

MMM Group,
A WSP Company



**Highway 11/17 Four-Laning
from 2.83 km west of Ouimet
Overhead easterly 8.63**

Preliminary Design, Detail Design, and
Class Environmental Assessment Study

G.W.P. 135-90-00

Public Information Centre #1
Summary Report

Prepared for:
Ontario Ministry of Transportation

May 2016

INFRASTRUCTURE

COMMUNITIES

TRANSPORTATION

BUILDINGS



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1.0 INTRODUCTION

The Ontario Ministry of Transportation (MTO) is undertaking a Preliminary Design, Detail Design, and Class Environmental Assessment (Class EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly for 8.63 km, as shown in the key plan (**Exhibit 1**). The study includes:

- ▶ Some areas of twinning the existing highway;
- ▶ Some areas of new four-lane alignment, including constructing new eastbound and westbound bridges over the Canadian Pacific Railway;
- ▶ Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Poplar Lane, and Dorion Loop Road West; and
- ▶ Securing all the necessary environmental approvals for construction.

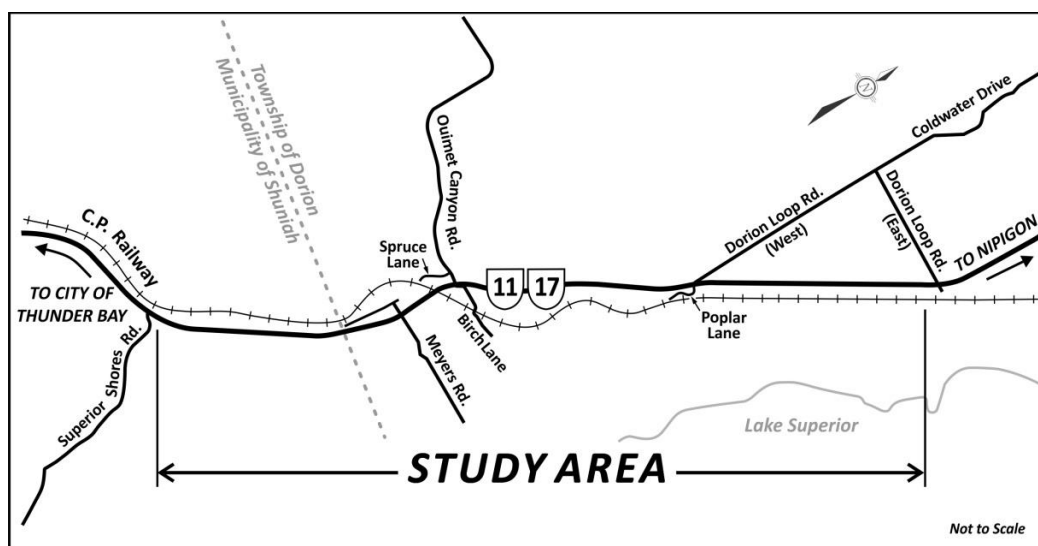


Exhibit 1: Key Plan

This study is following the approved environmental planning process for Group 'B' projects under MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout.

Following Public Information Centre (PIC) #1, an Addendum to the 1997 Environmental Study Report (ESR) will be completed to document changes to existing environmental conditions within the study area, and to the original Approved Four-Lane Plan for Highway 11/17. The Detail Design phase is scheduled to proceed in the Summer of 2016, subject to the clearance of the Addendum to the ESR. Upon completion of the Detail Design phase, a Design and Construction Report (DCR) will be prepared to document the Detail Design for the proposed four-laning of Highway 11/17, and the proposed environmental mitigation measures.

The Addendum to the 1997 ESR and DCR will be filed for a 30-day public and agency review period. Notices will be posted on the project website, published in local newspapers, and sent to agencies and individuals on the study mailing list at that time to explain the review process and identify the locations where the reports will be available for review.

This report documents the first of two PICs being held for this study.

2.0 PURPOSE

Public Information Centres (PICs) are informal meetings where area residents, interested stakeholders, agencies, and First Nation / Aboriginal communities are provided an opportunity to review project information, identify concerns, and provide input to the Project Team.

The PIC was part of the overall consultation program for this project and was designed to provide the opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 ESR.

3.0 PIC SPECIFICS

The location, date, and time of the external agency preview session and public session are noted below:

| | |
|---------------------------------|---|
| Date: | Wednesday, April 13, 2016 |
| Location: | Dorion Public School and Community Centre Gymnasium 170 Dorion Loop Road Dorion, Ontario |
| External Agency Session: | 3:30 p.m. to 4:30 p.m. |
| Public Session: | 4:30 p.m. to 8:00 p.m. |

This location was universally accessible as per the requirements of the *Ontarians with Disabilities Act*.

4.0 NOTIFICATION

The Notice of PIC was published in the following local newspapers and newsletter that have circulation in the local study area, as follows:

- ▶ *Flaming Facts – April 2016 Edition*
- ▶ *Nipigon - Red Rock Gazette – Tuesday, April 5, 2016*
- ▶ *Thunder Bay Source – Thursday, April 7, 2016*
- ▶ *Thunder Bay Chronical Journal – Saturday, April 9, 2016*

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

Notification letters were also distributed by direct mail to individuals on the project mailing list on Wednesday, March 30, 2016, (including: federal and provincial agencies, municipalities, utilities, local emergency service providers, schoolboards, interested stakeholder groups, potentially impacted property owners, adjacent property owners, and members of the public), and posted on the project and local municipal websites.

MTO also notified local Member of Provincial Parliament and sent notification letters to the following First Nations / Aboriginal Groups on March 30, 2016:

- ▶ Fort William First Nation
- ▶ Nishnawbe Aski Nation
- ▶ Anishinabek Nation / Union of Ontario Indians
- ▶ Red Rock Indian Band
- ▶ Pays Plat First Nation
- ▶ Animbiigoo Zaagi'igan Anishinaabek (Lake Nipigon Ojibway)
- ▶ Métis Nation of Ontario
- ▶ Thunder Bay Métis Council
- ▶ Biinjitiwaabik Zaaging Anishinaabek First Nation (Rocky Bay)
- ▶ Bingwi Neyaashi Anishinaabek (Sand Point)
- ▶ Pic Moberg First Nation
- ▶ Ojibways of the Pic River First Nation
- ▶ Michipicoten First Nation
- ▶ Long Lake #58 First Nation (Long Lac)
- ▶ Kiashke Zaaging Anishinaabek (Gull Bay)

A copy of the notification material can be found in **Appendix B**.

5.0 STAFF ATTENDANCE

The following MTO and consultant members of the Project Team attended the PIC:

- ▶ Rick Inman – Senior Project Manager, MTO
- ▶ Katherine Hamilton – Real Estate Officer, MTO
- ▶ Alfred Nataprawira – Real Estate Office, MTO
- ▶ Eric Osvath – Engineer-In-Training, Planning and Design, MTO
- ▶ Domenica D'Amico – Consultant Project Manager, MMM Group | WSP
- ▶ Karen Zan – Consultant Project Director / Assistant Project Manager, MMM Group | WSP
- ▶ Greg Moore – Consultant Environmental Planner, MMM Group | WSP
- ▶ Dawn McKinnon – Environmental Planner, MMM Group | WSP

6.0 MATERIAL DISPLAYED

The following exhibits were presented at the PIC:

1. Project Introduction Panel (Sign-In)
2. Welcome (Text and Pictures)
3. Purpose of Study (Image and text)
4. Background (Text and Image)
5. Highway 11/17 Four-Laning - Project Benefits (Image and Text)
6. Study Process (Graphic)
7. Comparison Between 1997 and Existing Environmental Conditions (Table)
8. Existing Environmental Conditions Mapping (Map)
9. Review of 1997 EA Approved Plan (Text)
10. Review of 1997 EA Approved Plan (Plan)
11. Proposed Evaluation Criteria (Text and Table)
12. Evaluation of Highway Alignment Alternatives - Section 2 (Plan and Table)
13. Evaluation of Highway Alignment Alternatives - Section 3 (Plan and Table)
14. Public Access Options - Meyers Road East (Plan and Table)
15. Public Access Options - Meyers Road West (Plan and Table)
16. Public Access Options - Ouimet Canyon Road (Plan and Table)
17. Public Access Options - Birch Lane (Plan and Table)

18. Public Access Options - Dorion Loop Road West (Plan and Table)
19. Public Access Options - Poplar Lane (Plan and Table)
20. Proposed Plan (Plan)
21. Potential Impacts from the Proposed Changes to the Highway 11/17 Plan (Table and Text)
22. Mineral Aggregates / Waste Management (Text)
23. Emergency Spill Response (Text)
24. Next Steps (Text and Table)
25. Freedom of Information and Protection of Privacy Act / Contact Information (Text)

The display materials presented at PIC #1 were made available on the Public Involvement page of the project website on April 13, 2016. A project information handout containing background information on the study, study process, the benefits of four-laning Highway 11/17, next steps, and contact information was also available at the PIC and posted on the project website. A copy of the PIC #1 displays and project information handout are included in **Appendix C**.

7.0 PIC FORMAT

Individuals attending the PIC were asked to sign-in at the register. They were also informed of the availability of comment sheets, which they were encouraged to fill out and submit. Staff members were available to answer questions and provide information regarding the project. Individuals who expressed specific concerns or comments were directed to the appropriate staff person for an explanation of how the concerns or comments were being addressed. If individuals wished to take a comment sheet home, they were requested to provide their responses to the address provided on the comment sheet by Friday, May 13, 2016.

8.0 SUMMARY OF COMMENTS RECEIVED

Approximately 100 people attended the PIC and chose to sign in at the registry. Three (3) individuals attended the External Agency Preview Session, at which the following agencies were represented:

- ▶ Township of Dorion - Reeve Ed Chambers
- ▶ Thunder Bay Field Naturalists - Connie and Ken Hartviksen

On April 10, 2016, the Project Team received a request from the Métis Nation of Ontario (MNO) Region 2 Consultation Committee requesting an information session for the study as MNO would not be attending any public information sessions. However, following further discussions between MNO and MTO, the MNO Region 2 Consultation Committee indicated that a meeting is not necessary at this time. MNO expressed interest in future projects that involve significant water crossings on the Wolf and Black Sturgeon Rivers and noted future meetings may be requested at this time. No First Nation representatives attended the PIC.

The following media representatives attended the PIC:

- ▶ Nipigon-Red Rock Gazette

The following table (**Exhibit 2**) provides a summary of the number of comment sheets submitted at the PIC and the number of comments, which were submitted by mail, phone, fax, or email following the PIC notification; and after the PIC through to Tuesday, May 17, 2016.

Exhibit 2 : Number Public Information Centre Comments

| | Submitted at PIC #1 | Webform | Mail | Fax | Email | Total |
|-----------------|---------------------|---------|------|-----|-------|-------|
| Comments | 13 | 1 | 1 | 1 | 11 | 27 |

Overall, there was much interest in the proposed improvements by the local community and many recognized the benefits of a four-laned Highway 11/17. The following summarizes the verbal and written comments received prior, during, and after PIC #1:

General Project Comments

- ▶ General support for the four-laning of Highway 11/17.
- ▶ Positive comments regarding completed section of 4-laning providing improved travel times and safety through the area. It was noted that more people may commute to Thunder Bay from Dorion.
- ▶ Questions regarding funding and construction timing.
- ▶ Interest in the timing of the adjacent four-laning projects.
- ▶ Inquiries regarding the 4-laning study east of the study limits.

Comments about the Highway 11/17 Realignment Route

- ▶ Inquiry as to why the proposed Highway 11/17 between the western study limits and Ouimet Canyon Road was aligned to the north of the existing highway instead of to the south.

Comments / Suggestions about Proposed Sideroad Connections

- ▶ Interest in the changes to public access locations.
- ▶ Concerns about emergency service response times with the changes to the proposed public accesses.
- ▶ Support for proposed access modifications (right-in/right-out) for safety reasons.
- ▶ Several local residents along Meyers Road West requested right-in/right-out to Highway 11/17 rather than crossing the railway along Spruce Lane.
- ▶ Concerns with not providing median crossover and full access at Meyers Road.
- ▶ Inquiry about whether a deceleration lane would be provided for vehicles accessing Meyers Road.
- ▶ Safety concerns regarding the proposed at-grade crossing at Spruce Lane due to poor sightlines and visibility, and high train speed.
- ▶ Concerns with removing access to private properties on Birch Lane south of the proposed highway and requests to maintain public access to Birch Lane.
- ▶ Support for alternatives that provide access to Birch Lane south of the proposed highway.
- ▶ Comment that Option OCR1 has fewer environmental impacts, and should be the preferred option from an environmental standpoint.
- ▶ Support for the service road west of Poplar Lane.
- ▶ Suggestion to extend the service road to Poplar Lane and eliminate the east cul-de-sac.

- ▶ Suggestion to include two exits from Dorion Loop West in the proposed plan for safety purposes.

Comments about Property Impacts

- ▶ Requests for clarification regarding extent of private property impacts.
- ▶ Concern about the level of impacted properties as a result of the four-laning of Highway 11/17 and changes to public access.
- ▶ Concerns about impacts to property value and the need for the Ministry to compensate impacted property owners fairly.
- ▶ Concerns about an increase in noise, dust, and pollution from highway traffic and public road options.
- ▶ Comments expressing the importance of maintaining access to Birch Lane to minimize impacts to property owners living on Birch Lane, and to preserve farmland.
- ▶ Property owners voiced concerns / inquired about specific impacts to their properties. One property owner requested to keep the proposed right-of-way to 90 m to minimize property impacts.

Comments about the Natural and Cultural-Heritage Environment

- ▶ Question related to wildlife passage provisions (i.e. overpass) to allow for safe animal crossing the highway.
- ▶ Concerns regarding potential study impacts to the significant woodland area within the study area, and suggestions to minimize impacts to the unique feature.
- ▶ Concerns related to drainage – specifically with runoff from the proposed highway four-laning to the significant woodland within the study area.
- ▶ It was noted that the culvert crossing under the CP railway will not likely accommodate the increased drainage from the proposed highway.
- ▶ Request for project impacts to the significant woodland area be minimized during construction.
- ▶ Request to allow monitoring of the significant woodland area during construction.
- ▶ Comment that Whip-Poor-Will are a “threatened” species.
- ▶ Concern about impacts to groundwater resources due to the disturbances to old gas station.
- ▶ Comment that the ponds west of the CP railway were dug to provide fill for the construction of the existing highway structure crossing over the railway and are a groundwater aquifer.
- ▶ Comment that Tributary A does not contain fish, rather it is drainage ditch built in the 1940s.
- ▶ Comment that Tributary B contains fish.
- ▶ Comments about archaeological and built-heritage and cultural resources within the study area.

Miscellaneous Comments

- ▶ Concern about the loss of farmland as a result of the proposed plan.
- ▶ Questions about highway access and/or use of the highway for farming equipment.
- ▶ Request for commercial truck rest areas and public rest stops in northern Ontario.

- ▶ Inquiry about change in the distance travelled through the study area as a result of the realignment of Highway 11/17.
- ▶ Concern about project impacts to the Township of Dorion's tax base and future economic development opportunities.
- ▶ Request from the Township of Dorion Council and Four-lane Community Consultation Committee to meet with the Project Team to discuss the Township's concerns with the proposed plan.

9.0 NEXT STEPS

All written comments will be reviewed and all legible names and addresses from the sign-in sheets and comment sheets will be added to the study mailing list. In addition, responses will be sent to all individuals who submitted a written comment and requested a response.

As noted previously, an extensive amount of relevant and valuable information about the study area, preferences for the highway alignment alternatives and side road options, and other related concerns were received through discussions with those who attended the PIC. This information will be reviewed, assessed and incorporated into the selection of the recommended plan, which will be documented in the Addendum to the 1997 Environmental Study Report.

The second PIC, planned for 2017, will provide an opportunity for potentially property owners, external agencies and interested members of the public to review the Detail Design plan and the potential environmental impacts / proposed mitigation measures.

Monarch Butterfly Garden is Official

The students and Staff of Red Rock Public School along with Red Rock Best Start commemorated the Monarch Butterfly Garden planted in the spring. Their site is an official Monarch Waystation registered at www.MonarchWatch.org. To celebrate this distinction, students and staff inspected the garden for butterflies, growth and new milkweed seedlings! It was noted that the milkweed, cornflower and other Monarch butterfly supporting plants had flourished over the summer and that the garden is very lush. Students erected the official

way station sign by using a power drill and screwdriver. Writing an acrostic poem was another way the group honoured their hopes of creating habitat for Monarch migration:

Beautiful
Use nectar
Take off
Travel far away
Eat leaves
Return to their home
Flutter and fly in the sky
Land on leaves and lay an egg
You used to be a caterpillar

Submitted by Karin Mackenzie





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11:30 to 1:20 p.m.
3:00 to 3:20 p.m.

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Criminal Background Check is required.

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Kal Pristanski, C.A.O.
TOWNSHIP OF RED ROCK
886-2245
by Wednesday, October 21, 2015.

Wear the Gear...

National School Safety Week 2015: Dress Brightly and Be Seen

This National School Safety Week, October 17 to 23, the Canada Safety Council encourages young pedestrians and cyclists to dress brightly to be seen.

“As light levels drop, drivers have more difficulty seeing pedestrians and cyclists on the road,” says Jack Smith, president of the Canada Safety Council. “Wearing bright colours and retro-reflective material can help you stay safe while walking and cycling.”

September to November tend to be the worst months of the year for young pedestrians getting hit by motor vehicles. The riskiest time of the day for pedestrians and cyclists to be on the road is in late afternoon, at night, and in dim light conditions when they are less visible to drivers.

Any time a car needs its headlights, visibility can be improved by wearing clothing with retro-reflective markings. Retro-reflective materials bounce light back towards the light source, so they will appear very bright and stand out from the background when headlights shine on them.

Research shows that pedestrians and cyclists wearing retro-reflective materials are more likely to be seen and recognized by drivers. The best place to

sport retro-reflective markings is on the arms and legs.

To help kids be bright and be seen, the Canada Safety Council is offering a limited number of retro-reflective crafting kits to interested teachers and children’s group leaders. A retro-reflective craft activity can help launch a wider discussion with youth around pedestrian and cycling safety. Email csa@safety-council.org or call 613-739-1535 to order your kit. Teachers and children’s group leaders’ names will be entered into a contest to win a 3M product gift basket compliments of 3M Canada.

Also, kids can challenge the adults in their lives to a friendly road safety quiz posted on our Elmer the Safety Elephant website at www.elmer.ca.

Pedestrian Safety Tips for Kids

1. **Be bright:** Wear clothing with retro-reflective patches and make sure your bicycle has reflectors and a light.

2. Ensure drivers have seen you before you step off the curb by **making eye contact**.

3. **Leave the phone alone** and turn down the tunes when crossing the street.

4. And of course, look

Continued on Page 6

NOTICE OF STUDY COMMENCEMENT

Preliminary and Detail Design and Class Environmental Assessment Study Highway 11/17 Four-Laning from Quimet to Dorion

THE STUDY

MMM Group Limited, on behalf of the Ministry of Transportation (MTO), has initiated a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Quimet Overhead, easterly 8.63 km as shown in the key plan.

BACKGROUND

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

- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment; and
- Improvements at / modifications to intersecting roads.

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

THE PROCESS

The study will follow the *Class Environmental Assessment for Provincial Transportation Facilities (2000)* process for Group 'B' projects.

Consultation will take place throughout the study with external agencies, property owners and the public. Two Public Information Centres (PICs) are planned during the study. Notices providing the time and location of the PICs will be posted on the project website (www.Hwy11-17Four-LaningfromQuimettoDorion.ca), the Municipality of Shuniah and the Township of Dorion websites, published in local newspapers, and sent to persons on the project mailing list.

As part of the Preliminary Design Study, an Addendum to the Environmental Study Report will be prepared to document any changes to existing environmental conditions from 1997 and any proposed changes to the previously approved plan for Highway 11/17 within the study limits. Potential changes to the 1997 approved plan may include widening the proposed right-of-way from 90 m to 110 m, alignment revisions to some sections of the highway alignment and alignment revisions to the intersecting roads. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared to document the Detail Design for the proposed improvements to Highway 11/17 and the proposed environmental mitigation measures.

The Addendum to the ESR and DCR will be available for a 30-day review period at later points during the Study process. Notices will be posted and published when the Addendum to the ESR and the DCR are available for viewing.

Currently, the four-laning of this portion of Highway 11/17 is not included in the Northern Highways Program (e.g. not funded).

