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**G.W.P. 135-90-00**

**HIGHWAY 11/17 FOUR-LANING  
FROM 2.83 km WEST OF OUIMET OVERHEAD, EASTERLY 8.63 KM**

**MUNICIPALITY OF SHUNIAH  
TOWNSHIP OF DORION**

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

**MINISTRY OF TRANSPORTATION  
NORTHWESTERN REGION**

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**ENVIRONMENTAL STUDY REPORT  
ADDENDUM #2**

**February 2018**

G.W.P. 135-90-00

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FROM 2.83 WEST OF OUIMET OVERHEAD, EASTERLY 8.63 KM**

**MUNICIPALITY OF SHUNIAH  
TOWNSHIP OF DORION**

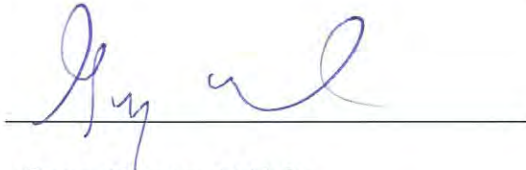
**ENVIRONMENTAL STUDY REPORT ADDENDUM #2**

**February 2018**

Prepared for the Ministry of Transportation by:

**WSP Canada Group Limited**

*Prepared by:*



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



**Katherine Kung, MCIP, RPP**  
Consultant Environmental Planner

*Reviewed by:*



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

## THE PUBLIC RECORD

A copy of this document has been submitted to the following office of the Ministry of the Environment and Climate Change to be placed in the Public Record:

### **Ministry of the Environment and Climate Change**

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

This Addendum to the Environmental Study Report is also available for public review during normal business hours at:

#### **Ontario Ministry of Transportation**

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

#### **Municipality of Shuniah**

Clerk's Office  
420 Leslie Avenue  
Thunder Bay, Ontario

#### **Township of Dorion**

Clerk's Offices  
170 Dorion Loop Road  
Dorion, Ontario

#### **Dorion Public Library**

170 Dorion Loop Road  
Dorion, Ontario

#### **Red Rock Public Library**

42 Salls Street  
Red Rock, Ontario

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# NOTICE OF FILING ENVIRONMENTAL STUDY REPORT ADDENDUM #2

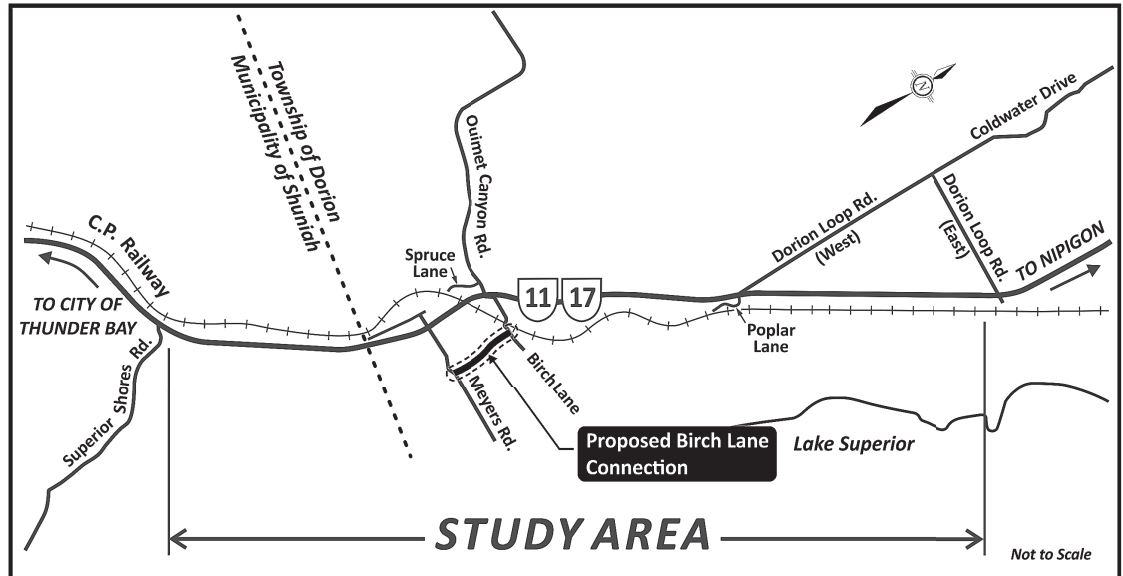
## Highway 11/17 Four-Laning from Ouimet to Dorion Proposed Birch Lane Connection

### THE STUDY

The Ontario **Ministry of Transportation (MTO)** is continuing 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. **WSP** is undertaking the design on behalf of MTO.

### THE PROCESS

This study is following the approved environmental 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. During the Preliminary Design Phase, a Public Information Centre (PIC) was held on April 13, 2016 to present the proposed design changes to the 1997 Environmental Assessment (EA) Approved Plan. The proposed design changes were also documented in an Addendum to 1997 Environmental Study Report (ESR), which was filed in October 2016.



The 1997 EA Approved Plan did not provide access from Birch Lane to the new four-lane divided highway and the preferred alternative shown at the PIC in April 2016 recommended full closure of Birch Lane. In consideration of concerns raised at the PIC further discussions with the Township of Dorion and additional review by MTO, MTO is recommending a new public road connection between Meyers Road East and Birch Lane. A second Addendum to the 1997 ESR has been prepared to document the proposed design change and incorporate this new road connection into the Approved Plan.

This second ESR Addendum is available for review at the following locations:

**Township of Dorion**  
Clerk's Office  
170 Dorion Loop Road  
Dorion, Ontario

**Municipality of Shuniah**  
Clerk's Office  
420 Leslie Avenue  
Thunder Bay, Ontario

**Ministry of the Environment and Climate Change**  
Thunder Bay Regional Office  
435 James Street South  
Thunder Bay, Ontario

**Dorion Public Library**  
170 Dorion Loop Road  
Dorion, Ontario

**Red Rock Public Library**  
42 Salls Street  
Red Rock, Ontario

**Ontario Ministry of Transportation – Northwest Region**  
615 James Street South  
Thunder Bay, Ontario

The report and additional study information will also be available on the project website at [www.Hwy11-17Four-LaningfromOuimettoDorion.ca](http://www.Hwy11-17Four-LaningfromOuimettoDorion.ca).

