Final Transportation Environmental Study Report

Preliminary Design for the Highway 11 2+1 Roadway Model Pilot Project from Sand Dam Road northerly 13.8 km to Ellsmere Road GWP 5151-21-00

Ontario Ministry of Transportation – Northeast Region

Project Number: 60713279

May 2025

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AECOM: 2015-04-13

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Distribution List

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The Public Record

This Transportation Environmental Study Report (TESR) has been prepared under the Ministry of Transportation's (MTO's) *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)*, in compliance with the requirements of the Ontario *Environmental Assessment Act.*

This TESR has been prepared to document the recommended improvements, consultation undertaken, and potential environmental issues and mitigation measures associated with the Preliminary Design and Class Environmental Assessment (Group 'B') study for the Highway 11 2+1 Pilot Project from Sand Dam Road to Ellsmere Road.

A copy of this document has been submitted to the office of the Ministry of the Environment Conservation and Parks to fulfill the requirements of the Ministry of Transportation Class Environmental Assessment.

- **Minister of the Environment, Conservation and Parks**
  777 Bay Street, 5th Floor
  Toronto, Ontario M7A 2J3
  Email: minister.mecp@ontario.ca

This TESR is available for a 30-day agency and public comment period commencing **June 4, 2025** and ending **July 4, 2025**. The TESR can be viewed on the Study Website at https://highway11pilot.ca/ and in person at the following locations:

- **City of Temiskaming Shores**
  325 Farr Drive
  Haileybury, ON P0J 1K0
  Phone: 705-672-3363

- **Ministry of Transportation**
  Northeast Region
  447 McKeown Avenue
  North Bay, ON P1B 9S9
  Phone: 705-472-7900

- **Municipality of Temagami**
  7 Lakeshore Drive
  Temagami, ON P0H 2H0
  Phone: 705-569-3421

Interested persons are encouraged to review this TESR and provide comments by **July 4, 2025.**

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. To obtain additional information, to provide comments, or if you have any accessibility requirements in order to participate in this study, please contact the following individual:

- **Joanie Girard, P.Eng.**
  Lead Engineer, Projects
  Ministry of Transportation
  Project Delivery
  447 McKeown Avenue
  North Bay, ON P1B 9S9
  Telephone: 705-491-6842
  Email: projectteam@highway11pilot.ca

Additionally, a request may be made to the Ministry of the Environment Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights.

Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

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

The request should be sent in writing or by email to the following, and copied to the Ministry of Transportation Project Engineer listed above:

- **Minister of the Environment, Conservation and Parks**
  777 Bay Street, 5th Floor
  Toronto, Ontario M7A 2J3
  Email: minister.mecp@ontario.ca

- **Director, Environmental Assessment Branch**
  Ministry of Environment, Conservation and Parks
  135 St. Clair Avenue West, 1st Floor
  Toronto, ON M4V 1P5
  Email: EABDirector@ontario.ca

Executive Summary

AECOM Canada ULC (AECOM) was retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design, and Class Environmental Assessment (Class EA) Study for the Highway 11 2+1 roadway model Pilot Project from Sand Dam Road northerly 13.8 kilometre to Ellsmere Road, located within the Townships of Merrick, Blyth, Notman and Lyman ('the Project'). The purpose of the Project was to address the unique transportation needs of the north, enhance traffic flow and improve safety for the travelling public by reconstructing and widening a section of Highway 11 to introduce a 2+1 roadway model. A 2+1 roadway model is a continuous three-lane highway that provides an alternating passing lane with a median barrier. The roadway shifts the passing lane configuration every 2-5 kilometres to provide passing opportunities in both directions.

This Transportation Environmental Study Report (TESR) has been prepared to document the following: the proposed undertaking and consultation process which occurred throughout the Project; development of the Preliminary Design, including the generation and assessment of preliminary design alternatives and selection of the preferred preliminary design alternative; a detailed description of the Recommended Plan with known environmental issues, and future commitments to additional work and consultation, including environmental commitments and proposed mitigation. The required additional work and consultation, along with the development of the Detail Design alternatives and selection of the preferred Detail Design alternative, will be captured within a future Design and Construction Report (DCR). The preparation of this TESR also fulfills the documentation requirements for a Group 'B' Study in accordance with the *MTO Class Environmental Assessment for Provincial Transportation Facilities* (amended 2000).

Overview of Study & Class EA Process (Section 1 and Section 2)

This TESR includes the documentation for the process of the Class EA that was followed for the Project and includes: a description of the Class EA process; a summary of existing environmental (natural, socio-economic and cultural) and transportation conditions within the Study Area; an assessment of the identified transportation challenges and opportunities within the Study Area, along with the potential to address these items; the generation, assessment, and evaluation of improvement alternatives leading to selection of the Recommended Plan; details of the Recommended Plan; and, potential impacts associated with the Recommended Plan and proposed measures to avoid, minimize and mitigate adverse effects.

Consultation (Section 3)

Government agencies, Indigenous Communities, municipalities, interest groups and utility companies were notified at the beginning of the study by letter in October 2023. The general public was notified via newspaper advertisements and letter for

the Public Information Centre (PIC), informing them of the study and to solicit their comments. One PIC was held for this study in November 2024 to present the evaluation of alternatives, the Recommended Plan, and the commitment to future environmental impact studies.

Meetings were held throughout the study with the Ministry of Natural Resources (MNR), emergency services (i.e., Ontario Provincial Police (OPP), Fire and Ambulance), student transportation services consortiums, and Indigenous Communities. These meetings focused on collection of existing conditions information and to present and obtain feedback on the generation and evaluation of alternatives, the Preliminary Design details of the preferred alternatives, potential environmental impacts and proposed mitigation measures.

A Project Website (https://www.highway11pilot.ca) and Project Team email address (projectteam@highway11pilot.ca) were developed for the public to access and learn more about the Project. The Website was established to provide up-to-date information including study notices, PIC displays, and a contact form and email address to contact the Project Team and for the public to submit comments and questions.

Overview of Existing Conditions (Section 4)

To support the development and evaluation of a reasonable range of alternatives, existing environmental conditions within the Study Area were reviewed to determine their sensitivity and potential for impacts associated with the potential range of alternatives. Identifying existing conditions involved the collection of primary and secondary source data derived from surveys, field investigations, published and unpublished literature, government sources and consultation with agencies and the public. The data collected was grouped into the Natural Environment, Socio-Economic Environment, Cultural Environment and Transportation.

Need for Highway Improvements (Section 5)

The MTO performed a feasibility review of potential 2+1 roadway model pilot locations throughout Ontario. The results of this initiative ultimately identified two suitable locations on Highway 11 between North Bay and Temagami. Following the selection of the ideal locations, a review of existing and future transportation and infrastructure conditions was undertaken (i.e., challenges and opportunities). Based on the selection of these two northern Ontario locations, improvements to Provincial Transportation Facilities (i.e., widening of Highway 11 to introduce a 2+1 roadway model and associated improvements) was the only option identified to fully address the identified safety deficiencies, the unique transportation needs of the north, and enhance traffic flow. This alternative was therefore carried forward for further assessment as part of the study.

Overview of Preliminary Design (Section 6)

Following the decision to carry forward 'Improvements to the Provincial Transportation Facility' (i.e., widening of Highway 11 to introduce a 2+1 roadway model and associated improvements), a set of design alternatives for various highway and traffic elements required to implement the 2+1 roadway model were developed. Alternatives were refined and developed for widening of the Highway 11 cross-section, for installation of the median barrier system and turnarounds, the Little Sturgeon River Culvert, and intersection improvements at Sand Dam Road and Ellsmere Road.

Overview of the Recommended Plan (Section 7)

This section summarizes the proposed improvements to Highway 11. The Recommended Plan for the Project includes:

- Reconfiguration of 13.8 km of Highway 11 to accommodate the 2+1 roadway model (i.e., widening arrangement and introduction of alternating passing lanes that shift every 2-5 km to provide passing opportunities in both directions).
- Pavement rehabilitation in a manner that accommodates the reconstruction of the existing Highway 11 platform and incorporate the new widened 2+1 platform.
- Installation of fully paved shoulders throughout the project limits.
- Installation of a median barrier system to eliminate crossover collisions.
- Installation of turnarounds to enable travelers to access the opposite direction of the highway.
- Drainage improvements, including lengthening various centreline culverts and the replacement or extension of the Little Sturgeon River Culvert (Site No. 43X-0225/C0).
- Intersection improvements with the inclusion of new standard auxiliary lanes at Sand Dam Road and Ellsmere Road.
- New partial illumination at the transition locations for the 2+1 arrangement, turnaround locations and intersections.
- An advanced clearing contract to accommodate the future construction of the widened highway platform.

Environmental Issues and Commitments (Section 8)

Section 8 outlines the direct and indirect environmental (natural heritage, socio-economic and cultural) effects and transportation effects associated with the Recommended Plan for improvements to the Highway 11 corridor. The section also describes preliminary mitigation measures that will be implemented during future design stages and construction to limit impacts to the environment. The preliminary mitigation measures and commitments outlined will be refined in greater detail following completion of the outstanding Impact Assessments within the Detail Design

stage. A summary of the environmental effects, mitigation measures and commitments to future work is provided in **Table 8**.

Monitoring (Section 9)

Following the 30-day comment period of the Transportation Environmental Study Report, the Ministry of Transportation may proceed to Detail Design as outlined in the Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities, amended 2000.

The Detail Design phase will advance the Recommended Plan to a refined level and individual contract packages for construction will be prepared. During the subsequent design stage of this undertaking, relevant agencies, authorities, Indigenous Communities, and property owners will continue to be engaged with respect to Detail Design and commitments to future work as outlined in this document, as appropriate. Future consultation and additional field investigations will be completed to provide more data that is specific to the refined design. A summary of the proposed future consultation and commitments is provided in **Table 9**.

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Abbreviations

AADT.....Average Annual Daily Traffic
ANSI.....Areas of Natural and Scientific Interest
APEC .....Area of Potential Environmental Concern
APU.....Assessment of Past Uses
ATR .....Automatic Traffic Recorder
CCAC.....Central Ambulance Communications Centre
CNWA .....Canadian Navigable Waters Act
COPC.....Contaminants of Potential Concern
DCR .....Design and Construction Report
DNSSAB .....District of Nipissing Social Services Administration Board
EA .....Environmental Assessment
EAA.....E*nvironmental Assessment Act*
EASR .....Environmental Activity and Sector Registry
ECCC.....Environmental and Climate Change Canada
ECL .....Ecological Land Classification
EMA .....Enhanced Management Area
ERHD.....Environmental Reference for Highway Design
ESA.....*Endangered Species Act*
ESMP.....Excess Soil Management Plan
FONOM.....Federation of Northern Ontario Municipalities
GEMS.....Going the Extra Mile for Safety Group
GWP.....Group Work Project
HWM .....High Water Mark
MAFA .....Moose Aquatic Feeding Areas
MBCA.....*Migratory Birds Convention Act*
MCM.....Ministry of Citizenship and Multiculturalism
MECP.....Ministry of Environment, Conservation and Parks
MNR.....Ministry of Natural Resources
MTO .....Ministry of Transportation Ontario
NHIC .....Natural Heritage Information Centre
NHRM .....Natural Heritage Reference Manual

NPSSTS .....Nipissing-Parry Sound Student Transportation Service and

NETBST.....North East Tri-Board Student Transportation

NOSC.....Notice of Study Commencement

OASD.....Ontario Archaeological Sites Database

OBBA.....Ontario Breeding Bird Atlas

OGN.....Ontario Government Notice

OLA.....Outdoor Living Areas

OMAFA .....Ministry of Agriculture, Food and Agribusiness

OPP.....Ontario Provincial Police

OPSS.....Ontario Provincial Standard Specification

PCA.....Potentially Contaminating Activity

PSW.....Provincially Significant Wetland

PTTW.....Permit-to-Take-Water

ROW .....Right-of-Way

SADT.....Summer Annual Daily Traffic

SAP.....Sampling and Analysis Plan

SAR.....Species at Risk

SBGR.....Steel Beam Guide Rail

TESR.....Transportation Environmental Study Report

TDM .....Transportation Demand Management

1. Overview of Undertaking

1.1 Study Background and Location

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada ULC (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The two locations selected for the Project include the following Group Work Projects (GWP), as shown in **Figure 1**:

- **GWP 5151-21-00:** Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- **GWP 5033-22-00:** Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Sisk, Olive and Law within the Municipality of Temagami, the District of Nipissing and in the Electoral Riding of Temiskaming-Cochrane.

This preliminary design involves: addition of alternating passing opportunities; installation of a median barrier system, turnarounds, and illumination; and, drainage and intersection improvements for GWP 5151-21-00 only, from Sand Dam Road northerly 13.8 kilometres to Ellsmere Road (‘the Project’ and/or ‘the Study’). The Project is located within the Townships of Merrick, Blyth, Notman and Lyman.

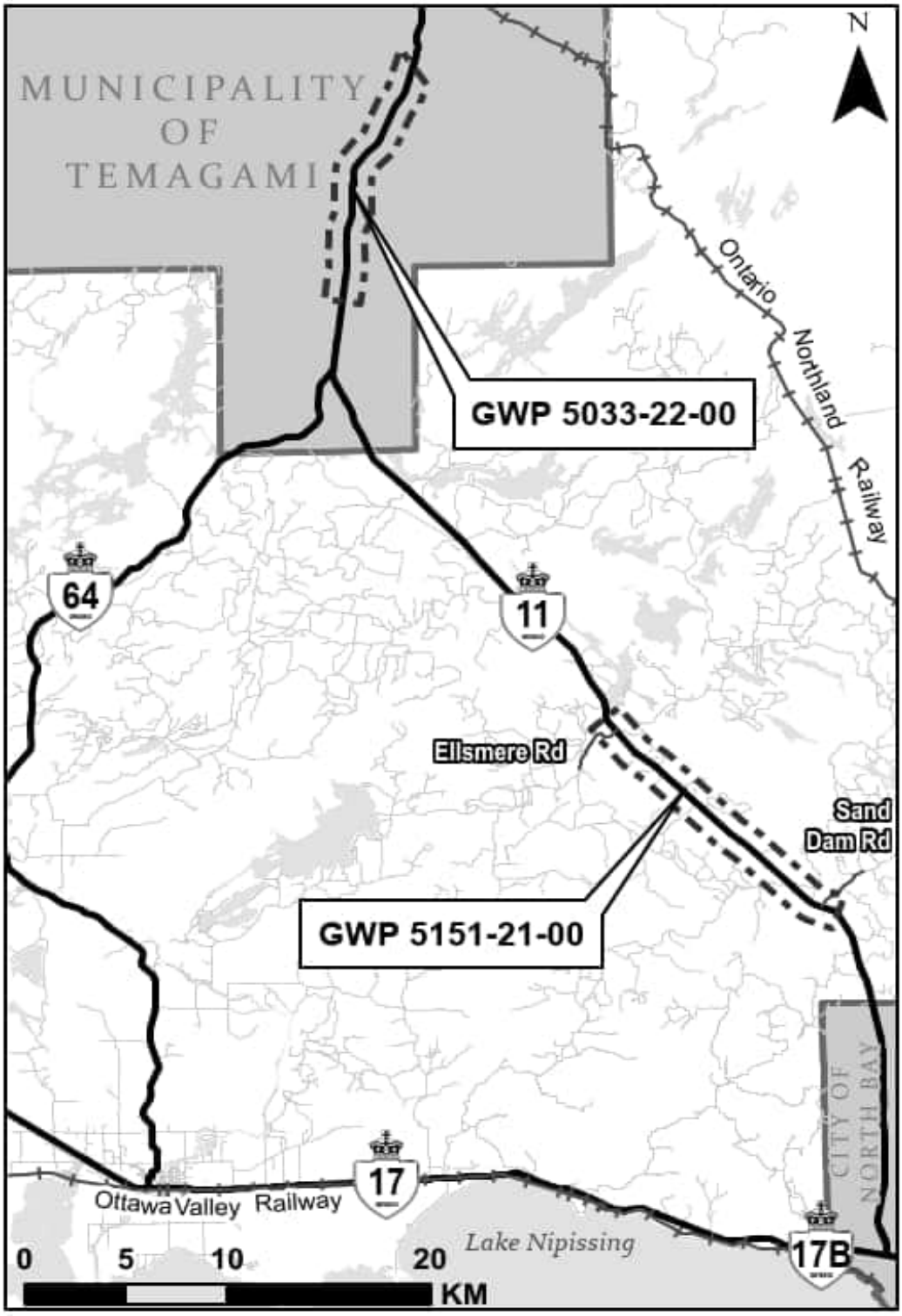

Figure 1. Project Study Area

1.3 Study Purpose, Objectives and Scope

The purpose of this Preliminary Design and Class EA study is to address the current and future transportation needs of the Highway 11 corridor within the Study area, by introducing a 2+1 roadway model configuration along two sections of Highway 11. A 2+1 roadway model is typically defined as a continuous three-lane highway that provides an alternating passing lane with a median barrier (**Figure 2**). The roadway shifts the passing lane configuration every 2-5 kilometres to provide passing opportunities in both directions. The purpose of introducing the 2+1 roadway model is to address the unique transportation needs of the north, enhance traffic flow and improve safety for the travelling public.

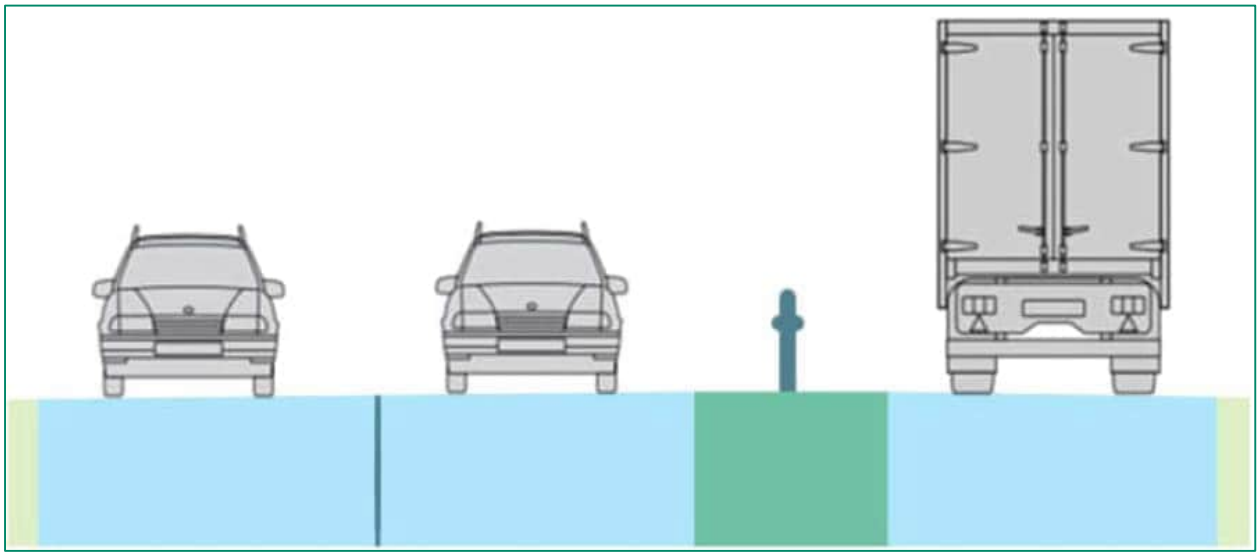

Figure 2. 2+1 Highway Graphic (2 Lanes + 1 Lane)

This Study will include the generation and evaluation of design alternatives, selection of the Recommended Plan and development of preliminary environmental protection measures. By establishing the footprint for the future reconstruction of Highway 11, infrastructure improvements can be implemented efficiently and in a cost-effective manner, while improving traffic and safety operations.

This Study will form the basis for the follow-up Detail Design phase and preparation of contract package(s) for construction. It is expected that the improvements identified as part of this Study may be implemented in phases. The timing and breakdown of work will be determined at a future date subject to ongoing design and consultation activities, and monitoring of the corridor requirements.

1.4 Study Process

This Study has been completed in accordance with the approved planning process for a Group 'B' Study under the *Ontario Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities (amended 2000).* This Project was initiated as a Detail Design study; however, was expanded to a Preliminary Design and Detail Design study to be conducted as part of the same assignment to enable the Project Team to develop and evaluate alternatives to the undertaking.

This Transportation Environmental Study Report (TESR) has been prepared to document the Class Environmental Assessment (Class EA) process for the Preliminary Design that was followed for the Study and includes the following:

- A description of the Class EA process and consultation that was undertaken throughout the Study;
- A summary of existing environmental (natural, socio-economic and cultural) and transportation conditions within the Study area;
- An assessment of the identified transportation challenges and opportunities within the Study area, along with the potential to address these items;
- The generation, assessment, and evaluation of improvement alternatives leading to selection of the Recommended Plan;
- Details of the Recommended Plan; and,
- Potential impacts associated with the Recommended Plan and proposed measures to avoid, minimize and mitigate adverse effects.

Accordingly, as the Project will transition to Detail Design following public review of the TESR, a Design and Construction Report (DCR) will be prepared at a later date as part of this undertaking. **Figure 3** provides an overview of the Class EA process for this Group 'B' study. Consultation occurred throughout the process with Indigenous Communities, agencies, the public, and key stakeholders including meetings with the Ministry of Natural Resources (MNR), emergency services (i.e., Ontario Provincial Police (OPP), Fire and Ambulance), student transportation services, and Indigenous Communities at key Study milestones, and to provide an opportunity for input.

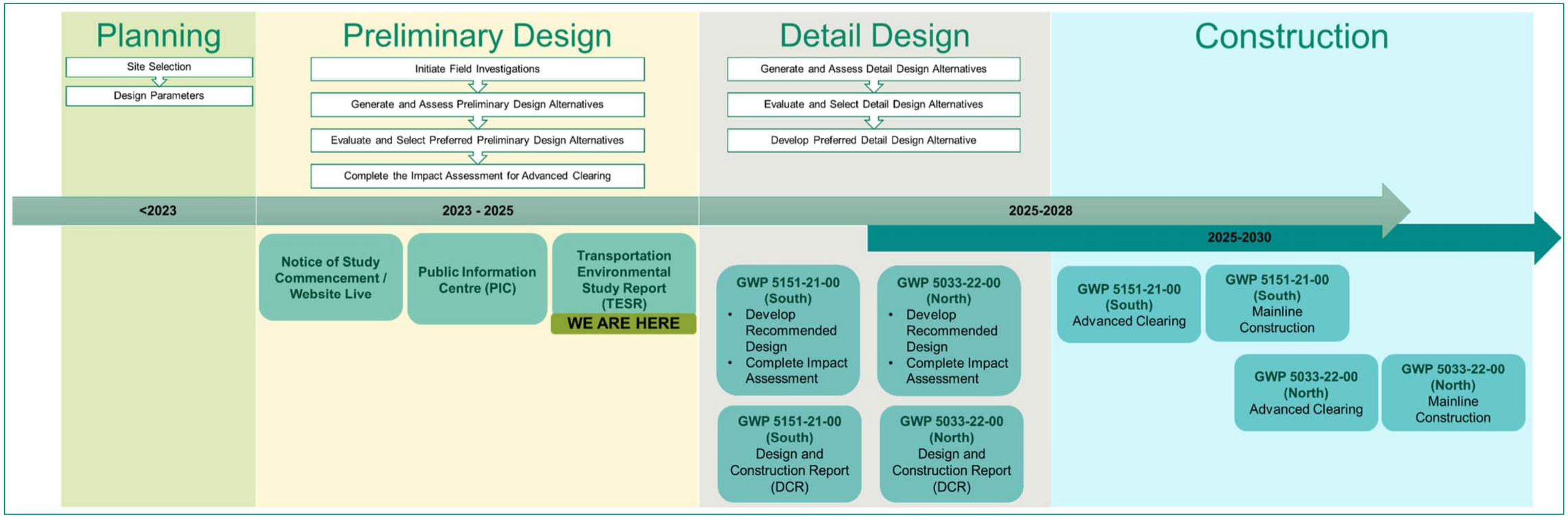

Figure 3. Study Process

1.5 Related Projects

The following projects are related to this Class EA as a result of its proximity to the Study area:

Highway 11 Preliminary Design Study for the Highway 11 2+1 Roadway Model Pilot Project, GWP 5033-22-00. Preliminary Design, and Group 'B' Class EA Study on Highway 11, from 4.6 kilometres north of Highway 64 northerly 11.4 kilometres to 340 metres south of Jumping Caribou Road, within the Municipality of Temagami. The TESR for this Study is anticipated to be made available for public review in 2026.

Highway 11 Marten River Rest Area, GWP 5048-20-00. Preliminary Design, Detail Design, and Group 'B' Class EA Study on Highway 11. Development of a 24/7 Rest Area located near the intersection of Highway 11 and Highway 64.

2. Environmental Assessment Process

2.1 Ontario *Environmental Assessment Act* and Class Environmental Assessment Process

The purpose of Ontario's *Environmental Assessment Act* is to help protect and conserve Ontario's environment by requiring that studies subject to the Act follow a planning process leading to environmentally sound decision-making.

For studies subject to the *Environmental Assessment Act*, an Environmental Assessment involves identifying and planning for environmental issues and effects prior to implementing a Study. The process allows reasonable opportunities for public involvement in the decision-making process of the study. An Environmental Assessment document is prepared by the proponent of the study.

The Class EA process is a planning process approved under the *Environmental Assessment Act* that provides a streamlined process that must be followed for projects or activities within a defined "class". When the Class EA planning process is adhered to for a study, the requirements of the *Environmental Assessment Act* are also fulfilled and formal approval under the *Environmental Assessment Act* is not required. The Class EA requirements must be met before a study can be implemented. Studies and activities that are defined within a "class" are generally ones that are recurring, carried out routinely and have predictable environmental effects that can usually be mitigated.

The word "environment" within the *Environmental Assessment Act* is broadly defined and includes the built, natural, social, economic and cultural environments. The *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* outlines the environmental assessment process to be followed for specific groups of provincial transportation studies that include the following:

Group 'A' – Projects involving new facilities.
Group 'B' – Projects involving major improvements to existing provincial transportation facilities.
Group 'C' – Projects involving minor improvements to existing provincial transportation facilities.
Group 'D' – Activities that involve operation, routine maintenance, administration and miscellaneous work for provincial transportation facilities. These activities are approved under the *Environmental Assessment Act* subject to compliance with applicable environmental legislation other than the *Environmental Assessment Act*.

This Study is following the Class EA process for a Group 'B' study. For additional details, please refer to the *MTO Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)*.

The MTO Class EA process was recently amended, and a new Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways document was released in February 2024. Since the subject Study was well underway at the time of the amendments, it was determined that the Study will be completed following the Class EA (amended 2000) as opposed to transitioning to the new 2024 Class EA process. While this MTO Group 'B' Class EA initially started as a Detail Design assignment, it was expanded to include Preliminary Design.

2.2 Federal Impact Assessment Act

The *Impact Assessment Act* (2019) establishes a federal environmental assessment process focused on major projects that have a greater potential to have significant adverse effects on areas within federal jurisdiction. The types of activities to which the Act applies ("designated projects") are identified in the regulations.

The proposed improvements associated with this Study are not listed as a "designated project" under the Act and the work proposed is not taking place on Federal lands. Approval from the Impact Assessment Agency of Canada (IAAC) is therefore not required for this undertaking.

2.3 Purpose of the Transportation Environmental Study Report

This TESR has been prepared to document the Preliminary Design and Class EA process completed for this Study in accordance with the requirements of the MTO Class EA for *Provincial Transportation Facilities (amended 2000),* which has been approved under the Ontario EA Act. The TESR provides an overview of the Study, identifies the challenges/opportunities to be addressed, details the alternatives under consideration and the associated evaluation leading to selection of the Recommended Plan as well as the consultation completed throughout the process. The document also summarizes existing conditions, the potential for environmental impact resulting from the Recommended Plan and provides high level recommendations for mitigation. Since this undertaking will also complete the Detail Design phase, this TESR includes high level recommendations for mitigation that will be confirmed and refined at the Detail Design to follow.

Given that this Project is a Pilot Project for a 2+1 facility which has not been adopted in Ontario, feedback from this TESR will assist in the future development and implementation of this type of facility in other parts of the province. Additionally, since a separate Advanced Clearing Contract under a new Group Work Project (GWP) 5195-23-00 is being prepared in support of this Project, feedback on the clearing activities will only be accepted during the 30-day comment period identified below. For additional information on the Advanced Clearing Contract, see **Section 7.9**.

The TESR fulfills the documentation requirements of the Class EA process for a Group 'B' project. In accordance with the MTO Group 'B' Class EA process, the TESR is available for a 30-day comment period from **June 4, 2025** and ending **July 4, 2025**, on the Study Website at https://highway11pilot.ca/ and in person at the following locations:

- **City of Temiskaming Shores**
  325 Farr Drive
  Haileybury, ON P0J 1K0
  Phone: 705-672-3363
- **Ministry of Transportation**
  Northeast Region
  447 McKeown Avenue
  North Bay, ON P1B 9S9
  Phone: 705-472-7900
- **Municipality of Temagami**
  7 Lakeshore Drive
  Temagami, ON P0H 2H0
  Phone: 705-569-3421

All interested parties are encouraged to review the Study details and provide input. Comments can be submitted to the following members of the Project team through the Project Team Email at projectteam@highway11pilot.ca, or by contracting the individual below:

- **Joanie Girard, P.Eng.**
  Lead Engineer, Projects
  Ministry of Transportation
  Project Delivery
  447 McKeown Avenue
  North Bay, ON P1B 9S9
  Telephone: 705-491-6842
  Email: projectteam@highway11pilot.ca

In addition, a Section 16(6) Order request under the *Environmental Assessment Act* may be made to the Ministry of the Environment, Conservation and Parks for an order requiring higher level of study (i.e., requiring a comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and Treaty Rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

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

The request should be sent in writing or by email to the following and copied to the Ministry of Transportation Project Engineer listed above:

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

and

- **Director, Environmental Assessment Branch**
  Ministry of Environment, Conservation and Parks
  135 St. Clair Avenue West, 1st Floor
  Toronto, ON M4V 1P5
  Email: EABDirector@ontario.ca

Comments are being collected to provide and obtain information, and to identify concerns in accordance with the *Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in 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.

If you have any accessibility requirements in order to participate in the review of this Transportation Study Report, please contact the Project Team.

3. Consultation

3.1 Overview

Early in the Project, a Consultation Plan was prepared to detail the planned engagement strategy and to demonstrate that the notification requirements of the MTO's Class EA process are being fulfilled. Since the subject Study area is within a French Language Services Area, notices were issued in both French and English.

A Project Contact List was developed for the Study area that consisted of area residents, affected property owners, and businesses as well as key stakeholders, agencies, elected officials, local municipalities, Indigenous Communities, emergency service providers, and area utilities. The list was updated, as required, throughout the Study to ensure that potentially affected and interested stakeholders were kept informed.

3.2 Public Consultation

3.2.1 Study Notifications

Throughout the course of the Study, opportunities for input were provided at key Project milestones that included issuance of the following three formal notices:

- Notice of Study Commencement
- Notice of Public Information Centre (PIC)
- Notice of Completion

3.2.1.1 Notice of Study Commencement

A Notice of Study Commencement (NOSC) was issued the week of October 23, 2023, with the purpose of announcing the commencement of the Design and Class EA process for the Project on Highway 11 for both the GWP 5151-21-00 and GWP 5033-22-00.

The notice was issued via direct mail to all those on the Project Contact List including Indigenous Communities, Members of Parliament, external agencies and area residents and businesses. The hard copy mail out was supplemented by an email where an email was available. The notice was also posted on the Project website in both French and English at www.highway11pilot.ca.

In addition to the above, the notice was published in the following newspapers on the dates as identified:

- North Bay Nugget (English) – Thursday, October 26, 2023
- New Liskeard Temiskaming Speaker Weekender (English) – Friday, October 27, 2023
- Sudbury Le Voyageur (French) – Wednesday, October 25, 2023

In response to the issuance of the NOSC, comments were received from three Indigenous Communities that included Atikameksheng Anishnawbek First Nation, Whitefish River First Nation, and Wasauksing First Nation who acknowledged receipt of the notice and expressed potential interested in the project. Wasauksing First Nation also provided a copy of their External Consultation and Accommodation Protocol, 2016 for the Project Team's reference.

Agency comments included the Ministry of Municipal Affairs and Housing asking to be removed from the contact list. The Ministry of Natural Resources and Forestry acknowledged receipt of the notice and identified their project contact. They also requested additional project details and agreed to a future meeting with the Project Team. The Nipissing-Parry Sound Catholic District School Board provided updated contact information. Hydro One acknowledged receipt of the notice and identified a project contact. A local business inquired about recycled asphalt. The North Bay Police acknowledged receipt of the notice and identified a contact for the project. The Town of New Liskeard also offered to share video examples of existing 2+1 roadway models from Sweden and Ireland with the Project Team.

Relevant correspondence including copies of notification material are included in **Appendix A** of this document.

3.2.1.2 Notice of Public Information Centre (PIC)

Prior to the public meeting, a Notice of Public Information Centre, was posted in English and French on the Project Website www.highway11pilot.ca starting November 13, 2024. The notice was also published in the following newspapers on the dates as identified:

- North Bay Nugget (English) – November 14, 2024
- New Liskeard Temiskaming Speaker Weekender (English) – November 15, 2024
- Sudbury Le Voyageur (French) – November 13, 2024

Notification letters and a copy of the Ontario Government Notice were emailed/mailed to individuals on the Project Contact List, including Indigenous Communities, Members of Parliament, external agencies and members of the public on November 13, 2024.

Please refer to **Appendix A** for copies of the notice (English and French), notification letters, and the Project Contact List at the time of the mail out.

3.2.1.3 Notice of Completion

A Notice of Completion was issued to advise of the completion of the Class EA process and the preparation of a Transportation Environmental Study Report (TESR) summarizing the environmental assessment process available for the 30-day comment period.

Notification letters were mailed and emailed on May 30, 2025 to individuals on the Project Contact List, excluding Indigenous Community letters which were emailed to the communities identified in **Section 3.5.1** on May 28, 2025. A formal notice was also published in the following newspapers on the dates identified below:

- North Bay Nugget (English) – June 3, 2025
- New Liskeard Temiskaming Speaker Weekender (English) – June 4, 2025
- Sudbury Le Voyageur (French) – June 4, 2025

A hard copy of the TESR was made available digitally on the Project website at www.highway11pilot.ca and as a hard copy at three physical locations throughout the GWP 5151-21-00 and GWP 5033-22-00 Study areas.

Please refer to **Appendix A** for copies of the Ontario Government Notice (OGN) (English and French), notification letters, and the Project Contact List at the time of the mail out.

3.3 Study Website

A Study website www.highway11pilot.ca was developed and maintained for the duration of the Study and updated at key milestones. The purpose of the website was to provide an easy access venue to keep all interested parties informed, to share publicly available reports and other materials, and to allow for public comment.

The website provided a Study overview, details on the MTO Class EA process, the Study schedule, and contained all relevant Study information for review, including links to Study-specific documents (i.e., Study notifications, EA process, PIC display boards, TESR, etc.).

A community feedback function was provided for stakeholders to submit comments directly to the Project Team. Direction was also provided in the “Contact Us” section of the website for those requiring translation into French and / or for those with accessibility requirements in order to participate in the Project.

3.4 Public Information Centre

The Project Team hosted an in-person Public Information Centre (PIC) as follows:

Public Information Centre
Tilden Lake Community Centre
Tilden Lake, ON
Thursday, November 21, 2024
4:00 p.m. to 8:00 p.m.

An open house format was utilized where representatives of the Project Team were available to provide project details, answer questions and receive input (**Figure 4**). The PIC material consisted of 13 information display panels presented in-person as follows:

- Project Overview with Study area map
- Study Process
- Proposed Scope
- Evaluation of Alternatives Criteria
- Realignment Alternatives for GWP 5033-22-00 (North)
- Passing Lane Configuration Alternatives for GWP 5033-22-00 (North)

- Turnaround Configuration Alternatives — Both GWPs
- Widening Arrangement
- Median Barrier Alternatives and Transition Zones
- Recommended Design
- Environmental Overview (i.e. Potential Environmental Constraints and Preliminary Mitigation Strategy)
- Next Steps & How to Stay Informed

Figure 4. Public Information Centre Venue Arrangement

In addition to the above, a video rendering of the 2+1 roadway model portraying the median barrier types, turnarounds and enhanced signage were presented along with the roll plans for both GWP 5151-21-00 and GWP 5033-22-00.

The PIC materials were made available in both English and French on the project website. Following the PIC the display materials noted below were made available on the Project Website for stakeholders to download and view at their leisure:

- Notice of Public Information Centre (English and French)
- PIC Display Boards (English and French)
- Video Rendering
- PIC Roll Plan for both North section (GWP 5033-22-00) and South section (GWP 5151-21-00)

For a copy of the above noted PIC material, please refer to **Appendix A**.

The PIC was attended by approximately 47 individuals. Attendees were able to view the display boards while the Project Team circulated the room, answering questions. Those in attendance consisted primarily of area residents and businesses. While no representatives from Indigenous Communities were in attendance at the PIC, the Project Team hosted a separate Community Information Session with Temagami First Nation following the PIC on December 3, 2024. Additionally, a Community Information Session was provided for Nipissing First Nation on April 14, 2025.

Website analytic information indicates that a total of 950 users visited the Project website following the posting of the PIC material on November 13, 2024 to the close of the PIC comment period on November 28, 2024. (Note: some views may include Project Team members). Engagement on the Project website post-PIC was shown to be positive, with the average session length of 3 minutes and 45 seconds, with users

learning about the Project via the Homepage and About the Project pages. PIC material continues to be available on the Project website.

To encourage a timely submission of comments, respondents were encouraged to submit comments between November 21, 2024 and November 28, 2024 through the Project website via a comment form or by emailing the Project Team email. Attendees were advised that information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*.

A number of comments were received following the Public Information Centre that included some great feedback to assist the Project Team in understanding existing challenges / opportunities within the Study area. Key areas of concern included the Intersection of Ellsmere Road / Highway 11, the jughandle design, turnaround locations, the median acting as a potential barrier to wildlife, as well as several safety concerns.

Table 1 provides a summary of the key public comments and concerns received following the PIC. For additional details, please refer to **Appendix C.**

Table 1. Summary of PIC Key Comments Received

Comment	Response Provided / Action Taken
Key Concern: Hill South of Sand Dam Concerns about hill South of Sand Dam. Many incidents on top of the hill. Vehicles travelling North seem to move away from the guiderails & vehicles travelling South enter passing lane and over into northbound lane usually passing as it is two lanes. Multiple accidents happen in same spot & have crash major accidents @ the top of this hill. Maybe barriers should start just South of Sand Dam. Just a Suggestion. See back*. (* Hand drawn figure provided.)	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre. While your comments and concerns fall outside of the Pilot Project scope, and given the safety concern identified, we have provided them to the Ministry for further consideration. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Jughandle Design How will you encourage motorists to use the jug handle to turn around when it's easier to perform a U-turn and the jug handle looks like a sideroad instead of an acceleration lane?	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. Regarding your concerns relating to illegal U-Turns, appropriate signage will be installed throughout the Project limits to provide positive guidance and enhance driver awareness of the proper entry and exit requirements associated with the turn

Comment	Response Provided / Action Taken
	around locations. This information will be provided to the Ministry of Transportation as a training aid for possible inclusion within future editions of the Driver Handbook and driver training manual. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Ellsmere Rd., Highway 11 Intersection, & Construction Intersection Ellsmere Highway 11 very dangerous. Transports don't know to slow down when cars are making left turn into Ellsmere Road. Construction company needs lots of signage way before construction begins (big signs). OPP needs to reinforce speed limits during construction.	No Action required as participant indicated a response to their comment was not required.
Key Concerns: Ellsmere Rd. I'm hopeful that this will improve the drive from town to Tilden Lake. My concerns = the turn (left turn) onto Ellsmere Village, and the amount of commercial traffic (big honkin' trucks) that pull over in the Ellsmere area on the highway, creating nasty driving hazards for the rest of us.	No Action required as participant indicated a response to their comment was not required.
Key Concerns: 2+1 Concept, Jughandle Design, & Rest Areas Really enjoyed your presentation. I am a truck driver and very interested in your plans. I believe the 2+1 concept will work as it will extend the passing lanes and allow traffic to sort itself out safely and timely. As I mentioned to your representatives, the concept of the "Jughandle" also is very safe and efficient way of entering	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre. We appreciate your support for the Highway 11 2+1 Pilot Project and Design Study and observations from other jurisdictions related to your profession. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca.

Comment	Response Provided / Action Taken
and exiting the highway as well as offering an alternative route to take in the event of road closure. I have seen this used quite successfully in New Jersey where it is common. I also support your ideas of more rest areas along Highway 11. We all need a place to pull over (breakdowns, fatigue etc.). Can't wait to see completion!! Thanks	Once again, thank you for bringing your concerns to our attention.
Key Concerns: Ellsmere Rd. and Illumination We live off Ellsmere Road. The illumination part of the pilot is very helpful for us driving home off 11. Please keep the great work up!!	See response below:
Key Concerns: 2+1 Design, Construction Timing, & Highway Illumination During night traffic/volume times, do the lanes switch? Where will the project commence from? The north end or south end? How long can we expect construction to be? Is there going to be any additional lighting through the highway? Very excited about this initiative!! Thank you for an incredible info session!	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. Partial illumination at Ellsmere Road will be included as part of the Highway enhancements for the 2+1 configuration as well as all turnaround locations that permit a left turn. Regarding your concern related to lane changes based on the time of day or traffic volumes, the 2+1 configuration will remain static, much the same as the current operation of Highway 11. Construction is anticipated to take roughly 3 years for each project area to complete. A key plan is attached that illustrates the project limits for each section of 2+1 roadway that will be constructed as part of this pilot. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca.

Comment	Response Provided / Action Taken
	Once again, thank you for bringing your concerns to our attention.
Key Concerns: Median. Ellsmere Rd. Turning Lane, Wildlife Diversions, & Project Timing Glad to see a permanent divided median in the plans. A designated turning lane is needed into Tilden Lake Village off/into Ellsmere Rd (If travelling north on Hwy #11). Too many trucks utilize the passing / bypass lane on Hwy 11 at Ellsmere Rd to park their trucks & sleep. Consider 24/7 to get project finished faster. Keep area residents informed of progress. What wildlife diversion is being considered? Fencing? Open guard rails?	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. Regarding your concerns, our plans include the introduction of a standard left turn lane at Ellsmere Road including partial illumination. The left turn lane will be conventional in design and require the northbound lane of Highway 11 to be on the outside, thereby eliminating the current parking concern associated with the slip around configuration. The Project Team is currently evaluating potential wildlife mitigation measures. Such measures include wildlife fencing and suitable crossing locations for specific wildlife species. AECOM will continue to evaluate options within the Project limits and apply wildlife mitigation measures where suitable. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Median Barrier & Wildlife Crossing I am concerned about large wildlife crossing the roadways. I worry that they hesitate to jump over the centre barrier and either double back across the roads or run along the barrier, both situations will increase likelihood of a wildlife collision.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. The Project Team is currently evaluating potential wildlife mitigation measures. Such measures include wildlife fencing and suitable crossing locations for specific wildlife species. AECOM will continue to evaluate options within the Project limits

Comment	Response Provided / Action Taken
	and apply wildlife mitigation measures where suitable. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Safety Please install rumble strips on sides of all highway. So many people are distracted or sleeping. Also install in the middle of highway on all unaffected areas not being to ensure increased safety. More than a few times I have tried to dodge someone swerving and veering into my lane into ongoing traffic. I don't wait to die on this highway.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. The design for this Project will include rumble strips placed on both the inside median and outside shoulder of the roadway. This enhancement, coupled with the introduction of more passing opportunities and a median barrier system is expected to improve safety throughout the project limits. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Illumination, Ellsmere Rd. Turning Lane, & Safety Need a street light at corner of Ellsmere Rd & Highway 11. When its dark, you can't see Ellsmere turnoff. Also must configure the passing lane differently. As you're stopped waiting to turn onto Ellsmere, traffic is coming down hill fast. You're stopped and there is constantly semi's parked in passing lane ignoring the no stopping & passing signs. They park there for hours. Hence the traffic has to slam on breaks to prevent hitting the turning vehicle. I have almost been hit several times even though I	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. Current plans include the introduction of a standard left turn lane at Ellsmere Road including partial illumination. The left turn lane will be conventional in design and require the northbound lane of Highway 11 to be on the outside, thereby eliminating the current parking concern associated with the slip around configuration.

Comment	Response Provided / Action Taken
signal my turning lane from North is not long enough can only get one car in it.	You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Trapper Access Trapper uses bush access roads from 4 km from Sand Dam Road, from turnaround to turnaround ends @ crown game preserve. Concerns with access from side to side of highway while trapping.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. The current plans include several opportunities to turnaround within the Project limits, thereby allowing consistent access to both sides of Highway 11. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Safety, Crossover into Opposing Traffic, & Signage I'm concerned about left turn lane coming over opposing traffic. Signage is most important. Must be easy to understand especially for truck driver who are not all that familiar with our language. Two lane divided highway would be the ultimate solution.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. Regarding your concern, the Project includes the introduction of standard left turn lanes at all crossing locations with partial illumination. These lanes will be constructed solely in the lane of travel with appropriate lane markings, and signage. This configuration is a proven design and has been quite successful in promoting safe turning movements. There are currently no plans to construction a four-lane highway. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.

Comment	Response Provided / Action Taken
Key Concerns: Median Barrier, Wildlife Crossing, & Safety Very happy to see the curve at Pan Lake improved, but we do have some concerns: ▪ Large wildlife may hesitate at the barrier and /or double back. There are a lot of wildlife collisions. How will this be addressed? ▪ The median barrier will make the merge area at the ends of passing lanes more constrained. Cars may need to drive onto the shoulder/off the road to avoid collision. How is this being addressed? ▪ The Highway is often closed due to weather and collisions. Will maintenance of the median barrier and snow removal cause more closures? The highway is our lifeline.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns. The Project Team is currently evaluating potential wildlife mitigation measures. Such measures include wildlife fencing and suitable crossing locations for specific wildlife species. AECOM will continue to evaluate options within the Project limits and apply wildlife mitigation measures where suitable. The design for passing lanes will operate in a manner very similar to current passing lanes with the addition of a median barrier which is expected to improve driver safety by separating oncoming traffic. The new construction will include advanced signing to alert drivers to the end of the passing opportunity. Fully paved shoulders with rumble strips will also be introduced throughout the project limits to promote lane adherence. When roadway conditions become a concern, the OPP determines if a closure is required to ensure safety of the travelling public as well as snowplow operators or other maintenance staff engaged in operations along the highway corridor. The introduction of a 2+1 configuration is not expected to change the overall maintenance standards or impede snow removal on Highway 11. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.

Comment	Response Provided / Action Taken
Key Concerns: Illumination, Ellsmere Rd. Turning Lane, & Monitoring Need lighting at the Ellsmere road turn. Need turning lane at Ellsmere Road. Monitoring of right lane off Ellsmere where transport park even though there are no parking signs.	No Action required as participant indicated a response to their comment was not required.
Key Concerns: Signage, Turnaround Locations & Future Development, Wildlife Crossings, Recreational Provisions (i.e. Cyclists, Snowmobilers, Camping etc.), Tonomo Lake Road & Wilson Lake Road, Snow Plow Turnarounds, Signage, 5151 Connection, Pan Lake, Monitoring for Effectiveness, Emergency Services Access, Clean Fill & Area Businesses, Vegetation Impacts, & Project Outreach Signage along the highway indicating where the rest areas are. How fa to the next one. Overhead gantry signage at turnaround locations All turnaround locations should be future designed to accommodate future improvements. Animal overpass/underpass locations to accommodate moose and turtle crossings. Plus other wildlife. At the Highway 64 rest area there should be camper dump stations installed and portable water fill stations also boat rinse/wash stations to avoid cross contamination in lakes. Upgrade Tonomo Lake Road/Wilson Lake Road to EDR status. During closures due to accidents.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns as it relates to the Highway 11 corridor. While we understand that you had significant discussions with the project team at the Public Information Centre, you have raised several concerns which fall outside of the Pilot Project scope. These issues have been provided to the Ministry for further consideration. Regarding wildlife mitigation measures, the Project Team is currently evaluating potential wildlife mitigation measures. Such measures include wildlife fencing and suitable crossing locations for specific wildlife species. AECOM will continue to evaluate options within the Project limits and apply wildlife mitigation measures where suitable. In terms of cycling lanes and Official Ontario Federation of Snowmobile Clubs (OFSC) trails or crossing, neither officially exist within the limits of either project. Access for cyclists or snowmobilers is not expected to change with the introduction of the 2+1 configuration within the study area. All materials including excess soil and merchantable timber will be managed in

Comment	Response Provided / Action Taken
Bike lanes to connect cycling network for future Consider snow plow turn arounds in you plan. No parking signs needed in the turnarounds to keep them clear for the plows. Why is 5151 not being connected to the existing southbound passing lane south of the project. Existing snow mobile access should never be restricted East re-alignment at Pan Lake (Option 3 looks best) Ensure that the ministry monitor's the performance of the 2+1 to verify whether it's proven effectives Will there be emergency access for life saving purposes. Consider whether or not helicopter pads (Life Flight) could be added in turnarounds to allow improved emergency access Will clean fill be offered where available to the local businesses Are you constructing with Nipissing forest with regards to the trees and vegetation that will be affected by the project. When reaching out to the public please consider mailers. Through Canada post. Not everyone check your website, there are no newspapers delivery in the area, our local government Reps do not have great social media reach.	accordance with Provincial Legislation, Regulation and Policy. Regarding excess material, the Project Team is currently reviewing options to utilize as much material as possible within the construction of the new roadway. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Key Concerns: Bat Mitigation Fees, End Point Before Bridge, Ellsmere Rd. Intersection Bats – Really, dollars? End point before bridge – Please revisit. Fix Ellsmere Road intersection – Good!	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for participating in the Public Information Centre and sharing your comments and concerns as it relates to the Highway 11 corridor.

Comment	Response Provided / Action Taken
	The Project Team is considering your concerns related to the transition areas as well as environmental mitigation measures necessary to as part of this Study and appreciates your support for the planned improvements at Ellsmere Road. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.
Add to Contact List Please add me to the contact list.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study. We have included you on our Project contact list. Please find attached a digital copy of the Notice of Study Commencement for the Project, issued on October 25, 2023. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca.
Key Concerns: Wildlife Crossing, Cement Barriers, & Rock Cuts For the northern section I would like to see wildlife fencing for a moose barrier as well as cement barriers along the shoulder wherever rock cuts are evident. Such portable barriers would help vehicles out of control from hitting rock cuts. I would like to recommend the widening of rock cuts over a two year budget period.	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study. The Project Team is currently evaluating potential wildlife mitigation measures. Such measures include wildlife fencing and suitable crossing locations for specific wildlife species. AECOM will continue to evaluate options within the Project limits and apply wildlife mitigation measures where suitable. Regarding existing rock cuts within the Project limits, the rock is expected to be excavated to facilitate the widening of Highway 11 and taken back to current Ministry clear zone requirements. Much the same as the recent work near Ellsmere Road. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca.

Comment	Response Provided / Action Taken
	Once again, thank you for bringing your concerns to our attention.
Key Concerns: Paved Shoulders, Ellsmere Rd. Turning Lane, Rock Cuts, Illumination, Ellsmere Rd. Access, & Safety I would like to compliment your team on the presentation at the Tilden Lake Com. Centre. It was very informative and all my questions were answered. I am very happy to see that the entrance to Ellsmere Rd. will be included in your plans. It has been an area of great concern for many years. Points important to me. ▪ Paved shoulders will help increase safety for passing + pulling off the highway with your vehicle ▪ Creating a safe turning lane off highway at Ellsmere Rd. ▪ Eliminating the remaining rock cut across from Ellsmere Rd. ▪ The need for lighting at Ellsmere Rd – this has been a long requested project of mine. **Summary of Letter to MTO May 30th. 2023 Re: Entrance to Ellsmere Rd. from Highway 11 North in Tilden Lake - received from Chairperson for Ellsmere Roads board.** Safety issue that exists at this intersection. In 2012 the entrance to the roadside park used to be closer to the bridge was moved to use Ellsmere Rd. From my understanding it was felt that the former entrance to the park was not safe. When this change was made a slip around lane was provided so that the north bound traffic could go around anyone who was stopped and turning left onto Ellsmere Rd. There has been a problem with this since day 1. Transports and just regular cars use the slip around	Thank you for your interest in the Highway 11 2+1 Pilot Project and Design Study and for sharing you comments and concerns as it relates to the Highway 11 corridor. Regarding your concerns, this project is expected to introduce fully paved shoulders throughout the project limits along with the introduction of a left turn lane and partial illumination at Ellsmere Road. The widening necessary to construct the 2+1 configuration and left turn lane at Ellsmere Road is expected to result in significant rock removal and essentially eliminate the remaining rock in this area . In terms of your previous concerns, these comments are also under review and will be considered by the Project Team. You will be notified of future updates for this Study. For further information, visit the study website: www.highway11pilot.ca. Once again, thank you for bringing your concerns to our attention.

Comment	Response Provided / Action Taken
as a place to park to stop and check their load or just take a break. The police have been called many times about this but in reality the people are long gone by the time anyone from police show up. Signs are ignored just like they are at the snow plow turnarounds. That is the first problem. Secondly as you are stopped to turn left off the highway cars will get impatient and pass you on the left as you are stopped to turn. This personally happened to me this spring and it is a scary situation. Some of the residents either don't make a left had turn off the highway or proceed to the Tomiko restaurant as turning left can be hazardous. These reasons alone I feel are enough to make a change to the traffic flow on the highway, by making the slip around lane the primary traffic lane with a left hand turning lane in the centre. This would stop vehicles from parking in the slip around lane and people would be less inclined to pass on the left. A few years ago the community post office was changed to the community centre on Ellsmere road which again increased the amount of traffic the has to left off the highway. The roadside park is very busy in the summer with a lot of campers, trailers and boats being towed. Also take into account the fact that we have a large amount of transport traffic on this highway and they come down Tomiko hill at a clip so that they can make the next hill north of the Tomiko. The bottom line is that is an unsafe situation and sooner or later will be a terrible accident here. We would like to	

Comment	Response Provided / Action Taken
avoid this at all costs so please listen to our request. We feel it is not a lot to ask. I know we are a small community but this is important to us. Thank you for your time and attention.	

3.5 Indigenous Consultation

3.5.1 Indigenous Communities

Under Section 35 of the Canadian Constitution, the Crown has the Duty to Consult with affected Indigenous communities if a proposed Crown activity or decision has the potential to adversely impact Aboriginal and/or Treaty Rights.

As part of the MTO's Indigenous Consultation Plan, a list of Indigenous communities anticipated to be impacted by the Project was identified by the MTO Indigenous Liaison Specialist that included the following:

- Nipissing First Nation
- Temagami First Nation
- Dokis First Nation
- Garden River First Nation
- Batchewana First Nation
- Thessalon First Nation
- Serpent River First Nation
- Mississauga First Nation
- Sagamok First Nation
- Whitefish River First Nation
- Atikameksheng Anishnawbek
- Henvey Inlet First Nation
- Magnetawan First Nation
- Wahnapitae First Nation
- Wasauksing First Nation
- Shawanaga First Nation
- Wiikwemikong on behalf of the treaty people of Point Grondine
- Métis Nation of Ontario

Indigenous community contacts were reviewed prior to each milestone mailing to confirm that information was current and correct. Project notification was specifically issued to Indigenous communities by the MTO's Director of Operations Division.

The Project Team met virtually with Nipissing First Nation on March 26, 2024 to provide the community with an overview of the Project, including information on the planned field investigations. Following the Public Information Centre on November 21, 2024, the Project Team also hosted separate Community Information Sessions with Temagami First Nation December 3, 2024 and Nipissing First Nation on April 14, 2025. Finally, the Project Team also met virtually with Temagami First Nation and Teme-Augama Anishnabai Chief and Council on March 25, 2025.

Temagami First Nation provided field assistance during the fieldwork for the Stage 1 Archaeological Resource Assessment and the fisheries and terrestrial field investigations. An invitation to participate in this fieldwork was also extended to Nipissing First Nation; however, they were unable to participate. Consultation with Temagami First Nation and Nipissing First Nation is further described in **Section 3.5.2** and **Section 3.5.2.2** below, respectively.

3.5.2 Temagami First Nation

3.5.2.1 Community Information Session – December 3, 2025

An in-person Community Information Session was held with Temagami First Nation on December 3, 2024, to present the planned improvements, receive feedback and to discuss any concerns specific to the community (**Figure 5**). The meeting was initiated with a brief presentation to introduce the Project including the challenges / opportunities affecting the corridor, a summary of the work proposed as well as a description of the MTO Group B Class EA process and the associated environmental investigations that would be undertaken. Display boards were also available for attendees to review and discuss with members of the Project Team (both MTO and AECOM) who were also in attendance and available to answer questions. Approximately 15 members of the community were in attendance.

Figure 5. Temagami First Nation Community Information Session

Key comments and concerns discussed during the information session related to Temagami First Nation's participation in field investigations, safety concerns regarding an observed lack of commercial vehicle driver experience and increased collisions in the area, the diversion of traffic during emergencies, and concerns relating to speeding and snow removal. Design questions related to selection of the 2+1 arrangement over other options (i.e. four-laning), selection of the median barrier system, as well as turnaround design and concerns with potential driver confusion using the turnarounds.

For additional details regarding Temagami First Nation key concerns and the associated Project Team response, please refer to **Table 2**. A copy of the table was shared with Temagami First Nation via email on May 17, 2025.

Table 2. Summary of Temagami First Nation Community Information Session Comments and Responses

Temagami First Nation Comment / Concern	Project Team Response
Temagami First Nation participation in field investigations	AECOM confirmed that their ecology team coordinated with a member of Temagami First Nation for field work participation in environmental field investigations.

Temagami First Nation Comment / Concern	Project Team Response
Implementation of a pilot project with two sections of highway instead of starting with one section of highway	AECOM noted that having two projects allows for a greater sample size.
Concerns with wildlife (i.e., wildlife-vehicle collisions, wildlife's ability to cross the highway with a median barrier)	AECOM acknowledged it is something that they are actively looking into and will provide options on mitigation strategies.
Selection of 2+1 arrangement over other options (i.e., four-laning)	AECOM indicated that the Ministry has considered the 2+1 model since 2018 when a MTO task group reviewed several locations within Ontario that could potentially be key locations to piloting such a roadway platform. The main benefit of 2+1 highways is the introduction of a median barrier which has been proven to significantly reduce / eliminate cross-over collisions while allowing for more passing opportunities and prevent less unsafe passing maneuvers. Other key benefits of a 2+1 model is reduced costs associated with a narrower roadway footprint which would require less property acquisitions than a four-lane freeway facility. AECOM highlighted the 2+1 model and its remarkable success at improving safety throughout other areas of the world.
Concerns regarding an observed lack of commercial vehicle driver experience, which is contributing to an increase in collisions in the area	AECOM acknowledged that there are a number of causes influencing the increase in commercial vehicle related collisions and distractive driving is the leading cause of concern in the province. AECOM noted that driver education will be necessary to promote the best chance for success with the 2+1 highway model.
Other design considerations other than turnarounds (i.e., roundabout installation, grade separated crossings, etc.)	AECOM acknowledged that the MTO considered several alternatives for the turnaround configurations, nonetheless, the acceleration jughandle alternative was determined to be the most preferred alternative as it results in has the least amount of conflict points.

Temagami First Nation Comment / Concern	Project Team Response
Diverting traffic during emergencies	AECOM confirmed that traffic would not be diverted to the opposing lanes during emergencies. There will be additional space within the widened median barrier shoulder and widened fully paved shoulders that vehicles may use to bypass emergencies or OPP traffic related stops.
Selection of median barrier system	AECOM noted that a concrete tall wall system was reviewed; however, was not deemed preferred since the concrete barrier wall system would require a complex and costly drainage system and would significantly lengthen the construction timeline.
Speeding concerns	AECOM acknowledged that there is no intention of changing the existing regulatory speed limit throughout both project limits based on the 2+1 highway models and speed enforcement is the responsibility of OPP.
Snow removal concerns with addition of the median barrier system and turnarounds	AECOM indicated that Highway 11 is a high priority corridor with one of the highest levels of service with respect to maintenance and acknowledged that coordination with the Area Maintenance Contractor would be necessary to determine if further equipment is required to maintain the current level of service.
Design of turnarounds (i.e., why not 2 lanes?)	AECOM noted that from an operational and safety perspective, it was important to have the least number of conflict points when conducting turning movements at sideroads and turnaround locations. Notably, if multiple lanes were required to travel across to make a turn, there is more opportunity for a side-swipe collision. Lastly, AECOM acknowledged that the MTO considered several alternatives for the turnaround configurations; nonetheless, the acceleration jughandle alternative was determined to be the most

Temagami First Nation Comment / Concern	Project Team Response
	preferred alternative as it results in the least amount of conflict points.
Impact to Highway Traffic Act post-construction (i.e., concerns with driver confusion using the turnarounds)	AECOM noted that the 2+1 model is meant to be similar to that of other highway corridors in Ontario from a signage and driver perspective. AECOM highlighted that the design will incorporate illumination at intersection and turnaround locations as well as the transitions areas to alert drivers of a change in condition(s), which should alleviate driver confusion.

3.5.2.2 Virtual Meeting – March 25, 2025

The Project Team hosted a virtual meeting with Temagami First Nation and Teme-Augama Anishnabai Chief and Council on March 25, 2025, to present the information previously provided to Temagami First Nation members during the December 3, 2024 Community Information Session, receive feedback and to discuss any concerns. The virtual meeting included a presentation to provide background information, identify the Study locations, discuss existing conditions, the 2+1 roadway model, the MTO Group B Class EA process and associated environmental reporting, as well as planned field work for the 2025 season, the preliminary schedule, and next steps.

The meeting was attended by the following representatives from MTO, AECOM, Temagami First Nation and Teme-Augama Anishnabai:

MTO Representatives

- Joanie Girard, Project Delivery
- Tricia Wiseman, Project Delivery
- Bonnie Murphy, Project Delivery
- Danielle Gough, Indigenous Liaison Specialist
- Dwayne Pamajewon, Indigenous Liaison Specialist

Temagami First Nation

- Shelly Moore-Frappier, Temagami First Nation Chief
- Michael Paul, Teme-Augama Anishnabai Chief and Temagami First Nation 2nd Chief
- Robin Koistinen, Temagami First Nation
- Alice Moore, Temagami First Nation
- Kim Montroy, Temagami First Nation
- Alex Paul Jr., Temagami First Nation

AECOM Representatives

- Kyle Hampton, Project Manager

- Paul Lecoarer, Senior Transportation Advisor
- Carole-Anne Zambelli, Environmental Planner

Key areas of interest and / or concern identified by the community during the meeting related to aspects of design including the potential implications associated with the overall widening infringing on Temagami First Nation and Teme-Augama Anishnabai rights to land, and the need for further discussions / consultation between MTO and Temagami First Nation and Teme-Augama Anishnabai.

Safety concerns related to widening of the highway affording an increase in traffic, lengthening the left turn lane at Lake Temagami Access Road, ensuring that the turnarounds are being designed to be as safe as possible and emphasizing that elimination of head on collisions is so important. Environmental concerns related to the increased wildlife-vehicle collisions as a result of the proposed improvements.

For additional details please refer to the Meeting Minutes and presentation slide deck included in **Appendix B**, which were shared with the communities on May 15, 2025.

3.5.3 Nipissing First Nation

3.5.3.1 Virtual Meeting – March 26, 2024

The Project Team hosted a virtual meeting with Nipissing First Nation on March 26, 2024, with a planned Community Information Session to follow at a future date as the Project transitions from the Preliminary Design phase to the Detail Design phase. The virtual meeting included a brief presentation to provide background information, identify the Study locations, discuss existing conditions, the 2+1 roadway model, the MTO Group B Class EA process and associated environmental reporting, as well as planned field work, the preliminary schedule, and next steps.

The meeting was attended by the following representatives from MTO, AECOM and Nipissing First Nation:

MTO Representatives

- Jessy Dussault, Project Delivery
- Heather Garbutt, Environmental Delivery
- Terri Rogers, Indigenous Liaison Specialist

Nipissing First Nation

- Curtis Avery, Environment Manager
- Cameron Welch, Director of Lands, Natural Resources & Economic Development

AECOM Representatives

- Kyle Hampton, Project Manager
- Sonia Rankin, Environmental Planner

Key areas of interest and / or concern identified by the community during the meeting related to aspects of design including the potential implications associated with turnaround locations to future Nipissing First Nation land development in the area and

the potential for restricted turning movements to result in a revised land claim. Nipissing First Nation also requested available traffic data and inquired whether there was the potential for their community to provide materials and labour during construction activities. The potential to impact Sand Dam Road during and after construction was also highlighted given its important access to the community. Nipissing First Nation also expressed support for the planned safety enhancements but requested that they be kept informed as the design progresses.

Environmental concerns related to the potential to impact trees of cultural or natural heritage significance present within the Study area(s) as well as the potential for increased wildlife-vehicle collisions as a result of the proposed improvements. Concern with the spread of invasive species (i.e. Phragmites) was noted along with a request that community protocol be adopted or exceeded as part of these Projects. The community also expressed an interest in participating in archaeological field work pending timelines and staff availability and requested that schedules for upcoming fieldwork continue to be shared with them.

Nipissing First Nation also announced the launch of their information website where proponents have the opportunity to post information regarding a project that would be easily accessible to the community membership.

For additional details please refer to the Meeting Minutes and presentation slide deck included in **Appendix B**, which were shared with Nipissing First Nation via email on May 3, 2024.

3.5.3.2 Community Information Session – April 14, 2025

As indicated in **Section 3.5.1**, an in-person Community Information Session was held with Nipissing First Nation on April 14, 2025, to present the planned improvements, receive feedback and to discuss any concerns specific to the community (**Figure 6**). An open house format was utilized where information display panels were available for attendees to review and discuss with members of the Project Team (both MTO and AECOM) who were also in attendance and available to answer questions, consistent with the PIC format outlined in **Section 3.4**. One member from the community was in attendance during the information session, who flagged concerns related to commercial vehicle operator driving habits. More specifically, the individual expressed concern regarding aggressive behavior which is putting their family members safety at risk.

Figure 6. Nipissing First Nation Community Information Session

3.6 External Agencies

External agencies, affected municipalities, utilities, emergency services, local school boards, and area businesses and interest groups were engaged throughout the Study as listed below:

Area Businesses and Interest Groups

- Olive Lake Lodge
- Sisk (Marten River) Landfill
- Bruman Construction Inc.
- Miller Paving Limited
- Tomiko Restaurant
- Plumbing 3709 Highway 11 Marten River
- Ridgewood Cottages
- Clubs 501
- Leisure Fishing Hideaway
- Horizons North Fishing Resort
- Ravenscroft Cottages
- Gramp's Place
- North Bay Snowmobiles Club
- Eldee Community Church
- Tembec Inc.
- Marian Lake Cottages
- Tilden Lake Community Center
- Jocko Rivers Provincial Park c/o Samuel de Champlain
- Ontario Parks
- Marten River Provincial Park

Agencies

- Fisheries and Oceans Canada
- Ministry of Environment, Conservation and Parks, Northern Region
- Ministry of Northern Development
- Ministry of Natural Resources (*formerly Ministry of Natural Resources and Forestry*)
- Ministry of Citizenship and Multiculturalism
- Ministry of Municipal Affairs and Housing
- Ministry of Indigenous Affairs
- Ministry of Northern Development
- Federation of Northern Ontario Municipalities
- GEMS (Going the Extra Mile for Safety) Group

Emergency Services

- North Bay Police Service
- Ontario Provincial Police North Bay Detachment
- Ontario Provincial Police Temagami Detachment
- North Bay Central Ambulance Communications Centre
- City of North Bay Fire Department
- District of Nipissing Paramedic Services

Area Utilities

- Union Gas
- Hydro One
- Trans Canada Pipeline Ltd.
- NorthernTel
- Ontera
- Cogeco Inc.
- Bell Canada

Area Municipalities

- Municipality of Temagami
- City of North Bay

School Boards

- Nipissing-Parry Sound Catholic District School Board
- Near North District School Board
- Conseil scolaire public du Nord-Est de l'Ontario

Student Transportation Services

- North East Tri-Board Student Transportation
- Nipissing Parry Sound Student Transportation Services

3.6.1 External Stakeholder Meetings and Comments

At the outset of the Study and at key milestones, external agencies were contacted and asked to provide input. Discussions and meetings with agencies and other stakeholders were subsequently scheduled, as required, to identify and discuss any potential issues.

The Project Team met with area Emergency Management Services, Student Transportation Services, the Ministry of Natural Resources and Forestry and area utilities regarding the Project.

Correspondence completed with external agencies is included in **Appendix B.**

3.6.2 Emergency Management Services

The Project Team hosted one virtual and one in-person meeting with Emergency Management Service (EMS) providers to discuss their specific concerns with the planned improvements. It was anticipated that EMS concerns would primarily relate to the 2+1 configuration, the type of median barrier proposed and the approach to providing an emergency response on a divided highway.

3.6.2.1 EMS Meeting No. 1 – December 5, 2023

The first meeting was scheduled early in the process to provide an introduction and overview of the Project and to obtain feedback from the Ontario Provincial Police, Temagami and Marten River Fire Departments and North Bay Ambulance personnel in attendance regarding the proposed 2+1 configuration so as to help guide design considerations.

AECOM provided an overview of the works proposed, the MTO Class EA process and planned consultation as well as identified the preliminary design schedule and anticipated construction timing.

Emergency service providers emphasized that there are no parallel highways for Highway 11 in these areas which compounds challenges when responding to vehicular collisions. They also expressed interest in planned turnarounds and frequency within the Study areas. Concern was also noted regarding inattentive or sleepy drivers and

the potential for intrusion into the median barrier system and that the proposed median barrier design could amplify the number of head on collisions. Safety concerns were identified for First Responders when on the scene of an accident that involves high-tension cable barriers and the potential for the cable tension to release unexpectedly.

Several locations of historical concern were also identified within the Study areas that included: Highway 11 in the South GWP at Ellsmere Road and Tilden Lake; a wildlife collision area (i.e. vehicle-moose) within the northern GWP; and the location in the vicinity of Pan Lake / Robin Creek due to numerous previous accidents and fatalities.

For additional details, please refer to the Minutes of Meeting included in **Appendix B**.

3.6.2.2 EMS Meeting No. 2 – January 29, 2025

The second meeting with Emergency Service providers was scheduled January 29, 2025 and included representatives from the Ontario Provincial Police, North Bay Central Ambulance Communications Centre (CACC), District of Nipissing Social Services Administration Board (DNSSAB) Paramedic Services, and the Marten River Fire Department.

The primary purpose of this meeting was to provide an overview of the preliminary design details for the Highway 11 2+1 north and south GWPs since the last meeting with Emergency Services back in December 2023.

Key concerns included the following:

- Proposed median width and whether there would be permanent pavement markings that would deter drivers from pulling over onto the median shoulder during OPP traffic stops.
- Expected down time for median barrier maintenance or repairs following a vehicle collision.
- Median barrier being a high-tension cable guide rail since it can result in first responders working in a dangerous situation when a vehicle collides with the barrier system and the tension is not released. The potential to use of a concrete median barrier in lieu of steel or cable barrier systems was discussed.
- The availability of any studies that show how a 2.5% crossfall can affect the maneuverability of a commercial vehicle resulting in the sensation of being pulled towards the outside shoulder.
- The introduction of acceleration jughandle turnarounds and the potential use of illumination and signage to meet standard driver expectations and avoid driver confusion. Further options to be considered as the design progresses for prohibiting U-Turn movement at the turnaround locations. It was also noted that jughandle locations tend to result in garbage and unpermitted parking. It was agreed that driver awareness, education and consistent signage needs to be provided to ensure driver compliance of turnaround locations.
- Following a review of the six realignment alternatives at Pan Lake, the Marten River Fire Department advised that Option 6 is preferrable for transports noting that commercial drivers are losing control of their vehicles on top of the hill traveling in the southerly direction.

- Questions whether vegetation will be removed from rock outcrops to ensure that sunlight has opportunity to assist with activating salt in order to improve winter maintenance activities.
- Concerns with the amount of wildlife collisions along these sections of Highway 11 and the potential for a median barrier to result in increased collisions.
- The potential to include an OFSC trail crossing within either of the projects as well as the potential for a joint use crossing that could accommodate wildlife and snowmobilers.
- The 2+1 pilot model and respective locations and how they were chosen.
- Concern with distractive drivers and the potential to install traffic control measures such as PVMS prior to and during construction to promote traffic safety.
- A suggestion for advance signage at the top of Thibeault Hill to notify drivers of the work on a continual basis and to be extra vigilant when traveling on Highway 11 during construction seasons.
- A single motor vehicle collision can result in a minimum two-hour lane closure with timelines often changing based on the severity and complexity of the collision (i.e., multi-vehicle collision or chemical spill). It was noted that these down times can negatively affect Ontario's economy by having to fully close the highway for prolonged periods and the potential for this to occur in the future single lane sections along the 2+1 sections.

For additional details, please refer to the Minutes of Meeting included in **Appendix B**.

3.6.3 Student Transportation

After the Project was initiated, a virtual meeting was held on February 7, 2024 with the Nipissing-Parry Sound Student Transportation Service (NPSSTS) and North East Tri-Board Student Transportation (NETBST) to discuss both GWP 5151-21-00 (Southern Project) and GWP 5033-22-00 (Northern Project).

The purpose of the meeting was to provide information on the 2+1 configuration, to highlight safety improvements that will result in reduced crossover collisions and identify more passing opportunities as well as seek input and feedback from both Student Transportation Services. The NPSSTS facilitates school bus transportation services for the Districts of Nipissing and Parry Sound (East and West), which stretches from West Nipissing to Mattawa, and from Temagami through to Novar and MacTier, including North Bay. NPSSTS identified they currently do not have any stops directly on Highway 11 in the Southern Project or the Northern Project location. The NETBST facilitates school bus transportation services for the Districts of Cochrane and Temiskaming and only addresses student transportation within the GWP 5033-22-00 (Northern Project); therefore, would not have routes within this Project.

It was agreed that updates will continue to be provided to Student Transportation Services representatives to continue collaboration as the design progresses.

For additional details, please refer to the Minutes of Meeting included in **Appendix B**.

3.6.4 Ministry of Natural Resources

The Project Team hosted two virtual meetings with the Ministry of Natural Resources (MNR) to discuss their specific concerns with the planned improvements.

3.6.4.1 MNR Meeting No. 1 – February 14, 2024

The first meeting was scheduled early in the process and included representatives from both the MTO and AECOM as well as several representatives from the MNR including the Regional Planner, Resource Liaison Specialist, Management Biologist, and the Forest Productivity Specialist. The primary purpose of the meeting was to further discuss and gain input from MNR personnel regarding the natural science, fisheries and land use (i.e., MNR policy areas, Enhanced Management Areas (EMAs) and research plots) information shared previously with the Project Team in response to the Notice of Study Commencement.

AECOM provided an overview of the Highway 11 2+1 Pilot Project via a PowerPoint presentation that identified the Study area locations, the existing roadway configuration, and the planned 2+1 Roadway Model as well as the forecasted delivery schedule for each GWP. It was noted that the planned 2+1 model consists of a three-lane cross-section with one lane in each direction of travel and an additional third lane alternating between directions. It was noted that the design also typically includes a flush narrow median and median barrier which AECOM highlighted has been shown to reduce crossover collisions and enhance capacity due to the median barrier allowing for faster moving vehicles to pass slower vehicles at regular frequency.

A summary of key items discussed includes the following:

Research Plots: The potential impacts and/or constraints associated with nearby research plots identified by MNR was discussed. MNR indicated that as a part of silviculture management, these plots are monitored over long periods of time and aren't intended to be disturbed. Additionally, the goal with the long-term monitoring plots is to achieve 3 measures on each plot before removing. MNR also noted that each plot has a 45 metre buffer zone.

MNR highlighted that a 6,400 cubic metres (120 metre radius) research plot is located 1 kilometre away from the existing highway and advised that no disturbance of any kind is permitted. AECOM indicated that knowing the purpose, nature and restrictions of these areas will assist the design team in making decisions as detail design advances. MNR indicated that the ideal strategy would be to avoid the areas, otherwise the MTO would need to assist with offsetting the data collection and loss of plots. MNR also noted that these plots are costly to set up and full destruction of any research plot would result in assistance being required by MTO for their reestablishment. AECOM indicated that since the plot is 1 kilometre away, it will likely not be impacted; however, that will be confirmed as the design progresses.

The timing of data collection on the research plots was discussed with MNR noting that a lack of government funding has affected their ability to achieve their target of collecting data every 5 years.

Enhanced Management Areas (EMAs): MNR advised that EMA policy is publicly available on the Crown Land Use Policy Atlas which will specify permitted uses in the area. It was agreed that upon completion of the 30% design stage, the Project Team will meet with MNR to review the design and discuss the pertinence of EMAs relative to the design at that time.

Road Development & Maintenance Approvals: MNR flagged road development & maintenance approvals that may pertain to the Project / existing Provincial highway infrastructure. MNR indicated that they will provide direction relating to this once they are able to review in more detail.

Wildlife-Vehicle Collisions: MNR expressed concern whether the proposed improvements would increase the potential for wildlife-vehicle collisions during construction and with installation of additional traffic lanes. MNR also noted a concern that a barrier in the middle of the entirety of both sections of Highway 11 raises a lot of questions for wildlife-vehicle collisions as larger animals are likely to behave in a manner where they hit a large obstacle and walk along it, posing a danger to themselves and motorists. MNR suggested that installation of wildlife fencing be considered similar to those along Highway 11 south and Highway 69, which have proved successful in reducing wildlife-vehicle collisions. MTO noted that the wildlife fencing product installed along Highway 17 is now a standard drawing. MNR also encouraged the team to conduct a monitoring program on wildlife mortality within both project limits to determine what types of animals are being hit and to assist in determining the ideal locations for wildlife fencing. MTO confirmed that wildlife-vehicle collisions are already monitored as a long-term initiative, with data shared by MTO maintenance and the Ontario Provincial Police (OPP). MNR also questioned whether the potential increase in traffic would result in an increase for invasive species movement.

Species at Risk (SAR): MNR recommended that AECOM reach out to the Ministry of Environment, Conservation and Parks (MECP) early for information on SAR as acquisition of authorizations / permits can be a lengthy process. MNR also noted that there is a confirmed / known presence of Blanding's turtle in this area. AECOM confirmed that the existence of SAR in the area will be considered and reviewed during forthcoming field investigations and that MECP will be contacted at the appropriate time, where applicable, for any necessary authorizations / permits.

Indigenous Community Liaison: MNR offered to provide Indigenous community information from their Resource Liaison Specialist and share with the Project Team, as required. AECOM highlighted that consultation and negotiations with Indigenous communities will be considered throughout this Assignment.

Aggregate: MNR asked if the AECOM and MTO have considered the quantity of aggregate that will be required for the project. AECOM indicated that they are aware of what resources are available within the MTO aggregate permits. As part of detail design, the Team is analyzing rock removal and reuse opportunities within the project limits. This will be considered before sourcing aggregate from external sites.

Ecological Items: The applicable Breeding Bird Nesting Window and potential implications of a Bear Management Area in proximity was discussed along with the ecological surveys planned for this assignment.

For additional details regarding the above noted discussion, please refer to the Minutes of Meeting included in **Appendix B**.

3.6.4.2 MNR Meeting No. 2 – May 1, 2025

The second meeting with MNR was scheduled May 1, 2025 and included representatives from both the MTO and AECOM as well as several representatives from the MNR including the Regional Planner, Resource Liaison Specialist, Management Biologist, and the Integrated Resource Management Technical Specialist. The purpose of the meeting was to provide MNR with a Project update since the previous meeting held on February 14, 2024, which includes an update on the design as well as the Environmental Assessment and Impact Assessment process and status respectively (i.e., reporting, consultation, etc.).

A summary of key items discussed includes the following:

Research Plots: AECOM confirmed that their Team continues to analyze Land Use data and will continue to liaise with the MTO for any necessary information.

Road Development & Maintenance Approvals: MNR and the Project Team discussed the pertinence of road development and maintenance approvals to the Project. It was acknowledged that MTO and MNR use different terminology regarding the topic of road development through the Project Limits. MTO noted that the MTO is currently acquiring property (including Crown Land) to expand the current Right-of-Way (ROW) to accommodate the future 2+1 roadway model construction. It was further acknowledged that MTO Property representatives have been consulting with MNR to discuss the Land Use Permits located close to the Project Study Area which may fall within the new ROW.

Wildlife Mortality / Crossing and Fencing Opportunities: The Project Team provided a history of the wildlife-vehicle collisions throughout the Project Limits, as well as an overview of how the 2+1 roadway model will alter how animals cross the highway. The Project Team further noted their commitment to addressing maintenance of wildlife movements and mitigating mortality via the review of implementing wildlife crossing structures in conjunction with wildlife fencing. MNR indicated that fencing would be required at a minimum for human safety but acknowledged the limitation and implications as it related to animal movement. MNR also highlighted that due consideration should also be given to smaller reptiles and amphibians. MTO indicated that their standard design for fencing would restrict several species based on the height of the fencing and the type of chain link / mesh that extends to the ground, which would be beneficial for small mammals and reptiles.

Close Cut Clearing: MNR offered the Project Team some considerations as it relates to clearing and the *Migratory Bird Convention Act* (MBCA) and changes with protection(s) of certain species such as Schedule 1 birds. The Project Team assured the MNR that these species and any associated mitigation / permitting requirements are

being considered as part of the Clearing Contract. Additionally, MNR indicated that a portion of the property being acquired for the purpose of clearing is part of Patented Crown land, there might be reservations as it relates to tree harvesting. MNR committed to discussing internally with their forestry team to determine if there is a need to acquire tree harvest permits before clearing activities can commence.

For additional details regarding the above noted discussion, please refer to the Minutes of Meeting included in **Appendix B**.

4. Overview of Existing Conditions

To support the development and evaluation of a reasonable range of alternatives, existing environmental conditions within the Study area, including existing transportation features, were identified to determine their sensitivity and potential impacts associated with the alternatives. Identifying existing conditions involved the review of primary and secondary source data derived from surveys, field investigations, published and unpublished literature, government sources and consultation with agencies and the public. The data collected was grouped into the following categories:

- Natural Environment
- Socio-Economic Environment
- Cultural Environment
- Transportation

Information about the existing environmental features within the Project Study area was collected from the following sources:

- Observations recoded during site visits
- Aerial imagery
- MNR Natural Heritage Information Centre (NHIC) database for significant species and designated natural features within, adjacent to, or in the vicinity of the Study area
- Consultation with MECP, MNR, MCM, and Indigenous communities to obtain any additional information about significant species, designated natural features and fisheries.

4.1 Natural Environment

4.1.1 Hydrogeology

4.1.1.1 Groundwater

A review of existing hydrogeological information was completed which included a review of the MECP Source Water Protection Atlas. After review of this information, it was determined that the Project limits fall outside of a source water protection area. The presence of drilled or dug wells is anticipated as a potable water source within the Project limits due as the Project is situated within a rural area. A review of well records was conducted using the MECP Well Records mapping application to determine the type of wells present within and in the vicinity of the Project limits. The majority of wells fall outside of the proposed widening area or are monitoring wells that had been drilled previously by MTO and other businesses. Based on this background review, no drinking water wells are anticipated to be impacted from the proposed Highway reconstruction.

4.1.1.2 Source Water Protection

Source Protection Areas were established under the *Clean Water Act* (2006) by Ontario Regulation 284/07. The Clean Water Act focusses on protecting municipal residential and designated private drinking water sources from water quantity and water quality threats. Sources Protection Plans are policies developed by Source Protection Committees within a watershed to establish local policy on the protection of water quality and quantity. As indicated in **Section 4.1.1.1**, the Project limits fall outside of a source water protection area.

4.1.1.3 Surface Water

A Drainage and Hydrology Report was completed for this Project to review existing conditions of the drainage and identify related impacts of the proposed widening of the Highway throughout the Project limits. A total of 28 centreline culverts were identified for replacement or extension for widening. Potential abandonment of some culverts will occur if extension is not possible and replacement isn't required; however, the majority are expected to be extended to accommodate the Highway 11 widening. A total of 13 side road and entrance culverts were also identified for replacement.

All existing culverts were analyzed for their hydraulic capacity against storm events and regulatory flows based on the historical Timmins storm event. The culverts are required to meet the standards for the 10-year events for culverts located on highway surface drainage ditches, and the 25-year events for culverts located on a water course. Through the hydraulic analysis, it was noted that two of the centreline culverts are undersized and do not meet these standards, which would require replacement to meet the hydraulic capacity set out by MTO standards. The remaining 26 centreline culverts met MTO standards and would require extensions to accommodate the widening. There were 2 side road culverts that were identified to not meet minimum sizing for MTO standards, these will be required to be replaced to meet MTO standards as well, however all side road and entrance culverts were identified as being required to be replaced.

Current drainage associated with ditching is required to be modified to ensure proper flows if culverts are abandoned in the circumstances where they are no longer required for drainage. In areas of widening requiring culvert extensions, ditching will need to be constructed to accommodate proper flows. For additional information, the *Final Hydrology and Hydraulics Design Report* (AECOM, May 2024*)* is on file under separate cover with MTO. Overall, with the replacements of the undersized culverts and ditch modification/construction, the hydrological conditions are anticipated to remain similar as part of the widening performed as part of this Project.

4.1.1.1 Permit to Take Water

Based on the current scope of work that is proposed, it is not anticipated that a Permit to Take Water (PTTW) will be required for this Project.

4.1.2 Fish and Fish Habitat

The Project area is surrounded by many lakes, creeks, streams and wetlands. Fish habitat and communities were assessed for tributaries within the Project limits through the review of information provided by the MNR, desktop review of online sources (LIO GeoHub, Fish Online) and field investigations. The fisheries investigations were completed by AECOM in April/May and August 2024 to capture both Spring and Summer field season conditions. The findings of the fieldwork are documented in the *Fish and Fish Habitat Existing Conditions Report, GWP 5151-21-00* (AECOM, 2025), on file with the MTO. All field investigations were conducted in accordance with the Environmental Reference for Highway Design (ERHD) (2013) and the Interim Environmental Guide for Fisheries (2020).

From the field investigations, a total of 29 waterbodies were inventoried and investigated, with 12 identified as direct fish habitat and 3 as indirect fish habitat, as shown in **Figure 7**. These waterbodies included many unnamed tributaries of the Little Sturgeon River and unnamed tributaries of the Tomiko and Little Tomiko Rivers. The unnamed tributaries of the Little Sturgeon and Tomiko Rivers were identified as coldwater, while the unnamed tributaries of the Little Tomiko River were identified as warmwater. Methods for collection of fish species included electrofishing where permissible (dependent on water levels), setting minnow traps in shallow, weedy areas and installation of a hoop net upstream of the Little Sturgeon Creek Culvert.

In the unnamed tributaries of the Little Sturgeon River, juvenile, Young of year and Adult Brook Trout (*Salvelinus fontinalis*) were captured during summer assessment in a suitable spawning and nursery habitat. Other fish species collected in these tributaries during fieldwork include Northern Pearl Dace (*Margriscus margarita*), Golden Shiner (*Notemigonus crysoleucas*), Northern Redbelly Dace (*Chrosomus eos*), White Sucker (*Catostous commersonii*), Central Mudminnow (*Umbra limi*) and Brook Stickleback (*Culaea inconstans*).

In the unnamed tributaries of the Tomiko River, suitable spawning habitat for Brook Trout was observed downstream at one of the culvert sites. Fish species collected in these tributaries during fieldwork included Brook Stickleback (*Culaea inconstans)*, while some of the locations did not result in fish being collected and others were not fished due to low water levels or yielded no fish.

In the unnamed tributaries of the Little Tomiko River, suitable spawning habitat for Northern Pike was present in one of the locations. There were several locations that contained seasonally low flows, which would impede fish passage during summer months as well as other impediments such as debris blockage and beaver dam activity. Fish species collected in these tributaries during fieldwork include Brown Bullhead (*Ameiurus nebulosus*), Central Mudminnow (*Umbra limi*), White Sucker (*Catostous commersonii*), Brook Stickleback (*Culaea inconstans*), Golden Shiner (*Notemigonus crysoleucas*), Northern Redbelly Dace (*Chrosomus eos*), Creek Chub (Semotilus),

Northern Pearl Dace (*Margriscus margarita*) and a Finescale Northern Redbelly Dace hybrid. **Table 3** provides a summary of the fish and fish habitat existing conditions.