COMMENTS

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

Karen M. Zan, P.Eng., Senior Project Manager
MMM Group Limited
2655 North Sheridan Way
Mississauga, ON L5K 2P8
tel: 1-877-562-7947 or 905-823-8500, ext. 1312
fax: 905-823-8503
e-mail: zank@mmm.ca

or
Rick Inman, Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
tel: 1-800-465-5034 or 807-473-2049
fax: 807-473-2168
e-mail: Rick.Inman@ontario.ca

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

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

Vatican defends reporting on family issues meeting

THE ASSOCIATED PRESS

VATICAN CITY — The Vatican press office defended its reporting of a big meeting on family issues Thursday after a dispute arose over what Pope Francis told bishops behind closed doors about his hopes for a free and open debate.

One of the participants in the synod, the Rev. Antonio Spadaro, tweeted earlier this week that Francis had warned the prelates against falling into a “conspiracy” mindset as they

discuss how the church can better minister to Catholic families, gays, divorcees and couples in civil unions.

But in his briefing to reporters Tuesday, the Vatican spokesman, the Rev. Federico Lombardi, didn't quote Francis as making such an explosive and critical admonition. His summary of Francis' remarks was more generic, and a text of Francis' remarks was never provided to the media.

Lombardi confirmed Thursday that the pope indeed uttered the

words but said he wasn't obliged to make public everything that everyone says.

The dispute underscored what veteran Vatican watcher John Allen called the “dirty little secret” of reporting on the synod: Journalists aren't allowed inside, and must rely on Vatican spokesmen or the participants themselves to recount after the fact what was said.

Given the passions, divisions and sheer numbers at play, that can produce lopsided, ideologically driven

or even contradictory reports.

On Wednesday, for example, Philadelphia Archbishop Charles Chaput told a press conference that many Africans felt that the draft document for the meeting was too focused on issues of concern to the West, and not Africa.

On Thursday, Monsignor Charles Palmer-Buckle, archbishop of Accra, Ghana, said that, on the contrary, the document reflected the concerns of the universal church.

Lombardi was asked Thursday

about the “conspiracy” comment and whether Francis did indeed say it.

Spadaro, a fellow Jesuit who is close to Francis, had tweeted that the pope had asked the bishops to “not give into the ‘hermeneutic of conspiracy’ which is sociologically weak and spiritually doesn't help.”

Lombardi said he follows a “precise criteria” in his reports to the media about what goes on behind closed doors, suggesting that he omitted Francis' admonition on purpose.

DNA study supports theory Eurasians migrated to Africa

BY FRANK JORDANS
THE ASSOCIATED PRESS

BERLIN — Scientists say they have extracted ancient DNA from the skull of a man buried in the highlands of Ethiopia 4,500 years ago that supports the theory that Eurasian farmers migrated into Africa some 3,000 years ago.

This Stone Age resettlement had previously been theorized, but the rare find allowed scientists to see what DNA looked like well before the time the migration would have taken place. A comparison with modern populations around the world allowed them to see that the migrants left their genetic mark in the furthest corners of Africa.

“This is the first ancient human genome found in Africa to have been sequenced,” said Marcos Gallego Llorente, a geneticist at the University of Cambridge and member of the international team of researchers whose findings were published Thursday in the journal *Science*.

Previously, scientists had only been able to sequence DNA from samples found in northern and arctic regions, because the climate there allows genetic material to survive for longer. In 2011, archaeologists with the help of local people discovered a cave containing the bones of a man — dubbed Mota — who died around 2,500 BC and from whose temporal bone they managed to extract intact DNA.

By comparing this ancient DNA with modern samples, researchers were able to map genetic changes that have taken place in the past 4,500 years. They found that East African populations now have as much as a quarter Eurasian ancestry, while those in the far west and south of the continent still have at least 5 per cent of their genome from Eurasian migrants.

“This paper is exciting because it is the first to get ancient DNA from Africa. I think the analyses are also interesting, in particular, the claim that all sub-Saharan Africans today have a substantial amount of ancestry

from back-to-Africa migrations,” said David Reich, a geneticist at the Harvard Medical School who wasn't involved in the study. “This is a fairly surprising claim, but the analyses seem thorough.”

The researchers traced this injection of genes to an event known as the ‘Eurasian backflow.’ It describes a period some 3,000 years ago when people from the Near East and Anatolia streamed into the Horn of Africa, a reverse migration to that which led the first humans out of Africa about 100,000 years ago.

“It is possible that there were even more ancient migrations back to Africa,” said Llorente, “but what we can say for sure is that there was a very big migration after the time Mota lived.”

It was so big, in fact, that the number of migrants flooding into the Horn of Africa may have amounted to over a quarter of the population of the region at the time.

It's not clear why they moved, though one theory that's been suggested is that farmers looking for fertile land travelled up the Nile. Wheat and barley, which first emerged in the Near East, appeared as crops in East Africa around 3,000 years ago.

Paul Heggarty, a linguist at the Max Planck Institute for Evolutionary Anthropology in Leipzig, Germany, who also wasn't involved in the study, said the Eurasian backflow theory ties in with research about the spread of Semitic languages from the Near East to Ethiopia.

By analyzing the kinds of genes the Stone Age farmers carried to Africa, the scientists also found they were closely related to the same population that had brought agriculture to Europe about 7,000 years ago. Today, those ancient farmers' closest genetic relatives are found on the island of Sardinia.

This means that modern-day migrants from East Africa crossing the Mediterranean to Europe may encounter distant cousins whose ancestors took a different path than theirs thousands of years ago.

California to phase out microbeads in soap

THE ASSOCIATED PRESS

SACRAMENTO, Calif. — Gov. Jerry Brown signed legislation Thursday requiring California to phase out the use of microscopic exfoliating beads in personal care products sold in the state starting in 2020 to protect fish and wildlife.

The tiny plastic beads found in soap, toothpaste and body washes are so small that they are showing up in the bodies of fish and other wildlife after passing through water filtration systems without disintegrating.

Assemblyman Richard Bloom, D-Santa Monica, said his bill, AB888, seeks to drastically restrict all use of

the non-biodegradable beads, which can contain various toxins.

“AB888 was carefully crafted to avoid any loopholes that would allow for use of potentially harmful substitutes,” Bloom said in a statement Thursday. “This legislation ensures that personal care products will be formulated with environmentally-safe alternatives to protect our waterways and oceans.”

A number of companies are replacing microbeads with natural substances such as ground-up fruit pits.

California lawmakers have attempted similar legislation before, but they met opposition from personal-care product companies.

Spiritual Gatherings

UNITED CHURCHES

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130 Brodie Street N.
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Music Directors: Jacqui Soullas, Evelyn Kushnir
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Thanksgiving Service

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NOTICE OF STUDY COMMENCEMENT
Preliminary and Detail Design and Class Environmental Assessment Study Highway 11/17 Four-Laning from Ouimet to Dorion

THE STUDY
MMM Group Limited, on behalf of the Ministry of Transportation (MTO), has initiated a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km as shown in the key plan.

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

- Some areas of winning the existing highway;
- Some areas of new four-lane alignment; and
- Improvements at / modifications to intersecting roads.

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

THE PROCESS
The study will follow the *Class Environmental Assessment for Provincial Transportation Facilities (2000)* process for Group 'B' projects.

Consultation will take place throughout the study with external agencies, property owners and the public. Two Public Information Centres (PICs) are planned during the study. Notices providing the time and location of the PICs will be posted on the project website (www.Hwy11-17Four-LaningfromOuimettoDorion.ca), the Municipality of Shuniah and the Township of Dorion websites, published in local newspapers, and sent to persons on the project mailing list.

As part of the Preliminary Design Study, an Addendum to the Environmental Study Report will be prepared to document any changes to existing environmental conditions from 1997 and any proposed changes to the previously approved plan for Highway 11/17 within the study limits. Potential changes to the 1997 approved plan may include widening the proposed right-of-way from 90 m to 110 m, alignment revisions to some sections of the highway alignment and alignment revisions to the intersecting roads. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared to document the Detail Design for the proposed improvements to Highway 11/17 and the proposed environmental mitigation measures.

The Addendum to the ESR and DCR will be available for a 30-day review period at later points during the Study process. Notices will be posted and published when the Addendum to the ESR and the DCR are available for viewing.

Currently, the four-laning of this portion of Highway 11/17 is not included in the Northern Highways Program (e.g. not funded).

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

Karen M. Zan, P.Eng., Senior Project Manager or **Rick Inman, Senior Project Manager**
MMM Group Limited
2655 North Sheridan Way
Mississauga, ON L5K 2P8
tel: 1-877-562-7947 or 905-823-8500, ext. 1312
fax: 905-823-8503
e-mail: zank@mmm.ca

Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
tel: 1-800-465-5034 or 807-473-2049
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Visit us at www.Hwy11-17Four-LaningfromOuimettoDorion.ca

LOCAL NEWS



JON THOMPSON

TURKEY TIME: Shelter House volunteers prepare meals on Monday.

Thanksgiving Santa Claus

THUNDER BAY

By Jon Thompson – TB Source

Nick Purich spent his first Thanksgiving in town buying turkey dinner for the homeless -- 300 dinners, to be exact.

Purich has been living in Thunder Bay less than three months but he and his visiting parents footed the entire bill for Thanksgiving dinner at Shelter House.

Purich grew up in Saskatoon and helping the less fortunate became a holiday staple in his household. He and his family continued the tradition in his new town on Monday, complete with cooking and serving meals.

"I've always felt very lucky and very fortunate in my family and in my own life that we've got food on the table," Purich said.

"In every city I've lived in, I've seen there are people that don't. It's a very prevalent need so it's relatively easy to get involved and do something about it."

Shelter House staff had been cutting carrots since early Sunday and over two days, they cooked 16 turkeys for clients, along with stuffing gravy and vegetables.

Shelter House development of ficer Alexandra Calderon said the turkey meal is a welcome protein change in her service's kitchen but there's something special about the Thanksgiving meal.

"There's a lot more families. Everyone's a lot friendlier," she said.

Union worried about TPP

LABOUR

By Jon Thompson – TB Source

The union representing 27,000 forestry industry workers is concerned the Trans-Pacific Partnership agreement could mean less value-added jobs in Canada.

Unifor spokesman Scott Doherty said although the agreement to liberalize trade between 12 countries on both shores of the Pacific Ocean that was signed on Sunday could open markets for Canadian pulp and newsprint, the union is concerned it may mean more raw logs shipped overseas from Canadian forests.

Governments have yet to release the TPP text but the agreement would drop tariffs between countries in very different stages of development, opening Canada's labour competitiveness to countries like Malaysia, Peru and Vietnam.

Doherty expressed concern for the future of sawmilling operations as well as pulp and paper mills.

Do you have an opinion to share?
E-mail the editor at ldunick@dougallmedia.com

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



Crafters



Sara Jeffrey - Photo

Sara Jeffrey

Diana Bockus visited Nipigon to see the town. A lifelong resident of Northern Ontario, Diana grew up in Marathon and Thunder Bay. She married Larry and raised their children on the farms in the South Gilles area. Larry worked for Ontario Hydro along the North Shore of Lake Superior. Larry farmed the old way, using draft horses and equipment which he bought or built.

Diana grew a huge vegetable garden, preserved their food and fruit, sold produce at the Market and

developed the Silver Mountain Food Group for group purchasing power.

While she was in Nipigon, Diana visited the Legion, La Luna, and a few crafters. She weaves blankets and rugs and has knit for years and is looking to expand her talents by felting her knitting. Linda Benson had a large armoire filled with her knitting, from hats and socks along with felted hats, toques and booties.

After driving around town she declared she would be back in the summer to see and learn more.

Water Walk

On March 24 there was a Water Walk held at Boulevard Lake in Thunder Bay. It was guided by the vision of Josephine Mandamin, an Anishinaabe Grandmother.

The first water walk took place in 2003 around Lake Superior and since then 11 other Mother Earth Water Walks have taken place, inspiring local water walks across the country. The water walk was done to raise awareness around the importance of water and to garner support for the protection of water.

There are currently multiple threats to the waterways in Northwestern Ontario. If approved by the National Energy Board, the proposed Energy East pipeline would transport over 1.1 million barrels of diluted tar sand bitumen or 'dilbit' daily across the Nipigon River in a retro-fitted pipe. According to Ruth Cook, a member of the Executive on the Council of Canadians, "The

results could be catastrophic." If the pipeline were to leak, which Cook explains is not unlikely, "bitumen could make its way into Nipigon Bay and eventually Lake Superior. If this happens the clean-up could take years, cost billions of dollars and the Lake would never be the same." Drinking water for thousands of people could be affected by such a spill.

The walk gave participants the opportunity to contemplate their dependence on and responsibility to water. Lana Ray, co-organizer of the event explained, "Our concern for the health, cleanliness and safety of our water is universal so we wanted to make this walk inclusive. No matter who we are or where we live we all depend on water for our survival."

Walkers were encouraged to walk as far as they could and there were refreshments and snacks available for all.

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Keep an eye out for the 3 hidden ship wheels. They could be anywhere!!!



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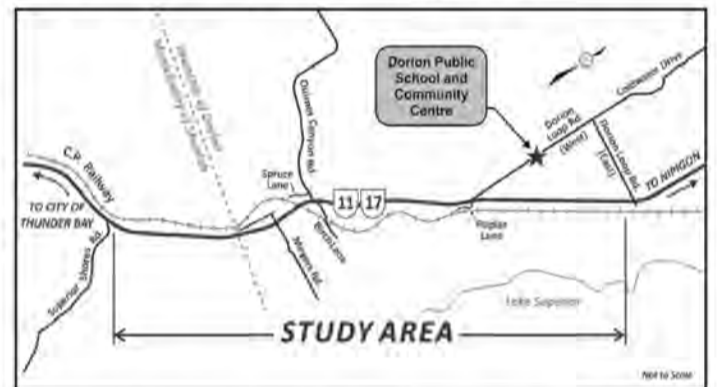
YOUR COMMUNITY NEWSPAPER SERVING YOU!

HIGHWAY 11/17 FOUR-LANING FROM OUIMET TO DORION Preliminary and Detail Design and Class Environmental Assessment Study Notice of Public Information Centre #1

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- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment, including constructing new eastbound and westbound bridges over the Canadian Pacific Railway;
- Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Poplar Lane, and Dorion Loop Road West; and
- Securing all the necessary environmental approvals for construction.



THE PROCESS

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Two Public Information Centres (PICs) will take place during this study. The first PIC will provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 ESR. The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Birch Lane, Poplar Lane, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and will be made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

A provincial funding commitment for the construction of the four-laning of this portion of Highway 11/17 is included in the 2016 Ontario Budget.

PUBLIC INFORMATION CENTRE

PIC #1 will be held as a drop-in style, open house format as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road, Dorion, ON P0T 1K0
Time: 4:30 p.m. to 8:00 p.m.

Members of the Project Team will also be available to answer questions and receive comments. The PIC venue is fully accessible and all PIC material presented will be compliant with the requirements under the Accessibility for Ontarians with Disabilities Act. If you have any accessibility requirements to participate in this project, please contact one of the Project Team members listed below.

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Mississauga, ON L5K 2P8
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**Do you know someone who is celebrating a birthday, anniversary, graduation or any other special occasion?
If you do, why not place an ad in the Nipigon Red Rock Gazette!**
Phone 887-3583 for more details.



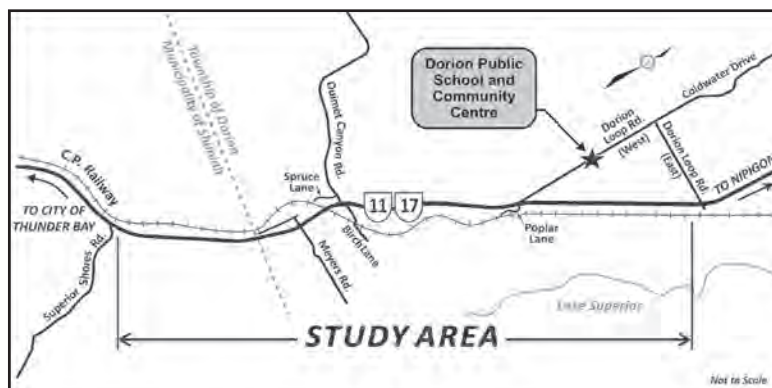
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LOCAL NEWS

Snowmobile crash kills 1

A snowmobile collision in Hudson, Ont. has claimed the life of a 70-year-old man.

Jermaine Mainville was pronounced dead on Sunday night after the single-sled collision.

Police, in a release issued on Monday, said the incident occurred at about 8 p.m. The victim was raced to hospital in Sioux Lookout, where he was pronounced dead.

A post-mortem was scheduled for Monday.

Fire victims identified

Police have released the names of nine people killed in a deadly March 29 fire at Pikangikum First Nation.

Three children, including a five-month-old baby, were among the victims.

Post-mortem examinations were conducted on all of the victims last Sunday. The cause of death was determined to be smoke inhalation.

The following victims have been identified as:

- Dean Strang, 51 years, Dunsford Road
- Annette Strang, 49 years, Dunsford Road
- Gilbert Strang, 31 years, Dunsford Road
- Sylvia Peters, 41 years, Suggashie Road
- Dietrich Peters, 35 years, Joe's Avenue
- Faith Strang, 24 years, Joe's Avenue
- Ireland Peters, 4 years, Joe's Avenue
- Aubree Strang, 2 years, Joe's Avenue
- Amber Strang, 5 months, Joe's Avenue

The investigation into the cause of the fire is ongoing and remains undetermined.

Foul play is not suspected.

Starved dog owners face 9 charges

A man and a woman face a total of nine charges after a starved dog was discovered in the Picton Avenue area last month.

The dog was found wandering in the Junot and Windsor area of Thunder Bay in mid-March and appeared to be extremely malnourished.

The Thunder Bay District Crime S toppers posted photographs on its Facebook page looking for information and the animal's owners were located shortly after that.

Ontario Society for the Prevention of Cruelty to Animals agent Jeremy Gardiner called the condition of the dog alarming.

Gardiner on Friday confirmed with TBT News that a 28-year-old man and a 27-year-old woman now face a total of nine charges in connection with this incident.

Gardiner added that the dog remains in the possession of the OSPCA where it continues to recover.

Pursuit suspects arrested in Kenora

Two people have been taken into custody following a pursuit of a vehicle stolen in Saskatchewan.

OPP officers on patrol of Highway 17 Thursday morning observed an eastbound sport utility vehicle travelling at a high rate of speed, which matched the description of a vehicle involved in an alleged theft of fuel in Manitoba.

The officers tried to pull the vehicle over but were unsuccessful, leading to a brief chase. The officers ended the chase in the interest of public safety and instead tried to intercept the vehicle with a spike belt.

Around 40 minutes later they located the vehicle on a side road east of Kenora and again tried to stop it but were unsuccessful as it returned into Highway 17. It approached the spike belt and left the roadway to avoid it.

At 10 a.m. the vehicle, which had stolen Alberta license plates, went off the road near Triangle Lake and ended up in a ditch.

A man and a woman were arrested after trying to flee on foot.

HIGHWAY 11/17 FOUR-LANING FROM OUIMET TO DORION

Preliminary and Detail Design and Class Environmental Assessment Study

Notice of Public Information Centre #1

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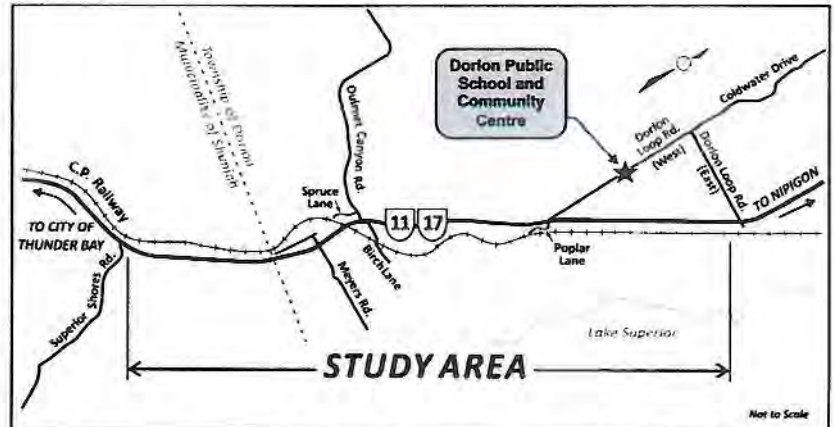
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t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

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

March 30, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

**Re: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment Study**

Dear «Title» «LastName»:

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The purpose of this letter is to inform you that the first Public Information Centre (PIC) has been scheduled, and to invite you to attend the External Agency Session being held from **3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016** or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

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Open House Format – 4:30 p.m. to 8:00 p.m.

The information presented at this PIC will also be made available on the project website following PIC #1 (www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca or contact either one of the Project Managers listed on the enclosed Notice.

Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen Zan, MMM Group Limited, Project Director/Consultant Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach.

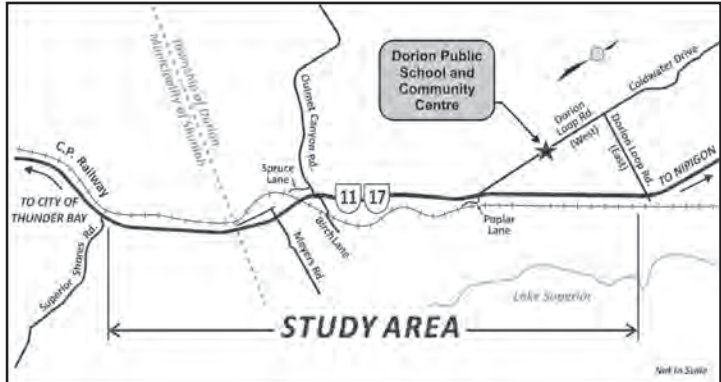
HIGHWAY 11/17 FOUR-LANING FROM OUIMET TO DORION

Preliminary and Detail Design and Class Environmental Assessment Study Notice of Public Information Centre #1

THE STUDY

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. The study includes:

- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment, including constructing new eastbound and westbound bridges over the Canadian Pacific Railway;
- Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Poplar Lane, and Dorion Loop Road West; and
- Securing all the necessary environmental approvals for construction.



THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. The Preliminary Design of the approved four-lane plan, as detailed in the 1997 *Environmental Study Report (ESR)*, was approved following public input and review. This study is a continuation of the Class EA process to refine and finalize the design of the approved four-lane plan and to develop detailed construction documents.

Two Public Information Centres (PICs) will take place during this study. The first PIC will provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 ESR. The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Birch Lane, Poplar Lane, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and will be made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

A provincial funding commitment for the construction of the four-laning of this portion of Highway 11/17 is included in the 2016 Ontario Budget.

PUBLIC INFORMATION CENTRE

PIC #1 will be held as a drop-in style, open house format as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road, Dorion, ON P0T 1K0
Time: 4:30 p.m. to 8:00 p.m.

Members of the Project Team will also be available to answer questions and receive comments. The PIC venue is fully accessible and all PIC material presented will be compliant with the requirements under the *Accessibility for Ontarians with Disabilities Act*. If you have any accessibility requirements to participate in this project, please contact one of the Project Team members listed below.

COMMENTS

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

Domenica D'Amico, P.Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
tel: 1-877-562-7947 or 905-823-8500, ext. 1331
fax: 905-823-8503
e-mail: damicod@mmm.ca

or
Rick Inman, Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
tel: 1-800-465-5034 or 807-473-2049
fax: 807-473-2168
e-mail: Rick.Inman@ontario.ca

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

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

Directly mailed to the
Canadian National Rail contact
on the project mailing-list. A
copy of the OGN was enclosed.

March 30, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

**Re: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment Study**

Dear «Title» «LastName»:

MMM Group Limited, a subsidiary of WSP Global has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you that the first Public Information Centre (PIC) has been scheduled, and to invite you to attend the External Agency Session being held from **3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016** or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum). The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

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The information presented at this PIC will also be made available on the project website following PIC #1 (www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

Please note that the proposed Highway 11/17 four-laning will require construction of new eastbound and westbound bridges over the Canadian Pacific Railway.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Following PIC #1, an Addendum to the 1997 *ESR* will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

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Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen Zan, MMM Group Limited, Project Director/Consultant Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach.

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

Directly mailed to Department of Fisheries and Ocean, Ministry of Natural Resources and Forestry, Ministry of the Environment and Climate Change, and Conservation Authority contacts on the project mailing-list. A copy of the OGN was enclosed.

March 30, 2016

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Terrestrial and aquatic field investigations were conducted in 2015. Field investigations will continue in 2016 where additional information is required.

The fish and fish habitat risk analysis will be completed in accordance with the MTO/DFO/OMNR Protocol for Protecting Fish and Fish Habitat on Provincial Highway Undertakings.

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Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
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Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

Directly mailed to Ministry of
Tourism, Culture, and Sport
contacts on the project mailing-list.
A copy of the OGN was enclosed.

March 30, 2016

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A Stage 1 archaeological assessment was conducted in 2015. Based on the results, a Stage 2 archaeological assessment is anticipated within several areas along the proposed alignment and is scheduled for 2016. Archaeological concurrence will be sought from MTCS prior to construction.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

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Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen Zan, MMM Group Limited, Project Director/Consultant Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach

Federal Agencies

Fisheries and Oceans Canada
867 Lakeshore Road
Burlington, ON L7R 4A6

Mr. Walter Kloostra
Manager, Transmission Lines
Hydro One Networks Inc. (HONI)
Lines Information Systems and Programs
483 Bay Street
North Tower, 15th Floor
Toronto, ON M5G 2P5

Aboriginal Issues Coordinator, Aboriginal Issues Unit
Ministry of the Attorney General
720 Bay Street
McMurtry-Scott Bldg, 7th Floor
Toronto, ON M5G 2K1

Ms. Shannon Dodd Smith
Manager, Community Planning and Development
Ministry of Municipal Affairs and Housing
Municipal Services Office – North (Thunder Bay)
435 James Street South
Suite 223
Thunder Bay, ON P7E 6S7

Mr. Rob Dobos
Manager of Environmental Assessment Section
Environment Canada
867 Lakeshore Road
P.O. Box 5050
Burlington, ON L7R 4A6

Provincial Agencies

Mr. Patrick Morash
Manager, North Region
Ministries of Citizenship and Immigration, Culture, Tourism
and Health Promotion
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Mr. Brett Smith
Manager, Strategic Policy Branch
Ministry of Energy
Strategic, Network and Agency Policy Division
77 Grenville Street
6th Floor
Toronto, ON M7A 2C1

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

Ms. Laura Hatcher
Acting Team Lead, Culture Services Unit
Ministry of Tourism, Culture and Sport
Programs and Services Branch
401 Bay Street
Suite 1700
Toronto, ON M7A 0A7

Ms. Penny Young
Heritage Planner
Ministry of Tourism, Culture and Sport
Programs and Services Branch
401 Bay Street
Suite 1700
Toronto, ON M7A 0A7

Ms. Paige Campbell
Archaeology Review Officer
Ministry of Tourism, Culture and Sport
Archaeology Program Unit
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Paula Allen
APEP Supervisor, c/o Sudbury District Office
Ministry of the Environment and Climate Change
199 Larch Street
12th Floor
Sudbury, ON P3E 5P9

Mr. Don Hamilton
Water Resources Supervisor, Northern Region
Ministry of the Environment and Climate Change
435 James Street South
Suite 331
Thunder Bay, ON P7E 6S7

Ms. Carrie Hutchison
Environmental Planner / EA Coordinator
Ministry of the Environment and Climate Change
435 James Street South
Suite 331
Thunder Bay, ON P7E 6S7

District Manager
Ministry of Environment and Climate Change
Thunder Bay District
435 James Street South
3rd Floor
Thunder Bay, ON P7E 6S7

Londa Mortson
Land Use Planning Supervisor
Ministry of Natural Resources and Forestry
Northwest Region Resources
435 James Street South
Suite 221A
Thunder Bay, ON P7E 6E3

Ms. Kimberley McNaughton
District Planner
Ministry of Natural Resources and Forestry
Nipigon District
208 Beamish Ave. West
Box 640
Geraldton, ON POT 1M0

Area Biologist
Ministry of Natural Resources and Forestry
Nipigon District
5 Wadsworth Drive
Box 970
Nipigon, ON POT 2J0

Mr. David Webster
Senior Conservation Geologist
Ministry of Natural Resources and Forestry
Parks and Protected Areas Policy Section
300 Water Street
6th Floor S
Peterborough, ON K9J 8M5

Ms. Tammy Cook
Watershed Manager
Lakehead Region Conservation Authority
130 Conservation Road
P.O. Box 10427
Thunder Bay, ON P7B 6T8

Mr. Scott Drebit
Planner
Lakehead Region Conservation Authority
130 Conservation Road
P.O. Box 10427
Thunder Bay, ON P7B 6T8

Mervi Henttonen
General Manager / Secretary-Treasurer
Lakehead Region Conservation Authority
130 Conservation Road
P.O. Box 10427
Thunder Bay, ON P7B 6T8

Ali Veshkini
Director
Ministry of Community Safety and Correctional Services
George Drew Building
25 Grosvenor Street
17th Floor
Toronto, ON M7A 2G8

Mr. Charles O'Hara
Manager, Growth Policy
Ministry of Municipal Affairs and Housing
Ontario Growth Secretariat
777 Bay Street
4th Floor, Suite 425
Toronto, ON M5G 2E5

Municipalities

Mr. Edward Chambers
Reeve
Township of Dorion
170 Dorion Loop Road
Dorion, ON P0T 1K0

Ms. Mavis Harris
Clerk-Treasurer
Township of Dorion
170 Dorion Loop Road
Dorion, ON P0T 1K0

Mr. Don Fredrickson
Supervisor of Public Works
Township of Dorion
170 Dorion Loop Road
Dorion, ON P0T 1K0

Mr. Paul Greenwood
Chief Administrative Officer
Municipality of Shuniah
420 Leslie Avenue
Thunder Bay, ON P7A 1X8

Ms. Nadene Hunley-Johansen
Clerk / Manager of Planning
Municipality of Shuniah
420 Leslie Avenue
Thunder Bay, ON P7A 1X8

Mr. Craig Baumann
Manager of Operations
Municipality of Shuniah
420 Leslie Avenue
Thunder Bay, ON P7A 1X8

Emergency Services

Mr. Ken Mantey
Ontario Provincial Police
North West Region
615 James Street South
Thunder Bay, ON P7E 6P6

Norm Gale
Chief of EMS
Superior North Emergency Medical Service
105 S. Junor Avenue
Thunder Bay, ON P7B 4X6

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

Mr. Arthur Soulias
Superintendent
Superior North Emergency Medical Service
Western Cluster District Operations
1700A Lakeshore Drive
Shuniah, ON P7A 0T1

School Boards

Ms. Maria Lapenskie
Transportation Officer and Secretary
Superior North Catholic District School Board.
P.O. Box 610
Terrace Bay, ON P0T 2W0

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

Conseil Scolaire de District Du Grand Nord
Superior North Catholic District School Board.
296, rue Van Horne
Sudbury, ON P3B 1H9

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

Utilities

Mr. Stefan Linder
Manager of Public Works
CN Rail
Design & Construction
4 Welding Way
off Administration Road
Vaughan, ON L4K 1B9

Sjoerd Attema
Network Manager
Bell Canada
299 S. Vickers Street
Thunder Bay, ON P7E 7J9

Mr. Don Gresh
Land Representative
TransCanada Pipe Lines
Station 68, R.R. #16
Compressor Station Road
Thunder Bay, ON P7B 6B3

Potentially Interested Stakeholder Groups/Organizations

Ms. Jenn Woodbeck
Dorion Bible Camp and Conference Centre
460 Bible Camp Road
R.R. #1
Dorion, ON P0T 1K0

Eagle Canyon Adventures
275 Valley Road
P.O. Box 46
Dorion, ON P0T 1K0

Ontario Federation of Snowmobile Clubs
District 16
501 Welham Road
Unit 9
Barrie, ON L4N 8Z6

Mr. Mike Landmark
The Voyageur Trail Association
P.O. Box 20040
150 Churchill Blvd
Sault Ste. Marie, ON P6A 6W3

Mr. Bud Jorgensen
Executive Director
Tour du Canada
166 Albert Street W.
P.O. Box 310
Alliston, ON L9R 1V6

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

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

Mr. Harold Harkonen
Trails Director
Thunder Bay Adventure Trails
P.O. Box 29190
Thunder Bay, ON P7B 6P9

Mr. Marcel Gauthier
President
Thunder Bay Adventure Trails
P.O. Box 29190
Thunder Bay, ON P7B 6P9

Mr. Brett Rushton
Thunder Bay Adventure Trails
P.O. Box 29190
Thunder Bay, ON P7B 6P9

Mr. Dave Pinner
President
Thunder Bay Cycling Club
831 May Street North
Thunder Bay, ON P7C 3S2

Mr. Paul Higgins
President
Thunder Bay Nordic Trails Association
851 - 20th Side Road
Thunder Bay, ON P7J 1M6

Mr. and Mrs. Michael and Kristie Kuper
Thunder Bay KOA
162 Spruce River Road
Thunder Bay, ON P7B 6B3

Mr. Dan Andrews
General Manager
Trans Canada Trails Ontario
P.O. Box 27
Lindsay, ON K9V 4R8

Mr. Shaun Karsten
Trans Canada Trails Ontario
Tourism Division
P.O. Box 800
Thunder Bay, ON P7C 5K4

Thunder Bay Hiking Association
P.O. Box 10041
Thunder Bay, ON P7B 6T6

Mr. Frank Pianka
Thunder Bay Representative
The Alpine Club of Canada
174 Inglewood Crescent
Thunder Bay, ON P7C 2E9

Mr. and Ms. Glenn & Toni Grann
Superior Shores RV Park
41 Fraser Road
Rosslyn, ON P7K 0K8

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
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March 30, 2016

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Time: External Agency Session – 3:30 p.m. to 4:30 p.m.
Open House Format – 4:30 p.m. to 8:00 p.m.

The information presented at this PIC will also be made available on the project website following PIC #1 (www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca or contact either one of the Project Managers listed on the enclosed Notice.

Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen Zan, MMM Group Limited, Project Director/Consultant Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach.

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

Emailed to Ontario Heritage Trust
and Thunder Bay Field Naturalist
contacts on the project mailing-list.
A copy of the OGN was enclosed.

March 30, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

**Re: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment Study**

Dear «Title» «LastName»:

MMM Group Limited, a subsidiary of WSP Global has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you that the first Public Information Centre (PIC) has been scheduled, and to invite you to attend the External Agency Session being held from **3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016** or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum). The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: External Agency Session – 3:30 p.m. to 4:30 p.m.
Open House Format – 4:30 p.m. to 8:00 p.m.

The information presented at this PIC will also be made available on the project website following PIC #1 (www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

The Project Team is aware of your interest in the preservation and the potential impacts associated with the study. Please note minimizing project impacts to this unique feature was considered as part of the review of the four-lane route alternatives and the side road connections. Although some impacts are anticipated, the proposed plan is expected to avoid direct impacts

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca or contact either one of the Project Managers listed on the enclosed Notice.

Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Sean Fraser, Ontario Heritage Trust, Director of Heritage Programs and Operations
Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen Zan, MMM Group Limited, Project Director/Consultant Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach.

Agency (Emailed)

Aboriginal Affairs and Northern Development Canada
Email: EACoordination_ON@aandc-aadnc.gc.ca

Environmental Coordinator
Transport Canada
Email: EnviroOnt@tc.gc.ca

Mr. Keith Noronha
Infrastructure Ontario
Email; Keith.Noronha@infrastructureontario.ca

Ms. Leslie Jean
Ontario Provincial Police
Email: leslie.jean@opp.ca

Mr. Thomas Wick
Ontario Heritage Trust
Email: thomas.wicks@heritagetrust.on.ca

Note: Mr. Sean Fraser (Ontario Heritage Trust) was cc-ed on the email.
Email: sean.fraser@heritagetrust.ca

Ms. Susan Bryan
Thunder Bay Field Naturalists
Email: bryan@tbaytel.net

Ms. Aleshia Perry
Canadian Pacific Rail
Email: Aleshia_Perry@cpr.ca

Ms. Elsy Aceves
Hydro One
Email: Elsy.Aceves@HydroOne.com

Mr. Roman Dorfman
Hydro One
Email: Roman.Dorfman@HydroOne.com

Hydro One

Email: zone7scheduling@hydroOne.com

Chief Dean Schaaf

Fire Chief

Township of Dorion

Email: schaaf_family@tbaytel.net

Chief Blair Arthur

Fire Chief

Shuniah Fire & Emergency Services

Municipality of Shuniah

Email: firechief@shuniahfire.com

Mr. Paul Morralee

North of Superior Tourism Association

Email: info@northofsuperior.org

Mr. Jim Crosscombe

Ontario Cycling Association

Email: execdir@ontariocycling.org

Wolf River Park

Email: info@wolfriverpark.ca

Ministry of
Transportation

Ministère des
Transports



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

March 30, 2016

Fort William First Nation
Anishinabek Nation, Northern Superior Region
90 Anemki Drive
Suite 200
Thunder Bay, ON P7J IL3

Attention: Chief Peter Wayne Collins

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

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The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Fort William First Nation Community to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: External Agency Session - 3:30 p.m. to 4:30 p.m.
Open House Format - 4:30 p.m. to 8:00 p.m.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

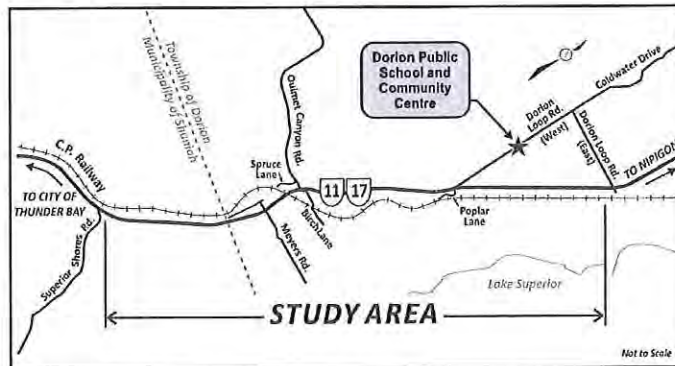
HIGHWAY 11/17 FOUR-LANING FROM OUIMET TO DORION

Preliminary and Detail Design and Class Environmental Assessment Study Notice of Public Information Centre #1

THE STUDY

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. The study includes:

- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment, including constructing new eastbound and westbound bridges over the Canadian Pacific Railway;
- Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Poplar Lane, and Dorion Loop Road West; and
- Securing all the necessary environmental approvals for construction.



THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. The Preliminary Design of the approved four-lane plan, as detailed in the 1997 *Environmental Study Report (ESR)*, was approved following public input and review. This study is a continuation of the Class EA process to refine and finalize the design of the approved four-lane plan and to develop detailed construction documents.

Two Public Information Centres (PICs) will take place during this study. The first PIC will provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 ESR. The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Birch Lane, Poplar Lane, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and will be made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

A provincial funding commitment for the construction of the four-laning of this portion of Highway 11/17 is included in the 2016 Ontario Budget.

PUBLIC INFORMATION CENTRE

PIC #1 will be held as a drop-in style, open house format as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road, Dorion, ON P0T 1K0
Time: 4:30 p.m. to 8:00 p.m.

Members of the Project Team will also be available to answer questions and receive comments. The PIC venue is fully accessible and all PIC material presented will be compliant with the requirements under the *Accessibility for Ontarians with Disabilities Act*. If you have any accessibility requirements to participate in this project, please contact one of the Project Team members listed below.

COMMENTS

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

Domenica D'Amico, P.Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
tel: 1-877-562-7947 or 905-823-8500, ext. 1331
fax: 905-823-8503
e-mail: damicod@mmm.ca

or
Rick Inman, Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
tel: 1-800-465-5034 or 807-473-2049
fax: 807-473-2168
e-mail: Rick.Inman@ontario.ca

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

Ministry of
Transportation

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Transports



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

March 30, 2016

Nishnawbe Aski Nation (NAN)
710 Victoria Avenue East
3rd floor
Thunder Bay, ON P7C 5P7

Attention: Grand Chief Alvin Fiddler

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Nishnawbe Aski Nation Community to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: External Agency Session - 3:30 p.m. to 4:30 p.m.
Open House Format - 4:30 p.m. to 8:00 p.m.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

**Ministry of
Transportation**

**Ministère des
Transports**



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

March 30, 2016

Anishinabek Nation / Union of Ontario Indians
1 Migizii Miikan
P.O. Box 711
North Bay, ON P1B 8J8

Attention: Grand Council Chief Patrick Madahbee

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Anishinaabek Nation / Union of Ontario Indians to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: External Agency Session - 3:30 p.m. to 4:30 p.m.
Open House Format - 4:30 p.m. to 8:00 p.m.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

Ministry of
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Transports



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

March 30, 2016

Chief Ed Wawia
Red Rock Indian Band
Lake Helen Reserve
Box #1030
Nipigon, ON POT 2JO

Attention: Chief Ed Wawia

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Red Rock Indian Band Community to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

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Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
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Open House Format - 4:30 p.m. to 8:00 p.m.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

**Ministry of
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**Ministère des
Transports**



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

March 30, 2016

Pays Plat First Nation
10 Central Place
Pays Plat, ON POT 3C0

Attention: Chief Xavier Thompson

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

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The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Pays Plat First Nation Community to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

Ministry of
Transportation

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

March 30, 2016

Animbiigoo Zaagi'igan Anishinaabek
(Lake Nipigon Ojibway)
P.O. Box 120
Beardmore, ON P0T 1G0

Attention: Chief Theresa Nelson

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Animbiigoo Zaagi'igan Anishinaabek Community to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: External Agency Session - 3:30 p.m. to 4:30 p.m.
Open House Format - 4:30 p.m. to 8:00 p.m.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

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

March 30, 2016

Métis Nation of Ontario Head Office
500 Old St. Patrick Street
Unit D
Ottawa, ON K1N 9G4

Attention: President Gary Lipinski

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Métis Nation of Ontario to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

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Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

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

March 30, 2016

Thunder Bay Métis Council
226 May Street South
Thunder Bay, ON P7E 1B4

Attention: President Bryanna Scott

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

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The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Thunder Bay Métis Council to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

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Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
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Greg Moore, MMM Group Limited

Attach.

