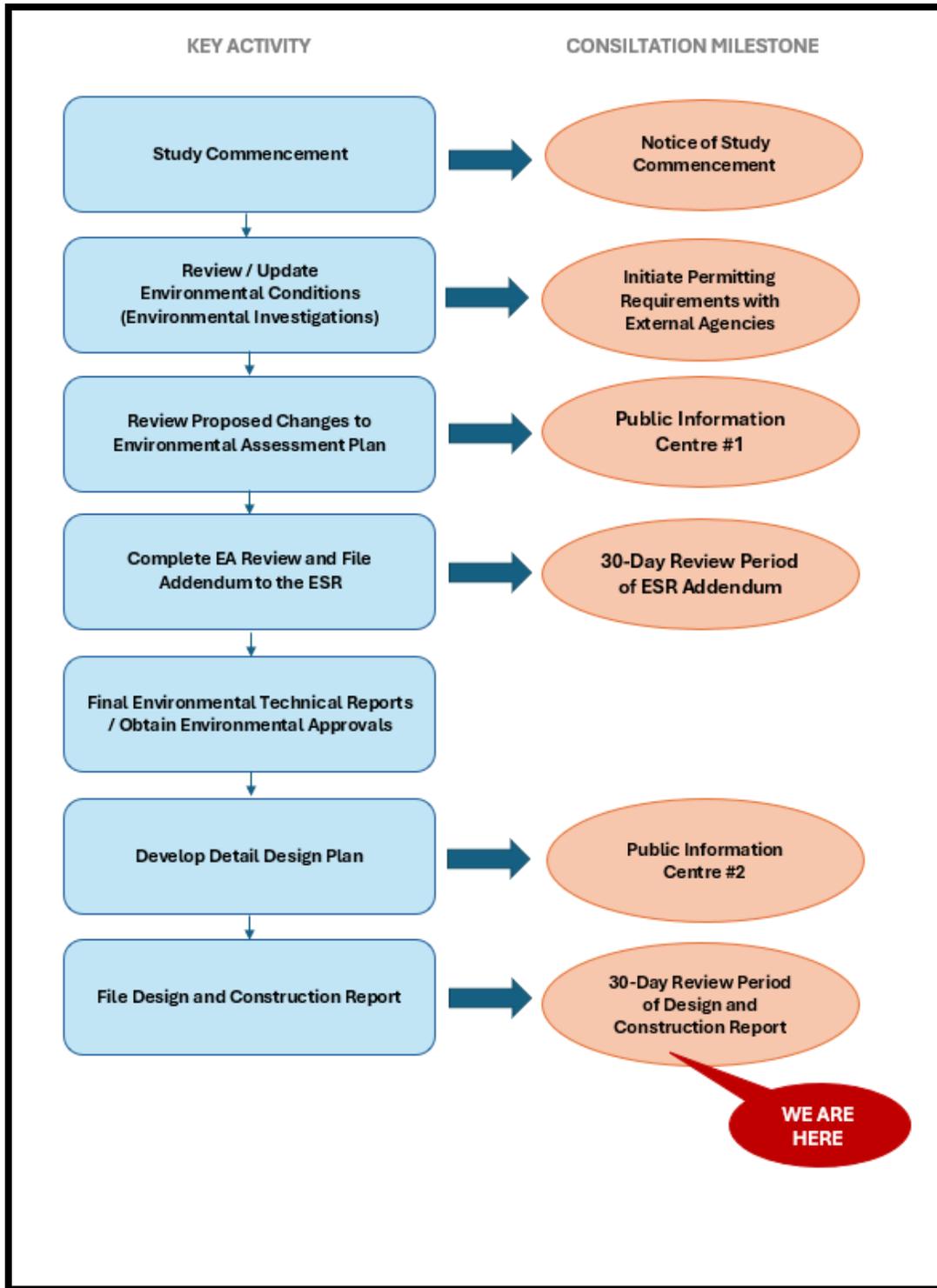
As of 2024, the Ministry of Transportation of Ontario (MTO) Class Environmental Assessment (EA) has been amended and updated to reflect current practices and regulatory requirements. However, since this project was initiated prior to the release of updated document, it continues to follow the provisions and procedures outlined in the 2000 MTO class EA, in accordance with applicable transition provisions. This ensures consistency with the framework in place at the project's outset while maintaining compliance with relevant environmental assessment processes.

This study followed the MTO Class EA process for Group 'B' projects, which generally include realignments and widening of existing interchanges and freeways over land and water, new interchanges or modifications to existing interchanges, and/or new highway service facilities. Group 'B' projects are generally similar in nature, recur frequently, and have generally predictable range of environmental effects for which standard mitigation can be used. The study's overall EA planning process approach and key study tasks are illustrated in **Exhibit 1-2**.

As noted in **Section 1.1**, following the Preliminary Design phase, an Addendum to the 1997 ESR was prepared as part of this study, and was filed for a 30-day review period. It subsequently received clearance for Right-of-Way (ROW) Designation to proceed.

This Design and Construction Report (DCR) documents how the commitments outlined in the 1997 ESR, as well as the 2018 Addendum to the ESR are being addressed. Design features and refined environmental impact mitigation measurements are also being described in this report.

Exhibit 1-2: Overall Environmental Assessment Planning Process and Key Milestones



1.3 Impact Assessment Act 2019

The *Impact Assessment Act, 2019* (IAA 2019) and associated regulations came into effect on August 28, 2019. Under IAA 2019, a federal environmental assessment is required for “designated projects.” A designated project is one that includes one or more physical activities that are set out in the regulations under IAA 2019 or by order of the Federal Minister of the Environment and Climate Change.

This Detail Design and Class Environmental Assessment Study was reviewed by the Project Team against the Federal Regulations Designating Physical Activities, and the Project Team determined that the study is not “designated” and therefore does not require a federal environmental assessment.

More information about the *Impact Assessment Act* (2019) is available at the following link:
<https://www.canada.ca/en/impact-assessment-agency.html>.

1.4 Purpose of the Design and Construction Report

This Design and Construction Report (DCR) has been prepared to:

- Describe the improvements to be implemented;
- Identify any refinements to the project described in the 1997 ESR and the 2018 ESR Addendum that have been incorporated during the development of the design details;
- Describe specific environmental impacts associated with the project and proposed mitigation;
- Identify measures that have been incorporated into the design and contract drawings;
- Address any commitments to future work identified in the 1997 ESR and 2018 ESR Addendum; and
- Summarize the consultation undertaken with external agencies, impacted/adjacent property owners and interested members of the public during Detail Design.

The DCR is being made available to the public, other interested parties and external agencies for a 30-day comment period as required under the MTO Class EA. A Notice of Completion was posted on the project website (www.hwy11-17-coughlintoredrock9.com), published in local newspapers (i.e. *Thunder Bay Chronicle-Journal* and *Nipigon Red Rock Gazette*), and sent to external government agencies, Indigenous communities, local municipalities, utilities, impacted property owners, local stakeholder groups, and members of the public on the project mailing list.

The Design and Construction Report (DCR) is available for a 30-day public and external agency comment period on the project website at www.hwy11-17-coughlintoredrock9.com. Any concerns raised by members of the public, interested groups, or technical and external agencies during this review period should be discussed with MTO or their consultants identified below.

Additional information is also available by contacting the key Project Team members involved in this project, as follows:

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1.4.1 Transportation Environmental Study Report (TESR) Review Recommendation

As noted in **Section 1.1**, since the March 2018 Addendum to the ESR, the following minor changes have been made:

- A minor modification to the alignment of Coughlin Road to eliminate property impacts proposed under the 1997 Study. This change was presented at Public Information Centre (PIC) #2 on September 7, 2023.
- Based on feedback in advance of PIC #2, options were reviewed at PIC #2 to shift the proposed east cul-de-sac at the existing Black Sturgeon Bridge further to the east. A review with all interested stakeholders resulted in the cul-de-sac remaining at its originally proposed location.

In accordance with the Class EA for *Provincial Transportation Facilities* (2000), a Design and Construction Report (DCR) is mandatory to document the results of a TESR Review that must be conducted prior to construction if more than 5 years have elapsed since publication of the the Notice of Submission for a TESR Addendum. This 5-year review must consider changes which have taken place since the submission of the original TESR. Such changes may include new conditions in the study area, new government policies, new engineering standards or new technologies for mitigating measures. In such a case, a TESR Review Memo must be completed to document any further changes to the project that may have occurred during the 5-year period. In the case of this Study, a TESR Review Memo was prepared, and completed in September 2023. As documented in the September 2023 TESR Review Memo, it was determined that no further significant changes to the design or changes in government policies had been made. The overall original concept of the project from the 1997 ESR had not changed and the proposed changes in this Detail Design project were not considered significant.

Thus, this DCR is being completed to document the results of the TESR Addendum, the 5-year TESR Review, the Detail Design and the environmental impacts and proposed mitigation measures.

2 STAKEHOLDER ENGAGEMENT

An extensive stakeholder engagement program was completed throughout the study process. A study mailing list was developed at the onset of the Detail Design phase and updated throughout the study. Local members of parliament and members of provincial parliament, external government agencies, local municipalities, local emergency service providers, local school boards, utilities, Indigenous communities, adjacent property owners, potentially impact property owners, the Ministry of Municipal Affairs and Housing (responsible for future land-use planning for the geographic Township of Lyon within the unorganized district of Thunder Bay), the Township of Red Rock, as well as other potentially interested stakeholders were included on the study mailing list.

The contacts on the study mailing list were engaged through direct contact with the Project Team via mail, email, phone, or fax, a project website (www.hwy11-17-coughlintoredrock9.com); local newspaper advertisements (i.e., *Nipigon Red Rock Gazette* and *Thunder Bay Chronicle-Journal*) at key consultation milestones.

Two Public Information Centres (PICs) were held for the study, and a summary of the two consultation events is provided in **Section 2.2**.

2.1 External Agency Consultation

The following external agencies, including federal and provincial government agencies and Indigenous communities were consulted as part of this study:

Federal & Provincial Government Agencies

- Transport Canada
- CN Rail
- CP Rail
- Infrastructure Ontario
- Ministry of Environment, Conservation and Parks
- Ministry of Solicitor General
- Ministry of Agriculture and Food & Ministry of Rural Affairs
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of Northern Development
- Ministry of Citizenship and Multiculturalism (MCM)
- Ministry of Indigenous Affairs

Municipal/Emergency Services, and District School Boards

- Township of Red Rock
- Ministry of Municipal Affairs and Housing, Manager of Community Planning and Development (North – Thunder Bay)

- Ontario Provincial Police
- Nipigon Fire Department
- Superior North Emergency Medical Service
- Superior North Catholic District School Board
- Superior Greenstone District School Board
- Conseil scolaire de district catholique des Aurores boreales
- Conseil Scolaire de District Du Grand Nord de l'Ontario
- East of Thunder Bay Transportation Consortium

Utilities

- Bell Canada
- Hydro One Networks Inc.
- TC Energy (formerly TransCanada PipeLines)
- Enbridge Gas Inc.
- Shaw Communications

Stakeholders/Interest Groups

- Ontario Trucking Association
- Ontario Federation of Snowmobile Clubs
- Thunder Bay Field Naturalists
- Thunder Bay District Fish and Game Association
- North Shore Steelhead Association

A summary of all communication with external agency participants during the Detail Design phase is included in **Exhibit 2-1**. Copies of all agency correspondence are included in **Appendix B**.

Exhibit 2-1: Summary of Key External Agency Comments from PIC #2

Agency	Comments Received	WSP Response / Action
Comments Received from ESR Addendum Filing		
Jeff Elkow Ministry of Citizenship and Multiculturalism (formerly Ministry of Tourism, Culture and Sport)	<u>Comment received via email on April 18, 2018 noted the following:</u> Archaeological Resources: The Amended Environmental Study Report identifies that Stage 1 archaeological assessment will be carried out in Spring 2018 to determine if areas containing archaeological potential exist within the study area and that all areas recommended for additional Stage 2 archaeological assessment will be carried out later in the study and cleared with the Ministry of Tourism, Culture and Sport. All Archaeological Assessment should be undertaken as early as possible during the EA process as their results may impact the detail design work.	<u>Response sent by WSP on May 30, 2018, indicated the following:</u> Noted the Stage 1 archaeological assessment, which will determine the need for further Stage 2 archaeological assessment, is anticipated for Spring/Summer 2018. All archaeological assessment reports will be submitted to the Ministry prior to start of construction. Further noted that the Ministry of Transportation completed a screening for the Black Sturgeon River Bridge and Heritage Evaluation Report (CHER) is not required and the bridge is considered to not have heritage value. As such, a CHER

Agency	Comments Received	WSP Response / Action
	<p>Built Heritage and Cultural Heritage Landscapes: A Cultural Heritage Evaluation Report (CHER) should be undertaken to determine the cultural heritage value or interest of a potential Provincial Heritage Property. If the bridge is determined to have cultural heritage value, MTCS recommends that a Heritage Impact Assessment (HIA), prepared.</p> <p>Environmental Assessment Reporting: All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects.</p>	<p>or a Heritage Impact Assessment is not required for this study. .</p>
<p>Kimberley McNaughton Ministry of Natural Resources (MNR)</p>	<p><u>Comment received via email on March 21, 2018, noted the following:</u></p> <p>Inquired if there are any PICs related to the ESR addendum and asked for an opportunity to comment.</p>	<p><u>Response sent by WSP on March 27, 2018, indicated the following:</u></p> <p>Noted the Addendum to the ESR for this project is available for review from Tuesday, March 27, 2018, to Thursday, April 26, 2018. The first Public Information Centre (PIC) was held on November 8, 2017 at the Red Rock Community Centre, which presented the proposed changes to the previously EA approved plan. Various contacts from MNR was invited to attend by letter on November 3, 2017.</p> <p>Confirmed WSP would be happy to discuss any comments from MNR at any time.</p>
	<p><u>Comment received via email on April 27, 2018, noted the following:</u></p> <p>1. MNR has reviewed the addendum to the ESR, and provided the following questions/comments:</p> <p>“Area known to be of high use to moose. Mitigation to reduce moose attractants/accidents will be implemented.” What mitigation measures will be implemented? The Black Sturgeon River riparian zone functions as a significant wildlife migration route and as such the detailed design of these bridges should consider maintaining habitat connectivity and avoidance of vehicular collisions. MNR recommends that design features such as wildlife passage benches (https://www.wsbeng.com/wsbpedia/blog/wildlife-passage-bench) and guidance fencing on either side of the bridges be considered.</p> <p>“Several groundwater fed tributaries enter into Black Sturgeon River.” Groundwater fed tributaries are extremely sensitive and critical habitat for a number of coldwater aquatic species (e.g., brook trout spawning and thermal refuge). Therefore, the removal of riparian vegetation and/or disruption of hydrological flows should be avoided. Detailed designs should account for the protection of all coldwater tributaries.</p>	<p><u>Response sent by WSP on April 30, 2018, indicated the following:</u></p> <p>WSP confirmed that they have record of all MNR comments to date; these will be considered as the Detail Design Study progresses. A second PIC will present the Detail Design.</p>

Agency	Comments Received	WSP Response / Action
	<p>The proposed cul-de-sacs installations on the east and west approaches of the existing Black Sturgeon River crossings are very close to the water and may pose water quality impacts. Therefore, the MNR recommends that the detail design consider steps to minimize runoff or sedimentation and promote the re-establishment of the native vegetation cover. For example, the banks should be stabilized to prevent accelerated erosion or runoff. The local riparian vegetation should be re-established and north to south wildlife migration along the river banks should be encouraged.</p> <p>The MNR holds fish population concerns regarding the impact of increased angling access to Black Sturgeon River created by two new crossings. There is critical habitat of a SAR (Lake Sturgeon) and a species receiving considerable rehabilitation effort (i.e., Walleye) between and below the current crossing location and upstream to the proposed crossing locations. Therefore, angling access control structures (e.g., barriers / fencing) should be considered and implemented at these locations.</p> <p>“Terrestrial and aquatic field investigations will occur in Fall 2017 and Summer 2018. The Project Team will complete the impact assessment and follow standard MNR/DFO permitting protocols pending results of the assessment.” Please ensure Scientific Collectors Permit applications are submitted to MNR at least 30 days prior to targeted commencement dates.</p>	
Comments Received from PIC #2		
<p>Leslie Rich Conservation Ontario</p>	<p><u>Comment received via email on August 29, 2023, noted the following:</u></p> <ul style="list-style-type: none"> ▪ Indicated that the project is located outside of a Conservation Authority jurisdiction and to contact the Ministry of Natural Resources and Forestry to obtain comments as required. 	<p><u>Action completed by WSP:</u></p> <p>Contact was removed from the project contact list.</p>
<p>Transport Canada</p>	<p><u>Comments received via email on September 6, 2023</u></p> <ol style="list-style-type: none"> 1. Indicated that Transport Canada does not require receipt of all Individual or Class EA related notifications. <ul style="list-style-type: none"> ▪ Provided a summary of the most common acts that apply to projects in an Environmental Assessment context 	<p><u>Comment noted.</u></p>
<p>Transport Canada</p>	<p><u>Comment Received via email on February 1, 2024</u></p> <p>Indicated that Transport Canada’s Indigenous Relations Unit (IRU) had some follow up questions</p>	<p><u>Response sent by WSP on February 7, 2024, and indicated the following:</u></p> <p>WSP provided a response to each comment as below:</p>

Agency	Comments Received	WSP Response / Action
	<p>regarding the Indigenous consultation records that was sent.</p> <ol style="list-style-type: none"> In June 2023, MTO reached out to MNO and informed them regarding the 2nd Public Information Center for the project and invited MNO to attend the meeting. Did this meeting happen? What was the outcome/are there notes? In the June 7, 2023 meeting, MTO indicated that future presentations will be made to Fort William First Nation and Red Rock Indians Band Councils. Did the future presentations to Fort William and Red Rock happen? Outcome/notes? 	<ol style="list-style-type: none"> The June 2023 email to MNO indicated that PIC #2 was tentatively scheduled for late July. The PIC was actually held September 7, 2023. MNO was notified directly of PIC #2 on August 23, 2023; no-one who attended identified themselves as a representative of MNO. Presentations were made to Red Rock Indian Band and Fort William First Nation on July 5, 2023 and November 7, 2023 respectively. Notes of the July 5, 2023 meeting (held virtually, via Zoom) were provided in the documentation to TC (see file "RRIB-MTO-Coughlin_to_RR_McGuire_2023.07.05.docx"). The November 7, 2023 presentation to Fort William First Nation was in person; a copy of that presentation was provided in the documentation to TC (see file "132-90-00 Hwy 11-17 Black Sturgeon_FWFN Presentation_02nov23.pptx"). No notes were taken and no action item comments were received
	<p><u>Comment Received via email on February 13, 2024:</u></p> <p>Further comments received as below:</p> <ol style="list-style-type: none"> In the record shared by MTO, it mentioned that throughout 2022 and 2023, MTO has had ongoing meetings with the Red Rock Indian Band. The community also like to have access to the study report and their key concerns are on mitigation of any impacts to waterbodies. Similarly, the February 2023 record sent by MTO indicated that MTO met with Fort William First Nation in their community and the community <u>expressed concerns regarding the impacts on waterways</u> and indicated that there are community members carrying out traditional uses in the area and that their consideration is to balance community concerns with development activities. IRU would like confirmation on whether these concerns were addressed and if so, would you be able to provide the records indicating this? 	<p><u>Response sent by WSP on February 14, 2024, and indicted the following:</u></p> <p>WSP provided a response to each comment as below:</p> <ol style="list-style-type: none"> Removal of the existing bridges will include removal of the (two) existing piers to a pre-determined elevation above the tops of footings (i.e. above the water level). The design team is currently in discussions regarding the inclusion of a contract requirement that this work be done without any in-water works. Once those details are finalized, this information will be communicated to RRIB. Removal of the existing bridges will include removal of the (two) existing piers to a pre-determined elevation above the tops of footings (i.e. above the water level). The design team is currently in discussions regarding the inclusion of a contract requirement that this work be done without any in-water works. Once those details are finalized, this information will be communicated to FWFN. <p>see above.</p>

Agency	Comments Received	WSP Response / Action
Hydro One Networks Inc. Secondary Land Use Department	<p><u>Comment received via email on September 14, 2023, noted the following:</u></p> <ul style="list-style-type: none"> ▪ Indicated that Hydro One has existing distribution assets within the study area but does not have sufficient information to comment on the potential resulting impacts that the project may have on their infrastructure. Hydro One is requesting to continue receiving updates on the project. 	<p><u>Response sent by WSP on November 1, 2024, and indicated the following:</u></p> <ul style="list-style-type: none"> ▪ Hydro One Distribution relocation designs have been completed and approved by the Ministry, and a Moving of Utility Order (MOU) has been issued for relocation by December 31, 2023. No direct or indirect impacts to Hydro One Transmission towers or lines are expected.
Tracey Trevisan Enbridge Gas Inc.	<p><u>Comment received via email on September 15, 2023, noted the following:</u></p> <ul style="list-style-type: none"> ▪ Indicated that Enbridge Gas does not have a natural gas plant within the study area but is requesting to continue receiving updates on the project. 	<p><u>Response sent by WSP on September 28, 2023, indicated the following:</u></p> <ul style="list-style-type: none"> ▪ Impacts to local utilities have been addressed and Enbridge Gas Inc. will continue to be notified of project updates.
Joseph Harvey Ministry of Citizenship and Multiculturalism (MCM)	<p><u>Comment received via email on October 6, 2023, noted the following:</u></p> <ul style="list-style-type: none"> ▪ Requested Project Information Form (PIF) number(s) of any archaeological assessments being prepared for this project. 	<p><u>Response sent by WSP on November 1, 2024, indicated the following:</u></p> <ul style="list-style-type: none"> ▪ A Stage 2 Archaeological Assessment was carried out in Fall 2021. No further archaeological work was recommended for the study area; this was endorsed by the Ministry of Citizenship and Multiculturalism (MCM) upon acceptance of the report in March 2022. The Project Information form (PIF) Number is P1105-0042-2021. No built heritage resources or cultural heritage landscapes were identified.
Kimberly McNaughton Ministry of Natural Resources and Forestry	<p><u>Comment received via email on October 6, 2023, noted the following:</u></p> <ol style="list-style-type: none"> 1. The MNR is having some difficulty in understanding the construction proposal provided. As per information shared earlier in this process, the largest spawning area, below Camp 43 dam, in the Black Sturgeon River system is upstream of the current bridge and downstream of the new bridges. With the proposed project components, it is unclear how impacts are to be minimized, particularly siltation downstream of the construction site during the spawning and incubation periods, as well as ensuring fish passage upstream of the site year round. For example, it appears that a temporary in-water berm/platform is to be constructed, and removed prior to winter with the exception of the coarse rock left in-water. It is unclear how this remaining rock doesn't impede fish passage, and/or is arranged in such a way as to not increase erosion downstream (i.e. impacts to the 	<p><u>Response sent by MTO on October 16, 2023, indicated the following:</u></p> <ul style="list-style-type: none"> ▪ Our Design Service Provider has gone through all and provided MTO with responses to each, MTO will supplement those with additional information as required. ▪ MTO offered to discuss this request with Nipigon District MNR. ▪ MTO indicated that they will follow-up with MNR once MTO is ready to proceed with a discussion. ▪ Based on MNR response to the request for a timing window extension, the window is now Given that, the in-water work window would be from July 16 to Aug 31 of any given year, so no works between September 1st and July 15th.

Agency	Comments Received	WSP Response / Action
	<p>existing spawning areas). The MNR would appreciate additional discussions and review of more detailed designs when available to better understand the mitigation to in-stream environments.</p> <p>2. The MNR will need to view the modeling inputs and results for the changes to the predicted flows and levels during the construction period, under various velocities. This should include the base environment, changes resulting from the construction, use (restricted environment), partial demob and full restoration of the berm. Further changes resulting from the use of the barge should also be factored into the model as it will also influence the environment. The extent of influence to both the upstream and downstream aquatic environments, wetted width, thalweg direction etc. will need to be understood. Scenarios will need to be considered and impacts mitigated under various regimes.</p> <p>3. There needs to be consideration/ understanding of Fall period flows during the salmon spawn. This would include the base environment i.e. without restriction, predicted areas suitable for spawning during construction, and areas that would be altered once the berms are removed. The changes with flows and levels may induce fall fish to spawn in areas that may change with the removal of the berms. This may leave eggs with insufficient water cover and be exposed during the winter incubation period or there may be deposition of sediment from removal of said berms. Investigation into these potential concerns is also required.</p> <p>4. In general, clarity is needed as to methods for protection of spawning area structures during construction, and restoration post berm removal.</p> <p>5. With respect to the use of a barge to cross river, it is unclear what depths are needed to support use of a barge as this may be limiting under low flow situations. Under this low depth scenario, it needs to be understood / considered / mitigated as to how much area of the river in the restriction would be suitable for fish migration, i.e. given the berm and barge location and potential to impact fish (lake sturgeon) from utilizing or passing through the area. Should this situation arise, are there alternate methods if barge is not deployable?</p> <p>6. The MNR recommends that Transport Canada be engaged on the barge and in-water berm</p>	<p><u>Response sent by MTO on June 23, 2025, indicated the following responses to those questions provided by MNR on October 6, 2023:</u></p> <ol style="list-style-type: none"> 1. There is no longer work-in-water required with the exception of placement of rock protection on the east and west banks. This is embedded in the bank and to just below the water line and will be completed during the in-water work period. 2. There is no longer work-in-water required with the exception of placement of rock protection on the east and west banks. This is embedded in the bank and to just below the water line and will be completed during the in-water work period. 3. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 4. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 5. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 6. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 7. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 8. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 9. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river. 10. The berms are no longer required. The contractor will develop/construct a

Agency	Comments Received	WSP Response / Action
	<p>use in the river as there may be additional conditions to consider that may affect the proposed construction and concerns with the fishery components.</p> <p>7. The Black Sturgeon River is a designated canoe route. A portage will be needed to allow travelers safe passage around construction.</p> <p>8. Information indicates that these bridges are of sufficient height to allow for wildlife travel, however the proposed substrate i.e. rip rap, is not conducive to allow for this travel which lends to animals traversing up/over the highway. Recommend suitable substrate along river banks for wildlife travel.</p> <p>9. Decommissioning of the existing bridge should address ongoing erosion issues, e.g. not create hard banks that could increase velocity or alter dynamics resulting in downstream erosion.</p> <p>10. The MNR is aware of heightened Community interests in this river system as it is accessed frequently for harvesting and utilized for cultural practices. With respect to the extension to a coldwater in-work window, MNR provided the following comments:</p> <p>11. The in-water work window – coldwater June 16 to Aug 31 for the Black Sturgeon River is not accurate as doesn't consider all of the species in the river. This system is noted as a coldwater system, but also supports cool water species, notably lake sturgeon, walleye and small mouth bass. As the construction plans have changed (since 2017-2018) and now there is proposed in-water work for the construction of the new bridges, we need to consider the cool water timing window for these species as well. Given that, the in-water work window would be from July 16 to Aug 31.</p> <p>12. An extension to this work window is of concern to both cool and coldwater species, given that making it earlier may impact larval stages of fish species. An extension into the fall period could impact coldwater species such as salmon, brook trout. Spring conditions with the berms could result in the loss of nursery areas during the construction period when these areas are covered and changes to flow due to the restriction of the river.</p> <p>13. Given that lake sturgeon are Species At Risk (Provincial and Federal classification), both DFO and MECP must be consulted for the agencies to come up with a mutually agreed upon strategy to address your request for the</p>	<p>temporary access that does not impact the river.</p> <p>11. The berms are no longer required. The contractor will develop/construct a temporary access that does not impact the river.</p> <p>12. No longer required.</p> <p>13. Understood but work-in water is limited to place of embedded rock protection described elsewhere.</p>

Agency	Comments Received	WSP Response / Action
	<p>timing extension. Lake Sturgeon are listed as a threatened species under the Endangered Species Act, and this project has the potential to influence both the species (section 9) and their habitat (section 10).</p> <p><u>Comment received via email on July 16, 2025, noted the following:</u></p> <ol style="list-style-type: none"> 1. Will the armoring of the banks for scour protection using rocks reduce to overall width of the river or will material be removed and replaced with rock? If there will be a “pinching” of the river (i.e.. Net decrease in wetted width) how far will the rocks stick out into the river? While I recognize the great importance of stabilizing this bank I would like to understand if there will be a significant increase in water velocities as a result of a reduction in wetted width. 2. What will be used for scour protection, loose rock or gabion baskets ? Will the rock placed below the high-water mark be tested for acid generating potential and will it be washed (away from the river) prior to installation to remove residues and fine erodible material? What will the groundcover look like in the wildlife passage areas ? will this be a relatively flat vegetated area or will it be loose rock? Thinking that some wildlife species may avoid walking on loose or jagged rock. How will surface water (Rain, melt water etc.) on the bridge be managed? Will it be discharged directly into the river or will it discharge into some kind of sediment trap before leading to the river. Recommend considering how to stabilize the shore where any discharge of rainwater from the bridge occurs. This led to a fairly significant erosion event at the Nipigon River bridge in 2021. 	<ul style="list-style-type: none"> ■ The rock protection below the HWL will be embedded so that the cross sectional area of the river is not reduced and velocities are not increased. ■ Rock protection has been sized for scour protection. Rock will be selected in accordance with OPSS requirements for material properties (i.e. “clean”). The wildlife passage areas will have granular A material placed where they cross the rip rap/rock protected slopes. Beyond that, the under footing will be either naturally existing or seeded within graded areas. ■ Surface water will be directed along the parapet walls to gutter outlets on the west side of the bridge which will connect to the roadside ditches along rip-rap lined spillways. The rip-rap lined ditches will outlet to the river, over a distance of approximately 50m. ■ The entire shoreline will be lined with rock protection parallel to and back from the water .

2.2 Public Consultation

A Notice of Study Commencement was posted on the project website (www.hwy11-17-coughlintoredrock9.com) and published in the *Thunder Bay Chronicle-Journal* and *Nipigon-Red Rock Gazette* on June 13, 2017. The Ministry of Transportation (MTO) notified the local Members of Parliament (MP) and Members of Provincial Parliament (MPP) of the study commencement on June 2, 2017, and the appropriate Indigenous communities on June 9, 2017. All external agencies were provided with a form on which they could provide comments and/or background information relevant to the study, as well as the project website address. In addition, a copy of the study commencement notice was sent via Canada Post unaddressed mailing (i.e., bulk) to approximately 1235 property owners within the vicinity of the study area. A copy of the notice is included in **Appendix A** while all relevant correspondence can be found in **Appendix B**.

Public Information Centres (PICs) are informal meetings at which area residents, interested stakeholders, agencies and Indigenous communities are provided an opportunity to review planning and project information, identify concerns and provide input to the Project Team. PICs served as an important function in providing an opportunity for direct, two-way communication with stakeholders on specific local conditions, issues and concerns regarding the study. Two Public Information Centres (PICs) were held during the Preliminary Design, Detail Design and Class Environmental Assessment Study. The PICs were an important part of the overall consultation program for this project and were designed to identify concerns and provide opportunities for input regarding the project.

As part of the Preliminary Design phase, the first PIC was held on November 8, 2017, at the Red Rock Recreation Centre. The purpose of the PIC was to provide an opportunity for interested parties to review existing environmental conditions and to comment on the proposed changes to the preliminary design that was identified in the 1997 ESR. Further details of PIC #1 and how comments received throughout the Preliminary Design phase were incorporated into the proposed design changes to the EA approved plan are provided in the Addendum to the Environmental Study Report (ESR) on the project website (<https://hwy11-17-coughlintoredrock9.com/>).

2.2.1 Public Information Centre #2

As part of the Detail Design phase, a second PIC was held as an in-person open house format on September 7, 2023, at the Red Rock Marina Centre from 4:00 pm to 8:00 pm.

Team members were available to discuss the project one-on-one with the attendees. The purpose of PIC #2 was to provide interested stakeholders, Indigenous communities and the public an opportunity to review the Detail Design plan. Further details of PIC #2 are provided in **Section 2.2.2**.

The location, date, and time of the PIC is noted below:

Date:	September 7, 2023
Location:	Red Rock Marina Centre
Address:	7 Park Road, Red Rock, Ontario
Time:	4:00 p.m. to 8:00 p.m.

Attendees were asked to sign in at the register. Thirty-four (34) of the thirty-five (35) people who attended the PIC chose to sign in. One (1) attendee submitted a comment sheet at the PIC. All agency and public comments gathered throughout the study are summarized in **Appendix B**.

The PIC display panels were published on the project website beginning on September 8, 2023, to present the detail design plan, anticipated environmental impacts and recommended mitigation measures, and next steps in the study. This allowed stakeholders to review the information presented at their own time and leisure and to submit comments either via the online comment form available on the project website or by contacting the MTO Project Manager, Kevin Saunders, or the WSP Project Manager, Karen M. Zan.

The information presented at PIC #2 included a summary of key comments received from PIC #1 and MTO's response / action taken, existing environmental conditions, summary of the Detail Design plan, potential environmental effects and proposed mitigation measures, and next steps. A copy of the displays presented at PIC #2 is included in **Appendix C**.

The Notice of PIC #2 included information that if anyone was unable to access the internet and/or required special accommodations to review the PIC #2 presentation materials to contact one of the Project Team members listed on the notice.

Notification letters were distributed by direct mail and emailed to contacts on the project mailing list on August 23, 2023, including federal and provincial government agencies, Indigenous communities, the Ministry of Municipal Affairs and Housing, emergency service providers, district school boards, and other potentially interested stakeholder groups. Individuals and groups that expressed interest in the project following the first PIC were either confirmed to be on or added to the project mailing list and were notified of PIC #2. PIC #2 was also advertised in the *Nipigon Red Rock Gazette* and *Thunder Bay Chronicle-Journal* on August 29, 2023 and September 2, 2023, respectively. A copy of the Notice of PIC #2 is included in **Appendix A**.

There were 14 comments submitted before October 6, 2023. All comments were responded to and there are no outstanding concerns. All the comments and correspondence gathered throughout the study are included in **Appendix B**.

Exhibit 2-2 highlights the key concerns and comments provided by the public and how they were addressed.

2.2.2 Impacted Property Owners

Ministry Property representatives from the Project Team contacted and met with the affected and adjacent property owners on an individual basis as required to discuss the property impacts. All property required for the highway expansion has been acquired for this project.

Exhibit 2-2: Summary of Key Comments Submitted by Property Owners from PIC #2

Summary of Key Comments Received from PIC #2	MTO'S Response / Action Taken
Property owner noted that moving the east cul-de-sac further east is preferable for adjacent owners	Response sent by WSP on November 1, 2024 and indicated the following: The Project Team acknowledged the property owners' concerns, and noted the Project Team is currently reviewing both cul-de- sac options on the east side of the river. The preferred option will be documented in the forthcoming Design and Construction Report (DCR).
Property owner indicating that McGuire Road corner needs to be widened.	Response sent by WSP on November 1, 2024 and indicated the following: The Project Team acknowledged the property owners' concerns, and noted the Project Team is currently reviewing both cul-de- sac options on the east side of the river. The preferred option will be documented in the forthcoming Design and Construction Report (DCR).
Property owners requesting to be added to the project contact list.	Response sent by WSP on November 1, 2024 and indicated the following: Thanked and confirmed that they will be added to the project mailing list.
Inquiries about the project schedule and clarification on the project timing.	The Project Team noted the construction would take 3 calendar years and anticipated timing of construction start is late Spring 2026, pending funding and approvals.
Inquiries about the surficial geology of the study area	Response sent by WSP on November 1, 2024 and indicated the following: Thanked for providing that information associated with Black Sturgeon River, and noted that the project team is comprised in part of geotechnical engineers and ecologists who have provided technical and historical input to the design

2.3 Indigenous Communities

Indigenous communities, organizations and government agencies were contacted by the Project Team at key engagement milestones throughout the study process.

