

## Meeting Minutes

Subject Highway 400 - Highway 404 Link (Bradford Bypass) – Agency Committee Group Meeting #1

Date January 25, 2022

Time 2:00PM-3:45PM EST

Location MS Teams (Virtual)

Attendees **Bradford Bypass Project Team:**

Ministry of Transportation (MTO)

Larry Sarris, Project Manager  
Harinder Singh, Project Manager  
Rhonda Gribbon, Environmental Planner  
Amit Sharma, Project Engineer  
Jordan Lee, Environmental Planner  
Jeffrey David Seibert, Regional Archaeologist  
Leslie Currie, Indigenous Liaison  
Rebecca Lariviere, Project Delivery E.I.T.  
Michelle Hedges, Senior Policy Analyst  
Saira Lee, Real Estate Officer  
Kiki Aravopoulos, Senior Policy Analyst

AECOM

Tim Sorochinsky, Project Manager  
Riyaz Sheikh, Deputy Project Manager  
Sonia Rankin, Senior Environmental Planner  
Sarah Schmied, Deputy Environmental Planner  
CR4  
Nico Valenton, Deputy Project Manager CR4  
Mir Hyder, Highway Engineer  
Kenndal Soulliere, Environmental Planner

**Committee Attendees:**

Conservation Authorities

Glenn MacMillan, Manager, Lake Simcoe Region  
Conservation Authority (LSRCA)  
Ashlea Brown, Director of Regulations, LSRCA  
Taylor Stephenson, Senior Environmental  
Regulations Analyst, LSRCA  
Allison Edwards, Water Resource Engineer,  
LSRCA  
Ken Cheney, Acting Director of Engineering,  
LSRCA  
Ben Krul, Manager of Planning Services,  
Nottawasaga Valley Conservation Authority  
(NVCA)

**Committee Attendees Continued:**

Provincial Agency Representatives

Andrea Williams, Marine Archaeology, Ministry of Heritage  
Sport, Tourism and Culture Industries (MHSTCI)  
Laura Hatcher, Planner, MHSTCI  
Karla Barboza, Heritage Team Lead, MHSTCI  
James Hamilton, Manager of Heritage Planning, MHSTCI  
Sadie Brown, District Planner, Ministry of Northern  
Development, Mines, Natural Resources and Forestry  
(NDMNRF)  
Elizabeth Spang, Acting Regional Planning Coordinator,  
NDMNRF  
Cisca McInnis, Policy Analyst, Ministry of Energy (MOE)  
Chunmei Liu, Environmental Resource Planner, Ministry of  
the Environment Conservation and Parks (MECP)  
Erinn Lee, Environmental Resource Planner, MECP  
Karol Rivera, Assistant Project Officer – Coop, MECP  
Jocelyn Beatty, Rural Planner, Ministry of Agriculture, Food  
and Rural Affairs (OMAFRA)  
Drew Crinklaw, Policy Planner, OMAFRA  
Sahar Momin, Senior Planning Advisor, Ministry of Health  
and Long-Term Care

Federal Agency Representatives

Jeremy Craigs, Environmental Officer, Transport Canada  
(TC)  
Kelly Thompson, Environmental Officer – Navigation  
Protection, TC  
Cal Fenwick, Environmental Officer – Navigation Protection,  
TC  
Wes Plant, Environmental Assessment Manager,  
Environment and Climate Change Canada

Other Representatives

Geoff Wood, Senior VP of Policy, Ontario Trucking  
Association  
Tina Schankula, Member Services Representative, Ontario  
Federation of Agriculture  
John Carbone, Manager Track and Structures, Metrolinx  
(MX)  
Nick Faieta, Stakeholder Relations Senior Manager, MX

**Invited Attendees/Regrets**

Federal Agencies

Public Health Agency of Canada  
 Historic Sites and Monuments Board of Canada  
 Canadian Transportation Agency  
 Department of Fisheries Canada  
 Indigenous and Northern Affairs Canada  
 Impact Assessment Agency of Canada

Provincial Agency Representatives:

Ministry of Indigenous Affairs  
 Ministry of Municipal Affairs and Housing  
 Ministry of the Solicitor General  
 Ministry of Economic Development, Job Creation and Trade  
 Infrastructure Ontario

Other Representatives

CP Rail  
 CN Rail

Prepared by AECOM

Distributed to: All attendees and regrets

**Summary of Meeting**

**Introduction (Slides)**

The Project Team provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting.

Larry S. introduced the meeting and provided a land acknowledgement.

Sonia R. provided an overview of the meeting, housekeeping as well as roles and responsibilities for members of the committee.

Harinder S. introduced members of MTO, Tim S. introduced members of AECOM, and then each agency group introduced their members. *Please see attendees list.*

**Study Overview / Ontario Regulation 697/ 21 / Schedule / Study Area and Interchanges (Slides)**

Tim S. provided a study overview for the Project including a summary of previous studies, the progression of the Early Works design and assessment, and current status of the Project.

Sonia R. discussed the assessment process in Ontario Regulation 697/21 including considerations for environmental commitments, alternatives evaluations and reporting requirements. Sonia R. asked the group if anyone had questions on the matter and no questions were asked.

Sonia R. continued to discuss the Project-specific assessment of environmental impacts to the new freeway to freeway connections, proposed interchanges, grade separated crossings, river crossings and alignment and utility refinements. Riyaz S. noted there have been requests from the municipalities to add interchanges at 10th Side Road and 2nd Concession Road. As a result, the Project will continue to assess the alternatives from Public Information Centre (PIC) #1, as well as the additional proposed interchanges.

**County Road 4 (CR4) / Early Works (Slides)**

Sonia R. discussed the Early Works component at County Road 4 (CR4), including the Project-specific assessment in accordance with Ontario Regulation 697/21. Sonia R. reminded the attendees of the Draft Early Works Report that is available for review until February 12, 2022 and noted that a Request for Proposals (RFP) has been issued for the Early Works to advance to the design build process, with the award anticipated for March 2022.

## Overview of Discussion / General Inquiries

Sonia R. noted that the presentation component of the meeting had concluded and commenced the discussion piece to be included in the public record for the Project.

Starting on the west side of the Project – it was acknowledged that NVCA's jurisdiction is predominantly situated along the west limits, with LSRCA's jurisdiction easterly to the east limits of the Project limits.

**Q: Ken C. noted that the Holland River East Branch includes regulated floodplains and inquired when drawings and information regarding the amount of fill would be available for LSRCA to review.**

- Sonia R. confirmed that the Project Team is using modeling from LSRCA while reviewing the areas from a drainage perspective. She concluded that the Project Team will book a meeting with LSRCA shortly to discuss this topic with them.

*Post meeting note: Meeting scheduled with the Project Team and LSRCA on February 17, 2022.*

- Laura H. noted that the MHSTCI is not in a position to provide comments on the Project at this time, but will do so when studies are available.

Ben K. noted that if there is floodplain modelling required for the NVCA area to advise. Riyaz S. acknowledged this.

The group began to discuss the east limits of the Project.

Andrea M. noted that the Project Team has only submitted a Stage 1 Archaeological Assessment, including areas near the Holland River East Branch. The Project Team should be aware that there is a rich archaeological site spanning approximately 1000 years of occupation in the vicinity of this location and that fieldwork will be required once a final route is confirmed.

- Sonia R. noted that the Project Team is undertaking archaeological assessments within the Study Area, including investigations at the Holland River East Branch. Current reports will be ready for the MHSTCI soon as they are being shared with Indigenous Communities.

Taylor S. flagged that there is a floodplain hazard, Provincially Significant Wetland (PSW) and an unevaluated wetland adjacent to the Holland River that would need to be considered. He also noted that there is a significant woodland to York Region within the vicinity.

- Sonia R. noted that the Project Team is aware of these elements as part of the Preliminary Design studies.
- Larry S. noted that the Project Team is preparing terrestrial ecosystems existing conditions and preliminary impact assessment reports. In addition, an Environmental Conditions Report (ECR) will document these environmental conditions and considerations for the design refinements. The Project Team is aware that wetlands are a significant concern, and they continue to evaluate these features and will engage with regulatory agencies on the best design approaches to consider. Additional information will be available during PIC #2 in Fall 2022.

Elizabeth S. indicated that her group has not seen this information before (*in reference to the alternatives file used as a discussion aid during the committee session*) and wondered if it would be helpful to look at alternatives later when the ECR is available.

- Sonia R. noted that these alternatives were presented during PIC #1 in 2021, and that the Project Team continues to welcome comments on these alternatives at any time, or if agencies would like to hold their comments until the draft ECR is filed for public review. Larry S. noted that he encourages agencies to provide early feedback and considerations as the Project Team would be happy to receive these in advance of the ECR.
- Elizabeth S. noted that the NDMNRF will require more time to look at this as it is the first time they have seen it.
  - Larry S. provided a link to the Project Website with alternatives from PIC #1 to facilitate their review.

**Q: Tina S. inquired if the Project would need to go through the Agricultural Impact Assessment (AIA) process? She is hoping that impact to the agricultural farmland and systems will be considered.**

- Sonia R. confirmed that an AIA is being carried out for the Project as a commitment from the 2002 EA. She also noted that this information was considered during the evaluation of alternatives.
  - Tina S. requested confirmation that the Project Team is considering farm equipment on the road, as well as slow moving vehicles and large equipment with respect to safety considerations for farmers and other road users?
  - Sonia R. confirmed that the Project Team recently met with members of the agricultural community during the Environment, Community and Agriculture committee meeting in December 2021. Representatives of the agricultural community provided feedback and noted their opinions on roundabouts in regard to the Bathurst Street alternative. Their feedback is being considered as part of the evaluation of alternatives and Preliminary Design development.