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

March 30, 2016

Biinjitiwaabik Zaaging Anishinaabek First Nation (Rocky Bay)
General Delivery
Macdiarmid, ON P0T 2B0

Attention: Chief Bartholomew Mathias Hardy

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
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Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

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

March 30, 2016

Chief Laura Airns
Bingwi Neyaashi Anishinaabek (Sand Point)
146 South Court Street
Thunder Bay, ON P7B 2X6

Attention: Chief Laura Airns

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
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Rick Inman
Senior Project Manager

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Steven Wall, MTO
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Attach.

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

March 30, 2016

Pic Mobert First Nation
P.O. Box 717
Mobert, ON P0M 2J0

Attention: Chief Wayne Sabourin

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
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Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

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

March 30, 2016

Ojibways of the Pic River First Nation
78 Pic River Road
P.O. Box 193
Heron Bay, ON P0T 1R0

Attention: Chief Duncan Michano

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
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Senior Project Manager

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Domenica D'Amico, MMM Group Limited
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Attach.

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

March 30, 2016

Michipicoten First Nation
P.O. Box 1, Site 8
R.R. #1
Wawa, ON P0S 1K0

Attention: Chief Joseph Buckell

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
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Rick Inman
Senior Project Manager

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

March 30, 2016

Chief Allen Towegejick
Long Lake #58 First Nation (Long Lac)
P.O. Box 609
Long Lac, ON P0T 2A0

Attention: Chief Allen Towegejick

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
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Open House Format - 4:30 p.m. to 8:00 p.m.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

Ministry of
Transportation

Ministère des
Transports



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

March 30, 2016

Kiashke Zaaging Anishinaabek (Gull Bay)
1186 Memorial Avenue
P.O. Box 29100, McIntyre Centre
Thunder Bay, ON P7B 6P9

Attention: Chief Wilfred Norman King

**RE: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment
Study**

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) has been scheduled, and to invite the Kiashke Zaaging Anishinaabek Community to attend the External Agency Session being held from 3:30 p.m. to 4:30 p.m. at the Dorion Public School and Community Centre Gym on Wednesday, April 13, 2016, or to attend the public session at any time between 4:30 p.m. and 8:00 p.m. The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: External Agency Session - 3:30 p.m. to 4:30 p.m.
Open House Format - 4:30 p.m. to 8:00 p.m.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

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

For additional project details, you may also visit our project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca.

Please do not hesitate to contact me at 1-800-465-5034 or (807) 473-2049 if you have any questions or comments, or would like to schedule a meeting.

Sincerely,



Rick Inman
Senior Project Manager

cc: Real Bouchard, MTO
Steven Wall, MTO
Karen M. Zan, MMM Group Limited
Domenica D'Amico, MMM Group Limited
Greg Moore, MMM Group Limited

Attach.

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmgrouplimited.com

Directly mailed to potentially
impacted property owners. A
copy of the OGN was enclosed.

March 30, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

**Re: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment Study**

Dear «Title» «LastName»:

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to invite you to attend the first Public Information Centre (PIC), which has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road, and an increase in right-of-way from 90 m to 110 m (minimum). The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

A preliminary assessment has determined that your property with the following legal description will be impacted by the proposed four-laning of Highway 11/17: <<Insert Legal Description [PIN]>>.

We encourage you to attend the Public Information Centre (PIC) so you can review and provide your views and comments on the proposed four-laning of Highway 11/17 and the anticipated impacts to your property.

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: 4:30 p.m. to 8:00 p.m.

The information presented at this PIC will also be made available on the project website following PIC #1 (www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Following PIC #1, an Addendum to the 1997 *ESR* will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca or contact either one of the Project Managers listed on the enclosed notice.

Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen M. Zan, MMM Group Limited, Consultant Project Director/Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach.

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mmmgrouplimited.com

Directly mailed to adjacent
property owners. A copy of
the OGN was enclosed.

March 30, 2016

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Branch»
«Address1»
«Address2»
«City», «Province» «PostalCode»

**Re: Notice of Public Information Centre #1
Highway 11/17 Four-Laning from Ouimet to Dorion (G.W.P. 135-90-00)
Preliminary Design, Detail Design and Class Environmental Assessment Study**

Dear «Title» «LastName»:

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. A key plan showing the study area is available on the enclosed notice.

The purpose of this letter is to invite you to attend the first Public Information Centre (PIC), which has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 *Environmental Study Report* (ESR). The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Poplar Road, and Dorion Loop Road, and an increase in right-of-way from 90 m to 110 m (minimum). The second PIC will be held later in the study to present the detail design plan for the four-laning of Highway 11/17 within the study limits.

PIC #1 will be held as a drop-in style, open house session as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road
Dorion, ON P0T 1K0
Time: 4:30 p.m. to 8:00 p.m.

The information presented at this PIC will also be made available on the project website following PIC #1 (www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

Please note that the proposed Highway 11/17 four-laning will require construction of new eastbound and westbound bridges over the Canadian Pacific Railway.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

If you wish to obtain additional information about the project or provide input at any point during the study, you may visit the project website at www.Hwy11-17Four-LaningfromOuimettoDorion.ca or contact either one of the Project Managers listed on the enclosed notice.

Yours Very Truly,

MMM Group Limited

Domenica D'Amico, P. Eng.
Project Manager

cc: Rick Inman, MTO, Project Manager
Steven Wall, MTO, Environmental Planner
Karen M. Zan, MMM Group Limited, Consultant Project Director/Assistant Project Manager
Greg Moore, MMM Group Limited, Consultant Environmental Planner

Attach.

HIGHWAY 11/17 FOUR-LANING FROM OUIMET TO DORION

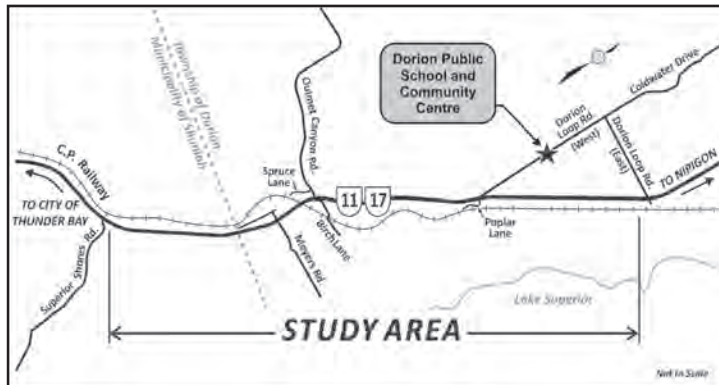
Preliminary and Detail Design and Class Environmental Assessment Notice of Public Information Centre

Members of the Public on the project mailing-list were emailed a copy of the OGN on March 31, 2016.

THE STUDY

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km. The study includes:

- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment, including constructing new eastbound and westbound bridges over the Canadian Pacific Railway;
- Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Poplar Lane, and Dorion Loop Road West; and
- Securing all the necessary environmental approvals for construction.



THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. The Preliminary Design of the approved four-lane plan, as detailed in the 1997 *Environmental Study Report (ESR)*, was approved following public input and review. This study is a continuation of the Class EA process to refine and finalize the design of the approved four-lane plan and to develop detailed construction documents.

Two Public Information Centres (PICs) will take place during this study. The first PIC will provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 ESR. The proposed changes include highway alignment revisions in some sections, modifications to public access at Meyers Road, Ouimet Canyon Road, Birch Lane, Poplar Lane, and Dorion Loop Road West, and an increase in right-of-way from 90 m to 110 m (minimum).

Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and will be made available for a 30-day public and agency review period. The Notice of Addendum filing will be posted on the project website, published in local newspapers, and mailed to individuals on the mailing list at that time to explain the review process and identify the locations where the report will be available for review.

A provincial funding commitment for the construction of the four-laning of this portion of Highway 11/17 is included in the 2016 Ontario Budget.

PUBLIC INFORMATION CENTRE

PIC #1 will be held as a drop-in style, open house format as follows:

Date: Wednesday, April 13, 2016
Location: Dorion Public School and Community Centre
Gymnasium
175 Dorion Loop Road, Dorion, ON P0T 1K0
Time: 4:30 p.m. to 8:00 p.m.

Members of the Project Team will also be available to answer questions and receive comments. The PIC venue is fully accessible and all PIC material presented will be compliant with the requirements under the *Accessibility for Ontarians with Disabilities Act*. If you have any accessibility requirements to participate in this project, please contact one of the Project Team members listed below.

COMMENTS

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

Domenica D'Amico, P.Eng., Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
tel: 1-877-562-7947 or 905-823-8500, ext. 1331
fax: 905-823-8503
e-mail: damicod@mmm.ca

or

Rick Inman, Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
tel: 1-800-465-5034 or 807-473-2049
fax: 807-473-2168
e-mail: Rick.Inman@ontario.ca

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

Public Information Centre #1
Information Package Hand-out

**MINISTRY OF TRANSPORTATION
HIGHWAY 11 / 17 FOUR-LANING FROM OUIMET TO DORION
PRELIMINARY DESIGN, DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY
G.W.P. 135-90-00**

**PUBLIC INFORMATION CENTRE #1 – WEDNESDAY, APRIL 13, 2016
INFORMATION PACKAGE**

THE STUDY

MMM Group Limited, a subsidiary of WSP Global, has been retained by the Ministry of Transportation (MTO) to undertake a Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km, as shown on the key plan on the back of this page. The study includes:

- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment, including constructing new eastbound and westbound bridges over the Canadian Pacific Railway;
- Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Birch Lane, Poplar Lane, and Dorion Loop Road West; and
- Securing all the necessary environmental approvals for construction.

This study will build upon the preliminary design phase (completed in 1997) to determine the four-lane design for Highway 11/17 within the study area.

POTENTIAL CHANGES FROM THE 1997 ESR REPORT

The proposed changes to the approved four-lane plan, as detailed in the 1997 Environmental Study Report (ESR) include:

- Highway alignment revisions in some sections;
- Modifications to public access at Meyers Road, Ouimet Canyon Road, Birch Lane, Poplar Lane, and Dorion Loop Road West; and
- An increase in right-of-way from 90 m to 110 m (minimum).

THE PROCESS

The study is following the approved planning process for Group 'B' Projects under the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout.

An Addendum to the 1997 ESR is necessary to document any changes to the original design decisions and environmental conditions that have occurred since the submission of the original report.

Following PIC #1, an Addendum to the 1997 ESR will be completed to document changes to the original Approved Four-Lane Plan for Highway 11/17 and made available for a 30-day public and agency review period.

HIGHWAY 11/17 FOUR-LANING PROJECT BENEFITS

The benefits of four-laning Highway 11/17 are:

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

PUBLIC INFORMATION CENTRES

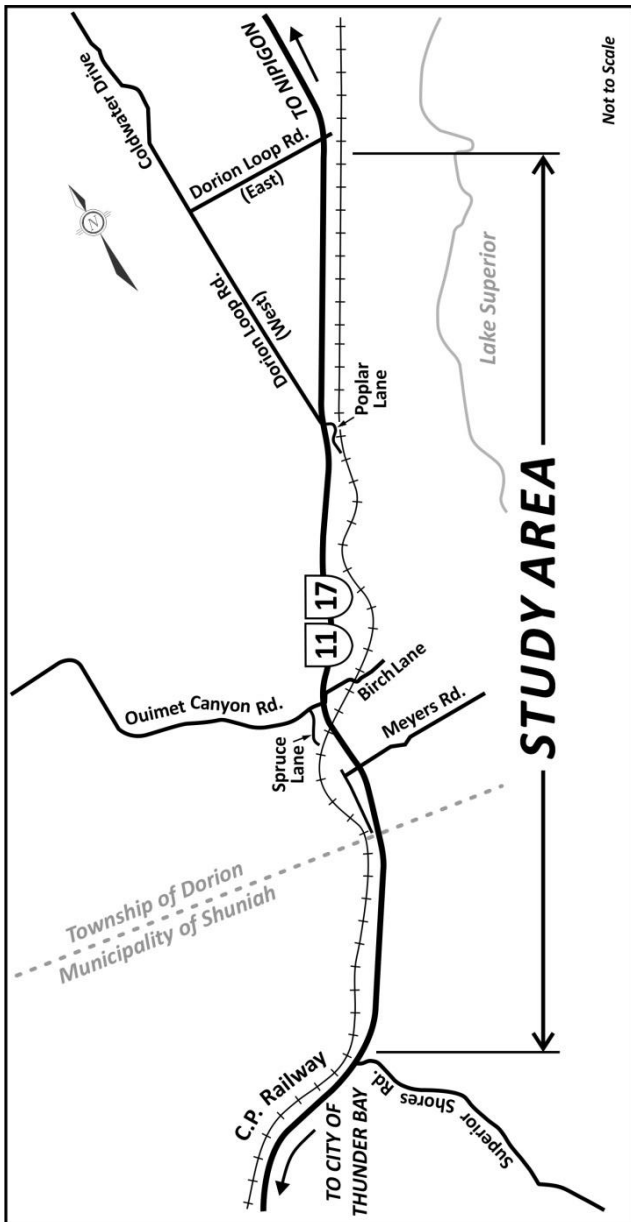
Two Public Information Centres (PICs) will take place during this study. This PIC (PIC #1) has been arranged to provide an opportunity for interested parties to review and provide input on the existing environmental conditions, and to comment on the proposed changes to the original Approved Four-Lane Plan for Highway 11/17 that was documented in the 1997 ESR.

PIC #2 is anticipated to be held later in the study and will provide the opportunity for interested parties to review and comment on the detail design plan, updates to the environmental impacts, and mitigation measures, and commitments for construction.

WHAT HAPPENS NEXT?

Following this PIC, the Project Team will:

- Review the comments received and respond to any questions.
- Confirm the preferred changes to the approved four-lane plan - **anticipated in Spring / Summer 2016.**
- Prepare the Addendum to the 1997 Environmental Study Report and submit for a 30-day public review period - **anticipated in Spring / Summer 2016.**
- Proceed with the detail design phase.



FOR FURTHER INFORMATION

Please use the available comment sheet to provide us with your comments about the study. Comments can be left in the comment box provided or forwarded to the Project Team by **Friday, May 13, 2016.**

For further information, please visit the study website at <http://www.hwy11-17four-laningfromouimettdorion.ca> or contact one of the Project Team members below.

Ms. Domenica D'Amico, P. Eng.

Consultant Project Manager

MMM Group Limited | WSP

2655 North Sheridan Way, Suite 300

Mississauga, Ontario L5K 2P8

Tel: 1-877-562-7947 or (905) 823-8500 ext. 1331

Fax: (905) 823-8503

E-mail: d'amicod@mmm.ca

Mr. Rick Inman

Senior Project Manager

Ministry of Transportation - Northwest Region

615 James Street South

Thunder Bay, Ontario P7E 6P6

Tel: 1-800-465-5034 or (807) 473-2049

Fax: (807) 473-2168

E-mail: Rick.Inman@ontario.ca

Mr. Greg Moore, B.E.S.

Consultant Environmental Planner

MMM Group Limited | WSP

2655 North Sheridan Way, Suite 300

Mississauga, Ontario L5K 2P8

Tel: 1-877-562-7947 or (905) 823-8500 ext. 1323

Fax: (905) 823-8503

Email: mooreg@mmm.ca

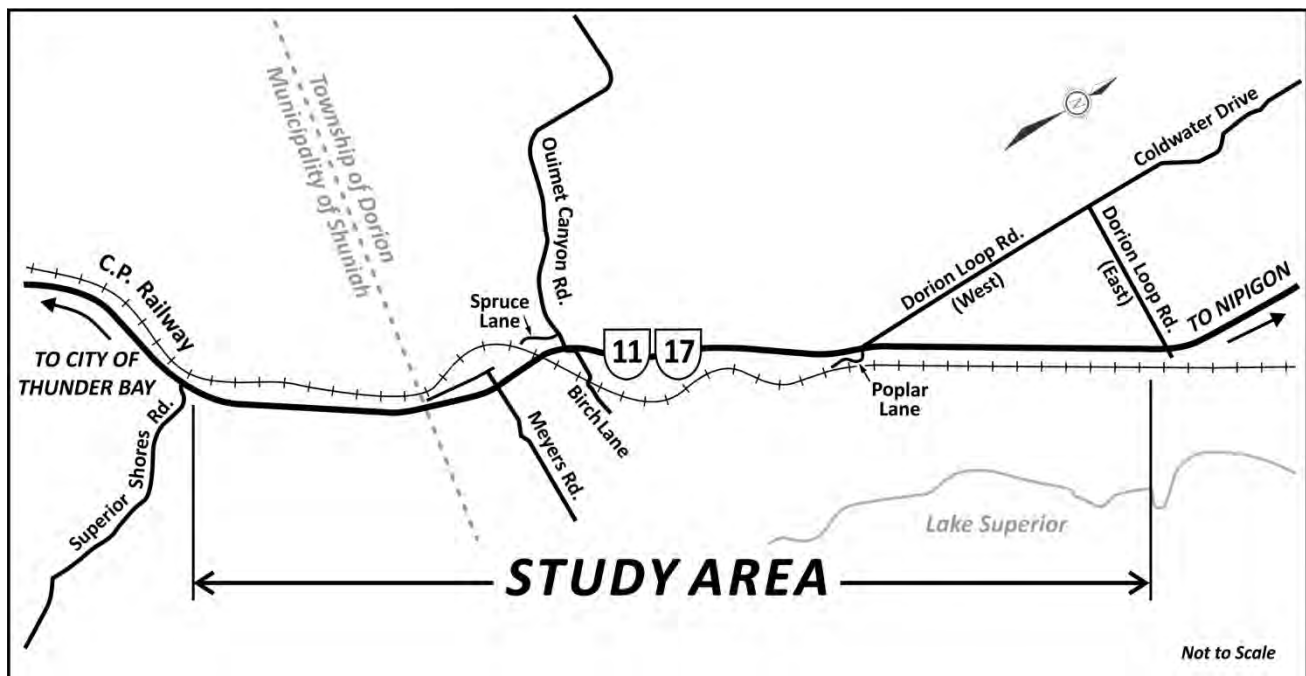
THANK YOU FOR ATTENDING!

Public Information Centre #1

Display Panels

Welcome to
Public Information Centre #1
for the
HIGHWAY 11/17 FOUR-LANING
from OUIMET TO DORION

Preliminary Design



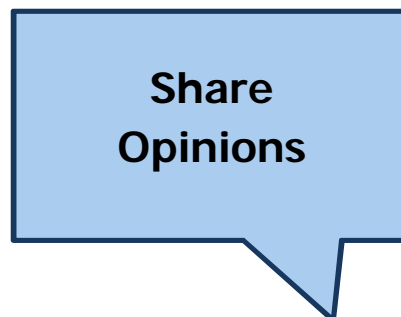
Please Sign-in at the Front Desk

WELCOME

Welcome to the first Public Information Centre (PIC) for the Preliminary Design, Detail Design and Class Environmental Assessment Study for the four-laning of Highway 11/17 from 2.83 km west of Ouimet Overhead easterly 8.63 km.

Representatives from the Ministry of Transportation (MTO) and MMM Group Limited, a WSP Company are available to discuss the project with you.

Please ask questions and make your opinions known to us. We encourage you to fill out a comment sheet recording your comments and concerns.



Information presented today is also available on the project website: www.hwyl1-17four-laningfromouimettodorion.ca

PURPOSE OF STUDY



Highway 11/17

The purpose of this study is to build upon the Planning and Preliminary Design (completed in 1997), which determined the planning requirements for the four-laning of Highway 11/17. A second PIC will be held during the detail design phase.

This PIC presents:

- The overall study process;
- Existing environmental conditions; and
- Proposed changes to the preliminary design identified in the 1997 Environmental Study Report.

