

Appendix A

5-Year TESR Review

Memo



To: Steve Paslawski, Contract Services Administrator – Ministry of Transportation, Ontario (MTO)

From: Adele Mochrie, B.Sc., Environmental Manager – Dillon Consulting Limited (Dillon)

cc: Veronica Studnicka, P.Eng., Assistant Design Manager – Dillon

Date: December 2, 2022

Subject: Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements (DB Contract 2022-3009)
5-Year TESR Review Memo (2022)

Our File: 22-4936

Dillon Consulting Limited (Dillon) was retained by the Ministry of Transportation, Ontario (MTO) to conduct a five-year review of changes affecting the Preliminary Design and Design Build Ready Report (PD-DBR, 2022) and Transportation Environmental Study Report (TESR, 2016) that were prepared for the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements project (GWP 3053-11-00). This five-year review was conducted in 2022 to identify any significant changes to policies or legislation, existing conditions, engineering standards and/or new technologies during the last five years that would trigger the need to complete a TESR Addendum.

The Study Area consists of the Highway 401 and Dorchester Road interchange in the Municipality of Thames Centre, Middlesex County, Ontario. The Study Area extends along Highway 401, from 1.35 km west to 0.95 km east of the existing Dorchester Road Underpass. Since the TESR was published, the proposed interchange improvements have not changed.

The attached table (**Table 1**) provides a detailed summary of the five-year TESR review. In general, the existing environmental conditions within the Study Area remain consistent with those documented in the TESR. It is anticipated that the anticipated impacts will generally avoid the natural heritage features within the Study Area, with only minor edge impacts expected for grading the ramps of the interchange. Standard mitigation measures such as timing windows for in-water works and vegetation removal, and erosion and sediment control measures are expected to mitigate minor impacts to surrounding natural features.

There are no significant natural, socio-economic or cultural impacts anticipated with the minor improvements to the 2016 EA approved plan, and therefore a TESR addendum is not recommended at this time. The findings of this five-year review will be documented in the Design and Construction Report (DCR), which will be made available for a 30-day public review period.

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Table 1: Summary of the 5-Year TESR Review

FACTOR AREA	2016 TESR / EA APPROVED PLAN	2022 5-YEAR TESR REVIEW	SIGNIFICANT CHANGES
Policy and Legislative Changes			
Federal	Fisheries Act, 1985	The Fisheries Act was overhauled in 2012 and 2016, where a pilot program was developed to address the sustainability and ongoing productivity of fisheries on provincial transportation undertakings. The MTO/Fisheries and Oceans Canada (DFO)/Ministry of Natural Resources and Forestry (MNRF) Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (2020) was released to replace the former protocol that was updated in 2016. The changes to the Fisheries Protocol are not expected to significantly change the impact assessment and recommended mitigation measures of the approved plan. In September 2022, the DFO did not renew the Protocol, but it is understood that projects should continue to follow the process.	No
	Species at Risk Act, 2002	There have been no significant changes to the Species at Risk Act (SARA) since the TESR was published. However, the schedules of extirpated, endangered, threatened and special concern species are amended regularly to reflect the status of species in Canada.	No
	Migratory Bird Convention Act, 1994	No significant changes have been made to the Migratory Bird Convention Act since the publication of the TESR.	No
Provincial	Drainage Act, 1990	No significant changes have been made to the Drainage Act since publication of the TESR. Discussions with the drainage superintendent (October 2022) confirmed that the proposed work is not happening on a municipal drain, as the drain terminates south of Highway 401.	No
	Provincial Policy Statement, 2014	The Provincial Policy Statement (PPS) is issued under Section 3 of the Ontario Planning Act, and came into effect on May 1, 2020. Section 3 of the Planning Act states decisions affecting planning matters “shall be consistent with” the PPS. The consistency of the proposed	No

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		improvements (defined as “infrastructure” in the PPS) with the relevant Infrastructure and Public Service Facilities policies included in Section 1.6 of the PPS is consistent with the PPS 2014.	
	Ontario Heritage Act, 1990	In 2022, the administration of cultural and archaeological resources under the Ontario Heritage Act changed ownership from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM).	No
	Ontario Endangered Species Act, 2007	<p>There have been no changes to the Endangered Species Act (ESA) since the TESR was published, however the regulations have been amended and were reviewed as part of this update. The schedules of extirpated, endangered, threatened and special concern species are also amended regularly to reflect the status of species, and were updated in our SAR Screening Table (Table 2) in 2019. No significant changes were noted.</p> <p>On April 1, 2019, the administration of the ESA transitioned responsibility from the Ministry of Natural Resources and Forestry (MNRF) to the Ministry of the Environment, Conservation and Parks (MECP).</p>	No
	Clean Water Act, 2006	There have been no changes to the Clean Water Act (CWA) or the Thames-Sydenham and Region Source Protection Plan since the TESR was published.	No
	Ontario Water Resources Act, 1990	No significant changes have been made to the Ontario Water Resources Act since publication of the TESR. However, in 2016 the Ministry of the Environment, Conservation and Parks (MECP) issued a new memorandum of understanding (MOU) with respect to MTO water takings. The MOU defines the type of water takings where a permit is required. Changes to water taking requirements are not expected to be a significant change to the approved EA.	No

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New	N/A	<p>Ontario Regulation 406/19: On-site and Excess Soil Management.</p> <p>On December 4, 2019, the Province of Ontario passed a new Regulation to address a long-standing issue in the Province concerning the management of excess soils produced during construction and development activities.</p> <p>While the TESR did not speak specifically to management of excess soils, standard practice would have required the contractor to manage in accordance with Operational Constraint (ENV) Management of Excess Earth with Salt Impacts.</p> <p>This new regulation applies to this project, and therefore the management of excess materials will be in accordance with the regulation. Land northeast of the interchange is owned by MTO and has been identified as the excess materials management area for this project.</p>	No
Changes to Engineering Standards			
Geometrics	Geometric Design Standards for Ontario Highways (1994)	In May 2017, MTO advised that upon release of the MTO Geometric Design Supplement to the new Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017), the Geometric Design Standards for Ontario Highways (1994) will be retired. The design must follow the standards and guidelines established in the 2017 TAC Geometric Design Guide for Canadian Roads (TAC GDGCR), the 2020 MTO Design Supplement for TAC GDGCR, and the 2020 MTO Roadside Design Manual (RDM). The change in geometric design standards is not anticipated to significantly change the approved EA design.	No
Structural	Canadian Highway Bridge Design Code (2019)	<p>Canadian Highway Bridge Design Code, CSA S6-19 (Nov 2019)</p> <p>The latest revision of the design standards do not impact the proposed preliminary design, including structure</p>	No

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		configuration and structural scope of work. The latest design standards will be used for the detail design of structure components and is not anticipated to significantly change the approved EA design.	
Structural	MTO Structural Design Manual (2014)	<p>MTO Structural Design Manual (2021)</p> <p>The latest revision of the design standards do not impact the proposed preliminary design, including structure configuration and structural scope of work. The latest design standards will be used for the detail design of structure components and is not anticipated to significantly change the approved EA design.</p>	No
Structural	MTO Sign Support Manual (2011)	<p>MTO Sign Support Manual (Feb 2019)</p> <p>The latest revision of the design standards do not impact the proposed preliminary design, including structure configuration and structural scope of work. The latest design standards will be used for the detail design of structure components and is not anticipated to significantly change the approved EA design.</p>	No
Existing Conditions			
Transportation Engineering	<p>Traffic:</p> <p>Dillon completed a Traffic Analysis Report (TAR, 2016). Based on Annual Average Daily Traffic (AADT) volumes and Summer Average Daily Traffic (SADT) volumes received from MTO (2010) and Dillon counts (2011, 2012), the PM peak hour was determined to be the most critical time period, when the total number of vehicles within the Study Area is highest.</p>	Since the completion of the TAR in 2016, MTO provided updated traffic data (2016), which was provided in the Design Criteria of the Preliminary Design Report (2022).	
Utilities	<p>Utilities identified as potentially affected by the project included:</p> <ul style="list-style-type: none"> • Hydro One aerial distribution plant west of Dorchester Road • Underground Bell cable and aerial Bell cable on the east and west sides of 	No additional utilities are being impacted.	No

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	Dorchester Road, including cables attached to the west face of the existing bridge. Bell fibre optic plant is also located within the interchange north of Highway 401.		
Source Water Protection	The Study Area is located in the Upper Thames River Source Protection Area within the Thames-Sydenham and Region Drinking Water Source Protection Area, as described in the proposed <i>Source Protection Plan for Thames-Sydenham and Region</i> (November 2014). As show on the Source Protection Plan, the proposed improvements to the Dorchester Road Bridge and interchange are in a moderate and low threat policy applicability area, adjacent to a significant threat area. The Study Area is also located within a wellhead protection zone and a significant groundwater recharge area with moderate to low vulnerability.	The Thames-Sydenham and Region Source Protection Plan was updated on December 15, 2015 with only minor administrative updates. No changes to the 2016 TESR.	No
Fish and Fish Habitat	McNivens Drain and its tributary were identified as the only waterbody to sustain fish populations within the Study Area. The stream is considered by MNRF to have a cold water thermal regime and high habitat sensitivity due to the presence of coldwater species, and is likely also due to the stream's location within the South Dorchester Swamp PSW. No SAR were identified.	No changes to the 2016 TESR.	No
Terrestrial Resources	Located southeast of the interchange is the Provincially Significant Wetland (PSW), the South Dorchester Swamp, which has the potential to provide Candidate Significant Wildlife Habitat for a variety of species. Non-significant woodlands are located in the northeast and northwest quadrants of the interchange which likely support migratory bird nesting.	Dillon completed a Terrestrial Ecosystems Existing Conditions Update Memo (2022) to identify existing terrestrial features for consideration by the design team. The 2015 SAR screening list was compared against 2022 background research, and determined four species were added since the publishing of the TESR: <ul style="list-style-type: none"> • Red-headed Woodpecker • Northern Myotis • Eastern Small-footed Myotis 	No

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	<p>The hayfield northeast of the interchange was investigated using MNRF survey protocols for Bobolink and Eastern Meadowlark, however no grassland bird SAR were observed.</p> <p>Based on vegetation communities present, five species were identified as having potential habitat in the Study Area:</p> <ul style="list-style-type: none"> • Eastern Milksnake • Little Brown Bat • Common Snapping Turtle • Spotted Turtle • Blanding’s Turtle. <p>No SAR or SCC were observed during field investigations.</p>	<ul style="list-style-type: none"> • Tri-colored Bat. <p>Areas of open woodland located north of the interchange and the woodlands associated with South Dorchester Swamp PSW may provide Red-headed Woodpecker Habitat.</p> <p>Little Brown Myotis was identified to have the potential to be present in the Study Area in 2015, however, the three additional bat species have been added to the 2022 SAR list. A SAR bat survey was conducted by Savanta (2018) which investigated areas north of the interchange. Although no species were present, the area south of the interchange was not surveyed and should still be considered candidate SAR bat habitat.</p> <p>The 2015 report identified potential habitat for Blanding’s Turtle, Spotted Turtle, and Eastern Flowering Dogwood within the Study Area. No additional studies were completed, and the PSW and woodlands are still considered candidate habitat for these species.</p> <p>The bridge was evaluated for Barn Swallow habitat (2015) where no nests or species were observed, and the bridge was identified as poor quality habitat for the species. A nest search is to be conducted by a qualified biologist during the nesting season in 2023 and incidental observations to be noted.</p> <p>Surveys for presence of Bobolink and Eastern Meadowlark were conducted (2022) and determined that based on the size and vegetation composition of the hayfield northeast of the interchange, neither species is present in the Study Area.</p>	

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		<p>The types of candidate significant wildlife habitat identified in 2015 have not changed.</p> <p>A Road Mortality Assessment Report (2022) was completed by McIntosh Perry to assess reptile and amphibian mortality concerns with regards to the project. Throughout the monitoring period, zero species were observed along the Study Area and it was concluded there is low risk for mortality at this location, although conservation protection measures are recommended to be included during the proposed works.</p> <p>Mitigation measures, recommendations and next steps are provided in the update memo.</p>	
Contamination	<p>Three sites were identified as having a high potential for subsurface impacts:</p> <ul style="list-style-type: none"> • Historic occurrences of multiple spills in the interchange between 1992 and 2010, with records indicating environmental impacts a possible or confirmed • A retail fuel outlet at the southwest quadrant of the interchange with several large underground fuel storage tanks and records of fuel spills from vehicles • A former waste disposal site southeast of the interchange at Cromarty Drive and Dorchester Road, which was active until 1970. <p>Based on the interpreted groundwater flow direction to the south, the Study Area north of Highway 401 has moderate potential for subsurface impacts, which the areas south of the highway have a high potential for impacts. Phase 1 Environmental Site Assessments for areas with</p>	<p>An Assessment of Past Uses Report and a Phase 2 Environmental Site Assessment are being completed as part of the Design-Build Contract and will confirm soil management options in accordance with O.Reg. 406/19.</p> <p>No additional potentially contaminated sites have been identified and therefore no changes to the 2016 TESR.</p>	No

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	<p>high potential for contamination that will be impacted by construction were recommended in the study.</p>		
<p>Land Uses and Socio-Economic Environment</p>	<p>Existing Land Use and Official Plans: Most of the lands around the interchange are farmland used for the production of cash crops. Non-agricultural uses include a recently constructed Travel Centre, a mobile home park, farmhouses, residences and a church family centre.</p> <p>The Municipality of Thames Centre Official Plan (Office Consolidation, January 2009) designates all of the lands around the interchange for the following non-agricultural uses:</p> <ul style="list-style-type: none"> • Farmland at the northwest and northeast quadrants is designated “Highway Commercial”. Anthony’s Mobile Home Park is designated “Mobile Home Park” • A large area at the northwest quadrant of the interchange extending to Donnybrook Drive is designated “Rural Industrial”. • Farmland (approximately 37 hectares) southeast of the interchange has recently been re-designated from Agricultural” to “Recreational” to permit the construction of the Dorchester Christian Family Centre. Part of the site on Cromarty Drive is designated “Abandoned Landfill Site” • The Travel Centre currently under construction is designated “Highway Commercial”. 	<p>The Municipality of Thames Centre has updated their Official Plan (Consolidated Version 2020). Schedule ‘A’ Land Use Plan indicates that lands around the interchange are consistent with the 2016 TESR.</p> <p>The County of Middlesex Official Plan (2006) is unchanged.</p> <p>No changes to the 2016 TESR.</p>	<p>No</p>

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	<p>The South Dorchester Swamp PSW, located southeast of the interchange, is designated as a “Group A” natural heritage feature and “Protection Area”.</p> <p>The Study Area and surrounding area are designated “Agricultural Area” in the County of Middlesex Official Plan (Consolidated Version, August 2006).</p>		
Cultural Resources	<p>Archaeology: Prior to construction, a Stage 1 and 2 Archaeological Assessment will be completed for undisturbed lands affected by the proposed improvements. The assessment will be completed according to the requirements of the Ministry of Tourism, Culture and Sport’s (MTCS) <i>Standards and Guidelines for Consultant Archaeologists</i> (2011).</p> <p>Built Heritage: The Dorchester Road Bridge has been screened in accordance with the Ontario Bridge Guidelines and is not considered to be a provincial heritage property.</p>	<p>During the Design-Build Ready Phase, a Stage 1/2 Archaeological Assessment was completed on all lands within the interchange with archaeological potential. This report concluded that a further Stage 3 assessment is not recommended.</p> <p>The Design-Build team identified the agricultural field in the northeast quadrant as an Excess Material Management Area. A Stage 1/2 Archaeological Assessment is being completed in the spring 2023. This area will not be impacted until all archaeological assessments are complete to the satisfaction of the Ministry of Citizenship and Multiculturalism.</p>	No
Approved Design			
Bridge Replacement and Interchange Improvements	Alternative 4, Parclo A-2 Interchange with Partial Alignment Shift East was chosen as the preferred alternative. The existing bridge will be replaced with a two span structure and will have four lanes with two through lanes and two speed change lanes for the direct inner loop ramps. The design will also provide potential to add directional ramps in the southeast and northwest quadrants of the interchange in the future, to accommodate for increased traffic volumes in the future.	No change to the 2016 TESR.	No

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	<p>The preferred design meets existing and future provincial highway and local traffic needs and the replacement of the existing interchange increases road safety, as it is the most common interchange configuration in Ontario, thereby meeting driver expectation and reduces potential for wrong-way movements onto Highway 401.</p>		
<p>Construction Timing and Traffic Management</p>	<p>Construction of the project will take approximately 1 to 1.5 years to complete. Multiple short duration closures of Highway 401 will be required to remove the existing bridge and construct portions of the new bridge. Timing and duration will be determined during subsequent design stage.</p> <ul style="list-style-type: none"> • Traffic will be maintained on-site using existing interchange ramps during short term closures for demolition • Adjacent interchanges will not be closed at the same time • Lane reductions on Highway 401 are anticipated; OPP will be present at key intersections along the proposed detour route during closures. • Interchange ramps will require long duration closures during construction • Dorchester Road will be closed during construction for the new bridge for up to one construction season. 	<p>Construction staging will include short duration overnight closures of Highway 401, long duration lane reductions on Highway 401, full closure of Dorchester Road and long duration closures of Dorchester Road and the Dorchester Road interchange ramps.</p> <p>Public feedback received during the 30-day TESR review period (February 2016) included a bump-up request from the Travel Centre located in the southwest quadrant of the interchange and included concerns related to the closure durations of the W-N/S and N/S-E ramps. MTO reviewed and reduced the duration of closure from one full construction season to four months with the following updated closure durations:</p> <ul style="list-style-type: none"> • Dorchester Road: 190 consecutive days • Westbound on/off ramps: 190 Consecutive days • Eastbound on/off ramps: 120 consecutive days • Highway 401: Seven nights. 	<p>No</p>
<p>Detour Routes</p>	<p>Multiple short duration closures and detours of Highway 401 are required to remove the existing bridge, construct portions of the new bridge and install overhead signs. During the initial short term duration closure for demolition of the existing structure, traffic will be maintained on-site using the girders will use a signed detour route following</p>	<p>Highway 401 Closure – Demolition: Overnight closures of Highway 401 will be required with traffic diverted to the existing Dorchester Road interchange ramp.</p>	<p>No</p>

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	<p>Westchester Bourne, Cromarty Drive and Elgin Road. The proposed detour route for Dorchester Road follows Cromarty Drive, Elgin Road and Catherine Street. the existing interchange ramps. Short duration closures of Highway 401 required for erection of</p>	<p>Highway 401 Closure – Girder Placement: During the girder placement, Highway 401 closures will be required and traffic will be diverted to Westchester Bourne and Elgin Road via Cromarty Drive. Closure of both the westbound and eastbound lanes will not be permitted to occur at the same time.</p> <p>Highway 401 – Lane Reductions: Long duration lane reductions on Highway 401 will be required for median works and speed change lane tie ins.</p> <p>Dorchester Road Closure: During the closure of Dorchester Road, local traffic will be diverted to Elgin Road, via Hamilton Road and Cromarty Drive. The County of Middlesex requested during the TESR review period, that the detour route be modified to provide access to Elgin Road via Hamilton Road rather than Catherine Street.</p> <p>Advance notice to all properties along the detour routes was provided in November 2022. Comments received to date were regarding the lack of shoulders on Cromarty Drive and potential impacts to EMS response times with the increased traffic. This will be raised with EMS at a meeting being scheduled for December 2022 to confirm they have no concerns. Pre and post construction condition inspections will be completed and repairs required as a result of the Highway 401 detour will be addressed by the Ministry.</p>	
Site Illumination	<p>Illumination will be provided on Highway 401, Dorchester Road and within the interchange and will meet current Ministry standards.</p>	<p>The existing decision point illumination at the westbound exit ramp (E-N/S) and eastbound exit ramp (W-N/S) will be impacted by the proposed reconstruction. New illumination shall be LED luminaries to meet current MTO standards.</p>	No

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Utilities	All affected utilities will be relocated in advance of construction. Relocations will be co-ordinated during the next design stage of the project.	<p>Eastlink aerial fibre optic plant has been attached to the Hydro One poles along the west side of Dorchester Road. Utility relocations of Eastlink, Hydro One and Enbridge Gas were completed to accommodate new construction of interchange. Bell relocations are anticipated to be completed in February 2023 to accommodate new construction of the interchange.</p> <p>This is consistent with the 2016 TESR.</p>	
Drainage and Hydrology	<p>The preferred Preliminary Design causes direct and indirect impacts to existing drainage infrastructure, stormwater quality and quantity and receiving water systems in the interchange area. The following drainage improvements are required:</p> <ul style="list-style-type: none"> • Three open footing concrete culverts will require extensions to accommodate proposed improvements • The design of the new drainage infrastructure for the new bridge will accommodate the future/ultimate either/ten-lane configuration of Highway 401 with respect to storm sewer layout, outlet locations and conveyance capacity • To mitigate the increase in stormwater runoff potential, all new/reconfigured ditches will incorporate a minimum 1 metre bottom width (some widened to 2 metres) to promote short-term attenuation, infiltration and vegetative uptake. • Proposed modifications to the McNivens Drain will need to be documented by a “Letter of Advice” prepared by Thames Centre, in accordance with the <i>Municipal Drain Act</i>. 	<p>A Drainage and Stormwater Management Report was completed in November 2022 to address major drainage requirements. Proposed improvements include:</p> <ul style="list-style-type: none"> • Removal of Dor-CVP and Dor-CVR and installation of new 825 mm culverts under the proposed W-N/S, E-N/S, N-E and S-W ramps. • North end extension for Dor-CVD • The existing 700 mm storm sewer will require replacement at the new pier location. • The 825 mm median sewer outlet in the south east quadrant of the interchange will be removed and replaced. • Median sub-drain will require replacement at the new pier location. • Dor-CVV and Dor-CVT will be abandoned and grouted and new culverts will be installed longitudinally on Highway 401 near the Dorchester Road Underpass slope paving. • Deck drainage will not be required or permitted based on the span, cross-fall, lane configuration and profile of the proposed Dorchester Road Bridge alternative. • Ditch inlet and sewer outlets will be installed in the N/S-E and N/S-W grass islands on Dorchester Road and on Highway 401 at the N-E and E-N/S bullnoses. 	No

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		<ul style="list-style-type: none"> • Removal and replacement of ditch inlet and sewer crossing on the west side of Dorchester Road near the Suncor entrance. • No modifications to McNivens Drain are recommended. • New ditches along the new interchange ramps, existing ditching on abandoned ramps will be maintained. The new Dorchester road will tie into existing ditches. <p>The above noted changes are generally consistent with the drainage patterns in the 2016 TESR.</p>	
Erosion and Sediment Control	Site specific erosion and sedimentation control measures will be developed during the next design stage to mitigate impacts on riparian and wetland habitat and contain construction area, and will follow MTO's <i>Environmental Guide for Erosion and Sediment Control during Construction of Highway Projects</i> (2007).	An Erosion and Sedimentation Overview Risk Assessment was provided as part of the Preliminary Design and Design-Build Ready Report (2022). ESC measures will be included in the contract drawings.	No
Fish and Fish Habitat	<p>Proposed culvert modifications that may cause negative effects on fish and fish habitat include:</p> <ul style="list-style-type: none"> • Removal of approximately 35 m of the south end of Culvert C. • Extension of approximately 6 m of the south end of Culvert D and minor channel realignments. <p>Permanent alterations to the channel or loss of habitat is likely to require review and potential authorization from Department of Fisheries and Oceans (DFO).</p> <p>The risk of negative effects on fish and fish habitat can be significantly minimized or avoided by incorporating the mitigation measures into the</p>	<p>Field work and background data review for the 2015 FFHAR was completed in 2013, which is almost 10 years old. As such, MNRF has been contacted to confirm that the existing fish and fish habitat information and in-water timing windows are still valid (note that in 2013 the MNRF indicated that the thermal regime of McNivens Drain at Culvert D was cold water, whereas AgMaps (Ontario Ministry of Agriculture, Food and Rural Affairs; OMAFRA) indicates that McNivens Drain is a Class C Drain as per DFO 2021 classification). Class C Drains are permanent drains with no sensitive species present and a spring Restricted Activity Timing Window.</p> <p>The proposed works detailed in the 2015 FFHAR included the proposed extension of Culvert D at both the inlet and outlet. The detailed design has changed and work will</p>	No

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	<p>design and construction plan, including working in the dry where possible, in-water work timing windows, and ESC measures.</p> <p>All disturbed areas will be restored to pre-construction conditions with a grass seed mix and stabilized to prevent erosion.</p>	<p>width and height dimensions as the existing culvert and be of an open foot design. Detailed design has confirmed that the culvert will be a Rigid Frame Box (RFB) that will be installed in-line (i.e. no skew) and will require channel reconfigurations within the ROW to permit the culvert tie-in. However, it appears that the assumption that native substrate will be retained as outlined in the 2015 FFHAR, is unlikely to occur. now be limited to a culvert extension on the outlet (north) of Culvert D. As detailed in the 2015 FFHAR, the outlet extension will be 6m in length, have the same</p> <p>Upon preliminary review, it appears that the assessment of impacts within the 2015 FFHAR are still applicable, though limited to the culvert outlet. These impacts need to be reassessed through the new Fish Guide in accordance with the amended Fisheries Act to determine the likelihood of the project to result in the death of fish or Harmful Alternation, Disruption or Destruction (HADD) of fish habitat. Our preliminary assessment suggests that the Project would not likely result in the death of fish or HADD of fish habitat.</p> <p>The recommended mitigation measures outlined in the 2015 FFHAR were reviewed and in general, the approach remains unchanged. The Mitigation Measures will be updated to align with the amended Fisheries Act and current MTO reporting standards.</p>	
Terrestrial Resources	<p>Vegetation</p> <p>A minor amount of tree pruning/removal will be required along the edge of the forest in the northeast quadrant to accommodate the E-N/S ramp. Measures to minimize impacts of vegetation removal were provided.</p>	Terrestrial impacts and proposed mitigation measures are consistent with the 2016 TESR.	No

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	<p>Migratory and Protected Birds Destruction and disturbance of active nests, as well as wounding and/or killing species protected under the Federal Migratory Bird Convention Act (MBCA) is prohibited. Measures to protect birds and comply with the MBCA will be incorporated into the construction contract.</p> <p>Species at Risk The proposed interchange improvements could potentially impact species moving through, nesting and/or overwintering in the Study Area during construction. Measures to be implemented during construction were provided.</p>		

Table 2: Species at Risk

Scientific Name	Common Name	SARA Status ¹	ESA Status ²	SRank ³	Information Source ⁴	Potential Habitat in Study Area	Newly Identified as SAR in 2022
Birds							
<i>Dolichonyx oryzivorus</i>	Bobolink	THR	THR	S4B	OBBA, NHIC	No	No
<i>Hirundo rustica</i>	Barn Swallow	THR	THR	S4B	OBBA	No	No
<i>Melanerpes erythrocephalus</i>	Red-headed Woodpecker	THR	END	S4B	CBC	Yes	Yes
<i>Sturnella magna</i>	Eastern Meadowlark	THR	THR	S4B	OBBA	No	No
Herptiles							
<i>Clemmys guttata</i>	Spotted Turtle	END	END	S3	OHA	Yes	No
<i>Emydoidea blandingii</i>	Blanding's Turtle	THR	THR	S3	OHA	Yes	No
Mammals							
<i>Myotis leibii</i>	Eastern Small-footed Myotis	---	END	S2S3	MWH	Yes	Yes
<i>Myotis lucifugus</i>	Little Brown Myotis	END	END	S4	MWH	Yes	No
<i>Myotis septentrionalis</i>	Northern Myotis	END	END	S3	MWH	Yes	Yes
<i>Pipistrellus subflavus</i>	Tri-colored Bat	END	END	S3?	MWH	Yes	Yes
Vegetation							
<i>Cornus florida</i>	Eastern Flowering Dogwood	END	END	S2?	MNRF	Yes	No

1 – Status identified by the Committee on the Status of Endangered Wildlife in Canada under the federal SARA, 2002; 2 – SAR in Ontario List under the provincial ESA, 2007; 3 – Ontario SRank; S5 = secure; S4= apparently secure; S3 = vulnerable; S2 = imperiled; S1 = critically imperiled; SX = Extirpated; SH = Possibly Extirpated; SNA = non-native or exotic species to Ontario; ? = there is some uncertainty with the classification due to insufficient information. 4 – DFO = Fisheries and Oceans Canada, IBA = Important Bird Areas, NHIC = MNRF Natural Heritage Information Centre, MNRF SAR in Area = MNRF Species at Risk in Ontario List by area of the province; MNRF Reg. Habitat = MNRF Regulated Habitat (O. Reg. 242/08); MNRF Consult. = MNR Consultation, OBBA = Ontario Breeding Bird Atlas, MWH = Digital Distribution Maps of the Mammals of the Western Hemisphere, version 3.0, OHA = Ontario Herpetofaunal Atlas, OOA = Ontario Odonata Atlas; OBA = Ontario Butterfly Atlas; CBC = Christmas Bird Count; 5 – MNRF Significant Wildlife Technical Guide - Appendix G (2000).

Appendix B

Consultation Materials



Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements

[Home](#)[Project Information](#)[Project Details](#)[Detour Routes](#)[Construction Timing](#)[Class EA Process](#)[Contact Us](#)[Links](#)

THE ONTARIO MINISTRY OF TRANSPORTATION (MTO)

Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements

Detailed Design and Class Environmental Assessment

Design-Build Contract 2022-3009

The Ministry of Transportation, Ontario (MTO) awarded Green Infrastructure Partners Inc. (GIP) with Dillon Consulting Limited (Dillon) the Design-Build (DB) Contract 2022-3009 for the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County.

MPP LETTER



October 27, 2022

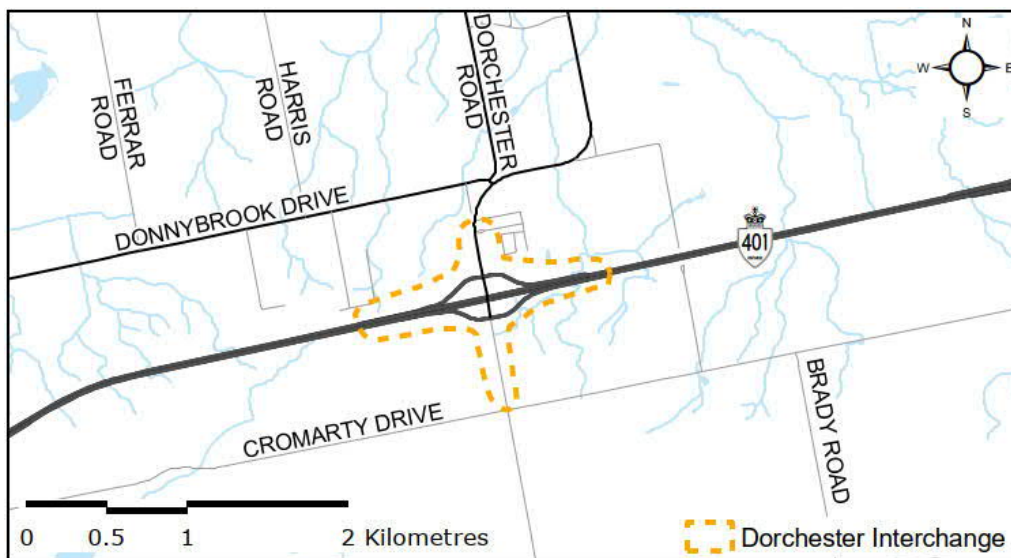
Elgin-Middlesex-London
Constituency Office
Suite 201
750 Talbot Street
St. Thomas, Ontario
N5P 1E2

Attention: Rob Flack, MPP

Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009

130 Dufferin Avenue
Suite 1400
London, Ontario
Canada
N6A 5R2
Mail: Box 426
London, Ontario
Canada
N6A 4W7
Telephone
519.438.6192
Fax
519.672.8209

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete Design-Build (DB) Contract 2022-3009, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County, as shown on the figure below. The project includes replacement of the bridge and reconfiguration of the interchange ramps.





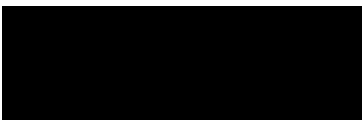
The project is being completed following the MTO Class EA for Provincial Transportation Facilities (2000) for a Group “B” undertaking. Group “B” projects are considered major improvements to existing transportation facilities. This project will build upon the previously completed Preliminary Design as documented in the Transportation Environmental Study Report (January 2016), which received Environmental Clearance in March 2016.

A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction is anticipated to start in 2024, subject to approvals.

As part of providing accessible customer service, please contact the project team at Hwy401Dorchester@dillon.ca if you have any accommodation needs, or require communication supports or alternate formats. If you have any comments, questions or concerns about this project, please contact the project team at Hwy401Dorchester@dillon.ca.

Sincerely,

DILLON CONSULTING LIMITED



Adele Mochrie, Environmental Manager
for Tanya Cross, P.Eng.
Design Manager

KBZ:tfn

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936

SAMPLE OF AGENCY/
STAKEHOLDER LETTER

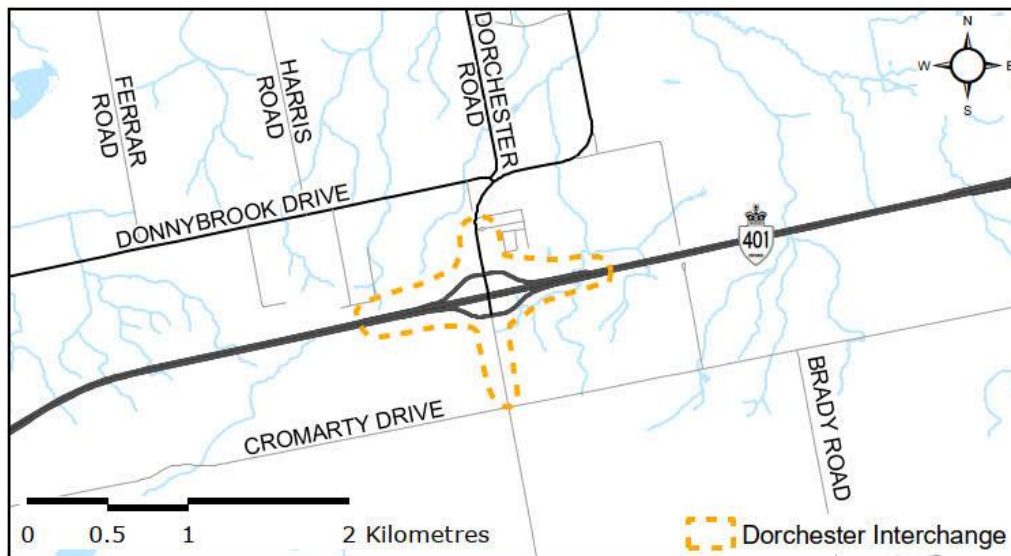


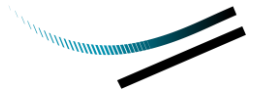
November 3, 2022

Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County, as shown on the figure below. The project includes replacement of the bridge and reconfiguration of the interchange ramps.