The following Indigenous communities and organizations were notified at project engagement milestones, including the Study Commencement on June 9, 2017, the Notice of PIC #1 on October 27, 2017, and the Notice of PIC #2 on August 28, 2023:

- Fort William First Nation
- Anishinabek Nation
- Netmizaaggamig Nishnaabeg
- Red Rock Indian Band
- Redsky Métis Independent Nation
- Pays Plat First Nation
- Animbiigoo Zaagi'igan Anishinaabek
- Biigtigong Nishnaabeg
- Ginoogaming First Nation
- Métis Nation of Ontario - Lands and Resources Consultation Branch
- Biinjitiwaabik Zaaging Anishinaabek First Nation
- Bingwi Neyaashi Anishinaabek
- Michipicoten First Nation
- Long Lake #58 First Nation
- Gull Bay First Nation / Kiashke Zaaging Anishinaabek

One of objectives of Indigenous consultation is to identify any concerns that communities may have about the project and ensure any potential impacts on treaty rights are respectfully considered and mitigated as necessary and appropriate. Although no specific project related concerns were identified during design, Indigenous communities are generally interested in construction opportunities. MTO supports increasing Indigenous participation in MTO construction work and will consider opportunities to promote the inclusion of Indigenous businesses and communities in this project.

3 DETAILED DESCRIPTION OF THE RECOMMENDED PLAN

3.1 Major Features of the Proposed Work

This section addresses the main features of the proposed works of the recommended plan.

As outlined in **Section 1.1**, the key design features modified from the 1997 EA Approved Plan include the following:

- An increase in the proposed Highway Right-of-Way from 90 m to 110 m (minimum);
- A realignment of the east end connection to the existing Highway 11/17 and removal of the east end median crossing;
- Removal of existing bridge; and
- Existing highway alignment will be redesignated as a 7000 series and will continue to be owned and maintained by MTO after construction.

Since the March 2018 Addendum to the ESR, the following minor changes have been made:

- A minor modification to the Coughlin Road alignment to eliminate property impacts proposed under the 1997 Study. This change was presented at Public Information Centre (PIC) #2 on September 7, 2023.
- Based on feedback in advance of PIC #2, additional options were discussed at PIC #2 to shift the proposed east cul-de-sac at the existing Black Sturgeon Bridge further to the east. A review with all interested stakeholders resulted in the cul-de-sac remaining at its originally proposed location.

The detail design plan for the Highway 11/17 four-laning alignment is provided in **Exhibit 3-1a, 3-1b and 3-1c**.

A westbound right turn lane approaching the Coughlin Road intersection will be constructed, as will a “stub” connection at this intersection on the north side of the highway as far at the highway ROW. This is being constructed to facilitate a connection to a future development proposed (and built) by others. Traffic will be prohibited from using the westbound right turn and “stub” as access will be blocked until the future development is complete.

3.2 New Black Sturgeon River Bridges

Two new bridges (one eastbound and one westbound) will be constructed over the Black Sturgeon River. Each bridge will be a two-span structure (62.5 m west span; 37.5 m east span) with a single pier which will be located on the east bank above the high-water mark of the river (no in-water piers).

To facilitate construction of the new Black Sturgeon River bridge piers, a temporary trestle structure founded on bedrock will be constructed on the east bank. This will permit Contractor access from the top of the bank to the pier locations without requiring any in-water works and will enable pier construction. Placement of temporary erosion and sediment control measures during this time to protect the river from silt and sediment impacts will be required.

Permanent re-grading (flatter) of the banks to improve slope stability will be completed during construction and permanent rock protection will be placed along each bank to prevent scour and erosion. Below the high-water level, this material will be embedded, leaving no permanent footprint impact.

Upon completion of the bridge and highway construction, in-water works will be required to remove the existing bridge piers to the tops of their footings. An extended window will not be required.

The general arrangement for Black Sturgeon River Bridges for the Highway 11/17 four-laning alignment is provided in **Exhibit 3-2 and 3-3**.

3.3 Construction Staging

Duration of construction is anticipated to require two to three construction seasons. During this time, full road closures are not anticipated; one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction. Localized single lane, two-way traffic operation under flagging along Highway 11/17 may be required at the tie-ins at the east and west project limits from time to time. Access to side roads will be maintained for the majority of construction, and short-term closures may be required to tie-in realigned side roads to existing or proposed roads. Any affected property owners will be notified prior to this closure and alternate access will be provided.

3.4 Utilities

Impacts to existing utility infrastructure were identified as a result of the recommended plan, including Bell Canada, Hydro One, and TC Energy.

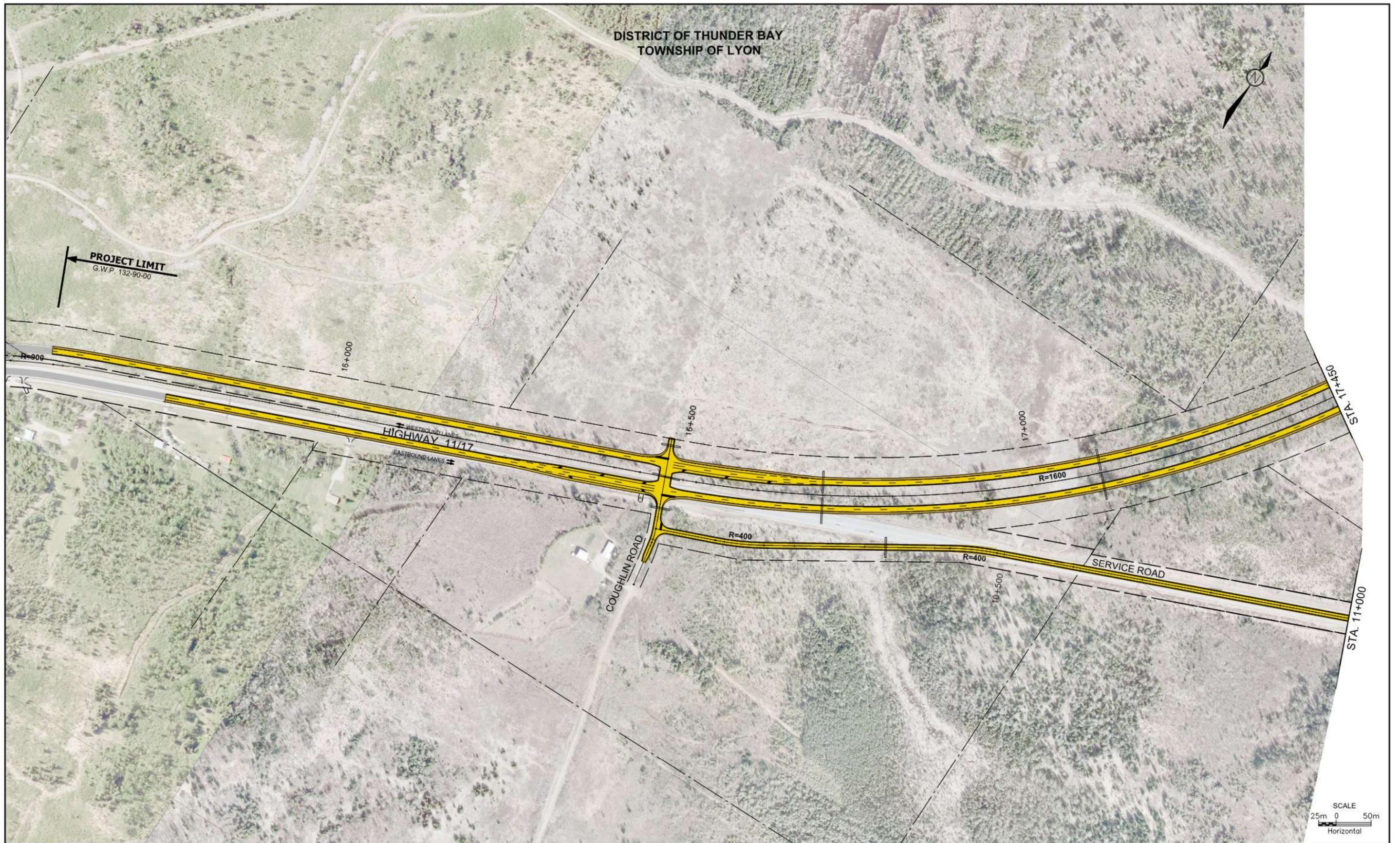
Hydro One relocations have been completed. Bell relocations are anticipated to occur in Winter 2025. While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements.

3.5 Illumination

Partial illumination will be provided at the Highway 11/17 / Coughlin Road intersection and median crossing. Removal of the existing (temporary) full illumination at the four-to-two lane transition at the east project limit is included. Removal of the (temporary) full illumination at the four-to-two lane transition that is currently under construction as part of the adjacent project at the west project limit is also included.

3.6 Property Requirements

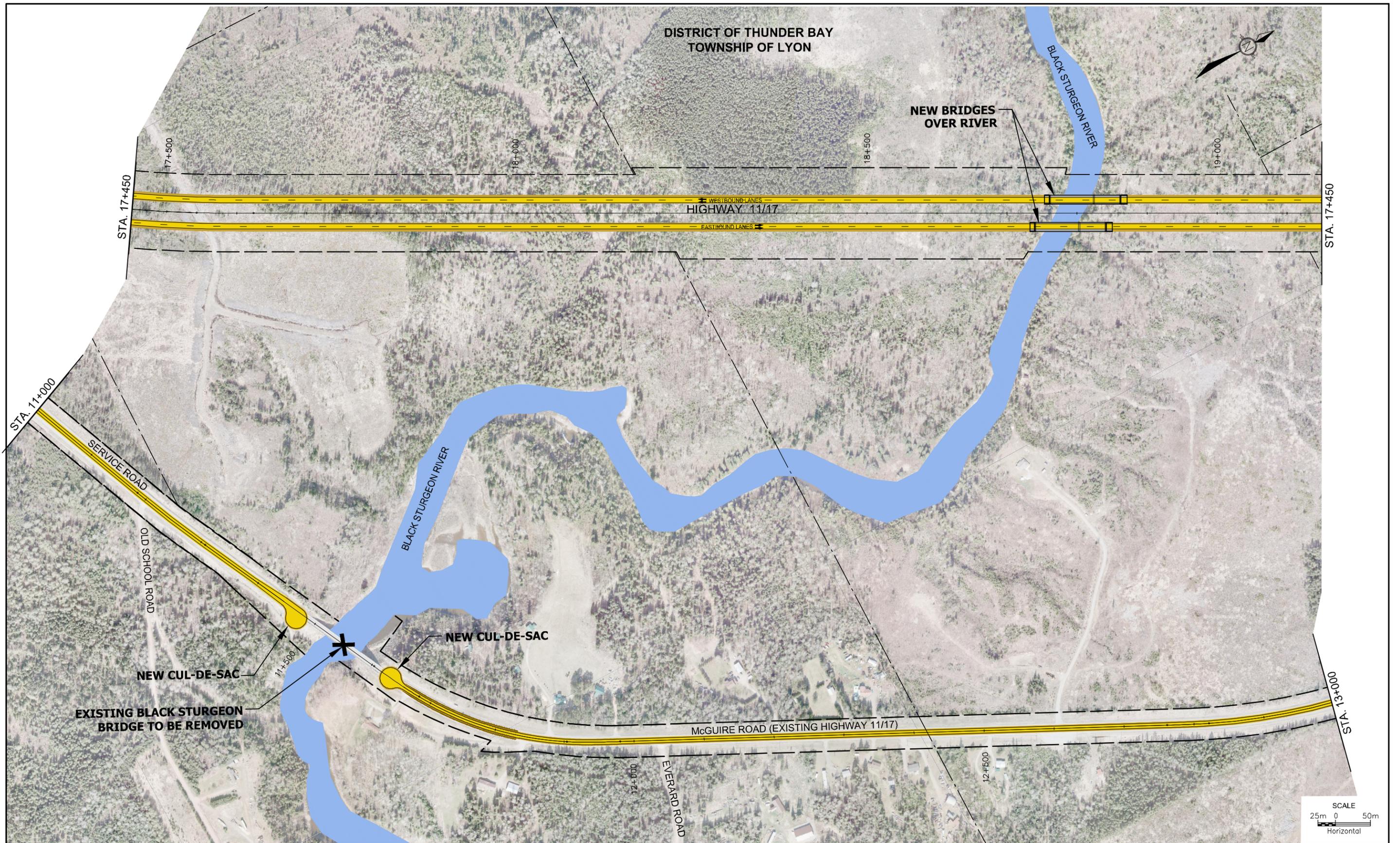
Property acquisition was required to accommodate the proposed design. The Ministry of Transportation has acquired all property required for construction. No further property is required



W.P. 132-90-00
 HIGHWAY 11/17 FOUR-LANING
 From Coughlin Road to McGuire Road (Formerly Red Rock Road #9)
 Design and Construction Report

DETAILED DESIGN PLAN - (Part 1 of 3)

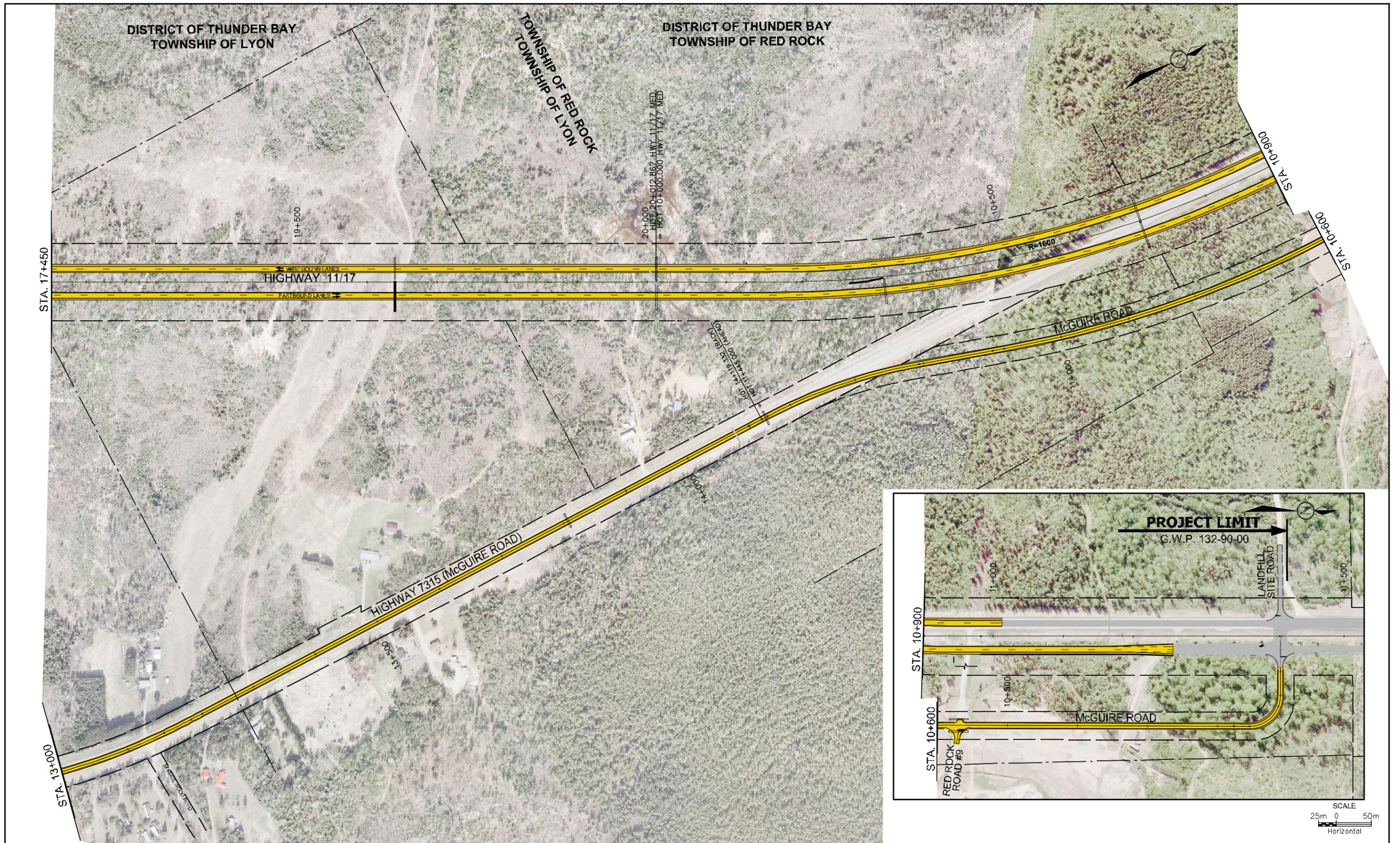
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 3-1a



W.P. 132-90-00
 HIGHWAY 11/17 FOUR-LANING
 From Coughlin Road to McGuire Road (Formerly Red Rock Road #9)
 Design and Construction Report

DETAILED DESIGN PLAN - (Part 2 of 3)

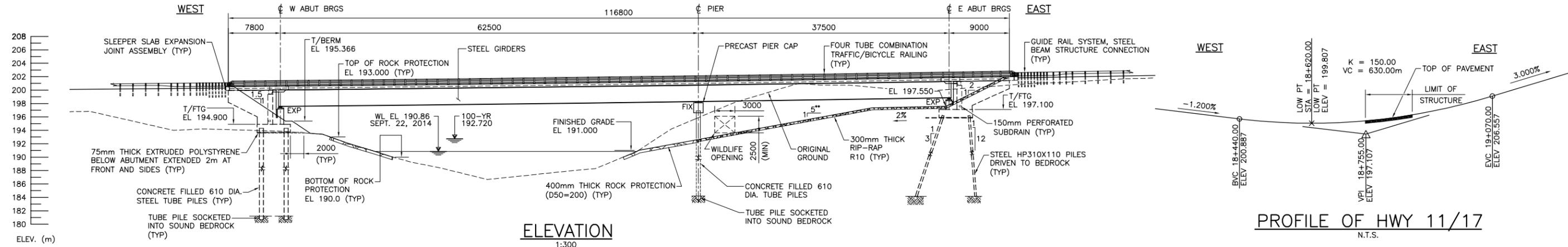
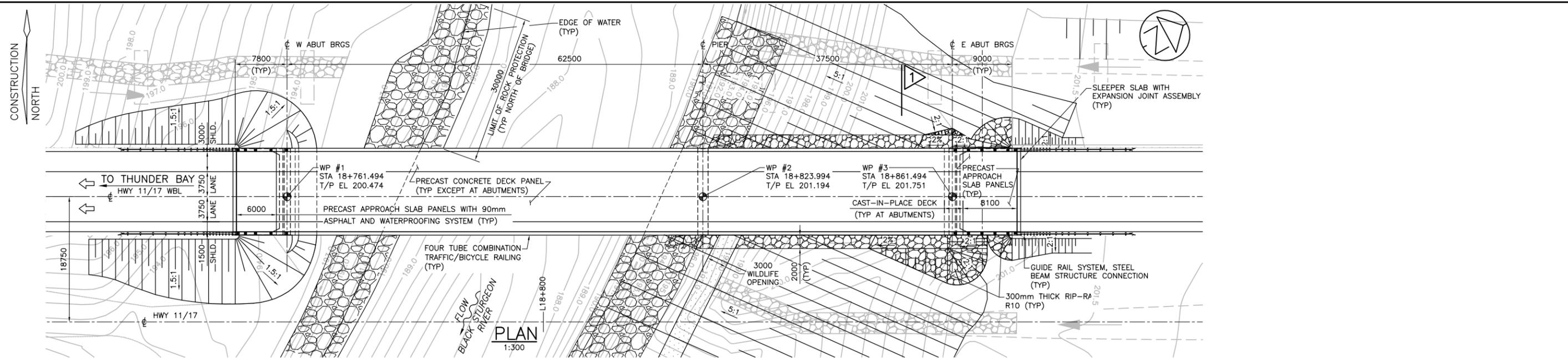
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 3-1b



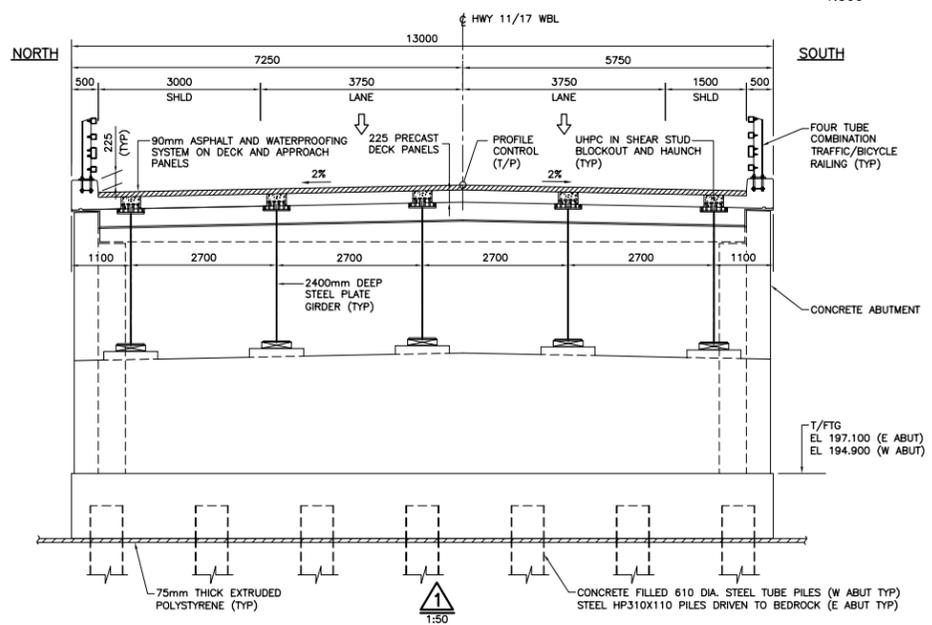
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 HIGHWAY 11/17 FOUR-LANING
 From Coughlin Road to McGuire Road (Formerly Red Rock Road #9)
 Design and Construction Report

DETAILED DESIGN PLAN - (Part 3 of 3)

EXHIBIT
3-1c



PROFILE OF HWY 11/17
N.T.S.



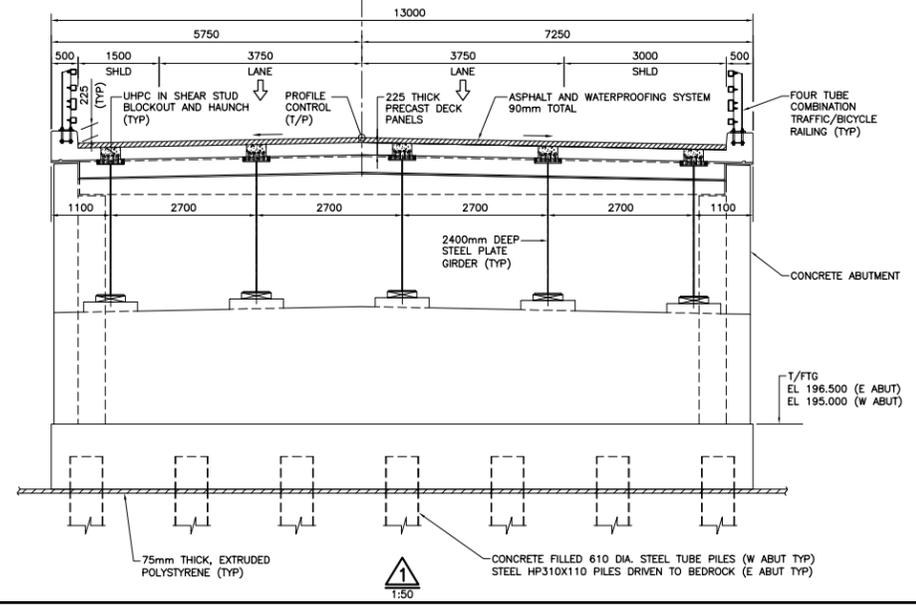
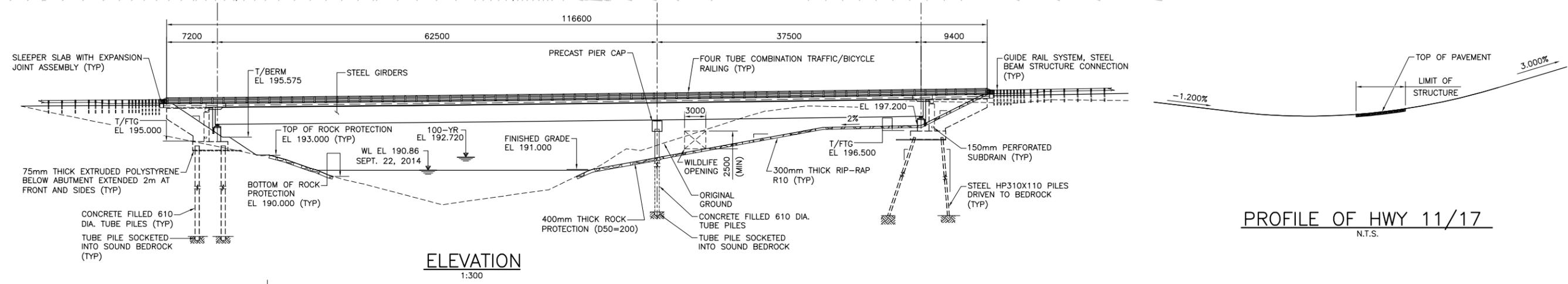
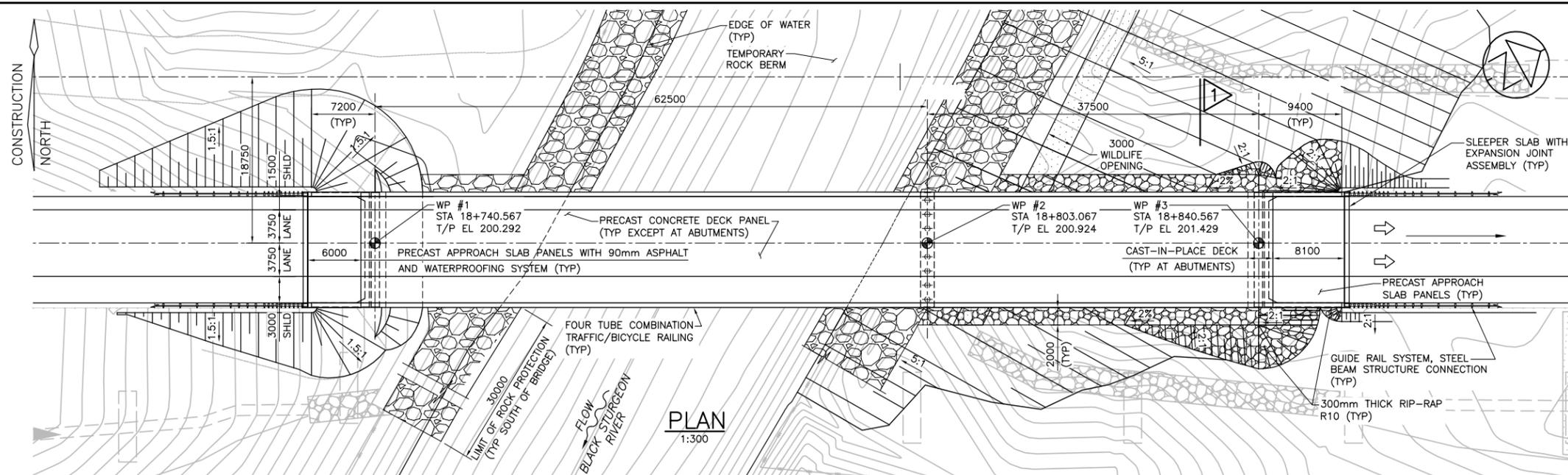
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W.P. 132-90-00
HIGHWAY 11/17 FOUR-LANING
From Coughlin Road to McGuire Road (Formerly Red Rock Road #9)
Design and Construction Report

GENERAL ARRANGEMENT
BLACK STURGEON RIVER - WESTBOUND BRIDGE

EXHIBIT
3-2



PROFILE OF HWY 11/17
N.T.S.

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W.P. 132-90-00
HIGHWAY 11/17 FOUR-LANING
From Coughlin Road to McGuire Road (Formerly Red Rock Road #9)
Design and Construction Report

GENERAL ARRANGEMENT
BLACK STURGEON RIVER - EASTBOUND BRIDGE

EXHIBIT
3-3

4 POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES AND COMMITMENTS TO FUTURE WORK

This section outlines the direct and indirect potential effects associated with the project, and the mitigation measures and the commitments to future work that will be implemented to minimize effects and ensure compliance with legislated requirements. A summary of mitigation measures and commitments to future work is presented later in **Exhibit 4-2**.

4.1 Natural Environment

This section focuses on the direct and indirect potential environmental effects to the existing natural environmental features and sensitivities in the study area. **Exhibit 4-1** illustrates the existing natural environmental conditions within the study area.

4.1.1 Terrestrial Ecosystem

This section outlines the approach taken to collect background and filed information to characterize the existing terrestrial conditions for the project study limits. It also focuses on terrestrial features and anticipated impacts along the preferred alignment. The natural features information presented herein is based on updated available background information, consultation with the Ministry of Natural Resources (MNR), aerial photography and mapping, and information that was gathered during several field investigations completed between September 2017 and August 2022.



4.1.1.1 Vegetation

The construction of new corridor as well as modifications to the existing highway for retention as a local access road will require removal of portions of several vegetation communities and the associated wildlife habitat. Direct impacts to vegetation communities, wildlife habitat, and Species at Risk are discussed below:

Direct Impacts

The new corridor alignment will require removal of portions of both upland and lowland vegetation communities. The upland communities that will be impacted are Aspen- Birch Hardwood (B055, B070), Spruce-Fir Conifer (B101, B037), and Cultural Meadow (CUM). The portions of the lowland vegetation communities that will be removed are Conifer Swamp (B222, B223) and Mineral Meadow Marsh (B142). One Mineral Meadow Marsh is associated with a dry ephemeral pond and dry channel. These vegetation communities are common to this geographic area and provide habitat characteristics that are well represented across the landscape generally.

Modifications to the existing Highway 11/17 will require removal of portions of both upland and lowland vegetation communities. The upland communities that will be impacted are Aspen- Birch Hardwood (B055, B070), Spruce-Fir Conifer (037, 070). The lowland communities that will be impacted are Conifer Swamp (B222, B223) and Mineral Meadow Marsh (B142). Two Mineral Meadow Marsh (B142) areas that will be impacted by existing highway modifications are located in ditches at the east and west ends of the project study limits and appear to be associated with roadside drainage.

Vegetation communities adjacent to the existing highway corridor are culturally influenced as a result of the presence of residential use and recreational uses; removals involve existing edges and will not fragment any intact, continuous forests communities. Direct impacts will be minimized to the extent possible with implementation of the mitigation measures outlined in **Exhibit 4-2**.

Riparian valleys such as the Black Sturgeon River, and to a lesser degree its tributary, are defined landscape features that facilitate and concentrate wildlife movement across a landscape. During WSP's field assessments, evidence of deer and moose movement was noted, however there were no clear or well-established trails observed that would suggest a movement corridor was present within the new alignment. It is understood that there may be a concentration of moose in the vicinity of the existing bridge.

Indirect Impacts

Indirect or secondary impacts to retained vegetation features are anticipated to be typical of highway widening and vegetation clearing works, and generally include:

- Release of construction-generated sediment to adjacent vegetation areas;
- Vegetation clearing/damage beyond the working area;
- Damage of ROW vegetation from tree felling and/or grubbing;
- Damage from excessive or improper application of herbicides and pesticides for ROW maintenance requirements;
- Salt runoff and salt spray into vegetated areas causing loss of vegetation vigor and in extreme cases, vegetation dieback, spread of salt tolerant flora (halophytes) and mortality, and

- Changes in drainage patterns (groundwater and/or surface runoff flow) that can affect dependent vegetation areas located either up gradient or down gradient of the ROW.

Indirect impacts to vegetation communities due to modifications of the existing highway for retention as a local access road are anticipated to be minimal, or reduced compared to current conditions, as there will be less maintenance activity and fewer vehicles travelling on the local access road.

Anticipated impacts associated with the proposed works include removal of a variety of common, locally abundant upland and lowland forest communities as well as some wetland communities, some of which are associated with the existing highway ROW. Clearing of previously intact vegetation communities is required and new edges and associated opening impacts will occur. A large proportion of the impacted vegetation communities and associated wildlife habitat exhibit past influence from anthropogenic sources such as timber harvest, residential and recreational activities.

Vegetation community types and associated habitats along the project study limits are common and extensive tracts of similar communities that are of equal quality and/or more intact extend beyond the new corridor alignment. Similarly, although abundant wildlife use of the area occurs generally, no uncommon or specialized habitat features were identified along the project study limits and animals using the habitats adjacent to the highway are expected to be tolerant of disturbance generally. More sensitive species will tend to use the more intact, less disturbed habitats that extend beyond the new and existing ROW. Overall impacts to vegetation and associated wildlife habitat and wildlife are expected to be small.

4.1.1.2 Wildlife and Wildlife Habitat

The new alignment was selected to address safety considerations related to sight lines and passing lanes. While efforts to minimize impacts to natural features were made during the evaluation of alternatives, direct and indirect impacts to wildlife and wildlife habitat are anticipated for both the new corridor and modifications to the existing Highway 11/17 for retention as a local road.

Wildlife Collision Considerations

Wildlife movement patterns were visually assessed by WSP ecologists throughout the project study limits by noting wildlife evidence such as tracks and trails, signs of browse and dens. Habitat along the Black Sturgeon River and its tributary are functioning as natural wildlife movement corridors through the project study limits. While evidence of deer and moose tracks as well as signs of browsing were present frequently throughout the entire project limits, there were no other concentrated areas of movement or well-established trails that would suggest a movement corridor within the new alignment or along the existing highway.

Salt contaminated pools and areas with inadequate drainage that lead to the development of shallow marsh wetlands proximal to highway shoulders attract large wildlife and can contribute to wildlife-vehicle collisions along highways such as Highway 11/17.

The large, depressed area of along the ditch south of the existing Highway 11/17 and immediately east of Coughlin Road will be modified by the re-routing of the highway to the north/west. A minor increase in potential for collisions due to the increased width of the new highway is expected to be mitigated partially due to improved sightlines which should allow vehicles additional time to react and avoid collisions. Overall, moose crossings and the rate of wildlife-vehicle collisions along the new alignment are anticipated to occur at similar levels as the current highway, while the rate of wildlife-vehicle collisions along the old highway are anticipated to decrease

proportionally to the reduced vehicle traffic resulting from the decommissioning of the existing Black Sturgeon River bridge.

Direct Impacts

Wildlife habitat associated with vegetation communities will be removed to accommodate the new corridor alignment. Intact wildlife habitat along the new corridor alignment is generally common and well represented across the landscape. Wildlife species utilizing habitat in the new corridor alignment are generally common on the broader landscape and are expected to relocate to the abundant, adjacent available habitat.

Wildlife habitat adjacent to the existing Highway 11/17 is already largely disturbed due to existing highway maintenance, vehicle traffic, and anthropogenic uses. The wildlife currently utilizing this habitat are tolerant to disturbance and would either relocate to the adjacent, intact habitat or continue to inhabit disturbed areas.

Wetland communities along the proposed alignment provide potential habitat for amphibians. Several wetland areas require removal for construction of the highway and modification to the existing highway, which will remove these habitats and potentially impact animals directly depending on timing of removal. Impacts to available amphibian breeding habitat are anticipated to be minimal, given the vast prevalence of high-quality breeding habitat in the immediately adjacent landscape.

The construction of two new bridges over the Black Sturgeon River has potential to impact the wildlife movement corridor associated with the river valley. The underside of the new bridges will be a minimum of 1.5m from the ground at each bank to allow for continued large and small mammal movement through the river valley. Wildlife habitat will be removed / impacted, however impacts to species are generally not anticipated as extensive tracts of much higher quality, intact habitat is available beyond the immediate vicinity of the highway alignment. Direct impacts will be minimized to the extent possible with implementation of the mitigation measures outlined in **Exhibit 4-2**.

While no defined movement corridors were observed, the location of the highway supports suitable moose habitat. The habitat in the new corridor is similar to habitat surrounding the existing Hwy 11/17 corridor, although less disturbed. Moose crossings are anticipated to occur at similar levels as the current highway. The minor increase in potential for collisions due to the increased width of the new highway compared to the existing is expected to be mitigated partially due to improved sightlines which should allow vehicles additional time to react and avoid collisions.

Indirect Impacts

Indirect impacts on wildlife resulting from the construction of the new corridor alignment may include temporary displacement and disturbance of wildlife due to construction disturbances and noise. These effects, to a certain extent, are already present along the existing highway and in areas previously disturbed by anthropogenic uses. Potential for indirect effects to habitat occurs in relation to potential changes in supporting physical characteristics, such as alteration of drainage patterns, which could alter associated local habitat conditions and functions.