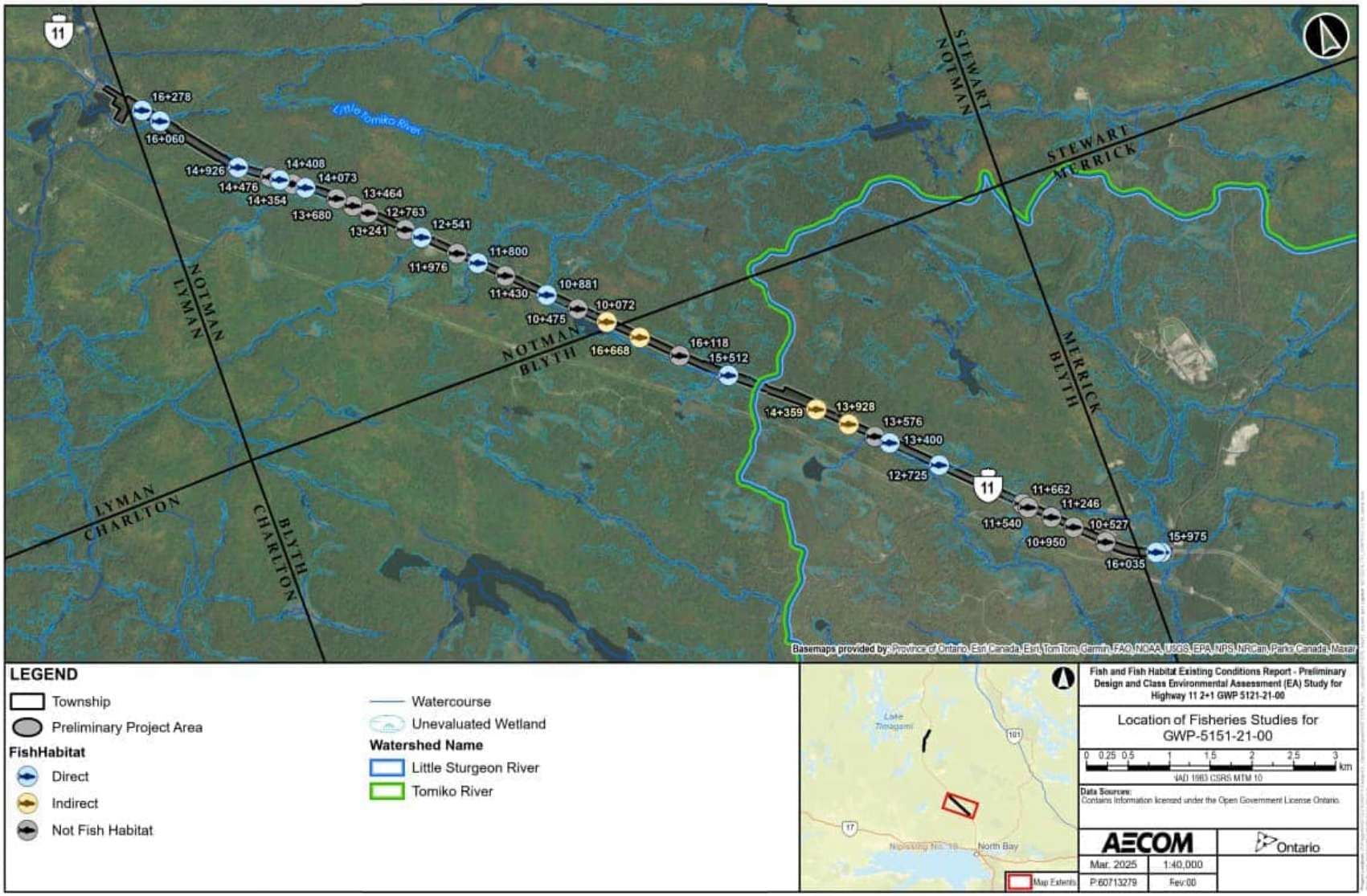

Figure 7. Fish and Fish Habitat Locations

Table 3. Fish and Fish Habitat Existing Conditions Summary Table

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
Fish Habitat									
15+975/16+035 **Merrick Township** **Unnamed Tributary to Little Sturgeon River** *Same water feature, combined assessment sites including natural channel filled in for highway causeway (16+035) and dug straightened channel made for crossing structure at 15+975	■ 03/05/2024 ■ 08/08/2024	■ Permanent	■ Cold (MNR 2024a)	■ Direct	■ **Upstream:** Sand, silt, cobble, gravel, boulder, detritus ■ **Downstream:** Sand, silt, boulder, gravel, muck	**Spring and Summer** ■ Upstream: Flats (100%) ■ Downstream: Flats (100%)	**Upstream** ■ **Riparian**: Speckled Alder (*Alnus incana*), Red Osier Dogwood (*Cornus sericea*), Red Pine (*Pinus resinosa)*, Reed Canary Grass (*Phalaris arundinacea)*, Queen Anne's Lace (*Daucus carota*), Fireweed (*Chamaenerion angustifolium),* White Meadowsweet *(Spirea alba),* Sweet Gale *(Myrica gale)* ■ **Instream:** Emergent vegetation (Water Smartweed [*Persicaria amphibia*) was present, but sparse. Emergent and submergent grasses and sedges (*Calix spp*.) more prevalent inside channel at 16+035 **Downstream** ■ **Riparian**: Speckled Alder	■ Material deposition and embankment erosion/sink hole of the access road in the upstream zone of detail assessment (ZDA). Habitat could benefit from embankment stabilization. ■ Twin culverts at access road were nearly submerged. Evaluate sizing of the twin culverts. ■ Erosion gullies and deposited embankment material observed in the right-of-way (ROW). Habitat could benefit from embankment stabilization. ■ Habitat could benefit from garbage cleanup, including spill socks that may have been abandoned (present during both spring and summer assessment), or	■ Juvenile Brook Trout (*Salvelinus fontinalis*) captured during summer assessment, and clean gravel suitable for spawning observed within the ROW. Suitable spawning and nursery habitat for Brook Trout were both observed. ■ Suitable hummocks of narrow-emergent vegetation were present in the finger channels and flooded pockets between the main channel at 15+975, and side channel at 16+035, in both upstream and downstream ZDA. ■ Beaver dam in downstream ZDA at confluence with 16+035 side channel impeding (but not completely restricting) fish passage into the side channel ■ Some bank erosion and instability were noted in the upstream and downstream ZDA.

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
								additional measures to clean up spill (hydrocarbon sheen observed).	
12+725 **Blythe Township** Unnamed Tributary to Little Sturgeon River	▪ 29/04/2024 ▪ 06/08/2024	▪ Permanent	▪ Cold	▪ Direct	▪ **Upstream:** Boulder, cobble, silt, sand, detritus, gravel, sand, muck, Clay ▪ **Downstream:** Detritus, muck, silt, sand, cobble, gravel	**Spring** ▪ **Upstream:** Pool (25%), Run (75%) ▪ **Downstream:** Pool (20%) Flats (80%) **Summer** ▪ **Upstream:** Pool (40%), Flats (60%) ▪ **Downstream:** Flats (60%), Pool (40%)	**Upstream** ▪ **Riparian:** Speckled Alder, Broadleaf Cattail (*Typha latifolia*), Goldenrod (*Solidago altissima*), aster sp., Blue Vervain (*Verbena hastata*), Pearly Everlasting (*Anaphalis margaritacea*), Sensitive Fern (*Onoclea senesibilis*), Tamarack (*Larix laricina*), White Meadowsweet, Red Maple (*Acer rubrum*), Dark Green Bullrush (*Scirpus atrovirens*), Reed Canary Grass, Bracken Fern (*Pteridium auilinum*), Ox Eye Daisy (*Leucanthemum vulgare*) ▪ **Instream:** Submergent grasses	▪ Boulders at pool crest in upstream ZDA possible fish passage impediment during low flows. Consider removing boulders to improve fish passage.	▪ Beaver dam in downstream ZDA and boulders in upstream ZDA may be impediment to fish passage during low flows.
13+400 **Blythe Township** **Unnamed Tributary to Little Sturgeon River**	▪ 07/08/2024 ▪ 30/04/2024	▪ Upstream: Intermittent ▪ Downstream: Permanent	▪ Cold	▪ Direct	▪ **Upstream:** Sand, gravel, boulder ▪ **Downstream:** Detritus, cobble, gravel, sand, silt, boulder	**Spring** ▪ **Upstream**: Run (100%) ▪ **Downstream:** Flats (100%) **Summer** ▪ Upstream: Dry	**Upstream** ▪ **Riparian:** Broadleaf Cattail, Tamarack, Speckled Alder, White Pine (*Pinus strobus)*, Eastern White Cedar (*Thuja occidentalis*), Black Spruce *(Picea mariana*), Goldenrod, Tall White Aster (*Symphyotrichum ericoides*), St. Johns Wort (*Hypericum perforatum*), Broadleaf Cattail, Dark Green Bullrush, Reed Canary Grass, Leatherleaf	▪ Boulder and debris obstruction at culvert inlet is potentially restricting flow into the culvert and could potentially be a fish passage impediment. Consider clearing boulders and debris. ▪ Beaver dam downstream of culvert outlet may impede fish	▪ None observed.

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
							(*Chamaedaphne calyculata*), Sweet Gale ■ **Instream:** Submergent filamentous algae **Downstream** ■ **Riparian:** Reed Canary Grass, Leatherleaf, Sweet Gale along flooded banks in wetland. ■ **Instream:** Broadleaf Cattail, Dark Green Bullrush	passage in low flow conditions. In interfering with drainage function consider removal.	
15+512 **Blythe Township** **Unnamed Tributary to Little Tomiko River**	■ 30/04/2024 ■ 08/08/2024	■ Permanent	■ Warm	■ Direct	■ **Upstream:** Gravel, silt, muck, cobble, detritus, boulder ■ **Downstream:** Gravel, detritus, sand, silt, muck, boulder	**Spring** ■ Upstream: Flats (50%), Run (50%) ■ Downstream: Flats (100%) **Summer** ■ Upstream: Flats (100%) ■ Downstream: Flats (100%)	**Upstream** ■ **Riparian:** Eastern White Cedar, Blue Spruce (*Picea pungens*), Sweet Gale, Speckled Alder, Goldenrod, Tall White Aster, White Meadowsweet, Leatherleaf, grasses, Balsam Fir, White Birch (*Betula papyrifera*), Strawberry (*Fragaria ananassa*), Large Leaf Aster (*Eurybia macrophylla*) **Instream**: Broadleaf Cattail	■ Erosional gullies along highway embankment and observations of deposited material into the feature. Habitat could benefit from embankment stabilization. ■ Rock and woody debris jam may impede fish passage. Consider clearing debris.	■ Iron staining – potential groundwater indicator. ■ Potential seasonal low flow impediment to fish passage.

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
							Downstream ■ **Riparian:** Tamarack, Broadleaf Cattaili White Meadowsweet, Leatherleaf, Bracken Fern, Sweet Gale, sedges, Sheep Laurel (*Kalmia angustifolia*), St. Johns Wort), Bog Cranberry *(Vaccinium oxycoccos*). ■ **Instream**: Broadleaf Cattail, Softstem Bulrush,(*Scholoenoplectus tabernaemontani*), Dark Green Bullrush, Yellow Pond Lily (*Nuphar lutea),* Common Bladderwort (*Utricularia vulgaris),* submergent grasses, algae		
10+881 **Notman Township** **Unnamed Tributary to Little Tomiko River**	■ 01/05/2024 ■ 09/08/2024	■ Permanent	■ Warmwater (MNR 2024a)	■ Direct	■ Upstream: Sand, gravel, cobble, boulder, muck ■ Downstream: Cobble, gravel, sand, boulder, silt, clay, detritus, muck	**Spring** ■ Upstream: Run (100%) ■ Downstream: Run (100%) **Summer** ■ Upstream: Flats (100%) ■ Downstream: Flats (100%)	**Upstream** ■ **Riparian:** Speckled Alder, Sweet Gale, Goldenrod, Asters, Bulrush, Cattails, White Meadowsweet, Jewelweed (*Impatiens capensis)*, American Bullweed (*Lycopus americanus*), Reed Canary Grass, Fireweed ■ **Instream:** Broadleaf Cattail, Yellow Pond Lily, Water Smartweed **Downstream** ■ **Riparian**: Speckled Alder, Steeple Bush (*Spiraea tomentosa*), White Meadowsweet, Broadleaf	■ None observed.	■ Suitable spawning habitat for Northern Pike in narrow-emergent and riparian vegetation on the north bank in downstream ZDA. ■ Beaver dam upstream and downstream may be impediment to fish passage.

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
							Cattail, Goldenrod, sedges., St. Johns Wort, Leatherleaf, Sweet Gale, Black Spruce, Tamarack, Smooth Brome, Grasses ■ **Instream:** Water Smartweed, White Water Lily (*Nymphaea alba)*, Broadleaf Cattail, sedges		
11+800 **Notman Township** **Unnamed Tributary to Little Tomiko River**	■ 02/05/2024 ■ 12/08/2024	■ Permanent	■ Warmwater (MNR 2024a)	■ Direct	■ Upstream: Detritus, silt, boulder, sand, muck ■ Downstream: Sand, gravel, detritus, silt, cobble, boulder	**Spring** ■ Upstream: Pool (25%), Run (75%) ■ Downstream: Run (100%) **Summer** ■ Upstream: Flats (40%), Pool (20%), Run (40%) ■ Downstream: Flats (50%), Run (50%)	**Upstream** ■ **Riparian:** Broadleaf Cattail, St. John's Wort, Speckled Alder, Smooth Brome, Tall White Meadowsweet, Joe-pye-weed, , Goldenrod, Flat Top White Aster ■ **Instream:** Broadleaf Cattail, Clubhead Bullrush (*Scirpoides holoschoenus*), sedges **Downstream** ■ **Riparian:** Speckled Alder, Tall White Meadowsweet, Flattop White Aster, Broadleaf Cattail, Sensitive Fern, Canada Goldenrod ■ **Instream:** Dark Green Bulrush, Broadleaf Cattail, Algae, Canada Waterweed (*Elodea canadensis)*	■ Steel grate at inlet possible fish passage impediment by collecting debris and narrowing the channel. Consider clearing/removing grate.	■ None observed
12+541 **Notman Township**	■ 02/05/2024	■ Intermittent	■ Warm	■ Direct	■ **Upstream:** Silt, muck, detritus ■ **Downstream:** Detritus, muck, silt	■ Upstream: Flats (100%) Downstream: Flats (20%), Run (80%)	■ **Riparian: S**edges ■ **Instream:** Broadleaf Cattail	■ Habitat could benefit from garbage removal.	■ None observed

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
Unnamed Tributary to Little Tomiko River									
14+073 **Notman Township** **Unnamed Tributary to Tomiko River**	▪ 15/05/2024 ▪ 12/08/2024	▪ Permanent	▪ Cold	▪ Direct	▪ Downstream: Muck, Detritus	▪ Downstream: Pool (50%), Flats (50%)	**Downstream** ▪ **Riparian:** Broadleaf Cattail, Tamarack, Speckled Alder, Flattop White Aster *(Doellingeria umbellata*), Red Raspberry, Reed Canary Grass, Fireweed (*Chamaenerion angustifolium)* , Sensitive Fern, Canada Goldenrod, Black Spruce ▪ **Instream:** Broadleaf Cattail, Dark Green Bulrush, Algae	▪ Riprap (possible check dam) at culvert inlet potential impediment to fish passage. Consider removing riprap.	▪ None observed
14+408 **Notman Township** **Unnamed Tributary to Tomiko River**	▪ 03/05/2024 ▪ 12/08/2024	▪ Intermittent	▪ Cold	▪ Direct	▪ Upstream: Silt, detritus, muck, sand ▪ Downstream: Silt, sand, cobble, detritus, muck, bedrock	**Spring** ▪ Upstream: Flats (100%) ▪ Downstream: Flats (100%) **Summer** ▪ Upstream: Dry ▪ Downstream: Flats (100%)	**Upstream** ▪ **Riparian:** Shrubs and Speckled Alder ▪ **Instream:** Broadleaf Cattail, algae, bulrush sp. **Downstream** ▪ **Riparian:** Bracken Fern, Red Maple, Tamarack, Goldenrod ▪ **Instream:** Broadleaf Cattail, Sphagnum Moss (*Sphagnum spp.)*, Common Bladderwort, Algae	▪ Erosional gullies along highway embankment and deposited material observed in the feature. Habitat could benefit from embankment stabilization. ▪ Habitat could benefit from garbage cleanup.	▪ Potential seasonal low-flow impediment to fish passage .

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
14+926 **Notman Township** **Unnamed Tributary to Tomiko River**	▪ 02/05/2024 ▪ 12/08/2024	▪ Intermittent	▪ Cold	▪ Direct	▪ Upstream: Sand, gravel, silt, cobble, bedrock ▪ Downstream: Gravel boulder, sand	▪ Upstream: Pool (10%), Run (90%) ▪ Downstream: Run (90%), Pool (10%)	**Upstream** ▪ **Riparian and Instream:** Sedges, Broadleaf Cattail **Downstream** ▪ **Riparian and Instream: S**edges, Broadleaf Cattail	▪ Riprap (possible check dam) could be removed to improve fish passage ▪ Erosional gullies along highway embankment and depositied material observed in the feature. Habitat could benefit from embankment stabilization. ▪ Feature could benefit from garbage cleanup.	▪ Clean beds of gravel suitable spawning habitat.for Brook Trout in downstream ZDA. ▪ Potential seasonal low flow impediment to fish passage.
16+060 **Notman Township** **Unnamed Tributary to Little Tomiko River**	▪ 06/05/2024 ▪ 13/08/2024	▪ Permanent	▪ Warmwater (MNR 2024a)	▪ Direct	▪ Upstream: Sand, silt, detritus, clay ▪ Downstream: Muck, detritus, silt, boulder	**Spring and Summer** ▪ Upstream: Pond (100%) Downstream: Run (100%) ▪	**Upstream** ▪ **Riparian: E**astern White Cedar, Balsam Fir, Speckled Alder, Sweet Gale ▪ **Instream:** Water Smartweed, Arrowhead, Softstem Bulrush, Water Arrum (*Calla palustris***)**, Elodea spp. **Downstream** ▪ **Riparian:** Broadleaf Cattail, Spotted Joe Pyeweed, Jewelweed, Goldenrod, Canada Mint *(Mentha canadaensis*), Sensitive Fern, Speckled Alder.	▪ Accumulated debris potential impediment to fish passage. Consider removing debris.	▪ Potential seasonal low flow impediment to fish passage ▪ Potential debris impediment to fish passage.

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
							▪ **Instream:** Broadleaf Cattail		
16+278 **Notman Township** **Unnamed Tributary to Little Tomiko River**	▪ 07/05/2024 ▪ 13/08/2024	▪ Permanent	▪ Warm	▪ Direct	▪ Upstream: Sand, silt, muck ▪ Downstream: Gravel, cobble, sand, silt, detritus	**Spring** ▪ Upstream: Pool (100%) ▪ Downstream: Run (70%), Riffle (30%) **Summer** ▪ Upstream: Pool (100%) ▪ Downstream: Flats (100%)	**Upstream** ▪ **Riparian:** Speckled Alder, Sensitive Ferns, Black Spruce, Balsam Fir, Canada Mint, Field Strawberry ▪ **Instream:** Sphagnum Moss, Algae **Downstream** ▪ **Riparian:** Speckled Alder, Red Maple, Balsam Fir, Black Spruce, Skunk Current (*Ribes glandulosum*), Mountain Maple, Marsh Fern, White Birch, Sensitive Fern, Black Spruce, Canada Mint, Field Strawberry Instream: Sphagnum Moss	▪ Embankment erosion and deposited embankment material observed in the feature. Consider stabilizing embankment. ▪ Buried culvert impeding flow and fish passage.	▪ None observed
Indirect and Not Fish Habitat									
10+527 **Merrick Township**	▪ 15/05/2024	▪ Intermittent	▪ NA	▪ Not Fish Habitat					
10+950	▪ 15/05/2024	▪ Intermittent	▪ Unknown	▪ Not Fish Habitat					

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
Blythe Township									
11+246 **Blythe Township**	▪ 15/05/2024	▪ Intermittent	▪ Unknown	▪ Not Fish Habitat					
11+540 **Blythe Township**	▪ 15/05/2024	▪ Intermittent	▪ Unknown	▪ Not Fish Habitat					
11+662 **Blythe Township**	▪ 15/05/2024 ▪ 06/08/2024	▪ Ephemeral	▪ Unknown	▪ Not Fish Habitat					
13+576 **Blythe Township**	▪ 15/05/2024	▪ Intermittent	▪ Unknown	▪ Not Fish Habitat					
13+928 **Blythe Township** **Unnamed Drainage Feature**	▪ 30/04/2024 ▪ 07/08/2024	▪ Intermittent	▪ Cold	▪ Indirect					
14+359	▪ 30/04/2024 ▪ 07/08/2024	▪ Intermittent	▪ Cold	▪ Indirect					

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
Blythe Township **Unnamed Drainage Feature**									
16+118 **Blythe Township**	■ 15/05/2024	■ Intermittent	■ Unknown	■ Not Fish Habitat					
16+668 **Blythe Township** **Unnamed Tributary to Little Tomiko River**	■ 15/05/2024 ■ 08/08/2024	■ Intermittent	■ Warm	■ Indirect					
11+430 **Notman Township** **Unnamed Tributary to Little Tomiko River**	■ 12/08/2024	■ Intermittent	■ Unknown	■ Not Fish Habitat					
11+976	■ 15/05/2024	■ Ephemeral	■ Unknown	■ Not Fish Habitat					

Waterbody	Date (dd/mm/yyyy)	Flow	Thermal Regime	Fish Habitat	Substrate Type	Channel Morphology	Vegetation	Constraints & Opportunities	Significant Fish Habitat
Notman Township **Unnamed Tributary to Little Tomiko River**									
12+763 **Notman Township**	▪ 15/05/2024	▪ Ephemeral	▪ Unknown	▪ Not Fish Habitat					
13+241 **Notman Township**	▪ 15/05/2024	▪ Ephemeral	▪ Unknown	▪ Not Fish Habitat					
13+680 **Notman Township**	▪ 15/05/2024	▪ Ephemeral	▪ Unknown	▪ Not Fish Habitat					
13+464 **Notman Township** **Unnamed Tributary to Tomiko River**	▪ 15/05/2024 ▪ 12/08/2024	▪ Ephemeral	▪ Unknown	▪ Not Fish Habitat					
14+354 **Notman Township**	▪ 15/05/2024	▪ Ephemeral	▪ Unknown	▪ Not Fish Habitat					

4.1.2.1 Aquatic Species at Risk

No impacts to aquatic Species at Risk (SAR) are anticipated as no SAR were collected during field investigations, and no records of SAR fish or mussels exist within the Study area.

4.1.3 Terrestrial Environment

A review of terrestrial existing conditions was completed for this assignment in accordance with the *Environmental Reference for Highway Design* (ERHD; MTO, 2013) and documented in a *Terrestrial Ecosystems Existing Conditions Report* (AECOM, March 2025), on file with the MTO. Since this undertaking involves both Preliminary Design and Detail Design an impact assessment and development of mitigation measures will be developed later in the process during the Detail Design phase and documented under separate cover.

The Terrestrial area of review included the project Study area for the South GWP 5151-21-00 extending from Sand Dam Road northerly 13.8 kilometre to Ellsmere Road and a 120 m buffer in accordance with Section 3.2.1 of the ERHD (MTO, 2013) and the Natural Heritage Reference Manual (NHRM) for Natural Heritage Policies of the Provincial Policy Statement – Second Edition (MNR, 2010). The area of Study subject to the Terrestrial review and natural heritage features are identified in **Figure 8** and **Figure 9**.

A review of background information was undertaken from several sources to obtain information on known natural heritage features and species records including Species at Risk within the Study area. This included Natural Heritage Information Centre (NHIC) Make-a-Map, LIO GeoHub database, Wildlife Atlases, as well as applicable Planning Documents and Guidelines.

Consultation was also completed with the MNR Northeast Region who provided a response to issue of the Notice of Study Commencement on November 30, 2023.

AECOM completed field investigations on June 3, 4, 24 and 25, 2024 to confirm existing conditions as it relates to terrestrial ecosystems. Field work was generally limited to the road right-of-way (ROW) and public spaces and included a review of area vegetation using the Ecological Land Classification (ELC) system, a botanical inventory, breeding bird surveys, incidental wildlife observations, and the identification of significant wildlife habitat and the presence of Species at Risk within the Study area. The ELC system is an Ontario ecosystem-based guide for identifying and mapping vegetation communities. Confirmatory ELC field investigations are illustrated in **Figure 10** to **Figure 17**.

4.1.4 Designated Natural Areas

Natural features and areas identified for protection in the Provincial Policy Statement (PPS) and other legislation (e.g., Greenbelt Act, 2005) are collectively referred to as 'designated natural areas'; these include, but are not limited to significant wetlands, significant wildlife habitat, etc. and may be identified by the planning authority (e.g., province, municipality, conservation authority).

Designated natural areas within the Study area consisted mostly of Significant Wildlife Habitat and unevaluated wetlands. The MNR Identified the Enhanced Management Area (EMA) Marten River (E154r) less than 1 kilometre away from the Project limits. No Provincially Significant Wetlands (PSWs), Areas of Natural and Scientific Interest (ANSI), or Environmentally Significant Areas were identified within the study area.

4.1.5 Vegetation Communities and Plants

The Study area is within the Ontario Shield Ecozone, the Georgian Bay Ecoregion (5E), and the Tomiko Ecodistrict (5E-6). Mean annual precipitation ranges between 771 and 1134 mm with average temperatures ranging between 2.8 to 6.2°C within this Ecoregion. The Tomiko Ecodistrict is situated on Archean Eon bedrock and generally contains mixed forests with a discontinuous layer of mineral material and large accumulations of organic material over bedrock and glaciofluvial deposits composed of Humo-Ferric Podzols. Forested areas are sparse and are typically present on rock outcrops interspersed with exposed bedrock.

The landscape within the area of Study is primarily undeveloped land and consists of extensive woodland and wetland communities comprised mostly of mature forest with little to no disturbance. A total of 25 vegetation communities were delineated within the Study area using a combination of methods (field verification, edge of community/road survey, or aerial photo interpretation) depending on available access. A total of 134 plant species were recorded; of which 110 (80%) were native and 15 (11%) were introduced. Nine species were identified for their genus and therefore not included as either native or introduced. One SAR plant, Black Ash (*Fraxinus nigra*), a species listed as Endangered under the ESA was observed within the following five vegetation communities:

- Dry to Fresh, Coarse Spruce – Fir Conifer Forest (G052Tt);
- Dry to Fresh, Coarse Red Pine – White Pine Mixedwood Forest (G054TI);
- Dry to Fresh, Coarse Aspen – Birch Hardwood Forest (G055TI/Tt);
- Moist, Coarse Hemlock – Cedar Conifer Forest (G066Tt); and
- Moist, Coarse Aspen – Birch Hardwood Forest (G070Tt).

No other SAR or Species of Conservation Concern plants were recorded during field investigations. Of the 15 introduced species, nine are considered invasive. The nine invasive species observed included Broad-leaved Helleborine (*Epipactis helleborine*), Hedge Bedstraw (*Galium album*), Common St. John's-wort (*Hypericum*

perforatum), Garden Bird's-foot Trefoil (*Lotus corniculatus*), Purple Loosestrife (*Lythrum salicaria*), Reed Canary Grass (*Phalaris arundinacea*), Common Reed (*Phragmites australis*), Coltsfoot (*Tussilago farfara),* and Tufted Vetch (*Vicia cracca*).

All vegetation communities identified within the Study area are considered common throughout Ecoregion 5E and none are considered significant.

Black Ash, a species listed as Endangered under the ESA, was observed within five vegetation communities including the Dry to Fresh, Coarse Spruce – Fir Conifer Forest (G052Tt), the Dry to Fresh, Coarse Red Pine – White Pine Mixedwood Forest (G054TI), the Dry to Fresh, Coarse Aspen – Birch Hardwood Forest (G055Tl/Tt), the Moist, Coarse Hemlock – Cedar Conifer Forest (G066Tt0 and the Moist, Coarse Aspen – Birch Hardwood Forest (G070Tt).

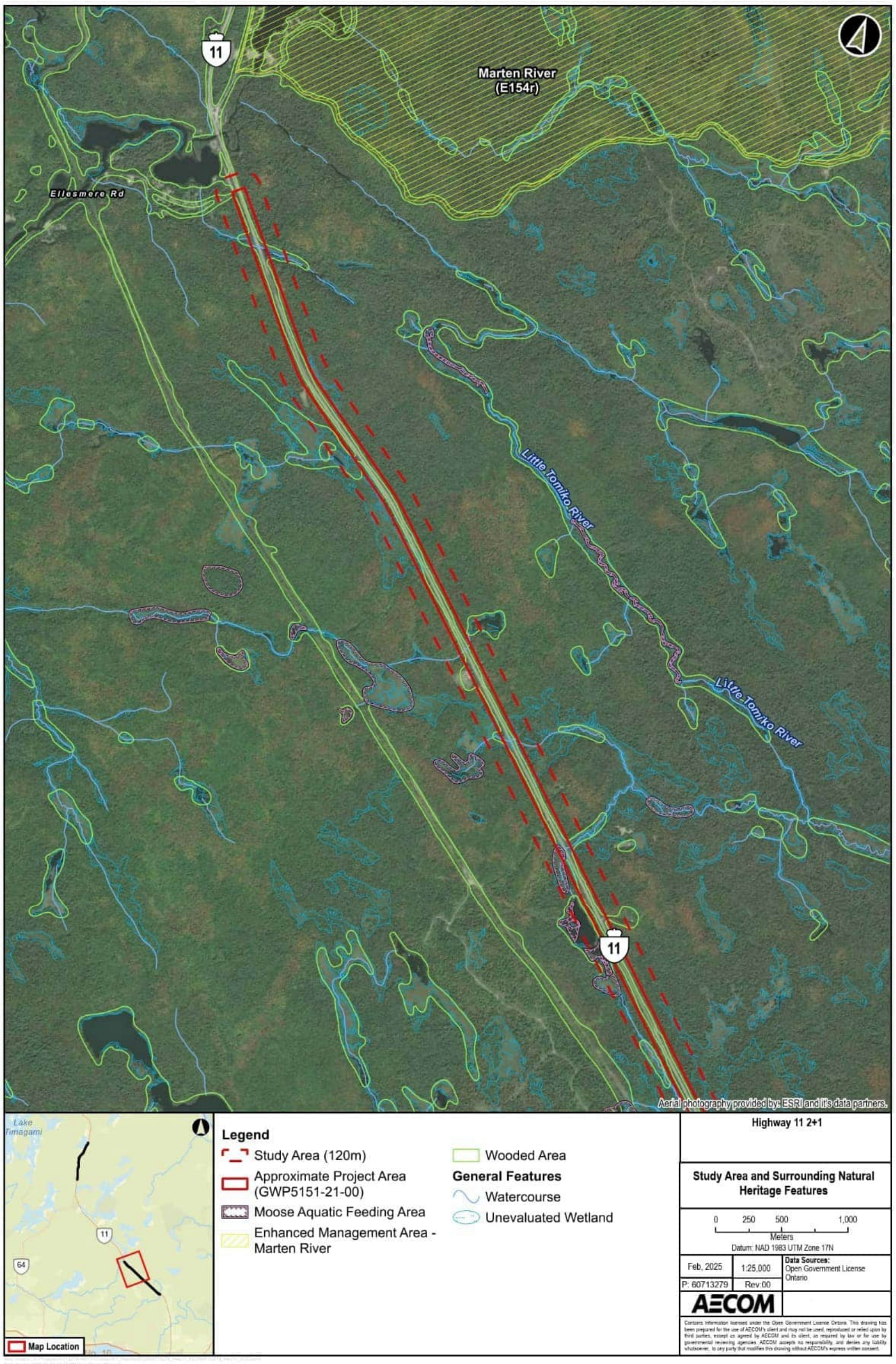

Figure 8. Natural Heritage Features – Southern Limit of GWP 5151-21-00

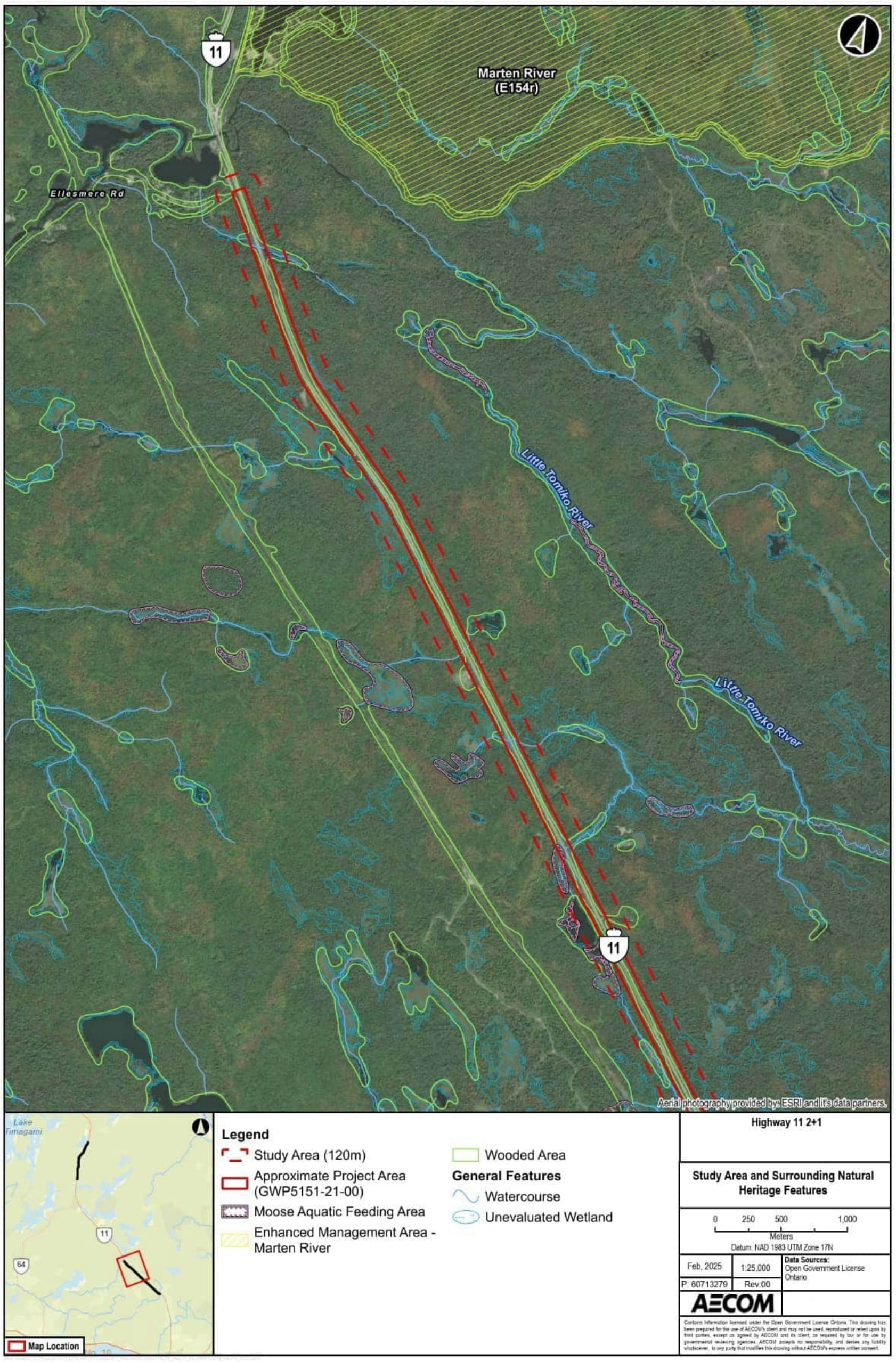

Figure 9. Natural Heritage Features – Northern Limit of GWP 5151-21-00

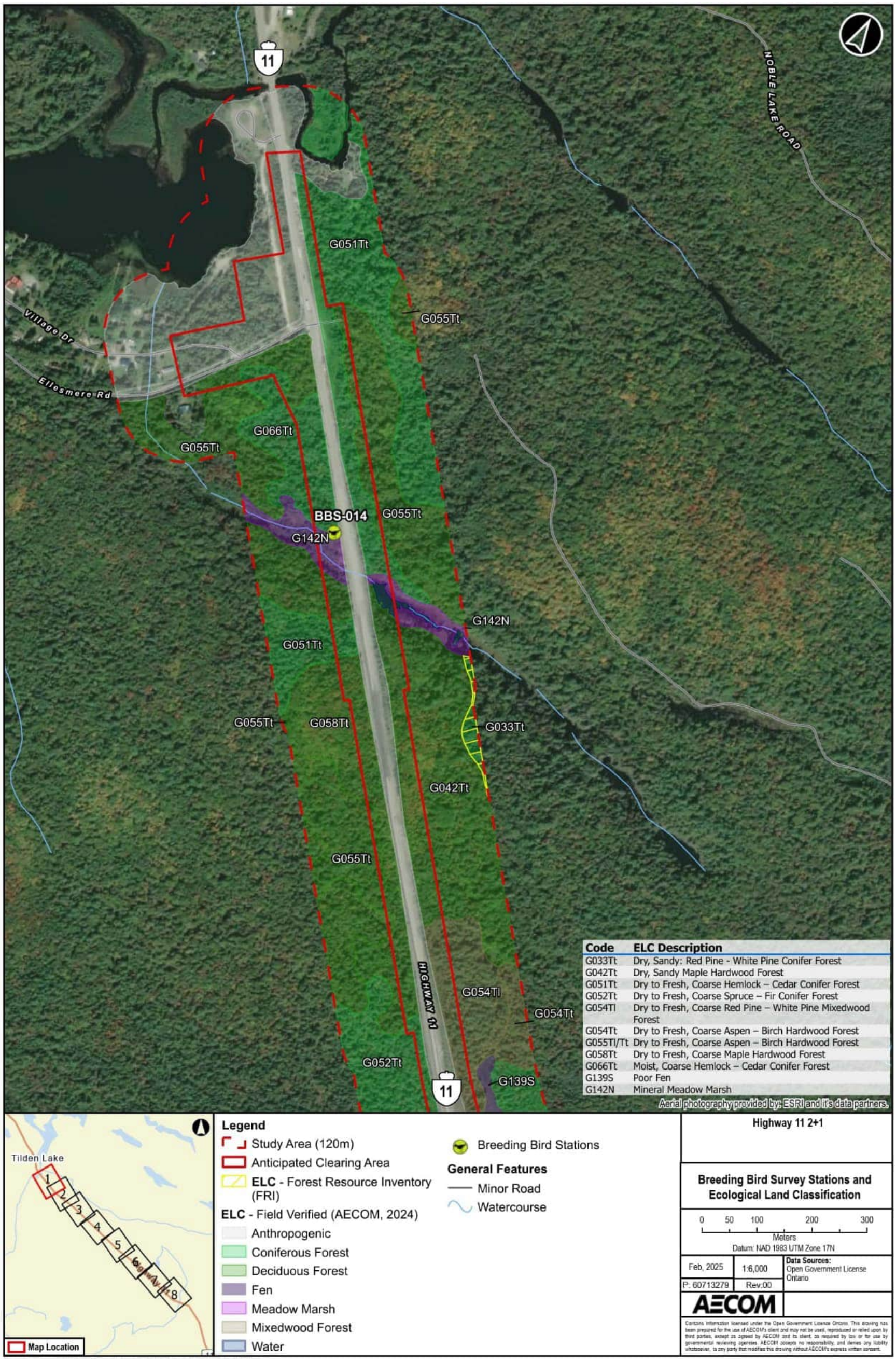

Figure 10. Highway 11 Ecological Land Classification and Breeding Bird Survey (A)

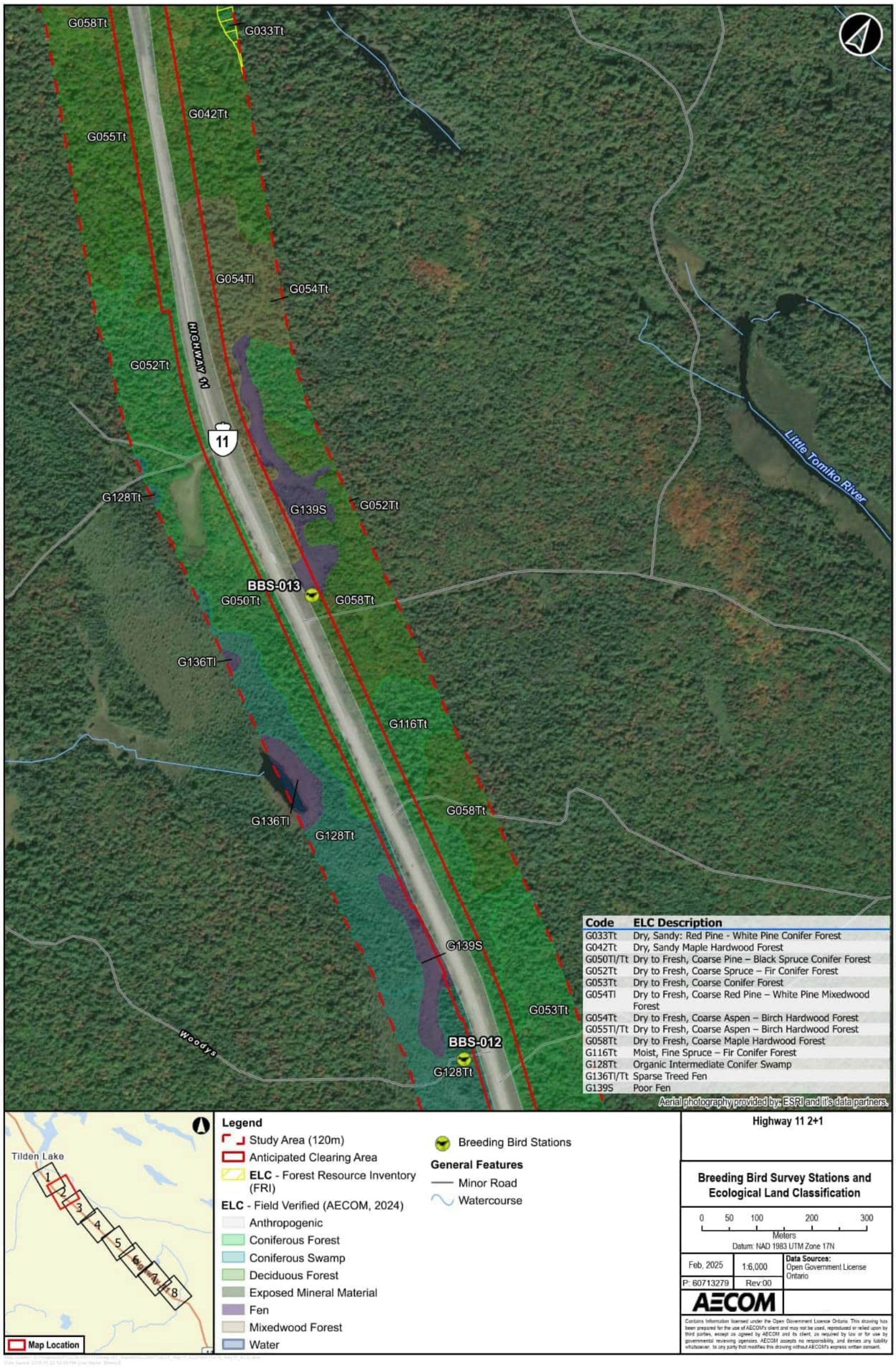

Figure 11. Highway 11 Ecological Land Classification and Breeding Bird Survey (B)

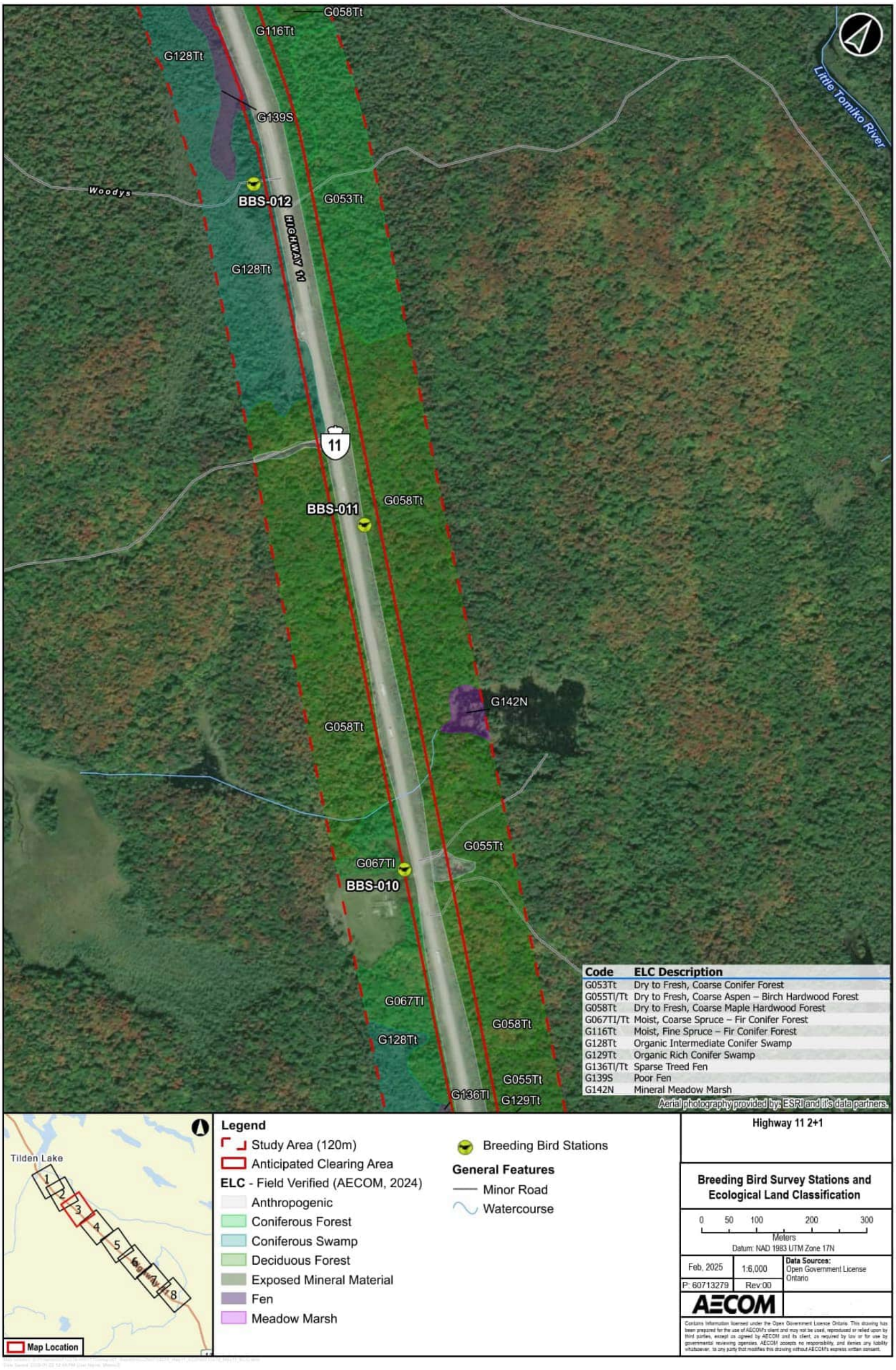

Figure 12. Highway 11 Ecological Land Classification and Breeding Bird Survey (C)

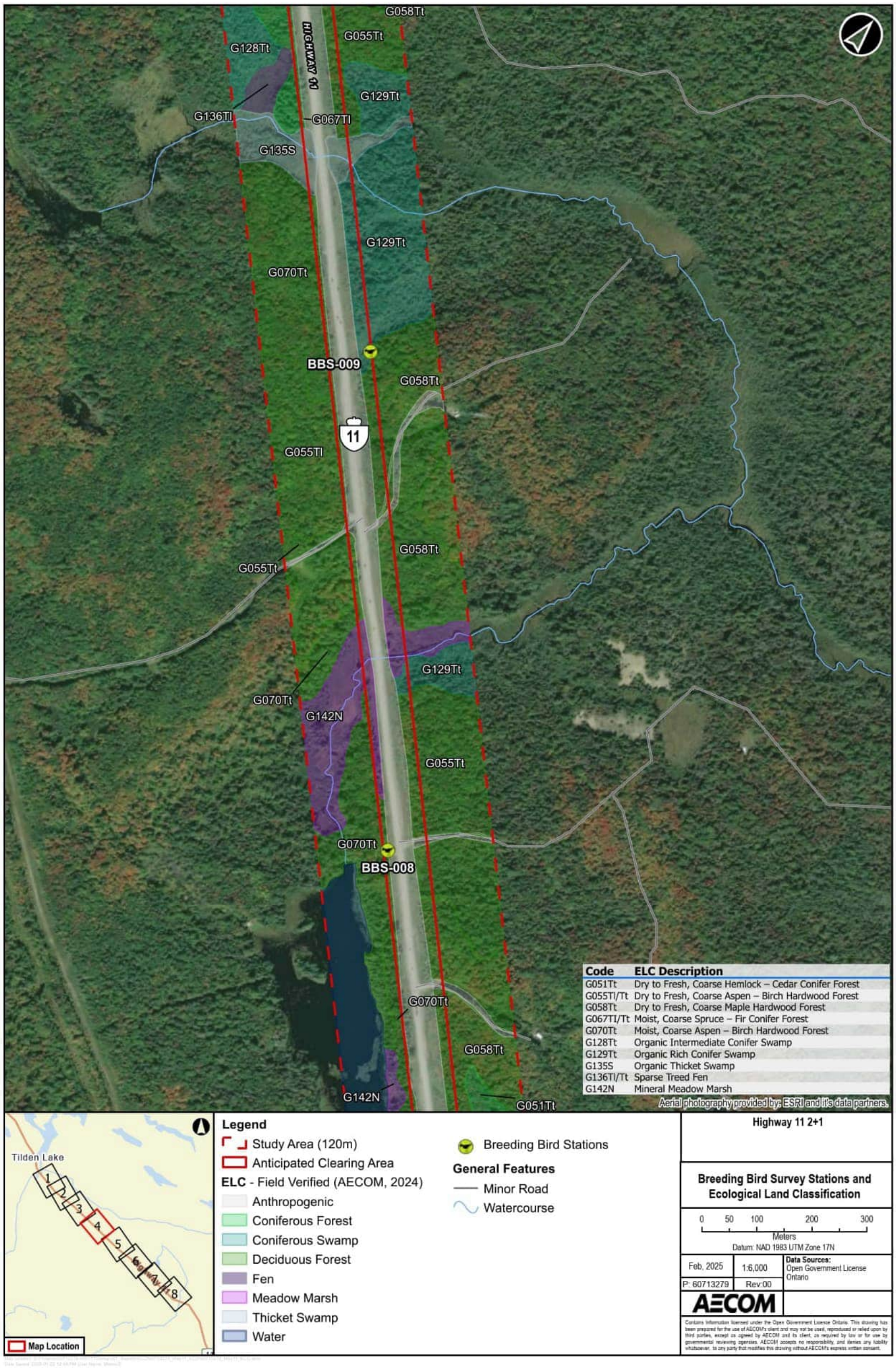

Figure 13. Highway 11 Ecological Land Classification and Breeding Bird Survey (D)

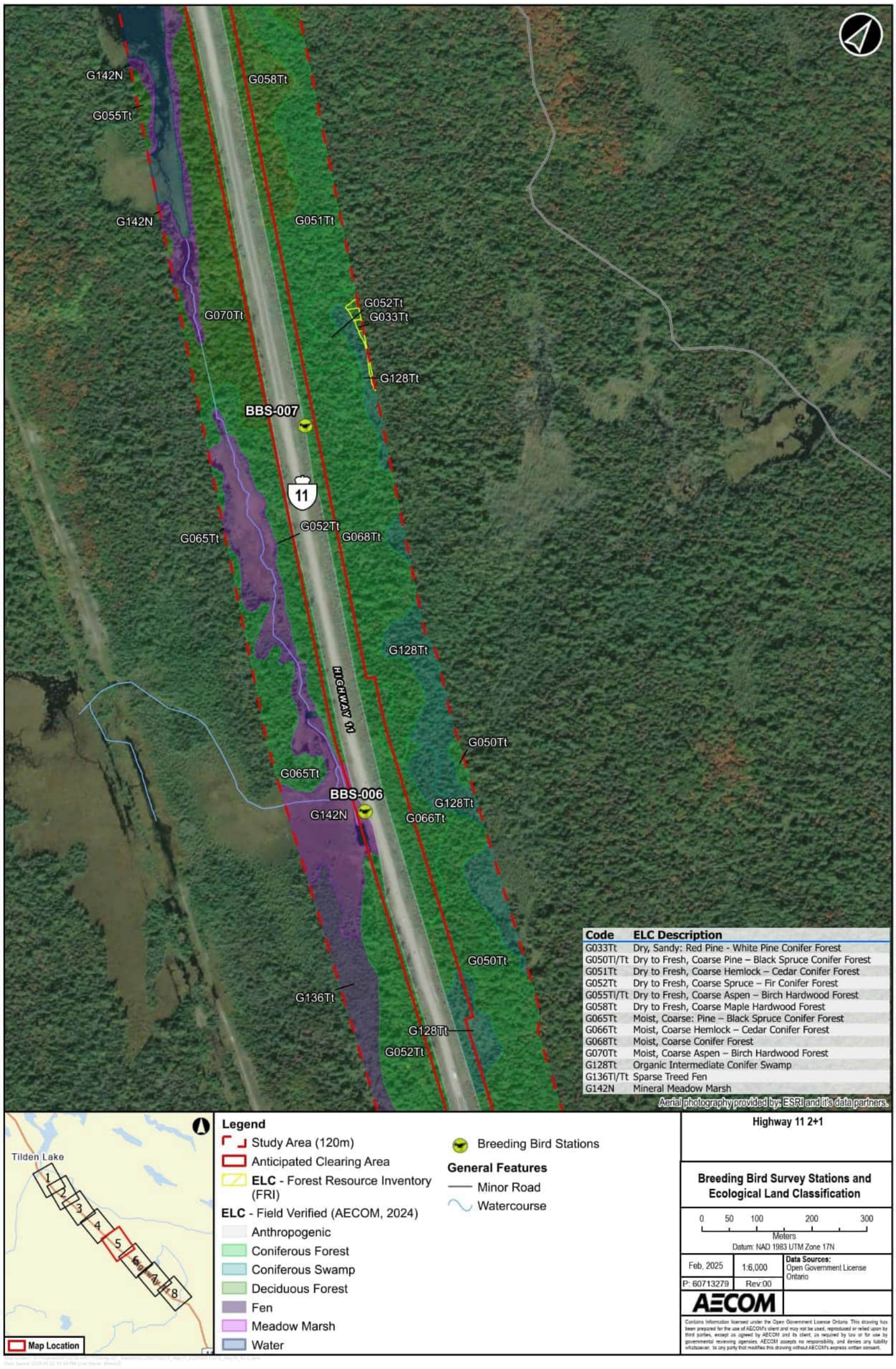

Figure 14. Highway 11 Ecological Land Classification and Breeding Bird Survey (E)

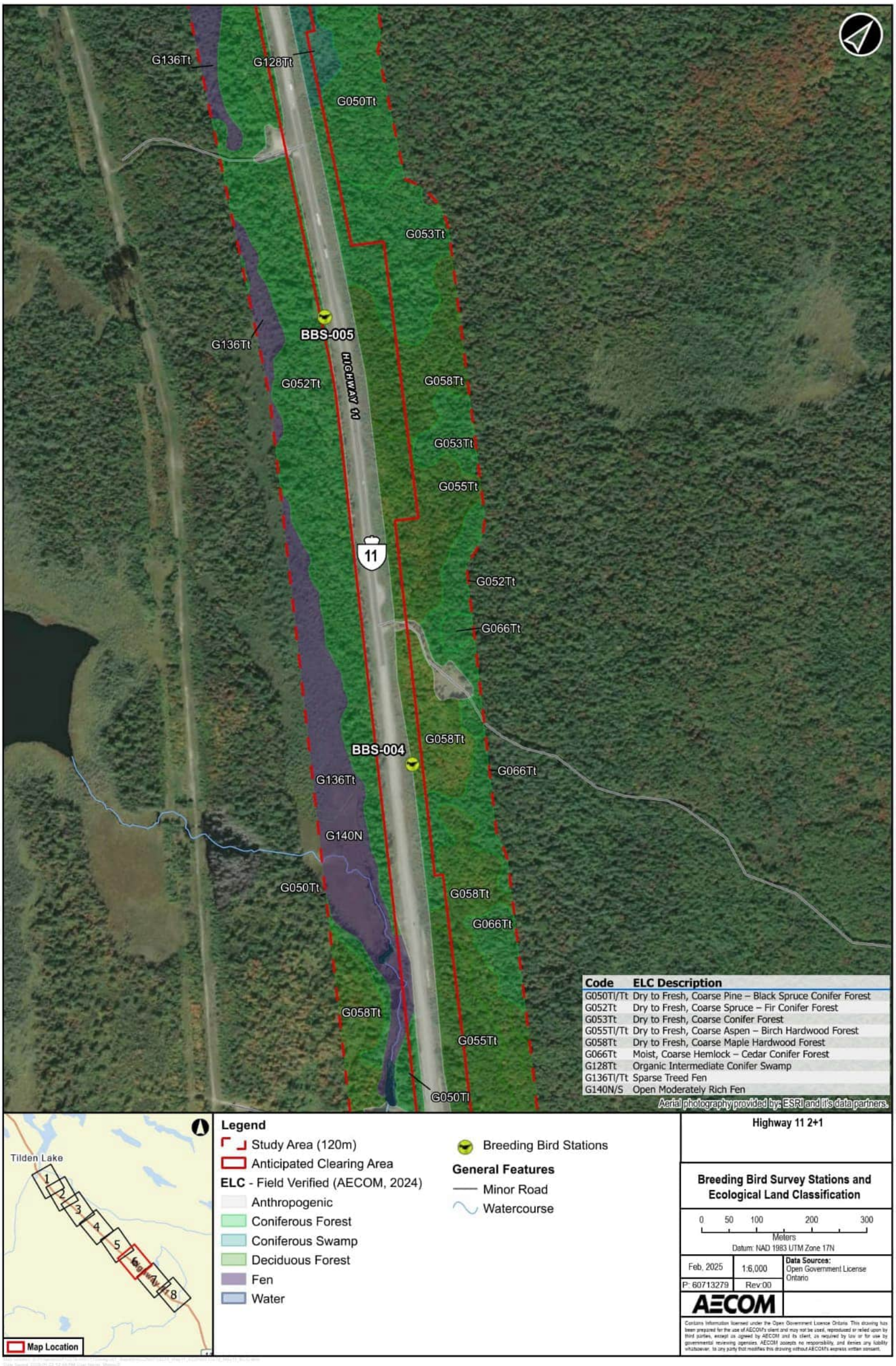

Figure 15. Highway 11 Ecological Land Classification and Breeding Bird Survey (F)

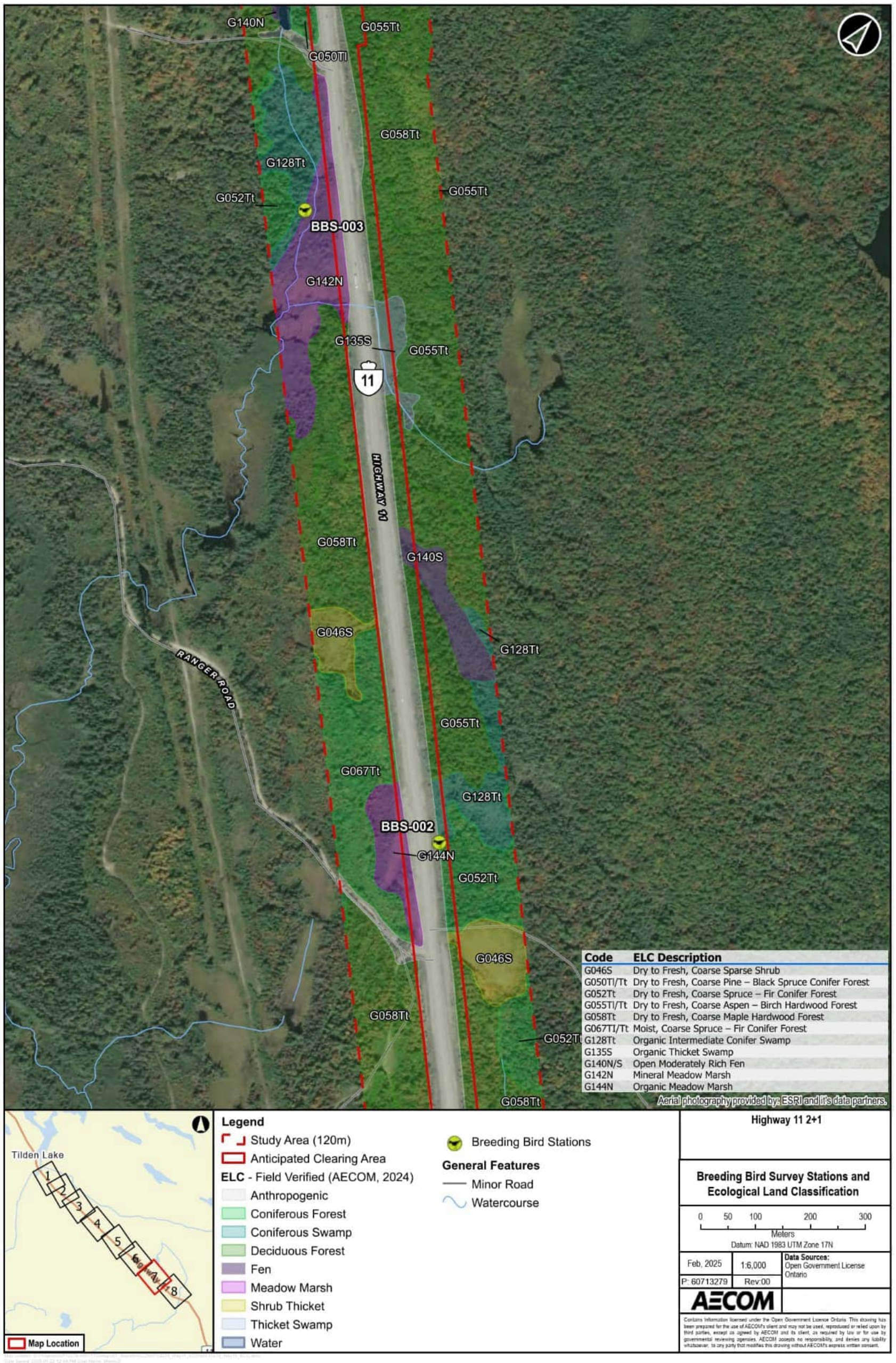

Figure 16. Highway 11 Ecological Land Classification and Breeding Bird Survey (G)

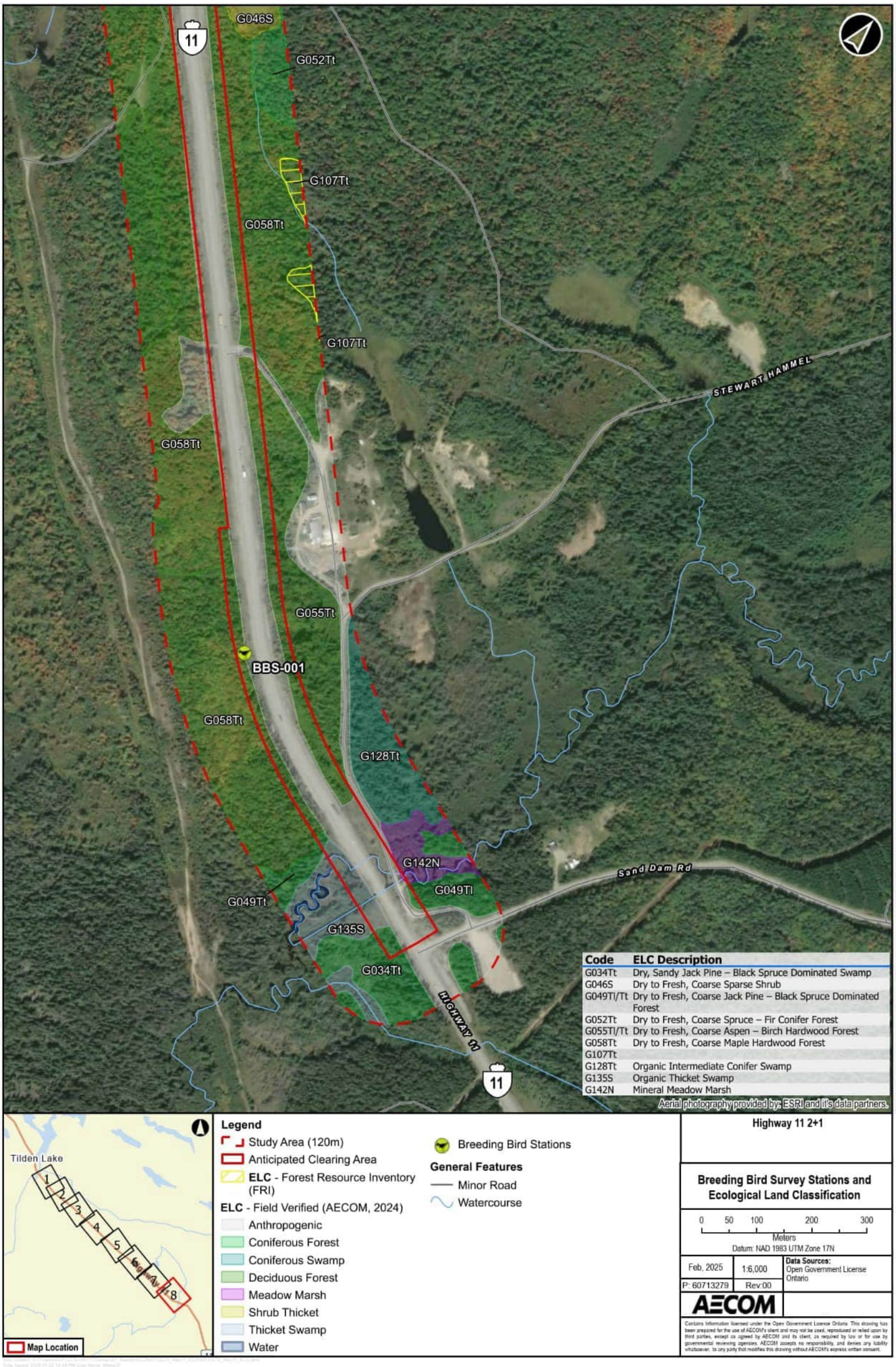

Figure 17. Highway 11 Ecological Land Classification and Breeding Bird Survey (H)

4.1.5.1 Breeding Birds and Other Wildlife

Background data was collected from the Ontario Breeding Bird Atlas (OBBA) (BSC et al., 2006), NHIC (MNR, 2024a), iNaturalist database (iNaturalist, 2024) and eBird database (eBird, 2024) to identify the species of birds that have been recorded in the vicinity of the Study area which revealed a total of 186 bird species with various levels of breeding evidence including 21 Species of Conservation Concern and nine SAR.

A total of 54 bird species were observed during the two rounds of breeding bird surveys conducted on June 3 and 4, 2024 and on June 24 and 25, 2024. Of these, 'probable' breeding evidence 18 species were identified, and 'possible' breeding evidence 36 species were identified. No confirmed breeding evidence was observed for any species during the breeding bird surveys. Of the 18 species identified with 'probable' breeding evidence, one species, Blue-headed Vireo (*Vireo solitarius*), was observed building a nest. The remaining 17 species had presumed territory based on the presence of an adult bird observed in the same suitable nesting habitat patch on at least two visits during the breeding bird season. The highest level of breeding evidence for the 36 species identified as having 'possible' breeding evidence was the presence of a singing male. As the Migratory Bird Convention Act (MBCA) prohibits the possession, destruction, and harm of migratory birds and/or their active nests, recording the breeding evidence of bird species is crucial to determine whether any MBCA protected bird species may be nesting within the Study area.

One SAR (Chimney Swift) and two Species of Conservation Concern (Canada Warbler and Wood Thrush) species were observed during the breeding bird surveys. Chimney Swift (*Chaetura pelagica*), a species listed as Threatened under the ESA, was observed on June 24, 2024, as a 'possible' breeder. An additional two individuals were observed as flyovers. Chimney Swifts are typically found around urban settlements where they nest and roost in chimneys and other manmade structures, however, some Chimney Swifts still use large hollow trees greater than 50 cm diameter at breast height. Chimney Swifts that may be using hollow trees and tree cavities in the Study area may be using old growth or mature forest (hardwood, mixedwood and coniferous) communities. The individuals observed during field investigations may be nesting in the adjacent forested areas or within nearby urban structures such as the manufacturing plant along Stewart Hammel Road.

In addition to Chimney Swift, two Species of Conservation Concern birds – Canada Warbler (*Cardellina canadensis*) and Wood Thrush (*Hylocichla mustelina*) – were observed during the breeding bird surveys. Canada Warbler, a species listed as Special Concern under the ESA, was observed as a 'possible' breeder on June 4, 2024. The individual singing male was heard singing from a from a Dry to Fresh, Coarse Maple Hardwood Forest (G058Tt) community. Wood Thrush, another species listed as Special Concern under the ESA, was observed as a 'possible' breeder on June 25, 2024. An individual singing male was also heard singing from a Moist, Fine Spruce – Fir Conifer Forest (G116Tt) community

The remaining species heard during breeding bird surveys are considered widespread and common, and the majority receive protection under the MBCA.

Structure Surveys

Structures within the Study area may provide nesting habitat to species whose nests are protected under MBCA; although no nests were observed under any of the examined structures including the bridge at Sand Dam Road, a comprehensive inventory was not included as part of the scope for this Report.

Migratory Birds Regulations, 2022 – Schedule 1 Species

The MBCA and the *Migratory Birds Regulations, 2022* (MBR) protect most species of migratory birds anywhere they are found in Canada, regardless of land ownership. Upon the enforcement of the MBR in July 2022, nest protection has been limited to active nests for most migratory bird species. However, Schedule 1 of the MBR identifies 18 migratory bird species whose nests are protected year-round and must be confirmed inactive for a defined period (ranging between 12 and 36 months depending on the species) before they can be disturbed or destroyed. The Schedule 1 nests must also be registered with ECCC at the start of the defined period. Based on species' breeding ranges, applicable Schedule 1 species for this Project include Great Blue Heron (*Ardea Herodias*) and Pileated Woodpecker (*Dryocopus pileatus*), which are discussed further in the following subsections.

Pileated Woodpecker

Pileated Woodpecker was recorded on two occasions during the breeding bird surveys. A singing male Pileated Woodpecker was observed on June 3, 2024 and another was observed on June 25, 2024. Both individuals were recorded as 'possible' breeders as they were observed singing within suitable nesting habitat during the breeding season. Evidence of nesting activity was not observed; however, ample breeding habitat exists within the Study area.

Great Blue Heron

Great Blue Heron was not recorded during the 2024 breeding bird surveys. This species is unlikely nesting adjacent to the highway because Great Blue Herons nest in colonies with large stick nests high in trees; therefore, heronries, if present, are conspicuous and easily detected through field investigations.

4.1.5.2 Significant Wildlife Habitat and Species of Conservation Concern

Significant Wildlife Habitat is divided into five broad categories that include the following:

- Seasonal Concentration Areas
- Rare Vegetation Communities
- Specialized Habitats for Wildlife

- Habitats of Species of Conservation Concern
- Animal Movement Corridors

The presence of Significant Wildlife Habitat was identified as part of a background review and several Species of Conservation Concern were identified. From field investigations, a total of 13 candidate Significant Wildlife Habitat (including several candidate habitats for Species of Conservation Concern) and two confirmed Significant Wildlife Habitat were identified in the Study area. The background review also identified the presence of Moose Aquatic Feeding Areas (MAFA) within the Study area which are identified on **Figures 5 and 6**.

The ELC, botanical inventories, and breeding bird surveys identified 13 candidate Significant Wildlife Habitat (including several candidate habitats for Species of Conservation Concern) and two confirmed Significant Wildlife Habitat (including confirmed habitat for Species of Conservation Concern).

The following Significant Wildlife Habitat types were confirmed as candidate areas within the Study area during the 2024 field investigations:

Seasonal Concentration Areas

This type of Significant Wildlife Habitat tends to be small areas that species can concentrate depending on the time of year. The candidate Significant Wildlife Habitat identified for Seasonal Concentration Areas observed within the Study area include the following:

Bat Maternity Colonies: The Dry to Fresh, Coarse Aspen – Birch Hardwood Forest (G055Tl/Tt), Dry to Fresh, Coarse Maple Hardwood Forest (G058Tt), and Moist, Coarse Aspen – Birch Hardwood Forest (G070Tt) communities likely contain trees with suitable characteristics for roosting (i.e., peeling bark, cavities, cracks, crevices).

Turtle Wintering Areas: Candidate habitat was identified in the Mineral Meadow Marsh (G142N), Organic Meadow Marsh (G144N), Open Moderately Rich Fen (G140S/N), Organic Intermediate Conifer Swamp (G128Tt), Organic Rich Conifer Swamp (G129Tt), Organic Thicket Swamp (G135S) communities within the Study area.

Reptile Hibernaculum: The Dry to Fresh, Coarse Maple Hardwood Forest (G058Tt), and Moist, Coarse Aspen – Birch Hardwood Forest (G070Tt) communities may contain rock piles or slopes that provide hibernacula for snake species and Five-lined Skink (Plestiodon fasciatus).

Rare Vegetation Communities

Following field investigations there were no candidate or confirmed Significant Wildlife Habitat for Rare Vegetation Communities.

Specialized Habitats for Wildlife

There was one confirmed Significant Wildlife Habitat and eight candidate Significant Wildlife Habitat for Specialized Habitat for Wildlife observed within the Study area as follows:

Confirmed

Aquatic Feeding Habitat: Moose aquatic feeding habitat was identified within and within vicinity of the Study area as shown on **Figure 8** and **Figure 9**.

Candidate

Bald Eagle and Osprey Nesting, Foraging and Perching Habitat: Forest communities that are adjacent to wetlands may provide habitat for Bald Eagle and Osprey. One Bald Eagle was observed soaring overhead during the breeding bird surveys on June 3, 2024. Although this species was observed, no nests were identified within the Study area and therefore this Significant Wildlife Habitat remains candidate.

Turtle and Lizard Nesting Areas: Candidate habitat was identified within the Open Moderately Rich Fen (G140S/N), Mineral Meadow Marsh (G142N) and Organic Meadow Marsh (G144N) communities.

Seeps and Springs: Candidate habitat may be found within the forest communities within the Study area.

Mineral Licks: Candidate habitat may be found within the forest communities within the Study area.

Denning Sites for Mink, Otter, Marten, Fisher, and Eastern Wolf: Candidate habitat may be found within the forest communities within the Study area.

Amphibian Breeding Habitat (Woodland): Candidate habitat may be found within the forest communities within the Study area.

Amphibian Breeding Habitat (Wetland): Candidate habitat was identified within the Organic Rich Conifer Swamp (G129Tt), Organic Thicket Swamp (G135S), Mineral Meadow Marsh (G142N) and Organic Meadow Marsh (G144N) communities.

Animal Movement Corridors

The following confirmed and candidate animal movement corridors were identified:

Confirmed

Cervid Movement Corridor: Cervid Movement Corridors are present in association with the confirmed MAFAs.

Candidate

Amphibian Movement Corridor: Amphibian Movement Corridors may be found in all forested ecosites adjacent to water within Ecoregion 5E.

Furbearer Movement Corridor: Furbearer Movement Corridors can be found in all forested ecosites adjacent to or within shoreline habitats within Ecoregion 5E.

4.1.5.3 Habitat for Species of Conservation Concern

Although Species of Conservation Concern do not receive legal protection under the ESA, they may be afforded protection under the MBCA and were considered for this Project.

Habitat for Species of Conservation Concern includes four possible sub-categories which include: Marsh Bird Breeding Habitat, Open Country Bird Breeding Habitat, Shrub/Early Successional Bird Breeding Habitat and Special Concern and Rare Wildlife Species. Confirmed and candidate Significant Wildlife Habitat for Specialized Habitat for Wildlife identified within the Study area include the following:

Candidate Special Concern and Rare Wildlife Species

Both Canada Warbler and Wood Thrush, two species listed as Special Concern under the ESA were observed during field investigations conducted in 2024. Canada Warbler will breed in a range of deciduous and coniferous, typically wet forest types, with well-developed shrub layers (MECP, 2023a). A singing male Canada Warbler was heard singing from a Dry to Fresh, Coarse Maple Hardwood Forest (G058Tt) community. A singing male Wood Thrush was heard singing from a Moist, Fine Spruce – Fir Conifer Forest (G116Tt) community. Although these species were observed in suitable habitat during the breeding bird season, they were only observed on one occasion. Therefore, habitat for these species remains candidate.

In addition to Canada Warbler and Wood Thrush, the following Species of Conservation Concern species were also identified to have candidate habitat after field investigations: Common Nighthawk (Chordeiles minor), Eastern Whip-poor-will (Antrostomus vociferus), Evening Grosbeak (Coccothraustes vespertinus), Great Black- backed Gull (Larus marinus), Rough-legged Hawk (Buteo lagopus), Beaverpond Clubtail (Phanogomphus borealis), Harpoon Clubtail (Phanogomphus descriptus), Hoary Pinion (Lithophane fagina), Plush-naped Pinion (Lithophane pexata), Ski-tipped Emerald (Somatochlora elongata), Uhler's Sundragon (Helocordulia uhleri), Unsated Sallow (Metaxaglaea inulta), Red Spruce (Picea rubens) and Snapping Turtle (Chelydra serpentina).

4.1.5.4 Species at Risk and Species at Risk Habitat

The presence of Species at Risk (SAR) were investigated during field work in 2024. The identification of SAR includes Endangered or Threatened species under the Ontario

Endangered Species Act (ESA) or migratory birds with these designations under Schedule 1 of the *Species at Risk Act*. These species, as well as their habitat, are afforded protection under the ESA. Species listed as Special Concern under the ESA are considered Species of Conservation Concern and are addressed through the Significant Wildlife Habitat screening exercise.

A total of 14 SAR including three Restricted Species have been recorded within or in the vicinity of the Study area based on a review of the background information. A habitat assessment was completed for each of the 16 SAR to determine whether there is potential for that SAR to occur within the Study area. Through this assessment, 8 SAR were determined to have high or moderate potential to occur within the Study area based on the presence of suitable habitat. The results of the SAR habitat assessment should not be considered conclusive evidence that these and/or other SAR are not present since targeted surveys, other than vascular plant inventories and breeding bird surveys, were not completed as part of these field investigations.

High Probability/Confirmed

Chimney Swift – Chimney Swift is listed as Threatened under the ESA. They typically nest in human-made structures or urban settlements as well as hallow trees in forested areas. Chimney Swifts can use large hollow trees greater than 50 cm diameter at breast height. The individuals observed during field investigations may be nesting within the Dry to Fresh, Coarse Maple Hardwood Forest (G058Tt) or within nearby urban structures such as the manufacturing plant along Stewart Hammel Road.

Black Ash – Black Ash is a tree species that prefers wetland environments (swamps or fens) but can occur in lower densities in moist upland communities. Black Ash was observed during the 2024 field investigation. Black Ash was observed during the 2024 field investigations within five vegetation communities including the Dry to Fresh, Coarse Spruce – Fir Conifer Forest (G052Tt), Dry to Fresh, Coarse Red Pine – White Pine Mixedwood Forest (G054TI), Dry to Fresh, Coarse Aspen – Birch Hardwood Forest (G055Tt), Moist, Coarse Hemlock – Cedar Conifer Forest (G066Tt), and the Moist, Coarse Aspen – Birch Hardwood Forest (G070Tt). Although Black Ash was identified within the Study area, authorization under the ESA is not anticipated for Black Ash as the Study area is not located in a municipality or territorial district set out in Schedule 1 of Ontario Regulation (O. Reg.) 6/24: Limitations on Section 9 Prohibitions and O. Reg. 7/24: Amending O. Reg. 832/21 (Habitat).

Blanding's Turtle – This species is listed as Threatened in Ontario. Blanding's Turtles live in shallow water, usually in large wetlands and shallow lakes with lots of water plants. It is not unusual, though, to find them hundreds of metres from the nearest water body, especially while they are searching for a mate or traveling to a nesting site. Although targeted surveys were not conducted for Blanding's Turtle, none were observed during the 2024 field investigations. Suitable habitat was observed within the wetland communities within the Study area. The MNR also

confirmed that Blanding's Turtle habitat was identified directly adjacent to the Project Limits.

Medium Probability

Bat SAR – In natural areas, bat SAR roost in tree cavities in old growth deciduous, mixed or conifer forests and rarely roosts in anthropogenic structures. They are most active in the few hours after dusk, when it emerges from its roost (potentially in tree cavities) to forage for insects. Bat SAR have high fidelity to maternity roosting sites, especially to anthropogenic maternity roosting sites. In accordance with MECP survey protocols, candidate habitat for bat SAR was identified within the Project limits.

Eastern Red Bat (*Lasiurus borealis*) – Eastern Red Bats are solitary bats and primarily roost in leaf clusters in both deciduous and coniferous forests, of any age class but in some parts of Eastern Red Bats' range, they will avoid conifer species when suitable deciduous species are present. Suitable roosting and foraging habitat were observed throughout the Study area. In accordance with MECP survey protocols, candidate habitat for Eastern Red Bat was identified within the deciduous (G042Tt, G055Tl/Tt, G058Tt, and G070Tt) or mixedwood (G054Tl) ecosites.

Northern Hoary Bat (*Lasiurus cinereus*) – Northern Hoary Bats are solitary bats and primarily roost in leaf clusters in both deciduous and coniferous forests, of any age class. Suitable roosting and foraging habitat were observed throughout the Study area. In accordance with MECP survey protocols, candidate habitat for Northern Hoary Bat was identified within the deciduous (G042Tt, G055Tl/Tt, G058Tt, and G070Tt) or mixedwood (G054Tl) ecosites.

Silver-haired Bat (*Lasionycteris noctivagans*) – Silver-haired Bats roost primarily under bark and in the cavities of trees, which makes them dependent on habitats where large, decaying trees are available. Silver-haired Bats roost in a variety of large diameter coniferous and deciduous trees (COSEWIC, 2023). Suitable roosting and foraging habitat were observed throughout the Study area. In accordance with MECP survey protocols, candidate habitat for Silver-haired Bat was identified within the deciduous (G042Tt, G055Tl/Tt, G058Tt, and G070Tt) or mixed wood (G054Tl) ecosites.

4.2 Socio-Economic Environment

Socio-economic environment review of the Study area was undertaken to document and assess existing social and economic features.

4.2.1 Land Use

A land use review was completed with the purpose of providing a summary of existing land use.

The Project area is located between the Municipalities of North Bay and Temagami, in the unorganized Townships of Merrick, Blyth, Notman and Lyman. The Project area is primarily surrounded by Crown land that is managed by the MNR with some private properties and authorized Crown land use / occupations adjacent to the Highway 11 corridor. Much of the Project area is rural, surrounded by mixed forest land which is considered vacant in terms of Land use or development.

The Project area begins at the intersection of Highway 11 at Sand Dam Road (southern limit), located on the east side of the highway. This road is the main access to the Merrick Landfill Waste Management site which is operated by the City of North Bay. Sand Dam Road also allows access to another commercial property (that has additional access to Highway 11) and is a connection to a network of forest access roads. The northern limit of the Project area is the intersection of Highway 11 at Ellsmere Road which serves as an access road to a residential subdivision. Located just off Ellsmere Road is a seasonal MTO Rest Area used by commercial and personal vehicles from May until October.

To the west of the Project area, runs the TransCanada Pipeline, this utility parallels the highway and is generally 250 metres to 1 kilometre away from the highway corridor. Throughout the area, there are several forestry and cottage lot access roads to provide access to the properties. Since the surrounding area adjacent to the highway is primarily Crown land, typical land use activities include recreational uses such as hunting and fishing as well as commercial uses such as aggregate extraction, timber harvesting, tourism outfitting, and fur trapping. The private properties located adjacent to the Project limits include communication towers, residential and commercial properties as well as seasonal recreational properties such as cottages.

4.2.2 Noise

A Noise Impact Assessment was not completed for this Project as the proposed improvements planned for GWP 5151-21-00 are not expected to change noise levels significantly from existing and are unlikely to trigger noise mitigation; however, noise was considered qualitatively in this section and as a criterion in evaluating the alternatives for this Project.

Land uses designated as noise sensitive by the *Ontario Ministry of Transportation Environmental Guide for Noise (2022)* consist of the following: private homes such as single-family residences; townhouses; multiple unit buildings, such as apartments with outdoor living areas (OLAs); and, hospitals or nursing homes with OLAs. Additionally, where certain land uses are considered “part of a community”, meaning located next to a traditional noise sensitive area, the land use is considered noise sensitive and included in the analysis. The land uses considered noise sensitive when part of a community are: educational facilities and day care centres; campgrounds that provide overnight accommodation; hotels/motels with OLAs for visitors; community centres with OLAs (e.g., outdoor basketball courts etc.); and, municipal parks (excluding golf courses and trails). Places of worship with OLA’s land uses that do not qualify as noise sensitive

by the MTO Guide consist of apartment balconies above ground floor, cemeteries, all commercial and, all industrial.

The Project location is in a rural part of Northern Ontario with limited noise sensitive receptors in proximity. It is also an existing corridor that will undergo improvements with widening proposed in only segments of the overall length. There is no significant increase in traffic volumes anticipated following construction, beyond the conventional growth of the highway corridor over a 10 and 20-year period and currently, there are no large-scale municipal developments planned within the Study area. The posted speed limit will also remain at 90 kilometers per hour. To date, there have been no noise complaints identified by area residents / stakeholders during the current Class EA consultation process.

AECOM's review of the area shows only scattered residences, with the nearest residence located approximately 60 metres (the outdoor space on the side closer to Highway 11) from the centreline of Highway 11; other residences are 100 metres or greater away from the highway. Based upon conservative preliminary calculations (assuming 2045 traffic volumes, ignoring the dense wooded areas, assuming the road centreline moves an entire lane width closer to the residence, and the 30% commercial vehicle percentage applied to the SADT), noise mitigation is not anticipated to be triggered by the widening given the nearest receiver location being approximately 60 metres from the highway.

4.2.3 Air Quality

Air quality and greenhouse gas was considered qualitatively in this section and as a criterion in evaluating the alternatives for this Project. Since this Project involves improvements to existing infrastructure, it was not expected that the completion of a detailed quantitative assessment of the 'Future Build' and 'No-Build' conditions would illustrate any significant differences. Additionally, it was not anticipated that there would be a tangible change in air quality once construction is complete; especially given that there is no expected increase in traffic volumes post-construction, a change in the posted speed limit, or a reconfiguration of the highway with no added ramps.

The Project is located in a rural part of Northern Ontario with limited sensitive and critical receptors in proximity. As per the MTO Air Quality Guideline, sensitive receptors are defined as all permanent locations of residence (e.g., detached housing, apartments, and condominiums, etc.) and critical receptors included health care facilities, educational institutions, childcare facilities, or nursing/long-term care facilities. AECOM's preliminary review of the Study area identified 8 sensitive receptors within GWP 5151-21-00, with the closest receptors generally 80 to 100 meters away from the highway, as summarized in **Table 4**. Additionally, two contaminants were found to exceed the Provincial Ambient Air Quality Criteria in the existing ambient air levels:

- NO2 (102%) for 1-hour averaging period
- Benzo(a)pyrene (214%) for annual averaging period

Table 4. Sensitive Receptors for GWP 5151-21-00

Receptor ID	Type	Address	Description	UTM Coordinates	
				Easting (metres)	Northing (metres)
SR1	Sensitive	Sam Dam Rd, Nipissing, ON P1B 8G3	Residential Dwelling	614950.00	5150320.0
SR2	Sensitive	Nipissing, Unorganized, North Part, ON P0H 1L0	Residential Dwelling	604533.00	5159052.00
SR3	Sensitive	Nipissing, Unorganized, North Part, ON P0H 1L0	Residential Dwelling	604429.00	5159029.00
SR4	Sensitive	Nipissing, Unorganized, North Part, ON P0H 1L0	Residential Dwelling	604391.00	5158979.00
SR5	Sensitive	Nipissing, Unorganized, North Part, ON P0H 1L0	Residential Dwelling	604309.00	5159550.00
SR6	Sensitive	Nipissing, Unorganized, North Part, ON P0H 1L0	Residential Dwelling	604596.00	5159488.00
SR7	Sensitive	Nipissing, Unorganized, North Part, ON P0H 2K0	Residential Dwelling	607683.00	5156499.00
SR8	Sensitive	Nipissing, Unorganized, North Part, ON P0H 2K0	Residential Dwelling	608575.00	5155819.0

The baseline ambient air quality levels were based on publicly available historical data from ambient air quality monitoring stations within Ontario. Data utilized is the most recent publicly available at the time of the preparation of this assessment, with data sets ranging from 2015 to 2022. The following National Air Pollution Surveillance air quality monitoring stations were selected as representative of the ambient air quality within the Air Quality Study area, which includes a 500-metre buffer to be able to capture air quality impacts and effects from traffic within the Project area:

- Roadside 401W Toronto (NAPS ID 60438)
- Roadside Wallberg (UofT) (NAPS ID 60439)
- Newmarket (NAPS ID 65101)
- Experimental Farm Simcoe (NAPS ID 62601)
- Sudbury (NAPS ID 60610)
- Chippewa St. (NAPS ID 62001)
- Gatineau Hull (NAPS ID 50204)

4.2.4 Contamination, Waste and Excess Soil Management

4.2.4.1 Designated Substances

The following designated substances are assumed to be present within materials altered during construction: Silica, Lead, Arsenic and Benzene. A Designated Substances Survey will be conducted during the future Detail Design phase to be completed as part of this undertaking.

4.2.4.2 Excess Soil Management

An Assessment of Past Uses (APU) and Sampling and Analysis Plan (SAP) are documented in the *Excess Soil Management Plan (ESMP) – Highway 11 2+1 Roadway Model, Highway 11 from Sand Dam Road northerly for 13.8 km, GWP 5151-21-00* (AECOM, 2025), under separate cover. Based on the APU, a Sampling and Analysis Plan is recommended due to a possibility of Contaminants of Potential Concern (COPC) that on-site or off-site Potentially Contaminating Activities (PCAs) have affected soil within an Area of Potential Environmental Concern (APEC) where excavations are planned. **Figure 18** provides a summary of PCAs. Sampling as identified in the SAP shall be carried out during the Detail Design stage and the future results incorporated into the contract specification ENVR0014 (Compliance with Ontario Regulation for On-Site and Excess Soil Management).

It is anticipated that excess material will be generated during the Project, including soil and rock produced from excavations during the proposed highway reconstruction and widening, installation of turnarounds, addition of new standard auxiliary lanes at Sand Dam Road and Ellsmere Road, and culvert rehabilitation / replacement work.

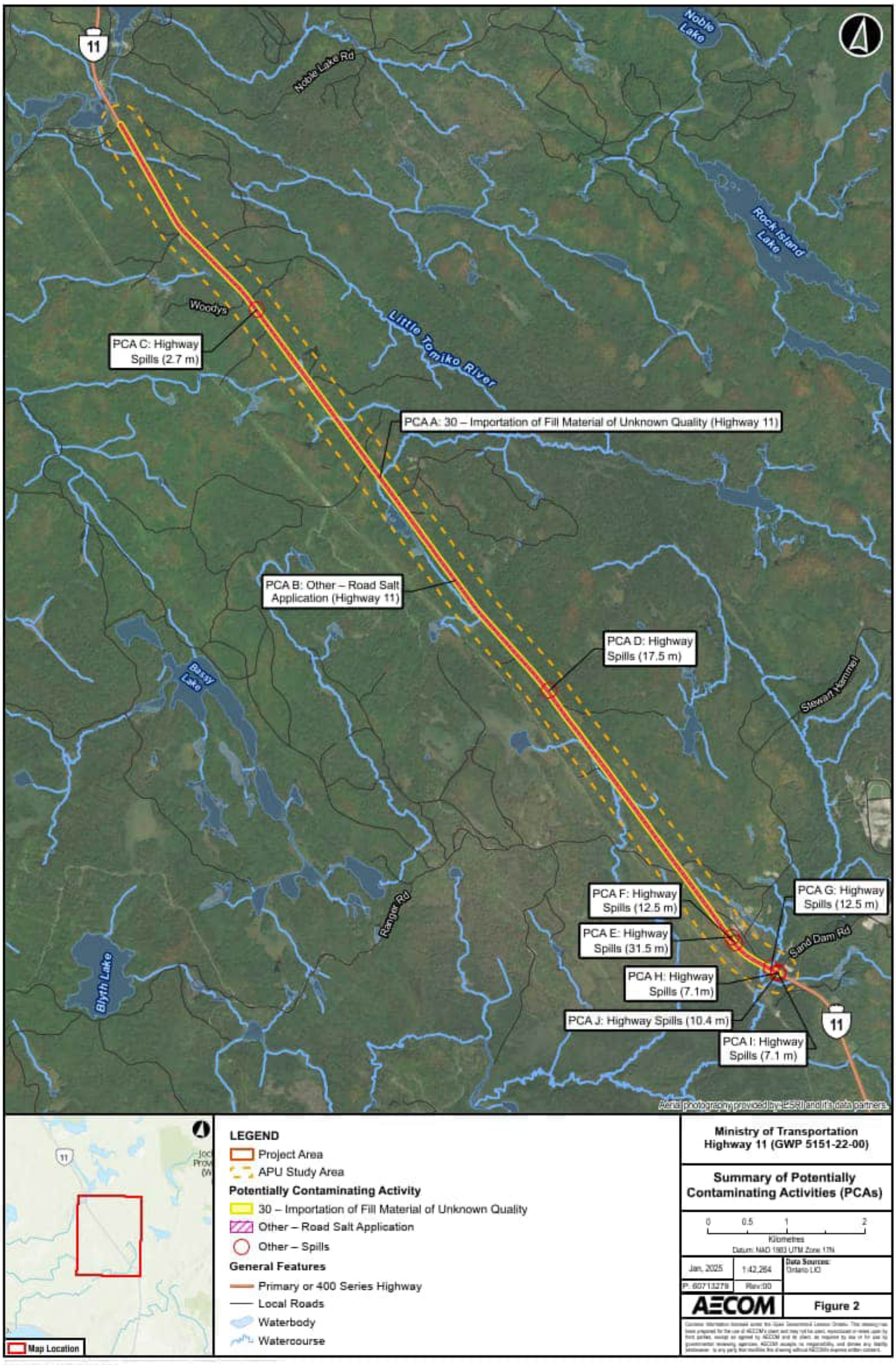

Figure 18. Summary of Potentially Contaminating Activities (PCAs)

4.3 Cultural Environment

4.3.1 Archaeology

As part of the current undertaking, a Stage 1 Archaeological Assessment (AA) was undertaken for the Study area by Woodland Heritage Northeast Ltd. in accordance with the requirements of the *Ontario Heritage Act* and the Standards and Guidelines for Consultant Archaeologists. To inform the Stage 1 AA and further establish the archaeological context of the Study area, a search was made of the Ontario Archaeological Sites Database (OASD) maintained by the MCM to identify any archeological sites registered on or within the immediate vicinity of the Study area. The assessment determined that one archaeological site has been registered within 3 kilometres of the Study area.

