

## Meeting Minutes

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

Date January 20, 2022

Time 9:00AM-11:00AM 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  
Salia Kalali, Area Manager  
Amit Sharma, Senior Project Engineer  
Jordan Lee, Environmental Planner  
Jeffrey D. Seibert, Regional Archaeologist  
Leslie Currie, Indigenous Liaison  
Rebecca Lariviere, Project Delivery E.I.T.

AECOM

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

**Committee Attendees:**

York Region

Steve Mota, Program Manager,  
Transportation Engineering  
Sami Butorsky, Water and Wastewater  
Engineer  
Joshua Wang, Transportation Engineer

County of Simcoe

Claire Walker, Project Engineer  
Dan Amadio, Manager of Planning  
David Parks, Director of Planning,  
Development & Tourism  
Christian Meile, Director of Transportation &  
Engineering  
Julie Scruton, Transportation Construction  
Manager  
Greg McGrath, Construction Superintendent  
Ishan Maggo, Planner II

King Fire and Emergency Services

Jim Wall, Fire Chief

South Simcoe Police

Dave Phillips, Sergeant

Bradford West Gwillimbury Fire & Emergency Services  
Olaf Lamerz, Fire Chief

Township of King

David Van Veen, Senior Project Manager – Engineering,  
Public Works and Buildings  
Jamie Smyth, Manager of Economic Development  
Samantha Fraser, Director of Public Works  
Stephen Naylor, Director of Planning and Development

Town of Bradford West Gwillimbury

Alan Wiebe, Manager of Community Planning  
Terry Foran, Director of Community Services  
Geoff McKnight, CAO  
Rebecca Murphy, Municipal Clerk  
Frank Jonkman, Storm Water Management / Drainage  
Superintendent  
Joe Coleman, Manager of Transportation  
Katy Modaresi, Manager of Capital Projects  
Peter Loukes, Director of Development Engineering &  
Services  
Michael Disano, Manager of Economic Development  
Marcio Marques, Project Manager, Capital Projects  
Development & Engineering Services

Town of East Gwillimbury

Denny Boskovski, Asset Management and Capital Project  
Manager  
Aaron Karmazyn, General Manager Community Parks,  
Recreation & Culture  
Mike Molinari, General Manager, CIES  
Paul Neuman, Director of Engineering & Development  
Engineering  
Frank Mazzotta, Manager of Parks Development and  
Operations  
Marco Ramunno, General Manager, Development Services  
Mark Valcic, Deputy CAO/GM, Strategic Initiatives  
Lawrence Kuk, Manager of Planning

This transmission is confidential and intended solely for the person or organization to whom it is addressed. It may contain privileged and confidential information. If you are not the intended recipient, you should not copy, distribute or take any action in reliance on it.

Errors or omissions to these minutes shall be identified and provided to [projectteam@bradfordbypass.ca](mailto:projectteam@bradfordbypass.ca) within seven (7) days of the distribution and publication of these materials. Comments provided within this seven (7) day period will be considered and incorporated.

## Invited Attendees/Regrets

### Township of King

Daniel Kostopoulos, CAO  
Jennifer Caietta, Manager of Building Services  
Kathryn Moyle, Township Clerk  
Carolyn Ali, Manager of Development Services  
Chris Fasciano, Director of Parks, Recreation and Culture  
Gaspere Ritacca, Manager of Planning and Development  
Kristen Harrison, Policy Planner

### Town of Bradford West Gwillimbury

Bethany Koboniwa, Leisure Events & Marketing Coordinator

### Town of East Gwillimbury

Adam Robb, Senior Planner, Development Services  
Kristy Baidy, Water/Wastewater Municipal Advisor  
Thomas Webster, CAO

### York Region

Lauren Crawford, Manager of Transportation and Long Term Planning

### County of Simcoe

George Cornell, Warden  
Mark Aitken, CAO  
Rob Elliott, General Manager of Engineering, Planning and Environment

### Ontario Provincial Police

Jennifer Davey

### Central York Fire Services

Ian Laing, Chief

### York Regional Police

Laura Nicolle, Constable  
Josie Rose, District Community Liaison Committee – Chair, Police Community Advisory Council

### East Gwillimbury Fire Services

Rob McKenzie, Fire Chief

## 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 municipal 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. reviewed the past and future study schedule and noted that the Draft Early Works Report is currently out for public review urging attendees to review the document on the Project website if interested. She 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 Sideroad and 2nd Concession. 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, 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 opened up the Project plan documents to begin a group discussion with participants. She noted that information would be included in the public record for the Project.

#### **Q: Christian M. wanted to know how the Project Team will address any issues received during the Draft Early Works Review?**

- Larry S. noted that there is an Issues Resolutions Process required in Ontario Regulation 697/21. In mid-February, after the comment period closes the Project Team will review comments, resolve (as applicable), make changes to the report and issue as Final. As a part of this process the Project Team will demonstrate how comments have been considered, and provide notice to the commenter on how they will be resolved.
- Larry S. also noted that there is a separate process which may occur beyond the review period time frame for Indigenous communities as a result of MTO's Duty to Consult.

#### **Q: Geoff M. noted that he was pleased with the addition of the 10<sup>th</sup> Sideroad and 2<sup>nd</sup> Concession considerations; however, he wanted to confirm what the slide meant in regards to the MTO recommending the two interchanges and if this will be during the Preliminary Design Stage?**

- Larry S. noted that the changes from the 2002 EA will be carried forward in the Project-assessment and will include additional field studies at these interchange locations, and an assessment of alternatives during this Preliminary Design.
- Geoff M. followed up, requesting to know if they will be recommended in the fall 2022 PIC #2?
- Larry S. noted that this is likely, taking into account completion of additional traffic analysis, field investigations and alternative evaluations in the Preliminary Design for these interchanges.

**Q: Peter L. requested to know if there is consideration to build the Project in phases? Providing the example of opening up County Road 4 (CR4) to Highway 400 first?**

- Riyaz S. noted that based on the Preliminary Design the Project is providing the connection from Highway 404 to Highway 400 in an end-to-end approach, and that dividing the Project into segments has not yet been considered.
- It was further noted that the Project Team recognizes the current connections in the area are limited and therefore traffic and construction staging while mitigating impacts to the travelling public are critical and will be identified in the design and study.
  - Peter L. followed up, requesting to know more about timing, in regard to coordination of capital programs.
  - Riyaz S. noted that the Preliminary Design is expected to be completed in early 2023 and that dates beyond that have not yet been discussed. Sonia R. added that conversations with municipalities will continue in next phases of design to coordinate and consider other projects.
- Peter L. confirmed that the Town of Bradford West Gwillimbury is working through their Transportation Master Plan, and both Sonia R. and Riyaz S. recommended that it be shared with MTO.

**Q: Joe C. requested to know if the Environmental Assessment process establishes Emergency Detour Routes (EDR).**

- Riyaz S. noted that EDR are defined in the Detail Design phase for the Project; however, it could be noted as a commitment during the Preliminary Design to move forward.

**Q: Olaf L. requested to know if any alternative detour routes for the Bradford Bypass or the CR4 widening would be maintained to a surface quality standard, as emergency services require this for emergency access.**

- Riyaz S. noted that the CR4 contract has been advanced for Early Works to be constructed, and that the main Bradford Bypass component is still in Preliminary Design. Nonetheless when the Bradford Bypass advances to the next stage in the design process, there are various standards and specifications that will be included in the contract to guide the contractor in constructing a quality road surface during staged and final construction.

Larry S. provided an overview and general statement about the four stages of a MTO project:

- 1) Planning stage, which for this project is already completed and documented in the 2002 Approved Route Planning, followed by
- 2) Preliminary Design stage, which is what is being currently done for the Bradford Bypass project and where commitments will be noted in the Environmental Impact Assessment Report (EIAR), followed by
- 3) Detail Design, which includes refining the route and refocusing and will be initiated in 2023, followed by
- 4) Construction.

**Q: Jim W. inquired if there is an opportunity to consider access to fire hydrants on the side of the highway – as it is very resource intensive to locate water during emergency services on the highway when there are no access points. He noted that he is hoping for points of access in the noise wall barriers from the adjacent residential subdivisions to reduce the risk factors and noted that some Toronto highways access points include noise wall connections to hydrants.**

- Riyaz S. noted that there are opportunities to collaborate with municipalities for points of access to provide water, and that the Project Team will continue to look at this as a consideration for the safety of operations.

**Q: David V. asked how Metrolinx (MX) is impacted by the bypass as there is a rail line passing through in the proximity of Artesian Industrial Parkway.**

- Riyaz S. noted that the MX Barrie Line is passing through the highway right-of-way in a North-South direction, with a station south of Line 8. There are also considerations for MX to expand to two rail lines. As such, the Ministry is protecting for two lines to facilitate the highway crossing.
- Rebecca M. noted that MX also has proposed a large rail maintenance facility for electrification on the east side of Artesian Industrial Parkway. Riyaz S. confirmed that the Project Team will look into this with MX.

**Q: Terry F. inquired about the new boundaries for park lands advancing at 10<sup>th</sup> Sideroad as the Town of Bradford West Gwillimbury is expanding Henderson Memorial Park.**

- Larry S. noted that PIC #1 presented all the refinements the Project is evaluating, which the group is also considering during today's meeting. Additional details will be available at PIC #2, scheduled for Fall 2022, which will show the recommended plan. Municipal and public feedback will be solicited and encouraged.

Riyaz S. inquired if the Town of Bradford West Gwillimbury anticipated any updates/improvements to Line 9 in regard to their Transportation Master Plan. Peter L. noted there are no updates on this.

Katy M. noted that the Town of Bradford West Gwillimbury is working on a Water and Wastewater Study that will be available to be shared next year and also wanted to confirm that the Project Team had access to the current infrastructure mapping and if not, to contact herself or Marcio M.