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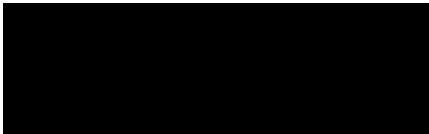
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A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction of the Highway 401/Dorchester Road Interchange Improvements project is anticipated to start in 2024, subject to approvals.

If you have any comments, questions or concerns, please contact the project team at Hwy401Dorchester@Dillon.ca. Your comments are requested by **November 24, 2022**. If you’d prefer to receive correspondence via email, please provide it to the team and we’ll update our contact list.

Sincerely,

DILLON CONSULTING LIMITED



Adele Mochrie, B.Sc.
for Tanya Cross, P.Eng.
Design Manager

KBZ:rrk

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936

Ministry of Transportation

Design and Engineering Branch
Environmental Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (226) 980-9751

Emily.Roadhouse@ontario.ca

Ministère des Transports

Direction de conception et d'ingénierie
Section de livraison environnementale de l'Ouest

659, rue Exeter
London (Ontario) N6E 1L3
Téléphone: (226) 980-9751



November 3, 2022

SAMPLE INDIGENOUS
COMMUNITY LETTER

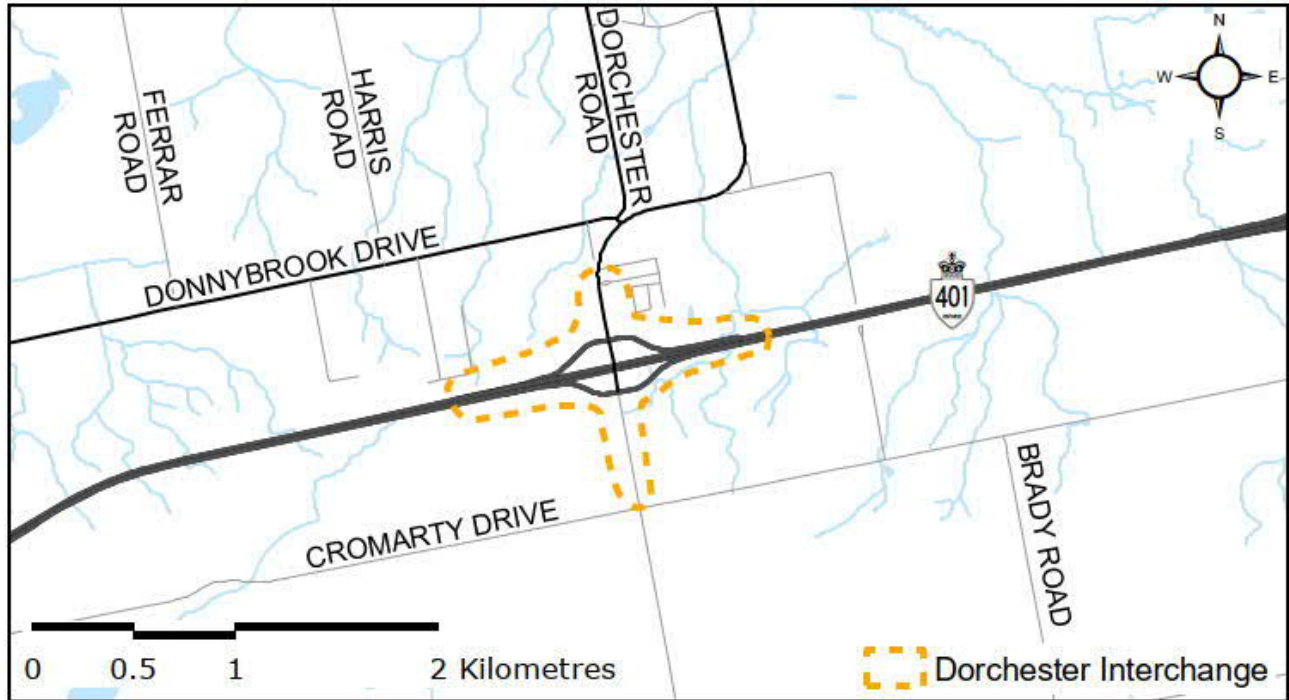
Attention: Chief «First_Name» «Last_Name»
«Organization»
«Address»
«CityProv», «Postal_Code»

Sent Via Email: «EMail»

Reference: NOTICE OF STUDY COMMENCEMENT
Highway 401/Dorchester Road Bridge Replacement and Interchange
Improvements, Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009
Detail Design and Class Environmental Assessment Study

Dear Chief «First_Name» «Last_Name»,

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County, as shown on the figure below. The project includes replacement of the bridge and reconfiguration of the interchange ramps.



The project is being completed in accordance with the MTO Class EA for Provincial Transportation Facilities (2000) for a Group “B” project. Group “B” projects are considered major improvements to existing transportation facilities. This project will build upon the previously completed Preliminary Design as documented in the Transportation Environmental Study Report (January 2016), which received Environmental Clearance in March 2016.

A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements project is anticipated to start in 2024, subject to approvals.

The ministry is open to innovative solutions to facilitate Indigenous communities’ participation in MTO initiatives, such as virtual meetings. If you are interested in such a meeting, please contact me at 226-980-9751 or Emily.Roadhouse@ontario.ca.

Yours truly,

Emily Roadhouse
Head, Environmental Delivery West
Ministry of Transportation

c: S. Paslawski, Project Manager, MTO
K. Jansen, Environmental Planner, MTO
L. Fisher Bloxam, Indigenous Liaison Specialist, MTO
Nick Giancalone, Project Manager, GIP
Tanya Cross, Design Manager, Dillon Consulting Limited
Adele Mochrie, Environmental Manager, Dillon Consulting Limited



dorchester, hwy401 <hwy401dorchester@dillon.ca>

RE: Municipality of Thames Centre, MTO Class EA, Highway 401/Dorchester

Badali, Mark (MECP) <Mark.Badali1@ontario.ca>

Thu, Nov 10, 2022 at 9:33 AM

To: "dorchester, hwy401" <hwy401dorchester@dillon.ca>

Cc: "amochrie@dillon.ca" <amochrie@dillon.ca>, "Paslawski, Steve (MTO)" <Steve.Paslawski@ontario.ca>, "Jansen, Kelly (MTO)" <Kelly.Jansen@ontario.ca>, "ngiacalone@gipi.com" <ngiacalone@gipi.com>, Tanya Cross <tcross@dillon.ca>, Veronica Studnicka <vstudnicka@dillon.ca>, "Adrien, Pierre (MECP)" <Pierre.Adrien@ontario.ca>

Good morning,

Please find the attached letter of acknowledgement and supporting attachment in response to the Notice of Commencement of the Highway 401/Dorchester Underpass Replacement and Interchange Improvements project (Group B) in the Municipality of Thames Centre being undertaken by the Ministry of Transportation under the Class Environmental Assessment for Provincial Transportation Facilities.

Best regards,

Mark Badali ([he/him](#))

Regional Environmental Planner (REP) – Southwest Region

Project Review Unit | Environmental Assessment Branch

Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155



From: amochrie@dillon.ca <amochrie@dillon.ca> **On Behalf Of** dorchester, hwy401

Sent: November 9, 2022 12:12 PM

To: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>

Cc: amochrie@dillon.ca; Badali, Mark (MECP) <Mark.Badali1@ontario.ca>; hwy401 dorchester <hwy401dorchester@dillon.ca>; Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>; Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>; ngiacalone@gipi.com; Tanya Cross <tcross@dillon.ca>; Veronica Studnicka <vstudnicka@dillon.ca>

Subject: Re: Municipality of Thames Centre, MTO Class EA, Highway 401/Dorchester Underpass Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County (GWP 3053-11-00)

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

Hi Mark,

Notice of Study Commencement letters were issued for this project in lieu of a formal newspaper Notice. Please see attached letter for additional information.

Kind regards,

Adele

If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.



Adele Mochrie, B.Sc.
Environmental Manager

Dorchester DB 2022-3009

Dillon Consulting Limited

130 Dufferin Avenue Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1268

F - 519.672.8209

M - 226.751.2588

Hwy401Dorchester@dillon.ca

www.dillon.ca



On Wed, Nov 9, 2022 at 9:18 AM EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca> wrote:

Good morning,

Thank you for providing the attached PIF. The PIF indicates that the project was initiated on November 3rd – is there a corresponding initial Notice that has been published for this project? If so, please provide it to the Regional EA email address as well.

Thank you,

Mark Badali ([he/him](#))

Regional Environmental Planner (REP) – Southwest Region

Project Review Unit | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks

Mark.Badali1@ontario.ca | (416) 457-2155



From: amochrie@dillon.ca <amochrie@dillon.ca> **On Behalf Of** dorchester, hwy401
Sent: November 3, 2022 11:35 AM
To: EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>
Cc: hwy401 dorchester <hwy401dorchester@dillon.ca>
Subject: Municipality of Thames Centre, MTO Class EA, Highway 401/Dorchester Underpass Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County (GWP 3053-11-00)

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

Good morning,

Please see attached PIF for the above-noted project.

Thanks,

Adele

If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.

Adele Mochrie, B.Sc.
Environmental Manager

Dorchester DB 2022-3009

Dillon Consulting Limited

130 Dufferin Avenue Suite 1400

London, Ontario, N6A 5R2

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This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

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3 attachments

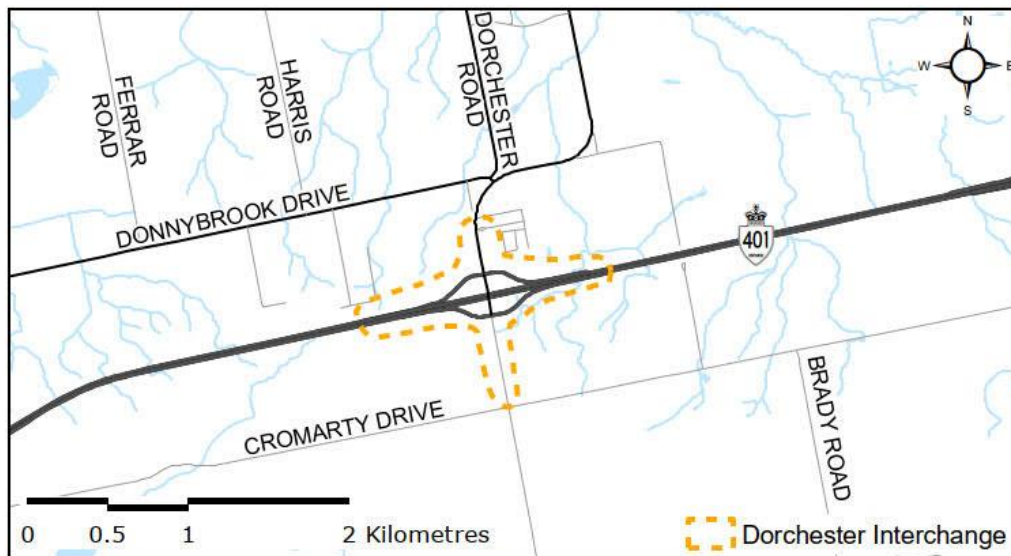
-  **MECP Acknowledgement of NOC - MTO Class EA Group B - Hwy 401 Dorchester Interchange Improvements.pdf**
229K
-  **Supporting Attachment - Species at Risk Proponents Guide to Preliminary Screening (Draft May 2019).pdf**
373K
-  **Hwy 401 Dorchester DB 2022-3009_Stakeholder-Agency Letter_Nov 3, 2022.pdf**
771K

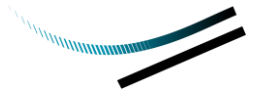
November 3, 2022

**Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009**

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Fax
519. 672.8209





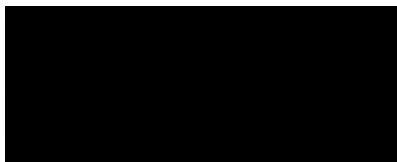
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If you have any comments, questions or concerns, please contact the project team at Hwy401Dorchester@Dillon.ca. Your comments are requested by **November 24, 2022**. If you’d prefer to receive correspondence via email, please provide it to the team and we’ll update our contact list.

Sincerely,

DILLON CONSULTING LIMITED



Adele Mochrie, B.Sc.
for Tanya Cross, P.Eng.
Design Manager

KBZ:rrk

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936

Client's Guide to Preliminary Screening for Species at Risk

***Ministry of the Environment, Conservation and Parks
Species at Risk Branch, Permissions and Compliance***

DRAFT - May 2019

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act* (ESA).

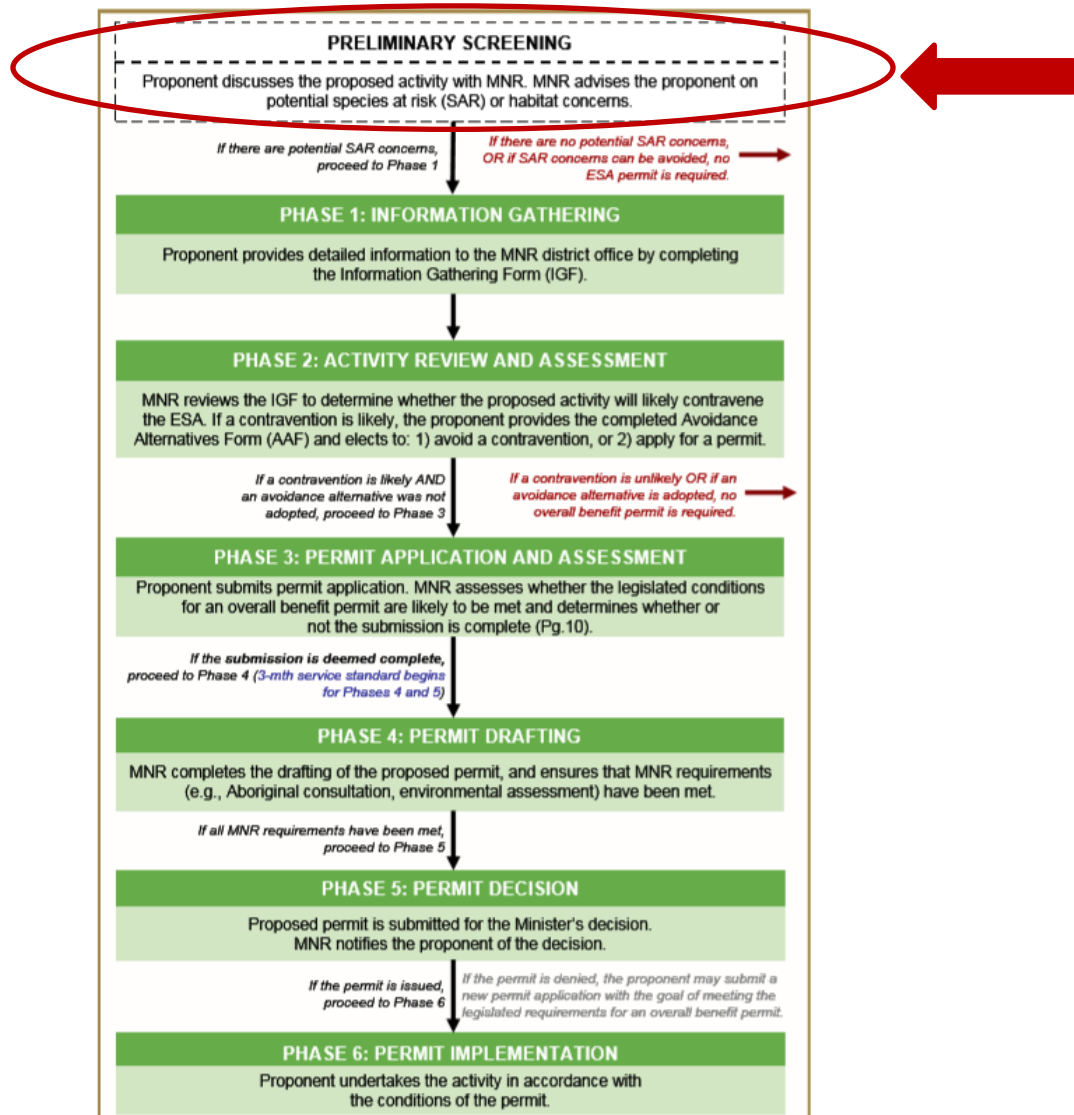
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the “Preliminary Screening” stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at <https://www.ontario.ca/page/species-risk-overall-benefit-permits>



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at <https://www.ontario.ca/page/get-natural-heritage-information>.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US) provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at <https://www.ontario.ca/page/land-information-ontario>.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at <https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home>. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data maybe restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at <http://www.birdsontario.org/atlas/index.jsp?lang=en>
- eBird can be accessed online at <https://ebird.org/home>
- iNaturalist can be accessed online at <https://www.inaturalist.org/>
- The Ontario Reptile and Amphibian Atlas can be accessed online at <https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas>
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at <https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/>

Local naturalist groups or other similar community-based organizations

- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at <https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery>

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at <https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act> and <https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act>
- A list of species at risk in Ontario is available online at <https://www.ontario.ca/page/species-risk-ontario>. On this webpage, you can find out more about each species, including where it lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted: _____

- ✓ List local naturalist groups you contacted: _____

- ✓ List local Indigenous communities you contacted: _____

- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted: _____

- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk): _____

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment
Branch

Direction des évaluations
environnementales

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Télééc. : 416 314-8452

November 10, 2022

Adele Mochrie
Environmental Manager
Dillon Consulting Limited
hwy401dorchester@dillon.ca

BY EMAIL ONLY

**Re: Highway 401/Dorchester Underpass Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County (GWP 3053-11-00)
Ministry of Transportation
Class Environmental Assessment for Provincial Transportation Facilities, Group B
Acknowledgement of Notice of Commencement**

Dear Adele Mochrie,

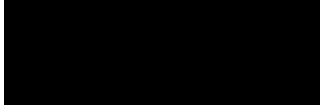
This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Ministry of Transportation (MTO) has indicated that the study is following the approved environmental planning process for a Group B project under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA).

The **updated (August 2022)** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

Please send a copy of the final notice to the MECP's Southwest Region EA notification email account (eanotification.swregion@ontario.ca). Please send a copy of the final report to me for download.

Should you or any members of your project team have any questions regarding the material above, please contact me at mark.badali1@ontario.ca.

Sincerely,



Mark Badali
Regional Environmental Planner – Southwest Region

Cc: Pierre Adrien, Manager, London District Office, MECP
Steve Paslawski, Project Manager, MTO
Kelly Jansen, Environmental Planner, MTO
Tanya Cross, Design Manager, Dillon Consulting Limited
Nick Giacalone, Project Manager, Green Infrastructure Partners Inc.

Enclosed: Areas of Interest

Attached: Client's Guide to Preliminary Screening for Species at Risk

AREAS OF INTEREST (v. August 2022)

It is suggested that you check off each section after you have considered / addressed it.

Planning and Policy

- Applicable plans and policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
 - Projects located in MECP Central, Eastern or West Central Region may be subject to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2020\)](#).
 - Projects located in MECP Central or Eastern Region may be subject to the [Oak Ridges Moraine Conservation Plan \(2017\)](#) or the [Lake Simcoe Protection Plan \(2014\)](#).
 - Projects located in MECP Central, Southwest or West Central Region may be subject to the [Niagara Escarpment Plan \(2017\)](#).
 - Projects located in MECP Central, Eastern, Southwest or West Central Region may be subject to the [Greenbelt Plan \(2017\)](#).
 - Projects located in MECP Northern Region may be subject to the [Growth Plan for Northern Ontario \(2011\)](#).
- The [Provincial Policy Statement \(2020\)](#) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.
- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

Source Water Protection

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e.

systems that are not municipal residential systems). MTO Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.
- If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.
- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to [Conservation Ontario's website](#) where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in [section 1.1 of Ontario Regulation 287/07](#) made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

Climate Change

The document "[Considering Climate Change in the Environmental Assessment Process](#)" (Guide) is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Proponents should review this Guide in detail.

• **The MECP expects proponents of Class EA projects to:**

1. Consider during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "[Community Emissions Reduction Planning: A Guide for Municipalities](#)" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, a quantitative air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- If a quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used as an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#) report prepared for Environment Canada. March 2005.
- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- Natural heritage and hydrologic features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
 - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
 - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features.

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at <https://www.ontario.ca/page/species-risk>.
- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.
- For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

Surface Water

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study

area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.

- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
 - Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.
- Groundwater**
- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.

- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.
- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the [Water Taking User Guide for EASR](#) for more information.
- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

Excess Materials Management

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled “[On-Site and Excess Soil Management](#)” (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don’t go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit <https://www.ontario.ca/page/handling-excess-soil>.
- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP’s current guidance document titled “[Management of Excess Soil – A Guide for Best Management Practices](#)” (2014).

- All waste generated during construction must be disposed of in accordance with ministry requirements

Contaminated Sites

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the [MECP's D-4 guideline](#) for land use considerations near landfills and dumps.
 - Resources available may include regional/local municipal official plans and data; provincial data on [large landfill sites](#) and [small landfill sites](#); Environmental Compliance Approval information for waste disposal sites on [Access Environment](#).
- Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's [website](#)).
- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act (EPA)* and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

Servicing, Utilities and Facilities

- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.
- The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.
- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste

must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.

- We recommend referring to the ministry's [environmental land use planning guides](#) to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Mitigation and Monitoring

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.
- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.

Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).
- Please include the full stakeholder distribution/consultation list in the documentation.

Class EA Process

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and

aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.

- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the report.

Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address.

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Section 16 Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Section 16 Order requests on those matters should be addressed in writing to:

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

and

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



RE: Notice of Study Commencement - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

Chris Traini <ctraini@middlesex.ca>
To: "dorchester, hwy401" <hwy401dorchester@dillon.ca>

Thu, Nov 3, 2022 at 3:25 PM

Hi Adele,

Please keep the County of Middlesex included in future consultation on this project. Middlesex County has jurisdiction over Dorchester Road and Donnybrook Road and will be concerned with any detours being proposed for the construction of the bridge.

Thank you,

Chris Traini, P.Eng.

Deputy CAO/County Engineer

County of Middlesex

ctraini@middlesex.ca

(519) 434-7321 ext. 2264

www.middlesex.ca

From: amochrie@dillon.ca <amochrie@dillon.ca> **On Behalf Of** dorchester, hwy401

Sent: Thursday, November 3, 2022 2:15 PM

To: hwy401 dorchester <hwy401dorchester@dillon.ca>

Cc: kelly.jansen@ontario.ca; Tanya Cross <tcross@dillon.ca>; steve.paslawski@ontario.ca; ngiacalone@gipi.com; Veronica Studnicka <vstudnicka@dillon.ca>

Subject: Notice of Study Commencement - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

CAUTION: This email originated from outside of the Middlesex County email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good afternoon,

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract for the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County.

Further details are provided in the attached letter.

If you require more information, or wish to provide comments, please reply to this email or contact one of the project team members listed in the attached letter.

Kind Regards,
Adele

****If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.****



Adele Mochrie, B.Sc.
Environmental Manager

Dorchester DB 2022-3009

Dillon Consulting Limited

130 Dufferin Avenue Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1268

F - 519.672.8209

M - 226.751.2588

Hwy401Dorchester@dillon.ca

www.dillon.ca



This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.



dorchester, hwy401 <hwy401dorchester@dillon.ca>

FW: File 0018042: Notice of Study Commencement - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>

Mon, Nov 14, 2022 at 8:46 AM

To: "amochrie@dillon.ca" <amochrie@dillon.ca>, "Hwy401Dorchester@Dillon.ca" <Hwy401Dorchester@dillon.ca>

Cc: "Jansen, Kelly (MTO)" <Kelly.Jansen@ontario.ca>, "Paslawski, Steve (MTO)" <Steve.Paslawski@ontario.ca>, "ngiacalone@gipi.com" <ngiacalone@gipi.com>, "tcross@dillon.ca" <tcross@dillon.ca>, "vstudnicka@dillon.ca" <vstudnicka@dillon.ca>

Adele Mochrie

Please see our initial advice on the above referenced undertaking.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage recently transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation to both Karla Barboza and myself.

Do not hesitate to contact me with any questions or concerns.

Regards,

Joseph Harvey | Heritage Planner

Inclusion and Heritage Division | Heritage Branch | Heritage Planning Unit

Ministry of Citizenship and Multiculturalism

613.242.3743

Joseph.Harvey@ontario.ca

From: amochrie@dillon.ca <amochrie@dillon.ca> **On Behalf Of** dorchester, hwy401

Sent: November-03-22 2:15 PM

To: hwy401 dorchester <hwy401dorchester@dillon.ca>

Cc: Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>; Tanya Cross <tcross@dillon.ca>; Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>; ngiacalone@gipi.com; Veronica Studnicka <vstudnicka@dillon.ca>

Subject: Notice of Study Commencement - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

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

Good afternoon,

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract for the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County.

Further details are provided in the attached letter.

If you require more information, or wish to provide comments, please reply to this email or contact one of the project team members listed in the attached letter.

Kind Regards,
Adele

If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.



Adele Mochrie, B.Sc.
Environmental Manager

Dorchester DB 2022-3009

Dillon Consulting Limited

130 Dufferin Avenue Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1268

F - 519.672.8209

M - 226.751.2588

Hwy401Dorchester@dillon.ca

www.dillon.ca



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2 attachments

 **Hwy 401 Dorchester DB 2022-3009_Stakeholder-Agency Letter_Nov 3, 2022.pdf**
771K

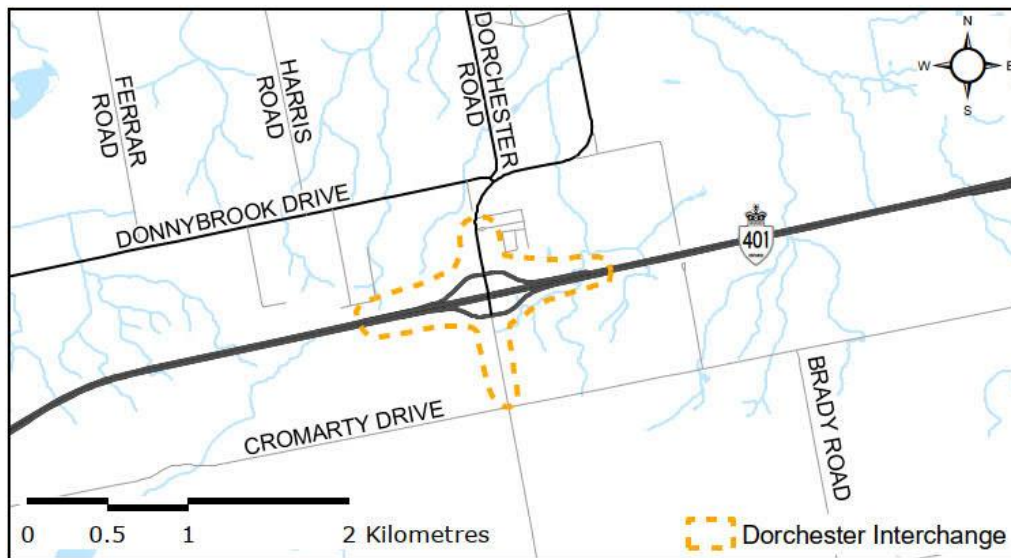
 **2022-11-14_Hwy401-DorchesterRdBridge-MCM-Ltr.pdf**
163K

November 3, 2022

**Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009**

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County, as shown on the figure below. The project includes replacement of the bridge and reconfiguration of the interchange ramps.

130 Dufferin Avenue
Suite 1400
London, Ontario
Canada
N6A 5R2
Mail: Box 426
London, Ontario
Canada
N6A 4W7
Telephone
519.438.6192
Fax
519. 672.8209





The project is being completed following the MTO *Class EA for Provincial Transportation Facilities* (2000) for a Group “B” undertaking. Group “B” projects are considered major improvements to existing transportation facilities. This project will build upon the previously completed Preliminary Design as documented in the Transportation Environmental Study Report (January 2016), which received Environmental Clearance in March 2016.

A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction of the Highway 401/Dorchester Road Interchange Improvements project is anticipated to start in 2024, subject to approvals.

If you have any comments, questions or concerns, please contact the project team at Hwy401Dorchester@Dillon.ca. Your comments are requested by **November 24, 2022**. If you’d prefer to receive correspondence via email, please provide it to the team and we’ll update our contact list.

Sincerely,

DILLON CONSULTING LIMITED

Adele Mochrie, B.Sc.
for Tanya Cross, P.Eng.
Design Manager

KBZ:rrk

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936

**Ministry of Citizenship
and Multiculturalism**

Heritage Branch
400 University Ave.
5th Floor
Toronto ON M7A 2E7
Tel.: 613.242.3743

**Ministère des Affaires civiques
et du Multiculturalisme**

Direction du patrimoine
400, av. University
5th étage
Toronto ON M7A 2E7
Tél.: 613.242.3743



November 14, 2022

Email Only

Adele Mochrie, B.Sc.
Environmental Manager
Dillon Consulting Limited
130 Dufferin Avenue Suite 1400
London, Ontario, N6A 5R2
Hwy401Dorchester@Dillon.ca

MCM File : 0018042
MTO File : DB 2022-3009
Proponent : Ministry of Transportation
Subject : Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Location : Municipality of Thames Centre, Middlesex County

Dear Adele Mochrie:

Thank you for providing us with the Notice of Study Commencement for the above project.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage recently transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation to both Karla Barboza and myself.

As part of the environmental assessment (EA) process, MCM has an interest in conserving cultural heritage resources.

Project Summary

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County. The project is being completed following the MTO Class EA for Provincial Transportation Facilities (2000) for a Group "B" undertaking. Group "B" projects are considered major improvements to existing transportation facilities.

MCM is interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process and has the following comments and observations:

Provincial Heritage Properties

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

Potential Study Area

For the purposes of investigating the potential impacts of the project on cultural heritage resources, the study area is defined as all lands to be impacted/disturbed by proposed bridge rehabilitation construction within the existing and proposed highway right-of-way, plus any access roads, detours, staging and storage areas, and areas of other works and activities associated with the construction, operation and maintenance of the highway.

Built Heritage Resources and Cultural Heritage Landscape

This EA project may impact built heritage resources and cultural heritage landscapes. Please confirm that the study area has been screened for potential for these resources and/or the subject of a cultural heritage resource assessment or cultural heritage evaluation.

To determine whether this project contains cultural heritage value, it should meet one of the following criteria, where the structure is:

- included on the Ontario Heritage Bridge List
- listed in MTO's *Heritage Bridges: Identification and Assessment Guide, Ontario 1945-1965*
- 40 years or older and not listed in the above Guide
- locally or regionally unusual

Additionally, to determine whether this undertaking may impact on (recognized or potential) heritage bridges, Section 3.0 of the Ontario Heritage Bridge Guidelines (MTO, Interim January 2008) is of assistance.

Culverts

If the proposed work involves a culvert, please note that the Ministry of Transportation (MTO) has developed the following reference materials, which should be consulted when dealing with culverts:

[Heritage Assessment of Structural Culverts](#)
[Structural Culvert Heritage Screening Form](#)
[Heritage Screening Report for Structural Culverts](#)

Should the structure meet any of the criteria, a cultural heritage evaluation report (CHER) will be undertaken by a qualified person. If the structure is found to be of cultural heritage value or interest and the structure may be impacted by the proposed undertaking, then a heritage impact assessment (HIA) will be undertaken by a qualified person. The HIA should follow the guidance in the Information Bulletin 3 - Heritage Impact Assessments for Provincial Heritage Properties (MHSTCI, 2017). The report(s) should be completed during the planning phase and sent to the Ministry of Tourism, Culture and Sport (Heritage Planning Unit).

The report(s) should also be forwarded to the planning staff at the local municipality for review and, if requested, to the municipal heritage committee or any local heritage organization that may have an interest in the project.

Archaeological Resources

This EA project may impact archaeological resources. Please confirm that the study area has been screened for archaeological potential and/or is subject of an archaeological assessment. The ministry's [Criteria for Evaluating Archaeological Potential](#) can assist you to determine if an archaeological assessment is needed

If it is determined that the project area exhibits archaeological potential, an archaeological assessment is necessary, and must be undertaken by an archaeologist licensed under the *Ontario Heritage Act*. This includes any temporary roads/ detours or work areas associated with the project.

The assessment reports must conform to our Ministry's *Standards and Guidelines for Consultant Archaeologists* (2011). The licensed archaeologist will forward all completed archaeological assessment reports to the Ministry of Citizenship and Multiculturalism for review by an Archaeological Review Officer.

EA Documentation

Technical cultural heritage studies (e.g. archaeological assessment reports, cultural heritage evaluation reports, heritage impact assessment reports) and their recommendations are part of the EA and should be included in the Design and Construction Report. Determinations that no cultural heritage resources are impacted and no technical studies are warranted should also be documented, summarized and incorporated in the final EA report. In this regard we recommend including the completed screening checklists as part of the EA report.

Thank you for circulating MCM on this project. Please do not hesitate to contact the undersigned if you have any questions.