Taylor S. noted that major watercourse crossings will need to recognize floodplain hazards, as there cannot be upstream or downstream flooding or erosion impacts. Taylor also noted that there may need to be studies of how the watercourses will look over time.

- Sonia R. confirmed that the Project Team is considering this in multiple ways: the drainage team is investigating floodplains over a long period of time, fluvial geomorphology is investigating the channels, and fisheries is investigating the habitat. As well, under O. Reg. 697/21, there is a requirement for a Stormwater Management Plan (one has already been completed for CR4 and one will be completed for the main Project).

Geoff W. noted that this is the first time he has seen the Project drawings, and recognizing the number of flyovers with a significant radius and tight ramps, he will provide future comments with respect to commercial vehicles.

- Riyaz S. noted that alternatives being carried forward in the freeway-to-freeway connections are up to current standards and consider large commercial vehicles. Riyaz noted that the designs from the 2002 EA are obsolete with applicable standards and will not be carried forward through the evaluation phase.

**Q: Riyaz S. inquired if Metrolinx (MX) could discuss the potential maintenance facility at Artesian Industrial Parkway. This was raised to the Project Team at the Municipal Group Committee meeting (January 20, 2022).**

- John C. indicated that there is a proposed Bradford layover facility (for the GO expansion program) and cautioned the Project Team as the location is still being assessed for feasibility. He noted that the winning proponent will determine if a facility is required and if so, this location would be considered.
  - Riyaz S. noted that if the winning proponent recommends a facility at this location, it is requested to continue coordination with the MTO and Project Team.
  - John C. confirmed that bids are currently being evaluated, with the intention of naming a preferred proponent at end of Q1 this year (2022). MX is hoping to see more information in proposal packages, but is unaware of what the work packages will look like.
  - Riyaz S. noted that the Project Team will continue to engage MX on this as the study progresses.

Taylor S. noted that he had previously sent an email noting that the areas east of the MX tracks and the Holland River East Branch are PSWs and the Project Team will need to minimize impacts to any area of the section.

- Sonia R. noted that she believes this is included in the mapping information available to the Project Team and confirms this is being evaluated during the study.

Riyaz S. provided an overview of each of the design descriptions for the alternatives presented on the discussion tool (PIC #1 alternatives). He included descriptions of the differences between each option. He noted differences and changes in design compared to the 2002 approved EA, where applicable.

Riyaz S. noted that there is no proposed design alternative for the CR4/BBP interchange. The design at this location has been coordinated with Simcoe County, accounting for the County's widening project on County Road 4 from 8<sup>th</sup> Line to Highway 89. The Project Team is working with the County with respect to the Early Works component to incorporate the widening from 8<sup>th</sup> Line to south of 9<sup>th</sup> Line as part of the construction of the new bridge structure for the future Bradford Bypass.

**Q: Drew C. requested to know if the Project would be maintaining access to the private roads to the west of the Bathurst St. Interchange.**

- Riyaz S. confirmed that the Project Team continues to look at access on the back of the properties and will discuss with local municipalities and property owners regarding impacts to access and potential access opportunities.

Taylor S. noted that the footprint of Alternative 3 (Bathurst St.) has less impact on the significant woodlands and wetlands in the area. Taylor S. also noted that the realigned entrance to the Marina would intersect with the PSW.

- Riyaz S. noted this is being evaluated as part of the refinement alternatives.

Elizabeth S. noted that there is deer wintering areas and unevaluated wetlands within the Bathurst St. alternatives.

- Sonia R. confirmed that the Project Team is aware of this and is including these features in the design evaluation.

Ken C. noted that there is 1.5 m of floodplain within the Bathurst St. area, which may not make a difference from a drainage perspective but may need to be considered for flooding.

- Riyaz S. noted that this will be considered in the evaluations.

Andrea W. highlighted an area of archaeological significance at the Holland River East Branch.

- Riyaz S. and Sonia R. noted this area and acknowledged that any area of riverbed that is disturbed will warrant marine archaeology assessments.

Elizabeth S. requested clarification of the differences between the two Holland River East Branch alternatives.

- Riyaz S. confirmed that the alternatives look at different alignments. One alternative uses back to back curves to tie into Yonge St. quickly and the other alternative provides a straighter alignment.

Allison E. noted that if the Project evaluation could consider the number of crossings at watercourses as it would be beneficial from a natural hazards standpoint to minimize the change in flood area and flood depth. She also noted the Project should adhere to stormwater management guidelines, including quantity and water quality.

- Riyaz S. confirmed that the Project Team is engaging with multiple disciplines and running models for optimal solutions to potential floodplain changes and will continue through subsequent meetings on these components. Stormwater management plans will implement applicable guidelines and design for quantity and quality controls.

**Q: Elizabeth S. requested to know if the evaluation of the alternatives would be included in the ECR?**

- Larry S. noted the ECR is a new report requirement under O. Reg. 697/21, which would include the alternatives and their existing conditions. The full evaluation process and preferred Preliminary Design will be presented at PIC #2 (Fall 2022) and fully documented in the Environmental Impact Assessment Report (EIAR).

Kelly T. noted that both the Holland River and the Holland River East Branch are listed in the schedule of navigable waters [under Canadian Navigable Waters Act (CNWA)], and that any piers in the water will require approval. This involves a mandatory 30-review period with the public and Indigenous communities. She recommended that the Project Team send in designs as early as possible.

- Sonia R. acknowledged familiarity with the approval process. She requested to know how early the Project Team can engage with Transport Canada and what can be done in advance to assist in facilitating the approval process?
  - Kelly T. noted that the final design location and overall design will need to be confirmed, as there is a risk that any changes would require consultation to restart.

- Sonia R. requested to know the limit of jurisdiction for the CNWA approvals (i.e. valley limit, highwater mark, etc.).
  - Kelly T. confirmed that the limits would be the highwater mark on each side of the river, as well as design and construction information for anything in, on, over or through the river would be required in the approval application.

Drew C. requested to know when the drafted AIA report would be available for review, and when fieldwork would commence?

- Sonia R. confirmed that fieldwork for the AIA was completed in 2021 and a draft report is in progress. Larry S. noted the AIA may be released for agency and/or Indigenous review along with other reports as part of the ECR and EIAR. Should OMAFRA like to request to see report, please confirm that need with the Project Team.

*Addendum to Meeting: January 26, 2022 Drew C. requested to review a draft copy of the AIA in advance of the final ECR to allow for early review and collaboration between OMAFRA and MTO.*

#### **Next steps and closing remarks**

Sonia R. noted that the Project Team has met with Environment, Cultural and Agriculture groups in December 2021 and municipalities on January 20, 2022.

Riyaz S. noted that all the information presented in today's meeting will be distributed to the attendees and posted on the Project website and provided a list of next steps for the Project.

Sonia R. closed out the meeting reminding the group that the Project Team welcomes communications from the public and key stakeholders at any time throughout the study. The consultation process and opportunities for engagement with key stakeholders involves direct communication (responding to emails and phone calls, focused meetings) and through formal consultation opportunities at key project milestones (committee meetings, PICs).

The Project Team thanked the group, and the meeting was adjourned.

/end

# Highway 400 – Highway 404 Link (Bradford Bypass)

Agency Group Committee Meeting

January 25, 2022

# Welcome and Land Acknowledgement

Due to the remote and virtual nature of this meeting, we would like to recognize we are all residing on land that represents different Treaties and Indigenous Peoples.

As we discuss the Bradford Bypass project, we would like to recognize and acknowledge the lands between Bradford West Gwillimbury and East Gwillimbury, Ontario were originally used and occupied by the Peoples of the Williams Treaties First Nations, Métis, and other Indigenous Peoples.

We would also like to recognize the importance of honouring Indigenous history and culture, land and resources, and language, and are committed to moving forward in the spirit of reconciliation and respect with all Indigenous people.

# Agenda

1. Welcome and Introductions
2. Study Overview
  - a. Study Area and Preferred Route
  - b. Study Schedule
  - c. Ontario Regulation 697/21
  - d. Refinement Locations
  - e. County Road 4 Early Works
3. Group Discussion
4. Next Steps and Closing Remarks

# Housekeeping

- Please use the 'Raise Hand' button if you wish to speak by clicking "🙋"; Be sure to enable your device's audio function and unmute when speaking.
- If you have any technology issues, please type your issue into the chat box.
- The notes from the meeting will form part of the public consultation record.

