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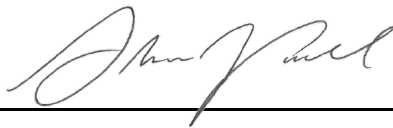
**Transportation Environmental
Study Report Addendum**

Replacement of the Bloomfield
Road Underpass and Interchange
Reconfiguration
(G.W.P. 3117-18-00)


March 2022

SIGN OFF SHEET


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1.0 Overview of the Project

1.1 Project Purpose, Need, and Justification

In September 2008, the Ontario Ministry of Transportation (MTO) completed the Highway 401 Improvements east of Essex Road 42 to Elgin County Boundary Preliminary Design Study (G.W.P. 80-00-00). The study was documented in a Transportation Environmental Study Report (TESR), which was made available for a 30-day public review period in September 2008. The 2008 TERS received environmental clearance in April 2009.

As documented in the 2008 TERS, improvements to the Bloomfield Road Underpass and Interchange are required to address deficiencies related to traffic operation, capacity, and safety performance.

The 2008 TERS identified the following improvements to the Highway 401/Bloomfield Road Interchange:

- Reconfigure Highway 401/Bloomfield Road Interchange
- Replace Bloomfield Road Underpass
- Realign Seventh Line West

MTO previously completed a Preliminary Design study for this Study Area, as documented in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report* from 2008 (McCormick Rankin Corporation, 2008). A *Preliminary Design Report* was also produced for the project in 2011 (McCormick Rankin Corporation, 2011).

In 2019, MTO retained Stantec Consulting Ltd. (Stantec) to review and update the 2008 TERS-approved plan for improvements to the Highway 401/Bloomfield Road interchange, and document changes in a TERS Addendum. Improvements at the interchange are now being addressed, in part, due to the structural condition of Bloomfield Road Underpass, which is nearing the end of its service life.

This TERS Addendum will be made available online for a 30-day public comment period, as required by the Class Environmental Assessment (Class EA) process. Note that only the changes to the 2008 TERS, as documented in this TERS Addendum, will be applicable for comment during this period of time.

Any outstanding issues or concerns with this project that are identified during the 30-day comment period are to be addressed by the MTO. In the event that there are



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

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

Provided that outstanding concerns are addressed, and provided all appropriate permitting is obtained, MTO may proceed with Detail Design and implementation 30 days following the completion of the public comment period.

1.2 Project Study Area

As shown in **Figure 1**, the Study Area consists of the Highway 401/Bloomfield Road Interchange and the surrounding municipal road network. The Study Area is located within the Municipality of Chatham-Kent, approximately 4 km west of Charing Cross Road Underpass. The community of Chatham is located approximately 1.6 km north of the Study Area. Bloomfield Road Interchange and Communication Road Interchange, approximately 7.8 km east of the Study Area, serve as the two local connections to Highway 401 for Chatham and the surrounding communities.



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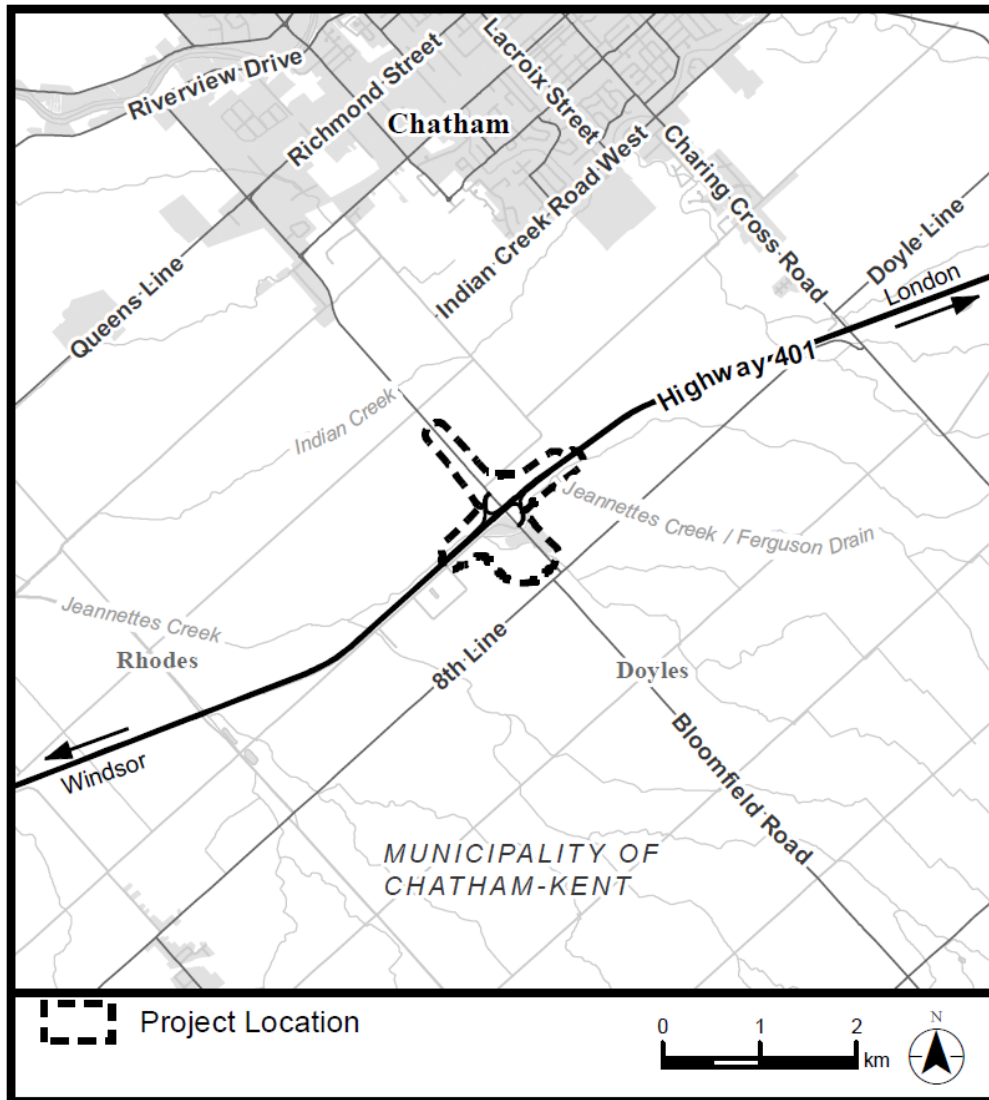


Figure 1: Study Area

1.3 Project Description

The following changes to what was originally approved are required and have been documented in this TESR Addendum and updated plan (**Figure 2**):

- The existing horizontal alignment of Bloomfield Road will be maintained
- Bloomfield Road interchange will be reconfigured to a Parclo A-2 type interchange with protection for a future Parclo A-4 type interchange



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- A temporary full closure of Bloomfield Road and the interchange is required for a full season of construction with detour routes in place to provide access

Only the changes to the 2008 TESR-approved plan, as listed above, are applicable for comment, as noted in Section 1.1.

A Parclo A-4 type interchange configuration was recommended as part of the 2008 TESR-approved plan; however, the newly proposed improvements (**Figure 2**) include a Parclo A-2 type interchange configuration that provides all movements to and from Highway 401. Future reconfiguration of the interchange to a Parclo A-4 type interchange configuration will be considered when traffic volumes warrant. The Parclo A-4 reconfiguration would include the “future ramps” labeled on **Figure 2**. Protection for the future ramps is proposed as part of this study.

A southbound left-turn lane on Bloomfield Road will allow travel to the west on Highway 401 toward the community of Tilbury. Similarly, a northbound left-turn lane on Bloomfield Road will allow travel to the east on Highway 401 toward the City of London. The ramp terminal intersections will be signalized.

The realignment of Seventh Line West will be completed in advance of the interchange reconfiguration in order to maintain access to the business park during construction. The carpool lot will be relocated to provide access from the realigned Seventh Line West.

Bloomfield Road Underpass in the centre of the interchange will be replaced with a new two-span integral abutment bridge. The new bridge will carry two lanes of Bloomfield Road traffic and the new speed change lanes over Highway 401. The new bridge spans will accommodate future widening of Highway 401. The bridge type will also be selected to account for future widening of Bloomfield Road.

The existing Flook & Hinton Drain Bridge that carries the Highway 401 eastbound lanes will be widened or a new bridge will be added adjacent to the existing bridge to carry the new off-ramp over the watercourse. No modifications to the bridge carrying the Highway 401 westbound lanes are anticipated.

As part of the proposed interchange improvements, the following is anticipated:

- Flook & Hinton Drain Bridge on Seventh Line West will be removed
- Seventh Line West will be realigned, and a crossing of the watercourse will not be required
- Jeanettes Creek Bridge will be replaced with a new single-span bridge
- No improvements to the Moody and Early Drain Culvert are anticipated



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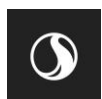
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The proposed structure improvements will accommodate the new and future interchange configurations.

As depicted by the red dashed lines on **Figure 2**, property acquisition is required to accommodate the construction of the proposed interchange improvements and protection of the future interchange configuration. Consultation with potentially impacted property owners has commenced. The previous recommended design, as presented in the 2008 TESR, identified property impacts to accommodate the improvements, and these impacts were reviewed and refined, which resulted in an increase in the amount of property required in some areas.



Figure 2: Proposed Improvements



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1.4 Construction Staging

The 2008 TESR indicated that full access between Highway 401 and the Bloomfield Road Interchange was expected to be maintained during construction, and that only short term, off-peak closures may be required during some operations.

The updated construction staging and traffic management strategy for the proposed interchange improvements includes a temporary full closure of Bloomfield Road and the interchange for a full season of construction, as this will significantly reduce the overall duration of construction when compared to a staged construction approach.

To accommodate the temporary full closure, two potential detour routes may be implemented, as shown on **Figure 3**. The potential detour routes run from Queen's Line interchange to Communication Road interchange, and provide access to all major sideroads, including Bloomfield Road. Detour routes implemented during construction will be signed to accommodate travelers. The realignment of Seventh Line West will be completed in advance of other improvements to ensure access to adjacent residents' properties and local businesses.

The interchange improvements will generally be completed with minimal impacts to Highway 401 motorists through the Study Area; however, short duration full closures of Highway 401 are required to remove and replace the Bloomfield Road Underpass over Highway 401. Advance notice during construction will be provided for all temporary road closings. The exact construction staging/sequencing will be determined during Detail Design.



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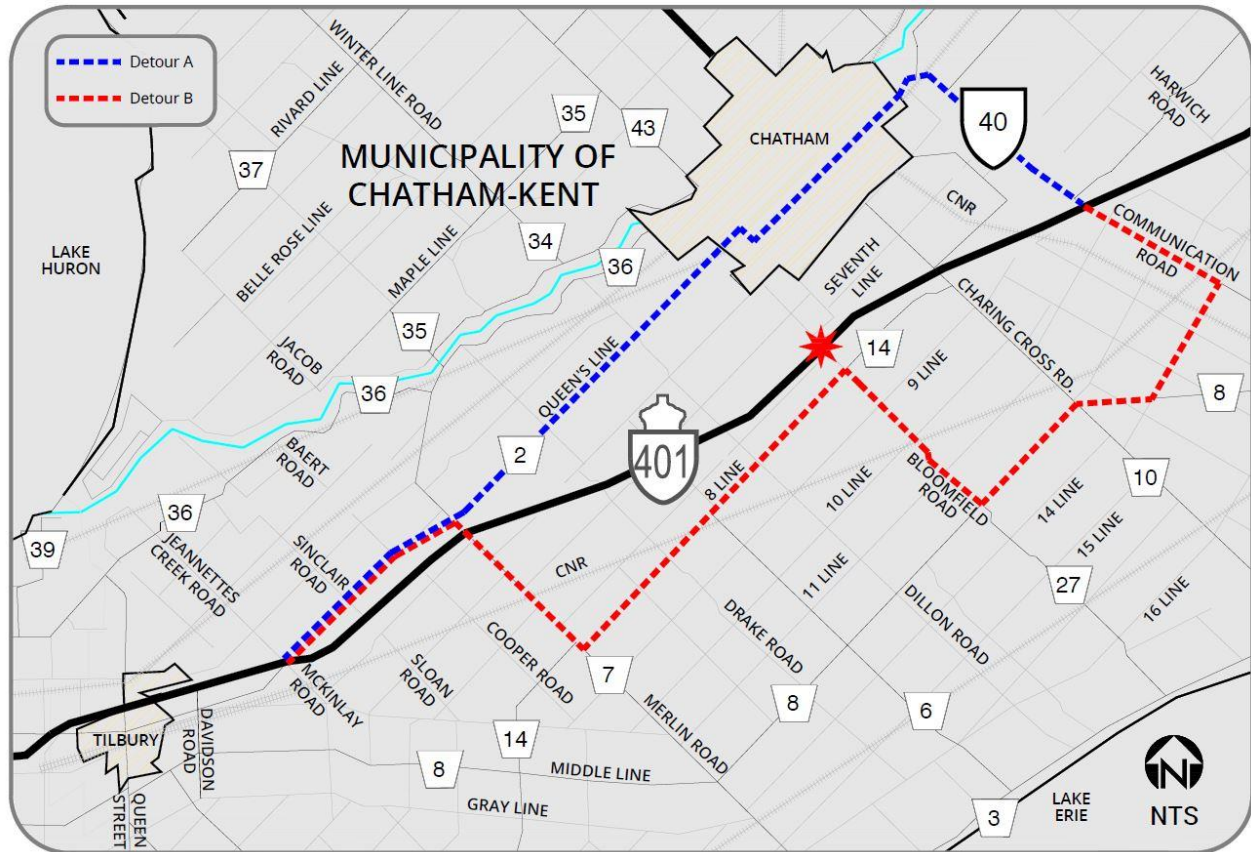


Figure 3: Potential Detour Routes

1.5 Project Schedule and Construction Timing

Construction will be scheduled subject to funding and approvals. Utility relocations will commence in advance of construction and will be scheduled as they are confirmed. Construction of the proposed improvements may proceed within five years of the publishing of this TESR Addendum.

2.0 MTO Class Environmental Assessment Process

This project is subject to Ontario's *Environmental Assessment Act* (EA Act) and is being carried out in accordance with the requirements of the *Class EA for Provincial Transportation Facilities* (2000) as a Group 'B' project. Group 'B' undertakings are considered major improvements to existing transportation facilities.



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Improvements to the Bloomfield Road Interchange, as proposed in the 2008 TESR, have been modified; thus, this TESR Addendum has been prepared to document the relevant changes. This TESR Addendum will be available for a 30-day public comment period. Stakeholders and members of the public will have an opportunity to comment only on changes identified. Likewise, Section 16 (formerly Part II order or Bump-up) requests are only applicable to the changes proposed in the Addendum. Components of the design which are consistent with the 2008 TESR are considered approved under the *EA Act* and may proceed to construction.

If no Section 16 requests are received during the 30-day public review period, this TESR Addendum is considered approved under the *EA Act*.

A Design and Construction Report (DCR) will be prepared to document the subsequent design stage of the project, including details on construction, staging, and the environmental protection and mitigation measures to be incorporated into the construction contract.

3.0 Public and Agency Consultation

Consultation with stakeholders, the Municipality of Chatham-Kent, external agencies, Indigenous communities, the public, and elected officials was completed throughout the Class EA. All project correspondence from the public was collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all public comments form part of the public record.

3.1 Contact List

The project contact list includes external agencies, Indigenous communities, municipalities, elected officials, stakeholders, property owners, and members of the public. A contact list was developed for the combined Notice of Study Commencement for the Highway 401 Expansion project, as described in **Section 3.2**. A separate contact list specific to the work at Bloomfield Road Interchange was later developed for subsequent notices, including the Notice of Online Public Information Centre, as described in **Section 3.3.1**. The contact list was updated throughout the project. Copies of the contact lists are provided in **Appendix A**. Contact information for Indigenous communities, property owners, and members of the public has been redacted from the contact lists provided.

3.2 Notice of Study Commencement

A combined Notice of Study Commencement for the Highway 401 Expansion project was produced for distribution, which included the proposed work at Bloomfield Road



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Interchange as part of a larger Group Work Project (GWP). The proposed work at Bloomfield Road Interchange was later removed from this larger GWP to be undertaken as a standalone GWP.

Letters attached with the combined Notice of Study Commencement and comment forms were mailed to external agencies, stakeholders, and utility companies on December 2, 2019. Letters attached with the combined Notice were also sent to local MPPs on November 25, 2019. The combined Notice of Study Commencement and Project Information Form was sent to MECP, Southwest Region, on December 2, 2019. The Notice was also published in *Le Rempart* and *L'Action* in French, and *Chatham This Week* and *The Londoner* in English on December 5, 2019, and in the *London Free Press* in English on December 7, 2019.

A website for the Highway 401 Expansion project (www.highway401tilburytolondon.ca) was launched on December 2, 2019, with a virtual copy of the combined Notice of Study Commencement.

Copies of the project contact list, notification materials, and a screenshot of the project website are provided in **Appendix A**.

In total, 24 comments relating to the overall Highway 401 Expansion project and/or the improvements near Bloomfield Road Interchange were received from external agencies, stakeholders, and the public in response to the combined Notice of Study Commencement. Of those comments, 19 were received from external agencies and stakeholders, and five were received from the public. Comments pertaining to the other Highway 401 Expansion GWPs have not been included in this consultation summary or TESR Addendum.

Comments from external agencies, including MECP, the Ministry of Natural Resources and Forestry¹ (MNR), Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), Infrastructure Ontario, Lower Thames Valley Conservation Authority (LTVCA), and others generally pertained to their interests in the overall Highway 401 Expansion project and expressed minimal concerns with the proposed improvements. Concerns brought forward included the presence and protection of wildlife and species at risk (SAR) during and after construction, archaeological and cultural heritage resources, access to the adjacent business park, accommodation for cyclists, and detour routes during construction. Hydro One provided correspondence relating to a nearby infrastructure project, and subsequent discussions were held with Hydro One in relation to works at Bloomfield Road and the overall Highway 401 Expansion project. Comments received from the remaining parties generally expressed interest in the overall project and did not express major concerns with the study.

¹ The Ministry of Natural Resources and Forestry is now the Ministry of Northern Development, Mines, Natural Resources and Forestry



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Copies of all relevant correspondence are provided in **Appendix B**.

3.3 Online Public Information Centre

As part of the consultation process for this study, an online Public Information Centre (PIC) was hosted on the study website (www.highway401tilburytolondon.ca) from May 18, 2021, to June 1, 2021. The purpose of the PIC was to provide an opportunity to review the existing conditions, potential impacts, and proposed improvements associated with the project.

3.3.1 Notice of Online Public Information Centre

The Notice of Online PIC provided information about the PIC, including the purpose, and date and time that the presentation would become available on the study website.

The notice was sent via email to the local MPP on April 26, 2021, and via email/mail to 37 external agencies and stakeholders, and six members of the general public on May 6, 2021. In addition, letters were sent via email/mail to ten potentially impacted property owners on April 14 and 15, 2021. The Ontario Government Notice for the online PIC (in English) was delivered via Canada Post Admail to 725 property owners during the week of May 3, 2021. The Ontario Government Notices (in English and French) were published to the project website on May 6, 2021.

Notices to advise the public of the online PIC were also published in the following newspapers:

- *Chatham This Week* on May 13, 2021, in English
- *Le Rempart* on May 13, 2021, in French

Copies of the project contact list, newspaper notices, and notification materials are provided in **Appendix A**.

3.3.2 Online Public Information Centre Format and Displays

A recorded presentation, presentation transcript, and displays were available for review on the study website (www.highway401tilburytolondon.ca). Viewers of the presentation were encouraged to submit comments and/or contact the project team to ask questions and share ideas with respect to the study. Comments were requested to be submitted by June 11, 2021. Hardcopies of the transcript and displays were available via mail, where requested, for those who were unable to access the online format of the PIC. One set of hardcopy materials was delivered to a property owner.

The following displays were presented at the Online PIC:



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- Introduction
- About the Project
- Study Area
- Purpose of the PIC
- Environmental Assessment Process
- Study Background
- Proposed Improvements
- Structure Improvements
- Potential Detour Routes
- Existing Conditions
- Potential Impacts
- Next Steps
- Contact Information

A copy of the PIC displays and transcript are provided in **Appendix C**.

3.3.3 Online Public Information Centre Participation

Statistics were gathered during the Online PIC period, from May 18, 2021, to June 1, 2021, to determine the number of viewers of the online presentation. Visitors that viewed the presentation multiple times were only counted once. There were ten unique visitors to the presentation during the aforementioned time period. Six unique visitors viewed the presentation on May 19, 2021, three viewed the presentation on May 24, 2021, and one viewed the presentation on May 28, 2021. Advanced analytics for the online PIC and website were not collected.

3.3.4 Online Public Information Centre Comments Received

Nine emails were received from external agencies and stakeholders, and four comments were received from the general public following the publishing of the online PIC, up to the comment submission date of June 11, 2021.

Comments received from external agencies and stakeholders were general in nature, offering acknowledgement of the PIC notice and/or providing information on each of the external agencies' interests as it relates to their property and/or operations. Comments



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from the public pertained to the timing of construction, potential impacts to property owners, and information regarding drinking water and air quality considerations for the project. Responses were provided for all comments received.

Copies of all relevant correspondence are provided in **Appendix B**.

3.4 Indigenous Community Engagement

MTO sent the combined Notice of Study Commencement with a letter to the following Indigenous communities on December 2, 2019:

- Aamjiwnaang First Nation
- Caldwell First Nation
- Chippewas of the Thames First Nation
- Delaware Nation at Moraviantown
- Chippewas of Kettle and Stony Point First Nation
- Munsee-Delaware Nation
- Oneida Nation of the Thames
- Walpole Island First Nation

Letters with the Notice of Online PIC were sent by MTO to the same Indigenous communities on May 13, 2021.

In response to the combined Notice of Study Commencement, one written comment and one phone call were received from Indigenous communities. The written comment, received via email on December 9, 2019, indicated that the community identified minimal concerns with the project and requested to be contacted should any substantive changes to the project occur. A response was provided to the community on December 9, 2019, acknowledging the community's comments. A phone call was received from an Indigenous community on December 19, 2019, to request a clarification of the scope of work and to note that they would review the notice at an upcoming meeting. During the phone call, additional information about the project was provided.

Following the publishing of the online PIC, one phone call and one email were received from Indigenous communities. The email, received May 28, 2021, pertained to treaty areas and Traditional Territory, and indicated that they had identified minimal concerns with the information presented. The email requested that the community be informed should there be any substantive changes to the project. The email also indicated that,



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if there were an Archaeological Assessment for the project, the community would require notification with an invitation to participate by providing First Nation Field Liaisons.

The telephone call, received July 6, 2021, requested a spatial data file of the project for their database. The spatial data file was sent via email to the Indigenous community on August 27, 2021.

No additional comments have been received from Indigenous communities.

3.5 Consultation with Impacted Property Owners

Prior to the Online PIC, property impacts were identified as a result of the new Technically Preferred Alternative. Letters providing a Notice of Impacts to Property were sent to impacted property owners on April 15, 2021. A date for a proposed virtual meeting was provided to each of the impacted property owners, which could be rescheduled, if needed. In addition, drawings delineating the approximate area of impacted property were provided with the letters. These letters also provided notice of the online PIC. Finally, to facilitate the Archaeological Assessment for the project, a description of the proposed archaeology work and Permission to Enter forms were sent with the letters.

Virtual meetings were held with impacted property owners during the weeks of April 19, 2021, and April 26, 2021. The proposed improvements and potential impacts to property were discussed, and the Project Team addressed questions and concerns from the property owners.

Impacted property owners were primarily concerned about construction timing and staging, property impacts, property access and operations, and archaeological work. Responses and additional information were provided to address comments.

Emails with updated Permission to Enter forms and a description and map of the proposed archaeological work and work areas were sent to impacted property owners on October 29, 2021. It was requested that property owners review and complete the form.

Copies of the emails, letters, and Permission to Enter forms sent to impacted property owners are provided in **Appendix A**; however, drawings delineating impacted properties are not provided and identifying information has been redacted. Copies of comments received from impacted property owners are provided in **Appendix B**.



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3.6 Meetings with External Agencies and Stakeholders

Consultation with the Municipality of Chatham-Kent was continuous throughout the study. Meetings with staff were held on December 5, 2019, February 14, 2020, June 10, 2020, and December 8, 2020. The meetings were held to discuss the project scope, impacts and alterations to the local road network and business park, the realignment of Seventh Line West, a traffic impact study being undertaken by the Municipality, construction staging, detour routes, utility impacts, and other project-related topics and issues. Municipal staff were provided with the Notice of Study Commencement and Notice of Online PIC.

Consultation was also undertaken with Hydro One to discuss utility impacts in the Study Area and their project to construct a new double circuit 230 kV line from Chatham to Lakeshore. A meeting was held with Hydro One on July 8, 2020, to discuss Hydro One's project and the proposed improvements at Bloomfield Road Interchange. During the meeting, the potential for the relocation of Hydro One utilities at Bloomfield Road Interchange as a result of the proposed work was discussed. Discussions with Hydro One in regard to utility impacts are ongoing.

4.0 Existing Conditions Update

To support the advancement of this study, the Project Team have reviewed the 2008 TESR and completed an update to the documentation of the existing conditions within the Study Area.

As outlined in **Section 1.2**, the Study Area consists of the Highway 401/Bloomfield Road Interchange and the surrounding municipal road network. The Study Area is located within the Municipality of Chatham-Kent, approximately 4 km west of Charing Cross Road Underpass. The community of Chatham is located approximately 1.6 km north of the Study Area. The Study Area is located within the Community of Raleigh Township land use area.

4.1 Natural Environment

4.1.1 Designated Areas

No designated areas, including Areas of Natural and Scientific Interest, Provincially Significant Wetlands, Locally Significant Wetlands, Environmentally Significant Areas, Conservation Areas, or significant woodlots were identified in the 2008 TESR. A review



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of the Study Area found that there are no new designated areas within the Study Area as of the publishing of this TESR Addendum.

4.1.2 Vegetation

Field investigations were completed on June 17 and 18, 2020, and included Ecological Land Classification to identify vegetation communities, and botanical surveys.

Most of the Study Area consisted of agricultural communities (mixed row crops) with mixed meadows and occasional small thickets and woodlands. No rare vegetation communities or rare plant species were observed.

Trees with > 10 cm diameter at breast height are present in treed communities within the Highway 401 right-of-way, which may be used as bat maternity roosts.

Invasive Phragmites (*Phragmites australis* subsp. *australis*, hereafter Phragmites) was present in the meadow communities in the Study Area. Phragmites is an invasive species which can infiltrate wetlands and other natural areas.

4.1.3 Wildlife and Wildlife Habitat

Field investigations were completed on June 17 and 18, 2020, and included wildlife habitat assessments, species at risk habitat assessments, and migratory bird surveys at structures in the Study Area.

A background data search of the Natural Heritage Information Centre (NHIC) database and wildlife databases was completed. Bird, reptile, mammal, and insect SAR and species of special concern have the potential to be present in the Study Area. SAR habitat assessments found that there was suitable habitat for Barn Swallow and Eastern Foxsnake.

During field investigations, Cliff Swallow nests were present on the Seventh Line West over Flook & Hinton Drain Bridge and at least one Barn Swallow nest was present on one of the Flook & Hinton Drain Bridges on Highway 401 (Site 13X-0229/B1 & B2). There were no migratory bird nests on Bloomfield Road Underpass.

4.1.4 Fish and Fish Habitat

There are two watercourses potentially affected by the proposed interchange improvements. Flook & Hinton Drain (Jeannettes Creek) crosses Bloomfield Road south of Highway 401 and crosses Highway 401 west of Bloomfield Road. Moody & Early Drain is a tributary to Flook & Hinton Drain. The confluence of the drains is approximately 80 m south of Highway 401.



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Background information for the watercourses was obtained from the following sources, as available:

- Ministry of Northern Development, Mines, Natural Resources and Forestry's (NDMNRF) Land Information Ontario (LIO) database (NDMNRF 2021a)
- NHIC Biodiversity Explorer database (NDMNRF 2021b)
- Fisheries and Oceans Canada's (DFO) mapping of aquatic SAR (DFO 2021)
- Fish and Fish Habitat report prepared by Stantec for a previous MTO project in the Highway 401 corridor (Stantec 2017)

In addition to the above data sources, an information request was sent to MECP to determine if additional information was available with respect to provincially regulated SAR within the Study Area (MECP 2020).

Field investigations were completed in 2019 and 2020 and documented existing habitat conditions and fish communities in both watercourses. Fisheries field investigations were completed in accordance with the MTO/DFO/MNRF Fisheries Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (the Protocol) (MTO 2020a) and the Interim Environmental Guide for Fisheries (the Fish Guide) (MTO 2020b).

Based on background information and Stantec's field investigations, the drains within the Study Area are in the Jeannettes Creek watershed. Flook & Hinton Drain has a permanent flow regime and warmwater thermal regime (NDMNRF 2021a). With respect to DFO's drain classification system (DFO 2014), Flook & Hinton Drain is a Class E drain at Highway 401 (permanent flow regime with sensitive fish species) and has not been rated at Bloomfield Road. Based on Stantec's field data, the fish community is comprised of species that inhabit warmwater and coolwater habitats (Yellow Perch, Longnose Gar, panfish and baitfish).

Moody & Early Drain has a permanent flow regime and warmwater thermal regime (NDMNRF 2021a) and has not been rated with respect to the DFO drain classification system. Based on Stantec's field data, the fish community is comprised of baitfish species that inhabit warmwater and coolwater habitats.

There are no records of aquatic SAR within the Study Area (NDMNRF 2021b; DFO 2021; MECP 2020). There are records of Lake Chubsucker, a provincially Threatened species and federally Endangered species, in Flook & Hinton Drain; however, the species is considered to be Extirpated from the Jeannettes Creek watershed (Staton et al. 2010).



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Based on background data and field data, Stantec determined that the two watercourses in the Study Area do not provide Significant Fish Habitat, as defined in the Fish Guide (MTO 2020b).

4.1.5 Species and Risk and Species of Conservation Concern

As noted in **Section 4.1.3**, bird, reptile, mammal, and insect SAR and species of special concern have the potential to be present in the Study Area. Barn Swallow is the only SAR to be confirmed within the Study Area. Barn Swallow are Threatened in the province of Ontario and individuals and their habitat are protected under the Ontario *Endangered Species Act* (2007).

Additionally, as noted in **Section 4.1.4**, there are records of Lake Chubsucker, a provincially Threatened and federally Endangered species, in Flook & Hinton Drain; however, the species is considered to be Extirpated from the Jeannettes Creek watershed (Staton et al. 2010).

4.1.6 Groundwater and Source Water Protection

The project Study Area falls within the Lower Thames Valley Source Protection Area, part of the Thames-Sydenham and Region Source Protection Region. The Source Protection Plan for the Thames-Sydenham and Region Source Protection Region came into effect on December 31, 2015. The primary objective of a Source Protection Plan, as directed by the *Clean Water Act*, is to protect existing and future drinking water sources.

As shown in the Thames and Sydenham and Region Source Protection Plan, a Highly Vulnerable Aquifer has been mapped under portions of Highway 401, the northern half of Bloomfield Road Interchange, and Bloomfield Road north of Highway 401. This area also coincides with a mapped Significant Groundwater Recharge Area. Both features have a vulnerability score of 6. There are no Wellhead Protection Areas in or adjacent to the Study Area.

4.2 Socio-Economic Environment

4.2.1 Adjacent Land Uses

The Study Area is located in a predominantly agricultural area of the Municipality of Chatham-Kent; however, there are businesses, rural residences, and the Bloomfield Business Park directly adjacent to the interchange. There has not been a significant shift in land uses adjacent to the interchange since the publishing of the 2008 TESR.

The Municipality of Chatham-Kent Official Plan (2009, amended 2018) indicates that the Highway 401/Bloomfield Road interchange shall be a focal area for serviced industrial development in Chatham-Kent. The Bloomfield Road Business Park is designated as a



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Business Park and Future Development Area in the Official Plan. Construction of Phase 2 of the Business Park was awarded by the Municipality of Chatham-Kent in 2020. Phase 2 includes the extension of Prosperity Way to Seventh Line West and upgrades to a portion of Seventh Line West in proximity to the Business Park.

As outlined in Chatham-Kent's Official Plan (2009, amended 2018), the area west of the initial phase of the Bloomfield Road Business Park and an area to the northwest of the Highway 401/Bloomfield Road interchange are lands that are considered appropriate for inclusion in the subsequent phase(s) of development of the Business Park. The realignment of Seventh Line West to accommodate the proposed interchange improvements and connection of the Business Park to Bloomfield Road is also included in the Official Plan.

4.2.2 Property Waste and Contamination

To support the geotechnical and environmental requirements of the previously completed Detail Design study for the reconstruction of Highway 401 (Part A, GWP 3091-12-00), Stantec undertook a soil sampling program and prepared an Excess Materials Management Plan (Stantec 2015). As part of the soil sampling program, samples were taken in the vicinity of the Bloomfield Road interchange within the Highway 401 right-of-way. These samples were analyzed and compared to the Ontario soil, ground water and sediment standards for use under Part XV.1 of the *Environmental Protection Act* (Ministry of the Environment 2011).

One sample in the vicinity of the interchange was below the Table 1 site condition standards for all parameters analyzed, while the other samples collected exceeded Table 1 site condition standards for at least one parameter. All samples collected at the interchange, however, had concentrations below the Table 2 site condition standards. Management of excess material is discussed in **Section 5.2.4**.

In addition, a Preliminary Site Screening (PSS), Designated Substances and Hazardous Materials Survey (DSHMS), and Phase I and II Environmental Site Assessment were undertaken for the property at 7744 Seventh Line West (Tatro Equipment Sales Ltd.), adjacent to the southwestern corner of the Bloomfield Road interchange. The PSS was undertaken by MTO in 2016 and determined that the likelihood of significant on-site environmental issues at the property is high, due to the history of vehicle maintenance/repair activities and vehicle and parts storage on the property, and the commercial/industrial land use in the vicinity of the property. The PSS recommended a DSHMS and combination Phase I and II Environmental Site Assessment (MTO 2016). WSP Canada Inc. (WSP) was retained by MTO to conduct the DHSMS (WSP 2017a) and Phase I and II Environmental Site Assessment (WSP 2017b) in 2017.

WSP surveyed the building on the property indicated above and documented the following results in the DHSMS:



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- asbestos was not detected within any of the bulk material samples collected
 - asbestos-containing materials may be concealed by exterior building finishes, components, or fixtures
- three paint samples collected contained less than 90 ppm of lead
 - lead-containing solder on pipe joints and plumbing fixtures may be present throughout the subject building
- mercury vapour is presumed to be present within fluorescent and CFL light tubes observed throughout the subject building the survey, and liquid mercury-containing thermostats were also observed within the subject building
- polychlorinated biphenyls may be present in the fluorescent light ballasts observed throughout the subject building during the survey
- fire extinguishers and refrigerators/freezers that may contain ozone-depleting substances were observed within the subject building
- building materials and components known to contain silica, such as glass, concrete, masonry, stone, and mortar, etc., were observed throughout the subject building
- visible areas of significant water damage/staining were observed during the survey, which may indicate mould/allow for mould growth
- acetylene and propane tanks, which may contain benzene, were observed within the vehicle service areas of the subject building
- areas of heavy motor oil or engine fuel staining were observed in the vehicle service areas of the subject building

Recommendations for handling, storage, and disposal of these materials, including the applicable legislation, were provided in the DHSMS (WSP 2017a).

WSP completed the Phase I Environmental Site Assessment and concluded that, based on the information obtained, a Phase II Environmental Site Assessment was required for the property. The Phase II Environmental Site Assessment included the advancement of 11 boreholes and the installation of six groundwater monitoring wells to facilitate the collection of soil and groundwater samples for chemical analysis of a suite of parameters (i.e., contaminants). Based on the findings of the Phase II Environmental Site Assessment, the following conclusions were provided:

- The reported concentrations for the selected parameters were below the applicable Table 2 site condition standards, with exception of copper and petroleum hydrocarbon F3 in one soil sample, and benzo(a)pyrene in another soil sample



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- The reported concentrations for the selected parameters were below the applicable Table 2 site condition standards, with the exception of cobalt for samples from three monitoring wells, molybdenum for samples from two monitoring wells, nickel from a sample from one monitoring well, and uranium from a sample from one monitoring well (WSP 2017b)

Recommendations for additional investigations, handling, storage, and disposal of materials, and on-site mitigation measures to prevent new/further contamination will be reviewed during Detail Design.

A Contamination Overview Study, including Phase I Environmental Site Assessments, and Preliminary Site Screenings will be undertaken for the interchange and select adjacent properties during Detail Design.

4.2.3 Noise

As documented in the 2008 TESR, one noise receiver location was present adjacent to the Bloomfield Road interchange. The 2008 TESR indicated that no noise mitigation was warranted for the proposed improvements. Existing conditions will be reviewed during Detail Design.

4.3 Cultural Environment

4.3.1 Archaeological Resources

A Stage 1 Archaeological Assessment of the Highway 401 corridor in the Municipality of Chatham-Kent was completed to support the Preliminary Design Study and associated 2008 TESR. The assessment concluded that:

- The existing Highway 401 corridor has been previously disturbed by the highway construction within the right-of-way
- The majority of the corridor crosses farm fields, woodlots and scrub brush, and fallow areas, and that any new property required for construction outside of the existing right-of-way would require a Stage 2 Archaeological Assessment
- The interchanges, including Bloomfield Road interchange, were identified as having high potential for the recovery of archaeological remains since they are located at historic roads and appear to have undisturbed sections; therefore, any property located outside of the right-of-way would require a Stage 2 Archaeological Assessment
- Property required for the carpool parking lot at Bloomfield Road interchange will likely require a Stage 2 Archaeological Assessment if it is to be constructed outside of the existing right-of-way



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As a result of the recommendations of the Stage 1 Archaeological Assessment, a licensed consulting archaeologist will complete a Stage 2 Archaeological Assessment of the lands affected by the proposed improvements during Detail Design.

4.3.2 Heritage Resources

MTO has reviewed Flook & Hinton Drain Bridge on Highway 401, Flook & Hinton Drain Bridge on Seventh Line West, and Jeannettes Creek Bridge on Bloomfield Road, and determined that these structures do not possess potential cultural or built heritage significance.

A Cultural Heritage Evaluation Report (CHER) was prepared for Bloomfield Road Underpass in August 2011 by Dillon Consulting Ltd., and Archaeological Services Inc. The CHER found that the underpass does not have heritage significance and is not eligible for inclusion on the Ontario Heritage Bridge List. Following the CHER, the MTO Heritage Bridge Committee evaluated the underpass and reviewed the conclusion of the CHER. In a decision dated October 12, 2011, the committee agreed with the CHER's conclusion that the bridge does not have heritage significance and is not eligible for inclusion on the Ontario Heritage Bridge List.

4.4 Highway and Bridge Engineering

4.4.1 Highway 401

The Highway 401 corridor through the Municipality of Chatham-Kent is classified as a Freeway under MTO's Functional Classification System with a design speed classification of RFD 120 (Rural Freeway Divided Design Speed 120 km/h) with a posted speed limit of 100 km/h. Highway 401 is also classified as a Class I Freeway under MTO's Provincial Highway Access Control System and was designated a controlled-access highway under the *Public Transportation and Highway Improvement Act* (1990).

Reconstruction of the Highway 401 westbound lanes from Merlin Road to Bloomfield Road was completed in 2017. Likewise, reconstruction of the Highway 401 eastbound lanes was completed in 2019. High tension cable median barrier was also installed throughout this portion of the Highway 401 corridor.

4.4.2 Bloomfield Road Underpass (Site 13X-0241/B0)

Bloomfield Road Underpass, constructed circa 1962, is a four-span slab-on-girder bridge (steel I-girders), with a total length of 66.4 m (slab lengths of 12.2 m - 21.0 m - 21.0 m - 12.2 m). The overall deck width is 11.3 m. Bloomfield Road Underpass carries two lanes of Bloomfield Road traffic, one in each direction, over Highway 401.



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The underpass underwent a rehabilitation in 1990/1991 to patch, waterproof, and pave the underpass, and apply steel coating. Rehabilitation was also undertaken in 2012 to patch, waterproof, and pave the underpass, and to conduct steel repairs, concrete repairs, and pier encapsulation. Improvements at the interchange are now being addressed, in part, due to the structural condition of the underpass, which is nearing the end of its service life.

4.4.3 Flook & Hinton Drain Bridges (Site 13X-0229/B1 & B2)

The Flook & Hinton Drain eastbound and westbound lane bridges, constructed circa 1961, consist of twin single-span concrete rigid frame bridge structures. The eastbound lane bridge carries three lanes of Highway 401 traffic over Flook & Hinton Drain, and the westbound bridge carries two lanes of Highway 401 traffic over Flook & Hinton Drain. The length of each bridge is 17.2 m. The overall deck width of the eastbound lane bridge is approximately 15 m, and the overall deck width of the westbound lane bridge is approximately 13 m. The bridges are separated by the highway median.

The bridges underwent rehabilitation in 1999 to patch, waterproof, and pave the bridges, and to replace the barrier walls. Rehabilitation was also undertaken in 2016/2017 to patch, waterproof, and pave the bridges, and to replace the approach slabs.

4.4.4 Seventh Line West over Flook & Hinton Drain Bridge

The Seventh Line West over Flook & Hinton Drain Bridge, constructed circa 1965, is a concrete rigid frame bridge with a total length of 20.6 m. The overall deck width is 10.3 m. This bridge carries two lanes of Seventh Line West traffic, one in each direction, over Flook & Hinton Drain. A minor rehabilitation of the bridge was undertaken in 2006. The bridge is owned and operated by the Municipality of Chatham-Kent.

4.4.5 Bloomfield Road over Jeannettes Creek Bridge

The Bloomfield Road over Jeannettes Creek Bridge, constructed circa 1960, is a concrete rigid frame bridge with a total length of 11.8 m. The overall deck width is 11.3 m. This bridge carries two lanes of Bloomfield Road traffic, one in each direction, over Jeannettes Creek. No maintenance or repairs have been undertaken on the bridge. The bridge is owned and operated by the Municipality of Chatham-Kent.

4.4.6 Bloomfield Road over Moody & Early Drain Culvert

The Bloomfield Road over Moody & Early Drain Culvert, constructed circa 1985, is a concrete rigid frame culvert with a total length of 5.7 m. The length of the culvert is 16.3 m. This culvert carries two lanes of Bloomfield Road traffic, one in each direction,



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over Moody & Early Drain. No maintenance or repairs have been undertaken on the culvert. The culvert is owned and operated by the Municipality of Chatham-Kent.

4.5 Emergency Services

The Municipality of Chatham-Kent Fire Department and Chatham-Kent EMS provide fire and emergency response services to the Study Area. Chatham-Kent Police Service are responsible for policing the municipal road network in and around the Study Area, and the Ontario Provincial Police, Chatham-Kent Detachment, are responsible for policing Highway 401 and its associated interchanges, including Bloomfield Road interchange.

4.6 Carpool Parking

There is an existing carpool parking facility in the southwest quadrant of the Bloomfield Road interchange.

4.7 Illumination and Traffic Signals

There is illumination at the interchange ramps on Highway 401 as well as the ramp terminals; however, there are presently no traffic signals at the ramp terminals.

4.8 Drainage and Hydrology

The Study Area falls within the Southwest Thames Subwatershed. The area draining to the interchange is primarily cultivated with small pockets of impervious areas. The Study Area generally drains from northeast to southwest across Bloomfield Road and Highway 401 to Jeannettes Creek and ultimately draining west to Thames River.

Moody & Early Drain and Flook & Hinton Drain cross Bloomfield Road before joining into one watercourse (Flook & Hinton Drain/Jeannettes Creek) upstream of Highway 401.

Stormwater is generally collected in ditches along the highway and drains towards the watercourses.

4.9 Snow Drifting

Highway 401 has areas susceptible to snow drifting. Snowdrift Assessments will be undertaken separately as part of GWPs 3024-18-00 and 3078-18-00 for the overall Highway 401 improvements project for the area.



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4.10 Utilities

The following utilities exist in the Study Area:

- An Enbridge pipeline crosses Highway 401 west of Bloomfield Road. North of Highway 401, the Enbridge pipeline runs adjacent to the existing N/S-W and E-N/S ramps, crossing Bloomfield Road north of Seventh Line East. South of the highway, the pipeline runs adjacent to Seventh Line West, connecting to and crossing Bloomfield Road south of Seventh Line West
- Bell Canada cables run parallel to the westbound lane side of Highway 401 and cross Bloomfield Road south of Seventh Line East, before continuing to run parallel to the westbound lane side of the highway. An additional Bell cable runs parallel to the eastbound lane side of Highway 401/Seventh Line West until Bloomfield Road, where multiple cables and conduits cross Highway 401. Bell cables continue along Bloomfield Road on the north and south sides of the highway, crossing Bloomfield Road south of Seventh Line East and at Seventh Line West, respectively
- Hydro one aerial lines run parallel to Bloomfield Road north and south of Highway 401. The aerial lines cross Seventh Line West, Highway 401, and the existing N/S-W and E-N/S ramps, as well as Bloomfield Road at Seventh line East. Existing properties along Seventh Line West and the Esso gas station on Bloomfield Road are serviced by these lines
- Hydro One transmission lines are present running parallel to Highway 401 and crossing Bloomfield Road just south of the existing underpass
- Entegrus Powerlines infrastructure runs along Seventh Line West before crossing Bloomfield Road at Seventh Line West/the existing W-N/S and N/S-E ramp terminals. The aerial lines then continue parallel to the northbound side of Bloomfield Road, before crossing Bloomfield Road north of Seventh Line East and continuing on the southbound side of Bloomfield Road
- A watermain and sanitary sewers run parallel between Highway 401 and Seventh Line West. At Seventh Line West and Bloomfield Road, a watermain continues south on the southbound side of Bloomfield Road. An additional watermain and sanitary sewer cross Highway 401 west of Bloomfield Road, before continuing north and crossing the existing E-N/S and N/S-W ramps, and finally crossing to the northbound side of Bloomfield Road, just south of Seventh Line East



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5.0 Impact Assessment and Mitigation

The Project Team reviewed the 2008 TESR and determined that refinements would be required to address current MTO infrastructure needs and standards. These changes are described in **Section 1.3**.

This section of the TESR Addendum documents potential impacts and mitigation measures associated with the construction of the proposed interchange improvements and protection of the future interchange configuration. All potential impacts and proposed mitigation identified will be reviewed and revised, as necessary, during Detail Design. As such, the information provided in this section is considered to be preliminary in nature.

5.1 Natural Environment

5.1.1 Vegetation

The proposed work will require work inside and outside of the existing highway right-of-way and will result in the permanent loss of vegetation, primarily due to construction of the new interchange configuration. Temporary short-term disturbance to vegetation beyond the direct impacts caused by the new interchange configuration may also occur during construction. Vegetation clearing during migratory bird nesting periods in migratory bird breeding habitat can destroy or disturb active nests and contravene the *Migratory Birds Convention Act* (MBCA). In addition, trees with greater than 10 cm diameter at breast height are present in treed communities and within the right-of-way, which may be used as bat maternity roosts. Tree removals may impact these potential bat maternity roost trees.

Mitigation measures that may be implemented during construction, including, but not limited to, minimizing vegetation clearing, timing windows, delineating tree protection zones, erosion and sedimentation control measures, stabilization of cleared areas, re-vegetation of disturbed areas, and treatment of invasive species (i.e., Phragmites) will be reviewed during Detail Design.

5.1.2 Wildlife and Wildlife Habitat

Nests of Barn Swallow and Cliff Swallow were found on bridges in the Study Area. Barn Swallow and its habitat are protected from harm or harassment under the *Endangered Species Act* (2007). Construction activities have the potential to destroy or disturb migratory bird nests on bridges and in vegetation in the Study Area.

Mitigation measures to protect migratory birds will be implemented during construction. This may include timing windows for vegetation clearing and work on structures,



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avoidance of nests and/or stoppage of work if nests are found during construction, nest searches if vegetation clearing must occur within the migratory bird nesting period, installation of exclusionary measures if work must occur on structures within the migratory bird nesting period, and registration of the project with MECP.

5.1.3 Fish and Fish Habitat

Work that may affect fish and fish habitat within the Study Area includes:

- Widening of the existing Highway 401 Flook & Hinton Drain Bridge (eastbound lanes) or construction of a new bridge beside the existing bridge to accommodate a new off-ramp over the Flook & Hinton Drain
- Removal of the Flook & Hinton Drain Bridge on Seventh Line West due to the realignment of the road
- Replacement of the Jeannettes Creek Bridge on Bloomfield Road south of Highway 401
- Work within 30 m of Moody & Early Drain

During Detail Design, the applicability of MTO Best Management Practices (BMPs) (within the Fish Guide) will be determined. Fisheries Assessments will be required where there is no applicable BMP.

There is potential for residual effects on fish and fish habitat as a result of the proposed changes to bridges at watercourses within the Study Area. Details of mitigation measures, such as design elements, isolation of in-water work areas, maintenance of downstream flow, fish relocations, erosion and sedimentation control measures, bank stabilization, and restoration of disturbed areas will be reviewed and determined during Detail Design. The in-water construction timing window for watercourses in the Study Area is July 16 to March 14, inclusive (MNR 2021).

5.1.4 Species at Risk and Species of Conservation Concern

At least one Barn Swallow nest was found on one of the Flook & Hinton Drain Bridges on Highway 401 (Site 13X-0229/B1 & B2) and Barn Swallow have the potential to nest on other structures in the Study Area. Construction activities have the potential to destroy or disturb migratory bird nests on bridges and in vegetation in the Study Area. Proposed mitigation measures for migratory birds, including Barn Swallow, are provided in **Section 5.1.2**. These measures will be reviewed and updated, as necessary, during Detail Design.

There is the potential for reptile SAR and species of conservation concern to be present in the Study Area. Mitigation measures, including the use of temporary reptile



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exclusionary fencing, will be reviewed during Detail Design to minimize potential impacts to reptile species.

In addition, mitigation measures to address potential interactions with other SAR and species of conservation concern will be reviewed during Detail Design for implementation during construction.

5.1.5 Groundwater and Source Water Protection

Ancillary project activities (i.e., application of road salt, handling and storage of fuel, etc.) may pose a low risk to local groundwater and surface water quality. To reduce the risk of impacts to groundwater, various mitigation techniques should be utilized during construction. Mitigation measures will be reviewed during the Detail Design; however, it is anticipated that the measures will include the application of current BMPs (e.g., Salt Management Plan), adherence to established Ministry plans and policies, the inclusion of special contract provisions, and monitoring, if needed.

5.1.6 Erosion and Sedimentation

Erosion and generation of sediment during grading, excavation, and other proposed construction activities have the potential to impact watercourses and cause indirect impacts to adjacent natural features. Site-specific erosion and sedimentation control measures will be developed during Detail Design.

5.2 Land-Use and Socio-Economic Environment

5.2.1 Impacts on Agricultural Land Uses

To accommodate the construction of the proposed interchange improvements and protection of the future interchange configuration, approximately 11.1 ha of land, with approximately 8.7 ha zoned as Agricultural, is required. The agricultural lands are made up of approximately 7.8 ha of croplands, 0.5 ha of drainage areas, 0.12 ha of pasture, and 0.3 ha of rural residential lands.

- Approximately 4.6 ha of cropland adjacent to the northeast quadrant of the Bloomfield Road interchange will be required from property owners to accommodate the proposed interchange improvements
- Approximately 1.4 ha of agricultural and rural residential property adjacent to the north side of the Bloomfield Road interchange will be required from property owners to accommodate the grade raise of Bloomfield Road, undertake associated improvements, and protect for the future interchange configuration. Of this, approximately 1 ha is used to produce cash crops, approximately 0.12 ha is used as pasture, and 0.3 ha is rural residential property



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- Approximately 1.6 ha of crop land adjacent to the southwest quadrant of the Bloomfield Road interchange will be required to accommodate the realignment of Seventh Line West
- Approximately 0.4 ha of crop land and 0.16 ha of drainage area adjacent to the northwest quadrant of the Bloomfield Road interchange will be required to protect for the future interchange configuration
- Approximately 0.15 ha of crop land and 0.34 ha of drainage area adjacent to the southeast quadrant of the Bloomfield Road interchange will be required to protect for the future interchange configuration

5.2.2 Impacts on Other Land Uses

Approximately 2.3 ha of additional land will be required to accommodate the construction of the proposed interchange improvements and protection of the future interchange configuration, including:

- Approximately 1.25 ha of rural industrial lands (owned by Riegling Bros. Truck and Equipment Sales) adjacent to the southwest quadrant of the existing Bloomfield Road interchange
- Approximately 0.3 ha of rural industrial lands (owned by 2765459 Ontario Inc./Eagle Travel Plaza) adjacent to the southwest quadrant of the existing Bloomfield Road interchange to accommodate the grade raise of Bloomfield Road and undertaking of associated improvements
- Approximately 0.7 ha of rural industrial lands and 0.03 ha of drainage area (owned by M. J. Campbell Investments Inc.) adjacent to the southeast quadrant of the existing Bloomfield Road interchange to accommodate the grade raise of Bloomfield Road and undertaking of associated improvements
- Approximately 0.06 ha of drainage area from an adjacent property owner adjacent to the southeast quadrant of the existing Bloomfield Road interchange to accommodate the grade raise of Bloomfield Road, replacement of Jeannettes Creek Bridge, and undertaking of associated improvements. A field entrance is present adjacent to this property and its continued use will be reviewed during Detail Design

5.2.3 Conformity to Chatham-Kent Official Plan

The construction of the proposed interchange improvements and protection of the future interchange configuration is consistent with the Municipality of Chatham-Kent's Official Plan (2009, amended 2018). The realignment of Seventh Line West to accommodate the proposed interchange improvements and connection of the Business Park to Bloomfield Road is outlined in the Official Plan.



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5.2.4 Property Waste and Contamination

As identified in **Section 4.2.2**, Stantec undertook a soil sampling program as part of a previous Detail Design study for the rehabilitation of Highway 401 (Part A, GWP 3091-12-00). All but one of the samples collected in the vicinity of Bloomfield Road interchange had at least one parameter that exceeded the Table 1 site condition standards. None of the samples had parameters that exceeded the Table 2 site condition standards. As a result, the Excess Materials Management Plan (Stantec, 2015) indicated that material in the area may be reused on-site if deemed to be geotechnically suitable. The Plan also noted that if material was to be managed off-site, regulations and guidelines that pertain to excess fill management would be applicable. Additionally, the Plan indicated that material adjacent to the one sample that did not have parameters exceed the Table 1 site condition standards may be considered inert.

Additionally, as identified in **Section 4.2.2**, WSP undertook a DHSMS (WSP 2017a) and Phase I and II Environmental Site Assessment (WSP 2017b) on 7744 Seventh Line West. Recommendations from the DHSMS and Phase I and II Environmental Site Assessment, including proper handling, storage, and disposal of materials, and the need for additional investigations should the building/property be impacted during construction, will be carried forward to the next design phase.

Conclusions and recommended measures from the previously completed reports will be reviewed during Detail Design. Additional mitigation measures, including adherence to Ontario Regulation 406/19 and the use of applicable contract specifications will be reviewed and recommended during Detail Design.

A Contamination Overview Study, including Phase I Environmental Site Assessments, and Preliminary Site Screenings will be undertaken for the interchange and select adjacent properties during Detail Design.

5.2.5 Short-Term Construction Impacts

Construction noise impacts are anticipated but will be temporary in nature and are largely unavoidable. With adequate controls, impacts can be minimized; however, for some periods of time and types of work, construction noise will likely be noticeable.

Additionally, dust and air quality impacts are anticipated, but will be typical of any highway construction project.

It is anticipated that noise, dust, and air quality impacts can be mitigated during construction. Impacts and suitable mitigation measures should be confirmed Detail Design.



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Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration
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5.3 Cultural Environment

5.3.1 Archaeological Resources

As the improvements will extend beyond the existing Highway 401 right-of-way, there is the potential to cause disturbance to or destruction of archaeological resources during construction. A Stage 2 Archaeological Assessment of the lands to be affected by the proposed improvements will be undertaken during Detail Design.

5.3.2 Heritage Resources

It was determined through previous evaluations/screenings that none of the structures with proposed improvements possess potential heritage significance. As such, no impacts to heritage resources are anticipated as a result of the proposed improvements.

5.4 Traffic Operations and Safety

The proposed improvements meet existing and future provincial traffic needs.

5.4.1 Construction Staging

Construction staging and traffic management will be confirmed during Detail Design. A summary of the anticipated staging is provided in **Section 1.4**.

5.4.2 Emergency Service Providers

Construction of the proposed improvements has the potential to temporarily impact emergency service vehicles in the area; however, no concerns have been raised during consultation with emergency service providers. It is recommended that the Contractor provide advanced notice of construction to emergency service providers.

5.4.3 Carpool Parking

The proposed carpool parking facility will be located off of the realigned section of Seventh Line West. Potential impacts and proposed mitigation measures will be determined during Detail Design.

5.5 Drainage and Hydrology

All drainage modifications will be designed to meet MTO drainage design criteria. The proposed improvements have the potential to cause erosion and sedimentation of watercourses/drains and to impact fish and fish habitat. All drainage modifications should incorporate erosion and sedimentation control and fish and fish habitat



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protection measures. The proposed drainage improvements, impacts, and mitigation measures will be reviewed during Detail Design.

5.6 Utilities

The Technically Preferred Alternative has impacts to existing utilities within the Study Area. Relocation of utilities will continue to be coordinated with the affected utilities during Detail Design.

6.0 Summary of Environmental Issues, Mitigating Measures, and Commitments

A summary of environmental issues, proposed mitigation and commitments, as identified up to this point of the study, is provided in **Table 1**. In general, the proposed improvements are not anticipated to have significant adverse effects on the existing natural, socio-economic, and cultural environment in/adjacent to the Study Area. To the extent possible, it is expected that adverse impacts can be avoided or mitigated by the measures and provisions summarized in **Table 1**. All potential impacts and proposed mitigation measures shall be reviewed and updated, as necessary, during Detail Design.



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Table 1: Summary of Environmental Concerns and Commitments

Legend

DFO: Fisheries and Oceans Canada MHSTCI: Ministry of Heritage, Sport, Tourism and Culture Industries NDMNRF: Northern Development, Mines, Natural Resources and Forestry MECP: Ministry of the Environment, Conservation and Parks MTO: Ministry of Transportation

LTVCA: Lower Thames Valley Conservation Authority EMS: Emergency Services C-K: Municipality of Chatham-Kent STS: Student Transportation Services RES/BUS: Local Residents/Business Owners

PUB: General Public UTL: Utilities

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Agencies	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
1.0	Vegetation			
1.1	Permanent and temporary vegetation impacts due to construction of the proposed improvements	MTO NDMNRF	1.1.1	Site-specific and general protection measures will be developed during Detail Design, which may include, but is not limited to: <ul style="list-style-type: none"> • Minimizing vegetation clearing • Implementation of timing windows for vegetation clearing • Delineating tree protection zones • Implementation of erosion and sedimentation control measures • Stabilization of cleared areas • Re-vegetation of disturbed areas • Treatment of invasive species (i.e., Phragmites)
			1.1.2	A Terrestrial Ecosystems Existing Conditions and Preliminary Impact Assessment Report will be prepared during the subsequent phase of the study.
2.0	Wildlife and Wildlife Habitat			
2.1	Nests of migratory birds, including Barn Swallow (a SAR) and Cliff Swallow, were found on bridges in the Study Area, including one of the Flook & Hinton Drain Bridges on Highway 401 (Site 13X-0229/B1 & B2). Construction activities have the potential to destroy or disturb migratory bird nests.	MTO NDMNRF MECP	2.1.1	Site-specific mitigation measures to minimize impacts to migratory bird nests will be developed during Detail Design.
2.2	Construction activities have the potential to directly and indirectly impact wildlife habitat.	MTO NDMNRF	2.2.1	Site-specific mitigation measures will be developed during Detail Design. Erosion and sedimentation control measures will be implemented during construction to reduce impacts to adjacent natural habitats.
			2.2.2	A Terrestrial Ecosystems Existing Conditions and Preliminary Impact Assessment Report will be prepared during the subsequent phase of the study.



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3.0	Fish and Fish Habitat			
3.1	The proposed improvements may affect fish and fish habitat within the Study Area. There is the potential for residual effects on fish and fish habitat as a result of the proposed changes to bridges at watercourses within the Study Area.	MTO NDMNR DFO LTVCA	3.1.1	The applicability of MTO Best Management Practices (BMPs) will be determined during Detail Design. Fisheries assessments will be required where there is no applicable BMP.
			3.1.2	Site-specific and general protection measures will be developed during Detail Design, which may include, but is not limited to: <ul style="list-style-type: none"> • Design elements • Isolation of in-water work areas • Maintenance of downstream flow • Fish relocations • Erosion and sedimentation control measures • Bank stabilization • Restoration of disturbed areas.
			3.1.3	The in-water construction timing window for watercourses in the Study Area is July 16 to March 14, inclusive.
			3.1.4	A Fish and Fish Habitat Existing Conditions and Preliminary Impact Assessment Report will be prepared during the subsequent phase of the study.
4.0	Species at Risk and Species of Conservation Concern			
4.1	Bird, reptile, mammal and insect species at risk and species of special concern have the potential to be present in the Study Area. At least one Barn Swallow nest was found on one of the Flook & Hinton Drain Bridges on Highway 401 (Site 13X-0229/B1 & B2).	MTO NDMNR MECP	4.1.1	Site-specific protection measures will be developed during Detail Design.
			4.1.2	A Terrestrial Ecosystems Existing Conditions and Preliminary Impact Assessment Report will be prepared during the subsequent phase of the study.
5.0	Groundwater and Source Water Protection			
5.1	Ancillary project activities (i.e., application of road salt, handling and storage of fuel, etc.) may pose a low risk to local groundwater and surface water quality.	MTO MECP LTVCA	5.1.1	Site-specific and general protection measures will be developed during Detail Design, which may include, but is not limited to application of current BMPs (e.g., Salt Management Plan), adherence to established Ministry plans and policies, the inclusion of special contract provisions, and monitoring, if needed.
			5.1.2	A Groundwater Overview Report will be completed during the subsequent phase of the study. The report should detail the background hydrogeology, evaluate alternatives, construction mitigation measures, recommend the need for a Permit to Take Water/Environmental Activity and Sector Registry, provide estimated dewatering rates and general mitigation measures, and recommend the extent of private well monitoring, if needed.
6.0	Erosion and Sedimentation Control			
6.1	Erosion and generation of sediment during grading, excavation, and other proposed construction activities have the potential to impact watercourses and cause indirect impacts to adjacent natural features.	MTO MNRF LTVCA	6.1.1	Site-specific measures will be developed during Detail Design.
			6.1.2	An Erosion and Sediment Overview Risk Assessment will be completed during the subsequent phase of the study. The assessment should evaluate the erosion and sedimentation risk for the project, existing conditions, rationale for risk determination, and identification of environmentally sensitive areas where additional erosion control measures and monitoring may be required.