4.1.1.3 Species at Risk

The specific potential impacts to Species at Risk (SAR) present or likely to be present within the project study limits are discussed below:

Canada warbler (sc)

Suitable nesting habitat in the interior forest of the new alignment will be removed, however suitable interior breeding habitat is available in vast tracts of immediately adjacent habitat. Direct impacts to nesting individuals of this species will be avoided through implementation of timing window restriction for tree clearing.

Barn Swallow (SC)

Suitable nesting habitat for this species is present on the underside of the existing Black Sturgeon River Bridge over Highway 11/17. Potential impacts to nesting migratory birds will be avoided during the bridge removal process through the use of project specific constraints and mitigation in the final contract.

Eastern Red Bat (END) and Northern Hoary Bat (END)

Impacts to candidate maternity and roosting habitat for Eastern Red Bat and Northern Hoary Bat is associated with the removal of treed habitat within the project area. However, the proposed works are not expected to have an impact on habitat availability for these species given the amount of forested habitat present in the general vicinity of the project area. To mitigate the potential for direct impacts to these species, tree clearing within the project area will occur outside of the active season for bats.

Little Brown Myotis (END), Northern Myotis (END), and Silver-haired Bat (END)

No impacts are anticipated to hibernacula for these species as no caves or abandoned mines were observed within the study limits. Impacts to roost areas (i.e., trees, particularly large Aspens, with peeling bark, cavity trees and living snags) potentially present within the study limits are anticipated to occur for construction of the new alignment. Limited maternity and roosting habitat potential was noted in the project area during field investigations as forest communities present were young and lacking cavity and snag trees. Candidate maternity and roosting habitat was observed in the BO55, B070, B222, and B223 communities. WSP observed suitable roost trees throughout the forest and swamp areas along the corridor. Removal of potentially suitable maternity roost trees in this area will cause minimal disruption to these species, as these trees constitute a proportionally small amount of habitat relative to overall habitat availability and will not result in habitat fragmentation or barriers.

Snapping Turtle (SC)

No snapping turtles or predated nests were observed, but there is potential for individuals to use small wetland ponds, as well as Black Sturgeon River and its tributary.

4.1.2 Fish and Fish Habitat

A Fish and Fish Habitat Existing Conditions and Impact Assessment was completed in support of this study, and the findings are summarized in this section. Background information was collected, and field investigations were completed to characterize the existing fish and fish habitat conditions in the reaches of the assessed watercourses impacted by the highway works. The following section outlines the proposed works at each of the two watercourses supporting fish use directly within the new highway alignment.

Black Sturgeon River***Proposed Works***

Geotechnical investigations of the banks within the bridge footprints identified a risk of global slope instability for the existing east bank slope when the weight of the bridges and installation of the piers are considered and assessed to determine a resulting factor of safety. The Project Team investigated multiple ways to address this

factor of safety risk; as a result, it was determined that construction of a temporary trestle structure founded on bedrock will enable construction of the piers on the east bank without a requirement for in-water works.

The east bank above the high-water mark will be locally regraded to a 5:1 slope, with embedded rock protection for stability. The west bank will also be protected from future erosion with the installation of rock protection embedded within the existing bank elevation. The embedded scour rock protection will consist of waterbody aggregate material approximately 400 mm thick, covering an approximate total of 600 m² on the east bank and 930m² on the west bank below the high-water mark. The rock protection will be embedded within the existing banks on both sides of the river, resulting in a permanent alteration of the bank substrates, however the cross-sectional area of the channel will not be impacted below the high-water mark.

The existing Highway 11/17 bridge will be removed, and cul-de-sacs will be constructed on the existing highway approaches to the rivers. The decommissioning of this bridge will include removal of the two pier columns to a level above the top of the pier footing, however, the footing will remain in place to avoid impacts on the local fish habitat. The removal of the pier columns will be to a specified elevation which is 1.5 m – 2.5 m higher than the typical water levels at this location. All temporary works will be marked with yellow, flashing navigation lights from May 15th to October 15th in the applicable year of removal. During removal of the over-water components of the bridge, the river within the existing ROW will be closed to navigation; during such times, yellow cautionary buoys with a flashing light will be placed in the river upstream and downstream of the work to notify any users when the river is temporarily closed to navigation. Decommissioning works may also involve containment barges, shrouds and/or debris platforms installed below the bridge to protect the river from falling debris. The specifics of these means and methods will be determined by the Contractor depending upon its operations and time of year/water levels.

Potential Impacts

The two new bridges over the Black Sturgeon River will result in some temporary and permanent impacts on habitat along the river supporting flat channel morphology, fine substrates and relatively deep flows that support only general life cycle functions (i.e., movement, refuge, foraging) for the resident fish community, including Lake Sturgeon and Northern Brook Lamprey. There are no sensitive or specialized habitat features within the construction footprints that will be impacted by the works.

Regrading on the eastern bank will not have any negative impacts on fish and fish habitat through the new highway alignment. However, the regrading of the bank will improve the bank stability locally and address sedimentation concerns through regrading of currently steep eroding banks locally.

The permanent alteration of substrate below the high-water mark associated with the scour protection on both banks will improve habitat diversity along the margins of the watercourse for resident and migratory species, while increasing food source opportunities locally. There will not be any change in the cross-sectional area of the channel that would impact velocity and flow through the new highway ROW post construction. As such, there are no negative residual impacts to aquatic habitat anticipated for the alteration of the substrate on the banks of the river.

The decommissioning and removal of the existing Highway 11/17 bridge will result in some temporary impacts associated with the installation of containment measures on both banks for the pier removal, as well as the possibility of the use of floating barges or debris platforms for debris collection. As the pier footings are being left in place, there are no permanent footprint impacts on the bed of the channel anticipated.

Temporary and localized disturbance resulting from equipment access may also result in the potential for indirect impacts through the introduction of potential contaminants/deleterious substances and/or sediments and debris during construction. However, these indirect impacts can be mitigated through the implementation of standard construction-related mitigation measures and site-restoration practices.

Tributary of Black Sturgeon River

Proposed Works

The Tributary of Black Sturgeon River will be conveyed through the highway corridor by two concrete box culverts measuring 2.4 m wide and 1.8 m high. The size of the culvert was dictated by hydraulic requirements as documented in WSP's Hydrology and Hydraulic report (WSP, 2023); however, the larger size will provide a benefit to fish and fish habitat at the crossing. Each culvert will be approximately 38 m in length, separated by a short pool feature approximately 6 m in length between the eastbound and westbound lanes for daylighting and to provide refuge habitat for fish moving through the new highway ROW. The upstream and downstream channel sections will be smoothly transitioned with the adjacent channel reaches through the embedment of scour rock protection. The new culvert locations tie into existing pools both upstream and downstream of the new highway ROW, ensuring that there will always be water in the culverts. Following construction, the culverts are expected to fill in with substrates naturally as the reach stabilizes, re-establishing the fish habitat enclosed within the culvert that will continue to provide fish habitat and passage through the new highway ROW.

Potential Impacts

The installation of the two new culverts for conveyances of the tributary will result in a channel enclosure of ~76 m of predominantly run habitat, with substrates dominated by silt, with pockets of sand and clay that supports fish use seasonally when flows are high enough to for fish use/movement. Each culvert will also require minor channel tie ins at each end associated with the embedded scour protection to prevent future scouring of the culverts which could result in barriers to movement being created (e.g., lips, perches, etc.).

A narrow 6 m median pool will be constructed between the culverts to provide some daylighting for the channel and support fish passage through the new highway ROW.

The net result is the enclosure of ~76 m of channel within the culverts, alteration of the channel bed for creation of the 6 m median pool, and alteration of substrate at the new culvert ends associated with the embedded scour protection.

The habitat being impacted is common and readily available throughout the tributary and used only seasonally for general life cycle functions when flows allow for fish access and movement. It does not provide sensitive or specialized aquatic habitat features that, if impacted, would negatively impact the fish community and productivity of the habitat locally. The summary of mitigation measures outlined in **Exhibit 4-2**.

4.1.3 Erosion and Sediment Control (ESC)

There is potential for erosion and sediment during grading and excavation activities, especially within the vicinity of water and waterbodies, however, with the implementation of appropriate mitigation measures for erosion and sediment control, impacts to watercourses within the project area will be avoided. The recommended mitigation measures to protect fish and fish habitat summarized in Section 4.1.2, along with the measures outlined below will minimize the affects of erosion and sediments to the waterbodies within the study area by implementing the following measures:

- The Contract will require the Contractor to be responsible to supply, install and maintain, monitor and remove temporary erosion control measures to limit disturbance on either side of the Black Sturgeon River and its tributary to the west until permanent erosion control measures can be placed. These measures will be applied at both locations following the removal of the existing vegetation and grubbing or other existing earth cover and shall remain in place until the placement of the permanent cover. The Fisheries Contract Specialist (acting at the ESC Monitor at these locations) will inspect and regularly monitor the installed temporary erosion and sediment control measures and report any deficiencies to the ESC Supervisor on site.
- Erosion and sediment control measures will be installed prior to construction and maintained throughout construction in accordance with MTO's standard construction practices and applicable legislation.
- Routinely inspect sediment and erosion control structures, including after storms, and repair as required.
- Exposed surfaces will be fully stabilized and re-vegetated as quickly as possible following completion of the works.
- All vegetative root masses found within 30 m adjacent to watercourse banks shall remain undisturbed unless specified.
- Only hand tools shall be utilized for close cut clearing adjacent to the Black Sturgeon River and its tributary to the west.
- Close cut clearing and grubbing constraints will be included in the contract to limit disturbance to the watercourses and their adjacent banks.

All erosion and sediment control measures are to be inspected, monitored and maintained by the Contractor to ensure they are functioning as intended throughout the construction period and until such time that construction is complete and disturbed areas have been stabilized. All erosion and sediment control measures that are failing must be repaired / replaced by the Contractor as soon as possible. All erosion and sediment control measures that are non-biodegradable should be removed from the site when work is complete, and the site is stabilized.

4.1.4 Groundwater and Surface Water

A hydrogeological assessment was undertaken. It was determined that the project site is not located within a Source Water Protection Area and that minor temporary construction dewatering is anticipated to be required for the excavations. Once the bridges are constructed, construction dewatering will no longer be required, and groundwater levels will return to pre-construction conditions. A Mitigation and Discharge Plan is required and must be adhered to, even though the dewatering is anticipated to be minor and temporary.

WSP has determined that the consumptive use of water for road and bridge construction purposes will require the Contractor to register on the EASR under Ontario Regulation (O. Reg.) 63/16 – Registrations Under Part II.2 of the Act – Water Taking.

The Environment and Climate Change Canada (ECCC) water survey monitoring station located within the existing highway right-of-way (ROW), adjacent to the existing bridge must be protected during design and construction activities, including bridge removal and final bank grading. These works should ensure the equipment remains undisturbed and that access for future operation and maintenance is maintained.

The summary of mitigation measures outlined in **Exhibit 4-2**.

4.1.5 Contamination

A Phase One and Limited Phase Two Environmental Site Assessment (ESA) were completed at one property within the project limits. The only exceedance was found to be vanadium, which is naturally occurring in the area and is not a significant environmental risk. No further sources of contamination were identified within the project limits that warrant site specific requirements.

The summary of mitigation measures outlined in **Exhibit 4-2**.

4.1.6 Earth Management

The Contractor will be required to manage all excess soils within the project limits. Locations for disposal will be identified in the Contract and will direct the Contractor to manage surplus earth within the project limits on Ministry-owned property. If the contractor chooses to manage the material outside of the project limits these activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the ministry's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) and "Rules for Soil Management and Excess Soil Quality Standards" (2022).

4.1.7 Mineral Aggregates

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

4.1.8 Waste Management

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

4.1.9 Emergency Spill Response

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

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

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

4.2 Social Environmental

4.2.1 Land Use

The Ministry is maintaining municipal road connections at Coughlin Road. Cul-de-sacs will be constructed on the existing highway, either side of the Black Sturgeon River, upon removal of the existing bridge.

No private entrances will be directly connected to the new Highway 11/17 alignment; all existing entrances onto the existing Highways 11/17 alignment will be retained. The recommended four-lane plan does not preclude the Ministry of Municipal Affairs and Housing (responsible for future land-use planning for unincorporated Townships of Lyon and Red Rock, within the unorganized district of Thunder Bay) from improving the internal network in support of potential future development.

4.2.2 Navigable Waters

A navigation clearance envelope will be maintained under the bridge after construction. During construction, the river within the new alignment ROW will be closed to navigation during overhead work that includes erecting girders, precast concrete deck panels and any other over-water works; yellow Cautionary buoys with a flashing light will be placed in the river upstream and downstream of the work to notify any users when the river is temporarily closed to navigation. It is noted that little if any navigation is anticipated at the bridge sites due to the presence of an upstream dam and downstream rapids. Transport Canada was consulted and provided direction regarding the localized, temporary closure / signage of the river.

4.2.3 Noise Assessment

A noise assessment was completed as part of the study based on the criteria outlined in MTO's Environmental Guide for Noise (October 2006) which determined noise mitigation measures are not warranted as the predicted noise levels are less than 5 dBA and absolute noise levels are less than 65 dBA for all receptor locations as a result of the proposed improvements to Highway 11/17 four-laning. For most of the dwellings, the newly aligned highway is substantially farther than the existing lanes.

The construction noise control program will be adhered to during the construction of the proposed works.

The Noise Sensitive Areas (NSAs) include several scattered residential dwellings along the Highway 11/17 corridor. Twenty (20) receptors were selected to represent the NSAs within the study area.

MTO's standard mitigation to control construction noise and dust will be implemented during construction. This includes ensuring construction equipment be maintained, idling be restricted, and hours of work permitted for hoe ramming be restricted to between 7am and 7pm. Additionally, the following should be adhered to:

- General construction measures, setbacks from NSAs, timing constraints, or specific scheduling of construction activities where required and where practical, must be included in the contract documents. NSAs should be identified in the contract by inclusion of SP 199F33.
- The Contractor will be required to keep the idling of construction equipment to a minimum and to maintain equipment in good working order to reduce noise from construction activities.
- Despite compliance with any noise control measures identified in the contract documents, a persistent complaint would require a field investigation to determine noise level emissions. If noise level emissions for the construction equipment in use exceed the sound level criteria for construction equipment contained in the MECP Model Municipal Noise Control Bylaw, MTO would require the Contractor to comply with the sound level criteria where quieter, alternative equipment is reasonably available.

4.2.4 Air Quality and Dust

Short-term effects to air quality include dust created by construction activities. Dust control shall be completed during construction to ensure construction work does not affect traffic, enter surface waters, or cause a nuisance to residents, or utilities. The mitigation measures are outlined in **Exhibit 4-2**.

4.3 Cultural Heritage

4.3.1 Archaeological Resource

A Stage 2 Archaeological Assessment was carried out in Fall 2021 and the subsequent report was entered into the provincial registry by the Ministry of Citizenship and Multiculturalism (MCM) in March 2022

Since that time additional property was required to facilitate the final design requirements. The required archaeological assessments has been completed in Fall 2025.

The Stage 1-2 archaeological assessment (AA) of proposed additional areas at the Black Sturgeon River, and the Stage 1 archaeological assessment of a proposed Excess Material Management Area (EMMA) have been completed. The results from Stage 1-2 AA did not recommend further action and no archaeological materials or features were identified, and no further archaeological assessment work is required prior to development. The Stage 1 AA for the EMMA did recommend Stage 2 be completed to ensure compliance with applicable legislation. The Stage 2 work will be completed prior to contract award.

All archaeological assessments were completed in conformity with the MTCS' 2011 Standards and Guidelines. Archaeological recommendations have been made based on the background historic research, locations of known or registered archaeological sites, previous archaeological assessments, property inspections, and indicators of archaeological potential as outlined in 2011 S&Gs. The Contractor is bound by the General Conditions of the Contract related to Archaeology. The mitigation measures are outlined in **Exhibit 4-2**.

4.3.2 Cultural Heritage Resources

No built heritage resources or cultural heritage landscapes were identified during the study, as such, no cultural heritage mitigation measures are required.

4.4 Engineering / Technical Considerations

4.4.1 Construction Staging

Start of construction is anticipated to begin late Spring 2026. Construction timing is subject to funding and approvals. The duration of construction is anticipated to span over four (4) calendar years. During this time, full road closures are not anticipated (i.e. one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction.). Localized single lane, two-way traffic operation under flagging along Highway 11/17 may be required at the tie-ins at the east and west project limits from time to time. Access to side roads will be maintained for the majority of construction, and short-term closures may be required to tie-in realigned side roads to existing or proposed roads. Any affected property owners will be notified prior to this closure and alternate access will be provided.

4.4.2 Emergency Access

Local municipalities, medical services, and the Ontario Provincial Police will be notified of the final construction staging plan, start of construction, temporary road closures, etc. to minimize delay in emergency response times during and after construction.

4.4.3 Utilities

Utility conflicts to Hydro One, Bell Canada and TC Energy facilities were identified. Hydro One relocations have been completed. Bell relocations are anticipated to occur in Winter 2025. While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements.

4.4.4 Property Requirements

The Ministry of Transportation (MTO) has completed negotiations with individual property owners in accordance with standard MTO procedures. All property required for construction of this project has been acquired. Where applicable, commitments to property owners have been included in the contract.

4.5 Summary of Environmental Effects and Proposed Mitigation Measures, Commitments to Future Work

Exhibit 4-2 summarizes the potential environmental impacts and proposed mitigation measures to follow during construction.

Exhibit 4-2: Summary of Environmental Concerns and Commitments Table

LEGEND					
MTO: Ministry of Transportation		MCM: Ministry of Citizenship and Multiculturalism			
MNR: Ministry of Natural Resources		MMAH: Ministry of Municipal Affairs and Housing			
MECP: Ministry of the Environment, Conservation and Parks		UTIL: Utilities			
DFO: Department of Fisheries and Oceans, Canada		ES: Emergency Service Providers			
ID #	Issues/Concerns Potential Effects	Concerned Agencies	Mitigation/Protection/Monitoring		
1.0	Terrestrial Ecosystem	MECP MNR	Vegetation and Habitat		
			1.1	Where works are to occur adjacent to retained natural features, temporary erosion and sediment control measures are to be installed prior to construction and maintained throughout construction. Routinely inspect sediment and erosion control structures, including after storms, and repair as required.	
			1.2	Exposed surfaces will be re-stabilized as soon as possible using gravel sheeting in high erosion potential and standard seed mix in other areas.	
			1.3	Conduct vegetation removal and protection measures.	
			1.4	Felled trees to be removed into the highway ROW and away from the riparian zones of watercourses to avoid disturbance to vegetation outside the ROW.	
			1.5	Restrict tree clearing to the required activity zone.	
			1.6	The Contractor will retain an Environmental Inspector to inspect and ensure proper implementation and maintenance of the mitigation measures.	
			Wildlife and Wildlife Habitat		
			1.7	Ensure that timing constraints are applied to avoid vegetation clearing (including grubbing) and/or structure works (construction, maintenance) during the breeding bird season (approximately April 21 st to August 31 st). It should be noted that occasionally bird species will precede or exceed the approximate breeding bird season window.	
			1.8	Potential habitat for feeding and nesting is present under the bridge. Removal of the existing Highway 11/17 bridge over the Black Sturgeon River should be removed outside of the breeding bird season (approximately May 1 st to August 15 th), to avoid impacts to migratory birds that may utilize nesting habitat on the underside of the structure. The contract will state that if this is not possible, then pre-netting of the structure will be required outside of the nesting window and prior to demolition.	
			1.9	If the removal of the bridge occurs between April 1st and August 31st, bird exclusion measures (e.g., netting) should be installed on the underside of the structure that will be impacted prior to March 1 to prevent birds from nesting under the structure.	
			1.10	Nesting cavities of Pileated Woodpecker (<i>Dryocopus pileatus</i>) are protected year-round. Should a nesting cavity be encountered, removal of the tree requires three years of monitoring to demonstrate the inactivity of a given nest.	
			1.11	If a nesting migratory bird (including a SAR protected under Endangered Species Act (2007)) is identified within or adjacent to the construction site and the construction activities are such that continuing construction in that area would result in a contravention of the Migratory Birds Convention Act (MBCA), or Endangered Species Act (2007), the Contractor will cease all activities that could harm the bird and will notify the Contractor Administrator immediately and determination of next steps will be in compliance with applicable legislation.	
			1.12	The Contractor shall not destroy active nests (nests with eggs or young birds) of protected migratory birds, including SAR protected under the provincial Endangered Act (ESA 2007).	
			1.13	No nesting cavities were found during design but if nests are found during construction, then the CA should contact MTO Environmental immediately.	
			1.14	In the event that an animal is encountered during construction does not move from the construction zone, the Contract Administrator will be notified.	
			Wildlife Collision Avoidance		
			1.15	Areas of the new alignment that cross through shallow marsh include signage to warn motorists about moose crossing areas.	
			1.16	The highway drainage design will maintain positive drainage and avoid creation of depression and pooling areas that will retain road salts attract animals to the highway edges.	
1.17	Frequent mowing of the highway corridor will help prevent the attraction of wildlife into the corridor and maintain site lines for motorists to avoid collisions.				
1.18	A terraced opening has been created below both the east and westbound lane bridges along the east and west banks to allow for wildlife passage below the highway corridor, designed to accommodate even larger undulates. This terraced opening aligns with the north south movement of wildlife along the river, and the substrates have been designs with finer materials filling in the interstitial spaces of the large materials to ensure that wildlife have appropriate footing to use along the entire length of the bridges.				
Species at Risk					
1.19	If a SAR encountered within or adjacent to the construction site, the Contractor shall stop work in that area and notify the Contract Administrator.				

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
			1.20	<ul style="list-style-type: none"> If construction activities are such that continuing construction in that area would result in a contravention of the ESA (2007), all activities that would result in a contravention will stop, and the Contractor will notify the Contract Administrator.
			Endangered and Threatened Species	
			1.21	<ul style="list-style-type: none"> Four SAR have potential to occur in the project study limits, and one SAR has been confirmed in the study limits. To protect Endangered and Threatened species the following mitigation measures will be implemented and specified within the Contract documents: Eastern Red Bat (END), Little Brown Myotis (END), Northern Hoary Bat (END), Northern Myotis (END), and Silver-haired Bat (END)
			Special Concern Species	
			1.22	<p>Barn Swallow and Canada Warbler</p> <ul style="list-style-type: none"> While no evidence of Barn Swallow nesting on the existing Black Sturgeon bridge was observed, there is suitable nesting habitat on the underside of this bridge. Mitigation measures outlined for Wildlife and Wildlife Habitat for Migratory Birds Convention Act (MBCA) compliance will minimize potential for impacts to SAR bird species, including Barn Swallow and Canada Warbler, which may nest in the work area or vicinity. Potential impacts to this species will be avoided through removal of the bridge outside of the active nesting season for migratory birds or through pre-netting of the structure outside of the nesting window, prior to bridge removal.
			1.23	<p>Snapping Turtle</p> <p>Sediment and Erosion Control fencing installed where works abut sensitive wetlands and exclusions measures such as coffer dams surrounding in-water work areas for bridge abutments will function to restrict turtles from entering or nesting in the construction zone. Erosion and Sediment Control measures are typically inspected on a daily basis to ensure there are no breaches and if there are, that the fencing is repaired prior to the start of daily works. Should evidence of turtles or turtle nests be encountered, a qualified biologist could provide guidance and recommendations for nest protection.</p>
2.0	Fish and Fish Habitat	MNR DFO	Prevent the Death of Fish	
			2.1	<ul style="list-style-type: none"> A coldwater permissible in-water construction timing window of July 16th to August 31st of any given year will be implemented for the in-water works / activities on Black Sturgeon River associated with the highway four-laning, as outlined in the Ontario Provincial Standard Specification (OPSS) 182. No in-water works will be permitted between September 1st and July 15th of any given year (no extension will be permitted).
			2.2	<ul style="list-style-type: none"> Use of explosive will not be completed in or near watercourses supporting fish.
			Maintenance of Riparian Vegetation:	
			2.3	<ul style="list-style-type: none"> Tree grubbing will be restricted to only that which is required for the work to be completed (i.e., construction access and staging and construction work areas).
			2.4	<ul style="list-style-type: none"> Vegetation protection and rehabilitation shall be in accordance with contract documents.
			2.5	<ul style="list-style-type: none"> Temporary Erosion and Sediment Control Areas will be identified around all watercourses supporting fish habitat within the highway corridor prior to construction and maintained throughout construction, prior to the installation of permanent ESC measures.
			2.6	<ul style="list-style-type: none"> Exposed surfaces will be re-vegetated as soon as possible using standard seed mix or granular sheeting.
			2.7	<ul style="list-style-type: none"> Vegetation removals and protection measures will be conducted in accordance with contract documents. Felled trees are to be removed into the highway ROW to avoid disturbance to vegetation outside the ROW (or any aquatic habitat).
			Conducting works/undertakings/activities on land:	
			2.8	<ul style="list-style-type: none"> Any temporary stockpiled soil, debris or other excess materials, and any construction related materials, will be properly contained in areas separated at least 30 m from the watercourses in accordance with contract documents. All construction materials, excess materials and debris should be removed and appropriately disposed of following construction.
			2.9	<ul style="list-style-type: none"> For dewatering, appropriate energy dissipation and settling/filtration measures will be used for discharge of dewatering water to ensure no erosion or sediment release occurs in the watercourses in accordance with contract documents.
			2.10	<ul style="list-style-type: none"> The Contract Administrator's team will include an Environmental Inspector and or a Fisheries Contract Specialist experienced in working around watercourses, who will be responsible for ensuring the erosion and sediment control measures are functioning as intended, and that the other mitigation measures are being implemented as intended. The Environmental Inspector will also ensure all environmental mitigation and design measures are properly installed and maintained. Appropriate contingency and response plans will be in place and implemented if required.
			2.11	<ul style="list-style-type: none"> If the Contractor wishes to alter any of the mitigation plans as outlined in the Contract Documents, then the associated approval agency will need to be made aware of and approve the changes prior to construction.
			Maintenance of Fish Passage	

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
			2.12	<ul style="list-style-type: none"> New culverts have been designed in accordance with MTO's Water-crossing design standard WC-12 for fish passage. Tie-ins have been designed to ensure no barriers to mitigation will develop (i.e. lips, perches).
			2.13	<ul style="list-style-type: none"> Temporary isolation measures have been sized to avoid significant increased in channel velocity through constriction of flows, such that fish passage during the construction periods (low flow conditions) is maintained below the threshold limits of the burst speeds for the fish species identified as present within the Black Sturgeon River by MNR.
			Site-specific Mitigation Measures	
			2.14	<ul style="list-style-type: none"> The median opening of the crossing at the tributary will be designed using natural channel design principles to provide habitat for fish that are moving through the highway corridor.
			2.15	<ul style="list-style-type: none"> Rock required for slope stabilization on the east and west bank will be embedded within the existing bank to a depth of 400 mm to address global stability concerns of the bank soils. Material used will be clean and free of particulate matter to avoid release of deleterious substances to the Black Sturgeon River and/or its tributary.
			2.16	<ul style="list-style-type: none"> Suitable containment measures will be designed by the Contractor for the decommissioning of the existing Highway 11/17 bridge.
			2.17	<ul style="list-style-type: none"> Fish relocations for in-water works will be completed once isolation measures have been installed and prior to commencement of works, in accordance with OPSS 182. These relocations will be carried out by qualified professionals following the measures outlined in a Licence to Collect Fish for Scientific Purposes issued by the MNR. Captured fish will be transferred to suitable habitat downstream of the construction areas.
			2.18	<ul style="list-style-type: none"> An Endangered Species Act (ESA) permit may also be required from MECP for fish relocation works within the Black Sturgeon River given the presence of Lake Sturgeon. MECP should be consulted to confirm this need during construction.
3.0	Erosion and Sediment Control	MECP MNR	3.1	<ul style="list-style-type: none"> All erosion and sediment control measures are to be inspected and maintained by the Contractor Administrator to ensure they are functioning as intended throughout the construction period and until such time that construction is complete and disturbed areas have been stabilized.
			3.2	<ul style="list-style-type: none"> All erosion and sediment control measures that are failing must be repaired / replaced by the Contractor as soon as possible as identified in contract documents.
			3.3	<ul style="list-style-type: none"> All erosion and sediment control measures that are non-biodegradable should be removed from the site when work is complete, and the site is stabilized.
			3.4	<ul style="list-style-type: none"> The installation, monitoring, maintenance, and removal of temporary erosion and sediment control measures shall be in accordance with contract documents.
			3.5	<ul style="list-style-type: none"> All excess materials in and around the watercourses shall be managed in accordance with contract documents.
			3.6	<ul style="list-style-type: none"> The Contractor will follow all erosion and sediment control measures identified in the contract and prevent/control potential for erosion and sedimentation caused by their construction methods and operations so as to meet all legislative requirements, to prevent entry of sediments into all watercourses/drainage features, and to prevent damage to features and property inside or outside of the ROW.
			3.7	<ul style="list-style-type: none"> Temporary Erosion Control Areas are designated within the Contract at the Black Sturgeon River and its tributary to the west. Within these areas, the Contractor is fully responsible for all the design, installation, maintenance, monitoring and removal of all temporary erosion control measures.
			3.8	<ul style="list-style-type: none"> Use of equipment in and around the watercourses and associated drainage features shall be in accordance with contract documents.
			3.9	<ul style="list-style-type: none"> All construction-related activities should be controlled to prevent entry of any petroleum products, debris or other potential contaminants/deleterious substances, in addition to sediment as outlined above, to the watercourses/drainage features.
4.0	Groundwater and Surface Water	MECP	4.1	<ul style="list-style-type: none"> The consumptive use of water for road and bridge construction purposes will require the Contractor to register on the EASR under Ontario Regulation (O. Reg.) 63/16 – Registrations Under Part II.2 of the Act – Water Taking.
5.0	Contamination	MECP	5.1	<p>In the event of a spill of material during construction, the Contractor will be responsible for all notification, containment and cleanup required by provincial and federal legislation.</p>
6.0	Mineral Aggregates	MTO	6.1	<ul style="list-style-type: none"> In accordance with the Aggregate Resources Act, MTO will review possible environmental concerns associated with aggregate operations (excluding commercial licensed operations) expressed by Government Agencies, local municipalities and the public, when applicable to site-specific projects.
7.0	Management of Excess Materials	MECP	7.1	<ul style="list-style-type: none"> Management of excess soil to be generated will be outlined in the Contact Documents.
			7.2	<ul style="list-style-type: none"> All surplus soils will be managed within the project limits. The project will not generate excess soil as per O. Reg. 406/19.

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
			7.3	<ul style="list-style-type: none"> Should excavated soil need to be stockpiled on-site prior to off-site disposal, measures must be taken to prevent contamination of the land upon which any stockpiled soil is packed. Preference is given to placing any soil or excavated materials on polyethylene sheeting; however, where this is not feasible, the underlying in-situ soil will require analytical testing after the stockpiles are removed.
			7.4	<ul style="list-style-type: none"> The Highway 11/17 Realignment and Expansion work areas should be restored to a condition that is safe and meets the Ministry's requirements. This may include: <ul style="list-style-type: none"> Backfilling excavations with suitable imported fill as indicated above; and, Site grading, including placement and compaction of clean fill in accordance with the geotechnical and engineering requirements.
			7.5	<ul style="list-style-type: none"> All excess materials may be reused or recycled. Inside the right-of-way, materials such as asphalt, concrete, swamp material, wood, earth and rock may be reused as a construction material or managed as fill. Materials also may be temporarily stockpiled in preparation for these uses.
			7.6	<ul style="list-style-type: none"> Management of excess materials outside the right-of-way, stockpiling and wood management depends on local circumstances, in agreement with property owners and responsible authorities.
			7.7	<ul style="list-style-type: none"> Where required (based on property negotiations between MTO and private owners), the Contractor will be required to cut and stockpile wood (cut trees) on the owners' properties.
			7.8	<ul style="list-style-type: none"> Activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the ministry's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014) and "Rules for Soil Management and Excess Soil Quality Standards" (2022).
8.0	Noise	MECP Municipalities Residents	8.1	<ul style="list-style-type: none"> General construction measures, setbacks from NSAs, timing constraints, or specific scheduling of construction activities where required and where practical, must be included in the contract documents.
			8.2	<ul style="list-style-type: none"> The Contractor must be required to keep the idling of construction equipment to a minimum and to maintain equipment in good working order to reduce noise from construction activities.
			8.3	<ul style="list-style-type: none"> MTO's standard mitigation to control construction noise and dust will be implemented during construction. This includes ensuring construction equipment be maintained, idling be restricted, and hours of work permitted for hoe ramming be restricted to between 7am and 7pm.
9.0	Air Quality and Dust	MECP Municipalities Residents	9.1	<ul style="list-style-type: none"> Excavation using methods to minimize raising dust from construction operations.
			9.2	<ul style="list-style-type: none"> Dust and particulate control measures during construction in accordance with applicable regulations.
			9.3	<ul style="list-style-type: none"> Appropriate covers on trucks hauling impacted and fine or dusty material.
10.0	Archaeology	MTO MCM	10.1	<ul style="list-style-type: none"> The Contractor is bound by the General Conditions of the Contract related to Archaeology.
			10.2	<ul style="list-style-type: none"> Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. In the event that human remains are encountered during construction, the Ministry of Citizenship and Multiculturalism (MCM) must be contacted immediately.
			10.3	<ul style="list-style-type: none"> If unmarked human remains are encountered, the provisions of the <i>Ontario Cemeteries Act</i> apply. Construction activities in the area should cease and contact should be made with the Police, Ministry of Citizenship and Multiculturalism (MCM) and the Cemeteries Regulation Unit of the Ministry of Consumer Services.
11.0	Construction Staging and Traffic Management	Residents	11.1	<ul style="list-style-type: none"> During this time, full road closures are not anticipated; one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction.
			11.2	<ul style="list-style-type: none"> Localized single lane, two-way traffic operation under flagging along Highway 11/17 may be required at the tie-ins at the east and west project limits from time to time.
			11.3	<ul style="list-style-type: none"> Access to side roads will be maintained for the majority of construction, and short-term closures may be required to tie-in realigned side roads to existing or proposed roads. Any affected property owners will be notified prior to this closure and alternate access will be provided.
12.0	Emergency Access	Municipalities Residents OPP ES	12.1	<ul style="list-style-type: none"> Local municipalities, local medical services, and Ontario Provincial Police will be notified of the final construction staging plan, start of construction, temporary road closures, etc. to minimize delay to emergency response times during and after construction.
13.0	Utilities	MTO UTIL	13.1	<ul style="list-style-type: none"> Utility conflicts to Hydro One, Bell Canada and TC Energy facilities were identified. Hydro One relocations have been completed. Bell relocations are anticipated to occur in Winter 2025.
			13.2	<ul style="list-style-type: none"> While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements.

5 MONITORING

On-site construction administration / inspection staff (retained by MTO) will ensure that the environmental protection measures outlined in this report are carried out.

If the impacts of construction are different than anticipated, or if the method of construction is such that there are greater than anticipated impacts, the Contractor's methods of operation will be changed or modified to reduce those impacts. The Contract Administrator is retained by the Ministry to oversee construction and ensure the Contractor adheres to contract specifications, ministry and external policies and legislation, including environmental regulations. During construction, the on-site Contract Administrator ensures that implementation of mitigating measures and key design features are consistent with the contract and external commitments. In addition, the effectiveness of the environmental mitigating measures is assessed to ensure that:

- Individual mitigating measures are providing the expected control and/or protection;
- Composite control and/or protection provided by the mitigating measures is adequate; and
- Additional mitigating measures are provided, as required, for any unanticipated environmental problems that may develop during construction.

General Environmental monitoring will be required by the Contractor throughout the duration of construction, particularly in high-risk areas. The Contract Fisheries Contract Specialist will be on site to oversee works in and around fisheries-sensitive watercourses.

On-site construction administration staff will ensure that the environmental measures outlined in the contract are carried out. Post-construction monitoring will be carried out as required. In the event that problems occur, the MTO Environmental Section and appropriate provincial ministries and/or agencies will be contacted to provide additional input and recommendation.

Signature Page

WSP Canada Inc.