# Agency Group Committee Meeting

- The purpose of the Agency Group Committee is to understand and address agency level concerns and gather input on how to best implement the proposed Bradford Bypass in a context sensitive manner
- Comprised of representatives from federal and provincial agencies that have focused interests or lands within the Study Area
- Discuss the proposed alternatives as presented at PIC #1 (April 2021), and discuss key concerns and ideas for the Preliminary Design.
- The intent is to integrate agency feedback into the evaluation of alternatives and project-specific assessment of environmental impacts study for the Preliminary Design

# Roles and Responsibilities

## Making the Most of Our Time Together

- Participate in this meeting during the Preliminary Design Stage; Willingness to participate in future committee meetings for the project during future design stages
- Bring forth information representative of your agency/area of interest; Keep a record of the outcome of these meetings for future consultation with your respective agencies.
- It's our meeting ... participate actively and respectfully
- Respect for differing views; participation does not mean endorsement
- Keep focused on the task at hand – discussing how best to implement the proposed project rather than the location of the freeway or whether it should be built

# Participants and Introductions

## Project Team

- MTO
- AECOM

## Invited and Participating Agencies

- Ministry of Environment and Climate Change Canada
- Ministry of the Environment, Conservation, and Parks
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of Heritage, Sport, Tourism and Cultural Industries
- Lake Simcoe Region Conservation Authority
- Nottawasaga Valley Conservation Authority
- Ontario Trucking Association
- Ontario Federation of Agriculture
- Transport Canada

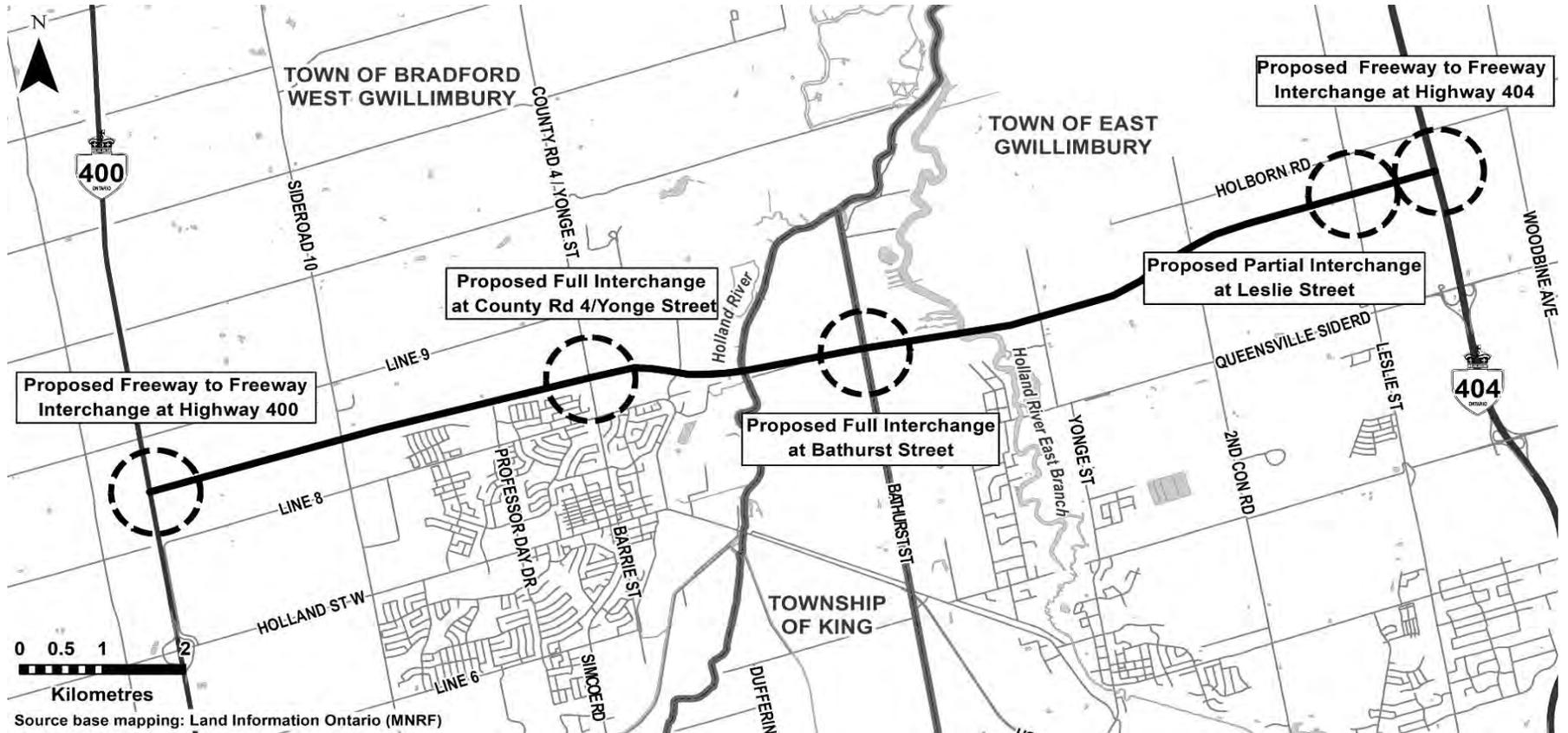
## Invited and Participating Agencies continued

- Public Health Agency of Canada
- Historic Sites and Monuments Board of Canada
- Indigenous and Northern Affairs Canada
- Fisheries and Oceans Canada
- Impact Assessment Agency of Canada
- Canadian Transportation Agency
- Ministry of Indigenous Affairs
- Ministry of Natural Resources and Forestry-Aurora District
- Ministry of Natural Resources and Forestry- Midhurst
- Ministry of Municipal Affairs and Housing
- Ministry of Health and Long-Term Care
- Ministry of Energy, Northern Development and Mines
- Metrolinx
- Ministry of Economic Development, Job Creation and Trade
- CN Rail
- CP Rail

# Study Overview

- The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts in accordance with Ontario Regulation 697/21 for the proposed Highway 400 – Highway 404 Link (Bradford Bypass).
- MTO previously completed a Route Planning Study for the Bradford Bypass and a subsequent Environmental Assessment (EA). The Recommended Plan and EA were approved in 2002.
- MTO is undertaking the Early Works design and assessment process in accordance with provisions of the Ontario Regulation 697/21. The Early Works, as set out in the regulation, focus on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street).

# Bradford Bypass – 2002 EA Preferred Route



Source base mapping: Land Information Ontario (MNR)

# Ontario Regulation 697/21

- This Study will follow the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021)
- Carry forward previous environmental commitments
- Generation and Evaluations of Alternatives considering:
  - Technical & Environmental Factors
  - Consultation with Indigenous communities, public stakeholders, municipalities & government agencies
- Prepare and file for public review two documents
  - Environmental Conditions Report (ECR)
  - Environmental Impact Assessment Report (EIAR)

# Study Schedule

Task	Dates
Notice of Study Commencement (Complete)	September 2020
Permission to Enter and Study Initiation	September 2020
Field Investigations and Data Collection	Ongoing
Generation and Evaluation of Alternatives	2020-2021
Public Information Centre 1 (Complete)	April 22 <sup>nd</sup> – May 18 <sup>th</sup> , 2021
Completion of the design package for County Road 4 Advance Contract	2021 – early 2022
Public Review of Draft Early Works Report	January 13, 2022 - February 12, 2022
Evaluation of Preferred Alternative	2021 – 2022
Draft Environmental Conditions Report	Mid 2022
Public Information Centre 2	Fall 2022
Draft Environmental Impact Assessment Report	Late 2022 - Early 2023
Preliminary Design Anticipated Completion	Early 2023

# Bradford Bypass – Study Area and Refinement locations



## Bradford Bypass – Interchanges at Alternate Locations

- MTO acknowledges the continued request from the municipalities for adding an interchange at 10th Sideroad and 2nd Concession Road.
- As part of the Preliminary Design, the Project Team continues to assess and evaluate alternatives presented at PIC # 1
- The feedback and comments received from the stakeholders and the results of the ongoing field investigations and engineering work will also be considered.
- Based on further traffic analysis, highway geometric and environmental consideration/ evaluation, MTO is carrying forward interchange designs and evaluations at 2nd Concession and 10th Sideroad.

# Study Overview – County Road 4 Early Works (GWP 2008-21-00)

- The 2021 Ontario Budget included the Bradford Bypass. This included Early Works, a grade separation at County Road 4 to accommodate the County of Simcoe’s widening of County Road 4 between 8<sup>th</sup> Line and 9<sup>th</sup> Line
- Environmental investigations and reporting for the study are currently being undertaken
- The study will be documented in an Early Works Report; Draft Early Works Report published January 13, 2022
- On November 26, 2021, a Request for Proposals to design and build a bridge crossing for the future Bradford Bypass at County Road 4 was issued
- Anticipated Design Build contract award date: March 2022



# Overview of Discussion

- Images for each alternative will be shared on screen to discuss key topic areas, identify key considerations and recommendations, and ask questions.
- Images will be marked with comments
- Mark ups and notes will be consolidated as record of this meeting, and become part of the consultation record for the project



# Group Discussion



# Next Steps and Closing Remarks

- Agency Group Committee Meeting close out and distribution of meeting materials
- Field Investigations and Data Collection (on-going)
- Evaluation of Alternatives completed (early 2022)
- On-going consultation and meetings with Indigenous Communities, municipalities, federal and provincial agencies, interested stakeholders, as well as adjacent property owners. In addition, separate Advisory Group meetings have occurred and will continue as follows:
  - Environment, Community, and Agriculture Committee Meeting #2 (Anticipated late 2022)
- Draft Early Works Report for CR4 published on project website on January 13, 2022; Early Works Design-Build Contract Award (Anticipated spring 2022)
- Draft Environmental Conditions Report will be available for review mid 2022
- Public Information Centre 2 (Anticipated Fall 2022)
- Draft Environmental Impact Assessment Report (EIAR) will be available for public review during the end of 2022, early 2023
- Preliminary Design anticipated completion early 2023