The Addendum will be available for a 30-day review period ending **Friday, March 2, 2018**. If after consulting with ministry staff and consultants, you have serious unresolved concerns regarding the new connection between Meyers Road and Birch Lane, you may request a Part II Order ("bump-up") from the Ministry of the Environment and Climate Change (77 Wellesley Street West, 11th Floor, Toronto, Ontario, M7A 2T5). A copy of your request should also be forwarded to the Ministry of Transportation at the address below. If no requests are received by **Friday, March 2, 2018**, the proposed changes will have met the requirements of the Class EA and Detail Design will proceed.

### COMMENTS

We are interested in any comments or concerns you may have regarding the Addendum and study. Please submit your comments and/or concerns to one of the individuals listed below by **Friday, March 2, 2018**.

**Ms. Domenica D'Amico, P.Eng.**  
Project Manager  
WSP  
610 Chartwell Road, Suite 300, Oakville, Ontario L6J 4A5  
tel: 1-877-562-7947  
fax: 905-823-8503  
e-mail: [domenica.damico@wsp.com](mailto:domenica.damico@wsp.com)

**Mr. Rick Inman**  
Senior Project Manager  
Ontario Ministry of Transportation  
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](mailto:rick.inman@ontario.ca)

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

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## Appendices

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## GLOSSARY

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CP	–	Canada Pacific
DFLCCC	–	Dorion Four-Lane Community Consultation Committee
EA	–	Environmental Assessment
ESR	–	Environmental Study Report
MTCS	–	Ministry of Tourism, Culture and Sport
MTO	–	Ontario Ministry of Transportation
PIC	–	Public Information Centre
ROW	–	Right-of-Way
TCPL	–	TransCanada Pipeline

## 1.0 Project Summary

### 1.1 Project Description and Background

In 1997, the Ontario Ministry of Transportation (MTO) completed a Planning and Preliminary Design Study for the four-laning of Highway 11/17 from 8 km west of Ouimet, easterly 36 km to the west boundary of Red Rock Township. An Environmental Study Report (ESR) was filed in September 1997 and subsequently received environmental clearance. The study was identified as a Group “B” project and complied with the requirements of the *Provincial Highway Class Environmental Assessment* (1992).

The 1997 ESR documented the following:

- Description of the project, project justification, and its purpose;
- Environmentally significant aspects of the planning, design, and construction of the four-laning within the study limits;
- Description of the alternatives evaluated at the time;
- External agency and public consultation; and
- Anticipated environmental effects, proposed mitigation measures, and monitoring.

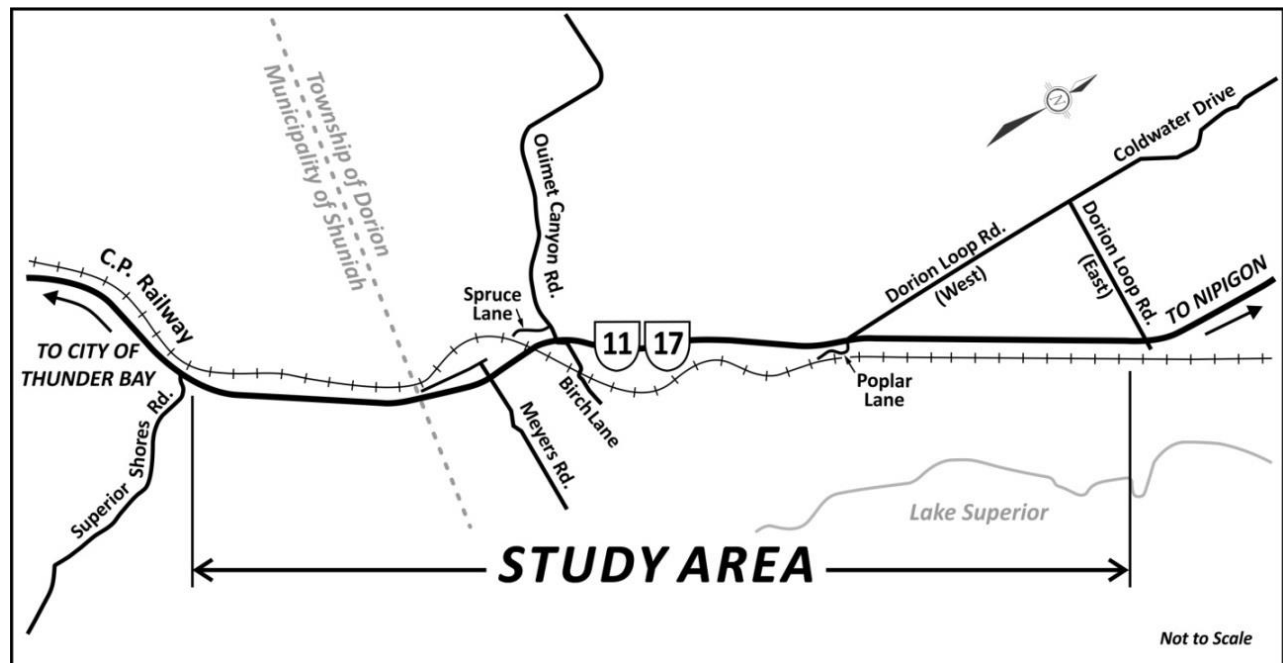
The key design features recommended in the 1997 ESR for the section of Highway 11/17 from 2.83 km west of Ouimet Overhead, easterly 8.63 km, included:

- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment;
- Providing connections to the new four-lane highway at Meyers Road, Ouimet Canyon Road, Poplar Lane, and Dorion Loop Road West;
- A new, grade-separated crossing of the Canadian Pacific (CP) Railway; and
- Improvements at / modifications to intersecting roads.

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

In October 2015, MTO retained WSP Canada Group Limited (*formerly MMM Group Limited*) to undertake the 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 project location is shown below in **Exhibit 1-1**.