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Consultant Senior Environmental Planner



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Consultant Senior Project Manager

CV/BB/

APPENDIX A

Notification Materials

Notice of Study Commencement OGN and Notification Letters

New Roof for Pool House

The public works employees were busy last week, firstly removing the shingles from the swimming pool roof and then putting up a green tin roof. Although the shingles lasted well, the tin roof should now last the life of the building.

Glena Clearwater & Jim McCullough - Photos



Celebrating
50 Years
Together



Monty and Betty Kerr are celebrating their 50th wedding anniversary! They will be marking this special occasion in Toronto with their daughters, sons in law and grandchildren. Mom and Dad your love is an inspiration. Love, Monta, Jodi, Kristi and families

Send us your
Letters to the
Editor...

Operation Freeze is Helping Youth "Cool" Down this Summer

Demonstrating positive behaviour and participating in random acts of kindness is the "cool" thing to do this summer.

The Ontario Provincial Police (OPP) is proud to be partnering once again with Mac's Convenience Stores across Ontario for this year's for Operation Freeze 2017.

OPP officers will be on the lookout and if they catch a youth showcasing positive behavior in their community they may receive a thank you in the form of a ticket for a Mac's Froster drink.

A youth may receive a "positive ticket" from an officer for a number of positive behaviours: helping others in need, being leaders, doing a good deed and/or participating in community activities. Officers may also use the positive tickets as an 'icebreaker' to interact with youth.

In the summer of 2016, the OPP distributed over 27,500 Operation Freeze tickets throughout the province.

"The positive ticketing program allows OPP officers to engage with youth in a positive way and help to build relationships and trust," said OPP Inspector Robyn MacEachern, OPP Community Safety Services.

"Positive community engagement is an essential first step to breaking barriers and

building trust," said Sean Sportun, ICPS - Manager, Loss Prevention & Security for Mac's in Central Canada.

A/Staff/Sergeant Peter Leon

Be More Informed About
Your Community....

Attend weekly council meetings. Phone your local Township office for Dates, Times and Meeting locations. Get Involved in Your Community & See the Difference it Can Make!

NOTICE OF STUDY COMMENCEMENT

Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9 Detail Design and Class Environmental Assessment Study

THE STUDY

WSP, on behalf of the Ministry of Transportation (MTO), has initiated the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9, as shown in the key plan.

BACKGROUND

Following the planning and preliminary design phase, an Environmental Study Report (ESR) was filed for public review and comment in 1997, and subsequently, the project was cleared to proceed. The EA approved plan within the study limits included:

- Expansion of Highway 11/17 to four lanes on a new highway alignment;
- Improvements / modifications to select intersecting side-roads; and
- Two new bridges across the Black Sturgeon River.

The four-lane highway corridor was designated (protected) in 2003.

THE PROCESS

This project will follow MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) process for Group 'B' projects.

As part of the study, an Addendum to the 1997 Environmental Study Report will be prepared to document any changes to existing environmental conditions from the 1997 study, and proposed changes to the previously approved plan for Highway 11/17 within the study limits. Potential changes to the 1997 approved plan include: widening the proposed right-of-way from 90 m to 110 m, and alignment revisions to the intersecting roadways.

Consultation will take place throughout the study with external agencies, property owners and the public. Two (2) Public Information Centres (PICs) are planned. Notices providing the time and location of the PICs will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list.

The Addendum to the 1997 ESR will be available for a 30-day review period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list when the Addendum is available for viewing.

COMMENTS

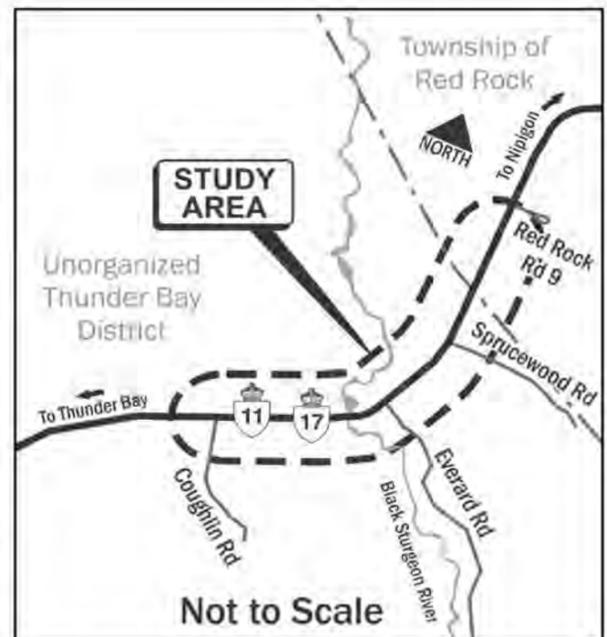
If you wish to obtain additional information or provide comments, or if you would like to be added to the study's mailing list, please contact:

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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.

Please visit us at www.hwy11-17-coughlintoredrock9.com



Wear the Gear...
Helmets greatly
reduce the
chances of head
injury!!!



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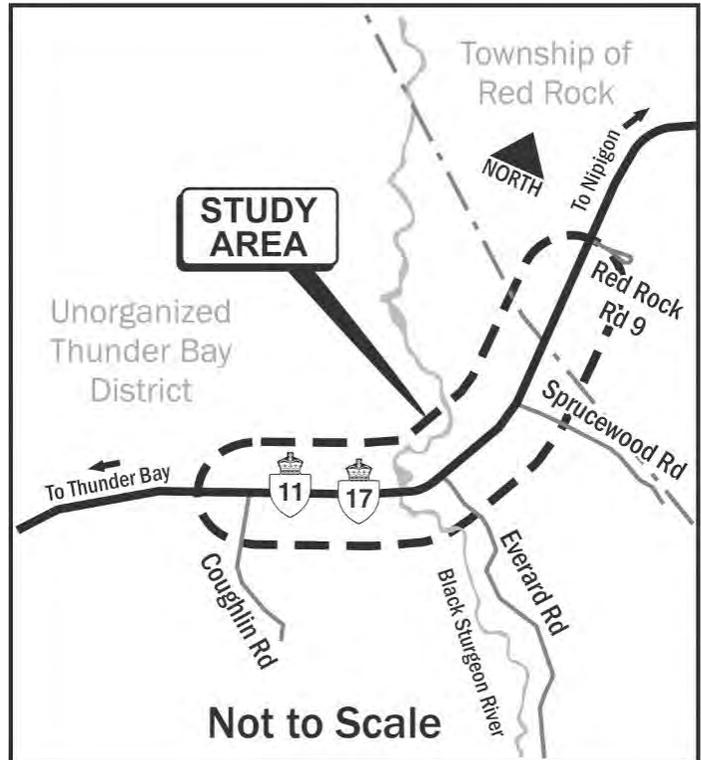
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Please visit us at www.hwy11-17-coughlintoredrock9.com

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Director of Corporate Policy Secretariat
Ministry of Northern Development and
Mines
99 Wellesley Street West
Rm. 5630, Whitney Block
Toronto, ON M7A 1W3

Sir/Madam
Ministry of Environment and Climate
Change
Thunder Bay District
435 James Street, South
Suite 331B
Thunder Bay, ON P7E 6S7

Emergency Service Providers

Ms. Joy Fish Pool
Manager, OPP Facilities Section
Ontario Provincial Police
777 Memorial Avenue, 2nd Floor
Orillia, ON L3V 6H3

Chief Ryan Pitre
Fire Department Chief
Red Rock Township
10 Rankin Street
P.O. Box 447
Red Rock, ON P0T 2P0

Sir/Madam
Ontario Provincial Police
Nipigon Detachment
Highway 11/17 West
P.O. Box 187
Nipigon, ON P0T 2J0

Mr. Jordan Gehl
Superintendent
Superior North EMS
Red Rock Station, Nipigon Cluster District
Operations
P.O. Box 217
Red Rock, ON P0T 2J0

Chief Jim Keay
Fire Chief
Nipigon Fire Department
52 Front Street
Nipigon, ON P0T 2J0

Local Municipalities

Mr. Kal Pristanski
Chief Administrative Officer
Red Rock Township
42 Salls Street
P.O. Box 447
Red Rock, ON P0T 2P0

Ms. Nancy Gladun
Deputy Clerk
Red Rock Township
42 Salls Street
P.O. Box 447
Red Rock, ON P0T 2P0

Ms. Blair Westerman
Red Rock Township
Public Works
10 Rankin Street
P.O. Box 447
Red Rock, ON P0T 2P0

Mr. David Petterson
Superintendent of Public Works
Red Rock Township
10 Rankin Street
P.O. Box 447
Red Rock, ON P0T 2P0

Ministry of Municipal Affairs
Northern Municipal Services Office
435 James Street South
Suite 223
Thunder Bay, ON P7E 6S7

Ms. Victoria Kosny
Manager of Community Planning and
Development(A)
Ministry of Municipal Affairs and Housing
Municipal Services Office - North
(Thunder Bay)
435 James Street South
Suite 223
Thunder Bay, ON P7E 6S7

Schoolboards

Mr. Scott Adams
Transportation Officer
Superior North Catholic District School Board
21 Simcoe Plaza
Terrace Bay, ON P0T 2W0

Mr. Wayne Chiupka
Transportation Officer
Superior Greenstone District School Board
12 Hemlo Drive, P.O. Bag A
Marathon, ON P0T 2E0

Yvon Bolduc
Transportation Officer
Conseil scolaire de district catholique des
Aurores boreales
223 River Road
Thunder Bay, ON P7A 3R1

Mr. Alain Gélinas
Transportation Officer
Conseil Scolaire de District Du Grand Nord
296 Rue Van Horne
Sudbury, ON P3B 1H9

Sir / Madam
East of Thunder Bay Transportation
Consortium
P.O. Box 1300
Marathon, ON P0T 2E0

Mr. Ed Smelt
Coordinator for Superior Greenstone District
School Board
East of Thunder Bay Transportation
Consortium
P.O. Box 1300
Marathon, ON P0T 2E0

Utilities

Mr. Walter Klootra
Manager of Transmission Lines
Hydro One Networks Inc.
483 Bay Street
North Tower, 15th Floor
Toronto, ON M5G 2P5

Potenitally Interested Stakeholders

Sir/Madam
Ontario Trucking Association
555 Dixon Road
Toronto, ON M9W 1H8

Mr. Doug Johnson
President
Thunder Bay District Fish & Game
Association
P.O. Box 21097
Thunder Bay, ON P7A 8A7

Sir/Madam
Thunder Bay Field Naturalists
P.O. Box 10037
Thunder Bay, ON P7B 6T6

Sir/Madam
Steelhead
P.O. Box 10237
Thunder Bay, ON P7E 6T7



June 9, 2017

Directly mailed to federal and provincial agencies, municipalities, school boards, emergency services, utilities, potentially interested stakeholders, and members of the public on the project mailing list. A copy of the OGN was enclosed.

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

**RE: Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9
Detail Design and Class Environmental Assessment Study
Notice of Study Commencement (G.W.P. 132-90-00)**

Dear Sir/Madam,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9. Study details and a key plan showing the study area are available on the enclosed notice.

The purpose of this letter is to notify you of the project start-up for this Class EA and Detail Design Study and to provide an opportunity for your input. Please provide any comments you may have about this study by **July 13, 2017**. An agency comment form is attached to facilitate your response. Comments may also be submitted through the study website at **www.hwy11-17-coughlintoredrock9.com**.

If you wish to obtain additional information about the project or provide input at any point during the study, please contact one of the individuals noted on the enclosed Notice of Study Commencement.

Yours Very Truly,
WSP

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

cc: Kevin Saunders, MTO, Senior Project Manager
Lara Welch MTO, Senior Environmental Planner
Greg Moore, WSP, Consultant Environmental Planner

Attach.

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

Sent to Indigenous Communities on the mailing list. A copy of the OGN was enclosed.

June 9, 2017

«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Attention: «Title» «First_Name» «Last_Name»

**RE: Notice of Study Commencement
Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9
Detail Design and Class Environmental Assessment Study (GWP 132-90-00)**

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9. Study details and a key plan showing the study area are available on the enclosed notice.

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.

For additional project details you may also visit our website, (www.hwy11-17coughlintoredrock9.com).

Please do not hesitate to contact me at 1-800-465-5034 or 807-473-2109 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,

Kevin Sanders
Senior Project Manager

cc: Real Bouchard, MTO
Karen M. Zan, WSP
Greg Moore, WSP

Notice of Public Information Centre #2
OGN and Notification Letters



Notice of Public Information Centre #2

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment Study

THE STUDY

WSP, on behalf of the Ministry of the Transportation (MTO), is undertaking the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) as shown in the key plan.

The 1997 EA Approved Plan included:

- Expansion of Highway 11/17 to four lanes with a new alignment;
- Improvements / modifications to select intersecting side-roads; and
- Two new bridges across the Black Sturgeon River.

In 1997, the Ministry prepared an Environmental Study Report to document the proposed plan for the four-laning of this portion of Highway 11/17. The four-lane highway corridor was protected in 2003. MTO has acquired the property for the planned highway corridor.

The Ministry is proposing a number of changes to the 1997 EA Approved Plan. PIC #1 presented the following changes: an increase in the proposed highway right-of-way from 90m to 110m (minimum) and the connection between the new alignment and the existing highway at the east end. PIC #2 will present one additional change: a modification to the alignment of Coughlin Road.

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).

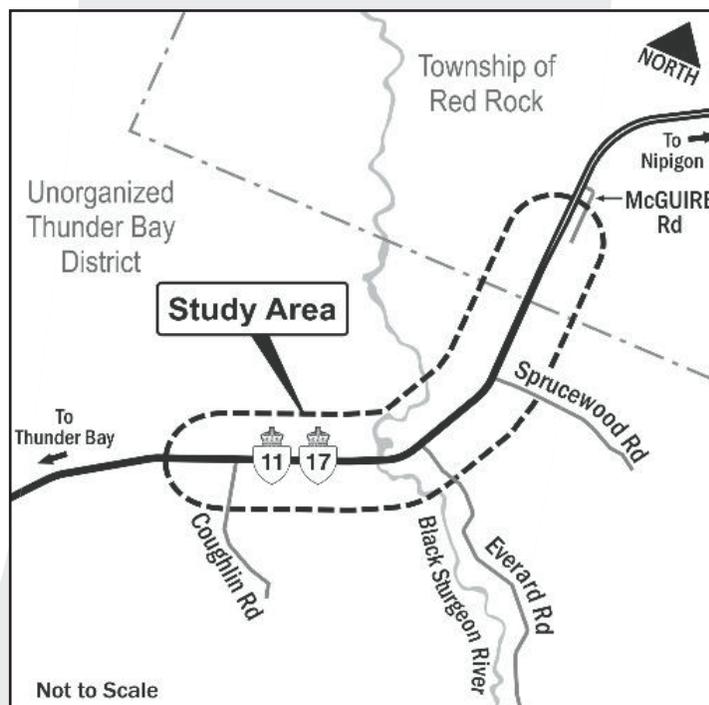
Following Public Information Centre (PIC) #1 held on November 8, 2017, the project team prepared and filed an Addendum to the original 1997 Environmental Study Report (ESR) to document the proposed changes to the EA Approved Plan as presented in the 1997 ESR. The purpose of the second PIC is to provide interested stakeholders, Indigenous communities and the public an opportunity to review the detail design plan. Following PIC #2, a Design and Construction Report (DCR) will be completed to document the detail design, environmental impacts and mitigation measures. The DCR will be made available for a 30-day comment period.

PUBLIC INFORMATION CENTRE #2

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 discuss the project. We encourage interested persons to attend to learn more and to provide input to ensure that concerns can be addressed by the project team as the study progresses. A slide deck of the materials presented at PIC #2 will also be available on the project website at www.hwy11-17-coughlintoredrock9.com. Comments are kindly requested by **October 6, 2023** and can be submitted through the online comment form available on the website or by contacting one of the project team members listed below.

PIC #2 will be held as follows:

Date: September 7, 2023
Location: Red Rock Marina Centre
Address: 7 Park Road, Red Rock, Ontario
Time: 4:00 p.m. to 8:00 p.m.



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 one of the individuals listed below, or visit our website at www.hwy11-17-coughlintoredrock9.com.

Karen M. Zan, P.Eng.
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If you have any accessibility requirements in order to participate in this project, please contact one of the project team members listed above. 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.



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Advertising, Reporter, Photographer, Circulation Manager Glenn Hart | **Community Contributor: Glenna Clearwater**
Lakeshore Community Publishing Ltd.

"We acknowledge the financial support of the Government of Canada."



THE ASSOCIATED PRESS

Employee Lisa Bell dumps out a shovel full of mud as business owners and employees start cleaning up at the storm-damaged business The Marina, in Horseshoe Beach, Fla., on Thursday, one day after the passage of Hurricane Idalia.

Residents pick through rubble

Hurricane Idalia leaves indelible mark on Florida, Georgia

BY REBECCA BLACKWELL
AND LAURA BARGFELD
THE ASSOCIATED PRESS

HORSESHOE BEACH, Fla. — Florida and Georgia residents living along Hurricane Idalia's path of destruction on Thursday picked through piles of rubble where homes once stood, threw tarps over ripped-apart roofs and gingerly navigated streets left underwater or clogged with fallen trees and dangerous electric wires.

"My plan (Friday) is to go around and find anything that's in the debris that is salvageable and clean out my storage shed," said Aimee Firestine of Cedar Key, an island located in the remote Big Bend area where Idalia roared ashore with 201 km/h winds Wednesday.

Firestine rode out Idalia about 40 minutes inland. When she drove back onto the island hours after the storm passed, her heart

sank. The gas station was gone. Trees were toppled. Power lines were on the ground. An entire building belonging to the 12-unit Faraway Inn her family owns had been wiped away. Another building lost a wall.

"It was a little heart-wrenching and depressing," Firestine said.

At Horseshoe Beach in central Big Bend, James Nobles returned to find his home had survived the storm, though many his neighbors weren't as lucky.

"The town, I mean, it's devastated," Nobles said. "It's probably 50 or 60 homes here, totally destroyed. I'm a lucky one, a few limbs on my house. But we're going to build back. We're going to be strong. We just got to rebuild. We can't give up. My lifelong goal was to live on the water. And I'm not leaving just because the storm pushed me away."

No hurricane-related deaths were officially confirmed in

Florida, but the state's highway patrol reported two people killed in separate weather-related crashes just hours before Idalia made landfall. A man in Valdosta, Ga., died when a tree fell on him as he tried to clear another tree out of the road, Lowndes County Sheriff Ashley Paulk said.

As many as a half-million customers were without power at one point in Florida and Georgia as the storm ripped down utility poles.

The storm had 145 km/h winds when it made a direct hit on Valdosta on Wednesday, Georgia Gov. Brian Kemp said.

"We're fortunate this storm was a narrow one, and it was fast moving and didn't sit on us," Kemp told a news conference Thursday in Atlanta. "But if you were in the path, it was devastating."

"And we're responding that way."

Total of missing drops in Hawaii

BY AUDREY MCAVOY
AND JENNIFER SINCO KELLEHER
THE ASSOCIATED PRESS

HONOLULU — The number of people listed as missing from Maui's devastating wildfire could drop from nearly 400 to fewer than 100 when authorities provide an update Friday on their efforts to locate them, Hawaii Gov. Josh Green said.

"We think the number has dropped down into the double digits, so thank God," he said Thursday in a video posted to X, formerly known as Twitter.

Authorities have said at least 115 people died in the fire, which tore through Lahaina in a matter of hours on Aug. 8 — the deadliest wildfire in the U.S. in a century. But initially more than 1,000 people were considered unaccounted for, with family, friends or acquaintances reporting them as missing.

Officials narrowed that list down to 388 names who were credibly considered missing, but even that list included the names of many who were alive or who were known to have perished. Once authorities published the names, more than 200 people quickly came forward with information about those listed.

Meanwhile, Green told The Associated Press in an interview Thursday his administration has opened several investigations into people who have allegedly made unsolicited offers for property in the fire-stricken Maui town of Lahaina in violation of a new emergency order.

Green prohibited such offers by signing an emergency proclamation on Aug. 19 aimed at preventing land in the historic coastal community from flowing into the hands of outside buyers. The order aims to give residents some "breathing room" as they decide what to do next, Green said.

Even before fire, Lahaina was a rapidly gentrifying town and there's been widespread concern since that Native Hawaiians and local-born residents who have owned properties in their families for generations might feel pressured to sell.

The fear is they would leave Lahaina, Maui or the state, and take their culture and traditions with them, contributing to the ongoing exodus of Hawaii's people to less expensive places to live.

"We've seen that in a lot of different places in our country and in our world where people have lost everything but their land and someone swoops in and buys properties for pennies on the dollar," Green said. "We want to keep this land in the hands of local people, and we want to give them at least a chance to decide whether they'd like to build back."

About 1,800 to 1,900 homes were destroyed in the fire. The town of 12,000 people was home to many who worked in hotels and restaurants in nearby Kaanapali and Lahaina itself.

About 6,000 people are staying in hotels and vacation rentals while waiting for the toxic waste left by the fire to be cleaned up and rebuilding to begin.

Earlier this month Green, a Democrat, said he wanted to impose a moratorium on land sales in Lahaina to prevent people from being displaced. But the governor said a blanket ban "may not be doable" and he didn't want to prevent people who are considering property sales from initiating those conversations.

The prohibition on unsolicited offers for property was a "de facto" moratorium, he said.

One possibility would be the state forming a land trust to buy properties from families who could repurchase them later.

South African death toll from fire rises to 76

BY GERALD IMRAY
AND MOGOMOTSI MAGOME
THE ASSOCIATED PRESS

JOHANNESBURG — Search teams finished checking a derelict Johannesburg apartment building a day after one of South Africa's deadliest fires broke out there as pathologists faced the grisly task Friday of identifying charred bodies and body parts that were transported in large trucks to mortuaries across the city.

The death toll from Thursday's pre-dawn blaze rose to 76 after two people died in a hospital overnight, Health Minister Joe Phaahla told reporters. At least 12 of the victims were children, authorities said.

Homeless South Africans, poor foreign migrants and others who found themselves marginalized in a city often referred to as Africa's richest but which has deep social problems inhabited the downtown building.

The number of injured people hospitalized from the fire also increased to 88, according to a provincial health official.

After conducting three searches through each of the building's five stories, emergency services personnel believed that all human remains were recovered from the site, Johannesburg Emergency Services spokesperson Nana Radebe said.

Police and forensic investigators took over the scene for their own examinations, Radebe said.

The remains of some of the victims were taken to a mortuary in the township of Soweto, in the southwestern outskirts of South Africa's economic hub, where people began to gather as authorities called for family members to help identify the dead.

Senior city officials conceded they had been aware of problems at the building since at least 2019.

Notice of Public Information Centre #2

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)
Detail Design and Class Environmental Assessment Study

THE STUDY

WSP, on behalf of the Ministry of the Transportation (MTO), is undertaking the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) as shown in the key plan.

The 1997 EA Approved Plan included:

- Expansion of Highway 11/17 to four lanes with a new alignment;
- Improvements / modifications to select intersecting side-roads; and
- Two new bridges across the Black Sturgeon River.

In 1997, the Ministry prepared an Environmental Study Report to document the proposed plan for the four-laning of this portion of Highway 11/17. The four-lane highway corridor was protected in 2003. MTO has acquired the property for the planned highway corridor.

The Ministry is proposing a number of changes to the 1997 EA Approved Plan. PIC #1 presented the following changes: an increase in the proposed highway right-of-way from 90m to 110m (minimum) and the connection between the new alignment and the existing highway at the east end. PIC #2 will present one additional change: a modification to the alignment of Coughlin Road.

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).

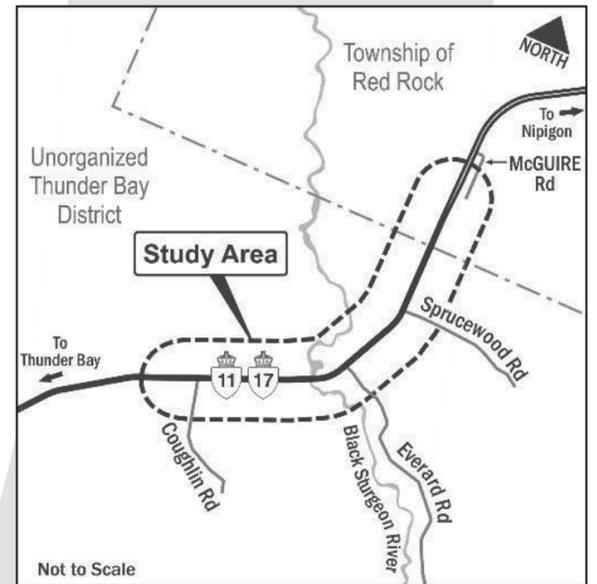
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PIC #2 will be held as follows:

Date: September 7, 2023
Location: Red Rock Marina Centre
Address: 7 Park Road, Red Rock, Ontario
Time: 4:00 p.m. to 8:00 p.m.



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 one of the individuals listed below, or visit our website at www.hwy11-17-coughlintoredrockg.com.

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 500
Mississauga, ON L5N 7K2
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e-mail: karen.zan@wsp.com

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
tel: 1-800-465-5034 or 807-473-2109
e-mail: kevin.saunders@ontario.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the project team members listed above. 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.

NOTICE OF PUBLIC INFORMATION CENTRE #2

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment Study

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THE PROCESS

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Date: September 7, 2023
Location: Red Rock Marina Centre
Address: 7 Park Road, Red Rock, Ontario
Time: 4:00 p.m. to 8:00 p.m.

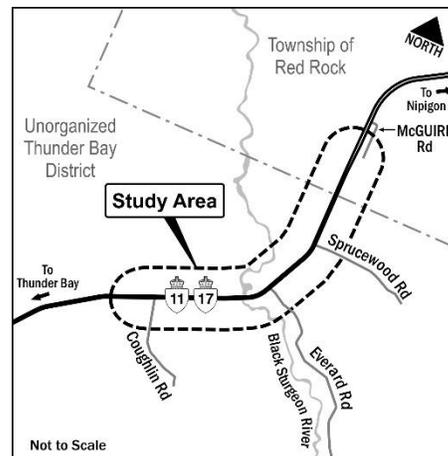
COMMENTS

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 one of the individuals listed below, or visit our website at www.hwy11-17-coughlintoredrock9.com.

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 500
Mississauga, ON L5N 7K2
Tel: 1-877-562-7947 or 289-835-2643
E-mail: karen.zan@wsp.com

Kevin Saunders
Senior Project Manager
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Tel: 1-800-465-5034 or 807-473-2109
E-mail: kevin.saunders@ontario.ca

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Directly mailed to federal and provincial agencies, municipalities, school boards, emergency services, utilities, potentially interested stakeholders, and members of the public on the project mailing list. A copy of the OGN was enclosed.

August 23, 2023

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

**RE: Highway 11/17 Four-Laning from Coughlin Road to McGuire Road
(formerly to Red Rock Road #9)
Detail Design and Class Environmental Assessment Study
Notice of Public Information Centre #2 (G.W.P. 132-90-00)**

Dear «Title» «Last_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9). Study details and a key plan showing the study area are included in the enclosed notice.

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

Public Information Centre (PIC) #1 was held on November 8, 2017 at the Red Rock Recreation Centre. At PIC#1, three modifications from the 1997 EA Approved Plan were presented:

- an increase in the proposed Highway Right-of-Way from 90m to 110m (minimum) and
- a modification to the connection between the new alignment and the existing highway at the east end.

Since PIC #1, a modification has been made to the Coughlin Road alignment.

610 Chartwell Road
Suite 300
Oakville, ON, Canada L6J 4A5
T +1 905-823-8500

T: 610 Chartwell Road
F: Suite 300
wsp.com



The purpose of this letter is to inform you that a second PIC will be held **in-person** on **September 7, 2023** at the **Red Rock Marina 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 from **4:00 pm to 8:00 pm**.

A slide deck of the materials presented at PIC #2 will also be available in virtual format on the project website at www.hwy11-17-coughlintoredrock9.com. Comments are kindly requested by **October 6, 2023**.

Following PIC #2, a Design and Construction Report (DCR) will be completed to document the detail design environmental impacts and mitigation measures. The DCR will be made available for a 30-day comment period.

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.

If you would like additional information about the project or provide input at any point during the study, you may visit the project website at www.hwy11-17-coughlintoredrock9.com or contact either one of the project managers listed in the enclosed notice.

Sincerely,

WSP

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

cc: Kevin Saunders, MTO, Senior Project Manager
Tom Kleinboeck, MTO, Senior Environmental Planner
Christine Vazz, WSP, Consultant Senior Environmental Planner

Attachment: Notice of PIC #2 OGN

Ministry of Transportation

Engineering Office
Planning and Design Section
Northwestern Region

615 James St S
Thunder Bay, Ontario P7E 6P6
Telephone: (807) 630-4114
Facsimile: (807) 473-2168
Email: Kevin.Saunders@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) 630-4114
Télécopieur: (807) 473-2168
Courriel: Kevin.Saunders@ontario.ca



Sent to Indigenous Communities on the mailing list. A copy of the OGN was enclosed.

August 23, 2023

«Indigenous Community »
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Attention: «Title» «First_Name» «Last_Name»

**RE: Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)
Detail Design and Class Environmental Assessment Study
Notice of Public Information Centre #2 (G.W.P. 132-90-00)**

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9). Study details and a key plan showing the study area are included in the enclosed notice.

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

Public Information Centre (PIC) #1 was held on November 8, 2017 at the Red Rock Recreation Centre. At PIC #1, the following modifications from the 1997 EA approved plan were presented:

- an increase in the proposed Highway right-of-way from 90m to 110m (minimum) and
- a modification to the connection between the new alignment and the existing highway at the east end.

Since PIC #1, a modification has been made to the Coughlin Road alignment.

The purpose of this letter is to inform you that a second PIC will be held **in-person** on **September 7, 2023** at the **Red Rock Marina 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 from **4:00 pm to 8:00 pm**.

A slide deck of the materials presented at PIC #2 will also be available in virtual format on the project website at www.hwy11-17-coughlintoredrock9.com. Please note comments are welcome at any time during the study.

Following PIC #2, a Design and Construction Report (DCR) will be completed to document the detail design, and environmental impacts and mitigation measures. The DCR will be made available for a 30-day comment period.

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.

If you would like additional information about the project or provide input at any point during the study, you may visit the project website at www.hwy11-17-coughlintoredrock9.com. Alternatively, you may contact Mike Sanders, Indigenous Liaison Specialist at (807) 629-6254 or at Mike.Sanders@ontario.ca, or one of the project managers listed on the enclosed notice.

Sincerely,

Kevin Saunders
Senior Project Manager
Ministry of Transportation, Northwestern Region

cc. Michelle McChristie, Head Environmental Delivery, MTO
Mike Sanders, Indigenous Liaison Specialist, MTO
Tom Kleinboeck, Senior Environmental Planner, MTO
Karen M. Zan, Consultant Senior Project Manager, WSP
Christine Vazz, Consultant Senior Environmental Planner, WSP

Attachment: Notice of PIC #2 OGN

Provincial and Local Municipalities, Emergency Services, School Boards, Utilities, Potentially Interested Parties/Stakeholders

Mr. Mark Figliomeni, Chief Administrative
Officer/Clerk/Treasurer
Red Rock Township
42 Salls Street, PO Box 447
Red Rock, ON P0T 2P0

Ms. Samantha Cameron, Deputy Clerk
Red Rock Township
42 Salls Street, P.O. Box 447
Red Rock, ON P0T 2P0

Ms. Blair Westerman, Director of Operations
Red Rock Township
Public Works
10 Rankin Street, P.O. Box 447
Red Rock, ON P0T 2P0

Ministry of Municipal Affairs
Northern Municipal Services Office
435 James Street South, Suite 223
Thunder Bay, ON P7E 6S7

Ms. Victoria Kosny, Manager of Community Planning and
Development(A)
Ministry of Municipal Affairs and Housing
Municipal Services Office - North (Thunder Bay)
435 James Street South, Suite 223
Thunder Bay, ON P7E 6S7

Ms. Jennifer Davey, Administrative Assistant
Ontario Provincial Police
Facilities Section
777 Memorial Avenue, 2nd Floor
Orillia, ON L3V 7V3

Mr. Denver Poole
Ontario Provincial Police
Nipigon Detachment
Highway 11/17 West, P.O. Box 187
Nipigon, ON P0T 2J0

Chief Ryan Pitre, Fire Department Chief
Red Rock Township
10 Rankin Street, P.O. Box 447
Red Rock, ON P0T 2P0

Chief Jim Keay, Fire Chief
Nipigon Fire Department
52 Front Street
Nipigon, ON P0T 2J0

Ms. Paula Verin, Superintendent
Superior North EMS
Red Rock Station, Nipigon Cluster District Operations
P.O. Box 217, 4 Taylor Avenue
Red Rock, ON P0T 2J0

Ms. Erika Bryson, Transportation Officer
Superior North Catholic District School Board
21 Simcoe Plaza
Terrace Bay, ON P0T 2W0

Mr. Marc Paris, Transportation Officer
Superior Greenstone District School Board
12 Hemlo Drive, P.O. Bag A
Marathon, ON P0T 2E0

Mr. Yvon Bolduc, Transportation Officer
Conseil scolaire de district catholique des Aurores boreales
223 River Road
Thunder Bay, ON P7A 3R1

Mr. Alain G linas, Transportation Officer
Conseil Scolaire de District Du Grand Nord de l'Ontario
296 Rue Van Horne
Sudbury, ON P3B 1H9

East of Thunder Bay Transportation Consortium
P.O. Box 1300,
Marathon, ON P0T 2E0

Mr. Ed Smelt, Coordinator for Superior Greenstone District
School Board
East of Thunder Bay Transportation Consortium
P.O. Box 1300
Marathon, ON P0T 2E0

Mr. Andre MacPhail, Pipe Technician, Central Region
TC Energy
(TransCanada PipeLines Ltd.)
Canadian Gas Operations
190 Compressor Station Road
Shuniah, ON P7A 0E6

Ms. Katherine Hamilton, Regional Land Representative
TC Energy
(TransCanada PipeLines Ltd.)
Central & Eastern Regions, MLV 46 – 94
Stakeholder Relations Canada
981 Balmoral Street, Suite 102
Thunder Bay, ON P7B 0A6

Mr. Derrick Leduchowski, Access Network Manager
Bell Canada Ltd.
229 South Vickers Street
Thunder Bay, ON P7E 7J9

Sjoerd Attema
Bell Canada Ltd.
229 South Vickers Street
Thunder Bay, ON P7E 7J9

Ms. Cheryl Renelli, LCSC, Northern Region FBC
Hydro One Networks Inc.
500 Barrydowne Road
Sudbury, ON P3A 3T3

Mr. Neil Gigliotti, ADET
Hydro One Networks Inc. (Distribution)
255 Burwood Road
Thunder Bay, ON P7B 6T8

Ms. Amanda Villeneuve,
Hydro One Networks Inc. (Distribution)
255 Burwood Road
Thunder Bay, ON P7B 6T8

Mr. Enza Cancilla,
Hydro One Real Estate Management
185 Clegg Road
Markham, ON L6G 1B7

Mr. Gerry Alexander, Project Manager I
Shaw Communications Inc.
1635 Paquette Road
Thunder Bay, ON P7G 2J2

Mr. Jonathan Foulds, Advisor – Construction & Project
Management
Enbridge Gas Inc.
Construction, Northwest
1211 Amber Drive
Thunder Bay, ON P7B 6M4

Ontario Trucking Association
555 Dixon Road
Toronto, ON M9W 1H8

Ontario Federation of Snowmobile Clubs
501 Welham Road
Barrie, ON L4N 8Z6

Mr. Murray Baker, President
Ontario Federation of Snowmobile Clubs
Site 220, Box 10, RR2
Dryden, ON P8N 2Y5

Ms. Courtney Mondoux, President
Thunder Bay Field Naturalists
P.O. Box 10037
Thunder Bay, ON P7B 6T6

Mr. Doug Johnson, President
Thunder Bay District Fish & Game Association
P.O. Box 21097
Thunder Bay, ON P7G 1W4

North Shore Steelhead Association
P.O. Box 10237
Thunder Bay, ON P7E 6T7

Notice of Study Completion
OGN and Notification Letters

Notice of Completion – Design and Construction Report Filing

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment Study

THE STUDY

WSP Canada Inc., on behalf of the **Ministry of Transportation (MTO)**, has completed the detail design and environmental assessment (EA) study for the four-lane expansion of Highway 11/17 for eight kilometres from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) as shown in the map.