THANK YOU



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

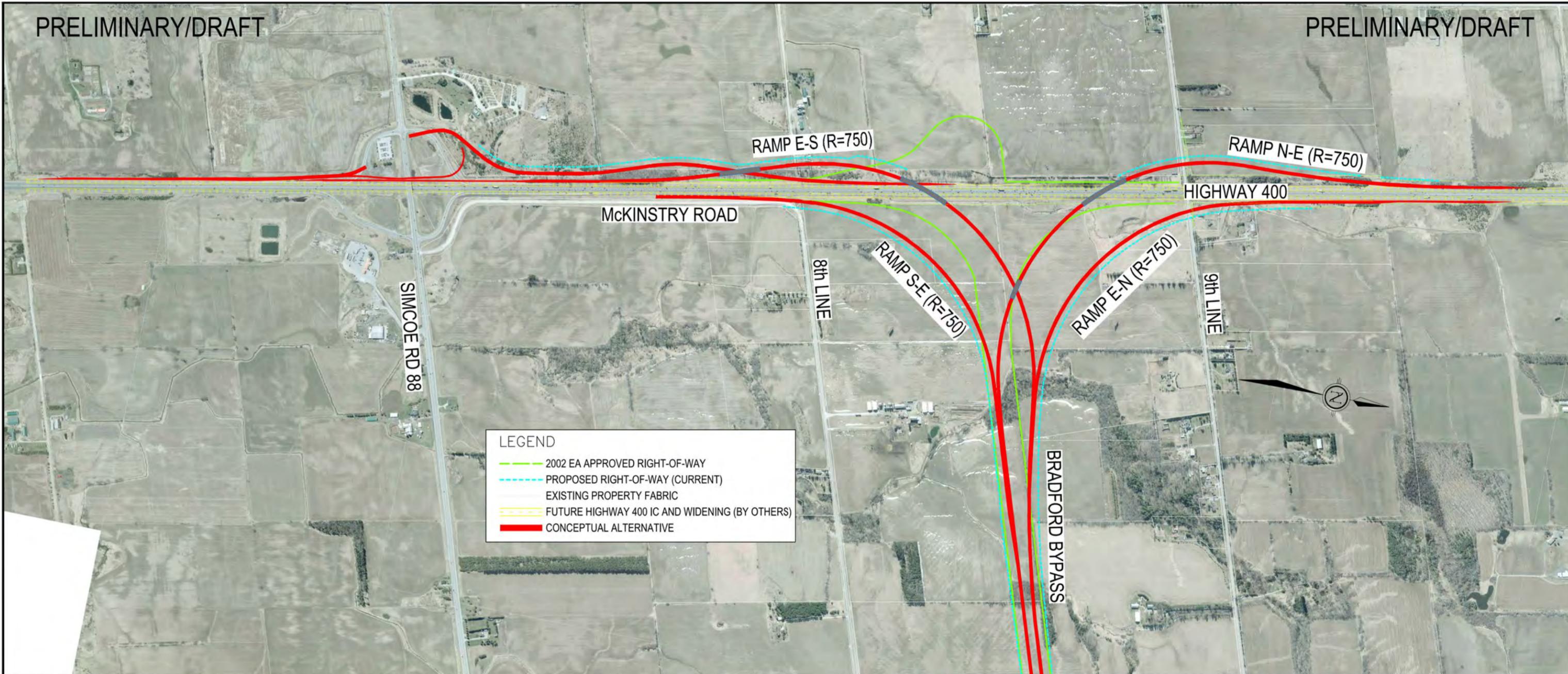
- 2002 EA APPROVED RIGHT-OF-WAY
- PREVIOUS DESIGN (2002 EA)
- EXISTING PROPERTY FABRIC
- AREA OF CONCEPTUAL ALTERNATIVES
- AREA OF REFINEMENT TO 2002 EA





PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

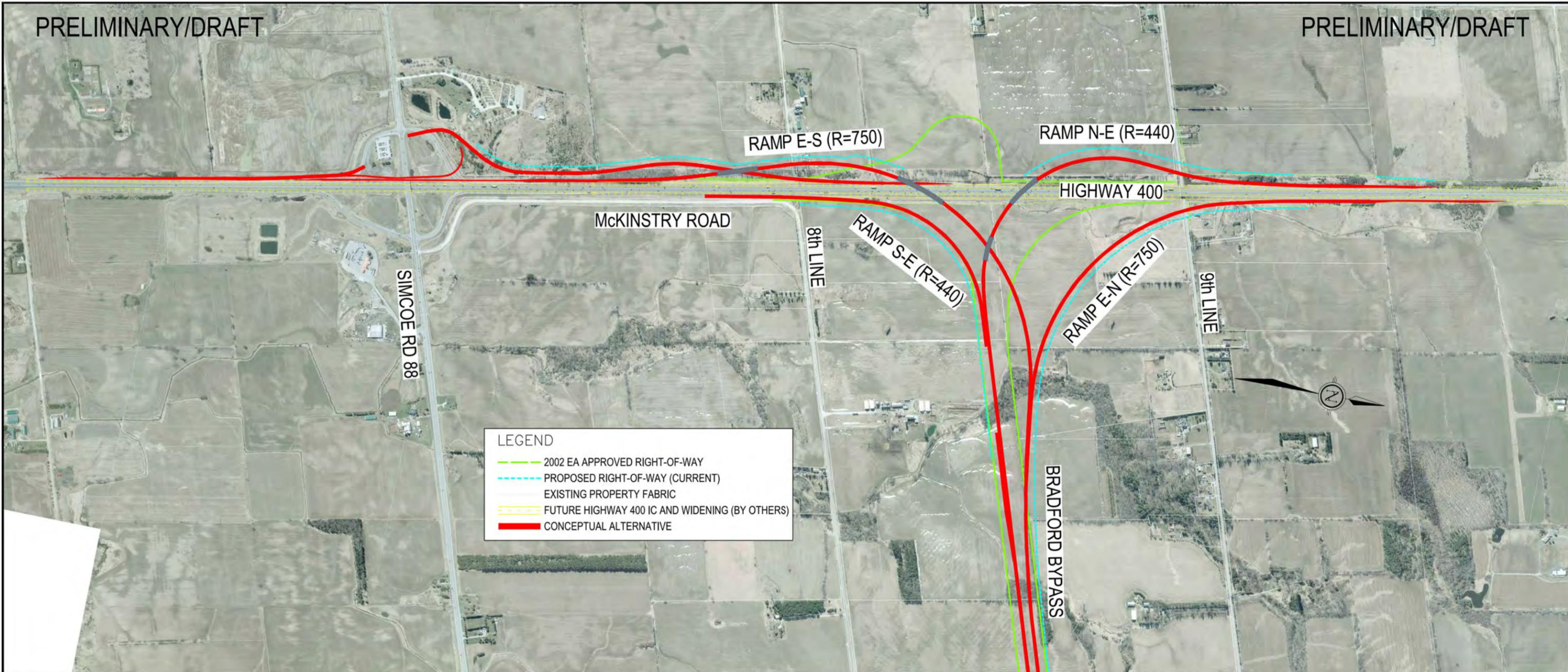


**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- FUTURE HIGHWAY 400 IC AND WIDENING (BY OTHERS)
- CONCEPTUAL ALTERNATIVE

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

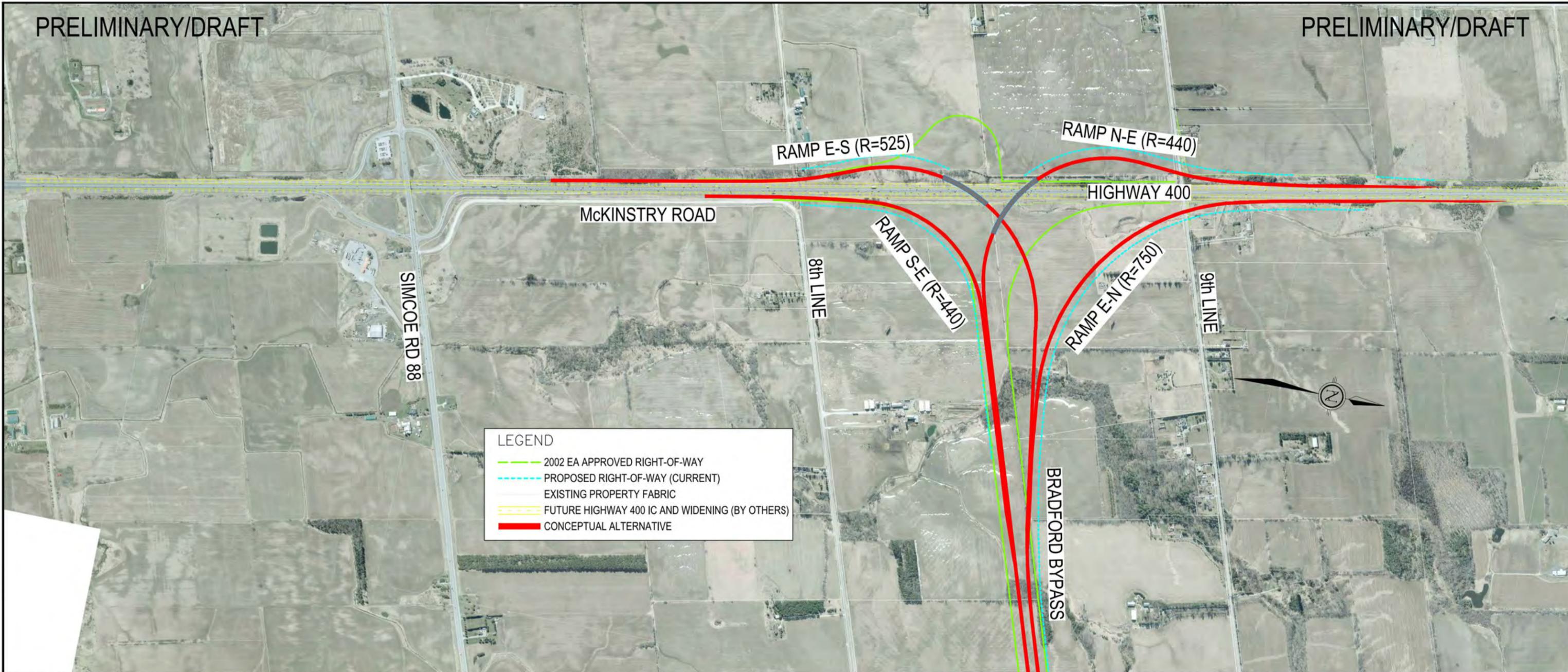


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PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