### Exhibit 1-1: Project Location



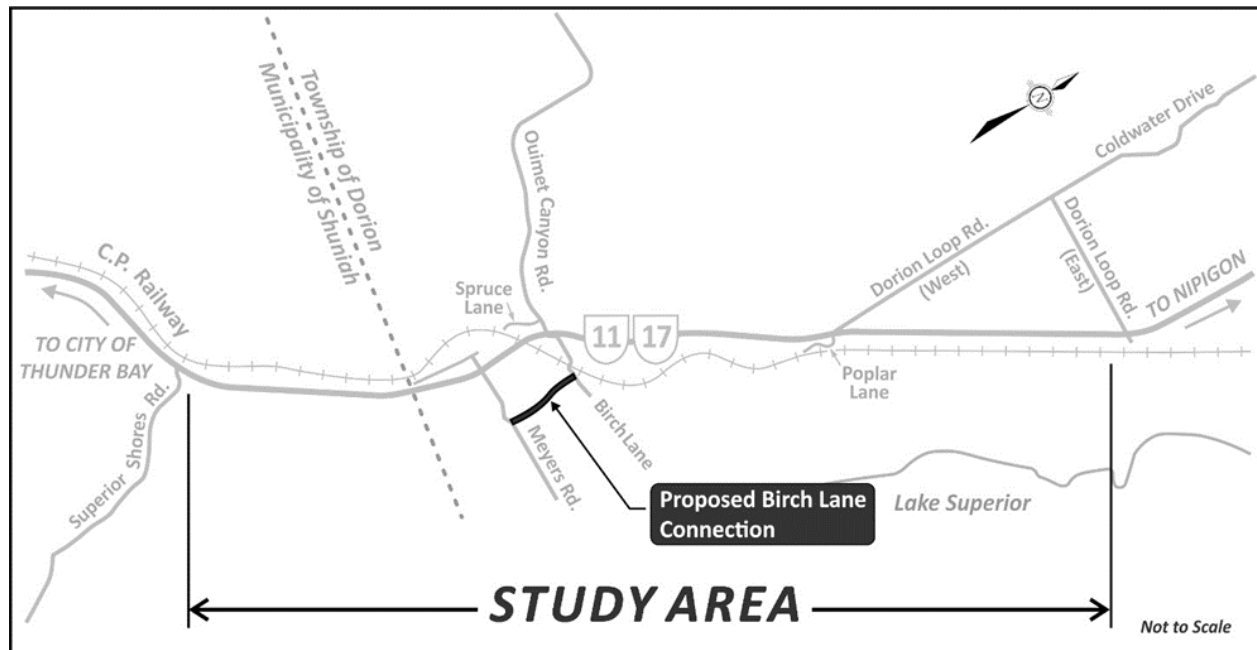
The Preliminary Design phase included an update to the current environmental conditions, and a review of the proposed changes to the original design decisions that have occurred since the submission of the original 1997 ESR. The Addendum to the original ESR was filed in October 2016 to document the changes in existing environmental conditions, and the proposed changes to the 1997 approved design, and received environmental clearance in October 2017.

The 1997 EA Approved Plan did not provide access from Birch Lane to the new four-lane divided highway. Closure of Birch Lane would impact access to the development on two existing properties. Four public access alternatives for Birch Lane were developed for review and evaluation against the 1997 EA Approved Concept, which were presented at the first Public Information Centre (PIC) held on April 13, 2016 at the Dorion Public School. The preferred alternative identified at the PIC supported full closure of Birch Lane. However, the Ministry agreed to further review access to Birch in light of the comments received from the local residents and the Township of Dorion following the PIC. The concerns raised included loss of prime agricultural land that would otherwise be severed from the highway, and the resultant displacement of an active residential / commercial property on Birch Lane. The Ministry committed to further review the feasibility of providing a public road connection between Birch Lane and Meyers Road East during the Detail Design phase as part of the Addendum (October 2016) to the 1997 Environmental Study Report (ESD).



The Project Team further reviewed the feasibility of providing a public road connection from Birch Lane to Meyers Road East. Based on this review, the Ministry is proposing a connection between Birch Lane and Meyers Road east, as shown in **Exhibit 1-2**.

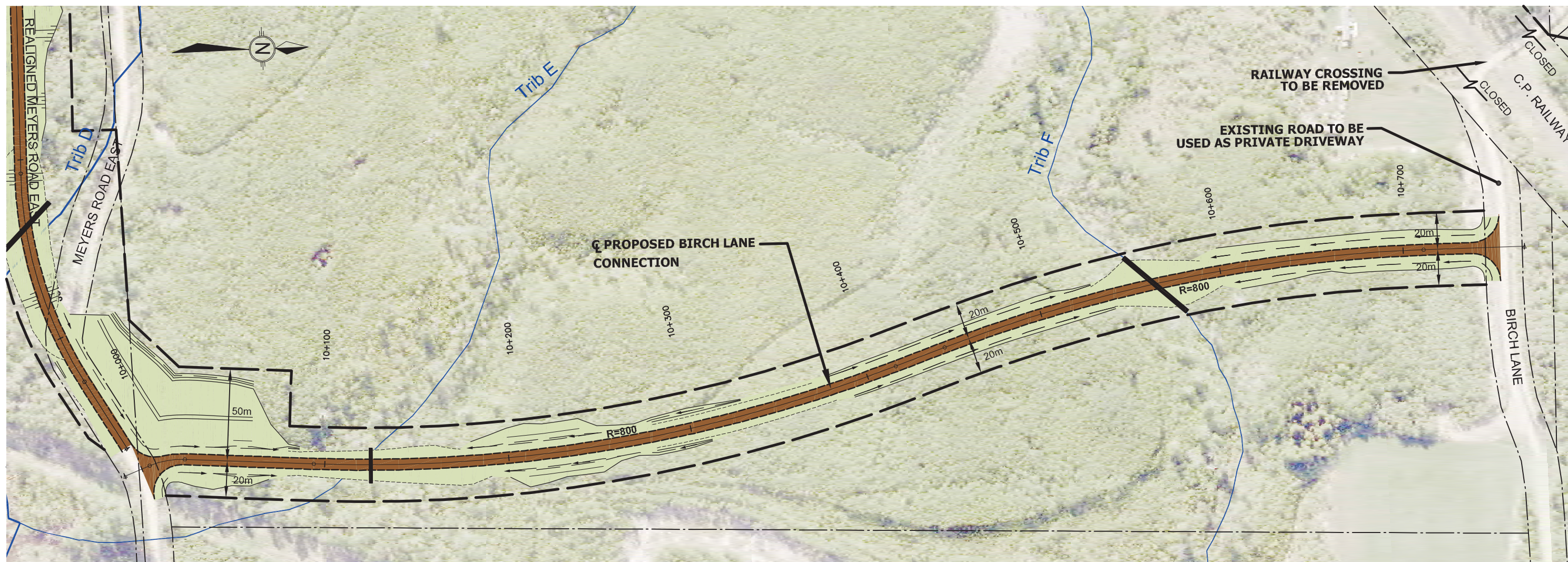
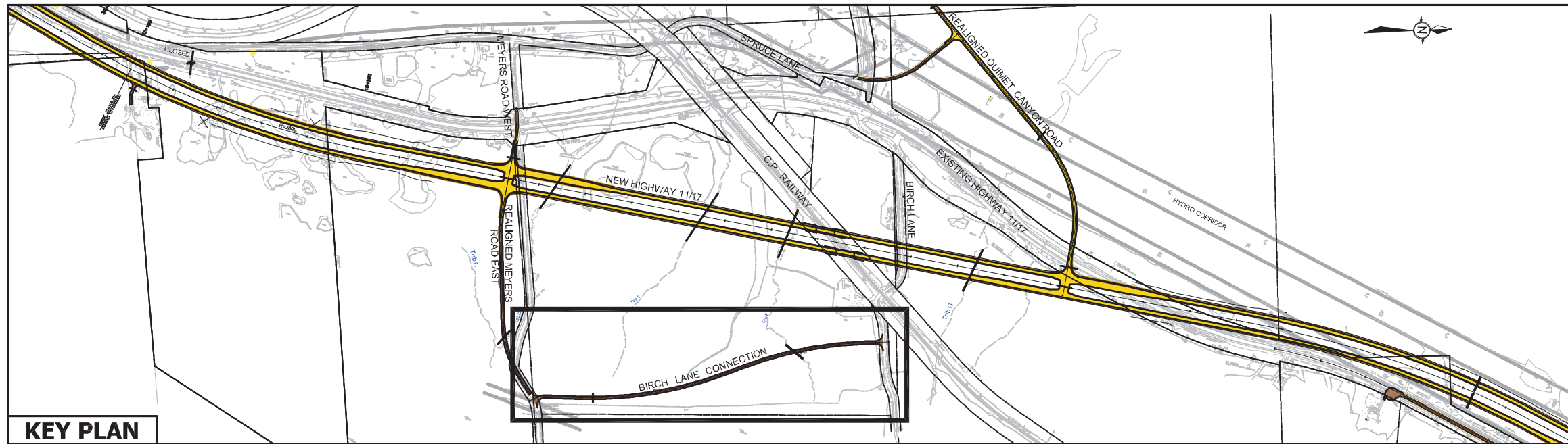
**Exhibit 1-2: Location of the Birch Lane Connection**