This work builds on the environmental study report MTO completed in 1997 which proposed a plan to four-lane this section of Highway 11/17. The four-lane highway corridor was protected in 2003 and MTO has acquired the property for the corridor.

The 1997 plan included the following:

- Expansion of Highway 11/17 to four lanes with a new alignment
- Improvements / modifications to select intersecting side-roads
- Two new bridges across the Black Sturgeon River

BACKGROUND

During the initial detail design stage, the project team held a public information centre (PIC) on November 8, 2017 to present changes to the 1997 plan. This included an increase in the proposed highway right-of-way from 90m to 110m (minimum) and the connection between the new alignment and the existing highway at the east end. The proposed changes were documented in an Addendum to the 1997 report, which was made available for public review on March 27, 2018. A second PIC was held on September 7, 2023 to share updates and discuss the project.

THE PROCESS

The detail design and environmental assessment study was completed in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities, 2000* (Class EA) as a Group 'B' project. As per the Class EA, a design and construction report (DCR) has been prepared to document the process, describe the preferred design, summarize public and agency consultation and outline the environmental mitigation measures and requirements for construction. Construction timing is subject to funding and approvals.

The DCR will be available for a 30-day comment period from **November 12, 2025 to December 11, 2025** on the project website at www.hwy11-17-coughlintoredrock9.com and in person at the following locations:

Red Rock Public Library
Front Desk
42 Salls Street
Red Rock, Ontario P0T 2P0

Dorion Public Library
Front Desk
170 Dorion Loop Road
Dorion, Ontario P0T 1K0

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

COMMENTS

Interested persons may provide written comments to our project team by **December 11, 2025**. All comments or concerns should be submitted through the [online comment form](#) found on the project website at www.hwy11-17-coughlintoredrock9.com or sent directly to:

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 600
Mississauga, ON L5N 7K2
Tel: 1-877-562-7947 or 289-835-2643
e-mail: karen.zan@wsp.com

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Tel: 1-800-465-5034 or 807-630-4114
e-mail: kevin.saunders@ontario.ca

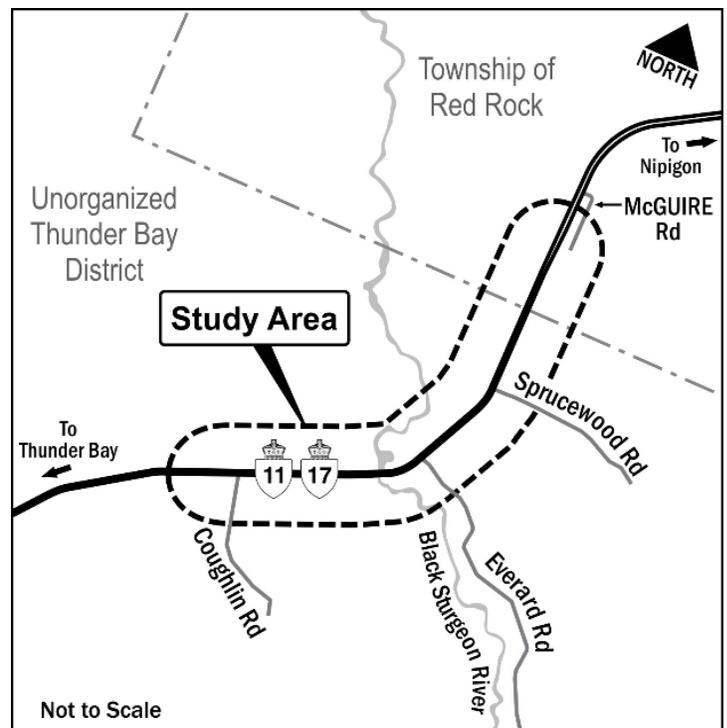
Requests, in accordance with Section 16 of the *Environmental Assessment Act*, for an order requiring a higher level of study or specific conditions may be submitted to the Ministry of the Environment, Conservation and Parks. The requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests should include the requester's contact information and full name and should be sent in writing or by email to the Ministry of Transportation project manager listed above and to the following:

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

and

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 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. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers above to discuss accessibility requirements.





October 29, 2025

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

Directly mailed to federal and provincial agencies, municipalities, school boards, emergency services, utilities, and potentially interested stakeholders. A copy of the OGN was enclosed.

**RE: Highway 11/17 Four-Laning from Coughlin Road to McGuire Road
(formerly to Red Rock Road #9) (G.W.P. 132-90-00)
Detail Design and Class Environmental Assessment Study
Notice of Completion – Design and Construction Report Filing**

Dear «Title» «First_Name»«Last_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9). Study details and a key plan showing the study area are included in the enclosed notice.

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

The purpose of this letter is to inform you that the Design and Construction Report (DCR) has been completed to document the detail design study and environmental process undertaken, and the mitigation measures developed to address environmental concerns. The DCR is available digitally on the project website at www.hwy11-17-coughlintoredrock9.com and hard copies are available at the locations shown on the enclosed notice for a 30-day comment period from **November 12, 2025 to December 11, 2025**. If you are unable to access the material online, please contact either myself or Kevin Saunders, Senior Project Manager with the MTO for assistance.

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.

If you would like additional information about the project or provide input at any point during the study, you may visit the project website at www.hwy11-17-coughlintoredrock9.com or contact either one of the project managers listed in the enclosed notice.

Sincerely,

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

cc: Kevin Saunders, Senior Project Manager, MTO
Tom Kleinboeck, Environmental Planner, MTO
Christine Vazz, Consultant Senior Environmental Planner, WSP

Attachment: Notice of Completion - Design and Construction Report Filing

Ministry of Transportation

Ministère des Transports

Director's Office
North Operations
447 McKeown Avenue
North Bay ON P1B 9S9
705 497-5500

Bureau du directeur
Opération – Nord
447, avenue McKeown
North Bay ON P1B 9S9
705 497-5500



Date

Position (e.g., Chief [First Name] [Last Name])
Community Name
Address
City, Province
Postal Code

Sent to Indigenous
Communities on the mailing list.
A copy of the OGN was
enclosed.

Sent via email: [recipient email address]

**RE: Highway 11/17 Four-Laning from Coughlin Road to McGuire Road
(formerly to Red Rock Road #9) (GWP 132-90-00)
Detail Design and Class Environmental Assessment Study
Notice of Completion – Design and Construction Report Filing**

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9). Study details and a key plan showing the study area are included in the enclosed notice.

This study has followed the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). The purpose of this letter is to inform you that the Design and Construction Report (DCR) has been completed to document the detail design study and environmental process undertaken, and the mitigation measures developed to address environmental concerns. The DCR is available digitally on the project website at www.hwy11-17-coughlintoredrock9.com and hard copies are available at the locations shown on the enclosed notice for a 30-day public comment period from **November 12, 2025 to December 11, 2025**. Please refer to the enclosed notice for details regarding the public review of the DCR.

MTO is inviting <<INDIGENOUS COMMUNITY>> to review the report and provide any comments that your community may have regarding the report and/or study. If you have questions and comments, or require additional information, please contact Patrick Gidley, A/Regional Services and Relationships Manager by email at patrick.gidley@ontario.ca or by phone at (807) 629-6658. Alternatively, if you would like

additional information about the project or to provide input at any point during the study, you may visit the project website at www.hwy11-17-coughlintoredrock9.com

Information collected during the project will be used 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 and other protected information, including information outlined in section 15.1 (information received in confidence from an Indigenous community), may be included in study documentation and become part of the public record. Information received in confidence from an Indigenous community may be protected and not made public, such as information on sites of cultural significance, harvesting areas and resources, traditional ecological knowledge and land use values. Please contact me if you have accessibility requirements in order to participate in this project.

Sincerely,

Herb Villneff
Director, North Operations

c.c.

Patrick Gidley, A/Regional Services and Relationships Manager, MTO, Patrick.Gidley@ontario.ca
Mike Sanders, Indigenous Liaison Specialist, MTO, mike.sanders@ontario.ca

Andrew Bickmore, Indigenous Liaison Specialist, MTO, andrew.bickmore@ontario.ca

Kevin Saunders, Senior Project Manager, MTO, kevin.saunders@ontario.ca

Karen M. Zan, Consultant Senior Project Manager, WSP, karen.zan@wsp.com

Christine Vazz, Senior Environmental Planner, WSP, Vazz, Christine Christine.Vazz@wsp.com

<<INSERT ANY INDIGENOUS COMMUNITY CC'S AND EMAILS HERE>>

Encl. Notice of Completion



October 30, 2025

Honourable Lise Vaugeois
MPP – Thunder Bay-Superior North
272 Park Ave
Thunder Bay, ON PB 1C5

Sent to MPP on the mailing list. A copy of the OGN was enclosed.

**Re: Notice of Completion
Detail Design and Class Environmental Assessment
for Expansion Work on Highway 11/17, Township of Lyon and
Township of Nipigon (GWP 132-90-00)**

Dear **Honourable Lise Vaugeois**,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake a Detail Design and Class Environmental Assessment (Class EA) Study for the expansion of Highway 11/17 within the Thunder Bay to Nipigon Corridor.

Based on the findings of this Class EA Study, the Recommended Plan includes the following:

- Expansion of the existing Highway 11/17 to a 4-lane divided highway on new alignment
- Construction of 2 new twin bridges crossing the Black Sturgeon River
- Removal of the existing bridge on Highway 11/17 with the construction of cul-de-sacs on either side
- Resurface existing Highway 11/17 through the project limits and reclassify the highway designation

As indicated within the attached Notice of Completion, a Detail Design and Environmental Assessment Study has been completed in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities, 2000* (Class EA) and, in accordance with the Class EA, a Design and Construction Report (DCR) has been prepared to document the process.

The DCR is available for public comment between November 12, 2025, and December 11, 2025, on the study website www.hwy11-17-coughlintoredrock9.com.

The Notice of Completion will appear in the Nipigon-Red Rock Gazette and the Thunder Bay Chronicle Journal on November 12, 2025.



Information that has been shared to date is available for your review on the project website www.hwyl1-17-coughlintoredrock9.com.

Should you have any questions regarding this study, please do not hesitate to contact me at (289) 835-2643 or via email at Karen.Zan@wsp.com. If you have any accessibility requirements, please let me know, and we will gladly accommodate them.

All 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.

Sincerely,

Karen M. Zan
Senior Project Manager
Transportation Ontario - Highways

T +1 289-835-2643
M +1 647-999-1342

Attachment: Notice of Completion

- c. Tom Kleinboeck, Senior Environmental Planner, Ministry of Transportation
Mike Sanders, Indigenous Liaison Specialist, Ministry of Transportation
Kevin Saunders, Senior Project Manager, Ministry of Transportation
Karen Zan, Senior Project Manager, WSP

APPENDIX B

Relevant Agency Correspondence

Attachments:

13072017163301.pdf

From: Poole, Denver W. (OPP) [<mailto:Denver.Poole@opp.ca>]**Sent:** Thursday, July 13, 2017 4:37 PM**To:** Moore, Greg <greg.moore2@wsp.com>**Subject:** Hwy 11/17 Four-Laning from Coughlin Rd. to Red Rock Rd. #9

Hi Greg, please see attached

Denver Poole, PMP

A/Research Analyst

Research & Program Evaluation Unit | Business Management Bureau | Ontario Provincial Police
777 Memorial Avenue | Orillia | ON | L3V 7V3 | T: 705-330-4199 | F: 705-329-7596

Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9
Detail Design and Class Environmental Assessment Study
G.W.P 132-90-00

NOTICE OF STUDY COMMENCEMENT - AGENCY COMMENT FORM

Type of Project: Detail Design and Class Environmental Assessment (EA) Study

Environmental Assessment Type: Class EA Study for Provincial Transportation Facilities (Group 'B')

Location: Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9

Agency / Organization Name & Division or Branch:	Ontario Provincial Police
---	---------------------------

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.

Contact Name:	Denver Poole
Telephone:	705-330-4199
Address:	777 Memorial Ave. Orillia, ON
E-mail:	denver.poole@opp.ca

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

None at time

For further information regarding this project, please contact the Consultant Project Manager Ms. Karen M. Zan, P. Eng. toll-free at 1-877-562-7947 or by email at karen.zan@wsp.com.

PLEASE FAX, MAIL OR EMAIL THIS FORM BACK BY July 13, 2017.

FAX: (905) 823-8503
ATTN: Mr. Greg Moore
WSP
610 Chartwell Road
Suite 300
Oakville, ON L6J 4A5
EMAIL: greg.moore2@wsp.com

Attachments:

20170613131526285.pdf

From: McNaughton, Kimberly (MNRF) [<mailto:kimberly.mcnaughton@ontario.ca>]**Sent:** July-14-17 4:59 PM**To:** Zan, Karen <Karen.Zan@wsp.com>; Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>**Cc:** McNaughton, Kimberly (MNRF) <kimberly.mcnaughton@ontario.ca>**Subject:** FW: MTO Notice of Study Commencement 4 laning between Red Rock Road #9 and Coughlin Road

Hi Karen and Kevin,

MNRF has reviewed this section of MTO's Notice of Study commencement for 4 laning between Red Rock Road #9 and Coughlin Road. We provide the following comments which may require further discussion:

Crown land:

- The proposal may impact various "Crown Acquired" parcels of land as well as a Crown Easement issued likely to Transcanada Pipeline.

Forestry:

- The study area included Crown forest some of which has received silviculture investment; if these are to be used for road construction appropriate funds should be paid to the Forest Renewal Trust Fund.
- Where Crown timber has to be removed, an overlapping agreement and payment of all associated fees (SFL and Crown) are required.
- The opportunity for a Lakehead Forest operator to have first opportunity to conduct any harvest of trees would also be preferable.
- The Sustainable Forest Licence holder is Greenmantle Forest Inc.

Fisheries:**Black Sturgeon River Context:**

1) Since 2006, the Ministry of Natural Resources and Forestry has been engaged in an initiative to rehabilitate native fish populations in Black Bay (Lake Superior), with a particular focus on walleye and lake sturgeon (designated as a threatened species under the ESA). The Black Sturgeon River is the largest tributary to Black Bay, and the seventh largest tributary to Lake Superior. MNRF has identified the Black Sturgeon River as critical fish habitat, and key to the rehabilitation of the Black Bay fishery.

2) The Camp 43 dam, located approximately 3km upstream from the existing Hwy 11/17 bridge, was constructed in 1959/60, and is believed to have cut off access to approximately 80% of the spawning habitat formerly available to migratory walleye and lake sturgeon. Currently, the remaining available spawning habitat is found in three locations downstream from the dam. The largest of these areas is the rapids immediately upstream of the existing bridge.

3) The Camp 43 dam does not currently meet Ontario Dam Safety Guidelines.

4) MNRF is currently engaged in an environmental assessment process, under the Class Environmental Assessment for Provincial Parks and Conservation Reserves, to address the dam safety deficiencies and improve fish passage at the site. Currently, the preferred approach under consideration is partial removal of the existing dam structure, and construction of a new sea lamprey barrier approximately 50km upstream.

Specific Black Sturgeon River Concerns:

1. Mapping Products:

- i. The “Study Area” portrayed on the map provided within the Notice of Study Commencement does not appear to line up with the proposed realignment (i.e. the new alignment appears to border the northern boundary of the study area). Furthermore, the MNRF is concerned with the scope of the currently proposed study area; this area should be centred from the realignment and not the current highway corridor?
- ii. The map provided with the Notice of Study Commencement are unclear as to the proximity of the proposed new bridges to the spawning habitat adjacent to the existing bridge; however, it is clear that the new bridges are intended to be constructed upstream of the existing crossing. MNRF is concerned that the new structures, and construction thereof, should not cause physical alteration, sedimentation, or significant alterations in flow patterns at this spawning habitat, particularly during the migration, spawning and incubation period for walleye and lake sturgeon.

2. Black Sturgeon River Geomorphology: The banks of this reach of the Black Sturgeon River are known to be prone to slumping. MNRF is concerned that the new structures will be designed and constructed in such a way as to ensure against slumping (which would result in sedimentation of the spawning habitat) both in the immediate vicinity of the new structures, but also with consideration of any potential changes in hydrology that may result in increased slumping or erosion downstream.

3. Secondary Environmental Effects: MNRF is concerned that the design and operation of the new bridges should prevent salt and sand from the road surface from entering the waterway, which would negatively impact the spawning habitat.

4. Black Sturgeon River Hydrology: With regard to any hydrological modelling of the Black Sturgeon River that are undertaken as part of the detail design and class environmental assessment for the four-laning project, MNRF recommends that MTO consider scenarios that include the partial removal of the Camp 43 dam and resultant effects on flow and river morphology. The non-operating dam will not affect flow, only patterns of flow.

5. Camp 43 Dam EA: MNRF is aware that certain stakeholders have previously approached MTO regarding the Class EA for the Camp 43 dam, and that some individuals may not make the distinction between the MNRF and MTO projects; We would ask that any correspondence received as part of the MTO Class EA which pertains to the Camp 43 dam should be forwarded to MNRF’s Project Manager for the Black Sturgeon River file.

In addition, there are several groundwater fed tributaries that enter into Black Sturgeon River within the proposed study limits that need to be considered/protected from project impacts.

Wildlife:

- It is well known that there is issues with moose attracted to the existing 4 lanes west of the Black Sturgeon River, and please be advised that the new 4 lanes appears to cross a known moose high use area (again just west of the Black Sturgeon River). Mitigation measures to reduce moose attractants / accidents need to be implemented.

Also, as recently discussed, MNRF would appreciate reviewing the final shapefiles for this project as it relates to our values.

MNRF has recently heard that MTO's highway design in this area has been altered. My apologies as I have not had opportunity to further discuss this with Kevin (we have left each other vm messages).

Looking forward to further discussions.

Kindest regards,
Kimberly

Kimberly McNaughton
Planner
Nipigon District MNRF
807-887-5113

From: [REDACTED]
Sent: July 21, 2017 10:42 AM
To: Saunders, Kevin (MTO)
Subject: Hwy 11/17 four-laning

Hello

I would like to be added to the information mailing list regarding Hwy 11 / 17 four-laning from Coughlin Rd to Red Rock Rd #9.

We are between [REDACTED]

Mailing address

[REDACTED]
[REDACTED]
[REDACTED]

Email address

[REDACTED]

Phone # [REDACTED]

Thank you,

[REDACTED]

Sent from my Samsung device

Attachments:

NEATS 44957 Class EA - Four Lane Expansion of Highway 1117 from Coughlin Rd to Red Rock Road #9, Thunder Bay ON.pdf

From: EnviroOnt [mailto:EnviroOnt@tc.gc.ca]

Sent: June-13-17 2:33 PM

To: Zan, Karen <ZanK@mmm.ca>; Moore, Greg <MooreG@mmm.ca>; Moore, Greg <MooreG@mmm.ca>

Cc: kevin.saunders@ontario.ca; Lara.Welch2@ontario.ca; Kung, Katherine <KungK@mmm.ca>

Subject: NEATS 44957: Class EA - Four Lane Expansion of Highway 11/17 from Coughlin Rd to Red Rock Road #9, Thunder Bay ON

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfpr-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the *Canadian Environmental Assessment Act, 2012*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Navigation Protection Act (NPA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional

information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to CASO-SACO@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

From: Kung, Katherine [<mailto:KungK@mmm.ca>]

Sent: Tuesday, June 13, 2017 1:56 PM

Cc: kevin.saunders@ontario.ca; Lara.Welch2@ontario.ca; Zan, Karen <ZanK@mmm.ca>; Moore, Greg <MooreG@mmm.ca>

Subject: 132-90-00 Highway 11/17 Four-Laning from Coughlin Rd to Red Rock Rd 9, DD & Class EA Study - Study Commencement

Dear Sir / Madam,

Please find attached the Notice of Study Commencement for the Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9 Detail Design and Class Environmental Assessment Study. The attached has been sent on behalf of Karen M. Zan, Consultant Project Manager.

Regards, Katherine

Katherine Kung, MCIP, RPP

Environmental Planner



T +1 289-835-2529

610 Chartwell Road, Suite 300

Oakville, ON L6J 4A5

www.wsp.com

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Attachments:

0006916 - Red Rock - Hwy 11-17 Four Laning from Coughlin Rd to Red Rock Rd 9.pdf

From: Elkow, Jeff (MTCS) <Jeff.Elkow@ontario.ca>**Sent:** Tuesday, June 20, 2017 15:54**To:** Zan, Karen**Cc:** Saunders, Kevin (MTO)**Subject:** 0006916 - Red Rock - Hwy 11-17 Four Laning from Coughlin Rd to Red Rock Rd 9

Karen,

Please see attached the Ministry of Tourism, Culture and Sport acknowledgement letter for the above referenced project.

If you have any questions please let me know.

Regards,

Jeff Elkow, M.A.

Heritage Planner

Heritage Program | Programs and Services Branch | Ministry of Tourism, Culture and Sport

401 Bay Street Suite 1700 Toronto ON M7A 0A7

Tel. 416.314.7182 | email: jeff.elkow@ontario.ca

**Ministry of Tourism,
Culture and Sport**

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7182
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7182
Télé: 416 212 1802



June 20, 2017 (EMAIL ONLY)

Karen Zan, Consultant Senior Project Manager
WSP
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5
E: Karen.zan@wsp.com

RE: MTCS file #: 0006916
Proponent: Ontario Ministry of Transportation
**Subject: Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9
Detail Design and Class Environmental Assessment Study
Notice of Study Commencement (G.W.P. 132-90-00)**
Location: Township of Red Rock, Ontario

Dear Karen Zan,

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Study Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Project Summary

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment Study for the four-lane expansion of Highway 11/17 from 800m west of Coughlin Road to Red Rock Road #9.

Please note that the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act (OHA)*, came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs with respect to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

You have indicated that Stage 1 Archaeological Assessments will be undertaken for each section of the highway for all lands contained within the proposed study area. The Stage 1 Archaeological Assessments should be undertaken as early as possible during the EA process as their results may impact the detail design work.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerks for the municipalities encompassing the EA project can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist. The draft [MTO Ontario Heritage Bridge Guidelines for Provincially Owned Bridges](#) screening criteria have also been established for cultural heritage evaluation of bridges under the Class EA for Provincial Transportation Facilities.

A Cultural Heritage Evaluation Report (CHER) is used to determine the cultural heritage value or interest of a potential Provincial Heritage Property. If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the local municipalities as appropriate for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion/commencement of work on-site. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Jeff Elkow
Heritage Planner
jeff.elkow@ontario.ca

Copied to: Kevin Saunders, Senior Project Manager (MTO)
kevin.saunders@ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Attachments:

20170613131526285.pdf

From: McNaughton, Kimberly (MNRF)**Sent:** June 27, 2017 4:26 PM**To:** Saunders, Kevin (MTO); Welch, Lara (MTO)**Cc:** Braithwaite, Nicholas (MNRF)**Subject:** FW: MTO Notice of Study Commencement 4 laning from Red Rock Rd 9 to Hwy 582 (2 separate notices)

Hi Kevin and Lara,

Nipigon MNRF has commenced reviewing the proposed MTO 4-laning from Red Rock Rd 9 to Coughlin Road section. We have noticed that there seems to be an angling issue between the last two maps on the link provided from the 1997 EA. This could simply be how the maps are portrayed but we are checking with you for confirmation.

Also, are there updated shapefiles of the proposed 2 sections of MTO 4 laning projects with increased right of way (Red Rock Road 9 – Coughlin, and Coughlin – Hwy 582). Can you provide the shapefile or links to this information as it would assist in our review.

Thank you
Kimberly



June 9, 2017

Ms. Heather Nelson
District Planner
Ministry of Natural Resources and Forestry
Thunder Bay District
435 James Street, South, Suite B001
Thunder Bay, ON P7E 6E3

**RE: Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9
Detail Design and Class Environmental Assessment Study
Notice of Study Commencement (G.W.P. 132-90-00)**

Dear Ms. Nelson,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9. Study details and a key plan showing the study area are available on the enclosed notice.

The purpose of this letter is to notify you of the project start-up for this Class EA and Detail Design Study and to provide an opportunity for your input. Please provide any comments you may have about this study by **July 13, 2017**. An agency comment form is attached to facilitate your response. Comments may also be submitted through the study website at **www.hwy11-17-coughlintoredrock9.com**.

If you wish to obtain additional information about the project or provide input at any point during the study, please contact one of the individuals noted on the enclosed Notice of Study Commencement.

Yours Very Truly,

WSP

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

cc: Kevin Saunders, MTO, Senior Project Manager
Lara Welch MTO, Senior Environmental Planner
Greg Moore, WSP, Consultant Environmental Planner

Attach.

NOTICE OF STUDY COMMENCEMENT

Highway 11/17 Four-Laning from Coughlin Road to Red Rock Road #9 Detail Design and Class Environmental Assessment Study

THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, has initiated the Detail Design and Class Environmental Assessment (EA) Study for the four-lane expansion of Highway 11/17 from 800 m west of Coughlin Road to Red Rock Road #9, as shown in the key plan.

BACKGROUND

Following the planning and preliminary design phase, an Environmental Study Report (ESR) was filed for public review and comment in 1997, and subsequently, the project was cleared to proceed. The EA approved plan within the study limits included:

- Expansion of Highway 11/17 to four lanes on a new highway alignment;
- Improvements / modifications to select intersecting side-roads; and
- Two new bridges across the Black Sturgeon River.

The four-lane highway corridor was designated (protected) in 2003.

THE PROCESS

This project will follow MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) process for Group 'B' projects.

As part of the study, an Addendum to the 1997 Environmental Study Report will be prepared to document any changes to existing environmental conditions from the 1997 study, and proposed changes to the previously approved plan for Highway 11/17 within the study limits. Potential changes to the 1997 approved plan include: widening the proposed right-of-way from 90 m to 110 m, and alignment revisions to the intersecting roadways.

Consultation will take place throughout the study with external agencies, property owners and the public. Two (2) Public Information Centres (PICs) are planned. Notices providing the time and location of the PICs will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list.

The Addendum to the 1997 ESR will be available for a 30-day review period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list 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:

Karen M. Zan, P.Eng.

Senior Project Manager

WSP

610 Chartwell Road, Suite 300, Oakville, ON L6J 4A5

tel: 1-877-562-7947 or 289-835-2643

fax: 905-823-8503

e-mail: karen.zan@wsp.com

Kevin Saunders

Senior Project Manager

Ministry of Transportation

615 James Street South, Thunder Bay, ON P7E 6P6

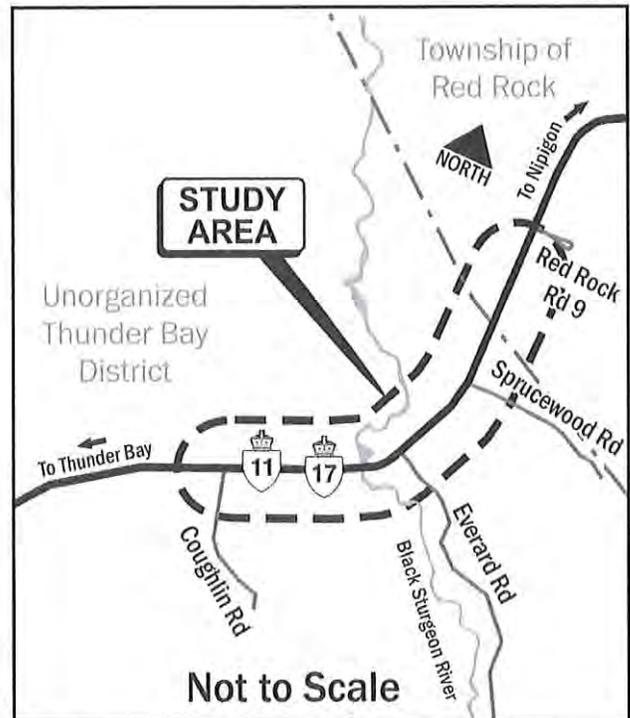
tel: 1-800-465-5034 or 807-473-2109

fax: 807-473-2168

e-mail: kevin.saunders@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.

Please visit us at www.hwy11-17-coughlintoredrock9.com



Bakhit, Behnaz

From: Vazz, Christine
Sent: November 1, 2024 2:21 PM
To: [REDACTED]
Cc: Zan, Karen; Kevin.Saunders@ontario.ca
Subject: RE: Contact from the project website...

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

Thank you for your interest in the Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment and for submitting your comments to the Project Team on September 7, 2023.

We apologize for the delayed response. The Project Team has been revisiting some design elements relating to construction of the new bridges over the Black Sturgeon River in relation to the available in-water works period.

We have confirmed that you are on our study mailing list and will ensure you are kept informed of study activities.

If you have any additional information or comments about the project, please visit the study website at www.hwy11-17-coughlintoredrock9.com or contact the Karen at toll-free at 1-877-562-7947 or by email at Karen.Zan@wsp.com.

Sent on behalf of Karen Zan and the Project Team



Christine Vazz
Senior Environmental Planner
MCIP, RPP
she / her / hers

T+ 1 289-823-8500
D+ 1 289-835-2628

> ----- Original Message -----

> From: "Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)" <project-team@hwy11-17-coughlintoredrock9.com>

> To: project-team@hwy11-17-coughlintoredrock9.com

> Date: 09/07/2023 3:48 PM EDT

> Subject: Contact from the project website...

>

>

> From: [REDACTED]

>

> Message Body:

> Please include me in future updates. Thank you.

>

> Noce` Preference:

> Email

>

> Mailing Address:

>

>

>

>

> --

> This email was sent from a contact form on Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) (<https://hwy11-17-coughlintoredrock9.com>)

Bakhit, Behnaz

Subject: RE: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

From: Leslie Rich <lrich@conservationontario.ca>
Sent: Tuesday, August 29, 2023 8:57 AM
To: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Subject: RE: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Good morning,

This project is outside of a Conservation Authority jurisdiction. Please contact the Ministry of Natural Resources and Forestry to obtain comments on this class EA project.

Sincerely,



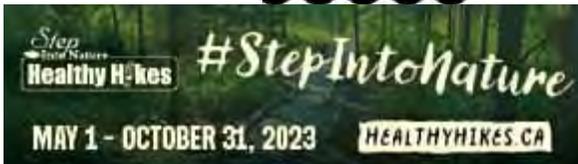
Leslie Rich (she/her), MES, RPP
Policy and Planning Specialist

P: 905-895-0716 | **M:** 705-716-6174

lrich@conservationontario.ca

www.conservationontario.ca

120 Bayview Parkway
Newmarket, ON L3Y 3W3



My regular work week is Monday through Thursday.

From: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Sent: Friday, August 25, 2023 1:14 PM
Cc: 'Saunders, Kevin (MTO)' <Kevin.Saunders@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Hello,

WSP, on behalf of the Ministry of the Transportation (MTO), is undertaking the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

Please see attached the Notice of Public Information Centre #2 for the above mentioned project.

Best Regards,

Behnaz Bakhit, on behalf of Ms. Karen Zan, Consultant Senior Project Manager



Behnaz Bakhit, MES (PI.)

Environmental Planner

she/her/hers

T+ 289-835-2688

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-LAEmHhHzdJzBITWfa4Hgs7pbKl



MINISTRY OF TRANSPORTATION

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study

GWP 132-90-00

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by October 6, 2023 to:

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tell: 807-473-2109
Email: kevin.saunders@ontario.ca

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 500
Mississauga, ON L5N 7K2
Toll-Free: 1-877-562-7947
Tell: 289-835-2643
Email: karen.zan@wsp.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS: Option 2 on the east side of old Black Sturgeon Bridge is preferable.

The turn around on the west side should be further west as well.

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

Form with fields for NAME, ADDRESS, POSTAL CODE, and EMAIL, all of which are redacted.

PREFERRED METHOD OF CONTACT: MAIL [] EMAIL [x]

For more information, please visit the study website: www.hwy11-17-coughlintoredrock9.com

Sept 7 PIC

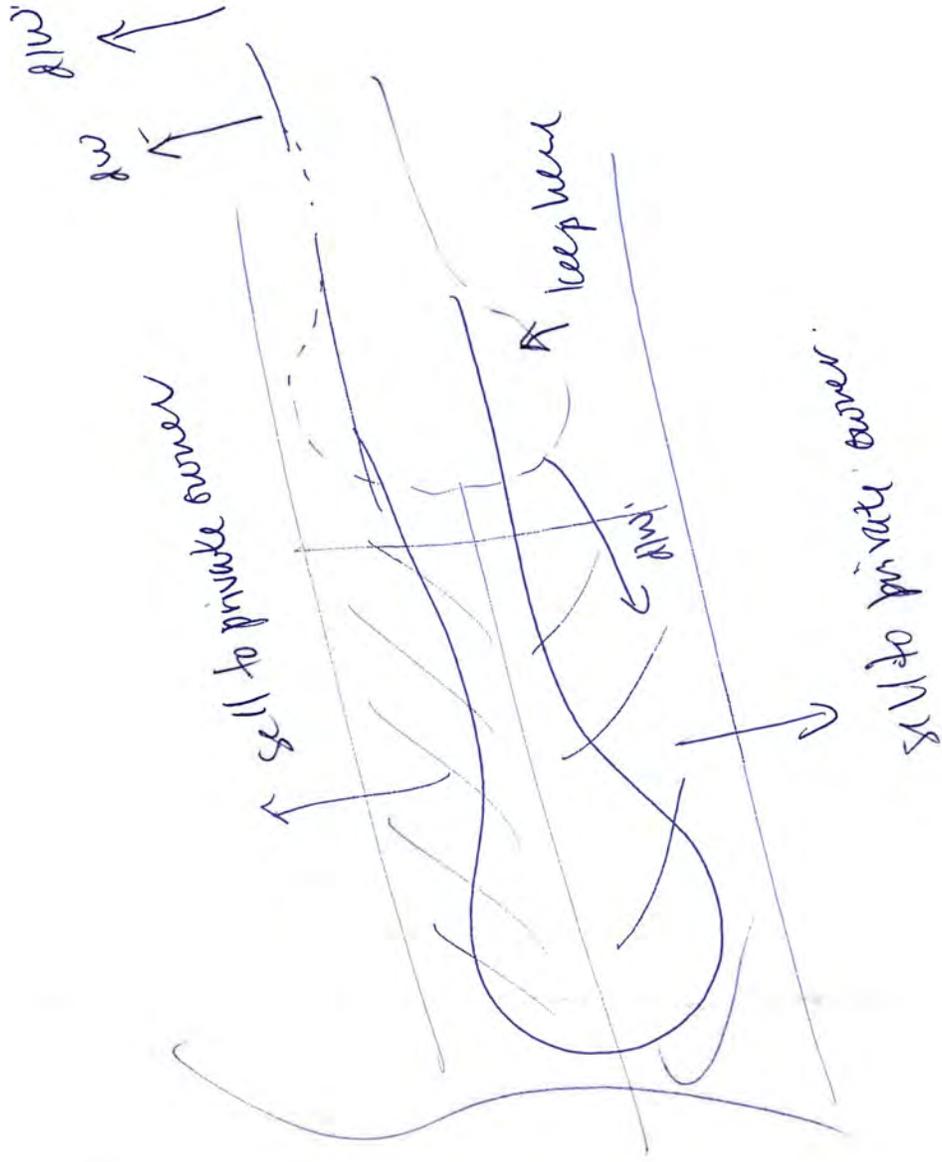
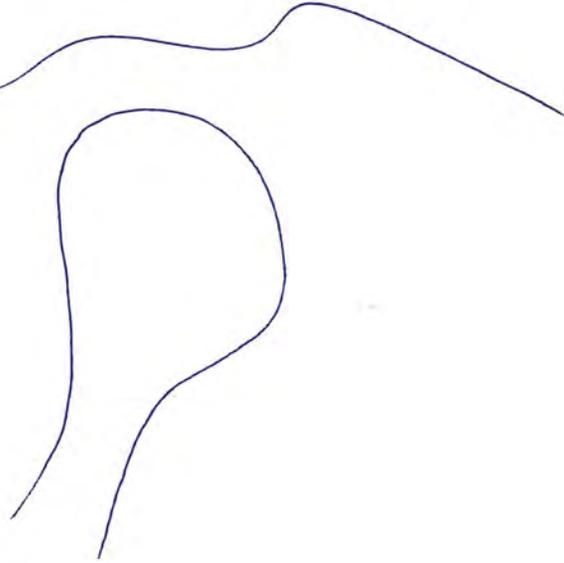
K2 notes

speaking to owners

on north + south

sides on east

side of river





MINISTRY OF TRANSPORTATION

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study

GWP 132-90-00

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by October 6, 2023 to:

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tell: 807-473-2109
Email: kevin.saunders@ontario.ca

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 500
Mississauga, ON L5N 7K2
Toll-Free: 1-877-562-7947
Tell: 289-835-2643
Email: karen.zan@wsp.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED [checkbox]

COMMENTS: McGuire Road corner wider

Option # 2 for CwF DE Sac EAST of River.