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7.0	Adjacent Land Uses			
7.1	The Technically Preferred Alternative and future protection for a Parclo A4 interchange configuration requires the acquisition of approximately 11.1 ha of land.	MTO RES/BUS	7.1.1	Minor revisions to the amount of property required to facilitate construction of the interchange may be undertaken during Detail Design. It is expected that acquisition of the required property will be undertaken during the subsequent phase of the study.
8.0	Property Waste and Contamination			
8.1	Potential to encounter contaminated soils during construction, which may require appropriate handling and on-site re-use or off-site disposal. Potential to encounter designated substances during construction, which may require handling, storage, and disposal.	MTO MECP	8.1.1	Excess materials management and associated mitigation measures, including adherence with Ontario Regulation 406/19, will be reviewed and determined during Detail Design.
			8.1.2	Recommendations from the DHSMS and Phase I and II Environmental Site Assessment, including proper handling, storage, and disposal of materials, and the need for additional investigations should the building/property be impacted during construction, will be carried forward to Detail Design.
			8.1.3	A Contamination Overview Study, including Phase I Environmental Site Assessments and Preliminary Site Screenings, will be undertaken during the subsequent phase of the study.
9.0	Short-Term Construction Impacts			
9.1	Construction noise impacts are anticipated but will be temporary in nature and are largely unavoidable. Additionally, dust and air quality impacts are anticipated, but will be typical of any highway construction project.	MTO MECP RES/BUS PUB	9.1.1	Site-specific and general protection measures will be developed during Detail Design.
			9.1.2	A Noise Assessment will be completed during the next phase of the study.
10.0	Archaeological Resources			
10.1	The Technically Preferred Alternative will impact properties outside of the existing highway right-of-way. There is the potential for previously unknown/deeply buried artefacts/human remains to be uncovered during construction.	MTO MHSTCI	10.1.1	Site-specific and general protection measures will be developed during Detail Design.
			10.1.2	A Stage 2 Archaeological Assessment of areas associated with the new design elements at the Bloomfield Road interchange will be undertaken during the subsequent phase of the study. This assessment will be documented in a Stage 2 Archaeological Assessment Report.
11.0	Traffic and Emergency Services			
11.1	Impacts to traffic on Highway 401 and Bloomfield Road due to construction.	MTO EMS C-K STS RES/BUS PUB	11.1.1	Construction staging and traffic management will be confirmed during Detail Design. The Contractor shall provide advanced notice of construction to emergency service providers and relevant stakeholders.



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12.0	Drainage and Hydrology		
12.1	The proposed improvements have the potential to cause erosion and sedimentation of watercourses/drains.	MTO NDMNRF LTVCA DFO	12.1.1 Site-specific and general protection measures will be developed during Detail Design, which may include, but is not limited to erosion and sedimentation controls and fish and fish habitat protection measures.
13.0	Utilities		
13.1	Impacts to existing utilities during construction.	MTO UTL	13.1.1 The design will mitigate any utility conflicts, where feasible. All conflicts will be reviewed and confirmed during Detail Design. Consultation with utility companies will continue during the subsequent phase of the study.



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WSP Canada Inc. 2017b. Phase I and II Environmental Site Assessment, 7744 Seventh Line West, Chatham-Kent, Ontario.



APPENDIX A: Notification Materials

NOTICE OF STUDY COMMENCEMENT

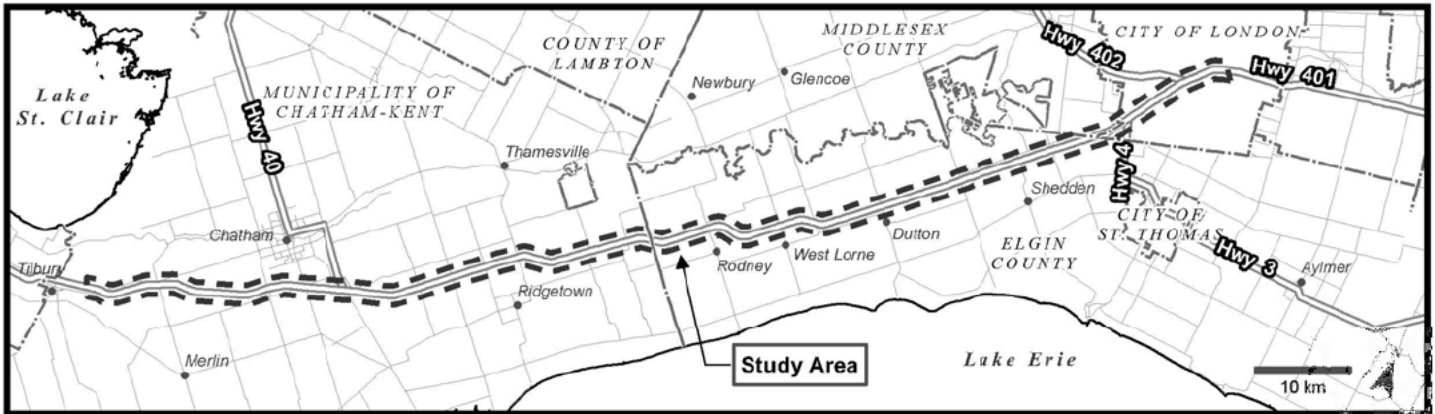
NOTICE OF STUDY COMMENCEMENT

Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

THE STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to complete the Preliminary Design, initiate Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 km). The study area is located within the Municipality of Chatham-Kent, Elgin County, Middlesex County, and City of London as shown on the key plan.



The study has been divided into various projects based on geographic location with the following scope:

- **Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)**
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier TESR Review and initiate Detail Design Group B Class EA (GWP 3024-18-00).
 - Interchange and underpass improvements TESR Review and initiate Detail Design Group B Class EA (GWP 3078-18-00).
- **Elgin County (C-K/Elgin County Boundary to Union Road)**
 - Widening/reconstruction of approximately 39 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier Preliminary Design and Initiate Detail Design Group C Class EA (GWP 3073-17-00).
 - Interchange and underpass improvements Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00).
- **Elgin/Middlesex Counties (Union Road to Highway 4 (Col. Talbot Road))**
 - Widening/reconstruction of approximately 14 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier Preliminary Design and initiate Detail Design Group C Class EA (GWP 3038-19-00).
 - Interchange and underpass improvements Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00).
- **Middlesex County/City of London (Highway 4 (Col. Talbot Road) and Wellington Road)**
 - Widening/reconstruction of approximately 10 km of Highway 401 (addition of one lane on the outside in each direction) and underpass improvements TESR Review and initiate Detail Design Group B Class EA (GWP 3025-18-00).
- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

THE PROCESS

The projects are following approved planning processes in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*. MTO completed Preliminary Design studies for sections of this study area, as documented in the Highway 401 Chatham-Kent and Highway 401 London Transportation Environmental Study Reports (TESRs) in 2008 and 2004, respectively. A 'five-year review' will be undertaken to determine if significant changes to the relevant portions of the approved Preliminary Design have occurred since submission of the TESRs. If no significant changes to the relevant portions of the TESRs are identified, the projects will proceed to Detail Design.

CONSULTATION AND COMMENTS

Ongoing consultation and engagement will take place throughout the projects. If you wish to provide comments or questions, or have your name added to the project (include GWP number) mailing lists, please visit the project website where study notices, background information, and project materials will be made available as the study progresses, and you can provide your questions or comments to the project team by referencing the applicable project GWP. You may also contact the Project Team members below:

Adam Barg, P.Eng.
Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: 905-381-3216
comments@highway401tilburytolondon.ca

Natalia Bartos, P.Eng.
Project Engineer - Planning & Design
Ministry of Transportation
3rd Floor, 659 Exeter Road
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comments@highway401tilburytolondon.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

For more details for each project, please visit the study website: www.highway401tilburytolondon.ca

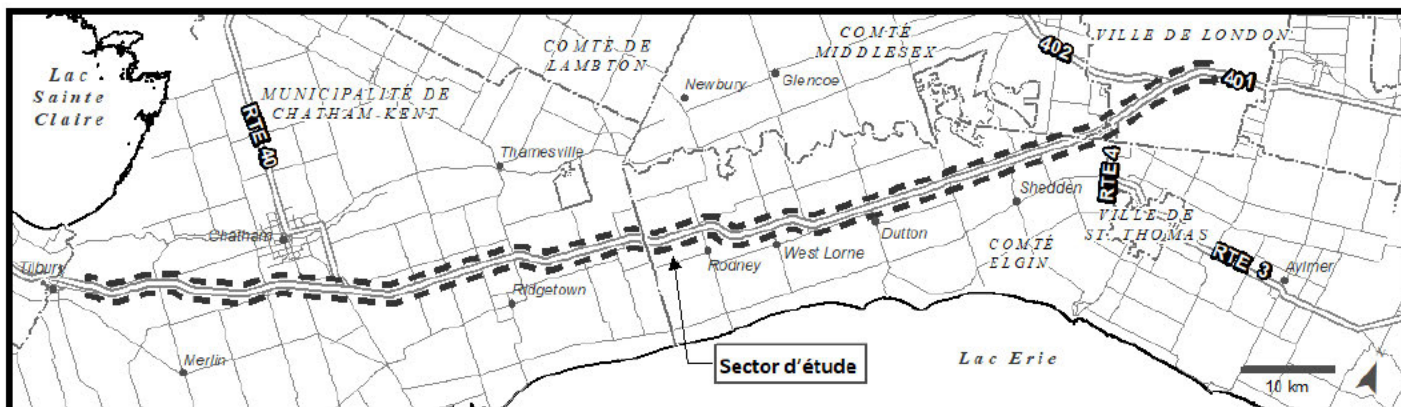
AVIS DE DÉBUT D'ÉTUDE

Élargissement/reconstruction de l'autoroute 401 avec construction d'une glissière médiane en béton et améliorations aux échangeurs, de Merlin Road (Tilbury) à Wellington Road (London)

Conception préliminaire, conception détaillée et évaluation environnementale de portée générale

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de **Stantec Consulting Ltd.** pour finaliser la conception préliminaire et débiter la conception détaillée et l'évaluation environnementale de portée générale des améliorations à l'autoroute 401 entre Tilbury et London (118 km). La zone d'étude se situe dans la municipalité de Chatham-Kent, le comté Elgin County, le comté Middlesex et la ville de London, comme montré sur le plan ci-dessous.



L'étude a été divisée en plusieurs projets en fonction de la localisation géographique. Voici la portée de ces projets :

- **Municipalité de Chatham-Kent (C-K) (Merlin Road à la limite C-K/comté Elgin)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 55 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; revue du rapport d'étude environnementale pour les transports (REET) et début de la conception détaillée; projet de groupe B classe EA (GWP 3024-18-00).
 - Améliorations à l'échangeur et au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3078-18-00).
- **Comté Elgin (limite C-K/comté Elgin jusqu'à Union Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 39 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3073-17-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- **Comtés Elgin/Middlesex (Union Road à la route 4 [Colonel Talbot Road])**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 14 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3038-19-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- **Comté Middlesex/Ville de London (Route 4 [Colonel Talbot Road] à Wellington Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 10 km (ajout d'une voie sur la bande médiane dans chaque direction) et amélioration au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3025-18-00).
- Revue des exigences et de la localisation d'un nouvel entrepôt de sel routier dans le corridor de l'autoroute 401 entre Tilbury et London.

LE PROCESSUS

Les projets ci-dessus suivent le processus de planification approuvé en vertu de l'évaluation environnementale de portée générale pour les installations provinciales de transport (2000). Le MTO a terminé les études de conception préliminaire pour certaines sections de la présente étude, comme indiqué dans les rapports d'étude environnementale pour les transports (REET) portant sur l'autoroute 401 à Chatham-Kent et sur l'autoroute 401 à London, réalisés respectivement en 2008 et 2004. Une évaluation préliminaire sera réalisée pour déterminer si des changements importants sont survenus depuis le dépôt des REET aux sections pour lesquelles une conception préliminaire a été réalisée et approuvée. Si aucun changement important n'est rapporté, les projets de ces sections passeront à la phase de conception détaillée.

CONSULTATION ET COMMENTAIRES

Des consultations et des échanges se feront tout au long des projets. Si vous avez des commentaires ou des questions au sujet de l'étude ou si vous souhaitez faire ajouter votre nom à la liste d'envoi (veuillez indiquer le numéro GWP), rendez-vous sur le site du projet. Des avis d'études, des renseignements contextuels et de la documentation y seront versés au fur et à mesure de l'avancement de l'étude. Vous pourrez sur le site faire part de vos questions ou commentaires à l'équipe de projet en indiquant le numéro GWP approprié. Vous pouvez également communiquer avec les membres suivants de l'équipe de projet :

Adam Barg, P.Eng.
Chargé de projet
Stantec Consulting Ltd.
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Natalia Bartos, P.Eng.
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comments@highway401tilburytolondon.ca

Si vous avez des besoins spéciaux en matière d'accessibilité pour pouvoir participer à ce projet, veuillez communiquer avec les membres de l'équipe du projet nommés ci-dessus. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.

Pour de plus amples renseignements sur chacun des projets, rendez-vous sur le site de l'étude :
www.highway401tilburytolondon.ca





November 25, 2019

File: 165001119

Attention: Mr. Rick Nicholls, MPP, Chatham-Kent-Leamington
Constituency Office
111 Heritage Road, Suite 100
Chatham ON N7M 5W7

Dear Mr. Nicholls,

**Reference: Notice of Study Commencement – Highway 401 Widening/
Reconstruction, Concrete Median Barrier and Interchange
Improvements from Merlin Road (Tilbury) to Wellington Road (London)
Preliminary Design, Initiate Detail Design and Class Environmental
Assessment Study**

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to complete the Preliminary Design, initiate Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 km). The study area is located within the Municipality of Chatham-Kent, Elgin County, Middlesex County and City of London, as shown on the attached Notice.

The study has been divided into various projects based on geographic location with the following scope:

- **Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)**
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier – TESR Review and initiate Detail Design Group B Class EA (GWP 3024-18-00).
 - Interchange and underpass improvements – TESR Review and initiate Detail Design Group B Class EA (GWP 3078-18-00).
- **Elgin County (C-K/Elgin County Boundary to Union Road)**
 - Widening/reconstruction of approximately 39 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier – Preliminary Design and Initiate Detail Design Group C Class EA (GWP 3073-17-00).
 - Interchange and underpass improvements – Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00).

Reference: Notice of Study Commencement – Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

- **Elgin/Middlesex Counties (Union Road to Highway 4 (Col. Talbot Road))**
 - Widening/reconstruction of approximately 14 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier – Preliminary Design and initiate Detail Design Group C Class EA (GWP 3038-19-00).
 - Interchange and underpass improvements – Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00).
- **Middlesex County/City of London (Highway 4 (Col. Talbot Road) and Wellington Road)**
 - Widening/reconstruction of approximately 10 km of Highway 401 (addition of one lane on the outside in each direction) and underpass improvements – TESR Review and initiate Detail Design Group B Class EA (GWP 3025-18-00).
- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

The purpose of this letter is to introduce the project, and to advise you that the attached Notice of Study Commencement will be published in the following newspapers within the study area on the following dates:

English Newspapers	
Newspaper	Publication Date
Chatham Kent	December 5, 2019
London Free Press	December 7, 2019
The Londoner	December 5, 2019
French Newspapers	
Newspaper	Publication Date
Windsor Le Rempart	December 5, 2019
London L'Action	December 5, 2019

It will also be made available on the study website which will go live on December 2, 2019: www.highway401tilburytolondon.ca.

Reference: Notice of Study Commencement – Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

The projects are following approved planning processes in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, as described in the attached Notice.

Please communicate any concerns or questions related to this project to the undersigned.

Regards,

Stantec Consulting Ltd.



Paula Hohner MSc.PI, MCIP, RPP
Senior Environmental Planner
Phone: 519-675-6666
Fax: 519-645-6575
paula.hohner@stantec.com

Attachment: Notice of Study Commencement
c. N. Bartos, H. Mitchell, Ministry of Transportation
A. Barg, Stantec Consulting Ltd.

Ministry of Transportation

Engineering Office
Environmental Section
West Region

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4560
Facsimile: (519) 873-4600
Email: Cathy.Giesbrecht@ontario.ca

Ministère des Transports

Bureau du génie
Section de l'environnement
Région de l'Ouest

659, rue Exeter
London (Ontario) N6E 1L3
Téléphone: (519) 873-4560
Télécopieur: (519) 873-4600



December 2, 2019

Attention:

Re: Notice of Study Commencement - Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

Dear

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to complete the Preliminary Design, initiate Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 km). The study area is located within the Municipality of Chatham-Kent, Elgin County, Middlesex County and City of London, as shown on the attached Notice.

The study has been divided into various projects based on geographic location with the following scope:

- **Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)**
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier (GWP 3024-18-00).
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 - Interchange and underpass improvements (GWP 3079-18-00).

- **Middlesex County/City of London (Highway 4 (Col. Talbot Road) and Wellington Road)**
 - Widening/reconstruction of approximately 10 km of Highway 401 (addition of one lane on the outside in each direction) and underpass improvements (GWP 3025-18-00).
- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

The projects are following approved planning processes in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, as described in the attached Notice.

Archaeological, terrestrial and fisheries investigations are being completed as part of this project to identify any impacts and mitigation measures related to the project. The purpose of this letter is to introduce the projects and to identify any issues or concerns that you may have.

If you have any comments or questions, please contact me at 519-873-4560 or by email at cathy.giesbrecht@ontario.ca.

If you would prefer a meeting with ministry staff, that can also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

Yours truly,



Cathy Giesbrecht
Head, Environmental Section

Attachment: Notice of Study Commencement

- c. N. Bartos, H. Mitchell, R. Wallis, L. Fisher Bloxam – Ministry of Transportation
A. Barq, P. Hohner – Stantec Consulting Ltd.

Title	FirstName	LastName	JobTitle	Company	Branch	Address1	Address2	City	Prov	PostalCode
Federal Agencies										
Mr.	Rob	Dobos	Manager	Fisheries and Oceans Canada	Environmental Assessment Section	867 Lakeshore Road		Burlington	ON	L7S 1A1
Provincial Agencies										
Ms.	Lisa	Myslicki	Environmental Specialist	Infrastructure Ontario	Realty Portfolio Planning, Environmental Services	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3
Mr.	Drew	Crinklaw	Rural Planner, Southwestern Ontario	Ministry of Agriculture, Food and Rural Affairs	Land Use Policy & Stewardship	667 Exeter Road		London	ON	N6E 1L3
Mr.	Chris	Stack	Manager	Ministry of Heritage, Sport, Tourism and Culture Industries	West Region	4275 King Street	2nd Floor	Kitchener	ON	N2P 2E9
			GENERAL EMAIL NOTIFICATION AND PROJECT INFORMATION FORM-NOTICE OF STUDY COMMENCEMENT	Ministry of the Environment, Conservation and Parks						
Mr.	Craig	Newton	Environmental Planner	Ministry of the Environment, Conservation and Parks	Southwestern Region	733 Exeter Road		London	ON	N6E 1L3
Ms.	Karina	Cerniavskaja	District Planner	Ministry of Natural Resources and Forestry	Aylmer District Office	615 John Street North		Aylmer	ON	N5H 2S8
Ms.	Karla	Barboza	Team Lead (Acting), Heritage	Ministry of Heritage, Sport, Tourism and Culture Industries	Heritage Program Unit, Programs and Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
Conservation Authorities										
Mr.	Mark	Peacock	General Manager	Lower Thames Valley Conservation Authority		100 Thames Street		Chatham	ON	N7L 2Y8
Ms.	Elizabeth	VanHooren	General Manager/ Treasurer	Kettle Creek Conservation Authority		44015 Ferguson Line		St. Thomas	ON	N5P 3T3
Mr.	Ian	Wilcox	General Manager/ Treasurer	Upper Thames River Conservation Authority		1424 Clarke Road		London	ON	N5V 5B9
Mr.	Richard	Wyma	General Manager/ Secretary-Treasurer	Essex Region Conservation Authority		360 Fairview Ave W	Suite 311	Essex	ON	N8M 1Y6
Municipal										
Ms.	Jane	Mustac	Director of Infrastructure Services/ County Engineer	County of Essex		360 Fairview Avenue West	Administration Offices, Essex County Civic Centre	Essex	ON	N8M 1Y6
Ms.	Mary	Birch	Director of Council & Community Services/Clerk	County of Essex		360 Fairview Avenue West	Administration Offices, Essex County Civic Centre	Essex	ON	N8M 1Y6
	Truper	McBride	Chief Administrative Officer	Town of Lakeshore	Administration Department	419 Notre Dame Street		Belle River	ON	N0R 1A0
Mr.	Nelson	Cavacas	Director of Engineering and Infrastructure Services	Town of Lakeshore	Engineering and Infrastructure Services	419 Notre Dame Street		Belle River	ON	N0R 1A0
			Chief Administrative Office	Municipality of Chatham-Kent		315 King Street West		Chatham	ON	N7M 5K8
Mr.	Adam	Sullo	Director of Engineering and Transportation	Municipality of Chatham-Kent		315 King Street West	P.O. Box 640	Chatham	ON	N7M 5K8
Mr.	Jerry	Corso	Manager, Public Works South	Municipality of Chatham-Kent		315 King Street West	P.O. Box 640	Chatham	ON	N7M 5K8
Ms.	Julie	Gonyou	CAO/ Clerk	Elgin County		450 Sunset Drive		St. Thomas	ON	N5R 5V1
Mr.	Brian	Lima	Director of Engineering Services	Elgin County		450 Sunset Drive		St. Thomas	ON	N5R 5V1
Mr.	Michael	Di Lullo	Chief Administrative Officer	Municipality of Middlesex Centre		10227 Ilderton Road		Ilderton	ON	N0M 2A0
Mr.	Rob	Cascaden	Director, Public Works and Engineering	Municipality of Middlesex Centre		10227 Ilderton Road		Ilderton	ON	N0M 2A0
Ms.	Cathy	Saunders	City Clerk	City of London		300 Dufferin Avenue	PO Box 5035	London	ON	N6A 4L9
Mr.	Garfield	Dales	Division Manager	City of London	Transportation Planning and Design	300 Dufferin Avenue	PO Box 5035	London	ON	N6A 4L9
Ms.	Genevieve	Scharback	CAO/Clerk	Municipality of West Elgin		22413 Hoskins Line		Rodney	ON	N0L 2C0
Mr.	Lee	Gosnell	Roads Superintendent	Municipality of West Elgin		22413 Hoskins Line		Rodney	ON	N0L 2C0
Ms.	Heather	Bouw	Clerk	Municipality of Dutton Dunwich	Administration Department	199 Currie Road		Dutton	ON	N0L 1J0
Mr.	Murray	Wickerson	Manager of Roads and Facilities	Municipality of Dutton Dunwich	Public Works Department	199 Currie Road		Dutton	ON	N0L 1J0
Ms.	Kathy	Bunting	County Clerk	Middlesex County		399 Ridout Street North		London	ON	N6A 2P1
Mr.	Chris	Traini	County Engineer	Middlesex County		399 Ridout Street North		London	ON	N6A 2P1
Ms.	Lisa	Higgs	CAO/Clerk/Deputy Treasurer	Township of Southwold		35663 Fingal Line		Fingal	ON	N0L 1K0
Mr.	Paul	Van Vaerenbergh	Public Works Superintendent	Township of Southwold		35663 Fingal Line		Fingal	ON	N0L 1K0
Emergency Services										
Mr.	Bob	Crawford	Fire Paramedic Chief	Chatham-Kent Fire and Emergency Services		5 Second Street		Chatham	ON	N7M 5X2
Mr.	Gary	Conn	Police Chief	Chatham-Kent Police Service		24 Third Street	PO Box 366	Chatham	ON	N7M 5K5
Sir/Madam			Traffic Sergeant	Chatham-Kent Police Service	Traffic Unit	24 Third Street	PO Box 366	Chatham	ON	N7M 5K5
Mr.	Bruce	Krauter	Chief	Essex-Windsor EMS	Planning and Physical Resources	360 Fairview Avenue W		Essex	ON	N8M 1Y6
Mr.	Mac	Gilpin	Managing Director	Medavie EMS Elgin Ontario (MEMSEO)		125 Edward Street		St. Thomas	ON	N5P 4L9
Ms.	Pauline	Poirier	President	Medavie EMS Elgin Ontario (MEMSEO)		125 Edward Street		St. Thomas	ON	N5P 4L9
Mr.	Matthew	Gaudette	Operations Manager	Medavie EMS Ontario (Chatham-Kent)		337 Richmond Street		Chatham	ON	N7M 1P5
Ms.	Gillian	Lee	Section	Ontario Provincial Police		777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3
S./Sgt.	Brad	Coulbeck	Detachment Commander	Ontario Provincial Police	Chatham-Kent Detachment	535 Park Avenue East	RR 4	Chatham	ON	N7M 5J4
Sir/Madam			Detachment Commander	Ontario Provincial Police	West Region Headquarters	6355 Westminster Drive	P.O. Box 57, Lambeth Station	London	ON	N6P 1T2
Insp.	Tony	Cristilli	Detachment Commander	Ontario Provincial Police	Middlesex (London)	823 Exeter Road		London	ON	N6E 1W1
				Ontario Provincial Police	Elgin County	42696 John Wise Line		St. Thomas	ON	N5P 3S9
Insp.	Glenn	Miller	Detachment Commander	Ontario Provincial Police	Essex County	1219 Hicks Road	P.O. Box 910	Essex	ON	N8M 2Y2
				Middlesex-London EMS		1035 Adelaide Street South		London	ON	N6E 1R4
Ms.	Lori	Hamer	Fire Chief	London Fire Department		400 Horton Street East		London	ON	N6B 1L7
Mr.	Stephen	Williams	Chief of Police	London Police		601 Dundas Street		London	ON	N6B 1X1

Title	FirstName	LastName	JobTitle	Company	Branch	Address1	Address2	City	Prov	PostalCode
Mr.	Colin	Toth	Director of Fire Services/ Fire Chief	Municipality of Middlesex Centre Fire Department		10227 Ilderton Road		Ilderton	ON	N0M 2A0
Mr.	D.	Lundy	Fire Chief	Dutton Dunwich Fire Department		199 Currie Road		Dutton	ON	N0L 1J0
Mr.	Allen	Beers	Fire Chief	West Elgin Fire Department		22413 Hoskins Line		Rodney	ON	N0L 2C0
Mr.	Jeff	McArthur	Fire Chief	Township of Southwold Fire Department		35663 Fingal Line		Fingal	ON	N0L 1K0
School Boards and Transportation										
Ms.	Maureen	Cosyn Heath	Chief Administrative Officer	Southwestern Ontario Student Transportation Services		201-557 Southdale Road		London	ON	N6E 1A2
Mr.	Kent	Orr	General Manager	CLASS Shared Services		600 Gillard Street		Wallaceburg	ON	N8A 4X1
Sir/Madam			Transportation Planner	Chatham-Kent Lambton Administrative School Services		600 Gillard Street		Wallaceburg	ON	N8A 4X1
Mr.	Jim	Costello	Director of Education	Lambton Kent District School Board		P.O. Box 2019		Sarnia	ON	N7T 7L2
Ms.	Deb	Crawford	Director of Education	St. Clair Catholic District School Board		420 Creek Street		Wallaceburg	ON	N8A 4C4
Ms.	Amy	Janssens	Associate Director, Corporate Services	St. Clair Catholic District School Board		420 Creek Street		Wallaceburg	ON	N8A 4C4
Mr.	Joseph	Picard	Director of Education	Conseil Scolaire Catholique Providence		14 Notre Dame Street		Pain Court	ON	N0P 1Z0
Mr.	Mark	Fisher	Director of Education	Thames Valley District School Board		1250 Dundas Street		London	ON	N5W 5P2
Ms.	Linda	Staudt	Director of Education	London District Catholic School Board		5200 Wellington Road S.		London	ON	N6E 3X8
Stakeholders										
Sir/Madam			Vice President	Ontario Trucking Association		555 Dixon Road		Toronto	ON	M9W 1H8
Sir/Madam				Ontario Cycling Association		2-2015 Pan Am Boulevard		Milton	ON	L9E 0K7
Sir/Madam				Ontario Federation of Agriculture		100 Stone Road W.	Ontario AgriCentre, Suite 206	Guelph	ON	N1G 5L3
Ms.	Gail	Hundt	President & CEO	Chatham-Kent Chamber of Commerce		54 Fourth St.		Chatham	ON	N7M 2G2
Mr.	Ken	McEwan	Director	University of Guelph - Ridgetown Campus		120 Main Street E.		Ridgetown	ON	N0P 2C0
Sir/Madam				Canadian National Railway		935 de La Gauchetiere Street W.	Headquarters	Montreal	QC	H3B 2M9
Sir/Madam				Canadian Pacific Railway		7550 Ogden Dale Road S.E.		Calgary	ON	T2C 4X9
Mr.	Gerry	Macartney	CEO	London Chamber of Commerce		101-244 Pall Mall Street		London	ON	N6A 5P6
Mr.	Bob	Hammersley	President & CEO	St. Thomas and District Chamber of Commerce		115-300 South Edgeware Road		St. Thomas	ON	N5P 4L1
Sir/Madam				Ontario Federation of Snowmobile Clubs		684783 Highway 2	RR3	Woodstock	ON	N4S 7V7
Sir/Madam				Chatham Kent Trails Council		chathamkenttrails@gmail.com				
Sir/Madam				West Elgin Nature Trust		P.O. Box 532		Rodney	ON	N0L 2C0
				Chatham-Kent Public Utilities Commission		325 Grand Avenue E.	PO Box 1191	Chatham	ON	N7M 5L8



December 2, 2019
File: 165001119

LETTER TO EXTERNAL AGENCIES

Attention: «FirstName» «LastName», «JobTitle»
«Company»
«Branch»
«Address1» «Address2»
«City» «Prov» «PostalCode»

Dear «Title»«LastName»,

**Reference: Notice of Study Commencement - Highway 401 Widening/
Reconstruction, Concrete Median Barrier and Interchange
Improvements from Merlin Road (Tilbury) to Wellington Road (London)
Preliminary Design, Initiate Detail Design and Class Environmental
Assessment Study**

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to complete the Preliminary Design, initiate Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 km). The study area is located within the Municipality of Chatham-Kent, Elgin County, Middlesex County and City of London, as shown on the attached Notice.

The study has been divided into various projects based on geographic location with the following scope:

- **Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)**
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier - TESR Review and initiate Detail Design Group B Class EA (GWP 3024-18-00)
 - Interchange and underpass improvements - TESR Review and initiate Detail Design Group B Class EA (GWP 3078-18-00)
- **Elgin County (C-K/Elgin County Boundary to Union Road)**
 - Widening/reconstruction of approximately 39 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier - Preliminary Design and Initiate Detail Design Group C Class EA (GWP 3073-17-00)
 - Interchange and underpass improvements - Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00)

December 2, 2019

Attention

Page 2 of 2

Reference: Notice of Study Commencement - Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

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 - Widening/reconstruction of approximately 10 km of Highway 401 (addition of one lane on the outside in each direction) and underpass improvements - TESR Review and initiate Detail Design Group B Class EA (GWP 3025-18-00).
- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

The purpose of this letter is to introduce the project, seek your input, and to identify any issues, concerns or approval requirements that your organization may have.

The projects are following approved planning processes in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, as described in the attached Notice.

Please communicate any concerns or questions related to this project to the undersigned. A comment form is provided for your convenience. Please return by January 10, 2020.

Regards,

Stantec Consulting Ltd.



Paula Hohner MSc.PI, MCIP, RPP
Senior Environmental Planner
Phone: 519-675-6666
Fax: 519-645-6575
paula.hohner@stantec.com

Attachment: Notice of Study Commencement, Comment Form

c. N. Bartos, H. Mitchell, Ministry of Transportation
A. Barg, Stantec Consulting Ltd.

NOTICE OF STUDY COMMENCEMENT

Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements

from Merlin Road (Tilbury) to Wellington Road (London)

Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study



STUDY COMMENCEMENT REPLY – PLEASE RETURN BY Friday, January 10, 2020.

- Please remove this organization from the study mailing list.
- This organization has no concerns or interest in the project.
- This organization’s area of interest/comments are provided below.

This organization is interested in the following GWPs _____

Contact information:

Name:

Position:

Organization:

Mailing Address:

Tel:

E-mail:

Please return the completed form to:

Paula Hohner, MCIP, RPP
 Senior Environmental Planner
 Stantec Consulting Ltd.
 600-171 Queens Ave.
 London ON N6A 5J7
 Phone: 519-675-6666; Fax: 519-645-6575

Reply by email:

paula.hohner@stantec.com

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



[ad_1119_NOSC_Eng_Fr_fnl.pdf](#)
[project_information_form_20191202_highway401widening_reconstruction_tilbury_london.xlsx](#)
[project_information_form_20191202_highway401widening_reconstruction_tilbury_london.pdf](#)

From: Gazibara, Nevena

Sent: Monday, December 2, 2019 5:30 PM

To: 'eanotification.swregion@ontario.ca' <eanotification.swregion@ontario.ca>

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Barg, Adam <adam.barg@stantec.com>; Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>; 'Mitchell, Heather (MTO)' <Heather.Mitchell@ontario.ca>

Subject: MTO Class EA, Elgin County, Essex County, Middlesex County, Municipality of Chatham-Kent and City of London, Highway 401 Widening/Reconstruction from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Class EA

Good afternoon,

Please find the project information form and Notice of Study Commencement for the above-mentioned MTO project attached for review.

Please contact the undersigned if you have any questions or require additional information on the project.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner

Direct: 905 381-3249

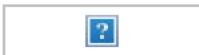
Fax: 905 385-3534

nevena.gazibara@stantec.com

Stantec

200-835 Paramount Drive

Stoney Creek ON L8J 0B4



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.



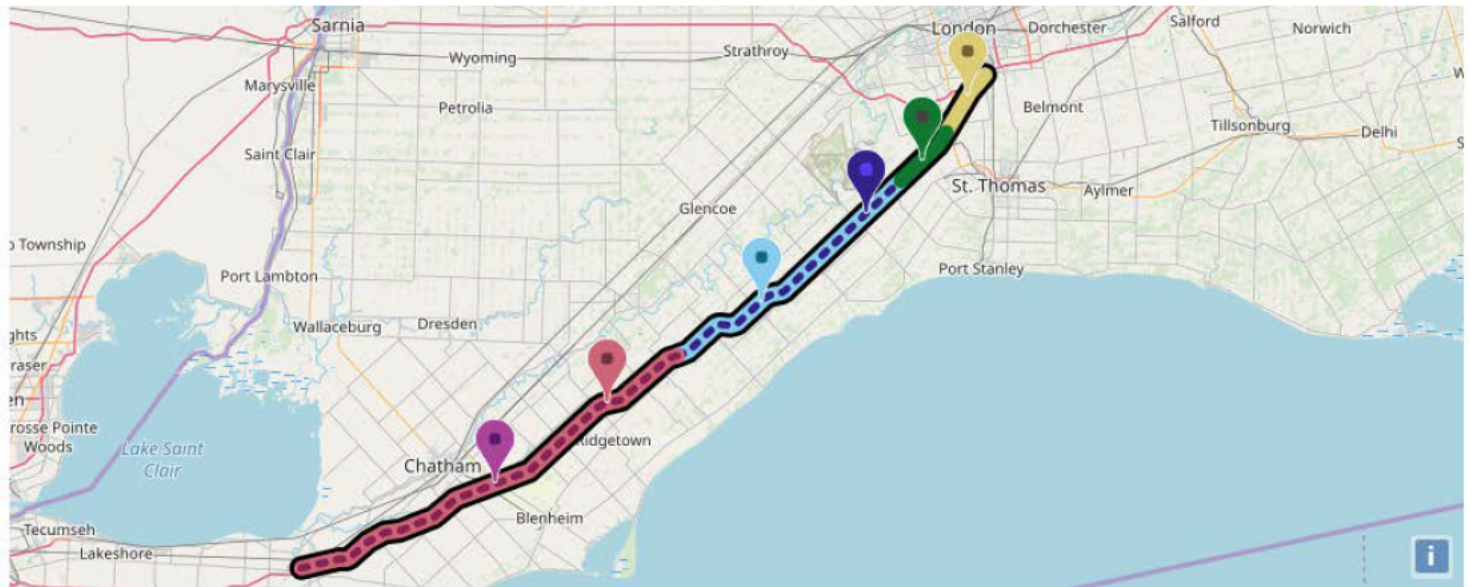
Highway 401 Expansion – Tilbury to London

[HOME](#) [NEWS](#) [CLASS EA PROCESS](#) [FAQ](#) [DOCUMENTATION](#) [CONTACT](#)

[GWP 3024-18-00](#) [GWP 3025-18-00](#) [GWP 3038-19-00](#) [GWP 3073-17-00](#) [GWP 3078-18-00](#) [GWP 3079-18-00](#)



Home



The Ontario Ministry of Transportation (MTO) is undertaking a multi-year construction project to widen and improve approximately 118 km of Highway 401.

Stantec Consulting Limited was retained by MTO to complete the Preliminary Design, initiate Detail Design and Class Environmental Assessment (EA) Study to address the future needs of the Highway 401 corridor from Tilbury to London within the Municipality of Chatham-Kent, Elgin County, Middlesex County, and City of London. The study will consider pavement and bridge improvements, corridor management, highway safety, traffic operations, environmental impacts, drainage, and maintenance operations.

Project Details

- Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier TESR Review and initiate Detail Design Group B Class EA ([GWP 3024-18-00](#)).
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- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

Construction Sequence and Schedule

The study will consider the overall construction sequence for the proposed improvements. Construction is anticipated to begin in 2021 subject to funding and approvals. Specific timing for the various components of construction will be confirmed as the study progresses and will be provided on the project website for each GWP when it becomes available.

News

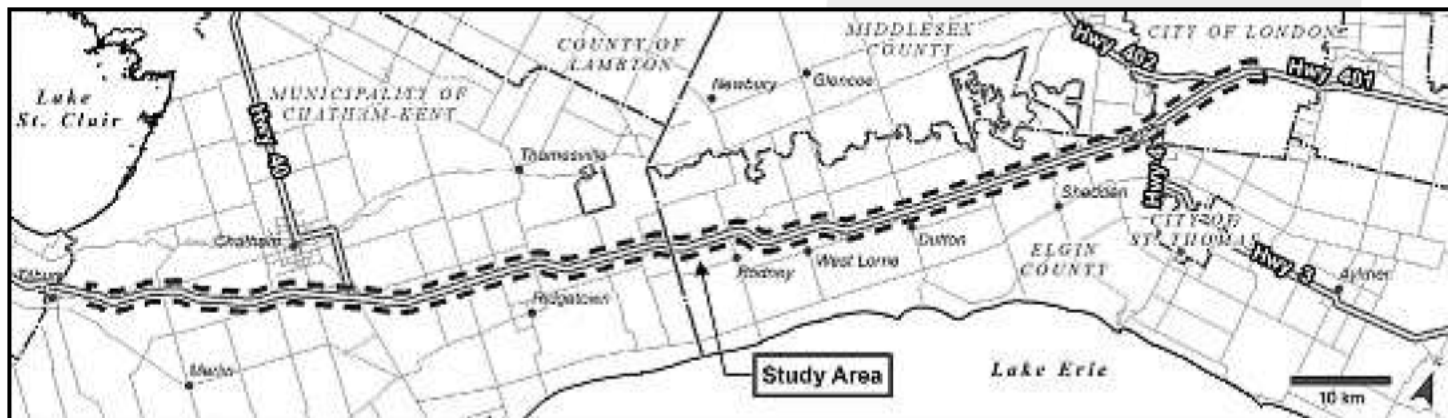
- [Notice of Study Commencement](#)
-

Notice of Study Commencement

Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

THE STUDY

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Faas on floods

ISSUES FROM A16

In past decades, the provincial government partnered with municipalities to purchase properties identified as being located in floodplains, he said.

"If you get people out of there, that might be one of the solutions."

Zuzek said an option to relocate buildings along the shore of Lake Erie would cost \$37 million to \$68 million.

Faas said the Ontario government has indicated it's not interested in an acquisition program at this time.

But Chatham-Kent continues to communicate with higher levels of government on the subject, and he said those senior governments are very aware of what's going on, but the "ball is in their court" to address a solution.

Kent Federation holding annual meeting Dec. 11

CHATHAM THIS WEEK

The Kent Federation of Agriculture (KFA) will be holding its annual meeting on Dec. 11 at the Ridgetown Campus, University of Guelph, beginning at 12 noon.

Dennis Park and Ryan Knee from Atlantic Industries Limited and Josh Dewar from Guardian Bridge Company will be speaking on specialized innovations, fibreglass composite bridge systems and a broad range of efficient solutions for the transportation, public works, railway, urban, mining and energy, forestry, northern and development sectors.

The Kent Federation will be recognizing Lydia Fenton and Tyler Robertson with its KFA Scholarships; Louis Roesch with its KFA Meritorious Award, and Jay Cunningham with the Ed Campbell Memorial Award.

Tickets are \$10 each, which includes a hot chicken lunch. Tickets are available by contacting the KFA office at 519-674-1500 ext. 63595, or by email at kfa@uoguelph.ca, and must be reserved in advance.

The meeting will begin with lunch at noon, followed by elections, awards and guest speakers.

Next week's OSSTF strike won't include Thames Valley board

HEATHER RIVERS

Public high school teachers and education workers plan another one-day walkout next week, but the Thames Valley District school board isn't one of the nine boards targeted by their union in a limited strike.

Members of the Ontario Secondary School Teachers' Federation at two Southwestern Ontario school boards — Brant Haldimand Norfolk Catholic District and Grand Erie — will walk out Dec. 11, the union said Friday.

OSSTF represents support workers at public and Catholic school boards and some elementary schools.

The other seven boards where unions members will strike are spread out across the province, including Toronto.

OSSTF members who remain on the job Dec. 11 will hold information pickets in front of schools and at the offices of Progressive Conservative MPPs, the union said.

Members also will continue a work-to-rule campaign that began Nov. 26 to back contract demands, OSSTF said.

The union is pushing back against the Ford government's plan for bigger class size and mandatory e-learning.

About 60,000 OSSTF members walked off the job Wednesday in a one-day strike that forced boards across the province, including the Thames Valley board, to close high schools.

Another strike is necessary because the province still refuses to

address the union's major concerns in contract negotiations, OSSTF president Harvey Bischof said Friday in a statement.

"Even after it was confirmed that the government's own public consultations reveal overwhelming opposition to Doug Ford's education agenda, the government is still refusing to engage in serious discussions about mandatory e-learning, class size, staffing, or any other issue that affects the learning environments in our schools."

Education Minister Stephen Lecce said Friday the key issue at the bargaining table is compensation, with the province offering a one-per-cent annual wage increase, and the union asking for around two per cent.

Lecce condemned what he called further escalation by the teachers' union.

"I'm saying that is unacceptable and incongruent with the priorities of any parent in this province," he said. "We stand with parents against escalation."

The minister urged the union to sit down with the government and a third-party mediator in a bid to reach an agreement so students remain in school.

NDP education critic Marit Stiles said Lecce could change the tone of talks by halting plans to increase class size and to mandate e-learning courses.

"The government needs to reverse all these cuts, get back to the table and get a deal," she said.

With files from The Canadian Press



Victoria and James Chalmers of Home Instead Senior Care have operated Be a Santa to a Senior for 10 years, collecting and distributing gifts to isolated seniors in London. DEREK RUTTAN

SPIRIT OF GIVING

Donated gifts break seniors' isolation

JONATHAN JUHA

Social isolation has long been seen as a factor damaging the quality of life of seniors in Canada.

According to Statistics Canada, about half of people over the age of 80 report feeling lonely, with 10 to 15 per cent of people 65 or older suffering from depression largely due to isolation.

Those feelings of isolation can increase during the Christmas season, an issue Home Instead Senior Care, a company that provides at-home services to seniors, is trying to bring attention to. It's collecting gifts from the community and sharing them with seniors as part of its Be a Santa to a Senior program.

Though gifts for this season have already been collected, the awareness this campaign hopes to raise is important all year long, organizers say.

ABOUT THE PROGRAM

The Be a Santa to a Senior initiative began in London 10 years ago. Home Instead puts out trees across the city with ornaments that include suggested gifts for seniors. People are encouraged to take one of the ornaments, buy the gift and return with the gift to place it under the tree, where it will be picked up and later delivered to its recipient.

WHO BENEFITS

People in the community can nominate any senior they believe could benefit from the program. Many are nominated by caregivers, friends or neighbours. Many of the recipients are seniors who don't have family in the area and live alone in their own homes or nursing or retirement homes.

THE REASON BEHIND IT

"In our line of work, we recognize that a lot of seniors are isolated and senior isolation is a big contributing factor to a lot of ailments that cause their health to decline," said James Chalmers, who owns Home Instead with his wife Victoria. "So this program hopes to get a gift to a senior who may not otherwise get any gifts, or many visitors or have anyone in their life with whom to spend this time of the year and connect them with our community."

THE NEED

Last year was a record for Be a Santa to a Senior with about 500 gifts. That's a number organizers hope they have surpassed this year, noting each year the campaign has been growing since its inception. "That gives you an indication of the generosity of the London community," Chalmers said. The gifts will be wrapped by volunteers and distributed Thursday.

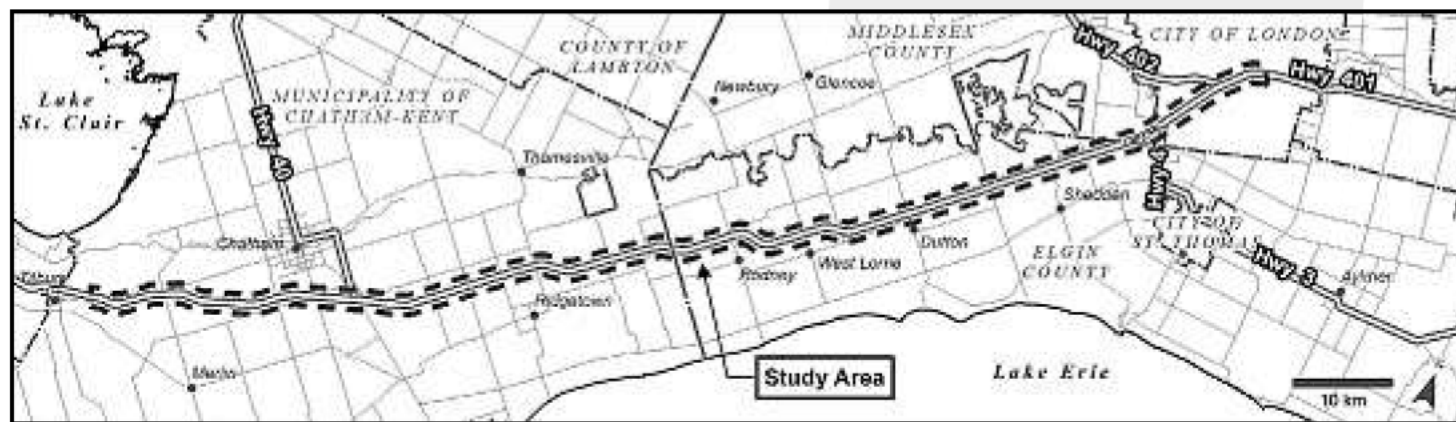
■ SHARE WITH US YOUR STORIES ABOUT PEOPLE GIVING AND IN NEED OVER THE HOLIDAYS. EMAIL LFP.NEWSDESK@SUNMEDIA.CA

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SIU probes arrest injury at apartment

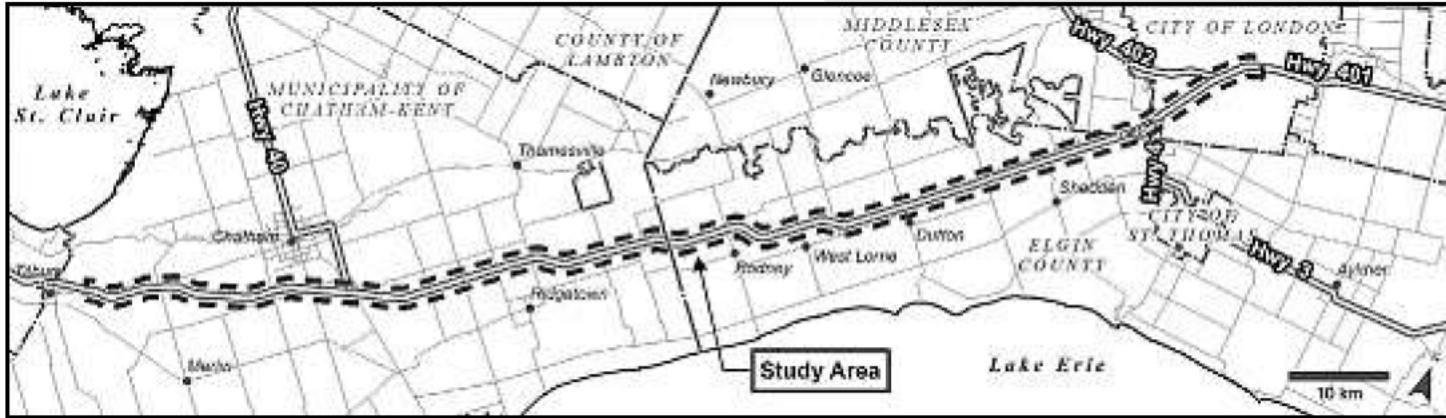
Ontario's police watchdog is investigating after a 34-year-old man was hurt while being arrested Friday, London police say. Officers were dispatched Thursday afternoon to an apartment building on Simcoe Street, west of Clarence Street, believing a wanted man was in one of the units. Officers obtained a warrant and entered the unit about 2 a.m. Friday. The man, who has been charged with resisting arrest, suffered unspecified injuries during his arrest and was taken to hospital for treatment, police said. "The Special Investigations Unit (SIU) was notified and has invoked their mandate," city police said, referring further inquiries to the SIU. The SIU does not immediately be reached for comment. The SIU probes serious allegations involving police.

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TODAY IN HISTORY

In 1484, Pope Innocent VIII issued his Witch Bull, ordering an inquisition to systematically discover, torture and execute witches throughout Europe. It led to the ease with which witchcraft was charged and punished, even in the American colonies two centuries later.

In 1776, the first scholastic fraternity in the United States, Phi Beta Kappa, was organized at the College of William and Mary in Williamsburg, Va.

In 1837, Lower Canada (now Quebec) was placed under martial law during a rebellion that had broken out largely over constitutional issues. The unrest was sparked in part by the control exercised by the largely English-speaking executive government over the elected — and predominantly French-speaking — legislative assembly. **In 1837**, William Lyon Mackenzie, journalist and politician, led a rebel force down Yonge Street from Montgomery's Tavern hoping to capture Toronto. The force was repelled by Loyalist guards who easily defeated the rebels two days later. Mackenzie fled to the United States for 10 years but returned to Canada after receiving a government pardon. He resumed his journalistic and political careers.

In 1848, U.S. president James K. Polk triggered the Gold Rush of '49 by confirming that gold had been discovered in California.

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London encourage l'esprit entrepreneurial

PHILIPPE THIVIERGE

Pour l'écrasante majorité de la population, la Semaine mondiale de l'entrepreneuriat, du 17 au 23 novembre, ne signifie pas grand-chose. Mais pour un nombre croissant d'acteurs du milieu économique, cette semaine est l'occasion de réseauter et de s'informer sur ce qui les touche de près.

Quelques activités ont été organisées à London. L'une s'adressait même spécifiquement aux francophones : au Collège Boréal, le mercredi 20 novembre, une présentation sur l'entrepreneuriat tant privé que social a permis d'en démystifier les grandes lignes. Animée par Fairouze Touni et Clément Panzavolta, respectivement de la Société économique de l'Ontario et du Conseil de la coopération de l'Ontario, l'activité a permis à ses participants d'avoir une meilleure idée des atouts indispensables pour se lancer en affaires. Traits de personnalité nécessaires à la réussite, importance d'une idée commerciale qui se distingue et d'une étude de marché, préparation d'un plan d'affaires pour l'obtention d'un prêt bancaire, etc. : la base a été abordée au cours des trois heures qu'a duré la rencontre.

Le lendemain, c'est un événement d'un tout autre genre qui attendait francophones comme anglophones. Plusieurs entités de développement économique s'étaient jointes pour mettre sur pied #LondonCAN Exchange : le Small Business Centre, le Pillar Nonprofit Network, le London Economic Development Corporation, etc. Comme le précise Christina Fox, chef de la direction de TechAlliance, tous ces groupes sont essentiels, chacun à sa façon, puisqu'ils s'occupent de clientèles tant soit peu différentes.

C'était la première fois qu'une activité telle que #LondonCAN Exchange était organisée. « La Semaine mondiale de l'entrepreneuriat a pour vocation d'inciter le plus grand nombre de personnes à exploiter leur esprit d'initiative et d'innovation au moyen d'activités locales, nationales et internationales. Aujourd'hui, nous voulons que cet événement soit une occasion d'échanges, pouvoir se connecter, développer vos réseaux respectifs et créer des liens de collaboration et de partenariats pour travailler ensemble », a expliqué Fairouze Touni.

(suite à la p. 4)

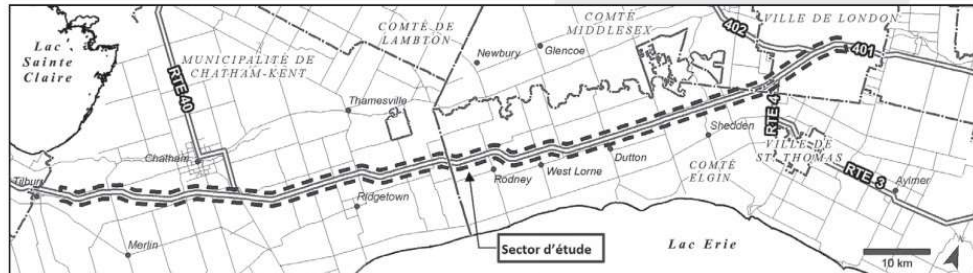
Avis de début d'étude

Élargissement/reconstruction de l'autoroute 401 avec construction d'une glissière médiane en béton et améliorations aux échangeurs de Merlin Road (Tilbury) à Wellington Road (London)

Conception préliminaire, conception détaillée et évaluation environnementale de portée générale

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de **Stantec Consulting Ltd.** pour finaliser la conception préliminaire et débiter la conception détaillée et l'évaluation environnementale de portée générale des améliorations à l'autoroute 401 entre Tilbury et London (118 km). La zone d'étude se situe dans la municipalité de Chatham-Kent, le comté Elgin County, le comté Middlesex et la ville de London, comme montré sur le plan ci-dessous.



L'étude a été divisée en plusieurs projets en fonction de la localisation géographique. Voici la portée de ces projets :

- **Municipalité de Chatham-Kent (C-K) (Merlin Road à la limite C-K/comté Elgin)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 55 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; revue du rapport d'étude environnementale pour les transports (REET) et début de la conception détaillée; projet de groupe B classe EA (GWP 3024-18-00).
 - Améliorations à l'échangeur et au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3078-18-00).
- **Comté Elgin (limite C-K/comté Elgin jusqu'à Union Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 39 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3073-17-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- **Comtés Elgin/Middlesex (Union Road à la route 4 [Colonel Talbot Road])**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 14 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3038-19-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- **Comté Middlesex/Ville de London (Route 4 [Colonel Talbot Road] à Wellington Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 10 km (ajout d'une voie sur la bande médiane dans chaque direction) et amélioration au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3025-18-00).
- Revue des exigences et de la localisation d'un nouvel entrepôt de sel routier dans le corridor de l'autoroute 401 entre Tilbury et London.

LE PROCESSUS

Les projets ci-dessus suivent le processus de planification approuvé en vertu de l'*Évaluation environnementale de portée générale pour les installations provinciales de transport (2000)*. Le MTO a terminé les études de conception préliminaire pour certaines sections de la présente étude, comme indiqué dans les rapports d'étude environnementale pour les transports (REET) portant sur l'autoroute 401 à Chatham-Kent et sur l'autoroute 401 à London, réalisés respectivement en 2008 et 2004. Une évaluation quinquennale sera réalisée pour déterminer si des changements importants sont survenus depuis le dépôt des REET aux sections pour lesquelles une conception préliminaire a été réalisée et approuvée. Si aucun changement important n'est rapporté, les projets de ces sections passeront à la phase de conception détaillée.

CONSULTATION ET COMMENTAIRES

Des consultations et des échanges se feront tout au long des projets. Si vous avez des commentaires ou des questions au sujet de l'étude ou si vous souhaitez faire ajouter votre nom à la liste d'envoi (veuillez indiquer le numéro GWP), rendez-vous sur le site du projet. Des avis d'études, des renseignements contextuels et de la documentation y seront versés au fur et à mesure de l'avancement de l'étude. Vous pourrez sur le site faire part de vos questions ou commentaires à l'équipe de projet en indiquant le numéro GWP approprié. Vous pouvez également communiquer avec les membres suivants de l'équipe de projet :

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659, chemin Exeter, 3^e étage, London (Ontario) N6E 1L3
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Si vous avez des besoins spéciaux en matière d'accessibilité pour pouvoir participer à ce projet, veuillez communiquer avec les membres de l'équipe du projet nommés ci-dessus. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.

Pour de plus amples renseignements sur chacun des projets, rendez-vous sur le site de l'étude : www.highway401tilburytolondon.ca

Boréal inaugure son site d'Ottawa

Nos amies les bêtes sont entre de bonnes mains à Ottawa.0

Depuis la rentrée 2019, l'Université Saint-Paul accueille sur son campus les étudiants du programme de Techniques de soins vétérinaires du Collège Boréal.

Un partenariat entre les deux établissements d'enseignement supérieur francophones permet au Collège Boréal d'assurer la continuité d'un programme unique en Ontario français, lequel était dispensé depuis 2000 sur le campus d'Alfred.

La relocalisation à Ottawa constitue un nouvel élan pour le programme de Techniques de soins vétérinaires. Le Collège Boréal a investi 100 000 \$ dans du matériel d'apprentissage nouvelle génération qu'il met à disposition de l'Hôpital d'urgences animales et de services spécialisés d'Ottawa auquel les étudiants ont accès pour leurs travaux pratiques ainsi qu'aux spécialistes sur place.

Le programme de Techniques de soins vétérinaires est une formation de deux ans au cours de laquelle les étudiants acquièrent les expertises requises pour appuyer les professionnels de la santé animale. Hautement qualifiés et novateurs, ses diplômés développent un sens affirmé du bien-être animal.

« À la suite de la cessation des activités sur le campus d'Alfred, il était indispensable du point de vue du Collège Boréal que ce programme bien établi dans la région d'Ottawa se poursuive. C'est un honneur d'être accueillis par l'Université Saint-Paul. Nous serons à la hauteur de la confiance qu'elle nous accorde et de sa réputation d'excellence », a confirmé Daniel Giroux, président du Collège Boréal.

Pour sa part, Chantal Beauvais, rectrice de l'Université Saint-Paul, est « heureuse d'accueillir un groupe francophone qui partage les mêmes valeurs que nous, de la même façon que nous avons accueilli l'ACUFC, Société santé en français et le RGA, créant ainsi un véritable carrefour de la francophonie ».

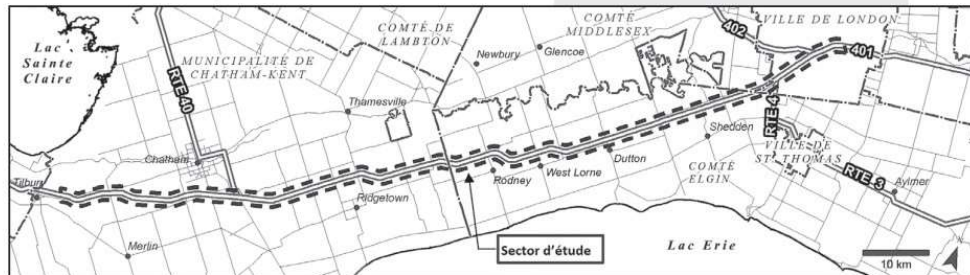
Source : Collège Boréal

Avis de début d'étude

Élargissement/reconstruction de l'autoroute 401 avec construction d'une glissière médiane en béton et améliorations aux échangeurs de Merlin Road (Tilbury) à Wellington Road (London)
Conception préliminaire, conception détaillée et évaluation environnementale de portée générale

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de **Stantec Consulting Ltd.** pour finaliser la conception préliminaire et débiter la conception détaillée et l'évaluation environnementale de portée générale des améliorations à l'autoroute 401 entre Tilbury et London (118 km). La zone d'étude se situe dans la municipalité de Chatham-Kent, le comté Elgin County, le comté Middlesex et la ville de London, comme montré sur le plan ci-dessous.



L'étude a été divisée en plusieurs projets en fonction de la localisation géographique. Voici la portée de ces projets :

- Municipalité de Chatham-Kent (C-K) (Merlin Road à la limite C-K/comté Elgin)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 55 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; revue du rapport d'étude environnementale pour les transports (REET) et début de la conception détaillée; projet de groupe B classe EA (GWP 3024-18-00).
 - Améliorations à l'échangeur et au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3078-18-00).
- Comté Elgin (limite C-K/comté Elgin jusqu'à Union Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 39 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3073-17-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- Comtés Elgin/Middlesex (Union Road à la route 4 (Colonel Talbot Road))**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 14 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3038-19-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- Comté Middlesex/Ville de London (Route 4 (Colonel Talbot Road) à Wellington Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 10 km (ajout d'une voie sur la bande médiane dans chaque direction) et amélioration au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3025-18-00).
- Revue des exigences et de la localisation d'un nouvel entrepôt de sel routier dans le corridor de l'autoroute 401 entre Tilbury et London.

LE PROCESSUS

Les projets ci-dessus suivent le processus de planification approuvé en vertu de l'Évaluation environnementale de portée générale pour les installations provinciales de transport (2000). Le MTO a terminé les études de conception préliminaire pour certaines sections de la présente étude, comme indiqué dans les rapports d'étude environnementale pour les transports (REET) portant sur l'autoroute 401 à Chatham-Kent et sur l'autoroute 401 à London, réalisés respectivement en 2008 et 2004. Une évaluation quinquennale sera réalisée pour déterminer si des changements importants sont survenus depuis le dépôt des REET aux sections pour lesquelles une conception préliminaire a été réalisée et approuvée. Si aucun changement important n'est rapporté, les projets de ces sections passeront à la phase de conception détaillée.