This project is being conducted in accordance with the requirements of the Ministry of Transportation's (MTO) *Class Environmental Assessment for Provincial Transportation Facilities* (amended 2000) as a Group 'B' undertaking. Throughout the study process, input will be sought from the public and external agencies.

BACKGROUND

- In 1989, the Province made an announcement to four-lane Highway 11/17 from Thunder Bay to Nipigon.
- In 1997, the Planning and Preliminary Design Study for the Four-Laning of Highway 11/17 from 8 km west of Ouimet easterly 36 km to the Red Rock Township West Boundary was completed. An Environmental Study Report (ESR) was filed in September 1997 and received environmental clearance.
- An Addendum to the ESR is necessary to document any changes to the original design decisions and environmental conditions that have occurred since the submission of the 1997 report. The proposed changes to the ESR are presented at this PIC.



Highway 11/17

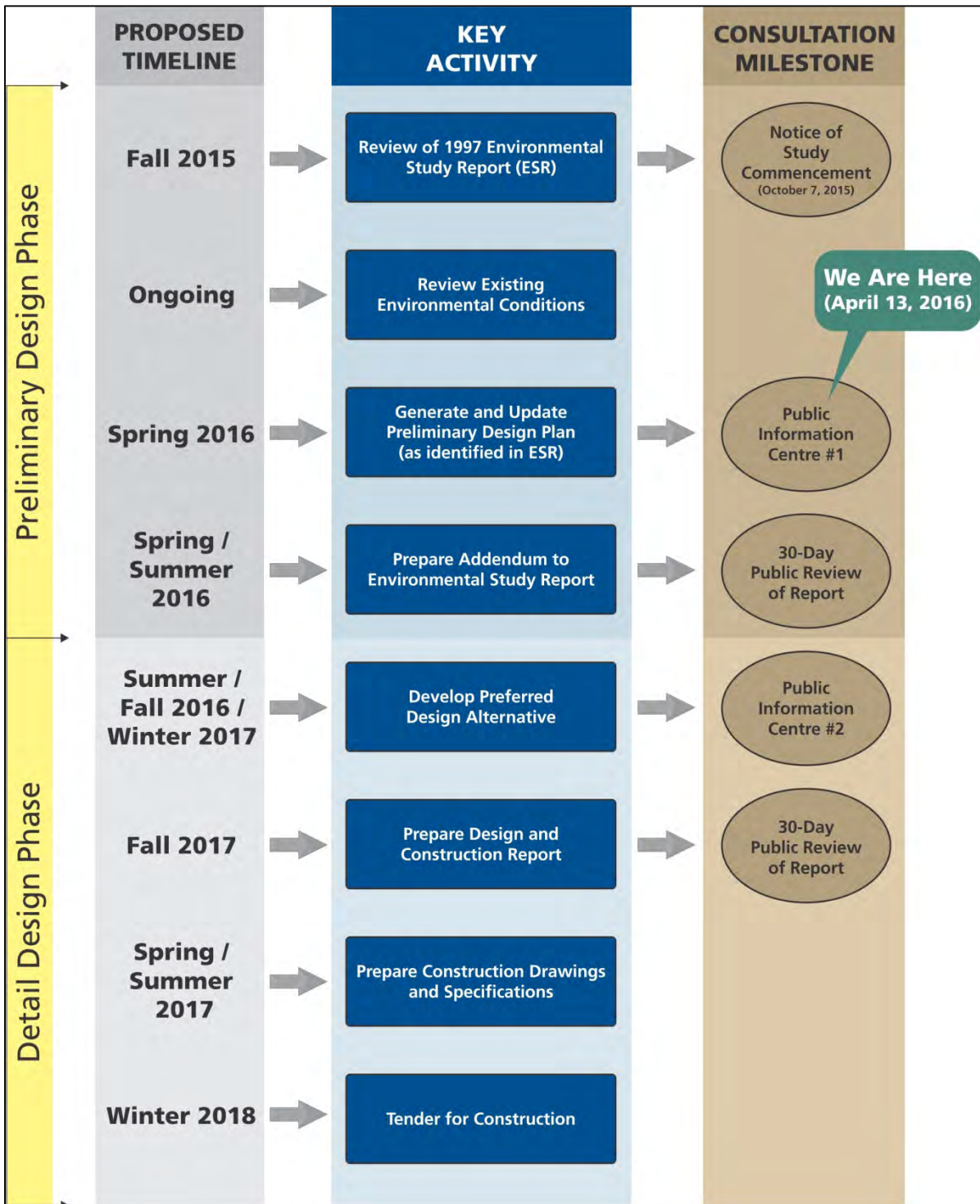
HIGHWAY 11/17 FOUR-LANING PROJECT BENEFITS



Example of a Four-Laned Highway 11/17

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

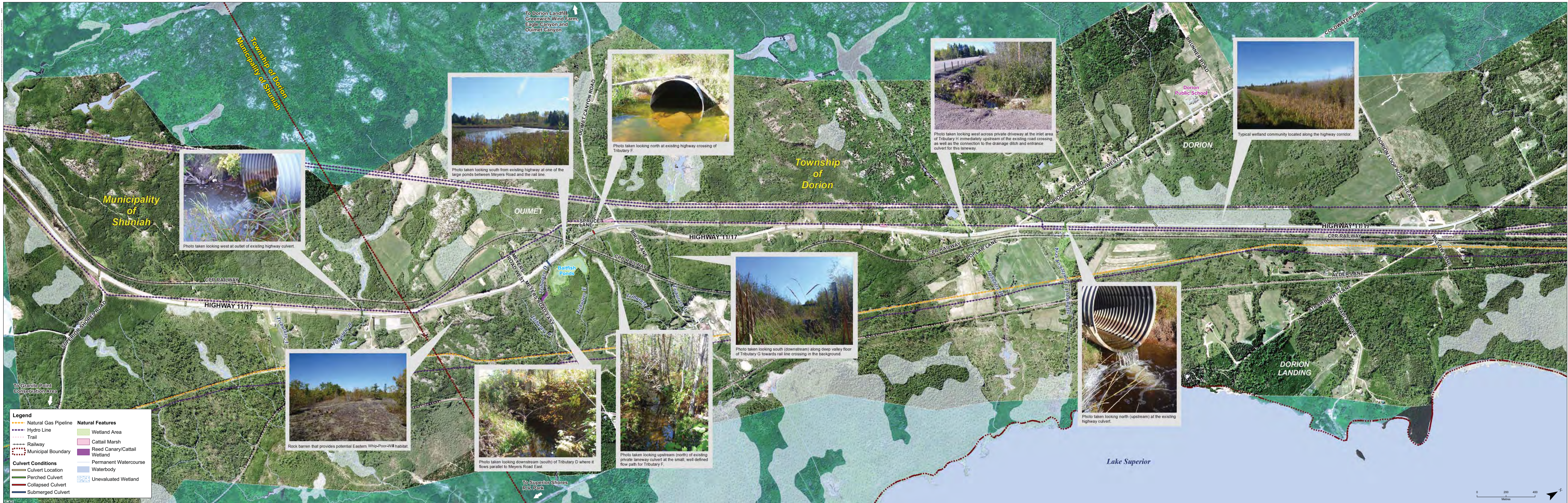
STUDY PROCESS



COMPARISON BETWEEN 1997 AND EXISTING ENVIRONMENTAL CONDITIONS

| | Environmental Study Report Existing Environmental Conditions (1997) | Review of Existing Environmental Conditions (2015) |
|--|--|--|
| Natural Environment | | |
| Vegetation | <ul style="list-style-type: none"> No significant species identified by the Ministry of Natural Resources and Forestry (MNRF) (formerly Ministry of Natural Resources). | <ul style="list-style-type: none"> Vegetation along the highway corridor consists primarily of second growth forest, wetland, agricultural land and anthropogenic land (residential and commercial development). No vegetation Species of Special Concern were noted by MNRF. MNRF identified a "significant woodland" located within the study area. |
| Wildlife and Wildlife Habitat | <ul style="list-style-type: none"> Area supports a wide range of species, including moose, black bear, deer, rabbit, gamebirds and waterfowl. No species of conservation concern were identified. | <ul style="list-style-type: none"> Area continues to provide a variety of habitats that support a wide range of wildlife species. One Species of Special Concern, Eastern Whip-Poor-Will was identified by MNRF to be in the project area. |
| Fish and Fish Habitat | <ul style="list-style-type: none"> Waterbodies within study area are mainly cold water streams. Streams flowing into Lake Superior are considered high significance by MNRF. Lake Superior tributaries contain a wide range of aquatic wildlife, such as resident brook trout, minnows, trout, and tadpoles. Minnows, trout, and tadpoles were observed throughout the study area. No species of conservation concern were identified. Limited aquifer potential as a result of the underlying bedrock and its proximity to the surface. | <ul style="list-style-type: none"> Initial screening / background information from MNRF has identified that all watercourse crossings within the highway corridor should be treated as coldwater streams as they are tributaries of Lake Superior and likely support coldwater species. All streams in the area have a high probability of being or are known migratory routes and/or nursery grounds for Lake Superior Salmonid populations. MMM ecology staff will determine the potential for spawning and migration of salmonid species within the highway corridor during detailed field assessments in 2016. Several culverts are perched at the existing highway, limiting upstream movement of fish seasonally. MTO will assess potential repair / remediation works to address the perched outlets during expansion projects to improve potential fish movement / seasonal passage concerns within the highway corridor. MNRF did not indicate any aquatic species of conservation concern. MNRF identified that the ponds south of the highway between Meyers Road and the railway, as well as the ponded portion of Tributary H north of the highway and west of Dorion Loop Road West belong to a baitfish block that is licenced by MNRF. |
| Social and Cultural Environment | | |
| Social | <ul style="list-style-type: none"> Project area is sparsely populated in a rural landscape. Residents within study area are on well water. | <ul style="list-style-type: none"> No changes since 1997. |
| Land-use | <ul style="list-style-type: none"> Township of Shuniah is generally characterized by rural land use and is sparsely developed. Lands fronting along existing Highway 11/17 include scattered residential development and farms. Township of Shuniah's Official Plan states Highway 11/17 is to remain a main transportation artery. Township of Dorion is generally characterized by rural land uses with commercial establishments located adjacent to Highway 11/17. | <ul style="list-style-type: none"> <i>Municipality of Shuniah's Official Plan</i> (2005) designates lands within the study area as 'Open Space' and a pocket of 'Aggregate Extraction' in the vicinity. <i>Municipality of Shuniah's Official Plan</i> continues to state Highway 11/17 is to remain a main transportation artery. <i>Township of Dorion's Official Plan</i> (2014) designates lands within the study area as predominately 'Rural' or 'Hamlet/Settlement Residential', with pockets of 'Environmental Protection' and 'Highway Commercial' No significant changes since 1997. |
| Archaeology | <ul style="list-style-type: none"> The 1997 ESR recommended future archaeological assessments be conducted along the corridor. | <ul style="list-style-type: none"> A Stage 1 archaeological assessment was carried out in the Fall of 2015. A Stage 2 archaeological assessment will be carried out in the Spring / Summer of 2016. |

EXISTING ENVIRONMENTAL CONDITIONS



REVIEW OF 1997 EA APPROVED PLAN

This Preliminary Design, Detail Design and Class Environmental Assessment (EA) Study includes a review of the commitments made in the 1997 Environmental Study Report (ESR) based on new engineering standards and new environmental constraints. The review of the 1997 EA Approved Plan includes the following:

Review of Highway Alignment

- The four-laning alignment identified in the 1997 EA Approved Plan is being reviewed to ensure the proposed highway alignment meets current highway engineering standards and minimizes / avoids updated environmental constraints.

Review of Public Access Locations

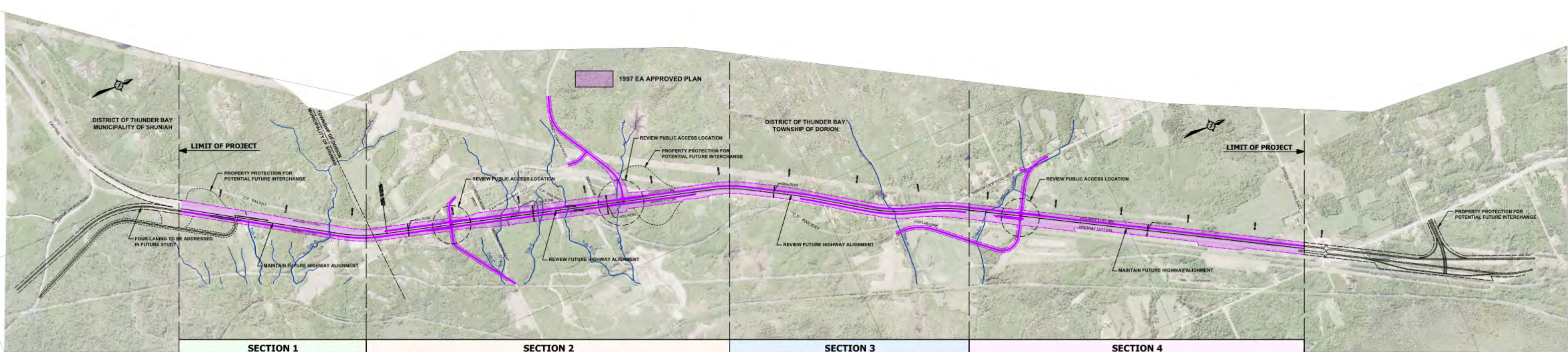
- The public access provisions in the Ministry's approved four-lane plan include interim at-grade intersections and consideration of future interchanges at Superior Shores Road, Ouimet Canyon Road and Dorion Loop Road East.
- The public access provisions identified in the 1997 EA Approved Plan will be reviewed in consideration of the Controlled Highway Access Criteria (e.g. number of direct accesses to be limited), dependent on the needs of the community in consideration of the adjacent development and a spacing criteria of 3 to 8 km.

Review of Highway Cross-Section

- MTO is proposing to increase the right-of-way from 90 m to 110 m (minimum) as a result of revisions to highway engineering design and safety standards that have occurred since the 1997 ESR. This will accommodate a 30 m wide median and flatter (4:1) side slopes.

The next display outlines the review of the 1997 EA Approved Plan.

REVIEW OF 1997 EA APPROVED PLAN



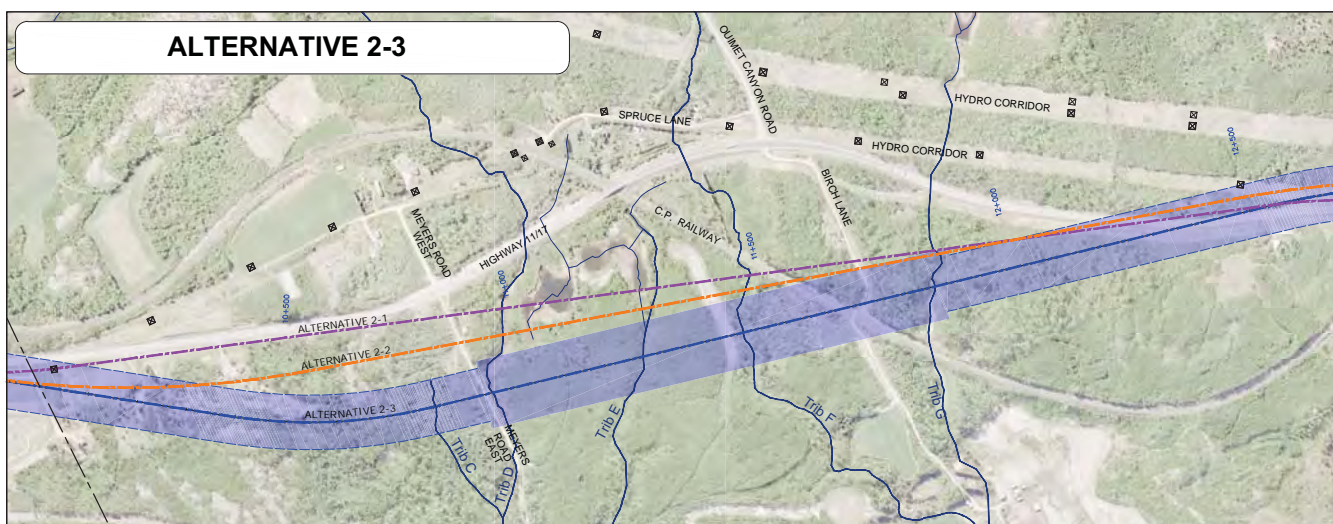
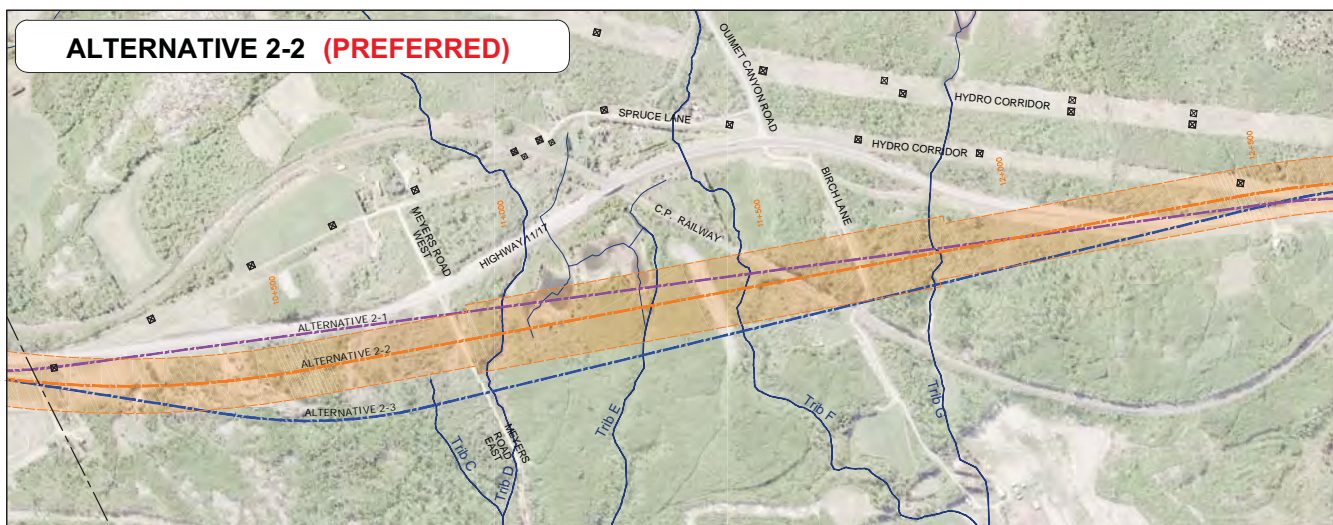
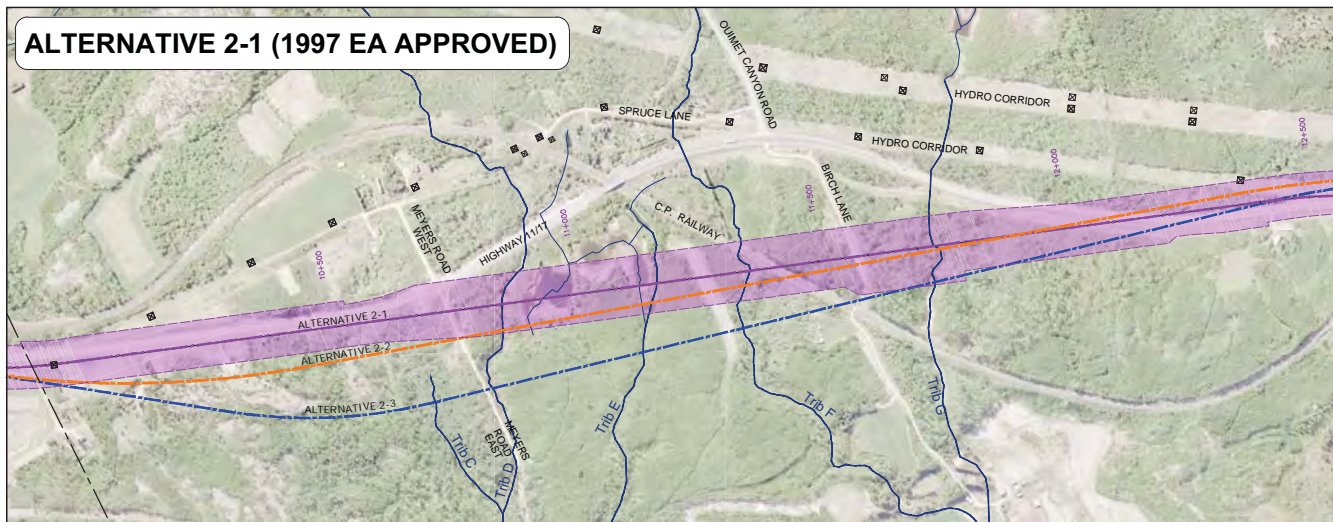
| SECTION 1 | SECTION 2 | SECTION 3 | SECTION 4 |
|---|--|--|---|
| <ul style="list-style-type: none"> • NO SIGNIFICANT CHANGES TO HIGHWAY ALIGNMENT. • WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM). • INTERIM TRANSITION FROM EXISTING HIGHWAY TO PROPOSED FOUR-LANING. | <ul style="list-style-type: none"> • NEW HIGHWAY ALIGNMENT ALTERNATIVES DEVELOPED TO MINIMIZE ENVIRONMENTAL IMPACTS AND TO ENHANCE HIGHWAY GEOMETRY (SEE EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES DISPLAY). • WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM). • NEW PUBLIC ACCESS ALTERNATIVES DEVELOPED WITH CONSIDERATION TO A MINISTRY SPACING CRITERIA OF 3-8km AND THE NEEDS OF THE COMMUNITY (SEE "MEYERS ROAD EAST", "MEYERS ROAD WEST" & "OUIMET CANYON ROAD" DISPLAYS). | <ul style="list-style-type: none"> • NEW HIGHWAY ALIGNMENT ALTERNATIVES DEVELOPED TO IMPROVE HIGHWAY GEOMETRY AND MINIMIZE IMPACTS TO HYDRO TOWERS. (SEE EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES DISPLAY) • WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM). • NEW PUBLIC ACCESS ALTERNATIVES DEVELOPED WITH CONSIDERATION TO A MINISTRY SPACING CRITERIA OF 3-8km AND THE NEEDS OF THE COMMUNITY (SEE "MEYERS ROAD EAST", "MEYERS ROAD WEST" & "OUIMET CANYON ROAD" DISPLAYS) | <ul style="list-style-type: none"> • NO SIGNIFICANT CHANGES TO HIGHWAY ALIGNMENT. • WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM). • NEW PUBLIC ACCESS ALTERNATIVES DEVELOPED WITH CONSIDERATION TO A MINISTRY SPACING CRITERIA OF 3-8km AND THE NEEDS OF THE COMMUNITY (SEE "DORION LOOP ROAD WEST" & "POPLAR LANE" DISPLAYS) |