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.



MINISTRY OF TRANSPORTATION

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study

GWP 132-90-00

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by **October 6, 2023** to:

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tell: 807-473-2109
Email: kevin.saunders@ontario.ca

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 500
Mississauga, ON L5N 7K2
Toll-Free: 1-877-562-7947
Tell: 289-835-2643
Email: karen.zan@wsp.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED [checkbox]

COMMENTS: CUL DESAC

OPTION #2

* This needs to happen for the residence at the end of the Highway

McGuire Road corner need to be wider

Bakhit, Behnaz

From: Vazz, Christine
Sent: November 1, 2024 2:58 PM
To: [REDACTED]
Cc: Saunders, Kevin (MTO); Zan, Karen
Subject: RE: Comment sheet MTO

Good afternoon,

Thank you for your interest in the Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment and for submitting your comments to the Project Team on September 8, 2023.

We apologize for the delayed response. The Project Team has been revisiting some design elements relating to construction of the new bridges over the Black Sturgeon River in relation to the available in-water works period.

The Project Team acknowledges your concerns regarding the provision of a wider corner on McGuire Road approaching Highway 11/17, and your support for the option to shift the east cul-de-sac further from the river, as shown at PIC #2. The Project Team is currently reviewing both cul-de-sac options on the east side of the river. The preferred option will be documented in the forthcoming Design and Construction Report (DCR). Notices will be posted online to the project website and published in local newspapers when the DCR is available for viewing.

We have confirmed that you are on our study mailing list and will ensure you are kept informed of study activities and future consultation events.

If you have any additional information or comments about the project, please visit the study website at www.hwy11-17-coughlintoredrock9.com or contact the Karen toll-free at 1-877-562-7947 or by email at Karen.Zan@wsp.com.

Sent on behalf of Karen Zan and the Project Team



Christine Vazz
Senior Environmental Planner
MCIP, RPP
she / her / hers

T+ 1 289-823-8500
D+ 1 289-835-2628

From: [REDACTED]
Sent: Friday, September 8, 2023 12:25:12 PM
To: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Subject: Fwd: Comment sheet MTO

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Sent from my iPhone

Begin forwarded message:

sheet MTO

Bakhit, Behnaz

Subject: RE: [External/Externe]: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

From: ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>

Sent: Wednesday, September 6, 2023 1:15 PM

To: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>

Cc: 'Saunders, Kevin (MTO)' <Kevin.Saunders@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>

Subject: RE: [External/Externe]: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Greetings,

Thank you for your correspondence.

Please note Transport Canada does not require receipt of all Individual or Class EA related notifications. We request that project proponents self-assess whether their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfpr-rbif/; and
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment per Section 82 of the *Impact Assessment Act, 2019* prior to exercising a federal power (including full or partial funding), and/or performing a function or duty (e.g. regulatory approval or issuance of a lease) in relation to that project.

If the criteria above do not apply, Transport Canada's Environmental Assessment program should not be included in any further correspondence, and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded to: EnviroOnt@tc.gc.ca with a brief description of Transport Canada's expected role.

*Below is a summary of the most common Acts that apply to projects in an Environmental Assessment context:

- *Canadian Navigable Waters Act (CNWA)* – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Inquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
- *Railway Safety Act (RSA)* – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Inquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- *Transportation of Dangerous Goods Act (TDGA)* – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Inquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- *Aeronautics Act* – this Act and the associated Canadian Aviation Regulations (CARs) govern civil aviation in Canada. Transport Canada should be notified of projects involving aerodromes and associated structures, or activities that could affect aviation safety. Elevated structures, such as wind turbines and communication towers, are examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. Additional guidance can be found in the *Land Use In The Vicinity of Aerodromes* publication, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Information about Transport Canada’s Civil Aviation program can be found at: <https://tc.canada.ca/en/aviation>. Inquires can be directed to aviation.ont@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca

Programme d'évaluation environnementale, Région de l'Ontario
Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5
EnviroOnt@tc.gc.ca

From: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Sent: Friday, August 25, 2023 1:14 PM
Cc: 'Saunders, Kevin (MTO)' <Kevin.Saunders@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: [External/Externe]: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Hello,

WSP, on behalf of the Ministry of the Transportation (MTO), is undertaking the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

Please see attached the Notice of Public Information Centre #2 for the above mentioned project.

Best Regards,

Behnaz Bakhit, on behalf of Ms. Karen Zan, Consultant Senior Project Manager



Behnaz Bakhit, MES (PI.)

Environmental Planner

she/her/hers

T+ 289-835-2688

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-LAEhHhHzdJzBITWfa4Hgs7pbKl

Bakhit, Behnaz

Subject: RE: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

From: Mark Figliomeni <cao@redrocktownship.com>
Sent: Monday, August 28, 2023 10:03 AM
To: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Subject: RE: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Thank you,

We can share on our page,

Mark

From: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Sent: Friday, August 25, 2023 1:14 PM
Cc: 'Saunders, Kevin (MTO)' <Kevin.Saunders@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Hello,

WSP, on behalf of the Ministry of the Transportation (MTO), is undertaking the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

Please see attached the Notice of Public Information Centre #2 for the above mentioned project.

Best Regards,

Behnaz Bakhit, on behalf of Ms. Karen Zan, Consultant Senior Project Manager



Behnaz Bakhit, MES (PI.)

Environmental Planner

she/her/hers

T+ 289-835-2688



Hydro One Networks Inc.

483 Bay Street
8th Floor South Tower
Toronto, Ontario M5G 2P5

HydroOne.com

September 14, 2023

Re: Highway 11/17 Four-Laning from Coughlin Road to McGuire Road

Attention:
Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.

Thank you for sending us notification regarding (Highway 11/17 Four-Laning from Coughlin Road to McGuire Road). In our assessment, we have confirmed that Hydro One has existing distribution assets within your study area.

At this time, we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

**Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.**

Bakhit, Behnaz

From: Vazz, Christine
Sent: November 1, 2024 2:42 PM
To: Susan.SUN@HydroOne.com
Cc: Kevin.Saunders@ontario.ca; Zan, Karen
Subject: RE: Hydro One Response: 20230914-NoticeOfPIC2-Highway 11/17 Four-Laning from Coughlin Road to McGuire Road

Good afternoon,

Thank you for your interest in the Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment and for submitting your comments to the Project Team on September 14, 2023.

We apologize for the delayed response. The Project Team has been revisiting some design elements relating to construction of the new bridges over the Black Sturgeon River in relation to the available in-water works period.

Thank you for confirming that Hydro One has existing distribution assets within our study area. Throughout the duration of this Study, the Project Team has worked closely with Hydro One to provide all relevant information with respect to infrastructure and land use concerns. Hydro One Distribution relocation designs have been completed and approved by the Ministry, and a Moving of Utility Order (MOU) has been issued for relocation by December 31, 2023. No direct or indirect impacts to Hydro One Transmission towers or lines are expected.

In order to assist in mitigating delays in advance of construction the Project Team will ensure that we communicate with Hydro One to ensure that the infrastructure is relocated by the date on the MOU.

We have confirmed that you are on our study mailing list and will ensure you are kept informed of study activities and future consultation events.

If you have any additional information or comments about the project, please visit the study website at www.hwy11-17-coughlintoredrock9.com or contact the Karen toll-free at 1-877-562-7947 or by email at Karen.Zan@wsp.com.

Sent on behalf of Karen Zan and the Project Team



Christine Vazz
Senior Environmental Planner
MCIP, RPP
she / her / hers

T+ 1 289-823-8500
D+ 1 289-835-2628

-----Original Message-----

From: SUN Hongxia <Susan.SUN@HydroOne.com> On Behalf Of SECONDARY LAND USE Department
Sent: Thursday, September 14, 2023 1:46 PM
To: Zan, Karen <Karen.Zan@wsp.com>
Cc: SECONDARY LAND USE Department <Department.SecondaryLandUse@hydroone.com>

Subject: Hydro One Response: 20230914-NoticeOfPIC2-Highway 11/17 Four-Laning from Coughlin Road to McGuire Road

Please see the attached for Hydro One's Response.

Hydro One Networks Inc

SecondaryLandUse@HydroOne.com

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Bakhit, Behnaz

Subject: RE: GWP-132-90-00 - Notice of Public Information Centre #2 - Highway 11/17, four-laning from Coughlin Road to McGuire Road (formerly Red Rock Road #9)

From: Zan, Karen <Karen.Zan@wsp.com>
Sent: Thursday, September 28, 2023 9:18 AM
To: Tracey Trevisan <Tracey.Trevisan@enbridge.com>
Cc: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: RE: GWP-132-90-00 - Notice of Public Information Centre #2 - Highway 11/17, four-laning from Coughlin Road to McGuire Road (formerly Red Rock Road #9)

Hi Tracey

Thank you for (re)confirming that Enbridge has no plant in the area. The project is at the 90% stage and all utility impacts have been addressed. We will update our contact list with your name in place of Jonathan's for any remaining consultation on this project as well as in the construction contract for utility contact information.

Regards
Karen

From: Tracey Trevisan <Tracey.Trevisan@enbridge.com>
Sent: Friday, September 15, 2023 3:37 PM
To: Zan, Karen <Karen.Zan@wsp.com>
Subject: GWP-132-90-00 - Notice of Public Information Centre #2 - Highway 11/17, four-laning from Coughlin Road to McGuire Road (formerly Red Rock Road #9)

Good day Karen,

So sorry for the delay responding to your communication dated August 23, 2023 to Jonathan Foulds.

Thank you for the opportunity to provide comment for your project on Highway 11/17, four-laning from Coughlin Road to McGuire Road (formerly Red Rock Road #9).

I can confirm that we currently do not have natural gas plant in this area of Highway 11/17 (from Coughlin Road to McGuire Road – formerly Red Rock Road #9). Although Enbridge Gas does not currently have existing natural gas in this area, you can put my name down as contact for any future communications for this proposed work. My contact information,, notably my email address, is noted below. Please send all future communicaons by` email.

As always, Enbridge recommends you request line locations prior to the start of any construction to ensure nothing has changed with the information above from today to the time of construction.

I hope this is sufficient for your needs. Should you have any questions, please do not hesitate to give me a call.

Regards,

Tracey Trevisan
Advisor, Construction & Project Management

Northern Region

—

ENBRIDGE

TEL: 807-684-8825 | CELL: 807-632-0182

1211 Amber Drive; Thunder Bay, ON P7B 6M4

enbridge.com

Integrity. Safety. Respect. Inclusion

Bakhit, Behnaz

From: Vazz, Christine
Sent: November 1, 2024 2:33 PM
To: [REDACTED]
Cc: Zan, Karen; Kevin.Saunders@ontario.ca
Subject: RE: Black Sturgeon River Bridge Additional Information

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon,

Thank you for your interest in the Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment and for submitting your comments to the Project Team on September 18, 2023.

We apologize for the delayed response. The Project Team has been revisiting some design elements relating to construction of the new bridges over the Black Sturgeon River in relation to the available in-water works period.

Thank you for providing that information associated with Black Sturgeon River and for your support of the project. Please be assured that the project team is comprised in part of geotechnical engineers and ecologists who have provided technical and historical input to the design.

We have confirmed that you are on our study mailing list and will ensure you are kept informed of study activities and future consultation events.

If you have any additional information or comments about the project, please visit the study website at www.hwy11-17-coughlintoredrock9.com or contact Karen toll-free at 1-877-562-7947 or by email at Karen.Zan@wsp.com.

Sent on behalf of Karen Zan and the Project Team



Christine Vazz
Senior Environmental Planner
MCIP, RPP
she / her / hers

T+ 1 289-823-8500
D+ 1 289-835-2628

From: [REDACTED]
Sent: Monday, September 18, 2023 5:30 PM
To: kevin.saunders@ontario.ca; Zan, Karen <Karen.Zan@wsp.com>
Subject: Black Sturgeon River Bridge Additional Information

Good day Kevin and Karen,

Thank you for the opportunity to comment on the Detail Design & Class EA Study for the Highway 11/17 Four-Laning from Coughlin Road to McGuire Road. My comments are related to the proposed Black Sturgeon River bridges.

I have had a few opportunities to accumulate knowledge about the Black Sturgeon River and its watershed. From roughly 1980 to 1994, I worked for [REDACTED] dams, road maintenance and construction, and the implementation of the Environmental Guidelines for roads and watercrossings on Crown land. The Black Sturgeon River dam that is directly upstream of the proposed water crossings was one of the dams. When I moved to Thunder Bay I began a part time Water Resource Science degree, while working full time. My honours (2007) thesis was titled 'The Effects of Geologic History and Human Activity on the Morphology of the Black Sturgeon River, Northwestern Ontario: Potential Effects on Fish Habitat'. I won't overload you with data, but there are a few point that I'd like to share that might be helpful to you.

First, the surficial geology in the area of the proposed bridges is either silt/sand or clay/sand lacustrine plains, which are highly erodible. It appears that you plan to minimize disturbance of the natural vegetation, which will be helpful. In 2007 I compared the 1947 and 1996 aerial photos and found the section of the river where you're proposing the bridge to have remained stable with little to no change.

Second, I'd like to bring to your attention the high variability of flows in the Black Sturgeon River. I reviewed the Environment Canada flow data from 1971 to 2006. The maximum peak discharge recorded was 323 cms in May 1996. However in 1968, before flow data was recorded, there was a massive flood that topped a very large dam (17 ' tall) at the outlet of Eskwanonwatin Lake (known as the Camp 1 dam) and washed around the Camp 43 (Twin Rapids) dam, which is the dam directly above your proposed site. An overflow wall was constructed where the erosion around the dam occurred. You can still see the exposed bedrock on the east side of the river directly below the dam. The 1996 flood did not get anywhere near high enough to top the Camp 1 dam, suggesting that the 1968 flood was significantly larger. Unfortunately you can't see the Camp 1 dam, as it burnt in a forest fire in 1999.

I hope this information is helpful to you.

Regards,

[REDACTED]



MINISTRY OF TRANSPORTATION

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study

GWP 132-90-00

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by October 6, 2023 to:

Kevin Saunders
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tell: 807-473-2109
Email: kevin.saunders@ontario.ca

Karen M. Zan, P.Eng.
Senior Project Manager
WSP Canada Inc.
6925 Century Avenue, Suite 500
Mississauga, ON L5N 7K2
Toll-Free: 1-877-562-7947
Tell: 289-835-2643
Email: karen.zan@wsp.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS:

Handwritten comments: CUL DE SAC OPTION #2 EAST SIDE OF RIVER WIDER MCGUIRE ROAD CORNER

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

Form with fields for NAME, ADDRESS, POSTAL CODE, and EMAIL, with some fields redacted.

PREFERRED METHOD OF CONTACT: MAIL [X] EMAIL [X]

For more information, please visit the study website: www.hwy11-17-coughlintoredrock9.com



MINISTRY OF TRANSPORTATION

Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study GWP 132-90-00

PUBLIC INFORMATION CENTRE #2 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by October 6, 2023 to:

Kevin Saunders Senior Project Manager Ministry of Transportation 615 James Street South Thunder Bay, ON P7E 6P6 Toll-Free: 1-800-465-5034 Tell: 807-473-2109 Email: kevin.saunders@ontario.ca

Karen M. Zan, P.Eng. Senior Project Manager WSP Canada Inc. 6925 Century Avenue, Suite 500 Mississauga, ON L5N 7K2 Toll-Free: 1-877-562-7947 Tell: 289-835-2643 Email: karen.zan@wsp.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS:

Handwritten comments: CUL DE SAC OPTION # 2 EAST SIDE OF RIVER WIDER MCGUIRE ROAD CORNER

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

Form with fields for NAME, ADDRESS, POSTAL CODE, and EMAIL, all of which are redacted.

PREFERRED METHOD OF CONTACT: MAIL [X] EMAIL []

For more information, please visit the study website: www.hwy11-17-coughlintoredrock9.com

Bakhit, Behnaz

From: Vazz, Christine
Sent: November 1, 2024 2:39 PM
To: Harvey, Joseph (MHSTCI)
Cc: Saunders, Kevin (MTO); Kleinboeck, Tom (MTO); Bakhit, Behnaz; Zan, Karen
Subject: RE: File 0006916: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Good Afternoon,

Thank you for your interest in the Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) Detail Design and Class Environmental Assessment and for submitting your comments to the Project Team on October 6, 2023.

We apologize for the delayed response. The Project Team has been revisiting some design elements relating to construction of the new bridges over the Black Sturgeon River in relation to the available in-water works period.

A Stage 2 Archaeological Assessment was carried out in Fall 2021. No further archaeological work was recommended for the study area; this was endorsed by the Ministry of Citizenship and Multiculturalism (MCM) upon acceptance of the report in March 2022. The Project Information form (PIF) Number is P1105-0042-2021.

No built heritage resources or cultural heritage landscapes were identified during the study.

We have confirmed that you are on our study mailing list and will ensure you are kept informed of study activities and future consultation events.

If you have any additional information or comments about the project, please visit the study website at www.hwy11-17-coughlintoredrock9.com or Karen toll-free at 1-877-562-7947 or by email at Karen.Zan@wsp.com.

Sent on behalf of Karen Zan and the Project Team



Christine Vazz

Senior Environmental Planner
MCIP, RPP
she / her / hers

T+ 1 289-823-8500
D+ 1 289-835-2628

From: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
Sent: Friday, October 6, 2023 1:58 PM
To: Zan, Karen <Karen.Zan@wsp.com>

Cc: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Vazz, Christine <Christine.Vazz@wsp.com>; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Subject: FW: File 0006916: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

Karen Zan,

Thank you for providing us with the above referenced notice. We understand the proposed undertaking includes a number of changes to the 1997 EA Approved Plan which could impact lands not previously screened for cultural heritage resources.

To assist us in tracking archaeological assessment reports, please provide us with the Project Information Form (PIF) number(s) of any archaeological assessments being prepared for this project.

Please let us know if the project has been screened for impacts to known (previously recognized) or potential built heritage resources and cultural heritage landscapes.

We look forward to hearing from you.

Thanks in advance.

Joseph Harvey | Heritage Planner
Citizenship, Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit
Ministry of Citizenship and Multiculturalism
613.242.3743
Joseph.Harvey@ontario.ca

Effective October 17, 2022, units responsible for cultural heritage matters have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Responsibility for the Ontario Heritage Act and associated Provincial functions is now held by MCM. Individual staff roles and contact information remain unchanged.

From: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Sent: August-25-23 1:14 PM
Cc: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: GWP 132-90-00 Highway 11/17 Four-Laning from Coughlin Road to McGuire Road (formerly to Red Rock Road #9) - Notice of PIC #2

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Hello,

WSP, on behalf of the Ministry of the Transportation (MTO), is undertaking the detail design and class environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

Please see attached the Notice of Public Information Centre #2 for the above mentioned project.

Best Regards,

Behnaz Bakhit, on behalf of Ms. Karen Zan, Consultant Senior Project Manager



Behnaz Bakhit, MES (PI.)
Environmental Planner

she/her/hers

T+ 289-835-2688

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Bakhit, Behnaz

Subject: RE: MNRF comments towards GWP 132-90-00 - Hwy 11/17 from Coughlin Road easterly to McGuire Road + request for inwater timing window extension

From: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Sent: Monday, October 16, 2023 10:24 PM
To: McNaughton, Kimberly (MNRF) <kimberly.mcnaughton@ontario.ca>
Cc: Zan, Karen <Karen.Zan@wsp.com>; Tarini, Leona (MNRF) <leona.tarini@ontario.ca>; Vazz, Christine <Christine.Vazz@wsp.com>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
Subject: RE: MNRF comments towards GWP 132-90-00 - Hwy 11/17 from Coughlin Road easterly to McGuire Road + request for inwater timing window extension

Good Morning Kimberly.

Thank you for providing the comments attached below. Our Design Service Provider has gone through all and provided me with responses to each, MTO will supplement those with additional information as required. I will pass those along in the near future.

I do appreciate the offer to discuss our request with Nipigon District MNRF. I will follow-up with you once we are ready to proceed with a discussion.

Thank you again and enjoy your day.

Kevin Saunders | Senior Project Manager
Project Delivery Section | Engineering Program Delivery Northwest
Transportation Infrastructure Management Division | Ontario Ministry of Transportation
615 South James Street
Thunder Bay, ON
P7E 6P6

Cell: (807)630-4114
email: kevin.saunders@ontario.ca



From: McNaughton, Kimberly (MNRF) <kimberly.mcnaughton@ontario.ca>
Sent: October 6, 2023 1:45 PM
To: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; Vazz, Christine <Christine.Vazz@wsp.com>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
Cc: Zan, Karen <Karen.Zan@wsp.com>; Tarini, Leona (MNRF) <leona.tarini@ontario.ca>
Subject: MNRF comments towards GWP 132-90-00 - Hwy 11/17 from Coughlin Road easterly to McGuire Road + request for inwater timing window extension

Good afternoon,

Thank you for notifying the MNRF of the PIC#2 in Red Rock for the GWP 132-90-00 - Hwy 11/17 from Coughlin Road easterly to McGuire Road, and providing the consolidated display information

shared during this information center. In reviewing the display information package provided, and the attached request for in-water work timing window extension, the MNRF provides the following:

- The MNRF is having some difficulty in understanding the construction proposal provided. As per information shared earlier in this process, the largest spawning area, below Camp 43 dam, in the Black Sturgeon River system is upstream of the current bridge and downstream of the new bridges. With the proposed project components, it is unclear how impacts are to be minimized, particularly siltation downstream of the construction site during the spawning and incubation periods, as well as ensuring fish passage upstream of the site year round. For example, it appears that a temporary in-water berm/platform is to be constructed, and removed prior to winter with the exception of the coarse rock left in-water. It is unclear how this remaining rock doesn't impede fish passage, and/or is arranged in such a way as to not increase erosion downstream (i.e. impacts to the existing spawning areas). The MNRF would appreciate additional discussions and review of more detailed designs when available to better understand the mitigation to in-stream environments.
- The MNRF will need to view the modeling inputs and results for the changes to the predicted flows and levels during the construction period, under various velocities. This should include the base environment, changes resulting from the construction, use (restricted environment), partial demob and full restoration of the berm. Further changes resulting from the use of the barge should also be factored into the model as it will also influence the environment. The extent of influence to both the upstream and downstream aquatic environments, wetted width, thalweg direction etc will need to be understood. Scenarios will need to be considered and impacts mitigated under various regimes.
- There needs to be consideration/understanding of Fall period flows during the salmon spawn. This would include the base environment ie without restriction, predicted areas suitable for spawning during construction, and areas that would be altered once the berms are removed. The changes with flows and levels may induce fall fish to spawn in areas that may change with the removal of the berms. This may leave eggs with insufficient water cover and be exposed during the winter incubation period or there may be deposition of sediment from removal of said berms. Investigation into these potential concerns is also required.
- In general, clarity is needed as to methods for protection of spawning area structures during construction, and restoration post berm removal.
- With respect to the use of a barge to cross river, it is unclear what depths are needed to support use of a barge as this may be limiting under low flow situations. Under this low depth scenario, it needs to be understood / considered / mitigated as to how much area of the river in the restriction would be suitable for fish migration, ie given the berm and barge location and potential to impact fish (lake sturgeon) from utilizing or passing through the area. Should this situation arise, are there alternate methods if barge is not deployable?
- The MNRF recommends that Transport Canada be engaged on the barge and in-water berm use in the river as there may be additional conditions to consider that may affect the proposed construction and concerns with the fishery components.
- The Black Sturgeon River is a designated canoe route. A portage will be needed to allow travelers safe passage around construction.

- Information indicates that these bridges are of sufficient height to allow for wildlife travel, however the proposed substrate ie rip rap, is not conducive to allow for this travel which lends to animals traversing up/over the highway. Recommend suitable substrate along river banks for wildlife travel.
- Decommissioning of the existing bridge should address ongoing erosion issues, eg not create hard banks that could increase velocity or alter dynamics resulting in downstream erosion.
- The MNRF is aware of heightened Community interests in this river system as it is accessed frequently for harvesting and utilized for cultural practices.

With respect to the extension to a coldwater inwork window:

The in-water work window – coldwater June 16 to Aug 31 for the Black Sturgeon River is not accurate as doesn't consider all of the species in the river. This system is noted as a coldwater system, but also supports cool water species, notably lake sturgeon, walleye and small mouth bass. As the construction plans have changed (since 2017-2018) and now there is proposed in-water work for the construction of the new bridges, we need to consider the cool water timing window for these species as well. Given that, the inwater work window would be from July 16 to Aug 31.

An extension to this work window is of concern to both cool and coldwater species, given that making it earlier may impact larval stages of fish species. An extension into the fall period could impact coldwater species such as salmon, brook trout. Spring conditions with the berms could result in the loss of nursery areas during the construction period when these areas are covered and changes to flow due to the restriction of the river.

Given that lake sturgeon are Species At Risk (Provincial and Federal classification), both DFO and MECP must be consulted for the agencies to come up with a mutually agreed upon strategy to address your request for the timing extension. Lake Sturgeon are listed as a threatened species under the Endangered Species Act, and this project has the potential to influence both the species (section 9) and their habitat (section 10).

Again, the MNRF would appreciate a more fulsome understanding of the proposed construction methods and mitigations for this project, and look forward to future discussions related to both the project and in- water timing windows.

Thank you and have a wonderful Thanksgiving weekend.

Kimberly

Kimberly McNaughton / LUPSIS Planner / Nipigon-Geraldton District
Ministry of Natural Resources and Forestry
807-889-0294

From: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Sent: September 13, 2023 2:49 PM
To: McNaughton, Kimberly (MNRF) <kimberly.mcnaughton@ontario.ca>
Cc: Zan, Karen <Karen.Zan@wsp.com>; LeBrun, Kim <Kim.LeBrun@wsp.com>
Subject: GWP 132-90-00 - Hwy 11/17 from Coughlin Road easterly to McGuire Road

Hi Kimberly,

Thank you for reaching out regarding the issue with the website. The SP is working on the technical glitch that is present. I will follow-up with confirmation once the issue is resolved.

In the meantime, I have attached the PIC display material that was presented last Thursday in Red Rock. Please let me know if you have any issues with viewing the pdf file and obviously this can be shared as it is public information.

If you have any questions, please reach out to either myself or the SP and we can answer those, or send along an email for a formal response for your files.

Thanks again and have a great afternoon!

Kevin Saunders | Senior Project Manager
Project Delivery Section | Engineering Program Delivery Northwest
Transportation Infrastructure Management Division | Ontario Ministry of Transportation
615 South James Street
Thunder Bay, ON
P7E 6P6

Cell: (807)630-4114
email: kevin.saunders@ontario.ca

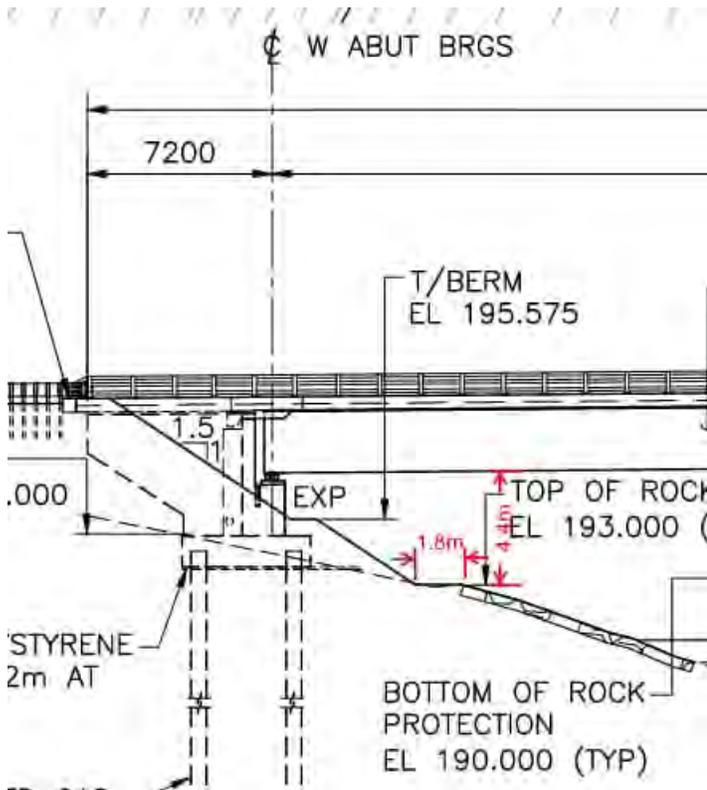


Bakhit, Behnaz

From: Zan, Karen
Sent: July 29, 2025 2:57 PM
To: Saunders, Kevin (MTO)
Subject: RE: Black Sturgeon River - Highway 4 laning Kleinboeck, Tom (MTO)
<Tom.Kleinboeck@ontario.ca>

Thanks, all received.

Re the wildlife passage bench, yes (though not noted on the GA's - can be added), a 1.8m wide bench is provided on the west side at both bridges:



Perhaps the east side reference should be revised but I believe we had earlier discussed “Wildlife/ATV Opening” and decided against the reference to the ATV.

Karen

Karen M. Zan

Senior Project Manager
Transportation Ontario - Highways

T +1 289-835-2643
M +1 647-999-1342



From: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Sent: July 29, 2025 2:15 PM
To: Zan, Karen <Karen.Zan@wsp.com>
Subject: FW: Black Sturgeon River - Highway 4 laning Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>

Just as an FYI, I had not reviewed his comments to the reports...

As well, please confirm that my assumption was correct about the wildlife crossing on both sides of the river. I see a bench in the dwgs on the west bank and made an assumption.

Kevin

From: Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
Sent: Wednesday, July 23, 2025 4:31 PM
To: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Cc: Mitchell, Glenn (MTO) <Glenn.Mitchell@ontario.ca>; McChristie, Michelle (MTO) <Michelle.McChristie@ontario.ca>; Sutch, Steve (MTO) <Steve.Sutch@ontario.ca>; Nelson, Lauren (MTO) <Lauren.Nelson@ontario.ca>
Subject: RE: Black Sturgeon River - Highway 4 laning Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>

Just adding two things to this response that was sent to MNR.

Q4 – Wildlife Bench Passage to be installed on both banks of the river. WSP could look at the drawings for 128-90-00 and the Pearl River crossing. Further comments will be provided on the DCR / Drawings but at this stage this bench passage should be on both banks.

Q5 - Due to all the continued erosion below the deck drains on the east bank of the Nipigon River I am guessing MNR wants to see similar commitments to ensure the area from beneath the deck drain to the river are protected from scour. This may warrant confirmation that the design has taken into account this chronic stability concerns on the Nipigon river bridge embankments. Mike Satten would have details on those issues and how the remedial works had to address them. Simply put we should ensure MNR is comfortable that won't happen again.

Also please ensure that WSP includes these questions/responses within the updated DCR as they reflect agency consultation.

Thanks

Tom

From: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Sent: Wednesday, July 23, 2025 3:13 PM
To: Heerschap, Matthew (MNR) <Matthew.Heerschap@ontario.ca>; McNaughton, Kimberly (MNR) <kimberly.mcnaughton@ontario.ca>
Cc: Mitchell, Glenn (MTO) <Glenn.Mitchell@ontario.ca>; McChristie, Michelle (MTO) <Michelle.McChristie@ontario.ca>; Sutch, Steve (MTO) <Steve.Sutch@ontario.ca>; Nelson, Lauren (MTO) <Lauren.Nelson@ontario.ca>; Westerman, Patti (MNR) <Patti.Westerman@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
Subject: RE: Black Sturgeon River - Highway 4 laning Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>

Hi Matthew,

Thank you for the follow-up email and continued interest in the project. I apologize for the delayed response as I needed to gather accurate information in order to respond. I have gone through your questions/comments and provide the following responses:

Q1. Will the armoring of the banks for scour protection using rocks reduce to overall width of the river or will material be removed and replaced with rock? If there will be a "pinching" of the river (ie. Net decrease in wetted width) how far will the rocks stick out into the river? While I recognize the great importance of stabilizing this bank I would like to understand if there will be a significant increase in water velocities as a result of a reduction in wetted width.

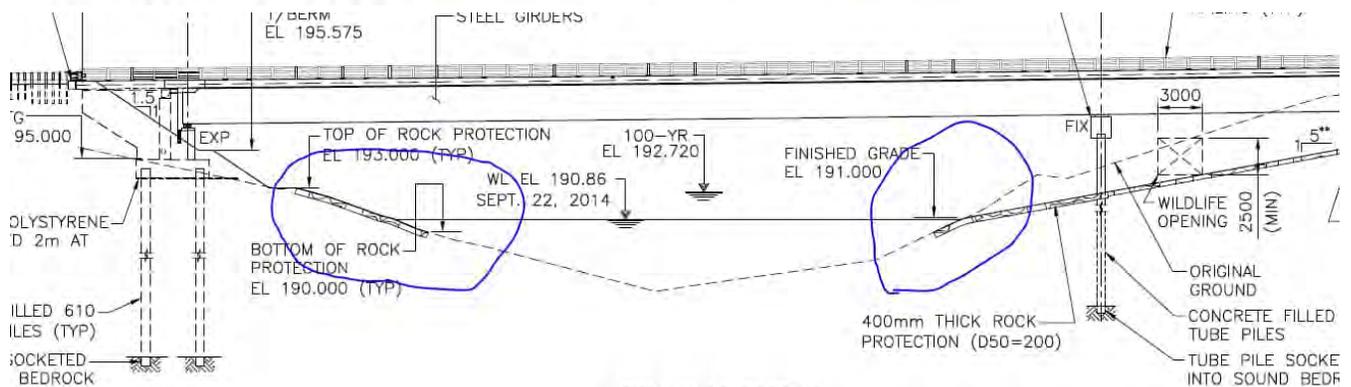
There will be no reduction in channel width due to the placement of the scour protection and therefore no increase in velocities. The scour protection will be embedded in the existing bank below the water line and the ministry has included language in the tender that states there will be minimal or no loss of cross-sectional area of the river. I have provided that language below, additionally I have added a profile view from the dwgs that shows how this is intended to be constructed. This embedment is typical for each of the structures on both the east and west banks at their respective crossing location.

ROCK PROTECTION - Item No. 35

Special Provision

The Contractor shall ensure that the rock protection that is placed below the High-Water Level on the banks of the Black Sturgeon River is embedded to the full thickness of the material such that there is minimal or no reduction in the cross-sectional area of the river.

Payment at the Contract bid price for the above tender item shall be full compensation for all labour, equipment and materials required to do the work.



- *Q2. What will be used for scour protection, loose rock or gabion baskets ?*

The scour protection will be loose rock, 400 mm thick with a size ranging from a maximum of 50 cm to a minimum of 10.5 cm. Gabion baskets will not be used as scour protection for the piers.

- *Q3. Will the rock placed below the high-water mark be tested for acid generating potential and will it be washed (away from the river) prior to installation to remove residues and fine erodible material?*

MTO Aggregate Section is Supervised by Steve Zurevinski who is a Registered Professional Geoscientist in the Province of Ontario. I spoke with him on this question, and he has provided the following: "The aggregate permits which will be included on the Aggregate Source List for the Black Sturgeon 4 laning, including the rock being placed for erosion control/scour protection at the Black Sturgeon River, are not acid generating rock. Acid Rock Drainage is produced from the oxidation of sulphide bearing minerals (such as pyrite, FeS₂ or chalcopyrite, CuFeS₂, etc). None of the rock types associated with the aggregate permits on the Black Sturgeon project have any visible sulphides and they have been utilized on existing MTO projects and have been shown to not be acid producing on projects to date. The aggregate source to the east of the Black Sturgeon River (Red Rock #19) is a

granite quarry and has no sulphides present. The aggregate sources to the west of the Black Sturgeon River (Red Rock #21, 22 and 23) are diabase quarries and have no sulphides present.