CONSULTATION ET COMMENTAIRES

Des consultations et des échanges se feront tout au long des projets. Si vous avez des commentaires ou des questions au sujet de l'étude ou si vous souhaitez faire ajouter votre nom à la liste d'envoi (veuillez indiquer le numéro GWP), rendez-vous sur le site du projet. Des avis d'études, des renseignements contextuels et de la documentation y seront versés au fur et à mesure de l'avancement de l'étude. Vous pourrez sur le site faire part de vos questions ou commentaires à l'équipe de projet en indiquant le numéro GWP approprié. Vous pouvez également communiquer avec les membres suivants de l'équipe de projet :

Adam Barg, P.Eng.
Chargé de projet
Stantec Consulting Ltd.
200-835, promenade Paramount
Stoney Creek (Ontario) L8J 0B4
tél. : 905 381-3216
courriel : comments@highway401tilburytolondon.ca

Natalia Bartos, P.Eng.
Ingénieure de projet – Planification et conception
Ministère des Transports
659, chemin Exeter, 3^e étage, London (Ontario) N6E 1L3
tél. : 519 933-9735
courriel : comments@highway401tilburytolondon.ca

Si vous avez des besoins spéciaux en matière d'accessibilité pour pouvoir participer à ce projet, veuillez communiquer avec les membres de l'équipe du projet nommés ci-dessus. Les renseignements recueillis seront utilisés conformément à la Loi sur l'accès à l'information et la protection de la vie privée. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.

Pour de plus amples renseignements sur chacun des projets, rendez-vous sur le site de l'étude : www.highway401tilburytolondon.ca

**NOTICE OF ONLINE PUBLIC
INFORMATION CENTRE**



**NOTICE OF ONLINE PUBLIC INFORMATION CENTRE
PRELIMINARY DESIGN, INITIATE DETAIL DESIGN AND CLASS
ENVIRONMENTAL ASSESSMENT STUDY**

**Highway 401/Bloomfield Road Underpass Replacement and Interchange
Reconfiguration, (GWP 3117-18-00)**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Bloomfield Road Underpass and interchange reconfiguration (GWP 3117-18-00).

The purpose of this study is to review, confirm and update the preferred alternative for the Bloomfield Road interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*. This study will review the existing conditions, identify potential impacts, and develop environmental protection and mitigation measures.

THE PROCESS

This study is a "Group B" project under the *Class EA for Provincial Transportation Facilities (2000)* and includes seeking input from stakeholders, external agencies, Indigenous communities, and the public. Changes to the proposed improvements as summarized in the 2008 TESR will be documented in a TESR Addendum, which will be issued for a 30-day public comment period. Stakeholders, external agencies, Indigenous communities, and members of the public will have an opportunity to comment only on changes identified in the TESR Addendum.

ONLINE PUBLIC INFORMATION CENTRE

A virtual Public Information Centre (PIC) has been scheduled to provide an opportunity to review the existing conditions, potential impacts, and proposed improvements associated with the project. In light of the COVID-19 pandemic and associated physical distancing requirements, the PIC will be hosted online. **The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.**

COMMENTS

You are encouraged to participate in the study and to provide comments to the Project Team. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC materials provided on the study website, please contact one of the following Project Team members:

Mr. Adam Barg, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel: (289) 439-0481

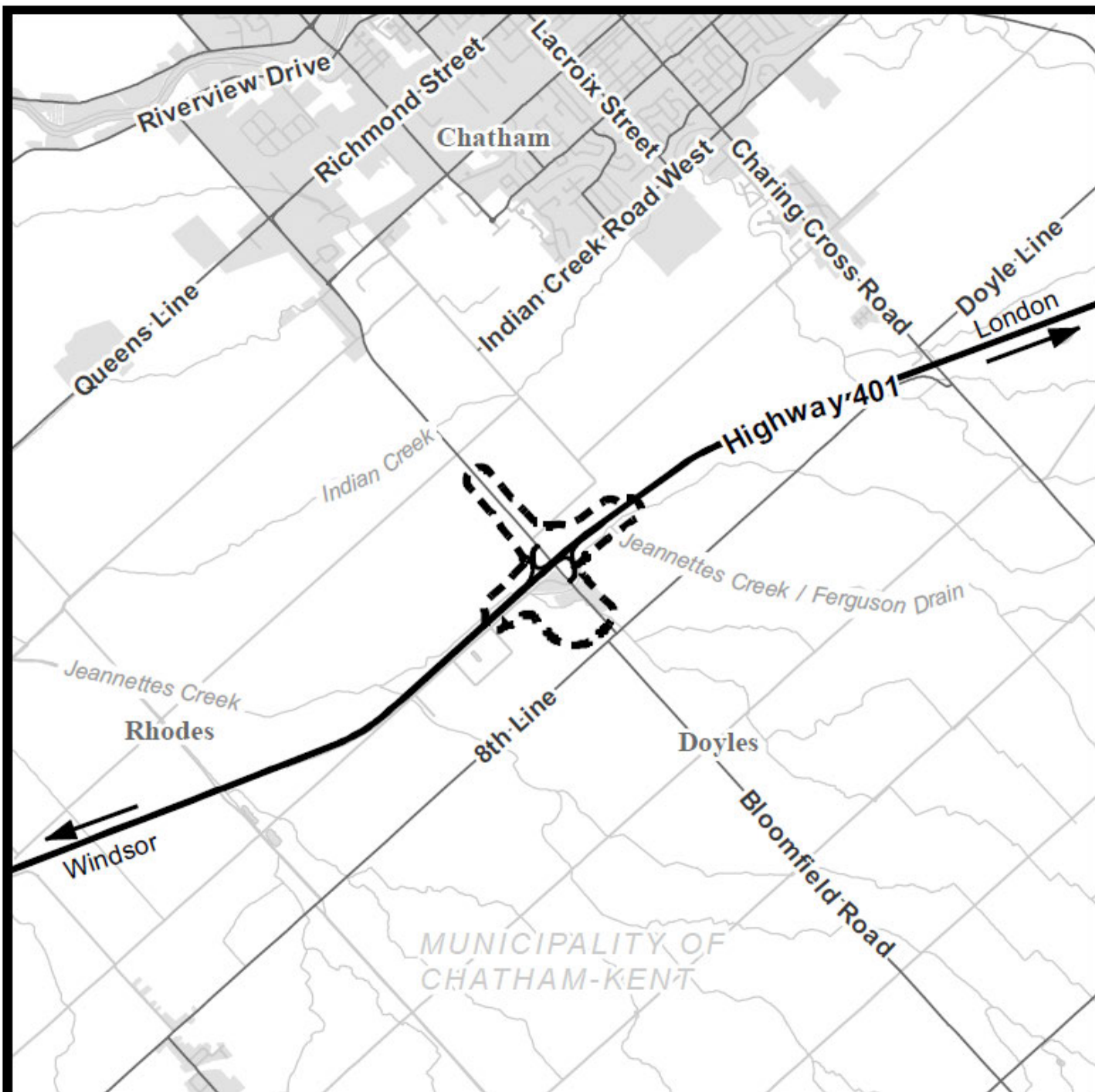
comments@highway401tilburytolondon.ca

Ms. Natalia Bartos, P.Eng.
Project Engineer
Ministry of Transportation
Tel: (519) 933-9735

comments@highway401tilburytolondon.ca

For more details on the project please visit the study website at www.highway401tilburytolondon.ca. Comments and questions to the Project Team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.



Project Location





**AVIS DE SÉANCE D'INFORMATION PUBLIQUE VIRTUELLE
CONCEPTION PRÉLIMINAIRE, CONCEPTION DÉTAILLÉE ET ÉVALUATION
ENVIRONNEMENTALE DE PORTÉE GÉNÉRALE
Remplacement du passage inférieur et reconfiguration de l'échangeur de
l'autoroute 401 et du chemin Bloomfield (GWP 3117-18-00)**

Le ministère des Transports de l'Ontario (MTO) a retenu les services de Stantec Consulting Ltd. pour finaliser la conception préliminaire et réaliser la conception détaillée et l'évaluation environnementale de portée générale des améliorations à l'autoroute 401 entre Tilbury et London. L'étude a été divisée en plusieurs projets en fonction de l'emplacement géographique. Le projet vise le remplacement du passage souterrain du chemin Bloomfield et la reconfiguration de l'échangeur (GWP 3117-18-00).

Le but de cette étude est d'examiner, de confirmer et d'actualiser la solution privilégiée pour l'amélioration du passage inférieur et de l'échangeur du chemin Bloomfield, comme indiqué dans le *Rapport d'étude environnementale pour les transports (REET) portant sur l'autoroute 401 de 0,9 km à l'est du chemin Essex 42 jusqu'à la limite du comté Elgin réalisé en 2008 (GWP 80-00-00)*. L'étude permettra de documenter les conditions environnementales existantes, de déterminer les incidences potentielles et de proposer des mesures de protection et d'atténuation.

LE PROCESSUS

Cette étude est un projet de « groupe B » en vertu de l'*Évaluation environnementale de portée générale pour les installations provinciales de transport (2000)* qui comprend la sollicitation des commentaires des parties prenantes, des organismes externes, des communautés autochtones et du public. Les modifications aux améliorations proposées résumées dans le REET 2008 seront documentées dans l'addenda au REET, qui sera publié aux fins d'une période de consultation publique de 30 jours. Les parties prenantes, les organismes externes, les communautés autochtones et le public auront l'occasion de formuler des commentaires sur les modifications indiquées dans l'addenda du REET.

SÉANCE D'INFORMATION PUBLIQUE VIRTUELLE

Une séance d'information publique (SIP) virtuelle est prévue pour présenter les améliorations proposées au projet, les conditions environnementales existantes et les incidences potentielles. En raison de la pandémie de COVID-19 et des mesures de distanciation physique imposées, la SIP se tiendra en ligne. **La version enregistrée de la SIP sera accessible sur le site Web de l'étude à l'adresse www.highway401tilburytolondon.ca du mardi 18 mai 2021 jusqu'au mardi 1^{er} juin 2021.**

COMMENTAIRES

Vous êtes invités à participer à l'étude et à formuler vos commentaires par écrit à l'équipe de projet. Si vous souhaitez ajouter votre nom à la liste d'envoi du projet, si vous avez des commentaires, des questions ou des préoccupations, ou si vous êtes dans l'incapacité d'accéder en ligne au matériel de la SIP figurant sur le site Web de l'étude, veuillez communiquer les membres suivants de l'équipe de projet :

Adam Barg, P.Eng.

Chargé de projet

Stantec Consulting Ltd.

Tél. : 289-439-0481

comments@highway401tilburytolondon.ca

Natalia Bartos, P.Eng.

Ingénieure de projet

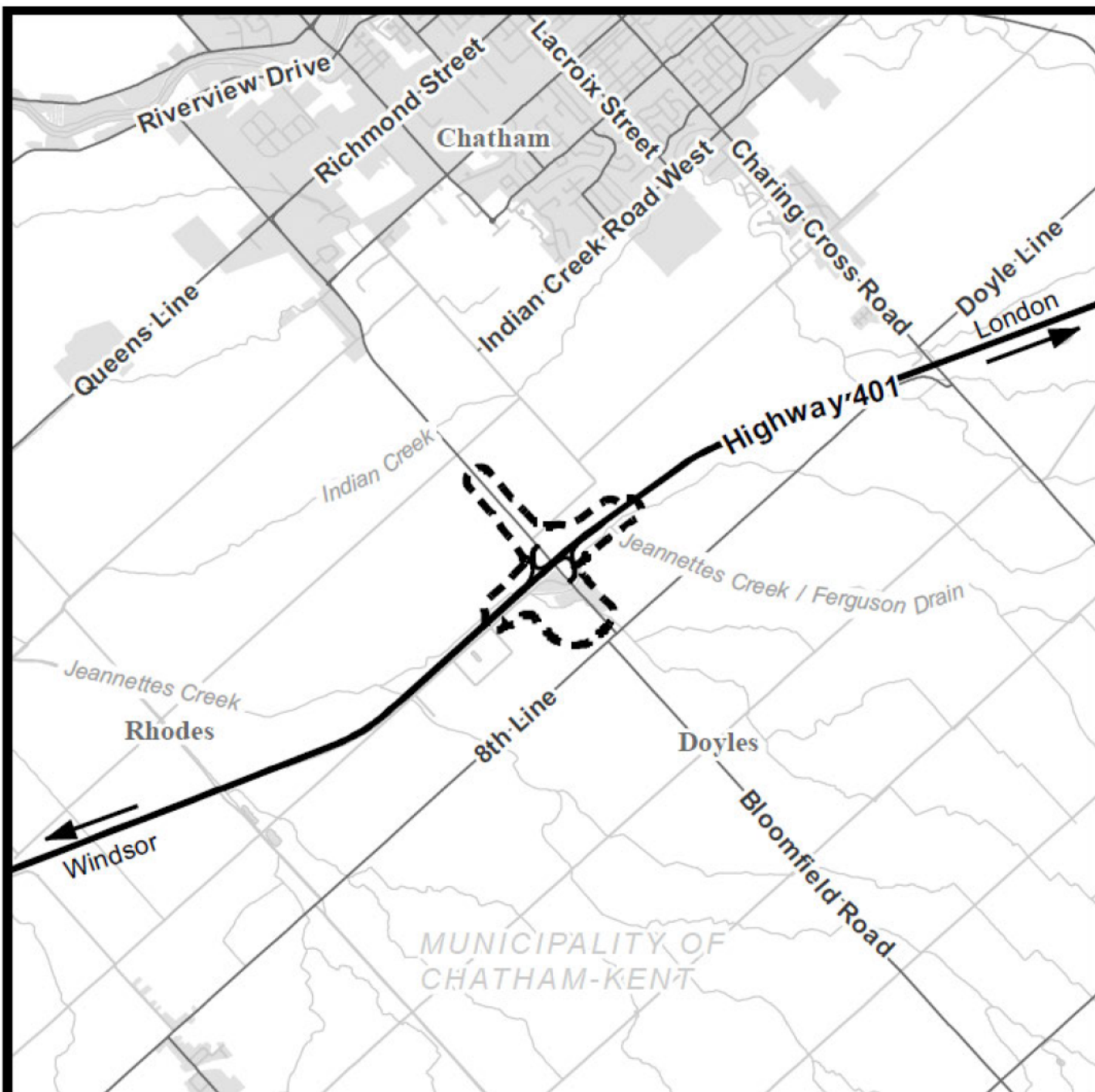
Ministère des Transports de l'Ontario

Tél. : 519-933-9735

comments@highway401tilburytolondon.ca

Pour de plus amples renseignements sur le projet, rendez-vous sur le site de l'étude : www.highway401tilburytolondon.ca. Les commentaires et les questions peuvent être soumis à l'équipe de projet par l'entremise du site Web de l'étude.

Si vous avez des besoins spéciaux en matière d'accessibilité pour pouvoir participer à ce projet, veuillez communiquer avec les membres de l'équipe du projet nommés ci-dessus. La collecte de commentaires et de renseignements sur ce projet permet de satisfaire aux exigences de la *Loi sur l'évaluation environnementale*. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.



Emplacement du projet





Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

April 26, 2021
File: 165001119

Attention: Mr. Rick Nicholls, MPP, Chatham-Kent-Leamington
Constituency Office
111 Heritage Road, Suite 100
Chatham ON N7M 5W7

Dear Mr. Nicholls,

**Reference: NOTICE OF ONLINE PUBLIC INFORMATION CENTRE
Highway 401 Expansion from Tilbury to London,
Highway 401/Bloomfield Road Underpass Replacement and
Interchange Reconfiguration, (GWP 3117-18-00)**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Bloomfield Road Underpass and interchange reconfiguration (GWP 3117-18-00).

The purpose of this study is to review, confirm and update the preferred alternative for the Bloomfield interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*, prepared during the Preliminary Design phase of the study. This study will review the existing conditions, identify potential impacts, and develop environmental protection and mitigation measures.

The purpose of this letter is to notify you of the upcoming virtual Public Information Centre (PIC) scheduled for this project. In light of the COVID-19 pandemic and associated physical distancing requirements, the PIC will be hosted online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from **Tuesday, May 18, 2021, until Tuesday, June 1, 2021**. The displays will provide you with an opportunity to review the existing conditions, potential impacts, and proposed improvements associated with the project.

April 26, 2021

Page 2 of 2

**Reference: NOTICE OF ONLINE PUBLIC INFORMATION CENTRE
Highway 401 Expansion from Tilbury to London, Highway 401/Bloomfield
Road Underpass Replacement and Interchange Reconfiguration,
(GWP 3117-18-00)**

To provide information or to request additional information on the project, please email comments@highway401tilburytolondon.ca, or contact the undersigned. Your comments are requested by **Friday, June 11, 2021**.

Regards,

Stantec Consulting Ltd.



Paula Hohner, MSc.PI, MCIP, RPP

Senior Environmental Planner

Phone: (519) 675-6666

Paula.Hohner@stantec.com

Attachment: Notice of Online Public Information Centre

c. N. Bartos, E. Roadhouse - Ministry of Transportation

A. Barg, S. Vanhell - Stantec Consulting Ltd.

Vanhell, Shane

To:
Cc:
Subject: Notice of Public Information Centre Highway 401 Bloomfield Road (GWP 3117-18-00)
Attachments:

Dear

Please see the attached letter and Notice of Public Information Centre for the Underpass Replacement and Interchange Reconfiguration at Highway 401 & Bloomfield Road (GWP 3117-18-00), Chatham-Kent.

Kind Regards,

Kirstie Houston
Head (A), Environmental Delivery West
Ministry of Transportation

Ministry of Transportation

Design and Engineering Branch
Environmental Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 619-4086
Facsimile: (519) 873-4600
Kirstie.Houston@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: (519) 619-4086
Télécopieur: (519) 873-4600



May 13, 2021

Attention:

**Reference: Highway 401 Expansion from Tilbury to London,
Highway 401/Bloomfield Road Underpass Replacement and
Interchange Reconfiguration (GWP 3117-18-00)
Notice of Online Public Information Centre**

Dear

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this project is to review, confirm, and update the preferred alternative for the Bloomfield Road interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*. This study will review the existing conditions, identify potential impacts, and develop environmental protection and mitigation measures.

The purpose of this letter is to notify you of the upcoming Public Information Centre (PIC) scheduled for this project. Please review the Notice of Online PIC attached for additional information regarding the PIC.

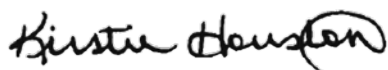
In light of the COVID-19 pandemic, the upcoming PIC will be hosted online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021. The PIC will provide you with an opportunity to review the existing conditions, potential impacts, and proposed improvements associated with the project.

The Ministry of Transportation recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects.

Comments and information regarding this project are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. The study will be completed in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities (2000)* requirements for 'Group B' projects. 'Group B' projects are considered approved under the *Ontario Environmental Assessment Act*, subject to compliance with the Class EA and the application of mitigation measures, where necessary.

We are seeking your feedback as well as any questions or concerns you may have regarding the project. To provide comments or request additional information, please contact the project team as identified in the enclosed notice. 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 519-619-4086 or Kirstie.Houston@ontario.ca.

Yours truly,

A handwritten signature in black ink that reads "Kirstie Houston". The signature is written in a cursive, flowing style.

Kirstie Houston
Head (A), Environmental Delivery West
Ministry of Transportation

Encl. Notice of Online Public Information Centre

- c. N. Bartos, Project Engineer, MTO
- E. Roadhouse, Senior Environmental Planner, MTO
- K. Ho, (A) Indigenous Liaison Specialist, MTO

Vanhell, Shane

From: Vanhell, Shane
Sent: Thursday, May 6, 2021 3:25 PM
To: comments@highway401tilburytolondon.ca
Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre
Attachments: Bloomfield Road - Notice of Online Public Information Centre (English).pdf; Bloomfield Road - Notice of Online Public Information Centre (French).pdf

Good afternoon,

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this email and the attached notice (provided in both English and French) is the project concerning the replacement of the Bloomfield Road Underpass and reconfiguration of the interchange, and the upcoming virtual Public Information Centre that is scheduled for the project.

Please review the attached information and contact the undersigned or one of the Project Team members named in the enclosed information if you have any questions.

Thank you,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

Highway 401 / Bloomfield Road Underpass Replacement and Interchange Reconfiguraiton - Mailing List
May 2021

Title	FirstName	LastName	JobTitle	Company	Branch	Address1	Address2	City	Prov	PostalCode	Phone	Fax	Eaddress
Federal Agencies													
Mr.	Rob	Dobos	Manager	Fisheries and Oceans Canada	Environmental Assessment Section	867 Lakeshore Road		Burlington	ON	L7S 1A1	905-336-4953		rob.dobos@dfo-mpo.gc.ca
Provincial Agencies													
Ms.	Lisa	Myslicki	Environmental Specialist	Infrastructure Ontario	Realty Portfolio Planning, Environmental Services	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3	416-557-3116	416-327-3937	Lisa.Myslicki@infrastructureontario.ca
Mr.	Drew	Crinklaw	Policy Advisor, Southwestern Ontario	Ministry of Agriculture, Food and Rural Affairs	Land Use Policy & Stewardship	667 Exeter Road		London	ON	N6E 1L3	519-317-4493		drew.crinklaw@ontario.ca
Ms.	Coral	Ethier	Manager (Acting)	Ministry of Heritage, Sport, Tourism and Culture Industries	West Region	4275 King Street	2nd Floor	Kitchener	ON	N2P 2E9	705-266-5204		coral.ethier@ontario.ca
Ms.	Barbara	Slattery	Environmental Resource Planner & EA Coordinator	Ministry of the Environment, Conservation and Parks	West Central Region	Ellen Fairclough Bldg 12th Flr	119 King St W	Hamilton	ON	L8P 4Y7	905-521-7864		barbara.slattery@ontario.ca
Ms.	Karina	Cerniavskaja	District Planner	Ministry of Natural Resources and Forestry	Aylmer District Office	615 John Street North		Aylmer	ON	N5H 2S8	519-773-4757	519-773-9014	karina.cerniavskaja@ontario.ca
Ms.	Karla	Barboza	Team Lead (Acting), Heritage	Ministry of Heritage, Sport, Tourism and Culture Industries	Heritage Program Unit, Programs and Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	416-314-7120		karla.barboza@ontario.ca
Mr.	Joseph	Harvey	Heritage Planner	Ministry of Heritage, Sport, Tourism and Culture Industries	Heritage Planning Unit	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	613-242-3743		joseph.harvey@ontario.ca
Conservation Authorities													
Mr.	Mark	Peacock	Chief Administrative Officer / Secretary-Treasurer	Lower Thames Valley Conservation Authority		100 Thames Street		Chatham	ON	N7L 2Y8	519-354-7310 ext. 224	519-352-3435	mark.peacock@ltvca.ca
Ms.	Valerie	Towsley	Resource technician	Lower Thames Valley Conservation Authority		100 Thames Street		Chatham	ON	N7L 2Y8	519-354-7310 ext. 226	519-352-3435	valerie.towsley@ltvca.ca
MPP													
Mr.	Rick	Nicholls		MPP, Chatham-Kent-Leamington	Constituency Office	111 Heritage Road	Suite 100	Chatham	ON	N7M 5W7	519-351-0510	519-351-7714	rick.nicholls@pc.ola.org
Municipal													
			Chief Administrative Office	Municipality of Chatham-Kent		315 King Street West		Chatham	ON	N7M 5K8	519-436-3241	519-436-3236	ckcao@chatham-kent.ca
Mr.	Chris	Thibert	Director of Engineering and Transportation	Municipality of Chatham-Kent		315 King Street West	P.O. Box 640	Chatham	ON	N7M 5K8	519-360-1998 ext. 6330	519-431-3240	chris.thibert@chatham-kent.ca
Mr.	Jerry	Corso	Manager, Public Works South	Municipality of Chatham-Kent		315 King Street West	P.O. Box 640	Chatham	ON	N7M 5K8	519-360-1998 ext. 3970	519-436-3240	jerry.corso@chatham-kent.ca
Emergency Services													
Mr.	Chris	Chase	Fire Chief	Chatham-Kent Fire and Emergency Services		5 Second Street		Chatham	ON	N7M 5X2	519-436-3270	519-352-8620	ckfire@chatham-kent.ca
Mr.	Gary	Conn	Police Chief	Chatham-Kent Police Service		24 Third Street	PO Box 366	Chatham	ON	N7M 5K5	519-436-6603		
Sir/Madam			Traffic Sergeant	Chatham-Kent Police Service	Traffic Unit	24 Third Street	PO Box 366	Chatham	ON	N7M 5K5	519-355-1092	519-355-0928	adm@chatham-kent.ca
Mr.	Matthew	Gaudette	Operations Manager	Medavie EMS Ontario (Chatham-Kent)		337 Richmond Street		Chatham	ON	N7M 1P5	519-380-9334, ext. 10	519-380-9327	info@memsochathamkent.com
Ms.	Gillian	Lee	AV Manager, Research and Program Evaluation Unit/ Research Planning and Analysis Section	Ontario Provincial Police		777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3	905-329-7571		gillian.lee@opp.ca
S./Sgt.	Lynn	Bennett	Acting Staff Sergeant	Ontario Provincial Police	Chatham-Kent Detachment	535 Park Avenue East	RR 4	Chatham	ON	N7M 5J4	519-352-1122	519-352-3886	
Insp.	Shawn	Johnson	Detachment Commander	Ontario Provincial Police	West Region Headquarters	6355 Westminster Drive	P.O. Box 57, Lambeth Station	London	ON	N6P 1T2	519-652-4100	519-652-4164	
School Boards and Transportation													
Mr.	Kent	Orr	General Manager	CLASS Shared Services		600 Gillard Street		Wallaceburg	ON	N8A 4X1	519-627-6860 ext. 407		kent.orr@cklass.ca
Sir/Madam			Transportation Planner	Chatham-Kent Lambton Administrative School Services		600 Gillard Street		Wallaceburg	ON	N8A 4X1	519-627-6860	519-627-8143	
Mr.	John	Howitt	Director of Education	Lambton Kent District School Board		P.O. Box 2019		Sarnia	ON	N7T 7L2	519-336-1500 ext. 31297		john.howitt@lkdsb.net
Ms.	Deb	Crawford	Director of Education	St. Clair Catholic District School Board		420 Creek Street		Wallaceburg	ON	N8A 4C4	519-627-6762		deb.crawford@st-clair.net
Ms.	Amy	Janssens	Associate Director, Corporate Services	St. Clair Catholic District School Board		420 Creek Street		Wallaceburg	ON	N8A 4C4	519-627-6762		amy.janssens@st-clair.net
Mr.	Joseph	Picard	Director of Education	Conseil Scolaire Catholique Providence		14 Notre Dame Street		Pain Court	ON	N0P 1Z0	519-355-1304	519-354-8337	picajose@csdecso.on.ca
Stakeholders													
Sir/Madam			Vice President	Ontario Trucking Association		555 Dixon Road		Toronto	ON	M9W 1H8			
Mr.	Jim	Crosscombe	Chief Executive Officer	Ontario Cycling Association		2-2015 Pan Am Boulevard		Milton	ON	L9E 0K7	416-855-1717		jim.crosscombe@ontariocycling.org
Sir/Madam				Ontario Federation of Agriculture		200 Hanlon Creek Boulevard		Guelph	ON	N1C 0A1	519-821-8883	519-821-8810	
Ms.	Gail	Hundt	President & CEO	Chatham-Kent Chamber of Commerce		54 Fourth St.		Chatham	ON	N7M 2G2	519-352-7540	519-352-7540, ext. 21	info@chatham-kentchamber.ca
Sir/Madam				Ontario Federation of Snowmobile Clubs		684783 Highway 2	RR3	Woodstock	ON	N4S 7V7	519-539-5151	519-539-7575	info@ofscdistrict5.com
Sir/Madam				Chatham Kent Trails Council									chathamkenttrails@gmail.com
				Chatham-Kent Public Utilities Commission		325 Grand Avenue E.	PO Box 1191	Chatham	ON	N7M 5L8	519-436-0119	519-352-3432	ckpuc@chatham-kent.ca

Highway 401 Expansion – Tilbury to London

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Notice of Online Public Information Centre

An online Public Information Centre (PIC) has been scheduled to provide an opportunity to review the existing conditions, potential impacts, and proposed improvements associated with the Bloomfield Road Underpass Replacement and Interchange Configuration project. In light of the COVID-19 pandemic and associated physical distancing requirements, the PIC will be hosted online. The PIC, with a recorded presentation, will be available on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.

[Click here](#) for the detailed notice in English.

[Cliquez ici](#) pour l'avis détaillé en Français.

This entry was posted in [News](#) on [May 5, 2021](#).

[← Notice of Study Commencement](#)

[Public Information Centre – Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration](#) →

Summer camps, swimming lessons open for registration

The Chatham-Kent recreation department is planning to offer a full slate of programs in July and August across the municipality.

Registration is already open for camps and for swimming lessons at indoor and outdoor pools.

“We know that parents and care-

givers have had a long year and are looking to find some stability in summer care and activities for their children,” manager of recreation services Ann Robinson said in a statement. “While we understand that provincial guidelines may change, we are excited to plan

for a return of our camp programs and summer swimming lessons at this time.

“By opening up registration now, we hope it allows parents the time to successfully plan their summer.”

The recreation team is working with the Chatham-Kent public

health unit to ensure health guidelines are followed with regard to physical-distancing measures, gathering restrictions, hand hygiene and face coverings.

Stay-N-Play Camps, inclusive recreation camps and swimming lessons are open for registration.

To register, go to chatham-kent.ca/explore/recreation or call 519-360-1998 for information on dates, times, locations, prices and program descriptions. Space is limited because of grouping restrictions, so early registration is recommended.

More summer programming will be announced in the coming weeks on Facebook (@CKRecreation) and Instagram (@ck_recreation). *Chatham This Week*

Notice of Online Public Information Centre

Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study Highway 401/Bloomfield Road Underpass Replacement and Interchange Reconfiguration, (GWP 3117-18-00)

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Bloomfield Road Underpass and interchange reconfiguration (GWP 3117-18-00).

The purpose of this study is to review, confirm and update the preferred alternative for the Bloomfield Road interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*. This study will review the existing conditions, identify potential impacts, and develop environmental protection and mitigation measures.

THE PROCESS

This study is a “Group B” project under the Class EA for Provincial Transportation Facilities (2000) and includes seeking input from stakeholders, external agencies, Indigenous communities, and the public. Changes to the proposed improvements as summarized in the 2008 TESR will be documented in a TESR Addendum, which will be issued for a 30-day public comment period. Stakeholders, external agencies, Indigenous communities, and members of the public will have an opportunity to comment only on changes identified in the TESR Addendum.

ONLINE PUBLIC INFORMATION CENTRE

A virtual Public Information Centre (PIC) has been scheduled to provide an opportunity to review the existing conditions, potential impacts, and proposed improvements associated with the project. In light of the COVID-19 pandemic and associated physical distancing requirements, the PIC will be hosted online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.

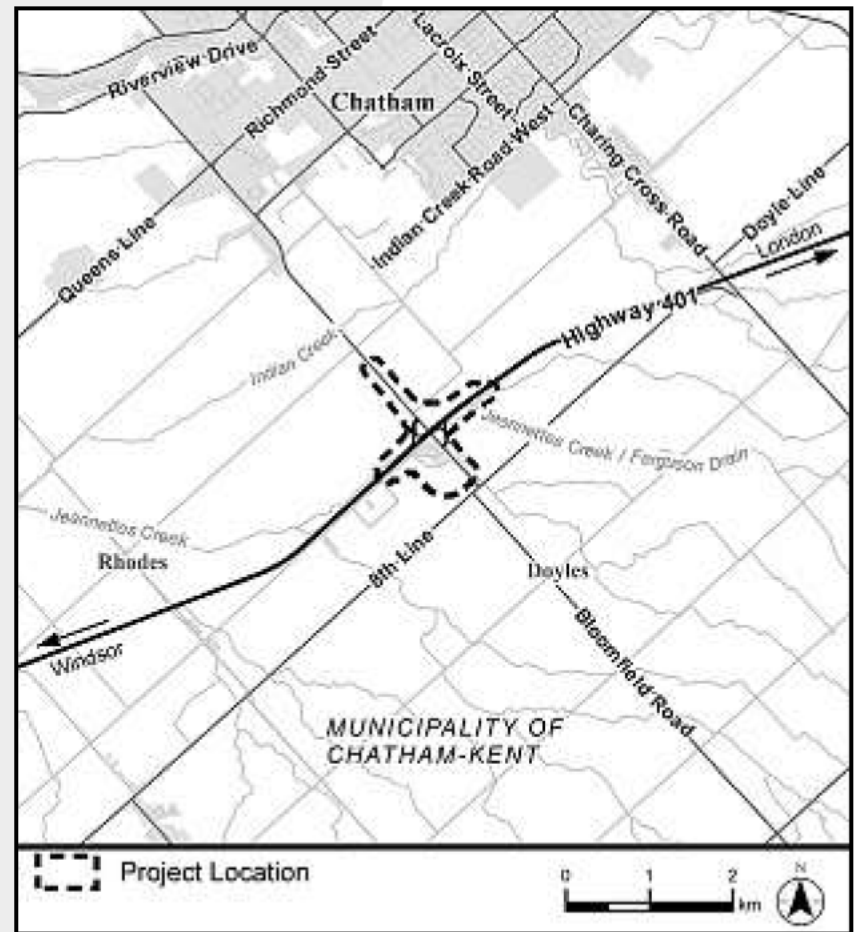
COMMENTS

You are encouraged to participate in the study and to provide comments to the Project Team. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC materials provided on the study website, please contact one of the following Project Team members:

Mr. Adam Barg, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
tel: 289-439-0481
comments@highway401tilburytolondon.ca

Ms. Natalia Bartos, P.Eng.
Project Engineer
Ministry of Transportation
tel: 519-933-9735
comments@highway401tilburytolondon.ca

For more details on the project please visit the study website at www.highway401tilburytolondon.ca. Comments and questions to the Project Team can be submitted on the study website.



If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Les élèves pourront poursuivre leurs cours en ligne en septembre

L'Ontario annonce que les élèves pourront choisir de suivre tous leurs cours en ligne lorsque la nouvelle année scolaire commencera en septembre. La province affirme que l'option sera disponible pour toute l'année scolaire 2021-2022. Elle fournira plus d'informations aux parents dans les mois à venir.

Le gouvernement dit qu'il augmentera le financement des conseils scolaires de 561 millions \$ l'an prochain pour les aider à faire face aux coûts continus liés à la pandémie. Il a indiqué qu'il dépenserait un total de 25,6 milliards \$ pour le système éducatif en 2021-2022 – une augmentation de 2,2 % par rapport à l'année précédente.

La province a ajouté qu'elle permettrait aux conseils scolaires d'accéder à leurs réserves, comme elle l'a fait l'année dernière, pour réduire les coûts de la pandémie. Elle versera également 1,6 milliard \$ de soutien aux conseils pour la lutte contre la COVID-19, y compris des millions pour améliorer la ventilation, soutenir la récupération des élèves et permettre une dotation en personnel flexible.

Le gouvernement déclare qu'il continuera également à financer l'achat d'équipements de protection individuelle, le dépistage de la COVID-19 et le remplacement d'appareils. Toutes les écoles offrent actuellement aux élèves l'enseignement en ligne, car l'Ontario demeure sous le coup d'une ordonnance de maintien au domicile.

L'Association des conseils scolaires des écoles publiques de l'Ontario (ACÉPO) a réagi en expliquant dans un communiqué que ces aides répondent à des besoins croissants liés directement à la pandémie et vont réduire le besoin des conseils scolaires de puiser dans leurs réserves.

« Un autre effet secondaire de la pandémie est la nécessité d'investir dans le rattrapage des compétences langagières des élèves. Il constitue un élément clé pour les conseils scolaires de langue française et l'ACÉPO sera à l'affût des détails liés à ce financement, déclare Denis Chartrand, le président de l'ACÉPO. Il est à noter que la hausse du budget pour l'éducation oublie le transport scolaire dont la subvention est maintenue au niveau de l'année passée. Ce point risque d'être problématique pour les conseils scolaires publics de langue française pour qui cette dépense est considérable.

L'ACÉPO reste vigilante sur l'annonce des cours en ligne en septembre et insiste sur le fait que « l'école constitue le meilleur environnement d'apprentissage et de développement pour une grande majorité d'élèves. »

Sources : Gouvernement de l'Ontario et l'ACÉPO

Avis de séance d'information publique virtuelle

Conception préliminaire, conception détaillée et évaluation environnementale de portée générale Remplacement du passage inférieur et reconfiguration de l'échangeur de l'autoroute 401 et du chemin Bloomfield (GWP 3117-18-00)

Le ministère des Transports de l'Ontario (MTO) a retenu les services de **Stantec Consulting Ltd.** pour finaliser la conception préliminaire et réaliser la conception détaillée et l'évaluation environnementale de portée générale des améliorations à l'autoroute 401 entre Tilbury et London. L'étude a été divisée en plusieurs projets en fonction de l'emplacement géographique. Le projet vise le remplacement du passage souterrain du chemin Bloomfield et la reconfiguration de l'échangeur (GWP 3117-18-00).

Le but de cette étude est d'examiner, de confirmer et d'actualiser la solution privilégiée pour l'amélioration du passage inférieur et de l'échangeur du chemin Bloomfield, comme indiqué dans le *Rapport d'étude environnementale pour les transports (REET) portant sur l'autoroute 401 de 0,9 km à l'est du chemin Essex 42 jusqu'à la limite du comté Elgin réalisé en 2008 (GWP 80-00-00)*. L'étude permettra de documenter les conditions environnementales existantes, de déterminer les incidences potentielles et de proposer des mesures de protection et d'atténuation.

LE PROCESSUS

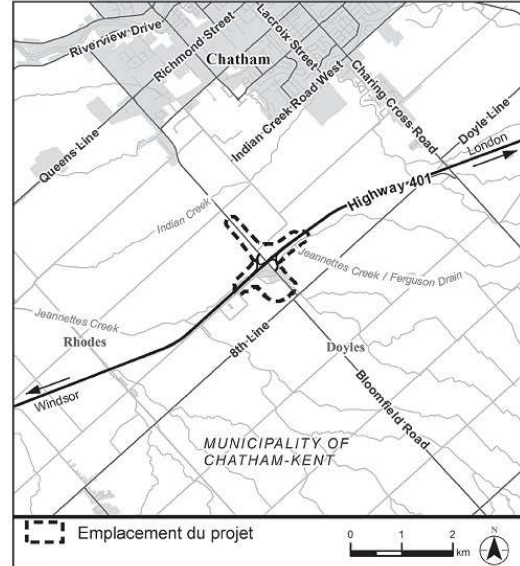
Cette étude est un projet de « groupe B » en vertu de l'*Évaluation environnementale de portée générale pour les installations provinciales de transport (2000)* qui comprend la sollicitation des commentaires des parties prenantes, des organismes externes, des communautés autochtones et du public. Les modifications aux améliorations proposées résumées dans le REET 2008 seront documentées dans l'addenda au REET, qui sera publié aux fins d'une période de consultation publique de 30 jours. Les parties prenantes, les organismes externes, les communautés autochtones et le public auront l'occasion de formuler des commentaires sur les modifications indiquées dans l'addenda du REET.

SÉANCE D'INFORMATION PUBLIQUE VIRTUELLE

Une séance d'information publique (SIP) virtuelle est prévue pour présenter les améliorations proposées au projet, les conditions environnementales existantes et les incidences potentielles. En raison de la pandémie de COVID-19 et des mesures de distanciation physique imposées, la SIP se tiendra en ligne. **La version enregistrée de la SIP sera accessible sur le site Web de l'étude à l'adresse www.highway401tilburytolondon.ca du mardi 18 mai, 2021 jusqu'au mardi 1^{er} juin, 2021.**

COMMENTAIRES

Vous êtes invités à participer à l'étude et à formuler vos commentaires par écrit à l'équipe de projet. Si vous souhaitez ajouter votre nom à la liste d'envoi du projet, si vous avez des commentaires, des questions ou des préoccupations, ou si vous êtes dans l'incapacité d'accéder en ligne au matériel de la SIP figurant sur le



site Web de l'étude, veuillez communiquer les membres suivants de l'équipe de projet :

Adam Barg, P.Eng.

Chargé de projet
Stantec Consulting Ltd.
tél. : 289 439-0481
comments@highway401tilburytolondon.ca

Natalia Bartos, P.Eng.

Ingénieure de projet
Ministère des Transports de l'Ontario
tél. : 519 933-9735
comments@highway401tilburytolondon.ca

Pour de plus amples renseignements sur le projet, rendez-vous sur le site de l'étude : www.highway401tilburytolondon.ca. Les commentaires et les questions peuvent être soumis à l'équipe de projet par l'entremise du site Web de l'étude.

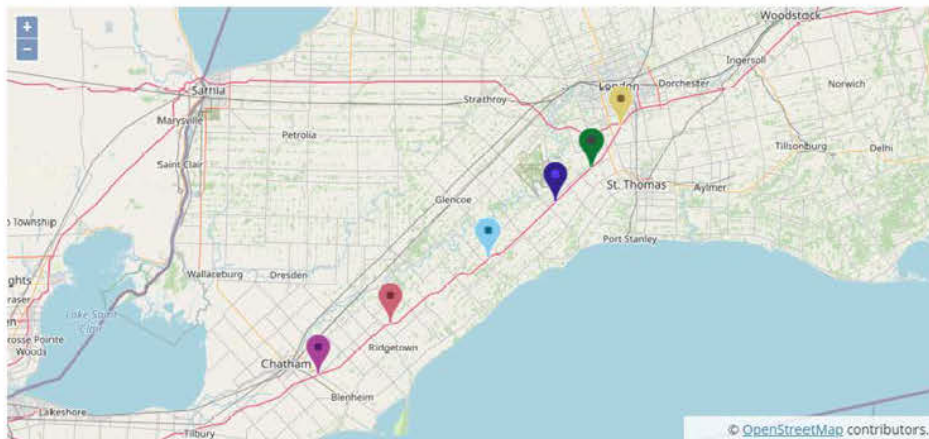
Si vous avez des besoins spéciaux en matière d'accessibilité pour pouvoir participer à ce projet, veuillez communiquer avec les membres de l'équipe du projet nommés ci-dessus. La collecte de commentaires et de renseignements sur ce projet permet de satisfaire aux exigences de la *Loi sur l'évaluation environnementale*. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.

Highway 401 Expansion - Tilbury to London

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Home



The Ontario Ministry of Transportation (MTO) is undertaking a multi-year construction project to widen and improve approximately 118 km of Highway 401.

Stantec Consulting Limited was retained by MTO to complete the Preliminary Design, initiate Detail Design and Class Environmental Assessment (EA) Study to address the future needs of the Highway 401 corridor from Tilbury to London within the Municipality of Chatham-Kent, Elgin County, Middlesex County, and City of London. The study will consider pavement and bridge improvements, corridor management, highway safety, traffic operations, environmental impacts, drainage, and maintenance operations.

Project Details

- Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier [TESR Review and initiate Detail Design Group B Class EA \(GWP 3024-18-00\)](#).
 - Interchange and underpass improvements [TESR Review and initiate Detail Design Group B Class EA \(GWP 3078-18-00\)](#).
- Elgin County (C-K/Elgin County Boundary to Union Road)
 - Widening/reconstruction of approximately 39 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier [Preliminary Design and initiate Detail Design Group C Class EA \(GWP 3073-17-00\)](#).
 - Interchange and underpass improvements [Preliminary Design and initiate Detail Design Group B Class EA \(GWP 3079-18-00\)](#).
- Elgin/Middlesex Counties (Union Road to Highway 4 (Col. Talbot Road))
 - Widening/reconstruction of approximately 14 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier [Preliminary Design and initiate Detail Design Group C Class EA \(GWP 3038-19-00\)](#).
 - Interchange and underpass improvements [Preliminary Design and initiate Detail Design Group B Class EA \(GWP 3079-18-00\)](#).
- Middlesex County/City of London (Highway 4 (Col. Talbot Road) and Wellington Road)
 - Widening/reconstruction of approximately 10 km of Highway 401 (addition of one lane on the outside in each direction) and underpass improvements [TESR Review and initiate Detail Design Group B Class EA \(GWP 3025-18-00\)](#).
 - The design of the Highway 401/Highway 4 (Col. Talbot Road) Interchange Improvements, including the replacement of the Glanworth Drive Underpass, is being undertaken as a separate project by Dillon Consulting Limited.
- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

Construction Sequence and Schedule

The study will consider the overall construction sequence for the proposed improvements. Construction is anticipated to begin in 2021 subject to funding and approvals. Specific timing for the various components of construction will be confirmed as the study progresses and will be provided on the project website for each GWP when it becomes available.

News

- [Public Information Centre – Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration](#)
- [Notice of Online Public Information Centre](#)
- [Notice of Study Commencement](#)

**NOTICES AND CORRESPONDENCE TO
PROPERTY OWNERS**

Ministry of Transportation
Design and Engineering
Branch
Project Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4561
Facsimile: (519) 873-4600

Ministère des Transports
Direction de conception et
d'ingénierie
Section de la livraison du projet
de l'Ouest

659, chemin Exeter
London (Ontario) N6E 1L3
Téléphone: (519) 873-4561
Télécopieur: (519) 873-4600



April 15, 2021

Attention:

Dear

Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements, GWP 3117-18-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this project is to review and confirm the preferred alternative for interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*, prepared during the Preliminary Design phase of the study. This project will review the existing conditions, identify appropriate improvements, identify and evaluate potential impacts, and develop environmental protection and mitigation measures.

This letter is to advise you that impacts to your property have been identified due to the footprint of the Bloomfield Road Interchange reconfiguration. Refinements from the previous Preliminary Design are required to address updated design standards. As a result, the impacts to your property have been reviewed and revised as required. The attached figure provides an illustration of the approximate area of your property impacted by the proposed improvements. As noted on the preliminary plan attached, the property boundaries are subject to final legal survey.

As a directly impacted property owner, we would like to provide you with an opportunity to fully discuss the information with the Project Team personally, and to address any questions or comments you may have. **We propose to hold a virtual meeting/teleconference with you on Friday, April 23, 2021, from 2 pm to 3 pm.** Unfortunately, due to the current COVID-19 restrictions, we are unable to conduct these meetings in person.

April 15, 2021

Page 2 of 3

**Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00**

It would be appreciated if you could kindly respond to the undersigned via email and/or telephone by Monday, April 19, 2021, to confirm the proposed meeting time. Contact information is provided below. If an alternative meeting date and/or time is preferred, please do not hesitate to let us know and a separate meeting can be arranged.

Online Public Information Centre

We would also like to advise you that a Public Information Centre (PIC) has been scheduled. Information regarding the PIC is provided in the attached notice. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.

Permission to Enter

As part of the study, Stantec Consulting Ltd. will be undertaking a Stage 2 Archaeological Assessment in the study area in accordance with the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2013). The assessment will include fieldwork to identify and assess areas of potential archaeological significance within the study area.

To complete the fieldwork for this assessment, field staff require access to your property. Field staff will not enter private property without prior permission from the property owner. A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by April 30, 2021, it would be greatly appreciated. Questions regarding the fieldwork can be discussed during your meeting with the Project Team on the date and time provided above.

MTO is committed to working with property owners to help ensure they understand the property acquisition process and their rights. Should you have any questions, please contact the undersigned at (519) 933-9735. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

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

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

April 15, 2021

Page 3 of 3

**Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00**

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

Natalia Bartos, P.Eng.

Senior Project Engineer, MTO West Region

Tel.: (519) 933-9735

Email: comments@highway401tilburytolondon.ca

Attachment: Preliminary Property Impact Plans, Notice of Online Public Information Centre, Permission to Enter Forms, Permission to Enter Maps

c. E. Roadhouse – Ministry of Transportation
A. Barg, P. Hohner, S. Vanhell – Stantec Consulting Ltd.

Ministry of Transportation
Design and Engineering
Branch
Project Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4561
Facsimile: (519) 873-4600

Ministère des Transports
Direction de conception et
d'ingénierie
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659, chemin Exeter
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Téléphone: (519) 873-4561
Télécopieur: (519) 873-4600



April 15, 2021

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April 15, 2021

Page 2 of 3

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Bloomfield Road Interchange Improvements, GWP 3117-18-00**

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April 15, 2021

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Senior Project Engineer, MTO West Region

Tel.: (519) 933-9735

Email: comments@highway401tilburytolondon.ca

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A. Barg, P. Hohner, S. Vanhell – Stantec Consulting Ltd.

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A. Barg, P. Hohner, S. Vanhell – Stantec Consulting Ltd.

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We _____ being the owner of:

Legal Description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from April 14, 2021, to June 30, 2021.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Access for Photo Documentation Only: Photo documentation is required as shown on the attached map.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this ___ day of _____ 20__

Witness Signature Signature _____

Witness Signature Signature _____

Mailing Address _____

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Branch
Project Delivery West

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Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from April 14, 2021, to June 30, 2021.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Test Pit: In accordance with Section 2.1.2 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands inaccessible for ploughing**, such as manicured lawn, scrubland, woodlots, and pasture with high rock content, the Stage 2 physical survey of the study area will consist of the test pit survey method. The standards require that each test pit be at least 30 centimetres in diameter, excavated to at least five centimetres into subsoil, and have soil screened through six millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. The soil is then used to backfill the test pit.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this ___ day of _____ 20__

Witness Signature Signature _____

Witness Signature Signature _____

Mailing Address _____

Ministry of Transportation
Design and Engineering
Branch
Project Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4561
Facsimile: (519) 873-4600

Ministère des Transports
Direction de conception et
d'ingénierie
Section de la livraison du projet
de l'Ouest

659, chemin Exeter
London (Ontario) N6E 1L3
Téléphone: (519) 873-4561
Télécopieur: (519) 873-4600



April 15, 2021

Attention:

Dear

Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements, GWP 3117-18-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this project is to review and confirm the preferred alternative for interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*, prepared during the Preliminary Design phase of the study. This project will review the existing conditions, identify appropriate improvements, identify and evaluate potential impacts, and develop environmental protection and mitigation measures.

This letter is to advise you that impacts to your property have been identified due to the footprint of the Bloomfield Road Interchange reconfiguration. Refinements from the previous Preliminary Design are required to address updated design standards. As a result, the impacts to your property have been reviewed and revised as required. The attached figure provides an illustration of the approximate area of your property impacted by the proposed improvements. As noted on the preliminary plan attached, the property boundaries are subject to final legal survey.

April 15, 2021

Page 2 of 3

Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements, GWP 3117-18-00

As a directly impacted property owner, we would like to provide you with an opportunity to fully discuss the information with the Project Team personally, and to address any questions or comments you may have. **We propose to hold a virtual meeting/teleconference with you on Wednesday, April 28, 2021, from 2 pm to 3 pm.** Unfortunately, due to the current COVID-19 restrictions, we are unable to conduct these meetings in person.

It would be appreciated if you could kindly respond to the undersigned via email and/or telephone by Monday, April 26, 2021, to confirm the proposed meeting time. Contact information is provided below. If an alternative meeting date and/or time is preferred, please do not hesitate to let us know and a separate meeting can be arranged.

Online Public Information Centre

We would also like to advise you that a Public Information Centre (PIC) has been scheduled. Information regarding the PIC is provided in the attached notice. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.

Permission to Enter

As part of the study, Stantec Consulting Ltd. will be undertaking a Stage 2 Archaeological Assessment in the study area in accordance with the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2013). The assessment will include fieldwork to identify and assess areas of potential archaeological significance within the study area.

To complete the fieldwork for this assessment, field staff require access to your property. Field staff will not enter private property without prior permission from the property owner. A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by April 30, 2021, it would be greatly appreciated. Questions regarding the fieldwork can be discussed during your meeting with the Project Team on the date and time provided above.

MTO is committed to working with property owners to help ensure they understand the property acquisition process and their rights. Should you have any questions, please contact the undersigned at (519) 933-9735. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

April 15, 2021

Page 3 of 3

Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00

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

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

Natalia Bartos, P.Eng.
Senior Project Engineer, MTO West Region
Tel.: (519) 933-9735
Email: comments@highway401tilburytolondon.ca

Attachment: Preliminary Property Impact Plan, Notice of Online Public Information Centre, Permission to Enter Form, Permission to Enter Map

c. E. Roadhouse – Ministry of Transportation
A. Barg, P. Hohner, S. Vanhell – Stantec Consulting Ltd.

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We

_being the owner of:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from April 14, 2021, to June 30, 2021.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

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Access for Photo Documentation Only: Photo documentation is required as shown on the attached map.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this ___ day of _____ 20__

Witness Signature Signature _____

Witness Signature Signature _____

Mailing Address _____

Ministry of Transportation
Design and Engineering
Branch
Project Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4561
Facsimile: (519) 873-4600

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London (Ontario) N6E 1L3
Téléphone: (519) 873-4561
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April 15, 2021

Attention:

Dear

Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements, GWP 3117-18-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this project is to review and confirm the preferred alternative for interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*, prepared during the Preliminary Design phase of the study. This project will review the existing conditions, identify appropriate improvements, identify and evaluate potential impacts, and develop environmental protection and mitigation measures.

This letter is to advise you that impacts to your property have been identified due to the footprint of the Bloomfield Road Interchange reconfiguration. Refinements from the previous Preliminary Design are required to address updated design standards. As a result, the impacts to your property have been reviewed and revised as required. The attached figure provides an illustration of the approximate area of your property impacted by the proposed improvements. As noted on the preliminary plan attached, the property boundaries are subject to final legal survey.

As a directly impacted property owner, we would like to provide you with an opportunity to fully discuss the information with the Project Team personally, and to address any questions or comments you may have. **We propose to hold a virtual meeting/teleconference with you on Thursday, April 22, 2021, from 2 pm to 3 pm.** Unfortunately, due to the current COVID-19 restrictions, we are unable to conduct these meetings in person.

April 15, 2021

Page 2 of 3

**Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00**

It would be appreciated if you could kindly respond to the undersigned via email and/or telephone by Monday, April 19, 2021, to confirm the proposed meeting time. Contact information is provided below. If an alternative meeting date and/or time is preferred, please do not hesitate to let us know and a separate meeting can be arranged.

Online Public Information Centre

We would also like to advise you that a Public Information Centre (PIC) has been scheduled. Information regarding the PIC is provided in the attached notice. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.

Permission to Enter

As part of the study, Stantec Consulting Ltd. will be undertaking a Stage 2 Archaeological Assessment in the study area in accordance with the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2013). The assessment will include fieldwork to identify and assess areas of potential archaeological significance within the study area.

To complete the fieldwork for this assessment, field staff require access to your property. Field staff will not enter private property without prior permission from the property owner. A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by April 30, 2021, it would be greatly appreciated. Questions regarding the fieldwork can be discussed during your meeting with the Project Team on the date and time provided above.

MTO is committed to working with property owners to help ensure they understand the property acquisition process and their rights. Should you have any questions, please contact the undersigned at (519) 933-9735. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

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

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

April 15, 2021

Page 3 of 3

**Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00**

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

Natalia Bartos, P.Eng.

Senior Project Engineer, MTO West Region

Tel.: (519) 933-9735

Email: comments@highway401tilburytolondon.ca

Attachment: Preliminary Property Impact Plan, Notice of Online Public Information Centre, Permission to Enter Form, Permission to Enter Map

c. E. Roadhouse – Ministry of Transportation
A. Barg, P. Hohner, S. Vanhell – Stantec Consulting Ltd.

Ministry of Transportation
Design and Engineering
Branch
Project Delivery West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (519) 873-4561
Facsimile: (519) 873-4600

Ministère des Transports
Direction de conception et
d'ingénierie
Section de la livraison du projet
de l'Ouest

659, chemin Exeter
London (Ontario) N6E 1L3
Téléphone: (519) 873-4561
Télécopieur: (519) 873-4600



April 15, 2021

Attention:

Dear

Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements, GWP 3117-18-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this project is to review and confirm the preferred alternative for interchange and underpass improvements, as summarized in the *Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report (TESR, 2008) (GWP 80-00-00)*, prepared during the Preliminary Design phase of the study. This project will review the existing conditions, identify appropriate improvements, identify and evaluate potential impacts, and develop environmental protection and mitigation measures.

This letter is to advise you that impacts to your property have been identified due to the footprint of the Bloomfield Road Interchange reconfiguration. Refinements from the previous Preliminary Design are required to address updated design standards. As a result, the impacts to your property have been reviewed and revised as required. The attached figure provides an illustration of the approximate area of your property impacted by the proposed improvements. As noted on the preliminary plan attached, the property boundaries are subject to final legal survey.

As a directly impacted property owner, we would like to provide you with an opportunity to fully discuss the information with the Project Team personally, and to address any questions or comments you may have. **We propose to hold a virtual meeting/teleconference with you on Wednesday, April 21, 2021, from 3 pm to 4 pm.** Unfortunately, due to the current COVID-19 restrictions, we are unable to conduct these meetings in person.

April 15, 2021

Page 2 of 3

**Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00**

It would be appreciated if you could kindly respond to the undersigned via email and/or telephone by Monday, April 19, 2021, to confirm the proposed meeting time. Contact information is provided below. If an alternative meeting date and/or time is preferred, please do not hesitate to let us know and a separate meeting can be arranged.

Online Public Information Centre

We would also like to advise you that a Public Information Centre (PIC) has been scheduled. Information regarding the PIC is provided in the attached notice. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online. The PIC, with a recorded presentation, will be available for your review on the study website at www.highway401tilburytolondon.ca from Tuesday, May 18, 2021, until Tuesday, June 1, 2021.

Permission to Enter

As part of the study, Stantec Consulting Ltd. will be undertaking a Stage 2 Archaeological Assessment in the study area in accordance with the requirements of the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2013). The assessment will include fieldwork to identify and assess areas of potential archaeological significance within the study area.

To complete the fieldwork for this assessment, field staff require access to your property. Field staff will not enter private property without prior permission from the property owner. A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by April 30, 2021, it would be greatly appreciated. Questions regarding the fieldwork can be discussed during your meeting with the Project Team on the date and time provided above.

MTO is committed to working with property owners to help ensure they understand the property acquisition process and their rights. Should you have any questions, please contact the undersigned at (519) 933-9735. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

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

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

April 15, 2021

Page 3 of 3

**Reference: Notice of Impacts to Property - Highway 401 Expansion from Tilbury to London,
Bloomfield Road Interchange Improvements, GWP 3117-18-00**

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

Natalia Bartos, P.Eng.

Senior Project Engineer, MTO West Region

Tel.: (519) 933-9735

Email: comments@highway401tilburytolondon.ca

Attachment: Preliminary Property Impact Plan, Notice of Online Public Information Centre, Permission to Enter Form, Permission to Enter Map

c. E. Roadhouse – Ministry of Transportation
A. Barg, P. Hohner, S. Vanhell – Stantec Consulting Ltd.

Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, October 29, 2021 4:06 PM
To:
Subject: Highway 401, Bloomfield Road Underpass Replacement and Interchange Reconfiguration -
Permission to Enter Request

Attachments:

Good afternoon,

As you are aware, the Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this email is to follow up on the letter emailed to you on April 15, 2021, requesting permission to enter your property to complete required fieldwork for the Stage 2 Archaeological Assessment. The Stage 2 fieldwork involves photo documentation and a Pedestrian Survey within the highlighted area on the attached figure. This fieldwork requires all agricultural land to be ploughed in advance of the assessment to provide total topsoil exposure to ensure 80% ground surface visibility. The Pedestrian Survey will involve the field staff completing a walk-through of the area to search for and examine any archaeological evidence encountered.

A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by November 12, 2021, it would be greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

Questions regarding the fieldwork can be discussed with Valerie Nantais, MTO Senior Project Engineer, at (548) 388-3180. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We _____ being the owner of:

Legal Description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from November 12, 2021, to May 31, 2022.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Access for Photo Documentation Only: Photo documentation is required as shown on the attached map.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this ___ day of _____ 20__

Witness Signature Signature _____

Witness Signature Signature _____

Mailing Address _____

Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, October 29, 2021 4:07 PM
To:
Subject: Highway 401, Bloomfield Road Underpass Replacement and Interchange Reconfiguration -
Permission to Enter Request

Attachments:

Good afternoon,

As you are aware, the Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this email is to follow up on the letter emailed to you on April 15, 2021, requesting permission to enter your properties to complete required fieldwork for the Stage 2 Archaeological Assessment. The Stage 2 fieldwork for your property at _____ involves hand excavation of test pits across the area identified in the attached figure at a five-metre interval. Each test pit will be approximately 30 centimetres in diameter, excavated to at least five centimetres into the subsoil. Soil is screened through six-millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. The test pits will be filled in following completion of the work.

The Stage 2 fieldwork will also include photo documentation and a Pedestrian Survey for your property at _____ within the highlighted area on the other attached figure. This fieldwork requires all agricultural land to be ploughed in advance of the assessment to provide total topsoil exposure to ensure 80% ground surface visibility. The Pedestrian Survey will involve field staff completing a walk-through of the area to search for and examine any archaeological evidence encountered.

A Permission to Enter Form for each property is attached for you to review and complete. If you could please submit the completed forms to the undersigned by November 12, 2021, it would be greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

Questions regarding the fieldwork can be discussed with Valerie Nantais, MTO Senior Project Engineer, at (548) 388-3180. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Please consider the environment before printing this email.

Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, October 29, 2021 4:06 PM
To:
Subject: Highway 401, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Permission to Enter Request

Attachments:

Good afternoon,

As you are aware, the Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this email is to follow up on the letter and form emailed to you on April 15, 2021, requesting permission to enter your property to complete required fieldwork for the Stage 2 Archaeological Assessment. We acknowledge that you previously signed and completed the Permission to Enter form on April 21, 2021, which permitted staff to enter your property for the purpose of archaeological investigations from the period of April 14, 2021, to June 30, 2021. This Permission to Enter has now expired, and the archaeological assessments for the project have been rescheduled to be completed in the coming months.

As such, we kindly request that you review and complete the attached Permission to Enter Form, which allows for archaeological fieldwork to occur between November 12, 2021, and May 31, 2022. Please note that the nature of the property access and archaeological work has not changed in relation to the initial Permission to Enter Form. If you could please submit the completed form to the undersigned by November 12, 2021, it would be greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

Questions regarding the fieldwork can be discussed with Valerie Nantais, MTO Senior Project Engineer, at (548) 388-3180. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

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Environmental Planner

Shane.Vanhell@stantec.com

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Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, October 29, 2021 4:06 PM
To:
Subject: Highway 401, Bloomfield Road Underpass Replacement and Interchange Reconfiguration -
Permission to Enter Request

Attachments:

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The purpose of this email is to follow up on the letter and form emailed to you on April 15, 2021, requesting permission to enter your property to complete required fieldwork for the Stage 2 Archaeological Assessment. We acknowledge that you previously signed and completed the Permission to Enter form on May 13, 2021, which permitted staff to enter your property for the purpose of archaeological investigations from the period of April 14, 2021, to June 30, 2021. This Permission to Enter has now expired, and the archaeological assessments for the project have been rescheduled to be completed in the coming months.

As such, we kindly request that you review and complete the attached Permission to Enter Form, which allows for archaeological fieldwork to occur between November 12, 2021, and May 31, 2022. Please note that the nature of the property access and archaeological work has not changed in relation to the initial Permission to Enter Form. If you could please submit the completed form to the undersigned by November 12, 2021, it would be greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

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Thank you for taking the time to review this information, and we look forward to hearing from you.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

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Please consider the environment before printing this email.