Based on the review it was determined that 3 assessment areas have confirmed archaeological potential, which are recommended to undergo Stage 2 archaeological sub-surface surveys. There is potential for the recovery of pre- and post-contact First Nation archaeological resources within the Study area based on the presence of the following features:

- Proximity to a registered archaeological site; (within 3 kilometres);
- Study area is made up of forested land located in the Canadian Shield physiographic region;
- Distance to various water sources; (Little Sturgeon River, Little Tomiko River, Elbow Lake, Tilden Lake); and,
- Study area located within an area covered by the 1850 Robinson-Huron Treaty.

Additionally, certain features indicate that archaeological potential has been removed, such as land that has been subject to extensive disturbances that have severely damaged the integrity of any archaeological resources. This includes construction and maintenance of Highway 11, sideroads and driveway entrances, and associated drainage infrastructure.

Additional details regarding previous studies and archaeological potential are available under separate cover in the *Stage 1 Archaeological Assessment (AA) Report, GWP 5151-21-00: Highway 11 from Sand Dam Road Northerly 13.8km to Ellsmere Road* (Woodland Heritage Northeast Ltd., Jan 2025). The Stage 1 AA Report was reviewed by interested Indigenous Communities within the Study area and subsequently submitted to the MCM on February 28, 2025.

4.4 Transportation Infrastructure

4.4.1 Road Network

4.4.1.1 Highway 11

Highway 11 within the Study area is considered as a two-lane facility and classified as a rural arterial undivided highway with a design speed of 110 kilometres per hour (Rural Arterial Undivided 110) and a posted speed of 90 kilometres per hour. The general topography of this section of Highway 11 is considered as rolling terrain and curvilinear alignment. This section of Highway 11 has one northbound passing lane that is approximately 3.0 kilometres in length and one southbound truck climbing lane that is approximately 2.6 kilometres in length. These auxiliary lanes will be retained as part of the scope of the 2+1 model in addition to the inclusion of two northbound passing lanes and two southbound passing lanes which will be approximately 2.0 kilometres in length.

The existing highway platform consists of two 3.75 m driving lanes with granular shoulders ranging from 2.0 – 3.0 m in width. Locations with existing auxiliary passing lanes are 3.75 m. A typical section of Highway 11 is presented in **Figure 19**.

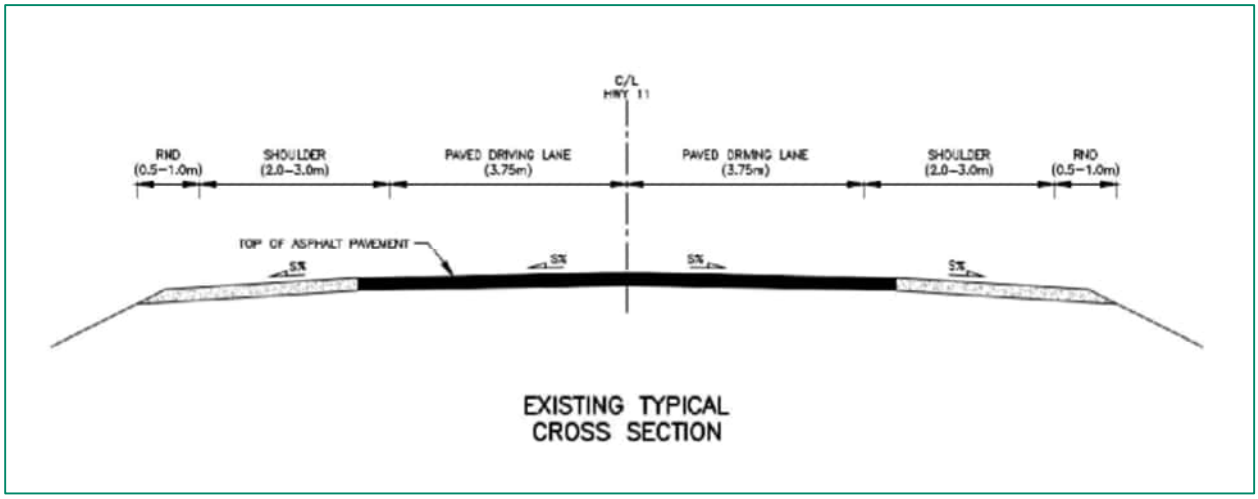

Figure 19. Existing Typical Cross Section

Horizontal Alignment

There are five horizontal curves along Highway 11 within the Study limits. All five curves meet the requirement of R-600 for a 110 km/h design speed. Additionally, there are spirals within the Study limits as follows: four curves have spiral parameters that meet or exceed the Design Standard; and, one curve has spiral parameters that does not meet the Design Standard which will be corrected to the Design Standard.

Vertical Alignment

Within the project limits, there are thirty-five (35) vertical curves, including twenty (20) crest curves and fifteen (15) sag curves. Of these curves, eight crest curves meet the K-80 requirement and seven sag curves meet the K-60 requirement for a 110 kilometres per hour design speed, while twenty (20) substandard curves exist within the project limits as follows:

Crest Curves:

- Four meet the requirement of K-60 for a 100 km/h design speed; and
- Eight meet the requirement of K-40 for a 90 km/h design speed.

Sag Curves:

- Two meet the requirement of K-45 for a 100 km/h design speed;
- One meets the requirement of K-40 for a 90 km/h design speed;
- Three meet the requirement of K-30 for an 80 km/h design speed; and,
- Two meet the requirement of K-25 for a 70 km/h design speed.

4.4.1.2 Intersection Sideroads

Sand Dam Road is a two-lane rural sideroad that leads to the North Bay Landfill. The posted speed of the roadway is 40 km/h. The roadway alignment is considered as rolling and curvilinear. At present, there is a non-standard northbound right turn auxiliary lane at the intersection into Sand Dam Road.

Ellsmere Road is a two-lane rural sideroad that leads to Ellsmere Village with an unknown posted speed limit. At present there is a standard northbound left turn sliparound and a non-standard southbound right turn lane.

4.4.3 Structures

One structural culvert is located within the Study area, as described below.

Little Sturgeon River Culvert (Site No. 43X-0225/C0)

The Little Sturgeon River Culvert was originally constructed in 1938. The existing structure is a cast-in-place reinforced concrete open footing arch culvert with a span of 8.53 m, a rise of 3.66 m and an overall length of approximately 27.5 m. Cast-in-place concrete wingwalls and headwalls are located at each end of the culvert.

The culvert underwent rehabilitation in 2000 which consisted of the construction of culvert extensions and cantilevered concrete wingwalls at each end. Considering the age of the structure and the widening of Highway 11 at this location, replacement of this culvert is most likely as opposed to introduction of culvert extensions.

4.4.4 Traffic Operations

An Operational Performance Review was undertaken by others along Highway 11 from the City of North Bay north limit to the Highway 558 junction as part of a Multi-Services Retainer Agreement in 2019. The analysis reviewed historical collision data, assessed the need for passing opportunities, risk assessment of priority locations, countermeasures and their effectiveness, and an operational analysis of how a 2+1 roadway configuration would perform along Highway 11.

Based on the 2019 traffic surveys, the MTO forecasted traffic volumes the 2025 Average Annual Daily Traffic (AADT) and Summer Annual Daily Traffic (SADT) to be 3,600 and 5,000 respectively. The traffic pattern is categorized as low tourist with a Level of Service D.

Further, automatic traffic recorder (ATR) counts were obtained in the fall of 2023 to confirm the percentage of commercial vehicles. It was deemed that the percent commercial volumes were low and that a new percent commercial of 30% be used for the purposes of the design.

Collision History

A collision analysis was undertaken to specifically review the collision characteristics, patterns and trends within the Study area with the most recent historical collision data. During the 5-year study period from 2017 to 2021, there were forty-five (45) collisions recorded on Highway 11 between the locations of Sand Dam Road and Ellsmere Road.

Of the reported collisions, the Study area experienced 4 collisions resulting in non-fatal injuries and the remaining 41 collisions results in property damage only. Further, the collision rate was calculated at 0.53 per million vehicle kilometers (MVK) over a 5-year period, which is lower than the provincial average of 0.6 MVK.

From the collision assessment, it was found that the majority of the collisions occurred during night-time hours with the majority being single vehicle related. It was noted that 51% of the collisions were animal related. Lastly 38% of the collisions involved vehicles classified as commercial vehicles.

Based on the data, there was no notable correlation between the existing geometrics of the highway and the reported collisions.

4.4.5 Pavement

A pavement engineering desktop study and visual assessment were completed to assess existing conditions. The Project will require pavement structure upgrades to be designed to accommodate the widening for the additional passing and turning lanes. Field and laboratory investigations will be carried out and pavement design requirements will be confirmed in a future Detail Design phase.

4.4.6 Electrical

At present, there are no MTO owned or municipally owned illumination within the Study area.

4.4.7 Utilities

A number of existing aerial and underground utilities are located along Highway 11 within the Study area, including in the vicinity of the Sand Dam Road and Ellsmere Road crossing roads. Aerial and buried utilities (Bell, Hydro One, Ontera, Enbridge and TransCanada Pipelines Ltd.) exist within the Study area.

5. Need for Highway Improvements

A review of existing and future transportation and infrastructure conditions was undertaken for Highway 11 from Sand Dam Road northerly 13.8 kilometres to Ellsmere Road (i.e., challenges and opportunities). The review included consideration of existing and future traffic operations, existing highway safety performance, collision history, geometric conditions and deficiencies, and drainage concerns and constraints. Opportunities to address the existing and future transportation and infrastructure needs were subsequently identified.

The following sections summarize the identified transportation challenges and needs within the Study area, along with opportunities to address these issues, and to provide a reference point for the generation and assessment of alternatives.

5.1 Challenges

Based on a traffic operational analysis and a review of Highway 11, the following challenges were identified:

- Highway 11 is regionally and economically a critical highway corridor that has limited out of the way travel for detour alternatives. Frequent closures of Highway 11 due to severe inclement weather conditions and collisions are detrimental to the provincial and local communities and economies.
- As populations in the north increase, there is a higher demand for goods and services to be transported by commercial vehicles which increases the commercial traffic volumes further increasing collision potential.
- The corridor was selected as a 2+1 Pilot Project, which introduces several new arrangements that may be less familiar to Ontario Drivers than other divided and undivided highways in the province.
- Highway 11 serves as an important arterial for through traffic, however, also provides important land access to individuals and communities. There is a need to ensure safe and effective access to private property and side roads within the project area.
- There is a need to identify new footprint and widening for a new 2+1 arrangement.

5.2 Opportunities

Based on the challenges identified in **Section 5.1**, the following opportunities were determined:

- Completing the above noted improvements provides opportunity to develop appropriate strategies to improve safety and operational characteristics of the

highway corridor for current and future traffic volumes in summer and winter conditions.

- By establishing the footprint for the widening of Highway 11, infrastructure improvements can be implemented efficiently and in a cost-effective manner, while enabling the construction of a new 2+1 highway platform to improving safety and operational characteristics of the Highway.
- Identifying future interchange configurations and turn around infrastructure will help to manage highway corridor access.

5.3 Alternatives to the Undertaking

Alternatives to the Undertaking are broad-based alternatives that represent fundamentally different ways of addressing identified transportation needs. These are customarily reviewed early in the process and evaluated based on their ability to address the identified Challenges and Opportunities within the area of Study.

As part of the MTO Class EA process, the following Alternatives to the Undertaking are considered:

- **Do Nothing:** Maintains the status quo with no improvements considered and is included to establish a baseline for comparison purposes.
- **Transportation Demand Management (TDM):** TDM strategies reduce the overall demand on the highway network by shifting demands to time periods outside of the critical congestion periods and shift demands to alternative modes of transportation. On their own, TDM strategies will not address the identified transportation deficiencies.
- **Improvements to Adjacent Road Systems:** This alternative considers improvements to adjacent road systems including the widening of adjacent regional and municipal roads and regional road networks to increase overall transportation network capacity. This alternative alone will not address the identified transportation deficiencies.
- **Improvements to Provincial Transportation Facility:** This alternative proposes improvements to Highway 11 is the only option to fully address the identified challenges and opportunities.

Further to the above, in 2018, the MTO conducted a feasibility study for implementation of a 2+1 roadway facility for Highway 11 between North Bay and Temiskaming Shores. In 2020, the MTO developed a Working Group to continue the research into a 2+1 roadway facility. As a result from the working group, a Site Selection Criteria Report was developed to outline the parameters, criteria and scoring the would be used for possible candidate sites that would be used as part of the Pilot Project for this 2+1 facility. The two candidate sites that were selected include this Project area as well as another location on Highway 11 north of Highway 64.

As described under separate cover within the *2+1 Roadway Pilot Project Site Selection and Design Parameters Report* (MTO, 2021), the MTO performed a feasibility review of

potential 2+1 roadway model pilot locations throughout Ontario in order to provide a cost-effective means of enhancing safety. A Memorandum was later developed in 2024 to fine tune key design elements that would be suitable for the identified Study area (GWP 5151-21-00). The following parameters and criteria were developed as part of the site selection process:

- Traffic Operating Characteristics
- Existing Highway Safety Performance
- Centreline Barrier and Minimizing Barrier Drops
- Minimized Widening Issues
- Reduce or Eliminate Adjacent Traffic
- Operating Considerations
- Geometric Standards

Through the evaluation of these parameters against existing highway infrastructure (such as entrances, horse and buggy use or agricultural equipment use on the shoulders), the MTO was able to identify the best suited highway stretches to accommodate the 2+1 configuration. Safety considerations were also evaluated by the Advancement Working Group as it related to the selection of the median barriers based on modelled crash outcomes and estimated construction costs.

The results of this initiative ultimately identified two suitable locations on Highway 11 between North Bay and Temagami. Based on the selection of these two northern Ontario locations, Improvements to Provincial Transportation Facilities, which would include widening of Highway 11 to introduce a 2+1 roadway model and associated improvements, was the only option identified to fully address the identified safety deficiencies, the unique transportation needs of the north, and enhance traffic flow. This alternative was therefore carried forward for further assessment as part of the Study.

6. Generation, Assessment and Evaluation of Alternatives

Following the selection of two sections of Highway 11 as part of the MTO's feasibility review described in **Section 5.3** above, a set of specific improvement alternatives corresponding to the implementation of the 2+1 roadway model along the southern section of Highway 11 (GWP 5151-21-00) were developed. The following design infrastructure and elements have been reviewed as follows: assessment for widening of the Highway 11 cross-section, passing lane configuration, median barrier system, turnaround configurations and replacement or extension of the Little Sturgeon River Culvert. Figures of all alternatives presented at the Public Information Centre can be found in **Appendix C**.

6.1 Evaluation Methodology and Criteria

The evaluation method used in this Study was the Reasoned Argument Method (Trade-Off Method). The Reasoned Argument Method considered the advantages and disadvantages of each alternative and the relative significance of the impacts. Both the professional opinions of the Project Team (which includes a diverse range of environmental and technical experts), as well as the input from stakeholders (i.e., local landowners and business owners, emergency services, school bus transportation consortiums, Indigenous communities, Municipalities and government agencies) were used to determine the significance of impacts. The Reasoned Argument Method then presented a clear and thorough evaluation of the trade-offs between various categories, factors, indicators, and the reasons why one alternative was preferred over another.

Alternatives under consideration were assessed and evaluated based on natural, socio-economics, cultural, transportation and cost considerations using the criteria listed in **Table 5** below.

Table 5. Evaluation Criteria

Evaluation Component	Criteria
Geometrics	■ Alignment ■ Grade ■ Sight Distance (distance a driver needs to see the road ahead clearly)
Constructability	■ Complexity ■ Duration
Traffic Operations and Safety Management	■ Traffic staging during construction ■ Driver expectation ■ Access

Evaluation Component	Criteria
	■ Emergency management
Cost	■ Construction cost
Environmental Impacts	■ Archaeological resources ■ Fish and fish habitat ■ Terrestrial habitat (vegetation, wildlife, wetlands, etc.) ■ Designated Natural Areas (Areas of Natural and Scientific Interest and/or Provincially Significant Wetland) ■ Species at Risk ■ Waste and contamination (contaminated properties & waste management) ■ Indigenous Lands and Rights
Long-Term Performance	■ Pavement and differential performance (the settlement between new and old subgrade)
Property and Utilities	■ Impacts to property ■ Utility impacts / relocation

6.2 Alternatives and Summary of Evaluations

6.2.1 Widening Arrangement

As previously indicated, widening of the existing platform is required to construct the new 2+1 roadway model configuration. A comprehensive evaluation was conducted to determine the best option for accommodating widening for the two platform widening design alternatives, as follows:

- **Alternative 1 – Symmetrical Widening**:
  This alternative consists of widening on both sides of Highway 11 while maintaining existing alignment. This alternative is shown in **Figure 20**.
- **Alternative 2 – Asymmetrical Widening:**
  This alternative consists of widening to the east side of Highway 11 and shifting the existing alignment. This alternative is shown in **Figure 21**.

As a result of the analysis described in **Table 6** below, **Alternative 2** was the preferred alternative for widening of the existing Highway 11 platform to accommodate the 2+1 roadway model. **Alternative 2** promotes widening the highway to the east side of the existing alignment where practical. This will shift the centreline of the highway to the east, resulting in improved constructability, traffic management, as well as reduced utility and property conflicts and cost. This alternative also avoids a number of wetlands, which lessens impacts on those lands and species habitat.

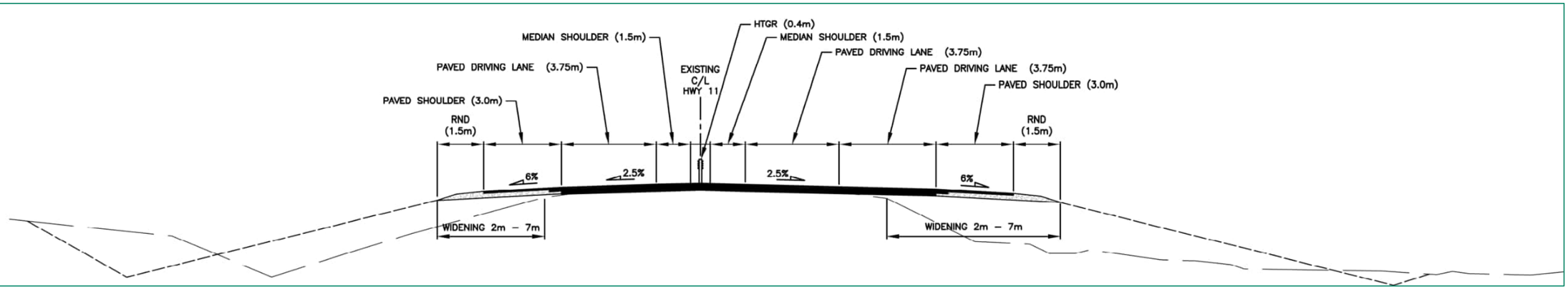

Figure 20. Symmetrical Widening

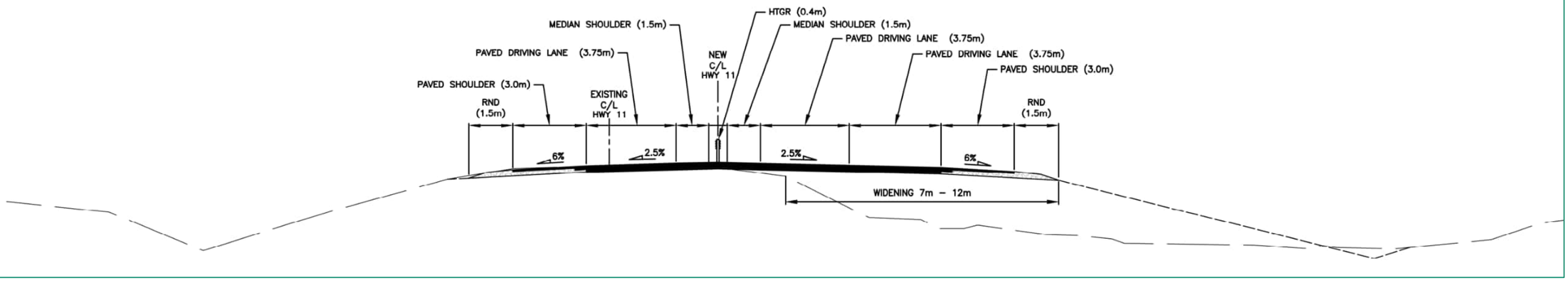

Figure 21. Asymmetrical Widening

Table 6. Widening Alternatives Evaluation Table

Criteria	Alternative 1 – Symmetrical Widening	Alternative 2 – Asymmetrical Widening
Constructability	• Less rock excavation • Some sliver widening • 150 Working Days for Widening	• Offline hauling • Larger & more efficient equipment • Reduced mobilizations • Reduced work around utilities • Reduced tie in efforts • Less earth excavation and granular fill • Less swamp/organics removed • Reduced traffic impacts • 140 Working Days for Widening
Traffic Management	• Daytime single lane closures • Two lanes of traffic (one in each direction) in passing lane locations • Additional foreslope excavations reduces available staging platform	• Daytime single lane closures • Two lanes of traffic (one in each direction) in passing lane locations and elsewhere as geometrics allow • Reduced traffic control requirements and set ups
Environmental	• Increased impacts / risk on the left side of highway • Smaller relative footprint on right • Footprint falls within the area previously assessed • Anticipated lack of flexibility	• Eliminates several impacts / decreased risk on the left • Larger localized impact / Increased risk on the right side of highway
Property	• Impacts all properties on both sides of the highway	• Reduces impacts and number of owners throughout left side of the highway • Localized additional property (Crown Land) on the right side of highway
Utilities	• 9.8 kilometres of Hydro / joint use pole relocations • 7.7 kilometres of Ontera / Bell pole relocations	• 0.7 kilometres of Hydro / joint use pole relocations • 6.2 kilometres of Ontera / Bell pole relocations • Reduced constraints

Criteria	Alternative 1 – Symmetrical Widening	Alternative 2 – Asymmetrical Widening
Cost	• $3.0 Million additional projected cost when compared to Option B	• $3.0 Million less projected cost when compared to Option A

6.2.2 Passing Lane Configuration

For this section of Highway 11, only one passing lane layout was available and no further analyses were made. The proposed passing lane configuration is shown in **Figure 24** within **Section 7.1.4**. The generation, assessment and evaluation of the passing lane configuration alternatives for the northern section of Highway 11 will be documented in the TESR for GWP 5033-22-00.

6.2.3 Median Barrier

As indicated in the *2+1 Roadway Pilot Project Site Selection and Design Parameters Report* (MTO, 2021), the design of a 2+1 roadway model typically includes a flush narrow median and median barrier. Median barrier alternatives have been considered along Highway 11, as follows:

- **Alternative 1 – Do Nothing**:
  This alternative consists of implementation of the 2+1 roadway model configuration along Highway 11, without installation of a median barrier system.
- **Alternative 2 – Installation of a Median Barrier System:**
  This alternative consists of installation of a median barrier system as part of implementation of the Highway 11 2+1 roadway model reconfiguration, with start and end condition.

A summary of the comparative review, detailing the advantages and disadvantages of each alternative, is detailed in **Table 7.**

Table 7. Median Barrier Alternatives Evaluation Table

Criteria	Alternative 1 – Do Nothing	Alternative 2 – Install a Median Barrier System
Constructability	• Less widening of the highway platform required • Less impacts to property	• Increased platform width required with installation of a median barrier and narrow flush median • More potential impacts to property
Traffic Operations and	• Does not address the existing safety concern	• Reduces crossover collisions

Criteria	Alternative 1 – Do Nothing	Alternative 2 – Install a Median Barrier System
Safety Management	regarding crossover centreline collisions • Potential for faster moving vehicles will pass slower moving vehicles at unsafe locations or during unsafe conditions	• Shown to enhance capacity • Restricts access to and from properties
Cost	• No additional cost compared to Alternative 2	• A cost associated, as compared to Alternative 1

As **Alternative 1** is a Do Nothing alternative, there is no additional cost; however, it does not address the existing safety concern regarding crossover centreline collisions and unsafe passing. Additionally, it does not follow the typical design of a 2+1 roadway model. Overall, **Alternative 2** is the preferred alternative which supports the overall purpose of the Project to improve safety along Highway 11. Installation of a median barrier as part of the implementation of the 2+1 roadway model configuration will:

- Safely divide the southbound and northbound directions of travel
- Eliminate crossover collisions
- Direct drivers to designated turnaround locations (**Section 6.2.4**)
- Provide right-in and right-out turning opportunities to entrances
- Signage and lane markings will advise drivers of the transition into and out of the 2+1 highway section

6.2.4 Turnarounds

Given that the new 2+1 configuration includes a proposed median barrier system, traffic will no longer be able to freely turn left; and therefore, access will be developed as part of new infrastructure to facilitate safe left movements.

The location of the turnarounds established in accordance with the *2+1 Roadway Design Parameters Supplement Memorandum* (MTO, 2024) identifies that a break in the barrier for turning movements would ideally be allowed every two passing lane developments and be placed strategically between the end of passing lanes where traffic traveling in each direction has merged back to a single lane. Based upon the criteria established, the following locations were identified for left turn movement and / or turnaround opportunities:

- Sand Dam Road
- 4.8 kilometres north of Sand Dam Road
- 8.8 kilometres north of Sand Dam Road
- Ellsmere Road

The Ministry of Transportation evaluated four preliminary alternatives for each of the above locations as follows:

- **Alternative 1 – Do Nothing:**
  No Directional Change Opportunity Provided
- **Alternative 2 – Deceleration Jug-Handle**
- **Alternative 3 – Acceleration Jug-Handle**
- **Alternative 4 – Turning Bulb**
  From Mainline of Highway / Intersecting Sideroad

Preliminary sketches of Alternatives 2 to 4 are outlined in **Figure 22** below.

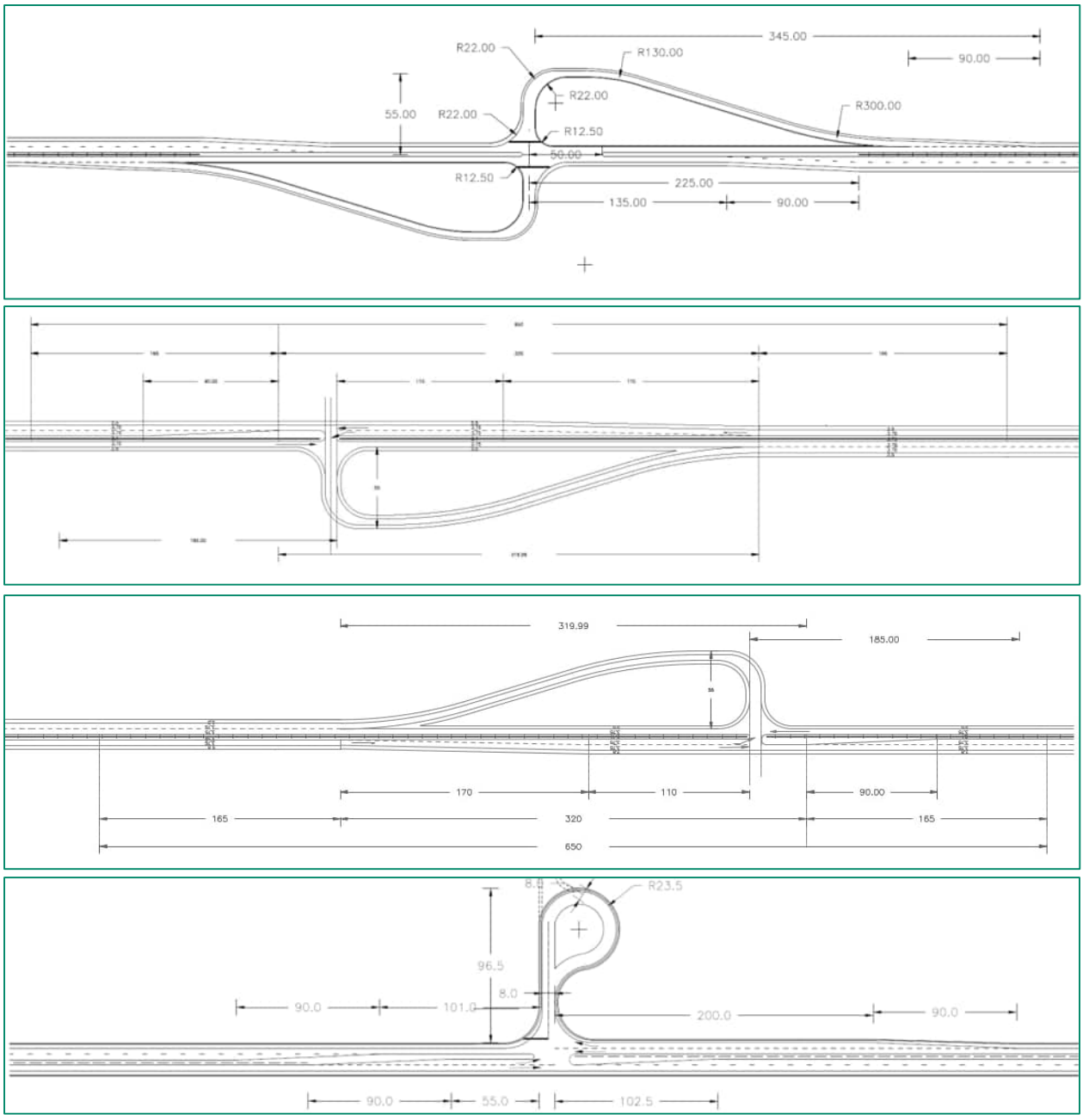

Figure 22. Alternative 2 – Deceleration Jug-Handle (top), Alternative 3 – Acceleration Jug-Handle (middle two) and Alternative 4 – Turning Bulb (bottom)

A preliminary screening was conducted to narrow down the list of alternatives carried forward to the evaluation. Alternatives 1 and 2 were screened out. Ultimately, the preliminary **Alternative 3** – Acceleration Jug-Handle design was identified as the preferred preliminary alternative for this Project overall by the MTO. From an operational and safety standpoint, the acceleration jughandle is preferred as it has the least amount of conflict points when compared to other turnaround configurations; however, it was strongly acknowledged that each discrete location is unique and that the appropriate turn around for each location should consider local conditions and topography. Therefore, **Alternative 4** was identified as a viable alternative to be carried forward to the evaluation.

A subsequent secondary review of each site, documented under separate cover in *Preliminary Turnaround Design* (MTO, 2024), identified the following preliminary recommendations for further assessment:

- **Sand Dam Road:**
  Provide a southbound left turn lane, and leverage a large, cleared gravel parking area at the site to allow turnaround movements.
- **4.8 km north of Sand Dam Road:**
  Construct an Acceleration Jug-Handle for northbound traffic to access Highway 11 southbound.
- **8.8 km north of Sand Dam Road:**
  Construct an Acceleration Jug-Handle for southbound traffic to access Highway 11 northbound.
- **Ellsmere Road:**
  Construct an Acceleration Jug-Handle for northbound traffic to access Highway 11 southbound.

Based on the results of the preliminary screening of the four preliminary alternatives, and in consideration of the MTO's preliminary site-specific recommendations from the *Preliminary Turnaround Design* (MTO, 2024), two alternatives (**Alternative 3** – Acceleration Jug-Handle and **Alternative 4** – Turning Bulb) were carried forward to a more detailed evaluation of alternatives. The Project Team conducted a Workshop to undertake a more detailed evaluation of these two alternatives, with the purpose to develop recommendations pertaining to configuration adjustments and ultimate location placement of the turnarounds. The exact dimensions and details associated with the turnarounds will be further developed to suit local conditions and engineering requirements. The analysis will be documented in a future 'Turnaround Design and Analysis Report' (AECOM, 2025) and in the future DCR for this Project.

6.2.5 Little Sturgeon River Culvert (Site No. 43X-0225/C0)

Platform widening is required to accommodate a centre median, wider shoulders and roundings for this Project. As such, the existing length of the Little Sturgeon River Culvert is insufficient to accommodate the new 2+1 roadway model highway platform. The Project Team is in the process of developing design alternatives for the type of

replacement required to accommodate the new 2+1 highway platform including the feasibility of introducing a culvert extension. Details related to this evaluation will be documented and available for public review in the future DCR for this Project.

6.2.6 Wildlife Mitigation

The need for wildlife mitigation has been identified by the Project Team, stakeholders and emergency services due to concerns regarding safety and historical collisions. As identified within **Table 8** within **Section 8.4**, the Project Team is committed to conducting a future study of existing animal movement corridors and an evaluation of alternatives for wildlife mitigation. A review of possible wildlife crossing locations that may primarily accommodate ungulate (i.e., deer & moose) passage from an east-to-west and / or west-to-east direction to Highway 11 and fencing facilities will be undertaken. This evaluation will be conducted during the Detail Design stage of the Project and documented under separate cover and within the future DCR for this Project.

7. The Recommended Plan

The following sections summarize the proposed improvements to Highway 11 within the Study limits, including widening of Highway 11, installation of a median barrier system, drainage improvements, structural replacement of the Little Sturgeon River Culvert, and intersection improvements at Sand Dam Road and Ellsmere Road. Additional details regarding the recommended improvements are provided in the various technical reports prepared as part of this Study, under separate cover.

The most notable components of the Recommended Plan include:

- Reconfiguration of 13.8 km of Highway 11 to accommodate the 2+1 Roadway model (i.e., widening arrangement and introduction of alternating passing lanes that shift every 2-5 km to provide passing opportunities in both directions).
- Pavement rehabilitation in a manner that accommodates the reconstruction of the existing Highway 11 platform and incorporate the new widened 2+1 platform.
- Installation of fully paved shoulders throughout the project limits.
- Installation of a median barrier system to eliminate crossover collisions.
- Installation of turnarounds to enable travelers to access the opposite direction of the highway.
- Drainage improvements, including lengthening various centreline culverts and the replacement or extension of the Little Sturgeon River Culvert (Site No. 43X-0225/C0).
- Intersection improvements with the inclusion of new standard auxiliary lanes at Sand Dam Road and Ellsmere Road.
- New partial illumination at the transition locations for the 2+1 arrangement, turnaround locations and intersections.
- An advanced clearing contract to accommodate the future construction of the widened highway platform.

7.1 Highway 11

7.1.1 Cross-section

The Recommended Plan for Highway 11 includes widening of the roadway platform. The proposed cross section has been selected to meet Ministry Design standards which were developed in accordance with the *2+1 Roadway Design Parameters Report* (MTO, November 2021) and supporting MTO 2+1 Roadway, Design Parameters Supplement, Highway 11 Pilot Projects (January 2024). The proposed platform includes a 3.40 metre wide centre median (which includes the median barrier and 1.5 metre median shoulders), three 3.75 metre driving lanes (which includes alternating passing lanes),

and 3.0 metre fully paved outside shoulders with 1.5 m roundings, as shown in **Figure 23**.

Further, to improve surface drainage associated with the platform widening, crossfall will be constructed to 2.5%.

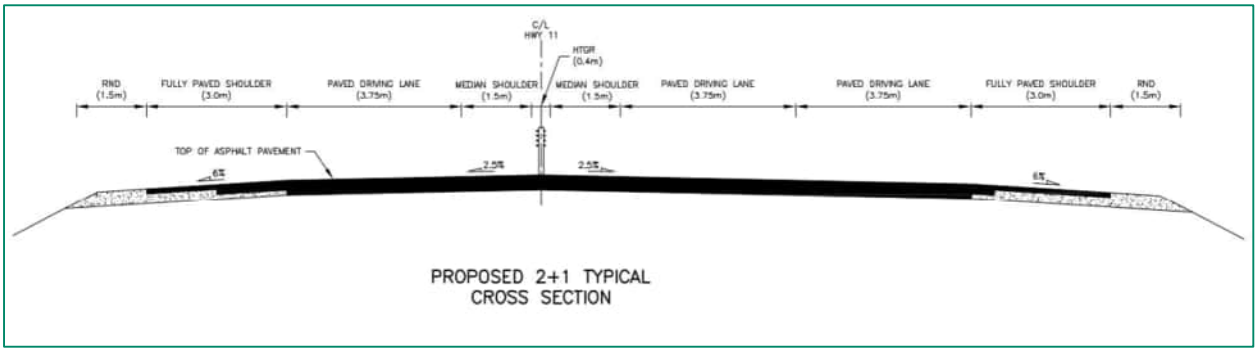

Figure 23. Proposed 2+1 Typical Cross Section

7.1.1.1 Advanced Clearing

In order to accommodate widening of the roadway platform, an Advanced Close Cut Clearing Contract is proposed. For further discussion and timing related to the Advanced Clearing Contract, see **Section 7.9**.

7.1.2 Horizontal Alignment

To optimize works associated with the highway widening, alternations to the existing horizontal elements are proposed to be undertaken to accommodate the asymmetrical widening strategy to the east.

Superelevation will be constructed in accordance with Design Standards.

7.1.3 Vertical Alignment

The existing vertical alignment elements will be retained.

7.1.4 Passing Lane Configuration

One passing lane configuration is proposed for this Project, as shown in **Figure 24.**

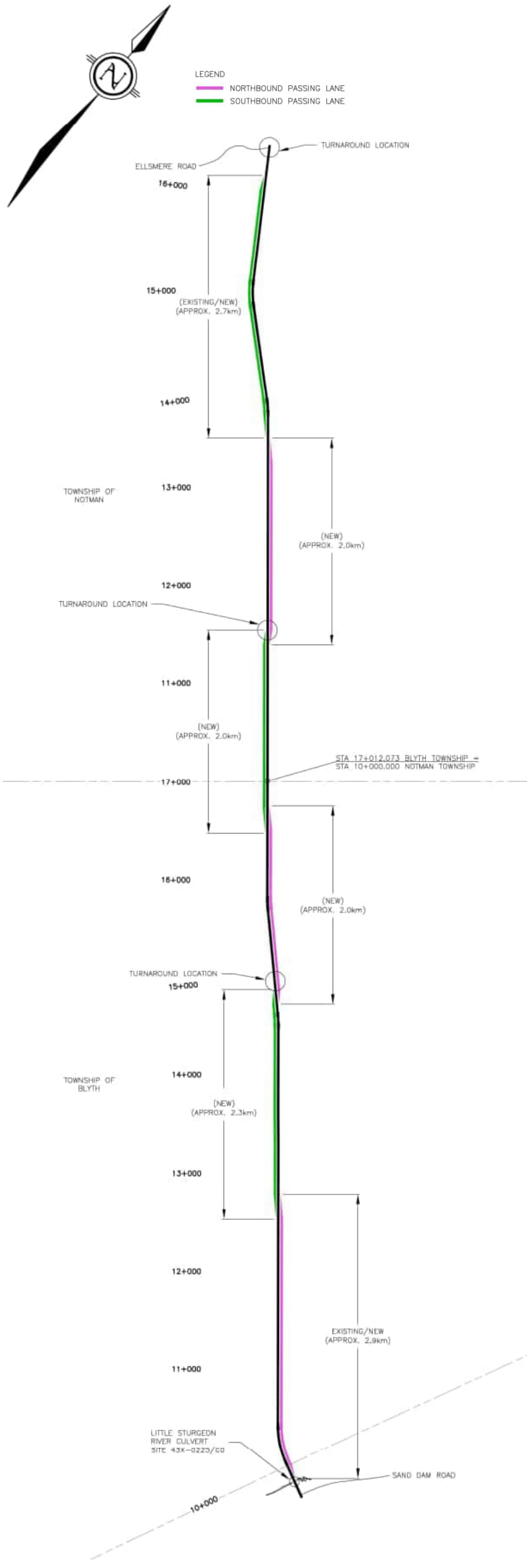

Figure 24. Proposed Passing Lane Configuration and Turnaround Locations

7.2 Intersections

7.2.1 Sand Dam Road

New standard right and left turn auxiliary lanes will be included as part of the Highway 11 2+1 model at the Sand Dam Road intersection. There is a large unauthorized parking area that provides a turn-around opportunity for passenger or commercial vehicles.

New partial illumination will also be included at this intersection as part of the design.

7.2.2 Ellsmere Road

The Ellsmere Road intersection will be reconstructed to include standard left and right turn auxiliary lanes and provide a turnaround opportunity. New partial illumination will also be included at this intersection as part of the design.

7.3 Access

Access points and entrances within the Project limits will be reinstated at a revised offset to accommodate the new highway platform. As part of the final 2+1 roadway platform configuration, all private entrances will function as a Right-In, Right-Out entrance due to the proposed installation of the median barrier.

7.3.1 Turnarounds

As indicated in **Section 6.2.4**, the Project Team completed a Turnaround Workshop to conduct a more detailed evaluation to develop recommendations pertaining to configuration adjustments and ultimate location placement of the turnarounds. The exact dimensions and details associated with the turnarounds will be further developed to suit local topography, site conditions and engineering requirements. The analysis will be documented in a future 'Turnaround Design and Analysis Report' (AECOM, 2025) and will be included in the future DCR for this Project.

As part of the Recommended Plan, it is anticipated that the inclusion of two mid-way turnaround locations will be implemented as part of the proposed 2+1 configuration which will result in both northbound and southbound movements. Specifically, these turnarounds will have a turning facility approximately 8 kilometres in their direction of travel. Further, these mid-way turnaround configurations are anticipated to be acceleration jughandle configurations with the potential for optimization from the turnaround evaluation and analysis. Lastly, the Recommended Plan will consider turnaround infrastructure at Sand Dam Road and Ellsmere Road intersections.

7.4 Structures

7.4.1 Little Sturgeon River Culvert (Site No. 43X-0225/C0)

As noted in **Section 6.2.5**, platform widening required to accommodate a centre median, wider shoulders and roundings is required for this Project. As such, the existing length of the Little Sturgeon River Culvert is insufficient to accommodate the new 2+1 highway platform. The Project Team is currently developing design alternatives for the type of replacement and reviewing the feasibility of a culvert extension to accommodate the new 2+1 highway platform.

7.5 Utilities

Relocation of Hydro One, Bell, Ontera and Cogego owned infrastructure will be required to facilitate drainage improvements, embankment widening operations, and / or rock excavation operations.

It is anticipated that the majority of the utility poles on the east side of the highway will be relocated on a new alignment within the new MTO right-of-way, while isolated sections of poles on the left side of the highway will be relocated within the new MTO right-of-way were required.

7.6 Property

Widening the highway Right-of-Way through permanent property acquisition is required to facilitate drainage improvements, embankment widening operations and / or rock excavation operations throughout the project limits.

Permanent and temporary property acquisitions are also required to facilitate intersection modifications at the intersections for Sand Dam and Ellsmere Roads as well as the turnaround locations.

7.7 Drainage Improvements

Drainage works proposed as part of the scope of this project consist of:

- Replacements of culverts in poor condition;
- Culvert extensions;
- Construction of new ditches;
- Removal of culverts that are no longer required due to ditching; and
- Replacement of the Little Sturgeon River Culvert (as described in **Section 7.3.1** above).

7.8 Safety Enhancements

7.8.1 Median Barrier System

Due to the unique nature of this pilot Project, installation of one of two types of median barrier systems is proposed on each section of Highway 11 identified for reconfiguration to the 2+1 roadway model (i.e., the southern GWP 5151-21-00 and the northern GWP 5033-22-00). Installation of two systems enables the MTO to monitor and comparatively analyze the performance and effectiveness of each system. Moreover, the purpose of monitoring each median barrier system installation is to help shape future implementations of 2+1 roadway model projects by identifying inefficiencies such as maintenance or safety issues.

As part of this Project, a high-tension 3-cable median barrier system is proposed for construction between the north and south bound lanes. The median barrier will include end terminals where required for safety purposes. The steel beam median barrier system proposed for the northern GWP 5033-22-00 will be discussed in a future TESR and DCR for that project. **Figure 25** below illustrates the potential design for the high-tension 3-cable median barrier system.

Figure 25. High-Tension 3-Cable Median Barrier System

7.8.2 Fully Paved Shoulders

New fully paved shoulders are proposed to be included as part of design of the 2+1 roadway model.

7.8.3 Edgeline Rumble Strips

Installation of edgeline rumble strips on the median and outside shoulders is proposed to warn motorists that vehicles are leaving the roadway, especially on the median shoulder.

7.8.4 Illumination

Illumination does not currently exist within the Project limits. As part of this Project, new partial illumination is proposed to be installed at the following locations:

- The intersection of Highway 11 and Sand Dam Road and the nearby highway transition for the 2+1 arrangement;
- The intersection of Highway 11 and Ellsmere Road and the nearby highway transition for the 2+1 arrangement;
- The new turn around 4.8 km north of Sand Dam Road; and
- The new turn around 8.8 km north of Sand Dam Road.

7.8.5 Wildlife Mitigation

As indicated in **Section 6.2.6**, the need for wildlife mitigation has been identified by the Project Team, stakeholders and emergency services due to concerns regarding safety and historical collisions, some of which have been fatal for drivers. Advance warning signs for moose exist throughout the Project limits; however, wildlife crossing structures and/or wildlife fencing are recommended for installation in conjunction with the implementation of the 2+1 roadway model configuration.

7.9 Contract Breakdown Strategy

The Recommended Plan for this Project is expected to be constructed through a series of construction contracts, as previously identified in **Figure 3** for the Study Process. In general, it is expected that a close-cut clearing contract will be undertaken along the corridor to be reconfigured first, followed by a main grading contract. As part of this initial stage of construction, a dedicated Contract Package is proposed to be developed under a new Group Work Project (GWP) 5195-23-00 to capture clearing activities related to GWP 5151-21-00. Following this advance construction contract, the mainline grading contract for all other works associated with implementation of the 2+1 roadway model for this section of Highway 11 is proposed to be initiated at a later date (i.e., widening, installation of the proposed passing lane arrangement, median barrier system, fully paved shoulders,

turnarounds and new illumination, intersection improvements at Sand Dam Road and Ellsmere Road, drainage improvements and Little Sturgeon River Culvert structural upgrades). A similar contract sequence strategy is proposed for the northern section of Highway 11 to be reconstructed under GWP 5033-22-00, which will be subject of a future TESR.

While there is currently no commitment for a construction timeline, a preliminary contract breakdown strategy was developed based on the following general considerations:

- Proximity of the improvements to one another, including potential to co-ordinate construction staging and minimize throw-away;
- Traffic analysis and requirements for widening to stage traffic on Highway 11 during construction;
- Overall size, complexity and anticipated construction value of each contract.

The contract breakdown and sequencing of construction is subject to confirmation based on numerous factors including but not limited to the selection of the preferred design alternatives and their associated complexities, the availability of funding and provincial priorities, the commitments to future work discussed in **Section 8.4**, and the securing of all potential permits and approvals, which is still to be determined.

8. Environmental Issues, Effects, Proposed Mitigation Measures and Commitments to Future Work

The following sections outline the direct and indirect environmental (natural, socio-economic and cultural) effects, as well as transportation effects, associated with the Recommended Plan for reconfiguration of the Highway 11 corridor and associated improvements as identified in **Section 7**. This section also describes the preliminary mitigation measures that should be implemented by the future Contractor to avoid or minimize the potential effects associated with the Recommended Plan. Mitigation includes planning decisions, design features, construction requirements and construction constraints.

The mitigation measures and commitments outlined in this report will be refined in greater detail as this Project transitions to the Detail Design stage as part of this assignment, and will be detailed within the future Design and Construction Report (DCR) to be prepared for this GWP. Specific environmental controls based on these detailed mitigation measures will then be included in the contract documents to address specific environmental and operational concerns during the preparation of the contract documents in the Detail Design stage.

8.1 Natural Environment

This section describes the potential to impact the natural environment and the preliminary mitigation recommended to minimize adverse effects. These impacts and mitigation measures will be further reviewed and refined during the Detail Design stage.

8.1.1 Hydrogeology

8.1.1.1 Groundwater and Source Protection

Based on the hydrogeological background review, no drinking water wells are anticipated to be impacted from the proposed highway reconstruction as the majority of wells fall outside of the impact area or are monitoring wells that had been drilled previously by MTO and other businesses.

During Detail Design dewatering requirements will be confirmed and further review will be completed to verify the need for an Environmental Activity and Sector Registry (EASR) registration or Category 3 “Permit-to-Take-Water” (PTTW).

8.1.2 Fish and Fish Habitat

The required mitigation measures needed for this Project will be refined in the Impact Assessment during the Detail Design phase; however, proposed preliminary mitigation have been captured below and in the Environmental Concerns and Commitments in **Section 8.4.**

8.1.2.1 Summary of Potential Impacts

There is potential for adverse impacts to occur during advanced clearing and construction for works within 30 metres of a waterbody, including the proposed culvert installation/replacement work; however, mitigation measures should reduce or eliminate the likelihood of a harmful alteration, disruption or destruction of fish habitat. Appropriate mitigation measures that are anticipated to avoid or reduce these potential impacts are captured in **Section 8.1.2.2**.

8.1.2.2 Proposed Mitigation Measures

General mitigation measures that are likely to be incorporated into the subsequent design drawings and tender procurement related to fish-bearing crossings include:

Operational Constraints

- Access to waterbodies and banks shall be limited to protect riparian vegetation and to minimize bank disturbance; and
- In-water work below the high water mark (HWM) and work on watercourse banks shall be carried out during the appropriate in-water timing window.

Management Practices and Controls

- An Erosion and Sediment Control Plan to be designed and implemented by the Contractor to contain/isolate exposed soils, stockpiled materials, and unstable areas in the work zone and to prevent the release of sediment to all waterbodies and ensure the work site is stabilized prior to removal of Erosion and Sediment Control (ESC) measures following construction (as per Ontario Provincial Standard Specification (OPSS) 804 and 805). Site-specific ESC plans should be developed for each watercourse crossing where work is proposed within 30 metres of a watercourse.
- Design and implement an in-water work area isolation plan to maintain clean flow around the work area at all watercourse locations where in-water work is proposed (as per OPSS 804, 805, and 517). The design implemented by the Contractor should include:
    - Use only clean materials free of particle matter for temporary cofferdams;
    - Manage flow withdrawal and discharge to prevent erosion and the release of sediment to a waterbody;
    - Ensure work zones are stabilized against high flows at the end of each workday;
    - Design and install in-stream cover to replace or re-instate fish cover removed, altered or disturbed during construction;

- Design and install culverts to improve fish passage where possible, prevent the creation of barriers to fish movement, and maintain bankfull channel functions and habitat functions to the extent possible (D-C). Where permanent in-water structures are placed in fish habitat, naturalize these areas by placing riverstone below the 2-year HWM (as per OPSS 825 and 1005). Design and install in-stream cover to replace or re-instate fish cover removed, altered or disturbed during construction;
- As per OPSS 182, any fish isolated in the work area to be transferred (using appropriate capture, handling, and release techniques to prevent harm and minimize stress) downstream or away from the construction area. Should fish relocation be required to support proposed in-water works, a Licence to Collect Fish for Scientific Purposes from MNR will be required. Fish screens shall be used to avoid entrainment of fish in pumps or hoses;
- Design and implement a work area containment plan to isolate all above-water work to prevent the release of sediment or other contaminants to a waterbody (as per OPSS 517). The design is anticipated to include regular inspection, repair, removal and disposal of isolation measures and materials. Work zones should be clearly delineated prior to works to avoid the unintentional intrusions into nearby natural area;
- Where possible, organic material barriers (i.e., fibre roll barrier, sediment log, coir rolls etc.) are anticipated to be used in the drainage ditches to mitigate sediment transport;
- Materials used or generated during construction (i.e., organics, soil, woody debris, temporary stockpiles, construction debris, etc.) are anticipated to be stored and managed in a way that prevents the release of these materials to a waterbody. This includes storing materials a safe distance from a waterbody (i.e., greater than 30 metres from any watercourse) and/or isolation measures (as per OPSS 182);
- Dewatering operations is anticipated to be managed to prevent erosion or the release of sediment-laden water to a waterbody (as per OPSS 804 and 805);
- A Spills Management Plan is anticipated be prepared and include materials, instructions, education, and emergency numbers. The plan is anticipated to be kept onsite at all times, communicated to work crews and be properly implemented in the event of accidental spills (Spill Prevention and Response Contingency Plan as per OPSS 182); and,
- Operate, store, and maintain equipment and associated materials in a manner and at a distance that prevents the entry of any deleterious substance from entering a waterbody (as per OPSS 182). Any part of equipment entering the waterbody or operating from the bank is anticipated to be cleaned, free of fluid leaks and in good working condition.

Rehabilitation

- Re-stabilize any portion of the bed of a waterbody disturbed during construction to pre-construction conditions (or better). This includes substrates as per OPSS 182, 804, and OPSS 1005.
- Re-stabilize the banks of a waterbody that have been disturbed during construction to pre-construction conditions or better (as per OPSS 182 and OPSS 803). This includes riparian vegetation or stone material, temporary measures, and the avoidance of hard engineering.
- Re-stabilize and re-vegetate soils exposed or disturbed during construction, including new or cleaned-out ditches (as per OPSS 182).

Monitoring

- In-water and near-water work is anticipated to be monitored to ensure mitigation measures are properly implemented, functioning, maintained and repaired as needed, and removed following construction (as per OPSS 182).

8.1.3 Terrestrial Environment

8.1.3.1 Summary of Potential Impacts

The Existing Conditions in **Section 4.1.3** outline the habitat and species both candidate and confirmed within/and adjacent to the Right-of-Way. The proposed works for the reconstruction of Highway 11 have the potential to impact to natural heritage features through vegetation clearing and construction; however, the implementation of appropriate mitigation in the design is anticipated to avoid, mitigate or enhance the habitat. As such, the following constraints are anticipated from the review and confirmation of the existing conditions:

- Suitable habitat was identified in the Study area for eight SAR including Chimney Swift, Black Ash, Blanding's Turtle, bat SAR, Eastern Red Bat, Northern Hoary Bat, and Silver-haired Bat.
    - The Study area is not located in a municipality or territorial district set out in Schedule 1 of Ontario Regulation (O. Reg.) 6/24: Limitations on Section 9 Prohibitions and O. Reg. 7/24: Amending O. Reg. 832/21 (Habitat) and therefore Black Ash within the Study area is not protected.
- Should removal of SAR habitat be required to accommodate the proposed works, targeted surveys for the SAR listed above may be required to confirm presence within the Study area. Where it is determined that proposed works result in the damage or destruction of SAR habitat, consultation with the MECP, MNR, and Indigenous communities is anticipated to be required to determine applicable permitting or authorization requirements. Submission of appropriate permit/approval/authorizations under the ESA should be completed in advance of any proposed works.
- MAFA and Cervid Movement Corridor Significant Wildlife Habitat were confirmed within the Study area.

8.1.3.2 Proposed Mitigation Measures

The following general mitigation measures are being considered as part of future tender procurement for this Project but will be refined as design progresses and proposed works are considered in more detail:

- Species at Risk Awareness training to construction staff prior to onset of construction focusing on species identification and encounter/reporting protocols.
- Development of a detailed tree removal plan considering mitigation measures for SAR within the Study area including and not limited to clearly marking areas identified to be cleared of vegetation to avoid accidental intrusion, and scheduling tree removal to take place outside of the breeding bird and bat active seasons (combined April 15 to September 30) to prevent encounters with individuals.
- Performing vegetation removal without the use of heavy machinery in any areas where Blanding's Turtles may be present. Daily searches for turtles prior to any vegetation removal shall be conducted if within the active turtle season. If a turtle is observed within the work area, work shall stop and only proceed once the turtle has vacated the work area.
- Maintaining the slope of stockpiled substrates (gravel, sand, soil) at 70 degrees or less during the breeding bird season (April 15 to August 31) to prevent burrowing MBCA protected and SAR birds from nesting in the stockpiled material.
- Restricting construction activities to daylight hours when possible or positioning flood lights away from the wooded areas and suitable habitat to reduce impacts to bat SAR.
- Restoring areas of wetland and forest temporarily disturbed by proposed works through the planting of native vegetation and creation of applicable management plans.
- Through prior correspondence, the MTO, MNR, and Indigenous Communities have indicated that wildlife-vehicle conflicts are a concern along Highway 11 and that the 2+1 configuration may exacerbate occurrence of collisions with large wildlife. Construction of Wildlife Passage Systems and wildlife fencing (primarily for large mammals, i.e., Moose) along the proposed ROW should be considered at the Detail Design stages of the Project.
- Considering installation of wildlife exclusion fencing along the proposed ROW adjacent to wetland prior to the start of the turtle nesting period (late May to mid July), and prior to the start of construction.
    - Daily wildlife searches within the excluded area will be completed during the turtle active season (of April 15 to October 31).
- Design of a comprehensive Erosion and Sediment Control and Spill Prevention Plan to be implemented by the Contractor.
- The creation of an Invasive Species Management plan should be considered during Detail Design to prevent the spread of invasive species through the proposed corridor.
- The creation of a salt management plan should be considered during Detail Design to avoid the use of excess road salt and avoid road salts entering adjacent natural features including watercourses and wetlands.

8.2 Socio-Economic Environment

8.2.1 Land Use and Property

Approximately 34.5 hectares of property beyond MTO Right-of-Way will be impacted and needs to be acquired by MTO to accommodate the Recommended Plan. Of the total 34.5 hectares, about 33.4 hectares is classified as Crown Land. Efforts have been made to minimize the properties required, which was considered during the evaluation of alternatives for the widening arrangement, as detailed in **Section 6.2.1**.

Potentially impacted property owners will be consulted further prior to or during the Detail Design stage regarding the details of the required property taking and property acquisition process. Compensation will be based on the fair market value of the property at the time of acquisition.

8.2.2 Noise

8.2.2.1 Summary of Potential Impacts

The proposed improvements planned for GWP 5151-21-00 are not expected to change noise levels significantly from existing conditions and are unlikely to trigger noise mitigation, except for the temporary impacts to noise anticipated during construction activities. Noise was considered qualitatively in this TESR and as a criterion in evaluating the alternatives for this Project.

8.2.2.2 Proposed Mitigation

Construction noise is temporary in nature and will cease at the end of the construction activities, which can be a cause of disturbance to the surrounding noise sensitive areas. Although Ontario does not have any applicable regulatory noise level limits for construction noise impacts on NSAs, construction noise disturbance and potential for complaints can be reduced with the implementation of best practices and other noise control measures. The Ministry Guide requires that construction noise be controlled and mitigated. The responsibility of this is typically the construction contractors responsibility and administered for compliance by the contract administrator. Construction contractor requirements are normally set out in Special Provision 199F33 – Noise Sensitive Areas and Special Provision 199F31 – Environmental Exemption and Permits, as follows:

Special Provision 199F33 is used to:

- Identify the extent of noise sensitive areas and submit a Notice of Works letter to the affected Town in advance of the works, which will allow the affected Town or Township to notify area residents through the local councillor.
- Stipulate constraints on construction noise with respect to an affected Town or Township noise control By-laws.
- Submit a Notice of Works letter to the affected Town or Township in advance of the works, which will allow the City or Municipality to notify area residents

through the local councillor. The future tender procurement is anticipated to include the following mitigation measures:

- Equipment is to comply with the sound emission standards for construction equipment outlined in Ministry of Environment, Conservation and Parks (MECP) publications NPC-115 and NPC-118 (contractor to confirm latest version by contacting MECP[1]), which are the following:
  - NPC-115: Construction Equipment
  - NPC-118: Motorized Conveyances
- Where feasible, equipment with broadband backup alarms instead of the tonal backup alarms/beepers to be utilized.
- Equipment to be maintained in an operating condition that prevents unnecessary noise, including but not limited to non-defective muffler systems, properly secured components, and the lubrication of moving parts.
- Idling of equipment to be restricted to the minimum necessary to perform the specified work.
- Stationary equipment to be located as far away from sensitive locations as feasible.

Special Provision 199F31 is used to:

- Set out notification requirements for operation of construction outside of noise By-law limits.
- The contract administrator is required to:
  - Setup a noise complaint process in accordance with the Ministry of Transportation's Environmental Guide for Noise.
  - Investigate and address noise complaints in accordance with the Ministry Guide.

Some examples of best practices to be considered for the Project include, but are not limited to:

- Avoid nighttime construction where possible.
- Use site layout where possible to screen nearby noise sensitive areas from loud construction activities, and where possible orient equipment noise emissions away from noise sensitive areas.
- Minimize the use of impact equipment.
- Consider lining metal bins/chutes with rubber to minimize sound of falling debris.
- Consider the use of localized mobile noise screens.
- Where multiple construction methods are available, consider using method with the lowest noise emissions.

8.2.3 Air Quality

The proposed improvements planned for GWP 5151-21-00 are not expected to impact air quality from existing conditions and are unlikely to trigger air quality mitigation, except for the temporary impacts to air quality anticipated during construction activities.

Air quality and greenhouse gas was considered qualitatively as a criterion in evaluating the alternatives for this Project.

8.2.3.1 Proposed Mitigation

Potential mitigation measures that may be employed by the construction contractor to reduce fugitive dust issues include:

- Seeding, paving, covering, wetting, or otherwise treating disturbed soil surfaces.
- Minimizing storage and unnecessary transfers of spoils and debris on-site.
- Using wind screens or fences.
- Covering all truckloads of dust-producing material.
- Removing all loose or unsecured debris or materials from empty trucks prior to leaving the site.
- Vacuum sweeping or watering of all paved surfaces and roadways on which equipment and truck traffic enter and leave the construction areas.
- Using wheel washes and truck washes at site egresses.
- Modifying work schedules when weather conditions could lead to adverse impacts (e.g., very dry soil and high winds).

Exposure to construction-related emissions can be mitigated by the Contractor by conducting the following:

- Ensuring all mobile equipment is in good condition, properly and regularly maintained, and compliant with applicable federal and provincial regulations for off-road diesel engines.
- Ensuring all machinery is maintained and operated in accordance with manufacturer's specification.
- Locating stationary equipment (e.g., generators, compressors, etc.) as far away from sensitive receptors as practical.
- Minimizing idling time and posting signage to this effect around the construction site.
- Ensuring stationary and mobile equipment are not operated during early morning (before 6 AM, or sunrise) or evening periods (after 8 PM, or sunset) as often as practical.
- Implementing the use of non-chloride dust suppressants.
- Implementing an Air Quality Management Plan for the duration of the construction phase, which includes practices to minimize fine particulate release from mobile equipment, materials handling, and wind erosion.

During the operational phase, areas affected by airborne particulates may be benefited by introducing vegetation (e.g., trees, shrubs, etc.) to help reduce cumulative particulate impacts. Vegetation would be best placed, where feasible, between sources of emission (i.e., roadways) and the identified receptors.

8.2.4 Contamination, Waste, and Excess Materials Management

8.2.4.1 Designated Substances

Contractor shall adhere to the *Occupational Health and Safety Act*, R.S.O. 1990, c. O.1 (OHSA) for working with and exposure to designated substances.

8.2.4.2 Excess Soil Management

Summary of Potential Impacts

As outlined in **Section 4.2.4**, Areas of Potential Environmental Concern (APEC) have been identified within the Study area. The APECs correspond to the locations where land uses consist of commercial or industrial operations that could impact soil and/or groundwater quality within the Study area, according to Ontario Regulation 153/04.

Proposed Mitigation Measures

The Management of Excess Materials will be completed in accordance with OPSS 180 and Ontario Regulation 406/19. As indicated in **Section 4.2.4.2**, sampling as identified in the SAP shall be carried out during the Detail Design stage and the future results incorporated into the contract specification ENVR0014 (Compliance with Ontario Regulation for On-Site and Excess Soil Management).

Excess materials generated during construction will be managed in accordance with OPSS 180 (“General Specification for the Management and Disposal of Excess Material”) to ensure they are dealt with in an environmentally responsible manner.

Materials may also be temporarily stockpiled in preparation for these uses or removed from the site if required. If stockpiling is required, the Contract is anticipated to include verbiage which mandates that all soil stockpiling is to be in accordance with OPSS 180.07.06, including the use of silt fencing to prevent sediment release.

OC_EN_01 (Operational Constraint – Areas Used for Management of Excess Materials) will also be included in the Contract Documents to help ensure any excess materials generated under this Contract are managed responsibly and in an environmentally appropriate manner.

8.2.5 Canadian Navigable Waters Act

It was determined that the provisions of the *Canadian Navigable Waters Act* (CNWA) do not apply to this Project and therefore CNWA approval is not required.

8.3 Cultural Environment

8.3.1 Archaeology

8.3.1.1 Summary of Potential Impacts

Based on the review of the historical, environmental and archaeological context of the Study area, it has been determined that potential for the recovery of pre- and post-contact First Nation archaeological resources within the Study area is high based on the presence of the following features:

- Proximity to a registered archaeological site; (within 3 kilometres);
- Study Area is made up of forested land located in the Canadian Shield physiographic region;
- Distance to various water sources; (Little Sturgeon River, Little Tomiko River, Elbow Lake, Tilden Lake); and,
- Study area located within an area covered by the 1850 Robinson-Huron Treaty.

8.3.1.2 Proposed Mitigation Measures

The *Stage 1 Archaeological Resource Assessment Report* (Woodland Heritage Northeast, 2025) completed for this undertaking has identified the portions of the study area that have been previously assessed, previously disturbed (i.e. subject to deep land alteration, permanently wet, etc.), cleared of further archaeological concerns and those that require further study.

Should it be determined that the works proposed will encroach upon previously undisturbed lands determined to have archaeological potential, a Stage 2 archaeological assessment will be required prior to any land disturbing activities. The location(s) requiring further assessment will be confirmed during the Detail Design stage to follow. The following standard mitigation will assist in minimizing impacts to archaeological resources:

- The Contractor is to immediately stop all work and contact the Contract Administrator upon discovery of any items which may indicate an archaeological find, such as building remains, hardware, accumulations of bones, pottery, or arrowheads.
- Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
- The *Cemeteries Act, R.S.O. 1990 c. C.4* and the *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* (when proclaimed in force) require that any

person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

8.4 Summary of Environmental Effects, Mitigation and Commitments to Future Work

The proposed mitigation measures and commitments to future work to address specific concerns associated with the Recommended Plan are listed in **Table 8**.

Table 8. Summary of Environmental Concerns, Mitigation Measures and Commitments to Future Work

Summary of Environmental Concerns, Mitigation Measures and Commitments from this TESR to be Confirmed During Detail Design

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
Fish and Fish Habitat	1.0	Direct loss or harmful alteration of fish habitat.	DFO, MNR, MTO	1.0.1	■ Mitigate by choosing alternative route to avoid impacts to significant fish habitat. ■ Future commitment to complete an Impact Assessment for site specific requirements and incorporation of Best Management Practices. ■ Appropriate waterbody specific in-water work timing windows (as per MTO Special Provision 101F23) to be applied for any culvert or water crossing installations.
		Changes to water quality (erosion and sedimentation).	DFO, MNR, MTO	1.0.2	■ Restore riparian features through planting of native vegetation along aquatic features as per Ontario Provincial Standards Specifications OPSS 182 and OPSS 803. ■ Consideration to minimize stream relocations or design relocations to enhance habitat features ■ Minimize tree and vegetation removal where necessary as to avoid potential contamination and sedimentation near waterbodies. ■ Stabilize banks and erodible features if vegetation removal is required through appropriate erosion and sediment control (as per OPSS 803 (vegetative cover), 804 (temporary erosion control), and 805 (temporary sediment control)). ■ Enhancement of stream characteristics to compensate for the loss or alteration of habitat, if required. ■ Compliance with Ontario Provincial Standards specifications and Best Management Practices during the advance clearing or construction phase.
Terrestrial (Wildlife Habitat and Movements)	2.0	Loss of wildlife habitat due to tree and vegetation clearing.	MNR, MECP, MTO	2.0.1	■ Future commitment to complete an Impact Assessment and contract package preparation for the Advanced Clearing Contract. ■ Protection of sensitive habitats through selection of alternate route with least impact. ■ Limit extent of clearing based on specified constraints in the Advanced Clearing Contract, and locations of the turnarounds. ■ Development of a detailed tree removal plan considering mitigation measures for SAR within the Study area including and not limited to clearly marking areas identified to be cleared of vegetation to avoid accidental intrusion, and scheduling tree removal to take place outside of the breeding bird and bat active seasons (combined April 15 to September 30) to prevent encounters with individuals. ■ Vegetation removal to occur outside of the migratory bird nesting and bat roosting period to avoid disturbance of migratory breeding birds including Species at Risk for

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
					this area vegetation removal will need to be completed outside of breeding window of mid-April to late August. ■ Performing vegetation removal without the use of heavy machinery in any areas where Blanding's Turtles may be present. Daily searches for turtles prior to any vegetation removal to be conducted if within the active turtle season. If a turtle is observed within the work area, work is to cease and only proceed once the turtle has vacated the work area. ■ No Schedule 1 species nests are anticipated to be impacted without appropriate permits or approvals as specified in the *Migratory Bird Convention Act*. ■ Design and implementation of a comprehensive Erosion and Sediment Control and Spill Prevention Plan.
		Obstructing wildlife movement.	MNR, MECP, MTO	2.0.2	■ Future Commitments to the Study of existing animal movement corridors and propose options for appropriate animal crossings and fencing facilities along the Projects limits.
		Wildlife mortality.	MNR, OPP, MTO	2.0.3	■ See I.D. 2.0.2. ■ Provide the Contractor with training and awareness for identification of Species at Risk, should a Species at Risk be encountered within the work area, construction activities will stop and MTO to be contacted for next steps. ■ Installation of reptile fencing in locations identified as suitable habitat for Species at Risk turtles to be required to be installed prior to construction and prior to nesting timing windows (before May 1st of any given year). ■ Mitigate using appropriate signage to increase driver's awareness. ■ Removal of trees and vegetation occurring within wetlands should be done through the use of hand tools or when the ground is completely frozen as to not impact hibernating turtles. ■ Maintaining the slope of stockpiled substrates (gravel, sand, soil) at 70 degrees or less during the breeding bird season (April 15 to August 31) to prevent burrowing MBCA protected and SAR birds from nesting in the stockpiled material. ■ Restricting construction activities to daylight hours when possible or positioning flood lights away from the wooded areas and suitable habitat to reduce impacts to bat SAR.
Terrestrial (Wetlands)	2.1	Loss of wetlands due to widening.	MNR, MTO	2.1.1	■ Minimize impacts through alignment design measures. ■ Appropriate erosion and sediment control (as per OPSS 804 and 805) to ensure no debris or material from construction are entering into adjacent wetlands. ■ Future study Commitments to enhance/maintain existing wetlands throughout project limits.

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
Terrestrial (Vegetation)	2.2	Impacts on woodlands or other vegetated areas.	MNR, MTO	2.2.1	■ Future commitment to complete an Impact Assessment and contract preparation for the Advanced Clearing Contract. ■ Minimize impacts by restriction of clearing extents as identified in contract tender and contract drawings. ■ Enhance areas of disturbance with a landscape plan to provide ecological restoration where feasible.
Terrestrial (Groundwater)	2.3	Increase runoff to groundwater recharge areas.	MECP, MTO	2.3.1	■ Reduce impacts to groundwater through Drainage and Hydrology study and design implementation.
		Potential impacts to well water levels and quality due to proposed design.	MECP, MTO	2.3.2	■ Identify wells throughout the project area that may have potential for impacts due to proposed design. ■ Future commitment to investigate location of wells and conduct baseline testing (sampling) of potentially impacted wells.
Terrestrial (Surface Water)	2.4	Potential increase of surface erosion to receiving watercourses.	MECP, MTO	2.4.1	■ Incorporation of an erosion and sediment control plan into contract package as per OPSS 804 and OPSS 805.
Air Quality	3.0	Short term effects of construction operations on sensitive receivers	MECP, MTO	3.0.1	■ Best Management Practices is anticipated to be applied to minimize temporary air quality impacts during construction include: o All equipment and vehicles to be kept properly maintained and repaired to minimize exhaust emissions; o Excessive idling of vehicles and equipment to be minimized; o Implementing the use of no-chloride suppressants; o Use of alternative-fueled or electric equipment where feasible; o Locating stationary equipment (i.e., generators, compressors, etc.) as far away from sensitive receptors as practical; and o Stational and mobile equipment are not operated during early morning or evening periods as often as practical. ■ Mitigation measures used during construction to reduce dust include: o Seeding, paving, covering, wetting, or otherwise treating disturbed soil surfaces; o Covering truckloads of dust-producing material; o Removal all loose or unsecured debris or materials from empty trucks prior to leaving the construction site; o Reducing traffic speeds on any unpaved surfaces;

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
					o Watering of all paved surfaces and roadways on which equipment and truck traffic enter and leaving the construction areas; o Using wheel washes and truck washes at site egresses; and o Modification of work schedules when weather conditions could lead to adverse impacts such as high winds.
Noise	4.0	Increased Highway noise levels.	MECP, MTO	4.0.1	■ Minimize impacts through adjustments to highway gradient and vertical alignment as part of the design.
		Temporary increased noise levels during clearing/construction.	MECP, MTO	4.0.2	■ Minimize work being done during daytime hours as to not impact surrounding properties. ■ All works to be incompliance with OPSS 199F31 and OPSS 199F33. ■ Equipment to comply with the sound emissions standards for construction equipment. ■ Equipment to be maintained in an operating condition that prevents unnecessary noise, including but not limited to, non-defective muffler systems, properly secured components and lubrication of moving parts. ■ Stationary equipment to be located away from sensitive receptors (as per OPSS 199F33). ■ Due to the Study area being outside of municipalities, the Contractor is anticipated to develop a noise complain process as identified in the Environmental Guide for Noise (as per 199F31).
Land Use (General)	5.0	Impacts to property.	MTO	5.0.1	■ Safe access to private entrances and roads is anticipated to be maintained at all times during construction. ■ MTO is responsible for damages resulting from construction and to restore properties to their original condition. ■ Restoration or improvement of access. ■ Use of construction timing methods to limit noise, dust, light and vibration impacts.
		Disruption the character of the area.	MTO	5.0.2	■ Retain and replant vegetative buffer areas to reflect the surrounding existing vegetation. ■ Develop site structures to blend with adjacent areas (wildlife crossings).
		Potential impacts to environmentally sensitive areas.	MNR, MECP, MTO	5.0.3	■ Use appropriate landscaping to restore sites adjacent to construction. ■ Conduct tree removal outside of bat roosting timing to avoid impacts from construction vibrations.

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
		Potential impacts to emergency response routes.	EMS, OPP, MTO	5.0.4	■ Continued consultation with Emergency Services and Police to mitigate against impacts as it relates to emergency response.
		Acquisition of Property.	MTO	5.0.5	■ Property acquisition to be led by MTO Property Section through negotiations with Property Owners. ■ If access to property is required for investigations or studies, this is to be completed through a Permission to Construction and Enter agreement between the MTO and the property owner.
Land Use (Commercial/Industrial)	5.1	Impacts to Property.	MTO	5.1.1	■ Considerations for access requirements as it relates to emergency routes or access to the Industrial/ Commercial properties to be completed during Detail Design in the planning of staging work. ■ Future commitments to consultation with the owner of the Industrial Property to determine needs and requirements for property access.
		Temporary impacts to existing entrances (multiple).	MTO	5.1.2	■ Provide alternative access during construction. ■ Continued consultation with Utility Companies will continue into Detail Design to determine impacts as it relates to access (i.e., TransCanada, Hydro One, etc.)
		Impacts to Utilities requiring relocation.	MTO, Utilities	5.1.3	■ Future commitment to continued engagement with Utility companies. ■ All potentially affected utility companies to be engaged with to develop a utility relocation plan prior to construction during Detail Design.
Land Use (Tourism)	5.2	Disruption of community infrastructure/services.	MTO	5.2.1	■ Consultation to continue with utilities during design to minimize disruption and coordinate activities (relocation).
		Temporary access disruptions.	MTO	5.2.2	■ Temporary (minimal) disruptions for access to seasonal properties may occur, continued consultation, and studies to determine impacts to be done through Detail Design to determine appropriate mitigation/ avoidance of disruptions. ■ Advance Signage notification is anticipated to be placed North and South of the Project limits at appropriate locations to warn road users of temporary delays/ construction.

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
Land Use (Community/ Recreation)	5.3	Disruption of Access to Ellsmere Road.	MTO	5.3.1	■ Potential for temporary disruptions at Ellsmere Road to continue to be investigated/studied during Detail Design for traffic staging alternatives to mitigate against prolonged traffic disruptions.
Contaminated Property and Excess material management	6.0	Generation of excess materials (e.g., earth, concrete, asphalt) from ROW.	MECP, MTO	6.0.1	■ Future commitment to sampling and analysis of soils as identified in a Sampling and Analysis plan is anticipated to be completed during Detail Design and information/ results to be contained within a Soil Characterization Report. ■ Re-use of excess materials into the design where possible and applicable to be considered as Detail Design progresses. ■ All excess material is anticipated to be managed according to OPSS 180 and ENVR0014. ■ Future commitment to investigate and develop an Enhanced Earth Management Plan to manage material within the Project limits.
		Release of asbestos or lead into the air/environment.	MECP, MTO	6.0.2	■ Controlled removal of asbestos/lead-containing materials. ■ Proper handling and disposal of asbestos/lead waste.
Archaeology / Cultural Heritage Resources	7.0	Disturbance or destruction of archaeological resources encountered as part of the proposed improvements.	MCM, MTO	7.0.1	■ Stage 1 Archaeological Assessment has been completed. A Stage 2 Archaeological Assessment is to be completed during Detail Design where it is determined that the works proposed will encroach upon previously undisturbed lands determined to have archaeological potential. ■ In the event that archaeological resources are encountered the following standard mitigation is anticipated to be implemented: o The Contractor to immediately stop all work and contact the Contract Administrator upon discovery o Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources to cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*. o The *Cemeteries Act, R.S.O. 1990 c. C.4* and the *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* (when proclaimed in force) require that any

Discipline	I.D. No.	Issues/Concerns/Potential Impacts	Concerned Agencies	I.D. No.	Mitigation, Protection, Monitoring, and Study Commitments to be carried forward to Detail Design
					person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.
Indigenous Communities	8.0	Continued Indigenous engagement.	MTO, Indigenous Communities	8.0.1	■ Continued consultation and Indigenous Community engagement during Detail Design.
Transportation	9.0	Traffic disruptions and construction staging.	MTO, Municipalities	9.0.1	■ Future commitment of the development of a construction staging plan during Detail Design. ■ Consultation with municipalities, emergency services, and potentially affected stakeholders regarding the details of traffic disruptions associated with road closures, access restrictions, detour plans and the development of the construction staging plan during the Detail Design stage.

9. Next Steps

Following the 30-day comment period of the Transportation Environmental Study Report, the Ministry of Transportation may proceed to Detail Design for the Project as outlined in the Ministry of Transportation *Class Environmental Assessment for Provincial Transportation Facilities, amended 2000*. This TESR also satisfies the Class EA requirements for preparation of a separate contract package for advanced clearing.

The Detail Design phase for the Project will advance the Recommended Plan to a refined level and be documented in a future Design and Construction Report. Additional field investigations will be completed to provide more data that is specific to the refined design.

9.1 Future Consultation and Commitments

Permits and approvals will be obtained during Detail Design. Any mitigation, monitoring or reporting requirements identified through a permit or approval will be implemented and completed through the construction contract requirements. A summary of the proposed future consultation requirements is provided in **Table 9**.

The construction phase is the implementation of the Study. During construction, the Ministry of Transportation or Contract Administrator will ensure that the implementation of the mitigation measures and key design features are consistent with the construction contract.

Inspection by Construction Administration staff will occur during construction to make certain that all environmental mitigation and design measures are properly installed and maintained, and additional measures are provided as required for any unanticipated issues that may develop during construction.

Table 9. Summary of Potential Future Consultation Requirements

External Agency	Subject of Consultation
Fisheries and Oceans Canada	■ Request for Review Form
Environment and Climate Change Canada	■ Section 71 Permit under the MBCA

External Agency	Subject of Consultation
Ministry of Natural Resources	■ Terrestrial Species and Habitat ■ Wildlife timing windows and restrictions ■ Wildlife Crossings and Fencing
Ministry of Citizenship and Multiculturalism	■ Stage 2 Archaeological Assessment
Ministry of the Environment, Conservation and Parks	■ Terrestrial and/or aquatic Species at Risk and/or habitat ■ *Endangered Species Act* authorization/permit
Indigenous Communities	■ Project updates ■ Stage 2 Archaeological Assessment ■ Fieldwork activity coordination for participation
Emergency Service Agencies (i.e., OPP, Fire, Ambulance)	■ Project updates ■ Traffic Management Plan ■ Construction timing
Student Transportation Consortiums	■ Project updates ■ Construction timing
Utility companies	■ Utility relocations ■ Construction timing

10. Conclusion

This TESR documents the Class EA Group 'B' process completed and summarizes the existing conditions as it related to the natural, socio-economic and cultural conditions as well as the current transportation conditions and needs throughout the Study area required for the implementation of a Highway 11 2+1 Pilot Project. This TESR also marks the completion of Preliminary Design for the Project. All comments, concerns and identified issues that are received within the 30-day public review period will be monitored and considered by the Project Team. All reasonable concerns will be addressed through the Detail Design Study.

The Environmental Concerns and Commitments table in this report highlights appropriate mitigation measures and avoidance during the Preliminary Design phase while also emphasizing future commitments to further studies as it relates to the environmental impacts during Detail Design. All appropriate mitigation measures will be considered and documented within an updated Environmental Concerns and Commitments table as part of the Design and Construction Report (DCR) that will be prepared at the close of the Detail Design phase.

Appendix A. Consultation Materials

Final Consultation Plan

Detail Design of Highway 11 2+1 Roadway Design Model
GWP 5151-21-00 & 5033-22-00

Ministry of Transportation - Northeast Region

Project reference: 5021-E-0038
Project number: 60713279

November 30, 2023

Cover Sheet Only - Report not included due to information protection requirements under the Freedom of Information and Protection of Privacy Act (FIPPA)

Delivering a better world

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		Horizons North Fishing Resort		3480 ON-11			Marten River	ON	P0H 1T0			
		Ravenscroft Cottages		19 Jumping Caribou Road			Temagami	ON	P0H 2H0			
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Total												**68**

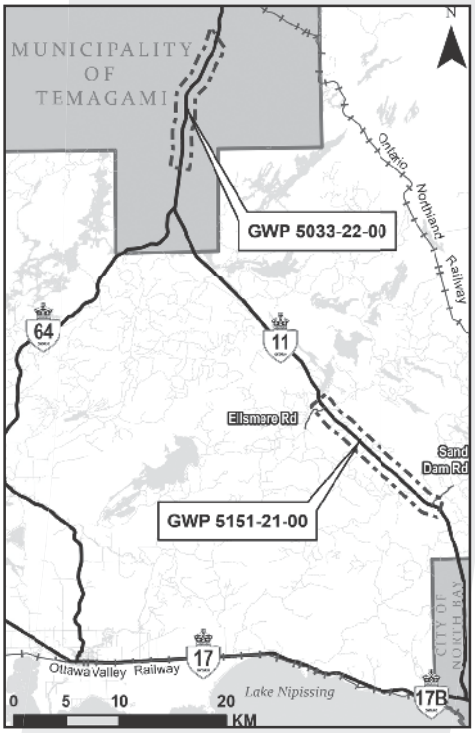
Notice of Study Commencement

Highway 11 Pilot Project – Detail Design of the 2+1 Roadway Model

THE PROJECT

The **Ministry of Transportation (MTO)** has retained **AECOM Canada Ltd (AECOM)** to undertake the Detail Design Study and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11, between the City of North Bay and the Municipality of Temagami. A 2+1 highway is three-lane highway that typically involves a passing lane that changes directions approximately every two (2) to five (5) kilometres. The two locations selected for the Project include the following as shown on the key map:

- **GWP 5151-22-00:** Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Sisk, Olive and Law in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- **GWP 5033-21-00:** Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.



The purpose of the Project is to reconstruct/ reconfigure and widen Highway 11 in the two locations to accommodate a 2+1 facility, rehabilitate other elements including frost heaves and pavement distress areas, and complete various operational improvements.

THE PROCESS

This study will follow the approved planning process for a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public, stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Study website.

HOW TO PARTICIPATE

We encourage your participation in the Study and are interested in receiving your comments regarding this Project. Please visit the project website for up-to-date Project information or to be added to the Project Contact List. If you have any requirements under the Ontarians with Disabilities Act in order to participate in this Project, please contact the Project Team directly by email or through the project website "Contact Us" page.

Website: www.highway11pilot.ca

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Comments and information regarding this Project are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. 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. If you have any accessibility requirements in order to participate in this Study, please contact the Project Team. Renseignements en français sont disponibles par courriel au info@highway11pilot.ca.

Publication Date: October 25, 2023

Ontario

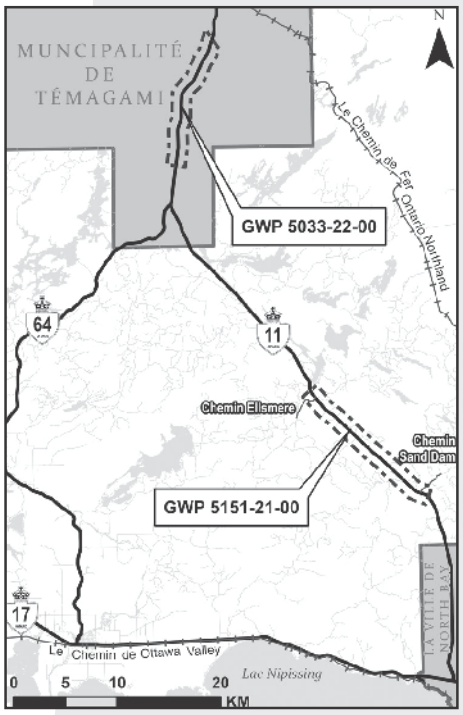
Avis de début d'étude

Projet pilote de l'autoroute 11 – Conception détaillée du modèle de route 2+1

LE PROJET

Le **ministère des Transports de l'Ontario (MTO)** a retenu les services d'**AECOM Canada Ltd. (AECOM)** afin de réaliser l'avant-projet détaillé et l'évaluation environnementale de portée générale pour un projet pilote du modèle de route 2+1 sur l'autoroute 11, entre la Ville de North Bay et la Municipalité de Témagami. Une autoroute 2+1 est une autoroute à trois voies qui comporte généralement une voie de dépassement qui change de direction environ à tous les deux (2) à cinq (5) kilomètres. Les deux sites retenus pour le projet sont les suivants, comme le montre le plan repère :

- **GWP 5151-22-00 :** L'autoroute 11, du chemin Sand Dam vers le nord jusqu'au chemin Ellsmere (13,8 km), située dans les cantons de Sisk, Olive et Law dans le district de Nipissing dans la circonscription électorale de Temiskaming-Cochrane.
- **GWP 5033-21-00 :** L'autoroute 11 à partir de 4,6 km au nord de l'autoroute 64 vers le nord sur 11,4 km jusqu'à 340 m au sud du chemin Jumping Caribou dans les cantons de Merrick, Blyth, Notman et Lyman dans le district de Nipissing, dans la circonscription électorale de Temiskaming-Cochrane.



L'objectif du projet est de reconstruire/reconfigurer et d'élargir l'autoroute 11 sur les deux sites afin d'accueillir une installation 2+1, de remettre en état d'autres éléments, notamment les zones de gonflement dû au gel et de dégradation de la chaussée, et d'apporter diverses améliorations opérationnelles.

LE PROCESSUS

L'étude suivra le processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'*Évaluation environnementale de portée générale pour les routes provinciales* (EE de portée générale)

Des solutions de rechange seront déterminées et évaluées en fonction des facteurs techniques et environnementaux, ainsi qu'en consultation avec les communautés autochtones, les intervenants du public, les municipalités et les organismes gouvernementaux. Un centre d'information sera organisé durant l'étude afin de permettre aux parties intéressées de discuter de l'étude et de faire part de leurs commentaires à l'équipe du projet.

À la fin de cette étude, un rapport d'étude environnementale sur les transports sera préparé et rendu accessible pour une période de commentaires de 30 jours par le public et les organisations.

Les avis concernant l'heure et l'emplacement du centre d'information et l'accessibilité du rapport à des fins de commentaires seront publiés dans les journaux locaux, envoyés par la poste ou envoyés par courriel aux personnes inscrites sur la liste de distribution de l'étude. L'information pourra également être consultée sur le site Web de l'étude.

COMMENT PARTICIPER

Nous encourageons votre participation à cette étude et nous aimerions recevoir vos commentaires à l'égard de ce projet. Veuillez visiter le site Web du projet pour obtenir des renseignements à jour sur le projet ou pour être ajouté à la liste de distribution du projet. Si vous avez des exigences en matière d'accessibilité en vertu de la Loi sur l'accessibilité pour les personnes handicapées de l'Ontario pour participer à ce projet, s'il vous plaît contacter l'équipe avec l'équipe du projet directement par courriel ou par l'entremise de la page « Contact » du site Web du projet.

Site Web : www.highway11pilot.ca
Courriel : projectteam@highway11pilot.ca

Équipe du projet

Kyle Hampton, ing.
Gestionnaire de projet principal, AECOM
189, rue Wyld, bureau 103
North Bay (Ontario) P1B 1Z2
tel : 705-499-4512

Titas Mutsuddy, ing.
Ingénieur principal de projet, ministère des Transports
447, avenue McKeown
North Bay (Ontario) P1B 9S9
tel : 705-492-6597

Les commentaires et renseignements concernant ce projet seront recueillis pour aider à répondre aux exigences de la Loi sur les évaluations environnementales. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée.* Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, s'il vous plaît contacter l'équipe du projet. Les renseignements en français sont disponibles par courriel à info@highway11pilot.ca.