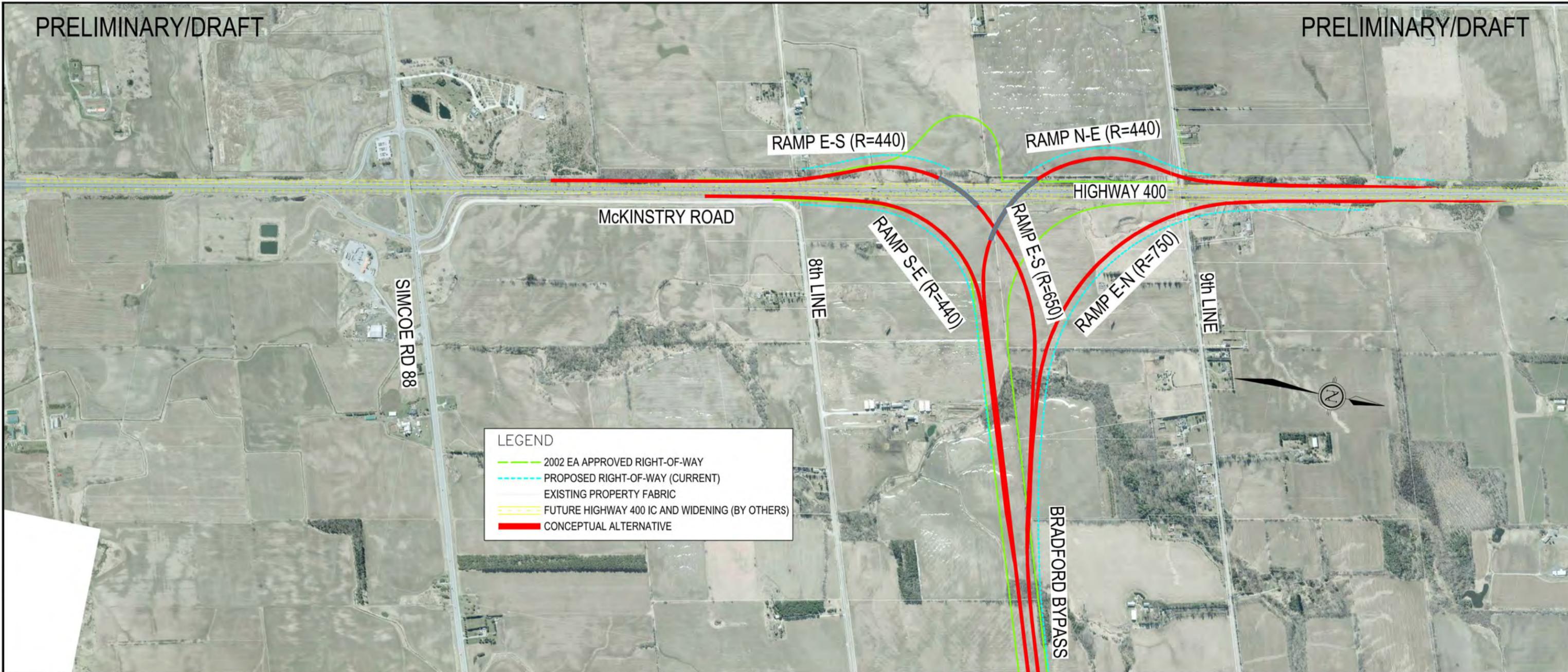


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PRELIMINARY/DRAFT

PRELIMINARY/DRAFT



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- CONCEPTUAL ALTERNATIVE

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

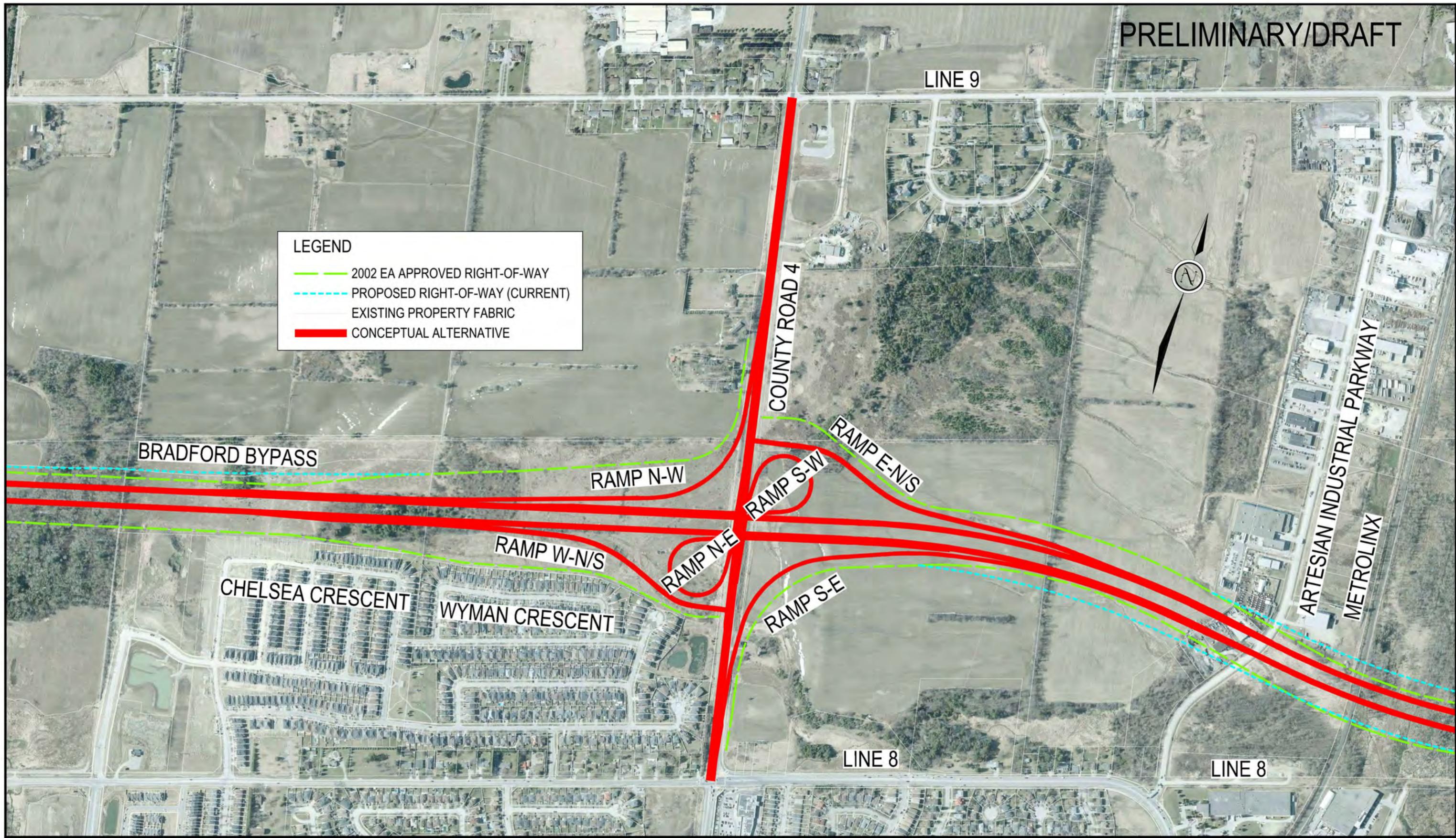
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- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE
- PREVIOUS DESIGN (2002 EA)



**LEGEND**

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- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE