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We _____ being the owner of:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from November 12, 2021, to May 31, 2022.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this ____ day of _____ 20__

Witness Signature Signature _____

Witness Signature Signature _____

Mailing Address _____

Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, October 29, 2021 4:06 PM
To:
Subject: Highway 401, Bloomfield Road Underpass Replacement and Interchange Reconfiguration -
Permission to Enter Request

Attachments:

Good afternoon,

As you are aware, the Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this email is to follow on the letter emailed to you on April 15, 2021, requesting permission to enter your property to complete required fieldwork for the Stage 2 Archaeological Assessment. Access to your property for photo documentation is being requested. To complete the fieldwork, field staff will photograph the highlighted areas of your property as shown on the attached map.

A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by November 12, 2021, it would be greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

Questions regarding the fieldwork can be discussed with Valerie Nantais, MTO Senior Project Engineer, at (548) 388-3180. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Please consider the environment before printing this email.

Vanhell, Shane

From: Vanhell, Shane
Sent: Friday, October 29, 2021 4:06 PM
To:
Subject: Highway 401, Bloomfield Road Underpass Replacement and Interchange Reconfiguration -
Permission to Enter Request

Attachments:

Good afternoon,

As you are aware, the Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this email is to follow up on the letter emailed to you on April 15, 2021, requesting permission to enter your property to complete required fieldwork for the Stage 2 Archaeological Assessment. Access to your property for photo documentation is being requested. To complete the fieldwork, field staff will photograph the highlighted areas of your property as shown on the attached map.

A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by November 12, 2021, it would be greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

Questions regarding the fieldwork can be discussed with Valerie Nantais, MTO Senior Project Engineer, at (548) 388-3180. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek ON L8J 0B4

November 18, 2021
File: 165001119

Attention:

Dear

**Reference: Highway 401 Expansion from Tilbury to London
Bloomfield Road Underpass Replacement and Interchange
Reconfiguration (GWP 3117-18-00) - Request for Permission to Enter**

As you are aware, the Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Class Environmental Assessment (Class EA) Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this project is the replacement of the Highway 401/ Bloomfield Road Underpass and interchange reconfiguration.

The purpose of this correspondence to follow up on the letter sent to you on April 15, 2021, requesting permission to enter your property to complete required fieldwork for the Stage 2 Archaeological Assessment. The Stage 2 fieldwork involves hand excavation of test pits at five-metre intervals and a Pedestrian Survey in the areas identified in the attached figure.

For the test pit survey, each test pit will be approximately 30 centimetres in diameter, excavated to at least five centimetres into the subsoil. Soil is screened through six-millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. The test pits will be filled in following completion of the work.

For the area where a Pedestrian Survey is required, the fieldwork requires the land to be ploughed in advance of the assessment to provide total topsoil exposure to ensure 80% ground surface visibility. The Pedestrian Survey will involve the field staff completing a walk-through of the area to search for and examine any archaeological evidence encountered.

A Permission to Enter Form is attached for you to review and complete. If you could please submit the completed form to the undersigned by December 3, 2021, it would be

November 18, 2021

Page 2 of 2

Reference: Highway 401 Expansion from Tilbury to London Bloomfield Road Underpass Replacement and Interchange Reconfiguration (GWP 3117-18-00) - Request for Permission to Enter

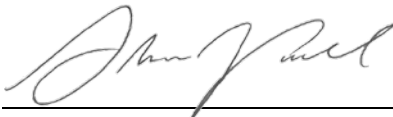
greatly appreciated. Please note that field staff will not enter private property without prior permission from the property owner.

Questions regarding the fieldwork can be discussed with Valerie Nantais, MTO Senior Project Engineer, at (548) 388-3180. You may also contact Adam Barg, Stantec Consultant Project Manager, at (289) 439-0481. To reach the Project Team by email, please contact comments@highway401tilburytolondon.ca.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Regards,

Stantec Consulting Ltd.



Shane Vanhell B. Sc.
Environmental Planner
Shane.Vanhell@stantec.com

Attachment: Permission to Enter Form, Permission to Enter Map
c. E. Roadhouse, V. Nantais – Ministry of Transportation
A. Barg, P. Hohner – Stantec Consulting Ltd.

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We

_being the owner of:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from November 18, 2021, to May 31, 2022.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Test Pit: In accordance with Section 2.1.2 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands inaccessible for ploughing**, such as manicured lawn, scrubland, woodlots, and pasture with high rock content, the Stage 2 physical survey of the study area will consist of the test pit survey method. The standards require that each test pit be at least 30 centimetres in diameter, excavated to at least five centimetres into subsoil, and have soil screened through six millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. The soil is then used to backfill the test pit.

Access for Photo Documentation Only: Photo documentation is required as shown on the attached map.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this ___ day of _____ 20__

Witness Signature Signature _____

Witness Signature Signature _____

Mailing Address _____

**APPENDIX B:
Relevant Correspondence**

**GENERAL PUBLIC/PROPERTY OWNER
CORRESPONDENCE**

From: [Hohner, Paula](#)
To:
Cc: comments@highway401tilburytolondon.ca
Subject:
Date: Saturday, January 18, 2020 11:25:52 AM

Good morning

Thank you for providing your thoughtful comments and we have added your contact information to our contact list to ensure that you receive future project notices. I have forwarded your email onto the project team for their information and consideration. Please note that this project is part of an overall Highway 401 corridor study for improvements that will include the construction of median concrete tall wall barrier that will be continuous from London to Tilbury. Construction along the Highway 401 corridor between Union Road and Wellington Road is anticipated to begin in 2021, subject to funding and approvals. Specific timing for the various components of construction will be confirmed as the study progresses and will be provided on the project website as it becomes available (<https://highway401tilburytolondon.ca/>).

Thank you and regards,
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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Sent: Tuesday, December 10, 2019 1:04 PM
To: comments@highway401tilburytolondon.ca

Good Afternoon; I am writing to find out just when this will start..

I want to know every little detail about start dates etc.. I also want to see if there is anything i can do to ensure this happens and to help promote safety of your workers while this huge project is going on..

Please feel free to reach out to me at .. I want to help when and where i can..

Vanhell, Shane

From:
Sent: Thursday, July 29, 2021 5:02 PM
To: Vanhell, Shane
Subject: Re: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

Thank you so very much for this information

From: Vanhell, Shane <Shane.Vanhell@stantec.com>
Sent: Thursday, July 29, 2021 4:49:58 PM
To:
Subject: RE: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

Good afternoon,

Thank you for your question regarding construction timing for the Bloomfield Road underpass replacement and interchange reconfiguration. Construction of the improvements is anticipated to begin in 2024, subject to completion of the Class Environmental Assessment, funding, and approvals.

Your contact information is on the project mailing list and you will be included on any further correspondence for the project.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner
Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From:
Sent: Thursday, May 6, 2021 7:45 PM
To: Vanhell, Shane <Shane.Vanhell@stantec.com>
Subject: Re: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

When will the building start ??

From: Vanhell, Shane <Shane.Vanhell@stantec.com>

Sent: Thursday, May 6, 2021 3:25:23 PM

To: comments@highway401tilburytolondon.ca <comments@highway401tilburytolondon.ca>

Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

Good afternoon,

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this email and the attached notice (provided in both English and French) is the project concerning the replacement of the Bloomfield Road Underpass and reconfiguration of the interchange, and the upcoming virtual Public Information Centre that is scheduled for the project.

Please review the attached information and contact the undersigned or one of the Project Team members named in the enclosed information if you have any questions.

Thank you,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Vanhell, Shane

From: Highway 401 Expansion - Tilbury to London <comments@highway401tilburytolondon.ca>
Sent: Monday, May 24, 2021 10:26 AM
To: comments@highway401tilburytolondon.ca
Subject: New Entry: Highway 401 Tilbury to London Contact Form

Name

Email

Project mailing list (optional)

Please add me to the project mailing list.

How would you like to receive notifications?

Email (at the address above)

Which GWP(s) are you interested in providing input for?

GWP 3078-18-00

Subject

Homes involved

Comment or Message

Hello,

I noticed in your report that there was no mention of houses being affected in the area. Mention of businesses and historical sites were made however there are at least four residences also in the affected area. Consideration of the families and homes involved should be included.

Please respond to me the plan for the houses and the people living there, including drinking water and air quality considerations.

Thank you,

Your WPForms license key has expired. In order to continue receiving support and plugin updates you must renew your license key. Please log in to [your WPForms.com account](#) to renew your license.

Sent from [Highway 401 Expansion - Tilbury to London](#)

Vanhell, Shane

From: Vanhell, Shane
Sent: Thursday, July 29, 2021 4:52 PM
To:
Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration
Attachments: New Entry: Highway 401 Tilbury to London Contact Form; Potential Property Impacts.JPG

Good afternoon,

Thank you for your question regarding the Bloomfield Road Underpass Replacement and Interchange Reconfiguration (attached). Consideration for property owners that are potentially impacted by the proposed improvements is a priority of the project team. Potentially impacted property owners have been contacted directly and consultation with them is ongoing. Direct contact with potentially impacted property owners will continue as the study progresses. A preliminary plan that identifies potential property impacts is attached.

In addition to the above, your comments regarding construction-related impacts have been noted by the project team. Dust and air quality impacts on adjoining land uses during construction are anticipated to be minimal. Measures to mitigate air quality impacts will be utilized throughout construction of the proposed improvements. The extent of these measures will be determined during a future stage of the project. In addition, a residential groundwater well survey will be completed by the Contractor in advance of construction.

Your contact information has been added to the project mailing list. Please contact the undersigned and/or comments@highway401tilburytolondon.ca should you have any further comments.

Thank you,

Shane Vanhell B. Sc.
Environmental Planner
Shane.Vanhell@stantec.com

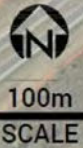
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Stoney Creek ON L8J 0B4



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PRELIMINARY



- EXISTING R.O.W / PROPERTY LINE
- PROPERTY REQUIRED
- FUTURE HIGHWAY 401 RAMP
- NEW TRAFFIC SIGNALS



NEW BRIDGE AT FLOOK & HINTON DRAIN

FUTURE RAMP

FUTURE RAMP

REPLACEMENT OF THE BLOOMFIELD ROAD UNDERPASS (MTO SITE 13X-0241/B0)

REPLACEMENT OF JEANNETTES CREEK BRIDGE (MUNICIPALITY OF CHATHAM-KENT)

REALIGNMENT OF SEVENTH LINE WEST

NEW LOCATION FOR CAR POOL LOT

Vanhell, Shane

From:
Sent: Monday, April 19, 2021 12:38 PM
To: Vanhell, Shane
Cc:
Subject: RE: Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Shane,

I will be attending on behalf of

. Can you please circulate a calendar invite ?

Kindest regards

Vanhell, Shane

From:
Sent: Wednesday, May 5, 2021 8:27 PM
To: Vanhell, Shane
Subject: RE: Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Thanks Shane, much appreciated. We will review and reach out if we have any questions

Kindest regards

From: Vanhell, Shane <Shane.Vanhell@stantec.com>
Sent: Wednesday, April 21, 2021 4:44 PM
To:
Subject: Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Hi

Thank you for attending the meeting today. Per your request, please find the package that was delivered to attached for your review.

Please contact the undersigned or one of the project team members listed in the package should you have any questions.

Thank you,

Shane Vanhell B. Sc.
Environmental Planner
Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



Vanhell, Shane

From: Bartos, Natalia (MTO) <Natalia.Bartos@ontario.ca>
Sent: Wednesday, April 28, 2021 5:35 PM
To: Vanhell, Shane; Hohner, Paula
Cc: Barg, Adam; Roadhouse, Emily (MTO); Toews, Sarah (MTO)
Subject: RE: Highway 401 Expansion, Bloomfield Road Interchange - Property Owner Meeting
Attachments:

Hi Shane/Paula,

We met with _____ this afternoon. _____ following comments/questions about the Permission to Enter:

- Please revise the PTE letter for _____
- Please provide details of how the arch work will impact _____ property:
 - o How will the surveyors access the parcel parallel to _____ ?
 - o Will there be equipment placed _____
 - o Test pits required? _____
- _____ Stantec will need to coordinate _____ prior to accessing the site

Thank you,

Natalia Bartos
(519) 933-9735 | natalia.bartos@ontario.ca

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

From: Vanhell, Shane <Shane.Vanhell@stantec.com>
Sent: April 15, 2021 3:48 PM
To: Vanhell, Shane; Hohner, Paula; Barg, Adam; Lucci, Vincent; Bartos, Natalia (MTO); Roadhouse, Emily (MTO)
Cc: Toews, Sarah (MTO);
Subject: Highway 401 Expansion, Bloomfield Road Interchange - Property Owner Meeting
When: April 28, 2021 4:00 PM-5:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

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

Hi all,

This is a placeholder time for the impacted property owner meeting with _____. For reference, I have attached the letter package sent to the property owner.

All property owners meetings are considered placeholder until confirmed by the property owner.

Please feel free to extend the invite to any additional staff that you deem necessary to have at the meeting.

Thank you,
Shane

Microsoft Teams meeting

From:
To: comments@highway401tilburytolondon.ca
Subject: Bloomfield Road Interchange Improvements
Date: Friday, April 16, 2021 4:51:03 PM

Hello Natalia

My name is _____ recently received a letter from you (or from MTO), in regards to the proposed improvements to the 401 Bloomfield interchange.

_____ to participate in a virtual meeting. I have offered to help

Please email my email address with the meeting invite details (zoom, Microsoft teams, etc).

I will lodge on to the meeting and will have

Thanks

Vanhell, Shane

From:
Sent: Thursday, April 15, 2021 4:27 PM
To: Vanhell, Shane
Subject: RE: [External Email] Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Hello Shane
Please send future correspondence to me.

Thanks,

From:
Sent: Thursday, April 15, 2021 3:58 PM
To: Vanhell, Shane <Shane.Vanhell@stantec.com>;
Subject: RE: [External Email] Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Hi Shane, the owner/attached and those details are for

I am here if access is needed

From: Vanhell, Shane <Shane.Vanhell@stantec.com>
Sent: Thursday, April 15, 2021 3:53 PM
To:
Subject: [External Email] Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Hello

On behalf of the Ontario Ministry of Transportation (MTO), we are sending the attached information for you to review regarding the proposed replacement of the Highway 401/Bloomfield Road Underpass and reconfiguration of the interchange. The attached package contains the following information for you to review:

- Approximate area of your property impacted by the proposed improvements at Highway 401/Bloomfield Road
- Request for permission to enter an area of your property to complete required archaeology field work
- Public Information Centre meeting details

The project team has scheduled a meeting/teleconference with you on Wednesday, April 21, 2021, from 3 pm to 4 pm, to discuss the project and answer your questions. To protect our health and safety during the COVID-19 pandemic, this meeting will be held using a virtual format. Please confirm if this date and time is convenient for you by Monday, April 19, 2021, and we will send out a calendar invite with a link to join the meeting.

Should you have any questions, please contact the project team members provided in the letter or the undersigned.

Kind regards,

Shane Vanhell B. Sc.

Environmental Planner

Shane.Vanhell@stantec.com

Stantec

200-835 Paramount Drive

Stoney Creek ON L8J 0B4



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Please consider the environment before printing this email.

Vanhell, Shane

From:
Sent: Friday, April 16, 2021 10:34 AM
To: Vanhell, Shane
Cc:
Subject: FW: [External Email] Fwd: Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property
Attachments:

Hello Shane

They received a note from you as well about the meeting.
Any correspondence for this property should come to me as well.

From:
Sent: Friday, April 16, 2021 10:04 AM
To:
Subject: [External Email] Fwd: Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Sent from my iPhone

Begin forwarded message:

From: "Vanhell, Shane" <Shane.Vanhell@stantec.com>
Date: April 15, 2021 at 3:53:17 PM EDT
To:
Subject: Highway 401 Expansion from Tilbury to London, Bloomfield Road Interchange Improvements - Notice of Impacts to Property

Hello

On behalf of the Ontario Ministry of Transportation (MTO), we are sending the attached information for you to review regarding the proposed replacement of the Highway 401/Bloomfield Road Underpass and reconfiguration of the interchange. The attached package contains the following information for you to review:

- Approximate area of your property impacted by the proposed improvements at Highway 401/Bloomfield Road
- Request for permission to enter an area of your property to complete required archaeology field work
- Public Information Centre meeting details

The project team has scheduled a meeting/teleconference with you on Thursday, April 22, 2021, from 3 pm to 4 pm, to discuss the project and answer your questions. To protect our health and safety during the COVID-19 pandemic, this meeting will be held using a virtual format. Please confirm if this date and time is convenient for you by Monday, April 19, 2021, and we will send out a calendar invite with a link to join the meeting.

Should you have any questions, please contact the project team members provided in the letter or the undersigned.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Please consider the environment before printing this email.

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We _____ being the owner of property on _____
as described below:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from April 14, 2021, to June 30, 2021.

Test Pit: In accordance with Section 2.1.2 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands inaccessible for ploughing**, such as manicured lawn, scrubland, woodlots, and pasture with high rock content, the Stage 2 physical survey of the study area will consist of the test pit survey method. The standards require that each test pit be at least 30 centimetres in diameter, excavated to at least five centimetres into subsoil, and have soil screened through six millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. The soil is then used to backfill the test pit.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at Wednesday, this 21 day of April 2021

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We

being the owner of:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from April 14, 2021, to June 30, 2021.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this 13 day of MAY 2021

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We _____ being the owner of:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from April 14, 2021, to June 30, 2021.

Pedestrian Survey: In accordance with Section 2.1.1 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands accessible for ploughing**, the Stage 2 archaeology physical survey of the study area will involve the pedestrian survey method at a five metre interval. In these instances, it is important to have all agricultural land ploughed in advance of the archaeological assessment. Ploughing must be deep enough to provide total topsoil exposure, but not deeper than previous ploughing, and must be able to ensure at least 80% ground surface visibility. In addition, heavy clay soils should be disked after ploughing to break up furrows.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this 13 day of MAY 2021

GWP 3117-18-00
Hwy. No. 401
Region: West



PERMISSION TO ENTER

I/We _____ being the owner of property on _____
as described below:

Legal description:

Property _____ in the Geographic Township of Raleigh, Municipality of Chatham-Kent grant permission to Her Majesty the Queen in Right of Ontario as represented by The Minister of Transportation, Ontario, Her employees, agents, contractors, consultants, etc., to enter my/our property for the purpose of archaeology investigations for the period from November 12, 2021, to May 31, 2022.

Test Pit: In accordance with Section 2.1.2 of the 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), **for all lands inaccessible for ploughing**, such as manicured lawn, scrubland, woodlots, and pasture with high rock content, the Stage 2 physical survey of the study area will consist of the test pit survey method. The standards require that each test pit be at least 30 centimetres in diameter, excavated to at least five centimetres into subsoil, and have soil screened through six millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. The soil is then used to backfill the test pit.

Property access and investigations will be limited to the areas shown in the sketch attached.

The granting of this permission in no way constitutes a release for damages that may be caused by the work, and I/we reserve the right to file a claim for compensation within one year of the time the damage becomes known to me/us.

Dated at _____ this 2 day of November 2021.

**EXTERNAL AGENCY
CORRESPONDENCE**

Vanhell, Shane

From: FPP.CA / PPP.CA (DFO/MPO) <fisheriesprotection@dfo-mpo.gc.ca>
Sent: Friday, May 7, 2021 5:11 PM
To: Vanhell, Shane
Subject: Automatic reply: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

This e-mail is a confirmation of receipt for your submission. Thank you for contacting Fisheries and Oceans Canada, Fish and Fish Habitat Protection Program.

Please note that we are currently receiving a higher than normal volume of submissions and inquiries and continue to operate under alternate work arrangements.

We will respond to your email as soon as possible. Thank you for your patience.

Le présent courriel est un accusé de réception de votre soumission. Merci d'avoir communiqué avec le Programme de protection poisson et de son habitat des pêches de Pêches et Océans Canada.

Veillez noter que nous recevons actuellement un volume de soumissions et de demandes de renseignements supérieur à la normale, et nous continuons de travailler selon des modalités de travail modifiées.

Nous répondrons à votre e-mail dès que possible. Merci de votre patience.

Kielstra, David

From: Kielstra, David
Sent: Tuesday, February 25, 2020 9:13 AM
To: Abraham.Jordan@infrastructureontario.ca; Lisa.Myslicki@infrastructureontario.ca
Cc: Hohner, Paula; Bartos, Natalia (MTO); Barg, Adam; Welker, Kevin; Kane Erickson (Kane.Erickson@stantec.com); Elali, Sophia (MTO); Mitchell, Heather (MTO)
Subject: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Hello Mr. Jordan and Ms. Myslicki,

Thank you for providing a response on behalf of Infrastructure Ontario (IO) for the above-mentioned project.

As we move forward with project planning and design, the project team will confirm any potential impacts to property owned by the provincial government within the study area and will engage with IO as a directly affected stakeholder. In the interim, we will continue to circulate IO on study notifications.

Thank you,

David Kielstra M.A, EP
Environmental Planner

Direct: 905 381-3247
Fax: 905 385-3534
David.Kielstra@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From: [Hohner, Paula](#)
To: [Wrathell, Melissa](#)
Cc: [Gazibara, Nevena](#)
Subject: FW: IO EA Notice Response: Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)
Date: Friday, December 20, 2019 1:50:26 PM

From: Jordan, Abraham (IO) <Abraham.Jordan@infrastructureontario.ca>
Sent: Friday, December 20, 2019 11:20 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Subject: IO EA Notice Response: Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Good morning,

Thank you for sending us the Notice of Commencement for the Highway 401 Widening/ Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London).

Our initial scan indicates that properties owned by the Minister of Government and Consumer Services (mainly Hydro One/ Bill 58 Lands) are adjacent/ within the study area. However, it is the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:

- His Majesty the King
- Her Majesty the Queen
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If government property is not identified within the study area, please continue to include Infrastructure Ontario in the mailing list.

If government property is identified within the study area but not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.

Please include our environmental specialist, Lisa Myslicki (Lisa.Myslicki@infrastructureontario.ca) when responding to this email.

Yours sincerely,

Abraham Jordan

Environmental Management Co-op

Infrastructure Ontario

1 Dundas Street West, Suite 2000

Toronto, ON M5G 2L5

E-mail: Abraham.Jordan@infrastructureontario.ca

Skype: 647-264-4786

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Vanhell, Shane

From: Bartos, Natalia (MTO) <Natalia.Bartos@ontario.ca>
Sent: Tuesday, May 25, 2021 1:38 PM
To: Huynh, Christine (IO)
Cc: Myslicki, Lisa (IO); Wilson-Holmes, Linda (MTO); comments@highway401tilburytolondon.ca
Subject: RE: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration, Municipality of Chatham-Kent - EA Notice Response
Attachments: PIN List.pdf

Hi Christine,

Thank you for your email. According to Geowarehouse records, please find attached a list which provides owner names with associated PINs listed in your email below. Based on this information, it appears that neither of these PINs are owned by IO.

The Geowarehouse Reports are too large to send through email; however, I can arrange to have them sent to you if you wish.

Please let me know if you have any questions.

Regards,

Natalia Bartos, P.Eng.

Senior Project Engineer
Ministry of Transportation | Project Delivery West
3rd Floor, 659 Exeter Rd
London ON N6E 1L3
(519) 933-9735 | natalia.bartos@ontario.ca

From: Huynh, Christine (IO) <Christine.Huynh@infrastructureontario.ca>
Sent: May 12, 2021 3:34 PM
To: comments@highway401tilburytolondon.ca
Cc: Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>
Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration, Municipality of Chatham-Kent - EA Notice Response

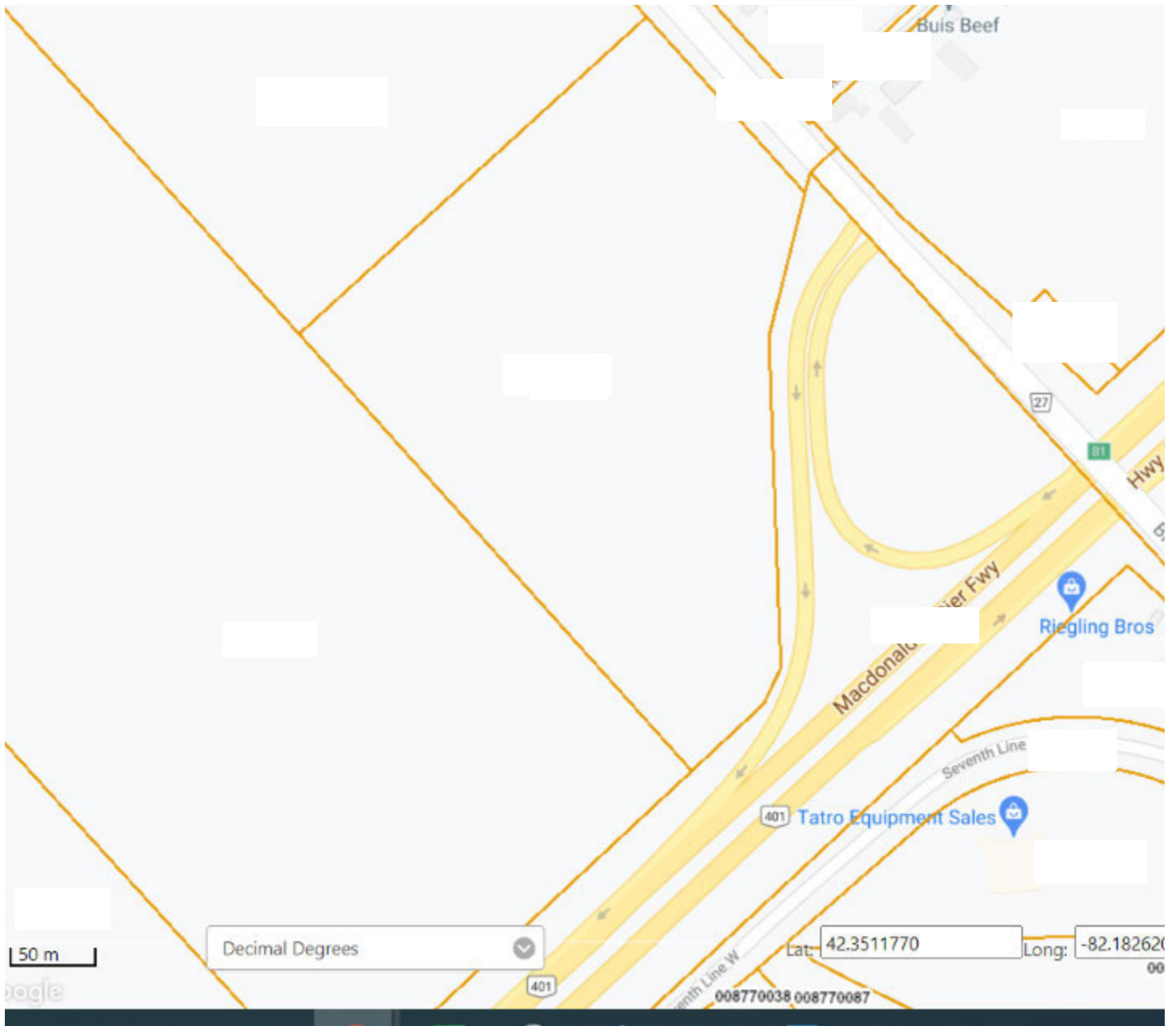
Good afternoon,

Thank you for sending us the Notice of Commencement for the **Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration, Municipality of Chatham-Kent.**

Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. This property is identified by the following Pins:

- 008770046
- 008770071
- 008770052
- 008770047
- 008770051

- 008770052
- 008770040
- 008770087
- 008770112
- 008770038
- 008770113
- 008770112
- 008770096
- 008770091
- 008770105
- 008770017
- 008770018
- 008770019
- 008780262
- 008780263
- 008780203
- 008780259
- 008780202
- 008780201
- 008780370
- 008780559
- *(Please refer to attached image)*



While this was identified in our scan, it is ultimately the proponent’s responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:

- His Majesty the King
- Her Majesty the Queen
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)

- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.

Additionally, please remember to send notices to our dedicated notice email address:
noticereview@infrastructureontario.ca

Warm regards,
Christine



Christine Huynh (she, her)

Infrastructure Ontario

Co-op Student, Environmental Management

christine.huynh@infrastructureontario.ca

www.infrastructureontario.ca

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- 008770046 - PUBLIC AUTHORITY HAVING JURISDICTION
- 008770052 - HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ONTARIO, REPRESENTED BY THE MINISTER OF TRANSPORTATION FOR THE PROVINCE OF ONT
- 008770047 - PUBLIC AUTHORITY HAVING JURISDICTION
- 008770051 - HER MAJESTY THE QUEEN, IN RIGHT OF PROVINCE OF ONTARIO, REPR.BY THE MINISTER OF TRANSPORTATION
- 008770052 – DUPLICATE REQUEST (SEE ABOVE)
-
- 008770087 - HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ONTARIO, REPRESENTED BY THE MINISTER OF TRANSPORTATION FOR THE PROVINCE OF ONT
- 008770112 - THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT
-
- 008770113 - THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT
- 008770112 – DUPLICATE REQUEST (SEE ABOVE)
- 008770096 - THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT
-
-
- 008780262 - MINISTRY OF TRANSPORTATION & COMMUNICATIONS
- 008780263 - MINISTRY OF TRANSPORTATION & COMMUNICATIONS
-
- 008780259 - ONTARIO; HER MAJESTY THE QUEEN IN RIGHT OF THE PROVINCE OF ONTARIO, REPRESENTED BY THE MINISTER OF HIGHWAYS
-

Kielstra, David

From: Kielstra, David
Sent: Tuesday, February 25, 2020 9:13 AM
To: crystal.lafrance@ontario.ca; craig.newton@ontario.ca
Cc: Hohner, Paula; Bartos, Natalia (MTO); Barg, Adam; Welker, Kevin; Kane Erickson (Kane.Erickson@stantec.com); Elali, Sophia (MTO); Mitchell, Heather (MTO)
Subject: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Hello Ms. Lafrance and Mr. Newton,

Thank you for taking the time to provide comments on behalf of the Ministry of Environment, Conservation and Parks (MECP) for the above-mentioned project. The key project details identified within your response have been noted by the project team.

The Notice of Study Commencement was circulated to the relevant conservation authorities for this project. At this time, it is understood that the study area is predominantly located within the Thames-Sydenham & Region Drinking Water Source Protection Region, and traverses various Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas.

Stormwater management is a major component of highway expansion projects, given the proposed increase in impervious surface areas. In consideration of climate change adaptation and associated mitigation, appropriate drainage and stormwater management facilities will be designed. In addition, the guide to *Considering Climate Change in the Environmental Assessment Process* will be considered as part of this study.

To identify potentially contaminated areas, a Contamination Overview Study (COS) is being undertaken for the study area in accordance with the MTO's *Environmental Reference for Highway Design*. As such, the presence of active and former waste disposal sites will be identified within study area, including adjacent properties that have the potential for contaminant migration onto MTO lands. The findings of the COS will be used to evaluate design alternatives, and potential impacts to the project and/or for migration of contaminants from adjacent sources.

We will continue to circulate study notifications to you at key milestones, and you have been included on the study mailing list.

Sincerely,

David Kielstra M.A, EP
Environmental Planner

Direct: 905 381-3247
Fax: 905 385-3534
David.Kielstra@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Attachments: [ad_1119_NOSC_Eng_Fr_fnl.pdf](#)
[project_information_form_20191202_highway401widening_reconstruction_tilbury_london.xlsx](#)
[project_information_form_20191202_highway401widening_reconstruction_tilbury_london.pdf](#)
[D4 Land Use Near Landfills.pdf](#)

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

Sent: Tuesday, December 3, 2019 2:42 PM

To: Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>

Cc: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Barg, Adam <adam.barg@stantec.com>; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>

Subject: MTO Class EA, Elgin County, Essex County, Middlesex County, Municipality of Chatham-Kent and City of London, Highway 401 Widening/Reconstruction from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail Design and Clas

Dear Ms. Bartos:

This email acknowledges this ministry's receipt, with thanks, your circulation of the above noted Notice of Commencement for the Hwy 401 Widening / Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) EA.

In response to the Notice of Commencement the MECP have identified the following key project details with respect to the proposed undertaking:

Source Water Protection

Proponents undertaking a EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in the EA. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project.

Please include a section in the EA on Source Water Protection. Specifically, it should discuss whether or not the project is located in a vulnerable area or changes or creates new vulnerable areas and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a

prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the EA how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should 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. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.

Climate Change

The Ministry of Transportation is strongly encouraged to include climate change in this EA. Climate change should be considered in the context of mitigation and the context of adaptation. The Ministry has recently released a guidance document to support proponents in including climate change in environmental assessments. The guide can be found online: <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process>. It should be noted that Climatic Features is identified in Appendix 2 of the Municipal Class EA page 2-7 (2015).

Waste Sites

-
As one component of this Ministry's review of this Notice of Commencement, staff of this Ministry reviewed an environmental atlas map which identifies active and former waste disposal sites known to this ministry. Generally speaking, MECP considers the most significant contaminant discharges to be normally within 500 meters of the perimeter of a fill area. There appears to be one, and possibly more waste disposal sites identified on the environmental atlas map situated within 500 meters of Hwy 401 in the study area. As part of this EA, MTO should evaluate what impact, if any, known active and former waste sites have on this proposed project, and the proposed project on the waste sites, including but not limited to what potential if any is there for the migration of methane gas and/or leachate from these waste sites as a consequence of the installation of services such as but not limited to storm sewers / culverts / utilities etc. To assist in this regard, MOE Guideline D-4 Land use on or Near Landfills and Dumps is attached.

Part II Order Request Form

Please note that as of July 1, 2018, a [Part II Order Request Form](#) must be used to request a Part II Order as per O. Reg. 152/18. Accordingly, please include those details when conveying information regarding the Part II Order process such as on the Notice of Completion. The following sample text would cover this requirement in the Notice of Completion for this project:

"As of July 1, 2018, a [Part II Order Request Form](#) must be used to request a Part II Order in accordance with O. Reg. 152/18. The Part II Order Request Form is

available online on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching "Part II Order" or "012-2206E" (the form ID number)".

When the EA is finalized, please send the Notice of Completion and final documentation to my attention. Should you or any members of your project team have any questions regarding the material above, please contact me directly.

Yours truly,

Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of the Environment, Conservation and Parks
Southwestern Region
733 Exeter Road
London, Ontario
N6E 1L3

GUIDELINE D-4
(formerly 07-07)

Land Use On or Near Landfills and Dumps

Legislative Authority:

Environmental Protection Act, RSO 1990, Part V, Sections 27 and 46

O. Reg. 347, General -- Waste Management

Planning Act, RSO 1990, Sections 2(a)(b)(c)(f)(g)(h), 17(9), 22(3), 41(4) and 51(3)

Condominium Act, RSO 1990, Section 50(3)

Environmental Assessment Act, RSO 1990, Section 5(3)

Responsible Director:

Director, Environmental Planning Branch

Last Revision Date:

April, 1994

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7.0 REFERENCE DOCUMENTS:

- a) Procedure D-4-1: "Assessing Methane Hazards from Landfill Sites"
- b) Ministry of Consumer and Commercial Relations Bulletin No. 91003: "Environmental Warnings/Restrictions"
- c) Ministry of Consumer and Commercial Relations Bulletin No. 80023: "Registration of Certificates & Provisional Certificates"
- d) Guideline D-7: "Requests for Land Use Approval under *EPA*, Section 46" (under development)
- e) Procedure D-1-1: "Land Use Compatibility: Procedure for Implementation"
- f) Procedure D-1-3: "Land Use Compatibility: Definitions"
- g) Guideline D-1: "Land Use Compatibility"

SYNOPSIS

This guideline specifies restrictions and controls on land use that the Ministry wishes to see implemented in the vicinity of landfills and dumps, in order to protect the health, safety, convenience and welfare of residents near such facilities. It complements existing ministry abatement programs for landfills and dumps, and is a direct application of Guideline D-1: "Land Use Compatibility."

Application of the guideline extends to all proposals for land use on, or near, operating and non-operating landfills, (as defined in O. Reg. 347) and dumps which contain municipal solid waste, industrial solid waste and/or sewage sludges. The guideline applies to all such facilities regardless of ownership. It does not apply to lands certified as organic soil conditioning sites under O. Reg. 347.

Ministry staff shall use the guideline when they are reviewing land use proposals, including official plans and amendments, and plans of subdivision/condominium:

- (a) at the request of the responsible Ministry or the delegated approving authority, under the *Planning Act* or the *Condominium Act*;
- (b) for land use requests subject to Section 46 of the *Environmental Protection Act*; and
- (c) for undertakings subject to the *Environmental Assessment Act*.

1.0 Introduction

This guideline protects the health, safety, convenience and welfare of residents from the potential adverse effects of landfills and dumps, by restricting or controlling land use in their vicinity. It complements the Ministry's existing abatement programs, and Ministry staff shall refer to it when they review land use proposals.

The principles of Guideline D-4 shall also be considered when looking for locations to establish a landfill in Ontario.

Procedure D-1-1: "Land Use Compatibility: Procedure for Implementation" discusses various implementation approaches and tools. Procedure D-1-3: "Land Use Compatibility: Definitions" provides definitions of terms, in addition to those included in Section 2.0 of this guideline.

2.0 Definitions

NOTE: Additional definitions are provided in Procedure D-1-3: "Land Use Compatibility: Definitions".

Fill Area:

The area of a waste disposal site set aside for landfilling or dumping (see **Conceptual Diagram No. 1.** below).

Land Use:

Any existing or proposed activity, structure, service, facility, or natural feature, either at, above, or below grade, which conforms to an approved municipal plan.

Land Used for Waste Disposal Purposes:

The land comprising the fill area, where landfilling or dumping has occurred, and the land which is being used or is to be used for the leachate buffer area and/or the gas buffer area; the land may be on- or off-site, (see **Conceptual Diagram No. 1** below).

Peripheral Area:

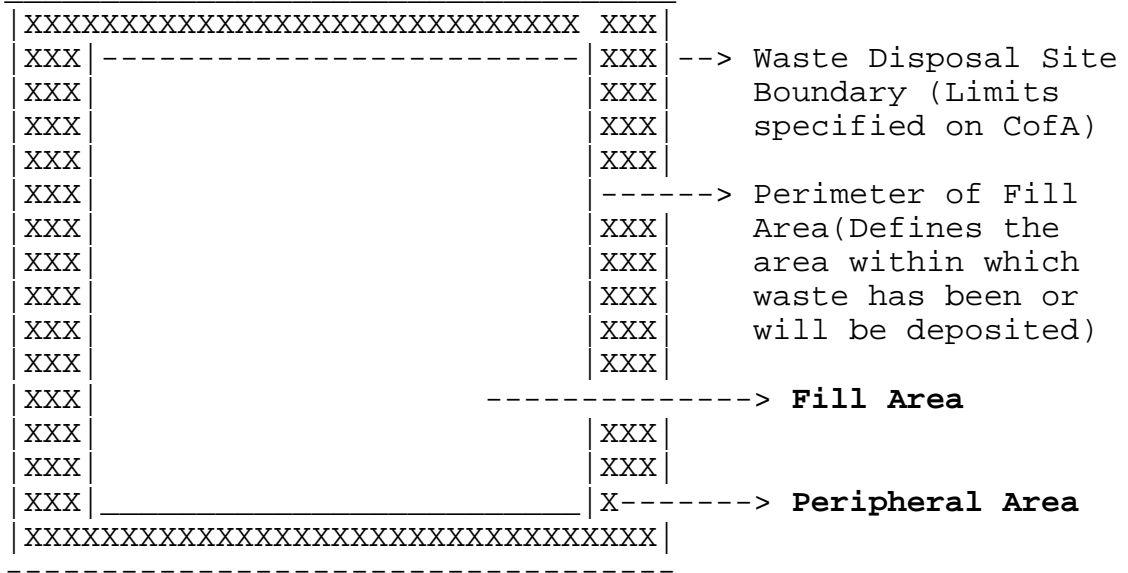
The area controlled by the site owner/operator between the boundary of the waste disposal site and the fill area; together, the peripheral area and the fill area make up the waste disposal site; the peripheral area will contain the buffer areas required to be on-site (see Conceptual Diagram No. 1 below).

Vectors and Vermin:

Disease-carrying organisms, insects, rodents, birds (especially gulls) and other harmful creatures (e.g., bears).

CONCEPTUAL DIAGRAM NO. 1

(Plan View)



LANDFILL OR DUMP

3.0 Application

3.1 General

This guideline applies to all proposals for land use on or near any landfill or dump which contains municipal solid waste, industrial solid waste and/or sewage sludges. It does not apply to lands certified as organic soil conditioning sites under O. Reg. 347.

3.2 Liquid Industrial and Hazardous Waste

For proposals in the vicinity of landfills and dumps that have accepted liquid industrial, toxic or hazardous waste, the Ministry shall expect proponents to undertake further investigations and provide a report to the approving authority. Where there is evidence of off-site migration of contaminants, the Ministry shall require abatement measures beyond those discussed in this guideline.

4.0 Environmental Considerations

Environmental considerations shall be considered by all parties involved in the production, review and approval of a study/evaluation report.

4.1 Operating Sites

Factors to be considered when land use is proposed near an operating site include: landfill-generated gases, ground and surface water contamination by leachate, odour, litter, contaminant discharges from associated vehicular traffic, visual impact, dust, noise, other air emissions, fires, surface runoff, and vectors and vermin. Particular attention shall be given to the production and migration of methane gas.

4.2 Non-Operating Sites

Factors to be considered when land use is proposed on or near a non-operating site include: ground and surface water contamination by leachate, surface runoff, ground settlement, visual impact, soil contamination and hazardous waste, and landfill-generated gases. Particular attention shall be given to the production and migration of methane gas.

4.3 Assessment

The adverse effects of the factors listed in Sections 4.1 and 4.2 of this guideline may create:

- (a) a hazard or health/safety risk;
- (b) a nuisance to man; and/or
- (c) degradation of the natural environment.

The overall extent, number, degree and frequency of contaminant discharges and visual problems can vary with each site. Consideration must be given to the nature of proposed land use(s).

Reference should be made to Reference (a) (Section 7.0), if particular site conditions warrant obtaining further information with respect to methane gas.

4.4 Buffering Techniques

One or a combination of buffers, as defined in Guideline D-1: "Land Use Compatibility", may be employed in a given situation.

4.5 Hydrogeologic/Engineering Studies

4.5.1 Responsibility

Where the hydrogeologic and geologic setting of the proponent's property and the inter-relationship with gas and/or leachate from the fill area are unknown, Ministry staff shall recommend to the approving authority that the proponent engage a qualified hydrogeologist and/or engineer to determine the subsurface conditions and, where necessary, propose remedial measures.

4.5.2 Exceptions

The Ministry shall not normally recommend a formal site investigation, as recommended in Section 4.5.1, when its staff is satisfied that the evaluation of existing data indicates the absence of a problem.

4.6 Controls and Monitoring for Adverse Effects

Where appropriate, Ministry staff shall recommend, as a condition of approval, that a proponent include controls to deal with adverse effects or risks to health or safety and that the approving authority monitor contaminant migration and carry out inspections of control facilities.

In the event that the approving authorities lack the expertise or resources to perform such inspections, they shall employ qualified consultants to do so.

4.7 Monitoring on Private Property

Where the approving authority requires monitoring and inspections on private property, Ministry staff shall recommend that a contract be executed between the proponent and the municipality, in the form of, or as part of an agreement that may be registered on title and run with the land. Documents which are able to be registered on title are identified in References (b) and (c) (see Section 7.0).

5.0 Land Use Considerations

5.1 Sensitive Land Use

The Ministry will normally recommend against proposals for sensitive land use (see Section 5.1.1. for details) adjacent to operating landfills, and on land used for waste disposal purposes where there are completed or partially completed fill areas.

Where land uses are proposed for approval on non operating landfills and dumps under Section 46 of the *Environmental Protection Act*, the Ministry normally shall not permit residential or other sensitive land use. Further details are provided in Reference (d) of Section 7.0.

5.1.1 Sensitive Land Uses for Landfills Currently in Operation

Any existing or committed land use which includes:

- (a) a permanent structure used in animal husbandry; or
- (b) agricultural land used for pasturing livestock; or
- (c) a permanent structure where:
 - (i) a person sleeps, or
 - (ii) a person is present on a full time basis;

but not including food or motor vehicle service facilities adjacent to a highway, utility operations, scrap yards, heavy industrial uses, gravel pits, quarries, mining or forestry activities; or

- (d) cemeteries

5.1.2 Compatible Land Uses for Landfills Currently in Operation

Compatible land uses may include:

- (a) utilities and above grade transportation routes except major highways;
- (b) fences;
- (c) wood harvesting and other forestry activities;

- (d) certain farming activities;
- (e) industrial uses, including incinerators permitted to operate under O.Reg. 347;
- (f) gravel pits and quarries, and other mining activities (provided the landfill water table is not affected); or
- (g) such land uses which would not be threatened by any hazard to public health or safety and would not be impaired by nuisance effects.

5.2 Land Use Within 30 metres of a Fill Area

5.2.1 Operating Sites

No land use may take place within 30 metres of the perimeter of a fill area. This is a minimum distance.

Each operating landfill shall have an on-site operational/maintenance buffer area identified on the Certificate of Approval. This buffer shall be no less than 30 metres; it is normally 60-100 metres.

5.2.2 Non-Operating Sites

Where technical controls for leachate, or leachate and gas are required surrounding a fill area, no land use may take place within 30 metres of its perimeter. This distance may be reduced to 20 metres in cases where only gas controls are necessary.

5.3 Land Use Within 500 metres of a Fill Area

The Ministry considers the most significant contaminant discharges and visual problems to be normally within 500 metres of the perimeter of a fill area. Accordingly, the Ministry recommends this distance be used as a study area for land use proposals. Ministry staff shall ensure that the proponent has evaluated the presence and impact of any adverse effects or risks to health and safety and that necessary remedial measures are taken when land use proposals are within this distance. This assessment shall be based on the nature and knowledge of the disposal site, and the nature of land use(s) proposed.

Actual influence areas for the considerations listed in Section 4.1 and 4.2 of this guideline will vary with the individual landfill or dump. Where the actual influence area of a site has been determined to be less than the 500 metre study area set out in this section, the study area for land use proposals can be reduced to coincide with the actual influence area.

5.4 Land Use Beyond 500 metres of a Fill Area

Where significant impacts are encountered at or beyond 500

metres, the study area within which an assessment for any change in land use is recommended, shall be extended beyond the 500 metre area set out in Section 5.3. Historical evidence in Ontario has shown that the maximum distance within which adverse effects could be experienced while a landfill is operating is up to 3 kilometres.

In exceptional hydrogeologic situations, such as areas of fractured rock or sand, where it is anticipated that leachate or gas from a non-operating landfill or dump could migrate beyond 500 metres and pose a problem, Ministry staff shall recommend that proponents carry out hydrogeologic and/or engineering studies for land use proposals beyond 500 metres of a fill area (see Section 4.5 for more details).

5.5 Significant Impacts

The Ministry shall recommend against land use proposals where proponents have not incorporated feasible remedial measures to prevent or minimize adverse effects (as discussed in Section 4.3).

5.6 Sequential Development

In considering long-range planning, the Ministry may recommend that proponents delay or phase certain types of land use to coincide with closure of sections of a landfill, or the operation itself, as nuisance effects are reduced or eliminated. This approach shall only be permitted in cases where no risks to health or safety are present.

6.0 Responsibilities

6.1 Operators and/or Owners of Landfills or Dumps

The Ministry shall require operators and/or owners of operating landfills and non operating landfills and dumps to comply with the *Environmental Protection Act* and O. Reg. 347 (Waste Management) requirements for the control of adverse effects caused by these facilities.

6.2 Proponents/Consultants

Ministry staff shall recommend to the approving authority that the proponent provide a report on environmental considerations (see Section 4.0) and, where necessary, propose and implement appropriate control measures. These measures shall include design details and specifications for any control device or facility.

6.3 Municipalities

The local municipal authority is responsible for ensuring that proponents implement and monitor proper control measures associated with new, sensitive developments. It also shall ensure that periodic inspections of operating landfills and non-operating landfills and dumps for contaminant migration and potential hazards are carried out.

6.4 Ministry

With respect to its mandate for landfills and dumps, the Ministry shall exercise the following responsibilities:

6.4.1 Near Land Used or to be Used for Waste Disposal Purposes

Ministry staff will expect proponents and municipalities to fulfil their responsibility to protect public health and safety in areas of land use near a landfill or dump, and to prevent significant impacts from difficult-to-control nuisance effects which may extend beyond the lands under the Certificate of Approval for an operating landfill.

6.4.2 On Land Used for Waste Disposal Purposes

Where a proponent submits a land use proposal for approval under Section 46 of the *Environmental Protection Act*, the proponent must assure Ministry staff and the municipality that the proposal contains adequate measures for the protection of public health and safety, in order to facilitate the Minister making a decision on approval.

Where an approval under *EPA* Section 46 is not required from the Minister, Section 6.4.1 of this guideline applies.

7.0 Reference Documents:

- (a) Procedure D-4-1: "Assessing Methane Hazards from Landfill Sites"
- (b) Ministry of Consumer and Commercial Relations Bulletin No. 91003: "Environmental Warnings/Restrictions"
- (c) Ministry of Consumer and Commercial Relations Bulletin No. 80023: "Registration of Certificates & Provisional Certificates"
- (d) Guideline D-7: "Requests for Land Use Approval Under *EPA*, Section 46" (under development)
- (e) Procedure D-1-1: "Land Use Compatibility: Procedure for Implementation"

- (f) Procedure D-1-3: "Land Use Compatibility: Definitions"
- (g) Guideline D-1: "Land Use Compatibility"

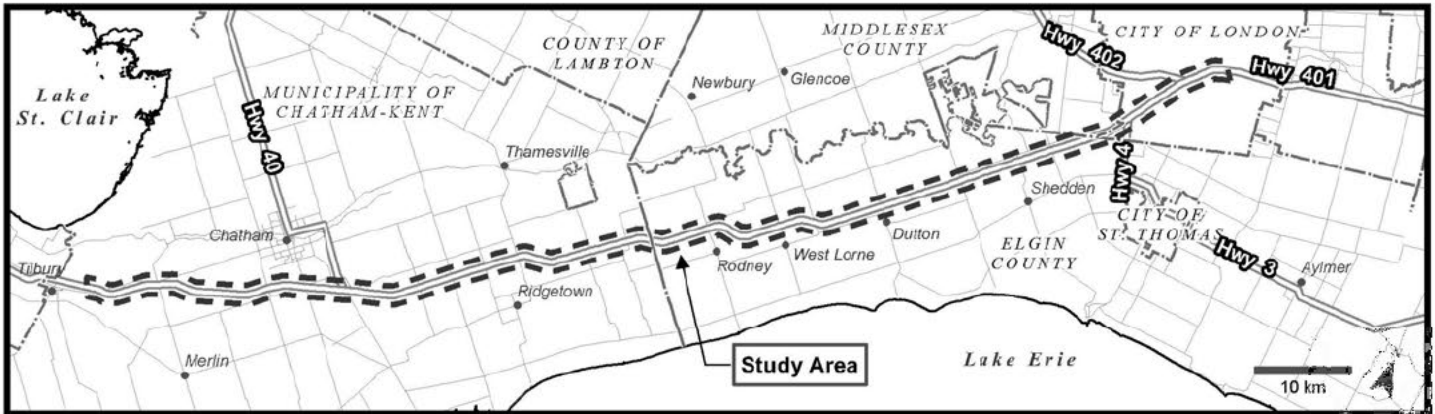
NOTICE OF STUDY COMMENCEMENT

Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study

THE STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **Stantec Consulting Ltd.** to complete the Preliminary Design, initiate Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 km). The study area is located within the Municipality of Chatham-Kent, Elgin County, Middlesex County, and City of London as shown on the key plan.



The study has been divided into various projects based on geographic location with the following scope:

- **Municipality of Chatham-Kent (C-K) (Merlin Road to C-K/Elgin County Boundary)**
 - Widening/reconstruction of approximately 55 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier TESR Review and initiate Detail Design Group B Class EA (GWP 3024-18-00).
 - Interchange and underpass improvements TESR Review and initiate Detail Design Group B Class EA (GWP 3078-18-00).
- **Elgin County (C-K/Elgin County Boundary to Union Road)**
 - Widening/reconstruction of approximately 39 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier Preliminary Design and Initiate Detail Design Group C Class EA (GWP 3073-17-00).
 - Interchange and underpass improvements Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00).
- **Elgin/Middlesex Counties (Union Road to Highway 4 (Col. Talbot Road))**
 - Widening/reconstruction of approximately 14 km of Highway 401 (addition of one lane in the median in each direction) and construction of a concrete median barrier Preliminary Design and initiate Detail Design Group C Class EA (GWP 3038-19-00).
 - Interchange and underpass improvements Preliminary Design and initiate Detail Design Group B Class EA (GWP 3079-18-00).
- **Middlesex County/City of London (Highway 4 (Col. Talbot Road) and Wellington Road)**
 - Widening/reconstruction of approximately 10 km of Highway 401 (addition of one lane on the outside in each direction) and underpass improvements TESR Review and initiate Detail Design Group B Class EA (GWP 3025-18-00).
- Review of requirement and location for a new patrol yard within the Highway 401 corridor between Tilbury and London

THE PROCESS

The projects are following approved planning processes in accordance with the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*. MTO completed Preliminary Design studies for sections of this study area, as documented in the Highway 401 Chatham-Kent and Highway 401 London Transportation Environmental Study Reports (TESRs) in 2008 and 2004, respectively. A 'five-year review' will be undertaken to determine if significant changes to the relevant portions of the approved Preliminary Design have occurred since submission of the TESRs. If no significant changes to the relevant portions of the TESRs are identified, the projects will proceed to Detail Design.

CONSULTATION AND COMMENTS

Ongoing consultation and engagement will take place throughout the projects. If you wish to provide comments or questions, or have your name added to the project (include GWP number) mailing lists, please visit the project website where study notices, background information, and project materials will be made available as the study progresses, and you can provide your questions or comments to the project team by referencing the applicable project GWP. You may also contact the Project Team members below:

Adam Barg, P.Eng.
Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: 905-381-3216
comments@highway401tilburytolondon.ca

Natalia Bartos, P.Eng.
Project Engineer - Planning & Design
Ministry of Transportation
3rd Floor, 659 Exeter Road
London ON N6E 1L3
Tel: 519-933-9735
comments@highway401tilburytolondon.ca

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

For more details for each project, please visit the study website: www.highway401tilburytolondon.ca

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

Sent: Monday, December 2, 2019 5:33 PM

To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>

Subject: Automatic reply: MTO Class EA, Elgin County, Essex County, Middlesex County, Municipality of Chatham-Kent and City of London, Highway 401 Widening/Reconstruction from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design, Initiate Detail...

This is to acknowledge your email has been delivered to the Regional email account. A Regional EA Coordinator will contact you if additional information is needed. To speak directly to a Regional EA Coordinator, go to the INFO-GO website and under our ministry, select: 1) Drinking Water and Environmental Compliance Division 2) applicable Regional Office 3) Technical Support Section 4) Air, Pesticides, and Environmental Planning 5) Environmental Planner and EA Coordinator

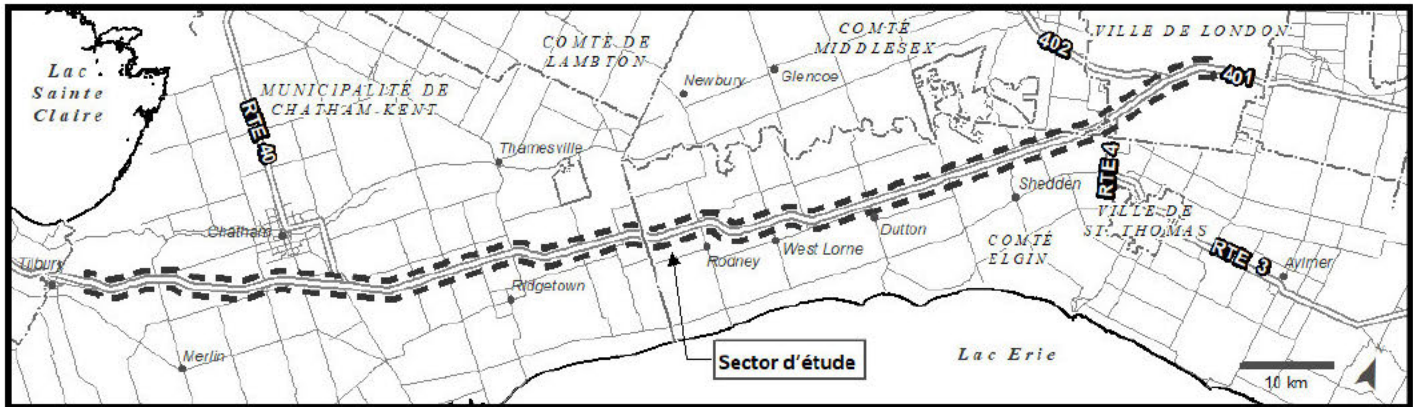
AVIS DE DÉBUT D'ÉTUDE

Élargissement/reconstruction de l'autoroute 401 avec construction d'une glissière médiane en béton et améliorations aux échangeurs, de Merlin Road (Tilbury) à Wellington Road (London)

Conception préliminaire, conception détaillée et évaluation environnementale de portée générale

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de **Stantec Consulting Ltd.** pour finaliser la conception préliminaire et débiter la conception détaillée et l'évaluation environnementale de portée générale des améliorations à l'autoroute 401 entre Tilbury et London (118 km). La zone d'étude se situe dans la municipalité de Chatham-Kent, le comté Elgin County, le comté Middlesex et la ville de London, comme montré sur le plan ci-dessous.



L'étude a été divisée en plusieurs projets en fonction de la localisation géographique. Voici la portée de ces projets :

- **Municipalité de Chatham-Kent (C-K) (Merlin Road à la limite C-K/comté Elgin)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 55 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; revue du rapport d'étude environnementale pour les transports (REET) et début de la conception détaillée; projet de groupe B classe EA (GWP 3024-18-00).
 - Améliorations à l'échangeur et au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3078-18-00).
- **Comté Elgin (limite C-K/comté Elgin jusqu'à Union Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 39 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3073-17-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- **Comtés Elgin/Middlesex (Union Road à la route 4 [Colonel Talbot Road])**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 14 km (ajout d'une voie sur la bande médiane dans chaque direction) et construction d'une glissière médiane en béton; conception préliminaire et conception détaillée; projet du groupe C classe EA (GWP 3038-19-00).
 - Améliorations à l'échangeur et au passage inférieur; conception préliminaire et conception détaillée; projet du groupe B classe EA (GWP 3079-18-00).
- **Comté Middlesex/Ville de London (Route 4 [Colonel Talbot Road] à Wellington Road)**
 - Élargissement/reconstruction de l'autoroute 401 sur une longueur d'environ 10 km (ajout d'une voie sur la bande médiane dans chaque direction) et amélioration au passage inférieur; revue du REET et conception détaillée; projet du groupe B classe EA (GWP 3025-18-00).
- Revue des exigences et de la localisation d'un nouvel entrepôt de sel routier dans le corridor de l'autoroute 401 entre Tilbury et London.

LE PROCESSUS

Les projets ci-dessus suivent le processus de planification approuvé en vertu de l'évaluation environnementale de portée générale pour les installations provinciales de transport (2000). Le MTO a terminé les études de conception préliminaire pour certaines sections de la présente étude, comme indiqué dans les rapports d'étude environnementale pour les transports (REET) portant sur l'autoroute 401 à Chatham-Kent et sur l'autoroute 401 à London, réalisés respectivement en 2008 et 2004. Une évaluation quinquennale sera réalisée pour déterminer si des changements importants sont survenus depuis le dépôt des REET aux sections pour lesquelles une conception préliminaire a été réalisée et approuvée. Si aucun changement important n'est rapporté, les projets de ces sections passeront à la phase de conception détaillée.

CONSULTATION ET COMMENTAIRES

Des consultations et des échanges se feront tout au long des projets. Si vous avez des commentaires ou des questions au sujet de l'étude ou si vous souhaitez faire ajouter votre nom à la liste d'envoi (veuillez indiquer le numéro GWP), rendez-vous sur le site du projet. Des avis d'études, des renseignements contextuels et de la documentation y seront versés au fur et à mesure de l'avancement de l'étude. Vous pourrez sur le site faire part de vos questions ou commentaires à l'équipe de projet en indiquant le numéro GWP approprié. Vous pouvez également communiquer avec les membres suivants de l'équipe de projet :

Adam Barg, P.Eng.
Chargé de projet
Stantec Consulting Ltd.
200-835, promenade Paramount
Stoney Creek (Ontario) L8J 0B4
Tél. : 905 381-3216
comments@highway401ti.burytolondon.ca

Natalia Bartos, P.Eng.
Ingénieure de projet – Planification et conception
Ministère des Transports
659, chemin Exeter, 3^e étage
London (Ontario) N6E 1L3
Tél. : 519 933-9735
comments@highway401tilburytolondon.ca

Si vous avez des besoins spéciaux en matière d'accessibilité pour pouvoir participer à ce projet, veuillez communiquer avec les membres de l'équipe du projet nommés ci-dessus. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires seront conservés dans les dossiers afin d'être utilisés dans le cadre de l'étude, et à l'exception des renseignements personnels, ils peuvent être inclus dans la documentation de l'étude et faire partie des archives publiques.

Pour de plus amples renseignements sur chacun des projets, rendez-vous sur le site de l'étude :
www.highway401tilburytolondon.ca

Kielstra, David

From: Hohner, Paula
Sent: Wednesday, February 26, 2020 8:41 PM
To: Kielstra, David
Subject: FW: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion
Attachments: let_165001119_mecp_nat_her_ir_20191017_final.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com



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From: Spisani, Sean <Sean.Spisani@stantec.com>
Sent: Wednesday, February 12, 2020 11:27 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Giesbrecht, Debra <debbie.giesbrecht@stantec.com>; Todd, Kathleen <kathleen.todd@stantec.com>; Barg, Adam <adam.barg@stantec.com>
Subject: FW: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion

Hi Paula,

We received a response from MECP recording our request for SAR information – see our letter below and their response attached. With respect to bat SAR surveys, MECP provided the following comment:

- SARB is generally accepting of your proposed approach to implementing site-specific mitigation measures without leaf-off or maternity roost surveys for trees in the ROW, but recommends that a bat habitat assessment be completed for any woodland features that may be impacted by the proposed project (i.e. areas immediately adjacent to the ROW where project activities may occur).

The leaf-off work is not in our scope. Do we have property requirements outside the ROW yet? If so, we can overlay them on wooded feature mapping to determine efforts to conducting this additional work. The window to complete this survey closes at the end of April (approximately).

It is curious they did not comment on the need for acoustic surveys.