- Project Team will connect with Katy M. and Marcio M. as required.

David V noted that the Township of King updated their Transportation Master Plan in 2020 which can be pulled from their website.

**Group Discussion on Alternatives**

Sonia R. shared screens with images of refinement alternatives to facilitate discussion and requested details on possible issues/information the Project Team should be made aware of.

**Highway 400 Interchange**

Rebecca M. noted that near the South ramp of Highway 400 there is a cemetery north of Line 8, that the Town of Bradford West Gwillimbury is maintaining. MTO may own a portion of it and the ownership should be looked into further.

- The Project Team is aware of this cemetery and considering it within the study. As well, MTO is aware of the property ownership concerns raised by the Town.

Geoff M. noted that during the last meeting with the Project Team (re: October 13, 2020) there were several options presented – and the Town of Bradford West Gwillimbury would like to reiterate their preference that the final design include a southbound ramp that will exit to Simcoe Road 88 to maintain connectivity. Christian M. also noted the importance of maintaining access to Simcoe Road 88.

- Riyaz S. confirmed that this access to Simcoe Road 88 is still included and being considered in Alternative 3 and Alternative 4 for the Highway 400 interchange alternatives.
- Riyaz S. also noted that adjustments will likely be needed for McKinstry Road due to the interchange ramps. Consideration for McKinstry Road is ongoing in the Alternatives Evaluation. He noted that there is a separate project study for Simcoe Rd 88 by MTO that the Project Team is coordinating with to facilitate compatibility between the two project designs.

**County Road 4**

Riyaz S. described slight changes to the alignments both west and east of CR4 to the group.

- Rebecca M. noted that north of Chelsea Crescent and Wyman Crescent adjacent to the alignment, there is a 7m strip that the Town of Bradford West Gwillimbury owns, which includes a noise wall. The Town anticipates that there will be a future noise wall in this vicinity, and they prefer that MTO have ownership of the ROW and property. Rebecca M. provided the property PIN and the Project Team acknowledged that the strip and wall were built on private property and are to be investigated further.

Peter L. noted his preference to include service connection allowance across the right-of-way at Professor Day Drive prior to Detail Design. Peter L. also noted that there are existing service crossings at Artesian Industrial Parkway and CR4. Sonia made a note that the Project Team will have further discussions regarding servicing allowances.

Geoff M. noted that there may be future development between CR4 and Artesian Industrial Parkway, and requested that under the current parcel layout that access is maintained. The Project Team made note of the statement.

### Bathurst Street

Sonia R and Riyaz S. discussed the Bathurst Street Alternatives and access to the Marina noting that Hochreiter Road is a private road and expected to close. Riyaz S. noted that there is a road allowance to the north (beyond the images displayed), which could potentially maintain access to the farms. Further direction and discussions with the Township of King on the potential use of this road allowance to maintain access to the properties is required.

**Q: Denny B. noted that East Gwillimbury is updating their Transportation Master Plan, and inquired if the Project has modeling to show the dominant movements from Bathurst Interchange going to Highway 11. The municipalities and York Region are looking to understand the movement patterns as they may present challenges for their jurisdictions.**

- Riyaz S. confirmed that the Project does have projected traffic movements and can provide more information on predominate movements to East Gwillimbury.
- Denny B. sought clarification if Bathurst was still being considered with the two other interchanges at 10th Sideroad and 2nd Concession Road added to the evaluation. Riyaz S. confirmed that Bathurst is still being considered.

Frank M. inquired about the closure of Hochreiter Road and access for emergency services.

- Riyaz noted that there is potential for access at the back of the properties (referencing the road allowance to the north). Where access cannot be maintained, through discussions with the owners and municipalities, MTO will consider property purchasing options.

David V. noted that there is no emergency access if Highway 11 is blocked, as Toll Road is insufficient in closures and blockages.

- Riyaz S. inquired if there are other studies or recommendations that the municipalities have regarding future improvements to Bathurst, Toll Road, and the intersection in the vicinity of Bridge Street.
- Denny B. noted that East Gwillimbury does not have any future plans or recommendations right now and that it is outside their urban boundary.
- David V. noted that the Township of King is working with MX at Toll Road and the Marina to mitigate issues.

### Holland River East Branch

There was a request to clarify the difference between Alternatives 1 and 2 for the Holland River East Branch.

Sonia R. and Riyaz S. noted that the difference between Alternative 1 and Alternative 2 is a back-to-back curve (Alternative 1) and a tangential alignment (Alternative 2). Both alternatives follow geometric standards and are acceptable alternatives to carry forward. Sonia R. also noted that both options take navigation into consideration as the Holland River East Branch is considered a navigable waterway and that MTO will need to get approvals under the *Navigable Waters Act* (Transport Canada) as well as other approvals and/or authorizations including under the *Fisheries Act* (DFO) for Fish and Fish Habitat, depending on the design.

Aaron K. inquired if there could be a separate discussion with municipalities to come together and discuss their Active Transportation and Trails Master Plans (ATTMPs) in an effort to have them connect and intersect with the Bradford Bypass.

- Sonia R. noted that the Project Team had met with the Towns of East Gwillimbury and Bradford West Gwillimbury about trails. No meeting has yet occurred with the Township of King. The Project Team will arrange a larger, consolidated group meeting.

Geoff M. noted that when Bradford West Gwillimbury met with the Project Team about trails (re: October 13, 2020), they did discuss a pedestrian crossing at the Holland River, however, at that time they did not consider the trail system on the other side of the river. Geoff M. agreed that a combined trails meeting would be beneficial.

Denny B. noted that anywhere the highway crosses existing residential areas, the Project will need to look at noise impacts.

- Sonia R. confirmed noise impacts will be studied.

**Q: Frank M. noted that the Town of East Gwillimbury is required to follow the York Region Tree Canopy targets and notices that one alternative appears to have a greater impact than the other in this regard. Frank M. requested information on how this would be mitigated.**

- Sonia R. noted that the Project will look at footprint changes and vegetation removals in the ROW as a component of their terrestrial studies. Sonia R. noted that as the assessment progresses, there are mitigation measures that will be carried through Detail Design and construction stages, including vegetation replacement, compensation and restoration opportunities. These assessments and mitigations are based on both legislation and the Ministry of the Environment, Conservation and Parks and Ministry of Northern Development, Mines, Natural Resources and Forestry consultation requirements. The Project Team will continue the assessment of terrestrial ecosystem impacts and mitigation through the study and into Detail Design.

**Leslie Street and Hydro Towers**

Sonia R. and Riyaz S. introduced the alternatives and noted that the existing base case alignment would have major impacts on the transmission towers (requiring relocation of the towers). Riyaz S. also noted that conversations with Hydro One are ongoing for the Project.

Denny B. noted that there is less desire to have a partial interchange at this location but is pleased with the addition of 2<sup>nd</sup> Concession Road for consideration.

- Sonia R. noted that there are heritage properties that could be potentially impacted at Leslie Street.
- Larry S. noted that the Project is currently considering all the options to carry forward for analysis and that more information will be presented at PIC #2.

**Highway 404 Interchange**

Sonia R. and Riyaz S. presented the Highway 404 freeway-to-freeway interchange options noting they each have similar footprints. The interaction with Queensville Sideroad is a key priority to be factored into the Preferred Alternative as it relates to maintaining as many connections (access) as possible.

Frank M. noted that the Town of East Gwillimbury has a newly approved Public Works Project for a gateway feature on Highway 404 within MTO's ROW (likely to occur at the Green Lane/Highway 404 exit - north bound). Frank M. inquired as to potential opportunities for gateway/signage features on the Bradford Bypass, potentially near Bathurst Street.

- Larry S. noted that the Project Team will review this during the Preliminary Design, which may include an option to accommodate this in the ROW
- Harinder S. requested that an example of this Highway 404/Green Lane gateway feature be shared with the Project Team.
  - Frank M. confirmed that the Town of East Gwillimbury's intent is to utilize a landscape architect consultant in 2022, and therefore no design has been created yet, but he is open to sharing this information when available.

**Next steps and closing remarks**

Sonia R. noted that the Project Team met with the Environment, Cultural and Agriculture Committee in December 2020 and has an upcoming meeting with Provincial and Federal agencies and Conservation Authorities on January 25, 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. concluded 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)

Municipal Group Committee Meeting

January 20, 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 the "🙋"; 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.

# Municipal Group Committee Meeting

- The purpose of the Municipal Group Committee is to understand and address municipal level concerns and gather input on how to best implement the proposed Bradford Bypass in a context sensitive manner
- Comprised of representatives from the local municipalities 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 municipal 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(s)
- Bring forth information representative of your municipality/area of interest; Share the outcome of these meetings with your respective group(s)
- 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

## Municipalities

- Township of King
- Town of Bradford West Gwillimbury
- Town of East Gwillimbury
- County of Simcoe
- York Region