Date de publication : 25 octobre 2023

Ontario

Ministry of Transportation

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

Ministère des Transports

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

Ontario

October 25, 2023

«Name»«Title»
«Organization»
«Address»
«Address2»PO Box «PO_Box»
«City», «Prov» «PC»
«Email»

Regarding: Notice of Study Commencement
Highway 11 Pilot Project – Detail Design of the 2+1 Roadway Model
Assignment 5021-E-0038

«Greeting»

The **Ministry of Transportation (MTO)** has retained **AECOM Canada Ltd (AECOM)** to undertake the Detail Design Study and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11, between the City of North Bay and the Town of Temagami. A 2+1 highway is three-lane highway that typically involves a passing lane that changes directions approximately every two (2) to five (5) kilometres. The two locations selected for the Project include the following as shown on the key map:

- **GWP 5151-21-00:** Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Sisk, Olive and Law in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- **GWP 5033-22-00:** Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane

The purpose of the Project is to reconstruct/reconfigure and widen Highway 11 in the two locations to accommodate a 2+1 facility, rehabilitate other elements including frost heaves and pavement distress areas, and complete various operational improvements. This study will follow the approved planning process for a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public, stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team. «CIS»

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Study website (www.highway11pilot.ca).

MTO is inviting the «Organization» to assist us in identifying the environmental, social and cultural values your community may have within the study area. Please visit the Project website for up-to-date Project information or to be added to the Project Contact List. If you have any requirements under the Ontarians with Disabilities Act in order to participate in this Project, please contact the Project Team directly by email or through the Project website "Contact Us" page. Comments and information regarding this Project are being collected to assist the Project Team in meeting the requirements of the *Environmental Assessment Act*. 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.

Please feel free to contact me by email or phone, or Kristin Franks, Manager, Regional Services and Relationships at 705-825-2223 or kristin.franks@ontario.ca if you have any questions, would like further information on this Project provide by email, or to request a meeting with the Project team to discuss Project details. To further support the Ministry's consultation with your community, correspondence may also be copied to the Project team email at projectteam@highway11pilot.ca.

We thank you for your participation and interest in the Highway 11 2+1 Pilot Project, and for bringing your concerns to our attention.

Sincerely,

Herb Villneff
Director, North Operations

Attachment (s)
Notice of Study Commencement

c. Kristin Franks, Manager, Regional Services and Relationships, MTO
«IRB_Contact», Indigenous Liaison Specialist, MTO
Titas Mutsuddy, Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Sonia Rankin, Senior Environmental Planner, AECOM

bc. eCorr Log number (if applicable)
Director
Manager

Ministry of Transportation

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

Ministère des Transports

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

Ontario

DATE, 2025

Chief
IC
Address

Regarding: Notice of Completion
Highway 11 Pilot Project – Preliminary Design Transportation Environmental Study Report
Assignment 5021-E-0038

Dear Chief xx:

The **Ministry of Transportation (MTO)** has retained **AECOM Canada ULC (AECOM)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing and the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

The purpose of this letter is to notify you that that the Transportation Environmental Study Report (TESR) has been completed for this Project. The TESR will be available for public review from **March 31, 2025**, **to April 30, 2025**. We invite your community to review and comment on the TESR.

The TESR will be accessible on the Project website (www.highway11pilot.ca), and hardcopies will be available at the locations identified within the attached Notice.

Please refer to the attached Notice of Completion for additional details.

Please feel free to contact me by email or phone, or Kristin Franks, Manager, Regional Services and Relationships at 705-825-2223 or kristin.franks@ontario.ca if you have any questions, would like further information on this Project provide by email, or to request a meeting with the Project team to discuss Project details. To further support the Ministry's consultation with your community, correspondence may also be copied to the Project team email at projectteam@highway11pilot.ca.

We thank you for your continued participation and interest in the Highway 11 2+1 Pilot Project, and for bringing your concerns to our attention.

Sincerely,

Herb Villneff
Director, North Operations

Attachment (s)
Notice of Completion

c. Kristin Franks, Manager, Regional Services and Relationships, MTO
Terri Rogers, Indigenous Liaison Specialist, MTO
Titas Mutsuddy, Senior Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Susan Brownlee, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Carole-Anne Zambelli, Environmental Planner, AECOM

AECOM
103 – 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
www.aecom.com

705 472 7520 tel
705 476 9722 fax

October 25, 2023

«Name»«Title»
«Organization»
«Address»
«Address2»PO Box «PO_Box»
«City», «Prov» «PC»
«Email»

Regarding: Notice of Study Commencement
Highway 11 Pilot Project – Detail Design of the 2+1 Roadway Model
Assignment 5021-E-0038

«Greeting»

The **Ministry of Transportation (MTO)** has retained **AECOM Canada Ltd (AECOM)** to undertake the Detail Design Study and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11, between the City of North Bay and the Town of Temagami. A 2+1 highway is three-lane highway that typically involves a passing lane that changes directions approximately every two (2) to five (5) kilometres. The two locations selected for the Project include the following as shown on the key map:

- **GWP 5151-21-00:** Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Sisk, Olive and Law in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- **GWP 5033-22-00:** Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane

The purpose of the Project is to reconstruct/reconfigure and widen Highway 11 in the two locations to accommodate a 2+1 facility, rehabilitate other elements including frost heaves and pavement distress areas, and complete various operational improvements.

This Study will follow the approved planning process for a Group ‘B’ Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public, stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be

held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Study website (www.highway11pilot.ca).

We encourage your participation in the Study and are interested in receiving your comments regarding this Project. Please visit the Project website for up-to-date Project information or to be added to the Project Contact List. If you have any requirements under the Ontarians with Disabilities Act in order to participate in this Project, please contact the Project Team directly by email or through the Project website "Contact Us" page. Comments and information regarding this Project are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. 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,

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
705-499-4512
projectteam@highway11pilot.ca

Encl. Notice of Study Commencement

cc: Titas Mutsuddy, Project Engineer, MTO
Heather Garbutt, Environmental Planner, MTO
Sonia Rankin, Environmental Planner, AECOM

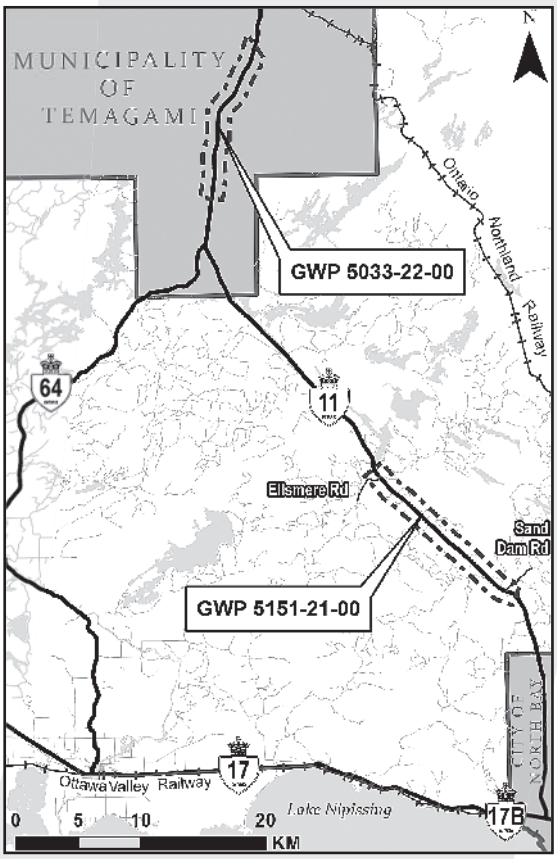
Notice of Public Information Centre

2+1 Roadway Model Pilot Project on Highway 11

THE PROJECT

The **Ministry of Transportation (MTO)** has retained **AECOM Canada Ltd (AECOM)** to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. A 2+1 highway is a three-lane highway that typically involves a passing lane that changes directions approximately every two to five kilometres. The two locations selected for the Project include the following as shown on the key map:

- **GWP 5151-21-00:** Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- **GWP 5033-22-00:** Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Sisk, Olive and Law within the Municipality of Temagami, the District of Nipissing and in the Electoral Riding of Temiskaming-Cochrane.



The purpose of the Project is to reconstruct/reconfigure and widen Highway 11 at two locations to accommodate a 2+1 facility, rehabilitate other elements of the highway including frost heaves and pavement distress areas, and complete various safety and operational improvements.

PUBLIC INFORMATION CENTRE (PIC)

An in-person PIC is scheduled to present the proposed design and advanced clearing strategy for both sections of the 2+1 Roadway Model Pilot Project on Highway 11, which will be held at the following location:

Date: **Thursday, November 21, 2024**

Location: **Tilden Lake Community Centre**
46 Village Drive,
Tilden Lake, ON P0H 2K0

Open House:
4:30 PM to 8:30 PM

Comment Period:
November 21, 2024 to November 28, 2024

The PIC will be an open house format where representatives of the Project Team will be available to provide project details, answer questions and receive input. Information presented at the PIC will also be made available for review on the Project website (www.highway11pilot.ca), and comments will be accepted throughout the above-noted comment period.

THE PROCESS

The Environmental Assessment is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000*. Upon completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency review period. A public notice will be issued in advance to advise the public of the comment and review period for the TESR.

COMMENTS

We are interested in receiving your feedback on the 2+1 Roadway Model Pilot Project on Highway 11. Comments regarding this Project are being collected to assist the Project Team in meeting the requirements of the *Environmental Assessment Act*. Comments will be maintained on file for use during the Study and may be included in project documentation. 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.

If you have any accessibility requirements in order to participate in the environmental assessment process, or wish to be added or removed from the mailing list, please contact the Project Team members below:

Website: www.highway11pilot.ca

e-mail: projectteam@highway11pilot.ca

Kyle Hampton, P.Eng.
Senior Project Manager, AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
tel: 705-499-4512

Titas Mutsuddy, P.Eng.
Senior Project Engineer, Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
tel: 705-492-6597

Renseignements en français sont disponibles par courriel au projectteam@highway11pilot.ca

PUBLICATION DATE: NOVEMBER 15, 2024

Ontario

Ministry of Transportation

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

Ministère des Transports

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

Ontario

November 13, 2024

Chief
IC
Address

Regarding: Notice of Public Information Centre
Highway 11 Pilot Project – Design and Environmental Study of the 2+1 Roadway Model
Assignment 5021-E-0038

Dear Chief xx:

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd (AECOM) to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The EA is following the approved planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000.

The purpose of this letter is to notify you that a Public Information Centre (PIC) has been scheduled for this Project to present details on the proposed design and receive feedback on this Pilot Project. We invite your community to attend an advanced viewing of PIC displays prior to the opening of the PIC for the general public.

Date:	***Thursday, November 21, 2024***
Location:	**Tilden Lake Community Centre** 46 Village Drive, Tilden Lake, ON P0H 2K0
Advanced Viewing:	**3:00 PM to 4:00 PM**
Comment Period:	November 21, 2024 to November 28, 2024

During this advanced PIC viewing, [IC name] is invited to attend in person, where members of the Project Team will be available to answer questions and receive your feedback. For those unable to attend either the advanced or public sessions in person, information will be accessible on the Project website (www.highway11pilot.ca), where comments related to the PIC will be accepted until November 28, 2024.

Please refer to the attached Notice of PIC for additional details.

Please feel free to contact me by email or phone, or Kristin Franks, Manager, Regional Services and Relationships at 705-825-2223 or kristin.franks@ontario.ca if you have any questions, would like further information on this Project provide by email, or to request a meeting with the Project team to discuss Project details. To further support

the Ministry's consultation with your community, correspondence may also be copied to the Project team email at projectteam@highway11pilot.ca.

We thank you for your continued participation and interest in the Highway 11 2+1 Pilot Project, and for bringing your concerns to our attention.

Sincerely,

Herb Villneff
Director, North Operations

Attachment (s)
Notice of Public Information Centre

c. Kristin Franks, Manager, Regional Services and Relationships, MTO
Terri Rogers, Indigenous Liaison Specialist, MTO
Titas Mutsuddy, Senior Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Sonia Rankin, Senior Environmental Planner, AECOM

Ministry of Transportation
Environmental Delivery Northeast
Design and Engineering Branch
Transportation Infrastructure Management Division
447 McKeown Avenue
North Bay, Ontario P1B 9S9

Ministère des Transports
Livraison environnementale - Nord-Est
Direction de la conception et de l'ingénierie
Division de la gestion de l'infrastructure de transport
447 avenue McKeown
North Bay, Ontario P1B 9S9

Ontario

November 13, 2024

Victor Fedeli, MPP
Nipissing
219 Main Street East
North Bay, ON P1B 1B2
vic.fedeli@pc.ola.org

Regarding: Notice of Public Information Centre
Highway 11 Pilot Project – Design and Environmental Study of the 2+1 Roadway Model
Assignment 5021-E-0038

Dear Victor Fedeli:

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd (AECOM) to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The EA is following the approved planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000.

The purpose of this letter is to notify your office that a Public Information Centre (PIC) has been scheduled for this Project to present details on the proposed design and receive feedback on this Pilot Project. The enclosed Notice of PIC, along with notification letters, will be sent to all stakeholders on the Master Contact List for the Project. A newspaper advertisement will be published and posted on the Project website (www.highway11pilot.ca). For those unable to attend in person, information will be accessible on the Project website, where comments related to the PIC will be accepted until November 28, 2024.

Please refer to the attached Notice of PIC for additional details.

Sincerely,

Titas Mutsuddy, P.Eng.
Senior Project Engineer
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
Titas.Mutsuddy@ontario.ca

Attachment (s)
Notice of Public Information Centre

cc: Heather Garbutt, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Sonia Rankin, Senior Environmental Planner, AECOM

AECOM
103 – 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
www.aecom.com
705 472 7520 tel
705 476 9722 fax

November 13, 2024

NAME
ADDRESS

Regarding: Notice of Public Information Centre
Highway 11 Pilot Project – Design and Environmental Study of the 2+1 Roadway Model
Assignment 5021-E-0038

Dear NAME:

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd (AECOM) to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The EA is following the approved planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000.

The purpose of this letter is to notify you that a Public Information Centre (PIC) has been scheduled to present details on the proposed design and receive feedback on this Pilot Project. You are invited to attend in person, where members of the Project Team will be available to answer questions and receive your feedback. For those unable to attend in person, information will be accessible on the Project website (www.highway11pilot.ca), where comments related to the PIC will be accepted until November 28, 2024.

Please refer to the attached Notice of PIC for additional details.

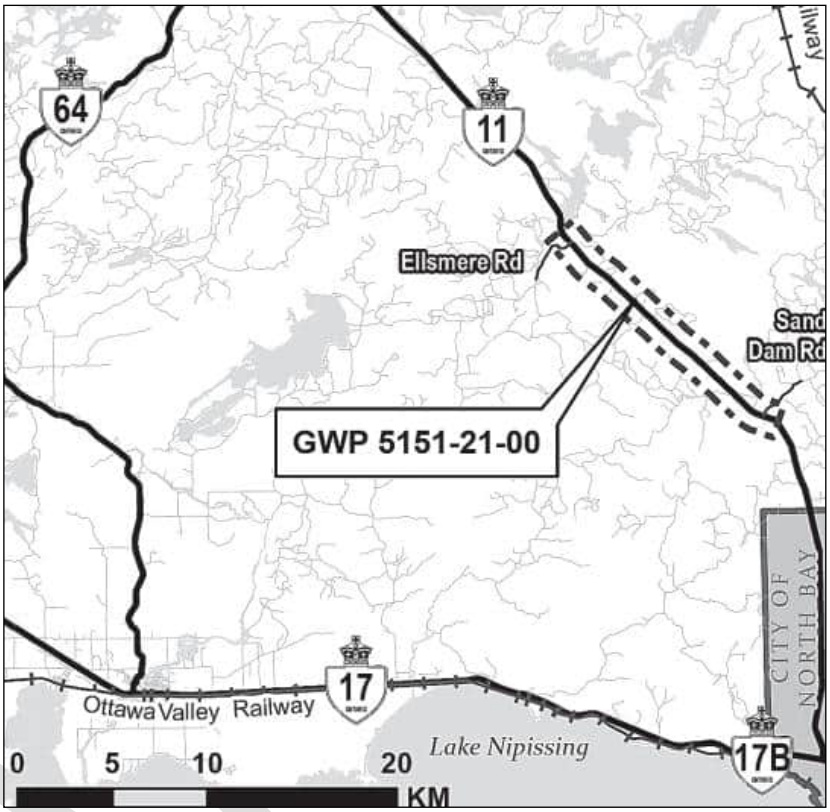
Sincerely,

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
705-499-4512
projectteam@highway11pilot.ca

Encl. Notice of Public Information Centre

cc: Titas Mutsuddy, Senior Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Sonia Rankin, Senior Environmental Planner, AECOM

NOTICE OF STUDY COMPLETION
PRELIMINARY DESIGN & CLASS ENVIRONMENTAL ASSESSMENT STUDY
HIGHWAY 11 - From Sand Dam Road northerly for 13.8 km to Ellsmere Road, GWP 5151-21-00



The Ontario Ministry of Transportation (MTO) has undertaken a Preliminary Design and Class Environmental Assessment (Class EA) for Highway 11 from Sand Dam Road northerly to Ellsmere Road for a total length of approximately 13.8 km, located within the Townships of Merrick, Blyth, Notman and Lyman in the Territorial District of Nipissing. The study looks to reconstruct / reconfigure and widen Highway 11 to accommodate a 2+1 facility, rehabilitate other elements of the highway including frost heaves and pavement distress areas, and complete various operational improvements.

Following the development and evaluation of a number of alternatives, a Recommended Plan has been developed to accommodate the 2+1 facility, turnaround type and locations as well as address operational needs within the study limits. The Recommended Plan includes the addition of passing lanes and turnaround infrastructure, as well as a median barrier system.

THE PROCESS

This study was completed in accordance with the approved planning process for a Group 'B' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (amended 2000). The purpose of this notice is to inform the public that a Transportation Environmental Study Report (TESR) has been prepared to document the environmental assessment process completed and to advise that the TESR will be available for a 30-day comment period from **March 31, 2025,** to **April 30, 2025**.

The TESR is available on the study website at https://highway11pilot.ca/documents-links/ and in person at the following locations:

Municipality of Temagami
7 Lakeshore Drive
Temagami, ON P0H 1K0
Tel: 705 569-3421
Mon - Fri: 8:00 AM to 4:30 PM

City of Temiskaming Shores
325 Farr Drive
Haileybury, ON P0J 1K0
Tel: 705 672-3363
Mon-Fri: 8:30 AM to 4:30 PM

Ministry of Transportation
Northeast Region
447 McKeown Avenue
Tel: 705 472-7900
Mon - Fri: 8:30 AM to 5:00 PM

NOTICE OF STUDY COMPLETION
PRELIMINARY DESIGN & CLASS ENVIRONMENTAL ASSESSMENT STUDY
HIGHWAY 11 - From Sand Dam Road northerly for 13.8 km to Ellsmere Road, GWP 5151-21-00

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the study team. To obtain additional information or provide comments, please visit the project website at https://highway11pilot.ca/ or contact one of the Project Team members as follows:

Titas Mutsuddy, P.Eng.
Senior Project Engineer
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel: 705-492-6597
Email: projectteam@highway11pilot.ca

Kyle Hampton, P.Eng.
Senior Project Manager
AECOM Canada ULC
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
Tel: 705-499-4512
Email: projectteam@highway11pilot.ca

REQUESTS TO THE MINISTER OF ENVIRONMENT, CONSERVATION AND PARKS

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

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

The request should be sent in writing or by email to the following with a copy to the Ministry of Transportation Project Manager as listed above:

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

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

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. If you have any accessibility requirements in order to participate in this study, please contact the Project Team as listed above.

Ministry of Transportation

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

Ministère des Transports

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

Ontario

DATE, 2025

Chief
IC
Address

Regarding: Notice of Completion
Highway 11 Pilot Project – Preliminary Design Transportation Environmental Study Report
Assignment 5021-E-0038

Dear Chief xx:

The **Ministry of Transportation (MTO)** has retained **AECOM Canada ULC (AECOM)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing and the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

The purpose of this letter is to notify you that that the Transportation Environmental Study Report (TESR) has been completed for this Project. The TESR will be available for public review from **March 31, 2025**, **to April 30, 2025**. We invite your community to review and comment on the TESR.

The TESR will be accessible on the Project website (www.highway11pilot.ca), and hardcopies will be available at the locations identified within the attached Notice.

Please refer to the attached Notice of Completion for additional details.

Please feel free to contact me by email or phone, or Kristin Franks, Manager, Regional Services and Relationships at 705-825-2223 or kristin.franks@ontario.ca if you have any questions, would like further information on this Project provide by email, or to request a meeting with the Project team to discuss Project details. To further support the Ministry's consultation with your community, correspondence may also be copied to the Project team email at projectteam@highway11pilot.ca.

We thank you for your continued participation and interest in the Highway 11 2+1 Pilot Project, and for bringing your concerns to our attention.

Sincerely,

Herb Villneff
Director, North Operations

Attachment (s)
Notice of Completion

c. Kristin Franks, Manager, Regional Services and Relationships, MTO
Terri Rogers, Indigenous Liaison Specialist, MTO
Titas Mutsuddy, Senior Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Susan Brownlee, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Carole-Anne Zambelli, Environmental Planner, AECOM

Ministry of Transportation
Environmental Delivery Northeast
Design and Engineering Branch
Transportation Infrastructure Management Division
447 McKeown Avenue
North Bay, Ontario P1B 9S9

Ministère des Transports
Livraison environnementale - Nord-Est
Direction de la conception et de l'ingénierie
Division de la gestion de l'infrastructure de transport
447 avenue McKeown
North Bay, Ontario P1B 9S9

Ontario

DATE, 2025

Victor Fedeli, MPP
Nipissing
219 Main Street East
North Bay, ON P1B 1B2
vic.fedeli@pc.ola.org

Regarding: Notice of Completion
Highway 11 Pilot Project – Preliminary Design Transportation Environmental Study Report
Assignment 5021-E-0038

Dear Victor Fedeli:

The **Ministry of Transportation (MTO)** has retained **AECOM Canada ULC (AECOM)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing and the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

The purpose of this letter is to notify your office that the Transportation Environmental Study Report (TESR) has been completed for this Project. The TESR will be available for public review from **March 31, 2025**, **to April 30, 2025**. The enclosed Notice of Completion along with a study notification letter will be sent to all stakeholders on the Project Contact List, while a newspaper advertisement will be published and posted to the Project website (www.highway11pilot.ca).

Please refer to the attached Notice of Completion for additional details

Sincerely,

Titas Mutsuddy, P.Eng.
Senior Project Engineer
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
Titas.Mutsuddy@ontario.ca

Attachment (s)

Notice of Completion

cc: Heather Garbutt, Senior Environmental Planner, MTO
Susan Brownlee, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Carole-Anne Zambelli, Environmental Planner, AECOM

AECOM
103 – 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
www.aecom.com

705 472 7520 tel
705 476 9722 fax

DATE, 2025

NAME
ADDRESS

Regarding: Notice of Completion
Highway 11 Pilot Project – Preliminary Design and Transportation Environmental Study Report
Assignment 5021-E-0038

Dear NAME:

The **Ministry of Transportation (MTO)** has retained **AECOM Canada ULC (AECOM)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

The purpose of this letter is to notify your office that the Transportation Environmental Study Report (TESR) has been completed for this Project. The TESR will be available for public review from **March 31, 2025, to April 30, 2025**. The TESR will be accessible on the Project website (www.highway11pilot.ca), and hardcopies will be available in the identified locations on the attached Notice.

Please refer to the attached Notice of Completion for additional details.

Sincerely,

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
705-499-4512
projectteam@highway11pilot.ca

Encl. Notice of Completion

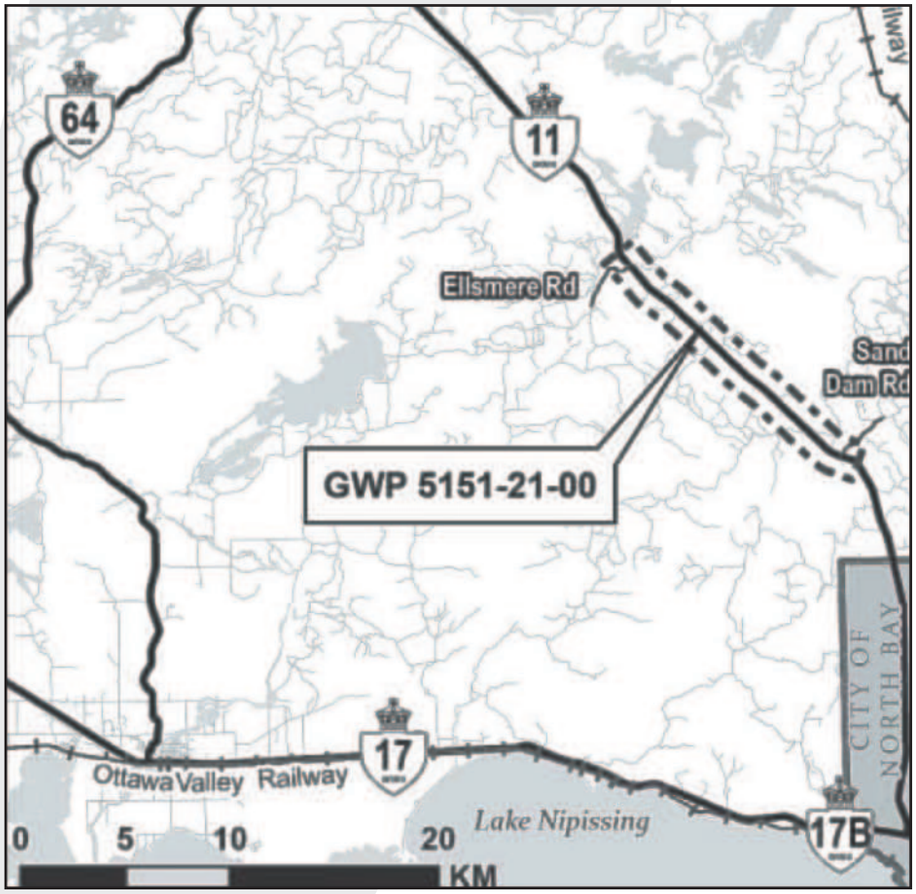
cc: Titas Mutsuddy, Senior Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Susan Brownlee, Senior Environmental Planner, MTO
Carole-Anne Zambelli, Environmental Planner, AECOM

Notice of Study Completion

Preliminary Design & Class Environmental Assessment Study
Highway 11 - From Sand Dam Road Northerly for 13.8 km to Ellsmere Road, GWP 5151-21-00

The Ontario Ministry of Transportation (MTO) has undertaken a Preliminary Design and Class Environmental Assessment (Class EA) for Highway 11 from Sand Dam Road northerly to Ellsmere Road for a total length of approximately 13.8 km, located within the Townships of Merrick, Blyth, Notman and Lyman in the Territorial District of Nipissing. The study looks to reconstruct/reconfigure and widen Highway 11 to accommodate a 2+1 facility, rehabilitate other elements of the highway including frost heaves and pavement distress areas, and complete various operational improvements.

Following the development and evaluation of a number of alternatives, a Recommended Plan has been developed to accommodate the 2+1 facility, turnaround type and locations as well as address operational needs within the study limits. The Recommended Plan includes the addition of passing lanes and turnaround infrastructure, as well as a median barrier system.



THE PROCESS

This study was completed in accordance with the approved planning process for a Group 'B' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (amended 2000). The purpose of this notice is to inform the public that a Transportation Environmental Study Report (TESR) has been prepared to document the environmental assessment process completed and to advise that the TESR will be available for a 30-day comment period from **June 4, 2025,** to **July 4, 2025.**

The TESR is available on the study website at **https://highway11pilot.ca/documents-links/** and in person at the following locations:

Municipality of Temagami
7 Lakeshore Drive
Temagami, ON P0H 1K0
tel: 705-569-3421
Mon-Fri: 8:00 AM to 4:30 PM

City of Temiskaming Shores
325 Farr Drive
Haileybury, ON P0J 1K0
tel: 705-672-3363
Mon-Fri: 8:30 AM to 4:30 PM

Ministry of Transportation
Northeast Region
447 McKeown Avenue
North Bay, ON P1B 9S9
tel: 705-472-7900
Mon-Fri: 8:30 AM to 5:00 PM

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the study team. To obtain additional information or provide comments, please visit the project website at **https://highway11pilot.ca/**or contact one of the Project Team members as follows:

Joanie Girard, P.Eng.
Lead Engineer, Projects
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
tel: 705-491-6842
e-mail: projectteam@highway11pilot.ca

Kyle Hampton, P.Eng.
Senior Project Manager
AECOM Canada ULC
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
tel: 705-499-4512
e-mail: projectteam@highway11pilot.ca

REQUESTS TO THE MINISTER OF ENVIRONMENT, CONSERVATION AND PARKS

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

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

The request should be sent in writing or by email to the following with a copy to the Ministry of Transportation Project Manager as listed above:

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

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

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. If you have any accessibility requirements in order to participate in this study, please contact the Project Team as listed above.

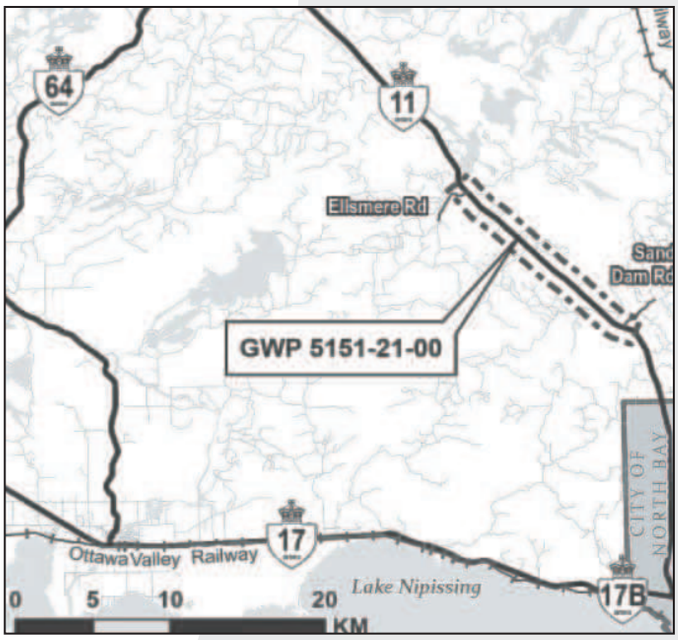
Ontario

Avis de fin d'étude

Étude de conception préliminaire et d'évaluation environnementale de classe autoroute 11 - De Sand Dam Road vers le nord sur 13,8 km jusqu'à Ellesmere Road, GWP 5151-21-00

Le ministère des Transports de l'Ontario (MTO) a entrepris une conception préliminaire et une évaluation environnementale de portée générale (ÉE de portée générale) pour l'autoroute 11, de Sand Dam Road vers le nord jusqu'à Ellsmere Road, sur une longueur totale d'environ 13,8 km, située dans les cantons de Merrick, Blyth, Notman et Lyman dans le district territorial de Nipissing. L'étude vise à reconstruire/reconfigurer et élargir l'autoroute 11 pour accueillir une infrastructure 2+1, de remettre en état d'autres éléments de l'autoroute, notamment les zones de gonflement dû au gel et de dégradation de la chaussée, et d'apporter diverses améliorations opérationnelles.

Après l'élaboration et l'évaluation de plusieurs alternatives, un plan recommandé a été élaboré pour accueillir l'infrastructure 2+1, le type et les emplacements des demi-tours, ainsi que pour répondre aux besoins opérationnels dans les limites de l'étude. Le plan recommandé comprend l'ajout de voies de dépassement et d'infrastructures de retournement, ainsi qu'un système de barrière médiane.



LE PROCESSUS

Cette étude a été réalisée conformément au processus de planification approuvé pour un projet du groupe « B » dans le cadre de l'évaluation environnementale de classe du MTO pour les installations de transport provinciales (modifiée en 2000). Le présent avis a pour but d'informer le public qu'un rapport d'étude environnementale sur les transports a été préparé pour documenter le processus d'évaluation environnementale terminé et d'indiquer que le rapport d'étude environnementale sur les transports sera disponible pour une période de commentaires de 30 jours, du **4 juin 2025 au 4 juillet 2025.**

Le rapport d'étude environnementale sur les transports est disponible sur le site Web de l'étude à l'adresse **https://highway11pilot.ca/documents-links/** et en personne aux endroits suivants :

Municipalité de Temagami
7 Lakeshore Drive
Temagami (Ontario) P0H 1K0
tél. : 705 569-3421
Du lundi au vendredi :
de 8 h à 16 h 30

Ville de Temiskaming Shores
325 Farr Drive
Haileybury (Ontario) P0J 1K0
tél. : 705 672-3363
Du lundi au vendredi :
de 8 h à 16 h 30

Ministère des Transports
Région du Nord-Est
447 McKeown Avenue
North Bay (Ontario) P1B 9S9
tél. : 705 472-7900
Du lundi au vendredi :
de 8 h 30 à 17 h

COMMENTAIRES

Vous êtes encouragé à participer à l'étude et à fournir des commentaires par écrit à l'équipe d'étude. Pour obtenir des renseignements supplémentaires ou faire part de vos commentaires, veuillez visiter le site Web du projet à l'adresse **https://highway11pilot.ca/** ou contactez l'un des membres de l'équipe du projet comme suit :

Joanie Girard, ing.
Ingénieure principale, Projets, ministère des Transports
447 McKeown Avenue
North Bay (Ontario) P1B 9S9
tél. : 705 491-6842
courriel :
projectteam@highway11pilot.ca

Kyle Hampton, ing.
Gestionnaire de projet principal, AECOM Canada ULC
189 Wyld Street, bureau 103
North Bay, (Ontario) P1B 1Z2
tél. : 705 499-4512
courriel :
projectteam@highway11pilot.ca

DEMANDES AU MINISTRE DE L'ENVIRONNEMENT, DE LA CONSERVATION ET DES PARCS

De plus, une demande peut être présentée au ministère de l'Environnement, de la Conservation et des Parcs pour obtenir une ordonnance exigeant un niveau d'étude plus élevé (c.-à-d. exigeant une approbation d'EE complète avant de pouvoir procéder), ou que des conditions soient imposées (p. ex., exiger des études supplémentaires), uniquement au motif que l'ordonnance demandée peut prévenir, atténuer ou remédier aux impacts négatifs sur les droits ancestraux et issus de traités protégés par la Constitution. Les demandes fondées sur d'autres motifs ne seront pas prises en considération. Les demandes doivent inclure les coordonnées du demandeur et le nom complet du ministère.

Les demandes doivent préciser le type d'ordonnance demandée (demande de conditions supplémentaires ou demande d'évaluation environnementale complète), la manière dont une ordonnance peut prévenir, atténuer ou remédier à ces impacts négatifs potentiels, ainsi que toute information à l'appui des déclarations contenues dans la demande. Cela permettra au ministère de commencer efficacement à examiner la demande.

La demande doit être envoyée par écrit ou par courriel aux personnes suivantes, avec copie au gestionnaire de projet du ministère des Transports, comme indiqué ci-dessus :

Ministre de l'Environnement, de la Conservation et des Parcs
Ministère de l'Environnement, de la Conservation et des Parcs
777 Bay Street, 5e étage Toronto (Ontario) M7A 2J3

Directeur de la Direction de l'évaluation environnementale,
Ministère de l'Environnement, de la Conservation et des Parcs
135 St. Clair Ave. O, 1er étage
Toronto (Ontario) M4V 1P5
EABDirector@ontario.ca

Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à cette étude, s'il vous plaît contacter l'équipe du projet comme indiqué ci-dessus.

Ontario

Ministry of Transportation

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

Ministère des Transports

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

Ontario

May 28, 2025

Chief
IC
Address

Sent via email:

Subject: **Notice of Completion – Preliminary Design Transportation Environmental Study Report**
Highway 11 2+1 Roadway Model Pilot Project
G.W.P. 5151-21-00

Dear Chief:

The Ministry of Transportation (MTO) has retained AECOM Canada ULC (AECOM**)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing and the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

The purpose of this letter is to notify you that that the Transportation Environmental Study Report (TESR) has been completed for this Project. The TESR will be available for public review from **June 4, 2025**, **to July 4, 2025**. We invite your community to review and comment on the TESR.

The TESR will be accessible on the Project website (www.highway11pilot.ca), and hardcopies will be available at the locations identified within the attached Notice.

Please refer to the attached Notice of Completion for additional details.

Please feel free to contact me by email or phone, or Kristin Franks, Manager, Regional Services and Relationships at 705-825-2223 or kristin.franks@ontario.ca if you have any questions, would like further information on this Project provide by email, or to request a meeting with the Project team to discuss Project details. To further support the Ministry's consultation with your community, correspondence may also be copied to the Project team email at projectteam@highway11pilot.ca.

We thank you for your continued participation and interest in the Highway 11 2+1 Pilot Project, and for bringing your concerns to our attention.

Sincerely,

Herb Villneff
Director, North Operations

Attachment (s)
Notice of Completion

c. James Waterman, Community Consultation Lead, Atikameksheng Anishnawbek
community.consultation@WLFN.com
Kristin Franks, Manager, Regional Services and Relationships, MTO
kristin.franks@ontario.ca
Terri Rogers, Indigenous Liaison Specialist, MTO
terri.rogers@ontario.ca
Joanie Girard, Lead Engineer, MTO
joanie.girard@@ontario.ca
Tricia Wiseman, Senior Project Engineer, MTO
tricia.wiseman@ontario.ca
Heather Garbutt, Senior Environmental Planner, MTO
heather.garbutt@ontario.ca
Susan Brownlee, Senior Environmental Planner, MTO
susan.brownlee@ontario.ca
Kyle Hampton, Senior Project Manager, AECOM
kyle.hampton@aecom.com
Carole-Anne Zambelli, Environmental Planner, AECOM
carole-anne.zambelli@aecom.com

Ministry of Transportation
Design and Engineering Branch
Environmental Delivery Northeast
447 McKeown Avenue
North Bay ON P1B 9S9

Ministère des Transports
Direction de la conception et de l'ingénierie
Livraison environnementale - Nord-Est
447, avenue McKeown
North Bay ON P1B 9S9

May 28, 2025

Victor Fedeli, MPP
Nipissing
219 Main Street East
North Bay, ON P1B 1B2
vic.fedeli@pc.ola.org

Regarding: Notice of Completion
Highway 11 Pilot Project – Preliminary Design Transportation Environmental Study Report
GWP 5151-21-00

Dear Victor Fedeli:

The **Ministry of Transportation (MTO)** has retained **AECOM Canada ULC (AECOM)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing and the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

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…/2

Please refer to the attached Notice of Completion for additional details.

Sincerely,

Joanie Girard, P.Eng.
Lead Engineer, Projects
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
joanie.girard@ontario.ca

Attachment: Notice of Completion

c: Tricia Wiseman, Lead Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Susan Brownlee, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Carole-Anne Zambelli, Environmental Planner, AECOM

AECOM
103 – 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
www.aecom.com
705 472 7520 tel
705 476 9722 fax

May 30, 2025

NAME
ADDRESS

Regarding: Notice of Completion
Highway 11 Pilot Project – Preliminary Design and Transportation Environmental Study Report
GWP 5151-21-00

Dear NAME:

The **Ministry of Transportation (MTO)** has retained **AECOM Canada ULC (AECOM)** to undertake the Preliminary Design and Class Environmental Assessment (EA) for the implementation of a 2+1 roadway model for Highway 11 from Sand Dam Road northerly to Ellsmere Road for 13.8 km, located within the in the Townships of Merrick, Blyth, Notman and Lyman, in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane. The EA is following the approved planning process a Group 'B' Project under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

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Please refer to the attached Notice of Completion for additional details.

Sincerely,

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
705-499-4512
projectteam@highway11pilot.ca

Encl. Notice of Completion

cc: Joanie Girard, Lead Engineer, MTO
Tricia Wiseman, Lead Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Susan Brownlee, Senior Environmental Planner, MTO
Carole-Anne Zambelli, Environmental Planner, AECOM

Highway 11 2+1 Pilot Project
GWP 5151-21-00 GWP 5033-22-00
Project Contact List

Contact	Organization	Department	AddressLine1	AddressLine2	Province	Postal Code	Phone	Email
Jennifer DeBernardi	North Bay Snowmobiles Club		176 Lakeshore Drive	Suite 10F	ON	P1A 2A8	(705) 495-4333	district11@nnta.ca
Albert Come	Marian Lake Cottages		3329 A Highway 11 North		ON	P0H 1T0	(705) 358-5133	marianlakecottages@outlook.com
	Olive The Lake Lodge		12 Richfield Road		ON	P0H 1T0	(705) 892-2204	info@olivethelake.com
	Sisk (Marten River) Landfill		7 Lakeshore Drive		ON	P0H 2H0	(705) 569-3421	communicate@temagami.ca
	Bruman Construction Inc.		1141 Carmichael Drive		ON	P1B 8G2	(705) 476-2513	info@bruman.ca
Scott Boyle	Miller Paving Limited	re: Sand Dam Road Facility	505 Miller Avenue		ON	L6G 1B2	(905) 475-6660	info@millergroup.ca
	Tomiko Restaurant		701 Hwy 11 North Tilden Lake Ontario		ON	P0H 2K0	(705) 892-2213	hello@thetomiko.ca
	The Clozer - Prevent Frozen Plumbing		3709 Highway 11		ON	P0H 1T0	(855) 592-5888	info@theclozer.ca
	Ridgewood Cottages		4560 Highway 11 North		ON	P0H 2H0	(705) 825-1107	ridgewoodcottages@gmail.com
	Ontario Federation of Snowmobile Clubs		501 Wellham Road	Unit 9	ON	L4N 8Z6	(705) 739-7669	permits@ofsc.on.ca
	Leisure Fishing Hideaway		3329 ON-11		ON	P0H 1T0		fishinghideaway@gmail.com
	Horizons North Fishing Resort		3480 ON-11		ON	P0H 1T0		info@horizonsnorth.com
	Ravenscroft Cottages		19 Jumping Caribou Road		ON	P0H 2H0		ravenscroftcottagesinc@outlook.com
	Northfield Block & Gravel Supply Ltd.		327 Roy Drive	Hampel Gibson Mill	ON	P1B 8G3	(705) 497-3710	sales@weldonenterprises.ca
	Gramp's Place		4825 Angus Lake		ON	P0H 2H0	(705) 569-3825	Gramps4825@gmail.com
Helene Culhane	Going The Extra Mile For Safety (GEMS)							heleneculhane@gmail.com
Marc Picard	North Bay CACC		50 College Drive		ON	P1B 0A4	(705) 474-7426	marc.picard@nbrhc.on.ca
David Walach	Ontario Provincial Police	North East Region					(705) 238-6305	David.Walach@opp.ca
Jason Whiteley	North Bay Fire and Emergency Services		119 Princess Street West		ON	P1B 6C2	(705) 474-0626	Jason.Whiteley@cityofnorthbay.ca
Kyle Kneeshaw	Ontario Provincial Police		911A Gormanville Road		ON	P1B 8G3	(416) 75-2897	kyle.kneeshaw@opp.ca
Ryan Dougan	Ontario Provincial Police	Temiskaming Shores	300 Armstrong Street North		ON	P0J 1P0	(705) 647-8400	ryan.dougan@opp.ca
Michael Pigeau	Ontario Provincial Police	Temiskaming Shores	300 Armstrong Street North		ON	P0J 1P0	(705) 647-8400	michael.pigeau@opp.ca
William McMullen	Ontario Provincial Police	North Bay Detachment	867 Gormanville Road		ON	P1B 8G3	(705) 495-3878	opp.north.bay@opp.ca
Cathy Stevens	Nipissing First Nation		36 Semo Road	RR#1	ON	P2B 3K2		cathy.stevens@nfn.ca

Highway 11 2+1 Pilot Project
GWP 5151-21-00 GWP 5033-22-00
Project Contact List

Contact	Organization	Department	AddressLine1	AddressLine2	Province	Postal Code	Phone	Email
Shelly Moore-Frappier	Temagami First Nation		Bear Island Indian Reserve 1		ON	P0H 1C0	(705) 237-8943	chief@temagamifirstnation.ca
Gerry Duquette Jr.	Dokis First Nation		940-A Main Street		ON	P0M 2N1	(705) 763-2200	communications@dokis.ca
Karen Bell	Garden River First Nation		7 Shingwauk Street		ON	P6A 6Z8	(705) 946-6300	karenbell@gardenriver.org
Joseph Wabigwan	Thessalon First Nation		40 Sugarbush Road		ON	P0R 1L0	(705) 842-2323	chiefjoewabigwan@thessalonfirstnation.ca
Wilma-Lee Johnston	Serpent River First Nation		195 Village Road East		ON	P0P 1B0	(705) 844-2418	wilma-lee.johnston@serpentriverfn.com
Brent Niganobe	Mississauga First Nation		64 Park Road		ON	P0R 1B0	(705) 356-1621	chief@mississaugi.com
Craig Nootchtai	Atikameksheng Anishnawbek First Nation		25 Reserve Road		ON	P0M 2M0	(705) 692-3651	C.Nootchtai@wlfn.com
Wayne McQuabbie	Henvey Inlet First Nation		295 Pickerel River Road		ON	P0G 1J0	(705) 857-2331	chief_wmcquabbie@hotmail.ca
Lloyd Myke	Magnetawan First Nation		10 Hwy 529		ON	P0G 1A0	(705) 383-2477	bandoffice@magfn.com
Larry Roque	Wahnapitae First Nation		259 Taighwenini Trail Road		ON	P0M 1H0	(705) 858-0610	larry.roque@wahnapitaefn.com
Warren Tabobondung	Wasauksing First Nation		1508 Lane G Dewaden Road		ON	P2A 2X4	(705) 746-2531	chief@wasauksing.ca
Adam Pawis	Shawanaga First Nation		2 Village Road		ON	P0G 1G0	(705) 366-2378	chief_ap@shawanagafirstnation.ca
Tim Ominika	Wiikwemikong on behalf of the treaty people of Point Grondine		19 A Complex Drive		ON	P0P 2J0	(705) 859-3122	ogimaaominika@wiikwemkoong.ca
Mark McCoy	Batchewana First Nation		236 Frontenac Street	Rankin Reserve 15D	ON	P6A 6Z1	(705) 759-0914	Mmccoy@batchewana.ca
Angus Toulouse	Sagamok First Nation		4007 Espaniel Street		ON	P0P 1P0	(705) 227-8188	chief@sagamok.ca
Rodney Nahwegahbow	Whitefish River First Nation		17-A Rainbow Ridge Road		ON	P0P 1A0	(705) 285-4335	chief@whitefishriver.ca
	Metis Nation of Ontario	Lands and Resources Consultations Branch						consultations@metisnation.org
Victor Fideli	Nipissing		219 Main Street East		ON	P1B 1B2	(705) 474-8340	vic.fedeli@pc.ola.org
Victoria Thomas	City of North Bay				ON		(705) 474-0400	Victoria.Thomas@northbay.ca
Brenda Haines	Tilden Lake Local Services Board	Re: Tilden Lake Community Center	46 Village Drive		ON	P0H 2K0	(705) 892-2419	tildenlakelsb@gmail.com
John Vanthof	Timiskaming-Cochrane	Constituency Office	63 Government Road N		ON	P2N 2E6	(705) 567-4650	Jvanthof-co@ndp.on.ca
Victoria Johnson	Nipissing-Parry Sound Catholic District School Board		1000 High Street		ON	P1B 6S6	(705) 472-1201	johnsonv@npsc.ca

Highway 11 2+1 Pilot Project
GWP 5151-21-00 GWP 5033-22-00
Project Contact List

Contact	Organization	Department	AddressLine1	AddressLine2	Province	Postal Code	Phone	Email
Craig Myles	Near North District School Board		963 Airport Road		ON	P1B 8H1	(705) 472-8170	Craig.Myles@nearnorthschools.ca
Yves Laliberté	Conseil scolaire public du Nord-Est de l'Ontario		310 Algonquin Avenue		ON	P1B 9T5	(705) 472-3443	yves.laliberte@cspne.ca
	Conseil scolaire catholique Franco-Nord		681 Chippewa Street West		ON	P1B 6G8	(705) 472-1702	information@franco-nord.ca
Danny Whalen	Federation of Northern Ontario Municipalities (FONOM)		615 Hardy Street		ON	P1B 82S	(705) 498-9510	fonom.info@gmail.com
Karen McIssac	City of North Bay		200 McIntyre Street East		ON	P1B 8V6	(705) 474-0400	karen.mcissac@northbay.ca
Peter Chirico	City of North Bay		200 McIntyre Street East		ON	P1B 8V6	(705) 474-0400	mayorchirico@northbay.ca
PJ Justason	Friends of Temagami				ON	P0H 2H0	(705) 796-3724	email@friendsoftemagami.org
Dan O'Mara	Municipality of Temagami		7 Lakeshore Drive		ON	P0H 2H0	(705) 569-3421	dan.omara@temagami.ca
Amy Yakelashek	Ministry of Environment, Conservation and Parks, Ontario Parks Operations	Provincial Park Management Unit RE: Marten River Provincial Park, Kenny Forest Provincial Park, Temagami River Provincial Park	300 Water Street		ON	K9J 3C7	(705) 761-2261	amy.yakelashek@ontario.ca
Lynn Moreau	Ministry of Natural Resources and Forestry	Land Use Planning & Strategic Issues Section			ON		(705) 491-2052	Lynn.Moreau2@ontario.ca
Greg Ault	Ministry of the Environment and Climate Change	North Bay Area Office	191 Booth Road	Unit 16 & 17	ON	P1A 4K3	(705) 497-6868	Greg.ault@ontario.ca
	Ministry of the Environment and Climate Change	Northern Region	435 James Street South	3rd Floor, Suite 331	ON	P7E 6S7		eanotification.nregion@ontario.ca
Pierre Seguin	Ministry of Northern Development	North Bay and Area Office	933 Ramsey Lake Road	Willet Green Miller Ctr 4th Floor	ON	P3E 6B5	(705) 665-6763	pierre.seguin1@ontario.ca
Mitch Baldwin	Ministry of Natural Resources and Forestry	Lake Erie Management Unit	659 Exeter Road	Exeter Road Complex	ON	N6E 1L3	(519) 873-4610	mitch.baldwin@ontario.ca
Katherine Cappella	Ministry of Citizenship and Multiculturalism	Citizenship, Inclusion and Heritage Division, Heritage Branch	400 University Avenue	5th Floor	ON	M7A 2R9	(647) 248-9147	katherine.cappella@ontario.ca
Caroline Loiselle	Ministry of The Solicitor General	Contract Oversight and Vendor Relationships	25 Grosvenor Street		ON	M7A 1Y6	(705) 494-0139	caroline.loiselle@ontario.ca
Lise Chabot	Ministry of Indigenous Affairs	Indigenous Relations Branch	160 Bloor Street East	Suite 400	ON	M7A 2E6	(416) 326-4740	lise.chabot@ontario.ca
Michael Osezua	Enbridge		828 Falconbridge		ON	P3A 4S3	(705) 566-4301	northernregioncpm@enbridge.com
	Hydro One				ON			andrelocates.northernjointuse@hydroone.com
Coral Smith	Trans Canada Pipeline Limited		450 1st Street West		AB	T2P 5H1		Crossings@transcanada.com

Highway 11 2+1 Pilot Project
GWP 5151-21-00 GWP 5033-22-00
Project Contact List

Contact	Organization	Department	AddressLine1	AddressLine2	Province	Postal Code	Phone	Email
Peter Aultman	Ontera		250 McIntyre Street West	2nd Floor	ON	P1B 2Y7		Peter.aultman@ontera.ca
Dave Kroes	Cogeco Inc.		1111 Goodfellow Road		ON	K9J 7X1		dave.kroes@cogeco.com
Adam Lafond	Bell Canada	Sudbury and North Bay			ON		(705) 690-3099	adam.lafond@bell.ca
Johnathan Blackham	Ontario Trucking Association	Policy & Public Affairs	55 Dixon Road		ON	M9W 1H8	(416) 249-7401	johnb@ontruck.org
Pete Christie	Marten River Fire Department		2877 Ontario Highway 11 North		ON	P0H 1T0	(647) 504-4224	mrfire@temagami.ca
Jim Sanderson	Temagami Fire Department		5 Stevens Road		ON	P0H 2H0	(705) 569-3421	temfire@temagami.ca
Stephen Kirk	District of Nipissing Social Services Administration Board		200 McIntyre Street East		ON	P1B 8V6	(705) 474-5750	stephen.kirk@dnssab-ps.ca
Chuck Seguin	Nipissing-Parry Sound Student Transportation Services		201-685 Bloem Street		ON	P1B 4Z5	(705) 472-8840	seguinc@npssts.ca
Julie Rivard	North East Tri-Board Student Transportation (NETBST), South Office		198022 River Road		ON	P0J 1P0	(855) 360-7680	julie.rivard@dsb1.ca
Trevor Ward-Paige	NALCO Water						(416) 526-9072	trevor.wardpaige@ecolab.com

Appendix B. Meeting Minutes

AECOM
103 - 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
www.aecom.com
705 472 7520 tel
705 476 9722 fax

Meeting Date:	December 5, 2023	Start Time:	10:00 a.m.	Project #	60713279
Location:	Microsoft Teams	Prepared By:	Carole-Anne Zambelli		

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team

Titas Mutsuddy	MTO, Project Delivery
Kyle Bush	MTO, Pre-Contract Traffic Eng.
Heather Garbutt	MTO, Environmental Delivery

AECOM Project Team

Kyle Hampton	AECOM
Heather Anderson	AECOM
Paul Lecoarer	AECOM
Sonia Rankin	AECOM
Carole-Anne Zambelli	AECOM

Emergency Services

William (Bill) McMullen	OPP, Detachment Commander, North Bay Detachment
Lisa Laxton	OPP, (A) Traffic Inspector, North Bay Detachment
Tyler Croxall	OPP, Staff Sergeant, North Bay Detachment
Kyle Kneeshaw	OPP, Staff Sergeant, North Bay Detachment
Michael Pigeau	OPP, Operations Manager, Temiskaming Detachment
Chris Smith	North Bay CACC, Ambulance Communications (A) Operations Manager
Josh Campbell	Temagami Fire Department, Captain
Wendell Gustavson	Temagami Fire Department, Deputy Chief
Pete Christie	Marten River Fire Department, (A) Fire Chief

Distribution: Invitees and Participants

Regarding: Emergency Services Meeting No. 1

Minutes of Meeting

		Action
1.0	**Introduction of Ministry and AECOM Project Teams**	
1.1	AECOM provided an introduction of the Ministry and AECOM Project Team members that were in attendance and / or would be supporting this Assignment. AECOM indicated that the primary purpose of this meeting is to gain input from OPP, Fire and Ambulance personnel regarding the Highway 11 2+1 Project. In particular, AECOM acknowledged that the proposed Highway 11 2+1 configuration includes the implementation of a median barrier system throughout the Project limits which will restrict the opportunity for vehicles to turn left (or turn around) for several kilometres.	Info.

		Action
2.0	**Introduction of Emergency Services Attendees**	
2.1	Emergency Services attendees introduced themselves in their roles, as indicated in the Attendees list above and described in further detail below: • OPP Temiskaming Detachment (Michael Pigeau) dispatches within the area of the northern GWP 5033-22-00, from Tilden Lake northerly to Marten River north; • OPP North Bay Detachment (William (Bill) McMullen) dispatches within the area of southern GWP 5151-21-00; • Lisa Loxton (OPP North Bay Detachment) is the Acting Traffic Inspector for the Northeast Region Highway Safety Division, and is responsible for investigating all benchmark traffic collisions alongside Staff Sergeants Tyler Croxall and Kyle Kneeshaw; • Chris Smith is the Acting Operations Manager (North Bay CACC) and is responsible for dispatching the fire departments in the Temagami area; • Pete Christie is the Acting Fire Chief for the Marten River Fire Department, which covers the areas from Tilden Lake to Rabbit Lake Road on Highway 11; and, • Josh Campbell is the Captain of the Temagami Fire Department, which services the area of Rabbit Lake North to Smooth Waters. Temagami Fire Department also assists the Marten River Fire Department with accidents in their area as well.	Info.
3.0	**Project Overview**	
3.1	AECOM provided an overview of the Highway 11 2+1 Pilot Project to the Emergency Services attendees as detailed within the following sub-Items.	Info.
3.1.1	AECOM noted that the Ministry has been planning the introduction of a 2+1 roadway arrangement along Highway 11 north for some time. The main components include: ▪ Adding new passing lanes where they do not currently exist (acknowledging that some sections have existing passing opportunities); and, ▪ Installation of a median barrier along the entirety of both sections. In consideration of the median barrier design, AECOM acknowledged that details surrounding the accommodation of sideroads, entrances or access points are being reviewed. AECOM emphasized that the collaborative discussion and relationship building with all Emergency Services will enable the Project Team to learn about any specific access points or areas of interest throughout the Project limits that may require further accommodation and consideration.	Info.
3.1.2	AECOM indicated that the Project is following the Group B process as defined within the MTO Class Environmental Assessment for Transportation Facilities (Class EA). AECOM confirmed that they plan to engage Emergency Services regularly as part of the Class EA consultation process. There will also be a Public Information Centre once the design has progressed and more details are known. AECOM advised that the attendees are welcomed to participate and / or provide feedback at any time via: ▪ Leveraging the Project Team email; ▪ By contacting Kyle Hampton directly; and / or, ▪ By referencing the Project Website www.highway11pilot.ca (which will be updated as design progresses). AECOM provided an overview of the Project Website content and structure, highlighting the main page categories and general content.	Info.
3.1.3	AECOM and the supporting Project Team confirmed that there will be no construction in 2024. In this regard it was noted that the Ministry and AECOM are undertaking design activities such that a Contract may be available to support construction in 2025, pending MTO funding and approvals (MTO, environmental, legislative, etc.). AECOM highlighted that the two sections will be tendered separately, and that it's unlikely that they will be construction concurrently; however, this will also be confirmed as detail design progresses.	Info.

		Action
3.1.4	AECOM shared photos of the current configuration to Emergency Services, noting sections with passing lanes, and sections with one lane in each direction only. For GWP 5151-21-00, AECOM indicated that two more passing lanes are proposed in between the two existing ones, as well as the installation of a median barrier. For GWP 5033-22-00, AECOM noted that at least two more passing opportunities will be installed, as well as the installation of the median barrier.	Info.
3.1.5	AECOM indicated that the two types of median barrier systems being considered are: ▪ A steel beam guide rail element system; and, ▪ A high-tension cable guide rail system. Further to the above, AECOM confirmed that a median concrete barrier system is not proposed for Highway 11 at this time. AECOM further noted that the Highway 11 driving lanes will be 3.75 m wide with a paved shoulder, as well as a median shoulder to accommodate the median barrier. AECOM emphasized that the frequency and recurrence of head on collisions involving commercial vehicles are a concern along these sections of Highway 11, and that the MTO is endeavouring to reduce the likelihood of these collision types via the introduction of the median barrier.	Info.
4.0	**Discussion**	
4.1	MTO Environmental Delivery highlighted that there is also a requirement within this Project to review opportunities to reduce conflicts with large wildlife, and that the median barrier might act as a deterrent to wildlife for crossing the Highway. Through discussion it was noted that the Project Team will be reviewing the viability of installing wildlife fencing or other measures to prevent and / or reduce conflicts with large wildlife.	Info.
4.2	Bill (OPP North Bay Detachment) emphasized that there are no parallel highways for Highway 11 in these areas (i.e., unlike other regions of the Province) which compounds challenges when responding to vehicular collisions. The OPP indicated that they are curious to learn about how the Project Team plans to accommodate turnarounds within the corridors, as well as their proposed frequency. AECOM indicated that all feedback from Emergency Services related to turnaround / access constraints is a key consideration to the design team, and requested confirmation of whether a specific turnaround frequency is required / desired. Through discussion, it was concluded that the Project Team will endeavour to determine the optimal arrangement and frequency of turnarounds based upon highway design principles and associated requirements for further review and comment by Emergency Services. *Subsequent to the meeting, Inspector McMullen shared dash cam video footage showing a near miss collision between a transport and a cargo van along Highway 11 with the project team as further reasoning for the Highway 11 2+1 Pilot Project. Inspector McMullen indicated that the incident turned out to be a minor collision with no injuries; however, the consequences could have been quite significant.*	MTO / AECOM
4.3	AECOM confirmed that the proposed Highway 11 configuration includes a 3.0 m wide fully paved shoulder which is expected to provide an opportunity for vehicles to either: ▪ Pull over to allow emergency vehicles to pass on the travel lane; or, ▪ Allow emergency vehicles to pass around stopped vehicles to access a collision location.	Info.

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.**

		Action
4.4	Michael (OPP Temiskaming Detachment) echoed the same concerns as the OPP North Bay Detachment (Item 4.2), as well as concerns surrounding maintained access. AECOM indicated that they are hopeful that the median barrier design will reduce the quantity of head-on collisions in these areas. Notwithstanding the above, the OPP expressed concerns regarding inattentive or sleepy drivers and the potential for intrusion into the median barrier system. Further, the OPP expressed concerns that the proposed design of the median barrier could amplify the number of head on collisions where a commercial vehicle is pulled through (i.e., essentially vacuuming trucks into it) as opposed to pushing them away. AECOM indicated that the MTO has been reviewing this, and that they will take these concerns back to Project Team for further review and comment.	MTO / AECOM
4.5	Lisa (OPP North Bay Detachment) questioned if the 2+1 design model is being considered for other sections of Highway 11 in Northern Ontario. MTO Project Delivery Office indicated that as this is a pilot project, and that the Ministry will monitor and determine its effectiveness following construction. Ultimately, if this Study proves to be effective, the Ministry may consider more locations.	Info.
4.6	Pete (Marten River Fire Department) identified a wildlife collision area within the northern GWP. More specifically, the Marten River Fire Department was noted to typically respond to many vehicle-moose collisions. AECOM and the MTO noted that they are continuing to collect and analyze collision data for areas that are prone to animal strikes. Additionally, MTO Environmental Delivery indicated that in, addition to reported collisions from traffic and the OPP, there is also a data set available from the Area Maintenance Contractor that augments the data set and will be leveraged as part of this Assignment.	Info.
4.7	Josh (Temagami Fire Department) requested more details about the Ministry's proposed design in the vicinity of Pan Lake / Robin Creek due to numerous accidents and fatalities at this location. AECOM indicated that they are reviewing the area (i.e., from Tomomo Lake Road northerly for approximately 1.5 km) with the MTO to determine what improvements may be made, highlighting that the implementation of the proposed 2+1 roadway model may not, in itself resolve all the issue(s) at this location.	Info.
4.8	Josh (Temagami Fire Department) expressed concerns with respect to the high-tension cable barrier design and its similarity to what is installed on Highway 118 East in Carnarvon, ON. Temagami Fire Department noted that Fire Services staff have safety concerns for firefighters when on the scene of an accident where these cable barriers are installed. In particular, the concern is that the cables may release in an uncontrolled manner, which can cause bodily harm and damage to vehicles and equipment. Temagami Fire Department highlighted that the issue pertaining to these cable barriers was raised by Emergency Services in 2010. AECOM indicated that they are familiar with the subject matter (i.e., the original concerns that were raised when the high-tension cable guide rail systems were implemented) and sought clarification from participants if there was any recent feedback and / or enhanced safety measures that may have since been developed by the fire department in Bracebridge, ON (or others) in response to this matter. Temagami Fire Department indicated that, for their staff, all firefighters were made aware of the hazard, and that responding crews had the Area Maintenance Contractor on speed dial to provide assistance to on-site personnel and relieve the tension in the cable(s) at the site of an incident where / if necessary. Temagami Fire Department further indicated that, as a field fit measure, crews wrap bunker coats around the wire within the working area when an incident involves high-tension cable barriers, knowing that this would likely not mitigate concern(s) if the cable tension were to release unexpectedly. On behalf of the entire Project Team, AECOM confirmed that they will take this feedback and concern into consideration when evaluating barrier systems for the 2+1 sections. Further, AECOM confirmed that they will review whether the MTO has developed any further guidance documents that may relate to the high-tension cable guide rail systems and their risks when responding to a vehicular collision.	Info.

		Action
4.9	Pete (Marten River Fire Department) indicated that another area of historical concern for Highway 11 is at the north end of the southern Project (i.e., at Ellsmere Road / Tilden Lake). AECOM indicated that they will continue to analyze this area as part of the design Assignment, and asked whether the concern was isolated to a single direction. Through discussion, it was indicated that the issue is not tied to a particular direction of travel. Based upon the above discussion, AECOM noted that the configuration of the existing slip-around lane at the bottom of a significant vertical gradient may be contributing to the concerns; however, the area will be further-reviewed as part of the design Assignment to determine whether other factors may be contributing to the reported operational concern.	Info.
5.0	**Outstanding Issues / Other Business**	
5.1	AECOM noted that they are committed to undertaking further meetings with Emergency Services personnel as detail design progresses. AECOM indicated that at a minimum, the next meeting will be scheduled in early 2024 and may be linked to either the planned public meeting or early as a follow up to specific inquiries and action items from this meeting.	Info.
6.0	**Adjournment**	
6.1	The meeting was adjourned at 10:50 a.m.	Info.

Distribution List

Attendees
Invitees

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.**

AECOM
103 - 189 Wyld Street 705 472 7520 tel
North Bay, ON, Canada P1B 1Z2 705 476 9722 fax
www.aecom.com

Meeting Date:	January 25, 2024	Start Time:	10:30 a.m.	Project #	60713279
Location:	Microsoft Teams	Prepared By:	Jason Beauchesne		

Project Name: **Agreement No. 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team		**AECOM Project Team**	
Jessy Dussault	MTO, Project Delivery	Kyle Hampton	AECOM
Titas Mutsuddy	MTO, Project Delivery	Paul Lecoarer	AECOM
		Jason Beauchesne	AECOM
		Jeff Higgs	AECOM
Utility Service Providers			
Terry Hurd	Bell	Denis Gravel	Ontera
Nolan Hinds	Bell	Peter Aultman	Ontera
Donald Hughes	Hydro One	Sarah Abdulla	TC Energy
Adam Ranger	Hydro One	Aleksandra Skrazat	MHBC Planning, Urban Design & Landscape Architecture
Sarah Szumik	Hydro One		
Travis Kivimaki	Hydro One		

Regarding: Utility Coordination Meeting

Minutes of Meeting

		Action
1.0	**Introduction of Project Teams**	
1.1	AECOM provided an introduction of the Ministry and AECOM Project Team members that were in attendance. Further, a brief introduction was provided by the utility representatives that were in attendance.	Info.
2.0	**Utility Meeting Presentation**	
2.1	AECOM presented a slide deck which spoke to select project details and preliminary indirect and direct utility conflicts that are anticipated throughout the project limits to accommodate the Highway 11 “2+1” roadway model. A copy of the slide deck is appended to these Meeting Minutes.	Info.
3.0	**Discussions**	
3.1	In response to a comment from Hydro One, AECOM suggested that the Ministry intends to acquire property and expand their Right-of-Way to accommodate grading requirements for the Highway 11 2+1 roadway model. Hydro One indicated that their preference is to stay within the Ministry’s Right-of-Way if utility relocations are necessary.	Info.
3.2	Hydro One and Ontera confirmed that they have no concerns regarding additional travel time to get to the designated turnaround areas to access entrances that will no longer be accessible as a result of the proposed median barrier system.	Info.
3.3	TransCanada indicated that they do not foresee any issues with the additional travel time; however, they will confirm with their Operations Office.	TC Energy
3.4	In response to a comment from Bell, AECOM confirmed that grading linework and cross sections are preliminary at this time, and there will be opportunity to refine their grading limits / design linework within OpenRoads as the design progresses to mitigate property and / or utility impacts. AECOM noted that further discussions related to this matter are anticipated during the utility site meeting.	Info.

		Action
3.5	Hydro One and Bell confirmed that they have no concerns utilizing joint-use poles as part of the final utility relocation.	Info.
3.6	In response to a comment from Ontera, AECOM acknowledged the aggressive design schedule for this Assignment and timelines associated with the potential utility relocations.	Info.
3.7	AECOM confirmed that responsibilities associated with clearing to conduct any utility relocations are not known at this time, and indicated that this matter will continue to be discussed / confirmed once known.	Info.
3.8	In response to a comment from Ontera, AECOM acknowledged that utility maintenance vehicles park on the shoulder of the existing roadway to perform their maintenance activities. AECOM indicated that the shoulders will be widened, and it is anticipated that there will be sufficient space available for maintenance vehicles to continue performing these activities; however, they will further review with the Project Team to ensure sufficient space is provided.	AECOM
3.9	In response to a comment from AECOM, TransCanada requested the preliminary 30% drawings be shared as soon as they are available to determine any impacts to their easement and access locations.	Info.
3.10	TransCanada indicated that eliminating any existing access location(s) to their easement is not desired; however, they are prepared to review each access location further on a case-by-case basis.	Info.
3.11	In response to a request from AECOM, TransCanada suggested that they could provide GIS information related to their existing infrastructure to add to the plans, including the crossing that is located approximately 250 m south of Sand Dam Road.	TC Energy
3.12	In response to a comment from AECOM, the utility service providers agreed to review whether there are any planned expansion work or maintenance activities within this corridor to avoid any 'constructor' issues during detail design investigations and/or future roadway construction.	Bell / Hydro One / TC Energy / Ontera
3.13	In response to a comment from Ontera, AECOM confirmed that the Marten River Rest Area is within the Project limits for GWP 5033-22-00 under a separate assignment and is nearing the end of the design phase. AECOM noted that the '2+1' roadway arrangement will be avoided in the vicinity of the new Rest Area; however, acknowledged that utility co-ordination is necessary for the new Rest Area such that it does not conflict with the planned widening on this Assignment.	Info.
3.14	In response to a comment from AECOM, Hydro One and Ontera suggested that clearing offsets from the centreline of the utility pole to the bush line is typically 5 m on tangent section; however, this offset could increase to ~8 m depending on the height of the poles and the orientation of the pole anchors.	Info.
3.15	In response to a comment from AECOM, Hydro One suggested that if the aerial utility infrastructure requires complete relocation for either project, the process would take approximately 18 months to complete. As such, all Meeting participants acknowledged that, for this assignment, the process needs to commence as soon as possible to meet the delivery schedule timelines.	Info.
3.16	Bell cautioned that co-ordination of the work with joint use poles is very important, and noted that if one utility provider is delayed with their relocations then it would delay the other utility service provider as well and could push work into the shoulder seasons.	Info.
3.17	In response to a comment from Hydro One, AECOM confirmed that Fisheries and Natural Sciences investigations are targeted to occur this year to confirm the presence of Species at Risk and Migratory Birds.	Info.
3.18	In response to a comment from AECOM, Hydro One and Bell confirmed that if the final design includes wildlife fencing, it would be their preference that the fencing be installed on the 'field side' of the utility poles in order to maintain access to their infrastructure from the highway.	Info.
3.19	Further to Item 3.11 above, AECOM requested available GIS data for any known buried utility infrastructure to assist with detail design activities and acknowledged the requirement for 'locates' to be completed prior to subsurface investigations and / or excavations.	Bell / Hydro One / TC Energy / Ontera

		Action
3.20	AECOM and the MTO thanked everyone for their collaborative discussions and thoughts with respect to the potential impacts to the existing utilities on this assignment.	Info.
4.0	**Adjournment**	
4.1	The meeting was adjourned at 11:30 a.m.	Info.

Distribution List

Meeting Participants
Meeting Invitees

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.

AECOM
103 - 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
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705 472 7520 tel
705 476 9722 fax

Meeting Date:	February 7, 2024	Start Time:	1:00 p.m.	Project #	60713279
Location:	Microsoft Teams	Prepared By:	Carole-Anne Zambelli		

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team

Jessy Dussault	MTO, Project Delivery
Kyle Bush	MTO, Pre-Contract Traffic Engineering
Heather Garbutt	MTO, Environmental Delivery

AECOM Project Team

Kyle Hampton	AECOM
Heather Anderson	AECOM
Paul Lecoarer	AECOM
Carole-Anne Zambelli	AECOM

Student Transportation Services

Julie Rivard	North East Tri-Board Student Transportation (NETBST)
Chuck Seguin	Nipissing Parry Sound Student Transportation Services (NPSSTS)
Daniel Johnston	Nipissing Parry Sound Student Transportation Services (NPSSTS)

Regarding: Student Transportation Services Meeting No. 1

Minutes of Meeting

		Action
1.0	**Introduction of Ministry and AECOM Project Teams**	
1.1	AECOM provided an introduction of the Ministry and AECOM Project Team members that were in attendance and / or would be supporting this Assignment. AECOM indicated that the primary purpose of this meeting is to gain input from Student Transportation personnel regarding the Highway 11 2+1 Project. In particular, AECOM acknowledged that the proposed Highway 11 2+1 configuration includes the implementation of a median barrier system throughout the Project limits which will restrict the opportunity for vehicles to turn left (or turn around) for several kilometres.	Info.
2.0	**Introduction of Student Transportation Services Attendees**	
2.1	Student Transportation Services attendees introduced themselves as indicated in the Attendees list above and provided additional context as further described below: • Julie Rivard, Transportation Officer at NETBST. The NETBST facilitates school bus transportation services for the Districts of Cochrane and Temiskaming; • Chuck Seguin, Executive Director at NPSSTS. The NPSSTS facilitates school bus transportation services for the Districts of Nipissing and Parry Sound (East and West), which stretches from West Nipissing to Mattawa, and from Temagami through to Novar and MacTier, including North Bay; and, • Daniel Johnston, Operations Manager at NPSSTS. Mr. Seguin indicated that he appreciates the NPSSTS's involvement in the Project at such an early stage and is curious to know how this new highway arrangement will work.	Info.

		Action
3.0	**Project Overview via PowerPoint Presentation**	
3.1	AECOM provided an overview of the Highway 11 2+1 Pilot Project to the Student Transportation Services via a PowerPoint slide deck, and added further commentary during the Presentation as detailed within the following sub-Items. A copy of the slide deck is appended to these Meeting Minutes.	Info.
3.1.1	AECOM highlighted that the origin of this Assignment dates back to 2018 when the MTO initially began analyzing the potential safety benefits that may be realized if a 2+1 arrangement was introduced within the Province, and specifically along Highway 11. AECOM indicated that the Project is following the Group B process as defined within the MTO Class Environmental Assessment for Transportation Facilities (Class EA). AECOM confirmed that they plan to engage Student Transportation Services regularly as part of the Class EA consultation process. There will also be a Public Information Centre once the design has progressed and more details are known. AECOM advised that the attendees are welcomed to participate and / or provide feedback at any time via: • Leveraging the Project Team email; • By contacting Kyle Hampton directly; and / or, • By referencing the Project Website www.highway11pilot.ca (which will be updated as design progresses).	Info.
3.1.2	AECOM indicated that, in accordance with the Ministry's documentation, a 2+1 roadway model consists of a three-lane cross-section with one lane in each direction of travel and an additional third lane alternating between directions. The design also typically includes a flush narrow median and median barrier. AECOM highlighted that this design has been shown to reduce crossover collisions and enhance capacity due to the median barrier and allows for faster moving vehicles to pass slower vehicles at regular frequency. AECOM noted that collisions with vehicles crossing centreline has been an issue along Highway 11 north of North Bay for some time.	Info.
3.1.3	AECOM provided an overview of the current configuration for both rural sections of Highway 11, highlighting that the existing conditions include several passing lanes. AECOM indicated that two more passing lanes are proposed in between the two existing ones, as well as the installation of a median barrier within GWP 5151-21-00 (i.e., southern Project). Additionally, at least two more passing opportunities will be installed, as well as the installation of the median barrier within GWP 5033-22-00 (i.e., northern Project).	Info.
3.1.4	AECOM indicated that fully paved shoulders will be installed on both sides of the highway. Further, AECOM indicated that the type of median barrier system currently being proposed is a high-tension cable guide rail system for the southern Project, and a steel beam system for the northern Project. AECOM confirmed that a concrete median barrier system is not proposed for Highway 11 at this time. AECOM emphasized that the collaborative discussion and relationship building with the Student Transportation Services will enable the Project Team to learn about any specific access points or areas of interest throughout the Project limits that may require further accommodation and consideration.	Info.

		Action
3.1.5	AECOM provided an overview of the proposed passing lane locations within each section to the meeting attendees, as follows: • GWP 5151-21-00 (southern Project): AECOM noted that there are limited residential entrances and some bush entrances in this section. AECOM is currently proposing the addition of two more passing lanes approximately 2 km in length each. • GWP 5033-22-00 (northern Project): AECOM highlighted that a new Rest Area is being proposed for construction by the MTO under a separate assignment at the very south end of this project limit. AECOM noted that the Rest Area is in the final stages of design. AECOM indicated that this Rest Area, along with other constraints such as rock cuts throughout this section, are creating design related challenges not faced in the southern project. Nevertheless, AECOM is endeavoring to install two additional passing opportunities within this section as well. AECOM also indicated that they are reviewing turnaround opportunities throughout each section, endeavoring to incorporate a turnaround opportunity about every 2 passing opportunities (i.e., green section, purple section, turnaround opportunity, etc.). AECOM also indicated that they have been having similar discussions with Emergency Services as well (i.e., OPP and Fire).	Info.
3.1.6	AECOM acknowledged that receipt of school bus route information shared by Ms. Rivard for the northern Project (GWP 5033-22-00). School bus route W630 includes a pick-up and drop off location at Civic Address #3031. The same bus also travels into Jumping Caribou Road, and travels into Temagami each day. AECOM indicated that impacts from the 2+1 configuration to Jumping Caribou Road are still being reviewed. NETBST noted that the children on these routes are younger, and as a result, buses will likely be traveling in these areas for quite a while.	Info.
3.1.7	NPSSTS indicated that they are interested in both sections as they service both areas, and have a bus which starts in Temagami, and travels southbound to North Bay. NPSSTS confirmed that they do not currently have any stops directly on Highway 11 in either location at present.	Info.
3.1.8	Notwithstanding the information provided within Items 3.1.6 & 3.1.7 above, AECOM requested that the student transportation services confirm their route information with the Project Team for reference purposes.	NPSSTS/ NETBST
3.1.9	AECOM and the supporting Project Team confirmed that there will be no construction in 2024. Instead, it was noted that the Ministry and AECOM are undertaking design activities such that a Contract for the southern section may be available to support construction in 2025; however, AECOM emphasized that MTO funding and approvals (MTO, environmental, legislative, etc.) are still outstanding at this time, and must be secured. AECOM highlighted that the two sections will be tendered separately, and that it's unlikely that they will be construction concurrently; however, this will also be confirmed as detail design progresses.	Info.

		Action
4.0	**Discussion**	
4.1	NETBST requested confirmation that the placement of the proposed turnarounds within both sections will be at every 4 km interval or so. AECOM confirmed that turnarounds will likely be implemented every 4-5 km for both sections. NETBST mentioned that they are happy to see that students are being considered now and for the future.	Info.
4.2	NETBST indicated that they can assist in determining who placed the school bus crossing ahead sign given that their board covers up to Marten River. NPSSTS indicated that they have also installed some signs in the past, and as such, it's their assumption that the sign is theirs and within the limits of their stops. Notwithstanding the above, both NETBST and NPSSTS indicated that they would collaboratively confirm ownership of the school bus crossing ahead sign with the Project Team.	NETBST/ NPSSTS
4.3	NPSSTS asked if the median design would be subject to change. AECOM indicated that the final decisioning for the median barrier hasn't yet been reached; however, the median barrier system will likely perform a part of the final configuration. The MTO confirmed that their expectation that a median barrier will be implemented; however, the type could change.	Info.
4.4	A discussion ensued regarding the introduction of new bus stops within the final configuration. AECOM indicated that new entrance installations may be difficult to accommodate. AECOM further indicated that there will be a 4 km distance from turnaround to turnaround. NPSSTS indicated that the turnaround design may limit the size of vehicle that they can use for their routes; however, they can approach the Ministry of Education with justification for requesting reduced vehicle sizes to accommodate any new highway configuration. Further, NPSSTS indicated that this is also based on the number of kids on the routes. NPSSTS indicated that they are happy to discuss this further as the Project Team progresses through the design. AECOM highlighted that the turnarounds are subject to the most amount of discussion at the moment, and that there are many conceptual ideas under consideration. AECOM further stated that the turnarounds could potentially be designed for larger vehicles as well.	Info.
4.5	NPSSTS shared information regarding housing trends that they have observed whereby southern Ontario residents are buying remote area seasonal cottages and converting them to year-round homes. NPSSTS went on to say that this has resulted in more bus routing requests in rural areas which has provided some challenges associated with student transportation.	Info.
4.6	NETBST asked if the Project Team has evaluated areas that could be further developed in the future. AECOM indicated that they are in the early stages of learning about property ownership, but generally noted that development is likely not on the horizon within the Project areas based upon their familiarity. Nevertheless, AECOM acknowledged that growth areas will be something the Project Team will consider as design progresses.	Info.

		Action
4.7	AECOM asked for further elaboration regarding the conversion of camps into full-season homes, and more specifically, how this could impact their route times. NETBST indicated that buses will only go down municipally maintained roads for pickups, and that they will not travel down LRB or private roads. Further, NETBST acknowledged that this can add much more travel time to their routes. NETBST and NPSSTS indicated that they have policies that target route travel length times as follows: • Rural areas: 60 minutes; and, • City limits: 50 minutes NETBST indicated that they have high school students that travel from Marten River to New Liskeard; therefore every minute counts when considering their policy. Further, NETBST indicated that they endeavor to add or remove stops where needed. NPSSTS also acknowledged that they have one high school student who rides from Temagami to North Bay for a total duration of 2.5 hours each way.	Info.
5.0	**Next Steps**	
5.1	AECOM noted that they are committed to undertaking further meetings with Student Transportation Services personnel as detail design progresses. AECOM also indicated that they will be hosting a Public Information Centre (PIC) to inform the general public about the design, which the student transportation services are welcome and encouraged to attend as well.	Info.
6.0	**Adjournment**	
6.1	The meeting was adjourned at 1:55 p.m.	Info.