Thanks,
Sean Spisani, B.Sc., ERGC

Senior Ecologist
Stantec
200 - 835 Paramount Drive Stoney Creek ON L8J 0B4
Phone: (905) 381-3223
Cell: (289) 208-6934
Fax: (905) 385-3534
Sean.Spisani@stantec.com



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From: Giesbrecht, Debra <debbie.giesbrecht@stantec.com>
Sent: Wednesday, February 5, 2020 7:21 PM
To: Spisani, Sean <Sean.Spisani@stantec.com>
Subject: FW: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion

From: Species at Risk (MECP) <SAROntario@ontario.ca>
Sent: Wednesday, February 5, 2020 1:23 PM
To: Giesbrecht, Debra <debbie.giesbrecht@stantec.com>
Subject: RE: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion

Hello Debra,

RE: Highway 401 129 km Lane Widening & Interchange / Underpass Improvements – Tilbury to London, within the Municipality of Chatham-Kent, Elgin and Middlesex Counties, and City of London, and the *Endangered Species Act, 2007*

The Ministry of the Environment, Conservation and Parks (MECP) understands that Stantec Consulting Ltd. is conducting an environmental assessment for the Ministry of Transportation's (MTO) proposed Highway 401 lane widening and interchange / underpass improvements project, as identified in the information provided.

As requested, an initial species at risk (SAR) information screening has been completed under the *Endangered Species Act, 2007* (ESA 2007) by MECP's Species at Risk Branch (SARB) for the above-noted project location with respect to endangered and threatened species in Ontario. In addition to the endangered and threatened species already listed for consideration by Stantec, SARB has the following recommendations:

- GWP 3024 & GWP 3078 (generally, Tilbury to Orford, C-K)
 -
 - Common Five-lined Skink can be removed
- GWP 3073 & GWP 2079 (generally, West Elgin to Southwold, Elgin)
 -
 - Eastern Flowering Dogwood can be removed
- GWP 3038 (generally, Southwold to Middlesex Centre, Elgin to Middlesex)

-
- GWP 3025 (City of London, Middlesex)
 - No recommended changes

Please note that this is an initial screening for endangered and threatened SAR and the absence of an element occurrence does not indicate the absence of species. The province has not been surveyed comprehensively for the presence or absence of SAR and Ontario's data relies on observers to report sightings of SAR. Field assessments by a qualified professional are recommended as there is

The position of SARB is based on the information that has been provided by you on behalf of MTO. Should information not have been made available and considered in our review, or new information comes to light, or if on-site conditions and circumstances change, please contact SARB as soon as possible (SAROntario@ontario.ca) to discuss next steps.

Regards,

Catherine Stewart
Management Biologist
Permissions and Compliance, Species at Risk Branch
Ministry of the Environment, Conservation and Parks

From: Giesbrecht, Debra <debbie.giesbrecht@stantec.com>
Sent: October-18-19 11:39 AM
To: Species at Risk (MECP) <SAROntario@ontario.ca>
Cc: Spisani, Sean <Sean.Spisani@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion

Attention: Ministry of the Environment, Conservation and Parks

I have attached an Information Request for a Preliminary Design, Environmental Assessment, and Design Build Ready study for the Highway 401 corridor from Tilbury to London within the Municipality of Chatham-Kent and the City of London, in the Elgin and Middlesex counties.

Please contact Sean Spisani (sean.spisani@stantec.com) or myself or if you have any questions.

Sincerely,

Debbie Giesbrecht

Debbie Giesbrecht M.Sc.
Senior Ecologist
Direct: 905 381-3214
Mobile: 289 775-6249
Fax: 905 385-3534
debbie.giesbrecht@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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October 17, 2019
File: 165001119

Attention: Ministry of the Environment, Conservation and Parks
Sent by email: SAROntario@ontario.ca

To Whom it May Concern,

Reference: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion from Tilbury to London within Chatham-Kent, Elgin, Middlesex, and London

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. (Stantec) to complete the Preliminary Design (PD), Environmental Assessment (EA), and Design Build Ready (DBR) study to address the future needs of the Highway 401 corridor from Tilbury to London within the Municipality of Chatham-Kent and the City of London, in the Elgin and Middlesex counties. **The project includes widening of Highway 401 from 4 to 6 lanes including widening to the median and installation of a concrete median barrier. This is a provincial government initiative on an accelerated delivery schedule.** The study will consider pavement and bridge improvements, corridor management, highway safety, traffic operations, environmental impacts, drainage and maintenance operations.

The proposed works have been divided into six separate MTO Group Work Projects (GWPs). (Figure 1):

- 3038-19-00, 2.0 km west of Union Road to 1.0 km west of Highway 4 (Colonel Talbot Road)
- 3025-18-00, 1.0 km west of Highway 4 (Colonel Talbot Road) to Wellington Road
- 3073-17-00, Chatham-Kent/ Elgin County Boundary to 2.0 km west of Union Road
- 3024-18-00; 1.8 km west of Merlin Road to Chatham-Kent/ Elgin County Boundary
- 3078-18-00, 0.9 km east of Essex Road 42 to the Chatham-Kent/Elgin County Boundary
- 3079-18-00, Chatham-Kent/Elgin County Boundary to 1.0 km west of Colonel Talbot Road

GWP 3024-18-00, GWP 3025-18-00, GWP 3038-19-00, and GWP 3073-17-00 will include the widening of approximately 129 km of Highway 401 (addition of one lane in each direction) and construction of a concrete median barrier between Tilbury and London. GWP 3078-18-00 and GWP 3079-18-00 will include interchange and underpass improvements between Tilbury and London. The study will also consider the need and location for a new patrol yard along the Highway 401 corridor. Collectively, all GWPs are referred to as the Study Area.

Reference: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion from Tilbury to London within Chatham-Kent, Elgin, Middlesex, and London

The purpose of this letter is to request your input with respect to species at risk, including issues, concerns, or approval requirements that the Ministry of the Environment, Conservation and Parks (MECP) may have.

Stantec conducted a search of the Natural Heritage Information Center (NHIC) database for recent records (1980+) of species at risk (<https://www.ontario.ca/page/get-natural-heritage-information>) and we have provided the results by GWP in **Attachment 2**. Some relatively common species at risk that have range overlap with the Study Area are also included in **Attachment 2** to identify additional species that will be considered by the project. We are requesting updates and/or corrections to the information, as available. This information is required to complete our natural heritage review for the project.

Given the geographic scale and complexity of the Study Area, we are also requesting a pre-consultation scoping meeting to specifically determine survey requirements for bat species at risk, which are expected to be a relatively common and widespread species at risk in the Study Area and surrounding landscape. More information pertaining to this request is provided below.

SURVEY METHODS FOR BAT SPECIES AT RISK

Current provincial guidance for surveying for species at risk bats indicates that trees > 10 cm DBH with roost features such as cavities, crevices and exfoliating bark should be considered suitable maternity roost trees for species at risk bats (*Myotis sp.*). Multi-season surveys are generally required to first determine suitable maternity roosts (during leaf-off) and then conduct targeted maternity use surveys (June). Given the geographic scale of the project it is not feasible to implement the typical surveys throughout the Study Area or ROW. Further tree removal requirements will not be known until later study stages of detailed design, which will not allow sufficient time to conduct surveys and pursue authorization under the *Endangered Species Act, 2007* if required.

Project work and tree removals are expected to occur within the ROW and possibility in areas immediately adjacent to the ROW in relatively rare circumstances. Tree removals will likely include suitable maternity roost trees; however, forest and other suitable bat maternity habitat would be present to a much greater extent elsewhere in the Study Area and surrounding landscape, and negligible long-term implications to habitat availability are anticipated as a result of the limited tree removals.

Given the project specific factors described above, leaf-off or maternity roost surveys will not be conducted; however, site-specific mitigation measures will be recommended to address potential effects to bat habitat and risk of harm to roosting bats, including timing restrictions to avoid tree removals when maternity roosts are active.

Stantec would be pleased to discuss our approach to bat species at risk in order to develop a project specific approach that meets the regulatory requirements.

Reference: Species at Risk Information Request - Ministry of Transportation Highway 401 Expansion from Tilbury to London within Chatham-Kent, Elgin, Middlesex, and London

CLOSING

We respectfully request confirmation of the above findings and input to the survey methods for bat species at risk. Stantec will also submit a separate request to the Ministry of Natural Resources and Forestry (MNRF) for information regarding natural areas and features, including fish and wildlife habitat, and provincially rare species. Please contact the undersigned if you have any questions regarding this information request.

Regards,

Stantec Consulting Ltd.



Debbie Giesbrecht M.Sc.
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Senior Ecologist
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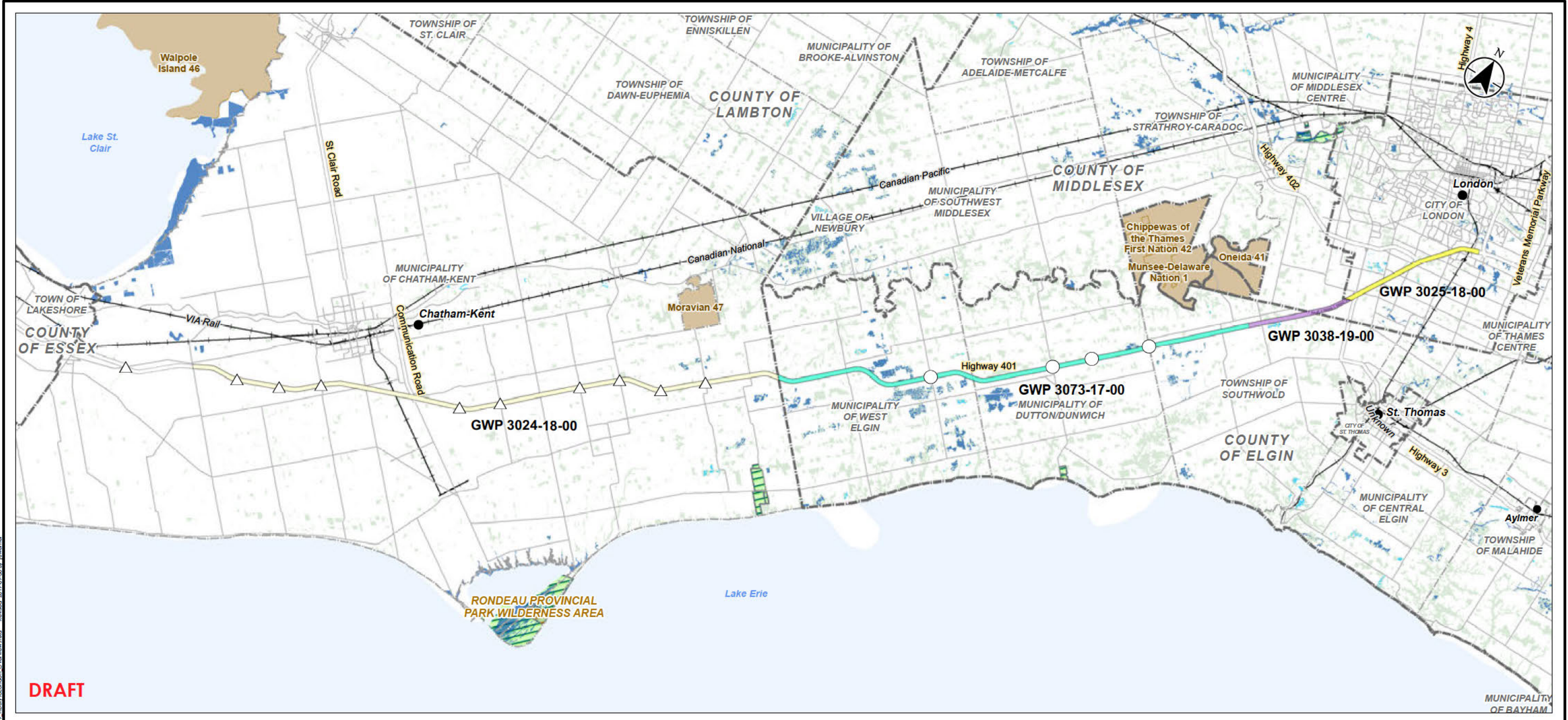
Attachment 1: Figure 1 – Overview
Figures 1.1 to Figure 1.24 – Background Data

Attachment 2: Species at Risk and Provincially Rare Species Records (1980+) by GWP

c. Paula Hohner, Nevena Gazibara, Adam Barg – Stantec Consulting Ltd.

bk \\cd1224-f02\work_group\01650\active\165001119\design\enviro\specialists\terrestrial\correspondence\mecp\let_165001119_mecp_nat_her_ir_20191017_final.docx

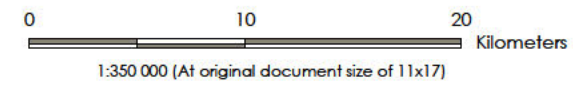
ATTACHMENT 1:
Figure 1 – Overview
Figures 1.1 to Figure 1.24 – Background Data



DRAFT



Legend	
△	GWP 3078-18-00
○	GWP 3079-18-00
■ (Yellow)	GWP 3024-18-00
■ (Cyan)	GWP 3073-17-00
■ (Purple)	GWP 3038-19-00
■ (Orange)	GWP 3025-18-00
—	Highway
—	Major Road
—+—	Railway
■ (Green with diagonal lines)	Provincial Park
■ (Light Green)	Wooded Area
■ (Dark Green with diagonal lines)	Regulated Wilderness Area
■ (Brown)	First Nation Reserve
—	Municipal Boundary, Upper
—	Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

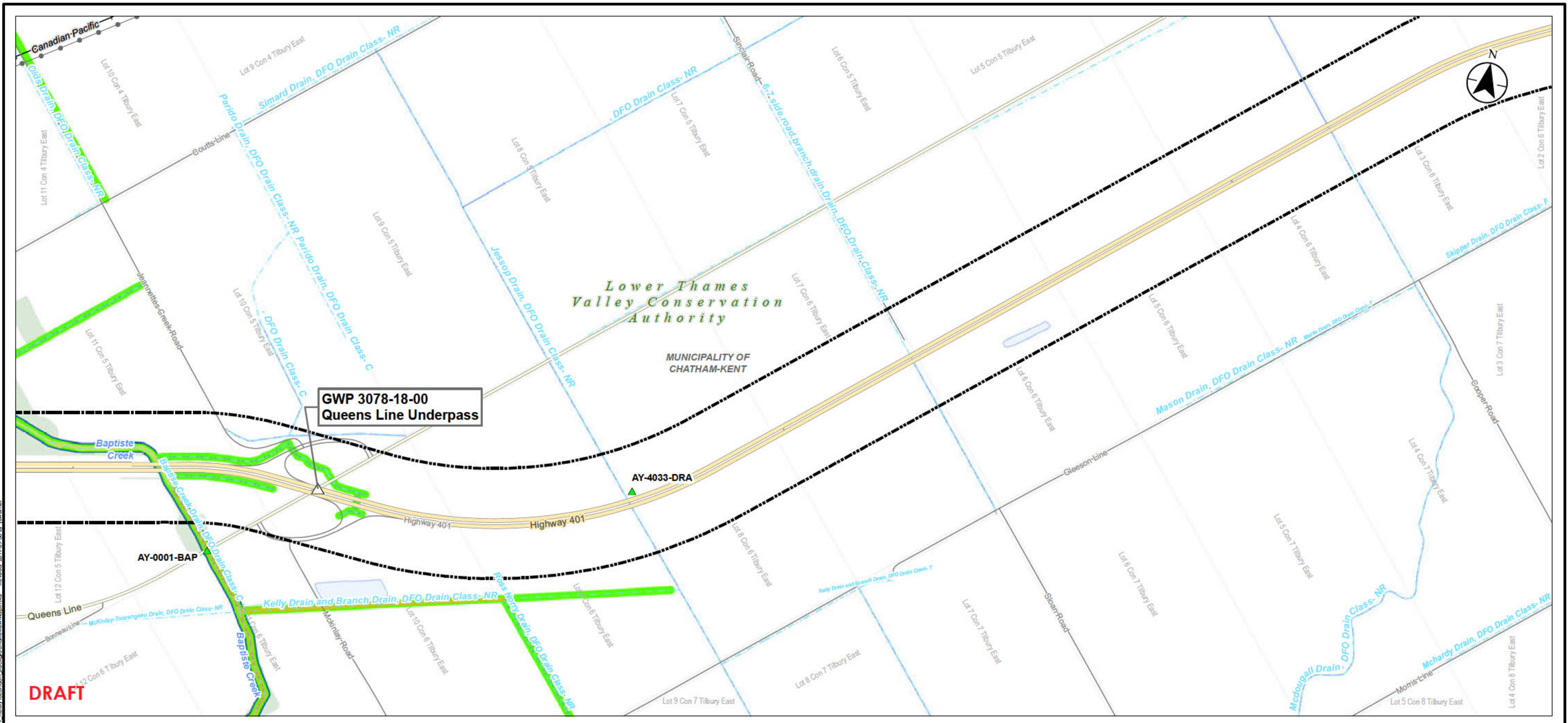
Figure No. **1**
 Title **Overview**

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GWPs: 3038-19-00 3025-18-00 3073-17-00 3024-18-00 3078-18-00 3079-18-00

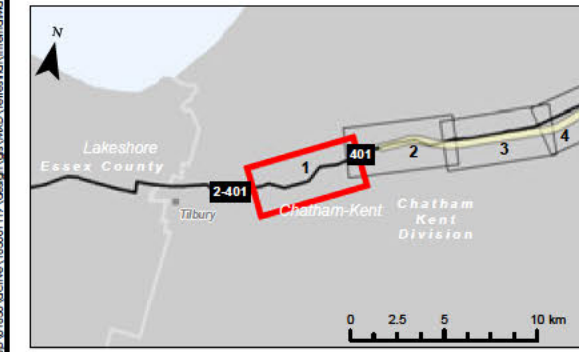


**GWP 3078-18-00
Queens Line Underpass**

AY-4033-DRA

AY-0001-BAP

DRAFT



- Legend**
- △ GWP 3078-18-00
 - ▲ Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Railway
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Thermal Regime, Warm
 - Aquatic Species at Risk Distribution
 - Aquatic Species at Risk Critical Habitat
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower

0 250 500 metres
1:15 000 (At original document size of 11x17)



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

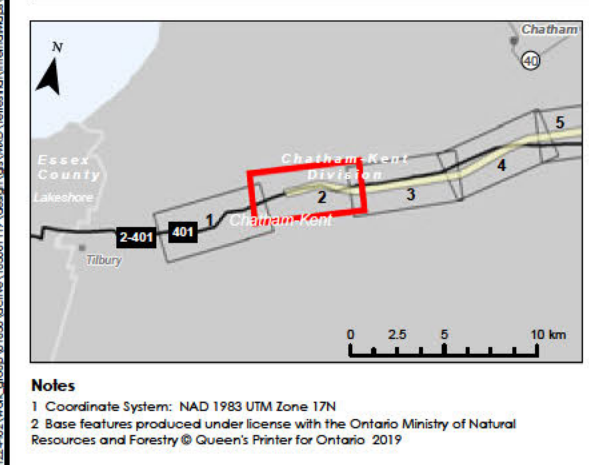
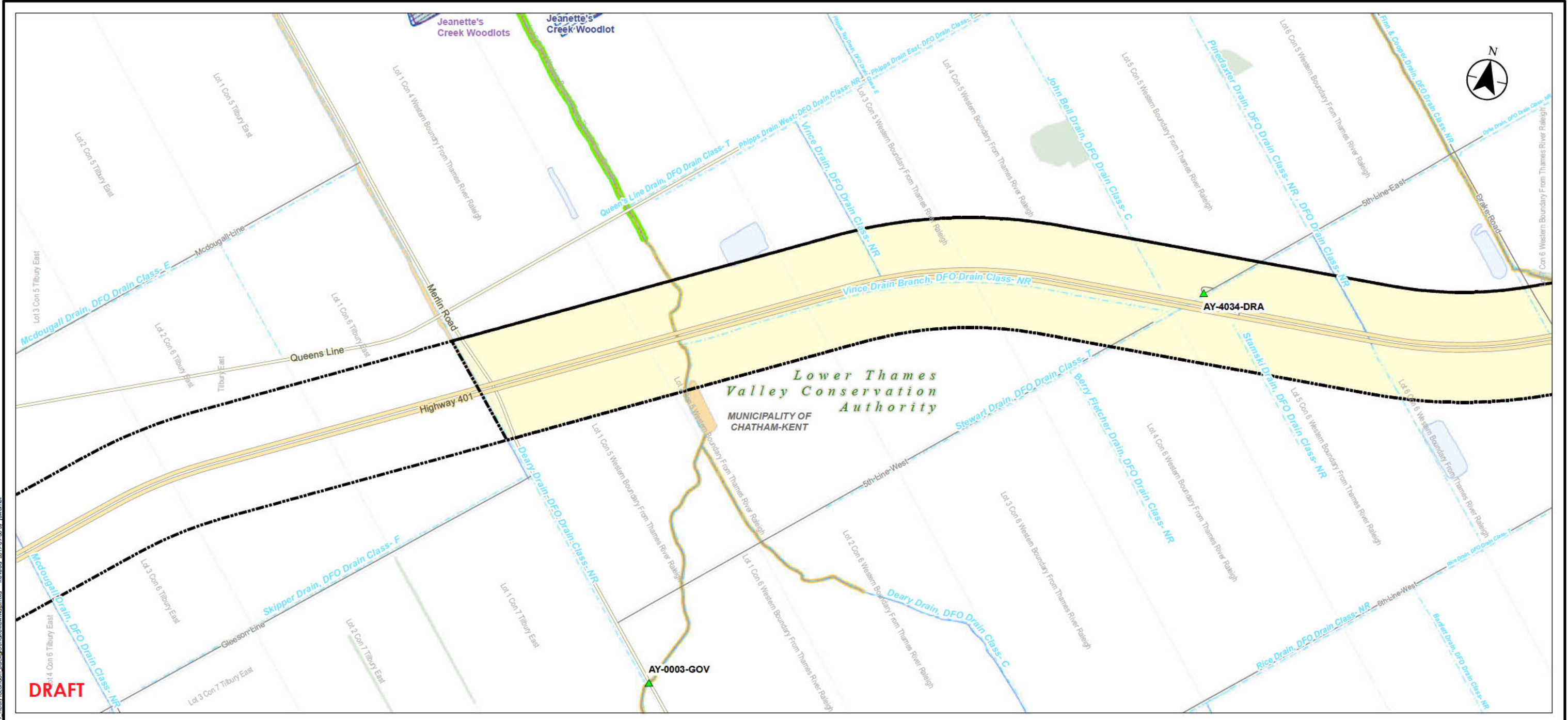
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.1** **DRAFT**

Title: **Background Data**

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Legend	
	GWP 3078-18-00
	GWP 3024-18-00
	Fish Survey Point (ARA)
	Constructed Drain
	Thermal Regime, Warm
	Highway
	Major Road
	Minor Road
	Watercourse (Permanent)
	ANSI, Life Science
	Conservation Area Administrative Boundary
	Thermal Regime, Warm
	Aquatic Species at Risk Distribution
	Waterbody
	Wetland, Provincially Significant
	Wooded Area
	Lot
	Municipal Boundary, Lower

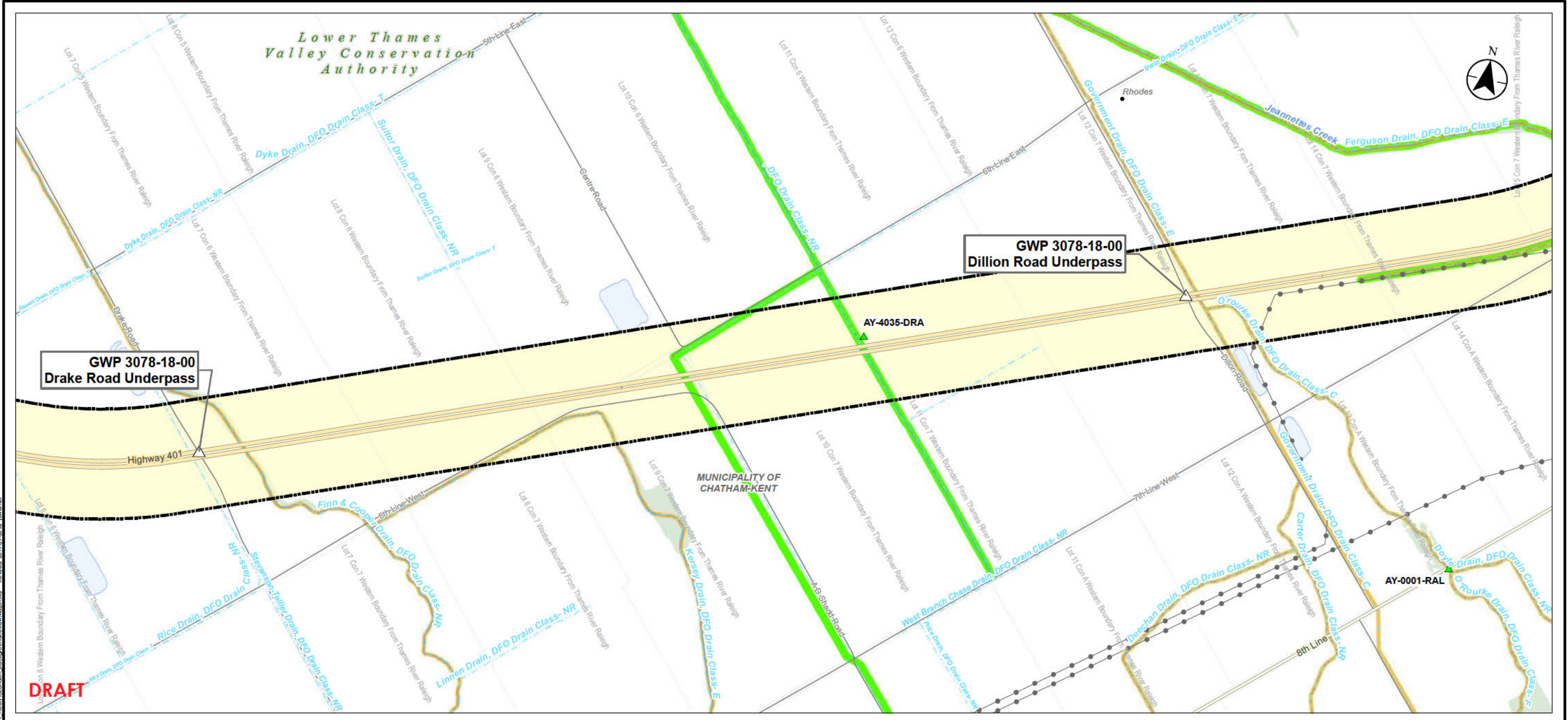


Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

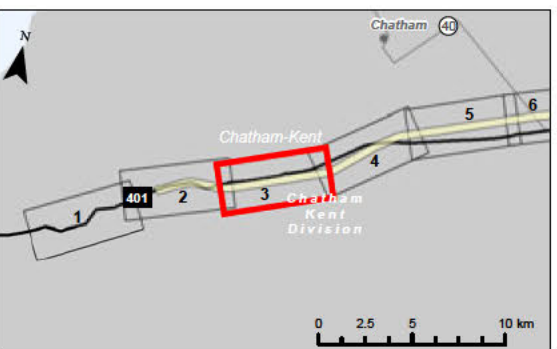
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.2**
 Title: **Background Data**

DRAFT



DRAFT



- Legend**
- GWP 3078-18-00
 - GWP 3024-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Aquatic Species at Risk Distribution
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower



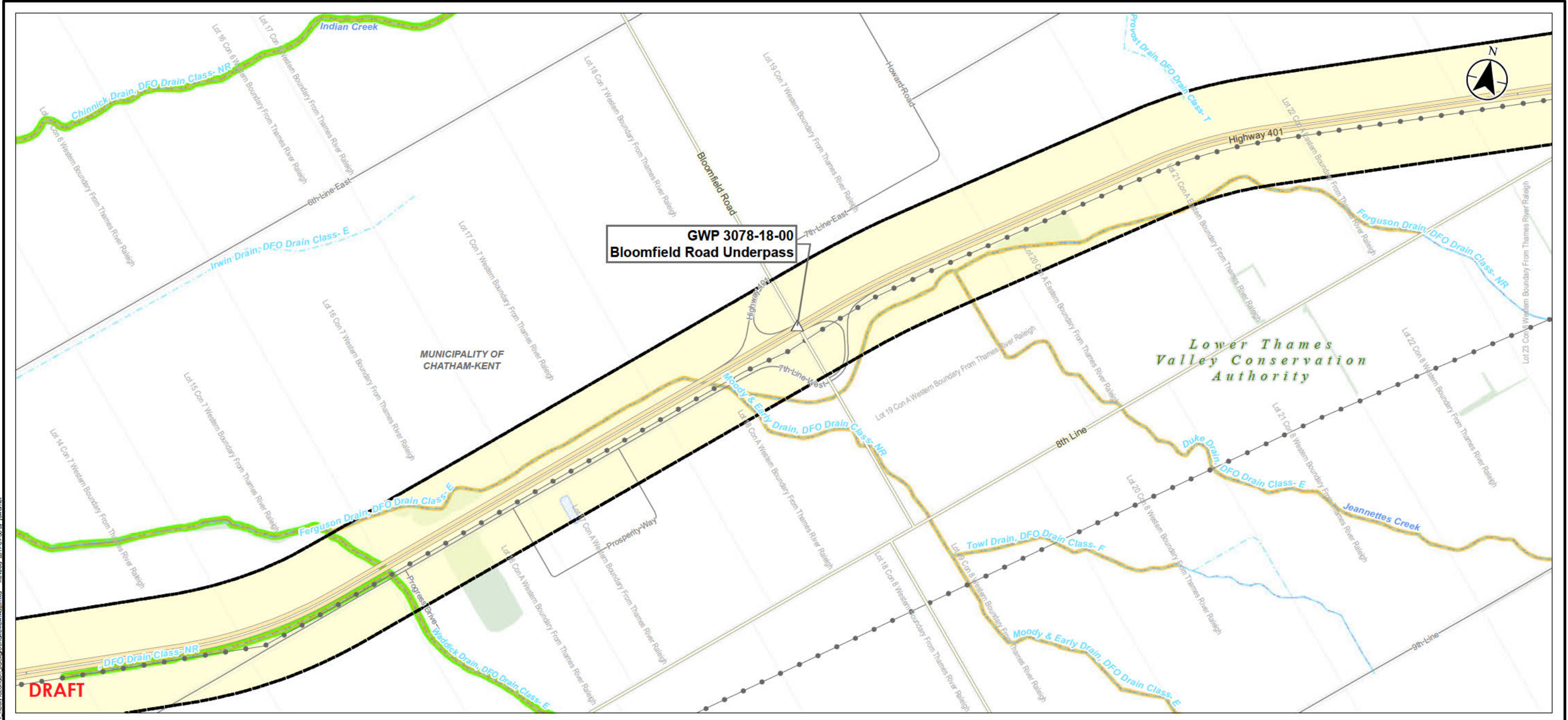
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 Prepared by JW on 2019-09-30
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 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

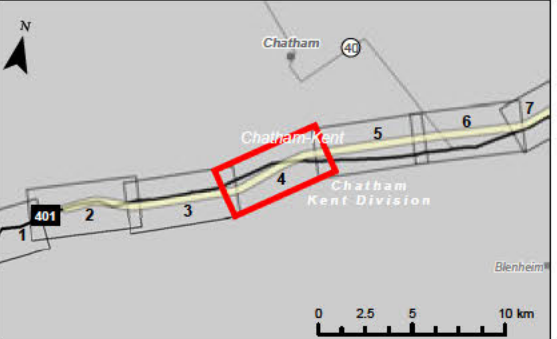
Figure No. 1.3
 Title: Background Data
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- Legend**
- GWP 3078-18-00
 - GWP 3024-18-00
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Aquatic Species at Risk Distribution
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower



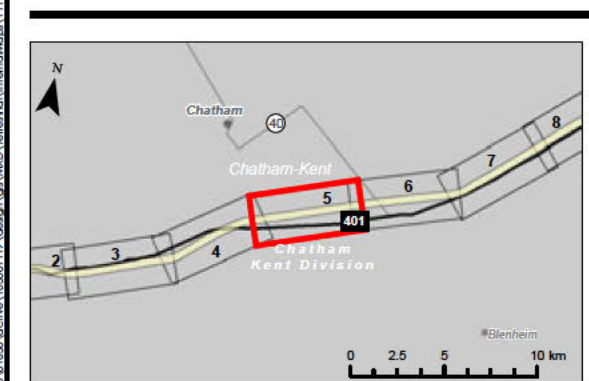
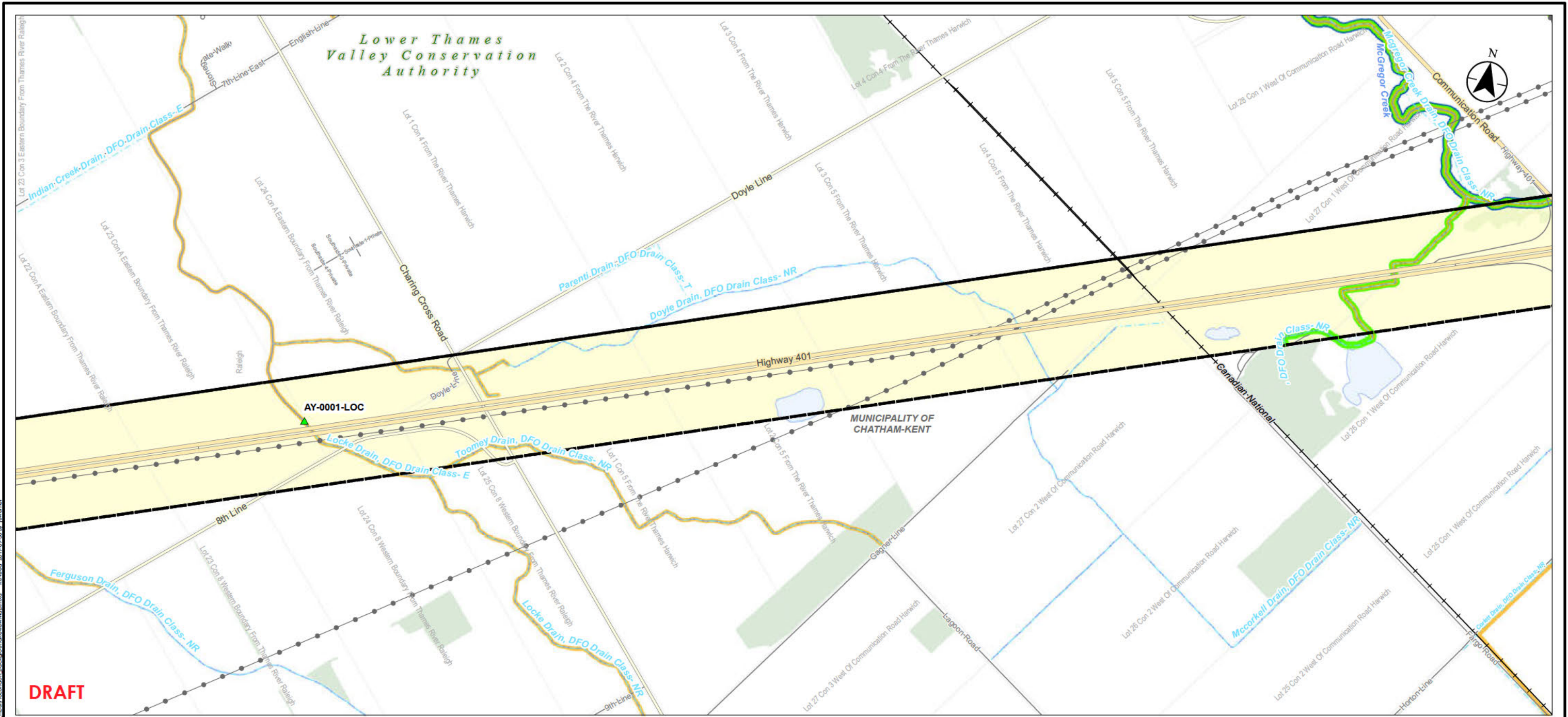
Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
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 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.4**
 Title **Background Data**

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- Legend**
- GWP 3024-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Railway
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Aquatic Species at Risk Distribution
 - Aquatic Species at Risk Critical Habitat
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower

0 250 500 metres
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Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on www-mm-dd

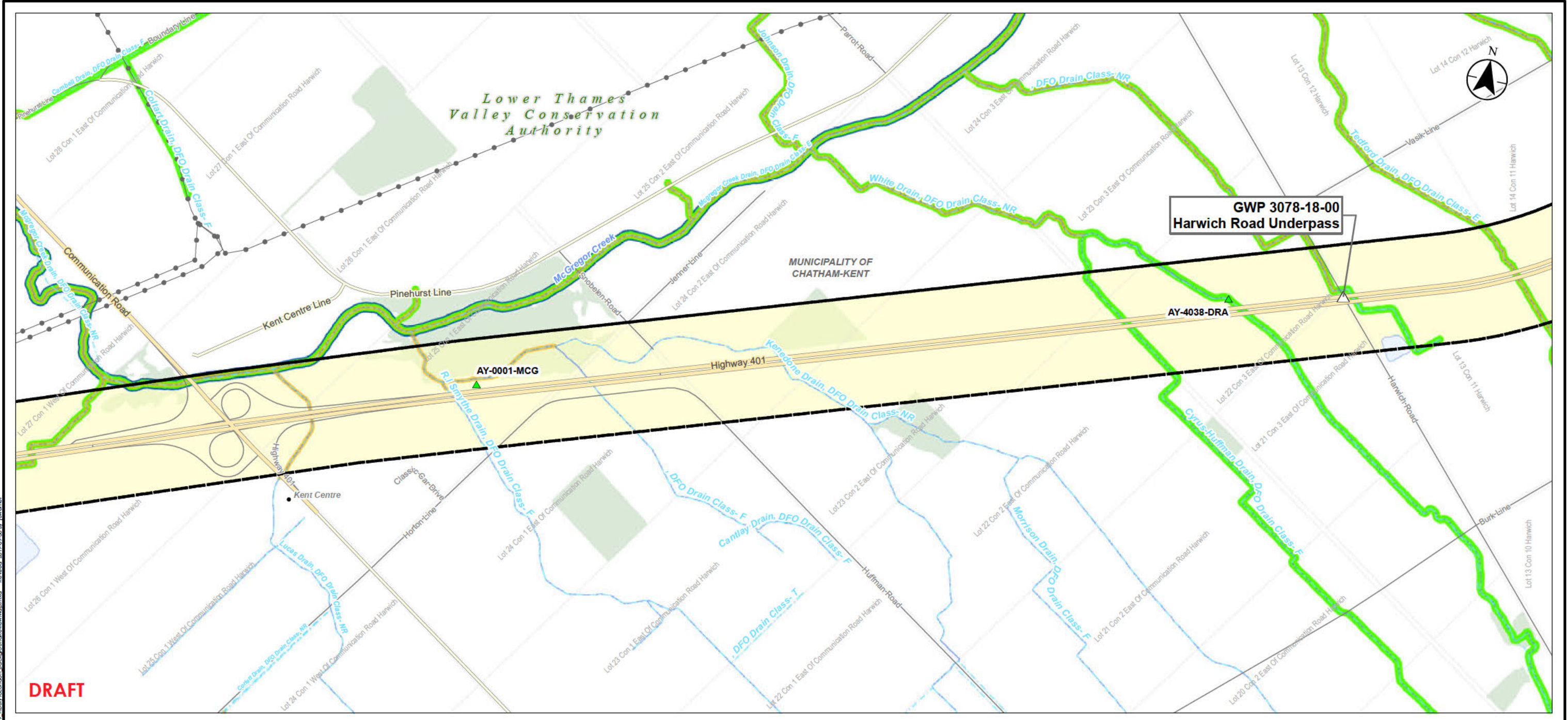
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 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.5**
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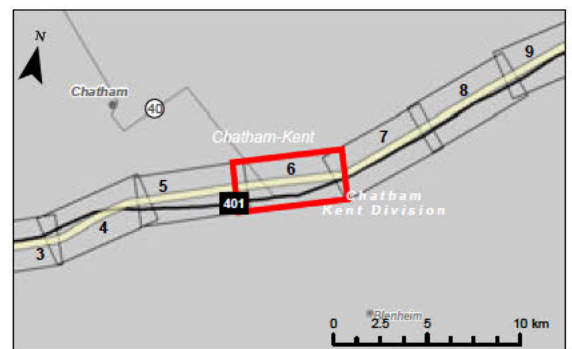
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- Legend**
- △ GWP 3078-18-00
 - GWP 3024-18-00
 - ▲ Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Railway
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Aquatic Species at Risk Distribution
 - Aquatic Species at Risk Critical Habitat
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

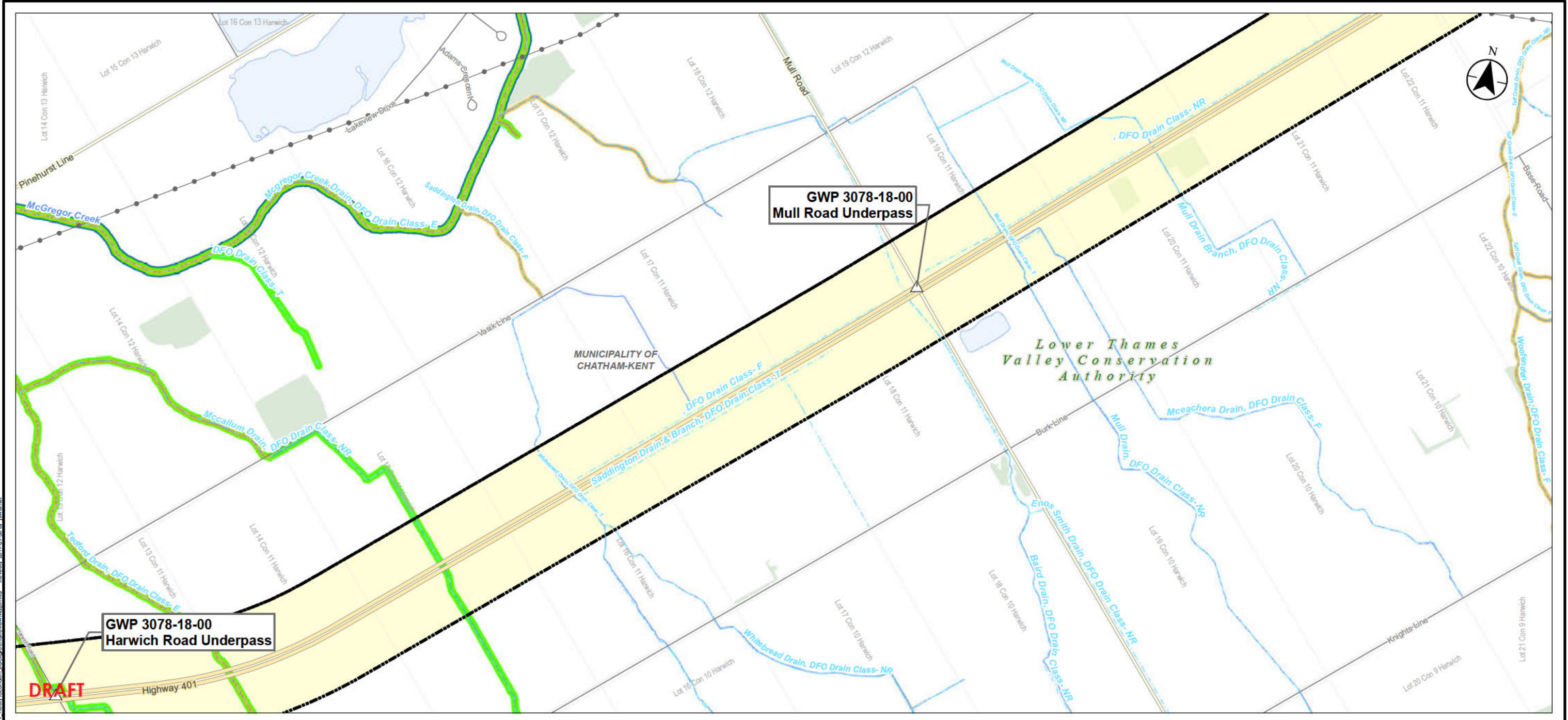
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
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 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.6**
 Title: **Background Data**

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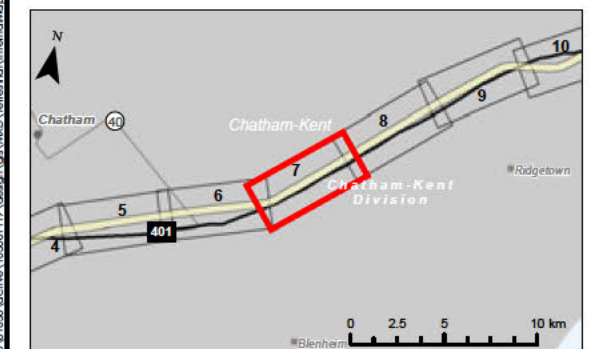
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GWP 3078-18-00
Mull Road Underpass

GWP 3078-18-00
Harwich Road Underpass

DRAFT



- Legend**
- GWP 3078-18-00
 - GWP 3024-18-00
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Aquatic Species at Risk Distribution
 - Aquatic Species at Risk Critical Habitat
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower

0 250 500 metres
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Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

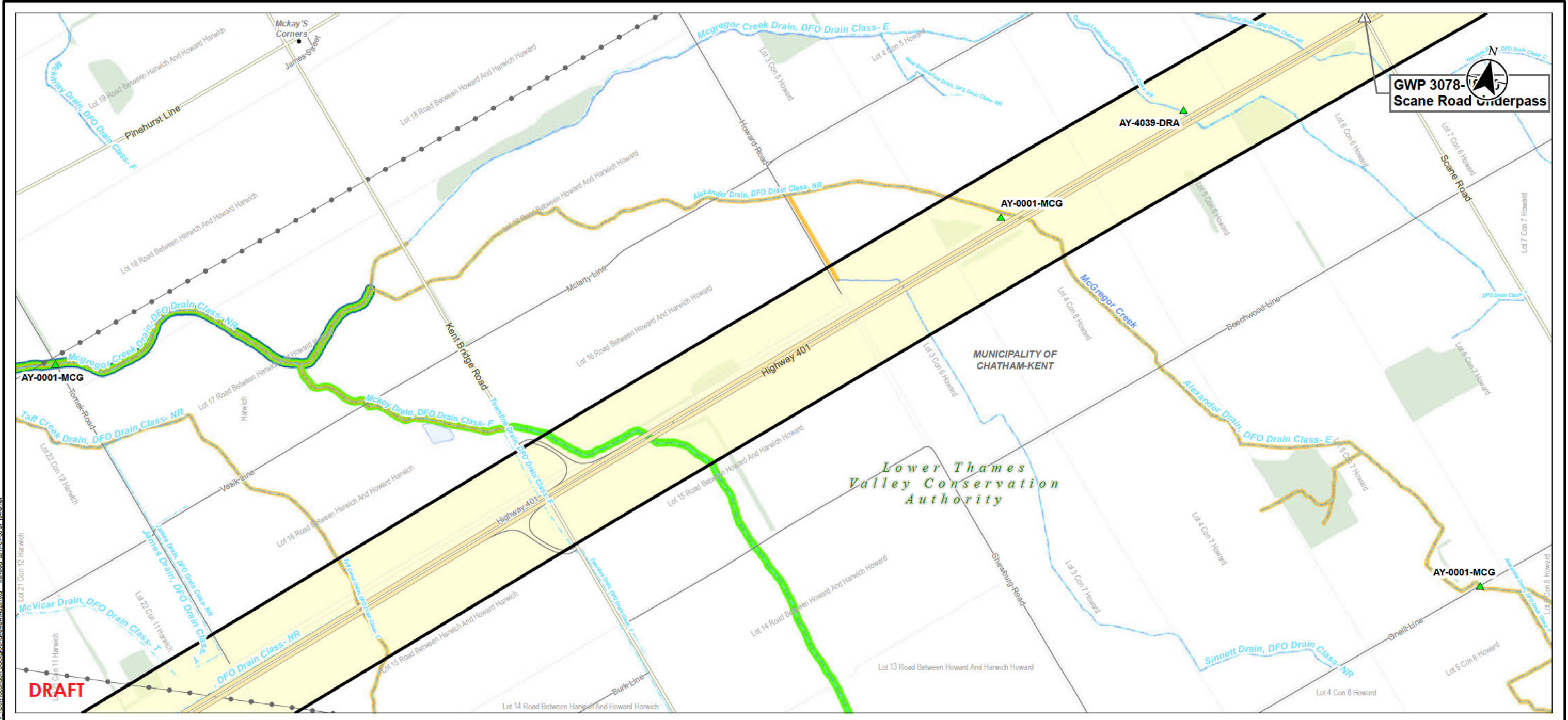
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
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 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. 1.7 **DRAFT**

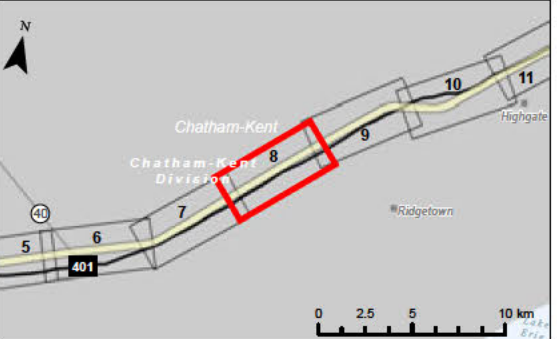
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- Legend**
- GWP 3078-18-00
 - GWP 3024-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Aquatic Species at Risk Distribution
 - Aquatic Species at Risk Critical Habitat
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower

0 250 500 metres
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Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

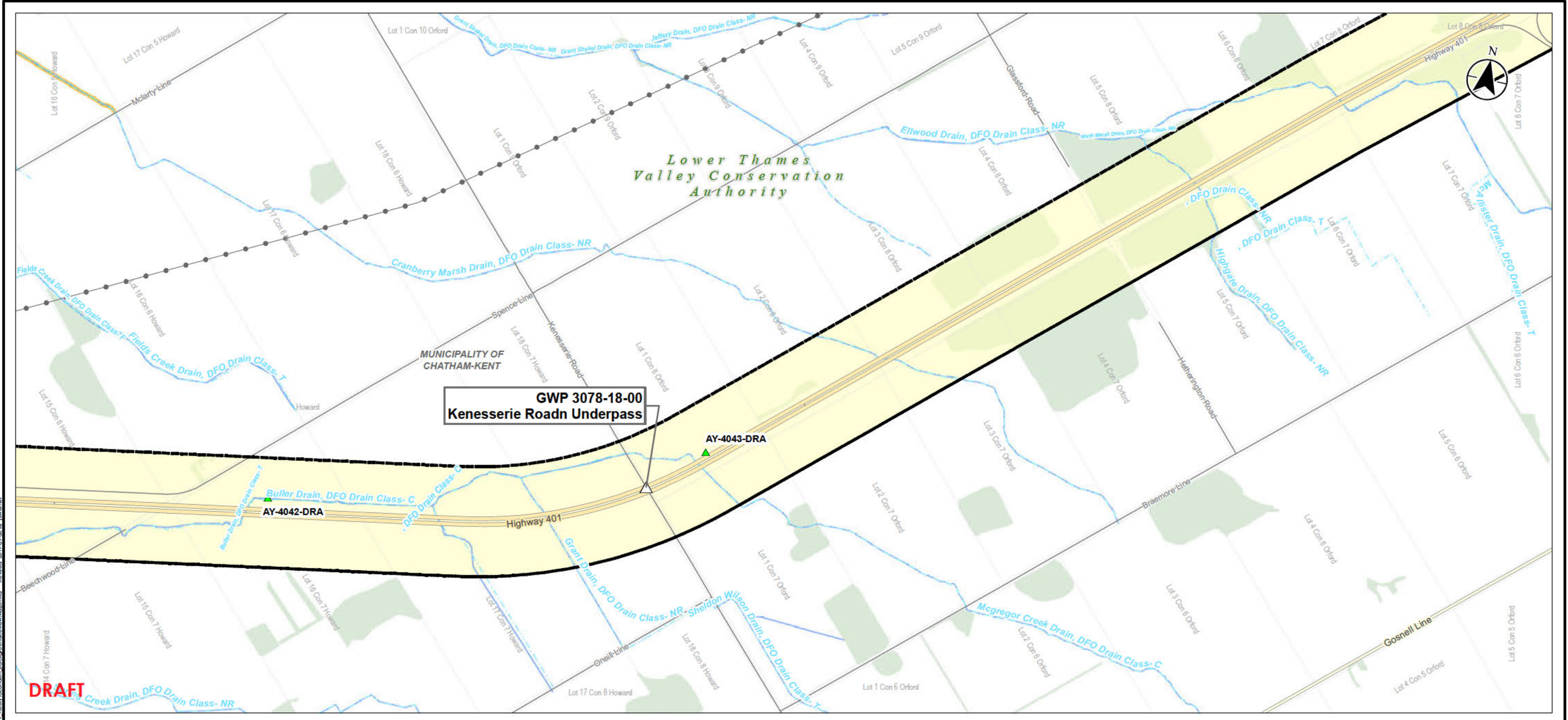
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.8**
 Title: **Background Data**

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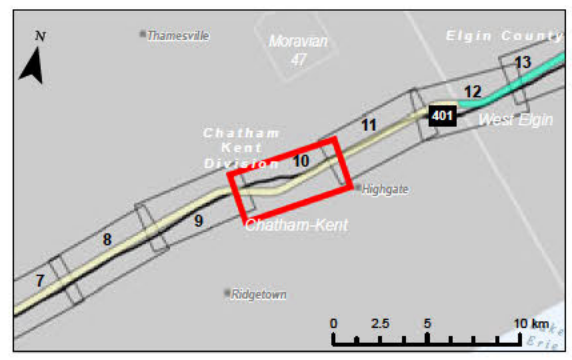
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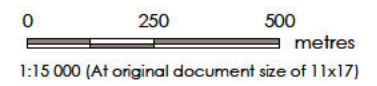


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- Legend**
- GWP 3078-18-00
 - GWP 3024-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower



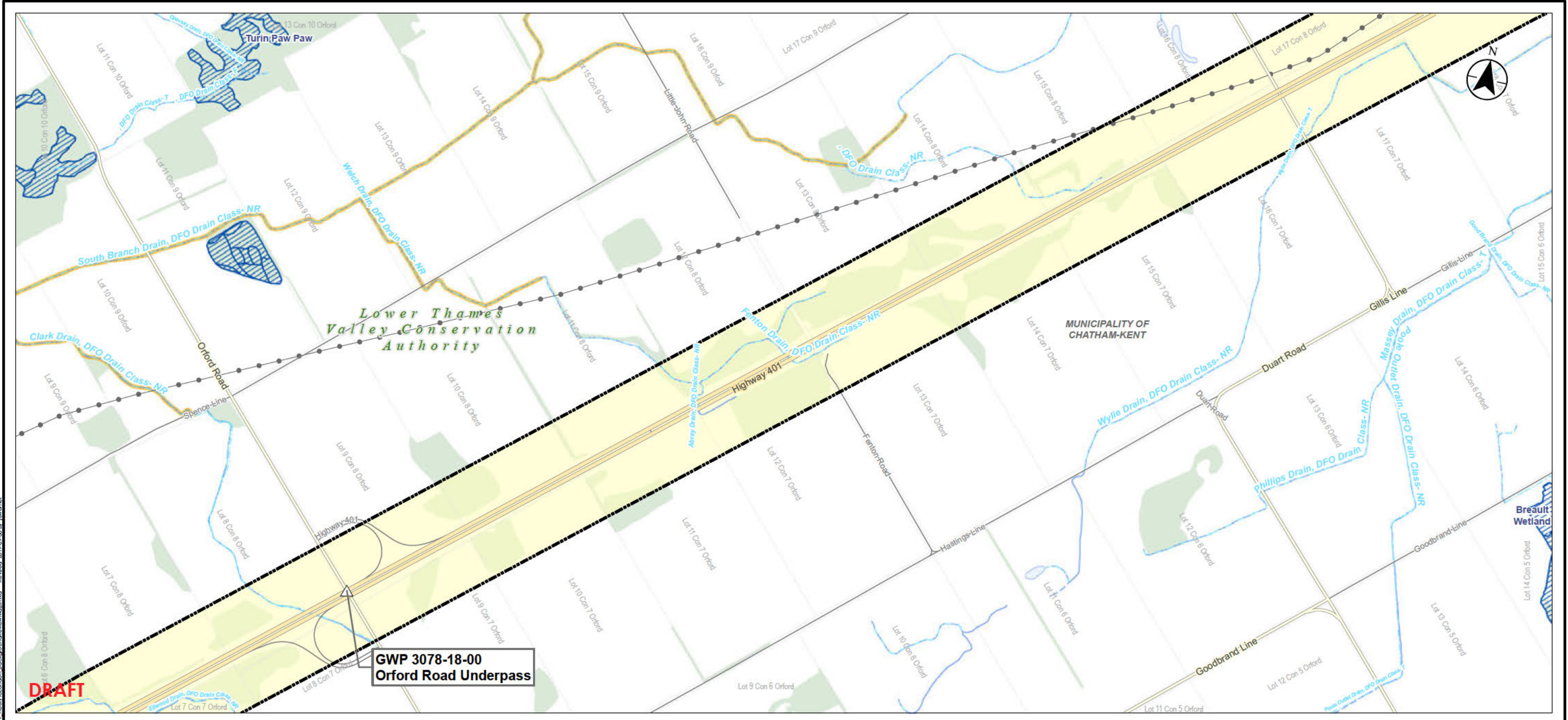
Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.10**
 Title **Background Data**
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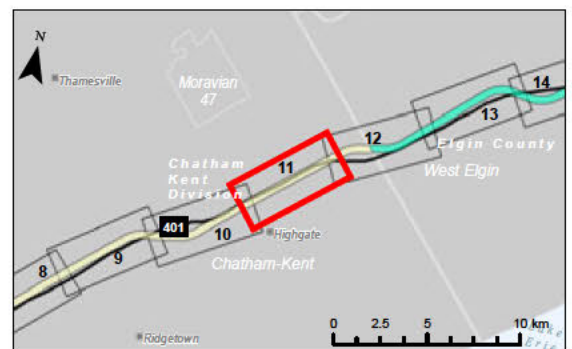
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GWP 3078-18-00
Orford Road Underpass

DRAFT



- Legend**
- GWP 3078-18-00
 - GWP 3024-18-00
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower

0 250 500 metres
1:15 000 (At original document size of 11x17)



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

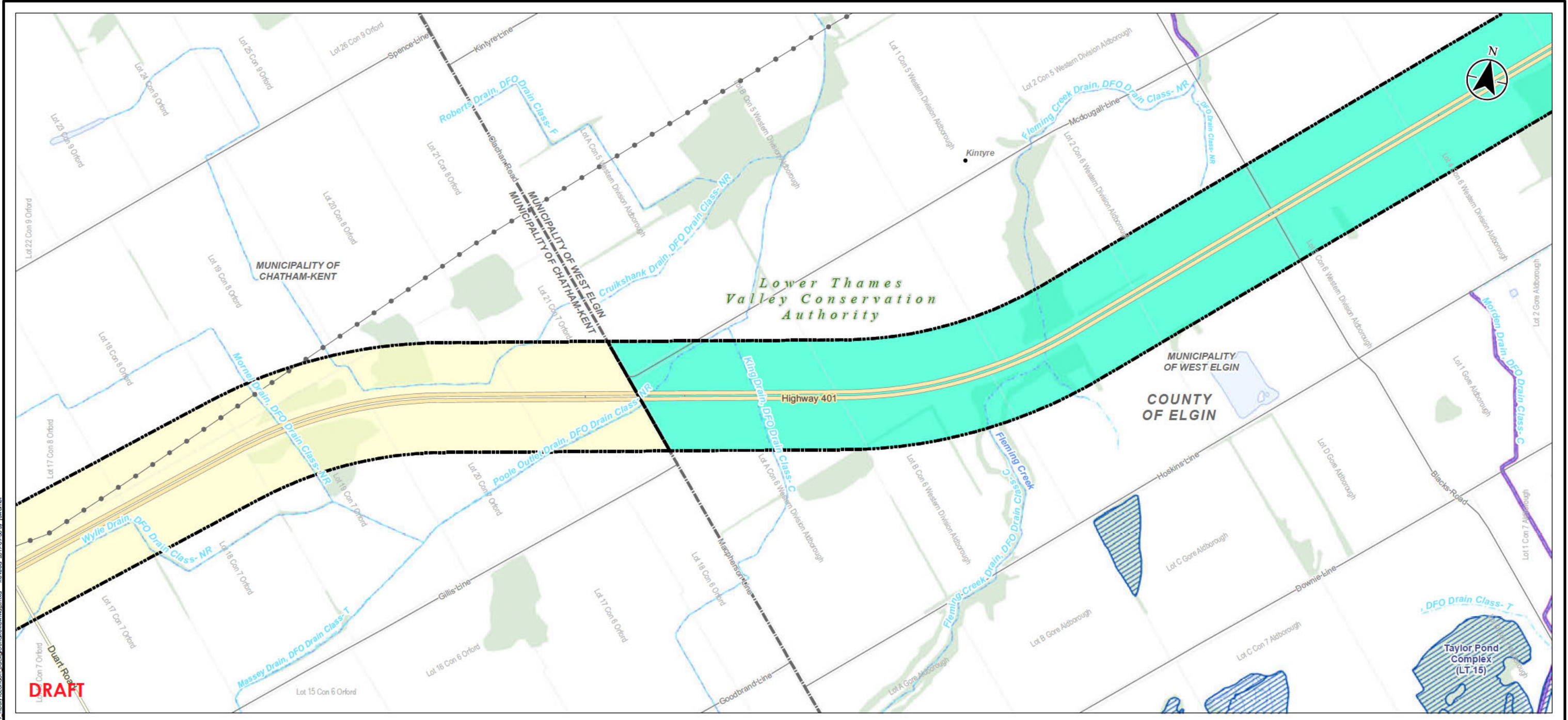
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.11**
 Title **Background Data**

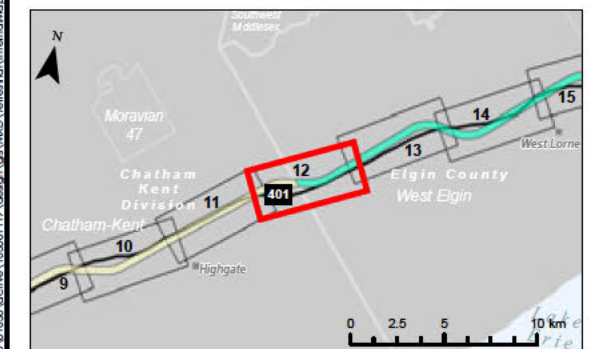
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- Legend**
- GWP 3024-18-00
 - GWP 3073-17-00
 - Constructed Drain
 - Thermal Regime, Cold
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