Best regards,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@ontario.ca

copy: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager
Tanya Cross, Dillon Consulting Limited
Veronica Studnicka, Dillon Consulting Limited

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

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated

with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Fwd: Highway 401 and Dorchester Road Interchange Improvements (DB 2022 - 3009)

Mochrie, Adele <amochrie@dillon.ca>
To: hwy401 dorchester <hwy401dorchester@dillon.ca>

Wed, Nov 30, 2022 at 3:50 PM



DILLON
CONSULTING



Platinum member

Adele Mochrie, B.Sc.
Associate
Dillon Consulting Limited
130 Dufferin Avenue Suite 1400
London, Ontario, N6A 5R2
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F - 519.672.8209
M - 226.751.2588
AMochrie@dillon.ca
www.dillon.ca



----- Forwarded message -----

From: **David Pavletic** <David.Pavletic@mlhu.on.ca>
Date: Wed, Nov 30, 2022 at 2:08 PM
Subject: RE: Highway 401 and Dorchester Road Interchange Improvements (DB 2022 - 3009)
To: amochrie@dillon.ca <amochrie@dillon.ca>
Cc: Inspections <inspections@mlhu.on.ca>, Health <Health@mlhu.on.ca>

Hi Kyla,

Thanks for your email and for sharing this information. You are correct, Iqbal had left MLHU several years ago and I have assumed this portfolio within Environmental Health. Please feel free to reach out to me on any related matters.

Kind regards, Dave

David Pavletic CPHI(C), MPH

Pronouns: (he / him)

Manager, Food Safety & Healthy Environments

Environmental Health & Infectious Diseases

Middlesex-London Health Unit

Citi Plaza 110-355 Wellington St. | London, ON | N6A 3N7

Tel: 519-663-5317 ext. 2303

Cell: 519-617-0572

www.healthunit.com | @MLHealthUnit



The Middlesex London Health Unit is committed to reconciliation with Indigenous peoples and communities. We acknowledge our obligation to improve the health and wellness of Indigenous people in our region and are committed to taking action to bring about change. For the full statement on our commitment to reconciliation and our action plan, visit [Indigenous Reconciliation](#).

From: amochrie@dillon.ca <amochrie@dillon.ca> On Behalf Of dorchester, hwy401
Sent: Tuesday, November 29, 2022 3:44 PM
To: Health <health@mlhu.on.ca>
Subject: Highway 401 and Dorchester Road Interchange Improvements (DB 2022 - 3009)

You don't often get email from hwy401dorchester@dillon.ca. [Learn why this is important](#)

Hello,

I spoke with someone at reception inquiring about the contact information for Mr. Iqbal Kalsi (Manager of Environmental Health) and indicated that he may no longer be with the company.

I have attached the Notice of Study Commencement to this email. Would you be able to identify an appropriate contact to replace Mr. Kalsi?

Thank you,

Kyla

****If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.****



Kyla Zielbauer

Environmental Planner
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288
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kzielbauer@dillon.ca
www.dillon.ca



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FW: Notice of Study Commencement - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

Graeme Kerr <gkerr@suncor.com>

Fri, Nov 4, 2022 at 10:33 AM

To: "amochrie@dillon.ca" <amochrie@dillon.ca>

Cc: "hwy401dorchester@dillon.ca" <hwy401dorchester@dillon.ca>, David Joyce <djoyce@suncor.com>

Hi Adele, thanks for sending this notification.

I just wanted to let you know that I will be the Suncor contact going forward. The other gentlemen (Paul Park, Steve Ethier) are not with Suncor anymore.

Looking forward to connecting on a call to discuss the action plan for this project.

Regards,

Graeme Kerr

Sr. Manager, Real Estate Development | Suncor Energy Products Partnership

Cellular: (416) 906-8165

E-mail: gkerr@suncor.com



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From: amochrie@dillon.ca <amochrie@dillon.ca> **On Behalf Of** dorchester, hwy401

Sent: Thursday, November 03, 2022 2:15 PM

To: sethier@suncor.com; David Joyce <djoyce@suncor.com>; ppark@suncor.com

Cc: kelly.jansen@ontario.ca; Tanya Cross <tcross@dillon.ca>; steve.paslawski@ontario.ca; Veronica Studnicka <vstudnicka@dillon.ca>; ngiacalone@gipi.com; hwy401 dorchester <hwy401dorchester@dillon.ca>

Subject: Notice of Study Commencement - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

EXTERNAL EMAIL: Always be cautious. **COURRIEL EXTERNE :** Il faut toujours être prudent.

Good afternoon,

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract for the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County.

Further details are provided in the attached letter.

If you require more information, or wish to provide comments, please reply to this email or contact one of the project team members listed in the

attached letter.

Kind Regards,
Adele

****If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.****



Adele Mochrie, B.Sc.
Environmental Manager

Dorchester DB 2022-3009

Dillon Consulting Limited

130 Dufferin Avenue Suite 1400

London, Ontario, N6A 5R2

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M - 226.751.2588

Hwy401Dorchester@dillon.ca

www.dillon.ca



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Hwy 401 Dorchester DB 2022-3009_SUNCOR Letter.pdf
106K

Fwd: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County

Mochrie, Adele <amochrie@dillon.ca>
To: hwy401 dorchester <hwy401dorchester@dillon.ca>

Fri, Nov 4, 2022 at 8:44 AM



Adele Mochrie, B.Sc.
Associate
Dillon Consulting Limited
130 Dufferin Avenue Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1268
F - 519.672.8209
M - 226.751.2588
AMochrie@dillon.ca
www.dillon.ca



----- Forwarded message -----

From: **Roadhouse, Emily (MTO)** <Emily.Roadhouse@ontario.ca>

Date: Fri, Nov 4, 2022 at 8:43 AM

Subject: RE: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County

To: Fallon Burch <fburch@cottfn.com>, Jacqueline French <jfrench@cottfn.com>

Cc: Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>, Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>, Fisher Bloxam, Liane (MTO) <Liane.FisherBloxam@ontario.ca>, tcross@dillon.ca <tcross@dillon.ca>, NGiacalone@gipi.com <NGiacalone@gipi.com>, amochrie@dillon.ca <amochrie@dillon.ca>, Carolyn Albert <calbert@cottfn.com>, Consultation <consultation@cottfn.com>, Jaclyn Deleary <info@cottfn.com>

Good Morning Fallon,

Thank you for the reminder about NationsConnect. I sent the notice and letter by email out of habit, but wanted to confirm that I have also uploaded the project details to the consultation portal.

Regards,

Emily

Emily Roadhouse

Head, Environmental Delivery West

Ministry of Transportation

P: 226-980-9751

From: Fallon Burch <fburch@cottfn.com>

Sent: November 4, 2022 8:29 AM

To: Roadhouse, Emily (MTO) <Emily.Roadhouse@ontario.ca>; Jacqueline French <jfrench@cottfn.com>

Cc: Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>; Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>; Fisher Bloxam, Liane (MTO) <Liane.FisherBloxam@ontario.ca>; tcross@dillon.ca;

NGiacalone@gipi.com; amochrie@dillon.ca; Carolyn Albert <calbert@cottfn.com>; Consultation <consultation@cottfn.com>; Jaclyn Deleary <info@cottfn.com>

Subject: RE: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County

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The Chippewas of the Thames First Nation has transitioned to using NationsConnect to receive consultation and engagement requests. **Notifications or requests sent over email, mail or fax are not considered submitted and will not be reviewed.**

To register for NationsConnect, and submit your request, please visit [NationsConnect.ca](https://nationsconnect.ca).

Along with the project information, a spatial file in .kml, .kmz, or .zip shapefile formats will be required to submit your request. Once your project has been submitted, you can attach additional files or send updated communication through the Conversations feature on NationsConnect.

If you have any technical questions about NationsConnect, please reach out to support@kwusen.ca.

Regards,

Fallon



Fallon Burch

Consultation Coordinator

Chippewas of the Thames First Nation

Email: fburch@cottfn.com

519-289-5555 Ex: 251

320 Chippewa Road, Muncey, Ontario



Visit us online at cottfn.com

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From: Roadhouse, Emily (MTO) <Emily.Roadhouse@ontario.ca>
Sent: November 3, 2022 3:21 PM
To: Jacqueline French <jfrench@cottfn.com>
Cc: Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>; Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>; Fisher Bloxam, Liane (MTO) <Liane.FisherBloxam@ontario.ca>; tcross@dillon.ca; NGiacalone@gipi.com; amochrie@dillon.ca; Fallon Burch <fburch@cottfn.com>; Carolyn Albert <calbert@cottfn.com>; Consultation <consultation@cottfn.com>; Jaclyn Deleary <info@cottfn.com>
Subject: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County

Some people who received this message don't often get email from emily.roadhouse@ontario.ca. [Learn why this is important](#)

Please see attached the Notice of Study Commencement letter for the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County.

Thank you,

Emily Roadhouse

Head, Environmental Delivery West

Ministry of Transportation

P: 226-980-9751

Subject: RE: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County



Roadhouse, Emily (MTO) <Emily.Roadhouse@ontario.ca>

Tue, 13 Dec 2022, 16:34

to environment@oneida.on.ca, Paslawski, Steve (MTO), Jansen, Kelly (MTO), Fisher Bloxam, Liane (MTO), cherilyn.hill@oneida.on.ca, ceo@oneida.on.ca, todd.cornelius@oneida.on.ca, galah.anton@oneida.on.ca, galah.anton

You are viewing an attached message. Dillon Consulting Limited Mail can't verify the authenticity of attached messages.



Good Afternoon Brandon,

Thanks for reaching out about the Highway 401/Dorchester Road Bridge Replacement & Interchange Improvements project. A Transportation Environmental Study Report (TESR) was developed for this project in 2016, documenting Preliminary Design EA process for the Dorchester Rd and Highway 401 Interchange Project. This report is too large to send via email so I will be sending it via the Ontario Government's EATS service, Attachmail.

We would be happy to meet with you in the new year to discuss this project. Can you please clarify, are you proposing we present to Oneida Environment Committee? Also, does this committee meet on a set schedule? Alternatively, were you proposing we meet with staff to discuss this project?

Thanks,

Emily

Emily Roadhouse

Head, Environmental Delivery West

Ministry of Transportation

P: 226-980-9751

From: Brandon Doxtator <environment@oneida.on.ca>

Sent: November 17, 2022 11:26 AM

To: Roadhouse, Emily (MTO) <Emily.Roadhouse@ontario.ca>; Chief Todd Cornelius <todd.cornelius@oneida.on.ca>; Galah Antone <galah.anton@oneida.on.ca>

Cc: Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>; Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>; Fisher Bloxam, Liane (MTO) <Liane.FisherBloxam@ontario.ca>; tcross@dillon.ca; NGiacalone@gipi.com; amochrie@dillon.ca; Cherilyn Hill <cherilyn.hill@oneida.on.ca>; Pamela Tobin <ceo@oneida.on.ca>

Subject: RE: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County

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Good Day Emily,

I hope you are keeping well,

Oneida Nation of the Thames would be interested in learning more about this project as there may be some impacts to our treaty rights. Could you please provide the preliminary design for the bridge. Our Oneida environment committee is quite busy with requests for meetings. Could we set something up for the new year for a discussion on the project.

Yaw^ko and have a great day,

Brandon Doxtator

Environmental Consultation Coordinator

Oneida Nation of the Thames

Oneida Political Office

Phone: 519-651-6161

C: 226-378-4725

T^teskwahlolyana'Nahte Weswailhwatsh^i

"Come and tell us what you found out"

From: Roadhouse, Emily (MTO) <Emily.Roadhouse@ontario.ca>

Sent: November 3, 2022 3:27 PM

To: Chief Todd Cornelius <todd.cornelius@oneida.on.ca>; Galah Antone <galah.anton@oneida.on.ca>

Cc: Paslawski, Steve (MTO) <Steve.Paslawski@ontario.ca>; Jansen, Kelly (MTO) <Kelly.Jansen@ontario.ca>; Fisher Bloxam, Liane (MTO) <Liane.FisherBloxam@ontario.ca>; tcross@dillon.ca; NGiacalone@gipi.com; amochrie@dillon.ca; Brandon Doxtator <environment@oneida.on.ca>; Cherilyn Hill <cherilyn.hill@oneida.on.ca>; Pamela Tobin <ceo@oneida.on.ca>

Subject: Notice of Study Commencement - Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements - Municipality of Thames Centre, Middlesex County

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Dear Chief J. Todd Cornelius,

Please see attached the Notice of Study Commencement letter for the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County.

Thank you,

Emily Roadhouse

Head, Environmental Delivery West

Ministry of Transportation

P: 226-980-9751



Re: Dorchester Foodland

Zielbauer, Kyla <kzielbauer@dillon.ca>

Tue, Feb 14, 2023 at 11:39 AM

To: "Moonen, Cory" <Cory.Moonen@sobeys.com>

Cc: hwy401 dorchester <hwy401dorchester@dillon.ca>, Adele Mochrie <amochrie@dillon.ca>

Greetings Mr. Moonen,

Thank you for your email.

I will add you to our contact list so that you can receive information related to the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements Project.

Please reach out any time should you have any questions or concerns.

Have a great day!

Kyla

On Tue, 14 Feb 2023 at 10:22, Moonen, Cory <Cory.Moonen@sobeys.com> wrote:

Hi Kyla,

Thanks for reaching out regarding Dorchester Foodland. We do not have a timeline for reopening right now due to supply chain and construction restraints.

Any information you can provide on the upcoming detour can be sent directly to me. I will forward to the store franchisee.

It's important information for me because that's how I get to the 401 every day!

Thanks,

Cory

Cory Moonen | District Operator | Foodland, West District

Cory.moonen@sobeys.com | 416-201-1601

--



Kyla Zielbauer
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1427
F - 519.672.8209
kzielbauer@dillon.ca
www.dillon.ca



Please Note: I will be out of Office February 20, 2023 for Family Day

SAMPLE DORCHESTER ROAD DETOUR LETTER

November 4, 2022

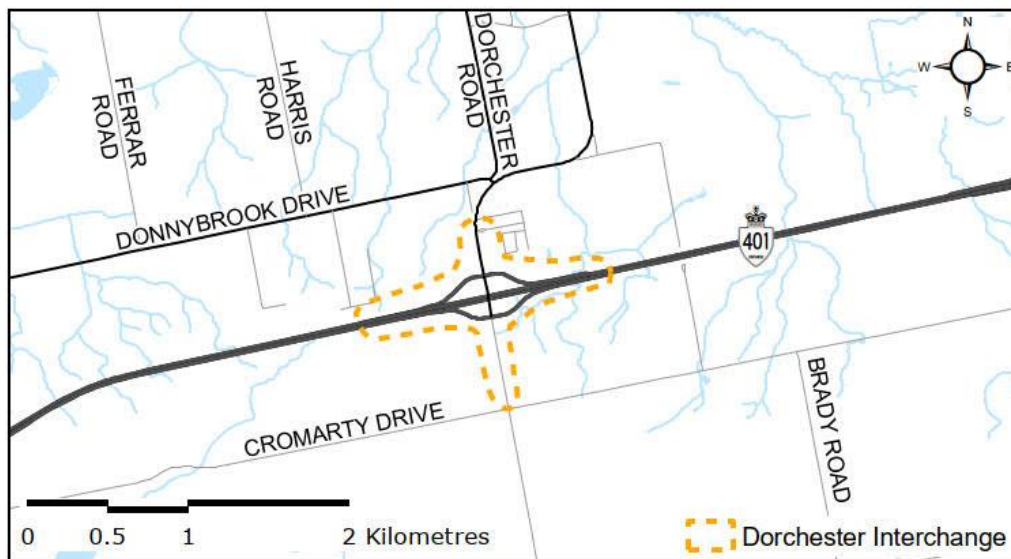


Attention: Properties Along Detour Route

**Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009**

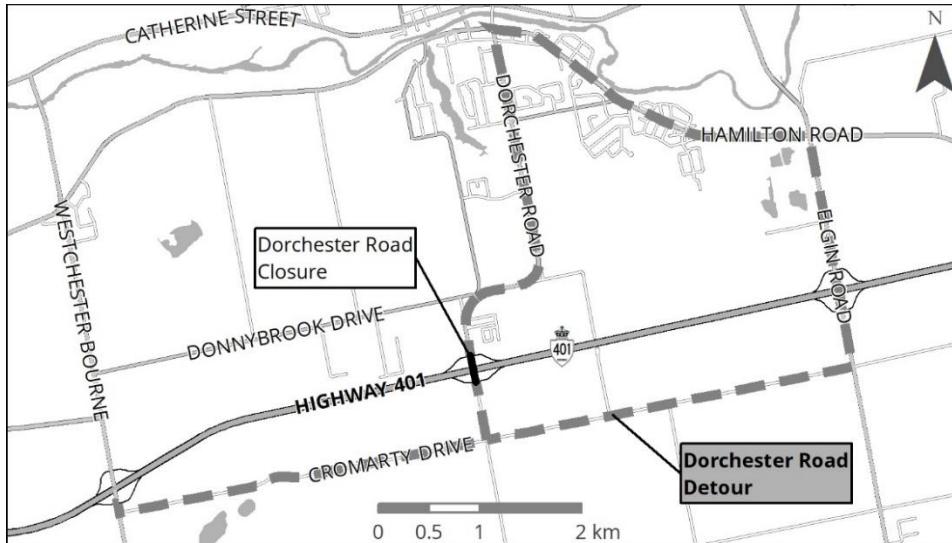
The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County, as shown on the figure below. The project includes replacement of the bridge and reconfiguration of the interchange ramps.

130 Dufferin Avenue
Suite 1400
London, Ontario
Canada
N6A 5R2
Mail: Box 426
London, Ontario
Canada
N6A 4W7
Telephone
519.438.6192
Fax
519. 672.8209



The project is being completed following the MTO *Class EA for Provincial Transportation Facilities* (2000) for a Group “B” undertaking. Group “B” projects are considered major improvements to existing transportation facilities. This project will build upon the previously completed Preliminary Design as documented in the Transportation Environmental Study Report (January 2016), which received Environmental Clearance in March 2016.

We are also notifying you that you are located on the proposed detour route that will be in place during construction, as shown on the figure below. It is anticipated that this detour will be in place for seven months in 2024.

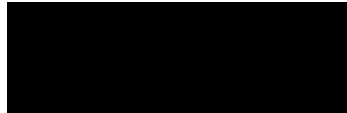


A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements project is anticipated to start in 2024, subject to approvals.

If you have any comments, questions or concerns, please contact the project team at Hwy401Dorchester@Dillon.ca. Your comments are requested by **November 24, 2022**.

Sincerely,

DILLON CONSULTING LIMITED



Adele Mochrie, B.Sc.
Environmental Manager
for Tanya Cross, P.Eng.
Design Manager

KBZ:rrk

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936

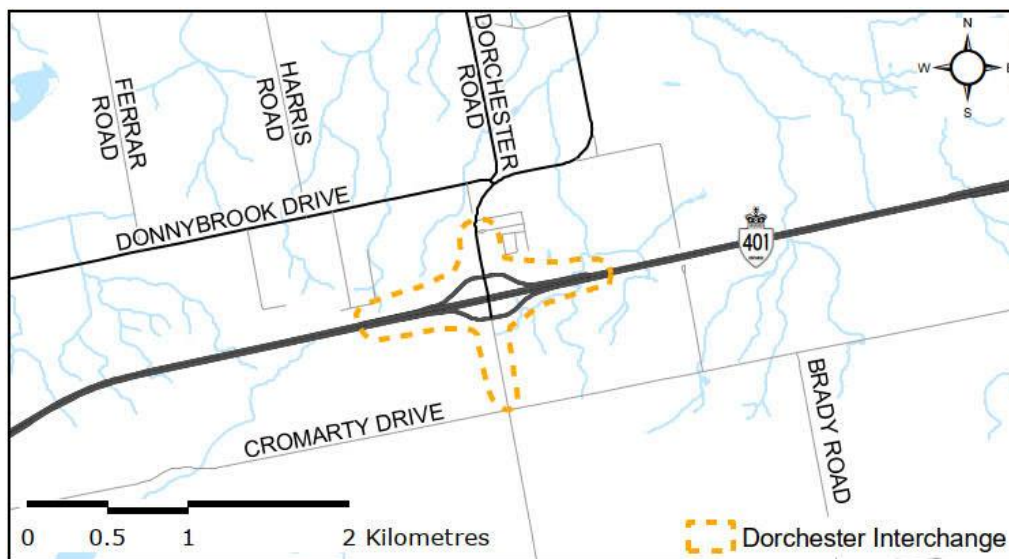
SAMPLE OF HIGHWAY 401 CLOSURE DETOUR LETTER

November 4, 2022

Attention: Properties Along Detour Route

***Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009***

The Ministry of Transportation, Ontario (MTO) has retained Green Infrastructure Partners Inc. (GIP) and Dillon Consulting Limited (Dillon), to complete the Design-Build (DB) contract, which includes the Class Environmental Assessment (EA), Detailed Design and construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements in the Municipality of Thames Centre, Middlesex County, as shown on the figure below. The project includes replacement of the bridge and reconfiguration of the interchange ramps.

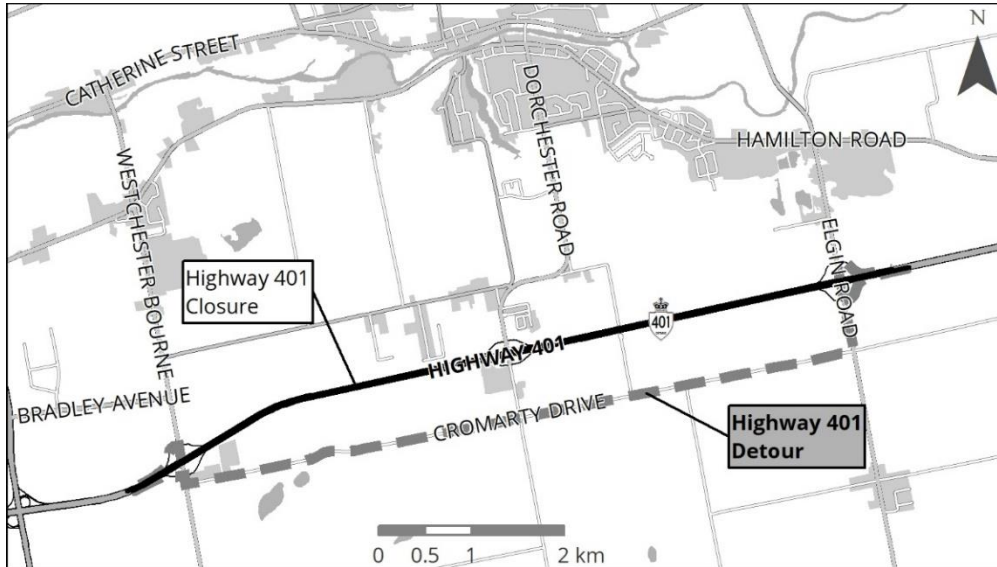


The project is being completed following the MTO *Class EA for Provincial Transportation Facilities* (2000) for a Group "B" undertaking. Group "B" projects are considered major improvements to existing transportation facilities. This project will build upon the previously completed Preliminary Design as documented in the Transportation Environmental Study Report (January 2016), which received Environmental Clearance in March 2016.

We are also notifying you that you are located on the proposed detour route that will be in place during the short-term closure of Highway 401 for bridge demolition and girder erection, as shown on the figure below. It is anticipated that these detours would be in place overnight.



130 Dufferin Avenue
Suite 1400
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London, Ontario
Canada
N6A 4W7
Telephone
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Fax
519. 672.8209

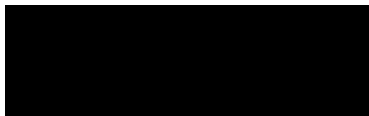


A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements project is anticipated to start in 2024, subject to approvals.

If you have any comments, questions or concerns, please contact the project team at Hwy401Dorchester@Dillon.ca. Your comments are requested by **November 24, 2022**.

Sincerely,

DILLON CONSULTING LIMITED



Adele Mochrie, B.Sc., Environmental Manager
for Tanya Cross, P.Eng.
Design Manager

KBZ:rrk

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936

**SAMPLE COMBINED
DORCHESTER ROAD AND
HIGHWAY 401 CLOSURE DETOUR
LETTER**



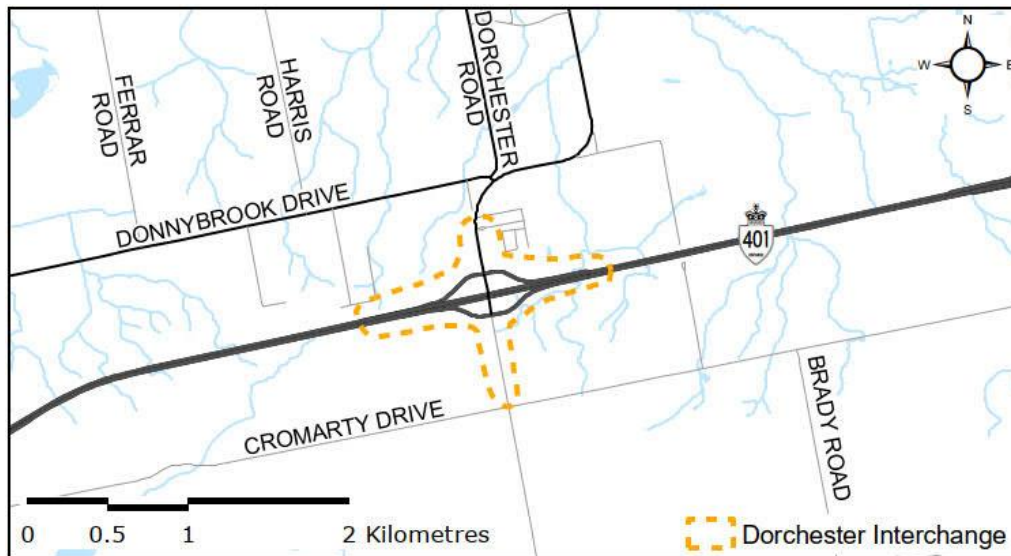
November 4, 2022

Attention: Properties Along Detour Routes

***Notice of Study Commencement
Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009***

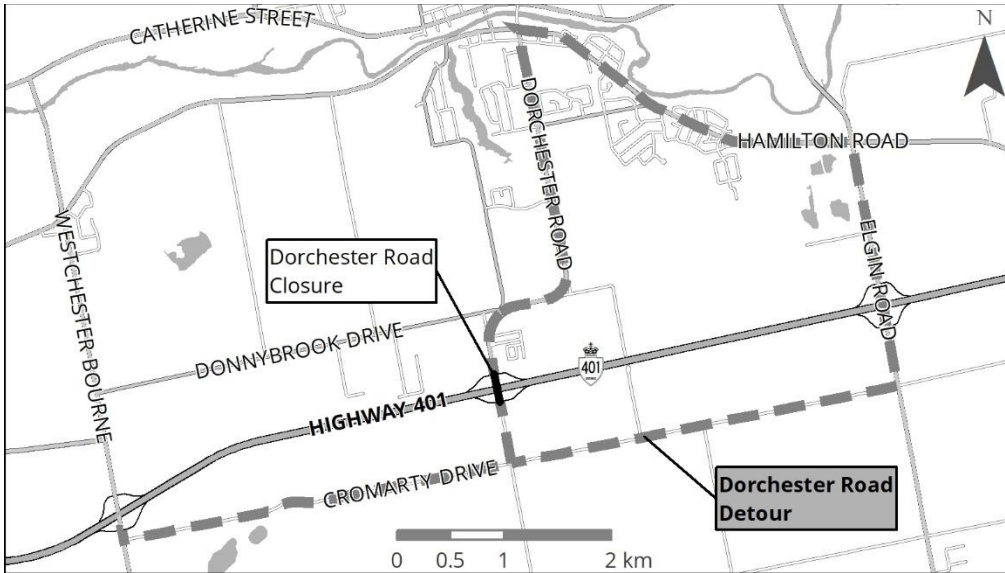
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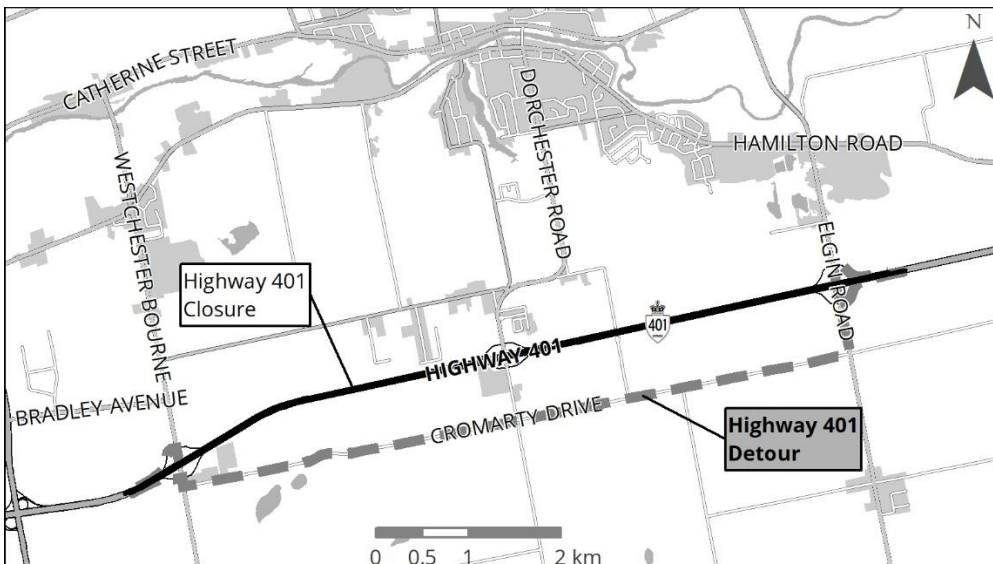


The project is being completed following the MTO *Class EA for Provincial Transportation Facilities* (2000) for a Group “B” undertaking. Group “B” projects are considered major improvements to existing transportation facilities. This project will build upon the previously completed Preliminary Design as documented in the Transportation Environmental Study Report (January 2016), which received Environmental Clearance in March 2016.

We are also notifying you that you are located on the proposed detour route that will be in place during construction, as shown on the figure below. It is anticipated that this detour will be in place for seven months in 2024.



In addition, you are also located on the proposed detour route that will be in place during the short-term closure of Highway 401 for bridge demolition and girder erection, as shown on the figure below. It is anticipated that these detours would be in place overnight.



Detour Route
Page 3
November 4, 2022

A Design and Construction Report (DCR) will be prepared to document the study. The DCR will be made available for a 30-day public comment period prior to construction start. Construction of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements project is anticipated to start in 2024, subject to approvals.

If you have any comments, questions or concerns, please contact the project team at Hwy401Dorchester@Dillon.ca. Your comments are requested by **November 24, 2022**.

Sincerely,

DILLON CONSULTING LIMITED



Adele Mochrie, B.Sc.
Environmental Manager
for Tanya Cross, P.Eng.
Design Manager

KBZ:rrk

cc: Steve Paslawski – MTO, Project Manager
Kelly Jansen – MTO, Environmental Planner
Nick Giancalone – GIP, Project Manager

Our file: 22-4936



dorchester, hwy401 <hwy401dorchester@dillon.ca>

FW: Properties Along Detour Route - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

Tammy Butt <TButt@thamescentre.on.ca>

Tue, Nov 15, 2022 at 10:15 AM

To: Jake McKillop <JMckillop@thamescentre.on.ca>

Cc: Jarrod Craven <JCraven@thamescentre.on.ca>, Devon Brown <DBrown@thamescentre.on.ca>, "amochrie@dillon.ca" <amochrie@dillon.ca>, "hwy401dorchester@dillon.ca" <hwy401dorchester@dillon.ca>

Hi Jake,

As discussed, this is the information with respect to a study regarding the detour routes that will be in place 2024, with construction to begin next year at the 401/Dorchester Rd interchange.

The attached letter was hand delivered to properties affected but I was contacted with reference to the Dorchester Union Cemetery.

Kyla, for your information, Jake McKillop is our Transportation Superintendent and I have also included Jarrod Craven, Director of Public Works along with Devon Brown, Parks & Facilities Supervisor (Cemetery).

Thank you all,



Tammy Butt

Cemetery / Administrative Coordinator



Municipality of Thames Centre | tbutt@thamescentre.on.ca

4305 Hamilton Road, | Dorchester, Ontario, N0L 1G3

Tel: 519.268.7334 Ext. 227 | Fax: 519.268.3928

Together we grow.

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From: amochrie@dillon.ca <amochrie@dillon.ca> **On Behalf Of** dorchester, hwy401

Sent: Monday, November 14, 2022 7:20 PM

To: Tammy Butt <TButt@thamescentre.on.ca>

Subject: Properties Along Detour Route - Highway 401 and Dorchester Road Interchange Improvements (DB 2022-3009)

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good Morning,

Thank you for taking the time to speak with me yesterday about the upcoming Highway 401 and Dorchester Road Interchange Improvements Project. As promised, further details are provided in the attached letter.

If you require more information, or wish to provide comments, please reply to this email or contact one of the project team members listed in the attached letter.

Kind Regards,
Kyla

If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.



Kyla Zielbauer
Environmental Planner

Dorchester DB 2022-3009

Dillon Consulting Limited

130 Dufferin Avenue Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1268

F - 519.672.8209

M - 226.751.2588

Hwy401Dorchester@dillon.ca

www.dillon.ca




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2 attachments

Together we grow. image004.png
6K

 Hwy 401 Dorchester DB 2022-3009_Detour Routes Letter.pdf
526K



dorchester, hwy401 <hwy401dorchester@dillon.ca>

Fwd: Detour Notification - Highway 401 and Dorchester Road Project

Zielbauer, Kyla <kzielbauer@dillon.ca>
To: hwy401 dorchester <hwy401dorchester@dillon.ca>

Tue, Nov 15, 2022 at 2:01 PM

----- Forwarded message -----

From: **Jenny Wood** <JWood@thamescentre.on.ca>
Date: Tue, 15 Nov 2022 at 10:18
Subject: RE: Detour Notification - Highway 401 and Dorchester Road Project
To: kzielbauer@dillon.ca <kzielbauer@dillon.ca>
Cc: Tena Michiels <TMichiels@thamescentre.on.ca>

Morning Kyla,

Below is the contact information you requested. Our management titles are a little different from what you asked; the Director of Public Works is part of our Roads Division, Director is top division of the department and then Superintendent.