The addition of this new connection is being proposed based on feedback received from local residents, the Town of Dorion, and the Dorion Four-Laning Community Consultation Committee (DFLCCC). The inclusion of the Birch Lane connection will avoid the severance of prime agricultural land from the highway and the displacement of an active residential / commercial property on Birch Lane. In addition, this new connection is compatible with long term planning requirements by providing a connection from Meyers Road to the future interchange at Ouimet Canyon Road. As a result, this second Addendum to the 1997 ESR as part this study has been prepared to document the design change to include a connection from Meyers Road East to Birch Lane. The preferred plan for this connection is shown in **Exhibit 1-3**.

## 1.2 Purpose of the Addendum to the Environmental Study Report

This Addendum to the 1997 ESR has been prepared as per the requirements identified under the MTO Class EA process since the addition of a connection from Meyers Road East to Birch Lane has been determined to be a significant change to the 1997 approved design plan and the design changes included in the 2016 ESR Addendum.



The ESR Addendum is made available for a 30-day public and agency review period as per the requirements identified under the process of the MTO Class EA. A Notice of Filing for the ESR Addendum in this report may be reviewed have been provided to external agencies, Indigenous communities, and affected and interested parties via direct notification letters, published in local newspapers, as well as being posted on the project website, and the Municipality of Shuniah and Township of Dorion's municipal websites.

During the 30-day public review period, parties are encouraged to bring their concerns about the proposed changes to the EA Approved Plan to the attention of MTO. If you have serious unresolved concerns after consulting with the MTO and MTO's consultants, you have the right to submit a Part II Request ("bump-up") to the Minister of the Environment and Climate Change (11th Floor Ferguson Block, 77 Wellesley Street West, Toronto, Ontario, M7A 2T5) to elevate this project to an Individual Environmental Assessment. There are no opportunities to request a Part II Order for the approved four-lane project, only for concerns associated with the proposed Birch Lane connection.

A copy of the bump-up request should also be sent to the MTO and Consultant Project Manager at the following addresses:

**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**  
WSP Canada Group Limited  
610 Chartwell Road, Suite 300  
Oakville, ON L6J 4A5  
Tel: 1-877-562-7947 or (905) 823-8500  
Fax: (905) 823-8503  
e-mail: Domenica.DAmico@wsp.com

## 2.0 Consultation / Engagement Activities

Consultation / engagement is an integral component of the Environmental Assessment (EA) process and provides an opportunity for communication between the community and the Project Team to identify potentially significant environmental issues early in the decision making process and throughout the study.

The Project Team informed members of the public, property owners, Provincial and Federal Government Agencies, Township of Dorion, Dorion Four-Lane Community Consultation Committee (DFLCCC), Indigenous Communities, as well as other stakeholders about the filing of the Addendum to the ESR for the proposed addition of the Birch Lane Connection to the proposed design.

### 2.1 Municipal Meetings

The Project Team consulted with local municipalities throughout the Preliminary and Detail Design phases. Based on feedback received from the Township of Dorion, and DFLCCC during Preliminary Design, the Ministry committed to further review a public connection between Meyers Road East and Birch Lane.

The Project Team met with the Township of Dorion, Dorion Four-Lane Community Consultation Committee (DFLCCC) on December 15, 2017 to present the proposed Birch Lane connection, review the public access locations within the Township of Dorion, and discuss surface treatments and municipal transfers and general road maintenance following construction.

The Project team will also present the proposed connection between Birch Lane and Meyers Road East to the Municipality of Shuniah Council and to the Township of Dorion Council in advance of the second Public Information Centre as part of this overall study.

A copy of the municipal meeting minutes have been included in **Appendix A**.

### 2.2 Impacted Property Owners

The proposed connection between Meyers Road East and Birch Lane will provide access to the four-laned Highway 11/17 for the two existing properties on Birch Lane through Meyers Road.