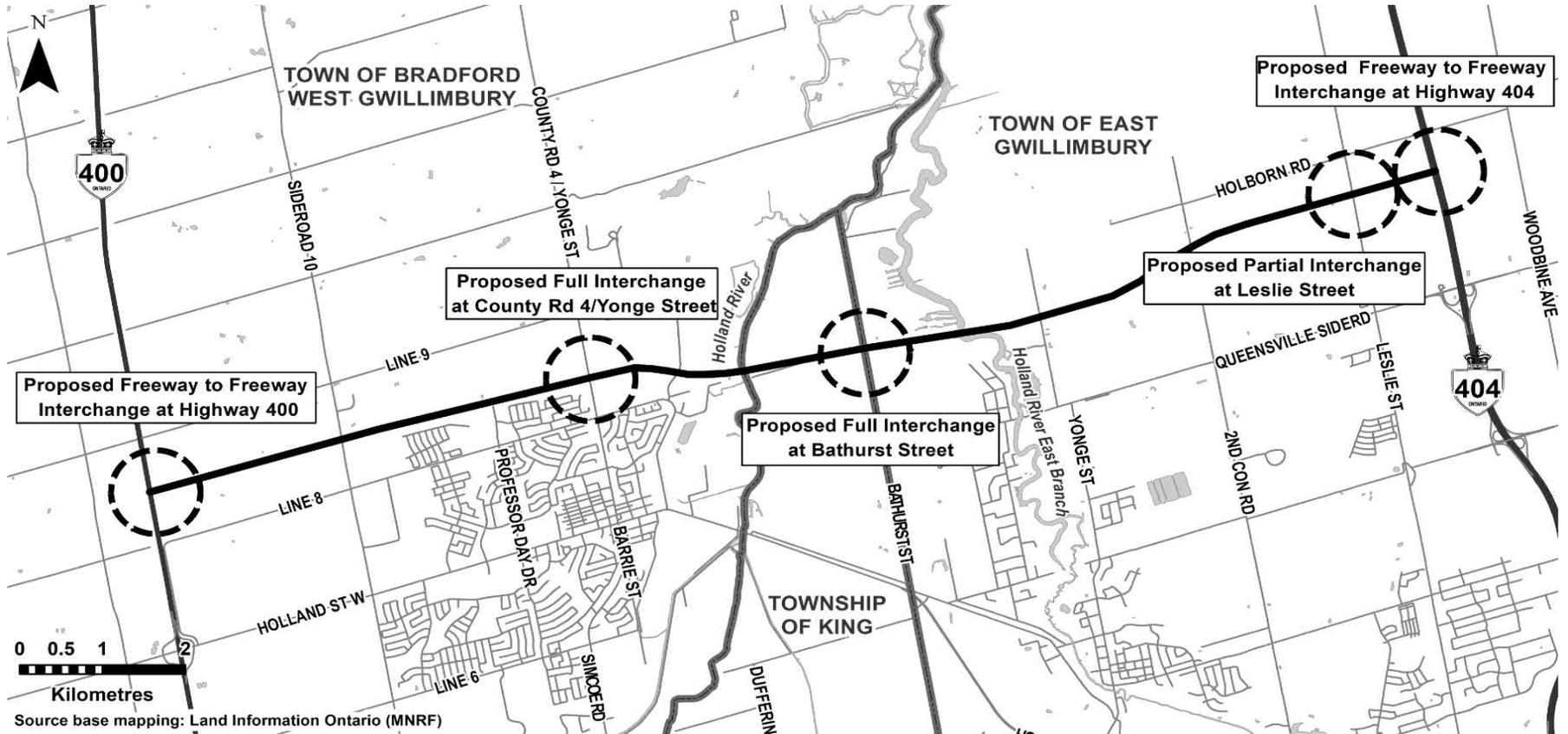
## Invited Attendees

- Ontario Provincial Police
- Central York Fire Services
- King Fire and Emergency Services
- York Regional Police Headquarters
- York Regional Police #1 District- Newmarket
- Bradford West Gwillimbury Fire & Emergency Services
- East Gwillimbury Fire Services
- South Simcoe Police Services

# 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



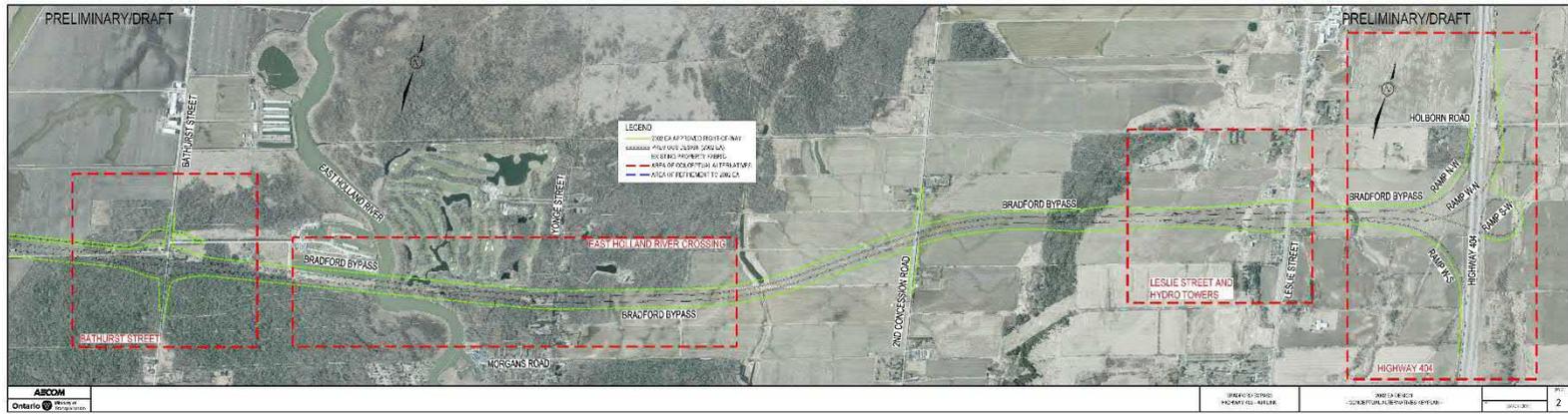
# Ontario Regulation 697/21

- 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 for adding an interchange at 10th Side Road and 2nd Concession Road.
- As part of the Preliminary Design, the Project Team continues to assess and evaluate alternatives presented at PIC # 1, which include interchanges at 10th Sideroad and 2nd Concession Road.
- 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 recommending interchanges at 2nd Concession and 10th Side Road.

# 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

- Municipal 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:
  - Federal/Provincial Advisory Group Meeting #1 (January 25, 2022)
  - 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