In addition to the absence of sulphides in the source rock proposed for the rock protection item along the Black Sturgeon River, it should be noted that the availability of sulphur to generate acid in rocks is also related to grain size (available surface area). Mine tailings that are acid generating are generally smaller than 75 µm, whereas the gradation range for rock protection grades from a maximum of 50 cm to a minimum of 10.5 cm. So, the amount of surface area in rock protection available to oxidize is considerably less than tailings."

Additionally, OPSS 1004 is included in the tender and it states that materials are to be "clean" and free of deleterious materials.

1004.05 MATERIALS

1004.05.01 General

The requirements of OPSS 1001 shall apply to this specification.

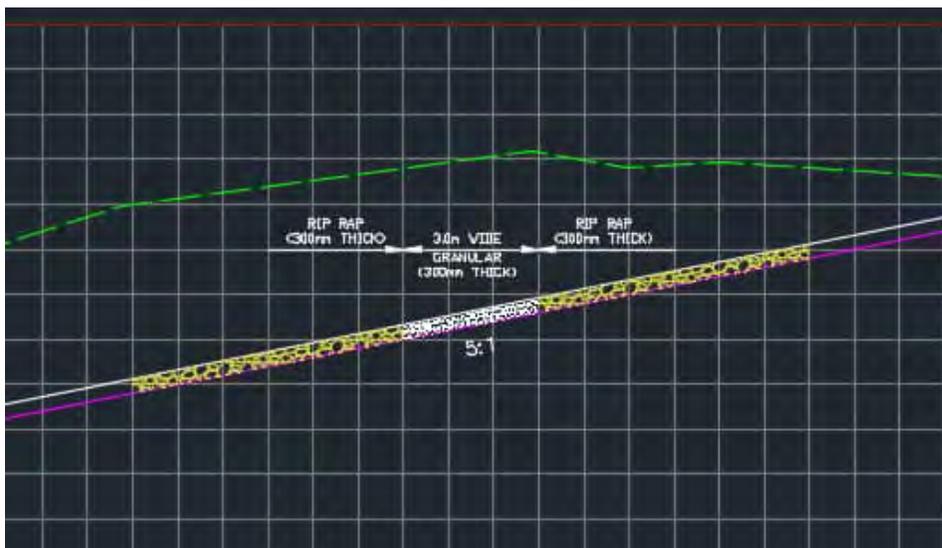
All aggregate source materials shall be clean, hard, durable particles free of earth, humus, clay or other coatings, clay lumps, shale or shaley partings and other deleterious materials. Aggregates may be sands, gravels, cobbles, boulders, or quarried rock. Reclaimed asphalt pavement, reclaimed hydraulic cement concrete, glass, other reclaimed materials, and slag materials shall not be used. When reclaimed materials are permitted by this specification or specified in the Contract Documents, they shall be homogeneously blended. When reclaimed hydraulic cement concrete is permitted, it shall not contain loose reinforcing material and shall be free of protruding metal.

When any change in the character of the aggregate occurs or when the performance of aggregate meeting the requirements of this specification is found to be unsatisfactory, use of the aggregate shall be discontinued until a reappraisal by the Contractor, with the approval of the Contract Administrator, proves the source to be satisfactory.

Irrespective of compliance or non-compliance with the gradation and physical property requirements of this specification, aggregates may be accepted or rejected on the basis of field performance, as determined by the Owner.

- *Q4. What will the groundcover look like in the wildlife passage areas? will this be a relatively flat vegetated area or will it be loose rock? Thinking that some wildlife species may avoid walking on loose or jagged rock.*

The design includes wildlife passages on both sides of the river under the structures. Specific to the east side, the design intent is to provide a 3.0m wide, 300 mm thick Gran A path within the 5:1 graded slope (this slope is necessary for bank stability and is considered fairly gentle). The project will generate some excess earth material which will be managed onsite. There is an opportunity to place a thin layer of this excess material to cover the loose gravel surface and we could possibly seed with our seed mix to promote growth. The caveat to this is that the MTO has made a commitment to a private property owner to provide a "path" under the structures on the east bank. The path was requested by the owner as a result of their parcel being split into 2 parts. The owner requested continued access to their north side lands which necessitated a crossing under the structures across the MTO ROW. Due to space limitations under the structures, we have combined both the animal crossing and the owners path into one location. This dual purpose path occurs on the east side of the river only and under both structures.



- *Q5. How will surface water (Rain, melt water etc) on the bridge be managed? Will it be discharged directly into the river or will it discharge into some kind of sediment trap before leading to the river. Recommend considering how to stabilize the shore where any discharge of rainwater from the bridge occurs. This led to a fairly significant erosion event at the Nipigon River bridge in 2021 I believe.*

The surface runoff from the structure will not be directly discharged via open-ended deck drains into the river. Surface runoff will be accumulated/managed at the ends of the structures beyond the approaches using gutters to direct that water down the erosion protected foreslope in each quadrant of each structure. This runoff will be naturally filtered through overland flow before it reaches the river in the event that it makes to waters edge.

Please let me know if you or your group from MNR wish to discuss further.

Regards,

Kevin Saunders | Senior Project Manager
 Project Delivery Section | Engineering Program Delivery Northwest
 Transportation Infrastructure Management Division | Ontario Ministry of Transportation
 615 South James Street
 Thunder Bay, ON
 P7E 6P6

Cell: (807)630-4114
 email: kevin.saunders@ontario.ca



From: Heerschap, Matthew (MNR) <Matthew.Heerschap@ontario.ca>
 Sent: Wednesday, July 16, 2025 10:23 AM
 To: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; McNaughton, Kimberly (MNR) <kimberly.mcnaughton@ontario.ca>
 Cc: Mitchell, Glenn (MTO) <Glenn.Mitchell@ontario.ca>; McChristie, Michelle (MTO) <Michelle.McChristie@ontario.ca>; Sutch, Steve (MTO) <Steve.Sutch@ontario.ca>; Nelson, Lauren (MTO) <Lauren.Nelson@ontario.ca>; Westerman, Patti (MNR) <Patti.Westerman@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
 Subject: RE: Black Sturgeon River - Highway 4 laning Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>

Hi Kevin,

I have a few follow-up questions / comments regarding the plans for the black sturgeon bridge to share.

- Will the armoring of the banks for scour protection using rocks reduce to overall width of the river or will material be removed and replaced with rock? If there will be a “pinching” of the river (ie. Net decrease in wetted width) how far will the rocks stick out into the river? While I recognize the great importance of stabilizing this bank I would like to understand if there will be a significant increase in water velocities as a result of a reduction in wetted width.
- What will be used for scour protection, loose rock or gabion baskets ?
- Will the rock placed below the high-water mark be tested for acid generating potential and will it be washed (away from the river) prior to installation to remove residues and fine erodible material?
- What will the groundcover look like in the wildlife passage areas ? will this be a relatively flat vegetated area or will it be loose rock? Thinking that some wildlife species may avoid walking on loose or jagged rock.
- How will surface water (Rain, melt water etc) on the bridge be managed? Will it be discharged directly into the river or will it discharge into some kind of sediment trap before leading to the river. Recommend considering how to stabilize the shore where any discharge of rainwater from the bridge occurs. This led to a fairly significant erosion event at the Nipigon River bridge in 2021 I believe.

Looking forward to hearing from you.

Take care,

Matt

Matthew Heerschap

Management Biologist | Nipigon Geraldton District
Ministry of Natural Resources and Forestry
1 (807) 889-0845 | matthew.heerschap@ontario.ca



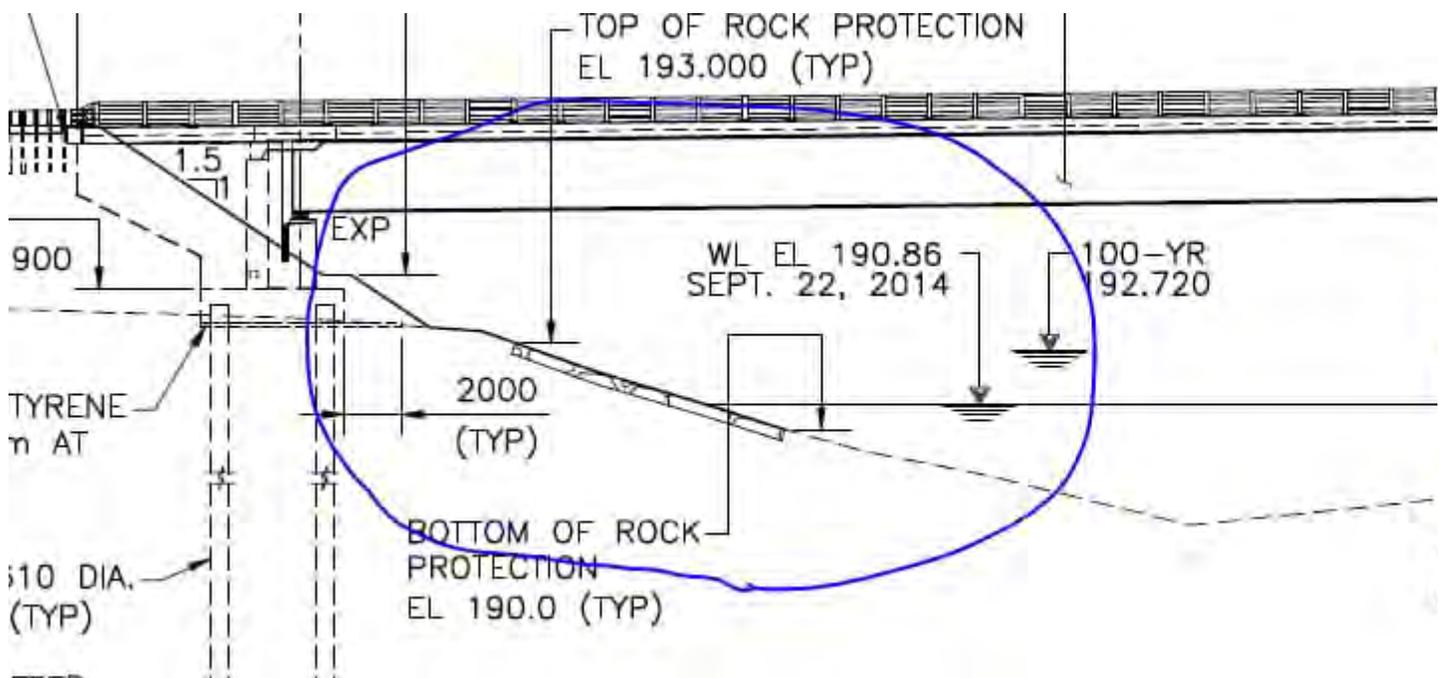
From: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Sent: Monday, June 23, 2025 10:52 AM
To: McNaughton, Kimberly (MNR) <kimberly.mcnaughton@ontario.ca>
Cc: Mitchell, Glenn (MTO) <Glenn.Mitchell@ontario.ca>; McChristie, Michelle (MTO) <Michelle.McChristie@ontario.ca>; Sutch, Steve (MTO) <Steve.Sutch@ontario.ca>; Heerschap, Matthew (MNR) <Matthew.Heerschap@ontario.ca>; Nelson, Lauren (MTO) <Lauren.Nelson@ontario.ca>; Westerman, Patti (MNR) <Patti.Westerman@ontario.ca>; Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
Subject: RE: Black Sturgeon River - Highway 4 laning Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>

Good morning Kimberly.

Thank you for the follow-up, a response was intended to be passed along once we finished our review and analysis of different method to construct.

The original comments from MNR regarding the temporary in-water work have been reviewed and considered. I can inform MNR that the ministry is moving in a different direction to construct the piers which is outlined in a little more detail below and will be included in the DCR that is due to be published soon (once MTO has completed a review of the environmental documentation/reporting and the draft DCR).

In short, the ministry will no longer place a temporary rock berm in the water to facilitate construction of the piers and stabilize the bank as construction occurs, as well there will no longer be a requirement for barges in the water. Our only requirement for in-water work moving forward will be to place rock (scour) protection into the east and west banks that is embedded approx. 0.5 m into the bank and just below the water line (see below example). This work will occur in the available work-in-water window. Any reference or illustration to the temporary rock berm has been removed from our contract tender and drawings. The ministry will work from the east side of the river and establish a temporary access to the lower bank where the piers will be constructed (there is one for each structure). There has been significant analysis and redesign done to ensure that the stability of the bank is maintained during construction of the piers with this new approach and as a result (at a predetermined point) the contractor will also be responsible for constructing a temporary trestle/platform area to work from to construct the piers (this is on the shore and away from the river). NO WORK-IN-WATER will occur during the construction of the piers (other than the rock protection). It is noted that the trestle/platform area will require the temporary installation of driven piles to bedrock. Our Service Provider, along with MTO Foundations Office, have both analyzed the vibrations that will be created from the driving of those piles and discovered the peak particle velocity (ppv) that will be created is well below the requirements that are outlined in the Guidelines for the Use of Explosives Near Canadian Fisheries Waters (13 mm.s^{-1}).



The ministry has returned to Transport Canada to discuss the changes to our construction methodology and the elimination of the temporary berm and request to maintain the full closure of the waterway was given by TC. However, our intent during construction is not to keep it closed completely throughout the construction of the structures and allow users access, but it will be necessary for temporary full closures for some of the activities such as girder erection in order to protect users as this will require significant overhead work.

As always, there are other environmental mitigation measures for the entire project that will be in place during construction and those will be discussed in the DCR.

At this point, we are looking to wrap up the project mid summer, advertise the DCR publicly for 30 days, provide MECP with their 30 day review and eventually advertise the project for construction late fall. It is anticipated that work will begin in early 2026 once the contract has been awarded.

From your email, I've provided responses in red below.

Good afternoon,

Thank you for notifying the MNRF of the PIC#2 in Red Rock for the GWP 132-90-00 - Hwy 11/17 from Coughlin Road easterly to McGuire Road, and providing the consolidated display information shared during this information center. In reviewing the display information package provided, and the attached request for in-water work timing window extension, the MNRF provides the following:

- The MNRF is having some difficulty in understanding the construction proposal provided. As per information shared earlier in this process, the largest spawning area, below Camp 43 dam, in the Black Sturgeon River system is upstream of the current bridge and downstream of the new bridges. With the proposed project components, it is unclear how impacts are to be minimized, particularly siltation downstream of the construction site during the spawning and incubation periods, as well as ensuring fish passage upstream of the site year round. For example, it appears that a temporary in-water berm/platform is to be constructed, and removed prior to winter with the exception of the coarse rock left in-water. It is unclear how this remaining rock doesn't impede fish passage, and/or is arranged in such a way as to not increase erosion downstream (i.e. impacts to the existing spawning areas). The MNRF would appreciate additional discussions and review of more detailed designs when available to better understand the mitigation to in-stream environments. **There is no longer work-in-water required with the exception of placement of rock protection on the east and west banks. This is embedded in the bank and to just below the water line and will be completed during the in-water work period.**
- The MNRF will need to view the modeling inputs and results for the changes to the predicted flows and levels during the construction period, under various velocities. This should include the base environment, changes resulting from the construction, use (restricted environment), partial demob and full restoration of the berm. Further changes resulting from the use of the barge should also be factored into the model as it will also influence the environment. The extent of influence to both the upstream and downstream aquatic environments, wetted width, thalweg direction etc will need to be understood. Scenarios will need to be considered and impacts mitigated under various regimes. **There is no longer work-in-water requirement with the exception noted above.**
- There needs to be consideration/understanding of Fall period flows during the salmon spawn. This would include the base environment ie without restriction, predicted areas suitable for spawning during construction, and areas that would be altered once the berms are removed. The changes with flows and levels may induce fall fish to spawn in areas that may change with the removal of the berms. This may leave eggs with insufficient water cover and be exposed during the winter incubation period or there may be deposition of sediment from removal of said berms. Investigation into these potential concerns is also required. **The berms are not longer required. The contractor will develop/construct a temporary access that does not impact the river.**

- In general, clarity is needed as to methods for protection of spawning area structures during construction, and restoration post berm removal. **There is no berm removal with the re-design.**
- With respect to the use of a barge to cross river, it is unclear what depths are needed to support use of a barge as this may be limiting under low flow situations. Under this low depth scenario, it needs to be understood / considered / mitigated as to how much area of the river in the restriction would be suitable for fish migration, ie given the berm and barge location and potential to impact fish (lake sturgeon) from utilizing or passing through the area. Should this situation arise, are there alternate methods if barge is not deployable? **There is no longer a requirement for a barge in the water. All work will be done from the shore on either side of the river.**
- The MNRF recommends that Transport Canada be engaged on the barge and in-water berm use in the river as there may be additional conditions to consider that may affect the proposed construction and concerns with the fishery components. **Transport Canada was consulted and provided the full scope of work that was required with the original design, barges were addressed and considered by TC. Barges are no longer required but full closure was requested and provided by TC based on overhead work that will occur.**
- The Black Sturgeon River is a designated canoe route. A portage will be needed to allow travelers safe passage around construction. **TC has provided us with permission for a full closure. However, the intent during the construction is to close the waterway fully only when there is overhead work in progress, this includes all activities associated with the construction of the bridge decks and their components.**
- Information indicates that these bridges are of sufficient height to allow for wildlife travel, however the proposed substrate ie rip rap, is not conducive to allow for this travel which lends to animals traversing up/over the highway. Recommend suitable substrate along river banks for wildlife travel. **Wildlife passage will be provided. The material used to construct this path will be considered in conjunction with the safety of the banks themselves and what is required to keep that from failure.**
- Decommissioning of the existing bridge should address ongoing erosion issues, eg not create hard banks that could increase velocity or alter dynamics resulting in downstream erosion. **The existing structure will be removed completely to just above the footing. There is no intent to remove the old footings/pilings etc. The existing structure has been in service since the 50's and there is no need to disturb the natural habitat that has been developed around the footings. This approach has been discussed with Transport Canada, we have been given permission to leave them in place and mark the piers for users of the waterway.**
- The MNRF is aware of heightened Community interests in this river system as it is accessed frequently for harvesting and utilized for cultural practices. **Consultation with both the public and FWFN and RRIB has been completed. The scope of work has been provided to all through our consultation process. We understand the cultural uses and have had several meetings, particularly with RRIB, to discuss all aspects of the work including closure of the waterway near the structure.**

With respect to the extension to a coldwater inwork window:

The in-water work window – coldwater June 16 to Aug 31 for the Black Sturgeon River is not accurate as doesn't consider all of the species in the river. This system is noted as a coldwater system, but also supports cool water species, notably lake sturgeon, walleye and small mouth bass. As the construction plans have changed (since 2017-2018) and now there is proposed in-water work for the construction of the new bridges, we need to consider the cool water timing window for these species as well. Given that, the inwater work window would be from July 16 to Aug 31. **We no longer need an extension to the work-in-water window for this waterway.**

An extension to this work window is of concern to both cool and coldwater species, given that making it earlier may impact larval stages of fish species. An extension into the fall period could impact coldwater species such as salmon, brook trout. Spring conditions with the berms could result in the loss of nursery areas during the construction period when these areas are covered and changes to flow due to the restriction of the river. **No longer required.**

Given that lake sturgeon are Species At Risk (Provincial and Federal classification), both DFO and MECP must be consulted for the agencies to come up with a mutually agreed upon strategy to address your request for the timing extension. Lake Sturgeon are listed as a threatened species under the Endangered Species Act, and this project has the potential to influence both the species (section 9) and their habitat (section 10). **Understood but work-in -water is limited to place of embedded rock protection described elsewhere.**

Again, the MNR would appreciate a more fulsome understanding of the proposed construction methods and mitigations for this project, and look forward to future discussions related to both the project and in- water timing windows.

Thank you and have a wonderful Thanksgiving weekend.

Kimberly

Kimberly McNaughton / LUPSIS Planner / Nipigon-Geraldton District
Ministry of Natural Resources and Forestry
807-889-0294

I remain available to discuss the work with MNR and MTO's Environmental Planner should you require further information/clarification.

Kevin Saunders | Senior Project Manager
Project Delivery Section | Engineering Program Delivery Northwest
Transportation Infrastructure Management Division | Ontario Ministry of Transportation
615 South James Street
Thunder Bay, ON
P7E 6P6

Cell: (807)630-4114
email: kevin.saunders@ontario.ca



From: McNaughton, Kimberly (MNR) <kimberly.mcnaughton@ontario.ca>
Sent: Monday, June 23, 2025 9:27 AM
To: Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>; Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>
Cc: Mitchell, Glenn (MTO) <Glenn.Mitchell@ontario.ca>; McChristie, Michelle (MTO) <Michelle.McChristie@ontario.ca>; Sutch, Steve (MTO) <Steve.Sutch@ontario.ca>; Heerschap, Matthew (MNR) <Matthew.Heerschap@ontario.ca>; Nelson, Lauren (MTO) <Lauren.Nelson@ontario.ca>; Westerman, Patti (MNR) <Patti.Westerman@ontario.ca>
Subject: RE: Black Sturgeon River - Highway 4 laning

Good morning Kevin and Tom

Recognizing that it has been quite some time since we last met to discuss this project, the MNR would appreciate learning of any updates ...

Attached is previous correspondence on this file that was some discussed at our meeting in April 2024.

Thank you
Kimberly

Kimberly McNaughton |
Regional Planner | Nipigon-Geraldton District | LUPSIS | MNR
807-889-0294 | Kimberly.McNaughton@ontario.ca | Nipigon, ON



As part of providing accessible customer service, please let me know if you have any accommodation needs or require communication supports or alternate formats.

-----Original Appointment-----

From: Kleinboeck, Tom (MTO) <Tom.Kleinboeck@ontario.ca>
Sent: Thursday, April 4, 2024 5:05 PM
To: Kleinboeck, Tom (MTO); Kleinboeck, Tom (MTO); Tyhuis, Raymond (MNRF); Westerman, Patti (MNRF); Saunders, Kevin (MTO); McNaughton, Kimberly (MNRF)
Cc: Mitchell, Glenn (MTO); McChristie, Michelle (MTO); Sutch, Steve (MTO); Heerschap, Matthew (MNRF); Bobrowicz, Steve (MNRF); Beach, Ryan (MNRF); Nelson, Lauren (MTO)
Subject: Black Sturgeon River - Timing Window Extension Discussion
When: April 10, 2024 1:00 PM-2:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

Ray,

I was hoping MTO could meet with you to discuss the timing window for inwater work outlined in the attached email. Please forward this meeting request to anyone else at MNRF that would be interested in attending. The purpose of this call is:

- Provide you a bit of an overview of the planned inwater work
- For MTO to better understand MNRF's comments that have been provided
- Discuss the feasibility of a timing extension
- To help MTO develop responses (after this meeting) to some of the comments that you have raised.

Please note that after this meeting MTO can follow up with more formal responses. Also MTO will be discussing with MECP as necessary but we wanted to have a meeting with MNRF first.

If there are any questions in advance please let me know.

Tom

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 235 148 416 20

Passcode: bfMUpg

Join on a video conferencing device

Tenant key: teams@msteams.ontario.ca

Video ID: 116 508 234 6

[More info](#)

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Bakhit, Behnaz

From: Mark Figliomeni <cao@redrocktownship.com>
Sent: September 18, 2024 10:04 PM
To: Bakhit, Behnaz
Subject: RE: MTO Hwy 11/17 Four-Laning from Coughlin Road to McGuire Road (Formerly to Red Rock Road #9) - Township of Red Rock Approval/Permission

Good morning,

I will be that contact person moving forward.

Please accept this response as approval.

Take care,

Mark

From: Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>
Sent: September 18, 2024 10:01 AM
To: Mark Figliomeni <cao@redrocktownship.com>; Public Works <publicworks@redrocktownship.com>
Cc: Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>; Hayes, Peter <Peter.Hayes@wsp.com>; Stephenson, Emily <Emily.Stephenson@wsp.com>
Subject: RE: MTO Hwy 11/17 Four-Laning from Coughlin Road to McGuire Road (Formerly to Red Rock Road #9) - Township of Red Rock Approval/Permission

Good morning Mark,

I received an automated response noting that 'This email (publicworks@redrocktownship.com) is no longer being continuously monitored'. Could you please provide us with the correct email address or kindly forward this email to the appropriate contact person?

Kind Regards,



Behnaz Bakhit, MES (PI.)

Environmental Planner
she/her/hers

T+ 289-835-2688

From: Bakhit, Behnaz
Sent: Wednesday, September 18, 2024 9:36 AM
To: publicworks@redrocktownship.com
Cc: Mark Figliomeni <cao@redrocktownship.com>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>; Hayes, Peter <Peter.Hayes@wsp.com>; Stephenson, Emily <Emily.Stephenson@wsp.com>
Subject: RE: MTO Hwy 11/17 Four-Laning from Coughlin Road to McGuire Road (Formerly to Red Rock Road #9) - Township of Red Rock Approval/Permission

Good morning Blair,

I'm following up on the email below to request that you kindly confirm whether we will need to have the Township's approval/permission to allow the Contractor to access the lake from Red Rock (access from Red Rock shown below) for the purpose of water taking to assist with construction activities.

Thank you and I look forward to your reply.

Kind Regards,



Behnaz Bakhit, MES (PI.)

Environmental Planner

she/her/hers

T+ 289-835-2688

From: Bakhit, Behnaz

Sent: Wednesday, November 29, 2023 9:06 AM

To: publicworks@redrocktownship.com

Cc: Mark Figliomeni <cao@redrocktownship.com>; Zan, Karen <Karen.Zan@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>; Hayes, Peter <Peter.Hayes@wsp.com>; Stephenson, Emily <Emily.Stephenson@wsp.com>

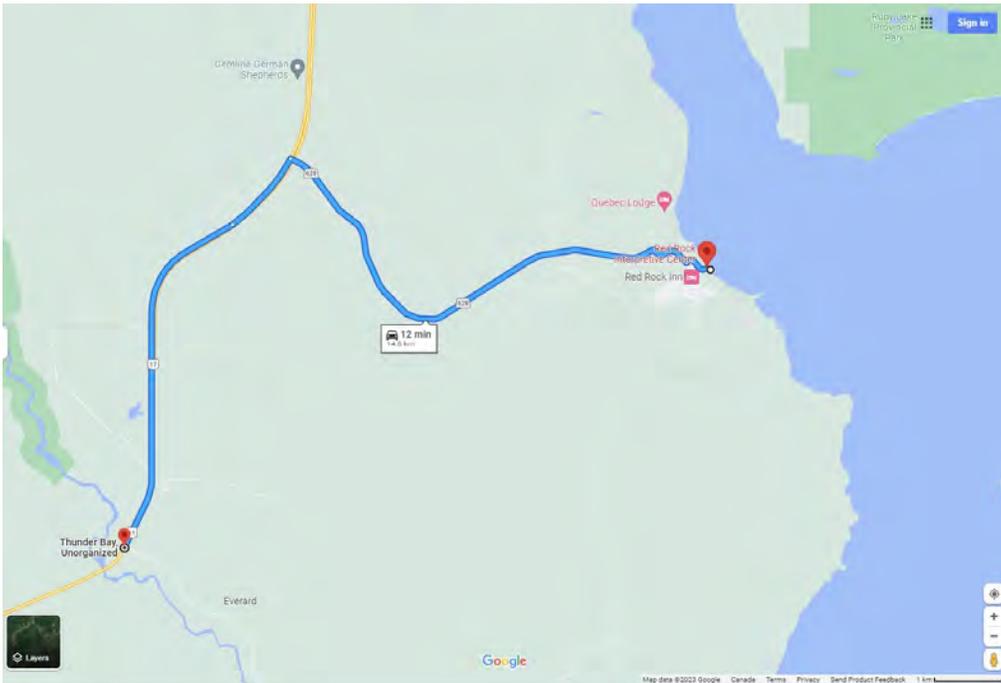
Subject: MTO Hwy 11/17 Four-Laning from Coughlin Road to McGuire Road (Formerly to Red Rock Road #9) - Township of Red Rock Approval/Permission

Good morning Blair,

The Ministry of Transportation (MTO) has retained WSP to undertake a Detail Design and Class Environmental Assessment (EA) Study for Highway 11/17 four-laning from Coughlin Road to McGuire Road (Formerly to Red Rock Road #9).

As we are preparing the Water Taking Report, we have noted in the report that the Contractor where he is permitted to take water for use in construction (activities such as compaction of granular material; dust suppression; seed and mulch, etc. will require use of water). The access to the lake at this location appears to be under the control of Red Rock Township.

The project team would like to inquire about the access point from Red Rock shown below and whether we will need to have Red Rock Township's approval/permission to allow the Contractor to access the lake at this location for the purpose of drawing water to assist with his construction activities.



Should you require additional information please do not hesitate to contact me.

Thank you and I look forward to your reply.

Regards,



Behnaz Bakhit, MES (PI.)

Environmental Planner

she/her/hers

T+ 289-835-2688

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Bakhit, Behnaz

Subject: RE: NPP File No. 2016-400608-Removal of Existing Highway 11/17 Black Sturgeon River Bridge

From: Zan, Karen
Sent: Wednesday, February 14, 2024 1:13 PM
To: 'Allen, Amanda (TC/TC)'
Cc: Saunders, Kevin (MTO) ; Sherlock, James
Subject: RE: NPP File No. 2016-400608-Removal of Existing Highway 11/17 Black Sturgeon River Bridge

Hello Amanda,

Thank you for forwarding the additional questions. We have provided responses in red text below.

We trust this is helpful.

Karen

From: Allen, Amanda (TC/TC) <Amanda.Allen@tc.gc.ca>
Sent: Tuesday, February 13, 2024 2:24 PM
To: Zan, Karen <Karen.Zan@wsp.com>
Cc: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; Sherlock, James <James.Sherlock@wsp.com>
Subject: RE: NPP File No. 2016-400608-Removal of Existing Highway 11/17 Black Sturgeon River Bridge

Good Afternoon Karen,

Thank you for providing WSP's comments on the requested Indigenous Relations Unit (IRU) questions.

Aer further req view, IRU would like to know the following:

- In the record shared by MTO, it mentioned that throughout 2022 and 2023, MTO has had ongoing meetings with the Red Rock Indian Band. The community also like to have access to the study report and their key concerns are on mitigation of any impacts to waterbodies. Removal of the existing bridges will include removal of the (two) existing piers to a pre-determined elevation above the tops of footings (i.e. above the water level). The design team is currently in discussions regarding the inclusion of a contract requirement that this work be done without any in-water works. Once those details are finalized, this information will be communicated to RRIB.
- Similarly, the February 2023 record sent by MTO indicated that MTO met with Fort William First Nation in their community and the community expressed concerns regarding the impacts on waterways and indicated that there are community members carrying out traditional uses in the area and that their consideration is to balance community concerns with development activities. Removal of the existing bridges will include removal of the (two) existing piers to a pre-determined elevation above the tops of footings (i.e. above the water level). The design team is currently in discussions regarding the inclusion of a contract requirement that this work be done without any in-water works. Once those details are finalized, this information will be communicated to FWFN.

- IRU would like confirmation on whether these concerns were addressed and if so, would you be able to provide the records indicating this? **Please see above.**

A reply at your earliest convenience is greatly appreciated.

Please let me know if you have any questions.

Please be advised I will be commencing on long term leave beginning February 23, 2024. Please send all correspondences to the general inbox at NPPONT-PPNONT@tc.gc.ca (cc'd in this email)

Kindest Regards,

Amanda Allen

Officer | Agent

[Navigation Protection Program](#) | [Programme de protection de la navigation](#)

Transport Canada | Transports Canada

100 Front St. S., Sarnia ON N7T 2M4

226-402-3229 | Amanda.Allen@tc.gc.ca

Government of Canada | Gouvernement du Canada

Transport Canada is implementing a new fee for service structure, under the *Canadian Navigable Waters Act*, as part of the Fee Modernization initiative.

Find out more at: [Canada Gazette, Part 1, Volume 157, Number 43: Canadian Navigable Waters Act Fees Regulations](#)

From: Zan, Karen <Karen.Zan@wsp.com>

Sent: Wednesday, February 07, 2024 3:54 PM

To: Allen, Amanda (TC/TC) <Amanda.Allen@tc.gc.ca>

Cc: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; Sherlock, James <James.Sherlock@wsp.com>

Subject: [External/Externe]: RE: NPP File No. 2016-400608-Removal of Existing Highway 11/17 Black Sturgeon River Bridge

Good Afternoon Amanda,

We apologize for the delayed response. Please see WSP's comments below in red text.

We trust this is helpful.

Thank you,

Karen

From: Allen, Amanda (TC/TC) <Amanda.Allen@tc.gc.ca>

Sent: Thursday, February 1, 2024 3:11 PM

To: Zan, Karen <Karen.Zan@wsp.com>

Cc: Saunders, Kevin (MTO) <Kevin.Saunders@ontario.ca>; Sherlock, James <James.Sherlock@wsp.com>

Subject: NPP File No. 2016-400608-Removal of Existing Highway 11/17 Black Sturgeon River Bridge

Good Afternoon Karen,

I hope this email finds you well and that you're having a great day so far!

Transport Canada's (TC) Indigenous Relations Unit (IRU) had some follow up questions regarding the Indigenous consultation records that was sent. Please see the questions below.

1. In June 2023, MTO reached out to MNO and informed them regarding the 2nd Public Information Center for the project and invited MNO to attend the meeting.
 - Did this meeting happen? What was the outcome/are there notes? **The June 2023 email to MNO indicated that PIC #2 was tentatively scheduled for late July. The PIC was actually held September 7, 2023. MNO was notified directly of PIC #2 on August 23, 2023; no-one who attended identified themselves as a representative of MNO.**
2. In the June 7 2023 meeting, MTO indicated that future presentations will be made to Fort William First Nation and Red Rock Indians Band Councils.
 - Did the future presentations to Fort William and Red Rock happen? Outcome/notes? **Presentations were made to Red Rock Indian Band and Fort William First Nation on July 5, 2023 and November 7, 2023 respectively. Notes of the July 5, 2023 meeting (held virtually, via Zoom) were provided in the documentation to TC (see file "RRIB-MTO-Coughlin_to_RR_McGuire_2023.07.05.docx"). The November 7, 2023 presentation to Fort William First Nation was in person; a copy of that presentation was provided in the documentation to TC (see file "132-90-00 Hwy 11-17 Black Sturgeon_FWFN Presentation_02nov23.pptx"). No notes were taken and no action item comments were received.**

A reply at your earliest convenience is greatly appreciated.

Kindest Regards,

Amanda Allen

Officer | Agent

[Navigation Protection Program](#) | [Programme de protection de la navigation](#)

Transport Canada | Transports Canada

100 Front St. S., Sarnia ON N7T 2M4

226-402-3229 | Amanda.Allen@tc.gc.ca

Government of Canada | Gouvernement du Canada

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Find out more at: [Canada Gazette, Part 1, Volume 157, Number 43: Canadian Navigable Waters Act Fees Regulations](#)

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APPENDIX C

PIC #2 Display Panels



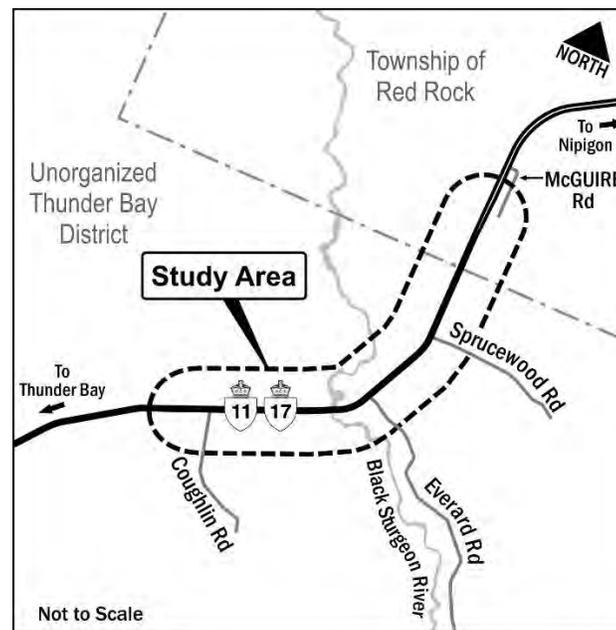
Highway 11/17 Four-Laning
from Coughlin Rd to McGuire Road
Detail Design & Class EA Study

Public Information Centre #2

Public Information Centre #2

HIGHWAY 11/17 FOUR-LANING from Coughlin Road to McGuire Road (formerly to Red Rock Road #9)

Detail Design and Class Environmental Assessment Study



September 7, 2023

PLEASE SIGN IN AT THE FRONT DESK.