Jarrold Craven, Director of Public Works jcraven@thamescentre.on.ca 519-268-7334 ext. 245
Jake McKillop, Transportation Superintendent jmckillop@thamescentre.on.ca 519-268-7334 ext. 251

Kevin Willson, Environmental Services Superintendent kwillson@thamescentre.on.ca 519-268-7490 (notifications on behalf of the Water Treatment and Pollution facilities)

Any further questions, please don't hesitate to ask.

With thanks,



Jenny Wood

Records/Administrative Coordinator



Municipality of Thames Centre | jwood@thamescentre.on.ca

4305 Hamilton Road, | Dorchester, Ontario, N0L 1G3

Tel: 519.268.7334 Ext. 244 | Fax: 519.268.3928

Together we grow.

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From: Zielbauer, Kyla <kzielbauer@dillon.ca>
Sent: Monday, November 14, 2022 4:23 PM
To: Tena Michiels <TMichiels@thamescentre.on.ca>
Subject: Detour Notification - Highway 401 and Dorchester Road Project

CAUTION: This email originated from outside of the Thames Centre email system. Please use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good Afternoon Ms. Michiels,

I'm wondering if you'd be able to provide me with contact information for contacts at the Municipality of Thames Centre. Specifically, I am looking for:

- Manager of Roads
- Director of Transportation
- Someone who can receive notifications on behalf of the Water Treatment and Pollution facilities

If you could provide the name and phone number/email of someone at the Municipality who could be the right contact, or could get me in contact with someone who is, that would be appreciated.

Thank you,
Kyla

--



Kyla Zielbauer
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1427
F - 519.672.8209
kzielbauer@dillon.ca
www.dillon.ca



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April 20, 2023

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

***Detailed Design and Class Environmental Assessment
Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements
Municipality of Thames Centre, Middlesex County
Design-Build Contract 2022-3009***

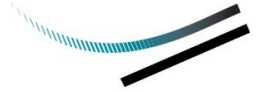
Thank you for your feedback regarding the detour routes that will be in place during construction of the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements project. Since distribution of the detour routes letter in November 2022, the project team have continued consulting with the Municipality of Thames Centre, County of Middlesex, and local emergency services. Through these conversations, there have been updates to construction timing and detours. These updates and responses to questions and concerns received regarding the proposed detour routes are provided below.

Construction Timing

As documented in the approved Transportation Environmental Study Report (TESR, 2016), construction duration is anticipated to take place over 1 year to 1.5 years. Highlights are detailed below:

- Construction start: Spring 2024
- Short-term overnight closure of Highway 401: spring and summer 2024
- Complete closure of Dorchester Road at Highway 401: seven months in 2024
- Highway 401 eastbound on/off ramp closure: four months in 2024
- Highway 401 westbound on/off ramp closure: seven months in 2024 at the same time as the Dorchester Road closure
- Construction complete: June 30, 2025.

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Suite 1400
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Mail: Box 426
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Telephone
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Fax
519.672.8209



Detour Route Refinements

The detour routes proposed for this project were reviewed by the Municipality of Thames Centre, County of Middlesex, and local emergency services during the Preliminary Design phase. These routes were deemed suitable for the increase in traffic, as other alternatives increased the travel distance and were not suitable to handle truck traffic. The detour routes were also identified in the TESR, which underwent a 30-day public review and comment period. Minor changes to the detour routes were identified during additional consultation with the previously mentioned stakeholders and are explained below:

- During the TESR review period, the County of Middlesex requested the detour route be modified to follow Hamilton Road instead of Catherine Street
- As a result of comments received from Suncor during the TESR review period, the eastbound ramp closures were reduced from six months to four months with the westbound ramps remaining closed for a full construction season.

Dorchester Road Detour

In order to replace the bridge, Dorchester Road will be closed at Highway 401 for a full construction season, limiting traffic movement over the highway. Signage in place during construction will identify the local traffic detour route along Hamilton Road, Elgin Road and Cromarty Drive to access Dorchester Road north and south of the closure. It is anticipated that a significant amount of local traffic will use other alternate routes and we anticipate local traffic will cross over the highway using Elgin Road or Westchester Bourne.

The proposed detours are for local traffic and therefore truck traffic is predicted to be similar to existing conditions or slightly increased. Understandably, traffic within the area of Elgin Road is predicted to increase 40% to 50%, which will be mitigated by the installation of temporary traffic signals at the Elgin Road interchange ramp terminals and the intersection of Elgin Road and Cromarty Drive, as seen on the figure below.

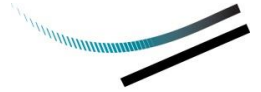
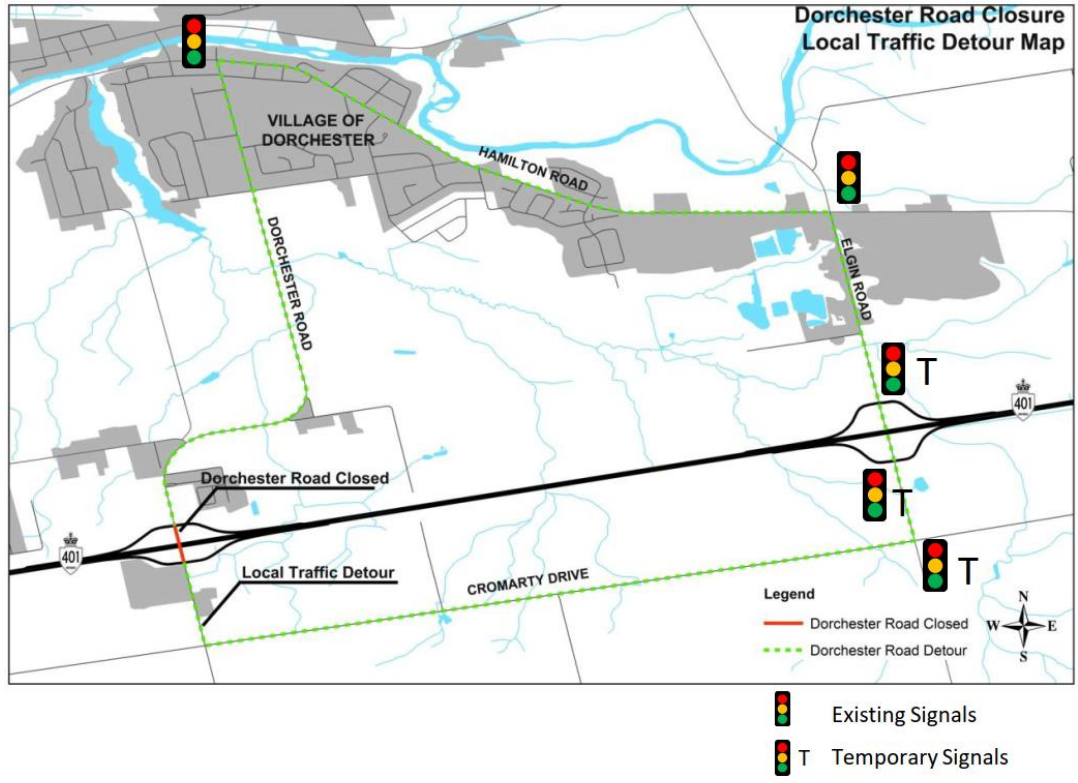


Figure 1: Intersection of Elgin Road and Cromarty Drive



Highway 401 Detour

Highway 401 will require short-term closures as a result of the overhead bridge replacement works. This includes the following:

- Overnight closures of Highway 401 in Spring 2024 for the removal of the existing structure. During this work, highway traffic will be directed to use the existing Dorchester Road ramps to cross Dorchester Road
- Overnight closures of Highway 401 in Summer 2024 for the placement of the new bridge girders. During this work, eastbound highway traffic will use the existing Dorchester Road ramps to cross Dorchester Road and westbound highway traffic will exit at Elgin Road and follow the signed detour route south on Elgin Road, west on Cromarty Drive, and north on Westchester Bourne where they can access the Highway 401 westbound on-ramp.

To minimize impacts to local residents, these short-term closures will occur at night when traffic volumes are generally at their lowest.

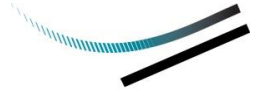
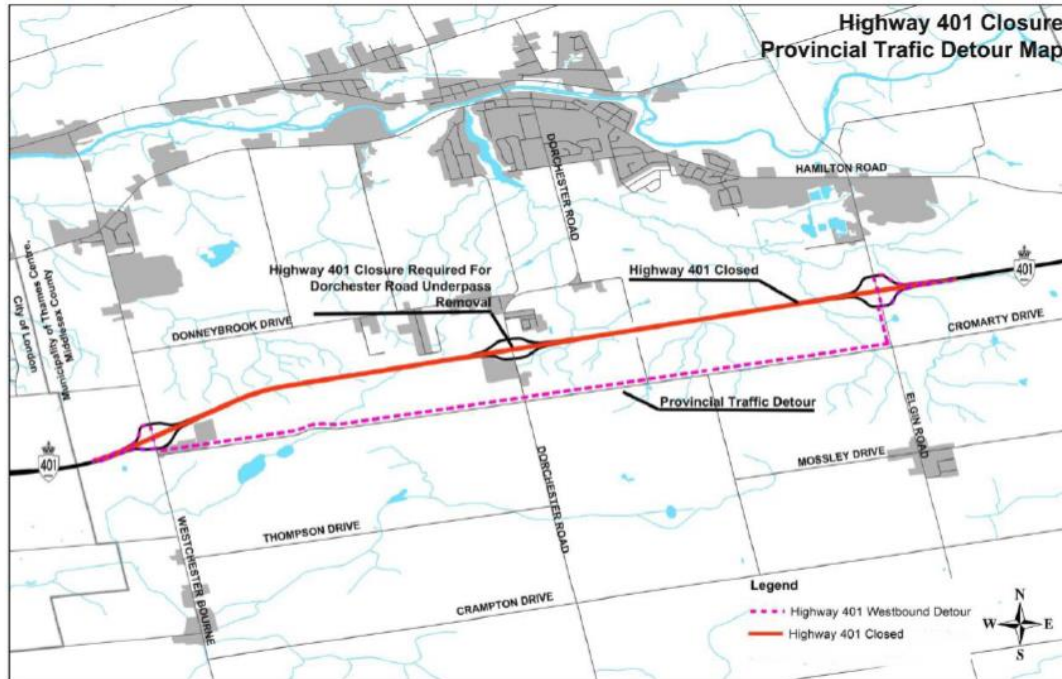


Figure 2: Provincial Traffic Detour Map



We recognize that your community has seen several years of increase traffic as a result of two back-to-back interchange improvement projects and we appreciate your patience as the Ministry of Transportation, Ontario completes the last interchange reconstruction project for this area.

Should you have any additional questions or concerns regarding this project, please contact the undersigned at (519) 438-1288 ext. 1268 or via email at hwy401dorchester@dillon.ca. Project updates will also be posted to the project website at Hwy401Dorchester.com.

Sincerely,

DILLON CONSULTING LIMITED

Adele Mochrie, B.Sc.
Environmental Manager

KBZ:tfn

Our file: 22-4697



Hwy 401 and Dorchester Road Interchange Improvements - Response to Detour Concerns

dorchester, hwy401 <hwy401dorchester@dillon.ca>

Wed, Apr 12, 2023 at 8:57 PM

To: [REDACTED]
Cc: Veronica Studnicka <vstudnicka@dillon.ca>, kelly.jansen@ontario.ca, steve.paslowski@ontario.ca, colton.horan@ontario.ca, mslater@gipi.com, ngiacalone@gipi.com, wmolzan@gipi.com

Hi [REDACTED],

Thank you for your feedback in our call last fall regarding the detour routes that will be in place during construction of the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements project. Since distribution of the detour routes letter in November 2022, the project team have continued consulting with the Municipality of Thames Centre, County of Middlesex, and local emergency services. Through these conversations, there have been updates to construction timing and detours. These updates and responses to questions and concerns received regarding the proposed detour routes are provided below.

Construction Timing

As documented in the approved Transportation Environmental Study Report (TESR, 2016), construction duration is anticipated to take place over 1 to 1.5 years. Highlights are detailed below:

- Construction start: Spring 2024
- Short-term overnight closure of Highway 401: Spring and summer 2024
- Complete closure of Dorchester Road at Highway 401: 7 months in 2024
- Highway 401 eastbound on/off ramp closure: 4 months in 2024
- Highway 401 westbound on/off ramp closure: 7 months in 2024 at the same time as the Dorchester Road closure
- Construction complete: June 30, 2025

Detour Route Refinements

The detour routes proposed for this project were reviewed by the Municipality of Thames Centre, County of Middlesex, and local emergency services during the Preliminary Design phase. These routes were deemed suitable for the increase in traffic, as other alternatives increased the travel distance and were not suitable to handle truck traffic. The detour routes were also identified in the TESR, which underwent a 30-day public review and comment period. Minor changes to the detour routes were identified during additional consultation with the previously mentioned stakeholders and are explained below:

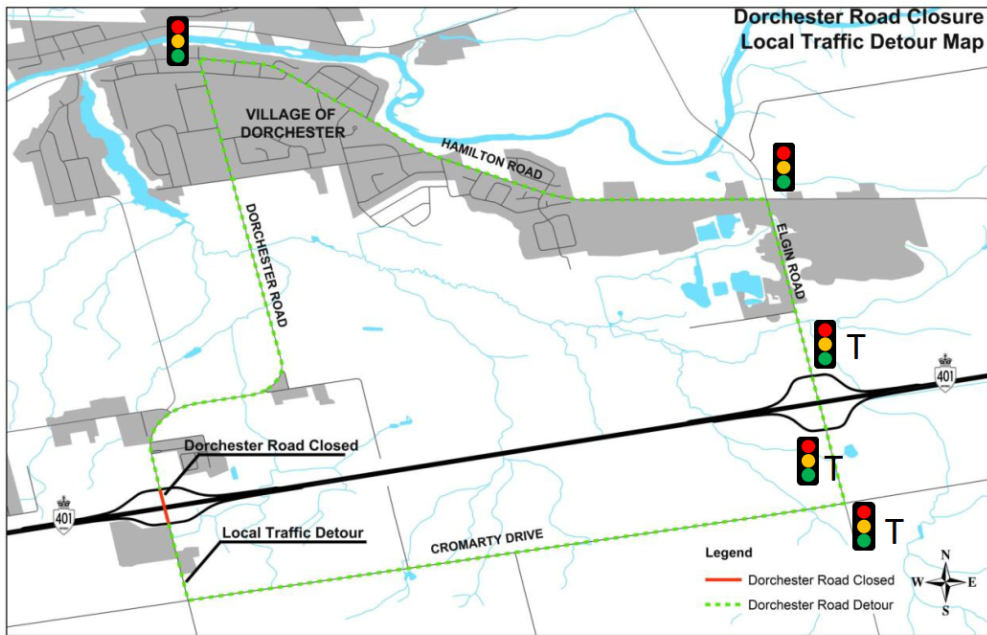
- During the TESR review period, the County of Middlesex requested the detour route be modified to follow Hamilton Road instead of Catherine Street; and
- As a result of comments received from Suncor during the TESR review period, the eastbound ramp closures were reduced from 6 months to 4 months with the westbound ramps remaining closed for a full construction season.



Dorchester Road Detour

In order to replace the bridge, Dorchester Road will be closed at Highway 401 for a full construction season, limiting traffic movement over the highway. Signage in place during construction will identify the local traffic detour route along Hamilton Road, Elgin Road and Cromarty Drive to access Dorchester Road north and south of the closure. It is anticipated that a significant amount of local traffic will use other alternate routes and we anticipate local traffic will cross over the highway using Elgin Road or Westchester Bourne.

The proposed detours are for local traffic and therefore truck traffic is predicted to be similar to existing conditions or slightly increased. Understandably, traffic within the area of Elgin Road is predicted to increase 40% to 50%, which will be mitigated by the installation of temporary traffic signals at the Elgin Road interchange ramp terminals and the intersection of Elgin Road and Cromarty Drive, as seen on the figure below.

-



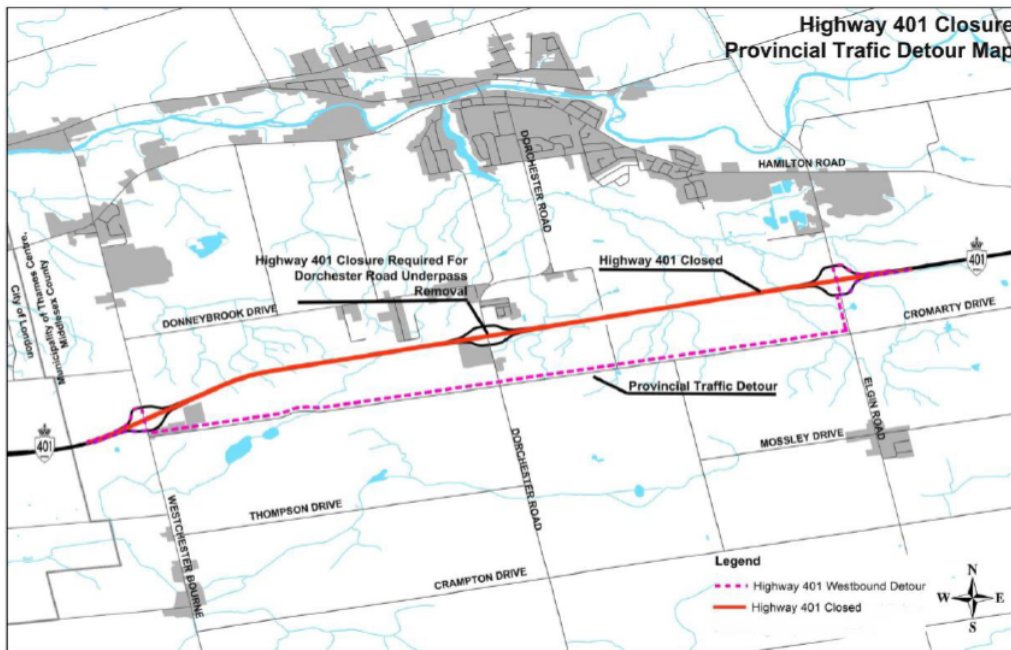
-  Existing Signals
-  Temporary Signals

Highway 401 Detour

Highway 401 will require short-term closures as a result of the overhead bridge replacement works. This includes the following:

- Overnight closures of Highway 401 in Spring 2024 for the removal of the existing structure. During this work, highway traffic will be directed to use the existing Dorchester Road ramps to cross Dorchester Road; and
- Overnight closures of Highway 401 in Summer 2024 for the placement of the new bridge girders. During this work, eastbound highway traffic will use the existing Dorchester Road ramps to cross Dorchester Road and westbound highway traffic will exit at Elgin Road and follow the signed detour route south on Elgin Road, west on Cromarty Drive, and north on Westchester Bourne where they can access the Highway 401 westbound on-ramp.

To minimize impacts to local residents, these short-term closures will occur at night when traffic volumes are generally at their lowest.



The Project Team has consulted with Emergency Service providers, who are aware of the proposed detour routes and have not raised any concerns with response times. The Contractor will continue to meet regularly with Emergency Service providers through the duration of construction to provide updates.

We recognize that your community has seen several years of increase traffic as a result of two back-to-back interchange improvement projects and we appreciate your patience as the Ministry of Transportation, Ontario completes the last interchange reconstruction project for this area.

Should you have any additional questions or concerns regarding this project, please contact the undersigned at (519) 438-1288 ext. 1268 or via email at hw401dorchester@dillon.ca. Project updates will also be posted to the project website at Hwy401Dorchester.com.

Sincerely,

Adele Mochrie

****If you do not wish to receive emails related to this project, please let me know and you will be removed from the distribution list.****



Adele Mochrie, B.Sc.
Environmental Manager
Dorchester DB 2022-3009

Dillon Consulting Limited
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London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1268
F - 519.672.8209
M - 226.751.2588
Hwy401Dorchester@dillon.ca
www.dillon.ca



Re:

dorchester, hwy401 <hwy401dorchester@dillon.ca>

Wed, Apr 12, 2023 at 8:46 PM

To: [REDACTED] <[REDACTED]>

Cc: Veronica Studnicka <vstudnicka@dillon.ca>, kelly.jansen@ontario.ca, colton.horan@ontario.ca, mslater@gipi.com, ngiacalone@gipi.com, steve.paslawski@ontario.ca, wmolzan@gipi.com

Hello Chris,

Thank you for your feedback regarding the detour routes that will be in place during construction of the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements project. Since distribution of the detour routes letter in November 2022, the project team have continued consulting with the Municipality of Thames Centre, County of Middlesex, and local emergency services. Through these conversations, there have been updates to construction timing and detours. These updates and responses to questions and concerns received regarding the proposed detour routes are provided below.

Construction Timing

As documented in the approved Transportation Environmental Study Report (TESR, 2016), construction duration is anticipated to take place over 1 to 1.5 years. Highlights are detailed below:

- Construction start: Spring 2024
- Short-term overnight closure of Highway 401: Spring and summer 2024
- Complete closure of Dorchester Road at Highway 401: 7 months in 2024
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Detour Route Refinements

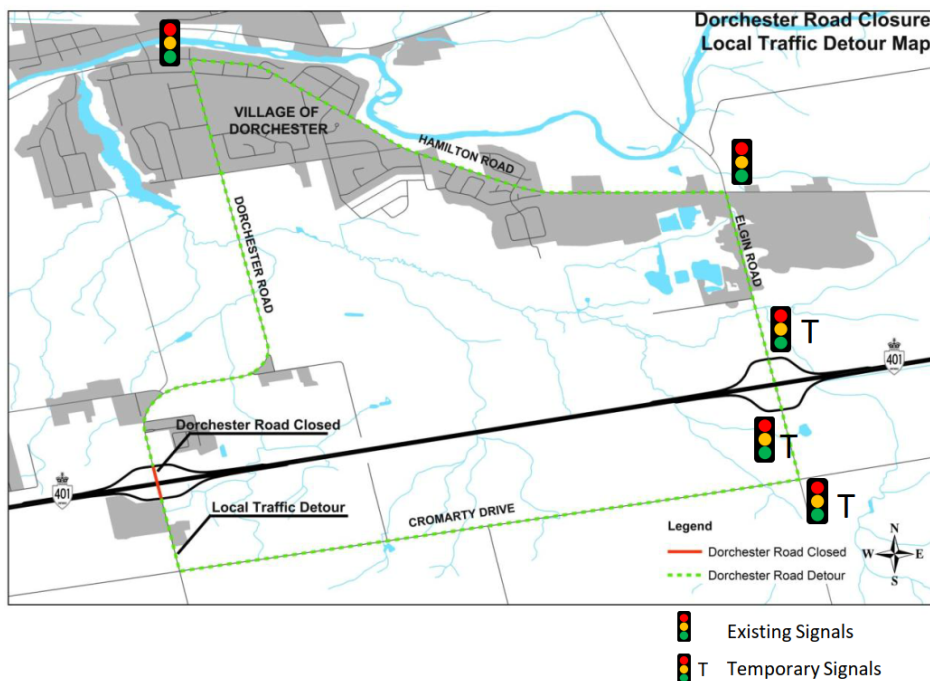
The detour routes proposed for this project were reviewed by the Municipality of Thames Centre, County of Middlesex, and local emergency services during the Preliminary Design phase. These routes were deemed suitable for the increase in traffic, as other alternatives increased the travel distance and were not suitable to handle truck traffic. The detour routes were also identified in the TESR, which underwent a 30-day public review and comment period. Minor changes to the detour routes were identified during additional consultation with the previously mentioned stakeholders and are explained below:

- During the TESR review period, the County of Middlesex requested the detour route be modified to follow Hamilton Road instead of Catherine Street; and
- As a result of comments received from Suncor during the TESR review period, the eastbound ramp closures were reduced from 6 months to 4 months with the westbound ramps remaining closed for a full construction season.

Dorchester Road Detour

In order to replace the bridge, Dorchester Road will be closed at Highway 401 for a full construction season, limiting traffic movement over the highway. Signage in place during construction will identify the local traffic detour route along Hamilton Road, Elgin Road and Cromarty Drive to access Dorchester Road north and south of the closure. It is anticipated that a significant amount of local traffic will use other alternate routes and we anticipate local traffic will cross over the highway using Elgin Road or Westchester Bourne.

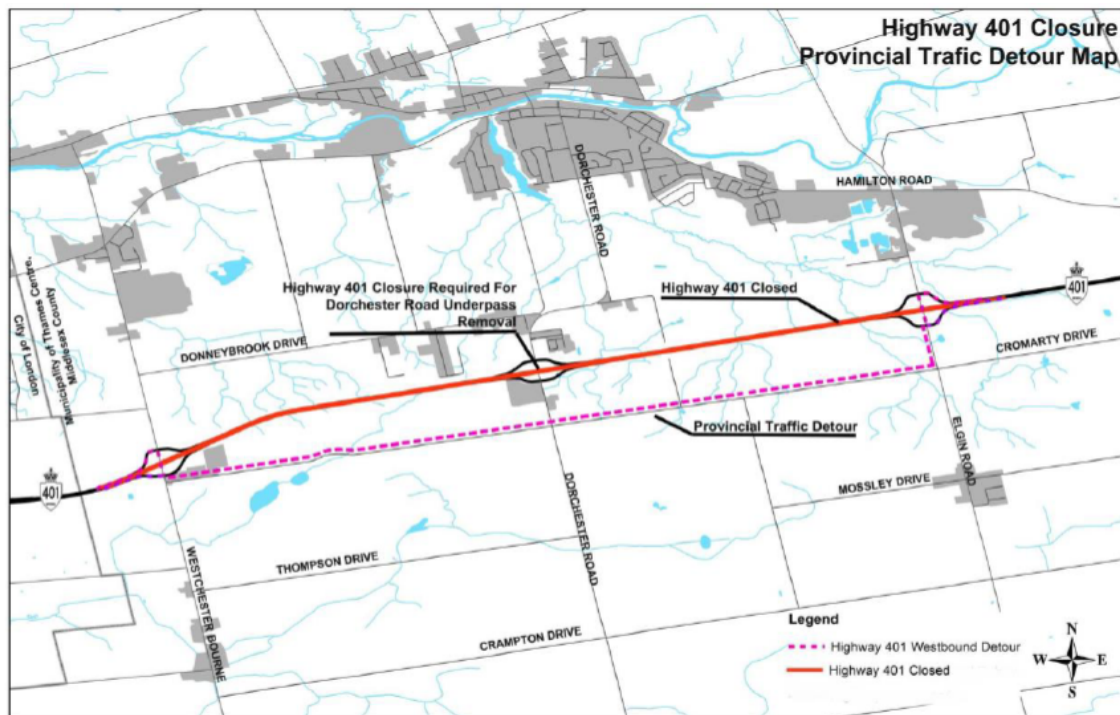
The proposed detours are for local traffic and therefore truck traffic is predicted to be similar to existing conditions or slightly increased. Understandably, traffic within the area of Elgin Road is predicted to increase 40% to 50%, which will be mitigated by the installation of temporary traffic signals at the Elgin Road interchange ramp terminals and the intersection of Elgin Road and Cromarty Drive, as seen on the figure below.



Highway 401 will require short-term closures as a result of the overhead bridge replacement works. This includes the following:

- Overnight closures of Highway 401 in Spring 2024 for the removal of the existing structure. During this work, highway traffic will be directed to use the existing Dorchester Road ramps to cross Dorchester Road; and
- Overnight closures of Highway 401 in Summer 2024 for the placement of the new bridge girders. During this work, eastbound highway traffic will use the existing Dorchester Road ramps to cross Dorchester Road and westbound highway traffic will exit at Elgin Road and follow the signed detour route south on Elgin Road, west on Cromarty Drive, and north on Westchester Bourne where they can access the Highway 401 westbound on-ramp.

To minimize impacts to local residents, these short-term closures will occur at night when traffic volumes are generally at their lowest.



Concerns related to speed control along the detour routes will be passed on to the County of Middlesex, as this falls within their jurisdiction.

The proposed detours are temporary in nature and are expected to result in an increase in local traffic along the detour routes. Construction noise impacts are temporary in nature and largely unavoidable. With adequate controls, impacts can be minimized; however, for some periods of time and types of work, construction noise will be noticeable. To minimize impacts on adjacent lands, the following best management practices related to noise will be in place during construction:

- All equipment will be maintained in an operating condition that prevents unnecessary noise, including non-defective muffler systems, properly secured components and the lubrication of moving parts; and
- Idling of equipment will be restricted to the minimum necessary to perform the specified work.

We recognize that your community has seen several years of increase traffic as a result of two back-to-back interchange improvement projects and we appreciate your patience as the Ministry of Transportation, Ontario completes the last interchange reconstruction project for this area.

Should you have any additional questions or concerns regarding this project, please contact the undersigned at (519) 438-1288 ext. 1268 or via email at hwy401dorchester@dillon.ca. Project updates will also be posted to the project website at Hwy401Dorchester.com.



Sincerely,


Adele Mochrie

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Environmental Manager
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On Tue, Nov 22, 2022 at 3:04 PM chris anckaert <[REDACTED]> wrote:
Thank you for your notification regarding detour routes for the Dorchester overpass replacement. I live at [REDACTED] just north of the 401.

It is not indicated in your notification if this detour is only for traffic that would normally exit at Dorchester Rd. or may, at least at times, involve all 401 traffic. Irrespective I have two primary concerns: one the increased volume of traffic which will compromise safe access in and out of my driveway and the excessive noise created by the increased traffic and especially by those transport truck drivers who now maximize acceleration from the Hamilton Rd. intersection and then use their "engine brakes" to slow down approximately a half kilometer before entering the 401 .

The information provided so far also lacks any information regarding the possible time(s) of day the detours will be necessary, whether or not the detours can or will be utilized by traffic going in both directions. Also, will there be reduction to speed limits to ameliorate safety concerns and/or signage regarding unnecessary use of "engine brakes".

Elgin Road experiences significant transport truck traffic on a daily basis due to gravel trucks from various pits, transport trucks from the Ingersoll Bonduelle Plant and numerous trucks bypassing 401 inspection stations which the MTO is aware of and concerned but due to manpower issues has been unable to stop. There is only one light at the corner of Elgin and Hamilton Road and trucks run the red light on a frequent basis. We are very concerned that adding 401 traffic to an already extremely busy road could be potentially dangerous. This would also apply to traffic in the village of Dorchester where we frequently travel to and shop.

Thank you for your attention to this matter. I look forward to your response.

██████████



Hwy 401 and Dorchester Road Interchange Improvements - Response to Detour Concerns

dorchester, hwy401 <hwy401dorchester@dillon.ca>

Wed, Apr 12, 2023 at 8:59 PM

To: [REDACTED] <[REDACTED]>

Cc: Sharron McMillan <thamescentreresidents@gmail.com>, Veronica Studnicka <vstudnicka@dillon.ca>, kelly.jansen@ontario.ca, steve.paslawski@ontario.ca, colton.horan@ontario.ca, wmolzan@gipi.com, mslater@gipi.com, ngiacalone@gipi.com

Hello [REDACTED],

Thank you for your feedback regarding the detour routes that will be in place during construction of the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements project. Since distribution of the detour routes letter in November 2022, the project team have continued consulting with the Municipality of Thames Centre, County of Middlesex, and local emergency services. Through these conversations, there have been updates to construction timing and detours. These updates and responses to questions and concerns received regarding the proposed detour routes are provided below.

Construction Timing

As documented in the approved Transportation Environmental Study Report (TESR, 2016), construction duration is anticipated to take place over 1 to 1.5 years. Highlights are detailed below:

- Construction start: Spring 2024
- Short-term overnight closure of Highway 401: Spring and summer 2024
- Complete closure of Dorchester Road at Highway 401: 7 months in 2024
- Highway 401 eastbound on/off ramp closure: 4 months in 2024
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- Construction complete: June 30, 2025

Detour Route Refinements

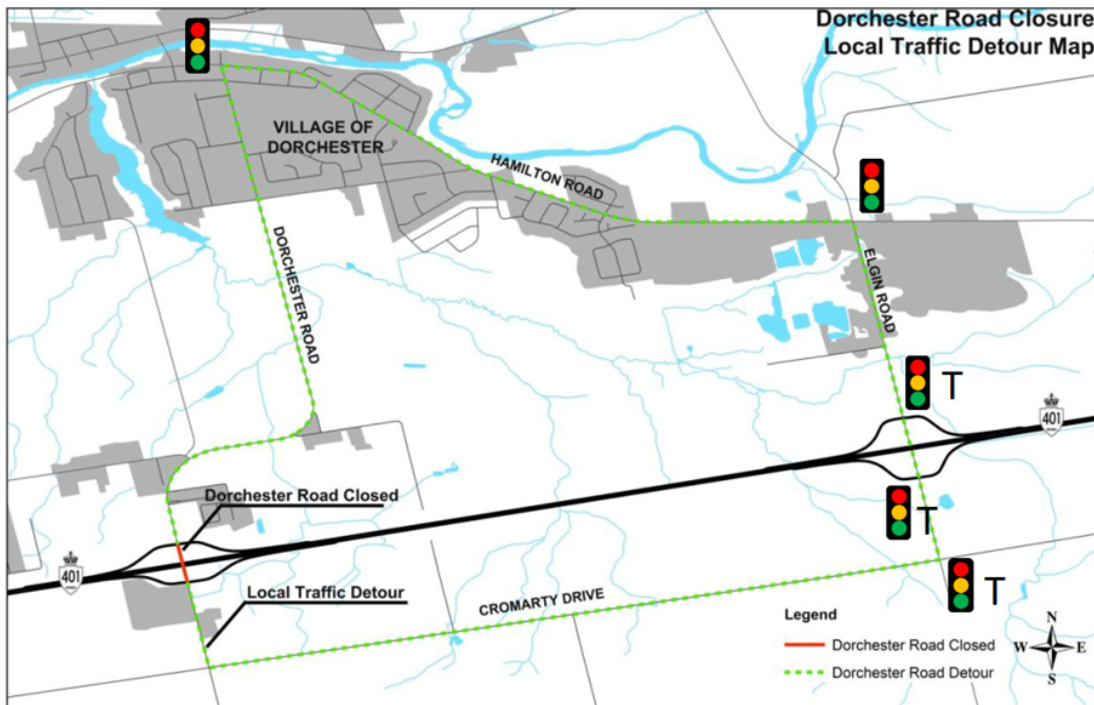
The detour routes proposed for this project were reviewed by the Municipality of Thames Centre, County of Middlesex, and local emergency services during the Preliminary Design phase. These routes were deemed suitable for the increase in traffic, as other alternatives increased the travel distance and were not suitable to handle truck traffic. The detour routes were also identified in the TESR, which underwent a 30-day public review and comment period. Minor changes to the detour routes were identified during additional consultation with the previously mentioned stakeholders and are explained below:

- During the TESR review period, the County of Middlesex requested the detour route be modified to follow Hamilton Road instead of Catherine Street; and
- As a result of comments received from Suncor during the TESR review period, the eastbound ramp closures were reduced from 6 months to 4 months with the westbound ramps remaining closed for a full construction season.