Distribution List

Attendees
Invitees

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.**

Student Transportation Meeting

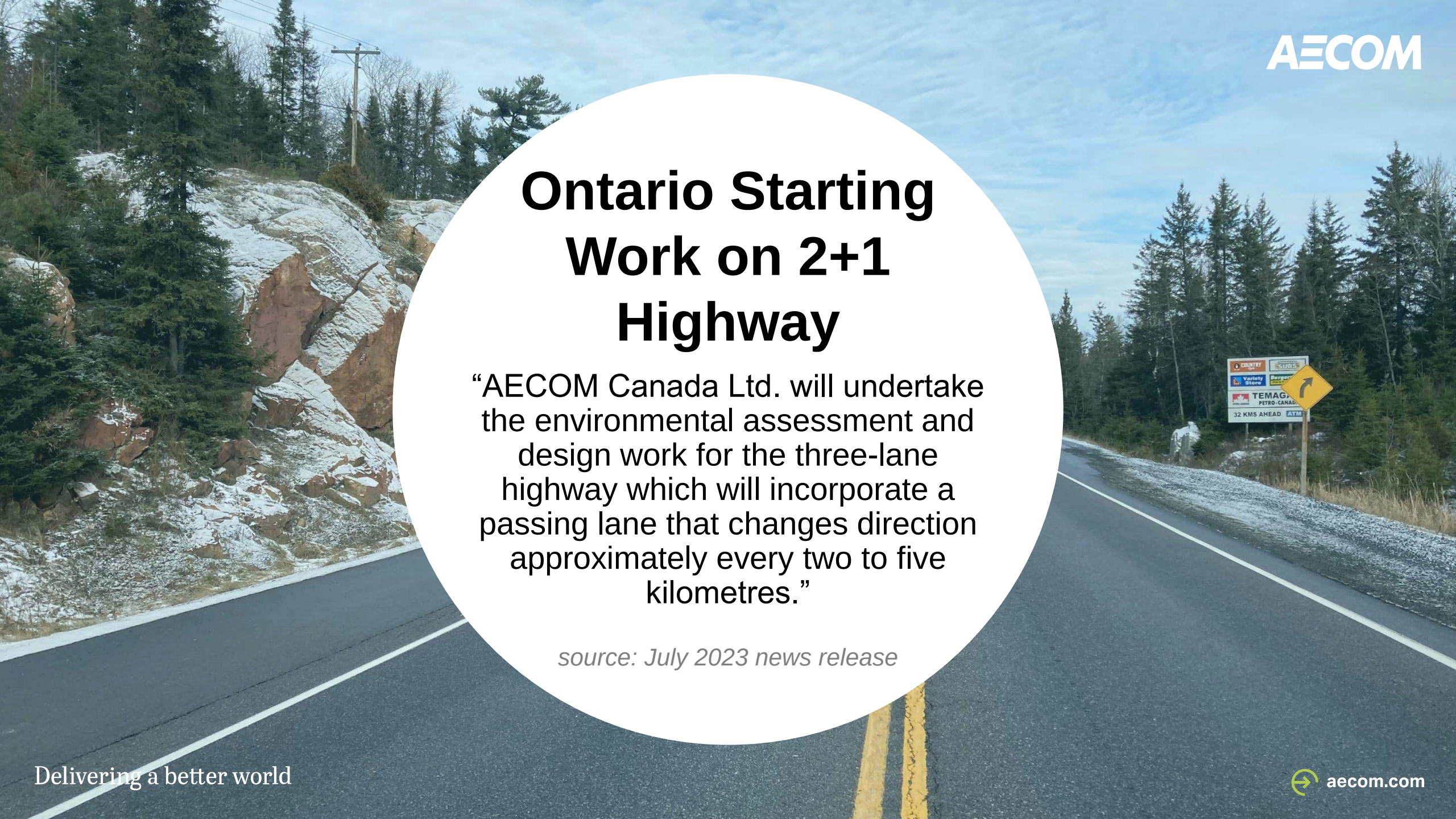
GWP's 5151-21-00 & 5033-22-00

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

February 7, 2024

01

Introduction

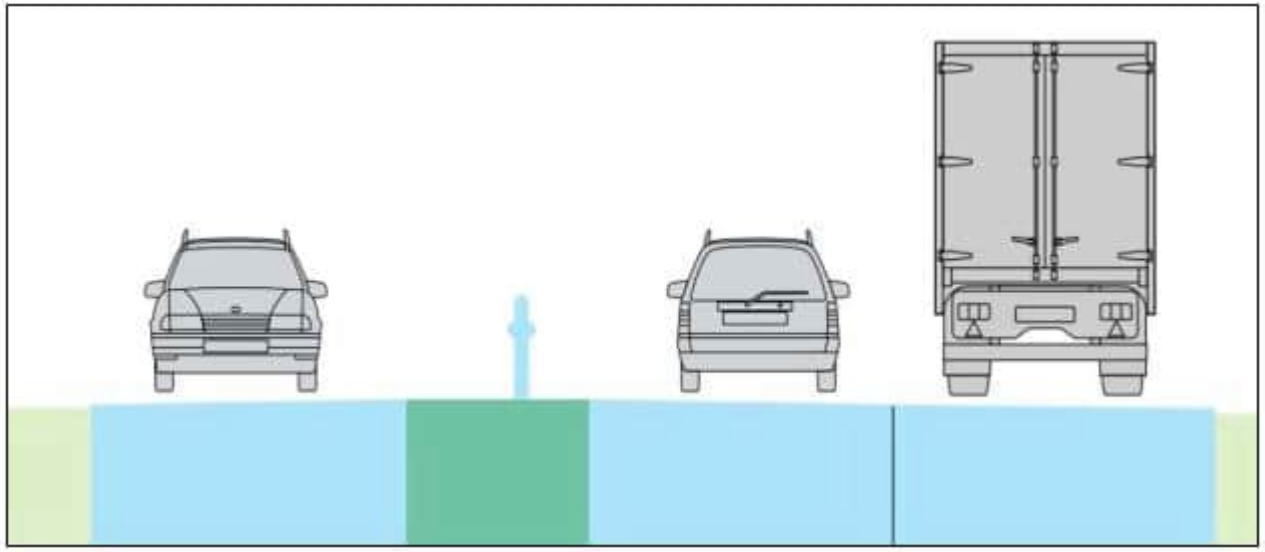


Ontario Starting Work on 2+1 Highway

"AECOM Canada Ltd. will undertake the environmental assessment and design work for the three-lane highway which will incorporate a passing lane that changes direction approximately every two to five kilometres."

source: July 2023 news release

2+1 Roadway Concept



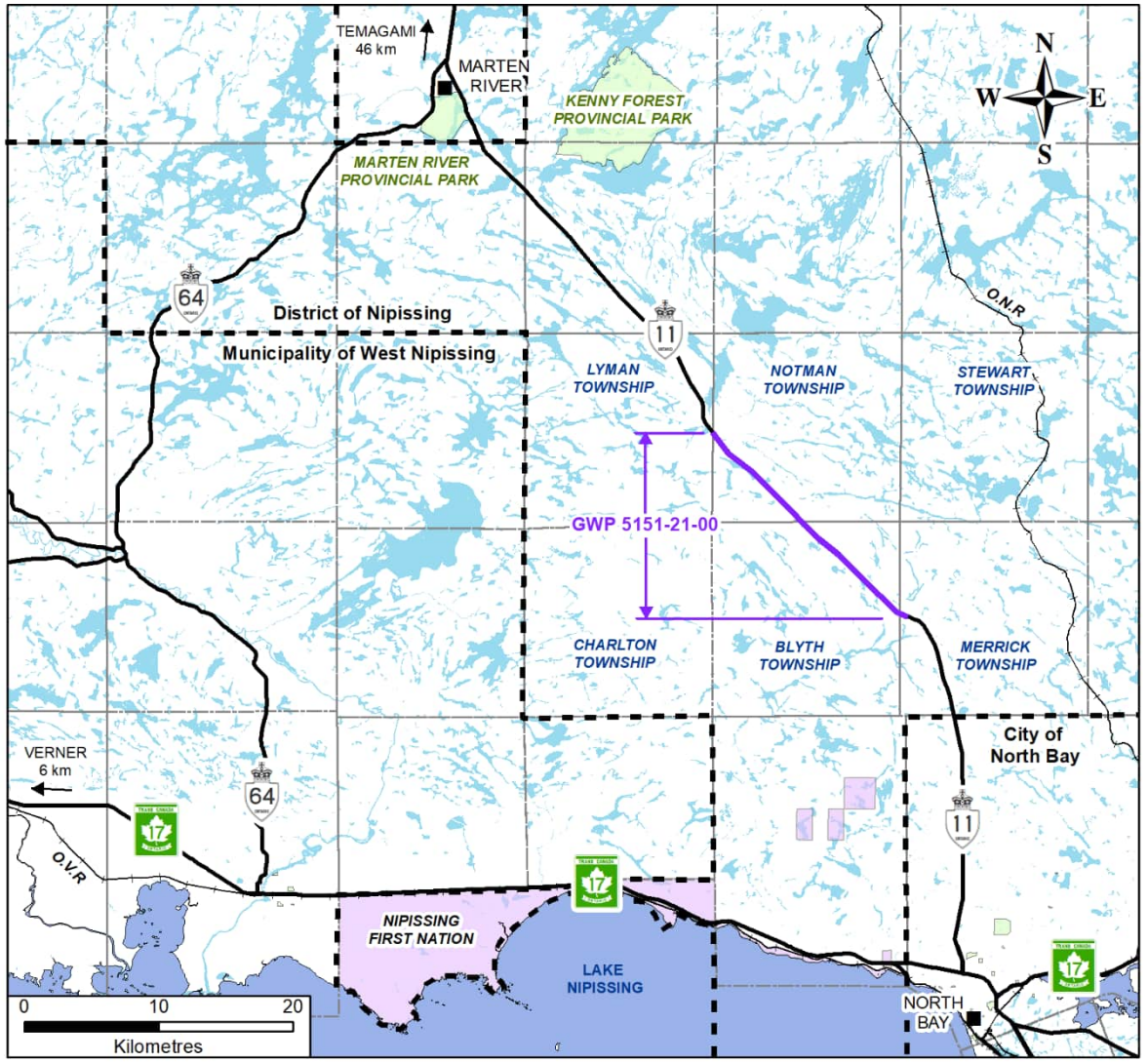
02

Study Location(s)

Locations

GWP 5151-21-00:

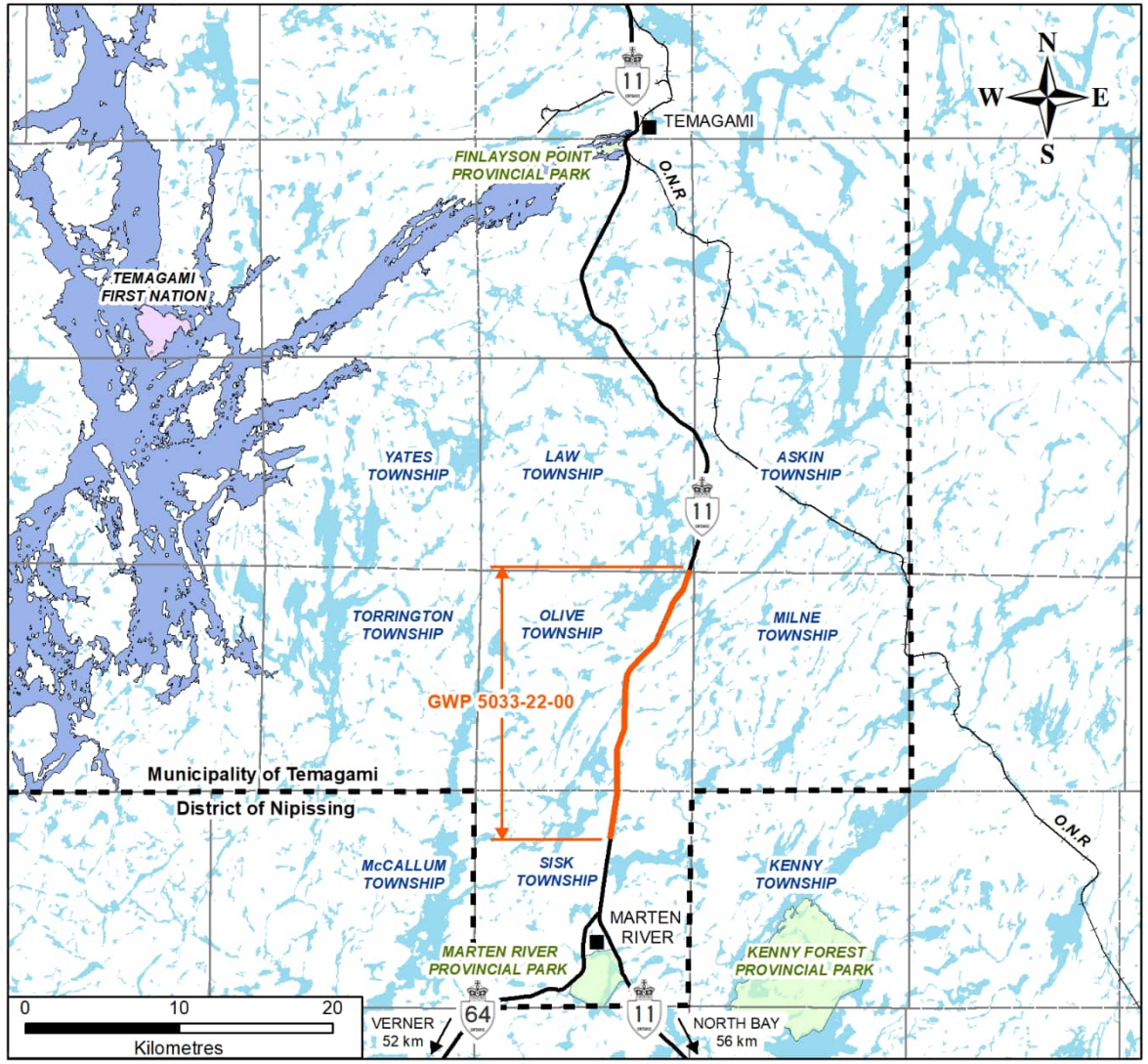
- Sand Dam Road northerly to Ellsmere Road (13.8 km)
- Geographic Townships of Merrick, Blyth, Notman and Lyman
- Nipissing District
- Timiskaming – Cochrane electoral district
- North limit near the small community of Ellsmere Village / Tilden Lake



Locations *(Cont'd…)*

GWP 5033-22-00:

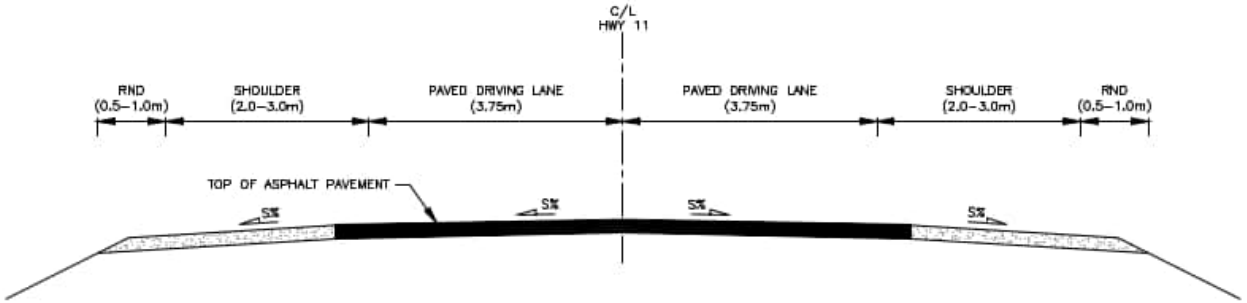
- From 4.6 km north of Highway 64 northerly for 11.4 km
- Geographic Townships of Sisk and Olive
- Nipissing District
- Timiskaming – Cochrane electoral electoral district



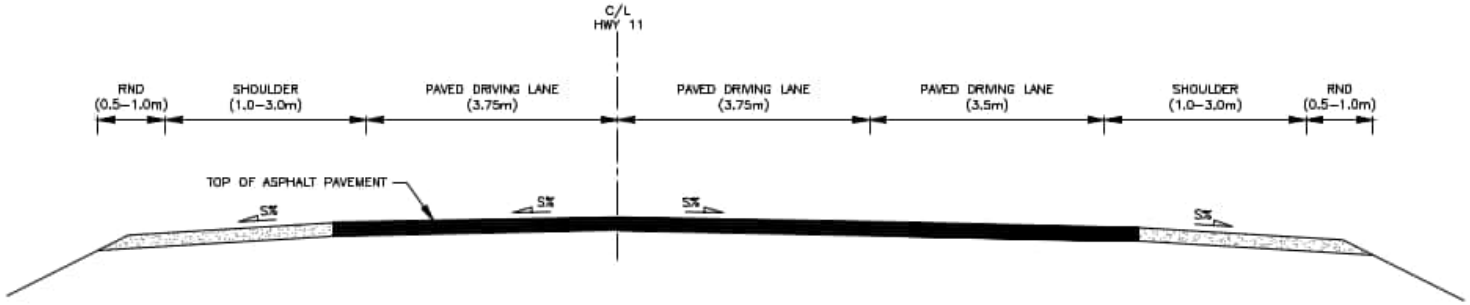
03

Existing Conditions

Existing Configuration (both GWPs)



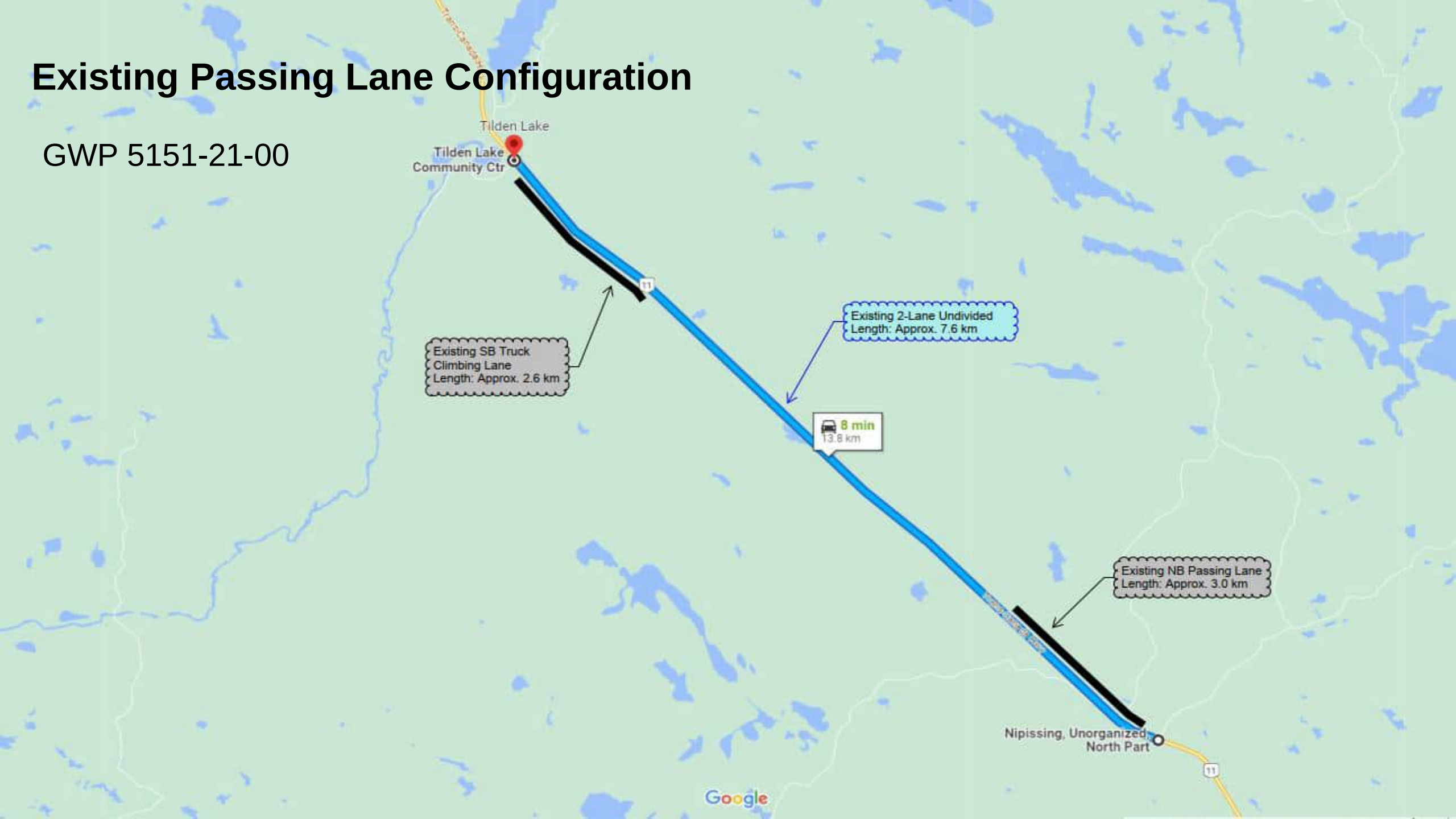
EXISTING TYPICAL
CROSS SECTION



EXISTING PASSING LANE
TYPICAL CROSS SECTION

Existing Passing Lane Configuration

GWP 5151-21-00



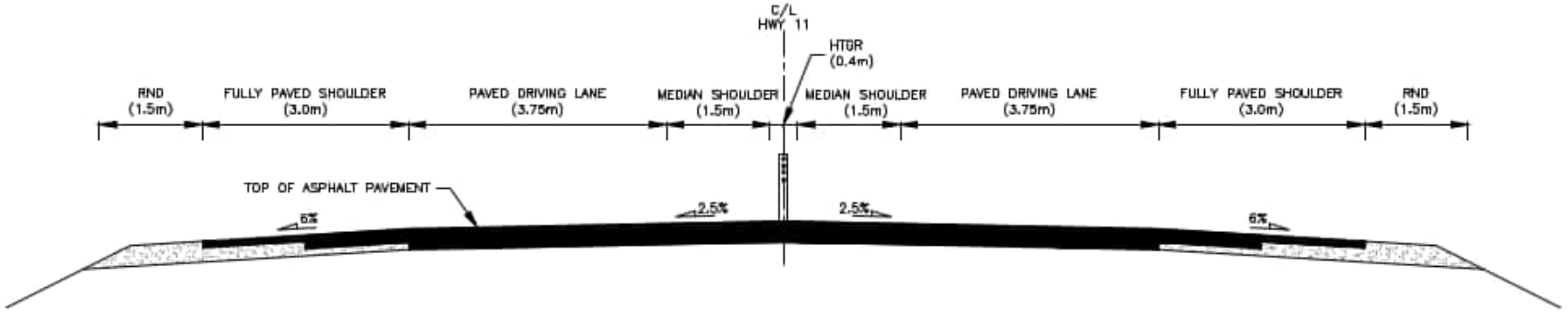
Existing Passing Lane Configuration

GWP 5033-22-00

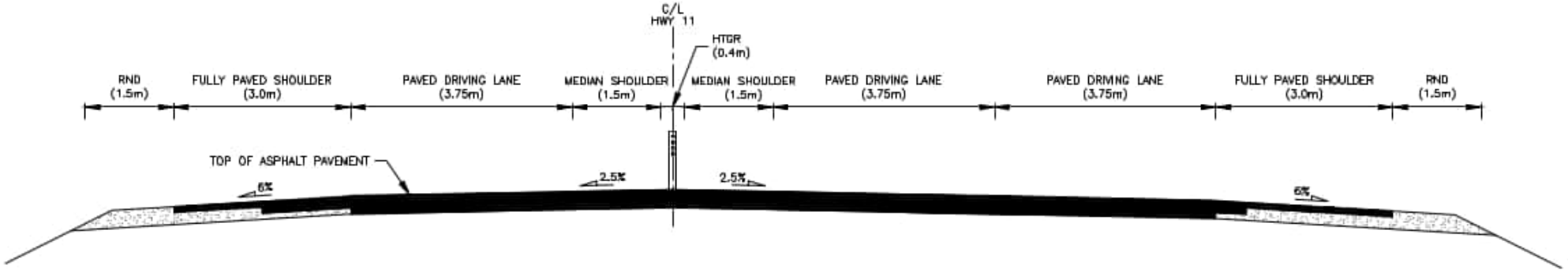
04

2+1 Roadway Model

2+1 Roadway Model Cross Section



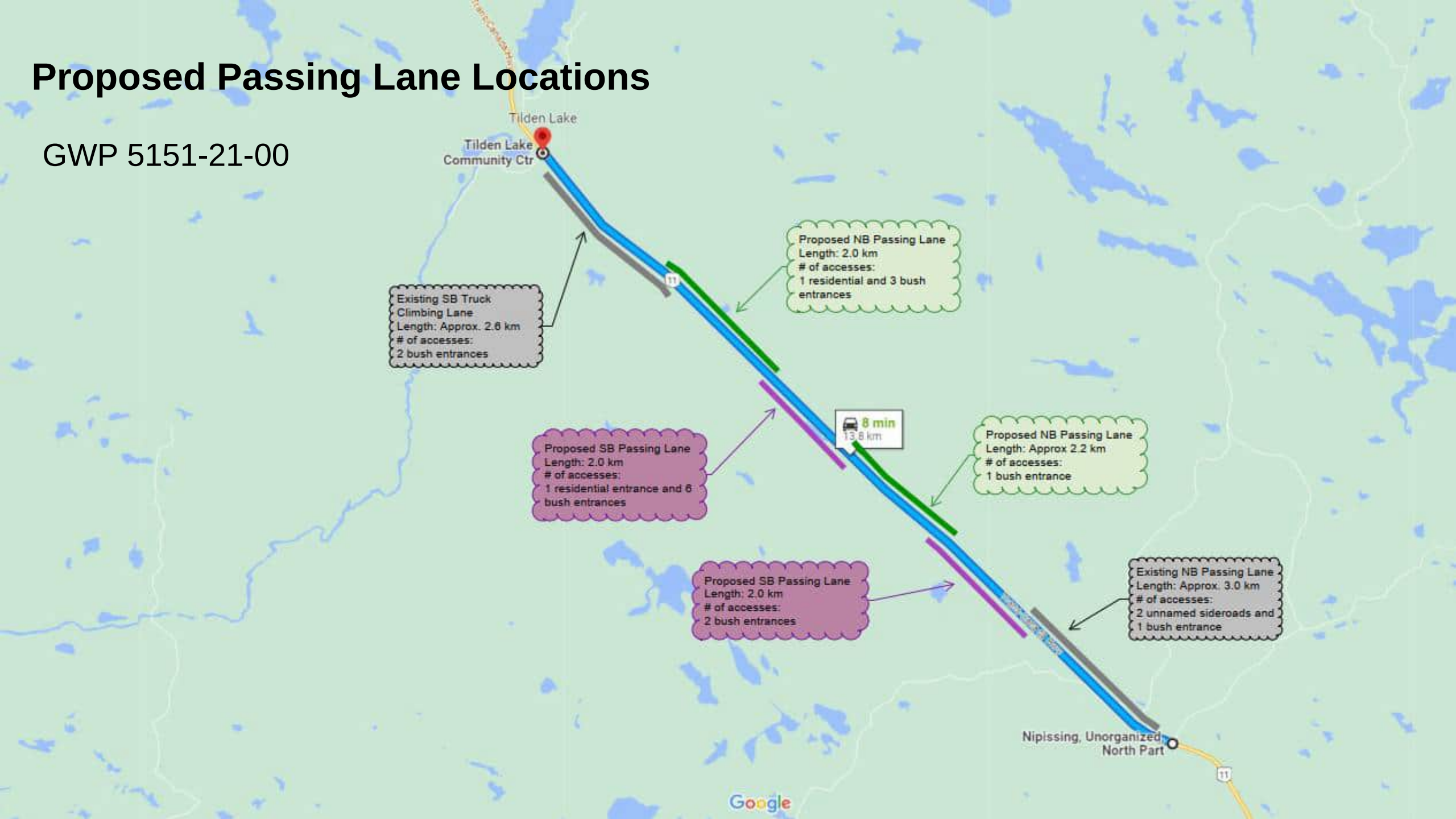
PROPOSED 1+1 TYPICAL
CROSS SECTION



PROPOSED 2+1 TYPICAL
CROSS SECTION

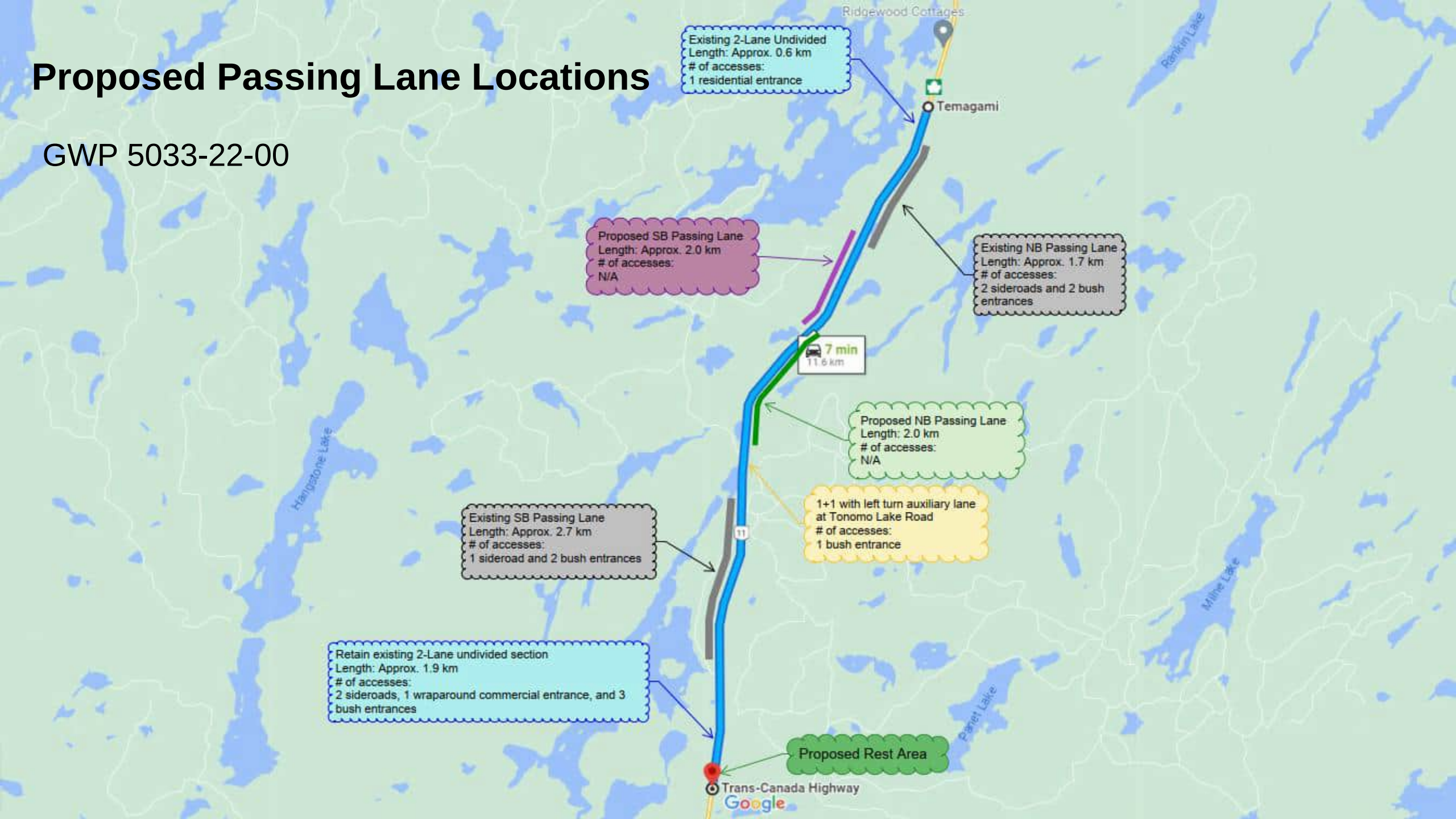
Proposed Passing Lane Locations

GWP 5151-21-00



Proposed Passing Lane Locations

GWP 5033-22-00



05

Student Transportation Services

Known Routes To-Date

Based upon feedback, the following school transportation routes exist in the Project Areas:

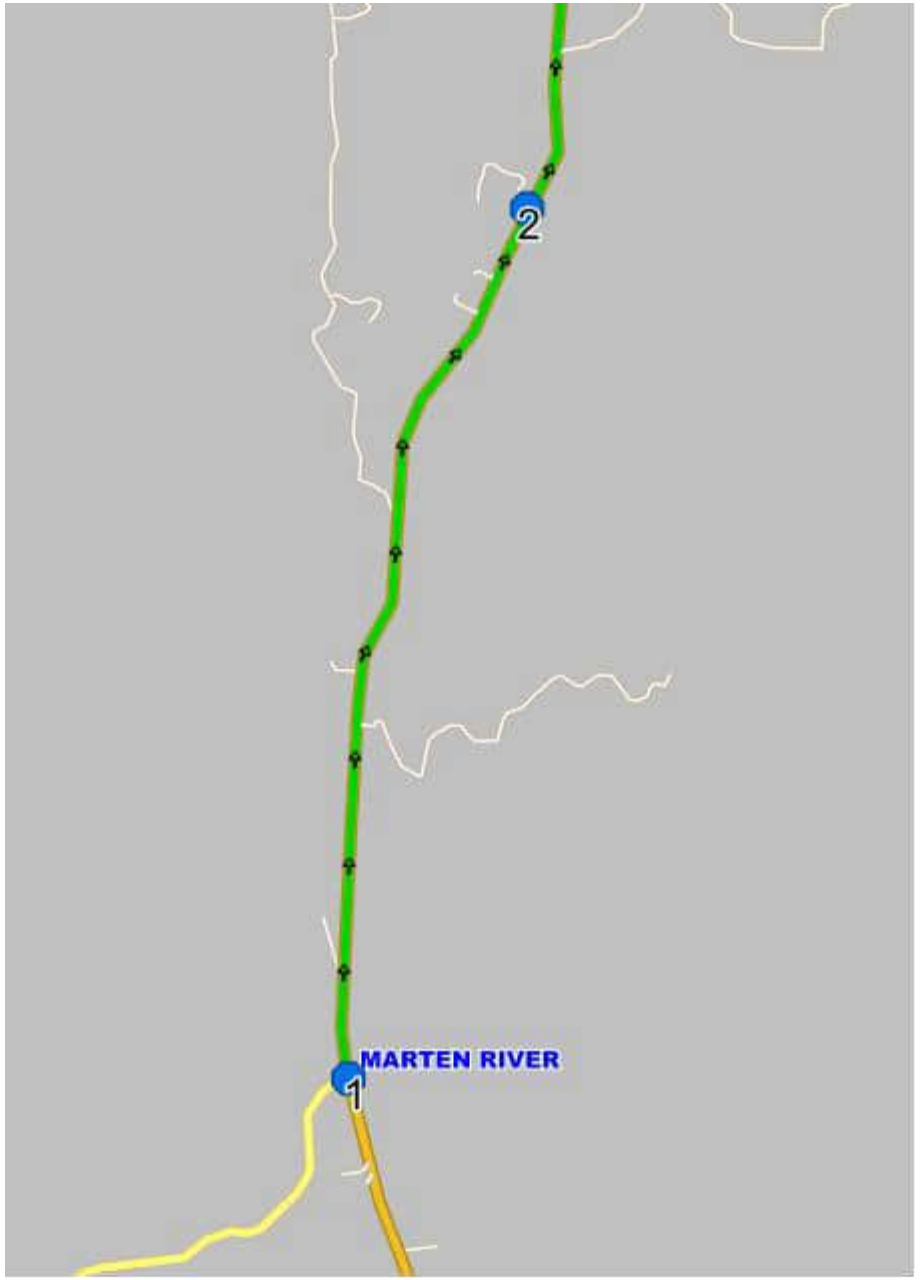
GWP 5151-21-00

Currently unknown

GWP 5033-22-00

School Bus Route W-630

- Pick-up / drop-off location at Civic Address #3031 (Highway 11 just north of the intersection of Highway 64)
- Bus W-630 also travels into Jumping Caribou Road
- Bus travels to Temagami each day



06

Forecasted Delivery Schedule

Forecasted Delivery Schedule

GWP 5151-21-00

Key Schedule Details	
30% Initial Design Meeting	March 20, 2024
Construction Start Date	September 22, 2025
Construction Duration	2025 - 2028

GWP 5033-22-00

Key Schedule Details	
30% Initial Design Meeting	TBD
Construction Start Date	July 7, 2027
Construction Duration	2027 - 2030

07

Requested Feedback for Design

Requested Feedback for Design

1. In which direction do the buses travel along Highway 11 to their planned routes? And to which schools are within the bus zoning area for these areas?
2. Are there any current bus stops that would be impacted by the presence of a median barrier?
3. Seeking information about the existing school bus stop ahead sign within GWP 5033-22-00…
   - Existing school bus stop ahead sign is located in the southbound direction ~230 m north of Richfield Road
   - Can this sign be removed or relocated for another area?

08

Next Steps

Next Steps

- AECOM to share Minutes of this Meeting, as well as the slide deck
- Student Transportation Services are requested to provide relevant information and / or feedback based upon today's discussion for consideration including:
  - Any response related to Questions 1 – 3 from Slide 21 would be appreciated
- AECOM to continue advancing Detail Design efforts for sideroad and turn-around configurations for all vehicle types

09

Discussion

Discussion

- Open forum…

Thank you.

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AECOM
103 - 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
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705 472 7520 tel
705 476 9722 fax

Meeting Date: February 14, 2024 Start Time: 1:00 p.m. Project # 60713279

Location: Microsoft Teams Prepared By: Carole-Anne Zambelli

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team

Jessy Dussault	MTO, Project Delivery
Titas Mutsuddy	MTO, Project Delivery
Heather Garbutt	MTO, Environmental Delivery
Terri Rogers	MTO, Indigenous Liaison Specialist
Dwayne Pamajewon	MTO, Indigenous Liaison Specialist

AECOM Project Team

Kyle Hampton	AECOM
Sonia Rankin	AECOM
Carole-Anne Zambelli	AECOM
Johanna Perz	AECOM
Amy Ingriselli	AECOM

Ministry of Natural Resources and Forestry (MNRF)

Lynn Moreau	MNRF, Regional Planner
Norman Dokis	MNRF, Resource Liaison Specialist
Shamus Snell	MNRF, Management Biologist
Alison White	MNRF, Forest Productivity Specialist

Regarding: MNRF Meeting No. 1

Minutes of Meeting

		Action
1.0	**Introduction of Ministry and AECOM Project Teams**	
1.1	AECOM provided an introduction of the Ministry and AECOM Project Team members that were in attendance and / or would be supporting this Assignment. AECOM indicated that the primary purpose of this meeting is to gain input from MNRF personnel regarding the natural science, fisheries and land use (i.e., MNRF policy areas, Enhanced Management Areas (EMAs) and research plots) information they shared with the Project Team following receipt of the Notice of Study Commencement (NOSC).	Info.
2.0	**Introduction of MNRF Attendees**	
2.1	MNRF attendees introduced themselves in their roles, as indicated in the Attendees list above and provided additional information as further described below: • MNRF indicated that Philip DeWitt, a scientist and Provincial Wildlife Monitoring Program Leader, can be removed from the distribution list for this Meeting and the forthcoming Meeting Minutes. AECOM confirmed that Philip indicated that he likely did not need to be in attendance today. • MNRF indicated that Jesta Coniconde, IRM Technical Specialist, respectfully declined the meeting due to a conflict; however, has provided questions which can be reviewed at the end of the meeting.	Info.
3.0	**Project Overview via PowerPoint Presentation**	
3.1	AECOM provided an overview of the Highway 11 2+1 Pilot Project to the MNRF via a PowerPoint slide deck, and added further commentary during the Presentation as detailed within the following sub-Items. A copy of the slide deck is appended to these Meeting Minutes.	Info.

		Action
3.1.1	AECOM highlighted that the origin of this Assignment dates back to 2018 when the MTO initially began analyzing the potential safety benefits that may be realized if a 2+1 arrangement was introduced within the Province, and specifically along Highway 11. While the July 2023 announcement represented the true commencement of Detailed Design and Environmental Assessment activities, the concept and fundamental design concepts have been the subject of significant deliberation at the MTO for the past 5 years. AECOM indicated that the environmental impact assessment field investigations and associated reporting will commence in early spring of 2024. AECOM highlighted that at the onset of the study, the Project Team agreed that they needed a better understanding of potential impacts from design before the initiation of field work.	Info.
3.1.2	AECOM indicated that, in accordance with the Ministry's documentation, a 2+1 roadway model consists of a three-lane cross-section with one lane in each direction of travel and an additional third lane alternating between directions. The design also typically includes a flush narrow median and median barrier. AECOM highlighted that this design has been shown to reduce crossover collisions and enhance capacity due to the median barrier and allows for faster moving vehicles to pass slower vehicles at regular frequency. Collisions with vehicles crossing the centreline has been an issue along Highway 11 north of North Bay for some time.	Info.
3.1.3	AECOM indicated that as part of the current design, fully paved shoulders will be installed on both sides of the highway, two and/or more passing lanes are proposed in between the existing ones, as well as the installation of a median barrier within GWP 5151-21-00 (i.e., southern Project) and GWP 5033-22-00 (i.e., northern Project). Further, the type of median barrier system currently being proposed is a high-tension cable guide rail system for the southern Project, and a steel beam system for the northern Project. AECOM confirmed that a concrete median barrier system is not being proposed for Highway 11. AECOM emphasized that the proposed design would create an obstruction to wildlife crossing for the entire length, within both sections.	Info.
3.1.4	AECOM and the supporting Project Team confirmed that the forecasted delivery schedule is subject to change as detail design progresses, and is dependant on MTO funding and approvals (MTO, environmental, legislative, etc.). AECOM confirmed that the Ministry and AECOM are undertaking design activities such that a Contract for the southern section may be available to support construction in 2025. Additionally, the two sections will be tendered separately, and it's unlikely that they will be construction concurrently.	Info.
3.1.5	AECOM emphasized that they wish to collaborate with MNRF as much as possible (i.e., Public Information Centre (PIC) participation, review of the TESR, etc.), and that they welcome information and feedback. AECOM advised that the attendees are welcomed to participate and / or provide feedback at any time via: ▪ Leveraging the Project Team email; ▪ By contacting Kyle Hampton directly; and / or, ▪ By referencing through the Project Website www.highway11pilot.ca (which will be updated as design progresses).	Info.
3.1.6	AECOM highlighted that they would like to review the following based upon the information shared by the MNRF: • Confirming project interaction with, and environmental constraints for: a) Research Plots; b) Enhanced Management Area (EMA) Marten River (E154r), including the Marten River Management Plan and Nipissing Crown Game Reserve; c) Jumping Caribou Lake policy area; and, d) Policy Area: G 1941 (Tomiko Lake Area). • Discussing Road Development & Maintenance approvals with intersections and turnarounds • Receiving further information related to: i) Invasive Species management concerns within the corridor; and, ii) Wildlife collision concerns within the corridor. • Discussing / engaging existing land use permit holders • Confirming locations of research plots & understanding any associated constraint(s)	Info.
3.1.7	AECOM indicated that their next steps following the Meeting will include the following: • Sharing the Minutes of this Meeting, accompanied by the slide deck with meeting attendees; • Prepare for and undertake the environmental impact assessment field reviews in 2024; and, • Continue advancing Detail Design, including the review of opportunities for impact mitigation.	Info.

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.**

		Action
4.0	**Review of MNRF Shared Information**	
	MNRF requested justification on the use of two median barrier systems within each project (i.e., cable system in the south, steel beam system in the north). AECOM indicated that both systems have the desired crash deflection characteristics to perform in a median. AECOM further noted that the MTO wants to perform a comparative analysis of the two to see if one performs better than the other. The MTO agreed that this is a unique opportunity provided by delivering this Assignment as a pilot project.	Info.
4.1	**Research Plots** AECOM indicated that they are seeking clarification on the location and implications of the land use areas (i.e., MNRF policy areas, Enhanced Management Areas (EMAs) and research plots) in relation to how they will potentially interact with the projects. To begin, AECOM and MNRF discussed the potential impacts and/or constraints from the nearby research plots identified by MNRF. MNRF indicated that as a part of silviculture management, these plots are monitored over long periods of time and aren't intended to be disturbed. Additionally, the goal with the long-term monitoring plots is to achieve 3 measures on each plot before letting them go. MNRF also noted that each plot has a 45 m buffer zone around it to accept some level of disturbance.	Info.
4.1.1	MNRF confirmed that the locations of the research plots should be available for review within GeoHub, identified by the plot identifier codes shared with the Project Team. As such, AECOM indicated that they will perform a review of the research plot locations and associated information within GeoHub to better understand the potential design implications (i.e., access, timing restrictions working in or near them, etc.). MNRF indicated that the MTO Project Manager or GIS Coordinator can help facilitate viewing that information for data sharing.	AECOM
4.1.2	MNRF provided additional information on the research plots identified in proximity to the project limits, noting that no disturbance of any kind is permitted within one plot near the project. Of all plots identified near the project limits, one plot currently has 2 measurements on it, and another only has 1 measure on it. MNRF indicated that they would be looking for compensation for getting data off these plots if they needed to get rid of them before all 3 measures are achieved. Additionally, MNRF would require assistance with establishing replacement plots. MNRF further highlighted that a 6,400 m^3 (120 m radius) research plot is located 1 km away from the existing highway.	Info.
4.1.3	MNRF requested confirmation on the Project Teams anticipated impact to the plots, and more specifically to the plot located closest to Highway 11. AECOM indicated that detail design is still progressing and that they are in a phase of compiling information to make these decisions later; however, as the plot is 1 km away, it will likely result in no impact. AECOM further indicated that knowing the purpose, nature and restrictions of these areas will assist the design team in making decisions as detail design advances. MNRF indicated that the ideal initial strategy would be to avoid the areas, otherwise the MTO would need to assist with offsetting the data collection and loss of plots. MNRF indicated that these plots are costly for MNRF to set up and full destruction of any research plot would result in assistance being required by MTO for their reestablishment.	Info.
4.1.4	AECOM requested information on the timing of data collection on the research plots. MNRF highlighted that their Growth and Yield Program hasn't been receiving the funding they are historically accustomed to receiving; therefore, they haven't been able to achieve their target of collecting data every 5 years.	Info.
4.2	**Enhanced Management Areas (EMAs)** AECOM asked MNRF to provide further details on the EMAs in the vicinity of the projects. MNRF indicated that AECOM could review the policy on these areas as this information is publicly available on the Crown Land Use Policy Atlas which will specify permitted uses in the area.	Info.

		Action
4.2.1	MNRF asked if AECOM could provide their Contract plans for review in conjunction with reviewing the EMAs in the area. AECOM confirmed that contract plans are not available for distribution this early in the design stage as they are working around too many assumptions to confidently compare against the Contract Drawings. AECOM noted that the Contract plans are continually under development throughout detail design, and that they will have a more concrete design by the 30-60% contract package delivery stages. AECOM added that providing plans at this point can lead to a misrepresentation of information. Based upon the above, it was concluded that upon completion of the 30% design stage, the Project Team will meet with MNRF to review the design and discuss the EMAs relative to the design at that time. AECOM indicated that they anticipate a follow-up with MNRF in the fall of 2024.	Info.
4.3	**Road Development & Maintenance Approvals** AECOM requested clarification on what road development & maintenance approvals would apply to the project / the Ministry with intersections and turnarounds. AECOM asked MNRF to confirm if these approvals apply to existing Provincial highway infrastructure or only to new roads. MNRF indicated that they would need to review in more detail and get back to the Project Team.	MNRF
4.4	**Wildlife-Vehicle Collisions (WVCs)** MNRF initiated a discussion regarding the increased potential for WVCs with the proposed improvements, hazarding that there would be more potential for WVCs during construction and with installation of additional traffic lanes. MNRF also noted that with the potential increase in traffic, there could be an increase for invasive species movement. Additionally, a barrier in the middle of the entirety of both sections of Highway 11 raises a lot of questions for WVCs as larger animals are likely to behave in a manner where they hit a large obstacle and walk along it, posing a danger to themselves and motorists.	Info.
4.4.1	MNRF highlighted that the Project Team should consider installations of wildlife fencing similar to those installations along Highway 11 south and Highway 69, which were successful in reducing WVCs. MTO indicated that the wildlife fencing product installed along Highway 17 is now a standard drawing.	Info.
4.4.2	Additionally, MNRF encouraged the team to conduct a monitoring program on wildlife mortality within both project limits to determine what types of animals are being hit and assist in determining the ideal locations for wildlife fencing. The MTO confirmed that they already monitor WVCs as a long-term initiative, with data shared by MTO maintenance and the Ontario Provincial Police (OPP).	Info.
4.5	**Species at Risk (SAR)** MNRF recommended that AECOM reach out to the Ministry of Environment, Conservation and Parks (MECP) for information on SAR as acquisition of authorizations / permits can be a lengthy process. For example, an overall benefit permit for SAR can take upwards of a year to obtain. MNRF noted that there is a confirmed / known presence of Blanding's turtles in this area, which means that there is Section 9 potential (i.e., the "taking" of any endangered species, in this case Blanding's turtles, is prohibited without a permit under Section 9 of the *Endangered Species Act*). AECOM confirmed that they are already aware of the SAR in the area which will be considered and reviewed during their forthcoming field investigations. Additionally, MTO indicated that as field work hasn't commenced yet, it is still premature to reach out to MECP. AECOM confirmed that they would reach out to MECP at the appropriate time, where applicable.	Info.

		Action
4.6	**Land Use Permits (LUP)** MNRF indicated that data on existing LUP holders is likely not available through GeoHub. MNRF noted that they will review their policies on information sharing on existing LUP holders and get back to the Project Team. AECOM acknowledged that they follow a standard process to obtaining property ownership information through the MTO or GeoWarehouse database. AECOM confirmed that consultation with utilities has been initiated. *Subsequent to the meeting, the MNRF confirmed that they are unable to provide the Project Team with personal information of LUP holders for the purposes of this project via email on March 1, 2024. MNRF indicated that they are able to mail pre-addressed envelopes to the LUP holders whereby they could request that individuals provide their personal information to the Project Team for consultation purposes. AECOM requested that MNRF proceed with delivery of the NOSC to LUP holders via email on April 16, 2024.*	Info.
5.0	**Discussion**	
5.1	**Indigenous Community Liaison** In recognition that the MNRF Resource Liaison Specialist had to leave the meeting early, MNRF offered to obtain Indigenous community information from their Resource Liaison Specialist and share with the Project Team, as required. AECOM acknowledged that information on the current land claims within the project areas would be helpful and would be receptive to receiving any additional information MNRF is able to share. AECOM highlighted that consultation and negotiations with Indigenous communities will be considered throughout this Assignment. MTOs Indigenous Liaison Specialist indicated that they collaborate closely with MNRFs Resource Liaison Specialists; therefore, they can correspond and share information. MTO also indicated that they are aware of the Nipissing area of interest, and how the project falls within some other areas. MTO noted that they have been consulting with Nipissing First Nation. MNRF asked if they have consulted with Temagami First Nation (TFN). MTO confirmed that a Project update letter was sent out to TFN to offer the opportunity to discuss the project and meet as well. MTO noted that only one Indigenous community has expressed interest to date.	Info.
5.1.1	MNRF asked if the Project Team has evaluated opportunities to provide Indigenous communities with contracting and employment opportunities. The Project Team indicated that they will remain mindful of such opportunities throughout the duration of the project.	Info.
5.2	**Property** MNRF asked if a new Property Plan (P-Plan) will be made available. AECOM noted that the Right of Way (ROW) is fairly consistent throughout the project limits and confirmed that a new P-Plan and Property Request Plan will both be created. AECOM noted that the team will begin to evaluate the need for Crown Land acquisitions once a final decision on platform width is finalized. AECOM specified that the paved roadway platform will be widened by 9-12 m by adding in a new 4 m lane (3.75 m), a 3.5 m median, and widened shoulders and rounding. Additionally, earth that goes on the side of embankments may be sloped in a different manner.	Info.
5.3	**Aggregate** MNRF asked if the AECOM and MTO have considered the quantity of aggregate that will be required for the project. AECOM indicated that they are aware of what resources are available within the MTO aggregate permits. As part of detail design, the Team is analyzing rock removal and reuse opportunities within the project limits. This will be considered before sourcing aggregate from external sites.	Info.
5.4	**Breeding Bird Nesting Window** AECOM requested clarification on the breeding bird nesting period provided, which is from April 1st to August 31st as they are used to seeing a different window for the northern Ontario projects (i.e., May 1st to August 31st). MNRF indicated that they are seeing trends of birds returning to the north earlier; therefore, the nesting bird period provided is a precautionary window which has been fine-tuned based on local knowledge. MNRF confirmed that known bird nesting sites and associated information are available on GeoHub, under “Wildlife Activity Site” and “Wildlife Activity Area”.	Info.

		Action
5.5	**Bear Management Areas (BMAs)** AECOM requested clarification on the acronym BMA, and if the Project Team needs to be aware of anything for these sites. MNRF confirmed that BMA refers to Bear Management Area. MNRF confirmed that the identified BMA wouldn't have any negative implications for the project or specific legislation tied to it.	Info.
5.6	MNRF confirmed that moose aquatic feeding areas and moose concentration areas can also be found within GeoHub, within "Significant Wildlife Habitat".	Info.
5.7	**Environmental Impact Assessment** AECOM confirmed that they will conduct the following surveys as part of their environmental Impact Assessment: • Breeding bird surveys; • Ecological land classification; • Botanical surveys; • Wildlife surveys; • SAR surveys; • Species of conservation concern; and, • Review of any habitat faced during field investigations, while keeping focus on those identified already. AECOM further indicated that they are awaiting the 30% design stage to determine the need for any additional surveys in order to fully understand the level of vegetation being removed, etc. MNRF noted that Blanding's turtle habitat will likely be the biggest finding during AECOM's impact assessment. MNRF indicated that they stopped collecting local data in 2019; however, there has historically been a large population in and surrounding the North Bay area. AECOM highlighted that mortality surveys are not required for the scope of work. MNRF indicated that mortality surveys provide a good baseline for comparing before and after construction.	Info.
6.0	**Outstanding Issues / Other Business**	
6.1	AECOM noted that they are committed to undertaking further meetings with MNRF personnel as detail design progresses, if required. AECOM also indicated that they will be hosting a Public Information Centre (PIC) to inform the general public about the design, which the MNRF are welcome to attend and encouraged to participate. AECOM confirmed that project information during the PIC will be shared through project website. Additionally, a video rendering will be prepared and available at the time of the PIC (on the project website) for the public and agencies to see a virtual "fly-through" of the project.	Info.
7.0	**Adjournment**	
7.1	The meeting was adjourned at 2:37 p.m.	Info.

Distribution List

Attendees
Invitees

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.**

MNRF / MTO / AECOM Meeting

GWP's 5151-21-00 & 5033-22-00

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

February 14, 2024

Who's Here?

Today's invitees / participants list includes:

MNRF

Lynn Moreau (Regional Planner); Norman Dokis (Resource Liaison Specialist);
Philip DeWitt (Provincial Wildlife Monitoring Program Leader);
Shamus Snell (Management Bioligist); Jesta Coniconde (IRM Technical Specialist)

MTO

Jessy Dussault (Project Engineer); Titas Mutsuddy (Area Manager);
Heather Garbutt (Senior Environmental Planner); Terri Rogers (Indigenous Liaison Officer);
Dwayne Pamajewon (Indigenous Liaison Officer)

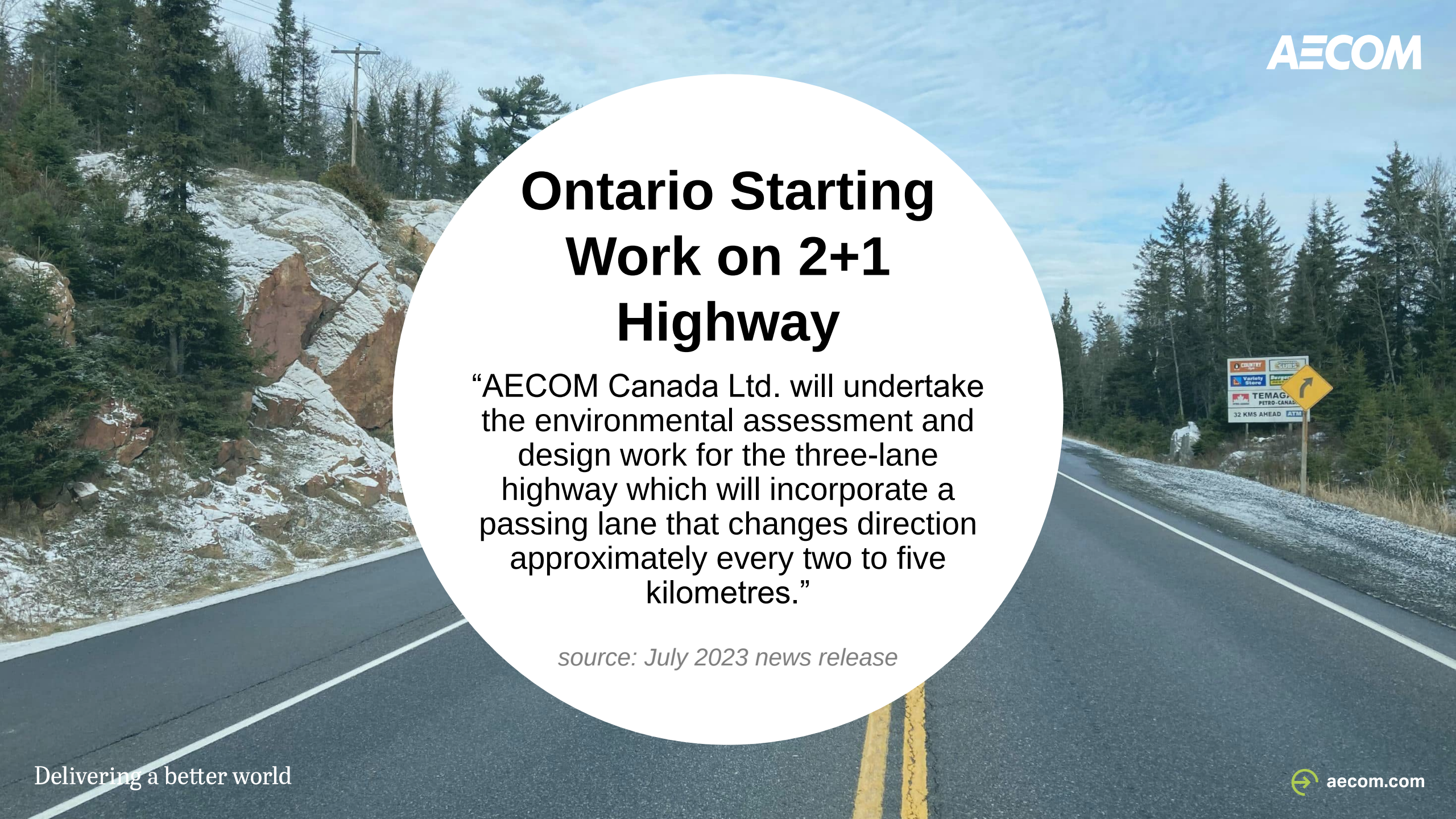
AECOM

Kyle Hampton (Project Manager); Sonia Rankin (Senior Environmental Planner);
Carole-Anne Zambelli (Environmental Planner); Amy Ingriselli (Senior Fisheries Biologist);
Johanna Perz (Ecology Supervisor)

THANK YOU ALL!

01

Introduction

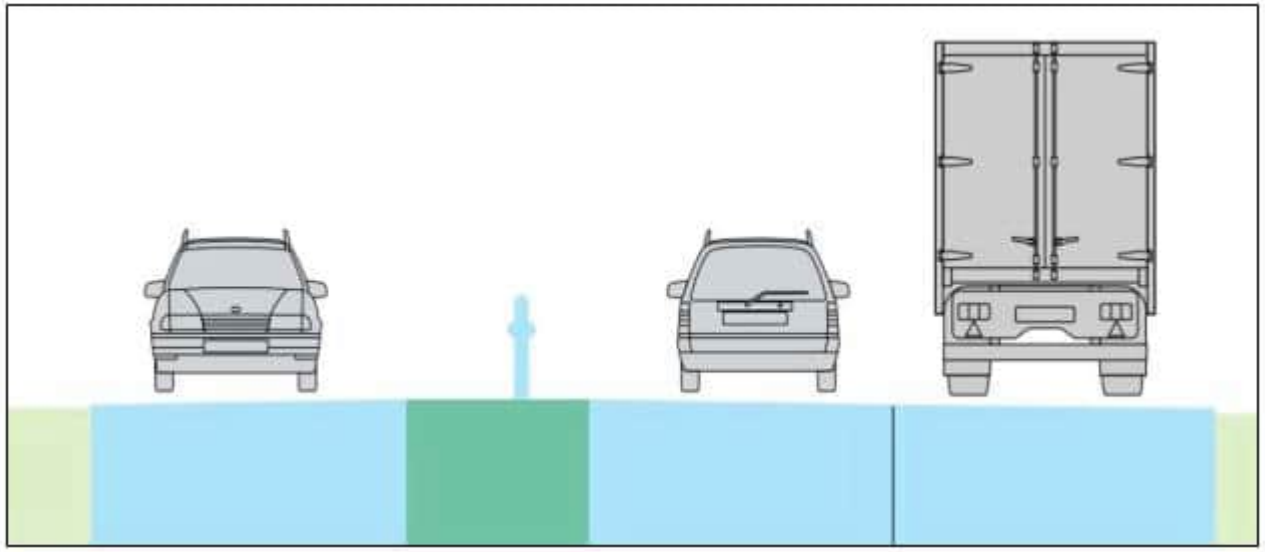


Ontario Starting Work on 2+1 Highway

"AECOM Canada Ltd. will undertake the environmental assessment and design work for the three-lane highway which will incorporate a passing lane that changes direction approximately every two to five kilometres."

source: July 2023 news release

2+1 Roadway Concept



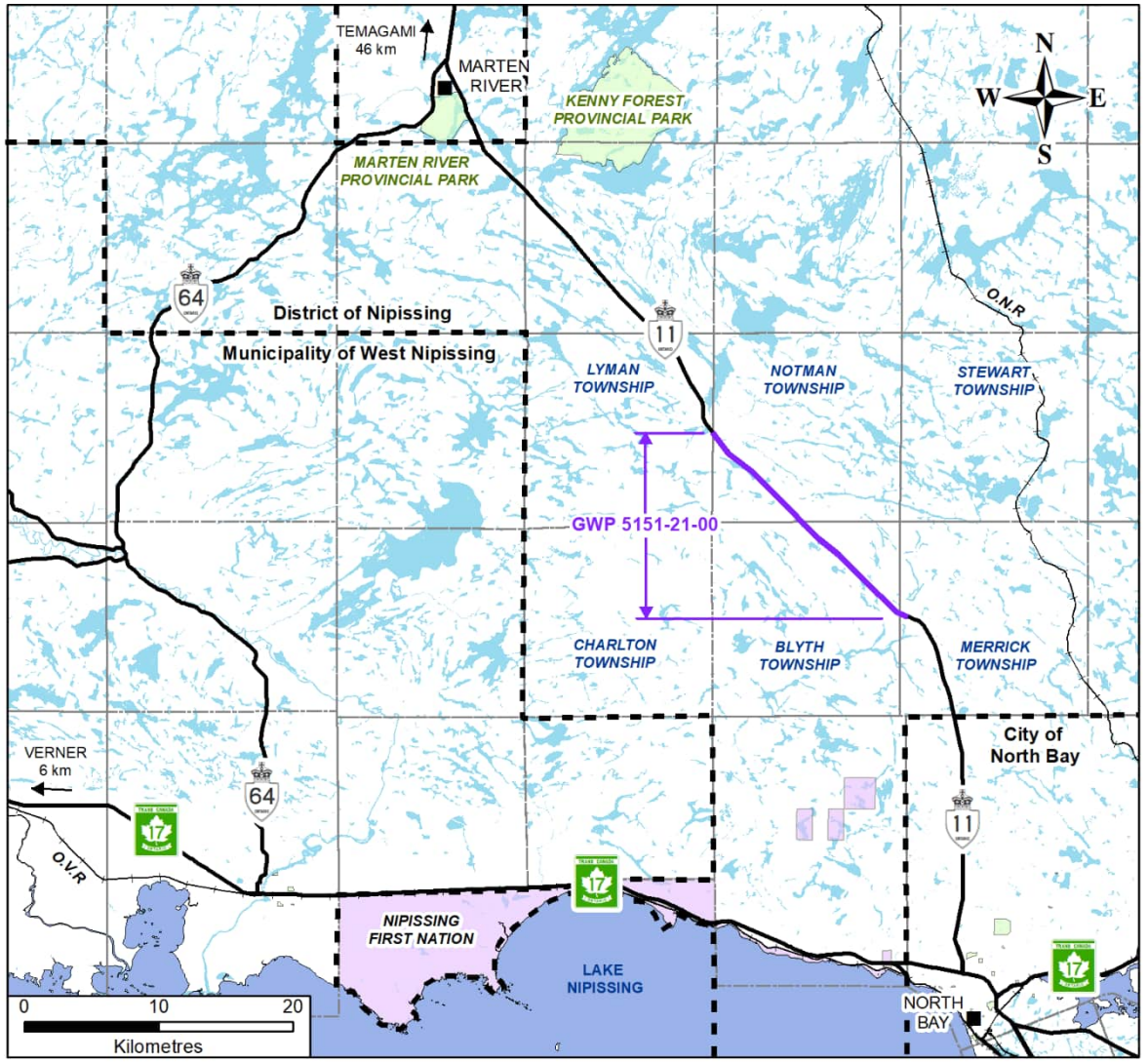
02

Study Location(s)

Locations

GWP 5151-21-00:

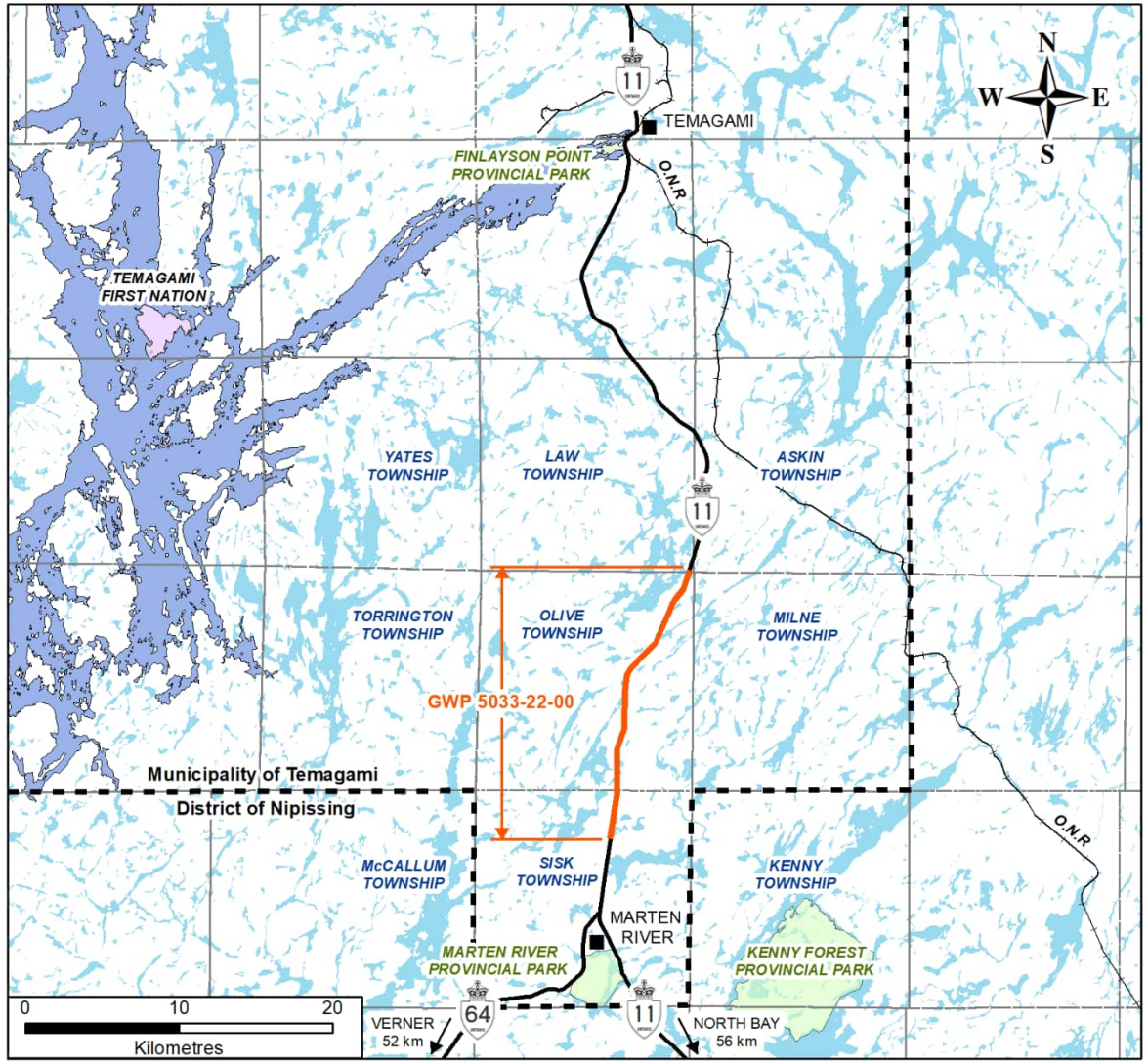
- Sand Dam Road northerly to Ellsmere Road (13.8 km)
- Geographic Townships of Merrick, Blyth, Notman and Lyman
- Nipissing District
- Timiskaming – Cochrane electoral district
- North limit near the small community of Ellsmere Village / Tilden Lake



Locations *(Cont'd…)*

GWP 5033-22-00:

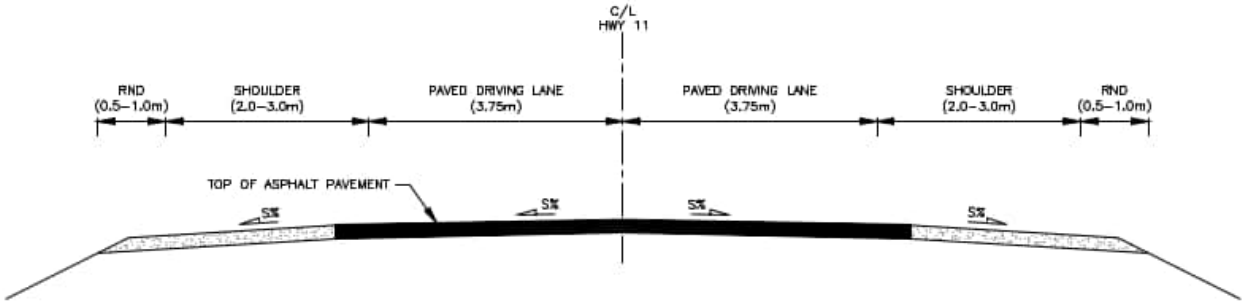
- From 4.6 km north of Highway 64 northerly for 11.4 km
- Geographic Townships of Sisk and Olive
- Nipissing District
- Timiskaming – Cochrane electoral district



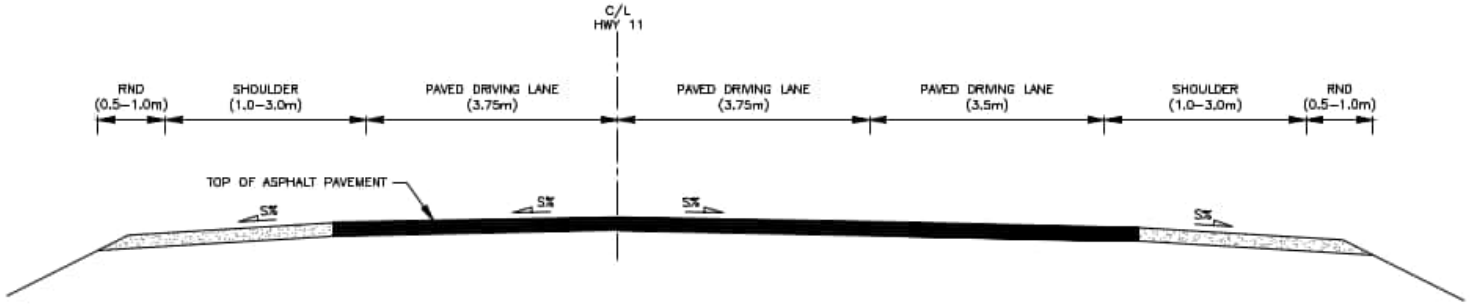
03

Existing Conditions

Existing Configuration (both GWPs)



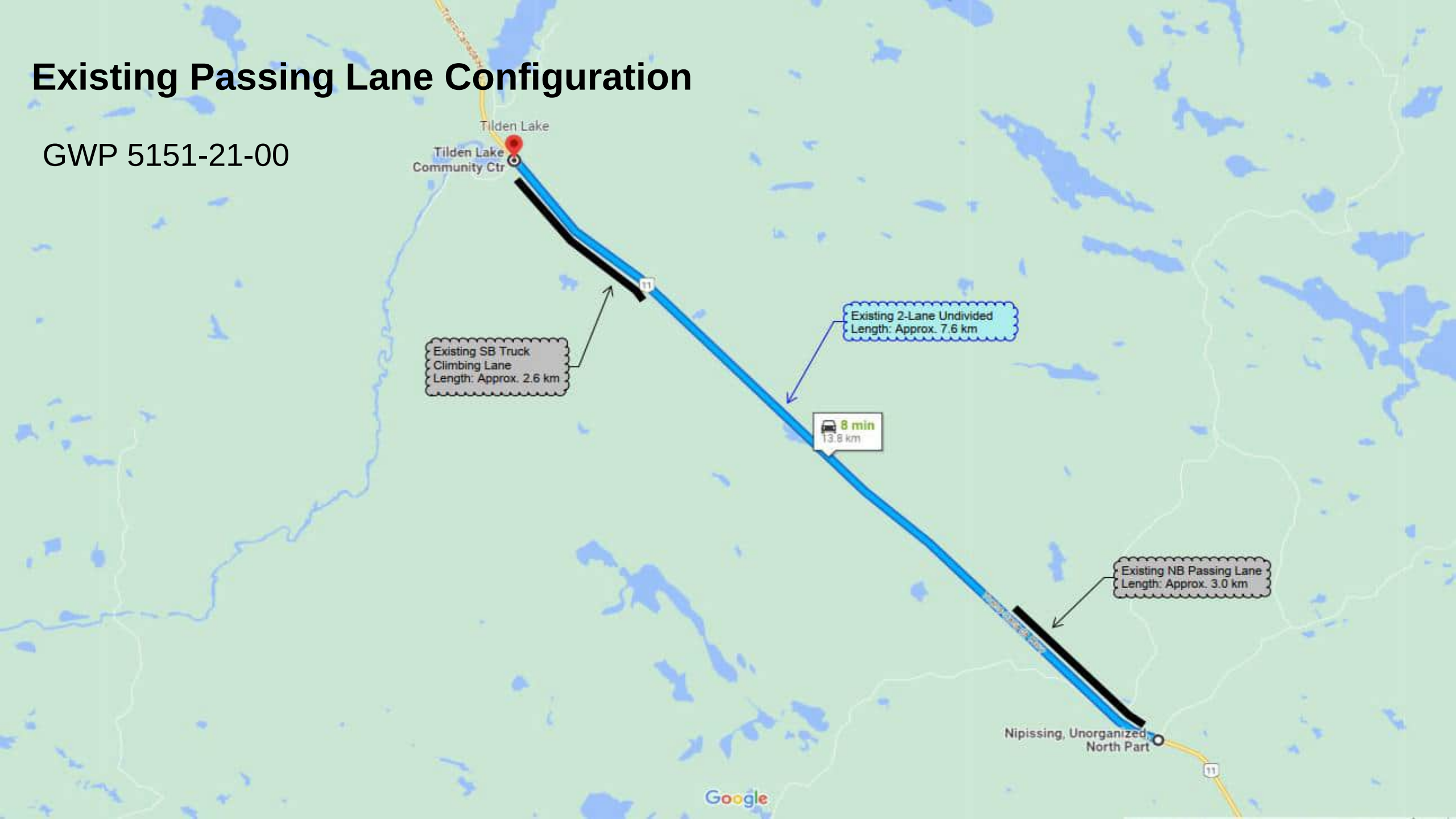
EXISTING TYPICAL
CROSS SECTION



EXISTING PASSING LANE
TYPICAL CROSS SECTION

Existing Passing Lane Configuration

GWP 5151-21-00



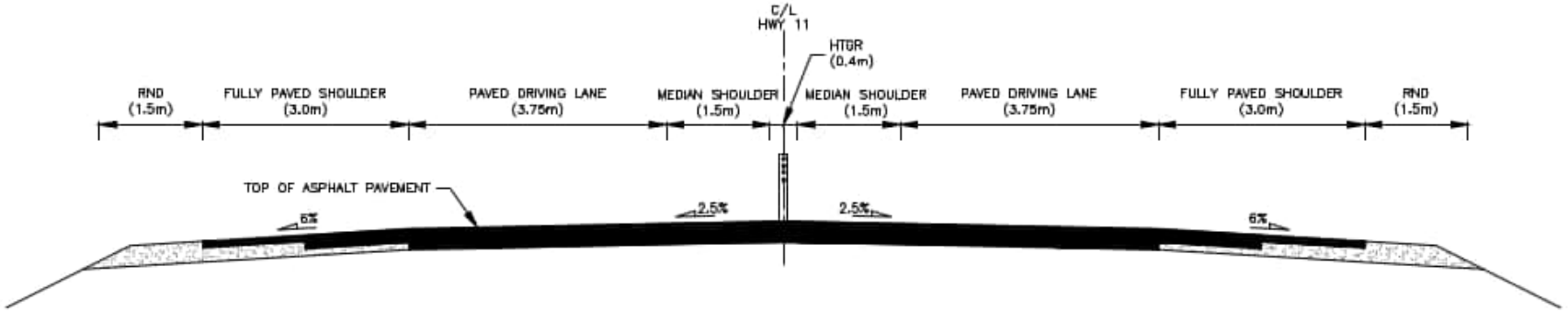
Existing Passing Lane Configuration

GWP 5033-22-00

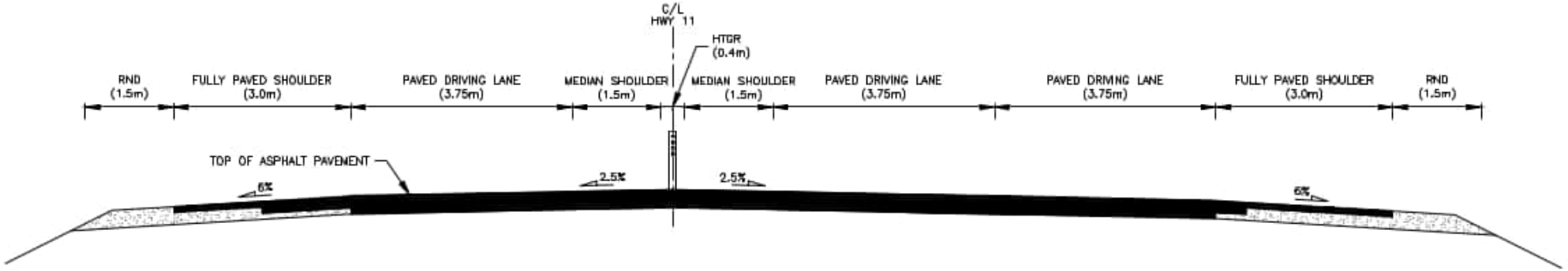
04

2+1 Roadway Model

2+1 Roadway Model Cross Section



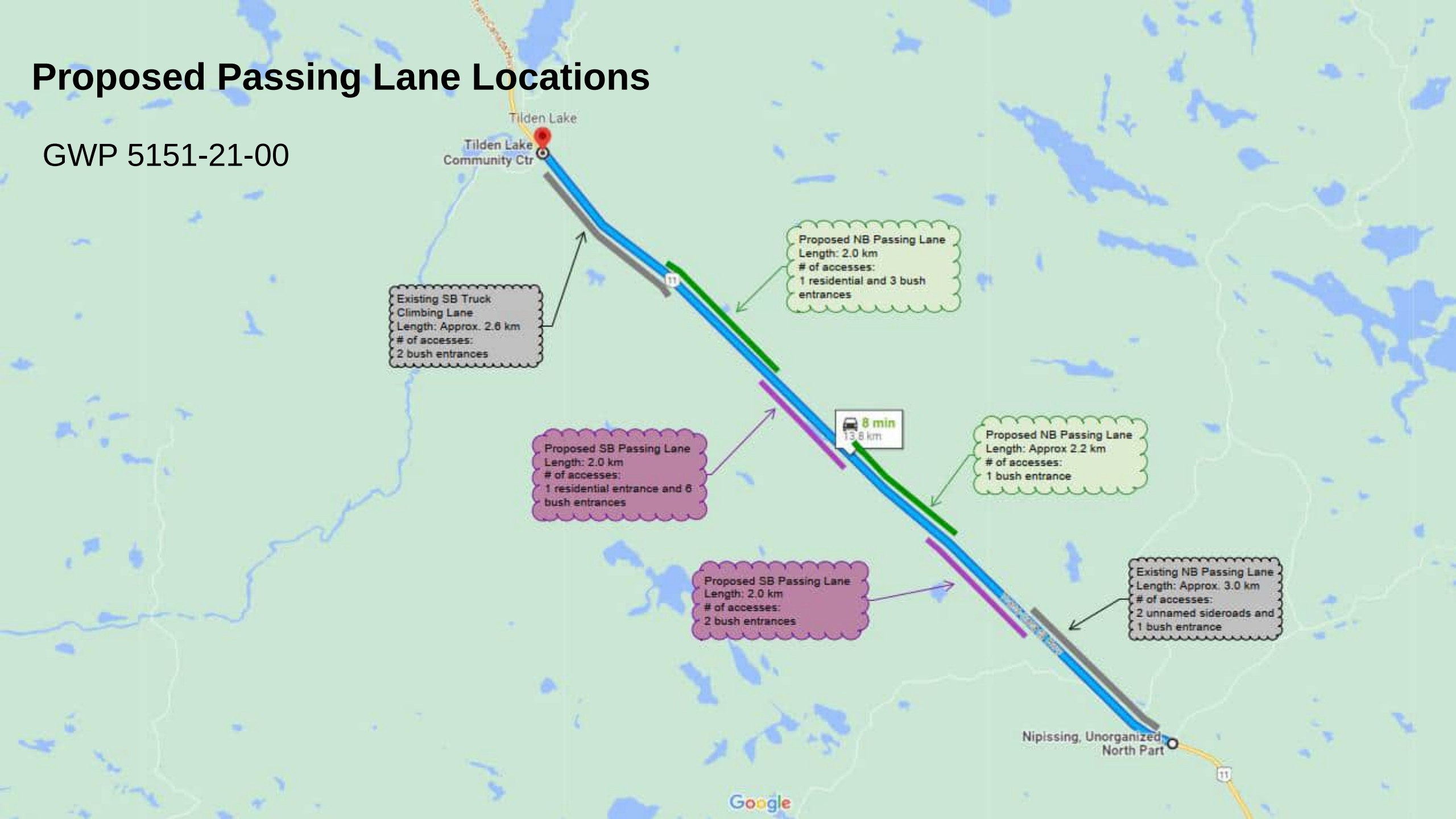
PROPOSED 1+1 TYPICAL
CROSS SECTION



PROPOSED 2+1 TYPICAL
CROSS SECTION

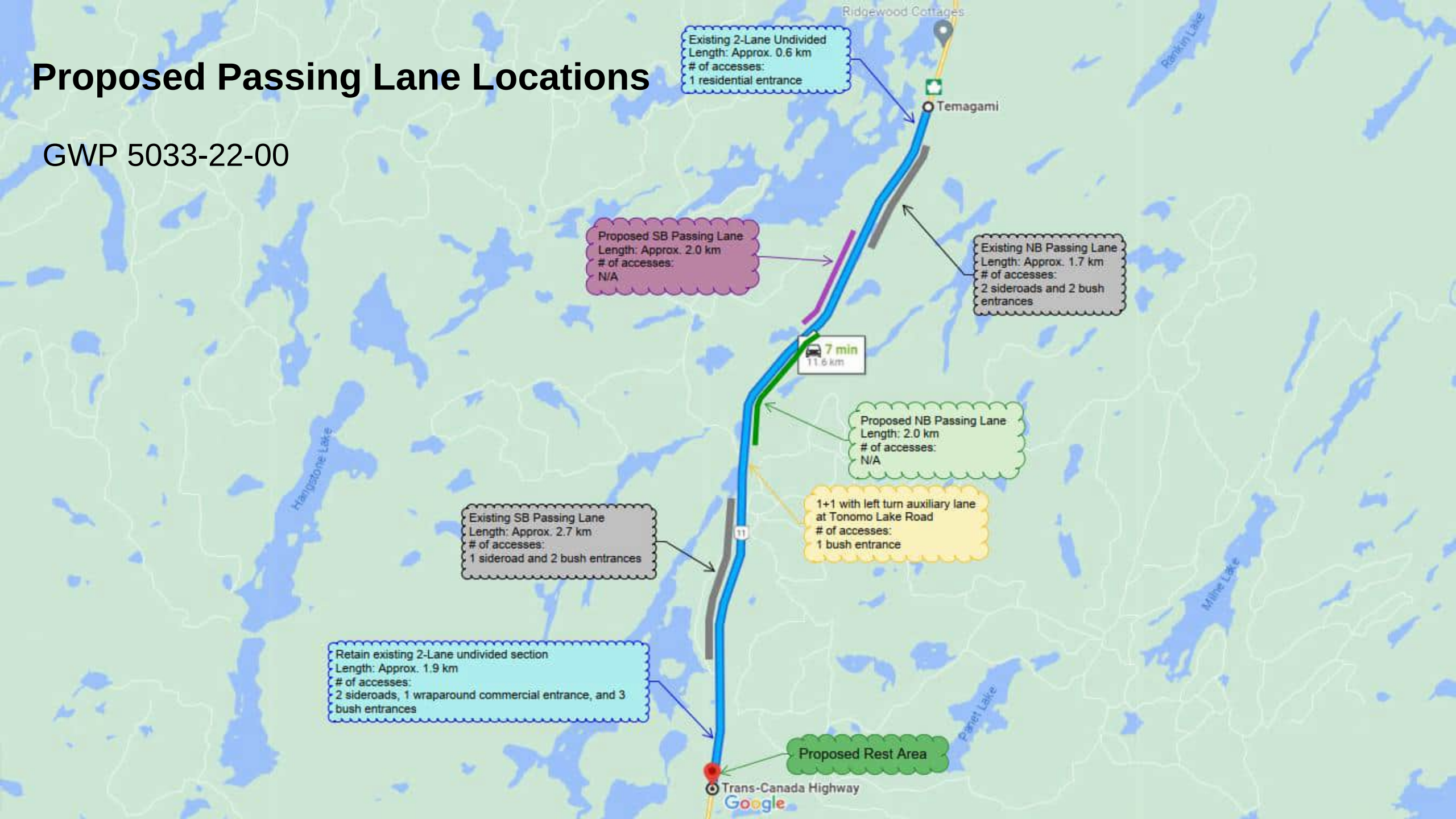
Proposed Passing Lane Locations

GWP 5151-21-00



Proposed Passing Lane Locations

GWP 5033-22-00



05

MNRF Feedback To-Date

Information Shared To-Date

In November 2023, the MNRF shared a wealth of information via email. The correspondence included information related to:

- Aquatic concerns
- Terrestrial concerns
- Wildlife habitat and wetlands
- Parks and other ‘Protected’ areas
- Land usages
- Species at Risk (SAR)
- Invasive species
- Mining Claims
- Utility infrastructure

Many of the above items will be further-explored later in this Meeting

06

Forecasted Delivery Schedule

Forecasted Delivery Schedule

GWP 5151-21-00

Key Schedule Details	
30% Initial Design Meeting	June 2024
Construction Start Date	September 22, 2025
Construction Duration	2025 - 2028

GWP 5033-22-00

Key Schedule Details	
30% Initial Design Meeting	TBD
Construction Start Date	July 7, 2027
Construction Duration	2027 - 2030

07

Project Team Collaboration

Project Team Collaboration

We welcome MNRF's continued participation in the study as the project advances via:

- Participation at the planned Public Information Centre(s)
- Review and commenting on the Transportation Environmental Study Reports
- Any other informal / spontaneous feedback which may develop through general liaison with our Project Team at any time

Further to the above, our Team would also be happy to set up future meetings to provide design update(s) and / or continue advancing our discussions

Discussions for Today

Based upon the Meeting Invitation, our Project Team is interested in:

- Confirming project interaction with, and environmental constraints for:
  a) Research Plots
  b) Enhanced Management Area (EMA) Marten River (E154r), including the Marten River Management Plan and Nipissing Crown Game Reserve
  c) Jumping Caribou Lake policy area
  d) Policy Area: G 1941 (Tomiko Lake Area)
- Discussing Road Development & Maintenance approvals with intersections and turnarounds
- Receiving further information related to:
  i. Invasive Species management concerns within the corridor
  ii. Wildlife collision concerns within the corridor
- Discussing / engaging existing land use permit holders
- Confirming locations of research plots & understanding any associated constraint(s)

08

Next Steps

Next Steps

- AECOM to share Minutes of this Meeting, as well as the slide deck
- AECOM to prepare for and undertake multiple Environmentally-focussed reviews in 2024 to enhance our understanding of the existing conditions for:
  - Air quality
  - Noise
  - Fisheries
  - Terrestrial sciences
- AECOM to continue advancing Detail Design efforts for all aspects of the Assignment and review opportunities for impact mitigation

09

Discussion

Discussion

- Open forum…

Thank you.

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AECOM
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North Bay, ON, Canada P1B 1Z2
www.aecom.com
705 472 7520 tel
705 476 9722 fax

Date of Meeting: March 26, 2024 Start Time: 1:00 p.m. Project # 60713279

Location: Microsoft Teams Prepared By: Kyle Hampton

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team		**AECOM Project Team**	
Jessy Dussault	MTO, Project Delivery	Kyle Hampton	AECOM
Heather Garbutt	MTO, Environmental Delivery	Sonia Rankin	AECOM
Terri Rogers	MTO, Indigenous Liaison Specialist		
Nipissing First Nation			
Curtis Avery	NFN, Environment Manager		
Cameron Welch	NFN, Director of Lands, Natural Resources & Economic Development		

Regarding: Nipissing First Nation Meeting No. 1

Minutes of Meeting

		Action
1.0	**Introduction of Nipissing First Nation (NFN) Staff Members**	
1.1	Nipissing First Nation (NFN) attendees introduced themselves and their roles, as indicated in the Attendees list above.	Info.
2.0	**Introduction of Ministry and AECOM / Ministry Team Members**	
2.1	Ministry of Transportation provided an introduction of Ministry Team members that were in attendance and / or would be supporting this Assignment, as indicated in the Attendees list above.	Info.
2.2	AECOM provided an introduction of the AECOM Project Team members that were in attendance and / or would be supporting this Assignment, as indicated in the Attendees list above. AECOM indicated that the primary purpose of this meeting was to present a Project Overview and status update as well as gain input from members of Nipissing First Nation regarding the design and construction of the Highway 11 2+1 Pilot Project.	Info.
3.0	**Project Overview via PowerPoint Presentation**	
3.1	AECOM provided an overview of the Projects to the audience via PowerPoint slide deck, and added further commentary during the Presentation as detailed within the following sub-items. A copy of the slide deck is appended to these Meeting Minutes.	Info.
3.1.1	AECOM highlighted that the origin of this Assignment dates back to 2018 when the MTO initially began analyzing the potential safety benefits that may be realized if a 2+1 arrangement was introduced within the province, and specifically along Highway 11. While the July 2023 announcement represented the true commencement of Detailed Design and Environmental Assessment activities, the concept and fundamental design concepts have been subject to significant deliberation at the MTO for the past 5 years.	Info.
3.1.2	AECOM indicated that, in accordance with the Ministry's documentation, a 2+1 roadway model consists of a three-lane cross-section with one lane in each direction of travel and an additional third lane alternating between directions. The design also typically includes a flush narrow median and median barrier. AECOM highlighted that this design has been shown to reduce crossover collisions and enhance capacity due to the median barrier and allows for faster moving vehicles to pass slower vehicles at regular frequencies. Collisions with vehicles crossing the centreline has been an issue along Highway 11 north of North Bay for some time.	Info.

		Action
3.1.3	AECOM provided an overview of the two study locations. • GWP 5151-21-00 (i.e. Southern Project) extends from Sand Dam Road northerly to Ellesmere Road for approximately 13.8 km. It is located within the Geographic Townships of Merrick, Blyth, Norman and Lyman in the Nipissing District. • GWP 5033-22-00 (i.e. Northern Project) extends from 4.6 km north of Highway 64 northerly for 11.4 km. It is located in the Geographic Townships of Sisk and Olive in the Nipissing District. AECOM notes that the location of the projects as indicated in the Notice of Study Commencement Letters circulated in October 2023 were reversed. This meeting acknowledges the discrepancy and confirms that the limits as presented in this meeting are correct.	Info.
3.1.4	AECOM described the existing highway within the Projects as rolling and curvilinear, consistent with the characteristics experience throughout Northern Ontario. AECOM emphasized that the current cross section widths are compliant and consistent with Ministry standards and includes a partially paved shoulders. AECOM also notes that there is currently existing passing lane infrastructure within the project limits which generally includes a 3.5 m wide passing lane. AECOM described that, in accordance with the Ministry's documentation, a 2+1 roadway model consists of a three-lane cross-section with one lane in each direction of travel and an additional third lane alternating between directions. The design also typically includes a flush narrow median and a median barrier.	Info.
3.1.5	AECOM highlighted that passing lane infrastructure already exists within the project limits as shown in the figure provided on Slides 11 and 12 of the attached slide deck. AECOM emphasized the following existing conditions: • GWP 5151-21-00: approximately 5.6 km of the total 13.8 km Project length (i.e. approximately 41%) already has passing lanes. Existing passing lanes include a traditional northbound passing lane at the south end of the Project, and a Truck Climbing Lane at the north end of the Project. GWP 5033-22-00: approximately 4.4 km of the total 11.4 km Project length (i.e. approximately 39%) already has passing lanes. Existing passing lanes include a traditional northbound and a traditional southbound passing lane.	Info.
3.1.5.1	NFN requested clarification on which sections of Highway 11 were being altered while noting that trees of cultural or natural heritage significance are located in the area between the existing passing lanes within the Southern Project. NFN further noted that this area is of significance to their community members. AECOM acknowledged the concern and confirmed that the intent of the Project is to convert the entire limits to a 2+1 model. The configuration of the model is as described in Section 3.1.5. AECOM further noted that environmental field investigations will commence in spring / summer 2024 and will aid in identifying and mitigating areas of environmental significance within both sections.	Info.
3.1.6	AECOM presented a 'typical' 2+1 Roadway Model Cross Section. AECOM highlighted that the proposed cross section consists of 3.75 m driving and passing lanes. It is also noted that the model includes an additional 3.0-3.5 m of highway platform at the middle which will accommodate a median shoulder and median barrier system. AECOM further noted that, although both segments are currently planned to have a median barrier, the exact type is still subject to Project Team decisioning. At this time, the Projects are positioned for a cable median barrier for the southern GWP, and a steel beam barrier system for the northern GWP. Concrete will likely not be entertained. AECOM indicated that the reason for the differing barrier system is to allow for analysis of the performance and maintenance implications and overall suitability for the 2+1 model. Further, AECOM emphasized that fully paved shoulders are proposed for both Projects as part of this Assignment. As such, even areas that already have passing lanes will still have to be widened to accommodate the model.	Info.

		Action
3.1.7	AECOM presented the proposed passing lane locations for GWP 5151-21-00. AECOM highlighted that the proposed layout generally fits well when considering desired passing lane lengths. Accordingly, AECOM suggests that this layout is quite likely the arrangement that will be carried forward. AECOM noted that the median barrier will restrict left turns. Because of that impediment, there will likely be intermediate turnaround locations developed. The specific design and configuration of the turnaround opportunities is still subject to design activity but from a frequency perspective, a turnaround type opportunity would be available after each second passing opportunity (i.e. a turnaround opportunity would be available every 4-5 km).	Info.
3.1.7.1	NFN noted particular interest in timelines for a resolution in turnaround locations and configurations as the final configuration may have implications to future land development by NFN in the area. NFN notes that safety enhancements along the Highway 11 corridor are inline with their interest and supports overall safety improvements but will want to be kept informed as the design progresses as restricted turning movements could result in revised land claim. MTO acknowledges awareness of the ongoing discussions between NFN and the Ontario Government and notes that turning movements will be available but notes that a barrier system is a critical component of the 2+1 Roadway Model.	Info.
3.1.7.2	NFN initiated a discussion regarding the potential increase in wildlife-vehicle collisions (WVCs) as a result of the proposed improvements, inquiring if any research on the effectiveness of the barrier system with respect to WVCs had been completed. AECOM acknowledged that WVC mitigation is a critical component of the Projects and that AECOM in coordination with MTO will continue to analyze the impacts to WVCs. AECOM further acknowledged that WVCs may be worsened with the introduction of the barrier system but that the Project Team is continuing to review alternatives.	Info.
3.1.8	AECOM presented the proposed passing lane locations for GWP 5033-22-00. AECOM highlighted that there are a few factors and considerations that are still under review by the Project Team. Accordingly, AECOM suggested that the intent is to add 2 passing lanes but that this layout is still considered ‘Preliminary’.	Info.
3.1.9	AECOM presented the Environmental Assessment (EA) Process. AECOM acknowledged that both Highway 11 2+1 studies are classified as Group ‘B’ projects in accordance with the MTO’s Class EA process, and investigations and reviews are planned as a result. Additionally, AECOM indicated that their consultation program is underway. As indicated in Item 3.1.4.1, field reviews are targeted for commencement in spring / summer of 2024.AECOM also noted that the Highway 11 2+1 Project is planning to coordinate a Public Information Centre (PIC) later in 2024 to share design details related to the arrangement and seek feedback. Advanced notification for this PIC with date, time and location will be issued. Further, a Transportation Environmental Study Report (TESR) will be authored and available for review by communities, agencies and stakeholders as the Projects near completion. AECOM noted that advanced notification will be sent to the community advising of the review period.	Info.
3.1.10	AECOM noted that Stage 1 Archaeological Resource Assessment Reports have been prepared and are on file with MTO. Stage 2 Archaeology Assessments have been proposed at select locations. Accordingly, Nipissing First Nation will again be given an opportunity to participate in the Stage 2 archaeological investigations. Field investigations for Fisheries and Natural Sciences will also be undertaken this coming year. NFN acknowledged that that they were invited to participate in the Stage 1 Archaeological Resource Assessment but could not provide staff at that time. NFN further noted that they would be interested in participating moving forward pending timelines and staff availability.	Info.
3.1.11	Summarizing the status of fieldwork to-date, AECOM noted that most Highway Engineering reviews related to condition assessments have been completed, while works related to subsurface drilling as part of Pavement and Foundation Engineering categories remain ongoing.	Info.