Highway 11/17 Four-Laning
from Coughlin Rd to McGuire Road
Detail Design & Class EA Study

Public Information Centre #2

WELCOME

Welcome to the second Public Information Centre (PIC) for the Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 800 m west of Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

The Ontario Ministry of Transportation recognizes that the project is located within the traditional territory of Indigenous people, including lands through which a relationship between the Anishinaabeg and the Crown is established through the Robinson Superior Treaty. The Ministry wishes to show respect to the Indigenous communities who continue to care for this land and shape Ontario today.

We encourage you to ask questions or provide comments to the Project Team via email (preferred) or by telephone. Please use the comment form on the project website (under "Contact Us") or refer to the contact information provided at the end of the presentation.

**Information presented today is also available online at:
www.hwy11-17-coughlintoredrock9.com**



Ask Questions



Share Opinions



Submit Comments



Highway 11/17 Four-Laning from Coughlin Rd to McGuire Road Detail Design & Class EA Study

Public Information Centre #2

PURPOSE OF STUDY

The purpose of this study is to review the Planning and Preliminary Design (completed in 1997) and prepare the Detail Design plan for the four-laning of Highway 11/17 from 800 m west of Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

This PIC provides an update on the project, including:

- **Study progress**
- **Detail Design Plan**
- **Anticipated environmental effects and proposed mitigation measures**
- **Next steps in the study**





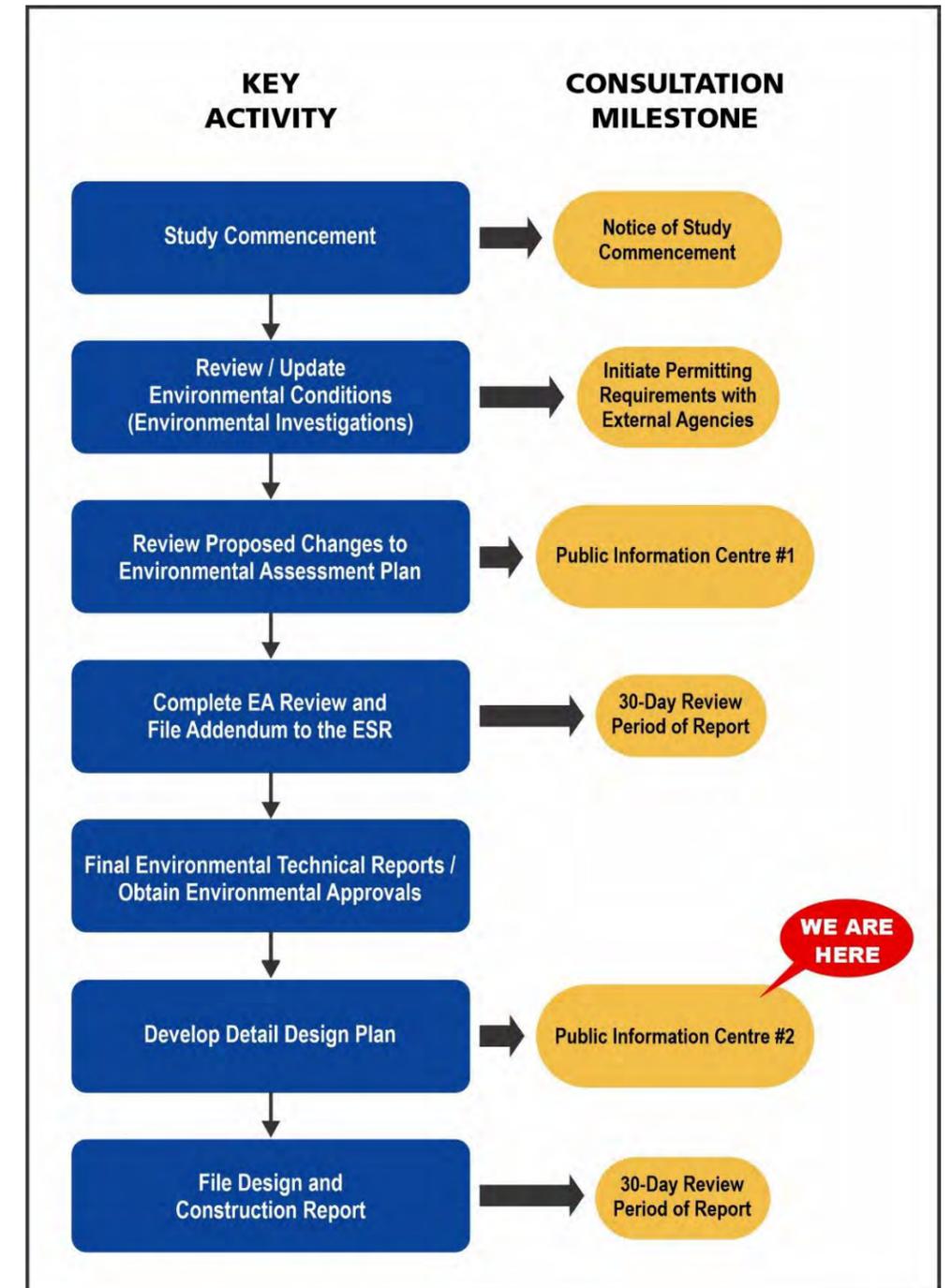
CLASS ENVIRONMENTAL ASSESSMENT STUDY

BACKGROUND

- In 1989, the Province made an announcement to four-lane Highway 11/17 from Thunder Bay to Nipigon.
- In 1997, the Planning and Preliminary Design Study for the four-laning of Highway 11/17 from 8 km west of Ouimet easterly 36 km to the Red Rock Township West Boundary was completed. An Environmental Study Report (ESR) was filed in September 1997 for public review. Environmental clearance was received, meaning that consultation had been completed and that the project was cleared to proceed to Detail Design. The highway alignment included in the ESR is referenced herein as the 1997 EA Approved Plan.
- In June 2017, the Ministry of Transportation (MTO) initiated the Detail Design and Class Environmental Assessment Study to four-lane Highway 11/17 from 800 m west of Coughlin Road to McGuire Road (formerly to Red Rock Road #9).

CLASS ENVIRONMENTAL ASSESSMENT PROCESS

- This project is being conducted in accordance with the requirements of the Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (amended 2000) as a Group 'B' undertaking. Throughout the study process, input will be sought from the public and external agencies.
- In November 2017, Public Information Centre (PIC) #1 for the study was held at the Red Rock Recreation Centre in Red Rock, Ontario.
- Following PIC #1, an ESR Addendum was submitted to document two updates to the Environmental Assessment (EA) Approved Plan and was made available for a 30-day comment period which ended on May 3, 2018.
- Since PIC #1, the Project Team has developed the Detail Design plan and organized PIC #2 to present and seek input on the Detail Design plan, which is included later in the presentation.
- Upon completion of the study, a Design and Construction Report (DCR) will be prepared to summarize the Environmental Assessment process for this project, document existing environmental conditions and the Detail Design plan, and to provide a summary of the anticipated environmental impacts and mitigation measures. The DCR will be made available for a 30-day review period during which interested persons are encouraged to review and provide comments.
- Construction is subject to securing all approvals and funding but is anticipated to begin in Spring / Summer 2024.





BENEFITS OF FOUR-LANING HIGHWAY 11/17



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

- Improve traffic flow by reducing delays caused by slower moving vehicles.
- Improve movement of goods and services, which will have a positive economic impact on the area.
- Reduce risk of collisions and decrease severity of some types of collisions.
- Address future travel demand along the highway.
- Provide allowance for a parallel, continuous, and alternative route system.



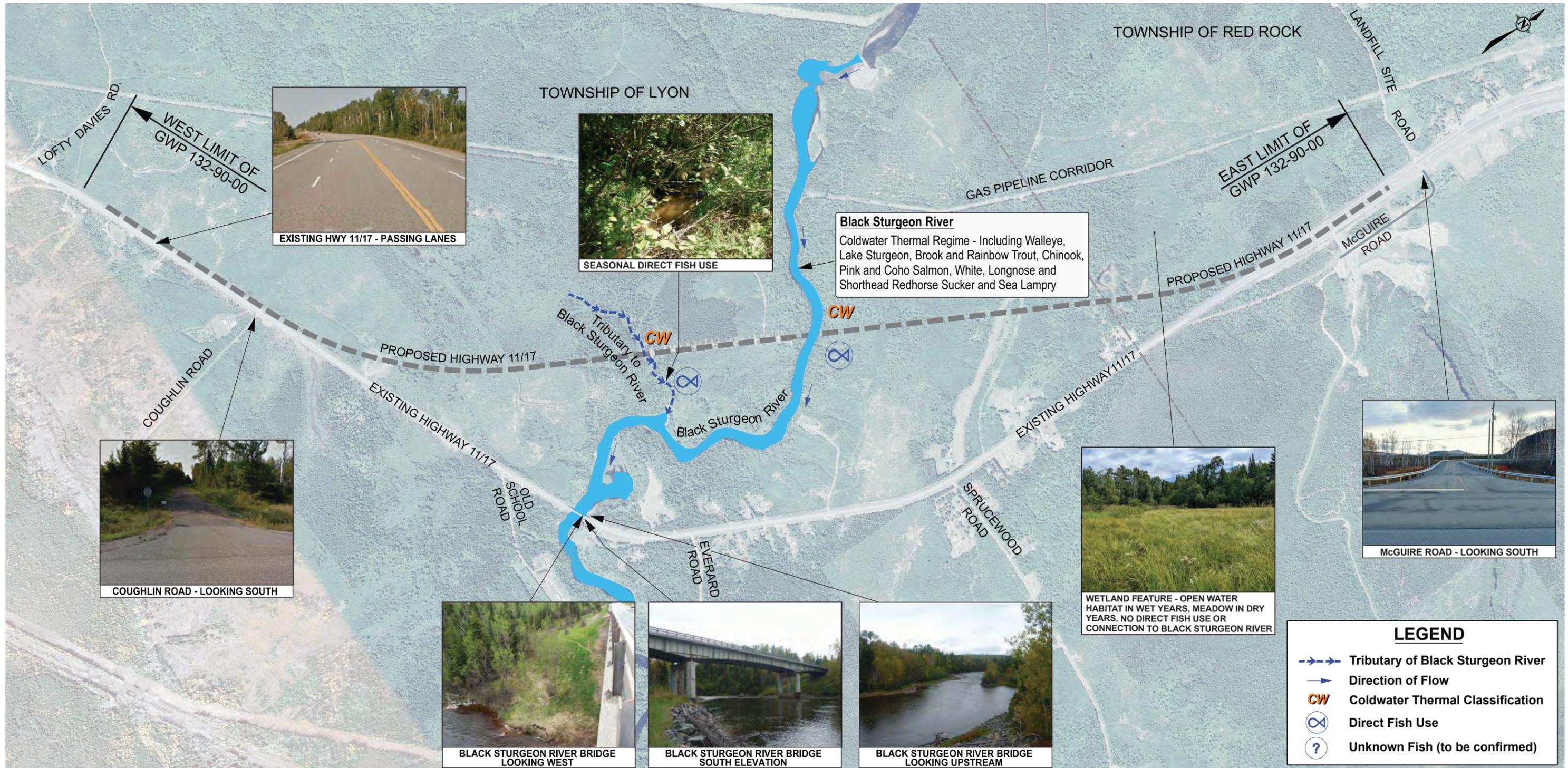
SUMMARY OF PUBLIC INFORMATION CENTRE #1

The first Public Information Centre (PIC) #1 was held on November 8, 2017 at the Red Rock Recreation Centre in Red Rock, Ontario. Approximately thirty-five (35) people were in attendance, including external agencies, local members of the public, and residents along Highway 11/17 within and adjacent to the study area. The following summarizes the key verbal and written comments and/or concerns raised at that time.

Summary of Key Comments Received from PIC #1	MTO's Response / Action Taken
<ul style="list-style-type: none"> ➤ Some comments indicated that the preference is for a stop sign instead of yield sign at all roadways. ➤ Comment providing support that shoulders will be paved and 3 m wide on right side, as this section has narrow shoulders now and will be a big improvement for bikers. 	<ul style="list-style-type: none"> ➤ Noted the ministry will complete a sign inventory of all road signage within the study limits to ensure they comply with ministry standards. Stop signs will be installed on all sideroads intersecting with Highway 11/17.
<ul style="list-style-type: none"> ➤ One comment received noting interest in getting information on the archaeology study. 	<ul style="list-style-type: none"> ➤ The Stage 1 Archaeological Assessment (AA) was completed in the Spring 2018 following the determination of the preferred plan. The work will be completed by WSP. The Stage 1 archaeological assessment will determine if further Stage 2 surveys are required. All required archaeological assessments will be completed to clear the area of archaeological potential prior to the start of construction. The findings of the archaeological assessment will be documented in the Design and Construction Report, which will be filed for a 30-day public review period upon the completion of the study. ➤ Post PIC #1 Note: A Stage 2 Archaeological Assessment was completed in October 2021. The resultant report was submitted to the Ministry of Citizenship and Multiculturalism (MCM) and was accepted by MCM in March 2022. No further archaeological work is required.
<ul style="list-style-type: none"> ➤ Commenter does not think this highway should be built, as it is a waste of money and land. 	<ul style="list-style-type: none"> ➤ Comment Noted. The four-laning alignment identified in the 1997 EA Approved Plan was reviewed to ensure the proposed highway alignment meets current highway engineering standards and minimizes and avoids existing environmental constraints. This project is part of the overall plan to improve traffic flow and safety within the Thunder Bay to Nipigon corridor and to provide a parallel, continuous, alternative route system in the event of emergency road closures.
<ul style="list-style-type: none"> ➤ One comment was received noting interest in ways to save the forest floor (i.e. replanting somewhere else). 	<ul style="list-style-type: none"> ➤ Comment Noted. This project is part of the overall plan to improve traffic flow and safety within the Thunder Bay to Nipigon corridor and to provide a parallel, continuous, alternative route system in the event of emergency road closures. Tree clearing will be minimized to only the extent necessary for grading.
<ul style="list-style-type: none"> ➤ Opposed to the planned alignment as there are significant social impact to the residences on the north/east side of Black Sturgeon River. ➤ Concerned that this alignment does not follow the mapped alignment said to be the final version, distributed to property owners in the early 90s. 	<ul style="list-style-type: none"> ➤ Confirmed that the decision by the ministry to not proceed with the commenter's proposed alignment and move forward with the original approved alignment between Red Rock Road #9 and Coughlin Road was not taken lightly and was based on thorough investigations and analysis by ministry staff. This is the alignment that was selected as the preferred and presented to the public at the final Public Information Centre (PIC #5) in November of 1994 and has not been modified other than to introduce a wider corridor and present an alternate connection at the east end of the project. Both of these changes were presented at PIC #1 in November 2017. In addition, this alignment is consistent with the registered 2003 Controlled Access Highway Plan.
<ul style="list-style-type: none"> ➤ Not agree with how this project is handled, or how affected citizens are being addressed when voicing their concerns. ➤ Concerned why two feeder creeks were not represented in the diagram to the public that are directly affected by the new highway on the east side of the river, while an un-affected creek on the West side was. 	<ul style="list-style-type: none"> ➤ Noted. Aquatic field investigations will continue into Spring / Summer 2018 to collect additional information on current environmental conditions. ➤ Post PIC #1 Note: WSP completed two detailed field investigations of natural features to the east of Black Sturgeon River once land access was available. The information collected has been used in the evaluation design of impacts and proposed mitigation measures.



EXISTING ENVIRONMENTAL CONDITIONS





SUMMARY OF THE DETAIL DESIGN PLAN

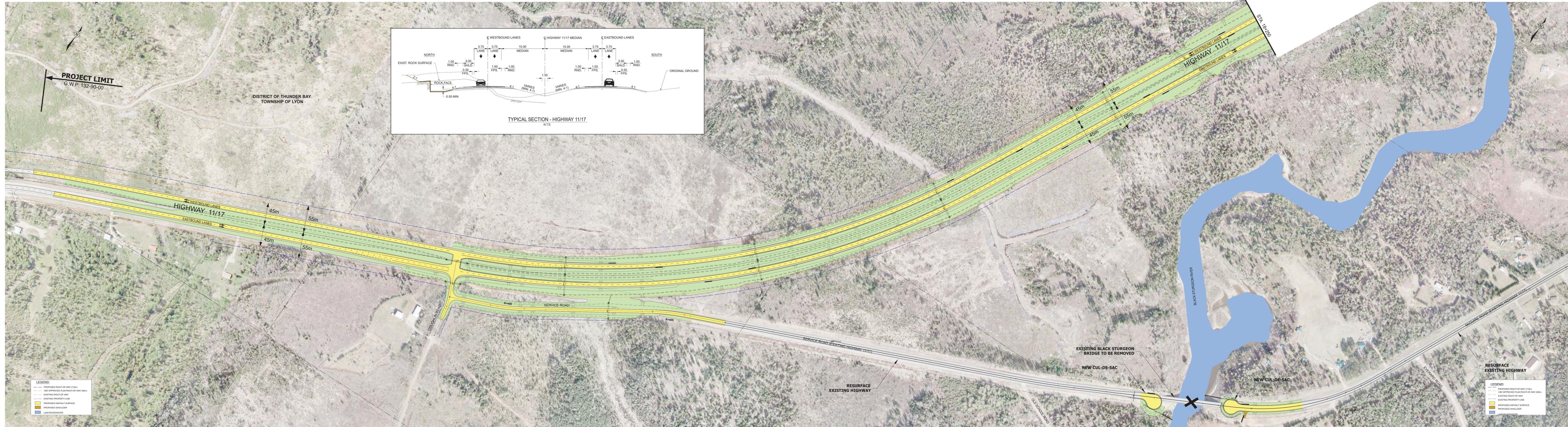
The next few slides depict the proposed works of the Recommended Plan. The key changes in design features from the 1997 EA Approved Plan include the following, presented at PIC #1:

- an increase in the proposed Highway Right-of-Way from 90m to 110m (minimum) and
- the connection between the new alignment and the existing highway at the east end.

In addition, the following change is being presented here at PIC #2 and is depicted on the Detail Design Plan:

- a modification to the alignment of Coughlin Road

DETAIL DESIGN PLAN



DETAIL DESIGN PLAN





NEW BLACK STURGEON RIVER BRIDGES

Two new bridges (one eastbound and one westbound) will be constructed over the Black Sturgeon River. Each bridge will be a two-span structure (62.5 m west span; 37.5 m east span) with a single pier which will be located on the east bank above the high-water mark of the river (no in-water piers).

To facilitate construction of the new Black Sturgeon River bridge piers, the following temporary measures will be required:

- placement of temporary 10 m wide rock berms within the river adjacent to the east bank (one for each bridge) to stabilize the bank during pier construction
- placement of a barge in the river to move equipment and materials
- placement of mitigation measures in the river to address silt and sediment impacts

Placement and removal of the temporary rock berms will occur in two consecutive summers during the permitted in-water works window, though an extended window will be required. Permission for the extension will be sought from the Ministry of Natural Resources and Forestry (MNRF).

Upon completion of each pier, the temporary rock berm will be removed (no permanent in-water footprint).

During the in-water work, the river in the vicinity of the bridges will be closed to navigation to ensure public safety. Information buoys will be installed in the river to indicate that the waterway is closed to navigation.

Permanent rock protection will be placed along each bank to prevent scour and erosion. Below the high-water level, this material will be embedded, leaving no permanent footprint impact.

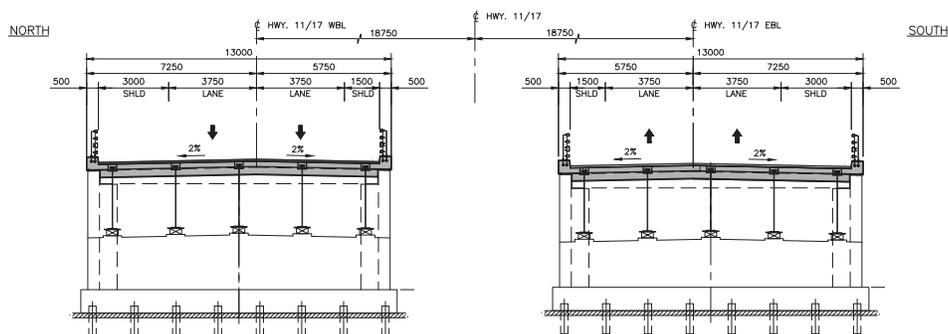
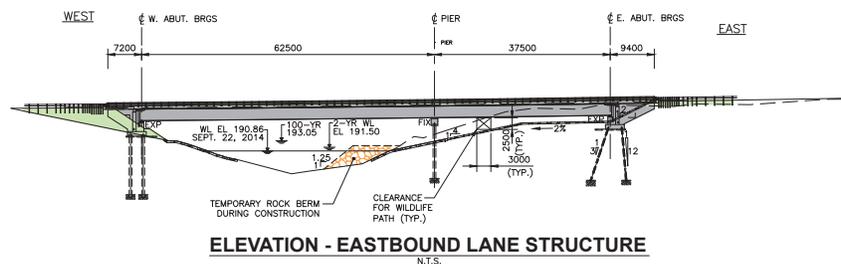
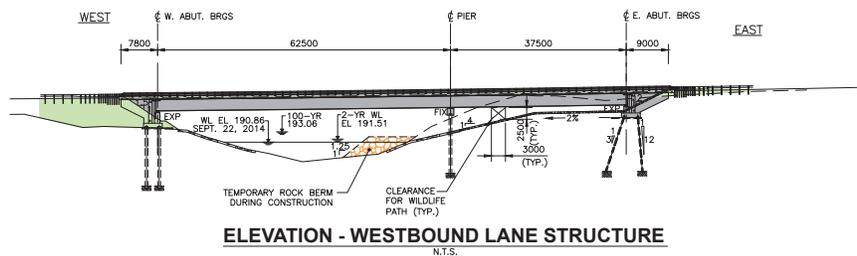
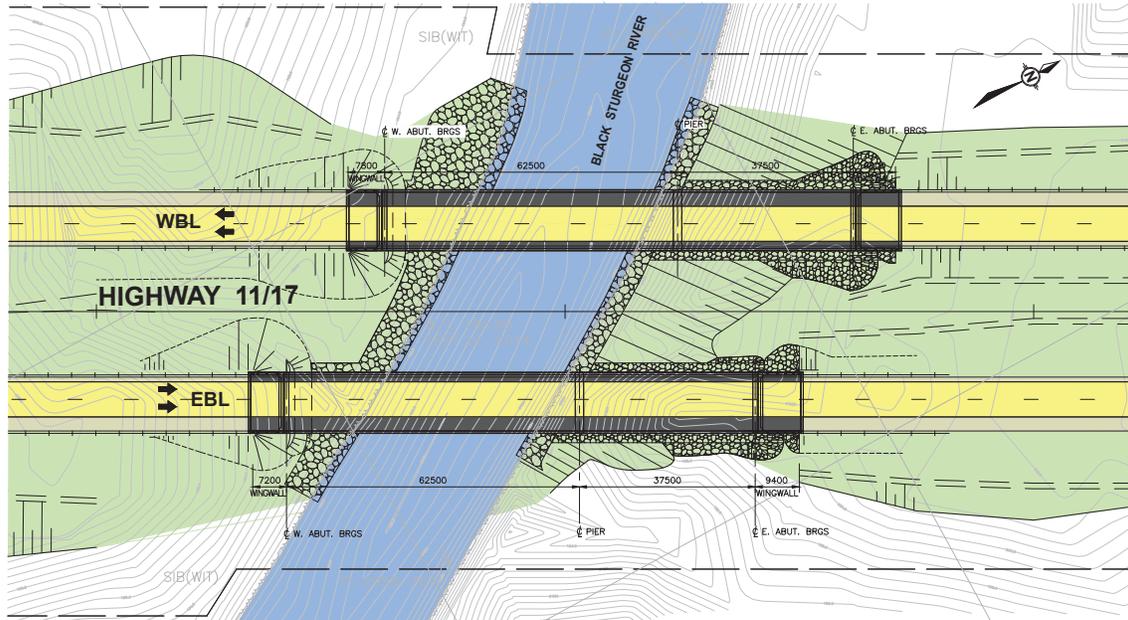
In the third construction year, in-water works will also be required to remove the existing bridge piers to the tops of their footings. An extended window will not be required.



Highway 11/17 Four-Laning
from Coughlin Rd to McGuire Road
Detail Design & Class EA Study

Public Information Centre #2

GENERAL ARRANGEMENT BLACK STURGEON RIVER BRIDGES





CONSTRUCTION STAGING

- Duration of construction is anticipated to be three calendar years.
- During this time, full road closures are not anticipated; one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction.
- Localized single lane, two-way traffic operation under flagging along Highway 11/17 may be required at the tie-ins at the east and west project limits from time to time.
- Access to side roads will be maintained for the majority of construction, and short-term closures may be required to tie-in realigned side roads to existing or proposed roads. Any affected property owners will be notified prior to this closure and alternate access will be provided.



ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION MEASURES

TERRESTRIAL ENVIRONMENT

Environmental Effects	Proposed Mitigation Measures
<ul style="list-style-type: none"> ➤ Modifications to the existing Highway 11/17 and construction of the new corridor will require removal of portions of both upland and lowland vegetation communities including Aspen- Birch Hardwood, Spruce-Fir Conifer, Cultural Meadow, Conifer Swamp, and Mineral Meadow Marsh. These vegetation communities are common to this geographic area, and areas adjacent to the existing highway corridor are culturally influenced due to adjacent residential and recreational uses. ➤ Wildlife habitat will be removed to accommodate the new corridor alignment. Intact wildlife habitat along the new corridor alignment is generally common and well represented across the landscape and the species utilizing this habitat are generally common on the broader landscape and are expected to relocate to the abundant, adjacent available habitat. ➤ Wildlife habitat along the existing Highway 11/17 consists generally of previously disturbed areas, and wildlife utilizing this area would already be disturbance tolerant and would either relocate or continue to inhabit disturbed areas. ➤ Some increased road mortality of wildlife is due to the expansion and increased roadway widths to cross. 	<ul style="list-style-type: none"> ➤ Vegetation removals will be minimized to the extent possible to ensure fragmentation of intact, undisturbed features and associated wildlife habitats further away from the highway. The boundary for vegetation removals will be clearly marked in the field prior to clearing to protect trees not slated for removal. Appropriate timing constraints will be applied to vegetation removals to protect breeding migratory birds and their nests (in accordance with the Migratory Birds Convention Act (MBCA 1994)), and other wildlife (e.g. bats). ➤ The realigned highway will have a significantly wider Right of Way and improved geometry (longer, flatter curves) that will provide better sight lines for drivers. Vegetation within the new ROW will be cleared only to the extent required for construction purposes and in some cases, to a larger extent to provide necessary driver sightlines and visibility. In addition, the adjacent and expansive forested area beyond the cleared area is more likely to favour habitat. ➤ The new bridges will include sufficient width and height underneath on both sides of the river for safe wildlife passage to assist with movement of wildlife from one side of the highway to the other. ➤ Temporary erosion and sediment control measures (mulch, rip rap, fibre rolls, wood chips, etc.) will be applied in erosion-prone areas and areas near sensitive waterways prior to construction; these will be maintained during construction.



ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION MEASURES

AQUATIC ENVIRONMENT

Environmental Effects	Proposed Mitigation Measures
<ul style="list-style-type: none"> ➤ The new highway alignment will require two new bridges (eastbound and westbound) over the Black Sturgeon River and a new pair of culverts (eastbound and westbound lanes) for a tributary of Black Sturgeon River on the west side of the main river. ➤ Permanent impacts of the new bridges are limited to increased shading of the river under the bridges, as the piers will be outside the channel. Shading is not anticipated to impact fish use of the habitat and will be partially offset by removal of the existing bridge. ➤ Temporary rock berms and a barge will be placed in the river to facilitate pier construction of the bridges. This will redirect flow patterns locally and temporarily for the time the berm is in place (~three years) in two consecutive summers. In-water works will be scheduled for the permitted seasonal window (in place to protect fish during the low flow period), however the in-water work to construct the temporary rock berm (at each new bridge) will require an extension to the standard permitted timing windows. Hydraulic analysis has been completed and determined the minor velocity increases due to the temporary berm will not have a negative impact on fish passage or scour and erosion while it is in place. ➤ The existing bridge on Highway 11/17 crossing Black Sturgeon River will be removed, improving the habitat beneath the bridge by removing shading and restoring pier areas. Mitigation to avoid sedimentation or disturbance to the river through isolation measures will create a short-term disturbance to flow patterns outside the sensitive time periods for fish. ➤ Culverts for the Black Sturgeon River tributary have been designed to maintain and enhance fish passage and to meet hydraulic requirements of the provincial Highway Drainage Design Standards for fish passage. The culverts span the full width of the channel (measured at the 2-year flood level) therefore velocities will not be changed during the return period when fish are moving through the tributary. ➤ Potential for two species at risk (SAR) are identified in the Black Sturgeon River: Lake Sturgeon and Northern Brook Lamprey, both listed as Special Concern under the Endangered Species Act. No critical habitat for these species was identified at the bridge sites, and impacts are not anticipated as discussed for fish communities in general. Spawning habitat for Lake Sturgeon more than 1 km downstream of the bridges will not be impacted, following mitigation measures to avoid downstream sedimentation. 	<ul style="list-style-type: none"> ➤ Effects to fish and fish habitat will be mitigated through the implementation of MTO's standard environmental protection mitigation measures for construction in and around waterbodies such that direct impacts to fish and fish habitat will be minimized. ➤ An area of pool habitat is being designed between the two culverts to provide resting habitat and day-lighting within the highway median to encourage fish passage through the highway corridor. ➤ Standard mitigation measures include (but are not limited to) an erosion and sediment control plan, isolation of any work from flowing water of the channel, minimizing vegetation removal, and restoration of disturbed areas to match existing channel and bank conditions. ➤ Turbidity curtains will be installed while the temporary rock berm is in place (at each new bridge) which will contain any sediment that is stirred as a result of the in-water works. The berms will be removed prior to the sensitive timing window for cold water watercourses. ➤ Decommissioning and removal of the existing Black Sturgeon River bridge will be conducted within containment measures (i.e., debris platform over Black Sturgeon River) to minimize impacts on fish and fish habitat. Removal of the in-water piers to the top of footing will occur during the permitted in-water works window to minimize disruption to / protect fish. ➤ Noise and vibration associated with the removal of the existing bridge will be kept to a minimum, scheduled to occur during the permissible construction in-water work window, and designed to follow Fisheries and Oceans Canada (DFO)'s noise and vibration targets to minimize adverse impacts on migrating and spawning species known to occur within Black Sturgeon River. ➤ The culverts for the Black Sturgeon River tributary that supports coldwater fish have been designed to maintain and enhance fish passage. ➤ Any temporarily stockpiled soil, debris or other excess materials, and any construction-related materials (with the exception of the in-water construction area), will be properly contained (e.g., within silt fencing) in areas at least 30 m from the watercourses. ➤ Sensitive areas (e.g., banks) disturbed by construction will be stabilized to prevent erosion and/or sedimentation. ➤ Sediment-laden water removed from the work area will be filtered before being discharged; sediments will be deposited a minimum of 30 m from any watercourse / waterbody.



ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION MEASURES

SOCIAL ENVIRONMENT

Environmental Effects	Proposed Mitigation Measures
<p><u>Groundwater</u></p> <ul style="list-style-type: none"> ➤ There is the potential to affect groundwater quality and quantities during construction. ➤ Groundwater-taking assessments have been completed to determine if a water-taking permit is required for construction. <p><u>Contamination</u></p> <ul style="list-style-type: none"> ➤ Phase 1-2 Environmental Site Assessments were completed within the study area which identified several areas with some soil contamination. <p><u>Noise and Air Quality</u></p> <ul style="list-style-type: none"> ➤ A noise assessment was completed as part of the study based on the criteria outlined in MTO's Environmental Guide for Noise (October 2006) which determined noise mitigation measures are not warranted as the predicted noise levels are less than 5 dBA and absolute noise levels are less than 65 dBA for all receptor locations as a result of the proposed improvements to Highway 11/17 four-laning. For the vast majority of the dwellings, the newly aligned highway is substantially farther than the existing lanes. ➤ The construction noise control program will be adhered to during the construction of the proposed works. 	<p><u>Groundwater</u></p> <ul style="list-style-type: none"> ➤ Water well surveys will be completed prior to and during construction as necessary to establish baseline water quality and used to respond to any complaints of well interference as the result of construction activities. ➤ Based on the calculated extent of groundwater-taking for construction, no water-taking permits will be required prior to construction start. <p><u>Contamination</u></p> <ul style="list-style-type: none"> ➤ All known contaminated soils will be documented in the contract for removal and management during construction in accordance with relevant Ministry of Environment, Conservation and Parks policies and guidelines, and applicable legislation. ➤ In the event of a spill of material during construction, the Contractor will be responsible for all notification, containment and cleanup required by provincial and federal legislation. <p><u>Noise and Air Quality</u></p> <ul style="list-style-type: none"> ➤ MTO's standard mitigation to control construction noise and dust will be implemented during construction. This includes ensuring construction equipment be maintained, idling be restricted and hours of work permitted for hoe ramming be restricted to between 7am and 7pm.



ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION MEASURES

CULTURAL ENVIRONMENT

Environmental Effects	Proposed Mitigation Measures
<p><u>Built Heritage Resources and Cultural Heritage Landscapes</u></p> <ul style="list-style-type: none"> ➤ No built heritage resources or cultural heritage landscapes were identified during the study, as such, no cultural heritage mitigation measures are required. <p><u>Archaeology</u></p> <ul style="list-style-type: none"> ➤ A Stage 2 Archaeological Assessment was carried out in Fall 2021. No further archaeological work was recommended for the study area; this was endorsed by the Ministry of Citizenship and Multiculturalism (MCM) upon acceptance of the report in March 2022. 	<p><u>Archaeology</u></p> <ul style="list-style-type: none"> ➤ In the event that archaeological resources are encountered during construction, all work in the area would stop and appropriate government authorities and Indigenous Communities would be contacted.

TECHNICAL/ENGINEERING CONSIDERATIONS

Environmental Effects	Proposed Mitigation Measures
<p><u>Utilities</u></p> <ul style="list-style-type: none"> ➤ Impacts to existing utility infrastructure were identified as a result of the recommended plan, including Bell Canada, Hydro One, and TC Energy. 	<p><u>Utilities</u></p> <ul style="list-style-type: none"> ➤ Utility relocations will be completed in advance of construction and are anticipated to occur in late 2023. ➤ While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements.



ENVIRONMENTAL CONSIDERATIONS

Mineral Aggregates

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

Waste Management

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

The approach for managing excess materials outside the right-of-way, stockpiling, and wood management is determined based on local circumstances.

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

Emergency Spill Response

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

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

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



Highway 11/17 Four-Laning
from Coughlin Rd to McGuire Road
Detail Design & Class EA Study

Public Information Centre #2

NEXT STEPS

After this Public Information Centre, the Project Team will:

Activity	Anticipated Timeline
<ul style="list-style-type: none">Review the comments received during a 30-day comment period for PIC #2	Fall 2023
<ul style="list-style-type: none">Finalize the Detail Design Plan	Fall/Winter 2023
<ul style="list-style-type: none">Finalize mitigation measures for the Detail Design to minimize impacts	Fall/Winter 2023
<ul style="list-style-type: none">Prepare the Design and Construction Report and submit for a 30-day public review period.	Fall/Winter 2023
<ul style="list-style-type: none">Submit the project for tender	Winter 2024
<ul style="list-style-type: none">Start of Construction is dependent upon securing environmental approvals and availability of funding	Spring/Summer 2024

Please visit the project website for updates:
www.hwyl1-17-coughlintoredrock9.com

THANK YOU FOR ATTENDING!



Highway 11/17 Four-Laning
from Coughlin Rd to McGuire Road
Detail Design & Class EA Study

Public Information Centre #2

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

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

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

We encourage you to contact the Project Team members noted below if you have questions or comments on the study and information presented today.

CONTACT INFORMATION

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*Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by **Friday, October 6, 2023.***



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