Dorchester Road Detour

In order to replace the bridge, Dorchester Road will be closed at Highway 401 for a full construction season, limiting traffic movement over the highway. Signage in place during construction will identify the local traffic detour route along Hamilton Road, Elgin Road and Cromarty Drive to access Dorchester Road north and south of the closure. It is anticipated that a significant amount of local traffic will use other alternate routes and we anticipate local traffic will cross over the highway using Elgin Road or Westchester Bourne.

The proposed detours are for local traffic and therefore truck traffic is predicted to be similar to existing conditions or slightly increased. Understandably, traffic within the area of Elgin Road is predicted to increase 40% to 50%, which will be mitigated by the installation of temporary traffic signals at the Elgin Road interchange ramp terminals and the intersection of Elgin Road and Cromarty Drive, as seen on the figure below.

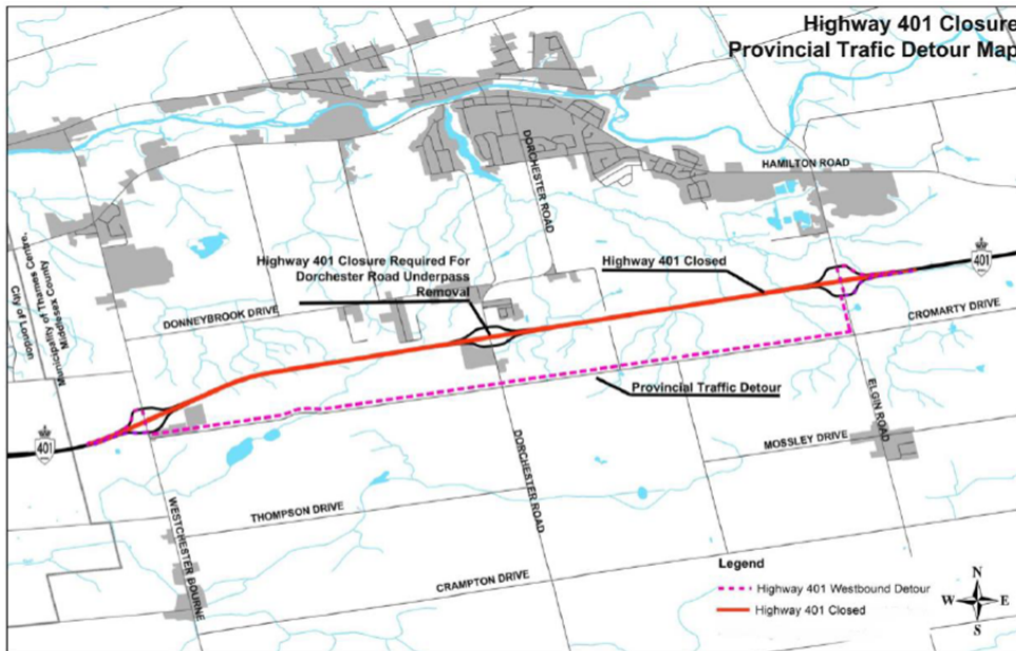


Highway 401 Detour

Highway 401 will require short-term closures as a result of the overhead bridge replacement works. This includes the following:

- Overnight closures of Highway 401 in Spring 2024 for the removal of the existing structure. During this work, highway traffic will be directed to use the existing Dorchester Road ramps to cross Dorchester Road; and
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To minimize impacts to local residents, these short-term closures will occur at night when traffic volumes are generally at their lowest.



Concerns related to speed control along the detour routes will be passed on to the County of Middlesex, as this falls within their jurisdiction.

The proposed detours are temporary in nature and are expected to result in an increase in local traffic along the detour routes. Construction noise impacts are temporary in nature and largely unavoidable. With adequate controls, impacts can be minimized; however, for some periods of time and types of work, construction noise will be noticeable. To minimize impacts on adjacent lands, the following best management practices related to noise will be in place during construction:

- All equipment will be maintained in an operating condition that prevents unnecessary noise, including non-defective muffler systems, properly secured components and the lubrication of moving parts; and
- Idling of equipment will be restricted to the minimum necessary to perform the specified work.

Dust generating activities during construction are anticipated to be localized at the Highway 401 and Dorchester Road interchange, and therefore air quality impacts along the detour routes is expected to be negligible.

We recognize that your community has seen several years of increase traffic as a result of two back-to-back interchange improvement projects and we appreciate your patience as the Ministry of Transportation, Ontario completes the last interchange reconstruction project for this area.

Should you have any additional questions or concerns regarding this project, please contact the undersigned at (519) 438-1288 ext. 1268 or via email at hw401dorchester@dillon.ca. Project updates will also be posted to the project website at Hwy401Dorchester.com.

Sincerely,

Adele Mochrie

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Dorchester DB 2022-3009

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www.dillon.ca



On Tue, Nov 22, 2022 at 10:19 PM TRISH GNIDEC <[REDACTED]> wrote:
Good Evening,

We live on Hamilton Road which is one of the detour routes for the reconstruction of the Dorchester Road Bridge Replacement and Interchange Improvement Project. These concerns come as a result of traffic usage during the reconstruction of the 401 Elgin Road Bridge Replacement. Since there will be an increase in traffic most notably truck traffic we will have to endure numerous sleepless nights once again and an increase in air pollution. One family member is immune compromised and studies show that air pollution from vehicular traffic is the number one cause for health concerns. So, as a result of an increase in air pollution and noise pollution we would certainly like to know what the government has in mind to reduce both factors? The other issue that resulted from Elgin Road was that the big trucks would stop to go to either the pizza or variety store across the street from us and block our driveway on a frequent basis. Along with the increase of traffic there was also an increase in the speeds of the trucks. Certainly very few would adhere to the speed limit of 50km/hr.

In conclusion we certainly feel there were, and are better ways to move the traffic than down Hamilton Road causing the disturbance to community residents. Can traffic not be directed off the 401 and rerouted down Cromarty Drive during this construction time instead of down Hamilton Road?

Sincerely,
[REDACTED]

Hwy 401 and Dorchester Road Interchange Improvements - Response to Detour Concerns

dorchester, hwy401 <hwy401dorchester@dillon.ca>

Wed, Apr 12, 2023 at 9:00 PM

To: [REDACTED] <[REDACTED]>

Cc: Veronica Studnicka <vstudnicka@dillon.ca>, kelly.jansen@ontario.ca, steve.paslowski@ontario.ca, colton.horan@ontario.ca, wmolzan@gipi.com, mslater@gipi.com, ngiacalone@gipi.com

Hello Bernie,

Thank you for your feedback regarding the detour routes that will be in place during construction of the Highway 401 and Dorchester Road Bridge Replacement and Interchange Improvements project. Since distribution of the detour routes letter in November 2022, the project team have continued consulting with the Municipality of Thames Centre, County of Middlesex, and local emergency services. Through these conversations, there have been updates to construction timing and detours. These updates and responses to questions and concerns received regarding the proposed detour routes are provided below.

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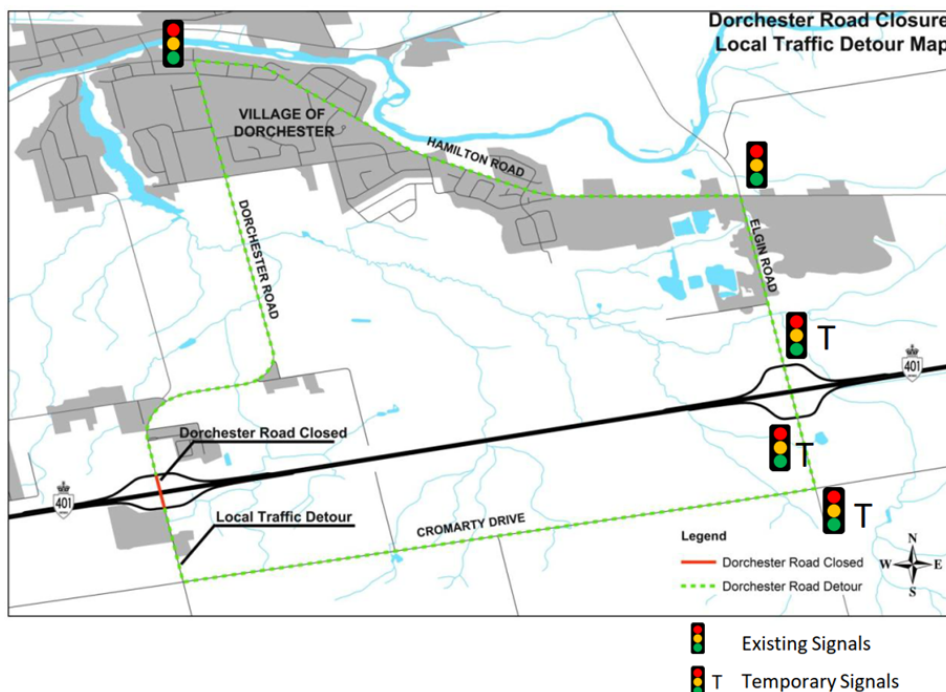
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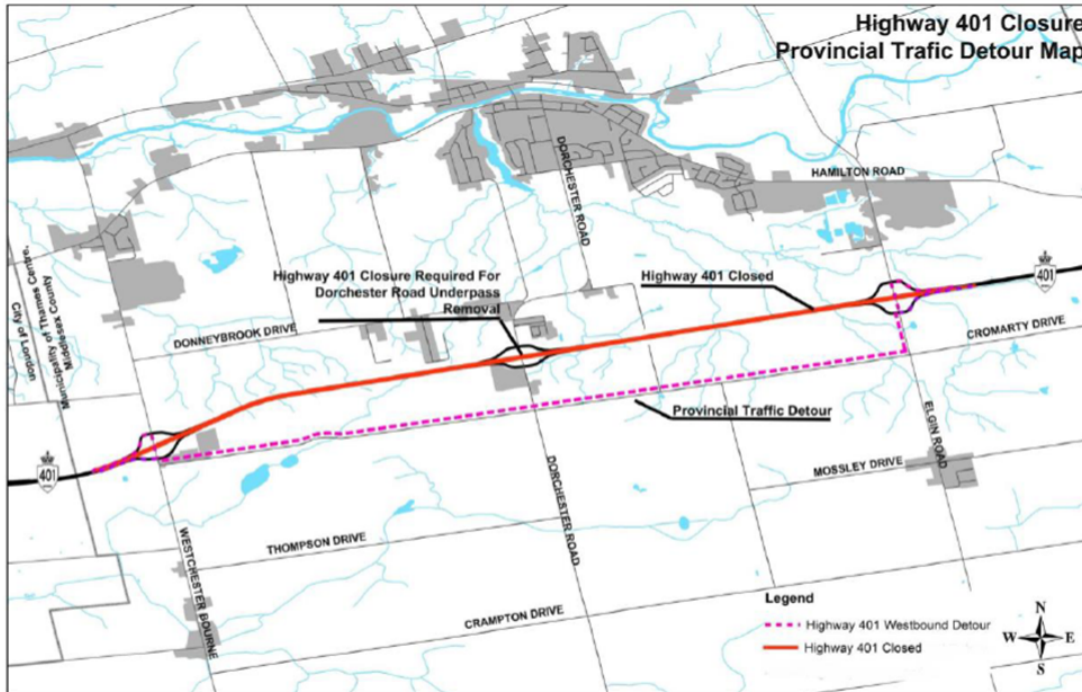


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Dorchester DB 2022-3009

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On Wed, Nov 23, 2022 at 3:59 PM [REDACTED] <[REDACTED]> wrote:

speeding traffic goes down Cromarty Dr. Will there be any way to keep speeds down?

living at [REDACTED] Cromarty Dr there is a dip in the road just west of our driveway and difficult to see some vehicles especially when they are going fast

if traffic is backed up at Hwy 73 and cannot turn or go over Hwy 73 is there a way to rectify this? i.e. temporary traffic lights or someone directing traffic to clear up backup. In these situations, we have found it extremely difficult to get in or out of our driveway. temporary lights may be the answer for the duration of the bridge construction to help prevent any potential safety issues.

thank you



Appendix C

Meeting Minutes

Meeting Minutes



Subject: 2022-3009 – Highway 401/Dorchester Road Design-Build Project Update Meeting (Municipality/County/OPP/EMS)

Date: December 14, 2022, 11:00 a.m.

Location: Teleconference/Video Conference

Our File: 22-4936

Distribution: DB Team

Attendees

Steve Paslawski	Ministry of Transportation (MTO)
Karn Kalra	MTO
Nina Kornilovsky	MTO
Colton Horan	MTO
Nick Giacalone	Green Infrastructure Partners Inc. (GIP)
Wayne Molzan	GIP
Michael Slater	GIP
Chris Traini	County of Middlesex (County)
Jarrod Craven	Municipality of Thames Centre (Municipality)
Marco Janicas	OPP
Glen Seddon	OPP
Stephen Peck	Dillon Consulting Limited (Dillon)
Tanya Cross	Dillon
Veronica Studnicka	Dillon
Adele Mochrie	Dillon
Amanda Rochon	Dillon
Kyla Zielbauer	Dillon

Notes

Item	Discussion	Action by
	Dillon presented an overview of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements Design Build Contract 2022-3009 (attached) including anticipated schedule and traffic impacts. The points below document the discussion of attendees.	
1.	County Road Modifications for Detour Route <ul style="list-style-type: none">County confirmed intersection improvements have previously been completed and noted any concerns have been addressed.	
2.	Detour Routes and Closures <ul style="list-style-type: none">Municipality noted they previously posted closures on their website for the Westchester Bourne Interchange project and requested to receive project updated material to post on their website prior to and during construction.	Dillon

Item	Discussion	Action by
	<ul style="list-style-type: none"> OPP had no concerns about detours; however, inquired about overweight/oversized vehicles during detours. MTO noted Highway 401 would be closed one weekend during the evenings for demolition, with traffic diverted to the existing Dorchester Interchange ramps. A second closure of Highway 401 at Dorchester Road will be required for the girder erection, where traffic will be diverted via adjacent interchanges and Cromarty Drive. MTO confirmed advance notice of Highway 401 closures will be provided to the oversize/overweight vehicle permitting division. 	
3.	<p>Active Transportation</p> <ul style="list-style-type: none"> Dillon to provide the 60% drawings to the County for review in spring 2023. County noted they will review drawings when provided and at this time have no concerns as long as the structure has the proper width to accommodate the bike lanes, both northbound and southbound. 	Dillon
4.	<p>Temporary Traffic Signals</p> <ul style="list-style-type: none"> MTO noted that Dillon will be in touch with the County regarding the temporary traffic signals at the Elgin Road interchange ramp terminals and the intersection of Elgin Road and Cromarty Drive. The temporary traffic signals will be included in the 60% drawings provided to the County in spring 2023. 	Dillon
5.	<p>Communication</p> <ul style="list-style-type: none"> MTO noted that a meeting with the County, Municipality, OPP and EMS will be held prior to construction start and monthly during construction. GIP will provide weekly updates on construction, similarly to how it was done with the Westchester Bourne interchange project. MTO confirmed a meeting was scheduled with Suncor on December 16, 2022, and reiterated that supplemental signing will be added for directions to the Suncor development. County acknowledged this information. County requested to share parts of slide deck with Council. MTO noted they had no concerns and the entire slide deck could be shared. 	DB Team

Errors and/or Omissions

These minutes were prepared by Kyla Zielbauer who should be notified of any errors and/or omissions.



Highway 401/Dorchester Road

Bridge Replacement and Interchange Improvements
Design Build, Contract 2022-3009

Municipality and Emergency
Services Meeting

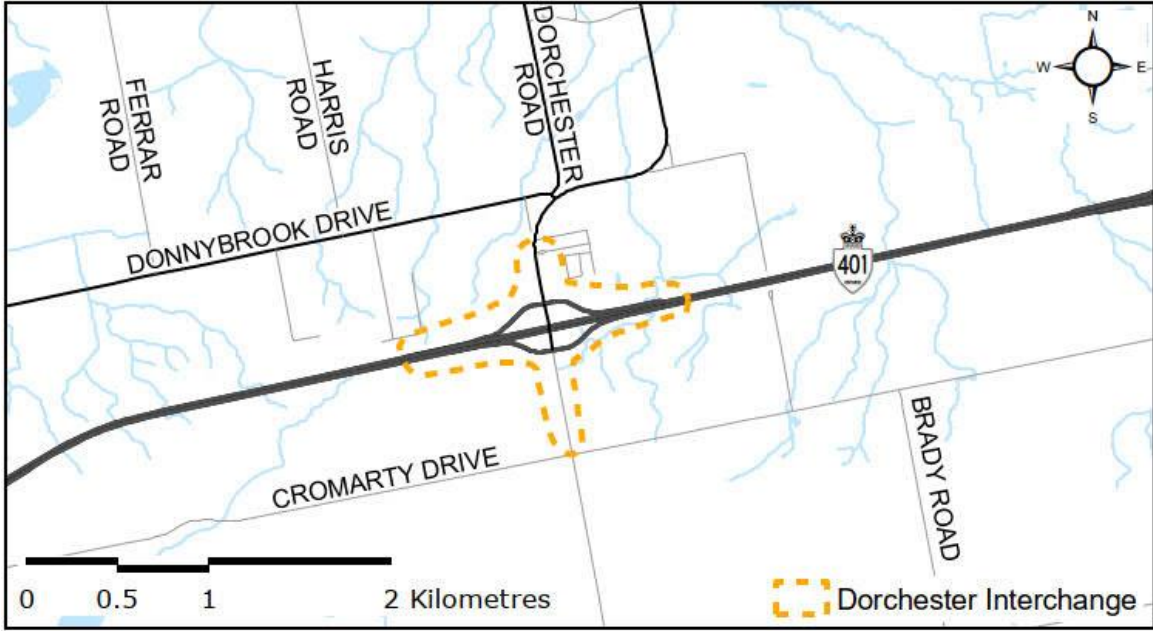
December 14, 2022

- Project Overview - Background
- Current Status – Schedule
- Construction and Traffic Impacts
- Detour Route Intersection Improvements
- Dorchester Road – Active Transportation
- Consultation – Next Steps

Project Overview - Background

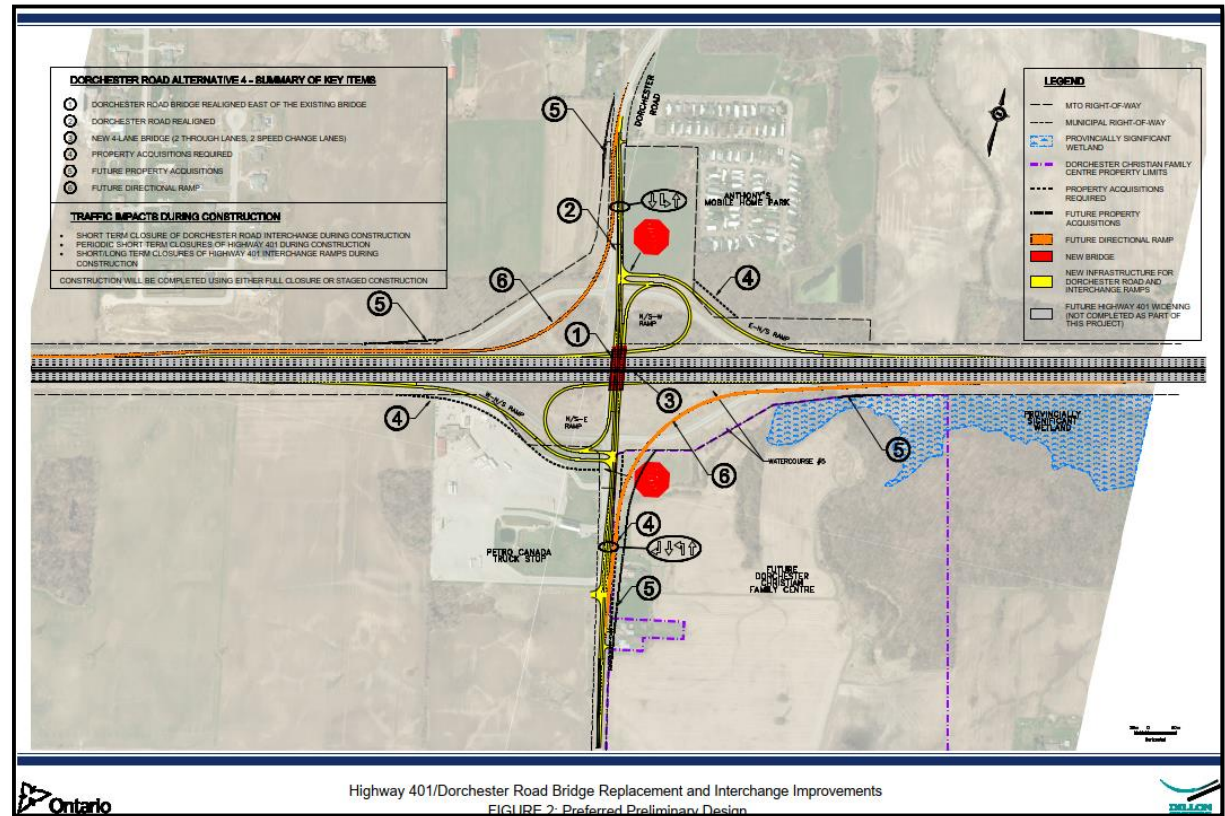


Highway 401 / Dorchester Road Interchange



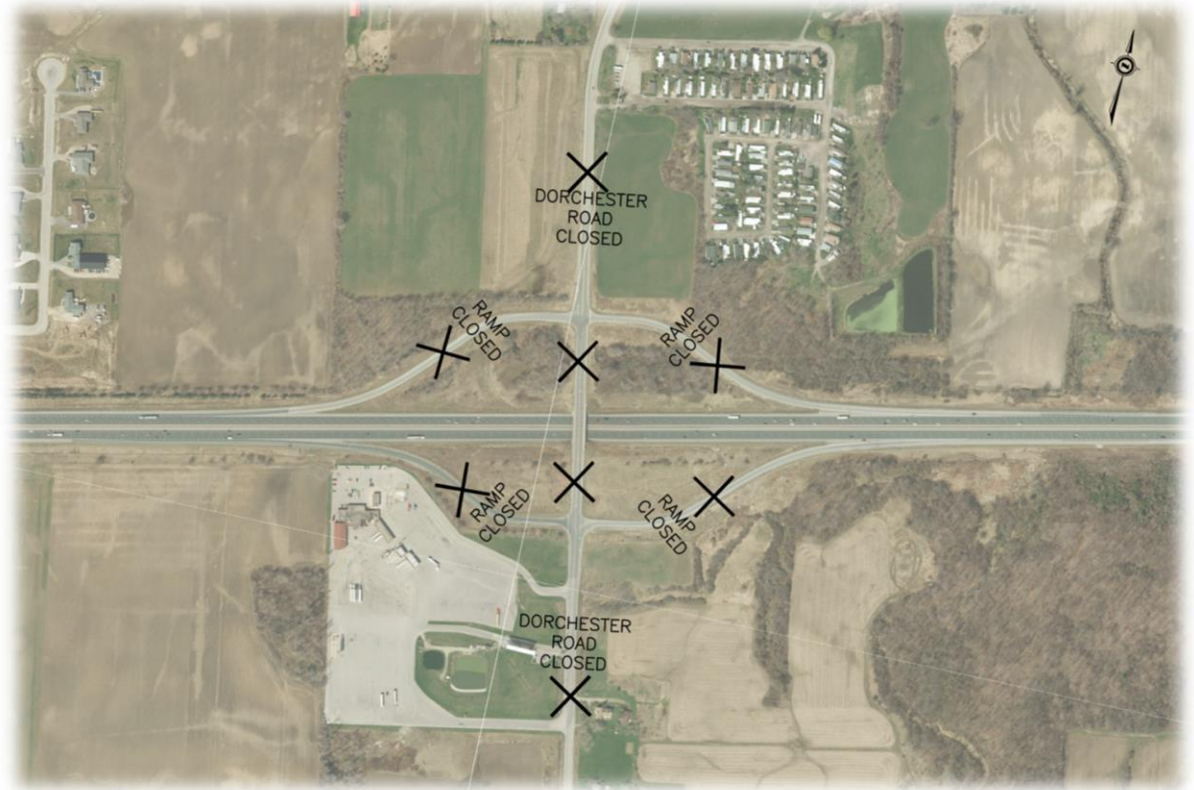
February 2016 TESR:

- Dorchester Road bridge replacement
- Dorchester Road easterly alignment shift
- Dorchester Road reconstruction
- Parclo A-2 interchange configuration



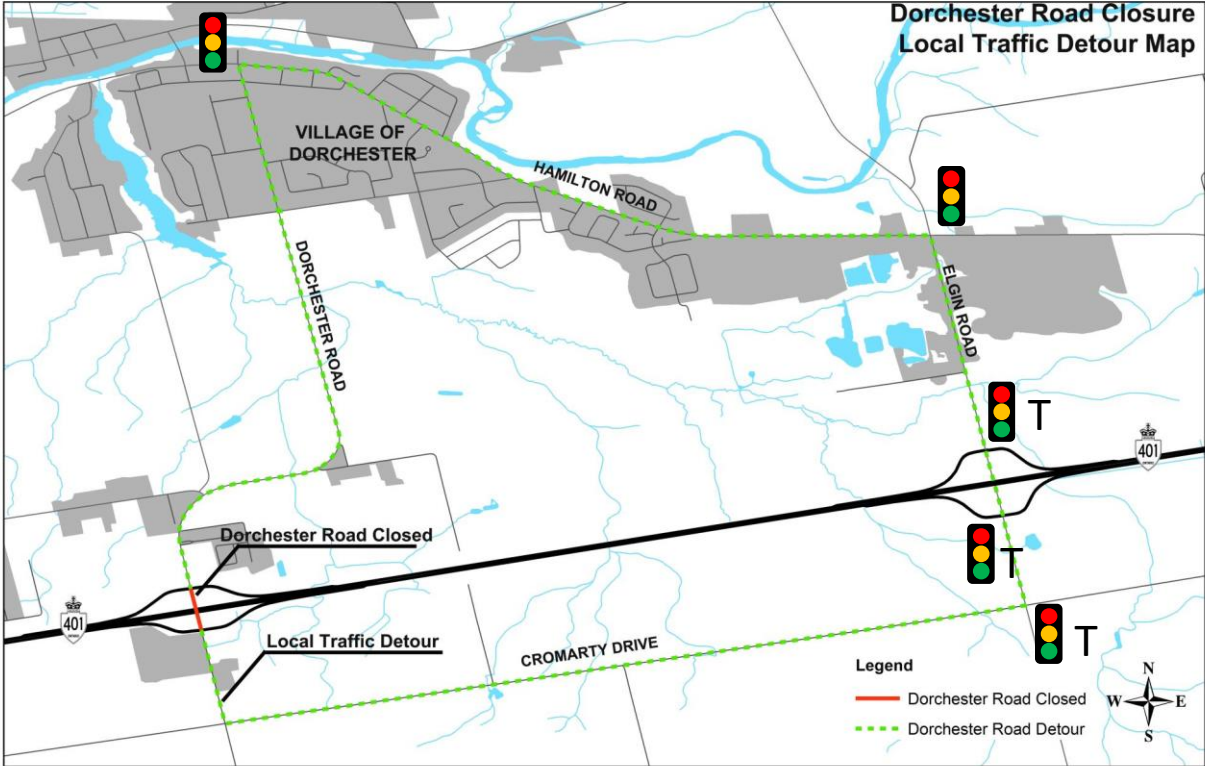
Construction Staging:



- 1 to 1.5 years construction
- Highway 401 overnight closures
- Dorchester Road Closure
- Interchange Ramp Closures



Dorchester Road Closure:

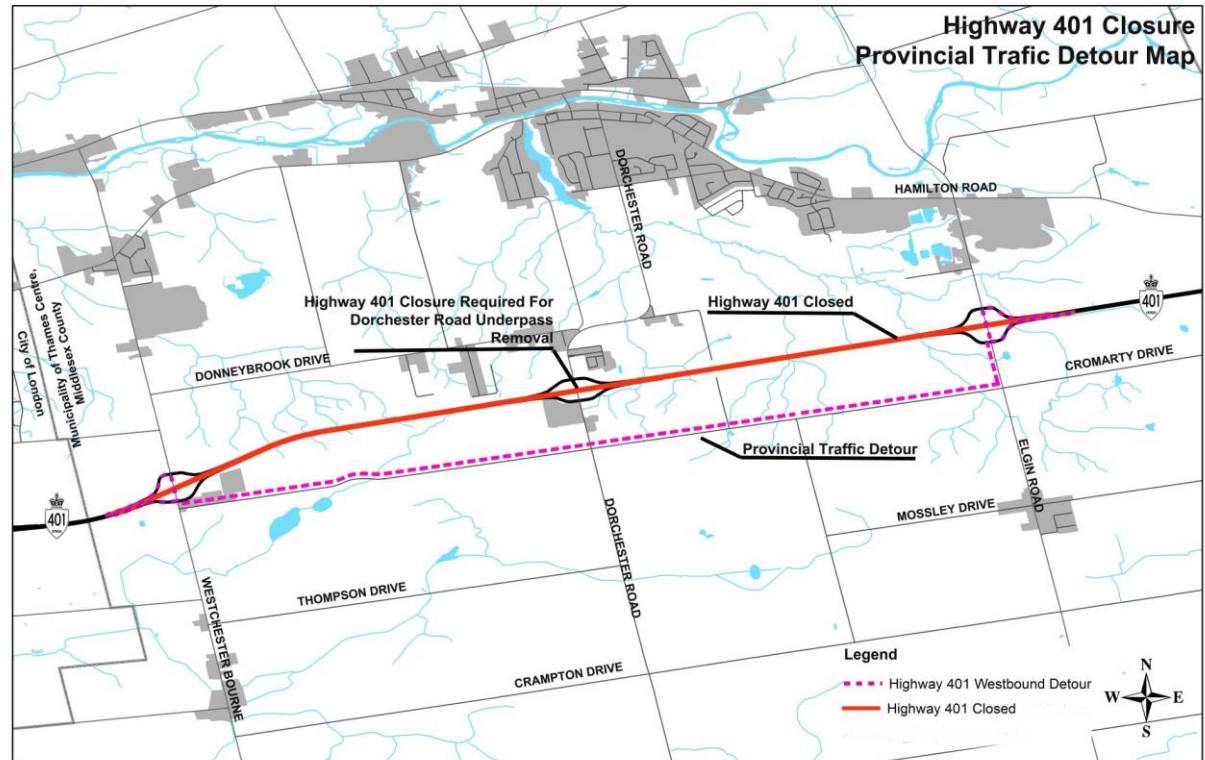
- Full Construction Season
- Local traffic Detour



-  Existing Signals
-  Temporary Signals

Highway 401 Night Time Closures:

- For girder placement
- Eastbound and Westbound lane closures
- Not permitted at the same time



Project Overview - Background – 2017 Update

- **Eastbound on/off ramps: four month closure**
- Westbound on/off ramps: full construction season
- Dorchester Road: full construction season



- Environmental Clearance received March 2017

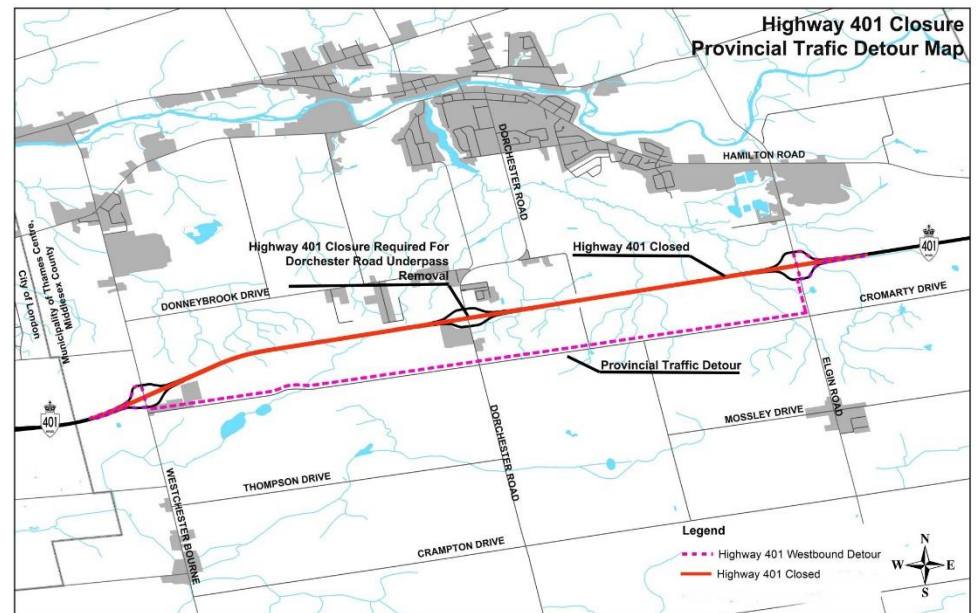
Current Status - Schedule

- Design Build Contract Awarded September 2022
- Detail Design Anticipated Completion August 2023
- 2024 Construction Season:
 - New Dorchester Road Underpass structure
 - Dorchester Road realignment
 - Reconfiguration of Dorchester Road interchange to Parclo A-2
 - Overhead Signs
- 2025 Construction Season:
 - Surface Course Paving
- Anticipated construction completion June 30, 2025