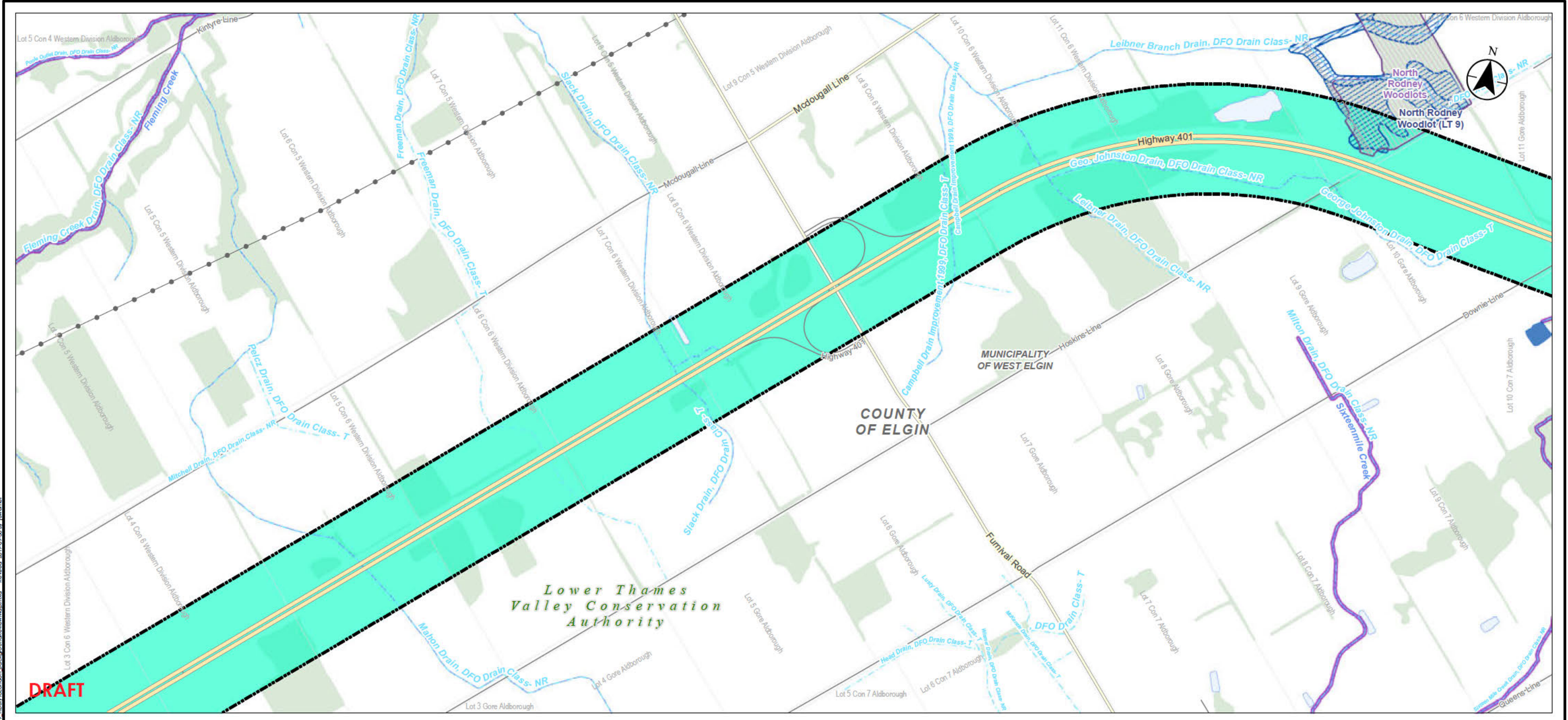
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.12** **DRAFT**

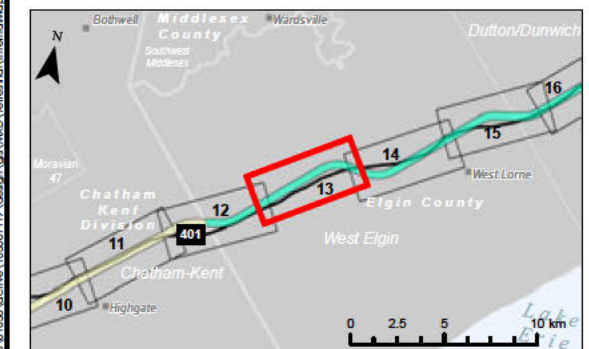
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DRAFT



- Legend**
- GWP 3073-17-00
 - Constructed Drain
 - Thermal Regime, Cold
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - ANSI, Life Science
 - Conservation Area Administrative Boundary
 - Thermal Regime, Cold
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.13** **DRAFT**
 Title: **Background Data**

Notes
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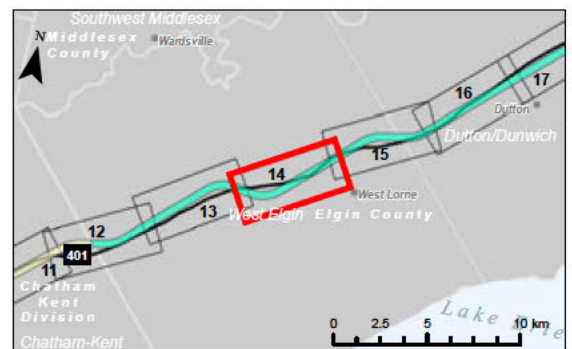
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GWP 3079-18-00
Graham Road Underpass



DRAFT



- Legend**
- GWP 3079-18-00
 - GWP 3073-17-00
 - Constructed Drain
 - Thermal Regime, Cold
 - Thermal Regime, Cold
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - ANSI, Life Science
 - Conservation Area Administrative Boundary
 - Thermal Regime, Cold
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

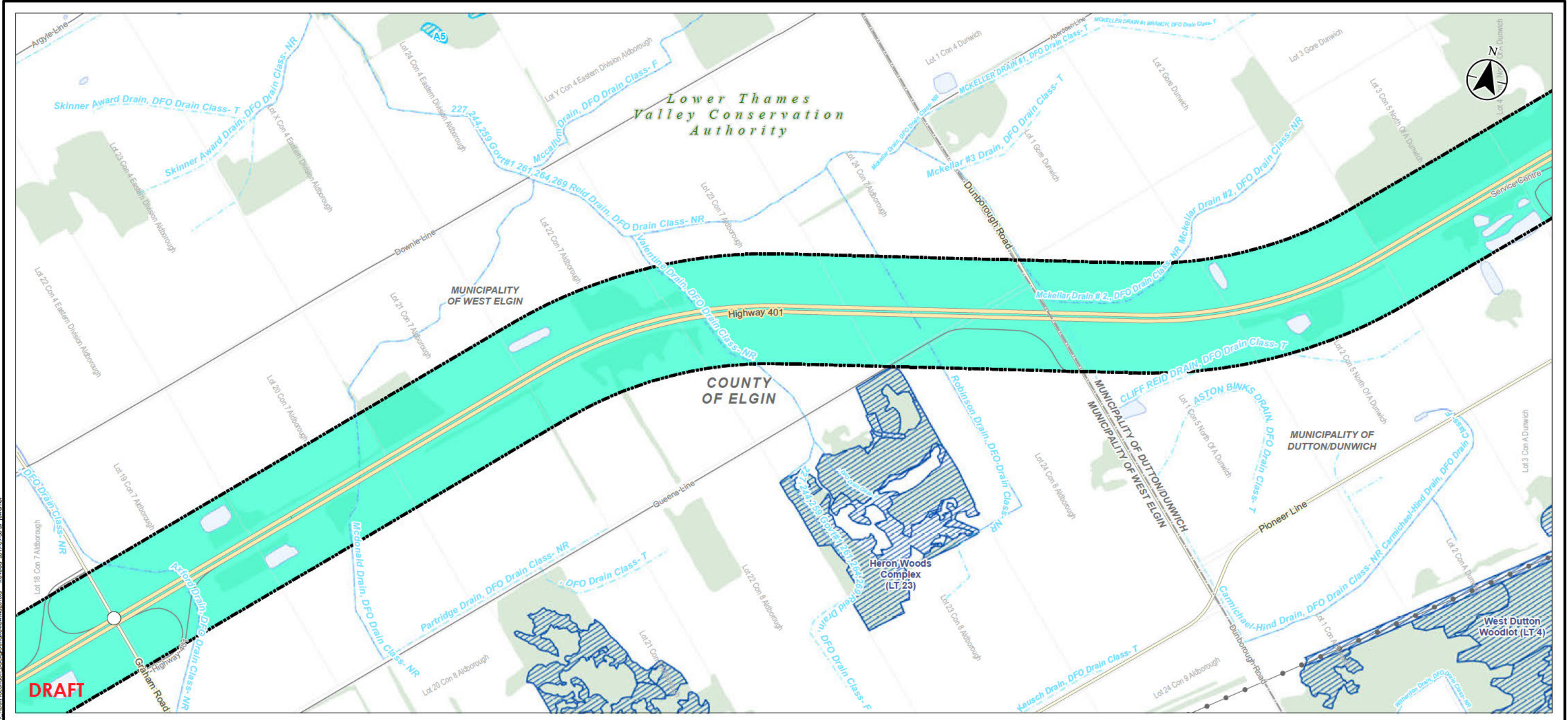
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.14**
 Title: **Background Data**

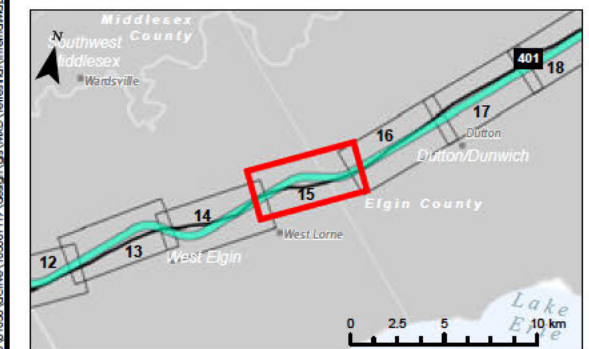
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Notes
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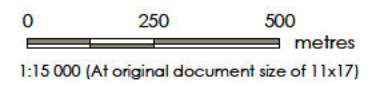
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- Legend**
- GPW 3079-18-00
 - GWP 3073-17-00
 - Constructed Drain
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wetland, Other Evaluated
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

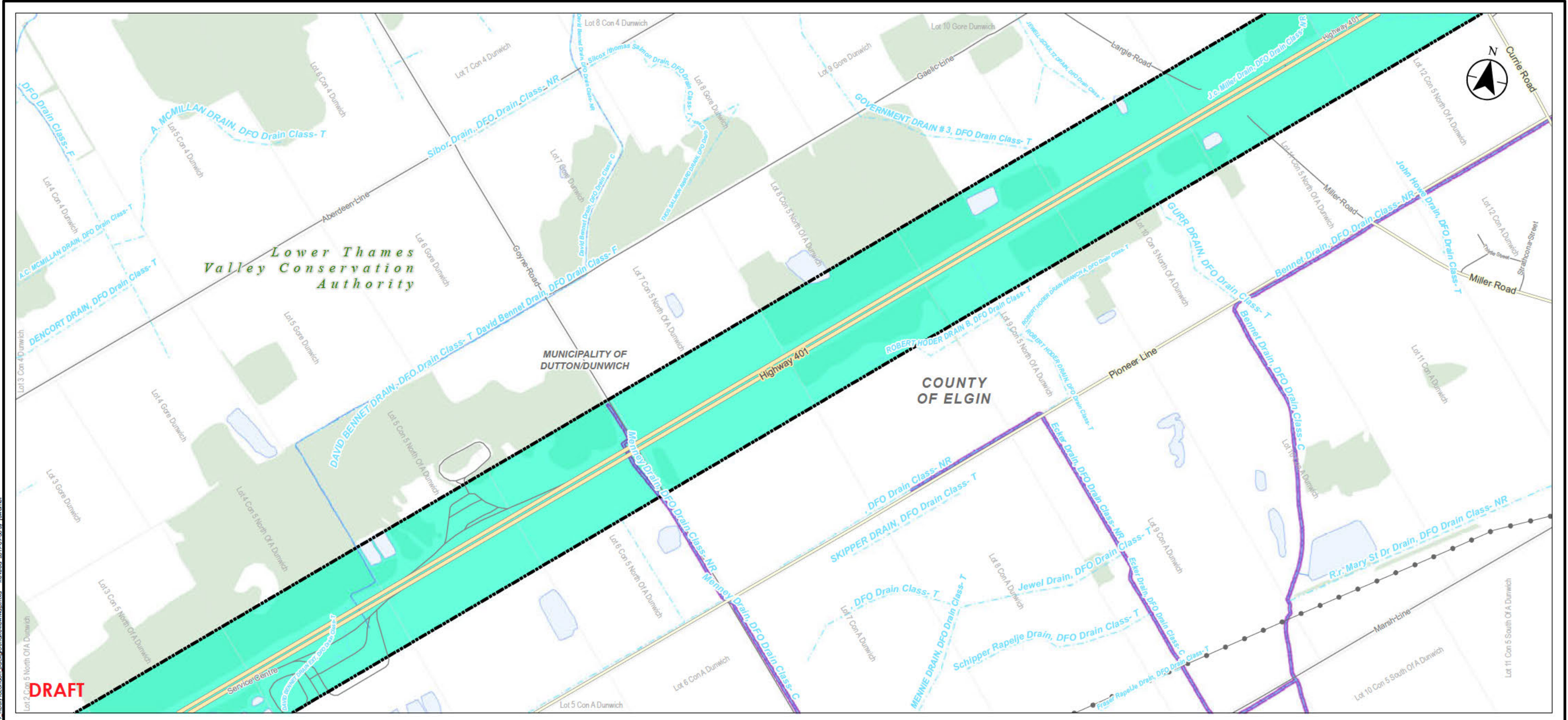
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.15**
 Title: **Background Data**

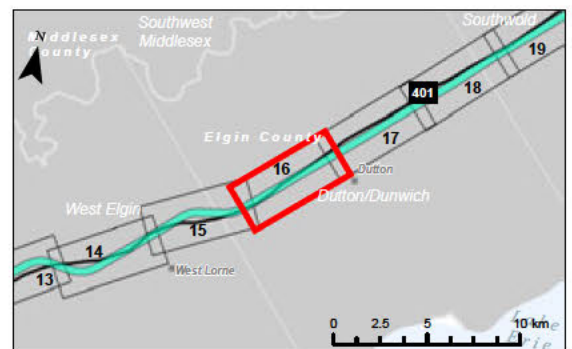
DRAFT

Notes
 1 Coordinate System: NAD 1983 UTM Zone 17N
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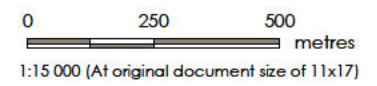
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DRAFT



- Legend**
- GWP 3073-17-00
 - Constructed Drain
 - Thermal Regime, Cold
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



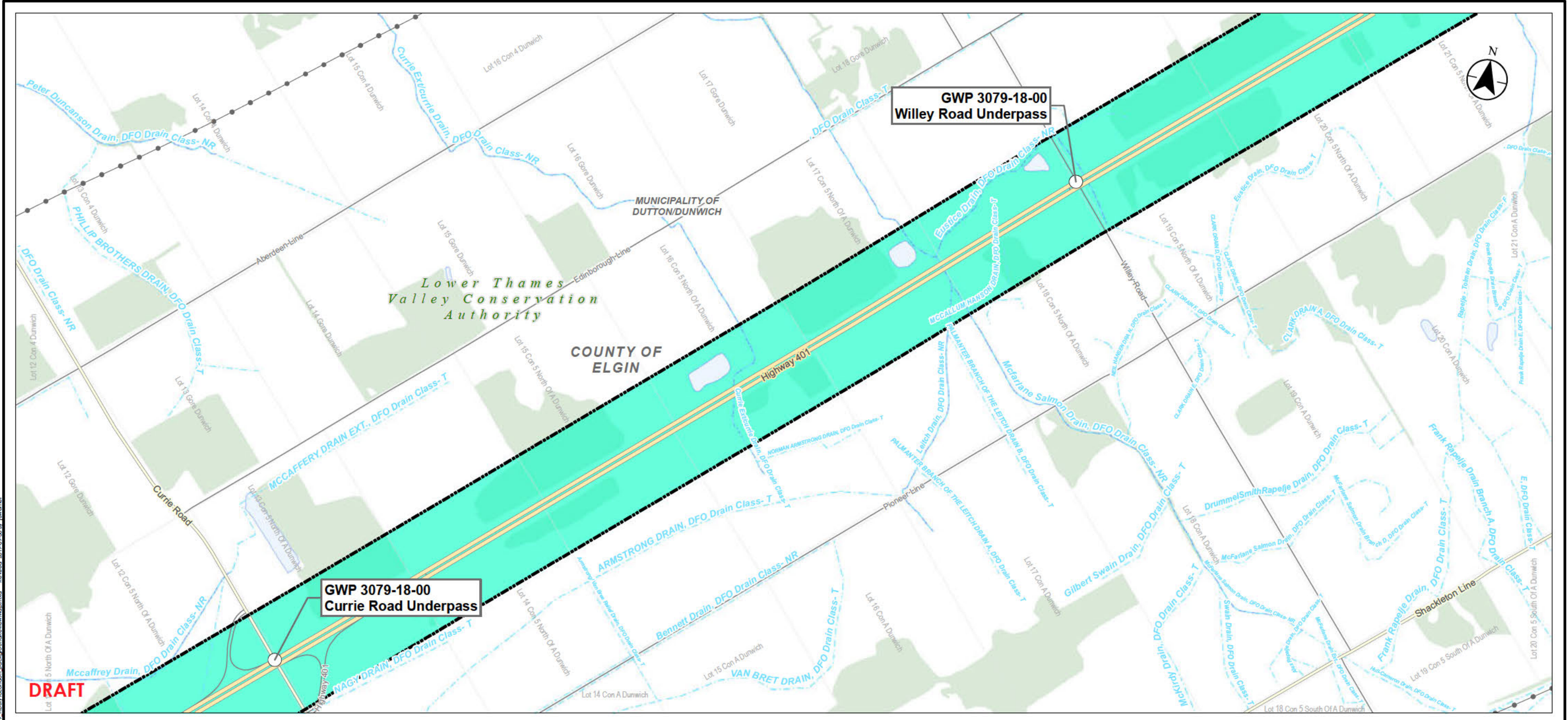
Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

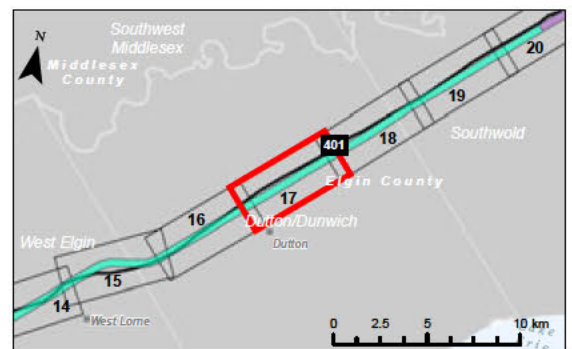
Figure No. **1.16** **DRAFT**
 Title: **Background Data**

Notes
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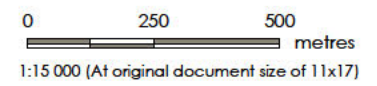
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DRAFT



- Legend**
- GWP 3079-18-00
 - GWP 3073-17-00
 - Constructed Drain
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

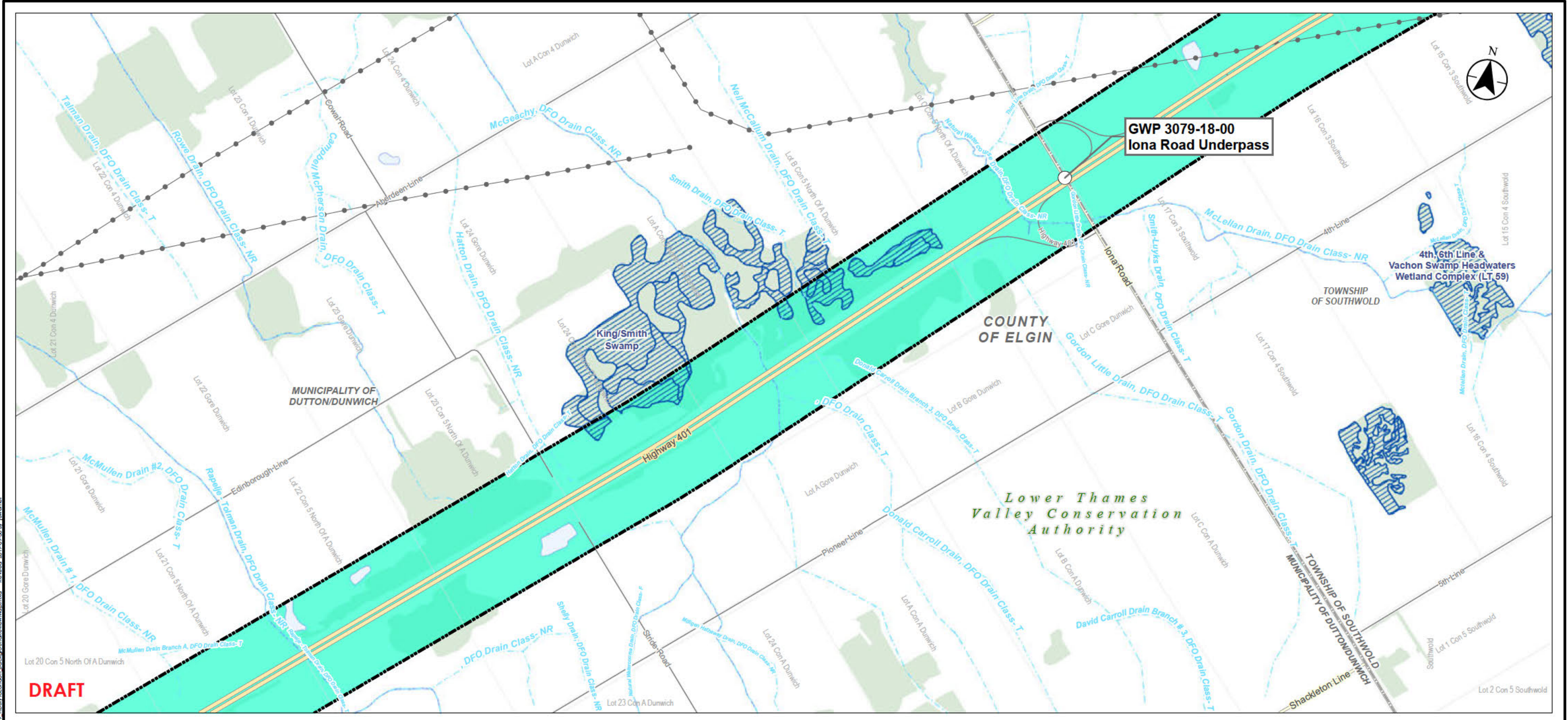
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.17**
 Title: **Background Data**

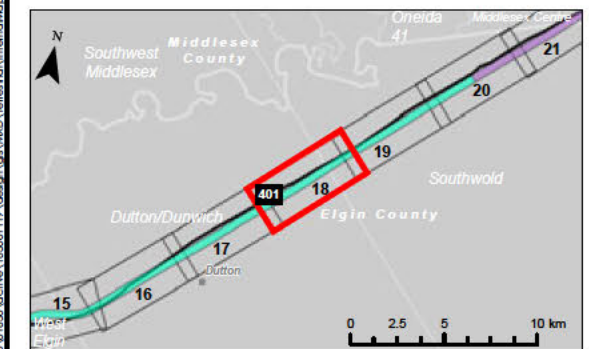
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- Legend**
- GPW 3079-18-00
 - GWP 3073-17-00
 - Constructed Drain
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



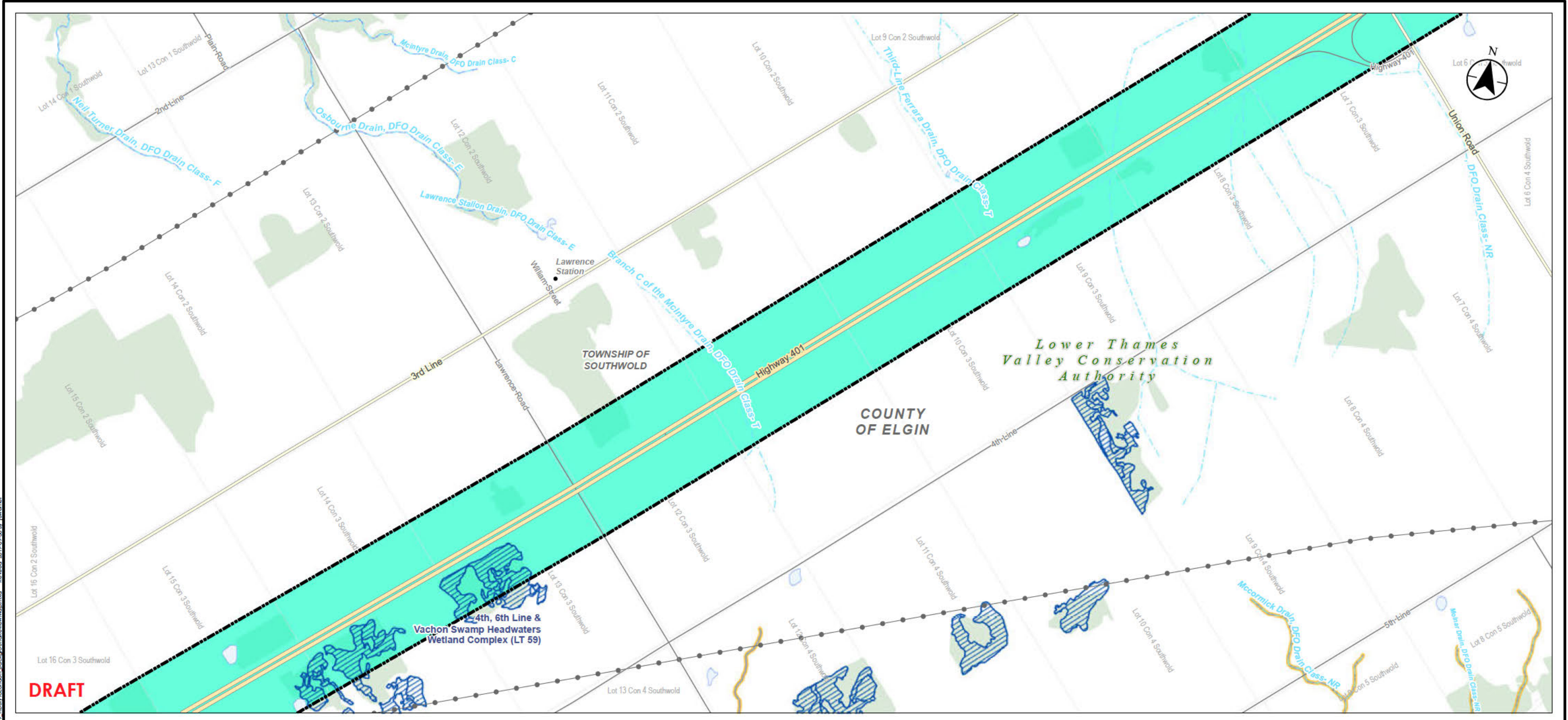
Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.18** **DRAFT**
 Title: **Background Data**

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Notes
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- Legend**
- GWP 3073-17-00
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower

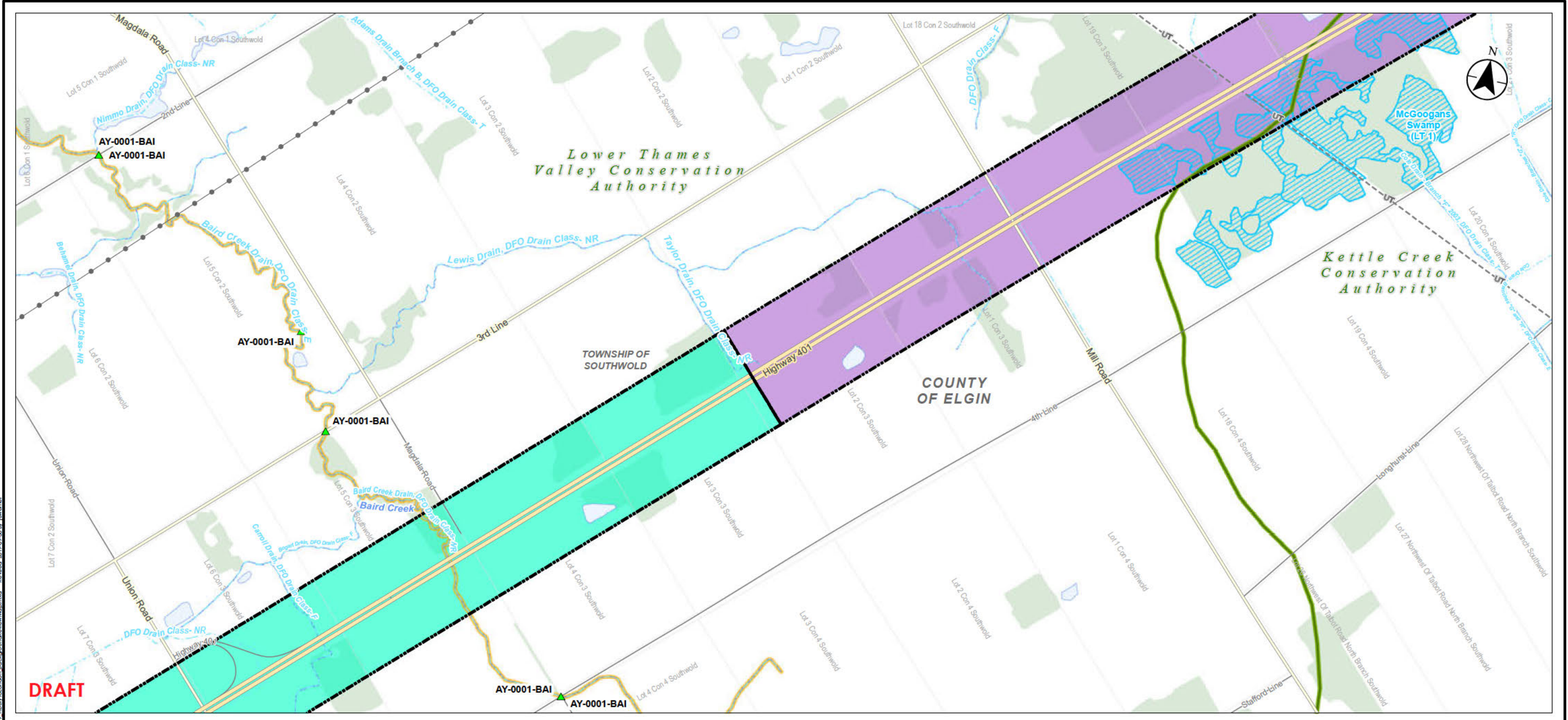


Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

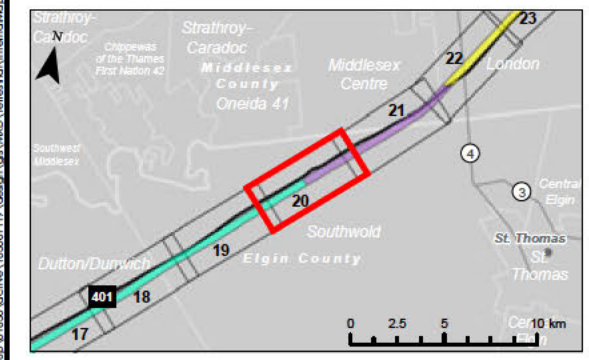
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.19**
 Title: **Background Data**

DRAFT



DRAFT



- Legend**
- GWP 3073-17-00
 - GWP 3038-19-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Thermal Regime, Warm
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Unknown Transmission Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wetland, Other Evaluated
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower
 - Municipal Boundary, Upper



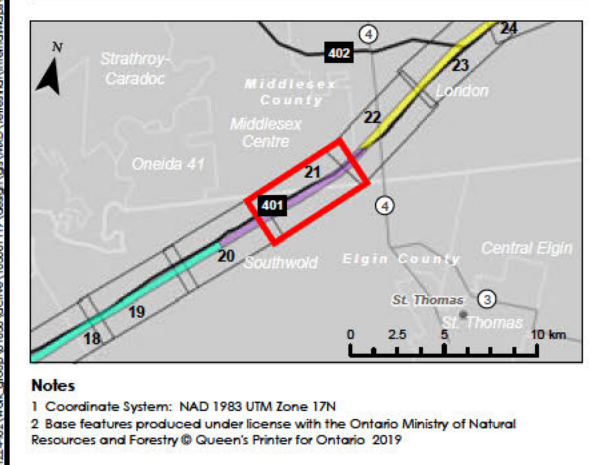
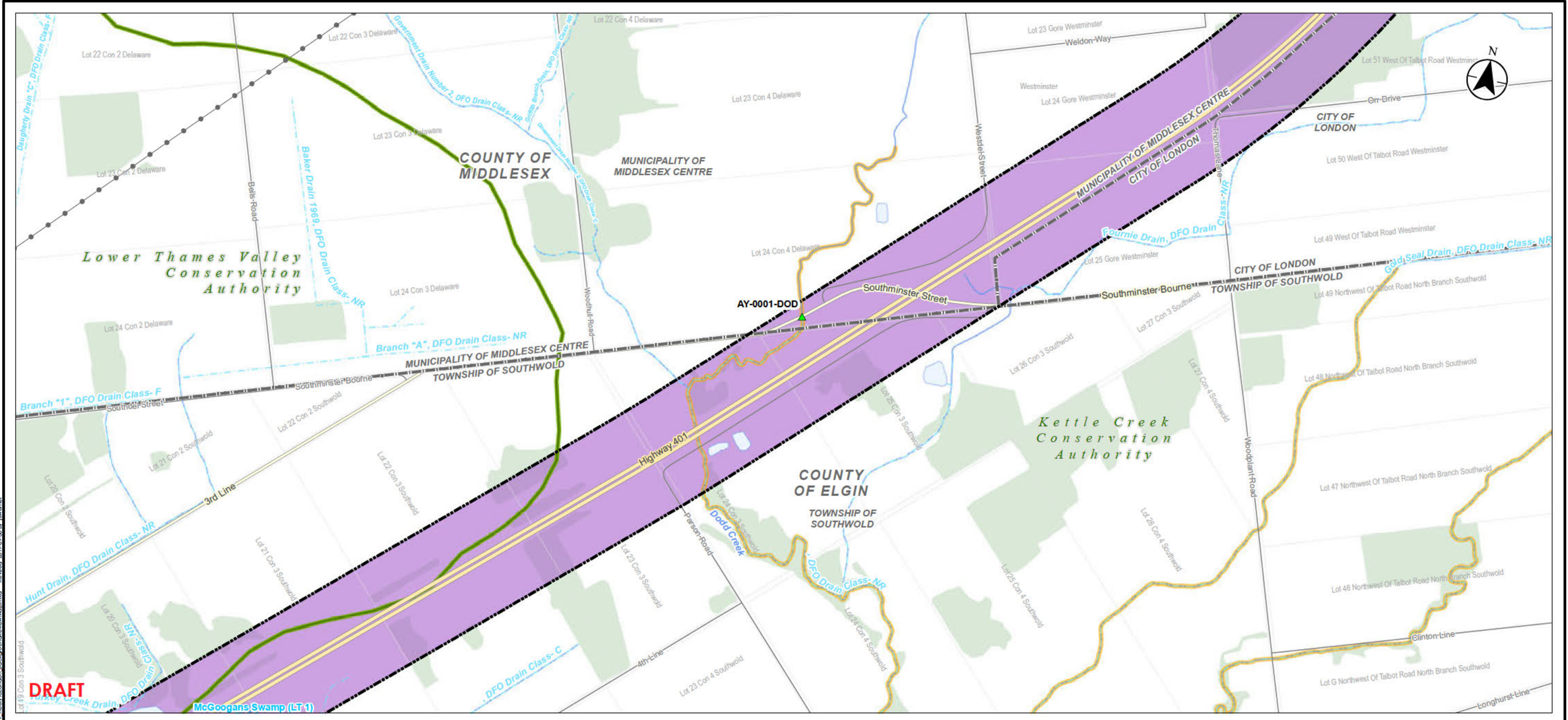
Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.20**
 Title **Background Data**

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- Legend**
- GWP 3038-19-00
 - Conservation Area
 - Fish Survey Point (ARA)
 - Administrative Boundary
 - Constructed Drain
 - Waterbody
 - Thermal Regime, Warm
 - Wetland, Other Evaluated
 - Highway
 - Wooded Area
 - Major Road
 - Lot
 - Minor Road
 - Municipal Boundary, Upper
 - Hydro Line
 - Municipal Boundary, Lower
 - Watercourse (Intermittent)
 - Watercourse (Permanent)



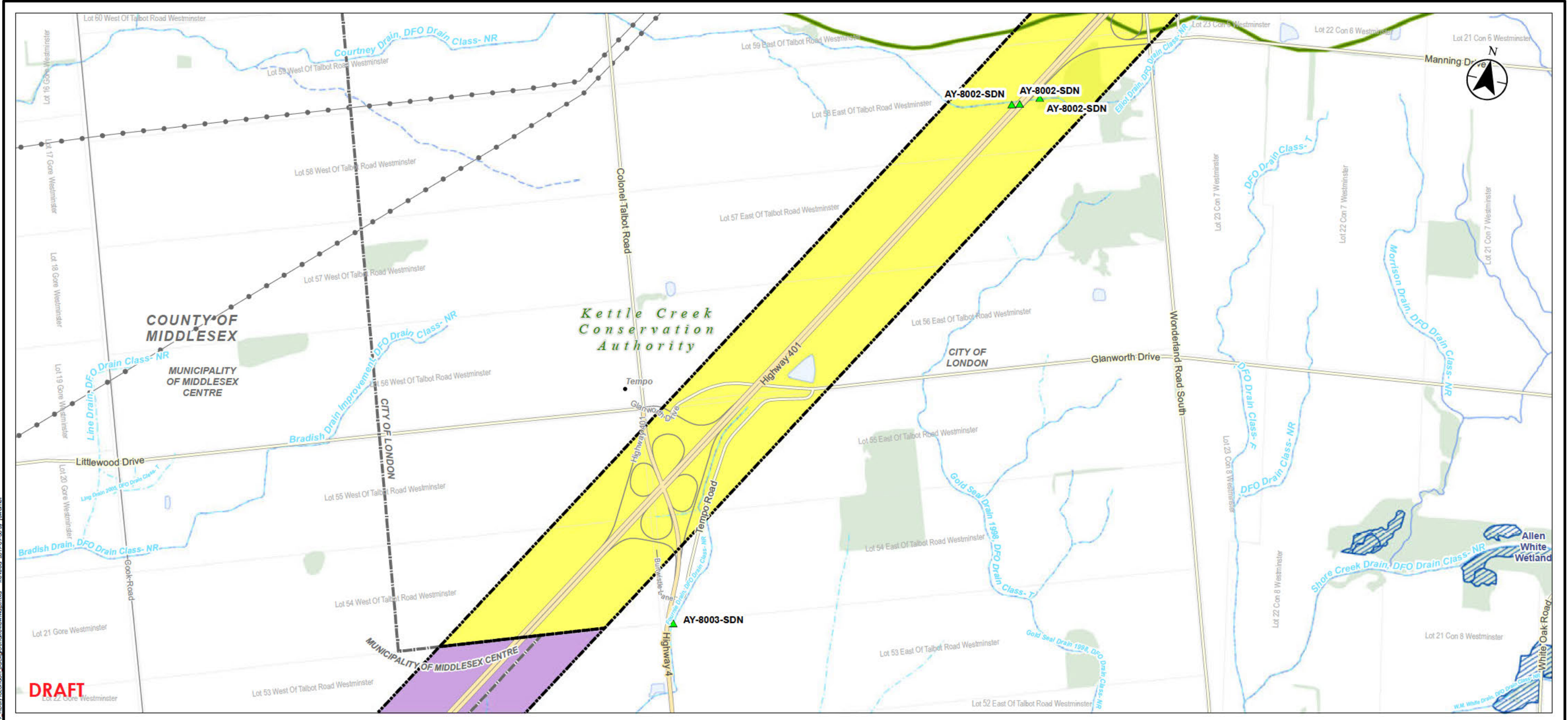
Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

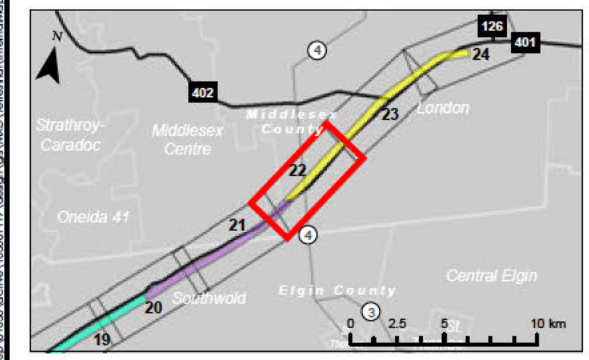
Figure No.: **1.21**
 Title: **Background Data**

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DRAFT



- Legend**
- GWP 3038-19-00
 - GWP 3025-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Upper
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

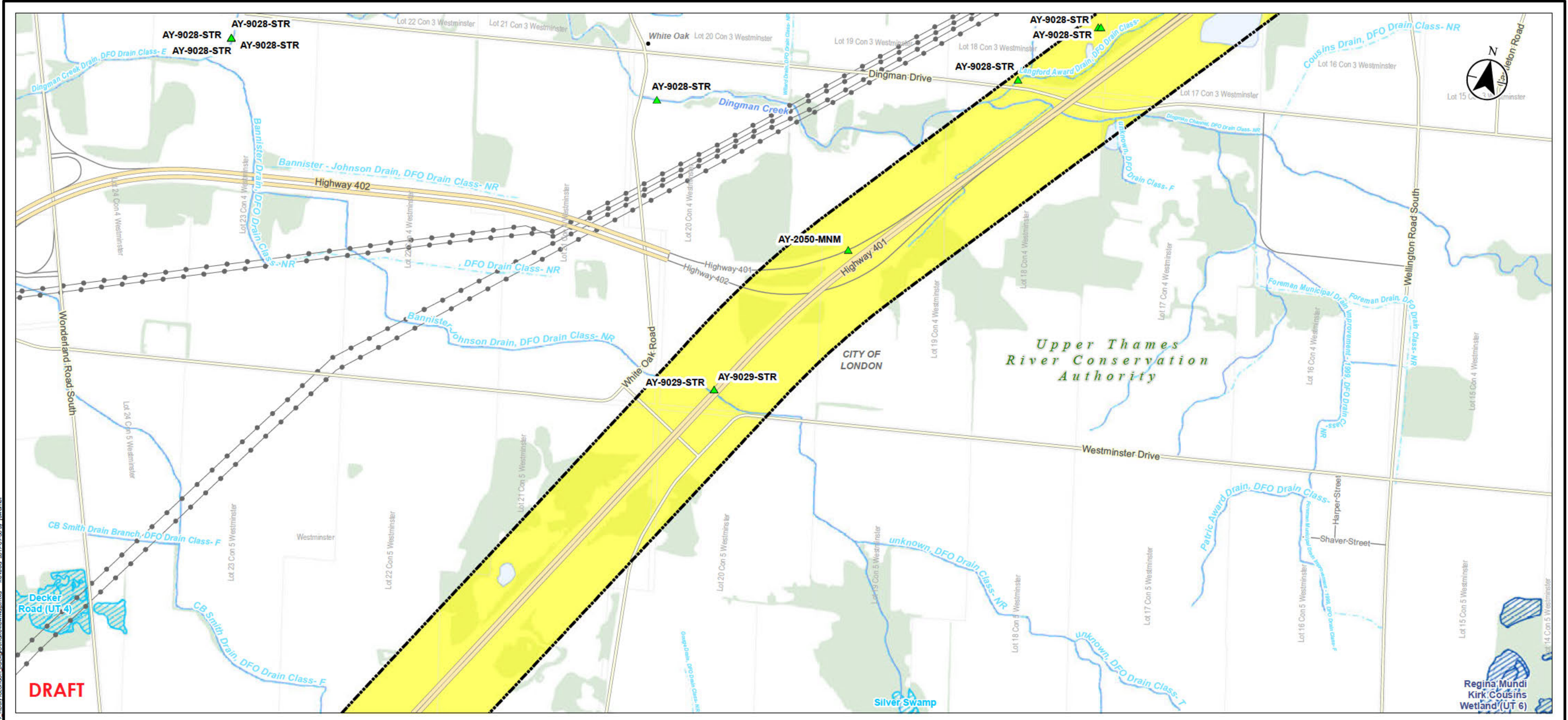
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.22** **DRAFT**

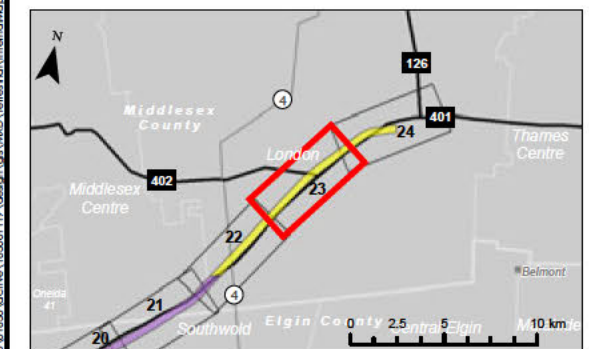
Title: **Background Data**

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DRAFT



- Legend**
- GWP 3025-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Highway
 - Major Road
 - Minor Road
 - Hydro Line
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wetland, Other Evaluated
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on yyyy-mm-dd

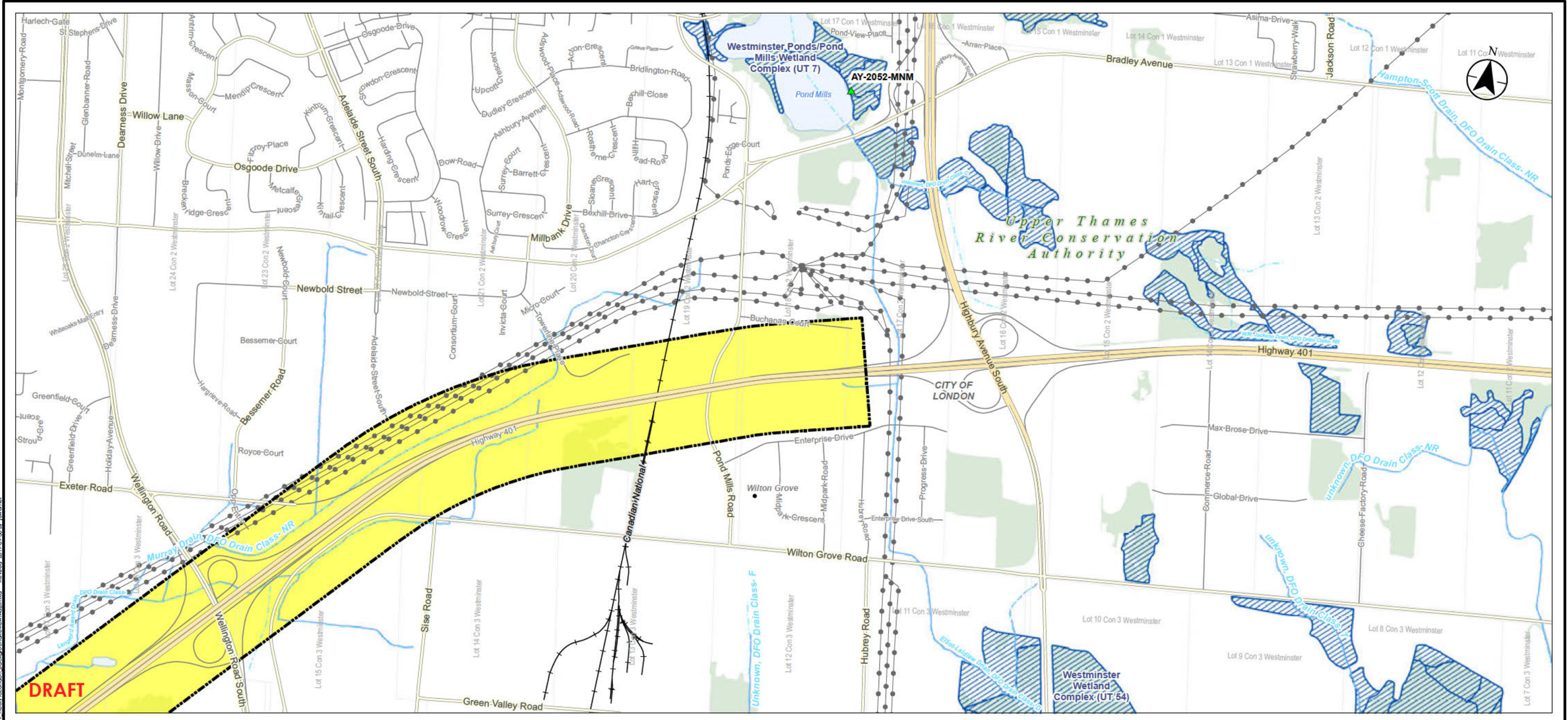
Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.23**
 Title **Background Data**

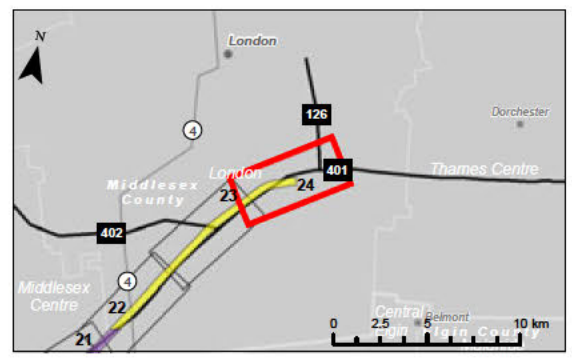
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- Legend**
- GWP 3025-18-00
 - Fish Survey Point (ARA)
 - Constructed Drain
 - Highway
 - Major Road
 - Minor Road
 - Railway
 - Hydro Line
 - Watercourse (Intermittent)
 - Watercourse (Permanent)
 - Conservation Area
 - Administrative Boundary
 - Waterbody
 - Wetland, Provincially Significant
 - Wooded Area
 - Lot
 - Municipal Boundary, Lower



Project Location: Southwest Ontario
 Prepared by JW on 2019-09-30
 Technical Review by ABC on yyyy-mm-dd
 Independent Review by ABC on www-mm-dd

Client/Project: ONTARIO MINISTRY OF TRANSPORTATION
 PRELIMINARY DESIGN AND CLASS EA
 HIGHWAY 401 EXPANSION, LONDON TO TILBURY

Figure No. **1.24**
 Title: **Background Data**

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ATTACHMENT 2:
Species at Risk and Provincially Rare Species Records (1980+)
by GWP

Species at Risk Records (1980+) by GWP

GWP	Species Type	Common Name	Scientific Name	Provincial Rank	COSEWIC Status	SARO Status	NHIC Record (1980+)	Range Overlap
3024-18-00	Bird							
3024-18-00	Bird							
3024-18-00	Bird							
3024-18-00	Bird							
3024-18-00	Mammal							
3024-18-00	Mussel							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Plant							
3024-18-00	Reptile							
3025-18-00	Bird							
3025-18-00	Bird							
3025-18-00	Bird							
3025-18-00	Insect							
3025-18-00	Insect							
3025-18-00	Mammal							
3025-18-00	Plant							
3025-18-00	Plant							
3025-18-00	Plant							

Species at Risk Records (1980+) by GWP

GWP	Species Type	Common Name	Scientific Name	Provincial Rank	COSEWIC Status	SARO Status	NHIC Record (1980+)	Range Overlap
3038-19-00	Bird							
3038-19-00	Bird							
3038-19-00	Bird							
3038-19-00	Mammal							
3038-19-00	Plant							
3038-19-00	Plant							
3038-19-00	Reptile							
3073-17-00	Bird							
3073-17-00	Bird							
3073-17-00	Bird							
3073-17-00	Bird							
3073-17-00	Bird							
3073-17-00	Bird							
3073-17-00	Bird							
3073-17-00	Insect							
3073-17-00	Mammal							
3073-17-00	Plant							
3073-17-00	Plant							
3073-17-00	Plant							
3073-17-00	Plant							
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3073-17-00	Plant							
3073-17-00	Plant							
3073-17-00	Plant							
3073-17-00	Plant							
3073-17-00	Plant							
3073-17-00	Reptile							
3073-17-00	Reptile							

Vanhell, Shane

From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: Thursday, May 6, 2021 3:27 PM
To: Vanhell, Shane
Subject: Automatic reply: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

Hello,

I have retired from the Ministry effective March 31, 2021. I hope that over the years I have been able to answer your questions and assist you with your work. It has been my pleasure to do my part in our shared commitment to environmental protection and stewardship.

If you have emailed me about a file in the ministry's SWR, please note that Mark Badali is the REAC for the next 18 months. If you have emailed me about a file in the ministry's WCR, please note that Joan Del Villar Cuicas is the REAC for the next 18 months.

I wish you and your loved ones good health, happiness and success in all your endeavours.

Barb Slattery

Kielstra, David

From: Kielstra, David
Sent: Tuesday, February 25, 2020 9:14 AM
To: karina.cerniavskaja@ontario.ca
Cc: Hohner, Paula; Bartos, Natalia (MTO); Barg, Adam; Welker, Kevin; Kane Erickson (Kane.Erickson@stantec.com); Elali, Sophia (MTO); Mitchell, Heather (MTO)
Subject: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Hello Ms. Cerniavskaja,

Thank you for taking the time to outline the Ministry of Natural Resources and Forestry's (MNRF) interests in this project and providing a copy of the *Natural Heritage Information Request Guide*.

As part of this study, fisheries and terrestrial specialists will be completing field investigations to identify any significant wildlife habitat, potential habitat for species at risk (SAR) and individual SAR observations within the study area. In addition, the Ministry of Environment, Conservation and Parks (MECP) is being consulted with regards to SAR information, and we will continue to work with the MECP throughout project planning.

A Contamination Overview Study (COS) is being undertaken for the study area in accordance with the MTO's *Environmental Reference for Highway Design*. The COS will identify the potential presence of petroleum wells within study area, including adjacent properties that have the potential for contaminant migration onto MTO lands. The Petroleum Operations Section will be contacted should any significant petroleum operations be identified as part of the COS that may be impacted by the project.

As per the *MTO Class Environmental Assessment (EA) for Provincial Transportation Facilities, the Public Transportation and Highway Improvement Act*, and the *Ontario EA Act*, MTO provincial Class EA projects are not subject to the *Public Lands Act* or the *Lakes and Rivers Improvement Act*.

Thank you again for your comment. You will remain on the project mailing list.

Sincerely,

David Kielstra M.A, EP
Environmental Planner

Direct: 905 381-3247
Fax: 905 385-3534
David.Kielstra@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From: [Hohner, Paula](#)
To: [Gazibara, Nevena](#); [Wrathell, Melissa](#)
Subject: FW: MNRF Comments: NOC - Hwy 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Prelim Design and Class EA Study
Date: Thursday, January 9, 2020 10:12:01 AM
Attachments: [image003.wmz](#)
[NHGuide_MNRF_2019-04-01.pdf](#)
[20191206112342190.pdf](#)
[image002.wmz](#)
[image004.png](#)

From: MNRF Ayl Planners (MNRF) <MNRF.Ayl.Planners@ontario.ca>
Sent: Thursday, January 09, 2020 9:19 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Subject: MNRF Comments: NOC - Hwy 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Prelim Design and Class EA Study

**Ministry of Natural
Resources and Forestry**

**Ministère des Richesses
naturelles et des Forêts**

615 John Street North
Aylmer, ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Télé: 519-773-9014

January 9, 2020

Paula Hohner
Senior Environmental Planner
Stantec Consulting Ltd.
Phone: 519-675-6666
Email: paula.hohner@stantec.com

**Subject: Notice of Study Commencement – Highway 401
Widening/Reconstruction, Concrete Median Barrier and Interchange
Improvements from Merlin Road (Tilbury) to Wellington Road (London)
Preliminary Design and Class Environmental Assessment Study**

Dear Paula Hohner,

The Ministry of Natural Resources and Forestry (MNRF) Aylmer District received the attached Notice for the proposed Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London) Preliminary Design and Class Environmental Assessment Study project on December 6th, 2019. Thank you for circulating this notice to our office, however, please note that we have not completed a screening of natural heritage or other

resource values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with MNR/Aylmer District for advice as needed.

Natural Heritage & Endangered Species Act

-
In order to provide the most efficient service possible, the attached Natural Heritage Information Request Guide has been developed to assist you with accessing natural heritage data and values from convenient online sources.

It remains the proponent's responsibility to complete a preliminary screening for each project, to obtain available information from multiple sources, to conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. We wish to emphasize the need for the proponents of development activities to complete screenings prior to contacting the Ministry or other agencies for more detailed technical information and advice.

The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and up to date information, please contact the Ministry of Environment, Conservation and Parks at SAROntario@ontario.ca.

Petroleum Wells & Oil, Gas and Salt Resource Act

-
There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNR/Aylmer District. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at 519-873-4634.

Public Lands Act & Lakes and Rivers Improvement Act

Some Municipal projects may be subject to the provisions of the *Public Lands Act* or *Lakes and Rivers Improvement Act*. Please review the information on MNR/Aylmer District's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits>

- For more information about the *Lakes and Rivers Improvement Act*:
<https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of MNRF's interests stated above, there is no need to circulate any subsequent notices to our office. If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Cerniavskaja, District Planner

Ministry of Natural Resources and Forestry, Aylmer District

615 John St. N. Aylmer, ON N5H 2S8

Tel: 519-773-4757 | Fax: 519-773-9014 | Email: karina.cerniavskaja@ontario.ca

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

Vanhell, Shane

From: MNRF Ayl Planners (MNRF) <MNRF.Ayl.Planners@ontario.ca>
Sent: Friday, May 7, 2021 11:17 AM
To: comments@highway401tilburytolondon.ca
Cc: Vanhell, Shane
Subject: RE: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre
Attachments: image001.wmz; Bloomfield Road - Notice of Online Public Information Centre (English).pdf; NHGuide_MNRF_2019-04-01.pdf

**Ministry of Natural
Resources and Forestry**

**Ministère des Richesses
naturelles et des Forêts**



615 John Street North
Aylmer, ON N5H 2S8
Tel: 519-773-9241
Fax: 519-773-9014

615, rue John Nord
Aylmer ON N5H 2S8
Tél: 519-773-9241
Télééc: 519-773-9014

April 7, 2021

Mr. Adam Barg, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
Tel: (289) 439-0481
comments@highway401tilburytolondon.ca

Ms. Natalia Bartos, P.Eng.
Project Engineer
Ministry of Transportation
Tel: (519) 933-9735
comments@highway401tilburytolondon.ca

Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

The Ministry of Natural Resources and Forestry (MNRF) Aylmer District received the notice for the proposed Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration project. Thank you for circulating this information to our office, however, please note that we have not completed a screening of natural heritage or other resource values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

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The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and up to date information, please contact the Ministry of the Environment, Conservation and Parks at SAROntario@ontario.ca.

Petroleum Wells & Oil, Gas and Salt Resource Act

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Public Lands Act & Lakes and Rivers Improvement Act

Some projects may be subject to the provisions of the *Public Lands Act* or *Lakes and Rivers Improvement Act*. Please review the information on MNR's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

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- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide>

After reviewing the information provided, if you have not identified any of MNR's interests stated above, there is no need to circulate any subsequent notices to our office.

If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Černiavskaja, District Planner
Ministry of Natural Resources and Forestry
Email: MNRF.Ayl.Planners@ontario.ca



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

From: Vanhell, Shane <Shane.Vanhell@stantec.com>
Sent: May-06-21 3:25 PM
To: comments@highway401tilburytolondon.ca
Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

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

Good afternoon,

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this email and the attached notice (provided in both English and French) is the project concerning the replacement of the Bloomfield Road Underpass and reconfiguration of the interchange, and the upcoming virtual Public Information Centre that is scheduled for the project.

Please review the attached information and contact the undersigned or one of the Project Team members named in the enclosed information if you have any questions.

Thank you,

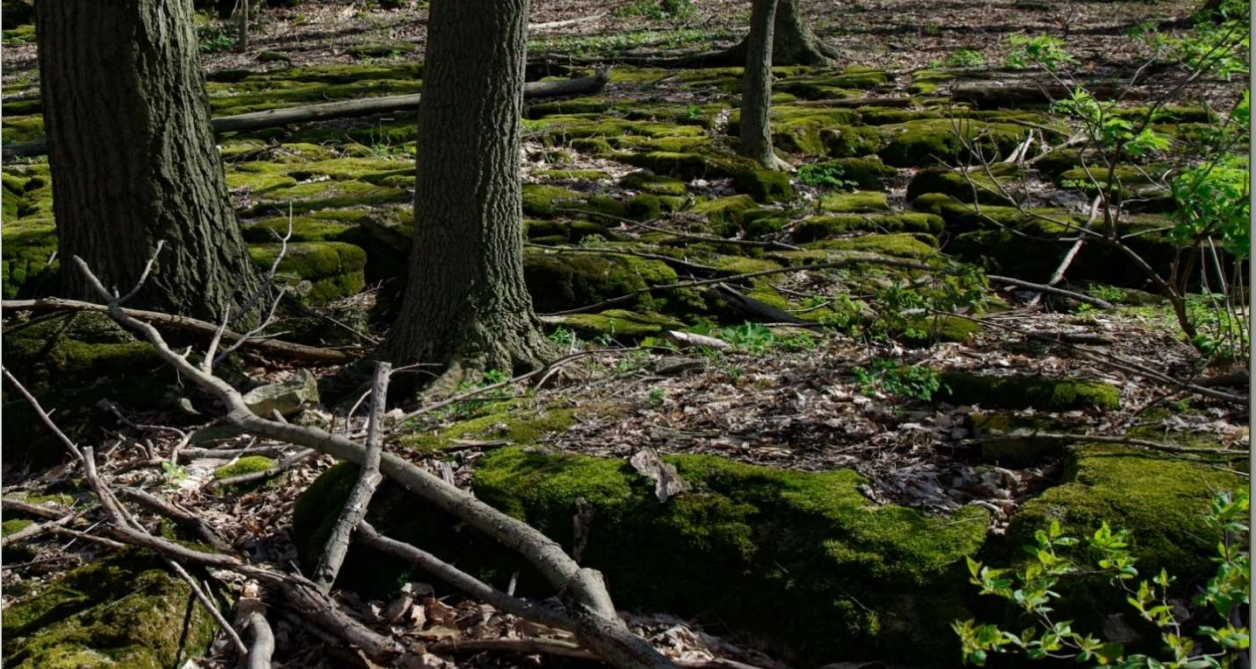
Shane Vanhell B. Sc.
Environmental Planner
Shane.Vanhell@stantec.com
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Please consider the environment before printing this email.

Ministry of Natural Resources and Forestry



Natural Heritage Information Request Guide

Regional Operations Division, Ministry of
Natural Resources & Forestry

Update – April 1, 2019

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1.0 Background, Purpose and Scope

1.1 Background

The Ministry of Natural Resources and Forestry (MNRF) maintains a substantial amount of natural heritage information. The Government of Ontario is committed to transparency, customer service, and making information more publicly accessible. Access to natural heritage information is critical to informing municipal planning processes, development activities, and other initiatives such as science and research. To make natural heritage information more accessible and better understood, this document consolidates available MNRF natural heritage information and outlines how this information can be accessed.