As part of the review, the Project Team contacted and met with the affected and adjacent property owners on an individual basis as required to discuss the location of the proposed Birch Lane connection, and property impacted. The initial Birch Lane plan was presented to the impacted property owner in September 2016. The proposed Birch Lane connection was refined based on input received by both impacted and adjacent property owners. The refinement was largely related to shifting the location of the east tie-in to the north (i.e. closer to the CP tracks), which was also beneficial in minimizing encroachment onto TCPL easement, and provide a dense vegetation buffer to adjacent property owner's property.

Consultation with impacted property owners is ongoing and will continue throughout the Detail Design phase for this project.

### **2.3 Utilities Consultation**

The Project Team has been in correspondence with the TransCanada Pipelines (TCPL) to introduce the study, and discuss potential project impacts to TCPL lands. While utility relocation is not required, the connection between Meyers Road East and Birch Lane will encroach into TCPL's existing right-of-way.

Consultation with utilities is ongoing and will continue throughout the Detail Design phase for this project.

## 3.0 Environmental Effects and Proposed Mitigation

This section focuses on the direct and indirect potential environmental effects to the existing environmental, socio-economic and cultural features and sensitivities in the study area associated with the addition of the Birch Lane connection. The 2017 existing environmental conditions is presented in **Exhibit 3-1**.

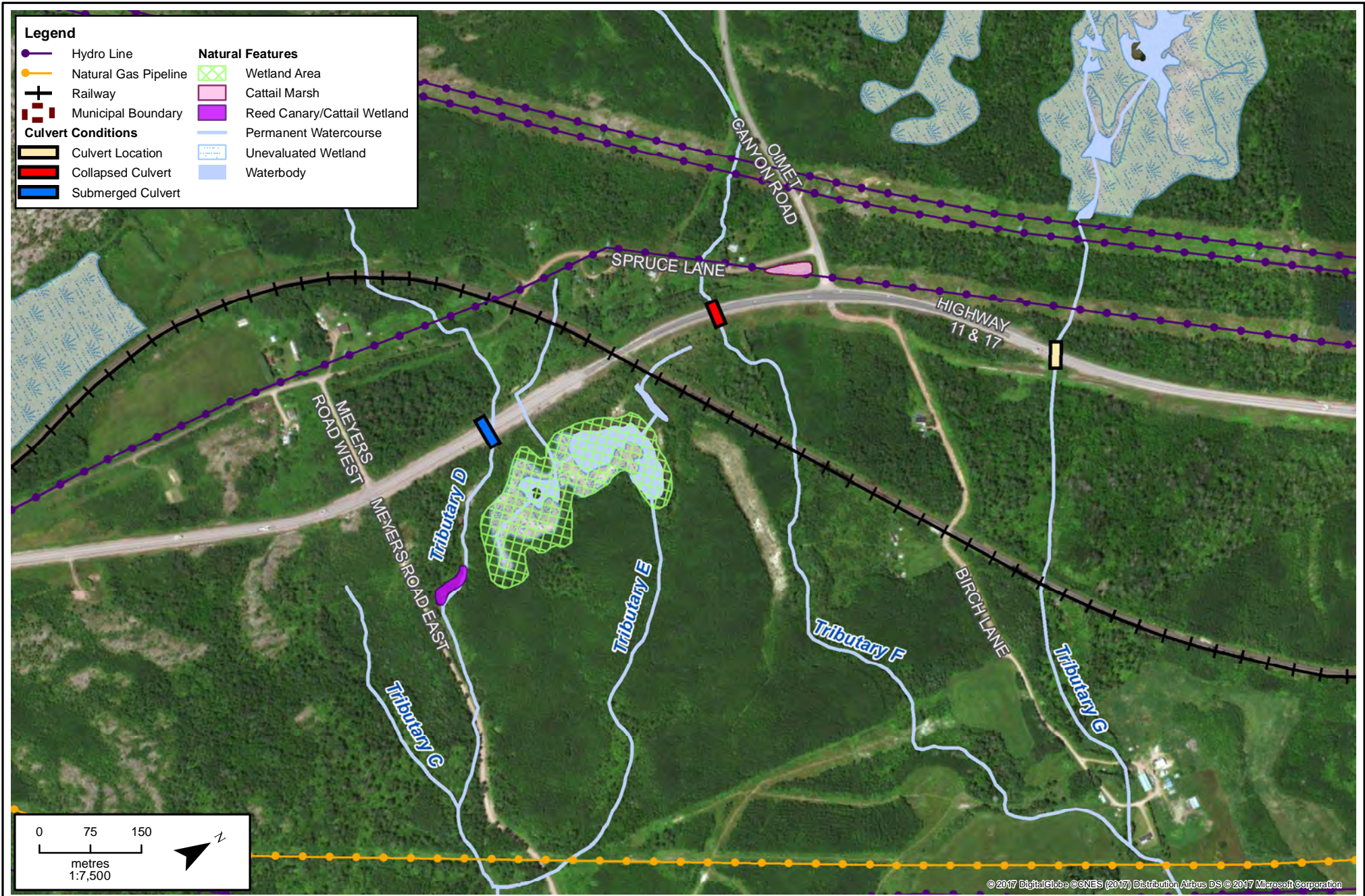
### 3.1 Natural Environment

#### 3.1.1 Terrestrial Environment

Terrestrial habitats along the proposed Birch Lane connection were conducted on June 20, 2017. Within the proposed right-of-way (ROW) for the Birch Lane connection, the majority of vegetation communities consist of upland Trembling Aspen (*Populus tremuloides*) dominated forest with the exception of Black Ash dominated communities associated with Tributary E and Tributary F. The southern portion of the alignment is relatively rugged with mature Trembling Aspen present and a defined shrub layer of Beaked Hazel (*Corylus cornuta var. cornuta*) and Mountain Maple (*Acer spicatum*). Black Ash (*Fraxinus nigra*) swamp communities are present in the low-lying floodplains of Tributary E and Tributary F and extend beyond the ROW to the east and west. The remaining areas of the Birch Lane Connection are relatively flat with vegetation consisting of young, dense Trembling Aspen forest that extends beyond the ROW to the east and west and towards existing Birch Lane.