Construction and Traffic Impacts

Highway 401:

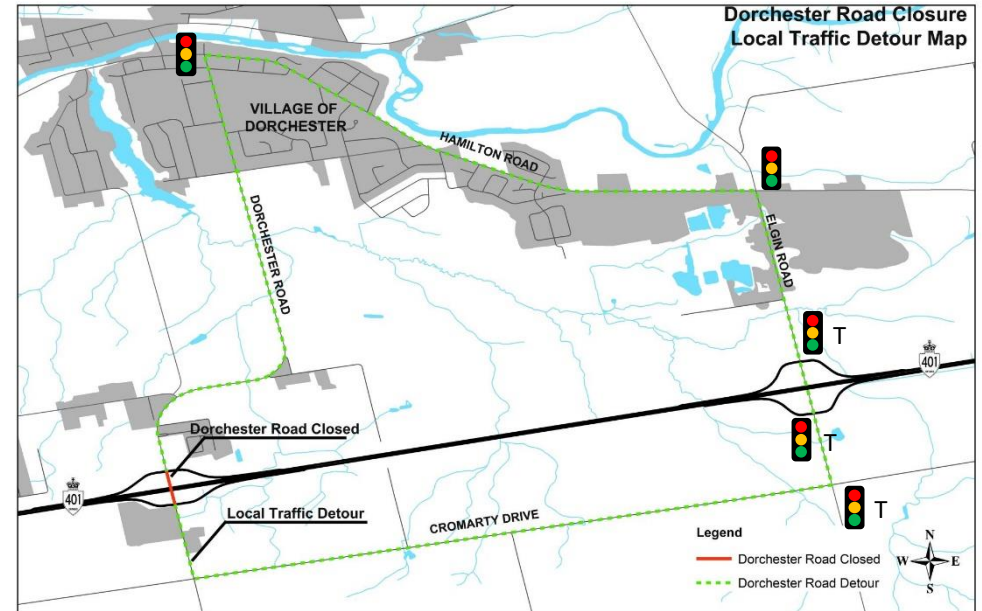
- Overnight closures for removal of the existing structure (Anticipated Spring 2024)
 - Traffic will utilize existing Dorchester ramps
- Overnight closure for placement of new girders (Anticipated Summer 2024)
 - Eastbound and Westbound different nights
 - Detour will utilize Westchester Bourne, Cromarty Drive and Elgin Road
- Long duration single lane closures for median pier works (Anticipated Spring 2024) and speed change lane tie ins (Anticipated Fall 2024)



Construction and Traffic Impacts

Dorchester Road:

- Closed up to 190 days
 - Detour for local traffic will utilize Elgin Road, Hamilton Road and Cromarty Drive
 - Temporary Traffic Signals at Elgin Road ramp terminals and Elgin and Cromarty Intersection



Interchange Ramps:

- Westbound on/off ramps closed up to 190 days
- Eastbound on/off ramps closed up to 120 days (anticipated summer start)
- No detour provided
- Business Signage plan will utilize Westchester Bourne, Cromarty Drive and Elgin Road

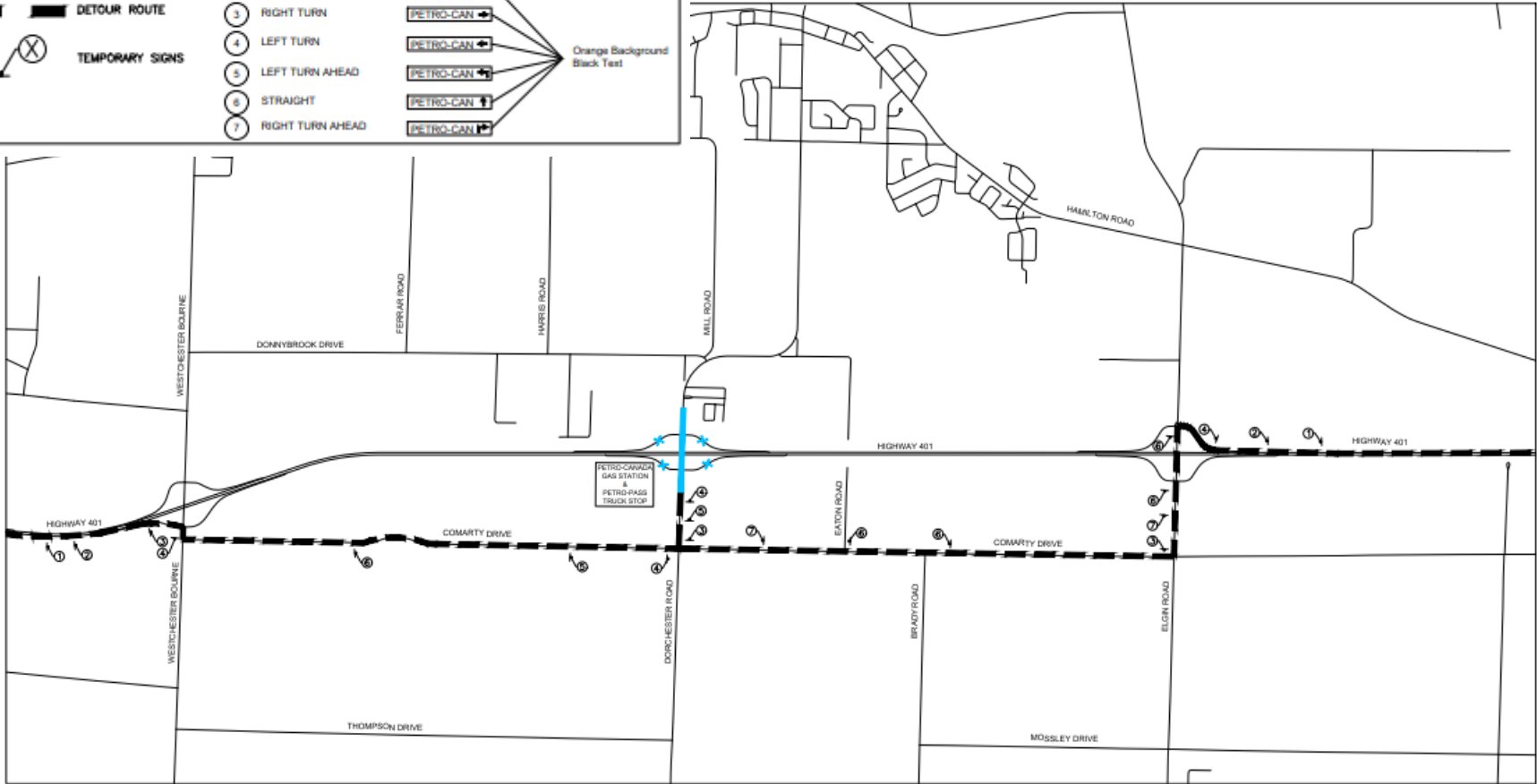
Construction and Traffic Impacts

LEGEND

- CLOSED ROAD
- CLOSED RAMP
- DETOUR ROUTE
- TEMPORARY SIGNS

1	TC-64 1200 X 2400 ALL BUSINESSES OPEN DURING CONSTRUCTION	Orange Background Black Text
2	ADVANCED TURN-OFF	450x1200 PETRO-CAN
3	RIGHT TURN	PETRO-CAN
4	LEFT TURN	PETRO-CAN
5	LEFT TURN AHEAD	PETRO-CAN
6	STRAIGHT	PETRO-CAN
7	RIGHT TURN AHEAD	PETRO-CAN

Orange Background
Black Text



Detour Route Intersection Improvements

Roadway Modifications (County of Middlesex):

- Dorchester Road and Cromarty Drive
- Elgin Road and Cromarty Drive
- Dorchester Road and Hamilton Road



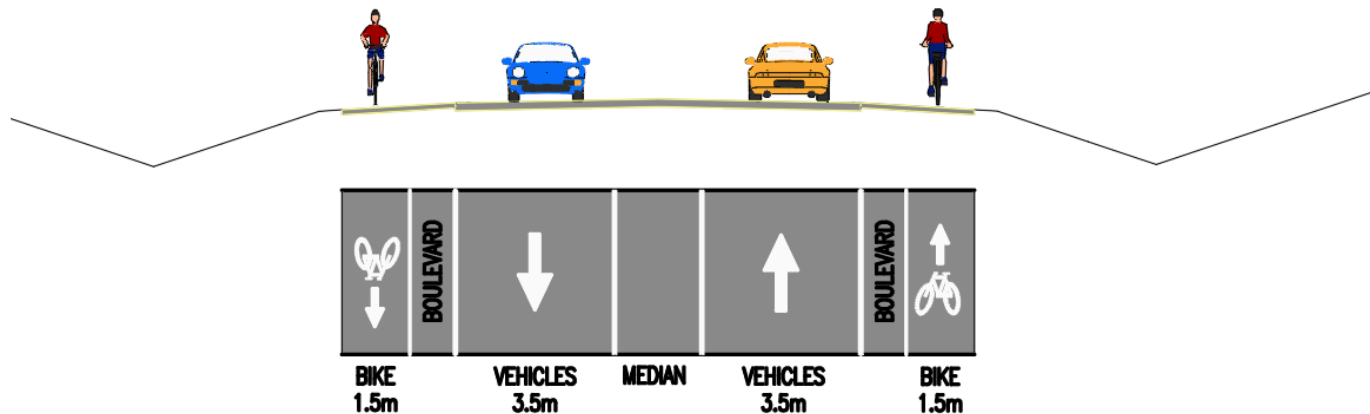
Dorchester Road – Active Transportation

Middlesex County Cycling Strategy (2018)

- Dorchester Road cycling route

MTO Bikeways Design Manual (2014)

- Paved shoulders
- Rumble strips
- Conflict point at interchange ramps
- Signage



Consultation – Next Steps

Consultation During Design:

- Drawings for bicycle lanes to County (Spring 2023)
- 60%, 90% and Complete

Next Project Update Meeting:

- Prior to construction start in 2024

Consultation During Construction:

- Notifications and meetings as required

Questions / Comments



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519-438-6192

Meeting Minutes



Subject: 2022-3009 – Highway 401/Dorchester Road Design-Build Project Update Meeting (County)
Date: May 5, 2023, 10:00 a.m.
Location: Teleconference/Video Conference
Our File: 22-4936
Distribution: DB Team

Attendees

Chris Traini	County of Middlesex (County)
Steve Paslawski	Ministry of Transportation (MTO)
Kelly Jansen	MTO
Colton Horan	MTO
Leslie Diaz Jarma	MTO
Wayne Molzan	Green Infrastructure Partners Inc (GIP)
Michael Slater	GIP
Stephen Peck	Dillon Consulting Limited (Dillon)
Veronica Studnicka	Dillon
Amanda Rochon	Dillon
Kyla Zielbauer	Dillon

Notes

Item	Discussion	Action by
	Dillon presented an overview of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements Design Build Contract 2022-3009 (attached) including anticipated schedule, traffic impacts, active transportation along Dorchester Road and the next steps for communication. The points below document the discussion of attendees.	
1.	County Road Modifications for Detour Route <ul style="list-style-type: none">County confirmed information provided in the drawings was sufficient and a cost estimate for the radius widening would be sent to MTO next week. The work-by-others agreement for the other intersection improvements has not been finalized and this work will be added.MTO to discuss with the County once price has been submitted.	County MTO/County
2.	Dorchester Road – Active Transportation <ul style="list-style-type: none">Dillon provided an overview of the bike lanes throughout the project limits.County advised that rumble strips are not typical and can be omitted.	

Item	Discussion	Action by
	<ul style="list-style-type: none"> County noted cycling demand is low in this area but there is a need to provide a connection to Suncor as an amenity and as a result of potential future development south of Highway 401. Dillon to discuss with MTO regarding the use of rumble strips. 	
	<p><i>Post Meeting Note: Dillon and MTO have confirmed that the buffer will consist of a double painted white line (1 m spacing) without rumble strips. Dillon to update drawings for 90% submission.</i></p>	Dillon
3.	<p>Existing Signage</p> <ul style="list-style-type: none"> Dillon noted Firefighter and Adopt-a-Highway signs will be impacted by construction. County advised the Firefighter sign belongs to the Municipality of Thames Centre (Municipality) and the Adopt-a-Highway sign belongs to the County but is a legacy sign and is no longer in use. County will remove the two signs and return the Firefighter sign to the Municipality. 	County
4.	<p>Detour Route Consultation Feedback</p> <ul style="list-style-type: none"> Dillon stated concerns received from residents along the detour route related to the following: <ul style="list-style-type: none"> Use of engine brakes along Elgin Road Speed of traffic along Hamilton Road, Elgin Road and Cromarty Drive Lack of speed limit signage on Cromarty Drive. Dillon to provide consultation feedback to the Municipality. 	Dillon
5.	<p>Future Communication</p> <ul style="list-style-type: none"> County requested slides be provided prior to construction to the County and Municipality to be shared with council regarding an update on construction, detour routes and impacts to traffic. Dillon to provide. 	Dillon

Errors and/or Omissions

These minutes were prepared by Kyla Zielbauer who should be notified of any errors and/or omissions.



Highway 401/Dorchester Road

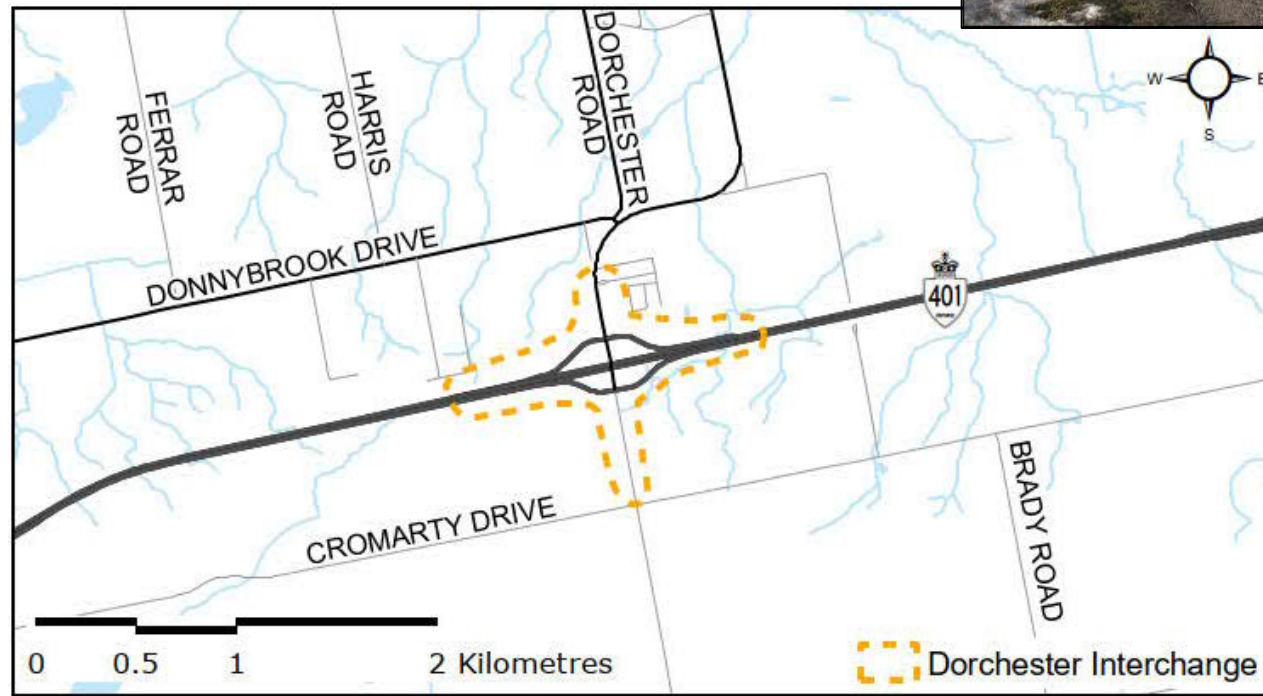
Bridge Replacement and Interchange Improvements
Design Build, Contract 2022-3009

Project Update Meeting

May 5, 2023

Agenda - Design

- Current Status – Schedule
- Construction and Traffic Impacts
- Dorchester Road – Active Transportation
- Follow Up Items
- Communication – Next Steps



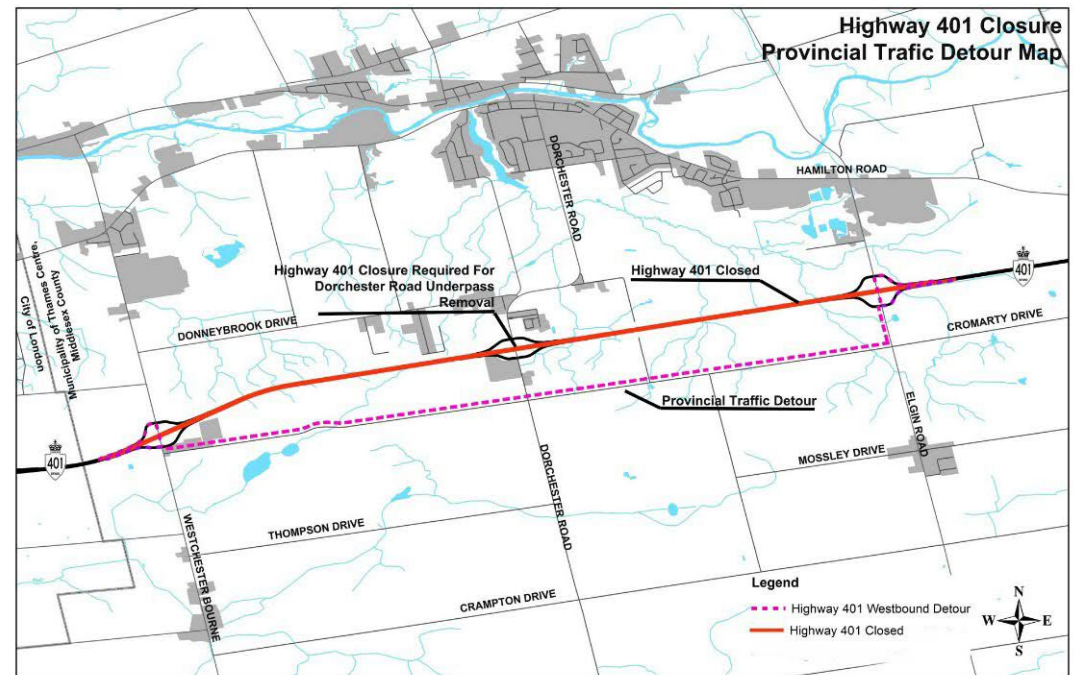
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- Detail Design Anticipated Completion August 2023
- 2024 Construction Season:
 - New Dorchester Road Underpass structure
 - Dorchester Road realignment
 - Reconfiguration of Dorchester Road interchange to Parclo A-2
 - Overhead Signs
- 2025 Construction Season:
 - Surface Course Paving
- Anticipated construction completion June 30, 2025

Construction and Traffic Impacts

Highway 401:

- Overnight closures for removal of the existing structure (Anticipated Spring 2024)
 - Traffic will utilize existing Dorchester ramps
- Overnight closure for placement of new girders (Anticipated Summer 2024)
 - **Eastbound traffic will utilize existing ramps**
 - **Westbound traffic will utilize the detour via Westchester Bourne, Cromarty Drive and Elgin Road**
- Long duration single lane closures for median pier works (Anticipated Spring 2024) and speed change lane tie ins (Anticipated Fall 2024)



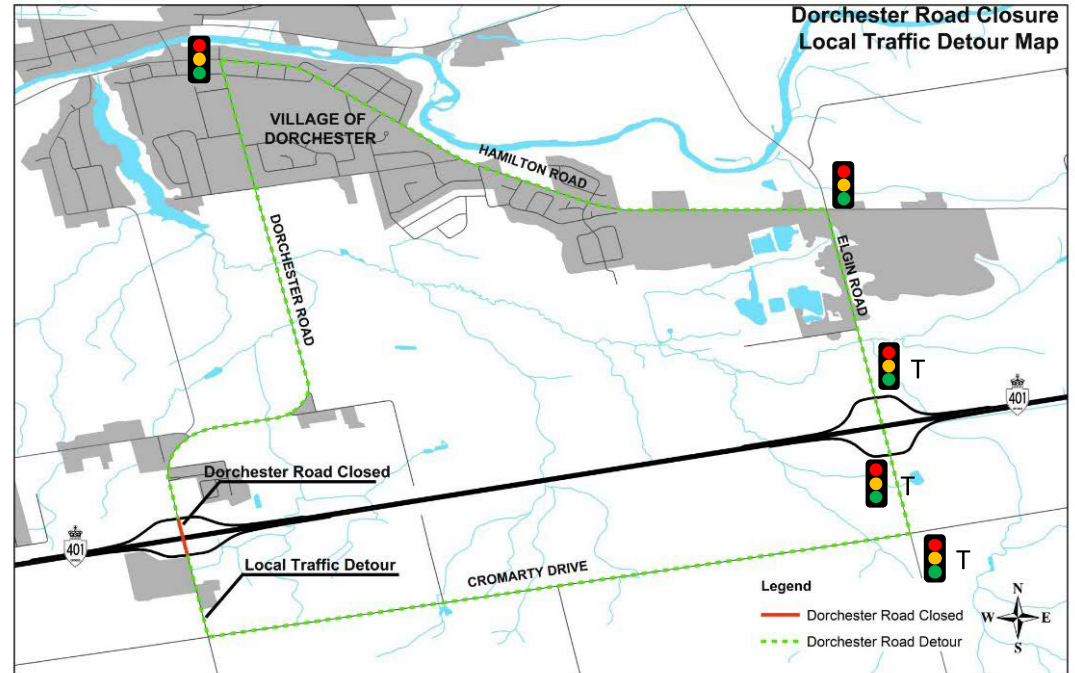
Construction and Traffic Impacts

Dorchester Road:

- Closed up to 190 days
 - Detour for local traffic will utilize Elgin Road, Hamilton Road and Cromarty Drive
 - Temporary Traffic Signals at Elgin Road ramp terminals and Elgin and Cromarty Intersection

Interchange Ramps:

- Westbound on/off ramps closed up to 190 days
- Eastbound on/off ramps closed up to 120 days (anticipated summer start)
- No detour provided
- Business Signage plan will utilize Westchester Bourne, Cromarty Drive and Elgin Road



Construction and Traffic Impacts – Preliminary Enhanced Signing Plan

METRIC

PLATE No
CONT No 2022-3009
WP No 3053-11-00



DETOUR SIGNING
SUNCOR DETOUR

SHEET
15

GIP Green Infrastructure Partners



SUPPLEMENTAL LEGEND

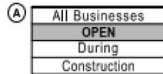
- DESIGNATED DETOUR ROUTE
- TRAFFIC DIRECTION
- ROAD/RAMP CLOSED

GENERAL NOTES:

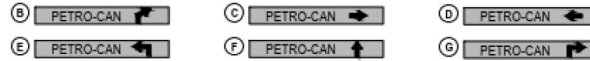
- A. LOCATIONS OF SIGNS ARE APPROXIMATE AND SHOULD BE CONFIRMED WITH THE CONTRACT ADMINISTRATOR.
- B. SIGNS TO BE ERECTED IN ACCORDANCE WITH THE REQUIREMENTS OF OTM BOOK 7. THE SIGNS SHOWN ON THE DRAWING DO NOT INDICATE ALL SIGNAGE REQUIREMENTS. THE CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC CONTROL SIGNING IN ACCORDANCE WITH OTM BOOK 7.
- C. ALL TC-64 SIGNS SHALL:
 - BE 120cmx240cm IN SIZE
 - HAVE 30cmx240cm TABS, AND
 - HAVE 200mm (8") FHWA E LETTERING, UNLESS OTHERWISE NOTED.
- D. CONTRACTOR SHALL COORDINATE THE PLACEMENT OF SIGNS WITH DORCHESTER ROAD DETOUR SIGNING.

TC-64 SIGNS

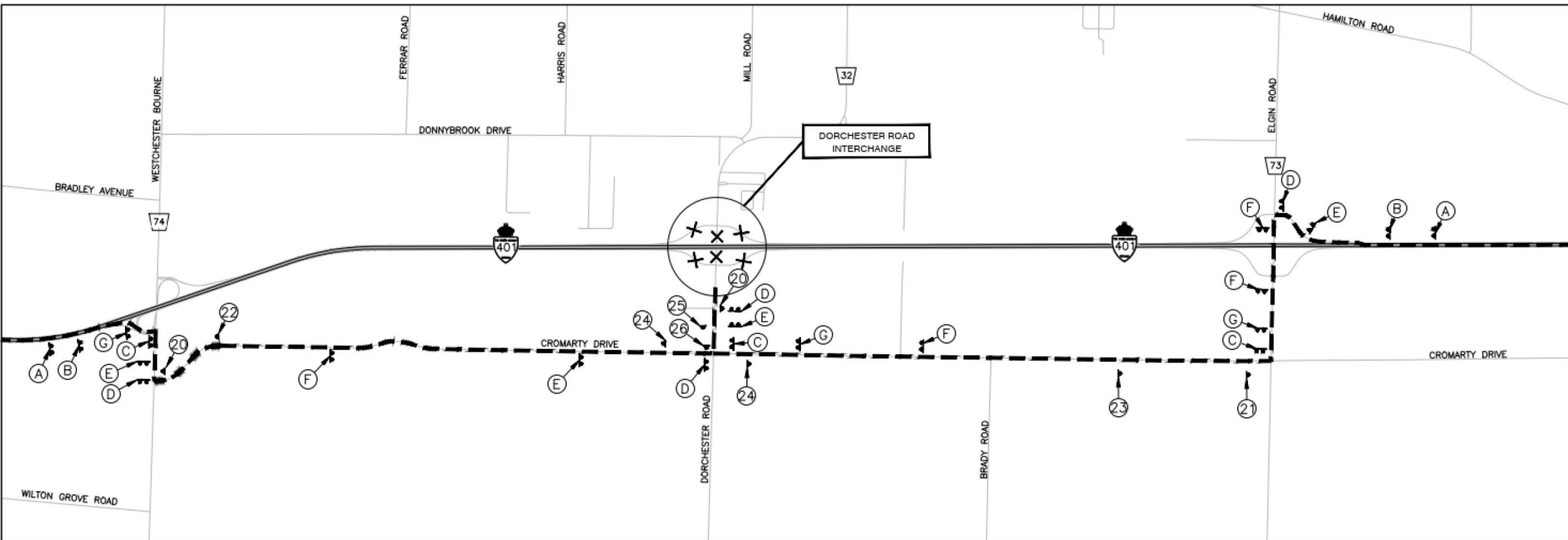
PRIOR TO DORCHESTER ROAD CLOSURE



DURING DORCHESTER ROAD CLOSURE



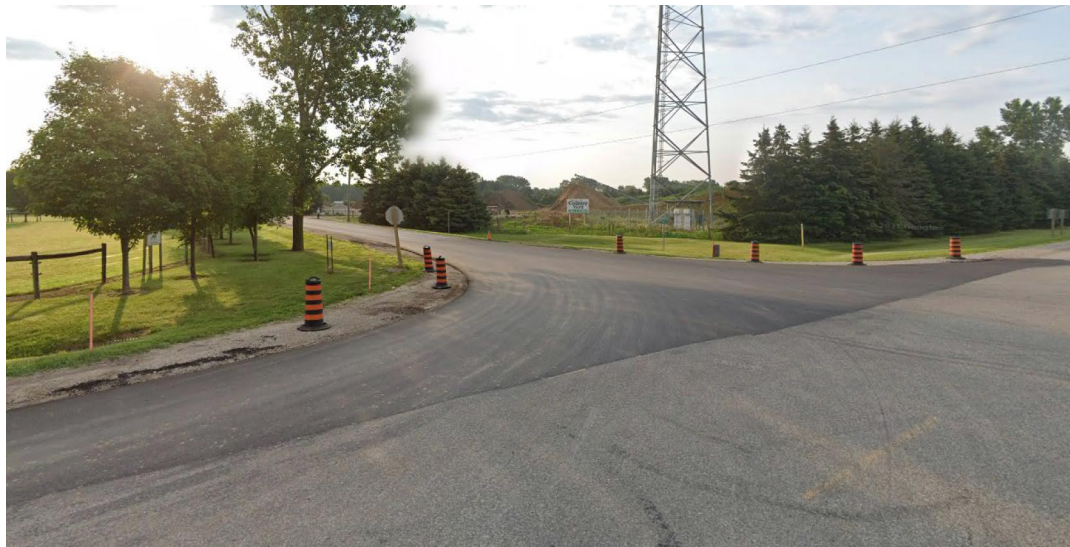
TRAILBLAZER SIGNS



Detour Route Intersection Improvements

Roadway Modifications (County of Middlesex):

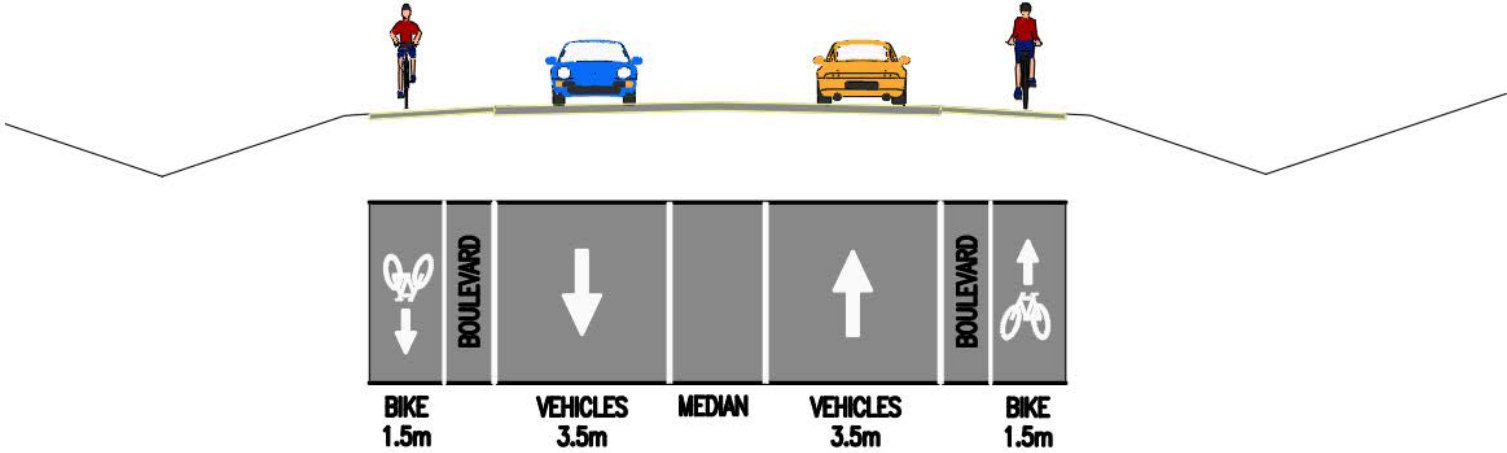
- Elgin Road and Cromarty Drive



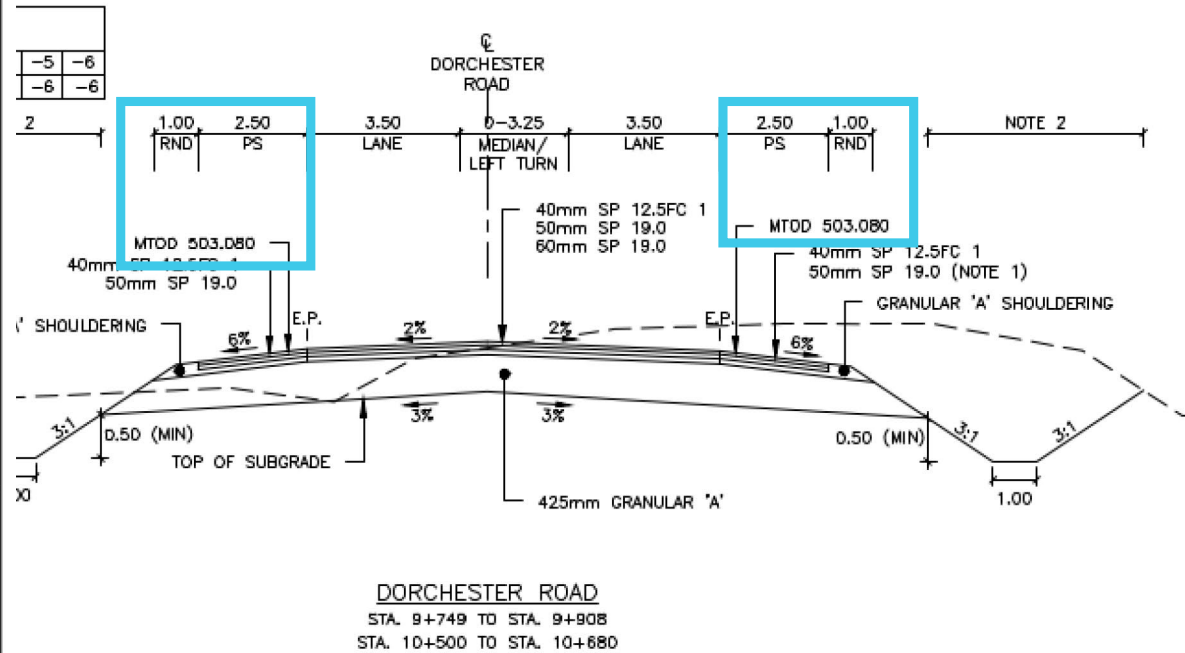
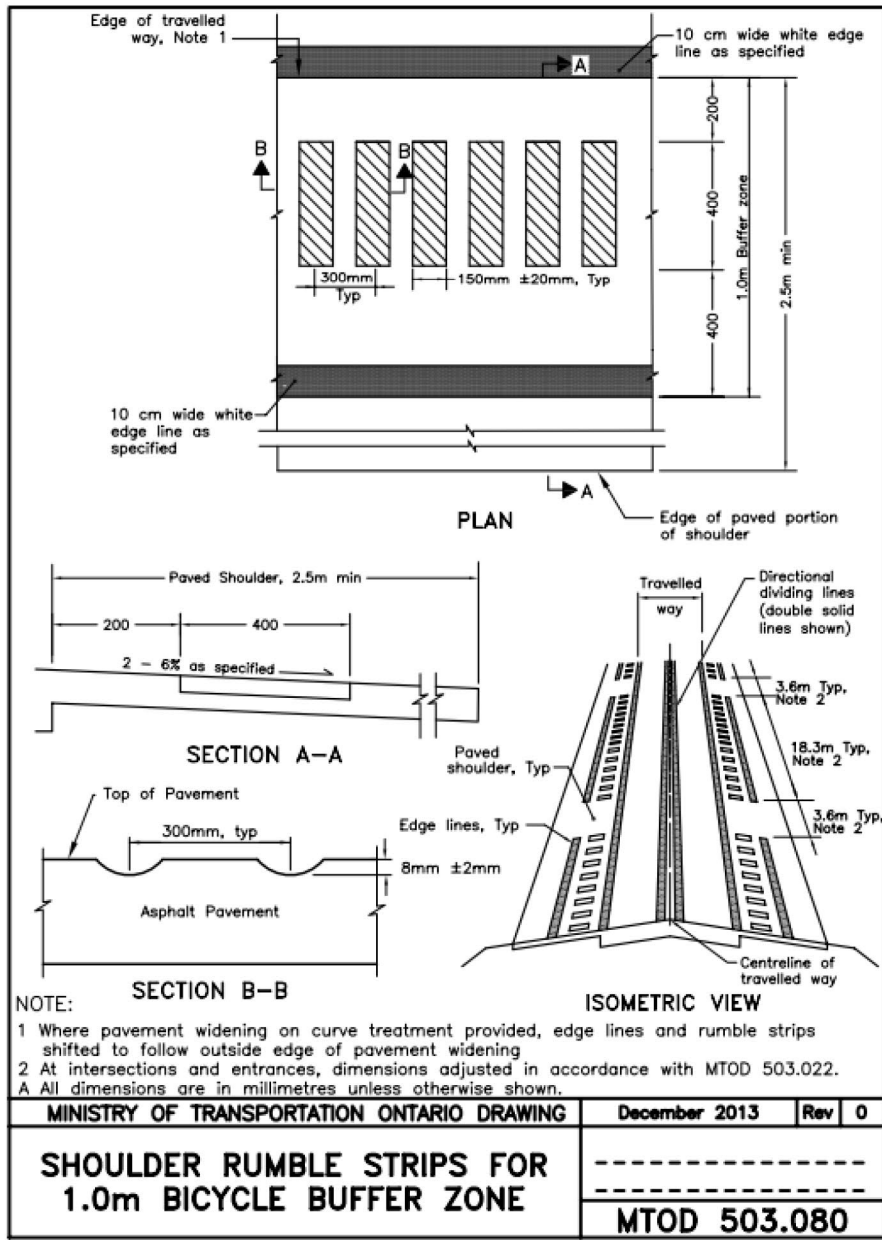
Dorchester Road – Active Transportation