		Action
3.1.11.1	NFN asked if AECOM had completed the collection of traffic data and if that data could be shared with the community. AECOM noted that they had received traffic data from MTO as well as completed additional data collections in 2023. AECOM further noted that this data includes movement counts, traffic composition and directional split. AECOM agreed to share the information at the discretion of the MTO. MTO Indigenous Liaison Specialist will confirm that data can be shared with the community.	MTO
3.1.11.2	NFN initiated a discussion regarding participation and monitoring during forthcoming Stage 2 Archaeology Assessments, expressing that involvement in field work aids in ensuring project understanding at the community level. NFN requested that schedules for upcoming fieldwork continue to be shared with the community. AECOM expressed willingness to enhance community participation as the Projects progress noting that field activities could be scheduled to accommodate community availability.	Info.
3.1.12	AECOM presented the forecasted delivery. AECOM noted that the forecasted delivery schedule is subject to change as design progresses and is dependant on MTO funding and approvals (MTO, environmental, legislative, etc.). AECOM further notes that, although the schedule is subject to change, GWP 5151-21-00 (i.e. Southern Project) will likely be constructed first.	Info.
4.0	**Discussion**	
4.1	**First Nation Community Participation Opportunities During Design / Construction** NFN initiated discussion regarding opportunities for various Nipissing First Nation companies to provide materials and labour during construction activities. NFN noted that opportunities during construction should continue to be discussed as design progresses.	Info.
4.2	**Impacts to Sand Dam Road** NFN initiated a discussion regarding potential impacts to Sand Dam Road during and after construction, noting the importance of the access to the community. AECOM confirmed that the Project Team considers Sand Dam Road to be a vital connection point and that the design will provide continued access to this road. MTO also confirmed imperativeness for Sand Dam Road to remain open during and after construction, further noting that it is also a vital access road for the City of North Bay dump site.	Info.
4.3	**Mitigation of Invasive Species** NFN noted ongoing concern with the spread of invasive species, specifically Phragmites through Northern Ontario corridors. NFN further noted that they have formulated partnerships to explore and create local protocols in order to reduce the spread of Phragmites and that they would insist that NFN's protocol be adopted or exceeded as part of these Projects. MTO requested that NFN share their local protocols with the Project Team for implementation in detailed design and construction activities. *Post Meeting Note: NFN provided 'Clean Equipment Protocol for Industry' outlining local invasive species mitigation protocols on April 23, 2024.*	Info.
4.4	**Public Information Centers** Acknowledging that a Public Information Center (PIC) will be scheduled as design progresses, MTO asked if there would be interest from the community for a NFN specific session where the Project Team could present the projects as it relates to impacts to NFN. NFN acknowledged that a separate session would be beneficial but notes that the timing may limit attendance from the community. Notwithstanding, NFN discussed the launch of an information website where project proponents would have the opportunity to include information that would be easily accessible to the membership. NFN expressed that including this project on the website would be beneficial in ensuring information distribution among the membership.	Info.

		Action
5.0	**Outstanding Issues / Other Business** AECOM noted that they are committed to undertaking further meetings and sharing fieldwork scheduled with NFN as detail design progresses. MTO Indigenous Liaison Office further expresses that regular updates to NFN will be provided and that it is the preference that communication continues to flow through that office.	Info.
6.0	**Adjournment**	
6.1	The meeting was adjourned at 2:13 p.m.	Info.

Distribution List

Participants
Invitees

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

Project Overview Presentation

GWP's 5151-21-00 & 5033-22-00

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

March 26, 2024

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Who's Here?

Today's invitees / participants list includes:

Nipissing First Nation

Curtis Avery (Environment Manager); Cathy McLeod (Land Manager);
Cameron Welch (Director of Lands, Natural Resources & Economic Development)

MTO

Jessy Dussault (Project Engineer); Titas Mutsuddy (Area Manager);
Heather Garbutt (Senior Environmental Planner); Terri Rogers (Indigenous Liaison Specialist);
Kristin Franks (Manager, Regional Services & Relationships)

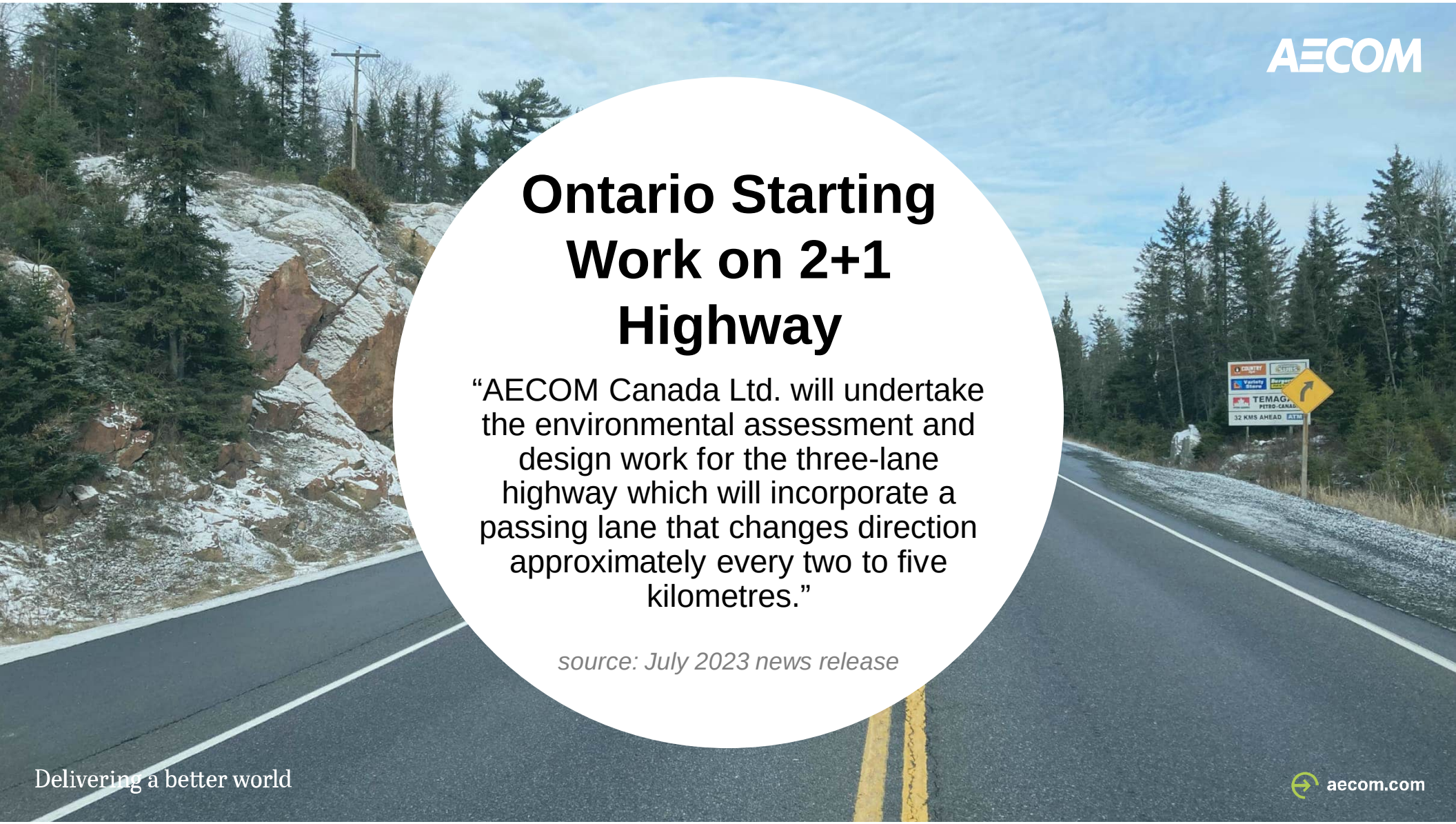
AECOM

Kyle Hampton (Project Manager); Sonia Rankin (Senior Environmental Planner)

THANK YOU ALL!

01

Introduction

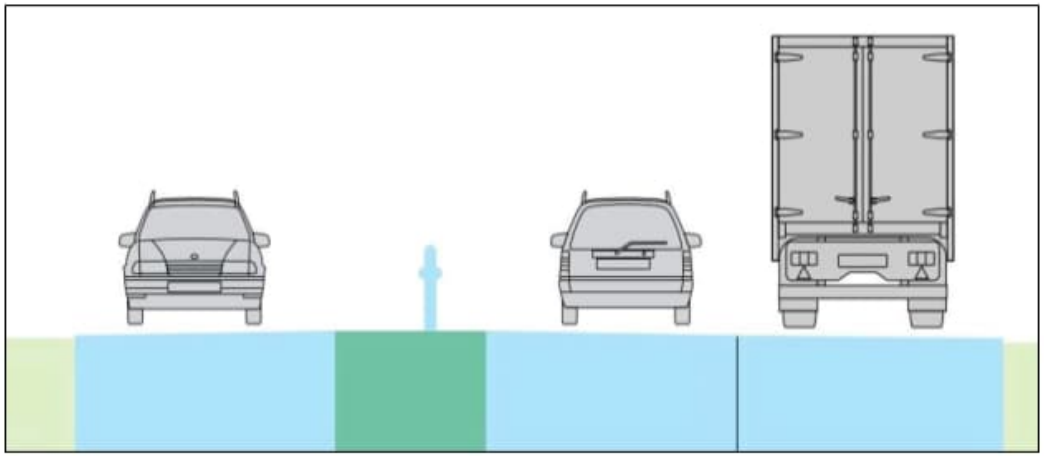


Ontario Starting Work on 2+1 Highway

"AECOM Canada Ltd. will undertake the environmental assessment and design work for the three-lane highway which will incorporate a passing lane that changes direction approximately every two to five kilometres."

source: July 2023 news release

2+1 Roadway Concept



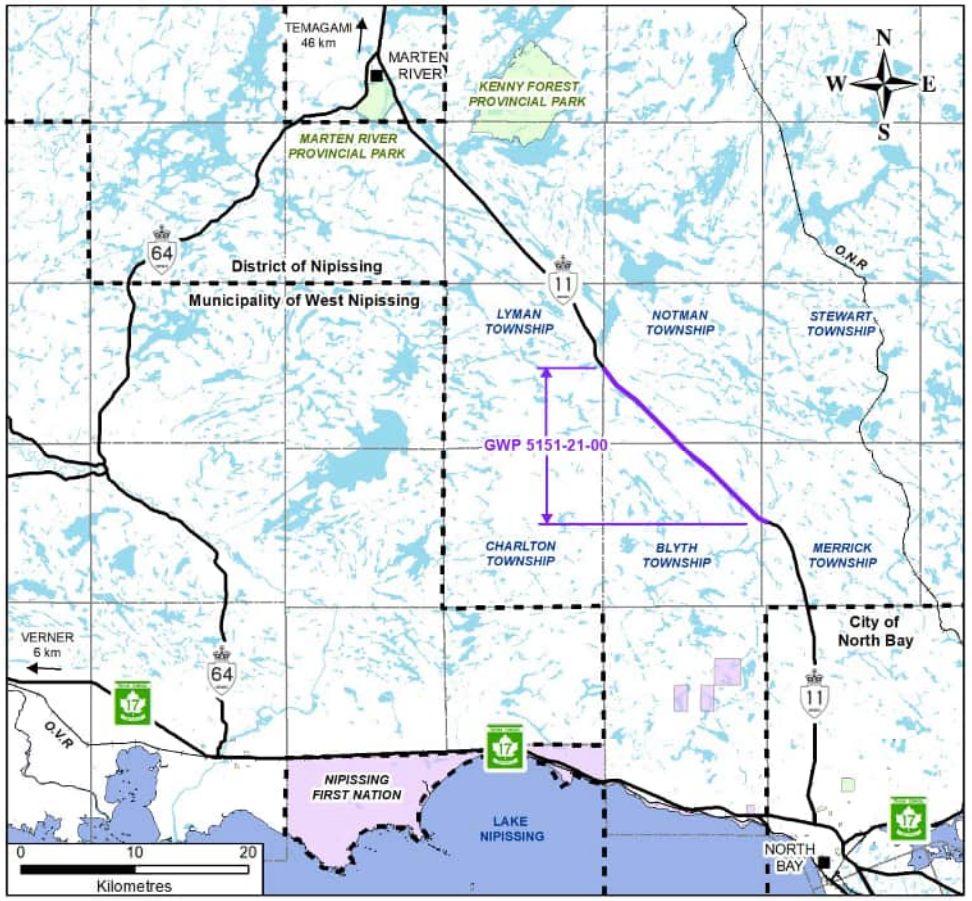
02

Study Locations

Locations

GWP 5151-21-00:

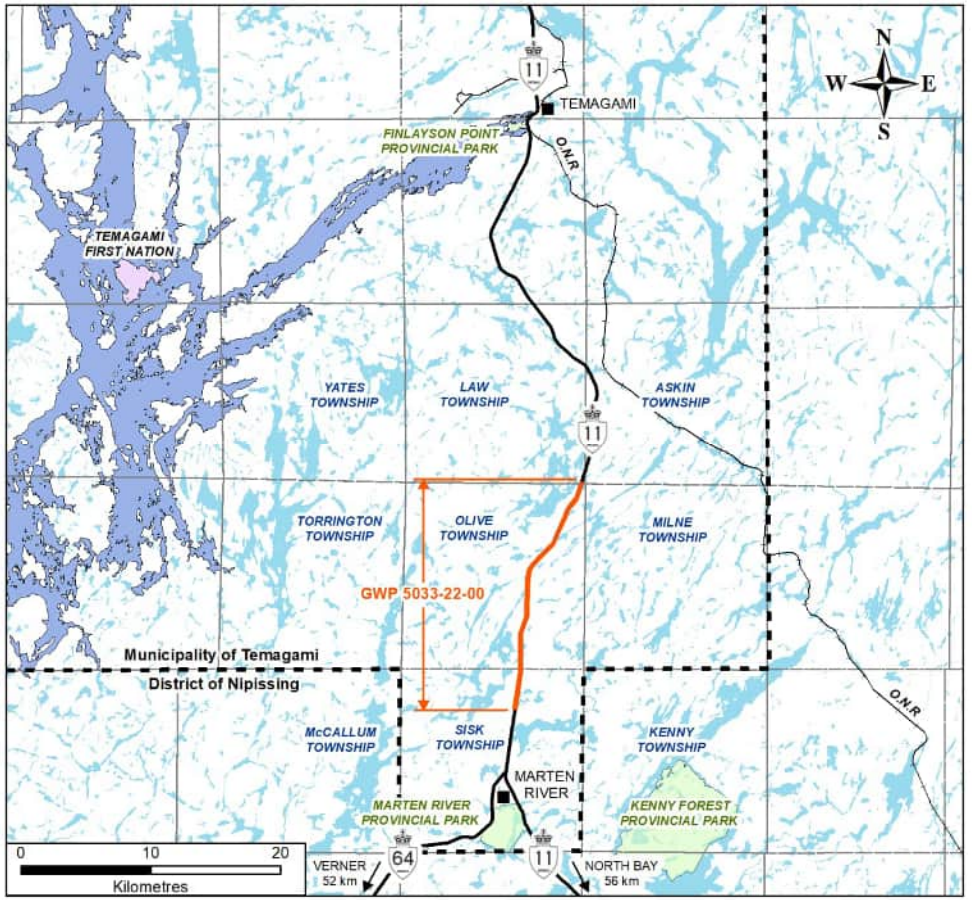
- Sand Dam Road northerly to Ellsmere Road (13.8 km)
- Geographic Townships of Merrick, Blyth, Notman and Lyman
- Nipissing District
- Timiskaming – Cochrane electoral district
- North limit near the small community of Ellsmere Village / Tilden Lake



Locations *(Cont'd…)*

GWP 5033-22-00:

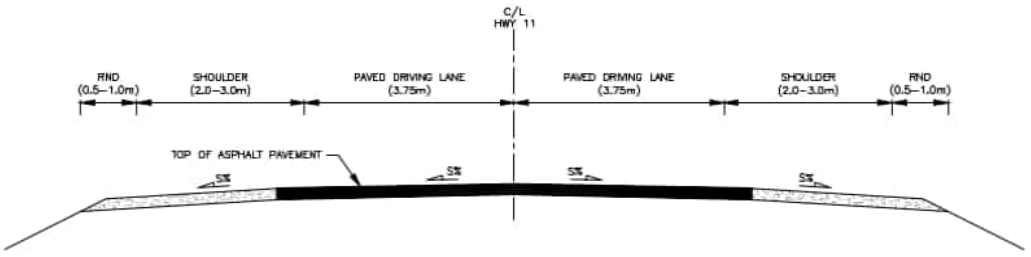
- From 4.6 km north of Highway 64 northerly for 11.4 km
- Geographic Townships of Sisk and Olive
- Nipissing District
- Timiskaming – Cochrane electoral district



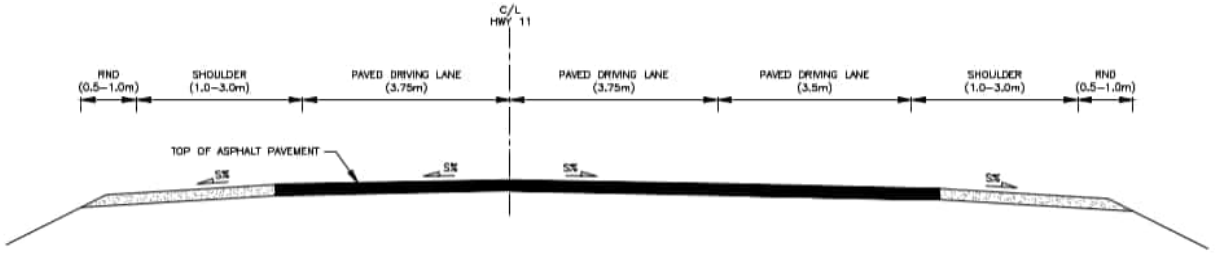
03

Existing Configuration

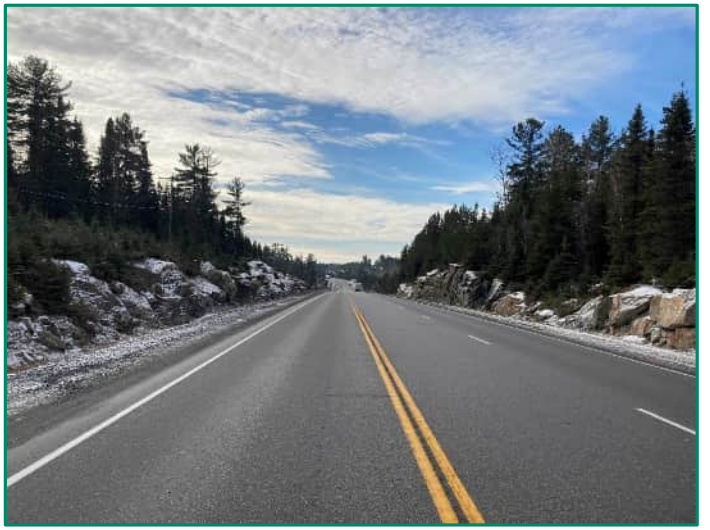
Existing Configuration (both GWPs)



EXISTING TYPICAL
CROSS SECTION

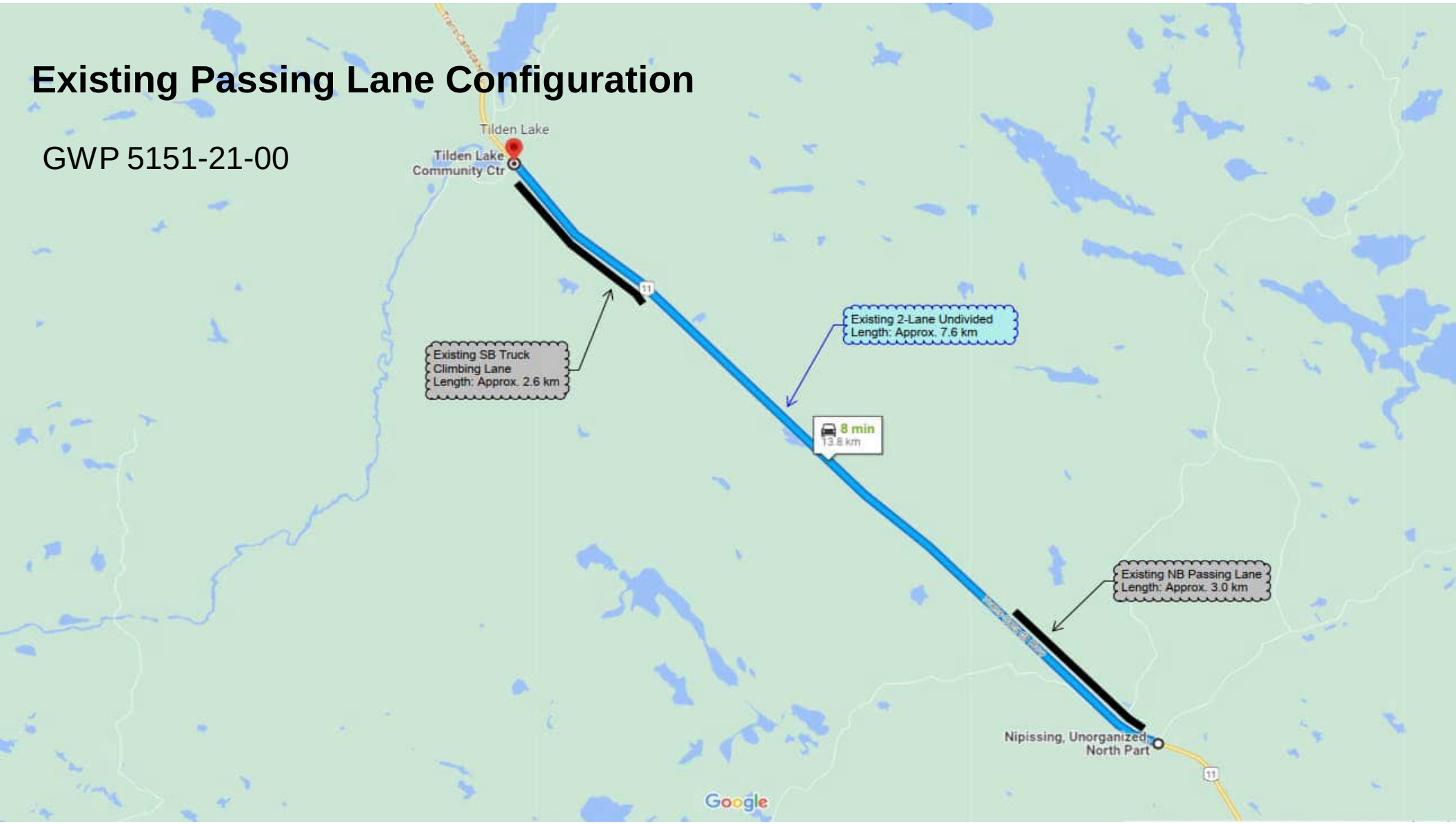


EXISTING PASSING LANE
TYPICAL CROSS SECTION



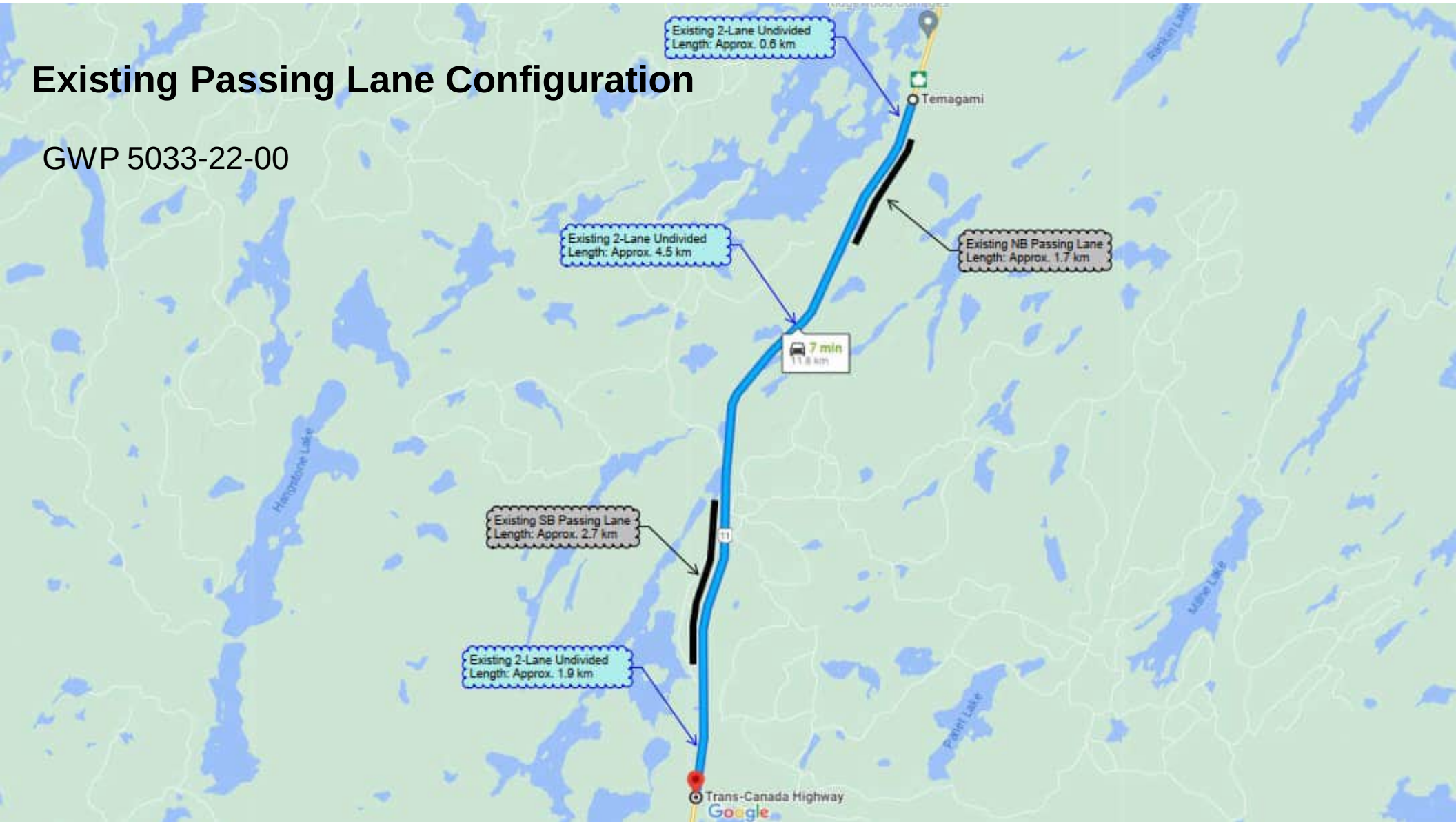
Existing Passing Lane Configuration

GWP 5151-21-00



Existing Passing Lane Configuration

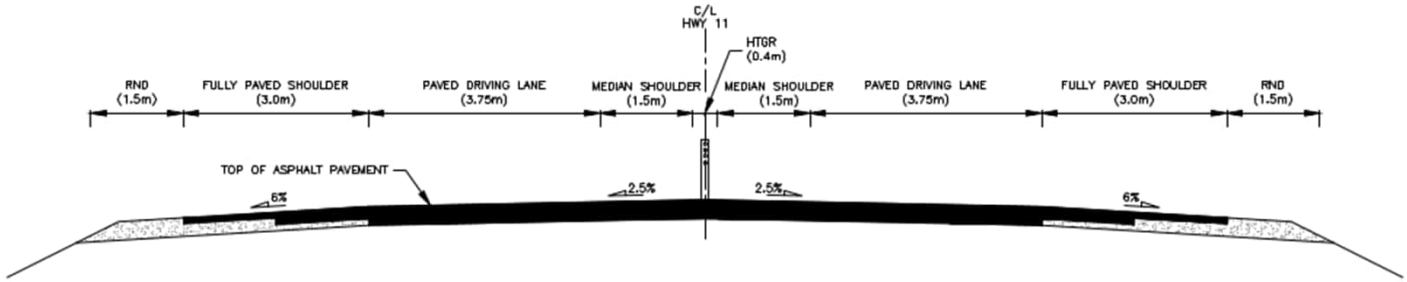
GWP 5033-22-00



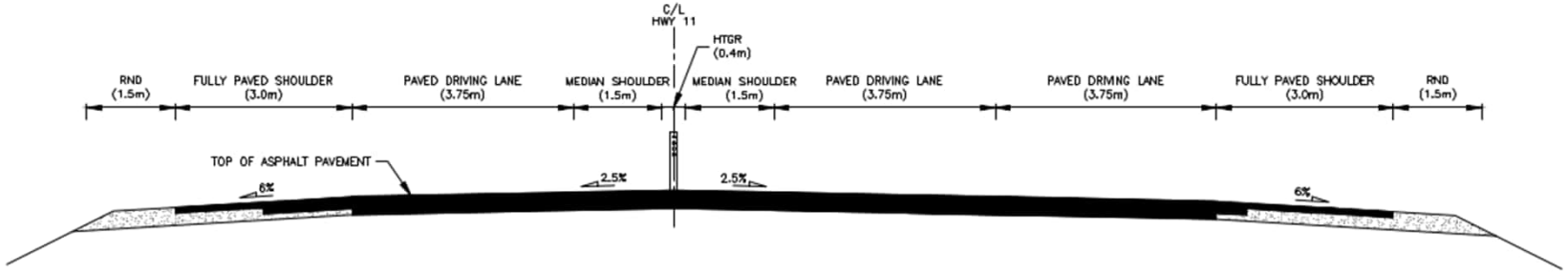
04

2+1 Roadway Model

2+1 Roadway Model Cross Section



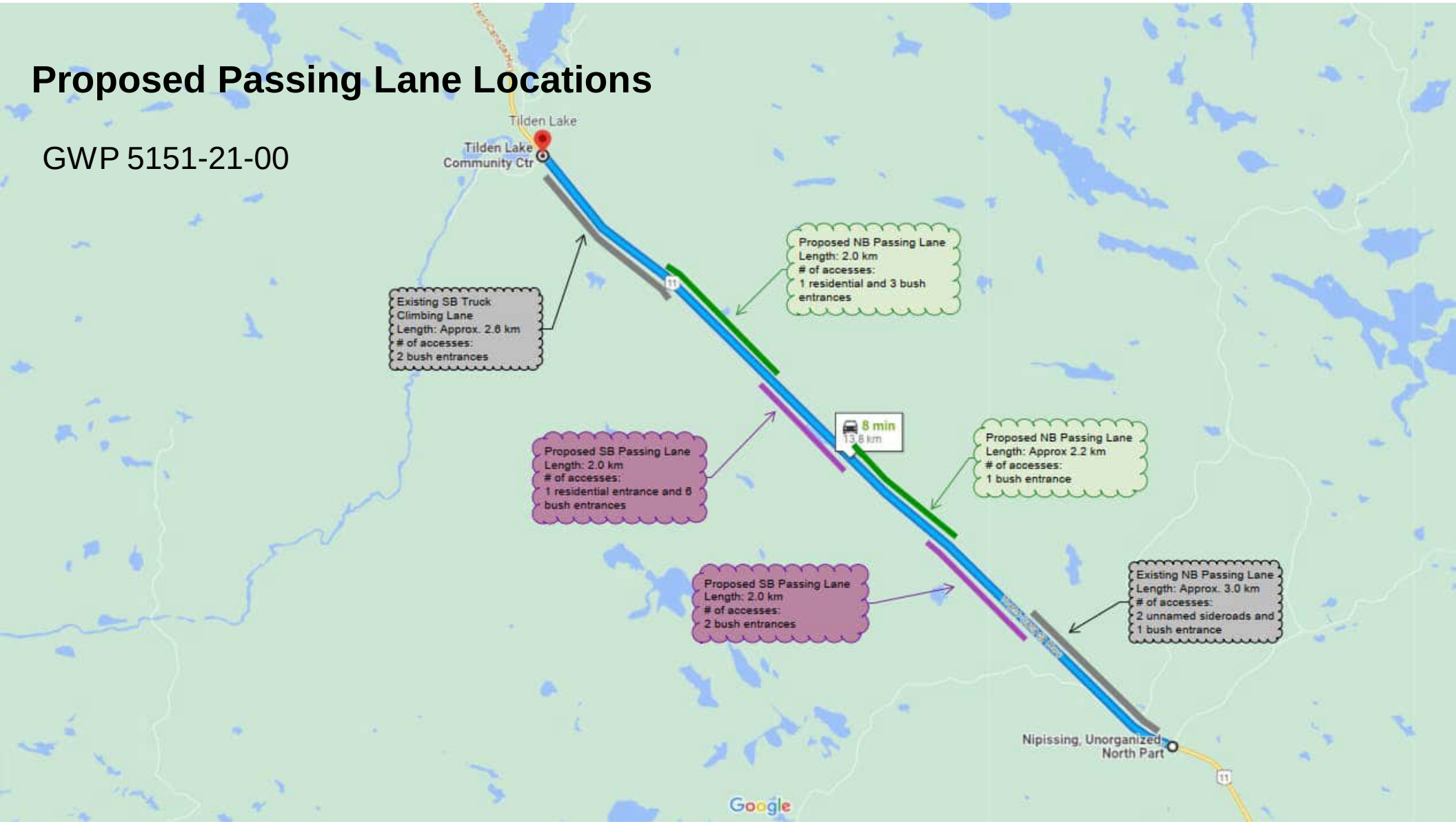
PROPOSED 1+1 TYPICAL
CROSS SECTION



PROPOSED 2+1 TYPICAL
CROSS SECTION

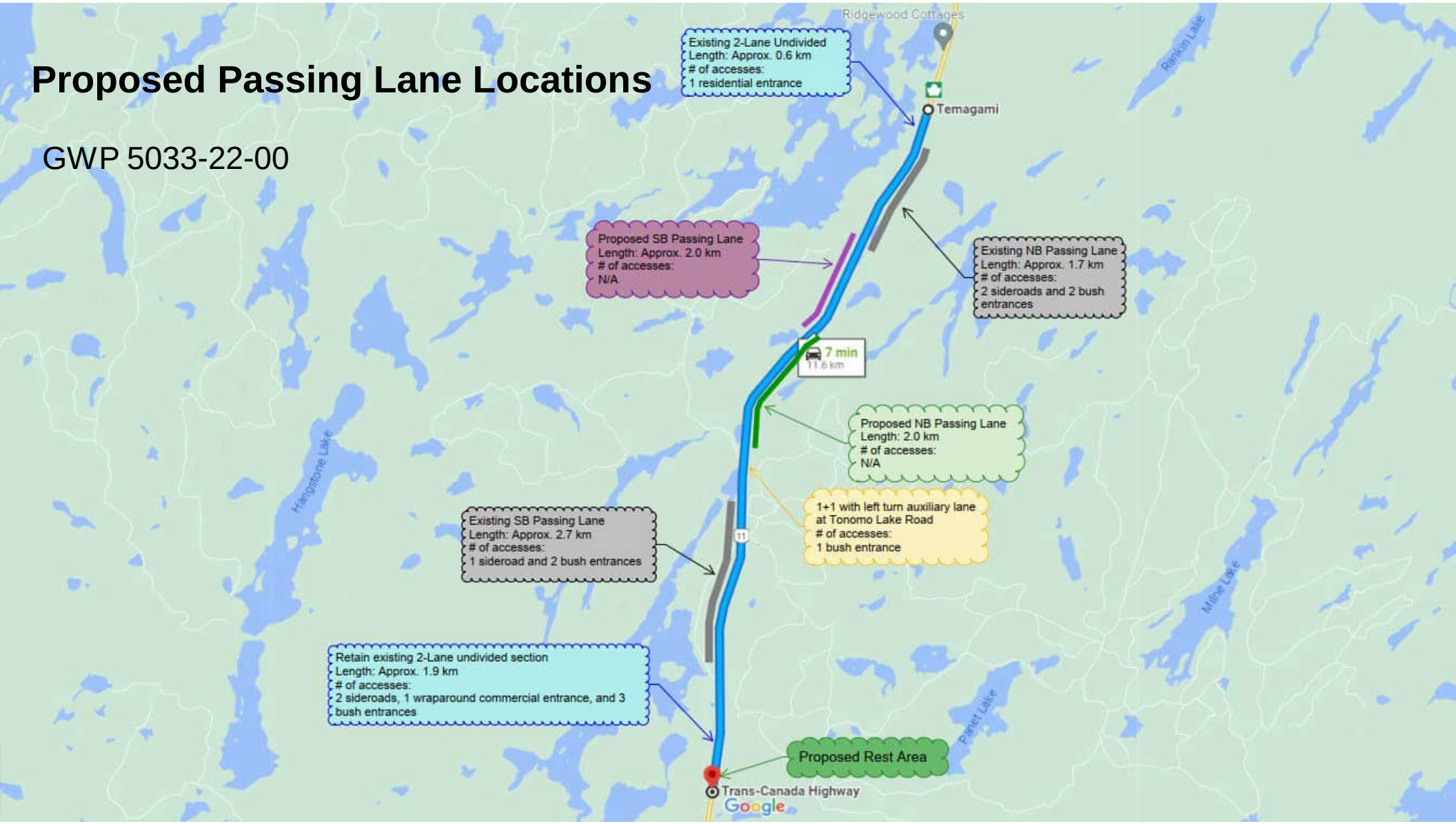
Proposed Passing Lane Locations

GWP 5151-21-00



Proposed Passing Lane Locations

GWP 5033-22-00



05

Environmental Process

Environmental Process

- Group ‘B’ project under the MTO Class Environmental Assessment for Transportation Facilities
- Notice of Study Commencement (October 2023)
- Planned Scope of Investigations & Reporting:
  - Archaeology Resource Assessment(s)
  - Excess Soil Management
  - Air Quality and Greenhouse Gas Existing Conditions and Impact Assessment
  - Noise Existing Conditions and Impact Assessment
  - Fisheries Existing Conditions and Impact Assessments
  - Terrestrial Existing Conditions and Impact Assessments
  - Transportation Environmental Study Reports
    - Will be available for public review
- Public Information Centre (PIC) to foster communication and feedback
  - Tentatively one PIC planned to occur in the summer / fall of 2024

Project Team Collaboration

We welcome and encourage participation by the Nipissing First Nation as the project advances via:

- Participation in Environmentally-focused field investigations
- Participation at the planned PIC(s)
- Review and commenting on Environmental reports
- Any other informal / spontaneous feedback which may develop through general liaison with our Project Team at any time

Further to the above, our Team would also be happy to set up future meetings to provide design update(s) and / or continue advancing our discussions

06

Field Investigations

Field Investigations

Completed:

- Highway geometric reviews
- Culvert inspections
- Guide rail / roadside safety reviews
- Hazard rock inspections
- Stage 1 Archaeology Assessment
- Traffic data collection

In Progress

- Geotechnical investigations
  - Pavement investigations
  - Foundations investigations

Upcoming:

- Environmental studies
  - Fisheries
  - Terrestrial (including Species at Risk)
  - Stage 2 Archaeological Resource Assessment (as recommended in Stage 1)
  - Excess soil management review & investigations
- Highway Engineering
  - As needs arise

07

Forecasted Delivery Schedule

Forecasted Delivery Schedule

GWP 5151-21-00

Key Schedule Details	
30% Initial Design Meeting	June 2024
Construction Start Date	Late Summer 2025
Construction Duration	2025 – 2028

GWP 5033-22-00

Key Schedule Details	
30% Initial Design Meeting	December 2024
Construction Start Date	Summer 2027
Construction Duration	2027 – 2030

08

Next Steps

Next Steps

- AECOM to share Minutes of this Meeting, as well as the slide deck
- AECOM to prepare for and undertake multiple Environmentally-focussed field reviews in 2024 to enhance our understanding of the existing conditions and impact assessment for:
  - Archaeology
  - Air quality
  - Noise
  - Fisheries
  - Natural Sciences
- AECOM to continue advancing Detail Design efforts for all aspects of the Assignment and review opportunities for impact mitigation

09

Discussion

Discussion

- Open forum…

Thank you.

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North Bay, ON, Canada P1B 1Z2
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705 472 7520 tel
705 476 9722 fax

Meeting Date:	January 29, 2025	Start Time:	10:00 a.m.	Project #	60713279
Location:	Ministry of Transportation Learning Centre Room	Prepared By:	Carole-Anne Zambelli		

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team

Ryan Herbrand	MTO, Project Delivery

AECOM Project Team

Kyle Hampton	AECOM
Heather Anderson	AECOM
Paul Lecoarer	AECOM
Carole-Anne Zambelli	AECOM

Emergency Services

David Walach	OPP, Traffic Inspector, North East Region Headquarters
Andrew Kraemer	OPP, Operations Manager, North Bay Detachment
Kyle Kneeshaw	OPP, Traffic Incident Management and Enforcement (T.I.M.E) Team, North Bay Detachment
Chris Smith	North Bay CACC, Liaison and Policy Officer
Dan Raymond	DNSSAB Paramedic Services, Deputy Chief of Operations
Pete Christie	Marten River Fire Department, (A) Fire Chief

Distribution: Invitees and Participants

Regarding: Emergency Services Meeting No. 2

Minutes of Meeting

		Action
1.0	**Introduction**	
1.1	AECOM provided an introduction of the Ministry and AECOM Project Team members that were in attendance and / or would be supporting this Assignment. AECOM welcomed the OPP, North Bay CACC, DNSSAB, Temagami Fire Department and the Marten River Fire Department for their participation and attendance. AECOM indicated that the primary purpose of this meeting is to provide the audience with an overview of the preliminary design details for the Highway 11 2+1 north and south GWPs since the last meeting with Emergency Services that was held back in December 2023. AECOM presented a slide deck via PowerPoint and added further commentary during the Presentation as detailed within the following sub-items. A copy of the slide deck is appended to these Meeting Minutes.	Info.

		Action
2.0	**Project Overview**	
2.1	With respect to the introduction of the median width, the OPP asked if there would be permanent pavement markings that would deter drivers from pulling over onto the median shoulder when the OPP deploys their traffic stops. AECOM indicated at present there are no additional permanent markings under consideration other than the installation of edgeline rumble strips on the median and outside shoulders. AECOM will work with MTO to determine whether signage could be added to deter traffic from stopping along the median shoulder.	Info.
2.2	OPP asked what the down time would be when the median barrier requires maintenance or repairs when a vehicle collides with the centre median barrier. AECOM indicated they will seek input from the MTO Maintenance Office to address this inquiry.	Info.
2.3	Marten River Fire Department indicated they have concerns with the median barrier being high tension cable guide rail. It was noted that in other regions, responders must work in dangerous situations when a vehicle collides with the barrier system and the tension is not released. It was noted that a specialty tool for de-tensioning is necessary which can delay their response times. Further, this tool needs to be readily available to first responders to de-tension the guide rail to avoid further safety concerns to their staff. AECOM indicated they have been in receipt of this concern previously and understand that the Ministry in other regions has performed special training type meetings with EMS to bring awareness when working around these median barrier systems. As it pertains to the specialized equipment, AECOM will seek input from the MTO as to those requirements, and whether they can provide this training within our region to ensure the success of the barrier system.	Info.
2.4	OPP asked if the MTO considered the use of a concrete median barrier in lieu of steel or cable barrier systems. AECOM noted that as part of their design parameters and preliminary investigations, the team did review concrete median options; nonetheless, it was determined that additional design measures would be necessary including median drainage which would negatively impact the construction time and would dramatically increase the cost of construction. Overall, the concrete median option and was deemed unfavourable for the 2+1 pilot projects.	Info.
2.5	OPP asked if there were any studies in which how a 2.5% crossfall would affect the maneuverability of a commercial vehicle and if it would feel like its being pulled towards the outside shoulder. AECOM indicated that this slight 0.5% increment is not expected to have any consequence to vehicular transports as the MTO design standard for a two-lane facility is generally 2.0% on a tangent section of highway. AECOM noted that the 2.5% crossfall will provide positive drainage across the new widened platform mitigating the concern for ponding water and mitigating icy conditions during the winter months.	Info.
2.6	AECOM indicated that acceleration jughandle turnarounds will be introduced as part of the 2+1 projects and indicated that illumination and signage will be developed in an effort to meet standard driver expectations to the degree possible and avoid driver confusion. OPP noted that in Ohio, U.S.A, they have seen concrete curb and gutter to restrict U-turns to ensure driver compliance. AECOM indicated that as the design progresses, they will consider options for prohibiting U-Turn movement at the turnaround locations. OPP further noted that it is their expectation that these acceleration jughandles will likely be locations where roadway users tend to take break. Unfortunately, garbage and unpermitted parking will likely occur at these locations. AECOM noted this concern can be mitigated with signage and other maintenance activities as necessary. It was agreed by all parties that driver awareness, education and consistent signage needs to be provided to ensure driver compliance of these turnaround locations.	Info.

		Action
2.7	Marten River Fire Department reviewed the six realignment alternatives at Pan Lake and offered their opinion that Option 6 seems the most preferrable for transports, acknowledging that commercial drivers are losing control of their vehicles on top of the hill traveling in the southerly direction. A discussion ensued regarding Option 6, whereby AECOM provided the advantages and disadvantages of the group. AECOM noted that although Option 6 may look favourable from a plan view perspective, the vertical profile of the highway would need to be dramatically increased, resulting in significant challenges with matching into the existing highway alignment while still trying to maintain Highway 11 traffic. AECOM further noted that the design will include operational and safety improvements at the intersection of Tonomo Lake Road acknowledging there has been historical collisions at that intersection in the past.	Info.
2.8	OPP asked if the vegetation will be removed off the rock outcrops as part of the design(s) to ensure that sunlight has an opportunity to assist with activating salt in order to improve winter maintenance activities. AECOM noted they will consider maintenance activities and shadow concerns as the design processes to mitigate this concern. AECOM noted that there is a large amount of rock that will need to be generated to build the future roadway widening, resulting in significantly wider rock cuts which should help alleviate this concern.	Info.
2.9	OPP indicated they have concerns with the amount of wildlife collisions along these sections of Highway 11 and indicated that once a median barrier is introduced, they anticipate further collisions will occur as the animal(s) become confused and their young will have difficulty navigating over the median barrier. OPP further noted that they have collision data that documented two fatalities that involved wildlife including forty-nine (49) reported collisions resulting in injuries along this section of Highway 11. OPP indicated that they could provide the collision data to AECOM and the MTO for their information. AECOM has similar concerns with the introduction of a median barrier and noted that they are in process of reviewing options for wildlife mitigation within both Group Work Projects, however, a decision on what will be implemented is not known at this time.	Info.
2.10	OPP inquired if there was an OFSC trail crossing within either of the projects. It was also noted that if there isn't a crossing, it might be worth reviewing the option for a joint use crossing that could accommodate wildlife and snowmobilers should a situation ever arise where snowmobilers need to cross the 2+1 facility. AECOM noted that although the main trail follows Highway 11 for a section of trail in the south GWP, the team is unaware of an official crossing. OPP further noted that in the Almaguin and Sundridge area, they have had great success with almost zero collisions with respect to wildlife because of the wildlife fencing installed along the Highway 11 corridor.	Info.
2.11	A discussion ensued with regard to the 2+1 pilot models and their respective locations and how they were chosen. MTO Project Delivery indicated that there was a task working group that looked at several locations throughout Ontario, which ranked these locations based on a variety of parameters and criteria, which ultimately led to a preferred location. MTO indicated that Highway 17 in the Petawawa area ranked high on the recommendation list, but eventually was not favoured due to the property constraints associated with the Department of National Defense. MTO acknowledged that these sections of Highway 11 were analyzed based on collision history and severity, simplified property acquisitions, limited entrances and ease of construction which also ranked high with the task working group. MTO also acknowledged that this Highway 11 2+1 pilot model is strictly being completed for these areas only, and at this time there is no further commitment from the Ministry to introduce a highway 2+1 model elsewhere in the province.	Info.
2.12	All EMS parties indicated that there is an ongoing concern with distractive drivers and that additional traffic control measures such as PVMS should be considered and installed prior to and during construction operations to promote traffic safety. OPP indicated it may be worth while to have advance signage at the top of Thibeault Hill to notify drivers of the work on a continual basis and to be extra vigilant when traveling on Highway 11 during construction seasons.	Info.

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.

		Action
2.13	OPP indicated that once they are deployed to site for a single motor collision, there is a minimum two-hour lane closure and the timelines often changes based on the severity and complexity of the collision (i.e., multi-vehicle collision or chemical spill). These down times negatively affect Ontario's economy by having to fully close the highway for prolonged periods, which may be experienced in the future single lane sections along the +1 sections. AECOM acknowledged their concerns and offered to suggest that 2+1 roadway models with a median barrier have been proven to lessen head-on crossover manoeuvres which ultimately reduce collision severity and mitigates long duration closures. AECOM remains hopeful that the 2+1 model will reduce severe collisions in these areas.	Info.
6.0	**Adjournment**	
6.1	The meeting was adjourned at 11:30 a.m.	Info.

Distribution List

Attendees
Invitees

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Project Overview Presentation

GWP's 5151-21-00 & 5033-22-00

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

January 29, 2025

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1

Who's Here?

Today's invitee list includes:

Emergency Services

OPP, CACC, Marten River Fire Department, DNSSAB and Temagami Fire Department

MTO

Ryan Herbrand (Area Manager); Heather Garbutt (Senior Environmental Planner);
Susan Brownlee (Senior Environmental Planner): Kyle Bush (Traffic Specialist)

AECOM

Kyle Hampton (Project Manager); Carole-Anne Zambelli (Environmental Planner);
Paul Lecoarer (Highway Engineer); Heather Anderson (Traffic Specialist)

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2

01

Introduction

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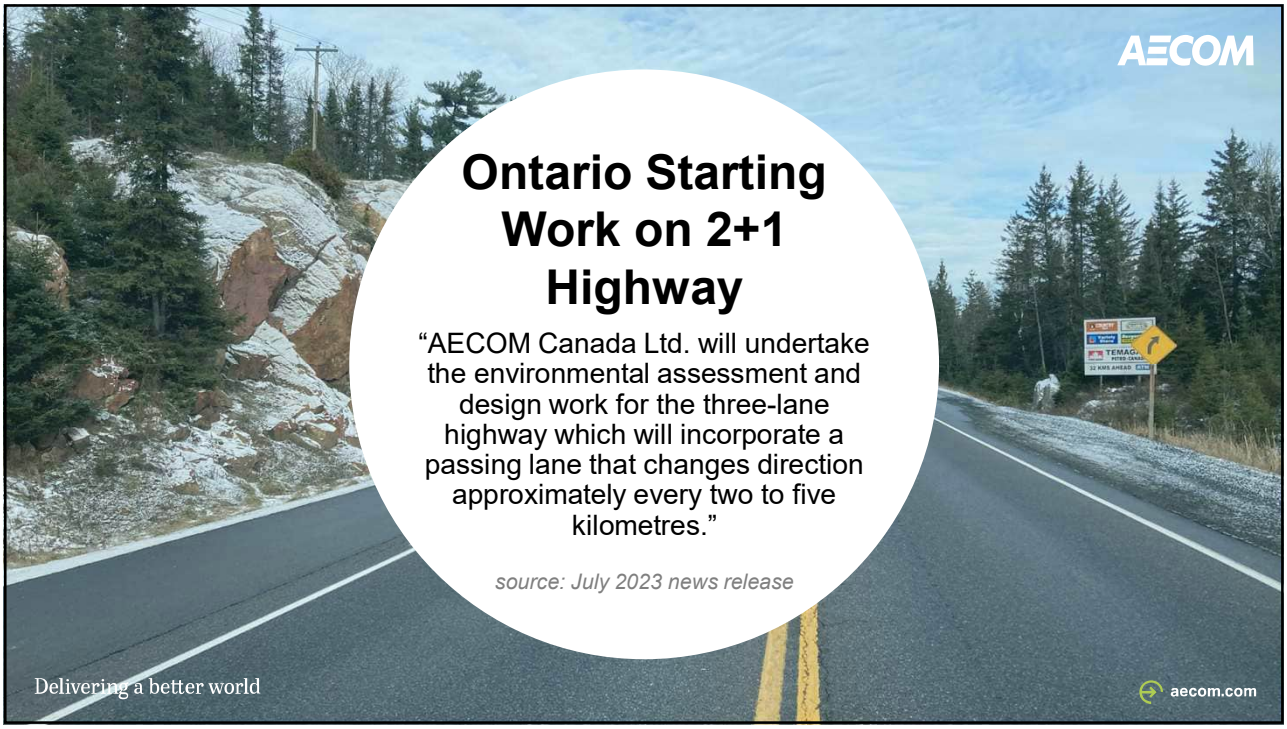
3



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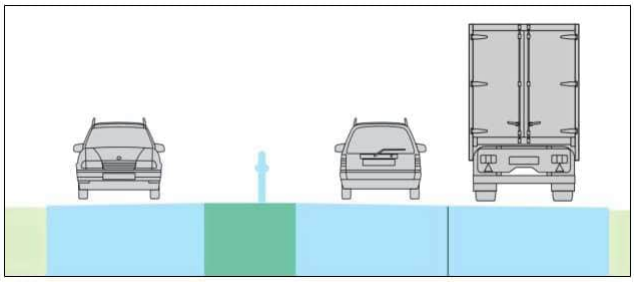
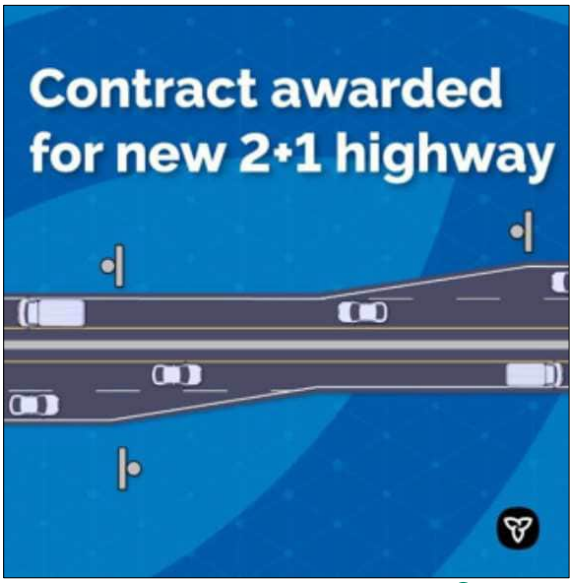
2+1 Roadway Concept





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Study Locations

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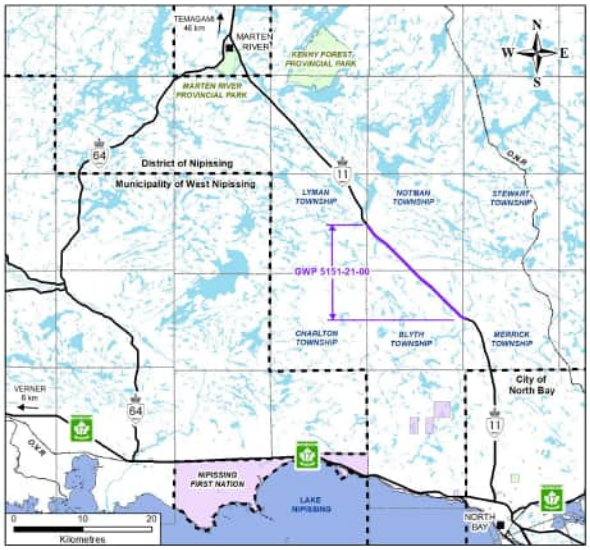
Locations

GWP 5151-21-00:

- Sand Dam Road northerly to Ellsmere Road (13.8 km)
- Geographic Townships of Merrick, Blyth, Notman and Lyman
- Nipissing District
- Timiskaming – Cochrane electoral district
- North limit near the small community of Ellsmere Village / Tilden Lake



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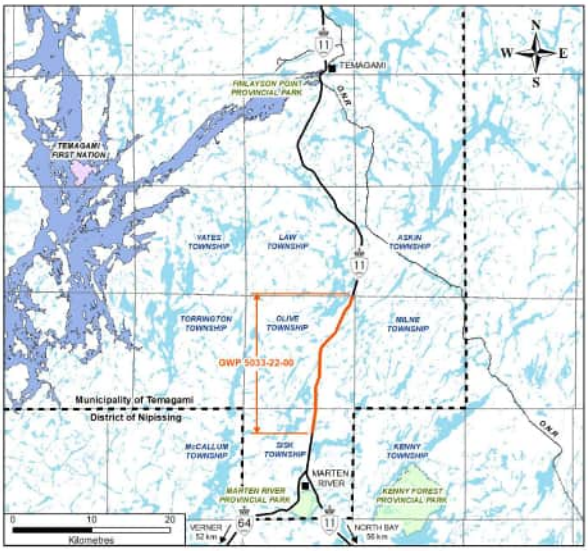
Locations *(Cont'd…)*

GWP 5033-22-00:

- From 4.6 km north of Highway 64 northerly for 11.4 km
- Geographic Townships of Sisk and Olive
- Nipissing District
- Timiskaming – Cochrane electoral district



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03

Existing Configuration

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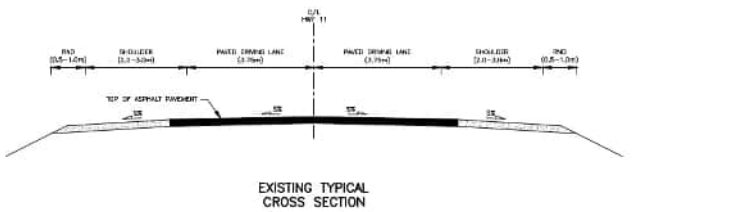
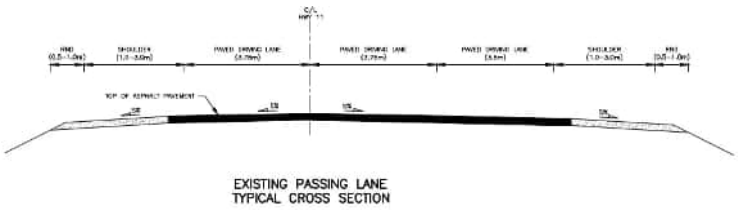
Existing Configuration (both GWPs)



EXISTING TYPICAL
CROSS SECTION



EXISTING PASSING LANE
TYPICAL CROSS SECTION

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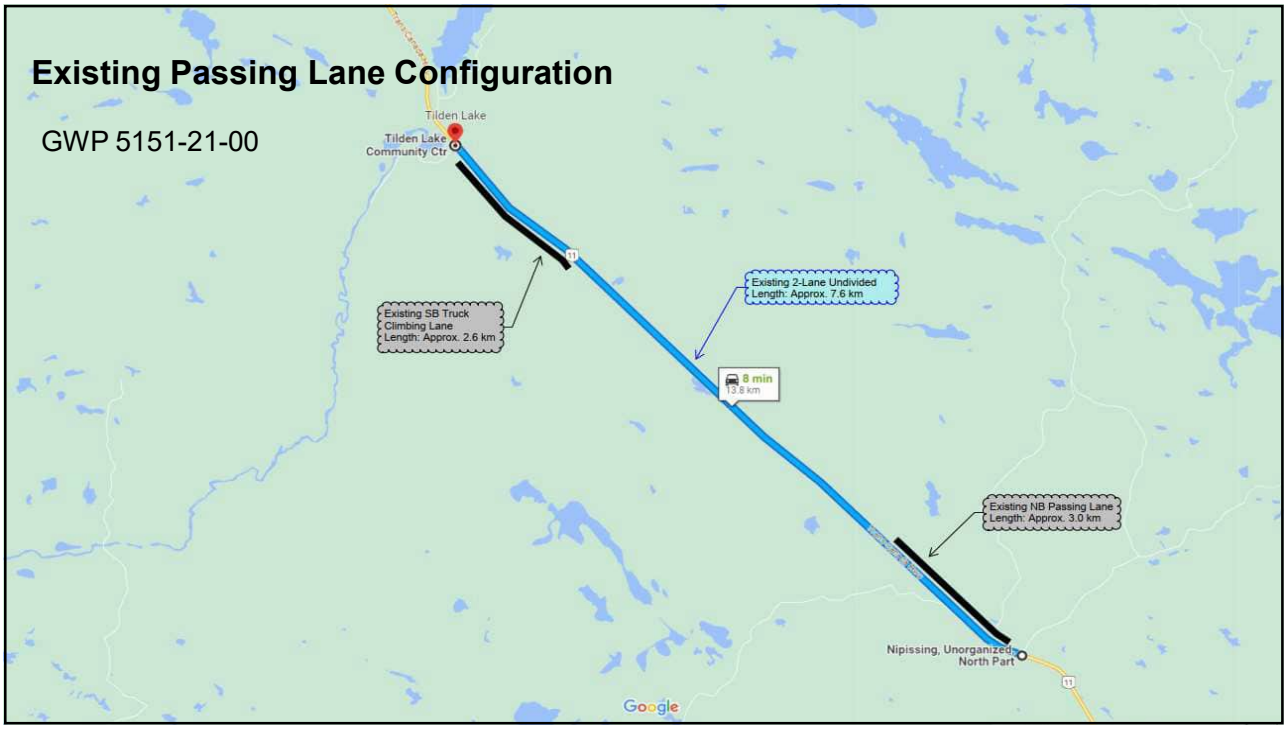
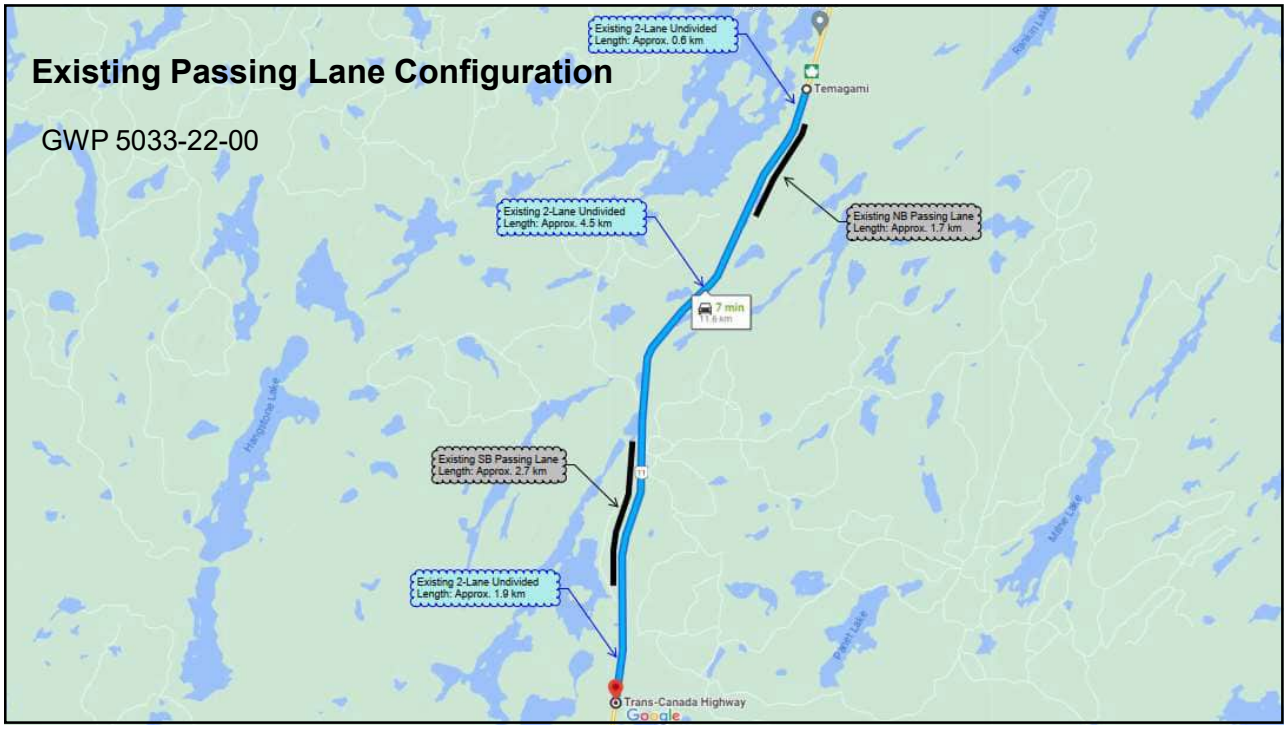

Existing Passing Lane Configuration
GWP 5151-21-00
Tilden Lake
Tilden Lake Community Ctr
Existing SB Truck Climbing Lane Length: Approx. 2.6 km
Existing 2-Lane Undivided Length: Approx. 7.6 km
8 min
13.8 km
Existing NB Passing Lane Length: Approx. 3.0 km
Nipissing, Unorganized North Part
Google

11


Existing Passing Lane Configuration
GWP 5033-22-00
Existing 2-Lane Undivided Length: Approx. 0.6 km
Temagami
Existing 2-Lane Undivided Length: Approx. 4.5 km
Existing NB Passing Lane Length: Approx. 1.7 km
7 min
11.6 km
Existing SB Passing Lane Length: Approx. 2.7 km
Existing 2-Lane Undivided Length: Approx. 1.9 km
Trans-Canada Highway
Google

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04

2+1 Roadway Model

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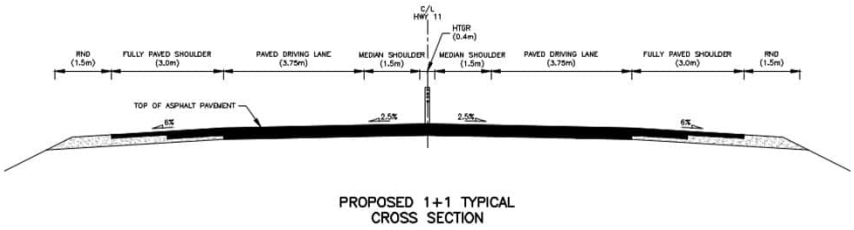
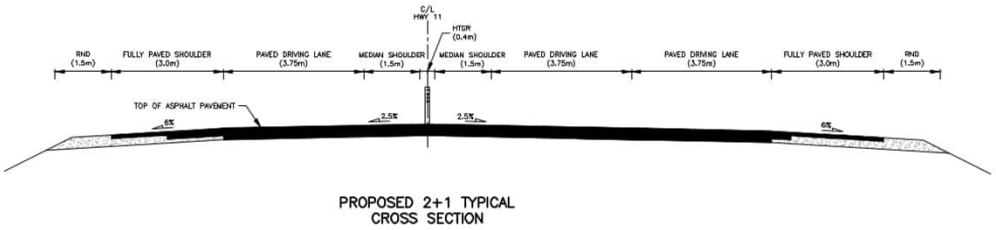
2+1 Roadway Model Cross Section



PROPOSED 1+1 TYPICAL CROSS SECTION



PROPOSED 2+1 TYPICAL CROSS SECTION

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2+1 Roadway Model Turnaround Configuration

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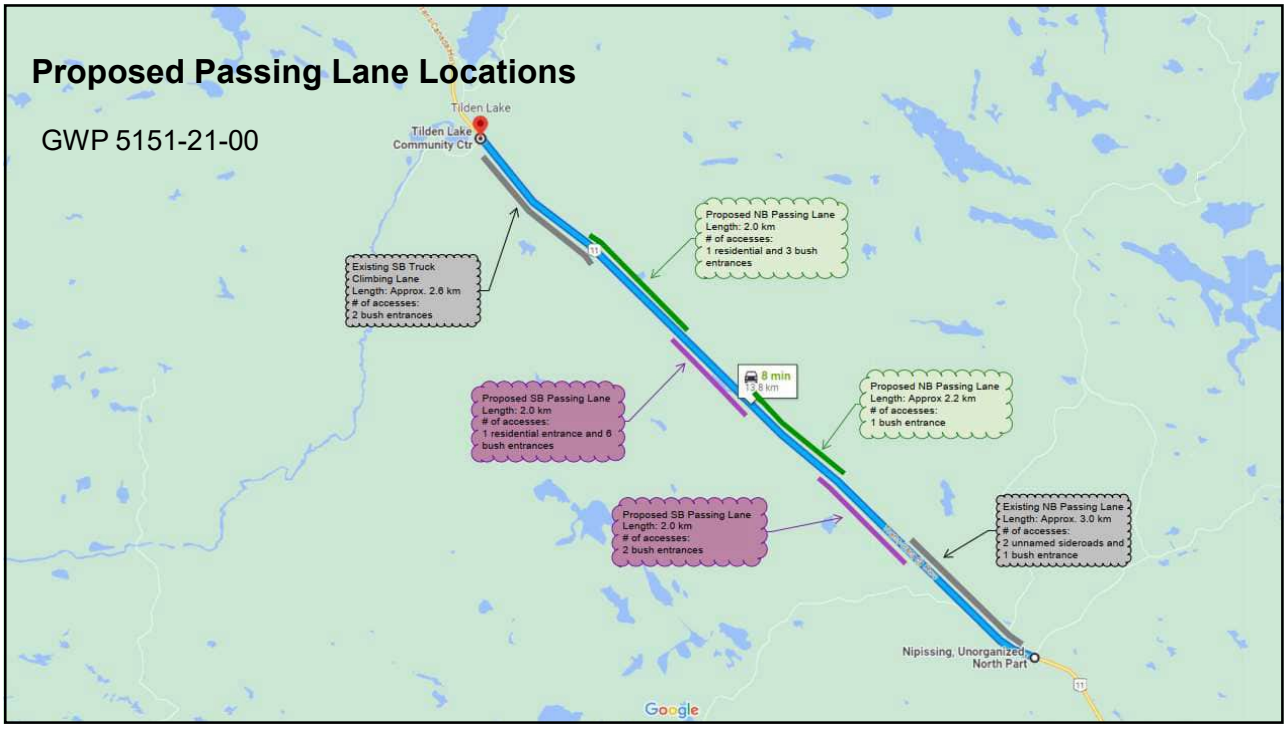
Proposed Passing Lane Locations

GWP 5151-21-00



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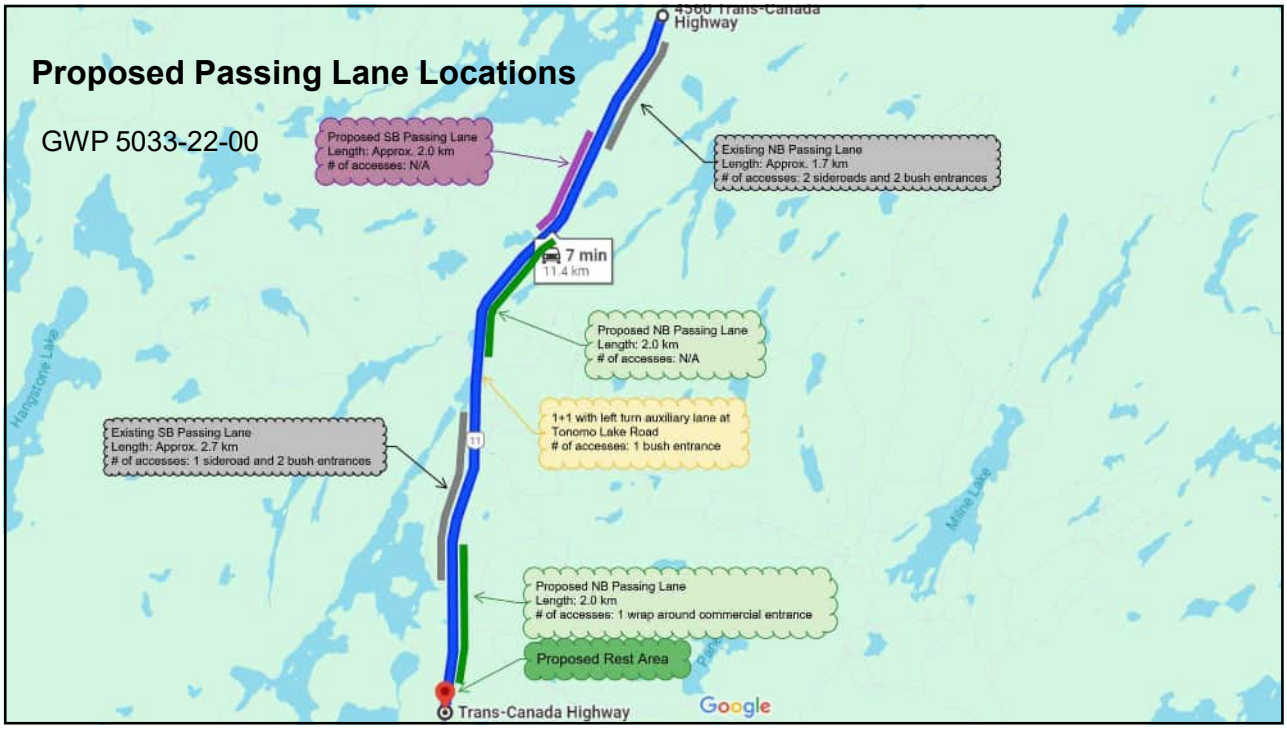

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Other Scope Elements

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Other Scope Elements

GWP 5151-21-00 (South Project)

- Pavement rehabilitation
- Fully paved shoulder implementation
- Rock excavation
- Drainage improvements
- Guide rail improvements
- Little Sturgeon River Culvert Replacement

GWP 5033-22-00 (North Project)

- Pavement rehabilitation
- Fully paved shoulder implementation
- Rock excavation
- Drainage improvements
- Guide rail improvements
- Realignment at Pan Lake
- Robin Creek Culvert Replacement

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Environmental Process

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Environmental Process

- Group 'B' project under the MTO Class Environmental Assessment for Transportation Facilities
- Notice of Study Commencement (October 2023)
- Planned Scope of Investigations & Reporting:
  - Archaeology Resource Assessment(s)
  - Excess Soil Management
  - Air Quality and Greenhouse Gas Existing Conditions and Impact Assessment
  - Noise Existing Conditions and Impact Assessment
  - Fisheries Existing Conditions and Impact Assessments
  - Terrestrial Existing Conditions and Impact Assessments
  - Transportation Environmental Study Reports
    - Will be available for public review
  - Design and Construction Reports
- Public Information Centre (PIC) to foster communication and feedback

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Project Team Collaboration

We welcome and encourage participation as the project advances via:

- Continued participation in field investigations
- Participation at the planned PIC(s) and Community Information Session(s)
- Review and commenting on reports
- Any other informal / spontaneous feedback which may develop through general liaison with our Project Team at any time

Further to the above, our Team would also be happy to set up future meetings to provide design update(s) and / or continue advancing our discussions

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Forecasted Delivery Schedule

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Forecasted Delivery Schedule

GWP 5151-21-00

Clearing Contract - Key Schedule Details	
30% Initial Design Meeting	October 2024
Construction Start Date	Late Summer 2025
Construction Duration	2025 – 2026

Grading Contract - Key Schedule Details	
30% Initial Design Meeting	October 2024
Construction Start Date	Summer 2026
Construction Duration	2026 – 2028

GWP 5033-22-00

Clearing Contract - Key Schedule Details	
30% Initial Design Meeting	December 2025
Construction Start Date	Late Summer 2026
Construction Duration	2026 – 2027

Grading Contract - Key Schedule Details	
30% Initial Design Meeting	December 2025
Construction Start Date	Summer 2027
Construction Duration	2027 – 2030

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Next Steps

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Next Steps

- AECOM to share Minutes of this Meeting, as well as the slide deck
- AECOM to continue undertaking field reviews in 2025 to enhance our understanding of the existing conditions and impact assessment for several Environmental components
- AECOM to undertake further subsurface investigations to validate construction requirements for turnaround elements, as well as the potential Pan Lake realignment
- AECOM to continue advancing Detail Design efforts for all aspects of the Assignment and review opportunities for impact mitigation

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Discussion

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Discussion

- Open forum…

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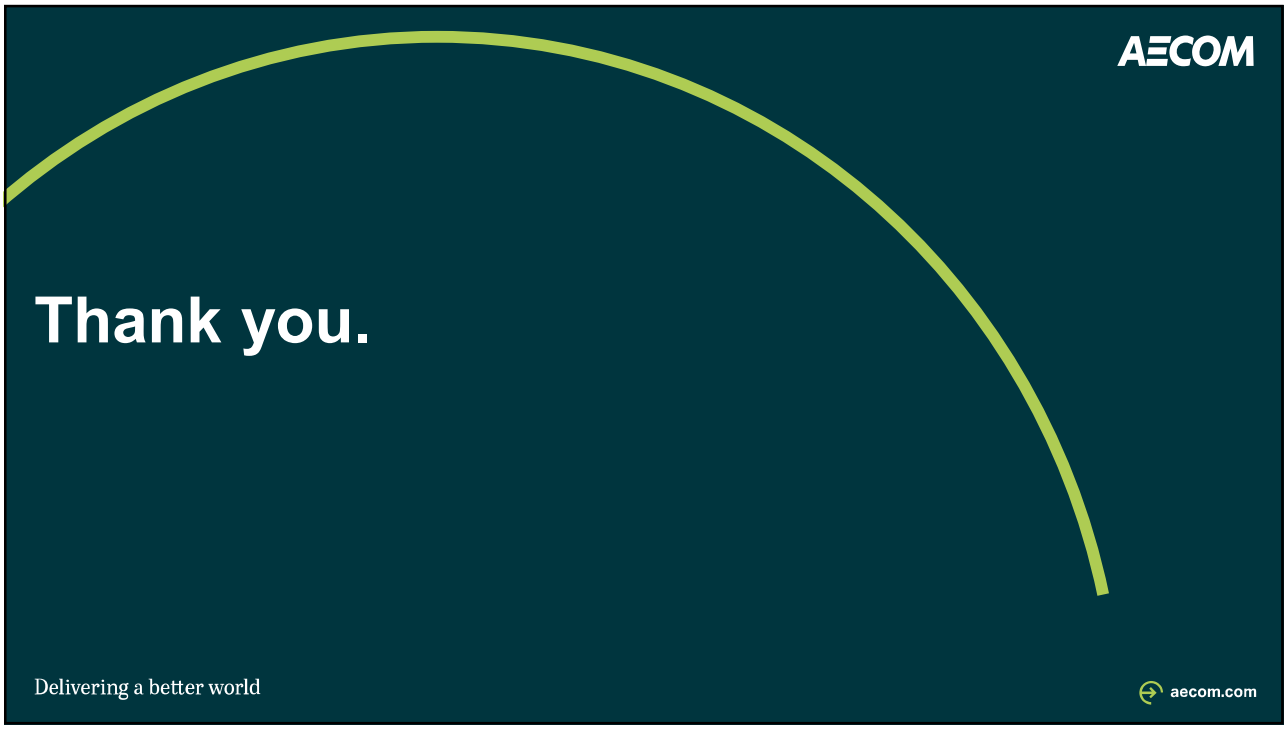

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AECOM
103 - 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
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705 472 7520 tel
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Meeting Date: January 30, 2025 Start Time: 10:00 a.m. Project # 60713279

Location: Highway 11 On-Site Prepared By: Jeffrey Higgs

Project Name: **Agreement No. 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km

Attendees:

Utility Service Providers	
Malcolm Bilton	Bell
Serge Levasseur	Hydro One
Denis Gravel	Ontera
Peter Aultman	Ontera

AECOM Project Team	
Paul Lecoarer	AECOM
Jeffrey Higgs	AECOM

Regarding: Utility Coordination Meeting

Minutes of Meeting

		Action
1.0	**Introduction and Safety Moment**	
1.1	All attendees discussed the day's plan to review utilities while staying safe from nearby traffic / snowplows.	Info.
1.2	Note for clarity that these Minutes reference west / east relative to Highway 11 (which is considered as a north to south highway). Accordingly, all references to "west" refer to the "left" side of the road, while references to "east" are considered the "right" side of the road.	Info.
1.3	AECOM provided an overview of the project, noting that Highway 11 will be widened to accommodate a new 2+1 roadway, and acknowledged that the majority of the widening will occur on the east side of the road. AECOM noted that widening to one side of the road was preferred based upon several factors; one of which is utility-related (i.e., it introduces less utility conflicts than the other alternatives). Notwithstanding the above, as part of the scope of work, AECOM noted their expectation that nearly all utilities on the east side of the road will conflict with the new roadway platform, while several isolated locations on the west will be in conflict.	Info.
1.4	AECOM confirmed that the current project schedule and intent is for a Clearing Contract to be undertaken during the fall of 2025, followed by the primary Grading Contract in 2026. Importantly, AECOM highlighted that this schedule and intent is conditional upon environmental clearance(s), approval(s), funding and other significant requirements.	Info.

		Action
3.0	**Discussions**	
3.1	AECOM distributed a sketch (attached) that outlined the existing utility poles and their conflicts as follows: 1. 15+900 Merrick – 10+300 Blyth (0.7 km); a. West: Joint use Hydro Poles **with three in conflict** 2. 10+300 – 13+700 Blyth (3.4 km); a. West: Joint use Hydro Poles b. East: Service / anchor poles **in conflict** 3. 13+700 Blyth – 10+300 Notman (3.6km); a. West: Hydro Poles with **isolated conflicts** b. East: Ontera poles and Hydro service / guy poles **in conflict** 4. 10+300 – 12+400 Notman (2.1 km) ; a. West: Joint use Hydro Poles with **isolated conflicts** b. East: Service /anchor poles **in conflict** 5. 12+400 – 13+900 Notman (1.5 km); a. West: Ontera poles 6. 13+900 – 16+500 Notman (2.6 km); a. East: Ontera poles **in conflict**	Info.
3.2	Utiltiy Service Providers noted that the provided Conflict Drawings are in limited plan format and suggested that it can be difficult to reference individual stations and locations. AECOM committed to providing an AutoCAD plan which provided full coverage of the corridor and utility conflicts, as well as a .kmz (Google earth) file. *Subsequent to the Meeting, AECOM provided AutoCAD and .kmz (Google Earth) files to Meeting participants as follows:* ▪ *Utility Conflict AutoCAD files were sent to all participants on January 31, 2025;* ▪ *Highway 11 2+1 Stations .kmz files were sent to all participants on January 31, 2025;* ▪ *Upon request, "reduced" AutoCAD files were shared with Hydro One (AutoCAD 2016-2021) and Ontera (AutoCAD 2013) on February 6, 2025; and* ▪ *A .kmz file showing existing pole locations has been appended with these Minutes.*	Info.
3.3	AECOM confirmed that the MTO's Right-of-Way is planned to being expanded, with the plans showing both the existing and proposed new Right-of-Way. AECOM noted that the proposed Right-of-Way is currently being reviewed by the MTO's Property Section, and that long timelines are traditionally associated with property acquisition(s).	Info.
3.4	Bell notified participants that their infrastructure extends only partly into Section 1.0.	Info.
3.6	Attendees reviewed Section 1: 15+900 Merrick – 10+300 Blyth (0.7 km) and located the poles in conflict. AECOM advised Bell that a single guy pole is also expected to be in conflict (further to the poles identified in the Conflict Plan). Bell noted that they will review if the guy pole can be eliminated. Attendees agreed that Bell's existing buried line to an adjacent private property is not expected to be in conflict. Hydro One and Ontera agreed that they would likely propose to relocate their joint use-poles to a greater offset and install a new highway crossing at 90 degrees.	Info.

		Action
3.6	Attendees drove Section 2: 10+300 – 13+700 Blyth (3.4 km). Attendees noted that guy anchor and supply poles on the east conflict with grading works and require relocation.	Info.
3.7	Attendees drove Section 3: 13+700 Blyth – 10+300 Notman (3.6km). Ontera and Hydro One confirmed that existing Hydro One poles in Section 3 are not suitable for joint use. Attendees reviewed and agreed that isolated conflicts on the west would require relocation. Attendees noted that all poles (Ontera poles and Hydro One guy / supply poles) on the east would require relocation. Two options were discussed to address the conflicts with the Ontera poles on the east. 1. Replace existing Hydro One poles on the west with new joint use poles; or, 2. Place a new Ontera pole line at a greater offset on the east. Through discussion, Option 2 was preferred by Ontera and Hydro One.	Info.
3.8	Attendees drove Section 4: 10+300 – 12+400 Notman (2.1 km). Attendees noted that the guy and supply poles on the east conflict with grading works and require relocation, and several isolated pole conflicts on the west would also require replacement. Hydro One confirmed that their conflicting pole at Station 11+161 Notman Township has a mounted transformer that is likely owned by TC energy and that the transformer and associated buried lines are likely owned by TC energy. AECOM noted that TC energy would be made aware of the conflict; however, noted that the Hydro One pole will require relocation regardless. AECOM further noted that they will review if the pole conflict at Station 12+388 can be mitigated by design modifications.	Info.
3.9	Attendees drove Section 5: 12+400 – 13+900 Notman (1.5 km) and Section 6: 13+900 – 16+500 Notman (2.6 km). Attendees noted that poles in Section 5 are not shown to be in conflict with the current grading design, while all Ontera poles throughout Section 6 conflict with grading works and require relocation. Two relocation strategies were discussed: 1. Relocate all poles in Section 6 to a greater offset on the east (right); or, 2. Relocate all poles in Section 6 to the west (left) side of the highway on a new alignment. Ontera noted that Option 2 would eliminate two highway crossings; nonetheless, each alternative will be reviewed further by Ontera, and the preferred alternative will be carried as part of the preliminary estimate.	Info.

		Action
3.10	AECOM discussed the three “jug handle” turn arounds that are anticipated to be constructed as part of this project. AECOM confirmed that the Utility Service Providers will need to ensure their new pole lines consider and avoid conflicting with these turn arounds. Two general strategies were discussed: 1. Locally increase the pole offset beyond the turn arounds limits; or, 2. Relocate the poles to an offset within the turn around loop and span any new crossing locations. Due to an Ontera requirement to complete crossings at 90 degrees to the roadway, Option 1 was generally preferred; however, Ontera and Hydro One noted that they would review further. AECOM confirmed that a second property request may be required to encompass the new turn arounds if grading limits extend beyond the boundaries shown. Further, AECOM acknowledged that the limited plans format did not show the full extent of the work associated with the turn arounds. *Subsequent to the Meeting, AECOM provided AutoCAD files which show the full extent of the proposed turn arounds.* Notwithstanding the above, AECOM will provide updated drawings when the turn around designs are finalized with related property limits.	Info.
3.11	Attendees discussed the plan for vegetation clearing / removal. AECOM confirmed that the MTO’s current schedule and delivery methodology includes the advertisement of a Clearing Contract in the summer of 2025, with the resultant work being performed in the fall / winter of 2025 / 2026. AECOM noted that the limits of the Clearing Contract will be dependent on the status of property acquisition(s) at the time of tendering and construction. *Subsequent to the Meeting, AECOM confirmed that Utility Service Providers shall proceed with compilation of their preliminary estimated with the following assumptions:* • *All areas within the Proposed Right-of-Way (as shared) will be cleared by the MTO in advance of relocations;* • *Any areas outside of the Proposed Right-of-Way (as shared) will be required to be cleared by the Utility Service Provider(s); and* • *The turn around locations may require a second property request which consequently may not be acquired in advance of the 2025 Clearing Contract. Accordingly, Utility Service Providers may be responsible for additional clearing in these areas.* *Based upon the above, AECOM, the MTO and Utility Service Providers will continue to revisit the above assumptions prior to the final estimates as property matters are resolved.*	Info.
3.12	Attendees discussed timelines. Utility Service Providers noted that the proposed utility relocation date is aggressive and may not be realistic. AECOM acknowledged the concern and emphasized that the current priority is the development of preliminary estimates.	Info.
3.13	Ontera asked if the MTO would consider flagging the proposed Right-of-Way for their installation. AECOM noted that the new Right-of-Way corners are anticipated to be marked by survey monuments (yellow signs), and that they will review with the MTO whether it’s possible for survey staff to flag the proposed Right-of-Way for utility relocation purposes.	AECOM
4.0	**Summary of Actions**	
4.1	Bell to provide preliminary relocation drawings and an associated preliminary cost estimate to remove the guy pole at Station 15+918 Township of Merrick.	Bell

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.

		Action
4.2	Hydro One to provide preliminary relocation drawings and associated preliminary cost estimate for: 1. 15+900 Merrick – 10+300 Blyth (0.7 km); a. East: Joint use Hydro One poles (3 in conflict) 2. 10+300 – 13+700 Blyth (3.4 km); a. East: Service / anchor poles in conflict; 3. 13+700 Blyth – 10+300 Notman (3.6km); a. West: Hydro One poles with isolated conflicts b. East: Any service or anchor poles in conflict 4. 10+300 – 12+400 Notman (2.1 km) a. West: Joint use Hydro One poles with isolated conflicts b. East: Anchor poles in conflict	Hydro One
4.3	Ontera to provide preliminary relocation drawings and associated preliminary cost estimate for: 1. 15+900 Merrick – 10+300 Blyth (0.7 km); a. East: Transfers on joint use Hydro One poles (3 in conflict) 2. 10+300 – 13+700 Blyth (3.4 km); a. Service / anchor poles on the east in conflict 3. 13+700 Blyth – 10+300 Notman (3.6km); a. East: Ontera poles in conflict 4. 10+300 – 12+400 Notman (2.1 km); a. West: Transfers on Joint use Hydro Poles with isolated conflicts b. East: Anchor poles in conflict 6. 13+900 – 16+500 Notman (2.6 km); a. East: Ontera poles in conflict	Ontera
4.4	AECOM to provide updates regarding: • Updated turn around drawings as they are developed; • Additional property limits for the turn arounds as they are developed (if applicable); • Confirmation of clearing limits for the 2025 Clearing Contract (prior to final estimates); • Confirmation of whether mitigation of the pole conflict at Station 12+388 Notman Township is feasible; and • Confirmation of whether the MTO can provide survey assistance / property limit flagging for relocations.	AECOM
5.0	**Adjournment**	
5.0	The meeting was adjourned at 12:00 a.m.	Info.

Distribution List

Meeting Participants
Meeting Invitees

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.

AECOM
103 - 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
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705 472 7520 tel
705 476 9722 fax

Date of Meeting:	March 25, 2025	Start Time:	1:30 p.m.	Project #	60713279
Location:	Zoom Meeting	Prepared By:	Carole-Anne Zambelli		

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team

Joanie Girard	MTO, Project Delivery
Tricia Wiseman	MTO, Project Delivery
Bonnie Murphy	MTO, Project Delivery
Danielle Gough	MTO, Indigenous Liaison Specialist
Dwayne Pamajewon	MTO, Indigenous Liaison Specialist

AECOM Project Team

Kyle Hampton	AECOM
Paul Lecoarer	AECOM
Carole-Anne Zambelli	AECOM

Temagami First Nation (TFN) and Teme-Augama Anishnabai (TAA) Joint Council Members

Shelly Moore-Frappier, TFN Chief
Michael Paul, TAA Chief and TFN 2nd Chief
Robin Koistinen, TFN
Alice Moore, TFN
Kim Montroy, TFN
Alex Paul Jr., TFN

Regarding: Temagami First Nation and Teme-Augama Anishnabai Joint Council Meeting

Minutes of Meeting

		Action
1.0	**Introduction of Temagami First Nation (TFN) and Teme-Augama Anishnabai (TAA) Staff Members**	
1.1	Temagami First Nation (TFN) and Teme-Augama Anishnabai (TAA) attendees introduced themselves and their roles, as indicated in the Attendees list above.	Info.
2.0	**Introduction of Ministry and AECOM / Ministry Team Members**	
2.1	The Ministry of Transportation (MTO) and AECOM provided an introduction of their Team members that were in attendance as indicated in the Attendees list above.	Info.
2.2	AECOM indicated that the primary purpose of this meeting was to present a Project Overview and status update for the proposed Highway 11 2+1 Pilot Project and gain input from council members of TFN and TAA.	Info.
3.0	**Project Overview via PowerPoint Presentation**	
3.1	AECOM provided an overview of both Projects to the audience via a PowerPoint slide deck and added further commentary during the Presentation as detailed within the following sub-items. A copy of the slide deck is appended to these Meeting Minutes.	Info.
3.1.1	**Snow Removal Operations** TFN / TAA requested details on current snow removal operations in the area, and how the proposed design (with median barrier) will impact future operations. AECOM indicated that snow is currently removed via the use of conventional equipment (i.e., snowplows), which is anticipated to remain the same following construction. Post-construction, the Project Team anticipates that snowplows will get as close as possible to the new median barrier and emphasized that a new 'left shoulder' will be implemented in the median as part of the new roadway section. Lastly, AECOM acknowledged that the front face of guide rail may accumulate snow during the winter months; however, no encroachment would be anticipated into the traffic lane.	Info.