A number of wildlife species were noted to be present along the alignment, including: White-throated Sparrow (*Zonotrichia albicollis*), Blue Jay (*Cyanocitta cristata*), Black-capped Chickadee (*Poecile atricapillus*), Chestnut-sided Warbler (*Setophaga pensylvanica*), Red-eyed Vireo (*Vireo olivaceus*), Ovenbird (*Seiurus aurocapilla*), Veery (*Catharus fuscescens*), Common Raven (*Corvus corax*), White-tailed Deer (*Odocoileus virginianus*) and Red Squirrel (*Tamiasciurus hudsonicus*). These species are all common to the area and it is anticipated that a number of additional common bird and mammal species would utilize these forest and wetland communities.

Standard mitigation measures (e.g. vegetation clearing timing windows, defining of clearing limits, sediment and erosion control measures, etc.) would be appropriate during construction to protect against impacts to adjacent vegetation communities and wildlife.



### 3.1.2 Aquatic Environment

Habitat assessments for the two watercourses crossed by the realigned portion of Birch Lane were carried out on June 20, 2017. These habitat assessments were carried out in general accordance with Section 4 – Field Investigations of the Ontario Ministry of Transportation / Department of Fisheries and Oceans / Ministry of Natural Resources and Forestry – *Environmental Guide for Fish and Fish Habitat* (MTO, 2013). Within the proposed ROW for the Birch Lane connection, Tributary E and Tributary F are considered to provide indirect fish habitat functions, conveying nutrients and allochthonous inputs to habitat supporting fish further downstream of the Birch Lane crossing. Tributary E is poorly defined within the proposed ROW for the Birch Lane connection, and shows evidence of intermittent flow conditions (no continuous flow). Tributary F is more defined, with clear bank and channel morphological features within the ROW, but with a steep channel gradient and various woody debris jams and knick points within the flow path that inhibit access to the ROW by fish.

Standard mitigation measures (e.g. permissible timing windows, sediment and erosion control measures, etc.) applied at these two crossing locations during construction will protect against impacts to fish bearing watercourses further downstream of the road crossing such that serious harm to fish and fish is not anticipated.

### 3.2 Archaeological Resources

A Stage 1-2 Archaeological Assessment was completed on July 19, 2017 for the 800 m stretch of land to be impacted by road development for the Birch Lane Connection, between Meyers Road East and Birch Lane. The Archaeological Assessment was carried out in accordance with the Ministry of Tourism, Culture and Sport's (MTCS) *Standards and Guidelines* (2011) and submitted to MTCS for archaeological concurrency prior to construction. No archaeological sites, listed or designated properties, or cemeteries are located in close proximity to this study area. Based on the results of the Stage 2 assessment, the potential for archaeological resource discovery is low and no further archaeological assessments are required for the Birch Lane Connection prior to construction.



### 3.3 Land-Use

The proposed connection between Meyers Road and Birch Lane is situated on land zoned by the Township of Dorion as 'Rural' and 'Seasonal Recreational'. Based on the Ontario Ministry of Agriculture, Food and Rural Affairs mapping (2016), the subject lands are generally designated as Class 3 soils.

The inclusion of the Birch Lane connection will avoid the severance of prime agricultural land from the highway and the displacement of an active residential / commercial property on Birch Lane.

### 3.4 Utilities

While direct impacts to utilities is not required, the connection between Meyers Road and Birch Lane will encroach into the TransCanada Pipeline (TCPL) right-of-way (ROW).

Consultation with utilities is on-going and will continue throughout the Detail Design phase for this project. The Ministry will secure all necessary agreements / approvals required by TCPL for the ROW encroachment prior to construction.

### 3.5 Summary of Environmental Concerns and Proposed Mitigation

This section focuses on the direct and indirect potential environmental effects to the existing environmental and cultural features and sensitivities in the study area associated with the addition of the Birch Lane Connection to the approved design plan.

**Exhibit 3-2** summarizes the identified concerns and proposed mitigation measures based on the identified environmental sensitivities and modifications to public access from Birch Lane to Meyers Road East.

**Exhibit 3-2: Summary of Environmental Concerns and Proposed Mitigation**

Factor	Potential Impacts Resulting From the Birch Lane Connection
<b>Natural Environment</b>	
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>• Requirement to remove upland Trembling Aspen dominated forest and lowland Black Ash dominated forest communities.</li> <li>• Potential impact to adjacent forest communities during construction activities.</li> </ul>
<b>Wildlife</b>	<ul style="list-style-type: none"> <li>• Removal of vegetation communities that are potentially used as wildlife habitat, however habitat is positioned between Highway 11/17, Meyers Road, Birch Lane and a pipeline corridor. This area has a history of timber harvesting and disturbance. As such, wildlife using this area are expected to generally be tolerant of roadway and related effects. In general, wildlife will move away from the construction areas during construction. The proposed realignment is not anticipated to change or negatively impact wildlife movement.</li> <li>• Removal of vegetation within the ROW that has potential to be utilized for nesting by migratory birds. In the event that a bird nest is found in vegetation that may be impacted, there can be no harm to active nests in accordance with the <i>Migratory Bird Convention Act</i>.</li> </ul>
<b>Aquatic Resources</b>	<ul style="list-style-type: none"> <li>• No impacts to fish habitat in downstream receiving watercourses with implementation of standard construction mitigation measures (i.e. sediment and erosion control measures, permissible in-water works, etc.).</li> </ul>
<b>Social and Cultural Environment</b>	
<b>Archaeology</b>	<ul style="list-style-type: none"> <li>• The Archaeological Assessment carried out for this study concluded that the potential for archaeological resource discovery is low and no further archaeological assessments are required for the area.</li> <li>• Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.</li> <li>• If human remains are discovered, the Contractor must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.</li> </ul>

Factor	Potential Impacts Resulting From the Birch Lane Connection
<b>Land Use</b>	<ul style="list-style-type: none"><li>• The connection will avoid severing a parcel of agricultural land from the highway, and displacing an active residential / commercial property on Birch Lane.</li><li>• Proposed road connection will result in new property impacts. MTO will negotiate property purchase with individual owners for in accordance with standard MTO procedures.</li></ul>
<b>Engineering</b>	
<b>Utilities</b>	<ul style="list-style-type: none"><li>• Encroachment into TransCanada Pipeline's existing right-of-way. All necessary agreements/permits will be secured prior to construction.</li></ul>