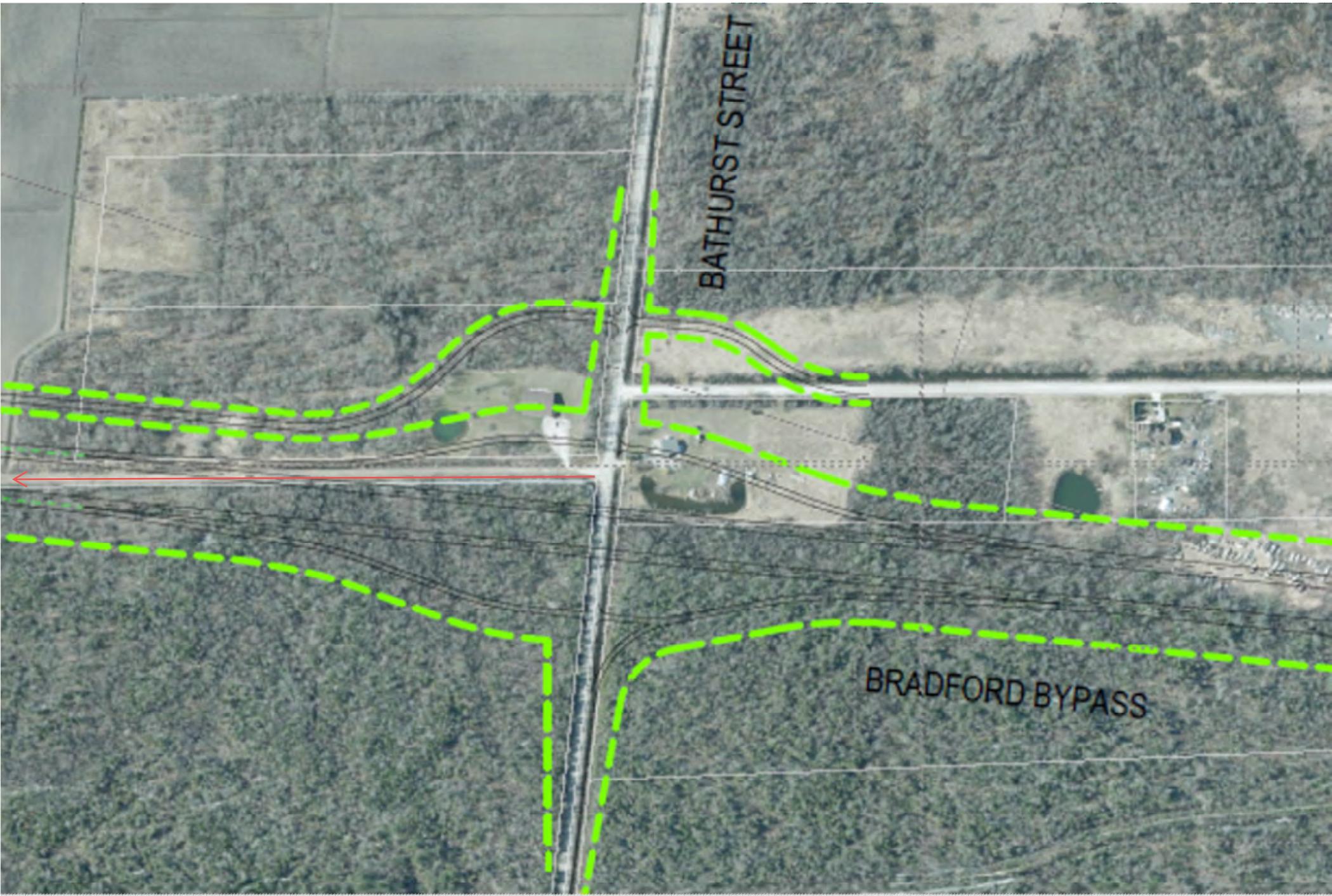


PRELIMINARY/DRAFT



**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- DESIGN REFINEMENT
- PREVIOUS DESIGN (2002 EA)



BATHURST STREET

BRADFORD BYPASS



PRELIMINARY/DRAFT



EAST HOLLAND RIVER

REALIGNED ENTRANCE

RAMP NS-W

RAMP E-NS

BRADFORD BYPASS

RAMP W-NS

RAMP NS-E

BATHURST STREET

**LEGEND**

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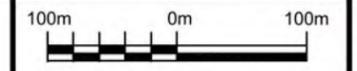
**AECOM**

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

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND  
BATHURST INTERCHANGE

ALTERNATIVE 1  
- BATHURST STREET - DIAMOND  
INTERCHANGE -



DATE: MARCH, 2021

DWG  
**1**

PRELIMINARY/DRAFT



EAST HOLLAND RIVER

RAMP NS-W

RAMP E-NS

BRADFORD BYPASS

RAMP W-NS

RAMP NS-E

BATHURST STREET

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- - - PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE

**AECOM**

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

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

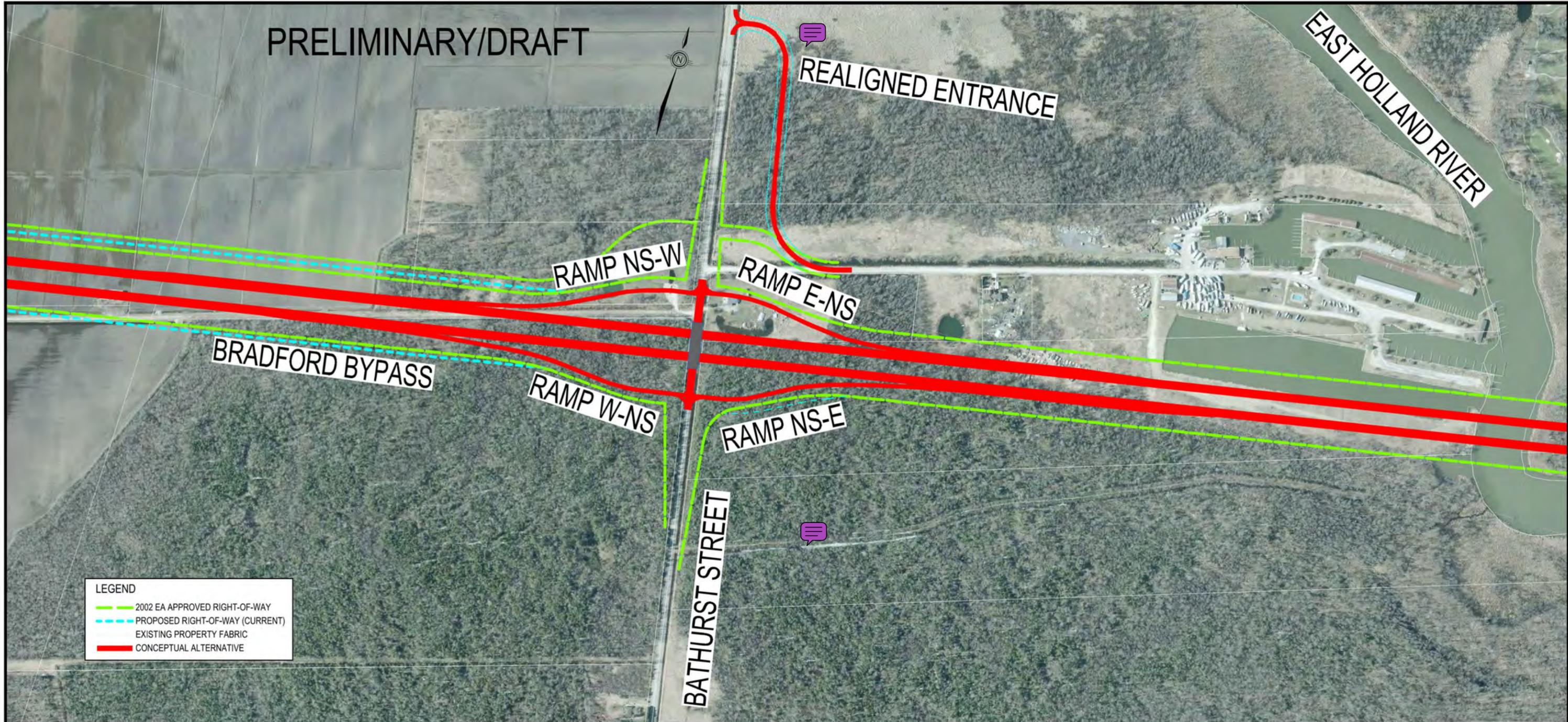
BRADFORD BYPASS AND  
BATHURST INTERCHANGE

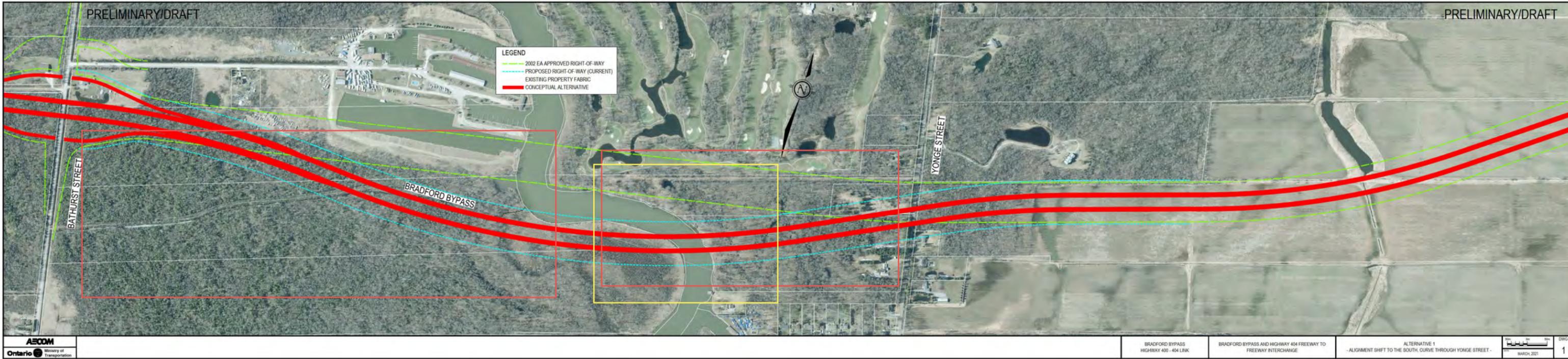
ALTERNATIVE 2  
- BATHURST STREET - DIAMOND  
INTERCHANGE WITH TWO ROUNDABOUTS -