		Action
3.1.2	**Highway Designation Reclassification for Improved Winter Maintenance** TFN / TAA highlighted their thoughts with respect to winter maintenance activities for northern highways, such as passing lanes not getting plowed in a timely manner. TFN / TAA asked if the highway designation would be changed following construction to achieve a higher rate of maintenance in the winter. In particular, TFN / TAA noted that while getting the extra lane is great, if it's not going to be maintained adequately in the winter, there is no improved benefit to safety. Additionally, the median barrier creates difficulty for drivers to divert away from an accident. AECOM confirmed that they have discussed the potential for reclassification of Highway 11 from a maintenance perspective with the MTO; however, the discussions are still ongoing. Moreover, AECOM indicated that the implementation of the median barrier also introduces the need for snowplows to turnaround. AECOM noted that the discussions today provide another reminder to the Project Team to become fully familiar with what decisions must be made, and what maintenance expectations will be applied upon completion of construction.	Info.
3.1.3	**Land Claim Settlement** TFN / TAA highlighted their ongoing land claim and the impact(s) that this Project has on their ability to negotiate and acquire Crown Land if it is being acquired by the MTO for the proposed safety improvements along Highway 11. TFN / TAA questioned the MTO's consideration of their rights when selecting these two sections of highway, highlighting that land taken within their territory removes their ability to exercise their rights to it. The MTO recognized the ongoing negotiations with the land claim between TFN / TAA and Ontario. MTO also indicated that, although they did not currently see the project areas identified within the proposed settlement lands, they acknowledged that there is a potential for the settlement lands to move until a settlement agreement is ratified. Finally, the MTO highlighted their commitment to working with TFN / TAA to minimize impacts and noted TFN / TAA's concerns surrounding potential infringement to their rights.	Info.
3.1.4	**Aggregate Source Requirements for Construction** TFN / TAA asked the Project Team where they would be sourcing aggregate (i.e., gravel) for construction. AECOM indicated that, at this point in the design, they have not yet determined the quantity that is needed to construct the proposed improvements. Nonetheless, AECOM highlighted that there is a high likelihood that more material will be needed than what is anticipated to be excavated or generated on site during construction. If this is the case, AECOM noted that the material would likely need to be sourced beyond the Project limits at nearby sites (if available), or the Contractor will be responsible for generating more material from a borrow source.	Info.
3.1.5	**Final Roadway Platform Width** A discussion ensued regarding the full width of the highway and the clearance from the shoulder to the bush line following construction. AECOM indicated that the highway would be about 25 metres wide from rounding to rounding, which is quite wide. Additionally, AECOM noted that the width from the shoulder to the bush line (also referred to as the clear zone parameter; which relates to the offset that MTO accepts of a hazard adjacent to shoulder) will vary due to the varying embankment height throughout. AECOM noted that their Project Team is intending to design a roadway whereby the clear zone is accommodated to the degree possible and could range anywhere from 8-15 metres from the future edge of the roadway. AECOM also noted that the expectation is for the design and construction to remove vegetation beyond roadway platform to accommodate ditching, culverts, etc.	Info.

		Action
3.1.6	**Left Turn Lane at Temagami Access Road** A discussion ensued surrounding the dedicated left turn lane at the Temagami Access Road. TFN / TAA noted that the existing left turn lane is too short. AECOM confirmed that the proposed left turn lanes as part of the Highway 11 2+1 Project are longer that the current facility at the Temagami Access Road. AECOM further noted that their interest is to make intersections within the 2+1 Pilot Project as safe as possible. Accordingly, AECOM noted that the left turn lanes are not proposed to act as a shared passing lanes / turn lanes, and a wealth of signage will be installed.	Info.
3.1.7	**Proposed Passing Lane Near Pan Lake** TFN/ TAA highlighted that the curve near Pan Lake / Robin Creek is tighter and more dangerous that it seems, with drivers gaining too much speed before they are in it, at which point it is too late. AECOM acknowledged that they have considered driver speeds during their proposed design at this location, which also includes a realignment. In order to achieve a much safer condition, the Project Team is endeavoring to flatten both the vertical and horizontal geometry in this area.	Info.
3.1.8	**Consultation with Indigenous Communities** TFN / TAA indicated that they require a higher level of negotiations on this Project with the number of lands being proposed for acquisition by the MTO, and that participation in field work should not be considered as meaningful consultation and accommodation with their community. AECOM acknowledged and noted TFN's / TAA's comment and indicated that further discussion between MTO and TFN / TAA would be beneficial.	Info.
3.1.9	**2+1 Roadway Model from Temagami to Latchford** TFN / TAA requested confirmation on further implementation of the 2+1 roadway model from Temagami to Latchford once this Project is complete, since the anticipated increase in traffic post-construction will cause other safety issues north of Temagami. MTO Project Delivery highlighted that the Ontario's Premier announced the extension of the 2+1 roadway model to Cochrane; however, MTO Project Delivery also confirmed that this section of Highway 11 is the only segment being proposed for now. Additionally, MTO stated that they are still awaiting instruction or details from the new government, but at this time, MTO cannot say where any other section(s) will be proposed for implementation of the 2+1 roadway model. Notwithstanding the above, the MTO indicated that they would take this back and discuss with Senior Management to pass the concern of Highway 11 north of Temagami along.	MTO
3.1.10	**Wildlife Mitigation** AECOM confirmed that the design and engineering work as part of the 2+1 reconfiguration is ongoing, and in this regard, the Project Team is actively considering the need for wildlife collision mitigation measures (i.e., passage structures, wildlife fencing, etc.). At this time, AECOM noted that the Team is continuing to gain an understanding of areas of increased potential for collisions with deer, moose and other large animals.	Info.

		Action
4.0	**Discussion**	
4.1	TFN / TAA highlighted their key takeaways from the meeting / discussion as follows: • Interest in further discussing the impacts to their rights with the widening of the highway with MTO. • Concerns that widening of the highway will afford more traffic. • Request for the Project Team to consider lengthening the left turn lane at Lake Temagami Access Road due to concerns with tractor trailers tailgating turning vehicles. • Animal safety and reducing collisions with animals is important to TFN / TAA. • Concerns with turnarounds being as safe as possible. • Important to eliminate the occurrences of head on collisions. MTO noted that they are always happy to discuss any concerns that TFN / TAA have and agreed that more conversations surrounding their rights would be important. MTO also indicated that they are happy to discuss potential procurement opportunities.	Info.
5.0	**Adjournment**	
5.1	The meeting was adjourned at 2:13 p.m.	Info.

Distribution List

Participants
Invitees

PLEASE NOTE: **If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

Project Overview Presentation

GWP's 5151-21-00 & 5033-22-00

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

March 25, 2025

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Who's Here?

Today's invitees / participants list includes:

Indigenous Community

Teme-Augama Anishnabai and Temagami First Nation Joint Council Members

MTO

Joanie Girard (Project Manager); Tricia Wiseman (Project Manager)
Bonnie Murphy (Area Manager); Dwayne Pamajewon (Indigenous Liaison Specialist);
Danielle Gough (Indigenous Liaison Specialist)

AECOM

Kyle Hampton (Project Manager); Carole-Anne Zambelli (Environmental Planner);
Paul Lecoarer (Highway Engineer)

THANK YOU ALL!

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2

01

Introduction

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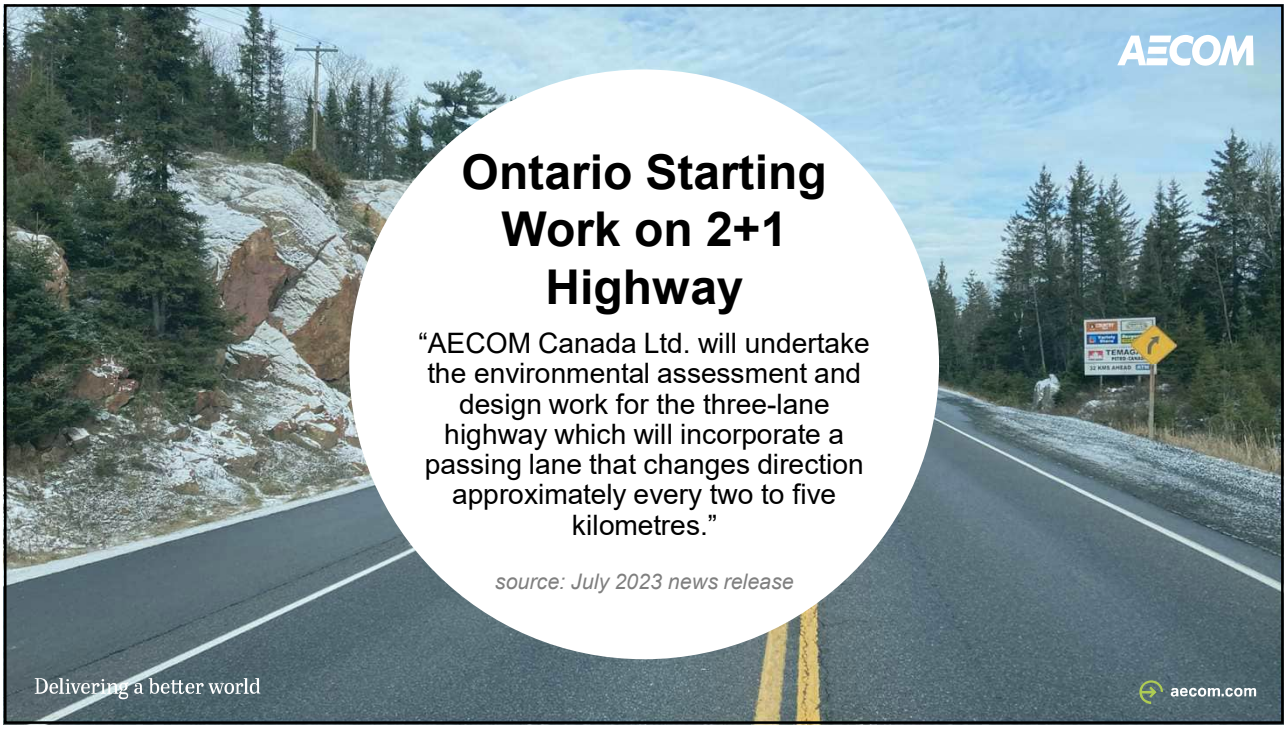

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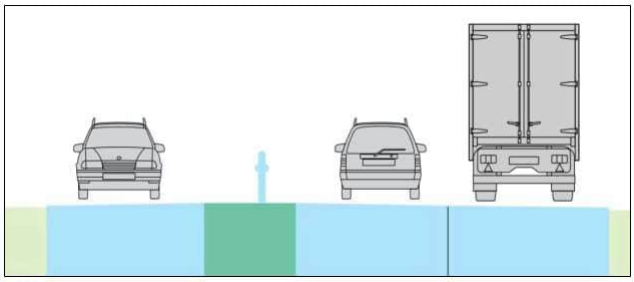
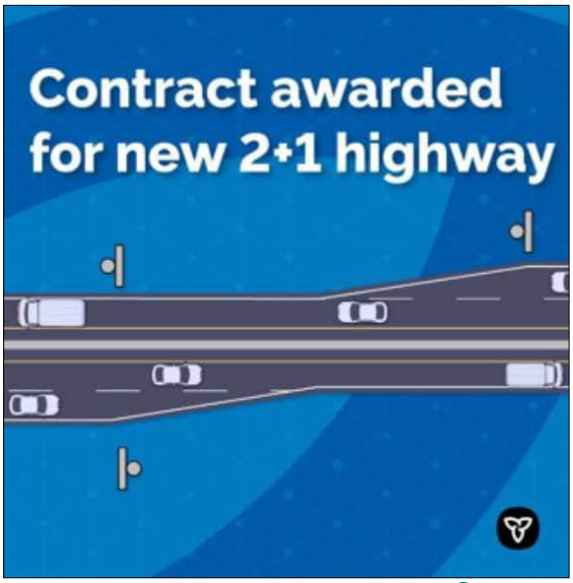
2+1 Roadway Concept





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02

Study Locations

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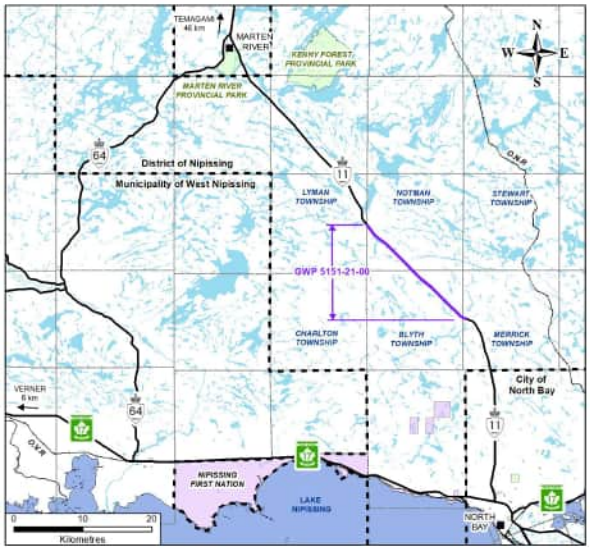
Locations

GWP 5151-21-00:

- Sand Dam Road northerly to Ellsmere Road (13.8 km)
- Geographic Townships of Merrick, Blyth, Notman and Lyman
- Nipissing District
- Timiskaming – Cochrane electoral district
- North limit near the small community of Ellsmere Village / Tilden Lake



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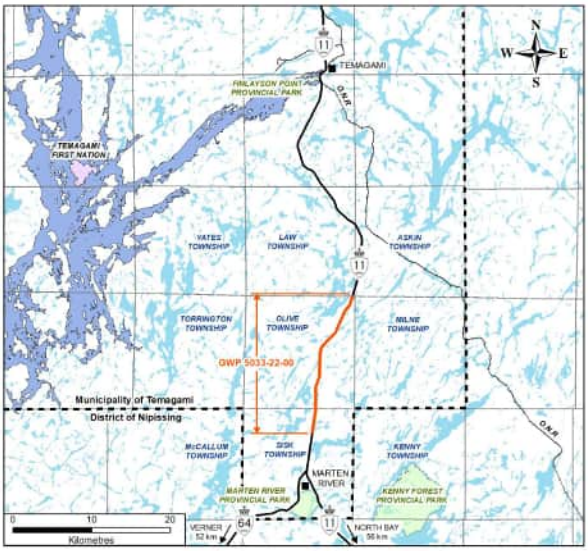
Locations *(Cont'd…)*

GWP 5033-22-00:

- From 4.6 km north of Highway 64 northerly for 11.4 km
- Geographic Townships of Sisk and Olive
- Nipissing District
- Timiskaming – Cochrane electoral district



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03

Existing Configuration

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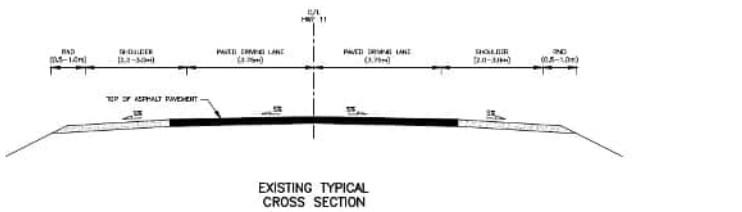
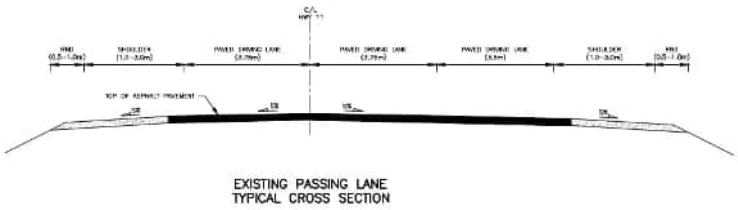
Existing Configuration (both GWPs)



EXISTING TYPICAL
CROSS SECTION



EXISTING PASSING LANE
TYPICAL CROSS SECTION

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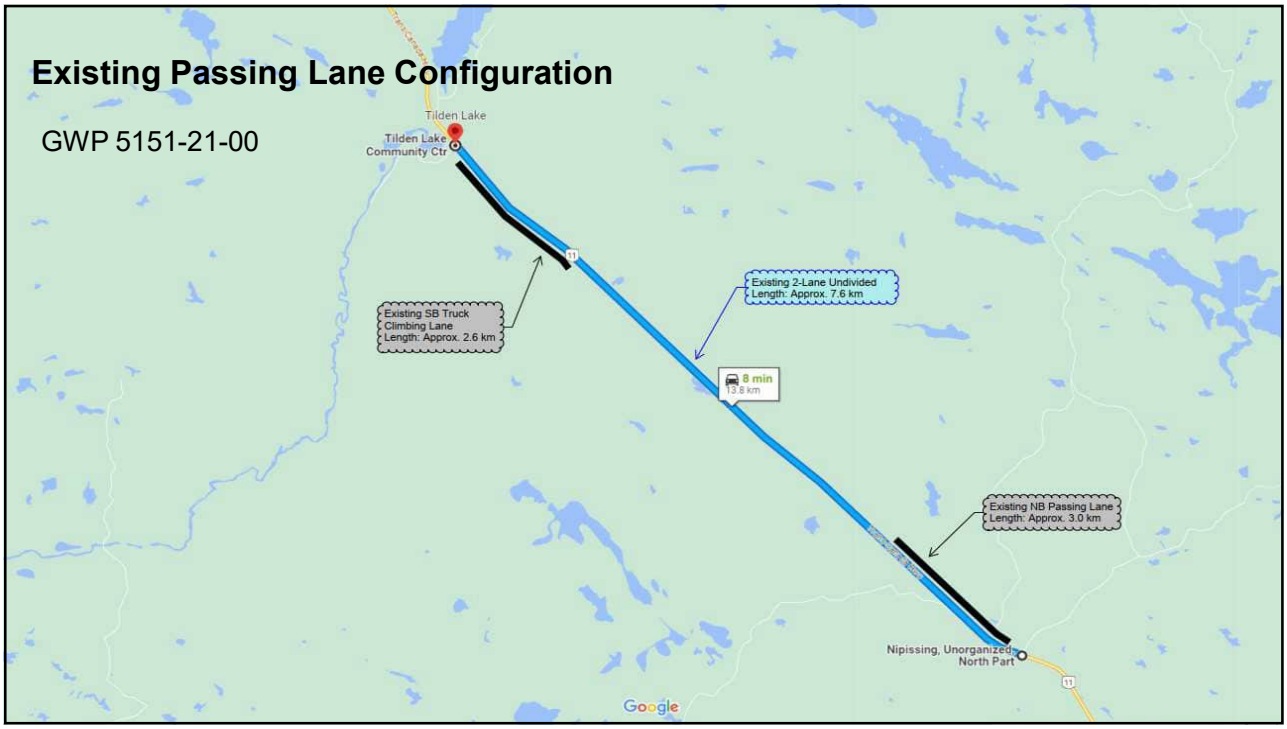
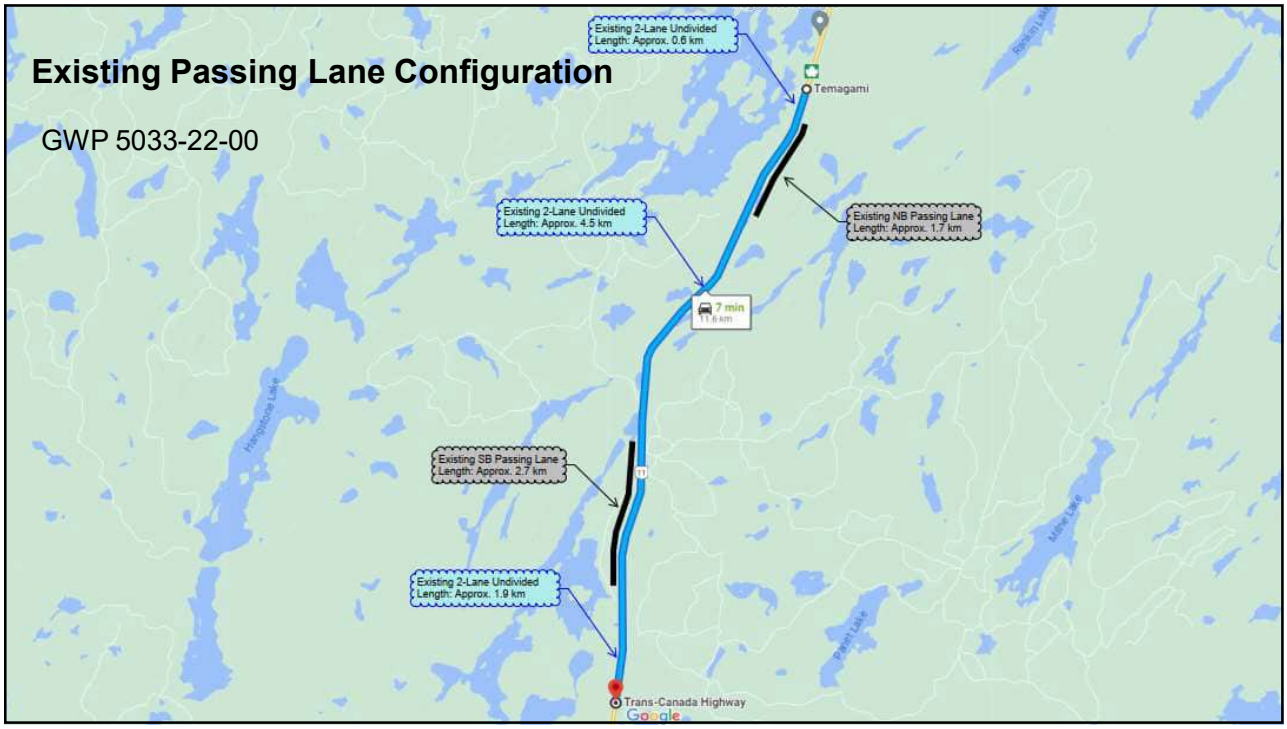

Existing Passing Lane Configuration
GWP 5151-21-00
Tilden Lake
Tilden Lake Community Ctr
Existing SB Truck Climbing Lane Length: Approx. 2.6 km
Existing 2-Lane Undivided Length: Approx. 7.6 km
8 min
13.8 km
Existing NB Passing Lane Length: Approx. 3.0 km
Nipissing, Unorganized North Part
Google

11


Existing Passing Lane Configuration
GWP 5033-22-00
Existing 2-Lane Undivided Length: Approx. 0.6 km
Temagami
Existing 2-Lane Undivided Length: Approx. 4.5 km
Existing NB Passing Lane Length: Approx. 1.7 km
7 min
11.6 km
Existing SB Passing Lane Length: Approx. 2.7 km
Existing 2-Lane Undivided Length: Approx. 1.9 km
Trans-Canada Highway
Google

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04

2+1 Roadway Model

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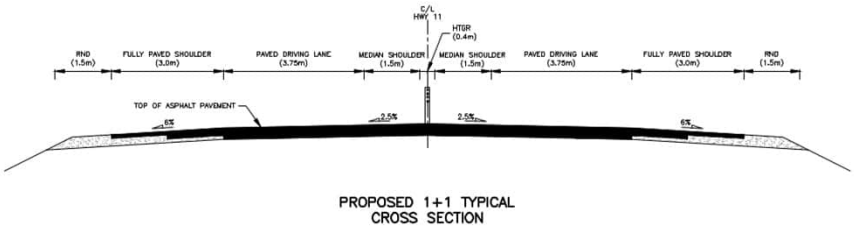
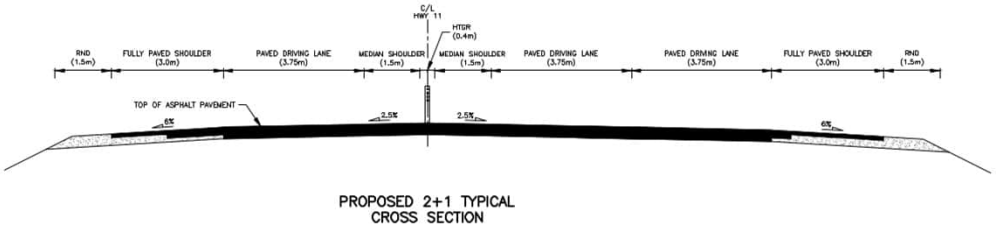
2+1 Roadway Model Cross Section



PROPOSED 1+1 TYPICAL CROSS SECTION



PROPOSED 2+1 TYPICAL CROSS SECTION

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2+1 Roadway Model Turnaround Configuration

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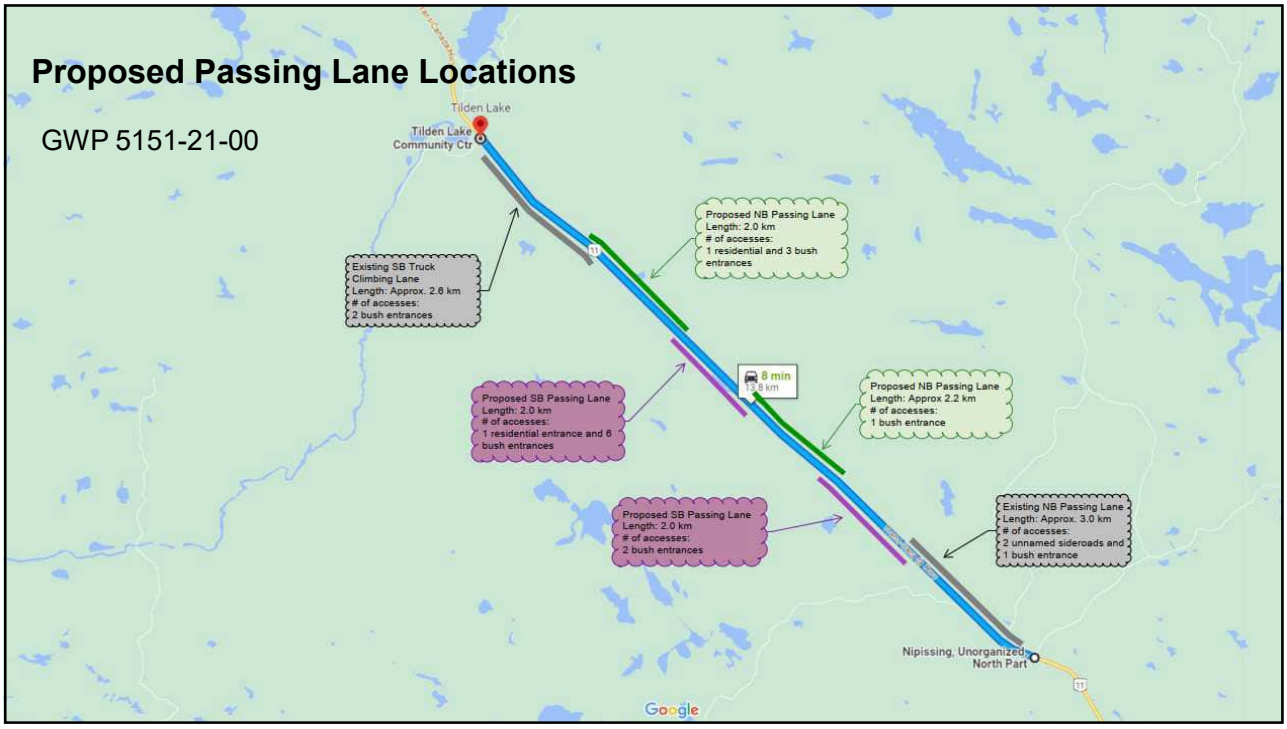
Proposed Passing Lane Locations

GWP 5151-21-00



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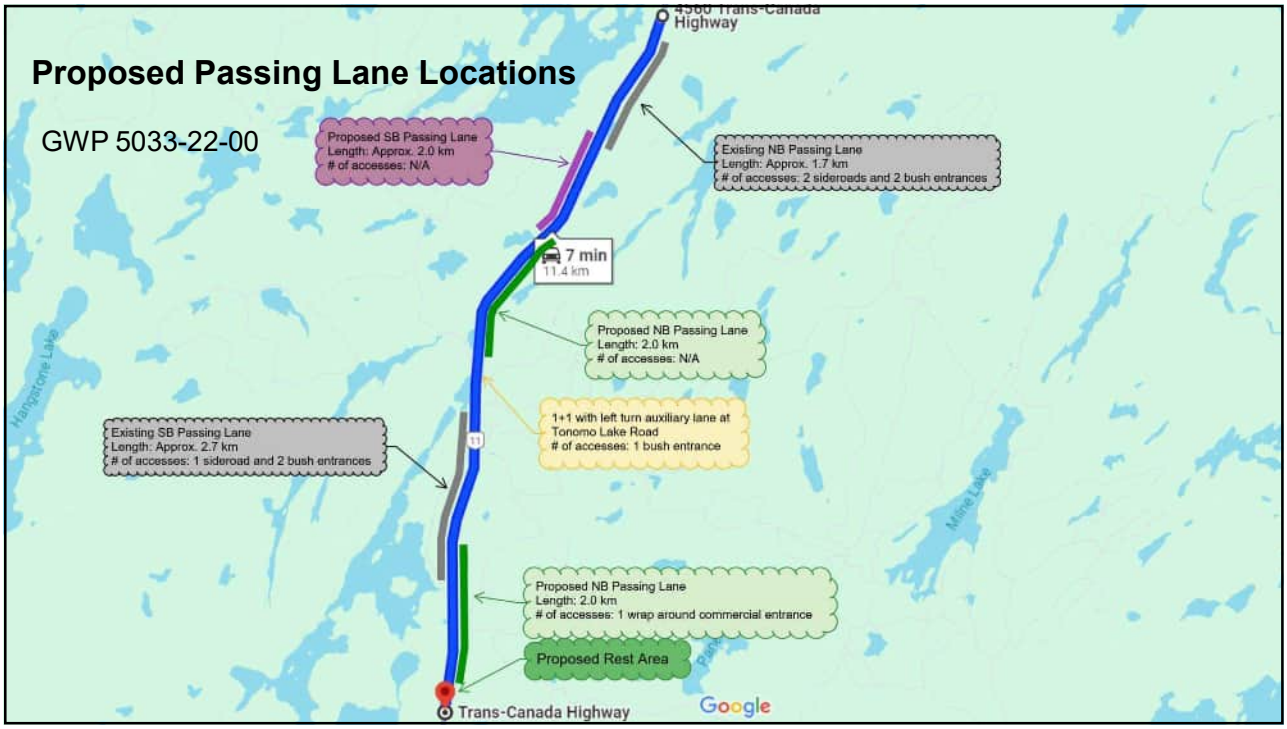

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Other Scope Elements

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Other Scope Elements

GWP 5151-21-00 (South Project)

- Pavement rehabilitation
- Fully paved shoulder implementation
- Rock excavation
- Drainage improvements
- Guide rail improvements
- Little Sturgeon River Culvert Replacement

GWP 5033-22-00 (North Project)

- Pavement rehabilitation
- Fully paved shoulder implementation
- Rock excavation
- Drainage improvements
- Guide rail improvements
- Realignment at Pan Lake
- Robin Creek Culvert Replacement

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Environmental Process

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Environmental Process

- Group 'B' project under the MTO Class Environmental Assessment for Transportation Facilities
- Notice of Study Commencement (October 2023)
- Planned Scope of Investigations & Reporting:
  - Archaeology Resource Assessment(s)
  - Excess Soil Management
  - Air Quality and Greenhouse Gas Existing Conditions and Impact Assessment
  - Noise Existing Conditions and Impact Assessment
  - Fisheries Existing Conditions and Impact Assessments
  - Terrestrial Existing Conditions and Impact Assessments
  - Transportation Environmental Study Reports
    - Will be available for public review
  - Design and Construction Reports
- Public Information Centre (PIC) to foster communication and feedback

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Project Team Collaboration

We welcome and encourage participation by the Teme-Augama Anishnabai and Temagami First Nation as the project advances via:

- Continued participation in field investigations
- Participation at the planned PIC(s) and Community Information Session(s)
- Review and commenting on Environmental reports
- Any other informal / spontaneous feedback which may develop through general liaison with our Project Team at any time

Further to the above, our Team would also be happy to set up future meetings to provide design update(s) and / or continue advancing our discussions

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Forecasted Delivery Schedule

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Forecasted Delivery Schedule

GWP 5151-21-00

Clearing Contract - Key Schedule Details	
30% Initial Design Meeting	October 2024
Construction Start Date	Fall 2025
Construction Duration	2025 – 2026

Grading Contract - Key Schedule Details	
30% Initial Design Meeting	October 2024
Construction Start Date	Summer 2026
Construction Duration	2026 – 2028

GWP 5033-22-00

Clearing Contract - Key Schedule Details	
30% Initial Design Meeting	December 2025
Construction Start Date	Fall 2026
Construction Duration	2026 – 2027

Grading Contract - Key Schedule Details	
30% Initial Design Meeting	December 2025
Construction Start Date	Summer 2027
Construction Duration	2027 – 2030

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Next Steps

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Next Steps

- AECOM to share Minutes of this Meeting, as well as the slide deck
- AECOM to continue undertaking multiple Environmentally-focussed field reviews in 2025 to enhance our understanding of the existing conditions and impact assessment for:
  - Archaeology
  - Fisheries
  - Natural Sciences
- AECOM to continue advancing Detail Design efforts for all aspects of the Assignment and review opportunities for impact mitigation

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09

Discussion

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Discussion

- Open forum…

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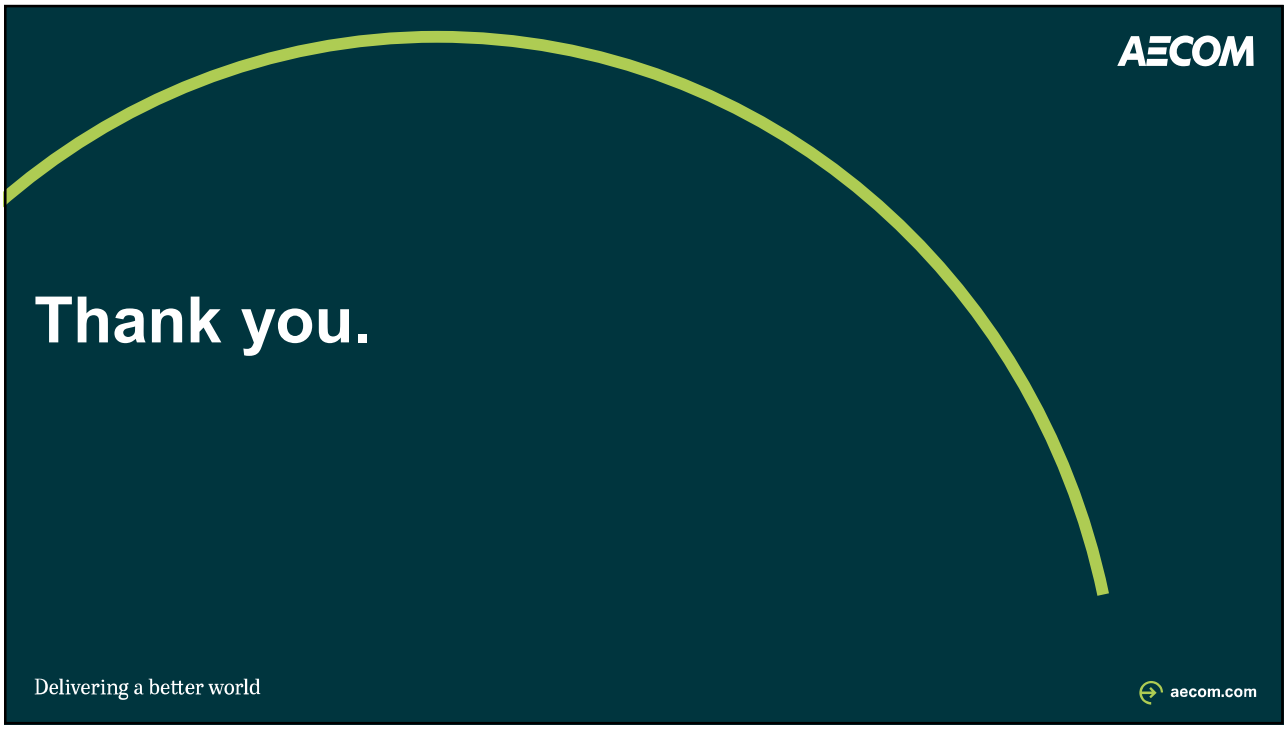

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North Bay, ON, Canada P1B 1Z2
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705 472 7520 tel
705 476 9722 fax

Meeting Date:	May 1, 2025	Start Time:	10:00 a.m.	Project #	60713279
Location:	Microsoft Teams	Prepared By:	Chelsea LeBlanc		

Project Name: **Agreement 5021-E-0038 / GWP 5151-21-00 & 5033-22-00**

Highway 11 2+1 from Sand Dam Road northerly ~ 13.8 km; and,
Highway 11 2+1 from 4.6 km north of Highway 64 northerly ~ 11.4 km

Attendees:

MTO Project Team

Tricia Wiseman	MTO, Project Delivery
Joanie Girard	MTO, Project Delivery
Heather Garbutt	MTO, Environmental Delivery
Susan Brownlee	MTO, Environmental Delivery

AECOM Project Team

Kyle Hampton	AECOM
Paul Lecoarer	AECOM
Carole-Anne Zambelli	AECOM
Chelsea LeBlanc	AECOM

Ministry of Natural Resources (MNR)

Lynn Moreau	MNR, Regional Planner
Norman Dokis	MNR, Resource Liaison Specialist
Shamus Snell	MNR, Management Biologist
Jesta Coniconde	MNR, Integrated Resource Management Technical Specialist

Regarding: MNR Meeting No. 2

Minutes of Meeting

		Action
1.0	**Introduction**	
1.1	AECOM re-introduced both the AECOM and the Ministry of Transportation Project Team to the Ministry of Natural Resources (MNR) and confirmed the MNR staff in attendance and their positions / job titles. AECOM explained that the purpose of this Meeting is to provide the MNR with an update since the previous meeting that was held on February 14, 2024. AECOM emphasized that this Project is still in the early stages of design and the updates provided would be based on the action items identified in the previous Meeting Minutes.	Info.
2.0	**Review of Minutes from MNR Meeting No. 1 (February 14, 2024)**	
2.1	**Previous Meeting Item 4.1.1:** MNR confirmed that the locations of the research plots should be available for review within GeoHub, identified by the plot identifier codes shared with the Project Team. As such, AECOM indicated that they will perform a review of the research plot locations and associated information within GeoHub to better understand the potential design implications (i.e., access, timing restrictions working in or near them, etc.). MNRF indicated that the MTO Project Manager or GIS Coordinator can help facilitate viewing that information for data sharing – status update. AECOM confirmed that their Team continues to analyse Land Use data, and will continue to liaise with the MTO for any necessary information.	Info.

		Action
2.2	**Previous Meeting Item 4.3:** AECOM requested clarification on what road development & maintenance approvals would apply to the project / the Ministry with intersections and turnarounds. AECOM asked MNRF to confirm if these approvals apply to existing Provincial highway infrastructure or only to new roads. MNRF indicated that they would need to review in more detail and get back to the Project Team – status update. AECOM suggested that there may be differences in terminology between the MTO and MNR, and sought confirmation on the topic of road development throughout the Project Limits. It was further noted that the MTO is currently acquiring property (including Crown land) to expand the current Right-of-Way (ROW) for the purpose of construction to accommodate the 2+1 design. AECOM offered an opportunity to discuss Road Development and Maintenance from an MNR perspective to gain a better understanding of the MNR's interests. MNR indicated that there are a couple Land Use Permits (LUPs) located close to the Project Area and that would need to be investigated to determine if these permits would fall within the new ROW. MNR added that these locations are close to the highway to the degree that would require discussions with the LUP holders. It was noted that the MTO Property Section representative has been in contact with the MNR to discuss the issue related to these LUPs. MNR offered to provide contact information for these LUP holders if they would give authorization for this. Further, MNR indicated that this information can be provided to the Project Team. AECOM asked whether the MNR would value the 'Preliminary' Contract Drawings to further understand the impacts of the planned 2+1 arrangement. In response, the MNR indicated that these Drawings would be helpful. AECOM indicated that the 'Preliminary' Contract Drawings would assist in the understanding of the extent of property requirements but emphasized that the drawings are still preliminary and are subject to changes as design progresses. MTO confirmed that the drawings from AECOM would relate to the southern Project; however, the northern Project is not available at this time. *Subsequent to the Meeting, AECOM shared 'Preliminary' Contract Drawings with the MNR on May 9, 2025.*	Info.
3.0	**Initial Design (30%)**	
3.1	AECOM indicated that an Initial Design for the southern Project is available as discussed in Item 2.2 above. Notwithstanding the above, AECOM re-iterated that the design continues to evolve and some changes are expected to the plans as the detail design work is completed.	Info.
4.0	**Wildlife Mortality / Crossing and Fencing Opportunities**	
4.1	AECOM discussed the history of wildlife-vehicle collisions throughout the Project limits and provided an overview of the issues that were raised by the Project Team as it relates to wildlife collision mitigation. AECOM provided an overview of how the planned 2+1 reconfiguration will alter how animals cross the highway. In particular, the installation of a median barrier system is anticipated to introduce a challenge for wildlife to cross the highway. As it relates to wildlife collision mitigation, AECOM noted that the Project Team continues to assess opportunities. AECOM indicated that crossing opportunities are being investigated including overpasses and underpasses for wildlife. AECOM highlighted that there has been no decisions made for this infrastructure at this time, and added that if any of these proposed measures are installed, it would be in addition to wildlife fencing. AECOM highlighted the MTO is currently having internal discussions regarding the wildlife crossing / collision mitigation plans. MTO emphasized that this is an ongoing matter that's with Senior Management for decisioning.	Info.

		Action
4.2	MNR sought clarification about wildlife fencing; specifically whether it would be considered on its own (i.e., without inclusion of a crossing). AECOM clarified that fencing would be proposed to increase the effectiveness of the crossings, and reiterated that no decision has been made with respect to the fencing or crossings. MNR indicated that fencing would be required at a minimum for human safety but acknowledged the limitation and implications as it related to animal movement. MNR also highlighted that smaller reptiles and amphibians should be considered as part of this Study, and that crossings would be easier to incorporate for these types of animals (such as the use of existing centreline culverts). MTO Environmental Delivery explained that fencing without crossings wouldn't be considered due to the implications on the healthy animal populations. It was also added that the MTO's standard design for fencing would restrict several species based on the height of the fencing and the type of chain link / mesh that extends to the ground (which would be beneficial for small mammals and reptiles).	Info.
5.0	**Close Cut Clearing**	
5.1	AECOM explained that this Project is proposed to be preceded by a Clearing Contract, and that the anticipated Clearing Contract timing for the southern Project (GWP 5151-21-00) is the fall / winter of 2025 / 2026. AECOM confirmed that the Clearing Contract is anticipated to span the entire ROW to enable grading opportunities for future construction.	Info.
5.2	MNR offered the Project Team some considerations as it relates to clearing and the Migratory Bird Convention Act (MBCA) and changes with protection(s) of certain species such as Schedule 1 birds. AECOM assured the MNR that these species and any associated mitigation / permitting requirements will be considered as part of the Clearing Contract. Further, AECOM emphasized that the terrestrial fieldwork has been completed and that appropriate mitigation is being considered for these species.	Info.
5.3	MTO added that the extent of the clearing would be expanded to the proposed ROW. AECOM re-iterated that the extent of the clearing will be provided as part of the 'Preliminary' Contract Drawings.	Info.
6.0	**Environmental Assessment and Impact Assessment**	
6.1	AECOM outlined what has been completed as part of Environmental Assessment (EA) and Impact Assessment process to-date. AECOM specifically noted that Existing Conditions Reports have been completed to date for the southern Project (GWP 5151-21-00), while there are still requirements for further investigations for the northern Project (GWP 5033-22-00). AECOM noted that all Impact Assessment Reports will be completed as the design progresses.	Info.

		Action
6.2	AECOM discussed what has been completed as it relates to the EA and associated consultation process. AECOM noted that consultation to date has included a Public Information Centre (PIC), Community Information Sessions (CISs), meetings with Emergency Management Services and several notifications. It was also highlighted that the website continues to be updated as design progresses. MNR inquired about feedback from nearby communities and stakeholders, and whether any 'themes' have arisen. AECOM indicated that several conversations have been undertaken related to wildlife collisions including with the Temagami First Nation and Nipissing First Nation. Other comments and concerns have related to the intersections within the Project limits. It was brought to the attention of the Project Team that several stakeholders had safety concerns for Ellsmere Road and the number of commercial vehicles stopping and parking at this location. AECOM highlighted that the greatest element of discussion during the PIC and CISs relates to how the proposed turnarounds will work within the Project limits. AECOM acknowledged that this type of turnaround is unconventional for highways in North America. AECOM provided an example of a jughandle turnaround and identified that they are anticipated to be spaced at specific locations for optimal opportunities to turnaround. MNR asked if there would be benefit(s) to placing the turnarounds in the same locations on both sides of the highway. AECOM indicated that this isn't favoured, and suggested that this is not a requirement due to the low traffic volumes and lack of development and entrances throughout the Project limits. AECOM emphasized that the turnaround layout hasn't been established for the northern Project yet (GWP 5033-22-00). AECOM further noted that communities wanted to know how the turnarounds work and how this might not be assumed as a dedicated left turn lane, or would there be confusion that it is a passing lane. Concerns were also raised that the turnarounds would be used for parking and resting spots for commercial vehicles.	Info.
7.0	**Transportation Environmental Study Report**	
7.1	AECOM noted that a Transportation Environmental Study Report (TESR) is planned to be advertised prior to the Clearing Contract. In this regard, AECOM noted that the TESR is targeted to be advertised soon due to the timing of the proposed Clearing Contract. Further, a notice will be sent to advise the public of the opportunity to review and comment. AECOM indicated that the TESR has been drafted and reviewed internally, and that the 'Final' document could be available for public review in 1 month. AECOM further elaborated that the TESR will outline Existing Conditions and preliminary work for the southern Project. AECOM added that a Design and Construction Report (DCR) would be compiled at a later date to capture all Impact Assessment and mitigation measures as part of the grading contract. AECOM emphasized that the grading contract isn't expected until the fall of 2026, however, there is an extensive amount of work that needs to be done for the design prior to this.	Info.
7.2	MTO highlighted that the TESR will show additional Crown land being acquired for the ROW.	Info.
8.0	**Other Discussion**	
8.1	AECOM suggested that their Team would be happy to coordinate future meetings if there is continued interest.	Info.
8.2	AECOM noted that Meeting Minutes would be shared with the attendees once available.	Info.
8.3	MNR requested that AECOM supply a spatial version of the Fisheries data for input into GIS. AECOM indicated that the information was believed to have been sent, but would follow-up. *Subsequent to the Meeting, AECOM resent an email on May 1, 2025 containing a .KMZ file for location referencing by the MNR.* *Further, AECOM provided an additional follow-up with the above-noted information on May 12, 2025 and requested the MNR confirm receipt of the data.*	Info.

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.

		Action
8.3	MNR discussed concerns with property acquisition and the tree harvest permit that is required for an authorization. MNR suggested that internal discussions with the forestry team may be required in the near future to determine what these requirements are. AECOM indicated that no clearing is proposed prior to property being acquired. Accordingly, AECOM noted that the removed trees would fall within the Jurisdiction and Control of the MTO; thus potentially removing the requirement(s) for any authorization(s) or permit(s). MNR added that, if it was part of Patented Crown land, there might be reservations as it relates to tree harvesting.	MNR
8.4	AECOM sought feedback for scheduling a future meeting with the MNR while acknowledging that the timing may be influenced by the posting of the TESR as described within Item 7.1 above. AECOM indicated that the Meeting may provide an opportunity for the Project Team to discuss with the MNR the contents of the TESR and to address any questions that may arise. If the TESR is not posted in the next month, it was suggested that a Meeting could be scheduled in a couple of months when the design decisions have been advanced. AECOM suggested a potential meeting in July / August if the TESR is not posted. The MNR indicated that availability in the summer is difficult with upcoming fieldwork, but others may be available in their absence. Further, the MNR indicated that they would be available to keep the momentum of this project and share updates with the Project Team. Based upon the above, AECOM indicated that they will distribute a calendar invitation in the near term. Further, AECOM indicated that the MNR may reach out to the Project Team in the meantime if any questions arise.	AECOM
9.0	**Adjournment**	
9.1	The meeting was adjourned at 11:00 a.m.	Info.

Distribution List

Attendees
Invitees

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise within 2 weeks of this report, otherwise we will assume the contents to be correct.

Appendix C. PIC Summary Report

Final Public Information Centre Summary Report

Design and Class Environmental Assessment
2+1 Roadway Model Pilot Project on Highway 11
GWPs 5151-21-00 & 5033-22-00

Ontario Ministry of Transportation – Northeast Region

Project number: 60713279

February 2025

Delivering a better world

Statement of Qualifications and Limitations

The attached Report (the "Report") has been prepared by AECOM Canada Ltd. ("AECOM") for the benefit of the Client ("Client") in accordance with the agreement between AECOM and Client, including the scope of work detailed therein (the "Agreement").

The information, data, recommendations and conclusions contained in the Report (collectively, the "Information"):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the "Limitations");
- represents AECOM's professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time..

AECOM shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. AECOM accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

AECOM agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but AECOM makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Without in any way limiting the generality of the foregoing, any estimates or opinions regarding probable construction costs or construction schedule provided by AECOM represent AECOM's professional judgement in light of its experience and the knowledge and information available to it at the time of preparation. Since AECOM has no control over market or economic conditions, prices for construction labour, equipment or materials or bidding procedures, AECOM, its directors, officers and employees are not able to, nor do they, make any representations, warranties or guarantees whatsoever, whether express or implied, with respect to such estimates or opinions, or their variance from actual construction costs or schedules, and accept no responsibility for any loss or damage arising therefrom or in any way related thereto. Persons relying on such estimates or opinions do so at their own risk.

Except (1) as agreed to in writing by AECOM and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

AECOM accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information ("improper use of the Report"), except to the extent those parties have obtained the prior written consent of AECOM to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.

AECOM: 2015-04-13

Quality Information

Prepared by	Reviewed by	Approved by
		
Carole-Anne Zambelli, B.Sc., EP Environmental Planner	Chelsea LeBlanc, MASc. Environmental Planner	Kyle Hampton, P.Eng. Senior Project Manager

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# Hard Copies	PDF Required	Association / Company Name
	✓	MTO
	✓	AECOM

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Table of Contents

Figures

Appendicies

Abbreviations

CIS..... Community Information Session
EA ..... Environmental Assessment
GWP..... Group Work Project
MTO..... Ministry of Transportation Ontario
NOPIC ..... Notice of Public Information Centre
OGN..... Ontario Government Notice
PIC..... Public Information Centre

1 Introduction

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada ULC (AECOM) to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The two locations selected for the Project include the following as shown in Figure 1:

- GWP 5151-21-00: Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- GWP 5033-22-00: Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Sisk, Olive and Law within the Municipality of Temagami, the District of Nipissing and in the Electoral Riding of Temiskaming-Cochrane.

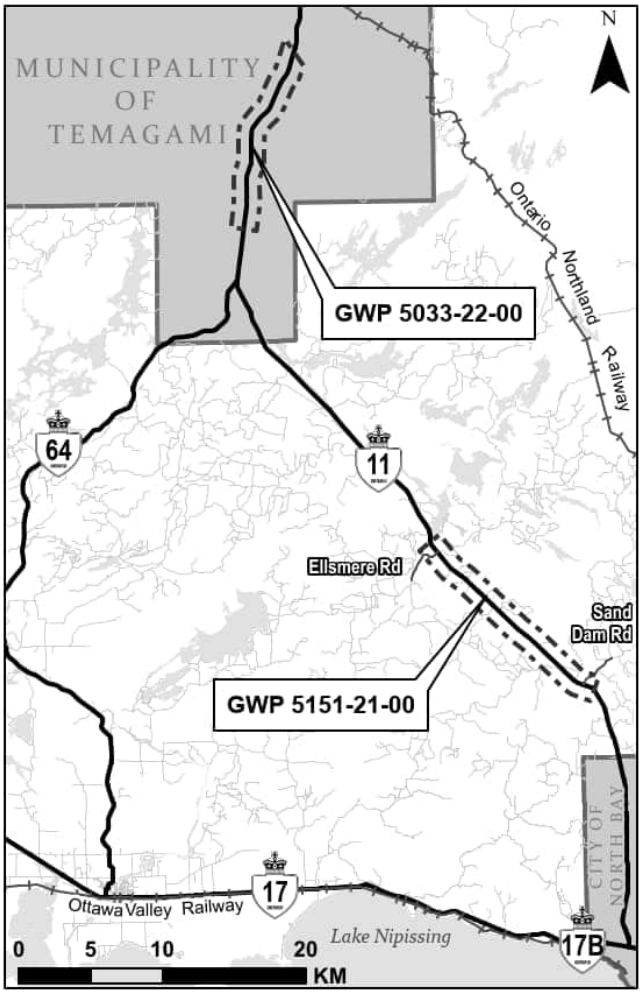


Figure 1. Key Plan

The purpose of the Project is to reconstruct/reconfigure and widen Highway 11 at two locations to accommodate a 2+1 facility, rehabilitate other elements of the highway including frost heaves and pavement distress areas, and complete various safety and operational improvements, including realignment of a section of Highway 11 near Pan Lake.

Alternatives were generated and evaluated based on technical and environmental factors and in consultation with municipalities, government agencies, Indigenous Communities and local stakeholders. Feedback received during the Public Information Centre (PIC) will support the selection of preferred alternatives to fulfil the MTO's commitment to improving safety and accommodate the traffic needs of Highway 11 within the study limits.

The Study is following the approved Preliminary Design and Detail Design planning process for a Group "B" project under the *MTO Class Environmental Assessment for Provincial Transportation Facilities (amended 2000).*

A Public Information Centre (PIC) was held as follows:

Public Information Centre
Tilden Lake Community Centre
Tilden Lake, ON
Thursday, November 21, 2024
4:00 p.m. to 8:00 p.m.
Project Website: www.highway11pilot.ca

The PIC utilized an in-person open house format, where representatives of the Project Team were available to provide project details, answer questions and receive input. Display boards, projection of the 2+1 arrangement rendering and comment forms were made available on the day of the PIC and following the PIC via the Project Website. Members of the public were also invited to submit comments between November 21, 2024 and November 28, 2024 through the Project Website by mailing a comment form or by emailing the Project email.

The following Project Team representatives from MTO and AECOM staffed the PIC:

- Titas Mutsuddy .....MTO, Senior Project Engineer
- Susan Brownlee.....MTO, Senior Environmental Planner
- Terri Rogers .....MTO, Indigenous Liaison Specialist
- Aide Zarkovich.....MTO, Indigenous Liaison Specialist
- Danielle Gough.....MTO, Indigenous Liaison Specialist
- Kyle Bush .....MTO, Traffic Supervisor
- Leann Smith-Chadbourn.....MTO, Property Supervisor
- Tammy Slater.....MTO, Senior Real Estate Law Clerk
- Kyle Hampton .....AECOM, Senior Project Manager
- Paul Lecoarer .....AECOM, Highway Engineering Lead
- Jason Beauchesne .....AECOM, Assistant Highway Engineering Lead
- Heather Anderson.....AECOM, Assistant Traffic Engineering Lead
- Lynsey Topliss .....AECOM, Project Engineer
- Sonia Rankin.....AECOM, Environmental Lead
- Carole-Anne Zambelli.....AECOM, Environmental Planner

2 Purpose of the PIC

The purpose of the PIC was to present and receive feedback on the preliminary design and advanced clearing strategy for both sections of the 2+1 Roadway Model Pilot Project on Highway 11.

3 Notification

Prior to the PIC, the following engagement strategy was undertaken to provide advance notification to external agencies, Indigenous Communities, municipalities, study area property owners, the public and other interested parties:

- Publication of an Ontario Government Notice (OGN) – Notice of Public Information Centre (NOPIC), was posted in English and French on the Project Website (www.highway11pilot.ca) on November 13, 2024;
- Publication of the OGN in the following newspapers on the dates identified:
  - North Bay Nugget (English) – November 14, 2024
  - New Liskeard Temiskaming Speaker Weekender (English) – November 15, 2024
  - Sudbury Le Voyageur (French) – November 13, 2024
- Notification letters and a copy of the OGN were emailed/mailed to individuals on the Study Contact List, including Indigenous Communities, Member of Provincial Parliament (MPP) (Victor Fedeli), external agencies and members of the public on November 13, 2024.

Please refer to Appendix A for copies of the OGN (English and French), notification letters, and Study Contact List at the time of the mail out.

4 Display Materials

The PIC material presented in-person consisted of 13 information display boards, a video rendering of the 2+1 roadway model portraying the median barrier types, turnarounds and enhanced signage, and roll plans associated with each GWP (Figure 2).

Figure 2. Public Information Centre Venue Arrangement

The display boards presented included the following:

- Project Overview with Study Area Map
- Study Process
- Proposed Scope
- Evaluation of Alternatives Criteria
- Realignment Alternatives for GWP 5033-22-00 (North)
- Passing Lane Configuration Alternatives for GWP 5033-22-00 (North)

- Turnaround Configuration Alternatives — Both GWPs
- Widening Arrangement
- Median Barrier Alternatives and Transition Zones
- Recommended Design
- Environmental Overview (i.e. Potential Environmental Constraints and Preliminary Mitigation Strategy)
- Next Steps & How to Stay Informed

Material available on the Project Website Included:

- Notice of Public Information Centre (English and French) (Appendix A)
- PIC Display Boards (English and French) (Appendix B)
- Video Rendering (Appendix B)
- PIC Roll Plan
- PIC Comment Form (Appendix C)

The PIC presentation was made available in both English and French on the project website with the comment period identified as being between November 21, 2024 to November 28, 2024. Direction was provided in the *Contact Us* section of the website for those requiring translation into French and / or for those with accessibility requirements in order to participate in the project. Attendees were advised that information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. Following the PIC, the display materials noted above were made available on the Project Website for stakeholders to download and view at their leisure.

A copy of the PIC display boards presented, and a still from the video rendering played during the PIC can be found in Appendix B. A copy of the roll plan presented for both the North section (GWP 5033-22-00) and the South section (GWP 5151-21-00) can be provided under separate cover upon request due to its substantial file size. In addition to the display materials, a comment sheet was made available for members of the public to provide comments. A copy of the comment forms that were made available for stakeholders to provide their input can be found in Appendix C. For a summary of the comments received, please refer to the PIC Record of Consultation included in Appendix D. Proposed responses will be submitted to the MTO following submission of the PIC Summary Report, and a final summary of all responses will be captured in the Transportation Environmental Study Report and/or Design Construction Report for each GWP.

Comments could also be submitted through the *Contact Us* page of the Project Website or via the Project Team email (projectteam@highway11pilot.ca).

Key facts, questions and answers were posted to the Project Website for members of the public to learn about the study purpose and project background, the MTO Class EA process, consultation opportunities including whether area municipalities and Indigenous Communities were involved in the process as well as the project schedule and the elements of a 2+1 roadway model design.

5 Attendance and Information Requests

5.1 Attendance

The PIC was well attended with approximately 47 individuals signing-in. Attendees were able to view the display boards while the Project Team circulated the room, answering questions. Those in attendance consisted primarily of area residents and businesses.

Website analytic information indicates that a total of 950 users visited the project website following the posting of the PIC material on November 13, 2024 to the close of the PIC comment period on November 28, 2024. (Note: some views may include Project Team members). Engagement on the project website post-PIC was shown to be positive, with the average session length of 3m 45s, with users learning about the Project via the *Homepage* and *About the Project* pages. PIC material continues to be available on the project website.

While no representatives from Indigenous Communities were in attendance at the PIC, the Project Team hosted a separate Community Information Session (CIS) with Temagami First Nation following the PIC on Dec 3, 2024. Additionally, Nipissing First Nation has also expressed interest in a CIS, which will be hosted by the Project Team after the election period on February 27, 2025. During the writ period, the government takes on a caretaker role until a new/returning government is sworn in and consultation activities are limited in scope.

5.2 Summary of Key Questions and Comments Received

To encourage a timely submission of comments, respondents were encouraged to submit comments between November 21, 2024 and November 28, 2024. The table below provides a summary of key comments and concerns, grouped by topic, that were submitted in response to the PIC. Please refer to Appendix D for the full list of PIC comments received.

Summary of Key Comments / Concerns
General: ▪ Suggest that public consultation include hard copy mail out via Canada post since not everyone checks the website and there is no newspaper delivery in the area. ▪ Ministry should monitor the performance of the planned 2+1 design to verify its effectiveness.
General Design Related Comments: ▪ How will you encourage motorists to use the jug handle to turn around when it's easier to perform a U-turn and the jug handle looks like a sideroad instead of an acceleration lane? ▪ Design turnaround locations to accommodate future improvements. ▪ Consider snow plow turn arounds. ▪ Why is 5151 not being connected to the existing southbound passing lane south of the project?

Summary of Key Comments / Concerns
▪ Will clean fill be offered where available to the local businesses. ▪ Please revisit the design of the end point before bridge. ▪ Upgrade Tonomo Lake Road/Wilson Lake Road to EDR status. During closures due to accidents. ▪ East re-alignment at Pan Lake (Option 3 looks best). ▪ Highway access concerns for area Trappers - currently use bush access roads from 4 km from Sand Dam Road, from turnaround to turnaround ends at crown game preserve.
Ellsmere Road / Highway 11: ▪ Intersection of Ellsmere Road / Highway 11 considered very dangerous. ▪ Need a street light at corner of Ellsmere Road & Highway 11 since difficult to see Ellsmere Road turnoff when dark. ▪ Configure the passing lane differently - constantly semi's parked in passing lane ignoring the no stopping & passing signs resulting in through traffic having to break quickly to prevent hitting the vehicle stopped to make a left turn. ▪ Need a turning lane at Ellsmere Road along with lighting. ▪ Right lane off Ellsmere Road should be monitored to prevent transports from parking where "no parking" signs are posted. ▪ A designated turning lane is needed into Tilden Lake Village Road / Ellsmere Road for northbound travellers. ▪ Too many trucks utilize the passing / bypass lane on Highway 11 at Ellsmere Rd to park their trucks & sleep. ▪ Chairperson for Ellsmere Road Board Key Comments: – Would like to compliment the project team on the presentation at the Tilden Lake Community Centre. It was very informative, and all questions were answered. – Very happy to see that the entrance to Ellsmere Rd. will be included in the improvements since it has been an area of great concern for many years. – Key concerns include the following: 1. Paved shoulders will help increase safety for passing + pulling off the highway with vehicle. 2. Creating a safe turning lane off Highway 11 at Ellsmere Road. 3. Eliminating remaining rock cut across from Ellsmere Road. 4. Need for lighting at Ellsmere Road. – Transports use passing lane to park, check their load or take a break. While police are notified they usually arrive too late after transport has left. – Signs are ignored just like they are at the snow plow turnarounds. – Vehicles stopped to make a left turn off Highway 11 onto Ellsmere Road are passed on the left by impatient drivers resulting in a safety hazard. As a result, some residents either don't make a left turn off Highway 11 or proceed to the Tomiko restaurant as turning left can be hazardous.

Summary of Key Comments / Concerns
– Including a primary through traffic lane with a left turn lane in the centre would stop vehicles from parking in the slip around lane and deter drivers from passing on the left. – Several years ago the community post office was changed to the Community Centre on Ellesmere Road which increased the amount of traffic making a left turn off Highway 11. – The roadside park is very busy in the summer with a lot of campers, trailers and boats being towed. – Take into account that there is a large amount of Transport Truck traffic on Highway 11 and they increase speed coming down Tomiko hill so as to make the next hill north of the Tomiko. – Bottom line is that this location is an unsafe situation and sooner or later will result in a terrible accident.
Safety Concerns: ▪ Concerns about hill south of Sand Dam and the multiple accidents historically occurring at this location. ▪ Concerns with the left turn onto Ellsmere Village, and the amount of commercial traffic that pull over in the Ellsmere area on the highway resulting in driving hazards. ▪ Suggest safety improvements in the form of cement barriers along the shoulder at locations of rock cuts to prevent vehicle collisions with rock cuts as well as widening rock cuts. ▪ Include additional safety measures such as the installation of rumble strips and / or centreline median to prevent crossover into oncoming traffic. ▪ Concerns with lane crossovers into oncoming traffic - two lane divided highway would be the ultimate solution along with easy to understand signage.
Highway Illumination: ▪ The illumination part of the pilot for Ellsmere Road is helpful for area residents driving home from Highway 11. ▪ Support plans for additional lighting on Highway 11.
Highway Medians: ▪ Support for a permanent divided median in the plans. ▪ Happy to see the curve at Pan Lake improved but concerns with proposed median acting as a barrier to prevent wildlife crossing and resulting in increased collisions. ▪ Potential for the proposed median to make the merge area at the ends of passing lanes more constrained and concerns that maintenance of the median barrier and snow removal may cause more closures.

Summary of Key Comments / Concerns
Impacts to Area Wildlife and Vegetation: ▪ Include mitigation strategies to minimize impacts to area wildlife and collisions (i.e. wildlife crossings, diversion, fencing, open guard rails, etc.) ▪ For northern section implement wildlife fencing for a moose barrier. ▪ Include wildlife crossings to minimize impacts to area wildlife (i.e. deer, moose, turtles, etc.) and reduce vehicle collisions. ▪ Concerns with potential to impact area trees and vegetation. ▪ Concerned that Bat mitigation is unnecessary spending.
Highway Signage: ▪ Request for improved signage on Highway 11 identifying rest area locations and distance to future locations. ▪ Overhead gantry signage at turnaround locations. ▪ “No Parking” signs needed in the turnarounds to keep them clear for the plows.
Recreation: ▪ Include bike lanes to connect cycling network for future. ▪ Existing snowmobile access should never be restricted. ▪ Highway 64 rest area should provide for Recreational Vehicle dump stations for waste management and disposal along with portable water fill stations and boat rinse/wash stations to avoid cross contamination in lakes.
Emergency Services: ▪ Include provisions for emergency access including helicopter pads (Life Flight) in turnarounds to provide for improved emergency access.
Transport Driver Comments: ▪ The 2+1 concept will work as it will extend the passing lanes and allow traffic to sort itself out safely and timely. ▪ “Jughandle” concept appears to be a safe and efficient way of entering and exiting the highway as well as offering an alternative route to take in the event of road closure. ▪ Support for more rest areas along Highway 11.
Construction: ▪ Provide ample visible signage well in advance of construction. ▪ OPP needs to reinforce speed limits during construction. ▪ Questions relating to construction timing and which GWP will be constructed first.

6 Closure

In accordance with the approved planning process for a Group B project under the MTO Class EA, consultation activities will continue for the duration of the Preliminary and Detail Design. As indicated in Section 4, responses will be provided to all those who requested one on their respective PIC Comment Sheet and a final summary of all responses throughout the duration of the Project will be captured in the Transportation Environmental Study Report and/or Design Construction Report for each GWP, as appropriate.

Appendix A. Notice of PIC, Notification Letters and Contact List

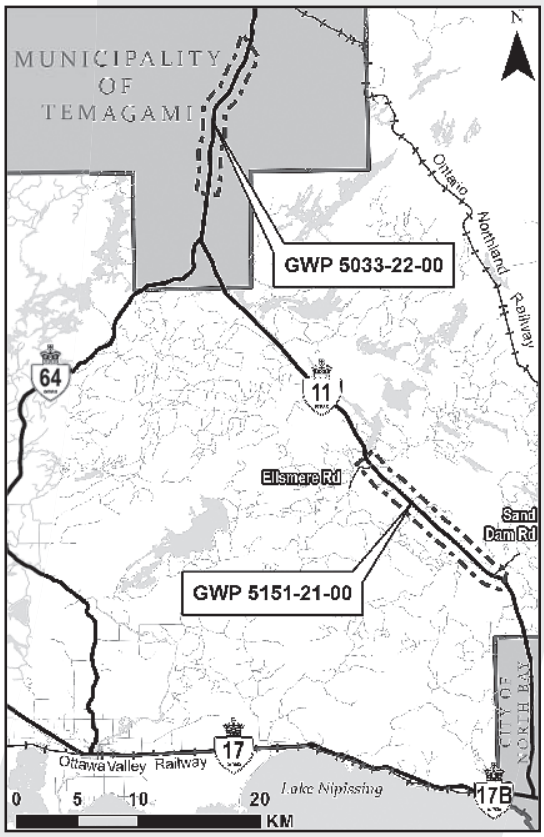
Notice of Public Information Centre

2+1 Roadway Model Pilot Project on Highway 11

THE PROJECT

The **Ministry of Transportation (MTO)** has retained **AECOM Canada Ltd (AECOM)** to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. A 2+1 highway is a three-lane highway that typically involves a passing lane that changes directions approximately every two to five kilometres. The two locations selected for the Project include the following as shown on the key map:

- **GWP 5151-21-00:** Highway 11 from Sand Dam Road northerly to Ellsmere Road (13.8 km) located in the Townships of Merrick, Blyth, Notman and Lyman in the District of Nipissing in the Electoral Riding of Temiskaming-Cochrane.
- **GWP 5033-22-00:** Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road in the Townships of Sisk, Olive and Law within the Municipality of Temagami, the District of Nipissing and in the Electoral Riding of Temiskaming-Cochrane.



The purpose of the Project is to reconstruct/reconfigure and widen Highway 11 at two locations to accommodate a 2+1 facility, rehabilitate other elements of the highway including frost heaves and pavement distress areas, and complete various safety and operational improvements.

PUBLIC INFORMATION CENTRE (PIC)

An in-person PIC is scheduled to present the proposed design and advanced clearing strategy for both sections of the 2+1 Roadway Model Pilot Project on Highway 11, which will be held at the following location:

Date: **Thursday, November 21, 2024**

Location: **Tilden Lake Community Centre**
46 Village Drive,
Tilden Lake, ON P0H 2K0

Open House:
4:30 PM to 8:30 PM

Comment Period:
November 21, 2024 to November 28, 2024

The PIC will be an open house format where representatives of the Project Team will be available to provide project details, answer questions and receive input. Information presented at the PIC will also be made available for review on the Project website (www.highway11pilot.ca), and comments will be accepted throughout the above-noted comment period.

THE PROCESS

The Environmental Assessment is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000*. Upon completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency review period. A public notice will be issued in advance to advise the public of the comment and review period for the TESR.

COMMENTS

We are interested in receiving your feedback on the 2+1 Roadway Model Pilot Project on Highway 11. Comments regarding this Project are being collected to assist the Project Team in meeting the requirements of the *Environmental Assessment Act*. Comments will be maintained on file for use during the Study and may be included in project documentation. 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.

If you have any accessibility requirements in order to participate in the environmental assessment process, or wish to be added or removed from the mailing list, please contact the Project Team members below:

Website: www.highway11pilot.ca

e-mail: projectteam@highway11pilot.ca

Kyle Hampton, P.Eng.
Senior Project Manager, AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
tel: 705-499-4512

Titas Mutsuddy, P.Eng.
Senior Project Engineer, Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
tel: 705-492-6597

Renseignements en français sont disponibles par courriel au projectteam@highway11pilot.ca

PUBLICATION DATE: NOVEMBER 15, 2024

Ontario

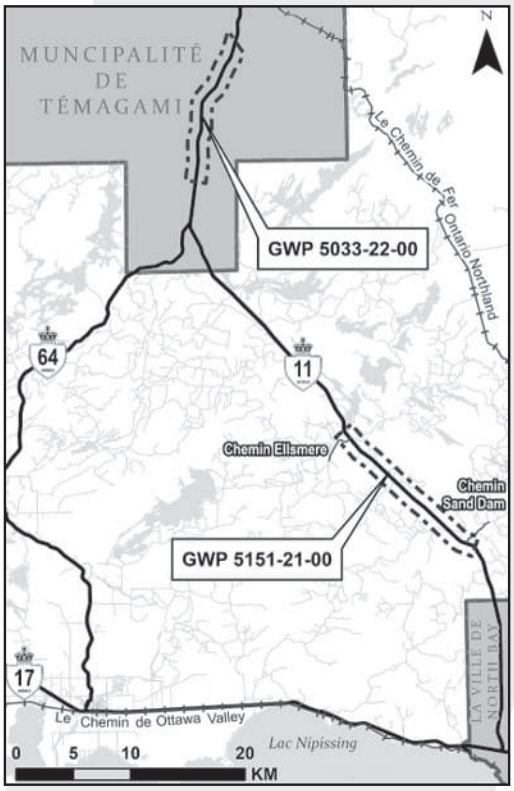
AVIS DE CENTRE D'INFORMATION

Projet pilote du modèle de route 2+1 sur l'autoroute 11

LE PROJET

Le **ministère des Transports de l'Ontario (MTO)** a retenu les services d'**AECOM Canada Ltd. (AECOM)** afin de réaliser l'évaluation environnementale de conception et de portée générale pour un projet pilote du modèle de route 2+1 sur l'autoroute 11 à deux endroits, entre la Cité de North Bay et la Ville de Temagami. Une autoroute 2+1 est une autoroute à trois voies qui comporte généralement une voie de dépassement qui change de direction tous les deux à cinq kilomètres environ. Les deux sites retenus pour le projet sont les suivants, comme le montre le plan repère :

- **GWP 5151-21-00 :** L'autoroute 11, du chemin Sand Dam vers le nord jusqu'au chemin Ellesmere (13,8 km), située dans les cantons de Merrick, Blyth, Notman et Lyman dans le district de Nipissing dans la circonscription électorale de Temiskaming-Cochrane.
- **GWP 5033-22-00** : L'autoroute 11 à partir de 4,6 km au nord de l'autoroute 64 vers le nord sur 11,4 km jusqu'à 340 m au sud du chemin Jumping Caribou dans les cantons de Sisk, Olive et Law dans la municipalité de Temagami, dans le district de Nipissing, dans la circonscription électorale de Temiskaming-Cochrane.



L'objectif du projet est de reconstruire/reconfigurer et d'élargir l'autoroute 11 à deux endroits afin d'accueillir une installation 2+1, de remettre en état d'autres éléments de l'autoroute, notamment les zones de gonflement dû au gel et de dégradation de la chaussée, et d'apporter diverses améliorations opérationnelles.

CENTRE D'INFORMATION (CI)

Un CI en personne est prévu pour présenter la stratégie de conception et de dégagement avancé pour les deux sections du projet pilote du modèle de route 2+1 sur l'autoroute 11, qui aura lieu à l'endroit suivant :

Date : **21 novembre 2024**

Lieu : **Centre communautaire de Tilden Lake**
46, chemin Village,
Tilden Lake (Ontario) P0H 2K0

Portes ouvertes :
De 16 h 30 à 20 h 30

Période de commentaires :
Du 21 novembre 2024 au 28 novembre 2024

Le CI aura un format portes ouvertes où des représentants de l'équipe du projet seront disponibles pour fournir les détails du projet, répondre à vos questions et recevoir vos suggestions. Les renseignements présentés lors du CI seront également accessibles pour consultation sur le site Web du projet (www.highway11pilot.ca) et les commentaires seront acceptés pendant la période susmentionnée.

LE PROCESSUS

L'évaluation environnementale suit le processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'*Évaluation environnementale de portée générale pour les routes provinciales* (EE de portée générale). À la fin de l'évaluation, un rapport d'étude environnementale sur les transports (RÉET) sera préparé et rendu accessible pour une période d'examen de 30 jours par le public et les organisations. Un avis sera publié à l'avance pour informer le public de la période de commentaires et d'examen pour le RÉET.

COMMENTAIRES

Nous souhaitons recevoir vos commentaires concernant le Projet pilote du modèle de route 2+1 sur l'autoroute 11. Les commentaires concernant ce projet sont recueillis pour aider l'équipe du projet à répondre aux exigences de la *Loi sur les évaluations environnementales*. Les commentaires seront conservés au dossier pour être utilisés pendant l'étude et pourront être inclus dans la documentation du projet. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public.

Si vous avez des exigences en matière d'accessibilité pour participer au processus d'évaluation environnementale, ou si vous souhaitez être supprimé de la liste de diffusion ou y être ajouté, veuillez prendre contact avec les membres de l'équipe du projet nommés ci-dessous :

Site Web : www.highway11pilot.ca

Courriel : projectteam@highway11pilot.ca

Kyle Hampton, ing.
Gestionnaire de projet principal, AECOM
189, rue Wyld, bureau 103
North Bay (Ontario) P1B 1Z2
705-499-4512

Titas Mutsuddy, ing.
Ingénieur principal de projet, ministère des Transports
447, avenue McKeown
North Bay (Ontario) P1B 9S9
705-492-6597

Les renseignements en français sont disponibles par courriel à projectteam@highway11pilot.ca.

DATE DE PUBLICATION : 13 NOVEMBRE 2024

Ontario

AECOM
103 – 189 Wyld Street
North Bay, ON, Canada P1B 1Z2
www.aecom.com
705 472 7520 tel
705 476 9722 fax

November 13, 2024

NAME
ADDRESS

Regarding: Notice of Public Information Centre
Highway 11 Pilot Project – Design and Environmental Study of the 2+1 Roadway Model
Assignment 5021-E-0038

Dear NAME:

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd (AECOM) to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The EA is following the approved planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000.

The purpose of this letter is to notify you that a Public Information Centre (PIC) has been scheduled to present details on the proposed design and receive feedback on this Pilot Project. You are invited to attend in person, where members of the Project Team will be available to answer questions and receive your feedback. For those unable to attend in person, information will be accessible on the Project website (www.highway11pilot.ca), where comments related to the PIC will be accepted until November 28, 2024.

Please refer to the attached Notice of PIC for additional details.

Sincerely,

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
705-499-4512
projectteam@highway11pilot.ca

Encl. Notice of Public Information Centre

cc: Titas Mutsuddy, Senior Project Engineer, MTO
Heather Garbutt, Senior Environmental Planner, MTO
Sonia Rankin, Senior Environmental Planner, AECOM

Ministry of Transportation
Environmental Delivery Northeast
Design and Engineering Branch
Transportation Infrastructure Management Division
447 McKeown Avenue
North Bay, Ontario P1B 9S9

Ministère des Transports
Livraison environnementale - Nord-Est
Direction de la conception et de l'ingénierie
Division de la gestion de l'infrastructure de transport
447 avenue McKeown
North Bay, Ontario P1B 9S9

Ontario

November 13, 2024

Victor Fedeli, MPP
Nipissing
219 Main Street East
North Bay, ON P1B 1B2
vic.fedeli@pc.ola.org

Regarding: Notice of Public Information Centre
Highway 11 Pilot Project – Design and Environmental Study of the 2+1 Roadway Model
Assignment 5021-E-0038

Dear Victor Fedeli:

The Ministry of Transportation (MTO) has retained AECOM Canada Ltd (AECOM) to undertake the Design and Class Environmental Assessment (EA) for a 2+1 Roadway Model Pilot Project on Highway 11 at two locations, between the City of North Bay and the Municipality of Temagami. The EA is following the approved planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA) 2000.

The purpose of this letter is to notify your office that a Public Information Centre (PIC) has been scheduled for this Project to present details on the proposed design and receive feedback on this Pilot Project. The enclosed Notice of PIC, along with notification letters, will be sent to all stakeholders on the Master Contact List for the Project. A newspaper advertisement will be published and posted on the Project website (www.highway11pilot.ca). For those unable to attend in person, information will be accessible on the Project website, where comments related to the PIC will be accepted until November 28, 2024.

Please refer to the attached Notice of PIC for additional details.

Sincerely,

Titas Mutsuddy, P.Eng.
Senior Project Engineer
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
Titas.Mutsuddy@ontario.ca

Attachment (s)
Notice of Public Information Centre

cc: Heather Garbutt, Senior Environmental Planner, MTO
Kyle Hampton, Senior Project Manager, AECOM
Sonia Rankin, Senior Environmental Planner, AECOM

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
Jennifer DeBernardi	President	North Bay Snowmobiles Club		176 Lakeshore Drive	Suite 10F		North Bay	ON	P1A 2A8	(705) 495-4333		district11@nnta.ca
Albert Come		Marian Lake Cottages		3329 A Highway 11 North			Marten River	ON	P0H 1T0	(7053) 528-5133		marianlakecottages@outlook.com
		Olive The Lake Lodge		12 Richfield Road			Marten River	ON	P0H 1T0	(705) 892-2204		info@olivethelake.com
		Sisk (Marten River) Landfill		7 Lakeshore Drive		220	Temagami	ON	P0H 2H0	(705) 569-3421		communicate@temagami.ca
		Bruman Construction Inc.		1141 Carmichael Drive			North Bay	ON	P1B 8G2	(705) 476-2513		info@bruman.ca
Scott Boyle	VP PPG and Aggregates	Miller Paving Limited	re: Sand Dam Road Facility	505 Miller Avenue			Markham	ON	L6G 1B2	(905) 475-6660		info@millergroup.ca
		Tomiko Restaurant		701 Hwy 11 North Tilden Lake Ontario			Tilden Lake	ON	P0H 2K0	(705) 892-2213		hello@thetomiko.ca
		The Clozer - Prevent Frozen Plumbing		3709 Highway 11			Marten River	ON	P0H 1T0	(855) 592-5888		info@theclozer.ca
	Owner	Ridgewood Cottages		4560 Highway 11 North			Temagami	ON	P0H 2H0	(705) 825-1107		ridgewoodcottages@gmail.com
		Ontario Federation of Snowmobile Clubs		501 Wellham Road	Unit 9		Barrie	ON	L4N 8Z6	(705) 739-7669		permits@ofsc.on.ca
		Leisure Fishing Hideaway		3329 ON-11			Marten River	ON	P0H 1T0			
		Horizons North Fishing Resort		3480 ON-11			Marten River	ON	P0H 1T0			
		Ravenscroft Cottages		19 Jumping Caribou Road			Temagami	ON	P0H 2H0			
	Owner	Northfield Block & Gravel Supply Ltd.		327 Roy Drive	Hampel Gibson Mill		North Bay	ON	P1B 8G3	(705) 497-3710		
		Gramp's Place		4825 Angus Lake			Temagami	ON	P0H 2H0	(705) 569-3825		
Helene Culhane	Chair	Going The Extra Mile For Safety (GEMS)										heleneculhane@gmail.com

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
Marc Picard	CACC Manager	North Bay CACC		50 College Drive			North Bay	ON	P1B 0A4	(705) 474-7426		marc.picard@nbrhc.on.ca
David Walach	Regional Traffic Manager	Ontario Provincial Police	North East Region							(705) 238-6305		David.Walach@opp.ca
Jason Whiteley	Fire Chief	North Bay Fire and Emergency Services		119 Princess Street West			North Bay	ON	P1B 6C2	(705) 474-0626	4801	Jason.Whiteley@cityofnorthbay.ca
Kyle Kneeshaw	Manager Traffic Inicident Management and Enforcement	Ontario Provincial Police		911A Gormanville Road			North Bay	ON	P1B 8G3	(416) 75-2897		kyle.kneeshaw@opp.ca
Ryan Dougan	Detachment Commander	Ontario Provincial Police	Temiskaming Shores	300 Armstrong Street North		6000	New Liskeard	ON	P0J 1P0	(705) 647-8400		ryan.dougan@opp.ca
Michael Pigeau	Staff Sergeant - Operations Manager	Ontario Provincial Police	Temiskaming Shores	300 Armstrong Street North		6000	New Liskeard	ON	P0J 1P0	(705) 647-8400		michael.pigeau@opp.ca
William McMullen	Detachment Commander	Ontario Provincial Police	North Bay Detachment	867 Gormanville Road			North Bay	ON	P1B 8G3	(705) 495-3878		opp.north.bay@opp.ca
Cathy Bellefeuille-Stevens	Chief	Nipissing First Nation		36 Semo Road	RR#1		Garden Village	ON	P2B 3K2			cathyb@nfn.ca
Shelly Moore-Frappier	Chief	Temagami First Nation		Bear Island Indian Reserve 1			Temagami	ON	P0H 1C0	(705) 237-8943	105	chief@temagamifirstnation.ca

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
Gerry Duquette Jr.	Chief	Dokis First Nation		940-A Main Street			Dokis First Nation	ON	P0M 2N1	(705) 763-2200		communications@dokis.ca
Karen Bell	Chief	Garden River First Nation		7 Shingwauk Street			Garden River	ON	P6A 6Z8	(705) 946-6300		karenbell@gardenriver.org
Joseph Wabigwan	Chief	Thessalon First Nation		40 Sugarbush Road			Thessalon	ON	P0R 1L0	(705) 842-2323		chiefjoewabigwan@thessalonfirstnation.ca
Wilma-Lee Johnston	Chief	Serpent River First Nation		195 Village Road East			Cutler	ON	P0P 1B0	(705) 844-2418		wilma-lee.johnston@serpentriverfn.com

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
Brent Niganobe	Chief	Mississauga First Nation		64 Park Road		1299	Blind River	ON	P0R 1B0	(705) 356-1621	2212	chief@mississaugi.com
Craig Nootchtai	Chief	Atikameksheng Anishnawbek First Nation		25 Reserve Road			Naughton	ON	P0M 2M0	(705) 692-3651		C.Nootchtai@wlfn.com
Wayne McQuabbie	Chief	Henvey Inlet First Nation		295 Pickerel River Road			Pickerel	ON	P0G 1J0	(705) 857-2331		chief_wmcquabbie@hotmail.ca
Lloyd Myke	Chief	Magnetawan First Nation		10 Hwy 529			Britt	ON	P0G 1A0	(705) 383-2477		bandoffice@magfn.com

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
Larry Roque	Chief	Wahnapitae First Nation		259 Taighwenini Trail Road			Capreol	ON	P0M 1H0	(705) 858-0610		larry.roque@wahnapitaefn.com
Warren Tabobondung	Chief	Wasauksing First Nation		1508 Lane G Dewaden Road			Parry Sound	ON	P2A 2X4	(705) 746-2531		chief@wasauksing.ca
Adam Pawis	Chief	Shawanaga First Nation		2 Village Road			Nobel	ON	P0G 1G0	(705) 366-2378		chief_ap@shawanagafirstnation.ca
Tim Ominika	Chief	Wiikwemikong on behalf of the treaty people of Point Grondine		19 A Complex Drive			Wikwemikong	ON	P0P 2J0	(705) 859-3122		ogimaaominika@wiikwemkoong.ca

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
Mark McCoy	Chief	Batchewana First Nation		236 Frontenac Street	Rankin Reserve 15D		Batchewana First Nation	ON	P6A 6Z1	705-759-0914		Mmccoy@batchewana.ca
Angus Toulouse	Chief	Sagamok First Nation		4007 Espaniel Street		P.O. Box 610	Massey	ON	P0P 1P0	(705) 227-8188	224	chief@sagamok.ca
Rodney Nahwegahbow	Chief	Whitefish River First Nation		17-A Rainbow Ridge Road			Birch Island	ON	P0P 1A0	(705) 285-4335		chief@whitefishriver.ca
		Metis Nation of Ontario	Lands and Resources Consultations Branch									consultations@metisnation.org
Victor Fideli	MPP	Nipissing		219 Main Street East			North Bay	ON	P1B 1B2	(705) 474-8340		vic.fedeli@pc.ola.org
Victoria Thomas	Environmental Control Officer	City of North Bay					North Bay	ON		(705) 474-0400	5221	Victoria.Thomas@northbay.ca
Brenda Haines	Secretary/Treasurer	Tilden Lake Local Services Board	Re: Tilden Lake Community Center	46 Village Drive			Tilden Lake	ON	P0H 2K0	(705) 892-2419		tildenlakelsb@gmail.com

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
John Vanthof	MPP	Timiskaming-Cochrane	Constituency Office	63 Government Road N			Kirkland Lake	ON	P2N 2E6	(705) 567-4650		Jvanthof-co@ndp.on.ca
Victoria Johnson	Executive Assistant to the Director of Education	Nipissing-Parry Sound Catholic District School Board		1000 High Street		3110	North Bay	ON	P1B 6S6	(705) 472-1201		johnsonv@npsc.ca
Craig Myles	Director	Near North District School Board		963 Airport Road		3110	North Bay	ON	P1B 8H1	(705) 472-8170		Craig.Myles@nearnorthschools.ca
Yves Laliberté	A/Director of Education	Conseil scolaire public de district du Nord-Est de l'Ontario		310 Algonquin Avenue		3600	North Bay	ON	P1B 9T5	(705) 472-3443		yves.laliberte@cspne.ca
		Conseil scolaire catholique Franco-Nord		681 Chippewa Street West			North Bay	ON	P1B 6G8	(705) 472-1702		information@franco-nord.ca
Danny Whalen	President	Federation of Northern Ontario Municipalities (FONOM)		615 Hardy Street			North Bay	ON	P1B 82S	(705) 498-9510		fonom.info@gmail.com
Karen McIssac	City Clerk	City of North Bay		200 McIntyre Street East			North Bay	ON	P1B 8V6	(705) 474-0400	2510	karen.mcissac@northbay.ca
Peter Chirico	Mayor	City of North Bay		200 McIntyre Street East			North Bay	ON	P1B 8V6	(705) 474-0400		mayorchirico@northbay.ca
PJ Justason	President	Friends of Temagami				398	Temagami	ON	P0H 2H0	705-796-3724		email@friendsoftemagami.org
Dan O'Mara	Mayor	Municipality of Temagami		7 Lakeshore Drive		220	Temagami	ON	P0H 2H0	(705) 569-3421		
		Jocko Rivers Provincial Park	c/o Samuel de Champlain	6905 Highway 17 East		147	Mattawa	ON	P0H 1V0	(705) 744-2276		

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
		Ontario Parks		300 Water Street			Peterborough	ON	K9J 3C7	(800) 565-4923		
Lynn Moreau	Regional Planner	Ministry of Natural Resources and Forestry	Land Use Planning & Strategic Issues Section					ON		(705) 491-2052		Lynn.Moreau2@ontario.ca
		Marten River Provincial Park		2860 Hwy 11 North			Marten River	ON	P0H 1T0	(705) 892-2200		
Greg Ault	Supervisor	Ministry of the Environment and Climate Change	North Bay Area Office	191 Booth Road	Unit 16 & 17		North Bay	ON	P1A 4K3	(705) 497-6868		Greg.ault@ontario.ca
		Ministry of the Environment and Climate Change	Northern Region	435 James Street South	3rd Floor, Suite 331		Thunder Bay	ON	P7E 6S7			eanotification.nregion@ontario.ca
Pierre Seguin	Advisor	Ministry of Northern Development	North Bay and Area Office	933 Ramsey Lake Road	Willet Green Miller Ctr 4th Floor		Sudbury	ON	P3E 6B5	(705) 665-6763		pierre.seguin1@ontario.ca
Mitch Baldwin	District Manager	Ministry of Natural Resources and Forestry	Lake Erie Management Unit	659 Exeter Road	Exeter Road Complex		London	ON	N6E 1L3	(519) 873-4610		mitch.baldwin@ontario.ca
Katherine Cappella	Manager, Archaeology Unit	Ministry of Citizenship and Multiculturalism	Citizenship, Inclusion and Heritage Division, Heritage Branch	400 University Avenue	5th Floor		Toronto	ON	M7A 2R9	(647) 248-9147		katherine.cappella@ontario.ca
Caroline Loiselle	Senior Strategic Planning Advisor (acting)	Ministry of The Solicitor General	Contract Oversight and Vendor Relationships	25 Grosvenor Street			Toronto	ON	M7A 1Y6	(705) 494-0139		caroline.loiselle@ontario.ca
Lise Chabot	Director (Acting)	Ministry of Indigenous Affairs	Indigenous Relations Branch	160 Bloor Street East	Suite 400		Toronto	ON	M7A 2E6	(416) 326-4740		lise.chabot@ontario.ca
Michael Osezua	Advisor Cons	Enbridge		828 Falconbridge			Sudbury	ON	P3A 4S3	(705) 566-4301		Michael.Osezua@enbridge.com

Project Contact List

Contact	JobTitle	Organization	Department	AddressLine1	AddressLine2	PO_Box	City	Province	Postal_Code	Phone	Extension	Email
		Hydro One					Sudbury	ON				andrelocates.northernjointuse@hydroone.com
Coral Smith		Trans Canada Pipeline Limited		450 1st Street West			Calgary	AB	T2P 5H1			Crossings@transcanada.com
Peter Aultman		Ontera		250 McIntyre Street West	2nd Floor		North Bay	ON	P1B 2Y7			Peter.aultman@ontera.ca
Dave Kroes		Cogeco Inc.		1111 Goodfellow Road			Peterborough	ON	K9J 7X1			dave.kroes@cogeco.com
Adam Lafond	Network Manager	Bell Canada	Sudbury and North Bay				Sudbury	ON		(705) 690-3099		adam.lafond@bell.ca
		Ontario Trucking Association		55 Dixon Road			Toronto	ON	M9W 1H8	(416) 249-7401		
Pete Christie	Fire Chief (Acting)	Marten River Fire Department		2877 Ontario Highway 11 North			Marten River	ON	P0H 1T0	(647) 504-4224		mrfire@temagami.ca
Jim Sanderson	Fire Chief	Temagami Fire Department		5 Stevens Road		188	Temagami	ON	P0H 2H0	(705) 569-3421	150	temfire@temagami.ca
Stephen Kirk	Chief of Paramedic Services	District of Nipissing Social Services Administration Board		200 McIntyre Street East			North Bay	ON	P1B 8V6	(705) 474-5750	53019	stephen.kirk@dnssab-ps.ca
Chuck Seguin	Executive Director	Nipissing-Parry Sound Student Transportation Services		201-685 Bloem Street			North Bay	ON	P1B 4Z5	(705) 472-8840		seguinc@npssts.ca
Julie Rivard	Transportation Officer	North East Tri-Board Student Transportation (NETBST), South Office		198022 River Road			Temiskaming Shores	ON	P0J 1P0	(855) 360-7680		julie.rivard@dsb1.ca
Trevor Ward-Paige	District Manager WPS - IS119	NALCO Water								(416) 526-9072		trevor.wardpaige@ecolab.com
[redacted]				[redacted]			Cobalt	ON	P0J 2C0			[redacted]
Total												**69**

Appendix B. PIC Display Materials

Welcome

Please complete the sign-in sheet

www.highway11pilot.ca

Highway 11 Pilot Project for a 2+1 Roadway Model

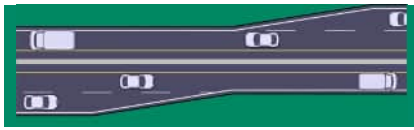
Design Studies & Class Environmental Assessments
GWPs 5151-21-00 & 5033-22-00

Public Information Centre (PIC)
November 21, 2024
4:30 PM—8:30PM

Project Contacts:

Titas Mutsuddy, P.Eng.
Senior Project Engineer
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
projectteam@highway11pilot.ca

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM Canada Ltd.
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
projectteam@highway11pilot.ca



Highway 11 Pilot Project for a 2+1 Roadway Model
Public Information Centre (PIC)

Project Overview

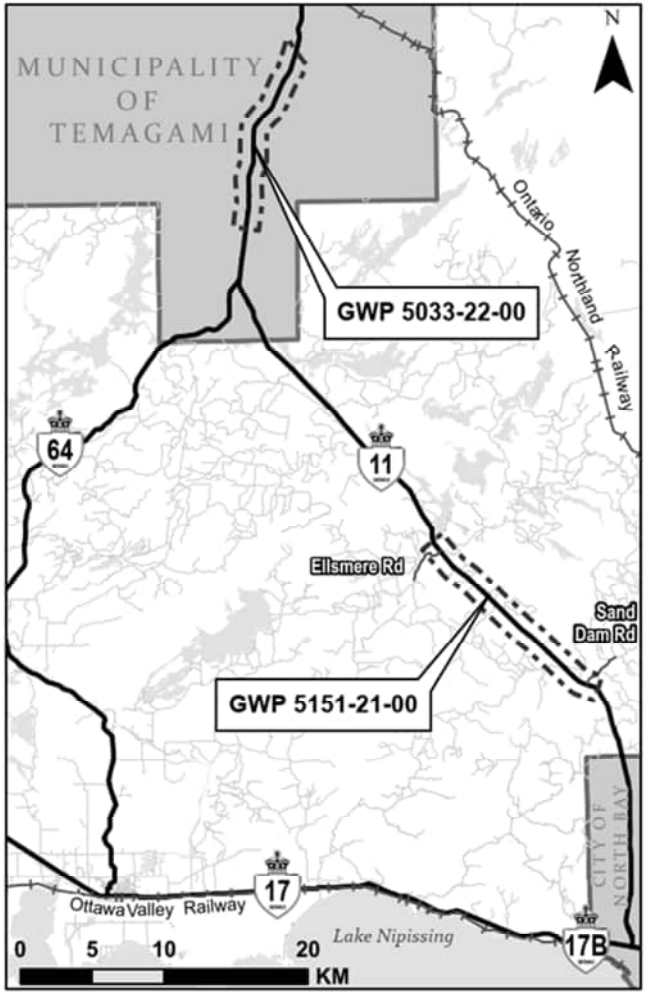
What?
Reconstruct / reconfigure and widen two sections of Highway 11, between the City of North Bay and the Municipality of Temagami, to introduce a 2+1 Roadway Model.