Middlesex County Cycling Strategy (2018)

- Dorchester Road cycling route



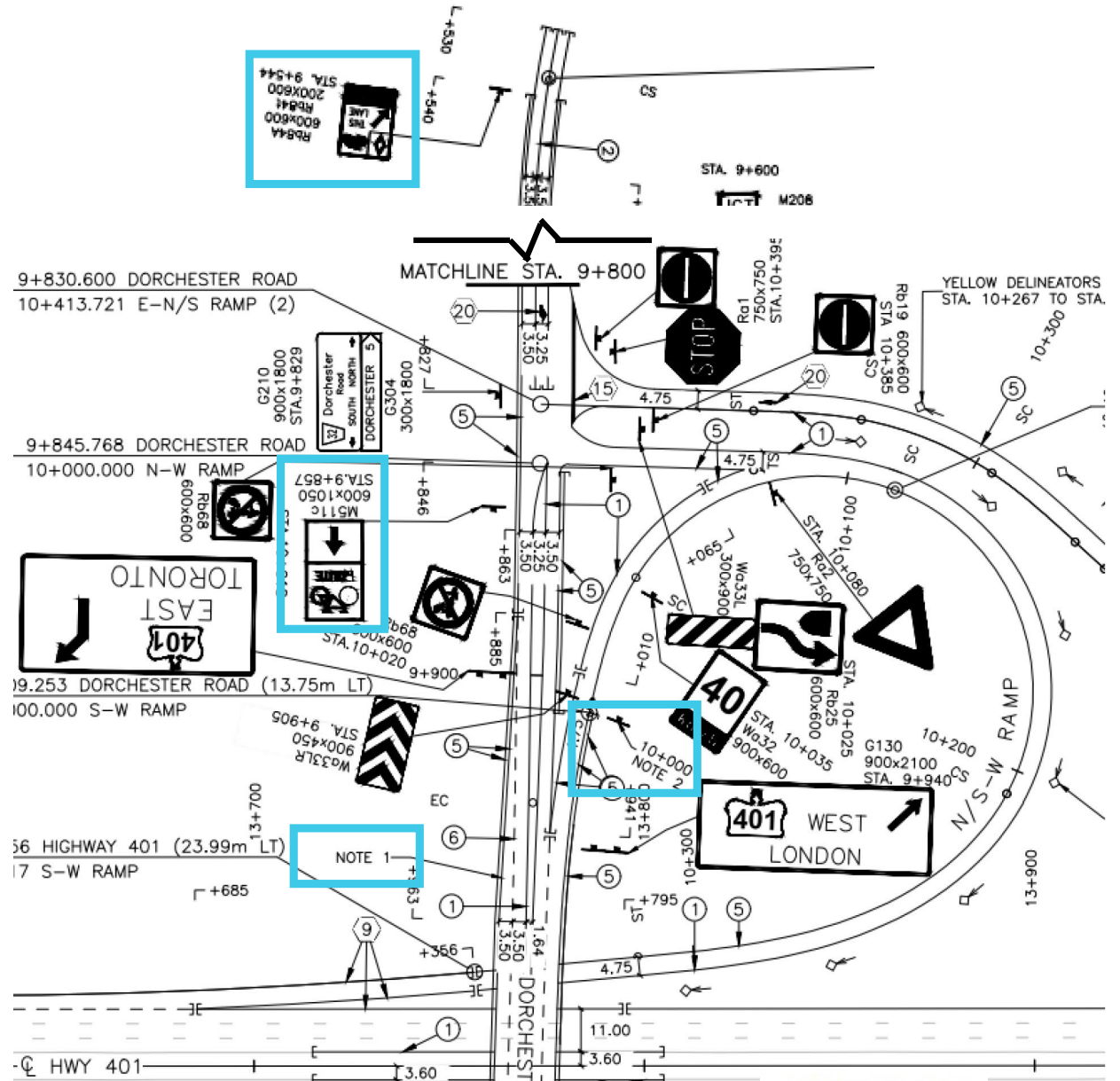
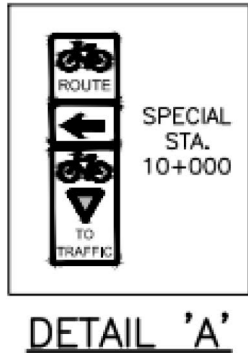
Dorchester Road – Active Transportation



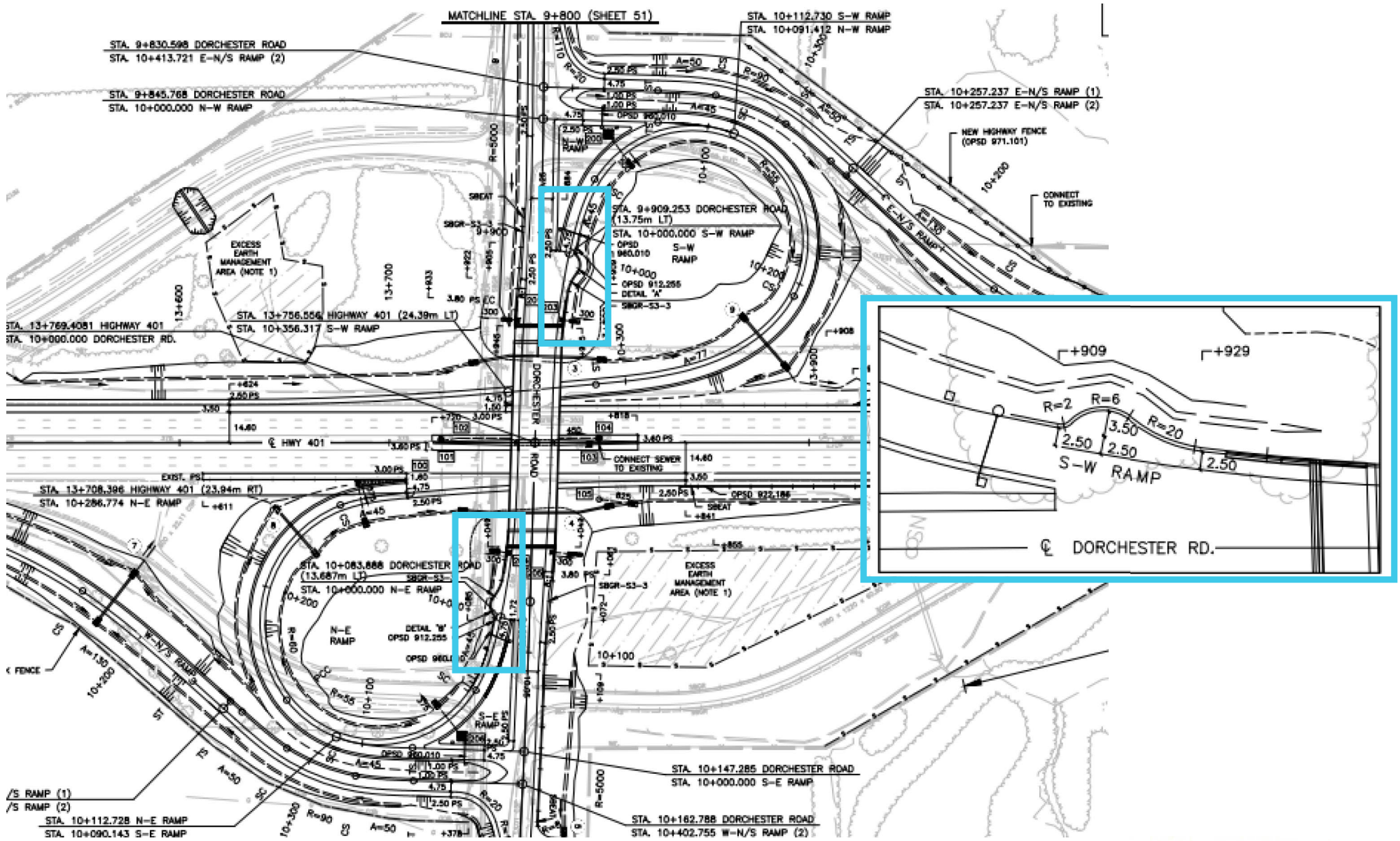
Dorchester Road – Active Transportation

NOTES:

1. BIKE LANE BUFFER ZONE SHALL BE AS PER MTD 503.080 FROM:
 - STA. 9+540 TO STA. 10+084 RT.
 - STA. 9+540 TO STA. 9+775 LT.
 - STA. 9+909 TO STA. 10+680 LT.
 - STA. 10+220 TO STA. 10+384 RT.
 - STA. 10+440 TO STA. 10+680 RT.
2. FOR SIGN DETAILS REFER TO DETAIL 'A'.



Dorchester Road – Active Transportation



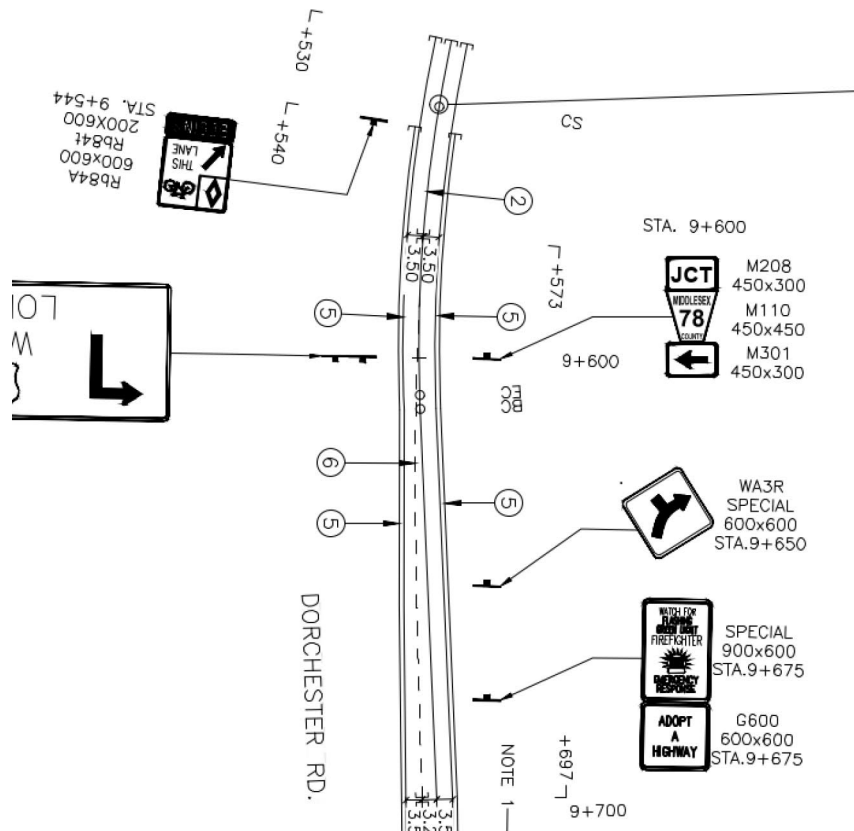
Follow Up Items

County signs impacted by construction:

- Firefighter
- Adopt a Highway

Consultation:

- Engine brakes
- Speed of traffic along Hamilton, Elgin and Cromarty



Communication – Next Steps

Consultation During Design:

- **Meeting (Spring 2023)**
 - **Project Update**
 - **60% Drawings for bicycle lanes**
- 90% and Complete Drawings

Next Project Update Meeting:

- Prior to construction start in 2024

Consultation During Construction:

- Notifications and meetings as required

Questions / Comments



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Meeting Minutes

Subject: 2022-3009 – Highway 401/Dorchester Road Design-Build
Project Update Meeting with Suncor

Date: December 16, 2022, 11:00 a.m.

Location: Teleconference/Video Conference

Our File: 22-4936

Distribution: DB Team

Attendees

Steve Paslawski	Ministry of Transportation (MTO)
Karn Kalra	MTO
Nina Kornilovsky	MTO
Kelly Jansen	MTO
Nick Giacalone	Green Infrastructure Partners Inc. (GIP)
Wayne Molzan	GIP
Michael Slater	GIP
Graeme Kerr	Suncor
David Joyce	Suncor
Stephen Peck	Dillon Consulting Limited (Dillon)
Tanya Cross	Dillon
Veronica Studnicka	Dillon
Adele Mochrie	Dillon
Amanda Rochon	Dillon
Kyla Zielbauer	Dillon

Notes

Item	Discussion	Action by
	Dillon presented an overview of the Highway 401/Dorchester Road Bridge Replacement and Interchange Improvements Design Build Contract 2022-3009 (attached) including anticipated schedule and traffic impacts. The points below document the discussion.	
1.	<p>Land Acquisition/Property Lines</p> <ul style="list-style-type: none"> MTO confirmed land acquisition from Suncor was completed a year ago and the utilities relocations have taken place in the area. Suncor inquired about their signage near the revised lot line, which may require adjustment to meet setback requirements. Design-Build team to review. 	DB Team
2.	<p>Other</p> <ul style="list-style-type: none"> Suncor noted impacts to their business are inevitable but did acknowledge that some impacts have been mitigated through the signing plan and reduced closure duration of the eastbound exit and entrance ramps. 	

Item	Discussion	Action by
	<ul style="list-style-type: none">• Suncor requested to be kept up to date with the project.• Dillon will coordinate a future meeting (March, 2023) and provide a draft business signage plan to attendees in advance of the meeting.• Dillon to send meeting minutes and presentation to attendees.	Dillon Dillon

Errors and/or Omissions

These minutes were prepared by Kyla Zielbauer who should be notified of any errors and/or omissions.



Highway 401/Dorchester Road

Bridge Replacement and Interchange Improvements
Design Build, Contract 2022-3009

Project Update Meeting

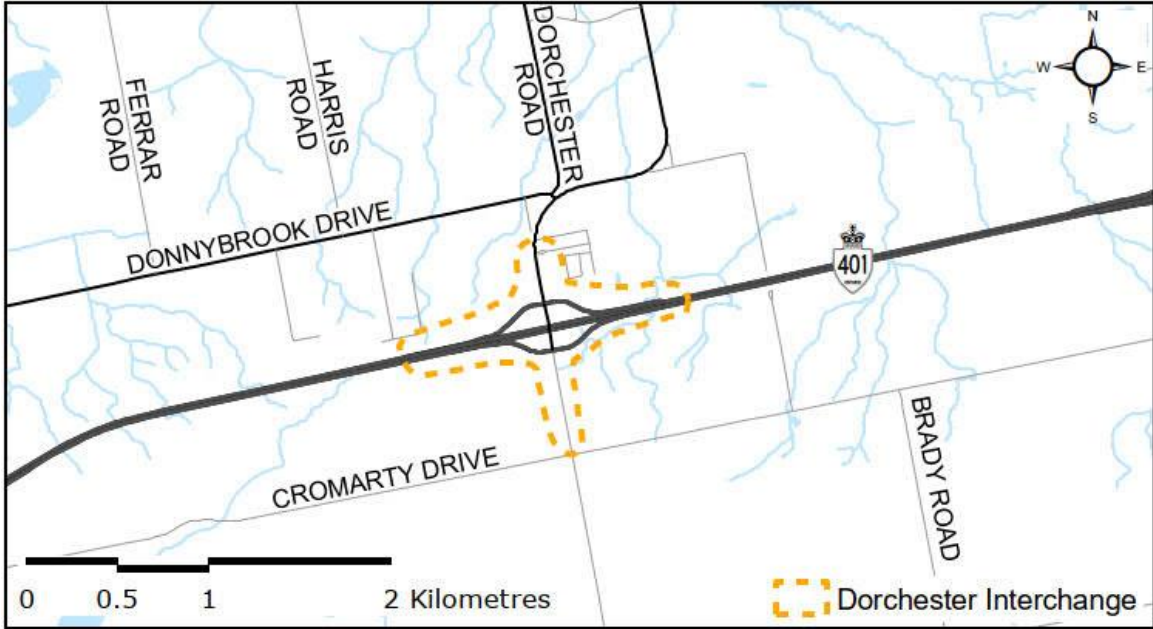
December 16, 2022

- Project Overview - Background
- Current Status – Schedule
- Construction and Traffic Impacts
- Dorchester Road – Active Transportation
- Communication – Next Steps

Project Overview - Background

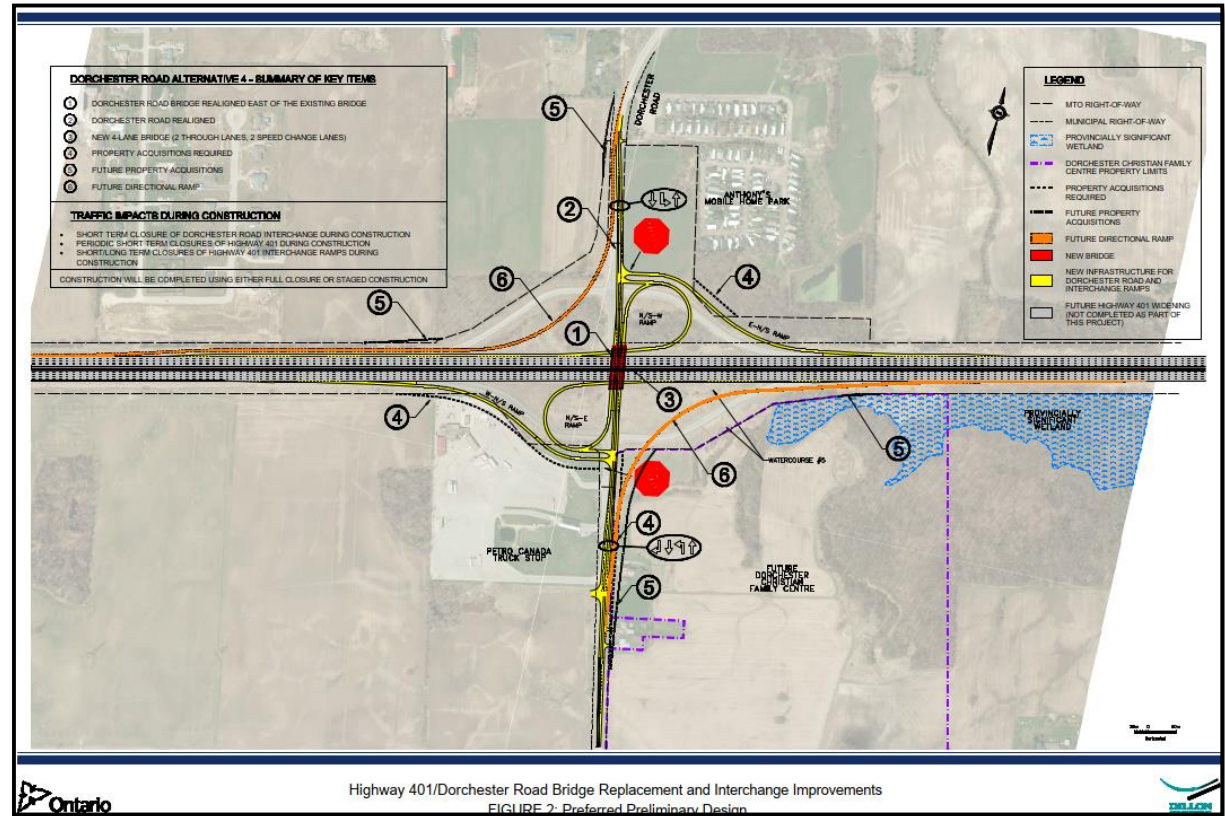


Highway 401 / Dorchester Road Interchange



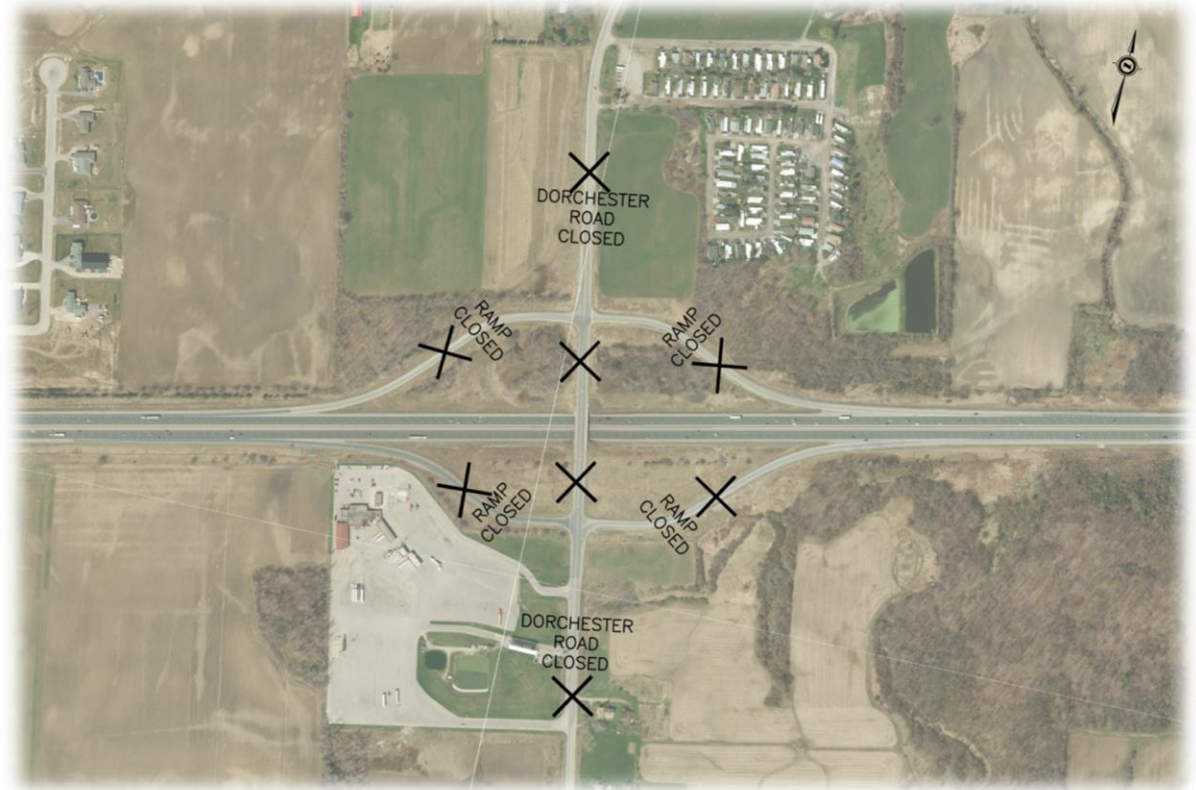
February 2016 TESR:

- Dorchester Road bridge replacement
- Dorchester Road easterly alignment shift
- Dorchester Road reconstruction
- Parclo A-2 interchange configuration



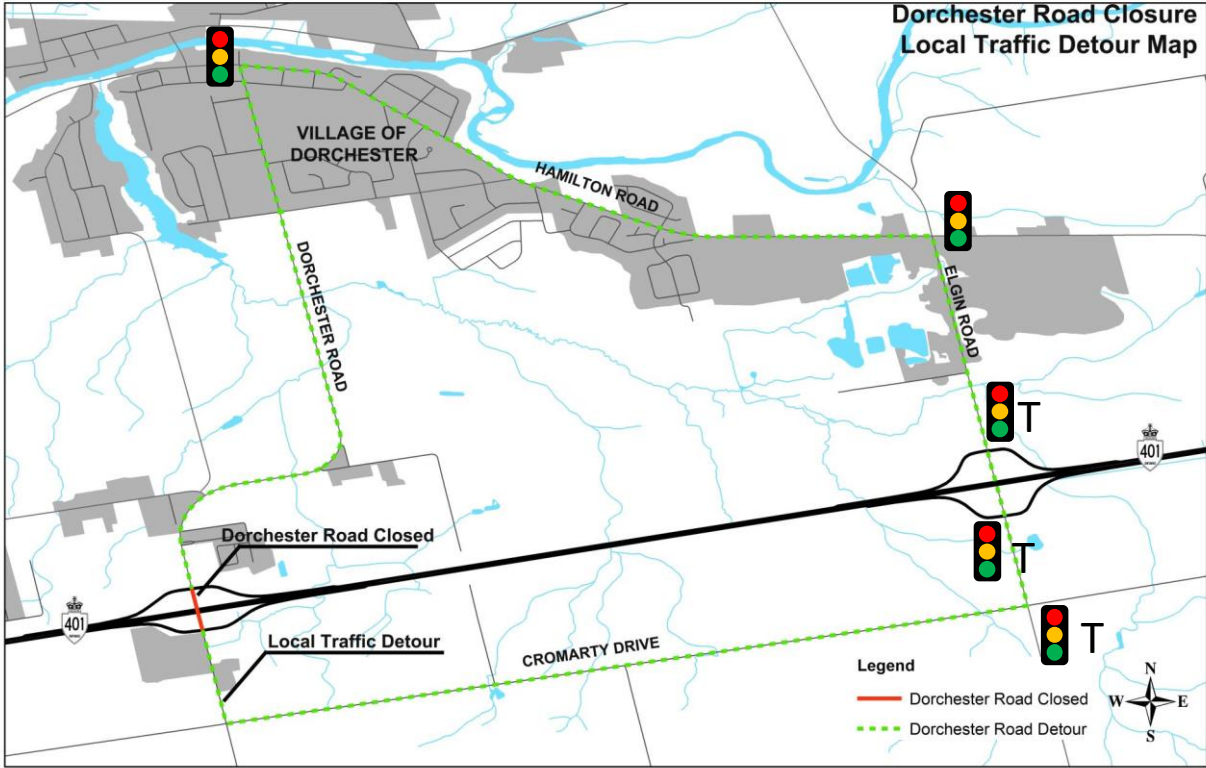
Construction Staging:

- 1 to 1.5 years construction
- Highway 401 overnight closures
- Dorchester Road Closure
- **Interchange Ramp Closures**



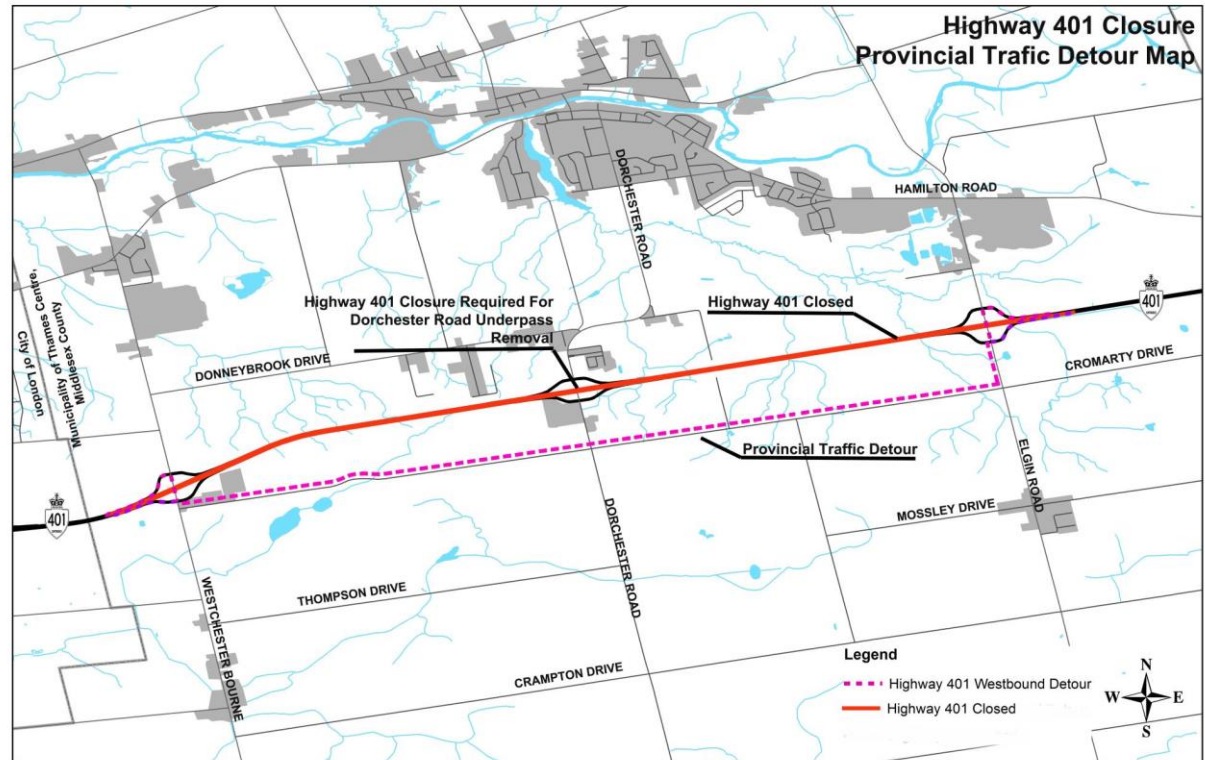
Dorchester Road Closure:

- Full Construction Season
- Local traffic Detour



Highway 401 Night Time Closures:

- For girder placement
- Eastbound and Westbound lane closures
- Not permitted at the same time



Project Overview - Background – 2017 Update

- **Eastbound on/off ramps: four month closure**
- Westbound on/off ramps: full construction season
- Dorchester Road: full construction season
- **Business Signing Plan**
- **Three week advance notification**



- Environmental Clearance received March 2017

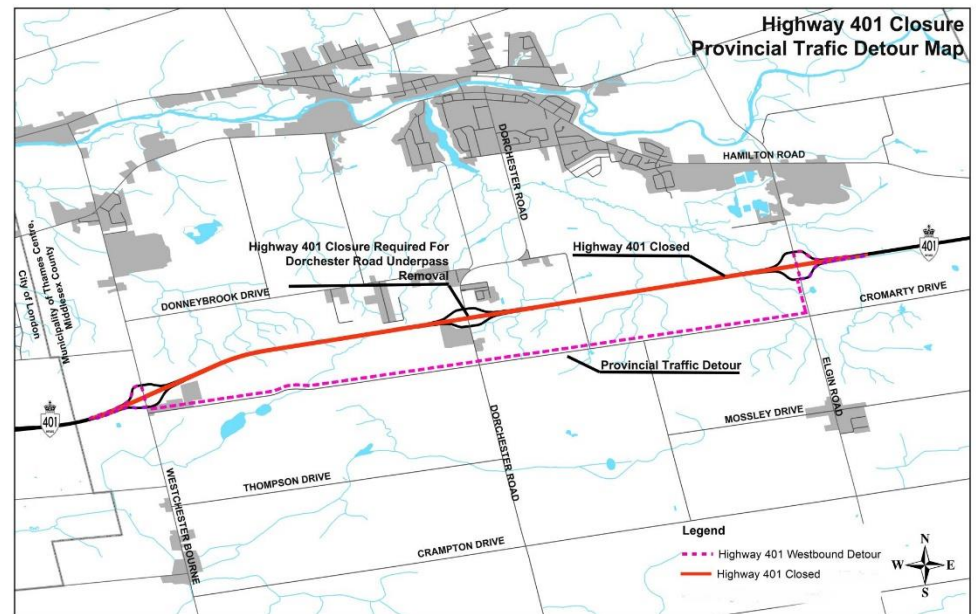
Current Status - Schedule

- Design Build Contract Awarded September 2022
- Detail Design Anticipated Completion August 2023
- 2024 Construction Season:
 - New Dorchester Road Underpass structure
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- 2025 Construction Season:
 - Surface Course Paving
- Anticipated construction completion June 30, 2025