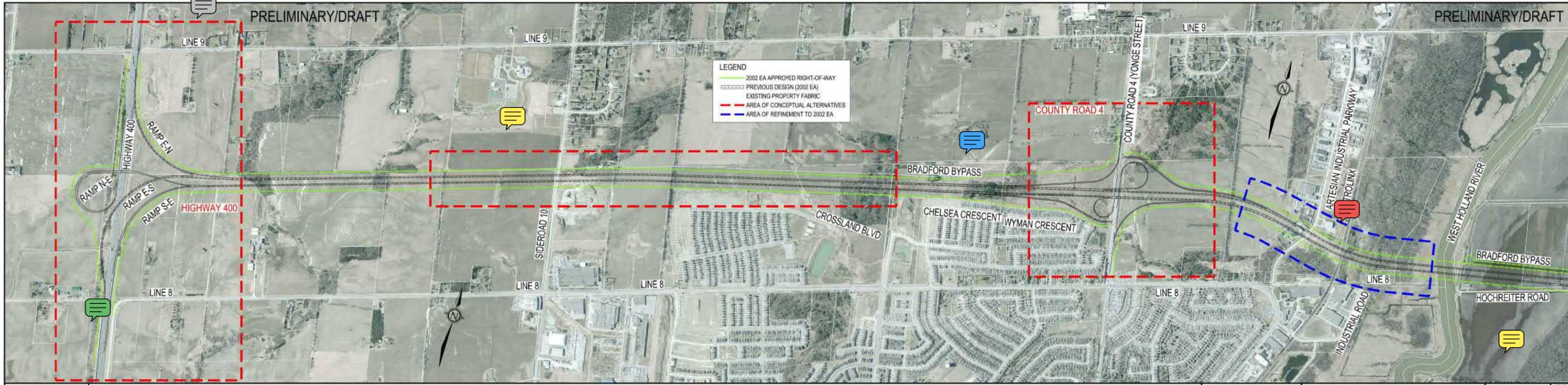


PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

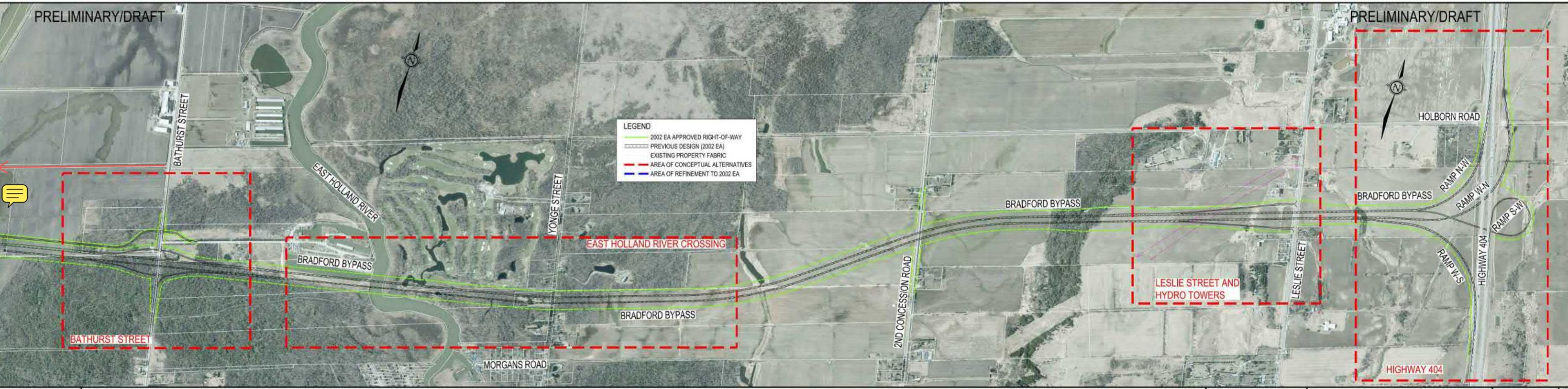
**LEGEND**

- 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



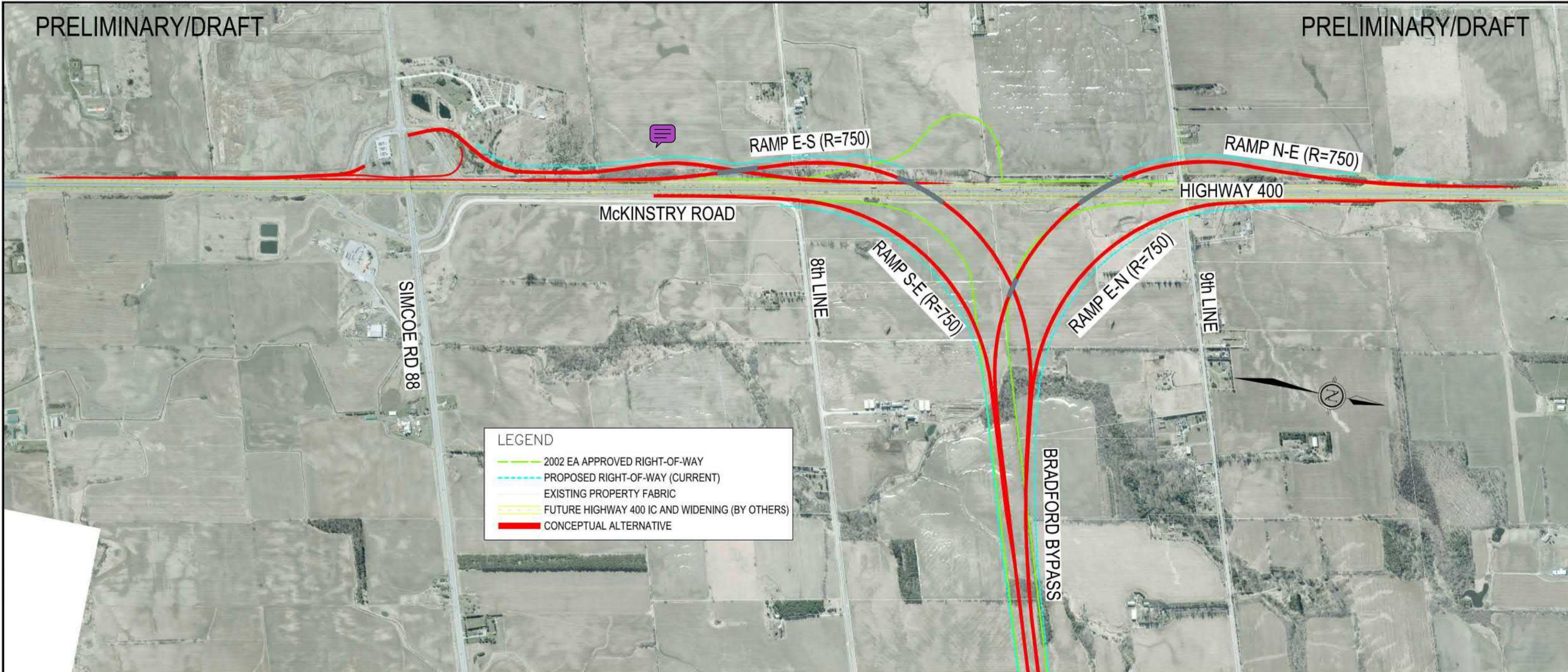
**LEGEND**

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



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

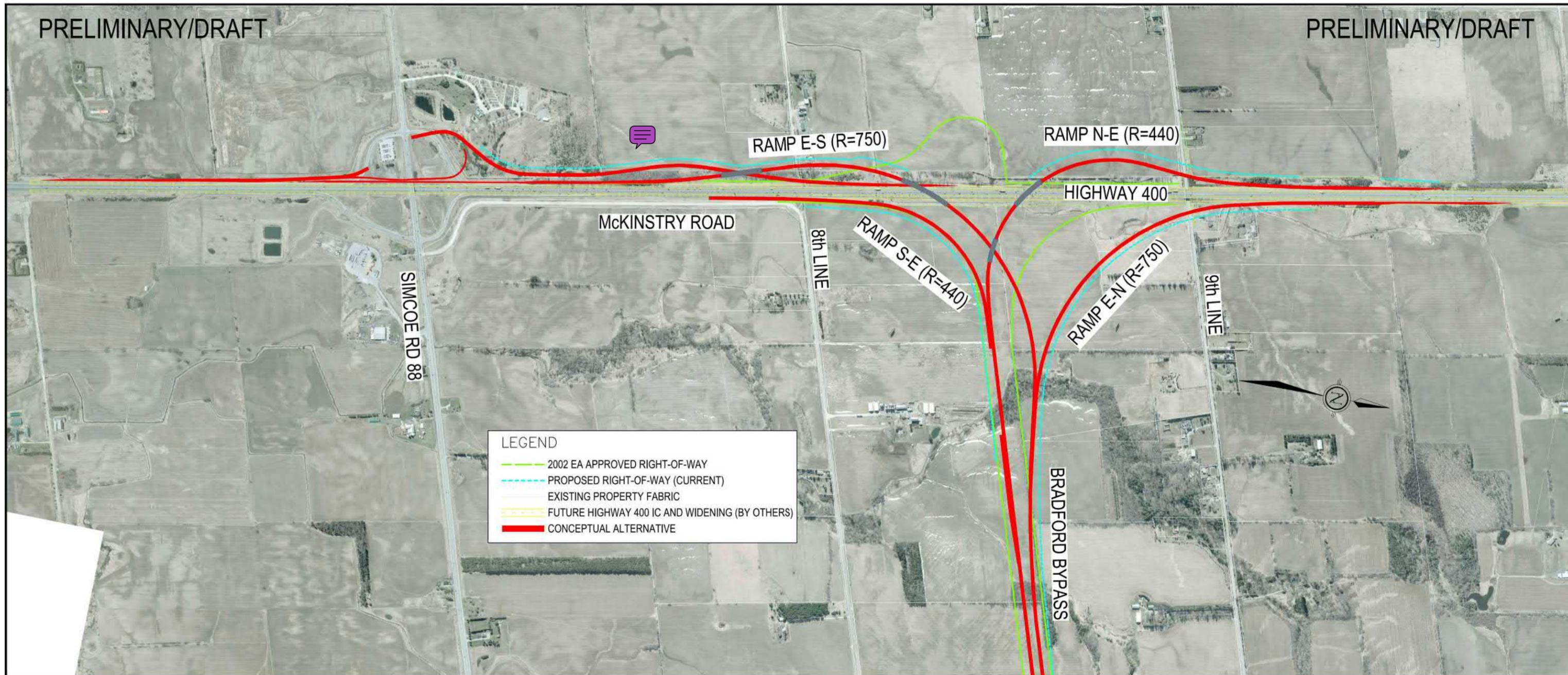


**LEGEND**

- 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

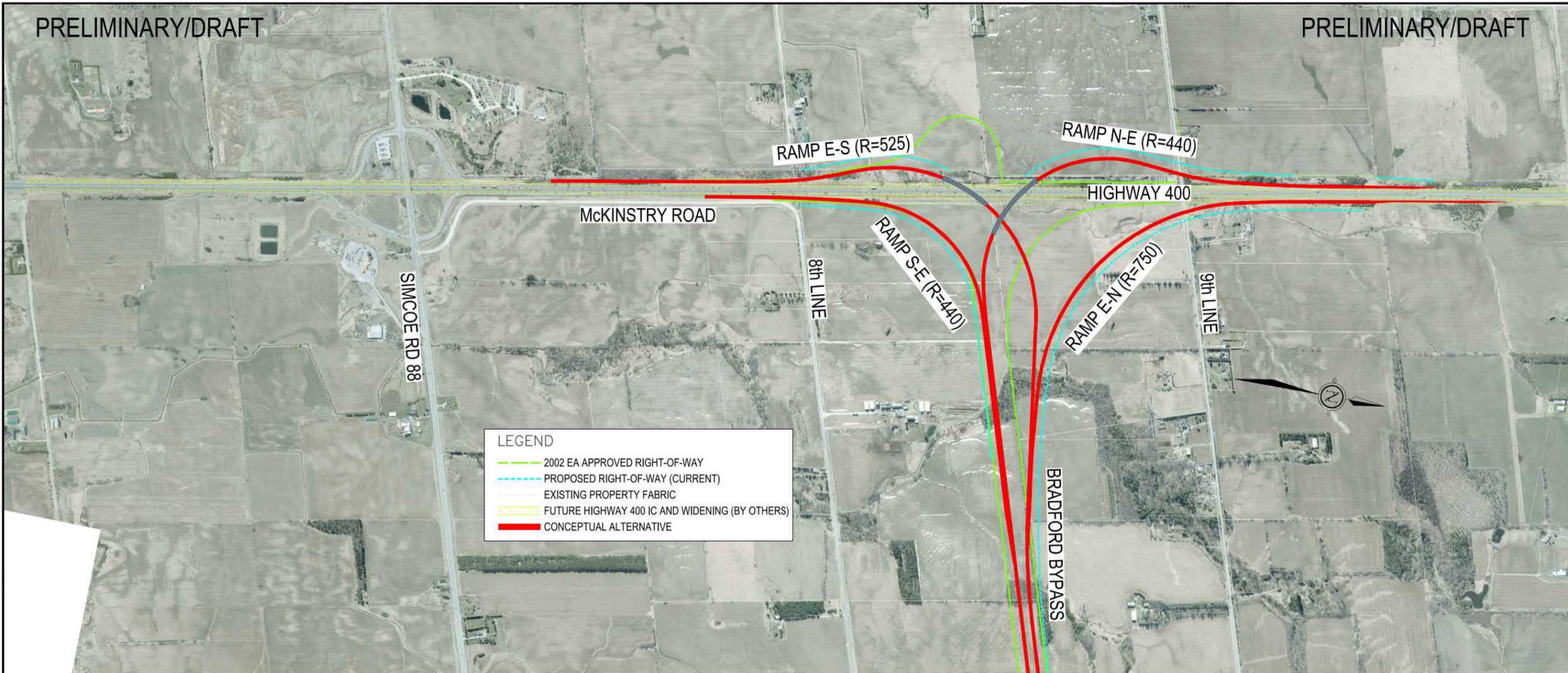


**LEGEND**

- 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

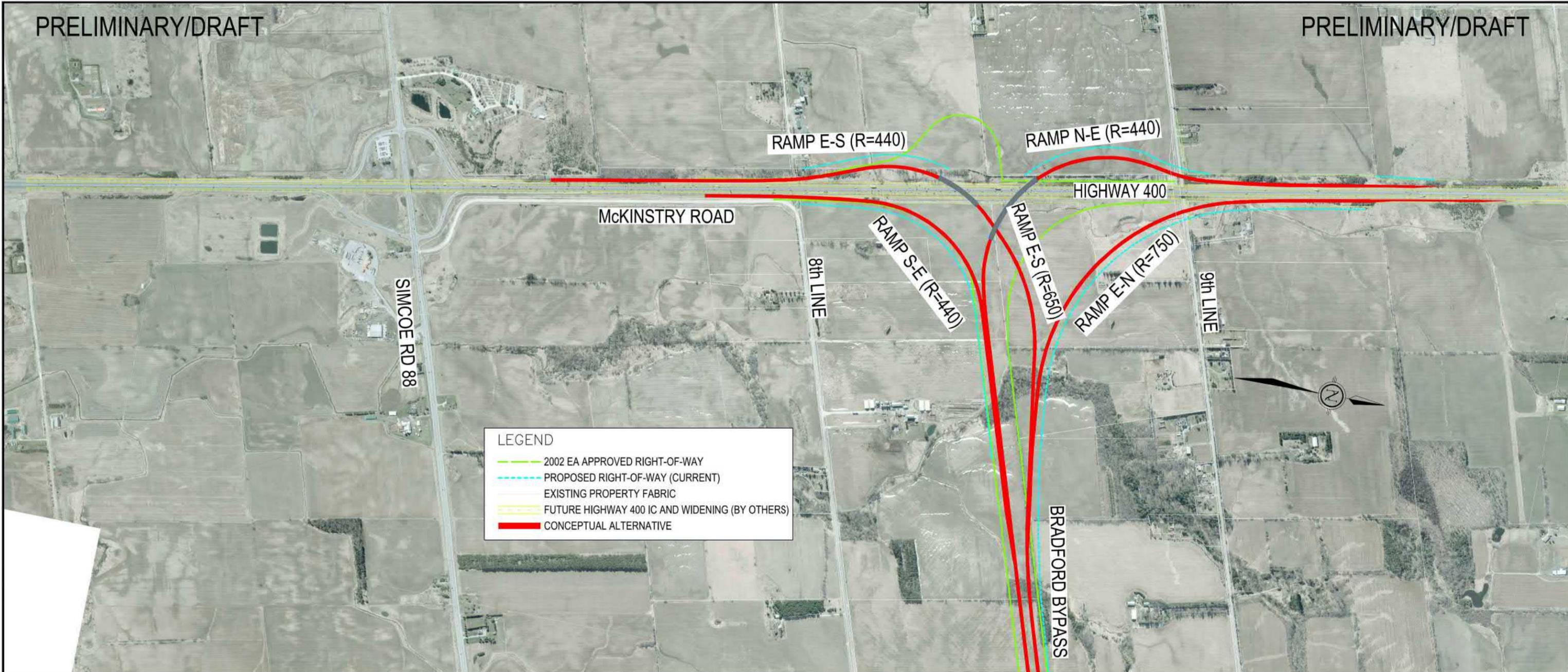


**LEGEND**

- 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