A 2+1 Roadway Model is a continuous three-lane highway that provides an alternating passing lane with a median barrier. The roadway shifts the passing lane configuration every 2-5 km to provide passing opportunities in both directions.

Why?
To address the unique transportation needs of the north, by enhancing traffic flow and improving safety for the travelling public.

Who?
The Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake the Design Studies and Class Environmental Assessments (EA).

How?
Following the approved planning process for 'Group B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) 2000.

Where?


Project Location

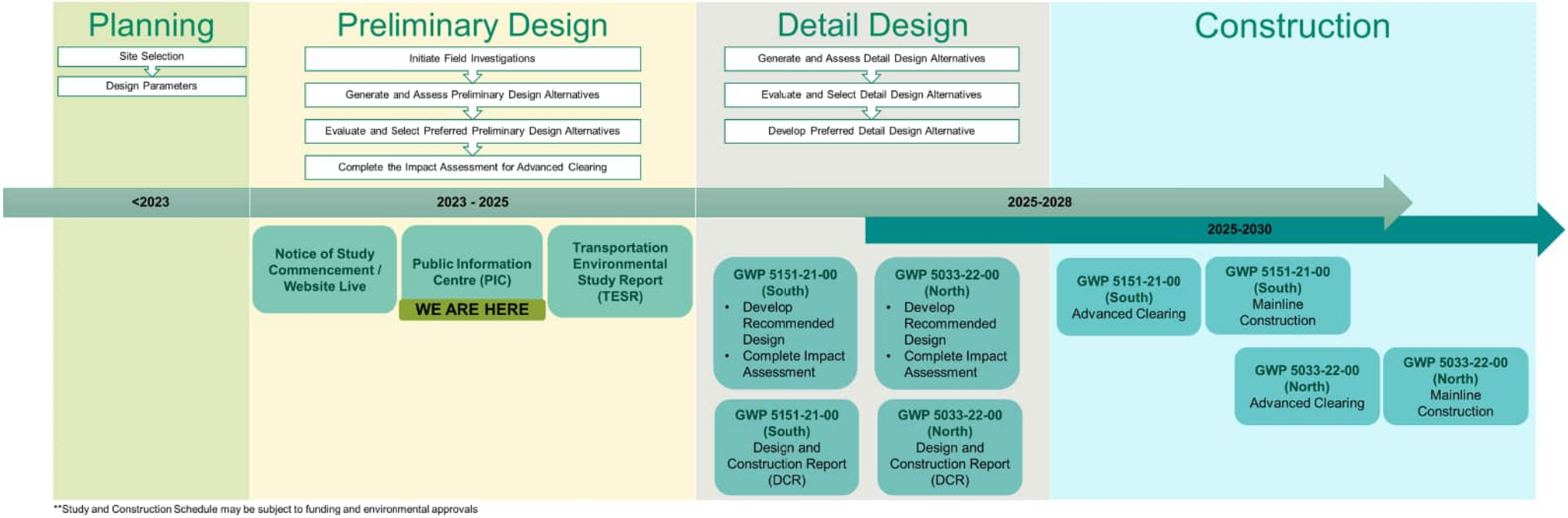

GWP 5033-22-00 (North): Highway 11 from 4.6 km north of Highway 64 northerly 11.4 km to 340 m south of Jumping Caribou Road


GWP 5151-21-00 (South): Highway 11 from Sand Dam Road northerly 13.8 km to Ellsmere Road

Ontario AECOM

Study Process

The Projects will follow the approved planning process for 'Group B' projects under the Class EA



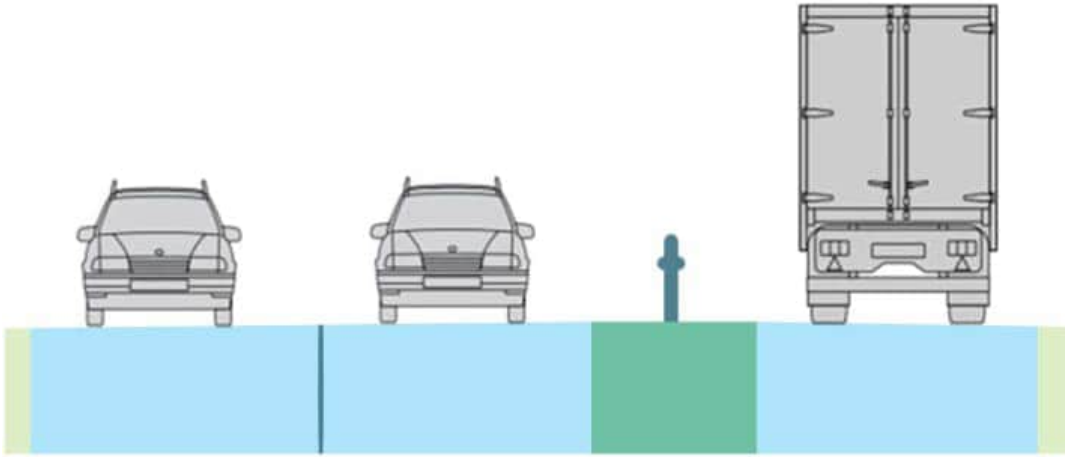
**Study and Construction Schedule may be subject to funding and environmental approvals

The TESR and DCRs will each be prepared and made available for a 30-day public and agency review period at Study completion

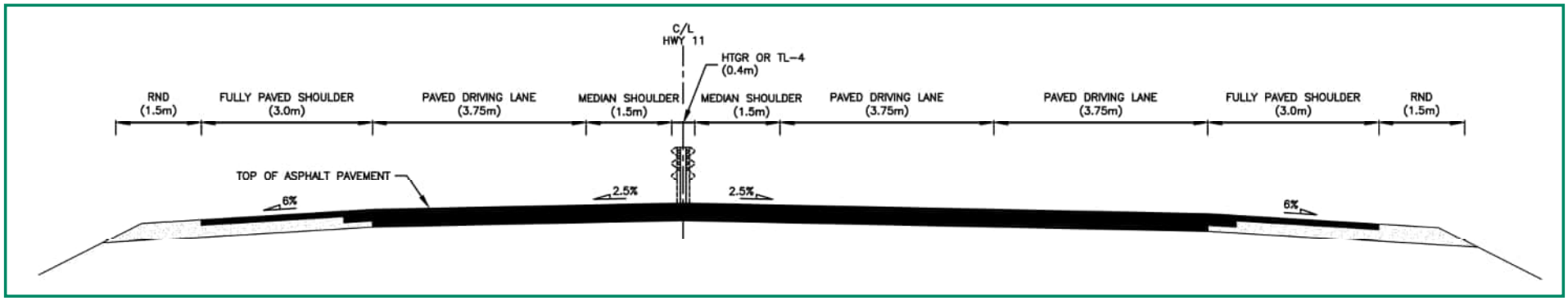
Notification advising of the times and locations of the availability of the TESR and DCRs for comment will be published in local newspapers, the Project Website and provided to those on the Project Contact List

Proposed Scope

- **Common Elements**
  - Reconfiguration to a '2+1' facility
  - Pavement rehabilitation
  - New fully paved shoulders
  - Treatment of pavement distress areas
  - Drainage improvements
  - Guide rail improvements
- **GWP 5151-21-00 (South)**
  - Replacement of the Little Sturgeon River Culvert
- **GWP 5033-22-00 (North)**
  - Realignment of Highway 11 near Pan Lake



2+1 Highway Graphic: 2 Lanes + 1 Lane

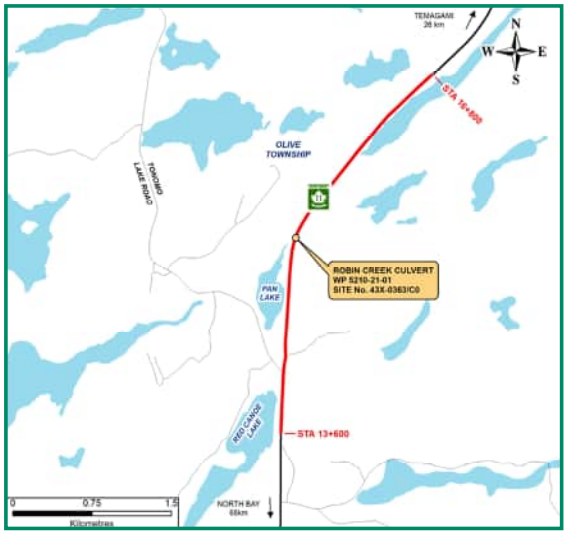


GWP 5151-21-00 (South) & GWP 5033-22-00 (North): Proposed 2+1 Typical Cross Section

Evaluation Criteria for Alternatives

Each design alternative listed below will be evaluated based on the criteria described in the table:

- Highway 11 Realignment near Pan Lake
- Passing Lane Configuration
- Turnaround Configuration
- Widening Arrangement
- Median Barrier Type



GWP 5033-22-00: Highway 11 Realignment near Pan Lake

Key Evaluation Criteria		Evaluated Design Alternatives				
		Highway 11 Realignment near Pan Lake	Passing Lane Configuration	Turnaround Configuration	Widening Arrangement	Median Barrier Type
Geometrics	• Alignment • Grade • Sight distance	✓		✓		
Constructability	• Complexity • Duration	✓	✓	✓	✓	✓
Traffic Operations and Safety Management	• Traffic staging during construction • Driver expectation • Access • Emergency management	✓	✓	✓	✓	✓
Construction Cost		✓	✓	✓	✓	✓
Environmental Impacts	• Archaeology • Fish and fish habitat • Terrestrial habitat • Waste & Contamination • Indigenous Rights	✓	✓	✓	✓	
Long-Term Performance	• Pavement and differential performance	✓		✓		
Property and Utilities		✓	✓	✓	✓	

Realignment Alternatives

GWP 5033-22-00 (North)

Highway 11 from 400 m south of Tonomo Lake Road northerly for 2.6 km

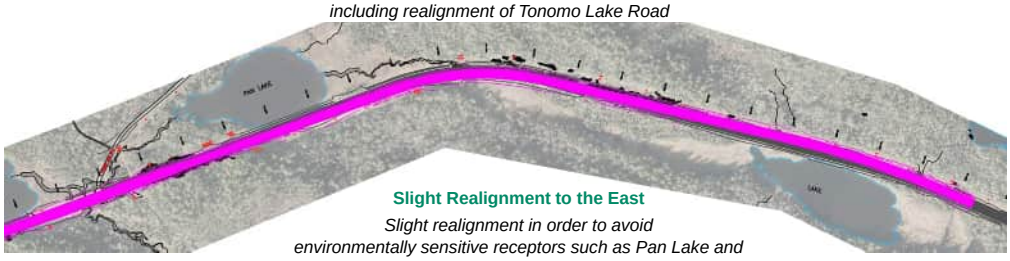
Study Objectives and Considerations: Improve the existing geometric, operational, and safety concerns in the vicinity of the Tonomo Lake Road intersection, Pan Lake, and Robin Creek Culvert, while minimizing impacts to the existing environment

1

Base Case '2+1' Arrangement

Widening of the existing platform symmetrically while maintaining the existing horizontal and vertical alignments, including realignment of Tonomo Lake Road

2



Slight Realignment to the East

Slight realignment in order to avoid environmentally sensitive receptors such as Pan Lake and the unnamed lake north of Robin Creek

3

Moderate Realignment to the East

New independent alignment to mitigate concerns with performance issues with widening an existing embankment, while avoiding impacts to Pan Lake

4

Moderate Realignment to the West

Moderate realignment predominately to the west of existing Highway 11 to avoid impacts to east wetland

5

Hybrid (East / West) Realignment

A combination of realigning to the east and west of the existing Highway 11 to avoid impacts to waterbodies

6

Major Realignment to the West

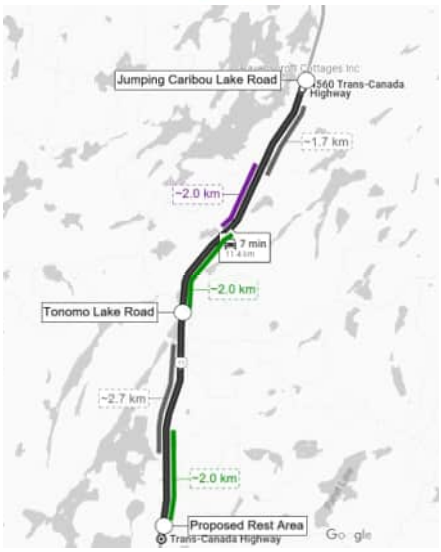
Modify Highway 11 alignment by reducing the number of curves and avoiding east wetland and unnamed lake

Passing Lane Configuration Alternatives

GWP 5033-22-00 (North)

Study Objectives and Considerations: Determine the optimal passing lane configuration to improve operational performance and the safety of the traveling public, while considering impacts to property, existing infrastructure, and the environment

1



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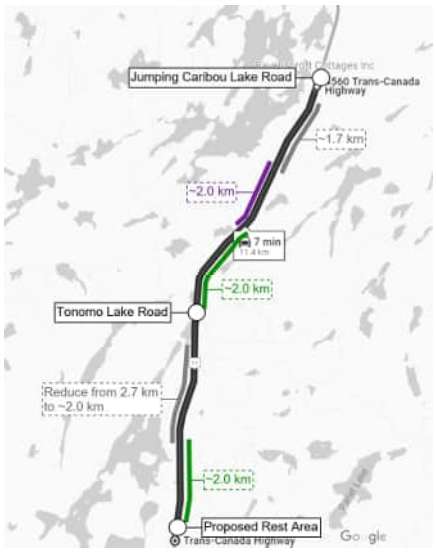

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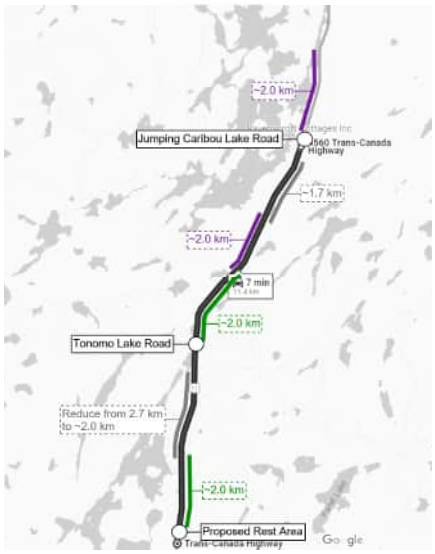

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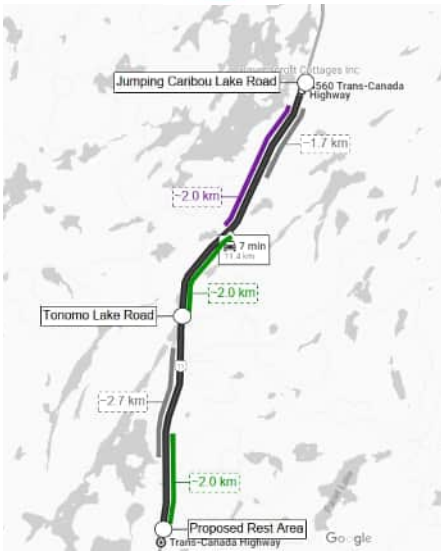

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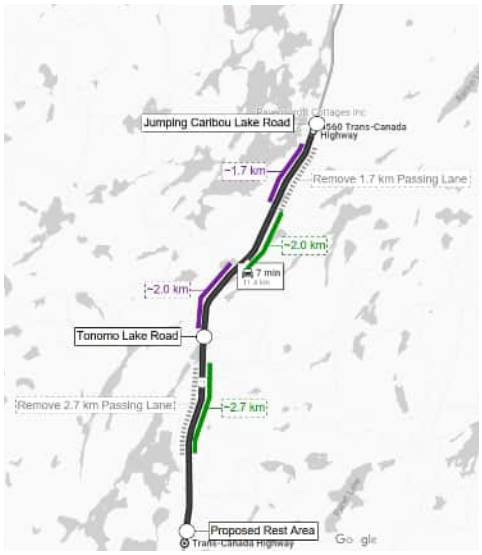
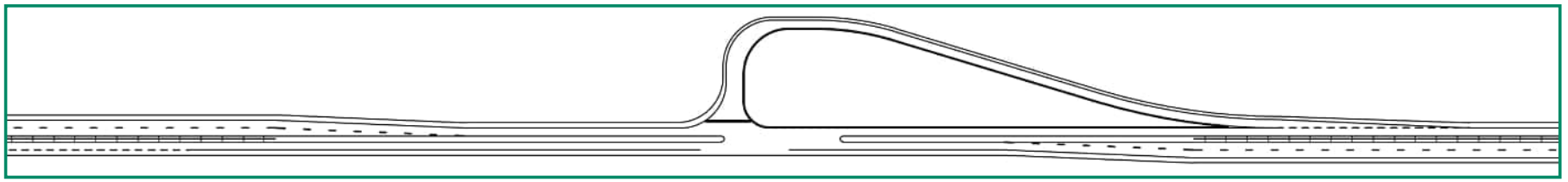


LEGEND
- EXISTING PASSING LANE (RETAINED)
- PROPOSED SOUTHBOUND PASSING LANE
- PROPOSED NORTHBOUND PASSING LANE
- EXISTING PASSING LANE (REMOVED)

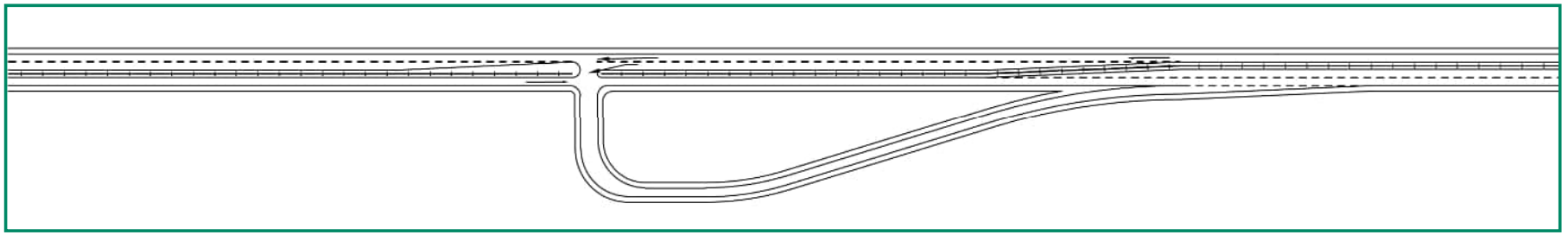
For GWP 5151-21-00 (South), only one passing lane layout was available and no further analyses were made; see the proposed layout on the Recommended Design Board

Turnaround Configuration Alternatives — Both GWPs

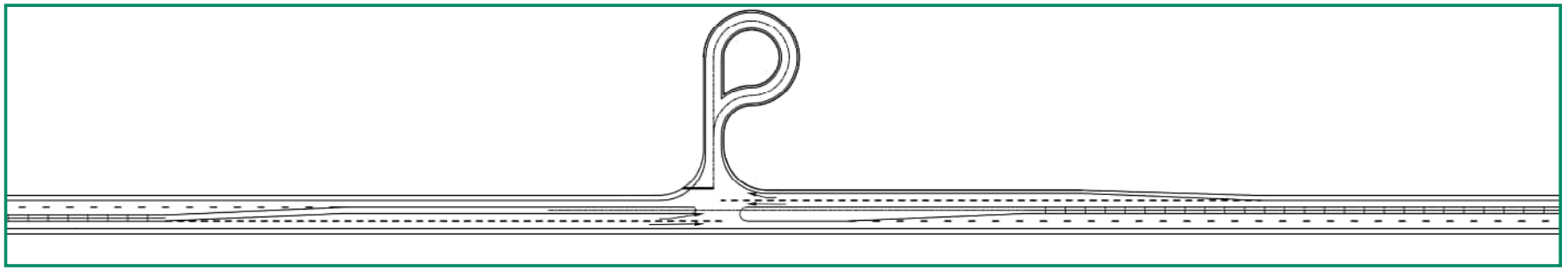
Study Objectives and Considerations: Enable travelers to access the opposite direction of the highway, while considering safety, footprint impacts, and emergency & incident management



Alternative 1: Deceleration Jug Handle



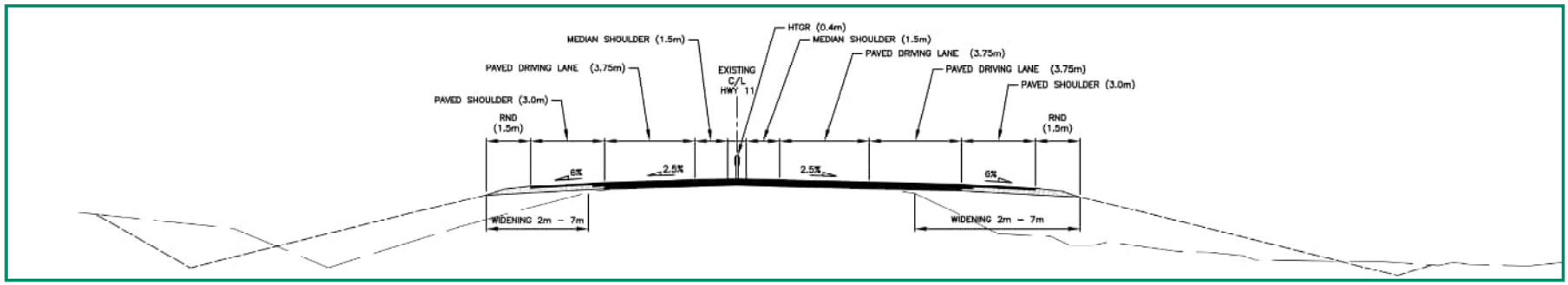
Alternative 2: Acceleration Jug Handle



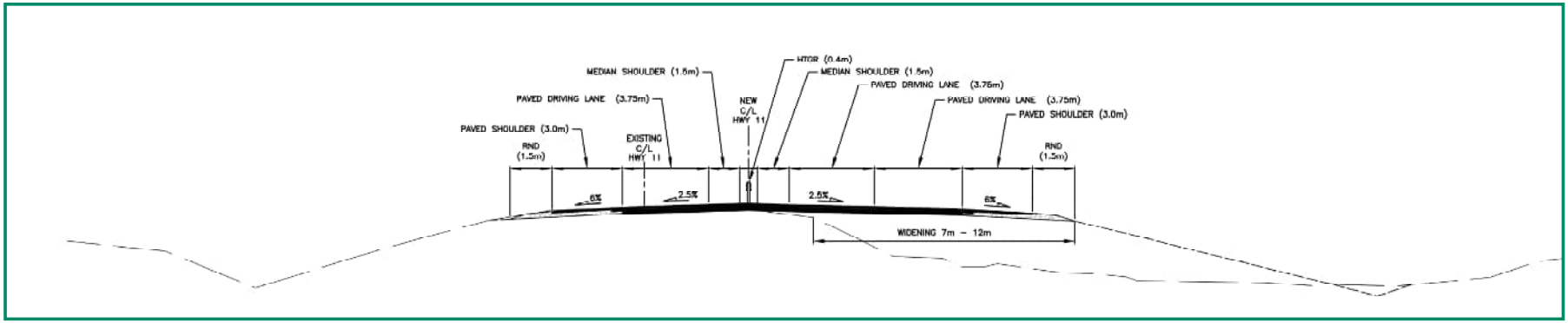
Alternative 3: Turning Bulb

Widening Arrangement

Study Objectives and Considerations: Comprehensive review and comparative analysis of widening alternatives in support of the 2+1 Roadway Model

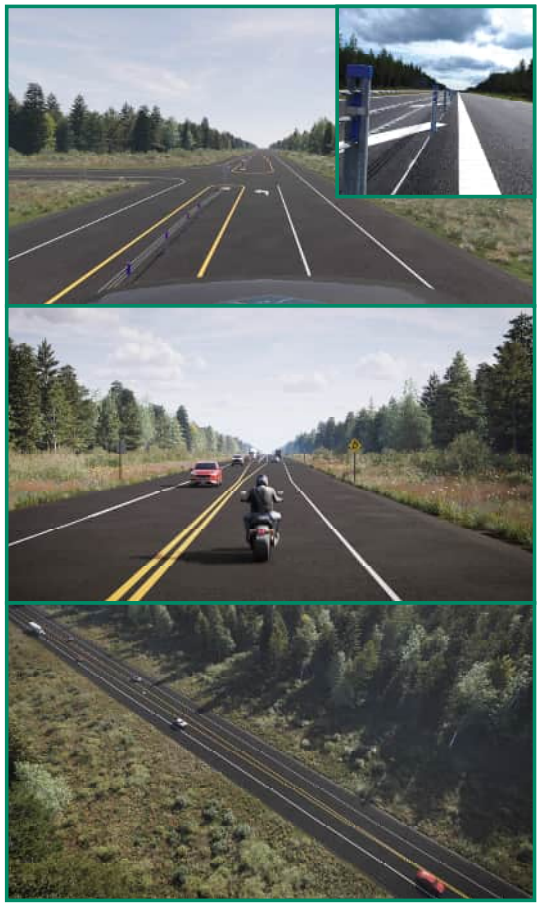


Symmetrical Widening: Maintains the existing highway alignment at centreline and widens outwards on both sides to accommodate the 2+1 lane configuration



Asymmetrical Widening: Shifts the centreline more to one side to accommodate widening for the 2+1 lane configuration

Median Barrier Alternatives and Transition Zones



Example of High Tension 3-Cable Guide Rail with Start and End Condition
Proposed for southern GWP 5151-21-00

Study Objectives and Considerations: Review of median barrier designs that eliminate crossover collisions, while further considering access, constructability, footprint impacts, and emergency & incident management. Of the 3 options ultimately considered, only 2 were advanced. A concrete barrier option was eliminated due to drainage design constraints.

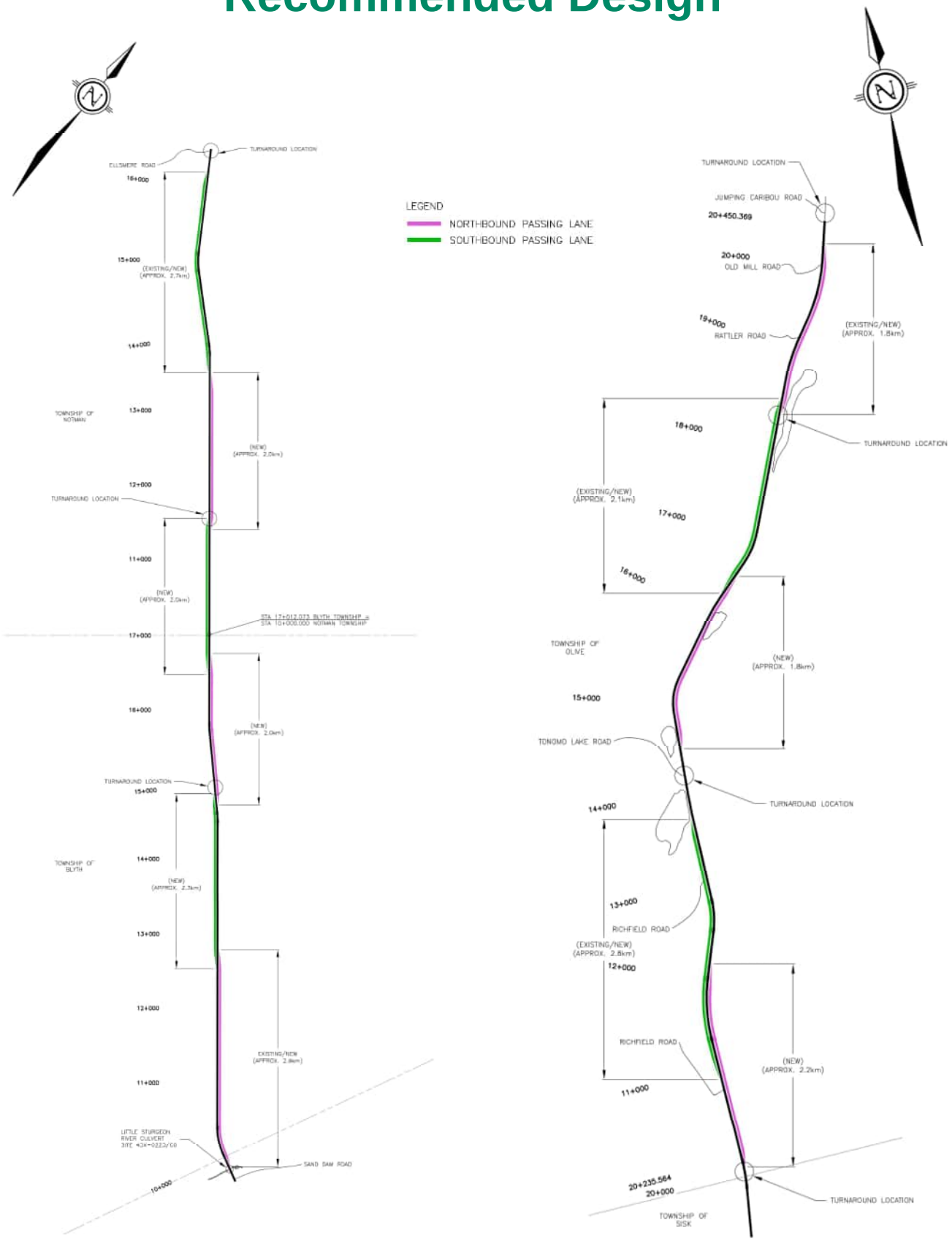
The installation of a median barrier throughout each section of Highway 11 will:

- Safely divide the southbound and northbound directions of travel
- Eliminate crossover collisions
- Direct drivers to designated turnaround locations
- Provide right-in and right-out turning opportunities to entrances
- Signage and lane markings advising drivers of the transition into and out of the 2+1 highway section

Important: These images are for illustrative purposes only and may not reflect what the final design will be along Highway 11

Example of Steel Beam Guide Rail with Start and End Condition
Proposed for northern GWP 5033-22-00

Recommended Design



GWP 5151-21-00 (South): Proposed passing lane configuration and turnaround locations

GWP 5033-22-00 (North): Proposed passing lane configuration and turnaround locations

Environmental Overview

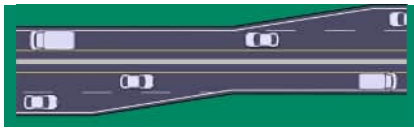
Environmental impact studies to document environmental existing conditions and identify constraints are being undertaken to consider: Fish and Fish Habitat, Terrestrial Ecosystems, Archaeology, Excess Materials and Waste Management, Air Quality, Noise and, socio-economic elements including land use and the movement of people, goods and services

Preliminary Findings and Environment Constraints include:

- Fish and fish habitat for cold, cool and warmwater species. No Species at Risk (SAR) present
- Forest and wetland habitat for wildlife, including SAR and Migratory Bird
- Habitat managed for bears and sensitive aquatic feeding areas for moose
- Risk areas for wildlife collisions
- Localized areas of archaeological potential
- Localized risk areas for soil contamination
- Localized air and noise sensitive receptors (i.e., private residences, etc.)
- Highway 11 conveys commuter, tourist, recreation and long-haul traffic
- Crown Land dominates the Highway 11 corridor, interspersed with a few residential and commercial properties with direct access to Highway 11

Next Steps and Mitigation Strategies include:

- Complete targeted field investigations and sampling programs
- Complete all Impact Assessments on the preferred design to comply with environmental legislation
- Continued consultation and engagement with agencies, municipalities, Indigenous Communities, property owners, businesses, and key stakeholders
- Confirm environmental commitments and integrate mitigation strategies within the design (i.e., Best Management Practices and site-specific mitigations)
- Complete the design refinement and EA process to achieve environmental clearance
- Where required, acquire necessary environmental permits, licences, approvals, or authorizations, prior to construction



Highway 11 Pilot Project for a 2+1 Roadway Model
Public Information Centre (PIC)

Next Steps

Following this PIC, we will:

- Collect feedback from the PIC until November 28, 2024
- Assess and evaluate the Preliminary Design Alternatives to select the Preferred Preliminary Design Alternatives and complete the Preliminary Environmental Assessment
- Prepare a Transportation Environmental Study Report (TESR) which will include the advanced clearing strategy, and made available for a 30-day public review with advanced notification
- Complete the Detail Design refinement and Environmental Assessment for the mainline construction
- Prepare Design and Construction Reports (DCR) for each GWP which will be made available for a 30-day public review with advanced notification

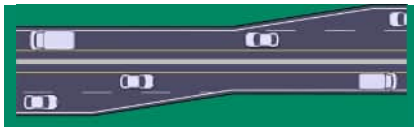
Thank You!

projectteam@highway11pilot.ca

www.highway11pilot.ca

Request to be added to the Project Contact List to receive future project updates

Ontario AECOM



Bienvenue

Veuillez remplir la feuille de présence

www.highway11pilot.ca

Projet pilote de l'autoroute 11 pour un modèle de route 2+1

Études de conception et évaluations environnementales de portée générale
GWP 5151-21-00 et GWP 5033-22-00

Centre d'information (CI)
Le 21 novembre 2024
De 16 h 30 à 20 h 30

Personnes-ressources du projet :

Titas Mutsuddy, ing.
Ingénieur principal de projet
Ministère des Transports
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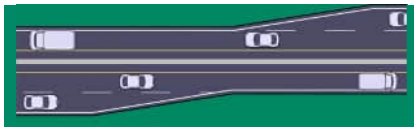
North Bay (Ontario) P1B 9S9
projectteam@highway11pilot.ca

Kyle Hampton, ing.
Gestionnaire de projet principal
AECOM Canada Ltd.
189, rue Wyld, bureau 103
North Bay (Ontario) P1B 1Z2
projectteam@highway11pilot.ca



Centre d'information (CI) sur le projet pilote de l'autoroute 11 pour un modèle de route 2+1

Aperçu du projet

Quoi?

Reconstruire ou reconfigurer et élargir deux sections de l'autoroute 11 entre la ville de North Bay et la municipalité de Temagami, afin d'introduire un modèle de route 2+1.

Un modèle de route 2+1 est une auto route continue à trois voies qui offre une voie de dépassement alternée avec une barrière médiane. La route modifie la configuration de la voie de dépassement tous les 2 à 5 km pour offrir des possibilités de dépassement dans les deux directions.

Pourquoi?

Pour répondre aux besoins uniques du Nord en matière de transport, en améliorant la circulation et la sécurité des voyageurs.

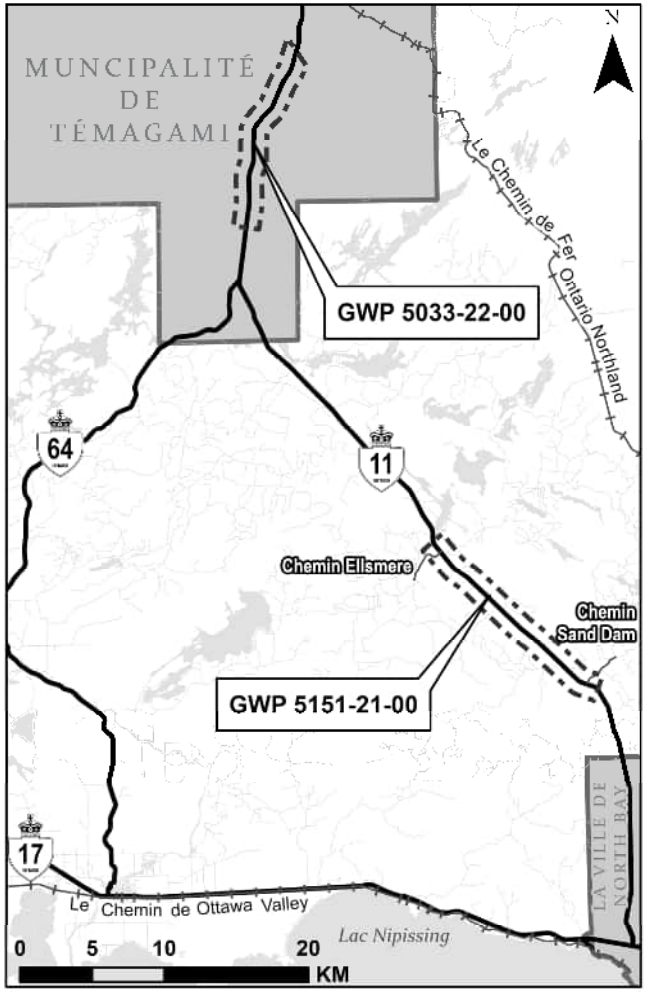
Qui?

Le ministère des Transports (MTO) a retenu les services d'AECOM Canada Ltd. (AECOM) pour entreprendre les études de conception et les évaluations environnementales de portée générale (EE).

Comment?

En suivant le processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'Évaluation environnementale de portée générale pour les routes provinciales (EE de portée générale).

Où?



Emplacement du projet

GWP 5033-22-00 (nord): L'autoroute 11 à partir de 4,6 km au nord de l'autoroute 64 vers le nord, sur une distance de 11,4 km jusqu'à 340 m au sud du chemin Jumping Caribou

GWP 5151-21-00 (sud): L'autoroute 11 à partir du chemin Sand Dam vers le nord sur 13,8 km jusqu'au chemin Ellsmere

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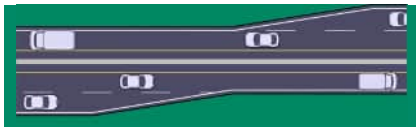
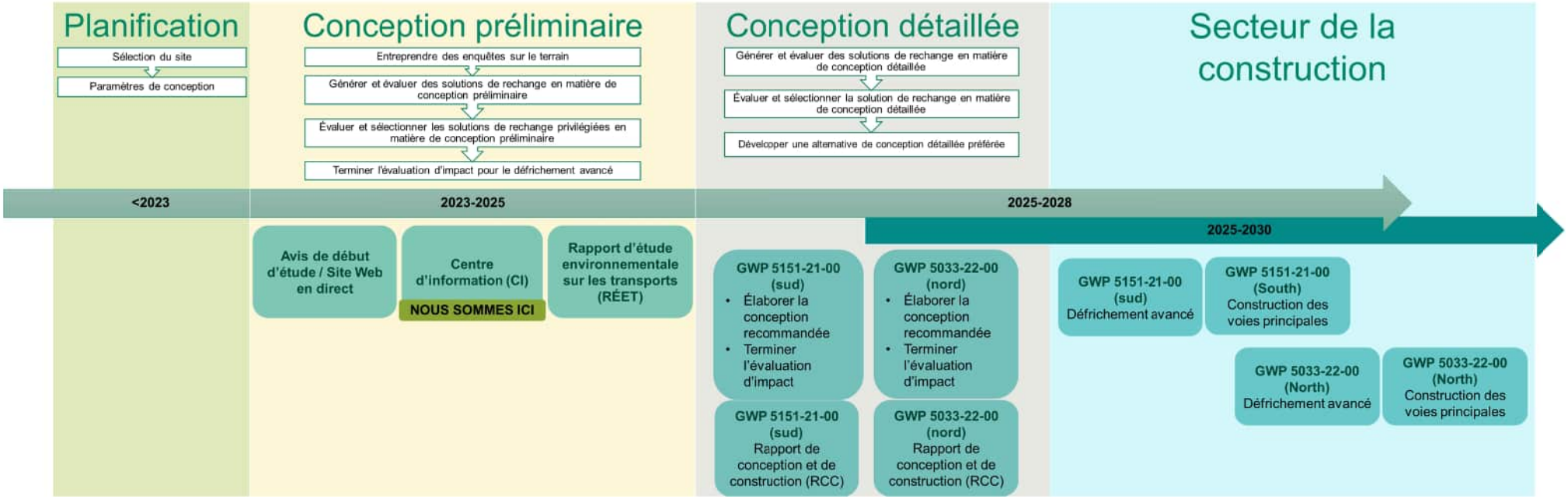


Centre d’information (CI) sur le projet pilote de l’autoroute 11 pour un modèle de route 2+1

Processus d’étude

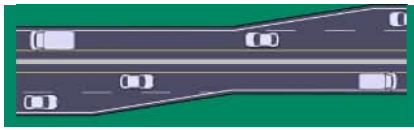
Les projets suivront le processus de planification approuvé pour les projets du groupe B dans le cadre de l’EE de portée générale



**Le calendrier des études et des travaux de construction peut dépendre des approbations du financement et des approbations environnementales

Le RÉET et les RCC seront préparés et mis à la disposition du public et des organisations pour une période d’examen de 30 jours à la fin de l’étude

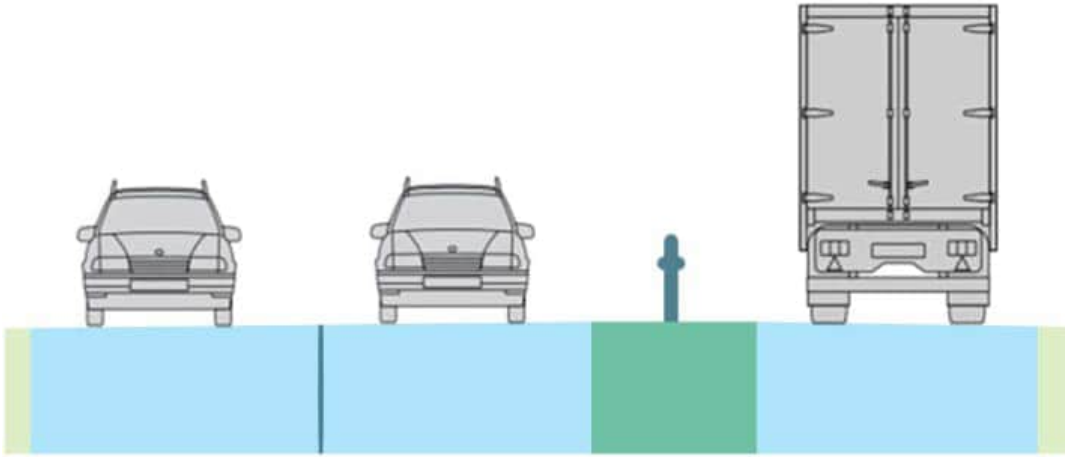
Des avis indiquant les heures et les lieux de disponibilité du RÉET et des RCC aux fins de commentaires seront publiés dans les journaux locaux et sur le site Web du projet et fournis aux personnes figurant sur la liste des personnes-ressources du projet



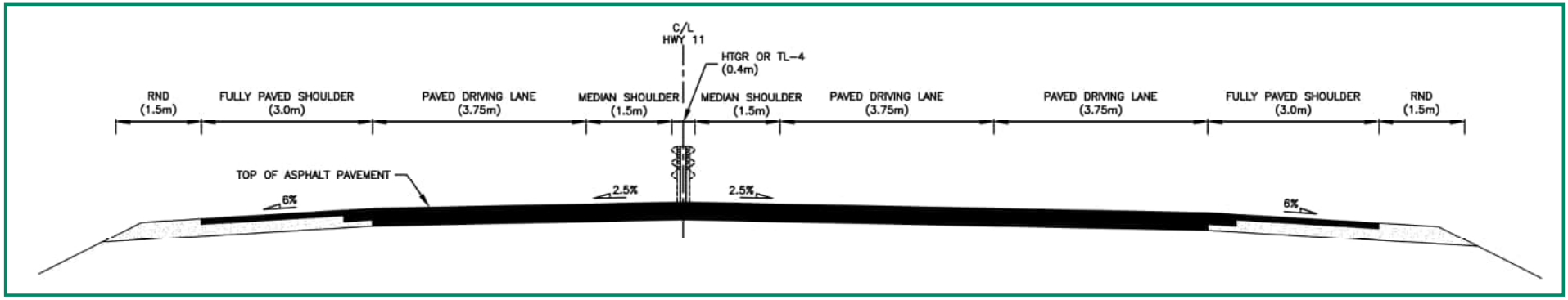
Centre d'information (CI) sur le projet pilote de l'autoroute 11 pour un modèle de route 2+1

Portée proposée

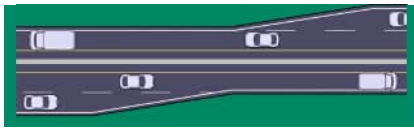
- **Éléments communs**
  - Reconfiguration en une installation « 2+1 »
  - Remise en état de la chaussée
  - Nouveaux accotements entièrement pavés
  - Traitement des zones dégradées de la chaussée
  - Améliorations du drainage
  - Amélioration des rails de guidage
- **GWP 5151-21-00 (sud)**
  - Remplacement du ponceau de la rivière Little Sturgeon
- **GWP 5033-22-00 (nord)**
  - Réalignement de l'autoroute 11 près du lac Pan



Graphique de l'autoroute 2+1: 2 voies + 1 voie



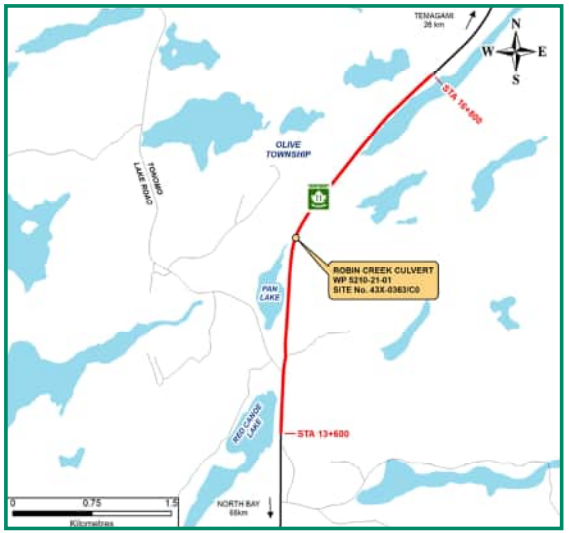
GWP 5151-21-00 (sud) et GWP 5033-22-00 (nord): Section transversal typique 2+1 proposée



Critères d'évaluation des solutions de rechange

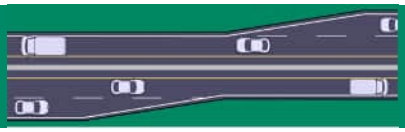
Chaque solution de rechange en matière de conception figurant énumérée ci-dessous sera évaluée en fonction des critères décrits dans le tableau :

- Réalignement de l'autoroute 11 près du lac Pan
- Configuration de la voie de dépassement
- Configuration de la zone de manœuvre
- Disposition de l'élargissement
- Type de barrière médiane



GWP 5033-22-00: Réalignement de l'autoroute 11 près du lac Pan

Principaux critères d'évaluation		Solutions de rechange en matière de conception évaluées				
		Réalignement de l'autoroute 11 près du lac Pan	Configuration de la voie de dépassement	Configuration de la zone de manœuvre	Disposition de l'élargissement	Type de barrière médiane
Géométrie	• Alignement • Pente • Distance de visibilité	✓		✓		
Constructibilité	• Complexité • Durée	✓	✓	✓	✓	✓
Gestion des opérations de la circulation et de la sécurité	• Organisation de la circulation pendant la construction • Attente vis-à-vis des conducteurs • Accès • Gestion des urgences	✓	✓	✓	✓	✓
Coût de construction		✓	✓	✓	✓	✓
Impacts environnementaux	• Archéologie • Poisson et habitat du poisson • Habitat terrestre • Déchets et contamination • Droits autochtones	✓	✓	✓	✓	
Rendement à long terme	• Chaussée et rendement différentiel	✓		✓		
Répercussions sur les propriétés et les services publics		✓	✓	✓	✓	



Centre d’information (CI) sur le projet pilote de l’autoroute 11 pour un modèle de route 2+1

Solutions de rechange en matière de réalignement

GWP 5033-22-00 (nord)

L’autoroute 11 à partir de 400 m au sud du chemin Tonomo Lake vers le nord sur 2,6 km

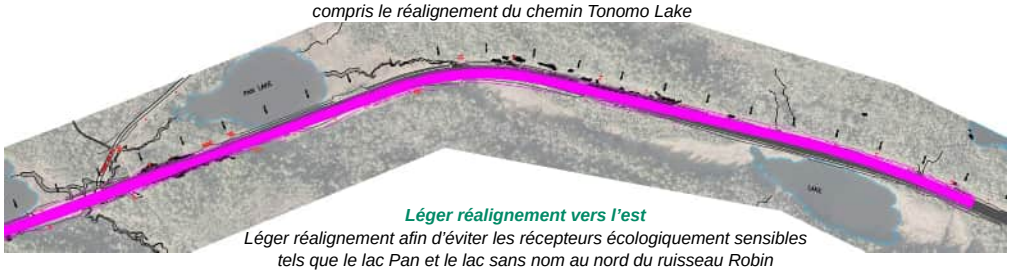
Objectifs et considérations de l’étude: Améliorer les préoccupations géométriques, opérationnelles et de sécurité existantes à proximité de l’intersection du chemin Tonomo Lake, du lac Pan et du ponceau du ruisseau Robin, tout en minimisant les impacts sur l’environnement existant

1

Arrangement du scénario de base « 2+1 »

Élargissement symétrique de la plateforme existante tout en maintenant les alignements horizontaux et verticaux existants, y compris le réalignement du chemin Tonomo Lake

2



Léger réalignement vers l’est

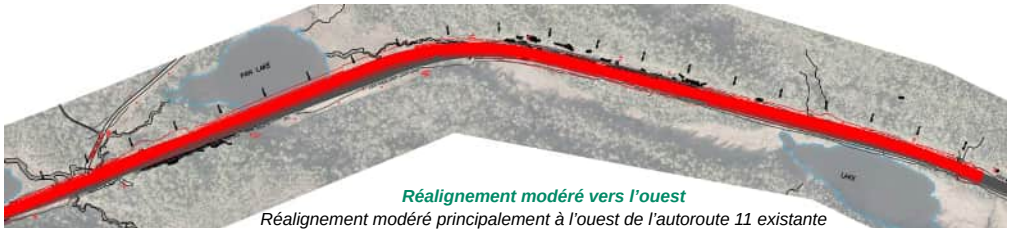
Léger réalignement afin d’éviter les récepteurs écologiquement sensibles tels que le lac Pan et le lac sans nom au nord du ruisseau Robin

3

Réalignement modéré vers l’est

Nouvel alignement indépendant pour atténuer les préoccupations liées aux problèmes de rendement liés à l’élargissement d’un remblai existant, tout en évitant les répercussions sur le lac Pan

4



Réalignement modéré vers l’ouest

Réalignement modéré principalement à l’ouest de l’autoroute 11 existante afin d’éviter les impacts sur les terres humides à l’est

5

Réalignement hybride (est / ouest)

Combinaison de réalignement à l’est et à l’ouest de l’autoroute 11 existante pour éviter les impacts sur les plans d’eau

6

Réalignement majeur vers l’ouest

Modifier le tracé de l’autoroute 11 en réduisant le nombre de courbes et en évitant les terres humides à l’est et le lac sans nom

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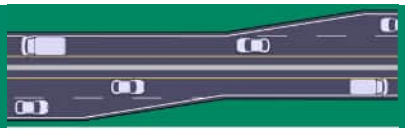


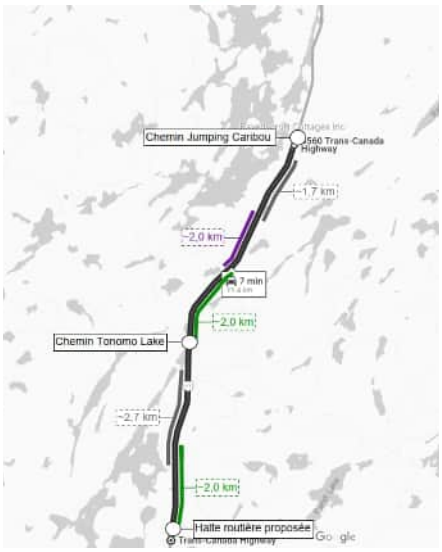
Centre d’information (CI) sur le projet pilote de l’autoroute 11 pour un modèle de route 2+1

Solutions de rechange en matière de configuration de la voie de dépassement

GWP 5033-22-00 (nord)

Objectifs et considérations de l’étude: Déterminer la configuration optimale de la voie de dépassement pour améliorer le rendement opérationnel et la sécurité des voyageurs, tout en tenant compte des répercussions sur les propriétés, l’infrastructure existante et l’environnement

1



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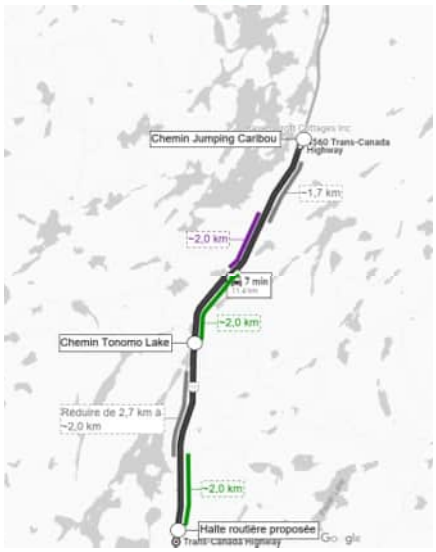
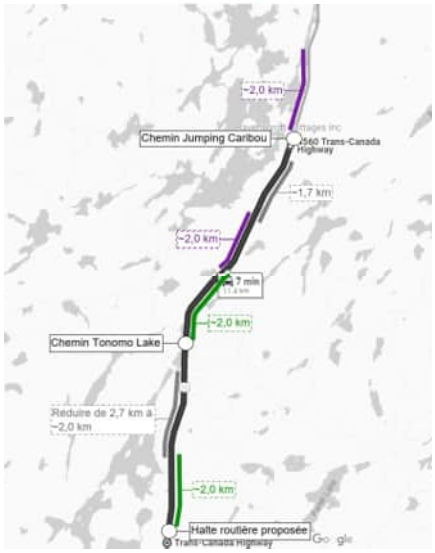


3



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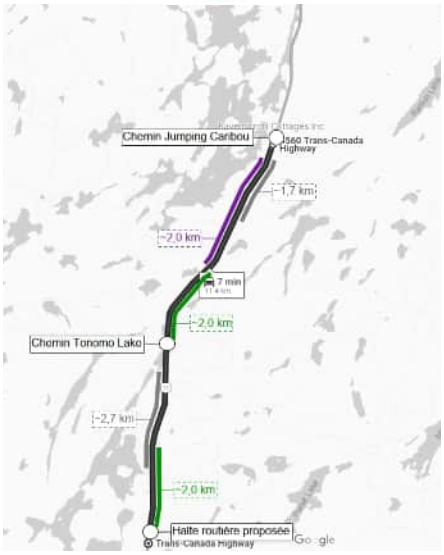


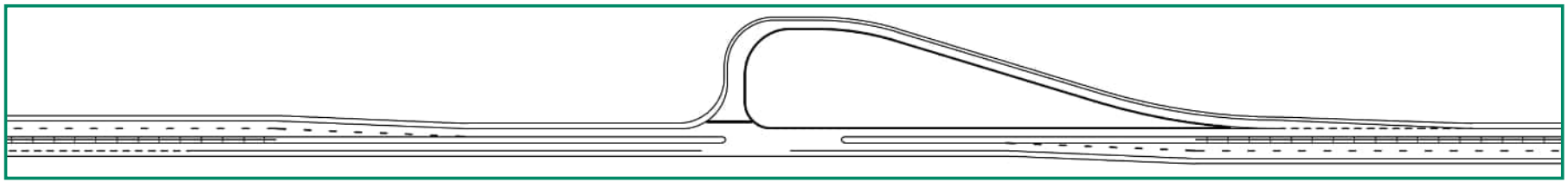
5

LÉGENDE
- VOIE DE DÉPASSEMENT EXISTANTE (CONSERVÉE)
- VOIE DE DÉPASSEMENT PROPOSÉE EN DIRECTION SUD
- VOIE DE DÉPASSEMENT PROPOSÉE EN DIRECTION NORD
- VOIE DE DÉPASSEMENT EXISTANTE (ÉLIMINÉE)

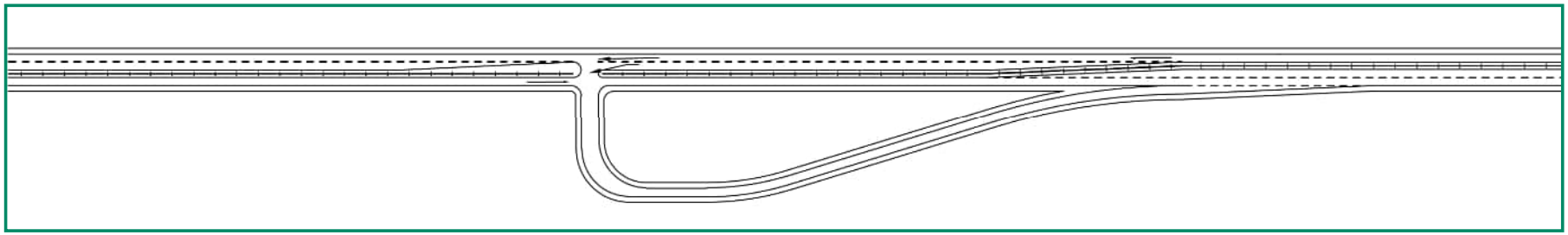
Pour GWP 5151-21-00 (sud), seulement une configuration optimale de la voie de dépassement étais possible, donc aucune autre analyse n'a été faite; voir le disposition proposé sur le panneau d'affichage « Conception recommandée »

Solutions de rechange en matière de configuration de la zone de manœuvre — Les deux GWPs

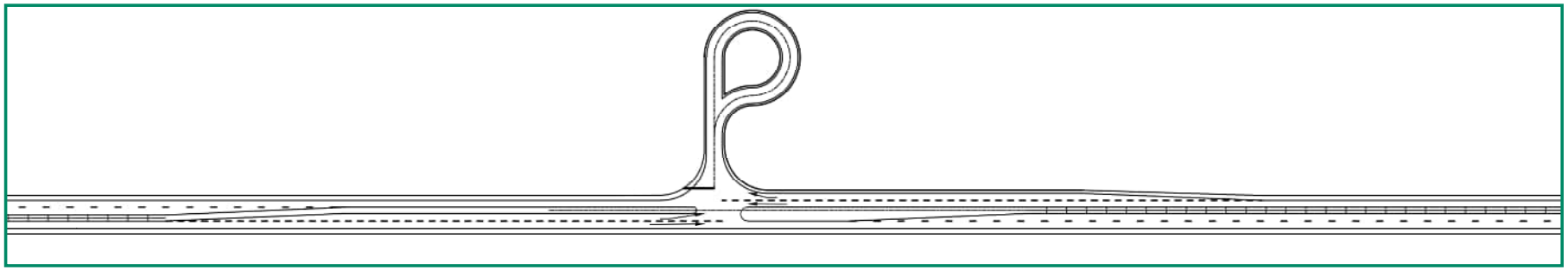
Objectifs et considérations de l'étude: Permettre aux voyageurs d'accéder à la direction opposée de l'autoroute, tout en tenant compte de la sécurité, des impacts de l'empreinte et de la gestion des urgences et des incidents



Solution de rechange 1: Intersection de type « jug handle » pour la décélération



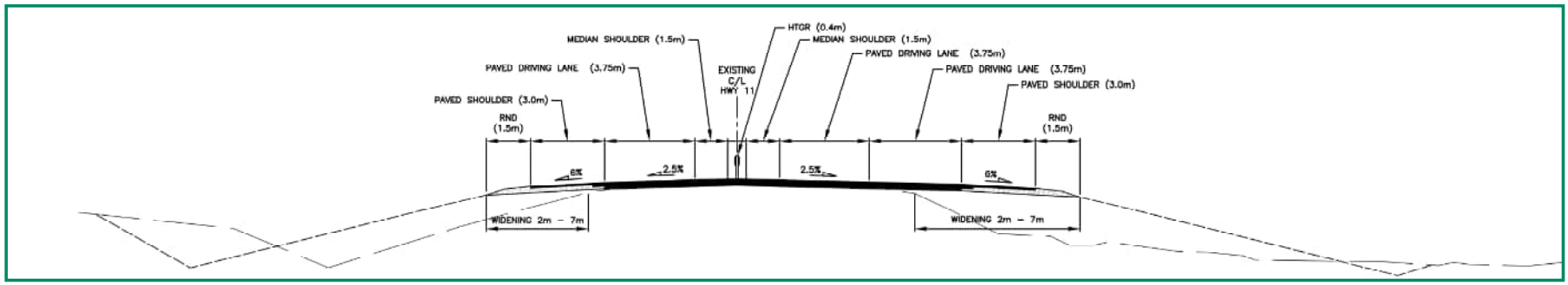
Solution de rechange 2: Intersection de type « jug handle » pour l'accélération



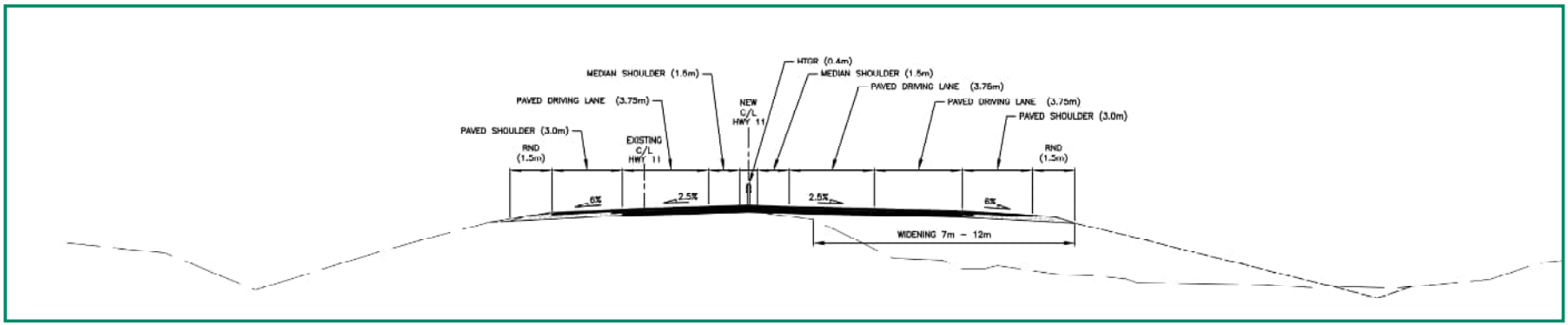
Solution de rechange 3: Saillie pour les demi-tours

Disposition de l’élargissement

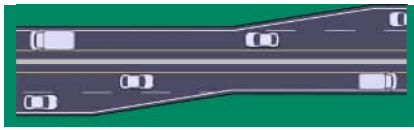
Objectifs et considérations de l’étude: Examen complet et analyse comparative des solutions de rechange en matière d’élargissement à l’appui du modèle de route 2+1



Élargissement symétrique: Maintient le tracé actuel de la route à l’axe et élargit vers l’extérieur des deux côtés pour tenir compte de la configuration à 2+1 voies

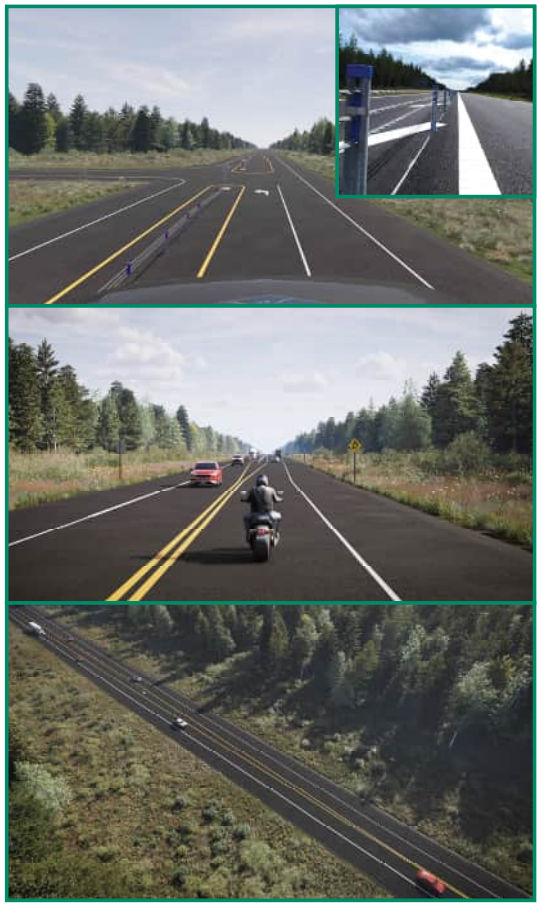


Élargissement asymétrique: Déplacement de la ligne médiane d'un côté pour permettre l'élargissement de la configuration à 2+1 voies



Centre d’information (CI) sur le projet pilote de l’autoroute 11 pour un modèle de route 2+1

Solutions de rechange en matière de barrière médiane et zones de transition



Exemple de rail de guidage à 3 câbles à haute tension avec conditions de début et de fin
Proposé pour GWP 5151-21-00 vers le sud

Objectifs et considérations de l’étude: Examen de la conception des barrières médianes qui éliminent les collisions de croisement, tout en tenant compte de l’accès, de la constructibilité, des impacts de l’empreinte et de la gestion des urgences et des incidents. Sur les 3 options finalement envisagées, seulement 2 ont été avancées. Une option de barrière en béton a été éliminée en raison de contraintes de conception du drainage.

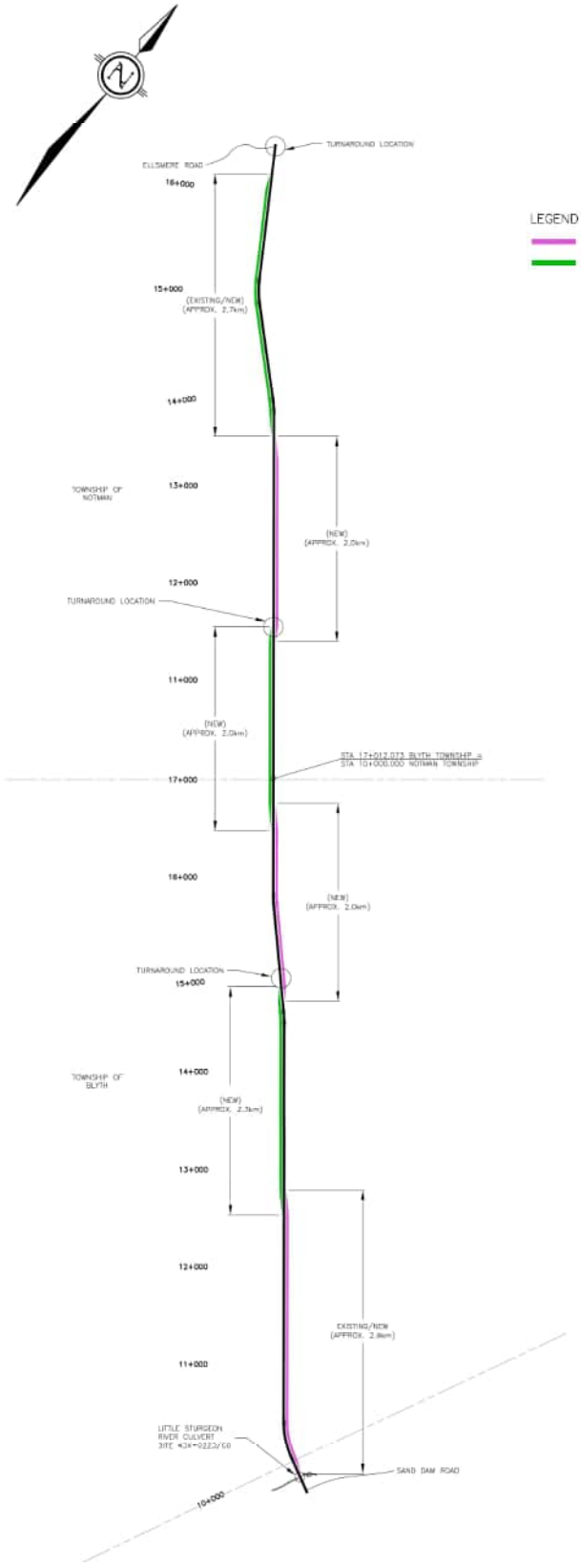
L’installation d’une barrière médiane dans chaque section de l’autoroute 11:

- Diviser en toute sécurité les déplacements en direction sud et en direction nord
- Éliminer les collisions de croisement
- Diriger les conducteurs vers les zones de manœuvre désignées
- Fournir des entrées et sorties de virage à droite
- Signalisation et marquage des voies informant les conducteurs de la transition vers et hors de la section 2+1 de l’autoroute

Important: Ces images sont fournies à titre indicatif seulement et ne peuvent pas refléter ce que sera la conception finale le long de l’autoroute

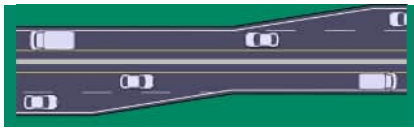
Exemple de rail de guidage en poutre en acier avec conditions de début et de fin
Proposé pour le GWP 5033-22-00 vers le nord

Conception recommandée



GWP 5151-21-00 (sud): Emplacements proposés pour la configuration de dépassement et les zones de manœuvre

GWP 5033-22-00 (nord): Emplacements proposés pour la configuration de dépassement et les zones de manœuvre



Centre d’information (CI) sur le projet pilote de l’autoroute 11 pour un modèle de route 2+1

Aperçu environnmental

Des études d’impact environnemental visant à documenter les conditions environnementales existantes et à cerner les contraintes sont en cours pour tenir compte des éléments suivants: Poisson et habitat du poisson, écosystèmes terrestres, archéologie, gestion des matières et des déchets excédentaires, qualité de l’air, bruit et éléments socio-économiques y compris l’utilisation des terres et la circulation des personnes, des biens et des services

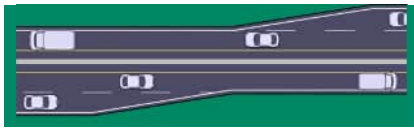
Les constatations préliminaires et les contraintes environnementales comprennent:

- Poisson et habitat du poisson pour les espèces d’eau froide, fraîche et chaude. Aucune espèce en péril (EP) présente
- Habitat des forêts et des terres humides pour la faune, y compris les espèces en péril et les oiseaux migrateurs
- Habitat géré pour les ours et aires d’alimentation aquatiques sensibles de l’orignal
- Zones à risque de collisions avec la faune
- Zones localisées de potentiel archéologique
- Zones localisées à risque de contamination du sol
- Récepteurs localisés sensibles à l’air et au bruit (c.-à-d. résidences privées, etc.)
- L’autoroute 11 transporte le trafic de banlieue, touristique, récréatif et à grande distance
- Les terres de la Couronne dominent le corridor de l’autoroute 11, entrecoupées de quelques propriétés résidentielles et commerciales ayant un accès direct à l’autoroute 11

Les prochaines étapes et les stratégies d’atténuation comprennent:

- Achèvement des enquêtes ciblées sur le terrain et des programmes d’échantillonnage
- Achèvement de toutes les évaluations d’impact sur la conception privilégiée afin de se conformer à la législation environnementale
- Consultation et mobilisation continues avec les organismes, les municipalités, les collectivités autochtones, les propriétaires fonciers, les entreprises et les principaux intervenants
- Confirmation des engagements environnementaux et intégration des stratégies d’atténuation dans la conception (c.-à-d. meilleures pratiques de gestion et mesures d’atténuation propres au site)
- Achèvement du processus de raffinement de la conception et d’EE pour obtenir l’autorisation environnementale
- Au besoin, obtention des permis, licences, approbations ou autorisations environnementales nécessaires avant la construction

Ontario AECOM



Étapes suivantes

Après ce centre d'information, nous allons:

- Recueillir les commentaires du centre d'information jusqu'au 28 novembre 2024
- Évaluer et évaluer les solutions de rechange en matière de conception préliminaire pour choisir les solutions de rechange privilégiées en matière de conception préliminaire et terminer l'évaluation environnementale préliminaire
- Préparer un rapport d'étude environnementale sur les transports (RÉET) qui comprendra la stratégie de défrichement avancé et qui sera mis à la disposition du public pour un examen de 30 jours avec notification préalable
- Terminer le raffinement de la conception détaillée et l'évaluation environnementale pour la construction des voies principales
- Préparer des rapports de conception et de construction (RCC) pour chaque GWP qui seront mis à la disposition du public pour un examen de 30 jours avec notification préalable

Merci!

projectteam@highway11pilot.ca

www.highway11pilot.ca

Demande d'ajout à la liste des personnes-ressources du projet pour recevoir les futures mises à jour du projet


Highway 11 Pilot Project for a 2+1 Roadway Model
Important: This rendering is for illustrative purposes only and may not reflect the final design.

Appendix C. PIC Comment Form

Highway 11 2+1 Pilot Project
Public Information Centre
Thursday November 21, 2024
G.W.P. 5151-21-00 and G.W.P. 5033-22-00
Assignment 5021-E-0038

Comment Sheet

*Your comments are appreciated. Please drop your completed comment sheet in the box provided or by mail/email by **Thursday November 28, 2024** to:*

Titas Mutsuddy, P.Eng.
Senior Project Engineer
Ministry of Transportation
447 McKeown Avenue
North Bay, ON P1B 9S9
(705) 471-4974
projectteam@highway11pilot.ca

Kyle Hampton, P. Eng.
Senior Project Manager
AECOM
189 Wyld Street, Suite 103
North Bay, ON P1B 1Z2
(705) 499-4512
projectteam@highway11pilot.ca

COMMENTS:

Thank you for your participation.

Comments and information regarding this project are being collected to assist the Ministry of Transportation in completing design of the project and in meeting its requirements under the Environmental Assessment Act. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record in accordance with the Freedom of Information and Privacy Act R.S.O., 1990, C.F.31.

☐ Please check (√) if you do not require a response to your comments.

Contact Information

First Name _____ Last Name _____
Street _____
City _____ Province _____
Postal Code _____ P.O. Box _____
Email _____
Phone ( ) _____ Ext. _____

Appendix D. PIC Record of Consultation

Agreement 5021-E-0038 / GWPs 5151-21-00 & 5033-22-00 – Highway 11 2+1 Pilot Project
PIC Comment Sheet Summary Table

AECOM Delivering a better world

MTO GWPs: 5151-21-00
5033-22-00

MTO Assignment No.: 5021-E-0038
AECOM Project No.: 60720353

Notice of PIC: November 13, 2024
PIC: November 21, 2024
Newspaper ads, emails & letters

ID #	Stakeholder Name		Organization / Position	Stakeholder Contact Information			Date of Comment	Comments Received	Proposed Project Team Response / Action
	First	Last		Address	Phone	Email			
1	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]	21 Nov, 2024	Concerns about hill South of Sand Dam. Many incidents on top of the hill. Vehicles travelling North seem to move away from the guiderails & vehicles travelling South enter passing lane and over into northbound lane usually passing as it is two lanes. Multiple accidents happen in same spot & have crash major accidents @ the top of this hill. Maybe barriers should start just South of Sand Dam. Just a Suggestion. See back*. ** A hand drawn figure was provided on the reverse of the Comment Sheet to support and illustrate the above-noted concerns south of Sand Dam Road.*	*Responses are currently under development by the Project Team.*
2	[redacted]			[redacted]			21 Nov, 2024	How will you encourage motorists to use the jug handle to turn around when it's easier to perform a U-turn and the jug handle looks like a sideroad instead of an acceleration lane?	
3							21 Nov, 2024	Intersection Ellsmere Highway 11 very dangerous. Transports don't know to slow down when cars are making left turn into Ellsmere Road. Construction company needs lots of signage way before construction begins (big signs). OPP needs to reinforce speed limits during construction.	*No Action required as participants indicated a response to their comment was not required.*
4	[redacted]			[redacted]		[redacted]	21 Nov, 2024	I'm hopeful that this will improve the drive from town to Tilden Lake. My concerns = the turn (left turn) onto Ellsmere Village, and the amount of commercial traffic (big honkin' trucks) that pull over in the Ellsmere area on the highway, creating nasty driving hazards for the rest of us.	
5	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]	21 Nov, 2024	Really enjoyed your presentation. I am a truck driver and very interested in your plans. I believe the 2+1 concept will work as it will extend the passing lanes and allow traffic to sort itself out safely and timely. As I mentioned to your representatives, the concept of the "Jughandle" also is very safe and efficient way of entering and exiting the highway as well as offering an alternative route to take	*Responses are currently under development by the Project Team.*

Agreement 5021-E-0038 / GWPs 5151-21-00 & 5033-22-00 – Highway 11 2+1 Pilot Project
PIC Comment Sheet Summary Table

ID #	Stakeholder Name		Organization / Position	Stakeholder Contact Information			Date of Comment	Comments Received	Proposed Project Team Response / Action
	First	Last		Address	Phone	Email			
								in the event of road closure. I have seen this used quite successfully in New Jersey where it is common. I also support your ideas of more rest areas along Highway 11. We all need a place to pull over (breakdowns, fatigue etc.) Can't wait to see completion!! Thanks	
6	[redacted]	[redacted]		[redacted]	[redacted]	[redacted]	21 Nov, 2024	• We live off Ellsmere Road. • The illumination part of the pilot is very helpful for us driving home off 11. • Please keep the great work up!!	
							2 Dec, 2024	• During night traffic/volume times, do the lanes switch? • where will the project commence from? • The north end or south end? • How long can we expect construction to be ? • Is there going to be any additional lighting through the highway? Very excited about this initiative!! • Thank you for an incredibly info session!	
7	[redacted]			[redacted]			21 Nov, 2024	• Glad to see a permanent divided median in the plans. • A designated turning lane is needed into Tilden Lake Village off/into Ellsmere Rd (If travelling north on Hwy #11). • Too many trucks utilize the passing / bypass lane on Hwy 11 at Ellsmere Rd to park their trucks & sleep. • Consider 24/7 to get project finished faster. • Keep area residents informed of progress. • What wildlife diversion is being considered? Fencing? Open guard rails?	
8	[redacted]			[redacted]			21 Nov, 2024	I am concerned about large wildlife crossing the roadways. I worry that they hesitate to jump over the centre barrier and either double back across the roads or run along the barrier, both situations will increase likelihood of a wildlife collision.	
9	[redacted]			[redacted]			21 Nov, 2024	Please install rumble strips on sides of all highway. So many people are distracted or sleeping. Also install in the middle of highway on all unaffected areas not being to ensure increased safety. More than a few times I have tried to dodge someone swerving and veering into my lane into ongoing traffic. I don't wait to die on this highway. Thank you.	
10	[redacted]			[redacted]			21 Nov, 2024	Need a street light at corner of Ellsmere Rd & Highway 11. When its dark, you can't see Ellsmere turnoff. Also must configure the passing lane differently. As you're stopped waiting to turn onto Ellsmere, traffic is coming down hill fast. You're stopped and there	

Agreement 5021-E-0038 / GWPs 5151-21-00 & 5033-22-00 – Highway 11 2+1 Pilot Project
PIC Comment Sheet Summary Table

ID #	Stakeholder Name		Organization / Position	Stakeholder Contact Information			Date of Comment	Comments Received	Proposed Project Team Response / Action
	First	Last		Address	Phone	Email			
								is constantly semi's parked in passing lane ignoring the no stopping & passing signs. They park there for hours. Hence the traffic has to slam on breaks to prevent hitting the turning vehicle. I have almost been hit several times even though I signal my turning lane from North is not long enough can only get one car in it.	
11	[redacted]						21 Nov, 2024	• Traper uses bush access roads from 4 km from Sand Dam Road, from turnaround to turnaround ends @ crown game preserve. • Concerns with access from side to side of highway while trapping.	
12	[redacted]						21 Nov, 2024	I'm concerned about left turn lane coming over opposing traffic. Signage is most important. Must be easy to understand especially for truck driver who are not all that familiar with our language. Two lane divided highway would be the ultimate solution.	
13	[redacted]						21 Nov, 2024	Very happy to see the curve at Pan Lake improved, but we do have some concerns: 1. Large wildlife may hesitate at the barrier and /or double back. There are a lot of wildlife collisions. How will this be addressed? 2. The median barrier will make the merge area at the ends of passing lanes more constrained. Cars may need to drive onto the shoulder/off the road to avoid collision. How is this being addressed? 3. The Highway is often closed due to weather and collisions. Will maintenance of the median barrier and snow removal cause more closures? The highway is our lifeline.	
14							21 Nov, 2024	• Needed lighting at the Ellsmere road turn. • Need turning lane at Ellsmere Road. • Monitoring of right lane off Ellsmere where transport park even though there are no parking signs.	
15	[redacted]						21 Nov, 2024	1. Signage along the highway indicating where the rest areas are. How fa to the next one. 2. Overhead gantry signage at turnaround locations 3. All turnaround locations should be future designed to accommodate future improvements. 4. Animal overpass/underpass locations to accommodate moose and turtle crossings. Plus other wildlife. 5. At the Highway 64 rest area there should be camper dump stations installed and portable water fill stations also boat rinse/wash stations to avoid cross contamination in lakes. 6. Upgrade Tonomo Lake Road/Wilson Lake Road to EDR status. During closures due to accidents.	

Agreement 5021-E-0038 / GWPs 5151-21-00 & 5033-22-00 – Highway 11 2+1 Pilot Project
PIC Comment Sheet Summary Table

ID #	Stakeholder Name		Organization / Position	Stakeholder Contact Information			Date of Comment	Comments Received	Proposed Project Team Response / Action
	First	Last		Address	Phone	Email			
								7. Bike lanes to connect cycling network for future 8. Consider snow plow turn arounds in you plan. 9. No parking signs needed in the turnarounds to keep them clear for the plows. 10. Why is 5151 not being connected to the existing southbound passing lane south of the project. 11. Existing snow mobile access should never be restricted 12. East re-alignment at Pan Lake (Option 3 looks best) 13. Ensure that the ministry monitor's the performance of the 2+1 to verify whether it's proven effectives 14. Will there be emergency access for life saving purposes. 15. Consider whether or not helicopter pads (Life Flight) could be added in turnarounds to allow improved emergency access 16. Will clean fill be offered where available to the local businesses 17. Are you constructing with Nipissing forest with regards to the trees and vegetation that will be affected by the project. 18. When reaching out to the public please consider mailers. Through Canada post. Not everyone check your website, there are no newspapers delivery in the area, our local government Reps do not have great social media reach.	
16	[redacted]				[redacted]	[redacted]	21 Nov, 2024	1. Bats – Really, dollars? 2. End point before bridge – Please revisit. 3. Fix Ellsmere Road intersection – Good!	
17	[redacted]			[redacted]		[redacted]	25 Nov, 2024	Please add me to the contact list.	
18	[redacted]			[redacted]		[redacted]	26 Nov, 2024	For the northern section I would like to see wildlife fencing for a moose barrier as well as cement barriers along the shoulder wherever rock cuts are evident. Such portable barriers would help vehicles out of control from hitting rock cuts. I would like to recommend the widening of rock cuts over a two year budget period.	
19	[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	27 Nov, 2024	First of all, I would like to compliment your team on the presentation at the Tilden Lake Com. Centre. It was very informative and all my questions were answered. I am very happy to see that the entrance to Ellsmere Rd. will be included in your plans. It has been an area of great concern for many years. Points important to me. 1. Paved shoulders will help increase safety for passing + pulling off the highway with your vehicle 2. Creating a safe turning lane off highway at Ellsmere Rd.	

ID #	Stakeholder Name First	Stakeholder Name Last	Organization / Position	Stakeholder Contact Information Address	Stakeholder Contact Information Phone	Stakeholder Contact Information Email	Date of Comment	Comments Received	Proposed Project Team Response / Action
								3. Eliminating the remaining rock cut across from Ellsmere Rd. 4. The need for lighting at Ellsmere Rd – this has been a long requested project of mine. I am enclosing a letter I sent to MTO listing some of the problems we have dealt with*. *Attached Letter (Included with Comment Sheet):* *May 30th. 2023.* *Dennis Anderson* *MTO* *Hi Dennis;* *Thank you for taking my call today. As per our conversation I am sending this request to you in the hopes that you can pass this on to the appropriate person.* *Re the entrance to Ellsmere Rd off Highway 11 North in Tilden Lake.* *I am the chairperson for the Ellsmere Roads board. It has been brought to my attention and I am well aware of the safety issue that exists at this intersection.* *In 2012 the entrance to the roadside park used to be closer to the bridge was moved to use Ellsmere Rd. From my understanding it was felt that the former entrance to the park was not safe. When this change was made a slip around lane was provided so that the north bound traffic could go around anyone who was stopped and turning left onto Ellsmere Rd. There has been a problem with this since day 1. Transports and just regular cars use the slip around as a place to park to stop and check their load or just take a break. The police have been called many times about this but in reality the people are long gone by the time anyone from police show up. Signs are ignored just like they are at the snow plow turnarounds. That is the first problem.* *Secondly as you are stopped to turn left off the highway cars will get impatient and pass you on the left as you are stopped to turn. This personally happened to me this spring and it is a scary situation. Some of the residents either don't make a left had turn off the highway or proceed to the Tomiko restaurant as turning left can be hazardous.* *These reasons alone I feel are enough to make a change to the traffic flow on the highway, by making the slip around lane the primary traffic lane with a left hand turning lane in the centre. This*	

ID #	Stakeholder Name		Organization / Position	Stakeholder Contact Information			Date of Comment	Comments Received	Proposed Project Team Response / Action
	First	Last		Address	Phone	Email			
								would stop vehicles from parking in the slip around lane and people would be less inclined to pass on the left. *A few years ago the community post office was changed to the community centre on Ellesmere road which again increased the amount of traffic the has to left off the highway.* *The roadside park is very busy in the summer with a lot of campers, trailers and boats being towed.* *Also take into account the fact that we have a large amount of transport traffic on this highway and they come down Tomiko hill at a clip so that they can make the next hill north of the Tomiko.* *The bottom line is that is an unsafe situation and sooner or later will be a terrible accident here. We would like to avoid this at all costs so please listen to our request. We feel it is not a lot to ask. I know we are a small community but this is important to us.* *Thank you for your time and attention.*	

END OF TABLE