1.2 Purpose of this Guide

The purpose of this guide is three-fold:

1. To provide a directory of natural heritage information sources available from the MNRF;
2. To reduce wait times for users to access the data, especially considering that much of the information is open and accessible; and
3. To help users efficiently access available data.

It remains the proponent's responsibility to:

- Complete a preliminary screening for their projects,
- Obtain available information from multiple sources,
- Conduct any necessary field studies, and
- Consider any potential environmental impacts that may result from a proposed activity.

To provide the most efficient service possible, proponents should complete natural heritage screenings **prior** to contacting Government of Ontario Ministry offices or other agencies for more detailed technical information and advice. This guide provides detailed information on where and how to access information to screen a study area in advance of consulting with Ministries.

1.3 Scope

MNRF maintains and provides information related to its resource management and land use planning mandate, including natural heritage, fisheries, wildlife, mineral aggregate resources, 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. This guide has been created to help users navigate the available natural heritage information to support various activities. This guide additionally provides a list of other sources of information beyond MNRF, although it is not intended to be an exhaustive list of available sources.

This guide does not replace the Natural Heritage Reference Manual but is intended to support it. This guide is not intended to circumvent any field studies that may be necessary to document features and assess impacts.

This guide is a resource for proponents during project planning. Reviewing the layers listed in the appendices will enable proponents to prepare for both proponent and government led Environmental Assessments. For projects proposed on crown land, MNRF is the permitting agency and there may be additional initial screening requirements. Further studies may be required depending on the nature and location of the project.

1.4 Audience

The intent of this public guide is to make it easier for the proponents and consultants to access relevant information. This guide will also help internal Ministry staff who are responding to information requests or site screenings.

1.5 Disclaimer

The information available from MNRF and the sources listed below in the appendices should **not be considered as a substitute for site visits and appropriate field surveys**. Generally, information available from MNRF can be regarded as a starting point from which to conduct further field studies, if needed. While this data represents MNRF's best available current information, it is important to note that a lack of information for a site does not mean that additional features and values are not present. There are many areas where MNRF does not currently have information. On-site assessments can better verify site conditions, identify natural features and values and confirm presence of species at risk and/or their habitats.

This guide will be updated from time to time. For a current version of this guide, please contact your local or regional Government of Ontario Ministry office. Up-to-date contact information for Ministry offices can be obtained through the Government of Ontario Employee and Organization Directory, Info-GO, available at <http://www.info.go.gov.on.ca/info/go/home.html>.

2.0 Data Resources

2.1 Make a Map: Natural Heritage Areas

The MNRF maintains the [Make a Natural Heritage Area Map](http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US): http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US which provides public access to natural heritage information without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify natural heritage features, 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.

Make a Natural Heritage Area Map should be consulted as a first step in screening for natural heritage features. This tool does not provide access to all of the MNRF's natural heritage information and some layers may be incomplete.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk, rare plant communities and wildlife concentration areas has been generalized to a 1-kilometre grid.

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

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- provincial parks and conservation reserves,
- Areas of Natural and Scientific Interest,
- Wetlands,
- Woodlands, and
- 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](https://www.ontario.ca/page/land-information-ontario): <https://www.ontario.ca/page/land-information-ontario> (LIO).

2.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large corporate database called the LIO Warehouse and can be discovered through the [LIO Metadata Management Tool](https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home): <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.

The LIO Metadata Management Tool helps users to find, assess and access GIS data and houses up to 350 data and information products. Geospatial data are available through this tool, including (but not limited to):

- **Aquatic Resource Area (ARA) data classes:** general fisheries spatial data including water body type, thermal regime and fish species
- **Spawning Area (fish)**
- **Nursery Area (fish)**
- **Nesting Site (birds)**
- **Areas of Natural and Scientific Interest (ANSIs)**
- **Wetlands**
- **Wintering Area (deer, moose, etc.)**
- **Fire (Potential Hazardous Forest Types for Wildland Fire)**

[Appendix A](#) links MNR's authoritative, relevant data sets to the location in the LIO Database where the data can be downloaded.

Note that while most data is publicly available, some data may be considered highly sensitive (i.e., Nursery Areas for fish, species at risk observations), and as such, restrictions are in place limiting access to this information.

2.3 Species at Risk

For detailed information on species at risk, please visit [Make a Natural Heritage Areas Map](#) or contact the Ministry of Environment, Conservation and Parks at SAROntario@ontario.ca.

2.4 Public Agencies

Ministries, Municipalities and Conservation Authorities may have proposed infrastructure work that requires screening. In these instances, these broader public sector organizations should contact the appropriate Ministry Office to explore more efficient ways to access information and make decisions. This could include entering into data sharing agreements. Please note that many public agencies already have ongoing data sharing agreements in place with LIO and the Natural Heritage Information Centre (NHIC).

2.5 For Additional Information

For information pertaining to corporate data, contact LIO for support by email at lio@ontario.ca or by telephone at 705-755-1878.

For further information pertaining to the NHIC, including data sharing agreements, please email NHICrequests@ontario.ca or call 705-755-2159.

There may be circumstances where a local Government of Ontario office should be consulted for additional information and/or technical advice. For instance, projects proposed on Crown Land should be discussed early in the project planning process with local MNR District staff.

A listing of District offices can be found on this web page <https://www.ontario.ca/page/ministry-natural-resources-and-forestry-regional-and-district-offices>

Appendix A: Natural Heritage Mapping Resources

The table below provides users links to maps and GIS data depicting natural heritage. This list is intended to help guide a natural heritage screening exercise. Click in the *Information Source* column for hyperlinks.

Information Source	Theme	Instructions for using this information
Wetland	Significant Wetlands	Use field" WETLAND_SIGNIFICANCE = Evaluated-Provincial" for provincially significant wetlands.
	Coastal Wetlands	Use field"COASTAL_IND=Yes" for Coastal Wetlands
	Fish & Wildlife, Wetlands	Support evaluation and identification of habitat and wetlands. Please consult user guide for details. Consult the User Guide for more information.
Make a Natural Heritage Areas Map	Endangered and Threatened Species	Turn on the NHIC 1 km Grid square and use the Find... tool to query for species intersecting the grid. Consult the User guide for more information.
	Fish & Wildlife Habitat	Turn on the NHIC 1 km Grid square and use the Find... tool to query for species intersecting the grid. Consult the User guide for more information.
Provincially Tracked Species 1KM Grid	Endangered and Threatened Species	Use field "SARO_STAUS= 'Endangered' or SARO_STATUS='Threatened'" for Endangered and Threatened species.
Wintering Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Aquatic Feeding Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Breeding Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Calving Fawning Site	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.

Information Source	Theme	Instructions for using this information
Den Site	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Feeding Area, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Habitat Planning Range	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Mineral Lick	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Nesting Site	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Nursery Area, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Resting Area	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Staging Area, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
Travel Corridor, Wildlife	Wildlife Habitat	Supports evaluation and identification of wildlife habitat.
ANSI	Significant Areas of Natural and Scientific Interest	Use the field "ANSI_SIGNIFICANCE = Provincial" if you need to view only Provincially Significant ANSI. Consult the User Guide for more information.
Wooded Area	Woodlands	Supports evaluation and identification of significant woodlands and wildlife habitat
ARA Line Segment	Fish Species and Habitat	Supports evaluation and identification of fish habitat by indicating fish species present in the water feature. Consult the User Guide for more information.

Information Source	Theme	Instructions for using this information
ARA Polygon Segment	Fish Species and Habitat	Supports evaluation and identification of fish habitat by indicating fish species present in the water feature. Consult the User Guide for more information.
	At Capacity Lake Trout Lakes	Use field" AT_DEVELOPMENT_CAPACITY_IND = Yes" for designated at capacity lakes
Aquatic Resource Area (ARA) Survey Point	Fish Species	Supports evaluation and identification of fish habitat by indicating fish species present at that location. Consult the User Guide for more information.
Spawning Area	Fish Habitat	Supports evaluation and identification of fish habitat
Nursery Area, Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Staging Area, Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Feeding Area, Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Travel Corridor Fish	Fish Habitat	Supports evaluation and identification of fish habitat
Ecoregion	Ecoregions	Used to determine what ecoregion covers your area
Natural heritage System Area	Natural Heritage System	Identifies Natural Heritage System Areas within the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan and the Growth Plan for the Greater Golden Horseshoe. Consult this guide for more information.
Breeding Bird Atlas	Wildlife Habitat	Provides additional information on the location of Breeding Birds
eBird	Wildlife Habitat	Provides additional information on bird sightings

Information Source	Theme	Instructions for using this information
Ontario Reptile and Amphibian Atlas	Wildlife Habitat	Provides additional information on Reptile and Amphibian sightings
iNaturalist	Fish & Wildlife Habitat	Provides additional information on fish & wildlife sightings

Appendix B: Natural Heritage Information Resources

The table below provides users links to Natural Heritage policies and documentation that should be referenced when conducting a natural heritage screening exercise. Click in the *Information Source* column for hyperlinks

Information Source	Theme	Description
https://www.ontario.ca/document/water-work-timing-window-guidelines	Water Work Timing windows	An information source that can be used to determine in-water work timing windows
Inland Lakes designated for Lake Trout management	Fish Habitat	A list of lakes in Ontario that are managed as Lake Trout lakes
Significant wildlife habitat guide	Wildlife Habitat	Provides detailed information on the identification, description and prioritization of significant wildlife habitat.
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 6E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 6E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 7E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 7E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 5E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 5E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 3E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 3E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 3W	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 3E
Significant wildlife habitat ecoregional criteria schedules: Ecoregion 4E	Wildlife Habitat	Provides detailed information on the description, criteria, information sources and assessment methods for significant wildlife habitat in Ecoregion 3E
Significant wildlife habitat mitigation support tool	Wildlife Habitat	Provides advice and recommendations on how to mitigate wildlife habitat during a development process
Natural heritage reference manual	Natural Heritage	Provides guidance for implementing the natural heritage policies of the Provincial policy Statement

Appendix C: Other information Sources

The table below provides users links to other data and resources that could be relevant when screening for development. Click in the *Information Source* column for hyperlinks

Information Source	Theme
Crown Land Use Policy Atlas	Crown Land
Make a Topographic Map	Base Data Mapping
Pits and Quarries	Aggregates
Aggregate resources policies and procedures	Aggregates
Aggregate resources study	Aggregates
Exploring for and extracting oil, natural gas and salt resources	Oil, Gas and Salt Resources
Petroleum wells	Oil, Gas and Salt Resources
Great Lakes – St. Lawrence River System and Large inland lakes: Technical Guides for flooding, erosion and dynamic beaches in support of natural hazards policies 3.1 of the provincial policy statement	Hazards
Adaptive Management of Stream Corridors in Ontario including Natural Hazards Technical Guides	Hazards
The Wildland Fire Risk Assessment and Mitigation Reference Manual	Hazards

Information Source	Theme
Public Lands Act	Crown Land
Crown land work permits	Crown Land
Aggregate resources	Aggregates
Lakes and Rivers Improvement Act	Crown Land
Licence to collect fish for scientific or education purposes	Fish
https://www.ontario.ca/search/data-catalogue	Base Data mapping
Fire - Potential Hazardous Forest Types for Wildland Fire	Hazards
MNR Region	Base Data mapping
MNR District	Base Data mapping
GeoBase	Base Data mapping
Mining Lands Administration System (MLAS) – Map Viewer	Mines
Geoconnections	Base Data mapping

Information Source	Theme
Ministry of Northern Development and Mines Mapping and link to Geology Ontario databases	Mines
Ministry of Environment, Conservation and Parks Data	Environment
National Air Photo Library	Aerial photos
Archives Ontario Aerial Photography	Aerial photos
GEOGratis	Base Data mapping
County Soils Maps	Base Data mapping
Forest Fire Info Map	Hazards
Agricultural Information Atlas	Agriculture
Crown Land Automated Internet Mapping System	Mines
COSINE	Base Data mapping
GEONAME	Base Data mapping
Government-wide data inventory	Base Data mapping

Kielstra, David

From: Kielstra, David
Sent: Tuesday, February 25, 2020 9:16 AM
To: Barboza, Karla (MTCS); neil.mackay@ontario.ca
Cc: Hohner, Paula; Bartos, Natalia (MTO); Barg, Adam; Welker, Kevin; Kane Erickson (Kane.Erickson@stantec.com); Elali, Sophia (MTO); Mitchell, Heather (MTO)
Subject: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Hello Ms. Barboza and Mr. MacKay,

Thank you for taking the time to outline the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) interests in this study. Your comments regarding potential cultural heritage resources, archaeological resources, and built heritage and cultural heritage landscapes are noted for each of the Group Work Projects (GWP) based on geographic location.

As part of this study, Stage 1 and 2 archaeological assessments will be completed by licensed archaeologists for previously undisturbed areas. Copies of these reports will be submitted to the MHSTCI for their review and approval, prior to any construction activities.

This project is not proposing impacts to bridges or culverts with heritage significance. Structures that are greater than 40 years of age within the study area have been previously screened by MTO. As such, Cultural Heritage Evaluation Reports are not included as part of this study. Similarly, given that the preliminary footprint of the highway expansion is limited, Cultural Heritage Resource Assessments are not being undertaken. The project team will complete the MHSTCI Cultural Heritage Checklist (Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes) for each GWP to confirm the project will not impact cultural heritage resources. These forms will be kept on file at MTO and included in EA documentation, as required.

The project team will share all archaeology reports with the MHSTCI for concurrence and recommendations will be incorporated in EA documentation completed for each group work project (i.e., ESD, TESR Addendum), if required.

Thank you again for your comments. You will remain on the project mailing list.

Sincerely,

David Kielstra M.A, EP
Environmental Planner

Direct: 905 381-3247
Fax: 905 385-3534
David.Kielstra@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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**Ministry of Heritage, Sport,
Tourism, and Culture Industries**

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, ON M7A 0A7
Tel: 416.314.7182

**Ministère des Industries du Patrimoine,
du Sport, du Tourisme et de la Culture**

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto, ON M7A 0A7
Tél: 416.314.7182



2 January 2020

EMAIL ONLY

Paula Hohner
Senior Environmental Planner
Stantec Consulting Ltd.
600 – 171 Queens Avenue
London, ON N6A 5J7
paula.burnard@stantec.com

MHSTCI File : 0011897
Your File : 165001119
Proponent : Ministry of Transportation
Subject : Notice of Commencement
Project : Highway 401 Interchange and Underpass Improvements (GWP 3078-18-00)
Location : Municipality of Chatham-Kent

Dear Paula Hohner:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

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

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

Project Summary

The Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design, initiate Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 kilometres). The study has been divided into various projects based on geographic location.

The scope of MHSTCI File #0011897 is for the preliminary and detailed design of interchange and underpass improvements along the Highway 401 corridor from Merlin Road to the Chatham-Kent/Elgin County boundary (approximately 55 kilometres); including review of relevant completed Preliminary Design studies as documented in the Highway 401 Chatham-Kent and Highway 401 London Transportation Environmental Study Reports (TESRs). This project is proceeding as a Group B undertaking via the *Class EA for Provincial Transportation Facilities* (2000).

Identifying Cultural Heritage Resources

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

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.

Archaeological Resources

This EA project may impact archaeological resources and should be screened using the MHSTCI [Criteria for Evaluating Archaeological Potential](#) and [Criteria for Evaluating Marine Archaeological Potential](#) to determine if an archaeological assessment is needed. MHSTCI archaeological sites data are available at archaeology@ontario.ca. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MHSTCI for review.

Built Heritage and Cultural Heritage Landscapes

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

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

Environmental Assessment Reporting

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

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,

Neil MacKay
Heritage Planner
Heritage Planning Unit
neil.mackay@ontario.ca

Copied to: Adam Barg, Project Manager, Stantec Consulting
Natalia Bartos, Project Engineer – Planning & Design, MTO
Craig Newton, Environmental Planner, MECP

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. MHSTCI 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 MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

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

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Vanhell, Shane

From: Vanhell, Shane
Sent: Thursday, July 29, 2021 4:52 PM
To: Harvey, Joseph (MHSTCI)
Cc: Barboza, Karla (MHSTCI); Bartos, Natalia (MTO); Barg, Adam
Subject: RE: File 0014164: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration

Good afternoon,

Thank you for your response. Your comments have been circulated to the Project Team.

Please note that, at this time, a Stage 2 Archaeological Assessment has not commenced for this project and no Project Information Form numbers are currently associated with the undertaking. Archaeological Assessment reports that are completed as part of this project will be entered into the Ontario Register of Archaeological Reports and the results and any subsequent recommendations will be included in the final environmental assessment documentation prepared for this project.

Your comments regarding heritage resources for the project have also been noted. The Bloomfield Road Underpass (Site 13X-0241/B0), Highway 401 Flook & Hinton Drain Bridges (Site 13X-0029/B1 & B2), and Seventh Line Flook & Hinton Drain Bridge (Site GM782) are over 40 years old; however, the bridges are not included on the Ontario Heritage Bridge List, are not listed in MTO's Heritage Bridges: Identification and Assessment Guide, Ontario 1945-1965, and are not regionally or locally unusual. These bridges have been screened and it was determined that the structures do not possess cultural heritage value. Please note that a cultural heritage assessment will not be undertaken as part of this study.

Thank you again for your comments.

Kind regards,

Shane Vanhell B. Sc.

Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>

Sent: Thursday, May 27, 2021 12:15 PM

To: comments@highway401tilburytolondon.ca

Cc: Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Vanhell, Shane <Shane.Vanhell@stantec.com>; Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>

Subject: File 0014164: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration

Adam Barg,

Please find attached MHSTCI's comments on the above referenced undertaking. Do not hesitate to contact me with any questions or concerns.

Regards,

Joseph Harvey | Heritage Planner (A)

Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit

Ministry of Heritage, Sport, Tourism and Culture Industries

401 Bay Street

17th Floor, Suite 1700

Toronto, ON M7A 0A7

613.242.3743

Joseph.Harvey@ontario.ca

Vanhell, Shane

From: Crinklaw, Drew (OMAFRA) <Drew.Crinklaw@ontario.ca>
Sent: Monday, May 10, 2021 10:31 AM
To: Vanhell, Shane; comments@highway401tilburytolondon.ca
Cc: Kielek-Caster, Sarah (OMAFRA)
Subject: RE: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre
Attachments: OMAFRA Rural Planner Coverage Map (February 19, 2021).png

Thank-you for this circulation.

Please be advised that I am currently on secondment until August 1, 2021 and would suggest that you contact Sarah Kielek-Caster as per the attached map.

In the future, you can also send correspondence for all EA notices generated by your company to the Ministry's centralized email address: omafra.eanotices@ontario.ca.

Kind regards,

Drew Crinklaw
Policy Advisor (A)
Land Use Policy & Stewardship Unit
Ontario Ministry of Agriculture, Food & Rural Affairs
667 Exeter Road, London, ON N6E 1L3
Phone: 519-317-4493
drew.crinklaw@ontario.ca

Please Note: As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Vanhell, Shane <Shane.Vanhell@stantec.com>
Sent: Thursday, May 06, 2021 3:25 PM
To: comments@highway401tilburytolondon.ca
Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

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Good afternoon,

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this email and the attached notice (provided in both English and French) is the project concerning the replacement of the Bloomfield Road Underpass and reconfiguration of the interchange, and the upcoming virtual Public Information Centre that is scheduled for the project.

Please review the attached information and contact the undersigned or one of the Project Team members named in the enclosed information if you have any questions.

Thank you,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Kielstra, David

From: Kielstra, David
Sent: Tuesday, February 25, 2020 9:15 AM
To: mark.peacock@ltvca.ca; valerie.towsley@ltvca.ca
Cc: Hohner, Paula; Bartos, Natalia (MTO); Barg, Adam; Welker, Kevin; Kane Erickson (Kane.Erickson@stantec.com); Elali, Sophia (MTO); Mitchell, Heather (MTO)
Subject: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Mr. Peacock and Ms. Towsley,

Thank you for providing your comments on behalf of the Lower Thames Valley Conservation Authority (LTVCA). Your comments regarding source water protection, watercourses/drainage and species at risk are noted.

It is understood that the study area is predominantly located within the Thames-Sydenham & Region Drinking Water Source Protection Region, and traverses various Highly Vulnerable Aquifers and Significant Groundwater Recharge Areas. As part of this study, a groundwater overview assessment is being undertaken to identify source water protection areas, and associated affects to the project. This information will be considered as part of the development of the design and construction staging alternatives.

In addition, we will continue to engage with the LTVCA and the other relevant conservation authorities as we move forward with project planning to discuss potential considerations and applicable Source Protection Plan policies.

Please note that fisheries and terrestrial specialists will be completing field investigations to identify any significant wildlife habitat, potential habitat for species at risk (SAR) and individual SAR observations within the study area. In addition, the Ministry of Environment, Conservation and Parks (MECP) is being consulted with regards to SAR information, and we will continue to work with the MECP throughout project planning. At this time, there are no plans to incorporate additional wildlife crossings; however, MTO will continue to engage LTVCA as we move forward with project planning.

Thank you again for your comment. You have been added to the project mailing list.

David Kielstra M.A, EP
Environmental Planner
Direct: 905 381-3247
Fax: 905 385-3534
David.Kielstra@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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Addley, Diana

To: Hohner, Paula
Subject: RE: Notice of Study Commencement - Highway 401 Widening/Reconstruction/Median Barrier/Interchange Improvements - Tilbury to London

From: Valerie Towsley <Valerie.Towsley@ltvca.ca>

Sent: Thursday, January 16, 2020 9:48 AM

To: Hohner, Paula <Paula.Hohner@stantec.com>; comments@highway401tilburytolondon.ca

Cc: Vicki McKay <Vicki.McKay@ltvca.ca>; Jason Homewood <jason.homewood@ltvca.ca>

Subject: RE: Notice of Study Commencement - Highway 401 Widening/Reconstruction/Median Barrier/Interchange Improvements - Tilbury to London

Hi Paula

Thanks. Another concern that has been raised by our biologist is wildlife movement across the 401. As there are currently no restrictions to wildlife crossing the 401 (no barriers other than playing chicken with the traffic) the concern is that wildlife will attempt to cross, come up against the barrier and become trapped or confused, which may increase impacts with vehicles. Are there plans to incorporate wildlife passages under the 401 in strategic locations throughout the length of the new barrier?

Valerie Towsley
Resource Technician



Lower Thames Valley Conservation Authority
100 Thames Street
Chatham, Ontario
N7L 2Y8

Phone: 519-354-7310 Ext.: 226
Fax: 519-352-3435

E-mail: Valerie.Towsley@ltvca.ca

Web site: www.ltvca.ca



'Common sense and sense of humor are the same thing, moving at different speeds. A sense of humor is just common sense dancing.' William James (1842-1910)

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From: Hohner, Paula [<mailto:Paula.Hohner@stantec.com>]
Sent: January 10, 2020 1:49 PM

To: Valerie Towsley; comments@highway401tilburytolondon.ca

Cc: Vicki McKay; Jason Homewood

Subject: RE: Notice of Study Commencement - Highway 401 Widening/Reconstruction/Median Barrier/Interchange Improvements - Tilbury to London

Hi Valerie

Thank you for providing comments on behalf of LTVCA. I will forward them on to other members of our project team for consideration and discussion.

Regards,
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com



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Please consider the environment before printing this email.

From: Valerie Towsley <Valerie.Towsley@ltvca.ca>

Sent: Friday, January 10, 2020 1:32 PM

To: comments@highway401tilburytolondon.ca

Cc: Vicki McKay <Vicki.McKay@ltvca.ca>; Jason Homewood <jason.homewood@ltvca.ca>

Subject: FW: Notice of Study Commencement - Highway 401 Widening/Reconstruction/Median Barrier/Interchange Improvements - Tilbury to London

Thank you for the opportunity to provide information for the Notice of the Class EA Study Commencement for the Highway 401 widening/reconstruction, a new concrete median barrier and interchange improvements from Merlin Road near Tilbury to Wellington Road just west of London.

CA Regulations

From the watershed divide between ERCA and ourselves (~ old railway line) east to our watershed divide with UTRCA, there are multiple open watercourses and/or municipal drainage ditches located within the proposed working corridor.

All waterways/drains are regulated under the Conservation Authorities Act. Any work in/or around water and/or in associated flood plains on private lands will require a permit from our office. Any materials / spoil moving off site to a private landowners property **will require review and/or approval** by this office prior to any fill being removed from the site.

Please note, north of the 401 east and west of the Tilbury area and south of Chatham (McGregor Creek & Gregory Drain area) are large areas that are impacted by flooding under Regulatory Flood conditions. Any work / fill placement in this area **requires review and approval** from this office prior to commencement of operations.

All care should be maintained to prevent debris and contaminants from entering catch basins and waterways. Sediment and erosion control should be installed and maintained.

Source Water Protection

Please be advised that Highway 401 passes through various Highly Vulnerable Aquifers [HVA] and Significant Groundwater Recharge Areas [SGRA] as identified through the Lower Thames Valley Assessment Report in the Thames, Sydenham and Region Source Protection Region. For further information regarding this matter and how it may affect any proposed development please refer to the Thames, Sydenham and Region Source Protection website at www.sourcewaterprotection.on.ca.

Species At Risk

In a quick review of our SAR records, our SAR Biologist found the following species present within the working corridor and/or within close proximity (1km) to the working corridor:

- Aquatic Species
- Terrestrial:

Mammals:

-

Birds:

-

Reptiles:

-

Vascular Plants:

-

Species in red are provincially significant, but should be considered in the planning process to ensure that they don't become the next SAR.

In addition, although the _____
Schedule 1 of the Species at Risk Act:

_____ is not listed under *Ontario Regulation 230/08* of SARO, it is listed under

NOTE: In areas where , it should be noted that this species will

If you have any questions regarding the above information or require further clarification on this matter, please feel free to contact me.

Valerie Towsley
Resource Technician



Lower Thames Valley Conservation Authority
100 Thames Street
Chatham, Ontario
N7L 2Y8

Phone: 519-354-7310 Ext.: 226
Fax: 519-352-3435

E-mail: Valerie.Towsley@ltvca.ca

Web site: www.ltvca.ca



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Vanhell, Shane

From: Valerie Towsley <Valerie.Towsley@ltvca.ca>
Sent: Thursday, May 6, 2021 3:26 PM
To: Vanhell, Shane
Subject: Automatic reply: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

As a result of COVID 19, I am working remotely from home. I will try my best to get back to you on your inquiry at the earliest opportunity, but please note that it may take some time due to the volume of incoming inquiries and increased workload to this office.

I am also assisting with Regulation files as well as my regular planning duties. As such, response time back may take anywhere from a week to a month, depending on the complexity of the file and due to volume of requests and work load currently being received.

Please have patience, and I will get back to you on your inquiry as soon as possible but it may take a few days.

Thanks and stay safe everyone.

Valerie Towsley
Resource Technician
LTVCA

Kielstra, David

From: Johnson, Shawn (OPP) <Shawn.Johnson@opp.ca>
Sent: Tuesday, February 25, 2020 1:15 PM
To: Kielstra, David
Cc: Hohner, Paula; Bartos, Natalia (MTO); Barg, Adam; Welker, Kevin; Erickson, Kane; Elali, Sophia (MTO); Mitchell, Heather (MTO); Bennett, Lynn (OPP); Croker, Dean (OPP); brad.fishleigh@opp.ca
Subject: RE: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

Thank you David for your email and your appreciation to our commitment to traffic safety.

Shawn

*P.S. (Shawn) Johnson
Traffic & Marine – Inspector
West Region
(w) 519-652-4155
(c) 519-981-3579*

From: Kielstra, David [mailto:David.Kielstra@stantec.com]
Sent: 25-Feb-20 1:10 PM
To: Johnson, Shawn (OPP) <Shawn.Johnson@opp.ca>
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Bartos, Natalia (MTO) <Natalia.Bartos@ontario.ca>; Barg, Adam <adam.barg@stantec.com>; Welker, Kevin <Kevin.Welker@stantec.com>; Erickson, Kane <Kane.Erickson@stantec.com>; Elali, Sophia (MTO) <Sophia.Elali@ontario.ca>; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Bennett, Lynn (OPP) <Lynn.Bennett@opp.ca>; Croker, Dean (OPP) <Dean.Croker@opp.ca>; brad.fishleigh@opp.ca
Subject: MTO Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements from Merlin Road (Tilbury) to Wellington Road (London)

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Hello Inspector Shawn Johnson,

Thank you for providing your comments on behalf of the Ontario Provincial Police for the above-mentioned project. Your comments regarding access during construction and potential increases in motor vehicle collisions are noted.

As part of this study, the project team will review construction staging options to identify a plan that minimizes the potential for motor vehicle collisions and facilitates access during construction. In addition, we will continue to engage emergency service providers throughout this study. Input will be reviewed and considered as we move forward with project planning.

Thank you again for your comments. You will remain on the project mailing list for future notifications.

Sincerely,

David Kielstra M.A, EP
Environmental Planner
Direct: 905 381-3247
Fax: 905 385-3534
David.Kielstra@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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NOTICE OF STUDY COMMENCEMENT

Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements

from Merlin Road (Tilbury) to Wellington Road (London)

Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study



STUDY COMMENCEMENT REPLY – PLEASE RETURN BY Friday, January 10, 2020.

- Please remove this organization from the study mailing list.
- This organization has no concerns or interest in the project.
- This organization's area of interest/comments are provided below.

This organization is interested in the following GWPs _____

Acting Staff Sergeant Lynn Bennett - Chatham-Kent
 · Doesn't see any issue with the plan

Inspector Dean Croker - Middlesex
 · Received notice of study and submitted concerns separately

Inspector Brad Fishleigh - Elgin
 · Concern about access during construction and the ability to

Contact information: Provide paid duty officers. Concerned about the increase in MUCs due to traffic backup and volume.

Name: Shawn Johnson

Position: Inspector: Traffic and Marine

Organization: Ontario Provincial Police

Mailing Address: Post Lambeth Station, London, ON N6P 1R2

Tel: 519-652-4100

E-mail:

Please return the completed form to:
 Paula Hohner, MCIP, RPP
 Senior Environmental Planner
 Stantec Consulting Ltd.
 600-171 Queens Ave.
 London ON N6A 5J7
 Phone: 519-675-6666; Fax: 519-645-6575

Reply by email:

paula.hohner@stantec.com

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



Vanhell, Shane

From: Vanhell, Shane
Sent: Thursday, July 29, 2021 4:51 PM
To: Lee, Gillian (OPP)
Cc: Davey, Jennifer (OPP)
Subject: RE: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

Good afternoon,

Thank you for your response. The project mailing list has been modified to reflect the updated contact information that you have provided.

Kind regards,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From: Lee, Gillian (OPP) <Gillian.Lee@opp.ca>
Sent: Thursday, May 6, 2021 3:48 PM
To: Vanhell, Shane <Shane.Vanhell@stantec.com>; comments@highway401tilburytolondon.ca
Cc: Davey, Jennifer (OPP) <Jennifer.Davey@opp.ca>
Subject: RE: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

Good afternoon,

Thank you for your email.

Can you kindly update your OPP contact to Ms. Jennifer Davey (Jennifer.davey@opp.ca)?

Thank you and have a great day,

Gillian

From: Vanhell, Shane [<mailto:Shane.Vanhell@stantec.com>]
Sent: 6-May-21 3:25 PM
To: comments@highway401tilburytolondon.ca
Subject: Highway 401 Expansion, Bloomfield Road Underpass Replacement and Interchange Reconfiguration - Notice of Online Public Information Centre

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Good afternoon,

The Ontario Ministry of Transportation has retained Stantec Consulting Ltd. to complete the Preliminary Design, and initiate the Detail Design and Class Environmental Assessment Study for improvements to the Highway 401 corridor from Tilbury to London. The study has been divided into various projects based on geographic location. The focus of this email and the attached notice (provided in both English and French) is the project concerning the replacement of the Bloomfield Road Underpass and reconfiguration of the interchange, and the upcoming virtual Public Information Centre that is scheduled for the project.

Please review the attached information and contact the undersigned or one of the Project Team members named in the enclosed information if you have any questions.

Thank you,

Shane Vanhell B. Sc.
Environmental Planner

Shane.Vanhell@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From: [Lucente, Jodie \(MTO\)](#)
To: [Bartos, Natalia \(MTO\)](#)
Subject: FW: Chatham-Kent Bloomfield Business Park Traffic Impact Study
Date: Wednesday, December 4, 2019 4:10:31 PM
Attachments: [image001.png](#)
[image002.png](#)

Jodie

Jodie Lucente | Communications Coordinator (A)
West Region | Ministry of Transportation
☎ Phone: 519.873.4186 | ✉ Email: jodie.lucente@ontario.ca

From: Lucente, Jodie (MTO)
Sent: October 31, 2018 11:00 AM
To: marckmc@chatham-kent.ca
Cc: Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>
Subject: RE: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Good morning Mark,

While you may find information regarding MTO development and permit requirements at the link below, the information is quite broad, and it is suggested/requested that the proponent contact MTO's Corridor Management Section directly, in order that we may identify exactly what requirements must be addressed for their proposal. (Not all submissions require all reports and plans, etc...). If you are able to provide me with some additional information, I would be happy to review the situation and identify MTO development and permit requirements.

<http://www.mto.gov.on.ca/english/highway-bridges/highway-corridor-management/index.shtml#HCM-application-requirements>

It is generally recommended that the Proponent contact MTO directly to discuss the development proposal, prior to formal submissions and applications being made, in order to identify any significant issues as early on in the process as possible, and eliminate the potential for last minute changes which could lead to lengthy and costly delays.

Regards,

Jodie

Jodie Lucente | Corridor Management Planner
Ministry of Transportation
☎ Phone: 519.873.4129

From: Erickson, Kane (MTO)
Sent: October 31, 2018 10:36 AM

To: Lucente, Jodie (MTO) <Jodie.Lucente@ontario.ca>

Subject: FW: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Hi Jodie,

Would you be able to respond to Mark and copy me with the information he is requesting?

Thanks,

Kane

From: Mark McFadden [<mailto:markmc@chatham-kent.ca>]

Sent: October 31, 2018 10:32 AM

To: Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>

Subject: RE: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Good Morning Kane,

We currently have a consultant working on a design for a development within the Chatham-Kent Bloomfield Business Park (Seventh Line and Prosperity Way). In speaking with Chris Thibert in our office, I was informed that all developments within this Business Park (including those on Prosperity Way) are required to submit an application to the MTO, is this correct?

We have already informed the consultant that they would be required to make a submission to the MTO, however in order to help expedite this process they requested a copy of the MTO checklist for applications. Chris had mentioned that you mentioned this checklist to him in a previous conversation, so I was hoping you would know what they are asking about.

If you are able to send me a copy of this checklist, or a link for where to find it, that would be appreciated.

If you need to discuss anything regarding developments in this business park, or wish for us to pass any information along to the consultants, please let me know.

Regards,

Mark McFadden, P.Eng

Manager, Infrastructure Services

Engineering & Transportation Division

Municipality of Chatham-Kent

Phone: 519-360-1998 ext. 3307

315 King Street West

Chatham, ON N7M 5K8

E-mail: markmc@chatham-kent.ca
www.chatham-kent.ca



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From: Chris Thibert
Sent: October 30, 2018 4:36 PM
To: Mark McFadden <markmc@chatham-kent.ca>
Subject: FW: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Mark,

Kane Erickson is my main point of contact. Can you please follow up with him as discussed.

Thanks

From: Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>
Sent: October 11, 2018 3:21 PM
To: Chris Thibert <christ@chatham-kent.ca>
Cc: Swim, Michael (MTO) <Michael.Swim@ontario.ca>; Lucente, Jodie (MTO) <Jodie.Lucente@ontario.ca>; De Leon Morillo, Carmen (MTO) <Carmen.DeLeonMorillo@ontario.ca>; Plut, Kevin (MTO) <Kevin.Plut@ontario.ca>
Subject: RE: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Hi Chris,

My apologies for not having comments back to you sooner regarding this TIS. Please find below a list of our comments on the study report. If you have any questions please let me know.

- Interim Modifications:
 - The ministry would not allow temporary span wire signals as an interim measure. A permanent design should be developed based on horizon years, and constructed prior to development. With signalization, the addition of left turn lanes on all approaches would be required.
 - We do not support the use of “very short” cycles as an alternative to providing turn lanes. Cycle lengths should be between 90 and 120 seconds.

- The report seems to propose the addition of eb and wb turn lanes prior to the implementation of traffic signals. The ministry does not allow a multi-lane approach to stop control.
- 2023 Horizon:
 - The analysis (24 acres of development) suggests that the EB movement has slightly surpassed the maximum allowable v/c ration, and therefore mitigating measures should be considered.
 - Left turn lanes on Bloomfield appear to be warranted at both the NRT and SRT. An evaluation of the need for turn lanes should also include 7th Line.
- 2028 Horizon
 - Proposed lane configurations at the south ramp terminal are undesirable (EB left and through/right opposite WB left/through and right)
- Other
 - The incremental build out forecasted by acreage doesn't seem to add up equally to the total area of the Business Park.
 - Storage lengths should be based on the average arrivals methodology defined in the MTO Design Supplement to the TAC Geometric Design Guide. Synchro is not a suitable tool for determining storage requirements.
 - The report does not appear to include a warrant based assessment of the need for signals. It appears that signals will be required in the 5 and 10 year horizons.
 - For Site Trip Generation, has the development of trip generation rates been considered based on similar sites, rather than applying the rates in the manual?
 - One of the bullets in the Trip Distribution segment appears to be mislabelled. Is it 10% to the West?
 - Please include Synchro files in future submissions as an appendix to the report.

Thanks,

Kane

From: Chris Thibert [<mailto:christ@chatham-kent.ca>]

Sent: September 21, 2018 1:50 PM

To: Swim, Michael (MTO) <Michael.Swim@ontario.ca>; Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>

Subject: RE: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Michael and Kane,

By chance have you had an opportunity to review this TIS? Please let me know if you require anything further or would like to discuss. Once all comments have been received, we will forward to our traffic Consultant to finalize accordingly.

Thanks

From: Chris Thibert

Sent: August 20, 2018 11:42 AM

To: 'Swim, Michael (MTO)' <Michael.Swim@ontario.ca>

Cc: Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>

Subject: RE: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Thank you Michael. Please find attached draft 2018 TIS for the Bloomfield Business Park.

From: Swim, Michael (MTO) <Michael.Swim@ontario.ca>

Sent: August 20, 2018 10:15 AM

To: Chris Thibert <christ@chatham-kent.ca>

Cc: Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>

Subject: RE: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Hi Chris,

Please send the new draft TIS to me. I will ensure the appropriate people in MTO have an opportunity to review. Thanks,

Michael

From: Chris Thibert [<mailto:christ@chatham-kent.ca>]

Sent: August 20, 2018 9:49 AM

To: Swim, Michael (MTO) <Michael.Swim@ontario.ca>

Cc: Erickson, Kane (MTO) <Kane.Erickson@ontario.ca>

Subject: Chatham-Kent Bloomfield Business Park Traffic Impact Study

Hello Michael,

Through Kane's automatic response I was wondering if you could assist with a question I have.

The Municipality of Chatham-Kent recently engaged Dillon Consulting to prepare a Traffic Impact Study (TIS) for our Bloomfield Business Park which is adjacent to Bloomfield Road (south of Highway

401). The purpose of the TIS was to forecast any potential improvements required as a result of future development both within the park and within surrounding areas in accordance with our Official Plan and current/future trip generations. The last TIS that was completed for this area utilized population growth factors that were no longer relevant which is why we decided to move forward with updating this TIS this year.

The Municipality met with the MTO earlier this year to discuss this proposed study as improvements would impact both Chatham-Kent and the MTO, specifically at the intersection of Seventh Line and the Bloomfield/401 interchange. It was agreed that once the TIS was completed, the Municipality would meet again with the MTO to discuss options and potential cost sharing if/as required. Additionally, the MTO requested to review this TIS in draft prior to meeting which is the reason for my email today. Could you please let me know whom to send this to for review so we can have Dillon finalize and move forward with further discussions. I will be happy to send the previous TIS and the new draft TIS.

Thanks and please let me know if you have any further questions.

Chris Thibert, P.Eng.

*Director, Engineering & Transportation
Infrastructure & Engineering Services
[Municipality of Chatham-Kent](#)*

Phone: 519-360-1998 ext. 3941
315 King Street West
Chatham, ON N7M 5K8
E-mail: chris.thibert@chatham-kent.ca
www.chatham-kent.ca



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From: [Hohner, Paula](#)
To: [Wrathell, Melissa](#)
Cc: [Gazibara, Nevena](#)
Subject: FW: Highway 401 & Bloomfield Rd. Interchange
Date: Friday, December 20, 2019 6:03:57 PM

From: Chris Thibert <christ@chatham-kent.ca>
Sent: Thursday, December 19, 2019 9:25 AM
To: Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>
Cc: Lim, Leong (MTO) <Leong.Lim@ontario.ca>; Costa, Christine (MTO) <Christine.Costa@ontario.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Hodgins, Allan (MTO) <Allan.Hodgins@ontario.ca>; Thomas Kelly <thomask@chatham-kent.ca>; Erickson, Kane <Kane.Erickson@stantec.com>; Barg, Adam <adam.barg@stantec.com>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: Highway 401 & Bloomfield Rd. Interchange

All,

Thank you as well for coming down to discuss this project. I have reached out to Dillon Consulting with instructions to finalize the TIS as well as provide additional focus/data pertaining to Chatham-Kent requirements that will impact the final design of both the interchange and the realignment of Seventh Line. Once I receive confirmation on timelines to complete this I will share with all but through verbal discussion, this may not be achieved until late Jan. 2020.

Chatham-Kent's focus and growth rate has changed since we last met in March of 2018 which we would now like incorporated into the TIS. For example, we have a Council 'accepted' third party report that identifies Chatham-Kent's growth rate to only be at 0.1% instead of the assumed 2% earlier on. Also, the development occurring and planned in the Bloomfield Business Park are not yielding the traffic volumes that were originally assumed. Additionally, locations for continual growth of not only industrial lands (business park) but commercial and residential are no longer focusing south of the 401 that needs to be reflected as well.

We will be in touch in the new year and look forward to working with all on this project. Have a great Christmas and holiday.

Thanks

From: Bartos, Natalia (MTO) <Natalia.Bartos@ontario.ca>
Sent: December 6, 2019 3:01 PM
To: Chris Thibert <christ@chatham-kent.ca>
Cc: Lim, Leong (MTO) <Leong.Lim@ontario.ca>; Costa, Christine (MTO) <Christine.Costa@ontario.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Hodgins, Allan (MTO) <Allan.Hodgins@ontario.ca>; Thomas Kelly <thomask@chatham-kent.ca>; Erickson, Kane <Kane.Erickson@stantec.com>; Barg, Adam <adam.barg@stantec.com>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>

Subject: RE: Highway 401 & Bloomfield Rd. Interchange

Hi Chris,

Once again, thank you for meeting with us yesterday morning.

Regarding Chatham-Kent's finalization of the Traffic Impact Study, I am resending the comments MTO provided in 2018, as I don't believe you were copied on some of the emails. The comments are provided in the attached email chain.

Looking forward to working with you on this project.

Regards,

Natalia Bartos, P.Eng.
Planning & Design
Ministry of Transportation – West Region
3rd Floor, 659 Exeter Rd
London, ON N6E 1L3
(519) 933-9735 | natalia.bartos@ontario.ca

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

From: Erickson, Kane <Kane.Erickson@stantec.com>

Sent: November-21-19 1:59 PM

To: Erickson, Kane; Barg, Adam; Welker, Kevin; Bartos, Natalia (MTO); chris.thibert@chatham-kent.ca; thomas.kelly@chatham-kent.ca; mark.ceppi@chatham-kent.ca; Hohner, Paula

Cc: Lim, Leong (MTO); Costa, Christine (MTO); Mark Ceppi; Chris Thibert; Hodgins, Allan (MTO); Thomas Kelly

Subject: Highway 401 & Bloomfield Rd. Interchange

When: December-05-19 9:30 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Council Chambers - Chatham-Kent Municipal Office - 315 King Street West, Chatham

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

Please find attached a proposed agenda for our meeting tomorrow.

Thanks,

Kane Erickson, CD, P Eng

Transportation Engineer

Direct: 519-675-6660

Mobile: 519-859-5719

Kane.Erickson@stantec.com

Stantec

600-171 Queens Avenue

London ON N6A 5J7



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NOTICE OF STUDY COMMENCEMENT

Highway 401 Widening/Reconstruction, Concrete Median Barrier and Interchange Improvements

from Merlin Road (Tilbury) to Wellington Road (London)

Preliminary Design, Initiate Detail Design and Class Environmental Assessment Study



STUDY COMMENCEMENT REPLY – PLEASE RETURN BY Friday, January 10, 2020.

- Please remove this organization from the study mailing list.
- This organization has no concerns or interest in the project.
- This organization's area of interest/comments are provided below.

This organization is interested in the following GWP's _____

The municipality of Chatham-Kent would like to be kept in the loop and informed on any future meetings pertaining to works within Chatham-Kent. Details regarding timelines, detours, impacts to municipal services are all of interest.

Contact information:

Name: Chris Thibert
Position: Director, Engineering & Transportation
Organization: municipality of Chatham-Kent
Mailing Address: 315 King St. W, Chatham, ON N7M 5K8
Tel: (519) 360-1998 E-mail: Chris.thibert@chatham-kent.ca

Please return the completed form to:
Paula Hohner, MCIP, RPP
Senior Environmental Planner
Stantec Consulting Ltd.
600-171 Queens Ave.
London ON N6A 5J7
Phone: 519-675-6666; Fax: 519-645-6575

Reply by email:
paula.hohner@stantec.com



Vanhell, Shane

From: Hohner, Paula
Sent: Monday, June 15, 2020 9:45 PM
To: Vanhell, Shane
Subject: FW: Hwy 401 Exp - Bloomfield Road IC

[Bloomfield correspondence.](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com



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From: Chris Thibert <christ@chatham-kent.ca>
Sent: Monday, June 15, 2020 8:42 PM
To: Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>
Cc: Barg, Adam <adam.barg@stantec.com>; Costa, Christine (MTO) <Christine.Costa@ontario.ca>; De Leon Morillo, Carmen (MTO) <Carmen.DeLeonMorillo@ontario.ca>; Mentley, Ryan (MTO) <Ryan.Mentley@ontario.ca>; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Kilgore, Michael (MTO) <Michael.Kilgore@ontario.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Lucci, Vincent <Vincent.Lucci@stantec.com>; Januszewski, Peter <peter.januszewski@stantec.com>
Subject: RE: Hwy 401 Exp - Bloomfield Road IC

Thank you Natalia for following up and providing this clarification. I will ensure your comment about the transferring of old highways gets shared with my team.

With respect to the request for cycling infrastructure on the Bloomfield Road underpass structure, the Municipality is satisfied with this design proposal and does not require anything further (or above and beyond what is being already proposed by the MTO). Thank you again for this clarification and support.

From: Bartos, Natalia (MTO) <Natalia.Bartos@ontario.ca>
Sent: June 15, 2020 12:07 PM
To: Chris Thibert <christ@chatham-kent.ca>
Cc: Barg, Adam <adam.barg@stantec.com>; Costa, Christine (MTO) <Christine.Costa@ontario.ca>; De Leon Morillo, Carmen (MTO) <Carmen.DeLeonMorillo@ontario.ca>; Mentley, Ryan (MTO) <Ryan.Mentley@ontario.ca>; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Kilgore, Michael (MTO) <Michael.Kilgore@ontario.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Lucci, Vincent <Vincent.Lucci@stantec.com>; Januszewski, Peter

<peter.januszewski@stantec.com>

Subject: RE: Hwy 401 Exp - Bloomfield Road IC

Hi Chris,

Thank you for following up on the bike lanes. The new Bloomfield Road underpass structure will have standard two 3.75-m through lanes and 3.0-m shoulders. These shoulder widths will accommodate cyclists according to the MTO Bikeway Design Manual (March 2014); however, as part of this project, the ministry will not be signing these shoulders as bike lanes.

I followed up with some ministry staff here in my office with regards to the old Highway 3 (Talbot Trail) transferring. From our understanding, over 20 years ago, the Harris government reviewed the provincial highway network and determined that many Ontario highways no longer served long-distance traffic movement and these highways should therefore be maintained by local or regional levels of government. The MTO consequently transferred many highways in 1997-98 to lower levels of government and those municipalities were provided funding that was intended to cover future maintenance costs of these highways. Unfortunately, there is nothing I can do to further assist you, but I would encourage you to continue having conversations with higher levels of government if this continues to be an issue.

Regards,

Natalia Bartos

(519) 933-9735 | natalia.bartos@ontario.ca

From: Chris Thibert <christ@chatham-kent.ca>

Sent: June 10, 2020 1:59 PM

To: Barg, Adam <adam.barg@stantec.com>; Bartos, Natalia (MTO) <Natalia.Bartos@ontario.ca>; Costa, Christine (MTO) <Christine.Costa@ontario.ca>; De Leon Morillo, Carmen (MTO) <Carmen.DeLeonMorillo@ontario.ca>; Mentley, Ryan (MTO) <Ryan.Mentley@ontario.ca>; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Kilgore, Michael (MTO) <Michael.Kilgore@ontario.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Lucci, Vincent <Vincent.Lucci@stantec.com>; Januszewski, Peter <peter.januszewski@stantec.com>

Subject: RE: Hwy 401 Exp - Bloomfield Road IC

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

Adam,

I wanted to quickly get back on the bike lanes as I know this was the most important topic from this morning. Mark and I are still working on the intersection requirements for Seventh Line, the high level detour plans and the parcel identification.

Is it possible to determine a high level cost estimate for what the Municipality's share would be to incorporate cycling infrastructure on the Bloomfield Road overpass? In speaking with my upper management, this information will be required in order to make a decision.

The challenge we have is that we need some form of linkage between north and south of the 401 for cycling/active transportation purposes and this currently does not exist at any of the overpasses. We are trying to look at creative options but just do not have the funds or anticipate having the funds to support something as large as this may be. The future of Chatham-Kent's expenses will likely be dedicated to flood protection, shoreline erosion and trying to maintain the old #3 highway (Talbot Trail) that is slowly falling into the lake!

Thanks

From: Barg, Adam <adam.barg@stantec.com>

Sent: June 9, 2020 3:43 PM

To: Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>; 'christine.costa@ontario.ca' <christine.costa@ontario.ca>; De Leon Morillo, Carmen (MTO) (Carmen.DeLeonMorillo@ontario.ca) <Carmen.DeLeonMorillo@ontario.ca>; ryan.mentley@ontario.ca; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Kilgore, Michael (MTO) <Michael.Kilgore@ontario.ca>; Chris Thibert <christ@chatham-kent.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Lucci, Vincent <Vincent.Lucci@stantec.com>; Januszewski, Peter <peter.januszewski@stantec.com>

Subject: RE: Hwy 401 Exp - Bloomfield Road IC

To all,

Please see below for agenda items to be discussed tomorrow. We will also review the status of the action items from our last meeting (see attached). Please note that maps with potential detour routes have also been attached. These simply represent the shortest paved road detours for discussion purposes.

1. Previous Action Items

2. Interchange Options Currently Under Consideration

- Parclo A2 vs A4
- Existing vs Offset Alignment for Bloomfield Road

3. Construction Staging / Traffic Management

- Design team is currently confirming the interchange closure duration for the above options
- Discussion of available detour routes

4. Cost Sharing

5. Schedule Update

Regards,
Adam

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

From: Barg, Adam

Sent: Wednesday, June 3, 2020 10:08 AM

To: Barg, Adam; Bartos, Natalia (MTO); christine.costa@ontario.ca; De Leon Morillo, Carmen (MTO); ryan.mentley@ontario.ca; Mitchell, Heather (MTO); Kilgore, Michael (MTO); Chris Thibert; Mark Ceppi; Welker, Kevin; Hohner, Paula; Lucci, Vincent; Januszewski, Peter

Subject: Hwy 401 Exp - Bloomfield Road IC

When: Wednesday, June 10, 2020 9:00 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Skype Meeting

Agenda to be provided in advance of the meeting.

.....
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Adam Barg P.Eng.
Principal, Transportation

Direct: 905 381-3216
Mobile: 289 439-0481
adam.barg@stantec.com



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Vanhell, Shane

From: Hohner, Paula
Sent: Wednesday, June 17, 2020 1:33 PM
To: Vanhell, Shane
Subject: FW: Hwy 401 Exp - Bloomfield Road IC

[Dingman correspondence.](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
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paula.hohner@stantec.com



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From: Mark Ceppi <MARKC@chatham-kent.ca>
Sent: Wednesday, June 17, 2020 12:24 PM
To: Barg, Adam <adam.barg@stantec.com>; Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>; 'christine.costa@ontario.ca' <christine.costa@ontario.ca>; De Leon Morillo, Carmen (MTO) (Carmen.DeLeonMorillo@ontario.ca) <Carmen.DeLeonMorillo@ontario.ca>; ryan.mentley@ontario.ca; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Kilgore, Michael (MTO) <Michael.Kilgore@ontario.ca>; Chris Thibert <christ@chatham-kent.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Lucci, Vincent <Vincent.Lucci@stantec.com>; Januszewski, Peter <peter.januszewski@stantec.com>
Subject: RE: Hwy 401 Exp - Bloomfield Road IC

Adam,

We have reviewed the preliminary detour routes proposed for the Bloomfield Road interchange closure and can provide the following comments:

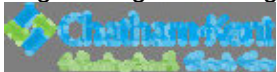
- The preferred detour routes are as follows:
 - Interchange 63 (Chatham – Windsor): For Bloomfield Road traffic north of Hwy 401 use Queen's Line (CK #2). For Bloomfield Road south of Hwy 401 traffic use Queen's Line, Merlin Road (CK #7) and Eighth Line (CK #14).
 - Interchange 90 (Chatham – London): For Bloomfield Road traffic north of Hwy 401 use Hwy 40 (Communication Road) and Park Avenue (CK #18). For Bloomfield Road south of Hwy 401 traffic use Communication Road (CK #11) south to Drury Line, Middle Line (CK #8), and Bloomfield Road (CK #28). The intersections along this route were already upgraded for the Hwy 40 Interchange 90 road closure a few years ago.
- The Doyle Line – Charing Cross Road – Eighth Line route is not suitable for heavy volumes of truck traffic. The intersection geometry at Creek Road and Doyle Line is not suitable for increase transport turning movements. Eastbound and westbound left turns at Charing Cross Road are difficult due to the overpass and intersection geometry.
- Chatham-Kent would like pre and post roadway condition evaluations completed for the selected detour routes.

During the June 10 meeting we discussed the installation of a southbound right turn lane at the intersection of Bloomfield Road and re-aligned Seventh Line West. The Feb 2020 Bloomfield Business Park Traffic Study indicates the business park will generate enough traffic to warrant a southbound right turn lane after the next 23 acres have been developed. We anticipate the 23 acres expansion will occur within the same timeframe as the re-alignment of Seventh Line West. Therefore, the Municipality would prefer to have the right turn lane constructed along with the re-alignment. We also propose the construction of a parallel right turn lane instead of a channelized version in order to avoid the modifying the Moody and Earley Drain and bridge structure to the north. If required, we would consider a speed limit reduction in order to meet minimum design standards.

Finally, we're not sure which interchange designs are being considered. Originally, the Parco A-2 was proposed but a drawing showing a Parco B-2 interchange similar to the existing design (but with the ramps relocated to the northeast and southwest quadrants) was briefly presented. The concern we have with this configuration is that it transforms the turning movements currently with the highest traffic volumes from right turns into left turns. Based on Figure 2 of the Feb 2020 Bloomfield Business Park Traffic Study, the current southbound right turn (74 AM, 103 PM peak vehicles) onto the westbound on-ramp and the westbound right turn (126 am, 115 pm peak vehicles) from the eastbound off-ramp onto Bloomfield Road. These movements will continue to have the heaviest volumes at the 2038 horizon with full build out of the business park, shown in Figure 17. Could you provide confirmation on which interchange design is being proposed?

Thanks,

Mark Ceppi
Engineering Technologist



Municipality of Chatham-Kent | Infrastructure and Engineering Services | Engineering and Transportation Division
Civic Centre | 315 King Street West, Box 640 | Chatham, Ontario N7M 5K8 | Canada
Office: 519-360-1998 ext. 3984 Cell: 519-809-2975 Fax: 519-436-3240
E-mail: markc@chatham-kent.ca Website: www.chatham-kent.ca

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From: Barg, Adam <adam.barg@stantec.com>

Sent: June 9, 2020 3:43 PM

To: Bartos, Natalia (MTO) <natalia.bartos@ontario.ca>; 'christine.costa@ontario.ca' <christine.costa@ontario.ca>; De Leon Morillo, Carmen (MTO) (<Carmen.DeLeonMorillo@ontario.ca> <Carmen.DeLeonMorillo@ontario.ca>; ryan.mentley@ontario.ca; Mitchell, Heather (MTO) <Heather.Mitchell@ontario.ca>; Kilgore, Michael (MTO) <Michael.Kilgore@ontario.ca>; Chris Thibert <christ@chatham-kent.ca>; Mark Ceppi <MARKC@chatham-kent.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Lucci, Vincent <Vincent.Lucci@stantec.com>; Januszewski, Peter <peter.januszewski@stantec.com>

Subject: RE: Hwy 401 Exp - Bloomfield Road IC

To all,

Please see below for agenda items to be discussed tomorrow. We will also review the status of the action items from our last meeting (see attached). Please note that maps with potential detour routes have also been attached. These simply represent the shortest paved road detours for discussion purposes.

1. Previous Action Items

2. Interchange Options Currently Under Consideration

- Parclo A2 vs A4
- Existing vs Offset Alignment for Bloomfield Road

3. Construction Staging / Traffic Management

- Design team is currently confirming the interchange closure duration for the above options
- Discussion of available detour routes

4. Cost Sharing

5. Schedule Update

Regards,
Adam

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

From: Barg, Adam

Sent: Wednesday, June 3, 2020 10:08 AM

To: Barg, Adam; Bartos, Natalia (MTO); christine.costa@ontario.ca; De Leon Morillo, Carmen (MTO); ryan.mentley@ontario.ca; Mitchell, Heather (MTO); Kilgore, Michael (MTO); Chris Thibert; Mark Ceppi; Welker, Kevin; Hohner, Paula; Lucci, Vincent; Januszewski, Peter

Subject: Hwy 401 Exp - Bloomfield Road IC

When: Wednesday, June 10, 2020 9:00 AM-10:00 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Skype Meeting

Agenda to be provided in advance of the meeting.

[Join Skype Meeting](#)

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.,,926598907# ((Conferencing))

English (United States)

[Find a local number](#)

Conference ID: 926598907

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Adam Barg P.Eng.
Principal, Transportation

Direct: 905 381-3216
Mobile: 289 439-0481
adam.barg@stantec.com



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From: [Hohner, Paula](#)
To: ["bfox@dillon.ca"](mailto:bfox@dillon.ca)
Subject: RE: New Entry: Highway 401 Tilbury to London Contact Form
Date: Wednesday, February 26, 2020 8:24:00 PM

Hi Brandon

Thank you for submitting your comments. We have added you to the project contact list. The following Hydro One Networks contact is included on our contact list:

Paul Dalmazzi
Environmental Planner
Hydro One
483 Bay St, 12th Floor, North Tower
Toronto, ON N5G 2P5
Ph: 416-345-6145
Paul.Dalmazzi@hydroOne.com

Regards,
Paula

Paula Hohner, MScPI, MCIP, RPP
Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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 Please consider the environment before printing this email.

From: Highway 401 Expansion - Tilbury to London <comments@highway401tilburytolondon.ca>
Sent: Wednesday, January 29, 2020 5:25 PM
To: comments@highway401tilburytolondon.ca
Subject: New Entry: Highway 401 Tilbury to London Contact Form

Name

Brandon Fox

Agency or Business Name (if applicable)

Dillon Consulting Limited

Email

bfox@dillon.ca

Project mailing list (optional)

Please add me to the project mailing list.

How would you like to receive notifications?

Email (at the address above)

Which GWP(s) are you interested in providing input for?

All

Subject

Please add to contact list

Comment or Message

Dillon is working with Hydro One Networks as part of the ongoing Chatham to Lakeshore Transmission Line project. Please add me to the project contact list to be kept informed regarding the this project and its potential impacts to the new transmission line project. Please ensure Hydro One Networks is included on your project contact list.

Sent from [Highway 401 Expansion - Tibury to London](#)

From: Paul.DALMAZZI@HydroOne.com
To: [Barg, Adam; comments@highway401tilburytolondon.ca](mailto:Barg.Adam; comments@highway401tilburytolondon.ca); [Bartos, Natalia \(MTO\)](mailto:Bartos.Natalia (MTO) mehrgan.mazaheri@HydroOne.com; Kieran.Mackenzie@HydroOne.com)
Cc: mehrgan.mazaheri@HydroOne.com; Kieran.Mackenzie@HydroOne.com
Subject: Hydro One Chatham x Lakeshore Line Class EA - Notice of Virtual Information Session
Date: Tuesday, April 28, 2020 1:55:14 PM
Attachments: [Chatham to Lakeshore - Virtual Information Session Notice.pdf](#)

Hello, I'm writing to follow up on the below cancellation of the originally planned Community Info Centres for Hydro One's Chatham x Lakeshore project and Class EA. As you may recall, the in-person Community Information Centres for this project planned for March 23rd, 24th and 25th were postponed in light of the global COVID-19 pandemic. As we continue to monitor the latest pandemic developments, we will look for a safe opportunity to reschedule these in-person sessions.

In the interim, we remain committed to ensuring that the community has up to date information on the project, and will be hosting two virtual information sessions on May 12th and May 14th, which will include both a live stream presentation and telephone conference.

To join a session, you may dial 1-800-785-1615 to listen to the presentation and live Q&A, and visit www.hydroonemeeting.ca to view our corresponding live stream presentation.

The attached notice provides greater details about the virtual information sessions and will be distributed to the community in the upcoming weeks. The notice will also be published in the Belle River Lakeshore News, Tilbury Times, Leamington/Wheatley/Kingsville Southpoint Sun, Windsor Star, Chatham-Kent this Week and Chatham Daily Press, along with radio ads that will play on local stations.

Otherwise, please don't hesitate to contact me if you would like to discuss any aspect of the project or Class EA directly, I'd be happy to arrange a conference call between the two project teams. Thanks and have a great rest of your week!

Paul Dalmazzi
Hydro One | Environmental Services
483 Bay St., 12th floor, North Tower
Toronto, On M5G 2P5
Office: 416.345.6145
Cell: 416.460.8108

From: DALMAZZI Paul
Sent: Tuesday, March 17, 2020 3:31 PM
To: adam.barg@stantec.com; comments@highway401tilburytolondon.ca; natalia.bartos@ontario.ca
Cc: dawn.irish@ontario.ca; jasan.boparai@ontario.ca; MAZAHERI Mehrgan; MACKENZIE Kieran
Subject: Cancellation Notice RE: Hydro One Class EA Notice of Commencement - New 230 kV Transmission Line from Chatham to Lakeshore

Hello, I am just writing to follow up on the email below re: the Community Information Centres (CICs) that Hydro One had planned for next week in support of the Chatham x Lakeshore Transmission Line project and Class EA.