**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

**LEGEND**

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



RAMP NLW

RAMP SLW

RAMP E-NS

RAMP NE

RAMP SE

RAMP W-NS

RAMP S-E

COUNTY ROAD 4

BRADFORD BYPASS

CROSSLAND BLVD

CHELSEA CRESCENT

WYMAN CRESCENT



BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS WEST OF COUNTY ROAD 4

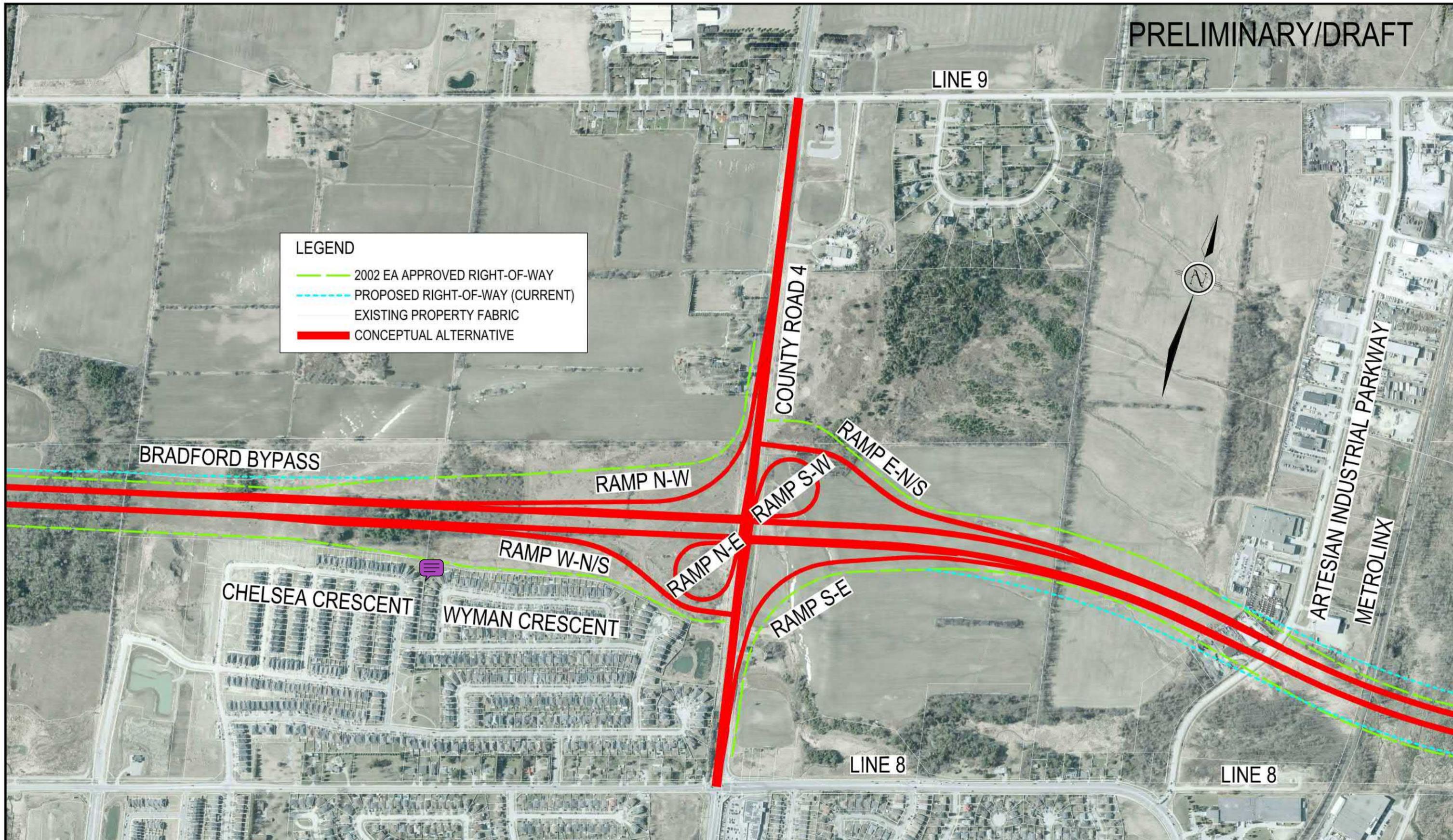
ALTERNATIVE 1  
- SHIFT ALIGNMENT 10m NORTH -

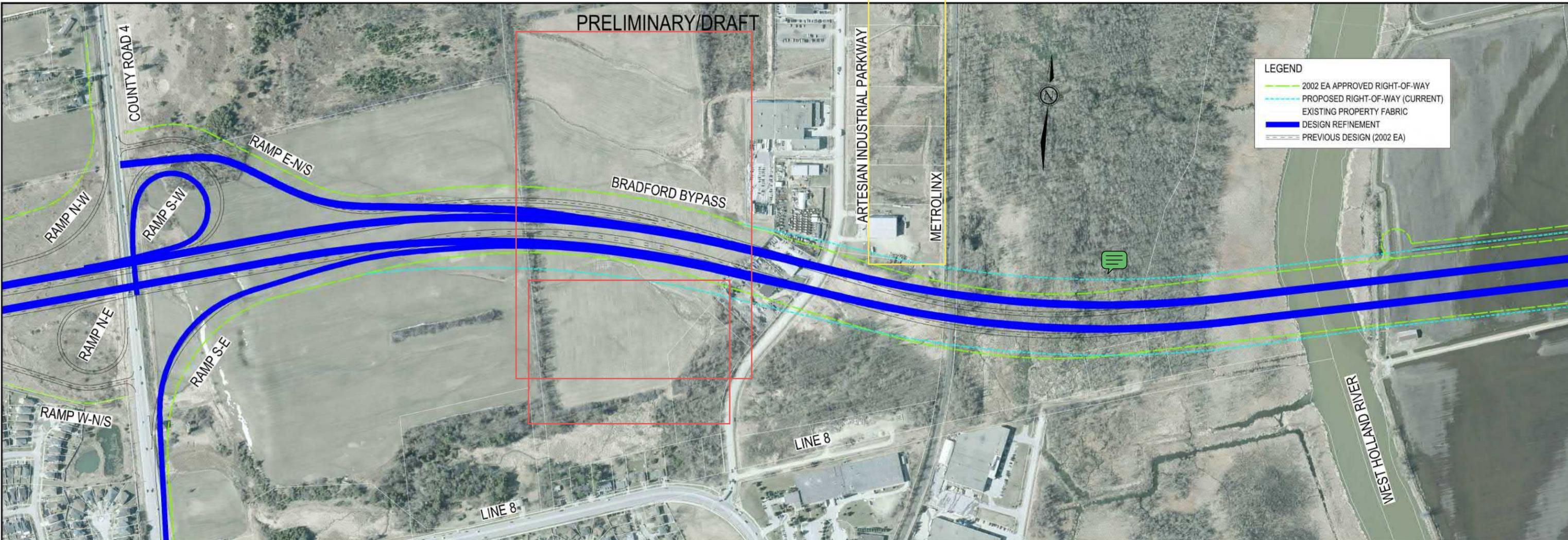
1:10000  
MARCH 2021  
DWG 1



**LEGEND**

- 2002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- 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**