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**APPENDIX A**

**MEETING MINUTES**

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## MEETING REPORT

**Date of meeting:** December 15, 2017      **Project:** GWP 135-90-00  
**Time of meeting:** 10:00 a.m – 12:30 p.m.      Highway 11/17 Four Laning  
**Location:** Meeting room – Fire hall      Ouimet to Dorion  
**Purpose:** Meeting #30 – Dorion      **Project Number:** 3215072  
Four-Lane Consultation      **Author:** Domenica D'Amico  
Committee

### Attendees:

### Office/Section

#### ***Ministry of Transportation***

Rick Inman  
Paula Grcevic

MTO Planning & Design  
MTO Planning & Design

#### ***Dorion Four-Lane Consultation Committee***

Ed Chambers  
Syd Ellis  
Marvin Broughton  
Bob Beatty  
Don Fredrickson

Reeve – Township of Dorion  
Resident  
Resident  
Councillor  
Public Works

#### ***WSP***

Domenica D'Amico

Project Manager, Highways

Item	Details	Action By
30	<p>The 1997 four-lane plan did not include access from Birch Lane to the new four-lane highway. Closure of Birch Lane would impact access to the development on 2 existing properties. The ministry agreed to further review access to Birch Lane as a result of concerns raised at Public Information Centre #1 by the Township of Dorion, local residents and impacted property owners. This commitment was included in the Addendum (October 2016) to the 1997 Environmental Study Report (ESR).</p> <p>The purpose of the meeting was i) to present the Birch Lane Connection design and findings to the Dorion Four-Lane Community Consultation Committee (DFLCCC) ii) to review and discuss the sideroad connections, designs, surface treatments and municipal road transfers.</p>	
30.1	<b>Birch Lane Connection</b>	
a)	<i>Design Summary</i>	
	<p>The Birch Lane connection is currently proposed as a 2-lane granular roadway with 3.0m wide lanes, 1m shoulders and 0.5m rounding for a total approximate length of 740m. The road standards are based on a 60km/h rural local road. Culverts are proposed at Streams E and F. The Meyers Road tie-in location will require a large cut to be carried out with 3:1 slopes for stability and erosion control. The grading footprint will require a right-of-way width varying between 40-70m. A copy of the current design plan and profile were distributed at the meeting.</p> <p>D. Fredrickson expressed concern with the proposed 8% slope in terms of snow clearing operations. WSP noted that the 8% gradient is over a short section (40m) and is within acceptable standards for local rural roads. Also, the proposed road profile/alignment was set to minimize encroachment onto the TransCanada Pipeline easement and to optimize material (cut/fill) balance.</p> <p>There was extensive discussion regarding the need for a cul-de-sac on the north side of the Birch Lane connection (i.e. to the south of the railway crossing). Given the potential encroachment onto the railway right-of-way, it was agreed that a cul-de-sac was not required. As such, the existing driving surface for Birch Lane may be converted into a driveway for Search 59. WSP to review.</p>	WSP
b)	<i>Consultation</i>	
	<p>The Birch Lane connection as presented was refined based on input received by both impacted and adjacent property owners. The refinements were largely related to shifting the location of the east tie-in northerly (i.e. closer to the CP tracks).</p>	
c)	<i>Addendum to the 1997 Environmental Study Report (ESR)</i>	
	<p>The Birch Lane connection will be subject to filing a second Addendum to the 1997 ESR and a 30-day public review period. In the absence of any Part II orders, environmental clearance will be issued and property acquisitions will be initiated. MTO requested that a council resolution in support of the Birch Lane connection be passed in advance of the addendum filing (currently scheduled for Jan. 22).</p>	Township of Dorion

Any omissions or errors in these notes should be forwarded to the author immediately.

d)	<p><i>Closure of existing Birch Lane and transfer of new connection to Township of Dorion</i></p>	
	<p>The DFLCCC suggested that the segment of Birch Lane off of existing Highway 11/17 should not be closed as it provides access to Search 54 and would continue to make this a viable parcel (although currently owned by MTO). The township seemed agreeable to granting an entrance to this parcel off of the proposed Spruce Lane extension as an alternative. As such, it was agreed that Birch Lane will be closed from the existing highway southerly to the railway crossing. Access to the Search 59 will be off of existing Birch Lane, north of the Birch Lane connection.</p> <p>The section of Birch Lane to the south of the proposed Birch Lane connection will remain as a municipal road as it provides access to a single residential property. However, Birch Lane does not appear to be a designated municipal road south of the CP railway as there are no property boundaries to delineate the road limits. Township of Dorion will need to confirm its legal status.</p> <p>The Township agreed that no changes to existing practices for road maintenance and snow clearing operations (including improvements to the existing snow plough turnaround off of Birch Lane) would be required for the remaining section of Birch Lane.</p> <p>It was noted that the drainage design would ensure that existing ditches would be cleaned out or re-graded within the municipal limits as required to maintain positive drainage.</p> <p>The Township of Dorion agrees in principle to assume maintenance responsibility of the Birch Lane connection following construction. Formal road transfer discussions between the Ministry and the Township of Dorion will also be initiated at the completion of construction work.</p>	
<b>30.2</b>	<b><u>Meyers Road</u></b>	
a)	<p>Meyers Road is currently proposed as a 2-lane granular roadway with 3.25m wide lanes, 1m shoulders and 0.5m rounding for a total approximate length of 650m. Meyers Road will be paved to the back of the radii at the intersection with the four-laned Highway 11/17. The road standards are based on a 70km/h design speed. A new culvert is proposed at Stream D. Right-of-way width will vary between 30-54m in order to accommodate the grading footprint.</p> <p>It was agreed that existing Meyers Road East will be closed over the length of the realignment. No closure of Meyers Road West is required as construction is proposed to occur over existing roadway.</p>	
b)	<p>The Township of Dorion agrees in principle to assume maintenance responsibility of the new connections for Meyers Road East and West following construction. Formal road transfer discussions between the Ministry and the Township of Dorion will also be initiated at the completion of construction work. Township of Dorion will review maintenance arrangement with the owner/operator of the RV park for the realignment of Meyers Road East.</p>	