DATE: MARCH, 2021

DWG  
**2**





PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE



BATHURST STREET

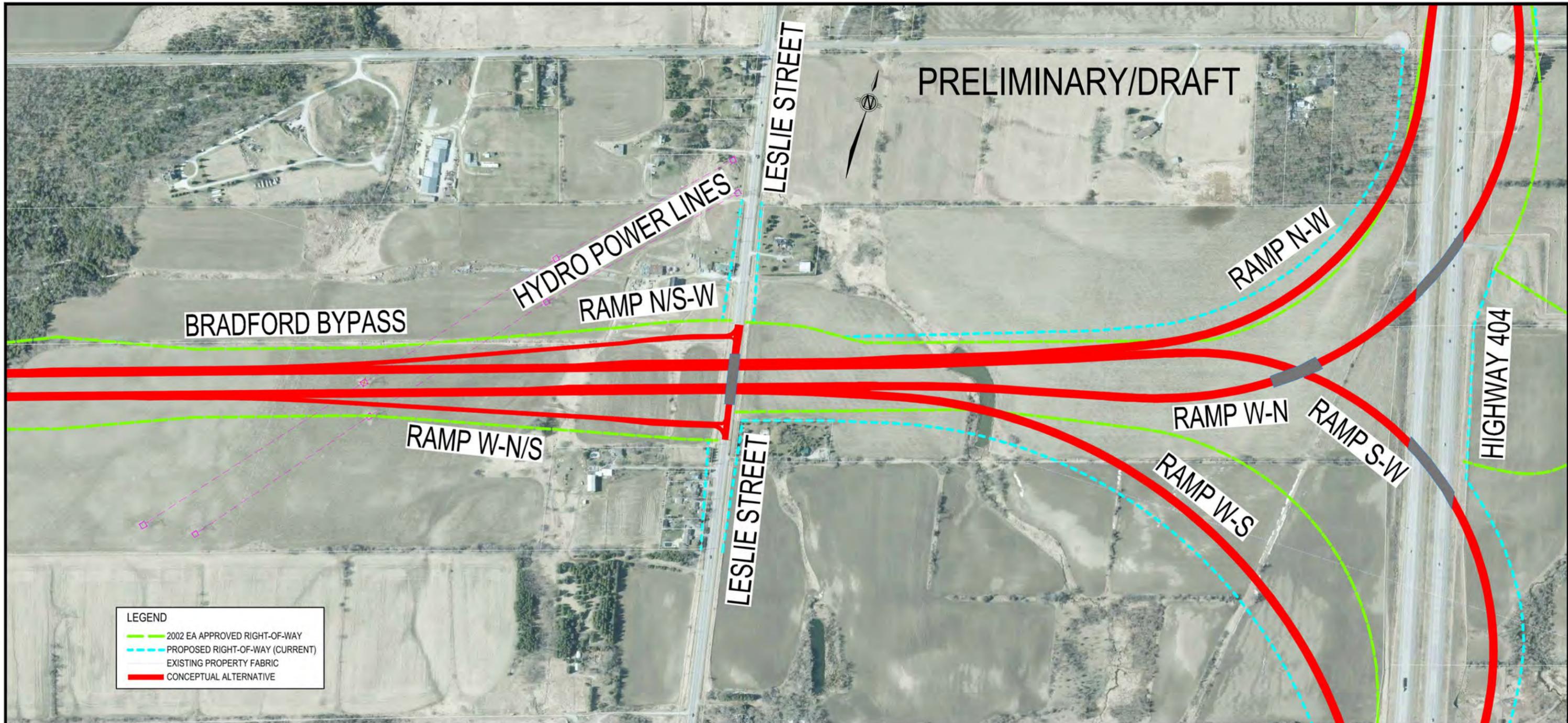
BRADFORD BYPASS

YONGE STREET



BRADFORD BYPASS

LESLIE STREET



PRELIMINARY/DRAFT

BRADFORD BYPASS

HYDRO POWER LINES

RAMP N/S-W

LESLIE STREET

RAMP N-W

RAMP W-N/S

LESLIE STREET

RAMP W-N

RAMP S-W

RAMP W-S

HIGHWAY 404

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE

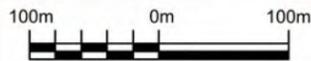
**AECOM**

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

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

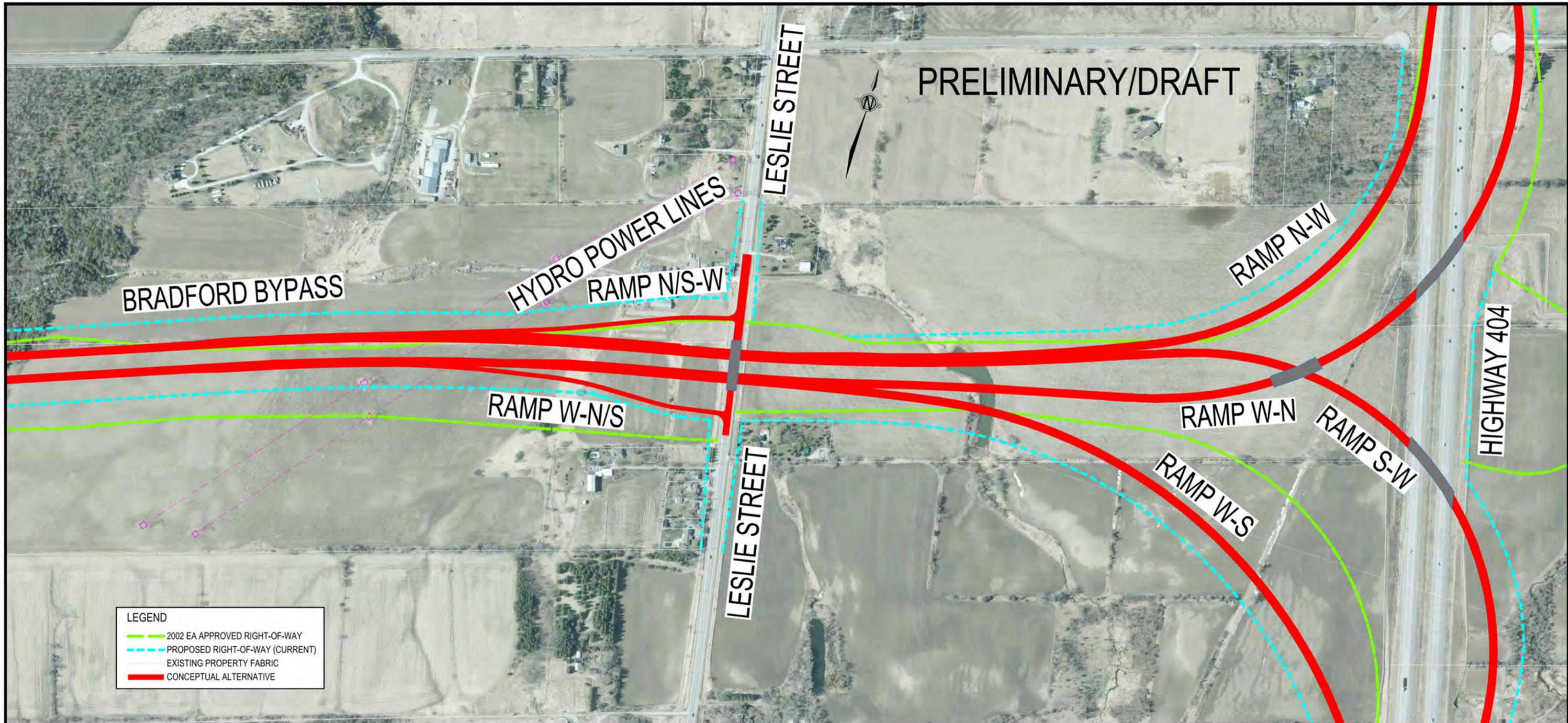
BRADFORD BYPASS AND  
LESLIE INTERCHANGE

ALTERNATIVE-1  
- LESLIE STREET PARTIAL  
DIAMOND INTERCHANGE -



DATE: MARCH, 2021

DWG  
**1**



PRELIMINARY/DRAFT

BRADFORD BYPASS

HYDRO POWER LINES

LESLIE STREET

RAMP N-W

RAMP W-N/S

RAMP W-N

LESLIE STREET

RAMP S-W

HIGHWAY 404

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- - - PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE

**AECOM**

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

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

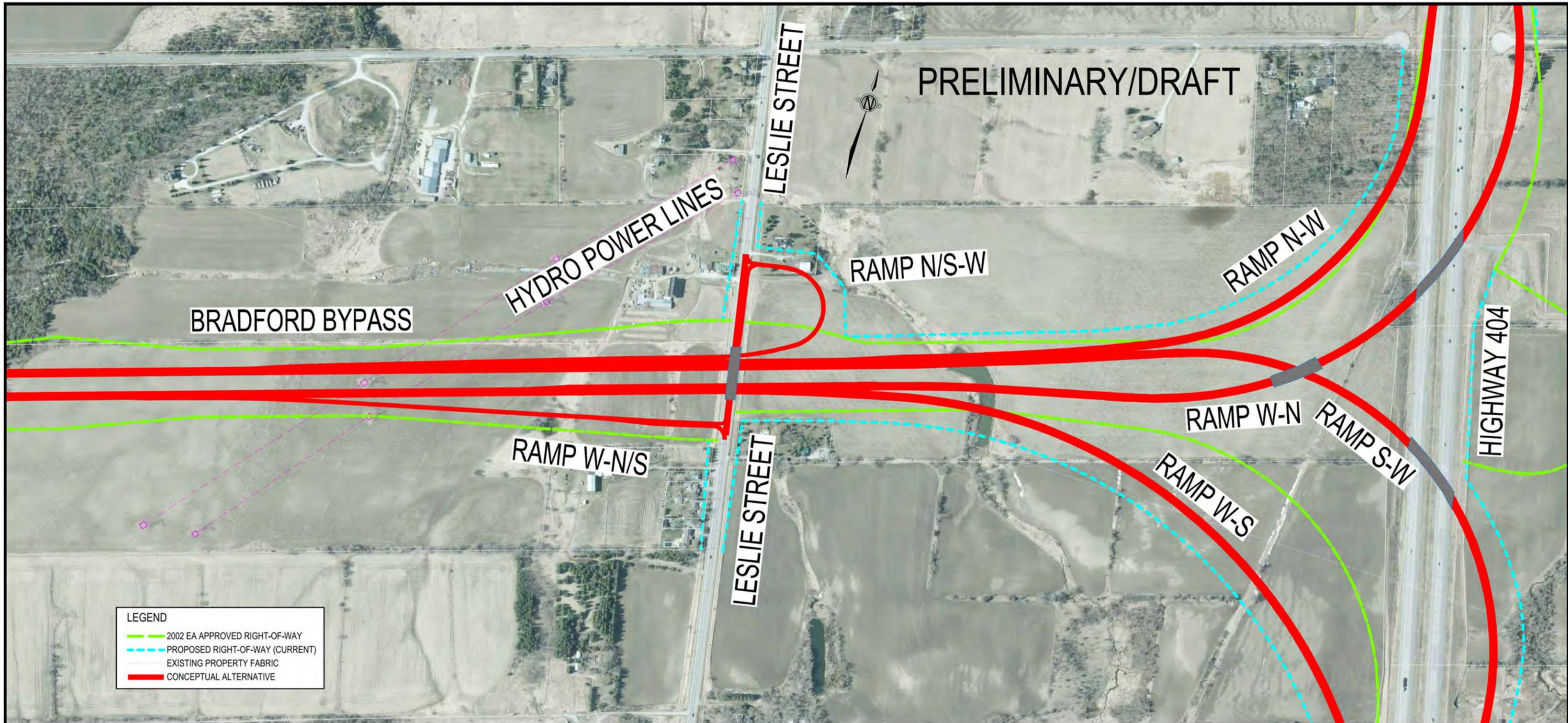
BRADFORD BYPASS AND  
LESLIE INTERCHANGE

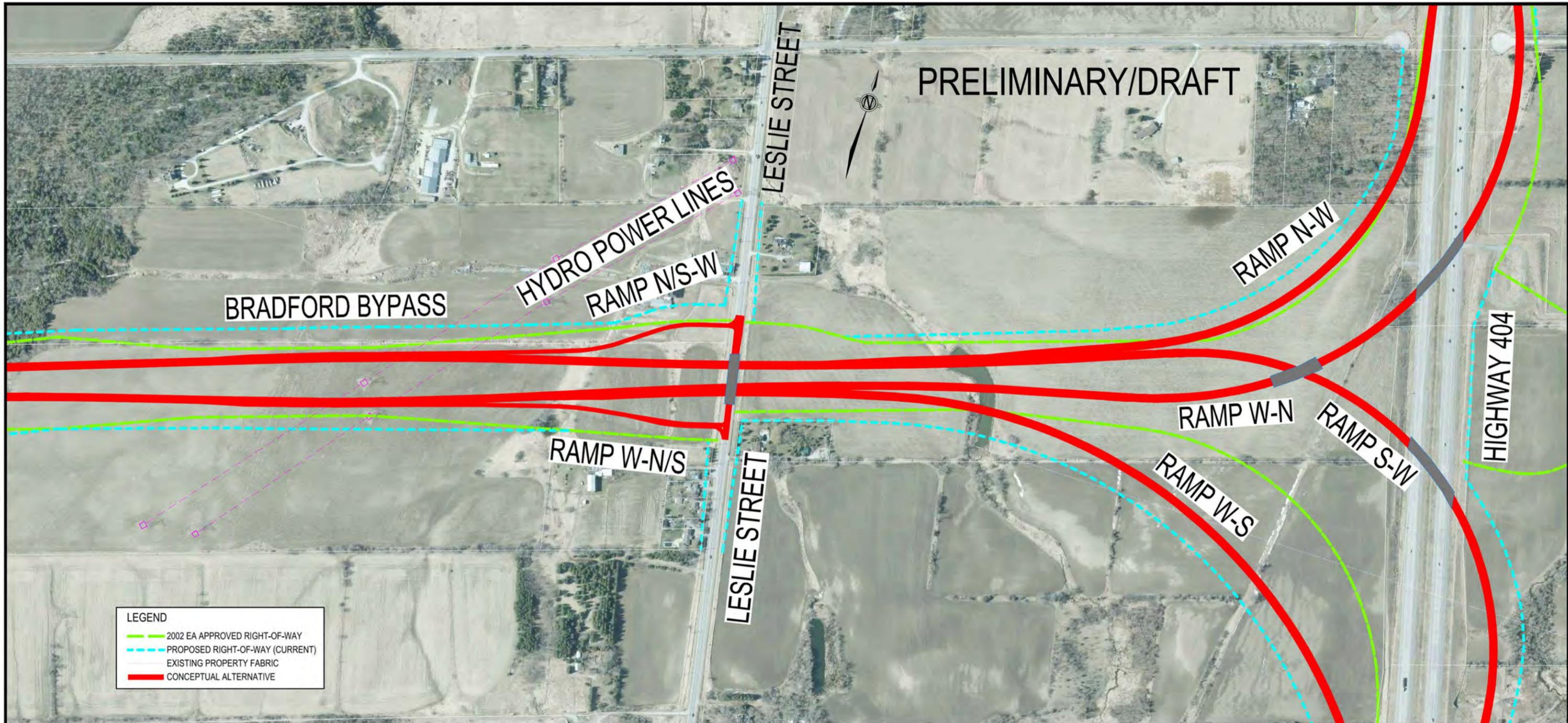
ALTERNATIVE-2  
- LESLIE STREET PARTIAL  
DIAMOND INTERCHANGE -

100m 0m 100m

DATE: MARCH, 2021

DWG  
**2**





PRELIMINARY/DRAFT

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- - - PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE

**AECOM**

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

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND  
LESLIE INTERCHANGE

ALTERNATIVE-3  
- LESLIE STREET PARTIAL  
DIAMOND INTERCHANGE -

100m 0m 100m

DATE: MARCH, 2021

DWG  
**3**

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE

QUEENSVILLE SIDEROAD

RAMP N-E/W

RAMP W-S

RAMP S-W

RAMP N-W

RAMP W-N

BRADFORD BYPASS

HIGHWAY 404

HOLBORN ROAD

HOLBORN ROAD



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE



QUEENSVILLE SIDEROAD

RAMP N-E/W

RAMP W-S

BRADFORD BYPASS

RAMP S-W

RAMP N-W

RAMP W-N

HIGHWAY 404

HOLBORN ROAD

HOLBORN ROAD

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE



QUEENSVILLE SIDEROAD

RAMP N/E/W

RAMP W/S

RAMP S/W

RAMP N/W

RAMP W/N

BRADFORD BYPASS

HIGHWAY 404

HOLBORN ROAD

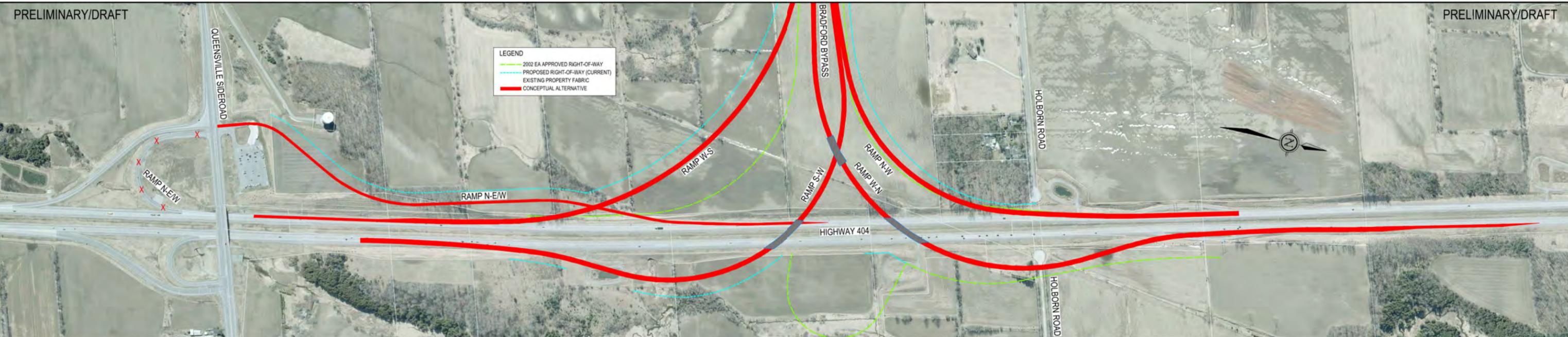
HOLBORN ROAD

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- CONCEPTUAL ALTERNATIVE



**AECOM**  
Ontario Ministry of Transportation

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND HIGHWAY 404 FREEWAY TO  
FREEWAY INTERCHANGE

ALTERNATIVE 4  
- CLOSE QUEENSVILLE SIDEROAD RAMP N-EW AND PROVIDE A  
N-EW BASKET WEAVE RAMP FROM HIGHWAY 404 -

Scale bar: 0, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000  
MARCH, 2021