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

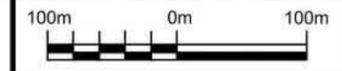
**AECOM**

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

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND  
BATHURST INTERCHANGE

ALTERNATIVE 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 -

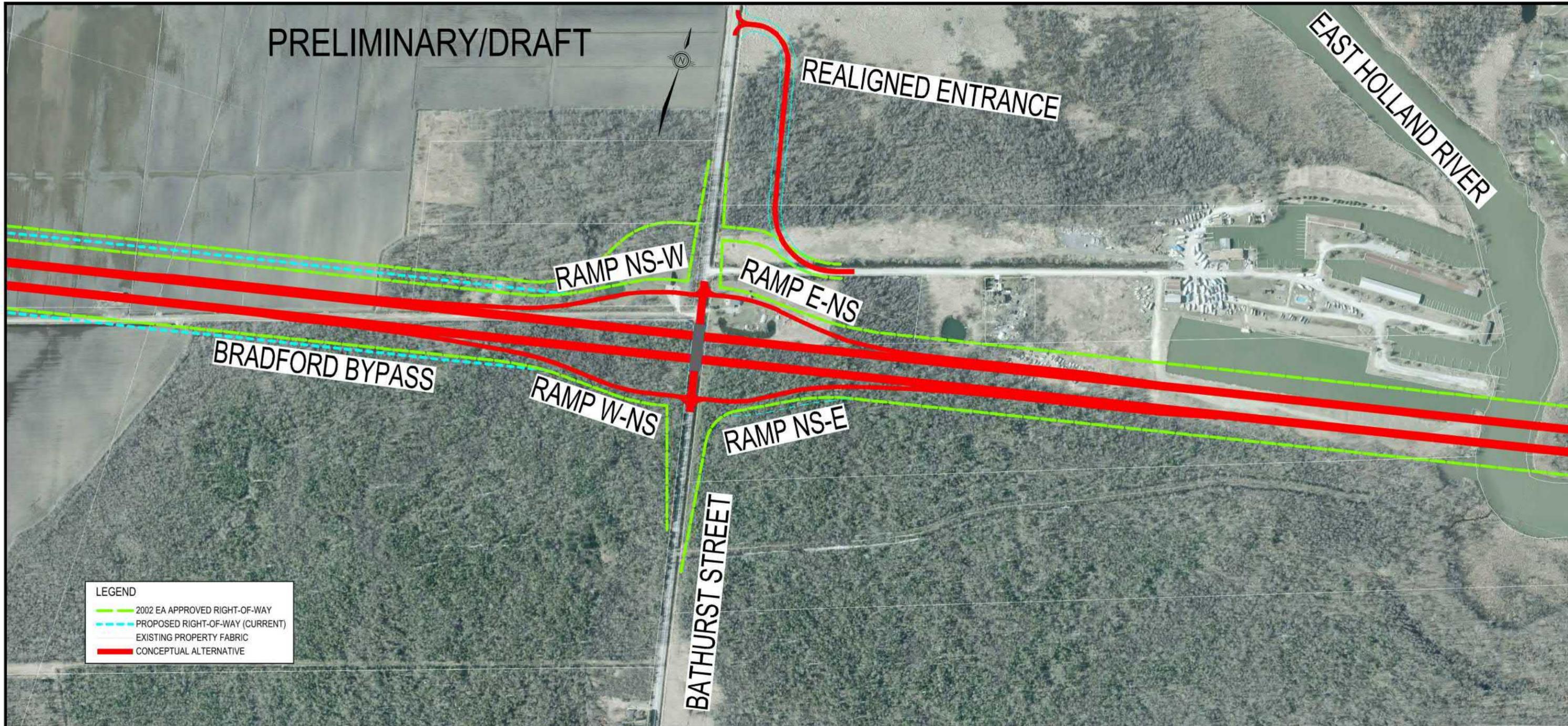
100m 0m 100m

DATE: MARCH, 2021

DWG  
**2**



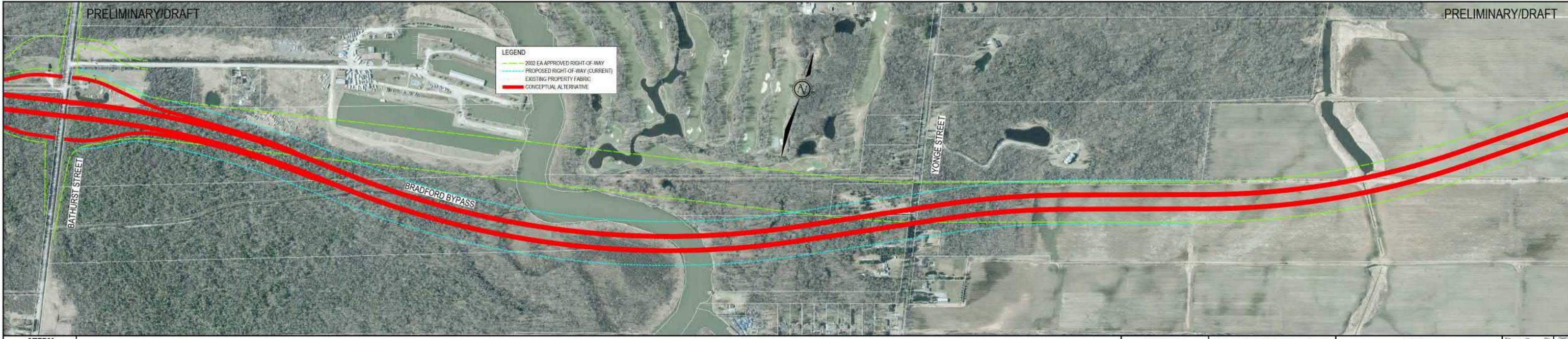
PRELIMINARY/DRAFT



**LEGEND**

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

 	BRADFORD BYPASS HIGHWAY 400 - 404 LINK	BRADFORD BYPASS AND BATHURST INTERCHANGE	ALTERNATIVE 3 - BATHURST STREET - DIAMOND INTERCHANGE -	 DATE: MARCH, 2021	DWG <b>3</b>
------	-------------------------------------------	---------------------------------------------	---------------------------------------------------------------	-----------------------	-----------------