Given the recent developments related to COVID-19 across the province, Hydro One is cancelling these CICs – please see the attached notice for further information. It is still our intent to host a forum, whether in person or online, in the coming months whereby members of the public and any interested parties can ask questions and discuss the project directly with the project team. I will pass along details of these events when they are available.

In the meantime, myself and the rest of the project team remain available to discuss the project, including answering any questions or accepting any feedback that you may have. Please do not hesitate to reach out to me directly if you would like to discuss the Chatham x Lakeshore project or Class EA.

Thank you,

Paul Dalmazzi
Hydro One | Environmental Services
483 Bay St., 12th floor, North Tower
Toronto, On M5G 2P5
Office: 416.345.6145
Cell: 416.460.8108

From: DALMAZZI Paul
Sent: Thursday, March 05, 2020 11:58 AM
To: adam.barg@stantec.com; comments@highway401tilburytolondon.ca; natalia.bartos@ontario.ca
Cc: dawn.irish@ontario.ca; jasan.boparai@ontario.ca; MAZAHERI Mehrgan; MACKENZIE Kieran
Subject: RE: Hydro One Class EA Notice of Commencement - New 230 kV Transmission Line from Chatham to Lakeshore

Hello, I am writing to follow up on the Notice of Commencement for the Class EA that Hydro One is currently conducting for the new 230 kV Chatham x Lakeshore transmission line. We will be hosting a series of Community Information Centres (CICs) to support this project and Class EA on the week of March 23rd. We will be presenting information about the project and Class EA process/next steps, and providing an opportunity for member of the public and other interested stakeholders to discuss, provide input, and ask questions of the Project team. Newspaper and radio ads will be circulating shortly to advertise the CICs, and residents within the local study area will be receiving flyers next week as well.

We would be pleased to have you or your staff attend, but of course please don't hesitate to contact me if you wish to discuss the project or Class EA at any time.

Information on the CICs is below and attached:

Chatham x Lakeshore - Community Information Centres:

March 23 - 5-8 p.m. Links of Kent Golf Course 120 Indian Creek Rd W Chatham, ON N7M 2E2	March 24 - 5-8 p.m. Royal Canadian Legion Branch 206 4 Stewart St Tilbury, ON N0P 2L0	March 25 - 5-8 p.m. Comber Community Centre 6211-6213 McAllaster St Comber, ON N0P 1J0
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Given that our two projects have overlapping study areas (and in fact one of the route alternatives we are considering parallels the 401 for several kilometers between Chatham and Tilbury), I think there would be value in having a separate call or meeting to discuss coordination (in terms of both planning, and eventually construction) between our two undertakings... aside from the above-mentioned route alternative we are considering, we know that we will need to cross the 401 at some point (regardless of the route that is eventually selected) as one of the two terminal substations for this line is north of the 401 and the other is south.

Thank you – looking forward to discussing with you all further (if not at a CIC, then at a separate meeting or conference call)!

Paul Dalmazzi

Hydro One | Environmental Services
483 Bay St., 12th floor, North Tower
Toronto, On M5G 2P5
Office: 416.345.6145
Cell: 416.460.8108

From: DALMAZZI Paul

Sent: Thursday, January 30, 2020 11:15 AM

To: adam.barg@stantec.com; comments@highway401tilburytolondon.ca; natalia.bartos@ontario.ca

Cc: dawn.irish@ontario.ca; jasan.boparai@ontario.ca; MAZAHERI Mehrgan; MACKENZIE Kieran

Subject: FW: Hydro One Class EA Notice of Commencement - New 230 kV Transmission Line from Chatham to Lakeshore

Hello Adam, Paula and Natalia – my name is Paul Dalmazzi and I am an environmental planner at Hydro One. We have recently commenced a Class EA for a new double-circuit 230 kV transmission line between the existing Chatham Switching Station (located south of Chatham, just north of the 401) and the planned Lakeshore Switching Station (just west of Comber, a couple kilometers south of the 401). Please see below and attached for a Notice of Commencement letter, sent earlier this week to Dawn Irish and Jason Boparai (MTO contacts as identified through the latest Provincial Government Review Team list) and a map of our project study area, which also illustrates the route alternatives that we have identified for this project.

You are probably aware that Hydro One has existing 230 kV transmission lines which currently parallel and cross the 401 just south of Chatham, and you'll note that we have identified one potential route for this new transmission line (which will be similar in size to the existing Transmission lines in this area) which parallels the 401 on the north side for several kilometers between Chatham and Tilbury. This route was identified by our team as it seemed to be one (of several) technically viable route options, and we were also actively seeking route options which paralleled existing linear infrastructure. Due to the two terminal substations being north and south of the 401, respectively, we will definitely need this new line to cross the 401 at some point regardless of which route is selected as the preferred.

For these reasons we believe it will be critical for our project team to coordinate with you (and the MTO in general) through our Class EA and into the later stages of the project. We are still very early on in our Class EA and plan to spend the next several months focused on collecting baseline

environmental information and developing the set of criteria which will be used to evaluate these alternative routes and ultimately select the preferred route for the new transmission line... we will be holding public information centres and holding technical stakeholder workshops in the coming months- I will keep you apprised of these events as they are planned.

In the meantime, if there is any other information about your project that you can share with myself or Mehrgan or Kieran (our Project Managers) that would be incredibly helpful. I'd also be happy to arrange a conference call if you'd like to discuss our projects directly.

Thanks and have a great day,

Paul Dalmazzi

Hydro One | Environmental Services

483 Bay St., 12th floor, North Tower

Toronto, On M5G 2P5

Office: 416.345.6145

Cell: 416.460.8108

From: DALMAZZI Paul

Sent: Tuesday, January 28, 2020 11:26 AM

To: dawn.irish@ontario.ca

Cc: jasan.boparai@ontario.ca

Subject: Hydro One Class EA Notice of Commencement - New 230 kV Transmission Line from Chatham to Lakeshore

Hello, please find attached a Notice of Commencement for a Class Environmental Assessment that Hydro One is commencing in southwestern Ontario. Hydro One is planning to construct a new double-circuit 230 KV transmission line from the Chatham Switching Station (SS) in the Municipality of Chatham-Kent to the Lakeshore Switching Station (SS) which will be located in the Town of Lakeshore. This new transmission line between Chatham and Lakeshore is being planned in accordance with the Class Environmental Assessment for Minor Transmission Facilities (2016) under the Ontario Environmental Assessment Act. The project will also require Ontario Energy Board (OEB) approval under Section 92 (Leave to Construct) of the OEB Act.

The new transmission line is needed to help ensure the transmission system remains adequate to meet electricity demand, which is expected to increase significantly over the next decade due to strong agricultural growth in the Windsor-Essex area. The required in-service date for the transmission line and associated terminal facilities is prior to the winter of 2025/2026 to address the specified bulk system electricity needs.

Hydro One has identified a number of potential transmission alternatives (routes) for this new transmission line, which we believe to be technically and economically feasible and would meet the need for the project as identified by the Independent Electricity System Operator (IESO). During the Class EA process, these transmission alternatives will be assessed and evaluated on the basis of natural environment, socio-economic environment, and technical/cost factors to select the preferred alternative (route) for the undertaking. These transmission alternatives are shown on the attached map and will form the basis for the Class EA study area. A project website has also been

created at www.HydroOne.com/Chatham-to-Lakeshore.

In particular, you will note that we have identified one potential route which largely parallels Highway 401. While we are generally aware of the regional planning currently being done to investigate potential widening of Highway 401 east of Tilbury, we felt it prudent to include this route as an alternative until we could discuss further with MTO and other stakeholders, as this route alternative represents one potential means of aligning with (paralleling) existing linear infrastructure in the area. We are looking forward to discussing this potential route, as well as any of the other potential routes (all of which must cross Highway 401 to meet the stated need for the project) with MTO through the Class EA process and beyond.

Thank you for your time. Please do not hesitate to contact me if you have any questions or comments on the above, or regarding the project in general. Have a great rest of your week,

Paul Dalmazzi

Hydro One | Environmental Services

483 Bay St., 12th floor, North Tower

Toronto, On M5G 2P5

Office: 416.345.6145

Cell: 416.460.8108

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January 2020

NOTICE OF COMMENCEMENT

CLASS ENVIRONMENTAL ASSESSMENT FOR A NEW TRANSMISSION LINE FROM CHATHAM-KENT TO LAKESHORE

Dear Resident,

As demand for electricity in southwestern Ontario is anticipated to grow significantly over the next several years, Hydro One is initiating a Class Environmental Assessment (Class EA) to construct a new double-circuit 230 kV transmission line between the Chatham Switching Station (SS), located in the Municipality of Chatham-Kent, and the Lakeshore Switching Station (SS), which will be located in the Town of Lakeshore. This new transmission line is needed so that Hydro One can meet the growth and future demand of the industrial, agricultural and residential sectors in the region.

The proposed project is subject to the "Class Environmental Assessment for Minor Transmission Facilities" (Hydro One, 2016), in accordance with the Ontario *Environmental Assessment Act*. The Class EA is a streamlined planning process to ensure that applicable projects are planned and carried out in a manner that is efficient and environmentally acceptable. The project will also require Ontario Energy Board (OEB) approval under Section 92 (Leave to Construct) of the OEB Act.

Through the EA process, we will evaluate multiple alternative routes and their associated variations, as shown on the attached map and online, in greater detail, at HydroOne.com/Chatham-to-Lakeshore. The anticipated in-service date for the new line and associated equipment is the end of 2025.

In the months ahead, we will begin collecting environmental and technical data to assess the project area. We will also gather input on the proposed project from residents, Indigenous communities, businesses, government agencies, and interest groups. This input will be taken into consideration when selecting our preferred route for the new transmission line.

Next month, you will receive an invitation to an open house to learn more about the project. In the interim, if you have questions or would like any additional information about the project, we encourage you to contact us at:

Community Relations

Tel: 1-877-345-6799

Email: Community.Relations@HydroOne.com

Website: HydroOne.com/Chatham-to-Lakeshore

Hydro One Networks Inc.
483 Bay Street
North Tower, 12th Floor
Toronto, Ontario, M5G 2P5
www.HydroOne.com

Tel: 416-345-6145
Email: Paul.Dalmazzi@HydroOne.com

Paul Dalmazzi
Environmental Planner, Environmental Services



January 28, 2020

Dawn Irish
Manager - Environmental Policy Office
Ministry of Transportation of Ontario (MTO)
Garden City Tower, 2nd Floor
301 St. Paul St
St. Catharines ON L2R 7R4

NOTICE OF COMMENCEMENT

Class Environmental Assessment for a new double-circuit 230 kV transmission line between Chatham Switching Station and the planned Lakeshore Switching Station

Dear Dawn Irish,

Hydro One Networks Inc. (Hydro One) is initiating a Class Environmental Assessment (Class EA) to construct a new double-circuit 230 KV transmission line from the Chatham Switching Station (SS) in the Municipality of Chatham-Kent to the Lakeshore Switching Station (SS) which will be located in the Town of Lakeshore.

In June 2019, Hydro One received direction from the Independent Electricity Systems Operator (IESO) to initiate work on development activities, including seeking relevant approvals for a new 230 kV double-circuit transmission line. The new transmission line is needed to help ensure the transmission system remains adequate to meet electricity demand, which is expected to increase significantly over the next decade due to strong agricultural growth in the Windsor-Essex area. The required in-service date for the transmission line and associated terminal facilities is prior to the winter of 2025/2026 to address the specified bulk system electricity needs.

The Chatham to Lakeshore Transmission Line project is subject to the “Class Environmental Assessment for Minor Transmission Facilities” (Hydro One, 2016), in accordance with the Ontario Environmental Assessment Act. The Class EA is a streamlined planning process that has proven effective in ensuring minor transmission projects with a predictable range of effects have feasible environmental mitigation and/or protection measures in place. The project will also require Ontario Energy Board (OEB) approval under Section 92 (Leave to Construct) of the OEB Act.

Hydro One has identified a number of potential transmission alternatives (routes) for this new transmission line, which we believe to be technically and economically feasible and would meet the need for the project as identified by the IESO. During the Class EA process, these transmission alternatives will be assessed and evaluated on the basis of natural environment, socio-economic environment, and technical/cost factors to select the preferred alternative (route) for the

undertaking. These transmission alternatives are shown on the attached map and will form the basis for the Class EA study area. Available background data collection is planned to occur within 500 m on each side of these transmission alternatives, and field studies are proposed to occur within approximately 120 m on each side of these alternatives.

We welcome your comments and feedback regarding this project. Should there be any update to the project information provided, I will ensure that you are promptly informed.

As per the request of the Minister of the Environment, Conservation and Parks, information regarding the *Freedom of Information and Protection of Privacy Act* is included and can be viewed below.

If you have questions or would like any additional information about the project, please feel free to contact me at 416-345-6145 or Paul.Dalmazzi@HydroOne.com. A project website is also available at www.HydroOne.com/Chatham-to-Lakeshore.

Sincerely,



Paul Dalmazzi
Environmental Planner
Environmental Services
Hydro One Networks Inc.

Attachment (1): Map of the Project Area and Transmission Alternatives

cc: Jasan Boparai, Area Contracts Engineer, Operations Office (Transportation) (MTO)

Freedom of Information and Protection of Privacy Act

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry of the Environment, Conservation and Parks' Freedom of Information and Privacy Coordinator at 416-314-4075.



NOTICE OF VIRTUAL INFORMATION SESSIONS

CHATHAM TO LAKESHORE LINE PROJECT



Dear Resident,

We invite you to join one of our upcoming virtual information sessions for the Chatham to Lakeshore Line project on Tuesday, May 12th and Thursday, May 14th.

As you may recall, the in-person Community Information Centres planned for March 23rd, 24th and 25th were postponed in light of the global COVID-19 pandemic. As we continue to monitor the latest pandemic developments, we will look for a safe opportunity to reschedule these in-person sessions.

In the interim, we remain committed to ensuring that you have up to date information on the project. That is why we will be hosting two virtual information sessions, which will include both a live stream presentation and telephone conference. By joining one of our virtual sessions, you will have an opportunity to learn more about the project and Class Environmental Assessment process, as well as ask questions to members of our project team. To submit a question in advance, please email your inquiry to Community.Relations@HydroOne.com.

PLEASE JOIN US:

MAY 12, 2020 **MAY 14, 2020**

7 – 8 p.m. EST 7 – 8 p.m. EST

TO PARTICIPATE:

1. Dial **1-800-785-1615** to join the call and listen to the presentation
2. Visit www.hydroonemeeting.ca to register and view our live stream materials

As part of our outreach, you may also receive an automated call on both May 12th and 14th, reminding you about the upcoming session and inviting you to stay on the call to participate.

CLASS ENVIRONMENTAL ASSESSMENT

Earlier this year, Hydro One commenced a Class Environmental Assessment (EA) in accordance with the *Ontario Environmental Assessment Act*. As part of this process, we are engaging with, and gathering input from residents, First Nations communities, stakeholder groups, and businesses small and large to help shape the project, including the evaluation of the route alternatives shown on the reverse map. Consultation and engagement is important to Hydro One, and we look forward to having you join us.

If you would like any further information or have any questions, please contact Community Relations at:

Tel: 1-877-345-6799

Email: Community.Relations@HydroOne.com

Website: www.HydroOne.com/Chatham-to-Lakeshore

YOU'RE INVITED

COMMUNITY INFORMATION CENTRE FOR A NEW TRANSMISSION LINE FROM CHATHAM-KENT TO LAKESHORE

You're invited to a Community Information Centre for a new transmission line from Chatham-Kent to Lakeshore.

A safe and reliable power supply is essential to supporting economic growth, and as businesses and industry in southwestern Ontario continue to expand so does the need for more electricity. That's why Hydro One is proposing to construct a new double-circuit 230 kilovolt transmission line from our Chatham Switching Station located in the Municipality of Chatham-Kent to the future Lakeshore Switching Station, which will be located in the Town of Lakeshore.

We'd like to hear from you

As part of the planning process for the project, Hydro One will be conducting a Class Environmental Assessment (EA) in accordance with the *Ontario Environmental Assessment Act*. During this process, we will be gathering input from residents, First Nations communities, businesses and stakeholder groups to help us evaluate the route alternatives as shown on the reverse map.

Consultation and engagement is important to Hydro One's Class EA process, and we invite you to drop by one of our upcoming Community Information Centres to learn more about the project and provide your feedback.

PLEASE JOIN US:

MARCH 23, 2020

5 – 8 p.m. EST
Links of Kent Golf Course
120 Indian Creek Rd. W.
Chatham, ON N7M 2E2

MARCH 24, 2020

5 – 8 p.m. EST
Royal Canadian Legion, Branch 206
4 Stewart St.
Tilbury, ON NOP 2L0

MARCH 25, 2020

5 – 8 p.m. EST
Comber Community Centre
6211-6213 McAllaster St.
Comber, ON NOP 1J0

For more information, please contact Community Relations

Tel: 1-877-345-6799

Email: Community.Relations@HydroOne.com

Website: www.HydroOne.com/Chatham-to-Lakeshore

PLEASE JOIN US

COMMUNITY INFORMATION CENTRE FOR A NEW TRANSMISSION LINE FROM CHATHAM-KENT TO LAKESHORE

You're invited to a Community Information Centre for a new transmission line from Chatham-Kent to Lakeshore.

A safe and reliable power supply is essential to supporting economic growth. As businesses and industry in southwestern Ontario continue to expand, so does the need for more electricity. That's why Hydro One is proposing to construct a new double-circuit 230 kilovolt transmission line from our Chatham Switching Station located in the Municipality of Chatham-Kent to the future Lakeshore Switching Station, which will be located in the Town of Lakeshore.

We'd like to hear from you

As part of the planning process for the project, Hydro One will be conducting a Class Environmental Assessment (EA) in accordance with the *Ontario Environmental Assessment Act*. During this process, we will be gathering input from residents, First Nations communities, businesses and stakeholder groups to help us evaluate the route alternatives as shown on the map below.

Consultation and engagement is important to Hydro One's Class EA process, and we invite you to drop by one of our upcoming Community Information Centres to learn more about the project and provide your feedback.

PLEASE JOIN US:

MARCH 23, 2020

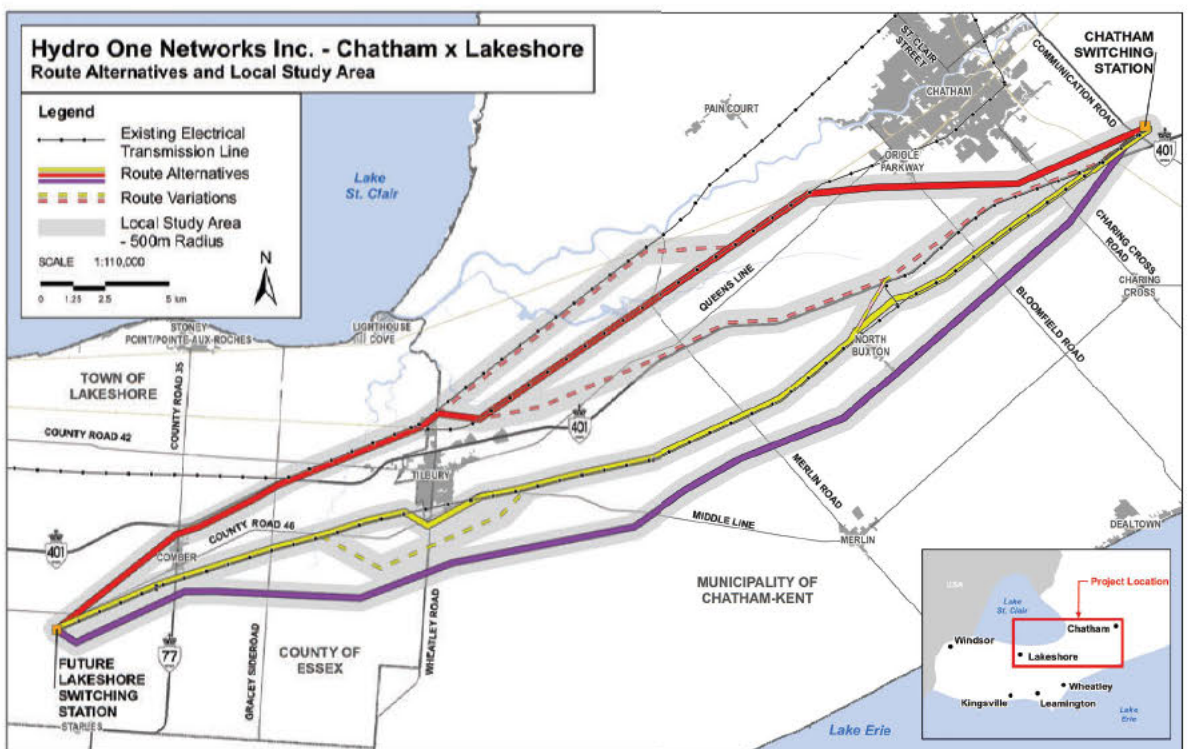
5 – 8 p.m. EST
Links of Kent Golf Course
120 Indian Creek Rd. W.
Chatham, ON N7M 2E2

MARCH 24, 2020

5 – 8 p.m. EST
Royal Canadian Legion, Branch 206
4 Stewart St.
Tilbury, ON N0P 2L0

MARCH 25, 2020

5 – 8 p.m. EST
Comber Community Centre
6211-6213 McAllaster St.
Comber, ON N0P 1J0



For more information, please contact Community Relations
Tel: 1-877-345-6799
Email: Community.Relations@HydroOne.com
Website: www.HydroOne.com/Chatham-to-Lakeshore

Community Update



COMMUNITY INFORMATION CENTRE FOR CHATHAM TO LAKESHORE LINE PROJECT TO BE RESCHEDULED

March 2020

At Hydro One the health and safety of our employees and the communities we work in is top priority. In light of recent public health developments, Hydro One will be canceling upcoming in-person open house meetings for the Chatham to Lakeshore Line project, planned for March 23rd, 24th and 25th.

We are committed to ensuring you have up to date information on the project and as we continue to monitor the latest developments, we will provide details on when these meetings will be rescheduled.

As always, our project team will remain available to answer your questions. You can contact us by phone at **1-877-385-4099**, or by email at **Community.Relations@HydroOne.com**. We also invite you to visit our project webpage at www.HydroOne.com/Chatham-to-Lakeshore any time for the most up to date information.

Sincerely,
Hydro One Community Relations

Vanhell, Shane

From: Vanhell, Shane
Sent: Thursday, July 29, 2021 4:51 PM
To: Susan.SUN@HydroOne.com
Cc: SecondaryLandUse@HydroOne.com
Subject: RE: Hydro One Response: 20210531-NoticeOfPIC1-Highway 401 Expansion Tilbury to London GWP 3117-18-00

Good afternoon,

Thank you for your response. Your comments have been circulated to the Project Team.

The Project Team has met and are working with Hydro One staff to determine any conflicts associated with the project, and potential mitigation measures and solutions to accommodate the proposed improvements. The Project Team will continue to consult with Hydro One staff directly for the duration of the project. In addition, the information that you have provided in your response has been noted.

Thank you once again for your comments. Your contact information is on the project mailing list and you will receive any future notices associated with the project.

Kind regards,

Shane Vanhell
Environmental Planner
Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

stantec.com

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Please consider the environment before printing this email.

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

From: Susan.SUN@HydroOne.com <Susan.SUN@HydroOne.com>
Sent: Monday, May 31, 2021 11:18 AM
To: comments@highway401tilburytolondon.ca
Cc: comments@highway401tilburytolondon.ca; SecondaryLandUse@HydroOne.com
Subject: Hydro One Response: 20210531-NoticeOfPIC1-Highway 401 Expansion Tilbury to London GWP 3117-18-00

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc
483 Bay St
Toronto, ON

May 31, 2021

Re: Highway 401 Expansion Tilbury to London (GWP 3117-18-00)

Attention:
Adam Barg, P.Eng.
Project Manager
Stantec Consulting Ltd.

Thank you for sending us notification regarding (Highway 401 Expansion Tilbury to London (GWP 3117-18-00)). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities and Distribution facilities within your study area. At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure.

Please note that we are currently conducting a Detailed Estimate to provide the scope of the conflict. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Highway 401 Expansion Tilbury to London (GWP 3117-18-00)) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

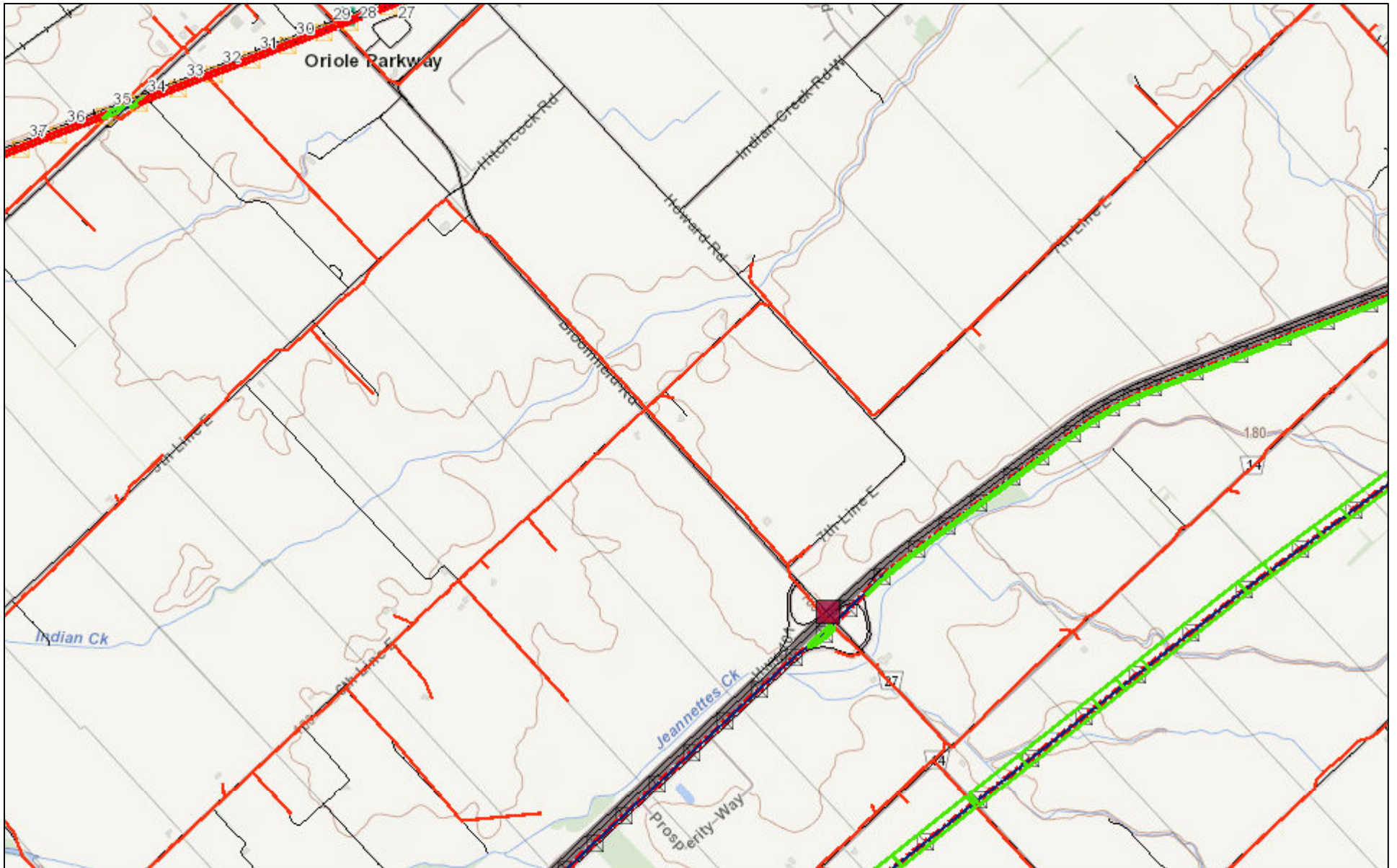
Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

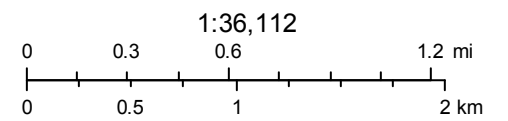
Sent on behalf of,

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

Landscape PDF



May 31, 2021



**APPENDIX C:
Public Information Centre Displays and
Transcript**

**PUBLIC INFORMATION CENTRE
DISPLAYS**



Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration

Municipality of Chatham-Kent, Ontario
Group Work Project (GWP) 3117-18-00

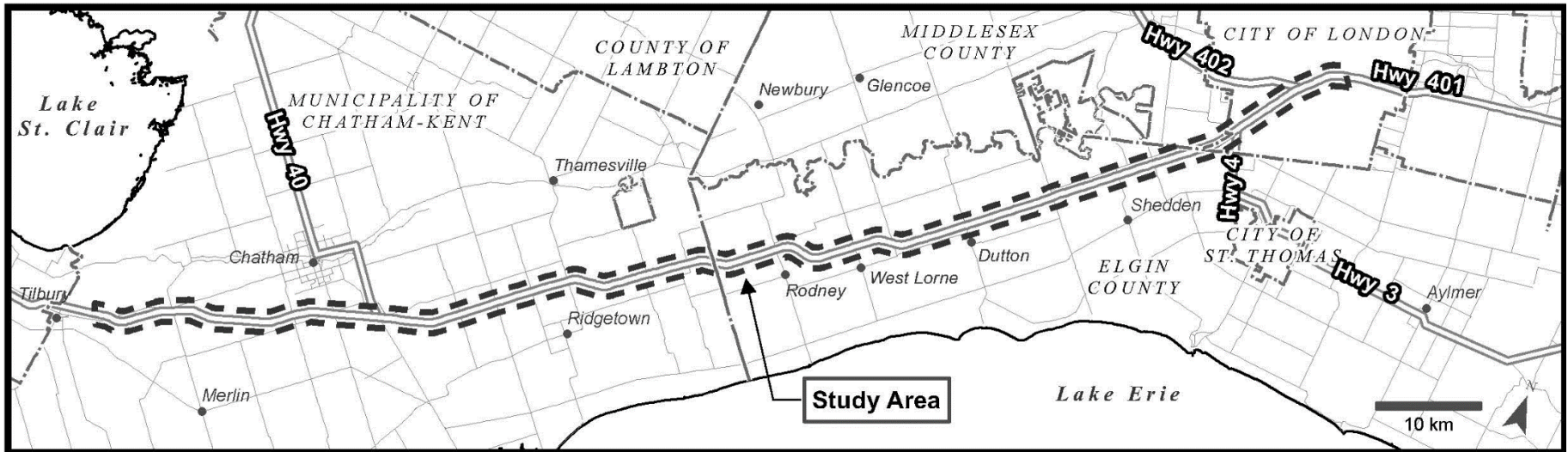
Public Information Centre

Available online from May 18, 2021 to June 1, 2021

About the Project

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Environmental Assessment (EA) for improvements to the Highway 401 corridor from Tilbury to London (118 km).

The study has been divided into various projects based on geographic location. The focus of this PIC is to replace the Bloomfield Road Underpass and reconfigure the interchange.



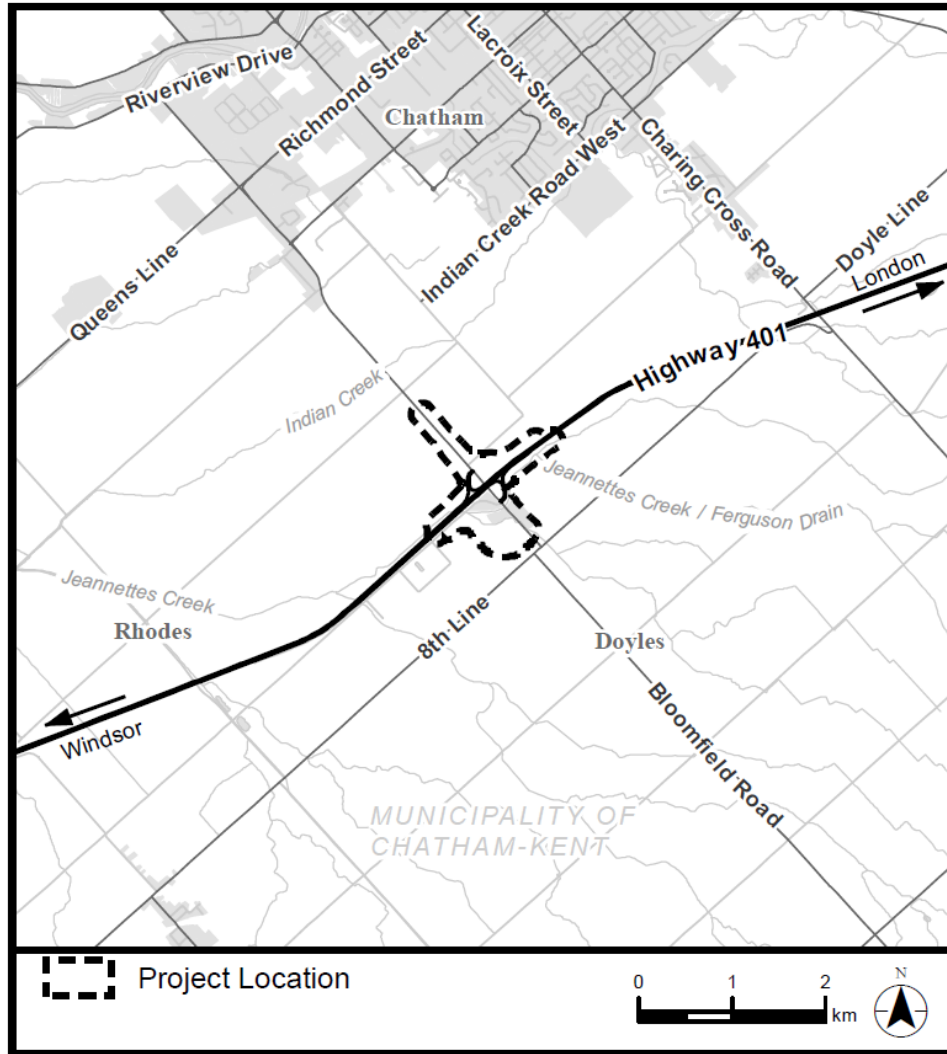
Study Area for Highway 401 Expansion from Tilbury to London Study



Highway 401 – Bloomfield Road Interchange

Municipality of Chatham-Kent
Project Reference: GWP 3117-18-00

Study Area



Study Area for Bloomfield Road Interchange Improvements Project



Highway 401 – Bloomfield Road Interchange

Municipality of Chatham-Kent

Project Reference: GWP 3117-18-00



Purpose of the PIC

The purpose of this PIC is to provide the public with an opportunity to review and comment on the **proposed improvements, existing conditions, and potential impacts** associated with the interchange and underpass improvements at **Bloomfield Road Interchange**.

Additional information is available at the project website:
highway401tilburytolondon.ca



Environmental Assessment Process

This study is being carried out under the requirements of the Class EA for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial highway planning, design, and construction projects.

The Class EA categorizes this study as a Group 'B' project, which includes major improvements to existing provincial transportation facilities.

Consultation is ongoing throughout the project, and comments and feedback are welcome at any time during the study.

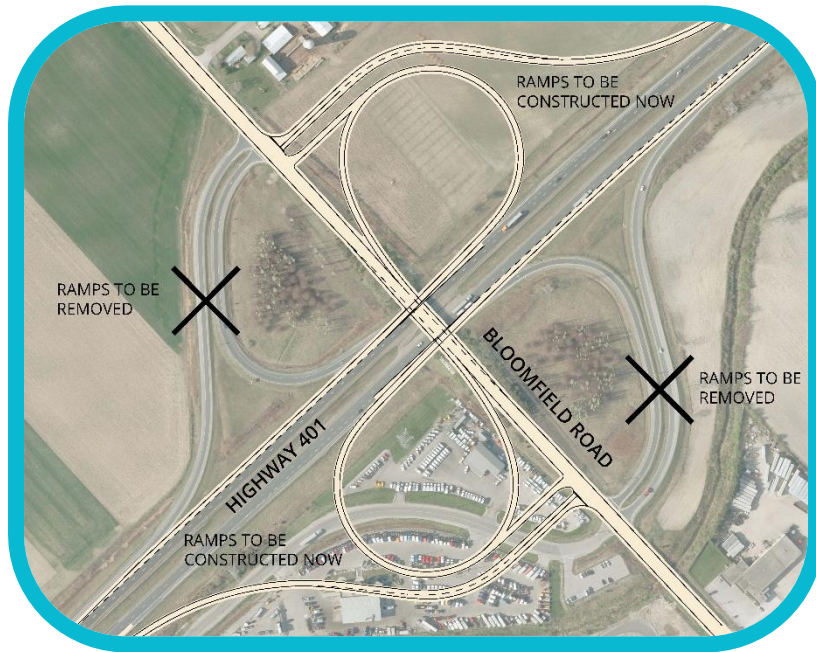


Study Background

MTO previously completed a Preliminary Design study for this study area that was documented in a Transportation Environmental Study Report (TESR).

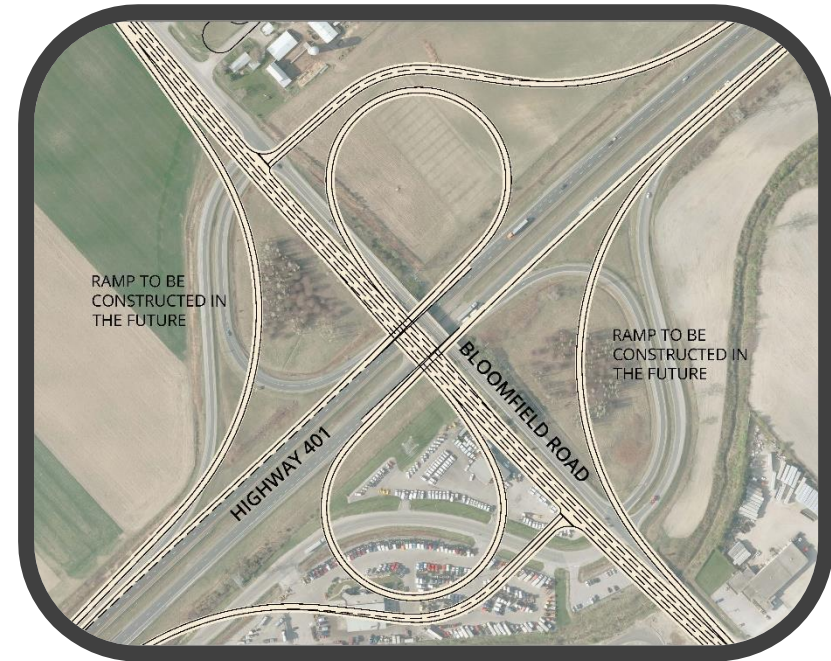
A Parclo A-4 type interchange configuration was recommended; however, due a reduction in projected traffic volumes, a Parclo A-2 will be implemented, with protection for a future Parclo A-4 configuration.

Proposed improvements now



Parclo A-2

Potential future configuration



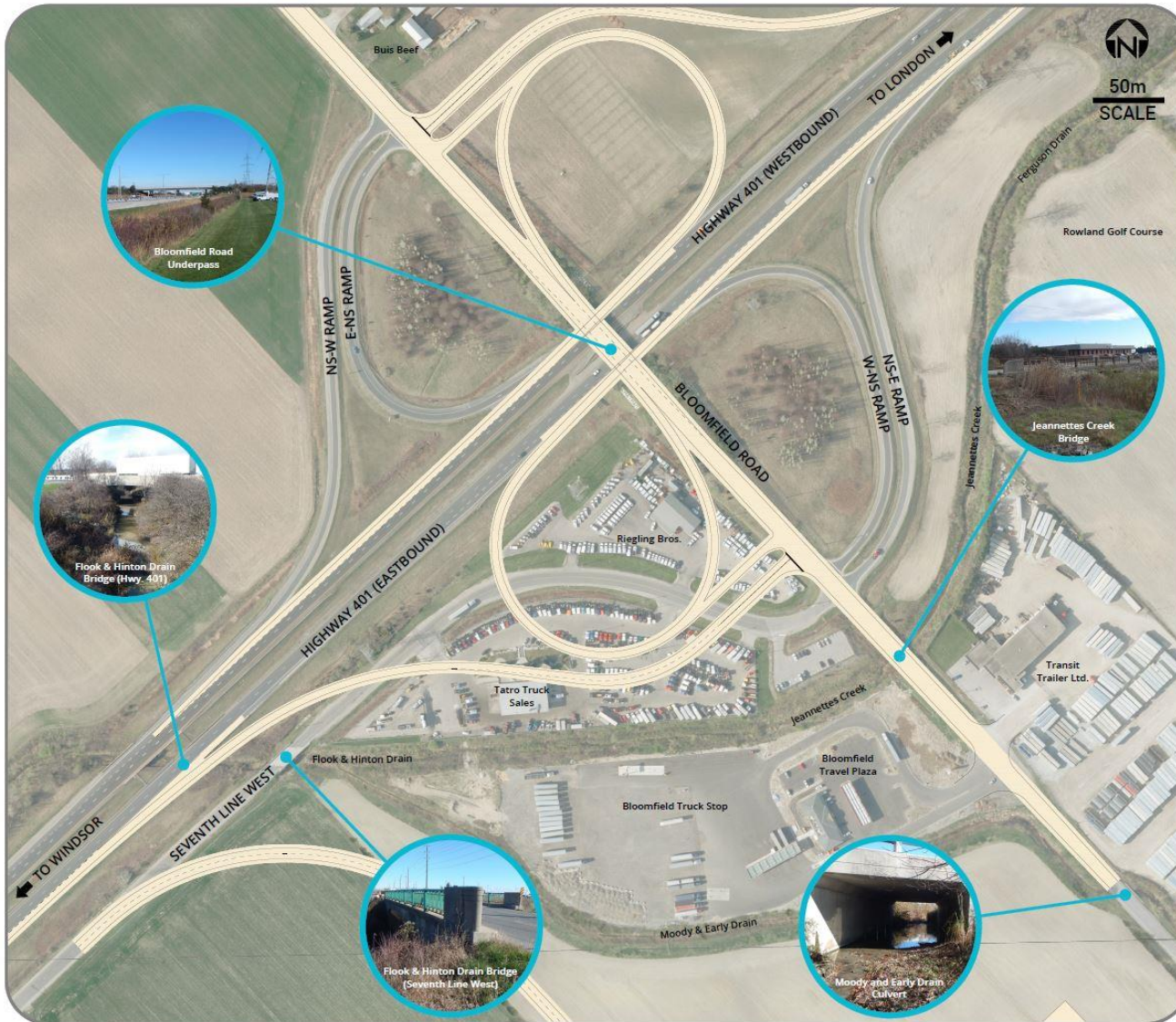
Parclo A-4



Proposed Improvements



Structure Improvements

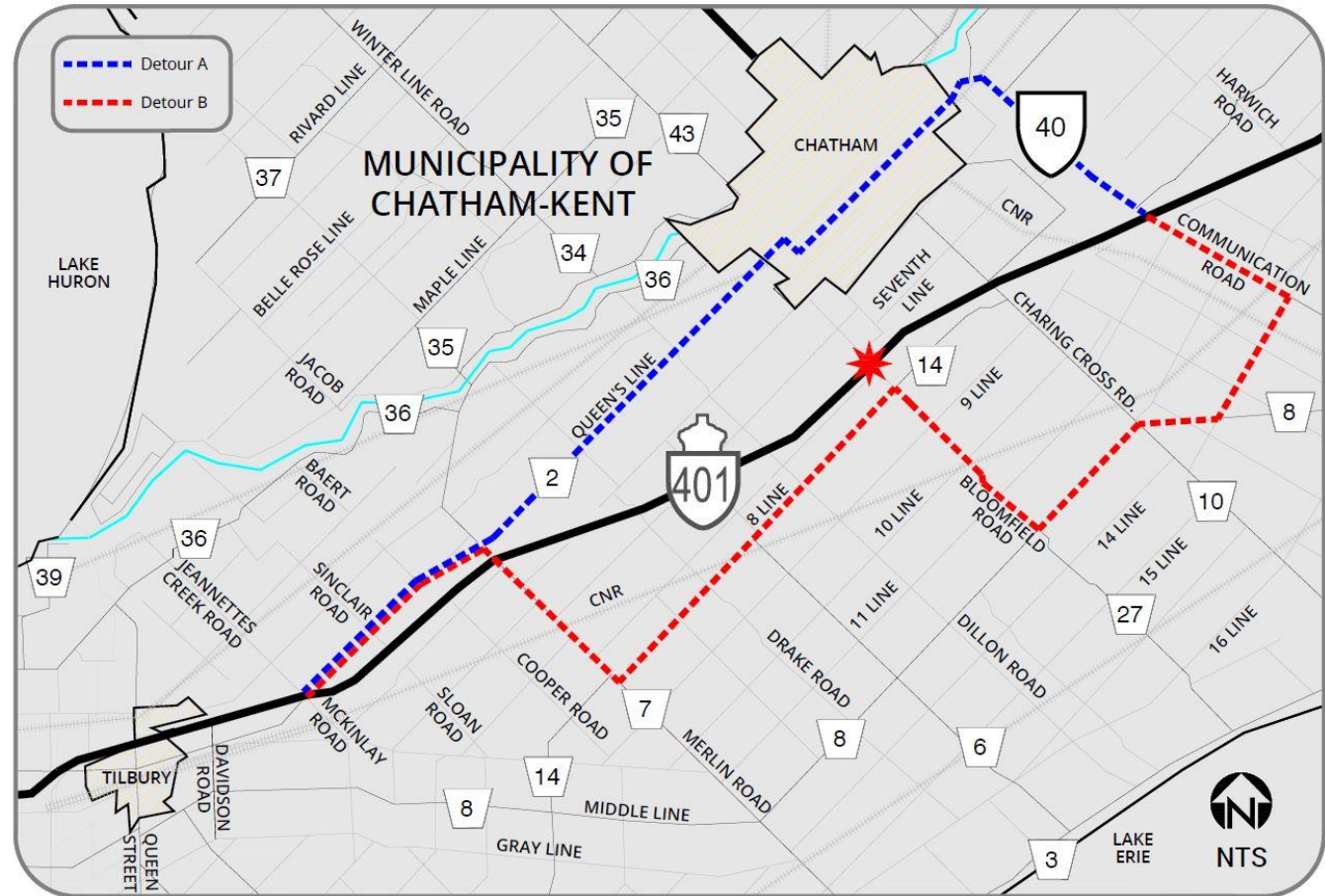


Potential Detour Routes

The primary construction staging and traffic management strategy for the interchange improvements includes a temporary full closure of Bloomfield Road and the interchange for a full season of construction.

The realigned portion of Seventh Line West will be completed in advance in order to maintain access to the business park.

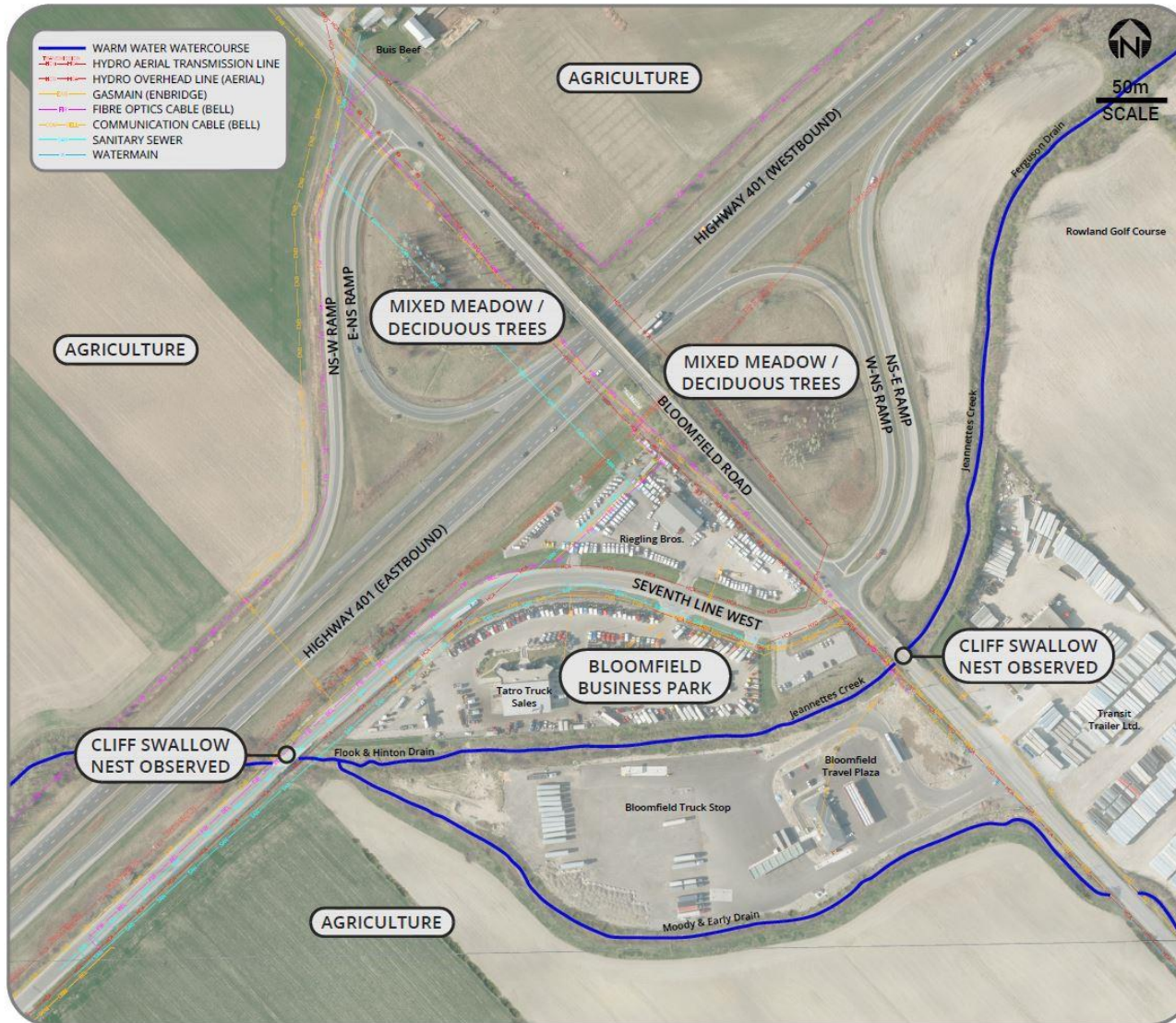
The routes shown provide alternate routes to the nearest interchanges. Detour routes will be signed to accommodate travelers during construction.



Highway 401 – Bloomfield Road Interchange

Municipality of Chatham-Kent
Project Reference: GWP 3117-18-00

Existing Conditions



There are no designated natural features in the Study Area.

All watercourses are permanently flowing constructed drains that support warmwater fish habitat.

One species at risk bird, Barn Swallow, has been observed in the Study Area.

A Stage 2 Archaeological Assessment will be completed in previously undisturbed areas.

Potential Impacts

Natural Environment

- Minimal impacts to vegetation, watercourses and fish habitat anticipated
- Impacts to bird nests, including those of Barn Swallow, a species at risk bird, may occur during construction. The Design-Build Ready Contract will include mitigate measures to mitigate impacts to protected bird species and their nests

Socio-economic

- A Stage 2 Archaeological Assessment will be undertaken to determine potential impacts in previously undisturbed areas
- A Phase I Environmental Site Assessment will be completed to determine potential sources of contamination in the Study Area
- There are drinking water wells in proximity to the interchange; as such, a residential groundwater well survey will be completed by the Design-Build Contractor in advance of construction to determine the location of wells in relation to the project

Construction-related

- Temporary full closure of Bloomfield Road and the interchange for one construction season
- Impacts to Highway 401 traffic will be minimal and will be restricted to nighttime short duration closures only
- Construction noise will be noticeable for some periods of time, including some nighttime work (i.e., removal of the existing structure)
- Dust and air quality impacts will be minimal



Next Steps

Review and respond to comments from the PIC – Spring 2021



Initiate Detail Design of the improvements – Spring 2021



Publish the TESR Addendum – Spring 2021
(30 Day Public Comment Period)



Design-Build Contract Award and Construction Start – Spring 2024



Your input is important to the outcome of this project.

Please provide your comments to the project team using one of the following methods by **Friday, June 11, 2021**.

Project website:

www.highway401tilburytolondon.ca

Contact the project team directly to discuss by telephone:

Adam Barg, P.Eng.
Project Manager
Stantec Consulting Ltd.
Tel: 289-439-0481

Natalia Bartos, P.Eng.
Project Engineer,
Planning & Design
Ministry of Transportation
Tel: 519-933-9735



**PUBLIC INFORMATION CENTRE
TRANSCRIPT**

Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration Municipality of Chatham-Kent, Ontario Group Work Project (GWP) 3117-18-00 Public Information Centre

Slide 1 (Introduction)

Welcome to the Public Information Centre, or PIC, for the Bloomfield Road Underpass Replacement and Interchange Reconfiguration Class Environmental Assessment Study.

This study will review and confirm the preferred alternative for interchange and underpass improvements at Bloomfield Road.

Thank you for taking the time to watch this presentation and learn more about this study. Your input is valuable to us. This presentation will be available for viewing on the project website for two weeks, from Tuesday, May 18, 2021, to Tuesday, June 1, 2021. We request your comments by Friday, June 11, 2021.

Slide 2 (About the Project)

The Ontario Ministry of Transportation, or MTO, has retained Stantec Consulting Ltd. to complete the Preliminary Design and initiate the Detail Design and Environmental Assessment for improvements to the Highway 401 corridor from Tilbury to London. The map shows the study area for the overall Highway 401 Expansion study.

The study has been divided into various projects based on geographic location. The focus of this PIC is the project to replace the Bloomfield Road Underpass and reconfigure the interchange.

Slide 3 (Study Area)

As shown on the map, the study area is located within the Municipality of Chatham-Kent, just southwest of Chatham.

The Study Area encompasses the Bloomfield Road Interchange, adjacent natural features and properties, and portions of Bloomfield Road and Highway 401 that may be directly or indirectly affected by construction of the improvements.

Slide 4 (Purpose of the PIC)

The purpose of this PIC is to provide the public with an opportunity to review and comment on the proposed improvements, existing conditions, and potential impacts associated with the project.

You can learn more about the overall study by visiting the project website at [Highway401TilburytoLondon.ca](https://www.highway401tilburytolondon.ca).

Slide 5 (Environmental Assessment Process)

This study is being carried out under the requirements of the Class EA for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial highway planning, design, and construction projects.

The Class EA categorizes this study as a Group 'B' project, which includes major improvements to existing provincial transportation facilities.

MTO previously completed a Preliminary Design study for this study area, as documented in the Highway 401 from 0.9 km East of Essex Road 42 to Elgin County Boundary, Transportation Environmental Study Report from 2008. A Preliminary Design Report was also produced for the project in 2011. In 2019, MTO retained Stantec Consulting to review and update the 2008 TESR approved plan for improvements to the Highway 401/Bloomfield Road interchange, and document changes in a TESR Addendum.

Socio-economic, cultural, and natural environments are being considered during the study, as well as community interests, agency requirements, and unique project issues. Consultation is ongoing throughout the project, and comments and feedback are welcome at any time during the study. Project team contact information is available at the end of the presentation and on the project website.

Slide 6 (2008 TESR Approved Plan)

The Preliminary Design and Class EA for the Highway 401/Bloomfield Road interchange and Bloomfield Road underpass were included in Highway 401 improvements Preliminary Design study from 0.9 km East of Essex Road 42 to Elgin County Boundary. TESR (2008) improvements included:

- Reconfigure Highway 401/Bloomfield Road interchange.
- Replace Bloomfield Road underpass bridge.
- Realign Seventh Line West.

Slide 7 (Proposed Improvements)

In keeping with the 2008 Transportation Environmental Study Report, the proposed improvements include an interchange configuration that provides all movements to and from Highway 401. The directional ramps will be considered when traffic volumes

Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration Municipality of Chatham-Kent, Ontario Group Work Project (GWP) 3117-18-00 Public Information Centre

warrant and are indicated as "future ramps" on the figure. The ramp terminal intersections will be signalized.

A southbound left-turn lane on Bloomfield Road will allow you to head west on Highway 401 toward Tilbury. Similarly, a northbound left-turn lane on Bloomfield Road will allow you to head east on Highway 401 toward London.

The realignment of Seventh Line West will be completed in advance of the interchange reconfiguration in order to maintain access to the business park during construction.

Improvements to structures at the interchange will be undertaken to accommodate the interchange reconfiguration and future widening of Highway 401.

The carpool lot will be relocated to provide access from the realigned Seventh Line West.

As depicted by the red dashed line on the figure shown here, some property is required to accommodate the construction of the proposed interchange improvements and protection of the future interchange configuration. Consultation with potentially impacted property owners is underway. The previous recommended design, as presented in the 2008 Transportation Environmental Study Report, identified property impacts to accommodate the improvements, and these impacts were reviewed and refined which resulted in an increase in the amount of property required in some areas.

Slide 8 (Structure Improvements)

The figure here shows the location and name of structures with proposed improvements as part of this project. The proposed improvements include the following.

Bloomfield Road Underpass in the centre of the interchange will be replaced with a new two-span integral abutment bridge. The new bridge will carry two lanes of Bloomfield Road traffic and the new speed change lanes over Highway 401. The new bridge spans will accommodate future widening of Highway 401. The bridge type will also be selected to account for future widening of Bloomfield Road.

The existing Flook and Hinton Drain bridge that carries the Highway 401 eastbound lanes will be widened or a new bridge will be added adjacent to the existing bridge to carry the new off-ramp over the watercourse. No modifications to the bridge carrying the Highway 401 westbound lanes are anticipated.

Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration Municipality of Chatham-Kent, Ontario Group Work Project (GWP) 3117-18-00 Public Information Centre

Flook and Hinton Drain Bridge on Seventh Line West will be removed as part of the proposed interchange improvements. Seventh Line West will be realigned, and a crossing of the watercourse will not be required.

Jeanettes Creek Bridge will be replaced with a new single-span bridge as part of the proposed interchange improvements.

No improvements to the Moody and Early Drain Culvert are anticipated as part of the proposed interchange improvements.

As noted previously, the proposed structure improvements will accommodate the new and future interchange configurations.

Slide 9 (Potential Detour Routes)

The primary construction staging and traffic management strategy for the interchange improvements includes a temporary full closure of Bloomfield Road and the interchange for a full season of construction, as this will significantly reduce the overall duration of construction when compared to a staged construction approach.

In association with the temporary full closure, two potential detour routes will be implemented, as shown on the figure here. The potential detour routes run from Queen's Line interchange to Communication Road interchange, and provide access to all major sideroads, including Bloomfield Road. Detour routes implemented during construction will be signed to accommodate travelers.

The realignment of Seventh Line West will be completed in advance of other improvements to ensure access to adjacent residents' properties and local businesses.

The interchange improvements will generally be completed with minimal impacts to Highway 401 motorists through the study area. Short duration full closures of Highway 401 are required to remove and replace the Bloomfield Road Underpass over Highway 401. Advance notice during construction will be provided for all temporary road closings.

Slide 10 (Existing Conditions)

There are no designated natural features within the Study Area.

Nests of Barn Swallow, a species at risk, were found on structures within the study area. Cliff Swallow nests were also found on structures.

Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration Municipality of Chatham-Kent, Ontario Group Work Project (GWP) 3117-18-00 Public Information Centre

Watercourses in the study area are permanently flowing constructed drains that support warm water fish habitat. There are no aquatic species at risk records associated with any of the drains in the study area.

The study area is located in a predominantly rural area. A number of businesses are located in proximity to the interchange along Bloomfield Road and Seventh Line West, as well as the business park located just west of the interchange along Seventh Line West.

Bloomfield Road Bridge was screened for heritage potential and was deemed to not have sufficient cultural heritage value and does not require a cultural heritage evaluation.

A Stage 1 Archaeological Assessment of Highway 401 was completed in March 2008. The Highway 401 corridor is low potential for the identification and recovery of archaeological resources. Stage 2 Archaeological Assessment will be completed in undisturbed areas.

Slide 11 (Potential Impacts)

Environmental factors were assessed during the Preliminary Design Study to determine existing conditions, potential impacts, and proposed mitigation measures. Additional field work has recently been undertaken to supplement the previously collected information.

The following is a summary of the potential impacts:

- Minimal impacts to vegetation, watercourses and fish habitat are anticipated
- Impacts to bird nests, including those of Barn Swallow, a species at risk bird, may occur during construction. The Design-Build Ready Contract will include measures to mitigate impacts to protected bird species and their nests
- A Stage 2 Archaeological Assessment will be undertaken to determine potential impacts in previously undisturbed areas
- A Phase I Environmental Site Assessment will be completed to determine potential sources of contamination in the Study Area
- There are drinking water wells in proximity to the interchange; as such, a residential groundwater well survey will be completed by the Design-Build Contractor in advance of construction to determine the location of wells in relation to the project

Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration Municipality of Chatham-Kent, Ontario Group Work Project (GWP) 3117-18-00 Public Information Centre

- A temporary full closure of Bloomfield Road and the interchange is proposed for one construction season
- Impacts to Highway 401 traffic will be minimal and will be restricted to nighttime short duration closures only
- Construction noise will be noticeable for some periods of time, including some nighttime work (i.e., removal of the existing structure)
- Dust and air quality impacts will be minimal

Mitigation measures to reduce all potential impacts will be implemented in the Design-Build Ready Contract and will be carried forward to construction.

Slide 12 (Next Steps)

Following the PIC, the project team will review and respond to all comments and questions received. Detail Design of the improvements will then be initiated. A Transportation Environmental Study Report Addendum that documents all changes to the Preferred Design from the 2008 TESR will be published for public review and comment. Note that only the changes to the 2008 TESR, as documented in the TESR Addendum, will be applicable for comment during this period of time. Following the initiation of Detail Design, MTO will issue a request for proposals and award a Design-Build Contract to the procured contractor. The procured contractor will finish the detailed design of the improvements and undertake the construction. Construction is anticipated to begin in Spring 2024. Utility relocations will commence in advance of construction and will be scheduled as they are confirmed.

Slide 13 (Comments Requested)

Your input is important to the outcome of this project.

Please provide your comments to the project team using one of the following methods by Friday, June 11, 2021.

You can submit comments through the project website at highway401tilburytolondon.ca, or you can contact the project team members listed here via telephone to discuss the project directly.

Thank you for watching this video presentation and for your interest in the Replacement of the Bloomfield Road Underpass and Interchange Reconfiguration Project. We hope that this presentation has been informative and that you continue to participate in the study.