<b>30.3</b>	<b><u>Ouimet Canyon Road and Spruce Lane</u></b>	
a)	<p>Ouimet Canyon Road is currently proposed as a 2-lane paved facility with 3.5m wide lanes, 1m shoulders and 0.5m rounding for a total approximate length of 1100m. The road standards are based on an 80km/h design speed. A standard right-of-way width of 40m is proposed. There is one culvert proposed at Tributary G.</p> <p>Spruce Lane will be designed to carry 2-3.25m lanes with 0.5m shoulders. The extension of Spruce Lane is proposed to be approximately 250m in length. Right-of-way width is 56m. There will be no paved apron off of Ouimet Canyon Road at Spruce Lane.</p> <p>It was proposed that existing Ouimet Canyon would be closed between existing Highway 11/17 and the north tie-in. Existing pavement will be removed within these limits as part of MTO's contract.</p>	
b)	<p>The Township of Dorion agrees in principle to assume maintenance responsibility of the new connections for Ouimet Canyon Road and Spruce Lane following construction. Formal road transfer discussions between the Ministry and the Township of Dorion will also be initiated at the completion of construction work.</p>	
<b>30.4</b>	<b><u>Dorion Loop Road and Dorion Loop Road Connection</u></b>	
a)	<p>Dorion Loop Road and the connection road are currently proposed as a 2-lane paved facility with 3.25m wide lanes, 1m shoulders and 0.5m rounding. The road standards are based on an 80km/h and 70km/h design speed respectively. Right-of-way widths vary from 30-47m to accommodate grading. Dorion Loop Road is proposed to be approximately 520m in length while the Connection Road is roughly 35m long.</p> <p>The DFLCCC noted that the water feature immediately adjacent to the church property that crosses existing Dorion Loop Road is Boulter's Creek and that the water feature that runs parallel to existing Dorion Loop Road is its tributary. It was noted that the Township has installed a relief culvert on Dorion Loop Road to accommodate flows from Boulter's Creek during large storm events and for spring runoff. There are 3 culverts proposed along the realigned Dorion Loop Road and the connection. Given the size of the watershed, the culvert sizes are proposed to have spans greater than 3m which is substantially greater than existing culvert sizes.</p> <p>It was noted that the new pavement structure will be transitioned over 5-10m to match into the existing driving surface on Dorion Loop Road. MTO would be open to paving the existing Dorion Loop Road at the township's cost as part of the four-laning contract.</p> <p>D. Fredrickson inquired about the need for guiderail or signage at the proposed cul-de-sac at Dorion Loop Road. WSP confirmed that there will be a small sign installed at this location.</p>	



b)	<p>The Township of Dorion agrees in principle to assume maintenance responsibility of the new connection for the Dorion Loop Road West following construction. Formal road transfer discussions between the Ministry and the Township of Dorion will also be initiated at the completion of construction work.</p>	
	<p><i>Post Meeting Note: The entrance into the church property will be extended to come off of realigned Dorion Loop Road. The remnant road segment between the Dorion Loop Road connection and the realigned Dorion Loop Road will be decommissioned and there will be a new channel cut at the Boulter's creek crossing. Updated drawings will be provided.</i></p>	WSP
<b>30.5</b>	<b>Service Road</b>	
a)	<p>The recommended Highway 11/17 four-lane plan includes a section of the existing highway that will be retained as a municipal service road. The existing passing lane through this stretch will be removed and a 2-lane roadway will remain to provide access to eight properties.</p> <p>D. Fredrickson recommended that chip seal be used as the surface treatment for the Service Road given that granular or asphalt would be costly to maintain. It was suggested that the cost to carry chip seal in MTO's contract may be exorbitant based on the limited quantity. The township will review the opportunity to include the chip seal surface treatment on the Service Road as part of a municipal contract with larger quantities. Costs would then be apportioned to MTO accordingly.</p> <p>It was noted that the MTO contract will not include end-result pavement design with 7-year warranty. The pavement structure has been designed and prescribed in the contract. Standard warranty clauses as per the General Contract Conditions would apply in this case.</p>	
b)	<p>The proposed Service Road would provide access to the new four-lane highway to 4 existing residences. As such, the Ministry proposed to transfer the Service Road to the Township of Dorion following construction. The Township of Dorion was reminded that the concept of the service road was largely driven to maintain access to the 4 residential properties which likely would have otherwise been bought out and resulted in further assessment losses for the Township of Dorion. MTO suggested that the Township of Dorion could request funding to cover an additional round of chip seal as part of the road transfer process in an attempt to offset the burden to their operations budget. The Township of Dorion will review their position with respect to ownership and maintenance of the Service Road.</p>	Township of Dorion
<b>30.6</b>	<b>Other</b>	
a)	<p>The Township of Dorion was requested to review road names for the new / existing portions of road segments including Birch Lane Connection, Service Road and Dorion Loop Road.</p>	Township of Dorion
b)	<p>The Township of Dorion will need to present the details of the sideroad treatments and proposed closures to Council for endorsement. Council meetings are scheduled for January 9 and 23, 2018.</p>	Township of Dorion

c)	The Township of Dorion/DFLCCC inquired if there will be an open Question and Answer (Q&A) period hosted at the upcoming Public Information Centre. D. D'Amico suggested that the PIC will largely focus on grading, driveway and drainage details at individual properties which can be more easily facilitated by one-on-one discussions. R. Inman suggested that WSP could provide a brief presentation at set times throughout the open house however the open Q&A format is not typically or widely used by MTO for PICs. MTO will review the DFLCCC's request internally and advise.	MTO
d)	The Part II Order review by the Ministry of the Environment and Climate Change (MOECC) has delayed the construction start from the spring of 2018 to the spring of 2019. The Ministry stressed the importance of completing the design work and starting construction as the condition of the existing CP bridge continues to deteriorate and be of concern to the Ministry.	
e)	The existing bridge over the CP railway will be removed as part of MTO's contract. Sections of the by-passed existing 2-laned highway will be decommissioned if not required for access to existing utilities. Culverts within these by-passed sections of highway will be removed and open channels will be cut.	
f)	D. Fredrickson has requested that a list of proposed sideroad culvert locations and sizes be provided to the township.	WSP
g)	It was also noted that there will be a formal road transfer process after construction of the new side road connections is completed. At that time, the Township of Dorion will be able to make their case if they feel additional compensation is required to address future road needs and maintenance costs.	

*The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes; otherwise, they are deemed accepted as written.*

Minutes prepared by,  
WSP



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Domenica D'Amico, P. Eng.

cc           Roxanne Medendorp, MTO  
              Greg Moore, MMM Group  
              Mavis Harris, Clerk-Treasurer

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