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

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

**LEGEND**

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

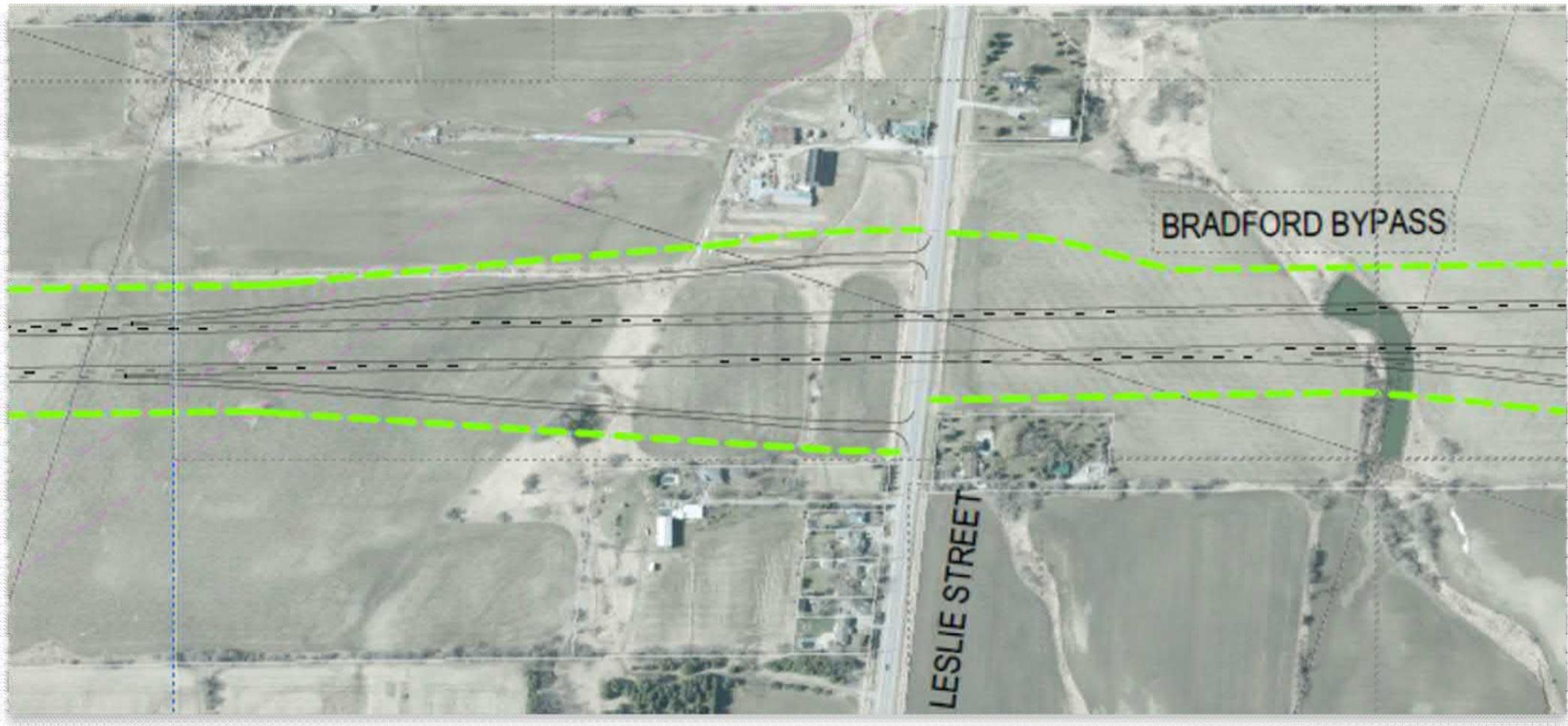


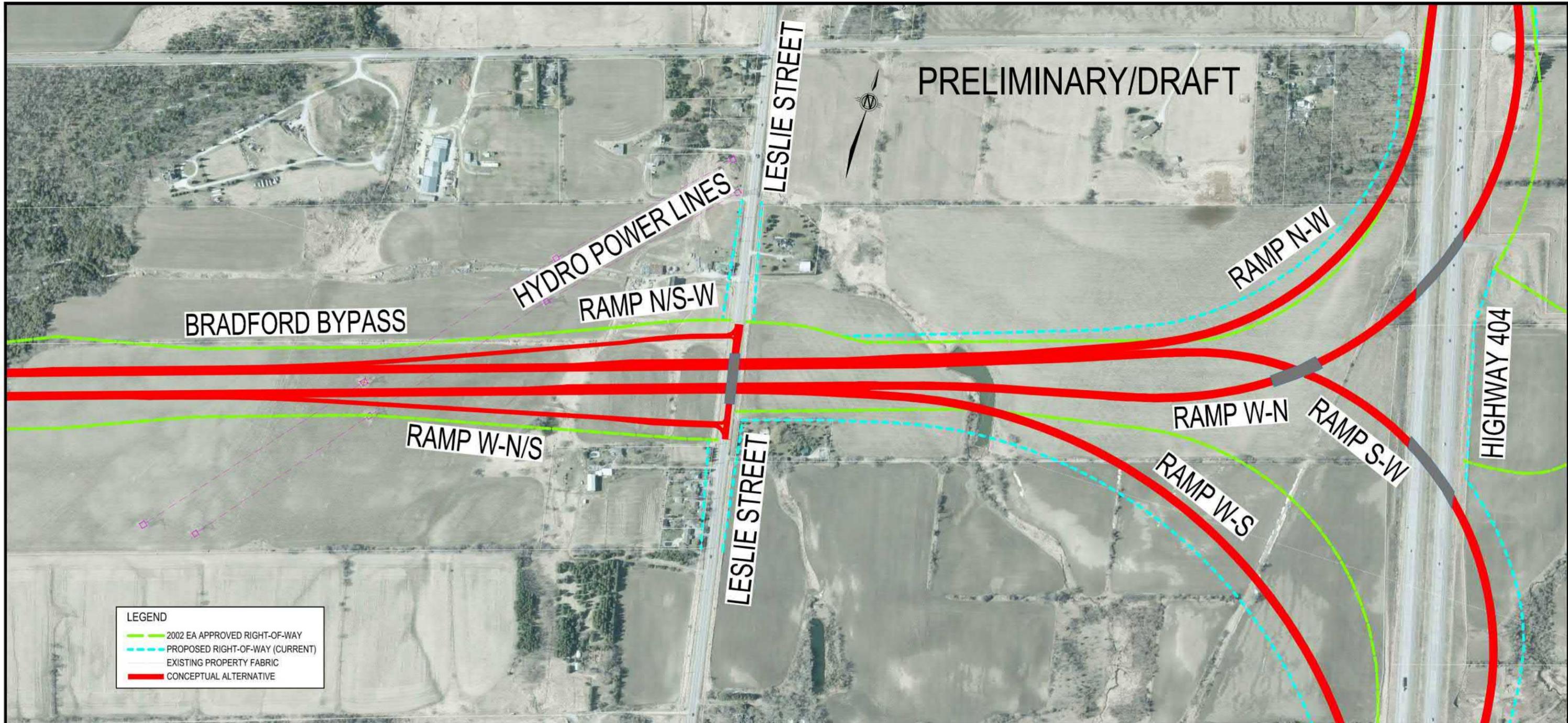
BATHURST STREET

BRADFORD BYPASS

YONGE STREET







PRELIMINARY/DRAFT

BRADFORD BYPASS

LESLIE STREET

HYDRO POWER LINES

RAMP N/S-W

RAMP N-W

RAMP W-N/S

RAMP W-N

RAMP S-W

LESLIE STREET

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

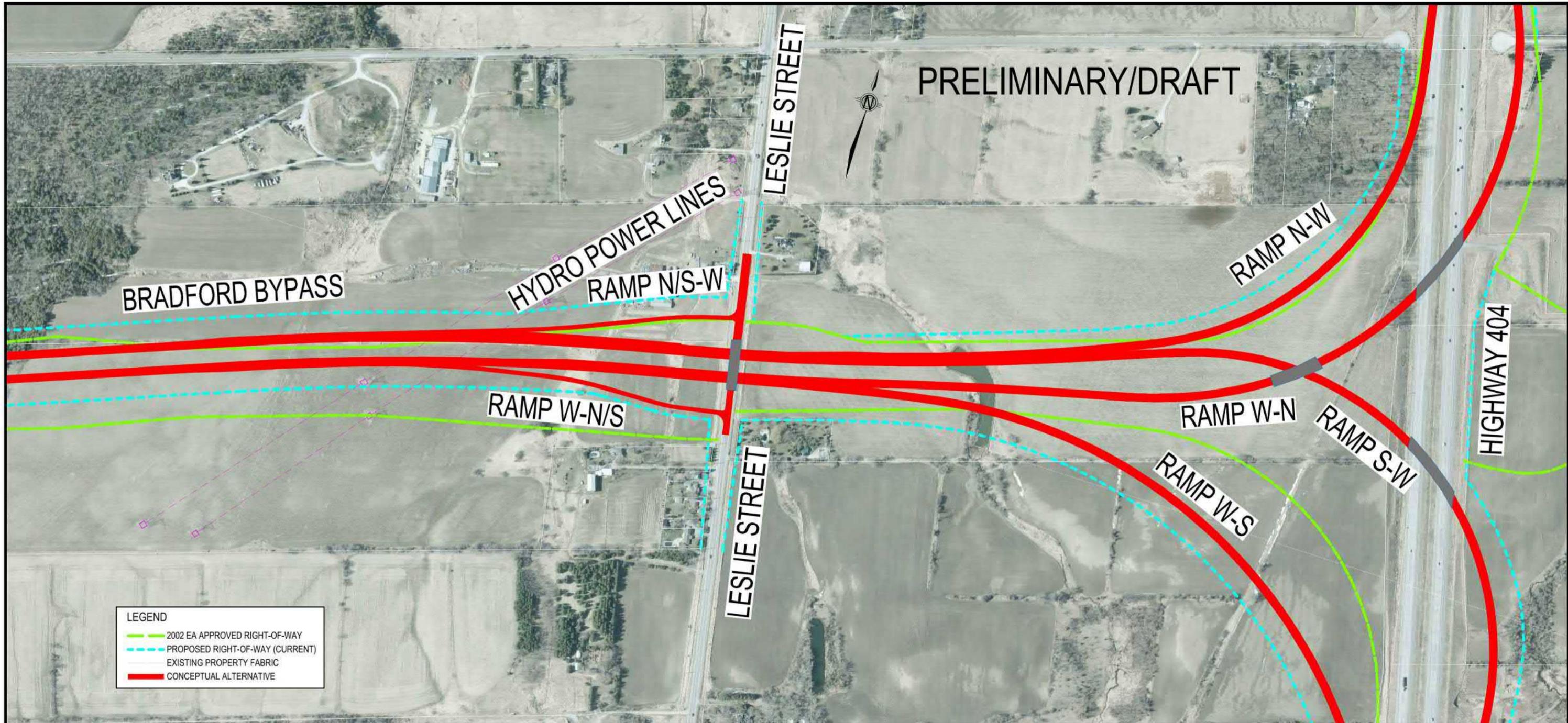
BRADFORD BYPASS AND  
LESLIE INTERCHANGE