Construction and Traffic Impacts

Highway 401:

- Overnight closures for removal of the existing structure (Anticipated Spring 2024)
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Construction and Traffic Impacts

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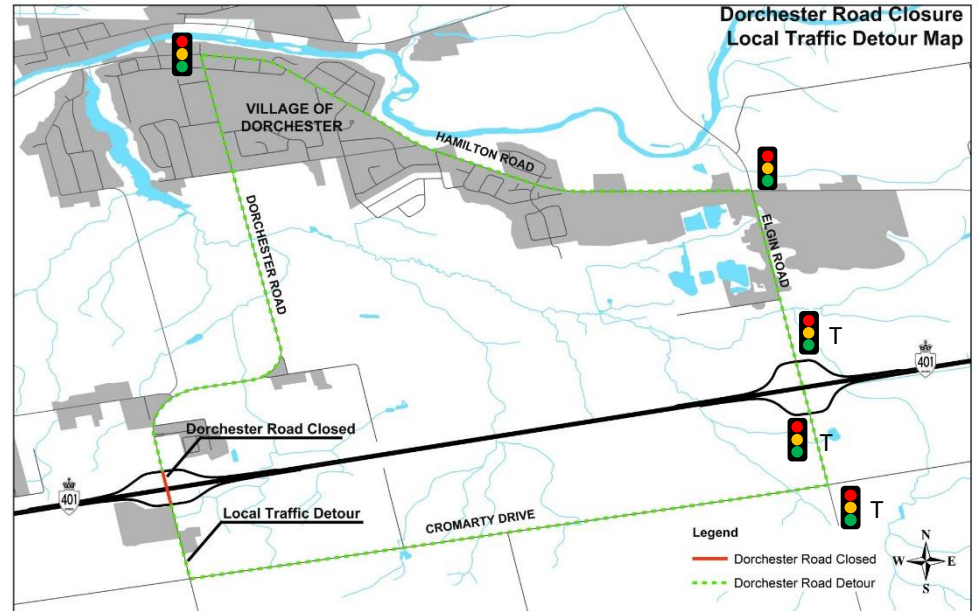
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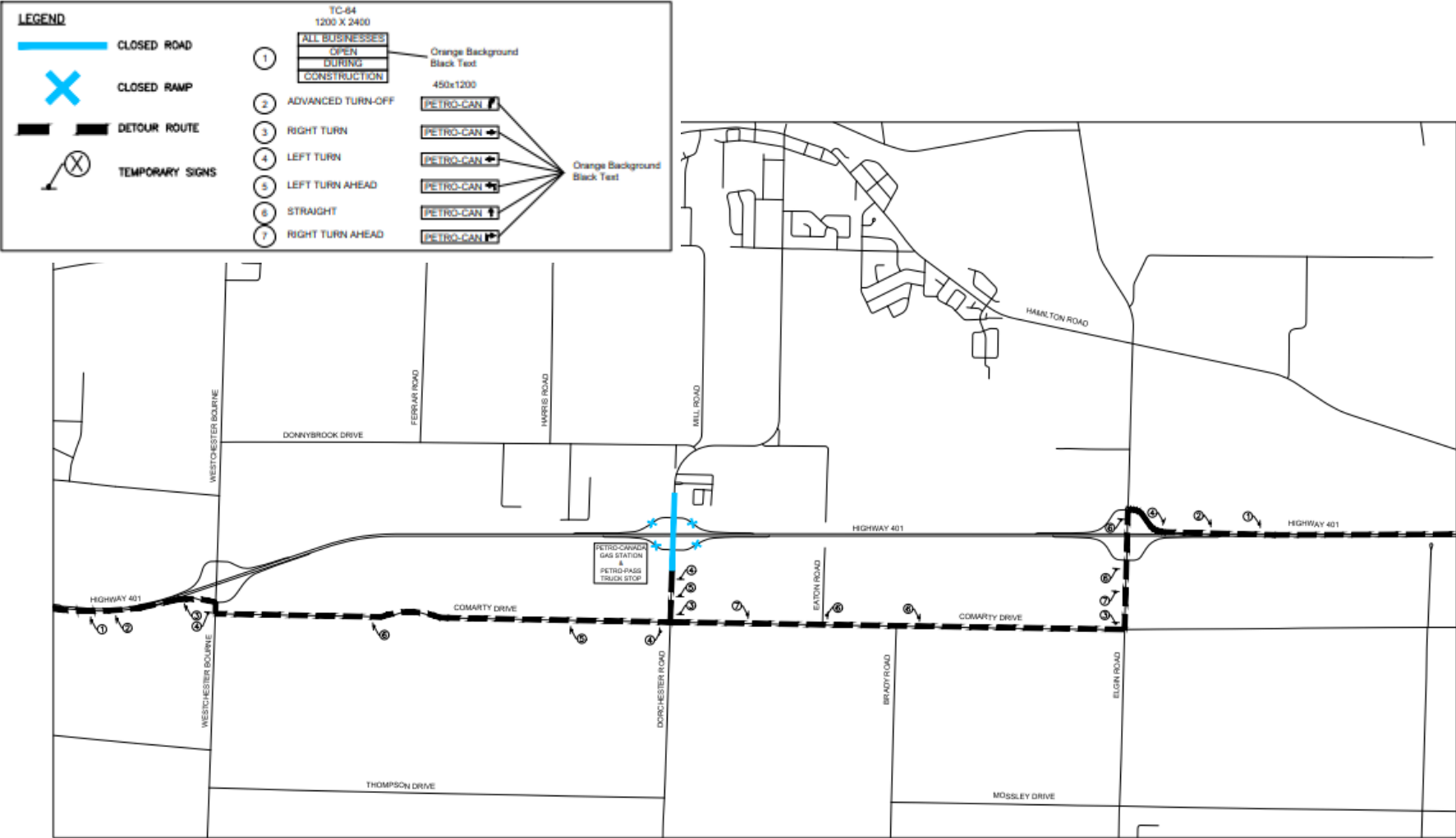
- Westbound on/off ramps closed up to 190 days
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Suncor Specific:

- Business Signing Plan
- Entrance open during construction
- Three week advance notification



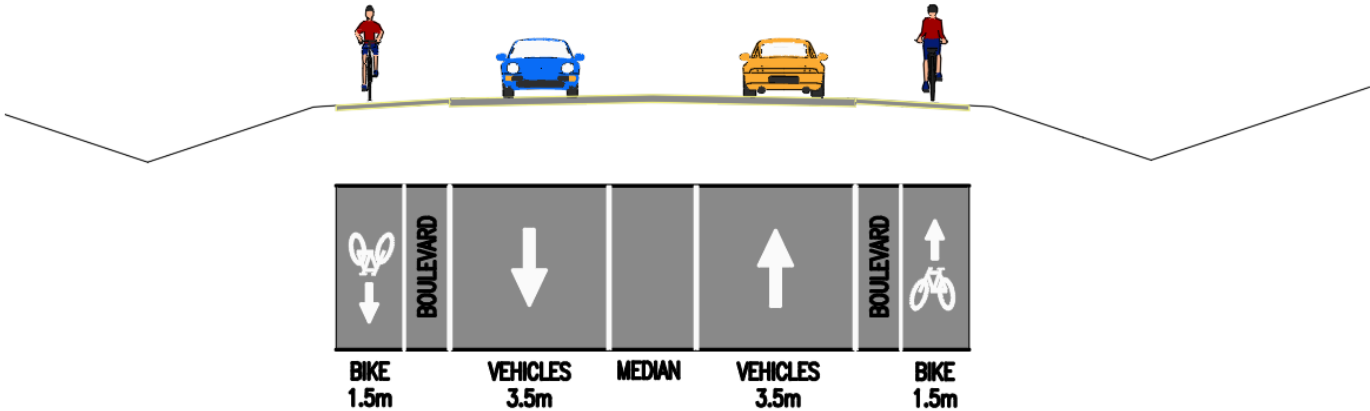
Construction and Traffic Impacts – Preliminary Enhanced Signing Plan



Dorchester Road – Active Transportation

Middlesex County Cycling Strategy (2018)

- Dorchester Road cycling route



Communication – Next Steps

Communication During Design:

- Meeting (Spring 2023)
 - Project Update
 - Draft Business Signage Plan
- Meeting (Summer 2023)
 - Project Update
 - Final Business Signage Plan

Communication During Construction:

- Construction Start Up Meeting (Spring 2024)
- Direct Contact at GIP
- Monthly meetings
- Three week notification

Questions / Comments



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Highway 401/Dorchester Road

Bridge Replacement and Interchange Improvements
Design Build, Contract 2022-3009

Project Update Meeting

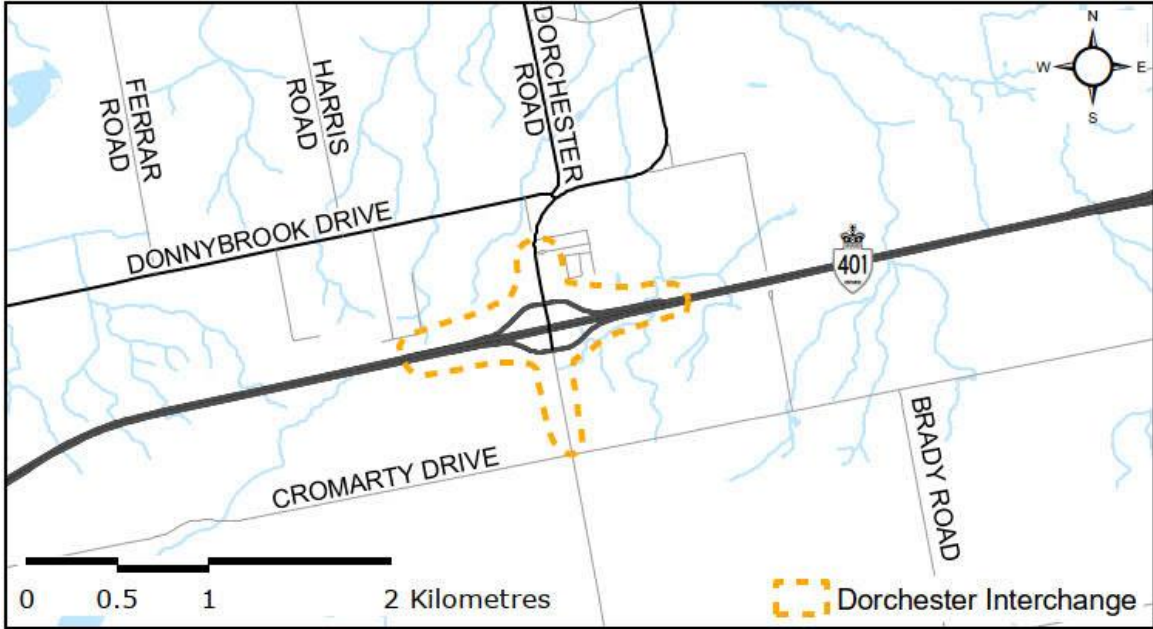
December 16, 2022

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- Dorchester Road – Active Transportation
- Communication – Next Steps

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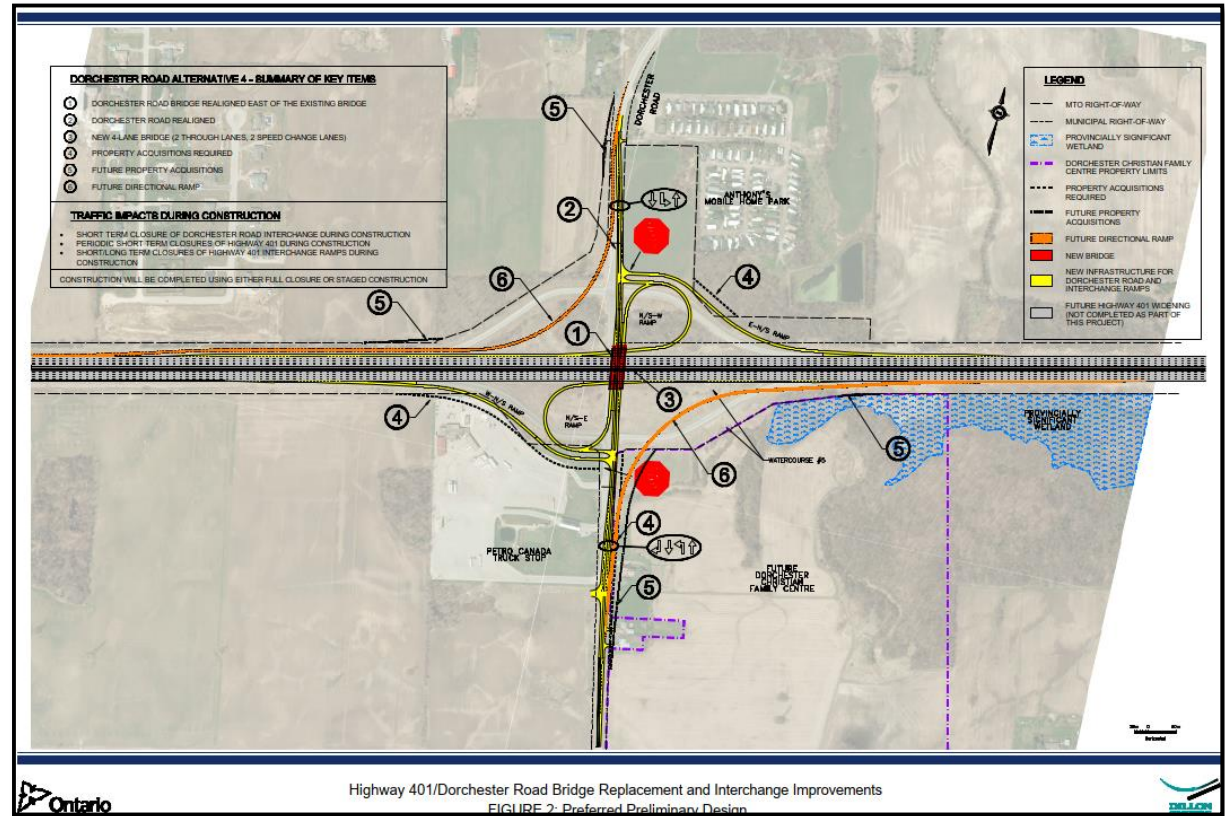


Highway 401 / Dorchester Road Interchange



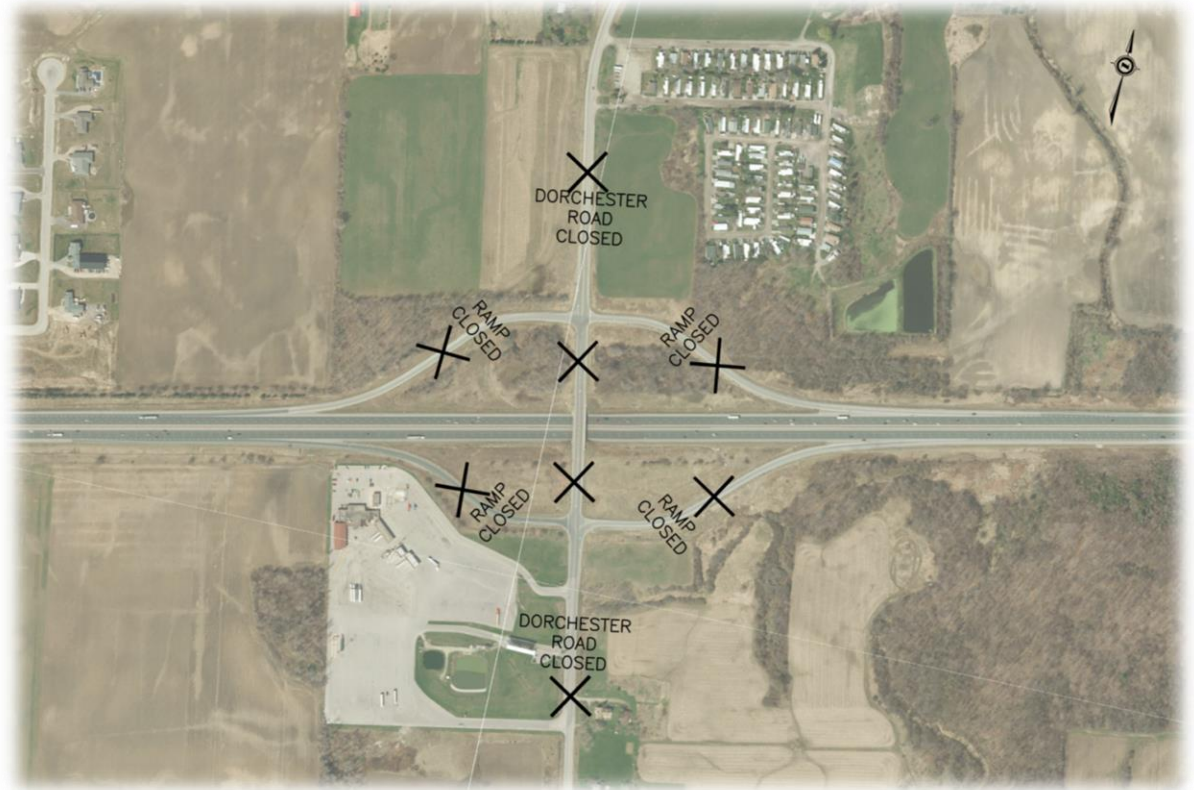
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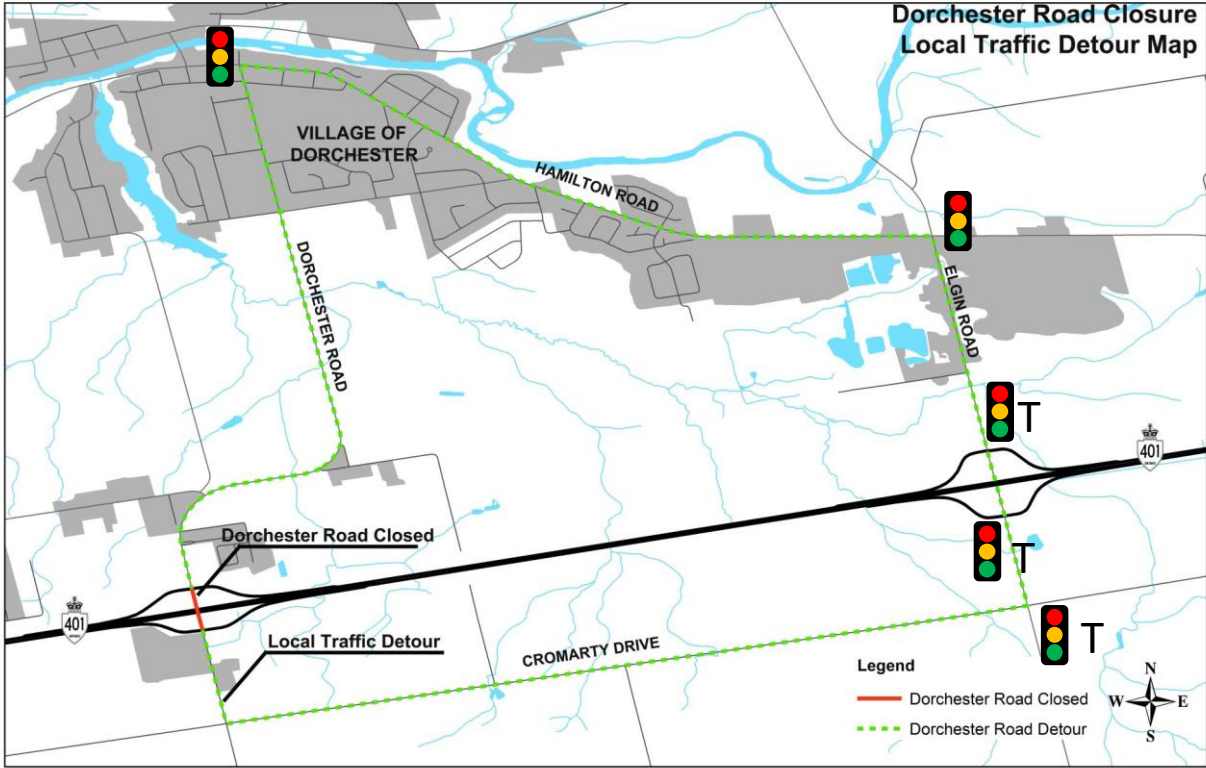
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- **Interchange Ramp Closures**



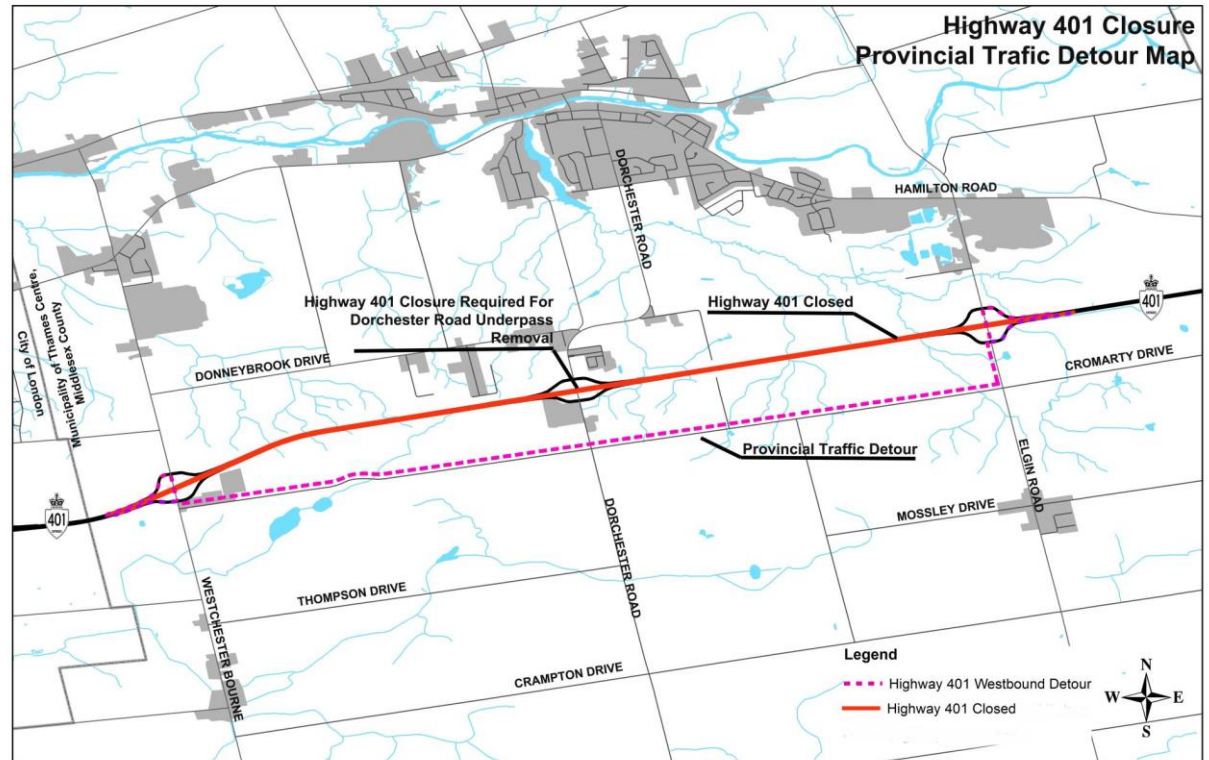
Dorchester Road Closure:

- Full Construction Season
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Project Overview - Background – 2017 Update

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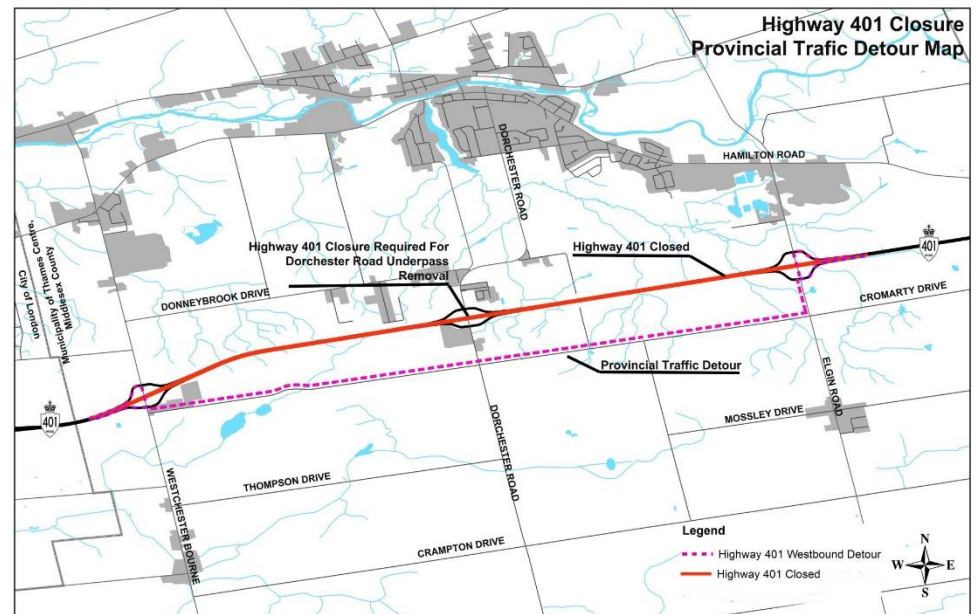
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Construction and Traffic Impacts

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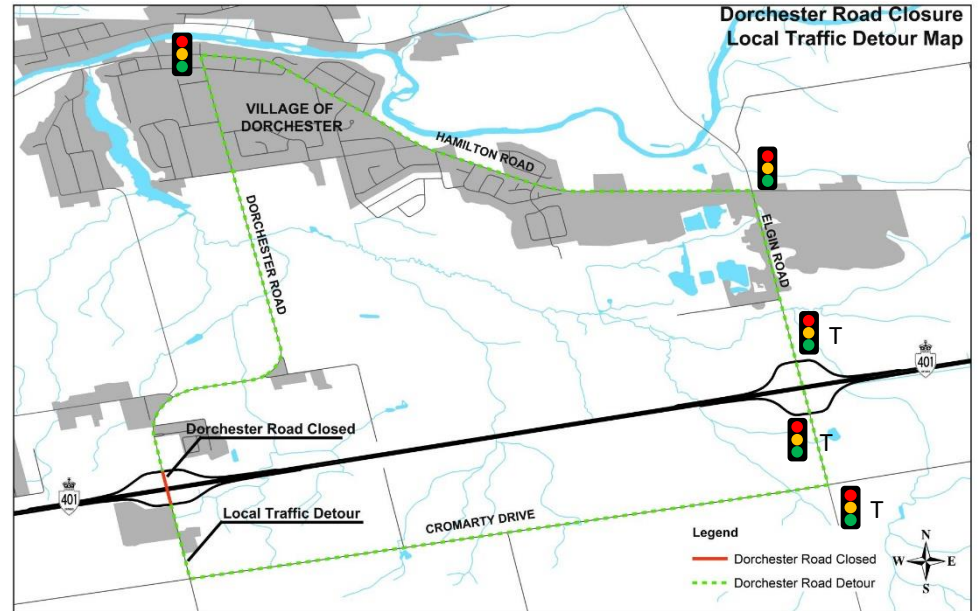
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Suncor Specific:

- Business Signing Plan
- Entrance open during construction
- Three week advance notification

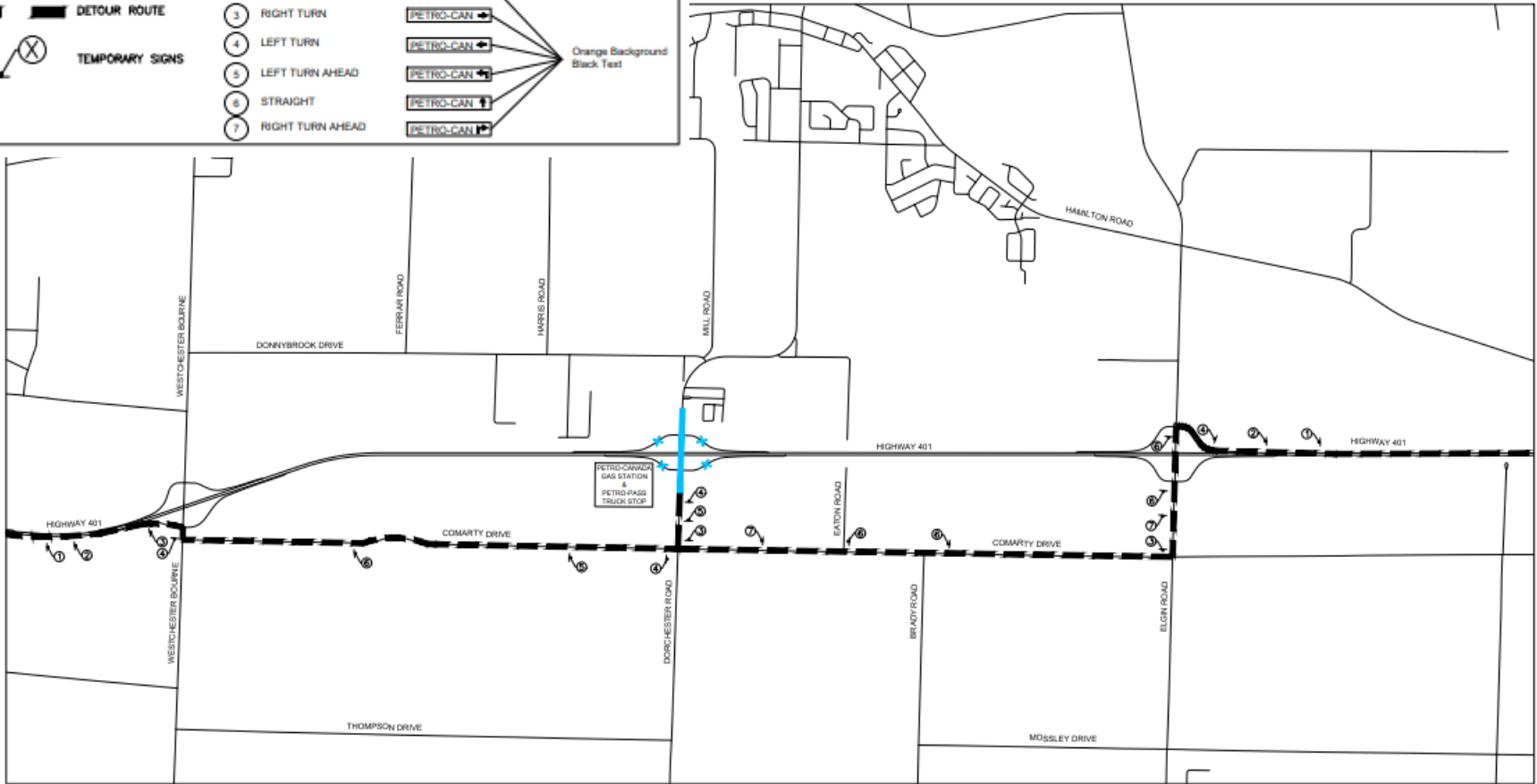


Construction and Traffic Impacts – Preliminary Enhanced Signing Plan

LEGEND

-  CLOSED ROAD
-  CLOSED RAMP
-  DETOUR ROUTE
-  TEMPORARY SIGNS

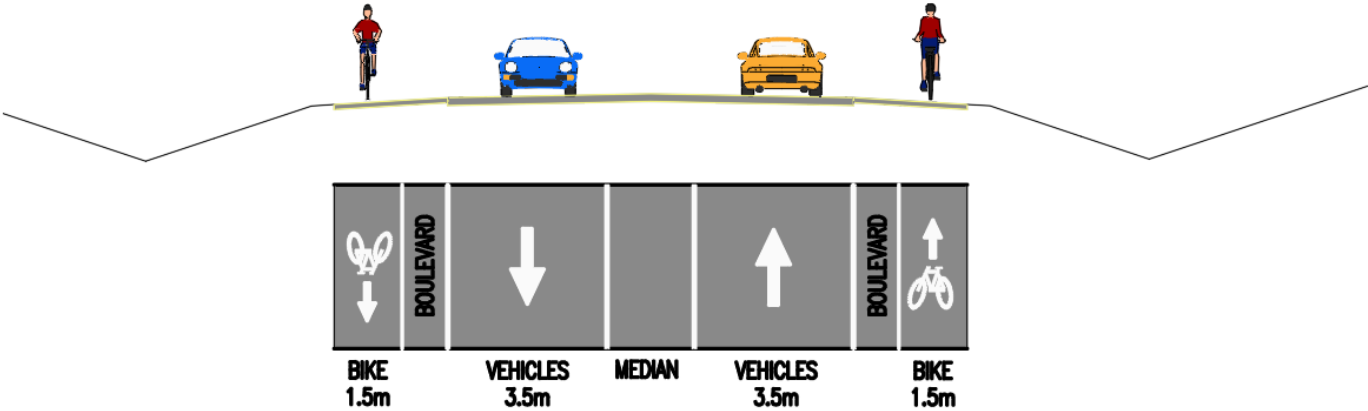
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