PROPOSED EVALUATION CRITERIA

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

| Factor / Indicator | Level of Importance | Rationale for Significance | Key Factors |
|--|---------------------|--|--|
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Extent of Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | Medium | <ul style="list-style-type: none"> Natural Environment has medium relevance in the decision-making process. Minimizing potential impacts to undisturbed natural areas and water features is considered important; however, these potential impacts must be weighed against the benefits of a four-laned highway that improves future traffic operations and meets current design standards. | <ul style="list-style-type: none"> Fragmenting undisturbed natural areas, and impacting significant natural features and terrestrial and aquatic Species at Risk are considered to be key factors for the natural environment. |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | Medium | <ul style="list-style-type: none"> Socio-Economic and Cultural Environment has medium relevance in the decision-making process. While it is desirable to minimize property takings and impacts, and potential noise impacts, these potential impacts must be weighed against the benefits of a four-laned highway that improves future traffic operations and meets current design standards. | <ul style="list-style-type: none"> Displacement of existing residences is considered to be the key factor for the socio-economic environment since displacement is permanent. Other socio-economic and cultural factors have the potential to be mitigated. |
| Transportation/Engineering <ul style="list-style-type: none"> Flexibility to Accommodate Municipal Road Connections Highway Geometrics Flexibility to Accommodate Future Interchanges Intersection Spacing Requirements (3 - 8 km) Complexity and Difficulty of Construction Geotechnical Suitability Impacts to Utilities Structures | High | <ul style="list-style-type: none"> Transportation is the key factor in the decision-making process since the overall purpose of the highway planning and design project is to develop a proposed plan that accommodates future traffic operations and meets current design standards. | <ul style="list-style-type: none"> Meeting current design standards is considered the most important factor. Complexity of construction is the key factor for engineering as the highway must remain open to traffic at all times and accesses must be maintained. |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation, and Property Requirement | Medium | <ul style="list-style-type: none"> Cost has medium relevance in the decision-making process. While a cost-effective plan is required, improvements to future traffic operations and meeting current design standards are considered at a higher significance relative to cost. | <ul style="list-style-type: none"> Construction cost is considered to be the key factor as it forms the majority of the overall costs. |

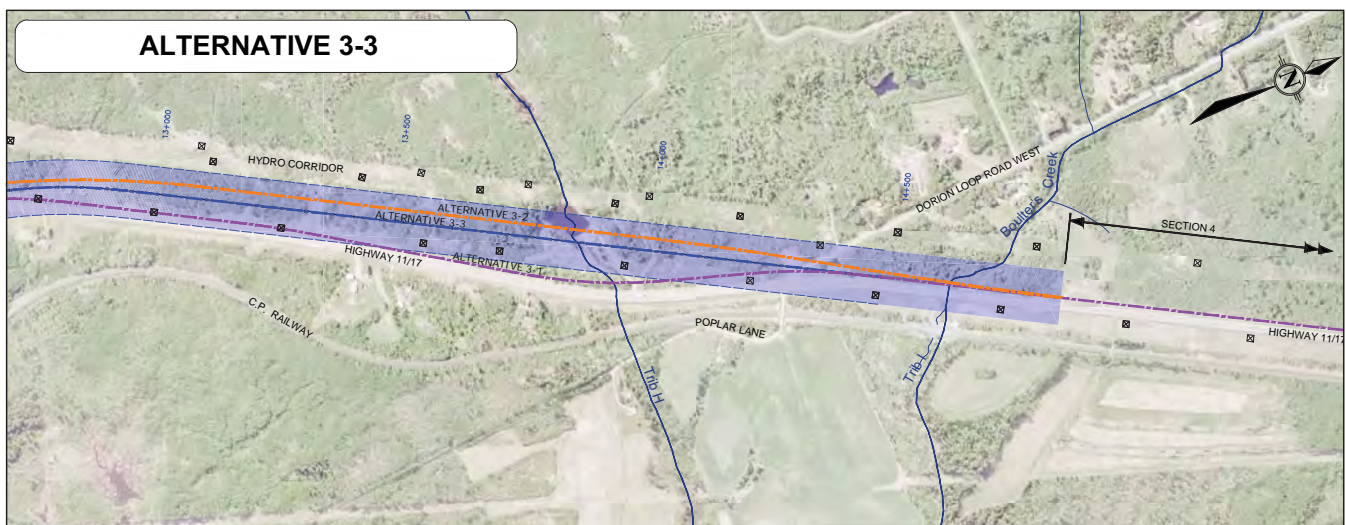
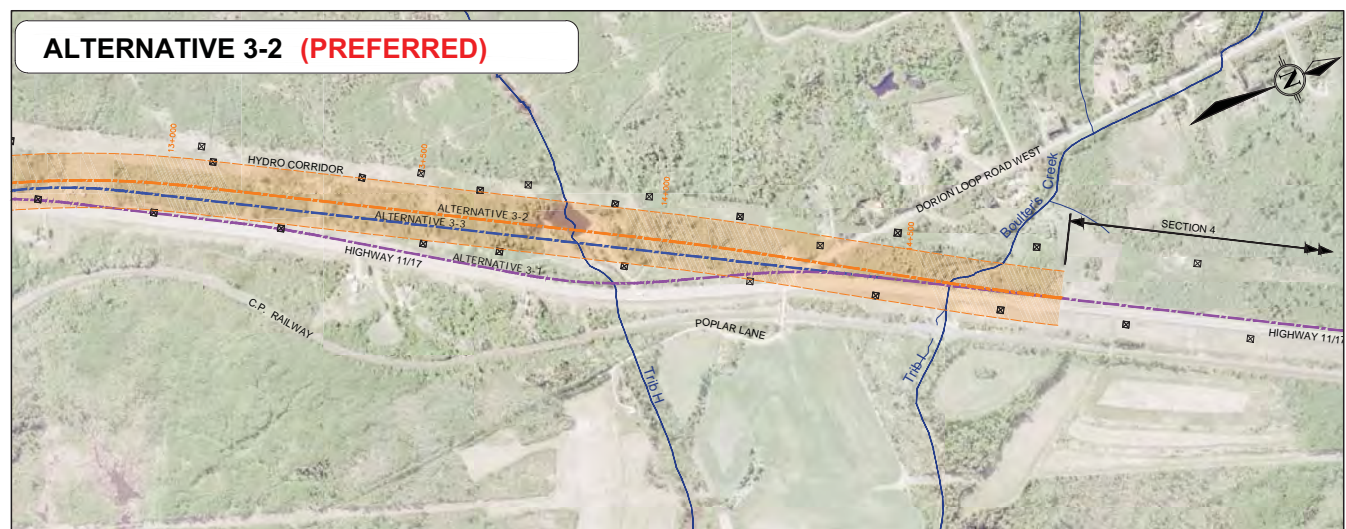
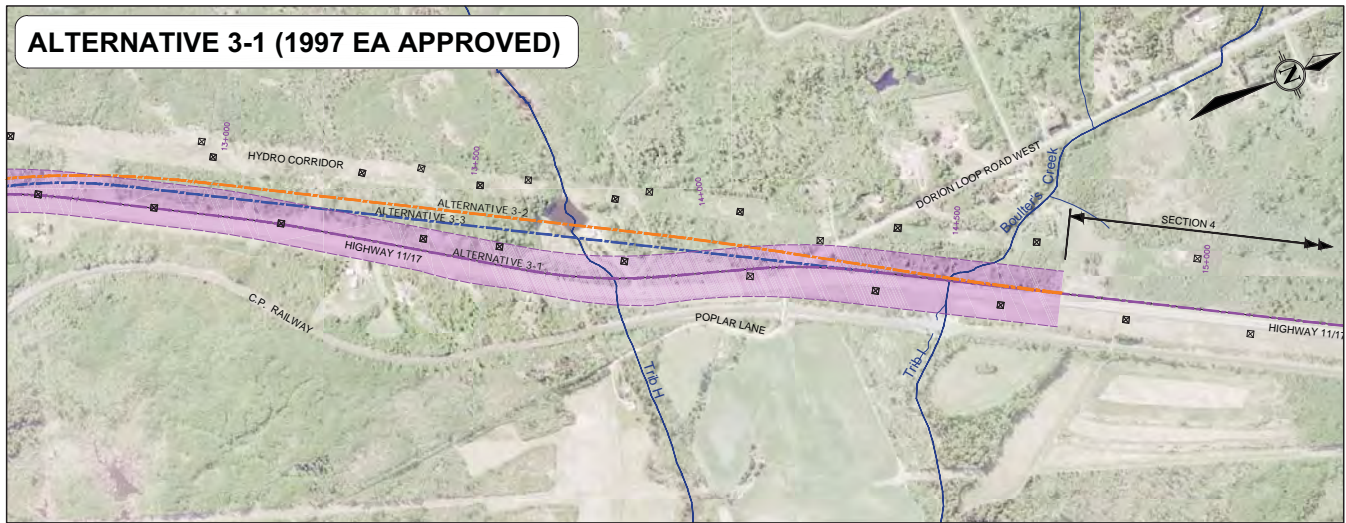
EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES - SECTION 2



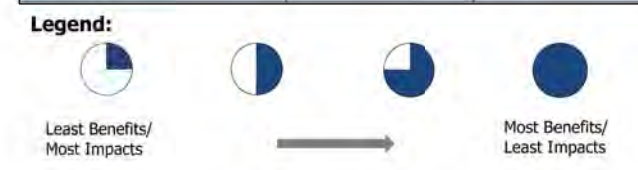
| Evaluation of Highway 11/17 Alignment Alternatives SECTION 2 | | | | |
|--|---|----------------------|-----------------|--|
| Factor / Indicator | Alternative 2-1 (1997 EA Approved Plan) | Alternative 2-2 | Alternative 2-3 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | | | | <ul style="list-style-type: none"> Alternative 2-1 will result in minor habitat fragmentation whereas Alternatives 2-2 and 2-3 will cause greater habitat fragmentation. Alternative 2-1 will minimize impacts to significant woodland area, wetlands, and rock barren (potential Whip-Poor-Will habitat). Alternative 2-2 will result in minor impacts to the significant woodland area but higher impacts to rock barren areas. Alternative 2-3 will result in direct impacts to the significant woodland area and the highest impact to rock barren areas. Alternative 2-1 will require the least amount of vegetation removal because this alignment reuses a portion of existing Highway 11/17. Alternatives 2-2 and 2-3 will require greater extents of vegetation removal. All Alternatives will require crossings over Tributaries C, D, E, F, and G. Alternative 2-1 is not preferred because it is anticipated to have greater impacts to batfish ponds. |
| Category Summary • Alternative 2-1 is preferred from a natural environment perspective. | | | | |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | | | | <ul style="list-style-type: none"> All Alternatives will impact the private batfish operation, however, Alternative 2-1 causes the least impacts to private batfish ponds. Alternative 2-1 is anticipated to impact 13 properties; Alternative 2-2 is anticipated to impact 11 properties and Alternative 2-3 is anticipated to impact 12 properties. 2 residential and/or business displacements result with all three alternatives. Alternative 2-1 has the lowest property requirement by area, though all have similar total property requirements. Alternative 2-2 will impact the fewest noise / air quality sensitive areas. All alternatives require archaeological assessment. |
| Category Summary • Alternative 2-2 is preferred from a socio-economic and cultural perspective. | | | | |
| Transportation/Engineering <ul style="list-style-type: none"> Flexibility to Accommodate Municipal Road Connections Highway Geometrics Flexibility to Accommodate Future Interchanges Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities Structures | | | | <ul style="list-style-type: none"> All Alternatives will meet the projected traffic demand and enhance highway safety. Alternative 2-2 will offer slightly better highway geometrics, and will accommodate future municipal road connections. Alternative 2-2 allows for better construction staging which reduces the impacts of traffic during construction. Alternative 2-2 allows for a slightly better skew at the CPR bridge crossing and reduces CPR bridge length. All Alternatives will have similar impacts to utility towers. |
| Category Summary • Alternative 2-2 is preferred from a transportation / engineering perspective. | | | | |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | | | | <ul style="list-style-type: none"> Alternative 2-2 has a lower construction cost whereas Alternatives 2-1 and 2-3 have higher construction costs. |
| Category Summary • Alternative 2-2 is preferred from a cost perspective. | | | | |
| OVERALL EVALUATION | | PREFERRED | | Overall, Alternative 2-2 is preferred for the following reasons: <ul style="list-style-type: none"> Retains most of batfish ponds between Meyers Road and CPR; Lowest property impact and displacement Minimizes impact to significant woodland area and potential Whip-Poor-Will habitat; Impacts fewer noise / air quality sensitive areas; Has better construction staging; Slightly better skew on the CPR structure and geometrics; and Lower cost. |



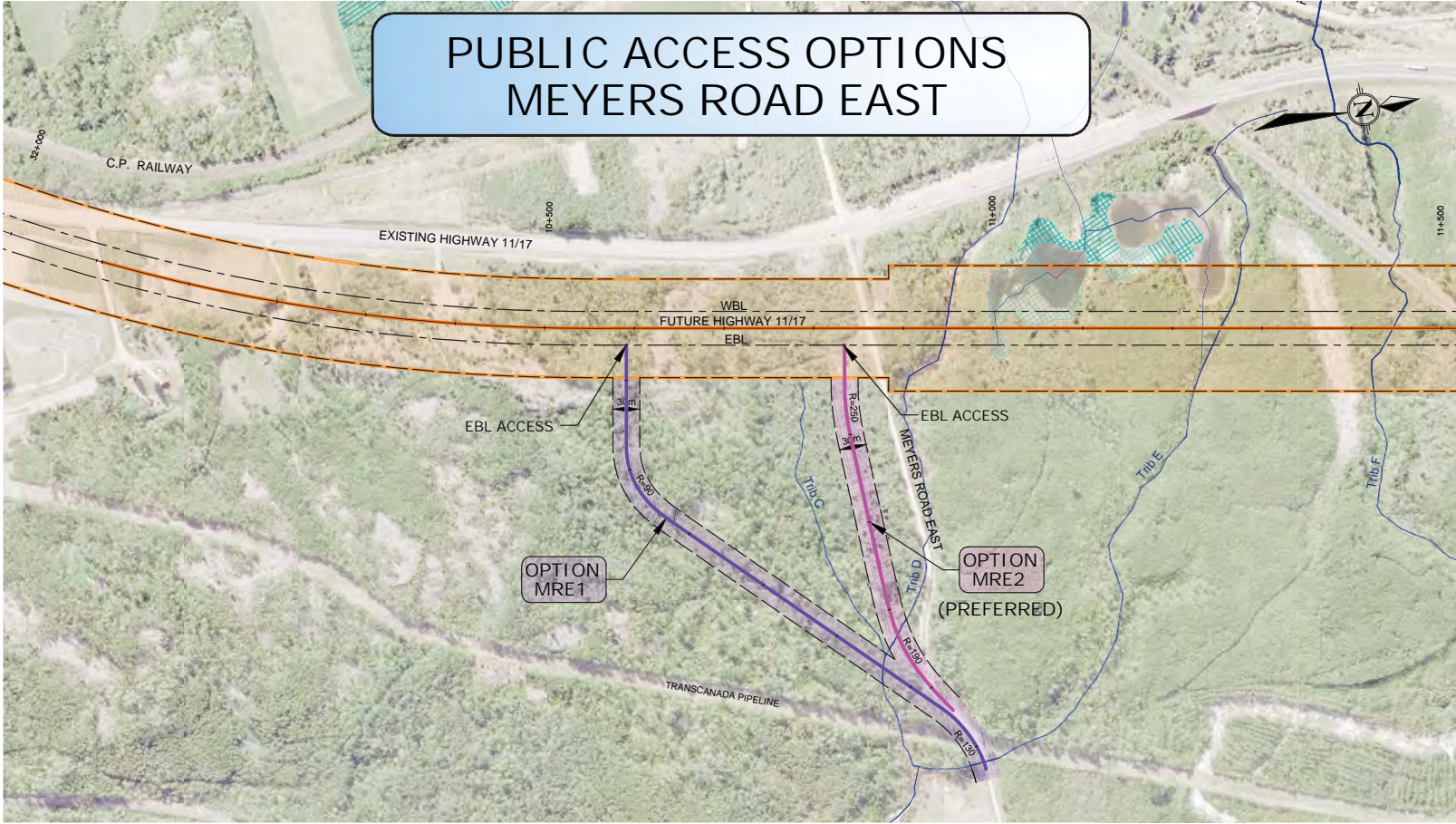
EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES - SECTION 3



| Analysis & Evaluation of Highway Alignment Alternatives SECTION 3 | | | | |
|---|--|----------------------|-----------------|---|
| Factor / Indicator | Alternative 3-1 (1997 EA Approved Plan) | Alternative 3-2 | Alternative 3-3 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | | | | <ul style="list-style-type: none"> Alternative 3-1 will result in minor habitat fragmentation whereas Alternatives 3-2 and 3-3 will cause greater habitat fragmentation. Alternative 3-1 will minimize impacts to significant natural features (i.e. wetlands), whereas Alternatives 3-2 and 3-3 will result in greater impacts to wetlands. Alternative 3-1 avoids impacts to the private baitfish pond while Alternatives 3-2 and 3-3 impacts the private baitfish pond. All alternatives will require a crossing over Tributary H and Tributary I / Boulter's Creek. |
| Category Summary <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | | | | <ul style="list-style-type: none"> Alternative 3-1 is anticipated to impact 11 properties; Alternative 3-2 is anticipated to impact 7 properties, and Alternative 3-3 is anticipated to impact 7 properties. 3 residential and/or business displacements result with all three alternatives. Alternative 3 has the lowest property requirement by area, though all have similar total property requirements. Alternative 3-2 will impact fewer noise / air quality sensitive areas. All alternatives require archaeological assessment. |
| Category Summary <ul style="list-style-type: none"> Highway Geometrics Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities | | | | <ul style="list-style-type: none"> All Alternatives meet the projected traffic demand and enhances highway safety. However, Alternative 3-2 offers better highway geometrics. Alternative 3-2 will result in fewer disruptions to traffic during construction as it allows for better construction staging. Alternative 3-2 will impact the fewest hydro towers. |
| Category Summary <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | | | | <ul style="list-style-type: none"> Alternative 3-2 has a lower construction cost whereas Alternatives 3-1 and 3-3 require higher construction costs. |
| Category Summary | <ul style="list-style-type: none"> Alternative 3-2 is preferred from a natural environment perspective. Alternative 3-2 is preferred from a socio-economic and cultural perspective. Alternative 3-2 is preferred from a transportation / engineering perspective. Alternative 3-2 is preferred from a cost perspective. | | | |
| OVERALL EVALUATION | | PREFERRED | | Overall, Alternative 3-2 is preferred for the following reasons: <ul style="list-style-type: none"> Lower property impact and displacements; Impacts fewer noise / air quality sensitive areas; Has better highway geometrics; Has better construction staging; Impacts fewer hydro towers; and Lower cost. |