ALTERNATIVE-1  
- LESLIE STREET PARTIAL  
DIAMOND INTERCHANGE -

100m 0m 100m

DATE: MARCH, 2021

DWG  
**1**



**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

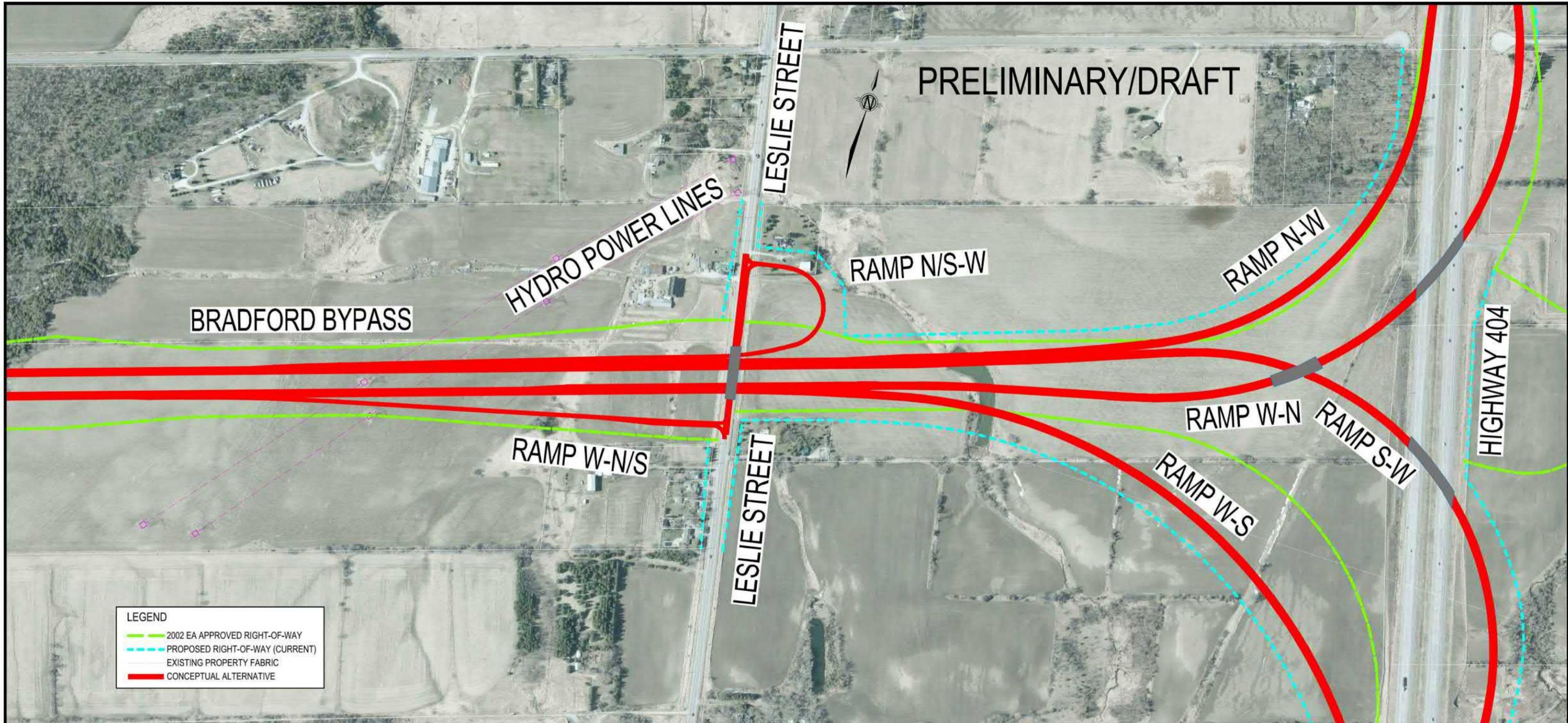
BRADFORD BYPASS AND  
LESLIE INTERCHANGE

ALTERNATIVE-2  
- LESLIE STREET PARTIAL  
DIAMOND INTERCHANGE -

100m 0m 100m

DATE: MARCH, 2021

DWG  
**2**



PRELIMINARY/DRAFT

BRADFORD BYPASS

HYDRO POWER LINES

LESLIE STREET

RAMP N/S-W

RAMP N-W

RAMP W-N/S

LESLIE STREET

RAMP W-N

RAMP S-W

RAMP W-S

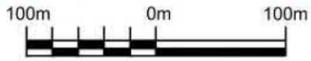
HIGHWAY 404

**AECOM**

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND  
LESLIE INTERCHANGE

ALTERNATIVE-2  
- LESLIE STREET PARTIAL A2 /  
DIAMOND INTERCHANGE -



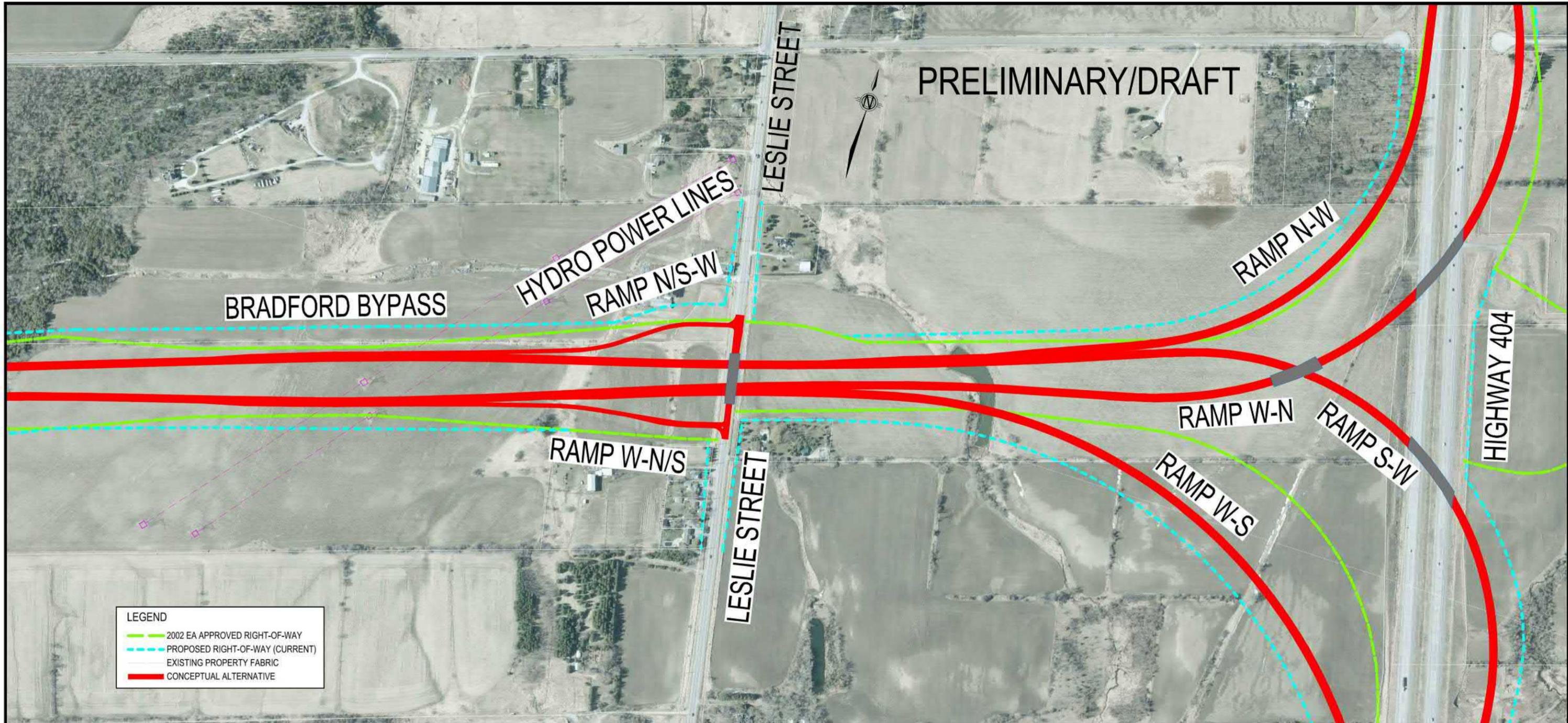
DWG

**Ontario** Ministry of Transportation

DATE: MARCH, 2021

**4**





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

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-EW

RAMP W-S

RAMP S-W

RAMP N-W

RAMP W-N

HIGHWAY 404

BRADFORD BYPASS

HOLBORN ROAD

HOLBORN ROAD

ACCOM  
Ontario Ministry of Transportation

BRADFORD BYPASS  
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND HIGHWAY 404 FREEWAY TO  
FREEWAY INTERCHANGE

ALTERNATIVE 1  
CONNECT TO EXISTING QUEENSVILLE SIDEROAD RAMP N-EW

Scale bar showing 0, 20, 40, 60, 80, 100 meters.  
DATE: MARCH 2021  
DRAWING NUMBER: 1

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

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



QUEENSVILLE SIDEROAD

RAMP NEW

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

RAMP S-W

RAMP N-W

RAMP W-N

BRADFORD BYPASS

HIGHWAY 404

HOLBORN ROAD

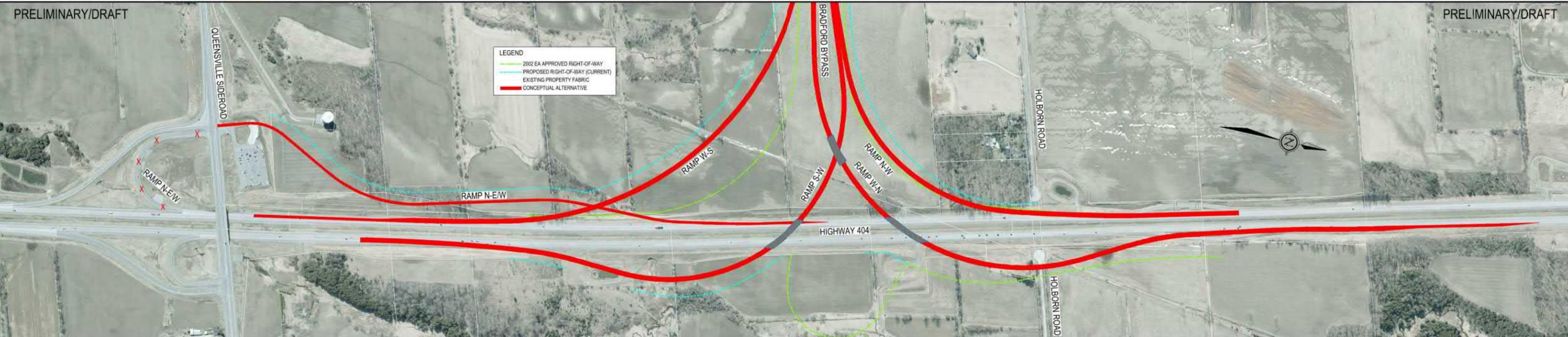
HOLBORN ROAD

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

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



ASCOM  
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 -

DATE: 2021  
4