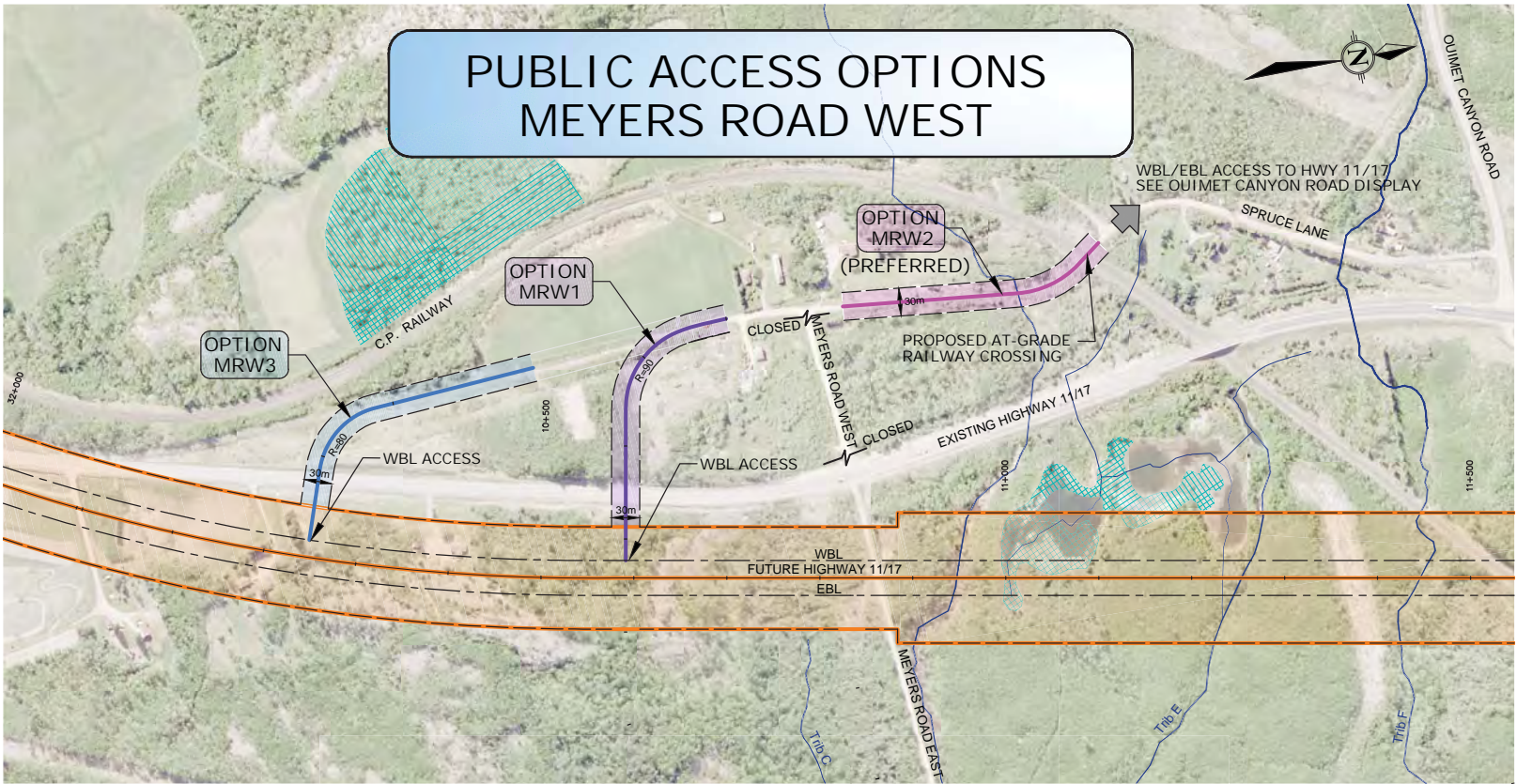
PUBLIC ACCESS OPTIONS MEYERS ROAD EAST



| Evaluation of Meyers Road East Options | | | |
|---|---|-----------------------|---|
| Factor / Indicator | Option MRE1 (1997 EA Approved Concept) | Option MRE2 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | ◐ | ◑ | <ul style="list-style-type: none"> MRE2 results in less natural habitat fragmentation compared to MRE1 given its shorter length and closer proximity to existing Meyers Road East. MRE1 has greater potential to disrupt Whip-Poor-Will habitat in the area. MRE2 requires less vegetation removal. Similar impacts to wildlife and wildlife habitat. MRE1 and MRE2 require respective crossings of Tributary C and Tributary D. |
| Category Summary • MRE2 is preferred from a natural environment perspective. | | | |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | ◐ | ◑ | <ul style="list-style-type: none"> No residential or business displacement. MRE2 has lower property requirements. None of the options result in changes to noise / air quality sensitive receptors. All options may require further archaeological assessment. |
| Category Summary • MRE2 is preferred from a socio-economic and cultural environment perspective. | | | |
| Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical Suitability Impacts to Utilities | ◐ | ◑ | <ul style="list-style-type: none"> The road profile for MRE1 results in steeper roadway grades and more cut. MRE2 in conjunction with MRW1 provide full access to Highway 11/17 but do not meet intersection spacing criteria. MRE2 provides right in/right out access only to the eastbound lanes. MRE1 is less desirable given the proposed connection to existing Meyers Road is through potential highly erodible soil. MRE1 requires a longer connection to Highway 11/17. MRE1 crosses the TransCanada pipeline. MRE2 does not have any direct impact to utilities. |
| Category Summary • MRE2 is preferred from a transportation / engineering perspective. | | | |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | ◐ | ◑ | <ul style="list-style-type: none"> MRE1 is anticipated to result in a higher overall cost compared to MRE2. |
| Category Summary • MRE2 is preferred from a cost perspective. | | | |
| EVALUATION SUMMARY | ◐ | ◑ PREFERRED | Overall, Option MRE2 is preferred for the following reasons: <ul style="list-style-type: none"> Minimizes impact to vegetation and results in less fragmentation of natural habitat; Has fewer impacts to wildlife and wildlife habitat; Shortest connection to Highway 11/17; Improves connection to existing Meyers Road; No impact to the TransCanada Pipeline crossing; and Has lower construction cost. |



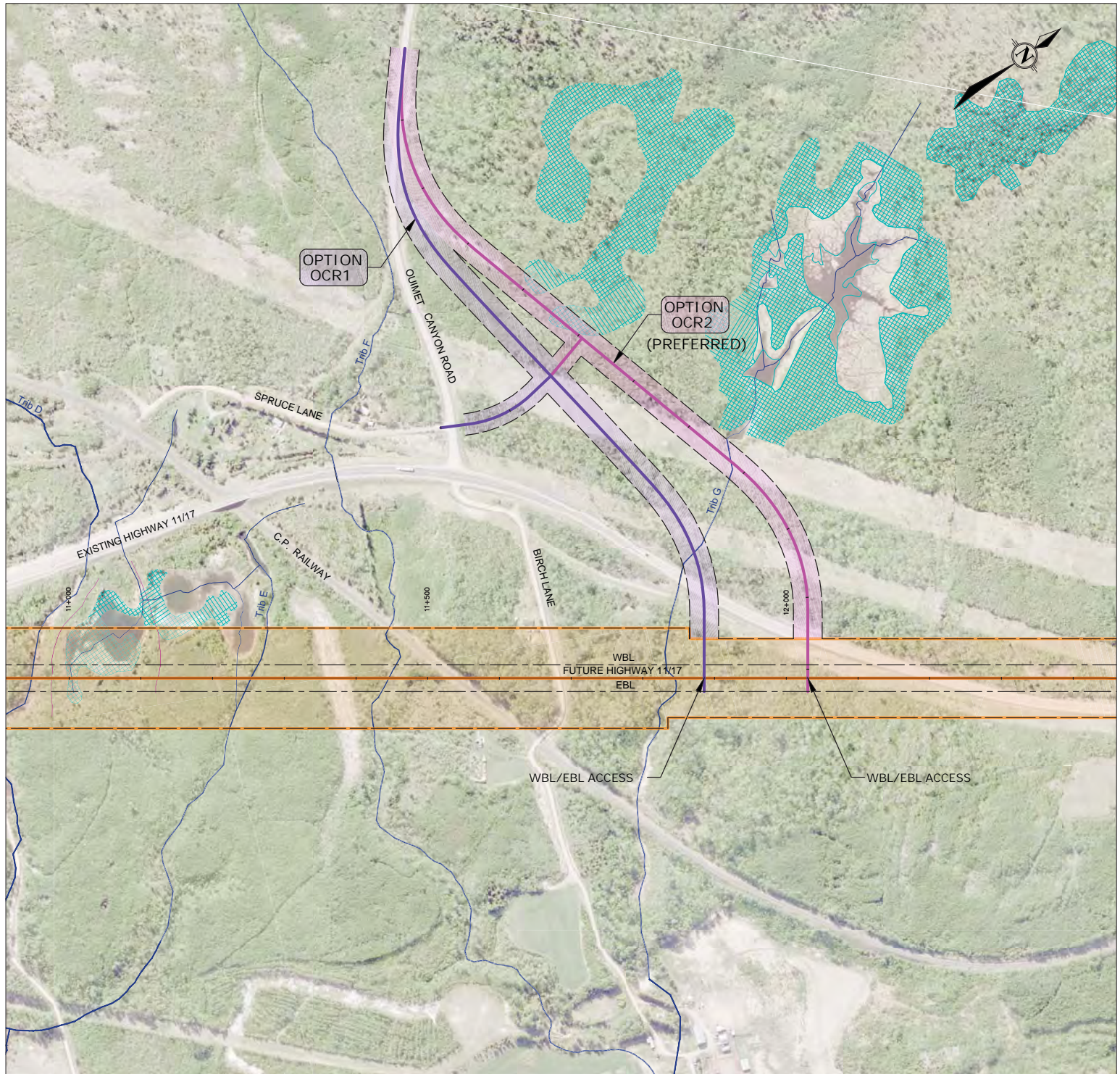
PUBLIC ACCESS OPTIONS MEYERS ROAD WEST



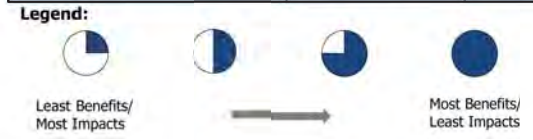
| Evaluation of Meyers Road West Options | | | | |
|---|--|----------------|-------------|--|
| Factor / Indicator | Option MRW1 (.997 EA Approved Concept) | Option MRW2 | Option MRW3 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Extent of Impacts to Significant Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | ◐ | ● | ◑ | <ul style="list-style-type: none"> MRW1 results in the greatest fragmentation of natural habitat while MRW2 results in the least given the MRW2 realignment crosses previously disturbed lands (i.e. abandoned Highway 11/17). Vegetation removal and impacts to wildlife and wildlife habitat are minimized with MRW2. No impact to known fish and aquatic resources. |
| Category Summary | • MRW2 is preferred from a natural environment perspective. | | | |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | ◐ | ● | ◑ | <ul style="list-style-type: none"> No residential displacements. Property requirements are greatest with MRW1. MRW2 results in the least impacts to noise / air quality sensitive receptors. Further archaeological assessment will be required for MRW1 and MRW3. |
| Category Summary | • MRW2 is preferred from a socio-economic and cultural environment perspective | | | |
| Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical Suitability Impacts to Utilities | ◐ | ◑ | ◑ | <ul style="list-style-type: none"> The road profile approaching the proposed four-lane highway is less desirable in MRW1 than MRW2 given the need to cross the existing highway. Matching the existing highway grade will make for less complex construction. The new at-grade rail crossing shown as part of MRW2 will be contingent on the closure of the existing rail crossing on Birch Lane. Discussions with CPR are ongoing regarding permitting requirements. MRW1 in conjunction with MRE1 provide full access to Highway 11/17 but do not meet intersection spacing criteria MRW2 provides full (EB/WB) access to Highway via Ouimet Canyon Road. MRW3 provides right in/right out access only to the westbound lanes. No known soil concerns. No direct impacts to utility tows. |
| Category Summary | • MRW3 is preferred from a transportation / engineering perspective | | | |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | ◐ | ◑ | ◑ | <ul style="list-style-type: none"> MRW1 will require significantly more earth & rock excavation than MRW3, resulting in a higher cost. MRW2 will require flagging (by CPR) but has the lowest cost overall. |
| Category Summary | • MRW2 is preferred from a cost perspective. | | | |
| EVALUATION SUMMARY | ◐ | ● PREFERRED | ◑ | <p>Overall, Option MRW2 is preferred for the following reasons (contingent on approvals of the at-grade rail crossing):</p> <ul style="list-style-type: none"> No fragmentation of natural habitat; Minimizes vegetation removal; Minimizes impacts to wildlife and wildlife habitat; Least property impacts; Least impact to noise / air quality sensitive receptors; Provides full access connection of Highway 11/17; No impact to existing utilities; and Has the lowest construction cost. <p>NOTE: SHOULD THE AT-GRADE RAIL CROSSING FOR MRW2 NOT BE APPROVED BY CP RAIL, MRW3 IS THE OPTION THAT WILL BE CARRIED FORTH.</p> |



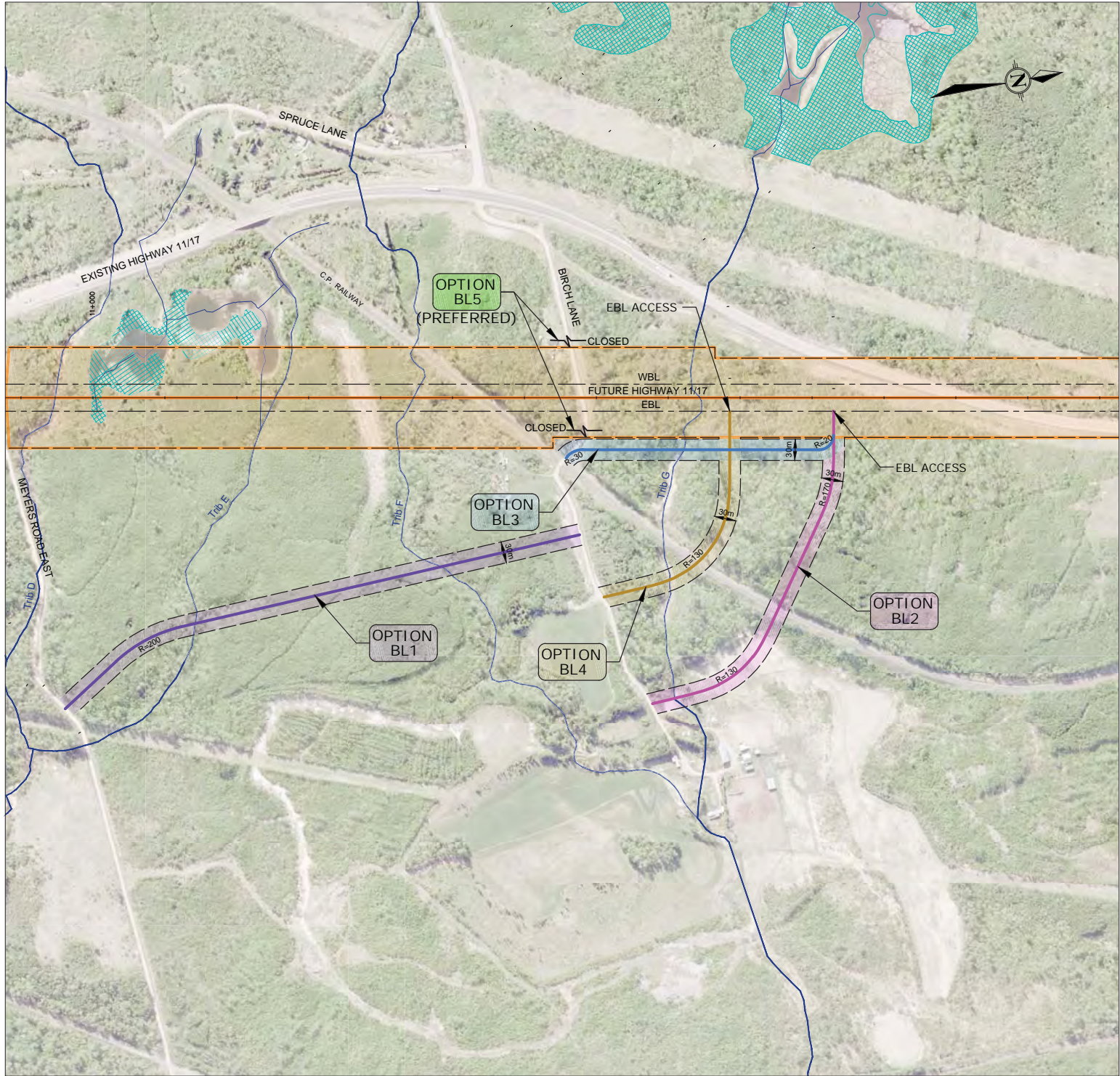
PUBLIC ACCESS OPTIONS OUIMET CANYON ROAD



| Evaluation of Ouimet Canyon Road Options | | | |
|---|---|-----------------------|---|
| Factor / Indicator | Option OCR1 (1997 EA Approved Concept) | Option OCR2 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | ◐ | ◑ | <ul style="list-style-type: none"> OCR1 results in less habitat fragmentation than OCR2. OCR2 encroaches into wetland areas (sensitivities not yet known). Both options will require cut through some rock barren, which may serve as potential Whip-Poor-Will habitat. OCR1 requires less vegetation removal than OCR2. OCR1 crosses a portion of Tributary G, but it appears to be at its upstream origins so likely a minor crossing required and fish potential unlikely. OCR2 does not require a watercourse crossing. |
| Category Summary • OCR1 and OCR2 are preferred equally from a natural environment perspective. | | | |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | ◐ | ◑ | <ul style="list-style-type: none"> No residential displacements. Both options have similar property impacts. OCR2 realigns Ouimet Canyon Road further away from 2 noise / air quality sensitive receptors. All options may require further archaeological assessment. |
| Category Summary • OCR1 and OCR2 are preferred equally from a socio-economic and cultural perspective. | | | |
| Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical Suitability Impacts to Utilities | ◐ | ◑ | <ul style="list-style-type: none"> The road profile approaching the proposed four-laned highway is less desirable in OCR1 given the requirement to match the existing highway grade. This will allow for less complex construction and is better achieved in OCR2. Both OCR1 and OCR2 provide full access to Highway 11/17 and meet intersection spacing requirements. OCR2 provides less complex staging than OCR1. OCR2 requires a longer extension of Spruce Lane. OCR2 crosses a swamp. No direct impact to hydro transmission towers. Line clearances will be reviewed as the design progresses. |
| Category Summary • OCR2 is preferred from a transportation / engineering perspective. | | | |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | ◐ | ◑ | <ul style="list-style-type: none"> The cost of both options is similar; neither presents issues requiring cost premiums. |
| Category Summary • OCR1 and OCR2 are preferred equally from a cost perspective. | | | |
| EVALUATION SUMMARY | ◐ | ◑ PREFERRED | Overall, Option OCR2 is preferred for the following reasons: <ul style="list-style-type: none"> No impact to Tributary G; Least impact to noise / air quality sensitive receptors; and Improved constructability / staging. |



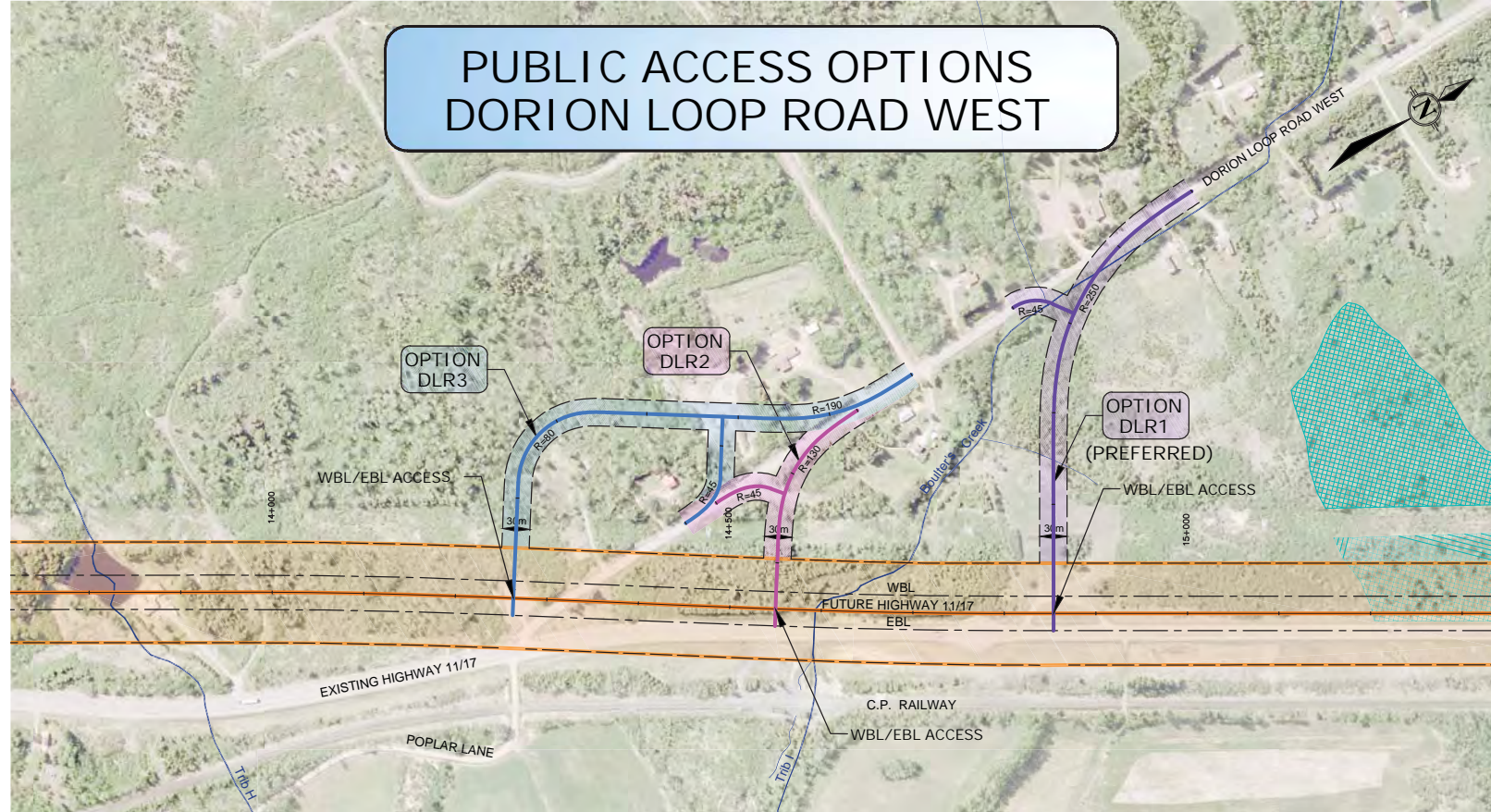
PUBLIC ACCESS OPTIONS BIRCH LANE



| Factor / Indicator | Option BL1 | Option BL2 | Option BL3 | Option BL4 | Option BL5 (1997 EA Approved Concept) | Comments |
|---|------------|------------|------------|------------|---------------------------------------|---|
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Extent of Impacts to Significant Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | | | | | | <ul style="list-style-type: none"> BL1 results in the greatest impact to the natural environment due to its length; BL2 results in less impact; BL3 and BL4 result in greater impacts to significant woodland area. BL1 and BL2 will not impact significant woodland area. BL1 requires two watercourse crossings (Tributaries E and F). BL2 and BL4 require two watercourse crossing (Tributary G and Unnamed) and will impact significant woodland area. BL3 requires two watercourse crossings (Tributary G and Unnamed) and will also impact the woodland. BL5 results in no impacts to the natural environment. |
| Category Summary Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | | | | | | <ul style="list-style-type: none"> BL5 is preferred from a natural environment perspective. BL5 displaces 1 resident / business operabr. 2 additional properties adjacent to existing BirchLane are not occupied. BL1 bisects one privately-owned property; BL2 and BL4 bisect one property (Crown Land); BL3 traverses one property (Crown Land). BL1, BL2, BL3, and BL4 impact the same noise / air quality sensitive receptors. BL5 does not impact any noise / air quality sensitive receptors. All road options may require further archaeological assessments. |
| Category Summary Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities | | | | | | <ul style="list-style-type: none"> BL5 is preferred from a socio-economic and cultural perspective. BL1, BL2 and BL4 meet design standards / criteria for a public road. BL3 is intended as a private (driveway) access only. BL1 provides right in/right out access only to the eastbound lanes via MRE2. BL2 in conjunction with OCR2, as well as BL4 in conjunction with OCR1, provide full access to Highway 11/17 and meet intersection spacing requirements. At-grade rail crossings are required for BL2 and BL4 whereas; BL3 maintains the existing crossing. The BL1 connection to Meyers Road East will require a large earth cut. Steep grades are required for BL2 and BL4 connectors to Highway 11/17. |
| Category Summary Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | | | | | | <ul style="list-style-type: none"> BL5 is preferred from a transportation / engineering perspective. BL1 has the highest cost, followed by BL4, BL2 and BL3 respectively. BL5 is the least expensive option. |
| Category Summary EVALUATION SUMMARY | | | | | | <ul style="list-style-type: none"> BL5 is preferred from a cost perspective. Overall, Option BL5 is preferred for the following reasons: <ul style="list-style-type: none"> Results in no impacts to the natural environment; Does not impact any noise sensitive receptors; and Has the lowest cost. |



PUBLIC ACCESS OPTIONS DORION LOOP ROAD WEST

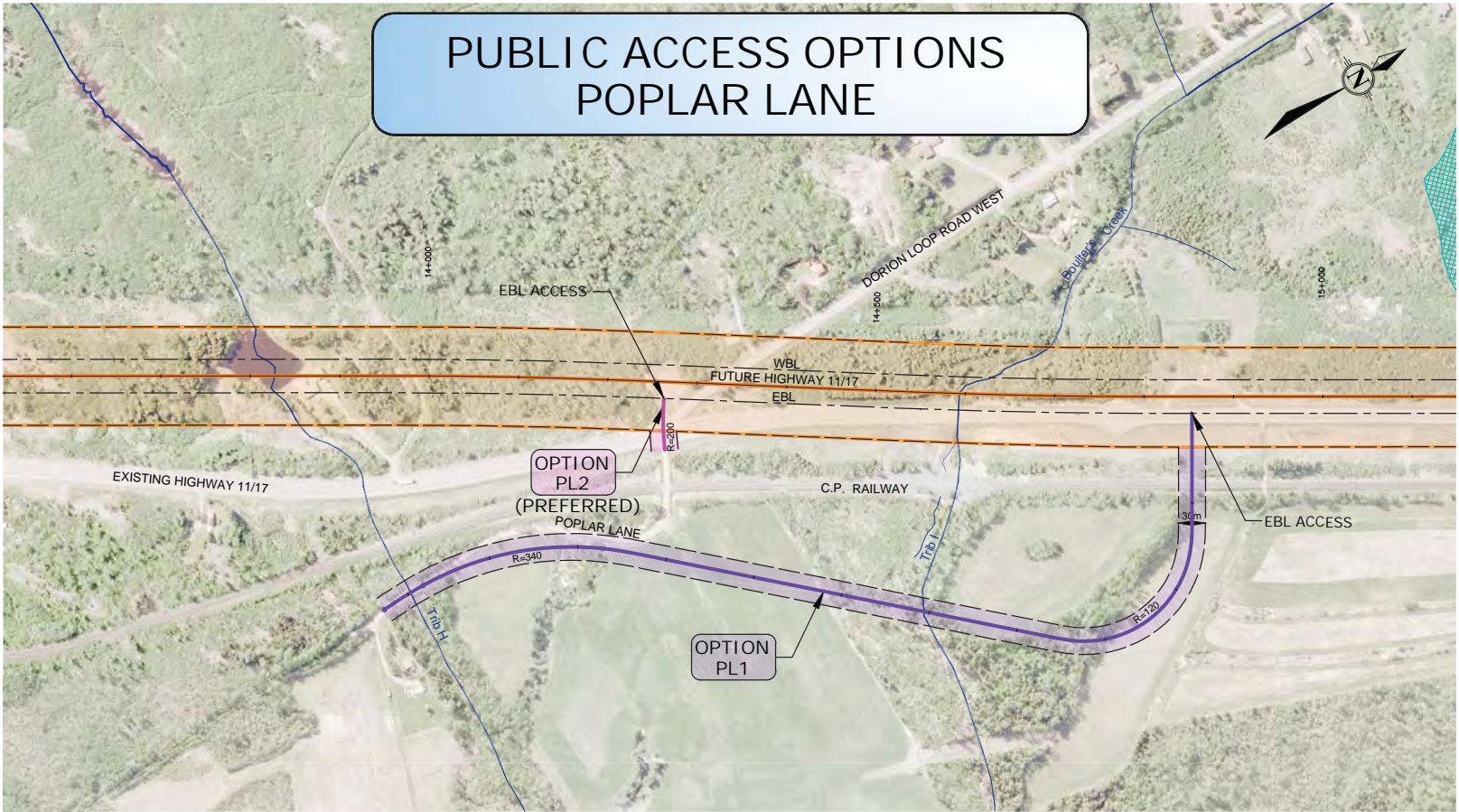


| Evaluation of Dorion Loop Road West Options | | | | |
|---|---|----------------|----------------|---|
| Factor / Indicator | Option DLR1 (1997 EA Approved Concept) | Option DLR2 | Option DLR3 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | | | | <ul style="list-style-type: none"> DLR2 results in the least impact to the natural environment given its close proximity to existing Dorion Loop Road and shores length. None of the options are anticipated to impact any significant natural features. DLR2 results in limited natural habitat fragmentation and vegetation removal compared to DLR1 and DLR3. DLR2 has limited impacts to wildlife or wildlife habitat compared to DLR1 and DLR3. DLR2 does not impact watercourses. DLR3 requires crossing of existing ditchlines at connections to the existing highway, and DLR1 potentially requires channel realignment of Tributary I. |
| Category Summary | • DLR2 is preferred from a natural environment perspective. | | | |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources | | | | <ul style="list-style-type: none"> No residential or business displacements. DLR1 results in impacts to at least 2 residential properties. DLR2 impacts 1 residential property and DLR3 impacts 3 residential properties. DLR1 results in the least impacts to noise / air quality sensitive receptors. All options may require further archaeological assessment. |
| Category Summary | • DLR1 is preferred from a socio-economic / cultural perspective. | | | |
| Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities | | | | <ul style="list-style-type: none"> DLR1 results in better geometrics and connection to Highway 11/17 (e.g. allows for a more gradual connection to existing Dorion Loop Road westerly). All options provide full access to Highway 11/17 and meet intersection spacing criteria. DLR2 requires a temporary closure of Dorion Loop Road West to enable construction. The road profile for DLR2 is the least desirable due to steep grades and significant rock cut. DLR3 results in the longest connection to Highway 11/17. There is a higher risk of encountering contaminated soil as a result of past commercial land use with DLR1. No direct impact to existing utilities with all options. |
| Category Summary | • DLR1 is preferred from a transportation / engineering perspective. | | | |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | | | | <ul style="list-style-type: none"> DLR1 is anticipated to have the lowest overall costs. |
| Category Summary | • DLR1 is preferred from a cost perspective. | | | |
| EVALUATION SUMMARY | PREFERRED | | | Overall, Option DLR1 is preferred for the following reasons: <ul style="list-style-type: none"> Vegetation impacts consist of removal of culturally impacted second growth communities; Least impact to noise / air quality sensitive areas; Better geometrics and connection to Highway 11/17; Allows for a more gradual connection to existing Dorion Loop Road westerly; and Does not require road closure to construct. |

Legend:



PUBLIC ACCESS OPTIONS POPLAR LANE

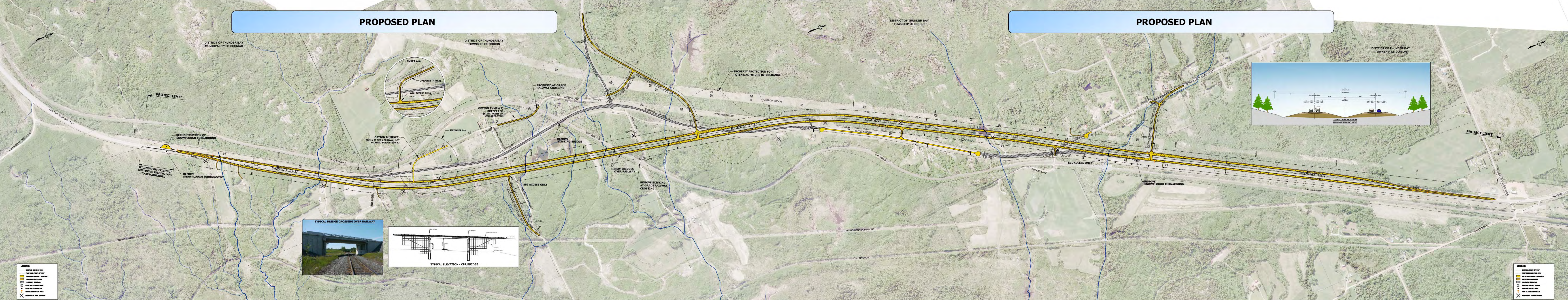


| Evaluation of Poplar Lane Options | | | |
|---|---|---------------------|---|
| Factor / Indicator | Option PL1 (1997 EA Approved Concept) | Option PL2 | Comments |
| Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources | | | <ul style="list-style-type: none"> PL2 results in nonnatural habitat fragmentation or impacts to significant natural features, whereas PL1 fragments a wetland area. PL2 has limited vegetation removal compared to PL1. PL2 has a larger footprint impact to wildlife or wildlife habitat compared to PL1. PL2 requires a crossing of a roadside ditch along Dorion Loop Road West, whereas PL1 will require multiple crossings of watercourses (including Tributary 1) potentially supporting fish. |
| Category Summary | <ul style="list-style-type: none"> PL2 is preferred from a natural environment perspective. | | |
| Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residences and Business Displacement Property Requirements Noise Archaeological Resources | | | <ul style="list-style-type: none"> Neither option displaces residences or businesses. PL2 requires additional municipal property whereas PL1 will require property from two (2) private owners. PL1 requires a new at-grade rail crossing. PL2 does not impact additional noise / air quality sensitive receptors. Both options may require further archaeological assessments. |
| Category Summary | <ul style="list-style-type: none"> PL2 is preferred from a socio-economic and cultural perspective. | | |
| Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical Suitability Impacts to Utilities | | | <ul style="list-style-type: none"> Existing Poplar Lane is retained with PL2. PL1 in conjunction with DL1 provides full access to Highway 11/17 and meets intersection spacing requirements; and right in/right out only with eastbound lanes in conjunction with DL2 and DL3. PL2 in conjunction with DL1 and DL2 provides right in/right out only access to eastbound lanes; and full access to Highway 11/17 in conjunction with DL3 and meets intersection spacing requirements. No known soil concerns. PL1 may impact hydro poles. |
| Category Summary | <ul style="list-style-type: none"> PL2 is preferred from a transportation / engineering perspective. | | |
| Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement | | | <ul style="list-style-type: none"> Alternative PL1 is anticipated to result in a higher cost than PL2 for construction, utility relocation and property requirement. |
| Category Summary | <ul style="list-style-type: none"> PL2 is preferred from a cost perspective. | | |
| EVALUATION SUMMARY | | REFERRED | Overall, Option PL2 is preferred for the following reasons: <ul style="list-style-type: none"> No impact to Tributary 1; Footprint impact limited to previously disturbed area; Least property impacts; Shorter connection to Highway 11/17; Uses existing at-grade railway crossing; No impact to existing utilities; and Lower construction cost. |



PROPOSED PLAN

PROPOSED PLAN



Preliminary Design for the Four-Laning of Highway 11/17 from Ouimet to Dorion
Public Information Centre #1

Preliminary Design for the Four-Laning of Highway 11/17 from Ouimet to Dorion
Public Information Centre #1

POTENTIAL IMPACTS FROM THE PROPOSED CHANGES TO THE HIGHWAY 11/17 PLAN

| Factor | Potential Impacts Resulting From: | | | | |
|---|---|---|---|-----------------------------------|---|
| | Increasing Right-of-Way Width from 90 m to 110 m | Highway Alignment Changes | Public Access Road Relocations | | |
| | | | Reconfiguration / Partial Access at Meyers Road | Realignment of Ouimet Canyon Road | Reconfiguration / Partial Access at Dorion Loop Road West |
| Natural Environment | | | | | |
| Vegetation | <ul style="list-style-type: none"> Increasing the right-of-way only incrementally increases the footprint from the 1997 ESR, thus, there are incremental impacts to the natural environment. | <ul style="list-style-type: none"> Minimizes impacts to significant woodland. Specific natural environmental impacts will be determined once the detail design plan is developed. | <ul style="list-style-type: none"> Significant impacts to the natural environment are not anticipated. Specific natural environmental impacts will be determined once the detail design plan is developed. | | |
| Wildlife | | | | | |
| Aquatic Resources | | | | | |
| Social and Cultural Environment | | | | | |
| Archaeology | <ul style="list-style-type: none"> An archaeological assessment is being carried out to determine potential archaeological impacts in all previously unevaluated undisturbed areas. | | | | |
| Land Use | <ul style="list-style-type: none"> Proposed changes result in new property impacts. MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures. Changes to the highway alignment shift the highway closer to adjacent Noise Sensitive Areas. A noise impact assessment will be undertaken and the findings will be presented at PIC #2. | | | | |
| Public Access | <ul style="list-style-type: none"> No change | <ul style="list-style-type: none"> No change | <ul style="list-style-type: none"> Although the proposed changes may increase travel time to the adjacent development at some locations, access management is improved by limiting the number of full access intersections while balancing community needs with consideration of accommodating future interchanges. The proposed changes to full public access locations more closely comply with intersection spacing requirements. | | |
| Engineering | | | | | |
| Utilities and Municipal Services | <ul style="list-style-type: none"> Increasing the right-of-way width does not change the conflicts identified in the 1997 ESR. | <ul style="list-style-type: none"> Proposed changes result in fewer impacts to hydro transmission lines / towers. MTO will consult with any affected utility companies to develop relocation plans to suit the detail design plan. | | | |

Specific impacts of the Highway 11/17 four-laning plan will be further reviewed and mitigation measures will be developed later in the detail design stage to address these impacts. The more detailed assessment of impacts and the recommended mitigation measures will be presented at the next Public Information Centre (PIC #2).

MINERAL AGGREGATES

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

WASTE MANAGEMENT

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

Management of excess materials outside the right-of-way, stockpiling, and wood management depends on local circumstances.

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

EMERGENCY SPILL RESPONSE

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

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

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

NEXT STEPS

The Project Team will:

| Activity | Anticipated Timeline |
|---|---------------------------------------|
| <ul style="list-style-type: none"> Review the comments received during and following PIC #1 and respond to any questions. | Spring / Summer 2016 |
| <ul style="list-style-type: none"> Confirm the preferred changes to the approved four-lane plan. | Spring / Summer 2016 |
| <ul style="list-style-type: none"> Prepare and the Addendum to the 1997 <i>Environmental Study Report</i> and submit for a 30-day public review period. | Spring / Summer 2016 |
| <ul style="list-style-type: none"> Develop the Detail Design Plan. | Summer/Fall 2016 / Winter 2017 |
| <ul style="list-style-type: none"> Hold a second Public Information Centre to present the Detail Design Plan, and the anticipated environmental impacts and mitigation measures. | Fall 2016 |
| <ul style="list-style-type: none"> Prepare the Design and Construction Report and submit for a 30-day public review period. | Fall 2017 |
| <ul style="list-style-type: none"> Submit the project for tender. | Winter 2018 |

Please visit the project website for updates at:

www.hwyl1-17four-laningfromouimettodorion.ca

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

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

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

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

CONTACT INFORMATION

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

Rick Inman
Senior Project Manager
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Tel: 1-800-465-5034 or (807) 473-2049
Fax: (807) 473-2168
e-mail: Rick.Inman@ontario.ca

Domenica D'Amico, P.Eng.
Project Manager
MMM Group Limited | WSP
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Tel: 1-877-562-7947 ext. 1331
Fax: (905) 823-8503
e-mail: damicod@mmm.ca

Greg Moore, B.E.S.
Senior Environmental Planner
MMM Group Limited | WSP
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Tel: 1-877-562-7947 ext. 1323
Fax: (905) 823-8503
e-mail: mooreg@mmm.ca

*Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by **Friday, May 13, 2016**.*